

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday, December 10 2012

HEADED ITEM NO. 9

PART 8 REPORT

TALLAGHT TO BALLYBODEN CYCLE ROUTE

Report on Part 8 consultation process for **the construction of a cycle route from Tallaght to Ballyboden** in the townlands of Tallaght, Old Bawn, Killinenny, Ballycragh, Tymon South, Knocklyon, Scholarstown, Ballyroan, Ballyboden.

Proposed works will comprise the following:

1. Construction of new off-road cycle tracks on Old Bawn Road, Knocklyon Road and Templeroan Road; incorporating associated road re-alignments as required.
2. Construction of new shared facilities through Dodder Valley Park (north and south of the Dodder River), Monalea Park and Knocklyon Road.
3. Upgrade of existing off-road cycle tracks on the Firhouse Road and Ballyboden Way;
4. Upgrade of Old Bawn Road in Tallaght Village to incorporate cyclist facilities.
5. Provision of new advisory cycle lanes through the N81 - Old Bawn Road junction.
6. Junction improvements at the Firhouse Road West - Old Bawn Road junction, Old Bawn - Firhouse Road junction, Templeroan Road - Scholarstown Road junction and at the Ballyboden Road junction.
7. Road safety improvement works, including new Toucan Crossings, at: • Old Bawn Road – N81 junction, all arms; • Old Bawn Road access into the Dodder Valley Park adjacent to Parkwood Road junction; • Firhouse Road - at Victory Centre; • Firhouse Road – Monalea Wood junction; • Ballycullen Road – Monalea Park junction; • Knocklyon Road – Old Knocklyon Road junction; • Knocklyon Road – Knocklyon Shopping Centre; • Knocklyon Road entrance into Dargle Wood Park; • Templeroan Road – Dargle Wood Park; • Ballyboden Way at Boden Park.
8. Public realm upgrade works, to provide improved cycle facilities through the residential estates of: • Avonbeg Road; • Mountain Park – St. Dominick's Road, The Crescent, St.

Dominick's Terrace and Homelawn Road; • Seskin View – Bawnville Road and Bawnville Park;
• Monalea Wood.

9. Construction of two Pedestrian and Cycle Bridges over the Dodder River and in Dodder Valley Park.

10. Improvements to existing bus stops along the route.

11. Provision of bicycle parking and street furniture at locations along the route.

12. Replacement of affected trees and other landscaping works throughout the scheme.

13. Footpath improvement works throughout the scheme.

14. Provision of new road drainage and associated works where required.

15. Provision of new public lighting, CCTV surveillance cameras, road markings and signage where required.

16. All associated site works as necessary to complete the scheme;

1. Introduction

1.1 Purpose of the Report

The purpose of this Manager's Report is to present the outcome of the Part 8 consultation, to respond to submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

1.2 Structure of the Report

This report provides the following:

- An introduction including details on the purpose of the report and an outline of the public consultation programme that was carried out.
- Description of Proposed Development
- List of Submissions received
- A summary of the issues raised in the submissions made during the consultation period together with the Manager's Responses and Recommendations.
- Assessment as to whether or not the proposed development would be consistent with the proper planning and sustainable development of the area.
- Recommendation as to whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

1.3 Outline of Public Consultation Programme

1.3.1 Statutory Consultation

The proposed development and accompanying Appropriate Assessment report was placed on public display for the statutory period of six weeks from Thursday, 6th September 2012 until 18th October 2012. The Part 8 proposals were presented to the Tallaght Area Committee and Rathfarnham Area Committee at a briefing meeting held on the 30th August 2012. They were also presented at the Tallaght Area Committee Meeting held on 24th September 2012 and to the Rathfarnham Area Committee Meeting held the 11th of September 2012.

The closing date for receipt of written submissions via email to travelsmart@sdublincoco.ie or to Tony Shanahan, Administrative Officer, Economic Development and Transport Planning Department was Friday 2nd November, 2012 for receipt of written submissions from the public.

