

R132 Connectivity Project

Summary Report



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Comhairle Contae
Fhine Gall
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Visit: <https://consult.fingal.ie/en/browse>

Introduction:

This report has been prepared by Fingal County Council to give a brief overview of the improvements and upgrades proposed as part of the R132 Connectivity Project. Fingal County Council, in conjunction with the NTA, will be applying for planning permission to An Bord Pleanála to carry out upgrade works on the R132. These works include the following:

1. Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h
2. Three new signal controlled crossing points provided along the R132 located as follows:
 - a. North of Pinnockhill Roundabout
 - b. Adjacent existing Chapel Lane/Ashley Avenue overbridge
 - c. North of Estuary Roundabout
3. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities:
 - a. Malahide Road Roundabout
 - b. Seatown Roundabout
 - c. Estuary Roundabout
4. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout

This scheme will enhance and improve connections between these key crossing points for pedestrians and cyclists. Furthermore, this scheme will ensure adequate links across the R132, to existing and proposed developments including future MetroLink Stations located adjacent the R132.

This report forms part of the information published alongside the drawings for this scheme, as part of the non-statutory public consultation process. At this stage, we (FCC) are informing you of how these upgrades will occur and the anticipated outcomes. This

scheme will be subject to a planning consent process, known as a Section 177AE application to An Bord Pleanála, in early 2021.

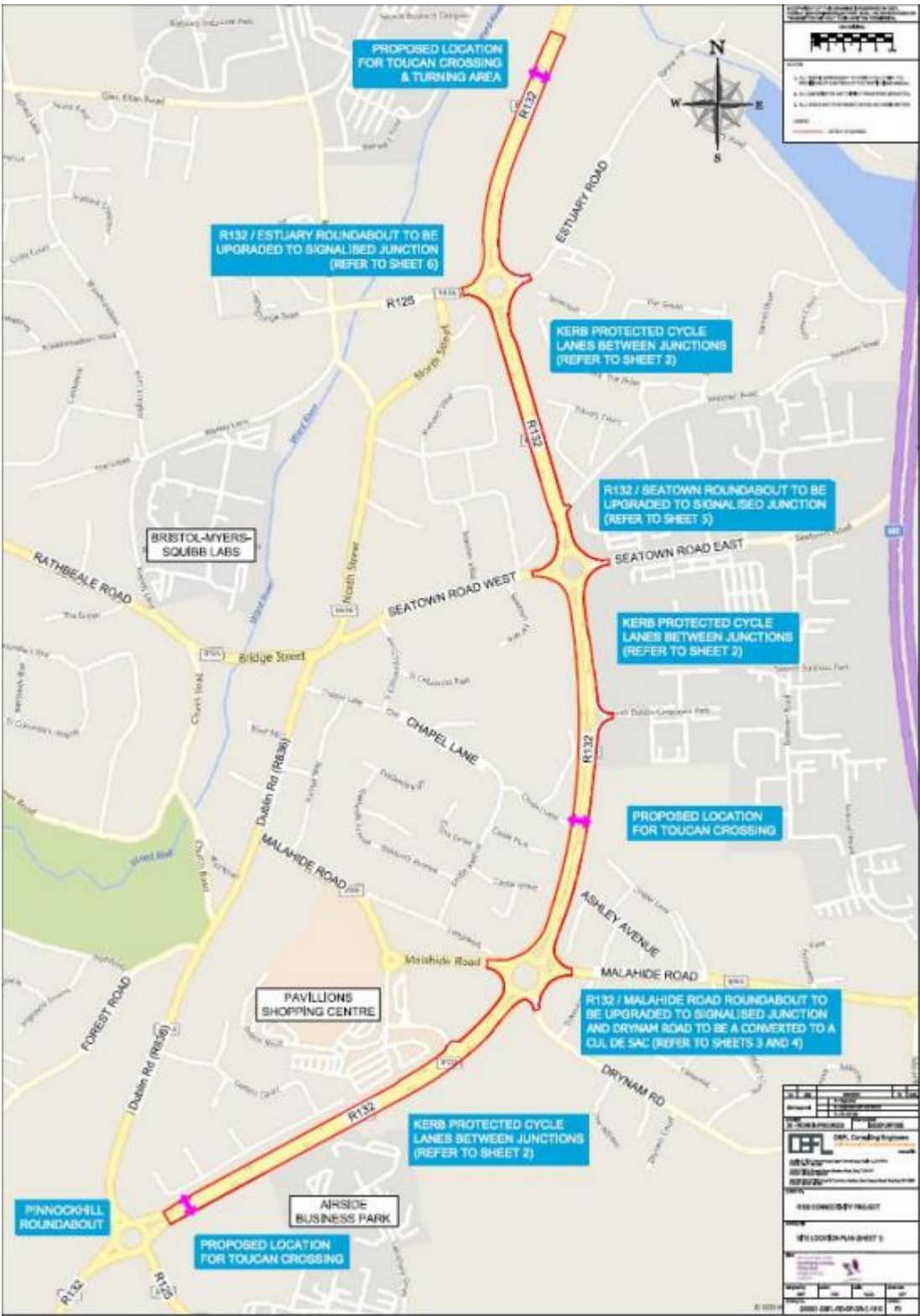


Figure 1: Site Location Plan

Scheme Objective:

The objective of this scheme is, primarily, to improve the connectivity and safety of pedestrians and cyclists moving along and across the R132.

