



Clifton Scannell Emerson
Associates

N11 - Brewery Road Improvement Scheme

Public Consultation – Report on Submissions



Client: Dún Laoghaire-Rathdown
County Council

Date: November 2017

Job Number: 13_066A

Civil
Engineering

Structural
Engineering

Transport
Engineering

Environmental
Engineering

Project
Management

Health
and Safety

CONSULTING ENGINEERS



Document Control Sheet

Project Name: N11 - Brewery Road Improvement Scheme
Project Number: 13_066A
Report Title: Public Consultation – Report on Submissions
Filename: R13_066A_001

Issue No.	Issue Status	Date	Prepared by	Checked by
1	Draft for Comment	28/09/2017	CAB	GE
2	Draft for Comment	12/10/2017	CAB	GE
3	Final	31/10/17	CAB	GE

Table of Contents

1. Introduction.....	4
2. Proposed Scheme.....	4
3. County Development Plan 2016-2022	4
4. Public Consultation.....	5
5. Summary of Key Issues Raised in Submissions.....	6
6. Conclusion and Recommendation	11
Appendix 1 Record of Submissions Received.....	12

1. Introduction

Dún Laoghaire-Rathdown County Council, in conjunction with the National Transport Authority and Transport Infrastructure Ireland, is currently preparing plans to carry out safety improvements on Brewery Road at the junction with Stillorgan Road (N11) to improve facilities for pedestrians and cyclists. This is arising from road safety issues identified at the junction.

Dún Laoghaire-Rathdown County Council, Traffic & Road Safety Section, is undertaking a Non-Statutory Public Consultation for the above Scheme in accordance with Section 38 of the Road Traffic Act 1994 and welcomes all submissions and observations on the scheme as proposed.

2. Proposed Scheme

In line with the requirements of the National Cycle Manual and the Design Manual for Urban Roads and Streets, the works to be carried out as part of the proposed safety improvement scheme includes the following:

- Provision of traffic islands on Brewery Road to prevent inappropriate overtaking and traffic movements on Brewery Road with some traffic lane re-alignment.
- Reconfiguration of the junction of St. Brigid's Church Road and Brewery Road with one lane only exiting onto Brewery Road and reduced entry radii provided at the junction entry and exit to reduce speeds and provide a shorter crossing width for pedestrians.
- Provision of a new footway on part of north side of Brewery Road from the bus stop to the N11 including the provision of a raised pedestrian platform on St. Brigid's Church Road.
- Enhanced facilities for cyclists on the north side of Brewery Road linking to the existing cycle route on the N11.
- Left turn pocket provided on the N11 approaching the junction in the city bound direction in line with Section 4.5.3 of the National Cycle Manual for busy highly trafficked routes.

3. County Development Plan 2016-2022

The proposed scheme is in accordance with the objectives of the Dún Laoghaire Rathdown County Development Plan 2016-2022. The relevant development objectives include:

Policy ST5: Walking and Cycling

It is Council Policy to secure the development of a high quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines.

Policy ST6: Footways and Pedestrian Routes

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.

Policy ST7: County Cycle Network

It is Council policy to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area.

4. Public Consultation

As part of a non-statutory public consultation, the scheme was presented to the Dundrum Area Committee on Wednesday 7th June 2017, and to the Dún Laoghaire Area Committee on Monday 26th June 2017.

Following these meetings, the scheme was advertised in a local newspaper and plans illustrating the scheme were put on display from Monday 31st July, 2017 to Thursday 31st August, 2017 at the following locations:

- County Hall, Marine Road, Dún Laoghaire
- Dundrum Area Office, Dundrum

In addition, drawings were placed in Blackrock and Stillorgan Libraries.

A scheme drawing and description were also available online on the dlr Consultation Hub at <https://dlrcoco.citizenspace.com/transportation/n11-brewery-road-improvement-scheme/> where members of the public could complete an Online Survey about the scheme.

Submissions and observations with respect to the proposed scheme were invited to be made to the Traffic & Road Safety Section of the County Council. The closing date for receipt of submissions and observations was Thursday the 31st of August, 2017.

