

Green Routes in South Dublin County

A Proposal for Connected Walking and Cycling
Routes Through the Parks, Open Spaces and
Roads of South Dublin County

December 2006



South Dublin County Council

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Contents

Introduction.....	1
Griffeen Valley	10
Grand Canal	28
Dodder Valley.....	40





INTRODUCTION

It is the policy of South Dublin County Council to promote and facilitate the development of cycling and walking facilities in the County. This policy is encapsulated in the County Development Plan 2004 -2010 as follows:

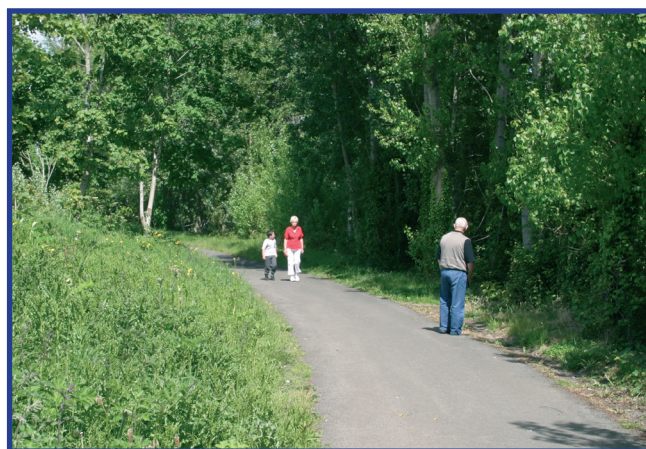
7.8.1 Policy T 20: Cycling and Walking

7.8.1.i

It is the policy of the Council to promote and facilitate the development of cycling and walking facilities in the County and to ensure that all developments facilitate access by foot and bicycle to public transport facilities and local services.

The purpose of this policy is to facilitate sustainable development, facilities for young people and children, the disabled, healthy lifestyles for the population of South Dublin and as an integral part of the mix of leisure and tourism opportunities available in the county.

To date, this has been achieved largely through on-road cycling and walking routes and walking-only routes through parks and open spaces. Although a short cycle path has been constructed in Glenaulin Park, Palmerstown which links Palmerstown and Ballyfermot and a new cycle and walking route is under construction in Waterstown Park, Palmerstown and Griffeen Valley Park, Lucan it is considered that there is an untapped resource for walking and cycling routes within the county as a whole which would utilise the existing and future parks and open spaces as well as the existing on-road network. This would create a linked walking and cycling network throughout the county.



Green Routes Network

This report outlines a proposal for the creation of a network of cycling and walking routes throughout South Dublin County utilising links through parks, open spaces and roads which has the purpose of facilitating secure, safe and attractive connections for schools, work and leisure purposes.

We have called this a Green Routes Network.



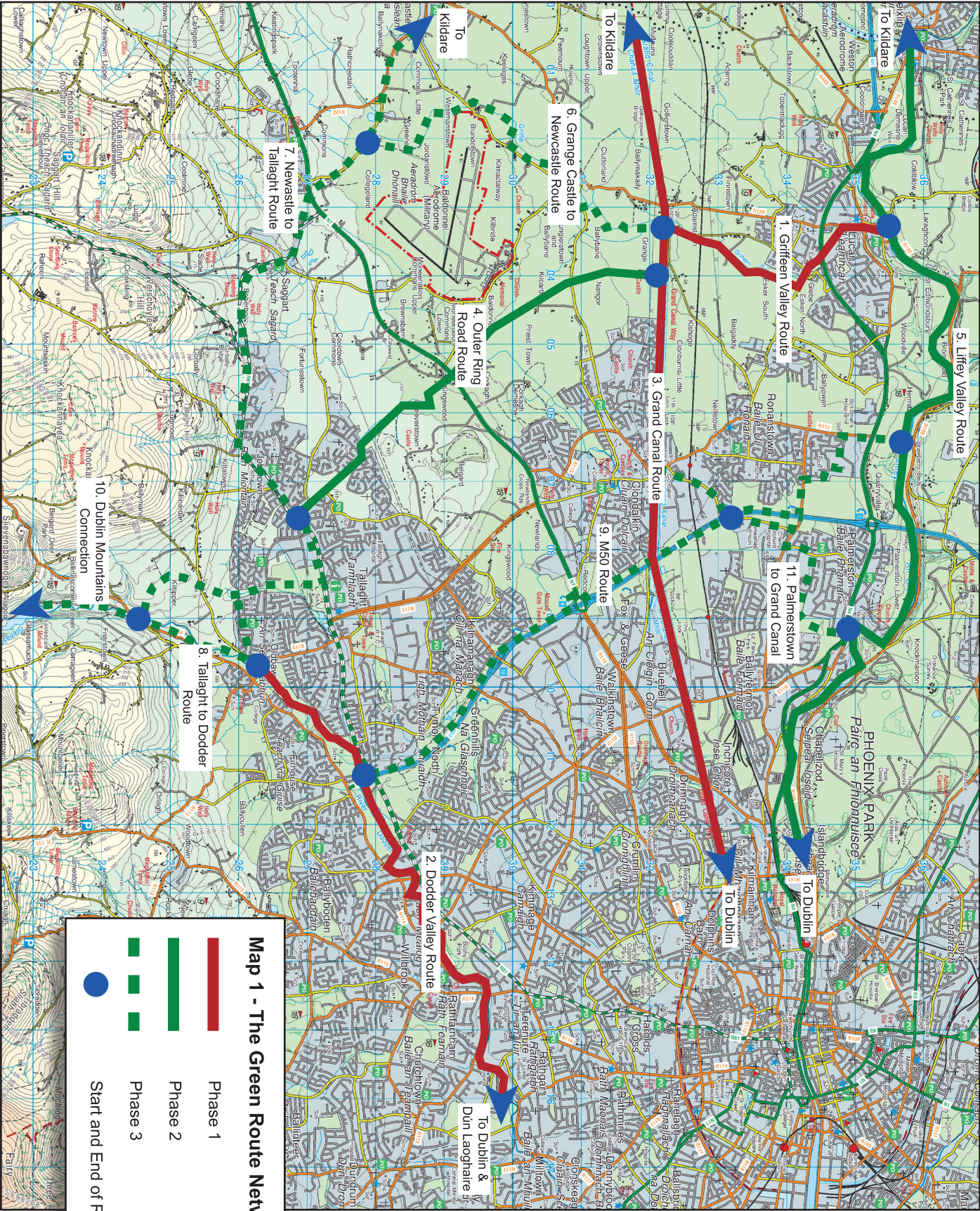
The Green Routes Network

The Green Routes network is comprised of a skeleton of 11 routes (as shown on Map 1) to which other radiating or connecting routes (two examples shown on Map 2) link residential areas, schools and work locations. The Skeleton of 11 routes consists of the following:

1. Griffeen Valley
2. Dodder Valley
3. Grand Canal
4. Outer Ring Road
5. Liffey Valley
6. Grange Castle to Newcastle
7. Newcastle to Tallaght
8. Tallaght to Dodder Valley
9. M50 Route
10. Dublin Mountains connection
11. Palmerstown to Grand Canal

These routes link to each other and to other attractions as follows:

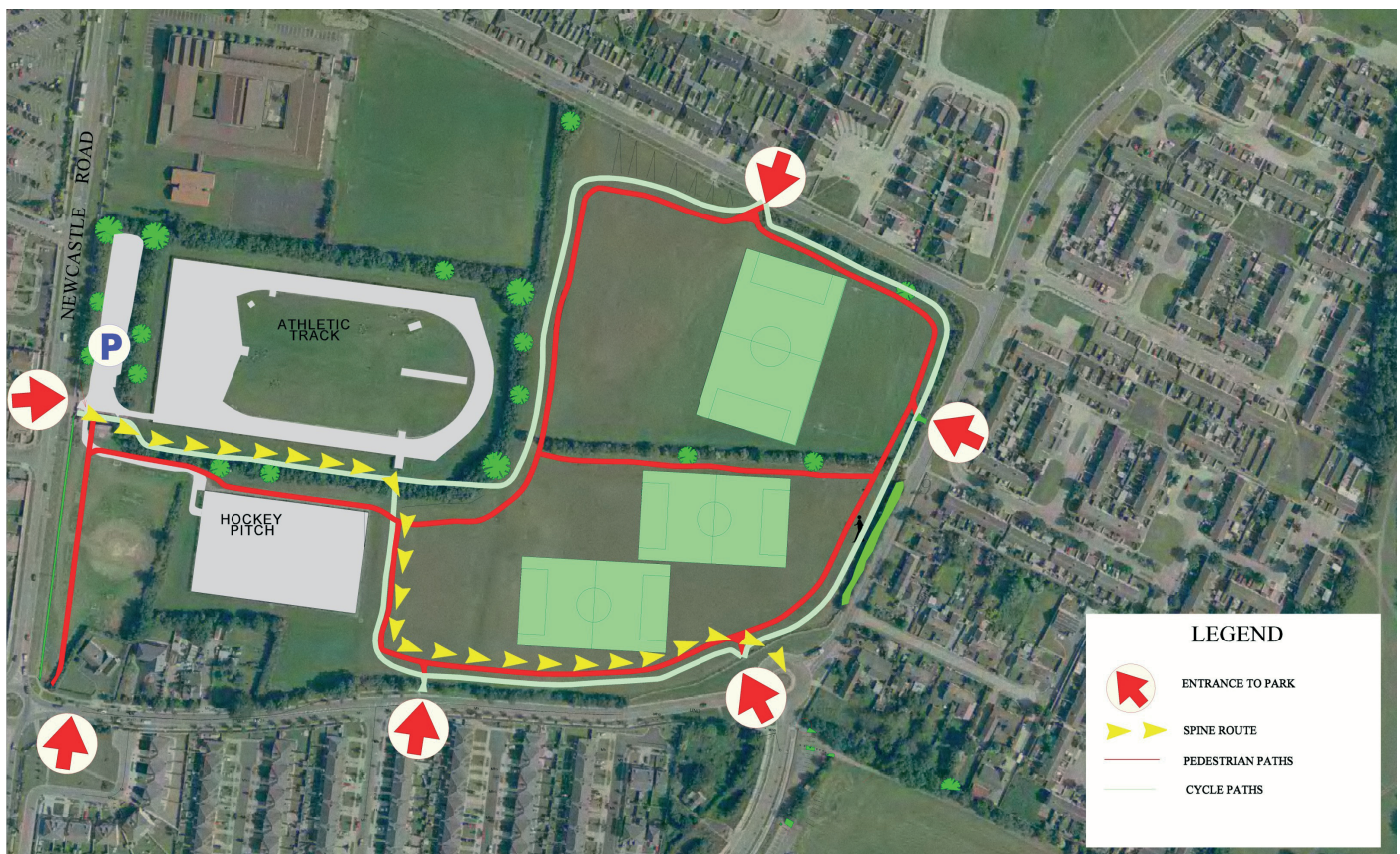
- | | | |
|--|--|---|
| 1. Griffeen Valley | | Liffey Valley Route, Grand Canal, Grange Castle and Outer Ring Road, Kildare, Adamstown |
| 2. Dodder Valley | | M50 Route, Dublin City, Dun Laoghaire Rathdown, Wicklow Way |
| 3. Grand Canal | | Griffeen Valley Route, Grange Castle, Outer Ring Road Route, Kildare, Dublin City, Park West, Nangor Road Business Park |
| 4. Outer Ring Road | | Grange Castle Route, Grange Castle Business Park, Grange Castle Golf Course, Corkagh Park, Clondalkin Village, Tallaght |
| 5. Liffey Valley | | Griffeen Valley Route, M50 Route, Dublin City, Fingal, Phoenix Park, Kildare |
| 6. Grange Castle to Newcastle | | Grand Canal Route, Griffeen Valley Route, Newcastle, Kildare, |
| 7. Newcastle to Tallaght | | Rathcoole, Saggart, Citywest, West Tallaght, Jobstown Swimming Pool, Tallaght City |
| 8. Tallaght to Dodder Valley | | Kiltipper, Friarstown, Bohernabreena, Dodder Valley, Seán Walsh Park |
| 9. M50 Route | | Liffey Valley Route, Dodder Valley Route, Liffey Valley Shopping Centre, Industrial Estates and Business Parks |
| 10. Dublin Mountains Connection | | Links the Tallaght to Dodder Valley and the Dodder Valley Routes to the Dublin Mountains |
| 11. Palmerstown to Grand Canal | | Liffey Valley Route, Grand Canal, M50 Route |



Map 1 - The Green Route Network

- Phase 1
- Phase 2
- Phase 3
- Start and End of Route

CONNECTING ROUTES EXAMPLE 1: ESKER PARK, LUCAN



CONNECTING ROUTES EXAMPLE 2: DODDER VALLEY PARK, TALLAGHT





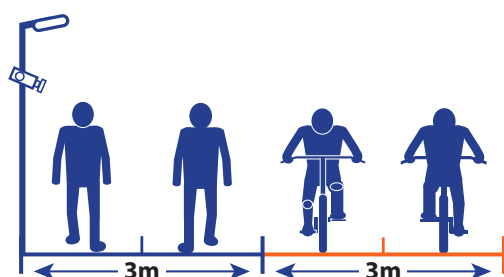
What will the routes look like?

The routes will be clearly marked with separate colour codes for the cycling (orange) and pedestrian (black) lanes to match with the existing standard road code. They will be signalled throughout by maps and information signs. Information leaflets including maps will be available to enable users to plan their use of the routes.

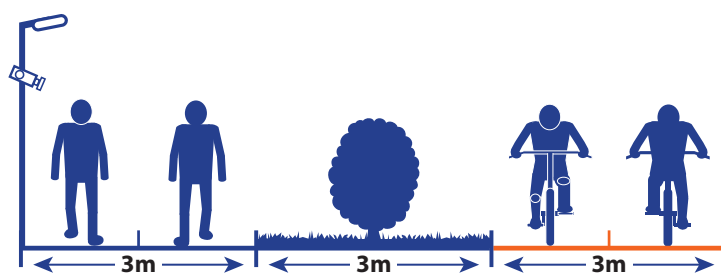
Each route will be a segregated cycling and walking route where possible. There will, nevertheless, be sections of the route where shared use is unavoidable but the length of these will be kept to a minimum. The routes will take the form of a mix of the following:

Route Type	Where and Why?
Parallel Separate cycling and walking lanes with no segregation barrier between them and running adjacent to each other.	Road and narrow park and open space areas where it would not be feasible to have a segregation barrier.
Segregated With a separation median which can be grass, wildflower, shrub or hedgerow or a combination of all.	Park and open space areas. The inclusion of a median strip will reduce the visual impact of the routes in the landscape and make the routes safer and an attraction in themselves.
Shared Cyclists and pedestrians share the same lane	In some road and very narrow park and open space situations where it is not feasible to have segregated sections without excessive expenditure or major costly engineering work.
Advisory	On road sections where the road width is too narrow to allow for a segregated cycle path – in this section cars can pass over the path if free of cyclists.

