

Report on Local Permeability Projects

1.0 Introduction

The National Transport Authority (NTA) agreed in principle on 27th May 2011, to provide funding to South Dublin County Council (SDCC), to carry out Local Permeability Improvements in South Dublin County in 2011. This report outlines the proposed projects at the concept stage to provide information and invite comment

This project seeks to identify and improve established but informal walking and cycling routes, by upgrading existing links and removing blockages and barriers to easy movement.

The NTA brief is to focus on 'quick and easy wins' such as well used routes to schools, shops, community facilities and transport nodes to facilitate walking and cycling. Funding is available to complete at least 5 No. projects in 2011. Additional projects may be undertaken in 2012-2013 subject to the availability of NTA funding. Part 8 Planning processes will be commenced for the additional projects in 2011 where required.

2.0 Background

Much of South Dublin County is characterised by low density suburban housing. An emphasis on vehicular distribution in suburban areas, has given rise to 'neighbourhood cells' that are surrounded by distributor roads, walls and fences, with limited points of exit for pedestrians and cyclists. This creates barriers for pedestrians and cyclists and limits direct access to local schools, shops, community facilities and transport nodes. (Fig 1 below illustrates examples)

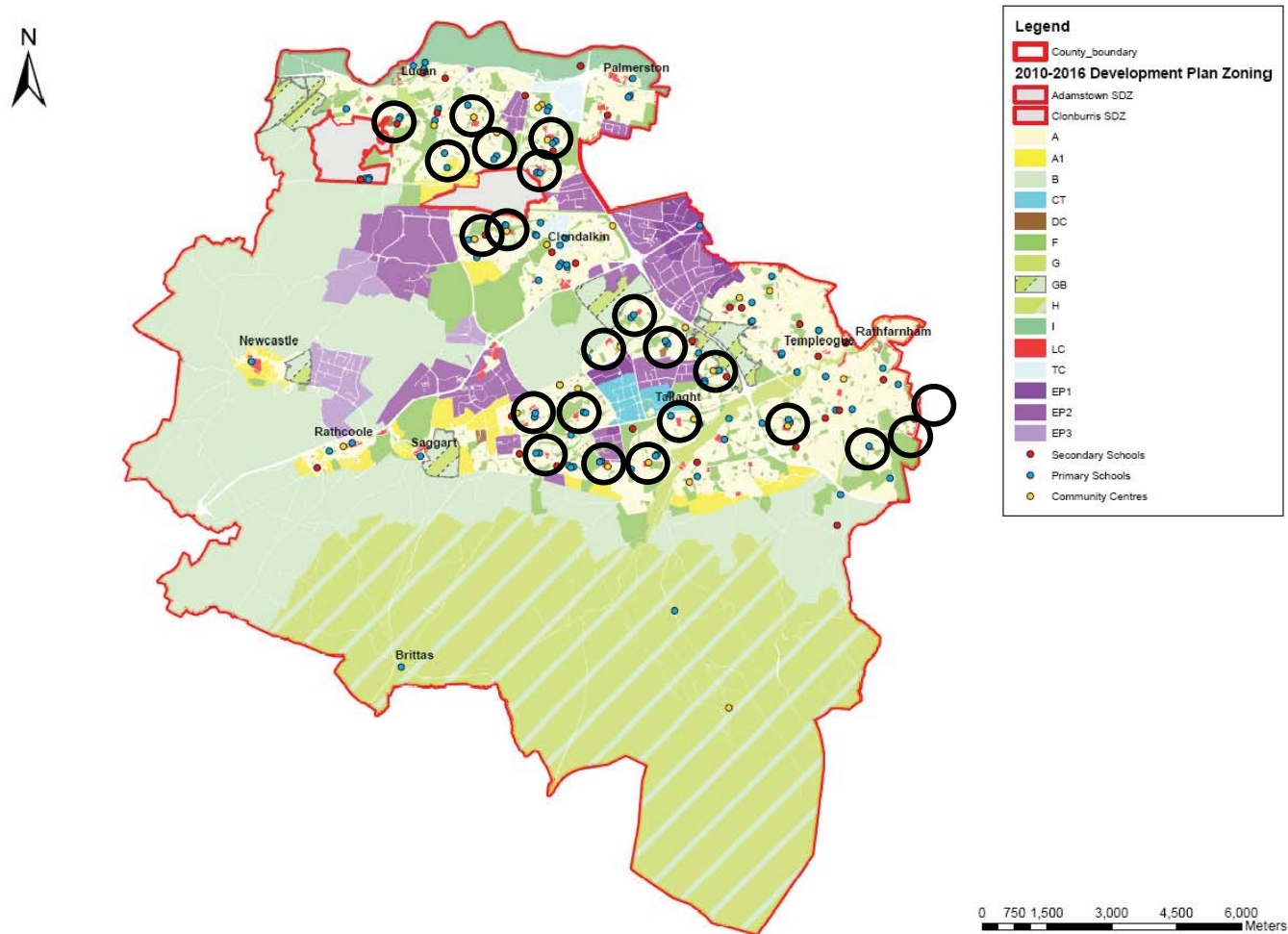
The current project seeks to identify informal pedestrian and cycle links that have emerged over time, to upgrade these links and remove blockages and barriers, such as walls and fences.



Fig. 1: Neighbourhood Cells surrounded by Distributor Roads and Desire Lines created by local residents in South Dublin County.
3.0 Scoping Stage

A GIS based map of South Dublin County, showing land use zoning, primary schools, secondary schools and community centres was generated (see County Map 1 below). This map was used to identify clusters of local facilities close to residential communities.

County Map 1 – South Dublin County – Clusters



SDCC Planners were asked to review the map and suggest suitable areas for analysis, based on their working knowledge of the County. The residential catchments of district and local centres that incorporate a minimum of 2 No. education and/or community facilities were selected for analysis.

The clusters were identified, as follows:

1. Superquinn District Centre, Lucan
2. Griffeen Local Centre, Lucan - emerging
3. Ballyowen Castle Local Centre, Lucan
4. Rossecourt Local Centre, Lucan - emerging
5. Rowlagh Local Centre, Clondalkin
6. Neilstown Local Centre, Clondalkin
7. Bawnogue Local Centre, Clondalkin
8. Deansrath Local Centre, Clondalkin
9. Kingswood Local Centre, Tallaght
10. Kilnamanagh District Centre, Tallaght
11. Belgard Local Centre, Tallaght
12. Tymon Local Centre, Tallaght
13. Springfield Local Centre (SuperValu), Tallaght
14. Brookfield Local Centre, Tallaght
15. Killinarden Local Centre, Tallaght
16. Aylesbury Local Centre, Tallaght
17. Millbrook Local Centre, Tallaght
18. Knocklyon Local Centre, Knocklyon
19. Grange Road Local Centre, Rathfarnham and Whitechurch Local Centre, Rathfarnham
20. Nutgrove Centre (Dun Laoghaire Rathdown County Council), Rathfarnham (this was examined as it serves a large catchment of residents in South Dublin County.)

4.0 Analysis

The above selected areas were analysed through desk based research and site inspection to identify whether permeability improvements are needed, what barriers exist, what improvements might be possible and the benefit that would accrue.

5.0 Selection

The analysis procedure resulted in 18 No. potential projects identified in total of which at least 5 No. projects will be completed in 2011. The remaining projects will be submitted for funding for the 2012-2013 period. In the meantime Part 8 Planning processes will be progressed as required in 2011 for the 2012-2013 projects.

The permeability improvements are described in further detail below. In most cases the link results in easier access to the local centre. The

links are described according to the local centres they serve. Each link will increase the access to that local centre and the benefit to the locality can accrue as a result of that link being achieved on its own. An accumulative benefit can occur if all links in the area were completed. However the links will also work as standalone projects.

In some cases, where the accumulative benefit is large; links are amalgamated to create one strategic link where it is warranted. Where a reduction in distance is cited as a result of the link; this results in achieving or improving an acceptable walking or cycling distance. In one or two cases the link results in improved access to the LUAS line in South Dublin. This is described in the narrative.

5.1 LUCAN ELECTORAL AREA (2)

(1) Griffeen Local Centre, Lucan

Griffeen Local Centre is an emerging local centre, comprising two national schools, retail, restaurant, pharmacy, medical centre and youth café. The 25A and 25B bus routes serve this local centre.

A new toucan crossing on Griffeen Avenue would benefit c. 1000 households in the area residents by providing a link to the local centre and national school to the north; and the national school to the south.

It is proposed to create an access, with pedestrian and cycle link, from the Moy Glas estate onto Griffeen Road at Griffeen Local Centre along an established desire line. This will benefit c. 150 households and reduce walking/cycle distance by 308 meters and provide access to the cycle routes and footpaths along Griffeen Avenue and Griffeen Road

It is proposed to create accesses from Foxborough onto Balgaddy Road and a pedestrian and cycle link along an established desire line from Foxborough estate onto the footpath and cycle way on Balgaddy Road. This will benefit c. 210 households and reduce walking and cycling to Griffeen Local Centre by 450 meters and provide access to the cycle routes and footpaths along Griffeen Avenue and Griffeen Road

(2) Ballyowen Castle Local Centre

Ballyowen Castle Local Centre is an established local centre comprising retail, restaurant, public house, medical centre, pharmacy and community centre. The 25A and 25B bus routes serve this local centre.

It is proposed to create a new pedestrian and cycle route from Fforester estate to Ballyowen Road (ORR) at the Ballyowen Castle junction and adjacent to the 25A/B bus stop. This will benefit c. 170 households and reduce walking/cycle distance by approx 450 meters. It links into the existing cycle routes on Ballyowen Road.

It is proposed to create a new pedestrian and cycle route from Colthurst estate to Ballyowen Castle Local Centre adjacent to the 25A/B bus stop. This will benefit c. 270 households and reduce walking/cycle distance by 265 meters.

It is proposed to create a new access with pedestrian and cycle link and lighting as required along the line of the old Esker Lane creating an access onto Ballyowen Road and creating a link between the pedestrian footpaths and cycleways existing on Ballowen Road and Griffeen Road. It is proposed to construct a new Toucan crossing to facilitate crossing the Ballyowen Road at the proposed access point there. This

will benefit c. 400 households and reduce walking and cycling distance by 406m.

5.2 CLONDALKIN ELECTORAL AREA

(3) Bawnogue Local Centre, Clondalkin

Bawnogue Local Centre is an established local centre comprising retail, post office, church, national school and community centre. The 51B and 210 bus routes serve this local centre.

It is proposed to construct a lit pedestrian and cycle link of 600 metres from the Fonthill Road to the local centre, along an established desire line. This will significantly improve access to the local centre and to an on road cycle route on Fonthill road that links to the Grand Canal Way Green Route to the north and will also facilitate access to the Kildare Route Rail Line. This will benefit c. 570 households and reduce walking/cycle distances to the long distance cycle route and rail station by 1240 metres to the local centre by 150 meters.

(4) Corkagh Park, Clondalkin

An existing footpath runs through Corkagh Park providing access from Fonthill Road to Clondalkin Town Centre. It is proposed to upgrade the existing footpath to a shared pedestrian and cycle link of 646 metres. There is an existing pedestrian crossing on Fonthill Road. The path passes through a pleasant environment and provides access to Clondalkin Sports and Leisure Centre en-route. This will benefit c. 400 households and reduce walking/cycle distance to the town centre by 460 metres and bringing it within easy cycle distance.

5.3 TALLAGHT CENTRAL ELECTORAL AREA

(5) Belgard, Tallaght

Belgard incorporates a Local Centre on the north eastern fringe, a LUAS stop and community centre to the east, a national school on the western fringe and a LUAS stop to the south.

It is proposed to construct 3 No. links via existing desire lines to improve accessibility to LUAS stops, the community centre, school and local centre. This will benefit c. 600 households and reduce walking/cycle distance by 597 metres to the Belgard Luas Stop and 479 metres to the Cookstown Luas Stop. It also facilitates access to the cycle routes on Belgard Road as well as access to the employment uses to the south of Belgard Heights

(6) Kingswood Local Centre, Tallaght

Kingswood Local Centre is an established local centre comprising retail, post office, church, 2 No. national schools and a community centre.

