

Cycle South Dublin

A Programme of Work

Chief Executive Report on the outcome of public consultation

06 April 2021

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Introduction

Purpose of the Report

Cycle South Dublin is an ambitious programme of work that reflects the increasing importance of making cycling a realistic and integral part of how people move around the County. It proposes a set of 63 projects that would deliver nearly 265km of new and improved cycle lanes over the next eight years.

The draft programme has been prepared against the backdrop of the Council's commitments to Sustainable Travel; Climate Change; Building Stronger Local Economies and Improving Personal Health and Wellbeing.

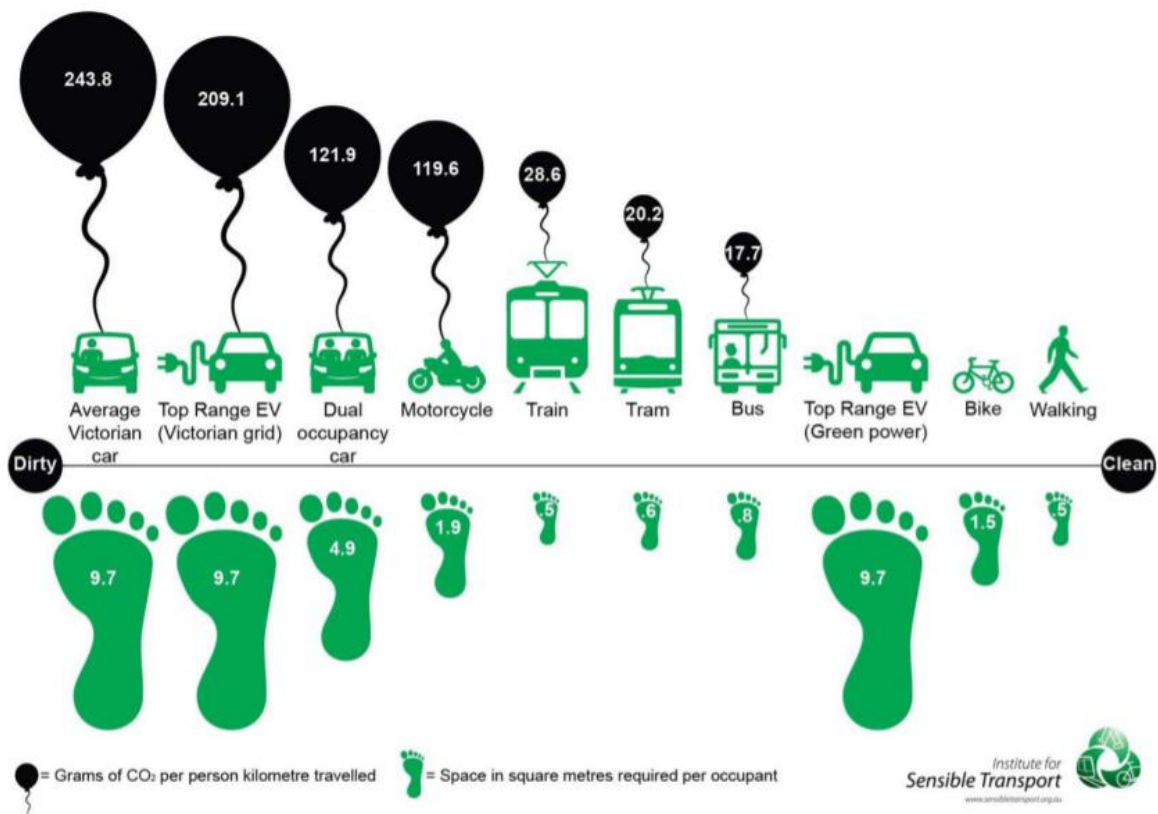


Image 1: Relationship between carbon emissions and mode of travel

This Chief Executive's Report summarises and details the outcome of a public consultation on the draft Cycle South Dublin Programme and contains the following:

- summarises the issues raised by the persons or bodies in the submissions or observations; and
- gives the response and recommendation of the Chief Executive to the issues raised.

This Chief Executive's Report on the Cycle South Dublin Strategy Public Consultation is hereby submitted to the members of South Dublin County Council for consideration.

Background

This Cycle South Dublin Programme sets the Council's vision for making South Dublin County one of Ireland's most cycle friendly counties by:

- Providing a comprehensive and connected cycle network
- Making cycling a more achievable mode of transport for all adults and children
- Improving the cycling identity of the County.

The draft programme identifies four cycle priorities:

- Existing: on-going upgrades to the existing network
- Now: projects to be progressed within the next two years
- Soon: projects to be progressed within the next five years
- Later: project to be progressed within the next eight years

Public Consultation

The Council undertook public consultation from Tuesday 17th November to Friday 18th December 2020. In conjunction with the submissions to be made on the Consultation Portal, a Survey was also opened. The survey was tailored to hear views on the Cycle South Dublin Programme and suggestions on priorities. A total of 437 valid submissions to the public consultation were received.

Details of the Public Consultation Process

Objectives of the Public Consultation Process

The objectives of South Dublin County Councils draft Cycle South Dublin Programme public consultation process were as follows:

- Increase awareness of the Cycle South Dublin Programme for the general public, various stakeholders, prescribed bodies and SDCC staff
- Provide opportunities for more creative and dynamic engagement with a variety of interested parties, including younger citizens, older citizens and locally based community and business groups
- Increase the number, variety and quality of submission received
- To align with South Dublin County Council External and Internal Communication Strategy objectives
- To align with the public consultation objectives of the other Dublin Local Authorities

Outline of the Public Consultation Process

The survey was structured and sought the following profile information:

- How would you describe your gender
- What age range are you in
- Please identify the capacity you are completing this survey
- Where in South County Dublin do you live
- Are you:
 - Local resident
 - Local business
 - Local parent
 - Commuter cyclist
 - Leisure cyclist
 - Commuter driver
 - User of local public transport
 - Local worker
 - Local shopper
 - Local school student
 - Local Third Level student
 - Other
- Do you cycle often
- Do you walk often

The following questions were then asked and the comments provided were categorised. Subsequent analysis of the categories displayed a total of 1556 specific comments.

- Do you support the installation of new safe cycling routes in the County?
- Would you consider cycling more often once the proposed routes within the CySD programme are in place?
- Do you want to make a comment on 'CySD Cycle South Dublin - A Programme of Work'
- Would you like to add any further information on the proposed new safe cycling routes?

Public Information Events

Due to Covid 19, public information events could only be held online. South Dublin County Council hosted a webinar on the 25th November 2020. The event was hosted by Jennifer McGrath (Senior Executive Engineer, SDCC) and included presentations from Mick Mulhern (Director of Services, SDCC), Finola O'Driscoll (Senior Project Manager, NTA), Ally Menary (Road Safety Officer, SDCC), Kevin Baker (Chairperson of Dublin Cycling Campaign) and Ronan Carroll (Project Manager, SDCC). Unfortunately, due to technical issues no external participants could access the webinar. 79 SDCC staff were participants in the first Webinar. The presentations were uploaded to the Consultation Portal to allow participants who could not attend to review and notification that another attempt would be made to host a webinar. The biographies of the speakers are contained in Appendix A and the link to the presentation is contained: https://www.youtube.com/watch?v=O_xl-6-0OSY

A second webinar was scheduled for 8th December and again was hosted by Jennifer McGrath. This webinar had 191 participants. The second webinar had presentations from Jennifer McGrath and Mick Mulhern only. It also included a panel who were available to answers questions. The panel included Ally Menary, Finola O’Driscoll, Ronan Carroll and Kevin Baker. The participants were encouraged to type their questions into the chat box in the webinar link. The questions were then answered by the panel live on the webinar. The link to the presentation on the 8th is as follows: <https://www.sdcc.ie/en/services/our-council/live-events/>

Analysis of Consultation submission

Analysis of the submissions from the Portal, Survey and directly revealed:

Participants

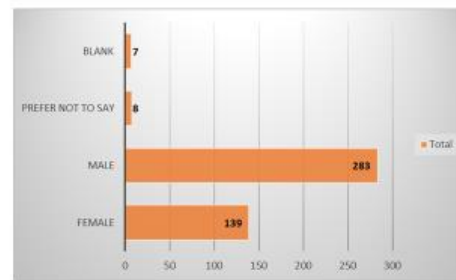
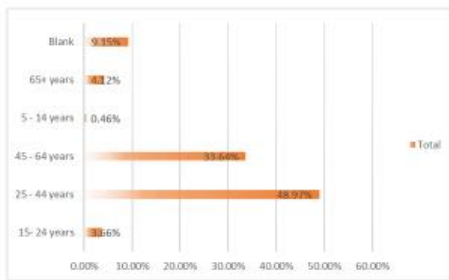
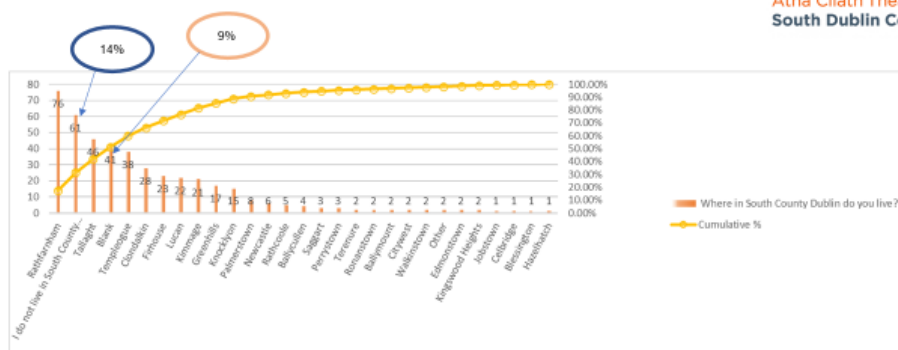


Image 2: Age Profile of respondents

Image 3: Gender of respondents

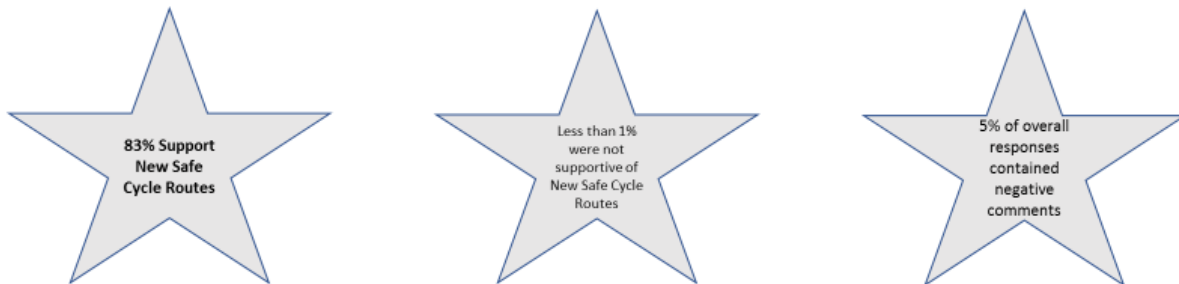
Participants



- 14% do not live in SDCC area
- 9% did not specify a location
- 48% of the remaining respondents from only 5 areas
 - Rathfarnham
 - Tallaght
 - Templeogue
 - Clondalkin
 - Firhouse

Image 4: Location of respondents

CySD Response Feelings



Details of Submissions

Introduction

A total of 437 valid submissions were received, the breakdown of submissions are as follows:

Online Portal Submissions	31
Survey	401
Email submissions	5

Table 1: Number of Submissions and Source

All submissions were read, analysed and summarised. The categorisation and summary of submission comments raised, together with the Chief Executive’s response and recommendations are contained below.

