

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF RATHFARNHAM/TEMPLEOGUE-TERENURE AREA COMMITTEE

14th June 2016

PART 8 REPORT

WALKING AND CYCLING SCHEME AT THE TOWNLANDS OF BALLYROAN, DUBLIN 16 AND OLD ORCHARD, DUBLIN 14

Report on Part 8 consultation process for the construction of a walking and cycling scheme at the townlands of Ballyroan, Dublin 16 and Old Orchard, Dublin 14.

It is proposed to construct a walking and cycling scheme at the townlands of Ballyroan, Dublin 16 and Old Orchard, Dublin 14.

The proposed works primarily comprise the following:

- New speed reducing traffic table at the junction of Anne Devlin Park with Marian Road
- Upgrading and realignment of the existing footpath to a new walking and cycling route from Anne Devlin Park to Ballyroan Road
- Upgrading of existing pedestrian crossing at Ballyroan Road to a Toucan Crossing on a raised table
- 2 new raised crossings at Ballyroan Road entrances into House Nos. 162-172 with reconstruction of existing footpath on Ballyroan Road
- Upgrading and realignment of the existing footpath to a new walking and cycling route from Ballyroan Road to Ballyroan Crescent including upgrading of existing access onto Ballyroan Road and upgrading and realignment of the existing access onto Ballyroan Crescent
- Provision of new raised table and zebra crossing on Ballyroan Crescent
- Upgrading of access road into Scoil Naomh Padraig and Coláiste Éanna from Ballyroan Crescent and through the grounds of Scoil Naomh Padraig to include widened shared pedestrian and cycle routes, narrowed vehicular carriageways, traffic calming tables and upgrading of existing vehicular and pedestrian accesses
- Realignment of existing car parking at Scoil Naomh Padraig
- Proposed new pedestrian and cycle way across the open space to the north of Scoil Naomh Padraig
- Proposed new vehicular and pedestrian entrance into Coláiste Éanna from the grounds of Scoil Naomh Padraig
- Proposed new car park in the grounds of Coláiste Éanna
- Proposed new bicycle shelter and parking compound in the grounds of Coláiste Éanna

- Upgrade of the existing pedestrian and cycle routes and entrances in the grounds of Coláiste Éanna
- New landscape works along the route.
- Provision of new public lighting, signage, associated drainage for the route and
- All ancillary works

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual. The scheme aims to provide for high quality continuous and safe pedestrian and cycle provision to the schools from the north. The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

1. Introduction

1.1 Purpose of the Report

The purpose of this Chief Executive'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 Chief Executive'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 31st March 2016 to Friday 13th May 2016. The Part 8 proposals were presented to the Rathfarnham Area Committee Members at a briefing meeting held on the 24th March 2016.

Plans and particulars of the proposed scheme were made available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy from Thursday 31st March 2016 to Friday 13th May 2016 at the following locations:

- 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)
- Whitechurch Library, Taylor's Lane, Ballyboden, Dublin 16 between the hours of 2pm-5pm and 6-8pm Monday, Tuesday and Thursday and 9.45-1pm and 2-5pm on Wednesday. Closed Friday & Saturday. (Inspection only)
- Ballyroan Library, Orchardstown Avenue, Rathfarnham, Dublin 14, between the hours of 9.45 am to 8pm Monday to Thursday, 9.45am to 4.30pm Friday and Saturday, Closed Saturdays and Mondays of Bank Holiday Weekends. (Inspection only)
- The plans and particulars could be viewed on the Council's Public Consultation Portal website <http://consult.sdublincoco.ie>

Submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development will be situated could be made via the Council's Public Consultation Portal Website: <http://consult.sdublincoco.ie> or in writing up to 5.00pm on Monday 30th May 2016 to:

Senior Executive Officer
Land Use Planning and Transportation Department,
South Dublin County Council,
County Hall,
Tallaght,
Dublin 24.

A total of 23 submissions were received by 5.00pm on Monday 30th May 2016.

1.4 Legislative Background

Section 179 (3) of the Planning and Development Act 2000 (as amended), requires that the Chief Executive 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 Chief Executive 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 Chief Executive. Following the consideration of the Chief Executive's report, the proposed development may be carried out as recommended in the Chief Executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's report, or decides not to proceed with the development. A resolution must be passed not later than 6 weeks after receipt of the Chief Executive's report.

2. Proposed Development

2.1 Description of the Proposed Development

The proposal consists of the construction of a walking and cycling scheme at the townlands of Ballyroan, Dublin 16 and Old Orchard, Dublin 14.

The proposed works primarily comprise the following:

- New speed reducing traffic table at the junction of Anne Devlin Park with Marian Road
- Upgrading and realignment of the existing footpath to a new walking and cycling route from Anne Devlin Park to Ballyroan Road
- Upgrading of existing pedestrian crossing at Ballyroan Road to a Toucan Crossing on a raised table
- 2 new raised crossings at Ballyroan Road entrances into House Nos. 162-172 with reconstruction of existing footpath on Ballyroan Road
- Upgrading and realignment of the existing footpath to a new walking and cycling route from Ballyroan Road to Ballyroan Crescent including upgrading of existing access onto Ballyroan Road and upgrading and realignment of the existing access onto Ballyroan Crescent
- Provision of new raised table and zebra crossing on Ballyroan Crescent
- Upgrading of access road into Scoil Naomh Pdraig and Coláiste Éanna from Ballyroan Crescent and through the grounds of Scoil Naomh Pdraig to include

