



Dublin City Active Travel Network

Sandyford Clonskeagh to Charlemont Street (SC2C)

Report on Non-Statutory Consultation

August 2024

TABLE OF CONTENTS

1. Introduction	3
1.1 Project Overview	4
1.2 Objectives of the Project	4
2. Consultation Process	5
3. Consultation Results	6
3.1 Online Questionnaire	7
3.2 Submission Themes & Responses	7
Theme 1: Route Options	7
Theme 2: Parking	8
Theme 3: Loading Bays	8
Theme 4: Method of Segregation	9
Theme 5: Junction Design	9
Theme 6: Pedestrian Crossings	10
Theme 7: Speed Limit	10
Theme 8: Safety Concerns	11
Theme 9: Traffic	11
Theme 10: Health and Equality	12
Theme 11: Climate Change	12
Theme 12 - Landscaping and Public Realm	12
Theme 13: Removal of Bus Lane	13
Theme 14: Dublin City Bikes and Bike Parking	13
Theme 15: Information Campaign	13
Theme 16: Bus Stop Islands	14
Theme 17: Cycle Lane Design and Maintenance	14
Theme 18: Consultation	15
4. Conclusion and Next Steps	16
4.1 Planning Determination	17
Appendix A: Information Leaflet	18
Appendix B: Advertisement	20
Appendix C: Images from the Public Information Event	21
Appendix D: Results of the Online Questionnaire	22

1. Introduction

Dublin City Council's (DCC's) Active Travel Network will enhance quality of life by connecting people through the delivery of a walk-wheel-cycle network. This will be achieved by improving access, connectivity and sustainable mobility. The Network will also contribute to the reduction of transport-related carbon emissions. Over the lifetime of the programme, the Active Travel Network will grow from 10km to a connected network of 310km across the city.

The Sandyford Clonskeagh to Charlemont Street (SC2C) Pedestrian and Cyclist Improvement Scheme is part of the DCC core active travel network, and is funded by the National Transport Authority (NTA). It will provide 3 kilometres of high-quality walking and cycling facilities along with significant urban realm improvements for the extents of the route from Clonskeagh Road to Charlemont Street, extending from the River Dodder along Sandford Road, Ranelagh, Ranelagh Road and Charlemont Street to the Junction of Harcourt Road. It is designated as a primary route on the Greater Dublin Area Cycle Network Plan (Route 11). The project includes public realm enhancements, signalised pedestrian crossings and greening of the route.



Figure 1: Extent of the route illustrated in red

This scheme will provide an active travel link into future cycle and public transport schemes. The overall aim is to improve walking and cycling facilities for the local communities, including people of all ages and abilities, facilitating a modal shift towards more sustainable modes for commuting and leisure.

1.1 Project Overview

The SC2C Project will be delivered in two distinct phases. The first phase will be an interim scheme delivered in 2024. The second phase is a permanent scheme which will be delivered between 2025 and 2028. 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.

Interim Scheme

The Interim Scheme will use light segregation measures such as flexible kerbs and bollards to provide temporary protection to cyclists from vehicle traffic. The interim scheme will follow the layout of the proposed permanent project where possible. The scheme will deliver the following:

- Provide segregated cycle facilities along the 650 meters of the scheme through Ranelagh Village;
- Provide a Bus Stop upgrade with an Island Bus Stop layout in Ranelagh Village;
- Retain all existing disabled parking facilities.

Permanent Scheme

The SC2C Project will deliver permanent infrastructure as follows:

- Provide 3 kilometres footpath improvements and segregated cycle facilities;
- Provide significant Urban Realm Improvements;
- Provide 38 new trees with 18 existing trees to be removed;
- Provide 11 new junction upgrades;
- Provide 17 new pedestrian crossings.

1.2 Objectives of the Project

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.
- This scheme will contribute to an increase in walking and cycling along the corridor by improving access to key education, employment, retail and transport destinations. The scheme links University College Dublin to the South City Core where St. Stephen's Green, the Royal College of Surgeons of Ireland, and Trinity College, among other key trip attractors, are located. The route will also serve local schools such as Sandford Parish National School, Saint Mary's National School, Sandford Park School, Gonzaga College SJ, Muckross Park and others.
- The scheme will service leisure, school and commuter traffic facilitating movements to shopping and work locations along Sandford Road and Ranelagh.
- 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 from Clonskeagh Bridge to Charlemont Street.

2. Consultation Process

Dublin City Council Active Travel Programme Office held a non-statutory public consultation between 30th January and 28th February 2023.

The purpose of the consultation was to inform the public of the key features of the scheme and to gather any comments or observations they may have, to better inform the decision-making process for the implementation of the scheme.

This was advertised in the Irish Times newspaper on 3rd February 2023 and in the Dublin Gazette newspaper on 9th February 2023.

Proposed design drawings were uploaded to the Dublin City Council website, with accessible drawing descriptions.

Furthermore, design drawings were available to view in hard copy format at the public counter in the Civic Offices, Wood Quay, Dublin 8 and in Rathmines Library, 157 Rathmines Road, Lower, Dublin 6 during the consultation period.

Information leaflets, which provided a high-level outline of the project and details of the consultation, were distributed to 11,089 residential units and various business units in the vicinity of the route.

In addition, the public consultation process was advertised across DCC's social media channels, including Twitter and LinkedIn.

During the consultation period, a public information event was held on 7th February 2023 between 4pm and 7pm at Charlemont Community Centre, Core 3, French Mullen House, Charlemont Street, Dublin 2.

To inform local businesses of the proposed scheme, the project team held a meeting with the Ranelagh Business Association on 9th February 2023, at the Devlin Hotel 117 -119 Ranelagh Road, Dublin 6.

The methods by which the public could make submissions on the consultation were via the Dublin City Council Consultation Hub, through an online questionnaire and comment form, or alternatively by email or post. Submissions were also accepted on 7th February 2023 at the Public Information Event. A total of 713 submissions were received during the consultation period, and all of these submissions have been reviewed and considered by the project team.

3. Consultation Results

A detailed review of all observations has been carried out with the main concerns and issues identified. In addition, the overall sentiment of each observation was assigned a satisfaction ranking for the proposed scheme based on the comments made. The scale range for this is as follows:

- Very Positive
- Mostly Positive
- Neutral
- Mostly Negative
- Very Negative

In assessing the above, it should be noted that many observations are positive and supportive of the scheme but with specific issues and concerns. Where the overall sentiment of the observation is positive despite these specific issues, a positive ranking has been assigned. Conversely, observations which have not expressed any positive sentiment towards the scheme have been assigned negative rankings. A breakdown of the results of the general sentiment ranking is given below.

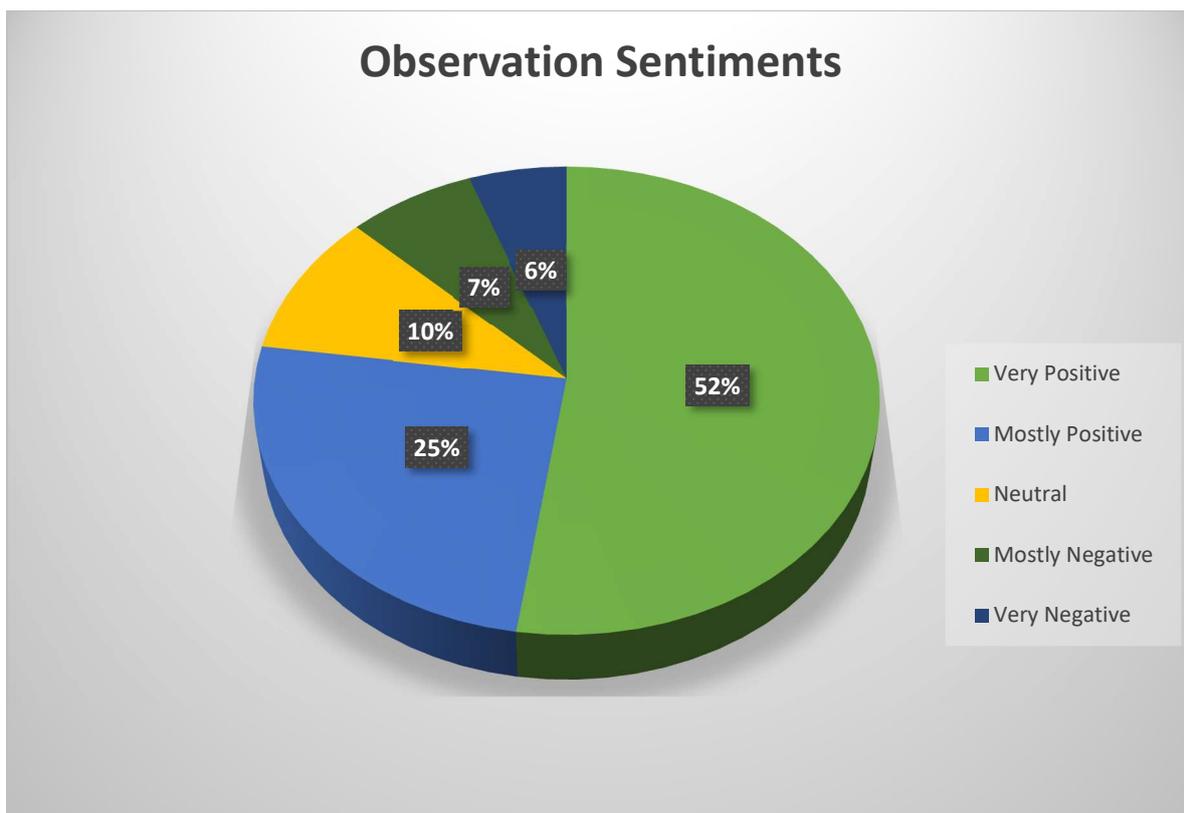


Figure 2: Observation Sentiment Analysis

The results indicate that 52% of the respondents who made observations are very positive of the scheme, 25% are mostly positive whilst only 13% of submissions are negative. This suggests that the scheme is generally welcomed in the local community.

