



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

Dublin City Active Travel Network

Report on Non-Statutory Consultation

DCC 21 0031 Kilbarrack Road to Oscar Traynor  
Road Walking & Cycling Scheme

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# Introduction

## Project Description

The Kilbarrack Road to Oscar Traynor Road Scheme will deliver a 5km walking and cycling route along Kilbarrack Rd, Tonglegee Rd and Oscar Traynor Rd between Howth Rd/ Dublin Rd junction and Oscar Traynor Rd/Barryscourt Rd junction. The scheme will provide quality, protected cycling facilities and improved pedestrian infrastructure to cater for all ages and abilities. It will facilitate a more active lifestyle for all ages bringing multiple benefits for physical and mental wellbeing.



Figure 1: DCC Active Travel Network (Kilbarrack Road to Oscar Traynor Road Scheme)

The scheme forms part of a wider network of active travel projects that are being delivered across Dublin City. A map of Dublin City Council's proposed Active Travel Network can be found in Appendix D.

## **Project Background and Update**

The project team acknowledges the delay in publishing this Public Consultation Report for the 'interim' Kilbarrack Road to Oscar Traynor Road Active Travel Scheme, following its non-statutory public consultation in 2022/2023.

A review of the submissions from the public consultation revealed several recurring themes and concerns. Key issues raised included the need for improved segregation and protection for cyclists, enhanced pedestrian safety and better junction design along the route.

Taking on board the submissions received, the design team undertook a full review of the interim scheme design. The review process included site surveys, tree surveys and traffic modelling, alongside a consideration of new National Transport Authority (NTA) design guidance for pedestrian and cycle infrastructure, such as the Cycle Design Manual (September 2023).

The design review resulted in the scheme evolving from an interim scheme with bollard protection to a scheme that will provide higher quality, longer lasting and safer walking and cycling infrastructure. Additions to the scheme include improved cyclist protection at all junctions and new pedestrian crossing points at major junctions along the route.

Considering the substantial changes to the scheme's design, a public information event is being organised to give residents and businesses the opportunity to engage with the project team and discuss the updated plans. Information regarding the date and venue of the event will be shared through a leaflet drop to local homes and businesses, and details will be available on the Dublin City Council website.

## Project objectives

Dublin City Council is developing a safer, inclusive and sustainable walk-wheel cycle network. The project's objectives and benefits are listed below.

The project will:

- Provide segregated cycling facilities along the full length of the project route.
- Support the achievement of an Active Travel Network across Dublin City by providing a connection to existing and proposed infrastructure, such as the Bus Connects Route (Clongriffin to City Centre), the Coolock to Clontarf Cycling Scheme and the Dollymount to Kilbarrack Cycling Scheme.
- Will improve links to numerous education centres along the route including; Coláiste Dhúlaigh Post Primary School, Chanel Catholic College, St Eithne's Girls National School, St Malachys Boys National School
- Allow people of all ages to lead a more active lifestyle that helps improve physical and mental wellbeing.
- Contribute to a reduction in vehicle traffic and traffic-related pollution.
- Improve landscaping and greening along the route.

# Consultation Process

Dublin City Council carried out a non-statutory public consultation for the project between Monday, 19th December 2022 and Monday, 30th January 2023. Consultation responses could be submitted by email, post or by filling out the questionnaire on the Dublin City Council Consultation Hub website (Appendix C).

The project team aimed to reach as many affected people as possible using the following methods of communication:

- An information leaflet (Appendix B) was posted to 892 residences and businesses surrounding the project.
- Public consultation details were posted to Dublin City Council's social media.
- Public consultation drawings could be viewed in the Coolock Library, Barryscourt Road, Kilmore, Dublin 17,
- All consultation information (including accessible descriptions of drawings) were available on the Dublin City Council Consultation Hub website.

The scheme was presented to the North Central Area Committee in September 2022 and to the Elected members in Fingal County Council (Howth Malahide Area Committee) in January 2023.

Dublin City Council notified various Disabled Persons' Organisations (DPROs).

DPOs notified include:

- Vision Impairment (VVI)
- National Disability Authority (NDA)
- AsIAm – Ireland's National Autism Charity
- Independent Living Movement Ireland (ILMI)
- Disabled Women Ireland (DWI)
- Irish Deaf Society and My Voice Ireland

