

# Old Bawn to Ballyboden Active Travel Scheme

## Phase 2 – Preliminary Consultation

What, Why, Where, When, and How

# Old Bawn to Ballyboden – Phase 2: Preliminary Consultation

South Dublin County Council (SDCC) are running a preliminary consultation on a proposed active travel scheme called the Old Bawn to Ballyboden Active Travel Scheme. The public consultation will run for 4 weeks and relates to Phase 2 of the scheme.

We are asking the public to give feedback on Phase 2 as a whole to get your suggestions for potential changes, improvements, or to voice your opinion on particular parts of the proposals. We are also asking you to share your views on three specific elements of this phase so you can help to influence the scheme we deliver. We will review all submissions and incorporate suggestions into the design, where possible.

Your views in this informal consultation will help to shape the scheme and we will bring your comments and suggestions into the design that we will bring before the council when we look for planning permission (“Part VIII”).



# Cycle South Dublin



In South Dublin County Council, we have a mission to make our county one of the most liveable, equitable, and sustainable in Ireland. We know that we, as a country, are living through climate and health crises and we know congestion is a serious issue in South Dublin. We also know that countywide only a small share of trips are made by walking, wheeling, or cycling and that getting around by other modes can cost more than many people can afford. As part of this mission, we are looking at ways to encourage people to make healthy, sustainable choices in how they get around and we are looking to do this in ways that include everyone.

A pillar of this new mobility vision is Cycle South Dublin (CySD); an ambitious programme to deliver a connected network of high-quality walking and cycling improvements linking the places where people live to the places they want to go. There are 45 routes in the programme and the goal is to deliver over 250 km of safe walking and cycling improvements. We have started on that journey and, as the routes continue to be delivered over the next decade, our hope is that people will feel that there are safe and accessible facilities which allow them to leave their car at home and walk, wheel, or cycle for at least some of their trips.

Where we are making changes, we are looking to do it in ways that are inclusive of everyone, cater for people of all ages and abilities, and remove obstacles for people with visual impairments or mobility issues. Feedback has shown that some people would like to wheel or cycle more but don't feel safe to do so at the moment. We are aiming to put the facilities in place that can, hopefully, make them feel more at home on our new wheeling and cycling network.

# Old Bawn to Ballyboden: Scheme Explained

The Old Bawn to Ballyboden Active Travel Scheme, or O2B for short, is a big part of the CySD plan. It runs from Old Bawn to Ballyboden and passes through Firhouse, Knocklyon, Scholarstown and Templeroan. We chose this route as it will pass close to twelve schools, a number of local centres including Old Bawn, Firhouse, and Knocklyon, employment centres, sporting and recreational areas including the Dodder Valley Park, places of worship, and a large number of homes. It will also provide an active travel link to Tallaght Town Centre, Tallaght Stadium, Luas, and the new BusConnects interchange and numerous other public transport links. All along the route we are looking to provide a spine of really high-quality walking and cycling infrastructure.

The O2B route will also connect with other elements of the CySD programme like:

- The expanded, and expanding, Dodder Greenway at Firhouse Road West, Old Bawn, and Firhouse Road
- The D24 Neighbourhood Scheme along Firhouse Road – coming to a neighbourhood near you summer 2023
- The Citywest to Rathfarnham scheme which is in the early stages of development
- And many more



# O2B: Scheme Explained



Not everyone lives along the main O2B route, and not everywhere you want to go is on it either. What we are planning to do is connect the dots between the main O2B route and people's homes and their destinations. We will do this by providing what we call "secondary links" on quieter or more residential roads. These secondary links will help to remove obstacles for people getting around, get people who drive to go slower on streets where people live and children play, and prioritise people over cars.

When you want to get somewhere, we are doing what we can to make it so you feel safe and that your needs are met if you want to walk, wheel, or cycle.

