

The logo for OCSC, consisting of the letters 'OCSC' in a bold, green, sans-serif font. The background of the slide features a large green circular graphic containing a white wireframe architectural drawing of a city street scene with buildings and a road.

**OCSC**

O'CONNOR · SUTTON · CRONIN  
MULTIDISCIPLINARY CONSULTING ENGINEERS



## **D805 – Hillcrest Road Improvement Scheme**

Non-Statutory Public Consultation

4<sup>th</sup> September 2024

# Introduction

## Speakers:

- Mr. Colin Wilson – Associate Director – O'Connor Sutton Cronin and Associates Consulting Engineers

## Objective of presentation:

- To provide a high-level summary of the scope and progress of the design for the Hillcrest Road Improvement Scheme

# Scheme Extents

## Hillcrest Road Improvement Scheme

- 660m in length
- From Lambes Cross (West)  
(Upgrade Works On-going)
- To Kilgobbin Road Junction (East)  
(Upgrade Recently Completed)



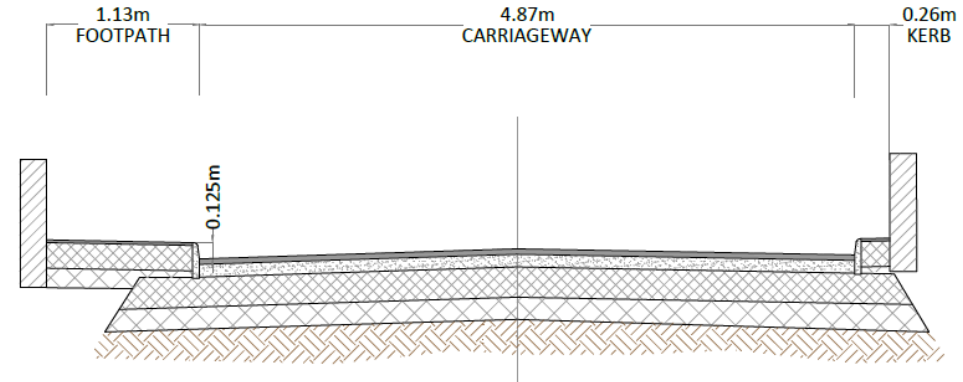
# Scheme Objectives

- Making improvements for vulnerable road users with the provision of adequate footpaths and cycle lanes along Hillcrest Road;
- Enabling pedestrian and cycling linkages to commercial premises and connections to Council's cycling network improvements for Residents;
- Creating improvements for drivers with improved lane widths and sightlines;
- and, Encouraging sustainable modes of transport.

# Current Layout

## Hillcrest Road Improvement Scheme

- Current Cross Section
  - 1.13m Wide Footpath
  - 4.87m Wide Carriageway
  - 0.26m Wide Rumble Strip



# Local Objectives

## DLR County Development Plan 2022 – 2028

Hillcrest Road Improvement Scheme is part of the 6 Year Road objectives within the DLR County Development Plan under Local Authority Delivery



