

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL
MONDAY MARCH 14, 2016
HEADED ITEM NO. 15
PART 8 REPORT

GRANGE ROAD CYCLE SCHEME AND ENHANCEMENT OF THE
STREETSCAPE ALONG GRANGE ROAD, RATHFARNHAM, DUBLIN 14 & 16,
WHICH INCLUDES WORKS WITHIN THE CURTILAGE OF A PROTECTED
STRUCTURE AND THE PUBLIC REALM ADJACENT TO PROTECTED
STRUCTURES.

Report on Part 8 consultation process for the construction and upgrading of a walking and cycle scheme and public realm improvement scheme on Grange Road, from Nutgrove Avenue to Taylors Lane in Rathfarnham Dublin 14 & 16. The proposed public realm improvements are within the curtilage of a Protected Structure or adjacent to a number of Protected Structures.

It is proposed to construct a walking and cycling and route and public realm improvement scheme at Rathfarnham in the townlands of Rathfarnham Dublin 14 and 16.

- Off road cycle tracks, wider pedestrian routes and landscaping
- Construction of off road cycle tracks along Grange Road, between the Taylors Lane/Grange Road junction in the south and the Nutgrove Avenue/Grange Road junction in the north, incorporating associated road re-alignments as required
- Construction of off road cycle tracks through Loreto Terrace to just before Dispensary Lane, from just after Stonepark Abbey to Barton Drive. Just after St Enda's Drive to just before Sarah Curran and just after Park Avenue to Taylors Lane.
- Junction improvements at Dispensary Lane, Stonepark Abbey, Barton Drive, St. Enda's Drive and Sarah Curran Avenue, Barton road, Park Avenue, The Priory and Hermitage.
- Traffic calming and Road safety improvement works, including new Crossings, at St Enda's, at the corner of St. Enda's Park and junction with Sarah Curran Avenue.
- Improvements to existing bus stops along the route;
- Footpath improvement works throughout the scheme;
- Provision of new road drainage and associated works where required; road markings and signage where required.
- The above is in addition to a new pedestrian entrance and plaza at the corner of St Enda's Park (within the curtilage of a Protected Structure Pearse Museum) and junction space with Sarah Curran Avenue. The plaza would turn a currently wasted unsightly

space into an attractive space. Public realm improvements adjacent to the entrances at the original entrance into Pearse Museum, Beaufort High school and the former Loreto Abbey.

- 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 cycle provision along the length of this multi-functional street.
- The majority of the works will take place within the existing carriageway, with minor works to adjacent grass verges and some tree removal in parts.
- All ancillary works. 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 Manager 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 the proposed development.
- List of Submissions received
- A summary of the issues raised in the submissions made during the consultation period together with the Manager 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 maybe.

1.3 Outline of Public Consultation Programme

1.4.1 Non-Statutory Consultation

As part of the feasibility process, the Planning Authority carried out a non statutory public consultation process to gauge public opinion on the project. On July 2nd between 15.00-17.00 & 18:00-20:00 a Public Charette was arranged by the Council in a marquee tent on the grounds of St Enda's Park. A stakeholders workshop event was held on Wednesday July 1st between 10.00-13.00 at Halla Mór, Pearse Museum, St Enda's Park, Rathfarnham.

Visits to all the schools were carried out in September/October 2015 with the (the Green schools co-ordinator attended some of the meetings) to make them aware of and brief them on the Part 8.

1.4.2 Statutory Consultation

The proposed development and accompanying Appropriate Assessment report was placed on public display for the statutory period from Thursday 3rd of December to Wednesday

10th February 2016. The Part 8 proposals were presented to the Rathfarnham Councillors at a briefing meeting on Thursday 19th of November.

The closing date for receipt of submissions or observations via e-mail to smartertravelsd@sdublincoco.ie or to the Senior Executive Officer, Land Use Planning and Transportation on or before 5.00pm on Wednesday 10th February 2016.

Copies of the plans were available at

- South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between hours of 9.00am- 5.00 Monday to Thursday and 9.00-4.30pm on Friday (Inspection and purchase)
- Whitechurch Library, Taylor's Lane, Ballyboden, Dublin 16, Monday, Tuesday, and Thursday 2.00pm to 5.00pm and 6 to 8pm. Wednesday 9.45am-1pm and 2-5pm. Closed Friday, Saturday and Sunday. Library closed from Friday 18th of December 2015-to Sunday 3rd January 2016.
- Ballyroan Library, Orchardstown Avenue, Rathfarnham, Dublin 14, Monday – Thursday 9.45am-8.00pm, Fridays and Saturdays 9.45-4.30pm (Closed Saturday and Mondays of bank holiday weekends).
- Council staff were available for planned drop-in sessions between Monday 1st February to Thursday 4th of February 10am-12pm, inclusive.

A total of 81 submissions were received by 5pm on Wednesday 10th of February.

1.5 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 subsections (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-

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 report under *paragraph (a)*, the proposed development may be carried out as recommended in the Manager report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Manager report, or decides not to proceed with the development.

(c) A resolution under *paragraph (b)* must be passed not later than 6 weeks after receipt of the Manager report.

Section 82 (3) A notice in accordance with sub-article (1) shall be sent,

(c) where it appears to the authority that the development –

(i) would involve the carrying out of works to a protected structure or proposed protected structure, or tot the exterior of a structure which is located within an architectural conservation area

(ii) might detract from the appearance of a structure referred to in sub-paragraph (i)

-to the Minister, the Heritage Council, and An Taisce-the National Trust for Ireland, an in the case of development of a type referred to in sub-paragraph (I) or (ii), An Chomharile Ealaíon and Fáilte Ireland.

The application was also referred to the Planning Applications unit in Wexford and the Office of Public Works in Stephens Green.

2. Proposed development

2.1 Description of the Proposed development

The proposal consists of the construction of a walking and cycling and public realm improvement scheme along Grange Road from Nutgrove Avenue in the North to Taylors Lane in the South.

The proposed works primarily comprise the following;

Off road cycle tracks, wider pedestrian routes and landscaping.

Construction of new off-road cycle tracks along Grange Road, between the Taylors Lane/Grange Road junction in the south and the Nutgrove Avenue/Grange Road junction in the north, incorporating associated road re-alignments as required

Construction of off road cycle tracks through Loreto Terrace to just before Dispensary Lane; from just after Stonepark Abbey to Barton Drive, Just after St Enda's Drive to just before Sarah Curran; and just after Park Avenue to Taylors Lane.

Junction improvements at Dispensary Lane, Stonepark Abbey, Barton Drive, St. Enda's Drive and Sarah Curran Avenue, Barton road, Park Avenue, The Priory and Hermitage.

Traffic calming and Road safety improvement works, including new Crossings, at St Enda's, at the corner of St. Enda's Park and junction with Sarah Curran Avenue.

Improvements to existing bus stops along the route;

Footpath improvement works throughout the scheme;

Provision of new road drainage and associated works where required; road markings and signage where required.

The above is in addition to a new pedestrian entrance and plaza at the corner of St Enda's Park (within the curtilage of a Protected Structure Pearse Museum) and junction space with Sarah Curran Avenue. The plaza would turn a currently wasted unsightly space into an attractive space. Public realm improvements adjacent to the entrances at the original entrance into Pearse Museum, Beaufort High school and the former Loreto Abbey.

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 cycle provision along the length of this multi-functional street.

The majority of the works will take place within the existing carriageway, with minor works to adjacent grass verges and some tree removal in parts.

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

82 submissions (one duplicates no. 38) were received during the specified period of the public consultation in respect of the proposed development from the following:

GRCRWRPRI0001	Transport Ireland (TII)	Infrastructure
GRCRWRPRI0002	Joe Mac Suibhne	
GRCRWRPRI0003	Bobby Collins	

GRCRWRPRI0004	Bernard Maguire
GRCRWRPRI0005	Larry Fenlon
GRCRWRPRI0006	Larry McCarthy
GRCRWRPRI0007	Larry McCarthy
GRCRWRPRI0008	Larry Fenlon
GRCRWRPRI0009	Ken Noble
GRCRWRPRI0010	Alan Sullivan
GRCRWRPRI0011	Gabriel Byrne
GRCRWRPRI0012	Jane Sweetman
GRCRWRPRI0013	Derek O'Neill
GRCRWRPRI0014	Aisling Tannam
GRCRWRPRI0015	Agatha Fleming
GRCRWRPRI0016	Tom Cleary
GRCRWRPRI0017	Tom Cleary
GRCRWRPRI0018	Carol Cleary
GRCRWRPRI0019	G Delvin & P Bolger
GRCRWRPRI0020	Brian Coleman
GRCRWRPRI0021	Kevin Young
GRCRWRPRI0022	Peter Weldon and Marian Hendrick
GRCRWRPRI0023	Paul Cuddy
GRCRWRPRI0024	Eleanor Byrne
GRCRWRPRI0025	Paul Doyle
GRCRWRPRI0026	Imelda O'Neill
GRCRWRPRI0027	Tom McGrogan