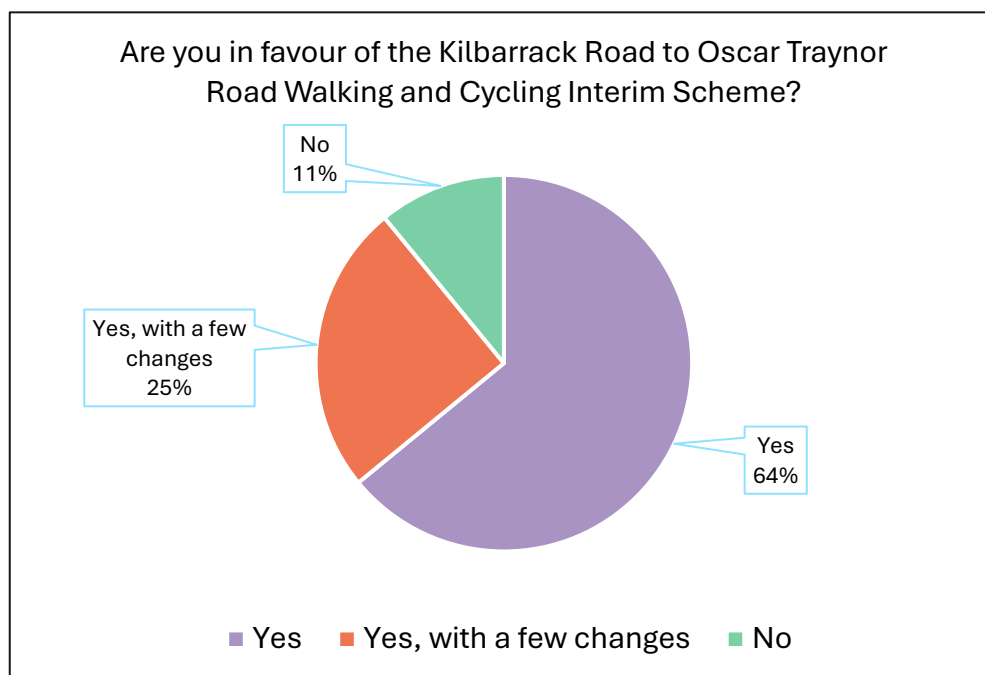
# Consultation Results

## PUBLIC ENGAGEMENT RESPONSE SUMMARY

In total, there were 97 responses to the public consultation. Respondents were asked a series of questions on whether they cycled, what they use Kilbarrack Road and Oscar Traynor Road for, the area respondents live and whether they had any suggestions/thoughts on the scheme. A full summary of the consultation question results can be found in Appendix A of this report.

The key question asked was whether respondents were in favour of the Kilbarrack Road to Oscar Traynor Road Walking and Cycling Interim Scheme. There were 97 responses to this question, with 59 in favour of the scheme, 21 were in favour but had a few suggestions/changes and 17 were not in favour of the scheme.

Option Categories	Number of submissions	Percentage of submissions
Fully supports the scheme	59	60.8%
Supports the scheme with alterations	21	21.7%
Does not support the scheme	17	17.5%
Total	97	100 %



## Comments and Observations

Submissions were received through the online consultation hub, emails and at the public information event. The main suggestions/concerns were grouped into 16 distinct categories. Some of the respondents dealt with multiple categories in one response. The 16 categories are outlined in Table 1 below:

A number of the comments could not be categorised specifically as they represented the respondent’s overall opinion of the scheme, rather than a specific issue. These comments ranged from “This is a great idea - please proceed with a soon as possible” to “I do not support this scheme”. These comments have been recorded as “General Comments”. Finally, a number of respondents did not leave a comment or have any particular suggestion and were recorded as “No Comment”.

Table 1: Public Consultation Response Categories

Categories:	Occurence	Occurence: %
Upgrade of Junctions for Cyclists	8	8.2%
Traffic Congestion	5	5.2%
Increase Length of Scheme	5	5.2%
Parking Enforcement	5	5.2%
Utilise Additional Space	4	4.1%
Vehicle Safety and Comfort	4	4.1%

Trees and Verges	2	2.1%
Two-Way Cycletrack	2	2.1%
Ensure Quality Level of Service	2	2.1%
Bollards Not Preferable	2	2.1%
Road Not Suitable	2	2.1%
Bus Stops	1	1.0%
Traffic Calming	1	1.0%
Emergency Vehicles	1	1.0%
General Comments	21	21.6%
No Comment	32	33.0%
<b>Total:</b>	<b>228</b>	<b>100.0%</b>

# Submission Themes and Responses

The following section outlines the responses from the Dublin City Council Active Travel Programme Office to the key suggestions / concerns raised during the public consultation from Table 1 above.

The design team have taken into account the feedback from the public and where appropriate have amended the designs. Work has started on the revised design drawings. Once approval is achieved from the National Transport Authority, the scheme will go out to tender, where a contractor will be procured and the scheme installed.

## Theme 1: Upgrade of Junctions for Cycle Protection

Respondents expressed concerns over the lack of cycle protection at the major junctions.

Response:

Following a review of the public consultation submissions further consideration has been given to upgrading the major junctions to better facilitate safe passage for cyclists whilst maintaining the existing traffic lane capacity. These four major junctions are located along Oscar Traynor Road and Tonglegree Road at the intersections with Malahide Road, Coolock Drive, Main Street, and Dunree Park / Moatfield Road. An upgrade to the junctions along the route will now be incorporated into the scheme.

Updated junction layouts will be in line with the Cycle Design Manual.

## Theme 2: Congestion

Concerns over increased congestion along Kilbarrack Rd, Tonglegree Rd and Oscar Traynor Rd.

Response:

It is anticipated that the scheme will have minimal impact on traffic congestion along Kilbarrack Rd, Tonglegree Rd and Oscar Traynor Rd. Along the route, there are two vehicle lanes, one in each direction; the scheme will not remove any of these lanes. Narrowing vehicle lanes will help limit vehicle speeds, particularly during off peak times, but will have a negligible effect on congestion. The existing left lanes and right turn pockets at major junctions will not be removed.

The scheme will provide improved cycling facilities to cater for all ages and abilities and improve links to numerous education centres along the route including. It will improve walking & cycling facilities for the local communities and will provide a link into future cycle and public transport schemes. Following completion of the scheme and further active travel schemes in the area

more people will choose to cycle to school and work. This will further reduce the number of vehicles on the road in the short and long term.

### Theme 3: Increase Length of Scheme

There were a number of suggestions to increase the length of the scheme to the surrounding network.

#### Response:

A number of respondents have made suggestions on increasing the scheme to connect to the M1/M50 roundabout, and various side roads.

The Dublin City Active Travel network comprises a number of future active travel schemes which will link with the Kilbarrack Road to Oscar Traynor Road Walking and Cycling Scheme:

- **Coolock to Clontarf Active Travel Scheme:** Connects at the Kilmore Road / Oscar Traynor Road junction.
- **Bayside to Donaghmede Scheme:** Will extend from the Northside Shopping Centre to Swords Road.
- **Baldoyle to Fairview Active Travel Scheme:** Will connect at Raheny Road.
- **Donahies to Clonshaugh Active Travel Scheme:** Will connect at the Millbrook Road junction.
- **Santry River Greenway Active Travel Scheme:** Intersects the route 15 metres east of Moatfield Road.
- **Dollymount to Kilbarrack Active Travel Scheme:** Connects at the Kilbarrack Road / Dublin Road / Howth Road junction.

