



Appendix I

Accessibility Audit



Accessibility Audit

Clongriffin to City Centre

Client – National Transport Authority
Stage – Stage 2

BCIDA-ACM-TRA_SU-0001_XX_00-RP-TR-0002

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Executive Summary

This Disability Audit includes an assessment of the existing accessibility features and potential barriers to disabled people along the Clongriffin route as well as a review of the Stage 2 proposals. Each section includes a list of recommendations for consideration when developing the design.

In general, the scheme is likely to improve the street environment meeting current Universal Design good practice standards or at least make it no worse than the current situation. However, in a small number of cases where road space is limited, the improvements for cyclists have the potential to make the pedestrian environment more complex for vulnerable pedestrians, including people with vision impairments.

The scheme has the opportunity to address many of the existing barriers to accessibility. For example; although the majority of the footways appear to be in a reasonable state of repair and the majority of crossings have dropped kerbs and tactile paving, there is the opportunity to address any gaps in the current provision within the scheme; in general there will be an increase in the number of controlled pedestrian crossings along the route improving the experience for pedestrians; there are only blue-badge parking spaces adjacent to a small number of the amenities along the route and again this could be addressed within the proposals – a network of strategically located blue-badge spaces could be identified along the route within the retained parking spaces.

However, there are stretches of existing pedestrian/cycle route with only a painted white line delineating one user group from the other that will not be upgraded to a raised delineator strips as part of the proposed scheme, although there may not always be an obvious alternative in some locations, for example due to space constraints at junctions. The painted white line delineation on these routes is likely to have met the design standards at the date of construction but does not meet current Universal Design good practice, since a painted line would be undetectable to many people with vision impairments.

The proposed scheme includes a number of bus stops with shared pedestrian/cycle areas on the approach to the bus boarding area which could be problematic for vulnerable pedestrians. These bus stops are in the minority and are only proposed where the available space is limited, the majority of the bus stops are provided on by-pass islands segregated from cyclists and vehicles by a kerb. Therefore, there is a recommendation to explore every opportunity to design out shared spaces and to carry out testing with disabled people on this bus stop type before adoption across the whole network.

Parked cars obstruct the footways in many locations along the route and there is a recommendation to implement an effective enforcement regime, since this can be a barrier to many disabled and older pedestrians.

1. Introduction

1.1 Background

This Disability Audit Report was compiled by People Friendly Ltd Accessibility and Inclusion Consultants as part of the AECOM led design team for Route 1 Clongriffin. The report considers the needs of a wide range of disabled people - people with sensory and cognitive impairments as well as those with mobility impairments, including wheelchair users. The report was produced in response to the Tender and Schedule requirement to produce *“a report listing existing shortcomings and proposed recommendations for ensuring the Scheme is designed in line with the requirements of the Disability Act 2005”*

The Disability Act 2005 places a statutory obligation on public service providers to consider the needs of disabled people. On this basis the report includes an assessment of the existing environment along the scheme route with a description of the key accessibility features and potential barriers to disabled people based on the Universal Design standards of good practice listed below. The report also includes a review of the Stage 2 proposals for each section of the scheme based on these standards, with a commentary on the Universal Design features of the scheme within the context of the existing environment. Each section of the Audit ends with a list of recommendations on how the scheme should be developed to enable everyone to use and enjoy the environment on equal terms regardless of age or disability.

1.2 Universal Design Standards

The following relevant standards and guidelines have been identified within the report:

- Building for Everyone: A Universal Design Approach NDA CEUD
- How Walkable is Your Town, 2015 NDA CEUD
- Shared Space, Shared Surfaces and Home Zones from a Universal Design Approach for the Urban Environment in Ireland CEUD
- Best Practice Guidelines, Designing Accessible Environments. Irish Wheelchair Association
- DfT Inclusive Mobility
- UK DfT Guidance on the use of tactile paving surfaces
- BS8300:2018 Volume 1 Design of an accessible and inclusive built environment. External Environment - code of practice

1.3 Universal Design

Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size or disability. This includes public places in the built environment such as buildings, streets or spaces that the public have access to; products and services provided in those places; and systems that are available including information and communications technology (ICT).

The seven Principles of Universal Design were developed in 1997 by a working group of architects, product designers, engineers and environmental design researchers, led by the late Ronald Mace in the North Carolina State University. The Principles “may be applied to evaluate existing designs, guide the design process and educate both designers and consumers about the characteristics of more usable products and environments.” These principles are as follows:

1: Equitable Use The design is useful and marketable to people with diverse abilities. Guidelines:

- a) Provide the same means of use for all users: identical whenever possible; equivalent when not.
- b) Avoid segregating or stigmatizing any users.
- c) Provisions for privacy, security, and safety should be equally available to all users.
- d) Make the design appealing to all users.

2: Flexibility in Use The design accommodates a wide range of individual preferences and abilities. Guidelines:

- a) Provide choice in methods of use.
- b) Accommodate right- or left-handed access and use.
- c) Facilitate the user's accuracy and precision.
- d) Provide adaptability to the user's pace.

3: Simple and Intuitive Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level. Guidelines:

- a) Eliminate unnecessary complexity.
- b) Be consistent with user expectations and intuition. Accommodate a wide range of literacy and language skills.
- c) Arrange information consistent with its importance.
- d) Provide effective prompting and feedback during and after task completion.

4: Perceptible Information The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities. Guidelines:

- a) Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
- b) Provide adequate contrast between essential information and its surroundings.
- c) Maximize "legibility" of essential information.
- d) Differentiate elements in ways that can be described (i.e., make it easy to give instructions or directions).
- e) Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

5: Tolerance for Error The design minimizes hazards and the adverse consequences of accidental or unintended actions. Guidelines:

- a) Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
- b) Provide warnings of hazards and errors.
- c) Provide fail safe features.
- d) Discourage unconscious action in tasks that require vigilance.

6: Low Physical Effort The design can be used efficiently and comfortably and with a minimum of fatigue. Guidelines:

- a) Allow user to maintain a neutral body position.
- b) Use reasonable operating forces.
- c) Minimize repetitive actions.
- d) Minimize sustained physical effort.

7: Size and Space for Approach and Use Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility. Guidelines:

- a) Provide a clear line of sight to important elements for any seated or standing user.
- b) Make reach to all components comfortable for any seated or standing user.
- c) Accommodate variations in hand and grip size.
- d) Provide adequate space for the use of assistive devices or personal assistance.

2. Section 1 of Route 1

2.1 Introduction

The following overview of the existing and proposed facilities is based on Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0001) respectively.

2.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Clongriffin Dart Station
- Car Parking, including Clongriffin Park & Ride
- Taxi rank
- Islamic Centre
- Businesses including shops and restaurants
- Homes

2.3 Existing Provision

Pedestrian Facilities

The footways appear to be relatively new and at least 2m wide.

