

South Dublin County Council

Castletymon Road South Part VIII Consultation Report

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Project Overview

Introduction

In accordance with Part 8 of the Planning and Development Regulations 2001 (as amended), South Dublin County Council (SDCC) proposes an active travel scheme at Castletymon Road, Tallaght, Dublin 24. The scheme extends from the southern end of Castletymon Road, moving north past the Castle Park intersection on the west and Balrothery Estate on the east to St. Aengus Church northwest and Castle Lawns to the east, enhancing the entrance to Tallaght Community School further east and the entrances to Scoil Aonghusa and St Rose to the west.

The proposed scheme aims to create an environment where all travel modes can move safely and efficiently in the Castletymon area and access all local amenities. Within the active travel proposal is a 1km walking and cycling facility and traffic calming measures along Castletymon Road, from Main Street to Castletymon Road Library, in the Tymon area, Junction amendments to provide safer movement of pedestrians and cyclists, and General/Landscaping/Public Realm works.

This project is part of a National Pathfinder Programme, which forms a key part of the implementation of the National Sustainable Mobility Policy, which sets out the government's plan to meet Ireland's requirement to achieve a 50% reduction in greenhouse gas emissions by 2030 in the transport sector. The cycle path also aligns with the National Transport Authority's 2023 Cycle Design Manual, which replaces the old manual published in 2011.

Site Location

The subject Part 8 proposal is located along Castletymon Road, south of Tymon Park and east of Bancroft Park. The majority of this route is to be constructed on existing Castletymon roadways. The active travel project is split into two sections, located north and south of the Castletymon District Centre. Castletymon Road is the connection between an existing and proposed cycle scheme with several schools and amenities along it, including the new Castletymon Library and Bancroft and Tymon Park. The existing road is between 9m and 9.3m wide with a painted medium in the centre and approximately 2m footpaths on each side, separated from the road by a 2m verge with trees and public lighting. There are no existing cycle facilities on or near the alignment of Castletymon Road. Castletymon Road is the key connecting road for local communities. The T-junctions along Castletymon Road are wide estate junctions with a radius of +6-9m.

Castletymon Road is tree-lined on both sides for the majority of its length, and Bancroft and Tymon Parks running perpendicular and along the road, creating substantial tree coverage in the area. The area taken in charge includes the road, the verges, the footpaths, and several metres of open space on both sides of the footpath. This open space is a sloped grass lawn draining towards the roadway. It is

potentially an underground utility corridor, reducing the likelihood of utilities in the carriageway. No Protected structures or Monuments and Heritage sites within the alignment.

Outline of Public Consultation Programme

Context

Division of the overall project (Castletymon Road North and Castletymon Road South)

An informal public consultation was held for the overall Castletymon Road Active Travel scheme from May 26th to June 30th, 2023. The feedback received during this process, summarized below, required a change in the scope of work to the southern section; it was determined necessary to divide the project into two sections. The two sections are (with the Castletymon Shopping Centre and Poddle River as the dividing point):

1. Castletymon Road North and
2. Castletymon Road South.

An online portal was available during this period with all appropriate documents including drawings, reports and artistic impressions indicating existing and proposed works. 8 submissions and 39 survey responses were received the majority in favour.

Based on this informal consultation a series of changes were identified around the southern end of Castletymon Road South including changes to areas of existing open spaces and boundaries. Given these changes it was determined that a Part 8 application in line with the Planning and Development Act and Regulations would be the most appropriate consenting mechanism for Castletymon Road South scheme.



Figure 1-1: The project is split into two sections, Castletymon Road North and Castletymon Road South.

Part VIII Consultation

Following the non-statutory public consultation and division of the scheme, a statutory public consultation was then carried out on the revised Southern Section of the project from February 28th to April 10th 2024. This consultation period was extended to April 16th 2024.

During the consultation all appropriate documents including drawings, reports and artistic impressions indicating existing and proposed works were available on the Council's consultation portal. All relevant information was also available in a hardcopy format in the South Dublin County Council Hall at Belgard Square North, Tallaght, Co. Dublin. Information was made available via social media and boards were erected along the road to notify the local community. Submissions could be made via the portal or in writing by post to: Active Travel, NTA Schemes, LUPT, South Dublin County Council. No written submissions were received.

A Local Workshop and Public Information Session was held at the Castletymon Road Library on April 9th 2024, from 5:00-7:30 pm. The event included a workshop element and a presentation about the scheme, along with an opportunity to discuss any concerns and opportunities. SDCC Active Travel staff discussed the proposed scheme one-on-one and their concerns and attendees were asked to submit submissions during the event. Only one written submission was submitted during this event.

Overall, during the statutory Part 8 public consultation period, a total of 20 submissions (19 online and 1 written) were received and 158 survey online submissions were received as further outlined in this report.

The Proposed Development

Description of the Proposed Development

The purpose of the proposed scheme, is to provide an active travel link from the southern end of Castletymon Road from Main Road, moving north including the junctions of Castle Park intersection on the west and Balrothery Estate on the east, connecting to St. Aengus Church and Castletymon Road Library. The development also includes the junction and roads of Castle Lawns to the east enhancing the entrance to Tallaght Community School and Castle Park to St Rose's National School and Scoil Aonghusa Junior & Senior National School.

The proposed route no. 27a of the Cycle South Dublin will connect to the existing and planned network in South Dublin. It will provide cycle connectivity from Greenhills's Road to Tallaght Main Street and has a length of 1.8m. Under this scheme, South Dublin County Council proposed to construct a 1km length of cycleway from Main Street to Castletymon Road Library

The proposed equitable distribution of the road will allow the delivery of 2-way traffic and for raised cycle tracks to be added to the edges of the road/in the verge. The proposed improvement to junctions joining Castletymon Road will provide safe crossings and connections for walkers, cyclists, and motorists.

Public transport users will benefit from upgraded bus stops along Castletymon Road and the improvements in connectivity through upgraded walking and cycling links to public transport services.

Objectives

Castletymon Road is the main link for the Tymon area, connecting the Tymon neighbourhoods to the wider area. The existing road has no cycling facilities and minimal walking facilities for the community to access Bancroft Park and Tymon Park, Castletymon Road Library, Castletymon District Centre, and Local Area Schools. The proposed scheme aims to remedy this by creating an environment where all travel models can move safely and efficiently in the Castletymon area and access all local amenities.

- Provide improved cycle and pedestrian facilities along the scheme route to enhance the overall safety of vulnerable road users;
- Enhance connectivity for the surrounding residential developments to key trip attractors within the area, such as the local parks, schools, playing pitches and local shops;
- Improve modal shift for walking and cycling within the area for all users. Improving the modal shift towards sustainable modes of travel will help contribute towards Ireland's Climate Action Plan for 2030, which aims to reduce greenhouse gas emissions by 51%.

Summary of Key Features/Changes

- Equitable road distribution will allow 2-way traffic and for segregated cycle infrastructure from Main Street to the Castletymon District Centre.
- Where side roads meet Castletymon Road, the junction will be improved to prioritise vulnerable road users (pedestrians and cyclists)
- To preserve the existing on-street parking, the cycle track will be located on the verge between Main Road and Castle Park near St. Aengus' Church. The existing on-street parking in this location will be realigned into nine parallel parking spaces (loss of 3 spaces).
- The scheme will tie into the District Centre Enhancement Scheme, requiring the relocation of 8 parking spaces outside the Castletymon Library (completed under the District Enhancement Scheme).
- In Castletymon Road South, the proposed designs will have minimal impact on the existing trees. Six trees will be removed, and 18 trees will be planted.
- School Improvements: There are proposed improvements at Scoil Aonghusa Junior and St Rose's National School campus and Tallaght Community School Entrance. These improvements include widening footpaths, entrances, and other traffic calming and safe routes to school-style improvements. The bus pick-up arrangements for Tallaght Community School will also be rearranged to pick up students within the school grounds instead of the current arrangement (on Castletymon Road).
- Bus Stops on Castletymon Road will be aligned and upgraded to accommodate the new cycle tracks.
- Proposed upgrades to the Main Road and Castletymon Road junction to prioritise the safety of pedestrians and cyclists' movements.



Figure 1-2: Existing Castletymon Road South



Figure 1-3: Proposed Castletymon Road South

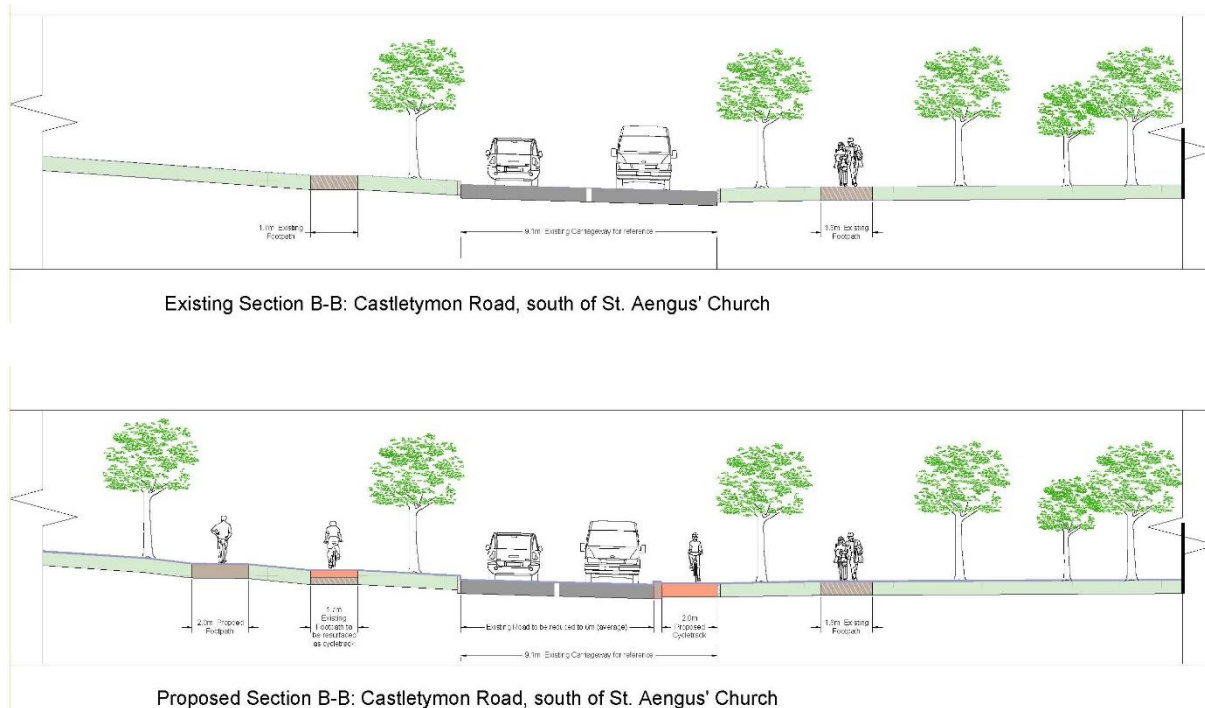


Figure 1-4: Existing and Proposed Sections of Castletymon Road South

Works include:

Construction of 1 km walking and cycle facilities and traffic calming measures along Castletymon Road and the Tymon area.

