

South Dublin County Council

Response to comments raised regarding the D24 Neighbourhood Cycle Network.

Report prepared by SDCC Active Travel team.

11 September 2023

What is the extent of the scheme?

The D24 neighbourhood cycle network is 11km of new, good quality, safe and segregated walking and cycling lanes to be provided along the following roads and as shown in the attached map:

- Phase 1: Firhouse Road West; Killinarden Way; Killinarden Heights; Kiltipper Way; and Whitestown Way
- Phase 2: Killinenny Road; Ballycullen Road; Ballycullen Avenue and Ballycullen Drive

The scheme will provide a joined-up cycle network linking 12 schools, parks, sports clubs and local amenities. It is estimated that some 40,000 people live within 500metres of the scheme.

The main arterial roads in the scheme are typically c.9metres wide and have two carriageways both of which are generally c.4.5metre wide. Most of these roads do not have good quality or safe cycle facilities in place. This scheme will reallocate c.3metres of the existing road space to provide good quality, segregated cycling lanes. This approach leaves c.6metres for vehicle carriageways (i.e., two 3metre wide vehicle carriageways). The scheme does not remove any existing vehicle lanes.

Why are we delivering this scheme?

Traffic across Dublin is getting worse. Since 2016 traffic in South Dublin County has increased by over 11% and this trend is continuing. There is limited capacity to build new roads or increase the capacity of existing roads to manage this. It is worth noting that well established evidence shows that building new roads only results in increased traffic, as it encourages more people to drive.

People have to be given alternative choices. One of the biggest barriers for people choosing to cycle is the lack of good quality and safe cycle lanes that form part of a joined-up network and that people feel safe and secure using. Currently across South Dublin there is a disjointed and unconnected cycle network meaning people choose not to cycle and instead drive. 21% of Dubliners who don't cycle would do so frequently, if there was a safe, good quality and joined up cycle network in place.

Speed is the biggest contributory factor in road accidents, deaths and injuries in Ireland. A significant benefit of reducing the vehicle lane widths on the D24 Network is the proven consequential reduction in vehicle speeds. A small reduction in vehicle speeds can have a massive effect on safety for all road users (pedestrians, cyclists and vehicles).

A good quality joined up public transport and cycle network is crucial in providing people with alternative choices. In South Dublin the current public transport and cycle network offering is limited. Delivering a joined-up network takes time, investment and support and requires change.

To this end in April 2021, South Dublin County Council agreed an ambitious programme of cycling and walking projects with the Vision of making South Dublin County one of the most cycle friendly counties in the country. The program is called 'Cycle South Dublin' and is a blueprint to guide the delivery of 260km of new and enhanced active travel routes by 2030. The programme includes c.65 projects across the entire county and to date progress is being made on c.20 different projects. The detailed design and consultation on each scheme is progressed on a project-by-project basis. The majority of roads included in the D24 scheme are in the agreed Cycle South Dublin programme.

This project is part of a National Pathfinder Programme

The D24 neighbourhood cycle network is part of the Department of Transport sponsored National Pathfinder Programme, which was launched by the Minister for Transport in the Castletymon Library in October 2002. The project was selected, from many applications, as one of those Nationally that could make the greatest difference to people living in their counties.

The Pathfinder Programme is focused on reducing carbon emissions in the transport sector, by enabling the shift to cleaner transport choices. It also aims to bring increased momentum to the delivery of projects at a local level, providing templates that can be replicated and scaled up elsewhere, with a strong emphasis on innovative approaches. As such, the D24 neighbourhood cycle network will serve as a template for other Local Authorities to follow.

The Pathfinder Programme forms a key part of the implementation of the National Sustainable Mobility Policy (SMP), which is a vital part of the government's plan to meet Ireland's requirement to achieve a 50% reduction in greenhouse gas emissions by 2030 in the transport sector.

What powers are we using to deliver the scheme?

The scheme is being delivered under section 38 of the Roads Traffic Act 1994, whereby a road authority may have the powers to deliver such traffic calming works within the public road. Subject to the processes set out in the Act, the decision to deliver such works are an executive function and as such do not require a formal Council (i.e., Councillor) decision.

Did we consult people?

There was an initial briefing on scheme for local Councillors on 21 July 2022 at which Cllrs were advised on the scope of the scheme and the intention to progress with a scheme in this location.