Copies of the plans were available during the public display period at

- South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between the hours of 9:00 am – 5.00pm Monday to Thursday and 9.00am - 4.30pm on Friday (Inspection and Purchase)
- South Dublin County Council Civic Offices, Clondalkin, Dublin 22 between the hours of 9:00 am – 5.00pm Monday to Thursday and 9.00am - 4.30pm on Friday (Inspection only)
- County Library, Tallaght, Dublin 24, between the hours of 9.45 am to 8 pm Mon to Thurs, 9.45am to 4.30pm Fri to Sat Closed Saturdays and Mondays of Bank Holiday Weekends (Inspection only)
- Whitechurch Library, Taylor's Lane, Ballyboden, Dublin 16 between the hours of 2.00pm - 8.00pm Mon –Thurs, 9.45am - 4.30pm Saturday, Closed Friday and public holidays (Inspection only)

A total of 6 submissions were received.

1.4 Legislative Background

Section 179 (3) of the Planning and Development Act 2000 (as amended), requires that the manager of a local authority shall, after the expiration of the period during which submissions or observations with respect to the proposed development may be made, in accordance with regulations under subsection (2), prepare a written report in relation to the proposed development and submit the report to the members of the authority.

Section 179(b) outlines that a report prepared in accordance with paragraph (a) shall—

- (i) describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area,
- (ii) evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation.
- (iii) list the persons or bodies who made submissions or observations with respect to the proposed development in accordance with the regulations under subsection (2),
- (iv) summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or observations, and give the response of the manager thereto, and
- (v) recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

Under Section 179(4) of the Planning and Development Act, members of a local authority shall, as soon as may be, consider the proposed development and the report of the manager. Following the consideration of the manager's report, the proposed development may be carried out as recommended in the manager's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the manager's report, or decides not to proceed with the development. A resolution must be passed not later than 6 weeks after receipt of the manager's report.

2. Proposed Development

2.1 Description of the Proposed Development

It is proposed to construct a cycling route from Tallaght to Ballyboden in the townlands of Tallaght, Old Bawn, Killinenny, Ballycragh, Tymon South, Knocklyon, Scholarstown, Ballyroan, Ballyboden.

Proposed works will comprise the following:

1. Construction of new off-road cycle tracks on Old Bawn Road, Knocklyon Road and Templeroan Road; incorporating associated road re-alignments as required.

2. Construction of new shared facilities through Dodder Valley Park (north and south of the Dodder River), Monalea Park and Knocklyon Road.
3. Upgrade of existing off-road cycle tracks on the Firhouse Road and Ballyboden Way;
4. Upgrade of Old Bawn Road in Tallaght Village to incorporate cyclist facilities.
5. Provision of new advisory cycle lanes through the N81 - Old Bawn Road junction.
6. Junction improvements at the Firhouse Road West - Old Bawn Road junction, Old Bawn - Firhouse Road junction, Templeroan Road - Scholarstown Road; junction and at the Ballyboden Road junction.
7. Road safety improvement works, including new Toucan Crossings, at: • Old Bawn Road – N81 junction, all arms; • Old Bawn Road access into the Dodder Valley Park adjacent to Parkwood Road junction; • Firhouse Road - at Victory Centre; • Firhouse Road – Monalea Wood junction; • Ballycullen Road – Monlea Park junction; • Knocklyon Road – Old Knocklyon Road junction; • Knocklyon Road – Knocklyon Shopping Centre; • Knocklyon Road entrance into Dargle Wood Park; • Templeroan Road – Dargle Wood Park; • Ballyboden Way at Boden Park.
8. Public realm upgrade works, to provide improved cycle facilities through the residential estates of: • Avonbeg Road; • Mountain Park – St. Dominick's Road, The Crescent, St. Dominick's Terrace and Homelawn Road; • Seskin View – Bawnville Road and Bawnville Park; • Monalea Wood.
9. Construction of two Pedestrian and Cycle Bridges over the Dodder River and in Dodder Valley Park.
10. Improvements to existing bus stops along the route.
11. Provision of bicycle parking and street furniture at locations along the route.
12. Replacement of affected trees and other landscaping works throughout the scheme.
13. Footpath improvement works throughout the scheme.
14. Provision of new road drainage and associated works where required.
15. Provision of new public lighting, CCTV surveillance cameras, road markings and signage where required.
16. All associated site works as necessary to complete the scheme;

The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

2.2 Plans and Details

The Plans and Details are attached.

3. List of Submissions

A total of 6 written submissions were received during the consultation period, a list of all the persons/bodies that made the submissions is provided in Table 3.1 below.

