

	Concern	Response
1	The carriageway should be kept to 6.2 m for the length of the project and extra space given over to the cycle track.	The design has sought to provide 3.25m wide lanes to cater for buses and larger vehicles that have to pass each other. However prior to installing the kerb the route will be reviewed and the cycle lane will be widened where possible.
2.	There are safety issues with the junctions around Charlemont.	The current arrangement has already been subjected to an independent road safety audit by a professional road safety team and no such issues were identified. The permanent arrangement will also be subjected to a road safety audit and any safety issues will be addressed.
3.	Reducing traffic to a single lane at the Griffith Avenue /Ballygall Road East junction will mean that a right turning vehicle will block the junction.	Prior to installing the protected cycle lane on the southside of Griffith Avenue Ext a dedicated right turn lane for westbound traffic on Griffith Avenue Ext turning right onto Ballygall Road East will be provided.
4	Replace bollards with extruded kerb where this can be done.	The protection of the cycle lane with bollards is an interim measure and it has always been the intention of DCC to replace the bollards where possible with a more suitable alternative, once the route had been established. It is proposed to install an ellipse profile extruded kerb between St Mobhi Road and the entrance to the Charlemont Estate starting in August 2022.
5	Anticipation that illegal parking / parking on grass verges will continue near Tolka Rovers.	Illegal parking on the grass verge is a matter for an Garda Síochána and Parking Enforcement. Contact details for Dublin Street Parking Services: - 016022500 info@dps.ie.
6	The cycle lanes will result in no space for emergency vehicles to pass.	Under normal circumstances emergency vehicles will be able to overtake other vehicles by simply crossing to the other-side of the carriageway when there are no on-coming vehicles. In cases

		<p>where extreme congestion would prevent them from doing this, there are alternatives. The ellipse profile kerb has been designed to allow for vehicles to cross over it in order to carry out cleansing and maintenance works. In an emergency it should be possible for most vehicles to carefully cross over the kerb if required to do so.</p>
7	<p>Increased parking on the by-road during Tolka Rovers matches will lead to safety concern for children playing on the road</p>	<p>The by-road is a very low speed environment. It has a speed limit of 30kph, is signed as a Slow Zone with Children at Play signage. Consideration can be given to erecting additional children at play signage. Residents also have the option of applying for a resident's permit parking scheme.</p>
8	<p>Removal of kerbside access at Educate Together / Tolka Valley will increase parking in GA Ext side road estate</p>	<p>DCC has engaged with the Educate Together School to set up a Park and Stride along Griffith Avenue Extension to encourage more parents to walk/cycle with their children along the protected cycle lanes provided.</p>
9	<p>There is already a cycle path on the southern footpath and this cycle lane is not necessary</p>	<p>There is a shared footpath and cycle lane on the southern side of Griffith Avenue. However this facility is substandard providing a poor facility for both pedestrians and cyclists.</p>
10	<p>Police Cycling on footpath / cycle lanes not used</p>	<p>The Griffith Avenue protected cycle lanes scheme is not yet complete and it is envisaged that with time and as it is extended along the avenue and especially through the junctions, more cyclists will make use of the cycle lanes as opposed to the footpath. Dublin City Council has no authority to police cycle lanes or enforce their use. This is a matter for An Garda Síochána. DCC does intend to further engage with the schools along the route and through them encourage students to use the facility.</p>

11	Sequence the traffic lights to manage traffic flows.	The timing of the signals at all junctions along Griffith Avenue are monitored by our ITS Team and adjusted as required to optimise traffic flows.
12	Request for a Left Turn Ban from Griffith Avenue onto St Mobhi Road	This matter will be referred to our Transport Advisory Group who investigate and make recommendations on such measures.