The Council ran a non-statutory public consultation from 12 September 2022 to 09 October 2022 and Councillors were advised of this before the public consultation commenced. Details of the Section 38 Non-Statutory Consultation can be viewed here; [D24 Neighbourhood Cycle Network Scheme | South Dublin County Council's Online Consultation Portal \(sdublincoco.ie\)](#) An EIA and AA screening were carried on the scheme in advance of commencing public consultation. As part of the public consultation posters were erected along the route, a social media video of the scheme was available ([11 D24 Neighbourhood Cycle Scheme V2 - YouTube](#)) and regular announcements were made on the SDCC Social Media channels. The consultation received 26 responses including submissions from the Tallaght Community Council and the St Martins's Residents Association. The issues raised during the consultation were considered and used to inform the final design.

On 26 October 2022 there was a briefing for Councillors on the outcome of the consultation, the issues raised and how the Council intended to address the concerns raised.

There was significant additional coverage given to the proposed D24 neighbourhood cycle network scheme at the launch of the Pathfinder Programme in the Castletymon Library in October 2002. This coverage included extensive reporting on the RTE Television and Radio news bulletins as well as reporting in the National and Local Newspapers. Many of the reports referred to the fact that the launch was taking place close to the site of the SDCC Pathfinder project.

Will the Council make any changes to the scheme based on concerns recently raised?

Council staff have been and will continue to engage with Councillors and the local community with a view to addressing issues on the ground.

Informed by this the Council is prepared to make some changes to the scheme and below is a short summary of these:

1. Retain a wide entry/exit at the junction from Dalepark Road onto Firhouse Road West and to formalise a left and right turn on Dalepark Road through the use of on-road lining.
2. Extend the yellow box on Firhouse Road West at the junction with Dalepark Road to allow more vehicles exit onto Firhouse Road West at peak times. As part of this the Council will continue to monitor the junction and will assess if there are benefits in making this a signalised junction, however, this could further impact on traffic on Firhouse Road West.
3. Provide formalised on-street parking on the east side of Dalepark Road for c.15 cars. The location of the parking would be set back sufficiently from the junction of Dalepark Road and Firhouse Road West so as not to impact on vehicles turning left or right. This parking would be used as a school drop off / park and stride location. It would also provide formalised on-street parking on one side of the street only, for people using the park and associated sports pitches.
4. The Council is in discussions with the church (St. Martin de Porres) about promoting the use of their car park as a park and stride location for school time pick up and drop off and regarding any car parking capacity issues for attendance at large church events.
5. We have realigned a short length of kerb close to the junction of Firhouse Road West and Old Bawn Road to allow earlier entry to slip lane on to Old Bawn Road
6. Provide a bus layby for the existing in road bus stop on the north side of Firhouse Road West opposite the church. This proposal would require the removal of c.3 trees and the redirection of the existing footpath. This design change does not accord with best practice design standards, however, in this instance and in recognition of historic traffic on Firhouse Road West and in working with the community, this suggestion could be accommodated.
7. Extend the right turn lane from Firhouse Road West onto Heatherview to provide more space for vehicles taking this right turn.
8. The trees have been trimmed back on Firhouse Road West to stop buses clashing with them and this will be monitored in the future.
9. We will consider the inclusion of localised, short parking bays on the northern side of Killinarden Heights to compensate for the loss of on street parking in the vicinity of the homes that access directly onto Killinarden Heights.

The next section of this report provides a response to the comments and concerns raised with Council staff to date.

Question	Answer
<p>Qs1. Was there an extensive analysis of peak time traffic (excluding summer months) on Firhouse Road West with consideration to ease of passage for emergency vehicles? What was the outcome and what factors were considered for green lighting the installation of a dividing kerb that would prevent traffic clearing a way for emergency access?</p>	<p>The Council accepts that traffic along Firhouse Road West is busy during the morning and evening peak. This has been the case for the number of years. Traffic data and surveys were carried out as part of the design of the scheme including.</p> <ul style="list-style-type: none"> - Two locations on Old Bawn between in Sept 2021, - Two locations on Firhouse Road West in Sept 2022 - a live traffic data feed has been in place since Feb 2023 at the junction Firhouse Road West and Heatherview Rd that counts traffic on Firhouse Road West 24/7. <p>The average width of the road along Firhouse Road and Killinarden Way (prior to works commencing) was generally c.9metres wide and included two carriageways (one in both direction) at c.4.5metres in width.</p> <p>The scheme will reduce the carriageway width to 3metre wide and provide a total road width of 6metre wide and a new segregated two-way cycle lane of 3metres.</p> <p>The width of the new carriageways, road and cycle lanes are in line with the road widths as set out in the National Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual. This design guidance specifically states that “Arterial and link streets (<i>which Firhouse Road West is</i>) should have traffic lane widths in the range of 2.75m to 3.5, with preferred values of 3.0m and 3.25m.” These design standards are set nationally and have been agreed by the Dept of Transport and NTA with the various emergency services. Local Authorities are required to follow these design standards.</p> <p>The narrowing of the carriageways will not reduce the number of vehicles that can travel on the road at the any one time. However, the narrower carriageways will slow fast moving traffic down.</p> <p>There is considerable evidence of speeding and unsafe driving along Firhouse Road West with 18% of vehicles travelling over the speed limit on a 7-day average, with the majority of speeding happening outside of peak times.</p> <p>The scheme will slow this speeding traffic down as drivers will need to drive more slowly. Narrow carriageways will have no impact on vehicles already driving slowly.</p> <p>As part of the design of the scheme two Road Safety Audits were carried out by independent auditors and these audits did not highlight any issues with regards the design of the scheme and its impact on any road user including pedestrians, cyclist, vehicles, or emergency services.</p>