Fingal County Council, in recent times, have published a number of masterplans and policies, which together with schemes such as MetroLink and BusConnects, propose changing the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users.

This scheme aligns with these national and local plans and is the first step in improving access across and along the R132 for all.

Scheme Rationale:

The strategic road network in the Swords area is predominantly orientated on a north-south axis, due to Swords' historical development along the R132 which was previously a National Primary Route connecting Dublin and Belfast. This route has now been superseded by the construction of the M1. As such, the functionality of the R132 has changed, instead becoming a local traffic distributor for the town's population to places of employment. There are a diverse range of residential and commercial land uses along the R132 with various business and retail parks located on the eastern side, such as Airside and Swords Business Park.

The existing road network along this section of the R132 reflects its previous role as a National primary Route and is designed for that function. Since the downgrade no significant interventions have been made to reflect the change in function. This scheme has been informed by this issue and seeks to amend the R132 design and layout, so as to better serve its role as a local traffic distributor.

Existing walking and cycling infrastructure is severely lacking with no footpaths or cycle lanes, no crossing points at junctions and no crossing points across roads. This lack of walking and cycling infrastructure is another issue that this scheme seeks to address.

With regard to public transport, there are bus lanes in both directions along the R132, however there is no bus priority at any of the junctions and consequently buses experience delays at peak times. The overall environment for pedestrians, cyclists and public transport users is therefore hostile, unwelcoming and is something that needs

to be addressed in order to support any future aspirations for achieving a greater sustainable transport mode share.



Figure 2: Lack of Pedestrian Infrastructure along key Desire Lines



Figure 3: Lack of Pedestrian Infrastructure along key Desire Lines



Figure 4: Cyclists Forced to Share Road with General Traffic Through Roundabouts



Figure 5: Lack of Safe Pedestrian Links to Bus Stops

Design:

The design proposed for each section of the scheme is as follows:

1. Upgrade works Between Junctions

The scheme also includes for upgrades to the sections of road in between each of the principle junctions in order to calm traffic and provide a more hospitable environment for pedestrians and cyclists. These changes, which include reducing the width of traffic lanes and the provision of continuous routes for buses, pedestrians and cyclists, will commence just north of the Pinnockhill Roundabout and extends to Estuary Junction.

The works proposed include the following;

- 3.0m wide general traffic lane
- 3.0m wide bus lane in both directions
- 1.85m wide footpath on both sides
- 1.85m wide cycle lane on both sides

The cycle lanes will be segregated from the bus lanes via pencil bollards. This enables an interim transitional solution to be easily implemented in the short term, whilst the longer-term solution will include for full kerbed segregation of the cycle lanes and bus lanes.

