

## **Public Consultation Summary of Feedback on proposals for the Griffith Avenue Protected Cycle Lanes**

**23/09/2020**

On the 25<sup>th</sup> of August 2020, Dublin City Council published on its consultation hub proposals for protected cycle lanes on the section of Griffith Avenue between St Mobhi Road and Walnut Rise. Various comments and suggestions were received as part of the consultation process which are summarised as follows:

### **Parking at Doctor's Surgery**

Issue: Concerns were raised that patients attending the Doctor's surgery at 411 Griffith Avenue are currently encouraged to wait in their cars and on-street parking close to the surgery is therefore required.

Response: A parking bay catering for 5 cars has been provided close to the Doctor's surgery. It is proposed to restrict the maximum parking time in this bay to 1 hour during surgery hours to ensure maximum turnover of spaces.

### **Leaves/Ponding**

Issue: It has been pointed out that there is an annual problem with leaves building up at the kerb edges and resultant ponding issues during Autumn/Winter.

Response: This issue has been brought to the attention of the cleansing section and they are confident that they have both the resources and machinery necessary to keep the proposed cycle lanes clear of leaves.

### **On-Street Parking for Visitors etc**

Issue: On-street parking is required for visitors/carers/residents etc

Response: All houses along the section of Griffith Avenue between St Mobhi Road and Walnut Rise have off street parking. In addition two parking bays, one close to the doctor's surgery and one slightly further east will be provided, giving a total of 17 on-street spaces.

### **Parking on Grass Verges/Footpaths**

Issue: Some residents have voiced concerns that the proposals will displace parking onto the grass verges and footpaths.

Response: The bollards protecting the cycle lanes will make it more difficult for motorists to access the grass verges. The situation will be monitored and additional measures implemented as required. Parking Enforcement will also have a role in deterring illegal parking.

### **Conflict at Bus Stops**

Issue: The proposed design will result in conflict between cyclists and buses and it is requested that consideration is given to bringing cyclists onto the footpath in the vicinity of bus stops.

Response: There are a number of bus stops along the length of Griffith Avenue. The bus stops are all quite short and have been squeezed in between existing trees and driveways. The bus stops along this section are generally not busy and under these circumstances the design team is proposing that the simplest and safest solution is for cyclists to yield to buses at bus stops, waiting for them to load/unload passengers before continuing their journey in the protected cycle lane.

### **Bollards are unsightly.**

Issue: The plastic bollards are unsightly and not in keeping with the neighbourhood.

Response: It is proposed to implement the cycle lane using a combination of bollards, coloured road surfacing and road markings in the first instance. This will allow us to make any changes that are considered necessary after installation. We would intend to follow up with a more permanent solution in consultation with our urban realm designers.

### **Bins**

Issue: Concerns were raised that the proposal would impact on bin collections.

Response: The proposals should not impact on bin collections and residents should continue to leave them on the footpath as they currently do.

## **Update 27/10/20**

### **Resident Parking**

Issue: Concerns raised by residents without off-street parking

Response: While it will be necessary to remove a significant quantity of on-street parking along Griffith Avenue as part of these proposals, the vast majority of residents along Griffith Avenue have off-street parking available. The designs will seek to provide on-street parking for residents that don't have access to off-street parking.

### **Parking outside Corpus Christi Church**

Issue: It has been suggested that the cycle lane should be diverted into the parking bay outside Corpus Christi Church and the parking placed outside the cycle lane to provide a parking-protected cycle lane over this section.

Response: Consideration was given to providing a parking protected cycle lane in this section. However on examination it seemed preferable to provide cyclists with the most direct route past the church rather than directing them into and out of the parking bay at the church. The cycle lane cannot be physically protected as it passes the parking bays outside the church but there are many similar instances along the route where physical protection cannot be provided, for instance across the many private driveways, junctions, bus stops etc. The design aims to maximise the visibility of cyclists in these instances through the provision of road markings, coloured surfacing and signage. As the cycle lane passes the church we propose to provide a 2 m wide cycle lane with wide buffers on both sides which will offer high visibility to cyclists passing this location.

### **Parking outside Sorting Office & Primary Schools**

Issue: Concerns raised over removal of parking at the sorting office and schools.

Response: There is currently no parking directly outside the sorting office but we are proposing to install a short bay with a one hour time limit to ensure quick turnover of spaces. The current Pay & Display and Permit parking adjacent to Scoil Mhuire, St. Vincents and Ardscoil Rís will be retained.

## **Trial / Pilot Scheme**

**Issue:** There appears to be some confusion as to whether the scheme is temporary in nature.

**Response:** This scheme is not intended to be a trial. The confusion may have arisen due to how we propose to install the scheme. As explained on our consultation hub and recently circulated leaflet it is proposed to initially protect the cycle lanes using a combination of road marking, signage, coloured surfacing and plastic bollards. This will allow for any modifications that may be required post installation. It is intended to follow up with a more permanent solution replacing the plastic bollards with more durable materials once we have addressed any issues that may arise with the initial installation.