	<p>Where emergency vehicles need to use the road during peak times, the emergency vehicles will.</p> <ul style="list-style-type: none"> - be able to use to the 3metre wide two-way cycle lane thereby avoiding all traffic or - traffic will be able to mount the newly installed kerb to provide a clear path. The new kerbs being installed 125mm high by 235mm wide.
<p>Qs2. Why is the cycle track only on 1 side ? Bikes will not cross the road to use it so we will still have bikes on the side with no track making it impossible to use the road. What provision is being made for the school traffic ?</p>	<p>The existing road is on average c.9m wide. The two-way cycle track at 3metres wide was located on one side of the road to minimise disruption at side road junctions and to avoid the removal of trees along the road.</p> <p>The two-way cycle lane is 3metres wide. By contrast, the provision of a cycle lane on either side of the road would have required the reallocation of nearly 4metres of existing road space thereby leaving only 5m for the carriageway. For a busy link street like Firhouse Road West it would be inadvisable to reduce the road width to below 6m.</p> <p>New and improved crossings are being provided to allow people cross over to use the new cycle track.</p> <p>As part of the design of the scheme, a detailed 'Safe Routes to School' assessment of the school and travel patterns was prepared. This report is attached. This demonstrates that 87% of students live within a c.20min walk of the school and that 66% of students live within a c.10min walk of the school.</p> <p>The survey highlights that 68% of parents felt that road safety is an issue around the school and 95% of parents would support the provision of improved walking and cycling facilities to enable their children to get to school safely.</p> <p>The expectation is that this scheme will make walking and cycling safer and a more attractive option for parents/guardians and children thereby reducing the number of people that do need to drive.</p> <p>31% of students are brought to school by private vehicle. A portion of these parents/guardians do travel on somewhere else but over a quarter return home.</p> <p>Historically informal parking was facilitated on the northern side of Firhouse Road West. However, parking on the southern side of the road was illegal as there was double yellow lines there. As a result of this scheme there will no longer be an opportunity for informal parking on the northern side of Firhouse Road West.</p> <p>For people that historically parked on Firhouse Road West</p> <ul style="list-style-type: none"> - The Council are engaging with the Church on Firhouse Road West (St. Martin de Porres) about

	<p>using their car park for park and stride for parents / guardians at pick up and drop off for the school. This discussion is on-going and is subject to agreement with the Church.</p> <ul style="list-style-type: none"> - regarding Dalepark Road, the Council are proposing to provide c.15 car parking spaces on the east side Dalepark Road. This on road parking would be located back from the junction with Firhouse Road West to retain the wide exit from Dalepark Road onto Firhouse Road West. As part of this we can also formalise a left and right turn from Dalepark Road onto Firhouse Road West and provide a larger yellow box thereby making it easier for cars to exit from Dalepark Road. This formalised on-road parking on Dalepark Road could be used by people dropping off and picking up for school and people using Aylesbury Park and the associated sports pitches.
<p>Qs3. Was consideration given to cutting into the existing grass verges which are already about 15ft deep and could have easily supported bike lanes while leaving the road in its original state</p>	<p>This was considered; however, this would have resulted in damage to the roots of the existing trees that would likely have killed a large number of these existing trees. The scheme being progressed has avoided this issue and so does no contravene SDCC's current "Living with Trees" Policy.</p>
<p>Qs4. Was a review of the cycle lane setup in Sallins, Kildare (installed 14 months ago) used to inform this deployment ? That would have highlighted issues around bus stop bays, stop / start cycle lanes, Emergency response access, inability of road sweepers to clean cycle lanes, linear housing estate on street parking and drop offs ?</p>	<p>The design of the scheme was progressed jointly by the NTA and SDCC. The NTA cycle design and active travel team are involved in the delivery of nearly all active travel schemes across the Country. The NTA are learning lessons from the design and delivery of all these schemes including for example the scheme referred to at Sallins.</p> <p>With regards the impact on emergency vehicles please see response to question 1.</p> <p>The Council will be able to sweep the two-way cycle lane and has access to a micro sweeper to sweep cycle lanes behind the new delineated kerbs.</p>
<p>Qs5. Can they supply links to minutes of meetings related to this approval, traffic assessment results that led to this decision (including a volume breakdown of motorised vehicles to Pedal), point to point cycle assessment benefit, traffic flow risk assessment and criteria ?</p>	<p>The Council are progressing delivery of this scheme using section 38 powers of the Roads Traffic Act. The reallocation of road space for traffic calming works can be progressed as an executive function and does not require a formal Councillor decision. As such there is no formal meeting at which Councillors took a decision to proceed with delivery of the scheme and as such no minutes that can be shared.</p> <p>Whilst no formal decision by Councillors was required Council staff have kept Councillors informed of progress on the design and delivery of the scheme over the last year.</p> <ul style="list-style-type: none"> • There was an initial briefing for Councillors on 21 July 2022 at which Cllrs were advised on the

