

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday 10th September 2022

Part 8 Report

Firhouse Road and Butterfield Avenue

Report on Part 8 consultation process for the above proposal.

1. Introduction

1.1 Overview

South Dublin County Council worked with our Employers Representative Clifton Scannell Emerson and Associates (CSEA) in the compilation of this report, to present the outcome of the Statutory Public Consultation undertaken in relation to the proposed Dodder Greenway – Phase 6 – Firhouse Road, Wellington Lane & Butterfield Avenue scheme.

This report aims to summarise the concerns and recommendations submitted by the public, to respond to submissions made during the consultation period, and to make recommendations in relation to the proposed development where appropriate.

1.2 Outline of Public Consultation Programme

1.2.1 Non – Statutory Consultation

- A project briefing was held online with Councillors on 29th August 2021.
- A further online briefing to Councillors was held ahead of the non-statutory formal public consultation on October 22nd 2021.
- From Dec 1st 2021 to Jan 14th 2022 a non-statutory public consultation was undertaken via a virtual consultation room at the following link: <https://consult.sdublincoco.ie/en/consultation/dodder-greenway-blue-haven-firhouse-road-spawell-link-road>.
- During this consultation the options were presented to the public via the options report and explanatory videos and feedback sought to inform the preferred route of the scheme. From this emerging preferred route the Part 8 was designed and

proposed by means of a statutory consultation as outlined in Section 1.2.2 of this report.

1.2.2 Statutory Consultation

- Following the non-statutory public consultation the updated scheme was presented to the public by way of a virtual consultation room via the following link from 5th of July 2022 to 31st of August 2022:
<https://consult.sdublincoco.ie/en/consultation/dodder-greenway-firhouse-road-butterfield-avenue>
- During this period all relevant documents including drawings, reports, photomontages, and drone imagery indicating existing and proposed works were displayed.
- All relevant information was also available on the Councils consultation portal. Submissions could be made via the portal or in writing by post to: Senior Engineer, NTA Schemes, LUPT, South Dublin County Council.
- During the consultation 22 submissions were received as further outlined in Section 3.2 of this report.

1.3 Environmental Considerations

1.3.1 Environmental Impact Assessment Screening

An Environmental Impact Assessment (EIA) Screening Report was prepared for the proposed works which determined that the proposed development does not exceed the thresholds that trigger the mandatory requirement for EIA and subsequently the proposed development is deemed to be a sub-threshold development. Accordingly, a Screening Assessment has been carried out in respect of this sub-threshold development in accordance with Schedule 7 of the Planning and Development Regulations 2001 (as amended). This EIA Screening assessment found that the proposed development is not likely to result in significant negative environmental effects. It has therefore been recommended to South Dublin County Council that the proposed development would not be likely to have significant effects on the environment by virtue of its characteristics, location, size or potential impacts and does not require an Environmental Impact Assessment Report to be undertaken.

1.3.2 Screening for Appropriate Assessment

A Screening for Appropriate Assessment (AA) Report was prepared for the proposed development in accordance with Article 6(3) of the Habitats Directive, Part XAB of the Planning and Development Act 2000 (as amended), the relevant case law, established best practice and the Precautionary Principle. The AA Screening Report concluded that the proposed development, either individually or in combination with other plans or projects, is not likely to have significant effects on the South Dublin Bay and River Tolka Estuary SPA, South Dublin Bay SAC, North Bull Island SPA or any other European site in view of best scientific knowledge and the Conservation Objectives of the site concerned.

1.4 Legislative Background

Planning and Development Act 2000

Section 179 (3) of the Planning and Development Act 2000 (as amended), requires that the Chief Executive of a local authority shall, after the expiration of the period during which submissions or observations with respect to the proposed development may be made, in accordance with regulations under subsection (2), prepare a written report in relation to the proposed development and submit the report to the members of the authority.

Section 179(b) outlines that a report prepared in accordance with paragraph (a) shall—

- (i) describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area,
- (ii) Evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation.
- (iii) list the persons or bodies who made submissions or observations with respect to the proposed development in accordance with the regulations under subsection (2),
- (iv) summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or observations, and give the response of the Chief Executive thereto, and (v) Recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

Under Section 179(4) of the Planning and Development Act, members of a local authority shall, as soon as may be, consider the proposed development and the report of the Chief Executive. Following the consideration of the Chief Executive's report, the proposed development may be carried out as recommended in the Chief Executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's report, or decides not to proceed with the development. A resolution must be passed not later than 6 weeks after receipt of the Chief Executive's report.

South Dublin County Council Development Plan 2016-2022

The *South Dublin County Council Development Plan 2016-2022* sets out the Council's policies and objectives for development in the County over the period from 2016 through 2022.

ET6 Objective 1 of the Plan states that is the policy of the Council to *“support and facilitate the development of an integrated network of Greenways and Trails, including blueways/water trails, along suitable corridors, including the River Liffey, Dublin Mountains Way, Grand Canal, River Dodder and Slade Valley”*.

Furthermore, the Council aims to *“Improved facilities for pedestrians and cyclists, such as increased footpath/cyclepath widths and safer crossings”*.

Table 6.4 of the Plan sets out the Six Year Cycle Network Programme for the South Dublin Area. The Dodder Greenway Project has been included as item 1 on the list, as a proposed Green Route to extend from Bohernabreena to Rathfarnham via Firhouse and Old Bawn.

South Dublin County Council Cycle South Dublin Programme of Works

The objective of the programme is to provide a comprehensive and connected cycle network across South Dublin, making cycling a more achievable mode of transport for all adults and children and improve the cycling identity of the County.

The Dodder Greenway is listed as Route 8 in the 'Now' schemes of the programme.

1.5 Report Structure

The remainder of this Report is structured as follows:

- **Chapter 2** provides a detail description of the proposal and sets out the scheme objectives;
- **Chapter 3** summarises the concerns and recommendations submitted by the public and provide a response to the submissions made in relation to the proposal; and
- **Chapter 4** presents the Chief Executive recommendations following consideration of the submissions.

2. Proposed Development

2.1 Description of Proposed Development

The proposed Dodder Greenway – Firhouse Road & Butterfield Avenue intends to upgrade the conditions of the existing road and pedestrian and cyclists' facilities.

The intent of the proposed scheme is to be in line with the greenway strategy and achieve a high quality of service for cyclists and pedestrians throughout the proposed route. The proposed width of the cycle tracks for the scheme follows the recommendation of the National Transportations Authority's National Cycle Manual.

The coverage offered under the proposed scheme extends from Ballyboden St Enda's GAA Club on Firhouse Road to Butterfield Ave-Kilvere Junction and includes the Spawell Link Road, from Firhouse Road to Spawell Roundabout.

All proposed works for the project will include a fully integrated landscape plan and will accommodate all the required services or all required services diversion, if any.

The proposed Dodder Greenway Phase 6 scheme comprises of the following:

- Approximately 1.7km of road upgrade to create segregated cycle facilities throughout the extent of the scheme, where possible.
- Upgrade of 3 no. junctions (Wellington Lane, Knocklyon Road and Blue Haven) and their traffic lights phasing arrangements.
- Upgrade of the bus stop layout throughout the scheme, where possible, to safely accommodate cyclists and pedestrians.
- All associated ancillary infrastructure works, such as upgrade of the existing surface water system, and upgrade of the public lighting system
- Road marking and road sign upgrade.
- All associated ancillary works and integrated landscape plans.