Summary of Issues Raised in Submissions

There were 437 submissions and which broadly fall into the following 10 key categories:

Better Safety and Design	Concerns	Enforcement	Funding and Delivery	Measures to Support Cycle Network
Permeability	Priority to Active Travellers	Promotion and Consultation	Route Suggestion	Traffic Management Suggestions

Table 2: Submission categories

In total, after assessing each of the submissions a total of 1,556 different comments had been raised during the consultation. These comments have been assigned into 10 different categories and 30 different subcategories as set out below.

Category	Sub Category
Better Safety and Design	Best Practice Cycle Route
	Better Safety
	Maintenance of Existing Routes
	Segregated Routes
Concerns	Concerns
	Bicycle Road Rules
Enforcement	Vehicles Parked on Cycle Track/Onstreet parking
	Be Quick
Funding and Delivery	Funding Support & Statutory Approval
	Buses and Bus Connects
	Design for All Ages
Measures to Support Cycle Networks	Environmental
	Healthier Lifestyle
	Improve Local Amenities/Facilities
	Kissing Gates
	Cycling for All
	Bike Stands
	General Support
	Connect Routes
	Permeability
	Priority to Active Travellers
Promotion and Consultation	Currently Car Centric
	Priority to Active Travellers
Route Suggestion	Access to Schools
	Cycle Programme Promotion
	Engagement With Members of the Public
	3D Design
Traffic Mgt Suggestions	Area Suggestion
	District Suggestions
	Route Suggestion
	Traffic Mgt Suggestions

Table 3: Submission categories and sub-categories

The following images give an overview of the most frequently raised comments.

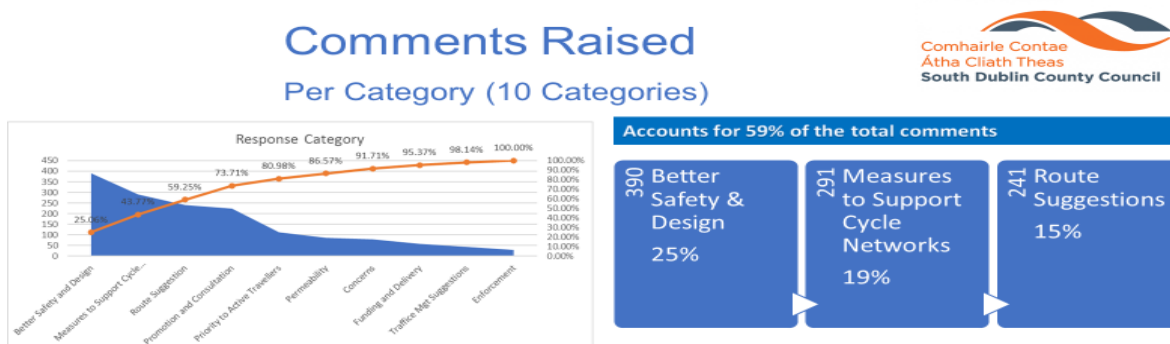


Image 5: Submission Categories and Pareto

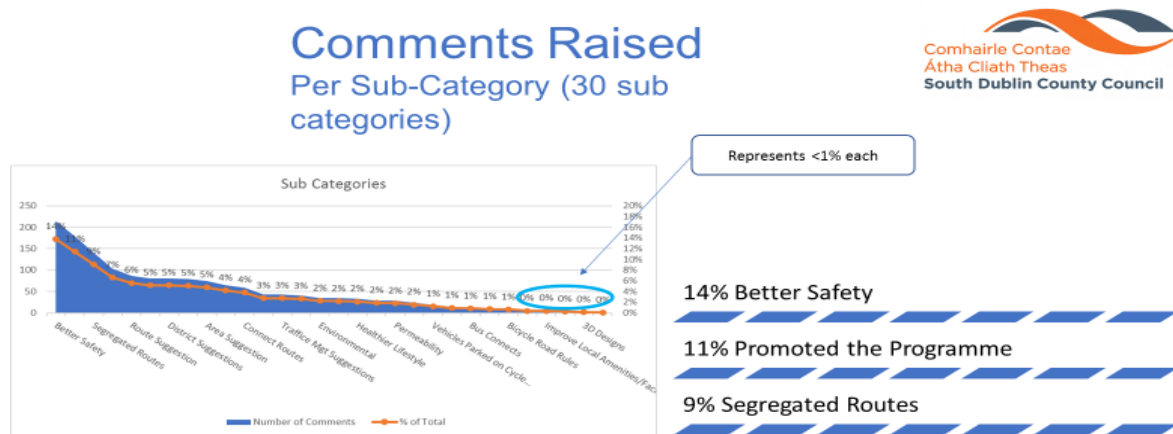


Image 6: Submission sub-categories and % attributable

Categorisation, Summary and Responses

Category 1: Better Safety and Design

Best Practice Cycle Route

A total of 6 people raised the topic of Best Practice Cycle Design in their response to the public consultation. The following list of identifier number's who raised this topic within their submission comments:

406, SD-C171-25, SD-C171-27, 406, 405, 404.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

As part of the development of this programme it is the council's intention to follow best and safe practice. The installation of safe and well connected, segregated cycle tracks are considered by South Dublin County Council to be best practice, second preference is adjacent segregated cycle tracks, followed by shared off road paths; where cyclists and pedestrians share the space, and finally on road advisory cycle lane; where the cycle lane is defined using a non-continuous white line, where vehicles can use the space allocated to cyclists if not in use by a cyclist. Safety and security are of paramount importance when designing cycle tracks.

All means to provide safe and secure cycling infrastructure will be pursued as part of this strategy so that the objectives can be achieved. Furthermore, the provision of safe junctions for all road users following best practice is an intention of South Dublin County Council, thereby prioritising active travellers. Best practice includes using tried and tested junction designs that have proved over time that they are safe for cyclists and pedestrians. As part of the strategy the council will consult and work with other agencies to come up with best junction designs.

Chief Executive recommended change:

No change recommended.

Better Safety

A total of 209 people raised the topic of Better Safety in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, 406, 404, SD-C171-31, SD-C171-29, SD-C171-26, SD-C171-22, SD-C171-21, SD-C171-20, SD-C171-17, SD-C171-16, SD-C171-14, SD-C171-13, SD-C171-11, SD-C171-8, SD-C171-2, SD-C171-1, 401, 400, 397, 396, 395, 394, 391, 389, 388, 386, 384, 382, 381, 379, 378, 376, 375, 373, 371, 369, 368, 367, 366, 365, 364, 363, 362, 360, 359, 356, 355, 354, 352, 351, 347, 346, 345, 344, 343, 338, 337, 334, 331, 324, 323, 322, 321, 318, 317, 310, 307, 306, 302, 294, 290, 285, 283, 282, 281, 274, 273, 271, 270, 267, 263, 262, 260, 258, 257, 255, 251, 248, 247, 245, 242, 241, 234, 233, 232, 229, 227, 226, 224, 217, 209, 206, 205, 204, 203, 202, 201, 200, 198, 197, 196, 195, 192, 182, 175, 172, 170, 169, 164, 163, 162, 160, 156, 150, 149, 145, 143, 142, 141, 140, 139, 136, 135, 133, 128, 127, 126, 125, 124, 123, 122, 119, 116, 115, 114, 112, 110, 103, 102, 101, 97, 96, 95, 94, 90, 88, 86, 83, 82, 81, 78, 77, 76, 74, 73, 72, 71, 70, 68, 66, 63, 60, 59, 58, 54, 53, 51, 50, 49, 48, 47, 46, 45, 44, 42, 39, 37, 35, 34, 33, 32, 29, 28, 26, 25, 24, 23, 22, 20, 19, 17, 16, 11, 8, 7, 5, 3, 2.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

Cycle tracks will be designed to the highest current standards which include DMURS and the NTA's National Cycle Manual. Segregated cycle tracks are the most desirable form of cycle track for safety and will be proposed for all future schemes if achievable. Constraints, such as road widths, will dictate alternative designs when necessary, such as protected cycle tracks and shared facilities where no other solution is possible. All schemes are unique and require the review of road widths, road surveys, street furniture, environmental impact assessments, to name a few, for the designers to produce a viable design.

Chief Executive recommended change:

No change recommended.

Maintenance of Existing Routes

A total of 20 people raised the issue of Maintenance of Existing Routes in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, SD-C171-27, 406, 405, 404, SD-C171-31, SD-C171-29, SD-C171-26, SD-C171-17, SD-C171-3, 356, 324, 306, 281, 256, 248, 224, 185, 175, 153, 143, 142, 128, 123, 83, 58, 46, 41, 27.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

There is almost 210km of existing cycle lanes in the County today provided as a mixture of on road, segregated and off-road lanes. These existing lanes have been delivered over many decades. It is acknowledged that along some of these lanes, the quality has deteriorated since initially installed with the knock-on impact that this can deter people from using them. The Council can, and will, do more to improve the maintenance of these existing cycle lanes.

- The Council will carry out an audit of the full existing cycle network and identifying sections of these lanes where maintenance works is required. This audit will be repeated as required to review and identify further works.

- The Council will allocate more funding to maintain existing lanes and will keep this funding allocation under review each year.
- The Council will commit to increasing its sweeping regime for cycle lanes beyond the current level of sweeping.

Chief Executive recommended change:

No change recommended.

Segregated Routes

A total of 141 people raised the topic of Segregated Routes in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

406, SD-C171-25, SD-C171-27, 406, 405, 404, SD-C171-31, SD-C171-30, SD-C171-29, SD-C171-24, SD-C171-22, SD-C171-21, SD-C171-20, SD-C171-17, SD-C171-16, SD-C171-14, SD-C171-11, SD-C171-8, SD-C171-3, SD-C171-2, SD-C171-1, 401, 400, 397, 396, 395, 392, 389, 384, 382, 380, 378, 376, 373, 368, 367, 366, 363, 362, 360, 359, 356, 355, 354, 347, 346, 344, 343, 338, 337, 331, 326, 324, 323, 322, 310, 307, 306, 302, 296, 294, 290, 285, 283, 282, 275, 274, 273, 271, 267, 264, 263, 260, 258, 257, 251, 247, 241, 206, 205, 204, 200, 195, 192, 182, 170, 169, 163, 162, 160, 153, 139, 133, 128, 127, 125, 123, 122, 119, 117, 116, 114, 112, 110, 103, 102, 101, 96, 95, 93, 88, 82, 81, 76, 72, 71, 59, 58, 54, 53, 51, 45, 44, 42, 35, 33, 32, 28, 26, 24, 23, 22, 18, 16, 11, 7, 3, 2.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

An objective of this Programme is to make cycling a more achievable choice of transport for all adults and children. Segregated cycle routes provide a safe and secure means for cyclists to travel, avoiding other road users including motorised traffic. These are preferred by families, children, older people and those less confident on a bike, as well as more confident individuals. Segregated cycle tracks are preferable and where possible will be the first choice in design for cycle routes within South Dublin County Council. Cycle tracks can be segregated depending on the allowable space available, by utilising grass verges, kerbs, bollards, planting or islands, to create a continuous physical barrier between moving or parked vehicles and cyclists. The main design issues arise at junctions, it is the intention of South Dublin to prioritise active travellers at these locations. Integrated facilities such as shared use between vulnerable road users; cyclists and pedestrians, will be favoured where road space is unavailable. Shared space on roads is acceptable at locations where motorised traffic volumes are low, therefore the mixed use of the road is acceptable or there is no other solution available, due to the narrow width of the road carriageway. The widths of footpaths, cycle tracks and shared use paths will reflect the pedestrian and cycle flows of the location, while considering minimum design standards.