# O2B: Scheme Explained



# O2B: Scheme Explained

The amount of work we need to do in O2B to improve active travel facilities will be different from place to place but, simply put, we are aiming to take the bad and make it good; take the good and make it better; and take the non-existent and well, make it existent.

To use Old Bawn Road as an example, people have been travelling along the road and Old Bawn Bridge from as far back as the 18<sup>th</sup> century. It has changed through the years to go from a rural road to an urban street, adapting to meet the changing demands of modern travel. But, as car traffic levels have risen, active travel has been squeezed out. We are looking to reallocate road space to make it a safe and welcoming place for everyone to use whether walking, wheeling, cycling, driving, or using public transport.

If you look at the image of the Old Bawn/Kiltipper Road junction below, you will see that the majority of the roadway is given over to private car users. There is a very poor facility for someone wanting to cross Kiltipper Road (left side of the image) – with an even higher danger and inconvenience level for a person with a visual or mobility impairment. The cycle track on the right-hand side disappears as it approaches the junction, forcing cyclists to merge with walkers at this pinch point. At the same time, three wide lanes are provided for drivers through the junction.

In O2B, we are aiming to rebalance the layout of roads and junctions like this by providing enough room and improving safety for all road users and installing safe crossing points wherever people want to go. We will do this by expanding footpaths, building or widening cycle tracks, and, where needed, narrowing or altering traffic lanes.



# O2B: Scheme Explained

Like Old Bawn Road, people have been using Firhouse Road for hundreds of years. However, in the 2000's, the road was upgraded with new footpaths and cycle tracks installed. These are of a fairly high standard but, at the junctions, the cycle tracks once again disappear, and walkers and cyclists must give way to drivers at all side roads.

Under O2B we will look to remove these weak spots and by doing that improve the overall experience for all road users. The images below show the existing entrance to Glencarrig Drive. The crossing point is designed to cater for cars. The cycle track ends abruptly, and guardrails are used to shepherd walkers and cyclists out of the way of motorists. We are looking to reprioritise the way the entrance works with walkers and cyclists crossing on separate footpaths and cycle tracks which continue across the entrance. This is backing up our intention to make walking, wheeling, and cycling a safe and practical alternative for people in the area.





# O2B: Scheme Explained

When Knocklyon Road was rebuilt in the 1990's, wide roads were the order of the day and little consideration was given to designing for cycling. We know now that these wide roads can lead to issues with speeding and noise and help to create an unpleasant environment for residents and active travel users.

We will look to improve safety and comfort for all road users by repurposing some of the excessive road lane width and building new cycle tracks on both sides of the road.

The image on the left below shows the existing layout on Knocklyon Road between Knockfield Manor and Mount Alton, with a wide lane running in each direction. The image on the right is from another CySD scheme on Templeville Road which gives an idea of what we are proposing: the car lanes have been narrowed which calms traffic and also provides the space for new cycle tracks which will improve safety for both cyclists and drivers.



## O2B: Phase 2



O2B: Phase 2 is focussed on the eastern end of the scheme and will provide new, or improve existing, walking and cycling routes along Stocking Avenue, Templerohan Road, Ballyboden Way, and Dargle Wood Park.

Phase 2 will connect to Phase 1 of O2B east of Knocklyon Shopping Centre and provide connections between homes, places people work, sports and recreation centres, schools, and link to the wider existing and proposed CySD network. In terms of schools, Phase 2 will deliver new or improved safe, accessible, and sustainable walking and cycling routes to Sancta Maria, Coláiste Éanna, Scoil Naomh Padraig, Ballyroan Boys National School, Scoil Mhuire, St. Colmcille's Senior and Junior National Schools, and St. Colmcille's Community School.

A "Part 8" process for Phase 2 will be run later in the year, where councillors will vote to approve or reject the scheme. At the moment, we are looking for your input on the phase as a whole but also on a few specific elements of the proposal so we can shape the design we present to the public and to the Council.