# Local Objectives

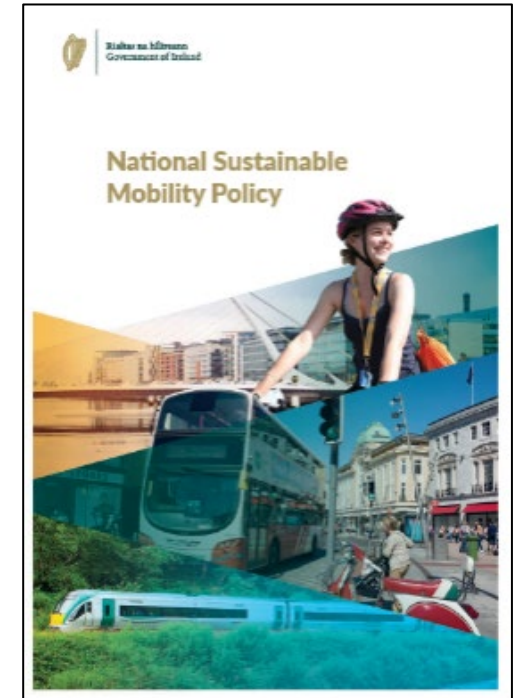
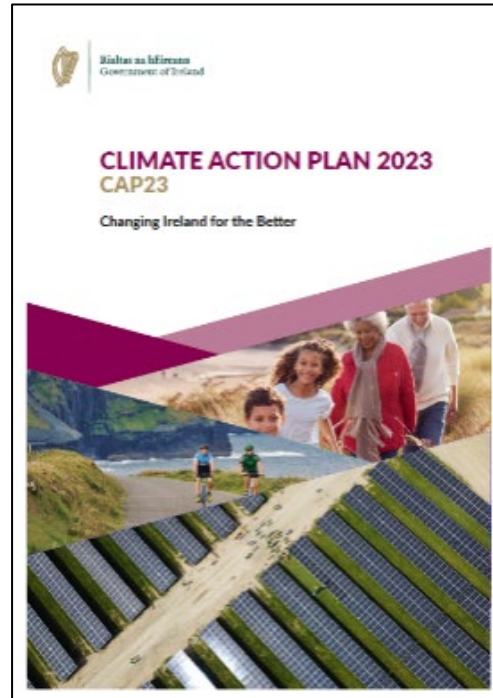
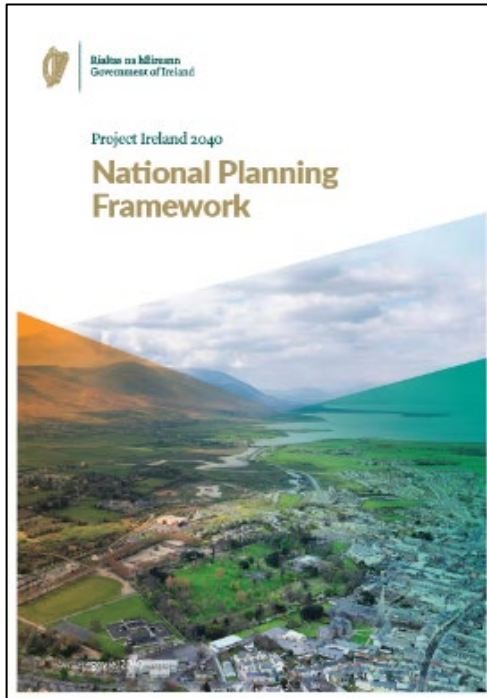
## DLR County Development Plan 2022 – 2028

Yellow = Objective A

(To provide residential development and improve residential amenity while protecting the existing residential amenities)

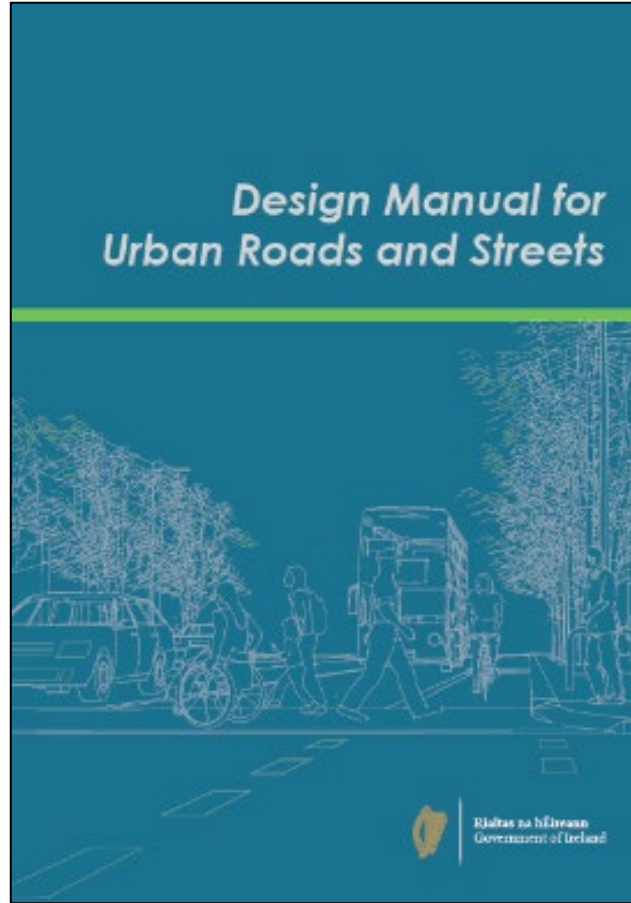


# National Objectives





# Design Objectives



# OCSC Appointment

**O'Connor Sutton Cronin & Associates have been appointed to the following Phases:**

- Phase 2: Options Selection (Completed)
- Phase 3: Preliminary Design
- Phase 4: Statutory Process
- Phase 5: Detailed Design