The scheme has been designed to integrate efficiently with the BusConnects programme, specifically at the Malahide Road junction, where the proposed junction upgrade will tie directly into the BusConnects infrastructure

A detailed map of Dublin City's Active Travel Network is available at Dublin City Councils Active Travel [Website](#).

### Theme 4: Parking Enforcement

Respondents were particularly concerned over the illegal parking on cycle lanes in the area, particularly along the existing cycle lane outside the Centra / Hamburger Bar car parking spaces on Kilbarrack Road.

#### Response:

The designs will be modified to accommodate parking protected cycle lanes to deter illegal parking. The project team will engage with parking enforcement to address concerns about parking on cycle lanes.

Illegal parking on footpaths and cycle lanes and affects vulnerable road users such as wheelchair users, visually impaired people, people with buggies and children and older pedestrians/cyclists who do not have adequate room to walk safely, potentially dangerously forcing them out onto the road.

#### Theme 5: Utilise Additional Space

A number of respondents suggested the wide footpath and grass verges throughout the route should be utilised to accommodate better quality, wider cycle tracks.

##### Response:

Following review of the public consultation submissions further consideration was given to other options for providing protected cycletracks. The most preferred option is an extruded kerb backfilled with asphalt infill. This would require the removal of a narrow strip of existing kerbs and grass verges. This option will provide a more durable and sustainable protected one-way cycle track on both sides of the road.

#### Theme 6: Vehicle Safety and Comfort

A number of respondents advised that narrowing the carriageway would be dangerous for vehicles.

##### Response:

Narrowing vehicle lanes will help limit vehicle speeds, particularly during off-peak times. Slowing down vehicles will result in a far safer environment for drivers and especially vulnerable road users. Additionally, reallocating road space to cyclists and pedestrians directly addresses the primary safety concerns raised by respondents during the public consultation.

#### Theme 7: Trees and Verges

Concerns that mature trees and grass verges will be removed.

##### Response:

The new proposed design is a raised cycle track which is constructed with a concrete kerb and asphalt infill. This will require the removal of a narrow strip of existing kerbs and grass verges. The number of trees affected is expected to be minimal. The importance of protecting trees along the route is noted and all measures will be taken to avoid removal or damage to trees. An Arborist survey will be carried out on all trees that are possibly impacted and plan will be put in place to mitigate against any tree loss.

#### Theme 8: Requests for Two-way Cycle Track

Two-way cycle lanes preferred.

**Response:**

A two-way cycle lane was considered as part of the options assessment of the scheme. Whilst a two-way scheme has many benefits, it was thought a cycle lane on both sides of the road would better integrate with the current and proposed cycle network, particularly off the side roads north and south of Kilbarrack Road, Tonlegee Road and Oscar Traynor Road.

#### Theme 9: Ensure Quality Level of Service

Proposals that the infrastructure is to the highest standards.

**Response:**

The proposed cycle lane infrastructure will be sufficiently wide and fully protect cyclists where possible. All relevant design guidelines and standards will be followed for the design to ensure maximum safety for all users of the scheme.

#### Theme 10: Bollards not Preferable

Concerns over the use of bollards along the scheme.

**Response:**

Following review of the public consultation submissions further consideration was given to other options for providing protected cycletracks. The preferred option is a concrete kerb backfilled with asphalt infill. This would require the removal of a narrow strip of existing kerbs and grass verges. This option will provide a more durable and sustainable protected one-way cycle track on both sides of the road. As a result, bollard protected cycle lanes will not be utilised in this scheme.

#### Theme 11: Road not Suitable

Suggestions that Kilbarrack Road, Tonlegee Road and Oscar Traynor Road are not suitable.

**Response:**

The Kilbarrack Road, Tonlegee Road and Oscar Traynor Road is 9m wide throughout. The Design Manual for Urban Roads and Streets (DMURS) states that standard carriageway widths for Arterial and Link streets should be between 5.5m and 6.5m. As a result there is adequate room to relocate road space to vulnerable road users.

### Theme 12: Bus Stops

Concerns that bus stops should not be in the cycle lanes.

**Response:**

The updated Cycle Design Manual provides new details for installing bus stops which are coordinated with cycle lanes. The updated design will incorporate these latest design details.

There are ten bus stops along this section of Oscar Traynor Road and Tonlegee; all of them are going to be upgraded to a protected island with a shelter structure.

### Theme 13: Traffic Calming

Proposals to include additional traffic calming measures along the route.

**Response:**

Narrowing vehicle lanes and reducing corner radii will help limit vehicle speeds, particularly during off peak times. However the design team will investigate additional traffic calming measures throughout the route.

### Theme 14: Emergency Vehicles

Concerns over room to let emergency vehicles pass by:

**Response:**

The concrete kerbs will not affect emergency services and block cars from pulling in. The kerbs are easily mountable in case of an emergency. The design team are engaging with Dublin Fire Brigade in the developing the detailed design.

# Planning Determination

The revised design has undergone screenings for Environmental Impact Assessment (EIA) and an Appropriate Assessment (AA).

The Active Travel Programme Office (AcTPrO) has received a determination from the Planning Section confirming that the screenings carried out for Environmental Impact Assessment (EIA) and an Appropriate Assessment (AA) recommend that an EIA Report and an AA Natura Impact Statement are not required for the updated scheme.

Therefore, the Active Travel Programme Office (AcTPrO) considers that the proposed scheme does not require to proceed under the requirements of Part 8 of the Planning and Development Regulations 2001, as amended, nor does it require approval from An Bord Pleanála. The proposal can be carried out under exempted development, as provided under Section 4(1)(e) and Section 179(6)(bb) of the Planning and Development Act 2000, as amended, and it is the intention of AcTPrO for implementation of the project, to use the processes of Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, and Section 38 of the Road Traffic Act 1994.

# Summary of Main Changes

Following review of the public consultation submissions and consultation with the NTA, further consideration was given to other options for providing protected cycletracks. The preferred option is for permanent cycletrack infrastructure. The protected one-way cycle tracks will be provided on both sides of the road with concrete kerbs, back filled with asphalt. There will be a vertical segregation between the cycle track and carriageway. In order to protect the roots of trees, there will be minimal disturbance to the green verges where trees are present.

