

**COMHAIRLE CHONTAE ÁTHA CLIATH THEAS**

**SOUTH DUBLIN COUNTY COUNCIL**

**MEETING OF RATHFARNHAM LOCAL AREA COMMITTEE**

**Tuesday, 12<sup>th</sup> September, 2017**

**HEADED ITEM No. H-I (10)**

**REPORT UNDER SECTION 38 OF THE ROAD TRAFFIC ACT 1994**  
**SCHOLARSTOWN ROAD IMPROVEMENT WORKS**

**INTRODUCTION:**

Section 38 of the Road Traffic Act 1994 empowers a Roads Authority to provide traffic calming measures in respect of public roads in their charge

**DESCRIPTION OF SCHEME**

The proposed works will be carried out from the approaches to the Orlagh Grove Roundabout (just east of Junction 12 of the M50) to the recently upgraded Knocklyon Road junction (beside Knocklyon Shopping Centre).

The scheme aims to improve the public realm by providing upgraded footpaths, shared pedestrian & cycle space, improved drainage measures, additional landscaping, improved signage and new signalized crossing locations on the approaches to the Orlagh Grove roundabout. Providing improvements along the length of Scholarstown Road that is heavily used by school pupils attributed to several primary and secondary schools located in the vicinity of the proposed scheme.

The proposed works will comprise the following:

- The provision of almost 0.5km of off road shared cycle and pedestrian space from the Knocklyon Road junction to and around the Orlagh Grove roundabout.
- Improved crossing facilities at the entrances to Beverly Drive and the Rookery housing estates.
- Improved crossing facilities on all four arms of the Orlagh Grove roundabout.
- Upgraded public lighting using efficient LED lighting.
- Bus stop improvements with Real Time Passenger Information (RPTI) and improved set-down facilities.
- Removal of numerous existing ESB and Eir overhead cables that span throughout the scheme.
- Additional landscaping works throughout the scheme
- Provision of new and improved drainage
- Provision of new public lighting, road markings and cycle route signage

## CONSULTATION PROCESS:

Details of the proposed Cycling and Pedestrian Improvements Scheme was advertised in the Tallaght Echo on June 1<sup>st</sup> 2017. The closing date for submissions was 5.00 p.m. on Saturday 1<sup>st</sup> July 2017.

## SUBMISSIONS RECEIVED

Fourteen (14) submissions were received.

A schedule of the submissions is attached to this report and a file containing the submissions is available at the meeting.

## ISSUES RAISED AND ROADS DEPARTMENT REPLIES TO THE SUBMISSIONS:

<b>Concerns Expressed</b>		
<b>Submission by Resident (1)</b>		
1.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"><li>1. Welcomes the upgrading of the street lighting along Scholarstown Road and the improvement of all the pedestrian crossings and also the pathways around the Orlagh roundabout.</li><li>2. Disagrees with the removal of trees along Scholarstown Road opposite the Rookery. This will affect the aesthetics of the area.</li><li>3. The removal of the grass verge will make the pathway more dangerous for pedestrians by bring them closer to the carriageway.</li><li>4. Feels the path is too narrow in places.</li><li>5. Finished scheme needs protection barriers to protect pedestrian from traffic.</li><li>6. Concerned regarding the narrowing of the entrance to The Rookery, cars travel very fast on Scholarstown Road and the current wider road makes it easier for residents to turn.</li></ol>
1.	Response	<ol style="list-style-type: none"><li>1. Submission noted.</li><li>2. The removal of the trees are to facilitate the widening of the shared surface, in order to improve facilities for pedestrians and cyclists. The trees are also becoming a maintenance issue as they are growing out onto the road carriageway. South Dublin County Council (SDCC) will look at the possibility of painting the wall opposite “The Rookery” as part of the scheme.</li><li>3. The Design Manual for Urban Roads and Streets (DMURS) states: When carrying out traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed the standard listed below.<ul style="list-style-type: none"><li>• Lane widths may be reduced to 3m on those <i>Arterial</i> and <i>Link</i> streets where lower design speeds are being applied.</li></ul></li></ol>