- widened shared pedestrian and cycle routes, narrowed vehicular carriageways, traffic calming tables and upgrading of existing vehicular and pedestrian accesses
- Realignment of existing car parking at Scoil Naomh Padraig
- Proposed new pedestrian and cycle way across the open space to the north of Scoil Naomh Padraig
- Proposed new vehicular and pedestrian entrance into Coláiste Éanna from the grounds of Scoil Naomh Padraig
- Proposed new car park in the grounds of Coláiste Éanna
- Proposed new bicycle shelter and parking compound in the grounds of Coláiste Éanna
- Upgrade of the existing pedestrian and cycle routes and entrances in the grounds of Coláiste Éanna
- New landscape works along the route.
- Provision of new public lighting, signage, associated drainage for the route and
- All ancillary works

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual. The scheme aims to provide for high quality continuous and safe pedestrian and cycle provision to the schools from the north. 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

23 submissions were received during the specified period of the public consultation in respect of the proposed development from the following:

Submission	Reference	Name
No. 1.	CWCSB0011	Kevin Dowling
No. 2.	CWCSB0012	Donal Casey
No. 3. Association	CWCSB0021	Angela O' Donoghue, Glendoher & District Residents
No. 4.	CWCSB0022	Councillor Colm Brophy
No. 5. Association	CWCSB0013	Jennifer Dermody on behalf of Butterfield Resident's
No. 6.	CWCSB0010	Adrian Dungan
No. 7.	CWCSB0009	Adrian Dungan
No. 8.	CWCSB0008	Muireann O' Dea on behalf of Dublin Cycling Campaign
No. 9.	CWCSB0007	Mayor Sarah Holland
No. 10.	CWCSB0006	Robert Nicholson

No. 11.	CWCSB0005	Barbara Connolly on behalf of Cycling Ireland
No. 12.	CWCSB0004	Mairead Forsythe on behalf of Love 30 Speed Limit Campaign
No. 13.	CWCSB0003	Will Andrews
No. 14.	CWCSB0002	Tom Fennelly
No. 15.	CWCSB0001	Sean Garvey
No. 16.	CWCSB0014	William E. Byrne
No. 17.	CWCSB0015	M. Keane
No. 18.	CWCSB0020	Councillor Paula Donovan
No. 19.	CWCSB0017	Councillor Anne-Marie Dermody
No. 20.	CWCSB0018	Muireann O'Dea on behalf of Love 30 Speed Limit Campaign
No. 21.	CWCSB0019	Mary Grissing
No. 22.	CWCSB0016	Robert Nicholson
No. 23.	CWCSB0023	Angela O' Donoghue, Glendoher & District Residents Association

4. Summary and Categorisation of Issues Raised and Chief Executive'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 Chief Executive.

The responses of the Chief Executive 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

Submission No.1 – Kevin Dowling

This submission relates to the following issues:

1. Supports initiative to improve access to the schools and enhancements to footpaths / walkways.
2. Notes existing problems in relation to parking / set down in the set-back section of Ballyroan Road (House Nos. 162-172) and requests traffic management. Requests Council to consider double yellow lines around this green area or alternatively installation of metal bollards.

Chief Executive's Response and Recommendations:

1. Support of proposals noted.

2. The proposals as described within the Part 8 will go some way towards ameliorating the existing problems at the set-back area at House Nos. 162-172. In particular; the proposed raised tables with pedestrian priority across the entrances to the setback area and the

tightening of the junction radii at the westernmost entrance to the setback area. These interventions will discourage cars from entering this area for the purposes of set down, while encouraging and facilitating walking and cycling and making those journeys safer. Double yellow lines at this location will be included in the works as requested.

Submission No.2 – Donal Casey

This submission relates to the following issues:

1. Objects to the flashing yellow lights at the proposed Zebra crossing at Ballyroan Crescent due to it being a quiet residential road and due to the existing presence of a traffic warden. Suggests courtesy crossing with vertical deflections instead.
2. Wishes to implement one-way system for vehicular traffic on Ballyroan Crescent
3. Objects to cyclists sharing the route between Ballyroan Crescent and the schools with pedestrians.
4. Notes the presence of illegal parking at the junction of Ballyroan Crescent and Ballyroan Heights
5. Requests meeting prior to contract documents being finalised

Chief Executive's Response and Recommendations:

1. Due to the high numbers of school children crossing at this location it is intended to retain the services of the school warden. The school warden service is in place for a limited number of hours (schools days 08.30-09.10, 1.25-13.45 and 14.45-14.50) during the school term. The proposals in this Part 8 will develop a high quality walking and cycling route that gives pedestrian priority at all times along the route both during the allotted schools warden times and at other times as well. This provision will be available for all vulnerable road users; both local residents and school bound people. The most vulnerable sections of any pedestrian and cycle route are the locations in which it crosses vehicular traffic; this particular location is the main entrance to all the schools within the cluster from the north and is extremely well used by pedestrians and cyclists. By installing a zebra crossing, particularly at this most busy location at the schools entrances, priority is given to the vulnerable pedestrian, and vehicular traffic will be required to yield whether a school warden is present or not. The zebra crossing also serves to slow traffic which is paramount in ensuring road safety. In order to decrease the impact of the flashing lights and in order to ensure existing residential amenity is not affected the proposals for the Zebra Crossings will be amended to include cowls on the Belisha Beacons that will ensure the lights are directed towards vehicular traffic only and not the general residential area. This measure has been shown to work well in the Lucan area.

