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AtkinsRéalis



Post Public Consultation Report

Transport Infrastructure Ireland

January 2025

5207356DG981

N7 JUNCTION 4 CROSSING POINT

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Contents

1.	Introduction.....	5
1.1	Overview	5
1.2	Scheme Description	5
1.3	Need for the Scheme	6
1.4	Scheme Objectives	6
2.	Policy Context and Design Standards	7
2.1	Policy.....	7
2.2	South Dublin County Development Plan 2022-2028	7
2.3	Design Standards.....	8
3.	Proposed Scheme Overview	9
4.	Reports	10
4.1	Feasibility & Options Report	10
4.2	Design Report	10
4.3	Road Safety Audit Stage 1 & 2	11
5.	Submissions & Observations	12
5.1	Public Consultation Approach.....	12
5.2	Summary of the Submissions & Observations	12
5.3	Support for the Scheme	12
5.4	Responses to Detailed Feedback Received.....	12
5.5	Summary.....	13
Appendix A.	Submissions Received	15

Tables

Table 2-1 - Relevant Policy at Different Levels	7
Table 2-2 - Alignment with South Dublin County Council Development Plan 2022-2028.....	8
Table 5-1 - Detailed Feedback Received	13

Figures

Figure 1-1 - Site Location	6
Figure 3-1 - Indicative Sketch of preferred option	9





1. Introduction

1.1 Overview

AtkinsRéalis on behalf of the Transport Infrastructure Ireland (TII), and in collaboration with South Dublin County Council (SDCC) have prepared a Post Public Consultation Report for 'N7 Junction 4 Crossing Point Scheme'.

A non-statutory public consultation was conducted for the proposed traffic and road safety improvements for pedestrians crossing the N7 Junction 4 eastbound off-slip. The location concerned has received several complaints from members of the public in recent years in relation to existing safety concerns, particularly with pedestrians crossing the eastbound off slip to reach a bus stop with heavy oncoming traffic.

The proposal is to improve the existing crossing point with a signalised pedestrian crossing before the roundabout to allow pedestrians to safely cross the road at the designated crossing point and require traffic to stop on a red signal.

The scheme is being prepared in accordance with Section 38 of the Road Traffic Act 1994. Traffic calming and minor road improvements are referred to as a 'Section 38' development. This is reference to in the Road Traffic Act, 1994 (as amended) which sets out the procedure for carrying out such developments, A road authority may, in the interest of the safety and convenience of road users, provide such traffic calming measures including footpath as they consider desirable in respect of public roads in their charge.

1.2 Scheme Description

[The proposed scheme is located within the South Dublin County Council area along the N7 Junction 4 towards the R120 roundabout.](#) The scheme proposes to implement a signalised pedestrian crossing before the roundabout to allow pedestrians to safely. The signalised pedestrian crossing would be set back from the entry point to the roundabout and will be finalised as part of the detailed design.

A site location map is provided below in Figure 1-1.