A total of 7 no. submissions were received through the dlr Public Consultation Hub Online Survey. The results of the Online Survey showed that, of the 7 submissions, 4 were regular cyclists, and 3/7 said that the scheme would make the junction safer for cyclists.

In addition, 2 no. submissions were received by letter and 4 no. by email during this period.

An article about the scheme was published in the Dundrum Gazette 3 – 23 August 2017 issue, see Appendix 1.

5. Summary of Key Issues Raised in Submissions

The following is a summary of the key issues raised with respect to the scheme that went on public display and the response to each issue.

Issue 1

The layout still favours high speed motor traffic and there is not enough separation of cyclists through the whole scheme for the volume of vehicles and the speeds. The scheme should have better crossings on all arms of the N11 junction to make it safer and the bus stop more accessible.

More needs to be done to redesign the junction with a much better focus on keeping cyclists safe and accessible for cyclists of all ages and abilities. The current proposal will still leave cyclists feeling very vulnerable, especially around slip turns. The National Cycle Manual Principles of Sustainable Safety in section 4.4.1.2, have not been sufficiently utilised to assess the redesign of the junction.

These changes should be tied into a wider project to address the cycling environment along the N11 as currently the environment is not particularly attractive for cycling, especially as the speed limit is 60kph and on road or of poor standard of quality. As per the WHO (World Health Organisation), pedestrians involved in a collisions at 60kph have a 90% chance of being killed.

Response:

The scheme was originally part of a wider scheme that ran from Stillorgan Village to Brewery Road along the N11 with the primary objective of improving facilities for cyclists and pedestrians. Included in this scheme is the reduction of traffic lane widths on the N11. Research from the UK has shown that narrow carriageways are one of the most effective design measures for calming traffic.

The current scheme is driven by safety improvements on Brewery Road, in particular at the junction with St Brigid's Church Road, and funding has been made available for these works at this time. The wider scheme from Stillorgan Village to Brewery Road will be progressed to construction stage once funding comes available.

Issue 2

The left turn lane into Brewery Road puts cyclists in danger of being left-hooked by motorists pulling across the cycle lane. This is an existing problem at the Blackrock-Mount Merrion Avenue junction. These facilities also do not work very well at other junctions such as at White's Cross where many drivers ignore the cycle lane road marking and tend to perch across the lane once there are several cars queuing to turn left, which blocks the cycle route.

A raised physically separated straight ahead cycle track should be placed beside the footpath with pedestrian and cycle priority through the junction using stop signs for motorists. Motorists would be required to make a left turn, and would be facing the footpath and cycle track once they do so, instead of relying on their mirrors. As the foot/cycle tracks are raised, motorists will have to proceed slowly. This model could really help to improve safety in DLR, especially at junctions like this and on roundabouts.

The existing layout works reasonably well and only requires slight modification. It would be better to improve the situation by pulling back the stop line to before the start of the corner curvature so as to require left-turn traffic to stop in advance of starting to turn left. The cycle

track should remain segregated until the stop line to prevent encroachment by traffic, and then drop to road level at the corner. This is the arrangement at the Foster's Avenue Junction which works well.

Response:

The high vehicle capacity required at this junction (including straight ahead buses) requires dedicated left turn lanes on two arms. In both cases the straight ahead cycle lane is continuous through the junction, in line with the guidance in the National Cycle Manual. Left turning motorists are expected to yield to any straight ahead cyclists before turning left. Cyclists going straight ahead are established in their intended alignment before the left hand pockets are introduced.

Issue 3

The slip turns in the proposal, in particular the left turn from Brewery road to the N11, make the junction more complex than necessary and it still retains a fast radii. It doesn't appear to show a raised table either, thus making the slip a fast and daunting space for all road users, except drivers.

The junction would be more suitable for all if the slip turns were removed. It would perform effectively without it, along with the signal sequencing similar to existing. It would then be a calmer and safer junction for walking and cycling.