2.2 Plans and Details

Plans and details are available at the following link:

<https://consult.sdublincoco.ie/en/consultation/dodder-greenway-firhouse-road-butterfield-avenue>

3. Public Consultation Submissions Summary

This section presents an analysis of the submissions and includes a summary of each of the issues raised and the responses and recommendations of the Chief Executive. The responses of the Chief Executive have been framed taking account of the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

3.1 List of Submissions

Submissions received during the specified period of the Statutory Public Consultation in respect of the proposed scheme are listed in the table below.

No.	Author	Response
1	Ciaran Ahern	I support it but would like to see some changes.
2	Colm Ó Riain	I support it but would like to see some changes.
3	Conor Magee	I support it but would like to see some changes.
4	Dan Ryan	I support it but would like to see some changes.
5	Donagh Regan	I support it but would like to see some changes.
6	Elizabeth Hickey	I support it but would like to see some changes.
7	Glenn White	I support it but would like to see some changes.
8	Hidden Author_SD-C240-2	I support it but would like to see some changes.
9	Hidden Author_SD-C240-4	Yes, I support it.
10	Hidden Author_SD-C240-16	I support it but would like to see some changes.
11	Hidden Author_SD-C240-17	I support it but would like to see some changes.
12	Hidden Author_SD-C240-18	I support it but would like to see some changes.
13	Hidden Author_SD-C240-19	I support it but would like to see some changes.
14	John Brennan	I support it but would like to see some changes.
15	Hugh Raftery	Yes, I support it.
16	Margaret Rogers	I support it but would like to see some changes.
17	Pauline Williamson	I support it but would like to see some changes.
18	Proinsias Mac Fhlannchadha	I support it but would like to see some changes.

No.	Author	Response
19	Sean Jennings	I support it but would like to see some changes.
20	Stephen Dolan	I support it but would like to see some changes.
21	Thomas Blake	I support it but would like to see some changes.
22	Dublin Cycling Campaign	<i>Please refer to section 3.2 below detailed submissions</i>

3.2 Detailed Submissions

This section details submissions that include additional information provided or where the response was 'I support it but would like to see some changes' or 'No, I'm opposed it'. Each submission was interpreted, divided and numbered according to each issue or subjected raised. The numbering within the submission correlates to the numbering on the Chief Executives Responses section.

Please refer to **Appendix A** for the full submission from the Dublin Cycling Campaign.

Submission No. 1 – Ciaran Ahern

1. I am fully supportive of the proposed [protected two-way cycleway along Butterfield Avenue and Firhouse Road and commend South Dublin City Council for proceeding with this important project. However, I believe the proposed project still requires some tweaks to make it even better. I have been pleased to work with Dublin Cycling Campaign on their submissions in respect of this planning application and I wish to confirm my agreement with all points made in that comprehensive submission.
2. I would also like to see a complete redesign of the junction at the Blue Haven to incorporate international best practice in this regard. A Dutch-style "cyclops" junction similar to that recently built by DLR County Council at Drummartin Link Road/ Kilmacud Road Lower would be suitable here. I have attached some photos of this junction for ease of reference. It would be great for the Blue Haven junction to be the signature active travel junction for South Dublin - a model of best practice for the rest of the county and showcasing our ambition when it comes to encouraging a modal shift to walking and cycling.
3. I would also like to see provision made along the route for cyclists who will not be availing of the greenway. For example provision should be made for cyclists to take a left from Ballyroan Road directly onto Firhouse Road. It is simply not reasonable or practical to expect cyclists to wait for two sets of traffic lights before they can safely make their way onto Firhouse Road from Ballyroan road when vehicles may simply make a left turn without any need to stop. Provision for "everyday" cyclists also requires a full redesign of the junction at the Blue Haven.
4. I would reiterate that this is a welcome and important addition to the active travel infrastructure in South Dublin. I would hope that protected cycleways can also be provided on numerous adjacent routes to the Greenway e.g. the two-way protected cycleway could easily be continued all the way along Butterfield Avenue to Rathfarnham

Village, as there is ample space to allow for such a protected cycleway on that road, where currently there are no safe cycling facilities and yet wide traffic lanes and much parking on the footpath / verges. It should also be possible to provide protected cycle routes along Ballyroan Road (along which 5 schools are based) and Marian Road. I understand that just over 50% of SDCC's active travel budget has been spent in 2021 and I would encourage the Council to be as ambitious as possible in this regard in the years ahead.

Chief Executives Responses

1. Noted.
2. Consulting Engineers CSEA reviewed the Firhouse Road/ Ballyroan Road junction design prior to Part 8 publication and concluded that a Dutch/ Cyclops style is not feasible at this junction due to the existing geometry leading to both complex pedestrian and cyclist movements around the junction as well as significant impacts to the traffic performance. For further information, please refer to sections 4.7.2 and 4.7.4 of the Options Report issued during the Non-Statutory Public Consultation, which further details the reasons why a cyclops layout was not deemed appropriate. Additionally, during the consultation process an independent Consulting Engineer was engaged to carry out a peer review on the junction analysis and design. The conclusion of this review concurred with the CSEA recommendation.
3. The provision of one-way cycle facilities on the Southeast side of Firhouse Road (outbound) has been added to the scheme as an amendment to the Part 8 as a result of submissions received and at the request of the NTA.
4. Comments are noted.

Chief Executives Recommendations

1. The scheme has been amended to include single way cycling facilities on the East side of Firhouse Road from the Ballyroan Road junction to the Knocklyon Road junction.

Submission No. 2 – Colm Ó Riain

1. I am very much in favour of the scheme in general and hope that it proceeds to construction ASAP. The intention of the scheme to improve walking and cycling facilities is laudable but it falls short of its aims in certain aspects in my opinion. I think some conditions should be attached to the grant of permission to improve it and make it more attractive for people to walk and cycle the route.
2. It seems strange, in light of the supposed hierarchy of users, that at the Blue Haven junction, approaching from Firhouse Road, the total width of the space given over to private motor vehicles is in excess of 12m while cycling gets 3.5m and walking gets less than 5m. It seems excessive to have three lanes for motor vehicles going in one direction approaching the junction. If one of these lanes was to be removed (with left turning traffic sharing a lane with traffic travelling straight ahead) the experience for people walking and cycling could be much improved. A green buffer with plants and trees could be inserted instead of the traffic lane, making the two-way cycle track much safer and, as important, feel much safer for people using it. This would transform the experience of this section of the 'greenway', especially for young and less experienced people cycling the route.