Chief Executive recommended change:

No change recommended

Category 2: Priority to Active Travellers

Priority to Active Travellers

A total of 79 people raised the topic of Priority to Active Travellers in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, SD-C171-27, 406, 405, SD-C171-22, SD-C171-21, SD-C171-20, SD-C171-17, SD-C171-11, SD-C171-3, SD-C171-2, SD-C171-1, 395, 392, 389, 388, 384, 380, 379, 378, 371, 366, 355, 351, 323, 321, 306, 304, 296, 294, 290, 283, 282, 275, 263, 258, 257, 256, 248, 232, 226, 224, 194, 185, 172, 170, 160, 153, 141, 133, 127, 125, 123, 122, 119, 117, 116, 95, 87, 83, 77, 70, 68, 66, 60, 54, 46, 45, 39, 35, 29, 28, 26, 25, 24, 23, 22.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

The concept of vulnerable road users is widely used in transport and road safety. In recent years the design of roads to accommodate vulnerable road users has been under played.. South Dublin recognises this, and this programme aims to focus on the root cause of the vulnerability rather than focusing on those affected. Priority to active travellers will be achieved through the design review of junctions, roundabouts, side roads and T junctions along the selected routes. Continuous path and cycle tracks, raised entry treatments, reduced corner radii, reduced side street widths and one way streets will be considered. The most up to date design standards including DMURS and the NCM, National Cycle Manual, will be used to design these routes, enabling improvements at junctions and roundabouts, providing priority to active travellers at these junctions, therefore increasing the safety and comfort of cyclists and pedestrians. The directness and coherence of cycle routes will be achieved through the remodelling, removing or introducing signal control, particularly where signal timings can be changed to reallocate time between road users and generate time saving benefits to cyclists. The design measures to be introduced on schemes will need to be kept under review and will be updated in line with best practice standards over time.

Chief Executive recommended change:

No change recommended.

Currently Car Centric

A total of 34 people raised the topic of Currently Car Centric in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, SD-C171-6, 406, 395, 362, 270, 260, 256, 248, 217, 208, 200, 178, 164, 160, 158, 142, 124, 97, 96, 94, 90, 87, 86, 67, 66, 51, 49, 45, 26, 24, 22, 8, 7.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

Vehicles will always have an important role to play in how people move around South Dublin. The approach we are seeking to take as part of this programme of work, is to strike a better balance between the needs of all road users. We are seeking to deliver measures that will enable people to choose to walk and cycle

for short to medium trips. The aim is that this will address environmental, pollution, congestion issues and will provide health benefits to people using active travel modes. In 2019, Dublin came in first place out of all cities ranked in Ireland, making it the most polluted city in the country. The Covid 19 pandemic has also reshaped our streets in many ways. While the number of motor vehicles on the road has plummeted during the lockdowns, an increasing number of people have turned to walking and cycling, moving speedily through once congested streets. The shift has brought some visible changes, less air pollution being one, as confirmed by the EPA. Following the pandemic, should people go back to their vehicles rather than walk or cycle, the city will return to high, possibly higher, levels of air pollution, more congestion, and a lower quality of life. This ambitious programme is using this opportunity to promote walking and cycling, which aims to produce greater social benefits, reduce pollution and the dependence on vehicles for short and medium journeys, and improve urban liveability.

Chief Executive recommended change:

No change recommended.

Category 3: Permeability

Connect Routes

A total of 59 people raised the topic of Connect Routes in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, SD-C171-6, SD-C171-27, 406, 404, SD-C171-31, SD-C171-26, SD-C171-21, SD-C171-11, SD-C171-8, 388, 378, 355, 352, 345, 318, 304, 293, 276, 275, 256, 245, 205, 178, 172, 170, 163, 160, 150, 145, 142, 141, 139, 133, 127, 125, 123, 119, 95, 78, 77, 71, 70, 68, 60, 58, 57, 54, 50, 48, 46, 45, 39, 33, 26, 25, 24, 3, 2.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

It is a goal of the programme is to ensure that we provide a cycle network that connects our County and provides cycle lanes to allow people to cycle safely to school, to work, to our villages and district centre, and to our parks and amenities. The proposed programme would bring 50 of our 78 schools onto (or in close proximity) to the network, it connect to all of our 9 Villages and connects to, and through, the majority of our parks

Chief Executive recommended change:

On page 5 of the draft programme, add the following new bullet point into Critical Components section:

- Provide a network of cycle lanes that connect our schools, villages and centres, areas of work and our amenities and parks.

Permeability

A total of 28 people raised the topic of Permeability in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, SD-C171-6, SD-C171-27, 406, 405, 404, SD-C171-31, 401, 376, 371, 354, 350, 317, 270, 264, 241, 205, 133, 123, 78, 60, 59, 58, 47, 42, 17, 5.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

It is the objective of this programme strategy to provide, safe, direct and shorter cycle routes in the whole of South Dublin. The majority of the routes identified are on road or through existing open spaces. Some of the routes identified will require localised permeability elements. The detail of these will need to be progressed as part of the detailed design of schemes.

The works identified in the Cycle South Dublin programme are not focussed on 'Permeability' schemes which seek to remove barriers between different areas. These schemes can bring many local benefits to people. The Council has delivered a number of permeability schemes over the years and will continue to do so. However, progressing works on 'Permeability' Schemes is outside the proposed scope of the proposed Cycle South Dublin programme.

Chief Executive recommended change:

No change recommended.

Category 4: Route Suggestions

District Suggestions

A total of 80 people raised the topic of District Suggestions in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-6, SD-C171-27, 406, 405, 404, SD-C171-31, SD-C171-30, SD-C171-28, SD-C171-24, SD-C171-21, SD-C171-19, SD-C171-16, SD-C171-9, SD-C171-5, 395, 392, 388, 383, 373, 352, 351, 350, 348, 346, 326, 321, 304, 298, 294, 290, 285, 275, 274, 272, 270, 264, 262, 260, 255, 248, 223, 208, 178, 164, 163, 162, 153, 150, 145, 142, 141, 139, 128, 125, 122, 119, 109, 101, 97, 95, 93, 87, 86, 83, 78, 77, 71, 70, 57, 49, 48, 46, 45, 41, 33, 25, 23, 19, 17, 7.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

See Chief Executive Response under Route Suggestions, a single response on all suggested amendments is provided in that section.

Chief Executive recommended change:

Please see Tables 7 to 14 below for the list of proposed changes to the network, and Appendix C for the associated maps.

Area Suggestions

A total of 74 people raised the topic of Area Suggestions in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-6, SD-C171-27, 406, SD-C171-31, SD-C171-28, SD-C171-21, SD-C171-19, SD-C171-16, SD-C171-9, 388, 383, 373, 352, 350, 348, 346, 329, 326, 321, 304, 298, 294, 293, 290, 285, 275, 274, 272, 270, 267, 264, 262, 260, 255, 248, 223, 208, 178, 164, 163, 162, 153, 150, 145, 142, 141, 139, 128, 125, 109, 101, 97, 95, 86, 83, 78, 77, 71, 70, 57, 54, 49, 48, 46, 45, 42, 41, 33, 25, 23, 17, 13, 7.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

See Chief Executive Response under Route Suggestions, a single response on all suggested amendments is provided in that section.

Chief Executive recommended change:

Please see Tables 7 to 14 below for the list of proposed changes to the network, and Appendix C for the associated maps.

Route Suggestions

A total of 87 people raised the topic of Route Suggestions in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

13, 17, 19, 25, 33, 36, 41, 42, 45, 46, 48, 51, 54, 57, 58, 59, 68, 70, 71, 76, 77, 83, 86, 87, 95, 109, 119, 122, 123, 125, 127, 128, 139, 141, 142, 145, 150, 153, 162, 163, 164, 178, 197, 205, 208, 223, 241, 248, 255, 260, 262, 264, 267, 270, 272, 285, 290, 293, 294, 298, 304, 321, 326, 329, 333, 346, 348, 392, 395, SD-C171-2, SD-C171-5, SD-C171-9, SD-C171-16, SD-C171-19, SD-C171-21, SD-C171-21, SD-C171-22, SD-C171-24, SD-C171-26, SD-C171-28, SD-C171-30, SD-C171-31, 404, 405, 406, SD-C171-27.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

80 suggestions were made in relation to different districts, 74 in relation to different areas and 87 in relation to specific routes. An assessment of all each submission that could be mapped is included in Appendix D and have been mapped in Appendix C (maps 1 to 3).

Based on this assessment a series of changes have been proposed to the network and programme of work. The Chief Executive Recommendation section provides tables on the network as consulted on for each timescale i.e. NOW, SOON, LATER and then sets out the proposed revisions to each timescale for consideration and adoption. The maps showing these routes are included in Appendix C (map 4). When assessing submissions the following criteria were used:

- Location
- Suitability of existing carriageway
- Strategic value to the network
- Value for money
- Land ownership
- Feasibility
- If part of another program

It must be noted that all projects identified are still subject of further evaluation to ascertain their feasibility. Implementation of projects is dependent on the outcome of the analysis. In some circumstances it may prove not possible to progress delivery of individual projects either as presented or at all. Informed by the public consultation and the NTA's commitment to fund the majority of the projects

included within the next five years, it is proposed to revise timescales as well as amend and add to some of the routes as follows:

- NOW Schemes – projects to be progressed within 2 years
- SOON Schemes – projects to be progressed within 5 years
- LATER Schemes – projects to be progressed within 8 years

Every effort will be made to keep within the above time frames, however, the delivery of schemes is dependent on being able to progress schemes, secure permissions and the availability of funding and staff resources. As part of this, a report on programme progress will be brought to Council each year.

Rural Roads:

Submissions relating to rural roads which do not have the carriageway width to facilitate cycleway infrastructure have been noted. Further deliberation will be undertaken to develop a strategy to assist in the promotion of cycling in these areas possibly involving increased signage and public awareness campaigns. Particular focus will be on areas around Newcastle and to the Dublin mountains.

Existing Infrastructure:

There were numerous submissions relating to upgrading of the existing infrastructure.. Locations highlighted in the public consultation process have been mapped and will be reviewed by the Council's maintenance team. (See Appendix C Map 5). The review will form the basis of South Dublin County Council's annual cycleway maintenance program. Areas requiring immediate attention will be prioritised.

Chief Executive recommended changes

The following tables 7 to 14 firstly show the original projects as consulted on i.e. NOW, SOON, LATER and then show the proposed set of projects per timescale as informed by the public consultation and as proposed for adoption.

On page 14 of the draft programme delete the following Table 7 and replace with Table 8 below.

