

Comhairle Contae Fhine Gall
Fingal County Council

**An Roinn Comhaoil, Gníomhaíochta
ar son na hAeráide agus Taisteal
Gníomhach**
Environment, Climate Action
and Active Travel Department



St. Cronan's Avenue & Brackenstown Road Protected Cycle Lanes

Public Engagement Report

Fingal County Council

May 2022

Contents

Chapter	Page
1. Introduction	3
1.1. Purpose of Report	3
1.2. Project Overview	3
2. Public Engagement Process	4
2.1. Online Public Engagement	4
2.2. Public Engagement Webinar	4
3. Submissions Received	5
3.1. List of Received Submissions	5
3.2. Design	7
3.3. Design - Lioscian Roundabout	28
3.4. Car Parking Facilities	30
3.5. Project Extension	32
3.6. General	33

Figures

Figure 1.1 - Project Location	3
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Tables

Table 3.1 - Submissions Received	5
Table 3.2 - Design Submissions	7
Table 3.3 - Lioscian Roundabout Submissions	28
Table 3.4 - Car Parking Facilities	30
Table 3.5 - Project Extension Submissions	32
Table 3.6 - General Submissions	33

1. Introduction

1.1. Purpose of Report

Fingal County Council (FCC) is proposing to provide improved pedestrian and cyclist facilities in the area of St. Cronan's Avenue and Brackenstown Road, Swords, Co. Dublin. This report has been prepared by the Active Travel Project Team in response to the non-statutory public consultation that was held online and took place from the 25th March 2022 to the 29th April 2022. A Public Engagement Webinar was held on the 12th of April 2022, inviting members of the public to an online presentation outlining the proposal of the project. In total, 36 no. submission were received and considered by the Project Team and Designers. The submissions and responses are outlined in Section 3 of this report.

1.2. Project Overview

The project will improve accessibility and provide a safer environment for walking and cycling. This upgrade will improve safety when walking and cycling to school or work and will create better connections to public transport, Swords Manor Football Club, Swords Town Centre and within the local area and will make walking and cycling an easier choice.

The project will encourage increased levels of physical activity and will offer an attractive, sustainable transport choice within the area of St. Cronan's Avenue and Brackenstown Road for school children and local commuters. It will bring significant benefits to the wider community while contributing to improving health and the environment. This is in line with Fingal County Council's vision for active and sustainable modes of travel that contribute to safer routes to school, better mental and physical health and a cleaner climate.

Cycle Lanes will be upgraded to protected cycle lanes along the Brackenstown Road at the Parkview Roundabout and run along both sides of the road past Swords Manor parklands, through St. Cronan's Avenue junction and connect with St. Cronan's Junior and National School.

This project is being delivered under a design and build contract and includes upgrading of existing cycle lanes along the full length of St. Cronan's Avenue, Murrough Road and through the intersection at Rathbeale Road. The project finishes at Laurelton Estate as shown in Figure 1.1 below.

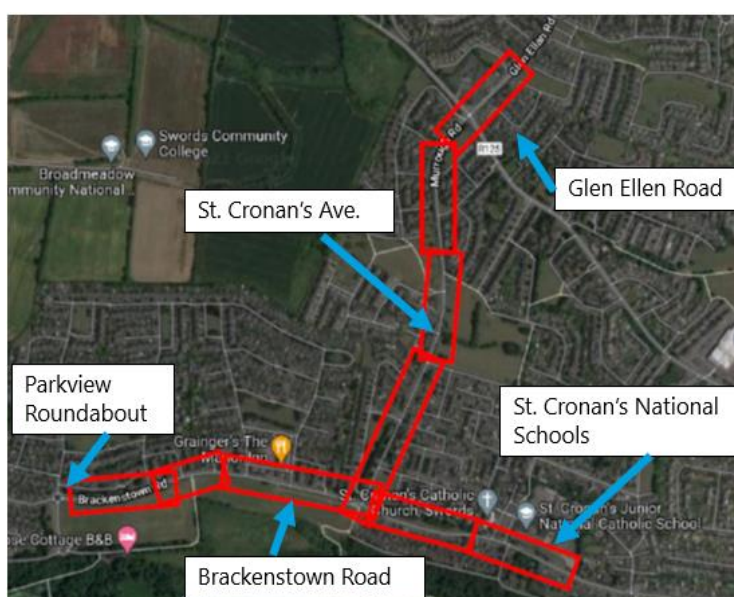


Figure 1.1 - Project Location

2. Public Engagement Process

2.1. Online Public Engagement

In addition to the Public Engagement Webinar, detailed design drawings and information material were made available on the Fingal Consult website. All interested parties could make a submission between 25th March 2022 to the 29th April 2022 through the online public consultation portal, by email or by post.

2.2. Public Engagement Webinar

A Public Engagement Webinar was held on the 12th of April 2022 from 5.30pm to 6.30pm and was presented by Fingal County Council. This Public Engagement Webinar was advertised through the fingal.ie website and social media posts.

Detailed design drawings and information material were made available through download from the Fingal Consult website. Detailed design drawings and information material were also available to view in hard copy throughout the consultation process in the Fingal County Council Grove Road Office, County Hall, Blanchardstown Library and Swords Library.

3. Submissions Received

3.1. List of Received Submissions

In total, 36 no. submission were received through the various permitted options outlined above. These submissions are referenced in the table below and throughout the report.

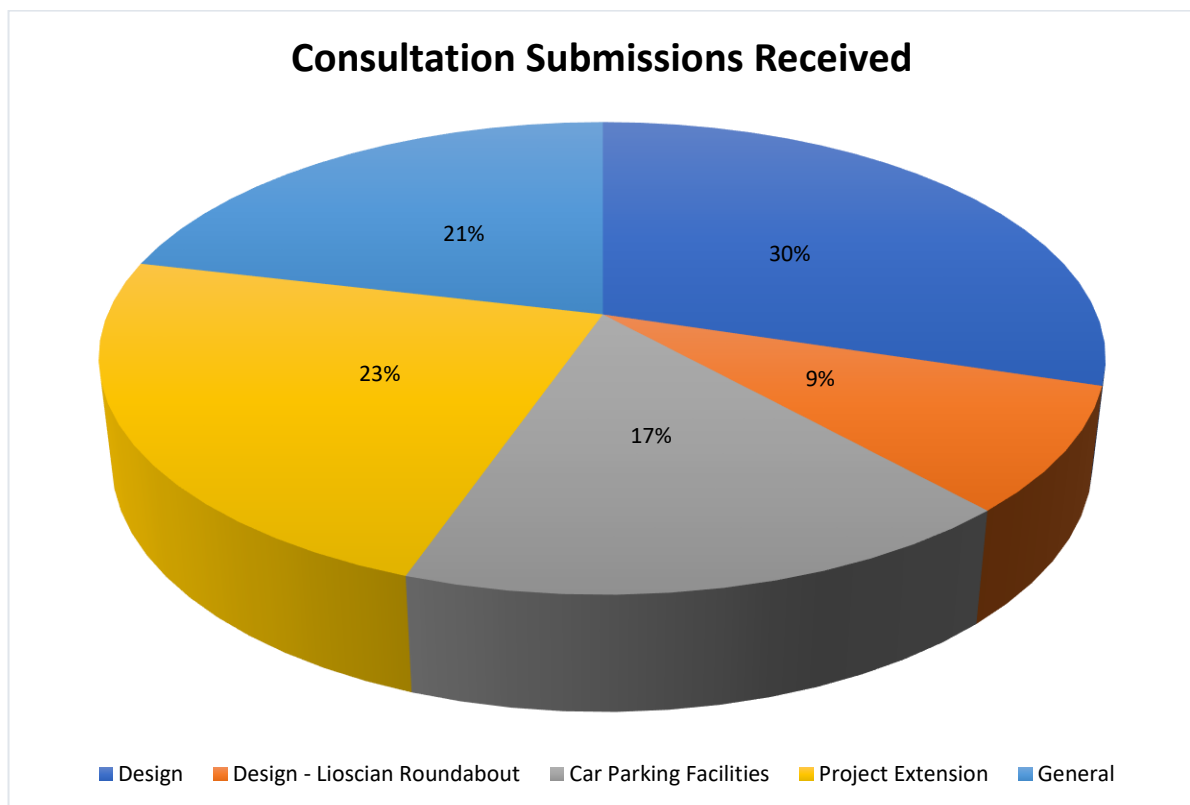
Table 3.1 - Submissions Received

Reference No.	Submission Description
FIN-C465-1	Road Congestion at Brackenstown Village
FIN-C465-2	Comments on Proposal
FIN-C465-3	95% Positive!
FIN-C465-4	Proposed Cycleways in the Brackenstown Area.
FIN-C465-5	Cycle Lane Proposal for St Cronans Ave & Brackenstown Rd
FIN-C465-6	Parking on the Brackenstown Road for Funerals and Schools
FIN-C465-7	Knocksedan
FIN-C465-8	Safe Access
FIN-C465-9	Walkway/Cycleway
FIN-C465-10	Knocksedan
FIN-C465-11	Brackenstown Road Cycle Path
FIN-C465-12	Extension of Proposed Brackenstown Cycle Lane to Knocksedan Demesne
FIN-C465-13	Objection to Proposed Cycle Lane on Brackenstown Road
FIN-C465-14	Extension to Swords Village & Knocksedan
FIN-C465-15	St Cronan's Avenue Protected Cycle Lanes
FIN-C465-16	Brackenstown St. Cronan's Cycle Lane
FIN-C465-17	Support More Cycle Lanes
FIN-C465-18	Visibility Exiting Berwick
FIN-C465-19	Protected Cycle Lane - St. Cronan's Avenue & Brackenstown Road
FIN-C465-20	Brackenstown Rd Cycle Lanes
FIN-C465-21	Brackenstown Road Active Travel Scheme
FIN-C465-22	St Cronan's Avenue & Brackenstown Road Protected Cycle Lanes
FIN-C465-23	St Cronan's Avenue & Brackenstown Road Protected Cycle Lanes
FIN-C465-24	Very Welcome Development.
FIN-C465-25	Clr Carey submission on St Cronan's/Murrough Rd/Brackenstown Cycle Lanes
FIN-C465-26	Welcome Project But Too Much Shared Space.

