

Comhairle Contae
Átha Cliath Theas

South Dublin
County Council

Non-Statutory Public Consultation

Old Bawn Road Active Travel Scheme – Southern Junctions

JUNE 2026

Project Background – Old Bawn Road Active Travel Scheme

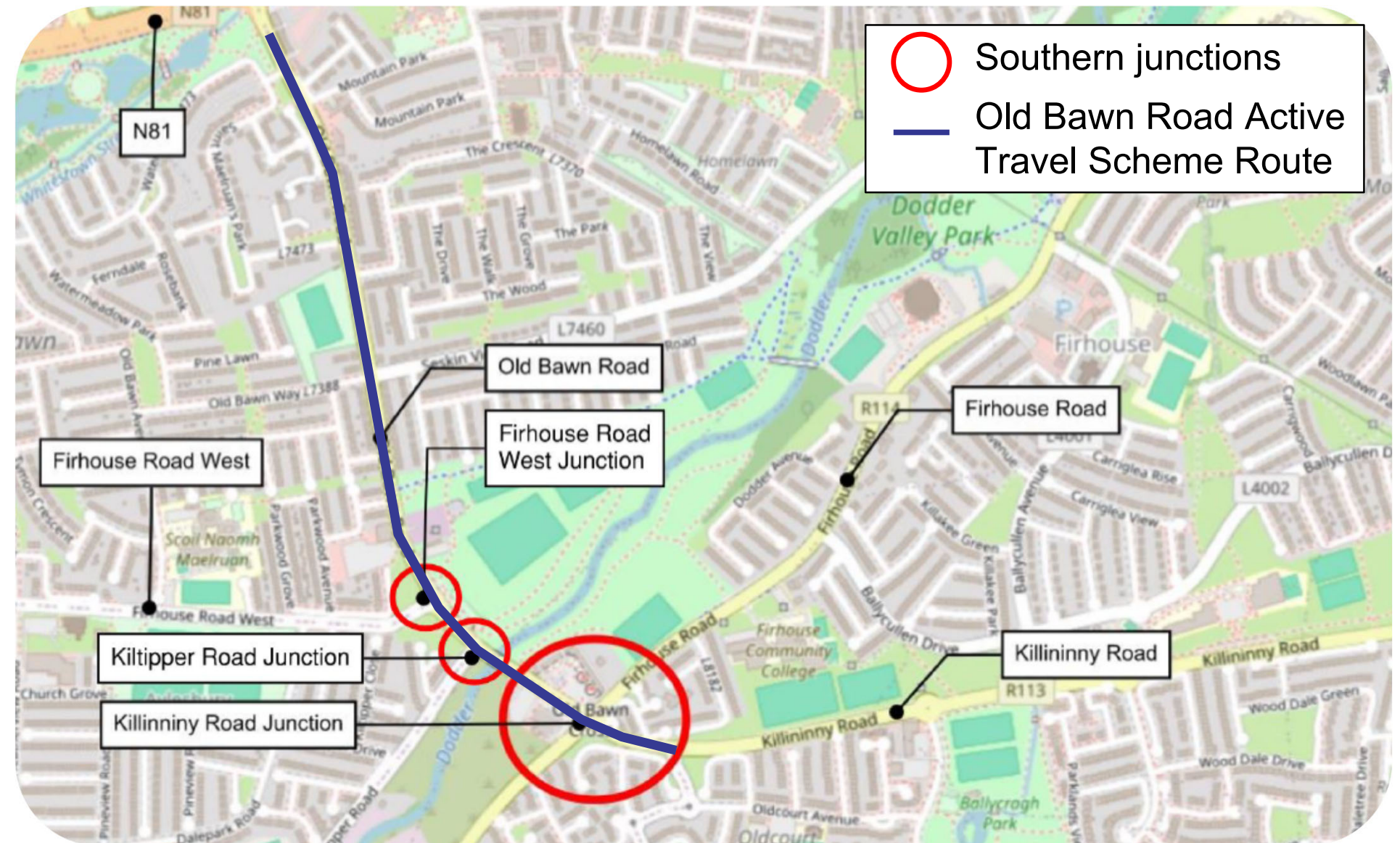
In 2012 Part VIII Planning approval for ‘Tallaght to Ballyboden Cycle Route’ was granted. This included the Old Bawn Road Active Travel Scheme funded by the NTA.

SDCC are now undertaking Non-Statutory Public Consultation for Active Travel improvements at the southern junctions on Old Bawn Road.

This non-statutory consultation includes Old Bawn Road three southern junctions only:

- Killininy Road Junction
- Kiltipper Road Junction
- Firhouse Road West Junction

This consultation will run from 24th June to 4th August.



Need for the Scheme

The scheme is part of the Active Travel corridor as adopted in Cycle South Dublin Programme.