The specific elements we are looking for input on are:

1. Route options for a shared use path through Knockcullen to link the northern end of Templerohan Road with Knocklyon Road
2. Choice of alternatives on Ballyboden Way between Taylor's Lane and Templerohan roundabouts
3. Feedback on proposed junction upgrade to the Taylor's Lane roundabout

There is more detail on each of these elements in the following pages.

# O2B: Phase 2 – Knockcullen



We intend to provide a new two-way cycle track along the eastern side of Templeroan Road and at the northern end, we want to connect this to Knocklyon Road. The existing junction between Templeroan Road and Knocklyon Road is not particularly user friendly from a walking or cycling perspective – it takes people out of the way they have been travelling; there is a sharp bend on Templeroan Road just before the junction which means that cyclists and drivers are making a turn just before/after a junction; there is a short, steep slope at the northern end of Templeroan which can make it hard for cyclists to slow down or to get going if joining/leaving Knocklyon Road.

Additionally, just to the north of the junction, Knocklyon Road is very narrow with a footpath on only one side of the road and no space for a cycle track. When we were looking at options, we felt that directing cyclists and walkers through this junction was not the best choice.

We think there are a couple of better options, and we would like you to help us make the choice.

**Option A:** A new 4.0 m wide shared path through the green space to the west of Knockcullen and Ashton

**Option B:** A new 4.0 m wide shared path through the southern end of the green space linking into the existing estate road on Ashton Avenue and continuing along Knockcullen Rise

Both options would provide a link between the proposed two-way cycle track on Templeroan Road to Knocklyon Road, close to old entrance to Knockcullen Rise where the new pedestrian crossing has gone in south of the petrol station.

Under CySD we intend to put in a safe walking and cycling route between the O2B scheme and Firhouse Road. However, we don't have a route or a timeline for that part of the network yet.

We would love to hear your thoughts on the options we have presented, and which one you think will be best for you and your community.



# O2B: Phase 2 – Knockcullen



We feel both options have merit and can provide safe accessible walking links to the residents of the area and also those connecting to the wider CySD network.

Some points we considered in coming up with the options:

Impact on green space:

- Both options will pass through the existing green area but under Option B, this will be over a significantly shorter distance. While we would hope to avoid it, there is a higher chance that a small number of trees would need to be removed (and replacements planted) in Option A, particularly close to the tie in point with Knocklyon Road

Interaction with vehicles:

- Option B will run mostly on existing estate roads. If we go with this option, we will design a “quiet street” treatment which will provide improvements to improve safety for all users and to make it clear to car drivers that they can expect to see walkers and cyclists (we will likely propose safety improvements at the junctions under either option). Option B will bring walkers and cyclists closer to people’s homes and there will be more interaction as drivers enter or leave their driveways.
- Option A will be mostly off-road; however, we will need to make a new crossing of Knockcullen Drive to link the route between the two green spaces. This crossing point will be closer to the junction with Knocklyon Road so we will need to design it to ensure there isn’t an increased safety risk from drivers turning into Knockcullen Drive

Parking

- We don’t see any reduction to parking on Ashton Avenue or Knockcullen Rise in either option

Disruption during the works

We would expect the construction of Option B to be quicker than Option A. While there will be quiet street treatment improvements on the estate roads, we would likely include some of these improvements in Option A also.

On our consultation portal page, there is a questionnaire where you can select which option you prefer, or if you would prefer if no works were carried out.

# O2B: Phase 2 – Ballyboden Way

Heading east from Templeroan, O2B Phase 2 also includes upgrades to Ballyboden Way. This road was constructed in the late 1990s and there is some walking and cycling infrastructure on both sides of the road.

The walking and cycling infrastructure is of its time; there is poor segregation between walkers and cyclists; there can be issues with the hedges and bushes beside the paths overgrowing and increasing conflict between walkers and cyclists; and there are sections of the road that are quite enclosed and give can make some people concerned about their personal safety.

