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National Transport Authority

# Wellington Lane Walking & Cycling Scheme

## Part 8 Public Consultation Report





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## Executive Summary

DBFL Consulting Engineers are currently engaged by South Dublin County Council for the development of the Wellington Lane Walking and Cycling Scheme located in Templeogue, Dublin 6. The main route of the scheme extends from the Spawell Roundabout and runs along Wellington Lane, Wellington Road and Whitehall Road, aims to deliver an upgrade in walking and cycling facilities along its length. Also included within the scheme are the Rossmore Road, Orwell Road, Templeogue Wood and Limekiln Road. These routes provide a significant and key connection to the various schools within the area, including Bishop Galvin, Bishop Shanahan NS and the Riverview Educate Together NS.

The main objectives of this scheme are to create a safe and connected active travel network that will encourage more sustainable travel to the many amenities within the area and to make walking and cycling a more attractive option for people using the road network.

The Wellington Lane scheme forms an integral part of a new and comprehensive cycle network being progressed in South Dublin. The Cycle South Dublin programme, being delivered by South Dublin County Council, has the main objectives of providing a comprehensive and connected cycle network across South Dublin as well as making cycling a more achievable mode of transport for all adults and children. The programme identifies three distinct timescales for project deliveries, the NOW (within the next 4 years), the SOON (within 4 to 8 years) and the LATER (within 8+ years). The Wellington Lane Walking and Cycling Scheme has been identified within the NOW timescale. The Wellington Lane Walking and Cycling Scheme, as well as forming an integral route within the overall cycle network of South Dublin, the scheme will also contribute to providing key links and connections to other cycle routes proposed within the County (See Figure 1-1 below within Section 1 of the report).

As part of the Preliminary Design for the Wellington scheme, it was necessary to undertake an environmental review along the scheme route. It was important to ascertain whether the scheme proposals would impact negatively on the surrounding environment. An EIA (Environmental Impact Assessment) Screening as well as an AA (Appropriate Assessment) Screening was undertaken. Both of these reports concluded that full EIA and AA assessments were not required for this scheme.

After a substantial engagement process over the past three years including a pre-design public workshop held in 2019 and a non-statutory public consultation held in 2021-2022, the scheme is

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currently at Planning Decision Stage. During the Covid-19 Pandemic, temporary improvement measures were introduced through the Wellington Lane and Wellington Road area as part of the Covid-19 cycle safety response and to inform the design for the permanent scheme. These included providing on road cycle lanes that are protected with bollards. Temporary improvement measures were also implemented at the Orwell Roundabout and Templeville Roundabout.

Following the substantial engagement events, as well as the Non-Statutory Consultation and the temporary trial measures along the route, the Preliminary Design was updated and finalised. The Part 8 Statutory Process and online public consultation commenced on the 8<sup>th</sup> September 2022. The consultation ran for a 7 week period and closed on the 28<sup>th</sup> October 2022. Public notices were installed in order to inform the public of the commencement of the Part 8 application, all scheme documents were available for viewing on the SDCC website with hard copies available at the public counter in the Council offices.

A total of 121 submissions were received relating to the design of the scheme. These consisted mainly of residents living along and within close proximity of the route. Submissions were also received from the following stakeholders:

- St Judes GAA Club;
- Riverview Educate Together NS Board of Management;
- WORK Residents Association;
- St Mac Dara's Community College;
- Two Elected Representatives ;
- Orwell Park (Templeogue) Residents Association (OPTRA)
- Dublin Cycling Campaign;
- Templeogue College;
- Templeogue Wood Residents Association;
- RECORDER's Residents Association;
- Terenure West Residents Association;

There were a number of submissions, including from local residents, as well as local schools and clubs, that signalled support for the scheme and the benefits that it could bring to the area. A number of submissions from residents outlined their support for the scheme, highlighting the benefits, in particular, for children travelling to the local schools and amenities within the area.

St Jude's GAA club welcomed the scheme and believe the improvements, in particular providing a two-way cycle lane on the Tymon Park side of the road, will enable more members to walk and cycle and leave the car at home. Schools including Riverview Educate Together National School, St Mac Dara's Community College, Bishop Shanahan and Galvin, as well as Templeogue College have all outlined their support for the overall scheme which will facilitate active travel in and around the

schools and improve safety for pupils who walk, cycle and travel by public transport. The replacement of public parking outside the schools has also received positive feedback.

Residents' associations such as OPTRA, WORK and Terenure West welcome improved cycle facilities in principle and support many aspects of the proposed scheme. Comments from these associations have been considered and addressed in this report. The Dublin Cycle Campaign has outlined that they broadly welcome the proposals for Wellington Lane, the provision of raised crossings at all side road junctions and the two-way 4m wide cycleway on the west side of Wellington Lane. Other comments and suggestions they have proposed within their submission are considered and addressed within this report.

The main themes that emerged from the submissions were the following:

- **Need for Scheme and Design Comments** – This theme contains submissions that commented on the need for the scheme as well as comments on the design proposals outlined.
- **Whitehall Road** – This theme contains submissions that commented specifically on the proposals along Whitehall Road.
- **Traffic Management and Impacts** – This theme contains submissions that commented on the management on and impact of traffic as a result of the proposals.
- **Safety** – This theme contains submissions that commented on the safety of the scheme proposals.
- **Parking Issues** – This theme contains submissions that commented on parking within the scheme study area.
- **Tree Retention and Planting** – This theme contains submissions that commented on the retention and removal of trees within the study area.
- **Other** – This theme contained submissions that were one off in terms of content and which could not be categorised into the general themes that emerged.

Outlined below are the general comments that many submissions highlighted with regard to the scheme. These are outlined within each theme as above with responses provided for these.

**Need for Scheme and Design Comments:** Some of the main comments emerging in relation to Scheme Requirement and Design were that many submissions queried the need for the scheme, outlining the current low number of cyclists through the area. Many submissions recommended alternative routes for the Whitehall Road section of the scheme. Some submissions had concerns over the two-way cycle facilities, outlining a preference for one way cycling on either side of the road.

**Responses to Need for Scheme and Design Comments:** With regard to the need for the scheme, this scheme has been proposed to encourage an uptake in sustainable modes of travel, including walking and cycling, in particular, for pupils and parents travelling to the numerous schools within

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the surrounding areas. The scheme forms a much-needed part of current SDCC and NTA policy for sustainable and active travel within South Dublin. The scheme forms part of the NOW programme within the Cycle South Dublin initiative, as mentioned above in Section 1 of this report with the map in Figure 1-1 providing details of the numerous active travel projects being progressed within the area. It is an aim of this scheme, therefore, to increase the number of cycling and walking users within the area.

In terms of the current low use of the routes by cyclists, there are currently no permanent cycle facilities located along the route. It is the aim of this scheme to encourage an uptake of sustainable forms of travel throughout the area.

With regard to alternative routes for the Whitehall Road section, these were reviewed as part of the early optioneering of this scheme. It was deemed that these routes were off the main desire line for cyclists for this scheme and that cyclists would not divert away from the main Wellington/Whitehall axis.

In terms of the design of the two-way cycle track facilities, these have been designed in accordance with the National Cycle Manual and provide an off-road segregated cycle facility for cyclists that is away from vehicular traffic.

**Whitehall Road:** Some of the main comments emerging in relation to Whitehall Road were difficulties accessing driveways due to the two-way cycle track and the lack of visibility, concerns over where visitors and delivery drivers will park, comments that the road carriageway may be too narrow as well as comments in relation to the reduction of parking spaces outside the businesses on Whitehall Road and the lack of a trial being undertaken for this section of the scheme.

**Responses to Whitehall Road Comments:** With regard to accessing driveways, residents exiting their driveway will continue to exit as they usually do. Two-way cycle tracks have been implemented in many urban residential locations and are designed to National Cycle Manual standards.

In relation to the on road parking, at present, Whitehall Road does not provide for dedicated on street parking outside residential properties. Residential properties along this section are provided with off road parking abilities within their driveways. It is envisaged that parking for visitors, collections/deliveries etc will take place in these driveways.

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For the road carriageway width, the road carriageway has been designed in accordance with DMURS design standard. This states that a 6m road carriageway provides adequate space for two large vehicles to pass, with a reduced road width resulting in traffic calming for this section.

With regard to the parking spaces located outside the shops area to the north of the Pines Pub, these are proposed to be converted from perpendicular parking spaces to parallel parking spaces on safety grounds. Perpendicular parking spaces that front a main road are deemed to be unsafe. The parking spaces in this location are further hindered by a residential wall which further blocks visibility for vehicles trying to reverse out of these spaces. Parallel parking spaces provide a safer option in this location.

In terms of a trial along Whitehall Road, the design team does not recommend a trial along Whitehall Road and the reasons why a trial on this section of roadway is being suggested is not clear. To enable a trial, significant permanent civil works would be required at the junction of Rockfield Drive and between the junction of Whitehall Road West and Whitehall Park. Key Performance Indicators for any trials previously conducted have been focused on the improvements for pedestrians and cyclists, as well as the effectiveness of a trial in reducing speeds and 'rat-running' traffic.

**Traffic Management and Impact:** Some of the main comments emerging in relation to Traffic Management and the impact on traffic were concerns as to how the narrow road carriageway will affect congestion, queries in relation to the queueing at the Templeville Junction, concerns that rat running would become an issue and comments that pedestrian crossings were located too close to roundabouts.

**Responses to Traffic Management and Impact Comments:** With regard to the reduction in road width, the road carriageway has been designed to DMURS design standards, and contributes to traffic calming throughout the area, slowing vehicles. This allows for two buses to pass one another in a slower traffic environment as well as emergency service vehicles to pass traffic. The scheme, although aiming to reduce vehicular speeds, will not reduce traffic capacity as a result.

In terms of queuing at the Templeville Junction, the junction has been upgraded to increase safety for vulnerable road users, pedestrians and cyclists. A detailed junction analysis was undertaken for this junction considering the higher traffic volumes. It was determined that a signalised junction provided the optimal balance between vehicular traffic and pedestrian/cycle safety in comparison to a Dutch Style roundabout which proposes one lane approach for each arm.

On the subject of potential rat running through the area, it is not envisaged that rat running will be an issue as a result of the scheme, however, this will be monitored, and measures can be implemented along some quieter routes to deter vehicles from undertaking a detour.

With regard to the location of crossings at roundabouts, these have been located as close to desire lines as possible whilst providing sufficient set back to allow a standard vehicle to come to a stop at the crossing without blocking the circulatory carriageway of the roundabout.

**Safety:** Some of the main comments emerging in relation to Safety included concerns as a result of the reduction in road width, concerns as to how parents can safely drop off and pick up children from schools in the area and comments in relation to the contra-flow aspects of the two-way cycle track, outlining that a contra flow cyclist would not be safe from oncoming traffic.

**Responses to Safety Comments:** In terms of the reduced road carriageway width, as outlined in above themes, the road carriageway has been designed to DMURS design standards, and contributes to traffic calming throughout the area, slowing vehicles. It is envisaged that this will improve safety throughout the scheme area.

In relation to school drop off and collection, it is envisaged that pupils and parents will travel to school by more sustainable modes of travel, including walking, cycling and public transport. Should parents need to drive to drop and collect their children, alternative measures are being proposed which include a park and stride opportunity to the various schools within the study area, including the Tymon Car Park and Spawell Car Park, which are in close proximity to the schools.

In terms of the two-way cycle track facility, this has been designed in accordance with the National Cycle Manual and provides an off-road segregated cycle facility for cyclists that is away from vehicular traffic. Contra flow cyclists will be physically segregated away from vehicular traffic.

**Parking:** Some of the main comments that emerged in relation to Parking involved the need to maintain parking outside schools for school drop off and collection and how the removal of parking outside schools and clubs will lead to excessive parking on grassed verges and footpaths.

**Responses to Parking Comments:** As part of this scheme, it is proposed to remove the ability to park outside schools within the study area. This is to increase and improve safety for pupils outside the schools. The schools within the study areas have noted support for this scheme and provided submissions to outline this support. The previous and current parking outside the schools presents a dangerous scenario for school pupils travelling to and from school. For parents who do require a vehicle to drop off/collect from schools, there are a number of opportunities to park and

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stride to the schools within the study area, including car parks of Tymon Park for both MacDaras and Riverview Educate Together NS, as well as the Spawell Car Park for Bishop Shanahan and Galvin and MacDaras Community College.

**Tree Retention and Planting:** Some of the main comments emerging in relation to tree retention and planting were in relation to the number of trees being removed as a result of the scheme. It was requested that more trees be planted than removed. Submissions also requested that trees being planted should be mature trees.

**Responses to Tree Retention and Planting Comments:** As part of the landscape plans within the scheme, a total of 227 new trees are proposed to be planted. There shall be a net increase of 113 trees as part of this scheme. These trees will replace trees being removed and will also create tree lined streets and place making improved public realm for the area. It is noted that every effort will be made to retain as many trees that have been identified for removal on the scheme.

**Other Comments:** Some of the main comments emerging in relation to 'Other' were how surface water will be dealt with and queries in relation to separate schemes and proposals outside the remit of this scheme.

**Responses to Other Comments:** For the drainage within the scheme, gullies located along the majority of the route will be required to be relocated as part of the scheme proposals. Additional hardstanding may be required in some areas of the scheme route. There are opportunities for Sustainable Drainage Systems (SuDS) technologies to be incorporated within the design as part of landscaping to mitigate against surface water run-off from hardstanding areas.

This scheme focuses on the Wellington Lane Walking and Cycling Scheme. Comments relating to other scheme proposals outside the scope of this scheme have not been addressed within this consultation report.

The Wellington Lane Walking and Cycling scheme aims to provide an upgrade to the road network to improve facilities for vulnerable road users. This scheme aligns fully with relevant transport policies as well as design standards and guidance documents.

This scheme will provide for a number of benefits, in particular, for the local community where residents will have the ability to travel through their area to the many amenities via improved walking and cycling facilities. The community will also benefit from the improved public realm and landscaping features along the scheme routes. The proposals will create a more sustainable environment that encourages lower car use, in particular, for local trips, which will provide further

benefits in terms of reduction in emissions. The traffic calming element through the scheme will create a safer and more user friendly atmosphere for pedestrians and cyclists and will lead to an overall improvement of road space allocation for these vulnerable road users.

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## 1 Introduction

DBFL Consulting Engineers are currently engaged by South Dublin County Council for the development of the Wellington Lane Walking and Cycling Scheme located in Templeogue, Dublin 6. The main route of the scheme extends from the Spawell Roundabout and runs along Wellington Lane, Wellington Road and Whitehall Road, aims to deliver an upgrade in walking and cycling facilities along its length. Also included within the scheme are the Rossmore Road, Orwell Road, Templeogue Wood and Limekiln Road. These routes provide a significant and key connection to the various schools within the area, including Bishop Galvin, Bishop Shanahan NS and the Riverview Educate Together NS.

The main objectives of this scheme are to create a safe and connected active travel network that will encourage more sustainable travel to the many amenities within the area and to make walking and cycling a more attractive option for people using the road network.

The Wellington Lane scheme forms an integral part of a new and comprehensive cycle network being progressed in South Dublin. The Cycle South Dublin programme, being delivered by South Dublin County Council, has the main objectives of providing a comprehensive and connected cycle network across South Dublin as well as making cycling a more achievable mode of transport for all adults and children. The programme identifies three distinct timescales for project deliveries, the NOW (within the next 4 years), the SOON (within 4 to 8 years) and the LATER (within 8+ years). The Wellington Lane Walking and Cycling Scheme has been identified within the NOW timescale. The Wellington Lane Walking and Cycling Scheme, as well as forming an integral route within the overall cycle network of South Dublin, the scheme will also contribute to providing key links and connections to other cycle routes proposed within the County.

Shown below in Figure 1-1, is a map illustrating the Active Travel proposals within the County.

