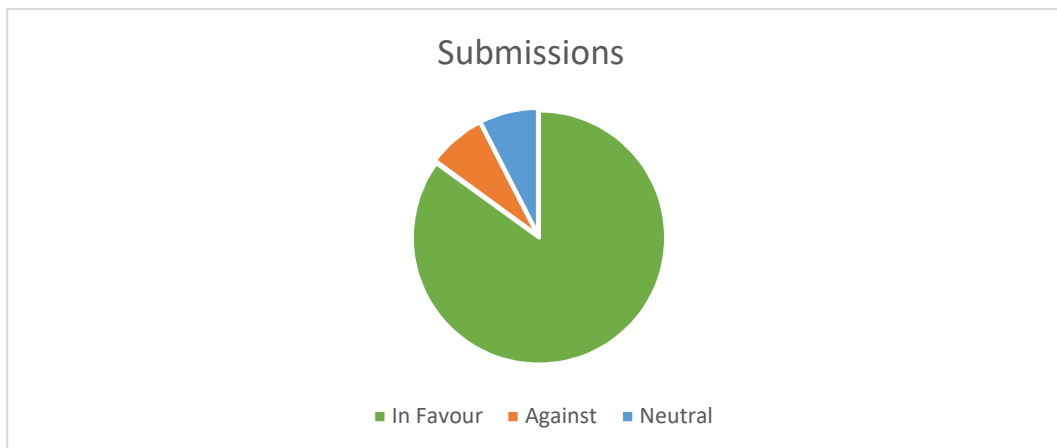


Public Consultation Summary:

The Public Consultation process ran from February 24th until the end of May 31st 2022. During that time a total of 41 submissions were received from individuals or organisations, including the Public Participation Network, Dublin Cycling Campaign and National Disability Authority.

Of the 41 submissions received, 86% were broadly positive, 7% opposed the scheme and 7% requested clarification on details without expressing a view as to whether they supported the scheme or not.



Concerns Raised:

The majority of people in support of the scheme, including a submission from the Dublin Cycling Campaign, made requests relating to expanding the scope of the scheme. The scheme has been expanded to provide improved facilities in a number of locations, most notable with the provision of a new toucan crossing to link up with the neighbouring greenway currently being developed in Fairview Park and also with the provision of a two way cycling scheme linking to St Joseph's Primary School. However as this is an interim scheme, with the primary objective of linking the facilities on Alfie Byrne Road and the East Road, certain requests are considered beyond the scope of this project. Some of these requests will be addressed as part of future schemes.

The National Disability Authority made a detailed submission outlining the level of consultation they would recommend when developing designs that impact on persons with disability. Their concerns centred mainly on the island bus stop proposals and Dublin City Council will respond separately to them. The designs of the two island bus stops on the East Wall Road Interim Scheme will be entirely consistent with the twelve island bus stops being introduced as part of the Clontarf to City Centre scheme. More generally the designs developed on the scheme have been developed taking into consideration persons with disability and shared spaces have been avoided where possible.

The Public Consultation Network raised concerns regarding certain safety aspects to the scheme, the impact of the proposals on wide loads and whether buses would be able to negotiate the new junction arrangements. The revised scheme will be subjected to a road safety audit and any issues

addressed at that stage. The designers have conducted turning circle analysis at all junctions and are satisfied that larger vehicles will safely be able to complete all turns. Exceptionally wide loads are dealt with on a case by case basis.

Below is a list of the more specific concerns raised and the design team's response to the issues raised:

1. Request: Provision for residents affected by the loss of parking on the north side of East Wall Road.
Reply: The scheme has been modified to provide parking on the southside of East Wall Road for residents.
2. Request: for a Pedestrian Island in East Wall Road/Alfie Byrne Road Junction. Request for increased green time for crossing pedestrians.
Reply: The junction of Alfie Byrne Road north and the East Wall Road junction has been designed to cater for large vehicles turning as this is the diversionary route when the Port Tunnel is closed. There is insufficient space to provide additional concrete refuges in the junction for crossing pedestrians. However the signal timings will be adjusted to ensure sufficient green time is provided for crossing pedestrians.
3. Bad location due to port and supermarkets.
Reply: The design has been developed taking into consideration the constraints posed by the proximity of Dublin Port and the Aldi Supermarket on East Wall Road.
4. Entrance to Aldi and Petrol Station dangerous. Alternatives for wide load routes? Turning circles for larger vehicles esp. 53 bus from East Road onto East Wall Road.
Reply: The design has been subjected to a road safety audit by an independent full qualified audit team and no safety issues were identified relating to the Aldi or Petrol Station. In addition the designers have conducted turning circle analysis at all junctions and designed the scheme to cater for large vehicles.
5. Request: Provision of a "go left to turn right box" at the top of East Road to facilitate westbound cyclists on East Wall Road joining the two way cycle lanes.
Reply: DCC does not use the "go left to turn right cycle boxes" as they entail positioning waiting cyclists in the junction ahead of the primary traffic signals. Westbound cyclists on East Wall Road will be able to join the facility by means of the toucan crossing located to the east of East Road.
6. Request: Provide a means for cyclists to turn right from the two way facility onto Church Road x 3
Reply: The existing road geometry does not allow for the provision of a dedicated right turn pocket for cyclists wishing to cross from the two way cycle lane onto Church Road. However cyclist wishing to turn right onto Church Road have two options. They can join the general carriageway in advance of the right turn to Church Road and turn right with general traffic. Alternatively they can use the toucan crossing to the east of Church Road and then turn left onto Church Road.
7. Request for pedestrian crossings on all arms of Church Road and East Road
Reply: Pedestrian Crossings have been provided on two of the three arms of the East Wall Road/East Road Crossing and the Church Road/East Wall Road Junction. It is considered that these crossings facilitate all possible movements by cyclists and pedestrians.
8. Request for facilities on East Wall Road, west of Alfie Byrne Road, towards Annesley Bridge.
x 2

Reply: The request is beyond the scope of this project. However a link has been provided from the cycle facilities on Alfie Byrne Road to the new cycling facilities in Fairview Park being provided as part of the Clontarf to City Centre Scheme. This will allow for cyclists to head further west in the direction of Annesley Bridge.