GRCRWRPRI0028	Pat Walsh
GRCRWRPRI0029	Mary O'Reilly
GRCRWRPRI0030	Derek Mander and Hazel Mander
GRCRWRPRI0031	Ross Griffin
GRCRWRPRI0032	Suzanne McEaney
GRCRWRPRI0033	Maria Doyle
GRCRWRPRI0034	Hugh and Anenette Davey
GRCRWRPRI0035	Mai McGrane
GRCRWRPRI0036	Deirdre Twohig
GRCRWRPRI0037	Paul O'Reilly
GRCRWRPRI0038	Pat Griffin
GRCRWRPRI0039	Rody Campion
GRCRWRPRI0040	Stephen Hyland
GRCRWRPRI0041	Sean Walsh
GRCRWRPRI0042	Catherine Brosnan
GRCRWRPRI0043	Dermot Folan and Helena Ahern,
GRCRWRPRI0044	Margaret Hayes
GRCRWRPRI0045	Desmond White
GRCRWRPRI0046	Seamus Ryan
GRCRWRPRI0047	Brian Lucas

GRCRWRPRI0048	Margaret Hayes
GRCRWRPRI0049	Andrew Tucker
GRCRWRPRI0050	Andrew Tucker
GRCRWRPRI0051	Andrew Tucker
GRCRWRPRI0052	Andrew Tucker
GRCRWRPRI0053	Sylvester Cronin
GRCRWRPRI0054	Edward and Nora Fitzgerald
GRCRWRPRI0055	Nicola Brady
GRCRWRPRI0056	Aidan Mullen
GRCRWRPRI0057	Jenny Murphy
GRCRWRPRI0058	Irenie McLouglin
GRCRWRPRI0059	Cormac MacDonnchadha
GRCRWRPRI0060	Andrew Whelan
GRCRWRPRI0061	Lorraine Hanratty on behalf of Alan J Crossan and Lorraine N Crossan
GRCRWRPRI0062	Larry Fenlon
GRCRWRPRI0063	Ray Donnellan
GRCRWRPRI0064	Mairead Forsythe
GRCRWRPRI0065	Aoife Jones
GRCRWRPRI0066	John Paul and Marian Smith
GRCRWRPRI0067	Cllr Paula Donovan
GRCRWRPRI0068	Cllr Colm Brophy
GRCRWRPRI0069	Alan Karen Peter Caoimhe Doyle

GRCRWRPRI0070	Anne and Kieran Hutton
GRCRWRPRI0071	John Saunders
GRCRWRPRI0072	James Ellis
GRCRWRPRI0073	Adrienne & David Darcy
GRCRWRPRI0074	Martin Nolan
GRCRWRPRI0075	Michelle Murray
GRCRWRPRI0076	Alan Doyle
GRCRWRPRI0077	Gerry and Ailis Doyle
GRCRWRPRI0078	Bridget Kennedy
GRCRWRPRI0079	Martina O'Grady Michael Murphy,
GRCRWRPRI0080	Development Applications Unit
GRCRWRPRI0081	Patrick Griffin (duplicate please see submission no.38
GRCRWRPRI0082	Priory Residents Association Committee (Ron Donnelly-Chairman, Derek Mander-Treasurer, Nora Fitzgerald and Pat Walsh)

4.Summary and Categorisation of Issues Raised and Manager 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;

Submission No. 1- Transport Infrastructure Ireland (TII) No comment to make.

Manager's response:

1. Noted.

Submission No. 2- Joe Mac Suibhne, An Príomhoide, Gaelcholáiste an Phiarsaigh, An Mhainistir, Bóthar na Gráinsí, Ráth Fearnáin, Baile Átha Cliath 14. The submission relates to the following issues:

1. Gaelcholaiste an Phiarsaigh welcome the plan and in particular the proposed works for outside the main entrance of where they are situated in the former Loreto Abbey.
2. An all -Irish second level school whose language of communication is Irish. Ask that all signage around the school area would be in Irish only or at the very least that priority would be given to the Irish language in all signage.

Manager's response:

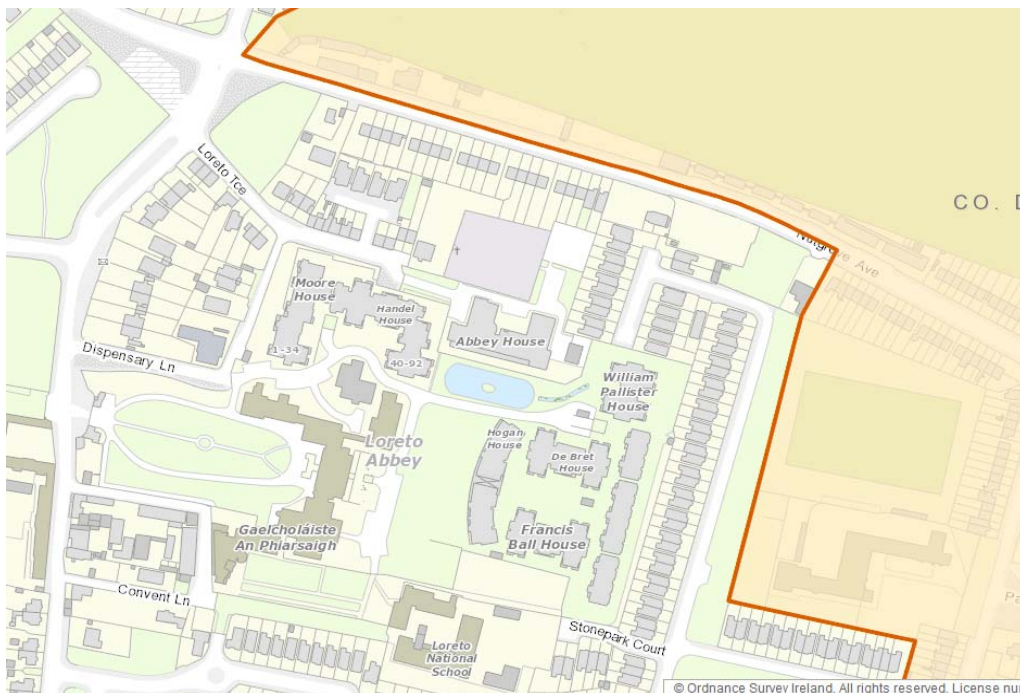
1. Gaelcholaiste an Phiarsaigh welcome the plans.
2. There will be an overall signage strategy as part of the detailed design of the overall scheme.

Submission No. 3- Bobby Collins@eircom.net The submission relates to the following issues:

1. Outlines difficulties for eastbound cyclists on Nutgrove Avenue turning right into Grange Road at the junction of the Grange Road, Nutgrove Avenue and Rathfarnham Wood. They feel that none of the current options is particularly safe or convenient. If an 'off ramp' could be created for cycle lane users, to get down off the kerb and merge safely with the traffic in time to make that right hand turn up past the Abbey?

Manager's response:

1. This junction is outside the boundary of this Part 8 procedure. However, future proposals could include an upgrade to the cycle network on Nutgrove Avenue, which is part of route S04 (a secondary route) of the Greater Dublin Area (GDA) Cycle Network Plan. As this route meets the Dun Laoghaire-Rathdown County boundary at this junction we will request an update from DLRCC regarding any proposed upgrade.



Source: Oasis map

Submission No. 4-Bernard Maguire@eircom.net The submission relates to the following issues: 1. Objects to the proposed re-opening of the path through the wall at Beaufort Downs housing estate through to Grange Road. The small estate is surrounded by 4 schools and increasingly it is harder to enter/exit the estate. Hundreds of children are picked up and dropped off at the estate. The original plan was for parents to use the car park at the bottom of Grange Road, but this is used by commuters into the city. If the wall is opened up it will be used by commuters for free parking. 2. Cyclists and motorcyclists will drive over the green to take a short cut onto Grange Road existing at the bus stop. 3. The proposed parking outside Beaufort Downs will be used by commuters for free parking. The traffic wardens only operate in Rathfarnham village. 4. Seats proposed opposite Loreto Abbey will attract thugs for anti-social behaviour.

Manager's response:

1. Proposed path from Beaufort Downs to Grange Road,

One of the purposes of this scheme is to increase permeability for all residents and visitors to the area. A path will be retained within the proposed scheme connecting Nutgrove Avenue to Beaufort Estate to improve connectivity for all residents in the area as per policy below.

Policy 2.2.15.i Policy T14:

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.

The layout of the carpark at the Grange Road / Nutgrove Avenue junction will be revised to improve its efficiency. As part of this a drop off area for school runs with a footpath connecting to the schools will be provided to reduce the impact of school related parking in Beaufort Downs. As part of the design, screening measures will be incorporated for the existing bring bank. SDCC will engage with local schools to improve parking. Reintroduction of Pay parking will be investigated.

2.-3.

- The detailed design stage will investigate design solutions to curb cyclists and motorcyclists from traversing the green space to the front (east) of Beaufort Downs. Consideration could also be given to design solutions to discourage excessive traffic from entering the estate; (in association with the residents association).
- Extending the duties of the Traffic Warden at Rathfarnham village to include Beaufort Downs estate and adjoining roads during peak periods could be considered during the implementation stage. Introduction of permit parking at Beaufort Downs could also be considered at that stage.
- The proposed car parking area outside of Beaufort Downs Estate is for drop and go only. All day parking is not permitted. This will be enforceable by the Gardai. Extending the duties of the Traffic Warden at Rathfarnham village to Grange Road post implementation of the scheme will be considered during the implementation stage.