		<p>SDCC have proposed the 3m lane width due to the large number of pedestrians, cyclists and vehicles using the road</p> <ol style="list-style-type: none"> <li>4. NTA National Cycle Manual (NCM) States: Shared facilities next to vehicular traffic should have a minimum combined width of 3.0m. SDCC notes the minimum width of the shared facilities on the scheme is 3.3m</li> <li>5. NTA National Cycle Manual States: Guardrails are only effective at stopping vehicles at very low speeds and therefore may provide a false sense of security resulting in pedestrians and vehicles both paying less attention. Guardrails also pose a hazard to cyclist that cycle on the road carriageway. If a vehicle loses control the cyclist is at risk of being crushed between the guardrail and the vehicle.</li> <li>6. The Design Manual for Urban Roads and Streets states: Reducing corner radii will significantly improve pedestrian and cyclist safety at junctions by lowering the speed at which vehicles can turn corners and by increasing inter-visibility between users. SDCC have carried out traffic modelling on the junction which showed that the junction allows traffic to turn safely.</li> </ol>
	<b>Submission by Residents (2)</b>	
2.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Welcomes all the improvements.</li> <li>2. Notes traffic travelling Ballyboden to M50 and M50 Ballyboden speed through the roundabout.</li> <li>3. Proposes the installation of flashing signage on approach to the pedestrian lights/roundabout to highlight them.</li> <li>4. Proposes the installation of flashing signage on approach to school entrance.</li> </ol>
2.	Response	<ol style="list-style-type: none"> <li>1. Submission noted.</li> <li>2. Submission noted. SDCC have monitored the roundabout and have confirmed the issue. SDCC will be recommending the inclusion of a raised apron on the inside of the roundabout to slow traffic inside the roundabout but still maintain current capacity. Also the narrowing of approaches and raised platforms at the crossings on each arm will further reduce the speed of vehicles entering the roundabout.</li> <li>3. SDCC expect that the inclusion of a raised crossing and new roundabout signage will be sufficient to highlight the pedestrian lights/roundabout.</li> <li>4. Submission noted. Not within capacity of the scheme.</li> </ol>

<b>Submission by Resident (3)</b>		
3.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Asks for key project dates (Start date, estimated work time and finish date)</li> <li>2. How will the new design effect Orlagh roundabout efficiency?</li> <li>3. Is there more detailed images available to view?</li> <li>4. Peak morning times it's nearly impossible to get out of Orlagh estate due to the heavy volume of traffic.</li> <li>5. Notes large volume of cars parking at the entrance to Orlagh estate during school hours.</li> <li>6. The trees at the entrance to the estate and the main walkway in the estate are significantly over grown</li> <li>7. New public lights fail to provide a sufficient amount of lighting in Orlagh estate. Therefore it is a dangerous area for any cyclists and pedestrians.</li> <li>8. Scholarstown Road is currently too narrow to drive on and unsafe to walk along. Believes adding a cycle path will make it more unsafe.</li> <li>9. Notes the amount of people who use this road as the main walkway to Colmcilles National School is quite significant.</li> <li>10. Notes the new traffic island at Knocklyon/ Scholarstown Road junction dangerous resulting in many accidents</li> <li>11. HGV drivers have to block two lanes in order to turn on the Knocklyon road from Scholarstown Road which causes a significant back log of traffic in the area.</li> <li>12. Notes a report is commissioned by the council to manage the traffic in the area.</li> <li>13. Objects to the proposed changes at the entrance of Orlagh estate.</li> </ol>
3.	Response	<ol style="list-style-type: none"> <li>1. SDCC hope to start construction of the scheme in Q4 2017 with construction expected to take 6 months.</li> <li>2. SDCC carrying out traffic calming works on existing roundabout. The raised apron on the inside of the roundabout will slow traffic inside the roundabout but still maintaining current capacity. Also the narrowing of approaches and raised platforms at the crossings on each arm will further reduce the speed of vehicles entering the roundabout.</li> <li>3. Scheme layout drawing and description of works are available on the South Dublin County Council website. <a href="http://www.sdcc.ie/services/roads-and-traffic/cycle-tracks/scholarstown-road">http://www.sdcc.ie/services/roads-and-traffic/cycle-tracks/scholarstown-road</a>. More detailed drawing will not be available until detailed design is complete.</li> <li>4. SDCC will be recommending the inclusion of a raised apron on the inside of the roundabout which will slow traffic inside the roundabout but still maintain current capacity. Also the narrowing of approaches and raised platforms at the crossings on each arm will further reduce the speed of vehicles entering the roundabout. These</li> </ol>