Table 3.1 Submissions made during the consultation period

Ref	Name	
R4CR0001	Seamus MacGearailt	
R4CR0002	Joseph Scully	
R4CR0003	Tony Ennis	
R4CR0004	Eamon Maloney T.D	
R4CR0005	Anne Reilly	
R4CR0006	Cllr Emma Coburn	

4. Summary and Categorisation of Issues Raised and Manager's Responses

4.1 Introduction

This section presents an analysis of the submissions and includes a summary of each of the issues raised and the responses and recommendations of the Manager.

The responses of the Manager have been framed taking account of the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

4.2 Summary of Issues Raised, Responses and Recommendations

Submissions No. 1 - Seamus MacGearailt

This submission relates to the following issues:

1. Welcomes the scheme, considers it a major benefit for cyclists
2. Preference expressed for bridge design 1 over bridge design 2
3. Concerns about the use of 2 way cycle tracks
4. Concerns relating to the use of yield signs along these 2 way cycle routes at side road junctions
5. Concerns regarding the proposals to retain the roundabout at the junction of Ballyboden Road & Taylors Lane - as it appears biased in favour of maintaining traffic capacity.
6. Road names on drawings seem to be incorrect.

Managers Response:

1. Acknowledged

2. There are two separate bridges proposed as part of the scheme. One to traverse the Dodder River, which is the cable stayed bridge, and the other to bridge an adjoining stream. Both of the bridges indicated in the Part 8 Drawings will form part of the scheme.

3. The use of 2 way cycle tracks has been limited to two sections only – within each of these sections, the existing environment meant that the provision of 1 way cycle tracks in both directions was proving extremely difficult to deliver and hence the 2 way cycle tracks presented the optimal design solution.

Along the Templeroan Road - The two-way track here has been dictated by the existing mature trees on the western side of the carriageway. To provide a cycle track on both sides of the carriageway would mean removing the existing tree lines on each side of the carriageway. This would have a negative effect on the area.

At Knocklyon Shopping Centre - In order to progress along the route, cyclists have to cross the road to join in with the shared path at the Shopping Centre, where the existing road width does not lend itself to the possibility of a safe cycle track on each side of the carriageway and hence a shared path has been proposed.

4. Agreed - This is a design detail that will be fully resolved as part of the final detail design prior to construction.

5. All of the junctions along the route have undergone traffic modelling assessments both in their current scenarios and then re-tested for various junction improvements. This roundabout was tested for both full signalisation and for a single lane more pedestrian friendly roundabout layout as per NTA Cycle Manual. The roundabout at the junction of Ballyboden Road & Taylors Lane proved unsuitable for signalisation or lane reduction due to the volumes of traffic it currently caters for. The current proposal for a cycle / pedestrian friendly roundabout layout with crossings on all arms complies with the new NTA Cycle Manual and will be subject to detail design analysis.

6. There are some instances where incorrect road names are used on the layout drawings – (Firhouse Road – updated to Firhouse Road West, Templeroan Mews – update to Templeroan Road, Ballyboden Way added).

The Item 6 above is shown as part of the final amended Part 8 drawings.

Submission No. 2 – Joseph Scully (19, Old Bawn Way)

This submission relates to the following issues:

1. Concerns regarding proposed improvements to Firhouse Rd which is a newly constructed road (2009)
2. Support for the 20 car park spaces along the Old Bawn Road adjacent to the public open space.
3. Support for the Toucan Crossing at junction of Old Bawn Road and N81
4. Concern regarding the provision of Toucan Crossing at Dodder Park entrance adjacent to Parkwood Road – which is an under utilised entrance
- 5a). Concerns regarding the elimination of all left hand slips at Old Bawn junction and the Firhouse Road junction
- 5b). Concerns regarding the elimination of left hand slip at Old Bawn junction and the Firhouse Road West
6. Need for additional pedestrian facilities at Old Bawn / Kiltipper Road junction
7. Concerns regarding lack of traffic data regarding the Old Bawn and Firhouse Road West
8. Concerns regarding the impact of the proposals on the performance of existing bus services
9. Concerns regarding the potential for increased rat running through residential areas off Old Bawn Road

Managers Response:

