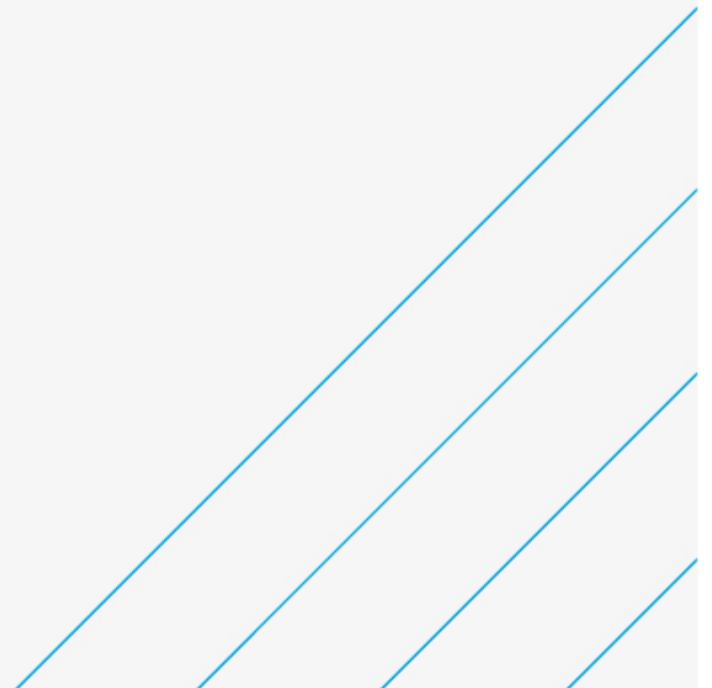


R132 Cycle Lane Study

Public Consultation Summary Report

Fingal County Council

February 2023



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1. Introduction

The Proposed Scheme

- 1.1. Fingal County Council proposes to develop a safe and attractive cycle and pedestrian route along the R132 in the vicinity of the town of Lusk, Co. Dublin, between Blake's Cross and Minister's Road. The length of the scheme is approximately 2.7 km and the location shown in Figure 1-1.
- 1.2. The objective of this scheme is to investigate and determine the feasibility of installing safe and attractive cycling and walking facilities along this busy section of regional road with the aim of improving sustainable transport options for local road users and residents including (but not limited to) those in Lusk and Corduff.

Figure 1-1 - Study Area



Speed Limit Reduction

- 1.3. In order to improve safety in the area and to facilitate the implementation of measures for vulnerable road users, Fingal County Council carried out a statutory consultation to amend the speed limit byelaws for reducing the current 80km/h to 60km/h along the R132 from north of Kilhedge Lane to Quickpenny Lane. A further request was made for reducing the current 80km/h along Ministers Road from the R132 junction heading east for approx. 350m to 50km/h, matching the speed limit on the rest of the road. The below link provides details of the information pertaining to byelaw amendments and consultation documents.

<https://consult.fingal.ie/en/consultation/proposed-amendments-road-traffic-speed-limitscounty-fingalbye-laws-2020>

- 1.4. The proposed Byelaws are still under consideration and were brought to a Local Area Meeting with councillors with the aim of being formally adopted in early 2023.
- 1.5. It is possible that a temporary speed limit of 60 km/h is introduced until the next county wide speed limit is reviewed in 2025, at which time this will become permanent.

2. Public Engagement

- 2.1. Fingal County Council held a 4-week non-statutory public consultation between 3rd and 31st October 2022 where members of the public and stakeholders were invited to make submissions on the proposed scheme. These were accepted via the online consultation portal, post or email.
- 2.2. Leaflets were distributed to all residents in the area informing them of the scheme and seeking submissions through the consultation process. Presentations were also made to the Local Area Committee to inform local representatives.
- 2.3. An online webinar/presentation was provided by Fingal on 26th October 2022. This was open to anyone to attend and included a questions and answers session.
- 2.4. In total 56 submissions were received through the online portal, email and post, containing detailed comments and feedback on the proposed scheme.
- 2.5. A detailed review of all submissions was carried out with the main concerns and issues identified for all submissions. Upon review of the submissions, it was evident that there were a number of key recurring themes which address the key issues raised. Therefore, the most common issues identified were summarised into six themes and addressed individually.

Submission Themes

- 2.6. The key issues were summarised into following six number of themes.
 - Theme 1: Corduff National School
 - Theme 2: Vulnerable Road User Issues
 - Theme 3: Kilhedge Lane
 - Theme 4: Need for the Scheme
 - Theme 5: Design Related Issues
 - Theme 6: Vehicular Traffic Issues
- 2.7. A number of key particular issues were raised repeatedly in each theme. Table 2-1 summarises the breakdown of the submissions by theme and the particular issues raised. The table also provides the number of submissions received for each theme.
- 2.8. A number of submissions related to more than one specific theme. In these cases, the submission has been included and considered in each theme individually.