2. This current Part 8 refers to the provision of a pedestrian and cycle priority route that will provide a safer environment for pedestrians and cyclists. The proposed route crosses Ballyroan Crescent at one location only where a zebra crossing is proposed. Outside the movements of pedestrians and cyclists, this project has made no investigations of vehicular traffic flows or movements along Ballyroan Crescent; as that is outside the scope of the project. The change of a vehicular carriageway to a one-way system is a separate process and is outside the scope of the Part 8 currently under consideration. If there are future proposals for a one-way system at Ballyroan Crescent this should be carefully balanced against the needs of pedestrians and cyclists, as a one-way system has the potential to increase traffic speeds and make Ballyroan Crescent more attractive to car borne traffic. Higher traffic speeds and volumes would be counter-productive to the safety of pedestrian and cyclists at this location. However; with the addition of the Zebra Crossing of Ballyroan Crescent and the creation of a pedestrian priority space there; as well as possible future phases of the project, (which include proposed tables at the junctions of Ballyroan Crescent with Ballyroan Road etc. subject to funding) this will result in an area which is more pedestrian and cycle friendly, with decreased car dominance. This will be less attractive to cars and should result in discouraging cars from entering Ballyroan Crescent. Future Phases of the scheme will also examine pedestrian and cycle infrastructure in the wider area.

3. The existing pedestrian footpath from Ballyroan Crescent to the schools is being used by cyclists. The existing footpath is narrow and not fit for this purpose. The Part 8 proposals are

for a pedestrian priority route in which the route is widened to facilitate its use by cyclists. The proposed route has been widened to the required standard to allow for shared use.

4. This is a traffic management issue and will be referred to the appropriate section of the Council. It is outside the scope of this Part 8.

5. The current consultation process will respond to concerns raised, requests for information and suggestions made during the public consultation stage. Amendments to the Part 8 proposals will be made, as appropriate, on foot of a decision of the Council. If particular queries arise during the course of the project that have not been addressed during the Part 8 stage, the Council are available to answer queries; via info@sdublincoco.ie or can meet representatives if they so wish.

Submission no. 3 – Angela O’ Donoghue, Glendoher & District Residents Association

This submission relates to the following issues:

1. Support improvements to cycle and pedestrian facilities as along as existing residential amenity is improved and / or protected.
2. Submits there is no landscape plan. Requests a green infrastructure plan. Scheme does not comply with biodiversity objectives.
3. Submits that no litter bins or anti-litter signage are proposed
4. Notes that the scheme does not include any proposals for Ballyboden Road or Hillside
5. Submits it is unacceptable that Ballyroan Boys National School has been excluded from the scheme.
6. Requests risk assessment for access and egress from Bolton Hall onto Ballyboden Road and Glendoher Road

Chief Executive’s Response and Recommendations:

1. Noted.

2. The vast majority of the scheme pertains to the widening or enhancing of existing pedestrian routes. The majority of the route is off-road through an existing, well-maintained and well-planted landscape. The scheme proposes to retain all existing trees along the existing route. The route is designed to avoid removing existing trees where possible. The scheme will be amended adjacent to Ballyroan Crescent to ensure the buffer of shrubs are retained insofar as possible at that location. The provision of additional planting was carefully considered; however following discussions with the public realm section it was decided that further planting within the open spaces would be counterproductive, as the need for passive surveillance is also important where walking and cycling routes are proposed; however the scheme will be examined for opportunities to include hedgerow planting to boundary walls where appropriate.

3. The publically owned lands along the route are well catered for in terms of provision of bins. They occur at all locations where the proposed route meets public roads. This is usually where the general public look for a bin and also allows the bins to be emptied efficiently. During the course of the Part 8 the area subject to the Part 8 was observed and did not seem to suffer overly from a litter problem. If a particular area warrants it anti-litter signage could be requested via the Environment Department; however additional signage leads to visual clutter and would not be recommended unless an area is a particular litter black spot.

4. & 5. The current Part 8 is Phase 1 of a long term project that commenced with the ‘walking and cycling to schools pilot project’. The pilot project was carried out in conjunction with 2 secondary and 3 primary schools within the Ballyboden area; including Ballyroan Boys National School. That project outlined a comprehensive set of requirements in terms of proposed infrastructure for cyclists and pedestrians within the area. That project furthermore carried out an appraisal process that prioritised the required infrastructure. With agreement

from the funding partner, (The National Transport Authority) the project currently subject to this Part 8 process is seen as Phase 1 of a long term project. Concept designs have already commenced for future Phases of the project. If funding continues and subject to necessary resources and permissions it is intended to roll out other Phases in the coming years.

6. The development referred to is a private development, located at some distance from the proposed Part 8 works, which is subject to separate planning application and development management process. This request is outside the scope of the Part 8 process

Submission no. 4 – Councillor Colm Brophy

This submission relates to the following issues:

1. Supports National Transport Authority investment in Ballyroan and looks forward to continued expansion of the scheme for other schools in the area.

Chief Executive's Response and Recommendations:

1. Noted.

Submission no. 5 – Jennifer Dermody on behalf of Butterfield Resident's Association

This relates to the following issues:

1. Questions need for flashing Belisha beacons as they will be unsightly. Submits they are only necessary to highlight crossing at schools drop off times and that presence of school warden means they will be redundant the rest of the time.
2. Submits that proposed 6m light will clutter the area and existing street lights on Ballyroan Crescent make it unnecessary.
3. Requests one-way system for vehicular traffic on Ballyroan Crescent to improve vehicular traffic flow.
4. Submits that bicycle / scooters will fight for space with pedestrian on route from Crescent into the school. Also that cyclists / scooters will shoot out onto a busy Ballyroan Crescent.
5. Queries the use of proposed car park
6. Query regarding capping on proposed wall at either side of proposed green space (between Ballyroan Road and Ballyroan Crescent)
7. Requests opportunity for public meeting

Chief Executive's Response and Recommendations:

1. Please see Submission No. 2 above, Chief Executive's Response 1.

2. The lighting design has been carried out to provide adequate lighting to the cycle and pedestrian route. The proposed lights are LED which provides white lighting. This lighting is particularly good for facial recognition as it mimics day light. The light fixtures also tend to reduce light spill so light pollution is less of an issue than with previously used light fixtures. It is important that adequate lighting is provided particularly at locations where the route crosses a vehicular road; where vehicle drivers are required to yield to crossing pedestrians etc. and also through the open space areas to ensure passive surveillance is achieved; (the above mentioned light fixture is proposed at the southern end of the open space section where the route emerges from open space and crosses the road).

