



AN BORD PLEANÁLA	
LDG-	<u>039496-21</u>
ABP-	
07 MAY 2021	
Fee: €	<u>220</u> Type: <u>pmo</u>
Time:	<u>9.50</u> By: <u>hand</u>

Dear Sir or Madam,

Griffith Avenue Group is a group of residents living on a stretch of the avenue from Grace Park Road to Calderwood Road. We wish to appeal the decision of Dublin City Council that a cycleway proposed for Griffith Avenue, Dublin is exempted development.

We accept, from the outset, that works by a local authority within its own functional area are capable of comprising 'exempted development' and that such works generally fall within Section 4(1) of the Planning and Development Act, 2000 (as amended). However, this is not always the case and we believe the proposed cycleway is not exempted development because it endangers public safety and therefore falls under regulations at SI no 600/2001, which specify that developments that endanger public safety cannot be exempt developments.

Attached please find:

- 1) Information compiled by residents on the cycleway and associated safety concerns.
- 2) A copy of the declaration of exempted development for the Griffith Avenue segregated cycle lane scheme.
- 3) A map of the Griffith Avenue segregated cycleway.
- 4) A map of a section of the Griffith Avenue segregated cycleway from Grace Park Road to Calderwood Road.
- 5) Feasibility Report for installing cycleway along Griffith Avenue between Drumcondra Road and Charlemont Estate (Dublin City Council).
- 6) Griffith Avenue – Phase 2 Segregated Cycle Lanes – Stage 3 Road Safety Audit (Aecom for Dublin City Council).
- 7) An Bord Pleanála appeal application form.
- 8) Money order for €220

Thank you for your consideration of our appeal.

Yours faithfully,

On behalf of The Griffith Avenue Group

The Griffith Avenue segregated cycleway and associated safety concerns

The site

The segregated cycleway has been planned along Griffith Avenue from Ballygall Road East to the Malahide Road. There are five schools along the avenue as well as two churches, doctors' and dentists' clinics, and bus stops. At present, excluding the section where the new segregated cycle lanes have already been introduced, there is on-street parking. On the stretch between Grace Park Road and Calderwood Road, houses on the north side of the avenue do not have driveways and make use of this on-street parking daily.

Griffith Avenue is a main distributor road, the carriageway is on average 11.5m wide and varies between 2 – 3 lanes of traffic. There is a speed limit of 50 km per hour and pre-covid the road was heavily trafficked during am/pm peaks. There are average traffic volumes of 415 v/hr (west – east) and 323 v/hr (east – west) between 8am – 9am, with similar volumes between 3pm – 4pm (See attached - Dublin City Council Feasibility Report September 2019). The existing footpaths on the avenue are on average 3m wide. Some parts of the avenue have existing cycle tracks on the footpath separated from pedestrian space with a white line.

The proposal

The proposed cycleway incorporates segregated cycle lanes on both side of the avenue between 1.5m and 2m in width depending on the area. The lanes will run in both directions for the entire length of the avenue including where there is existing on-street parking and bus stops. Cycle lanes have already been installed under the plan on the north side on the carriageway between Ballygall Road East and Ballymun Road. On the south side of that stretch the cycle lane is incorporated into the foot path.

Lanes have also been installed from Ballymun Road almost to Drumcondra Road with limited parking at the doctors' surgery and Corpus Christi church. And buses stopping on this stretch of the avenue are required to cross the cycle lane to pick up passengers.

The scheme has not yet progressed on the stretch from Drumcondra Road to Malahide Road. But plans for this stretch have been produced and include some parking, including for coaches at Dominican's secondary school. Where parking is provided, the cycle lane will run next to the footpath with a 0.75m buffer between it and the parking spaces.

On the stretch of the avenue from Grace Park Road to Calderwood Road the layout includes cycle lane on both sides of the carriageway of 1.5m. A parking bay of 1.8m wide has been included in the design on the north side of the avenue from house no.147 to no.129 with a buffer between the bay and the cycle lane of 0.75m. The vehicle carriageway is reduced to 6.1m.

Background

The current plans for this cycle way first appeared on Dublin City Council's website in late August 2020 under "covid mobility" proposals. It was pitched by the council as a safer way for children who cycle to go to and from the local schools. Details for the first section of the avenue were published initially and there was an invitation for suggestions from residents on the website. Plans for subsequent sections were published online over the following months.

A previous feasibility study from Dublin City Council examined a proposal for a segregated cycleway on Griffith Avenue from Drumcondra Road to Charlemont Estate (see attached) and ruled it out on grounds including child safety.

Legislation

In making the decision on whether this cycle lane is or is not exempted development, we would like to draw your attention to SI no 600/2001 of the Planning and Development Regulations. It states, under Restrictions on Exemption, that a development "shall not be exempted development for the purposes of the Act— (a) if the carrying out of such development would— (iii) endanger public safety by reason of traffic hazard or obstruction of road users".

Concerns

The Griffith Avenue Group, as residents and road users, has concerns about the cycle way and the group believes that, as currently proposed, it endangers public safety by reason of traffic hazard and obstruction of road users and should not be exempted development.

We believe it should be subject to a full public consultation process and council scrutiny under Part VIII of the Planning and Development regulations 2001, which sets out certain procedures which should be implemented on specific developments proposed by, or on behalf of, local authorities.

Our safety concerns are as follows:

- 1) The proposed parking bays are so far out on the road they will cause a hazard to passing traffic when residents are getting in and out of their vehicles.
- 2) Older and disabled residents, in particular, will struggle to get in and out of their cars. Some of the residents are in their 80s and 90s with impaired mobility. They will be attempting to get into cars as traffic passes them at up to 50km per hour on what will now be a narrow carriageway.

- 3) Some parents have small children who need to be strapped into car seats. This requires having car doors open into traffic passing at up to 50kms per hour and/or into the cycle lane and oncoming cyclists.
- 4) Cyclists making use of the cycle lanes will be endangered by car doors being opened into what is a very narrow buffer space of .75m between the park bays and the cycle lanes.
- 5) A retrospective safety audit was carried out for the council by Aecom Ireland Ltd in December 2020 examining the stretch of the cycle way already built from St Mobhi Road to Walnut Rise (See attached). The safety audit highlighted concerns about narrow car park bays. It said a motorist could open their door suddenly and collide with a passing cyclist. It recommended: "A minimum of 2.1m wide car parking and 0.75m buffer should be provided". The parking bay provided for outside the homes between Grace Park Road and Calderwood Road is 1.8m wide.
- 6) A feasibility study (see attached) carried out by Dublin City Council's Environment and Transportation Department in September raised safety concerns about a segregated cycle lane on the avenue from Drumcondra Road to Charlemont Estate. It said it "would place younger more vulnerable cyclists on the carriageway". "It was observed that a lot children were accompanied by parents. This would not be possible with a cycle track on the road". The study also said: "Griffith Avenue has high traffic volumes and is a 50 km/hr distributor road – in this context it would not be appropriate to encourage young, less experienced cyclists to use a cycle lane".
- 7) We would like to draw your attention to the traffic hazard caused for cars exiting Calderwood Road onto Griffith Avenue. Their line of vision will be seriously obstructed as they try to exit onto Griffith Avenue because cars will be parked so far out on the road they will not be able to see oncoming traffic. This will endanger their safety and the safety of other road users.
- 8) We would also like to draw your attention to the safety of the resident at 149A Griffith Avenue, the only property with a driveway on the block. He will have an obstructed view of vehicles approaching from the left due to cars parked far out on the road in the parking bay, putting himself and other road users in danger as he emerges from his drive and obstructing cyclists.
- 9) Dublin City Council has failed to make an assessment of the danger caused by regular flooding on the road next to the footpath due to drains being blocked by leaves that have fallen from trees on the avenue. The proposed segregated cycle lane will require a high level

of maintenance to ensure it is clear of water, fallen leaves and associated slippery sludge so that it is safe for cyclists to use. So far, no such safety plan has been produced by the council.

Conclusion

We believe that because of the safety issues detailed above and the legislation as outlined, the segregated cycle way on Griffith Avenue does not qualify as exempted development and a statutory Part VIII public consultation process should be carried out before the proposal is progressed any further.