1. It is acknowledged that the existing cycle infrastructure along this section of road for the most part is acceptable and is proposed to be retained– however in the process of developing a strategic cycle route that will achieve a high overall Quality of Service assessment (based on the National Transport Authority's Cycle Manual) and ensure that the strategic cycle route remains coherent and attractive to long distance cyclists, commuters as well as facilitate local journeys, it was considered that some enhancements could be made to existing cycle tracks along the route. For instance there are a number of isolated locations where improvements are proposed to enhance the overall route i.e. in vicinity of bus stops, lay bys side road junctions etc. These allow cyclists the option to go 'on road' for short sections and thus make the route more appealing to cyclists as it decreases possible delays and journey times. It is confirmed that no car parking spaces will be removed along the Firhouse Road.

2. Acknowledged. However, it is considered that these parking spaces could be better provided as angled parking or parallel parking. Bicycle parking will also be included at this location and other appropriate locations, such as the car park at Dodder Valley Linear Park on the Firhouse Road, as identified at the detail design stage

The item 2 above relating to car parking is shown as part of the final amended Part 8 drawings.

3. Acknowledged.

4. The provision of a new Toucan Crossing at this location is to provide access to the proposed new shared cycle / pedestrian link within the Dodder Valley Park, linking east bound to a new bridge crossing of the Dodder Valley within the Park. It is considered that once the scheme is complete this entrance to the Park will become more actively used.

5a). The junction as proposed in the Part 8 drawings has been modelled based on the preliminary design drawings and there is a slight reduction in capacity. Given the improved

pedestrian / cycle environment this reduction in vehicular capacity is considered acceptable. However it is acknowledged that these results are based on preliminary design drawings and in order to ensure the operation of the junction remains acceptable, the current proposals for the Firhouse / Old Bawn Junction will be subject to detailed design that will include further analysis and design discussions with the SDCC Roads Traffic Section; and will require the final design and modelling to be fully assessed and recommended by Roads Traffic Department through the detailed design stage. Any proposed changes to the junction from the current existing condition shall ensure that the junction operates at the optimal level for all modes of transport.

It is also intended that the three junctions along the Old Bawn Road will be linked using a SCOOT system to optimise the capacity and performance of the junctions along the Old Bawn Road.

5b). While the left slip lane at the Firhouse Road West junction will be removed in order to facilitate safer cyclist and pedestrian crossing facilities, it is considered that a left turning lane will need to be provided to cater for traffic demands at this location.

The items 5a) and 5b) above are shown as part of the final amended Part 8 drawings.

6. This is considered a relatively low traffic side road junction where pedestrians and cyclist can cross without the need of a formal signalised crossing, however a raised courtesy crossing together with tighter corner radii could possibly be provided at this location to give additional pedestrian cycle priority at this location. This will be further examined at final detail design stage.

7. A traffic count on the Firhouse Road West – Old Bawn Road junction was carried out post Part 8 as part of further detailed design. The proposal (as per Item 5b) above) were modelled and are considered acceptable.

8. Public Transport movements and frequencies will not be impacted upon with the proposed design in place. It is intended that Dublin Bus will be further consulted as part of the final detail design stage.

9. It is intended that these schemes will encourage an element of modal change from cars to bicycles and will have no significant impact on the traffic capacity of the existing road network in the area. It is not envisaged (and traffic modelling to date confirms) that 'rat-running' will be any greater than at present.

Submission No. 3 – Tony Ennis (40, Watermeadow Park)

This submission relates to the following issues:

1. Concerns regarding the elimination of all left hand slips at Old Bawn Road / Firhouse Road junction
2. Concerns regarding the removal of left hand slip onto Firhouse Road West.
3. Concerns that Old Bawn Road is too narrow for cycle lanes

Managers Response:

1. The junction as proposed in the Part 8 drawings has been modelled based on the preliminary design drawings and there is a slight reduction in capacity. Given the improved pedestrian / cycle environment this reduction in vehicular capacity is considered acceptable. However it is acknowledged that these results are based on preliminary design drawings and in order to ensure the operation of the junction remains acceptable, the current proposals for the Firhouse / Old Bawn Junction will be subject to detailed design that will include further analysis and design discussions with the SDCC Roads Traffic Section; and will require the final

design and modelling to be fully assessed and recommended by Roads Traffic Department through the detailed design stage. Any proposed changes to the junction from the current existing condition shall ensure that the junction operates at the optimal level for all modes of transport.