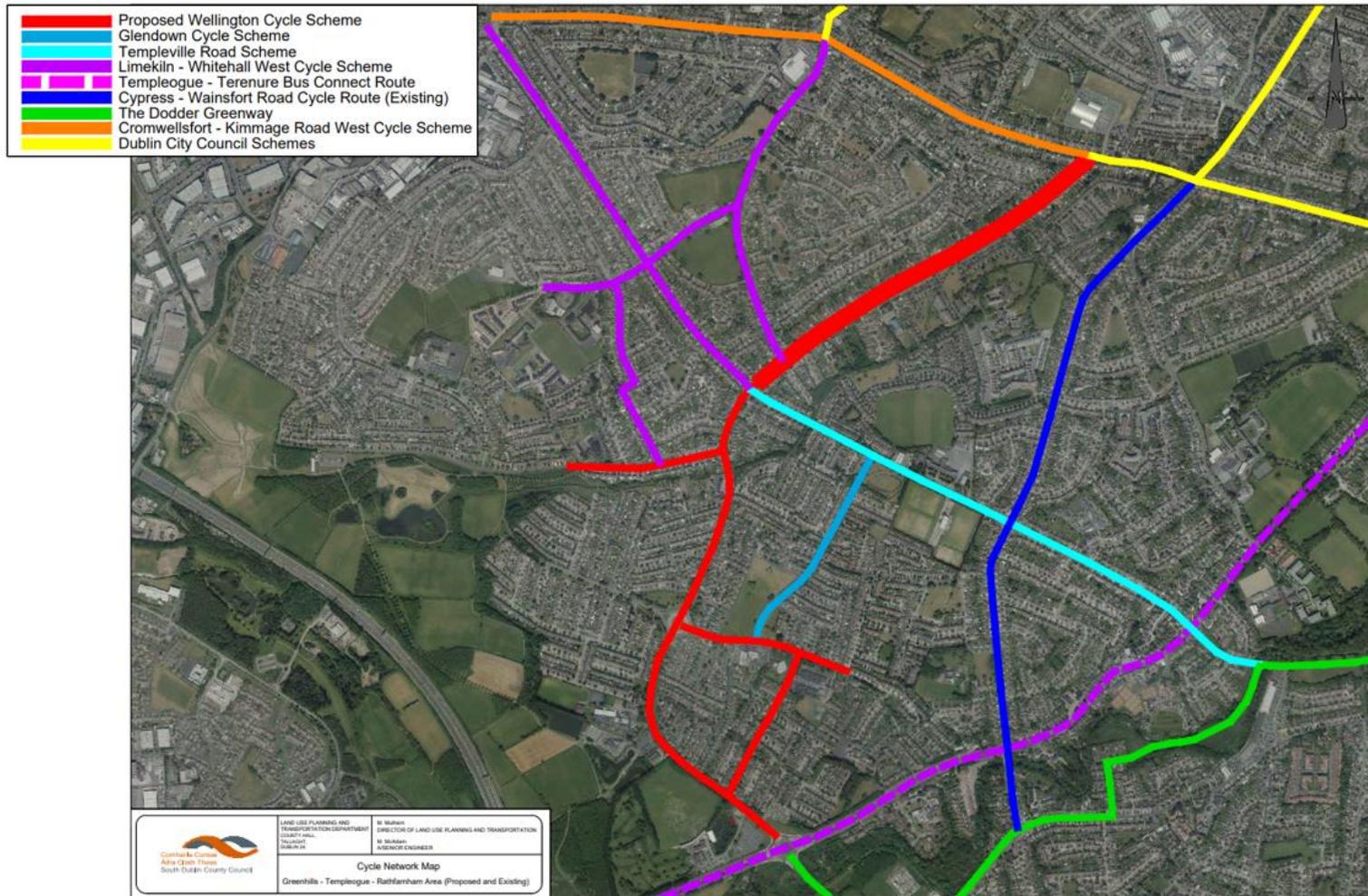


Figure 1-1: South Dublin County Council Scheme Proposals

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After a substantial engagement process over the past three years including a pre-design public workshop held in 2019 and a non-statutory public consultation held in 2021-2022, the scheme is currently at Planning Decision Stage. During the Covid-19 Pandemic, temporary improvement measures were introduced through the Wellington Lane and Wellington Road area as part of the Covid-19 cycle safety response. These included providing on road cycle lanes that are protected with bollards. Temporary improvement measures were also implemented at the Orwell Roundabout and Templeville Roundabout. These improvement measures included providing pedestrian crossings in the form of zebra crossings on all arms of the roundabouts as well as dedicated space for cyclists within the road carriageway that was separated via bollards. These bollards guided cyclists through the roundabout and up to the zebra crossings on each arm.

Overall, the temporary measures implemented along the scheme route proved to be helpful in informing the final design for planning.

Following the substantial engagement events, as well as the Non-Statutory Consultation and the temporary trial measures along the route, the Preliminary Design was updated and finalised. The Part 8 Statutory Process and online public consultation was launched on Thursday 8<sup>th</sup> September 2022. A virtual room was set up in which all drawings and documents were published for public display. As part of this, members of the public, as well as stakeholders, had the opportunity to provide comments and feedback on the scheme proposals. As well as the virtual room, public notices were installed in order to inform the public of the commencement of the Part 8 application, all scheme documents were available for viewing on the SDCC website with hard copies available at the public counter in the Council offices.

The Statutory Consultation commenced on the 8<sup>th</sup> September 2022. The consultation ran for a 7 week period and closed on the 28<sup>th</sup> October 2022.

A total of 121 submissions were received relating to the design of the scheme. These consisted mainly of residents living along and within close proximity of the route. There were also submissions received from the various Residents Associations within Templeogue including WORK, Recorder, OPTRA, Terenure West Residents Association and Templeogue Wood Residents Association. Submissions were also received from St. MacDaras Secondary School, Templeogue College, the Dublin Cycling Campaign, St Jude's GAA as well as the Riverview Educate Together NS and D12 Bike Bus group. Two elected representatives for the area also made a submission in relation to the scheme.

A total of 43 responses were also provided in the Online Survey Questionnaire. These are covered in Section 4 of this report.

In terms of the structure for this report, Section 2 provides a summary of the Environmental Considerations for the scheme, Section 3 details the Methodology for receiving and processing the public consultation submissions, Section 4 provides details and general responses for the submissions sent in on this scheme. Section 4 also provides details on the external submissions received from various Residents Associations and Public Body groups. Section 5 outlines a summary of the results from the online survey questionnaire with Section 6 providing a summary and conclusion to this report.

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## 2 Environmental Considerations

As part of the Preliminary Design for the Wellington scheme, it was necessary to undertake an environmental review along the scheme route. It was important to ascertain whether the scheme proposals would impact negatively on the surrounding environment.

DBFL, with instruction from SDCC, engaged the services of MacCabe Durney Barnes to undertake an Environmental Impact Assessment (EIA) screening report. An Appropriate Assessment (AA) screening report was also undertaken for the scheme which was assessed by Altemar Ltd.

The EIA screening consists of assessing the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, Planning and Development Regulations as well as the Roads Act and Regulations. The consideration of potential impacts covers all significant direct, indirect and secondary impacts as relevant having regard to the criteria for determining whether development listed in part 2 schedule 5 should be subject to an environmental impact assessment under schedule 7 of the Planning and Development Regulations, 2001 to 2021.

With regard to the nature and scale of the proposed development which is below the thresholds set out in Class 10 of Part 2 of Schedule 5, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- The scale, nature and location of the proposed impacts;
- The potential impacts and proposed mitigation measures;
- The results of any other relevant assessments of the effects on the environment;

***The EIA screening report concluded that the proposed development would not be likely to have significant negative effects on the environment and it is recommended that environment impact assessment report is not required.***

The AA screening assess whether the proposed development could have likely significant effects on any Natura 2000 sites. The AA screening report provides supporting information to assist the local authority with an Appropriate Assessment screening exercise, including a description of the proposed development, details of its environmental setting, a map and list of Natura 2000 sites within the potential zone of impact and the consideration of potential source-pathway-receptor links.

With regard to impacts, the AA screening report highlighted that there is no direct hydrological pathway from the proposed development site to a Natura 2000 site. No specific mitigation is

required to prevent significant effects on Natura 2000 sites. No Natura 2000 sites are within the zone of influence of this development. ***The report confirmed that there is no direct impacts on Natura 2000 sites and concludes that the proposed development will not cause direct or indirect impacts on any Natura 2000 sites, and thus that Appropriate Assessment is not required.***

### **3 Methodology**

Upon receiving the submissions, they were filed and referenced according to the name of the resident/submission. Following this, the submissions were read and the issues raised were recorded. Each submission was given a reference number by SDCC with names and addresses then hidden for privacy of information.

## 4 Submissions Received

There were a number of comments/concerns raised in relation to the scheme. These comments were reviewed in detail by the design team and were categorised into general themes. The main themes that emerged from the submissions were the following:

- **Need for Scheme and Design Comments** – This theme contains submissions that commented on the need for the scheme as well as comments on the design proposals outlined.
- **Whitehall Road** – This theme contains submissions that commented specifically on the proposals along Whitehall Road.
- **Traffic Management and Impacts** – This theme contains submissions that commented on the management on and impact of traffic as a result of the proposals.
- **Safety** – This theme contains submissions that commented on the safety of the scheme proposals.
- **Parking Issues** – This theme contains submissions that commented on parking within the scheme study area.
- **Tree Retention and Planting** – This theme contains submissions that commented on the retention and removal of trees within the study area.
- **Other** – This theme contained submissions that were one off in terms of content and which could not be categorised into the general themes that emerged.

The number of submissions received under each theme is presented in the bar chart in Figure 4-1.

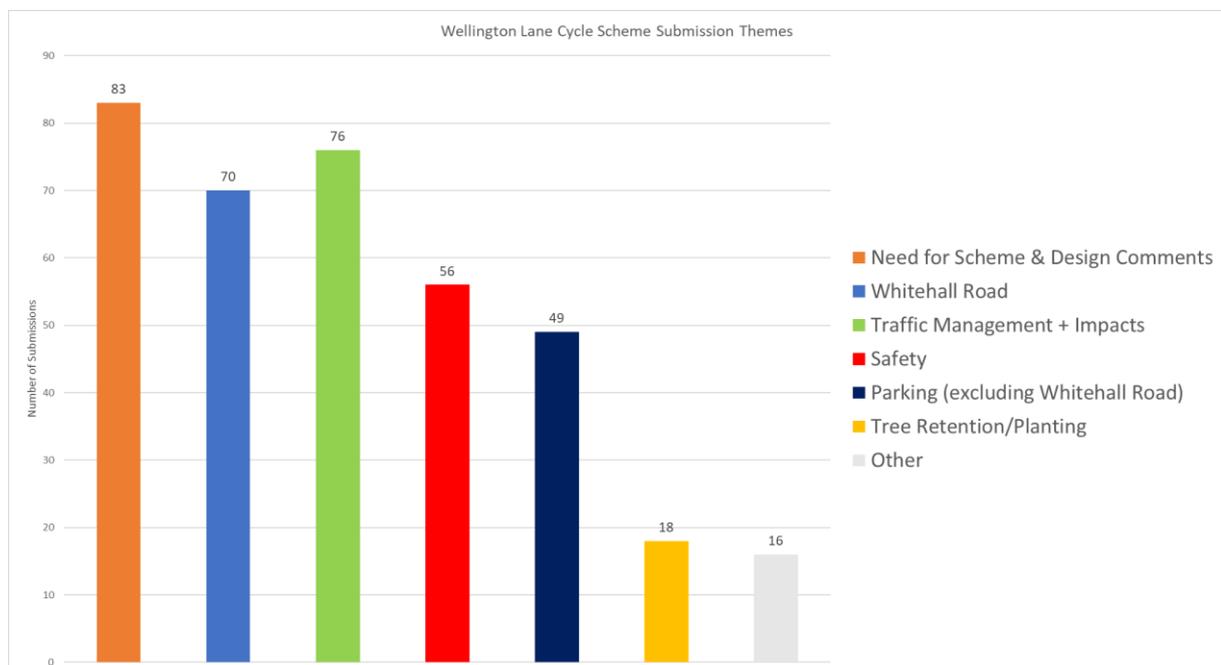


Figure 4-1: Wellington Lane Submissions Received

The highest number of submissions received included comments on the design and requirements for the scheme, with a total of 83 of the submissions including comments in relation to this theme.

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Traffic Management and Impacts were second highest with a total of 76 of the submissions including comments and feedback in relation to this theme.

A large volume of submissions (70) received related to the scheme proposals along Whitehall Road. Tree Retention and Planting as well as Other received the lowest number of references with 18 and 16 respectively.

It is noted that the specific details of each resident are not disclosed within this report in order to protect identities, however, each submission made has been allocated a reference number. Therefore, the reference number assigned to each submission has been used in order to ensure that all comments received have been processed and addressed appropriately.

There were a number of separate submissions made by various public groups/bodies. These included the following and are addressed in Section 3.2:

- St Judes GAA Club;
- Riverview Educate Together NS Board of Management;
- WORK Residents Association;
- St Mac Dara's Community College;
- Two Elected Representatives ;
- Orwell Park (Templeogue) Residents Association (OPTRA)
- Dublin Cycling Campaign;
- Templeogue College;
- Templeogue Wood Residents Association;
- RECORDER's Residents Association;
- Terenure West Residents Association;

Each theme as highlighted above has been reviewed in terms of comments and feedback provided. Section 3.1 below provides an overview of each theme as well as some general responses. **Appendix B** of this report provides individual comments from submissions with responses provided to these individual submissions made.

#### **4.1 General Comments**

Set out below are the general comments/concerns that have been referenced in a number of the submissions as well as a response to these comments. **Appendix A** of this report outlines a submissions matrix that cross references each submissions' comments/concerns against each general comment below in order to ensure that all comments and queries have been addressed.

#### **4.1.1 Need for the Scheme and Design Comments:**

There were a number of submissions received in relation to the need for the scheme as well as submissions that highlighted concerns or suggestions in relation to the design of the scheme. The overall general queries are detailed below with responses provided. Individual queries/comments from the submissions are outlined in further detail in **Appendix B** of this report.

**General Comment 1:** Many felt that the cycle facilities will be too narrow to allow cyclists to overtake and should instead have been provided off road.

**General Comment 2:** There were several submissions questioning the need of the scheme, outlining that very few cyclists use the route at present and the scheme terminates at Kimmage Road West without any further facilities proposed.

**General Comment 3:** Submissions offered suggestions for alternative routes other than travelling down Whitehall Road, which is covered within a separate theme below.

**General Comments 4:** Some submissions felt that bus stop improvements would be needed as part of the scheme to limit traffic disruption and improve pedestrian and cyclist safety, in particular, bus shelters were recommended for all bus stops and pull in lay by stops were requested by many submissions.

**General Comment 5:** A number of submissions had concerns in relation to a two-way cycle track facility, outlining that these are unsafe for cyclists and traffic. Submissions outlined that cyclists travelling in a contra flow direction would be at higher risk of conflicts with traffic and that with the reduction in road width, traffic would be located too close to the cycle facility.

**General Comment 6:** Some submissions highlighted some design suggestions in relation to public realm, cycle track facilities and design of junctions.

**General Comment 7:** Some submissions provided positive feedback to the scheme in terms of the design proposals, outlining that the scheme was well designed and formed an important part of the cycle network and supports schools.

**Responses to these feedback/comments are provided below as follows:**

**Response to General Comment 1:** Cycle facilities have been designed as per National Cycle Manual and the BusConnects Design Guidance. The cycle facilities are not proposed for overtaking along the length of this scheme.

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**Response to General Comment 2:** With regard to the low volume of cyclists currently using the route, there are no permanent cycle facilities at present located along the majority of the scheme route. This scheme has been proposed to encourage an uptake in sustainable modes of travel, including walking and cycling, in particular, for pupils and parents travelling to the numerous schools within the surrounding areas. The scheme forms a much-needed part of current SDCC and NTA policy for sustainable and active travel within South Dublin. The scheme forms part of the NOW programme within the Cycle South Dublin initiative, as mentioned above in Section 1 of this report with the map in Figure 1-1 providing details of the numerous active travel projects being progressed within the area. It is an aim of this scheme, therefore, to increase the number of cycling and walking users within the area.