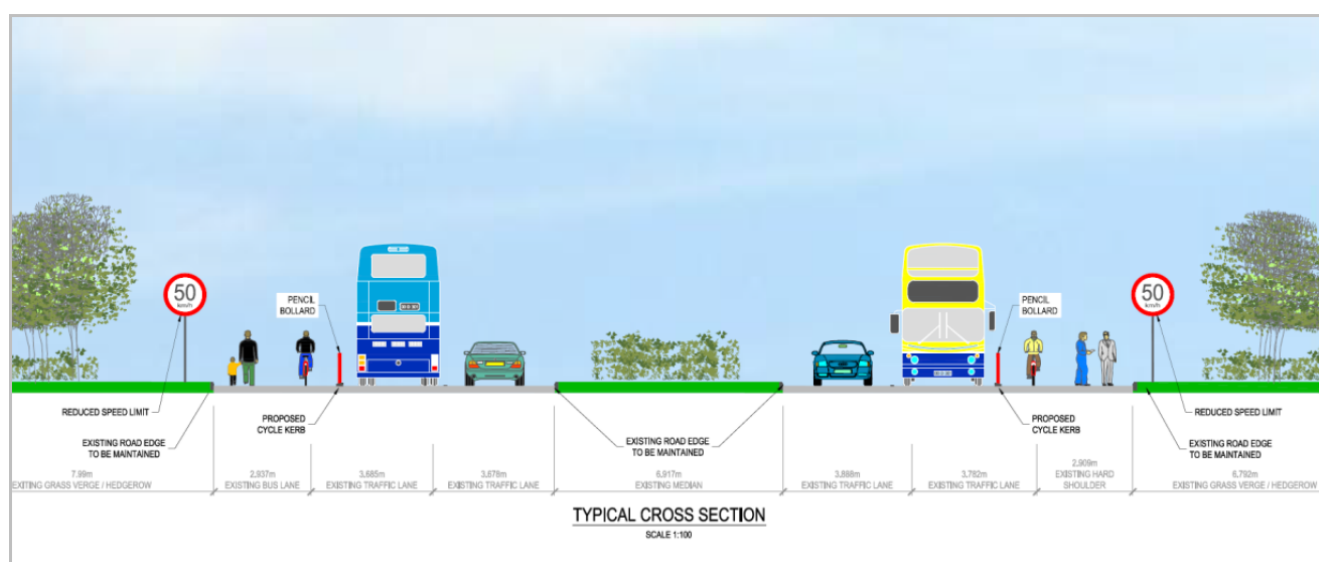


Figure 6: Typical Road Cross Section Detail Between Junctions

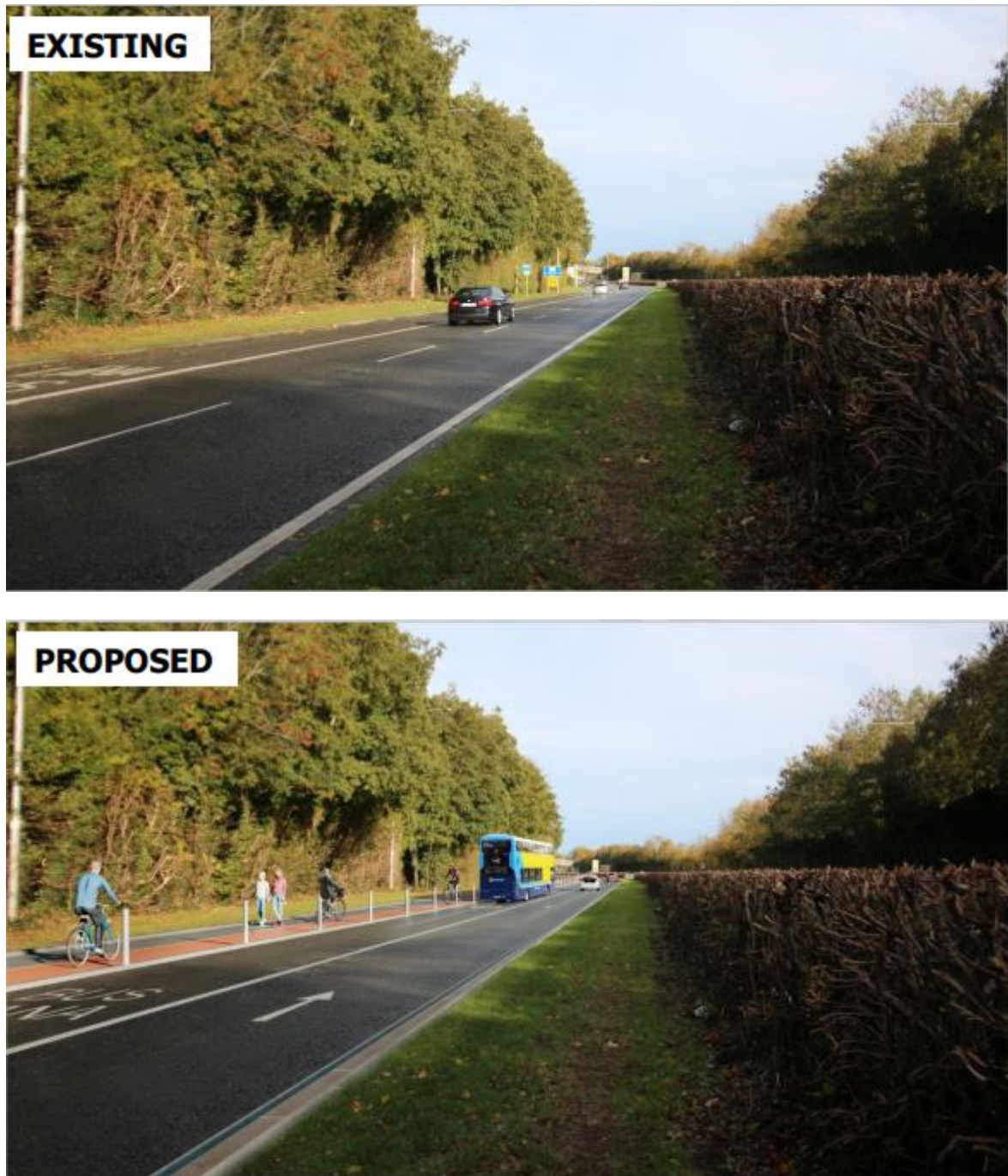


Figure 7: Existing and Proposed Road Layout Between Junctions

2. Controlled Crossing Points along R132

There are also three new-signal-controlled crossing points proposed as part of the scheme, these include:

- **Crossing 1:** A Toucan crossing just north of the Pinnockhill Roundabout, enabled safe, convenient access to/from the existing bus stops in this vicinity
- **Crossing 2:** A Toucan crossing at ground level connecting Chapel Lane to the west and Ashely Avenue to the east
- **Crossing 3:** A Toucan crossing located on the southern side of the Swords Food Park entrance

The provision of these controlled crossing points will enable existing pedestrian desire lines to be better met and enhance overall connectivity and accessibility of the pedestrian and cyclist network, as well as links to public transport.

