

BASELINE

AtkinsRéalis



Post Public Consultation Report

Transport Infrastructure Ireland

January 2025

5207356DG966

N4 JUNCTION 4 FOOTPATH - CYCLEWAY

Notice

This document and its contents have been prepared and are intended solely as information for Transport Infrastructure Ireland and use in relation to N4 Junction 4 Footpath - Cycleway Post Public Consultation Report

AtkinsRéalis Ireland Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 16 pages including the cover.

Document history

Document title: Post Public Consultation Report

Document reference: 5207356DG966

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0	Draft	TR	JR	CJP	CJP	Nov 2024
1	Final	TR	JR	CJP	CJP	January 2025

Client signoff

Client	Transport Infrastructure Ireland
Project	N4 JUNCTION 4 FOOTPATH - CYCLEWAY
Job number	5207356

Client signature/date



Contents

1.	Introduction.....	4
1.1	Overview	4
1.2	Scheme Description	4
1.3	Need for the Scheme	5
1.4	Scheme Objectives	5
2.	Policy Context and Design Standards	6
2.1	Policy.....	6
2.2	South Dublin County Development Plan 2022-2028	6
2.3	Design Standards.....	7
3.	Proposed Scheme Overview	8
4.	Reports	9
4.1	Feasibility & Options Report	9
4.2	Design Report	9
4.3	Road Safety Audit Stage 1 & 2	10
5.	Submissions & Observations	10
5.1	Public Consultation Approach.....	10
5.2	Summary of the Submissions & Observations	10
5.3	Support for the Scheme	10
5.4	Responses to Detailed Feedback Received	10
5.5	Summary.....	12
Appendix A.	Submissions Received	14

Tables

Table 2-1 - Relevant Policy at Different Levels	6
Table 2-2 - Alignment with South Dublin County Council Development Plan 2022-2028.....	7
Table 5-1 - Detailed Feedback Received	11

Figures

Figure 1-1 - Site Location (Source: Google Maps).....	5
Figure 3-1 - Indicative Sketch of preferred option	8



1. Introduction

1.1 Overview

AtkinsRéalis, on behalf of Transport Infrastructure Ireland (TII) and in collaboration with South Dublin County Council (SDCC), have prepared a Post Public Consultation Report for the 'N4 Junction 4 Footpath - Cycleway scheme'.

A non-statutory public consultation was conducted for the proposed traffic and road safety improvements along N4 Junction 4. The goal is to enhance safety and facilitate pedestrian and cyclist movement at this junction.

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

1.2 Scheme Description

[The site is located within the South Dublin County Council, Lucan West, along the N4 at Junction 4 which is the intersection of the N4 and the R120.](#) The project focuses on providing improved walking and cycling infrastructure along four slip lanes, each approximately 250 meters long. This junction provides access between the N4 motorway and various facilities around Lucan, such as residential areas, parks, shopping centres, schools, and recreational spaces, as illustrated in the site location in Figure 1-1.





Figure 1-1 - Site Location (Source: Google Maps)

1.3 Need for the Scheme

N4 Junction 4 falls outside of the BusConnects Network Lucan to City Centre Core Bus Corridor which commences at the N4 Junction and terminates at Frank Sherwin Bridge in Dublin City Centre. The proposed N4 junction 4 footpath-cycleway scheme will provide improved walking and cycling infrastructure along the junction, which will encourage a modal shift towards non-motorized transport. The Proposed Scheme aligns with commitments within the National Development Plan (2021-2030), the Transport Strategy for the Greater Dublin Area (2016-2035) the Climate Action Plan (2021) and the National Planning Framework 2040.

1.4 Scheme Objectives

The objectives of the proposed scheme are:

- To improve safety and mobility for cyclists manoeuvring through the junction, especially along the slipways.
- To isolate cyclists from general vehicle traffic.
- To renew road markings to improve safety of cyclists slip-lanes.
- To provide a safer crossing point for the cyclists and pedestrians through the signalised crossings.



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 Local), 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;
- BusConnects Preliminary Design Guidance Booklet (BCPDGB);
- TII Publication - DN-GEO-03031 'Rural Road Link Design'; and
- Guidance on the use of Tactile Paving.



