



# Wellington Lane – Whitehall Road Cycle Track Scheme

## Part 8 Public Display – Report on Submissions

November 2012

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## **1. Introduction**

As part of a 5 year programme of schemes funded by the National Transport Authority (NTA), SDCC has designed a cycle track along Wellington Lane and Whitehall Road. Details and merits of the Scheme are outlined in Section 3 of this report. The scheme forms part of a wider network being developed throughout the Greater Dublin Area to achieve the aim of 10% modal shift from car to bike by 2020 as outlined in the National Transport Authority document *Greater Dublin Area Draft Transport Strategy 2011-2030*.

## **2. Public consultation**

Pursuant to the requirements of the Planning and Development Act, 2000 and Part 8 of the Planning and Development Regulations, 2001, Public Notice of the availability for public inspection of plans and particulars of the proposed scheme were published in the public press on Wednesday the 25<sup>th</sup> of July 2012.

The Scheme was on public display between 25/7/2012 and 14/9/2012 at 4 locations:

- County Hall, Tallaght
- County Library, Tallaght
- Knocklyon Community Centre
- Ballyroan Community Centre

Submissions or observations with respect to the proposed development of the area in which the development would be situated were invited to be made in writing to the County Council up to Friday the 28<sup>th</sup> of September 2012. A total of 23 submissions in relation to the proposed scheme were received. A further submission was received after the closing date.

Accordingly, the following report has been prepared:

## **3. Description of the Nature and Extent of the Proposed Development and the Principal Features thereof**

South Dublin County Council seeks to provide a new cyclist and pedestrian route on Spawell Road, Wellington Lane, Wellington Road and Whitehall Road, Templeogue, Dublin 6W. The proposed link is required to complete the route from the existing newly constructed cycle track on Firhouse Road (R114) running in a north/south direction to the County boundary at Kimmage Road West. The route also crosses the N81 at Spawell Roundabout. The proposed scheme extends over a distance of approximately 3.5 kilometres.

The proposed route will provide connectivity between the existing cycle route on the R114, Dodder Valley Park, the strategic cycle route on the N81, Tymon Park, GAA clubs, Soccer club, schools, and residential areas. The scheme will be compatible with the possible future cycle/pedestrian link from Firhouse Road to Knocklyon Road.

It is expected that the scheme will deliver substantial modal shift especially among younger people travelling from the local residential areas to the schools, GAA clubs, soccer club and the local parks. It is also expected that the scheme will provide an attractive commuter route that will link to other strategic routes.

### **3.1 Merits of the Scheme**

The benefits to be achieved from the scheme are:

- A high-quality route (minimum Quality of Service level B) that provides linkage to key local trip attractors and strategic cycle routes;
- Modal shift for school pupils, members of sports clubs, etc. ;
- Improved cyclist and pedestrian safety at busy junctions including, N81 Spawell Junction;
- Improved bus bay at St. McDara's School;
- Improved safety for children at school;
- Provision of sustainable transport in line with government policies and funding criteria, as part of a network of cycling facilities being currently developed.

### **3.2 Proposed Scheme**

The proposed works comprise the following:

- Construction of new off-road cycle tracks on Spawell Road and Wellington Lane;
- Provision of new advisory cycle lanes on Whitehall Road;
- Road safety improvement works, including new Toucan or Zebra Crossings, at:
  - Firhouse Road – Spawell Road junction
  - Spawell Roundabout
  - Wellington Lane – Osprey Road Roundabout
  - Wellington Lane – Limekiln Road junction
  - Wellington Lane – Templeville Road Roundabout
- Public realm upgrade works, including traffic calming and a 30km/h speed limit on Whitehall Road in the area of the business premises at Whitehall Close and Whitehall Park;
- Improvements to existing bus stops along the route;
- Provision of bicycle parking at locations along the route;
- Replacement of affected trees and other landscaping works throughout the scheme;
- Footpath improvement works throughout the scheme;
- Provision of new road drainage and associated works where required;
- Provision of new public lighting, road markings and signage.



### ***3.3 Evaluation of the likely implications, if any, of the proposed development with respect to the proper planning and sustainable development of the area in which the development would be sustained***

The proposed scheme will involve the delivery of a cycle route that provides high quality linkage between residential areas and the key trip attractors (Schools/College, Sports Clubs, local shops etc.). This will improve the cycling offer and encourage modal shift among the local population to cycle as a safe and convenient means of making local trips (work, school/college, recreation trip).

