

Your Ref: SD21A/0291



14th April 2022

Planning Department
South Dublin County Council
County Hall
Tallaght
Dublin 24



Dear Sir/Madam,

RE: Compliance submission in relation to granted planning application Reg. Ref. SD21A/0291 (for amendments to permitted development as previously granted under South Dublin County Council Reg. Ref. No. SD19A/0320 and An Bord Pleanála Ref. No. 306251-19) at Liffey Valley Shopping Centre, Fonthill Road, Clondalkin, Dublin 22.

Please find enclosed a compliance submission in respect of Condition No. 3 of granted planning application Reg. Ref. SD21A/0291. This condition states the following:

"3. Agree Design of Toucan Crossings: Prior to the commencement of works on the Toucan crossings, the applicant shall submit a design proposal for the written agreement of the Planning Authority. The crossing design should include full demonstration to the Planning Authority that the design is in accordance with enacted regulations.

REASON: In the interest of pedestrian and cyclist safety and the proper planning and sustainable development of the area"

In respect of the abovementioned condition, please find enclosed 3 no. copies of the following information prepared by Systra:

- Cover letter outlining how the design of the toucan crossing and signalling has been agreed with South Dublin County Council and the National Transport Authority;
- Drawing No. IE01T20A10/C/A/TS/01 Rev A - Staggered Crossing 1 - Traffic Signal Layout (Area A);
- Drawing No. IE01T20A10/C/A/TS/02 - Staggered Crossing 1 - Traffic Signal Ducting Layout (Area A);
- Drawing No. IE01T20A10/C/A/TS/03 Rev A - Signalised Junction - Traffic Signal Layout (Area A);
- Drawing No. IE01T20A10/C/A/TS/04 - Signalised Junction - Traffic Signal Ducting Layout (Area A);

- Drawing No. IE01T20A10/C/A/TS/05 Rev A - Staggered Crossing - Traffic Signal Layout (Area A);
- Drawing No. IE01T20A10/C/A/TS/06 - Staggered Crossing 2 - Traffic Signal Ducting Layout (Area A);
- Drawing No. IE01T20A10/C/B1/TS/01 - Proposed Toucan Crossing Fonthill Road at North Western Car Park Traffic Signals Layout (Area B1);
- Drawing No. IE01T20A10/C/B1/TS/02 - Proposed Toucan Crossing Fonthill Road at North Western Car Park Traffic Signal Ducting (Area B1);
- Drawing No. IE01T20A10/C/C/TS/01 - Proposed Toucan Crossing Fonthill Road at North Eastern Car Park Traffic Signal Layout (Area C); and
- Drawing No. IE01T20A10/C/C/TS/02 - Proposed Toucan Crossing Fonthill Road at North Western Car Park Traffic Signal Ducting Layout (Area C).

We trust that the contents of this planning compliance package are in order and we look forward to receipt of an acknowledgement and associated confirmation of compliance.

If any clarification is required, please do not hesitate to revert to us.

Yours faithfully,



Brendan Boyle

Associate

086 045 6079

brendan.boyle@avisonyoung.com

For and on behalf of Avison Young Planning and Regeneration Limited

Land Use, Planning & Transportation Department
South Dublin County Council,
County Hall Tallaght,
Dublin 24, D24 A3XC

13/04/2022

300659/12

Re: Response to Request for Further Information regarding an application (Reg. Ref. SD21A/0291) for Amendments to the permitted development previously granted under SDCC Ref. SD19A/0320 and An Bord Pleanála Ref. 306251-19 for access improvements at Liffey Valley

Dear Reader,

Please find response to Further Information request for items relating to traffic and transportation.

3. Agree Design of Toucan Crossings

Prior to the commencement of works on the Toucan crossings, the applicant shall submit a design proposal for the written agreement of the Planning Authority. The crossing design should include full demonstration to the Planning Authority that the design is in accordance with enacted regulations.

REASON: In the interest of pedestrian and cyclist safety and the proper planning and sustainable development of the area.