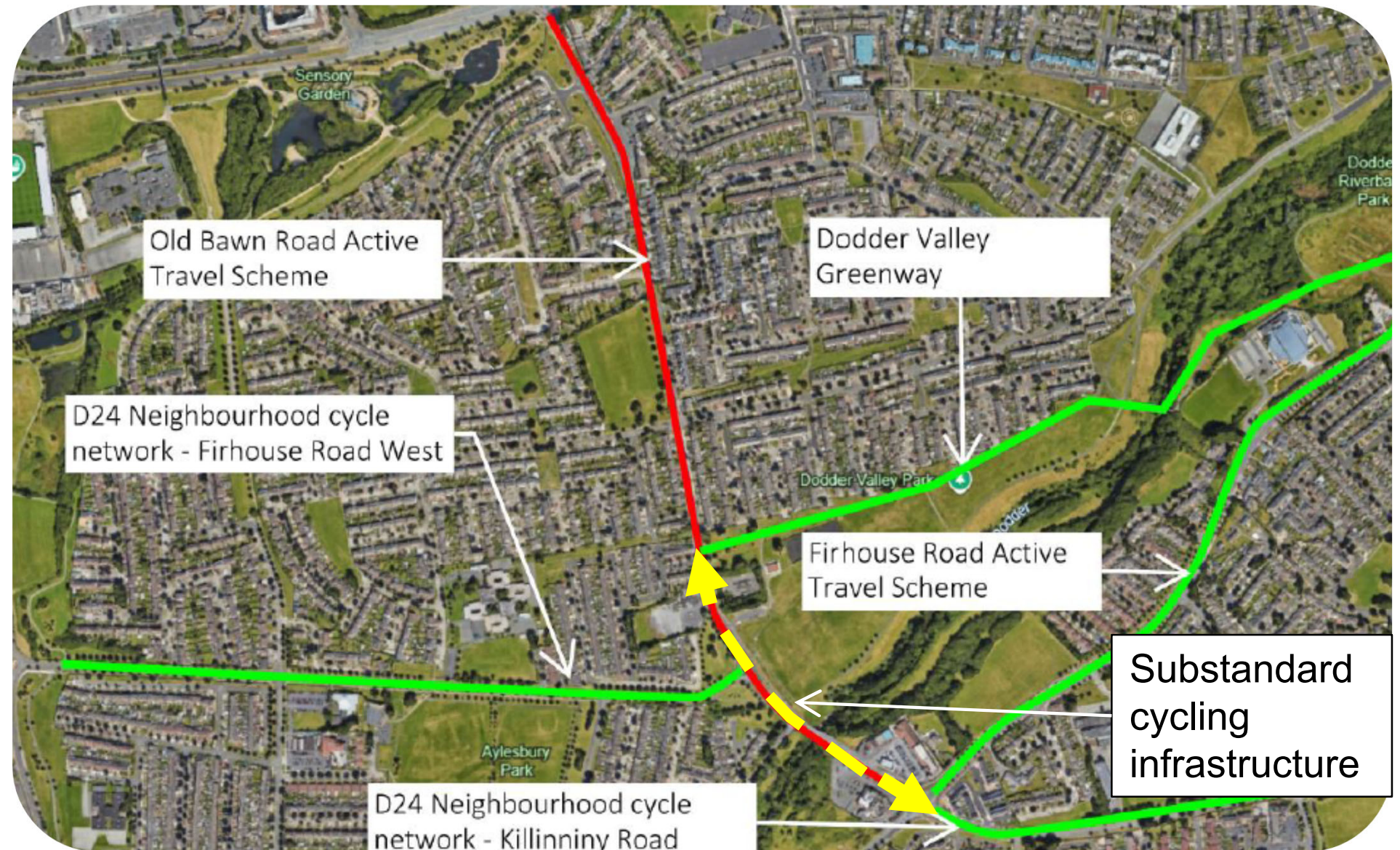
There is currently poor provision for vulnerable road users at junctions (in particular nearby schools and shopping area) and no pedestrian or cyclist crossing at Kiltipper Road junction.

The proposed reconfiguration will support modal shift required to alleviate traffic congestion, as well as the need to meet Climate Action targets

There is currently substandard pedestrian and cycle infrastructure between Dodder Valley Greenway and D24 Neighbourhood Cycle Network.

Key locations connecting adjacent schemes:

- Dodder Valley Greenway
- D24 Phase 1 - Firhouse Road West
- D24 Phase 2 - Killinniny Road
- Firhouse Road Active Travel Improvement Scheme



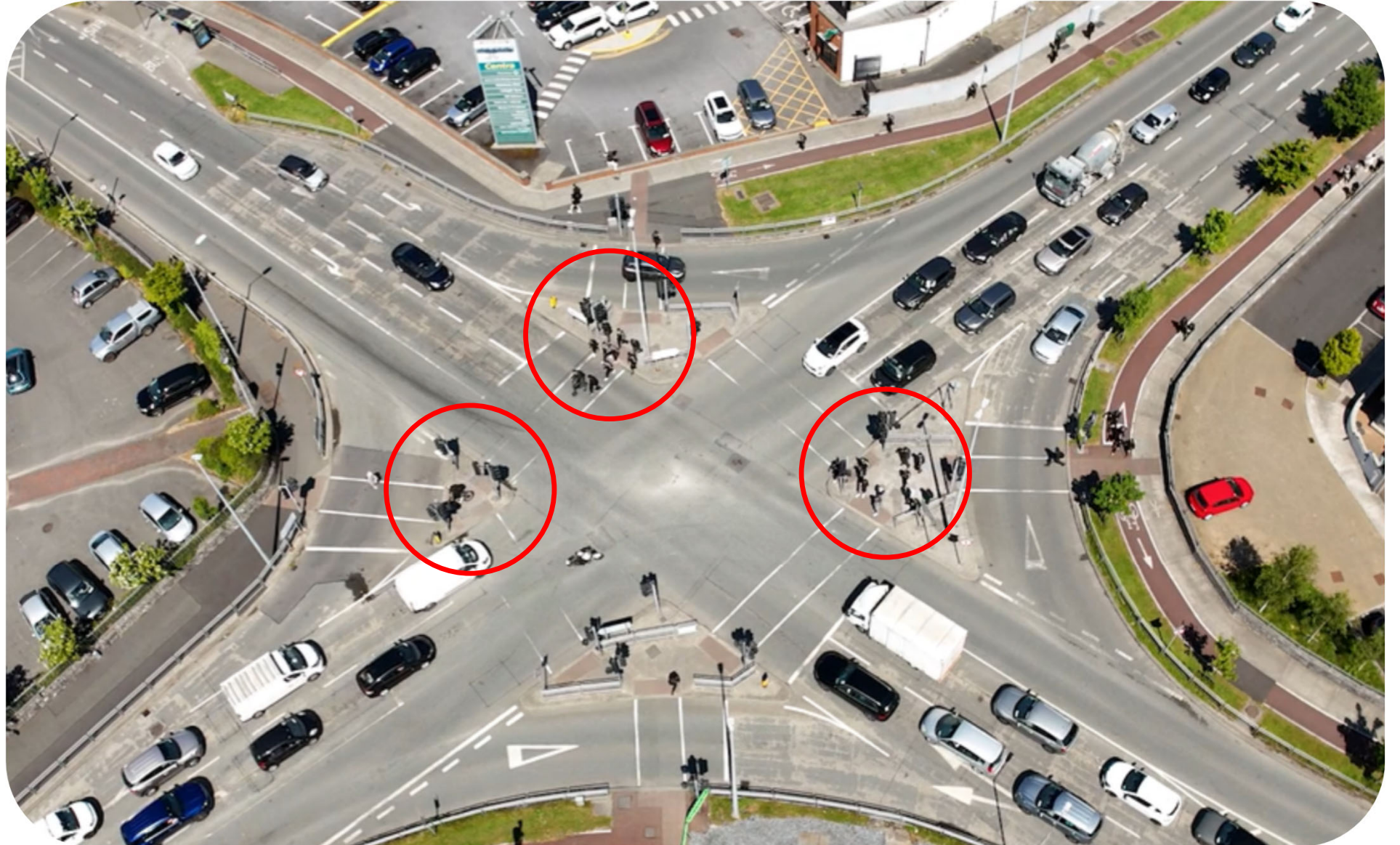
Current Situation and Observations

SDCCs Traffic Management Centre have reported pedestrian traffic islands being full with students standing on the road without refuge.

