

Project

**R132 Connectivity Project, Swords,  
Co. Dublin**

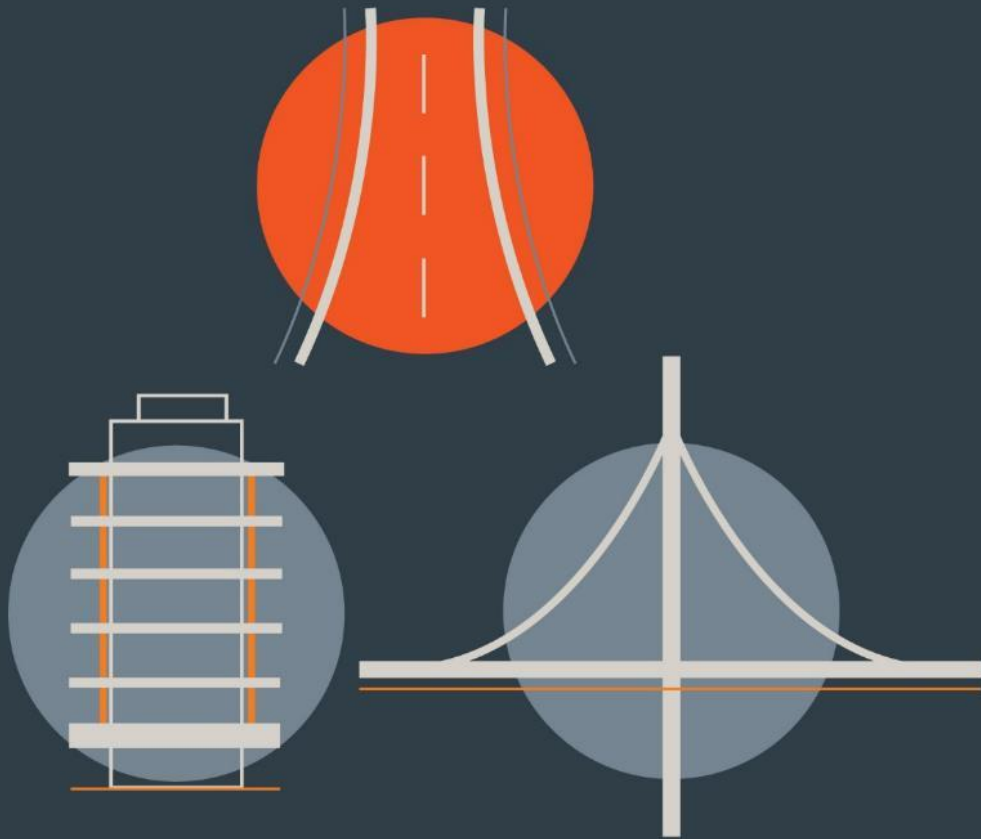
Report Title

**Non-Statutory Public Consultation Report**

Client

**Fingal County Council**

# TRANSPORTATION



**DBFL** CONSULTING ENGINEERS

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**Appendix A**      Response to Issues Raised

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## 1.0 Introduction

This report has been prepared to provide an overview of the submissions received by Fingal County Council (FCC) following a public consultation held in respect of the R132 Connectivity Project in Swords, Co Dublin. A total of 176 submissions were received. The report will summarise the themes raised in the submissions received and will provide responses to these issues.

FCC held a non – statutory public consultation in November and December 2020 to invite feedback on the Scheme proposals. Submissions received will be used to inform the scheme design which is to be submitted for Planning Approval in 2021.

The public consultation was held between the 17<sup>th</sup> of November and 18<sup>th</sup> December with an information Webinar held on the 15<sup>th</sup> of December 2020. Observations were submitted online via the FCC Consultation Portal with a limited number of postal submissions accepted in exceptional circumstances.

### R132 Connectivity Project

Fingal County Council (FCC), in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. The Scheme seeks to improve connectivity for pedestrians and cyclists across and along the R132. The proposed works include the following:

1. Upgrade works between the north of Pinnock Hill Roundabout and north of Estuary Roundabout, to facilitate installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, and reduction in speed limit to 50km/h
2. Three new signal-controlled crossing points provided along the R132 located as follows:
  - A. North of Pinnockhill Roundabout
  - B. Adjacent to existing Chapel Lane/Ashley Avenue overbridge
  - C. North of Estuary Roundabout
3. The following three existing roundabouts will be changed to signalised intersections to facilitate pedestrian and cyclist facilities:
  - A. Malahide Road Roundabout
  - B. Seatown Roundabout
  - C. Estuary Roundabout
4. Partial/full closure of Drynam Road connection to the R132/Malahide Road Roundabout

## 2.0 Submission Themes

Some of the common themes throughout the submissions related to elements of the scheme design, the closure of Drynam Road and wider traffic management/impacts. The principal theme categories emerging from the submissions received are as follows:

1. Scheme Design
2. Traffic Management & Impacts
3. Drynam Road Proposals
4. Safety
5. Delivery Programme & Alignment with Future Transport Initiatives
6. Other

The number of submissions received under each category is presented in Figure 2.1 below while the themes/issues raised in individual submissions can be found in Table A, Appendix B.