The implementation of the proposed scheme is identified in the South Dublin County Development Plan (2010 – 2016) where it is an objective of the Council to establish a cycle route network in the County within the time period of the Plan.

## **4. List of persons or bodies who made submissions or observations with respect to the proposed development**

1. John Ryan, Chairman Club Development, Ballyboden St. Endas GAA Club
2. Anthony O'Toole, 12 Osprey Park
3. Councillor Pamela Kearns, 203 Orwell Park Heights
4. Maria Dunne (no address given)
5. Edward Justin Mullen and Margaret Mullen, 73 Rockfield Avenue
6. Betty Kelly, 160 Whitehall Road
7. Pauline Foster, Chairperson Recorder's Residents Association, 39 Whitehall Road
8. James Phelan, 2 Greentrees Road
9. Eamonn and Patricia Whelan, 5 Greentrees Road
10. Milo Ryan, 7 Greentrees Road
11. Vera Moran, 10 Greentrees Road
12. Owner, 11 Greentrees Road
13. John Kelly and Mairead Hand, 13 Greentrees Road
14. Patrick and Audrey McGuinness, 14 Greentrees Road
15. Brian O'Connor, 15 Greentrees Road
16. Tommie and Rita Chambers, 20 Greentrees Road
17. Justine McGovern, 126 Templeville Road
18. Brenda Cullen, 128 Templeville Road
19. Owner, 134 Templeville Road
20. Mary Geraghty, 189 Templeville Road
21. Alan Doyle, 191 Templeville Road
22. John Bolger, 193 Templeville Road
23. Elizabeth Carroll, 195 Templeville Road

### ***4.1 Late Submissions***

24. Senator Cáit Keane (received after closing date)

## **5. Summary of the issues with respect to the proper planning and sustainable development of the area raised by persons or bodies who made submissions or observations and the response of the South Dublin County Council thereto:**

### **5.1 Spawell Link Road**

#### **Issue 1 [Refer to Submission no.1]**

Consideration should be given to providing a pedestrian crossing on Spawell Link Road between upper and lower Cherryfield pitches. People crossing the road between the pitches are not using the existing controlled crossing at the Firhouse Road junction and are instead crossing at the car park entrance.

#### **Council's response:**

*It is proposed to provide a Toucan crossing in the vicinity of the car park at Cherryfield pitches. The exact location and detail of this crossing will be confirmed during the detailed design of the scheme. An indicative layout is shown on the recommended scheme drawings.*

### **5.2 Wellington Lane**

#### **Issue 2 [Refer to Submission no.2 and no.3]**

The proposed scheme will restrict access to Wellington Lane from Osprey Road by reducing the two-lane entry to the roundabout down to one lane. Reducing the roundabout to one lane will cause traffic delays.

#### **Council's response:**

*The existing and proposed roundabout layouts have been modelled using recent traffic count data in order to estimate any potential additional delay and queuing. The analysis outputs show the proposed roundabout operating well within capacity (flow/capacity ratio of 73%) with minimal queuing and delays for vehicles entering the roundabout when compared with the current scenario.*

*The design of the proposed roundabout is in accordance with the NTA National Cycle Manual. The circulating carriageway and entry arms have been reduced to one lane in order to reduce vehicles speeds at the roundabout, improving safety for all users.*

### **Issue 3 [Refer to Submission no.3]**

Cycle lanes are proposed outside St. McDara's Community College. During the school drop-off/pick-up times there are three school buses and up to 100 cars parking on the road. This will result in children exiting their vehicles straight onto the proposed cycle track.

#### ***Council's response:***

*The existing situation at school drop-off/pick-up times presents a hazard to pedestrians and cyclists.*

*As a result of the concerns raised regarding cars parking on the proposed cycle tracks and the lack of space to cater for the school buses, it is proposed to amend the scheme to extend the existing bus bay and to reposition the cycle track on the western side (school side) of the road. The relocated cycle track will be off-road behind the grass verge, thus avoiding conflict between cyclists and parked cars, buses and live traffic. The cycle track on the eastern side of the road will remain as proposed.*

*Parking will be prohibited on the eastern side of the road in the vicinity of the school. The current parking arrangement on the western side of the carriageway will be maintained.*

*The Council intends to consult with the Principal of the Community College during the detailed design of the scheme in order to address issues regarding the safety of school children in the vicinity of the school entrance.*

### **5.3 Wellington Road**

#### **Issue 4 [Refer to Submission no.4]**

Concerns regarding the safety of cyclists and people waiting at the bus stop on Wellington road. The bus stop serves three routes and could have 20 to 30 people waiting for the bus on a weekday morning. The bus stop is located at the narrowest part of the road. If a bus is stopped cyclists must either use the narrow footpath or overtake the bus alongside overtaking cars.