3.1 Online Questionnaire

A total of 676 interested parties responded to the online questionnaire which consisted of a total of 14 questions. A summary of the results from the questionnaire is provided in Appendix D, with graphical outputs and interpretative statements formed around these key findings.

3.2 Submission Themes & Responses

A review of the submissions showed that there are a number of key recurring themes which generally address most of the issues raised. Therefore, various themes identified and DCC's responses to these are as summarised below.

Theme 1: Route Options

There have been several submissions that deal with specific route preferences with respondents stating which routes they would like to see developed further. These suggestions include further connections to Harcourt Street / Camden Street, the Dodder at Clonskeagh Bridge, to the footpath at the rear of Ashton's pub, onto the Milltown Road, onto Palmerstown Road / Mountpleasant Avenue. It is also suggested to have cycling only access at the northern entrance to Mountpleasant Square as it is used by cyclists to get to Rathmines.

DCC Response:

The route alignment for this scheme is as it was identified in the Greater Dublin Area Cycle Network Plan as a primary radial route with high levels of cycling. Cyclists constitute a significant proportion of trips along the route. In Ranelagh Village cycling makes up approximately 19% of all traffic. Cycling mode share is up to 30% during the morning peak hour at the same location.

The proposed scheme will provide enhanced, continuous cycling facilities that improve safety for those currently cycling and will encourage new cyclists by offering a safe and efficient alternative to other modes.

The scheme will connect to the proposed Dodder Greenway Scheme at Clonskeagh Bridge.

There is a toucan crossing proposed along Clonskeagh Road which will improve connectivity for pedestrians down to the Dodder River.

Theme 2: Access to Schools

Many submissions state that the scheme should be connected to local schools, and it is suggested that the layout is not designed with 'Safe Route to School' principles.

It is suggested that the design should consider the future school at Harcourt Terrace.

RMDS note that there is no reference to the School Zone proposed outside the school and request a raised pedestrian crossing between the school and Mountpleasant Square Park to improve safety for children. More signage to slow cyclists down outside schools is suggested.

DCC Response:

The scheme design aims to improve the active travel connections for the local school commute by providing segregated facilities along the scheme extents. The project team will liaise with the team implementing 'School Zones' and 'Safe Routes to School' so that designs are coordinated.

The educate together school planned for the former Garda Station on Harcourt Terrace is beyond the extents of this scheme but the Harcourt Street to South William Street (College Green) Active Travel Network Scheme will propose Active Travel Facilities adjacent to the school.

Theme 3: Parking

Several submissions raise concern with the removal of car parking within Ranelagh Village and along Ranelagh Road. Concern that more parking will be shifted to side roads which are already full has been raised. Concerns with the lack of disabled parking for elderly people within Ranelagh has been raised by several submissions. However, several submissions welcome the removal of car parking to accommodate the cycle lanes. Some also suggest the removal of the taxi ranks within the triangle or to share its use as a loading bay.

A number of submissions raise concern with motor vehicles, including delivery vehicles, parking on cycle lanes and request that this is properly enforced.

DCC Response:

In order for the scheme to achieve its aim of providing a continuous segregated cycling facility that is safe, it is necessary to remove parking along the scheme extents.

Parking surveys carried out showed that at any one time there were more spaces available on the side roads in Ranelagh Village than are being removed.

It is proposed to maintain the 3 number. existing disabled parking bays in Ranelagh Village to ensure those who need to can access local amenities by car.

In the interim scheme, bollards will be placed at regular intervals along the cycle lane to deter parking. In the permanent scheme the cycle track will be raised from the carriageway which should deter vehicles from parking on it.

Theme 3: Loading Bays

Several submissions have raised concerns with the number and location of loading bays within Ranelagh and consider the scheme will negatively impact their businesses in terms of deliveries, due to the removal of parking spaces and implementation of segregated cycle lanes outside their businesses. Some submissions suggest relocating loading bays to side streets. It is noted that some businesses welcomed the location of loading bays but request dropped kerbs to facilitate deliveries.

DCC Response:

A loading strategy for Ranelagh Village is being developed with ongoing engagement with local businesses to understand their requirements for deliveries. Loading surveys were also carried out within the scheme extents to help inform this plan.

During the detailed design phase, inclusion of dropped kerbs will be considered where appropriate.

Theme 4: Segregation

Many of the submissions outline that it is important for the full scheme to be completely segregated in the interest of safety. Some submissions outline that children will only use the infrastructure if it is safe to do so.

Some submissions raise concern with kerb construction on already narrow streets and the fact it makes it difficult for cyclists to turn in and out of the cycle lane. Concern also raised with construction of kerbs outside homes which could hinder deliveries and home removals. Reduced space for emergency vehicles is also raised.

DCC Response:

The benefits provided by segregated cycle facilities include enhanced safety and comfort due to the physical protection from motor traffic and the ability to bypass queuing vehicles thus improving journey time reliability and overall quality of service. The segregation can be continuous or intermittent (light segregation), with varying degrees of protection provided depending on the material and the horizontal (buffer width) and vertical separation.

In general, this scheme has kept shared space to a minimum. However, shared space has been included where segregation would result in facilities too narrow for cyclists and pedestrians or where a short length of the shared route is the only practical way of achieving a continuous cycle route.

Liaison with Dublin Fire Brigade is ongoing to ensure sufficient space for emergency vehicles.

Theme 5: Junction Design

Many of the submissions state that there should be no segregation coming up to junctions as it is difficult for cyclists to cross over when turning right or crossing a left turn lane when continuing straight. Several submissions reference the Dutch type junction as an alternative to avoid this conflict at junctions such as Sandford Road/Marlborough Road, Ranelagh Road/Sallynoggin Avenue, Ranelagh Road/Chelmsford Road, Elmpark Avenue/Chelmsford Road/Ranelagh Road and Cullenswood Road/Ranelagh Road. Clarification is sought on the signal cycles at junctions and use of advance green cycle lights is suggested. It is suggested to trial Idaho stop lights for cyclists in Ranelagh Village.

DCC Response:

The particular design for junctions vary throughout the scheme extents depending on the space constraints and needs of users at each location. The scheme aims to enhance protection for pedestrians and cyclists at junctions. Improvements include continuous footpaths at side roads and narrowing junction radii.

The junction designs and right turns at junctions will be further developed during detailed design.

The slip lane on Milltown Road is proposed to be removed on the permanent scheme to improve the safety for cyclists and pedestrians at this junction.

As part of detailed design for the permanent scheme the timing of traffic lights will be reviewed to maximise efficiency for all users.

The scheme proposes narrowing junction radii in the interim scheme through white lines and bollards and in the permanent scheme by widening the footpaths. This has many advantages including: shorter crossing distances for pedestrians, widening footpath facilities which will make the scheme more accessible, slows down vehicles when turning into and out of side roads. In some locations this will mean more space allocated to public realm opportunities.

Theme 6: Pedestrian Crossings

Several submissions raise the issue of further pedestrian crossings throughout the route including at the junction of Charlemont Road and Ranelagh Road, at the junction of Ranelagh Road and Chelmsford Road, at Marlborough Road and Eglinton Road between Sandford Road and Clonskeagh Road and opposite Ranelagh Multi Denominational School. It is also suggested to move the existing pedestrian crossing outside Cinnamon Café closer to the junction of Ashfield Road.

Raised table crossings are requested to be provided at all junctions for pedestrians, with longer lights for pedestrians and cyclists.

Clarification on the difference between toucan crossings and simple pedestrian crossings is requested.

DCC Response:

The current proposals show 17 additional pedestrian crossings at junctions. The request for additional crossings will be reviewed as the design develops.

The permanent scheme proposes junction radii narrowing on many of the side road entrances alongside continuous footpaths to promote pedestrian and cyclist priority.

The permanent scheme proposes to raise the existing pedestrian crossing in Ranelagh Village next to the Luas Station. This will provide an element of traffic calming to those entering the village from the city. Additionally the narrowing of the carriageway will help to slow down vehicles along the scheme extents.

The difference between pedestrian and toucan crossings is that a pedestrian crossing is designed only for pedestrians to use crossing the road. Toucan crossings are typically wider with signals for cyclist as well as pedestrians to allow both to cross the road.

Theme 7: Speed Limit

It is suggested by several submissions to make the speed limit in Ranelagh and along the entire route 30 kilometres per hour.

DCC Response:

Dublin City Council has been gradually implementing 30 kilometres per hour speed limits in various areas of the city, guided by the 'Guidelines for Setting & Managing Speed Limits in Ireland' (March 2015) published by the Department of Transport Tourism & Sport. In line with this, the Council has already introduced 30 kilometres per hour speed limits for all residential areas of Dublin. The most recent Special Speed Limit Bye-Laws were adopted in January

2020, and more information about these can be found at <https://www.dublincity.ie/residential/transportation/speed-limits-dublin-city>.

In April 2024 the Road Traffic Act was amended legislating for safer default speed limits, following this amendment the council awaits the publication of the updated guidelines for managing speed limits on urban roads. It is important to note that many arterial roads in Dublin City have a speed limit of 50 kilometres per hour, once the new guidelines are released the Council will take action if required regarding the speed management of all roads within its functional area.

