

# Public Consultation Submissions Summary Report

## Report on the Public Consultation for the Proposed Lombard Street East Contraflow

May 2019



# We Asked

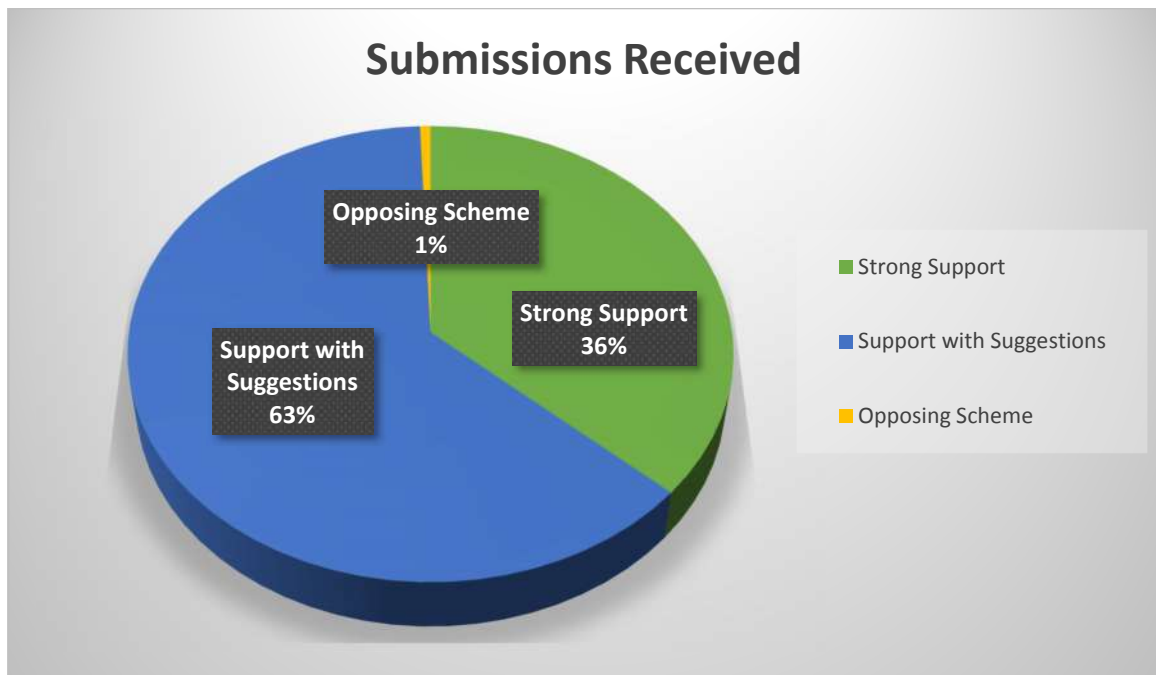
For representations in relation to these proposals to install a segregated contraflow cycle track along Lombard Street East and the associated traffic management changes.

The proposed measures to be carried out include:

- The removal of all parking along the west side of Lombard Street East;
- Enhanced facilities for cyclists with the provision of a 2.0m wide one-way segregated cycle track heading south-north from the junction of Pearse Street to City Quay;
- Modification to the existing traffic island at Pearse Street / Westland Row;
- New protected intersections for cyclists;
- Improved pedestrian crossing facilities.

The submissions included a variety of response themes including:

1. **Strong support for the proposals – 60no.**
2. **Support for the Scheme, but with suggestions – 103no.** of how the Scheme design may be improved.
3. **Submissions opposing the scheme received – 1no.**



*Figure 1 – Submissions Received*

# You Said

164 submissions were received as part of the public consultation process conducted 05<sup>th</sup> April 2019 to 07<sup>th</sup> May 2019.

Comments and observations on the scheme were considered and have informed the detail design stage of the scheme.

Concerns regarding shared spaces/shared surfaces.	The footpath has been widened in locations where there is a shared space to a width that is deemed sufficient for both pedestrians and cyclists to travel in comfort.
Concerns regarding protection and segregation for cyclists	DCC has commissioned an independent Road Safety Audit of the proposed scheme. The Audit did not raise any issues in relation to segregation. Full kerb segregation has been provided at the junction with Townsend street in addition to the provision of protected intersections at this junction.
Vehicles parking on the cycle track	Delineators will be installed along the contra-flow to restrict vehicular access. The cycle lane will be in operation for 24hours and will be marked by a continuous white line which prohibits motorised traffic from entering the lane, except for access. Parking is not permitted on a mandatory cycle lane.
Westmoreland Street should be segregated	Westmoreland street is not within the remit of the Lombard Street East scheme, however Dublin City Council continues to examine cycling improvements throughout the city.
Concerns regarding the style of segregation of the junctions	The intersections are to provide additional protection to cyclists whilst reducing turning movements of vehicle's.
Clarify the operation of the traffic signal staging, particularly the staging for cyclists.	The detailed design and operation of the traffic signal staging is progressing with Dublin City Council's Intelligent Transport Systems Section and will be finalised following completion of the traffic modelling work.