Griffith Avenue Group

May 4th, 2021



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

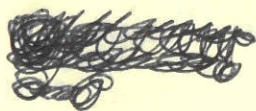
An Roinn Pleanála & Forbairt Maoin, Bloc 4, Urlár 3, Oifigi na
Cathrach, An Ché Adhmaid, Baile Átha Cliath 8.

Planning & Property Development Department, Block 4, Floor 3,
Dublin City Council, Civic Offices, Wood Quay, Dublin 8.

T: (01) 222 2288

E. planning@dublincity.ie

12-Apr-2021



Application Number	0093/21
Application Type	Section 5
Registration Date	15-Mar-2021
Decision Date	09-Apr-2021
Decision Order No.	P3087
Location	Griffith Avenue, Dublin, 9
Proposal	EXPP: In making the decision on whether the cycle lane is or is not exempted development
Applicant	Fiona Gartland for Griffith Ave Group

- If you have any queries regarding this Decision, please contact the email shown above

Note:

Any person issued with a declaration on development and exempted development, may, on payment of the prescribed fee, refer a declaration for review by A Bord Pleanála within four weeks of the date of the issuing of the declaration.

NOTIFICATION OF DECLARATION ON DEVELOPMENT AND EXEMPTED DEVELOPMENT

In pursuance of its functions under the Planning & Development Acts 2000 (as amended), Dublin City Council has by order dated 09-Apr-2021 decided to issue a Declaration that the above proposed development is EXEMPT from the requirement to obtain planning permission under Section 32 of the Planning & Development Acts 2000 (as amended).

Reasons & Considerations:

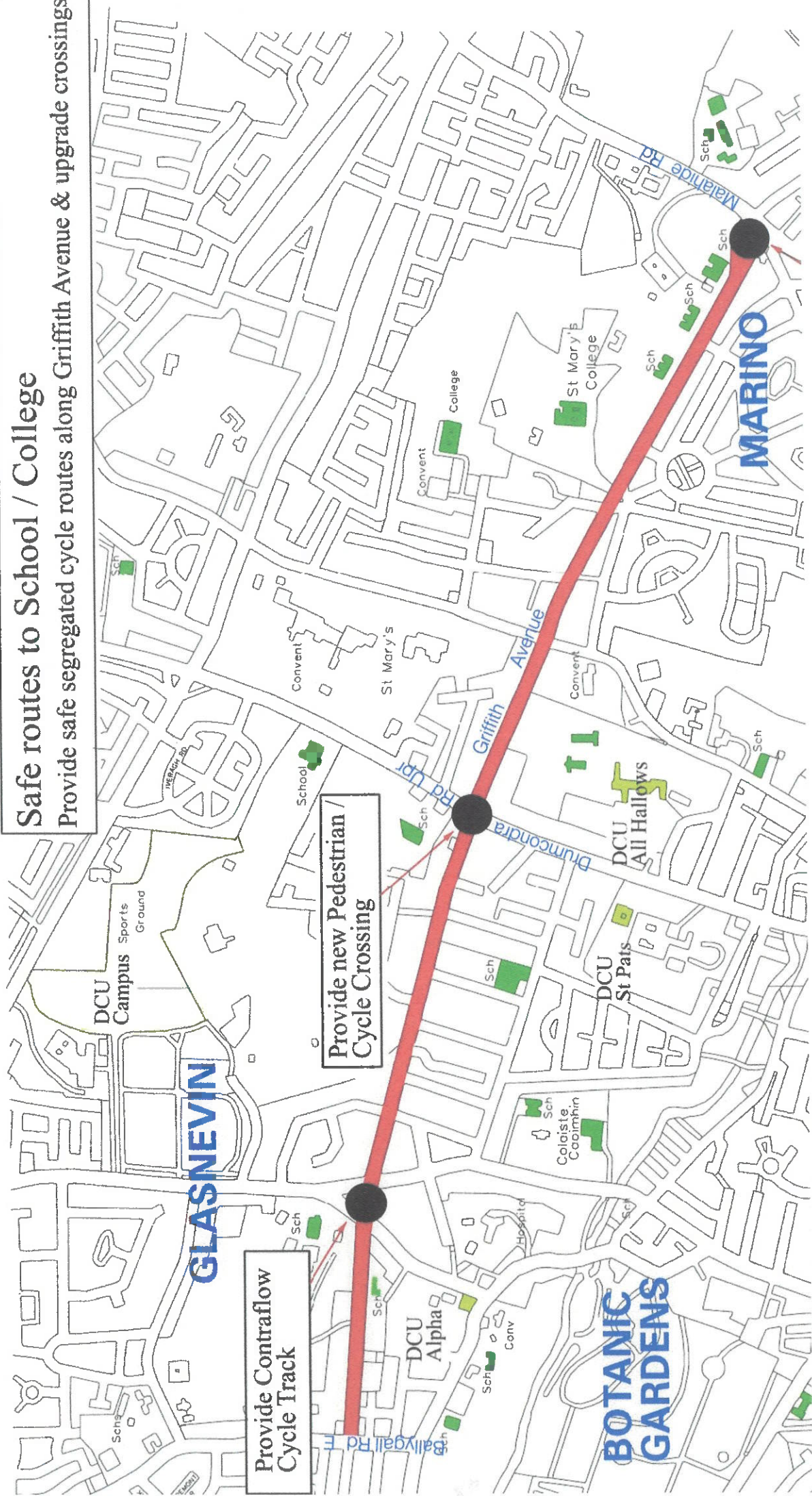
Accordingly, it is considered that the works proposed are considered exempted development when assessed in accordance with the Planning and Development Act 2000 (as amended) and the Regulations made thereunder.