Above Phases are in line with the NTA Project Life Cycle

## Phase 2: Option Selection

### Procured 3<sup>rd</sup> Party Surveys & Investigations

- Topographical Survey
  - Provided full topographical survey over site extents
- Ground Penetrating Radar
  - Provided full GPR survey within the existing road extents
- Pavement Survey
  - Provided information on road pavement depth and make-up
- CCTV Survey
  - Provided information on condition of existing infrastructure
- Tree / Arborist Survey
  - Provided a catalogue of all trees within the site extents

## Phase 2: Option Selection

### Procured 3<sup>rd</sup> Party Surveys & Investigations

- Structural Survey
  - Provided a survey and report of all boundary walls and bridge
- Archaeological Survey
  - Provided a desktop survey of the site extents.
  - Conclusion – Recommends monitoring during construction stage
- Invasive Species Survey
  - Minor presence of invasive species around bridge
- Environmental / Ecological Reports
  - AA Screening - *very unlikely to create any significant impacts to any European sites*
  - EIA Screening - *the overall impact on the receiving environment will be not significant*
  - EclAR - *will not result in negative effects on the ecology of the area*

# Phase 2: Option Selection Report

## Options Selection Report was compiled and issued to DLR Co Co

- Review of Scope of Project
- Review of Local & National Policies
- Reviews Current Alignment vs Project Objectives
- Proposes Options for the Alignment
- Multi-Criteria Analysis of Each Option
- Selection of Preferred Options (Based on Multi-Criteria Scoring)
- Conclusion
- Recommendation

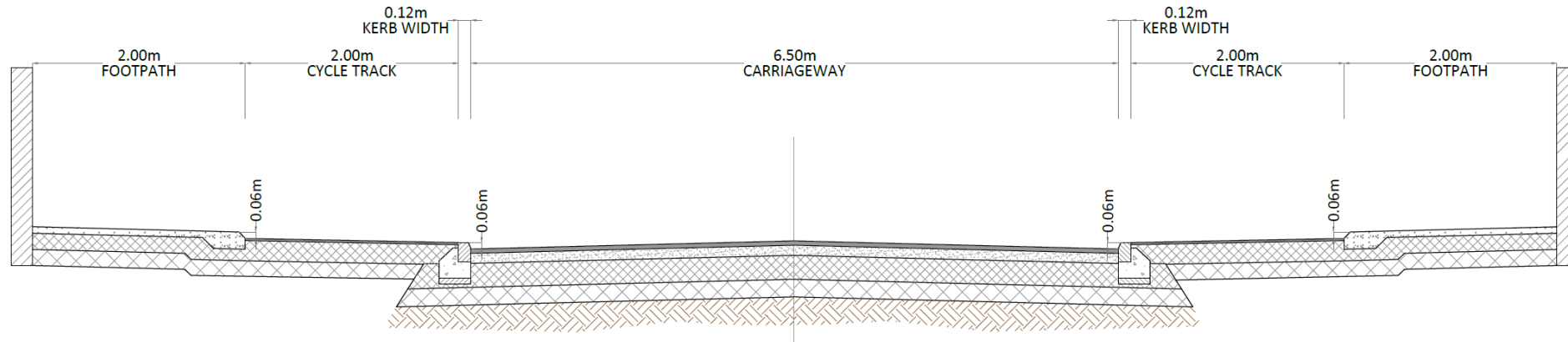
Main Criteria:	Sub Criteria:
Economy	Transport Efficiency and Effectiveness
	Wider Economic Impact
	Transport Reliability and Quality
Safety	Collision Reduction
	Security
Environment	Air quality
	Noise and Vibration
	Landscape and Visual Qty
	Biodiversity
	Cultural, Archaeological, Architectural Heritage
	Land Use
	Water Resources
Accessibility and social inclusion	Vulnerable groups
	Deprived areas
Integration	Transport Integration
	Land Use Integration
	Geographic Integration
	Integration with other Government Policies
Physical Activity	Health Benefits