<p>Concern regarding width of buffer zone between the cycle lane and parking spaces.</p>	<p>The existing car parking spaces have been reduced in width to allow for a wider buffer zone. The buffer zone will provide sufficient space to allow people to safely enter and exit vehicles. It will also guide cyclists away from the 'door zone'. The existing cycle lane has been widened.</p>
<p>Concerns over fast moving traffic</p>	<p>The speed limit along the entirety of Lombard Street East is 30km/h. The existing cycle lane and buffer zone on the East side has also been increased.</p>
<p>Access to parking across cycle lane</p>	<p>The speed limit along the entirety of Lombard Street East is 30km/h. The existing cycle lane and car parking are well established. The width of the cycle lane and buffer zone have been increased to improve cyclist safety.</p>
<p>Access to cycle lane turning right from Pearse Street</p>	<p>There are new signals being introduced to accommodate the new contra-flow. The operation of the traffic signal staging is progressing with Dublin City Council's Intelligent Transport Systems Section and will be finalised following completion of the traffic modelling work.</p>
<p>Concerns over how to safely access to contraflow Start on Westland Row</p>	<p>Red coloured surfacing will be installed for the scheme in its entirety. ASL's will be introduced along the scheme where applicable. It is intended to review the extension of the lane access on Westland row in the future.</p>
<p>To provide entry treatments / ramps at side roads</p>	<p>The traffic volumes and speeds from vehicles on the adjoining side roads are low. The junction width at Dowling's Court will be reduced to provide a short crossing point for pedestrians while also reducing the corner radii which will further lower vehicular speeds. Stop lines will be introduced on all adjoining side roads that currently have no road markings.</p>
<p>Upgrading of all controlled crossing points to Toucan crossings</p>	<p>It is not within the scope of this scheme to feasibly upgrade all crossing points to Toucan crossings.</p>

Introduction of Yield road markings on side roads	Dublin City Council will install new Stop line marking on all side roads adjoining Lombard Street East, where there are currently no road markings shown.
Installation of Advanced Stop Lines	Dublin City Council will install ASL's for the entirety of the scheme where appropriate.
Loss of Parking effect on neighbouring estates	Dublin city Council has a number of measures in place to prevent long term parking in Pay & Display areas that include: a maximum allowed parking time is 3 hours. The space must then be vacated and cannot be returned to the same street until 1 hour has elapsed.
To provide a parking protected cycle lane on the Eastside of Lombard Street	The existing cycle lane has been widened and a wider buffer zone has been provided. However, it is not intended to change the arrangement of the car parking at this time.
Request to provide full segregation of both cycle lanes	Given the carriageway constraints it is not feasible to provide full segregation of both cycle lanes. The new contraflow to be provided complies with the recommendations of the National Cycle Manual – it is for a relatively short stretch of street, all parking on the contra-flow side has been removed, it will be 24 hours in nature and mandatory.
Requests for removal of protected intersection Townsend St forcing cyclists around rather than straight.	The intersections will provide protection particularly for less experienced cyclists. Dublin City Council does not consider the slight deviation is significant enough to deter cyclist from using this facility.
Concerns for the visually impaired crossing the contraflow at Pearse St.	There is a signalised controlled pedestrian crossing across Westland Row. The Contraflow cannot run while the pedestrian phase is running.
To reduce traffic lanes to 2 lanes	Lombard Street East is a main arterial route from the quays out of the City. To remove an entire traffic lane would have significant adverse implications on other road users.

<p>Concerns over requirement of cyclists to dismount at City Quay</p>	<p>Toucan crossings are already provided at the City Quay connection. A new ramp will be constructed to widen the footpath and safely allow the cyclist to get off the carriageway.</p>
<p>To provide clear markings at First Stop Car Repair where vehicles will be crossing the contraflow. Request to extend island at this point from 3.5m to 6m (Southwards)</p>	<p>Access to the First Stop Car Repair must be maintained, Auto track software has determined that the maximum length of the new concrete island is 3.5m, while still allowing vehicular access. The new island in conjunction with the delineators will ensure turning movements across the contraflow are done so at a low speed. delineators will be installed adjacent to the premises with gaps to facilitate access only. Red coloured surfacing will also be installed to highlight the presence of the cyclist.</p>
<p>To provide red surfacing for entirety of contraflow</p>	<p>Red coloured surfacing will be provided for the scheme entirety.</p>