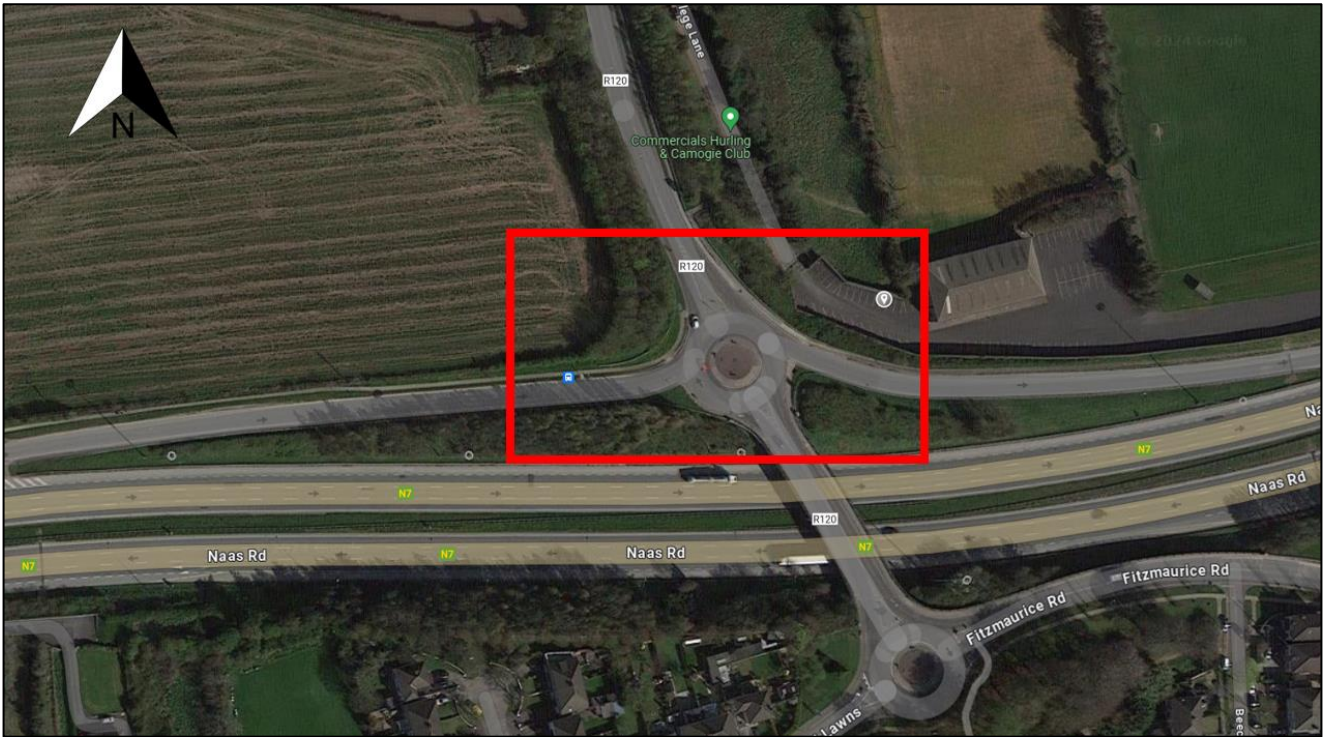


Figure 1-1 - Site Location

1.3 Need for the Scheme

The N7 Junction 4 Crossing Point Scheme is necessary to address the safety concerns for pedestrians attempting to cross the N7 eastbound off-slip at Junction 4, particularly at the western arm of the R120 roundabout. Currently, high volumes of traffic make it hazardous for pedestrians, with limited safe crossing opportunities. The area lacks adequate pedestrian infrastructure, which increases the risk of accidents and deters safe foot traffic.

1.4 Scheme Objectives

The objectives of the proposed scheme are as follows:

- Provide a safe crossing point for the pedestrians through a signalised pedestrian crossing.
- To provide safer and efficient accessibility to the Rathcoole Bus Stop (Stop ID: 10385) for bus users.
- To reduce the speed of vehicles towards the roundabout with a signalised pedestrian crossing point.

2. Policy Context and Design Standards

2.1 Policy

The scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Location), as well as in multiple policy areas. While the scheme aligns most with policy aimed at reducing emissions, improving safety, and encouraging a modal shift towards public transport, the project also provides an opportunity to address a wider range of policy objectives. This section provides a brief overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Table 2-1 - Relevant Policy at Different Levels

Policy Level	Policy
European	<ul style="list-style-type: none"> - European Green Deal. - RISM (Road Infrastructure Safety Management) Directive.
National	<ul style="list-style-type: none"> - Climate Action Plan 2023 - National Investment Framework for Transport in Ireland (NIFTI) - The National Sustainable Mobility Policy (2022) - Project Ireland 2040: National Planning Framework - National Development Plan 2021-2030 - National Physical Activity Plan - Government Road Safety Strategy 2021-2030 - Common Appraisal Framework
Regional	<ul style="list-style-type: none"> - Regional Spatial and Economic Strategy for the Eastern and Midland Region, 2013-2031 - Transport Strategy for the Greater Dublin Area 2022-2042 - Dublin Metropolitan Area Strategic Plan (MASP)
Local	<ul style="list-style-type: none"> - South Dublin County Development Plan 2022-2028

2.2 South Dublin County Development Plan 2022-2028

The South Dublin County Development Plan 2022-2028 came into effect in June 2022. This policy has been developed to set out a strategy for the planning and sustainable development of the county. Many objectives within the Sustainable Movement chapter are clearly aligned with the scheme, as shown below.