Uncontrolled crossings with dropped kerbs and tactile paving are provided at strategic locations. A section of the carriageway around the Square is at the same level as the footway, although there is a tonal contrast between carriageway and footway. There is a significant distance and change in level between the Square and the Dart Station, although a choice of ramp and steps are provided.

On Main Street the pedestrian crossings over the four-lane carriageway are a significant distance apart, one close to the western edge of the Square and the other close to Grange Lodge Avenue. These are not close to the bus stops, therefore there is likely to be a significant detour for pedestrians off the desire-line when travelling by bus.

Cycle Facilities

The only cycle facilities provided are the cycle racks under a canopy within the Square; there are no cycle lanes.

Bus Facilities

Two bus stops are located around the Square and there are dedicated bus lanes on Main Street with stops on both sides of this street. The bus stop on the west bound side of the street is located on a build out, has a boarding kerb, shelter and seat. The east bound stop is not located on a build out and only has a pole, although there is no parking on this side of the street and the land on this side of the street is yet to be fully developed.

Parking & Drop off

A Park & Ride car park is provided beneath the Square and a loading bay is provided adjacent to the pedestrian ramp and steps leading to the Station. On-street parking is provided on one side of Main Street adjacent to the shops and this includes 1 blue-badge space and 1 parent with child space between Railway Road and Beau Park Avenue, but the nearest dropped kerb is approximately 20m east of these spaces.

2.4 Proposed

Pedestrian Facilities

There are no changes proposed to the existing pedestrian facilities.

Cycle Facilities

There are no changes proposed to the existing facilities

Bus Facilities

Bus priority lanes are proposed. The existing bus stop locations remain unchanged and no bus by-pass islands are included within the scheme.

Parking & Drop off

There are no changes proposed to the existing facilities.

2.5 Recommendations

The need for controlled crossings should remain under consideration if the volume of vehicle traffic increases with development of the surrounding area. The location of bus stops should be considered when locating pedestrian crossings. The route between the Square and the Dart Station is outside the scope of the project.

The need for additional blue-badge spaces should also be kept under review.

3. Section 2 of Route 1

3.1 Introduction

The following overview of the existing and proposed facilities is based on Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0002) respectively.

3.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses including shops and restaurants
- Father Collins Park and outdoor sports facilities
- Homes

3.3 Existing

Pedestrian Facilities

The footways appear to be at least 2m wide and in good condition. All of the pedestrian crossings have dropped kerbs and tactile paving, and all are uncontrolled.

On Main Street the pedestrian crossings over the four-lane carriageway are a significant distance apart, one close to the western edge of the Square and the other close to Park Avenue. These are not close to the bus stops, therefore there is likely to be a significant detour for pedestrians off the desire-line when travelling by bus.

The footway appears to narrow where the cycle lane begins at the west bound Park Avenue bus stop and pedestrians and cyclist are only segregated by a painted line on both the east and west cycle routes.

Cycle Facilities

A cycle route is provided on both the west and east bound carriageways and these begin and end close to Park Avenue. The only delineation between the cycle route and the footway is a painted line on both the east and west routes.

Bus Facilities

Bus priority lanes are provided. The bus stop on the east bound carriageway east of Dermot Street has a boarding kerb but no shelter. The Park Avenue bus stops are located on build outs but have no shelters. The west bound stop is located at the start of the cycleway and the only delineation between the cycleway and footway is a painted line; this is also true for the east bound route.

Parking & Drop off

Kerbside on-street parking is provided on both sides of Main Street where retail units are located but there are no obvious blue-badge or parent with child spaces provided.

3.4 Proposed

Pedestrian Facilities

There are no changes proposed to the existing pedestrian facilities. The scheme currently does not include upgrading the segregation between pedestrian and cycle routes.

Cycle Facilities

There are no changes proposed to the existing facilities.

Bus Facilities

The bus stops on Main Street near Dermot Street on both the east and west bound carriageways appear to have been moved closer to this junction. The stop on the west bound carriageway appears to block a vehicle entrance to a development. The existing west bound Park Avenue bus stop appears to have been moved west away from the start of the cycle lane.

Parking & Drop off

There are no changes proposed to the existing facilities.

3.5 Recommendations

The need for controlled crossings, especially on the crossing over Main Street which has four lanes, should remain under consideration if the volume of vehicle traffic increases with development of the surrounding area.

A number of the bus stops in the proposals appear to be in different locations to those shown on Google Maps. The location of pedestrian crossings should be considered when deciding on the location of bus stops.

The painted line delineation between the pedestrian and cycle routes is likely to have met the design standards at the time of construction but it does not meet current good practice which recommends a raised delineation strip between the routes and tactile cycleway paving at regular intervals. Therefore, ideally all existing pedestrian/cycle routes should be upgraded to current standards.

As a minimum all bus stops should have boarding kerbs and where space permits, shelters and seats should also be provided.

Blue-badge spaces should be provided, either on-street or off street, at regular intervals where local amenities are provided.

4. Section 3 of Route 1

4.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0003)

4.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses including shops and restaurants
- Father Collins Park and outdoor sports facilities
- Homes

4.3 Existing

Pedestrian Facilities

The footways appear to be at least 2m wide and in good condition. The only delineation between pedestrian and cycle routes is a painted line on both the east and west cycle routes.

All of the pedestrian crossings have dropped kerbs and tactile paving, and all are uncontrolled. On Main Street the only pedestrian crossing over the four-lane carriageway is adjacent to the sports centre, and again this crossing is uncontrolled.

The controlled crossings at the Hole in the Wall junction appear to meet current standards.

Cycle Facilities

A cycle route is provided on both the west and east bound carriageways on Main Street. The only delineation between the cycle route and the footway is a painted line on both the east and west bound routes.

There are no specific facilities for cyclists (other than the pedestrian crossings) to negotiate the Hole in the Wall junction and the only provision for cyclists west of this junction is painted cycle lanes on the carriageway, but no additional road space.

Bus Facilities

The nearest bus stop to the sport centre and park is at Park Avenue, approximately 300m from the centre. The bus lanes on Main Street stop before the Hole in the Wall junction and do not continue west of the junction.

Parking & Drop off

An off-street car park is provided next to the sports centre; there is no on-street parking on Main Street.

On-street spaces are provided on the street to the west of the junction outside residential apartments and off-street parking is provided to the rear of the blocks. There are no obvious blue-badge or parent with child spaces.

4.4 Proposed

Pedestrian Facilities

The distance and complexity of the crossings at the Hole in the Wall junction are unlikely to change significantly.

Cycle Facilities

Cycle facilities are indicated at the Hole in the Wall junction and segregated routes are indicated to the west of the junction on both sides of the carriageway. However, the scheme does not currently include upgrading the segregation between pedestrian and cycle routes to the east of the junction.