- > 6,400 pedestrians and cyclists counted on footpaths and cycle lanes over 24 hours (May 2025)

Surveys identified safety issues for vulnerable road users, particularly students from Firhouse Community College. The key safety issues include:

- capacity of traffic islands
- pedestrians and car conflicts, particularly at slip lanes

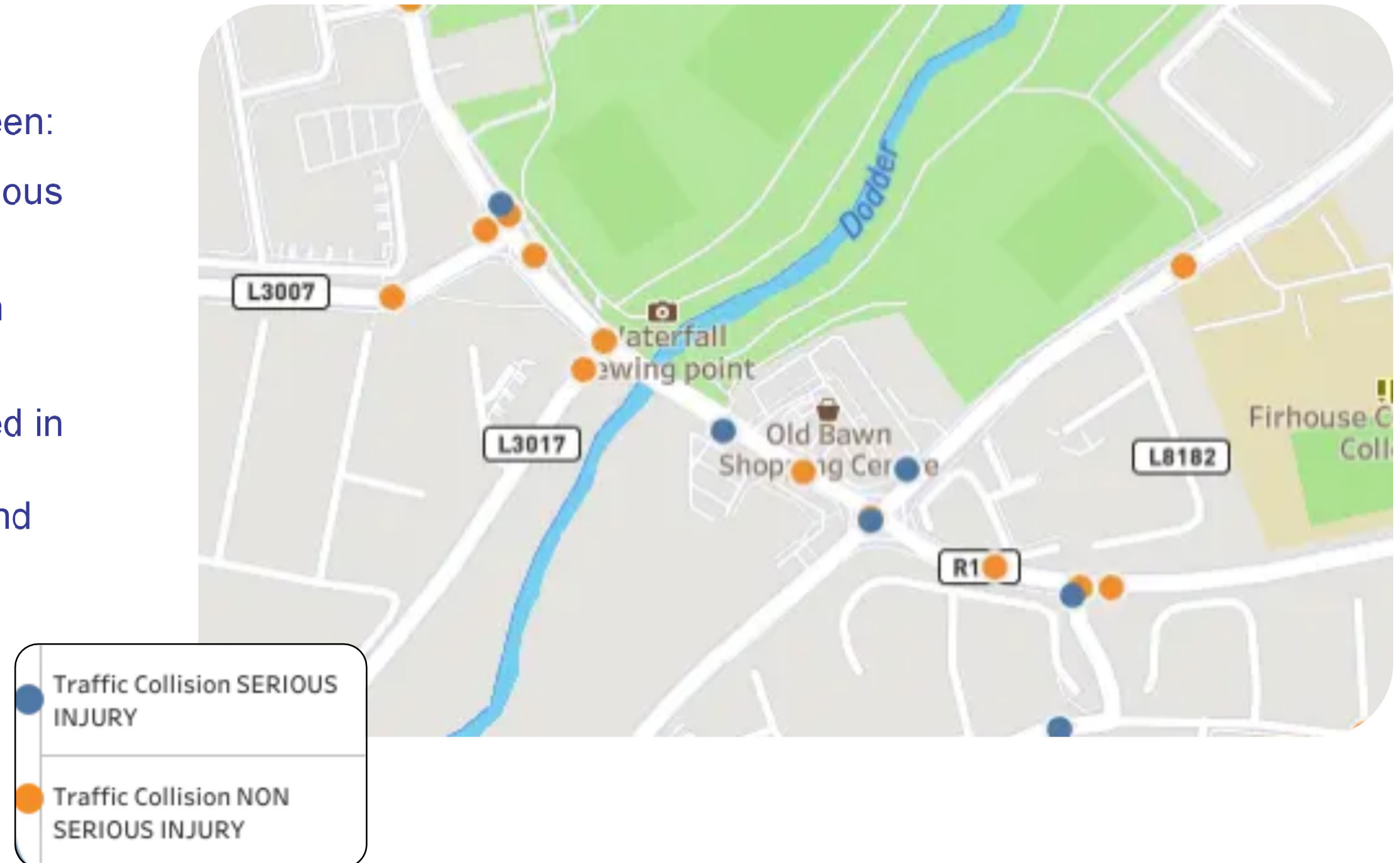


RSA Collision Data 2016 - 2023

From 2016 – 2023, between Firhouse Road West and Oldcourt Road there have been:

- 4 traffic collisions with serious injuries
- 8 traffic collisions with non serious injuries

These collisions have resulted in injuries distributed across all modes i.e. drivers, cyclists and pedestrians.



Criteria Analysis and Preferred Junction Options

Options were assessed for the three southern junctions on Old Bawn Road using Multi Criteria Analysis.

A total of 19 junction options were considered and the preferred options for the three junctions are:

- **Firhouse Road West:** *Protected T-Junction with full signal control*
- **Kiltipper Road:** *Protected T-Junction with full signal control*
- **Killinniny Road:** *Protected junction with three traffic lane approach on Old Bawn and Firhouse Road and two-lane approach on Killinniny Road and Bohernabreena Road*