Further consideration was given to upgrading the major junctions to better facilitate safe passage for cyclists whilst maintaining the existing traffic lane capacity. An upgrade to the junctions along the route will now be incorporated into the scheme.

Photomontages of the new scheme have been developed to demonstrate the proposed changes.



**Figure 6: New Photomontage of Kilbarrack Road Protected Cycletracks**



**Figure 7: New Photomontage of Oscar Traynor Road Protected Cycletracks**



***Figure 8: New Photomontage of Tonlegee Road Protected Cycletracks***

# Conclusion and Next Steps

DCC would like to thank the elected members, members of the public and various stakeholders who took the time and effort to make submissions to the public consultation.

We have analysed all the submissions made. These will help inform how this scheme is delivered and ensure the final proposal meets the project's objectives.

The outcome of this consultation shows a strong desire for the scheme and for the implementation of active travel projects in the area amongst respondents. Whilst respondents raised several queries and observations, this consultation report has sought to address these in Section 3.

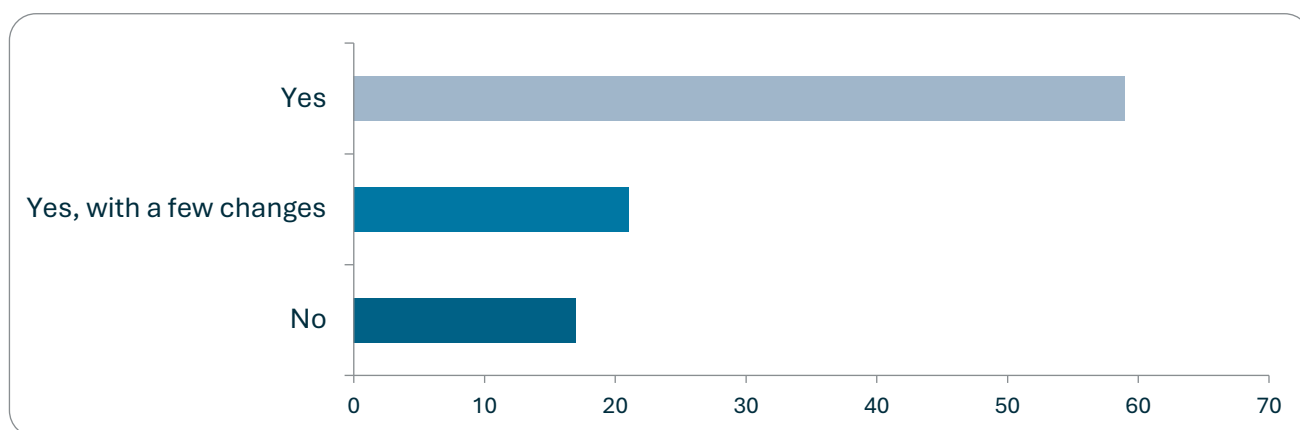
As outlined in Section 1.2, this project will no longer be delivered using interim measures. Instead, resources will be focussed on the design and construction of permanent active travel facilities along the route.

This project is anticipated to commence construction in 2027, subject to NTA approval and funding.

# Appendix A: Consultation Questions

## Are you in favour of the Kilbarrack Road to Oscar Traynor Road Walking and Cycling Scheme?

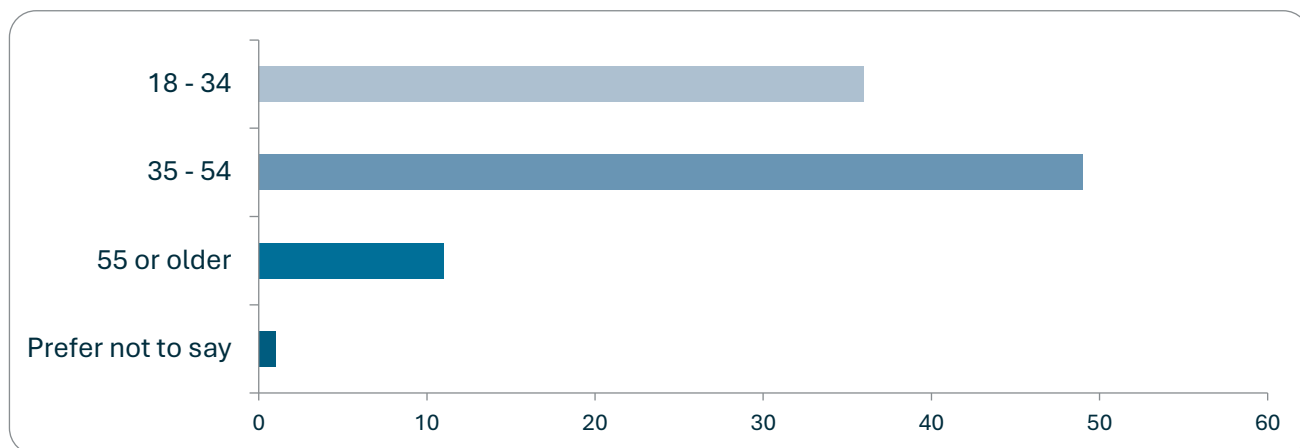
There were 97 responses to this part of the question.