**Response to General Comment 3:** Alternative routes for the Whitehall Road section were reviewed as part of the early optioneering of this scheme. It was deemed that these routes were off the main desire line for cyclists for this scheme and that cyclists would not divert away from the main Wellington/Whitehall axis. Whitehall Road was therefore deemed the most direct route for cyclists. It is noted that the alternative routes suggested may be developed as part of possible future schemes.

**Response to General Comment 4:** Bus stop improvements are being made throughout the scheme and all bus stops that have adequate space will be upgraded. The details of this will be considered at detailed design stage. Lay by bus stops have not been proposed as part of this scheme (with the exception of the existing bus stop outside MacDaras School). Lay by bus stops are not favourable for bus drivers who find it difficult to re-enter into the main traffic lane. Lay by bus stops also require additional road space which is not available for the majority of this route.

**Response to General Comment 5:** The two-way cycle track facility has been designed in accordance with the National Cycle Manual and provides an off road segregated cycle facility for cyclists that is away from vehicular traffic.

**Response to General Comment 6:** With regard to the design suggestions made by many submissions, these will be reviewed and considered at detailed design stage for the scheme.

**Response to General Comment 7:** Support for the scheme is most welcome.

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## Summary and Conclusion of Need for Scheme and Design Comments

Submissions received in relation to the need and requirement for the scheme, considering the current low volume of cyclists along the route, as well as the comments in relation to the design for the scheme, including upgrading all bus stops and implementing public realm features etc, were all considered and addressed by the design team and SDCC.

It is concluded that the scheme forms a vital and comprehensive part of the new cycle network being progressed by SDCC. This scheme forms part of the overall active travel and sustainable improvement proposals and has been allocated a NOW delivery timescale (within 4 years) within the Cycle South Dublin programme for active travel initiatives.

Comments received within submissions that referenced specific design suggestions will be taken forward and considered in further detail as the scheme progresses.

In conclusion, the Chief Executive (CE) recommendation outlines that the scheme design will progress with no alterations proposed following the comments made under Need for Scheme and Design Comments. Any design comments suggested, as mentioned, will be further considered if required as the scheme progresses through detailed design.

### 4.1.2 Whitehall Road:

There were a number of submissions received in relation to the proposed cycle facilities along Whitehall Road, in particular, due to the narrower nature of the cycle facilities in sections. The overall general queries are detailed below with responses provided. Individual queries/comments from the submissions are outlined in further detail in **Appendix B** of this report.

**General Comment 1:** Submissions received outline that residents may have difficulty accessing their driveways due to the two-way cycle track and the lack of visibility. This is increased by the high volume of traffic and the need for many residents to stop traffic and reverse into their driveways.

**General Comment 2:** There were submissions querying where visitors and delivery drivers will park when accessing housing on Whitehall Road.

**General Comment 3:** There were also concerns as to how emergency vehicles would access houses and travel along Whitehall Road with the reduction in road carriageway widths.

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**General Comment 4:** There were concerns that the road carriageway may be too narrow for two buses to pass safely without going into the cycle lane with concerns that a reduced road width will impact on pedestrian and cycle safety.

**General Comment 5:** Some submissions queried the safety and operation at the Whitehall Road/Kimmage Road West junction, highlighting that cyclists would be required to dismount at the junction and cross the road via the pedestrian crossings.

**General Comment 6:** Some submissions outlined that vehicles may divert down Rockfield Avenue due to the proposals along Whitehall Road.

**General Comment 7:** A number of submissions made reference to the BusConnects proposals along Whitehall Road and had concerns that the increased number of buses would contribute to the traffic congestion along this section of road.

**General Comment 8:** A number of submissions had concerns in relation to the reduction of parking spaces outside the businesses on Whitehall Road and the alteration from perpendicular spaces to parallel spaces and that the removal of spaces would impact on business and residents.

**General Comment 9:** Some submissions made reference to the potential for bollards being located along Whitehall Road, outlining that these were not a safe option for this route.

**General Comment 10:** Some submissions also queried whether the safety review undertaken included the new two-way cycle track along Whitehall Road.

**General Comment 11:** A number of submissions for Whitehall Road requested that a trial be undertaken for this section of the scheme as well as a separate Part 8 application following this trial.

**Responses to the feedback/comments are provided below as follows:**

The section along Whitehall Road is constrained in width for the majority of its length. In order to continue the cycle scheme along this section, which is the most direct route for cyclists, as well as to retain the existing trees and footpath along this section, the cycle facilities were designed from the kerb edge into the road carriageway, with a consistent width of 6m road carriageway provided to accommodate two-way traffic along Whitehall Road.

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**Response to General Comment 1:** Residents exiting their driveway will continue to exit as they usually do. Two-way cycle tracks have been implemented in many urban residential locations and are designed to National Cycle Manual standards. The road carriageway has been designed as per DMURS design standards and provides a traffic calmed route that will reduce vehicular speeds and calm the road environment. Vehicles will be able to access and egress from their driveway as they currently do.

**Response to General Comment 2:** With regard to on road parking, at present, Whitehall Road does not provide for dedicated on street parking outside residential properties. The vast majority of residential properties have in curtilage parking but choose to park on Whitehall Road also for convenience. It is envisaged that visitor parking and parking for collection etc will take place within private residential driveways.

**Response to General Comment 3:** The road carriageway width will be a consistent 6m wide as per DMURS design standards. This allows for vehicles to pass each other in a traffic calmed environment. Emergency vehicles will be able to use Whitehall Road to travel through and access houses.

**Response to General Comment 4:** The road carriageway has been designed in accordance with DMURS design standards. This states that a 6m road carriageway provides adequate space for two large vehicles to pass, with a reduced road width resulting in traffic calming for this section. Off road footpaths and cycle facilities adjacent to a 6m road carriageway will not reduce safety for these vulnerable road users.

**Response to General Comment 5:** With regard to cyclists travelling through the Whitehall Road/Kimmage Road junction, it is the intention of SDCC to coordinate and liaise with DCC on implementing an upgrade to this junction in order to accommodate cyclists travelling through the junction and accessing the two-way cycle track along Whitehall Road. This junction has been outlined within future DCC upgrade proposals and planned works.

**Response to General Comment 6:** It is not envisaged that vehicles will divert down Rockfield Avenue as a result of this scheme, however, this will be monitored and should this be an issue, measures may be implemented along Rockfield Avenue to deter vehicles from diverting from the main Whitehall Road route.

**Response to General Comment 7:** Reference was made to the BusConnects proposals and the increase in buses contributing to traffic congestion. The aim of BusConnects within this area is to

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reduce the requirement for car use and to encourage an uptake in commuters using public transport. Should the number of proposed buses increase to as many as 18 additional buses per hour, as was outlined in a number of the submissions made, it is envisaged that this will contribute to lower car use throughout the area. It is also noted that while vehicle speeds are predicted to decrease due to traffic calming proposed within the scheme, it is not envisaged that this will result in a reduction of vehicle capacity. The junction at Templeville Road/Greentrees Road is being upgraded and converted to a signal-controlled junction in order to provide a more optimal traffic capacity balance through the road network as compared with retaining a roundabout in this location which would require a one lane approach on each arm of the roundabout and would result in substantial traffic queueing. Therefore, decisions were made throughout this scheme that would help to alleviate a deterioration in traffic capacity while also implementing safe facilities for vulnerable road users.

**Response to General Comment 8:** The road carriageway in the location of the local shops on Whitehall Road is narrow and delivery of the scheme proposals can only be implemented within land owned by the Council. The scheme proposes to build out the footpath outside the Pines Pub section in order to improve the walking facilities along here. It is noted that the current footpath width along this section is blocked at multiple times of the day with parked cars overhanging as well as lighting poles etc. This forces pedestrians out onto the road carriageway. Vehicles wishing to park outside the Pines Pub within the car parking spaces currently provided will still be able to do so, and will access these over the footpath.

With regard to the parking spaces located outside the shops area to the north of the Pines Pub, these are proposed to be converted from perpendicular parking spaces to parallel parking spaces on safety grounds. Perpendicular parking spaces that front a main road are deemed to be unsafe. The parking spaces in this location are further hindered by a residential wall which further blocks visibility for vehicles trying to reverse out of these spaces. Parallel parking spaces provide a safer option in this location. It is also noted that the parking spaces located south west of the Pines Pub are proposed to be removed. These spaces currently park on the footpath and also overhang the path in places, which blocks pedestrian movement.

**Response to General Comment 9:** The original preliminary design for this section proposed a cycle lane on both sides of the road. In order to protect these on road cycle facilities, bollards were originally proposed. Feedback from the Non-Statutory consultation outlined that residents felt that bollards in this section would hinder movement and access and would result in unsafe

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facilities. The design was therefore revised along Whitehall Road. Due to the reduced width of this section, a two-way cycle track was proposed. This allows for additional comfort and protection for cyclists in restricted areas with the cycle track facility protected away from vehicular traffic by a kerb. This also allows for a better quality finish in this area with durable materials proposed in comparison to bollards, which would fail over time.

**Response to General Comment 10:** An updated Stage 1 Road Safety Audit was undertaken in August/September 2022, prior to the start of the Part 8 application. This audit included the updated design for Whitehall Road (including the two-way cycle track) with problems outlined within this report considered and addressed by the design team.

**Response to General Comment 11:** The design team does not recommend a trial along Whitehall Road and the reasons why a trial on this section of roadway is being suggested is not clear. To enable a trial, significant permanent civil works would be required at the junction of Rockfield Drive and between the junction of Whitehall Road West and Whitehall Park. Key Performance Indicators for any trials previously conducted have been focused on the improvements for pedestrians and cyclists, as well as the effectiveness of a trial in reducing speeds and 'rat-running' traffic.

### **Summary and Conclusion of Whitehall Road**

There were a number of submissions made that related to the Whitehall Road section of the scheme. These mainly related to the reduction in road carriageway width and safety concerns relating to the provision of a two-way cycle track along here. There were comments in relation to the BusConnects proposals and how traffic capacity would deteriorate along this section as a result. There were queries with regard to where visitors and delivery vehicles would now park with the removal of the ability to park along the road. There were also concerns in relation to the reduction of parking outside the shops and businesses. A number of submissions also outlined a need for a trial along this section of the route prior to any permanent facilities being proposed.

Responses were provided above that addressed each of these concerns and queries.

In conclusion, the Chief Executive (CE) recommendation outlines that the scheme design will progress with no alterations proposed following the comments made under Whitehall Road.

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### **4.1.3 Traffic Management and Impacts:**

There were a number of submissions received in relation to Traffic Management and the impact on traffic as a result of the scheme. It is noted that some of these submissions overlap with the submissions made for Whitehall Road. The overall general queries are detailed below with responses provided. Individual queries/comments from the submissions are outlined in further detail in **Appendix B** of this report.

**General Comment 1:** There were a number of submissions received in relation to the narrow width of the road carriageway at sections of the scheme and how traffic congestion would arise as a result. There were concerns that at these narrow sections, two buses may not be able to pass each other safely and emergency services could have difficulty passing vehicles.

**General Comment 2:** Submissions also raised concerns over how traffic will operate on these roads as there is already significant levels of vehicles queueing at peak times, this level of queueing also leading to environmental concerns.

**General Comment 3:** Some submissions had concerns in relation to the Templeville Junction and how traffic capacity would be impacted, noting that traffic queuing would increase with the narrowing of the road carriageway.

**General Comment 4:** Some submissions had concerns that rat running would become an issue with traffic queuing along the main Wellington route.

**General Comment 5:** Some submissions queried the traffic signal arrangements at junctions, particularly in relation to cyclists possibly having their own phase.

**General Comment 6:** Several submissions felt that pedestrian crossings were located too close to roundabouts.

**Responses to these feedback/comments are provided below as follows:**

**Response to General Comment 1:** With regard to the reduction in road width, the road carriageway has been designed to DMURS design standards, and contributes to traffic calming throughout the area, slowing vehicles. This allows for two buses to pass one another in a slower traffic environment as well as emergency service vehicles to pass traffic. The scheme, although aiming to reduce vehicular speeds, will not reduce traffic capacity as a result.

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**Response to General Comment 2:** This scheme aims to provide an overall improvement in sustainable travel modes throughout the study area. This involves an upgrade to the pedestrian and cycle network and has the aim of reducing car use and traffic along these routes.

**Response to General Comment 3:** The Templeville Junction has been upgraded to increase safety for vulnerable road users, pedestrians and cyclists. A detailed junction analysis was undertaken for this junction considering the higher traffic volumes. It was determined that a signalised junction provided the optimal balance between vehicular traffic and pedestrian/cycle safety in comparison to the retention of a roundabout. It is noted that narrowing of the road carriageway along the scheme will provide for traffic calming measures with reduced speeds. It is not envisaged that reduced speed will give rise to an increase in traffic queuing. Each arm of the Templeville Junction will be provided with two approach lanes for traffic. This will allow for an improvement in capacity at the junction in comparison to the roundabout option which provides for one lane approach on each arm.

**Response to General Comment 4:** It is not envisaged that “rat-running” will be an issue as a result of the scheme, however, this will be monitored, and measures can be implemented along some quieter routes to deter vehicles from undertaking a detour.

**Response to General Comment 5:** The overall staging plans for each junction will be finalised during the detailed design process. It is the intention of SDCC to incorporate dedicated cycle signals at the protected junctions in accordance with the NTA design guidance.

**Response to General Comment 6:** With regard to the location of crossings at roundabouts, these have been located as close to desire lines as possible whilst providing sufficient set back to allow a standard vehicle come to a stop at the crossing without blocking the circulatory carriageway of the roundabout. Providing crossings away from desire lines generally results in low usage as pedestrians tend not to deviate.

### **Summary and Conclusion of Traffic Management and Impacts**

A number of submissions made in relation to how traffic would be managed throughout the scheme with concerns of the potential impact on traffic capacity as result of the traffic calming proposals. Some submissions highlighted that ‘rat-running’ through residential estates would become an issue as a result of the proposals.

A number of responses have been provided in relation to these submissions on traffic management and impact.

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In conclusion, the Chief Executive (CE) recommendation outlines that the scheme design will progress with no alterations proposed following the comments made under Traffic Management and Impacts.

#### **4.1.4 Safety:**

There were a number of submissions received in relation to the safety of the scheme. The overall general queries are detailed below with responses provided. Individual queries/comments from the submissions are outlined in further detail in **Appendix B** of this report.

**General Comment 1:** A number of submissions noted safety concerns as a result of the reduction in road width.

**General Comment 2:** There were concerns in relation to the two-way cycle track and contra-flow aspect of these as they would lead to cyclists travelling towards on-coming traffic.

**General Comment 3:** Some submissions raised concerns as to how parents can safely drop off and pick up children from schools in the area.

**General Comment 4:** There were a number of safety concerns in relation to Whitehall Road and traffic conflicting with cyclists and pedestrians in this section. These are addressed specifically in the Whitehall Road section under Section 3.1.2.

**General Comment 5:** Some submissions outlined positive feedback in relation to improved safety along the scheme as a result of the proposals, in particular, for school pupils travelling to school.

#### **Responses to these feedback/comments are provided below as follows:**

**Response to General Comment 1:** The Wellington Lane Walking and Cycling Scheme has been designed in accordance with National, Regional and Local policy and design standards. The National Cycle Manual as well as the Design Manual for Urban Roads and Streets (DMURS) were utilised for the design of the scheme measures. This design guidance outlines the requirement to improve urban areas for pedestrian and cycle mobility and reduce overall car use. This guidance sets out a user hierarchy which places pedestrians at the top, then cyclists, public transport and finally private cars. The guidance outlines that a reduction of road carriageway is one of the most effective ways to reduce traffic speeds and create a calm road environment which will increase safety for all road users, in particular, vulnerable road users. The preferred range for arterial and link streets within the design guidance is 2.75m to 3.5m lane widths. The lane width for the

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Wellington Lane scheme is designed at 3m consistently over the majority of the scheme which equates to a 6m road carriageway width.

**Response to General Comment 2:** The two-way cycle track facility has been designed in accordance with the National Cycle Manual and provides an off-road segregated cycle facility for cyclists that is away from vehicular traffic.