3. Roundabouts

a. Estuary Roundabout

The emerging preferred option for the Estuary junction proposes a signalised junction with cycle protected lanes, as shown in Figure 7 below.

In terms of pedestrian facilities, footpaths are provided on both sides of each arm along with controlled pedestrian crossings over each junction arm. Cyclists are accommodated within off-road cycle tracks which ramp down on approach to the junction. Protected islands provided on the junction corners aim to protect cyclists from turning vehicles and increase safety. Bus Lanes are provided in both directions on the R132.

The cycle protected signalised junction at the Estuary Junction offers significant advantages in terms of facilitating safe, direct and legible facilities for pedestrians and cyclists due to these road users being kept segregated, along with the provision of additional physical protection for cyclists from vehicle turning movements through the introduction of the corner islands.

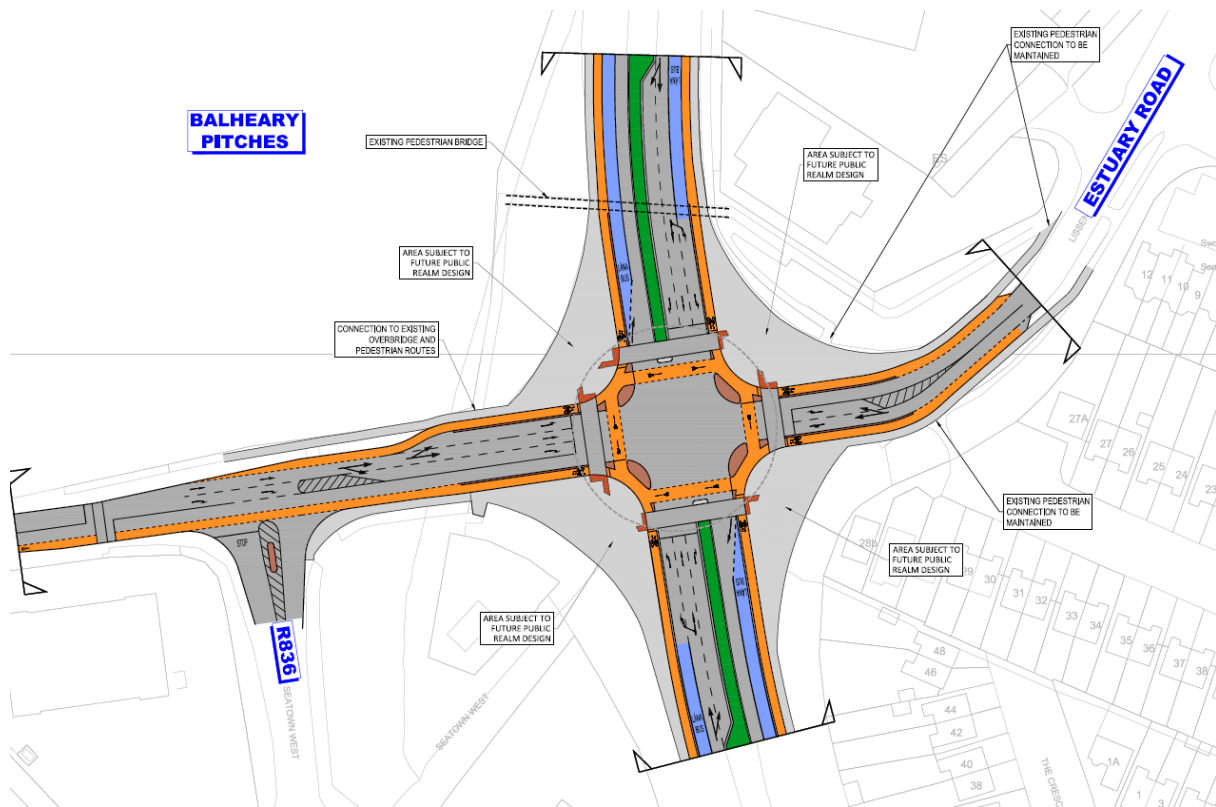


Figure 8: Estuary Junction Emerging Preferred Option

A summary of the key benefits of the emerging preferred option for the Estuary Junction are outlined below:

- Ground level crossings are direct, better meet desire lines and improve pedestrian journey times compared to existing situation which only provides an overbridge.
- Integrates with existing pedestrian linkages
- Provides high levels of safety for pedestrians and cyclists as they are kept segregated from each other and from traffic
- Creation of a compact junction design frees up existing space for public realm enhancements allowing for improved use for large volumes of multi-modal users
- Offers opportunities for improved urban design and visual impact
- Signalised junction allows for better level of control for vehicles through the junction and better adaptability for these type of junctions
- Reduced junction size and signals will promote lower vehicle speeds and improve road safety
- Reduced junction size may have positive impacts on air quality/noise due to reduced speeds