Reference No.	Submission Description
FIN-C465-27	Safety Issues
FIN-C465-28	A Step in the Right Direction
FIN-C465-29	Brackenstown Road - Disappointment
FIN-C465-30	FIN-C465-22: St Cronan's Avenue & Brackenstown Road Protected Cycle Lanes
FIN-C465-31	St Cronan's Avenue - Brackenstown Cycle Lanes
FIN-C465-32	Consultation St Cronan's Avenue and Brackenstown Road
FIN-C465-33	St Cronans Cycle Lane
Email 1	Cycleway Impact on Park Avenue
Email 2	St Cronan's Avenue & Brackenstown Road Cycle Plan Query
Email 3	St. Cronan's Avenue and Brackenstown Road, Consultation on Protected Cycle Lanes Works

For the purpose of this report, these submissions have been grouped under five headings:

- Design
- Design - Lioscian Roundabout
- Car Parking Facilities
- Project Extension
- General



3.2. Design

The submissions raised relating to design are outlined in the table below with responses to each following.

Table 3.2 - Design Submissions

Reference No.	Submission Description
FIN-C465-2	Comments on Proposal
FIN-C465-3	95% Positive!
FIN-C465-18	Visibility Exiting Berwick
FIN-C465-19	Protected Cycle Lane - St. Cronan's Avenue & Brackenstown Road
FIN-C465-22	St Cronan's Avenue & Brackenstown Road Protected Cycle Lanes
FIN-C465-24	Very Welcome Development.
FIN-C465-25	Clr Carey submission on St Cronan's/Murrough Rd/Brackenstown Cycle Lanes
FIN-C465-26	Welcome Project But Too Much Shared Space.
FIN-C465-28	A Step in the Right Direction
FIN-C465-29	Brackenstown Road - Disappointment
FIN-C465-30	FIN-C465-22: St Cronan's Avenue & Brackenstown Road Protected Cycle Lanes
FIN-C465-31	St Cronan's Avenue - Brackenstown Cycle Lanes
FIN-C465-32	Consultation St Cronan's Avenue and Brackenstown Road
FIN-C465-33	St Cronans Cycle Lane

A number of submissions required an individual response owing to the detailed nature of the issues raised. These are outlined below.

3.2.1. FIN-C465-2

- "I have previously mentioned the lack of clear transitions eastbound on the Brackenstown Rd/St Cronan's Ave junction, but westbound is more problematic for cyclists who might have transitioned onto the protected 2-way cycle lane (most likely, children coming from the schools). There is no indication at the junction where children who are continuing westbound towards Swords Manor are supposed to go. I assume they are expected to discount, cross the road at a non-existence pedestrian crossing (as the existing crossings do not appear in the proposal), and then continue westbound on the valley side cycle lane. This is unworkable, especially for young cyclists, who I suspect will simply cycle in an unsafe and uncontrolled manner across St Cronans Ave and join the cycle lane on the Manor side, going in the wrong direction to the cycle lane. At busy times this represents a hazard for cyclists going in both directions. A clear transition should also be made to facilitate cyclists on*

the 2-way lane going westbound in a safe manner without having 2-way cycle traffic on a narrow cycle lane.

- 2. On page 12 there is a junction which already exists at Rathbeale Rd/Murrough Rd, which seems to simply be the existing cycle lane plus bollards. No change is proposed here - the cycle lane sits inside the left turning lane onto the increasingly busy Rathbeale Rd, and with considerable housing and new schools located on the Rathbeale Rd presents a hazard for cyclists travelling northbound towards the Glen Ellan Rd. More space should be given at the front of the junction to discourage left turning vehicles from cutting across cyclists travelling north. No attempt seems to have been made to attempt to prioritise bikes - or even make them visible - at this junction.*
- 3. Roundabouts have been highlighted as a particular danger for cyclists (see Bicycle safety at roundabouts: a systematic literature review: Transport Reviews: Vol 41, No 5 (tandfonline.com)). There is a large roundabout at the entrances to Abbeyvale and Parkview which could be replaced by a more traditional junction with designated spaces for cycling, as the council has already planned for the Church Fields link road in Mulhuddart (IrishCycle.com -- Ireland's first Dutch-style, walking and cycling-friendly roundabout to be installed in Dublin 15). I propose that the roundabout at Parkview be considered as a candidate for similar treatment.*
- 4. At the transition of the cycle lane on Brackenstown going east (page 4), there is no transition for cyclists following the cycle lane - the design seems to imply that cyclists should follow the lane around to the pedestrian lights on Murrough Rd, wait for the lights to change to red for traffic, and then continue on to the new lane intersecting the current green. In practice this will be ignored (as are similar lanes around Dublin airport), as they create significant delays and unnecessary additional travel around the junctions for cyclists, and cyclists will leave the cycle lane at the red light and continue cycling on the road where they might attempt (if possible) to re-join the cycle lane at the trees. A smooth transition should be offered so cyclists can cross the road without having to turn left and stop at the pedestrian lights around the corner.*
- 5. On page 5, the existing footpath adjacent to St Cronans is displayed in its current state, which is segregated from the road by trees, hedges and a grass verge. The current footpath is in extremely poor condition and has no lighting at night. The opportunity should be used to improve the condition of the footpath and add lighting to it at night.*
- 6. On the Brackenstown Rd at St Cronans School there is a "sudden death" end to the bike lane at the entrance to the school. Given that not all cyclists using the road will be travelling to or from the school, there should be a smooth, controlled and safe transition to the road that does not suddenly spit cyclists onto the road without a transition, as the proposal diagram suggests on pages 6 and page 7 after the lay by.*
- 7. Outside of the schools on Brackenstown Rd, there are 2 lay bys traditionally used as parking or drop off/pick up points (page 6 and page 7). The first of these outside the Junior NS, includes a bike lane that wraps around the footpath, and is effectively inside of the layby - this will almost certainly be obstructed by drivers (unless the layby is entirely removed, which does not seem to be part of the proposal). A better solution would be to mirror the approach taken*

at the long bus stop on Page 1, where the cycle lane remains on the road, outside of the lay by, and thus not subject to obstruction by vehicles. Secondly, consideration needs to be taken, that flattening the road surface to allow transitions for cyclists caught by the sudden end of the cycle path, could be a temptation to use that space for short term parking. Bollards are not shown on the school side of the road on page 7 - instead of being a cycle lane, without bollards (and even with the kind of soft bollards commonly used by Fingal Co Co) the end of the cycle lane is likely to become de facto car parking spaces, which is not intended, I presume, by this proposal. "

Response:

1. The original scope of the commission did not include the design of a controlled crossing at this location. A design review will be conducted as part of the detailed design process in the current design and build contract.
2. The existing cycle infrastructure on Rathbeale Road and Glen Ellen Road is off-road, either adjacent to the footpath or shared. This is inconsistent with the on-road facilities on Murrough Road, and any cyclists from Murrough Road could not easily join these off-road facilities as a result. The reconfiguration of the junction ensures that the northbound cycle track on Murrough Road is brought off-road and interacts with a new toucan crossing similar to the new facilities on the other arms. At no point will any cyclist be in conflict with left turning vehicles unless they actively choose to stay on road.
3. The designers would agree that large, high capacity roundabouts are not appropriate for cyclists, however the proposed roundabout is a mini-roundabout which is considered a traffic calming device. The motor traffic lanes on approach to the roundabout will be narrowed to 3m to slow traffic on approach to the roundabout, and the geometry constrained by tightening corner radii. The roundabout at Parkview is not included in the scope of this project.
4. The design of the cycle lanes at the Brackenstown Road / St. Cronan's Avenue is such that cyclists intending to head east via the new off-road cycle track will merge left to the shared area just before the toucan crossing and follow this off-road shared path to the crossing point on St Cronan's Avenue. Cyclists heading north towards Murrough Road can stay on road and turn left at the junction or choose to turn the corner via the shared path and re-join the cycle track on St Cronan's Avenue. Similarly, more confident cyclists who will choose not to use the off-road facility can continue on-road through the junction and merge with traffic downstream.
5. A survey of the existing footpath along the Brackenstown Road and St. Cronan's Avenue has been carried out and repairs will be included as part of the works associated with this project. The existing lighting along this streetscape is deemed adequate. The footpath referred to is outside the scope of the project.
6. On page 6, the design is intended to be a shared transition area, to allow pedestrians from the southern footpath or eastbound cycle track cross the road using the zebra crossing to access the school, the church or even the cycle and pedestrian facilities through the green area. The shared area also ensures pedestrian and cyclist priority over vehicles across the accesses to the school and church. At no point does the design force cyclists to suddenly merge with

traffic. Temporarily the project will end in a shared use of the northern path until such time as the proposed Sustainable Swords project is progressed.

7. At this layby there would be a high turnover of weaving vehicles using the facility and it would be inappropriate to put cyclists on road at risk of collision with such vehicles. The layby will simply be shortened and the cycle track will be raised adjacent to the footpath. No vehicle should obstruct the cycle track as a result and any such parking may be monitored in future to deter such actions.

3.2.2. FIN-C465-3

“Overall, I want to say I am very pleased about this project and congratulate FCC on their ambitious commitment to active travel infrastructure improvements, and in particular Safe Routes to School, of which I would like to see more. One concern I have is that the cycle path appears to disappear outside St Cronan’s Church. Why can’t at least a single lane cycle path continue in front of the two entrance roads to the church? If one of the main reasons for the cycle path is to facilitate a safe route to school, it seems strange that the cycle path stops short of the school.”

Response:

The cycle track stops short of the school as the area is intended to be a shared transition area, to allow pedestrians from the southern footpath or eastbound cycle track cross the road using the zebra crossing to access the school, the church or even the cycle and pedestrian facilities through the green area. The project proposes buff colour to highlight the segregated cycle track, red colour to highlight unprotected and conflict points on the cycle lanes, and grey for shared areas. The shared area also ensures pedestrian and cyclist priority over vehicles across the accesses to the school and church.

3.2.3. FIN-C465-18

“I am very concerned about the visibility on exiting Berwick if this cycle lane gets the go ahead as it is if you are turning right you have a slight hill a railing and a bus terminus to contend with and a bollarded cycle lane together with your new junction will make it dangerous.

Why is the option of running this lane through the park not being considered you could then have a spur off to knockedan another over to rivervalley and a cross over to the school at cronans this could also facilitate a route onto the main street.