Table 2-1 - Summary of the themes

Ref	Theme Name	Number of Submissions	Particular Issues
Theme 1	Corduff National School	15	Drop-off / Pick-up Parking provisions
			Safe Movement of Students
			Concerns Regarding Construction Work
			Communication and Consultation Process
Theme 2	Vulnerable Road User Issues	14	Pedestrians
			Cyclists
			Bus Éireann 101 service
Theme 3	Kilhedge Lane	13	Current Condition
			Traffic Related Issues
Theme 4	Need for the Scheme	24	Justification of the Scheme
			Need of Other Schemes
Theme 5	Design Related Issues	13	Link Type Selection
			Safe Exit from Side Roads
Theme 6	Vehicular Traffic Issues	13	Speed Limits
			Accessing Houses and Farmlands
			Traffic Calming Measures
			Overtaking Breakdowns and Slow Vehicles
			Round Tower Service Station

3. Response to Submissions

Theme 1 – Corduff National School (CNS)

- 3.1. This section summarises the submissions received from various stakeholders of Corduff National School (CNS).

Submissions

Dropoff / Pickup Parking Provisions

- 3.2. Multiple submissions regarding CNS suggested that, at present, 60+ families are reliant on using the southbound hard shoulder outside the school to park cars and allow the children to alight safely. This involves the school drop off time in the morning and the two collection times in the afternoon. The parked cars extend from Kilhedge Lane to beyond Schoolhouse Lane.
- 3.3. The majority of submissions enquired about the parking locations for drop off and pick up of students.
- 3.4. Some also raised an issue about the lack of facilities for U-turn manoeuvre for vehicles wishing to travel northbound on the R132 after leaving the school which is currently done primarily by utilising an existing private access opposite Schoolhouse Lane.

Safe Movement of Students

- 3.5. Among the submissions, issues were also raised about the facilitation of safe movements of students while arriving and departing the school.

Concerns Regarding Construction Work

- 3.6. A number of potential issues which may occur during the construction period were queried. These include:
- Parking provisions for the drop-off and pick-up times at the school
 - Safe movement of students during construction work

Communication and Consultation Process

- 3.7. Several submissions requested that regular meetings with all the stakeholders of CNS be held before finalising the design of the cycle scheme in the vicinity of the school campus.

Responses

Dropoff / Pickup Parking Provisions

- 3.8. It is acknowledged that there are no existing parking provisions for drop-off and pick up of students from school. People currently park along the southbound hard shoulder from Kilhedge Lane as far as Schoolhouse Lane. The length of the hard shoulder from Schoolhouse lane to Kilhedge Lane is approximately 220 metres (excluding house/school entries, bus set down area etc. where parking is not permitted) which can accommodate around 38 cars.
- 3.9. In the proposed layout for the R132 cycle scheme, dedicated parallel parking bays are provided to formalise the parking arrangement. The length of these parking spaces is approximately 140 metres which can accommodate around 25 cars simultaneously.
- 3.10. The majority of the reduction in space available for parking is located close to the Kilhedge Lane and Schoolhouse Lane junctions where it is not possible to provide dedicated parking along with the proposed vulnerable road user facilities and improved junction safety measures. While it is acknowledged that there are 60+ families currently attending the school, the provision of 25 dedicated car parking spaces should be sufficient given the provision of improved vulnerable road user facilities, school bus set down area and allowing for the brief time needed for drop offs in the morning and the staggered nature of pick up times in the evening.
- 3.11. The U-Turn movement currently being completed by a number of vehicles wishing to travel northbound on the R132 cannot be safely facilitated, particularly in a school environment. Many vehicles also use a private access to complete this manoeuvre with limited visibility available, further

increasing the hazardous nature of this movement. While acknowledging that there is an increase in distance travelled, an alternative routing via Blake's Cross, R127 and Hannah's Avenue can facilitate this movement in a safe manner, removing the potential hazard from the busy school area.