Theme 8: Safety Concerns

There are a number of submissions on how to improve the safety of cyclists. It is suggested to remove the left turn lane onto Chelmsford Road from Ranelagh Triangle as it is unsafe for cyclists going straight, to remove the filter lane turning right onto Beech Hill Road coming from the direction of UCD, to remove filter lanes from Eglington Road to Clonskeagh Road and Milltown Road to Sandford Road. It is stated that more protection for cyclists is needed outside the old tram garage on Sandford Road. It is suggested that the corner outside Ashton's Gastro Pub should be made as tight as possible to slow drivers down. It is recommended more signage is provided to warn cyclists of left turning vehicles.

A submission raises concern with no right turn from Ranelagh Road onto Cullenswood Avenue and how one is supposed to get to Rathmines. It is also questioned how emergency vehicles can get through traffic with only one lane.

It is suggested that cyclists should be policed who ignore red lights at pedestrian crossings, cycle on footpaths and cycle the wrong way down one-way streets.

DCC Response:

All the submissions received on improving cycle safety will be taken into account at the detailed design stage. The retention of the no right turn from Ranelagh Road to Cullenswood Road will be reviewed as part of the update of the design post consultation. Dublin Fire Brigade will be consulted on the design of the scheme to ensure the efficient dispatch of emergency vehicles. Roads Traffic policing is a matter for the Gardaí.

Theme 9: Traffic

It is suggested that bus stop islands and the removal of right and left turning lanes will cause traffic delays/congestion. Proposed lights at Sandford end of Marlborough Road may cause traffic jams. It is further suggested that increased traffic congestion will lead to increased Carbon Dioxide emissions from cars sitting idle.

A number of submissions suggest that the proposals will reduce traffic congestion and improve our air quality.

DCC Response:

The experience from implementing walking and cycling projects indicates that the provision of segregated cycling facilities usually results in a modal shift away from cars towards active travel. As per the Dublin Metropolitan Area Walking and Cycling Index 2021, 71% of Dublin Metropolitan Area residents support the construction of cycle tracks that are physically

separated from traffic and pedestrians, with 63% of residents surveyed indicating that this measure would help them cycle more. With more people opting to use sustainable modes of transport, road traffic will ultimately decrease, improving the safety of the route for all.

Theme 10: Health and Equality

A number of submissions state that they are too nervous to cycle in Dublin at the moment. A number of submissions state that the proposal will reduce stress, increase levels of children, women and elderly in walking and cycling, increase tourism, encourage winter cycling and make travelling more equitable for people who can't afford a car. Furthermore, it is stated that active forms of mobility will reduce air pollution and increase cardiovascular health and improve mental health. The Climate and Health Alliance and Irish Heart Foundation requests Dublin City Council to implement their recommendations by 2025 which are to implement a policy of road space reallocation away from the private car and towards sustainable transport modes for cities, towns, and villages, examine road user changes including targets for car mileage reductions, develop a national network of cycling superhighways, develop family-friendly cycling infrastructure and develop a green network of cycling and/or pedestrians routes.

Some comments referencing that motor vehicles have not been considered in scheme and this could impact on elderly.

DCC Response:

The development of the design has included the consideration of all modes of transport to ensure people can access local amenities and residential areas. The design has been developed using the transport hierarchy where pedestrians are considered first. Vehicle movement and parking have been considered throughout design development. Parking is available on side streets off Ranelagh Village. The number of disabled bays along the scheme are maintained.

Theme 11: Climate Change

It is suggested that the world is currently in the midst of a climate emergency and every nation must contribute to reducing its greenhouse gas emissions rapidly to halt and ultimately reverse the warming of the planet. In line with the Climate Action Plan 2021, Ireland has committed to a legally binding target of net-zero greenhouse gas emissions no later than 2050, and a reduction of 51% by 2030. Ireland must move away from its private car-commuter culture and towards a more sustainable, clean, and shared form of transport infrastructure.

DCC Response:

The Climate Action Plan 2023 calls for a significant cut in transport emissions by 2030 and targets significant increases in sustainable transport trips and modal share. The proposed scheme aims to provide the opportunity for increased walking and cycling to help the shift away from car-dependent travel.

Theme 12 - Landscaping and Public Realm

A number of observations recommend more greening and public realm works along Charlemont Street including street furniture and heritage lighting. Slievencourt DAC, who are undertaking the Harcourt Place development, advise that they will work with the Active Travel team with the delivery of a high quality and inviting public realm on Charlemont Street. More

tree planting within Ranelagh is also suggested. It is also suggested to have planting along the cycle lanes as segregation and to absorb rainwater.

DCC Response:

Space is limited at the triangle for the provision of a pocket park but additional appropriate planting will be provided along the route.

A full public realm design has been developed for the permanent scheme. It is not possible within this scheme to have planting as a form of cycle segregation due to space constraints.

The permanent scheme proposes public realm and landscape improvements along the scheme extents with a focus on the 'public realm area' in Ranelagh Village. The proposals include proposed planting, trees, benches and resurfacing along the scheme extents. In the interim scheme opportunities for public realm improvements will be considered. Sustainable Urban Drainage Systems (SUDS) will be considered on the route where feasible.

Theme 13: Removal of Bus Lane

The removal of the bus lane between the Grand Canal and Luas Bridge in Ranelagh is considered positive. It is also suggested that there is no need for 2 vehicular lanes after crossing the Grand Canal heading towards Ranelagh and this could be reallocated to cyclists.

DCC Response:

This point has been noted by the project team.

Theme 14: Dublin City Bikes and Bike Parking

It is requested whether Dublin City Bikes scheme can be extended to Ranelagh.

DCC Response:

The expansion of the NOW dublinbike bicycle sharing scheme would require a contractual change and currently there are no plans to amend the contract or expand the scheme. The current scheme is in contract until 2027.

The permanent scheme proposes the introduction of additional bike parking at the triangle in Ranelagh. As the detailed design develops, locations for bike parking will be considered and bike parking for cargo and accessible bikes will be considered.

Theme 15: Information Campaign

It is suggested that an information campaign should be considered to educate all users of the infrastructure such as bus islands and who has priority at various crossing points.

DCC Response:

The Active Travel Programme Office is currently developing a Behaviour Change Campaign to inform and educate road users of their rights and how to behave in shared spaces. The key message being that we are all operating within a system and the relationships between various road users should be harmonious, with respect to who are the most vulnerable.

The key objectives of this campaign are

- Foster respect amongst different Shared Space users (pedestrians, cyclists, motorists, et cetera.)
- Enhance Shared Space users' awareness of how to behave
- Encourage Shared Space users to be alert to their surroundings, to one another and to be mindful of vulnerable users
- Change behaviour so that Dublin is a safer place to travel for all - irrespective of modality. We are all pedestrians
- Reinforcing peoples' best behaviour & highlighting good practice

It is hoped to roll out the campaign this year.

Theme 16: Bus Stop Islands

A number of submissions welcome the use of bus stop bypasses for cyclists and request that all bus stops are designed like this in the permanent scheme. Some submissions suggest that these type of bus stops will put people at risk from fast cycling.

DCC Response:

A bus stop review was carried out and those which could accommodate an island bus stop have been proposed to be upgraded to an island bus stop in the permanent scheme. The bus stops which have been maintained as inline bus stops are in areas where there are width constraints.

In the interim scheme there is a proposal for a temporary island bus stop in Ranelagh Village adjacent to the Luas Station however for the rest of the scheme bus stops will remain as existing due to width constraints.

The scheme designers are currently working on the detail for the island bus stops to slow cyclists down in advance of the bus stop to reduce this risk.

Theme 17: Cycle Lane Design and Maintenance

Two-way cycle lanes have been suggested by a number of submissions as overtaking can be hazardous on single lanes and as an alternative option to avoid removal of parking spaces. Some submissions request making Ranelagh one-way for motor vehicles and also to make Chelmsford Road and Sallymount Avenue one-way.

Many submissions raise issues regarding the use of bollards in terms of visual impact, maintenance issues, too much spacing between bollards allowing for carparking in cycle lane and spacing regarding not being able to overtake or move out at junctions. It is also suggested that they should only be used on corners to facilitate overtaking. An objection is raised regarding the use of these outside homes on Ranelagh Road and away from vehicular accesses on Sandford Road.

Many submissions request that the cycle lanes are wide enough for cargo bikes. It is stated that the cycle lane south of Cullenswood Park at the loading bay is too narrow and should be widened.

Several submissions raise concern with flooding within the cycle lanes particularly under the LUAS Bridge in Ranelagh as well as potholes and obstructions including damaged bollards. It is stated that the cycle lanes need to be cleaned regularly. Many submissions state that they need to be constructed of high quality materials. Some submissions request that the cycle path is finished in a different colour to that of the roadway.

DCC Response:

The scheme designers have reviewed the width of the scheme and have done tracking for cargo bikes along the scheme extents. It is acknowledged that there will be local constrained areas throughout the scheme due to existing road boundaries and width constraints. The local constraints can be addressed in the permanent scheme as part of a full street upgrade. Tracking shows that the constrained areas should be able to accommodate a standard cargo bike.

An Options Assessment for the scheme was completed and was available on the consultation portal. This involved an analysis of the schemes existing conditions, an options assessment and a multi-criteria assessment for different options for the scheme. This assessment concluded that one-way raised cycle tracks on both sides of the road was the emerging preferred option for the scheme.

The permanent scheme proposes kerb segregation along the scheme extents with the cycle track raised above the carriageway. In the interim scheme segregation will be through bollards.

A delineation surface (area) is proposed in the permanent scheme in areas where there are width constraints for the cycle track. Where the delineation area is proposed the cycle track and footpath will be raised above the carriageway to the same level and the footpath and cycle track will be segregated with a delineator strip/kerb.