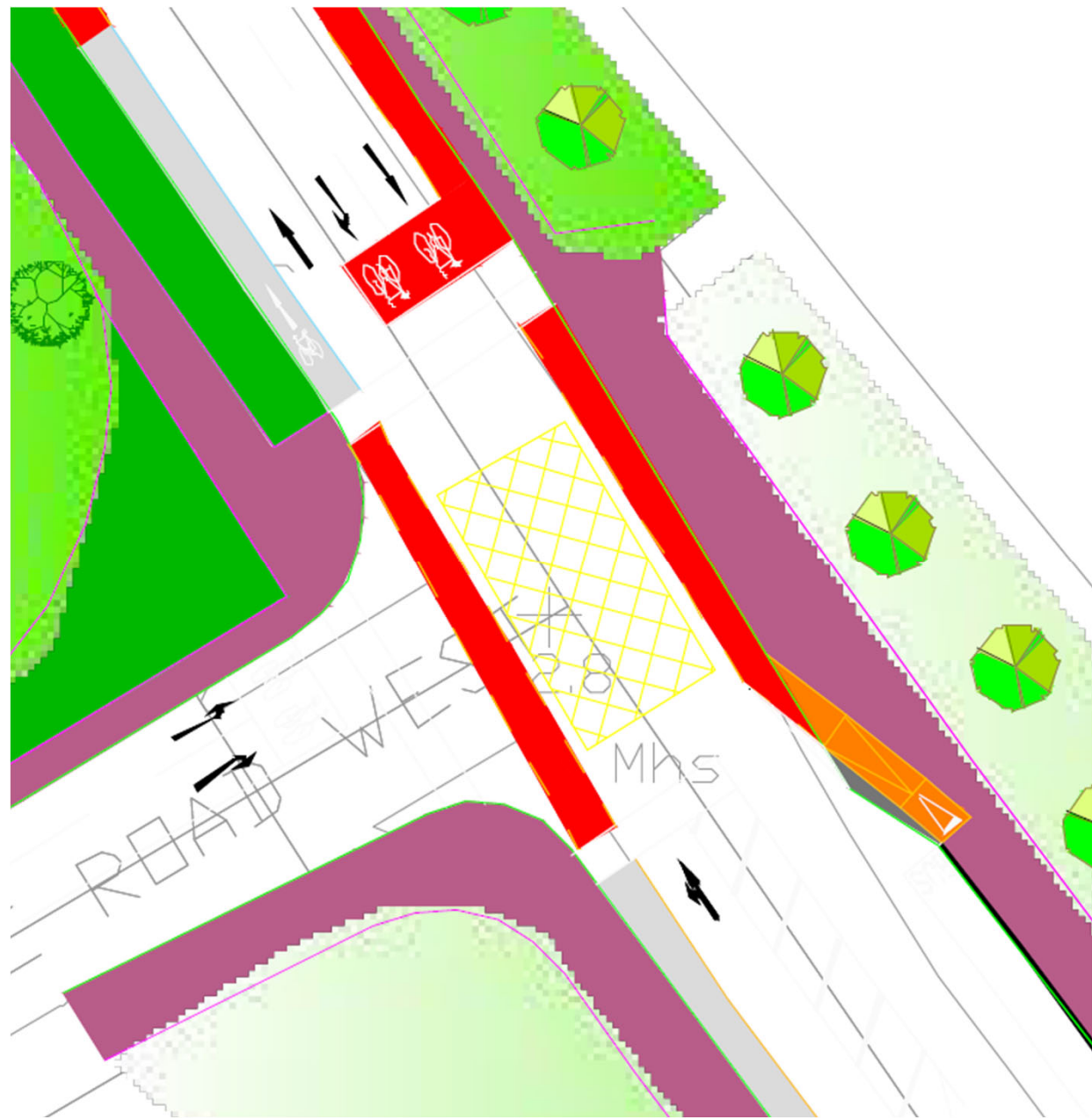
Firhouse Road West - Protected T-Junction with full signal control

- The preferred option for Firhouse Road West Junction is an upgrade to a full signal controlled protected junction, as detailed in the Cycle Design Manual, Detail TL504.
- Separate crossing facilities will be provided for pedestrians and cyclists. The cycle tracks are set back a minimum of 2.0m from the road and pedestrians cross the cycle track with priority on raised zebra crossings and proceed to pedestrian landing area.
- In this option all slip lanes will be removed, as they present a significant safety risk for vulnerable road users. However, the number of traffic approach lanes will remain the same.

