Top of Form



**COMHAIRLE CONTAE ÁTHA CLIATH THEAS  
SOUTH DUBLIN COUNTY COUNCIL**



**MEETING OF SOUTH DUBLIN COUNTY COUNCIL**

**Tuesday 2nd May 2017**

**MOTION NO.2**

**MOTION: Councillor G. O'Connell**

**Mayors Business**

This Council, concerned at the increased volumes of traffic across this County and conscious as we are that the County provides a crossroad to the Southern, Mid-Western and Western Regions as well as Dublin City and the Northern Region with the consequential traffic to and from these regions, that often does not have any business in this County, requests that the Land Use, Transport and Traffic SPC following consultation with appropriate National bodies e.g. the TII bring forward a strategic plan to be discussed and approved by the elected members for the management of the County road network that minimises “rat running” and congestion on the local road network as distinct from the National Routes (which are not in the control of this County).

**REPORT:**

The Road Network in South Dublin County Councils Functional Area is broken down into a hirearchy of Roads depending on their role and function.  The National Road Network, M50, N4, N7 & N81 primarily serves traffic passing through the County to access either the remainder of the State or  access to the wider Dublin Area from its hinterland.

The Next Tier of the Network, the Regional Network, facilitates access around the County and also access to/from the National Road Network, e.g. R136 Outer Ring Road and R113 Belgard/Fonthill Rd.

Beneath the Regional Road Tier is the Local Road Network, which as the description implies, facilitates and provides access to Local Residential, Commercial and Employment Development.

The entire road network has either been specifically designed or evolved over many years to cater for the above tiered level of function and access.  In addition, during this period, the Local Authority has been very pro-active in dealing with Local Residents concerns regarding "rat running" and has introduced a large number of measures throughout the County to deter or eliminate this practise.  It is considered that these measures have been effective.

It is unrealistic expect a strategic plan to adequately deal with what are primarily local issues which can only be treated and evaluated on a case by case basis.

The Land Use, Planning and Transportation SPC has already spent a considerable amount of time over the last 2 years considering the "N4 / N7 Corridor Study" published by TII   whcih evaluated the Road Network in the Area - the report is available on the TII website.

Bottom of Form