#### ***Council's response:***

*Due to the width of the footpath and the numbers of passengers waiting at the stop, the proposed cycle lanes are on-road. Cyclists are expected to wait behind a stopped bus unless it is safe to overtake.*

### **5.4 Whitehall Road**

#### **Issue 5 [Refer to Submission no.6 and no.7]**

Whitehall Road is too narrow to introduce cycle tracks.

**Council's response:**

*The existing road is not wide enough for 2m wide mandatory cycle lanes. The proposed option provides 1.5m wide advisory cycle lanes. The advisory lanes allow motorised traffic to enter the cycle lane when safe and necessary to do so when width is restricted.*

**Issue 6** [Refer to Submission no.3 and no.7]

Cycle lanes on Whitehall Road may cause great difficulty for the residents by restricting on street parking. There is currently not enough off-street parking available.

**Council's response:**

*The provision of a coherent route without obstructions from parked cars etc. is an integral part of the scheme. From observation the scheme as proposed will not adversely affect current parking on Whitehall Road. The existing road width is not wide enough for safe on road parking.*

**Issue 7** [Refer to Submission no.7]

No traffic count has been undertaken on Whitehall Road in recent years. Therefore the merits of the route have not been established.

**Council's response:**

*Traffic counts were carried out on Whitehall Road and at various locations along the entire length of the scheme in December 2011. The merits of the scheme have been listed in section 3.1 of this report. The object of the exercise here is to enhance the offer for vulnerable road users and to encourage modal shift and hence reduce the number of vehicles on the road.*

**Issue 8** [Refer to Submission no.3 and no.7]

The scheme does not show any parking restrictions on Whitehall Road. This will result in vehicles parking on footpaths. This is already an issue for people with wheelchairs, buggies etc.

**Council's response:**

*Parking is not permitted on cycle lanes. This matter will be examined and addressed at detailed design stage.*



**Issue 9** [Refer to Submission no.7]

Prioritising the cyclist at the Whitehall Road – Kimmage Road West junction will prevent the current number of vehicles from getting through the junction causing additional traffic delays.

**Council's response:**

*The scheme aims to provide priority to cyclists, particularly at junctions. The existing layout at this junction has a single lane exit from Whitehall Road. The proposed layout will maintain the current arrangement. A feeder lane and advanced stop line has been provided to allow cyclists to get to the stop line ahead of stopped vehicles thus making it safer for vulnerable road users.*

**Issue 10** [Refer to Submission no.7]

The additional cost of erecting plated signs would be expensive given the length of the road. Perhaps the money could be spent more wisely.

**Council's response:**

*Road signage will be kept to the minimum required for information and statutory use in order to reduce street clutter and minimise cost.*

**Issue 11** [Refer to Submission no.3]

The proposed cycle lanes will not connect with cycle lanes on Kimmage Road West.

**Council's response:**

*The Council is providing cycle lanes up to the County boundary only. The NTA is currently undertaking a review of all existing and planned cycle routes in the Greater Dublin Area in consultation with all local authorities in the GDA. The review will identify gaps in the network, including the interface between Local Authorities boundaries.*

**Issue 12** [Refer to Submission no.7]

The approach to Templeville Road – Greentrees Road roundabout from Whitehall Road should be widened to three lanes.

**Council's response:**

*The existing roundabout is not large enough nor is there sufficient room to cater for three lanes on the entry to each arm of the roundabout. The object here is not to improve capacity for vehicles but rather to use the existing scenario to provide an enhanced level of service to cyclists and other vulnerable road users.*

*The proposed layout is designed to reduce vehicles speeds at the roundabout, improving safety for all users, in accordance with National Cycle Manual guidelines.*

**Issue 13** [Refer to Submission no.7]

Rockfield Avenue should be considered as an alternative route.

**Council's response:**

*Rockfield Avenue was considered as one of the options for this section of the route. The proposed route along Whitehall Road is considered a more direct route to Kimmage Road West. In conjunction with traffic calming, Whitehall Road will provide the best offer to cyclists. The option to use Rockfield Avenue will still be available to cyclists if they wish to use it.*

**Issue 14** [Refer to Submission no.5]

An alternative route using Rockfield Avenue and Shelton Grove has been suggested. These roads are not appropriate roads for cycle lanes.

