



Section 38 Report on traffic calming for R136 Grange Castle Road at Kishoge

Lucan and Clondalkin ACMs

19th and 20th December 2023

Eoin Burke, Senior Planner, Delivery Team, LUPT

John Hegarty, Senior Engineer, LUPT

Consultation

- Report at September ACM – ‘Kishoge Station – S 38 works at Kishoge Station and resulting proposed new Special Speed Limit on R136’
- The Section 38 public consultation was launched on 16th October 2023
[R136 Grange Castle Road Section 38 Consultation | South Dublin County Council's Online Consultation Portal \(sdublincoco.ie\)](#)
- The consultation was closed at 11:59pm, 15th November 2023.
- Total Responses:
6 Individual Observations/Submissions
- Briefing of Elected Members on 6th December
 - Overview of Scheme
 - Adjacent Projects and Context
 - Summary of Submissions

Location of Proposed Scheme



Context Map

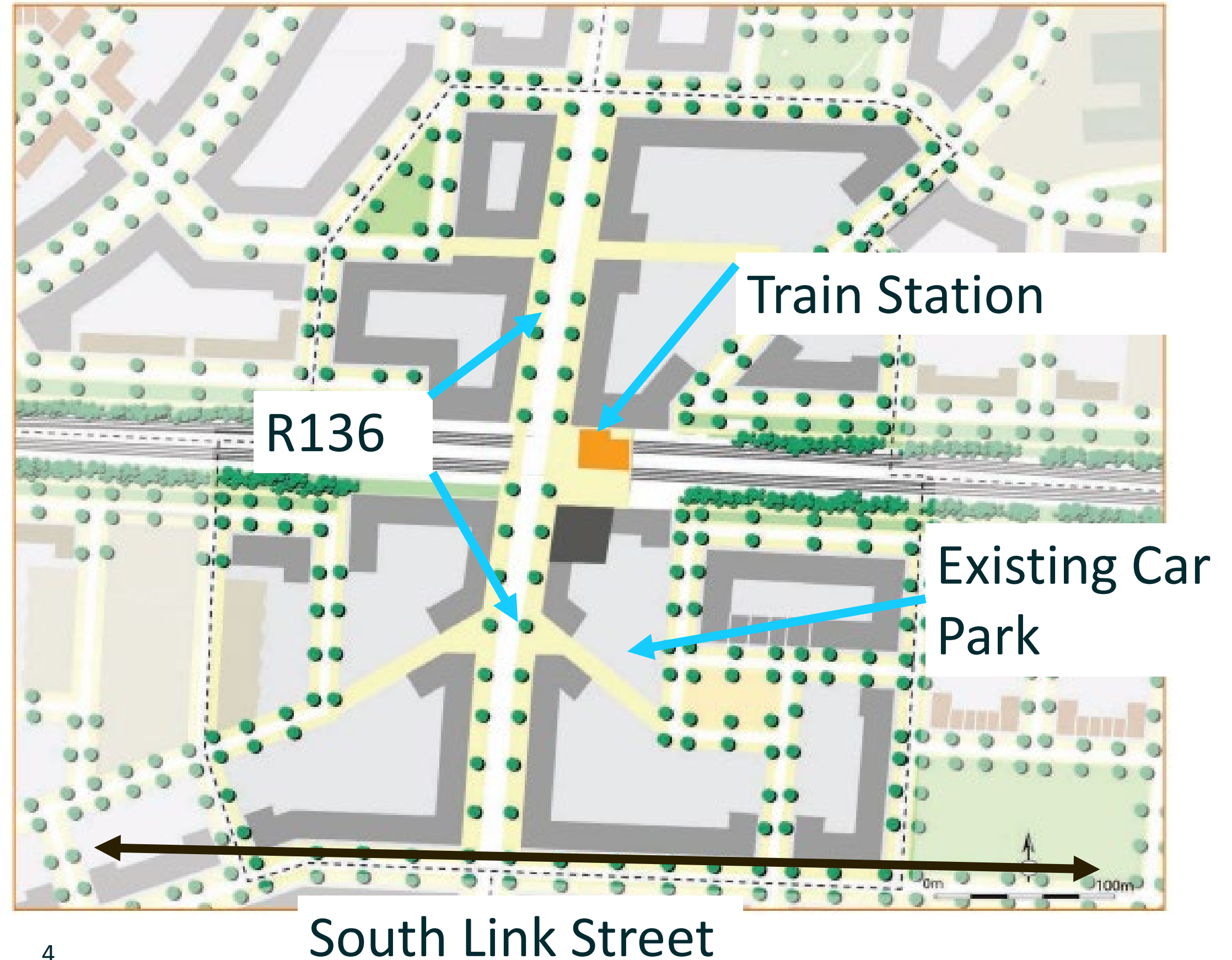


Kishoge Urban Centre



Context Map – Planning Scheme

Figure 3.3.13 | Kishoge Urban Centre