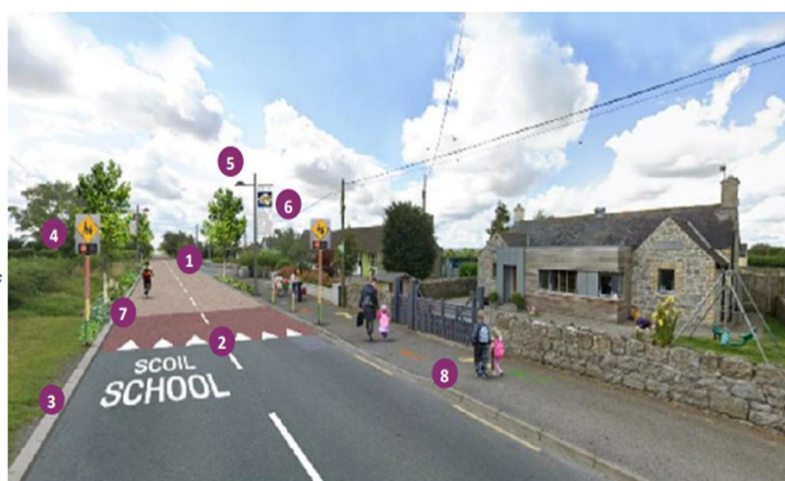
Safe Movement of Students

- 3.12. The provision of measures for the introduction of the proposed scheme will inherently improve safety for students in the area through reductions in vehicle speeds and segregation for vulnerable road users from traffic.
- 3.13. However, additional measures will be incorporated into the design in order to further enhance safety for students in line with the NTA's "Safe Routes to School Design Guide" document. Some of these measures are outlined below:
- **Road Markings** – A "School Ahead" marking to be provided along the R132 on both directions for informing motorists regarding location of school zone.
 - **Traffic Calming Measures** – Virtual ramps without any vertical deflection to be provided at the gateway of the school and also at the start/end of the school zone. The R132 road in the school zone area will also be coloured using different textures. Specific pencil shaped bollards will also be provided in the school area to further reinforce the nature of it to drivers.
 - **Signage** – School Zone Signs will be provided to educate drivers about the school zone and cautioning about school children crossing.
 - **Carriageway Width** – The width of the carriageway will be reduced to 3.1 m near the school zone. This will restrict the speed of the motorists and encourage the drivers to drive as per the posted and temporary speed limit.
 - **Pedestrian Crossing** – An uncontrolled pedestrian crossing will be provided close to the gateway of the school.
 - **Pedestrian Path** – The design includes a shared path of 2m in each direction for cyclists and pedestrians. The shared pedestrian/cyclist path will be protected by bollards which will separate school students from vehicle traffic. This will allow students to walk safely between the drop-off parking location and school.

Figure 3-1 - Safe Routes to School Layout Description

School Zone Layout

- 1 Coloured surfacing applied within School Zone (buff colour HFS shown).
- 2 Virtual ramp (i.e. no vertical deflection) at Gateway.
- 3 Kerb on left side to define carriageway edge.
- 4 Gateway totem on each side of road.
- 5 Public lighting.
- 6 School Zone Banner.
- 7 Planting and trees.
- 8 Micro-art in footpath.



Concerns Regarding Construction Work

- 3.14. The nature of the construction works to be undertaken are relatively minor with little excavation or heavy civil engineering works to be completed. This will allow the scheme to progress reasonably quickly, limiting the inconvenience to school users. The contractor chosen to build the scheme will be required to comply with all Health and Safety Legislation and Fingal County Council traffic management requirements including retaining parking where needed and ensuring safe routes for vulnerable road users in all locations.

- 3.15. Fingal County Council, as well as the contractor assigned, will liaise directly with the school to ensure advanced notice is provided regarding works so they can inform school children and parents through their messaging services. The appropriate traffic management will be put in place during construction to provide safe passage for vehicles, school children, and residents.

Communication and Consultation Process

- 3.16. The current scheme falls under Section 38 of the Road Traffic Act 1994 (as amended) which does not require a statutory consultation process. However, Fingal County Council have carried out a 4-week non-statutory public consultation and notified residents and stakeholders in the area of this and the proposed works.
- 3.17. Direct engagement with elected members, the Corduff NS board of management and other local stakeholders is ongoing with Fingal's project team.

Theme 2 – Vulnerable Road User Issues

- 3.18. Multiple submissions included concerns from vulnerable road users which includes pedestrians, cyclists and bus users. These are summarised below.

Submissions

Pedestrians

- 3.19. Multiple submissions raised concerns about the lack of pedestrian facilities along the R132.

Cyclists

- 3.20. Submissions included concerns about the safe right turning manoeuvre of cyclists into side roads from the R132.
- 3.21. Multiple submissions raised the potential issue of it being difficult to overtake slow cyclists in the cycle lane.
- 3.22. Multiple submissions have raised concerns about the safe movement of cyclists in a group for leisure purposes.
- 3.23. Some submissions also raised concerns about the quality of cycle lanes.
- 3.24. Submissions have raised doubts that motorists may park on the cycle track and cause inconvenience to cyclists.

Bus Éireann 101 service

- 3.25. Submissions queried the lack of dedicated bus stops along the R132 for the Bus Éireann 101 service.

Responses

Pedestrians

- 3.26. As there is insufficient space to provide segregated pedestrian and cyclist facilities, the proposed design will be updated to change the cycle track to a 2m wide shared path for both cyclists and pedestrians throughout the scheme. In accordance with Section 1.9.3. of the National Cycle Manual (NCM), the following sign (RUS 058) will be provided to indicate the usage of the lane as a shared path along with road markings to match as shown below.



- 3.27. This will allow all vulnerable road users to have a dedicated, protected area along the carriageway. At side road junctions, the design will be revised to provide kerbs rather than ghost islands and tactile paving will be provided to facilitate pedestrians. This will further enhance safety for all users at these junctions.

Cyclists

- 3.28. There are 3m gaps between bollards along the buffer between the carriageway and pedestrian/cyclist space which is more than sufficient for cyclists to pass through. Cyclists wishing to turn right may do so from the vehicle lane or wait in the pedestrian/cyclist space for sufficient gaps in traffic before crossing the road directly onto a side road or into a residential access. Given the reduced speeds of traffic as a result of the proposed measures and the safe area available for waiting cyclists, right turn manoeuvres for cyclists will be safer than currently.
- 3.29. In accordance with the Section 1.5.2. of the National Cycle Manual (NCM), a 2 metre width is sufficient to cater for overtaking of slower moving cyclists. This width will also allow for passing of pedestrians when necessary.
- 3.30. Groups of cyclists travelling for leisure purposes are permitted to utilise the vehicular lanes or the dedicated proposed pedestrian/cyclist facility as per their preference and as permitted by legislation. No additional measures for groups such as these are required.
- 3.31. The proposed scheme will include resurfacing of the existing carriageway to ensure the best quality of surface is provided for cyclists and pedestrians. The removal of traffic, particularly that of an agricultural nature, from the hard shoulder will also improve the quality of the surface for vulnerable road users.
- 3.32. Gaps between bollards are proposed to be 3m only. Given the limited gaps and number of bollards provided, it is unlikely that car parking will occur on the pedestrian/cyclist surface. Furthermore, parking in this space will be prohibited by law and any parking therein will be subject to enforcement by An Garda Síochána.