Table 7.

Summary of overall programme – original public consultation version

PHASE	TIMESCALES	ROUTES	PROJECTS	CYCLE LANE	COST
NOW	0 to 4 years	14	19	94	130m
SOON	4 to 8 years	5	12	41	60m
LATER	8 to 10 years	6	10	36	50m
BUS CONNECTS		6	6	39	
TOTALS		31	47	210	240m

Table 8.

Summary of overall programme – revised post public consultation

PHASE	Projects progressed within	ROUTES	PROJECTS	CYCLE LANE	COST
NOW	2 years	15	22	89	
SOON	5 years	14	21	83	
LATER	8 years	10	14	52	
BUS CONNECTS		6	6	39	
TOTALS		45	63	263	c.280m

NOW Timescale

Within this timescale 14 routes were originally proposed (including 19 projects) totalling 96km of cycle lane, as shown in Table 9 below. The timescale for progressing projects was within years 0 to 4.

It is now proposed to amend the NOW timescale to increase the number of routes to 15 (including 22 projects) with a total of 89km of cycle lane, as shown in Table 10. The timescale has reduced to, progressing projects within 2 years of adopting the programme.

On page 19 of the draft programme delete table 9 below, and replace with table 10 below and the corresponding map in Appendix C (map 4).

Table 9 - Original NOW Schemes as consulted on (see page 19 of draft programme as consulted on)

Cycle South Dublin NOW Schemes - November 2020							
No.	14 ROUTES	19 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
1	Lucan Canal Loop	Lucan Canal Loop	3	4.5	3	Cycle lane to connect the Grand and Royal Canals. Design options for SDCC section is underway and non-statutory consultation will take place in late 2020.	€€€€
2	Grand Canal extension	Grand Canal extension	2	5.4	0	Part B approval is in place.	€€€
3	Corkagh Park to Grand Canal	A) Clonsilla Village to Grand Canal	4	1.1	2	A cycle route from Corkagh Park, through Clonsilla Village to the Grand Canal. Design work has not started. The preferred route has not been selected. The design will need to provide a connection across Clonsilla Village.	€€
		B) Corkagh Park	2	2.7	0	A new cycle route through Corkagh Park to connect the Outer Ring Road with Clonsilla Village. Design work has started.	€€
4	Tallaght to Clonsilla Village	Tallaght to Clonsilla Village	3	2.7	1	An enhanced cycle route from Clonsilla to Tallaght. Design work has not started. There are a number of complex issues that need to be resolved.	€€€
5	N81	A) Jobstown Junction to N81 Junction	3	1.5	1	Part B approval is in place. However the design may need to be revisited to address challenges on the western section of the route close to the N81.	€€€
		B) Jobstown Junction	3	0.5	2	Part B approval is in place. Works are due to start on site in November 2020 and complete in Summer 2021.	€€€
6	Tallaght Village to Dodder Valley	Tallaght Village to Dodder Valley	2	1.3	1	A new cycle route from Tallaght Village to the Dodder along Old Bawn Road. Design work has not started. The design will need to address the N81 Old Bawn Junction and the interface with residential along the road.	€€€
7	Greenhills Road to Dodder Valley	Greenhills Road to Dodder Valley	2	1.8	1	A new gateway cycle route from Greenhills Road to the Dodder Valley including quiet way works along Avonbeg. Design work has not started. A significant challenge will be the footbridge across the N81.	€€€
8	Dodder Greenway	A) Dodder Greenway bridges	2	0.5	0	Part B approval is in place. Works are taking place on site and the 3 bridges are due to be installed by the end of 2020.	€€€
		B to F) Dodder Greenway Links	4	13.2	4	5 new links to connect surrounding areas into the Dodder Valley. Design work is underway and Part B planning approvals will be needed.	€€€€€
9	Firhouse to Knocklyon	Firhouse to Knocklyon	3	2.3	1	Part B approval is in place. However, this may need to be reviewed.	€€€
10	Wellington Road	Wellington Road	2	3	5	Design work is underway and a trial will be implemented in Nov 2020 to help inform the final preferred design solution.	€€€€€
11	Grange Road	Nutgrove Ave. to St. Enda's Drive	2	0.9	2	Part B approval is in place. Works are due to start on site in November 2020 and complete in Summer 2021.	€€
12	Tallaght Streets	A) Belgard North Link Road	2	0.4	2	Part B approval is in place. Works are due to complete in early 2021.	€€
		B) Alorton Road Extension	4	0.4	2	Detailed design work is currently underway, Part B approval is still required.	€€€
		C) Public realm and Plaza	3	0.6	1	Part B approval is in place. The Council will be moving forward to procure a contractor and commence works on site in 2021.	€€€
13	Celbridge Link Road	Celbridge Link Road	3	2.2	1	Part B approval is in place and works are currently underway on site and due to complete in late 2021.	€€€
14	Liffey Valley to Lucan	A) Arc roundabout to Liffey Valley Centre	4	0.5	2	Part of an improved cycle lane from Liffey Valley to Lucan. Design work has not started. There is a significant design challenge at the Arc roundabout.	€€€
		B) Arc roundabout to Lucan	2	2.5	1	An Improved cycle lane. There are number of improvements already in place but further work is needed. Design work has not started.	€€
				Length of Road (km)	22.1	TOTAL APPROXIMATE COST	c.115m
				Total length of cycle lane delivered (km)	96.0	TOTAL inc. VAT	c.130m

Note: Job rating 1 to 5. (5 being the most difficult)

Table 10 - Revised NOW Schemes post public consultation and as proposed for adoption

Cycle South Dublin NOW Schemes - March 2021							
No.	15 Routes	22 Projects	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
1	Lucan Canal Loop	Lucan Canal Loop	3	4.5	3	No change.	€€€€
2	Grand Canal extension	Grand Canal extension	2	6.0	0	Additional 0.6km section proposed linking to Hazelhatch station.	€€€
5	N81	B) Jobstown Junction	3	0.5	2	No change.	€€€
6	Tallaght Village to Dodder Valley	Tallaght Village to Dodder Valley	2	1.3	1	No change.	€€€
8	Dodder Greenway	A) Dodder Greenway bridges	2	0.5	0	No change.	€€€
		B to F) Dodder Greenway Links	4	13.5	4	Additional 0.3km section proposed linking to Elder Heath.	€€€€€
9	Firhouse to Knocklyon	Firhouse to Knocklyon	3	2.3	1	Additional 0.4km section proposed linking to Templeroan and Ashton.	€€€
10	Wellington Road	Wellington Road	2	3	5	No change.	€€€€€
11	Grange Road	Nutgrove Ave. to St. Enda's Drive	2	1	2	Additional 0.1km section proposed linking to Park Avenue.	€€
12	Tallaght Streets	A) Belgard North Link Road	2	0.4	2	No change.	€€
		B) Alorton Road Extension	4	0.4	2	No change.	€€€
		C) Public realm and Plaza	3	0.6	1	No change.	€€€
13	Celbridge Link Road	Celbridge Link Road	3	2.2	1	No change.	€€€
15	N4 to Liffey Valley SC and Coldcut Road	B) N4 to Liffey Valley SC and Coldcut Road	3	1.6	2	Transfer of 1km from SDOON to NOW with addition of 0.6km Arc roundabout to Liffey Valley SC (14A) as a result of NTA funding received for 2021.	€€
21	Fortunestown Lane	C) Citywest Avenue to junction with Garter Lane (one side)	1	0.5	0	Additional 0.5km section linking to Saggart Luas station on 1 side (constructed).	€
27	Castletymon Road	A) Castletymon Road	2	1.8	0	SDCC additional scheme.	€€
29	Limekiln and Whitehall Road West	Limekiln and Whitehall Road West	3	2.4	1	SDCC additional scheme. Includes 1.5km from LATER Scheme 23.	€
30	Templeville Road	Templeville Road	2	2.3	2	SDCC additional scheme.	€€
				Length of Road (km)	21.2	Extra -0.9km	
				Total length of cycle lane delivered (km)	89.9	Extra -6.1km	

SOON Timescale

Originally proposed 5 routes (including 12 projects) with a total of 40km of cycle lane, as shown in Table 11 below. The timescale for progressing projects was within years 4 to 8 of programme adoption.

It is now proposed to amend the SOON timescale to increase the number of routes to 14 (including 21 projects) with a total of 83km of cycle lane, as shown in Table 12. The timescale has reduced to, progressing projects in this timescale within 5 years of adopting the programme.

On page 21 of the draft programme delete table 11 below, and replace with table 12 below and the corresponding map in Appendix C (map 4).

Table 11 - Original SOON Schemes as consulted on (see page 21 of draft programme as consulted on)

Cycle South Dublin SOON Schemes - November 2020							
No.	5 ROUTES	12 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High Level Cost
15	Clondalkin Boot Road to N4	A) Clondalkin Boot Road to Thomas Omer Way	3	2.9	2	An improved cycle connection from Clondalkin / Corragh Park to the Grand Canal and Clonburris station. Design work has not started.	€€€
		B) Thomas Omer Way to N4	3	2.2	3	An improved cycle connection from Clonburris to Liffey Valley Shopping Centre and the N4. Design work has not started.	€€€
16	Ninth Lock Road	Ninth Lock Road	3	2	2	A new cycle connection from Clondalkin Village to Clonburris station. Design work has not started.	€€€
17	Citywest Avenue, N82 to Outer Ring Road	Citywest Avenue, N82 to Outer Ring Road	1	1	3	A new cycle route connecting Tallaght West with City West. Design work has not started.	€€€
18	Bothar Catherine Tynan to Ballymount, Calmount Avenue	Bothar Catherine Tynan to Ballymount, Calmount Avenue	1	1.5	2	An extended cycle route connecting Catherine Tynan to Ballymount industrial lands over the M50. There is limited space on the western side of the M50. Design work has not started.	€€€
19	City West to Rathfarnham	A) N82 to N81 via Magna Avenue, Belfry Green, Fortunestown Road, Joostown Road and along Whitestown Stream to N81	2	2.2	2	There are multiple roundabouts, signalised junctions, sections of existing cycle lane. Design work has not started. The intention is to deliver the scheme over a number of distinct phases.	€€€
		B) N81 to Whitestown Way via Whitestown stream, Killinarden Way and Firhouse Road West	1	2.5	2		€€€
		C) Killinenny Road to its junction with Ballycullen Road	2	1.7	2		€€€
		D) St Colmcille Way to Ballyboden Road via Scholarstown Road from Orlagh roundabout to Tempieroen roundabout and Ballyboden Way.	4	2.5	0		€€
		E) Ballyboden to Rathfarnham	2	1.9	1		€€
Length of Road (km)				18.9		TOTAL APPROXIMATE COST	c.56m
Total length of cycle lane delivered (km)				40.8		TOTAL inc VAT	c.64m

Note: Job rating 1 to 5, (5 being the most difficult)

Table 12 - Revised SOON Schemes post public consultation and as proposed for adoption