It is also intended that the three junctions along the Old Bawn Road will be linked using a SCOOT system to optimise the capacity and performance of the junctions along the Old Bawn Road.

2. While the left slip lane at the Firhouse Road West junction will be removed in order to facilitate safer cyclist and pedestrian crossing facilities, it is considered that a left turning lane will need to be provided to cater for traffic demands at this location.

The items 1-2 above are shown as part of the final amended Part 8 drawings.

3. The proposed reduction in carriageway widths are in accordance with design standards for the functionality and context of the Old Bawn Road. The reduced carriageway widths allow for the provision of cycle facilities and improved pedestrian facilities and will be a critical element within an overall package of works to create a more traffic calmed environment along this section of the Old Bawn Road.

Submission No. 4 – Eamon Maloney T.D

This submission relates to the following issues:

1. Welcomes the new cycle route proposal that will enhance facilities for pedestrians and cyclists.
2. Concerns regarding the elimination of all left hand slips at Old Bawn Road / Kiltipper Road junction
3. Concerns regarding the elimination of left hand slip at Old Bawn Road / Firhouse Road West junction
4. Concerns regarding the potential for increased rat running through residential areas off Old Bawn Road
5. Concerns regarding the proposals to reduce carriageway widths from existing 3.8m down to 3.25m along Old Bawn Road and the reduction of ghost island to 0.5m at the Firhouse West Road

Managers Response:

1. Acknowledged

2. The junction as proposed in the Part 8 drawings has been modelled based on the preliminary design drawings and there is a slight reduction in capacity. Given the improved pedestrian / cycle environment this reduction in vehicular capacity is considered acceptable. However it is acknowledged that these results are based on preliminary design drawings and in order to ensure the operation of the junction remains acceptable, the current proposals for the Firhouse / Old Bawn Junction will be subject to detailed design that will include further analysis and design discussions with the SDCC Roads Traffic Section; and will require the final design and modelling to be fully assessed and recommended by Roads Traffic Department through the detailed design stage. Any proposed changes to the junction from the current existing condition shall ensure that the junction operates at the optimal level for all modes of transport.

It is also intended that the three junctions along the Old Bawn Road will be linked using a SCOOT system to optimise the capacity and performance of the junctions along the Old Bawn Road.

3. While the left slip lane at the Firhouse Road West junction will be removed in order to facilitate safer cyclist facilities and pedestrian crossing facilities, it is considered that a left turning lane will need to be provided to cater for traffic demands at this location.

The items 2-3 above are shown as part of the final amended Part 8 drawings.

4. It is intended that these schemes will encourage an element of modal change from cars to bicycles and will have no significant impact on the traffic capacity of the existing road network in the area. It is not envisaged (and traffic modelling to date confirms this) that 'rat-running' will be any greater than at present.

5. The proposed reduction in carriageway widths are in accordance with design standards for the functionality and context of the Old Bawn Road. The reduced carriageway widths allow for the provision of cycle facilities and improved pedestrian facilities and will be a critical element within an overall package of works to create a more traffic calmed environment along this section of the Old Bawn Road.

Submission No. 5 – Anne Reilly

This submission relates to the following issues:

1. Concerns over the proposed upgrades to existing cycle facilities along Firhouse Road and along Ballycullen Road, which have been recently constructed, as they would appear to be expensive and unnecessary as the existing facilities are adequate.

2. Concerns regarding the route choice from Tallaght to Ballyboden – A more direct route would consist of Old Bawn Road, Killinenny Road, St Colmcilles, Scholarstown Road, Ballyboden Way and then on to Taylors Lane.

3. Concerns regarding ongoing maintenance of off road cycle tracks

Managers Response:

1. It is acknowledged that the existing cycle infrastructure along the Firhouse Road for the most part is acceptable and is proposed to be retained– however in the process of developing a strategic cycle route that will achieve a high overall Quality of Service assessment (based on the National Transport Authority's Cycle Manual) and ensure that the strategic cycle route remains coherent and attractive to long distance cyclists, commuters as well as facilitate local journeys, it was considered that some enhancements could be made to existing cycle tracks where they exist along the route. For instance there are a number of isolated locations where improvements are proposed to enhance the overall route i.e. in vicinity of bus stops, lay by side road junctions etc. These allow cyclists the option to go 'on road' for short sections and thus make the route more appealing to cyclists as it decreases possible delays and journey times. It is confirmed that no car parking spaces will be removed along the Firhouse Road.