We feel there is an opportunity to improve the attractiveness of Ballyboden Way from a walking and cycling perspective. There are entrances to three estates and the education and sports complex at Sancta Maria off Ballyboden Way. At a minimum, we propose to upgrade these entrances to make things safer for all road users. As was common in roads built at the end of the last century, the car lane widths are very generous, and this encourages speeding when the road isn't busy.

Like Knockcullen, we have identified two options for improvements on Ballyboden Way

**Option 1:** Local improvements at the four entrances, installing a second pedestrian crossing near the entrance to Sancta Maria, and ongoing maintenance of the hedges and bushes to allow the full width of the walking and cycling paths to be used.

**Option 2:** A new kerb protected two-way cycle track on the northern side of Ballyboden Way. We would propose to construct this within the existing road and retain traffic lane widths in line with current design standards. We would also look to convert the existing walking and cycling paths to shared paths. This would afford more space to people walking while also allowing younger children or people who are less confident cycling to stay farther from road traffic. As with Option 1, we would look to make improvements at the entrances onto Ballyboden Way. We would retain the current number of pedestrian crossings and would look to address the personal safety concerns in the more overgrown sections of the shared path.

There is a question in the questionnaire on our consultation page asking you to select whether you prefer Option 1 or Option 2 or if you don't want any changes to be made to Ballyboden Way at all.



## O2B: Phase 2 – Ballyboden Way – Option 1



## O2B: Phase 2 – Ballyboden Way – Option 2



## O2B: Phase 2 – Taylor’s Lane Roundabout

The Taylor’s Lane Roundabout has a very poor provision for walking and cycling. Cyclists mix with car drivers on the roundabout and the painted cycle lane can create confusion for car drivers as to where a cyclist intends to go. From a walker’s point of view, only two of the four arms have push button crossings, meaning people using the uncontrolled crossings on the other arms often have to dash across the road. This is clearly not suitable for people who have additional mobility or visual needs. The two push button crossings are also set back a considerable distance from the roundabout and are not on the desire line for many routes.

We are looking to upgrade the junction to improve safety, clarity, and convenience for all road users. To do this, we conducted road user counts at the junction to allow us get a picture of how many people pass through every day, how they do it, and when they do it. We then identified five junction upgrade options and assessed how they would perform if the number of people walking and cycling increased in line with other junction upgrades in the county. To compare each option, we used PTV VISSIM, a traffic modelling software that is widely used in the road and traffic industry. Each option had different strengths from the points of view of: traffic flow; walker and cyclist safety and attractiveness; space requirements, amongst others. The aim of the modelling was to find the option that provided the best mix for each user.



Where we have provided active travel improvements elsewhere in the county, we have seen the numbers of walkers and cyclists increase. To give an idea of the numbers we could expect at an upgraded junction, we looked at the Orlagh Roundabout which was upgraded in 2018. We were able to compare road user counts from before the upgrade with another count in 2019 after the upgrade. What we saw was that the number of people walking and cycling at the busy times of day increased 2.5 times (a further road user survey in 2023 showed that daily walking and cycling numbers have increased by a further 40% between 2019 & 2023). We were able to take the current number of walkers and cyclists we counted at the Taylor’s Lane Roundabout and multiply them by the pre-works vs. post works growth at Orlagh to estimate how many people would walk and cycle through the Taylor’s Lane junction after a proposed upgrade.



## O2B: Phase 2 – Taylor’s Lane Roundabout

Some detail on the modelling and analysis we carried out can be found in a separate document included in the consultation material. It provides information on the five junction types we looked at and how each of them performed from a walker’s, cyclist’s, and driver’s point of view. The five options were:

- Standard roundabout with a shared-path and zebra crossings
- Standard roundabout with a shared-path and push-button crossings
- Dutch-style roundabout
- Bus connects style signalised junction
- CYCLOPS\* style signalised junction