Cycle South Dublin SOON Schemes - March 2021							
No.	14 ROUTES	21 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High Level Cost
3	Corkagh Park to Grand Canal	A) Clondalkin Village to Grand Canal	4	1.1	2	Transferred from NOW to SOON.	€€
		B) Corkagh Park	2	2.7	0	Transferred from NOW to SOON.	€€
4	Tallaght to Clondalkin Village	Tallaght to Clondalkin Village	3	4.9	1	Transferred from NOW to SOON with addition of 2.2km Belgard Road.	€€€
5	N81	A) Jobstown Junction to N82 junction	3	1.4	1	Transferred from NOW to SOON.	€€€
7	Greenhills Road to Dodder Valley	Greenhills Road to Dodder Valley	2	1.8	1	Transferred from NOW to SOON.	€€€
14	Liffey Valley to Lucan	Arc roundabout to Lucan	2	2.4	1	Transferred from NOW to SOON (14B).	€€
15	Clondalkin Boot Road to N4	A) Clondalkin Boot Road to Coldcut Road	3	5.6	2	Addition of 1.0km Coldcut Road connecting to BusConnects CBC7. Addition of 0.6km Ronanstown Road connecting to Neilstown Road. Addition of 1.2km from Coldcut Road to Thomas Omer Way (15B).	€€€
16	Ninth Lock Road	Ninth Lock Road	3	2	2	No change.	€€€
17	Citywest Avenue, City West Road to R136	Citywest Avenue, N82 to Outer Ring Road	1	1	3	No change.	€€€
18	Bothar Catherine Tynan to Ballymount, Calmount Ave	Bothar Catherine Tynan to Ballymount, Calmount Avenue	1	1.5	2	No change.	€€€
19	City West to Rathfarnham	A) N82 to N81 via Magna Avenue, Belfry Green, Fortunestown Road, Jobstown Road and along Whitestown Stream to N81	2	2.2	2	No change.	€€€
		B) N81 to Whitestown Way via Whitestown stream, Killinarden Way and Firhouse Road West	1	2.5	2		€€€
		C) Killinenny Road to its junction with Ballycullen Road	2	1.7	2		€€€
		D) St Colmcille Way to Ballyboden Road via Scholarstown Road from Orlagh roundabout to Tempieroen roundabout and Ballyboden Way.	4	2.5	0		€€
		E) Ballyboden to Rathfarnham	2	1.9	1		€€
26	Canal Loop to Celbridge Road	A) Griffen Valley Park to Celbridge Link Road via. Esker Road, Adamstown Drive and Shackleton Drive.	2	2	1	SDCC additional scheme.	€
		B) Celbridge Road from its junction with the Celbridge Link Road South to South Dublin County boundary.	2	0.5	0	SDCC additional scheme.	€
27	Bancroft Park	B) Bancroft Park	2	1.1	0	Addition to Scheme 27, Greenway through Bancroft Park connecting Greenhills Road and Castletymon Road	€
28	Killinarden Park to Oldbawn Road	A) Killinarden Park to Whitestown Way via. Whitestown Ind. Estate.	2	0.7	0	SDCC additional scheme.	€
		B) Whitestown Way to Oldbawn Road via. Sean Walsh Park	2	1	0	SDCC additional scheme.	€
31	Kennelsfort Road	Kennelsfort Road	3	1.3	0	SDCC additional scheme.	€
Length of Road (km)				34.2		Extra 15.3km	
Total length of cycle lane delivered (km)				83.6		Extra 42.8km	

LATER Timescale

Originally proposed 6 routes (including 10 projects) with a total of 41km of cycle lane, as shown in Table 13 below. The timescale for progressing projects was within years 8 to 10 of the programme adoption.

It is now proposed to amend the LATER timescale to increase the number of routes to 10 (including 14 projects) with a total of 52km of cycle lane, as shown in Table 14. The timescale has reduced to, progressing projects within 8 years of adopting the programme.

On page 23 of the draft programme delete table 13 below, and replace with table 14 below and the corresponding map in Appendix C (map 4).

Table 13 - Original LATER Schemes as consulted on (see page 23 of draft programme as consulted on)

Cycle South Dublin LATER Schemes - November 2020							
No.	6 ROUTES	10 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	Cost (high level)
20	Newcastle to Rathcoole	Newcastle to Rathcoole	2	3.5	5	A new cycle lane from Newcastle to Rathcoole. Design work has not started and the preferred route has not been identified. Crossing the N7 will be a significant challenge	€€€€
21	Fortunestown Lane	A) Citywest Avenue to junction with Citywest Road B) Ardmore Drive to its junction with Cookstown Road	3 2	0.8 2.2	1 1	Phase 1 of a new cycle lane. Design work has not started Phase 2 of a new cycle lane. Design work has not started	€€ €€€
22	Citywest Road - Citywest Avenue to N81	Citywest Road - Citywest Avenue to N81	2	1.5	2	A new cycle lane. Design work has not started. The design will have to address 3 existing roundabouts and 1 Luas crossing	€€€
23	Tymon to Crumlin (Ashleaf Centre)	From its junction with the Greenhills Road to Kippure Avenue, St. Finbars Close, St James Road, Greenhills Park, Limeskiln Lane to its junction with Whitehall Road West, to its junction with Kimmage Road West	2	2.7	1	A new cycle way design. Design work has not started. The design will have to address two existing road junctions and will have to cross two main roads.	€€€
24	M50 Greenway	A) Clonsilla Grand Canal to Bils Roundabout B) Redcow roundabout to Kingswood C) Kilmanagh to Tymon Lane D) Balrothery, M50 footbridge, Firhouse Weir, Jct of Ballyculen Road and Firhouse Road	3 2 2 1	1.5 2 3 0.5	0 1 0 1	A new cycle lane through the existing open space. Design work has not started. A new cycle lane crossing N7 into Ballymount Park. Design work has not started. A new cycle lane crossing the N4 into Tymon. Design work has not started. A new cycle lane crossing the N81 into the Dodder Valley Design work has not started.	€ €€ €€ €€
25	Rathcoole to Saggart	Rathcoole to Saggart	3	3	3	A new cycle lane from Rathcoole to Saggart. Design work has not started. and the preferred route has not been identified.	€€€
				Length of Road (km)	12.8	TOTAL APPROXIMATE COST	49m
				Total length of cycle lane delivered (km)	41.4	TOTAL inc. VAT	55m

Note: Job rating 1 to 5. (5 being the most difficult)

Table 14 - Revised LATER Schemes post public consultation and as proposed for adoption

Cycle South Dublin LATER Schemes - March 2021							
No.	10 ROUTES	14 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High Level Cost
20	Newcastle to Rathcoole	Newcastle to Rathcoole	2	3.5	5	No change	€€€€
21	Fortunestown Lane	A) Citywest Avenue to junction with Citywest Road B) Ardmore Drive to its junction with Cookstown Road	3 2	0.8 2.2	1 1	No change No change	€€ €€€
22	Citywest Road - Citywest Avenue to N81	Citywest Road - Citywest Avenue to N81	2	1.5	2	No change.	€€€
23	Tymon to Greenhills Park	From the Greenhills Road to Kippure Avenue, St. Finbars Close, St James Road to Greenhills Park	2	1.2	0	1.5km transferred into NOW scheme 29 Limeskiln and Whitehall Road West.	€
24	M50 Greenway	A) Clonsilla Grand Canal to Bils Roundabout B) Redcow roundabout to Kingswood C) Kilmanagh to Tymon Lane D) Balrothery, M50 footbridge, Firhouse Weir, Jct of Ballyculen Road and Firhouse Road	3 2 2 1	1.5 2 3 0.5	0 1 0 1	No change. No change. No change. No change.	€ €€ €€ €€
25	Rathcoole to Saggart	Rathcoole to Saggart	3	3	3	No change.	€€€
32	Butterfield Avenue	Butterfield Avenue	3	1.4	0	Additional SDCC scheme	€€
33	Ballyroan Road	Ballyroan Road	3	1.4	0	Additional SDCC scheme	€€
34	Ballyculen Road	Ballyculen Road	3	1.8	1	Additional SDCC scheme	€€
35	Cromwellfort Road and Kimmage Road West	Cromwellfort Road and Kimmage Road West	3	2.3	0	Additional SDCC scheme	€€
				Length of Road (km)	18.6	Extra 5.8km	
				Total length of cycle lane delivered (km)	52.2	Extra 10.8km	

Note: Job rating 1 to 5. (5 being the most difficult)

Category 5: Promotion and Consultation

Access to Schools

A total of 41 people raised the issue of Access to Schools in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

406, SD-C171-25, SD-C171-27, 406, SD-C171-31, SD-C171-22, SD-C171-21, SD-C171-16, SD-C171-14, SD-C171-13, SD-C171-11, 397, 389, 386, 378, 375, 368, 362, 318, 303, 280, 279, 275, 274, 258, 215, 196, 153, 128, 97, 96, 83, 76, 74, 60, 57, 49, 44, 42, 17, 16.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

A key objective of Cycle South Dublin is to make cycling a more achievable choice of transport for all adults and children. The proposed network in the programme would connect 50 of the County's 78 schools

Key components to the success of this objective and achieving access to our schools are:

- delivering cycle infrastructure in line with best practice guidelines,
- providing segregated cycle lanes where possible, and
- through community engagement to build political and community support for cycle projects.

In addition the Council is progressing work on the design and delivery of 'School Street' projects which aim to improve safety around the school gate to facilitate cycling and walking to school. The outcomes of this project, subject to continued funding, may be explored as an appropriate tool to improving access between the planned cycle network and schools.

Chief Executive recommended change:

On page 4 of the draft programme, add a new bullet point into Critical Components section, to read...

- **Provide a network of cycle lanes that connect our schools, villages and centres, areas of work and our amenities and parks.**

Cycle Programme Promotion

A total of 178 people raised the topic of Cycle Programme Promotion in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

406, SD-C171-31, SD-C171-30, SD-C171-26, SD-C171-23, SD-C171-22, SD-C171-21, SD-C171-10, SD-C171-8, SD-C171-5, 401, 399, 397, 395, 392, 391, 389, 388, 384, 380, 379, 378, 376, 371, 367, 365, 364, 356, 355, 354, 353, 352, 351, 350, 348, 346, 344, 343, 342, 341, 339, 338, 337, 334, 331, 329, 326, 324, 323, 322, 320, 318, 317, 313, 312, 310, 308, 307, 306, 304, 303, 301, 300, 299, 297, 296, 285, 283, 282, 281, 280, 279, 277, 274, 273, 271, 270, 268, 264, 263, 260, 258, 256, 251, 248, 247, 245, 242, 241, 234, 233, 230, 229, 227, 226, 217, 216, 215, 214, 211, 205, 203, 202, 201, 200, 198, 196, 195, 192, 189, 188, 183, 182, 175, 172, 170, 169, 163, 162, 158, 156, 150, 149, 146, 142, 141, 139, 136, 129, 126, 124, 123, 117, 115, 112, 110, 109, 104, 101, 99, 97, 96, 94, 93, 90, 88, 87, 86, 85, 81, 75, 74, 73, 72, 70, 68, 67, 66, 63, 62, 50, 47, 46, 42, 39, 34, 32, 30, 29, 26, 22, 20, 19, 17, 16, 15, 8.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

The vision of Cycle South Dublin is for South Dublin to become one of Ireland's most cycle friendly counties. In addition to our objectives to achieving this vision there will be a planned roll out of a complimentary programme on cycling promotion. This will involve, but not limited to, soft measures to engage with people to build political and community support for cycle projects, a new website to explain to people how we are progressing with the delivery of the programme, but also to provide information on how people can cycle around the County, new wayfinding to improve navigation for walking and cycling, and cycling promotion will continue across the County as part of existing programmes and activities as delivered by the Council.