3. Proposed Scheme Overview

This section of the report will provide an overview of the preliminary design.

The proposals consist of design to provide following measures;

- Extending discontinuous off-road cycle tracks along the slip lanes.
- Installing bollards along the existing on-road cycle lane to create a physical barrier.
- Applying red surfacing to the on-road cycle lane.
- Redesigning the existing shared footpath area to meet the minimum desired width as per the national cycle manual.

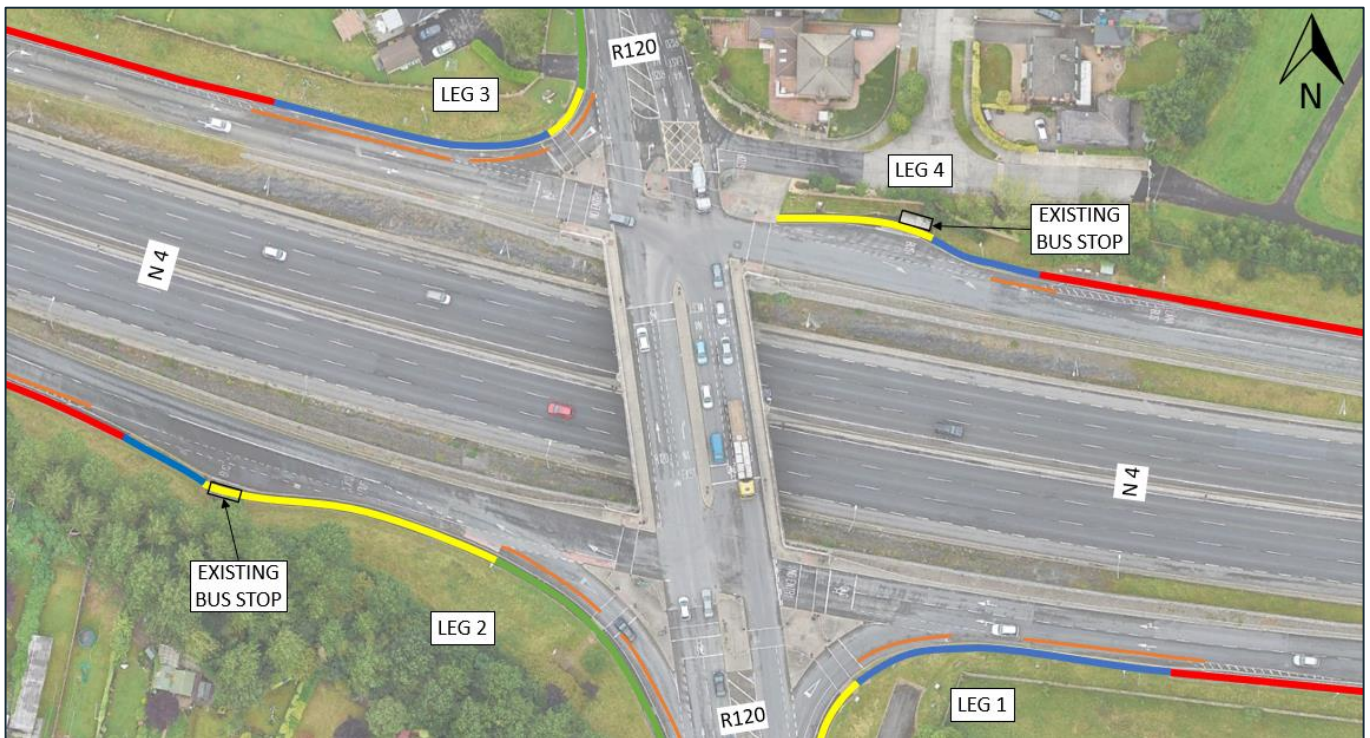


Figure 3-1 - Indicative Sketch of preferred option

- • RED – Existing off-road cycle lane.
- • GREEN – Existing footpath to be retained.
- • BLUE – Existing verge area to be converted into new off-road cycleway.
- • YELLOW – Existing verge/footpath area to be designed as a new shared path area with minimum desired width as per national cycle manual.
- • ORANGE – Proposed Bollards installation on existing on-road cycleway