Bus Éireann 101 Service

- 3.33. Fingal County Council are currently liaising with the National Transport Authority (NTA) about the possibility of providing official bus stop locations within the scheme. If any stop locations are agreed with the NTA, these will be included in the scheme at the construction stage.

Theme 3 – Kilhedge Lane

- 3.34. Multiple submissions were received in relation to the proposed upgrade of Kilhedge Lane to facilitate safe movement of pedestrian and cyclists. These concerns are summarised below.

Submissions

Current Condition

- 3.35. Many submissions highlighted the conditions of illegal dumping on Kilhedge Lane. These materials fill up the ditches and water overflows especially during rain.
- 3.36. Submissions also included concerns about seepage of septic tank effluent into the ditches at some locations which can give rise to bad odours.

Traffic Related Issues

- 3.37. Multiple submissions proposed to limit the usage of the lane to pedestrian, cyclists and local access only.
- 3.38. Submissions also mentioned that the recent trimming of hedges was not sufficient to ensure safety of cyclists.
- 3.39. Submissions raised concerns about the lack of proposed traffic calming measures along Kilhedge Lane.

- 3.40. Submissions also raised concerns about an increase in traffic along Kilhedge Lane due to resurfacing of the road.
- 3.41. Submissions raised concerns about an increase in traffic along Kilhedge Lane due to the proposed housing development at Chapel farm end (PARTXI/005/21) and also a proposed childcare facility at the R132 end of the lane (F22A/0398).

Responses

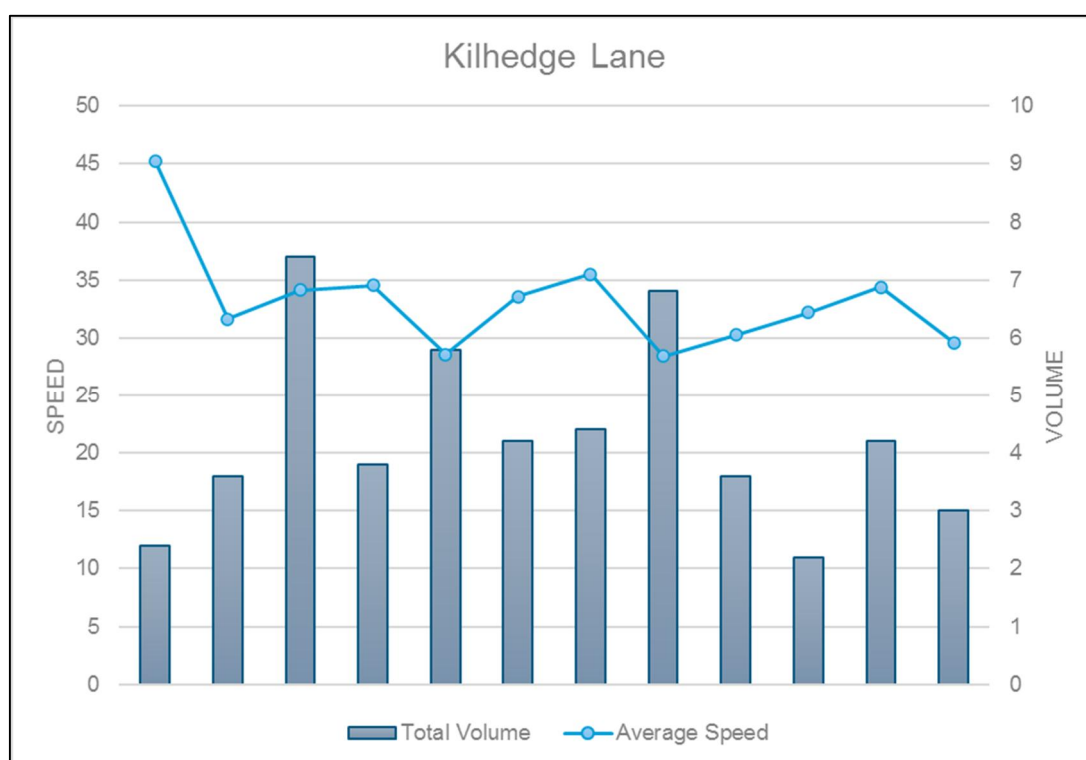
Current Condition

- 3.42. Currently very few motorists and cyclists use Kilhedge lane due to its current state. This encourages people to use this lane as an illegal dumping spot. However, after the resurfacing and other measures are completed, this will act as an alternate route between R132 and Lusk Village. Greater cyclist and pedestrian usage along this lane will provide additional passive surveillance and discourage illegal dumping.
- 3.43. The control of septic tank effluent is outside the scope of this scheme and should be dealt with through the appropriate relevant channels.

