



Registered Charity Number (RCN): 20102029

Dublin Cycling Campaign
% Tailor's Hall
Back Lane
Dublin 8
4 June 2020

Michael Mulhern
Director Planning and Transport
South Dublin County Council
County Hall Tallaght
Dublin 24

cc: County Councillors

Dear Michael,

I wrote to you recently on behalf of the Dublin Cycling Campaign to ask South Dublin County Council to introduce measures to support walking and cycling, to help with social distancing and reduction in public transport capacity. We are pleased to see that Minister Ross has announced that the NTA will provide funding and technical support to enable local authorities to introduce such measures. The recent press releases from the RSA in relation to speeding and increased road fatalities highlight the urgency of this. The current reduced traffic volumes provide a unique opportunity to create temporary protected cycle tracks, and to trial other measures to reallocate road space for cycling and walking.

In recent weeks we carried out a survey of our members asking for suggestions on where they saw a need for changes to make cycling and walking safer and more enjoyable. The key issues raised by those who responded to the survey were:

- The need for protected cycle lanes on all major routes
- Opening up our villages to pedestrians and cyclists by removing parking spaces
- Removal or redesign kissing gates, which prevent access for some bikes, wheelchairs and buggies, involve physical contact to open, and are the focus for anti-social behaviour
- Making best use of existing cycling facilities through enhanced maintenance and effective parking enforcement
- Giving access to green routes through housing estates

More detail on the issues raised is provided below.

General Measures

The following general measures were raised.

1. Parking enforcement to prevent parking in cycle lanes and on footpaths
2. Maintenance of existing cycling facilities to make maximum use of them
 - a. Overgrowth has reduced the effective width of many cycle lanes and footpaths.
 - b. Potholes are especially dangerous to novice cyclists
3. Installation of safe pass signs, especially on roads with speeds higher than 50 km/h
4. Reduced speed limits and greater enforcement of speed limits.
5. Automatic activation of pedestrian crossings, to reduce the risk of virus transmission
6. Increase pedestrian priority at pedestrian and toucan crossings

Further details on each of the county council areas is provided below.

Lucan



Lucan Village

The following measures are proposed for the Lucan area:

- Remove some parking in Lucan Village, e.g. Main St, to make room for pedestrians and cyclists. Temporary parking could be made available at schools and GAA club, while not in use.
- More bicycle parking in needed outside shops and library
- Protect cyclists at roundabouts, e.g. Fonthill area, Hayden's Lane
- Provide a temporary cycle lane from Newcastle Road to the N7/Rathcoole
- Remove or redesign kissing gates along the canal, e.g. on section from Hazelhatch to Lyons Estate, which prevent access for cargo bikes, wheelchairs and buggies.

Rathfarnham



Rathfarnham Village

Parking spaces could be removed from Rathfarnham to create an attractive space for walking, cycling and outdoor café tables. There are four car parks in or at the edge of the village so there is no shortage of car parking. Alternatively, the parking spaces could be switched to parallel parking to facilitate wider footpaths for social distancing.



Whitechurch Road

There are many narrow roads in the area that have little space for pedestrians, cycles and motorised traffic. Some of these should be made one-way to allow for



Willbrook Road

wider footpaths and cycle lane, e.g. Whitechurch Road, Willbrook Road, Lower Dodder Road.

There is the opportunity to progress the approved scheme for Grange Road while the schools are closed.

There are many wide busy roads in the area that have no cycling facilities.

Quick-build cycle tracks should be installed on these roads that are key to the cycling network, e.g.

- o Marian Road,
- o Butterfield Avenue



Taylor's Lane

On Taylor's Lane, outside Costcutters, motorists park diagonally so that vehicles overlap with the cycle lane, and cyclists are in danger from vehicles reversing out on the road. Parallel parking should be strictly enforced or a protected cycle lane should be installed. Note that there is a little used car park behind the shop.

The cycle lane along Taylor's lane should be protected by orcas/wands where possible, as this is an important route for families accessing St Enda's and Marley Park.

Templeogue



Templogue Village

Templeogue to Terenure is a key route to the city centre that will become more popular with cyclists as public transport capacity is reduced. The following measures are suggested:

- Within the village reinstate cycle lanes and ensure ease of understanding of infrastructure for all transport users. Resurface and remark the cycle lanes.
- Improve cycling infrastructure from N81 and Templeogue Bridge into village to remove some of the conflict points with pedestrians and at junctions

Other measures proposed for Templeogue:

- Change advisory cycle lanes to mandatory cycle lanes (solid white line), e.g. Templeville Road, St Peter's Road
- Whitehall Road (outside Pines) - change to parallel parking to increase footpath space and make it safer for cyclist

Tallaght Central



Tymon Park

The following measures are proposed for Tallaght Central:

- Remove or redesign kissing gates at Tymon Park to ensure all bikes, buggies and wheelchairs have access, and that it is not necessary to touch the gates to get through.
- Routes through Tymon Park are not accessible when the park is closed. These routes should be open for longer periods.
- Bike parking is needed at the Limekiln Road entrance to Tymon Park.
- Introduce temporary segregated cycle lanes using orcas/wands, e.g. on Castletymon Road or Greenhills Road.

Tallaght South



Tallaght Village

The following measures are proposed for Tallaght South:

- Introduce temporary segregated cycle lanes using orcas/wands, e.g. Old Bawn Road, Tallaght Luas to TUD, Belgard Road
- Enforce parking regulations in Tallaght Village – install bollards if necessary.
- Remove some parking spaces to allow for wider footpaths

Firhouse – Bohernabreena



Entrance to Dodder Valley Park

The kissing gates along the Dodder Valley Park restrict access for some bicycles, wheelchairs and buggies. There are also 'traffic jams' at some of the gates due to the large numbers of people accessing the park on foot or by bike. There is a need to identify alternatives to these gates that enable access for all. Locations with issues include the Weir at Morton's, the entrance opposite the Speaker Connolly and the entrance at Cherryfield Way.

There is a need to improve, implement and connect the cycling infrastructure in this area. For example, using orcas/wands to create segregated cycle on Scholarstown Road, Killininy Road, Knocklyon Road and Castletymon Road



Knocklyon Road area

There are large areas of green space in the Knocklyon area. The council should look to identify areas where Greenways could easily be implemented to give ease of access to existing amenities, for example Coolamber Park access to Cherryfield. Initially, all that would be required is to open up the access points at both ends, to provide a cycle path / footpath. In the longer-term a paved cycle track and

footpath would provide connectivity to the Wellington Lane route and Scholarstown Greenway.

Clondalkin



Clondalkin Village

There is good provision for pedestrians in Clondalkin village, however there is little or no provision for cyclists in the area.

Palmerstown - Fonthill

The following measures are proposed for Palmerstown - Fonthill:

- Provide greater protection for cyclists at roundabouts
- Provide a temporary cycle lane from Kishogue school/Fonthill road junction to the Nangor Road junction.
- Provide bike route signage for cycle bridge over M50 between Liffey Valley and Palmerston

We ask you to give serious consideration to these proposals and to urgently implement measures to support social distancing and to protect and facilitate the new cohort of cyclists on our roads and all vulnerable road users. We are happy to meet with council officials to discuss these or other measures under consideration to make cycling and walking safer for all.

Yours sincerely

Muireann O'Dea

Dublin Cycling Campaign