- Junction amendments to provide safer movement of pedestrians and cyclists.
- Traffic Calming measures
- Associated services/works
- Landscaping and Public Realm works

Along with the improvements to pedestrian and cycle facilities, adjustments will be made to existing junctions along the main route and secondary links. Ultimately, when the route is delivered, it will help to improve safety, including a reduction in vehicle speeds, and it is envisaged that it will contribute towards an increased number of trips in the area by pedestrians and cyclists. The proposed works will tie into the existing site limits, private and commercial accesses, and junctions along the route.

The retention of existing street trees was one of the goals of the scheme, as they define the area and provide biodiversity to the area. To accomplish this and the objectives of the project, a parking study was carried out of the on-street parking on Castletymon Road South near Castle Park. There are 12

existing spaces and the data shows that generally, only 60-70% of the parking spaces are used on an average week. This data leads to the conclusion that the proposed loss of 3 spaces (retention of 9 spaces) will not have an impact on the demand for the use of on-street parking. Through this, a significant amount of trees were able to be retained along this section.

Planning Context

National Policy

The active travel proposals have been developed in the context of and having regard to:

- Project Ireland 2040: National Planning Framework.

Regional Policy

The active travel proposals have been developed in the context of and having regard to:

- Regional Spatial and Economic Strategy – Eastern Midland Regional Assembly

Local Policy

South Dublin County Development Plan (2022-2028)

The South Dublin County Development Plan 2022 – 2028 aims to increase the modal share for walking and cycling for local trips to work, schools, retail, and leisure. The Plan also aims to enhance safety for all modes of transport in the county and to improve connectivity for pedestrians and cyclists within existing communities to maximise access to local shops, schools, public transport services and other amenities, creating a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities, and; to ensure that all streets and street networks are designed to prioritise walking and cycling movements within a safe and comfortable environment for a wide range of ages, abilities and journey types.

The proposed active travel measures are in accordance with Objective SM1 Objective 1, SM2 Objective 2, SM5 Objective 1 and SM6 Objective 3 of the County Development Plan that aims to achieve a transition to more sustainable travel modes and align with the policies and objectives of (i) Safe cycling routes through the implementation of the Greater Dublin Cycle Network Plan, NTA (2011) and the Cycle South Dublin project; (ii) Walking routes that link communities to key destinations, amenities and leisure activities.

The proposal will contribute to climate action and the area's network of quality walking and cycling facilities. The proposal will link open spaces to one another to increase their amenity value, encourage active travel, and facilitate the green infrastructure network. The provision of parks, open space and social, community and recreational facilities within walking and cycling distances of communities and on public transport routes will encourage active travel and a shift away from car-based transport. Together, these measures will assist South Dublin County in achieving its climate action targets, will enhance residential amenities in the area, provide improved active travel infrastructure and is in accordance with the County Development Plan and the proper planning and sustainable development of the area.

Cycle South Dublin Network

South Dublin County Council aims to make the county one of Ireland's most liveable, equitable, and sustainable. A pillar of this new mobility vision is Cycle South Dublin (an ambitious programme to deliver a connected network of high-quality walking and cycling improvements linking the places where people live to where they want to go. There are 45 routes in the programme, and the goal is to deliver over 250 km of safe walking and cycling improvements. Castletymon Road is Route 27a on the Cycle South Dublin Plan and will tie into the Castletymon District Centre Enhancement (DCE) scheme, completed in October 2023, and Castletymon Road North Active Travel Scheme works ongoing. The Castletymon Road Active Travel Scheme is part of the Pathfinder Project, an initiative by the Department of Transport, which aims to deliver active travel schemes which are innovative and ambitious quickly.

National Transport Authority Greater Dublin Area Cycle Network Plan (2022)

In 2022, the NTA updated the Greater Dublin Area Cycle Network Plan, consisting network for each of the seven Local Authority areas comprising the Greater Dublin Area. The plan sets out to create an integrated, comprehensive, high-quality cycling network that is safe, coherent, direct, attractive and comfortable. The Castletymon Road is listed as a feeder route of the National Transport Authority Greater Dublin Area Cycle Network Plan.

Environmental Considerations

Screening for Appropriate Assessment

The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC)

Based on the screening report prepared by JBA Consulting, SDCC determined that the possibility of any significant adverse impacts on the Natura 2000 sites, whether arising from the project itself or in combination with other plans and projects, can be excluded beyond a reasonable scientific doubt based on the best scientific knowledge available. A Stage 2: Appropriate Assessment is not required for the proposed Active Travel Scheme.

Screening for Environmental Impact Assessment

Screening for an EIAR for the proposed Castletymon Active Travel Scheme was carried out.

The project was not found to fall under Parts 1 or 2 of Schedule 5 of the Act and therefore an EIAR has not been automatically triggered.

South Dublin County Council as the Competent Authority having considered the EIA Screening Report prepared by JBA Consulting made a determination that an Environmental Impact Assessment Report will not be required for the proposed Castletymon Road Active Travel Scheme. This determination is based on an objective review of the proposed development, including its characteristics, location and the likelihood of it causing significant environmental effects. The screening has followed the relevant legislation and has had regard to the relevant guidance.

Ecological Impact Assessment

While the proposed development project could potentially impact a number of different habitats with high local importance, the specific proposals ensure that these impacts will not arise. The habitat with high local importance (treelines/amenity grassland) and faunal groups (ground-dwelling mammals; bats; breeding birds; wintering birds and terrestrial invertebrates), whose ecological importance ranges from low to high local level in the context of this proposed site.

Based upon the information supplied, and provided that the development is constructed in accordance with the mitigation measures outlined above, there will be no significant impacts alone or in combination with other projects and plans, as a result of the development and associated works on the ecology and local species of the area and on any designated conservation sites.

Given the scale of this development and its suitable landscape plan, the local ecology, including mammals, bats, birds, and terrestrial invertebrates will benefit from the maintained ecological function of the site (remedial planting and sowing) associated with the operational phase of this project.

Public Consultation

Public Consultation Summary

This section presents an analysis of the submission and includes a summary 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.

List of Written Submission

Submissions received during the specified period of the Statutory Public Consultation in respect of the proposed scheme are listed in the table below. Written submissions are verbatim as submitted.

No.	Unique ID	Author
1	SD-C318-1	Kevin Cannon
2	SD-C318-2	Aoife O Connor
3	SD-C318-3	Evelyn Byrne
4	SD-C318-4	Anne Nugent
5	SD-C318-5	Gerard Downes
6	SD-C318-6	Paul Hayes
7	SD-C318-7	Edel Greene
8	SD-C318-8	Jason Warren
9	SD-C318-9	Aaron Daly
10	SD-C318-10	Maurice Dunne
11	SD-C318-11	Rory O'Neill

12	SD-C318-12	Peter Keogh
13	SD-C318-13	Cian Prendergast
14	SD-C318-14	Dublin Cycling Campaign - South Dublin Group
15	SD-C318-15	Micheal Halton
16	SD-C318-16	Irish Cycling Campaign (formerly Cyclist.ie)
17	SD-C318-17	Kieran Mahon
18	SD-C318-18	Ciaran Duffy
19	SD-C318-19	Mick Duff
20	W1	Fr Pat Lucey

Details of Written Submissions

Submission no. 1 – Kevin Cannon

Unique ID	Submission	Observation	Author
SD-C318-1	SD-C318-1 Good project, verge separation	Good plan, small comment about the cycle lane on one side	Kevin Cannon
<p>Overall, this is a good plan. I think it's great that the cycle lane on one side is on the other side of the trees. Given the library and schools in this area, that makes it much more accessible to school kids, and also less confident cyclists.</p> <p>On the other side, the cycle lane is right on the road. It looks like there would be enough space to shift that 0.5m and then provide a green verge in between. Again, given the amount of schools here, that would make a big difference to the perceived safety of the route.</p>			

Chief Executive Responses

The proposed southbound cycle lane is located to have minimal impact on the semi-mature trees on the eastern verge. Widening the cycle lane would impact those trees and potentially lead to their removal.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 2 – Aoife O Connor

Unique ID	Submission	Observation	Author
SD-C318-2	SD-C318-2 Waste of money and will cause accidents	Safety	Aoife O Connor
<p>Making the entrance to the estate smaller is causing a lot of trouble and backlog. Not enough room for cars to turn right and others to pass by causing more traffic</p>			

Chief Executive Responses

The proposed junctions to estates do not change the width of the estate road. The 'junction tightening', reduces the average corner radius from 10m to the maximum DMURS (Design Manual for Urban Roads and Streets) of a 6-metre radii. This design change does not reduce capacity, but it does require drivers to drive more slowly. This improves all road users' sight lines and reduces drivers' speed at

pedestrian/cyclist crossings thereby improving safety for everyone and reducing the likelihood of accidents. The Council does acknowledge that these design changes will require a change in driver behaviour but ultimately once the works are delivered they will provide a safer environment for all road users.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 3 – Evelyn Byrne

Unique ID	Submission	Observation	Author
SD-C318-3	SD-C318-3 Scandalous	Cycle lanes	Evelyn Byrne
I am disgusted at the councils complete disregard for road users issues surrounding cycle lanes being created , making the roads far to narrow , making crossing for a bus over a cycle lane dangerous as bikes are passing pedestrians, kerbs too high and wide , disgraceful partitions which are dangerous , turns are top tight and emergency vehicles are unable to get passed in high traffic			

Chief Executive Responses

Comments are noted.