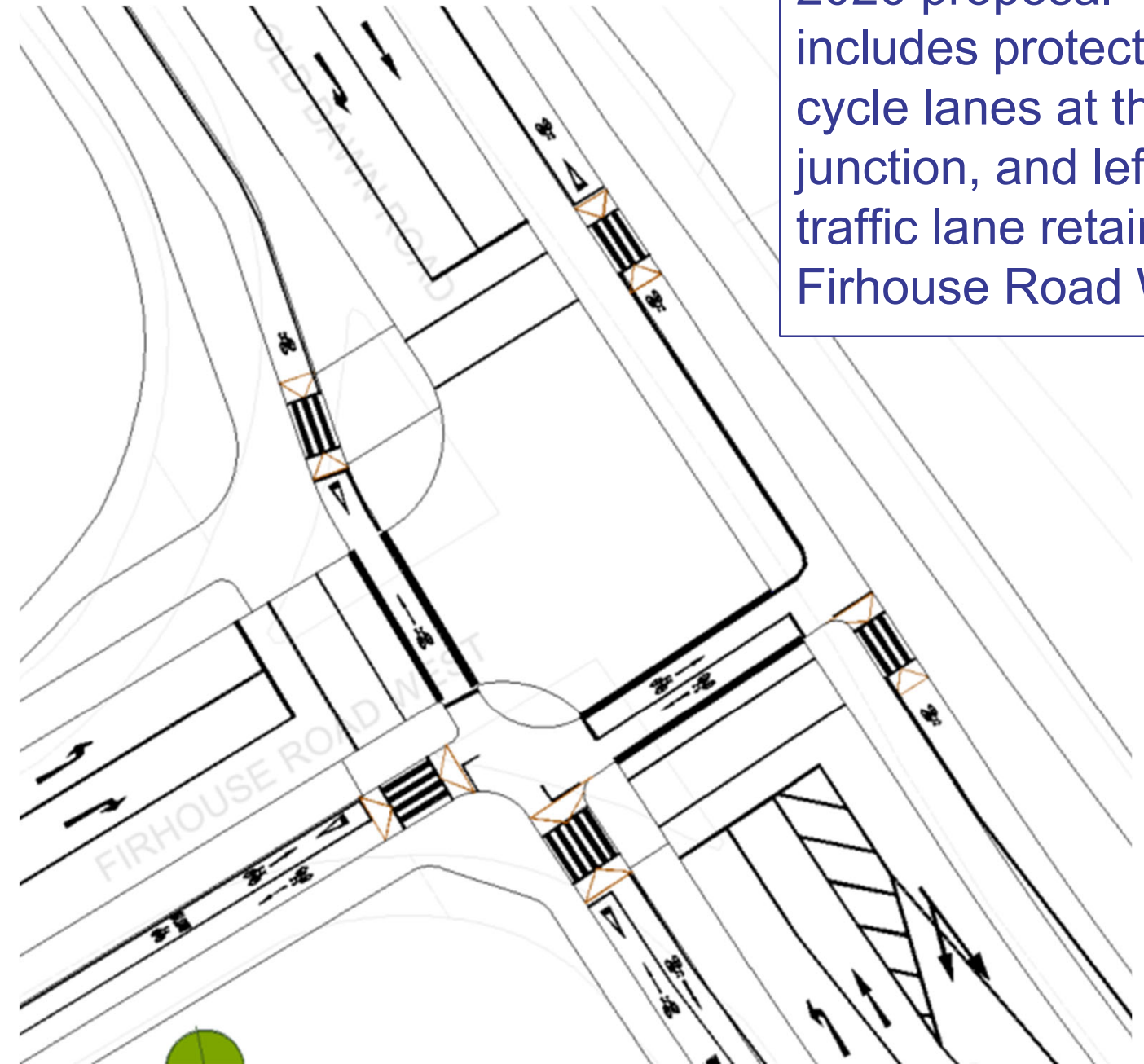


Existing

Firhouse Road West Junction Proposals



Original 2012 Part 8 Proposal



2026 Proposal

2026 proposal includes protected cycle lanes at the junction, and left turn traffic lane retained to Firhouse Road West.

Kiltipper Road - Protected T-Junction with full signal control

- The preferred option for Kiltipper Road Junction is to upgrade to a full signal controlled protected junction, as detailed in the Cycle Design Manual, Detail TL505.
- Separate crossing facilities will be provided for pedestrians and cyclists. Pedestrians and cyclists may cross in the same stage, with all red to traffic, however cyclists will need to give way to pedestrians.

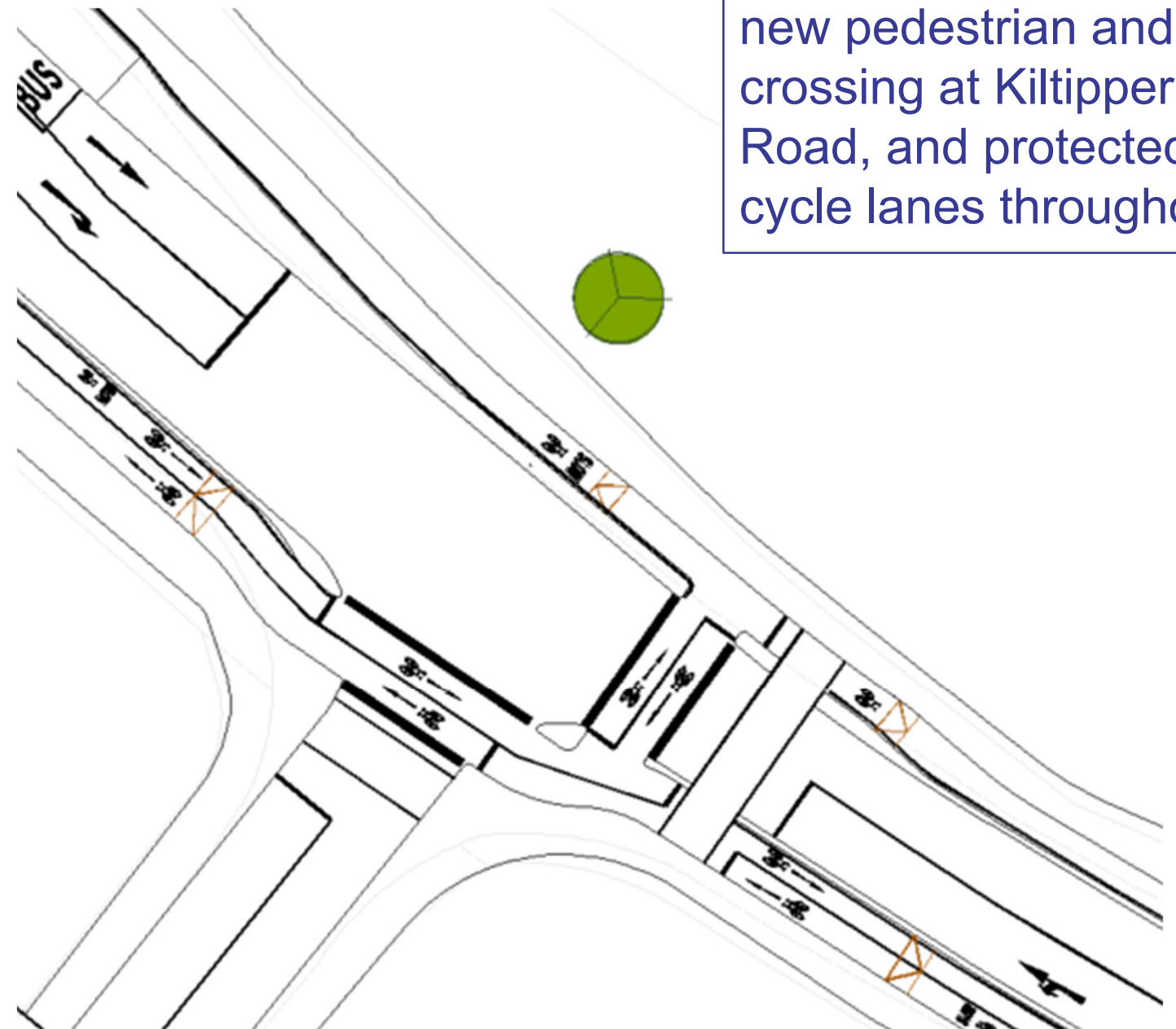


Existing

Kiltipper Road Junction Proposals



Original 2012 Part 8 Proposal



2026 proposal includes new pedestrian and cycle crossing at Kiltipper Road, and protected cycle lanes throughout.

2026 Proposal

Killinniny Road – Protected Junction Option

- Three-lane approach on Old Bawn Road and Firhouse Road retained.
- Two lane approach on Killinniny Road and Bohernabreena Road retained.
- Slip lanes removed as they present a significant safety risk for vulnerable road users.
- The revised junction proposals will provide segregated and safe crossing facilities for pedestrians and cyclists.
- Creates a high quality link between Active Travel Schemes on Firhouse Road and Killinniny Road
- Retains the same number of traffic lanes on the approaches to the junction.