Summary of traffic calming works on the R136 at Clonburris

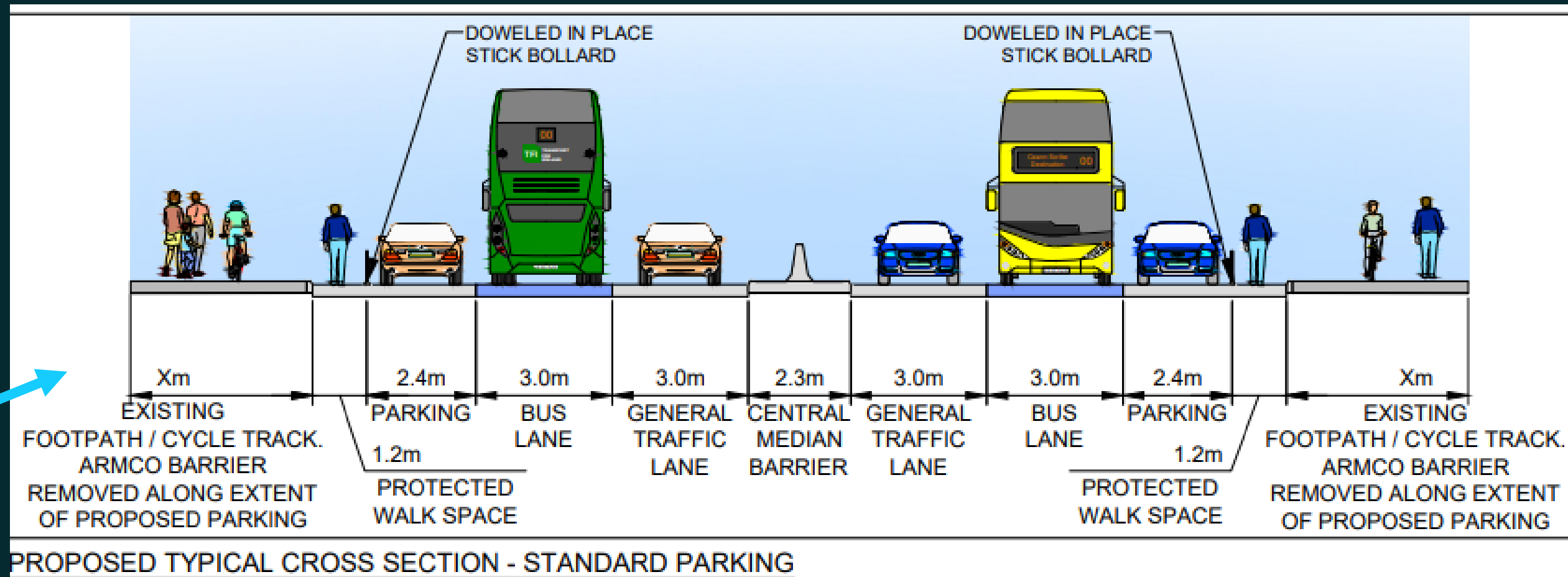
The extent of works is to the existing road/verge/cyclepath/footpath footprint with no works outside the existing. Primarily consists of;

- Provision of c.56 new car parking spaces and c.4 new Universal Access car parking spaces.
- New road markings, increased concrete footpath build outs at signalised junctions, removal of concrete median barrier at signalized junctions, removal of metal vehicle restraint barriers in verges on both sides, north and south of the bridge.
- Installation of traffic signals, Ducting and Junction Boxes, Dowelled in bollards, Kerb cuts, ramp accesses and small sections of footpath to connect into existing footpath.
- Improvement in markings, tactiles and signage for footpaths/cycle tracks both sides. Modifications to existing drainage – no increase in hardstanding envisaged, Temporary traffic management during the works.
- All associated works