**Response to General Comment 3:** With regard to school drop off and pick up, it is expected that pupils and parents will travel to school by more sustainable modes of travel, including walking, cycling and public transport. Positive submissions have been provided by the schools including MacDara's Community College, Bishop Shanahan & Galvin NS as well as Riverview Educate Together NS. These submissions outlined support for the scheme. Where parents do require a vehicle to drop or collect, alternative measures will be considered, including the Tymon Car Park and Spawell Car Park, which have been made available for use as part of this scheme. This provides a park and stride opportunity which is in close proximity to the four schools within the scheme study area.

**Response to General Comment 4:** This has been addressed in Section 3.1.2.

**Response to General Comment 5:** Positive feedback in relation to overall safety improvement for the area is most welcome.

### **Summary and Conclusion of Safety**

A number of submissions were provided that related to the overall safety for the scheme. Some of these submissions were positive and outlined how the scheme will improve safety for road users as a result.

Some of the submissions, however, had concerns that the reduction in road width would lead to a deterioration in safety along the route. There were concerns as to how parents would drop/collect their children safely from school with the removal of parking outside the schools. There were also submissions that had safety concerns in relation to the contra flow aspect of the two-way cycle tracks.

Responses were provided for each of these submissions, outlining the overall safety improvements that the scheme would provide.

In conclusion, the Chief Executive (CE) recommendation outlines that the scheme design will progress with no alterations proposed following the comments made under Safety.

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#### **4.1.5 Parking:**

There were a number of submissions received in relation to the parking issues along the route. The majority of these were as a result of the removal of the ability to park along Whitehall Road due to the proposed design measures. These concerns are dealt with in the Whitehall Road section (3.1.2) of this report.

The overall general queries are detailed below with responses provided. Individual queries/comments from the submissions are outlined in further detail in **Appendix B** of this report.

**General Comment 1:** The majority of submissions made in relation to parking along the scheme noted the requirement to maintain parking outside schools for school drop off and collection. Some submissions highlighted particular concerns within the Rossmore estate, outlining that traffic congestion will be exasperated as a result of the removal of parking along Rossmore Road and that vehicles will park in the residential estate roads adjacent to Rossmore Road and block driveways in these locations. Submissions outlined that this additional parking will have a detrimental impact on the overall safety within the Rossmore estate.

**General Comment 2:** Some submissions noted that the removal of parking outside MacDara's Community School has led to excessive parking on grassed verges and footpaths.

#### **Responses to these feedback/comments are provided below as follows:**

**Response to General Comment 1:** As part of this scheme, it is proposed to remove the ability to park outside schools within the study area. The schools within the study areas have noted support for this scheme and provided submissions to outline this support. The previous and current parking outside the schools presents a dangerous scenario for school pupils travelling to and from school. Cars frequently block visibility and park within the road carriageway, creating unsafe access for all users. Idling vehicles (during drop off and collection outside the school) also contributed to general health issues for school pupils through emissions exposure. For parents who do require a vehicle to drop off/collect from schools, there are a number of opportunities to park and stride to the schools within the study area, including car parks of Tymon Park for both MacDaras and Riverview Educate Together NS , as well as the Spawell Car Park for Bishop Shanahan and Galvin and MacDaras Community College. This would address the existing/potential parking concerns from residents for drop off/collection within residential estates.

With regard to the Bishop Galvin NS located along Rossmore Road, a Safe Route to School Delivery Plan report has been undertaken by An Taisce and the NTA. This report highlighted that 81% of pupils travelling to the school are located within a 2km radius of the school, as illustrated within the heat map in Figure 4-2.

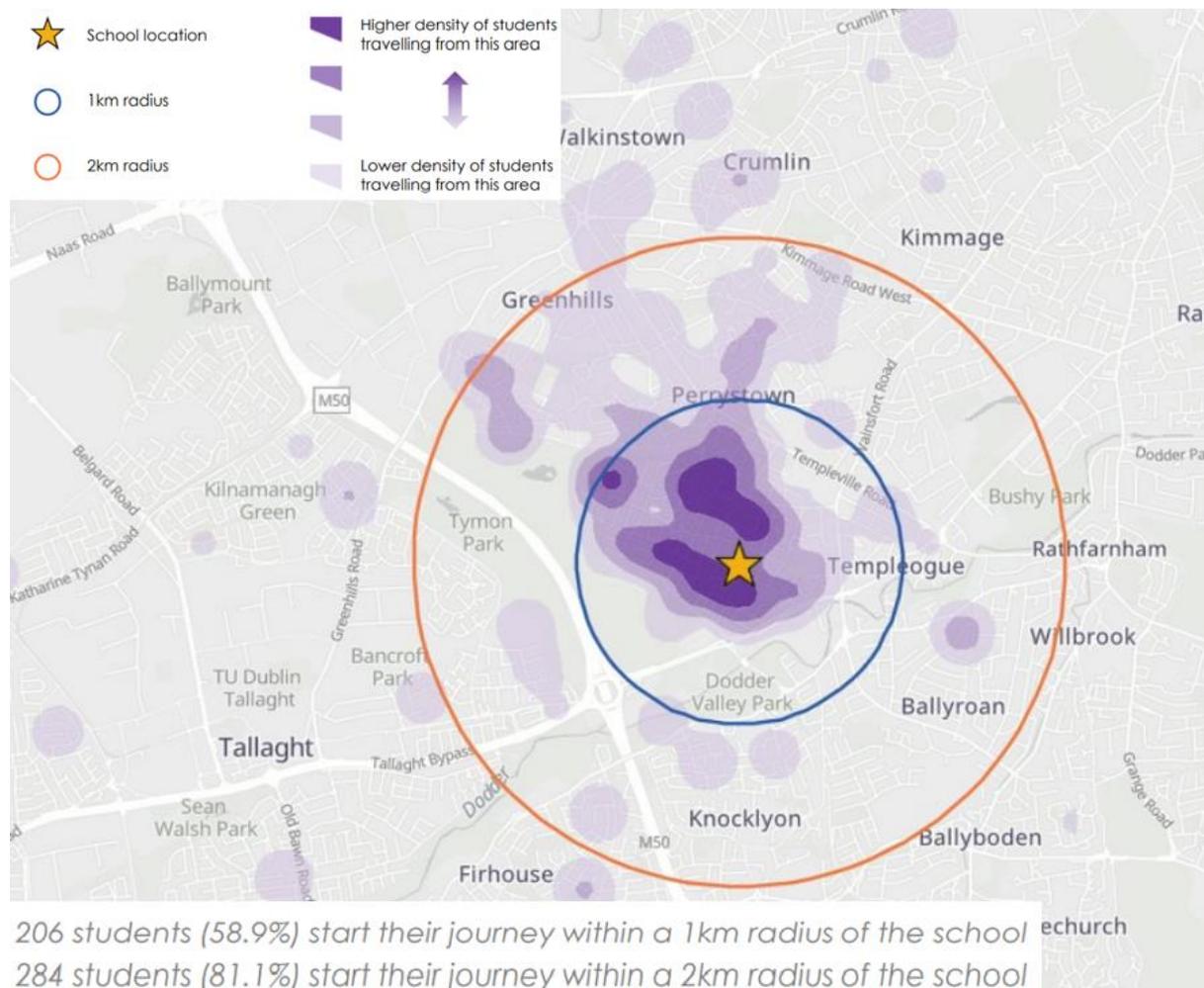


Figure 4-2: Students for the Bishop Galvin NS Travel Distance to the School (SRTS Report)

It is considered, therefore, that parking outside the school is not required and should be removed in order to provide a safer environment for school children walking and cycling to school. A park and stride option is considered to be the preferable solution for schools within the study area.

**Response to General Comment 2:** Alternative parking arrangements allows vehicles to safely park away from footpaths and grassed verges, including Tymon Car Park and the Spawell Car Park.

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## Summary and Conclusion of Parking

The main content of submissions made in relation to parking (excluding the Whitehall Road section) included concerns of overspill parking in the residential estates of Rossmore due to the removal of parking outside the school. Other comments related to parking on grassed verges and within footpaths should parking be removed from the schools.

Responses were provided for these comments and concerns in relation to removal of parking outside of the schools with alternative proposed measures outlined.

In conclusion, the Chief Executive (CE) recommendation outlines that the scheme design will progress with no alterations proposed following the comments made under Parking.

### 4.1.6 Tree Retention and Planting:

Some submissions were received in relation to tree retention and planting along the route. The overall general queries are detailed below with responses provided. Individual queries/comments from the submissions are outlined in further detail in **Appendix B** of this report.

**General Comment 1:** The main concerns that emerged from the submissions were in relation to the number of trees being removed as a result of the scheme. It was requested that more trees be planted than removed. Submissions also requested that trees being planted should be mature trees.

**Responses to these feedback/comments are provided below as follows:**

**Response to General Comment 1:** As part of the landscape plans within the scheme, a total of 227 new trees are proposed to be planted. There shall be a net increase of 113 trees as part of this scheme. These trees will replace trees being removed and will also create tree lined streets and place making improved public realm for the area. It is noted that every effort will be made to retain as many trees that have been identified for removal on the scheme.

## Summary and Conclusion of Tree Retention and Planting

Some submissions highlighted the preference to retain trees along the section and where this is not feasible to replace and re plant trees.

Responses were provided in relation to this and outlined that where trees are required to be removed, these will be replaced. There will also be a net increase in trees as part of this scheme.

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In conclusion, the Chief Executive (CE) recommendation outlines that the scheme design will progress with no alterations proposed following the comments made under Scheme Design and Requirement. It is noted, however, that at Construction Stage of this scheme, every effort will be made to retain as many trees as possible that have been identified for removal.

#### **4.1.7 Other:**

Queries that were raised as part of the submissions that could not be grouped in the main theme concerns were grouped in the “Other” theme. These include:

**General Comment 1:** Submissions raised concerns as to how surface water will be dealt with as there has been flooding in the past.

**General Comment 2:** Submissions requested clearer drawings, particularly when displaying cross sections as some people found the numbers difficult to read.

**General Comment 3:** There were a few submissions that outlined concerns or queries in relation to separate schemes and proposals outside the remit of this scheme.

**Responses to these feedback/comments are provided below as follows:**

**Response to General Comment 1:** With regard to the drainage, gullies located along the majority of the route will be required to be relocated as part of the scheme proposals. Gullies will also be required to be relocated at the Orwell and Templeville Road roundabouts as part of the scheme design.

Additional hardstanding may be required in some areas of the scheme route. There are opportunities for Sustainable Drainage Systems (SuDS) technologies to be incorporated within the design as part of landscaping to mitigate against surface water run-off from hardstanding areas. This will be explored at the detailed design stage of the scheme.

**Response to General Comment 2:** With regard to clearer drawings, drawings were provided at a scale of 1:500 at A1 size. As the consultation was online, it was possible to zoom in and focus on particular sections of each drawing.

**Response to General Comment 3:** This scheme focuses on the Wellington Lane Walking and Cycling Scheme. Comments relating to other scheme proposals outside the scope of this scheme have not been addressed within this consultation report.

#### **Summary and Conclusion of Other**

A few submissions were provided that contained comments/concerns not relating to the general themes that emerged from this consultation. These isolated comments were addressed in the responses provided above.

In conclusion, the Chief Executive (CE) recommendation outlines that the scheme design will progress with no alterations proposed following the comments made under Other.

## 4.2 Public Groups/Bodies Comments

This section provides an overview with responses on the submissions made by the following public groups/bodies:

- St Judes GAA Club;
- Riverview Educate Together NS Board of Management;
- WORK Residents Association;
- St Mac Dara's Community College;
- Two Elected Representatives ;
- Orwell Park (Templeogue) Residents Association (OPTRA)
- Dublin Cycling Campaign;
- Templeogue College;
- Templeogue Wood Residents Association;
- RECORDER's Residents Association;
- Terenure West Residents Association;

### 4.2.1 St. Judes GAA Club

St Jude's GAA club is based in Templeogue on the edge of Tymon Park off Wellington Lane. There are approximately 2,000 members including 1,300 juvenile members. The club generates significant amount of car traffic throughout the week and on Saturdays. This results in the club car park and public car park filling to overflowing with difficulties around traffic management and congestion.

A recent travel survey of members outlined that approximately half of the members live with 2km of the main clubhouse with four out of every 5 members living with 4km of the club. The survey outlines that 75% are using their private vehicle as their primary mode of travel to the club. There is a potential, therefore, for a significant shift towards sustainable transport modes.

The club outlined that they welcome the scheme and believe that the improvements will enable more members to walk and cycle and leave the car at home. The submission provided a number of comments/feedback, which is outlined below with responses provide below also.

**General Comment 1:** The submission raised concerns over the safety of pedestrians and cyclists currently at the Orwell roundabout.

**General Comment 2:** The submission noted that the two-way cycle track ends at the entrance to the club and does not provide any improvements to the shared access road to St Jude's and Templeogue United. This road has been identified as a considerable barrier for access. It is narrow

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with no footpaths or cycle lanes and is bounded on both sides by tall metal fencing. It is also poorly lit in places. The club queried whether this road could be included within the overall scheme as they feel it would help support the efforts to achieve a shift towards more sustainable modes of transport in the club.

**General Comment 3:** The submission requested a Park & Stride facility be provided at the Spawell car park.

**Responses to these feedback/comments are provided below as follows:**

Feedback from St Judes GAA club is most welcome. It is encouraging that most trips to the club are within a 2km – 4km range. With the implementation of these design proposals, this could result in a considerable uptake in walking and cycling to the club.

**Response to General Comment 1:** It is agreed that there are existing safety concerns for cyclists and pedestrians at the Orwell Roundabout. The proposed scheme provides segregated cycle lanes and segregated cycle/pedestrian crossings on all arms of the roundabout. The circulatory carriageway as well as all approach arms are proposed to be reduced to a single lane for safety improvements.

**Response to General Comment 2:** With regard to an upgrade of the access road, this would be most beneficial as an addition to the design proposals outlined within this scheme. This will be considered as part of a future/separate scheme. (TBC by SDCC)

**Response to General Comment 3:** With regard to a Park & Stride facility being provided at the Spawell car park there is the opportunity for this to be provided and this will be furthered as the scheme progresses.

#### **4.2.2 Riverview Educate Together National School**

Riverview Educate Together National School have outlined their support for the overall scheme which will facilitate active travel in and around the school. Particularly welcome is the inclusion of the stretch of Limekiln Road leading up to the entrance to the school and to Tymon Park.

Many of the current issues outside the school including unsafe parking, high speeds and lack of protected cycle measures have been addressed in this proposed scheme.

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**Responses to these feedback/comments are provided below as follows:**

Feedback from Riverview Educate Together National School is most welcome. This submission has outlined support for the overall scheme and they have noted that queries they had raised previously in the non-statutory consultation have been addressed.

**4.2.3 WORK Residents Association**

A submission was provided by the WORK residents association. This residential group covers the areas of Wellington, Willington, Wilderwood, Osprey, Rushbrook & Kennington.

There were a number of comments and queries in relation to the design proposals along the scheme.

The submission welcomed the proposals to have a twin cycle track on the west side of Wellington Lane and are reassured that the block wall will be softened in appearance by suitable planting.

The submission welcomed the controlled crossing point on Wellington Lane for pedestrians who walk from the bus-stop on Wellington Lane (Glendown side) to Willington Green /Wellington Cottages.

**General Comment 1:** The submission outlined and queried why provision was not made within the proposals for a segregated cycle track along Osprey Road from the Orwell Roundabout to Tymon Park entrance.

**General Comment 2:** The submission suggested that a cycle training centre should be provided in Tymon Park.

**General Comment 3:** The submission suggested that a cycle track on one side of Rossmore Road may meet the needs of cyclists and proposed a drop off and pick up on the other side of this road.

**General Comment 4:** The submission calls on the Council to negotiate a formal agreement with the Spawell Complex for a park and stride facility and to provide a new car park in Tymon Park.