3. Consideration should also be given to the priority afforded to people walking and cycling at the Blue Haven junction. Currently, pedestrians are forced to wait an interminable amount of time while priority is clearly given to moving as much motorised traffic as possible through the junction. There is also very poor provision made for people cycling through the junction. At the very least, if the current plans are proceeded with, people walking and cycling through the junction should be given equal if not more priority to those in private cars. The ideal solution would be a Dutch-style or Manchester style Cyclops junction as either of these would offer people walking and cycling a much safer and pleasant experience navigating this major traffic junction.
4. The same priority should be given at the proposed Toucan crossing proposed near the junction with Knocklyon Road. If people cycling are forced to wait more than a few seconds after pressing the button to cross to the cycling track on the other side of the road, people will not use the 2-way cycle track section and will instead opt to mix with general traffic when heading in the direction of Firhouse from the Blue Haven junction. This should be discouraged by getting the crossing lights to change to green almost instantaneously as they would in countries that properly prioritise cycling.
5. Finally, for the length of the scheme and where there is adequate space, the cycling tracks should be moved inside the green verge rather than hugging the road/bus lane. Having this buffer makes the experience of cycling feel much safer and, again, would encourage people who would otherwise never dream of doing so, to leave the car behind and cycle instead.

Chief Executives Responses

1. Noted.
2. Traffic lane width on Firhouse Road were defined based on existing traffic flow and road category. The removal of a dedicated left-turn lane between the Firhouse Road and the Old Bridge Road would negatively impact the Blue Haven junction's degree of saturation. Landscape overall plan for the project will be developed as part of the detailed design stage.
3. Consulting Engineers CSEA reviewed the Firhouse Road/ Ballyroan Road junction design prior to Part 8 publication and concluded that a Dutch/ Cyclops style is not feasible at this junction due to the existing geometry leading to both complex pedestrian and cyclist movements around the junction as well as significant impacts to the traffic performance. For further information, please refer to sections 4.7.2 and 4.7.4 of the Options Report issued during the Non-Statutory Public Consultation, which further details the reasons why a cyclops layout was not deemed appropriate. Additionally, during the consultation process an independent Consulting Engineer was engaged to carry out a peer review on the junction analysis and design. The conclusion of this review concurred with the CSEA recommendation.
4. Cyclists are encouraged to use the proposed toucan crossing at Knocklyon Road junction to safely cross Firhouse Road and access the proposed one-way cycle track on the south side of Firhouse Road (westbound).

5. CSEA have reviewed the design to include, where possible, kerb protection and vegetated buffer between the cycle facilities and carriageway.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 3 – Conor Magee

1. I think it is very important that cycle lanes are given priority when crossing other roads. It is a stated goal of SDCC to promote active travel and in order to do that the option of active travel, in this instance cycling, must be made as attractive as possible. Having cycle lanes where cyclists are repeatedly asked to yield to other traffic is counterproductive to that.
2. One specific question I have is how are cyclists travelling south west along Butterfield Avenue (towards Firhouse) going to turn right onto Old Bridge Road? Again, I strongly feel people cycling must be given at least equal priority to vehicular traffic at this junction.

Chief Executives Responses

1. Comments are noted and improvements to the scheme will be further reviewed at detail design stage.
2. Cyclists intending to turn right from Butterfield Avenue onto Old Bridge Road are encouraged to use the cycle facilities provided and make the right-turn movement during the appropriate traffic lights phasing.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 4 – Dan Ryan

1. I live in the area and cycle the dodder trail to work for several years. I have young children but have never brought them on the cycle due to the Kilvere to Firhouse Road section. The traffic is dangerous. It is essential for the success of a continuous cycling route that there is in fact a continuous cycling route. The proposed plan is a good one which separates the cycle lane from road with a kerb. I would feel comfortable bringing my children on that route. It is crucial that the cycle lane in fact is built as depicted rather than a diluted version.
2. Separately can I suggest an additional connection between the western side of the Kilvere estate and Kilvere Park to lengthen the park journey and get better utilisation of the new trails created in that section of Kilvere Park. Photo attached.

Chief Executives Responses

1. Comments are noted.

2. Suggestion regarding the provision of a connection/ link from the Butterfield Avenue/ Kilvere junction to the Kilvere Park greenway is outside the extents of this scheme.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 5 – Donagh Regan

1. There is a proposed stop 200m to the west, and an existing stop 150m to the East. It would appear there is no need for the proposed stop. The footpath is narrow at this point, and buses stopping so close to Washington Park junction will make existing this road dangerous. I think there is no reason for this stop to be provided. Additional benefit is faster bus journey times, by reducing frequency of stops.
2. Litter Bins No provision has been made on completed sections of Greenway for litter bins. The area has increased pedestrian traffic, dog walkers etc, and there is no bins at entry points to Kilvere Park, or other sections. This needs to be addressed in plans.

Chief Executives Responses

1. The eastern section of Butterfield Avenue (bus stop and junction layout) has been reviewed to avoid potential conflicts between road users. A Road Safety Audit has been carried out and the recommendations of said audit have been introduced on the scheme prior to Part 8 publication.
2. The provision of litter bins along the Dodder Greenway will be rationalised during the detailed design stage.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 6 – Elizabeth Hickey

1. I am very supportive of the proposed option and look forward to using it for both leisure and commuting but have some concerns on the continuity and legibility for cyclists.
2. Drawing Number 1601 - I really welcome the Dutch style junction but for this to be a success cyclists must have their own light sequence and not share with vehicular traffic in the interest of minimising car wait times.
3. Drawing Number 1603 - I believe the Knocklyon Road junction could also follow a Dutch style design or indeed be similar to that of the recent junction design in DLRCC Kilmacud Road Lower / Eden Park. It's a similar configuration and that has a Dutch style design.
4. Drawing Number 1604 - I do not understand why the southern side on the Firhouse Road does not have cycling facilities. When I will be coming from Ballyroan (library as an example), I would not cross to the Northern side to recross back when going to Knocklyon. It makes no sense from a time / continuity perspective. I believe the Blue Haven junction needs a radical redesign. Is it possible for the junction to be squared off? It is in essence a 4 arm junction but just at an alternative angle?
5. Drawing Number 1605 - As a user of the Kilvere Greenway I have concern about the number of parked cars in Kilvere. Would designated parking with planters be an effective

method of having a Fietstraat as in the Netherlands - emphasising the car is a guest? Also of concern is the crossing coming from Kilvere, is there adequate space for both pedestrians and cyclists waiting to cross where this junction is currently located? Will they block the cycle path?

6. As with all connectivity to the scheme I hope there will be continued evolution and connectivity. For example after Kilvere the scheme simply ends and if one wants to go to Rathfarnham there are no facilities on the road. For security reasons at night , people may not want to use the Greenway. Likewise it would be good to see an upgrading of Templeogue Bridge and Ballyroan Road facilities as I currently find them very hostile locations to cycle.