Brackenstown Road is quite narrow in places the addition of bollarded cycle lane will mean that in the case of an accident there will be nowhere for motorists to pull into to facilitate the passing of emergency vehicles.”

Response:

The sightlines have been checked at this junction and a 49m clear sightline is achievable as per DMURS. The stop line is set back to ensure priority for pedestrians crossing the junctions. Drivers shall then be required to proceed with caution to the mouth of the junction and check for oncoming vehicles. Drivers may then proceed onto Brackenstown Road provided it is safe to do so.

The provision of a cycle track within the park is outside the scope of the project. This project aims to deliver safe segregated walking and cycling infrastructure for vulnerable road users within the existing road space.

The project as a whole is intended to act as a traffic calming measure to slow vehicles down and mitigate the chance of an incident occurring. In the event of a serious accident, drivers should not move their vehicles in any event. The broken road marking will allow vehicles to overtake the incident in the road provided it is safe for them to do so. It is not appropriate to force cyclists to merge suddenly with traffic to avoid such vehicles parked in their cycle lane while information is being exchanged.

3.2.4. FIN-C465-19

"Safe Routes to School"

I welcome the Safe Routes to School initiative which includes the proposal in relation to St Cronan's School. Access to the rear of the School should also be considered as part of the project as pupils travel through the back of the church to access the school grounds.

A parking plan for the school and church needs to be considered as part of this project, currently there are issues with parking in estates surrounding the school early in the morning and when school is out. With the installation of bollards where cars currently park for drop offs, this will push motorists into the surrounding estates exacerbating the already problematic parking issue that negatively impacts residents – Park View and Glasmore Estates for example have raised issues of parking in the past at school times, this will increase. Residents in these estates have already sought parking restrictions to deal with school drop off/collection times.

The footpaths opposite the school and church are badly in need of repair and this should be done as part of the project. Currently the lighting at St Cronan's is non-existent and the footpath is in need of repair, this should be addressed during the proposed works.

Brackenstown Road

The traffic from St Cronan's Avenue/Brackenstown Road to Park View Roundabout (Roundabout to the west of Brackenstown Road) is extremely heavy, the speed with which traffic travels along this route has been a topic of many motions and questions at committees of FCC with a VAS sign installed to encourage motorists to slow down. The roundabout is the site of a number of accidents.

I have major concerns around safety along this stretch of the proposed cycle lane and consider that it would have been better if the cycle lane along this stretch had been installed inside the park railings, which would provide a safer cycling infrastructure. While the current funding stream Sustainable Transport Measures Grants (STMG) Programme 2022, may not cover funding, other funding streams could be considered if it was to provide safer cycling.

Linking up Knocksedan

The continuation of the Brackenstown Road from Park View to the R108 is an accident hot spot and this week part of the road subsided. This is the access route for pedestrians and cyclists to

Knocksedan, Airport Manor and surrounds. The proposal to stop the cycle lane at Park View should be reconsidered to extend it as a route for those walking or cycling this route in darkness. The only current alternative is through Brackenstown woods which is not viable at night time for safety and visibility reasons.

Lioscian Roundabout

The benefits of the addition of a roundabout at the entrance to Lioscian is unclear and may make the intersection more dangerous for cyclists. The current junction with clearer marking may provide a better alternative to the suggested roundabout.”

Response:

The purpose of the project is that the improvements to footpaths and cycle tracks will encourage more locals to use these facilities for active travel measures to bring their children to school etc, and thereby reducing the requirement for parking in the area.

The proposed project will include footpath repair. This footpath will be inspected and the extent of repair required will be included in the scope.

The original scope of the commission did not include the design of follow on links to wider areas and projects. A further review will be conducted as part of our broader active travel work or will be brought to the attention of our colleagues in other departments.

The mini-roundabout is intended as a traffic calming device and a means to overcome difficult sightlines from Lioscian looking north when a bus is stopped at the bus stop. Roundabouts only require vehicles to yield from the right, thereby eliminating the sightlines issue without the need for planning permission to move the bus stop.

3.2.5. FIN-C465-22

"I welcome and appreciate what this project is trying to achieve but I don't believe that it achieves enough or, in certain parts, is safe enough for people to use; especially for school children outside of school hours. Below I will expand on some of the issues I perceive with this project. The junction at the top of the St. Cronan's Avenue and Brackenstown Road is a busy junction. A pedestrian crossing was built a few years ago roughly 30m west of this junction to provide a safe crossing into the park and playground. (This crossing is 150m from the pelican crossing at Swords Manor shopping centre and 355m from the proposed toucan crossing at Swords Manor Football Club). In regard to slide 4/13, currently in the mornings and afternoons during school term a school traffic warden is required for children to cross St. Cronan's Avenue safely. Outside of the times of the school traffic warden how are cyclists, including children, supposed to safely cross the road by themselves and access the westbound cycle lane on the Brackenstown Road? The new 280m 2-way cycle lane ends at the edge of a busy road with no safe way to cross. A toucan crossing would help in this regard but then 2 out of the 3 arms of the junctions would have some form of traffic light control but they wouldn't be interconnected. Shouldn't the entire junction just be signal controlled? I propose moving the 2-way cycle lane closer to the junction and providing a protected junction here. The narrowing of the all

estate junctions' radii is welcomed as that helps reduce the speed of vehicles entering and exiting the estates, reduces the crossing distance for pedestrians and has proven to work well in Rivervalley to slow traffic down. I have to question the use of a mini roundabout as a form of traffic calming at Lioscian. One of the project engineers on Zoom information meeting said it was to be used to calm traffic. I don't think mini roundabouts achieve this goal. They tend to be unsafe for pedestrians and cyclists. Poor sight visibility at the junction was given as the reason for building it here but The Gallops, Ardcian and Cianlea also have poor sight visibility exiting their estates and while outside the scope of this project; Daleview on the Rathbeale Road does too. There needs to be a toucan crossing where the path at the top of Daleview meets the Murrough Road to allow safe crossing for pedestrians getting to and from the bus stops nearby, stops number 4908 and 4912 and for cyclists from Daleview and Elmwood to safely access the northbound and southbound cycle lanes. The bus stop with id number 4910 is extremely close to the junction of the Rathbeale Road (50m) and should be removed under this project. The previous stop for the 41 route, id number 3865, is just 100m back around the corner on the Rathbeale Road and the following stop, id number 4911, is just 128m further on. Removing it would have little impact on public transport users, but it would improve road safety as vehicles turning onto the Murrough Road may be faced with a stopped bus immediately after turning and many attempt a risky overtake manoeuvre. I welcome the removal of the left filter lane on the Rathbeale Road for traffic turning onto Glen Ellan Road from the west. However, transitioning from the cycle lane on the Murrough Road to both the Rathbeale Road and the Glen Ellan Road is not ideal here. Going from on road cycle lanes to off road cycle lanes. It put cyclists into conflict with pedestrians.

The proposed new segment of cycle lane between the junction of the Rathbeale Road and Laurelton while welcome would appear to be on the inside of the current footpath which goes against the DMURS design document. When joining the cycle lane from the west side of the Rathbeale Road you are changing from cycle lanes that are on the outside of the path (DMURS approved) to the proposed cycle lane on the inside of the path (DMURS not approved). Also, when joining from the Murrough Road you have to change from on-road cycle lanes to an off-road cycle lane that is positioned inside of the path. The changing of lanes and crossing of the footpath may cause collisions between pedestrians and cyclists. Cycling southbound from the Glen Ellan Road also has difficulties in crossing the Rathbeale Road as the current cycle lane is off-road on the wrong side of the path. Cyclists are required to avoid pedestrians at the junction and wait to cross on a green pedestrian light. There are currently no traffic lights for cyclists here. Once again cyclists have to change lanes to join the cycle lane that is on the Murrough Road and for those cycling westbound on the Rathbeale Road they have to avoid pedestrians while joining the off-road cycle lane. The project should be extended to the entire length of the Glen Ellan Road/Castleview Extension to move the cycle lanes where necessary to the correct side of the road in accordance with DMURS. Also provide a safe crossing points at the Castleview Extension/Glen Ellan Road roundabout which currently has no safe East-West crossing and is very dangerous for school kids that cross in the morning. This would add further to the Safe Routes to Schools, connecting Thornleigh Educate Together, Swords Educate Together, Gaelscoil Bhrian Bóimhe, Finians Community School, Swords Community College and Broadmeadows National School to a safer cycling and walking network.

Perhaps consideration should be given to routing a two-way cycle way inside the park with a new entrance and toucan crossing added at the Park View/Abbeyvale end of the park. Link that cycle way with the proposed toucan crossing at the football fields, the existing crossing at the shopping centre and hopefully a new full signalised St. Cronans Avenue junction. A new bus stop is required opposite the existing bus terminus as when some buses have finished their route and are returning to the garage they don't turn back at the roundabout. They just let people off on the side off the road as there is no bus stop on the south side of the Brackenstown Road in that location. This added to the proposed crossing above would increase safety for public transport users. After the junction with St. Cronan's Avenue, the footpath towards Brackenstown church and school is extremely dark at night time, which is troublesome during winter times. Many people feel unsafe walking that route as the only light comes from nearby St. Cronan's estate or from the Brackenstown Road, most of which is blocked by the trees between the path and the road. New pedestrian suitable lighting needs be installed along that footpath."

Response:

The provision of a controlled crossing or signalisation of the junction was outside the scope of the project. A design review will be conducted as part of the detailed design process in the current design and build contract.

The location of the cycle track towards Laurelton was deliberately placed inside the cycle track to align with the existing cycle track inside the path north of Laurelton. The transition between cycle tracks inside and outside the footpath will occur at the toucan crossings where cyclists will be forced to slow down in any event to account for waiting pedestrians. The extended landscaped area will offer increased visibility of oncoming cyclists and pedestrians through the shared area.

The provision of a cycle track within the park is outside the scope of the project.

The provision of a new bus stop is subject to planning permission and agreement with NTA. The issue will be raised again by FCC with NTA to see if rationalisation and resolution can be achieved.

The provision of public lighting along the path is outside the scope of this project.

3.2.6. FIN-C465-24

“Overview

Pedestrian improvements are very welcome as will make pushing a Wheelchair, buggy in this area much easier and safer. Cronans Ave is a very dangerous road having had a number of fatalities from Car crashes.