It is proposed to construct a cycle and pedestrian link of 766 meters from 2 No. established pedestrian accesses onto Belgard Road and Embankment Road through Kingswood Heights to the Local Centre, to include a new toucan crossing on Sylvan Drive at the Local Centre. This link will significantly improve access to the Local Centre for residents of Kingswood Heights and will also create a direct link from the

entire Kingswood area to the Belgard Road on road cycle route and Tallaght Town Centre. This will benefit c. 936 households and reduce walking/cycle distance by 200 meters.

A new access and pedestrian link is proposed onto the Embankment Road to facilitate access to the Kingswood Luas Stop. This will benefit c. 300 households and reduce walking distance by 216 meters.

(7) Kilnamanagh District Centre, Tallaght

Kilnamanagh District Centre is an established district centre comprising a large supermarket and other retail, post office, church, 2 no. national schools, and a credit union. The Red line LUAS stops 714 meters to the north of the District Centre and there is a community centre to the east.

It is proposed to create a strategic link of 996m through open space to the north of the District Centre to improve access to the District Centre and to the LUAS stop. This will benefit c. 1200 households and reduce walking/cycle distance by 240 meters.

(8) Springfield Shopping Centre (Supervalu), Tallaght

Springfield Shopping Centre (Supervalu), Tallaght is an established local centre comprising retail, post office, church, a community centre and a cluster of schools in the immediate vicinity. The Parks Dept has plans to create a major walking and cycling route to the west of this proposed link as part of a scheme to upgrade Jobstown Park. The RPA has plans to create links to the east of this proposed route to increase access to Cookstown Luas Stop. This proposed link will complete a route between the aforementioned routes and add value to them.

It is proposed to create a cycle and pedestrian route of 1324 meters length from the R136 (Cheeverstown Road / Outer Ring Road) to connect through open space, link into the local centre and extend upwards to connect to a future RPA proposed link to the Cookstown Luas stop at the easternmost boundary. This will also create a link to Tallaght Town Centre. An existing pedestrian crossing on the R136 lies to the west of the proposed route (which links to the proposed route through Jobstown Park). This route leads onwards to community and education facilities and Tallaght Leisure Centre on Fortunestown Way.

Furthermore there are existing cycle routes on both the R136 (ORR) and Cookstown Way. This proposed link provides direct access from one to the other (via the RPA proposed link)

Therefore the proposed link completes a strategic route that has significant benefits in terms of connectivity for the West Tallaght area, reducing distance to local facilities by 399 metres and to public transport by 508 metres and benefiting c. 1100 households.

5.4 TALLAGHT SOUTH ELECTORAL AREA

(9) Aylesbury Local Centre, Tallaght

Aylesbury Local Centre is an established local centre comprising retail facilities and a community centre. There is a primary school adjacent and a secondary school further to the south.

It is proposed to upgrade the access onto Kiltipper Way and upgrade the existing footpath through the open space to a cycleway to improve

cycling and pedestrian access to the Aylesbury retail centre and the local primary school and a secondary school – Oldbawn Community College to the north of the local centre. This will benefit c. 700 households and reduce walking/cycle distance by 278 meters.

(10) Millbrook Local Centre, Tallaght

Millbrook Local Centre is an established local centre comprising retail, a public health centre, church, 2 No. schools and a community centre.

It is proposed to upgrade an existing, well used and lit path through a spur of Dodder Valley Park – between Avonmore Road and St. Dominic's Road to improve linkage and accessibility around the local centre. This link connects residential areas to the local centre and passes the school and community centre along the way. This will benefit c. 650 households and reduce walking/cycle distance by 447 meters.

5.5 RATHFARNHAM

(11) Knocklyon Local Centre, Knocklyon

Knocklyon Local Centre is an established local centre comprising a large supermarket, medical centre, 2 no. schools, a church, post office and community centre.

It is proposed to construct a pedestrian and cycle link of 354 meters via open space in the Dargle Wood estate, along an established desire line, onto Knocklyon Road at Knocklyon Local Centre. This will benefit c. 506 households and reduce walking/cycle distance by 576 meters.

It is proposed to construct a link of 95 meters via open space from Knocklyon Grove to Idrone Ave and construct a Toucan crossing to connect surrounding residential areas to the local centre and national school along a well established desire line. This will benefit c. 420 households and reduce walking/cycle distance by 191 meters.

(12) Grange Road to Nutgrove Local Centre, Rathfarnham

Nutgrove Shopping Centre is a well established centre in Dun Laoghaire Rathdown County Council with extensive retail, post office, schools and a park with playground and pitch facilities.

It is proposed to upgrade an existing pedestrian and cycle link of 550 metres from Grange Road to tie into an existing link to Nutgrove in Dun Laoghaire Rathdown south of Barton Road West. This is a straight and direct link along a historic road reserve and ties into an extensive cycle network to the west of the proposed link. This will benefit c. 781 households and reduce walking/cycle distance by 875 meters.

(13) Grange Road Local Centre

It is proposed to create an access and a pedestrian and cycle link of 84 metres from the open space to the east of the Whitecliff Estate to allow easier access to Whitechurch Road and onwards to the local centres in the vicinity. This follows an existing desire line. This will benefit c. 230 households and reduce walking/cycle distance by 289 meters.

(14) Whitechurch Local Centre, Ballyboden, Rathfarnham

It is proposed to provide an access and a pedestrian and cycle link of 170 meters, via open space in Boden Park onto Scholarstown Road to improve access to schools in the vicinity and to the existing cycle route on Ballyboden Road and reduce the distance to Whitechurch Local Centre. This will benefit c. 240 households and reduce walking/cycle distance by 688 meters.

6.0 Project List (See County Map 2)

Following an analysis procedure the following projects are proposed:

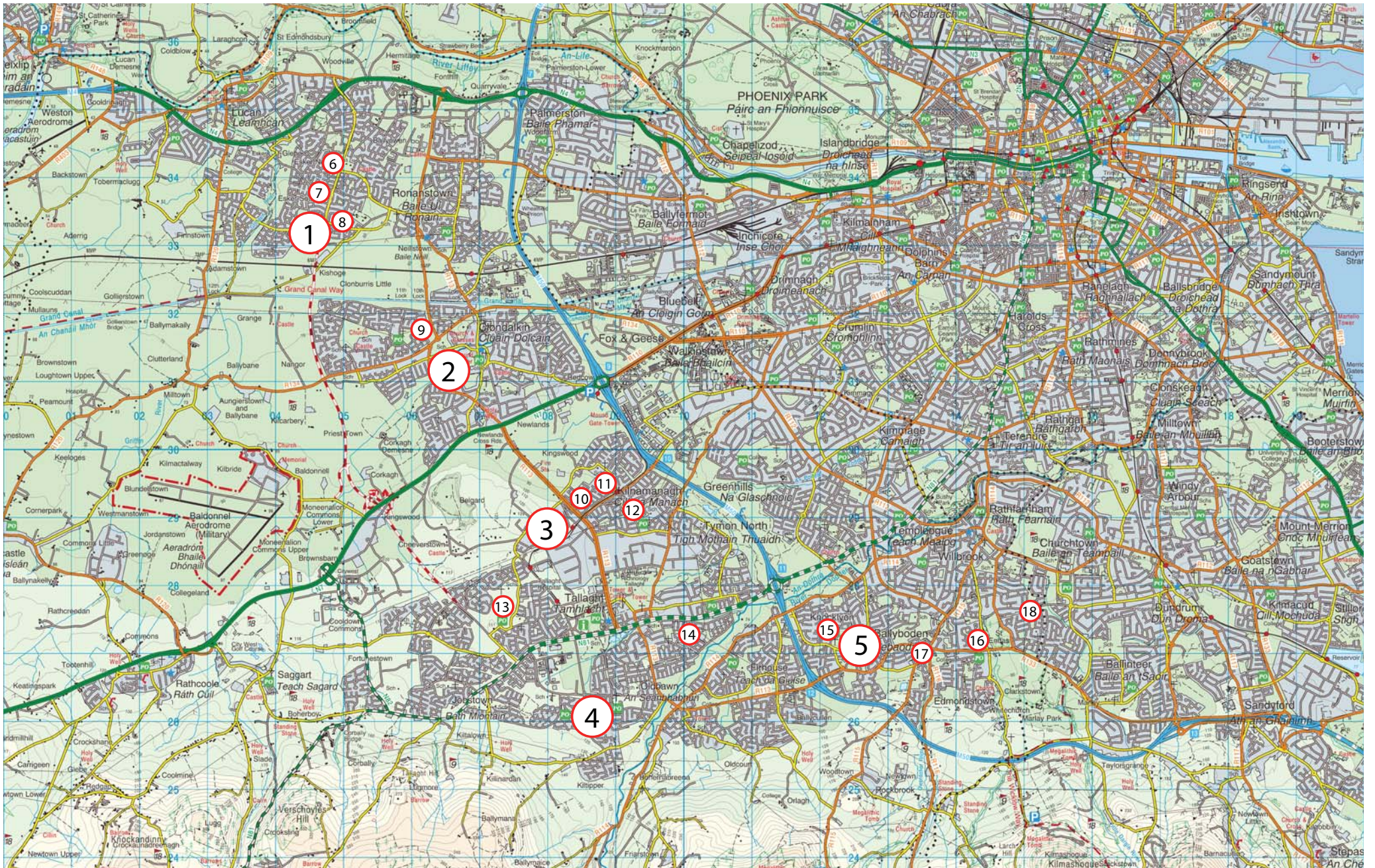
2011 Projects (listed in north to south geographic order):

1. Griffeen Local Centre Link 1: Toucan crossing and Moy Glas Links (See Local Map 1)
2. Clondalkin: Corkagh Park Link (See Local Map 2)
3. Tallaght: Belgard Heights Links to Luas (See Local Map 3)
4. Aylesbury: Link to Kiltipper (See Local Map 4)
5. Knocklyon Local Centre Link 1: Link through Dargle Wood (See Local Map 5)

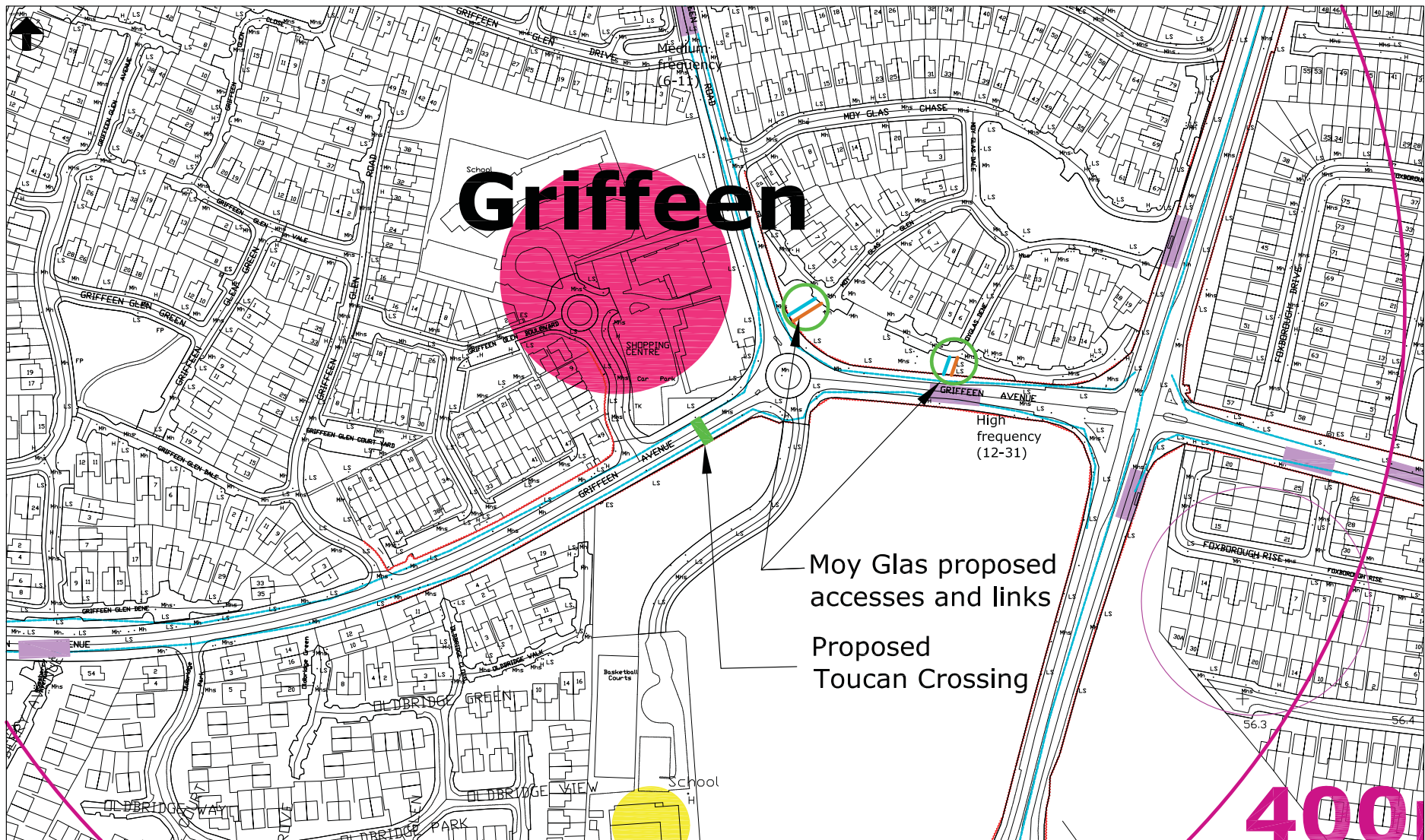
2012-2013 Projects (listed in north to south geographic order):