Chief Executive recommended change:

No change recommended.

Community Engagement

A total of 6 people raised the topic of Community Engagement in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

406, 345, 397, SD-C171-25, SD-C171-26, SD-171-25.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

One of the objectives of Cycle South Dublin is to improve the identify of South Dublin as a place that enables and supports cycling for people of all abilities. Section 1 of the strategy sets out the benefits that cycling can bring to the environment, to people's health, to our towns and villages and to the economy and how these will bring real and meaningful benefits to all people of the County.

The involvement of local people in the preparation of the plan and the ultimate design of schemes will be an important step in adopting and progressing delivery of Cycle South Dublin that will best serve the communities of South Dublin. While section 7 of the Cycle South Dublin programme goes on to set out how people will be involved in inputting into the design of each of the schemes to ensure local knowledge is used to shape the design and delivery of the each of the schemes in the programme.

As part of the design and delivery of projects included in the Cycle South Dublin programme of works, it will be necessary to engage with people in an easy to understand but robust manner. As part of this accessible and user-friendly images, fly throughs and visualisations will be used, where necessary, and in a manner that clearly explains proposals to non-technical people and allows them to understand the proposal to provide their comments in a non-technical manner. To this end, the Council will utilise these measures in future public consultations, and has already done so on the current Lower Dodder Road Part 8 public consultation and the informal public consultation on the Lucan Canal Loop Scheme.

Chief Executive recommended change:

On page 16 of the draft programme, amend paragraph 7.12 to read...

The delivery of successful and desirable cycle infrastructure requires input from and knowledge from local people and Councillors. To this end the Council will commit to the following levels of public engagement in the design and delivery of Cycle South Dublin schemes:

- Public consultation on the draft Cycle South Dublin programme (November and December 2020)
- Council decision of Cycle South Dublin programme

- Where schemes in the Cycle South Dublin programme impact on existing local communities the Council will progress non-statutory engagement with local people in the early design stages of projects to help inform the preferred design approach.
- Consent for cycle projects will be via either Part 8 planning applications or equivalent (as per the Planning and Development Act 2001 or under section 38 of the Road Traffic Act 1994, as amended). The approval process for each scheme will need to be determined on a scheme-by-scheme basis and will need to include discussion with the funding authority.
- Public consultation will include non-technical information that will be easy for all people to understand what is proposed, this could include for example 'before and after' images, visualisations and fly throughs. In addition consultation will also include detailed, technical information on proposals so as to provide accurate information on what is proposed.

Category 6: Measures to Support Cycle Networks

Bike Parking

A total of 14 people raised the issue of Bike Parking in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, 406, SD-C171-26, SD-C171-21, 392, 388, 345, 339, 276, 213, 91, 82, 17, 5.

The identifier number and their submission comments can be found in the Appendix.

Chief Executive Response:

The comprehensive provision of a joined-up cycle network needs to consider more than just the provision of stand-alone cycle lanes. An important part of this, is the need to provide sufficient bike stands so that people have access to safe, secure and well-located bike stands that cater for a variety of different needs including for example bike stands for adults and children, as well as parking for scooters and cargo bikes. A variety of different types of bike stands should be provided across the county to meet people's needs.

Chief Executive recommended change:

On page 14 of the draft programme, amend paragraph 7.6 to read ...

- c) The Council will deliver a variety of new bike stands across the County with a particular emphasis on providing bike stands in; our villages and district centres; schools; public buildings; parks and playgrounds.

General Support and Be Quick

A total of 103 people raised Broad Comments of Support in their response to the public consultation. It was decided the Chief Executive response for both "Be Quick" and "General Support" could be merged. The following list of identifier number's raised this topic within their submission comments:

406, SD-C171-25, SD-C171-6, SD-C171-27, 406, SD-C171-31, SD-C171-26, 401, 399, 394, 389, 384, 379, 376, 375, 371, 367, 365, 364, 356, 355, 354, 348, 346, 342, 338, 334, 331, 329, 323, 320, 318, 317, 313, 307, 306, 301, 296, 273, 271, 260, 257, 251, 245, 242, 241, 234, 233, 230, 227, 217, 215, 211, 206, 205, 202,

200, 198, 196, 195, 189, 182, 170, 169, 162, 158, 156, 149, 146, 145, 142, 136, 126, 124, 123, 117, 110, 109, 104, 99, 97, 95, 94, 93, 87, 86, 74, 73, 72, 68, 67, 66, 63, 62, 59, 51, 49, 47, 34, 32, 26, 22, 8.

The identifier number and their submission comments can be found in Appendix B.

A total of 43 people raised the topic of Be Quick in their response to the public consultation. It was decided the Chief Executive response for both “Be Quick” and “General Support” could be merged. The following list of identifier number’s raised this topic within their submission comments:

SD-C171-26, SD-C171-21, SD-C171-15, SD-C171-13, SD-C171-10, 392, 386, 384, 380, 376, 365, 354, 353, 350, 348, 346, 343, 333, 323, 285, 277, 242, 216, 189, 188, 178, 156, 145, 129, 128, 125, 123, 122, 119, 110, 109, 104, 85, 57, 29, 20, 17, 8.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

It is the intention of the Cycle South Dublin Programme to see the delivery of a joined-up network of cycle infrastructure across the County, that is well designed and safe for all users. This approach is aimed at ensuring that cycling can be the first choice for many people when taking short and medium length trips who might otherwise choose to make these trips by car.

The intention of the programme is to balance the needs of everyone who use streets and to ensure that people who drive, cycle and walk of all abilities are each provided with safe and well- designed routes. The Council recognises that in the short-term changes to the layout of existing streets can result in challenges for people who use them, but good design coupled with community and councillor engagement in the process will play an important role in trying to address these issues.

The NTA has confirmed that the it is now in a position able to provide additional funding and resource to the Council to support the delivery of the majority of the projects identified in the first five years of the Cycle South Dublin programme. This will now enable the Council to speed up delivery of projects. As a result, the projects included in the NOW, SOON and LATER timescales have been amended to reflect this increased support from central Government.

Chief Executive recommended change:

No change recommended.

Design for All Ages

A total of 65 people raised the topic of Design for All Ages in their response to the public consultation. The following list of identifier number’s raised this topic within their submission comments:

406, SD-C171-25, SD-C171-27, 406, SD-C171-26, SD-C171-21, SD-C171-1, 395, 376, 371, 369, 368, 365, 362, 354, 351, 350, 343, 334, 317, 313, 307, 304, 303, 290, 280, 279, 273, 271, 251, 241, 230, 206, 196, 195, 192, 182, 163, 156, 150, 136, 126, 125, 123, 122, 119, 115, 88, 76, 71, 70, 68, 60, 59, 51, 49, 45, 26, 25, 24, 19, 17, 16, 3, 2.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

A key objective of Cycle South Dublin is to make cycling a more achievable mode of transport for all adults and children. A critical component in the successful outcome of this objective is to design and deliver a cycle network in line with best practice guidelines and to provide segregation where possible. As per 7.6 of

the Cycle South Dublin - A Programme of Work, trials and temporary measures may be considered to help inform the design process in order to achieve a network that is suitable for all ages and abilities.

Chief Executive recommended change:

No change recommended.

Cycling For All

A total of 11 people raised the topic of ensuring cycling for all, including elderly people in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

406, SD-C171-25, 400, 357, 274, 217, 191, 125, 122, 47.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

The provision of a well-connected, well designed, and safe cycle network must take account of the abilities of all people. South Dublin's cycle network should make cycling an option for people of all ages and abilities. The design of cycle infrastructure will consider this requirement from the outset of each scheme.

Chief Executive recommended change:

On page 4 of the draft programme, amend Cycle South Dublin Mission to read ...

The Council's mission is to provide people of all ages and abilities with a well-connected, well designed, and safe cycle network that offers people a credible alternative to using the car.

Environmental and Healthier Lifestyle

A total of 35 people raised the topic of Environmental benefits and 33 people raised the topic of Healthier Lifestyle in their response to the public consultation. The following list of identifier number's raised these topic's within their submission comments:

Environmental: SD-C171-6, 406, SD-C171-15, 396, 394, 391, 380, 363, 323, 318, 301, 290, 274, 260, 226, 211, 202, 200, 169, 149, 146, 116, 114, 110, 93, 91, 73, 67, 60, 47, 28, 26, 16, 14, 5.

Healthier Lifestyle: SD-C171-25, SD-C171-6, 406, 404, SD-C171-11, 396, 394, 391, 384, 380, 323, 317, 313, 303, 301, 280, 279, 272, 215, 203, 198, 169, 149, 146, 126, 125, 116, 114, 110, 93, 73, 47, 26.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

Section 1 of the proposed Cycle South Dublin programme sets out the social, health, and economic benefits that can result from increased numbers of people cycling. Cycling and walking give people health benefits, whilst also reduced carbon emissions and tackling traffic congestion. However, to achieve these benefits for people and the environment a full, connected, and safe cycle network is required so that people of all ages and abilities can feel safe to cycle and will choose it as their preferred mode of travel, in particular, for shorter trips. The more people choose to cycle the greater the health and environmental benefits for people and society.

Chief Executive recommended change:

No change recommended.

Kissing Gates

A total of 24 people raised the issue of Kissing Gates in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-25, 406, SD-C171-31, SD-C171-30, SD-C171-26, SD-C171-23, SD-C171-21, SD-C171-2, 378, 350, 319, 304, 225, 208, 191, 178, 161, 156, 133, 68, 49, 42, 18.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

The Council does acknowledge that the use of kissing gates can be an obstacle for some users including cyclists. The Council does use Kissing Gates to protect some open spaces, parks and sports pitches. Kissing gates are used by the Council where there are repeated incidents of anti-social, criminal behaviour and reoccurring damage. Where these incidences do occur, the Council is working with An Garda Siochana to identify other measures that could address these concerns. The introduction of new legislation around the use of scrambler or quad bikes on public or private land without the permission of the landowner, South Dublin County Council will hopefully reduce anti-social behaviour, whereby there may be scope to review the use of existing kissing gates. will review the need of kissing gates along existing and proposed cycle routes.

Chief Executive recommended change

No change recommended.

Improve Local Amenities/Facilities

A total of 6 people raised the topic of Improve Local Amenities/Facilities in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-6, SD-C171-27, 406, 405, 404, SD-C171-26.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

The improvement of local amenities is an ambition of South Dublin County Council County's Development and Corporate Plans, which is being realised throughout the Council through its many schemes such as the Village Renewal Scheme, the Shop Front Grant Scheme, the improvements of parks and public spaces and through road design and construction schemes.

Along with the construction of cycle tracks the improvement of the public realm is considered for all schemes. Improving road and junction layouts and improving the movement of all road users especially pedestrians and cyclists along these routes. Enhancing access to canal ways and links to the bus, rail and luas services, schools and places of business also well as shopping, sporting, and religious facilities.

Improving safety is a central objective of this strategy to encourage more people to travel by bicycle and to attract marginalised groups to cycling: for example women, children, lower socio-economic groups and ethnic groups.

Chief Executive recommended change:

No change recommended.