	<p>scope of the scheme and the Council’s intention to progress with a scheme in this location.</p> <ul style="list-style-type: none"> • On 09 Sept 2022 local Cllrs were notified of our intention to start a non-statutory four-week public consultation on the proposed scheme. • The non-statutory public consultation was open from 12 Sept 2022 to 09 Oct 2022. Details of the Section 38 Non-Statutory Consultation can be viewed here; D24 Neighbourhood Cycle Network Scheme South Dublin County Council's Online Consultation Portal (sdublincoco.ie) As part of the public consultation posters were erected along the route, a social media video of the scheme was available (see above link) and regular announcements were made on the SDCC Social Media channels. The consultation received 26 responses. • On 26 October 2022 a post consultation briefing was held at which Council staff briefed local Cllrs on the extent and type of comments raised during the consultation and how we were intending to address the concerns raised. • On 31 May 2023 a public briefing was held in the Firhouse Community Centre <p>With regards traffic surveys and data gathered please refer to our answer for Question 1.</p>
<p>QS6. Was there any thought towards a shared bus and bicycle lane?</p>	<p>This was initially considered however it was ruled out. Updated national design guidelines for roads and cycle lanes advise against this design approach. There would not be sufficient road width for bus lanes. Two bus lanes would be 6 metres and there is only 9 metres on carriageway.</p>
<p>QS7. Why did they not consider a set down area, safe for children getting to school. There has been no consideration. They need a plan. There is a huge field at the centre could they not put in a car park specially for the school there?</p>	<p>The open space to the south of Scoil Maelruain is part of the school grounds and is currently used by the school.</p> <p>The open space to the south of Firhouse Road West is Aylesbury Park and is an important local open space that is well used and would not be suitable for a school drop off.</p>
<p>QS8. How will the congestion at school drop off/collection times on the Firhouse Road West (that a narrower road will worsen) be dealt with?</p>	<p>Please refer to response provided for Question 2.</p>
<p>QS9. Was any regard given by anyone in SDCC or by local representatives for the negative impact this cycle lane will have on the Irish estate come school collection times?</p>	<p>The Council acknowledges that traffic is busy within the ‘Irish Estates’ in the morning peak. A significant amount of this traffic is from parents/guardians driving children to both Old Bawn Community School and to Scoil Maelruain.</p> <p>Historically informal parking was facilitated on the northern side of Firhouse Road West. However, parking on the southern side of the road was illegal as there was double yellow lines there. As a result of this scheme there</p>