3. Response

On 20/1/2022 a meeting was held between representatives of South Dublin County Council, National Transport Authority, Liffey Valley Management Limited to discuss and agree the design of the Toucan Crossings.

A crossing design was agreed at this meeting with reference to relevant regulations for straight line crossings, notably contained within *Design Manual for Urban Roads and Streets - Page 91 of May 2019 (Version 1.1)*. The design approach was subsequently circulated to meeting attendees and confirmation of acceptance was provided by all parties.

Further details of the agreed design approach, relevant regulations and accompanying detailed design drawings are provided overleaf. Please do not hesitate to contact us if you have any further queries.

Kind Regards,

Alan Connolly
Associate Director
SYSTRA Ltd

T: +35315667635

E: aconnolly@systra.com

2nd Floor, Riverview House, 21-23 City Quay, Republic of Ireland, Dublin 2

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LIFFEY VALLEY – TOUCAN SIGNALLING UPDATE V1 24/1/22

Agreement Made at Meeting between representatives of South Dublin County Council, National Transport Authority, Liffey Valley Management Limited and their Project Team 20/1/22:

Legislation is not in place to allow nearside Toucan signal displays to be deployed at this time. As a short term measure, until appropriate legislation is in place, farside pedestrian/cycle signal heads shall be used with louvres where necessary.

Farside Toucan Displays

South Dublin County Council use three aspect pedestrian and cycle signal heads (the same size as traffic signal heads) at midblock crossings and junction signals, four high level heads in total for each crossing:

- Two pedestrian signal heads; and
- Two cycle signal heads.

A link to an existing Toucan crossing near Liffey Valley is given below which shows how these are arranged.

Scope of Design Changes

As nearside Toucan signal display cannot be used it will be necessary to update the T-junction and staggered crossing drawings (no need to change straight across crossings as they already use farside displays). This will require changes to:

1. Layout drawings:
 - a) Remove nearside Toucan signal displays;
 - b) Add farside three aspect pedestrian and heads, if necessary moving poles further back from the kerbface; and
 - c) Update key, notes, crossing schedule and pole schedule;
2. Ducting drawings (if poles have to move back further from the kerbface);
 - a) Relocate pole sockets; and
3. The controller specifications:
 - a) Change type of facility; and
 - b) Update timings.

Changing from Farside To Nearside in the Future

To change from farside to nearside pedestrian and cycle signals:

1. Farside three aspect pedestrian and cycle signal heads will be removed and nearside Toucan signal displays installed; and
2. The controller specification will need to be updated.

Each crossing utilises four Prisma pushbuttons but these can be used with nearside or farside pedestrian/cycle signal heads.

Link to an Existing Toucan at Liffey Valley on Fonthill Road (slightly staggered crossing)

[https://www.google.com/maps/@53.3536213,-](https://www.google.com/maps/@53.3536213,-6.4030657,3a,75y,178.04h,87.46t/data=!3m7!1e1!3m5!1sfOiQfdeVTAOii27kSv0WYg!2e0!6shttps:%2F%2Fstreetviewpixels-)

[6.4030657,3a,75y,178.04h,87.46t/data=!3m7!1e1!3m5!1sfOiQfdeVTAOii27kSv0WYg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3DfOiQfdeVTAOii27kSv0WYg%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D156.99132%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192](https://www.google.com/maps/@53.3536213,-6.4030657,3a,75y,178.04h,87.46t/data=!3m7!1e1!3m5!1sfOiQfdeVTAOii27kSv0WYg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3DfOiQfdeVTAOii27kSv0WYg%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D156.99132%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192)

LIFFEY VALLEY – STRAIGHT LINE CROSSING REGULATIONS

DMURS As per <https://www.dmurs.ie/what-is-dmurs>

DMURS replaces existing national design standards that will be used throughout all urban areas in Ireland when designing/upgrading roads and streets. The use of DMURS is mandatory for all road authorities ([Circular RW 6/2013](#)) and ([PL 17/2013](#)) applies to all Roads and Streets in Urban Areas (except where specified).