The existing road lanes along Castletymon Road South are an average of 3.1m and the proposed scheme lanes' width are 3m. On this road, it is possible to maintain the carriageway widths by removing the centre ghost island (which cannot be used as a travel lane). As there is minimal change in lane widths, there is little to no change in road capacity.

The majority of the bus stops are being upgraded to the most recent standard, with a wider level stop which will be easier for those with mobility aid.

The proposed kerbs are a standard height.

The proposed junctions to estates do not change the width of the estate road. The 'junction tightening', reduces the average corner radius from 10m to the maximum DMURS (Design Manual for Urban Roads and Streets) of a 6-metre radii. This design change does not reduce capacity, but it does require drivers to drive more slowly. This improves all road users' sight lines and reduces drivers' speed at pedestrian/cyclist crossings thereby improving safety for everyone and reducing the likelihood of accidents. The Council does acknowledge that these design changes will require a change in driver behaviour but ultimately once the works are delivered they will provide a safer environment for all road users. As there is no reduction in capacity and the proposed kerbs will be constructed to a normal kerb height, emergency vehicles will be able to access and move along the proposed layout for Castletymon Road normally.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 4 – Anne Nugent

Unique ID	Submission	Observation	Author
SD-C318-4	SD-C318-4 Local plans	Waste of money and safety issues	Anne Nugent
<p>I live on Tymonville Rd and travel to work along the greenhills rd everyday. The vast majority of bikes in the area are on the greenhills road. They rarely if ever travel along Castletymon Rd. They enter the park at the junction of Greenhills Rd and Castletymon Rd. They then proceed for Walkinstown and Templeogue and other parts of Tallaght. This is a far shorter route for them so they will not be using the cycle paths provided at huge expense. There is also the safety aspect. When you make a main rd the same size as a country. Buses and lorries cant pass and the junctions are a nightmare. It seems ridiculous that for the couple of bikes that may or may not use it in a day that a whole cohort of people are affected. There was no consultation with the people of the area or their opinion asked before work begun. I'm speaking for all my neighbours and everyone i have spoken to in the area and the opinion is its an absolute farce.</p> <p>Yours sincerely, Anne Nugent</p>			

Chief Executive Responses

Comments are noted and refer to the previous road works phases.

The Cycle South Dublin network is a programme of work to create a network of safer cycling facilities throughout South Dublin County, which is embedded within the Council's adopted County Development Plan (2022 – 2028). The Castletymon Road South Active Travel Scheme will link the Tymon area to the cycle facility on Main Road, Dodder Greenway, and several other cycle facilities.

There were two previous consultations on the recent changes to Castletymon Road. The District Centre Enhancement Scheme Part 8 consultation was held from Nov. 9th, 2021, to Jan. 4th, 2022, and received 3 submissions, the majority in favour. An informal consultation was held on the entire length of the Castletymon Road Active Travel scheme from May 26th to June 30th, 2023, and received 8 submissions and 39 survey responses, the majority in favour.

We note recent difficulties of recent works on Castletymon Road. We will endeavour to minimise the disruption of the works during the next phase of construction. However, from time to time the contractor will have traffic management on the road for the safety of all road users during construction.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 5 – Gerard Downes

Unique ID	Submission	Observation	Author
SD-C318-5	SD-C318-5 tymon north	tymon north road	gerard downes

hi i want to talk about the disaster and danger that is the work on tymon north road. this road has become so dangerous with these way too wide cycle lanes put in. i've had several near misses in crashes because of it and even trying to exit the shop at centra literally leads onto a sloping lane that you can't see and is too far up. it should have been stopped further back. every day the traffic congestion is just ridiculous i've seen fights nearly break out because of it , two cars cannot pass without one stopping on a main road which is so dangerous, god forbid a bus comes you are done for. It's become so narrow and i'd bet that if an independent contractor was brought in not one used by the council or the company doing the works he'd say it's not up to code and you need to fix it. You have chopped down trees where we hardly have any , they've thrown heaps of cement, tar and plastic all stuck to grass and we can't even walk by half the time because of the work. it's also taken unbelievably long just to do one stretch of road, it's actually ridiculous. i see many just stand there doing nothing when they could be picking up the tar or cement stuck to the grass and replanting seeds cause it's going to tear it up. it needs to be fixed and widened back out before you have accidents and a death on your hands which i fear will happen. The footpaths are a complete joke patches of stone in some areas cheap fixes that won't stand more than a year or so , having worked in construction i see there are many faults with this project. before it goes any further stop now and fix it and call all those workers in for a meeting to let them know what residents are saying and tell them to stop dumping hot tar on the grass and pick up their dam rubbish. it wouldn't be allowed in donnybrook why is tallaght treated in a lesser manner? these lanes will hardly be used and cyclists just use footpaths , the times they do use roads they just skip through red lights too . We are asking you please widen the road back it's already at a level where the danger is high before anything happens just fix it. thank you

Chief Executive Responses

Comments are noted and refer to the previous road works phases.

We note recent difficulties of recent works on Castletymon Road. We will endeavour to minimise the disruption of the works during the next phase of construction. However, from time to time the contractor will have traffic management on the road for the safety of all road users during construction.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 6 – Paul Hayes

Unique ID	Submission	Observation	Author
SD-C318-6	SD-C318-6 Road works	Useage	Paul Hayes
I'm failing to see how so much traffic disruption and mess on the castletymon road to make a cyclist lane will benefit the greater good with the proposed knocking and rebuilding of the new basketball arena the tight space for traffic getting up and down is already a nightmare....I don't believe for one second that the cyclist path will be of benefit or used as much as the council thinks the narrowing of the Castletymon Road is going to lead to more accidents to be sure			

Chief Executive Responses

Comments are noted and refer to the previous road works phases.

We note recent difficulties of recent works on Castletymon Road. We will endeavour to minimise the disruption of the works during the next phase of construction. However, from time to time the contractor will have traffic management on the road for the safety of all road users during construction.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 7 – Edel Greene

Unique ID	Submission	Observation	Author
SD-C318-7	SD-C318-7 Totally unnecessary	Cycle path	Edel Greene
What in the name of god are you thinking destroying this road it's too narrow it's unnecessary and how the hell do you think emergency services will navigate in an emergency please fix the road back to the way it was and halt any further damage not one single resident is in favour listen to the people who have to use the road and use common sense			

Chief Executive Responses

Comments are noted.

The existing road lanes are an average of 3.1m and the proposed scheme lanes' widths are 3m, the difference being the removal of the centre ghost island (not a travel lane). Therefore, as there is minimal change in travel lane widths, there is little to no change in road capacity.

The proposed layout will not result in a reduction in capacity and kerbs will be constructed to a normal kerb height, emergency vehicles will be able to access and move along the proposed layout for Castletymon Road normally.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 8 – Jason Warren

Unique ID	Submission	Observation	Author
SD-C318-8	SD-C318-8 Narrow road !	Road way is far to narrow and dangerous with buses and heavy goods vehicles!	Jason Warren
This is far to dangerous in my opinion now, the kerbs are to high, road to narrow when passing buses and trucks there will be accidents on this road I believe.			

Chief Executive Responses

Comments are noted.

The proposed kerbs are a standard height.

The existing road lanes are an average of 3.1m and the proposed scheme lanes' width are 3m, the difference being the removal of the centre ghost island (not a travel lane). As there is minimal change in lane widths, there is little to no change in road capacity.

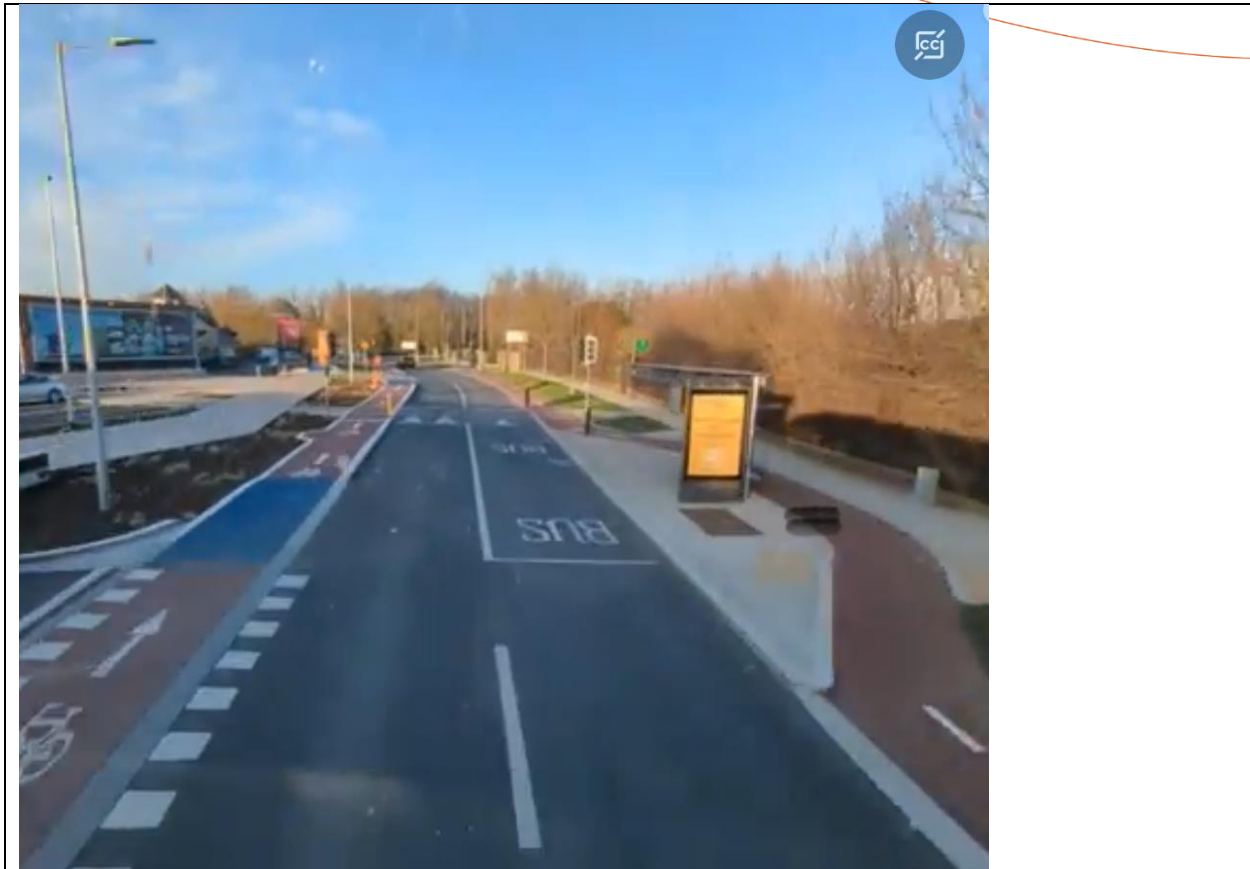
The proposed layout will not result in a reduction in capacity and kerbs will be constructed to a normal kerb height, emergency vehicles will be able to access and move along the proposed layout for Castletymon Road normally.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission

Submission no. 9 – Aaron Daly

Unique ID	Submission	Observation	Author
SD-C318-9	SD-C318-9 Local plan comments	Island/floating bus stops	Aaron Daly
<p>From what I can see the island/floating bus stops are a real concern for people with disabilities and or sight issues. Pedestrians should have priority yet it seems cyclists get this with the current design. At every crossing to a bus stop or crossing there should be signage, traffic calming for cyclists to allow the safe crossing of PWD. Some places have introduced an audible warning but obviously this dose not help everyone. Can a solution be found before there is a serious accident and retrofitting might have to happen. Under the disability act infrastructure & transport should be accessible & safe for PWD. This design does not achieve this. Thanks</p>			



Chief Executive Responses

Comments are noted and refer to previous phases.

The proposed bus stop in Castletymon Road South Active Travel scheme is inline with the NTA's adopted national Cycle Design Manual guidance's, which was developed in coordination with multiple disability advocacy groups.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission

Submission no. 10 – Maurice Dunne

Unique ID	Submission	Observation	Author
SD-C318-10	SD-C318-10 Raised Curbs, continuous (cycle) paths through junctions, Dutch/Danish style junctions	Raised curbs on the east side of Castletymon Rd	Maurice Dunne
Hello,			

I see that in the proposed designs that the cycle lane on the east side of Castletymon road will have a slightly elevated curb to “segregate” it from motor traffic in the general traffic lane. I think this elevation is too low and the curb is not high enough.

I would encourage you to make the curb raised enough that it deters a car driver from mounting it and parking there, but of course, not so high that emergency service vehicles cannot jump the curb when required to do so.

Secondly, when it comes to signalised junctions where cyclists and drivers will intersect, I hope that Dutch/Danish style intersections will be adopted and implemented. These would have ‘bulbing’ and concrete islands at the turns to slow down cars. bike priority traffic lights at signalised junctions should be incorporated too in order to give cyclists a leading interval, or head start, before the car traffic light turns Green. Additionally, it should be clearly signed with amber turning lights or give way signs or raised cycle paths that cars turning across the cycle lanes must give way.

Similarly, I would like to see raised pathways and cycle lanes that are continuous when they reach a non signalised junction, instead of disappearing when you go past a side road, for example, from a housing estate. In addition to the cycle lanes and paths being continuous I would love for them to be raised up above the level of the road making it clear that it is a space for people walking and cycling. This should then be clearly signposted that traffic turning across these paths have to give way to those using them. Please search ‘Not Just Bikes Continuous sidewalks’ on YouTube for visual aids on what I am referring to.

Last point, (I’m preaching to the choir here) if there is as much segregation of the bike lane as possible then the perceived safety of cycling will increase. Research has shown that (the lack of) safety is the biggest deterrent for people who do not cycle but would like to. I hope this upgrade will help on this front.

I look forward to the installation of this bike lane and I am excited to use it.

Thanks you for your service and hard work.

Cheers.

PS I hope for your sake you don’t read the Facebook comments about this upgrade.

Chief Executive Responses

Comments are noted.

The proposed kerbs are a standard height.

The prioritisation of the lights at the proposed upgrades to the signalised junction (Main Road and Castletymon Road) will be considered in the detailed design.

Chief Executive Recommendation

The signalised junction signals and prioritisation of lights/movement to be reviewed in detail design.

Submission no. 11 – Rory O'Neill

Unique ID	Submission	Observation	Author
SD-C318-11	SD-C318-11 Dangerous road works	Dangerous road works	Rory O'Neill
<p>The new travel Scheme for castltymon is quite Obviously a green party priority. We now have a footpath you can land a light aircraft on out side the library's main entrance,closed disabled parking spaces ,a two way road with too little space for two large vehicles to pass each other safely. Parking in the local shopping centre reduced to facilitate seating for who? the local gangs? I wold like it on the record I believe someone will be seriously hurt or even killed due to design of this upgraded road and facilitates those with the GREEN agenda only. Please note I have witnessed an old gentleman driving on the footpath totally confused by the new layout. I have witnessed two people almost run over by Scooter thugs.</p>			

Chief Executive Responses

Comments are noted.

The Castletymon District Centre scheme is a separate project that was approved through a separate Part 8 process. The scheme has now been completed and has been well received by the local community and the traders in the District Centre.

The Council adopted the Cycle South Dublin Programme in 2021 which seeks to make South Dublin County one of Ireland's most cycle-friendly counties. The programme is supported by a series of National and Local Plans and Policies, including the County Development Plan, the National Planning Framework, the Regional Spatial and Economic Strategy and both the National and Local Climate Action Plan. The Cycle South Dublin Programme also aligns with the National Transport Authority's objectives and with their Greater Dublin Cycle Network Plan.

The Cycle South Dublin Programme will be delivered over at least an 8 year period and during that period a well-connected, well-designed, and safe cycle network that offers people a credible alternative to using the car will be developed. Until that network is provided then a significant step change in the usage patterns is unlikely to occur, as vulnerable road users are seeking a fully connected network rather than elements of the network, of which the Castletymon Road is a key part. The benefits of delivering the Castletymon Road scheme will be seen locally, initially, with anticipated increases in school children using the improved facilities to travel to and from school as well as to local sports facilities.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission

Submission no. 12 – Peter Keogh

Unique ID	Submission	Observation	Author
SD-C318-12	SD-C318-12 Cycle	Cycle lane	peter keogh
I live close to the new cycle lane in castletymon Rd. I think it's a complete waste of tax payers money. I could count the number of people that use that road anyway . I use to cycle into the city for work for over 40 years since I retired . And that would more suitable for cycle lane. Please consider my submission.			

Chief Executive Responses

Comments are noted.

The Council adopted the Cycle South Dublin Programme in 2021 which seeks to make South Dublin County one of Ireland’s most cycle-friendly counties. The programme is supported by a series of National and Local Plans and Policies, including the County Development Plan, the National Planning Framework, the Regional Spatial and Economic Strategy and both the National and Local Climate Action Plan. The Cycle South Dublin Programme also aligns with the National Transport Authority’s objectives and with their Greater Dublin Cycle Network Plan.

The Cycle South Dublin Programme will be delivered over at least an 8 year period and during that period a well-connected, well-designed, and safe cycle network that offers people a credible alternative to using the car will be developed. Until that network is provided then a significant step change in the usage patterns is unlikely to occur, as vulnerable road users are seeking a fully connected network rather than elements of the network, of which the Castletymon Road is a key part. The benefits of delivering the Castletymon Road scheme will be seen locally, initially, with anticipated increases in school children using the improved facilities to travel to and from school as well as to local sports facilities.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission

Submission no. 13 – Cian Prendergast

Unique ID	Submission	Observation	Author
SD-C318-13	SD-C318-13 Castletymon	I support this	Cian Prendergast
I am very supportive of this scheme.			

Chief Executive Responses

Comments are noted.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission

Submission no. 14 – Dublin Cycling Campaign - South Dublin Group

Unique ID	Submission	Observation	Author
SD-C318-14	SD-C318-14 Dublin Cycling Campaign submission on Castletymon Road South Active Travel Scheme	Support for segregated cycle tracks along Castletymon Road	Dublin Cycling Campaign - South Dublin Group
<p>Dublin Cycling Campaign warmly welcomes the proposed scheme which will tie in with the Castletymon Road North cycle route, the Dodder Greenway and the Tallaght Main Street cycle route. The Castletymon Road North cycle route, which was recently built, is of a high standard. The completion of the Castletymon Road South section of the cycle tracks will provide a safe and attractive cycling route that connects with primary and secondary schools, the church, library, shopping centre, Tymon Park and several other sporting facilities.</p> <p>We welcome in particular the following elements of the Castletymon Road South scheme: The addition of segregated cycle tracks on both sides of the road</p> <ul style="list-style-type: none"> • The segregation of the cycle tracks from the footpaths, which will reduce conflicts between pedestrians and cyclists • The extension of the scheme to connect with Scoil Aonghusa, Tallaght Community School and Tallaght Sports Complex and the traffic calming measures at the schools • The reduction of the carriageway width, which will reduce traffic speeds and noise and make it a quieter and safer road • Upgrades to the Main Road and Castletymon Road junction to prioritise safe cyclist and pedestrian movements. • The prioritisation of pedestrians and cyclists where side roads meet Castletymon Road <p>The proposed scheme could be improved by ensuring that the width of the cycle tracks are at least 2m. This would allow parents to cycle alongside their children and it would cater for wider bicycles. In summary, we strongly support the scheme and believe it will provide a safe and attractive route for current and new cyclists of all ages.</p>			

Chief Executive Responses

Comments are noted.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 15 – Micheal Halton

Unique ID	Submission	Observation	Author
SD-C318-15	SD-C318-15 2 way cycle track	Welcome scheme but 2-Way Cycle lane not considered	Micheal Halton

The scheme is very welcome and will enhance safety for cycling!
However the options provided don't include a 2 way cycle track which would provide greater safety and enable side by side cycling for children and parents, friends cycling side by side or other examples. The options for the scheme as designed only envision single cyclists. This is a missed opportunity. A 2 way cycle track should be considered as it reduce street clutter and provides a better cycle facility while providing a way to reduce the conflict between pedestrians and cyclists at bus stops as the cycle track could be routed behind each bus top while providing more space for people waiting to board or alighting from a bus.