Bus Facilities

New bus stops are shown to the west of the Hole in the Wall junction on both sides of the street. These are shown on bus by-pass islands relatively close to the controlled crossings at the junction and are likely to be the closest stops to the park and sports centre. The islands have been designed to be large enough to cope with the expected passenger demand and there is the potential to increase the length of the islands if demand increases over time with the development of the area.

Parking & Drop off

The on-street parking to the west of the junction will be removed to make way for bus and cycle facilities.

4.5 Recommendations

The need for a controlled crossing adjacent to the sports centre to cross Main Street which has four lanes; this should remain under consideration, especially if the volume of vehicle traffic increases with development of the surrounding area.

The painted line delineation between the pedestrian and cycle routes to the east of the Hole in the Wall junction is likely to have met the design standards at the time of construction, but it does not meet current good practice which recommends a raised delineation strip between the routes and tactile cycleway paving at regular intervals. Therefore, ideally all existing pedestrian/cycle routes should be upgraded to current standards.

5. Section 4 & 5 of Route 1

Drawings BCID-0001-GEO_HV-01_XX_00-DR-CR-0004 and BCID-0001-GEO_HV-01_XX_00-DR-CR-0005 show areas of the route that are outside the scope of the scheme.

6. Section 6 of Route 1

6.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0006)

6.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Shops and businesses

6.3 Existing

Pedestrian Facilities

North of the junction with Clarehall Avenue 2m wide footways are provided on both sides of Malahide Road. South of the junction a 2m wide footway is provided on the east and cycle/footway is provided on the west. The only delineation between cyclists and pedestrians appears to be a painted white line which will be difficult or impossible to detect for people with vision impairments.

Uncontrolled crossings are provided on the side roads but some of the crossings to north of the junction with Clarehall Avenue do not have tactile paving. Controlled crossings are provided at the Clarehall Avenue junction but not at the Malahide Road crossing opposite the local shops to the south of the junction.

Cycle Facilities

Cycle lanes are marked on both sides of Malahide Road to the north of the junction with Clarehall Avenue but there is no physical segregation between vehicles and cyclists. There is no bus by-pass at the bus stops serving the shopping centre.

Bus Facilities

Bus lanes are provided on both sides of Malahide Road to the north of the junction with Clarehall Avenue. Bus stops serving the shopping centre are provided on both side of the Road. Both stops have shelters and seats.

Parking & Drop off

On street parking is provided next to the shops on Malahide Road south of the hotel and on the adjacent side street. None of the bays are designed for blue-badge holders.

6.4 Proposed

Pedestrian Facilities

The crossing arrangement at the junction with Clarehall Avenue will change but this is unlikely to be any more complex and the crossing distances are unlikely to be significantly different to the existing situation assuming cyclist must stop for a pedestrian crossing phase.

The Malahide Road uncontrolled crossing near the local shops appears to be upgraded to a controlled crossing.

Cycle Facilities

Bus by-pass island are included in the scheme.

Bus Facilities

The bus by-pass island on the north bound route on the shopping centre side of the road is shown as being larger than that the south bound stop, since there will be a large number of different bus numbers that will stop at the north bound stop.

Parking & Drop off

The on-street parking on Malahide Road will be removed but the side street parking will be retained.

6.5 Recommendations

The on-street parking spaces on Malahide road will be removed which is likely to increase the demand for the remaining spaces on the side street. Therefore, it is even more important that a proportion of the parking spaces near the shops and businesses are designated for blue-badge holders.

The painted line delineation between the pedestrians and cyclists on the existing off carriageway routes are likely to have met the design standards at the time of construction but do not meet current good practice which recommends a raised delineator strip between the routes and tactile cycleway paving at regular intervals. Therefore, ideally all existing pedestrian/cycle routes should be upgraded to current standards.

Cyclist should be required to stop for the pedestrian crossing phase at crossings.

7. Section 7 of Route 1

7.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0007)

7.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Shops and businesses

7.3 Existing

Pedestrian Facilities

2m wide footway is provided on the west sides of Malahide Road. Uncontrolled crossings are provided on the side roads and a significant proportion of Malahide Road crossings are also uncontrolled.

The cycle/footway appears to be only segregated by a painted line, but Google Maps information is limited.

Cycle Facilities

A segregated footway and cycleway are provided to the south of the junction with Clarehall Road on the east side of the carriageway.

Bus Facilities

There are no bus lanes south of the junction and bus stops obvious from the Google Maps review.

Parking & Drop-off

There are no on-street parking spaces on this section of Malahide Road.

7.4 Proposed

Pedestrian Facilities

The cycle way will be segregated from the footway by a raised strip.

The existing controlled crossings over Malahide Road and the crossing at the entrance to Clare hall are all controlled crossings. The other crossings are uncontrolled as the number of vehicles using the junctions are small.

The cycle junction improvements are unlikely to make the pedestrian crossing more complex or long assuming cyclist must stop for a pedestrian crossing phase.

Cycle Facilities

Bus by-pass island are included at the majority of the new bus stops but there is no island on the bus stop south of Grove Park adjacent to a car park on the north bound route.

Bus Facilities

Bus lanes will be added on both sides of the road and as stated above additional bus stops have been added.

Parking & Drop-off

There are no facilities accessed directly from the carriageway and no obvious need for on-street parking.

7.5 Recommendations

The design of the bus stop south of Grove Park should be reviewed to avoid the shared pedestrian/cycle area. However, this is likely to involve purchasing additional land.

Any remaining sections of off carriageway cycle/footway with only painted line delineation between the pedestrians and cyclists should be upgraded to current standards. These routes are likely to have met the design standards at the time of construction but do not meet current good practice which recommends a raised delineator strip between the routes and tactile cycleway paving at regular intervals.

8. Section 8 of Route 1

8.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0008)

8.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Shops and businesses
- Homes

8.3 Existing

Pedestrian Facilities

2m wide footway is provided on west sides of Malahide Road. Uncontrolled crossings are provided on the side roads. The only Malahide Road crossings are at the roundabout and most are uncontrolled. The only controlled crossings are south of the roundabout adjacent to the bus stops.

The cycle/footway appears to be only segregated by a painted line, but Google Maps information is limited.

Cycle Facilities

Cycle routes are painted on the carriageway but on the south bound carriageway it joins the footway on the approach to the roundabout.

Bus Facilities

The bus lanes finish to the north and south of the roundabout. Bus stops are provided to the south of the roundabout and these are conventional stops with no by-pass island and with shelters and seats.

Parking and Drop-off

The route is a dual carriage along this section and there are no amenities accessed directly from the road, there is no on-street parking and no places to stop.

8.4 Proposed

Pedestrian Facilities

The cycle and pedestrian routes will be segregated by a raised strip along most of this section and a kerb change in level on the final approach to the junction.

The improvements for cyclist at the junction are unlikely to make the pedestrian crossings more complex or longer assuming cyclist must stop for a pedestrian crossing phase.

Cycle Facilities

As described above.