## **Congestion at Junctions**

**Issue:** Concerns raised over the removal of right turning lanes

**Response:** It is intended to retain dedicated right turn lanes at all major junctions along the route. At some of the more minor junctions (for instance into Walnut Rise) the right turns will still be accommodated but the dedicated right turn lanes will be removed to allow for the protected cycle lanes. This will involve some realignment of the current road markings and in other instances the removal of some central refuge islands, where direct pedestrian crossings will be provided instead of the current two stage arrangement. As part of the scheme the ITS division will review the signal timings of all the junctions along the route to minimise congestion.

## **Placing Cyclists on the Carriageway**

**Issue:** Some respondents have suggested that it would be preferable to put the cycle lanes on the footpaths rather than the carriageway.

**Response:** We are aware that there are currently a considerable amount of cyclists using the footpaths on either side of Griffith Avenue. However the scheme seeks to provide a safer alternative for cyclists by placing them on the carriageway in protected cycle lanes where possible. Placing cyclists on the carriageway in a high quality, visible cycle lane, is considered a safer alternative as it removes potential conflict between cyclists and motorists at entrances to driveways and also at side roads where the presence of cyclists on the footpath can be unexpected.

There is an established cycle track on the northern footpath between Charlemont and Malahide Road which runs adjacent to the schools. This is a well-used facility and we are proposing to retain and upgrade it as part of our works. There are a relatively small number of private entrances and side roads along this section and particular attention will be given to highlighting the cycle track in these locations. We will use new road marking, coloured surfacing and signage to clearly distinguish the footpath from the cycle lane and thereby minimise conflict between cyclists and pedestrians. In addition we will provide cycle lane facilities on both sides of the carriageway along this section which will encourage the more confident cyclist looking for a direct route to use the carriageway instead of the cycle lane on the footpath.

## **Funding**

**Issue:** Concerns raised over funding source

**Response:** Funding of up to €250,000 from the Department of Transport, Tourism and Sport has been made available for this project under the July Stimulus Package.

## **Lack of Consultation**

Issue: Concerns raised over the lack of consultation with local residents

Response: In early August of this year Dublin City Council announced its intention to install rapid build protected cycle lanes on Griffith Avenue between Ballygall Road East and the Malahide Road. The area was chosen due to the high number of schools in the area as well as the different DCU campus locations. Since late August Dublin City Council has been publishing its proposals for the route as they have been developed on its consultation hub and inviting comment. Since mid-August we have received a considerable amount of feedback from local residents, the local residents association GADRA and local area representatives. Due to the lack of resources we have not been in the position to respond directly to all correspondence received but all feedback has been taken into consideration developing the designs for the scheme. This document aims to respond to the feedback received to date.

A leaflet was delivered to the residents on Griffith Avenue on Monday 12<sup>th</sup> October to outline the scheme objectives and provide clarification on key points raised so far.

## **Access for Residents across cycle lane**

Issue: Concerns have been raised with regards to resident access to driveways

Response: There will be no physical barriers/obstructions placed across any residential entrances and access will be maintained to all residential properties. Only sections of the cycle lanes between driveway entrances will be protected by bollards.

## **Parking at GP's Surgery**

Issue: Concern were raised about the fact that the new parking provision at the GP's surgery wasn't appropriate for disabled parking.

Response: There was no provision for disabled parking at the GP surgery prior to the installation of the cycle lane. The northern side of Griffith Avenue comprises a tree lined grass verge that is broken at regular intervals by driveways. The grass verge means that any kerbside parking would be unsuitable for designation as disabled parking as any motorist parking here has to negotiate this grass verge before accessing the footpath.

The current arrangement provides for the cycle lane continuing along outside the kerb with a buffer between the cycle lane and the bay of parking provided for the GP's surgery. This arrangement provides protection for cyclists (especially the more vulnerable, inexperienced cyclists) from moving traffic. If the cycle lane was to be placed outside the parking bay, cyclists would have to divert out towards the moving traffic to go around the parked cars. While this arrangement would place cyclists at greater risk, it still wouldn't allow for the provision of disabled parking bays due to the grass verge on the inside.

There may be some scope to further narrow the cycle lane inside the parked cars, and provide a wider buffer to allow pedestrians/wheelchair users access the footpath. The current arrangement will be inspected on site to see if any improvements can be made.

## **New Bollards**

Issue: Some residents are experiencing difficulty accessing their driveways due to the placement of the new bollards.

Response: Dublin City Council has been made aware of some residents that had experienced difficulty gaining access to their property and adjustments were made immediately. The purpose of initially protecting the cycle lanes with plastic bollards was to allow for quick modifications to be made. If there are other residents experiencing similar difficulties we would invite them to email us at [covidmobility@dublicity.ie](mailto:covidmobility@dublicity.ie) (please place Griffith Avenue in the subject bar) and we will make the required modifications.