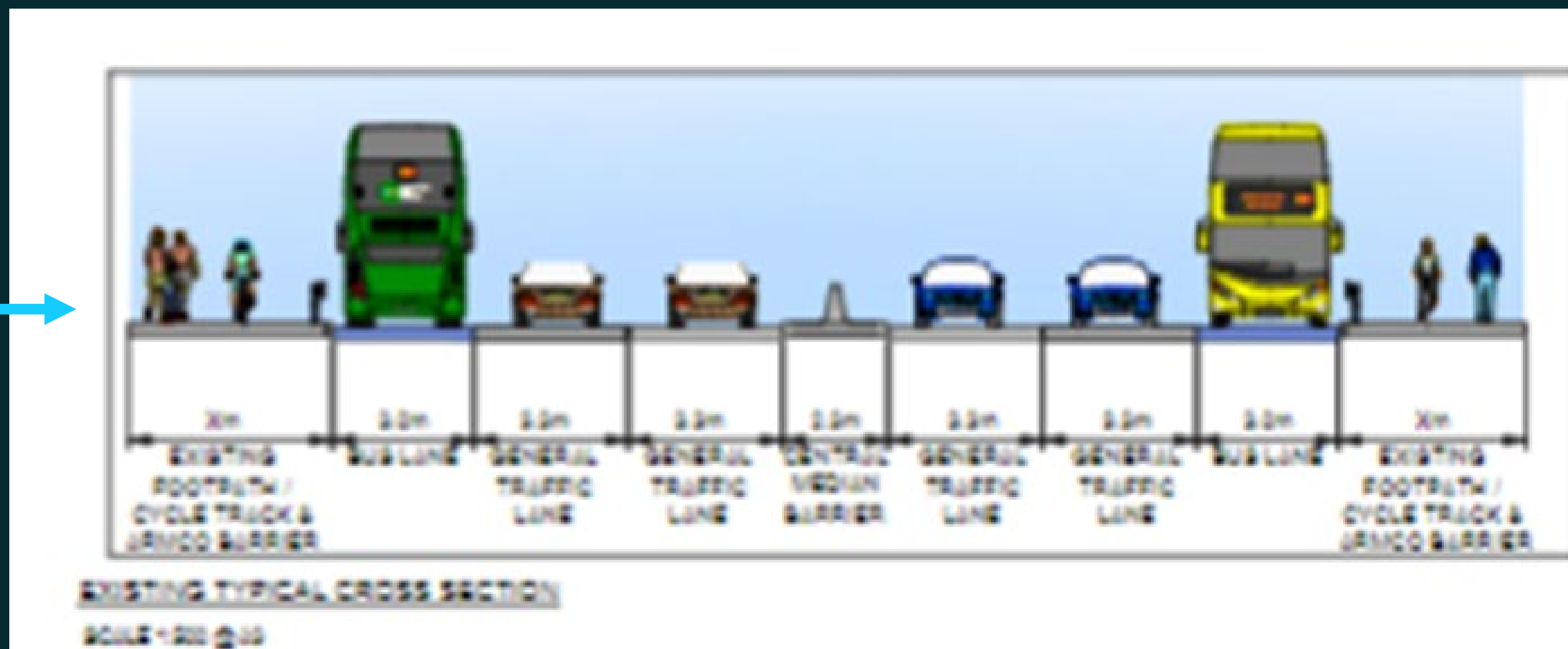
Summary of Section 38

- Provision of improved pedestrian routes, including pedestrian crossings
- Provision of parallel on street car parking
- Bus Lane maintained
- Removal of a lane of traffic