Chief Executives Responses

1. Comments are noted.
2. The design intends to have a dedicated traffic lights phasing for cyclists and pedestrians.
3. CSEA have reviewed the design of Firhouse/ Knocklyon Road junction (prior Part 8 Submission) and concluded that a Dutch/ Cyclops style is not feasible at this junction. Cyclists are encouraged to use the proposed toucan crossings at Knocklyon Road junction to safely navigate across Firhouse Road and access the proposed one-way cycle track on the south side of Firhouse Road (westbound).
4. Consulting Engineers CSEA reviewed the Firhouse Road/ Ballyroan Road junction design prior to Part 8 publication and concluded that a Dutch/ Cyclops style is not feasible at this junction due to the existing geometry leading to both complex pedestrian and cyclist movements around the junction as well as significant impacts to the traffic performance. For further information, please refer to sections 4.7.2 and 4.7.4 of the Options Report issued during the Non-Statutory Public Consultation, which further details the reasons why a cyclops layout was not deemed appropriate. Additionally, during the consultation process an independent Consulting Engineer was engaged to carry out a peer review on the junction analysis and design. The conclusion of this review concurred with the CSEA recommendation. The provision of one-way cycle facilities on the Southeast side of Firhouse Road (outbound) has been added to the scheme as an amendment to the Part 8 as a result of submissions received and at the request of the NTA.
5. Prior to a Part 8 application, a Road Safety Audit has been carried out and the recommendations of said audit have been implemented into the scheme. A sign is located at the entrance of Riversdale Estate indicating that parking is only permitted for residents. If illegal parking is occurring residents should contact the Garda.
6. Comments are noted.

Chief Executives Recommendations

1. The scheme has been amended to include single way cycling facilities on the East side of Firhouse Road from the Ballyroan Road junction to the Knocklyon Road junction.

Submission No. 7 – Glenn White

1. I am a resident of Butterfield Grove off Butterfield Avenue. I am a regular pedestrian and cyclist along Butterfield Avenue. I'm very concerned about the dangerous crossroads junction of Butterfield Avenue at the Blue Haven. I frequently find myself in dangerous situations with the lack of a cycle lane when entering or exiting Butterfield Avenue at this junction. The cycle lanes on approach from Ballyroan road, Templeogue bridge, and Firhouse road end abruptly at Butterfield avenue, and cyclists are then merged with oncoming traffic with insufficient room to cycle safely.
2. Also, the traffic on Butterfield avenue frequently speeds far in excess of the speed limit, as motorists treat it as a national thoroughfare rather than a residential area, with schools, children and families trying to make their way safely whether walking or cycling. There have been some serious accidents on Butterfield avenue caused by speeding motor vehicles.
3. The Dodder Greenway should proceed as soon as possible to make this very dangerous junction safe for pedestrians and cyclists and motorists. It's only a matter of time before more serious accidents causing very serious injury or worse will happen unless this facility is completed. It will vastly improve the infrastructure in the local area and make it safe for all to use.

Chief Executives Responses

1. Comments are noted.
2. Prior Part 8 Submission, traffic lane width of Butterfield Avenue have been reviewed and reduced in accordance with the "Design Manual for Urban Roads and Streets" (DMURS). This measure will not only calm traffic but will free up additional space to accommodate wider pedestrians and cyclists facilities along Butterfield Avenue.
3. Comments are noted.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 8 – Hidden Author (SD-C240-2)

1. Bus Stops - where are the existing bus stops to be relocated to? There are 3 bus stops that will be affected I think, it is not practical to move the bus stop from the top of Kilvere closer to Tesco as there is one before Butterfield Grove and also it would block and halt traffic unnecessarily.
2. Alternative Route - why does this have to go along Butterfield avenue, why can it not continue alongside the river under Templeogue Bridge and reconnect after there.
3. Overhead Bridge or Tunnel - instead of new lanes and disruption, why not leave as is but create a cycle and walking bridge over the Firhouse road after the blue haven, or an underground tunnel somewhere.

Chief Executives Responses

1. The eastern section of Butterfield Avenue (bus stop and junction layout) has been reviewed to avoid potential conflicts between road users. A Road Safety Audit has been carried out and the recommendations of said audit have been implemented into the scheme prior to Part 8 publication.
2. Suggestion regarding alternative route has been considered and assessed at earlier stages of the project (prior to part 8). However, it was deemed not viable. Please refer to section 4.7.1 of the Options Report issued during the Non-Statutory Public Consultation.
3. Suggestion regarding the overhead bridge or tunnel is deemed unfeasible for the proposed scheme.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 10 – Hidden Author (SD-C240-16)

1. Few safety concerns/observations regarding the operation of a two-way cycle track adjacent to the entrance to the Riversdale estate and along Butterfield Avenue: upon exiting the Riversdale estate, due to a curve in the road to the left it will be necessary for all vehicles exiting to drive onto the cycle track in order to ensure there is no bicycle/electric bike/electric scooter travelling from the left; hence a possible hazard to bicycles /electric bike/electric scooter travelling at speed from the right - has a Risk Assessment been carried out to see how this risk can be reduced/eliminated?
2. Currently there is only one yellow box at the entrance to the Riversdale estate on Butterfield Avenue; due to the extremely busy volumes of traffic on this road particularly at peak time are there any proposals to add a second yellow box right at the entrance to Riversdale to advise oncoming cyclists that this is in fact an entrance to a residential estate which may warn them to slow down at this point to reduce the risk to their safety? If this is not in the plan, what other measures are being implemented to reduce the risk to cyclists at this junction?
3. A safer option for cyclists/electric bike/ electric scooter operators would be to use the traditional approach of one single cycle track on each side of Butterfield Avenue in the same direction as traffic, rather than going with the more cost effective option of operating a two-way cycle track which may certainly increase the likelihood of accidents.
4. Due to the number of residents along Butterfield Avenue who will now need to contend with a two-way cycle track right at the entrance to their property in addition to the volume of traffic, which will make it extremely difficult to enter and leave their driveways if this gets approved.

Chief Executives Responses

1. Prior to Part 8 Submission, CSEA have reviewed the layout of the entrance to Riversdale Estate to maximise visibility and safety on approaches to the junction. A Road Safety Audit has been carried out and the recommendations of said audit have been incorporated into the scheme.

2. Pedestrians and cyclists have right of way over motorized vehicles approaching the Riversdale entrance. Appropriate 'Yield' sign and road markings will be placed at the setback location (back of the footpath) such that they are highly visible to increase the junction legibility as stated in the NTA's National Cycle Manual clause 4.9.
3. CSEA have reviewed the design of Butterfield Avenue prior to Part 8 Submission and concluded that the provision of two-way cycle track located on north side of Butterfield Avenue will avoid conflicts between all road users at the Blue Haven junction.
4. Pedestrians and cyclists always have priority over access or egress traffic. Due to the inherent conflict in direction, it is essential that vehicular speeds are minimal when turning in or emerging from a driveway as stated in the NTA's National Cycle Manual clause 5.4.1.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 11 – Hidden Author (SD-C240-17)

1. First of all I want to say that I'm a regular user of the Dodder Greenway, from Tallaght to Bushy Park most of the time and a great fan of this project. It's such a pleasant and safe route for cyclist and walkers, also seems more and more popular. Connecting the two parts with a two-way cycling lane at Blue Haven is a great idea, as at the moment entering the second part of the Greenway travelling West is quite challenging and there's no easy way to do it.
2. I reviewed the plans and have only one remark about it - it would be good to keep possibility to turn right towards Ballyroan when travelling from Tallaght (Firhouse Rd to Ballyroan Rd right turn). At the moment it requires crossing two lanes, though there is a designated bicycle area in front of the lanes allowing taking a turn when light changes. On the plans that area is not marked, and I don't see another solution for cyclist to turn right on that junction. That possibility should not be removed when redesigning the junction. It may require a different solution, but it is vital to keep that possibility. Thank you for all the hard work on this project.