It would be better to reduce the road space to 2 lanes rather than 3 lanes joining from Brewery Road to the N11 to further help calm the junction. Pedestrians will benefit significantly from the reduced number of crossings to navigate and a significantly reduced waiting time.

There may be opportunity to cater for cyclists turning left from N11 to Brewery Road to use the small access road, instead of the slip road.

Off Road Protection: There is opportunity to protect the cyclists travelling in any direction through this junction and have them off road as much as possible. The only places to have the cyclist on road is when crossing it or a junction arm.

Greening the junction: There is plenty of space currently greened with trees and there is opportunity to keep the cyclists and pedestrians further away from the road and create a more pleasant environment to pass through within the trees.

Response:

In the wider future scheme from Stillorgan Village to Brewery Road on the N11 it is proposed, where possible, to remove slip lanes at the junctions as recommended in the Design Manual for Urban Roads and Streets and the National Cycle Manual. However, two of the three left turn lanes at this junction have been retained to protect the capacity at the junction of the two National routes, the N11 and N31 (which is an emergency route). There are large numbers of left-turning traffic onto and from the N31, with the potential impacts of traffic blocking back on the N11. The left slip into Farmleigh is to be removed as part of the wider scheme.

A cycle link will be provided to the small access road from the N11.

Issue 4

The whole junction is very unsafe for all road users including drivers. When travelling towards N11 on Brewery Road, the slip road towards the city is usually the problem. Traffic builds up there all the way back up the road. Drivers travelling onto N11 towards Bray and seeing two lanes ahead free, overtake (usually over the white line) down to the traffic lights, or drivers travelling onto St. Brigid's Church Road overtake and turn into that road in front of traffic stopped at yellow box.

The proposals do not resolve the problems faced by traffic from St Brigid's Church Road trying to access Brewery Road when heading towards Leopardstown and the M50. Perhaps some form of roundabout to replace the existing Brewery Road/St Brigid's Church Road junction would be a solution. At peak times it is very difficult to exit St. Brigid's Church Road turning right onto Brewery Road. If traffic is stopped at yellow box it is difficult to see if traffic is coming from N11. If you inch out you are relying on someone to stop to let you out, and then you can end up in the road blocking traffic. Also, you have to contend with the drivers travelling over the white line towards N11. For this reason it is dangerous for pedestrians and cyclists. The narrowing of the junction and the removal of the left lane from St Brigid's Church Road to Brewery Road will result in traffic from getting stuck behind right turning traffic which is very slow to clear. There should be careful analysis of traffic movements before deciding to proceed with the change of road layout.

Response:

The proposals greatly increase the safety of motorists exiting St Brigid's Church Road onto Brewery Road. The proposals prohibit motorists on Brewery Road forming two lanes of traffic in advance of the St Brigid's Church Road junction as the road width will be physically reduced with a solid concrete island in the centre of the carriageway. In addition, this island prohibits some of the most dangerous behaviour on Brewery Road where motorists destined for St Brigid's Church Road overtake traffic queuing for the N11. In addition, this concrete island will prevent motorists from crossing the centreline when approaching the N11.

A solution such as a roundabout would impact on the capacity of Brewery Road to carry traffic from the M50 to the N11, and would be likely to increase through traffic on St Brigid's Church Road. St Brigid's Church Road is not an appropriate route for through traffic or rat running and a proposal that would increase this would decrease safety on this local road.

The width of the mouth of the St Brigid Church Road junction is currently one aspect of this safety issues at the junction. The proposed scheme is safer for all road users. Pedestrians have a narrower crossing to make. Straight ahead cyclists on Brewery Road have a narrower junction crossing. The reduced junction radii will result in motorists making these turns at slower speeds.

Issue 5

The opportunity should be taken to make it easy to exit the cycle track from behind the bus stop to go on to St Brigid's Church Road. As it would be to also make it easier to get to the bus stop here or join the cycle track to make further journey by bike.

This would also help to give cyclists a choice to continue along St Brigid's Church Road and avoid the on road, and rather terrifying experience, of being in the cycle / bus lane along the

60kph N11. The cyclist could make a few key choices here for local access, on to Stillorgan Village or join back to the N11 cycle track later on near Glenalbyan Road.