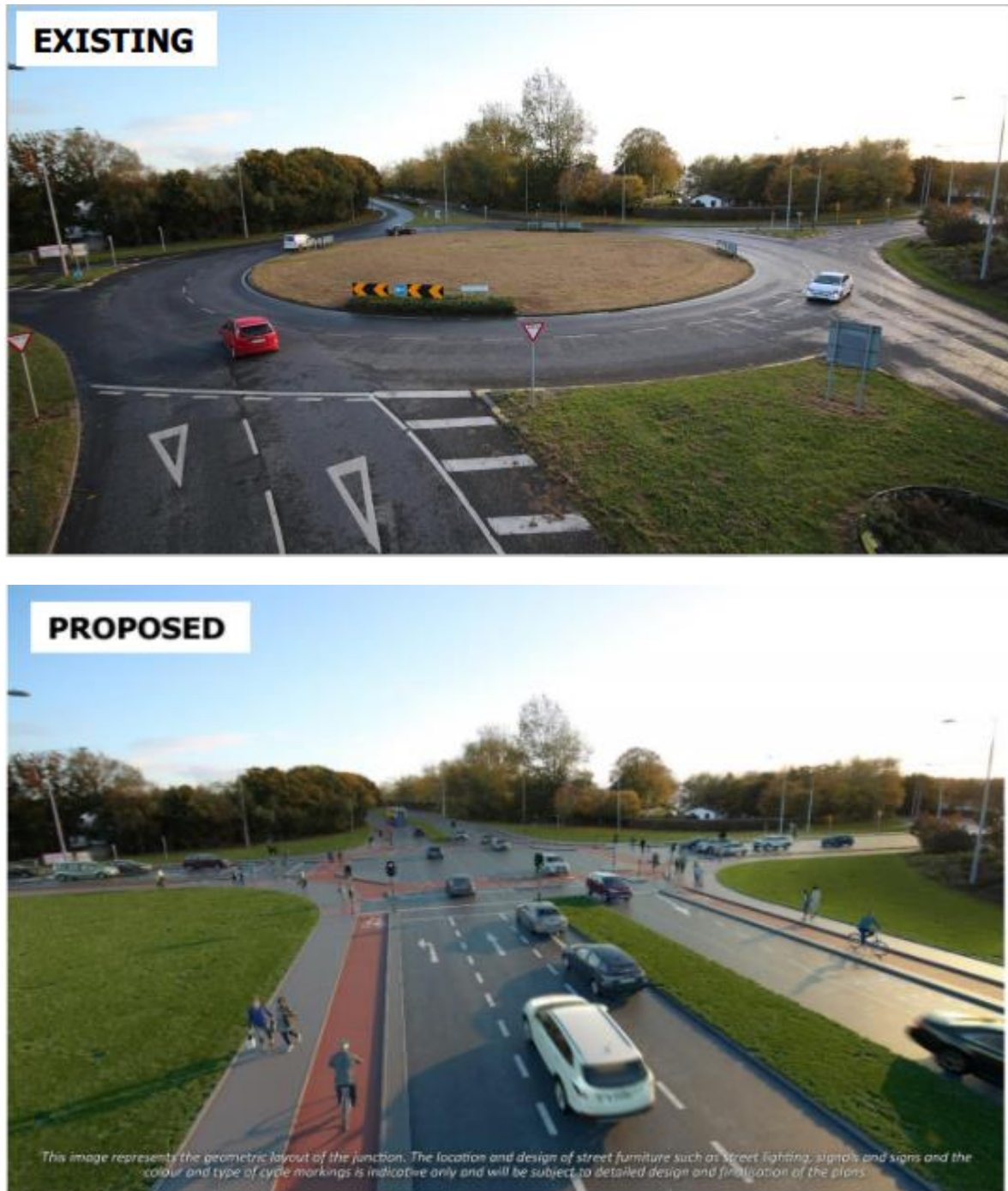


Figure 9: Existing and Proposed Estuary Junction Layouts

b. Seatown Road Roundabout

The emerging preferred option for the Seatown junction proposes a signalised junction with cycle protected lanes as shown in Figure 9 below.

In terms of pedestrian facilities footpaths are provided on both sides of each arm along with controlled pedestrian crossings over each junction arm. Cyclists are accommodated with protected islands through the junction which aim to increase safety for cyclists, particularly in relation to left turning vehicles. Bus Lanes are provided in both directions on the R132 arms and on the Seatown Road East and West approaches. However, the bus lanes stop short of the stop lines to facilitate left turn general traffic movements.