**Responses to these feedback/comments are provided below as follows:**

**Response to General Comment 1:** With regard to the provision of a cycle facility along Osprey Road, this does not form part of the current proposals within this scheme. There may be an opportunity to provide this link as part of a future scheme. It is noted that this section of Osprey Road has been assigned as a "Greenway – Utility" Route in the Draft 2021 GDA Cycle Network Plan.

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**Response to General Comment 2:** With regard to a cycle training centre being provided in Tymon Park, this does not form part of this scheme.

**Response to General Comment 3:** With regard to the provision of a proposed drop off and pick up on one side of Rossmore Road, the previous parking outside Bishop Shanahan and Bishop Galvin NS presented a dangerous scenario for school pupils travelling to and from school. Cars would frequently block visibility and park within the road carriageway, creating unsafe access for all users. Idling vehicles (during drop off and collection outside the school) also contributed to general health issues for school pupils through emissions exposure. It has been proposed by the owners of the Spawell Car Park that utilisation of their parking facilities could be made available for school drop off and collection. This would provide an opportunity for a park and stride for school pupils and parents to Bishop Shanahan and Bishop Galvin NS, resulting in a short walk from the car park to the schools.

A Safe Routes to School Delivery Plan report, undertaken by An Taisce and the NTA, highlighted that 81% of pupils travelling to the Bishop Galvin NS, live within a 2km radius of the school. It is not considered necessary, therefore, to provide additional parking outside the school and a walk and stride facility would provide for an overall safer road environment.

**Response to General Comment 4:** With regard to a formal agreement with the Spawell Complex for a park and stride facility this will be progressed as the scheme continues. The existing car park at Tymon Park is open for vehicles to drop and collect pupils.

#### **4.2.4 St. Mac Dara's Community College**

St Mac Dara's Community College have outlined their support for the overall scheme which will improve safety for students who cycle and increase the incentive for more pupils to cycle to and from school. They also appreciate the support from SDCC and An Taisce with regard to the new bicycle racks and sheds.

**Responses to these feedback/comments are provided below as follows:** Feedback from MacDara's Community College is most welcome. This submission has outlined support for the overall scheme for improving pedestrian and cycle safety.

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#### 4.2.5 Elected Representatives

A submission was received from an elected representative. This submission welcomed the proposed scheme and hoped that it would improve sustainable transport links within the area.

**General Comment 1:** The submission questioned why the cycle lane on Whitehall Road was not placed on the opposite side of the road than proposed at present.

**General Comment 2:** The submission requested alternative routes for the cycle lane other than on Whitehall Road to be considered, particularly as this road is 5 ft narrower than Wellington Lane and will be very cramped e.g an off-road cycle track along the Poddle.

**General Comment 3:** The submission questioned what the impact on businesses and customers will be as a result of the proposed reduction of parking spaces from 19 to 4, including the loss of disability spaces.

**General Comment 4:** The submission requested a trial scheme be put in place for the Whitehall Road section.

**General Comment 5:** The submission requested pedestrian crossings be at least a car length back from the roundabouts.

The elected representative also noted their support to the observations made by Recorders Residents Associations.

**Responses to these feedback/comments are provided below as follows:**

Feedback from the elected representative is welcome. This submission has outlined general support for the overall scheme, however, has detailed concerns from various residents relating to the proposed design for the scheme, in particular, along Whitehall Road.

**Response to General Comment 1:** With regard to placing the cycle lane on the other side of Whitehall Road than proposed at present. Both sides of the road carriageway on Whitehall Road were assessed and it was deemed that the northern side of the road was the preferred option. This side of the road contains fewer side arm junctions for cyclists to navigate.

**Response to General Comment 2:** Alternative routes for the Whitehall Road section were reviewed as part of the early optioneering of this scheme. It was deemed that these routes were off the main desire line for cyclists and that cyclists would not divert away from the main Wellington, Whitehall route. Whitehall Road was therefore deemed the most direct route for

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cyclists. It is noted that the alternative routes suggested may be developed as part of possible future schemes.

**Response to General Comment 3:** With regard to reducing parking outside the businesses on Whitehall Road, refer to Section 4.1.2 “**Response to General Comment 8**”.

**Response to General Comment 4:** In relation to a trial along this section, refer to Section 4.1.2 “**Response to General Comment 11**”.

**Response to General Comment 5:** With regard to the location of crossings at roundabouts, these have been located as close to desire lines as possible whilst providing sufficient set back to allow a standard vehicle come to a stop at the crossing without blocking the circulatory carriageway of the roundabout.

A second submission was also received from another elected representative. The submission asked for the following to be considered:

**General Comment 1:** The submission requested a trial be carried out on Rossmore Road

**General Comment 2:** The submission requested the removal of parking at the schools be reconsidered.

**Responses to these feedback/comments are provided below as follows:** Feedback the elected representative is welcome. This submission has outlined general support for the overall scheme, however, has detailed concerns along Rossmore Road.

**Response to General Comment 1:** In relation to a trial along Rossmore Road, it is not envisaged that a trial will be required along this section of the route. The design team undertook an assessment for a number of design options along this section of the route. Both a two-way cycle track as well as one-way cycle track were considered. A one-way cycle track both sides of the road was considered at a width of 2m, however, this required the removal of trees along this section of the road, which was not considered a feasible option. Providing 1.5m wide cycle tracks from the kerb out into the carriageway was considered the preferred option along here. This retained all trees along this section and provided adequate cycle facilities to and from the primary school that linked in with the overall scheme route at Orwell Road and Wellington Lane. A trial of this is not considered a requirement for this scheme.

**Response to General Comment 2:** In terms of the removal of parking at Rossmore Road, the previous parking outside Bishop Shanahan and Bishop Galvin NS presented a dangerous scenario

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for school pupils travelling to and from school. Cars would frequently block visibility and park within the road carriageway, creating unsafe access for all users. Idling vehicles (during drop off and collection outside the school) also contributed to general health issues for school pupils through emissions exposure. It has been proposed by the owners of the Spawell Car Park that utilisation of their parking facilities could be made available for school drop off and collection. This would provide an opportunity for a park and stride for school pupils and parents to Bishop Shanahan and Bishop Galvin NS, resulting in a short walk from the car park to the schools. It is also proposed to utilise the car park within Tymon Park along Limekiln Road that would provide a park and stride.

A Safe Routes to School Delivery Plan report, undertaken by An Taisce and the NTA, highlighted that 81% of pupils travelling to the Bishop Galvin NS, live within a 2km radius of the school. It is not considered necessary, therefore, to provide additional parking outside the school and a walk and stride facility would provide for an overall safer road environment.

#### **4.2.6 Orwell Park (Templeogue) Residents Association (OPTRA)**

The Orwell Park Residents Association have provided a number of observations in relation to both the design of the scheme proposals and congestion levels along the scheme route.

In terms of the design of the scheme, the submission welcomes the improvements at both the Orwell Roundabout and Templeville Junction. The submission welcomes the “School Zones” outside the schools. The submission also welcomes the segregation of cyclists from other traffic.

**General Comment 1:** The submission queried the operation of the Templeville Junction and how the traffic signals will operate.

**General Comment 2:** The submission raised concerns relating to buses turning right onto Wellington Lane from Rossmore Road.

**General Comment 3:** The submission questioned the elaborate design at the Wellington Road/Wellington Green junction as it could lead to confusion.

**General Comment 4:** The submission questioned why a trial scheme was not put in place for the Whitehall Road, Rossmore Road and Orwell Road sections.

**General Comment 5:** The submission queried why the two-way cycle track on Whitehall Road wasn't located on the opposite side of the road.

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**General Comment 6:** The submission suggested in the medium term, a Poddle Cycleway, from Tallaght to the KCR (Kimmage Cross Roads) should be built.

**General Comment 7:** The submission had concerns with how the high number of drop off and collection outside Bishop Shanahan and Bishop Galvin NS, would now be facilitated. The submission suggested that a cycle track on one side of Rossmore Road may meet the needs of cyclists and proposed a drop off and pick up on the other side of this road. The submission requests that the Spawell Complex be used for a park and stride facility.

**General Comment 8:** The submission queried where patients parking outside the doctor's surgery on Orwell Road are to park.

**General Comment 9:** The residents association also suggested extending the cycle facilities along Osprey Road from the Orwell Roundabout to the entrance of Tymon Park.

**General Comment 10:** The submission suggested having cycle tracks joining Orwell Road with the cycle tracks currently under construction on Templeville Road.

**General Comment 11:** The submission outlined that current congestion levels is an issue along Wellington Lane/Whitehall Road which will become worse in the future under the Draft Transport Strategy for the Greater Dublin Area 2022 – 2024. They requested traffic modelling be revisited to take account of the impact of BusConnects.

**Responses to these feedback/comments are provided below as follows:** Feedback from the Orwell Park Residents Association is welcome. The queries and concerns outlined within the submission have been reviewed with responses outlined below.

**Response to General Comment 1:** For the design of the proposed Templeville Signalised junction, the junction will operate as a signal controlled junction. Cyclists will abide by the traffic signals and will be provided with specific cycle signals, in line with NTA design guidance, that will be incorporated into the overall traffic signal and staging plan for the junction. Cyclists will be able to travel left, straight and right within the junction abiding by these cycle signals.

**Response to General Comment 2:** With regard to the design of the proposed Wellington Lane / Rossmore Road junction, this junction will be converted to a signalised junction and has been designed in accordance with the National Cycle Manual and the BusConnects Design Guidance. The signals will accommodate buses turning right from Rossmore Road to Wellington Lane.

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**Response to General Comment 3:** In relation to the design of the proposed Wellington Lane / Willington Green junction, this junction will be converted to a cycle protected junction and provide signalised crossings on all arms of the junction to accommodate pedestrians crossing. This junction has been designed in accordance with the National Cycle Manual and the BusConnects Design Guidance and will offer improved safety to both cyclists and pedestrians.

**Response to General Comment 4:** With regard to a trial along Rossmore Road and Orwell Road, it is not envisaged that a trial will be required in these sections. With regard to a trial along Whitehall Road, see Section 4.1.2 “**Response to General Comment 11**”.

**Response to General Comment 5:** In terms of placing the cycle lane on the other side of Whitehall Road than proposed at present. Both sides of the road carriageway on Whitehall Road were assessed and it was deemed that the northern side of the road was the preferred option. This side of the road contains fewer side arm junctions.

**Response to General Comment 6:** On the subject of considering alternative routes, alternative routes for the Whitehall Road section were reviewed as part of the early optioneering of this scheme. It was deemed that these routes were off the main desire line for cyclists for this scheme and that cyclists would not divert away from the main Wellington, Whitehall route. Whitehall Road was therefore deemed the most direct route for cyclists. It is noted that the alternative routes suggested may be developed as part of possible future schemes.

**Response to General Comment 7:** With regard to the provision of a proposed drop off and pick up on one side of Rossmore Road, the previous parking outside Bishop Shanahan and Bishop Galvin NS presented a dangerous scenario for school pupils travelling to and from school. Cars would frequently block visibility and park within the road carriageway, creating unsafe access for all users. Idling vehicles (during drop off and collection outside the school) also contributed to general health issues for school pupils through emissions exposure. It has been proposed by the owners of the Spawell Car Park that utilisation of their parking facilities could be made available for school drop off and collection. This would provide an opportunity for a park and stride for school pupils and parents to Bishop Shanahan and Bishop Galvin NS, resulting in a short walk from the car park to the schools.

A Safe Routes to School Delivery Plan report, undertaken by An Taisce and the NTA, highlighted that 81% of pupils travelling to the Bishop Galvin NS, live within a 2km radius of the school. It is

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not considered necessary, therefore, to provide additional parking outside the school and a walk and stride facility would provide for an overall safer road environment.

**Response to General Comment 8:** In relation to parking for patients on Orwell Road, no dedicated parking spaces are currently provided for outside the doctor's surgery on Orwell Road. Vehicles tend to park here due to the excessively wide road carriageway in this location at present.

**Response to General Comment 9:** In terms of extending the cycle facilities along Osprey Road from the Orwell Roundabout to the entrance of Tymon Park, this is outside the extent of this scheme. It is noted that the alternative routes suggested may be developed as part of SDCC's Active Travel Network proposals for the County.

**Response to General Comment 10:** With regard to extending the cycle facilities so that they join Orwell Road with the cycle tracks currently under construction on Templeville Road, this is outside the extent of this scheme. It is noted that the alternative routes suggested may be developed as part of SDCC's Active Travel Network proposals for the County.

**Response to General Comment 11:** On the subject of congestion, this scheme has the aim of increasing travel by more sustainable modes of transport such as walking, cycling and public transport within the area and it is envisaged that this will reduce the number of private vehicles driving on the roads. Traffic calming measures along the road will result in reduced vehicle speeds through the area, however, this will not lead to a deterioration in traffic capacity. The proposed signal-controlled upgrades to junctions will also offer more efficient traffic management of the network and the proposed scheme would not impact on the network capacity as the same number of lanes are being preserved along the Wellington Lane corridor. The scheme would result in a safer environment.

#### **4.2.7 Templeogue College**

Templeogue College welcomes the scheme as it encourages students to cycle to school and improves safety.

**Responses to these feedback/comments are provided below as follows:** Feedback from Templeogue College is most welcome. This submission has outlined support for the overall scheme.

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#### 4.2.8 Templeogue Wood Residents Association

The Templeogue Wood Residents Association have provided a number of observations in relation to the design of the scheme.

**General Comment 1:** The submission questions why the proposal has changed so considerably, (previously no mention of cycle lanes on Rossmore Road or outside Bishop Galvin schools).

**General Comment 2:** The submission questions the need for the scheme as school traffic is confined to peak hours during the school year.

**General Comment 3:** The submission questions how drop off and collection and parking outside the Bishop Galvin schools will work, as well as for the church and Scouts Den.

**General Comment 4:** The submission suggests the cycle facilities could be accommodated in the green verges adjoining the road and questions why the cycle lanes are excessively wide.

**General Comment 5:** The submission queries why a second bus terminal is being added at the Bishop Galvin schools when there is one opposite the church.

**General Comment 6:** The submission queries why a pedestrian crossing is being provided so close to the Bishop Galvin schools entrance.

**Responses to these feedback/comments are provided below as follows:**

Feedback from the Templeogue Wood Residents Association is welcome. The queries and concerns outlined within the submission have been reviewed with responses outlined below.

**Response to General Comment 1:** With regard to extending the scheme to Rossmore Road and outside Bishop Galvin schools, it was considered a priority to provide cycle links to the schools located along Rossmore Road. The Safe Routes to School is a key programme launched by the NTA and Green Schools which aims to improve safety and encourage uptake in sustainable modes of travel in and around schools within Ireland. The design measures along Rossmore Road will align with this programme and provide improved routes for children travelling to and from school.

**Response to General Comment 2:** In terms of the need for the scheme it is noted that the scheme is being developed for all users, including school travel, as well as local amenity trips to the likes of the parks including Tymon Park, GAA and soccer clubs. The scheme is also being provided for commuter travel within the area, so it is not just confined to school trips at peak times.

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**Response to General Comment 3:** The previous parking outside Bishop Galvin and Bishop Shanahan schools presented a dangerous scenario for school pupils travelling to and from school. Cars would frequently block visibility and park within the road carriageway, creating unsafe access for all users. Idling vehicles (during drop off and collection outside the school) also contributed to general health issues for school pupils through emissions exposure. It has been proposed by the owners of the Spawell Car Park that utilisation of their parking facilities could be made available for school drop off and collection. This would provide an opportunity for a park and stride for school pupils and parents to all three schools within this location, MacDaras Community School, Bishop Shanahan and Bishop Galvin NS, resulting in a short walk from the car park to the schools. This would also address the existing/potential parking for drop off/collection within residential estates.

**Response to General Comment 4:** Grass verges have been proposed or retained along the scheme route where possible and these provide landscaping and urban design improvements for the scheme as well new and existing trees within these grass verges. With regard to the cycle facilities being excessively wide, the cycle facilities have been designed in accordance with the National Cycle Manual and are 2m wide both sides of the road for the majority of the route.

**Response to General Comment 5:** This bus stop has been provided to accommodate private school buses who drop and collect pupils for the Bishop Galvin and Bishop Shanahan Schools. It was considered necessary to locate this bus stop in close proximity to the school.