3. See Submission No. 2 above, Chief Executive's Response No. 2

4. See Submission No. 2 above, Chief Executive's Response No. 3.

5. The Part 8 proposals for the existing car parking space within Scoil Naomh Padraig is a reduction in size. This space is being utilised to provide proper pedestrian and cyclists facilities to the entrances to the school buildings. This will allow school children safe and direct access to the school; instead of the current situation where they have inadequate routes and have to cross a car park entrance. The existing situation gives priority to cars at

the most vulnerable section of the route; where all school going traffic; both pedestrian, cyclist and vehicular converge at the entrance to the school. The existing school parking is inadequate with parking currently on the footpaths leading to the school. Again this decreases the space available for pedestrians and cyclists. The proposed car park within Coláiste Éanna grounds is proposed for the use of Scoil Naomh Padraig teachers only. Access to this car park will be limited (by a barrier system) to a named cohort. There is no vehicular access to Coláiste Éanna grounds from this car park (except for emergency vehicles) and provision for car parking for Coláiste Éanna is not included here. The purpose of this proposed car park is to take staff car parking from the existing footpaths leading to Scoil Naomh Padraig, thereby re-allocating that space to pedestrians and cyclists on a widened route. The narrowing of the main vehicular route into the school will discourage car traffic from entering the school area and the schools have committed to management regimes to discourage and / or prevent cars from parking on the pedestrian / cyclists shared routes. Therefore Coláiste Éanna-bound traffic will not benefit from the proposals and increased traffic on Ballyroan Crescent should not result. The measures proposed will encourage walking and cycling so, over time (and in association with future phases-subject to funding) should serve to decrease car-borne traffic. The scheme will be amended to include double yellow lines on the vehicular route past Scoil Naomh Padraig.

6. The proposed capping to the walls is 'cock and hen' type (to match existing capping) which has been shown to deter loitering and it is uncomfortable to sit on.

7. See Submission No. 2 above, Chief Executive's Response No. 5

Submission no. 6 – Adrian Dungan

This relates to the following issues:

1. In order to ensure safety of vulnerable road users requests speed ramps at the junctions of Ballyroan Road and Crescent to reduce traffic speeds on Ballyroan Road and reduce car parking on those junctions.

Chief Executive's Response and Recommendations:

1. See Submission no. 3 above, Chief Executive's response no 4 & 5. In addition; proposed speed ramps at the junctions of Ballyroan Crescent with Ballyroan Road have been considered as part of the future phases of the project (subject to funding) and concept designs have been developed; it is hoped to pursue those plans as future phases of the project.

Submission no. 7 – Adrian Dungan

This relates to the following issues:

1. Requests the reinstatement of a tree previously removed between House Nos. 151 and 153 on Ballyroan Road.

Chief Executive's Response and Recommendations:

1. The reinstatement of a street tree is a matter for Public Realm Section of the Council as part of their arboriculture programme. It does not require Part 8 permission and is outside the scope of this Part 8. This request has been forwarded to Public Realm Section for their consideration.

Submission no. 8– Muireann O' Dea on behalf of Dublin Cycling Campaign

This submission relates to the following issues:

1. Submits scheme too narrowly focused on access to Scoil Naomh Padraig.
2. Requests segregated cycle route from Anne Devlin Park to Ballyroan Crescent

3. Requests existing cycle lanes to be upgraded in this vicinity
4. Requests 30kph limits be implemented on all roads connecting to the schools including Ballyroan Road, Marion Road, Ballyroan Crescent and all minor roads and estates in the area.
5. Requests new signage relating to walking and cycling routes and drop offs.
6. Objects to proposed car parking in grounds of Colaiste Éanna as additional car parking spaces will encourage parents to drive up to the schools.
7. Welcomes proposed bicycle parking
8. Requests restrictions on cars entering Hillside and no parking zones introduced during school opening hours. Also request cars be prevented from accessing Ballyroan Crescent during school hours
9. Requests flexi posts outside Ballyroan Boys National School on Ballyroan Road to prevent car parking.

Chief Executive's Response and Recommendations:

1. The Part 8 proposals will create a pedestrian and cycle priority route from the north to all the schools within the cluster at Ballyboden, including Scoil Naomh Padraig. The proposals also upgrade the existing path to the south of Colaiste Éanna, this is an extremely well-used pathway, not just by people bound for Scoil Naomh Padraig but also to Colaiste Éanna, Sancta Maria, Saplings, Ballyroan Boys National School and the GAA grounds. See also Submission no. 3 above, Chief Executive's response 4&5.