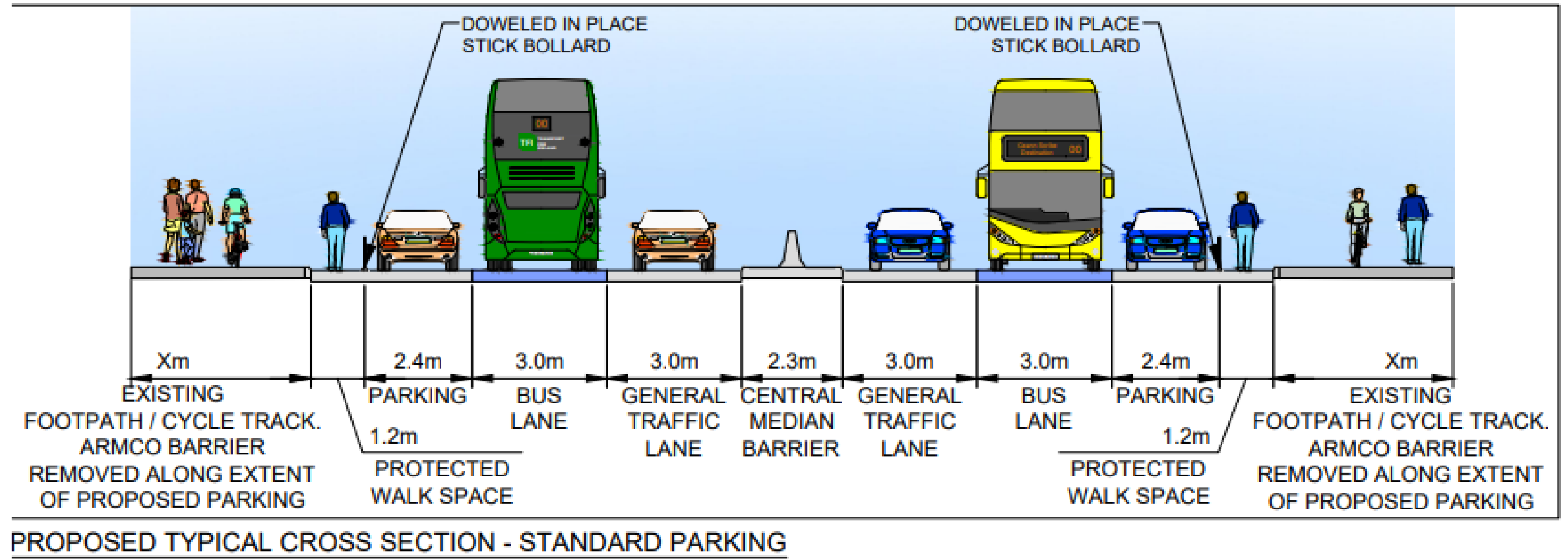
Proposed Cross Section



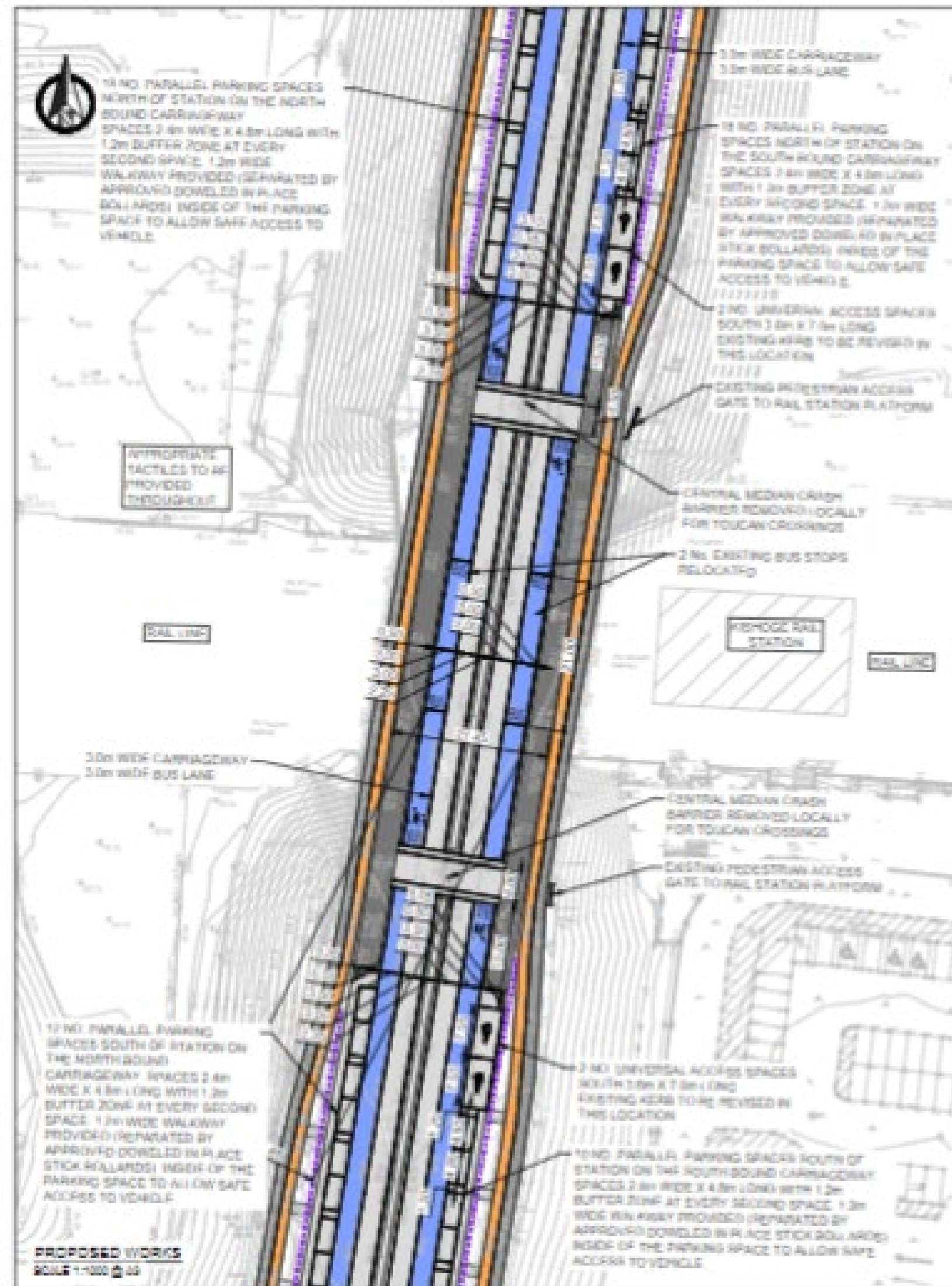
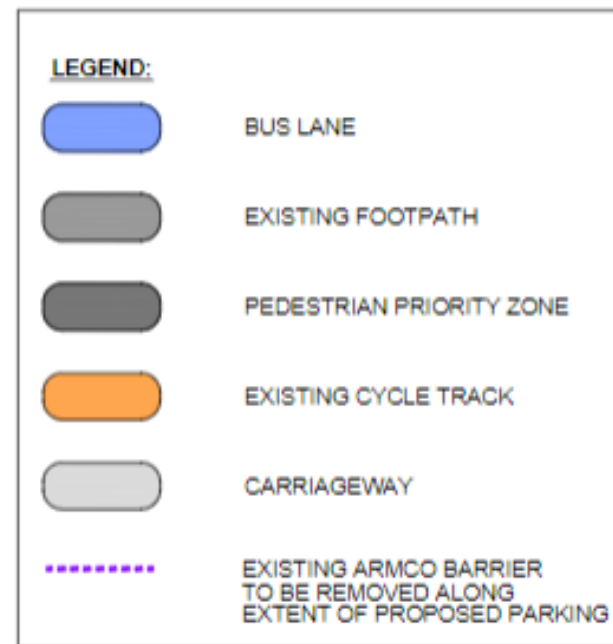
Existing Cross Section