**Council's response:**

*Rockfield Avenue was considered as one of the options for this section of the route. The proposed route along Whitehall Road is considered a more direct route to Kimmage Road West. In conjunction with traffic calming, Whitehall Road will provide the best offer to cyclists. The option to use Rockfield Avenue will still be available to cyclists.*

**Issue 15** [Refer to Submission no.7]

The provision of traffic signals at the Whitehall Close junction should be considered. Elderly residents have difficulties crossing the road at this location.

**Council's response:**

*It is proposed to upgrade the existing controlled crossing on Whitehall Road, which is 40m from Whitehall Close junction. The proposed traffic calming in the vicinity of the junction and shops and the introduction of 30 KPH speed limit will provide a calmed environment with reduced vehicle speeds.*

**Issue 16** [Refer to Submission no.7]

The 30km/h speed limit will not be respected any more than the 50km/h that currently exists on Whitehall Road.

**Council's response:**

*The 30km/h speed limit is just one of a number of traffic calming measures proposed in the vicinity of the shops on Whitehall Road. The narrowed carriageway and new road surface will help to reduce speeds and alert drivers to the fact that they are entering a calmed environment. Enforcement is a matter for the Garda Authority.*

## **5.5 Greentrees Road/Templeville Road** [Refer to Submissions no.8 to no.23]

### **Issue 17**

The existing road layout works perfectly well, including at peak times, for all road users and residents.

#### **Council's response:**

*The existing road layout, particularly the Templeville Road – Greentrees Road roundabout, presents a significant barrier to pedestrian and cyclist movement and does not contribute to modal shift. The scheme will also enhance safety for vulnerable road users.*

### **Issue 18**

The proposed works will negatively change the overall character of the road, with negative implications on property desirability and value. There will be a loss of visual aspect, greenery and ambiance.

#### **Council's response:**

*The proposed scheme has been designed to cause the least possible impact on the existing landscaping while still providing a high quality cycle route. It is proposed to replace any removed trees with new more appropriate trees and other landscaping works throughout the scheme in consultation with the Parks department.*

*It is proposed to amend the scheme to reduce the impact on the trees and grass verges on Greentrees Road and Templeville Road. The amended design will maintain the existing cycle lanes and grass verges with the transition up from road level positioned as close as possible to the roundabout.*

### **Issue 19**

Cyclists will not distinguish between the footpath and cycle track and will use the footpath. This will be dangerous for residents exiting their properties.

**Council's response:**

*The amendments to the proposed scheme will retain the existing footpath and cycle lane arrangement up to as close as possible to the proposed roundabout. Therefore the existing access arrangements for vehicles exiting driveways will remain the same.*

**Issue 20**

Currently the visibility for residents exiting their driveways is restricted. The introduction of a cycle track adjacent to the footpath could bring cyclists into conflict with exiting vehicles.

**Council's response:**

*The amendments to the proposed scheme will retain the existing footpath and cycle lane arrangement up to as close as possible to the proposed roundabout. Therefore the existing access arrangements for vehicles exiting driveways will remain the same.*

**Issue 21**

The new cycle tracks will restrict access to properties for bin collections, deliveries and visitors.

**Council's response:**

*The amendments to the proposed scheme will retain the existing footpath and cycle lane arrangement up to as close as possible to the proposed roundabout. Therefore the existing access arrangements will remain the same.*

**Issue 22**

There will be less space outside residents' gates to park cars when needed.

**Council's response:**

*The amendments to the proposed scheme will retain the existing footpath and cycle lane arrangement up to as close as possible to the proposed roundabout. Therefore the existing access arrangements will remain the same.*

**Issue 23**

The existing high roadside kerbing acts as a safety barrier against out of control cars by slowing their progress towards the footpath and properties. Their removal would not be acceptable on safety grounds.

**Council's response:**

*The amendments to the proposed scheme will retain the existing footpath and cycle lane arrangement up to as close as possible to the proposed roundabout. The proposed roundabout design will encourage reduced approach speeds, thus enhancing safety.*

**Issue 24**

Objections to the widening of footpaths and the overall reduction of grass areas. Grass margins in front of houses have been kept clean and maintained for many years by residents.