Chief Executives Responses

1. Comments are noted.

2. Cyclists intending to turn right from Firhouse Road to Ballyroan Road are to use the two-way cycle track (greenway) and safely cross the junction through the proposed pedestrian crossings during appropriate traffic lights phasing.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 12 – Hidden Author (SD-C240-18)

1. It is great to see the project progressing and this link will be really beneficial when it is completed. We try to make local trips by bike where we can, however we find that crossing from Templeogue to the south side of the Dodder can be really difficult (with small kids or without). Our choice is either Templeogue Bridge or Spawell Roundabout, neither of which are fit for purpose for cycling or walking.
2. Unfortunately, the current proposals will not improve active travel connectivity at Spawell, or Old Bridge Road and I ask you to put safe and comfortable cycling/ walking links from the Templeogue side to the Greenway, with proper priority given to walking and cycling at traffic lights also.
3. It is good to see the proposed two-way cycle track, however we ask that it is extended along Firhouse Road and up Spawell Link Road (see red dashed link below “1”) – there is currently a two-way cycle track on Spawell Link Road, and it could be upgraded. This would give really good connectivity to the existing two-way track alongside Spawell and the proposed Wellington Lane two-way cycle track. It would also cut out some road crossings, e.g. if travelling along the blue line from Spawell then you wouldn’t have to cross Spawell Link Road twice. People travelling outbound along Butterfield Avenue also could avoid crossing the road at Knocklyon Road. Spawell Roundabout can be exceptionally slow to cross by foot or bike and dangerous. Having to cross two arms of it is a massive no-no. If people have to do this they simply won’t, so won’t walk/ cycle or will cycle on footpaths or on the wrong side of the road.
4. Point 2 below – We often travel with the kids to training along the green lines and it would be really beneficial to have a park entrance and connecting path at “2”. This lets people go into the park/ greenway at the earliest opportunity and avoids having to cross the road, as we would be able to go under the bridge.
5. Point 3 below – The car park can be really busy at training times, and it can be difficult and uncomfortable to get the kids through the car park. There needs to be a separate pedestrian/ cycling entrance that avoids interaction with the car park. An entrance at “3” would be really good and would also prevent people having to complete a big loop (blue or green lines) if travelling to or from the Spawell/ Templeogue side. I’d encourage the designers to visit the car park at evening time this autumn/ winter when Ballyboden and Bros. Pearse training is on to see how difficult the car park can be to walk or cycle through. People often park completely blocking the greenway entrance within the car park, despite the new parking opening. There are often people parking along Spawell Link Road also. The grass verge should be kept between the cycle track and the open road – it results in a more comfortable cycle for my kids, while also giving them a buffer if they have wobble or a fall. It also helps with the parking issue.

A few other considerations:

6. Please include grass verge between the cycle tracks and traffic everywhere (it is great to see the grass verge retained on Firhouse Road but please do more).
7. Please speed up the pedestrian and cycling traffic lights along the route, including Spawell Roundabout, Templeogue Bridge and the new crossing at Cherryfield Car Park.
8. For the Firhouse Road Junction and Knocklyon Road junction please don't do the Dublin junctions – use international best practice like a Dutch protected junction or a UK Cyclops junction. The Dublin junctions won't work as intended and are dangerous.
9. The Blue Haven junction is still very disappointing. Use international best practice like a Dutch protected junction or a UK Cyclops junction. The Dublin junctions won't work as intended and are dangerous. Please consider people cycling from all directions and put a proper segregated route on Old bridge Road (please note the existing footpath on the east side is actually a shared space path, it's just not clearly marked). The dangerous slip lane on Ballyroan Road should be removed, it is very dangerous, and I have nearly been hit there numerous times (the new GDA Transport Strategy commits to removing these).



Chief Executives Responses

1. Comments are noted.
2. Pedestrian and cyclist facilities on Old Bridge Road and the Tempelogue side of Spawell are outside the extent of this scheme but can be reviewed as part of the Cycle South Dublin programme of works.
3. CSEA have reviewed the design of Wellington Lane prior to Part 8 publication and concluded that the provision of one-way cycle track located on each side of the Wellington Lane will avoid conflicts between vehicles and cyclists around the Wellington Lane junction with Firhouse Road and improve pedestrian facilities.
4. Pedestrians and cyclists are encouraged to use the proposed toucan crossing to safely cross the Wellington Lane and access the main Dodder Greenway Park through the Dodder Valley Car Park.
5. Pedestrian and cyclist access to the main Dodder Greenway route within Dodder Valley Park is facilitated under the Dodder Phase 3 Scheme (completed Q2 2022). It includes a red

surfaced ramped access through the upgraded Dodder Valley Car Park that ultimately provides linkage to the Dodder Greenway constructed within the confines of Dodder Valley Park. Illegal parking is in the remit of an Garda Síochána.

6. CSEA have reviewed the design to include, where possible, kerb protection and vegetated buffer between the cycle facilities and carriageway.
7. Traffic light sequencing to Spawell Roundabout and Templeogue Bridge (Old Bridge Road) is outside the extents of this scheme.
8. Consulting Engineers CSEA reviewed the Firhouse Road/ Ballyroan Road junction design prior to Part 8 publication and concluded that a Dutch/ Cyclops style is not feasible at this junction due to the existing geometry leading to both complex pedestrian and cyclist movements around the junction as well as significant impacts to the traffic performance. For further information, please refer to sections 4.7.2 and 4.7.4 of the Options Report issued during the Non-Statutory Public Consultation, which further details the reasons why a cyclops layout was not deemed appropriate. Additionally, during the consultation process an independent Consulting Engineer was engaged to carry out a peer review on the junction analysis and design. The conclusion of this review concurred with the CSEA recommendation.
9. As per point 8 above

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 13 – Hidden Author (SD-C240-19)

1. As a cyclist, in the interest of safety for access to houses along the double cycle lane, what measures will be in place to control the speed of cyclist along the cycle lane particularly where it passes residential houses? Cyclists can build up dangerous speeds endangering elderly and people with mobility issues. Will the cycle lanes be open to scooters who travel at high speeds?
2. What measure will be in place to allow for deliveries to residential houses along the double cycle lane - again important for elderly and those with limited mobility.
3. Butterfield Ave is currently used by emergency services as a preferred access route to Tallaght Hospital for example, will the width of the proposed double cycle lane inhibit any of the emergency services ability to maintain current response times to the public?

Chief Executives Responses

1. Pedestrians, cyclists and scooters have priority over access or egress traffic. Due to the inherent conflict in direction, it is essential that vehicular speeds are minimal when turning in or emerging from a driveway as stated in the NTA's National Cycle Manual clause 5.4.1.
2. Delivery points or loading bays have not been considered as part of the scheme due to the residential nature of the area.

3. Adequate carriageway width has been provided on Butterfield Avenue in accordance with the "Design Manual for urban Roads and Streets" (DMURS).