To ensure an interim scheme can be delivered rapidly, bollards are to be utilised as the main method of segregation for the interim scheme. The comments regarding the aesthetics of the bollards are being considered and the specification of bollards is being looked at in more detail by Dublin City Council.

The proposal would be that in the interim there will not be a change to the colour of the cycle lane and it will stay the same colour as carriageway, however for the permanent scheme the proposal is that there will be red colouring to show change in facility.

Yes the proposal is that the cycle lane will be 24 hours.

As part of the interim scheme local problem areas will be reviewed. Further design work will be undertaken at detailed design to ensure no ponding issues will arise.

Theme 18: Consultation

Some people felt they weren't consulted and thought leaflets arrived after consultation event was held.

DCC Response:

Non-statutory public consultation was held from 30th January to 28th February 2023. The consultation was advertised in the press and on social media. Feedback was received online,

at the public consultation evening and by email and post. All submissions have been reviewed and analysed and will be considered as the design is further developed. As well as this, a meeting was held with local businesses and further consultation is to continue with them to ensure the loading strategy is one that meets their needs.

4. Conclusion and Next Steps

DCC would like to express our gratitude to the elected members, members of the public, and stakeholders who took the time and effort to make submissions, especially the detailed and comprehensive ones that we received. All submissions received during the public consultation process have been reviewed by the design team, the themes above illustrate the frequency of different items raised. Each individual submission is not responded to directly in this report, responses in this report relate the themes as described above. Additional items outside the above themes have also been reviewed by the design team and have been considered in the detailed design process for the scheme.

The key findings of the non-statutory public consultation indicate that there is generally a high level of support for the scheme.

Taking into consideration the feedback from the public consultation, the following changes to the design were made:

1. At public consultation it was proposed that the interim scheme would be 3.5 kilometres long from Clonskeagh Road to Charlemont Street. During the detailed design phase the interim scheme was curtailed to 650 meters from Mander's Terrace/Ranelagh Luas Bridge to Woodstock Gardens.
2. It was proposed to apply red surfacing to the cycle lane only at junctions at public consultation. It is now proposed to apply Red surfacing in the cycle lane for its extents
3. It is still proposed to retain the existing number of disabled bays that were shown at public consultation stage but one of the disabled bays will be relocated from Ranelagh Village to Cullenswood Road.
4. At public consultation the drawings proposed to remove 2 loading bays on Ranelagh Road between Anna Villa and Ashfield Road and proposed a 20 metre on road loading cage on Ranelagh Road between Ashfield Road and Anna Villa. The revised design proposes to remove the two loading bays and relocate them to a new 12 metre loading bay on Sallymount Avenue with the existing loading bay on Anna Villa retained.
5. It was proposed to upgrade the existing signalised pedestrian crossing on Ranelagh Road between Cullenswood Road and Woodstock Gardens. This is no longer proposed in the interim scheme and will be deferred to the permanent scheme
6. At public consultation additional cycle parking was proposed at the Triangle in Ranelagh Village, however in the current proposals this is no longer planned. This will be re-examined as part of the permanent scheme
7. The addition of a drainage gully is planned for under the Ranelagh Luas Bridge to address ponding at this location.

The detailed design of the interim scheme, extending for 650 meters from Mander's Terrace/Ranelagh Luas Bridge to Woodstock Gardens has been completed, and the tender package for construction has been prepared. The contractor procurement process is ongoing with construction expected to start in Q3 2024.

The detailed design of the permanent scheme is due to commence in August 2024, with the construction to be phased from 2025.

4.1 Planning Determination

The ActPrO has received a determination from the Planning Department confirming the recommendations from the Environmental Impact Assessment (EIA) Screening and the Appropriate Assessment (AA) Screening-that neither an EIA Report nor an AA Natura Impact Statement is required.

In addition, and in accordance with the provisions of Section 4(1)(e) and Section 179(6)(bb) of the Planning and Development Act 2000, as amended, the proposed project is exempt from the statutory planning processes as set out under Part 8 of the Planning and Development Regulations 2001, and Part 10 of the Planning and Development Regulations 2001 (submission to An Bord Pleanála).

Therefore, the proposed Clonskeagh to Charlemont Street Pedestrian and Cyclist Interim Improvement Scheme will now proceed to implementation under the provisions of Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, and under Section 38 of the Road Traffic Act 1994 as required.

The detailed 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/sandyford-clonskeagh-charlemont-street-project>

Appendix A: Information Leaflet

DUBLIN CITY ACTIVE TRAVEL NETWORK

Sandyford Clonskeagh to Charlemont Street

Pedestrian & Cyclist Improvement Scheme

INFORMATION LEAFLET



3km

WHAT'S IN THIS LEAFLET?

- 1 Scheme Objectives & Benefits
- 2 Project Overview
- 3 Project Visualisations
- 4 Traffic Management
- 5 How to Contact Us
- 6 Further Updates

1 INTRODUCTION

The Sandyford Clonskeagh to Charlemont Street Pedestrian and Cyclist Improvement Scheme (SC2C) 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 3km of high-quality walking and cycling facilities along with significant urban realm improvements for the extents of the route from Clonskeagh Road to Charlemont Street, extending from the River Dodder along Sandford Road, Ranelagh, Ranelagh Road and Charlemont Street to the Junction of Harcourt Road. It is a primary route on the Greater Dublin Area Cycle Network Plan. The project includes public realm enhancements, signalised pedestrian crossings and greening of the route.

TIMELINE

Q1 2023	Q2 2023	2023	Q4 2024	Q4 2026
Public Consultation	Planning and Design	Phase 1 (Interim Scheme) Construction	Phase 2 (Permanent) Construction Start	Scheme Construction Completion

Timeswaddi Eorann Project Ireland 2040 | NTA National Transport Authority | Comhairle Cathrach Bhaile Átha Cliath Dublin City Council



Artistic rendering of permanent scheme

4 TRAFFIC MANAGEMENT

It is anticipated that the installation works on the interim scheme will be undertaken in 2023. In order to deliver the scheme there will be some minor temporary disruption to traffic in the area. Dublin City Council in collaboration with our contractor will endeavour to minimise this as much as possible.

5 HOW TO CONTACT US

We are seeking public engagement on the current scheme proposals. If you would like to view additional information or make a submission to DCC on the SC2C Project, please see the options below:

www.dublincity.ie/activetravel (please scan QR code)

activetraveloffice@dublincity.ie with subject: SC2C Project

Dublin City Council, Active Travel Programme Office, Block 1, Floor 6, Civic Offices, Wood Quay, Dublin 8, D08 RF3F

Active Travel Programme Office: 01 222 2536

6 FURTHER UPDATES

Dublin City Council aims to provide clear information to residents, businesses and relevant stakeholders along the route of the SC2C Project so that the project is completed in a manner that causes the least disruption to all.

The Project Website including a Frequently Asked Questions (FAQ) document is being developed. These will be maintained throughout the project design stages so that stakeholders have access to regularly updated information on the status and progress of the project.

Information Leaflet No. 1 – January 2023



SCHEME OBJECTIVES & BENEFITS

The objectives and benefits of the scheme:

- Dublin City Council is developing a safer, inclusive and sustainable walk-wheel-cycle network.
- This will enhance quality of life by improving access, connectivity and sustainable mobility for all, whilst reducing transport-related carbon emissions.
- To contribute to an increase in walking and cycling along the corridor by improving access to key education, employment, retail and transport destinations. The scheme links, University College Dublin to the South City Core where St Stephens Green, the Royal College of Surgeons of Ireland, and Trinity College, among other key trip attractors, are located. The route will also serve local schools such as Sandford Parish National School, Saint Mary's National School, Sandford Park School, Gonzaga College SJ, Muckross Park and others.
- The SC2C Scheme will service leisure, school and commuter traffic facilitating movements to shopping and work locations along Sandford Road and Ranelagh.
- To reduce the risk of pedestrian and cyclist collisions through segregation from traffic, improved crossing locations and minimising conflicts.
- To 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.
- To facilitate the delivery of the Greater Dublin Area (GDA) Cycle Network Plan by providing continuous, segregated cycling facilities from Clonskeagh Bridge to Charlemont Street.

The SC2C Project will be delivered in two distinct phases. The first phase will be an Interim Scheme 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.
- Flexibility to allow minor alterations to the layout if necessary before the permanent features are constructed.

2 PROJECT OVERVIEW

Interim Scheme

The Interim Scheme will use light segregation measures such as flexible kerbs and bollards to provide temporary protection to cyclists from vehicle traffic. The Interim Scheme will follow the layout of the proposed permanent project where possible. The scheme will deliver the following:

- Provide segregated cycle facilities along the entire length of the 3km scheme.
- Provide a Bus Stop upgrade with an Island Bus Stop layout in Ranelagh Village.
- Retain all existing disabled parking facilities.

More information on the interim scheme can be found on Dublin City Council's website Active Travel Page.

Permanent Scheme

The SC2C Project will deliver permanent infrastructure as follows:

- Provide 3km footpath improvements & segregated cycle facilities.
- Provide significant Urban Realm Improvements.
- Provide 38 new Trees with 18 existing Trees to be removed.
- Provide 11 new Junction upgrades.
- Provide 17 new pedestrian crossings (additional).