**Council's response:**

*The proposed scheme has been designed to cause the least possible impact on the existing landscaping while still providing a high quality cycle route. It is proposed to replace any removed trees with new more appropriate trees and other landscaping works throughout the scheme, in consultation with the Parks department.*

*It is proposed to amend the scheme to reduce the impact on the trees and grass verges on Greentrees Road and Templeville Road. The amended design will maintain the existing cycle lanes and grass verges with the transition up from road level positioned as close as possible to the roundabout.*

**Issue 25**

There is plenty of room at the green verges on the roundabout corners to place the transition ramp between the on road cycle lanes and cycle tracks.

**Council's response:**

*The proposed scheme has been designed to cause the least possible impact on the existing landscaping while still providing a high quality cycle route. It is proposed to replace any removed trees with more appropriate trees and other landscaping works throughout the scheme in consultation with the Parks department.*

*It is proposed to amend the scheme to reduce the impact on the trees and grass verges on Greentrees Road and Templeville Road. The amended design will maintain the existing cycle lanes and grass verges with the transition up from road level positioned as close as possible to the roundabout.*



## Issue 26

Cyclists will have right of way over residents exiting their property, introducing serious legal issues.

### **Council's response:**

*All road users have priority over access and egress from properties. Pedestrians will continue to have right of way over residents exiting their driveways. Cyclists using cycle tracks and/or shared surfaces adjacent to driveways will have right of way over residents exiting their driveway.*

## Issue 27

The zebra crossings on each arm of the Templeville Road – Greentrees Road roundabout seems like a good idea. Objection to any traffic lights being placed on the roundabout, now or in the future.

### **Council's response:**

*The observation is noted. Zebra crossings are proposed on all arms of the roundabout. It is not proposed to install traffic signals (pelican/toucan crossings) at the roundabout. This is in accordance with the NTA National Cycling Manual.*

## 5.6 General Observations

### **Issue 28** [Refer to Submissions no.8 to no.23]

The existing roads are already wide enough to accommodate both cyclists and existing traffic.

### **Council's response:**

*The existing road widths along a large proportion of the scheme are not wide enough to provide high quality cyclist facilities in accordance with the National Cycle Manual.*

### **Issue 29** [Refer to Submissions no.20 and no.21]

There has been a lack of information to residents regarding the scheme.

### **Council's response:**

*The scheme went through a Part 8 process as detailed in section 2 of this document. The Part 8 process includes a public display period to allow members of the public to make submissions regarding the scheme. A number of meetings were held with local representatives and schools during the*

*course of the public consultation process Further consultation will take place with relevant stakeholders at detailed design stage.*

**Issue 30** [Refer to Submission no.7]

The scheme should be looked at again to see if money could be allocated in a manner that would be of more benefit to the local communities.

**Council's response:**

*The scheme is to be funded by the National Transport Authority and is part of integrated cycle network for South Dublin. The scheme will benefit the local community by providing an enhanced cycling network with improved level of service with consequent reduction in vehicle numbers and emissions. This will encourage a modal shift to alternative means of transport and safer use of road space for all road users.*

**Issue 31** [Refer to Submission no.7]

Traffic lights should be placed at the end of Millgate Drive to facilitate safe crossing to the shops on Whitehall Road West. This is a very dangerous crossing for young and old to negotiate.

**Council's response:**

*South Dublin County Council will undertake a separate review of Millgate Drive/Whitehall Road West area to identify safety issues. It is the Council's intention to provide a zebra crossing on Whitehall Road West in the vicinity of the shopping area as soon as practicable.*

## **5.7 Late submission Issues**

1 Ensure that the cycle track was off road on Wellington Lane at the Wellington roundabout where the the road will narrow to one lane on completion of cycle track. This will slow down traffic exiting from the roundabout onto Osprey Road with consequent polluting effects on built up of exhaust fumes adjacent to WORK area.

**Council's response:**

*The cycle track is offroad at his location. The narrowing of the road at entrances into the roundabout is necessary to reduce the speed of traffic approaching the roundabout thus enhancing the safety of vulnerable road users and is in conformity with the NTA Cycling Manual..*

2. The terminology used on the map says "off road" is misleading and needs clarification. The cycle track is on the (current) road at Wellington

Lane and beyond - but will be separated from the road by raised Kerb. The best design in cycle tracks is off road and I welcome the separation methodology used - but it should only be used when necessary, ie where grass verge/open space area is not available.