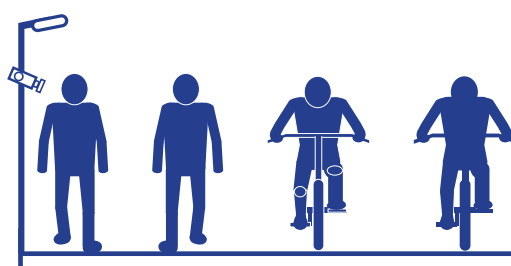
Parallel



Segregated



Shared





Route Furniture

The routes will be punctuated with a co-ordinated and well designed system of signs, maps, bridges, seating and litter bins. They will also flag natural habitats, views and points of local interest. The use of artistic features either individually or intrinsically in the furniture of the route will be an important element of the proposal.

Security

The question of security in any area of the country is a recurring theme at present. In relation to the Green Routes there has been some discussion of lighting the routes and of installing a Closed Circuit Television (CCTV) system. The installation of a CCTV system would seem to have some merit, particularly in following up on anti-social behaviour.

In relation to lighting of the routes it is recommended that the entire route be ducted for lighting and that any lighting to be installed should be on a timer system to allow for lighting only during normal working or school hours. The reasons for this are that:

- In large parks the lighting may act as a magnet to actually attract an anti-social element.
- There would be some concern about the lighting of areas that may be important wildlife corridors and that would disturb this.

Universal Access

All of the routes will be designed to allow for access for the able bodied, the disabled, the aged and persons pushing prams or buggies - utilising the principles of Universal Access.





Sustainability

The Green Routes will utilise as far as is possible sustainable systems of construction and enhance and contribute to a sustainable natural environment along the routes. Specifically:

- During excavation there will be an objective that at least 60% of excavated material will be re-used on the site or within 1Km of the excavation area.
- The use of sustainable products such as Eco cement or recycled construction materials will be considered as part of the construction process.
- Existing natural habitat areas will not be disturbed and any work in or near them will be planned in conjunction with an Ecologist.
- The creation of new natural habitats along the routes will be investigated with the Ecologist.
- Drainage will be achieved by utilising existing natural systems and will avoid as far as possible using a piped system.

Support for the Green Routes proposal

Support for the proposal has been received from the National Waymarked Way Advisory Committee (NWWAC), a subcommittee of the Irish Sports Council from the Cycling Federation and South Dublin County Tourism.





Progressing the Green Routes idea

Three routes are seen as having the potential to be commenced immediately once the required resources are in place. Undertaking these successfully would create confidence and a demand in the public mind about the potential for all of the routes in the long term. Nevertheless, the construction of these routes themselves will take place in self contained sections over a period of years. These routes are:

1. **Griffeen Valley**
2. **Dodder Valley - Phase 1**
3. **Grand Canal**

The reasons for choosing these are:

- A significant area of the routes are in the ownership of South Dublin County Council and in the case of the Grand Canal by Waterways Ireland which would allow for the commencement of the routes once the necessary resources and planning procedures have been put in place.
- A Part 8 public consultation has already been agreed by the Elected Members for a significant area of Griffeen Valley Park and for the Grange Lands at Hayden's Lane.
- The three routes are of sufficient length and include different route options to afford an attractive cycling or walking distance that would attract the maximum usage.

Recommendation

It is recommended:

- that work commences on sections of the three routes as soon as the necessary public consultation and resources have been put in place.
- that work continues on the mapping and feasibility of the remaining routes in order that these too can be commenced in sections as soon as the necessary public consultation and resources have been put in place.

Achievements to date

Work has already commenced on the construction of a section of the pedestrian and cycle path system in Griffeen Valley Park which was the subject of a Part 8 Public Consultation process in 2005. This involves the creation of connected routes of 2000 l.m of new pedestrian paths into the existing pedestrian path system and 2000 l.m of new cycle paths.

The Council has also worked with the Irish Heart Foundation in the creation of Slí na Sláinte routes in Corkagh Park and St. Cuthbert's Park and currently for routes in Collinstown Park and Glenaulin Park.



The Three Routes Project - Griffen Valley, Grand Canal, Dodder Valley

The three routes are described as follows in terms of:

Section	An area of the overall route.
Description	Short description of the section.
Opportunities	Positive aspects of the route section, e.g., proximity to the route of changing rooms, schools, major employment centres, libraries, etc.
Constraints	Negative aspects of the route section or things that need to be done to make it workable, e.g. installation of bridges.
Recommendations	What needs to be done to make the route work.

1.0 GRIFFEEN VALLEY ROUTE

Length: 5.8km

This route begins at Lucan Village and runs along the Newcastle Road and Griffeen Valley Park until it meets the Grand Canal, south of the Dublin Galway rail line.



Griffeen Valley Park - Griffeen River on right, Children's Playground on left



Children's playground



Ecological diversity, Griffeen River



New pedestrian bridge



Lucan Village Park



Griffeen Valley (Red) and Grand Canal Route (Blue)



Section

1.1 By way of Vesey Park, Griffeen Valley

1.1.1 Newcastle Road

Description

Start at Lucan Village and proceed up the Newcastle Road
Relatively low road traffic at present and relatively safe.

Opportunities

- Existing pedestrian path on Newcastle Road.

Constraints

- Narrow road. Not possible to have separate cycle path.
Recommendation
- Cycle path will be advisory only



Lucan Town Park

Section

1.1.2 Vesey Park, Griffeen Valley

Description

In Vesey Park there will be a parallel route and then a shared route before and after the stone bridge.

Paths can then be parallel before exiting at Vesey Estate on the Newcastle Road.

Opportunities

- Existing pedestrian path.
- Old wooded landscape on a nationally important Esker a few minutes from Lucan Village.
- Griffeen River in an ancient woodland environment.

Constraints

- Paths do not connect across the N4 and there is no connection to the existing pedestrian bridge over the N4 between Cherbury and Esker Glebe estates.
- Connection to Esker Park, Griffeen Valley is by Newcastle Road.



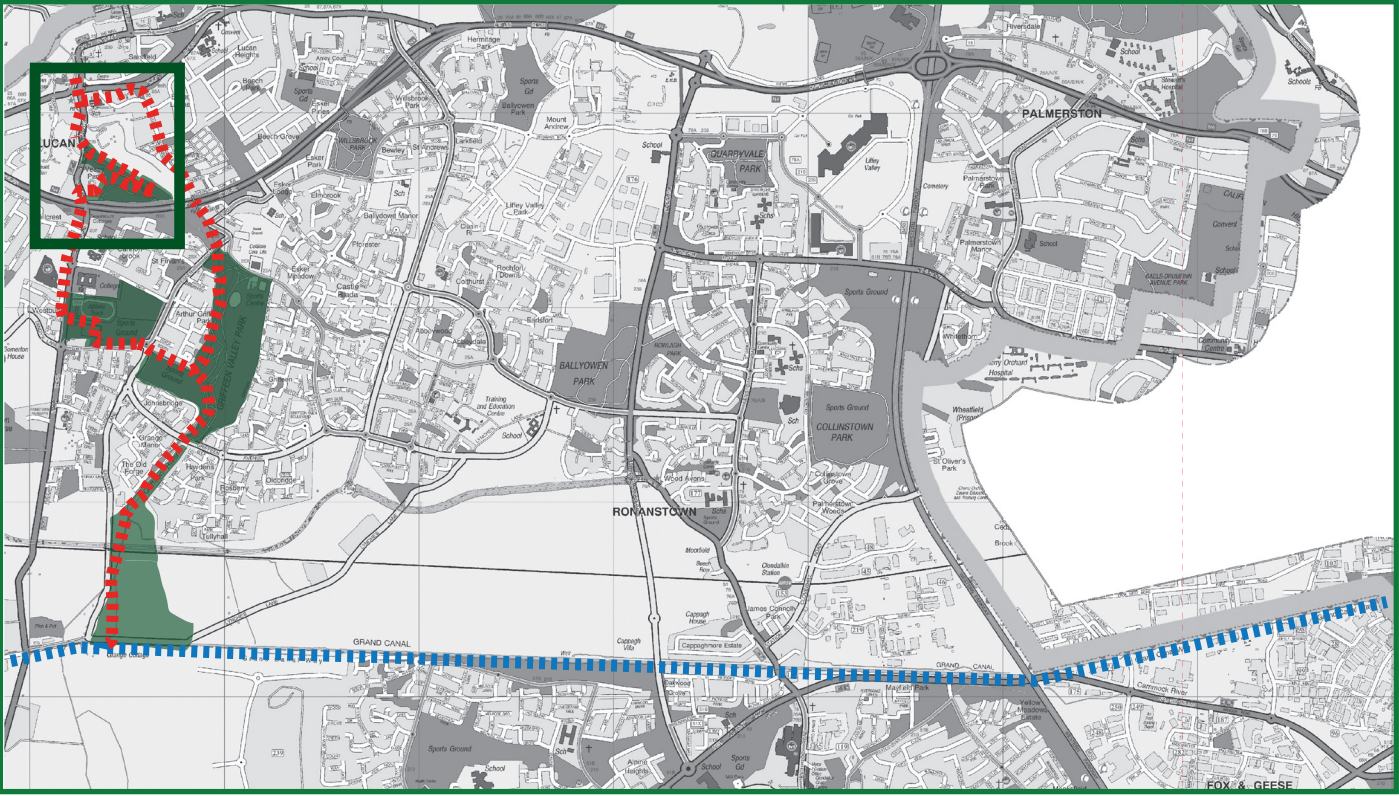
Vesey Park - Bridge over Griffeen River

Recommendation

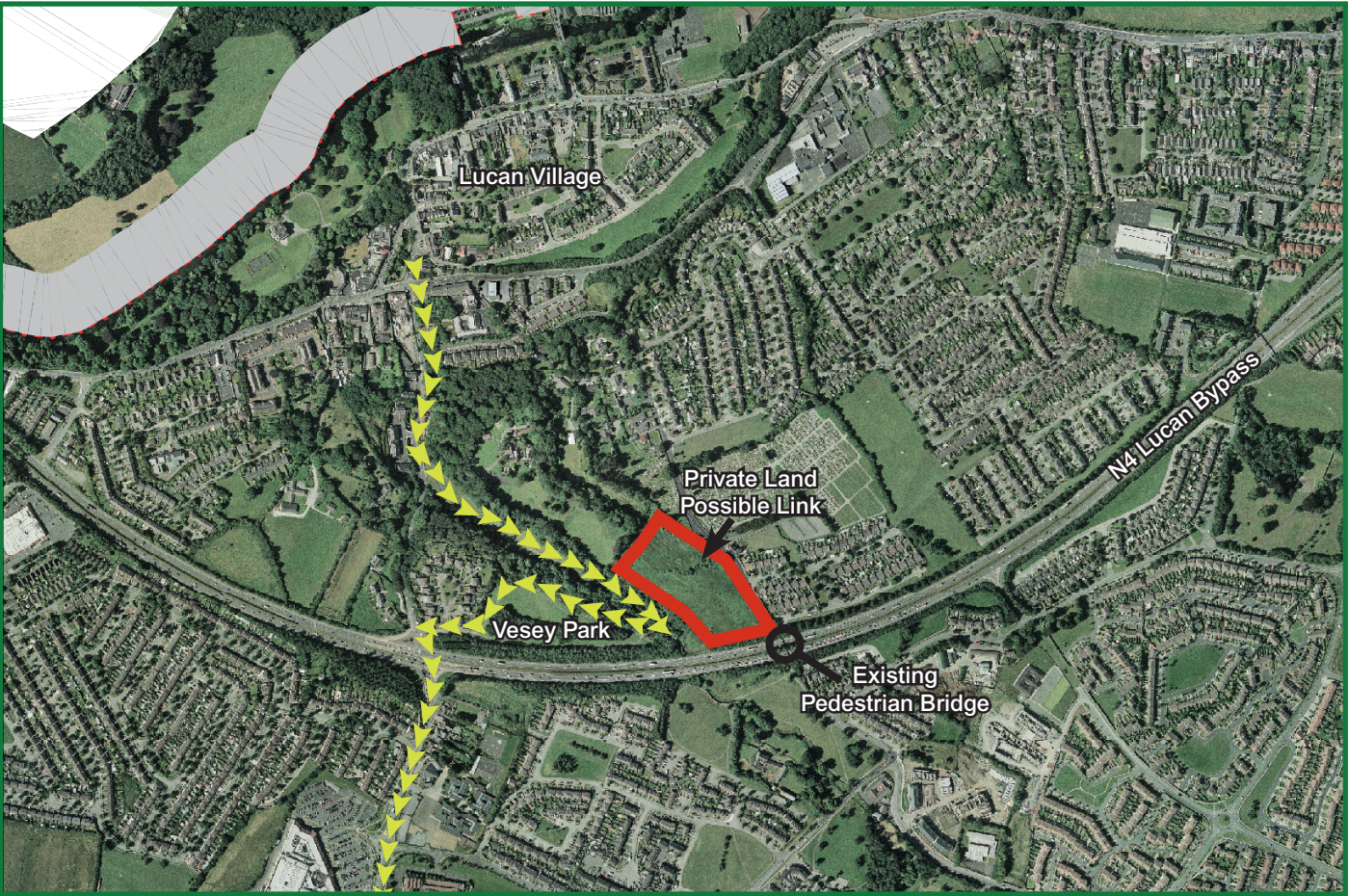
1. Either purchase the adjoining land in private ownership to make a connection across the existing N4 pedestrian bridge which should be upgraded to a Green Bridge as part of the N4 upgrade.

or

2. Construct a new land bridge (Green Bridge) across the N4 directly over the existing river culvert.



Griffeen Valley (Red) and Grand Canal Route (Blue)



Lucan Village to Vesey Park



Section

1.2 Vesey Estate to Esker Park

Description

Connect to Esker Park, Griffeen Valley by Newcastle Road passing by Superquinn Centre and enter Esker Park opposite Westbury Estate.

Opportunities

Link to:

- Lucan Community College.
- Superquinn.
- Library.