	<p>will no longer be an opportunity for informal parking on the northern side of Firhouse Road West.</p> <p>For people that historically parked on Firhouse Road West</p> <ul style="list-style-type: none"> - The Council are engaging with the Church on Firhouse Road West (St. Martin de Porres) about using their car park for park and stride for parents / guardians at pick up and drop off for the school. This discussion is on-going and is subject to agreement with the Church. - The Council have also designed an option to provide c.15 car parking spaces on the east side Dalepark Road. This on road parking would be located back from the junction so that we can retain the wide exit from Dalepark Road onto Firhouse Road West and as part of this the design would formalise a left and right turn and provide a larger yellow box thereby making it easier for cars to exit Dalepark Road onto Firhouse Road West. This on-road parking would also provide parking spaces for people using Aylesbury Park and the associated sports pitches.
<p>Qs10. The cycle lane cuts through a number of fairly busy junctions. The church crossroads, the exit at Daletree and ultimately at Kiltipper. How is it proposed that cyclists can safely navigate these junctions, particularly when neither Daletree or Kiltipper have pedestrian crossings?</p>	<p>The existing crossings are being upgraded to Toucans and where there are no crossing facilities then they are being provided as part of this scheme. The design of the scheme will ensure safety for all road users, pedestrians, cyclists, emergency vehicles, public transport, and private vehicles. The design accords with all relevant design standards and has undergone to independent Road Safety Audits to confirm this.</p>
<p>Qs11. Has due consideration been given to the impact more ramps on the road will have for people trying to manoeuvre around a moving bus? The two ramps currently on the road causes bus users some difficulties.</p>	<p>There have been historic issues with speeding and unsafe driving along Firhouse Road West and Killinarden Way. 18% of vehicles travelling on the road were over the speed limit on a 7-day average. The intention of this scheme is to slow speeding traffic and ensure drivers drive within the legal speed limits. To achieve this the carriageways are being narrowed, existing ramps are being retained and, in some locations, new ramps are being added. These measures will serve to slow speeding traffic, but they do not reduce capacity of the road to carry as many vehicles as it did previously.</p>
<p>Qs12. My Children attend Scoil Maelruain and the cars are normally parked all along the left hand side of Firhouse Road West, where are these cars going to park now? and if they still park there how is traffic going to get by? never mind an emergency vehicle in case of an emergency?</p> <p>Where are cars going to park for funerals, weddings etc in the church? In the cycle lane where they already have parked which puts everyone at risk.</p>	<p>With regards parking and drop off for the school, please refer to the response provided for QS2.</p> <p>With regards how emergency vehicles will use the road, please refer to the response provided for QS1.</p> <p>Council staff have approached the church on Firhouse Road West (St. Martin de Porres) with regards the use of their church car park as a park and stride location. As part of this we are discussing the extent to which their current car park is of a sufficient size to accommodate their parking requirements for their busiest events. These</p>

	discussions are on-going and Council staff will advise Councillors as to the outcome of these discussions in due course.
QS13. Can the bike lane be raised so it is flush to the kerb	This would require opening the existing road to move drainage out to new kerb line and this would require extensive and invasive works. This would result in a longer period of work and significantly increase the cost of the works. As such this proposal would not be taken forward in this location.
QS14. With parents dropping kids to school and parking on Firhouse road west, how can public transport safely drive down the same road at these busy times?	<p>Historically informal parking was facilitated on the northern side of Firhouse Road West. However, parking on the southern side of the road was illegal as there was double yellow lines there. On street informal parking in this location was resulting in unsafe driving.</p> <p>As a result of this scheme there will no longer be an opportunity for informal parking on the northern or southern side of Firhouse Road West. As such vehicles will not be stopping or parking on Firhouse Road West for pick up and drop off.</p>
QS15. Surely there is enough room to put the same width cycle path on the already wide footpath on Firhouse road west, why has this not been considered	<p>This option was initially considered but was ruled out for two reasons.</p> <ul style="list-style-type: none"> - Providing a sufficiently wide cycle path alongside the existing (off-road) footpath would have required the removal of a significant number of existing trees. - The location of the cycle lane off road would not have addressed the issues of speeding and unsafe driving in this area. This is a key location for improving road safety for children going to school and as a result other traffic calming, speed bumps and kerb build outs would have had to be provided along Firhouse Road West to address this issue.
QS16. Is there an official route open to the community to halt works to enable negotiations and further review of the impact of the project	<p>The Council are progressing delivery of these works under section 38 of the Roads Act.</p> <p>The Council have reviewed the concerns raised and have provided a response to these. As part of this review the Council has identified several changes to the scheme that would help to address some of concerns raised. The Council will continue to monitor the situation on site during construction and post completion to identify if other improvements could be made.</p>
QS17. Can the project team assess the impact of the new lanes on overall movement in the area. Measure the following for the next 6 to 9 months – maybe every second month (during school time not holidays)	<p>Traffic data and surveys were carried out as part of the design of the scheme, including.</p> <ul style="list-style-type: none"> - Two locations on Old Bawn between in Sept 2021,