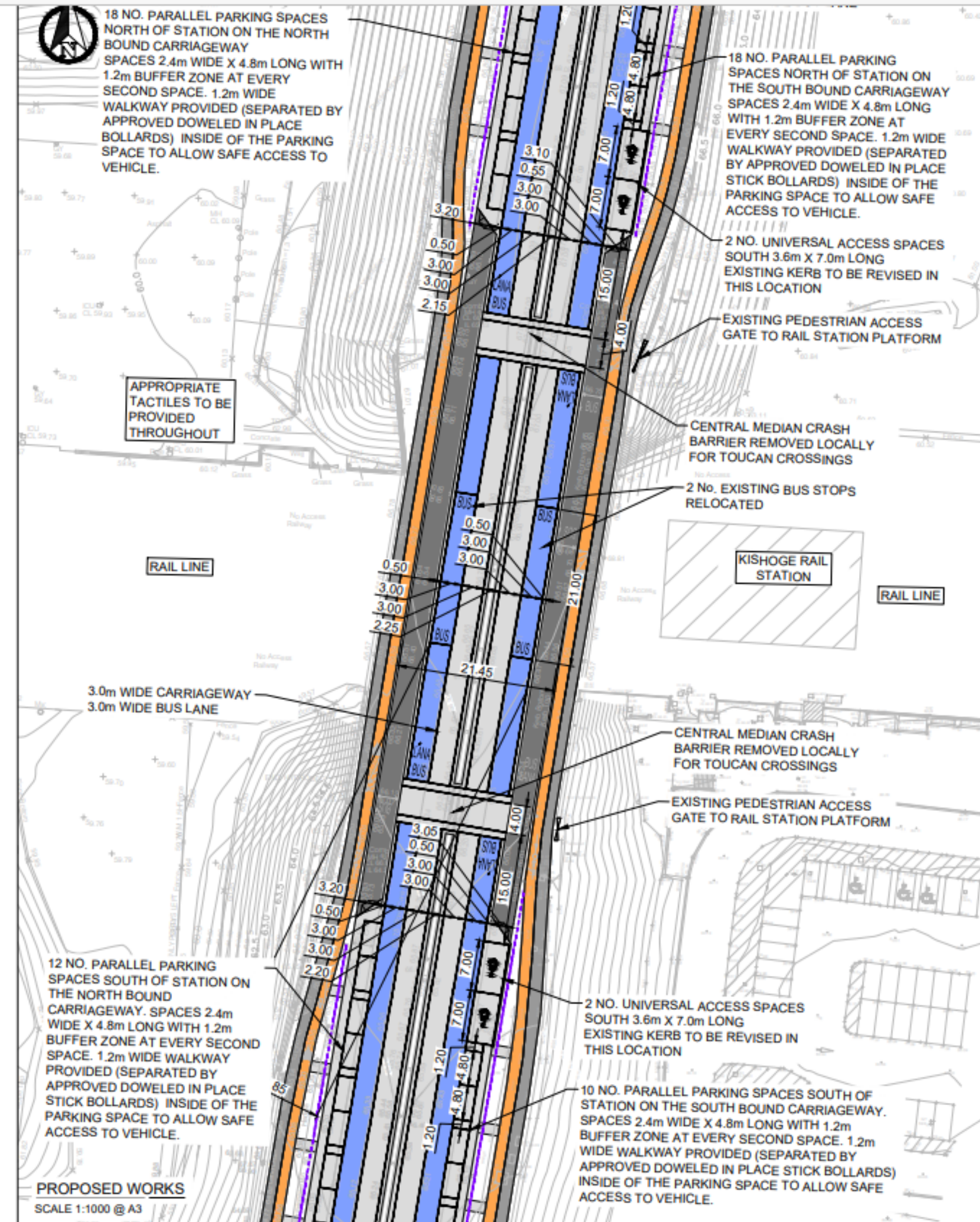
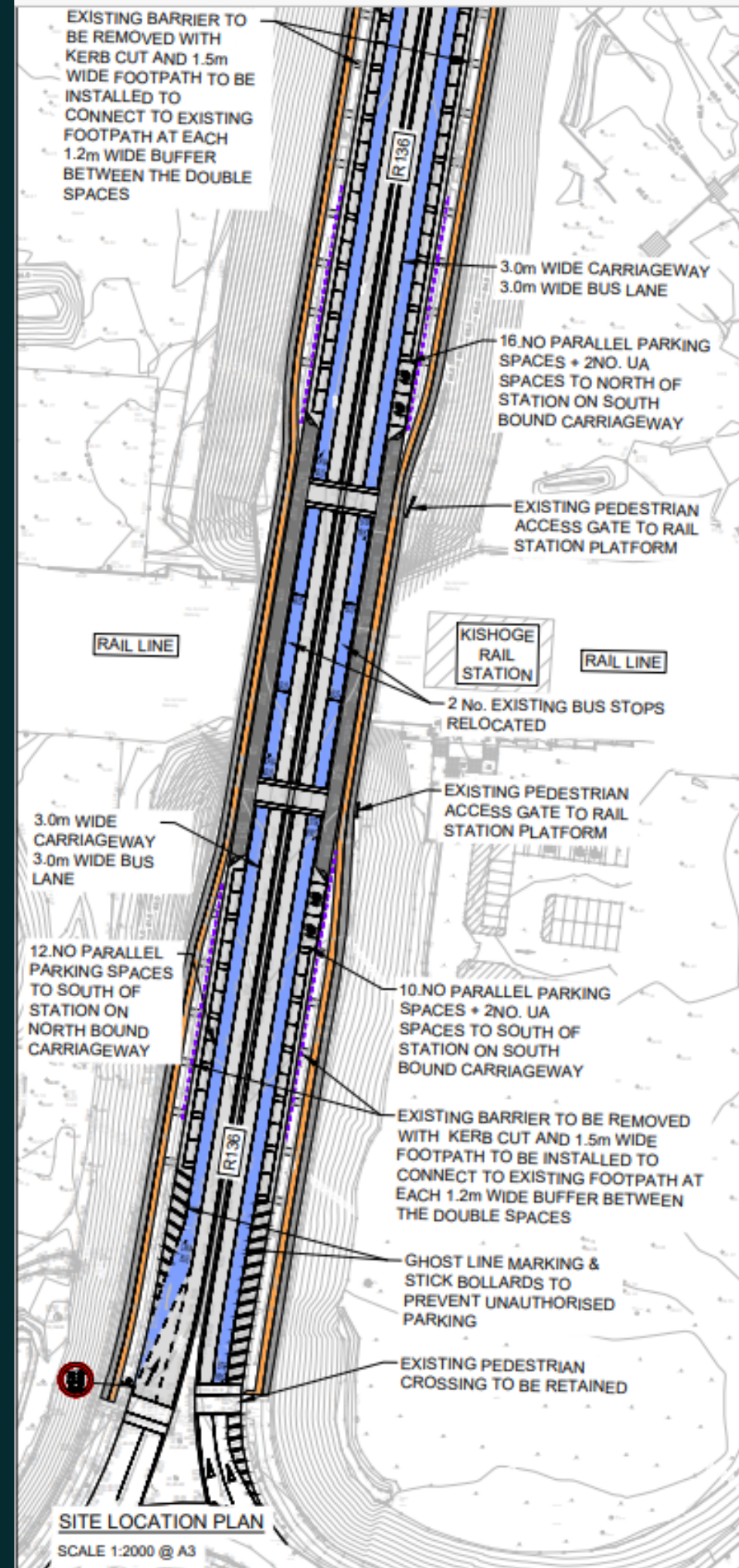
Cross section Proposed and existing street