Constraints

- On road for cycling and the road is heavily trafficked.
- Crossing the N4 is dangerous.

Recommendation

Undertake a study on the construction of cycle lanes on Newcastle Road.

Ensure in the N4 upgrade that the connection across is safe for pedestrians and cyclists.



Lucan Library - Superquinn Centre



Newly developed pitches - Esker Park



Griffeen Valley (Red) and Grand Canal Route (Blue)



Vesey Park to Esker Park



Section

1.3 By way of Lucan Clondalkin Road (Esker Hill)

Description

Walking or cycling up Esker Hill through woodland and mature residential environment.

Opportunities

- The existing pedestrian bridge between Cherbury and Esker Glebe housing estates is due to be upgraded as part of the proposed N4 widening contract. There is an opportunity to make this wide enough for both cyclists and pedestrians.
- Connects with old and new Esker cemeteries.

Constraints

- Steep hill
- Existing pedestrian bridge over the N4 is not wide enough for both pedestrians and cyclists.

Recommendation

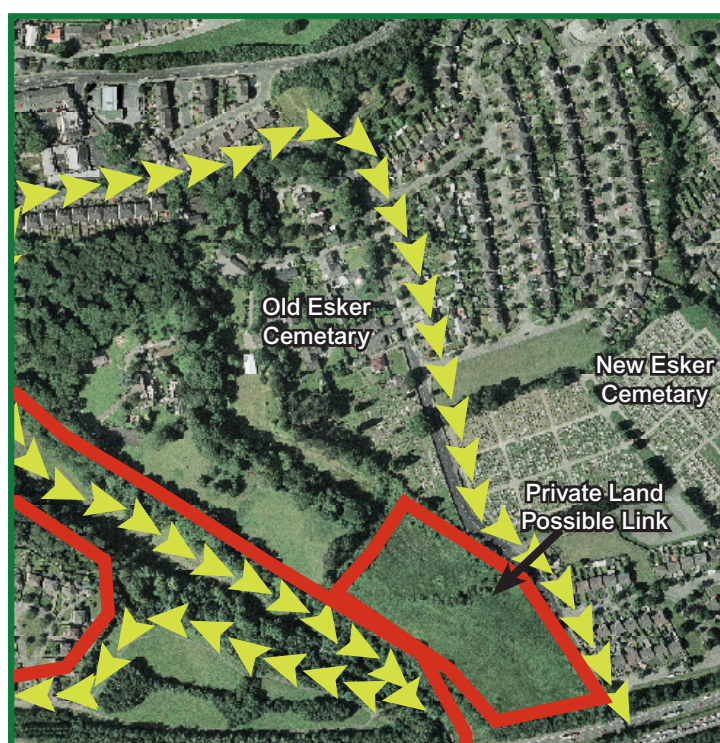
1. This route should be included as an alternative to the Vesey Park route and as a link to Esker cemetery even if the Council purchases the land in private ownership.
2. Arrange with Roads Department for the upgrading and widening of the existing pedestrian bridge as part of the N4 widening proposals to accommodate both cyclists and pedestrians.
3. A section of the cycle route will be advisory only .
4. Sections of the pedestrian path system will require upgrading.



Esker Hill looking towards Lucan Village



Griffeen Valley (Red) and Grand Canal Route (Blue)



Lucan Village by way of Esker Hill to N4 Lucan By Pass



Section

1.4 The Glebe Park, Griffeen Valley

Description

Runs along the Griffeen River in front of Albert Saer's house.
Cross Esker Road to Griffeen Valley at Esker Bridge

Opportunities

- Riverside walk

Constraints

- No pedestrian or cyclist crossing point at Esker Bridge.

Recommendation

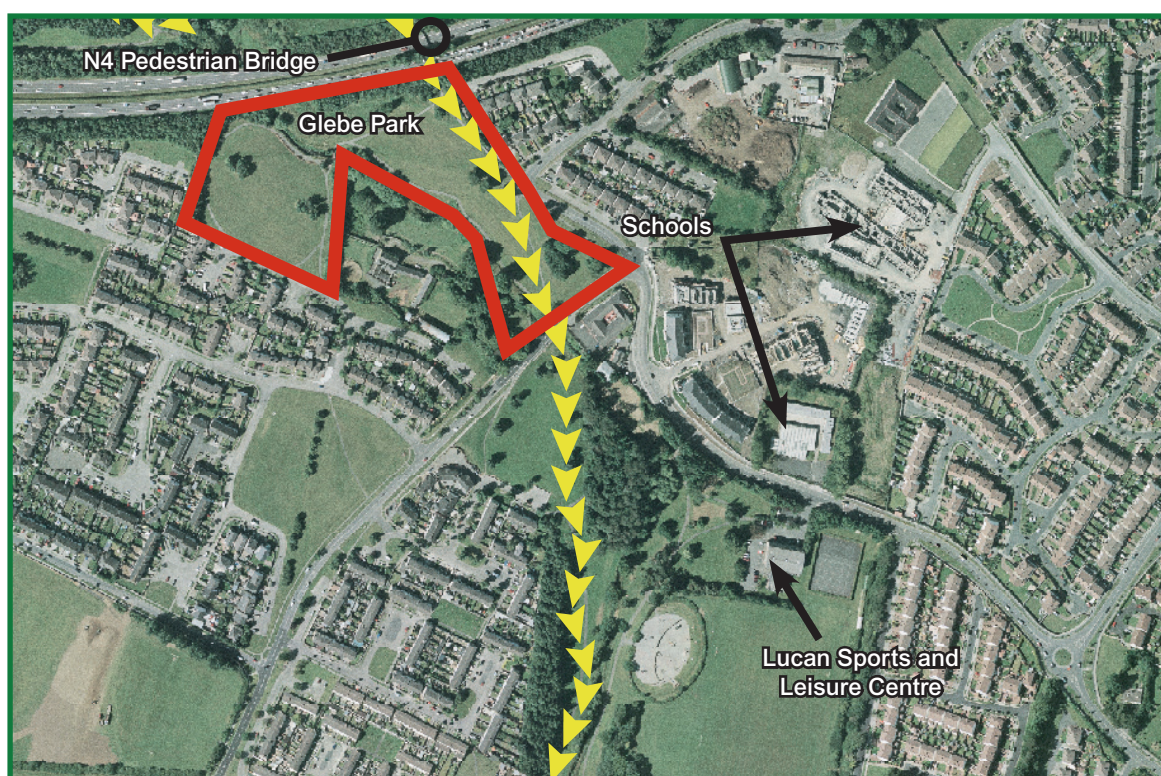
Consult with Roads Traffic on a safe crossing at Esker Road.



Existing pedestrian path - the Glebe Park



Griffeen Valley (Red) and Grand Canal Route (Blue)



Glebe Park to Griffeen Valley

Section

1.5 Esker Park, Griffeen Valley

Description

This route connects with the main Griffeen Valley Park at Hayden's Lane.

Opportunities

Link to:

- Lucan Library
- Lucan Community College
- Superquinn
- Active recreation facilities (hockey, soccer, athletics)
- King John's bridge
- New changing rooms
- Adamstown

Constraints

- Crossing points at Hayden's Lane to main Griffeen Valley Park is not pedestrian or cyclist friendly.

Recommendation

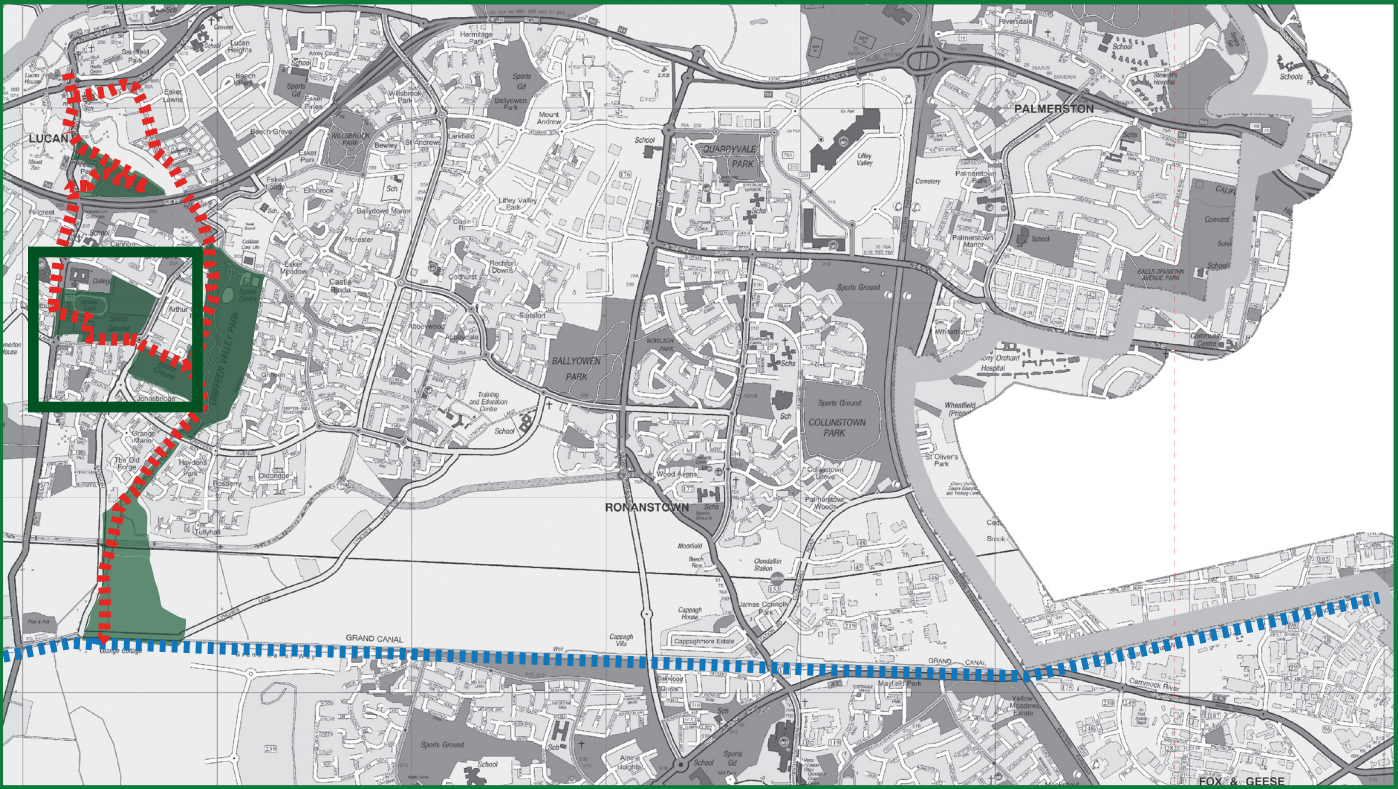
Consult with Roads Traffic on a safe crossing.



Perimeter mound to athletic track (on left)



Hockey pitch



Griffieen Valley (Red) and Grand Canal Route (Blue)



Esker Park to Griffieen Valley

Section

1.6 Griffeen Valley Park

Description

This route connects through the park with Lucan Sports and Leisure Centre at Griffeen Road and running parallel with the Griffeen River meets with Griffeen Avenue. There is an existing short pedestrian path network in this section that is currently being extended.

Opportunities

Link to:

- Lucan Sports and Leisure Centre
- Children's playground
- Primary and Secondary Schools
- Active Recreation (Soccer, GAA, Tennis, Skatepark)
- Part 8 already in place for walking and cycling routes and work has commenced on these.

Constraints

- New pedestrian and cyclist bridge required adjacent to children's playground.
- The crossing point at Griffeen Avenue may need to be enhanced to make it safer.

Recommendation

Construct new bridge adjacent to Children's playground.

Discuss and agree safe crossing point at Griffeen Avenue.



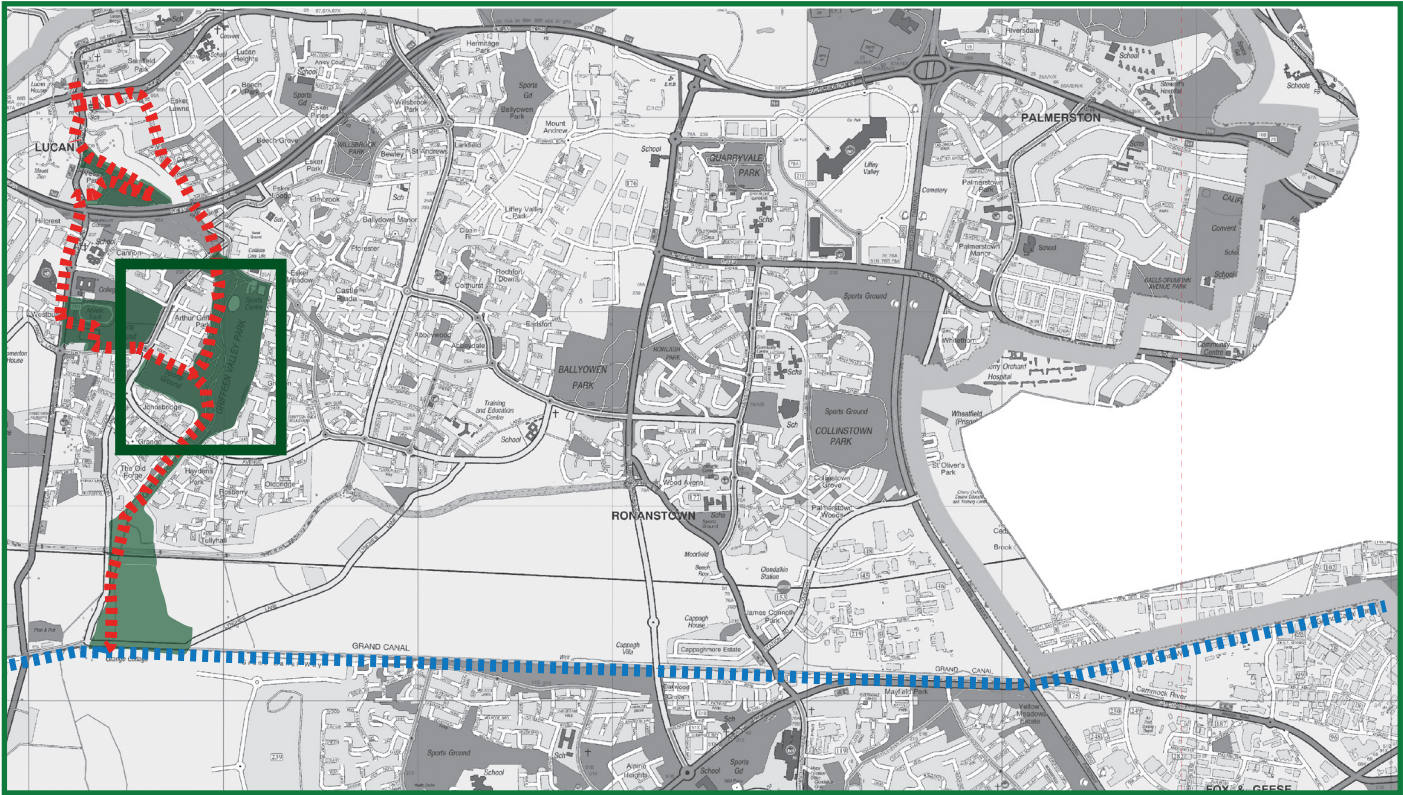
Existing pedestrian path - Griffeen Valley