6. Ballyowen Castle Local Centre Link 1: Fforrester and Colthurst Links (See Local Map 6)
7. Ballyowen Castle Local Centre Link 2: Esker Lane Link (See Local Map 7)
8. Griffeen Local Centre Link 2: Foxborough Links (See Local Map 8)
9. Bawnogue: Link to Fonthill Rd (See Local Map 9)
10. Tallaght: Kingswood Link 1 Local Centre to Fonthill Rd (See Local Map 10)
11. Tallaght: Kingswood Link 2 to Luas (See Local Map 11)
12. Tallaght: Kilnamanagh District Centre to Luas (See Local Map 12)
13. Springfield Shopping Centre (Supervalu): West Tallaght Strategic Link (See Local Map 13)
14. Millbrook: Upgrade of existing links (See Local Map 14)
15. Knocklyon Local Centre Link 2: Link to local centre from Knocklyon Grove (See Local Map 15)
16. Grange Road Local Centre: Link from Whitecliff Estate (See Local Map 16)
17. Whitechurch Local Centre: Link onto Ballyboden Way (See Local Map 17)
18. Nutgrove Centre: Grange Road to Loreto Park Link (See Local Map 18)

COUNTY MAP 2: Project Nos. 1-5 and 6-18



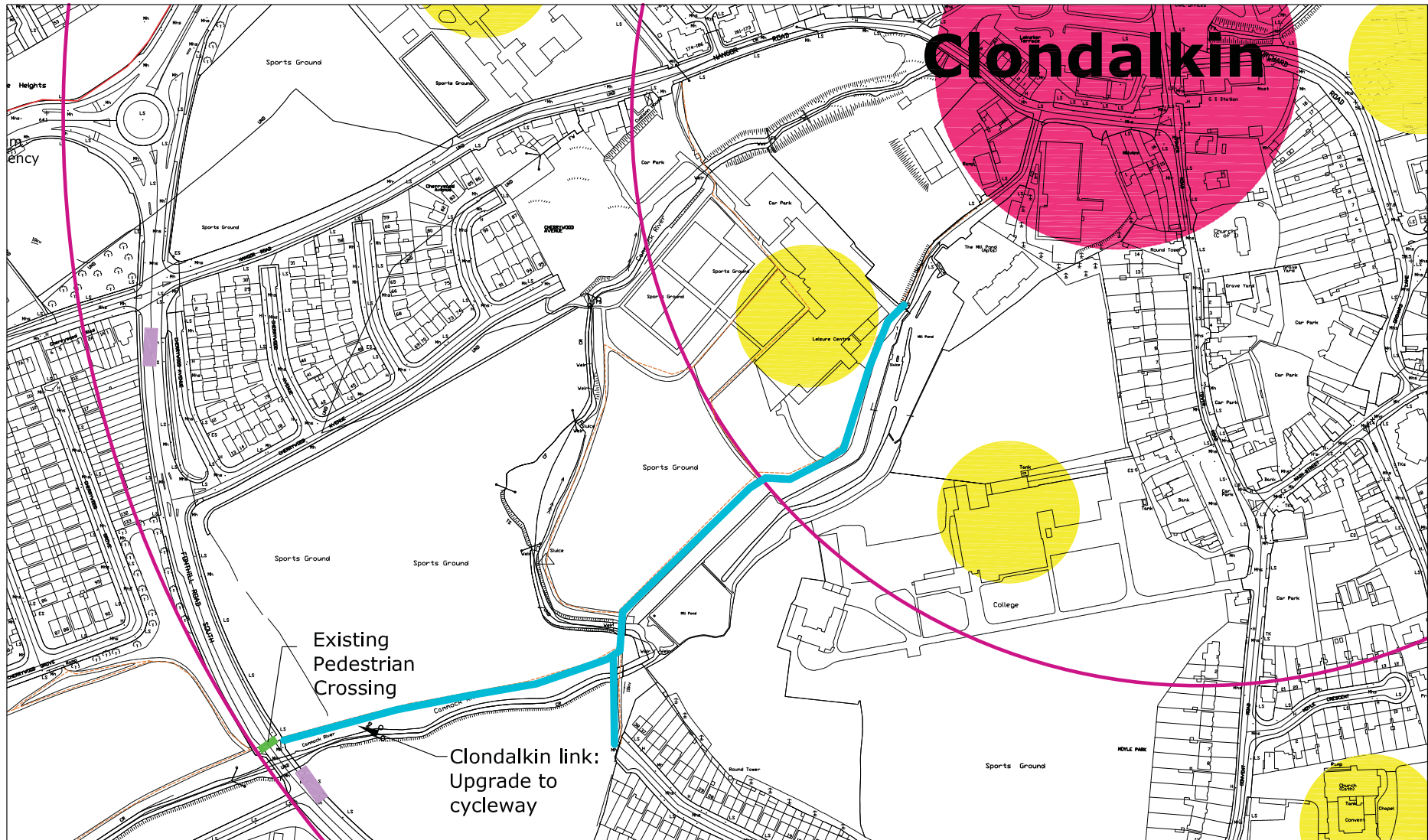
LOCAL MAP NO. 1: Griffen Local Centre Link 1: Toucan crossing and Moy Glas Links














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|---|--|---|-----------------------|---|-----------------------|---|---|
|  | Destination: (Local Centre: shops, community, church, schools) with 400, 800, 1000m bands |  | Existing Footpath |  | Proposed Footpath |  | Barrier to permeability |
|  | Destination: (School / Playground / Other Facility) |  | Existing Cycle way |  | Proposed Cycle way |  | Areas of low public transport access (GIS data) |
|  | Existing Transport Stop |  | Existing Access Point |  | Proposed Access Point | | |

Permeability Improvements: Griffen & Moy Glas Scale NTS

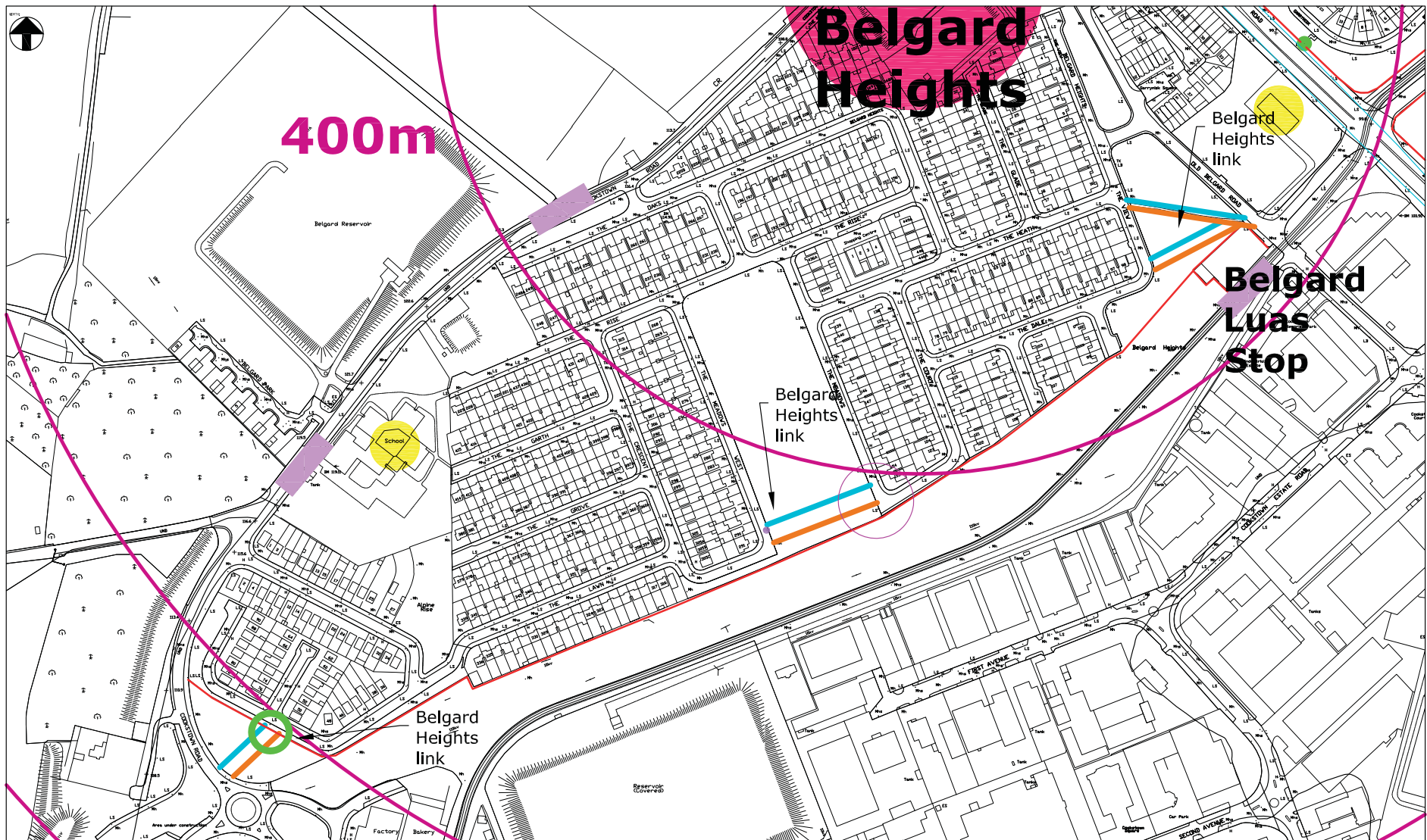
LOCAL MAP NO. 2: CLONDALKIN: Corkagh Park Link







- | | | | | | | | |
|---|---|---|-----------------------|---|-----------------------|---|---|
|  | Destination: (Town Centre: shops, employment, community & leisure uses, churches, schools) with 400, 800, 1000m bands |  | Existing Footpath |  | Proposed Footpath |  | Barrier to permeability |
|  | Destination: (School / Playground / Other Facility) |  | Existing Cycle way |  | Proposed Cycle way |  | Areas of low public transport access (GIS data) |
|  | Existing Transport Stop |  | Existing Access Point |  | Proposed Access Point | | |