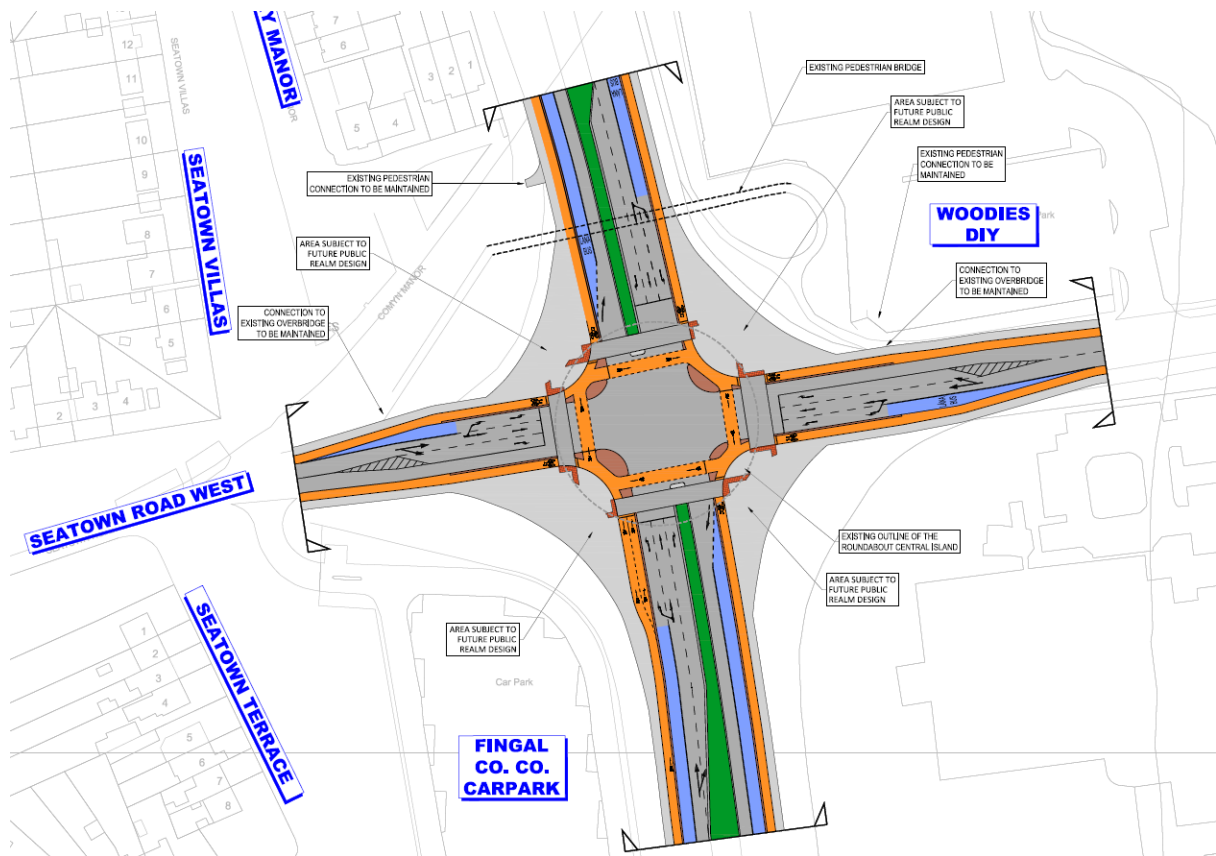


Figure 10: Seatown Junction Emerging Preferred Option

As per the Estuary Junction preferred option, the cycle protected signalised junction is also considered to offer significant advantages in terms of facilitating safe, direct and legible facilities for pedestrians and cyclists at the Seatown Road junction.

This design option also enables the creation of large public space areas on the corners of the junction facilitating public realm enhancements. Furthermore, having a consistent approach applied in terms of the junction type implemented along this section of the R132, assists in providing a clear, legible network for all road users and aids familiarity.

A summary of the key benefits of the emerging preferred option for the Seatown Junction are outlined below:

- Ground level crossings are direct, better meet desire lines and improve pedestrian journey times compared to existing situation which provides grade separated bridge crossings
- Integrates with existing pedestrian linkages
- Offers high levels of safety for pedestrians/cyclists as they are kept segregated from motorised traffic thereby reducing potential conflict points
- Creation of a compact junction design frees up existing space for public realm enhancements allowing for improved use for large volumes of multi-modal users
- Offers opportunities for improved urban design and visual impact
- Signalised junction allows for better level of control for vehicles through the junction and better adaptability for these type of junctions
- Reduced junction size and signals will promote lower vehicle speeds and improve road safety
- Reduced junction size may have positive impacts on air quality and noise due to reduced speeds



Figure 11: Existing and Proposed Seatown Junction layouts

c. Malahide Road Roundabout

The emerging preferred option for the Malahide Road junction proposes a signalised junction with cycle protected lanes, as shown in Figure 10 below.