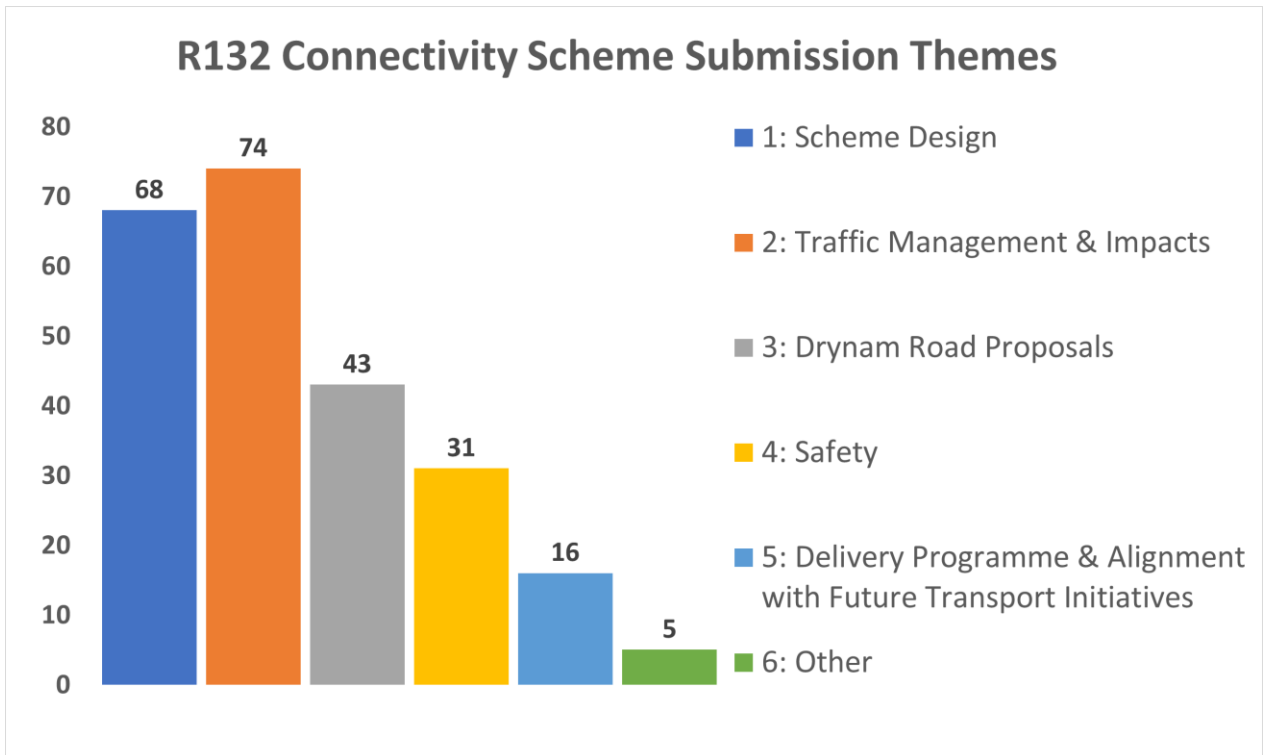


Figure 2.1 Common Issues Raised

The most common issue raised in the submissions received related to traffic management and traffic impact of the scheme. These issues were noted in 74 of the submissions reviewed. A number of submissions (68) contained commentary on elements on the scheme design including suggested changes and general queries relating to scheme features. 43 submissions contained observations related to the proposed closure of Drynam Road.

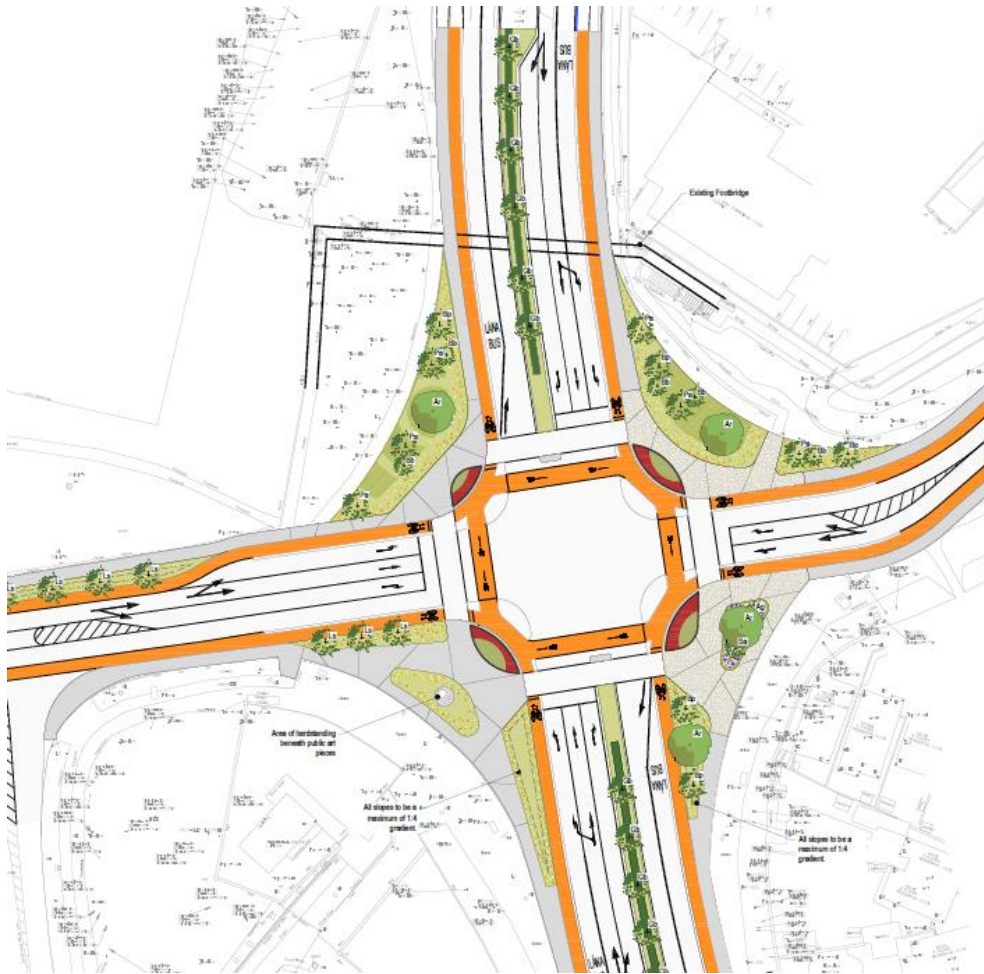
### **3.0 Response to Submissions**

A response to the main issues as summarised in Section 2 will be provided in this section in the sequence in which they are listed above.

#### **1. Scheme Design**

A number of submissions raised queries, made alternative recommendations or sought clarification relating to features of the proposed scheme design. These included detailed queries in relation to specific design features such as the operation of the proposed signalised junctions for cyclists, bus stop design details and suggested application of international design standards.