		<p>measures should aid vehicles exiting Orlagh estate.</p> <ol style="list-style-type: none"> <li>5. Submission noted. Not within capacity of the scheme.</li> <li>6. Submission noted. Not within capacity of the scheme.</li> <li>7. Submission noted. Not within capacity of the scheme.</li> <li>8. The Design Manual for Urban Roads and Streets states: When carrying out traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed the standard listed below.</li> </ol> <p>Lane widths may be reduced to 3m on those <i>Arterial</i> and <i>Link</i> streets where lower design speeds are being applied. SDCC have proposed the 3m lane width due to the large number of pedestrians, cyclists and vehicles using the road.</p> <p>NTA National Cycle Manual States: Shared facilities next to vehicular traffic should have a minimum combined width of 3.0m. SDCC notes the minimum width of the shared facilities on the scheme is 3.3m.</p> <ol style="list-style-type: none"> <li>9. SDCC has proposed the scheme in order to encourage more people to cycle and walk to school in the future, which will have a knock on effect of reducing the number of vehicles on the road.</li> <li>10. Submission noted. Scheme was designed to the Design Manual for Urban Roads and Streets &amp; NTA National Cycle Manual specification.</li> <li>11. Submission noted. Scheme was designed to the Design Manual for Urban Roads and Streets &amp; NTA National Cycle Manual specification.</li> <li>12. Submission noted. Not within capacity of the scheme.</li> <li>13. Submission noted.</li> </ol>
	<b>Submission by Resident (4)</b>	
4.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Welcomes all the improvements</li> <li>2. Concerned regarding the shared cycling and pedestrian space. Believes pedestrian traffic in the area will overcrowded the shared surface, forcing cyclists onto road carriageway.</li> <li>3. Points out that Beverly estate entrance needs to be upgraded to be pedestrian friendly. A pedestrian light is the only solution or a traffic warden.</li> <li>4. Works should be completed over the summer period.</li> </ol>
4.	Response	<ol style="list-style-type: none"> <li>1. Submission noted.</li> <li>2. Under the scheme SDCC will be increasing the width of the existing facilities which will increase the capacity of shared surface. The facility should be adequate for both cyclists and</li> </ol>

		<p>pedestrians, however mature and more experienced cyclists can use the carriageway as the road will be traffic calmed.</p> <p>3. SDCC notes that a courtesy crossings will be provided at the entrance to Beverly estate as part of the scheme. There will be a raised platform and narrowing of corner radii reducing the speed of traffic at the junction allowing pedestrians to cross more safely. Due to safety concerns a signalised crossing is not suitable due to the proximity of the crossing to the junctions</p> <p>4. Construction of the scheme is expected to take 5 months meaning it could not be fully completed during the summer period.</p>
	<b>Submission by Resident (5)</b>	
5.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Concerned regarding the shared cycling and pedestrian space. Believes pedestrian traffic in the area will overcrowd the shared surface, forcing cyclists onto road carriageway.</li> <li>2. Proposes 2-way cycling lane and pedestrians facilities as a better option in the area.</li> <li>3. Notes the large number of cycling fatalities so far in 2017 currently on par with total fatalities for 2016</li> <li>4. Notes the large cycling population in Knocklyon and surrounding areas.</li> </ol>
5.	Response	<ol style="list-style-type: none"> <li>1. Under the scheme SDCC will be increasing the width of the existing facilities which will increase the capacity of shared surface. The facility should be adequate for both cyclists and pedestrians, however mature and more experienced cyclists can use the carriageway as the road will be traffic calmed</li> <li>2. The provision of 2-way cycling lane and pedestrians facilities are the preferred facility for the area. However due to existing road widths on Scholarstown Road this layout is not possible at this time.</li> <li>3. Submission noted. This scheme and other schemes in the Greater Dublin Area (GDA) will increase safety for all road users.</li> <li>4. Submission noted. This scheme is part of a larger network in the area. Please see link for proposed full GTA network <a href="https://www.nationaltransport.ie/wp-content/uploads/2014/04/Proposed_Network_Dublin11.pdf">https://www.nationaltransport.ie/wp-content/uploads/2014/04/Proposed_Network_Dublin11.pdf</a></li> </ol>