**Response to General Comment 6:** With regard to the location of pedestrian crossings outside Bishop Galvin and Bishop Shanahan schools they have been provided at desire lines for students accessing the schools.

#### **4.2.9 Dublin Cycling Campaign**

The Dublin Cycle Campaign is a registered charity that advocates for better cycling conditions in Dublin. The campaign has outlined that they broadly welcome the proposals for Wellington Lane, including two way cycle tracks on certain parts of the scheme, the provision of raised crossings at all side road junctions to prioritise pedestrians and cyclists and to slow general traffic and particularly welcome the two-way 4m wide cycleway on the west side of Wellington Lane.

The submission provides a number of general comments including the following:

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**General Comment 1:** The submission is disappointed that more cross-section details are not supplied as part of each drawing.

**General Comment 2:** The submission requests care be taken with tree planting close to the cycle tracks to ensure that the roots and overhanging branches don't affect cycle tracks.

**General Comment 3:** The submission is concerned that options are not provided at critical junctures to enable cyclists to leave these tracks to cross to desired destinations.

**General Comment 4:** The submission queries why a full two-way cycle route around the Orwell Roundabout is not being provided.

**General Comment 5:** The submission queries why tighter straight run-through cycle lane features are not provided at a number of junctions.

**General Comment 6:** The submission has concerns with the sharp transition from the east bound cycle lane into the shared space with vehicles at the Wellington Road/Whitehall Road transition.

**General Comment 7:** The submission has concerns that the proposed shared space between cyclists and pedestrians close to the dedicated cycle crossing is undesirable at the Wellington Road/Whitehall Road transition.

**General Comment 8:** The submission requests a carriageway of 5.5m be put in place, in line with DMURS recommendations, and the cycleway widened to at least 2.6m on average along Whitehall Road.

**General Comment 9:** The submission queries what facilities will be provided at the ends of the scheme or will it lead to no cycle facilities.

**General Comment 10:** The submission requests the removal of the "kissing gate" at the entrance to Tymon Park.

**General Comment 11:** The submission queries why the cycle lane widths on Rossmore Road have not been upgraded to the recommended 2m width.

**General Comment 12:** The submission has concerns with the design for the Domville Road Roundabout as it is incoherent and unacceptable for a cyclist.

**Responses to these feedback/comments are provided below as follows:**

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Feedback from the Dublin Cycle Campaign is welcome. The queries and concerns outlined within the submission have been reviewed with responses outlined below.

**Response to General Comment 1:** With regard to cross sections, cross sections were provided on every second drawing sheet. Photomontages were also developed to provide a clear understanding of the cross-section proposals of the key routes.

**Response to General Comment 2:** For tree planting, care will be taken to ensure that trees do not affect or infringe on the cycle tracks by using root barrier for new trees that are planted.

**Response to General Comment 3:** Cyclists will be able to cross the road at the relevant crossings provided along the scheme route which are at mid-block and junctions along the route.

**Response to General Comment 4:** The roundabout has been designed as a Dutch-Style continental roundabout and provides for a one-way cycling route throughout the roundabout.

**Response to General Comment 5:** The cycle protected junctions have been designed in accordance with the NTA BusConnects Design Guidance and this allows for a buffer between the cycle facility and a left turning vehicle for increased safety.

**Response to General Comment 6:** Cyclists will merge from the cycle facility into a shared traffic calmed route with reduced traffic speeds.

**Response to General Comment 7:** Due to the limited width of publicly available land along this section of Whitehall Road, it was not possible to provide off road segregated cycle tracks outside the local shops area. It is noted that the road carriageway will be reduced along this section with the footpath east of the road extended to improve facilities for pedestrians. The road has been allocated as a shared space with vehicles and cyclists. The proposed shared street will provide for a traffic calmed area along this section with a reduction in traffic speeds which will provide a safe environment for all road users.

**Response to General Comment 8:** The road carriageway on Whitehall Road has been designed as per DMURS design standards at a consistent 6m width, can accommodate two buses passing in a traffic calmed road with reduced speeds.

**Response to General Comment 9:** The scheme has a study area that covers the following roads, Wellington Lane, Wellington Road, Whitehall Road, Orwell Road, Rossmore Road, Limekiln Road and Templeogue Woods. It is noted that additional routes may be developed and continued from this study area as part of SDCC's Active Travel Network proposals. It is noted that this scheme

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forms an integral part of a comprehensive new cycle network being progressed in this part of the county.

**Response to General Comment 10:** The removal of the kissing gate is outside the extent of this scheme. This may, however, be considered as part of a separate scheme.

**Response to General Comment 11:** With regard to the reduced width of the cycle tracks on Rossmore Road, a number of design options were considered along this section, with one option considering 2m cycle tracks both sides of the road. This would necessitate removal of all existing trees in this area as well as grassed verges, with little opportunity to replace these or re plant due to width constraints along here. Therefore, the preferable option is to provide 1.5m cycle tracks both sides of the road, which extend from the kerb line out into the road carriageway, which negates the removal of existing trees and grass verges.

**Response to General Comment 12:** With regard to the Domville Road Roundabout, the cycle facilities will transition into a shared cycle/pedestrian path on a low trafficked, quiet residential street.

#### **4.2.10 RECORDER'S Residents Association**

The RECORDER'S Residents Association have provided a number of observations in relation to the design of the scheme.

**General Comment 1:** The submission queried why a trial is not being carried out for the Whitehall Road section of the scheme.

**General Comment 2:** The submission suggested that the Councillors should vote on the Whitehall Road section of the scheme separately.

**General Comment 3:** The submission raised the issue that the safety element at Whitehall Road has not been assessed.

**General Comment 4:** The submission requested carbon emissions be considered and tested.

**General Comment 5:** The submission raises concerns about the narrow nature of Whitehall Road and questions how buses will pass each other and raises other safety issues relating to wider vehicles using this road.

**General Comment 6:** The submission is concerned by the increase in congestion due to BusConnects and changes made to surrounding roads. (Templeogue Village/Road)

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**General Comment 7:** The submission questions why the most vulnerable junction (at The Pines) is a shared space.

**General Comment 8:** The submissions questions the feasibility of removing parking from businesses.

**General Comment 9:** The submission points out that the area is a community and shouldn't be treated as an artery to funnel traffic.

**General Comment 10:** The submission questions how visitors will park at Whitehall Road.

**General Comment 11:** The submission believes that the two way cycle lane could function better on the other side of Whitehall road.

**General Comment 12:** The submission suggests possible alternative routes and asks if an advisory cycle lane would be satisfactory due to the low number of cyclists at off-peak times.

**General Comment 13:** The submission wants the plans to 'Build out' at the junction of Whitehall Road and Kimmage Road West to be reversed.

**General Comment 14:** The submission questions how the Templeville Roundabout being turned into a signalised junction will operate in terms of separate cyclist signals, right turning vehicles and queue lengths due to an additional cycle only signal timing.

**Responses to these feedback/comments are provided below as follows:**

Feedback from the RECORDERS Residents Association is welcome. The queries and concerns outlined within the submission have been reviewed with responses outlined below.

**Response to General Comment 1:** In relation to a trial along this section, refer to Section 4.1.2, "**Response to General Comment 11**".

**Response to General Comment 2:** refer to Section 4.1.2, "**Response to General Comment 11**".

**Response to General Comment 3:** With regards to the safety element on Whitehall Road, an updated Stage 1 Road Safety Audit was undertaken in August/September 2022, prior to the start of the Part 8 application. This audit included the updated design for Whitehall Road with problems outlined within this report considered and addressed by the design team.

**Response to General Comment 4:** On the subject of carbon emissions, this scheme has the aim of increasing the attractiveness of sustainable modes of transport such as walking and cycling within the scheme area and subsequently reduce vehicular emissions.

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**Response to General Comment 5:** With regards to the width of Whitehall Road, the road carriageway width has been designed in accordance with DMURS design standards. A 6m road carriageway provides adequate space for two large vehicles to pass, with a reduced road width resulting in traffic calming for this section.

**Response to General Comment 6:** In terms of congestion, the proposed increase in the numbers and frequencies of buses as a result of BusConnects will have the aim of reducing car use throughout the area.

**Response to General Comment 7:** With regard to the shared space at “The Pines”, due to the limited width of publicly available land along this section of Whitehall Road, it was not possible to provide off road segregated cycle tracks outside the local shops area. It is noted that the road carriageway will be reduced along this section with the footpath east of the road extended to improve facilities for pedestrians. The road has been allocated as a shared space with vehicles and cyclists. The proposed shared street will provide for a traffic calmed area along this section with a reduction in traffic speeds which will provide a safe environment for all road users.

**Response to General Comment 8:** The existing perpendicular parking spaces outside the businesses on Whitehall Road were deemed to be unsafe. Reversing from a perpendicular parking space onto a main road is considered an unsafe movement. Therefore, parallel parking spaces were proposed in this location, which provides a safer option here.

**Response to General Comment 9:** This scheme has the aim of increasing the attractiveness of sustainable modes of transport such as walking and cycling within the scheme area and subsequently the aim is to reduce the number of private vehicles driving throughout the area.

**Response to General Comment 10:** With regard to on road parking, at present, Whitehall Road does not provide for dedicated on street parking outside residential properties. Parking that does occur here by residents or visitors is unregulated parking. Residential properties along Whitehall Road have access for off road parking within their front gardens and it is envisaged that visitors can avail of this off-road parking.

**Response to General Comment 11:** Both sides of the road carriageway on Whitehall Road were assessed and it was deemed that the northern side of the road was the preferred option. This side of the road contains fewer side arm junctions.

**Response to General Comment 12:** Alternative routes for the Whitehall Road section were reviewed as part of the early optioneering of this scheme. It was deemed that these routes were

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off the main desire line for cyclists for this scheme and that cyclists would not divert away from the main Wellington, Whitehall route. Whitehall Road was therefore deemed the most direct route for cyclists. It is noted that the alternative routes suggested may be developed as part of possible future schemes.

With regard to the current low volume of cyclists currently using the route, this scheme has been proposed to encourage an uptake in sustainable modes of travel, including walking and cycling. The scheme forms an integral part of a comprehensive new cycle network being progressed within South Dublin with Cycle South Dublin Campaign highlighting the scheme as a NOW initiative, ie, to be delivered within the next 4 years.

**Response to General Comment 13:** With regards to the 'Build out' at the junction of Whitehall Road and Kimmage Road West, no infrastructural changes will be made to this junction. This junction is outside of the control of SDCC.

**Response to General Comment 14:** In relation to the design of the proposed Templeville Signalised junction, the junction will operate as a signal-controlled junction. Cyclists will abide by the traffic signals and will be provided with specific cycle signals that will be incorporated into the overall traffic signal and staging plan for the junction. Cyclists will be able to travel left, straight and right within the junction abiding by these cycle signals.

#### **4.2.11 Terenure West Residents Association**

The Terenure West Residents Association have provided a number of observations in relation to the design of the scheme. The submission welcomes cycle schemes but has concerns with certain aspects of the scheme.

**General Comment 1:** The submission raises concerns in relation to the shared space and two-way cycle track parts of the scheme.

**General Comment 2:** The submission points out that Terenure Road West is unsuitable for cyclists and any measure which is likely to feed extra cycle traffic onto Terenure Road West is highly problematic.

**General Comment 3:** The submission points out that the Kimmage Core Bus Corridor has no cycle facilities proposed and it is premature to consider any cycle lane on Whitehall Road until this issue is resolved.

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**General Comment 4:** The submission questions why there are no cycle facilities proposed beyond the scheme.

**General Comment 5:** The submission believes that Whitehall Road is too narrow to accommodate two traffic lanes, cycle lanes and footpaths.

**General Comment 6:** The submission is concerned that this scheme could compromise the 15A bus service.

**Responses to these feedback/comments are provided below as follows:** Feedback from the Terenure West Residents Association is welcome. The queries and concerns outlined within the submission have been reviewed with responses outlined below.

**Response to General Comment 1:** In terms of the shared space at “The Pines”, due to the limited width of publicly available land along this section of Whitehall Road, it was not possible to provide off road segregated cycle tracks outside the local shops area. It is noted that the road carriageway will be reduced along this section with the footpath east of the road extended to improve facilities for pedestrians. The road has been allocated as a shared space with vehicles and cyclists. The proposed shared street will provide for a traffic calmed area along this section with a reduction in traffic speeds which will provide a safe environment for all road users.

In relation to the two-way cycle track facilities, these have been designed in accordance with the National Cycle Manual and provide an off-road segregated cycle facility for cyclists that is away from vehicular traffic.

**Response to General Comment 2:** With regard to Terenure Road West, this is outside the extent of this scheme. It is noted, however, that other schemes outside the study area are being progressed separately to facilitate the development of the whole cycle network, as illustrated in the map in Figure 1-1.

**Response to General Comment 3:** The study area for this scheme includes the Whitehall Road. The scheme terminates at the Whitehall Road/Kimmage Road West junction. It is noted that other schemes are being progressed separately to facilitate the development of the whole cycle network, as illustrated in the map in Figure 1-1.

**Response to General Comment 4:** The scheme has a study area that covers the following roads, Wellington Lane, Wellington Road, Whitehall Road, Orwell Road, Rossmore Road, Limekiln Road

and Templeogue Woods. It is noted that additional routes may be developed and continued from this study area as part of future SDCC's Active Travel Network proposals.

**Response to General Comment 5:** The Whitehall Road section is constrained, however, a 6m road carriageway is proposed (in accordance with DMURS). The existing footpaths and grassed verges along here are being retained, and an off-road two-way cycle track is being proposed. This cycle facility, while narrower in places, does provide additional comfort and kerb protection for cyclists from vehicular traffic.

**Response to General Comment 6:** This scheme will not compromise the number 15A bus service. The scheme provides improved facilities for pedestrians and cyclists with upgraded footpaths, cycle tracks and bus stops, where feasible, along the route.

## 5 Online Survey Questionnaire

An online survey questionnaire was provided within the virtual consultation room during the statutory consultation. This survey was provided in order to gauge the overall opinion from the public for the proposed scheme. A total of 43 responses were received from this survey. A summary of the results are outlined below with the main results shown in **Appendix C** of this report.

The majority of people who filled in the questionnaire were local residents. When asked in the survey which best described how they travel along the proposed route, the two highest modes of travel were Motorist (32 people) and Pedestrian (24 people), see graph below. It is noted that people provided multiple answers for this question. In total, there were 24 people who regularly travelled through the route by bicycle (both commuter and leisure).

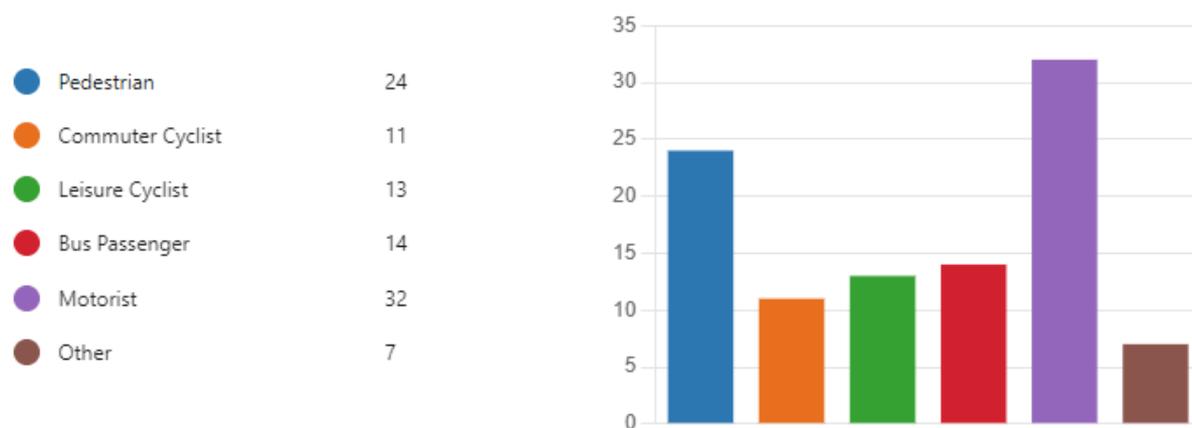


Figure 5-1: Mode of travel most used along Wellington Lane Scheme Route (source: Online Survey Questionnaire)

When asked why they travel through the route, the highest response was 'local shopper' with 23 responses. Both 'commuter' and 'local parent' were also high with 18 and 16 responses respectively, see graph below.