4. Reports

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

4.1 Feasibility & Options Report

A Feasibility & Options Report (*Ref: 5207356DG531 N4 Jn4 Footpath-Cycleway F&O Report Rev 1*) was prepared by the AtkinsRéalis team on behalf of Transport Infrastructure Ireland (TII) in June 2024, this report addresses an inquiry from a local councillor of the South Dublin County Council. The inquiry concerns a potential *discontinuity of cycle facilities at the south-eastern arm of the N4* and Adamstown Road junction (N4 Junction 4) in Lucan. It highlights the hazardous conditions for cyclists, with vehicles exiting the N4 mainline, manoeuvring through the slipways and entering the on-road cycle lane at considerable speeds.

A review of incident data from the MMarC Traffic Incident Data Dashboard revealed a total of 10 incidents at the site from 2016 to 2023. These included 2 category 1 incidents, 7 category 2 incidents, and 1 category 4 incident. Seven incidents occurred on the N4 mainline, while the remaining three were on the ramps to the junction. Most incidents were single-vehicle collisions, with none involving pedestrians or cyclists. The majority were reports of debris requiring traffic management by the MMarC Contractor.

Future developments or imminent works were discussed in the Feasibility & Options Report as noted below:

- The existing N4 Junction 4 pavement is due for replacement. A surface course replacement, replacement of roadmaking and road studs is proposed to be completed in 2025, with the design currently underway.
- It is envisaged that going forward, the NTA/Bus Connects future works will review and enhance the N4 Junction 4 as a whole for Active Travel users.

5no. options were considered, including a do-nothing option, with cost estimates and timelines. Option 4 was recommended as the preferred solution. This option involves installing bollards along the existing on-road cycle lane to create a physical barrier between cyclists and vehicular traffic and infilling the pedestrian footpath to create a shared area. Details were outlined in section 13.4 of the Feasibility & Options Report (AtkinsRéalis Ref: 5207356DG531). Implementing Option 4 would enhance the safety of cyclists and pedestrians.

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

4.2 Design Report

A Design Report (*AtkinsRéalis Ref: 5207356DG912*) is being prepared by AtkinsRéalis team on behalf of Transport Infrastructure Ireland (TII).

The existing conditions of the N4 Junction 4 slip lanes were studied incorporating current speed limit, traffic volume from the from data available on the TII traffic counter website: <https://trafficdata.tii.ie/publicmultinodemap.asp>, 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 when the design is complete.

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 N4 Jn4 Footpath – Cycleway".

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

A single (1) submission was received within the open consultation period via the South Dublin County Council's Public Consultation Portal.

5.3 Support for the Scheme

Evaluating the submissions received through the online portal reveals that one person expressed their support for the scheme with some proposed changes. The concern has been noted and will be addressed in the detailed design. A detailed response is provided in Table 5-1.

5.4 Responses to Detailed Feedback Received

Table 5-1 below summarizes the specific comments and suggestions received regarding the scheme. 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
<p>Safety enhancement and optimisation of available space along the junction legs.</p>	<p><i>“1 - There is room along the inside of the existing footpath for the footpath and red cycleway to be moved inwards, opening up this junction and allowing more room for the turning of vehicles. It is a waste not to use the land available to open up this junction which will improve sight lines for all and make the turn safer.</i></p> <p><i>2 - Please remove the plastic bollard obstacles which intimidate cyclists and physically make it harder to manoeuvre, for example overtaking another cyclist (apart from the bad use of more plastic and concrete which harms the environment!)</i></p> <p><i>3 - We need to widen all roads where possible and absolutely stop reducing them. Buses, emergency vehicles, trucks, coaches, removal trucks and delivery vans have to be accounted for and given space to manoeuvre.</i></p> <p><i>4 - Moving signage is easy to do when moving pathways ‘inland’. Many of these areas should have shared pathways/ cycle lanes as there will never be the usage that some people think there will be as there is no reason to walk in many of these areas as they do not link houses or shops/utility areas.”</i></p>	<p>1</p>	<p>100%</p>	<p>1. Appropriate vehicle tracking will be completed at detail design stage to allow sufficient turning space for vehicles making use of the junction. Improvements to the safety and sightlines of the junctions will be considered during the detail design stage.</p> <p>2. The bollards are proposed to enhance cyclist safety by creating physical separation from general vehicles, particularly at junctions where the risk of conflict with vehicles is higher. Suitable bollards for cycle lanes will be specified at detail design stage so as to not restrict cyclist manoeuvres.</p> <p>3. As per point 1 above, all appropriate vehicle tracking will be completed at detail design stage to allow sufficient turning space for all vehicles making use of the junction.</p> <p>4. Existing pedestrian desire lines indicates foot traffic on the existing grassed areas, as such segregated cycle lanes will minimise the risk of conflict between pedestrians and cyclists.</p>