Option	Total	Percent
Yes	59	60.82%
Yes, with a few changes	21	21.65%
No	17	17.53%
Not Answered	0	0.00%

### What age group are you in?

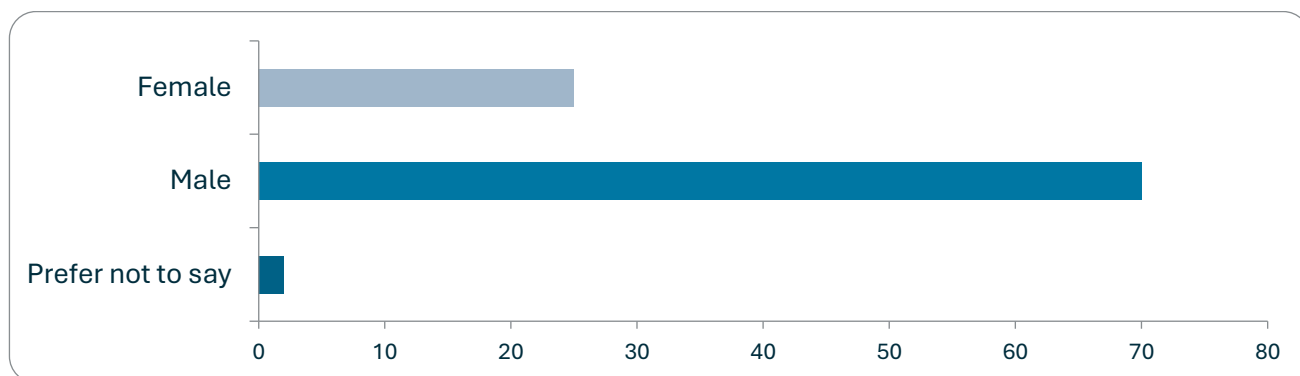
There were 97 responses to this part of the question.



Option	Total	Percent
Less than 18	0	0.00%
18 - 34	36	37.11%
35 - 54	49	50.52%
55 or older	11	11.34%
Prefer not to say	1	1.03%
Not Answered	0	0.00%

### What is your gender?

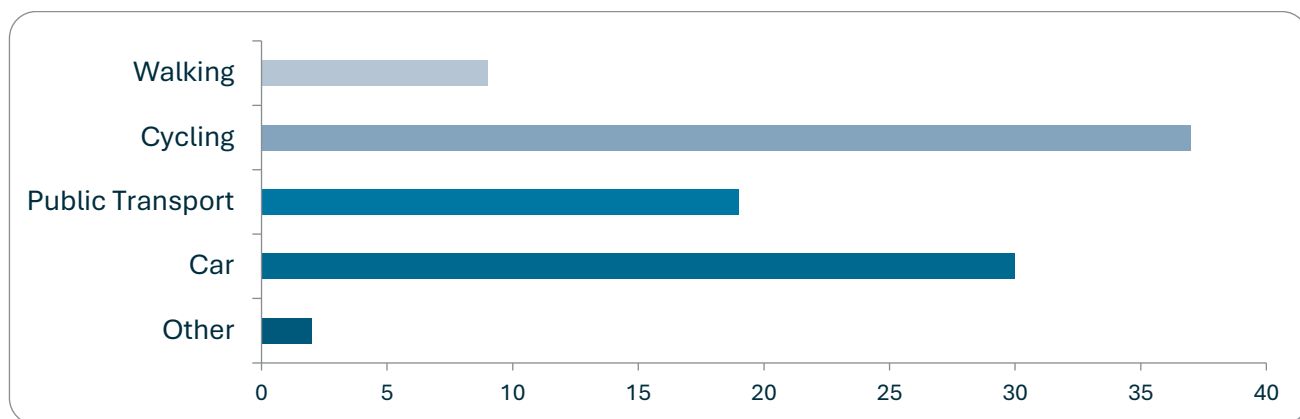
There were 97 responses to this part of the question.



Option	Total	Percent
Female	25	25.77%
Male	70	72.16%
Other	0	0.00%
Prefer not to say	2	2.06%
Not Answered	0	0.00%

### What mode of transport do you predominantly use?

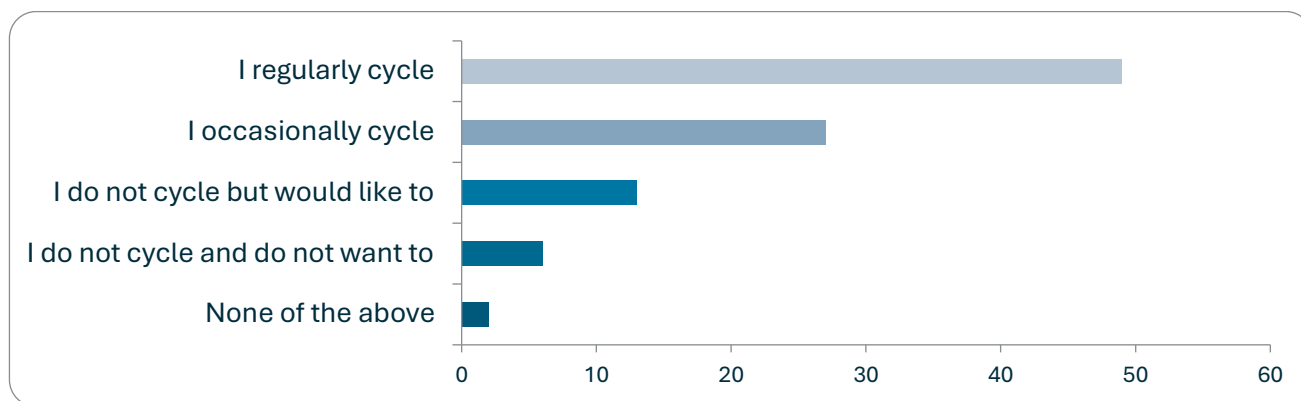
There were 97 responses to this part of the question.