2. The proposed route from Anne Devlin Park to Ballyroan Crescent is not a Strategic Cycle Route within the Greater Dublin Area (See the NTA's GDA Strategic Cycle Network Plan), it is a local link to a cluster of schools, used by primary and secondary school-going children; as well as local residents accessing shops and local facilities etc. The proposed route is predominately off-road and the central section is through an open space, book ended by 2 busy roads (particularly busy at school times). This link is already well used by pedestrians. Cyclists currently share the footpath with pedestrians; and manage to do so with courtesy and little conflict has been reported to date. The Part 8 proposals are to increase the width of the route to facilitate shared use by pedestrian and cyclists in a pedestrian priority environment. This retains the current informal situation where cyclists yield to the more vulnerable user but also provides an adequate width to allow that shared use, while retaining pedestrian priority. This design was approved by the National Transport Authority and is in accordance with Section 1.9 of the National Cycle Manual. Segregated cycle facilities were considered; however it was considered that excessive cycle speeds could result which would be to the detriment of pedestrians as they would be required to cross the cycle facilities at some locations, or as is often the case, (particularly with younger children), they would inadvertently stray onto the cycle facilities. It is preferable that pedestrian priority be retained within the proposed facilities, to ensure that the most vulnerable users are protected. Pedestrians are also the pre-dominant existing user of the current facilities and continued pedestrian use is supported by retaining pedestrian priority within this space.

3. The re-painting and re-surfacing of existing cycle lanes within the area are maintenance works and do not require a Part 8 process. Maintenance works in the general area are outside the scope of this Part 8. The request for maintenance has been forwarded to the relevant section of the Council.

4. The Council is currently undertaking a full review of speed limits within the County which will include proposals in relation to the the introduction of 30kph speed limits. The review includes the area subject to the current Part 8 process.

5. Noted. A walking and cycling signage strategy for the area will be rolled out as part of future phases of the project subject to funding.

6. Please see Submission No. 5 above, Chief Executive's Response 5.

7. Noted.

8. The Part 8 refers to a proposed walking and cycling route. It is hoped that the proposed Part 8 will provide alternatives which allow local residents and, in particular, the school going community, to replace vehicular travel with walking and cycling. Traffic management within the general area is outside the scope of the Part 8. With particular regard to Hillside and other sections of Ballyroan Crescent; it is hoped to provide upgraded pedestrian and cycle facilities in those localities as part of future phases of the project, subject to funding. Please see also Submission no. 3 above, Chief Executive's response no 4 & 5.

9. It is hoped to provide upgraded pedestrian and cycle facilities in the wider locality as part of future phases of the project, subject to funding. Please see also Submission no. 3 above, Chief Executive's response no 4 & 5. This suggestion does not require Part 8, it has been referred to the relevant section within the council for consideration.

Submission no. 9– Mayor Sarah Holland

This submission relates to the following issues:

1. Requests re-surfacing of existing laneway between 157 and 159 Ballyroan Road which leads to Anne Devlin Park.

Chief Executive's Response and Recommendations:

1. The re-surfacing of the laneway lanes does not require a Part 8 process. The request for maintenance has been forwarded to the Roads Maintenance section of the Council.

Submission no. 10 – Robert Nicholson

This submission relates to the following issues:

1. Proposes new speed reducing table at the junction of Orchardstown Avenue with Marian Road

Chief Executive's Response and Recommendations:

1. The Part 8 will be amended to include the construction of a new speed reducing table at the junction of Orchardstown Avenue with Marian Road. Construction will be subject to funding being made available.

Submission no. 11 – Barbara Connolly on behalf of Cycling Ireland

This submission relates to the following issues:

1. Submits project has potential to support cycling as a real commuting option particularly for school children
2. Submits project has potential to facilitate safe cycling in the wider area and potentially set the standard for how such schemes should be approached.
3. Commends the Council on its progressive vision towards making Dublin a healthy, living city.

Chief Executive's Response and Recommendations:

1. 2. & 3. Noted.

Submission no. 12 – Mairead Forsythe on behalf of Love 30 Speed Limit Campaign

This submission relates to the following issues:

1. Submission was blank

Chief Executive's Response and Recommendations:

1. Not applicable.

Submission no. 13 – Will Andrews

This submission relates to the following issues:

1. Support for proposed scheme, will be of great benefit to the Ballyroan community and good example to other councils
2. Submits that the scheme is of modest but well-chosen interventions that make a walking or cycling journey possible; it comprises of small but important measures to encourage walking and cycling such as easy access to the route, bike parking, speed ramps etc.
3. Submits that scheme needs to be fully realised. The project should be reviewed for before and after modal share and replicated county wide.

Chief Executive's Response and Recommendations:

1. & 2. Noted.

3. See Submission no. 3 above, Chief Executive's response no 4 & 5. Subject to approval and funding it is hoped to implement the scheme in its entirety. 'Before' counts have been done as part of the initial assessment stage. With support from the schools it is hoped to conduct 'after' counts once the scheme is complete.

Submission no. 14 – Tom Fennelly

This submission relates to the following issues:

1. Comment about use of e-tenders by South Dublin County Council.
2. Objects to proposal in its entirety until a cycle and pedestrian track is built to link Carrigwood and Woodlawn Park Grove to Firhouse Shopping Centre.
3. Submits regarding the benefit of the proposed route in Firhouse, providing direct route through a mucky patch of land; makes comment on the ownership of the land not being an issue.
4. Queries why SDCC maintain land if they do not own it.
5. Submits that SDCC employees have no right to be in employment of medium to large scale projects and if they cannot deliver the proposed project in Firhouse
6. Commits to objecting to all similar projects until requested route in Firhouse is built.