4. As SDCC is an Age Friendly County the proposed seating adjacent to Loreto Abbey has been provided to act as a restful/waiting space for parents / pupils and as a rest spot for those who require interim stops during walking trips. Seating has also been proposed at 2 further areas within the scheme; at the proposed new entrance and plaza at St. Enda's Park and at the original entrance to Pearse Museum (opposite the Priory). White lighting is proposed for these areas which will dispel dark areas and discourage anti-social gatherings. It is considered that for people walking to the park etc., (particularly up-hill sections) the provision of seating areas

are appropriate along the street. These locations relate to areas that would be considered to have possible tourism potential. Effort has been made within the scheme to enhance and highlight these areas and provide seating as part of that.

Submission No. 5-Larry Fenlon, 15 Beaufort Downs e-mail kfenlon@eircom.net The submission relates to the following submissions. 1. Beaufort Downs pathway closed 20 years ago in 1997 by the Council for anti-social behaviour late at night. School traffic drop off and pick up prevented people from leaving their estates. 2. Reducing the two lane traffic into a parking drop off bay, cycle lane and footpath at the bottom of Grange Road from the entrance at Beaufort Downs is unplanned and dangerous for all planned. Cyclists will be on a lane between the car drop off bay and footpath, passenger doors opening, kids jumping out accidents waiting to happen. Reducing the laneway capacity will cause major tail backs. 3. South Dublin County Council (SDCC) car park on corner of Grange Road is being used by a car dealer for parking of 5-6 cars with untaxed uninsured and un NCT.

Manager's response:

1. Refer to submission no. 4 above, Manager's response item no. 1, 2&3 for a response on the re-opening of the path at Beaufort Downs Estate.
2. **Lane reduction from 2:1 and drop off bay on Grange Road at approach to Nutgrove Avenue**
 - The proposed left turn queuing lane is approximately 3 car lengths. The impact of the proposed alteration shows a reduction in the performance of the junction, however the reduction would be within acceptable limits. However, following review of the submissions made during public consultation process, and having considered this request, the design will be revised to extend the left turn queuing lane to accommodate approximately double the number of cars than originally proposed. Further modelling will be carried out at the detailed design stage prior to implementation of the plans.
 - The proposed car parking area outside of Beaufort Downs Estate is for drop off only. All day parking is not permitted. This will be enforceable by the Gardai. Extending the duties of the Traffic Warden at Rathfarnham village to Grange Road post implementation of the scheme will be considered during the implementation stage.
 - The existing footpath width on Grange Road outside Beaufort Downs is approximately 3m. The proposed footpath/cyclepath width is 4.35m which includes a 0.8m buffer between the cyclepath and the car parking spaces.
3. The use of a public car park for both the storage and sale of cars is not a permitted use on public property. This issue has been referred to the Garda Enforcement for action.

Submission No. 6 Larry McCarthy, 78 Barton Drive, Grange Road. The submission relates to the following issues: 1. Poorly drafted report, a good quality synopsis would have been helpful, the public consultation failed to advise the residents of the area who are likely to be impacted by this scheme, a mail drop would have been too difficult to undertake. 2. The removal of the parking facility adjacent to the bus stop seems questionable- it encourages people to drive rather than take public transport- viz the carpark at the junction of Grange Road-Nutgrove avenue which is frequently chock full. 3. Fails to mention the busy shopping area in Barton Drive and the difficulty in accessing the shops in St Enda's Drive. 4. No mention of the volume of traffic which exits from Aranleigh Estate, through both St Enda's Drive and Barton Road. 5. The traffic survey is questionable- it fails to mention the fact that traffic comes to a standstill circa 8.30 am each morning during term time. 6. The existing cycle lane connecting Barton Road east is not shown on the attached maps. 7. The lack of clarity regarding the

proposed pedestrian crossing connecting Barton Road and Sarah Curran Avenue- this crossing needs pedestrian lights- it is heavily used as it connects with the bus stop.

8. The proposed abolition of the filter off Taylors is dangerous as the turn will be very tight forcing traffic into the centre of the Grange Road when going down-hill. It seems to imply that the filter causes traffic to speed up- in my opinion this as far more likely by the traffic coming from the Marley direction. Why a red-light cannot be placed on the traffic light on the filter raises a question- maybe the additional spend does not matter

9. This work will have to be scheduled during the summer holidays or chaos will ensue. 10. It is very unclear how the parking associated with school traffic will be accommodated

11. I would strongly recommend against the planting of more trees until South Dublin's policy on tree maintenance is made available. Regrettably the only tree maintenance I have seen in recent years was the replacement of Cherry Trees in Barton Drive when the path was seriously damaged by the lack of maintenance.

12. As usual the issue of cost is totally ignored- the norm when public bodies spend tax payers' money- very similar to the platinum plated Library disaster in Dun Laoghaire. Some of the planning is reminiscent of the 24 hour bus lane and bus shelter on Taylors Lane- it would prove beneficial if the planners in question bothered to check the bus schedule - 2 buses a day – rather than waste public money.

Manager's response:

1. Noted.
2. **St Enda's, proposed new Museum/Park entrance,**
 - The area at Sarah Curran Avenue / Grange Road junction is not a designated car park.
 - St Enda's Park and Pearse Museum are some of the most important historical sites in the County with regard to the 1916 centenary commemoration. This proposed new plaza area and proposed entrance forms part of SDCCs contribution to the 1916 commemoration, as agreed with the 1916 Commemoration Committee. This location offers an opportunity to highlight the presence of St. Enda's Park in an appropriate manner, with subtle signage and wayfinding incorporated into the proposals.
 - The new entrance forms part of the overall traffic calming scheme for Grange Road. Without the proposed works at the new park entrance the traffic calming scheme will be less effective. There will be a controlled crossing at this location during phase 1 with this being changed to a zebra crossing once traffic speeds are reduced and pedestrian volumes have increased.
 - At the design charrette, older people requested seating outside the park. As SDCC is an Age Friendly County seating is proposed at 3 locations within the scheme: at the proposed new entrance and plaza at St. Enda's Park and at the original entrance to Pearse Museum (opposite the Priory) and at the re-designed open space adjacent to Loreto Abbey. The seating is proposed in conjunction with proposed public realm upgrades and visual improvements, including the use of white lighting; which will dispel dark areas, allow facial recognition and discourage anti-social gatherings. It is considered that for people walking to the park, shops etc., (particularly up-hill sections) the provision of sitting and resting areas are appropriate along the street. Park opening hours can also vary, so seats located within the park may not always be available for public use. The seating is proposed for locations that are considered to have possible tourism potential and could be part of a walking trail. Effort has been made within the scheme to enhance and highlight these areas and provide seating as part of that.
 - The proposed new entrance will provide a safe pedestrian access to the park that is set back from the road.
 - This area is well over looked; the surrounding houses and busy road provide a high level of passive surveillance. The proposed new design will enhance the visual

appearance of this area with proposed new paving and planting. This will remove the current appearance of this area being ‘uncared’ for. The proposals include a lighting design that will ensure the area is well lit with white light to discourage antisocial behaviour. The proposed new entrance and the existing well used bus stop, will encourage people to use this area, which will also help discourage anti-social behaviour.

3-4. Accessing Shops Barton/St Enda’s Drive

- In this location a raised table over two junctions may lose its traffic calming effectiveness. The raised zebra crossing will highlight the location of the crossing point to motorists making it a more visible and the raised table will act as an effective traffic calming feature.
 - Having considered this request, yellow boxes, as per existing, will be reinstated at both junctions for the proposed scheme.
5. Traffic surveys were undertaken from 7am to 7pm. From these surveys, the heaviest traffic flow in the AM was found to be from 8am to 9am. The traffic flows from this time period were used to model the junction for the AM Peak.
6. Noted.
7. As part of Phase 1, pedestrian lights will be installed.