Permeability Improvements: Corkagh Park to Clondalkin. New Cycle Link NTS

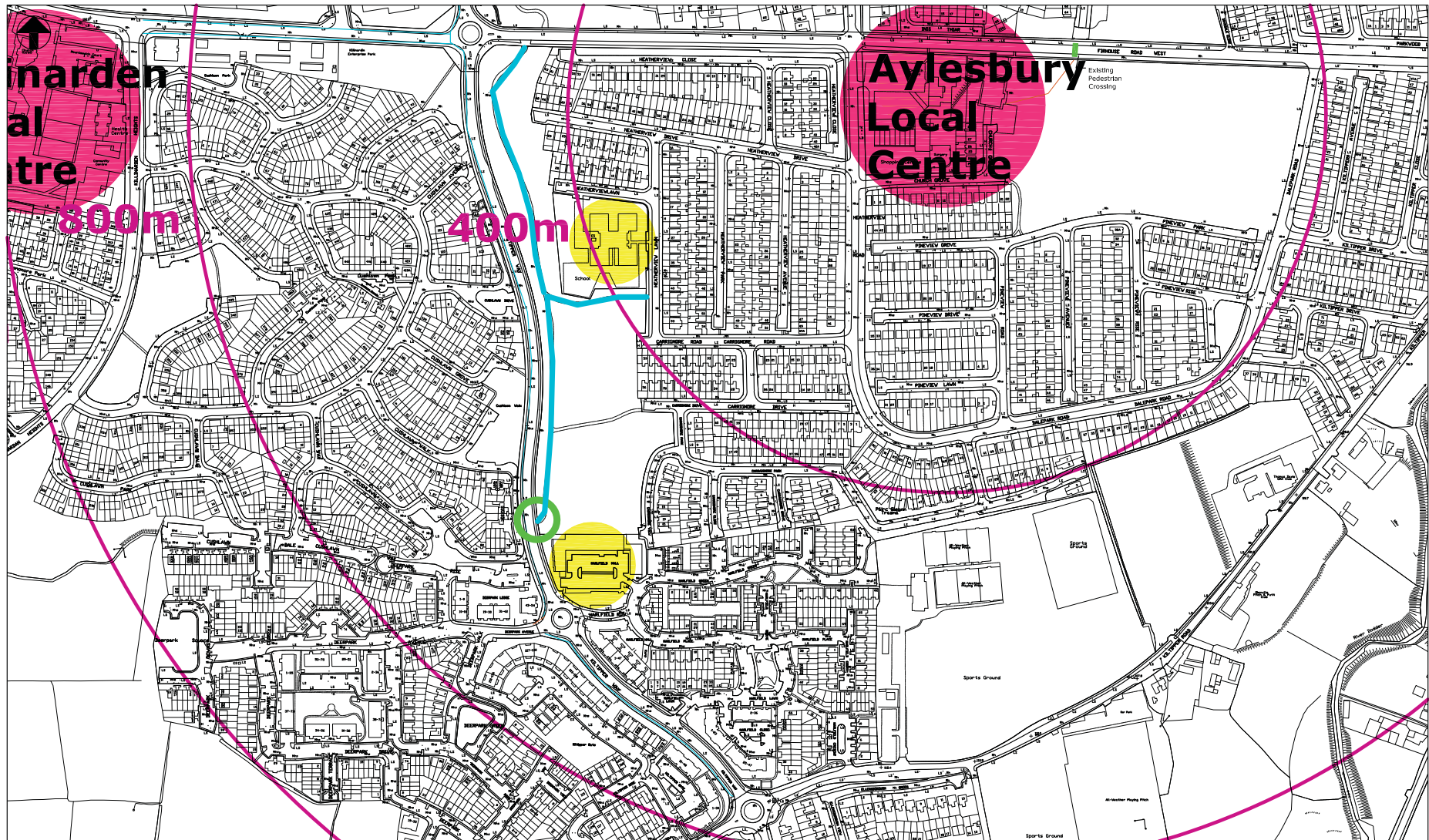
LOCAL MAP NO. 3 TALLAGHT: Belgard Heights Links



- | | | | | | | | |
|---|--|---|-----------------------|---|-----------------------|---|---|
|  | Destination: (Local Centre with 400, 800, 1000m bands) |  | Existing Footpath |  | Proposed Footpath |  | Barrier to permeability |
|  | Destination: (School / Playground / Other Facility) |  | Existing Cycle way |  | Proposed Cycle way |  | Areas of low public transport access (GIS data) |
|  | Existing Transport Stop |  | Existing Access Point |  | Proposed Access Point | | |

Permeability Improvements: Belgard Heights. NTS

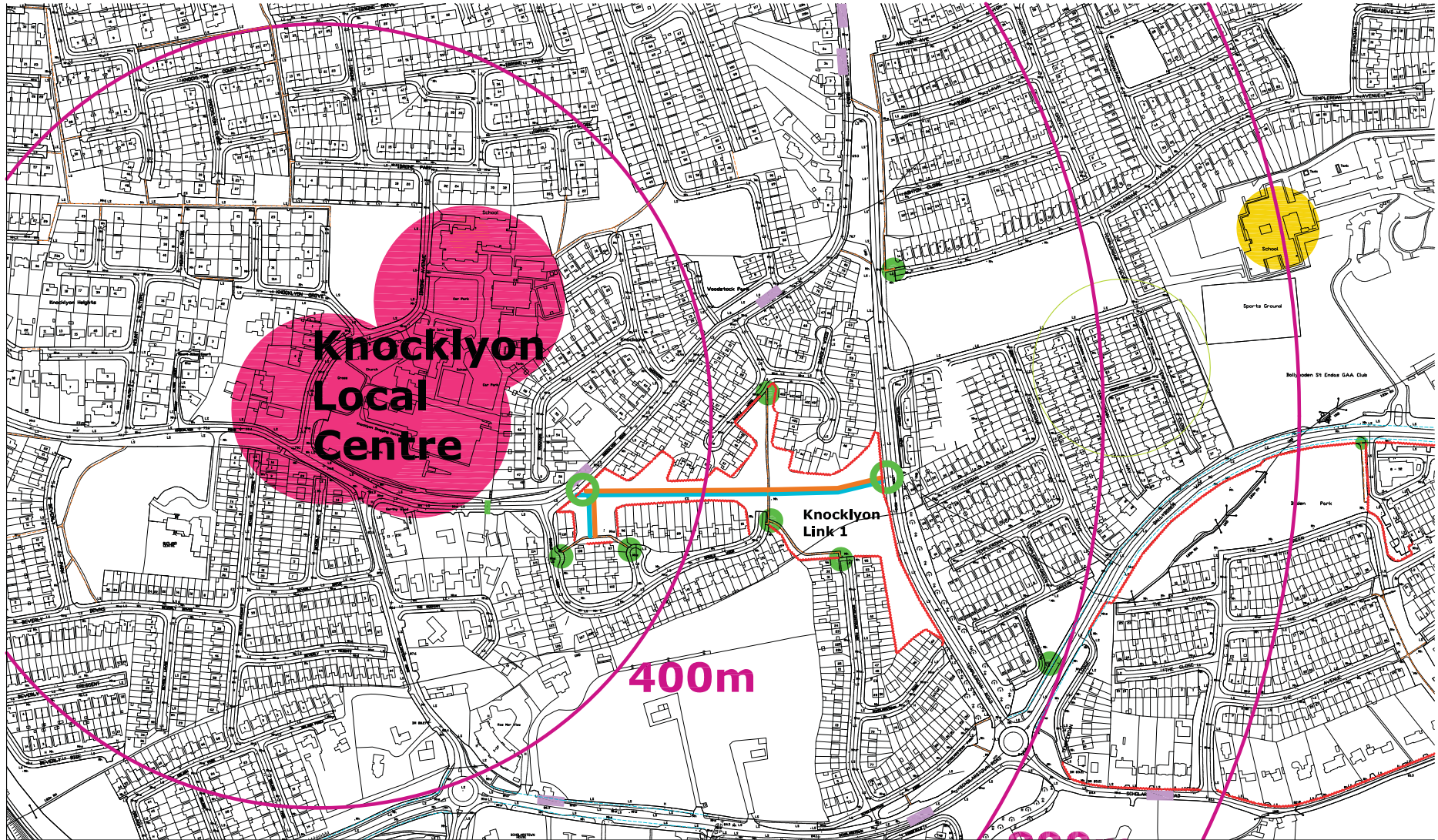
LOCAL MAP NO. 4: AYLESBURY: Link to Kiltipper



- Destination: (Local Centre with 400, 800, 1000m bands)
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low public transport access (GIS data)

Permeability Improvements: Aylesbury local Centre; Kiltipper link Scale NTS

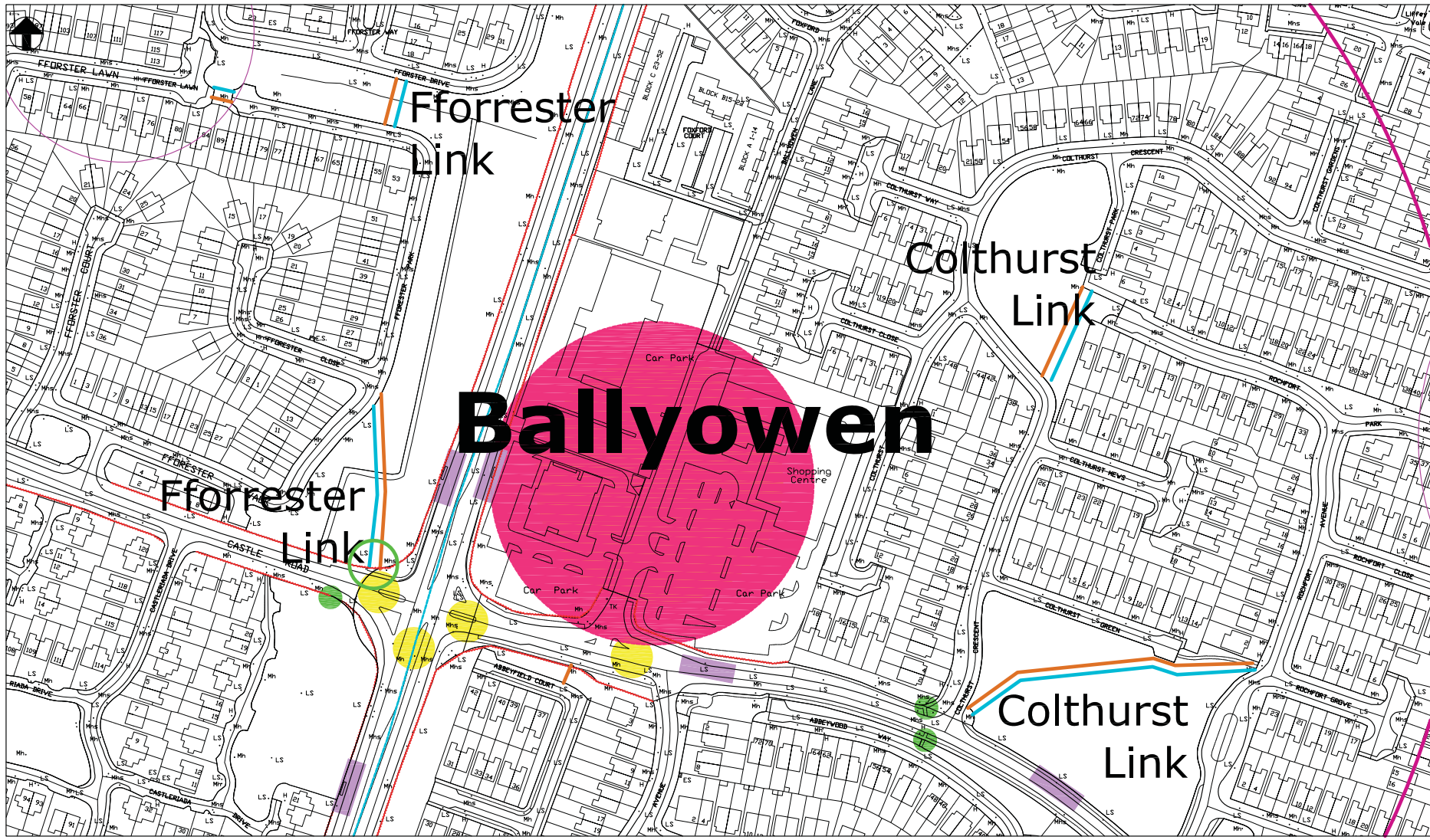
LOCAL MAP NO. 5: Knocklyon Link through Dargle Wood



- Destination: (Knocklyon Local Centre: shops, community, church, schools) with 400, 800, 1000m bands
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low Public Transport accessibility (GIS data)