Response:

The suggested link to St Brigid's Church Road from the cycletrack at the bus stop on the N11 will be provided.

Issue 6

The pedestrian crossing of St Brigid's Church Road set back from the junction giving drivers better sight lines is a welcome addition, however, the crossing needs a zebra and not just a raised table.

Response:

The level of pedestrian traffic on Brewery Road does not warrant the inclusion of a zebra crossing at the mouth of St Brigid's Church Road. Pedestrians will have a clear line of sight of traffic from all sides when they are making this crossing.

Issue 7

All slip lane/left turn lanes should be removed and cyclists should be allowed to cross with the pedestrians to improve their safety when making the right turn from Brewery Road to the N11.

Response:

Cyclists are provided with an on road lane that can be protected with flexible bollards when approaching the junction to turn right from Brewery Road to the N11. A pedestrian crossing across the N11 is not proposed in this location under the current scheme.

Issue 8

Attention should be given to how pedestrians traverse from the north side of Brewery Road. At the moment, the choice is between taking a circuitous route on the footpath or taking the shorter route on the grass if a bus is approaching. The grass is dangerous when wet or muddy but people running for the bus will cross the grass. From the map of the proposed changes it appears that the current situation will be maintained i.e. pedestrians will not be facilitated to take the shortest route to the bus stop while cyclists will take the direct route along this stretch. It appears bus users will be required to walk across the proposed joined up 'raised cycle path'. Many more pedestrians than cyclists use this area, so it would make sense to give due attention to the safety of those who are walking - or running - to catch a bus.

Response:

Footpaths are being provided adjacent the cycletracks. The footpath crosses St Brigid's Church Road using a courtesy crossing with a raised platform. This is set back 5m from the edge of Brewery Road to give space for one car to wait for a pedestrian to cross, increasing the safety of pedestrians. The route to this raised crossing is not unduly longer than one running along the edge of the cycletrack. On the N11 a footpath runs behind the cycletrack, and the bus stop is on an island outside the cycletrack. Pedestrians will have to cross the cycletrack to access the bus stop. This is a safe design for all road users. Cyclists are segregated from buses on this high frequency bus route, cyclists are not conflicting directly with pedestrians alighting from buses (as they would be if the cycletrack continued behind the kerb), and pedestrians and cyclists have clear sightlines to each other approaching the point of conflict.

Issue 9

Currently the most difficult aspect for cyclists is when crossing from the south side of Farmleigh to the south side of Brewery road. If crossing using the pedestrian lights (the safest way given the layout of the junction) it is easy to get to the footpath on a bike. However, then in practice one needs to cross the grass to get back to the cycle lane.

The scheme should also take into account how cyclists make a right turn from the N11 on to Brewery Road, as this is currently very challenging and it could be made much safer to make some adjustment to the junction with Farmleigh Avenue. Removing the slip road at that junction and allowing pedestrians and cyclists to cross more safely.

Response:

A cycle detector will be added at the exit from Farmleigh. This means that a bicycle waiting to exit Farmleigh will be able to call the green light, and proceed across the road to join the on road cyclelane (and later off road cycletrack) on Brewery Road. In addition, a 'stay left-to-go-right' road marking will be added to the mouth of Farmleigh Avenue with its own cycle detector.

Issue 10

The map shows no changes at Farmleigh Avenue apart from a Cycle Detection unit. Are proposed new pedestrian lights on the north side of the junction are still part of the plan as they are not shown on the updated map.

Response:

The extent of the works proposed under this current scheme is as shown on the display drawing. The works proposed under the earlier scheme (Stillorgan Village to Brewery Road) will be completed at a later date should funding come available.

Removal of the slip lane into Farmleigh, and replacement of the existing staggered pedestrian signals with one crossing are not included in the current scheme. Construction of a pedestrian crossing across the N11 (northern arm of the junction) is also not included in the current scheme, however, the current works will facilitate their inclusion at a later date. Both of these items are tied to each other, and would involve significant additional works which cannot be funded at this time.