Traffic Related Issues

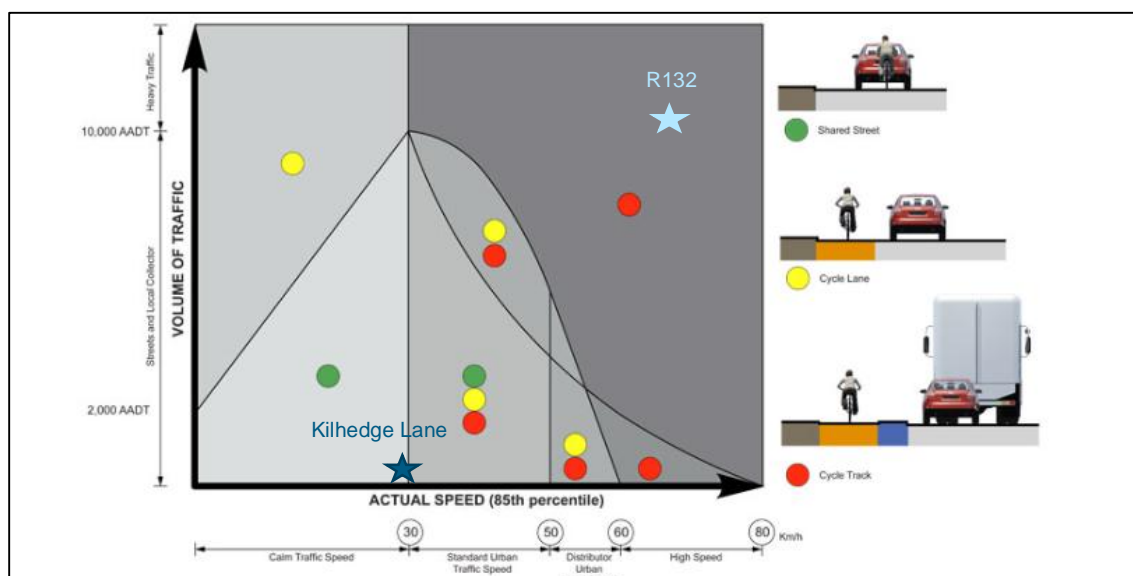
- 3.44. Traffic data was collected by use of an Automatic Traffic Counter (ATC) along this section of road close to the largest number of residences and is summarised in Figure 3-2 below. The data shows that volumes are very low on this road with most vehicles are likely accessing their residences only. There are a number of heavy vehicle movements which are most likely from agricultural vehicles accessing various fields located along the road. The AADT on this road is approximately 76 vehicles. Average speeds are also low at around 30 - 35 km/h which is as expected given the narrow carriageway width and horizontal geometry along the road.

Figure 3-2 - Kilhedge Lane ATC



- 3.45. Section 1.7.4 of the National Cycle Manual (NCM) outlines the permitted type of cycle facilities based on the AADT (Annual Average Daily Traffic) and speed limit along the road as shown in the figure below. In line with this, considering the volume and speeds along this road, a shared street is appropriate in this location as is proposed.

Figure 3 -3 - NCM Guidelines for type of cycle links



- 3.46. The combination of improving sight lines at bends, additional road markings and signage identifying the area as a shared street along with the existing horizontal geometry limiting the possibility of speeding will improve the safety for all users on this section of road. Given the already very low numbers of vehicle using this road, limiting traffic to local only is unlikely to have any real impact on the volume of traffic.
- 3.47. As outlined above, given the horizontal geometry and tight carriageway width available, speeds and volumes are already low on this road. As a result, no additional physical traffic management measures are deemed to be necessary.
- 3.48. As mentioned previously, the width and horizontal geometry of Kilhedge Lane will remain as existing. The inclusion of resurfacing of this road is not likely to attract large volumes of additional traffic as the geometry of the road makes it unattractive to vehicles. The introduction of additional pedestrians and cyclists along the road will also encourage traffic to utilise alternative, more convenient routes.
- 3.49. **PARTXI/005/21** – The planning application is regarding construction of sheltered housing for the elderly, consisting of 31 no. dwellings, 1 no. communal facility and all associated site development works. FCC has not asked for a full Traffic Assessment Report for this development because this scale of development attracts little traffic. In addition, the development will have 4 access, including one from Kilhedge Lane. Therefore, it is highly unlikely that the proposed development is going to generate a large volume of additional traffic along Kilhedge Lane with traffic generally utilising routes through Lusk or Ministers Road instead.
- 3.50. **F22A/0398** – The location of the proposed childcare facility close to the junction with the R132 means that it is unlikely to generate large volumes of additional traffic on Kilhedge Lane with the majority of vehicles likely to access the site from the R132 instead.

Theme 4 – Need for the Scheme

- 3.51. This section summarised the submission received regarding justification of the requirement of the scheme.

Submissions

Justification of the Scheme

- 3.52. Submissions received consist of enquiries about the need for this project and the estimated number of users to be using the proposed cycle scheme.

Need of Other Schemes

- 3.53. Multiple submissions stressed on the need of cycle schemes along other routes to facilitate safe movement between Lusk, Blakes Cross and Swords.