Permeability Improvements: Knocklyon Link 1 NTS

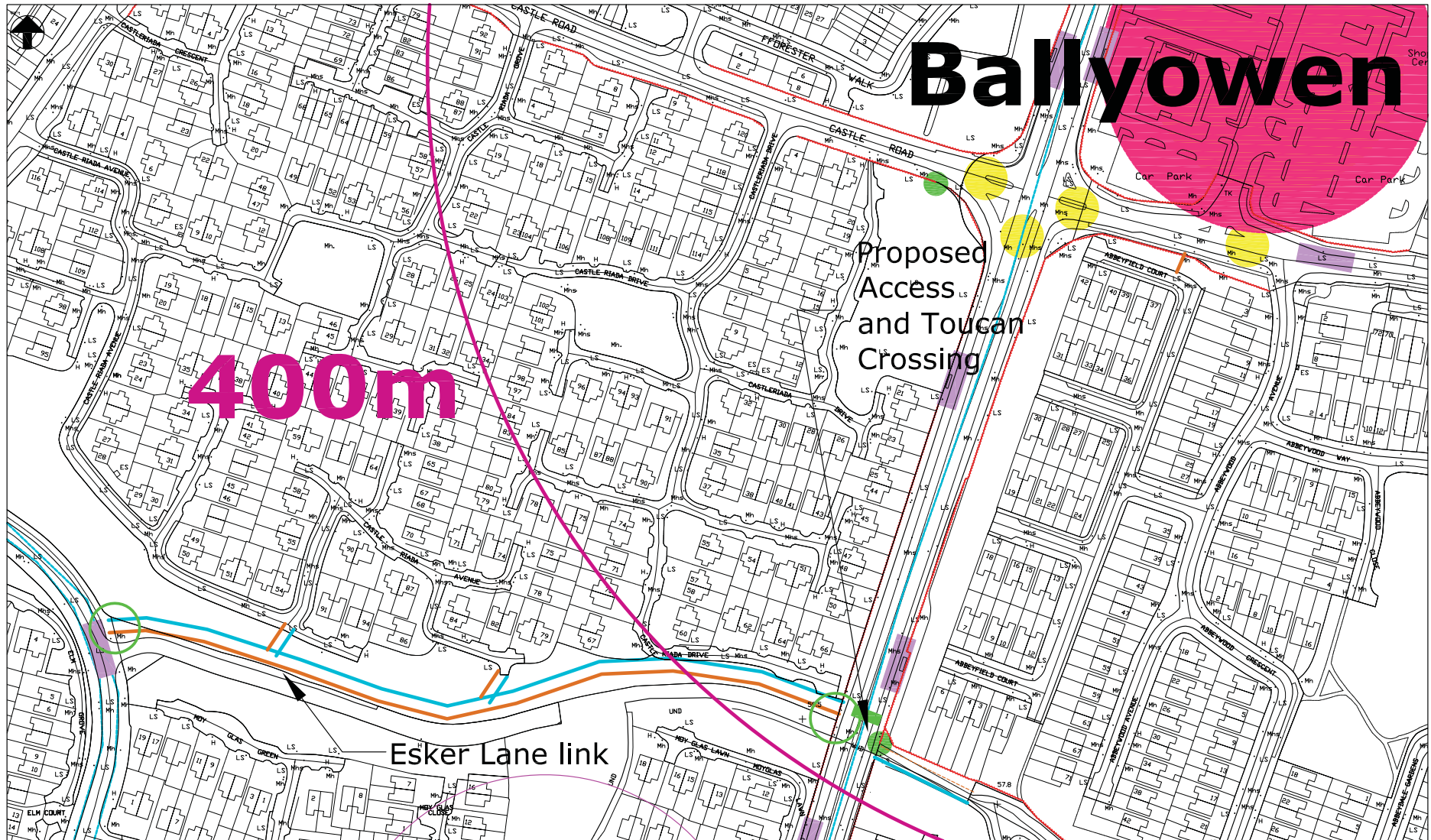
LOCAL MAP NO. 6: Ballyowen Castle: Fforrester and Colthurst Links



- Destination: (Local Centre: shops, community, church, schools) with 400, 800, 1000m bands
- Destination: (School / Playground / Other Facility)
- Existing Access Point
- Proposed Access Point
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Proposed Footpath
- Proposed Cycle way
- Barrier to permeability
- Areas of low pedestrian access (GIS data)

Permeability Improvements: Ballyowen Castle Centre Colthurst Fforrester Scale NTS

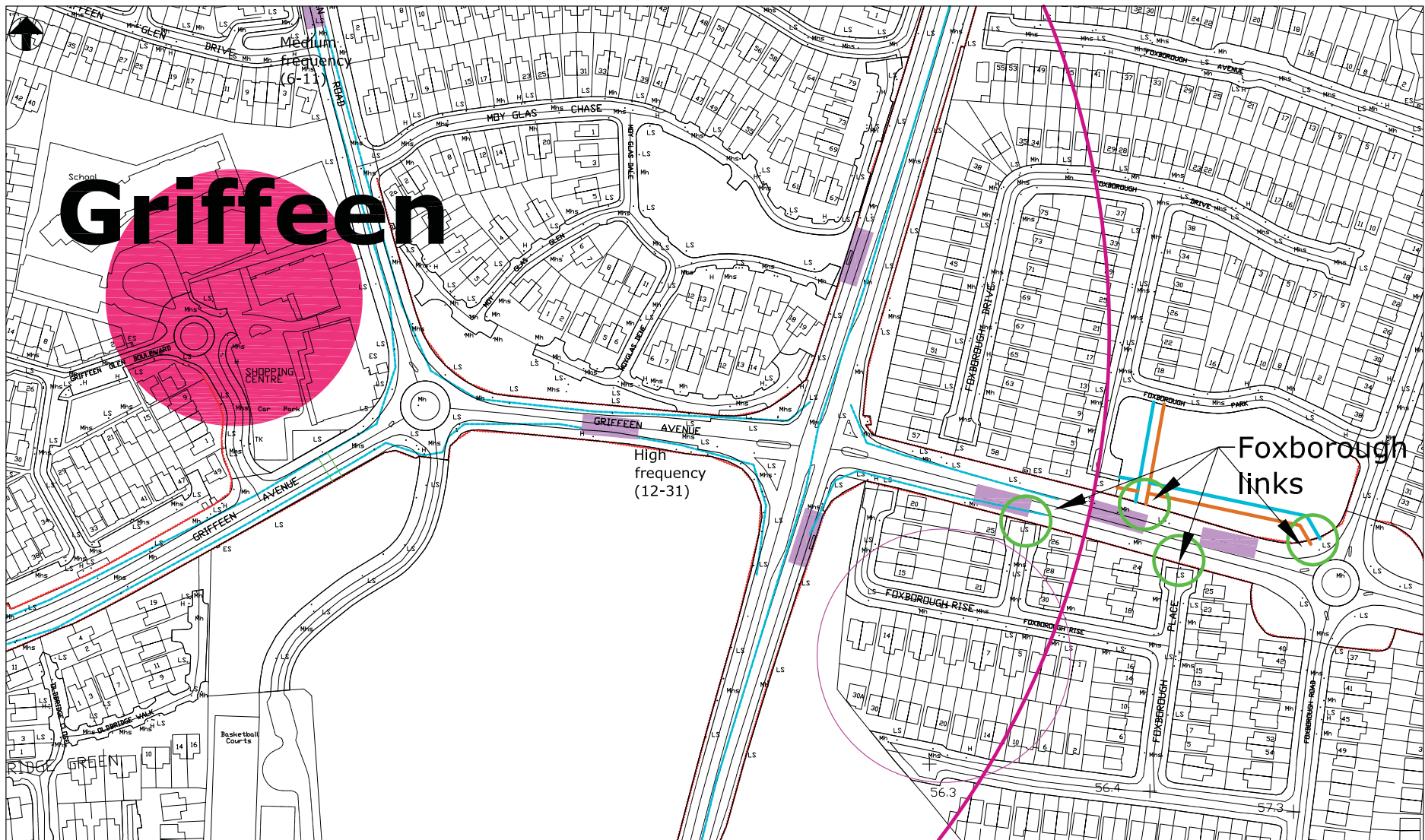
LOCAL MAP NO. 7: Ballyowen Castle: Esker Lane Link














- Destination: (Local Centres: shops, community, church, schools) with 400, 800, 1000m bands
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low public transport access (GIS data)

Permeability Improvements: Esker Lane Scale NTS

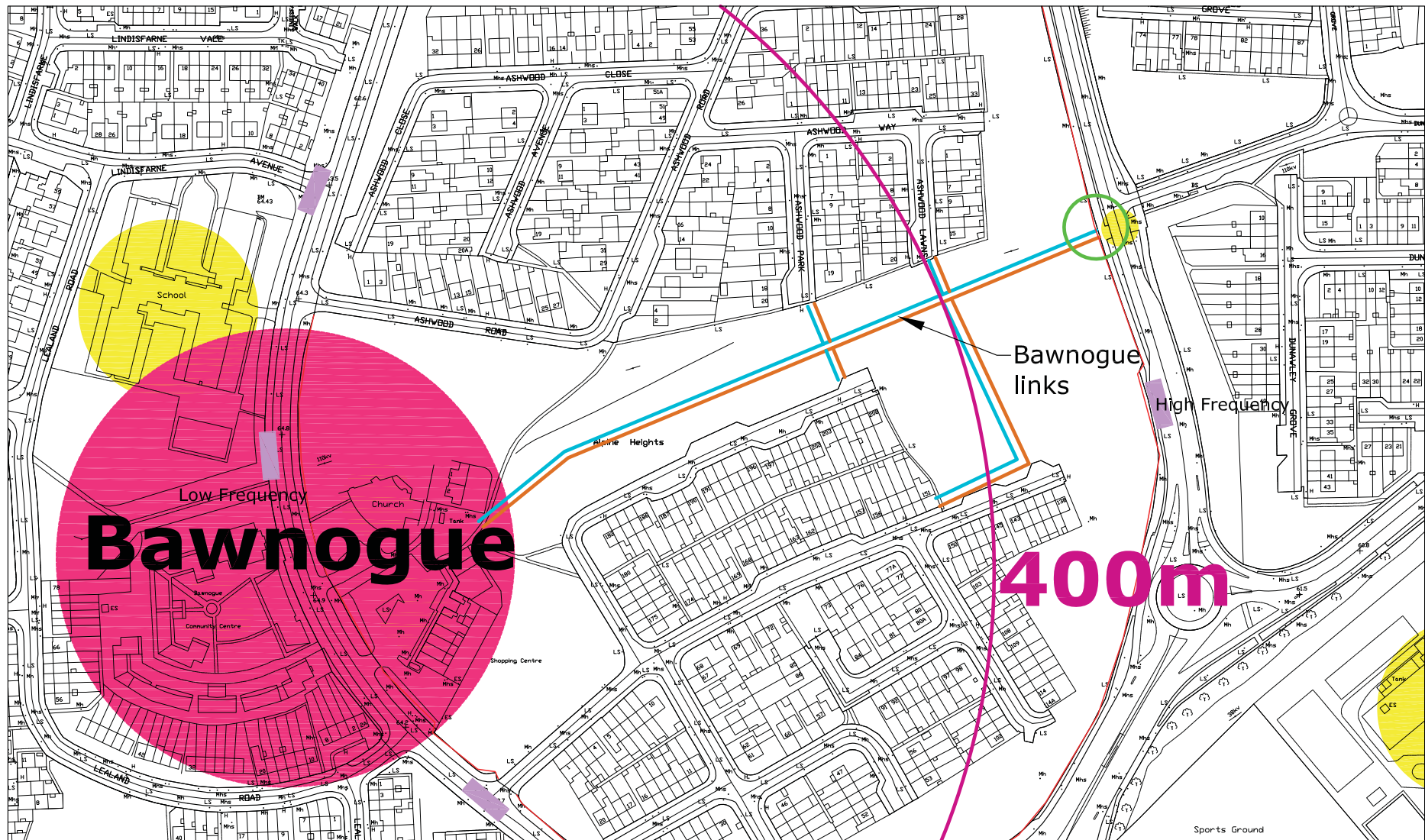
LOCAL MAP NO. 8 Griffen Local Centre: Foxborough Links



-  Destination: (Local Centre: shops, community, church, schools) with 400, 800, 1000m bands
-  Destination: (School / Playground / Other Facility)
-  Existing Transport Stop
-  Existing Footpath
-  Existing Cycle way
-  Existing Access Point
-  Proposed Footpath
-  Proposed Cycle way
-  Proposed Access Point
-  Barrier to permeability
-  Areas of low public transport access (GIS data)