8. Junction at south of proposed scheme-Taylor’s Lane/Grange Road

- The proposals include the removal of the existing slip from Taylor’s lane onto Grange Road. In its stead a left hand turning lane is proposed onto Grange Road. The proposed arrangement will be safer for cyclists and pedestrians by slowing traffic with a tighter turning radius and reducing the crossing points for pedestrians/cyclists from 2 to 1, (on both Grange Road and Taylor’s lane) reflecting best National Policy practice as per DMURS.
 - At the Grange Road/Taylor’s Lane junction, the removal of the left hand slip lane from Taylor’s Lane to Grange Road has minimal impact on the capacity of the lane with the average delay increasing by a couple of seconds. This is due to the low volume of vehicles making this turn in both peak hours, with 102 vehicles per hour in the AM peak and 94 vehicles per hour in the PM peak. This equates to approximately 3 vehicles every cycle. Therefore, there is ample green time during each cycle and sufficient length of flare for these vehicles to get through the junction.
9. The implementation phase is likely to be spread over a number of phases. All work will be subject to the approval of traffic management plans. If possible works involving intensive on-street works will be carried out insofar as possible during the Summer period when lower traffic levels prevail, subject to project programming requirements and funding availability.
10. The layout of the carpark at the Grange Road / Nutgrove Avenue junction will be revised to improve its efficiency. As part of this a drop off area for school runs will be provided to reduce the impact of school related parking in Beaufort Downs. SDCC will engage with local schools to improve parking. Reintroduction of Pay parking will be investigated. Extending the duties of the Traffic Warden (Park Right Company) at Rathfarnham village to Grange road post implementation of the scheme will be considered during the implementation stage.
11. & 12. Noted

Submission No.7-Larry McCarthy. The submission relate to the following submissions.
--

- | |
|--|
| <p>1. Not opposed to the extension of the cycle lane, but these do not continue on Nutgrove Avenue. 2. Poor public consultation. 3. Removal of the parking beside the bus stop questionable-encourage people to drive. 4. Busy shopping area Barton Drive and difficulty</p> |
|--|

accessing the shops in St Enda's Drive. 5. Fails to mention the volume of traffic which exists from Aranleigh Estate and through St Enda's drive and Barton Road. 6. Fails to mention traffic standstill at 8.30. 7. Abolition of filter off Taylor's lane dangerous. 8. Recommend against new tree planting until South Dublin County Councils tree maintenance is made available. 9. Costs ignored.

Manager's response:

Overall, welcomes proposal.

1. Refer to submission no. 3 above, Manager's response with respect to continuing cycle lane onto Nutgrove Avenue.
2. Noted. The current submission is included in the statutory consultation process.

The response to the public consultation was above and beyond what is expected for a scheme of this type. There were a number of non-statutory and statutory consultation events, as detailed:

Non-Statutory Consultation

As part of the feasibility process, the Planning Authority carried out a non-statutory public consultation process to gauge public opinion on the project.

On July 2nd between 15.00-17.00 & 18:00-20:00 a Public Charette was arranged by the Council in a marquee tent on the grounds of St Enda's Park. A stakeholders workshop event was held on Wednesday July 1st between 10.00-13.00 at Halla Mór, Pearse Museum, St Enda's Park, Rathfarnham.

Visits to all the schools were carried out in September/Oct with the Green schools co-ordinator to make them aware of and brief them on the Part 8.

As part of the 1916 Centenary Programme, which the Mayor Sarah Holland launched in SDCC civic offices, describes the Councils commitment to the new pedestrian and cycle and civic space at St Enda's Park and Pearse Museum. This was attended by a number of public officials as well as constituents being invited to the launch. This launch took place Wednesday 2nd of December 2015.

Council staff were available for planned drop-in information sessions between Monday 1st February to Thursday 4th of February 10am-12pm, 2016, inclusive.

Statutory Consultation

The Part 8 proposals were presented to the Rathfarnham Councillors at a briefing meeting on Thursday 19th of November.

The proposed development and accompanying Appropriate Assessment report was placed on public display for the statutory period from Thursday 3rd of December to Wednesday 10th February 2016. The plans and particulars can be viewed on South Dublin County Council's website-www.sdcc.ie

The closing date for receipt of submissions or observations via e-mail to smartertravelsd@sdblincoco.ie or to the Senior Executive Officer, Land Use Planning and Transportation on or before 5.00pm on Wednesday 10th February 2016.

Copies of the plans were available at

South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between hours of 9.00am- 5.00 Monday to Thursday and 9.00-4.30pm on Friday (Inspection and purchase)

Whitechurch Library, Taylor's Lane, Ballyboden, Dublin 16, Monday, Tuesday, and Thursday 2.00pm to 5.00pm and 6 to 8pm. Wednesday 9.45am-1pm and 2-5pm.

Closed Friday, Saturday and Sunday. Library closed from Friday 18th of December 2015-to Sunday 3rd January 2016.

Ballyroan Library, Orchardstown Avenue, Rathfarnham, Dublin 14, Monday – Thursday 9.45am-8.00pm, Fridays and Saturdays 9.45-4.30pm (Closed Saturday and Mondays of bank holiday weekends).

Refer to submission no. 6, item 2 above, Manager's response with regard to removing unauthorised car parking beside the bus stop at the triangle at the junction of Sarah Curran Avenue/ Grange Road.

4., 5. & 6. Refer to submission no. 6 above, Items 3-5, Manager's responses to the busy shopping area at Barton/St. Enda's Drive and traffic survey.

7. Refer to submission no. 6, item 8 above, Manager's response on the proposed changes to the filter at Taylor's lane.

8. Proposed tree planting will be included in South Dublin County Council (SDCC) ongoing maintenance of street trees by the Public Realm Section.

9. Noted.

Submission No.8 Larry Fenlon, 15 Beaufort Downs, Rathfarnham, Dublin 14. e-mail kfenlon@eircome.net The submission relate to the following issues. Major problems for Beaufort residents due to the proposals for Beaufort Downs and Grange Road/Nutgrove Avenue junction. 1. The proposal to create a parking bay/drop off will impact negatively on the traffic flow on Grange Road at peak times. 2. Currently it is difficult to turn left towards Yellow House or right towards Nutgrove Avenue, if the proposal goes ahead this will further exacerbate issues. 3. The reduction in the footpath width, cycle lane in the middle and parking bay beside would pose dangers to cyclists and passengers with doors opening recipe for accidents. 4. Re-opening of the extinguished pedestrian in 1997 from Beaufort Downs and Grange Road, would lead to more school traffic, more commuters using the estate for free parking and that will encourage anti-social behaviour late at night and weekends.

Manager's response:

- 1.** The designated parking outside Beaufort Estate is for drop and go only, so children can navigate to school from there.
- 2.** Refer to submission no. 5, item 2 above, Manager's response to changes at the junction of Nutgrove Avenue
- 3.** Refer to submission no. 4 above, Manager's response to items 2 -3 with regard to proposed provision of drop off area outside Beaufort Downs estate.
- 4.** Refer to submission no.4 above, Manager's response to items 1,2 & 3 with regard to re-opening the permeability path at Beaufort Downs estate.

Submission No. 9-Ken Noble kw.noble@gmail.com The submissions relate to the following issues.

1. Approximately how many parking bays are anticipated here? 2. Please clarify how car drivers will enter these bays i.e. simply drive in when available or reverse in where required? 3. Please clarify how these parking bays will be managed i.e. park and ride, time zone, ticketed etc? 4. Please clarify the rational for the reopening of this extinguished pathway/ entry point? (Order SDCC pursuant to Section 73 of the RTA 1993 on the 14th July 1997.

Manager's response:

- 1.** It is proposed that approximately 11-12 spaces are available on a drop off basis only.
- 2.** Drivers will drive in drop and go only, so children can navigate to school from there.
- 3.** Refer to submission no. 4 above, Manager's response item no. 1, 2 &3 with regard to management of car parking in the area

4. Refer to submission no. 4 above, Manager's response item no. 1, 2 &3 for a response on the rationale for re-opening of the path at Beaufort Downs Estate.

Submission No. 10-Alan Sullivan The submissions relate to the following issues. 1. The proposal to re-open the previously closed (1997) walkway due to pedestrians, cyclists and sometimes motorcyclists using it as a short cut to Grange Road, increases risks to young and old in Beaufort Downs. The estate would also be used as a car park for anyone who wanted to take public transport to work or for school drop offs. 2. There was also anti-social behaviour associated with the walkway when it was open. It is hard to believe why SDCC would want to open it given the history. 3. Reduction of the lane to one car lane and introduce roadside parking, reduce the footpath width and move the position of the existing cycle path is very questionable. 4. Will the parking be paid parking, whose benefit will it be for SDCC would not appear to be for Dublin bus or Beaufort down residents. 5. Has any consideration been given to using the footpath in the Autumn where leaves fall on the inner half of the pavement can be quite treacherous when the leaves fall. It is essential that the width of the footpath remains for this reason. 6. There was a proposal a number of years ago to put in a bus lane, that this proposal is more ridiculous as it does not benefit motorists or buses coming down grange road. Wish to object in the strongest possible way as see it creating more problems than it might solve, that Beaufort Downs is a residential estate, not a traffic shortcut or an overflow car park.

Manager's response:

1. Refer to submission no. 4 above, Manager's response to item nos. 1, 2 &3 in respect to re-opening of the path/permeability link at Beaufort Downs.
2. The proposed new walkway and entrance will be designed to incorporate an appropriate pedestrian entrance. It is the experience of the Planning Authority that an increase in the usage of a route results in increased passive surveillance and improves the safety of the area. A lighting design will be included as part of the detailed design stage which will include adequate light levels and use of 'white' light to increase facial recognition.
3. Refer to submission no. 5, 2 above, Manager's response to lane reduction.
4. This is a drop and go facility so it isn't intended to be paid parking facility.
5. The existing footpath width outside Beaufort Downs is approximately 3m. The proposed footpath/cyclepath width is 4.35m which includes a 0.8m buffer between the cyclepath and the car parking spaces.
6. Noted.

Submission No. 11-Gabriel Byrne. The submissions relate to the following issues. 1. Against re-opening pedestrian entrance which was closed in 1997, due to traffic congestion in the estate while school pick up took place, people abandoning cars, or leave them in the middle of the road while they pick up children there was difficulty entering and leaving the estate and that hasn't changed. 2. The 3 drop off spaces on Grange Road.