Table 2-2 - Alignment with South Dublin County Council Development Plan 2022-2028

No.	Action
SM1 OBJ1	<ul style="list-style-type: none"> - To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car / Van / HGV / Motorcycle).
SM1 OBJ3	<ul style="list-style-type: none"> - To support the delivery of key sustainable transport projects including DART and Luas extension programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES / MASP.
SM3 OBJ4	<ul style="list-style-type: none"> - To optimise accessibility to public transport, increase catchment and maximise permeability through the creation of new and upgrading of existing walking and cycling routes linking to public transport stops.
SM3 OBJ10	<ul style="list-style-type: none"> - To work with the relevant transport agencies to ensure that all public transport proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.
SM3 OBJ12	<ul style="list-style-type: none"> - To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, City Edge, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

2.3 Design Standards

Several published design standards and guides have been utilised to inform the design of the proposed scheme, as listed below:

- DMURS (Design Manual for Urban Roads & Streets);
- Traffic Management Guidelines;
- Traffic Signs Manual 2024;
- BusConnects Preliminary Design Guidance Booklet (BCPDGB);
- TII Publication – DN-GEO-03031 ‘Rural Road Link Design’;
- Guidance on the use of Tactile Paving.



3. Proposed Scheme Overview

This section of the report will provide an overview of the design proposals. The proposals consist of design to provide following measures;

- Signalised pedestrian crossing to be set back ahead of the entry point to the roundabout
- Street lighting implementation as required by the provision of a signalised pedestrian crossing
- Removal of existing footpath as shown in Figure 3-1
- New proposed footpath as shown in Figure 3-1