The scheme design will be developed in accordance with existing and emerging national standards such as the Design Manual for Urban Roads & Streets (DMURS), the National Cycle Manual and the Draft BusConnects Design Guidance. The design enables the provision of a continuous signalised pedestrian movement, which is particularly important in ensuring the vulnerable pedestrians are protected. The Dutch design, and other alternatives like cycle roundabouts, often allow for conflict situations using uncontrolled crossing points for pedestrians and cyclists. The scheme design provides controlled crossings to protect all vulnerable users. Figure 3.1 presents the typical configuration of a protected intersection as proposed at Estuary.



*Figure 3.1 Estuary Road Intersection Proposed Layout*

Measures to facilitate ‘U-turn’ movements following the removal of the roundabouts were also requested in submissions made. U -turn facilities will be provided as part of the scheme north of Estuary intersection and between Malahide Road and Seatown Road intersections. These will be incorporated into the traffic signals at the proposed toucan crossings. Specific responses to design related submissions can be found in **Appendix A**.

Some submissions also raised queries in relation to the future pedestrian/cycle demand that the scheme is being designed to accommodate. The proposed pedestrian and cycle facilities are proposed along the scheme as there are no facilities for vulnerable road users along most of the length of the R132.

A number of key local policy documents have set out the principles and vision for the future development of Swords. These include The Fingal Development Plan (2017-2023), Your Swords: An Emerging City: Strategic Vision 2035 along with the Barrysparks & Crowscastle, Fosterstown and Estuary West Masterplans (2019). In addition, the South Fingal Transport



Study (2017) determined key infrastructure requirements and outlined sustainable levels of land use development leading up to the delivery of MetroLink and beyond.

The study made several key design recommendations with respect to the R132 in Swords including the replacement of the roundabouts with signalised junctions incorporating controlled Toucan crossings. These aforementioned documents identify a very clear vision to rebalance the provision for all road users on the R132, moving away from the current car dominated environment and instead provide for a multi-modal function with pedestrians and cyclists placed at the top of the movement hierarchy. The above, together with schemes such as MetroLink and BusConnects, propose changing the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users.

## 2. Traffic Management & Impacts

As noted in figure 2.1 above, the topic of Traffic Management and Traffic Impacts of the R132 Connectivity Project was raised the most times in submissions received when compared to other themes. The principal issues raised in relation to this theme are summarised below.

### **Future Traffic Management / Demand**

Submissions made included queries on how overall traffic demand would be managed in the wider Swords area and what the traffic impact of the scheme would be. This included queries at a wider network level and also local level such as impacts on existing land uses such as Pavilions Shopping Centre and future development lands (Barrysparks/Crowcastle).

A Traffic & Transport Assessment will be prepared for the scheme and will be submitted as part of the Planning Documentation submitted to An Bord Pleanála. This will provide an assessment of the anticipated traffic impacts of the scheme.

A number of key local policy documents have set out the principles and vision for the future development of Swords. These include The Fingal Development Plan (2017-2023), Your Swords: An Emerging City: Strategic Vision 2035 along with the Barrysparks & Crowcastle, Fosterstown and Estuary West Masterplans (2019). In addition, the South Fingal Transport Study (2017) determined key infrastructure requirements and outlined sustainable levels of land use development leading up to the delivery of MetroLink and beyond.

The study made several key design recommendations with respect to the R132 in Swords including the replacement of the roundabouts with signalised junctions incorporating controlled Toucan crossings. These aforementioned documents identify a very clear vision to rebalance the provision for all road users on the R132, moving away from the current car dominated environment and instead provide for a multi-modal function with pedestrians and cyclists placed at the top of the movement hierarchy. The above, together with schemes such as MetroLink and

BusConnects, propose changing the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users.

### **Issues Related to Replacement of Traffic Lane with Bus Lane**

Concerns were raised in several submissions relating to the traffic impacts of the removal of one traffic lane on the R132 and replacement with a continuous bus lane. It was suggested that limited operating hours of the bus lanes is also considered.

In response to this, the hours of operation will be determined in line with future levels of bus service along the R132 corridor. FCC to consult with NTA in relation to this matter. In addition, improving connectivity to existing public transport infrastructure will help promote modal shift and sustainable travel choices.

### **3. Drynam Road Proposals**

The original scheme proposals as presented to the public as part of the consultation process included 3 options under consideration for Drynam Road. The preferred option proposed was the full closure of Drynam Road at its western extent at the Malahide Road intersection.

Following submissions received in relation to the proposed Drynam Road Closure it is considered that Option 2, as presented in the consultation drawings is now the preferred option and will be pursued. This will facilitate westbound traffic movements towards the Malahide Road intersection rather than a full closure of Drynam Road at the intersection. It should be noted that this arrangement may be replaced by a permanent link to the R132 as part of the future development of the Barrysparks lands, through the development management process. Please see Figure 3.2 overleaf which illustrates the proposed link from Drynam Road.



Figure 3.2 Proposed link from Drynam Road to Malahide Road

Key Transport and Movement Objectives for the Barrysparks & Crowscastle Masterplan lands are to ensure that the Masterplan lands are highly accessible by providing direct pedestrian/cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout. The planned future development of the area seeks to provide a highly accessible and permeable environment reducing the potential for congestion.

Other issues raised in relation to the Drynam Road area included concerns relating to potential parking occurring in adjacent streets such as Foxwood as a result of the impacts of the R132 Connectivity Project proposals. The upgrade of the Drynam Road/Montgorry Way junction was also requested in a number of submissions made.

In response to both of these issues, a preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention. Specific responses to the Drynam Road related issues are provided in **Appendix A**

#### 4. Safety

The proposed scheme proposes to change the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users. Some submissions raised concerns that the scheme proposals would create safety issues such as conflicts between cyclists and turning vehicles at junctions, increased difficulty in exiting Drynam Road onto Montgorry Way. Specific responses to these issues are provided in **Appendix A**. Opposition to the proposed reduction of the speed limit along the R132 was raised in 8 submissions.