Option	Total	Percent
Walking	9	9.28%
Cycling	37	38.14%
Public Transport	19	19.59%
Car	30	30.93%
Other	2	2.06%
Not Answered	0	0.00%

**Which of the following statements best describes you?**

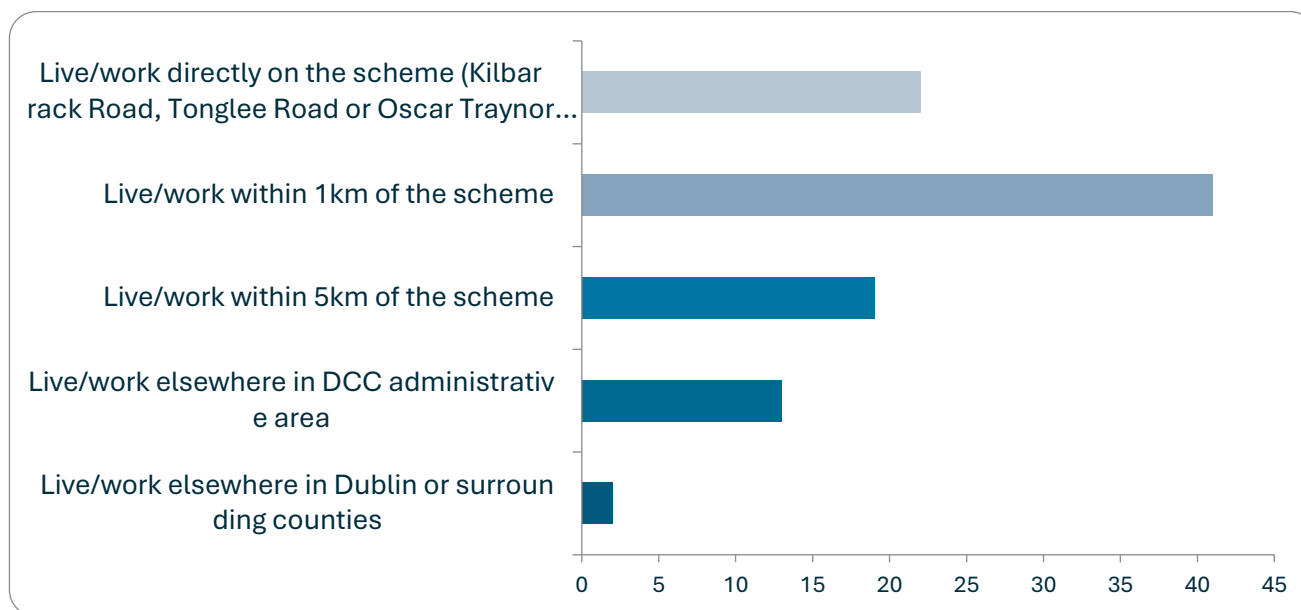
There were 97 responses to this part of the question.



Option	Total	Percent
I regularly cycle	49	50.52%
I occasionally cycle	27	27.84%
I do not cycle but would like to	13	13.40%
I do not cycle and do not want to	6	6.19%
None of the above	2	2.06%
Not Answered	0	0.00%

**Which of the following best describes where you live/work?**

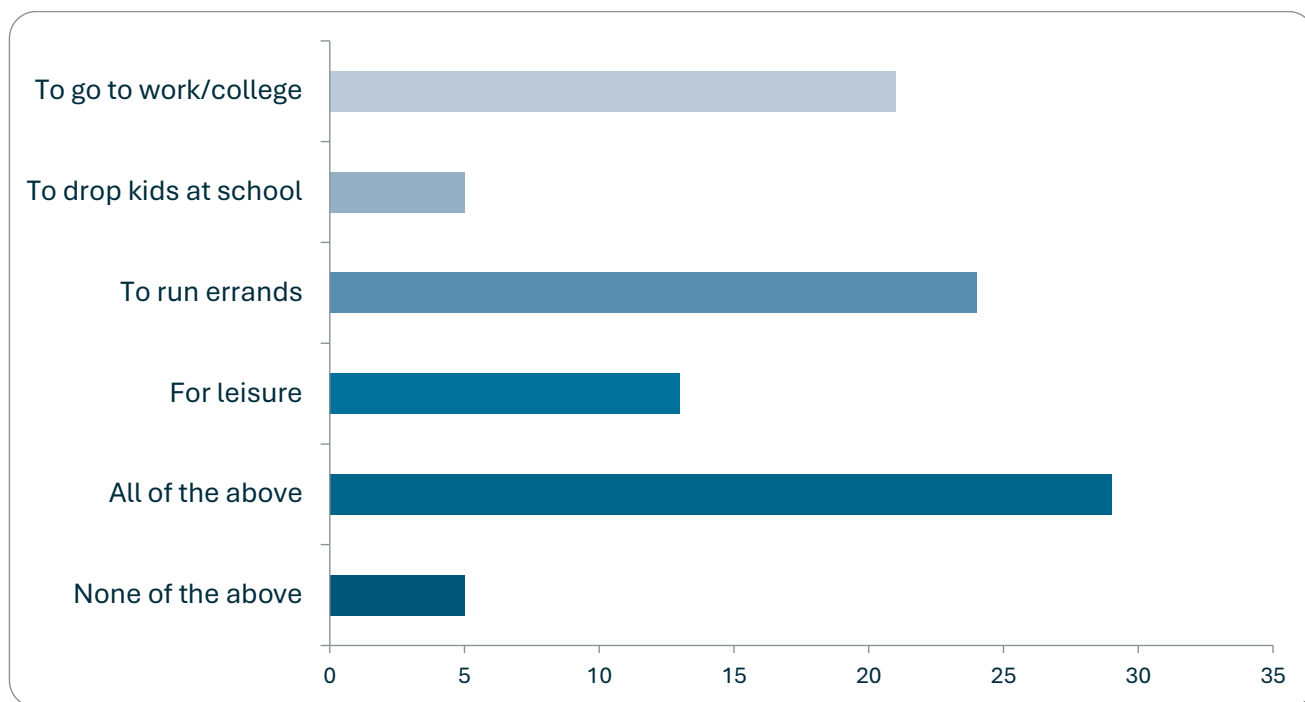
There were 97 responses to this part of the question.



Option	Total	Percent
Live/work directly on the scheme (Kilbarrack Road, Tonglee Road or Oscar Traynor Road)	22	22.68%
Live/work within 1km of the scheme	41	42.27%
Live/work within 5km of the scheme	19	19.59%
Live/work elsewhere in DCC administrative area	13	13.40%
Live/work elsewhere in Dublin or surrounding counties	2	2.06%
Visitor to Dublin	0	0.00%
Not Answered	0	0.00%

**What is your main reason for using Kilbarrack Road, Tonlegee Road or Oscar Traynor Road?**

There were 97 responses to this part of the question.