Chief Executive's Response and Recommendations:

1. The operation of the e-tenders process is outside the scope of this part 8 process
2. & 3. & 5. & 6. Objection noted. The proposal for a route in Firhouse is outside the scope of the current Part 8 report and cannot be addressed within this report. The Chief Executive's Report must be in respect to the proper planning and sustainable development of the area in which the proposed development is situated.
4. Query regarding maintenance referred to Public Realm Section for direct response

Submission no. 15 – Sean Garvey

This submission relates to the following issues:

1. Submission was blank

Chief Executive's Response and Recommendations:

1. Not applicable.

Submission no. 16 – William E. Byrne

This submission relates to the following issues:

1. Makes submission regarding disabled and pedestrian traffic i.e.: dishing where paths meet roads, camber, suggests use of smooth paving instead of rugged tactile paving at junctions.
2. Objects to shared nature of the route on the western side of the entrance to the school; suggests providing segregated facilities on the eastern side instead for Coláiste Éanna pupils
3. Submits that removal of car parking along the entrance avenue is wasteful of parking space and proposals result in no net increase in car parking.

4. Submits that removal of gates and replacement with bollards at Hillside access is to allow for traffic movement through the campus which would increase traffic.
5. Queries whether general school traffic will be now allowed access to the avenue at Scoil Naomh Padraig.

Chief Executive's Response and Recommendations:

1. The route will traverse roads on a raised table ensuring level crossing; so dishing will not be required. Cambers, tactile paving etc. will be in accordance with industry standards and guidelines.
2. Most of the footpaths at this location are already being shared by pedestrians and cyclists without the benefit of appropriate space to do so. The route on the eastern side will remain as a shared use route for use by Coláiste Éanna pupils as it is already wide enough. However quite a number of Scoil Naomh Padraig children also cycle to school. The proposed new shared route on the western side will primarily be used by them. See also See Submission No. 2 above, Chief Executive's Response No. 3
3. The Part 8 is a proposal for walking and cycling route. Its purpose is to promote, facilitate and encourage walking and cycling to school. Its purpose is not to provide car parking; which would be counter-productive in terms of promoting cycling and walking. The car parking spaces proposed within Coláiste Éanna are designed to remove the current staff parking on the footpaths; which is unsafe for pedestrians and disrupts easy access for cyclists and for people with impaired mobility. The car parking is designed to preclude access to the general public; thereby reducing the amount of traffic entering the school grounds.
4. The submission is incorrect; the proposal to remove gates and replace with bollards is to facilitate easy cyclist access. The route to the south of Coláiste Éanna (past the Sports Hall) is intended as a pedestrian and cycle route only (the use remains as it exists at present). There are no new vehicular routes proposed within the scheme (with the exception of the car parking for Scoil Naomh Padraig teachers within the grounds of Coláiste Éanna).
5. Current access to the schools remains as per the current arrangement. The purpose of the scheme is to encourage walking and cycling to school thereby decreasing car use. In order to do so the environment, particularly in the immediate proximity of the schools, needs to be changed to a pedestrian and cyclist friendly one. The discouragement of car traffic within the immediate vicinity of the schools is a component in creating a pedestrian and cycle friendly environment.

Submission no. 17 – M. Keane

This submission relates to the following issues:

1. Objects to 6m lighting columns on the route from Scoil Naomh Padraig to Hillside (south of Coláiste Éanna, past the existing Sports Hall) on the grounds that:
Very powerful lamps are already installed at Coláiste Éanna and in the car park at the Sports Hall and the Sports Hall building;
Existing lights are being left on when Sports Hall is not used
Poles will look ugly and out of place on a pretty walkway with mature trees
2. Objects to proposed entrance to Coláiste Éanna from Scoil Naomh Padraig as it will increase the number of cars entering Hillside and encourage people to drive rather than walk to school.
3. Requests meeting with Council.

Chief Executive's Response and Recommendations:

1. Public Lighting is required along the walking and cycling route through this wooded area, particularly where cyclists are sharing the route with pedestrians. The light poles are well designed and are directed northwards, towards the school, rather than towards the adjacent houses. The use of white light promotes facial recognition and reduces light spill. The operation of the existing flood lights within the school is a matter for the land owner however the comment will be referred to them to see if adjustments can be made to the lighting regime.

2. This is a mis-understanding of the design and operation of the proposed car park. There is no vehicular access from the proposed car park to Coláiste Éanna generally. The car park is dedicated to the use of Scoil Naomh Padraig teachers only, it is not available to pupils and there is no vehicular access from Hillside to this car park or to the grounds of Scoil Naomh Padraig. (Other than emergency access), as that would be counter to the aim to encourage walking and cycling to school. See also Submission No. 5 above, Chief Executive's Response No. 5.

3. See Submission No. 2 above, Chief Executive's Response No. 5

Submission no. 18 – Councillor Paula Donovan

This submission relates to the following issues:

1. Broadly welcome the proposals and looks forward to continued investment for new routes throughout the Rathfarnham area for other schools and continued investment in the upkeep of existing routes in the general area.
2. Requests hedgerow planting at graffiti affected boundary walls at the open space part of the route
3. Consider entrance proposal designs to reduce speed for cyclists exiting from open space area onto Ballyroan Road
4. Suggest working with schools and Roads Safety Officer to plan new walking and cycling initiatives
5. Request for bins along route
6. Request for signage, in particular distance in km and 'numbers of steps'
7. Request for raised table / ramp on Orchardstown Avenue / Marian Road Junction
8. Request for inclusion of pedestrian and cycle facilities at the existing laneway into Coláiste Éanna from Hillside as the existing walking and cycling route discharges here.