<b>Submission by Resident (6)</b>		
6.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. The left and right turning lane on Scholarstown Road at the Knocklyon Road junction are too narrow to allow two vehicles to sit side by side as they approach the junction.</li> <li>2. Proposes the removal of the grass verges on Scholarstown Road to increase road width.</li> <li>3. Notes the new traffic island at Knocklyon/ Scholarstown Road junction dangerous resulting in many accidents and cannot be seen at night.</li> <li>4. Points out the difficulty to exit The Rookery turning right as the T junction is often blocked with traffic.</li> <li>5. Notes traffic volume are likely to increase substantially in the area.</li> <li>6. Traffic issues at M50 overbridge at Junction 12, where traffic exiting the M50 (Southbound) turning right towards Ballycullen block the junction for traffic crossing the M50 overbridge at peak times. Suggests installing a yellow box and re-calibration of traffic signals at the off ramp at M50 (Southbound) Junction 12</li> <li>7. The road markings on the M50 overbridge at Junction 12 worn away and need to be renewed urgently.</li> <li>8. Proposes 2-way cycling lane and pedestrians facilities on both sides of Scholarstown Road from Knocklyon Road to Orlagh Roundabout</li> </ol>
6.	Response	<ol style="list-style-type: none"> <li>1. The Design Manual for Urban Roads and Streets states: When carrying out traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed the standard listed below. <ul style="list-style-type: none"> <li>• Lane widths may be reduced to 3m on those <i>Arterial</i> and <i>Link</i> streets where lower design speeds are being applied.</li> </ul> SDCC have proposed the 3.25m lane width due to the large number of pedestrians, cyclists and vehicles using the road. </li> <li>2. Under the scheme the grass verge will be removed in order to increase the turning lanes at the Knocklyon/ Scholarstown Road junction, increase the shared space near the bus stop and to aid the relocation of the bus stop.</li> <li>3. Submission noted. Scheme was designed to the Design Manual for Urban Roads and Streets specification.</li> <li>4. Submission noted. SDCC will be recommending the inclusion of a yellow box at the junction.</li> <li>5. The scheme is designed to provide an alternative for school children to travel to school, that is by cycling and walking, thus helping to reduce traffic volumes in the area.</li> <li>6. Submission noted. Not within capacity of the scheme.</li> <li>7. Submission noted. Not within capacity of the scheme.</li> <li>8. The provision of 2-way cycling lane and pedestrians</li> </ol>

		facilities are the preferred facility for the area. However due to existing road widths on Scholarstown Road this layout is not possible at this time.
<b>Submission by Resident (7)</b>		
7.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Cedarwood House entrance does not feature on the plans.</li> <li>2. Concerned regarding the shared cycling and pedestrian space. Believes that the proposed shared pedestrian cycle path will have the capacity to handle the volume safely.</li> <li>3. Proposes 2-way cycling lane and pedestrians facilities as a better option in the area.</li> <li>4. Adult cyclists are unlikely to use a shared pedestrian cycle path.</li> <li>5. Suggests to open access from the M50 link Road into Orlagh Park and divert some pedestrian and cycle traffic through there.</li> </ol>
7.	Response	<ol style="list-style-type: none"> <li>1. Submission noted. SDCC have made note of the new development and will revise the drawings appropriately.</li> <li>2. Under the scheme SDCC will be increasing the width of the existing facilities which will increase the capacity of shared surface.</li> <li>3. The provision of 2-way cycling lane and pedestrians facilities are the preferred facility for the area. However due to existing road widths on Scholarstown Road this layout is not possible at this time.</li> <li>4. The facility should be adequate for both cyclists and pedestrians, however mature and more experienced cyclists can use the carriageway as the road will be traffic calmed</li> <li>5. Submission noted. Not within capacity of the scheme.</li> </ol>
<b>Submission by Resident (8)</b>		
8.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Proposes that the trees, at the entrance to Beverly Green, be moved to a more suitable location, so as to improve visibility for cars leaving the estate.</li> <li>2. Proposes speed ramps to be installed in the area from Beverly Green to Knockfield Manor because of the large amount of traffic that uses the Beverly Estate as a 'rat run'</li> </ol>
8.	Response	<ol style="list-style-type: none"> <li>1. Under the scheme the trees will be removed to facilitate the widening of the shared surface, an upgrade capacity of the current facility. The trees are also becoming a maintenance issue as they are growing out onto the road carriageway.</li> <li>2. Submission noted. Not within capacity of the scheme.</li> </ol>