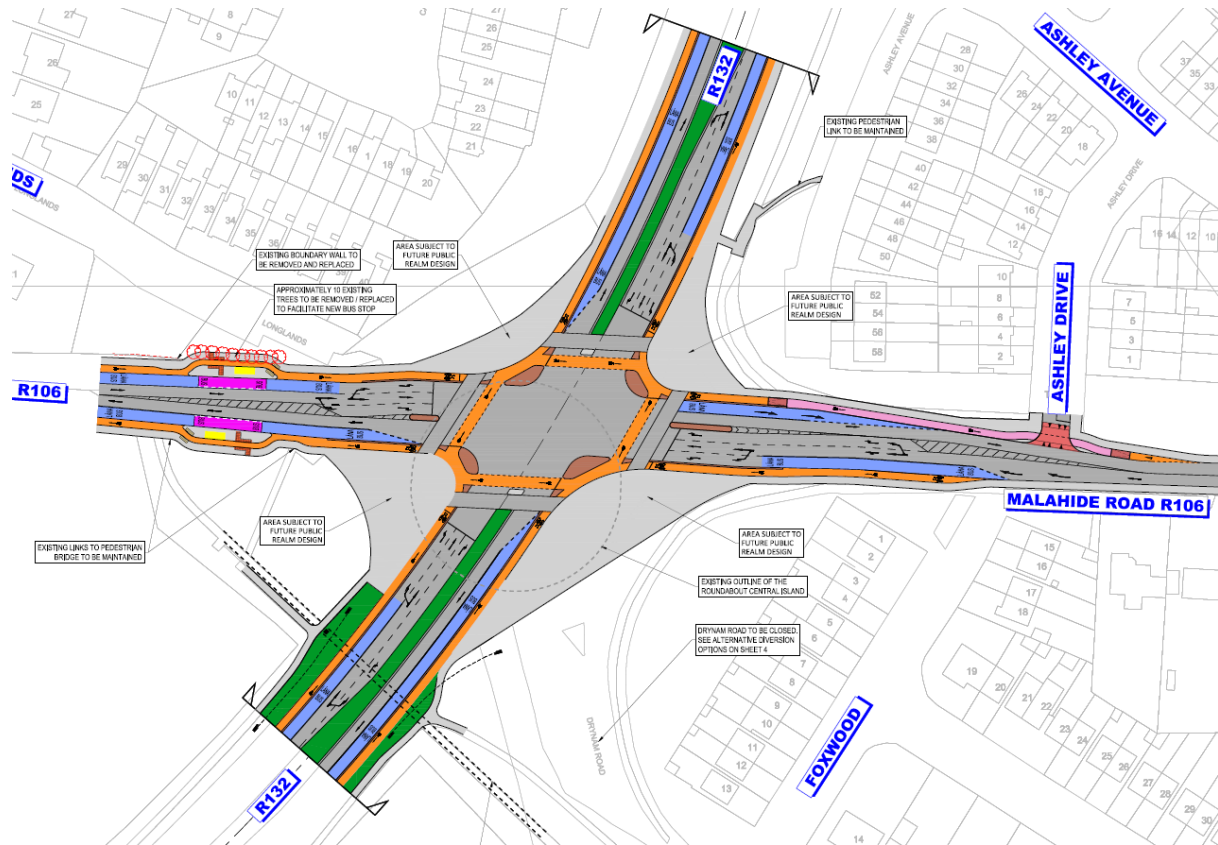


Figure 12: Malahide Road Junction Emerging Preferred Option

In terms of pedestrian facilities, footpaths are provided on both sides of each arm along with controlled pedestrian crossings over each junction arm. Large shared space areas can be provided on all corners, capable of accommodating large volumes of multi-modal trips which may arise to/from the future developments.

Cyclists are accommodated with protected islands through the junction which aim to increase safety for cyclists, particularly in relation to left turning vehicles. Bus lanes are provided in both directions on all arms which stop short of the stop lines to facilitate left turn general traffic movements.

As per the Estuary and Seatown Road Junctions, the preferred option for the Malahide Road Junction is a cycle protected signalised junction. Once again, this offers high levels of safety to pedestrians and cyclists whilst accommodating large volumes of multi-modal users. Applying a consistent approach in terms of the junction type implemented at the Malahide Road Junction as that at the Estuary and Seatown Road

Junctions, provides a clear, consistent and legible network for all road users and aids end user familiarity.



Figure 13: Existing and Proposed Malahide Road Junction Layout



Figure 14: Existing and Proposed Malahide Road Junction Layout

A summary of the key benefits of the emerging preferred option for the Malahide Road Junction are outlined below:

- Ground level crossings are direct, better meet desire lines and improve pedestrian journey times
- Provides high levels of safety for pedestrians and cyclists as they are kept segregated from each other and from motorised traffic thereby reducing potential conflict points
- Integrates with existing pedestrian routes/linkages
- Creation of a compact junction design frees up existing space for public realm enhancements allowing for improved use for large volumes of multi-modal users
- Offers opportunities for improved urban design and visual impact
- Signalised junction allows for better level of control for vehicles through the junction and better adaptability for these type of junctions
- Reduced junction size and signals will promote lower vehicle speeds and improve road safety
- Reduced junction size may have positive impacts on air quality and noise due to reduced speeds

4. Drynam Road Closure and Options

The Drynam Road connection to the junction is proposed to be closed with three alternative diversion options being considered, as shown in Figure 12 and described as follows:

- **Option 1:** Creation of a cul-de-sac at the northern section of Drynam Road (Preferred Option)
- **Option 2:** Creation of a left turn exit only onto Malahide Road (Potential Option)
- **Option 3:** Creation of a left in / left out junction on the R132 through the Barrysparks lands (Possible Future Option)