Chief Executive's Response and Recommendations:

1. Noted.
2. Please see Submission No. 3 above, Chief Executive's Response 2.
3. Proposed new entrances to 'open space' area between Ballyroan Crescent and Ballyroan Road will be amended to allow for a chicane type entrance at each side of open space area; which will not restrict access for bicycles, wheelchairs, buggies, scooters etc.
4. Noted. The works are part of a larger 'walking and cycling to schools project' which includes soft measures. The schools have committed to measures to encourage walking and cycling to school.
5. Please see Submission No. 3 above, Chief Executive's Response 3.
6. Please see Submission No. 8 above, Chief Executive's Response 5.
7. Please see Submission No. 10 above, Chief Executive's Response 1.
8. The proposals will be amended to include pedestrian and cycle facilities on the existing laneway into Coláiste Éanna from Hillside as the existing walking and cycling route discharges here. The proposal will include speed reduction measures at the entrance to the laneway and within the laneway, measures to facilitate a safe shared space and provide access to the existing walking and cycling route, as well as lighting and signage to allow safe passage by all users. Construction will be subject to funding being made available.

Submission no. 19 – Councillor Anne-Marie Dermody

This submission relates to the following issues:

1. Comments on irresponsible driver behaviour and the risk posed to children within the area especially in relation to irresponsible parking on Ballyroan Crescent and the stepped in area on Ballyroan Road
2. Flashing lights on the Zebra Crossing are inappropriate on Ballyroan Crescent as it is a quiet residential road and that the existing traffic warden would be sufficient with a raised table and appropriate road markings

3. Requests formalisation of the informal one way system that operates on Ballyroan Crescent at school times, or any means of discouraging traffic onto Ballyroan Crescent
4. Requests double yellow lines around the set-back area on Ballyroan Road
5. Requests solutions to discouraging gatherings around the proposed new opening adjacent to No. 32 Ballyroan Crescent.

Chief Executive's Response and Recommendations:

1. Noted. The current Part 8 is Phase 1 of a project that commenced with the 'walking and cycling to schools pilot project'. The pilot project was carried out in conjunction with 2 secondary and 3 primary schools within the Ballyboden area; including Ballyroan Boys National School. That project outlined a comprehensive set of requirements in terms of proposed infrastructure for cyclists and pedestrians within the area. With agreement from the funding partner, (The National Transport Authority) the project currently subject to this Part 8 process is seen as Phase 1 of a long term project. Concept designs have already commenced for future Phases of the project. If funding continues and subject to necessary resources and permissions it is intended to roll out other Phases in the coming years. It is hoped that the implementation of the walking and cycling infrastructure, along with support from the schools will encourage, facilitate and promote walking and cycling to schools and reduce the use of car borne transport, the resultant congestion and irresponsible driver behaviour which impacts on the vulnerable pedestrian and cyclist

2. Due to the high numbers of school children crossing at this location it is intended to retain the services of the school warden during their allotted hours. The school warden service is only in place for a limited number of hours (schools days 08.30-09.10, 1.25-13.45 and 14.45-14.50) during the school term. The proposals in this Part 8 will develop a high quality walking and cycling route that gives pedestrian priority at all times along the route both during the allotted schools warden times and at other times as well. This provision will be available for all vulnerable road users; both local residents and school bound people. The most vulnerable sections of any pedestrian and cycle route are the locations in which it crosses vehicular traffic; this particular location is the main entrance to all the schools within the cluster from the north and is extremely well used by pedestrians and cyclists. By installing a zebra crossing, particularly at this most busy location at the schools entrances, priority is given to the vulnerable pedestrian, and vehicular traffic will be required to yield whether a school warden is present or not. The zebra crossing also serves to slow traffic which is paramount in ensuring road safety. In order to decrease the impact of the flashing lights, and in order to ensure existing residential amenity is not affected, the proposals for the Zebra Crossings will be amended to include cowls on the Belisha Beacons that will ensure the lights are directed towards vehicular traffic only and not the general residential area. This measure has been shown to work well in the Lucan area.

3. This current Part 8 refers to the provision of a pedestrian and cycle priority route that will provide a safer environment for pedestrians and cyclists. The proposed route crosses Ballyroan Crescent at one location only where a zebra crossing is proposed. Outside the movements of pedestrians and cyclists, this project has made no investigations of vehicular traffic flows or movements along Ballyroan Crescent; as that is outside the scope of the project. The change of a vehicular carriageway to a one-way system is a separate process and is outside the scope of the Part 8 currently under consideration. If there are future proposals for a one –way system at Ballyroan Crescent this should be carefully balanced against the needs of pedestrians and cyclists, as a one-way system has the potential to increase traffic speeds and make Ballyroan Crescent more attractive to car borne traffic. Higher traffic speeds and volumes would be counter-productive to the safety of pedestrian and cyclists at this location. However; with the addition of the Zebra Crossing of Ballyroan Crescent and the creation of a pedestrian priority space there; as well as possible future phases of the project, (which include proposed tables at the junctions of Ballyroan Crescent with Ballyroan Road etc. subject to funding) this will result in an area which is more pedestrian and cycle friendly, with decreased car dominance. This will be less attractive to

cars and should result in discouraging cars from entering Ballyroan Crescent. Future Phases of the scheme will also examine pedestrian and cycle infrastructure in the wider area.

4. The proposals as described within the Part 8 will go some way towards ameliorating the existing problems at the set-back area at House Nos. 162-172. In particular: the proposed raised tables with pedestrian priority across the entrances to the setback area and the tightening of the junction radii at the westernmost entrance to the setback area. These interventions will discourage cars from entering this area for the purposes of set down, while encouraging and facilitating walking and cycling and making those journeys safer. Request for double yellow lines at this location is noted and will be included in the works.