The reduction in the speed limit to 50km/h is proposed but will be facilitated through a separate process. The reduced speed limit, in conjunction with the infrastructural proposals, will increase safety along the corridor particularly for vulnerable road users. The current speed limits are not appropriate for a modern urban street which will accommodate an increasing number of vulnerable road users.

#### 5. Delivery Programme & Alignment with Future Transport Initiatives

A number of queries were raised in relation to the proposed programme for delivery of the R132 Connectivity Project.

It is expected that the R132 Project will be submitted to An Bord Pleanála for planning approval in 2021. If granted permission the R132 Connectivity Project will require significant coordination with the MetroLink design and construction phasing, in order to minimise disruption to the surrounding area and ensure both scheme designs are fully aligned. The delivery of the Scheme may also be influenced by the implementation of other transport infrastructure such as BusConnects.

It is intended to obtain planning approval for the scheme in 2021 in advance of the Metrolink application for planning consent. The scheme will be constructed in advance of Metrolink to address existing safety and connectivity issues along the R132 for all road users. The construction timeframes will consider timing of other proposed developments and schemes in the area. The upgrade to the Pinnock Hill roundabout will be delivered as part of BusConnects.

#### 6. Other

Other issues that could not be grouped thematically because they were raised in only a few submissions included environmental impacts of the scheme and access to third party lands.

In relation to the **Impact on the Natural Environment**, submissions received raise concerns that the scheme as proposed fails to adequately address the loss of soft landscape areas, the loss of features that have established over a number of years such as naturalised spring bulb display, the impact on maturing trees and the impact on wildlife in the vicinity of where roadworks associated with the modifications will take place.

A detailed landscape proposal has been developed and will be submitted as part of the planning application to An Bord Pleanála. Figures 3.1 & 3.2 above illustrate the landscape proposals developed for the Estuary and Malahide Road Intersections.

It should also be noted that appropriate environmental screenings have been carried out as part of this project and that all necessary, relevant and required environmental reports will also be submitted as part of the planning application to An Bord Pleanála.

In relation to **Private/Third Party Lands** a number of submissions received were from landowners seeking additional clarity on the potential impact on their lands and the development potential of the lands. FCC Representatives will engage with these landowners in the coming weeks to provide further information. All works proposed are within the ownership of Fingal County Council. With regard to the impact on adjoining lands, it is considered that this scheme will not have a negative impact on adjoining lands and that the current layout may change slightly over time as areas bounding the scheme become developed and seek to integrate sufficiently, through the development management process.

## 4.0 Submission Analysis & Conclusion

Of the 176 submissions received, 43 raised the Drynam Road closure as a concern. Concerns relating to traffic impacts associated with the scheme were raised in 42% of these submissions. In relation to these 2 key issues, FCC has committed to providing an exit link from Drynam Road to Malahide Road as part of the Scheme. It is anticipated that this will be replaced by a permanent connection between Drynam Road and the R132 via the Barrysparks lands when these are developed. A Traffic & Transport Assessment will be prepared as part of the planning documentation and will set out the traffic impacts of the scheme. The operation of the proposed bus lane along the R132 will be considered by FCC in the context of future bus network services.

All other issues raised have been reviewed by the Project Team and will be considered further in the finalisation of the plans to be submitted to An Bord Pleanála as part of the planning application to be submitted in 2021.

**Appendix A            Response to Issues Raised**

## 1. Scheme Design

- i. Why put a toucan crossing at Chapel Lane underneath an existing safe and secure pedestrian footbridge?

*Response: At grade toucan crossings are being provided at 3 locations along the route to provide more direct access to/from existing and future amenities along the route including cycle lanes, bus stops and future Metrolink stations. These crossings will facilitate more direct connectivity for pedestrians and cyclists accessing the R132. The Chapel Lane footbridge will be removed as part of future Metrolink works.*

- ii. The purpose of the island on the junction

*Response: The Islands at the junctions will provide protection to cyclists from turning vehicles.*

- iii. Reason of having right turn lane for bicycles at Seatown junction.

*Response: The right turn lane at Seatown will provide a more direct route for cyclists travelling northbound on the R132 to access the future Seatown Metrolink Station.*

- iv. Impact on bus route 43 with the closure of the Drynam Rd

*Response: The Proposed BusConnects Network includes the replacement of existing bus route 43 with route 21 which will run along the Malahide Road rather than Drynam Road.*

- v. The purpose of removing the Longlands boundary wall.

*Response: A section of wall is to be removed and reconstructed to facilitate the construction of a new bus stop, a widened footway, cycle track and bus shelter. The width of the existing footpath at the bus stop was raised as an issue in an independent Road Safety Audit. These works will also facilitate increased bus services following the implementation of BusConnects.*

- vi. Where will be the set down area for Swords Express vehicles before entering service for route starting at Pavilions when the hard shoulder between Pinnock Hill and Malahide Rd roundabouts be removed?

*Response: The project team will consult with Swords Express on their requirements and with the NTA regarding routing of public services generally.*

- vii. How will cyclists who turn right onto the R132 enter the cycle lane if it is enclosed?

*Response: Cycle tracks will be provided on all approaches to the junctions including Malahide Road, Seatown Road, Estuary Road and the R125. Cyclists will enter these lanes before turning right or left onto the R132 or continuing east/west through the junctions.*

*Each of these movements will be under traffic signal control with cyclists provided with a dedicated cycle signal/phase. Cyclists turning right generally undertake the movement in two stages under traffic signal control based on the proposed Protected Intersection layout.*



- viii. Would bus lane be full-time or time limited. Preferred full-time.

*Response: The hours of operation of the bus lane will be determined in line with future levels of bus service. FCC will consult with the NTA on specific requirements.*

- ix. Any future plans to build a bridge similar to the Malahide Road roundabout up further or plans maybe for traffic lights?