# Phase 2: Option Selection Report

## Major Considerations

- Meet with Project Objectives (Active Travel / Inclusive)
- Impact on Residents (Land-Take)
- Impact on Access (Gradient's of Driveways)
- Impact on the Environment (Bridge / Trees / Ecology)
- Tie-In with Schemes to East and West (Design / Geometry)

# Phase 2: Option Selection Report



**Proposed Cross-Section was limited in its variety – needed to tie-in with the recently completed Kilgobbin Junction and the On-Going works at Lambes Cross**

# Phase 2: Option Selection Report

## Considered Options

Scenario	Description
Option 0	Do Nothing – Highlight the current risks and deficiencies
Option 1	Road to be upgraded and maintain its existing centreline.
Option 2	Road to be upgraded and raised by 450mm while still maintaining its existing centreline.
Option 3	Road to be upgraded and the centreline to be shifted to the North.
Option 4	Road to be upgraded and the centreline to be shifted to the South.



# Phase 2: Option Selection Report

## Preferred Option

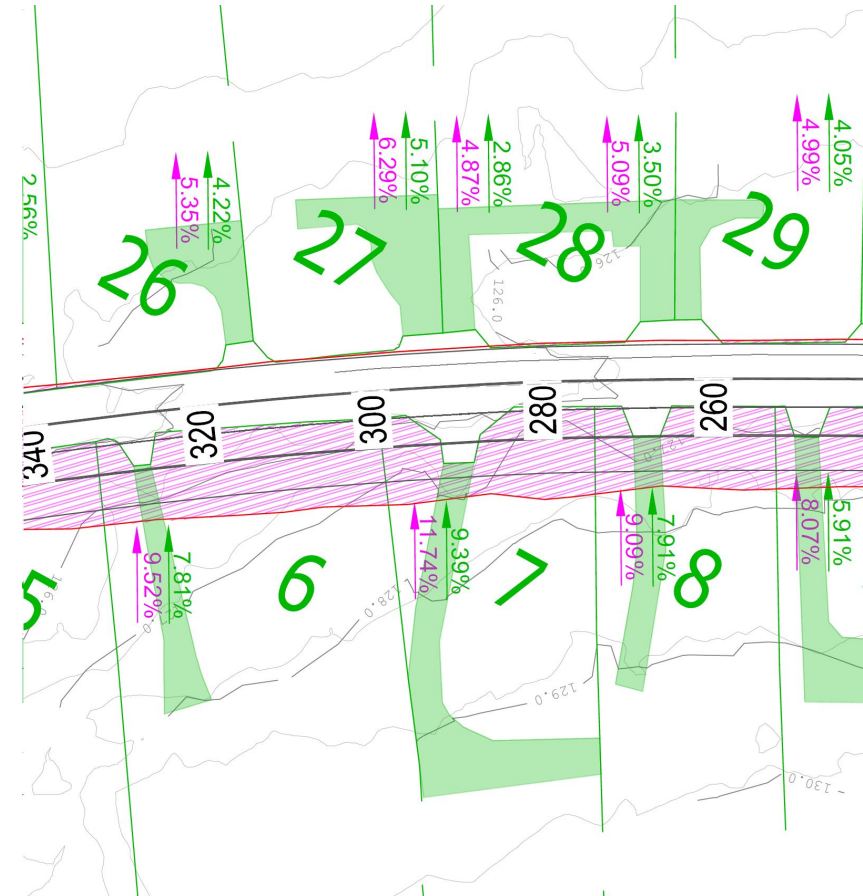
- Option 4 is highlighted as the preferred option.
- The scheme aims to prioritise safety for pedestrians and cyclists, the inclusion of segregated facilities also greatly benefits drivers, since they will be able to make more efficient use of the road without the fear of colliding with other road users.
- The provision of cycle and pedestrian facilities is crucial for achieving various objectives, such as promoting sustainable transportation, enhancing public health and well-being, reducing traffic congestion, and improving air quality.
- Option 4 is seen as the best alternative to achieve the key objectives of this scheme as it is proposing:

# Phase 3: Preliminary Design

## Driveway Alignments / Gradients

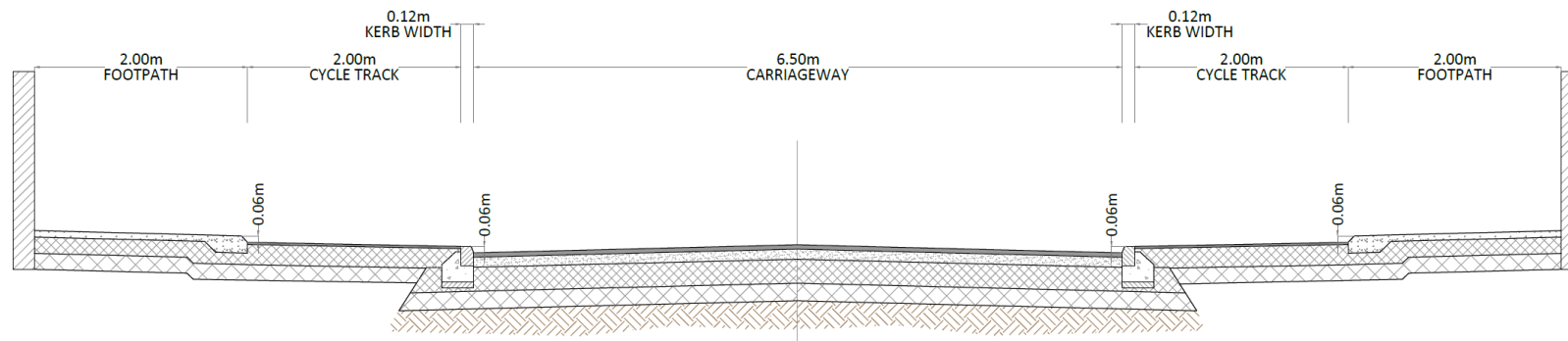
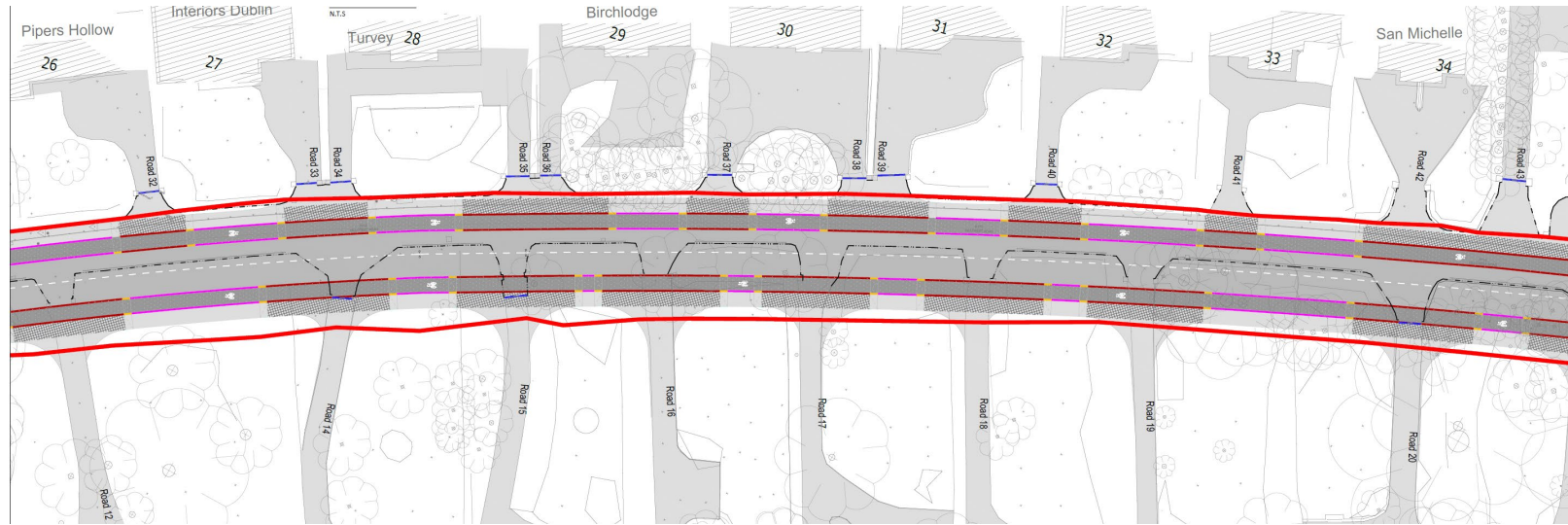
Option 4 has

- the minimum number of land-take requirements
- and it also provides the 'best fit' from a design perspective in terms of gradients of driveways.



