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AtkinsRéalis



Post Public Consultation Report

Transport Infrastructure Ireland

January 2025

5207356DG967

N04ND006.5 L1018 & KEW PARK MERGE TO N4

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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 the 'L1018 and Kew Park Merge to N4' scheme.

A non-statutory public consultation was conducted for the proposed traffic and road safety improvements for the N4 slip lane, including the L1018 and Kew Park junctions.

The location concerned has received several complaints from members of the public in recent years in relation to existing safety concerns, particularly when approaching or exiting the junctions along the slip road. The goal for this interim scheme is to mitigate these issues with short-term measures such as the application of new road markings and bollards. A permanent, long-term enhancement scheme is proposed to take place in parallel to the pavement renewal scheme in the general area of the N4 which would provide improved cycle facilities on the slip road and DMURS compliant features throughout the slip lane.

This 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 as they consider desirable in respect of public roads in their charge.

1.2 Scheme Description

The proposed scheme is located along the N4 off ramp at two separate junctions, specifically the L1018 Junction and Kew Park Junction. The scheme proposes to implement additional road markings and bollards to reduce vehicular speeds at the L1018 and Kew Park junctions and improving the angle at which vehicles join the N4a slip road in an attempt to improve visibility to approaching vehicles from the right. The existing approach lane from L1018 and Kew Park is relatively wide in nature and allows vehicles to approach at higher speeds while joining the N4a slip at a poor angle which may cause difficulty when looking out for oncoming vehicles and cyclists approaching from the southeast (right).

A site location map is provided below in Figure 1-1 with the junctions denoted by a red arrow.





Figure 1-1 - Site Location

1.3 Need for the Scheme

The L1018 and Kew Park Merge to N4 Scheme is necessary to address the safety concerns for vehicles attempting to exit the L1018 and Kew Park junctions onto the N4 slip lanes. Currently, fast-moving traffic along the slip road make it hazardous for vehicles attempting to exit the junctions. Additionally, the existing approach lane from L1018 and Kew Park are relatively wide in nature and allows vehicles to approach at higher speeds while joining the N4 slip at a poor angle which may cause difficulty when looking out for oncoming vehicles and cyclists approaching from the southeast.

This interim scheme is designed to provide short-term mitigations that would improve road safety by introducing new road markings and bollards. These improvements aim to enhance safety for drivers, cyclists, and pedestrians, encourage lower vehicular speeds, and improve visibility oncoming vehicles along the slip. re

1.4 Scheme Objectives

The objectives of the proposed scheme are as follows:

- To reduce the likelihood of collisions occurring at this location by reducing the approach speed of vehicles from the L1018 & Kew Park Junctions
- To improve the angle at which vehicles join the N4a slip road from the junctions in order to improve visibility of oncoming vehicles along the slip
- To improve safety of cyclists travelling along the slip road.
- Enhance pedestrian safety at all junctions.
- Reduce operational speeds on the slip road.



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’;



3. Proposed Scheme Overview

This section of the report will provide an overview of the proposed design to be implemented.

- Additional road markings and bollards to encourage slower speeds through the junctions, including the narrowing of the diverge lane width on approach to the L1018 junction via hatch markings
- Red thermoplastic surface treatment onto the existing cycle lane to highlight cycle presence
- Provision of delineation bollards to improve segregation to cyclists
- Other minor sign adjustments as part of the proposals

These measures are seen as cost-effective, short-term proposals that will enhance safety at the 2 junctions in advanced of the larger scheme being progressed in 2025.

Refer to **Error! Reference source not found.** for the proposed general arrangement drawings of the interim scheme.

4. Reports

2no. internal reports were carried out to inform the detailed design of the scheme. The findings of each are summarised below.

4.1 Feasibility & Options Report

A Feasibility & Options Report (*Ref: 5207356DG644 N04ND006.5 F&O Report_Rev 2*) was prepared by AtkinsRéalis team on behalf of Transport Infrastructure Ireland (TII). This report was finalised in March 2024.

A desktop study was completed utilizing Google Maps Streetview imagery. The study also included a review of the collision history data from the MCAAS¹ records. It was noted that collisions appeared to be occurring in day light hours during dry conditions suggesting that issues with lighting or drainage are not present. It further highlighted that a trend of merging / side-swipe collisions was occurring at the location as reflected in the collision data.

The future developments or imminent works were discussed on the Feasibility & Options Report, which mentions the N4 Junction 4 pavement works currently planned for 2025.

Overall, 4no. options were considered with cost estimations and timeline provided. The report recommended to progression of Option 4 as an interim solution. This option entails the provision of additional road markings, bollards, and red thermoplastic surfacing through the junction along the cycle path, as detailed in the Feasibility & Options Report. The implementation of Option 4 would enhance the safety of drivers, cyclists, and pedestrians at the conflict points of the junction.