Chief Executive Responses

Comments are noted. Two 1-way cycle tracks were considered the most appropriate provision for Castletymon Road.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 16 – Irish Cycling Campaign (formerly Cyclist.ie)

Unique ID	Submission	Observation	Author
SD-C318-16	SD-C318-16 Castletymon South Active Travel Plan	Cyclist.ie Comment on Scheme and context	Irish Cycling Campaign (formerly Cyclist.ie)
<p>See attached PDF for generally positive support for the proposed Castletymon South Active Travel scheme:</p> <p>(ABSTRACT FROM THE ATTACHED PDF)</p> <p>1 Introduction The Irish Cycling Campaign (formerly Cyclist.ie, the Irish Cycling Advocacy Network-ICAN), is the federation of cycling advocacy groups, greenway groups and bike festivals on the island of Ireland. We are the Irish member of the European Cyclists' Federation. Our vision is for an Ireland 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. The Irish Cycling Campaign broadly welcomes this proposed scheme which will tie in with the Castletymon Road North cycle route, the Dodder Greenway and the Tallaght Main Street cycle route. While we have some suggestions to make, that we think will improve the proposals, we are broadly confident that the proposed route will provide a safe and attractive cycling and pedestrian route that will connect with primary and secondary schools, the church, library, shopping centre, Tymon Park and several sporting facilities.</p> <p>2 Comments 2.1 Cycle Track Continuity It is important for any proposed cycle route that there is clear and obvious continuity, to ensure a smooth journey from one end to the other.</p>			

Unfortunately this is not the case for this scheme. We note that no change is proposed in the area of the Library, so that no designated separate cycle track is proposed between Castletymon Green and Castle Lawns on the west side of the road. This needs to be rectified

2.2 Cycle Track Width

We note the proposed reduced width of the cycle track, below minimum Cycle Design Manual (CDM) widths along certain sections, despite adequate available width. This deficiency should be rectified.

2.3 Drawing Details

We note that no cross sections or metreage is supplied on the drawings. This is an unfortunate omission, as a result of which the actual dimensions in particular locations are unclear. All public consultation documentation should supply clear and multiple cross sections as well as distances along the route.

2.4 Schools' Access

The broad proposals will give greater and safer active travel ability to a number of schools close to the designated route.

2.5 Bus Stop Improvements

The improvements proposed in bus stops will support the higher usage of public transport.

2.6 Carriageway Widths

The reduction in carriageway width along the main Castletymon Road, and on the Castle Lawns access to Tallaght Community School, will help to reduce vehicle speeds and make these roads safer for pedestrians, cyclists, and wheelchair users.

2.7 Raised (At Grade) Crossings of Side Roads and Junction Tightening

The raised crossings at side roads is a welcome addition which will give greater priority to pedestrian and cycling movements, along with the tightening of junctions, which will help to reduce vehicle speeds.

2.8 Removal of Barriers

We welcome the proposed removal of the barriers in front of the Library.

2.9 Configuration of Old Blessington Road Junction

We note the proposed improvements at this junction but suggest that the crossings on Castletymon Road and on the east side Old Blessington Road should be brought tighter to the actual pedestrian and cycling desire lines?

It is also unclear exactly which lines on the drawing P103 at this junction are proposed as the new corner kerbs on Castletymon Road? These should be clarified.

2.10 Speed Limit

We recommend the consideration of a 30kph speed limit along the entirety of this route, in line with upcoming national legislative proposals.

3 Conclusion/Summary

Irish Cycling Campaign broadly welcomes the proposed scheme, but we seek:

- The continuity of segregated cycle tracks on both sides of the road right through the scheme.
- The cycle track widths to be a standard 2 metres in line with CDM recommendations, unless there are serious constraints.
- Slight reconfiguration of the Old Blessington Road junction design to bring crossings closer to the actual pedestrian and cycling desire lines.
- Consideration of a 30kph speed limit along the route
- Improved drawing details including cross sections

In summary, we strongly support the scheme but would recommend the above points be added, to ensure a complete and continuous scheme in line with the guidance of the Cycle Design Manual.

Colm Ryder
Irish Cycling Campaign, Infrastructure Coordinator
colmryder@gmail.com

Chief Executive Responses

Comments are noted.

The proposed area in front of the library is a shared path as segregated facilities were not possible due to site conditions and confined road space. The proposed cycle lane widths are compliant with the Cycle Design Manual (CDM) requirements. The majority are 2m wide (excluding the kerb/buffer).

There is a proposed overrun area on the corners for the use of refuse vehicles, and similar, while regular vehicles will travel around a more appropriate corner.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Submission no. 17 – Kieran Mahon

Unique ID	Submission	Observation	Author
SD-C318-17	SD-C318-17 Castletymon Rd South Cycle Scheme	Castle Tymon Rd South Active Travel Scheme Part 8	Kieran Mahon
<p>Please see attached submission</p> <p>(ABSTRACT FROM THE ATTACHED PDF)</p> <p>Below are some points re the proposed part 8 at Castletymon Rd South This area has been maintained for many years mostly through the volunteerism of local people. They have maintained it, planted parts of the area and managed and protected it. Below are some observations to the Council's plan.</p> <p>Road Width Castletymon Rd is a main link rd to the N81, M50 and Greenhills Rd. It is a main entrance/ exit road to and from Tallaght. While looking to support active travel, as well as the private vehicle the road is also a key route for public transport and work vehicles. Road width in the proposed scheme should be maintained at the maximum allowable width with a view to trying to maintain right turns into estates.</p> <p>Bus Stop Design Bys Stop designs such as the new stop at Glenview Park should be avoided. This design puts bus passengers and cyclists (on traditional or heavier electric bikes) into unnecessary contact. They create an additional obstruction and danger for wheelchair users or people with mobility aids. Cycle/ Active</p>			

Travel paths should not pass between the point where passengers alight and the bus stop/ main pedestrian path.



Junction Box Junction – No planning or Foreword Thought

The Part 8 includes the area of Main Rd Tallaght outside Balrothery Rise. As part of the plan existing utility boxes should be repositioned. They currently cause a significant obstruction and have been installed in an area where the Council has spent significant sums on the Tallaght- Templeogue Cycle Scheme. These boxes could be set back into fencing as illustrated in the picture below or relocated to the substation within the Balrothery Rise estate.





Balrothery Rise Green Area

The fenced in area shown below has now become a small local park with mature trees in a defined safe playing area for children. It is unclear in diagrams whether there are plans to alter the area. I believe it should be maintained and if necessary, a cycle track should give way to a shared active travel path if that is necessary to protect the current fenced in green.



Traffic Exits From Glenview Park Tallaght

This area is also included in the part 8.

Currently on existing the estate traffic turning left or right onto the Tallaght Main Rd approaches the junction up a hill. The junction is no longer traffic light controlled.

While the purpose may be for traffic to slow down to safest speeds, the actual effect is that traffic turning right out of the estate is turning completely blind to oncoming traffic from the left. A mirror on the lamppost opposite the junction would assist.

Road width approaching the junction should be maintained to assist visibility for cars entering into the estate.



Ends

Chief Executive Responses

Comments are noted.

The finished work will be specified to align with maintenance requirements to preserve the areas created and maintained by local volunteers and Tidy Town.

This scheme aims to reallocate the minimal amount of road space toward active travel without changing the capacity of the road. The existing road lanes are an average of 3.1m and the proposed scheme lanes' widths are 3m, the difference being the removal of the centre ghost island (not a travel lane). As there is minimal change in lane widths, there is little to no change in road capacity. Where it would not require the significant removal of existing street trees, the cycle facilities are located in the grass verge.

The majority of the bus stops are being upgraded to the most recent standard, with a wider level stop which will be easier for those with mobility aid. The waiting area or shelter is located closer to the road, with the cycle path running behind the area, similar to the ones completed near the Tymon Park entrance at the north end of the scheme. The bus stop on Main Road is an older and different standard than the one proposed.

The proposed kerbs are a standard height.

The proposed entrances are constructed with the proposed DMURS corner radii. These junctions are suitable for all manoeuvres, improve all road users' sight lines, and reduce drivers' speed at pedestrian/cyclist crossings, creating a safer road environment for all.

The proposed kerbs will be constructed to a normal kerb height, emergency vehicles will be able to access and move along the proposed layout for Castletymon Road normally.

The feasibility of a relocation of the utility boxes near Main Rd Tallaght Junction outside Balrothery Rise will be considered as part of the detailed design, including the setting back of the fencing. It should be noted that there is likely to be a significant cost implication in such a potential repositioning of the utility boxes.

There is no intention to change the fenced open space, except for the assessment of the suggestion above to relocate the utility boxes along the edge of this open space.

While there are no proposed changes to the junction of Glenview Park and Main Road, the visibility will be reviewed.

Chief Executive Recommendation

The utility boxes near Main Rd Tallaght Junction outside Balrothery Rise relocation feasibility will be considered as part of the detailed design, including the setting back of the fencing. The cost implications of such repositioning will be considered at the detailed design stage.

The visibility of Glenview Park and Main Road will be reviewed in detailed design.

Submission no. 18 – Ciaran Duffy

Unique ID	Submission	Observation	Author
SD-C318-18	SD-C318-18 Excellent Scheme	Car Driver Support of this Scheme.	Ciaran Duffy
<p>I fully support this scheme. I mostly get around by driving my car. I love my car and I don't see my use changing in the future. I use Castletymon Road a lot and I think that it is a bit of a disaster when there are cyclists on it as I have to go into the hatching to get around them. Then if there is someone in the turning pockets I have to slam on the brakes or cut the cyclist off. I have noticed on the sections that have been done already that it is so much clearer what everyone is doing - no guess work involved. The cyclists are out of my way, I just have to focus on other cars. It is a lot less stressful for me when I am driving.</p> <p>As I said above, I don't see myself leaving my car, but I'm sure other people will and every person that is sitting in traffic in front of me that decides to switch to their bike is one car fewer in my way. If tightening up the lane a little is what it takes, then that is A-OK with me. If I was ever to leave the car at home, I would take the bus and the more cyclists in their cycle tacks the fewer car drivers that are blocking my bus. Again a win for me.</p> <p>The biggest hold up I have on the road is at school time when there are parents dropping their kids to</p>			

the local schools (mostly from the local area). The more of them that can walk or cycle - or feel that it is safe enough for their older children to walk or cycle on their own the better. Better for me, better for the parents, and better for the kids.