The current scheme is driven by safety improvements on Brewery Road, in particular at the junction with St Brigid's Church Road.

Issue 11

The drawing indicates that there will be 4 to 5 less trees at the junction after the scheme. The number of trees at the junction must be maintained.

Response:

The display drawing showed 5No. trees are to be removed from the south west corner of the junction, with 4No. replacement trees proposed. The recommended scheme replaces the 5No. removed trees.

There will also be some removal of trees and scrub from the copse of trees on the north west corner of the junction. Should significant trees be removed from this area these will also be replaced.

Issue 12

The Bus Stop bypass and the relocated bicycle parking is a welcomed change. Also, the new footpath will help connect people to this bigger bus stop. There is a bus stop on the border of the scheme of Brewery Road that should be relocated in favour of creating space for a bus stop bypass.

Response:

The bus stop in Brewery Road is outside of the scope of this scheme, and this bus stop has low bus flows.

Issue 13

There are parts of old road signage on the N11 south of the bus stop that should be removed.

Response:

Redundant signage, sign posts, and their fixings and foundations will be removed as part of the scheme.

Issue 14

Polices: The policies of the National Cycling Policy Framework, in place since 2009, that need to be taken into account for these projects, include:

- Objective 1. Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way.
- Objective 2. Ensure that the urban road infrastructure (with the exception of motorways) is designed / retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist friendly.
- Objective 4. Provide cycling-friendly routes to all schools, adequate cycling parking facilities within schools, and cycling training to all school pupils.
 - 4.1 Safe Cycling Routes
 - 4.2 Low Speed Environs
- Objective 8. Ensure proper integration between cycling and public transport
 - 8.1 Safe Routes to Stations

Response:

Noted.

6. Conclusion and Recommendation

The submissions received during the public consultation raised a number of issues. The key issues have been summarised in section 4 above, together with the response to each.

It is recommended that the following amendments are made to the displayed scheme:

- The addition of a 'stay left-to-go-right' road marking will be added to the mouth of Farmleigh Avenue with its own cycle detector.
- The addition of a cycle link to the small access road from the N11.
- The addition of a cycle link to St Brigid's Church Road from the cycletrack at the bus stop on the N11.
- Trees that are removed due to the works will be replaced.