5. The new capping to the proposed walls adjacent to no. 32 Ballyroan Crescent will be 'cock and hen' type (to match existing capping) which has been shown to deter loitering and it is uncomfortable to sit on. The new public lighting proposed for the route uses 'white light'. This type of light mimics day-light and is particularly good for facilitating facial recognition and distance viewing. This means it is possible to see further and distinguish people sooner during hours of darkness. As such it is considered to be safer than the more traditional forms of light used previously. The lighting is also proposed to be energy-efficient with dynamic dimming and reduced light pollution as the lamps will allow light to be focused on the proposed route rather than dispersing over the wider area. The scheme will be amended adjacent to retained adequate space between the edge of the proposed route and the boundary with No. 32 Ballyroan Crescent to provide a buffer of shrubs or new hedgerow planting (whichever is deemed to provide the best screening).

Submission no. 20 –Muireann O’ Dea on behalf of Love 30 campaign-C/O Tailors Hall, Back Lane, Dublin 8

This submission relates to the following issues:

1. Favours a default speed limit of 30kph in urban areas but particularly in residential areas and all areas of high pedestrian and cycle use
2. Pleased to see the proposed improvements and fully supports the measures proposed in the part 8 process.
3. Wishes to see the works accompanied by a reduction to 30kph throughout the area. Aware of SDCC's current work in relation to proposals for 30kph within residential areas, and is making this submission without seeing details of that proposal as yet.
4. Request segregation of pedestrian and cyclists in all places where space permits especially where the ascent/ descent is steep

Chief Executive’s Response and Recommendations:

1. Noted.
2. Noted.
3. Please see Submission No. 8 above, Chief Executive’s Response 4.
4. Please see Submission No. 8 above, Chief Executive’s Response 2.

Submission no. 21 –Mary Grissing

This submission relates to the following issues:

1. Objects to proposed Zebra Crossing and
2. Objects to proposed lights on Ballyroan Crescent
3. Points out illegal parking taking place at junction of Ballyroan Crescent and Ballyroan heights

Chief Executive’s Response and Recommendations:

1. Please see Submission No. 2 above, Chief Executive's Response 1.
2. Please see Submission No. 5 above, Chief Executive's Response 2.
3. Please see Submission No. 2 above, Chief Executive's Response 4.

Submission no. 22 – Robert Nicholson

This submission is a duplicate of Submission No. 10 above

Chief Executive's Response and Recommendations:

1. Please see Chief Executive's Response to Submission No. 10 above.

Submission no. 23 – Angela O' Donoghue, Glendoher & District Residents Association

This submission is a duplicate of Submission No. 3 above

Chief Executive's Response and Recommendations:

1. Please see Chief Executive's Response to Submission No. 3 above.

5.0 County Development Plan 2016-2022

In the current County Development Plan 2016-2022 the Council seeks to rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport) and freeing up road space for economic growth and new development.

The scheme for walking and cycling routes is proposed within a well-established residential area with a strong local centre and a cluster of schools. The proposed scheme extends from the local centre to the north to the cluster of schools in the south. It is an integrated proposal that will retro-fit high quality walking and cycling facilities into an area with an established need for such facilities. This is in line with the policies and objectives as follows;

Transport and Mobility (TM) Policy 3 Walking and Cycling states that:

It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic-calmed street environment.

TM3 Objective 2:

To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.

TM3 Objective 3:

To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.

TM3 Objective 4:

To prioritise the upgrade of footpaths, lighting & public realm maintenance and supporting signage on public roads/paths where a demonstrated need exists for busy routes used by runners & walkers.

The shopping and community complex at Rosemount to the north of the proposed scheme is defined as a Local Centre in the County Development Plan. In relation to local centres the following policies and objectives apply:

Urban Centre (UC) Policy 5 Local centres states that:

It is the policy of the Council to encourage the provision of an appropriate mix, range and type of uses in Local Centres, including retail, community, recreational, medical and childcare uses, at a scale that caters predominantly for a local level catchment, subject to the protection of the residential amenities of the surrounding area.

UC5 Objective 3:

To improve walking and cycling infrastructure within the local catchment of centres.

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 2016-2022.

6.0 Recommendation

The following summarises the modifications to the scheme as recommended by the Chief Executive on consideration of the submissions received:

- Addition of double yellow lines on the road at the set-back area at House Nos. 162-172, Ballyroan Road.
- Addition of double yellow lines at the roadside on the vehicular route past Scoil Naomh Padraig.
- The proposed Zebra Crossing on Ballyroan Crescent will be amended to include cowls on the Belisha Beacons that will ensure the flashing lights are directed towards vehicular traffic and not the general residential area.
- The scheme will be examined for opportunities to include hedgerow planting to boundary walls where appropriate.
- The scheme will include the construction of a new speed reducing table at the junction of Orchardstown Avenue with Marian Road.
- The scheme will be amended to include pedestrian and cycle facilities on the existing laneway into Coláiste Éanna from Hillside, to include speed reduction measures at the entrance to the laneway and within the laneway, measures to provide a safe, shared space and access to the existing walking and cycling route as well as lighting and signage to ensure safe passage by all users.
- The proposed new entrances to the 'open space' area between Ballyroan Crescent and Ballyroan Road will be amended to allow for a chicane type entrance at each side of open space area; which will not restrict access for bicycles, wheelchairs, buggies, scooters etc. but allow for a slower speed of entry and exit.
- Space will be retained between the edge of the proposed route and the boundary with No. 32 Ballyroan Crescent to provide a buffer of shrubs or new hedgerow planting (whichever is deemed to provide the best screening).

Following consideration of the submissions and the above modifications the Chief Executive is of the view that the issues raised by way of the submissions can be satisfactorily addressed by the above modifications 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, that the Council proceed with the Part 8 proposal, modified as described above, for the construction of a walking and cycling scheme at the townlands of Ballyroan, Dublin 16 and Old Orchard, Dublin 14.