Bike lane improvements are very welcome to encourage more shorter active trips in this area. It would be great if FCC could continue the work so a safe connection to Swords Main street is delivered.



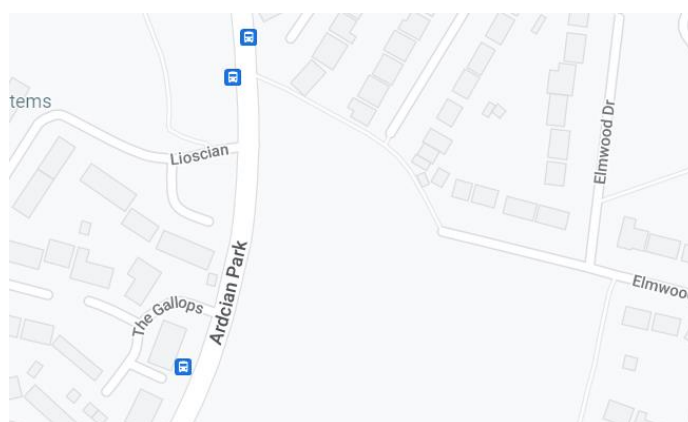
Cronans Ave:

Was consideration given to putting the bike lane inside the tree line on St Cronan’s Ave south of Ardian Park given there is space available? This would be best practice in Netherlands to have a grass strip between bike lane and road. Would be a more permanent solution over bollards.

Permeability in the area should be improved by opening the previous pedestrian link from Valley view into Swords Manor. This will dramatically reduce active travel time for a lot of local journeys from these estates.

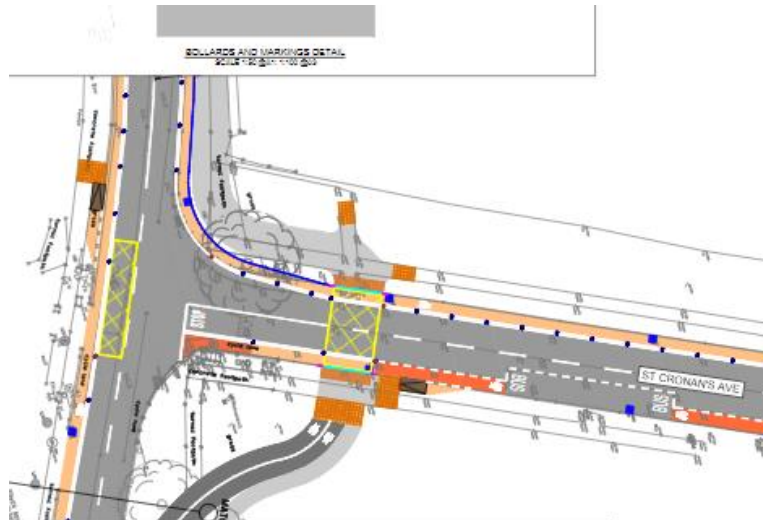
A pedestrian crossing from LiosCian into park south of Ard Cian Park.

The link from Cronan’s Ave into Elmwood should be widened and resurfaced across the Greenspace. This is currently a busy route for walkers and some cyclists. This link should be aligned to a new Pedestrian crossing into Lioscian. This route will eventually link into Swords Community college.



There does not appear to be Bus stop bypass in the designs for bike lane. This is certainly a risk on St Cronans Ave given speeds motor vehicles travel at. Could these be included in a future phase please?

Intersection of Brackenstown road and St Cronans Ave.



Was consideration given to a Dutch type Roundabout at junction of St Cronan's Ave and Brackenstown Ave? This would facilitate safe walk and cycle routes and also reduce the delay for cars turning right from Cronans Ave onto Brackenstown Ave. It would also calm car speeds on the Brackenstown Ave at this location. On the Webinar the designers mentioned that this was not in scope for current works but could be a consideration for future phase in this area.

For cyclists heading south on Cronan's Ave could an access be made into the Ward Valley regional park.

For cars heading south on Cronans Ave to this intersection could consideration be given to a right and left turning lane for cars and routing the bike lane off the road. This can be a bottleneck at rush hour for cars and a dangerous intersection for bikes. A new pedestrian/bike raised crossing across Brackenstown Ave could be installed at this location (East of the junction).

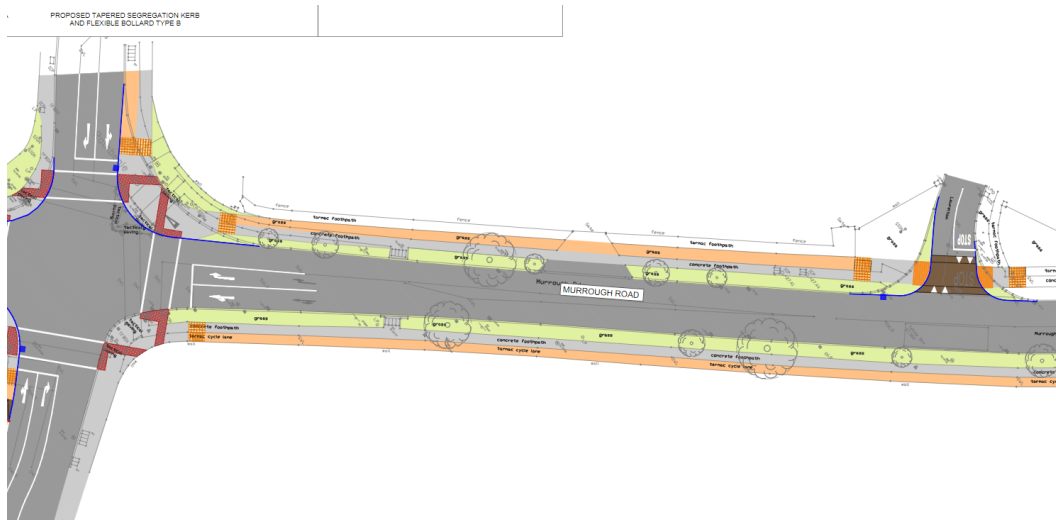
Brackenstown Road

A 2-way bike lane on this stretch up to Parkview could also have worked well given space available and would provide a safer option. Co-ordinate this with better crossing at exit points from Swords Manor.

Risk that bollards in the current plan will not stop from parking at entrance to Soccer pitches in Swords Manor. This could be one area where kerbs may be necessary. Most of the other areas in the plan that are provided with bollards are not subject to parking in the bike lane so bollards should be sufficient.

Section between Rathbeale road and Laurelton:

No Cycle lane marked on this section of the drawing. Presume this is just an error with the drawing.



Pedestrian Access to Swords Manor Shopping Centre from Brackenstown road:

The design does not cover this pedestrian access which currently involves having to negotiate a few kerbs. Can this be reviewed to ensure dished access is provided for Wheelchair, Buggy access to the Shopping Centre from the Brackenstown road.”

Response:

While it may be possible to provide the cycle track between the trees at this location, other pinch points along the route mean it cannot be replicated for the full extent of the project. Weaving on road and off road may induce complacency by either cyclists or drivers and it is preferable to have consistency along the project. The NTA active travel proposals emphasise the reallocation of existing road space for the following reasons:

- Design Simplicity
- Quicker Construction Time
- Less Carbon Emissions
- Cost Effective

A design review will be conducted as part of the detailed design process in the current design and build contract.

The provision of bus stop bypass for cyclists requires a significant amount of space to provide a landing area, cycle track and footpath. More experienced cyclists can choose to route around the bus when stopped and less experienced cyclists can choose to wait.

The reconfiguration of the St Cronan's Avenue junction with Brackenstown Road was originally outside the scope of the project. A design review will be conducted as part of the detailed design process in the current design and build contract.

The issue with parking across the protected cycle tracks will be monitored following construction of the project and alternative measures implemented if considered necessary.

The orange / peach colour on the section between Rathbeale Road and Laurelton is the proposed cycle track. It will be constructed through the existing grass verge to avoid impacting the existing trees. The "grass" reference is the topographical survey indicating its existing form.

Noted but this is currently outside the scope of the current project. A design review will be conducted as part of the detailed design process in the current design and build contract.

3.2.7. FIN-C465-25

"I have concerns that the lights which are on southern side of the Brackenstown Rd will not be close enough to illuminate the new two-way cycle lane between the Murrough Rd and the Church. I already receive complaints about the lack of light on the footpath on the north side there beside the Cronan's Estate. It's important to get this right as the lanes will be used year-round by people going to and from the church, school and community centre complex at Brackenstown.

The green at Lioscian will be a walking and cycling route to Swords Community College on completion of the Mooretown/Oldtown development. I think the council should work with the developer to create an access point through the area now and it should be included in this scheme. The distance students have to go at present is too long and many parents drive because of this (they have to go via the Rathbeale Rd). With the phasing of the development we could be over ten years away from the completion of that element of development. We really need a temporary solution.

The proposed scheme includes a crossing point for cyclists on St Cronan's Ave which is not signalised. It will be manned by the lollipop person during school times but the majority of the time those crossing will find it very difficult. I believe the junction itself should be signalised and crossing points for those walking and cycling should be consolidated at that point. This would make most sense in the context of increased population in the area. This road is a main distributor road for Swords and will be the route out of Swords for those living in the new areas being built (Millers Glen, Mooretown, Oldtown). Even if we achieve major modal shift in the town for small journeys, and better public transport provision, this road is still likely to see greater volumes of traffic due to this increase in population and its strategic location. We should get ahead of this and signalise the main junction now."

Response:

It is expected that the existing road lighting should be sufficient to light the proposed two-way cycle track. This will be addressed through the road safety audit of the design.

This is outside the scope of this project and involves third party lands. A further review will be conducted as part of our broader active travel work or will be brought to the attention of our colleagues in other departments.