I think the council have done a good job on the design and on the consultation. I can tell that there was a lot of work done and high quality reviews carried out in developing it. I particularly like at the Main Road junction that everyone has their own lane - I hate when I am driving and I have to wonder where a cyclist or a walker is going to go. To me, this design looks so clear and I don't have to be second guessing anyway.

This scheme is good for everyone: walkers; cyclists; and me, a driver. Get it built!

Chief Executive Responses

Comments are noted.

Chief Executive Recommendation

No changes were proposed following the review of this submission.

Submission no. 19 – Mick Duff

Unique ID	Submission	Observation	Author
SD-C318-19	SD-C318-19 Castletymon Road South Active Travel Part 8	Castletymon Road	Mick Duff
<p>Re the Active Travel Part 8 Castletymon Road. I wish to make the following observations: The road already has traffic calming measures in place. There are 8 light controlled pedestrian crossings in place There are at least 13 speed ramps in place The entrance to Castle Park at St Aengus Church is already narrow and any further narrowing of the entrance would impede traffic to the Church and St Aonghusa National School With the School Transport now being directed back to Tallaght Community School, any narrowing of the entrance to Castle Lawns will make turning difficult, if not impossible for double decker buses to ingress and egress Castle Lawns. The green areas at the rear of Balrothery Estate and in front of Castle Park have more than enough space to accommodate segregated footpaths and cycle lanes Parking for residents of Castle Park must be maintained. Castletymon Road is an arterial road and the narrowing of same will result in traffic flow problems, where overtaking is restricted.</p>			

Chief Executive Responses

Comments are noted. As most students/parents use the southern footpath to the schools on Castle Park and minimal foot traffic crossing the church entrance, the proposed revision to St Aengus Church will be removed. Generally, the width of Castle Park will not be narrowed, just the corner radii reduced to improve the crossing for pedestrians The existing radius is 9m and the proposed radius is 6m, (which is

the maximum allowable under DMURS for this type of road), to make it easier for drivers to see pedestrians and cyclists.

Parking in Castle Park for residents of Castle Park will be retained.

Vehicle tracking has been done to ensure that buses and coaches can turn into the proposed Castle Lawn. The detailed designed junction will be developed in consultation with the NTA and Dublin Bus a detailed design stage.

A parking study was carried out of the on-street parking on Castletymon Road South itself near Castle Park. There are 12 existing spaces and the data shows that generally, only 60-70% of the parking spaces are used on an average week. This data leads to the conclusion that the proposed loss of 3 spaces (retention of 9 spaces) will not have an impact on the demand for the use of on-street parking.

This scheme aims to reallocate the minimal amount of road space toward active travel without changing the capacity of the road. The existing road lanes are an average of 3.1m and the proposed scheme lanes' width are 3m, the difference being the removal of the centre ghost island (not a travel lane). As there is minimal change in lane widths, there is little to no change in road capacity. Where it would not require the significant removal of existing street trees, the cycle facilities are located in the grass verge.

The SDCC team note difficulties of recent works on Castletymon Road. We have learned lessons from the previous phases and will endeavour to minimise the disruption of the works during the next phase of construction, especially around the school's pick-up and drop-off times. Work requirements will include requirements for full road widths during those times. However, from time to time the contractor will have traffic management on the road for the safety of all road users during construction.

Chief Executive Recommendation

The proposals for the St Aengus Church entrance will be removed and a keep-clear box will be added, see Appendix B. The detailed design of the proposed Castle Lawn junction will be developed in consultation with the NTA and Dublin Bus.

Submission no. 20 – Fr Pat Lucey

Unique ID	Submission	Observation	Author
W1	N/A	N/A	Fr Pat Lucey
<p>Concern cars exiting from 3 schools, (Scoil Aonghusa and Scoil Rose) Castle Park Estate, and St Aengus' Church car park, onto the Castletymon Road. I suggest that the existing pedestrian traffic light be replaced by a full traffic light at the junction at the road exiting from Castle Park. This suggestion would facilitate traffic from the subsidiary Road onto the main (Castletymon Road).</p> <p>I am happy to hear that on-road car parking will be limited to fewer cars on Castletymon Road</p>			

Chief Executive Responses

Comments are noted. The design provides for a junction which improves Driver-Pedestrian visibility and the pedestrian crossing south of Castle Park will be improved and continue to provide pedestrian

movement. The provision of a full traffic signalised junction is not warranted and would lead to increased waiting time for residents accessing and egressing Castle Park. The improved layout and clarity of Castle Park junction is considered appropriate.

Chief Executive Recommendation

No changes to the proposed scheme are proposed following the review of this submission.

Survey Responses Summary

A questionnaire was available on the SDCC consultation portal;
<https://consult.sdublincoco.ie/en/content/castletymon-south-road-active-travel-scheme>

158 submissions were made, 9 were duplicates. The following are the summarised submissions from the questionnaire:

- When asked if they are supportive of the Castletymon Road South Active Travel Scheme,
 - 16% responded Yes,
 - 19% responded Yes with Changes,
 - Therefore 35 % are generally supportive of the scheme
 - 65% responded No.
- 67% of respondents lived less than 1km from the scheme, 25% lived 1-5km from the scheme, and the rest were over 5km away.

The full questionnaire and graphs of the responses can be found in Appendix A.

The survey included a comment box. Below is a summary of these themes from these comments and Responses are below:

Theme	Mentions*	Summary	Response
Comment on the Existing Scheme works completed as part of the Castletymon District Centre enhancement scheme.	52%	These comments focused on the District Centre improvements and the works which were on-going during this consultation. Many of these comments are not on the proposed scheme but on different treatments which were used on the District Centre and the inconvenience the road works caused while under construction.	<p>The Castletymon Road Active Travel scheme has different junction and crossing treatments than the District Centre’s road scheme. See summary below, which shows that the junction designs proposed as part of this project will be wider than the junctions delivered at the Castletymon District Centre</p> <p>The SDCC team note difficulties of recent works on Castletymon Road. We have learned lessons from the previous phases and endeavour</p>

			to minimise the disruption of the works during the next phase of construction. However, from time to time the contractor will have traffic management on the road for the safety of all road users during construction.
Traffic congestion	11%	These comments expressed concerns in regard to potential increased traffic congestion along Castletymon Road	The existing lanes on Castletymon Road are 3-3.1m, with a centre unusable ghost island. The proposed scheme had 3m lanes, therefore there won't be a reduction in capacity. As it's a traffic calming scheme, traffic might move slower and we do not expect overall travel time to change once the entire scheme is complete.
Narrow road	41.1%	These comments focused on the safety concerns of the reallocation of road space (narrowing the road)	The existing lanes on Castletymon Road are 3-3.1m, with a centre unusable ghost island. The proposed scheme had 3m lanes, therefore there won't be a reduction in capacity. A standard bus lane is 3m and therefore the narrowing of the road is in line with safety standards.
Parking	3.2%	These comments focused on the parking along Castletymon Road	The proposed Castletymon Road South Active Travel scheme includes the removal of 3 spaces. The existing needs of residential parking requirements in this location were studied prior to making this design decision.
Public Realm (Bin/improvement)	3.2%	These comments focused on a requests for new bins and improvements.	These requests will be passed on to the SDCC Public Realm Department. These are summarised in the survey responses
Trees	3.2%	These comments are about the preservation of	Several design decisions were made to preserve as many existing trees as possible. Any

		trees and the request for new trees	trees marked to be removed will be replaced at a 2:1 ratio throughout the project. Six trees will be removed, and 18 trees will be planted.
Junctions	10.1%	These comments focus on the recently completed and proposed junctions access.	The Castletymon Road Active Travel scheme has different junction and crossing treatments than the District Centre's road scheme. See the summary of differences below. The proposals do not include the narrowing of any estate roads. It is proposed that the corner radii are reduced in order to reduce drivers' turning speed and increase the safety of pedestrians and cyclists crossing the road.
Bus	3.8%	These comments focused on the concerns of buses on the road and the proposed bus stops	As previously stated, the proposed scheme had 3m lanes, and a standard bus lane is 3m. Therefore the narrowing of the road is in line with bus and safety standards.
More connection	1.9%	There were a handful of comments requesting additional active travel connections and a network expansion.	This scheme will tie into the existing network to the south, and to the north, Castletymon Road North is expected to be completed by the end of 2024 and Greenhills Road improvements are under the Bus Connects scope of works.

*Percent of survey comments which included mentioned this theme. Themes under 1% were excluded from this summary.

Difference between the Castletymon District Centre Enhancement Scheme that has been completed and this Active Travel Scheme on Castletymon Road south

During the review of the written submission and comments on the survey, it became clear that there is a misunderstanding between what is proposed as part of the Castletymon Road Active Travel Scheme (North and South phases) and the previously completed Castletymon Shopping Centre District Centre Enhancement scheme. These two projects, while developed in close collaboration between the project

team, had different goals and used different standards. Below is a summary of the differences between them.

The District Centre Enhancement (DCE) Scheme is focused on modernising the area, including the redesigning of the car park layout to provide wider pedestrian areas in front of businesses, the creation of a plaza space with landscaping to the front of the centre, and new walkways and segregated cycleways connecting the centre to the new Library / Bancroft Park and Tymon Park / National Basketball Arena.

The DCE scheme was designed and built in late 2022 and was completed prior to the publication of the 2023 Cycle Design Manual. The DCE scheme was based on the National Cycle Manual and DMURS.

The Castletymon Road Active Travel Scheme (North and South phases) was designed in 2023 and construction began on the northern phases at the end of 2023. The scheme was based on the 2023 Cycle Design Manual and DMURS.

Pedestrians/Cyclist Crossing and Junctions:

The District Centre Enhancement Scheme has urban pedestrian/ cycle crossings, which is typically used in confined urban/village areas.