<ol style="list-style-type: none"> 1. Car volumes FRW 2. Bike Volumes FRW 3. Time taken for cards to exit from FRW to OBW 	<ul style="list-style-type: none"> - Two locations on Firhouse Road West in Sept 2022 - a live traffic data feed has been in place since Feb 2023 at the junction Firhouse Road West and Heatherview Rd that counts traffic on Firhouse Road West 24/7. <p>We will continue to monitor and assess this data and will be happy to share the outputs from this with Councillors.</p>
<p>QS18. Could SDCC explore a formal “park & Stride” with the church? Perhaps renting a full line of spaces along the church hedge nearest the bus stop. That could provide 20 proper safe spaces with easy crossing access to the school</p>	<p>The Council are engaging with the Church on Firhouse Road West (St. Martin de Porres) about using their car park as a park and stride for parents / guardians at pick up and drop off for the school. This discussion with the Church is on-going and is subject to agreement with the Church. We will advise Councillors on the outcome of these discussions once concluded in due course.</p>
<p>QS19. Could a focus on safety with regards traffic warden / lollipop ladies be implemented when school goes back</p>	<p>Works on Firhouse Road West are being implemented to address safety and speeding concerns arising from school survey in July 2022 and to ensure the provision of a safer environment for children going to and from school.</p> <p>Since the schools have returned the Council has been discussing the impact of the works with the Wardens working in the area and will continue to do so.</p>
<p>QS20. The planners are only box ticking tomorrow & this will push ahead regardless. The workers were out prepping, cutting & marking the road all day today. The fact they haven't been stood down & are still being paid to proceed with their work tells its own story which is so disappointing. The whole plan has been so poorly designed with no provision for the school traffic or impact to the area for those who need their cars to drop kids to school & the commute to work after. Old Bawn is already a nightmare to get in & out of when the secondary school is back so can only imagine what the tail back will be like now resident's to get out if their own estate. Same for Aylesbury too</p>	<p>For Council responses on issues relating to busy traffic and school drop off/pick, please refer to the responses provided for Question 1 and 2 above.</p> <p>The Council has agreed to review all comments received from Councillors and the community and to respond to these. As part of this assessment several changes to the scheme have been identified which the Council believes will go some way to addressing some of the concerns raised to date.</p>
<p>QS21. The permanent cycle lane kerb is a hazard to cyclists and pedestrians alike. While the preservation of a 12ft grass verge to "Save the trees" sits well with a lot of people, putting drivers, cyclists, scooter users and kids at risk is clearly more important than trees - besides SDCC didn't really care about trees when they felled numerous mature trees on the Aylesbury field.</p>	<p>The design of the scheme, including the use of the kerb accords with all relevant and up to date national design standards for this type of scheme. The scheme has also undergone two independent Road Safety Audits which have both confirmed that the design is safe. A third Road Safety Audit will be carried out once the scheme is complete and at that point if any works are unsafe changes will be made to address these issues.</p> <p>SDCC have a “Living with Trees” policy. Trees can be removed for a variety of reasons, namely disease and reaching end of life which can make them a hazard, particularly during storms, or where it is considered absolutely necessary. In this instance this proposed</p>

	<p>scheme is a feasible alternative that does not require the removal of trees.</p> <p>Segregating cyclists from cars will minimise conflict and reduce the risk for all road users.</p>
<p>QS22. Anyone I have spoken too, were also unaware of the plans. We have over 400 residents on our Ellensborough page. My sons class on WhatsApp and also the Parent Association were all unaware. How did we all miss this.</p> <p>I would have absolutely submitted concerns had I known.</p> <p>The submissions received are no way representative of our area. I am living in Ellensborough working in Bray. I can't cycle to the school with my son, like lots of other parents in Kiltipper we are restricted with options when it comes to getting our kids to school safely.</p> <p>My son is young, I need to park and walk him to the door. As will many parents coming after me. There needs to be a plan. The caption area is very broad. Parking was always hazardous. The church is unacceptable, this is a loose agreement and I feel for the residents in Old Bawn and Aylesbury who will now have serious difficulty at rush hour.</p> <p>Why did they not consider a set down area, safe for children getting to school. There has been no consideration. They need a plan. There is a huge field at the centre could they not put in a car park specially for the school there?</p> <p>Also the use of lanes, I kid you not a scrambler with two guys on it flew past me in that lane towards killinardin 😞</p> <p>The entry and exit point are so unsafe, also emergency services. They will have no chance getting in and out of old bawn Aylesbury if needs be.</p>	<p>A full public consultation on the scheme was run from 12th Sept 2022 for four weeks until 20th October 2022. During this consultation many posters with images of the scheme were put up along the length of the route advising the local community of the consultation and where to find out information on the scheme. As part of this a video of the proposed scheme was available on the Council website ((11) D24 Neighbourhood Cycle Scheme V2 - YouTube). During the consultation all the scheme information and the video was shared actively through SDCC social media channels.</p> <p>26 responses were received from the local community and following this the project team liaised with the St Martins Residents Association, on concerns raised and the team adopting some of their submissions into the detailed design.</p> <p>The Council and the Safe Routes to School team have engaged with the Scoil Maelruains and a detailed survey of the parents and teachers was carried out in 2022 and this information was also used to inform the design of the scheme.</p> <p>Please also refer to the responses provided for Question 1 and 2 in relation to traffic, school drop off and emergency vehicles.</p>
<p>QS23. Traffic is bad enough already in the Irish estate at school drop off/collection times. I have brought this to the attention of SDCC, John Lahart, and I think yourself many times.</p> <p>I appreciate the intention might be that with a cycle track less people will drive. But that's a big hope. I expect in reality what will happen will be more congestion within the Irish estate.</p>	<p>With regards the impact of the scheme on traffic within the 'Irish Estates' please refer to the answer provided for Question 9.</p> <p>The well-established evidence demonstrates that the provision of safe, well designed, and segregated cycle lanes that bring people to the places they want to go and that are connected and extensive will result in more people walking and cycling. Where this infrastructure is not in place then it will deter people from choosing to cycle.</p>