\* CYCLOPS = Cycle Optimised Protected Signal junction

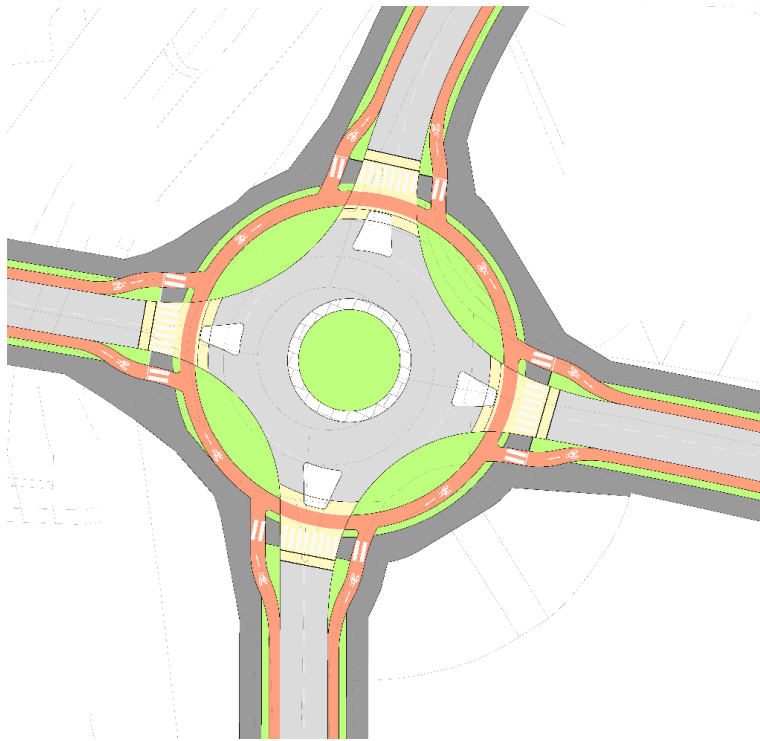


Our analysis concluded that the option that would provide the largest positive improvements for active travel while minimising negative impacts on drivers was the Dutch-style roundabout. This type of junction, while new to Ireland, is widely used in the Netherlands. Walkers and cyclists are kept separate from each other and from drivers. Where a cyclist needs to cross the path to join or leave the roundabout, they must yield to walkers. Similarly, a driver entering or leaving the roundabout must yield to walkers or cyclists at a zebra crossing. This provides a really high-quality junction for walkers and cyclists and from a driver’s perspective, it operates just like a regular roundabout when there isn’t a walker or cyclist crossing.

We would like you to give your thoughts on our proposal to build a Dutch-style roundabout at Taylor’s Lane and if you think we have hit the right balance between providing safe and attractive opportunities for some people to bring more walking and cycling into their daily lives while making changes to the road layout for car drivers.

Along with making a submission on the consultation portal or in writing, there is also an online questionnaire where you can register whether you support our proposal for a Dutch style roundabout or if you think there is another upgrade which would be better overall.

## O2B: Phase 2 – Next Steps



We would love for you to share your thoughts on Phase 2 and provide comments on anything you want. It will really help the scheme if you contribute your opinions on the three specific elements we have asked you about. On the consultation portal there is a button to make a submission and there is also an online questionnaire where you can select one option over the other for each choice.

Following on from this consultation, we will review all submissions and see what you and your community think of our proposal and what you would prefer from this scheme. This will then feed into the form the project will take and we will prepare a preliminary design for the sections you are contributing to here, as well as the rest of Phase 2. This preliminary design will be brought forward for Part VIII approval (a type of planning application). That process will involve a statutory 6-week consultation where you will once again get to have your say on the scheme. Following that, councillors will vote to approve or reject the scheme. We hope to enter the Part VIII process later this year.

If Phase 2 receives Part VIII approval, we will then prepare a detailed design incorporating any additional feedback from you, your community, and elected representatives. Following that, we will procure a contractor and look to construct the scheme in 2024 and 2025.

We are confident this scheme can have a really positive impact on the local community and this part of the county and would love for you to come on this journey with us.