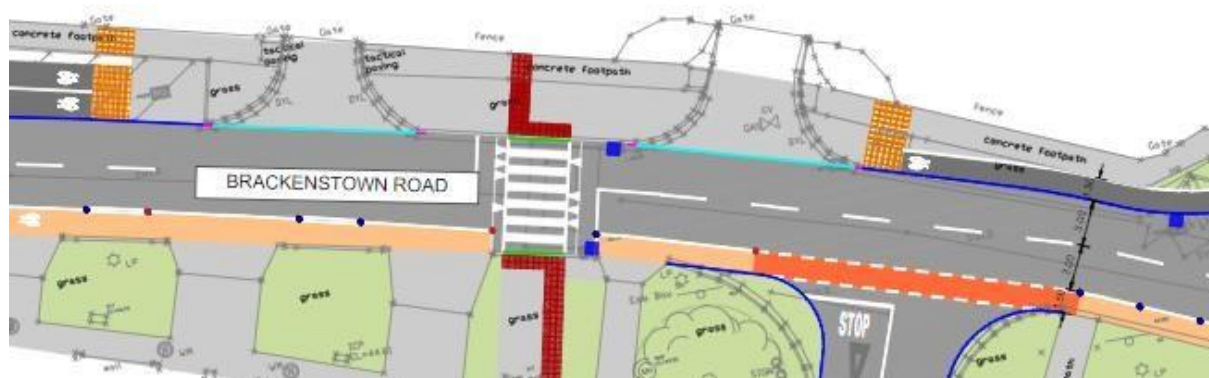
The original scope of the commission did not include the design of a controlled crossing at this location or signalling the junction entirely. A design review will be conducted as part of the detailed design process in the current design and build contract.

3.2.8. FIN-C465-26

“Fingal Active Travel Group is a sub-group of registered charity, Dublin Cycling Campaign (Registered Charity Number (RCN): 20102029). We strongly believe that Fingal should be an area that promotes active travel within liveable villages, suburban and urban centres. The pedestrian improvements that this scheme offers are very welcome as will make pushing a Wheelchair, buggy in this area much easier and safer. Cronans Ave is a very dangerous road having had a number of fatalities from Car crashes.

The provision of segregated cycling infrastructure (albeit with shortcomings that can be rectified) are also welcome. A significant shortcoming is the extensive use of shared space in the scheme. Shared paths are discouraged by the NTA’s National Cycle Manual (section 1.9.3) as they provide a poor quality of service for both pedestrians and cyclists. Cyclists on shared surfaces must also cycle slower in order to safely share the space. Given that pedestrians are not particularly well catered for across Fingal, they should not be asked to share space with people cycling.

We would strongly encourage that this scheme be further developed to provide a safe connection to Swords Main street, significantly increasing the coherence and usability of the scheme. The following feedback was provided by a group member whom lives beside the proposed scheme and currently cycles as their primary mode of transportation.



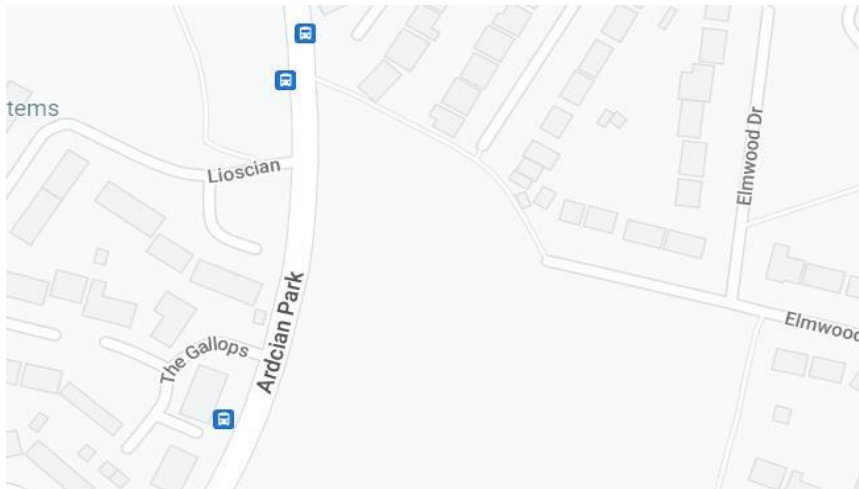
Cronans Ave:

The bike lane should be positioned inside the tree line on St Cronan’s Ave south of Ardian Park given there is space available? This would be best practice in Netherlands to have a grass strip between bike lane and road. Would be a more permanent & aesthetically pleasing solution over bollards.

Permeability in the area should be improved by opening the link from Valley View into Swords Manor. This will dramatically reduce active travel time for a lot of local journeys from these estates.

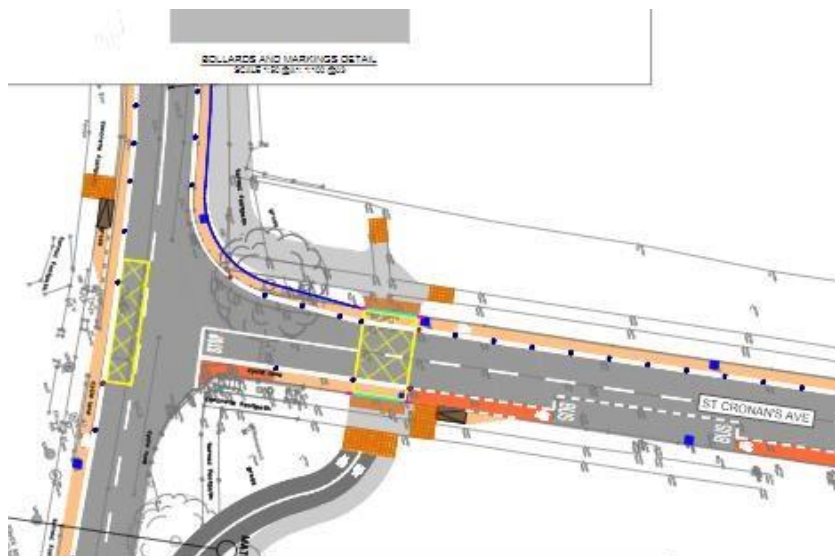
A pedestrian crossing from LiosCian into park south of Ard Cian Park.

The link from Cronan's Ave into Elmwood should be widened and resurfaced across the Greenspace. This is currently a busy route for walkers and some cyclists. This link should be aligned to a new Pedestrian crossing into Lioscian. This route will eventually link into Swords Community College.



There does not appear to be Bus stop bypass in the designs for bike lane. This is certainly a risk on St Cronans Ave given speeds motor vehicles travel at. A Bus stop bypass should be strongly be considered.

Intersection of Brackenstown road and St Cronans Ave.



A Dutch style Roundabout (diagram of one proposed for Dublin 15 below) at junction of St Cronan's Ave and Brackenstown Ave should be strongly considered. This would facilitate safe walk and cycle routes whilst reducing the delay for cars turning right from Cronans Ave onto Brackenstown Ave. It would also calm car speeds on the Brackenstown Ave at this location. In the Webinar, the designers mentioned that this was not in scope for current works but could be a consideration for future phase in this area.

For cyclists heading south on Cronan's Ave could an access be made into the Ward Valley regional park.

For cars heading south on Cronans Ave to this intersection could consideration be given to a right and left turning lane for cars and routing the bike lane off the road. This can be a bottleneck at rush hour for cars and a dangerous intersection for bikes. A new pedestrian/bike raised crossing across Brackenstown Ave could be installed at this location.

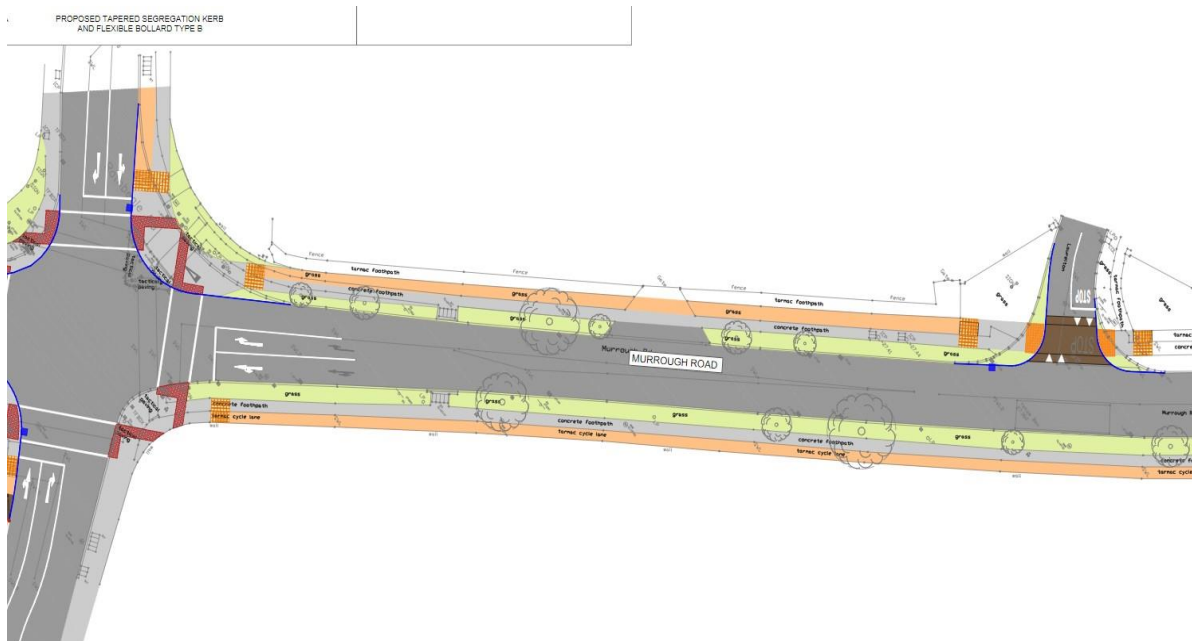


Brackenstown Road

Risk that bollards in the current plan will not stop from parking at entrance to Soccer pitches in Swords Manor. This could be one area where kerbs may be necessary. Most of the other areas in the plan that are provided with bollards are not subject to parking in the bike lane so bollards should be sufficient.

Section between Rathbeale road and Laurelton

No Cycle lane marked on this section



Pedestrian Access to Swords Manor Shopping Centre

The design does not cover this pedestrian access which currently involves having to negotiate a few kerbs. Can this be reviewed to ensure dished access is provided for Wheelchair, Buggy access to the Shopping Centre.

Outside St Cronan's Schools.

Coherence and segregation are absolutely critical at a significant active travel destination such as a school. The current design does not cater for onward journeys past the school as the cycle lane abruptly turns to grass. As stated in national guidance documents such Design Manual for Urban Roads and Streets (DMURS), routes should be direct and continuous.

This major shortcoming can be easily rectified by providing a segregated cycle lane across the entrances to the schools, allowing for onward journeys.