*Response: At grade toucan crossings are to be provided as part of the scheme. It is not proposed to construct additional overbridges.*

- x. To justify the dedicated Pedestrian/Cycleway lane for existing or future demand

*Response: The proposed pedestrian cycle facilities are proposed along the scheme as there are no facilities for vulnerable road users along most of the length of the R132.*

*A number of key local policy documents have set out the principles and vision for the future development of Swords. These include The Fingal Development Plan (2017-2023), Your Swords: An Emerging City: Strategic Vision 2035 along with the Barrysparks & Crowscastle, Fosterstown and Estuary West Masterplans (2019). In addition, the South Fingal Transport Study (2017) determined key infrastructure requirements and outlined sustainable levels of land use development leading up to the delivery of MetroLink and beyond.*

*The study made several key design recommendations with respect to the R132 in Swords including the replacement of the roundabouts with signalised junctions incorporating controlled Toucan crossings. These aforementioned documents identify a very clear vision to rebalance the provision for all road users on the R132, moving away from the current car dominated environment and instead provide for a multi-modal function with pedestrians and cyclists placed at the top of the movement hierarchy. The above, together with schemes such as MetroLink and BusConnects, propose changing the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users.*

- xi. Will there be a signal-controlled junction from Drynam Road onto Montgorry?

*Response: A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.*

- xii. Will a parking management plan be put in place in Drynam area?

*Response: A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section*

*38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.*

xiii. Impact of turning Drynam Rd into cul de sac.

*Response: Following submissions received in relation to the proposed Drynam Road Closure it is considered that Option 2, as presented in the consultation drawings is now the preferred option and will be pursued. This will facilitate westbound traffic movements towards the Malahide Road intersection rather than a full closure of Drynam Road at the intersection. It should be noted that this arrangement may be replaced by a permanent link to the R132 as part of the future development of the Barrysparks lands, through the development management process.*

*Key Transport and Movement Objectives for the Barrysparks & Crowscastle Masterplan lands are to ensure that the Masterplan lands are highly accessible by providing direct pedestrian/ cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout.*

xiv. Will MSD traffic continue to access the campus via Drynam Road upon completion of the new building?

*Response: MSD will continue to use existing accesses to its campus. FCC will consult with MSD with a view to rationalising current access arrangements where feasible.*

xv. Identification of the location of U-turns

*Response: U -turn facilities will be provided north of Estuary intersection and between Malahide Road and Seatown Road intersections. These will be incorporated into the traffic signals at the proposed toucan crossings.*

xvi. With the plans to signalise the Malahide Road roundabout, what is the rationale for closing off access to/from Drynam Road? Is there an option to retain the 5 routes onto the roundabout and to create a signalised intersection?

*Response: The main objective of junction design is to increase convenience, comfort and safety while at the same time enhancing the efficient movement of all road users including pedestrians and cyclists. A 5-arm junction generally results in an unsatisfactory arrangement for all road users in relation to these key criteria and specifically generates and increased number of conflict locations compared to junctions with 4 arms or less.*

xvii. Will the cycle lanes stop at bus stops, or will they go around them to create island bus stops?

*Response: The interim proposals between the main junctions will not be based on the island layout. Bus stops proposed within 50m of the main junction upgrades (permanent works) will be constructed as island bus stops. It is envisaged that as development and the further urbanisation of the route corridor occurs bus stops would become online.*

xviii. Why are the Malahide Road, Seatown and Estuary roundabouts being changed to signalised junctions, but Pinnock Hill isn't? Especially considering Pinnock Hill is the only roundabout without an existing footbridge.

*Response: Pinnock Hill roundabout will be upgraded as part of the BusConnects Swords to City Centre Core Bus Corridor No 2. It is proposed to provide a toucan crossing of the R132 immediately north of Pinnock Hill.*

xix. When there is an accident on the M1 where will the traffic move to?

*Response: The scheme will not preclude the diversion of traffic from the M1 motorway.*

xx. If the R132 is reduced to one lane what will be the impact of the exit from the M1 to the R132

*Response: A Traffic and Transport Assessment will be prepared as part of the planning documentation for the R132 Connectivity Project.*

xxi. Is this the correct time to be introducing such changes as people are presently having difficulty getting on buses due to pandemic capacity restrictions?

*Response: The scheme is planned for delivery in the medium term when it is expected that public transport capacity will be reinstated.*

xxii. What encouragement will be given to motorist if the planners are hoping to reduce vehicular traffic on the R132?

*Response: This scheme will upgrade the junctions to enhance road safety for all road users including motorists. The proposed improvements to the R132 are anticipated to reduce the demand on the motorised vehicle by providing safe cycle and walking infrastructure.*

*This would benefit the economy of the adjacent local communities, contribute significantly to health and wellbeing of all users as an amenity for physical activity and facilitate short to medium local commuter journeys, thereby encouraging modal shift to active and sustainable transport alternatives. Active travel is also the cleanest form of travel and supports national and international policy to achieve a low-carbon economy.*

xxiii. Information on the location of traffic light installation

*Response: Traffic signal design will be developed as part of the detailed design process in accordance with best practise.*

- xxiv. Will there be another opening from Chapel Lane to the Dual Carriageway?  
*Response: It is proposed to create an opening to connect to the proposed toucan crossing of the R132 at Chapel Lane replacing the existing footbridge which will be removed as part of the Metrolink project and new pedestrian and cycle facilities along the R132.*
- xxv. Can Toucan crossing of R132 North of Estuary roundabout be aligned with entry into Balheary park at Ennis Lane?  
*Response: The proposed crossing will be sited to serve existing bus stops in the vicinity of the Bostik facility. The current scheme does extend to Ennis Lane and this area will be considered in the context of future development.*
- xxvi. Chapel Lane/Ashley Ave already has an overbridge which provides a safe crossing for pedestrians so why would a new crossing point be put in here.  
*Response: See response to item (i) above.*
- xxvii. Follow Dutch standards for the proposed cycling lanes.  
*Response: The scheme design will be developed in accordance with existing and emerging national standards such as the Design Manual for Urban Roads & Streets (DMURS), the National Cycle Manual and the Draft BusConnects Design Guidance.*
- xxviii. Private entrances should have raised table crossings with clear priority for pedestrians and cyclists on the main R123.  
*Response: This will be considered as part of the design development.*
- xxix. R125/R836 Junction should be signalised, should have pedestrian crossings installed, and should be cycle protected. The motor vehicle turn radii should be reduced if possible.  
*Response: It is not proposed to signalise this junction as part of the scheme. Pedestrian, cycle and vehicular requirements at this location are being considered under further projects including Sustainable Swords and Swords Cycle Network.*
- xxx. Construct a local mobility hub as part of scheme.  
*Response: This is not within the R132 Connectivity Project.*
- xxxi. Drynam Road and Montgorry Way should be upgraded at the same time to allow residents of Drynam Road/Foxwood access/exit onto Montgorry Way.  
*Response: A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.*

xxxii. There is no need for a Pedestrian Walkway along the R132 at present due to lack of demand.