Bus Facilities

The replacement bus stop south of the junction will be on a bus by-pass island. The bus stop on the north bound carriageway will be moved from the south to the north of the junction. Again, this will be located on an island.

Parking and Drop-off Facilities

There is no change on this aspect.

8.5 Recommendations

Ideally any remaining sections of off carriageway cycle/footway with only painted line delineation between the pedestrians and cyclists should be upgraded to current standards. These routes are likely to have met the design standards at the time of construction but do not meet current good practice which recommends a raised delineator strip between the routes and tactile cycleway paving at regular intervals.

9. Section 9 of Route 1

9.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0009)

9.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Homes

9.3 Existing

Pedestrian Facilities

Footways are provided on both sides of the road. The side road crossings are uncontrolled and there are no pedestrian crossings over the main road.

Cycle Facilities

Cycle lanes are painted on both the north and south carriageways.

Bus Facilities

Bus lanes are provided on both sides of the route. The bus stop along this section are a significant distance apart and as stated above there is no obvious controlled crossing over Malahide Road. The bus stops have shelters and seating.

Parking and Drop-off

The route is a dual carriage along this section and there are no amenities accessed directly from the road, there is no on-street parking and no places to stop.

9.4 Proposed

Pedestrian Facilities

A new cycle/pedestrian connection to Ayfield Drive is proposed adjacent to a new pedestrian crossing over Malahide Road and a raised delineator strip will be provided between the two routes meeting current standards.

Cycle Facilities

The cycle lanes will be segregated from the bus lane by a kerb/strip

Bus Facilities

The bus stop on the north bound carriageway will be moved north of its current location. The new bus stop arrangement and new crossing will improve pedestrian access.

Parking and Drop-off

The route is a dual carriage along this section and there are no amenities accessed directly from the road, there is no on-street parking and no places to stop.

9.5 Recommendations

There are no specific recommendations on this section of the route.

10. Section 10 of Route 1

10.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0010)

10.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Retail Park and Cinema
- Homes

10.3 Existing

Pedestrian Facilities

At the junction between Malahide Road and Greencastle Road pedestrian crossings are provided on 3 of the 4 potential crossings and these are controlled crossings.

Cycle Facilities

Cycle lanes are marked on both the north and south carriageways

Bus Facilities

The bus stops on the north and south bound carriageways closest to the only controlled crossings at the Malahide Road and Greencastle Road junction are a significant distance apart.

Parking and Drop-off

The route is a dual carriage along this section and there are no amenities accessed directly from the road, there is no on-street parking and no places to stop.

10.4 Proposed

Pedestrian Facilities

The pedestrian crossings at the Malahide Road/Greencastle Road junction will remain in a similar arrangement i.e. there is no pedestrian crossing proposed to the south of the junction. The junction improvements for cycles are unlikely to make the pedestrian crossing more complex or longer assuming cyclist must stop for a pedestrian crossing phase.

The bus stop on the south bound carriageway will be moved closer to the north bound stop and located to the north of the Malahide Road/Greencastle Road junction improving access to bus stops. The new bus stop and crossing arrangement is likely to improve bus connectivity.

Cycle Facilities

The cycle lanes will be segregated from the bus lane by a kerb/strip.

Bus Facilities

The bus stops on this section will be provided on islands which have been sized to cope with the expected passenger demand for the cinema and other facilities in the neighbourhood.

Parking and Drop-off

The route is a dual carriage along this section and there are no amenities accessed directly from the road, there is no on-street parking and no places to stop.

10.5 Recommendations

The size of the bus islands and the need for an additional crossing at the junction should be reviewed again at the next design Stage.

11. Section 11 of Route 1

11.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0011).

11.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Church
- Homes

11.3 Existing

Pedestrian Facilities

Footways are provided along the streets running parallel with dual carriageway on some sections of the route others run parallel with the main route. However, there are breaks in key sections of the footway, for example the bus stop on the south bound route does not appear to connect with the footway network and pedestrians must cut across a grass verge to reach the stop which will be particularly problematic for disabled and older people.

At the junction between Malahide Road and Tonlegee Road pedestrian crossings are provided on 3 of the 4 potential crossings and these are controlled crossings.

Cycle Facilities

Cycle lanes are a mix of segregated and painted carriageway lanes on both the north and south carriageways.

Bus Facilities

The bus stops on the north and south bound carriageways closest to the only controlled crossings at the Malahide Road and Tonlegee Road junction are a significant distance apart, the former is located to the north, the other to the south of the junction. The stops are provided in lay-bys and include shelters and seating.

Parking and Drop-off

The route is a dual carriage along this section and there are no amenities accessed directly from the road. A number of on-street parking bays and places to stop are provided but there are no blue-badge spaces or associated dropped kerbs.

11.4 Proposed

Pedestrian Facilities

The pedestrian crossings at the junction Malahide Road and Tonlegee Road will remain in a similar arrangement and an additional crossing will be provided on the south side of the junction. The junction improvements for cycles are unlikely to make the pedestrian crossing more complex or longer, assuming cyclists must stop for a pedestrian crossing phase.

The bus stop on the north bound carriageway will be moved closer to the south bound stop and located to the south of the Malahide Road and Tonlegee Road junction improving access to bus stops, including for those accessing the church to the south of the junction. The new bus stop and crossing arrangement is likely to improve pedestrian access.

To the south of the Malahide Road/Tonlegee Road junction the streets parallel to the main route are shown as pedestrian only and the street on the west will be raised to the level of the existing footway where required.

Cycle Facilities

Cycle lanes will be segregated on both the north and south carriageways.

Bus Facilities

As described above. The stops will be on islands.

Parking and Drop-off

A large proportion of the parking bays will be removed but a number of the bays will be retained on the main carriageway adjacent to Brookville Park on the north bound carriageway. There are no amenities accessed directly from the road. The access to driveways will be maintained where required.

11.5 Recommendations

Designated blue-badge parking spaces should make up a proportion of any spaces close to shops, businesses or other amenities (preferably off carriageway).

12. Section 12 of Route 1

12.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0012).

12.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including restaurants and a bank
- Church
- Homes

12.3 Existing

Pedestrian Facilities

Footways are provided along the streets running parallel with dual carriageway on some sections of the route other sections run parallel with the main route.

The nearest north and south bound bus stops are a significant distance apart.

Cycle Facilities

Cycle lanes are marked on both the north and south bound carriageways.

Bus Facilities

As stated above the bus stops on the north and south bound carriageways on this section of the route are a significant distance apart. The stops are provided in lay-bys and include shelters and seating.

Parking and Drop-off

The route is a dual carriage along this section and there are no amenities accessed directly from the road. A number of on-street parking bays and places to stop are provided, including a taxi rank adjacent to the church but there are no blue-badge spaces or associated dropped kerbs.