Category 7: Traffic Management Suggestions

Traffic Management Suggestions

A total of 43 people raised the topic of Traffic Management Suggestions in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

406, SD-C171-25, SD-C171-6, SD-C171-31, SD-C171-29, SD-C171-22, SD-C171-21, SD-C171-20, SD-C171-17, SD-C171-14, 395, 386, 375, 366, 312, 299, 294, 290, 274, 248, 208, 202, 143, 142, 135, 128, 127, 124, 103, 102, 97, 93, 88, 76, 68, 53, 51, 35, 23, 3, 2.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

'Cycle South Dublin; A Programme for Work' promotes a reduction in motor traffic congestion by providing safe, secure access for all road users, including pedestrians and cyclists. The proposal is to reduce the number of people that choose to travel short to medium distances by car, and instead enable these people to choose to cycle these short to medium distances by bicycle instead. By increasing the cycle mode share from 3.8% of people who cycle frequently to circa 20% it will reduce the numbers of cars on the road.

To this end and to ensure the safety of the active traveller, where space permits, segregated cycle tracks will be constructed, footpath widths will be increased, and shared paths will be increased in width and segregated from vehicular traffic. Where space does not permit, segregated and off road cycle tracks will not be provided, and it may be necessary to provide on road cycle ways or shared surfaces for bicycles and vehicles. In these circumstances some of the available road space may be allocated to cyclists and pedestrians by means of road markings and signage, this strategy seeks to minimise these situations. The more people cycling the less vehicular traffic on our streets and roads. Improved cycle signage will be considered as part of this strategy. The reduction of road carriage width, raised tables at crossing points and the tightening of radii at roundabouts and side roads, will increase space available for active travellers and decrease space provided to vehicles, resulting in the reduction of vehicular speeds. The reduction in road carriage width will comply with minimum standards allowable by the emergency services and the NTA on behalf of Dublin Bus and Bus Eireann.

Estate roads in general do not require cycle tracks to be retrofitted, these roads have lower speed limits, often vehicles are parked on streets, and increased numbers of people and children are more likely to be present.

As part of consulting on proposals the Council will avail of the use of virtual reality images and videos to help the community visualise their new environment, trials. In addition temporary schemes will be utilised as practical assessments along with the usual desktop consultations to gain the acceptance and support of the active travel safety measures proposed.

Adjustment to the environment outside Schools will be considered under the Council's School Street Programme, where education on active travel, school access roads and bike parking will be considered. This strategy is in alignment with the core values and themes of the Councils Corporate, Development and Local Economic and Community Plans, aligned with their commitments and objections such as Sustainable Travel, Climate Change, Building Stronger Local Communities and Improving Personal Health and Wellbeing. Compliance with speed limits and the rules of the road which includes speed enforcement and car parking is a matter for An Garda Síochána and not the Council.

Chief Executive recommended change:

No change recommended.

Category 8: Concerns

Concerns

A total of 80 people raised Concerns in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-31, SD-C171-26, SD-C171-22, SD-C171-21, SD-C171-18, SD-C171-14, SD-C171-13, SD-C171-12, SD-C171-7, SD-C171-4, SD-C171-3, 400, 383, 365, 363, 359, 358, 347, 343, 340, 332, 324, 322, 321, 312, 311, 308, 306, 305, 303, 300, 299, 294, 290, 286, 284, 282, 276, 268, 260, 256, 249, 230, 224, 217, 213, 209, 197, 194, 191, 178, 170, 164, 161, 160, 152, 150, 146, 142, 140, 135, 133, 119, 99, 93, 82, 81, 78, 77, 61, 60, 51, 27, 19, 14, 5.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response

This strategy has been formulated to promote active travel for everyone and safe travel for all road users including motorists, it is supported by the National Transport Authority and the Government. This strategy promotes the redistribution of road space to provide safe and protected cycle lanes and pathways, bicycle parking, priority to pedestrians and cyclists at junctions and other improvements to support active travel and reduce reliance/ dependency on the car for short and medium journeys.

Concerns from local people regarding the potential impact on congestions have been made. Commuting times by car may be affected by changes to the road infrastructure. Whilst this may be a change to the current situation, the introduction of protected cycle lanes and other improvements all people will see an advantage to active travel, a healthier mode of transport, a defined commute time and less congestion overall.

Chief Executive recommended change:

No change recommended.

Category 9: Enforcement

Bicycle Road Rules

A total of 10 people raised issues relating to Bicycle Road Rules in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

400, 341, 340, 311, 258, 249, 224, 213, 97, 58.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

Responses highlighted the importance of ensuring that all road users, including people in vehicles and on bicycles, are all better informed as to the rules of the road and that we all adhere to these. There are examples of all users including both drivers, cyclist and pedestrians failing to adhere to the rules and acting in unsafe ways that can lead to accidents.

Whilst it is not the role of the Council to enforce the rules of the road, the issue of safety is recognised. The Council already works collaboratively with An Garda Síochána, Dublin Fire Brigade and the Road Safety Authority, as well as the National Roads Authority, NTA, and Transport Infrastructure Ireland, TII, to address

safety issue and has jointly prepared the South Dublin 'Road Safety Action Plan' 2016 – 2020. This group is currently reviewing this plan and will prepare a new Road Safety Action plan 2021 – 2025. This action plan is focussed on 4 principles of;

- Education – raising awareness and offering cycle safety training
- Engineering – works to make streets safer for all road users
- Enforcement – Gardai enforcing the rules of the road and SDCC enforcing parking
- Evaluation – regular review of the action plan

Chief Executive recommended change:

No change recommended.

Vehicles parked on cycle track/on-street parking

A total of 19 people raised issues relating to Vehicles parked on cycle track/on-street parking in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

406, 401, 367, 359, 347, 294, 263, 232, 163, 141, 136, 103, 102, 95, 51, 45, 44, 41, 22.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

The intention of Cycle South Dublin is to provide a joined-up network of cycle lanes that will make it easier for people to safely cycle across the entire County and into our surrounding counties. The Council's intention is to deliver new cycle lanes as segregated routes where possible and where new cycle lanes must be delivered on road to introduce additional safety measures for cyclists. As part of this, the Council's intention is to remove or reduce, where-ever possible, opportunities for parking and loading within new cycle lanes.

Some cycle tracks in the County are bordered by a continuous white line on the right hand side. These are only for bicycles and motorised wheelchairs, no other drivers may use them or park on them. The Gardai already enforce the parking on cycle tracks as does the Councils Parking Enforcement contractor. So where parking on these cycle lanes takes place, parking enforcement action can be taken. Other cycle tracks have a broken white line on the right hand side.

Chief Executive recommended change:

No change recommended.

Funding and Delivery

Buses and Bus Connects

A total of 13 people raised the topic of Bus Connects in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

SD-C171-31, SD-C171-26, SD-C171-18, SD-C171-4, 383, 332, 308, 285, 276, 140, 119, 78, 48.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response:

Bus Connects is led by the NTA and any specific issues related to the Bus Connects proposal should be directed to the NTA for comment. It is recognised that the Bus Connects work will deliver approximately 40km of new cycle lanes within the County. The principle of this is supported.

It will be important to ensure that the delivery of new bus and cycle infrastructure does not present health and safety issues to other people using the road network.

The impact of reducing traffic capacity will impact on private vehicles and on buses. This trade off will need to be considered as part of the detailed design of schemes. As part of this the Council will engage with the NTA to avoid unnecessary delays.

Chief Executive recommended change:

No change recommended

Funding Support & Statutory Approval

A total of 1 organisation raised the topic of Funding Support & Statutory Approval in their response to the public consultation. The following list of identifier number's raised this topic within their submission comments:

405.

The identifier number and their submission comments can be found in Appendix B.

Chief Executive Response**Funding**

In February 2021, the Government committed 1.8 billion towards improved active travel (walking and cycling) measures across Ireland over the next five years. In its response to the public consultation on the draft Cycle South Dublin programme, the NTA set out its commitment to make a significant resource contribution to support delivery of the Council's ambitious programme of works. The NTA will fund the majority of the projects identified in the first five years of the programme. This is already evidence in the increased funding received for 2021 which is at €20.7m up from €8.6m in 2020.

The draft Cycle South Dublin programme had proposed delivering 19 projects in the NOW timescale (years 0 to 4) with a further 12 projects in the SOON timescale (years 4 to 8).

In return for a commitment to fund the majority of the projects included in the programme and to provide additional staff, the NTA have asked the Council to accelerate this programme of work. This is a hugely positive step and the Council is prepared to accelerate the Cycle South Dublin programme and to work towards delivering all of the projects identified in the NOW and the SOON timescales within the next 5 years. This will be set out in the final Cycle South Dublin programme.

Quick Build - Light Segregation schemes

The Council supports the role of quick build schemes in the speedy delivery of cycle measures that make cycling safer and a more attractive option for people. These schemes are generally delivered in areas where there is sufficient road space to accommodate the delivery of quick interventions. As of February 2021, the Council has delivered two such schemes the first along Wellington Lane where the results will be used to inform permanent scheme and a second along CityWest drive in Fortunestown. The Council will continue to support the roll out of the schemes across the County and the promotion of these schemes will be included in the final Cycle South Dublin programme.

Statutory approval process

The NTA have highlighted the approval process for delivering walking and cycling schemes either via section 38 of the Road Traffic Act 1994 or via the Part VIII (or equivalent) procedure of the Planning and Development Act 2001. The Council recognises both of these processes and will make use of both of these routes to support delivery of walking and cycling infrastructure. Decisions will need to be taken on a case by case as to which is the most appropriate approval route to follow and this will be dependent on the types of works proposed.

It is important to note that the inclusion of scheme in the final Cycle South Dublin programme does not, at this stage, ensure delivery. Each scheme will need to go through a process of design, appropriate/environmental assessment, public consultation and final scheme approval before a scheme is fully committed to.

Regardless of the statutory approval process followed, the Council is committed to engaging with Councillors and the public on schemes as the design of schemes progress to ensure people have had the opportunity to express their views and to achieve a design that best responds to the local, scheme specific challenges.

Chief Executive recommended change:

On page 4 of the draft programme change first bullet point under Critical Components to read

- EXISTING (safety and maintenance upgrades to existing cycle lanes)
- NOW (progress projects within the next 2 years),
- SOON (progress projects within the next 5 years),
- LATER (progress projects within the next 8 years), and
- Bus Connects will deliver a range of cycle improvements to be delivered by the NTA

On page 14 of the draft programme, change paragraph 7.6 to read

Alongside delivery of new cycle lanes as out above, the Council will:

1. Audit the quality of existing cycle lanes to identify where maintenance works are needed
2. Increase the yearly budget for maintenance of cycle lanes
3. Commit to rolling out Quick Build - Light Segregation schemes across the County where possible. These jobs will include the introduction of extruded kerbs, bollards, lines and signs to address safety concerns along sections of roads. As part of the design and delivery of these schemes there will be engagement with Cllrs and the public.
4. Carry out trials for cycling routes to test options for permanent schemes, where considered necessary and beneficial. This will not be done for every proposed permanent scheme. These trials are about gathering information to inform a final design and would normally be carried out over a short period of time (for example 1 to 6 months+ depending on scheme)"

On page 15 of the draft programme change paragraph 7.10 to read

Consent for cycle projects will be via either Part VIII planning applications or equivalent (as per the Planning and Development Act 2001 or under section 38 of the Road Traffic Act 1994 (and as amended). The approval process for each scheme will need to be determined on a scheme by scheme basis and will need to include discussion with the funding authority. It is important to note that the inclusion of a scheme in the final Cycle South Dublin programme does not, at this stage, ensure delivery. Each scheme will need to go through a process of design, appropriate/environmental assessment, public consultation and final scheme approval before a scheme is fully committed to."