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

4.2 Design Report

A Design Report (*AtkinsRéalis Ref: 5207356DG840 N04ND006.5 Design Report_Rev 1*) was prepared by AtkinsRéalis team on behalf of Transport Infrastructure Ireland (TII).

The preferred option in the Feasibility and Options Report (*ref: 5207356DG644 N04ND006.5 F&O Report_Rev 2*) 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). Approval has since been provided by TII to proceed onto the (final) Detailed Design and Contract Documents stage. The Detailed Design drawings and Contract Documents were finalised in November 2024. Statutory Process as required by South Dublin County Council (SDCC) to be confirmed. This solution was the progression of Option 4 outlined in 4.1 above.

4.3 Road Safety Audit Stage 1 & 2

A Stage 1 & 2 Road Safety Audit was carried out at the detailed design stage of the scheme. The audit had identified 4no. safety issues and had put forward corresponding design recommendations. These issues have

¹ Motorway Contracts Audit and Administration Services



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been accepted and documented in the Designer's Response. All recommendations were incorporated into the detailed design drawings.



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 N04ND006.5 L1018 & Kew Park Merge to N4”.

All submissions and observations were read and analysed. A summary of the submissions can be found in the following subsections of this report. The full submission and response are detailed in Appendix A.

5.2 Summary of the Submissions & Observations

There was a total of 3 submissions received within the open consultation period. These submissions consisted of 3 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, all three submissions did not express any opposition to the scheme, however, had proposed additional long-term mitigation methods to the scheme.

5.4 Responses to Detailed Feedback Received

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 response is then provided for each corresponding comment.

Table 5-1 - Detailed Feedback Received

Issue	Description	Response
Lack of safety for cyclists	Request to improve safety of cyclists along the cycle lane	The provision of bollards (and other items) is a quick, low-cost suite of measures for this interim scheme to highlight the presence of the cycle lane and to improve segregation for cyclists while also improving the junction definition. There is a permanent / larger scheme under development which includes a raised cycle track separated by a kerb under development. This covers the entire slip road and will



		see the provision of DMURS compliant junctions along the entire extents.
High vehicular speeds along the N4 slip lane	Request for additional proposals to reduce vehicular speeds of vehicles exiting mainline onto the N4 slip lane	The additional road markings are proposed to narrow the vehicular lanes and encourage slower vehicular speeds, these are recognised as a temporary measure for this interim scheme. Narrow road lanes are a widely accepted method to reduce operational speeds. Refer to the response above regarding the larger scheme under development.
Existing junction radii encourages high vehicular speeds when exiting the junction and also causes a lack of visibility of oncoming vehicles along the slip	Request for an improved junction radii to encourage slower speeds on approach to junction and improve visibility of vehicles/cyclists along the slip lane	Similar to the above responses, the proposed road markings at the N4 slip lane and the junction approaches from L1018 and Kew Park are recognised as a short-term measure as part of this interim scheme. A DMURS compliant junction layout will be provided as part of the long-term scheme currently under development.

5.5 Summary

All feedback received did not oppose the proposed scheme. It is recognized, however, that the responses had encouraged further mitigation methods(long term / permanent features) in addition to the current interim scheme proposed.

There are no changes made to the current proposed design based on the feedback received from the public via the South Dublin County Council’s Public Consultation Portal. The proposed changes raised by members of the public have been reviewed and acknowledged and will be considered as part of the permanent scheme under development as part of the pavement renewal works.



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APPENDICES

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Appendix A. Submissions Received

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Submission No	Author	Submission	Response
SD-C342-1	Craig Garvin Keane	<p><i>“Reading the planned changes it is clear to me that the changes being made here are to increase pedestrian safety. In the current layout of the road we have 3 key issues based on my experience and everyday use of the road.</i></p> <p><i>1 -Cyclists do not use the existing bike lane and mostly cycle on the road. To solve this we need the cycle lane to be more secure... the introduction of the plastic bollards will not improve the safety of cyclists alone. We need to have the cycle lane separated by a kerb as well. In addition to this these type of bollards cause significant glare and distraction in low light and wet conditions they should be removed from all roads.</i></p> <p><i>2 -Traffic from the N4 on to the slip travels 2 quickly</i> <i>The merge from the N4 to this slip road needs to be more defined, the current layout with the plastic bollards is not enough to break the eyeline from the merging roads and from inside the lane itself, this leads to distraction among those merging and a sense that one needs to speed up to keep with the other traffic on the N4 once on the slip road. In addition the entrance to this slip needs to be moved further back up towards Exit 4 to allow cars longer to slow appropriately. Install a continuous "solid" barrier between the slip and the N4 to properly separate the roads and narrow the slip. this will allow the traffic to separate from the main road and slow effectively over a longer period perhaps installing rumble strips to slow the cars joining from the N4.</i></p> <p><i>3 -Traffic merging from the L1018 does so to quickly and without looking or stopping. 2 issues here... the traffic merging to the N4 and then Turning left to the L1018 needs to be graduated better, it is currently a near 90deg turn and is 2 sharp for gradual merging. This should be slower and much earlier than it currently is. The slip road on to the N4 encourages cars to merge at speed despite the</i></p>	<p>1. The provision of bollards(and other items) is a quick – low cost suite of measures for this interim scheme to highlight the presence of the cycle lane and to improve segregation for cyclists while also improving the junction definition. There is a permanent / larger scheme under development which includes a raised cycle track separated by a kerb under development. This covers the entire slip road and will see the provision of DMURS compliant junctions along the entire extents.</p> <p>2. The proposed road markings, are proposed to narrow the vehicular lanes and encourage slower vehicular speeds, these are recognised as a temporary measure for this interim scheme. Narrow road lanes are a widely accepted method to reduce operational speeds. Refer to point 1 above regarding the larger scheme under development.</p> <p>3. Similar to the above responses, the proposed road markings at the N4 slip lane and the junction approaches from L1018 and Kew Park are recognised as a short-term measure as part of this interim scheme. A DMURS compliant junction layout will be provided as part of the long-term scheme currently under development.</p>