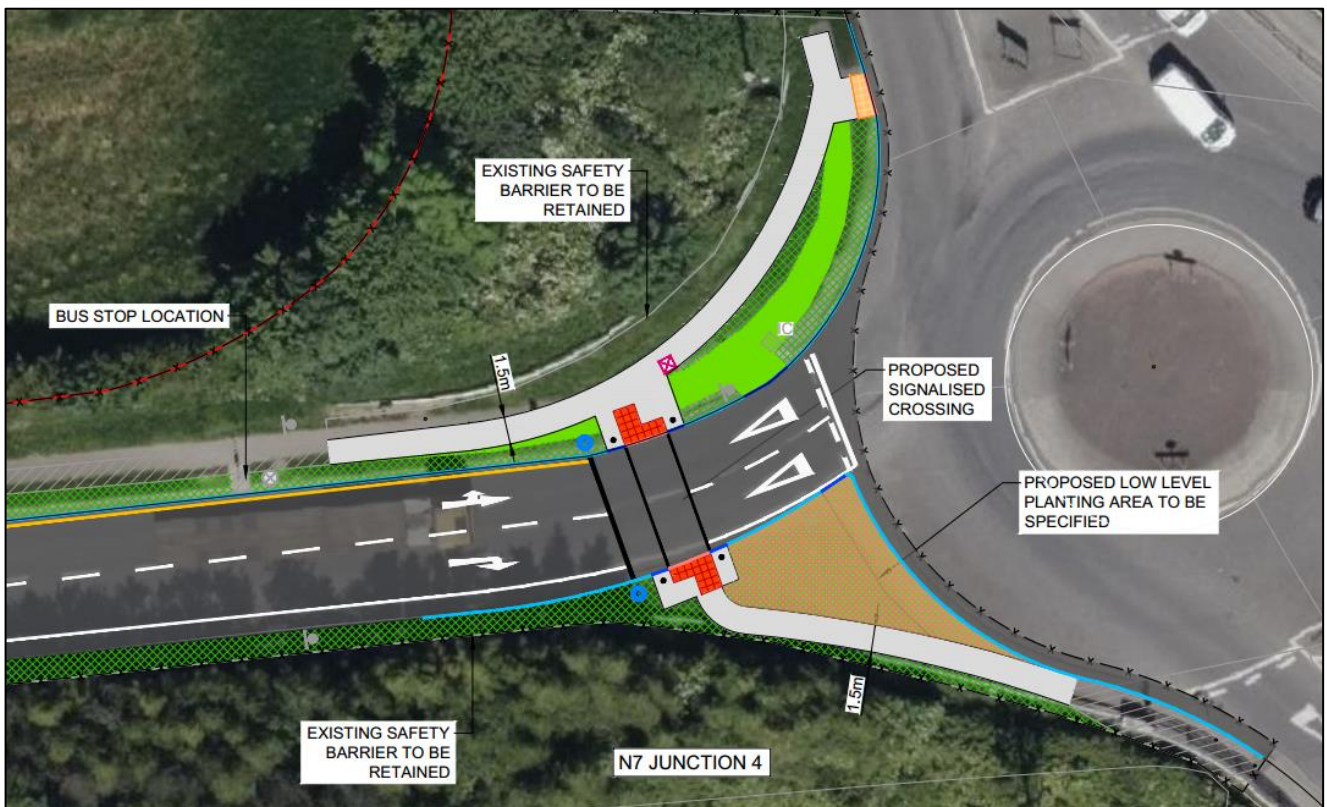


Figure 3-1 - Indicative Sketch of preferred option

These measures will enhance safety at the crossing point of the western arm of the roundabout in advance of a full review of the junction being progressed in 2025.



4. Reports

2no. of reports were developed to inform the preliminary design of the scheme. The findings of each are summarised below.

4.1 Feasibility & Options Report

A Feasibility & Options Report (*Ref: 5207356DG718 MCAAS2 – N7 J4 Crossing Point_Rev 1*) was prepared by AtkinsRéalis team on behalf of Transport Infrastructure Ireland (TII) in May 2024.

Collision history data from the MMarC Traffic Incident Data Dashboard were studied and video surveys were conducted between 16th October 2023 to 22nd October 2023. To assess the overall usage of the roundabout and Rathcoole Bus stop, a typical day at this site was observed from the video survey data available, specifically on Thursday 19th October 2023 which had the highest weekday activity during the 7-day survey.

QR Code surveys were also conducted receiving 25no. responses requesting; *the improvement bus stop facilities including extended footpaths, bus shelter provision, an increased frequency of busses and a setback of bus stop away from traffic*. Many respondents also noted the bus stop area *becomes muddy during heavy rainfall periods and is potentially a slip hazard*.

The future developments or imminent works were discussed on the Feasibility & Options Report. Two imminent works planned for the area are noted on the report for the scheme area; *the N7 Junction 4 pavement works and refurbishment of the R120 “Tay Lane” footbridge*.

Overall 8no. options were considered with cost estimations and timelines developed for each option. It was recommended to proceed with Option 4 as an interim solution. This option entails the establishment of a signalised pedestrian crossing on the western arm of the roundabout, as detailed in section 13.4 of the Feasibility & Options Report (*AtkinsRéalis Ref: 5207356DG718*). The implementation of Option 4 would enhance the safety of the pedestrians at the crossing point.

A subsequent review of the northern arm of the roundabout is currently being undertaken and is due for TII approval in Q1 2025 before proceeding to detail design

The scheme was identified for safety improvement and received Gateway Approval 1 in accordance with TII Publication GE-STY-01037 in May 2024.

4.2 Design Report

A Design Report (*AtkinsRéalis Ref: 5207356DG857*) is currently being prepared by AtkinsRéalis team based on Option 4 on behalf of Transport Infrastructure Ireland (TII).

The preferred option is in the Feasibility and Options Report (*ref: 5207356DG718 MCAAS2 - N7 J4 Crossing Point_Rev 1*) has been designed in accordance with the relevant standards. This report has been prepared in accordance with the guidance provided in TII Publication GE-STY-01037 (Road Safety Improvement Scheme Approval Procedure).

The existing conditions of the N7 Junction 4 eastbound off slip were studied incorporating current speed limit, traffic volume from the 7-day video survey, horizontal alignment, vertical alignment, visibility, and sightlines.



4.3 Road Safety Audit Stage 1 & 2

A Stage 1 & 2 Road Safety Audit will be carried out for the detailed design of the scheme.



5. Submissions & Observations

5.1 Public Consultation Approach

Following a briefing to South Dublin Councillors on Thursday 5th September 2024 a period of non-statutory public consultation was carried out for a period of 4 weeks from Thursday 3rd October 2024.

The public were invited to send observations and comments via:

- South Dublin County Council's Public Consultation Portal website <https://consult.sdublincoco.ie/> under Consultation by midnight on 3rd October 2024.
- In writing to the Senior Executive Officer, Roads Department, Land Use, Planning and Transportation, County Hall, Tallaght, Dublin 24, to be received on or before 5.00pm on 3rd October 2024, submissions should be labelled "Proposed Safety Works at N7 Junction Crossing Point".