Signed on behalf of Dublin City Council


for Administrative Officer

Safe routes to School / College

Provide safe segregated cycle routes along Griffith Avenue & upgrade crossings



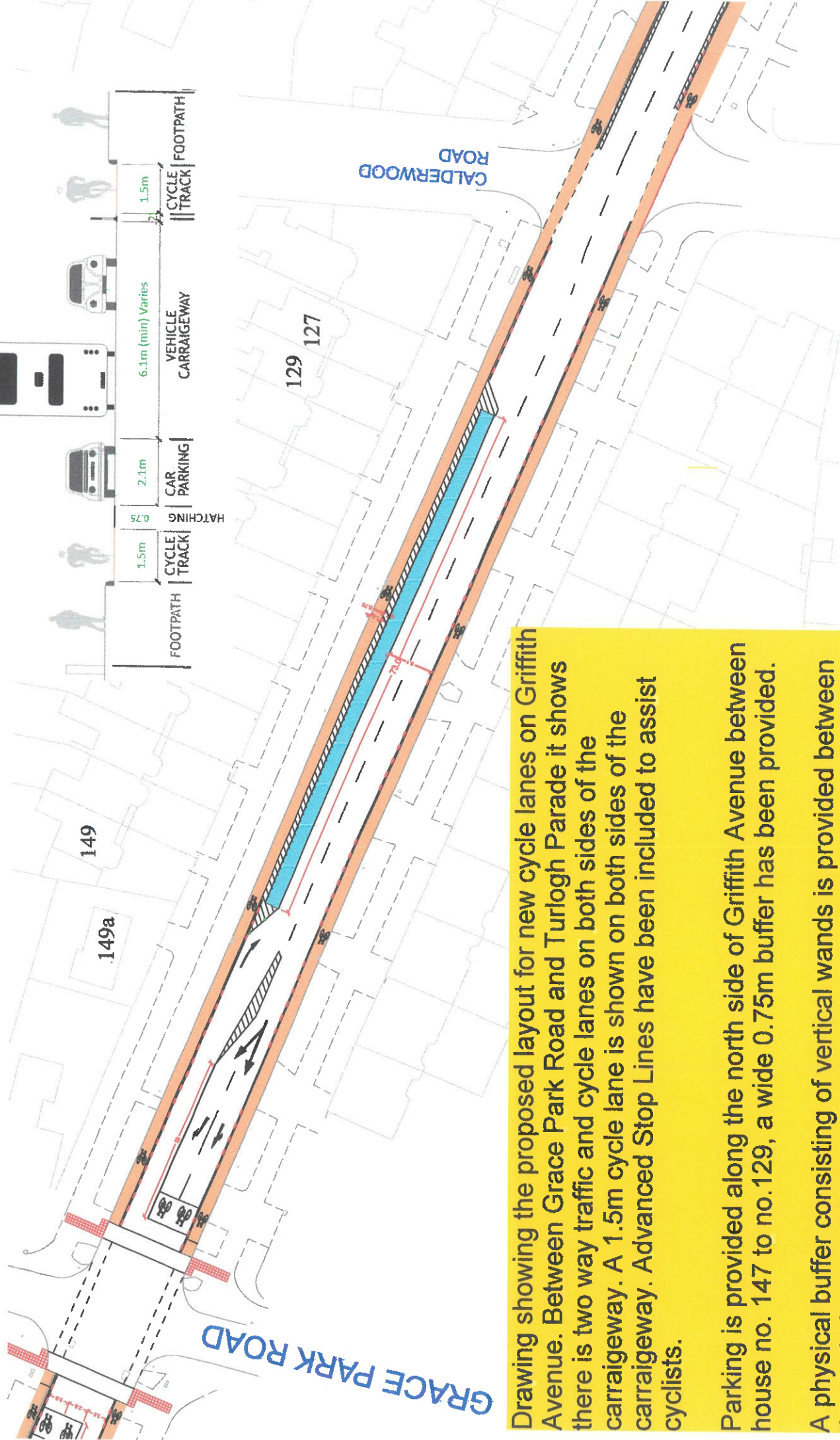
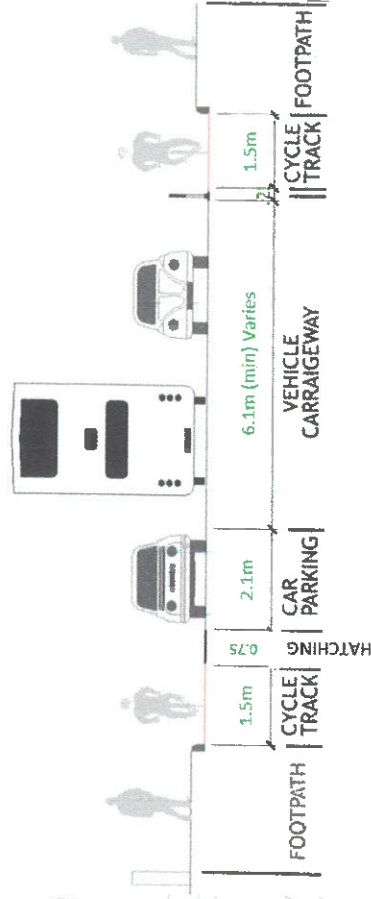
Provide safe segregated cycle routes along Oxford Avenue & provide crossings
 at junctions of School College



Cycle Crossing
 Provide new Pedestrian

Cycle Truck
 Provide Contrailon

PARKING SECTION DETAIL



Drawing showing the proposed layout for new cycle lanes on Griffith Avenue. Between Grace Park Road and Turlogh Parade it shows there is two way traffic and cycle lanes on both sides of the carraigeway. A 1.5m cycle lane is shown on both sides of the carraigeway. Advanced Stop Lines have been included to assist cyclists.

Parking is provided along the north side of Griffith Avenue between house no. 147 to no.129, a wide 0.75m buffer has been provided.

A physical buffer consisting of vertical wands is provided between the cycle lane and traffic lane. Footpaths remain as they are currently.



ROAD
CAT DERWOOD

131
130

141
140

GRACE PARK ROAD

Drawing showing all proposed and existing conditions for the proposed parking area. The drawing shows the proposed parking area, the existing road, and the proposed road. The drawing also shows the proposed parking area, the existing road, and the proposed road. The drawing also shows the proposed parking area, the existing road, and the proposed road.

**Report to Chairperson and Members
of the North Central Area Committee**

**Feasibility Report for installing a cycleway along Griffith Avenue, between
Drumcondra Road to Charlemont Estate**

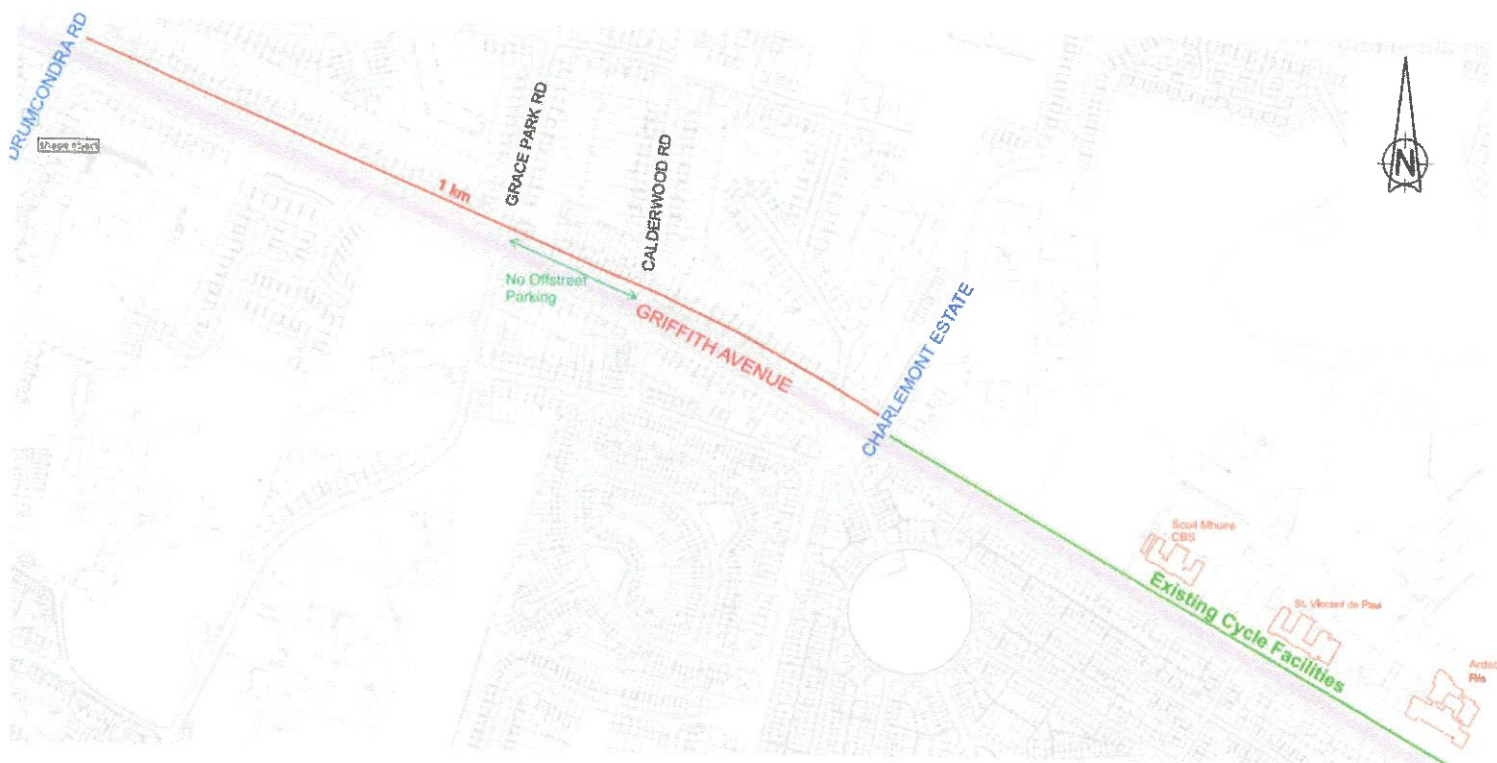
Environment and Transportation Department

September 2019

Background

This report has been prepared in response to Motion 6, July 2019 received from the North Central Area Committee requesting the examination of a possible segregated cycleway along Griffith Avenue.

The report details the feasibility of installing a cycleway along Griffith Avenue, linking Drumcondra Road Upper to Charlemont Estate.



Site Investigation

A site investigation was carried out on the 13th June 2019 during school operating hours. The proposed route along Griffith Avenue is approximately 1km in length and would facilitate the 3 schools nearby; Scoil Mhuire CBS, Ardscoil Rís and St Vincents De Paul.

The main desire line/route observed was along the northern side of Griffith Avenue and the majority of users were children and parents travelling to school (*photo 1*).