Submission No	Author	Submission	Response
		<p><i>stop sign, I have personally witnessed 8 (thankfully) small crashes here due to the joining car not looking or being able to see cars coming due to the merge angle and the speed of cars approaching. This is made worse when there is a lot of traffic on the main road as the cars here cause further distraction to the merging traffic. This needs to be a 90deg corner and sure stop on the road. This is an area where bollards may be of some use."</i></p>	
SD-C342-2	Paul Gogarty	<p><i>"Dear all, As you are aware I've raised this safety issue a number of times over the years, including earlier this year. During the presentation of preliminary proposals to Councillors, I expressed serious concerns that while the plan indicated a safer cycle route along the slip, it did not show any proposed to stop drivers having to stretch their necks as they come off the Old Cornmill Road onto the slip. I suggested that this "rubbernecking" would be a safety issue during periods of darkness or poor visibility, especially during rainfall when car lights might not be on and also with scooters and e-bikes in particular. So at the outset let me say that the proposals in this public aspect of the consultation are better than what was presented to Councillors. Officials have reflected my concerns to some extent, with a lessening of the curve for drivers. However, this reduction is unfortunately mitigated by the white lined box which has the effect of encouraging drivers to continue to steer their vehicles at a curve and restrict their view towards oncoming bicycles and motorised vehicles coming from the right. While some people might be aware that such markings allow drivers to enter the white lined box when it is safe to do so, at a lot are unaware of what this means, and most will continue to follow the curve of the outside white line instead. This means that the risk of vehicles colliding remains high and the introduction of a marked cycleway might encourage drivers to look out for cyclists, but the narrowing of their view angle might mean they won't see bicycles in certain circumstances. The directional markings need to be closer to a right-angle to ensure that drivers stop and look properly before they enter the slipway.</i></p>	<p>The proposed road markings, which narrow vehicular lanes are anticipated to encourage slower vehicular speeds. These are a temporary measure for this interim scheme. The proposed extension of the splitter island in road markings will be examined in the final design.</p> <p>Refer to submission 1 regarding the larger long-term scheme.</p>



Submission No	Author	Submission	Response
		<p><i>As per the very rough diagram I have attached, there is plenty of space to do this, while also providing the yellow marked box area to facilitate wider vehicles like buses from making the turn without hitting the kerb. I would ask that a revised professional drawing be made to create a proper junction here, or else we still have a higher risk of someone being seriously injured or killed. Thanks in advance. Cllr Paul Gogarty”</i></p>	
SD-C342-3	Undisclosed	<p><i>“The main issue with safety on the Kew Park slip road relates to vehicles speeding along this slip after existing the main N4. This is even more of a concern in the winter months when it's dark. The proposed upgrade works need in my view a means of slowing traffic down on the slip to a maximum of 50kph. Relying entirely on the narrowing of the slip with bollards to 'encourage' slower speeds will not be adequate given the speed some vehicles are currently traveling on the slip. Ramps would obviously work however they would probably be unpopular even if they are there for people's safety. The other issue is visibility especially when emerging from Kew Park. When looking right on dark nights it is extremely difficult to tell which vehicles are on the main N4 and which are on the slip especially when it's raining. All that can be seen is a mass of headlights. Couple this with speeding vehicles on the slip and the simple act of leaving the estate becomes quite dangerous. In my view a more solid separation is needed between the main N4 and the slip so the oncoming headlights on the main N4 are blocked from view. I have seen several crashes on this road and it's only a matter of time before someone is seriously injured or losses their life. The addressing of the quite serious speeding problem we have all over Dublin will address the majority of road safety issues. There seems little point in junction redesign without addressing the speeding issue.”</i></p>	<p>Refer to submission 1 regarding the larger long term scheme which will see a raised adjacent cycle track, DMURS style junctions and overall vulnerable road user enhancements and speed reduction along the entire slip and all junctions.</p>



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