Responses

Justification of the Scheme

- 3.54. This route is identified as an inter-urban cycling route in Dublin Cycle Network to provide connectivity to Swords, Lusk and Balbriggan. This route forms part of the long-term plan to improve infrastructure facilities for all road users and is being developed under the objectives set out national and local policy including through Fingal's Development Plan to provide improved walking and cycling infrastructure.
- 3.55. The implementation of this scheme will form the first part of a longer overall route which will be developed in stages. The introduction of cycle and pedestrian facilities can have many positive benefits for all who avail of them. A number of these benefits are as follows:
- **Safe and convenient travel:** The proposed scheme will provide a dedicated space for cyclists and pedestrians within the vicinity of Lusk, which makes it much safer and more convenient to travel by sustainable modes. This is especially important in areas where there is heavy traffic or where roads are narrow, as it reduces the risk of accidents and makes cycling and walking a more attractive option for transportation.
 - **Improved Health and Fitness:** Cycling and walking are a great form of exercise and can improve cardiovascular health, reduce stress, and help people maintain a healthy lifestyle and weight. Dedicated facilities for vulnerable road users provide a safe and accessible environment for people to walk or ride their bikes, which in turn can encourage more people to take these up as a new form of exercise
 - **Reduced Pollution:** Cycling and walking are sustainable and eco-friendly modes of transportation that produce zero emissions. The introduction of facilities for these users and the increase in sustainable trips, reduces air pollution and improves the local environment.
 - **Reduced Congestion:** By providing an alternative mode of transport to driving, cycle and footpaths can help reduce congestion on the roads. This can lead to quicker and more efficient travel times for all road users.
- 3.56. The proposed scheme will, primarily, benefit local users by providing a safe and sustainable travel option to local amenities and attractions such as Corduff National School which is located directly along the R132 and links to local sports clubs such as Round Towers GAA and Man O'War GAA clubs while also providing links from the R132 to Lusk.

Need of Other Schemes

- 3.57. The proposed scheme will form part of the overall network in the area which will be developed in stages and includes links to Lusk and Swords to be developed as part of other schemes. This project can be implemented in a timely and cost-effective manner and, as such, is being implemented in advance of the progression of these other schemes.

Theme 5 – Design Related Issues

Submissions

Link Type Selection

- 3.58. Multiple submissions suggested not using bollards for the cycle track. Submissions have given examples of inconvenience caused due to existing bollards at Rivervalley Road, Swords and the discontinuation of bollards at Griffith Avenue. Many submissions also raised concern that bollards will impact the natural beauty of the stretch of the road.
- 3.59. Submissions also suggested providing a two-way cycle track on one side of road, rather than a single lane in both directions.

Safe Exit from Side Roads

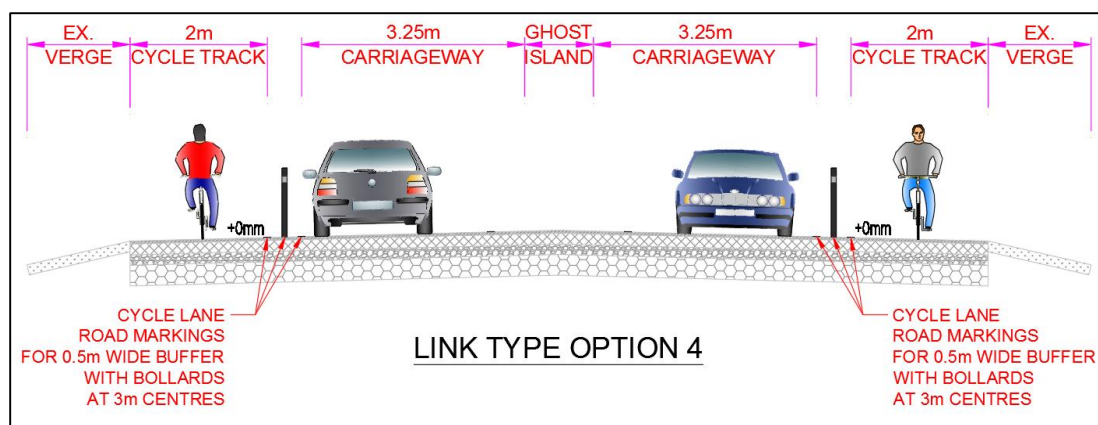
- 3.60. Submissions also enquired about the steps undertaken to improve the safe exit of motorists from side roads such as Minister Road and Schoolhouse lane.