Manager's response:

1. Refer to submission no. 4 above, Manager's response to item nos. 1, 2 &3 in respect to the rationale for re-opening of the path/permeability link at Beaufort Downs.
2. Refer to submission no. 5 above, point 2 for Manager's response on the provision of car parking outside Beaufort Downs estate.

Submission No. 12-Jane Sweetman -The submissions relates to the following issues. Object to proposal due to impact on Beaufort residents. 2. Exacerbate traffic problems. 2. Re-opening pedestrian link will encourage more people to take a short cut through the estate, which was extinguished in 1997.

Manager's response:

1 & 2. & 3 refer to submission no.'s 4 & 5 above for Manager's response with regard to proposed path at Beaufort Downs, with respect to mitigation of impact and traffic problems.

Submission No. 13- Derek O'Neill, Cycling Policy and Investment, Sustainable Transport & Freight Division, Department of Transport, Tourism & Sport [Derek O'Neill@dtas.ie](mailto:Derek.O'Neill@dtas.ie)

Manager's response:

1. Noted.

Submission No. 14-Aisling Tannam-Aisling.Tannam@dtz.ie The submission relates to the following issues. 1. Object to change of the road layout. Estate used as a drop off and car park for commuters and school kids. 2. Object to re-opening of the pedestrian link due to anti-social behaviour. The re-opening will encourage congregation of youths and more cars into the estate.

Manager's response:

1. Refer to submission no.'s 4 & 5 above for Manager's response with regard to the proposed path at Beaufort Downs, with respect to mitigation of impact and traffic problems.
2. Refer to submission no. 10 above, Manager's response no. 2 on anti-social behaviour.

Submission No. 15- Agatha Fleming. agathafleming@eircom.net The submission relates to the following issues. Object to the proposal for the following reasons; 1. Beaufort exacerbates traffic problems at peak times. 2. Proposal to create parking would hinder flow of parking down Grange Road. Parking bays may be used by daily commuters. 3. Reduce footpath width. The opening of the pedestrian path would not benefit residents of Beaufort Downs, instead will mean people will use the estate for free parking for days on end, facilitate cyclists and motor cyclists and attract anti-social behaviour.

Manager's response:

1. & 2. & 3. Refer to submission no.'s 4 & 5 above for Manager's response on issues relating proposed footpath at Beaufort Downs, with respect to impact (parking, daily commuters, footpath width and traffic problems).
3. Refer to submission no. 10 above, Manager's response no. 2 on anti-social behaviour.

Submission No. 16 -Tom Cleary-thomascleary@gmail.com The submission relates to the following issues. 1. Object to proposal on drawing 60302419_P_101. Create bottle neck reducing 2 lanes into 1 and parking on the northbound carriageway, delaying traffic exiting the estate. 2. Providing parking is madness as there is already a car park at the corner and why not use the green space of waste ground between Loreto Terrace and Nutgrove Avenue

Manager's response:

1. & 2. Refer to submission no. 4 & 5 above, Manager's response in respect to re-opening of the path at Beaufort Downs and parking outside the estate. The green opposite the public car park at the junction of Grange Road and Nutgrove Avenue is beside a busy junction and wouldn't be suitable for car park drop off.

Submission No. 17 -Tom [Cleary-thomascleary@gmail.com](mailto:Tom.Cleary-thomascleary@gmail.com) 1. Part duplicate submission. 2. The path will be used for undesirables for people coming in off the main road.

Manager's response:

1. Refer to Submission No. 16 Manager's response no. 1 & 2 above for the first part of the submission.
2. Refer to submission no. 10 above, Manager's response no. 2 on anti-social behaviour.

Submission No. 18- Carol Cleary carolcleary@gmail.com The submission relate to the following issues. 1. Object to proposal on drawing 60302419_P_101. Create bottle neck reducing 2 lanes into 1 and parking on the northbound carriageway, delaying traffic existing the estate. 2. Providing parking is madness as there is already as there is already a car park at the corner and why not use the green space of waste ground between Loreto Terrace and Nutgrove Avenue.

Manager's response:

1. Refer to Manager's response above submission no. 5, above for a response on the Grange Road left turning lane at Nutgrove Avenue.
2. Refer to submission no. 4 above, on Manager's response to the parking outside Beaufort Downs Estate. The green opposite the public car park at the junction of Grange Road and Nutgrove Avenue is beside a busy junction and wouldn't be suitable for car park drop off.

Submission No. 19- G Delvin & P Bolger gerryfdevlin@gmail.com paul.bolger@live.com The submission relates to the following issues. The proposal for cycle lane and road safety measures are of merit. 1. The proposed new extended cycle lane crosses an existing wall opposite No. 223 Grange Road where it transitions from 'on road to off road', and continues through a residential area. The residents of The Priory were promised an extension of the wall to Park Avenue when further road alterations and safety upgrades were being implemented. The existing proposal brings into an area, that children presently use, cyclists and maybe motor cyclists, with all the safety considerations. The additional cost of our proposal in a competitive tender situation would be minimal. The existing and proposed extension to the wall suits the ambiance of the surroundings, and would improve the area. This type of wall is also basically maintenance free. This submission also avoids the controversial removal of the stone pillars and railings at the entrances to The Priory.

If you have any queries regarding the above, please don't hesitate to contact us. Also we are prepared to meet with your engineers at our mutual convenience if that is of assistance.

Manager's response:

1. Having considered this request, the cycle lane / track will be aligned closer to the road to reduce the impact on the existing boundary wall, on the Priory Estate generally and on existing entrance piers. The cycle lane / track will be designed in accordance with National Cycle Manual. Effort will be made to avoid the existing boundary wall and the entrance gates/pillars. However, where they are affected, boundary wall, entrance wall, pillars and railings (similar to existing), will be reinstated. It is proposed to amend the proposals to also incorporate a new low wall and fence along the boundary to the Priory to tie in with the existing boundary treatment. The reduction in traffic speeds as a result of the proposed works will significantly reduce the levels of existing road noise. Further planting may be incorporated at the detailed design stage; subject to further discussion with the residents association, which would also

reduce traffic noise. Existing stone pillars and railings at entrance to The Priory will be reinstated if affected by the proposed works.

Submission No. 20 Brian Coleman brian389@gmail.com The submission relates to the following issues. 1. Opposed to removing lane of traffic outside Beaufort Estate, would contribute to the existing congestion. 2. The proposed parking/drop off area outside the estate would be hazardous to pedestrians and result in further traffic congestion.

Manager's response:

1. & 2. Refer to submission no. 5, Manager's response item no. 2 for amendments to proposed layout.

Submission No. 21 Kevin Young kyoung00@revenue.ie The submission relates to the following issues. 1. The map omits to show any vehicular access to 75, 76, or 77 Grange road whereas it shows them explicitly across the road. These vehicular accesses are natural rights of way in use since the houses were built early in the last century. The map should be updated to show those natural rights of way and any associated dishing. I have attached a rough picture of what I believe the drawing should look like (77 Grange Road). 2. Last year during a consultation with residents in St. Enda's Park we made the observation that the area directly in front of St. Enda's park (sometimes known as the old bus terminus) is the scene of regular anti-social behaviour including illegal underage drinking. At the time I had asked that a submission be made to remove all seating from the plans directly outside St. Enda's Park as this will, in my opinion, exasperate anti-social behaviour. Further to this I notice that there has been additional seating added to the plan across the road from my property and potentially in front of my property. I would also like this seating removed from the plan as I believe it could cause conditions where I will be unable to ensure peaceful enjoyment of my property.

Manager's response:

1. Access to all existing vehicle entrances will be retained, including dropped kerbs, and incorporated within the detailed design.
2. Refer to submission no. 6, Manager's response no. 2 with respect to proposals for the proposed new entrance and plaza area outside St. Enda's park.

Submission No. 22 Peter Weldon peterweldon3@hotmail.com 1. Opposed to re-opening the footpath at Beaufort, which was closed due to anti-social activity. 2. Prisoners' in their houses due to the traffic generated by the pick up/drop off for children attending St Marys School. Still persists as children are dropped over the wall. If opened people will re-use and exacerbate the problems. 3. The proposed parking and loss of the car lane that will result.

Manager's response:

1. - 3. . Refer to submission no.'s 4 & 5 above for Manager's response on the rationale for the proposed footpath link at Beaufort Downs, with respect to impact and proposal for drop off area on Grange Road.

Submission No. 23 Paul Cuddy, No 12 The Priory, Grange Road Rathfarnham.

1. Bringing the proposed road 4m. closer to the Priory estate , residents have maintained this beautiful landscape at a cost to each resident.
2. Unacceptable noise levels traffic racing up and down in the dead of night (Especially motor bikes) was there a proper Health & safety /noise/environmental impact study/decibel levels,
3. Anti-social behaviour
4. Proposals create a dangerous bottle neck at the park avenue/bottle bank Sarah Curran junction for both cyclist/lorries/car's traffic etc. as there is no room for a cycle lane along this stretch of the proposed road I agree that traffic calming is indeed required

Manager's response:

1. & 2. Refer to submission no. 19, Manager's response no.1 above with regard to minimising impact on the Priory Estate.
3. & 4. Refer to submission no. 6 above, Manager's response no.2 with regard to junction of Sarah Curran Avenue/Grange Road. The Plaza will be a positive addition to the local area and will be underpinned by traffic calming and safety for all users.