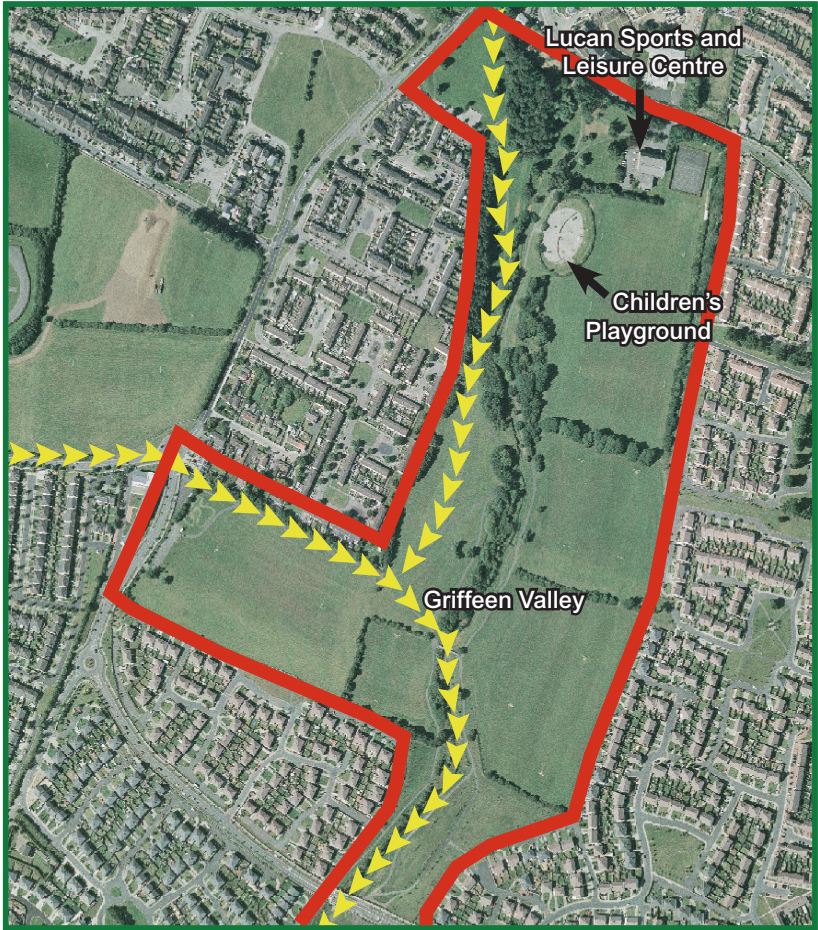
Griffeen Valley playground



Playing pitch - Griffeen Valley



Griffeen Valley (Red) and Grand Canal Route (Blue)



Griffeen Valley Park to Griffeen Avenue



Section

1.7 Griffeen Avenue to Adamstown Link Road

Description

This is a new park area running parallel with the Griffeen River. Part of this area has an existing network of pedestrian paths. The remainder is being finished to an agreed plan by the developer of the adjacent housing estates and by the Adamstown developers.

Opportunities

- Green route extension taking pedestrians and cyclists away from the Newcastle Road.

Constraints

- There is some uncertainty about the continuation of the route Southwards across the railway line via Hayden's Lane – the Inspectors Report on the Railway Order is vague on this.

Recommendation

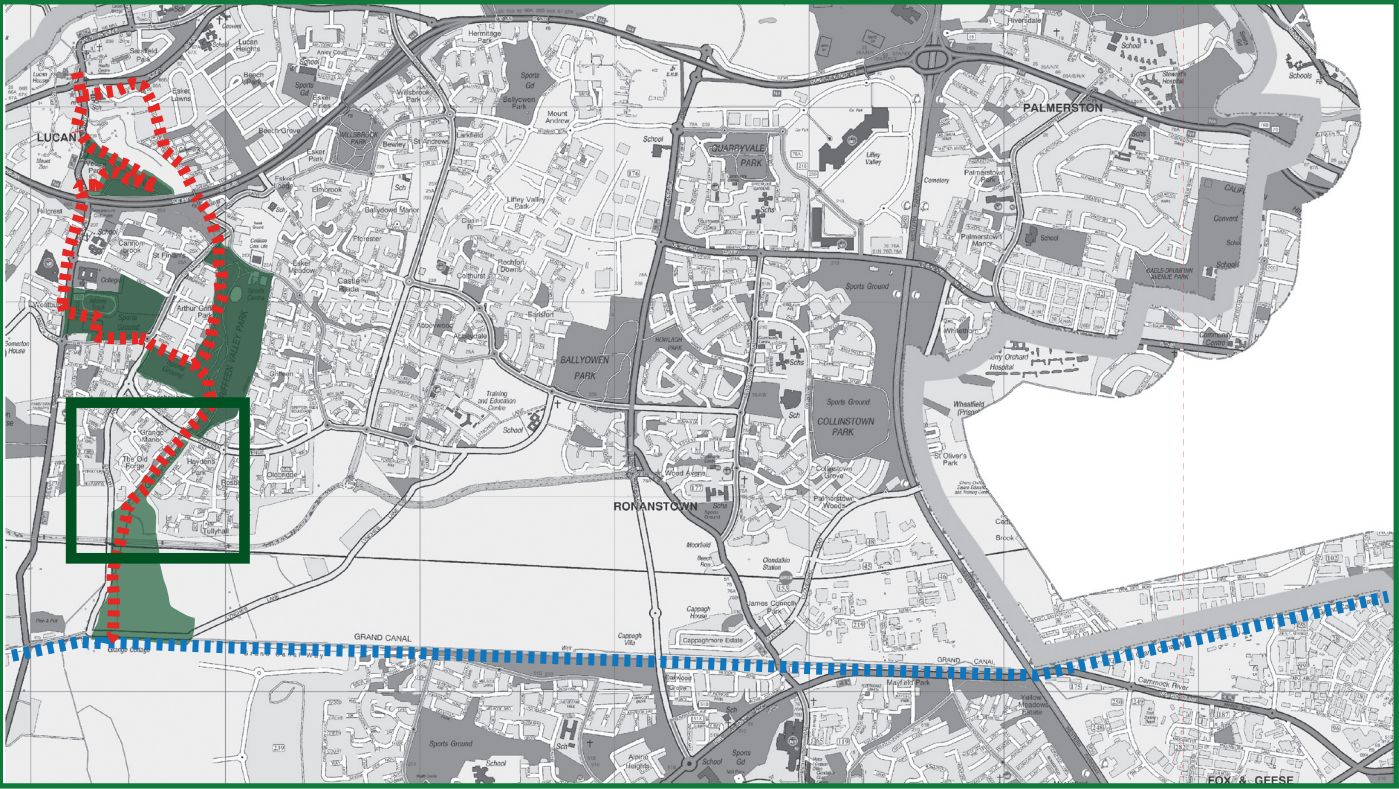
Construct a new Green Bridge over the Adamstown Link Road and the Rail line in accordance with the Special Local Objective 23 in collaboration with the local developers and Iarnród Éireann.



New Pedestrian Bridge



View from Observation Mound showing new bridges, tree planting and contouring



Griffieen Valley (Red) and Grand Canal Route (Blue)



Griffieen Avenue to Adamstown Link Road

Section

1.8 Grange Lands

Description

Part of this area is in the ownership of a local developer who is discussing a landscape plan for the land, including cycle and pedestrian paths. This land will then be ceded to the Council as part of the overall Griffeen Valley Park.

The remainder of the land in Council ownership was the subject of a Part 8 public consultation for the development of playing pitches, pedestrian and cycle paths and associated facilities. This development network will commence in 2007.

Opportunities

- This land forms the connection for the Griffeen Valley Park across the rail line and Adamstown Link Road to the Grand Canal and to Grange Castle Business Park.
- The river Griffeen acts as an important wildlife corridor and is a salmonid river.

Constraints

- There is some uncertainty about the continuation of the route Southwards across the railway line via Hayden's Lane – the Inspectors Report on the Railway Order is vague on this.

Recommendation

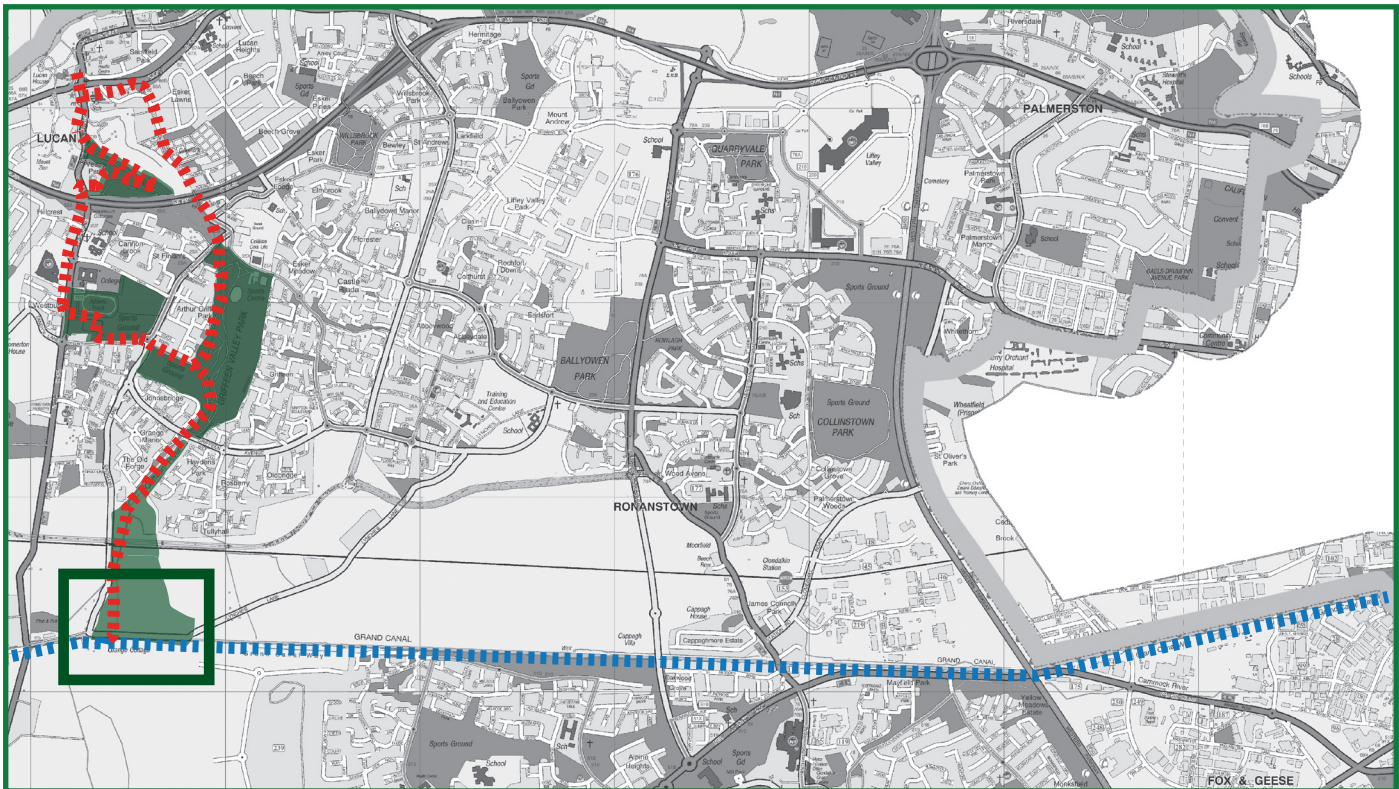
Construct a new Green Bridge over the Adamstown Link Road and the Rail line in accordance with the Special Local Objective 23 in collaboration with the local developers and Iarnród Éireann.



