

The National Transport Authority (NTA) has funded several permeability projects throughout South Dublin County Council in 2011 and 2012. The funding available is for particular projects that have fulfilled certain criteria and have succeeded in being awarded funding.

Permeability projects are aimed at promoting walking and cycling within local areas and providing easy, direct and safe access along the lines of pedestrian desire lines to popular local centres, public transport etc. They are typically located along the lines of existing desire lines and thus far, have been mainly off road and of low to medium scale in terms of funding allocation from the NTA.

The Planning Department has examined the proposed route as a possible permeability link along the line of the Camac River. The area examined was from the Green Park and St John's Wood area, the village centre as far as the Woodford entrance of the Grand Canal Green Route.

The proposed project was divided into 4 distinguishable sections:

1. Corkagh Park west of Fonthill Road,
2. Clondalkin Park section of Corkagh Park
3. The town centre area
4. From the entrance of Riversdale Estate to the Woodford entrance of the Grand Canal Green Route.

# 1. Corkagh Park west of Fonthill Road.

The Parks Dept has had plans for some time to develop a shared walking and cycling route through Corkagh Park by widening the existing footpath through the park to 4m.

This route would start at the entrance to Corkagh Park at the pedestrian crossing on Fonthill Road and travel past the park car park to the caravan park area close to the Outer Ring Road.

An application was made to the NTA for funding for permeability projects in 2013. It was hoped that funding from the NTA could progress new permeability projects of this type. However funding was not forthcoming in the recent allocation from the NTA for 2013.



**Figs. 1 & 2: Corkagh Park**

## 2. Clondalkin Park section of Corkagh Park

There is an new 4m wide walking and cycling route funded by the NTA recently built through this section of the park. This route links to adjacent residential areas such as St. John's Wood and Cherrywood. This leads past Clondalkin Leisure Centre and accesses the town centre area via a laneway onto Nangor Road.



**Figs. 3 & 4: New route, Clondalkin Park section of Corkagh Park**



### 3. The town centre area

The Camac River is culverted through much of the town centre area and emerges just adjacent to the Civic Offices. The Camac then passes the land of Aras Chronáin and past the residential estate of Riverside, neither of which have been taken in charge or are in maintenance of the Council. There could be a potential route examined alongside the Camac with agreement by landowners, however the existence of numerous road and lane closures in the immediate vicinity would indicate that the potential for anti-social behaviour would be high and any proposals for a riverside route along the town centre section could be contentious.

It would appear the route through the town centre area would need to be on-road and thus would incur higher expense and therefore be outside the scope of the usual permeability project-type scheme. Any proposed route in this area would have to be considered in the context of an overall traffic plan for Clondalkin Town Centre and how cyclists and pedestrians move around it. The NTA has provided funding in 2013 to develop an options report for the review of the one way system within Clondalkin and this would include parking, cycling and bus options.



**Fig. 5: Camac River passing Aras Chronáin**



**Fig. 6: Junction Nangor Road and Tower Road**

4. From the entrance of Riversdale Estate to the Woodford entrance of the Grand Canal Green Route.

This section of the route was examined for potential provision of facilities on or adjacent to the road. At the moment there is a footpath on one side of the road only. Unfortunately the proximity of the Camac on one side and the rear garden walls of private houses on the other constrain the extent to which new cycling and pedestrian infrastructure can be accommodated adjacent to the road. This option will be further examined in consultation with the Roads Dept.

Alternatively the proposed route at this location could potentially be off road, commencing at the entrance to Riversdale estate and traveling along the northern side of the river. However it would appear that the extent of public land in the area does not extend past the entrance to Mayfield Park. At this juncture it would appear that the only section that is currently deliverable would be an off-road pedestrian and cycle route running through the open space in Riversdale Estate. Unfortunately, given its truncated nature and the uncertainty of delivering the route in its entirety, it is unlikely to achieve funding from the NTA.



**Fig. 7: Looking north to Riverside Estate**





**Fig. 8: Camac River passing under entrance to Riverside Estate**



**Fig. 9: Road section between Riversdale and Riverside estate looking west**



**Fig. 10: Open space alongside Camac in Riversdale Estate**



**Fig. 11: Road section east of Mayfield, Camac just behind wall, looking north east**





**Fig. 12: Junction leading down to Nangor Road and entrance onto Green Route. Looking north**

#### Conclusion:

There is a need for cycle facilities leading from the Green Route to the town centre. However there appears to be a number of constraints both in terms of land ownership and road space that may prove difficult to surmount.

The Planning Dept will liaise further with Roads and Parks Departments to see if the above-mentioned issues can be addressed or if there are interim solutions that can be progressed.

With regard to the town centre area, the Planning Dept will liaise with the Roads Dept to develop solutions within the town centre area for pedestrians and cyclists.

The section through Clonsilla Park is already complete.

On examination it seems that the portion of the route within Corkagh Park is most suitable for a permeability funding application at this stage.

With regard to an application for funding under the permeability programme the NTA have recently requested that South Dublin County Council carry out a review of all permeability projects commenced by the Council to date, prior to new funding being allocated to these type projects. This is with a view to appraise their success or otherwise. There have been a number of projects funded to date by the NTA and success has been varied. Projects that have

been constructed to completion have proven to be well used by both pedestrians and cyclists due to their location along popular desire lines. However a number of projects have failed to make it to construction stage.

The NTA wish to identify the key factors that ensure the success or otherwise of routes in order to prioritise projects that improve cycling, walking and bus access prior to funding any future projects.