9. Request: To extend facilities in time to East Road and New Wapping Street x 3

Reply: Noted. While this request is beyond the scope of this project it is a future objective of DCC to improve cycling facilities on East Road to compliment this project.

10. Request: To reduce the width of the painted buffer along East Wall Road and widen the cycle lane where possible. X 3

Reply: The designs have been revised to provide for residential parking on the southside of the East Wall Road by making use of the painted buffer on the East Wall Road. The cycle lanes have been kept as wide as possible while seeking to balance the competing demands on the available space.

11. Request: Not to use Plastic Bollards and only use a concrete kerb

Reply: Concrete Kerbs will be used where-ever possible on this route. However plastic bollards are required at regular intervals on schemes of this nature to guide motor vehicles on the correct alignment and provide the necessary reflectivity at night.

12. Request: Extend the facility along East Wall Road to the East Link Bridge. X 3

Reply: While the request is beyond the scope of this project it is the longer term objective of DCC (as part of the East Coast Trail project) to extend this scheme to connect with the Tom Clarke Bridge.

13. Request: To provide a crossing point to link the two way facility on the Alfie Byrne Road with the Fairview Park greenway. X4

Reply: The scheme has been revised to provide for a toucan crossing on the Alfie Byrne Road that will connect both this scheme and the new facilities being provided through Fairview Park as part of the Clontarf to City Centre Project.

14. Request: Not to narrow the cycle lanes at the island bus stops- particularly as it may effect disabled/non-standard bikes.

Reply: The cycle lanes have been deliberately narrowed at island bus stops as one of the measures used to slow cyclists as they approach the crossing points to the bus stops. However the minimum widths of 1.2m should not affect disabled or non-standard bikes from using the facility.

15. Request: At junction with Eastpoint Causeway and Alfie Byrne Road build-out the hatched areas to increase available space for pedestrians; give pedestrians and cyclists crossing this junction priority by means of a Zebra Crossing; set back the crossing point from Alfie Byrne Road.

Reply: The Eastpoint junction has been redesigned to provide greater segregation between pedestrians and cyclists. Dublin City Council does not use Zebra Crossings within its administrative area. Priority at this junction will be controlled by traffic signals. Rather than setting back the crossing points the layout of the junction has been revised to provide a more direct crossing for cyclists.

16. Request: Further consideration to be given to how cyclist approaching from the west along East Wall Road access St Joseph's School. X 2

Reply: The scheme has been redesigned to provide protected cycle facilities for cyclists approaching St Joseph's School from the West.

17. Request: Widen the footpath at the back of the Island Bus Stop east of Aldi.
Reply: The designers have sought to keep the footpath as wide as possible in this location while providing for the other essential elements of the design. The footpath at the Island Bus Stop east of Aldi is 1.8m. This would meet the minimum footpath widths as set out in the Design Manual for Urban Street.
18. Request to provide physical segregated cycle lanes in front of St Joseph's School x 4
Reply: The scheme has been redesigned to provide protected cycle facilities in front of St Joseph's School.
19. Request to provide segregation through the junctions
Reply: This cannot be accommodated as segregation through the junctions would impact on the ability of vehicles to complete turning movements
20. Request: For a dedicated right turn lane for traffic onto Church Road.
Reply: This has been investigated. The provision of a dedicated right turn lane for traffic turning onto Church Road would involve extensive civil works to the southern side of East Wall Road. There are a large number of services in the existing footpath that would need to be moved or lowered. It is proposed to proceed with the current arrangement and manage the turning movements using the traffic signals in the Church Road junction.
21. Request: Address the condition of the existing 2 way cycle lanes on Alfie Byrne Road.
Reply: Road Maintenance will be requested to review the condition and address any issues with the existing Alfie Byrne cycle lanes.
22. Request: Improve the wait times for the toucan crossing of Alfie Byrne Road.
Reply: All signal timings along this route will be reviewed by our traffic signals team, as part of this scheme.
23. Request: Provision of a right turn for cyclists from Alfie Byrne Road onto East Wall Road,
Reply: The new toucan crossing on the Alfie Byrne Road linking with the facilities in Fairview Park will allow cyclists turn right and travel west parallel to East Wall Road within the park.
24. Request: for Tree Planting along the East Wall Road
Reply: This is an interim scheme funded by the National Transport Authority with the primary objective of providing safe cycling routes along the East Wall Route. The provision of tree planting would be outside the current brief.
25. Request: To provide safe cycling access or egress from Forth Road
Reply: There is a gap in the protection to the cycling lanes directly opposite Forth Road that will allow access to or egress from the facility.
26. Request: To review the positioning of the ASL's at the Church Road and East Road junctions.
Reply: The ASL's have been set back in these locations to facilitate large turning vehicles at these junctions.