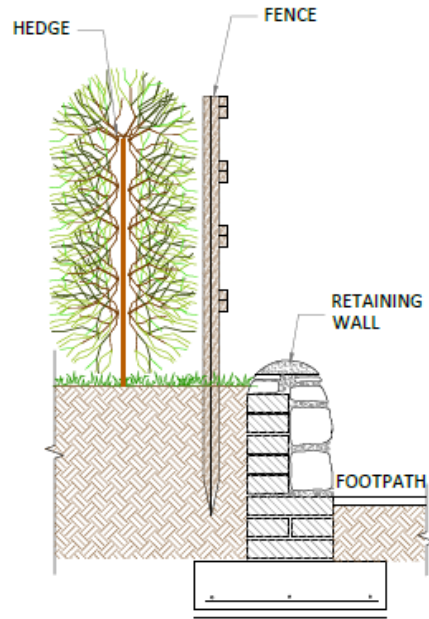
# Phase 3: Preliminary Design

## Road Alignment



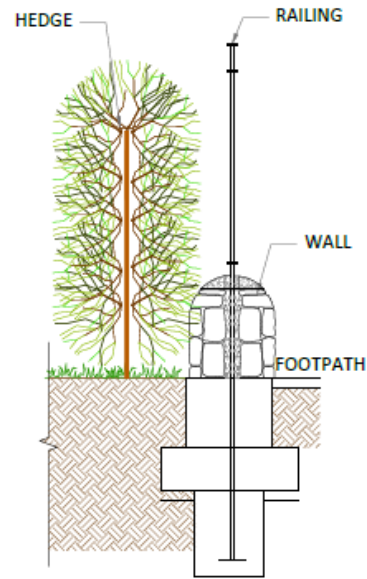
# Phase 3: Preliminary Design

## Driveway Alignments / Boundary Treatments



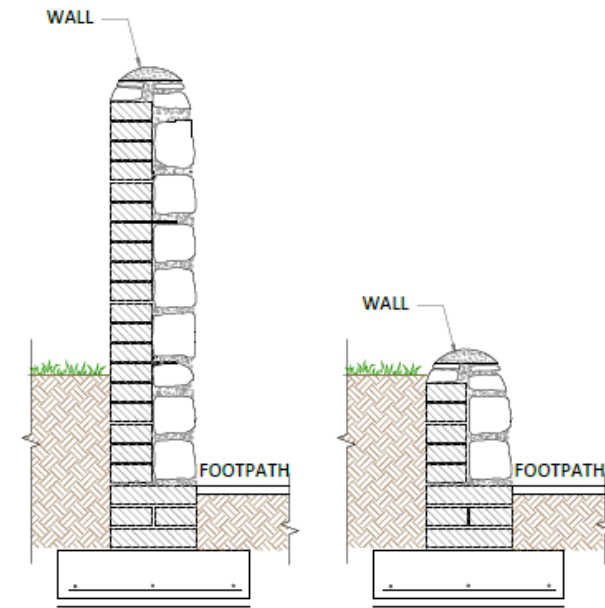
**BOUNDARY TYPE 1  
ILLUSTRATION**

SCALE: N.T.S.



**BOUNDARY TYPE 2  
ILLUSTRATION**

SCALE: N.T.S.



**BOUNDARY TYPE 3 AND  
RETAINING WALL ILLUSTRATION**

SCALE: N.T.S.

# Photomontage



# Phase 4: Statutory Process

## Statutory Process Steps

- Compile Part VIII Drawings (More Visual than Preliminary Design – Includes Photomontage)
- Compile Engineering Report
- Finalise Environmental Reports
- Part VIII Process

Envisaged that Part VIII will be submitted in Q4 2024

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