3 PROJECT VISUALISATIONS & DRAWINGS

Design drawings of the SC2C Project have been made available for viewing at:

- Dublin City Council, Block 1, Floor 0, Civic Offices, Wood Quay, Dublin 8, D08 RF3F
- Rathmines Library, Rathmines Rd Lower, Leinster Rd, Rathmines, Dublin 6, D06 K2K6
- www.dublincity.ie/activetravel



Appendix B: Advertisement



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



COMHAIRLIÚCHÁN POIBLÍ NEAMHREACHTÚIL 30 Eanáir – 28 Feabhra 2023

Tá Linnra Taistil Gníomhaigh níos sábháilte, cuimsíthi agus inbhuanaithe á fhorbairt ag Comhairle Cathrach Bhaile Átha Cliath (CCBÁC). Tá Comhairliúchán Poiblí á reáchtáil ag CCBÁC do Scéim Feabhsúcháin Coisithe & Rothaithe Áth an Ghairimh, Chluain Sceach go Sráid Charlemont.

Soláthróidh an scéim seo áiseanna feabhsaithe do shiúlóidí, do rothair agus do rothaiocht leadh na coisire 3km. Freastlóidh sé ar thrácht bíllochta, scoile agus comaitéireachta ag éascú gluaiseachtaí chuig ionaid siopadóireachta agus oibre leadh Bóthar Chluain Sceach, Bóthar Sandford, Sráidbhaile Raghmallach, Bóthar Raghmallach & Sráid Charlemont. Soláthróidh sé bearta suntasacha athnuachana uirbí i Sráidbhaile Raghmallach le huasghrádú ar chosáin agus ar bhonneagar chomh maith le bearta nua tírdhreachaithe.

Nascann an scéim Coláiste na hOllscoile, Baile Átha Cliath le Lár na Cathrach Theas áit a bhfuil Faiche Stabhna, Coláiste Rioga na Máinlia in Éirinn, agus Coláiste na Tríonóide, i measc príomhshuíomhanna turais eile suite. Freastlóidh an bealach freisin ar scoileanna áitiúla ar nós Scoil Náisiúnta Pharóiste Sandford, Scoil Náisiúnta Naomh Muire, Scoil Pháirc Sandford, Coláiste Gonzaga SJ, Páirc Mhucois agus eile.

Is féidir léachaint ar na moltaí ar láithreán gréasáin Chomhairle Cathrach Bhaile Átha Cliath ag www.dublincity.ie/activetravel

Fáilítear roimh aighneachtaí le linn na tréimhse comhairliúcháin go dtí Dé Máirt 28ú Feabhra 2023, trí cheann de na modhanna seo a leanas:

- Ar líne ag www.dublincity.ie/sc2c
- I ríomhphost chuig activetraveloffice@dublincity.ie leis an ábhar: Tionscadal SC2C
- I scríbhinn chuig Comhairle Cathrach Bhaile Átha Cliath, Oifig an Chláir Taistil Ghníomhaigh, Bloc 1, Urlár 6, Oifigi na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8, D08 RF3F

Beidh cóipeanna de phleananna molta ar fáil freisin lena n-riúchadh ag:

- An cúntar poiblí in Oifigi na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8
 - Leabharlann Ráth Maonais, 157 Bóthar Ráth Maonais, Iochtarach, Baile Átha Cliath 6.
- Uaireanta Oscailte: Luan-Déardáin 10:00 go 19:00 agus Aoine-Satharn 10:00 go 16:00



* Artist's rendering of permanent scheme

NON STATUTORY PUBLIC CONSULTATION 30TH JANUARY – 28TH FEBRUARY 2023

Dublin City Council (DCC) is developing a safer, inclusive and sustainable Active Travel Network. DCC is holding a Public Consultation for the Sandyford, Clonskeagh to Charlemont Street Pedestrian & Cyclist Improvement Scheme.

The scheme will provide improved facilities for walking, wheeling and cycling along the 3km corridor. It will service leisure, school and commuter traffic facilitating movements to shopping and work locations along Clonskeagh Road, Sandford Road, Ranelagh Village, Ranelagh Road & Charlemont Street. It will provide significant urban renewal measures in Ranelagh Village with upgrading of footpaths and infrastructure as well as new landscaping measures.

The scheme links, University College Dublin to the South City Core where St Stephens Green, the Royal College of Surgeons of Ireland, and Trinity College, among other key trip attractors, are located. The route will also serve local schools such as Sandford Parish National School, Saint Mary's National School, Sandford Park School, Gonzaga College SJ, Muckross Park and others.

The proposals can be viewed on Dublin City Council's website at www.dublincity.ie/activetravel

Submissions are welcome during the consultation period until Tuesday 28th February 2023, by one of the following methods:

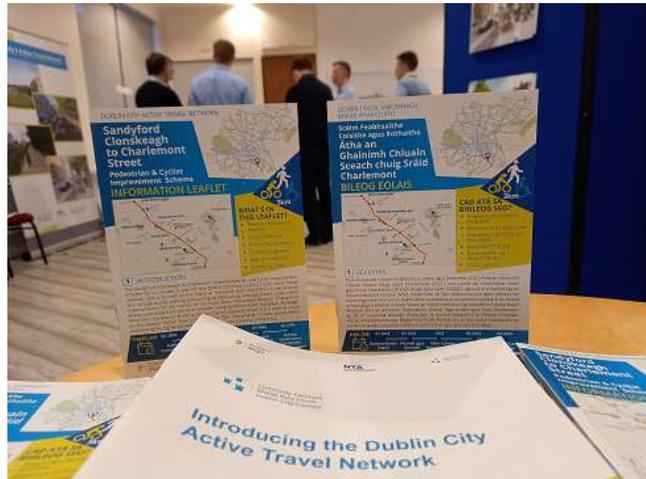
- Online at www.dublincity.ie/sc2c
- Emailing activetraveloffice@dublincity.ie with subject: SC2C Project
- In writing to Dublin City Council, Active Travel Programme Office, Block 1, Floor 6, Civic Offices, Wood Quay, Dublin 8, D08 RF3F

Copies of proposed plans will also be available for inspection at:

- The public counter in the Civic Offices, Wood Quay, Dublin 8
- Rathmines Library, 157 Rathmines Road, Lower, Dublin 6. Opening Hours: Mon.-Thurs. 10.00hrs to 19.00hrs and Fri.-Sat. 10.00hrs to 16.00hrs

dublincity.ie

Appendix C: Images from the Public Information Event

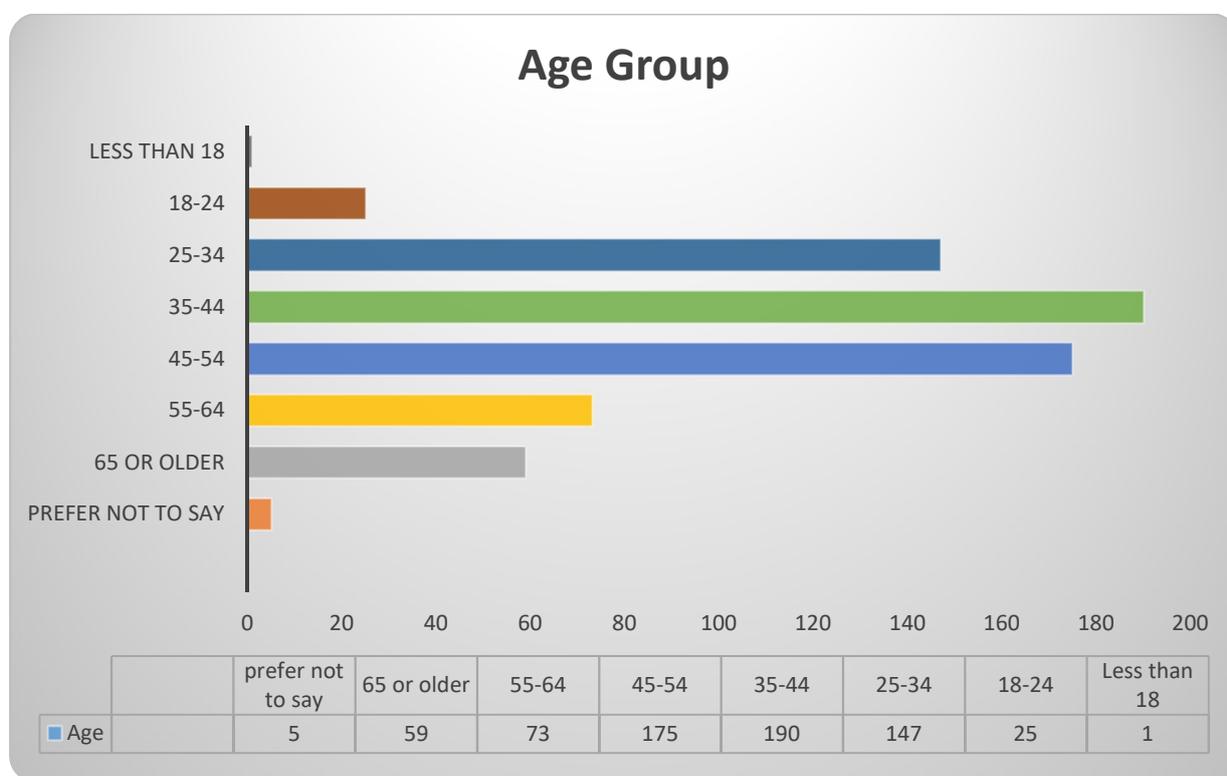


Appendix D: Results of the Online Questionnaire

A total of 675 interested parties responded to the online questionnaire which consisted of a total of 14 questions. The summary results of the questionnaire is provide in the Appendix, with results illustrated through graphical outputs. The headline results are then summarised, and an interpretative statement has been formed around these key findings.