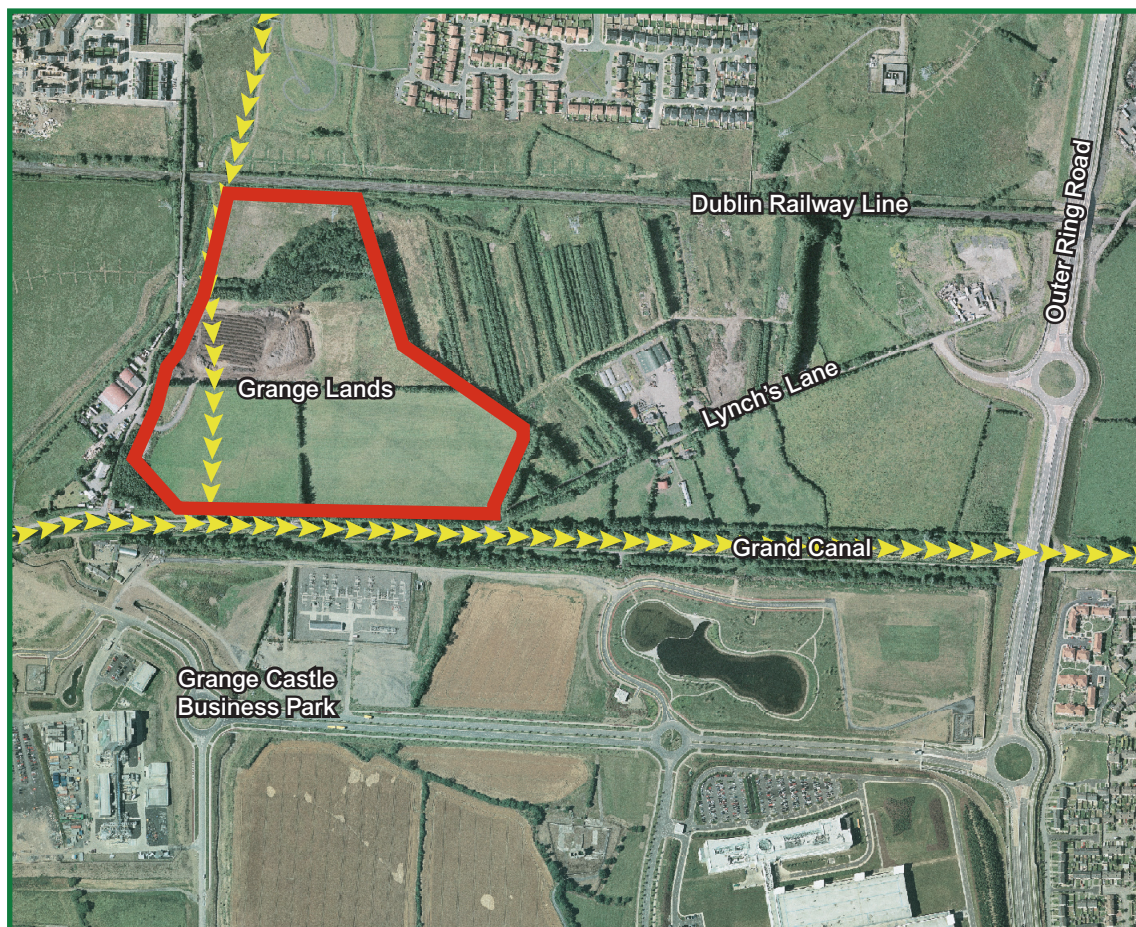
Area for playing fields



Area for ecological corridor



Griffeen Valley (Red) and Grand Canal Route (Blue)



Grange Lands to Grand Canal

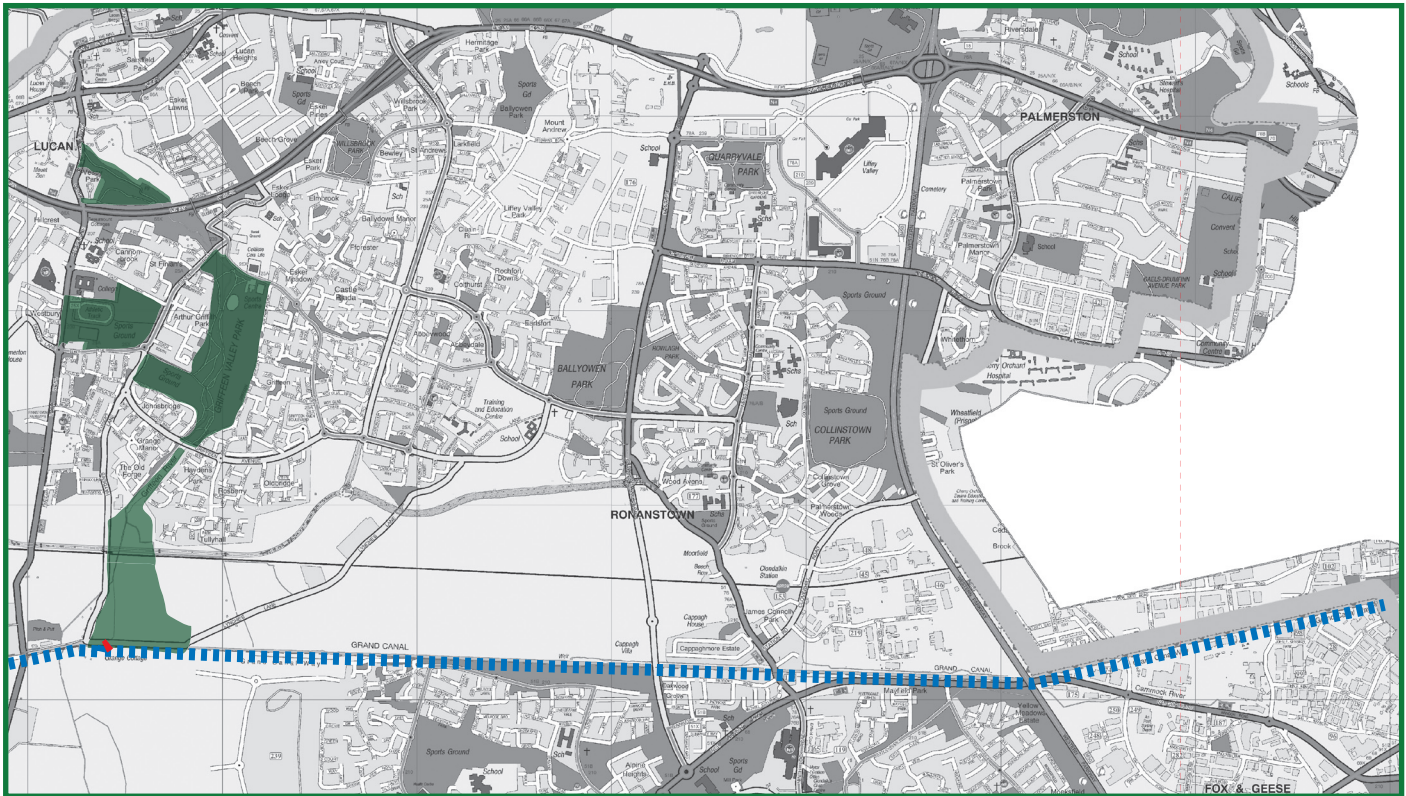


2.0 GRAND CANAL ROUTE

Length: 7.4km

This route runs from the 12th Lock at Newcastle Road to the county boundary at Bluebell Industrial Estate. This land is in the ownership of Waterways Ireland and has a mostly undefined route along its length as far as Clondalkin Village. From that point there is a paved surface that runs Eastwards into Dublin City and going Westward to Kildare and eventually the Shannon river. The entire corridor is a proposed Natural Heritage Area (pNHA) and subject to monitoring by the National Parks and Wildlife Service. Waterways Ireland are enthusiastic about the proposal and the route is already signed as Grand Canal Way.





Grand Canal Route



Section

2.1 Newcastle Road to Outer Ring Road overbridge

Description

There is a public road on the north bank which links to Lynch's Lane and Hayden's Lane and a short section of public road on the south bank which linked to the former farmland (now Grange Castle Business Park)

The remaining section is unpaved. There are large areas of natural vegetation on both sides and the canal is at some points over four metres higher than the surrounding land.

Opportunities

- Areas on both banks are wide enough to allow for 3m wide paths.
- Nationally important wildlife corridor -proposed Natural Heritage Area (pNHA).
- Tourism potential from Canal boating use.
- Cycling and walking routes for work and leisure.
- Linkage to Grange Park, Griffeen Valley and to Grange Castle Business Park.

Constraints

- No link to Outer Ring Road pedestrian and cycle path system.
- Underpass on south side very narrow.
- No intermediate connections from north to south bank.

Recommendation

Create link to Outer Ring Road.

Construct a pedestrian and cyclist crossing midway between the 12th Lock and the Outer Ring Road bridge.

Link to Grange Castle Business Park.



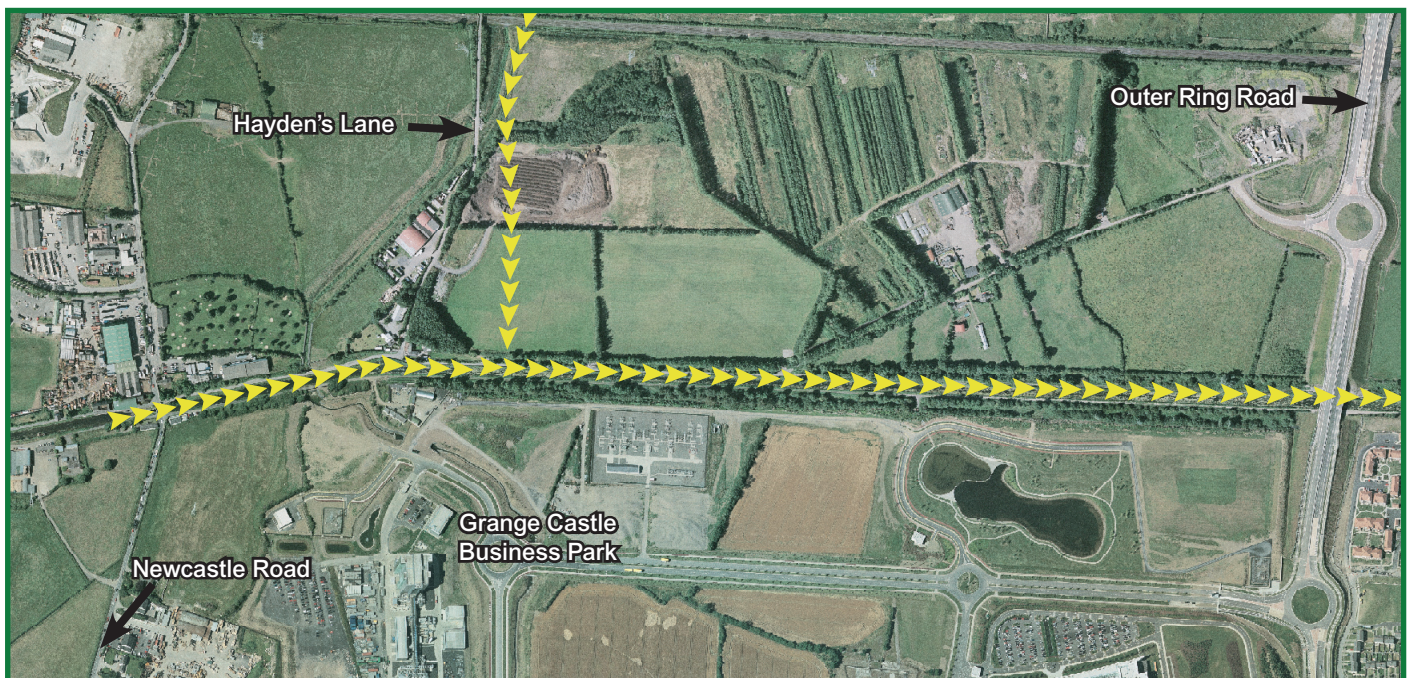
View from Newcastle Road Bridge



Fishing Deck



Griffen Valley (Red) and Grand Canal Route (Blue)



Newcastle Road to Outer Ring Road Overbridge



Section

2.2 Outer Ring Road Bridge to Fonthill Road Bridge.

Description

This section consists of a grass path on both banks. The recently designated Clonburris Balgaddy SDZ lands lie on the north side and there are large areas of mostly public housing on the south side.

The Grand Canal Park runs parallel with the Canal as far as Fonthill Road bridge.

Opportunities

- Link to Grand Canal Park and to St. Cuthbert's Park and further on to Corkagh Park.
- There is an existing proposal for the development and enhancement of the Grand Canal Park.

Constraints

- There are no safe pedestrian or cyclist crossing points.
- There is no link to the Fonthill Road pedestrian and cycling routes

Recommendation

Construct two new pedestrian and cycling crossings over the canal.

Connect the canal route to the Fonthill Road



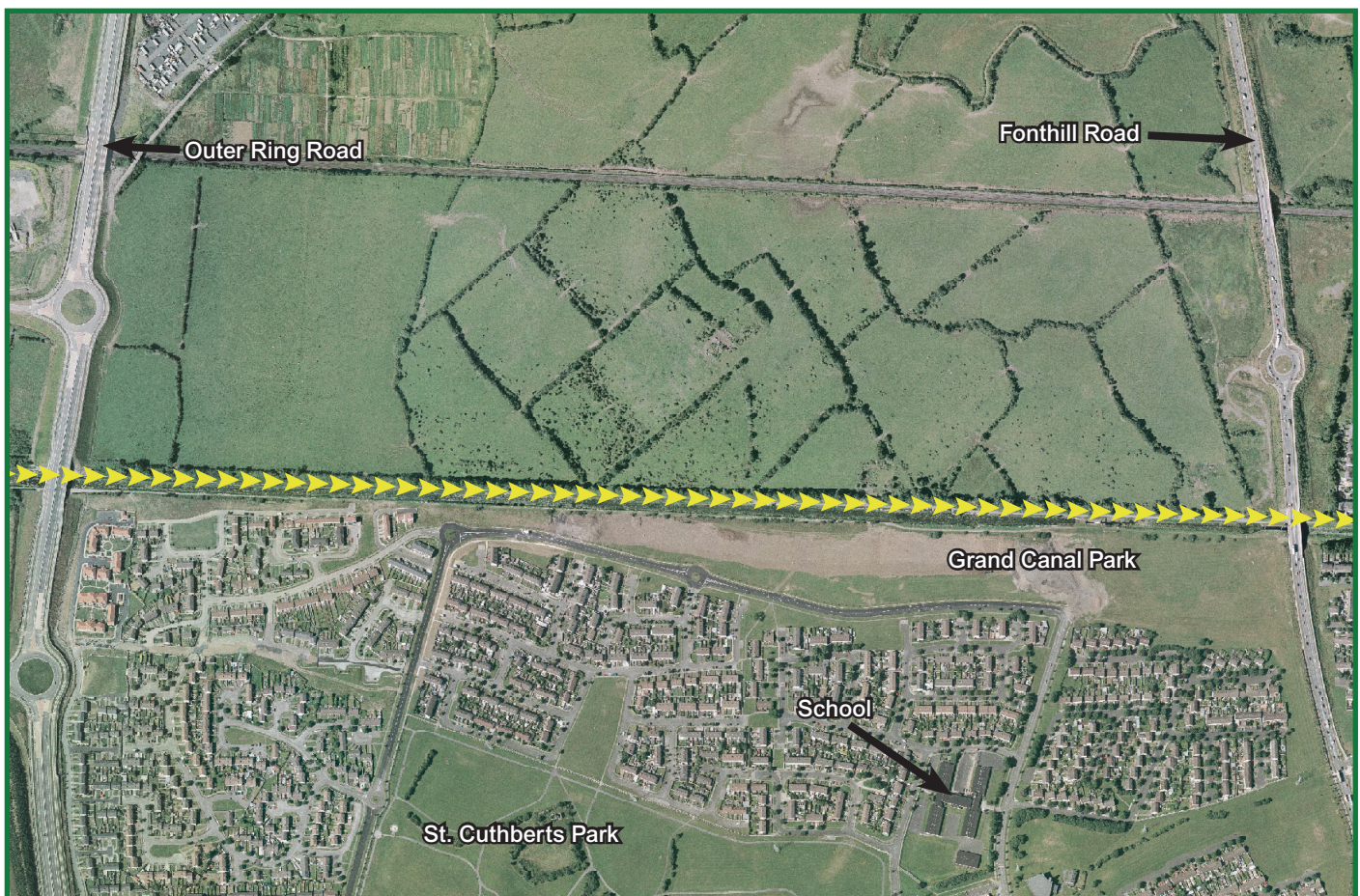
North Bank heading to Newcastle Road. Old Lock House on right



10th Lock



Griffen Valley (Red) and Grand Canal Route (Blue)



Outer Ring Road to Fonthill Road Bridge



Section

2.3 Fonthill Road Bridge to Ninth Lock Road

Description

This is a short section running to the rear of the two private housing estates which connects by way of Ninth Lock Road to Clondalkin Village

Opportunities

- Link to Clondalkin Village and North Clondalkin.
- Generally very pleasant wooded route.