5.5 Summary

The comments and suggestions received regarding the N4 Junction 4 Lucan Footpath-Cycle scheme highlighted several key points. One suggestion was to move the footpath and cycleway inwards to improve vehicle turning space and sightlines. In response, it was noted that vehicle tracking will be completed at the detail design stage to ensure sufficient turning space and improved safety and sightlines. Another comment requested the removal of plastic bollards, which were seen as intimidating to cyclists and environmentally harmful. The response clarified that bollards are intended to enhance cyclist safety by separating them from vehicles, especially at junctions with a risk of accidents occurring, and that suitable bollards will be specified to avoid restricting cyclist manoeuvres.

Additionally, there was an emphasis on widening roads to accommodate larger vehicles, with the response reiterating that vehicle tracking will address turning space needs.

The proposed changes raised by members of the public have been noted in this report. 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 however the detail design will account for the request with respect to vehicle tracking and selection of an appropriate bollard type.



BASELINE

APPENDICES

Appendix A. Submissions Received

One public submission was received by South Dublin County Council during the public consultation process of the N4 Junction 4 Footpath - Cycleway scheme. This is outlined as per the following table with a response adjacent:

Submission No	Author	Submission	Response
SD-C345-1	Member of the public	<p><i>“1 - There is room along the inside of the existing footpath for the footpath and red cycleway to be moved inwards, opening up this junction and allowing more room for the turning of vehicles. It is a waste not to use the land available to open up this junction which will improve sight lines for all and make the turn safer.</i></p> <p><i>2 - Please remove the plastic bollard obstacles which intimidate cyclists and physically make it harder to manoeuvre, for example overtaking another cyclist (apart from the bad use of more plastic and concrete which harms the environment!)</i></p> <p><i>3 - We need to widen all roads where possible and absolutely stop reducing them. Buses, emergency vehicles, trucks, coaches, removal trucks and delivery vans have to be accounted for and given space to manoeuvre.</i></p> <p><i>4 - Moving signage is easy to do when moving pathways ‘inland’. Many of these areas should have shared pathways/ cycle lanes as there will never be the usage that some people think there will be as there is no reason to walk in many of these areas as they do not link houses or shops/utility areas.”</i></p>	<p>1. Appropriate vehicle tracking will be completed at detail design stage to allow sufficient turning space for vehicles making use of the junction. Improvements to the safety and sightlines of the junctions will be considered during the detail design stage.</p> <p>2. The bollards are proposed to enhance cyclist safety by creating a physical separation from general vehicles, particularly at junctions where the risk of conflict with vehicles is higher. Suitable bollards for cycle lanes will be specified at detail design stage so as to not restrict cyclist manoeuvres.</p> <p>3. As per point 1 above, all appropriate vehicle tracking will be completed at detail design stage to allow sufficient turning space for all vehicles making use of the junction.</p> <p>4. Existing pedestrian desire lines indicates foot traffic on the existing grassed areas, as such segregated cycle lanes would minimise the risk of conflicts between pedestrians and cyclists.</p>





AtkinsRéalis



Thabang Rakgotho
AtkinsRéalis Ireland Limited
150-155 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Tel: +353 1 810 8000
Thabang.Rakgotho@atkinsrealis.com

© AtkinsRéalis Ireland Limited except where stated otherwise