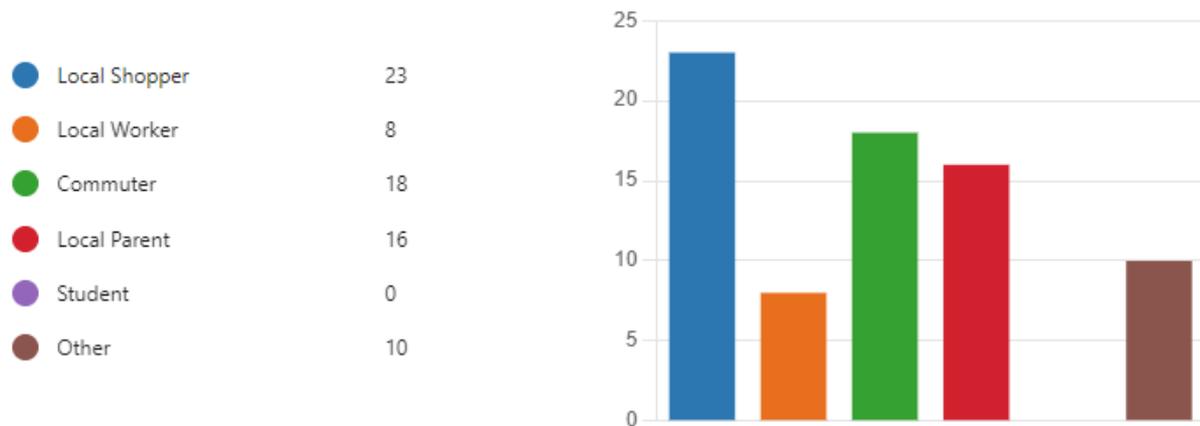


Figure 5-2: Main reason for travelling along Wellington Lane Scheme Route (source: Online Survey Questionnaire)

The majority of respondents (91%) outlined that they would use the route daily.

When asked whether they support the scheme, 23% outlined that they would support the scheme fully with 35% saying they support the scheme with amendments.

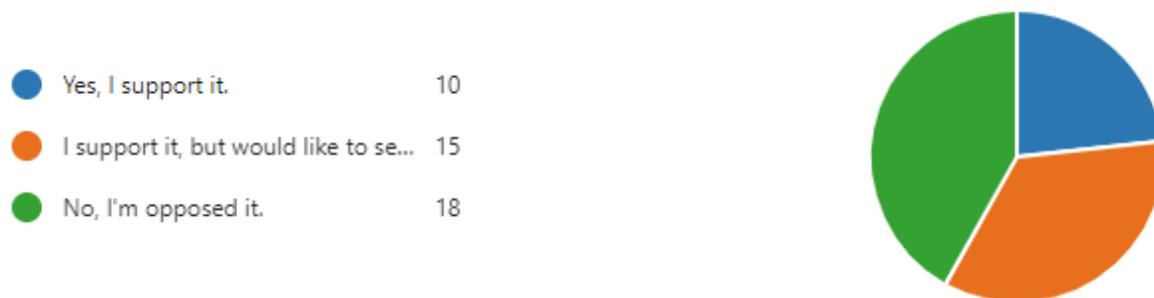


Figure 5-3: Support for the emerging preferred scheme (source: Online Survey Questionnaire)

With regard to support for the scheme, respondents outlined the need for the scheme, in particular, for school children travelling to the schools within the area. A number of respondents thought it was a considerable improvement to the current scenario and would create a safer environment, in particular for cycling along the route. Respondents also outlined that the scheme would encourage more active travel and discourage car use for short trips in the area.

The remaining respondents (37%) said they would not be in support of the scheme. The main reason for opposing the scheme was due to traffic delays increasing along the scheme route as a result of cycle facilities being implemented and the road being too narrow. A number of respondents also stated that there are very few cyclists at present and therefore providing cycle

facilities are not required. A number of respondents also opposed to the scheme as it would remove the ability to park outside houses.

---

## 6 Conclusion

This Statutory Consultation Report provided responses to the submissions received as part of the non-statutory consultation process. In total, 121 submissions were received from members of the general public. Of these submissions, 8 were made by the same individual and 14 submissions followed a set template.

The submissions were categorised into a number of common themes, which included

- Scheme Requirement and Design
- Whitehall Road
- Traffic Management and Impacts
- Safety
- Parking Issues
- Tree Retention and Planting; and
- Other

There were also submissions received from various public bodies/groups in relation to the scheme proposals, including the following:

- St Judes GAA Club;
- Riverview Educate Together NS Board of Management;
- WORK Residents Association;
- St Mac Dara's Community College;
- Two Elected Representatives ;
- Orwell Park (Templeogue) Residents Association (OPTRA)
- Dublin Cycling Campaign;
- Templeogue College;
- Templeogue Wood Residents Association;
- RECORDER's Residents Association;
- Terenure West Residents Association;

All submissions received were reviewed in detail and responses provided within this report.

An online survey questionnaire was provided within the consultation forum. The results of this survey were summarised within the report.



## Appendix A: Consultation Submissions Matrix

Submission Reference Number	Need for Scheme & Design Comments	Whitehall Road	Traffic Management + Impacts	Safety	Parking (excluding Whitehall Road)	Tree Retention/Planting	Other
SD-C253-1				✓	✓		
SD-C253-2						✓	
SD-C253-3			✓	✓	✓		
SD-C253-4	✓	✓	✓				✓
SD-C253-5							
SD-C253-6	✓	✓					
SD-C253-7	✓	✓					
SD-C253-8	✓				✓		
SD-C253-9	✓		✓				
SD-C253-10			✓	✓	✓		
SD-C253-11	✓		✓				
SD-C253-12	✓	✓					
SD-C253-13							
SD-C253-14							
SD-C253-15				✓	✓		
SD-C253-16	✓		✓	✓		✓	✓
SD-C253-17							
SD-C253-18			✓	✓			
SD-C253-19	✓						
SD-C253-20						✓	
SD-C253-21	✓		✓				
SD-C253-22	✓		✓				
SD-C253-23							
SD-C253-24		✓		✓			
SD-C253-25	✓			✓	✓		
SD-C253-26	✓	✓		✓			
SD-C253-27	✓	✓	✓	✓	✓	✓	
SD-C253-28	✓		✓	✓	✓		
SD-C253-29	✓	✓			✓		✓
SD-C253-30		✓					
SD-C253-31	✓	✓	✓	✓	✓		
SD-C253-32	✓	✓		✓			
SD-C253-33	✓	✓	✓	✓	✓		
SD-C253-34	✓		✓		✓		
SD-C253-35	✓	✓	✓	✓	✓		
SD-C253-36	✓	✓	✓	✓	✓		✓
SD-C253-37	✓	✓	✓	✓		✓	✓
SD-C253-38	✓	✓	✓	✓	✓	✓	
SD-C253-39	✓				✓		✓
SD-C253-40							
SD-C253-41		✓					✓
SD-C253-42	✓	✓	✓	✓		✓	
SD-C253-44	✓	✓	✓	✓			
SD-C253-45	✓		✓	✓	✓		
SD-C253-46	✓				✓		
SD-C253-47					✓		
SD-C253-48	✓	✓	✓		✓		
SD-C253-49	✓		✓				✓
SD-C253-50	✓	✓	✓				
SD-C253-51					✓		
SD-C253-52		✓					
SD-C253-53	✓						✓
SD-C253-54	✓	✓	✓	✓			
SD-C253-55		✓	✓	✓			
SD-C253-56	✓	✓	✓	✓			
SD-C253-57	✓	✓	✓	✓			
SD-C253-58		✓	✓	✓			
SD-C253-60	✓	✓	✓	✓			
SD-C253-61	✓	✓	✓	✓			
SD-C253-62				✓		✓	
SD-C253-63	✓	✓	✓	✓			
SD-C253-64	✓	✓	✓	✓	✓		

SD-C253-65	✓	✓	✓	✓			
SD-C253-66						✓	
SD-C253-67			✓				
SD-C253-68	✓	✓	✓	✓			
SD-C253-69					✓		
SD-C253-70	✓	✓	✓	✓			
SD-C253-71	✓	✓	✓	✓	✓		✓
SD-C253-72		✓	✓	✓	✓		
SD-C253-73		✓	✓	✓			
SD-C253-74			✓			✓	
SD-C253-75	✓	✓	✓	✓			
SD-C253-76	✓	✓	✓	✓			
SD-C253-77	✓					✓	
SD-C253-78	✓				✓		
SD-C253-79					✓		
SD-C253-80	✓	✓			✓		
SD-C253-81	✓					✓	
SD-C253-82	✓	✓		✓			
SD-C253-83			✓			✓	✓
SD-C253-84	✓	✓	✓	✓	✓		✓
SD-C253-85	✓	✓	✓				
SD-C253-86						✓	
SD-C253-87	✓	✓	✓	✓			
SD-C253-88	✓	✓	✓			✓	✓
SD-C253-89	✓	✓	✓	✓			
SD-C253-90	✓	✓	✓				
SD-C253-91	✓		✓		✓		
SD-C253-92	✓	✓	✓	✓	✓		
SD-C253-93	✓	✓	✓	✓	✓		
SD-C253-94	✓	✓		✓			
SD-C253-95	✓	✓	✓	✓	✓		
SD-C253-96	✓		✓				✓
SD-C253-97							
SD-C253-98			✓		✓		
SD-C253-99	✓	✓	✓				
SD-C253-100	✓				✓		
SD-C253-101	✓	✓	✓		✓		
SD-C253-102	✓	✓	✓	✓	✓		
SD-C253-103	✓		✓				
SD-C253-104							
SD-C253-105		✓	✓		✓		
SD-C253-106			✓			✓	
SD-C253-107	✓		✓				
SD-C253-108	✓	✓	✓		✓	✓	
SD-C253-109		✓			✓		
SD-C253-110	✓		✓		✓		✓
SD-C253-111	✓	✓				✓	
SD-C253-112		✓			✓		
SD-C253-113	✓	✓	✓	✓	✓		
SD-C253-114	✓	✓	✓				
SD-C253-115	✓	✓	✓	✓	✓		
SD-C253-116	✓	✓	✓		✓		
SD-C253-117	✓	✓	✓				
SD-C253-118	✓	✓	✓	✓			
SD-C253-119	✓	✓	✓	✓	✓		
SD-C253-120	✓	✓	✓	✓	✓		
SD-C253-121	✓	✓	✓	✓	✓		
SD-C253-122	✓	✓	✓	✓			✓
SD-C253-123	✓	✓	✓	✓	✓		
Total	83	70	76	56	49	18	16



## Appendix B: Individual Responses

## Need for Scheme and Design Comments

**Submission:** A number of submissions suggested moving the cycle lanes inside the grass verge rather than running directly adjacent to the road carriageway.

**Response:** Where space permits, cycle facilities will be located inside the grass verge.

**Submission:** A number of submissions outlined that the cycle facilities are wider than they need to be and they are narrowing the roadway for vehicles, making these sections of road dangerous to vehicles.

**Response:** The cycle facilities have been designed in accordance with the National Cycle Manual and are 2m wide both sides of the road for the majority of the route with the two-way cycle track along Wellington Lane being 4m wide on one side of the road. A 2m cycle track provides a safe and adequate width for all cyclists. The road carriageway has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and has a width of 6m over its length. A 6m wide road carriageway provides an adequate width to allow two large vehicles to pass one another with reduced speeds.

**Submission:** There were queries in relation to the two-way cycle facility with cyclists being required to cycle on the right rather than on the left-hand side. There were concerns that cyclists travelling in a contra flow position would lead to safety issues and potential collisions with oncoming traffic.

**Response:** The two-way cycle track along the scheme is designed to the National Cycle Manual standards. This provides an off-road cycle facility segregated and away from vehicular traffic.

**Submission:** Some submissions noted the lack of bus lay-by's, outlining that in line bus stops can cause traffic delays.

**Response:** In-Line bus stops are the preferred bus stop layout in the National Transport Authority (NTA) design guidance. Lay-by bus stops create difficulties for buses trying to merge back into the road carriageway, resulting in bus journey delays.

**Submission:** One submission highlighted the requirement for the footpath and cycle track to continue across the junction as opposed to the junction continuing across the path/cycle lane.

**Response:** It is proposed to continue the priority for pedestrians and cyclists across the minor side road arms where feasible.

**Submission:** One submission highlighted that the name of the scheme is misleading as it doesn't include Whitehall Road.

**Response:** The name of the scheme is the Wellington Lane Walking and Cycling Scheme. The overall scheme, as outlined within the report, covers a large area including Wellington Lane, Wellington Road, Whitehall Road, Limekiln Road, Rossmore Road, Orwell Road and Templeogue Wood. It is not deemed reasonable to name all the routes within the scheme in the title.

**Submission:** Some submissions expressed confusion as to how cyclists from Kimmage Road will access the cycle facilities on Whitehall Road.

**Response:** With regard to cyclists travelling through the Whitehall Road/Kimmage Road junction, it is the intention of SDCC to coordinate and liaise with DCC on implementing an upgrade to this junction in order to accommodate cyclists travelling through the junction and accessing the two-way cycle track along Whitehall Road. This junction has been outlined within future DCC upgrade proposals and planned works.

**Submission:** One submission questioned why cyclists travelling southbound along Wellington Road at the Limekiln Drive junction have to stop at the lights when there is space to the left of the lights to create a free flow cycling lane as the junction is a T junction.

**Response:** The straight through cyclists from Wellington Road southbound will have the ability to travel straight through the junction for the majority of the staging plan. The straight through cyclists will only be stopped for the pedestrian crossing stage.

**Submission:** One submission requested cycle tracks be given priority at all junctions and roundabouts by making sure cars have to drive up and over a raised cycle tracks.

**Response:** Cyclists will be allocated with segregated signalised crossings at the large junctions and roundabouts within the scheme that will allow them to progress safely through the junctions. At side arms of minor junctions, cyclists will be provided with raised off road priority crossings and will take priority over vehicles where deemed appropriate and safe to do so.

**Submission:** One submission suggested that cyclists should have more direct routes than vehicles and meandering routes on the lead up to a junction should be avoided.

**Response:** It is agreed that cyclists should be on direct routes through the scheme. Cycle tracks are required to deviate slightly on approach to junctions and roundabouts in order to provide a certain buffer area between vehicles and cyclists as per the relevant guidance documents including the National Cycle Manual and the BusConnects Design Guidance document.

**Submission:** Several submissions requested that cyclists should have a separate traffic signal phase to vehicular traffic within signalised protected junctions.

**Response:** With regard to the cycle signal design of the proposed Templeville junction, the junction will operate as a cycle protected signal controlled junction. Cyclists will abide by the traffic signals and will be provided with specific separate cycle signals, in line with NTA design guidance, that will be incorporated into the overall traffic signal and staging plan for the junction. Cyclists will be able to travel left, straight and right within the junction abiding by these cycle signals.

**Submission:** Several submissions requested upgrading bus stops with shelters. They also highlight that the paths at certain bus stops are too narrow to allow people to pass people waiting for the bus.

**Response:** Bus stops along the scheme will be upgraded appropriately where space permits. This will be viewed in further detail during detail design stage. The footpaths proposed throughout the scheme have been increased and improved with widths increased where feasible.

**Submission:** One submission requested the two-way cycle lane be extended for the entirety of the scheme.

**Response:** A two-way cycle track is proposed along the Wellington Lane side of the scheme due to the large number of amenities on one side of the road. A two-way cycle track is also proposed along the Whitehall Road section of the scheme due to width restrictions through here with a two-way cycle facility providing more space for cyclists than a one way cycle track would on either side of the road. It is not deemed feasible to provide a two-way cycle track facility throughout the whole scheme due to a number of reasons, including accessibility issues and tree removal in some locations.