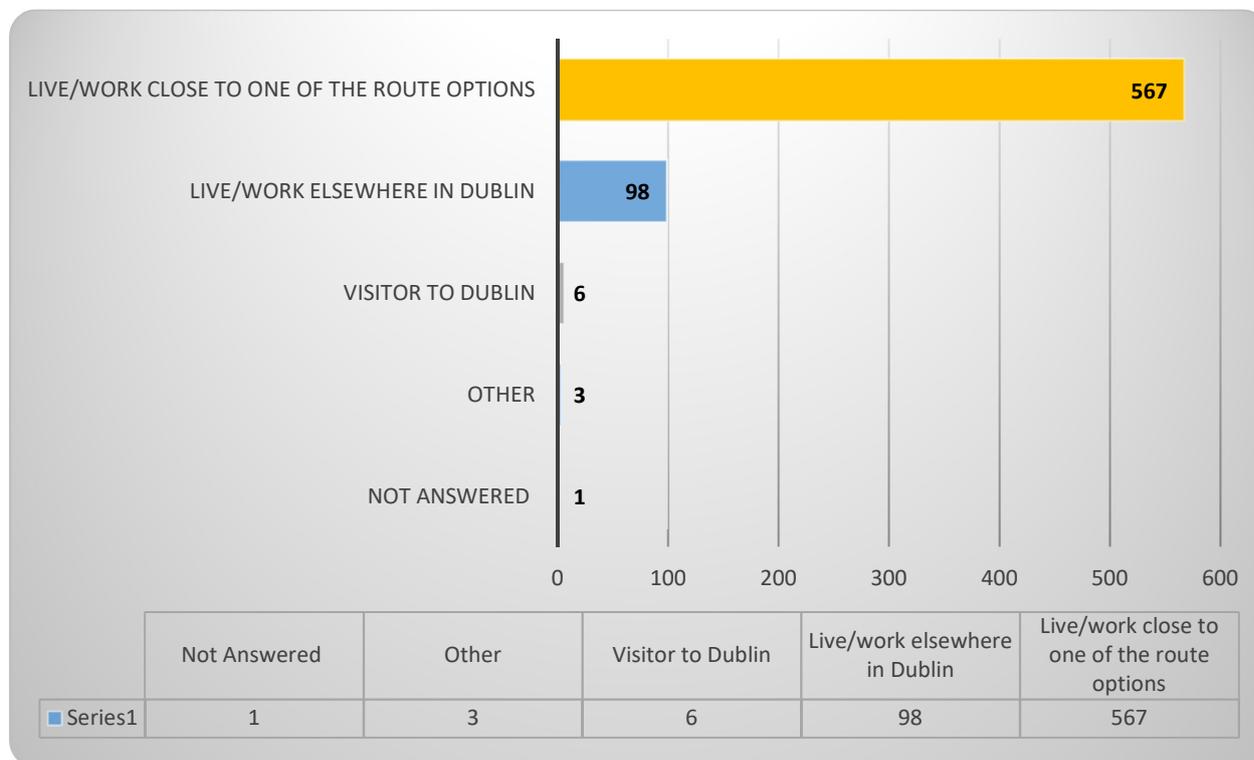
For assessment of demographic trends, interested parties were asked to give information such as their name, email address, age group, gender, and whether the individual represented an organisation.

In terms of demographics the largest age group is the 35-44 category, accounting for 28% of the overall respondents to the online questionnaire, followed by 45-54 (26%) and 25-34 (22%). Approximately 59% are male and 35% are female. The results of the survey, therefore, represent a broad cross section of society and the views of the likely scheme users.



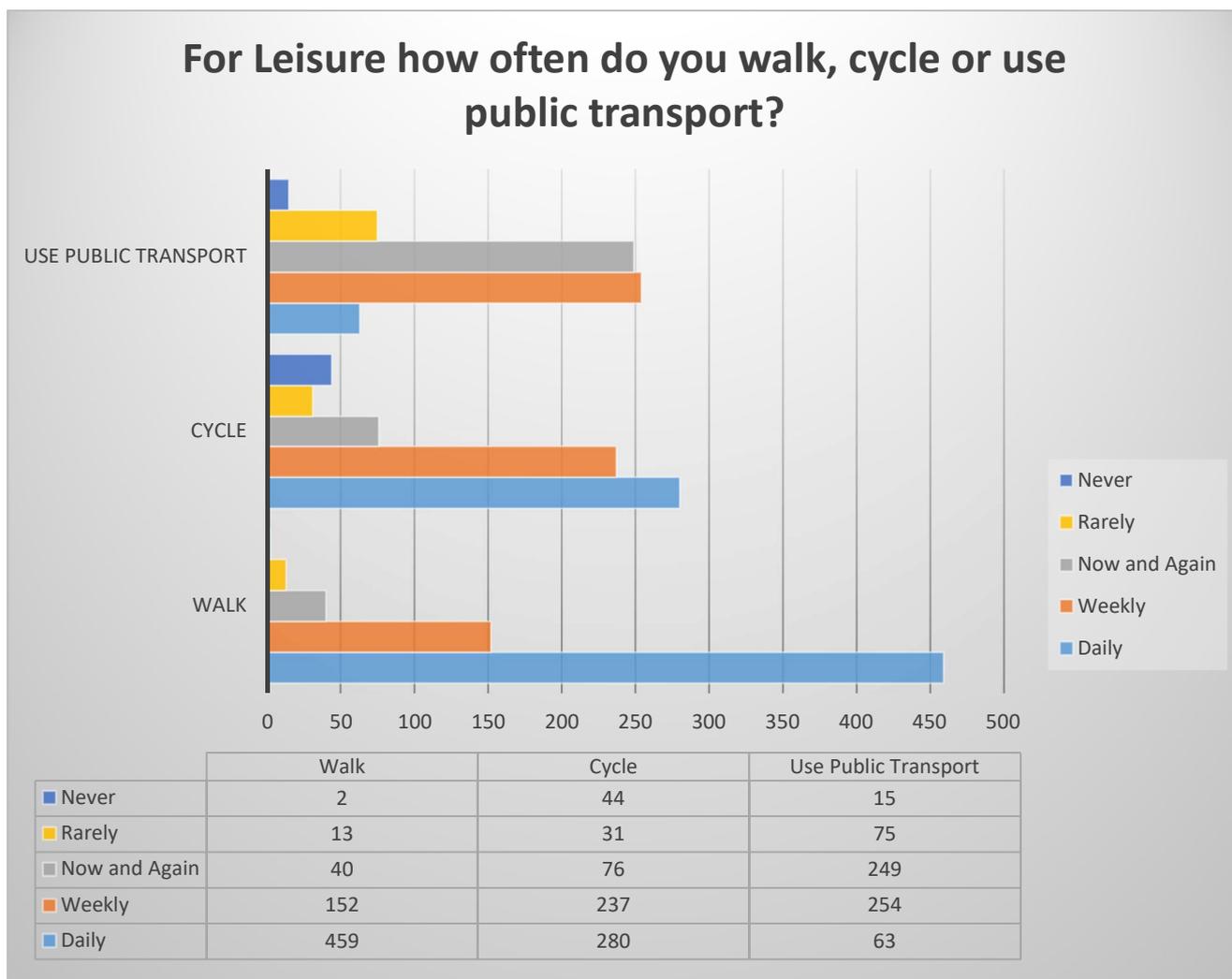
The following section outlines the summary results of the survey questionnaire, with results illustrated through graphical outputs. The headline results are then summarised, and an interpretative statement has been formed around these key findings.

1. Which category below best describes you?



84% of respondents indicate that they live or work close to one of the route options and a further 15% state that they live/work elsewhere in Dublin. It is clear from the results that the largest group of respondents are local residents who will make up the majority of the scheme users on a day to day basis and who will be most impacted by its construction.

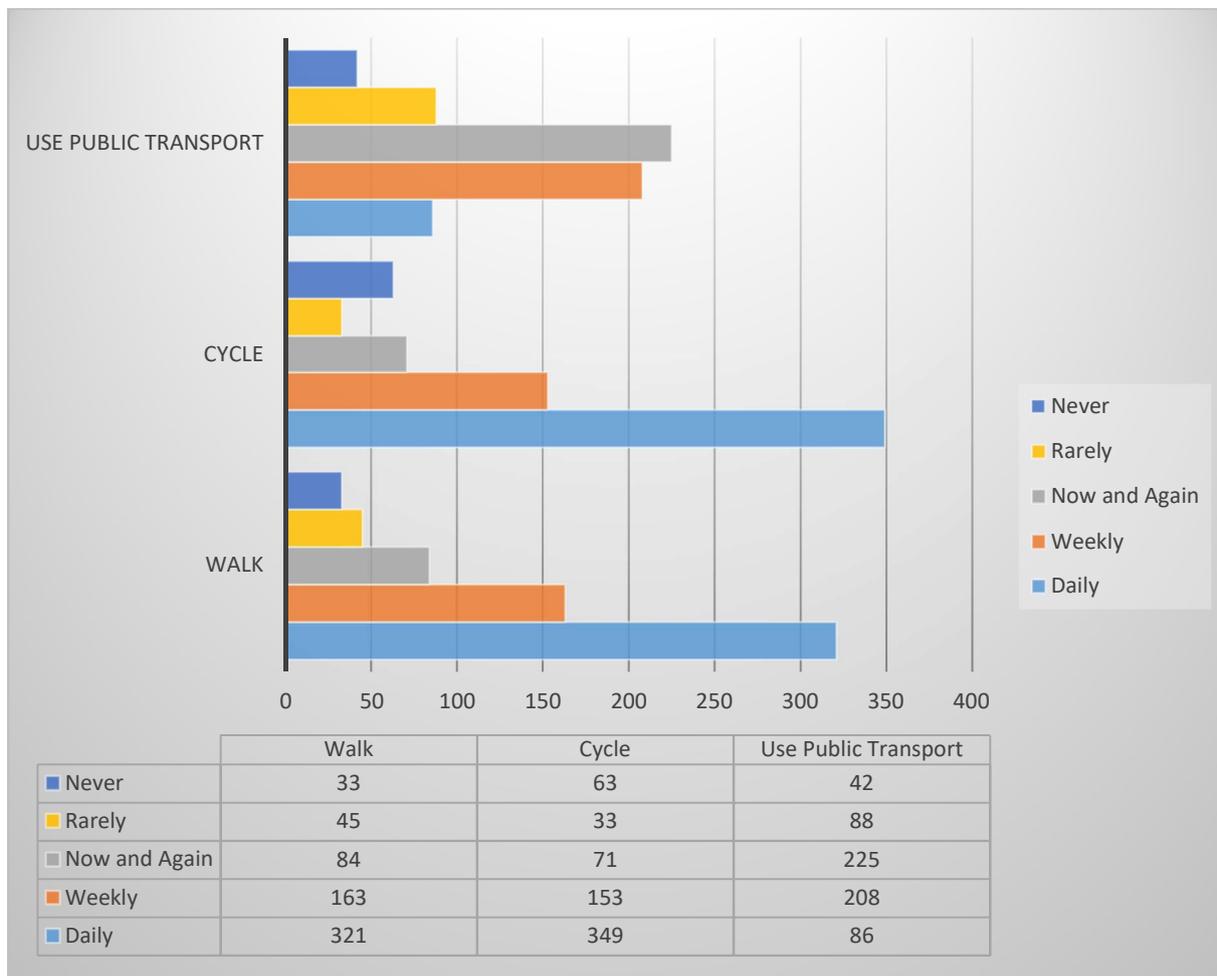
2. For Leisure, how often do you walk, cycle or use public transport?