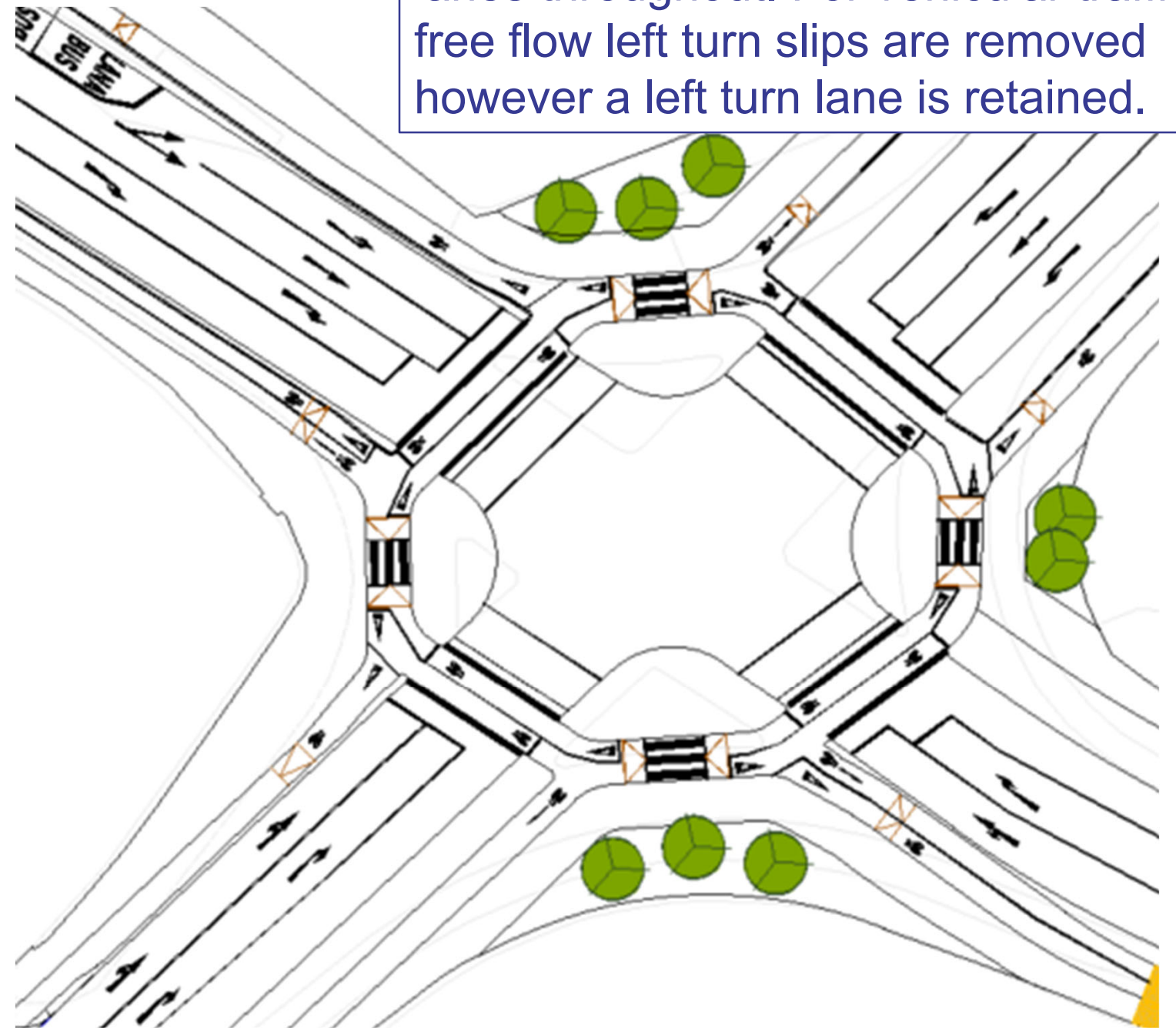
Existing

Killinniny Road Junction Proposals

2026 proposal includes protected cycle lanes throughout. For vehicular traffic free flow left turn slips are removed however a left turn lane is retained.



Original 2012 Part 8 Proposal



2026 Proposal

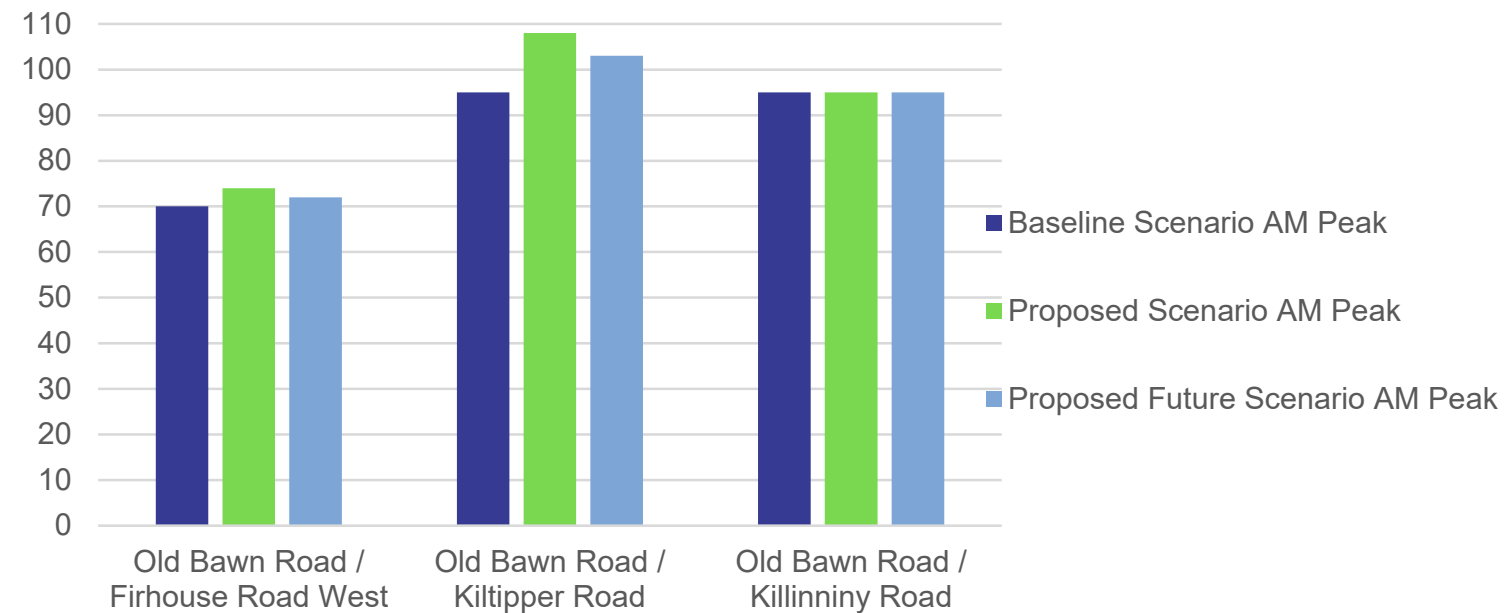
Traffic Modelling

Traffic modelling was carried out for the three preferred junctions combined. The modelling results indicate that the proposed junction modifications do not result in any significant dis-improvement in traffic operations.