<b>Submission by Resident (9), (10)</b>		
9.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Peak morning times it's nearly impossible to get out of Orlagh estate due to the heavy volume of traffic.</li> <li>2. Notes large volume of cars parking at the entrance to Orlagh estate during school hours.</li> <li>3. The trees at the entrance to the estate and the main walkway in the estate are significantly over grown</li> <li>4. New public lights fail to provide a sufficient amount of lighting in Orlagh estate. Therefore it is a dangerous area for any cyclists and pedestrians.</li> <li>5. Scholarstown Road is currently too narrow to drive on and unsafe to walk along. Believes adding a cycle path will make it more unsafe.</li> <li>6. Notes the amount of people who use this road as the main walkway to Colmcilles National School is quite significant.</li> <li>7. Notes the new traffic island at Knocklyon/ Scholarstown Road junction dangerous resulting in many accidents</li> <li>8. HGV drivers have to block two lanes in order to turn on the Knocklyon road from Scholarstown Road which causes a significant back log of traffic in the area.</li> <li>9. Notes a report is commissioned by the council to manage the traffic in the area.</li> <li>10. Objects to the proposed changes at the entrance of Orlagh estate.</li> </ol>
9.	Response	<ol style="list-style-type: none"> <li>1. SDCC will be recommending the inclusion of a raised apron on the inside of the roundabout will slow traffic inside the roundabout but still maintaining current capacity Also the narrowing of approaches and raised platforms at the crossings on each arm will further reduce the speed of vehicles entering the roundabout. These measures should aid vehicles existing Orlagh estate.</li> <li>2. Submission noted. Not within capacity of the scheme.</li> <li>3. Submission noted. Not within capacity of the scheme.</li> <li>4. Submission noted. Not within capacity of the scheme.</li> <li>5. The Design Manual for Urban Roads and Streets states: When carrying out traffic calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed the standard listed below. <ul style="list-style-type: none"> <li>• Lane widths may be reduced to 3m on those <i>Arterial</i> and <i>Link</i> streets where lower design speeds are being applied. SDCC have proposed the 3m lane width due to the large number of pedestrians, cyclists and vehicles using the road.</li> </ul> </li> <li>6. SDCC has proposed the scheme in order to encourage more people to cycle and walk to the school in the future, which will have the knock on effect of reducing the number of vehicles on the road.</li> </ol>

		<p>7. Submission noted. Not within capacity of the scheme.</p> <p>8. Submission noted. Not within capacity of the scheme.</p> <p>9. Submission noted. Not within capacity of the scheme.</p> <p>10. Submission noted.</p>
<b>Submission by Resident (11)</b>		
10.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Objects to the proposed changes to the entrance to Orlagh Estate in Knocklyon</li> </ol>
10.	Response	<ol style="list-style-type: none"> <li>1. Submission noted.</li> </ol>
<b>Submission by Resident (12)</b>		
11.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Welcomes improvements to the width regard to traffic calming</li> <li>2. Pedestrian lights will cause disruption to vehicles exiting Orlagh Estate. Pelican lights and a ramp would be preferred.</li> <li>3. Notes traffic travelling Ballyboden to M50 and M50 Ballyboden speed through the roundabout.</li> <li>4. Disagrees with the removal of trees along Scholarstown Road opposite the Rookery. This will affect the aesthetics of the area</li> <li>5. Where will the path go after the Beverly Estate? Will the Bus stop be in the way?</li> </ol>
11.	Response	<ol style="list-style-type: none"> <li>1. Submission noted.</li> <li>2. A zebra crossing was found to be the most efficient crossing at Orlagh Estate. The advantages of this type of crossing is that when there is no pedestrian using the facility traffic can flow freely. As part of the works SDCC will be future proofing the crossing for a possible upgrade to a Toucan crossing if pedestrian volumes deem it necessary.</li> <li>3. Submission noted. SDCC have monitored the roundabout and have confirmed the issue. SDCC will be recommending the inclusion of a raised apron on the inside of the roundabout will slow traffic inside the roundabout but still maintaining current capacity Also the narrowing of approaches and raised platforms at the crossings on each arm will further reduce the speed of vehicles entering the roundabout.</li> <li>4. The removal of the trees are to facilitate the widening of the shared surface, an upgrade capacity of the current facility. The trees are also becoming a maintenance issue as they are growing out onto the road carriageway. South Dublin County Council (SDCC) will look at the possibility of painting the wall opposite “The Rookery” as part of the scheme.</li> </ol>