Proposed layout



Non Statutory Consultation on Traffic Calming / Kishoge Station Parking – Section 38



Details on Observations/Concerns:

- NTA fully supported the proposal.
- More parking added to a disgusting, wide, poorly planned road. When will the SDCC engineers stop with this? The county is a sea of gray and tarmac and this plan proposes to expand this again. An additional 50 or so car parking spaces beside an already ample parking allotment by the station. All this without a single tree being planted. Remove all non-disabled parking bays from this plan.
- Adding parking spaces to the side of the road is a complete waste of space and establishes an unwanted precedent for the future of Kishoge Station which will be extremely difficult to undo. Right from the opening of the station, walking and cycling to/from the station and bus interchange should promoted. These proposals not only fail in this, they actively go against those principles.
- There is a large car park next to the station already plus lots of space to expand it if desired. Cars approaching from the south would have to drive past the entrance to the car park to use the on road spaces. Cars approaching from the north would have to drive south to the roundabout at the car park entrance in order to return home. If everybody has to pass the entrance to the existing car park anyway, why not just have them park there?

Details on Observations/Concerns:

- Questions were raised about the proposal to reduce the road to a single lane for general traffic. Alternative access to the train station and concerns about potential congestion and safety issues were highlighted.
- A focus on developing the eastern side of the road for better station access was suggested, including the creation of bi-directional cycle lanes. The idea of a basic plaza area with seating and planting near bus stops was also proposed.
- The importance of the R136 as a primary traffic route was emphasized, questioning the reduction in vehicular capacity. Concerns were also raised about the inclusion of parking on a regional road and suggestions to optimize space for bus stops.
- There was a positive response to the opening of the Kishoge railway station, but concerns were raised about the lack of clarity in bicycle access and parking. The need for improvements to roundabouts and softening of hard landscaping was also noted.
- Concern around road safety and the impact on driver frustration of the pedestrian crossings and the roundabouts in close proximity.
- Has alternative access to the train station being investigated? It appears new access points to the train station could be created on the Western Side of the bridge which could give access to all platforms as the platforms extend beyond the bridge.