Option	Total	Percent
To go to work/college	21	21.65%
To drop kids at school	5	5.15%
To run errands	24	24.74%
For leisure	13	13.40%
All of the above	29	29.90%
None of the above	5	5.15%
Not Answered	0	0.00%

**Please let us know if you have any comments or observations on the Kilbarrack Road to Oscar Traynor Road Walking and Cycling Scheme?**

There were 65 responses to this part of the question.

# Appendix B: Promotion of Public Consultation and Public Information Session

**DUBLIN CITY ACTIVE TRAVEL NETWORK**

## Kilbarrack Road to Oscar Traynor Road

Interim Scheme

### INFORMATION LEAFLET

5km

#### 1 PROJECT OVERVIEW

Dublin City Council will deliver the Active Travel Network through a series of infrastructural projects over the next nine years. The Active Travel Network will grow from its existing 10km to a connected network of 310km across the city. This will offer a safer, inclusive and connected Active Travel Network that is sustainable. These projects will take some time to plan and design. In the meantime, it is proposed to design and implement interim schemes on these routes where it is feasible.

The Kilbarrack Road to Oscar Traynor Road Scheme has been identified as a suitable route for Interim measures. It will deliver a 5km cycle route along Kilbarrack Rd, Tonglegree Rd and Oscar Traynor Rd between Howth Rd/ Dublin Rd junction and Oscar Traynor Rd/Barryscourt Rd junction.

#### WHAT'S IN THIS LEAFLET?

- 1 Project Overview
- 2 Benefits of the Scheme
- 3 Need for the Scheme
- 4 Key Features
- 5 Minor Traffic Disruption During Installation
- 6 How to Contact Us

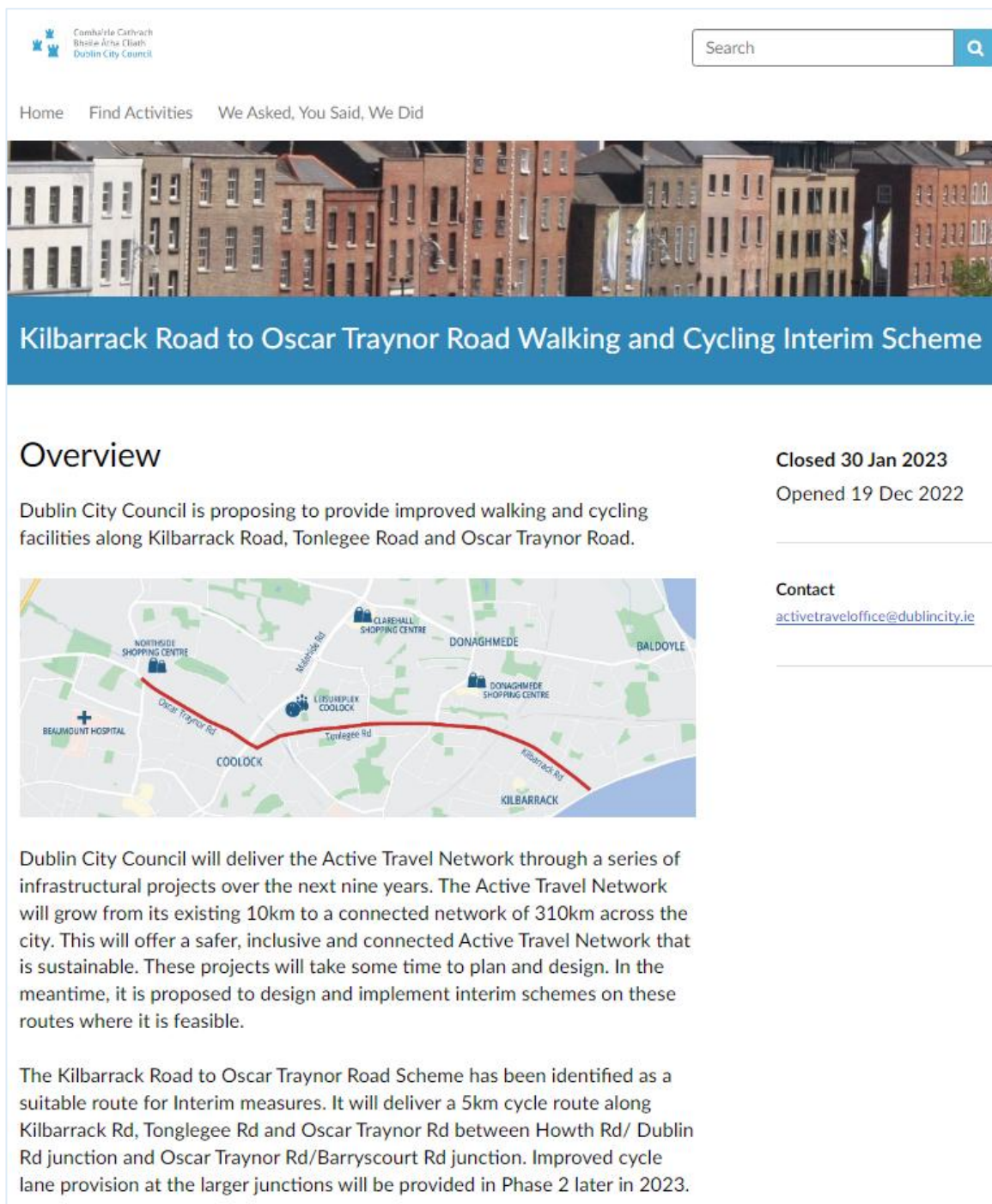
Tionscaldal Éireann  
Project Ireland  
2040

NTA  
Gníomhaireachtas Náisiúnta  
National Transport Authority

Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

Figure B2: Information Leaflet distributed during public consultation.