		<p>5. Under the scheme the grass verge will be removed in order to increase the turning lanes at the Knocklyon/ Scholarstown Road junction, increase the shared space near the bus stop and to aid the relocation of the bus stop.</p>
	<p><b>Submission by Cllr Donovan</b></p>	
12	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Notes Scholarstown Road as being an unsafe section for cycling to school.</li> <li>2. This scheme will encourage increased cycling and walking and reduce traffic congestion, improvements to this section are definitely required.</li> <li>3. Proposes 2-way cycling lane and pedestrians facilities as a better option in the area but notes limitations due to the existing width of the road.</li> <li>4. Large amount of traffic that uses the Beverly Estate as a 'rat run'.</li> <li>5. Please ensure that existing and proposed planting and additional lamp poles does not restrict visibility for both motorists.</li> <li>6. Ensure that the new Orlagh roundabout design (Reduced to 1 lane) does not increase queuing times exiting Orlagh Grove.</li> <li>7. Please can we carry out an assessment on the safest location for the bus stop outside Beverly? Could a safer location be considered by Dublin Bus in conjunction with the SDCC</li> <li>8. Notes the need for yellow box outside the entrance to Garth Wood Apartments on Knocklyon Road close to the Traffic Light Junction which will improve traffic flow.</li> <li>9. Welcomes the new footpath up to the Rookery from the Knocklyon Road Junction.</li> <li>10. Ensure that the corner at Knocklyon/ Scholarstown Road junction is designed so that vehicles cannot come around it from the Knocklyon road at speed</li> <li>11. Ensure that the corner at Knocklyon/ Scholarstown Road junction is designed so commercial vehicles can turn comfortably.</li> <li>12. Is there is any way that the walker and cyclists could be segregated within the acknowledged limitations of the existing infrastructure.</li> <li>13. Some home entrances on to Scholarstown Road are missing.</li> <li>14. Safety risks faced by both the resident and a potentially busy cycle/walking scheme users when residents exit directly onto Scholarstown Road.</li> <li>15. This particular stretch of the scheme is essentially a 2 way route due to the absence of footpath on the opposite side of the road. Please comment on how this shared space can be 2 way and for both pedestrians and cyclists safely.</li> <li>16. In the absence of segregated routes for pedestrian and</li> </ol>