There are no proposals to upgrade existing cycle facilities along the Ballycullen Road. Although a new Toucan crossing will be required at the point where the proposed route traverses the Ballycullen Road in the vicinity of Monalea Park

2. As part of an NTA study carried out earlier during 2012 to carry out a Tallaght Cycle Network Analysis and develop proposals for a strategic cycle network for the area – The proposed route was identified as the most direct route which would deliver the best quality of service as a cycle route. A secondary route along the lines of that which has been suggested was also examined but considered to be a supplementary route that, while it did connect the destinations well, fell down on potential connections to desirable destinations along the route, and also with regard to the quality of service and attractiveness of the route to potential cyclists that could be delivered along roads which are essential fast moving, heavily trafficked, distributor roads.

3. Throughout the proposed scheme off-road cycle tracks and/or raised cycle lanes are proposed as appropriate given the surrounding environment and in accordance with the requirements of the NTA National Cycle Manual. In many instances on-road cycle lanes were not appropriate given the environmental constraints i.e. existing traffic volumes, traffic speeds. Maintenance of the new cycle route is an issue that will be addressed as part of the final design stage and proposals for maintenance will be included in any future applications for funding to construct the route

Submission No. 6 – Cllr Emma Coburn

This submission relates to the following issues:

1. Concerns regarding the traffic implications of the proposed conversion of Scholarstown Roundabout to a signalised junction

Managers Response:

1. The proposed conversion of the Scholarstown Road roundabout to a signalised junction confers significant benefits to pedestrians and cyclists for the following reasons; traffic moves slower through a signalised junction, particularly at corners ensuring cyclists and pedestrians are safer, the crossing routes for pedestrians and cyclists remain closer to the desire line and they become less diverted from the main route, the proposed junction allows pedestrian and cyclist crossing facilities to be installed on all arms and there is significant spare capacity within this existing junction so the proposal allows for a rebalancing of capacity that confers significant improvements to the pedestrian and cyclist environment in the area without overly inconveniencing the motorist. This is of particular benefit in that locality due to the proximity of a large number of schools and resultant high numbers of pedestrians and cyclists.

The junction as proposed has been modelled. There is significant spare traffic capacity within the current arrangement. The traffic modelling illustrates that there is only a slight reduction in capacity, but given the significantly improved pedestrian/cycle environment and the spare capacity that exists, this is considered acceptable. Further modelling and further discussions with the SDCC Roads Traffic Section will be carried out within the area as part of the final detailed design stage to ensure that the junction operates well within acceptable levels.

5.0 County Development Plan 2010 - 2016

The promotion of more sustainable modes of transport that link more consolidated urban areas together is central to the core strategy of the County Development Plan strategy.

Section 2.2.15.i of the County Development Plan 2010 - 2016 outlines that it is the policy of the Council to ensure sustainable forms of movement and the use of the street by pedestrians and cyclists and to promote permeable pedestrian and cyclist networks connecting to shops, community facilities, employment areas and desired places to go.

Furthermore, the County Development Plan 2010 – 2016 states that ‘walking and cycling will be promoted by securing the development of a network of safe cycle routes and footpaths on new and existing roads and on routes reserved exclusively for pedestrians and cyclists and by the development of foot and cycle ways off-road (e.g. through open spaces and along established rights of way)’.

Having regard to the nature and extent of the proposed project, it is considered that the proposed development is in accordance with the proper planning and sustainable development of the area and the County Development Plan 2010 – 2016.

6.0 Recommendation

Following consideration of the above submissions, the Manager is of the view that the issues raised by way of the submissions can be satisfactorily addressed during the detailed design stage and as outlined in the foregoing report. It is recommended that, as the proposal is in

conformity with proper planning and sustainable development of the area, that the Council proceed with the Part 8 proposal for the construction of a cycle route from Tallaght to Ballyboden and to include amendments as per drawing Sheet Nos. below as identified in the report:

Drawing Nos.:

12_098_204
12_098_206
12_098_207
12_098_209
12_098_212
12_098_219
12_098_220
12_098_221
12_098_222