**Submission:** Some submissions queried why pedestrian crossings were being removed at points throughout the scheme (from Orwell Park Glade and Wellington Lawn/ Wellington Park, at Orwell roundabout).

**Response:** The existing signalised pedestrian crossing along Wellington Road (north of the Orwell Roundabout) is currently in place to accommodate pedestrians crossing between the residential estates of Orwell Park Glade and Wellington Park/Lawns due to the lack of existing signal-controlled crossings at the Orwell Roundabout on this side. As part of the scheme proposal, the Orwell Roundabout is being upgraded and will include dedicated crossings on all arms as well as upgraded footpaths that will accommodate pedestrians from these estates. The existing signalised crossing, therefore, is proposed to be removed.

**Submission:** One submission requested the carriageway width should be at least 3.25m and the carriageway width for roundabouts should be at least 3.5m.

**Response:** The road carriageway width has been designed as per the Design Manual for Urban Roads and Streets (DMURS) which advocates that a reduced road carriageway width provides benefits in terms of traffic calming with a 6m road carriageway outlined as being within the preferred range of carriageway widths.

**Submission:** One submission requested cycle tracks be wide enough to allow overtaking.

**Response:** In order to allow for the appropriate ability for overtaking for cyclists within a cycle track, the minimum required width for each cycle track facility would be 2.25m based on the National Cycle Manual requirements. This scheme has been designed to accommodate all users, in particular, school pupils and parents and overtaking within cycle tracks does not form part of this scheme.

**Submission:** One submission queries why the Templeville Roundabout needs to be signalised.

**Response:** The Templeville Roundabout is proposed to be upgraded to a signal-controlled junction in order to provide improved and upgraded facilities for both cyclists and pedestrians. It was determined that a signal-controlled junction would also provide a better balance in terms of traffic capacity and control through the junction in comparison to a one lane upgraded roundabout. The option for a signal-controlled junction was therefore deemed the optimal design for this junction.

**Submission:** One submission queried the proposed allocation of 3 to 4 traffic lanes on each arm of the Templeville Junction and outlined that this is excessive.

**Response:** The proposed Templeville Junction will be allocated with two traffic lanes on each arm. These will consist of one long traffic lane and one shorter flare lane to accommodate right turning vehicles.

**Submission:** One submission requested left turn slip lanes at junctions in order to accommodate an increase in traffic capacity.

**Response:** The junction design for this scheme has been designed in accordance with DMURS design guidance. This document highlights that traffic left slip lanes should be omitted from junction design. These are deemed to be highly disruptive for pedestrians and cyclists and create an unsafe environment for vulnerable road users.

## Whitehall Road

**Submission:** There were concerns with residents backing out of their driveway and hitting passing cyclists on the cycle facilities.

**Response:** Cycle facilities are provided in many urban locations that travel along driveways. These are developed and designed to the current National Cycle Manual design standards.

**Submission:** One submission outlined that there would be an increase in traffic noise as a result of the scheme.

**Response:** The scheme has the aim of encouraging an uptake in sustainable transport modes and reducing car use throughout the area. The scheme also provides for traffic calming which has the aim of reducing vehicle speeds along the scheme route. The scheme therefore should not have an impact on increased traffic noises for residents.

## Traffic Managements and Impacts

**Submission:** Some submissions had concerns with the potential for an increase in traffic delays, in particular, at the Wellington Lane/Rossmore Road junction as there are no provisions for a right turn lane into Rossmore Road.

**Response:** It is noted that there is no current provision for a right turn lane into Rossmore Road. Straight ahead traffic can currently pass right turning traffic waiting within the junction, however, this does back up when there are more than one or two vehicles waiting. It is proposed to signalise this junction to allow for better movement for all road users, in particular, the bus movement that exits right out of Rossmore Road. Upgraded crossings will also be provided on all arms of the junction as well as cycle facilities. There is not sufficient space for the inclusion of a dedicated right turning lane from Wellington Lane to Rossmore Road. The signal control within the junction will allow for better movement of traffic phases through the junction.

**Submission:** There were comments with regard to the poor performance and capacity for the existing Templeville Roundabout with the trial measures in place.

**Response:** The trial measures at the Templeville Roundabout are a temporary solution to provide immediate safety measures for cyclists and pedestrians travelling through this roundabout. These measures were much needed at this roundabout based on past serious collisions, one of which resulted in a cycle fatality. The permanent scheme proposes to remove the roundabout and provide a cycle protected signalised junction which will provide improved, safe movements for all road users.

**Submission:** One submission noted that the current Whitehall Road has already been negatively affected by the interim measures at the Whitehall Road/Templeville junction which has led to serious build up of traffic on the approaching roads. The installation of traffic lights is likely to lead to further traffic build up but despite this, it is acknowledged and accepted the need for such measures to improve safety for pedestrians and cyclists at this junction.

**Response:** Traffic analysis was undertaken at the options stage as well as the emerging preferred stage for this junction. Details of this are provided within the Design Options Report. The results indicate that while some traffic delays would be inevitable due to the volume of traffic using this junction, as well as proposed improvements in pedestrian and cycle crossings, the delays were less severe than other options and provided a more balanced approach on all arms rather than significant delays on one or two arms only, as was apparent in other options. It is noted that the overall average delay for the proposed junction will likely be higher than in its current existing layout. This is due to the proposal of signalised crossings for vulnerable road users within the junction, which the current junction operation does not cater for.

**Submission:** One submission noted that it is difficult and dangerous for both traffic and cyclists to make a right turn onto Rossmore Road from Wellington Lane. Access should be marked on the road to allow for these right-hand turns.

**Response:** The junction has been upgraded to a cycle protected signal controlled junction. This allows for cyclists to navigate the junction safely with dedicated cycle signals. Right turning vehicles

will not be provided with a right turning flare lane here due to width restrictions. The signal control within the junction will allow for better movement of traffic phases through the junction.

## Safety

**Submission:** One submission mentions where the cycle lane merges with the main road coming off the Templeville Road roundabout there is a potential conflict point.

**Response:** Cyclists will be allocated within dedicated cycle lanes on the northern side of the Templeville junction. On approach to the shops area on Whitehall Road, cyclists will be required to merge in to a shared road space due to width restrictions along this section. This space will be reduced in width and allocated with traffic calming measures to reduce vehicular speeds.

## Parking

**Submission:** Submissions from businesses along Whitehall Road has outlined that the scheme will prevent loading and parking for visitors to their businesses located along Whitehall Road;

**Response:** Parking spaces outside the Pines Pub are not proposed to be altered as part of this scheme. This land is in private ownership and not within SDCC control. It is proposed to increase and improve the footpath along this section. This will be provided from the kerbline out into the road carriageway within public lands. Access to the existing parking within this area will be maintained as per the existing scenario and will allow for visitor parking and loading within this space. The perpendicular parking spaces on the north eastern side of the shops area are proposed to be converted to parallel parking spaces for safety improvements along here. This does result in a reduction of parking available here, however, parking is still provided for for visitors and loading purposes.

**Submission:** Some submissions noted that the removal of on-street parking on Whitehall Road will push parking to more residential streets such as Whitehall Gardens.

**Response:** Existing parking that takes place on Whitehall Road, both within the road carriageway and on the footpath, is unregulated. Should parking be pushed to alternative residential streets, this will be monitored with potential mitigation measures, including permit parking, introduced to alleviate this.

**Submission:** One submission noted how vehicles will block the road in Kennington when collecting children from the back entrance to St MacDara's.

**Response:** The previous parking outside the school created an unsafe environment for school pupils. There has been a proposal for a park and stride facility within the Spawell Car Park as part of this scheme. This has the aim of providing a safe parking place for parents to drop and collect their children.

## Other

**Submission:** One submission requested updated traffic surveys be carried out.

**Response:** Traffic surveys have been undertaken throughout the various stages of this scheme in order to ensure that the design is reflective of current travel patterns and volumes throughout the scheme roads.

**Submission:** One submission requests the public realm be improved to include benches, art installations, water stations, bins and softer lighting.

**Response:** Landscaping proposals have been considered within the preliminary design for this scheme. The proposals for landscaping through the area will continue through the detailed design stage of the scheme and will include for benches and other public realm features.

**Submission:** One submission mentions the camber of the road is dangerous for cyclists and leads to excess wear on the road surface.

**Response:** The design for the road carriageway and cycle facilities will be further considered at detailed design stage.



## Appendix C: Online Submissions

# Wellington Lane Walking and Cycling Scheme Part 8 Survey

43

Responses

12:14

Average time to complete

Active

Status

1. What is your name?

43

Responses

Latest Responses

"Caitriona Wynne"

"Dan Parkinson"

"Margaret Goddard"

3 respondents (7%) answered **Ryan** for this question.

Catherine O'Malley Aaron Morgan

Thomas McCallion Patricia ryan Thomas Blake G  
Ciaran Kennedy

Brian O'Byrne

**Murphy Ryan** Teresa Farrel

Tristan Murphy

Michael Ryan

Gillian Ryan

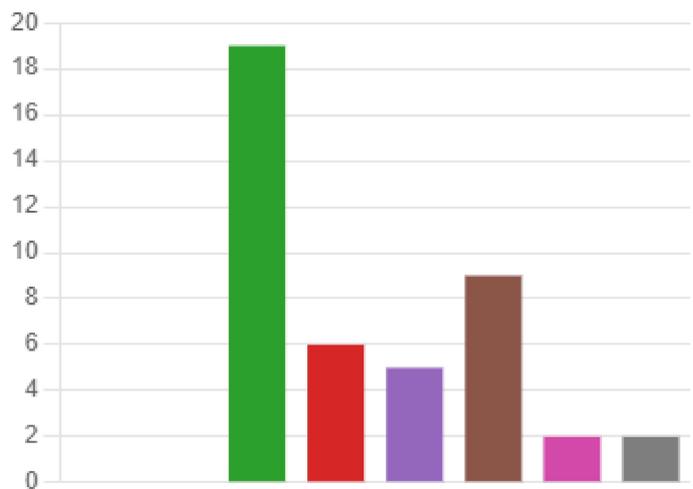
**O'Byrne** Ale

sheila mccallion

Donal Daly

2. What age bracket do you fall into?

● Under 18	0
● Between 18 and 30	0
● Between 31 and 45	19
● Between 46 and 55	6
● Between 56 and 65	5
● Between 66 and 74	9
● Over 75	2
● I'd rather not say!	2



3. If you would like to be kept up to date on the project, please provide us with your email address below.

34  
Responses

Latest Responses  
"caitriyawy@gmail.com"  
"No"  
"Magsagoddard@gmail.com"

[Update](#)

1 respondents (3%) answered **overrun-wheaten-0w@icloudcom** for this question.

**cmichelecarroll@gmailcom**

**overrun-wheaten-0w@icloudco**

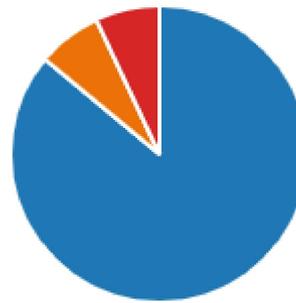
**No**

**Yes**

**louisemc26@**

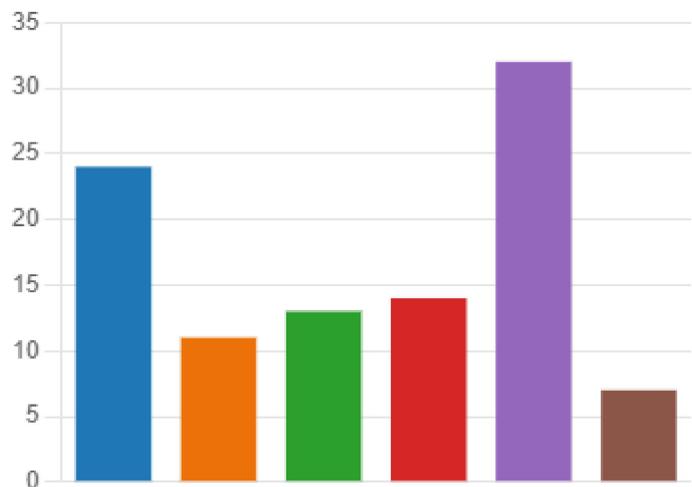
4. Which of the following best describes how you use the area surrounding the proposal?

<span style="color: blue;">●</span> Local Resident	37
<span style="color: orange;">●</span> Commuter	3
<span style="color: green;">●</span> Local Business Owner	0
<span style="color: red;">●</span> Other	3



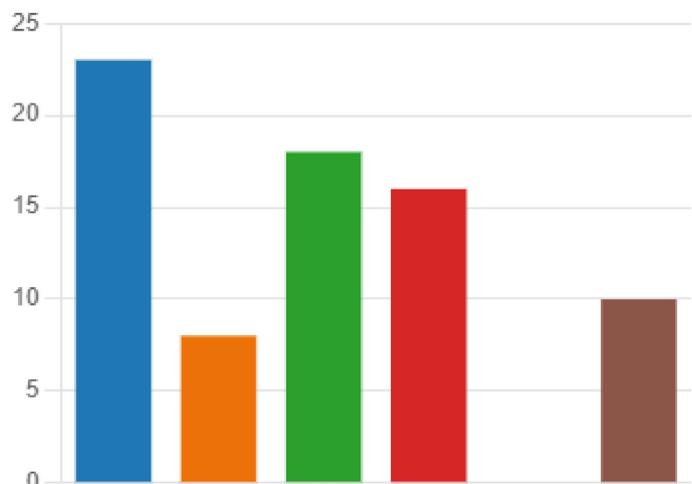
5. Which of the following best describes how you travel in the area surrounding the proposal?

<span style="color: blue;">●</span> Pedestrian	24
<span style="color: orange;">●</span> Commuter Cyclist	11
<span style="color: green;">●</span> Leisure Cyclist	13
<span style="color: red;">●</span> Bus Passenger	14
<span style="color: purple;">●</span> Motorist	32
<span style="color: brown;">●</span> Other	7



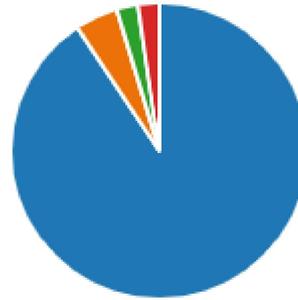
6. Which of the following best describes why you travel in the area surrounding the proposal?

<span style="color: blue;">●</span> Local Shopper	23
<span style="color: orange;">●</span> Local Worker	8
<span style="color: green;">●</span> Commuter	18
<span style="color: red;">●</span> Local Parent	16
<span style="color: purple;">●</span> Student	0
<span style="color: brown;">●</span> Other	10



7. How frequently do you use the proposed route?

<span style="color: blue;">●</span> Daily	39
<span style="color: orange;">●</span> Weekly	2
<span style="color: green;">●</span> Monthly	1
<span style="color: red;">●</span> Rarely	1



8. Do you support the emerging preferred option?

<span style="color: blue;">●</span> Yes, I support it.	10
<span style="color: orange;">●</span> I support it, but would like to se...	15
<span style="color: green;">●</span> No, I'm opposed it.	18



9. That's great. Feel free to tell us why!

7  
Responses

Latest Responses

"Improves the public realm and improves safety and connecti..."

[Update](#)

4 respondents (57%) answered **Cycle** for this question.



10. Glad to hear that. Please tell us what changes you'd like to see.

15  
Responses

Latest Responses

"I believe that Whitehall Road is too narrow to support a full ...

[Update](#)

9 respondents (60%) answered **Whitehall Road** for this question.

**Whitehall Road** <sup>cy</sup>  
road is too narrow

11. We're sorry to hear that. Tell us why.

18  
Responses

Latest Responses

"Can't park at a school. Losing trees and car parking spaces ...

[Update](#)

14 respondents (78%) answered **road** for this question.

cycle lane **road** sch

12. Do you have other comments or thoughts about the scheme that you'd like to share?

27  
Responses

Latest Responses

"There is a gate to the side of the church in kimmage manor ...

[Update](#)

14 respondents (52%) answered **Road** for this question.







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