For leisure, 68% of respondents declare that they walk daily, whilst 23% respondents declare that they walk weekly. 42% of respondents declare that they cycle daily, 35% of respondents cycle weekly and 7% of respondents declare that they never cycle. 10% of respondents declare that they use public transport daily with 38% of respondents declaring that they use public transport weekly.

The responses indicate that the vast majority of respondents walk regularly. This indicates a strong need for pedestrian facilities and routes. Furthermore, the vast majority of respondents declare that they either cycle daily or weekly, indicating a strong need for cycling infrastructure.

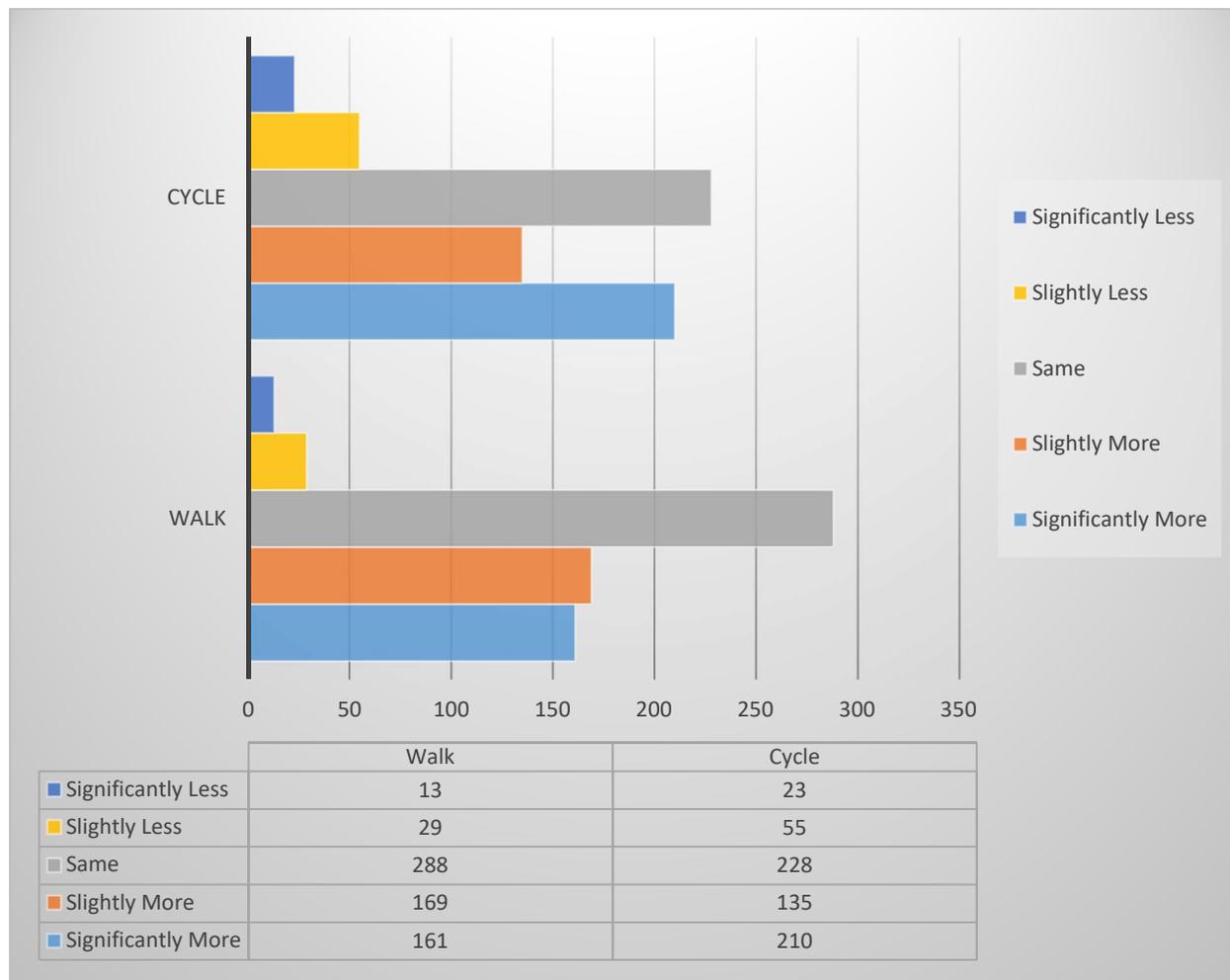
3. To get to work or school or for other purposes such as attending meetings or going shopping, how often do you walk, cycle or use public transport?



For necessary travel purposes, 47% of respondents state that they walk daily, and 23% of respondents state that they walk weekly. 49% of respondents indicate that they cycle daily for these purposes while 9% of respondents indicate that they never cycle for such purposes. 12% of respondents state that they use public transport daily for such purposes while 32% of respondents state that they use public transport now and again.

The responses to this question indicate that a significant proportion of people walk and cycle daily or weekly to get to work, attend school or to do their shopping. The number of people cycling to work, school or shops daily is higher than those who cycle for leisure daily.

4. Have you walked or cycled more or less frequently over the last year than in previous years?

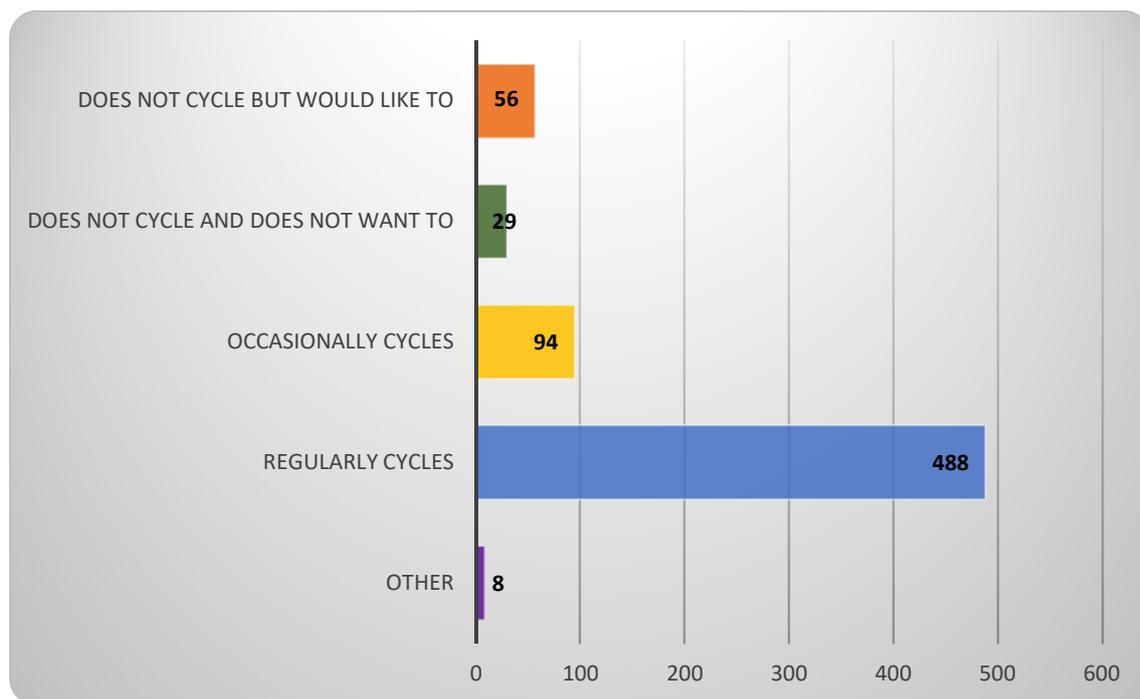


Regarding regularity of walking, 24% of the respondents indicate that they have taken up walking significantly more over the last year than in previous years, whilst 25% have taken it up slightly more. 43% of respondents indicate that they walk the same amount as in previous years.