*Response: The pedestrian cycle facilities are proposed along the scheme as there are no facilities for vulnerable road users along most of the length of the R132. A number of key local policy documents have set out the principles and vision for the future development of Swords. These include The Fingal Development Plan (2017-2023), Your Swords: An Emerging City: Strategic Vision 2035 along with the Barrysparks & Crowscastle, Fosterstown and Estuary West Masterplans (2019). In addition, the South Fingal Transport Study (2017) determined key infrastructure requirements and outlined sustainable levels of land use development leading up to the delivery of MetroLink and beyond.*

*The study made several key design recommendations with respect to the R132 in Swords including the replacement of the roundabouts with signalised junctions incorporating controlled Toucan crossings. These aforementioned documents identify a very clear vision to rebalance the provision for all road users on the R132, moving away from the current car dominated environment and instead provide for a multi-modal function with pedestrians and cyclists placed at the top of the movement hierarchy. The above, together with schemes such as MetroLink and BusConnects, propose changing the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users.*

xxxiii. The bus stop at Seatown Rd/R132 roundabout should be moved slightly north away from the junction.

*Response: It is not proposed to relocate this stop further away from the junction as this will increase the distance to bus services for a significant catchment of patrons.*

xxxiv. Clear priority must be given at junctions to cyclists and pedestrians, with the use of raised table crossings.

*Response: See Response ii above.*

xxxv. The existing pedestrian connection to be closed off from Comyn Manor as the new pathway developed along the new proposed junction lay out, resulting in the redundancy of this access point.

*Response: It is not proposed to remove this connection as part of the scheme. The Fingal Development Plan 2017-2023 has a role in ensuring new developments are designed with good connectivity and permeability for all. In addition, the NTA's Permeability Best Practice Guide (2015), which deals with permeability, connectivity and legibility has a pivotal guidance role in the provision of good urban design. Permeability and accessibility are essential as part of an integrated approach to the provision of linked open spaces and residential developments. Where pedestrian and cycleway opportunities are presented, substantial links between*

*developments will be encouraged. The pedestrian connection to Comyn Manor does not form part of the R132 Connectivity Project.*

- xxxvi. Two-way cyclist and pedestrian way considered on one side of the R132 to prevent losing a traffic lane.

*Response: This is not proposed as part of the current scheme. Cycle lanes and pedestrian routes will be provided on both sides of the R132. By providing safe cycle and pedestrian infrastructure on both sides of the R132, the scheme would improve connectivity to existing public transport, employment sites, residential areas and businesses along the route, thereby providing an attractive option for sustainable travel and modal shift.*

- xxxvii. Down ramp to M1 at Montgorry way opposite to Applegreen

*Response: The Motorway infrastructure in Ireland, including junctions and slip roads, are the responsibility of Transport Infrastructure Ireland (TII). This item is not being considered as part of the R132 Connectivity Project.*

- xxxviii. Identification of location of U-turns

*Response: U -turn facilities will be provided north of Estuary intersection and between Malahide Road and Seatown Road intersections. These will be incorporated into the traffic signals at the proposed toucan crossings.*

- xxxix. Cycling lane can be incorporated by narrowing roundabout instead of removing the traffic lane.

*Response: This is not considered a feasible option. The original central island of the roundabouts was designed and sized based on the existing entry and exit arms/lanes at the junction to ensure adequate deflection in accordance with best practise at the time. Narrowing the roundabout in the centre of the junction would impact the angle of deflection rendering the roundabout unsafe for use by vehicles. Furthermore, narrowing the central island to reassign space to cyclists would not resolve issues experienced by cyclists on approach to the junctions where they are exposed to queuing and turning vehicles.*

- xl. Do not close Drynam Road and make it cul-de-sac.

*Response: Following submissions received in relation to the proposed Drynam Road Closure it is considered that Option 2, as presented in the consultation drawings is now the preferred option and will be pursued This will facilitate westbound traffic movements towards the Malahide Road intersection rather than a full closure of Drynam Road at the intersection. It should be noted that this arrangement may be replaced by a permanent link to the R132 as part of the future development of the Barrysparks lands, through the development management process.*

*Key Transport and Movement Objectives for the Barrysparks & Crowscastle Masterplan lands are to ensure that the Masterplan lands are highly accessible by providing direct pedestrian/*

*cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout.*

- xli. Do not remove the footbridge.

*Response: It is not proposed to remove footbridges as part of the R132 Connectivity Project. However, the toucan crossings allow for the future removal of the footbridges as required for other schemes.*

- xlii. Junction upgrade with lights at Montgorry Road and Drynam Road

*Response: A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.*

- xliii. Drynam Road needs to be left open for access to Swords.

*Response: Following submissions received in relation to the proposed Drynam Road Closure it has been decided to progress with Option 2 as presented in the consultation drawings. This will facilitate westbound traffic movements towards the Malahide Road intersection rather than a full closure of Drynam Road at the intersection.*

- xliv. Incorporate international standards.

*Response: The scheme design must respect existing and emerging national standards such as the Design Manual for Urban Roads & Streets (DMURS), the National Cycle Manual and the Draft BusConnects Design Guidance.*

- xlvi. Public lighting needs to be installed.

*Response: Public lighting will be installed as part of the junction upgrades*

- xlvi. Junction 3/4 upgrade on the M1

*Response: This is not part of the R132 Connectivity Project. The Motorway infrastructure in Ireland, including junctions and slip roads, are the responsibility of Transport Infrastructure Ireland (TII). Upgrade works to Junction 3 (Swords) and Junction 4 (Donabate) are not being considered as part of the R132 Connectivity Project.*

- xlvii. Include bike parking at a number of locations along the scheme where appropriate.