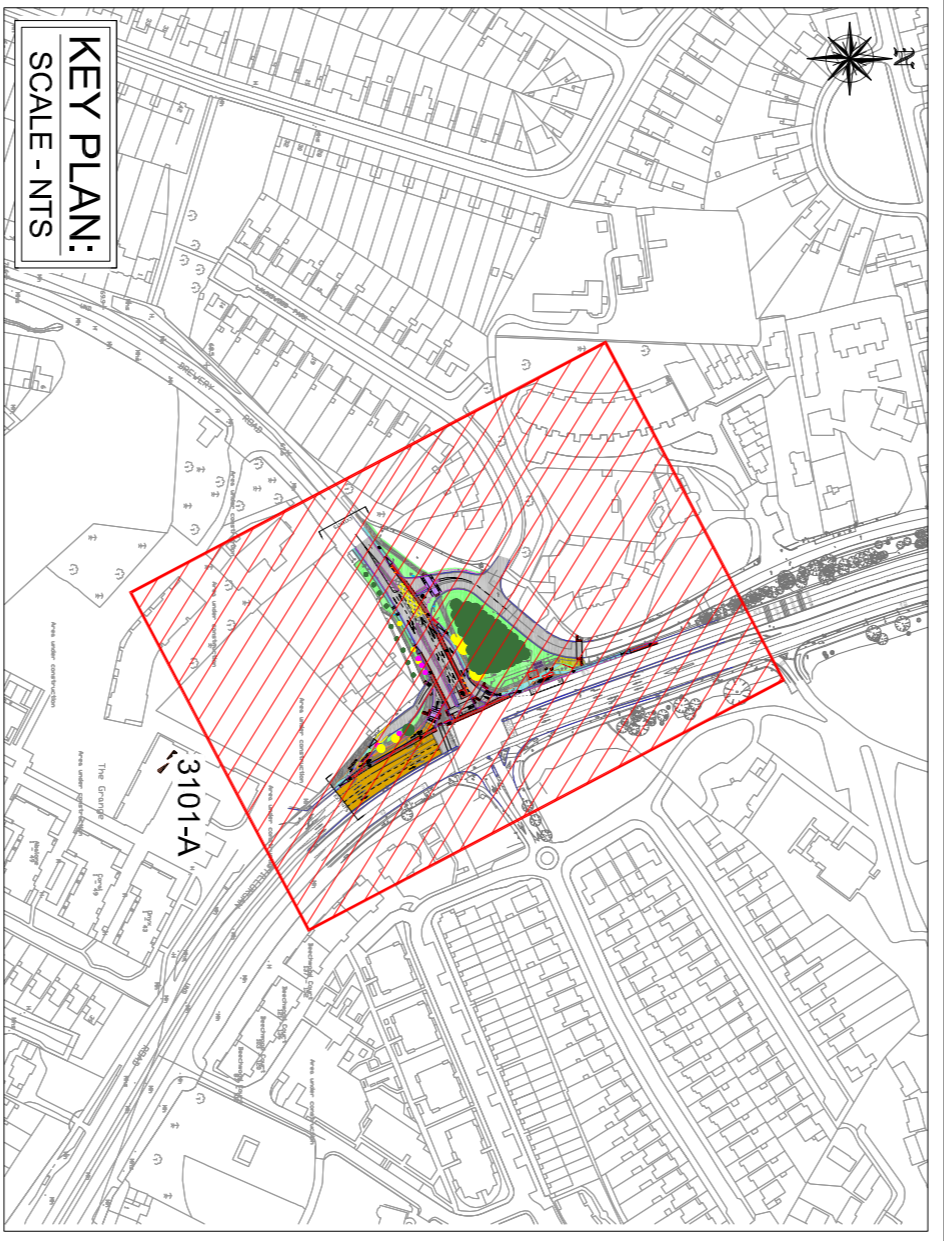
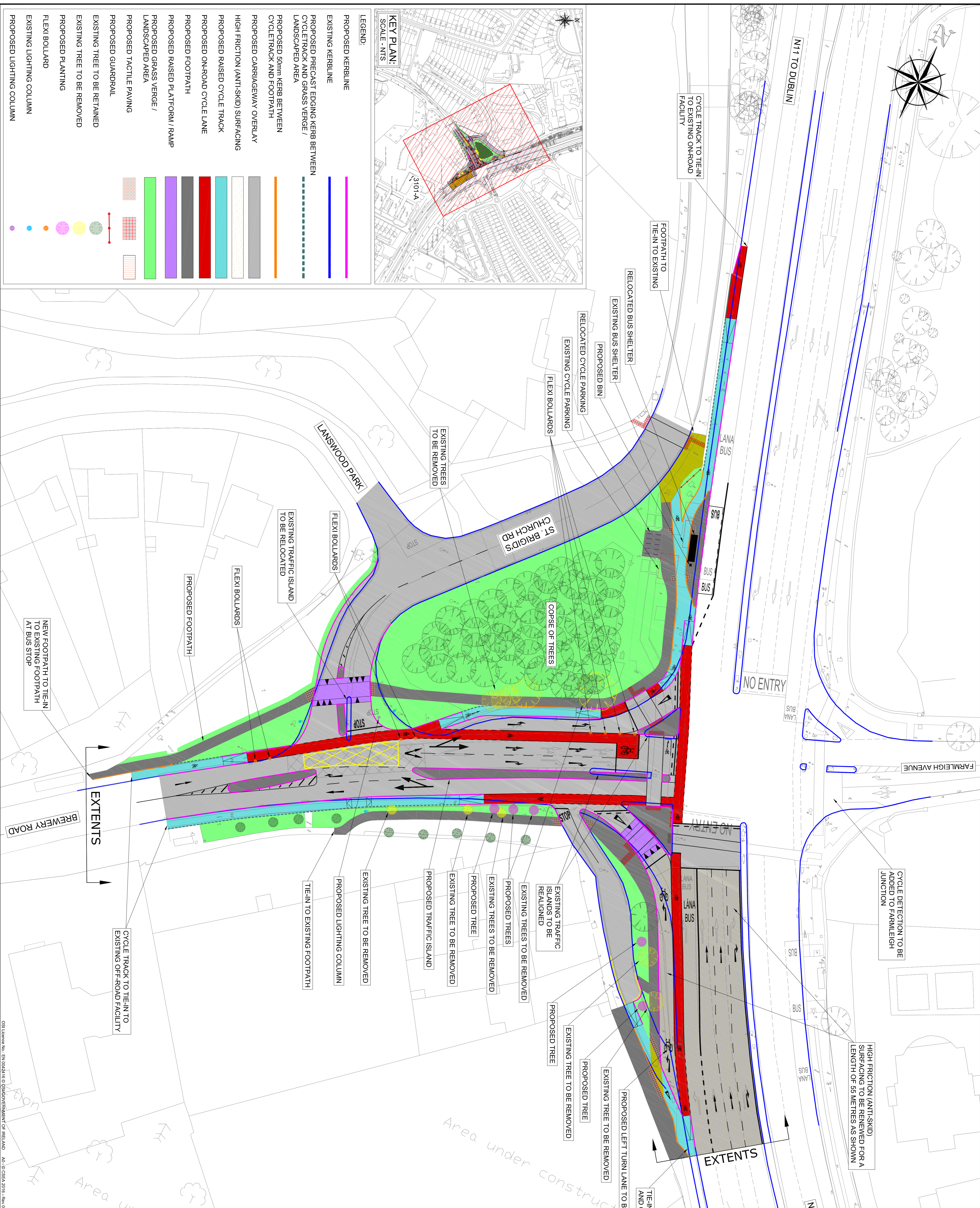
Appendix 1 Record of Submissions Received