**Council's response:**

*Comments are noted and we will endeavour to clarify the description on future schemes.*

3. Landscaping: Please ensure when this work is being carried out (assuming it gets the go ahead at Council) that the good efforts of the WORK residents Association & residents is recognized with particular reference to rose beds & flower & and shrubs. A number of trees are located in the proposed cycle way and these should be replaced as our contribution to climate change control.

**Council's response:**

*The proposed scheme has been designed to cause the least possible impact on the existing landscaping while still providing a high quality cycle route. It is proposed to replace any removed trees and shrubs with more appropriate trees and other landscaping works throughout the scheme in consultation with the Parks department.*

4. Please ensure the `red macadam` is not used as experience of this material has been very negative.

**Council's response:**

*This matter will be dealt with at detailed design stage*

5 It is proposed to replace the push button traffic lights at Wellington roundabout with a Zebra Crossing. This should be re-considered. The current situation is very safe particularly for this very busy roundabout, the whole of the WORK area school children cross here going to school, shops & church. A Zebra Crossing is much less safe, as pedestrians are dependent on motor vehicles stopping. I am sorry to say Irish drivers have been known NOT to observe a pedestrians right to the road - even though it may be the law.

**Council's response:**

*The reduction in the number of lanes at the Roundabout and other geometry modifications including bringing the crossing points closer to the roundabout and increasing sight lines will reduce the speed of vehicles thus making it safer for vulnerable road users This will enhance the safety of vulnerable road users in accordance with the NTA National Cycle Manual.*

6 The extra safety provided at the Spawell road roundabout by provision of pedestrian crossings is welcomed.

**Council's response:**

*Noted*

7. At Greentrees Road - Templeville Road roundabout and adjoining area the cycle track on Greentrees Road and on Templeville Road is much too close to the houses. Please ensure that the cycle track is moved closer to

the road and the green verge maintained close to the residential - with Kerb separation. This is imperative, cars exiting from houses would be totally compromised not to understate the safety of both pedestrian and cyclists.

**Council's response:**

*The scheme will be amended accordingly.*

8. Finally, I thought we had agreed at Council (not for this scheme) that public consultations would NOT take place during the month of August, I note most of the consultation period for this scheme fell during the month of August when very many people take holiday during school holidays. Maybe you would keep this in mind for future public consultations. I would like your response on this

**Council's response:**

*Every effort is made to comply with this procedure but it is not always possible given time constraints in relation budget planning for the following year. Many large schemes take considerable time for the preliminary design to be completed and schemes can take up to 6 months to complete the process. This matter was brought to the area members at the end of June 2012 following which the scheme was advertised. The Scheme was on public display between 25/7/2012 and 14/9/2012 with a date for final submissions on the 28<sup>th</sup> September 2012. This scheme will be funded by the NTA and it is hoped that it could commence construction in 2013.*

## **6. Recommendations based on the submissions received**

Following consideration of all the submissions received the following amendments to the scheme are proposed. The full recommended scheme is shown on drawings: 11\_136\_065 – 075.

It is proposed to proceed with the scheme subject to the following modifications based on the submissions received:

### **Spawell Link Road**

- Provide a Toucan crossing in the vicinity of the car park at Cherryfield pitches. The exact location and detail of the signalised crossing will be confirmed during the detailed design of the scheme.
- The proposed layout is shown on drawing 11\_136\_066.

### **Wellington Lane at St. McDara's Community College**

- Extend the existing bus bay
- Reposition the cycle track on the western side (school side) of the road. The relocated cycle track will be off-road behind the grass verge, thus avoiding conflict between cyclists and parked cars, buses and live traffic. The cycle track on the eastern side of the road will remain as proposed.
- Parking to be prohibited on the eastern side of the road in the vicinity of the school. The current parking arrangement on the western side of the carriageway will be maintained.
- The proposed layout is shown on drawing 11\_136\_068.

### **Greentrees Road**

- Remove proposed off-road cycle track on Greentrees Road and maintain the existing cycle lanes and grass verges with the transition up from road level positioned as close as possible to the roundabout.
- The proposed layout is shown on drawing 11\_136\_070.

#### **Templeville Road**

- Remove proposed off-road cycle track on Templeville Road and maintain the existing cycle lanes and grass verges with the transition up from road level positioned as close as possible to the roundabout.
- The proposed layout is shown on drawing 11\_136\_070.

#### **General**

- Any tree removed as part of the scheme will be replaced with a new appropriate tree planting to be positioned as close as possible to its original location in consultation with the Council's Parks Department.
- Landscaping proposals will be considered as part of the detailed design process in consultation with the Council's Parks Department.