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 14 – John Brennan

1. There doesn't seem to be any "rules of the road" when it comes to cyclists or pedestrians when travelling along the walkway from Kilvere Park to Dodder Park and on to Bushey Park. There is no clear demarcation about whether the cycle lane exists on the left or the right hand side of the park walkway. However, once a pedestrian comes out of the Kilvere Park at Tesco (Rathfarnham Shopping Centre), there is one pedestrian crossing that allows pedestrians and cyclists to cross the road onto the Bushey Park side of the Dodder View Road. That is when the pedestrian will discover that the whole of the footpath has cyclist symbols indicating that this is in fact a cycle only path.
2. There is NO pedestrian crossing from the exit from the Kilvere Park at Tesco to the other side of the Fairways road where there is / was a pedestrian and cyclist shared path clearly marked. This suggests to me that the pedestrian is secondary to the cyclist in the planning and execution of the South Dublin County Council "greenway" plan. I find this insulting and reprehensible.

Chief Executives Responses

1. Comments submitted are outside the extent of this scheme. Please be advised that Dodder Greenway Phase 5 (currently under construction) when brought into full service will address the issues raised here.
2. As per point 1 above.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 16 – Margaret Rogers

1. Butterfield avenue is a busy road. For legal reasons home owners on this road are required to reverse into their driveways. This involves bringing the car close to and parallel to the footpath, waiting for a break in the flow of traffic and then reversing. The proposal is to provide a 2-way cycle lane. I am concerned that this will cause a traffic hazard to residents having to cross a 2-way cycle lane and one carriageway if turning right while exiting and entering their property. There is also the difficulty of having to cross a 2-way lane if turning left while exiting and entering their property.
2. Cars entering driveways on Butterfield Avenue will have to pull up close to and parallel to the 2-way cycle lane and then wait for a break in the flow of vehicular and 2-way cycle traffic before reversing. The car will temporarily block the carriageway thus preventing the flow of vehicular traffic. Once the carriageway is free the home owner can begin to reverse but only if the cycle lanes are clear in both directions. The flow of vehicular traffic will be prevented while waiting for this clearance. It is an accident waiting to happen. The home owner entering

and exiting a driveway will have to consider vehicular traffic flow (2 carriageways if turning right into traffic and turning right to reverse into driveway) and a 2-way flow of cyclists all at the same time. It will lead to an extremely stressful situation several times a day.

3. In consideration of the above I propose that you examine the possibility of a Toucan crossing at the junction of Kiltera and Butterfield Avenue. This would allow for a single cycle lane each side of the Butterfield Avenue thus alleviating the requirement for home owners to have eyes in the back of their heads when entering and exiting their driveways.

Chief Executives Responses

1. The two-way cycle track has been designed in accordance with the “Design Manual for Urban Roads and Streets” (DMURS) and NTA “National Cycle Manual” (NCM).
2. Pedestrians and cyclists have priority over access or egress traffic. Due to the inherent conflict in direction, it is essential that vehicular speeds are minimal when turning in or emerging from a driveway as stated in the NTA’s National Cycle Manual clause 5.4.1. Furthermore, the proposed scheme intends to encourage a modal shift to walking and cycling which will aid in reducing the number of motorized vehicles on the road.
3. The provision of one-way cycle track on both sides of Butterfield Avenue and a toucan crossing at the junction with Kiltera has been considered at the options report stage of the project and presented in the non-statutory public consultation which was open from Dec 1st 2021 to Jan 14th 2022. Section 4.7.1 of the Options Report published at this stage of the Public Consultation process further outlines why this option was not considered the preferred route following a multi criteria analysis.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 17 – Pauline Williamson

Riversdale Estate OMC
Riversdale, Butterfield Avenue
Rathfarnham, Dublin 14

1. Riversdale is a small private development consisting of 10 houses constructed circa 2017 and the original property of Riversdale House. In general, the residents of the development are supportive of the plans to continue the development of the Dodder Greenway amenity and to improve walking and cycling infrastructure in the area. However, we would like the opportunity to raise some concerns we have in relation to road safety arising from the planned development.
2. The entrance to Riversdale is close to the Butterfield Avenue/ Ballyroan Road junction and lies between 1 Butterfield Avenue and 1a Butterfield Avenue. There is open access to the private entrance road of development from Butterfield Avenue. Since this entrance opened in 2017, there have been ongoing issues for vehicles to safely enter and exit the development due to persistent non-resident parking along the entrance road arising from its proximity to the businesses at the junction of old Bridge Road, notably a creche, baby swimming pool and physiotherapy centre. Despite no parking signage and regular contact

with the business owners the problem persists and at certain times of the day cars can be parked directly inside the boundary line where the public road double yellow lines end. This makes access for vehicles into and out of the development particularly dangerous both for vehicle drivers and other road users including pedestrians and cyclists. We are very concerned that with introduction of a two-way cycle lane along Butterfield Avenue, the loss of on street parking will drive even more non-resident vehicles into the development causing higher volumes of through traffic at the Riversdale entrance and more frequent unsafe parking along the entrance road. Without appropriate road safety measures taken upfront this may result in very unsafe conditions at the estate entrance once the dual cycle lane is in place.

3. We therefore ask as part of this development that further road safety assessment be taken, particularly given that when the plans were first proposed, the Riversdale estate was not on the map (refer to page 6 of document 18_123D-Ph6-Dodder Greenway). The Riversdale OMC is open to working with SDCC in this regard to develop proposals to improve signage and road markings both on the public road and private side of the entrance to ensure that everyone's safety is protected.

Chief Executives Responses

1. Noted.
2. Prior to a Part 8 application, a Road Safety Audit has been carried out and the recommendations of said audit have been implemented into the scheme. Illegal parking is in the remit of an Garda Síochána.
There is Part 8 planning currently in place since 2017 for the scheme on Butterfield Avenue which does not allow for parking on Butterfield Avenue. There appears to be good private residential parking within the houses of Butterfield Ave with the average driveway length 14m on houses to the Southern side and 10m on houses to the Northern side of Butterfield. Additionally, from a desktop study there appears to be space on Woodbrook Park which is 150m from the Butterfield Avenue/ Ballyroan Road junction.
3. Access to Riversdale has been accommodated in the proposed design and has been designed in accordance with the NTA's National Cycle Manual clause 4.9. Appropriate parking restriction markings and signage will be rationalised during the detail design stage. During this stage further Road Safety Audits will be carried out as required.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 18 – Proinsias Mac Fhlannchadha

Drawing Sheet #1 (1601)

1. It is not clear why the bus bye-pass for the cycle lane heading west on the Firhouse Road continues as long as it does off-road. Why has this not been brought back to the road similar to the design of other bus bypasses on the scheme? (see proposed cycle lane bypass at the bus stop further down the road).

Drawing Sheet #2 (1602)

2. It is not clear how this scheme integrates with the cycle lanes as proposed for the Wellington Lane Cycle Scheme. The location of the Toucan crossing should ensure clear access to the main greenway route (Phase 3 works) without having to go through a carpark for a conflict point. It is apparent from this drawing that this uninterrupted access has not been provided and needs to be facilitated.

Drawing Sheet #3 (1603)

3. The changeover from 2 lane cycleway to 1 lane cycleway at the junction of Firhouse Road and Knocklyon Road is a sub-optimal solution, and I cannot see a reason why the single-lane cycle lane has not continued all the way to the Blue Haven junction. The limitations of the design will see many cyclists continue to cycle on the carriageway and ignore the 2 lane cycle way when heading west as this element of the scheme has been poorly planned.