Submission No. 24 Eleanor Byrne eleanorbyrne13@hotmail.com The submission relates to the following issues. Supportive of the scheme overall. 1. Concern over boundary of Priory Estate and existing pillars. Paid for maintenance of these and the common areas over the past 24 years. 2. The cycle path would be better placed outside of the proposed boundary of the Priory in the interest of safety and ensuring consistency of the cycle path.

Manager's response:

1. & 2. Refer to submission no. 19 above, Manager's response

Submission No. 25 Paul Doyle, 32 Beaufort Downs, Rathfarnham, Dublin 14. The submission relates to the following issues.

1. This proposal will exacerbate an already congested traffic problem in the mornings and afternoons which already makes it extremely difficult to enter and exit Beaufort Downs at schools starting and finishing times. The reduction of traffic flow by the introduction of a cycle lane at the traffic lights on Grange Road and Nutgrove Avenue will have a detrimental effect on traffic and cause unnecessary additional hardship of access to my estate. Currently parents park in my estate (legally- no objection) and worryingly park on the footpath "illegally" on the bottom of Grange Road. In these circumstances the introduction of a cycle lane will pose a health and safety issue to cyclists.

2. The proposal to undo your decision of the 14th July 1997 to extinguish the pedestrian way linking Beaufort Downs to Grange Road is ill-conceived as it will simply serve as a "rat-run" for cyclists and motorcyclists 3. not to mention the increased Likelihood of Anti – social behaviour in particular at weekends. This proposal will increase traffic and parking in Beaufort Downs with the attendant risks to children living in the estate.

For these reasons I am voicing my strong opposition to this "enhancement " as it simply caters for transient traffic needs at the expense of the quality of life for Beaufort Downs residents.

Manager's response:

1. & 2. Refer to submissions no.'s 4 and 5 above, Manager's responses with regard to opening the path at Beaufort Downs Estate and impact on Grange Road.

3. Refer to submission no. 10, Manager's response no.2 with regard to unsociable behaviour.

Submission No. 26 The submission relate to the following issues. 1. Strongly objects to the opening of the re-opening of the path at Beaufort Estate. It would increase traffic and attract anti-social behaviour.

Manager's response:

1. Refer to submission no. 4 above, Manager's response with regard to opening the permeability link at Beaufort Downs Estate.

Submission No. 27 Tom McGrogan tom_mcgrogan@hotmail.com The submission relates to the following issues. 1. Lack of consultation with the Priory residents. 2. The entrance pillars and railing should be retained. A wall should be built to define the Priory boundary along its entire length. 3. Rather than have the cycle track encroach onto the Priory green, the cycle lane should run alongside the main road with this boundary wall. Advantage of saving the unnecessary cutting down of health trees and leave the ongoing management of the green to the Priory residents. 4. Remove the seating opposite St. Enda's Park so as to prevent loutish behaviour. 5. No noise attenuation has been proposed noisy from 6.30 onwards. . Further engage before any proposals progress further.

Manager's response:

1. Noted
2. & 3. Refer to submission no. 19, Manager's response for details re-entrance to Priory and wall/cycle track.
4. The proposals at Pearse Museum's original entrance will be amended at detailed design stage to incorporate the amended low wall and railings at Priory estate and a formal pedestrian entrance. The proposed seating will now be have less impact on the estate as it will be street-side seating. As SDCC is an Age Friendly County seating is proposed at 3 locations within the scheme: at the proposed new entrance and plaza at St. Enda's Park and at the original entrance to Pearse Museum (opposite the Priory) and at the re-designed open space adjacent to Loreto Abbey. The seating is proposed in conjunction with proposed public realm upgrades and visual improvements, including the use of white lighting; which will dispel dark areas, allow facial recognition and discourage anti-social gatherings. It is considered that for people walking to the park, shops, buses etc., (particularly up-hill sections) the provision of sitting and resting areas are appropriate along the street. Park opening hours can also vary, so seats located within the park may not always be available for public use. The seating is proposed at locations that are considered to have possible tourism potential and could be part of a walking trail. Effort has been made within the scheme to enhance and highlight these areas and provide seating as part of that.
5. The reduction in traffic speeds as a result of the overall scheme proposals will cause a significant reduction in noise levels.

Submission No. 28 Pat Walsh walsh.pat@live.ie The submission relates to the following issues. It supports the scheme to improve safety of the Grange Road in general. 1. Retain pillars, walls and railings as part of the works. 2. Extend boundary railing would help with safety also. 3. Proposal to reduce green by 4m would be dangerous bringing traffic closer to children. 4. Put the cycle track outside the boundary wall. 5. No noise mitigation. 6. Retain

trees not beyond repair. 7. Totally opposed to removal of the slip road at Taylors Lane, cause congestion. 8. The No. 16 bus stop should be moved 40 meters, towards the city as a major safety issue. 9. Public space and street furniture will give rise to anti-social behaviour should be incorporated into St. Enda's Park. 10. New road markings for the Priory for safer entry and exit.

Manager's response:

1. 2. 3. 4. & 5. refer to submission no. 19, Manager's response with regard to Priory issues.
6. Trees will be retained as per Tree Survey recommendations and having regard to the proposed re-alignment of road.
7. Refer to submission no. 6 above, Manager's response no, 8 for details regarding removal of slip lane at Taylor's Lane.
8. The existing bus stop is at an appropriate location to serve residents of adjacent estates and people visiting St Enda's Park. A larger waiting area will be provided for passengers at this bus stop. There are also traffic calming features in the form of raised tables proposed before and after this bus stop which will reduce traffic speeds on the approach to the bus stop.
9. Refer to submission no. 6, Manager's response no.2 with regard to proposed new entrance at St. Enda's Park and Submission no. 27 Manager's response to item 4 with regard to amended proposal at the original entrance to Pearse Museum (opposite the Priory).
10. The existing road layout has led to excessive speeds particularly at this location. This contributes to difficulties for pedestrians and cyclists and excessive noise from traffic. The proposals to reduce speeds will encourage sustainable forms of transport, reduce noise and increase safety for all road users and is in line with national and council policies. Road markings and signage will be considered further at the detailed design stage and will in accordance with national guidance.

Submission No. 29 Mary O'Reilly mareseo@hotmail.com The submission relates to the following issues. In favour of upgrading the facilities for walkers and cyclists. Object to an opening through Beaufort Downs onto Grange Road. 1. Will attract people leading to anti-social behaviour. Homes will be at risk of vandalism. Wall was taken down now has to be rebuilt by the Council. Decrease value of homes. Peaceful nature of the estate will be lost.. Increased noise and littering.

Manager's response:

1. Refer to submission no. 4 above, Manager's response with regard to opening the permeability link at Beaufort Downs Estate. And Refer to submission no. 10, Manager's response no.2 with regard to unsociable behaviour.

Submission No. 30 Derek Mander and Hazel Mander. The submission relates to the following issues. Supportive of the scheme to improve safety on Grange Road in general and in particular the portion opposite the Priory. Of concern 1. Paved area opposite entrance to St Enda's particularly inclusion of street furniture leading to anti-social behaviour. 2. Boundary definition of the Priory retain walls, pillars and railings. Continue to define boundary of the estate either through additional railing or a new wall. This would preserve identity of the estate and promote safety. Reducing the green area by 4m would bring traffic closer and comprise

safety. The cycle path should be on the outside of the proposed boundary wall of the estate. Would also ensure better consistency of the cycle path. 3. Entrance to the Priory Road marking for the both entrances and exists for better safety. 4. Removal of trees at the northern end aggressive, Council to engage in pruning. 5. Proposed Plaza at junction of Grange Road and Sarah Curran Avenue agree needs to be upgraded but the seating of concern prefer leading to anti-social behaviour prefer to see space incorporated back into Park. 6. Noise levels, no proposals for noise mitigation these should be included. 7. The 30kmph speed limit is excessive especially along the southern end of the proposed works this area is in a significant decline wish to see more road signage, electronic speed gauges etc.

Manager's response:

1. Refer to submission no. 6, Manager's response item no.2 with regard to proposed paved area and new entrance for St. Enda's Park and Submission no. 27 Manager's response to item 4 with regard to amended proposal at the original entrance to Pearse Museum (opposite the Priory).
2. & 3. Refer to submission no. 19, Manager's response with regard to boundary with The Priory.
4. The new proposed alignment will reduce the necessity for tree removal. Any trees removed will be replaced by the planting of new trees within the proposed scheme.
5. Refer to submission no. 6, Manager's response item no.2 with regard to proposed paved area and new entrance for St. Enda's Park.
6. Refer to submission no. 19, Manager's response with regard to noise levels.
7. The existing road layout has led to excessive speeds at this location. This contributes to difficulties for pedestrians and cyclists and excessive noise from traffic. The proposals to reduce speeds to encourage sustainable forms of transport and increase safety for all road users is not unreasonable and is in line with national and council policies. Road markings and signage will be considered further at the detailed design stage and will in accordance with national guidance.