Currently there is unregulated parking along sections of Griffith Avenue as well as a number of bus stops. Residents between Grace Park Road and Calderwood Road have no off-street parking available and can only park on the carriageway (*photo 2*).

From Charlemont Estate to the Ardscoil Rís School, there is an existing cycle track on the footpath as well as a cycle lane on the road (*photo 3*). The northern footpath is 3m (avg.).

Road Characteristics:

Griffith Avenue is a main distributor road, the carriageway is on average 11.5m wide and varies between 2 – 3 lanes of traffic. There is a speed limit of 50 km/hr and the road is heavily trafficked during a.m. / p.m. peaks. There are average traffic volumes of 415 v/hr (west – east) and 323 v/hr (east – west) between 8.00am – 9.00am, with similar volumes between 3.00pm – 4.00pm.

Options Considered

Following the site investigation 3 options were considered to address the interaction between cyclists and pedestrians during school collection / drop off times.

Option 1 – Cycle track / lane

Option 1a – Cycle track on the carriageway (physical segregation)

Pros	Cons
<ul style="list-style-type: none">• Segregating cyclists and pedestrians - removes conflict• Gives the cyclist priority at side roads• Provides physical protection from general traffic	<ul style="list-style-type: none">• Not possible to provide a continuous cycle track due to bus stops• Would require the removal of all parking on the carriageway – residents between Grace Rd Park and Calderwood Rd have no off-street parking alternative• Most expensive option to construct – given that Griffith Avenue is identified as a secondary route in the Greater Dublin Area Cycle Network Plan it is unlikely that the National Transport Authority would prioritise funding• Would place younger more vulnerable cyclists on the carriageway. It was observed that a lot of children were accompanied by parents. This would not be possible with a cycle track on the road

Option 1b – Cycle lane on the carriageway

Pros	Cons
<ul style="list-style-type: none">• Segregating cyclists and pedestrians - removes conflict• Gives the cyclist priority at side roads• Relatively low cost solution• Requires minor civil works	<ul style="list-style-type: none">• No physical protection from general traffic• Griffith Avenue has high traffic volumes and is a 50 km/hr distributor road – in this context it would not be appropriate to encourage young less experienced cyclists to use a cycle lane• Would place younger more vulnerable cyclists on the carriageway. It was observed that a lot of children were accompanied by parents. This would not be possible with a cycle track on the road.

Option 2 - Cycle track on the footpath

The existing footpath on the North side of Griffith Avenue is on average 3m wide with limited opportunity to widen without impacting on the existing mature trees along the route. This option would allocate 1.8m to the pedestrian and 1.2m to the cyclist of the existing 3m wide footpath.

This could be achieved with a white line, similar to the existing cycle track adjacent to the schools (*photo 3*) or by means of a 50mm level difference between the cycle track and footpath in order to encourage cyclists and pedestrians to use their designated space.

Option 2a – White line divide

Pros	Cons
<ul style="list-style-type: none">Clearly defined area for cyclists and pedestriansRelatively low cost solutionNo impact on existing parking arrangements	<ul style="list-style-type: none">Likely to be ignored during peak times this was observed to be the case during the site visit, however it is noted that this is a low speed environment (<i>photo 4</i>)By providing a designated space it may encourage cyclists to travel at greater speeds

Option 2b – 50mm level difference

Pros	Cons
<ul style="list-style-type: none">Clearly defined area for cyclists and pedestriansPedestrians less likely to wander onto cycle trackNo impact on existing parking arrangements	<ul style="list-style-type: none">By providing a designated space it may encourage cyclists to travel at greater speedsDoesn't cater for target users – parents and childrenCost considerably more expensive due to civil works requiredDue to the existing footpath constraints the achievable widths would not meet the requirements of the National Cycle ManualThe available width only allows for a 1.2m cycle track. This is substandard for a one way cycle track according to the National Cycle ManualAvailable width does not allow for 2 way cyclingGiven the above is unlikely the National Transport Authority would fund such an intervention

Option 3 – Designating the footpath as a shared space

This option would formalise what is currently happening and would allow both pedestrians and cyclists to share the space on the footpath (*photo 1*). As the proposed route is relatively short, circa 1km and primarily used by younger inexperienced cyclists any potential conflict would be at low speed.

Pros	Cons
<ul style="list-style-type: none">• Regulates what is happening in practice• Allows parents and children to travel together• Low cost solution• Easy to implement• No impact on existing parking arrangements• Would naturally encourage cyclists to travel at a slower speed	<ul style="list-style-type: none">• Cyclists and pedestrians not given their own dedicated space• Potential for conflict remains. However this is a low speed environment where the pedestrian retains priority over the cyclist

Conclusion

Having assessed the 3 options it is considered that option 3 be implemented as it provides an effective low cost solution. Given that the demographic using the facility will be primarily younger children it is considered that the carriageway would be unsuitable. By creating a shared space on the footpath it ensures a low speed environment for both cyclists and pedestrians, while highlighting the presence of both. Pedestrians would continue to have priority and cyclists would consider themselves 'cycling on a footpath', this would be reinforced by appropriate signage and road markings.

This option could be implemented quickly and without requiring any detailed design to be carried out. Given the nature of the works it would not be reliant on external funding, which is unlikely to be prioritised for the reasons outlined above. With the preferred option there would be no impact on local residential parking arrangements or the need to remove any of the existing mature trees along the route to create the necessary space to install a cycle track.

It was noted that some sections of the existing footpath were in poor condition (*photo 5*) and it is recommended to repair these sections as part of implementing the preferred option. Obstructions such as bins could be repositioned to provide additional width (*photo 6*).

The Environment and Transportation Department will proceed with Option 3 subject to approval from the Councillors.

Photos

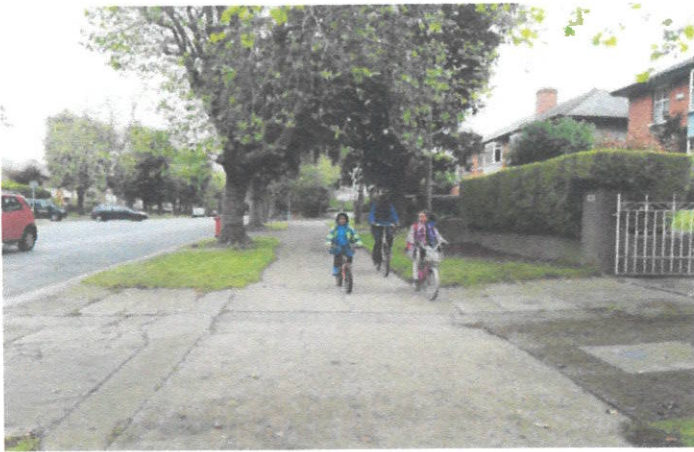


Photo 1 – Example of existing users



Photo 2 – Lack of off-street Parking



Photo 3 – Existing Cycle Facilities



Photo 4 – Peak times at the school



Photo 5 – Poor footpath condition



Photo 6 – Bin in footpath



Photo 1 – Example of existing users



Photo 2 – Lack of off-street parking



Photo 3 – Existing Cycle Facilities



Photo 4 – Peak times at the school



Photo 5 – Poor footpath condition



Photo 6 – Bin in footpath

Griffith Avenue – Phase 2 Segregated Cycle Lanes

Stage 3 Road Safety Audit

December 2020

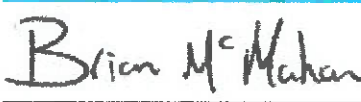
Quality information

Prepared by



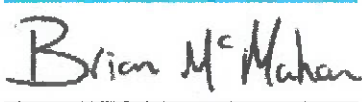
Zachary Cave
Traffic Planner / Engineer

Checked by



Brian McMahon
Associate Director

Approved by



Brian McMahon
Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	07/12/2020	Draft	BMcM	Brian McMahon	Associate Director
2	08/12/2020	Final	BMcM	Brian McMahon	Associate Director

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1. Introduction

1.1 Overview Introduction

AECOM has been commissioned by the Dublin City Council to undertake a Stage 3 Road Safety Audit of a recently constructed segregated cycle track scheme along a section of Griffith Avenue, Whitehall in Co. Dublin.

This Stage 3 Audit will assess the safety implications of the scheme for all road users.