Drawing Sheet #4 (1604)

4. I cannot see a reason why the single-lane cycle lane has not continued to the Blue Haven junction. The limitations of the design will see many cyclists continue to cycle on the carriageway when heading west as this element of the scheme has been poorly planned. A single-lane cycleway in both directions on the R114 needs to be considered by the design team.
5. There is no way for cyclists heading east on Firhouse Road to turn onto Ballyroan Road or else it is not clear how this movement is to happen. Cycle lanes across this junction from Old Bridge Road to Ballyroan Road have been omitted. Could the design team please review this movement for cyclists?
6. The slip road from Ballyroan Road to Firhouse Road encourages cyclists to use the slip road, cross halfway onto the junction and then cross again to get onto the 2 lane cycle lane. This is sub-optimal as by the time a cyclist makes these 2 unnecessary crossings, they would have been at the junction with Knocklyon road. The limitations of the design will see many cyclists continue to cycle on the carriageway and ignore the 2 lane cycleway when heading west as this element of the scheme has been poorly planned. A single-lane cycleway in both directions on the R114 needs to be considered by the design team.
7. Not clear why the revised junction markings on the Firhouse Road and lights are so far away from the actual junction itself.
8. There needs to be consistency with the colouring of the cycle lanes throughout the scheme. It appears that there is a preference for red-painted lanes in places and no colour for others.

Drawing sheet #5 (1605)

9. Whilst I can appreciate that the scope of the project is the Dodder greenway, the design on this road ignores the fact that this road will be used by other cyclists coming from the direction of Rathfarnham Village. It is a shame that no consideration has been given to future proof this route for cycle lanes to continue on this road, especially as the section of road is part of route 10A and S04 of the Greater Dublin Cycle Network Plan. A single-lane cycleway in both directions on the R114 needs to be considered by the design team with a toucan crossing to provide access for those wishing to cross and join the greenway in order to realise the 10A and S04 routes of the plan over time. Whilst this Network is referenced, little else has been done to reflect the same in the design for this element of the route on Butterfield Avenue. This needs to be rectified by the design team.
10. A raised junction should be installed at Anne Devlin Drive subject to the inclusion of the single-lane carriageway.

Chief Executives Responses

1. The bus stop by-pass have been designed in accordance with the Preliminary Design Guidance Booklet for BusConnects. Connections to existing cycling facilities on Firhouse Road will be reviewed during detail design stage.
2. CSEA considers that the toucan crossing on Wellington Lane has been proposed at an optimum location. Pedestrians and cyclists are encouraged to use the proposed toucan crossing to access the Dodder Valley Park through the Dodder Valley Car Park. A separate cyclist/ pedestrian entrance is provided.
3. The provision of one-way cycle facilities on the Southeast side of Firhouse Road (outbound) has been added to the scheme as an amendment to the Part 8 as a result of submissions received and at the request of the NTA.
4. As per point 3 above.
5. Cyclists intending to turn right from Firhouse Road to Ballyroan Road are encouraged to use the two-way cycle track (greenway) and safely cross the junction through the proposed pedestrian crossings during a dedicated traffic lights phasing.
6. As per point 3 above.
7. Stop line set back on Firhouse Road (Blue Haven junction's western arm) is required to accommodate proposed pedestrian crossing. The location of pedestrian crossing at Blue Haven junction has been reviewed and assessed at earlier stages of the project (prior to part 8). For further information refer to the Options Report published during the Non-Statutory public Consultation as detailed in Section 1.2.1 of this report.
8. Surface finishes will be taken into consideration during detail design stage.
9. Regarding the provision of single-line cycleway along Butterfield Avenue, CSEA have reviewed the design prior to Part 8 Submission and concluded that the provision of two-way cycle track located on north side of Butterfield Avenue will avoid conflicts between vehicles and cyclists at the Blue Haven junction. Rathfarnham Village is outside the scope of these works but can be considered as part of the Cycle South Dublin programme of works.
10. The provision of traffic calming measures at the junction of Anne Devlin Road is not deemed necessary as traffic calming is provided 20m away on Butterfield Avenue at the junction of Kilvere.

Chief Executives Recommendations

1. The scheme has been amended to include single way cycling facilities on the East side of Firhouse Road from the Ballyroan Road junction to the Knocklyon Road junction.

Submission No. 19 – Sean Jennings

1. Existing Spawell Link Road Cycle Lane - Today, there is a 2m two-way protected cycle lane on the south-west side of the Spawell Link Rd. with mature trees between it and the road. Could it be upgraded / modified to be the necessary northward route? Such an approach would avoid tree removal / replacement on that side of the road.
2. Firhouse Rd. / Spawell Link Rd. Road Traffic - Regarding the left turn from Firhouse Road onto the Spawell Link Road. From the previous consultation, I was informed that buses and cars would have separate light phases for moves through this junction design. Whilst

that is a sufficient approach to ensure safety for this new design, it would still seem less efficient to the existing layout that utilises merging bus / car traffic in advance of a yielding slip road (as is the case at most similar surrounding junctions).

Chief Executives Responses

1. CSEA have reviewed the design of Wellington Lane prior to Part 8 Submission and concluded that the provision of one-way cycle track located on each side of the Wellington Lane will avoid conflicts between vehicles and cyclists around the Wellington Lane junction with Firhouse Road. Any tree removed as part of the Dodder Phase 6 scheme shall be accommodated under a tree mitigation plan.
2. The proposed cyclist left-turn movement from Firhouse Road onto Wellington lane is completely segregated from the bus/ cars left-turn movement. Furthermore, the proposed design intends to have a dedicated traffic lights phasing for all road users.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 20 – Stephen Dolan

1. Firstly, I am very supportive of this scheme as the gap between the existing Dodder greenway sections is quite problematic. I would prefer a fully off road route but appreciate it is not possible due to land ownership along the Dodder in this section.
2. I believe the 2 way cycleway is the best option available, but my main concern would be with the protection of cyclists passing through the junction at the Blue Haven, in particular protection from cars turning left from Firhouse Rd. onto Old Bridge Road. I expect that cycle specific traffic lights will be provided and will ensure that left turning cars are held at red while cyclists proceed through the junction in both directions.

Chief Executives Responses

1. Noted.
2. The design intends to have a dedicated traffic lights phasing for cyclists and pedestrians.

Chief Executives Recommendations

1. No changes proposed following the review of this submission.

Submission No. 21 – Thomas Blake

1. I am concerned by the total lack of toilet facilities along this route, this is a major requirement that should be included asap.

Chief Executives Responses

1. Comments are noted. Toilet facilities are outside the scope of this active travel scheme.

Chief Executives Recommendations

2. No changes proposed following the review of this submission.

Submission No. 22 – Dublin Cycling Campaign



Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Our vision for Dublin is a place with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.

We welcome the many elements of our initial submission that have been considered in the finalised Part 8. Of note we also welcome the detailed commentary received in response to each point. Particularly welcome are the route visualisations provided.

Part 8 Submission Comments

In the following section we give our additional commentary to that of our initial submission.

