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The Senior Executive Officer,  
Roads and Water Services,  
South Dublin County Council,  
County Hall,  
Town Centre,  
Dublin 24.

7<sup>th</sup> February 2014

## **Submission from the Dublin Cycling Campaign on the proposed Tallaght to Templeogue Cycle Track Scheme**

### **General**

Dublin Cycling Campaign (DCC) welcomes this overall scheme, which provides for a significant improvement in the provision for cyclists and pedestrians and also provides for improved design at some bus stops. We also welcome that the design is in general line with the recent Design Manual for Urban Roads and Streets (DMURS) and that it liberally uses the recommendations of the National Cycle Manual (NCM). We commend South Dublin CC on the general quality of the Part 8 consultation drawings, which greatly assist in assessing the proposed scheme.

We welcome the proposed 30 kph speed limit in Tallaght Village but recommend that it should be extended as far as the Greenhills Road junction and that the section of the Old Bawn Road from Main Street to the N81 junction should be included in the 30 kph zone.

We recommend that the design is complemented by the installation of directional signage to encourage the use of the cycle paths as many cyclists and potential cyclists are unaware of cycle routes in their area.

The many roundabouts in the area are challenging and dangerous for cyclists. Special attention needs to be given to these to ensure that cyclists can safely use them or alternative junction designs need to be put in place.

We are disappointed that the designed scheme does not include the full Belgard Road junction (on the exit from Tallaght Village) which is very cycle unfriendly, the section of the Old Bawn Road from the junction with the N81 to Main Street which is also cycle unfriendly, and that it does not extend all the way to Templeogue Village as the cycling facilities there are sub-standard and do not provide any benefit to cyclists in terms of safety or comfort.

Members of Dublin Cycling Campaign would be happy to cycle the route with the design team (consultants and Local Authority engineers) at a mutually agreeable time, so as to discuss the points raised in this submission.

## **Sheet 1/211**

### **Belgard Road junction**

This junction needs to be made more cyclist and pedestrian friendly. The 30kph zone needs specific gateway treatment at the entrance to this junction. Signage on its own would not be sufficient.

Please clarify how cyclists will exit this junction going north, south and west.

## **Sheet 2/212**

### **Junction Old Bawn Road / Main Road**

There is an opportunity to introduce a shared space junction (on DMURS principles) here at the junction of Tallaght Village Main Street and Old Bawn Road, to reduce overall signage and traffic lights.

We suggest that the 30kph zone also includes the section of the Old Bawn Road from the junction with the N81 to Main Street.

We would like to see large bicycle logos / sharrows throughout the 30kph zone on shared roads to indicate to motorists that they must share the road with cyclists.

Please clarify the proposed road width on Main Street carriageway; the plan shows the road width on Main Road as 6.5m, while the complementary cross-section says 7.5m.

We recommend reducing main 2-way carriageway widths to 6m, in line with the majority of Main Street/Main Road to help reduce traffic speeds.

The scheme should ideally include the addition of secure, preferably covered, bicycle parking in Tallaght Village, to encourage increased cycle access.

### **Sheet 3/213**

#### **Greenhills Road Junction**

The provision for cyclists heading West to East is excellent. We would like to see an Advanced Stacking Line (ASL) at all four legs of the junction and the cycle lane continuing across the junction in the East to West direction. We like the “box turn facility” for right turning cyclists at all legs of this junction.

As stated above, we recommend that the 30kph zone start at this junction going westwards with a suitable gateway treatment.

We are disappointed that no proper facilities are provided for cyclists coming from the Greenhills Road (north) direction.

### **Sheet 4/214**

We welcome the widening of the existing cycle track and the introduction of a new cycle track on the southern side.

### **Sheet 5/215**

We would like to see the treatment of the bus stop on the northern side mirrored on the southern side, i.e. an island bus stop where the cycle track continues behind the bus stop so that there is space for people waiting for the bus. There appears to be sufficient room to adopt this approach.

We also request that access to Castle Park is provided for cyclists, from the cycle track, across the footpath, as this is an obvious “short cut” or “desire line”.

### **Sheet 6/216**

#### **Junction at Castletymon Road**

We seek clarification of the location of the jug turn and the phasing of signals at this junction. It should be recognised that many experienced cyclists will not use the jug turn and facilities for cyclists to make on-road right turns should also be included.

We are disappointed that no provision has been made for cyclists travelling to Avonmore Road to use a safer route via Glenview Park so as to avoid the Glenview Roundabout. This proposal was outlined in our email of 4<sup>th</sup> November 2013 to the Director of Roads and Water Services.

### **Sheet 7/217**

#### **Unnamed roundabout west of Glenview Lawns**

We recommend that the areas around the roundabout are designated as shared cyclist/pedestrian areas rather than footpaths.

We welcome the fact that the size of the roundabout has been reduced. While less experienced cyclists will use the zebra crossings, more experienced cyclists will continue to choose to use the roundabout. It would be useful to paint bicycle

logos/sharrows on the roundabout to indicate to motorists to expect cyclists in their path.

### **Sheet 8/218**

#### **Balrothery Interchange (Western end)**

We welcome the proposed pedestrian/cyclist ramp.

There is currently a danger for cyclists and buggies travelling east due to an exposed set of steps. Has this danger been addressed? It is not clear from the available drawings.

### **Sheet 9/219**

#### **Balrothery Interchange (Eastern end)**

No comments.

### **Sheet 10/220**

We are aware that the surface of the existing cycle track is being damaged by tree roots. This needs to be addressed when the cycle track is upgraded.

We welcome the upgrade of the cycle lane in front of the Texaco station. Signage is required to warn motorists exiting the station to yield to cyclists. Some measures, such as flexiposts will be required to ensure that motorists entering and leaving the petrol station do not use the cycle lane as a filter lane.

### **Sheet 11/221**

#### **Spawell Roundabout**

We welcome the upgrade work that has already been done at the Spawell Roundabout which has made the junction safer for cyclists and pedestrians, but it is still far from perfect. We note that the junction is very slow for cyclists travelling East to West and the current layout would not encourage cyclists to use the Toucan crossings at this junction, due to the staggered 2 leg crossings.

### **Sheet 12/222**

We would prefer to see the cycle track on the north side clearly marked and maintained as a two-way cycle track.

At the junctions with Templeogue House and Cheeverstown House we would recommend treatment such as raised table junctions and a yield line behind the tables to slow the traffic exiting across the pedestrian and cycle paths on to the main road.

## Sheet 13/223

We recommend signage and bicycle logos on the road to show how cyclists travelling east along Templeogue Road should position themselves for travelling left, right or straight ahead.

## Sheet 14/224

### **Junction at Templeogue Road/Cypress Grove Road/ Old Bridge Road**

We welcome the introduction of Box Turns at this junction.

We would like to see a cross section of the design for Old Bridge Road. The existing southbound cycle lane on Old Bridge Road is inadequate as it takes up half a narrow road carriageway lane. It is not clear from the drawing exhibited if there is any improvement in the new design.

We doubt the need for the proposed bicycle parking near the Old Bridge Road / Templeogue Road junction. It would be more useful in Tallaght and Templeogue villages.

Mairéad Forsythe  
Dublin Cycling Campaign