12.4 Proposed

Pedestrian Facilities

The pedestrian routes will remain fully segregated from vehicles and cyclists and crossing arrangement remain relatively unchanged. The improvements for cycles are unlikely to make the pedestrian facilities more complex or increase travel distances.

A new bus stop/relocated bus stop will be provided close to St Brendan's Drive on the north bound carriageway close to the existing south bound stop improving access to bus stops, including for those accessing the church and other local amenities.

Cycle Facilities

Cycle lanes on both the north and south bound will be a mix of segregated routes and use of the side roads running parallel to Malahide Road.

Bus Facilities

As stated above the closest north bound stop will be moved much closer to the existing south bound stop improving bus access. The bus stop on the north bound route will be provided on an island but the cycle lane is shown in front of the pedestrian approach to the south bound bus stop, which is not ideal.

Parking and Drop-off

The parking and drop-off facilities provided adjacent to the local amenities remain unchanged.

12.5 Recommendations

Review the interaction with St Brendan's Drive and the ability to bring cyclists onto the side road before the south bound bus stop and loop the cycle route behind the stop.

Blue-badge parking should be provided close to local amenities on or ideally off the main route.

13. Section 13 of Route 1

13.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0013).

13.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including a bank
- Homes

13.3 Existing

Pedestrian Facilities

The pedestrian routes are provided on the parallel side roads. However, pedestrians share the same routes as cyclists at the Ardlea Road roundabout and users are only segregated with painted lines.

The only pedestrian crossing over Malahide Road on this section is at the Ardlea Road roundabout and this is a controlled crossing. The uncontrolled crossing over the dual carriageway has been closed off.

The bus stops on the north and south bound carriageways are a significant distance from the controlled crossing and the stops are significant distance apart, potentially creating a long detour for bus users.

Cycle Facilities

The cycle lanes are a mix of painted lanes on the carriageway, segregated lanes and shared cycle/pedestrian routes around the roundabout.

Bus Facilities

As stated above the bus stops on the north and south bound carriageways on this section of the route are likely to involve a significant detour for bus users. The stops are provided in lay-bys and include shelters and seating.

Parking and Drop-off

There are no amenities accessed directly from Malahide Road on this section and there are no on-street parking or drop-off facilities.

13.4 Proposed

Pedestrian Facilities

The north and south bound bus stops will be grouped closely together around a new controlled crossing near Mask Avenue improving access to bus travel and providing a mid-block crossing to replace the uncontrolled crossings that have been blocked off.

Cycle Facilities

Cycle lanes on both the north and south bound carriageways will be a mix of segregated routes and use of the side roads running parallel to Malahide Road. However, at the junction with Ardlea Road there appears to continue to be areas shared by pedestrians and cyclists which can be particularly problematic for people with vision impairments and other vulnerable pedestrians.

Bus Facilities

As stated above the bus stop locations and addition of a controlled crossing improve access to bus travel. The stops will be location on by-pass islands.

Parking and Drop-off

There is no change proposed to the current provision.

13.5 Recommendations

The design team have found no practical alternative to the shared cycle/pedestrian facilities around the Malahide Road/Ardlea Road junction. However, this should be reviewed again at the next design Stage and the interaction between cyclists and pedestrians should be minimised as far as possible.

14. Section 14 of Route 1

14.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0014).

14.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including a bank, garage, retail and business park
- Homes

14.3 Existing

Pedestrian Facilities

See also the issues raised above re the Malahide Road/Ardlea Road junction.

The route narrows at this section and footways are provided on both sides of the main carriageway.

There are no designated crossings over Malahide Road; the crossing at the Kilmore Road junction is the next cross south of the Malahide Road/Ardlea Road junction. Therefore, there is a significant detour to reach local amenities and bus stops.

Cycle Facilities

Segregated cycle routes are provided on the approach to the Malahide Road/Ardlea Road junction on both sides of the route; these are separated by a kerb from the footways. The cycle routes become painted lines on the carriageway for the majority of the section south of this point.

Bus Facilities

Bus lanes are provided on both sides of the route for large parts of this section. Bus stops have boarding kerbs, shelters and seats.

Parking and Drop-off

On street parking is provided adjacent to the local amenities. One bay near the chemist is designed for disabled people, although it appears to be too small to meet current standards.

14.4 Proposed

Pedestrian Facilities

The north bound bus stop will be moved north closer to the controlled crossings at the junction and closer to the adjacent south bound stop. However, the new north bound bus stop will not be located on an island and pedestrians must share the strip of footway next to the stop with cyclists, which is not ideal.

A new mid-block controlled crossing is proposed adjacent to the garage and local shops which will improve the pedestrian experience.

Parking on the footway is prevalent, which poses a problem for many disabled and older people.

Cycle Facilities

A designed cycle lane will be provided for the full length of this section on both sides of the road.

Bus Facilities

As stated above the bus facilities will in general be improved, but the design of the new north bound stop is not ideal, especially for vulnerable pedestrians.

Parking and Drop-off

The number of on-street parking bays will be greatly reduced, with only a limited number of bays retained adjacent to the shops and garage.

14.5 Recommendations

There is not enough space to provide an effective island for the new north bound bus stop with the available land close to the Malahide Road/Ardlea Road junction. However, the land availability should be reviewed again, and testing should be carried out with disabled people on this bus stop type before adoption across the whole network.

A proportion of the retained on-street parking bays should be designated for blue-badge holders and designed to accessibility standards with associated dropped kerbs.

An effective enforcement regime should be established to prevent parking on the footway.

15. Section 15 of Route 1

15.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0015)

15.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including retail
- Park
- Homes

15.3 Existing

Pedestrian Facilities

The Kilmore junction has controlled crossing facilities on two of the three part of the junction, there is no crossing on the southern edge of the junction. The junction crossings are the only controlled crossing on this section. Side roads have uncontrolled crossing.

The only crossings at the St David's Wood junctions are over the side roads and not over Malahide Road.

Cycle Facilities

There are painted cycle lanes along much of the route on both sides of the road.

Bus Facilities

The only bus stops on this section of the route are located east and west of the Palmerstown Drive/R148 junction.

Parking and Drop-off

There is no designated on-street parking on the main road, but spaces are provided on the side streets and cars park on the private land adjacent to the local amenities. Cars are also parked obstructing the footways.

15.4 Proposed

Pedestrian Facilities

The footway to the west of the route will be diverted along a side street parallel with the Malahide Road. The footway to the east remains relatively unchanged as do the general arrangement of the pedestrian crossings.

A crossing is shown on the north side of the St David's Wood junctions over Malahide Road but not on the south side of the junction. However, this will be developed further at the next Stage in the design process and the crossing is likely to be moved to the south.

A new cycle/pedestrian route will be provided to the west of Malahide Road and the two user groups will be segregated by a raised 60mm kerb.

Cycle Facilities

The cycleway to the west of the route will also be diverted along the side street parallel with the Malahide Road.