Our position with respect to the following recommendations remains as detailed in our initial submission and they are:

- Where possible as much vegetated buffering should be used between pedestrians, cyclists and vehicular traffic in order to provide optimum segregation.
- Dutch/ cyclops style junctions should be deployed.
- Minimum wait times at crossings for active travel modes.
- Consideration to be given to cyclists who are not specifically connecting with the Dodder Greenway but for which part of this scheme may be on their journey.

Drawing Number 1603

1. Given the use of a dedicated traffic signal phase for cyclists separate to that of vehicular traffic, we do not understand why a Dutch style or Cyclops junction could nor be deployed at the Knocklyon Road junction. The new junction at DLRCC (Drummartin Link Road and Kilmacud Road Lower) is of a similar orientation and such a design was deemed appropriate.

Drawing Number 1604

We are still very concerned about the legibility and overall design of the Blue Haven junction. We request the following and we would like to see these incorporated into the final design:

2. The overall configuration of the junction arms and the junction design should be considered to make it easier for all vulnerable road users to negotiate it with priority and comfort from all directions. In particular the option of a right turn for cyclists from Firhouse Road into Ballyroan Road remains highly problematic.
3. We would welcome full clarification around the decision not to proceed with the cyclops style junction at this location, which we feel is still justified.
4. The left slip traffic lane from Ballyroan Road to Firhouse Road should also be removed in line with NTA policy but retained for cycling (as per the latest NTA strategy).

5. An ASL should be included for cyclists wishing to turn right on to the new Dodder Greenway route towards Kilvere.
6. A red coloured cycle lane should be included for cyclists travelling from Old Bridge Road to Ballyroan Road.
7. We see no clear route for cyclists coming from Ballyroan Road who want to connect directly with the Dodder Greenway, are they expected to use toucan crossing or to cross at the junction? This needs to be made clear in any updated design.
8. We still suggest a cycle lane needs to be provided on the south side of the Firhouse Road between Ballyroan Road and Knocklyon Road junctions because cyclists coming from Ballyroan and going to Knocklyon/ or those not using the Greenway are unlikely make two separate crossings for the bi-directional cycle track. It would add considerable time to their journey. They are likely to still use the southern side of the road even if the cycling facilities are removed.
9. On the two-way cycle track, two sets of stop lines are provided for people cycling straight on to Butterfield Avenue. We query the necessity for two stop lines and would welcome an explanation.
10. Given that Templeogue bridge is the primary access to the Greenway for many residents we would hope that the upgrading of the bridge be considering in upcoming future schemes.

Drawing Number 1605

11. We welcome the inclusion of a Toucan crossing at Kilvere, but we still have concerns regarding the stacking provision for cyclists who may be travelling to Ballyroan Road, and for pedestrians.
12. We note the boundary of the scheme, but we would hope that as part of continued plans the multi-directional cycle track at a later stage will continue towards Rathfarnham given the criticality of this route for linking centres such as Ballyroan/ Knocklyon to Rathfarnham.

Conclusion

This section of the Dodder Greenway is key to ensuring a continuous, safe greenway through South Dublin. But it is also an important area for commuting cyclists using routes other than the greenway and the interconnectivity between the two functions needs to be considered.

We trust that our additional observations will be taken into account in the finalised design. As always, we would be happy to engage with the Council on any of the points raised above. And we look forward to engaging with the Council as the design progresses.

Yours sincerely,

Muireann O'Dea

Dublin Cycling Campaign

South Dublin Sub-Group

Muireann.odea@gmail.com Tel 086 179 1128

Chief Executives Responses

1. Consulting Engineers CSEA reviewed the Firhouse Road/ Ballyroan Road junction design prior to Part 8 publication and concluded that a Dutch/ Cyclops style is not feasible at this

junction due to the existing geometry leading to both complex pedestrian and cyclist movements around the junction as well as significant impacts to the traffic performance. For further information, please refer to sections 4.7.2 and 4.7.4 of the Options Report issued during the Non-Statutory Public Consultation, which further details the reasons why a cyclops layout was not deemed appropriate. Additionally, during the consultation process an independent Consulting Engineer was engaged to carry out a peer review on the junction analysis and design. The conclusion of this review concurred with the CSEA recommendation. Cyclists are encouraged to use the proposed toucan crossing to cross Firhouse Road and access the single lane cycle track on the southern side of Firhouse Road heading west.

2. Cyclists intending to turn right from Firhouse Road to Ballyroan Road are encouraged to use the two-way cycle track (greenway) to safely cross Old Bridge Road and cross Butterfield Avenue through the proposed pedestrian crossing during dedicated traffic lights phasing.
3. See response to point 1 above.
4. The traffic performance of the junction deteriorates significantly with the removal of the left turning slip on Ballyroan Road. The section 4.7.3 of the Options Report (Blue Haven Junction Option 5), issued during the Non-Statutory Public Consultation, details options considered but not included on the assessment. The layout of Option 5 proposed to remove the left slip lane on Ballyroan Rd and included a straight through cycle lane for cyclists going northbound. The following is an extract from the mentioned section of the report: *“This design (refers to option 5) was not included on the MCA due to safety concerns on pedestrians and cyclists movements around the junction and significant impacts to the traffic performance. Following the creation of a traffic model, it was concluded that a separate signal stage could not be provided for cyclists, which forced to have pedestrians and cyclists’ movements to be accommodated on a single signal stage. This arrangement presented significant safety concerns for all users as too many conflict points were identified on the junction. ”*
5. The proposed layout intends to encourage cyclists to safely cross the Blue Haven junction through the proposed pedestrian/cyclists’ crossing points during a dedicated traffic lights phasing.
6. This proposal will be considered at detail design stage.
7. Cyclists intending to enter the Dodder Greenway from Ballyroan Road are encouraged to safely navigate across the Blue Haven junction through the pedestrian/cyclists crossing facilities provided during a dedicated traffic light phasing and join the two-way cycle track (greenway).
8. The provision of one-way cycle facilities on the Southeast side of Firhouse Road (outbound) has been added to the scheme as an amendment to the Part 8 as a result of submissions received and at the request of the NTA.
9. Traffic lights phasing will detect cyclists movements, and, in some instances, cyclists will have to stop to allow cyclist traffic to proceed under that specific phase.
10. Comments are noted.
11. Prior to a Part 8 application, a Road Safety Audit has been carried out and the recommendations of such said audit have been implemented into the scheme.
12. Comments are noted.

Chief Executives Recommendations

1. The scheme has been amended to include single way cycling facilities on the East side of Firhouse Road from the Ballyroan Road junction to the Knocklyon Road junction.

4. Conclusion and Chief Executive Recommendations

4.1 Conclusion

Following review of all submissions received during the Statutory Public Consultation period, CSEA have concluded that 100% of stakeholders support or partially support the proposed scheme.

The following table is an analysis of the number of submissions received for the scheme.

Total number of Submissions	22 (100%)		100%
Supports the Scheme	2	9.10%	
Partially Supports the Scheme	20	90.90%	
Do not Support the Scheme	0	0.00%	

4.2 Recommendations

Following consideration of the submissions the Chief Executive is of the view that the issues raised by way of the submissions can be satisfactorily addressed as outlined in the foregoing report.

The report recommended the following:

1. Amendment to include single way cycling facilities on the East side of Firhouse Road from the Ballyroan Road junction to the Knocklyon Road junction.