Conclusion

Whilst we welcome the scheme, the excessive use of shared space, contravening the National Cycling Manual and absence of a coherent cycle lane (contravening DMURS) outside St Cronan's schools are serious shortcomings that should be resolved prior to delivering this project."

Response:

See responses to FIN-C465-24.

The function of the shared space outside the school area is to ensure priority for pedestrians and cyclists across the church and school entrances, and also to safely manage the interactions between cyclists and pedestrians, those crossing from the zebra crossing and those weaving across to access the school. Segregating the cycle track and footpath in this area would not be considered safe since it would be pedestrians most likely at risk from cyclists unexpectedly weaving across the path to the school or church. The shared space instead encourages slower cycling speeds to manage these interactions.

3.2.9. FIN-C465-28

“The scheme proposes too much shared space at vital junctions. This goes against recommendations in National Guidance documents such as the National Cycling Manual and Design of Urbans Roads and Streets.

The lack of a direct cycle route outside St Cronan's schools for onward journeys needs to be urgently resolved.

Other than the above shortcomings, I welcome the scheme and look forward to seeing a lot more in the future to help ease the congestion gridlocking our communities.”

Response:

The function of the shared space outside the school area is to ensure priority for pedestrians and cyclists across the church and school entrances, and also to safely manage the interactions between cyclists and pedestrians, those crossing from the zebra crossing and those weaving across to access the school. Segregating the cycle track and footpath in this area would not be considered safe since it would be pedestrians most likely at risk from cyclists unexpectedly weaving across the path to the school or church. The shared space instead encourages slower cycling speeds to manage these interactions.

Other shared spaces through the project are intended to manage crossing manoeuvres between different forms of cycle infrastructure, local pinch points and safe termination of cycle tracks.

3.2.10. FIN-C465-29

1 Introduction

Cyclist.ie, the Irish Cycling Advocacy Network (ICAN), is the Federation of Cycling Advocacy Groups, Greenway Groups and Bike Festivals on the island of Ireland. We are the Irish member of the European Cyclists' Federation. Our vision is for an Ireland with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling. Cyclist.ie would like to be able to welcome this scheme because of its ambition to make cycling and walking safer in this area of Swords in Fingal, but due to the exhibited standard of design, and the confusing mishmash of standards used, and poor connectivity in places used we cannot support the scheme. We would urge the Council and their designers to go back to the drawing board We outline our reasons below for taking this drastic approach.

2 General Comments

2.1 It is unclear from the layout shown for this scheme whether it is merely meant as a temporary stopgap for sections of routes in the area, or as a longer-term project. From the drawings exhibited, and the apparent average cycle lane width along the route, it merely appears to use the existing roadway for most of the proposed route, when major green field areas could have been availed of to provide a better, safer, and more pleasant recycle route, and one built more to recognised standards.

2.2 There is lack of clarity on the drawings overall, as dimensions are not given in most areas, no regular cross sections are included, and the cycle lane width proposed varies from 1.2m and to 1.5m, which are both well below the standard recommendation of the National Cycle Manual, and the now accepted 2m standard width. This will not facilitate passing manoeuvres by cyclists, or unusual bike types. In other words, this proposed scheme lacks ambition and does not meet the required standard.

2.3 The drawings exhibited do not give enough clarity on the particular locations along the route, as many important and standout features such as schools, churches and shops are not posted. This makes it very difficult for the average punter to locate the specific areas of the scheme at times and ascertain what is proposed.

2.4 The exhibited scheme has a number of mislabelled features on the drawings, which add to the difficulty of interpretation of the drawings, and a reference in places to 'tactical paving' (sic)? Glen Ellan Road is mislabelled Murrough Road.

2.5 The proposed scheme uses 3 different surface colours for the cycle route. Cyclist.ie suggests that a standard red colour cycle lane should be used throughout?

2.6 The scheme (Sheet 01) starts at a busy roundabout at Abbeyveale/Parkview with no obvious safe cycling connectivity from Brackenstown Road to the roads leading to this roundabout? Where is the logic? The truncated end of the proposed project on Brackenstown Road, at what appears to be St Cronan's Junior School seems to make no sense at all, as further cycling along this road appears to be discouraged?

2.7 The proposed toucan crossing on Brackenstown Road, as shown on the project overview at Swords Manor Football Club, does not appear on the exhibited scheme drawings!?

2.8 The designed layout for the Brackenstown Road/St Cronans Avenue junction is complicated and lacks directness for both cyclists and pedestrians. It should be revisited.

2.9 The purpose of the 2-way cycle route along a short section of Brackenstown Road is difficult to comprehend. What is its purpose?

2.10 The proposed min roundabout at Lioscian is unacceptable to cyclists and will increase the danger levels rather than improve safety.

2.11 The design of the large junction at Murrough Road and R125 does not prioritise cycling and there is no clear throughway for cyclists. This should be reviewed, with consideration given to a Dutch style design.

2.12 Having stated all of the above negatives we commend the design principle used at many of the side road junctions where raised crossings are proposed for pedestrians, STOP lines behind the raised crossing and the cycle lanes/tracks are clearly marked across the junction mouths.

3 Summary/Conclusion

As can be seen from the above laid out points, we in Cyclist.ie are very disappointed with the standards exhibited in this proposed scheme, which do not meet even the basic national standards. The scheme drawings and details, as exhibited also lack clarity and make it difficult to identify particular features and clarify exactly what is proposed in different areas. We urge Fingal Council to return to the drawing board on this scheme and raise their level of ambition in order to provide a scheme for the future of cycling in the area."

Response:

"2.1-2.2 The NTA active travel proposals emphasise the reuse and reallocation of existing road space for the following reasons:

- Design Simplicity
- Quicker Construction Time
- Less Carbon Emissions
- Cost Effective

2.4 These are background references from the Topographical Survey and have no bearing on the design.

2.5 The project proposes buff colour to highlight the segregated cycle track, red colour to highlight unprotected and conflict points on the cycle lanes, and grey for shared areas.

2.6 Either end of the proposed project on Brackenstown Road are subject to separate future projects.

2.7 This is a drawing error and has been added to the drawings going forward.

2.8 The original scope of the commission did not include the design of a controlled crossing at this location or signalising the junction entirely. A design review will be conducted as part of the detailed design process in the current design and build contract.

2.9 The two-way is an alternative route for westbound cyclists if they choose and required due to road space constraints for the eastbound cycle track.

2.10 This has been noted by FCC and the designers.

2.11 It is difficult to implement Dutch style infrastructure through the junction because of the varying cycle infrastructure on all arms, some shared, some on road, off road, inside cycle tracks, outside cycle tracks. The shared spaces are intended to manage these interactions and changes in facilities until in future it is considered necessary to rationalise the cycle infrastructure in the area.

3.2.11. FIN-C465-30

"I am delighted that Fingal County Council are investing in cycling infrastructure and very much welcome development of this in the St Cronan's/Brackenstown/Murrough Road area.

A few points to note:

I do not agree that a mini roundabout at Lioscian will help with traffic calming and will be safe for cyclists. Could a signalled junction be considered here? There are many bus stops along this section of the Murrough with no safe crossing area. Putting a set of pedestrian lights here would not only facilitate people crossing for bus stops but also the daily pedestrian and cycling traffic to and from the school. I would welcome more traffic calming measures on the Murrough road.

The junction at the top of St. Cronan's avenue with the Brackenstown road would also benefit from pedestrian lights. This would allow safe crossing for pedestrians and cyclists to and from St. Cronan's school and ease traffic congestion in the area at peak times. There should be a dipped curb to allow cyclists at this junction enter the park for access to the Ward Valley Park. The pedestrian lights that are just up from this junction could be removed.

I would appreciate if consideration could be given in this plan to students of Swords Community College from this area who are either travelling by foot or bike to school. Currently it is a 2.3km journey from Daleview Road to Swords Community College. By opening a walk/cycle way from Lioscian it would reduce the journey to 600m. Also, if a laneway is to be introduced to Swords Community College from Abbeyvale, the cycle paths on the Brackenstown Road must be able to facilitate cyclists safely using the roundabout at Abbeyvale/Park view."

Response:

Signalising the junction of Lioscian would be inappropriate and could cause knock-on traffic impacts along St Cronan's Avenue. Several locations through the country have reinstated mini-roundabouts at junctions due to the traffic chaos caused by imbalanced traffic demand along the arms. Roundabouts in general ensure a balanced priority for all arms as appropriate for the demand.

The original scope of the commission did not include the design of a controlled crossing at this location or signalising the junction entirely. A design review will be conducted as part of the detailed design process in the current design and build contract.

This submission has been noted but is outside the scope of this project. A further review will be conducted as part of our broader active travel work or will be brought to the attention of our colleagues in other departments.

3.2.12. FIN-C465-31

"I welcome the proposals to install protected cycle lanes but there are some concerns with the design standards. I reiterate Cyclists.ie and Fingal Cycling campaigns submissions on shared spaces. There is also a missed opportunity of installing a Dutch style roundabout. Fingal CoCo have done better designs previously and should go back and review the scheme."

Response:

See responses to FIN-C465-24 and FIN-C465-26 and FIN-C465-29.

3.2.13. FIN-C465-32

"I would like to see a barrier of some kind on the two-way piece from Murrough Road to the school as children being children will invariably not keep to their own side of the cycleway."

Response:

Placing a barrier down the centre of the two-way cycle track would curtail overtaking opportunities and lead to frustration of faster cyclists stuck behind a slower cyclist. All cyclists have a natural sway, and while children sway more so than others, there is sufficient room on the two-way facility to accommodate all users. Cycling symbols indicating cycling direction and delineation markings will aim to educate children of their space.

3.2.14. FIN-C465-33

"Given the volume of car traffic in the road and the heavy congestion the road width and its capacity must be raised particularly as this road connects and leads to two very dangerous locations for cyclist and motorists alike, namely church road and knocksedan."

Response:

The purpose of the project is that the improvements to footpaths and cycle tracks will encourage more locals to use these facilities for active travel measures to bring their children to school etc, and thereby reducing vehicular congestion in the area. The original scope of this project does not include Church Road and Knocksedan.

3.3. Design - Lioscian Roundabout

The submissions raised relating to Lioscian Roundabout are outlined in the table below with responses to each following.