The Safety Audit Report indicates each of the problems identified, provides outline recommendations for solving the problems, presents the Audit Team Statement, and describes a schedule of documents reviewed. The members of the Audit Team were:

Audit Team Leader:

Brian McMahon, BE MSc CEng MIEI

Associate Director, AECOM

Audit Team Member:

Zachary Cave, BE MIEI

Traffic Planner / Engineer, AECOM

The audit comprises of an examination of the built scheme only, as no scheme drawings were presented to the audit team. The site visit took place on Wednesday the 2nd of December 2020. On the day of the visit the weather was bright with a dry road surface. During the time of the site visit, there did not appear to be any circumstances that would suggest a deviation from normal traffic conditions. The daytime site visit was undertaken between 09.30hrs and 11.00hrs, with the night-time site visit being undertaken between 19:00hrs and 20:00hrs.

1.2 Scheme Description

The scheme consists of the provision of a new segregated cycle lane on both sides of Griffith Avenue between St. Mobhi Road to Walnut Rise. The cycle lane was facilitated with the narrowing of the road carriageway and the removal of the existing informal on-street parking. The works consisted of changes to the road markings and introduction of bollards. No civil works were undertaken as part of the scheme. The designers noted that high friction beige surfacing has yet to be provided.

The segregated cycle lanes are separated from traffic with the provision of a 0.55m hatch and bollards, with a keep right bollard placed at the start of each cycle link. The existing kerb lines have been maintained. The existing priority junctions through the scheme have been maintained with no changes to their alignments or road markings. The approach lanes at the two signal-controlled junctions, at the eastern and western extents of the scheme, have been narrowed, thus reducing the junction's capacity.

Figure 1.1 demonstrates a section of the constructed scheme.



Figure 1.1 – Section of the Constructed Scheme

1.3 Road Safety Audit

This Safety Audit represents the response of an independent Audit Team to various aspects of the scheme. The recommendations contained therein are the opinions of the Audit Team and are intended as a guide to the designers on how the scheme as constructed can be improved to address issues of road safety.

The terms of reference of the Audit are as described in TII guidelines GE-STY-01024. The team has examined and reported only on the road safety implications of the scheme as presented and they have not examined or verified the compliance of the design to any other criteria.

The Safety Audit guidelines do not provide a facility for the Audit Team to classify individual problems according to their severity, and hence the level of priority to be attached to each. It is instead the task of the design team and/or their representative to take a view on the validity of each of the recommendations and decide on an appropriate course of action.

The response of the Design Team to the Safety Audit should be prepared in the form of a Safety Audit Feedback Form, accepting the changes proposed by the Audit Team or providing an alternative solution to the problem. The Feedback Form is then returned to the Audit Team for review and verification. A template for a Safety Audit Feedback Form is included as Appendix B.

2. Site Location

2.1 Overview

The scheme consists of the construction of a segregated cycle scheme along Griffith Avenue, Dublin. The road is bound by residential houses to the north and to the south. There are 4 priority junctions through the scheme, the Rathlin Road / The Rise crossroads, Lambay Road T-junction, Griffith Avenue T-Junction, and Bantry Road T-Junction. The scheme is bound with two signal-controlled junctions, at the eastern and western extents of the scheme.

The location of the scheme is illustrated in Figure 2.1.



Figure 2.1 – Site Location and Surrounding Road Network (Source: Google Maps)

Table 2.1 provides a summary of the scheme location and context.

Table 2.1: Summary of Scheme Location

Location	Griffith Avenue
Classification	Regional Road (R102)
Speed Limit	60 km/h
Local Authority Area	Dublin City Council
Type of Roads	Single Carriageway Roads, Urban Environment

2.2 Site Observations

The site visit was undertaken during daytime and night-time on Wednesday the 2nd December 2020; the weather was clear and dry. A number of site observations were noted. These observations are discussed below under a number of key headings.

Road Geometry

- Griffith Avenue is two-way road carriageway. Prior to the construction of the segregated cycle lanes, there was informal parking on both sides of the road carriageway. The construction of the segregated cycle lanes was facilitated with the narrowing of the road carriageway and the removal of the informal parking. The kerb to kerb width of the road carriageway is approximately 12.0m.
- At the western end of the scheme, the cycle lanes are approximately 2.0m with 0.55m wide buffers and a 6.5m wide road carriageway.
- New parking is provided on the eastern end of the scheme, on the northern side of the road carriageway. The parking is offset from the kerb line to facilitate the cycle lane.
- To accommodate the parking, the road carriageway is shifted to the south, and there is a reduction to the cycle lane widths. The cross section at the eastern end of the scheme, from the northern kerb, is a 1.5m wide cycle lane, 0.55m wide buffer between the cycle lane and the 2.0m wide parking space, a 6.4m wide road carriageway, a 0.25m wide buffer and a 1.5m wide cycle lane on the southern side of the road.
- Either end of the scheme has a traffic signal-controlled junction. The scheme connects in with the Walnut Rise junction on the eastern end of the scheme and the St. Mobhi Road junction on the western end of the scheme.
- A crossroads priority junction provides access to the residential houses to the northern and southern side of Griffith Avenue. Three other priority T-junctions provide access to residential estates to the south.

Vehicular Traffic

- Within the scheme extents, the speed limit is 60km/h.
- From the observations during the site visit the majority of motorists appeared to obey the speed limits.

Pedestrians and Cyclists

- 3.0m wide pedestrian footpaths (approximately) are provided either side of Griffith Avenue behind a 2.0m grass verge (approximately).
- An uncontrolled pedestrian crossing is provided on the eastern side of the Rathlin Road Junction.
- Controlled pedestrian crossings are provided at either ends of the scheme at the signal-controlled junctions.
- The newly constructed segregated cycle lanes are 2.0m wide, with bollards and a hatch. The 0.55m hatch is provided on the outside of the line of bollards.
- The majority of cyclists were observed utilising the new cycle lanes. One cyclist was noted on the footpath during the site visit. One cyclist was noted on the road carriageway. During the site visit, there was a near miss incident when a motorist accelerated towards a cyclist and aggressively beeped attempting to force the cyclist into the cycle lane.

Parking

- Parking is provided in two locations. Approximately 5 car parking spaces are provided east of the Lambay Road junction on the northern side of the road carriageway. A further 7 spaces (approximately) are provided east of the Griffith Lawns junction on the northern side of the road carriageway. Signage at the smaller parking location indicate that there is a maximum 1 hour stay.
- The cycle lane is reduced to 1.5m wide as it passes the car parking spaces, with a 0.55m wide buffer.

Surrounding Developments

- Residential homes are found either side of Griffith Avenue, with the majority with off-road parking.
- Griffith Avenue Practice is located at 411 Griffith Avenue, is a group of GPs and Dentist Practices. No dedicated parking facilities have been provided on the grounds of this practice. There is a driveway, but during the time of the site visit, there were no parked vehicles. During the site visit there were queues of up to four people waiting outside.

Street Lighting

- Street lighting is provided along the Griffith Avenue in the vicinity of the proposed scheme, alternating between the north and south side of the road.
- The site visit was carried out during both daylight and night-time hours; lighting levels at the time of the site visit adequately lit the scheme.

Collisions

- The RSA database of road collisions was examined to establish if there are any existing safety issues within the site that were not evident from the site visit.
- The database provides collision records for the period 2005 to 2016, with Figure 2.2 below outlining the recorded collisions over the 12 year period.
- 4 collisions occurred on the Griffith Avenue along the proposed scheme, of which all were minor in severity. 3 of the collisions occurred at the junctions at either ends of the scheme. Two collisions were single vehicle collisions with the other two involving pedestrians. One pedestrian collision occurred at the Mobhi Road junction and the other at the Walnut Rise junction.