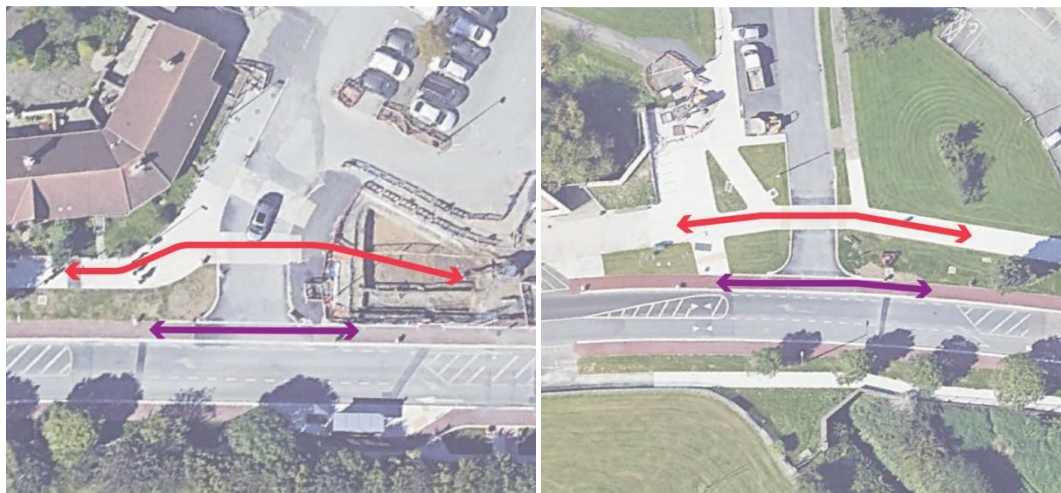


Figure 1-5: Diagram of Crossing Movements in the District Enhancement Scheme

The Active Travel Scheme (North and South phases) has proposed setback crossing at junctions, as the existing footpath is set back behind the verge. The raised pedestrian and cyclist crossing increases the visibility of drivers and improves the crossing safety for all users. These are the recommended standards in the Cycle Design Manual.

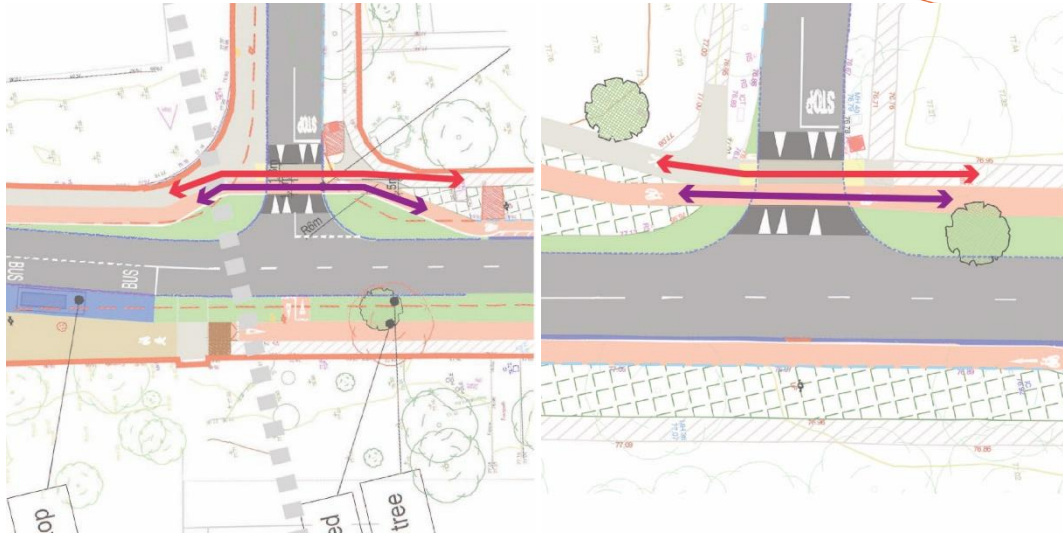


Figure 1-6: Diagram of Crossing Movements as part of the Castletymon Road South AT Scheme

The location of the crossing also influences the radius, as well as several other road design factors. The entrance to the Shopping centre is approx. 5.5m (blue), with a visual tighten approx. 3m radius (yellow).

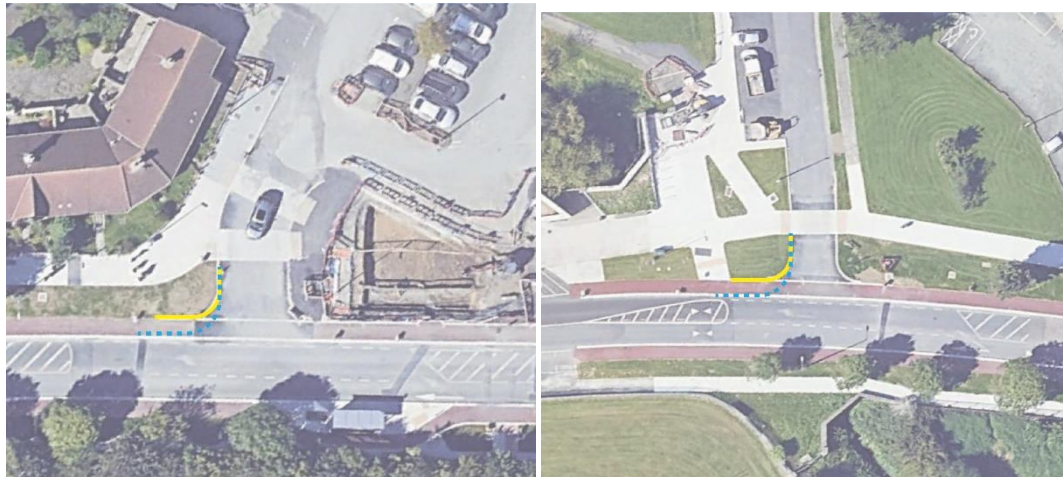


Figure 1-7: Diagram of Shopping Centre junction in the District Enhancement Scheme

The Active Travel Scheme (North and South phases) has proposed 6-metre standard corner radii (orange) on the improved junctions. This is the maximum recommended by DMURS for link roads.



Figure 1-8: Diagram of Active Travel Standard corners

A local example is the existing junction corners of Main Road and Castletymon road which have 6-metre radii (orange).



Figure 1-9: Image of Main Road Junction

Width of Castletymon Road:

The current width of Castletymon Road travel lanes is 6-6.1m overall, excluding the centre 'ghost' island. This is unused road space which is being reallocated for the cycle track at the edge of the road.

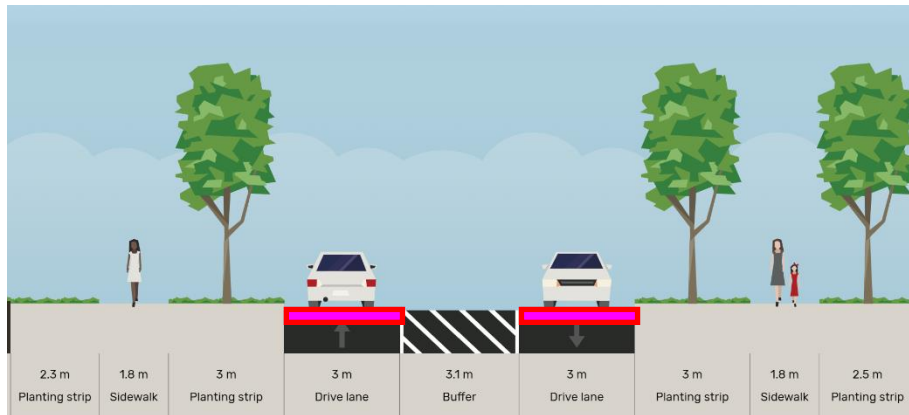


Figure 1-10: Diagram of Existing Road Widths

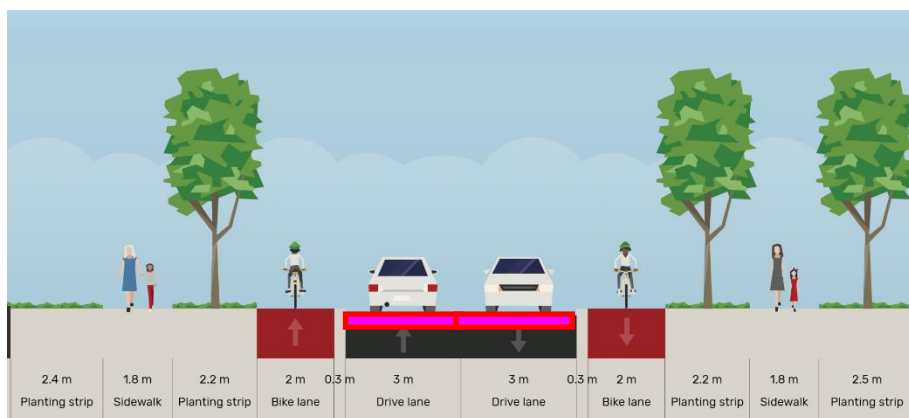


Figure 1-11: Diagram of Proposed Road Widths

The proposed road width is 6-6.25 over the length of the entire of the road. Local examples of a 6m road are:

- Main Road (6-6.25m, where there are two travel lanes, near Lidl)
- Avonbeg Road (6m, including cars parked on-street)

Consultation with Schools

There are 4 schools located in proximity to the scheme; Tallaght Community School, St Rose's National School, and Scoil Aonghusa Junior & Senior National School. The SDCC project team met with the principals of each school during the project initiation to determine the unique issues and needs of each school. The project teams developed the preliminary design around and leading to the schools in collaboration with the principals.

Below is the submission from the principal of Scoil Aonghusa Junior:

‘As Principal of a school with very young (and small) pupils, I am hugely concerned about pupil safety. We have huge difficulties with dangerous parking, reversing and driving outside the school gate. Despite our best efforts to appeal to those dropping our pupils we are hugely concerned that a child will get injured. I have examined the proposed design for outside our school entrance and feel it will be a huge help with safety at the school entrance. The proposed changes for Castletymon Road have the potential to make the road far safer for pedestrians and pupils wishing to scoot/cycle ‘

As for the overall scheme, all the principals are in favour of the Castletymon Road Active Travel Scheme.

Conclusion and Chief Executive Recommendation

The statutory public consultation was carried out from February 28th to April 16th 2024 and all relevant points have been responded to. The SDCC Active Travel team will continue to monitor and improve the construction method to reduce inconvenience to the community.

