

# Old Bawn to Ballyboden Active Travel Scheme

## Phase 1 – Informal Public Consultation

What, Why, Where, When, and How

# Old Bawn to Ballyboden – Phase 1: Public Consultation

South Dublin County Council (SDCC) are running an informal public consultation on a proposed active travel scheme called the Old Bawn to Ballyboden Active Travel Scheme. The public consultation will run for four weeks and relates to Phase 1 of the scheme.

The Council are asking the public to give feedback on the emerging design for Phase 1 to get their views and suggestions for potential changes, improvements, or voice the opinion on the proposals. The Council will review all submissions and incorporate suggestions into the design where possible.



# 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 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 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 1

You can see from the examples above that different road types will require different solutions and different levels of effort in order to provide active travel solutions that will work for everybody. This also impacts the amount of time it takes to develop the best design for each different element. Lighter touch improvements can be planned and built quickly, while large works and junction upgrades can take much longer and can go through several design rounds.

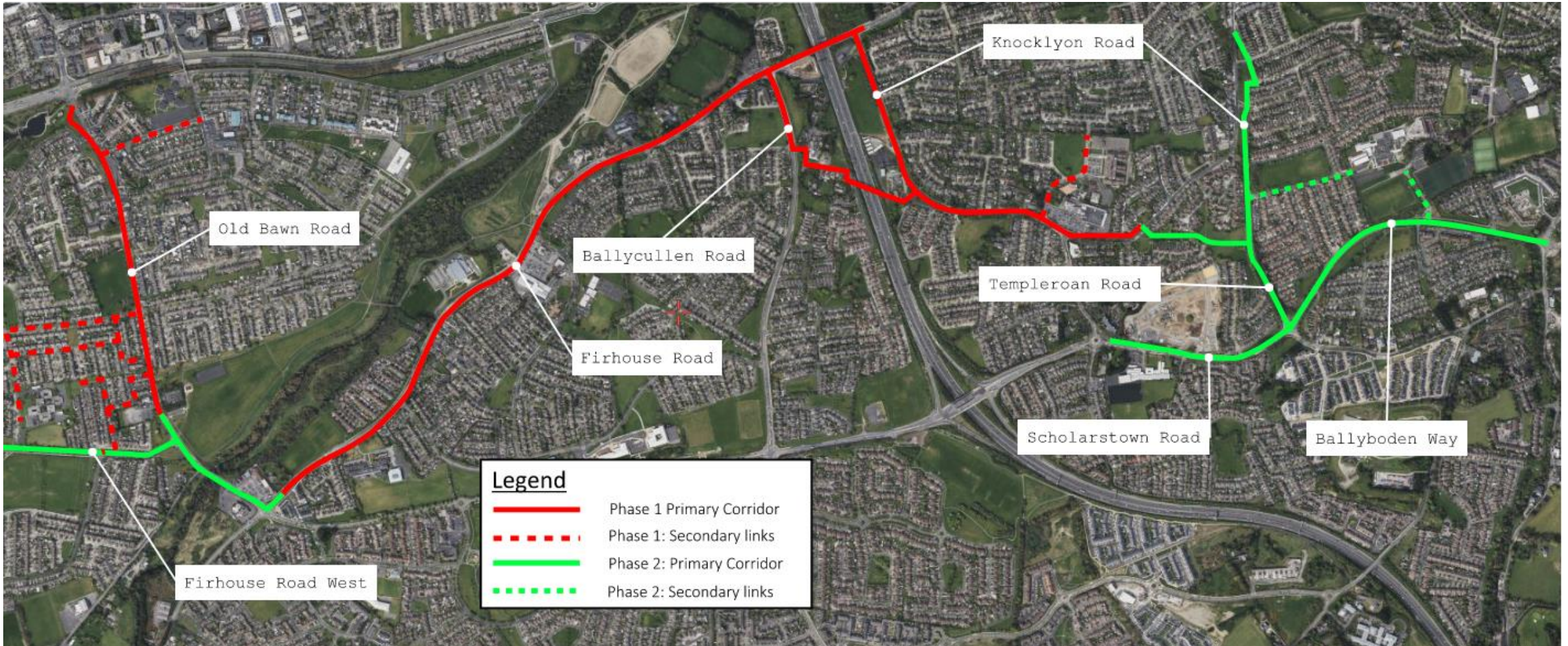
Looking at the entirety of the O2B scheme, we felt we could identify sections that were, relatively, more straightforward and could be made “shovel-ready” quicker than those sections that will need extensive design and traffic modelling work. As a result, we have combined sections which can be delivered sooner into what we are calling “Phase 1”.

Phase 1 of O2B will improve the streetscape of Old Bawn Road and Knocklyon Road as well as making local changes on Firhouse Road to remove weak points. These roads will form the main route of Phase 1 but we have also included secondary links as part of the phase. Tying into the main route we will provide the following links:

- Mountain Park to St. Dominic’s National School
- Old Bawn Avenue, Old Bawn Park, Old Bawn Terrace, Parkwood Road, Parkwood Avenue, and Parkwood Grove to Scoil Maelruain Junior and Senior National Schools
- Idrone Avenue to St. Colmcille's Junior and Senior National Schools
- A new path linking Woodlawn Park Grove to Scoil Treasa
- A connection from the Dodder Greenway to Scoil Carmel Junior National Schools

Not only will we provide links between the main route and neighbourhoods and schools, we also plan to carry out “school zone” improvements right outside the schools on our secondary links and also at the schools that are on the main route itself, including Firhouse Community College and Gaelscoil Chnoc Liamhna.