		<p>cyclists (which is the best solution), can a feature be considered through signage etc around best behaviour when using the route.</p> <p>17. Notes adult commuters may not choose to cycle off road on this shared space but speed of cyclists may still be a risk factor to other road users</p>
12.	Response	<ol style="list-style-type: none"> <li>1. Submission noted.</li> <li>2. Submission noted.</li> <li>3. 2-way cycling lane and pedestrians facilities are the preferred facility for the area. Due to current road widths this is not possible at this time. SDCC are adding conditions to any future developments in the county to provide 2-way cycling lane and pedestrians facilities to all developments as part of the planning permission process.</li> <li>4. Submission noted. Not within capacity of the scheme.</li> <li>5. The scheme proposes to bury all existing cables running on the poles in the area. The scheme proposes a new public lighting scheme along the Scholarstown Road.</li> <li>6. Current road layout provides one lane leaving Orlagh this will remain unchanged.</li> <li>7. SDCC have consulted with Dublin Bus regarding moving the bus stop outside Beverly estate. A safer location could not be agreed with Dublin Bus.</li> <li>8. Submission noted. Not within capacity of the scheme.</li> <li>9. Submission noted.</li> <li>10. Submission noted. Not within capacity of the scheme.</li> <li>11. Submission noted. Not within capacity of the scheme.</li> <li>12. NTA National Cycle Manual States: Delineation, using a painted line to mark off space intended as a cycle or traffic lane, does not ensure separation. Delineation should not be used to separate cyclists from pedestrian.</li> <li>13. Submission noted. SDCC have made note of the new development and will revise the drawings appropriately.</li> <li>14. Residents exiting their homes along Scholarstown Road will have raised low maintenance planters either side of their driveway. These will serve two purposes, to ensure pedestrians and cyclists do not pass close to resident's driveway and also to allow the vehicle leaving the property to drive further out of their drive, increasing visibility.</li> <li>15. The majority of the scheme will have a 4m wide shared surface which is a sufficient wide for such a facility. There is a 3.3m pinch near Cedarwood House but due to road width restrictions a wider shared surface is not possible. With all shared faculties both pedestrians and cyclist must proceed with caution.</li> <li>16. The route will be have shared surface signs installed.</li> <li>17. SDCC are hoping that the majority of people will use the facility but note that more experienced cyclists may prefer to cycle on the road.</li> </ol> <p>The Design Manual for Urban Roads and Streets states: When carrying out traffic calming works on existing streets, the first priority of authorities should be to narrow</p>

		<p>existing carriageways where they exceed the standard listed below.</p> <ul style="list-style-type: none"> <li>• Lane widths may be reduced to 3m on those <i>Arterial</i> and <i>Link</i> streets where lower design speeds are being applied.</li> </ul> <p>SDCC have proposed the 3m lane width due to the large number of pedestrians, cyclists and vehicles using the road</p>
<b>Submission by Colm Brophy TD</b>		
13.	Submission	<p>This Submission relates to the following issues:</p> <ol style="list-style-type: none"> <li>1. Welcomes improvements to the infrastructure that encourages alternative modes of transport to the private car.</li> <li>2. Please can you ensure that resources and funding is maximised to deliver an efficient, workable and most importantly safe solution for pedestrians, cyclists, commuters and motorists in your final design</li> </ol>
13.	Response	<ol style="list-style-type: none"> <li>1. Submission noted.</li> <li>2. Submission noted.</li> </ol>

**RECOMMENDATION:**

**It is recommended that the scheme be implemented subject to the following 3 modifications;**

1. The inclusion of a raised apron on the inside of the roundabout will slow traffic inside the roundabout but still maintaining current capacity
2. The narrowing of approaches and raised platforms at the crossings on each arm will further reduce the speed of vehicles entering the roundabout.
3. The inclusion of a yellow box at the Rookery T-Junction.

**The recommendation of the department will be brought to the Local Area Committee for noting.**

## LIST OF SUBMISSIONS

<b>Resident No.</b>	<b>Name</b>	<b>Address 1</b>	<b>Address 2</b>	<b>Address 3</b>
1	Pamela and Jimmy Hutchinson	1A The Rookery	Scholarstown Road	Knocklyon
2	Maeve Gallagher			
3	Kira Nelson	3 Orlagh Lawn	Scholarstown Road	Knocklyon
4	Roisin Bermingham Farrell		Orlagh Grove	
5	Sue Blair			Knocklyon
6	Gerard Mc Morrough	1 B The Rookery	Scholarstown Road	Knocklyon
7	Quentin & Cathy Heaney	Cedarwood	Scholarstown Road	Knocklyon
8	Jonathan Dupuy	3 Beverly Green		Knocklyon
9	Ann Nelson	3 Orlagh Lawn	Scholarstown Road	Knocklyon
10	Charles Nelson	3 Orlagh Lawn	Scholarstown Road	Knocklyon
11	Elaine Devlin	11 Orlagh Court		Knocklyon
12	Imelda Burke	Orlagh Lawn	Scholarstown Road	Knocklyon
	Cllr Paula Donovan			
	Colm Brophy TD			