Constraints

- New paths required
- Entrance from Ninth Lock Road is not very attractive

Recommendation

Enhance entrance from Ninth Lock Road



From Fonthill Road Bridge to Ninth Lock Road



Fonthill Road Bridge and 10th Lock



Griffen Valley (Red) and Grand Canal Route (Blue)



Fonthill Road to Ninth Lock Road



Section

2.4 Ninth Lock Road to M50 Bridge

Description

This section is bounded on the north bank by some housing land and by the Crag Avenue Industrial Estate. On the south bank there is a new apartment complex and a new pub/restaurant.

Beyond this the south side is bordered by the Nangor Road.

Opportunities

- There are existing pedestrian and cycling routes on the Nangor Road.
- Part of the south bank is paved.
- Possible links to the Industrial Estate.
- Possible future link to the M50 Green Route.

Constraints

- New paths required on both sides.
- At least one pedestrian and cycling bridge required.

Recommendation

Construct a new bridge to link north and south banks and the Crag Avenue Industrial Estate.

Liaise with the developers of the estate on the Council's proposal for the M50 route and the Grand Canal connection.



Griffen Valley (Red) and Grand Canal Route (Blue)



Ninth Lock Road to M50 Bridge



Section

2.5 M50 Bridge to City Boundary

Description

This section runs through an area of industrial development and large scale employment. Some of the development is new and reasonably attractive (e.g., Park West) and the remainder is mainly unattractive and backing on to the Canal in a very unplanned way.

Opportunities

- There are opportunities to connect the Canal Route into the work areas by way of connecting bridges.

Constraints

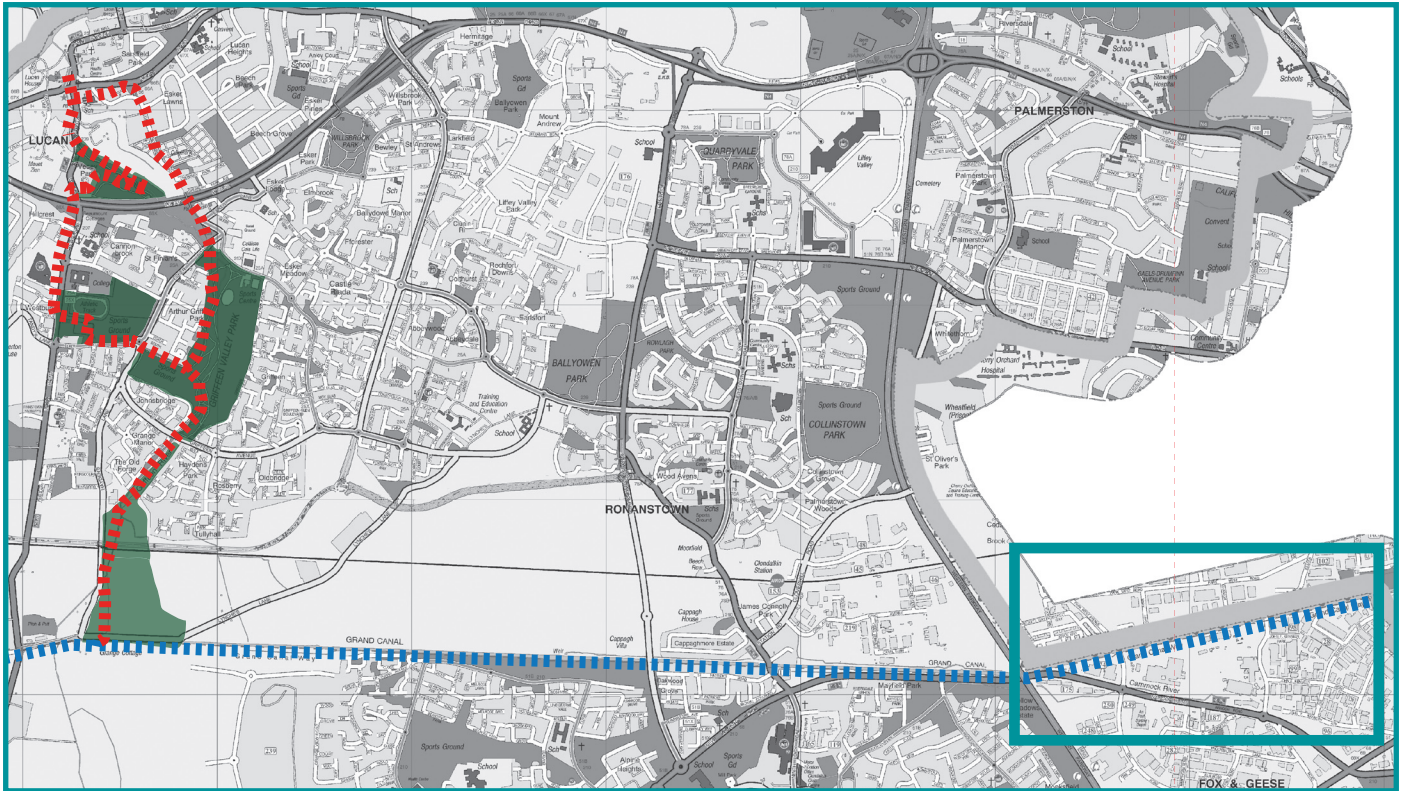
- The existing road bridge connections do not connect into the Grand Canal Route.
- There are no intermediate crossing points on the section.
- The landscape of the section is quite bleak in parts.

Recommendation

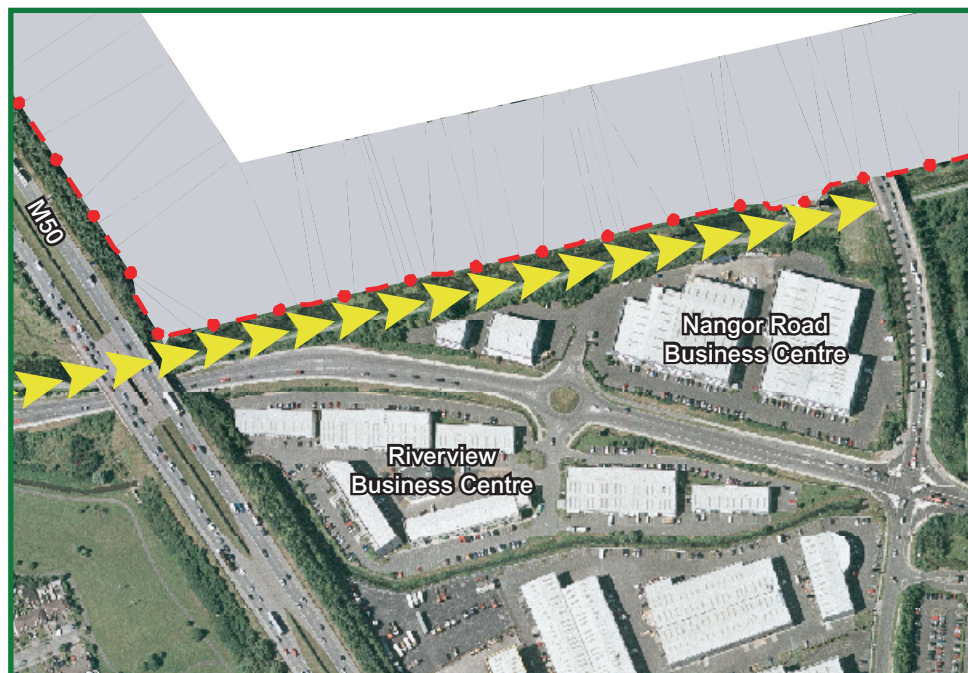
Investigate the possibility of connecting the existing road bridges into the route.

Construct at least two new intermediate pedestrian and cycle bridges.

Prepare a Landscape and Planning study of the section which will underpin the long term upgrading of the area.



Griffen Valley (Red) and Grand Canal Route (Blue)

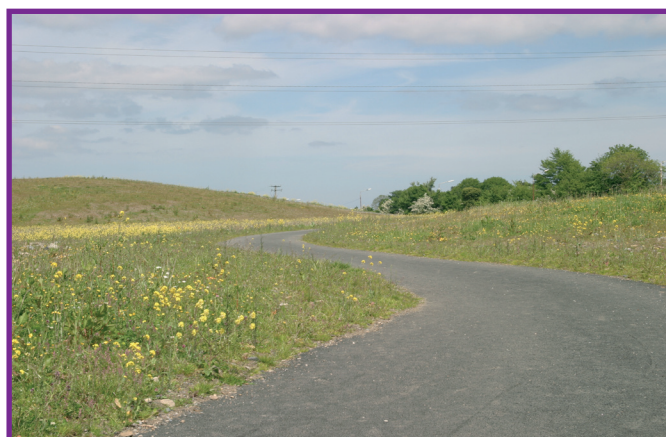


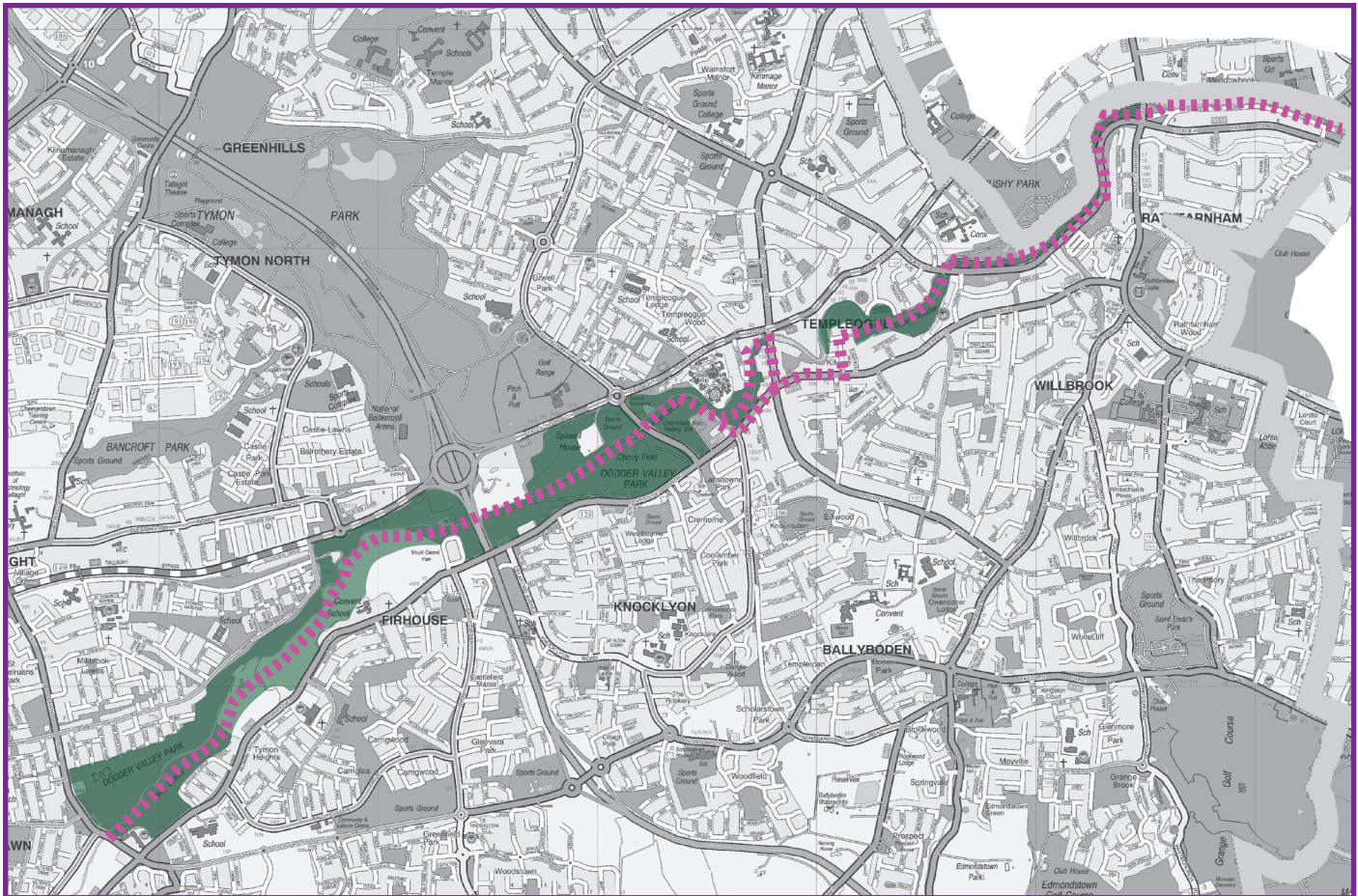


3.0 DODDER VALLEY ROUTE

Length: 7.6

The Dodder Valley Route proposal begins at Oldbawn Road, runs through Dodder Valley Park and terminates at the Ely Gate on the county boundary. The route has the River Dodder as a central feature and has a large area of ecologically important scrub, woodland and wildflower meadow as well as active recreation facilities.





Dodder Valley Route - Phase I



Section

3.1 Oldbawn

This section runs from Oldbawn Road to Kilinniney House land (private)

Description

Entry to the Northern section of this park is at Old Bawn Road.

Entry to the southern section on Firhouse Road is adjacent to the Old Bawn Shopping Centre and/or Firhouse Road.

The Dodder River runs through the park and there is an existing pedestrian path network on the Northern side.

Dodder Vale Estate backs onto the Park.

Opportunities

- Existing pedestrian path system.
- Dodder River.
- Football pitches.
- Tennis courts.
- School links.
- Old Bawn Bridge.

Constraints

- There is a need for two bridges to accommodate both cyclists and pedestrians to take the route to either side of the river. These are at the Seskin View Road /Firhouse Road and Avonmore Road/Firhouse Road sections.
- There is a section of private land on the south side which is privately owned and which is a restriction to the continuation of a route on the south side.

Recommendation

Construct two new cyclist and pedestrian bridges.