# O2B: Phase 1

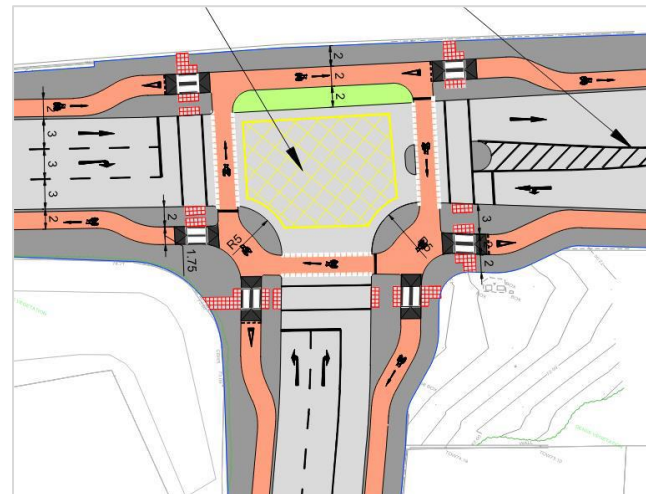
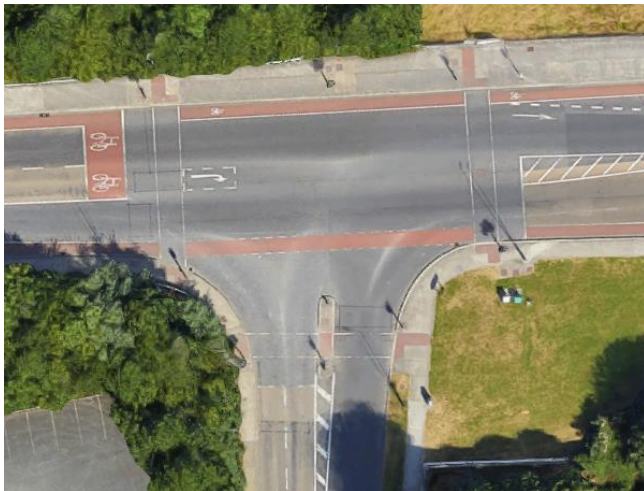


# O2B: Phase 1

Where we can, we will provide a footpath and a cycle track on both sides of the road. To let people know where they should be depending on how they are travelling, we will build the footpath to be slightly higher than, and in a different material to, the cycle track. The cycle track will, in turn, be higher than the road beside it. The image to the side shows an example of a footpath, cycle track, and road next to each other, each with its own separate space.

Where we have the room, we also look to include a space between the footpath, cycle track, and road. This can increase peoples sense of safety and can make for a more enjoyable user experience.

Where we can, we aim to protect all the trees on the route. We will also add new trees and landscaping where there are opportunities.



When we get to junctions and side roads, we look to keep walkers, cyclists, and drivers separate. This is important as junctions and side roads are usually the places where incidents happen.

The image to the far left shows the current Firhouse Road/Knocklyon Road junction. Beside it is a drawing of what we are proposing to do. You can see that walkers, cyclists, and drivers all have a dedicated space to pass through the junction. You might also note that we have maintained the existing number of traffic lanes even though we have made extra space for walking, wheeling, and cycling.

We have taken efforts to ensure that larger vehicles like emergency vehicles and lorries can turn into and out of all junctions and side roads.

## O2B: Phase 1 – Visualisations



Old Bawn Road: Existing

# O2B: Phase 1 – Visualisations



Old Bawn Road: Proposed

# O2B: Phase 1 – Visualisations



Firhouse Road: Existing

# O2B: Phase 1 – Visualisations



Firhouse Road: Proposed



# O2B: Phase 1 – Visualisations



Knocklyon Road: Existing

# O2B: Phase 1 – Visualisations



Knocklyon Road: Proposed

## O2B: Phase 1 – Delivery

Phase 1 of O2B will be delivered under powers afforded to the Council under Section 38 of the [Road Traffic Act](#), 1994 (as amended). The Council, may, in the interest of the safety and convenience of road users, provide traffic calming measures such as footpath and cycle track improvements as it considers desirable in respect of public roads in their charge.

This type of work does not require a formal planning application to be prepared and determined by the Council and no formal decision of the Councillors is required.

More information on the timescales can be found overleaf.



# O2B: Phase 1 – Next Steps



The next steps and estimated timelines for the delivery of Phase 1 of O2B are as follows:

- Apr – May 2023: 4-week informal public consultation
- May – Dec 2023: Detailed design, and procuring a contractor incorporating feedback from the elected representatives, the public, and stakeholders
- Jan 2024: Construction starts
- Dec 2024: Construction ends

## O2B: Phase 1 – The Bigger Picture

As Phase 1 progresses, design work relating to Phase 2 will be advanced. It is likely that the remainder of the scheme will progress in two additional phases:

- Phase 2, at the eastern end of the scheme, including Dargle Wood Park and Templeroan Road and from the western end of Scholarstown Road to Taylor's Lane roundabout
- Phase 3, at the southwest of the scheme, covering the junctions on Old Bawn Road with, Firhouse Road West, Kiltipper Road, and Killinniny Road/Firhouse Road/Bohernabreena, as well as the eastern end of Firhouse Road West.

Both of these phases will be advanced under the Part VIII process which will include statutory public consultation. In order to work with elected representatives, the public, and stakeholders, in advance of the statutory consultation period, the council may run informal information periods to get wider community input at an early stage.

The exact timelines for the progression of Phases 2 & 3 are still to be developed.