Bus Facilities

The north bound bus stop will be relocated farther south closer to St David's Wood junction. The next south bound stop is the Malahide Road/Ardlea Road junction. The bus stop will be located on a by-pass island.

At the next Stage in the design, a bus stop is likely to be located south of Kilmore Road and a north bound bus stop may also be moved closer to Kilmore Road.

Parking and Drop-off

There is no change proposed to the parking provision.

15.5 Recommendations

Blue-badge spaces should be provided near key amenities where possible and an effect enforcement regime should be established to prevent parking on the footway.

16. Section 16 of Route 1

16.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0016)

16.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including retail
- Park with sports pitches
- Church
- Homes

16.3 Existing

See the points made earlier about re the St David's Wood junction.

Pedestrian only footways are provided on both sides of the road.

A controlled crossing is provided on the south side of the Elm Mount junction but not on the north. The dropped kerbs on the Elm Mount uncontrolled crossing appear to direct pedestrians into the traffic, there is also no tactile paving at this crossing. The location of the crossing could be due the location of signalling equipment on the pedestrian desire-line at this junction.

Cycle Facilities

Cyclists and buses share dedicated lanes on both sides of this section of the route.

Bus Facilities

The north and south bound bus stops are a significant distance apart, the north bound stop is north of the Elm Mount junction and significant distance from the local shops. The south bound stop is to the south and as stated above the nearest crossing is on south side of the junction.

Parking and Drop-off

Off street parking is provided adjacent to the groups of retail units to the south of the section but there are no obvious blue-badge spaces.

16.4 Proposed

Pedestrian Facilities

The general arrangement of the pedestrian crossing facilities appears to remain unchanged.

Cycle Facilities

Dedicated segregated cycle and bus lanes are shown on both sides of the route.

Bus Facilities

The north and south bound bus stops are shown grouped closer to the Elm Mount junction and the single controlled crossing over Malahide Road. The bus stops arranged around the junction crossing are some distance from the shops to the south of this section.

The cycle route cuts across the pedestrian approaches to both bus stops which is not ideal, particularly for vulnerable pedestrians. However, retaining the existing wall and mature trees in the location proposed for the bus stop makes a by-pass island impractical.

Parking and Drop-off

There are no proposed changes.

16.5 Recommendations

There is not enough space available to provide an effective island for the new north and south bound bus stops. However, the land availability should be reviewed again, and testing should be carried out with disabled people on this bus stop type before adoption across the whole network.

Ideally controlled crossings should be provided on both the north and south sides of the Elm mount junction. However, as a minimum the uncontrolled crossing at this junction should be improved.

Ideally blue-badge spaces should be provided in the off street car park.

17. Section 17 of Route 1

17.1 Introduction

The following overview of the existing and proposed facilities is based on a Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0017)

17.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including retail
- Church
- Homes

17.3 Existing

Pedestrian Facilities

Pedestrian only footways are provided on both sides of the road.

At the Collins Avenue junction there are controlled crossings on Collins Avenue and on Malahide Road on the south side of the junction, but no controlled or uncontrolled crossing over Collins Avenue East. There is no crossing on Malahide Road on the north side of the junction. Therefore, there is a circuitous route for those wishing to cross the junction using the eastern footway.

A controlled pedestrian crossing is also provided on Malahide Road to the south of the church.

Cycle Facilities

Cyclists share dedicated bus lanes on both sides of the road.

Bus Facilities

The north and south bound bus stops on this section are located to the south of the Collins Avenue junction between the two controlled crossings on Malahide Road.

Parking and Drop-off

There is no parking provided on the route, although off street parking is provided next to the church and on the surround residential street.

17.4 Proposed

Pedestrian Facilities

Controlled pedestrian crossings are shown on all four sides of the Collins Avenue junction improving connectivity. The additional cycle facilities included within the junction proposals do not appear to increase the complexity or travel distance for pedestrians, assuming cyclists stop for a pedestrian crossing phase.

Cycle Facilities

Dedicated cycle lanes are provided on both sides of the road. Cycle facilities are included within the Collins Avenue junction proposals.

Bus Facilities

The bus stops south of Collins Avenue junction will be moved closer together and slightly nearer the junction, in the case of the north bound stop.

The stops will be provided on islands which have been sized for the anticipated passenger numbers.

Parking and Drop-off

There are no changes proposed.

17.5 Recommendations

There are no specific recommendations for this section of the scheme.

18. Section 18 of Route 1

18.1 Introduction

The following overview of the existing and proposed facilities is based on Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0018).

18.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including retail
- Nazareth House
- Golf and bowling club
- Homes

18.3 Existing

Pedestrian Facilities

Pedestrian only footways are provided on both sides of the road.

The pedestrian crossing on this section of Malahide Road are located to the south of Donnycarney Road and on the south side of the Casino Park junction and these are controlled crossings. The lack of a crossing on the north side of the junction adds a significant detour for those travelling by bus to and from the local amenities. The side road crossings are uncontrolled.

A continuous wall with no gates or entrances extends along the eastern edge of Malahide Road from Clancarthy Road to the south of Casino Park, the boundary of a golf and bowling club. A number of shops and businesses line the western edge of the road.

Cycle Facilities

Cyclists share the dedicated bus lanes on both sides of the road.

Bus Facilities

The north bound bus stop on this section is located opposite Clancarthy Road and the south bound stop is located farther south; there is a significant distance between the two.

Parking and Drop-off

A small number of on-street parking spaces are provided on Malahide Road adjacent to the shops/business opposite Clancarthy Road. Parking spaces are provided adjacent to the shops and businesses south of Donnycarney Road. None of the bays are marked as a dedicated blue-badge holders' spaces.

18.4 Proposed

Pedestrian Facilities

The general arrangement of the pedestrian crossings will remain unchanged and no additional crossings are included at the Casino Park junction.

The pedestrian only footways are maintained.

Cycle Facilities

Dedicated cycle lanes are provided on both sides of the road.

Bus Facilities

The north bound bus stops will be moved south of Casino Park, a significant distance, placing more importance on the crossing at the Casino Park junction but as stated above there appears to be no significant improvements to the crossing arrangement.

The bus stops will be provided on islands.

Parking and Drop-off

The number of parking spaces will be reduced adjacent the shops and businesses south of Donnycarney Road to make way for the bus and cycle lanes.

18.5 Recommendations

Consider providing an additional crossing on the north side of the Casino Park junction.

Blue-badge spaces should make up a proportion of the bays wherever parking is provided. This becomes even more important where the number of bays will be reduced.

19. Section 19 of Route 1

19.1 Introduction

The following overview of the existing and proposed facilities is based on Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0019)

19.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including retail
- Nazareth House
- Mount Temple school and sports pitches
- Golf and bowling club
- Homes

19.3 Existing

Pedestrian Facilities

Pedestrian only footways are provided on both sides of the road.