Regarding regularity of cycling, 31% of the respondents indicate that they have taken up cycling significantly more over the last year than in previous years and 20% have taken cycling up slightly more. 34% of respondents indicate that they cycle the same amount as in previous years.

The response to this question indicates that a significant proportion of people have taken up walking and cycling more over the past year than in previous years.

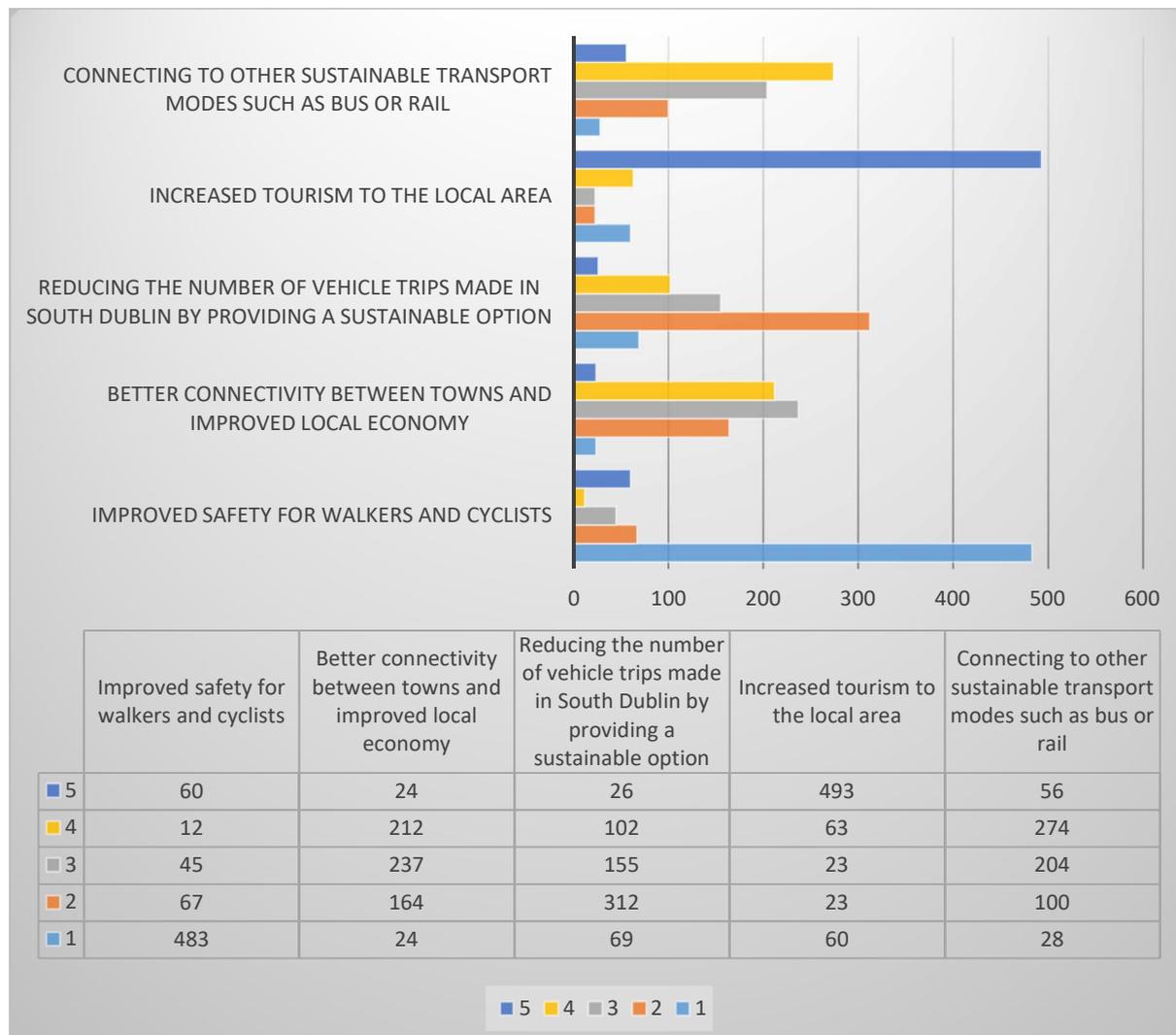
5. Which of the following statements best describes you?



The responses to this question indicate that 72% of respondents regularly cycle with 14% occasionally cycling. 8% indicate that they do not cycle but would like to whilst 4% indicate that they do not cycle and do not want to.

It is clear from the responses to this question that the vast majority of respondents regularly cycle.

6. Which of the following benefits of the scheme do you consider to be most important? Rank 1-5 (1 highest priority)

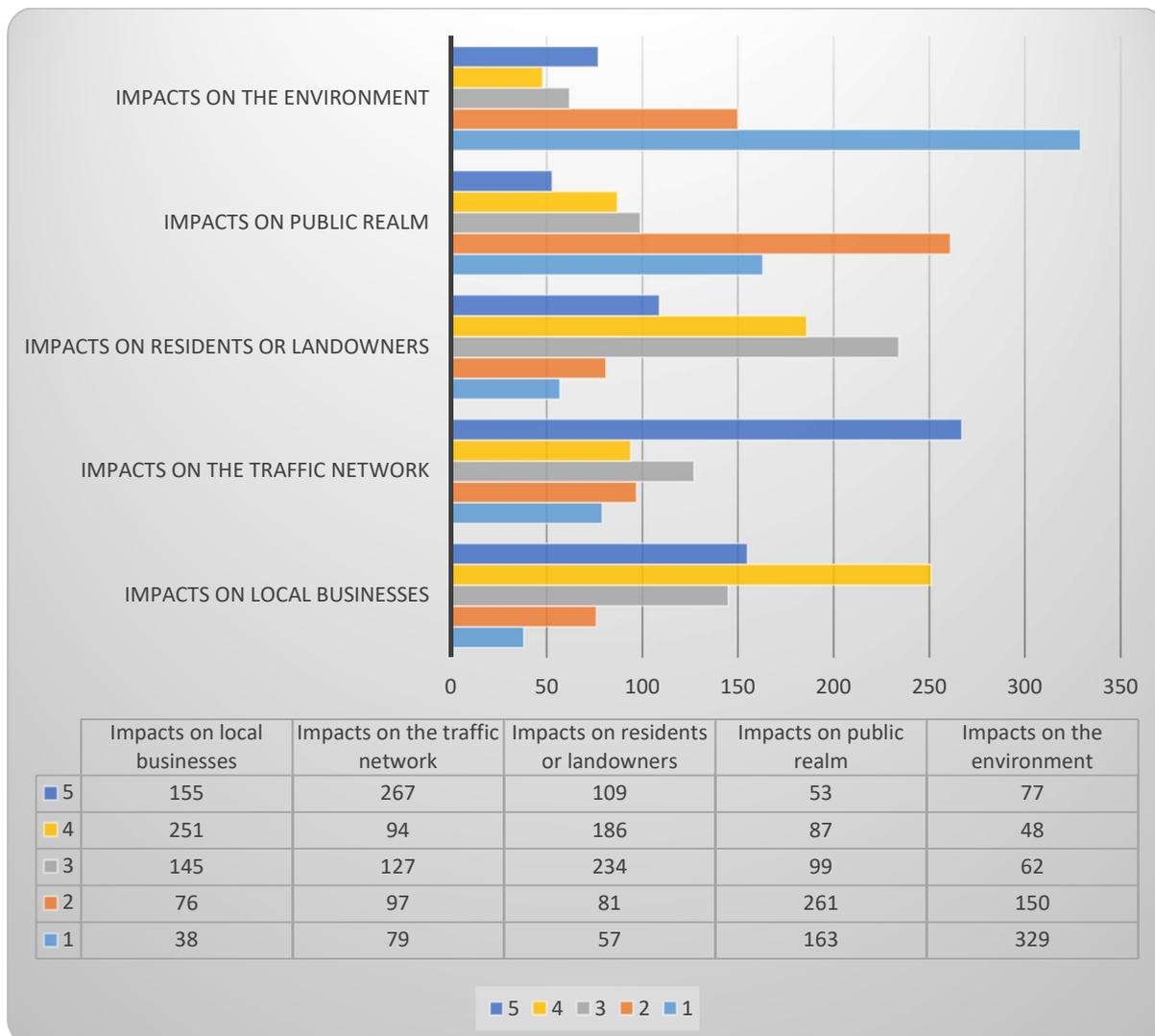


The greatest number of responses to this question (72%) consider that improved safety for walkers and cyclists is the highest priority of the scheme (i.e. 483 responses rank this number 1). The number of vehicle trips made in South Dublin by providing a sustainable option is considered the second highest priority (69 responses rank this number 1 and 312 responses rank this number 2).

The results indicate the provision of a safe route as the most important consideration in terms of benefits of the scheme.

7. Which of the following possible impacts do you think is most important to consider?

Rank 1-5 (1 highest priority)



The greatest number of responses to this question (49%) consider that impacts on the environment is the highest priority of the scheme (i.e. 329 responses rank this number 1). Impacts on residents or landowners is considered to be the third highest priority (57 responses rank this number 1, 81 responses rank this number 2 and 234 responses rank this number 3).

The results indicate that respondents are very mindful of the natural environment and potential impact on the landscape. As would be expected many respondents are concerned regarding impacts on residents or landowners.

8. Please let us know if you have any comments or observations on the Sandyford Clonskeagh to Charlemont Street Walking and Cycling Interim or Permanent Scheme proposals.

In reviewing the general comments received as part of this question and to the submissions received via email, it should be noted that an overwhelming number of comments outline strong support for the development of the project.