Response

Link Type Selection

- 3.61. An options selection report was carried out which considered various link types and measures for implementing them. These were compared and assessed using a two-stage multi-criteria analysis (MCA) as summarised below.
- 3.62. In the first stage MCA, three route options were considered:
- Route Option 1: Do Nothing,
 - Route Option 2: One-Way Cycle Track on Both Sides
 - Route Option 3: Two-Way on Either Side.
- 3.63. Based on economy, engineering and environment criteria, Route Option 2: One-way cycle track was considered the most advantageous. In particular, it provides easier access from both sides of the road and avoids issues with safety at junctions which a two-way cycle track introduces.
- 3.64. In the second stage MCA, 4 link type options were considered:
- Option 1: Cycle Lane with Road Markings,
 - Option 2 – At Grade Cycle Track with Kerb,
 - Option 3 – Raised Cycle Track
 - Option 4 – At Grade Cycle Track with Bollards and Buffer.
- 3.65. The detailed assessment was a comparative process where each route was directly compared against the others under 6 criteria: Safety, Accessibility and Social Inclusion, Integration, Environment, Economy and Physical Activity. Thereafter, these links were ranked according to their advantages and disadvantages.
- 3.66. The assessment identified Link Type Option 4 – At Grade Cycle Track with Bollards and Buffer as the preferred option. This option best met the scheme objectives by providing a safe and attractive dedicated cycle/pedestrian facility which will significantly improve sustainable mode options in the area. Link Type Option 4 provides the best balance of attractiveness and safety for all road users considering the existing road character and semi-rural location while minimising costs and maintenance issues. Given the 60 km/h speed limit on this road, bollards are required in order to meet the requirements of the National Cycle Manual for the provision of a cycle track as opposed to a cycle lane.

Figure 3-4 - Link Type Option 4



- 3.67. The existing character of the road is that of a former national road with wide carriageways and is dominated by asphalt surfaces. The proposed scheme will reuse the existing road carriageway and will not remove existing green areas. Additional green areas will also be planted where possible, e.g., at side roads where existing radii are to be reduced and at proposed concrete islands while additional wildflower planting and the like will be considered for existing green areas.

Safe Exit from Side Roads

- 3.68. The proposed speed along the R132 is 60 km/h. For speeds up to 60 km/h the Design Manual for Roads and Streets (DMURS) is the most relevant design guidance. In general, DMURS allows for much reduced carriageway widths, smaller horizontal and vertical radii and shorter visibility and stopping sight distances. These all combine to help reduce vehicle speeds on main roads and on approach from side roads, allowing for a safer environment for vulnerable road users.
- 3.69. It is proposed to update the design to provide kerbs at side roads to reduce turning radii and control traffic speeds while improving visibility for vehicles and vulnerable road users on approach. Tactile paving will also be provided to alert pedestrians to the presence of a crossing point.

Theme 6 – Vehicular Traffic Issues

- 3.70. This section includes submissions received regarding possible issues related to vehicular traffic movements.

Submissions

Speed Limit

- 3.71. Submissions received have objected to the reduction of the speed limit along the R132.
- 3.72. Submissions also enquired about the proposed speed limit being considered for Ministers Road and Kilhedge Lane.

Accessing Houses and Farmland

- 3.73. The primary concerns raised by farm owners and house owners revolved around access to residences and farmlands.
- 3.74. Submissions also raised concerns that homeowners may have to make U-turn manoeuvres to access their houses.

Traffic Calming Measures

- 3.75. Multiple submissions expressed doubt that a reduction in speed limits would not be enough to encourage drivers to slow down. It was stated that in the current 60km/h speed limit zone along the R132, motorists still drive well beyond 60 km/h.

Overtaking Breakdowns and Slow Vehicles

- 3.76. Submissions raised the issue that due to the removal of the hard shoulder, breakdowns of vehicles could lead to traffic congestion.
- 3.77. Submissions also raised concern about the lack for overtaking facility of slower vehicles. Submissions raised the point that currently faster vehicles can overtake slower vehicle such as farm vehicles when the slower vehicles pull into the hard shoulder.

Round Tower Service Station

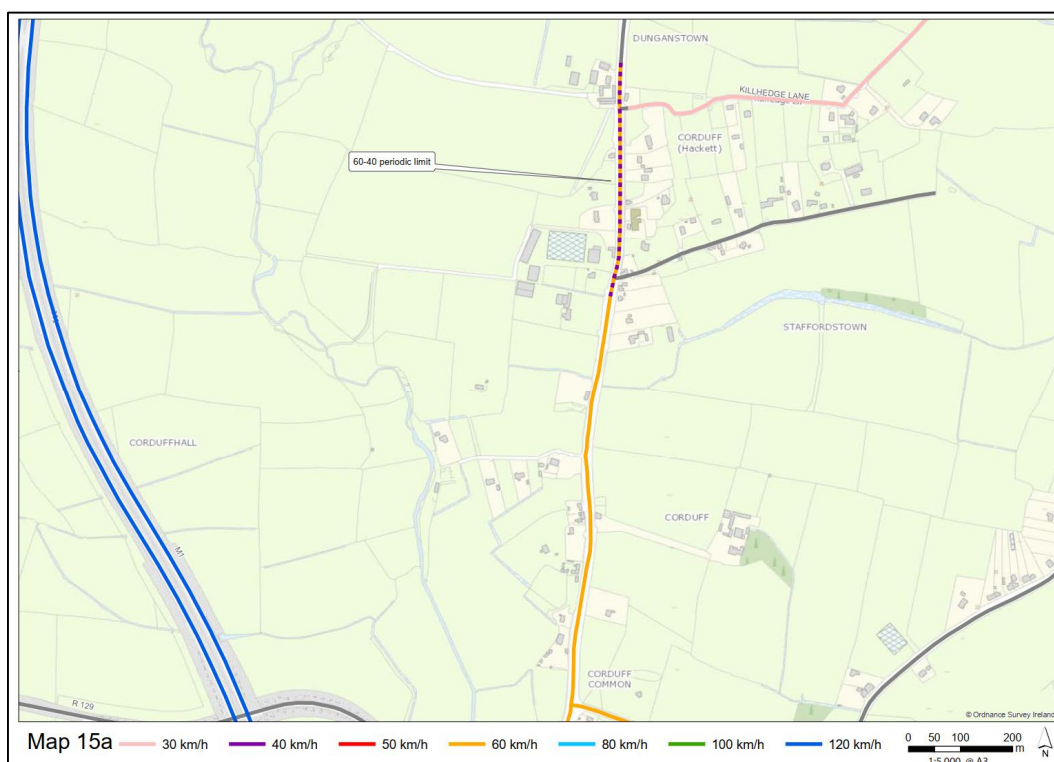
- 3.78. Submissions enquired about whether the existing entry and exit provision at Round Tower Service station is to be maintained.
- 3.79. Submissions also raised issues about the parking of heavy vehicles on the hard shoulder located opposite of Round Tower Service Station. This has caused erosion of the hard shoulder and resulted in ponding of water.
- 3.80. Submissions also enquired about the possible impact on the location of a bus stop for the Bus Éireann 101 service which is currently located near Round Tower Service station.