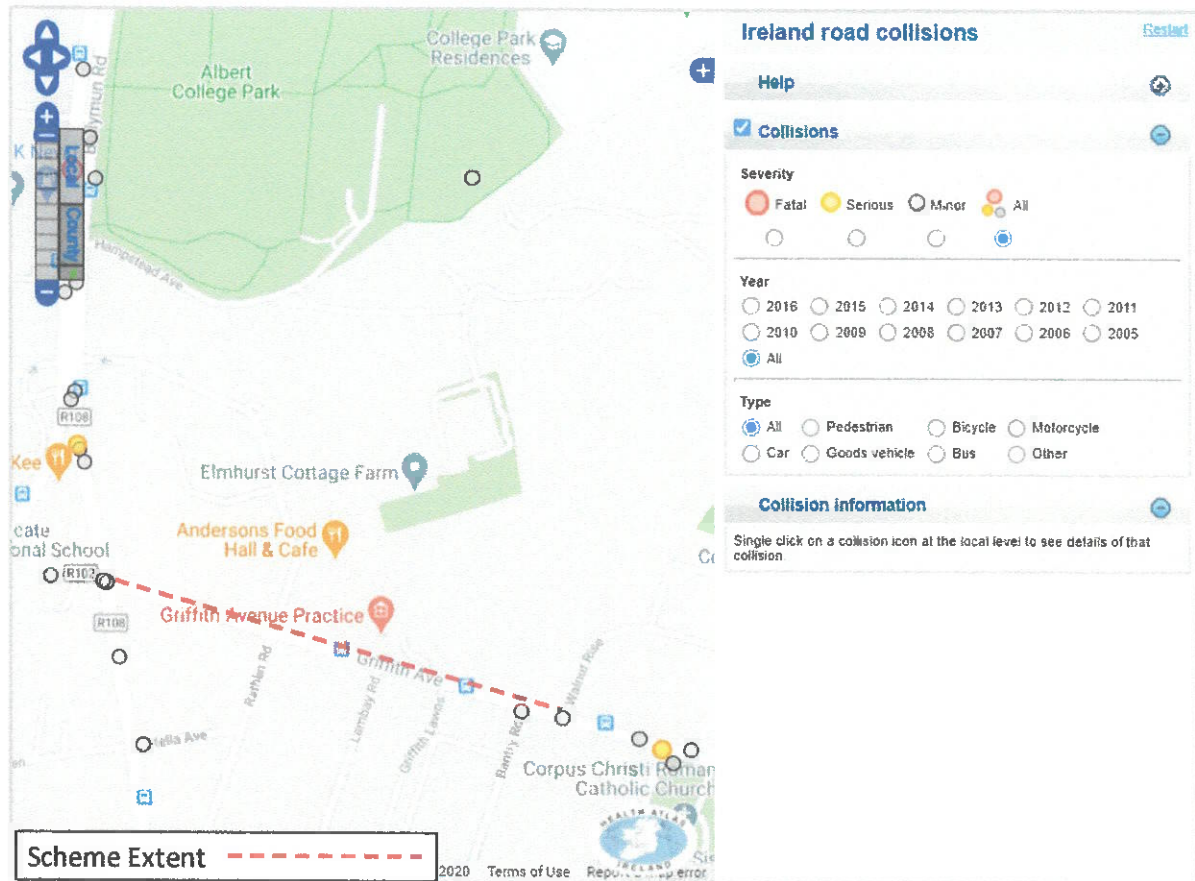


Figure 2.2 – RSA Collisions Records (2005-2016) in vicinity of the proposed scheme (www.RSA.ie)

3. Departures from Standards

3.1 General

No departures from standards have been notified to the audit team.

4. Items Resulting from this Stage 3 Road Safety Audit

4.1 Overview

This Safety Audit has reported on issues relating to the cycle scheme along Griffith Avenue. This is classified as a Stage 3 Road Safety Audit, as defined within the TII Road Safety Audit Guidelines.

4.2 Road Geometry

4.2.1 Problem

Location: Approach to Build-Out for Parking

Drawing: NA

Summary: Sudden turn at Parking



Figure 4.1 – Parking Bay on the North Side of Griffith Avenue

Description:

At the eastern extent of the scheme, the road narrows and is shifted to the south on the approach to the new vehicle parking spaces. The change in the horizontal alignment is indicated with the change in the centreline, a deflection arrow, and four keep right flexi-signs.

The deflection arrow is provided very close to parking build-out and may not give motorists sufficient warning to turn before the vehicle parking spaces which could result in a collision with a parked vehicle.

Recommendation:

An additional deflection arrow should be provided, at a suitable distance, on approach to the parking bays. Consideration should be given to lengthening the hatched area.





4.2.2 Problem	
Location:	Bus Stops
Drawing:	NA
Summary:	Buses pulling in tight to the Bus Stop
	
<p>Description:</p> <p>There are 2 Bus Stops within the scheme. It was noted during the site visit, that one of the buses did not pull in tight to the existing kerb line. It is unclear whether bollards used as part of the cycle scheme are preventing buses from pulling in tight to the kerbside.</p> <p>Buses should be able to manoeuvre into a bus stop right up to the kerbside. Gaps of 100mm or more can present access difficulties for some users such as the elderly; people with push chairs or wheelchairs and people with sight impairment or with walking difficulties, with could result in a trip and injury.</p>	
<p>Recommendation:</p> <p>It should be ensured that the bollards used as part of the cycle scheme do not prevent buses manoeuvring into a bus stop right up to the kerbside.</p>	

Figure 4.2 – Existing Bus Stop


4.3 Signing & Lining

4.3.1 Problem		
Location:	Priority junctions throughout scheme	
Drawing:	NA	
Summary:	'STOP' road markings or signage not provided	
<p>Description:</p> <p>The existing priority junctions have not been upgraded as part of this scheme. However, the introduction of a cycle lane across these junctions means that the attention of a driver should not solely be focused on approaching vehicles and the acceptance of gaps but that they should now also be focused on cyclists in the cycle lane. The vulnerable road users should be higher in the movement hierarchy.</p>		<p>Figure 4.3 – Lambay Road Priority Junction</p>
<p>Recommendation:</p> <p>'STOP' road markings and signage should be provided at all the residential estates junctions.</p>		

4.3.2 Problem		
Location:	Approach to St. Mobhi Road Junction	
Drawing:	NA	
Summary:	Redundant 'Clearway' Signage	
<p>Description:</p> <p>During the site visit it was noted that there are 'Clearway' signs provided on approach to the St. Mobhi Road signalised junction, which prohibits vehicles parking between 07:00 until 19:00. The audit team understand that these cycle lanes are to remain clear of traffic at all times. With these signs still in place, drivers may interpret that parking is permitted outside of the posted hours in the cycle lane. This could result in cyclists being forced out into the vehicle carriageway or vehicles suddenly stopping in the cycle lane resulting in a collision with a cyclist.</p>		<p>Figure 4.4 – Existing Clear Way Sign</p>
<p>Recommendation:</p> <p>These 'Clearway' signs should be removed.</p>		

	<table border="1"> <tr> <td data-bbox="933 159 1220 246"> <p>Location:</p> </td><td data-bbox="1220 159 1362 246"> <p>Approach to St. Michael's Road Junction</p> </td></tr> <tr> <td data-bbox="933 246 1220 336"> <p>Crawing:</p> </td><td data-bbox="1220 246 1362 336"> <p>NA</p> </td></tr> <tr> <td data-bbox="933 336 1220 526"> <p>Summary:</p> </td><td data-bbox="1220 336 1362 526"> <p>Redundant 'Clearway' signage</p> </td></tr> </table>	<p>Location:</p>	<p>Approach to St. Michael's Road Junction</p>	<p>Crawing:</p>	<p>NA</p>	<p>Summary:</p>	<p>Redundant 'Clearway' signage</p>
<p>Location:</p>	<p>Approach to St. Michael's Road Junction</p>						
<p>Crawing:</p>	<p>NA</p>						
<p>Summary:</p>	<p>Redundant 'Clearway' signage</p>						
<p>Description:</p> <p>During the site visit it was noted that there are 'Clearway' signs provided on approach to the St. Michael's Road junction, which prohibits vehicles parking between 07:00 until 19:00. The sign team understand that these cycle lanes are to remain clear of traffic at all times. With these signs still in place, drivers may interpret that parking is permitted outside of the posted hours in the cycle lane. This could result in cyclists being forced out into the vehicle carriageway or vehicles suddenly stopping in the cycle lane resulting in a collision with a cyclist.</p>	<p>Recommendation:</p> <p>These 'Clearway' signs should be removed</p>						