Controlled crossings are provided near the entrance to Mount Temple, on the north side of the Copeland Avenue Junction but not on the south. Controlled crossings are also provided over Copeland Avenue and Griffith Avenue at the junction with Malahide Road. Uncontrolled crossings are provided over side roads.

Cycle Facilities

Cycle lanes are painted on the road alongside bus lanes.

Bus Facilities

Bus lanes are provided on both sides of the road.

The north bound bus stop is located at an entrance to Nazareth House and the south bound stop is located farther south close to an entrance to Mount Temple and a controlled pedestrian crossing. The north bound stop is a significant distance from a Malahide Road crossing.

Parking and Drop-off

There are no parking spaces provided on this section of the route.

19.4 Proposed

Pedestrian Facilities

An additional crossing will be provided on the south side of the Copeland Avenue junction and the general arrangement of the pedestrian crossings at the junction remain relatively unchanged. The intention is to segregate pedestrians from cyclists at the junction but there appears to be a shared pedestrian/cycle area to the south of the junction where the off-carriageway cycle route and footway meet which could be potentially problematic for vulnerable pedestrians. The north/south cycle routes, south of the junction, also cuts across the pedestrian path network in a landscaped area next to Brian Road.

Cycle Facilities

Dedicated cycle lanes are provided on both sides of the road north of the Copeland Avenue junction. The north and south bound cycle lanes provided south of the junction will be located on the western side of Malahide Road.

Bus Facilities

The north bound bus stop on this section of the route is being moved closer to the controlled crossing at the entrance to Mount Temple. The bus stops include a shared pedestrian/cyclist area on the approach to the bus stop, which is not ideal, particularly for vulnerable pedestrians.

Parking and Drop-off

There are no proposed changes.

19.5 Recommendations

Review the design of the bus stops in the next Stage, these could be heavily used by large groups of school children attending Mount Temple and shared cycle/pedestrian areas are far from ideal. Shared pedestrian/cycle spaces should be avoided wherever possible and testing should be carried out with disabled people on this bus stop type before adoption across the whole network.

Review the pedestrian and cycle facilities at the Copeland Avenue junction to minimise the complexity and avoid conflict between cyclists and pedestrians.

The detailed design of the north/south cycle route near Brian Road will be important to avoid conflict between cyclists and pedestrians.

20. Section 20 of Route 1

20.1 Introduction

The following overview of the existing and proposed facilities is based on Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0020)

20.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including retail
- Homes

20.3 Existing

Pedestrian Facilities

Pedestrian only footways are provided on both sides of the main route and the side roads proposed for the cycle route. A controlled crossing is provided to the south of Marino Avenue. The side road crossings are uncontrolled and many lack tactile paving.

See the points raised above re the segregation of the cycle path leading to Brian Road.

Cycle Facilities

Cyclist share the bus lane along some of the section and have dedicated cycle lanes on other sections.

Bus Facilities

A bus lane is provided along sections of the north and south carriageways.

A south bound bus stop is located adjacent to the shops around the junction with Marino Avenue and a north bound stop is located north of Crescent Place. There is no shelter or seating at either of the stops but boarding kerbs and real-time bus displays are provided at both.

Parking and Drop-off

Informal off street parking is provided on the private land in front of the Marino Avenue shops. Drivers drive over the footway to reach the spaces. On-street parking is provided outside the shops south of Crescent Place. There are no designated blue-badge spaces in either of the locations.

20.4 Proposed

Pedestrian Facilities

The controlled crossing will be moved to the north of the Brian Road junction.

Cycle Facilities

The north and south bound cycle facilities will be provided along Brian Road and Carleton Road.

Bus Facilities

Bus lanes will be provided on both sides of the road.

The south bound bus stop will be moved south of Marino Avenue and a north bound stop will be located to the north of the proposed relocated crossing improving bus connectivity. The existing north bound stop will be moved south closer to Marino Crescent.

Parking and Drop-off

The on-street parking outside the shops south of Crescent Place will be removed to make space for bus lanes but parking on the side streets will be retained.

20.5 Recommendations

Consider how shoppers will access parking and be able to drop-off passengers close to the shops and businesses along the route. Blue-badge parking should also be considered.

21. Section 21 of Route 1

21.1 Introduction

The following overview of the existing and proposed facilities is based on Google Maps information and a review of the AECOM proposals (Drawing BCID-0001-GEO_HV-01_XX_00-DR-CR-0021)

21.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including retail
- Taxi rank
- Homes

21.3 Existing

Pedestrian Facilities

Pedestrian only footways are provided on both sides of the main route and the side roads proposed for the cycle route.

The only controlled cross on this section is at the Clontarf junction. All side road crossings are uncontrolled.

Cycle Facilities

A cycle lane is painted on the north bound carriageway but not on the south bound.

Bus Facilities

A bus lane is provided along the south bound carriageway but not the north bound.

As stated above a north bound stop is located north of Crescent Place and a south bound stop is provided on an island next to Marino Crescent shared with a taxi rank. There is no shelter or seating at the north bound stop but there is boarding kerb at both stops. The south bound stop has a shelter, seating and real-time bus displays.

Parking and Drop-off

There is no formal on-street parking on this section of the route.

21.4 Proposed

Pedestrian Facilities

There are no significant changes to the pedestrian facilities along this section of the route.

Cycle Facilities

The north and south bound cycle facilities will be provided along Brian Road, Carleton Road, Haverty Road and Marglann Marino

Bus Facilities

Bus lanes will be provided on both sides of the road.

The north bound bus stop will be moved south closer to the south bound stop and the controlled crossing at the junction with Clontarf Road.

Parking and Drop-off

There are no obvious changes.

21.5 Recommendations

There are no specific recommendations suggested for this section of the scheme.