*Response: The provision of bicycle parking will be considered as part of the scheme at detailed design stage.*

- xlvi. Tighten the width of the lanes to avoid people driving at the old speeds.

*Response: Traffic lane widths will be reduced to 3m in accordance with DMURS.*

- xlix. Use automated speed camera enforcement.

*Response: Speed enforcement is not within the remit of the Scheme and speed camera enforcement does not fall under the remit of Local Authorities*

- i. Barrier to be placed at Comyn Manor/Seatown Road

*Response: This will be considered as part of the detailed design process.*

- ii. Scope Extension

Several submissions made suggestions to include infrastructural upgrades away from the R132 corridor. These include upgrades to Drynam Road/Montgorry Way and Malahide Road east of Ashley Avenue which may be developed as part of future schemes. *A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.*

*Other suggestions included upgrades to the M1 which are not proposed to be addressed as part of the subject scheme. The upgrade to the Pinnock Hill roundabout will be delivered as part of Bus Connects.*

*The current proposal is entitled the R132 Connectivity Project. Fingal County Council (FCC), in conjunction with the National Transport Authority is proposing to carry out upgrade works to the R132 in Swords. The Scheme seeks to improve connectivity for pedestrians and cyclists across and along the R132. Pinnock Hill roundabout upgrade works will be carried out as part of a Bus Connects project.*

- iii. Drainage

It has been suggested that existing drainage gullies should be relocated as they represent hazards to pedestrians. *The location of gullies will be addressed as part of the scheme design.*

- iiii. Cycling Lane Width

*The cycle lane is proposed to be generally 2m wide which in conjunction with the proposed segregation from vehicular traffic will provide a high level of service for cyclists in line with design standards.*

- lv. Separate Cycle Lane



It has been suggested in submissions received that no physical separation between the cycle lane and footpath has been provided on the link sections between the junctions which can make it unsafe for the pedestrians to share the same lane.

*It should be noted in response that a 2m wide cycleway and 2m wide pedestrian route is proposed. These will be demarcated to emphasise the separate routes for pedestrians and cyclists. The cycle track will be segregated from the adjacent vehicular carriageway by a kerb and bollards. Specification will be considered as part of further design processes.*

iv. Bus Priority

It has been submitted that the design of the bus lanes end before junctions to facilitate cars making left turns while in the Busconnects Core Bus Corridors project bus lanes mostly continue uninterrupted through junctions and left turns are made from the general traffic lane.

*It should be noted that the section of the R132 within the scheme extents is not within the proposed Busconnects Core Bus Corridor which connects to Swords Village via the R836 Dublin Road at Pinnock Hill. Therefore, a similar level of bus priority is not required at junctions in the R132 Connectivity Project and the level of accessibility for private vehicles is considered appropriate.*

lvi. Advanced Start Traffic Lights

It has been queried in 8 submissions as to whether advanced signals will be provided for cyclists at the main junctions in the scheme. *It is the intention that cyclists will be afforded some form of advanced signal. The final traffic signal staging plan will be determined based on the prevailing legislation at the time of operation.*

lvii. Traffic Lights Installation

The installation of traffic lights and a pedestrian crossing at the T junction on the Drynam Road/Montgorry Way was requested in a number of submissions. *A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.*

lviii. Footpath Improvement

A request was made in submissions 'to hardcore or cement the footpath at the area near the roundabout, facing the Pavilions (the footpath just at the right side). *The proposed scheme will provide formal concrete footpaths to meet pedestrian desire lines at the junctions.*

## 2 Traffic Management & Impacts

As noted in figure 3.1 above, the topic of Traffic Management and Traffic Impacts of the R132 Connectivity Project was raised the most times in submissions received when compared to other themes. The principal issues raised in relation to this theme are summarised below.

### **Future Traffic Management / Demand**

Submissions made included queries on how overall traffic demand would be managed in the wider Swords area and what the traffic impact of the scheme would be. This included queries at a wider network level and also local level such as impacts on existing land uses such as Pavilions Shopping Centre and future development lands (Barrysparks/Crowcastle).

A Traffic & Transport Assessment will be prepared for the scheme and will be submitted as part of the Planning Documentation submitted to An Bord Pleanála. This will provide an assessment of the anticipated traffic impacts of the scheme.

A number of key local policy documents have set out the principles and vision for the future development of Swords. These include The Fingal Development Plan (2017-2023), Your Swords: An Emerging City: Strategic Vision 2035 along with the Barrysparks & Crowcastle, Fosterstown and Estuary West Masterplans (2019). In addition, the South Fingal Transport Study (2017) determined key infrastructure requirements and outlined sustainable levels of land use development leading up to the delivery of MetroLink and beyond.

The study made several key design recommendations with respect to the R132 in Swords including the replacement of the roundabouts with signalised junctions incorporating controlled Toucan crossings. These aforementioned documents identify a very clear vision to rebalance the provision for all road users on the R132, moving away from the current car dominated environment and instead provide for a multi-modal function with pedestrians and cyclists placed at the top of the movement hierarchy. The above, together with schemes such as MetroLink and BusConnects, propose changing the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users.

### **Issues Related to Replacement of Traffic Lane with Bus Lane**

Concerns were raised in several submissions relating to the traffic impacts of the removal of one traffic lane on the R132 and replacement with a continuous bus lane. It was suggested that limited operating hours of the bus lanes is also considered.

In response to this, the hours of operation will be determined in line with future levels of bus service along the R132 corridor. FCC to consult with NTA in relation to this matter. In addition, improving connectivity to existing public transport infrastructure will help promote modal shift and sustainable travel choices.

### 3 Drynam Road Proposals

#### **Congestion due to Drynam Rd closure**

Following submissions received in relation to the proposed Drynam Road Closure it is considered that Option 2, as presented in the consultation drawings is now the preferred option and will be pursued. This will facilitate westbound traffic movements towards the Malahide Road intersection rather than a full closure of Drynam Road at the intersection. It should be noted that this arrangement may be replaced by a permanent link to the R132 as part of the future development of the Barrysparks lands, through the development management process.