4.4 Pedestrians & Cyclists

4.4.1 Problem		
Location:	Parking	
Drawing:	NA	
Summary:	Narrow Car Parking and Buffer and Widths	
Description:		<p>The car parking provided is approximately 2.0m wide with a buffer provided between the parking and the cycle lane of approximately 0.55m.</p> <p>There is a risk that with a narrow car parking space and buffer that a motorist may open their door suddenly, without checking, which swings out into the cycle lane resulting in a collision with a passing cyclist.</p>
Recommendation:		<p>A minimum of 2.1m wide car parking and 0.75m buffer should be provided, either by narrowing the road carriageway or cycle lane width at these locations.</p> <p>The widened hatching should be extended to driveways at both ends of the parking.</p>

4.5 Drainage & Maintenance

4.5.1 Problem

Location:	Eastern end of Scheme
Drawing:	NA
Summary:	Risk of ponding

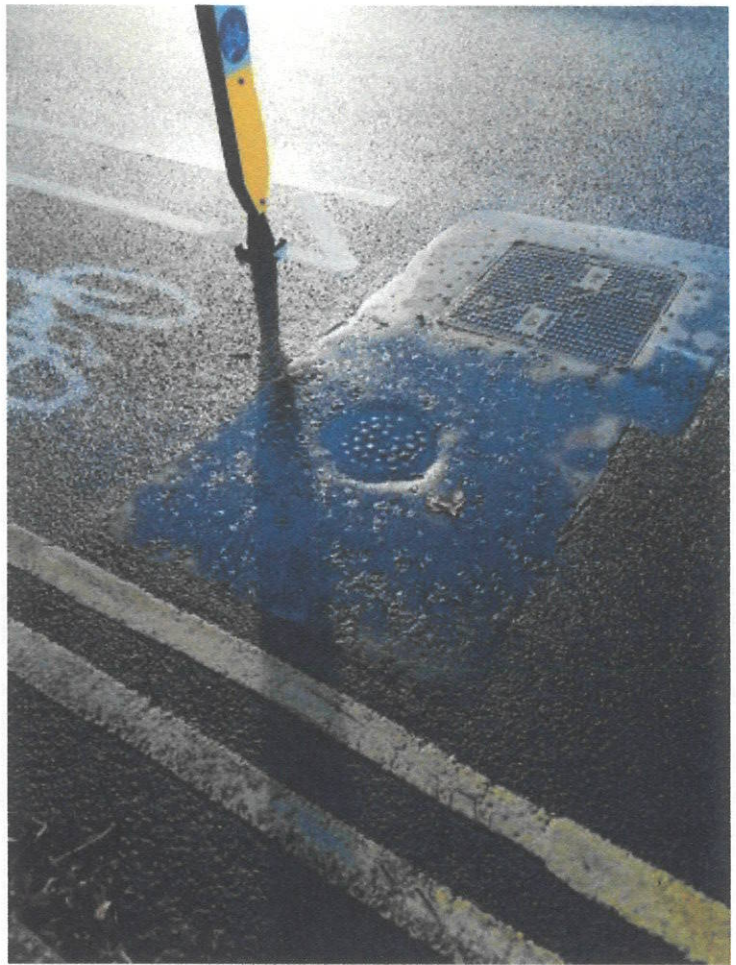



Figure 4.6 – Ponding the Chamber Cover


Description:

Ponding was noted in one of the chambers at the western end of the scheme on the northern side. If ponding was to build up in the cycle lane and freeze there is a risk that cyclists could skid on it, falling off their bike onto the vehicle carriageway, resulting in a collision.

Recommendation:

The chamber lid should be raised to ensure that ponding does not occur at this location.

	Location	Eastern end of Scheme
	Drawing	NA
	Summary	Risk of ponding
<p>Description:</p> <p>Ponding was noted in one of the chambers at the western end of the scheme on the northern side. It ponding was to build up in the cycle lane and freeze there is a risk that cyclists could skid on it, falling off their bike onto the vehicle carriageway, resulting in a collision.</p>		
<p>Recommendation:</p> <p>The chamber lid should be raised to ensure that ponding does not occur at this location.</p>		
<p>Figure 4-10: Ponding at the Chamber Lid</p> 		

4.5.2 Problem		
Location:	Throughout the scheme	
Drawing:	NA	
Summary:	Maintenance of the cycle lanes	
Description: Due to trees being provided along both sides of the carriageway adjacent to the cycle lanes, there is a risk that should regular maintenance not be undertaken that this would lead to a build-up of debris in the cycle lanes. This would result in the cycle lane becoming slick with leaves and may lead to cyclists losing grip and falling off their bike.		Figure 4.7 – Example of Leaves Along the Cycle Lane
Recommendation: An appropriate maintenance strategy should be developed to keep the cycle lane clear of tree foliage and debris.		

4.6 Public Lighting

4.6.1 Problem

<i>Location:</i>	Throughout the scheme
<i>Drawing:</i>	NA
<i>Summary:</i>	Maintenance of existing trees



Figure 4.8 – Night-time lighting levels

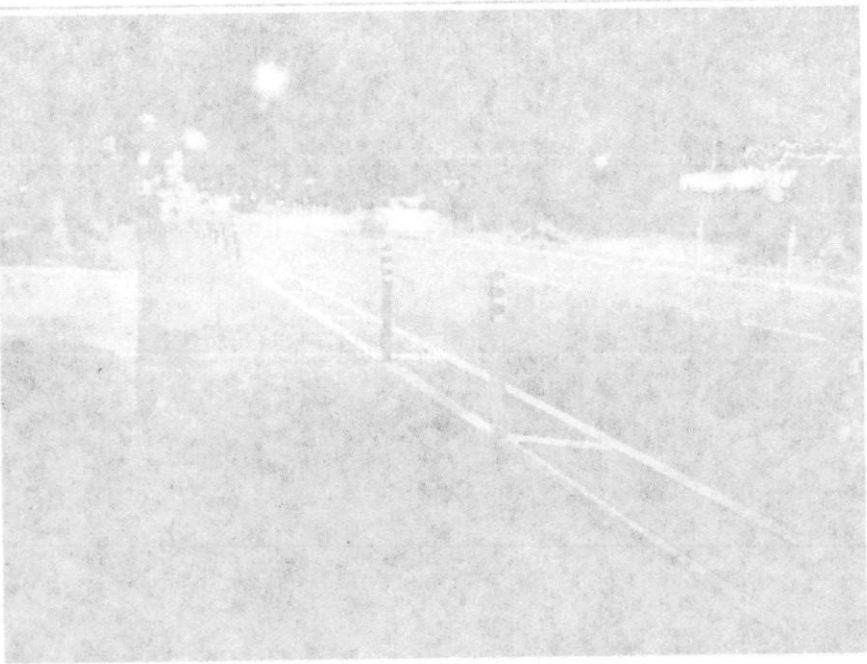
Description:

Due to trees being provided along both sides of the carriageway adjacent to the cycle lane, there is a risk that should regular maintenance not be undertaken that the existing lighting levels will be reduced. This may result in poor visibility between cyclists and motorists and could result in a collision at conflict points.

Recommendation:

An appropriate maintenance strategy should be developed to keep the trees from obstructing the streetlights.

Table 1: Lighting

<p>Description:</p> <p>Summary of existing trees</p> <p>Drawing: NA</p> <p>Location: Throughout the scheme</p>	 <p>Figure 1: Night time lighting scene</p>
<p>Recommendation:</p> <p>An appropriate maintenance strategy should be developed to keep the trees from obstructing the streetlights.</p> <p>Due to trees being provided along both sides of the carriageway adjacent to the cycle lane, there is a risk that should regular maintenance not be undertaken that the existing lighting levels will be reduced. This may result in poor visibility between cyclists and motorists and could result in a collision at conflict points.</p>	

5. Audit Team Statement

We certify that the site was visited and that this audit has been carried out in accordance with the Transport Infrastructure Ireland Road Safety Audit Guidelines GE-STY-01027-01 and Standard GE-STY-01024-07.

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

No one on the audit team has been involved with the scheme design.