On page 13 of the draft programme change paragraph 7.3 to read

Cycle South Dublin proposes a set of cycle infrastructure projects across five stages:

- EXISTING (safety and maintenance upgrades to existing cycle lanes)
- NOW (progress projects within the next 2 years),
- SOON (progress projects within the next 5 years),
- LATER (progress projects within the next 8 years), and
- Bus Connects will deliver a range of cycle improvements to be delivered by the NTA

On page 16 of the draft programme, change paragraph 7.12 to read

The delivery of successful and desirable cycle infrastructure requires input from and knowledge from local people and Councillors. To this end the Council will commit to the following levels of public engagement in the design and delivery of Cycle South Dublin schemes:

- Public consultation on the draft Cycle South Dublin programme (November and December 2020)
- Council decision of Cycle South Dublin programme
- Where schemes in the Cycle South Dublin programme impact on existing local communities the Council will progress non-statutory engagement with local people in the early design stages of projects to help inform the preferred design approach.
- Consent for cycle projects will be via either Part 8 planning applications or equivalent (as per the Planning and Development Act 2001 or under section 38 of the Road Traffic Act 1994, as amended). The approval process for each scheme will need to be determined on a scheme-by-scheme basis and will need to include discussion with the funding authority.
- Public consultation will include non-technical information that will be easy for all people to understand what is proposed, this could include for example 'before and after' images, visualisations and fly throughs. In addition consultation will also include detailed, technical information on proposals so as to provide accurate information on what is proposed.

On page 13 of the draft programme change paragraph 7.4 to read

In February 2021, the Government committed 1.8 billion towards improved active travel (walking and cycling) measures across Ireland over the next five years. The NTA has stated that it will commit to funding projects where they can be delivered within this 5-year timescale and the design accords with its standards. In addition, the NTA has also committed to funding additional staff for the Council. As such the Council is now in a position to accelerate the Cycle South Dublin programme of work and is committed to working towards the delivery of all of the projects identified in the NOW and the SOON timescales within the five years. It is important to note that inclusion of a project on the five-year programme does not commit the Council or the NTA to delivery of the scheme. The final schemes will need to go through a process of design, appropriate/environmental assessments, public engagement and final approval. Only at that point is the project fully committed."

On page 14 of the draft programme, change paragraph 7.7 to read

The final costs to deliver the Cycle South Dublin programme are not yet known as detailed design work has not been undertaken. However, an initial estimate on the level of public investment required to deliver all of the projects included in the NOW, SOON and LATER stages may well need to exceed €280million. This is a sizeable amount of public investment. In line with Government commitment to invest 1.8 billion in walking and cycling measures across the Country over the next 5 years, the NTA has now stated that it will

be in a position to fund the majority of the projects within the next 5 years. This will be further complemented with additional staff resource.”

On page 15 of the draft programme change paragraph 7.8 to read

The NTA has now committed to funding the majority of the over the next five years. date ten permanent projects are underway and eight of these have funding in place including from SDCC, NTA, LIHAF and URDF.”

On page 15 of the draft programme change paragraph 7.11 to read

The Council will be first focussing on the design and delivery projects in the NOW timescale and as resource allows will be commencing work on the projects included in the SOON phase with a view to delivering these projects over the next five years. Currently 10 projects are already being progressed and are at different stages of design and delivery and funding for 8 of these projects is in place. These projects will continue to be progressed.

Conclusions

Subject to Council approval, the Cycle South Dublin programme will be finalised, desk top published and will be made available on the Council website. This programme will guide the work of the transport team over the coming years and will be used to determine which active travel schemes should be progressed and in what order of priority. The transport team will report on programme progress to the Council on a yearly basis, including highlighting where schemes have progressed, been delivered, changed or have been considered not possible to bring forward. There will also be opportunities to add to later years of this this programme of works.

Appendix A: Webinar Biographies 25/11/2020

Word document 1: Information on public consultation webinars held



20201110-Bios for
Webinar.docx

Appendix B: Submissions Received

Spreadsheet: List of all submissions received



Submissions

Appendix C: District and Route Maps, including suggestions and amendments.

Map 1 – All route suggestions mapped (where possible)

Map 2 – Suggested routes assessed (in favour / against)

Map 3 – Cycle South Dublin routes consulted on plus all new routes included

Map 4 – CySD routes, plus new routes, mapped as NOW, SOON, LATER timescales

Map 5 – Locations where improved maintenance may be required



Map 5. Cycleway Network for Review



Map 4. CySD Schemes incl. Variati



Map 3. CySD Schemes Public Con



Map 2. Public Consultation Feb20



Map 1. Public Consultation Feb20

Appendix D: District and Route Tables, including suggestions and amendments.

Table 1. - Details of Submissions relating to Cycleway Routes:

Map Number	Location	Comments
1	Cycleway along the proposed Knocklyon Road realignment route.	Part of the Knocklyon Road realignment scheme requiring separate funding
2	Scheme 11 Grange Road to Grange Downs cycle path.	Carriageway width restrictions.
3	Hazelhatch Road from train station to Grand Canal	Carriageway width restrictions. Land ownership issues. Effects on biodiversity along the route. Feasibility to be investigated.

4	Kiltipper Road - Dodder Greenway to Elder Heath	Carriageway width restrictions. Feasibility to be investigated.
5	Templeroan Road	Good link to schools from Scheme 9.
6	Link from Fonthill Road to BusConnects CBC7 via Coldcut Road.	Good strategic link.
7	Link from Fonthill Road to Neilstown Road via Ronanstown Road.	Good strategic link. NTA light segregation proposal.
8	Link from Dutch Village Woodford to BusConnects CBC8	Access available to CBC8 via Scheme 24 consider link if necessary.
9	Elevated cycle lanes at Oldbawn / Belgard junction	Cost and available space major issues
10	Newcastle to Hazelhatch	Road not suitable
11	Whitechurch Road - one way system	Not feasible
12	Esker Road (L1011)	Include as part of a new scheme (Scheme 26) linking Celbridge Road from County boundary via Celbridge link road (under construction), Adamstown developments (under construction) and Griffeen Valley Park to the Canal Loop.
13	Outer Canal Loop Hazelhatch to Leixlip Confey (not mapped)	Mostly in Kildare
14	Landmark bridges at Tymon Park M50 and Naas Road Longmile Road.	Cost major issue.
15	West Gate of Casement barracks to Digital Realty Profile Industrial Estate	Good link through Profile Park to Nangor Road. Land ownership and maintenance agreement issues.
16	Perimeter of Grange Castle Golf Club from the Main Gate of Casement Aerodrome.	Good link through Profile Park to Nangor Road. Land ownership and maintenance agreement issues.

Map Number	Location	Comments
17	East Gate of Casement Aerodrome to R136 via Grange Castle golf course	Approval may be required from Grange Castle Golf Club members.
18	Celbridge Road to Lucan Village	Celbridge Road not suitable. Alternative route to Lucan via proposed new Scheme 26.
19	Stocking Lane to Prospect along Edmondstown Road	Not feasible
20	New Nangor road from Fonthill Road to BusConnects Route 8	Watery Lane is the preferred route through Clondalkin to connect Scheme 3 to the Canal Greenway however this route could be considered as an alternative.

21	Newcastle Road - Adamstown to Lucan Village	Road not suitable for complete scheme
22	Newcastle to the Grand Canal Greenway	Roads not suitable
23	Saggart to Brittas (not mapped)	No suitable route
24	Butterfield Ave	Good strategic route. Issues with on street parking and several pinch points requiring works notably at Rathfarnham shopping centre, the Garda station and junction with Rathfarnham Road.
25	Kennelsfort Road	Good strategic route. Issues with carriageway widths and on street parking.
26	Osprey Road, Glendown Rd and Templeogue Wood	Road not suitable. Relatively low traffic volumes
27	Ballyroan Road	Good strategic route. Issues with carriageway widths and on street parking.
28	Light segregation for Tallaght Village and Belgard Road.	Tallaght Village area study required. Belgard Road to be part of Scheme 4.
29	Ballycullen Road Hunters Wood to Firhouse Road	Suitable route. Bus lanes may be restrictive.
30	Marian Road	Road not suitable
31	Bancroft Park	Include with SOON Scheme 27
32	Cromwellsfort Road	Include with LATER Scheme 35

Table 2: - Submissions to be included for consideration as part of the emerging program of Permeability Schemes that will be considered separately to Cycle South Dublin:

Map Number	Location	Comments
33	The Knocklyon area network of paths and laneways located in between housing estates should be upgraded with signage and resurfaced to make them welcoming to cyclists and then linked with the primary cycle routes	Already being used as mixed pedestrian / cyclist paths.
34	Reopen cycle / pedestrian link at north end of Knockaire into the open space for that estate and from there to St Columcille's PS	Unlikely to get residents approval
35	East West link on old Mc Inerny route from Delaford East to St Columcille's NS.	Short links across open space from existing paths.
36	St Columcille's PS towards Coolamber / Woodstock / Dargle Wood	Minimal improvement and unlikely to get residents approval
37	Dargle Wood to Scholarstown Road	Short link to new cycle scheme through new estate connecting to Scholarstown Road.

38	Griffeen Road to R136	Link from Griffeen Road to R136 between Castle Riada and Moy Glass Estates.
39	Hillcrest Heights	Short link from The Paddocks Way to Hillcrest Heights.

Table 3.- Locations identified South Dublin County Council departments during the public consultation:

Location	Comments
Celbridge Road to Canal Loop	SOON Scheme 26
Castletymon Road	SOON Scheme 27
Killinarden Park to Oldbawn Road	SOON Scheme 28
Limekiln and Whitehall Road West	NOW Scheme 29
Templeville Road	NOW Scheme 30

Table 4.- Locations for improved maintenance works (see also map 5 in appendix C)

Map Number	Review of Existing Network
1	Cypress Grove Road
2	Cypress Grove Road Templeville Road roundabout
3	Old Bridge Road and Templeogue Bridge
4	Junctions at Ballyroan Road / Firhouse Road and Ballyroan Road / Ballyboden Road.
5	Shackleton to outer ring road
6	Foxborough Estate cycling infrastructure to be finished
7	Stocking Avenue and Hunters Road
8	Firhouse Road - Old Bawn Road Junction (R114)
9	Rathfarnham Village - remove more parking spaces to create an attractive space for walking, cycling and outdoor café tables.
10	Taylor's Lane - Parallel parking should be strictly enforced or a protected cycle lane installed outside the Costcutters shop.

11	Whitehall Road (outside Pines) - change to parallel parking to increase footpath space and make it safer for cyclists
12	Lucan - Protection for cyclists is needed at roundabouts, e.g., Fonthill area, Griffeen Ave., Hayden's Lane and Esker Road.
13	200m cycle lane outside Hansted estate going towards Finnstown not connected
14	Mt Carmel access through to M50 roundabout narrow swing gate.