There are several changes based on the comments received. Below is a summary of changes recommended by the Chief Executive:

- The signalised junction signals and prioritisation of lights/movement are to be reviewed in detail design.
- The utility boxes near Main Rd Tallaght Junction outside Balrothery Rise relocation feasibility will be considered as part of the detailed design, including the setting back of the fencing. The cost implications of such repositioning will be considered at the detailed design stage.
- The visibility of Glenview Park and Main Road will be reviewed in detailed design.
- The proposals for the St Aengus Church entrance will be removed and a keep-clear box will be added, see Appendix B.
- The detailed design of the proposed Castle Lawn junction will be developed in consultation with Dublin Bus.

Appendix A: Survey

Survey Questions

1. Name
2. Email Address
3. Address
4. What distance do you live from the scheme?
 - a) Less than 1km
 - b) Between 1km and 5km
 - c) Between 5km and 10 km
 - d) Greater than 10km
5. What is your interest in the scheme? (choose all that apply)
 - a) Local resident
 - b) Local worker
 - c) Local shopper
 - d) Caregiver of school-going children in the area
 - e) Local Student
 - f) Commuter Cyclist
 - g) Leisure Cyclist
 - h) Pedestrian
 - i) Motorist
 - j) Other
6. Do you travel through the area regularly?
 - a) Daily
 - b) A few times a week
 - c) Once a week
 - d) Once a month
 - e) Rarely
 - f) Never

7. What is your regular mode of transport?
- a. Walking
 - b. Cycling
 - c. Bus
 - d. Car
 - e. Other
8. Are you supportive of the Castletymon Road South Active Travel Scheme?
- a) Yes
 - b) No
 - c) Yes with a few changes

Additional comments

Thank you, do you have a few more minutes to provide additional input?

9. Do you think the proposed scheme will make the area more pedestrian and cycle-friendly?
- a) Yes
 - b) No

Additional comments

10. Are you supportive of the overall Castletymon Road Active Travel Scheme (from Main Road to Greenhills Road)?
- d) Yes
 - e) No
 - f) Yes with a few changes

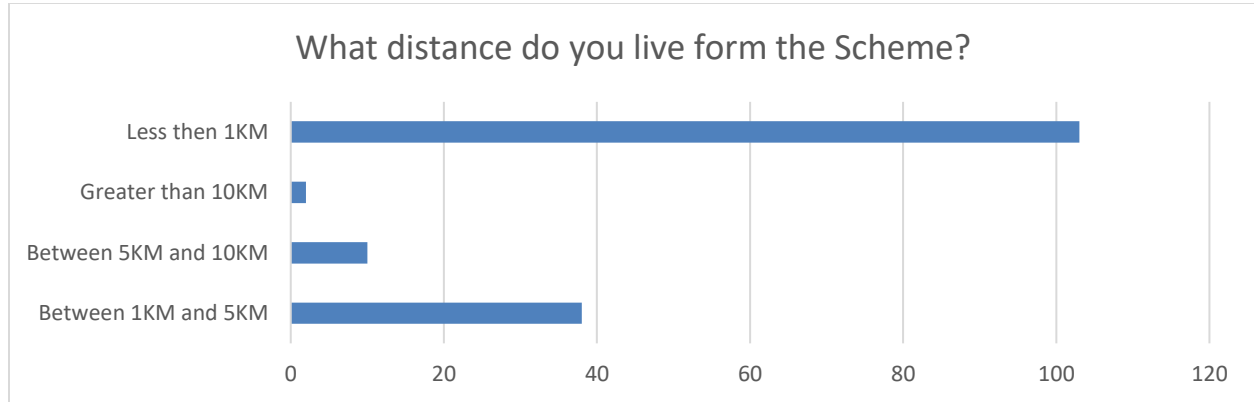
Additional comments

11. What would you like to see more of along Castletymon Road (tick all relevant options)
- a) Outdoor seating (benches, picnic tables, etc)
 - b) Planting (bio-diversity, trees, wildflowers/grass, etc)
 - c) Signage
 - d) Art
 - e) Bicycle Parking
 - f) More permeability links (local connection to local streets)

g) Other

Survey Results

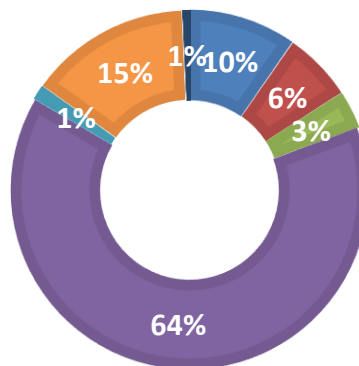
What distance do you live from the scheme?



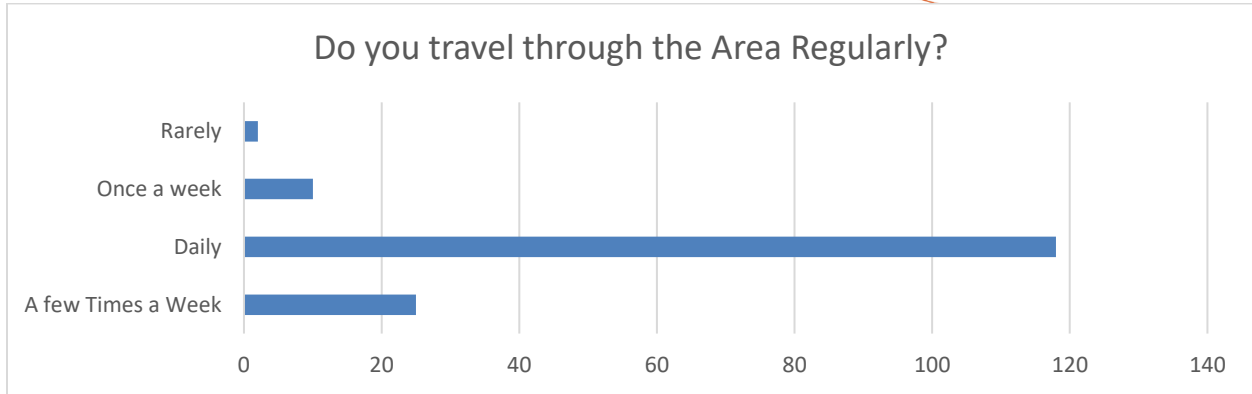
What is your interest in the scheme?

WHAT IS YOUR INTEREST IN THE SCHEME?

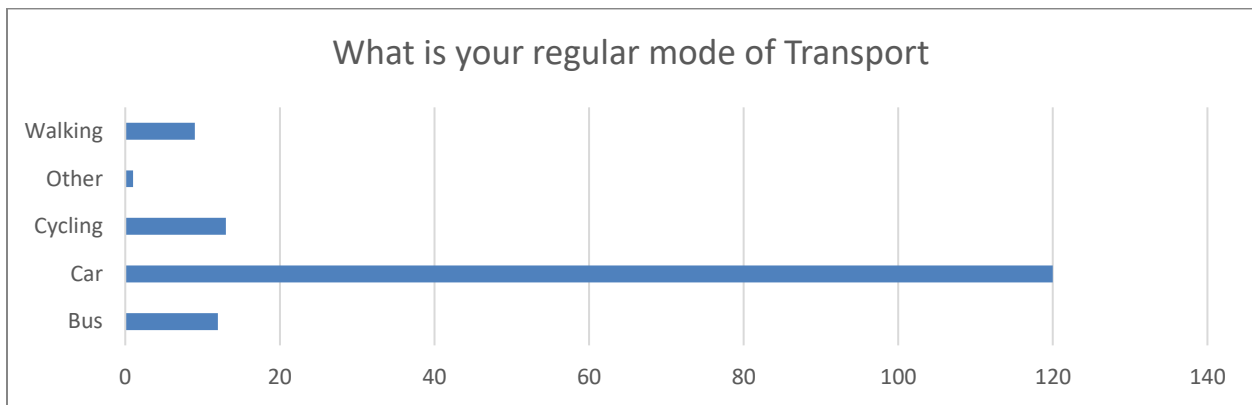
- Caregiver of school-going children in the area
- Leisure Cyclist
- Local Worker/Shopper
- Pedestrian
- Commuter Cyclist
- Local Resident
- Motorist



Do you travel through the area regularly?



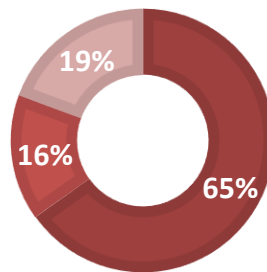
What is your regular mode of transport?



Are you supportive of the Castletymon Road South Active Travel Scheme?

ARE YOU SUPPORTIVE OF THE CASTLETYMON ROAD SOUTH ACTIVE TRAVEL SCHEME PART 8

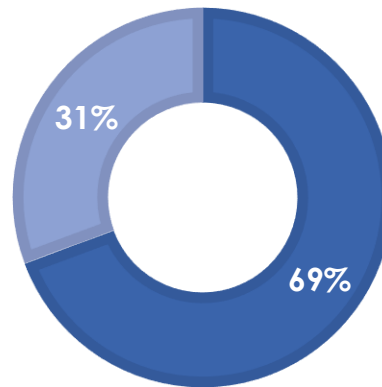
■ No ■ Yes ■ Yes with a few Changes



Do you think the proposed scheme will make the area more pedestrian and cycle-friendly?

DO YOU THINK THE PROPOSED SCHEME WILL MAKE THE AREA MORE PEDESTRIAN CYCLE-FRIENDLY?

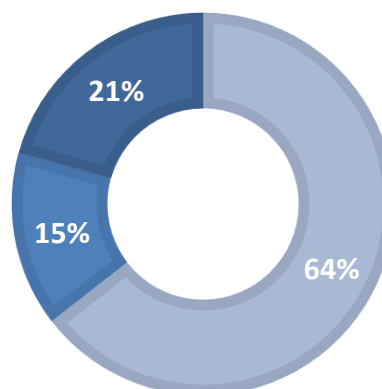
■ No ■ Yes



Are you supportive of the overall Castletymon Road Active Travel Scheme (from Main Road to Greenhills Road)?

ARE YOU SUPPORTIVE OF THE OVERALL CASTLETYMON ROAD ACTIVE TRAVEL SCHEME (FROM MAIN ROAD TO GREENHILLS ROAD)

■ No ■ Yes ■ Yes with a Few Changes



What would you like to see more of along Castletymon Road (tick all relevant options)