Permeability Improvements: Griffen: Foxborough Scale NTS

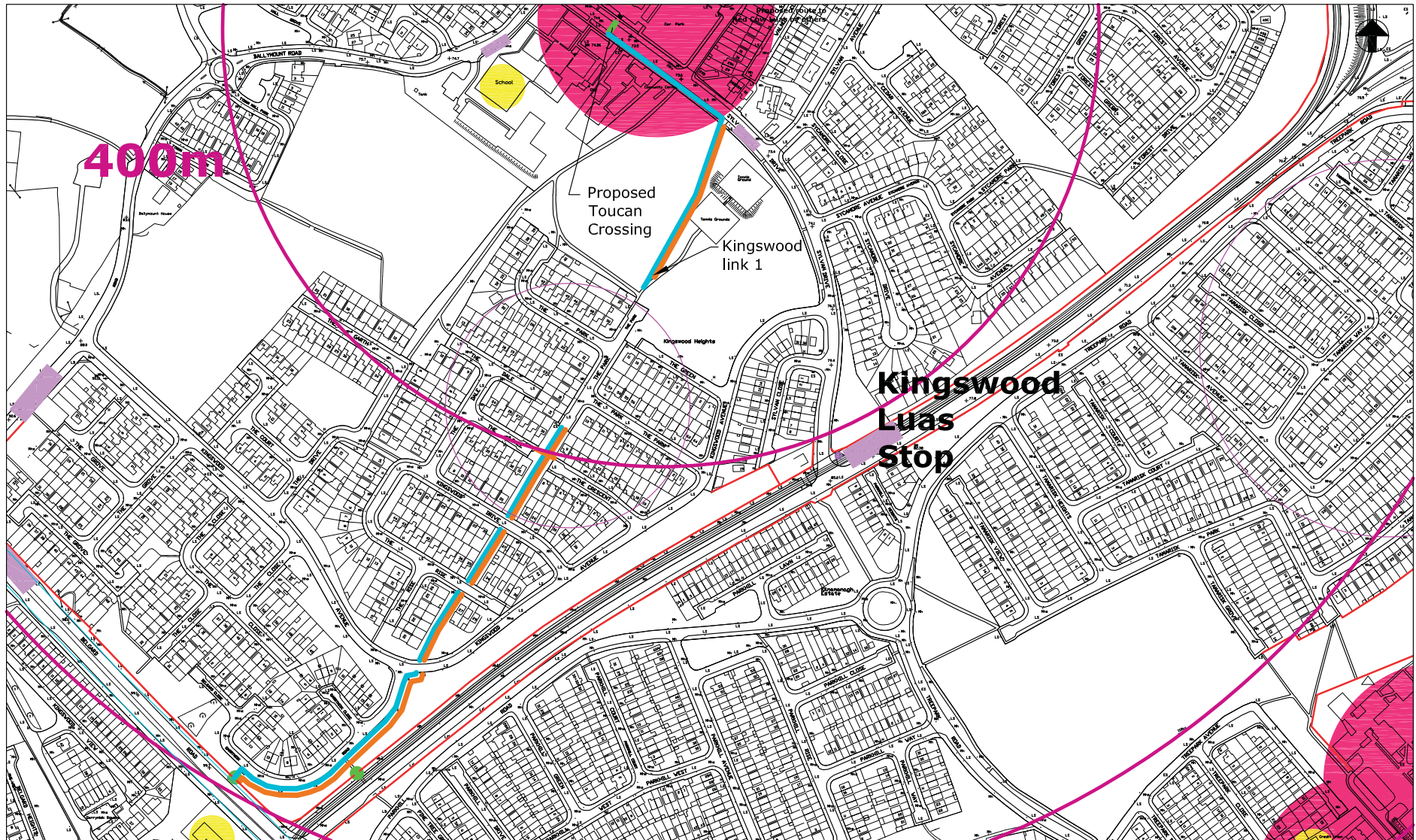
LOCAL MAP NO. 11: Bawnogue: Link to Fonthill Rd



- Destination: (Local Centre: shops, community, church, schools) with 400, 800, 1000m bands
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low public transport access (GIS data)

Permeability Improvements: Bawnogue NTS

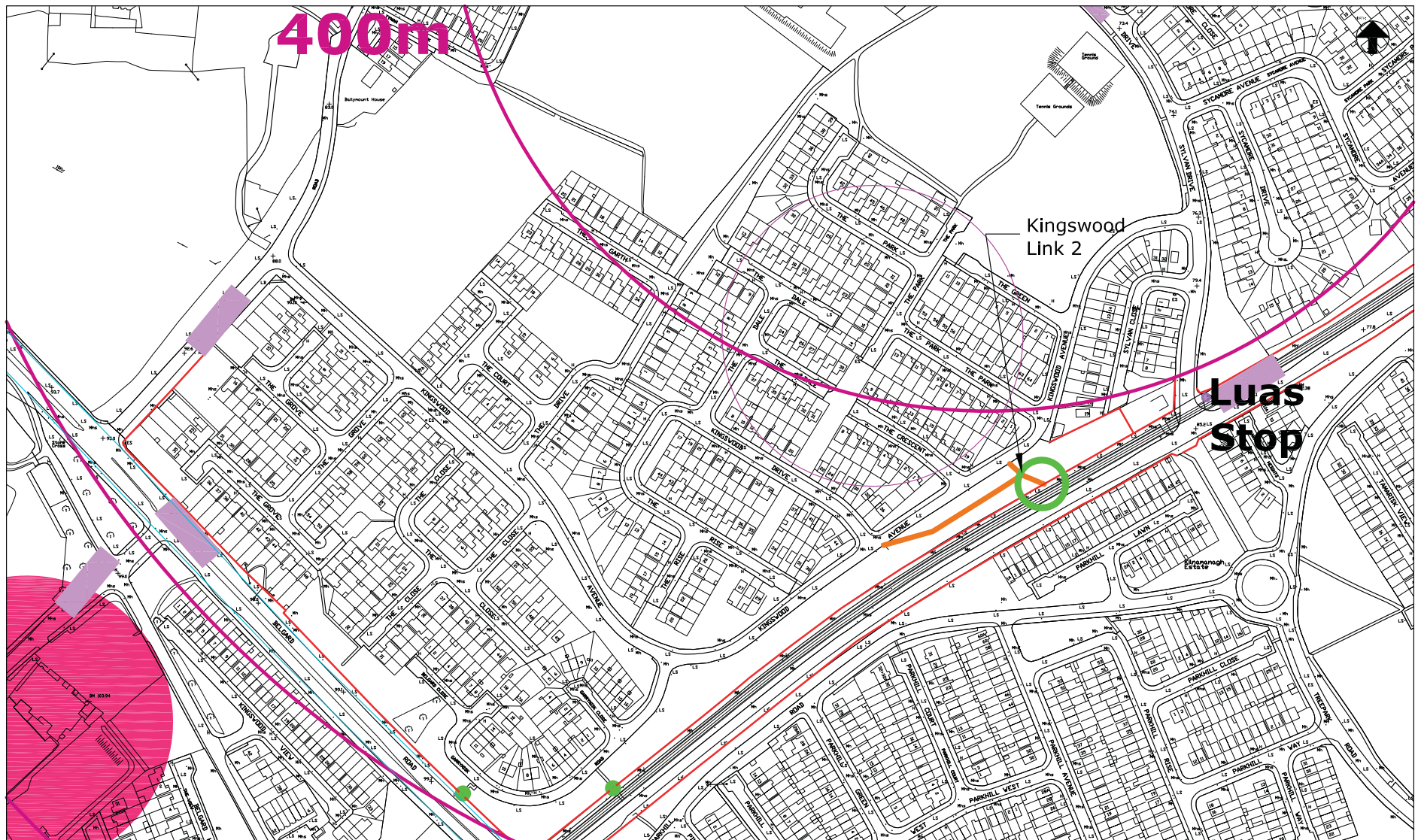
LOCAL MAP NO. 12: Kingswood: Local Centre to Fonthill Rd.



- Destination: (Local Centre with 400, 800, 1000m bands)
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low public transport access (GIS data)

Permeability Improvements: Kingswood Link 1. NTS

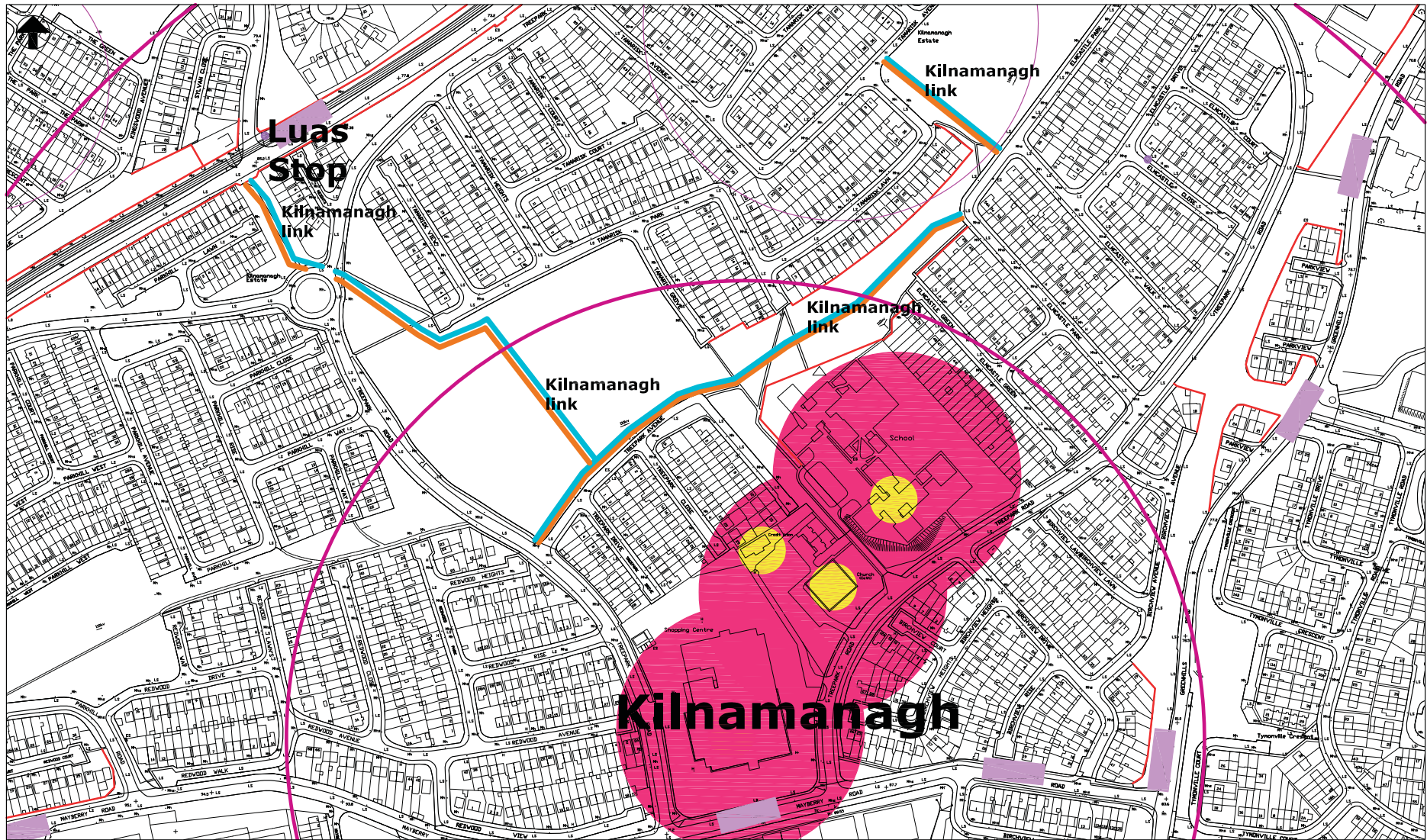
LOCAL MAP NO. 11: Kingswood: Link to Luas



- Destination: (Local Centre with 400, 800, 1000m bands)
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low public transport access (GIS data)