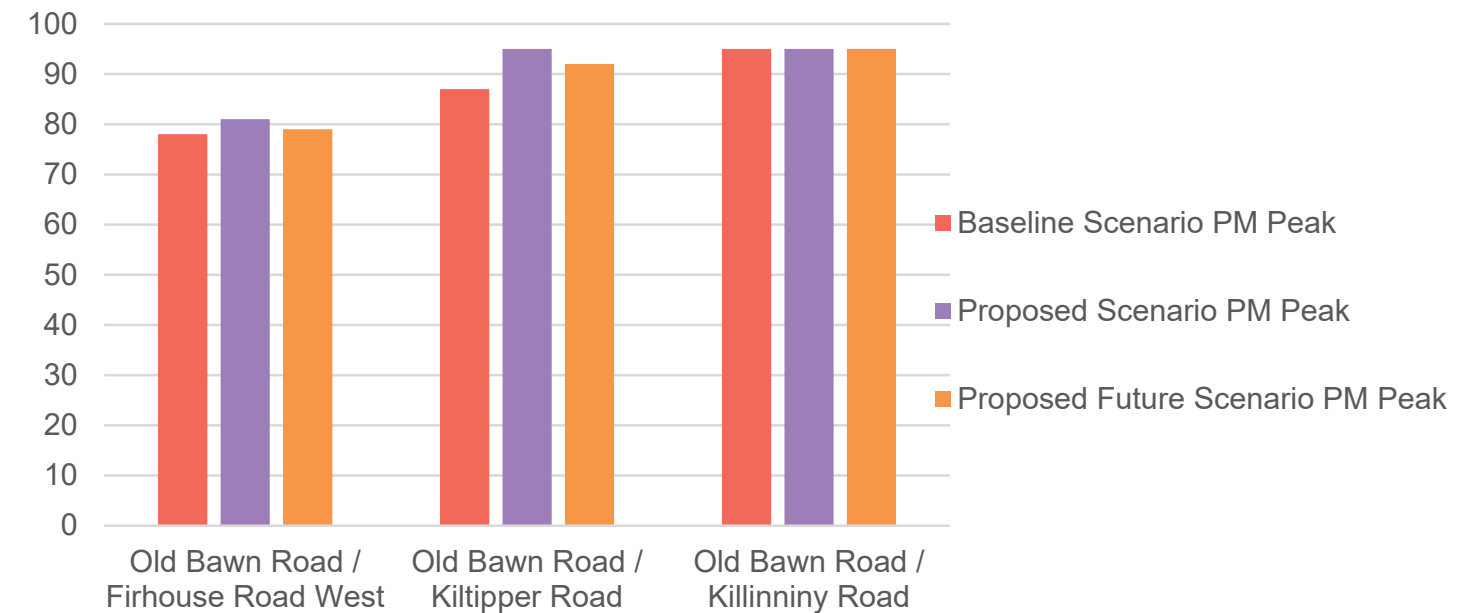
Across all three junctions:

- The Degree of Saturation (DoS) values remain within comparable ranges between the Baseline and Proposed scenarios.
- Proposed Future Scenario includes 5% reduction in traffic, representing modal shift
- While some individual approaches show localised increases in DoS, these changes are generally minor (typically within ~ 5-10%) and do not significantly affect junction performance.
- The Level of Service (LoS) is largely maintained, with most movements continuing to operate within the same performance band.