Context

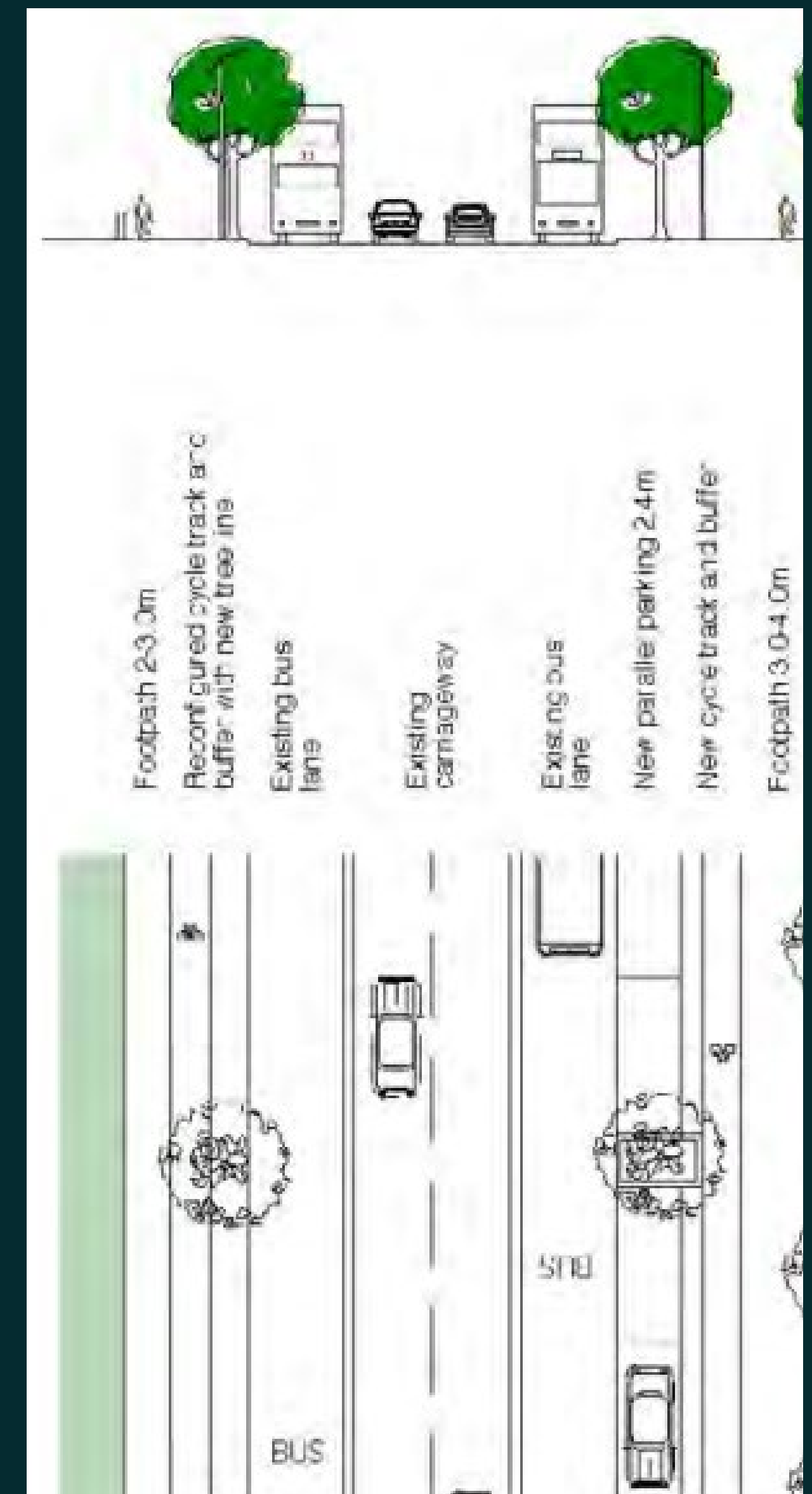
Implement Planning Scheme

- R136 (Grange Castle Road) – Arterial Street in Planning Scheme
- Planning Scheme requires upgrading of Arterial Streets

‘To promote walking and cycling and create streets that are more attractive and urban in character, these streets should be upgraded and redefined through a combination of measures including signalised junctions, double planting, transition zones, on-street parking and frontage from development’ (Section 2.2.4 of Planning Scheme)