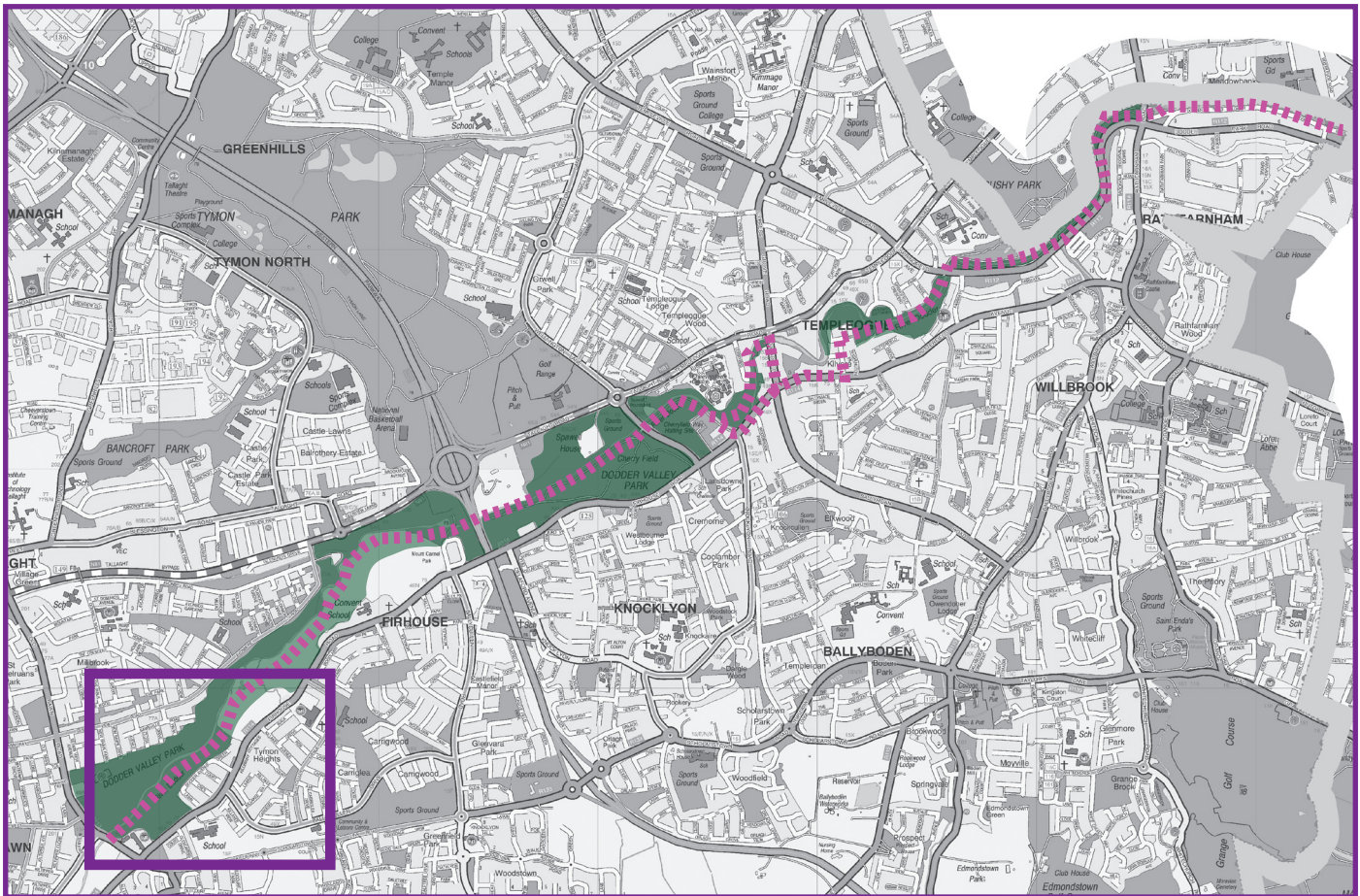
Progress the continuation of the route adjacent to Kilinniney House by way of agreement or by purchase.



Old Bawn Road showing existing pedestrian and cycle path and Dodder Park on right



Playing pitches, River Dodder on right



Dodder Valley Route - Phase I



Oldbawn Road to Kilminey House



Section

3.2 Tymon South to Mount Carmel Land

This section runs from Kilinniney House to the M50 bridge

Description

Park development nearly complete. Interesting contoured landscape with the Dodder River and woodland to the north and paths and mounding to the south.

Very good views from the new mounding.

Park development to commence shortly on the Western section to the rear of Mount Carmel Convent.

Opportunities

- Existing pedestrian path system.
- Dodder River.
- Natural areas.
- Firhouse Weir and Sluice gates.
- Large area available for both cycling and walking routes as well as active and passive recreation.
- Links to Tallaght By Pass and to Tymon Park and National Basketball Arena.
- Connection to Cherryfield Park under the M50.

Constraints

- The existing bridge at Firhouse Weir needs to be widened to accommodate both cyclists and pedestrians safely.
- No link from this land to land on north bank west of Kilsaran concrete works and there is a need for a bridge here.

Recommendation

Widen existing bridge at Firhouse Weir.

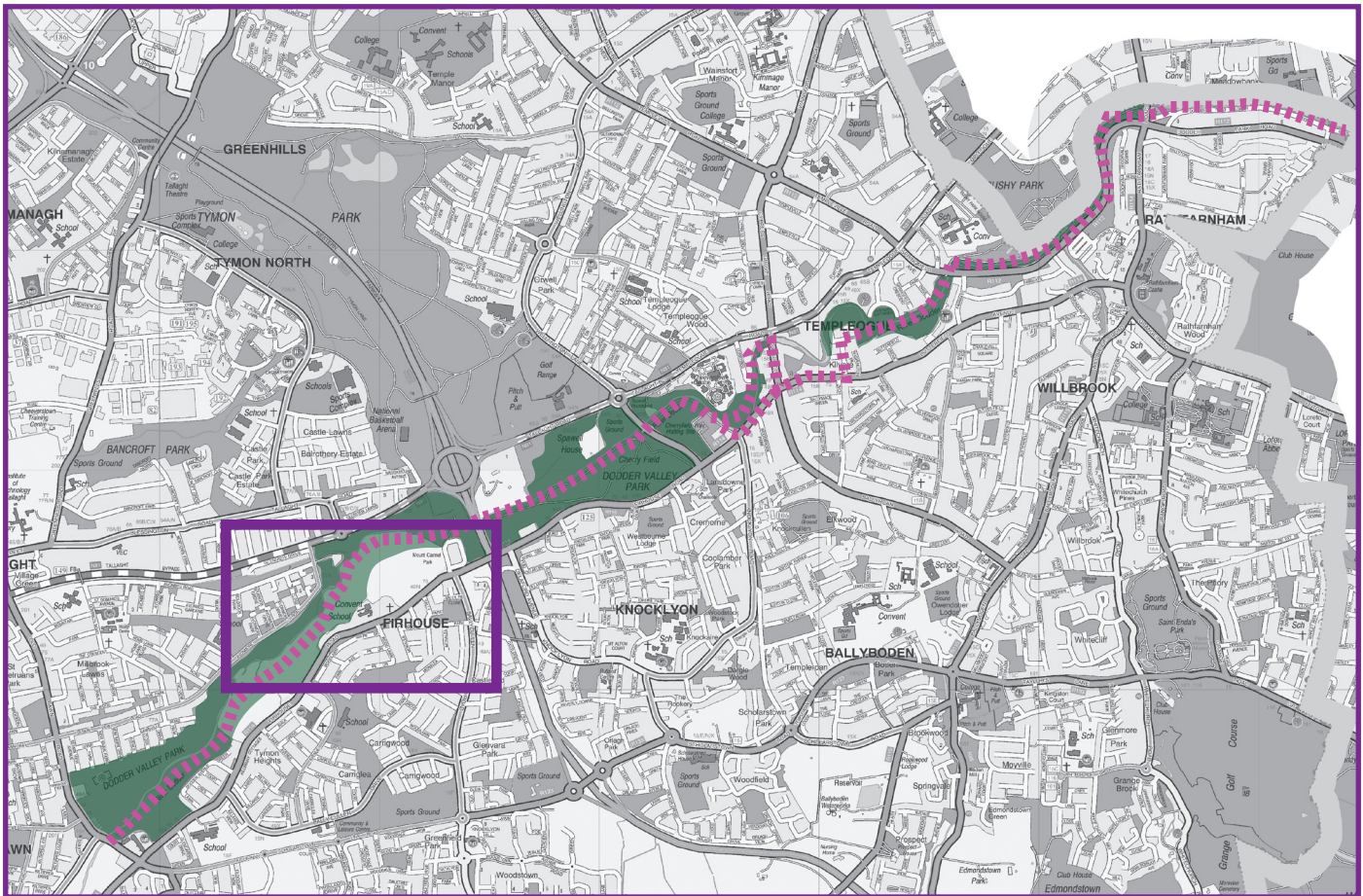
Construct new bridge to link north and south banks west of Kilsaran Concrete.



Newly constructed pedestrian path system. River Dodder on right



Firhouse Weir



Dodder Valley Route - Phase I



Kilinney House to M50 Bridge



Section

3.3 Cherryfield and Spawell land

This section runs from the M50 to Templeogue (Austin Clarke) Bridge

Description

Entry to Cherryfield from Firhouse Road or under the M50 from the Mount Carmel section.

Entry to Spawell land from the Tallaght By Pass.

Large park areas with the Dodder River running through.

Opportunities

- Active and passive recreation.
- Pedestrian paths.
- Natural areas.
- Adjacent to Cheeverstown House.
- Commemorative Stone Cross (c.1867).
- Old City Watercourse (Spawell Park).
- Austin Clarke (poet) bridge at Templeogue.

Constraints

- No bridge link to the Spawell land and the Tallaght Road.
- Cherryfield Halting Site creates a very narrow constriction and anti social gathering area.
- In order to continue the route you need to link back to Firhouse Road after this section or cross to the Cheeverstown lands.
- Awaiting link on the north side of river to be created by planning gain for the Ladywell land which can then link to the land to the rear of Cheeverstown House.
- There is a need for a bridge to link the Cheeverstown House land to the Cherryfield land.
- Toucan crossing required to cross safely the new Spawell Link Road.
- There is a need for a safer crossing on the Tallaght By Pass to link with the Spawell land.

Recommendation

Construct new bridges for cyclists and pedestrians to link:

1. Spawell and Cherryfield lands
2. Cherryfield and Cheeverstown House land

Ladywell public access to be created by planning gain – permission for development granted.

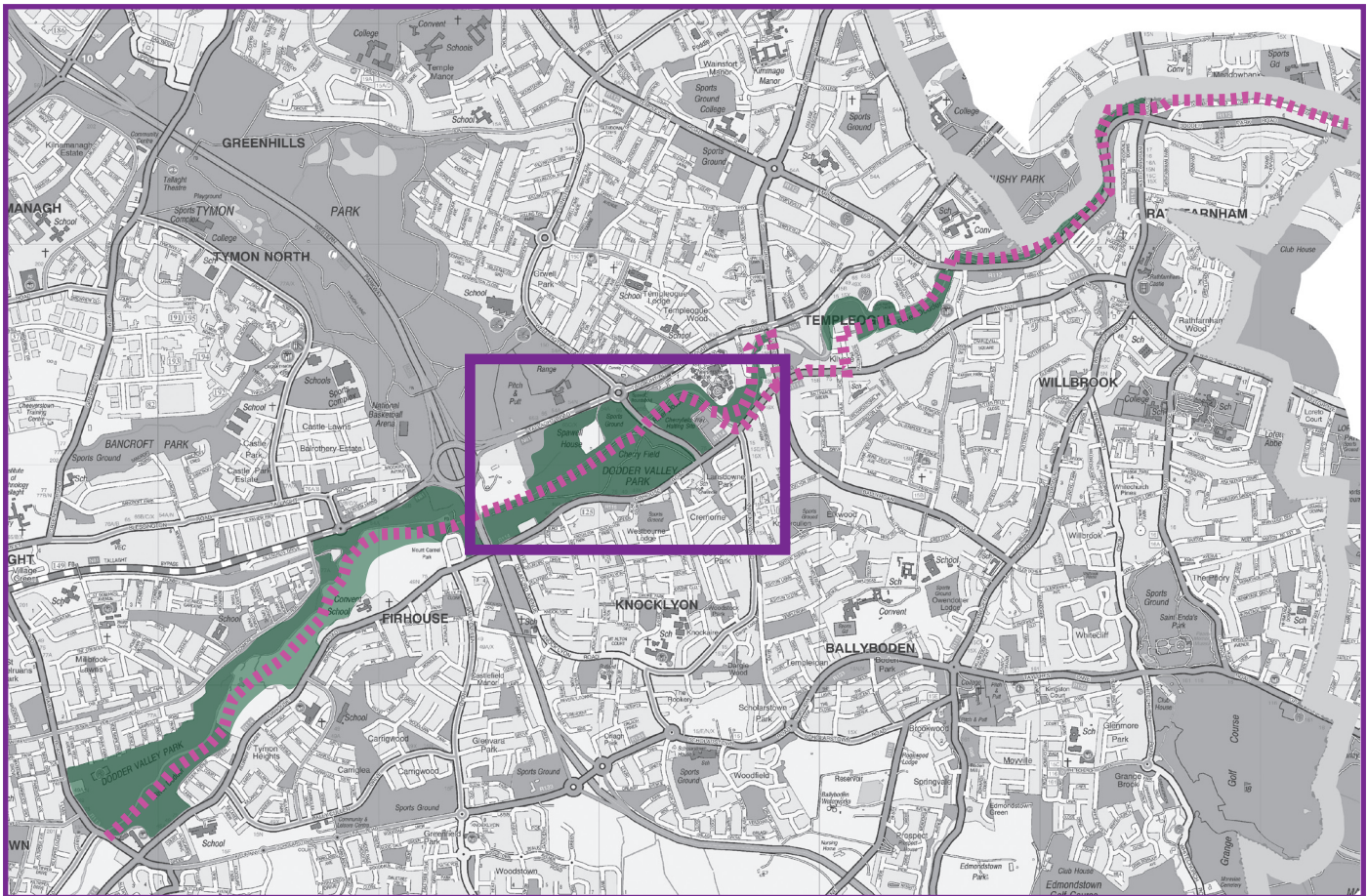
Provide Toucan crossing at Spawell Link Road.