Scheme: Clongriffin to City Centre Core Bus Corridor Accessibility Audit Stage - Preferred Route Option Date Audit Completed: 28/04/2020				
Drawings	Assessment Comments	To Be Completed By Designer		
		Problem/ Observation Accepted (yes/no/n/a)	Recommended measure accepted (yes/no/n/a)	Designers Comments
BCID-0001-GEO_HV-01_XX_00-DR-CR-0001	The need for controlled crossings should remain under consideration if the volume of vehicle traffic increases with development of the surrounding area. The location of bus stops should be considered when locating pedestrian crossings. The route between the Square and the Dart Station is outside the scope of the project.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0001	The need for additional blue-badge spaces should also be kept under review.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0002	The need for controlled crossings, especially on the crossing over Main Street which has four lanes, should remain under consideration if the volume of vehicle traffic increases with development of the surrounding area.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0002	A number of the bus stops in the proposals appear to be in different locations to those shown on Google Maps. The location of pedestrian crossings should be considered when deciding on the location of bus stops.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0002	The painted line delineation between the pedestrian and cycle routes is likely to have met the design standards at the time of construction but it does not meet current good practice which recommends a raised delineation strip between the routes and tactile cycleway paving at regular intervals. Therefore, ideally all existing pedestrian/cycle routes should be upgraded to current standards.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0002	As a minimum all bus stops should have boarding kerbs and where space permits, shelters and seats should also be provided.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0002	Blue-badge spaces should be provided, either on-street or off street, at regular intervals where local amenities are provided.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0003	The need for a controlled crossing adjacent to the sports centre to cross Main Street which has four lanes; this should remain under consideration, especially if the volume of vehicle traffic increases with development of the surrounding area.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0003	The painted line delineation between the pedestrian and cycle routes to the east of the Hole in the Wall junction is likely to have met the design standards at the time of construction, but it does not meet current good practice which recommends a raised delineation strip between the routes and tactile cycleway paving at regular intervals. Therefore, ideally all existing pedestrian/cycle routes should be upgraded to current standards.	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0004	outside the scope of the scheme	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0005	outside the scope of the scheme	N/A	N/A	Outside of scope of Proposed Scheme
BCID-0001-GEO_HV-01_XX_00-DR-CR-0006	The on-street parking spaces on Malahide Road will be removed which is likely to increase the demand for the remaining spaces on the side street. Therefore, it is even more important that a proportion of the parking spaces near the shops and businesses are designated for blue-badge holders.	No	No	No significant change to existing proposals

Scheme: Clongriffin to City Centre Core Bus Corridor Accessibility Audit Stage - Preferred Route Option Date Audit Completed: 28/04/2020				
Drawings	Assessment Comments	To Be Completed By Designer		
		Problem/ Observation Accepted (yes/no/n/a)	Recommended measure accepted (yes/no/n/a)	Designers Comments
BCID-0001-GEO_HV-01_XX_00-DR-CR-0006	The painted line delineation between the pedestrians and cyclists on the existing off carriageway routes are likely to have met the design standards at the time of construction but do not meet current good practice which recommends a raised delineator strip between the routes and tactile cycleway paving at regular intervals. Therefore, ideally all existing pedestrian/cycle routes should be upgraded to current standards.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0006	Cyclist should be required to stop for the pedestrian crossing phase at crossings.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0007	The design of the bus stop south of Grove Park should be reviewed to avoid the shared pedestrian/cycle area. However, this is likely to involve purchasing additional land.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0007	Any remaining sections of off carriageway cycle/footway with only painted line delineation between the pedestrians and cyclists should be upgraded to current standards. These routes are likely to have met the design standards at the time of construction but do not meet current good practice which recommends a raised delineator strip between the routes and tactile cycleway paving at regular intervals.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0008	Ideally any remaining sections of off carriageway cycle/footway with only painted line delineation between the pedestrians and cyclists should be upgraded to current standards. These routes are likely to have met the design standards at the time of construction but do not meet current good practice which recommends a raised delineator strip between the routes and tactile cycleway paving at regular intervals.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0009	There are no specific recommendations on this section of the route.	N/A	N/A	No action
BCID-0001-GEO_HV-01_XX_00-DR-CR-0010	The size of the bus islands and the need for an additional crossing at the junction should be reviewed again at the next design Stage.	Yes	Yes	Upgraded to new standard
BCID-0001-GEO_HV-01_XX_00-DR-CR-0011	Designated blue-badge parking spaces should make up a proportion of any spaces close to shops, businesses or other amenities (preferably off carriageway).	Yes	Yes	This will be reviewed during Detailed Design
BCID-0001-GEO_HV-01_XX_00-DR-CR-0012	Review the interaction with St Brendan's Drive and the ability to bring cyclists onto the side road before the south bound bus stop and loop the cycle route behind the stop.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0012	Blue-badge parking should be provided close to local amenities on or ideally off the main route.	Yes	Yes	This will be reviewed during Detailed Design
BCID-0001-GEO_HV-01_XX_00-DR-CR-0013	The design team have found no practical alternative to the shared cycle/pedestrian facilities around the Malahide Road/Ardlea Road junction. However, this should be reviewed again at the next design Stage and the interaction between cyclists and pedestrians should be minimised as far as possible.	Yes	Yes	Done

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BCID-0001-GEO_HV-01_XX_00-DR-CR-0014	There is not enough space to provide an effective island for the new north bound bus stop with the available land close to the Malahide Road/Ardlea Road junction. However, the land availability should be reviewed again, and testing should be carried out with disabled people on this bus stop type before adoption across the whole network.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0014	A proportion of the retained on-street parking bays should be designated for blue-badge holders and designed to accessibility standards with associated dropped kerbs.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0014	An effect enforcement regime should be established to prevent parking on the footway.	Yes	TBC	This is a matter for the road authority.
BCID-0001-GEO_HV-01_XX_00-DR-CR-0015	Blue-badge spaces should be provided near key amenities where possible and an effect enforcement regime should be established to prevent parking on the footway.	Yes	No	No parking proposed on road
BCID-0001-GEO_HV-01_XX_00-DR-CR-0016	There is not enough space available to provide an effective island for the new north and south bound bus stops. However, the land availability should be reviewed again, and testing should be carried out with disabled people on this bus stop type before adoption across the whole network.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0016	Ideally controlled crossings should be provided on both the north and south sides of the Elm mount junction. However, as a minimum the uncontrolled crossing at this junction should be improved.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0016	Ideally blue-badge spaces should be provided in the off street car park.	N/A	N/A	outside of scope
BCID-0001-GEO_HV-01_XX_00-DR-CR-0017	There are no specific recommendations for this section of the scheme.	N/A	N/A	No action
BCID-0001-GEO_HV-01_XX_00-DR-CR-0018	Consider providing an additional crossing on the north side of the Casino Park junction.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0018	Blue-badge spaces should make up a proportion of the bays wherever parking is provided. This becomes even more important where the number of bays will be reduced.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0019	Review the design of the bus stops in the next Stage, these could be heavily used by large groups of school children attending Mount Temple and shared cycle/pedestrian areas are far from ideal. Shared pedestrian/cycle spaces should be avoided wherever possible and testing should be carried out with disabled people on this bus stop type before adoption across the whole network.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0019	Review the pedestrian and cycle facilities at the Copeland Avenue junction to minimise the complexity and avoid conflict between cyclists and pedestrians.	Yes	Yes	Done
BCID-0001-GEO_HV-01_XX_00-DR-CR-0019	The detailed design of the north/south cycle route near Brian Road will be important to avoid conflict between cyclists and pedestrians.	Yes	Yes	Done

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BCID-0001-GEO_HV-01_XX_00-DR-CR-0020	Consider how shoppers will access parking and be able to drop-off passengers close to the shops and businesses along the route. Blue-badge parking should also be considered.	Yes	No	No Parking possible along this section
BCID-0001-GEO_HV-01_XX_00-DR-CR-0021	There are no specific recommendations suggested for this section of the scheme.	N/A	N/A	No action



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