Submission No. 31 The submission relate to the following issues. 1. The left turn on Taylor's Lane should have a left filter arrow to maximise free traffic flow onto Grange Road. 2. Yellow box junction is needed to allow traffic to converge onto Grange Road from the shops both at Barton Drive and at St Enda's Drive and the Esso Garage. 3. Reducing the capacity of the junction outside Beaufort to one lane to facilitate on street parking is of most concern. This will have a major impact on the no. 16 bus. This will have a negative impact for commuters from upper Rathfarnham, Marley and Ballinteer residential areas. 4. Relocation of the bus shelter no. 1325 at Grange Road/Sarah Curran Ave will seriously restrict the visibility of North bound traffic coming down Grange Road and crossing from Sarah Curran Avenue to Barton Drive and merging onto Grange Road. 5. Seating outside St Enda's would attract anti-social behaviour will need to be monitored and CCTV. Seating could also affect visibility. 6. Excessive 30kmph zone length could contribute to rat runs and speeding through adjoining estates. A shorter zone around covering the pinch point around Loreto Abbey would be appropriate. If not consideration should be given to limits and controls of adjoining estates

Manager's response:

1. Refer to submission 6 above, Manager's response to item no. 8 regarding proposed removal of left slip at Taylor's Lane.
2. Refer to submission no. 6, items 3-5 above, Manager's response for Barton Drive-St. Enda's Drive.

3. Refer to submission no. 5, above for Manager's response to item 2 with regard to approach lane to Nutgrove Avenue / Grange Road junction.
4. & 5. The overall detailed design for the entrance area at St. Enda's park will incorporate the bus shelter location. Sight lines will be in line with street design guidelines and the proposed lower traffic speeds will be of assistance in this regard.
5. Refer to submission no. 6, item 2 above, Manager's response for new entrance and seating at St. Enda's Park.
6. Refer to submission no. 30, item 7 above, Manager's response for reduction in speeds

Submission No. 32 The submission relates to the following issues. Suzanne McEneaney, 39 Barton Drive Rathfarnham, Dublin 14. 1. Reducing the north bound lane at junction of Nutgrove Avenue/Rathfarnham would delay the no. 16 bus for the benefit of parking. Remove parking bay. 2. Take land from the car park to run the cycle lane. 3. Barton Road/Grange road junction dangerous due to people parking on the street and having to negotiate the 2 entrances and 2 exits for the garage and the 2 roads either side. There should be a traffic control system in place.

Manager's response:

1. This has been reviewed and the proposed length of the left turning lane is being increased.
2. Noted.
3. Refer to submission no. 6 above, Manager's response, items 3-5 with regard to traffic management at Barton/Grange Road junction.

Submission No. 33 Maria Doyle, Beaufort Resident The submission relate to the following issues. Objects to the proposal 1. Greater problems with traffic in the morning and afternoon than already exists at Beaufort. Detrimental removal of lane already backlog from 8 onwards. The proposal to undo previous decision by the Council in 1997 will cause a rat run for cyclists and motorcyclists and increase likelihood of anti-social behaviour at weekend. Proposal also would expose children in the estate to greater safety risks due to additional traffic.

Manager's response:

1. Refer to submission no.'s 4 & 5 above for Manager's response on the rationale for re-opening of the path/permeability link at Beaufort Downs, with respect to impact (parking, daily commuters, and traffic problems).

Submission No. 34 Hugh and Annette Davey, 7 The Priory, Grange Road, Rathfarnham, Dublin 16. The submission relate to the following issues. **Object to 1.** The benches and bollards opposite the main entrance to the Park, would lead to anti-social behaviour, in front of their home.

Manager's response:

1. Refer to submission no. 27, item No 4 above for Manager's response on main entrance to Pearse Museum

Submission No. 35 Mai McGrane, No. 1 The Priory The submission relate to the following issues. 1. Vehemently oppose removal of the boundary hedge between the Priory and Grange Road. A wall is necessary for noise abatement and security. The hedge outside the railing on the north end of the estate was used for drug dealing just outside her property and subsequently she reported it to the residents association and the hedge was removed. She does not intend to see a recurrence of this behaviour.

Manager's response:

1. Refer to submission no. 19, Manager's response above on amended proposals to Priory boundary.

Submission No. 36 Deirdre Twohig 45 The Priory The submission relate to the following issues. 1. Supportive of the scheme in general on Grange Road. Concerns 1. Paved area with street furniture opposite Pearse Museum lead to anti-social behaviour, serves no purpose social or aesthetic remove. 2. Retain entrance pillars and railings and low wall boundary as defining features and integrity of the estate. 3. Need clear road marking due to traffic coming closer to the estate. 4. Proposed Plaza agree no man's land but the seating could give rise to anti-social behaviour, better to return to the Park. 5. Retain slip from Taylors Lane. 6. Estate management of the Priory residents have previously maintained, with proposals who is going to maintain. 7. When works commence keep residents associations updated.

Manager's response:

1. Refer to submission no. 27 above, Manager's response item 4 with regard to original entrance to Pearse Museum
2. Refer to submission no. 19 above, Manager's response with regard to amended proposals to Priory boundary.
3. Noted
4. Refer to submission no. 6 above, Manager's response item 2 with regard to proposed new entrance and Plaza at St. Enda's Park.
5. Refer to submission no. 6 above, Manager's response item 8 with regard to Taylor's Lane / Grange road junction.
6. Noted
7. Noted.

Submission No. 37 Paul O'Reilly, 5 Beaufort Downs, Rathfarnham, Dublin 14. The submission relate to the following issues. Opposition and concern of the proposals 1. Cars block access to homes morning and evening in Beaufort Downs. Proposal to open would only exacerbate situation more. Would bring in anti-social behaviour making the area of the estate a no go area at night for people to go about their legitimate business. Clumps in the green area could be used for dinking. 2. Proposed drop off area doesn't make sense could be used for unauthorised parking by commuters, and this is particularly busy on weekdays and on Saturdays.

Manager's response:

1 & 2. Refer to submission no.'s 4 & 5 above for Manager's response on the rationale for re-opening of the path/permeability link at Beaufort Downs, with respect to impact (parking, daily commuters, footpath width and traffic problems).

Submission No. 38 Pat Griffin, Beaufort The submission relate to the following issues. Observations 1. One hour drop off parking unnecessary due to the existing car park which is misused. Attached is a photo of 7 cars parked for sale in the car park. The proposed drop off pacing would only provide for 8-10 cars at best reducing the road to one lane add to congestion at peak times. 2. The existing parking should not be used for park and ride but should be metered with the first hour free and some space reserved for 30 minute parking for drop offs from schools. 3. Double yellow lines need to be re-painted so has no impact on Beaufort.

Manager's response:

1. Points 1 & 2, Refer to submission no. 4 above, Manager's response no.1 for issues at Beaufort Downs Estate.
2. Noted.

Submission No. 39 Rody Campion, 113 Beaufort Downs, Rathfarnham Dublin 14. The submission relate to the following issues. 1. Strongly object to the re-opening of the walkthrough Beaufort Downs.

Manager's response:

1. Refer to submission no. 4 above, Manager's response no.1 for issues at Beaufort Downs Estate/permeability path re-opening.

Submission No. 40 Stephen Hyland, 75 Beaufort Downs, Rathfarnham Dublin 14. The submission relate to the following issues. Object to the upgrade of Grange Road for the following reasons 1. Any narrowing of the Road outside Beaufort Downs cause major difficulty in getting in and out of the Estate in the morning already very slow. Beaufort is already very busy for 2 periods during the day doesn't need any more pressure. 2. Walkthrough would lead to anti-social behaviour. 3. The drop off bay would be full of commuters. The car park was meant to be for a drop of for St Marys Boys School. 4. Removal of the 30 year old popular trees outside Stonepark Abbey is disgraceful. This age tree cannot be replaced. 5. The modifications to the Grange Road/ Nutgrove junction will only make congestion worse not better for a few hours in the morning.

Manager's response:

1. 3. & 5. Refer to submission no. 5 above, Manager's response with regard to Grange Road / Nutgrove Avenue junction and existing car park.
2. Refer to submission no. 4 above, Manager's response no.1 for issues at Beaufort Downs Estate/re-opening permeability path.
4. The proposed removal of the popular trees was on foot of a request from Public Realm Dept. due to the species' proclivity to damage footpaths and underground services. Consideration will be given to their retention but if it is not possible any removed trees will be replaced with new tree planting, within the scheme.

Submission No. 41 Sean Walsh and Anne Browne. The submission relates to the following issues. Broadly satisfied that the plan is good for the area observations 1. Map omits vehicular entrances to no.'s 75, 76 & 77 Grange Road, is this a mistake. 2. Appears to be a raised kerb outside our house request this be dished. 3. Remove seating planed outside St. Enda's the Plaza and the Old entrance to the museum, it encourages anti-social behaviour.

1. -2. Access to all existing vehicle entrances will be retained, including dropped kerbs, and incorporated within the detailed design.
- 3 . Refer to submission no. 6 above, Manager’s response no.2 with regard to the proposed seating at the new entrance and plaza area at St. Enda’s Park and Refer to submission no. 27, Manager’s response to item 4 for amendments to proposed layout at the existing original museum entrance opposite the Priory.