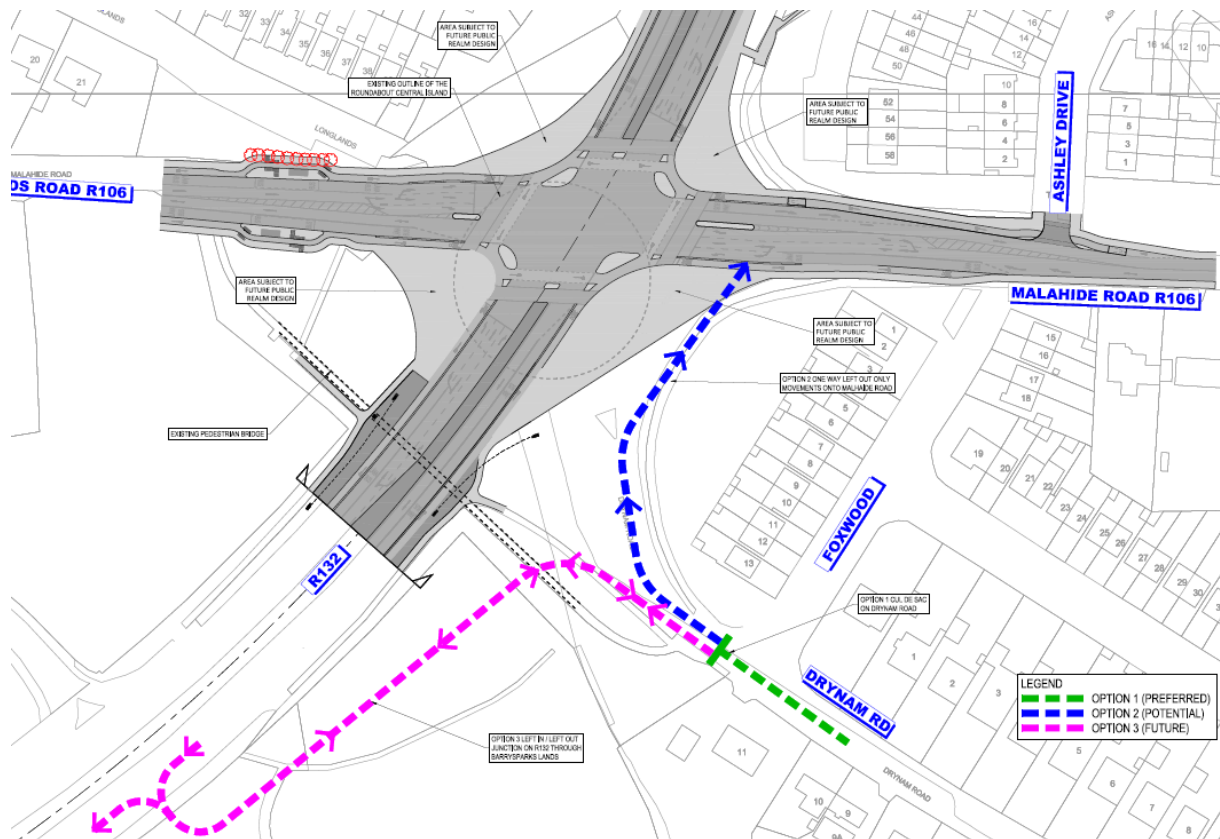


Figure 15: Malahide Road Intersection - Drynam Road Options

Removing the Drynam Road direct link to the junction enables a more pedestrian / cyclist friendly environment to be created and is in accordance with the overarching strategies and vision for the R132 corridor in this location.

Conclusion

The proposed works will change the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users. Overall, the upgrade works will improve the connectivity and safety of pedestrians and cyclists moving along and across the R132.

How to submit your feedback

The preferred plans and reports for the proposed scheme will be available to view online at <https://consult.fingal.ie/en/browse> from **17th of November 2020 to 15th of December 2020** inclusive.

Submissions or observations on the proposed scheme may be made from **17th of November 2020 and must arrive no later than 5pm on 15th of December 2020.**

Submissions/Observations may be made as follows:

- Online at: <https://consult.fingal.ie/en/browse> or
- In writing to: Senior Executive Officer, Planning and Strategic Infrastructure Department, Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2

If you have a query about making your submission or questions about the plans, you may contact us at: Email: fingal.developmentplan@fingal.ie

A hard copy of the full set of drawings can be made available for purchase for a fee of €30, upon prior request to fingal.developmentplan@fingal.ie

Please make your submission or observation by **one** medium only i.e. online or in writing. Clearly mark your submission as for the **R132 CONNECTIVITY PROJECT**.

Any submissions shall state your name, address and where relevant, the body or organisation represented. Your name and body or organisation represented will appear on the list of submissions. Issues raised in submissions or observations on the proposed development will appear in any reports linked to the proposed development and will list the persons or bodies who made submissions or observations. Details including the names of those making submissions or observations may also be shared with relevant Council Departments and agents working on their behalf.

Next Steps

Following this non-statutory public consultation, Fingal County Council will be seeking to secure approval for the works from An Bord Pleanála under Section 177AE of the Planning and Development Act 2000 (as amended). You will have an opportunity to make a submission on the application when it is lodged with An Bord Pleanála.