Response

Speed Limit

- 3.81. To install a cycle path along an 80 km/h road would require a separation distance zone of a minimum 2 meters between the road edge and cycle path to be in compliance with TII's national design standards. This would require land take along sections of the R132 that would significantly increase the cost of the project and delay the expansion of cycle network in Lusk and the surrounding area. In addition, a 60km/h speed limit along the R132 will improve road safety for all road users.
- 3.82. The proposed speed limit along different links are shown in the figure below. The speed limit along Kilhedge Lane has recently been adopted as 30 km/h while changes to the speed limit between Kilhedge Lane and Quickpenny Lane on the R132 from 80 km/h to 60km/h and along Ministers Road from 80 km/h to 50 km/h have been submitted and are currently waiting for approval.

Figure 3-5 - R132 Proposed Speed Limits



Accessing Houses and Farmland

- 3.83. Sufficient gaps in bollards will be left at all accesses to ensure vehicles can enter and exit properties safely while ensuring turning radii are appropriate to provide safety for vulnerable road users.
- 3.84. Access to properties is permitted across solid white lines as per current legislation. As such, U-turns will not be required to access any properties as is currently the case.

Traffic Calming Measures

- 3.85. It is acknowledged that motorists are, on average, driving over the speed limit in the existing 60 km/h zone along the R132. However, this can be attributed primarily to the current geometry of the road. As this road formed part of the old national road N1, the majority of the current layout is still in accordance with the guidelines for national roads which are designed to allow for high speeds.
- 3.86. For the current cycle scheme, the study area will be upgraded in line with less vehicle focused standards such as DMURS, with narrower carriageway widths of 3.25 m (reduced to 3.1 m bear school) and the protected cycle scheme with bollards on both sides. The reduction in widths and introduction of physical measures such as bollards and islands will help to reduce speeds throughout the scheme
- 3.87. In addition, the traffic calming measures discussed in the Theme 1 will ensure the safety of students of National Corduff School.

Overtaking Breakdowns and Slow Vehicles

- 3.88. As the proposed scheme will upgrade the road to take account of more appropriate design guidance, hard shoulders are not required. These are typically not provided on roads with design speeds less than 80 km/h. This will also bring the road into line with other roads in the area such as the R127 and will function in a similar manner. Breakdowns are infrequent and are unlikely to cause issues for traffic on an ongoing basis.
- 3.89. A main aim of the proposed scheme is to reduce vehicle speeds in the area and improve safety for all road users. As such, overtaking is not encouraged and the road will function in a similar way to many other in North County Dublin where agricultural vehicles are commonplace.

Round Tower Service Station

- 3.90. The proposed scheme regularises the existing layout at this service station by providing two dedicated access/egress points with sufficient width to cater for all vehicles. Between these access/egress points dedicated pedestrian/cyclist facilities protected by bollards on both sides will be implemented, thus improving safety for all users at this location.
- 3.91. As outlined in paragraph 3.32, gaps between bollards will be only 3m, preventing heavy vehicles from parking at this location. The removal of this parking and the resurfacing of the entire road as part of the scheme will improve the road surface in this location considerably.
- 3.92. The existing bus stop location for Bus Service 101 near Round Tower service station is not an official one but may be used informally. As discussed in paragraph 3.33, Fingal County Council are liaising with the NTA to determine the need and location of dedicated bus stops along the route.

4. Conclusion and Next Steps

- 4.1. Fingal County Council carried out a 4-week non-statutory public consultation between 3rd and 31st October 2022. All members of the public and relevant stakeholders were invited to make submissions on the proposed scheme. These were accepted via the online consultation portal, post or email. In total, 56 submissions were received.
- 4.2. The key findings of this public consultation process indicate that the general public have a number of key concerns with the scheme as summarised in the 6 themes and their responses as set out above.
- 4.3. No further public consultation is anticipated to occur for this scheme as the current scheme falls under Section 38 of Road Traffic Act 1994 (as amended). However, additional liaison with specific stakeholders and local representatives may be undertaken as necessary.

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