AUDIT TEAM LEADER: SENIOR ROAD SAFETY AUDITOR

Name: Brian McMahon BE MSc CEng MIEI

Position: Associate Director

Organisation: AECOM

Address: Adelphi Plaza

George's Street Upper

Dun Laoghaire

Signed



Date 07.12.2020

AUDIT TEAM MEMBER: ROAD SAFETY AUDITOR

Name: Zachary Cave

Position: Traffic Planner / Engineer

Organisation: AECOM

Address: Adelphi Plaza

George's Street Upper

Dun Laoghaire

Signed



Date 07.12.2020

OTHERS INVOLVED:

Members of the local authority attended the day and night-time visits. The Gardai were invited to attend but they did not have availability.

Appendix A Documents Submitted to the Audit Team

No documents were submitted to the Audit Team.

Appendix B Road Safety Audit Feedback Form

Scheme: Griffith Avenue– Phase 2 Audit Stage: Stage 3 Date Audit Completed: 07.12.20					
Paragraph No. in Safety Audit Report	To Be Completed by Designer			Designers Comments	To Be Completed by Audit Team Leader
	Problem Accepted (yes/no)	Recomm- ended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure.		
4.2.1	Yes	Yes		An addition arrow will be installed. The hatching will be modified.	
4.2.2	Yes	Yes		We will contact Dublin Bus and enquire if their drivers have issues with this bus stop. We will modify bollards as required.	
4.3.1	Yes	Yes		We will arrange for Stop lines and signs to be installed	
4.3.2	Yes	Yes		We will arrange for the Clearway signs to be removed	
4.4.1	Yes	Yes		We will widen the buffer to a minimum of 0.750m and extend the hatching to driveways where present.	
4.5.1	Yes	No		It should not be necessary to raise this chamber. We intend on surfacing the entire cycle lane with a buff anti-skid and this should take care of any ponding issue.	
4.5.2	Yes	Yes		The Cleansing Department is aware of this issue and are purchasing additional compact mini-sweepers to maintain protected cycle lanes.	

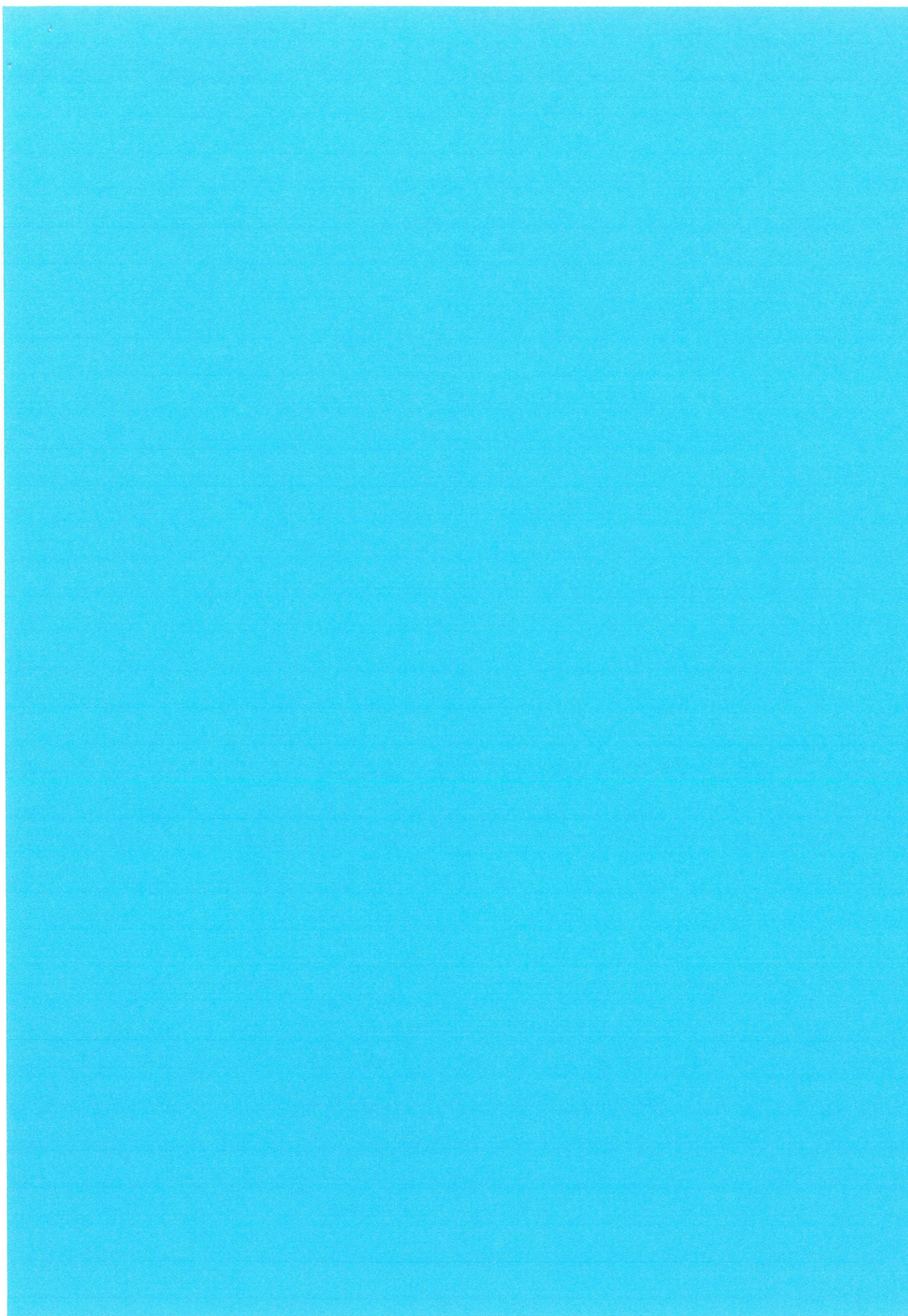
4.6.1	Yes	Yes		The Parks Department has been made aware of this concern.	
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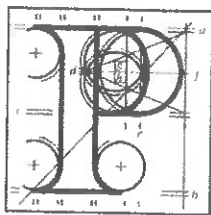
Designer's Signature: 

Date: 21/12/2020

Auditor's Signature: Brian Mc Mahan

Date: XX/XX/2020





An
Bord
Pleanála

Planning Appeal Form

Your details

1. Appellant's details (person making the appeal)

Your full details:

(a) Name

Griffith Avenue Group

(b) Address

Griffith Avenue Group
Griffith Avenue Group

Agent's details

2. Agent's details (if applicable)

If an agent is acting for you, please **also** provide their details below. If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

N/A

(b) Agent's address

N/A



Your details

1. Appellant's details (person making the appeal)

Your full details:

(a) Name

Griffith Avenue Group

(b) Address

c/o 139 Griffith Avenue,
Dublin 9

Agent's details

2. Agent's details (if applicable)

If an agent is acting for you, please also provide their details below. If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

N/A

(b) Agent's address

N/A

Postal address for letters

3. During the appeal we will post information and items to you **or** to your agent. For this appeal, who should we write to? (Please tick ✓ one box only.)

You (the appellant) at the
address in Part 1

☒

The agent at the address in
Part 2

☐

Details about the proposed development

4. Please provide details about the planning authority decision you wish to appeal. If you want, you can include a copy of the planning authority's decision as the appeal details.

(a) Planning authority

(for example: Ballytown City Council)

Dublin City Council

(b) Planning authority register reference number

(for example: 18/0123)

0093/21

(c) Location of proposed development

(for example: 1 Main Street, Baile Fearainn, Co Ballytown)

Cycleway on Griffith Avenue, Dublin 9

Appeal details

5. Please describe the grounds of your appeal (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

See grounds attached

Supporting material

6. If you wish you can include supporting materials with your appeal.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

Acknowledgement from planning authority (third party appeals)

7. If you are making a third party appeal, you **must** include the acknowledgment document that the planning authority gave to you to confirm you made a submission to it.

Fee

8. You **must** make sure that the correct fee is included with your appeal. You can find out the correct fee to include in our Fees and Charges Guide on our website.

Oral hearing request

9. If you wish to request the Board to hold an oral hearing on your appeal, please tick the "yes, I wish to request an oral hearing" box below.

Please note you will have to pay an **additional non-refundable fee** of €50. You can find information on how to make this request on our website or by contacting us.

If you do not wish to request an oral hearing, please tick the "No, I do not wish to request an oral hearing" box.

Yes, I wish to request an oral hearing

☐

No, I do not wish to request an oral hearing

☒

NALA has awarded this document its Plain English Mark
Last updated: April 2019.