Degree of Saturation (%) AM Peak



Degree of Saturation (%) PM Peak

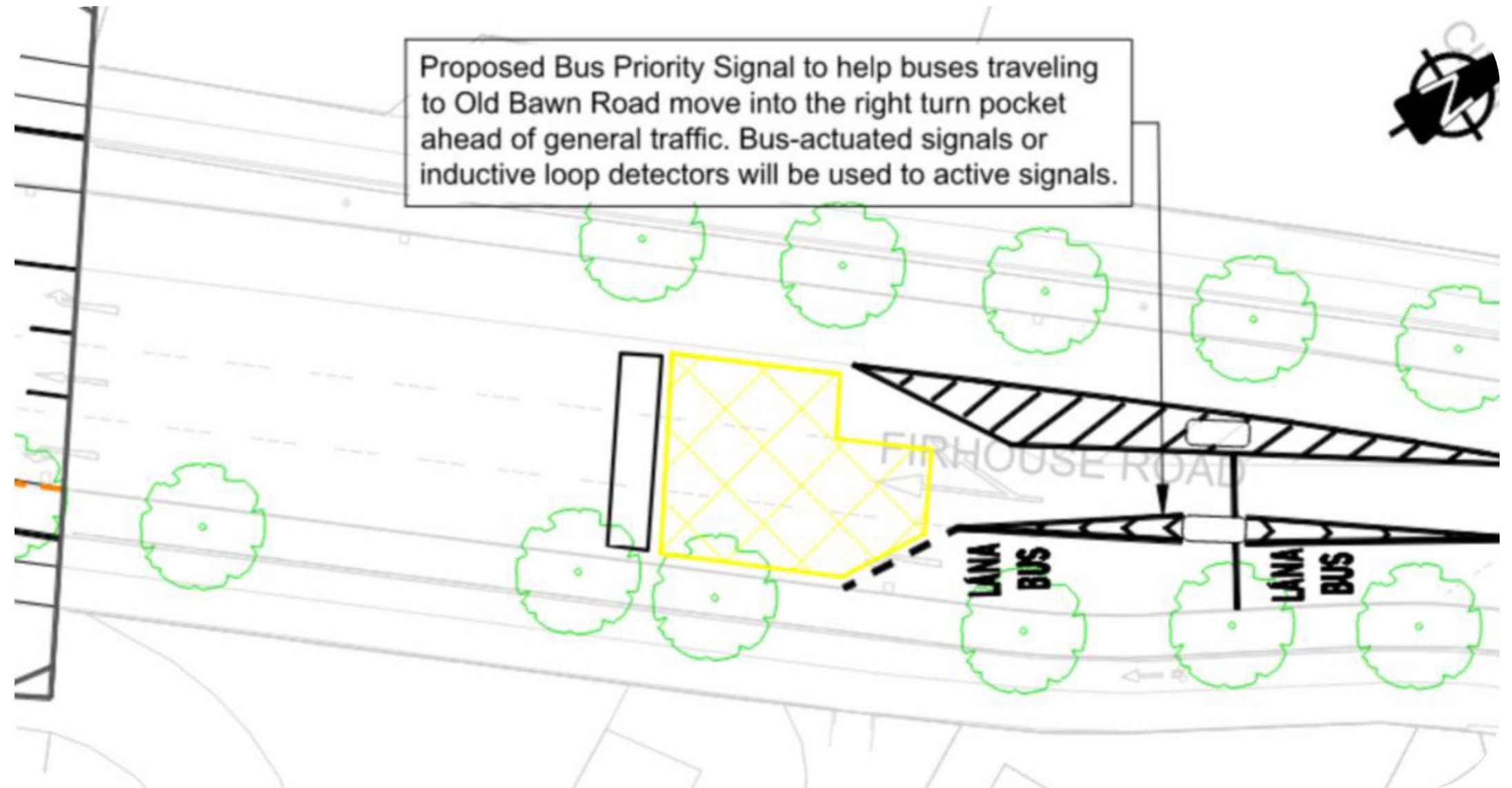


The Degree of Saturation (DoS) of a junction measures how much traffic demand is being met by its available capacity. It is defined as the ratio of traffic demand to available capacity.

Proposed Bus Gate on Firhouse Road Approach

Bus gate signals have also been proposed on the Firhouse Road approach to Old Bawn Road. This would allow buses to move into the right turn pocket ahead of general traffic.

It would operate on an actuated basis and give priority to bus movements when buses are present in the lane.



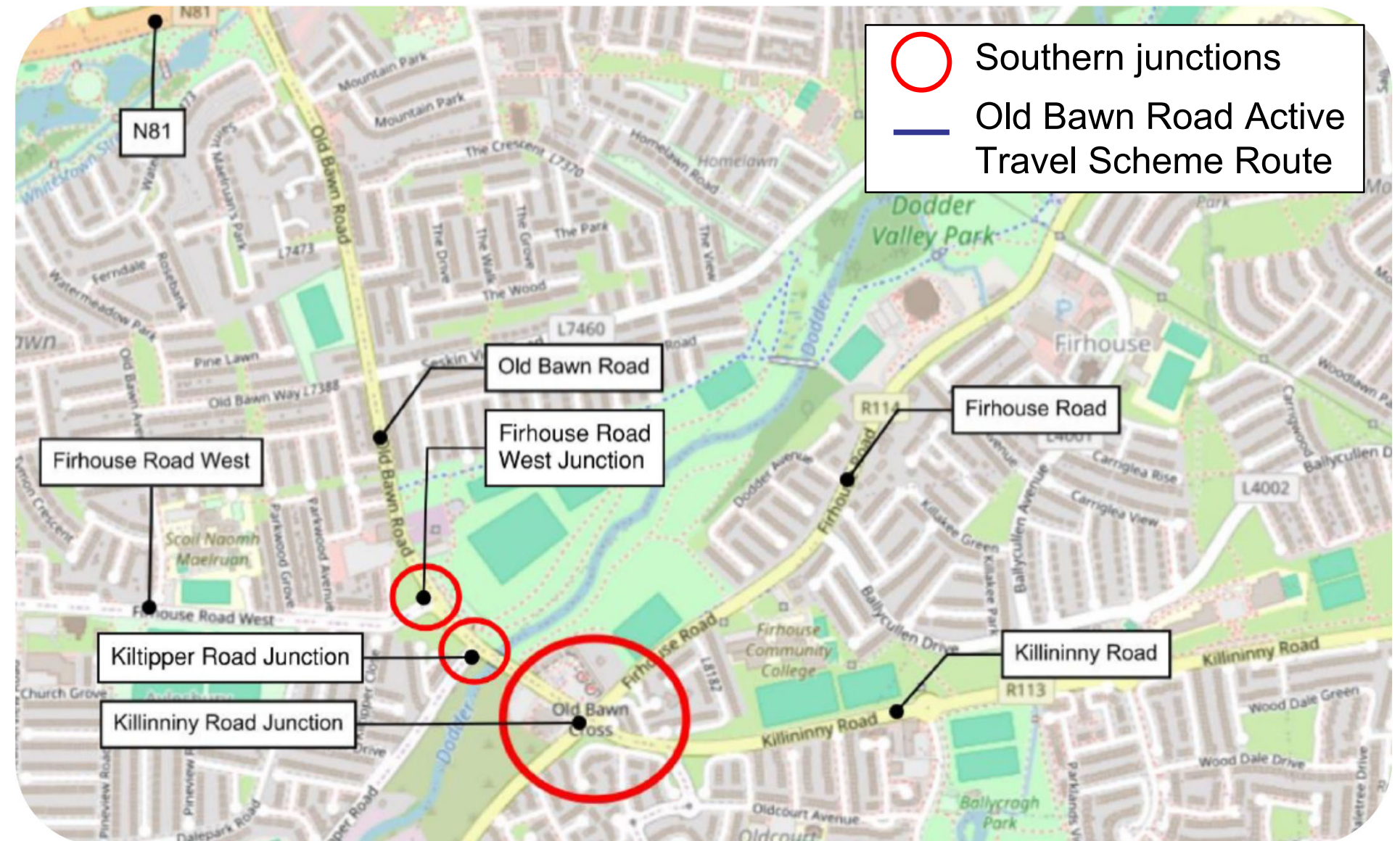
Next Steps

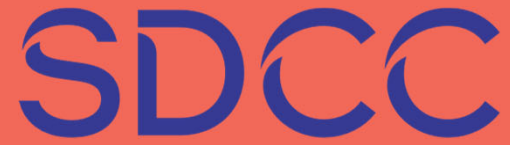
Non-statutory public consultation of Old Bawn Road three southern junctions will run from 24th June to 4th August.

[Non-Statutory Public Consultation - Old Bawn Road Active Travel Scheme – Southern Junctions | South Dublin County Council's Online Consultation Portal](#)

Submissions will be reviewed and incorporated in the preliminary design where appropriate.

A Public Consultation for the full Old Bawn Road Active Travel Scheme will be held at a future date prior to the scheme delivery.





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Thank you

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