# Appendix C: Website Consultation Hub




The screenshot shows the Dublin City Council website's consultation hub. At the top left is the council's logo and name. A search bar is on the top right. Below the header are navigation links: Home, Find Activities, and We Asked, You Said, We Did. A large banner image of a city street is followed by a blue bar with the title "Kilbarrack Road to Oscar Traynor Road Walking and Cycling Interim Scheme".

## Overview

Dublin City Council is proposing to provide improved walking and cycling facilities along Kilbarrack Road, Tonleegge Road and Oscar Traynor Road.

**Closed 30 Jan 2023**  
**Opened 19 Dec 2022**

**Contact**  
[activetraveloffice@dublincity.ie](mailto:activetraveloffice@dublincity.ie)



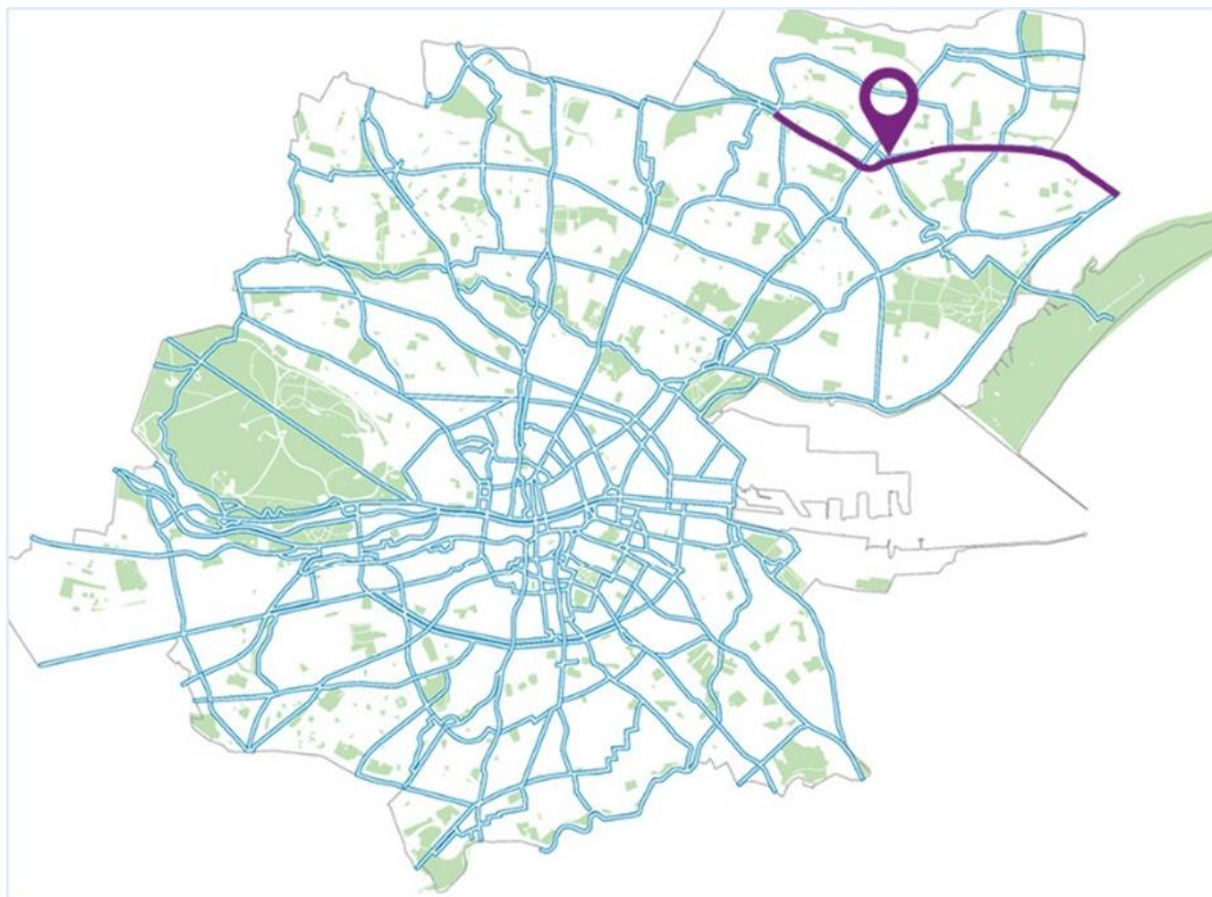
The map shows the proposed route in red, starting from the intersection of Kilbarrack Rd and Oscar Traynor Rd, heading east along Oscar Traynor Rd, then south along Tonleegge Rd, and finally east along Kilbarrack Rd. Key locations marked include Northside Shopping Centre, Beaumont Hospital, Coolock, Leinsterplex Coolock, Clarehall Shopping Centre, Donaghmede, Donaghmede Shopping Centre, Baldoyle, and Kilbarrack.

Dublin City Council will deliver the Active Travel Network through a series of infrastructural projects over the next nine years. The Active Travel Network will grow from its existing 10km to a connected network of 310km across the city. This will offer a safer, inclusive and connected Active Travel Network that is sustainable. These projects will take some time to plan and design. In the meantime, it is proposed to design and implement interim schemes on these routes where it is feasible.

The Kilbarrack Road to Oscar Traynor Road Scheme has been identified as a suitable route for Interim measures. It will deliver a 5km cycle route along Kilbarrack Rd, Tongleegge Rd and Oscar Traynor Rd between Howth Rd/ Dublin Rd junction and Oscar Traynor Rd/Barryscourt Rd junction. Improved cycle lane provision at the larger junctions will be provided in Phase 2 later in 2023.

Figure C1: Image of Dublin City Council website.

# Appendix D: Dublin City's Active Travel Network



 Project Location

**Figure D1:** Image showing the extensive Dublin City Active Travel Network and project location  
An interactive version of the above map, with information about specific projects, is available at <https://www.dublincity.ie/residential/travel-and-transport/active-travel/active-travel-schemes>