Permeability Improvements: Kingswood Link 2. ScaleNTS

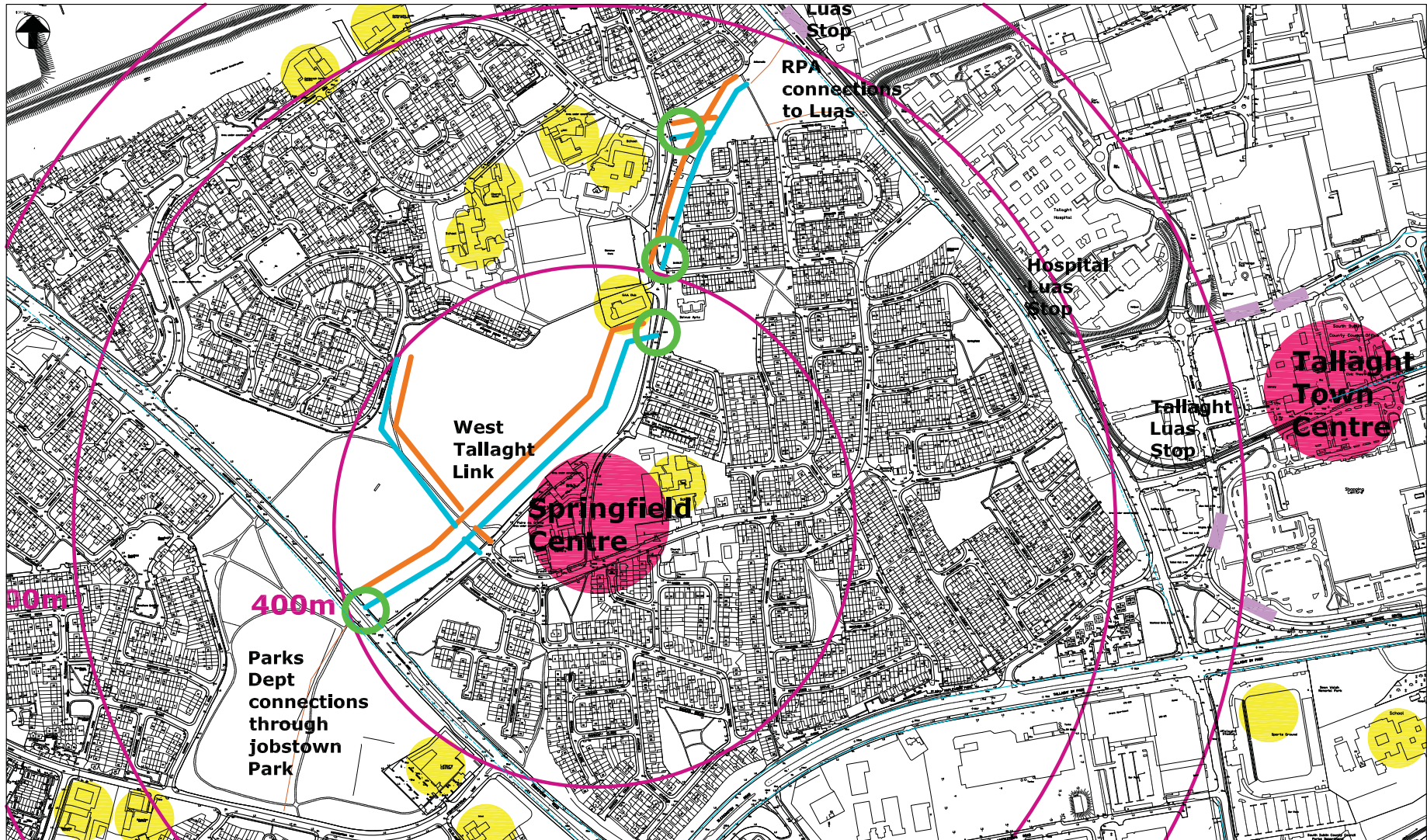
LOCAL MAP NO. 12 Kilnamanagh: District Centre Link to Luas














- Destination: (District Centre with 400, 800, 1000m bands)
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low public transport access (GIS data)

Permeability Improvements: Kilnamanagh. Scale NTS

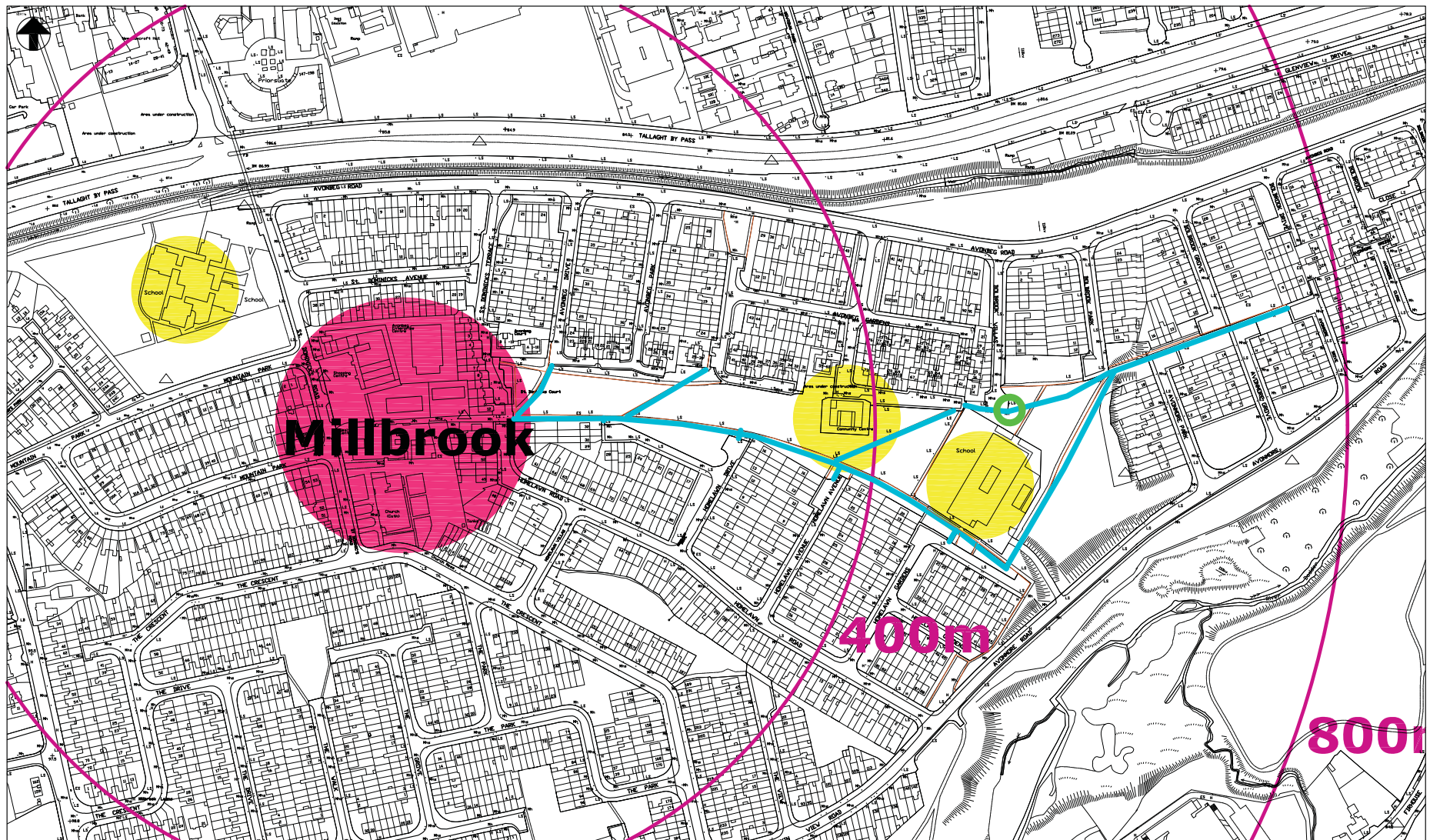
LOCAL MAP NO. 13: Springfield Centre (Supervalu): West Tallaght Strategic Link



- | | | | | | | | |
|---|--|---|-----------------------|---|-----------------------|---|---|
|  | Destination: (Local Centre with 400, 800, 1000m bands) |  | Existing Footpath |  | Proposed Footpath |  | Barrier to permeability |
|  | Destination: (School / Playground / Other Facility) |  | Existing Cycle way |  | Proposed Cycle way |  | Areas of low pedestrian access (GIS data) |
|  | Existing Transport Stop |  | Existing Access Point |  | Proposed Access Point | | |

Permeability Improvements: West Tallaght Link. Scale:NTS

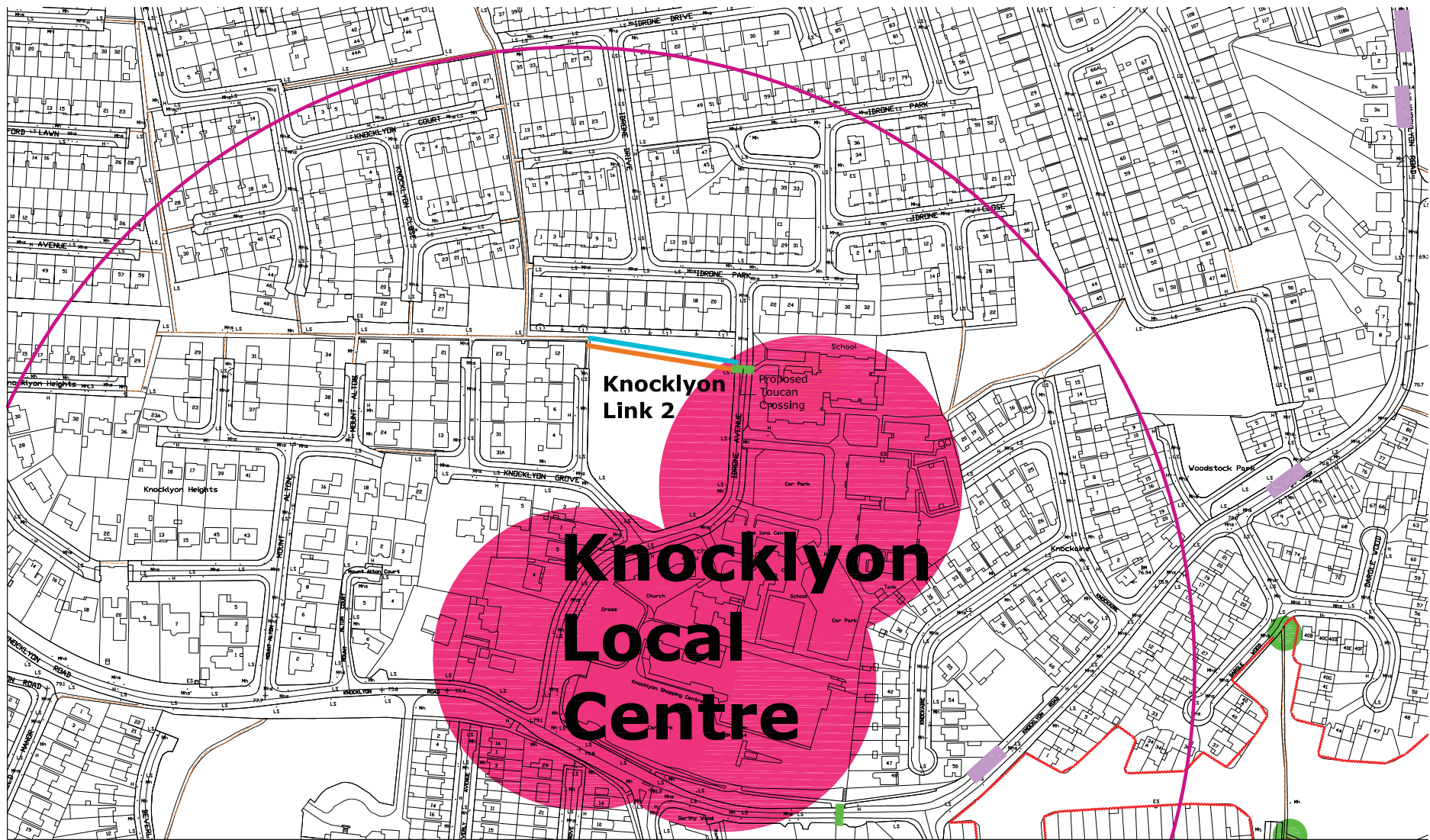
LOCAL MAP NO. 14 Millbrook: Upgrade of Existing links



- Destination: (Local Centre with 400, 800, 1000m bands)
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low public transport access(GIS data)