Stephen Murphy
David Ó Laigheanáin
Hubert Mahony
Audrey Moore
Eoin Fahy
Emer Shelly
Keith Byrne
Tom Murray
Seamus MacGearailt
Hilary McCutcheon
Councillor Cormac Devlin
Simon Grier

Clifton Scannell Emerson Associates Limited, Civil & Structural Consulting Engineers
Seafort Lodge, Castledawson Avenue, Blackrock, Co. Dublin, Ireland.

T. +353 1 288 5006 F. +353 1 283 3466 E. info@csea.ie W. www.csea.ie





- LEGEND:**
- PROPOSED KERBLINE
 - EXISTING KERBLINE
 - PROPOSED PRECAST EDGING KERB BETWEEN CYCLETRACK AND GRASS VERGE / LANDSCAPED AREA
 - PROPOSED 50mm KERB BETWEEN CYCLETRACK AND FOOTPATH
 - PROPOSED CARRIAGEWAY OVERLAY
 - HIGH FRICTION (ANTI-SKID) SURFACING
 - PROPOSED RAISED CYCLE TRACK
 - PROPOSED ON-ROAD CYCLE LANE
 - PROPOSED FOOTPATH
 - PROPOSED RAISED PLATFORM / RAMP
 - PROPOSED GRASS VERGE / LANDSCAPED AREA
 - PROPOSED TACTILE PAVING
 - PROPOSED GUARDRAIL
 - EXISTING TREE TO BE RETAINED
 - EXISTING TREE TO BE REMOVED
 - PROPOSED PLANTING
 - FLEXI BOLLARD
 - EXISTING LIGHTING COLUMN
 - PROPOSED LIGHTING COLUMN

Client:	Dun Laoghaire Rathdown County Council
Project:	N11 Brewery Road / St. Brigid's Church Road Junction Safety Improvements
Scale:	1:250 @ A0
Drawn By:	CP
Checked By:	CAB
Drawn/Checked:	Preliminary
Drawn No.:	13_066A_3102