	<p>The well-established evidence also demonstrates that the delivery of more and more road space does not solve traffic issues as this only encourages more people to drive.</p> <p>The Council is working to deliver its Cycle South Dublin programme with the intention of delivering a network of new 260km of new and improved cycle lanes across the County by 2030. It will take time to deliver this fully joined up network, but these works are an essential part of that.</p>
<p>QS24. I live on the Kiltipper end of Aylesbury and previous complained about parking where the cycle lanes are now by cars for football matches at the weekend, thereby blocking view for anyone existing from Kiltipper or Pineview. Now the problem is the cars are parking on both sides of Dale Park Road and on Saturday morning two cars couldn't pass trying to get in and out of the estate.</p> <p>The yellow junction box is near invisible and ignored by most people anyway so unless I drive up and around to come out at the traffic lights above the church I have little hope of getting out on that main Firhouse West Road.</p> <p>I fear for emergency services travelling up that road as cars have nowhere to pull in to allow them pass, at present they can take the long way round and go across the Old Bawn Road, but I do believe that is next for these cycle lanes.</p>	<p>Considering concerns raised regarding Dalepark Road, the Council are proposing to provide c.15 car parking spaces on the east side Dalepark Road. This on road parking would be located back from the junction with Firhouse Road West to retain the wide exit from Dalepark Road onto Firhouse Road West. As part of this we can also formalise a left and right turn from Dalepark Road onto Firhouse Road West and provide a larger yellow box thereby making it easier for cars to exit from Dalepark Road. This formalised on-road parking on Dalepark Road could be used by people dropping off and picking up for school and people using Aylesbury Park and the associated sports pitches.</p> <p>With regards emergency vehicles please refer to the response provided to Question 1.</p>
<p>QS25. We have no objections to cycle lanes, but we were not aware that it would be one double cycle lane the length of the road. Last week after this went in I had to drive to Churchtown to pick up my husband from work. On the drive through all the different housing estates I did not see one other double cycle lane anywhere. I don't know what the thinking was behind putting a double lane through our estate, if it's not acceptable in other areas. I drive to and from work up to Whitestown way and particularly coming home I have yet to see one cyclist crossing over to go into the cycle lane, instead they remain in the road and they dictate the speed of the traffic as now no one can over take them. It will be absolutely crazy when the children return to school and there is nowhere for parents to park except in the two housing estates. I have lived in Tallaght for over 40 years and I am constantly disappointed with the planners in South Dublin Co. Co and the decisions they have made over the years.</p>	<p>The design and delivery of two-way cycle lanes is an agreed national design approach. There are an increasing number of examples around the Dublin including in N11 between Fosters Ave and UCD, along East Wall R, the Coastal Mobility Route in Dun Laoghaire. South Dublin has also recently completed a two-way cycle lane on Limekiln Lane.</p> <p>In this instance a two-way cycle track on one side of the road was preferred for the following reasons</p> <ul style="list-style-type: none"> - The existing road is 9m wide, a two-way cycle track requires 3m thereby leaving 6m of road space (3m carriageways). The provision of a cycle lane on both sides of the road would require more than 3m of space and so would have reduce the remaining road space to below 6m with less then 3m for the carriageway. - The provision of a two-way cycle lane on one side of the road reduces the number of junctions that are impacted upon. <p>It should be noted that the cycle lanes in this area are not completed. The current works programme is that works along Firhouse Road West and Killinarden Way will be</p>