Circular RW6/2013 – DMURS mandatory for urban streets, less than 60km/h **Error! Hyperlink reference not valid.**

The Design Manual for Urban Roads and Streets (DMURS) is now mandatory for all Local Authorities with effect from the date of this Circular for all urban roads and streets within the 60 km/h urban speed limit zone except for

- Motorways
- In exceptional circumstances, certain urban roads and streets with the written consent of the relevant Sanctioning Authority

Page 91 of May 2019 (Version 1.1) outlines the inclusion of straight line crossings DMURS

Crossing Locations

The location and frequency of crossings should align with key desire lines and be provided at regular intervals. Within larger areas this may need to be addressed via a spatial analysis and supporting plan (see also Section 5.2.1 Plans and Policies). Methods that rely on absolute figures, such as the system of warrants, should not be used. More generally, designers should:

- Provide pedestrian crossing facilities at junctions and on each arm of the junction.
- Minimise corner radii so that crossing points are located closer to corners on pedestrian desire lines (see Section 4.3.3 Corner Radii).
- Provide regular mid-block crossings in areas of higher pedestrian activity, such as Centres, where the distance between junctions is greater than 120m.
- Locate mid-block crossings at strategic locations where pedestrians are likely to cross, such as adjacent to bus stops and Focal Points, or to coincide with traffic-calming measures on longer straights (see Section 4.4.7 Horizontal and Vertical Deflections).

Crossing Design and Waiting Times

Smarter Travel (2009) requires that pedestrian movement at signalised crossings be given priority by timing traffic signals to favour pedestrians instead of vehicles by reducing pedestrian waiting times and crossing distances at junctions²⁴. To achieve this objective, designers should:

- Optimise pedestrian movement, with pedestrian cycle times of no more than 90 seconds at traffic signals.
- Allow pedestrians to cross the street in a single, direct movement (see Figure 4.39). Staggered/staged crossings should not be used where pedestrians are active, such as in Centres, Neighbourhoods and Suburbs (except where stated below).
- Where staggered/staged crossings currently exist they should be removed as part of any major upgrade works. This should include realignment works to slow vehicle movements, such as reduced corner radii and/or carriageway narrowing (see Figure 4.40 and Section 4.3.3 Corner Radii).

Designers may have concerns regarding the omission of staggered/staged crossings on wide streets (i.e. with four or more lanes and a median) on the grounds of safety and traffic flow. With regard to safety these concerns may be overcome by:

- Ensuring enough green time is provided for pedestrians to cross in a single movement
- Removing flashing amber light phases where vehicles may move forward not realising pedestrians are still on the median or far side of the crossing.
- Providing build-outs, where possible, to reduce the crossing distance.
- Providing a refuge island (minimum of 2m) for those who are unable to make it all the way across in a reasonable time. Under such circumstances a Push Button Unit (PBU) and the required signals must be provided within the refuge.

Safety concerns regarding pedestrian crossings should also be viewed in the context of pedestrian behaviour. Research has found that pedestrians are less likely to comply with the detour/delay created by staggered crossings, leading to unsafe crossing behaviour²⁴. It will generally be more desirable, from a safety point of view, to provide a direct single phase crossing.

With regard to traffic flow on wide streets a more flexible approach may be taken where traffic modelling confirms that junctions would become overly saturated for long periods if designed with single phase/direct pedestrian crossings. A judgement will need to be made as there may be circumstances where it is acceptable to saturate junctions in order to prioritise/promote more sustainable travel patterns (see Section 3.4.2 Traffic Congestion) in these circumstances designers may also consider:

- A straight ahead two stage crossing within lower speed environments where the median is sufficiently wide to clearly distinguish each arm of the crossing.
- Increase pedestrian cycle times up to 120 seconds for short or intermittent periods (i.e. when saturation is likely to occur).
- Implement more conventional staggered crossings where the balance of place and movement is weighted toward vehicle movement such as on Arterial streets in Suburban areas or more broadly in Industrial Estates and the Rural Fringe. Where applied, the width of the central area for pedestrian circulation should be a minimum of 2m.

LIFFEY VALLEY –TRAFFIC SIGNAL DRAWING PACK