Table 3.3 - Lioscian Roundabout Submissions

Reference No.	Submission Description
FIN-C465-2	Comments on Proposal
FIN-C465-3	95% Positive!
FIN-C465-15	St Cronan's Avenue Protected Cycle Lanes
FIN-C465-25	Cllr Carey submission on St Cronan's/Murrough Rd/Brackenstown Cycle Lanes

3.3.1. FIN-C465-2

“Why, in a proposal to improve cycling and pedestrian facilities, is a roundabout being added to a T-junction at the larger of the two entrances to Lioscian? Systematic literature reviews indicates that roundabouts combined with on-roadway bike lanes leading to an increased frequency of bicycle crashes (Bicycle safety at roundabouts: a systematic literature review: Transport Reviews: Vol 41, No 5 (tandfonline.com)). This is currently a stop junction with right of way for traffic on Murrough Rd, and there is no benefit whatsoever to cyclists by adding a roundabout.”

Response:

The designers would agree that large, high capacity roundabouts are not appropriate for cyclists, however the proposed roundabout is a mini-roundabout which is considered a traffic calming device and a means to overcome difficult sightlines from Lioscian looking north when a bus is stopped at the bus stop. The lanes on approach to the roundabout will be narrowed to 3m to slow traffic on approach to the roundabout, and the geometry constrained by tightening corner radii. Roundabouts only require vehicles to yield from the right, thereby eliminating the sightlines issue without the need for planning permission to move the bus stop.

3.3.2. FIN-C465-3

“The addition of the roundabout at the entrance to Lioscian seems unnecessary and will actually make the intersection more dangerous for cyclists. It could be redesigned to use a 'Dutch' style roundabout, which is safer for cyclists, although I think a T-junction (as it currently is) would be safer.”

Response:

The footprint of a Dutch style roundabout is quite large and would require significant design and construction inputs. The roundabout has been proposed as a means to overcome difficult sightlines from Lioscian looking north when a bus is stopped at the bus stop. The lanes on approach to the roundabout will be narrowed to 3m to slow traffic on approach to the roundabout, and the geometry constrained by tightening corner radii. Roundabouts only require vehicles to yield from the right, thereby eliminating the sightlines issue without the need for planning permission to move the bus stop.

3.3.3. FIN-C465-15

"I welcome the mini roundabout at the Lioscian junction, it will make turning right out of Lioscian much easier. However, I wouldn't feel comfortable letting my children cycle out onto the mini roundabout, as I wouldn't trust traffic coming from the left to yield to a child on a bike.

Please could you consider a pelican crossing here. It would make access to the protected cycle lanes safer for children cycling from both Lioscian and Cianlea estates and it would improve access to the bus stop from the laneway on the green opposite."

Response:

Uncontrolled crossing points are included as part of the works and will be located on either arm of St Cronan's Avenue. A design review will be conducted as part of the detailed design process in the current design and build contract.

3.3.4. FIN-C465-25

"I have some concerns that the design of the Lioscian roundabout doesn't take into account the future walking and cycling traffic that will be generated by the new route to Swords Community College at that point.

When the Mooretown/Oldtown area is complete this point will become a major through point for students and it is important to factor that in now. I believe a new quiet way through the daleview/elmwood green should exit at this point to facilitate students.

We will need to have a safer crossing at that point and we should consider a toucan crossing in addition to the roundabout."

Response:

The inclusion of a toucan crossing at this location is outside of the scope of the project. A design review will be conducted as part of the detailed design process in the current design and build contract.

3.4. Car Parking Facilities

The submissions raised relating to Car Parking Facilities are outlined in the table below with responses to each following. The most common theme raised in the submissions was outlined in the table below with a response following.

Table 3.4 - Car Parking Facilities

Reference No.	Submission Description
Email 1	Cycleway Impact on Park Avenue
Email 2	St Cronan's Avenue & Brackenstown Road Cycle Plan Query
Reference No.	Submission Theme
FIN-C465-5	1. Parking during school pick up and drop off in the area
FIN-C465-6	
FIN-C465-23	
FIN-C465-25	
FIN-C465-27	
FIN-C465-33	

A number of submissions required an individual response owing either to the format received or the detailed nature of the issues raised. These are outlined below.

3.4.1. Email 1

“One of the impacts of the cycleway is increased school time parking on Park Avenue. As you are likely aware there has been parking issues here for many years at school drop off and pick up times. Double yellow lines are on site but are ignored but another issue there is also a development of a new GP Practice with a small car park off Park Avenue which will further impact this bottleneck. I would appreciate if you could investigate this matter with the local engineers and let me know if an assessment has been done on how the new cycle lanes may impact further on Park Avenue. I know that there is a public consultation on this and this is outside the plans hence me emailing you separately.”

Response:

The purpose of the project is that the improvements to footpaths and cycle tracks will encourage more locals to use these facilities for active travel measures to bring their children to school etc, and thereby reducing the requirement for parking in the area.

3.4.2. Email 2

"I have one query in relation to the above proposal. Residents who live in the St Cronan's Estate have contacted me raising concerns about cycle lanes "inside" the St Cronan's Estate. Their concern is that they would lose on street parking. I cannot see any reference in the plans to works inside the estate. Rather the works will take place on the Murrough Road junctions with St Cronan's Avenue (the two vehicular entrances to St Cronan's) but not any works inside the estate the estate itself. Can you confirm same please?"

Response:

This is confirmed - there will be no works within any estate.

3.4.3. Theme 1 - Parking at School Hours (Refer to Table 3.4)

Response:

The purpose of the project is that the improvements to footpaths and cycle tracks will encourage more locals to use these facilities for active travel measures to bring their children to school etc, and thereby reducing the requirement for parking in the area.

A survey of the existing footpath conditions has been carried out and repairs will be included as part of the works associated with this project.

3.5. Project Extension

A common theme for a project extension was raised in the submissions and is outlined in the table below with a response following.

Table 3.5 - Project Extension Submissions

Reference No.	Submission Theme
FIN-C465-7	1. Project Extension
FIN-C465-8	
FIN-C465-9	
FIN-C465-10	
FIN-C465-11	
FIN-C465-12	
FIN-C465-14	
FIN-C465-20	
FIN-C465-25	
FIN-C465-32	
FIN-C465-33	

3.5.1. Theme 1 - Project Extension (Refer to Table 3.5)

Response:

The original scope of the commission did not include the design of follow on links to wider areas and projects. A further review will be conducted as part of our broader active travel work or will be brought to the attention of our colleagues in other departments.

3.6. General

General submissions raised are outlined in the table below with responses to each following. A common theme raised in the submissions is outlined in the table below.

Table 3.6 - General Submissions

Reference No.	Submission Description
FIN-C465-1	Road Congestion at Brackenstown Village
FIN-C465-2	Comments on Proposal
FIN-C465-4	Proposed Cycleways in the Brackenstown Area.
FIN-C465-8	Safe Access
FIN-C465-13	Objection to Proposed Cycle Lane on Brackenstown Road
FIN-C465-21	Brackenstown Road Active Travel Scheme
FIN-C465-25	ClIr Carey submission on St Cronan's/Murrough Rd/Brackenstown Cycle Lanes
Email 3	St. Cronan's Avenue and Brackenstown Road, Consultation on Protected Cycle Lanes Works
Reference No.	Submission Theme
FIN-C465-16	1. Supportive Comments
FIN-C465-17	

3.6.1. FIN-C465-1

"I believe that the installation of cycle lanes on the brackenstown road in particular brackenstown village is a very bad idea. I have logged numerous calls out how dangerous the road is for school kids. Every morning and afternoon cars are abandoned on the road blocking people's house and the view of the road for other users and pedestrians. The installation of the cycle lane is going to make this issue even worse cars will be even further onto the road and there will be even less disability. Also, as you continue up the road towards the pedestrian crossing where the school warden is the road narrows which means the road would be down to 1 lane and traffic calming measures would need to be installed to. This would make the school times even more unbearable for the residents of the road as it is you cannot plan to go anywhere first thing in the morning or at school closure times."

Response:

The purpose of the project is that the improvements to footpaths and cycle tracks will encourage more locals to use these facilities for active travel measures to bring their children to school etc, and thereby reducing the requirement for parking in the area.

3.6.2. FIN-C465-2

"1. The cycle lane on Swords Manor end of Brackenstown Rd and Murrough Rd is not new infrastructure. The existing lane on Brackenstown Rd is in a deplorable and unusable condition. Plans need to be set now, to prevent this from getting into the same state.

2. Protection of the cycle lane is welcome, but soft bollards are easily damaged or vandalised (as they have repeatedly been destroyed, for example, on the Well Rd in the town city).

3. There are many bus stops on this route, and an opportunity to provide smooth transitions for cyclists and other vehicles would have been enabled by cutting bus stops into the existing grass verges where possible.

4. The new lane at the substation is welcome.

5. In general the proposal is welcome and would help join Brackenstown Rd to Applewood and the town centre as this is a considerable distance from both for walking and might reduce some vehicular use.

At present the existing footpath on the southern side of the Brackenstown Rd from the Church west is in extremely poor condition. I myself experienced a bad fall on this footpath just over a year ago. This should be included in the plans."

Response:

1. Locations have been identified throughout the project, which require repair and have been included in the scope works.
2. This has been noted by FCC and the designers. A maintenance plan will be developed and agreed with FCC Operations and Maintenance Section on the completion of the project.
3. A design review will be conducted as part of the detailed design process in the current design and build contract.
4. This has been noted by FCC and the designers.
5. This has been noted by FCC and the designers.

A survey of the existing footpath conditions has been carried out and repairs will be included as part of the works associated with this project.

3.6.3. FIN-C465-4

"I would like to make the following submission. Fingal Co Co has now installed cycle lanes in Rivervalley Swords and Baldoyle and other areas throughout the Fingal region. We were promised a cycle lane from Swords to Malahide and over the viaduct to Donabate. I submit that this would be of more benefit than placing cycle lanes on the Barckenstown/ Cronans area of Swords. They would be of much more benefit. The cycle lanes placed in the Baldoyle area are too narrow and not suitable for the narrow roads. They are actually dangerous for cyclists similar to the one installed in Rivervalley. If a cyclist hits off the small kerbs placed around the cycle tracks then you will fall from your bicycle. If the roads were just painted with the red small stones designating them as a cycle lanes they would not

be as dangerous. As previously stated, we were promised a cycle lane from Swords to Malahide and over the viaduct to Donabate. I submit that this would be of more benefit than placing cycle lanes on the Brackenstown/ Cronans area of Swords. They would be of much more benefit.”