All submissions and observations were read and analysed. A summary of the submissions can be found in the following subsections of this report.

5.2 Summary of the Submissions & Observations

~~Number of submissions received~~

There was a total of 2 submissions received within the open consultation period. These submissions consisted of two responses received via the South Dublin County Council's Public Consultation Portal.

5.3 Support for the Scheme

Evaluating submissions received through the online portal, 2 (100%) expressed their support for the scheme with the proposed changes. Of note, no responses expressed their opposition to the scheme.

Both responses received expressed support for the scheme. Both responses requested to add an additional crossing point on the northern arm of the junction.

5.4 Responses to Detailed Feedback Received

The Table 5-1 below summarizes the specific comments and suggestions received regarding the scheme. The feedback has been reviewed and organized to identify key themes. A count and percentage have been calculated to show the proportion of respondents who submitted feedback on each topic. A response is then provided for each corresponding comment.



Table 5-1 - Detailed Feedback Received

Issue	Description	Count	Percentage of responses	Response
Safety Issues regarding crossing on northern arm	Request to consider the safety of individuals using the northern arm crossing point by adding an additional crossing.	2	100%	<p>The proposed pedestrian crossing at N7 Junction 4 Eastbound Off Ramp will link Rathcoole and Saggart villages with the N7 Eastbound Rathcoole Bus Stop. The scheme aims to address pedestrian safety concerns and allow pedestrians to cross the N7 Junction 4 Eastbound Slip safely towards the bus stop.</p> <p>A comprehensive review of pedestrian and cyclist accessibility throughout the entire junction(N& J4), including the northern arm is planned to ensure that the needs of pedestrians at all key points are fully addressed and will be a subsequent piece of work for the junction. Due to timing constraints, the provision on the off slip is proposed to take place first with other work to take place after this and following the larger study of the entire junction.</p>

5.5 Summary

All feedback received supported the proposed scheme and acknowledged that it will address the issues concerned over pedestrians crossing the N7 Junction 4 utilizing the western arm of the roundabout, facilitating the local residents, bus users, and those commuting through the area.

All submissions consisted of respondents expressing their support for the scheme with a request that crossing the northern arm also be considered. No respondents expressed opposition to the scheme.

Both of the proposed changes raised by members of the public that have been noted in this report have been reviewed. There are no changes made to the proposed design after reviewing the additional changes proposed by the public through the South Dublin County Council’s Public Consultation Portal. These will be studied for implementation in the subsequent larger study.



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APPENDICES

Appendix A. Submissions Received

Three public submissions were received by South Dublin County Council during the public consultation process of the N7 Junction 4 Crossing Point scheme. These are outlined as per the following table with responses provided adjacent to the submission comments:

Submission No	Author	Submission	Response
SD-C343-1	Member of the public	<i>"I think there should be one more crossing for people coming from the bus stop or Rathcoole village to cross main street which i marked with red spot on the screenshot bellow, its really hard to cross here, especially in the morning when all the cars are coming from the roundabout to grenogue business park on full gas."</i>	<p>The proposed pedestrian crossing at N7 Junction 4 Eastbound Off Ramp will link Rathcoole and Saggart villages with the N7 Eastbound Rathcoole Bus Stop. The scheme aims to address pedestrian safety concerns and allow pedestrians to cross the N7 Junction 4 Eastbound Slip safely towards the bus stop.</p> <p>A comprehensive review of pedestrian and cyclist accessibility throughout the entire junction, including the northern arm is planned to ensure that the needs of pedestrians at all key points are fully addressed and will be a subsequent piece of work for the junction. Due to timing constraints, the provision on the off slip is proposed to take place first with other work to take place after this and following the larger study of the junction.</p>
SD-C343-2	Member of the public	<i>"As mentioned in an earlier objection[submission], there needs to be an additional crossing as per attached image. The proposed crossing covers only half of the needs for pedestrians trying to cross in all directions. The new footpath beside the bus stop, ends nowhere as there is no footpath to continue walking. Please rethink and propose alternative as per our objections."</i>	Please refer to the response to submission 1 above.



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