Permeability Improvements: Millbrook Local Centre; Upgrade to cycleway NTS

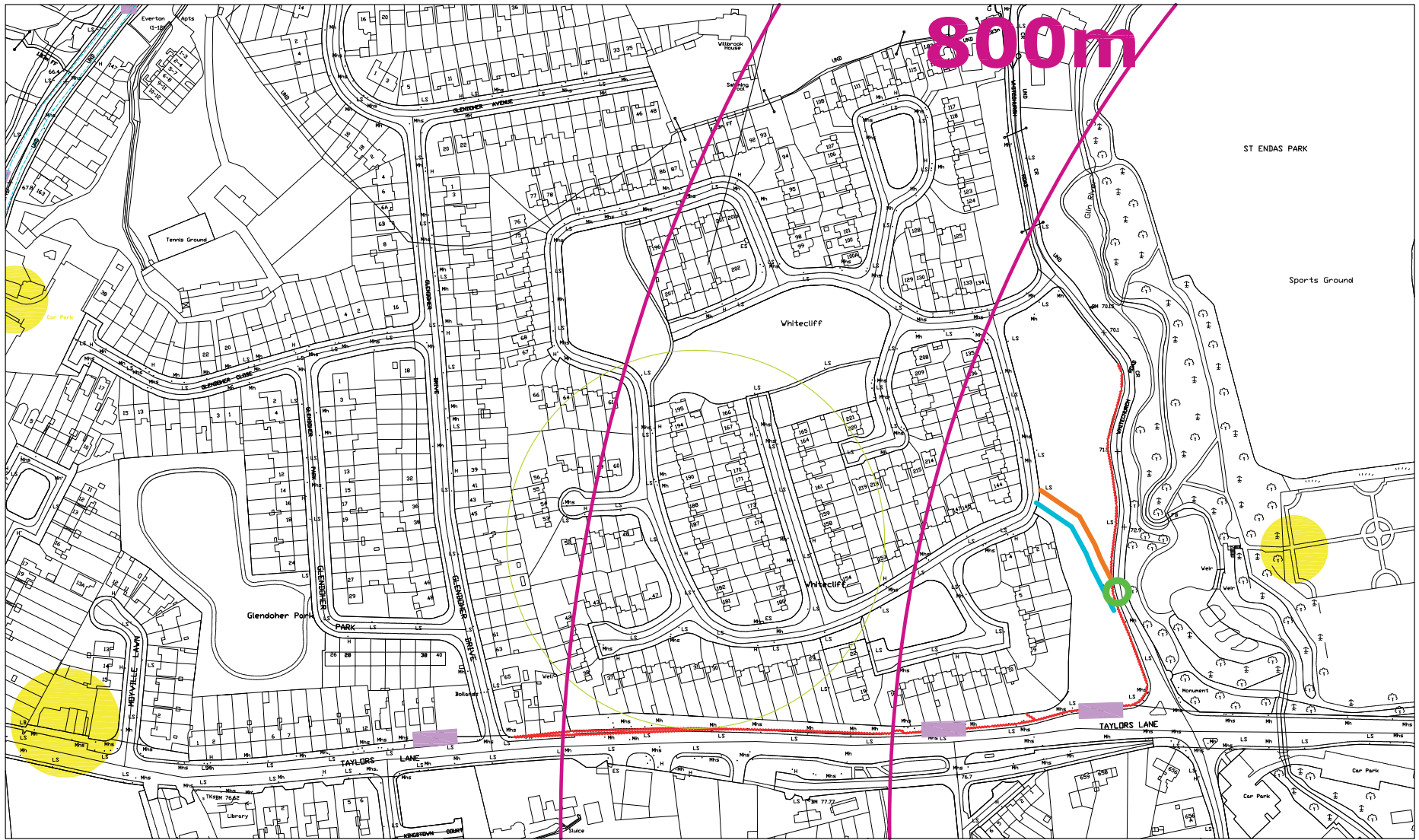
LOCAL MAP NO. 15 Knocklyon: Link to Local Centre from Knocklyon Grove



- Destination: (Knocklyon Local Centre: shops, community, church, schools) with 400, 800, 1000m bands
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Access Point
- Existing Footpath
- Existing Cycle way
- Proposed Footpath
- Proposed Cycle way
- Barrier to permeability
- Areas of low Public Transport accessibility (GIS data)
- Proposed Access Point

Permeability Improvements: Knocklyon Link 2. Scale NTS

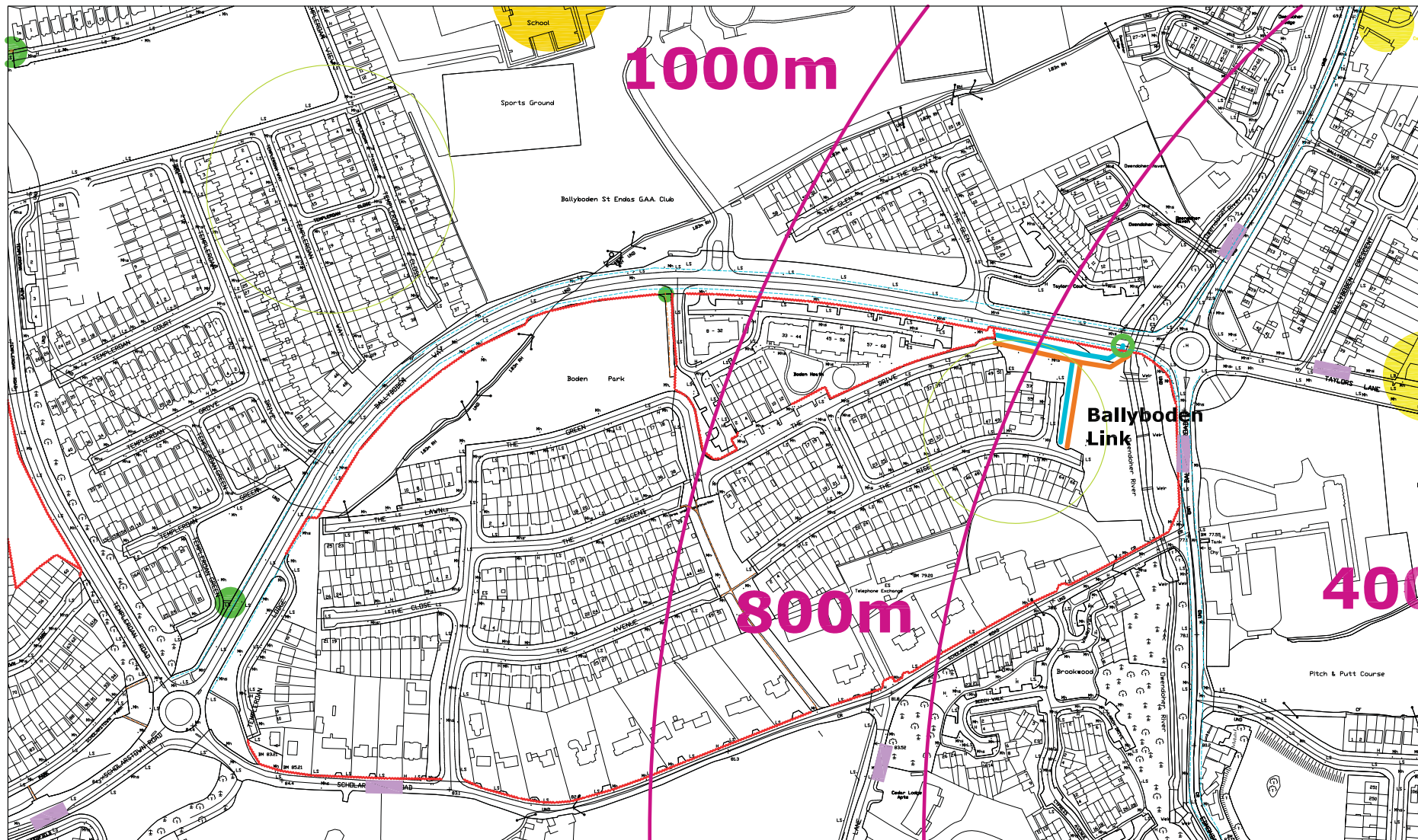
LOCAL MAP NO. 16 Grange Road Centre: Link from Whitecliff Estate



- Destination: (Local Centres with 400, 800, 1000m bands)
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low Public Transport accessibility (GIS data)

Permeability Improvements: Grange Road Local Centre. Whitecliff. Scale NTS

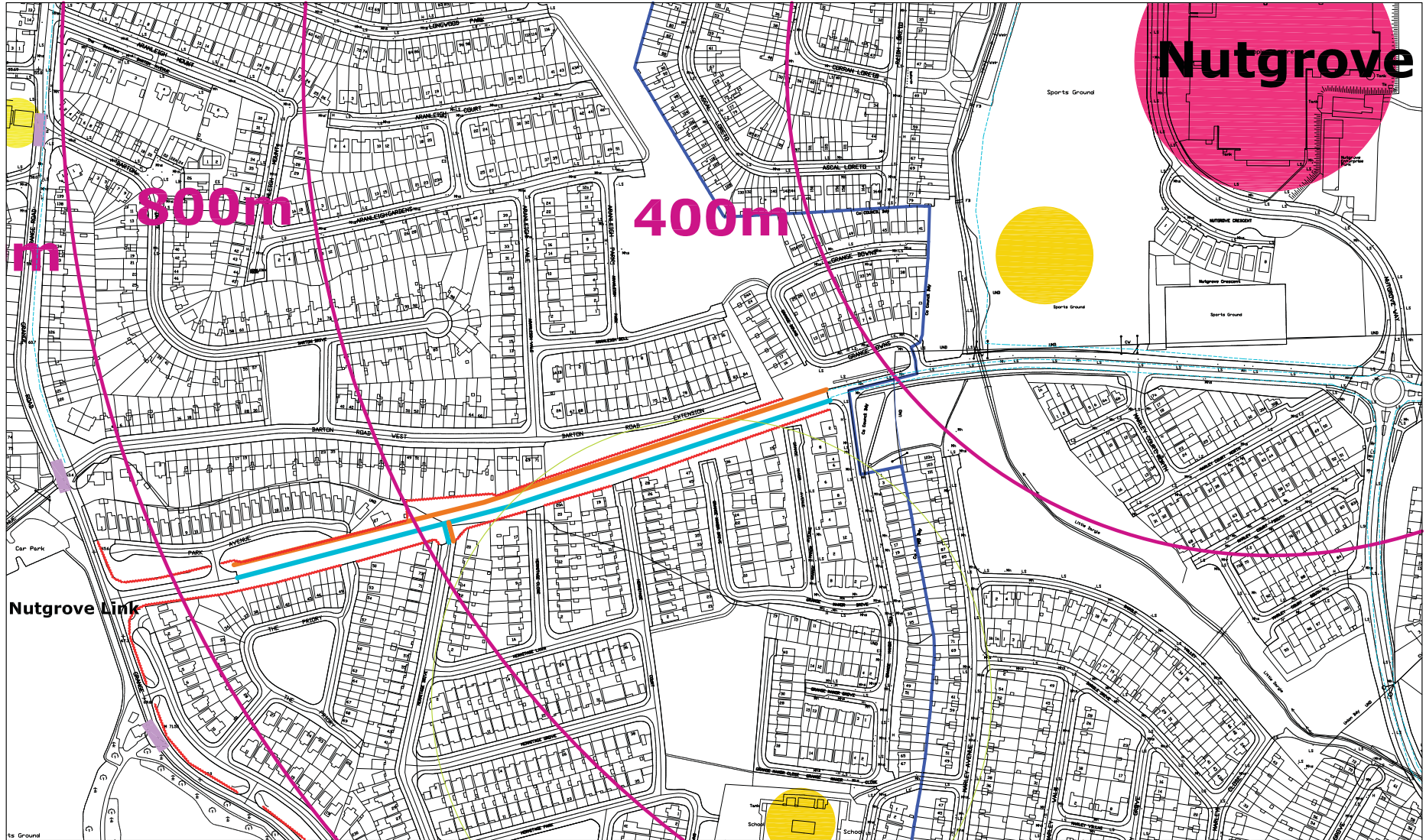
LOCAL MAP NO. 17 Whitechurch Local Centre: Link onto Ballyboden Way



- Destination: (Whitechurch Local Centre: shops, community, church, schools) with 400, 800, 1000m bands
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Access Point
- Existing Footpath
- Existing Cycle way
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low Public Transport accessibility (GIS data)

Permeability Improvements: Ballyboden NTS

LOCAL MAP NO. 18: Nutgrove Centre: Grange Road to Loreto Park Link



- Destination: (Nutgrove Centre with 400, 800, 1000m bands). Local park in vicinity
- Destination: (School / Playground / Other Facility)
- Existing Transport Stop
- Existing Footpath
- Existing Cycle way
- Existing Access Point
- Proposed Footpath
- Proposed Cycle way
- Proposed Access Point
- Barrier to permeability
- Areas of low Public Transport accessibility (GIS data)

Permeability Improvements: Grange Road to Nutgrove Scale NTS