Figure 2.2.3 from Planning Scheme – Example Arterial Street Upgrade

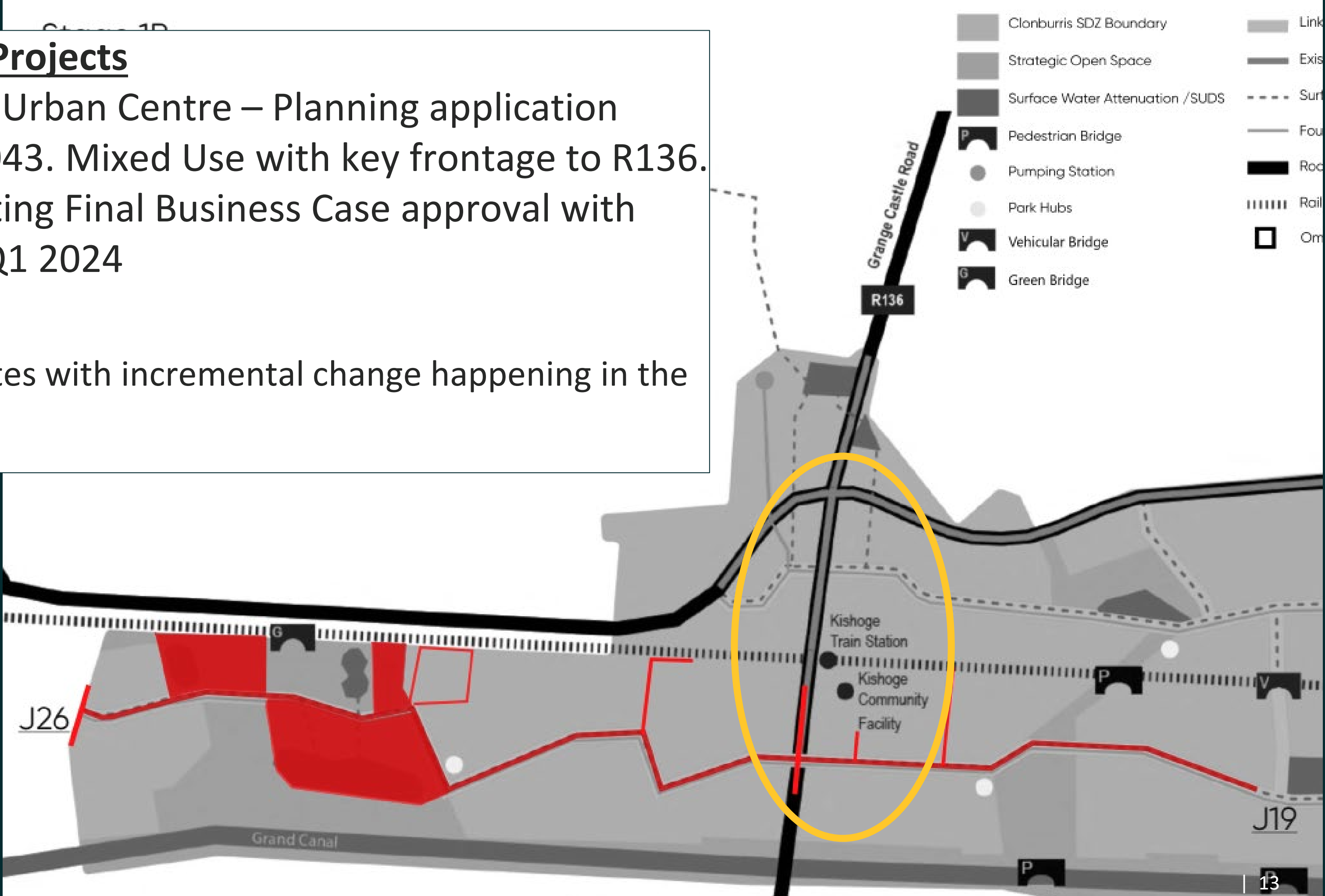
- Section 38 traffic calming proposal is to amend the environment of the R136 outside the station, providing improved and safer pedestrian and cycle facilities and on street car parking for the station in the context of development of this area of the SDZ and opening of Kishoge Railway Station
- Section 38 proposal – Supports the implementation of the Clonburris Planning Scheme
- Facilitates opening of Kishoge Station (Phasing Requirement)



Context

Integrate with Adjoining Projects

- Development of Kishoge Urban Centre – Planning application lodged under SDZ23A/0043. Mixed Use with key frontage to R136.
- South Link Street – Awaiting Final Business Case approval with view to commencing in Q1 2024
- Section 38 proposal integrates with incremental change happening in the area



Context

Facilitate Station Opening

- Kishoge Station built and not opened
- Works now required to the station to enable opening (internal and external repair/finishes)
- Kishoge station contractor appointed by Irish Rail – works commenced (see images)
- Existing car park land is part of planned Kishoge Urban Centre in Planning Scheme and is permanently unavailable – planning permission lodged (SDZ23A/0043) and car park is site compound for IR works
- A level of car parking is required to facilitate the opening of the station
- Section 38 Traffic Calming proposal on R136 – required to open Kishoge Station



Consultation Summary

Response on Observations/Concerns:

- Submissions received noted and considered
- Context of proposal in conjunction with other projects important – Kishoge Station opening, South Link Street, Kishoge Urban Centre
- SDCC welcomes the many constructive suggestions provided in relation to these works. It should be clarified that these proposed works relate primarily to measures within the existing roadway and that works on either side of the road will be required in future as the adjoining lands are developed incrementally to create an attractive public realm with associated landscaping.
- In relation to observations that this will represent an overprovision of car parking it should be clarified that the existing car park to the south of Kishoge Train Station is permanently unavailable as the land will be developed in line with the Clonburris SDZ Planning Scheme. The proposed on-street car parking is to substitute existing parking, not in addition to.
- The number of car parking spaces to be provided on-street as part of the proposed works represents a reduction in the number that would be available if the existing surface car park was available on station opening.

Consultation Summary

Response on Observations/Concerns:

- In relation to cycle and walking facilities:
 - This proposal will enable cyclists and pedestrians to cross the R136 safely at convenient locations which provide direct access to the train station and new bus stops.
 - Existing cycle lanes and footpaths along the R136 are not affected by the subject works which are primarily focussed on the existing roadway. These areas will be improved as development of the adjoining lands takes place. It is considered that carrying out of further works to these areas in advance of a clear integrated plan for development on the lands abutting them would be premature.
- The impact on traffic flows and congestion was considered as part of the Traffic and Transport Assessment carried out in the preparation of Clonburris SDZ Planning Scheme. Planning Scheme plans for upgrades to the Arterial Streets, including the R136. Proposal is in accordance with Planning Scheme.

Decision on Section 38

Having regard to the submissions received and the necessity of the proposed works to provide traffic calming and road safety measures, as well as improving access to Kishoge Train Station, decision made to progress the Section 38 scheme to detailed design and construction.