View to existing bridge over Firhouse Weir



Cross (c.1867) erected to commemorate preservation of dairy herds from pleuropneumonia



Dodder Valley Route - Phase I



M50 to Templeogue (Austin Clarke) Bridge



Section

3.4 Kilvere to Springfield

Templeogue Bridge to Springfield Road

Description

To continue from Cherryfield you must currently move onto the Firhouse Road, proceed to Butterfield Avenue and enter the park via Kilvere Estate.

Large park area to rear of Kilvere and Butterfield housing and Tesco shopping centre. Riverside Cottages on the North bank at Templeogue.

Opportunities

- Dodder River.
- Pedestrian path system.
- Natural areas.
- Potential public land to the rear of Templeogue Road housing being assembled by planning gain – two areas secured to date.

Constraints

- No link to north bank and Templeogue Village.

Recommendation

Construct a new cyclist and pedestrian bridge to Riverside cottages to create link to Templeogue.

Secure by planning gain the land on north bank to the rear of Templeogue Village.

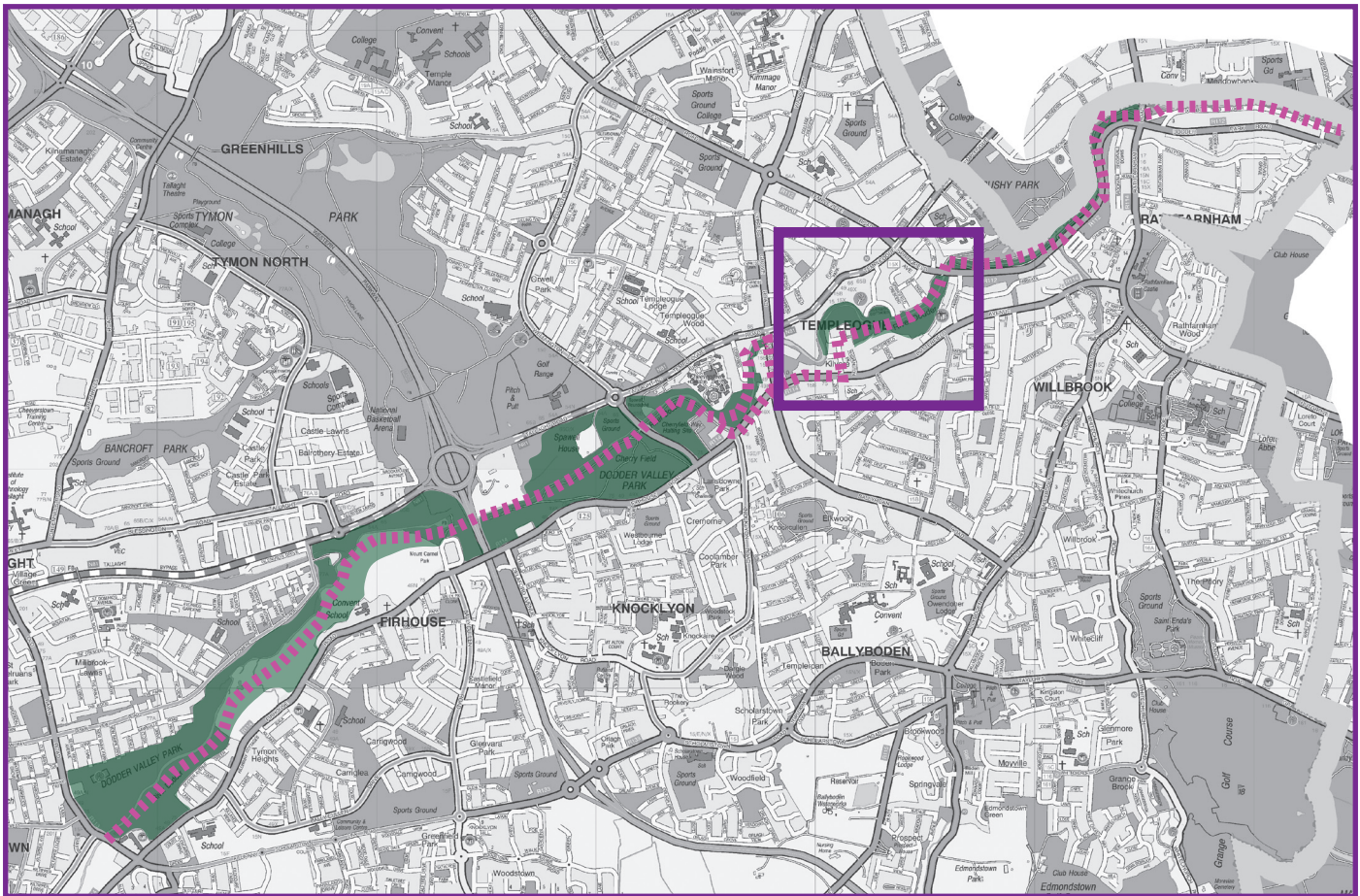
Continue to use the existing established entrance at Kilvere Estate.



Wildflower Meadows



Wildflower and hedgerow - Cherryfield



Dodder Valley Route - Phase I



Templeogue (Austin Clarke) Bridge to Springfield Road



Section

3.5 Dodder Park Road

Springfield Road to Pádraig Pearse Bridge

Description

The area can be accessed either by taking the underpass at Springfield or crossing the road at the Tesco shopping centre.

This narrow area of parkland lies south of the Dodder and Bushy Park and runs parallel with Dodder Park Road and continues to Pádraig Pearse bridge

Opportunities

- Attractive riverside setting with Bushy Park woodland to the north.
- Connection to Dublin City area by stepping stones and pedestrian bridge.
- There is an on road cycle lane on Dodder Park Road which is sufficient for this route.

Constraints

- Connection to Bushy Park does not allow for proper cyclist access. The existing stepping stone access for pedestrians is not disabled friendly.
- No cycling route in Bushy Park

Recommendation

Allow for widening of existing bridge to cater for both cyclists and pedestrians.

Construct new bridge to provide an alternative to the existing stepping stones.

Request City Council to create Green Route through Bushy Park.



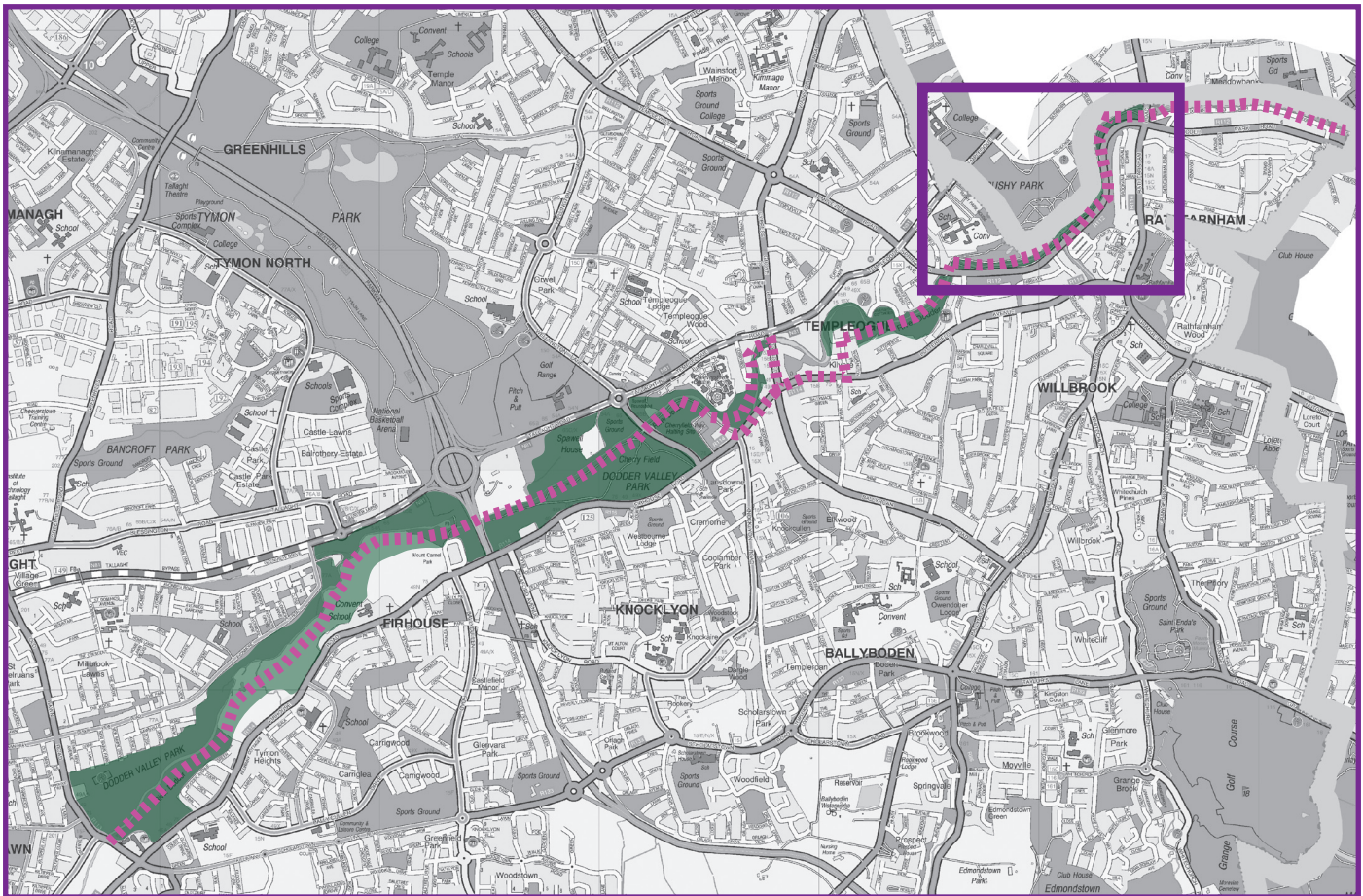
Pedestrian bridge link to Bushy Park



Pádraig Pearse Bridge



Dense Vegetation along Dodder River



Dodder Valley Route - Phase I



Springfield Road to Pádraig Pearse Bridge



Section

3.6 Dodder Road Lower

Description

This section is on road and runs parallel with the Dodder River until the county boundary at Ely Gate. There is a small area of open space at Ely Gate and in the adjacent riverbank area.

Opportunities

- Ely Gate.
- Pleasant riverside walk.

Constraints

- Visual landscape needs upgrading.
- Ely Gate needs a plan for the structure and the surrounding area.

Recommendation

Prepare a plan for the upgrading of the road and river landscape the area surrounding Ely Gate.



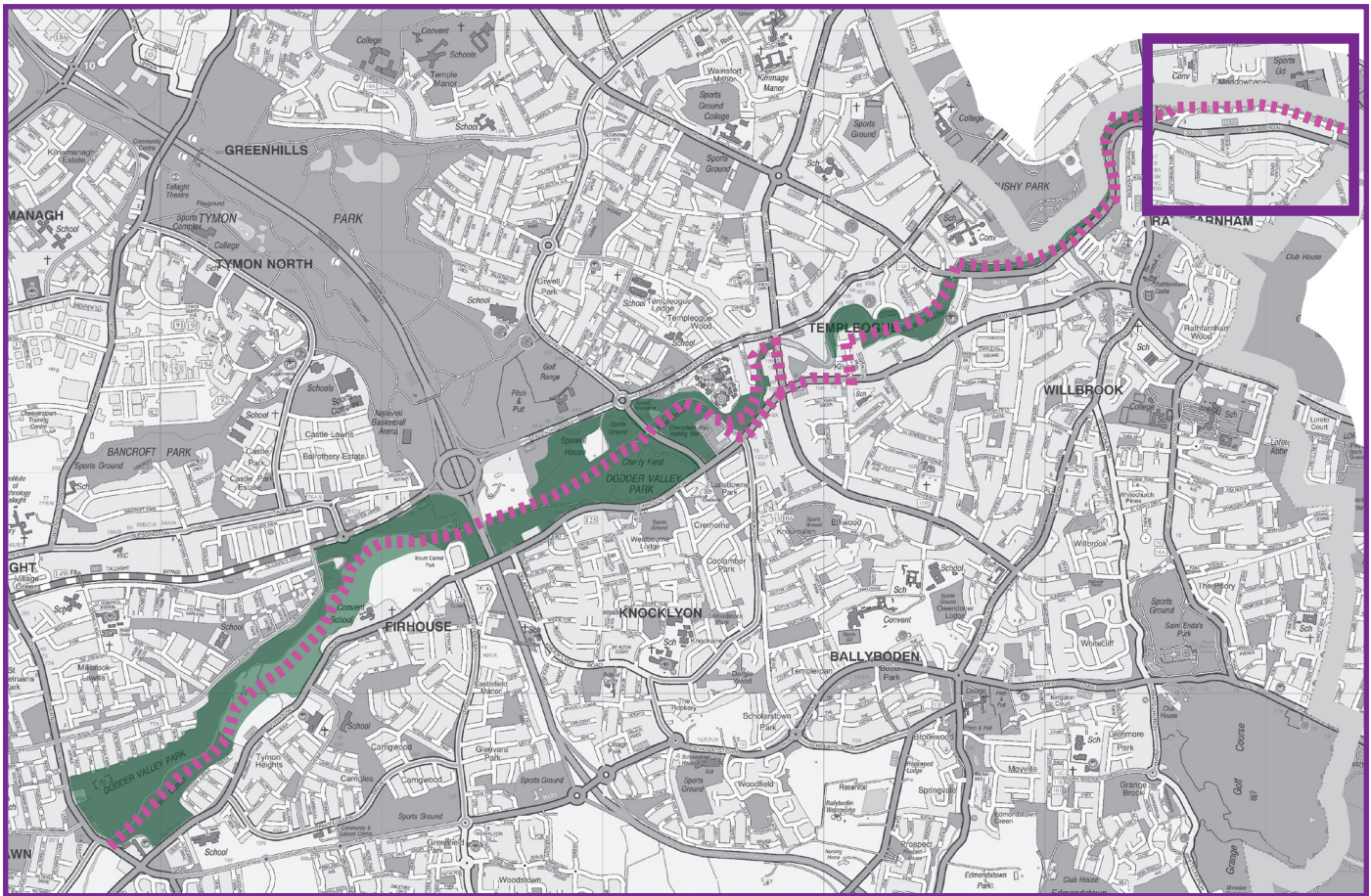
Ely Gate



Lower Dodder Road. River Dodder on right



River Dodder



Dodder Valley Route - Phase I



Dodder Road Lower - Pádraig Pearse Bridge to City Boundary

Green Routes in South Dublin County