Response:

This submission has been noted but is outside the scope of this project.

No concrete kerbing will be used to segregate the cycle lanes under this project.

3.6.4. FIN-C465-13

“I am contacting you in response to the above and as a Swords Manor resident. While in principle I understand the logic of your plan I strenuously object to such squandering of money given current economic climate and the similar failed project in Rivervalley. With no history of cycling blackspot, I see this as a waste of money and resources which are required elsewhere. It is also poorly planned. Is this just another Green Party whim?”

1. The project in Rivervalley has had extensive rework and only last week more works has been actioned. How much has this added to the cost? Similarly, in the Brackenstown Road we have recently endured repeated works in the same locations by Irish water.

2. Unanimous feedback from my friends and colleagues point that along with the speed humps the bollards have turned the Rivervalley estate into an obstacle course with little significant increase in use by cyclist. The lanes are usually empty.

3. What is the point of dedicated bicycle lanes with no joined-up plan for all of Swords and Dublin. I work in city...my company has office at airport. There is no bicycle lane around the airport fence. WHY did Fingal county council not take real advantage of the DAA demands on the new runway to properly develop infrastructure, look at Schipol airport outside Amsterdam!

4. The Brackenstown road is seeing more and more traffic due to housing expansion. Just up from the junction with Brackenstown avenue pedestrian traffic lights were installed. Why were these not installed at the junction...where was the thinking in putting an obvious crossing in the correct location? During the school run this junction is a hurdle for all to navigate yet now it has 2 lighted pedestrian crossings within less than 500m of each other.

5. Brackenstown rd to Church road junction. This can only be described as an accident waiting to happen! Large stones continue to fall from the old stone wall right on a corner. The footpath doesn't even exist in places! The junction is lethal for pedestrians...I have never seen cyclist on it, as it's so dangerous. Clearly this is a priority for motorists, pedestrians and Cyclists for safety of all. NOTE as someone with an engineering background I am advising Fingal CO CO that the wall on the right had side on Brackenstown road at Church Rd is at imminent risk of a significant collapse. Patch repairs are not sufficient.

6. Why are we putting cycle lanes on public roads? Dutch experience is to segregate cyclists from motorists. The Howth road is already a traffic nightmare. How much was spent on the plastic bollards

many of which are ending up in hedgerows? In Swords there is potential to do this in a much better way, not just the 280m section between St Cronans Ave and the schools.

7. Actual risk to life: Illegal scramblers. The Ward Valley Park...this week a young child miraculously escaped death in Tallaght due to a scrambler motorbike in the park. I have made numerous complaints to the Swords Gardai on this issue in the park. Where are the Wardens. The Gardai. That harsh penalties. I have previous emphasised to Swords Gardai that when such an incident happens in Swords the fault will be firmly with them and Fingal Co. Co.

8. That Ward Valley Park is an incredible asset. All I see is construction on the Rivervalley side thanks to DAA bribery and an ugly prefab at Swords Manor. The club deserves support...but again...where is the bigger long-term plan. The park has so much potential to be an experience and benefit for all. It has a landscape, atmosphere and nature that other city areas can only dream of. Why not run the bicycle lanes inside the park in a planned-out way? For safety and security perhaps the DAA should contribute.

9. Fingal Co. Co recently re-surfaced a section of the Brackenstown Rd from Parkview to the R108. This section of road and junction has been the scene of numerous accidents. It is notorious for walkers and cyclists (largely local farm workers) travelling this road in darkness. Why was the footpath not improved, cycle lanes installed here? Provide a safe access for these workers and Airport staff? Widen the road to meet the ever-increasing demands on it."

Response:

FCC have strategically chosen the area of high movement where the introduction of safe cycling infrastructure could encourage a significant modal shift.

1. This submission has been noted but does not relate to this project.
2. In accordance with the Transport Users Hierarchy, FCC are designing to improve the infrastructure offering for pedestrian and cyclist in this area.
3. FCC are in engagement with the DAA and the NTA with regard to Active Travel measures in this area.
4. This submission has been noted.
5. This area is outside the scope of this project and will be considered under separate project through the Sustainable Swords project.
6. This project is segregating the cyclist from the motorist, which is in line with current best practice. NTA active travel proposals emphasise the reuse and reallocation of existing road space for the following reasons:
 - Design Simplicity
 - Quicker Construction Time
 - Less Carbon Emissions
 - Cost Effective
7. This submission has been noted but does not relate to this project.

8. This submission has been noted but does not relate to this project. The Active Travel Project Team will bring it to the attention of our colleagues who plan and operate the parks.
9. This submission has been noted but is outside the scope of this project.

3.6.5. FIN-C465-21

"I welcome this active travel scheme; a long overdue upgrade to the existing cycle lanes and pedestrian crossings which have proven inadequate in terms of the safety of the children attending St. Cronan's National School, and in terms of general accessibility for people of different abilities on what is a busy series of roads between Brackenstown Road and St. Cronan's Avenue. I have some general comments to make with a view to ensuring that the implementation of this scheme works for everyone.

Drop-offs to St. Cronan's NS: I appreciate the significant traffic-calming measures that are proposed on Brackenstown Road, adjacent to St. Cronan's NS. The vicinity of the school is incredibly busy in the early morning and late afternoon, and the raised platforms and bollards - similar to what has been implemented in similar schemes elsewhere - are welcome as safety measures. However, the plan lacks an allocated 'drop-off zone'. Such a zone (including a de facto zone) must not be placed in a housing estate, as we know that St. Cronan's Estate and Park Avenue are already burdened with a build-up of family cars dropping-off or collecting children. Whether such a zone is located on the school grounds (subject to a new system within the school carpark) or on the left-hand side of Brackenstown Road, if coming from Swords Manor, is surely a matter that the Planners must clarify in conjunction with the school's management.

Incentivising active travel: The segregated cycle lanes on either side of Brackenstown Road and St. Cronan's Avenue will make it safer to cycle to school and will hopefully make parents and children more confident in doing so. To further incentivise walking and cycling to school (in line with the SRTS programme), the Council should liaise with the school management to discuss how to maximise the usage of the upgraded cycle lanes by children and families, once in place.

Preventing kerbs: The cycle scheme in the Rivervalley/Rathingle area is hugely welcome in theory, but in actual practise I would be critical of the extent of measures intended to segregate the cycle lanes. The installation of kerbs in addition to flexible bollards, for example, has proven troublesome and dangerous, and is unnecessary in my opinion. I am glad that the Planners have confirmed that there are no plans to install kerbs in this scheme going forward.

Knocksedan: One aspect that could improve the scheme even further, and one that has been mentioned throughout this public consultation process, would be to extend active travel measures further to include Knocksedan. Not only would this include the many families in Knocksedan with children attending St. Cronan's; it would make the estate (which is rather cut off from the rest of Swords) safely accessible by foot or bicycle for the first time. I hope this would link in to the long-awaited Masterplan for the Ward River Valley Regional Park.

St. Cronan's Avenue Mini-Roundabout: My preferred model for this proposal is the mini roundabout between the Dublin Road and Barnageeragh Road at the entrance to Skerries, which has worked very well. However, cycle infrastructure must also be factored in here and this is not something that was

done at the time in Skerries. It may be beneficial to install signage around the mini-roundabout to alert motorists of the fact that the roundabout overlaps with the cycle lane opposite the entrance to Lios Cian, and therefore to take care.

Aesthetic elements: One of the strengths of this plan is the effect it will have on the overall appearance of the area. There are ways to maximise this, particularly in the vicinity of St. Cronan's NS. I would propose artistically-designed bollards, for example, the multicoloured pencil-shaped bollards in place in parts of Dublin City.

I look forward to seeing progress and I hope the recommendations featured in this process will be taken into account."

Response:

This submission has been noted. A design review will be conducted as part of the detailed design process in the current design and build contract.

FCC Active Travel Section have engaged with the schools with regard to incentivising walking and cycling to school. On completion of this project, further supports will be provided to help promote active travel measures and use of this infrastructure.

The original scope of the commission did not include the design of follow on links to wider areas and projects. A further review will be conducted as part of our broader active travel work or will be brought to the attention of our colleagues in other departments.

This submission has been noted. A design review will be conducted as part of the detailed design process in the current design and build contract.

Consideration has been given to the type of bollards near school locations in line with Safer Routes to Schools programme and design recommendations. Multicoloured pencil-shaped bollards are considered appropriate on this project.

3.6.6. FIN-C465-25

"I want to thank the active travel team for bringing this forward. It's a very good scheme that will make up an important part of more of the improved cycling infrastructure in Swords. I look forward to similar being brought forward for the other areas in Swords.

The scheme relies on wands to protect cyclists across the majority of the new lanes. In other areas we have seen how wands can be damaged and lean across lanes. This will create trip hazards and present a danger to cyclists. It is critical to have an effective maintenance plan that involves swift action on fallen or damaged wands."

Response:

A maintenance plan will be developed and agreed with FCC Operations and Maintenance Section on the completion of the project.

3.6.7. Email 3

"I would like to bring to your attention the leaflet regarding "St. Cronan's Avenue and Brackenstown Road, consultation on Protected Cycle Lanes Works" was only delivered to our house on 20th April 2022.

Reading the leaflet Public Consultation is taking place between 25th March and 22nd April 2022, receiving the leaflet on 20th April 2022 doesn't give anyone time to consider one's views and especially if one was to post their views.

I just hope you don't make the botch job of the cycle lane in this project, as you did with the Cycle lanes in River Valley, the cemented bollard dividing the road and cycle lane are a total disaster and have caused many accidents.

Also upgrading these cycle lanes is a waste of money as 9 times out of 10 they are not used, one regularly has to move for cyclists on the path."

Response:

Fingal County Council extended the closing date of the Public Consultation to the 29th April 2022 to enable all stakeholders additional time to view and submit comments on the proposed plans.

No concrete kerbing will be used to segregate the cycle lanes.

3.6.8. Theme 1 - Supportive Comments (Refer to Table 3.6)

Response:

These submissions have been noted by FCC and the designers. FCC welcome your support for this project and other active travel measures in your area.

This report has been prepared by the Active Travel Project Team. If you have any queries, please contact Active Travel, by email to Active.Travel@fingal.ie

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