	complete by early November. The use of the cycle lanes in advance of that will not be encouraged.
<p>QS26. How I will get my son to school in the mornings.</p> <p>I live on kiltipper drive and he attends Scoil Santain. The last school year it could take up to 20 minutes to get out of dalepark Road onto firhouse Road West (FRW) and then onto the old bawn Road. This was facilitated by cars splitting into two lanes after the yellow box at the junction of FRW and Dalepark; thereby letting me bypass up to 10 or more cars by driving down on their inside and turning left onto Old Bawn Road. This won't be possible with the new road layout even with the possibility of the kerb on the left hand side being removed because it will take so long to get down to that point to breakaway from traffic. The lights at the end of FRW sometimes only let 2 cars onto oldbawn Road (turning right) due to the volume of traffic already on that road and the lights further along at the kiltipper road junction.</p> <p>My alternative now rather than waiting in traffic for I would imagine 30-45 minutes or possibly longer is to walk my son to school (which yes should be a reasonable alternative) however I have 2 other children (2 and under) in a double buggy that won't fit through the yellow gates of dodder Park either end so even if I do walk up and go through the gate of the new car park in dodder park I have no way of getting out the other side to drop my son to the school. Not to mention our weather issues in this country it would obviously not be ideal to have this as my only viable option everyday.</p>	<p>With the provision of a safe walking and cycling network the evidence, from other schemes in Ireland, demonstrates that the numbers of people walking and cycling will increase.</p> <p>For those that still need to drive</p> <ul style="list-style-type: none"> - The Council are engaging with the Church on Firhouse Road West (St. Martin de Porres) about using their car park for park and stride for parents / guardians at pick up and drop off for the school. This discussion is on-going and is subject to agreement with the Church. - Considering concerns raised regarding Dalepark Road, the Council are proposing to provide c.15 car parking spaces on the east side Dalepark Road. This on road parking would be located back from the junction with Firhouse Road West to retain the wide exit from Dalepark Road onto Firhouse Road West. As part of this we can also formalise a left and right turn from Dalepark Road onto Firhouse Road West and provide a larger yellow box thereby making it easier for cars to exit from Dalepark Road. This formalised on-road parking on Dalepark Road could be used by people dropping off and picking up for school and people using Aylesbury Park and the associated sports pitches.
<p>QS27. There a very few cyclists on this road it would have made more sense to put spaces on the right hand side beside the school for cars to park and let the traffic flow freely, also the grass verge on either side of the road could have been used as a cycle lane.</p> <p>I have concerns for children who will be getting dropped to school in the mornings it's going to be absolute mayhem and I fear there will be an accident, this road was bad enough in the mornings and now it is going to be 10 times worse with all that space taken away.</p>	<p>The main impediment to people cycling is safety. People that don't cycle usually choose not to because of potential conflict with cars. The introduction of a segregated cycle lane will entice people out of their cars for some journeys and help take cars off the road.</p> <p>The Council are proactively delivering the Council's agreed Cycle South Dublin programme which seeks to make South Dublin one of the most cycle friendly Counties in Ireland. To support this, we have plans to deliver some 260km of new and improved cycle lanes across the County by 2030. It is this comprehensive delivery of this safe and connected cycle network that will enable people to choose to cycle. The delivery of this part of the network is crucial to the overall delivery of this longer term agreed plan.</p> <p>With regards to the impact of the scheme on school drop off and pick up please refer to the response provided in Question 1 and 2.</p>

QS28. I would however like the committee/meeting to acknowledge the outrage that the D24 Neighbourhood cycle network will cause and will undoubtedly cause havoc when the schools open back up.

I do acknowledge that the goal set out by this network does have its merits regarding delivering a safe cycling environment however it does not deliver a functional network.

With parents dropping kids to school and parking on Firhouse road west, how can public transport safely drive down the same road at these busy times? It is only a matter of time before a child is injured, cars damaged this lined with the traffic tailbacks.

Cars will also now park in the Old Bawn estates, the church car park. It beggars belief how this has come to be. Surely there is enough room to put the same width cycle path on the already wide footpath on Firhouse road west.

The Council recognises that traffic is busy along Firhouse Road West and Old Bawn Road in the morning and evening peaks. However, as set out in previous responses this scheme does not reduce the number of lanes on the road it just narrows the laneway.

It is also acknowledged that the scheme will remove the ability of people to informally park directly onto Firhouse Road West. In light of concerns expressed and for those that will still need to drive

- The Council are engaging with the Church on Firhouse Road West (St. Martin de Porres) about using their car park for park and stride for parents / guardians at pick up and drop off for the school. This discussion is on-going and is subject to agreement with the Church.
- In light of concerns raised regarding Dalepark Road, the Council are proposing to provide c.15 car parking spaces on the east side Dalepark Road. This on road parking would be located back from the junction with Firhouse Road West so as to retain the wide exit from Dalepark Road onto Firhouse Road West. As part of this we can also formalise a left and right turn from Dalepark Road onto Firhouse Road West and provide a larger yellow box thereby making it easier for cars to exit from Dalepark Road. This formalised on-road parking on Dalepark Road could be used by people dropping off and picking up for school and people using Aylesbury Park and the associated sports pitches.

With regards the proposal to relocate the cycle lane off road alongside the existing footpath please refer to the answer provided in response to Question 15.