Key Transport and Movement Objectives for the Barrysparks & Crowscastle Masterplan lands are to ensure that the Masterplan lands are highly accessible by providing direct pedestrian/ cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout. The planned future development of the area seeks to provide a highly accessible and permeable environment reducing the potential for congestion.

#### **Parking in the Drynam Rd due to the closure**

Following submissions received in relation to the proposed Drynam Road Closure it has been decided to progress with Option 2 as presented in the consultation drawings.

This will facilitate westbound traffic movements towards the Malahide Road intersection rather than a full closure of Drynam Road at the intersection. This arrangement may be replaced by a permanent link to the R132 subject to the future development of the Barrysparks lands.

A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.

#### **Drynam Rd/Montgorry Way Junction upgrade**

It is not proposed to upgrade this junction as part of the R132 Connectivity Project. A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.

## 4 Safety

Some specific safety concerns were raised in submissions received including:

- i. Cyclist proceeding straight should have priority over motorist and the island on the junction will not resolve that.

*Response: The proposed junction arrangement will provide protection for cyclists from turning vehicles. The traffic signal control operation will also include an advanced signal for cyclists ahead of vehicular traffic.*

- ii. An increase in traffic on Montgorry will make it virtually impossible to get a safe break in traffic and make exiting the Drynam Road very risky.

*Response: A preliminary design is being prepared for consultation with the Operations Department. Implementation would not require planning and would be carried out under Section 38, Roads Traffic Act which can include a provision for public consultation on any proposed intervention.*

- iii. Opposition to the proposed reduction of the speed limit along the R132 was raised in 8 submissions.

*Response: The reduction in the speed limit to 50km/h is proposed but will be facilitated through a separate process. The reduced speed limit, in conjunction with the infrastructural proposals, will increase safety along the corridor particularly for vulnerable road users. The current speed limits are not appropriate for a modern urban street which will accommodate an increasing number of vulnerable road users.*

## 5 Delivery Programme & Alignment with Future Transport Initiatives

A number of queries were raised in relation to the proposed programme for delivery of the R132 Connectivity Project.

It is expected that the R132 Scheme will be submitted to An Bord Pleanála for planning approval in 2021. If granted permission the R132 Connectivity Project will require significant coordination with the MetroLink design and construction phasing, in order to minimise disruption to the surrounding area and ensure both scheme designs are fully aligned. The delivery of the Scheme may also be influenced by the implementation of other transport infrastructure such as BusConnects.

It is intended to obtain planning approval for the scheme in 2021 in advance of the Metrolink application for planning consent. The scheme will be constructed in advance of Metrolink to address existing safety and connectivity issues along the R132 for all road users. The construction timeframes will consider timing of other proposed developments and schemes in the area. The upgrade to the Pinnock Hill roundabout will be delivered as part of BusConnects.

## 6 Other

Other issues that could not be grouped thematically because they were raised in only a few submissions included environmental impacts of the scheme and access to third party lands.

In relation to the **Impact on the Natural Environment**, submissions received raise concerns that the scheme as proposed fails to adequately address the loss of soft landscape areas, the loss of features that have established over a number of years such as naturalised spring bulb display, the impact on maturing trees and the impact on wildlife in the vicinity of where roadworks associated with the modifications will take place.

A detailed landscape proposal has been developed and will be submitted as part of the planning application to An Bord Pleanála. It should also be noted that appropriate environmental screenings have been carried out as part of this project and that all necessary, relevant and required environmental reports will also be submitted as part of the planning application to An Bord Pleanála.

In relation to **Private/Third Party Lands** a number of submissions received were from landowners seeking additional clarity on the potential impact on their lands and the development potential of the lands. FCC Representatives will engage with these landowners in the coming weeks to provide further information. All works proposed are within the ownership of Fingal County Council. With regard to the impact on adjoining lands, it is considered that this scheme will not have a negative impact on adjoining lands and that the current layout may change slightly over time as areas bounding the scheme become developed and seek to integrate sufficiently, through the development management process.

**Appendix B            Issues Raised in Individual Submissions**

Submission Reference Number	1: Scheme Design	2: Traffic Management & Impacts	3: Dynam Road Proposals	4: Safety	5: Delivery Programme & Alignment with Future Transport Initiatives	6: Other
<b>Total</b>	<b>68</b>	<b>74</b>	<b>43</b>	<b>31</b>	<b>16</b>	<b>5</b>
FIN-C354-1	0	0	0	0	0	0
FIN-C354-2	1	0	0	0	0	0
FIN-C354-3	1	0	0	0	0	0
FIN-C354-4	0	0	0	0	0	0
FIN-C354-5	0	0	0	0	0	0
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FIN-C354-56	0	1	1	1	0	1
FIN-C354-57	0	0	1	1	0	0
FIN-C354-58	0	1	0	0	0	0
FIN-C354-59	0	1	1	0	0	0
FIN-C354-60	1	1	0	0	0	0

Submission Reference Number	1: Scheme Design	2: Traffic Management & Impacts	3: Drynam Road Proposals	4: Safety	5: Delivery Programme & Alignment with Future Transport Initiatives	6: Other
<b>Total</b>	<b>68</b>	<b>74</b>	<b>43</b>	<b>31</b>	<b>16</b>	<b>5</b>
FIN-C354-61	0	1	0	0	0	0
FIN-C354-62	0	1	0	0	0	0
FIN-C354-63	1	1	0	0	0	0
FIN-C354-64	0	1	0	0	0	0
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FIN-C354-116	1	1	0	0	0	0
FIN-C354-117	0	1	0	0	0	0
FIN-C354-118	1	1	1	0	0	0



Submission Reference Number	1: Scheme Design	2: Traffic Management & Impacts	3: Dynam Road Proposals	4: Safety	5: Delivery Programme & Alignment with Future Transport Initiatives	6: Other
<b>Total</b>	<b>68</b>	<b>74</b>	<b>43</b>	<b>31</b>	<b>16</b>	<b>5</b>
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