Submission No. 42 Catherine Brosnan The submission relates to the following issues. Re: Proposed Pedestrian Access Route from Beaufort Downs to the Grange Road. On behalf of the Beaufort Downs Resident’s Association we wish to register our objection to the proposed pedestrian access route from Beaufort Downs to the car park area on the Grange Road as part of the proposed Construction of Grange Road Cycle and Walking Scheme and Enhancement of the Streetscape along Grange Road, Rathfarnham, Dublin 14 and Dublin 16. 1. Last summer SDCC invited a few residents to view the proposals for the Grange Road Upgrade which took place in St. Enda’s Park. As the number of attendees was restricted by the Council, four residents from Beaufort Downs attended this meeting representing the Resident’s Association. The proposals that were put forward at the time at that meeting did not include any mention the proposal to open up the pedestrian access through Beaufort Downs, which many years ago residents petitioned to have closed up. We feel this has been ‘Added On’ since that meeting, during which it was pointed out that the proposed up-grade would end at the junction at the traffic lights at the bottom of Grange Road. The original pedestrian access route was closed by South Dublin County Council at its meeting of 14th July 1997. It is our contention that this extinguishment should remain in place as the original reasons for closing the pedestrian access still exists. We believe that the opening of a pedestrian access route will cause a number of significant issues to the residents of Beaufort Downs: Health & Safety issues - Opening up a walkway to the bus stop will encourage non-residents to park all day in the estate which will cause difficulties for resident parking. As it stands there are already issues for residents entering and exiting their own homes during the school drop off and pick up times because of the number of vehicles using Beaufort Downs to drop off and collect their children. The dangers of cars executing U-turns and stopping to let children out whilst residents are trying to exit their driveways will only increase if a walkway is opened. Car parking levels will become excessive as commuters will park in the estate to access the bus stop on the Grange Road. Currently some commuters are using the back of Beaufort Downs where there is an exit beside Beaufort Court to Willbrook Road to park all day. This situation will only worsen and cause safety issues around the Grange Road entrance to Beaufort Downs due to the current high volumes of parental use for school drops offs.

Manager’s response:

1. Noted.
2. Refer to submission no. 4 above, Manager’s response 1 with regard to issues at Beaufort Downs Estate and proposed new path.

Submission No. 43 The submission relate to the following issues. Dermot Folan and Helena Ahern, 50 The Priory, Grange Road, Rathfarnham. 1. Many of the proposals have great potential for the overall enhancement of the area and to add to amenities. Greater consultation with the residents to explain and detail concerns in relation to the proposal. Of concern 2. Public spaces and potential for anti-social behaviour after dark. 3. That the Priory

estate doesn't lose its distinct character. Negative impact of traffic closer to houses. 4. Correct assessment of the entrances to the estate Grange Road is hazardous and speeds at this location (The Priory) are unsafe. Conditions to ameliorate speed and noise at this location. 5. Planned, co-ordinated views on the removal of trees in support of PR association to be taken into account.

Manager's response:

1. Commends proposal re-enhancement of amenities. Need for further consultation. Noted
2. Refer to submission no. 6, Manager's response no.2 with regard to proposed new entrance at St. Enda's Park and Submission no. 27 Manager's response to item 4 with regard to amended proposal at the original entrance to Pearse Museum (opposite the Priory).
3. Refer to submission no. 19 above, Manager's response to issues at and outside The Priory.
4. A major aim for the overall scheme is the reduction of traffic speeds in order to encourage walking and cycling along and across Grange Road. Many of the measures will have the positive result of lowering speeds such as narrowing the carriageway, introduction of traffic tables, the removal of slip lane at Taylor's Lane, traffic calming at locations such as the original entrance at Pearse Museum, Hermitage and the Priory, proposed Plaza, St. Enda's Drive and at the school zone. The encouragement of walking and cycling along the road will have a positive effect on drivers in terms of self-enforcement of speed limits. Further signage etc. will be considered at the detailed design stage
5. Approximately 45 trees will be removed as part of this scheme; however it is proposed to plant between 70-80 new trees along the length of the scheme and retain approximately 25 existing trees. The proposed adjustments to the proposed boundary treatment at the Priory will decrease the likelihood of the removal of some of the trees at that location but this will be discussed further with the Residents Association prior to implementation. The ongoing maintenance issues will be referred to the appropriate section of the council for action.

Submission No. 44 Margaret Hayes, 11 Beaufort Downs, Rathfarnham. **The submission relates to the following issues.** I wish to highlight my concerns to the above scheme.

I am a resident of Beaufort Downs Estate and I believe that this project will cause a major traffic problem for the residence trying to exit the estate onto Grange Road at peak times. Currently there are two lanes of traffic available on existing the estate, if restricted to one lane it will cause a major problem to the flow of traffic which is already extremely heavy in the mornings due to the three schools surrounding the estate. The proposed parking bays will also add to this congestion. The proposed opening of a walk through path from the car park into Beaufort Downs will lead to more school traffic and commuters parking their cars in the estate & restricting the residence themselves from parking outside their own property
I hope you will reconsider some of the proposed works within this project as a result of my concerns

Manager's response:

1. Refer to submission no. 4 above, Manager's response no.1 for issues at Beaufort Downs Estate/re-opening permeability path.

Submission No. 45 Desmond White, 74 Beaufort Downs, Rathfarnham, Dublin 14. The submission relates to the following issues. I would like to object to a part of the proposed Grange Road, Rathfarnham, Cycle and Walking Scheme. My objection relates to the area at Grange Road and Nutgrove Avenue junction. I hope that I have read your proposals correctly.

1. I would bring to your attention that during heavy rain the 'left' turn onto Nutgrove Avenue floods over a large area including the entire car lane turning left. It maybe that this will be addressed during the 'works' but I think you may not be aware of this.

2. I understand from your survey that the greatest delays for traffic concern both the left and right exit from Grange Road onto Nutgrove Avenue. Your plan proposes to reduce the Grange road from Beaufort Downs to the junction with Nutgrove Avenue to one lane. This will greatly increase delays at this junction because both the existing left and right lanes are the point of heaviest traffic on Grange road. But a further point which may have not been given additional consideration is that the opposite road, Rathfarnham Wood has traffic with the right of way to proceed ahead onto Grange road and turning left. This causes, for safety reasons, caution on the part of traffic coming from Grange road onto Nutgrove Avenue and will have the effect of exaggerating the delays on Grange road. In addition, the 'new cycle lane section' to the centre of the traffic lanes will cause a further layer to this complex plan with a new 'set-down' area. In my opinion the 'new' short left lane onto Nutgrove Avenue is too short and with the proposed 'set-down' area between Beaufort Downs and the junction, will cause problems on two counts, traffic pulling 'in & out' of the 'set-down' and mostly children emerging from cars onto the cycle lane. I appreciate the planners are trying to square a circle but this element of the plan serves to make matters worse. To which I might add that the survey of traffic missed the period from 7am to 8.30am and general Saturday chaos. I should also add that when Nutgrove Avenue backs up (particularly on Saturday) the lack of a long left filter lane from Beaufort Downs will cause further delays. I feel that the planners have no easy solution but it may be possible to consider these three options. (a) leave the plan largely as laid out but have the single lane from Beaufort Downs as a 'left-only' lane onto Nutgrove Avenue with the mature trees being the right boundary. Then redraw the traffic lane coming from Nutgrove Avenue as 'two-lane' counterflow providing the 'right-only' lane and traffic coming from Nutgrove avenue onto the Grange road. This may also allow for a safer re-draw of the cycle lane and 'set-down' area. (b) bring the cycle lane into Beaufort Downs, running along the Beaufort Downs boundary trees. No doubt this would not be popular with residents but it would be much safer and there are many precedents for cycle-ways through estates. My concern is safety in this matter, particularly to separate children emerging from cars in the 'set-down' area from the cyclists.

(c) the simplest solution is simply to do away with the 'set-down' which as far as I can see is the major if not almost the entire problem. I think is it simple crazy to provide a 'set-down' before a busy and heavily trafficked junction with cycle lane where cyclists are almost certain to be travelling at speed and where it is most certain children will be alighting from the cars. If children are hit by cyclists or indeed cars pulling in and out of the 'set-down' area the Council may be held legally responsible. In fact, I believe it would be plain mad to proceed with this part of the plan. Hence my objection.

Manager's response:

1. Existing drainage issues at this locations will be reviewed as part of the detailed design.
2. Refer to submission no. 5 above, Manager's response No. 2 regarding Nutgrove Avenue / Grange Road junction. Traffic surveys were undertaken from 7am to 7pm at this junction. From these surveys, the heaviest traffic flow in the AM was found to be from

8am to 9am. The traffic flows from this time period were used to model the junction for the AM Peak.

Submission No. 46, 19, The Priory Grange Road, Rathfarnham. The submission relates to the following issues. Welcome proposal to improve cycle facilities. Concerns over 1. The removal of trees from the green area between the Priory and Grange Road planted 25 years ago. Redesign or realignment of the cycle lanes would see many of these retained. 2. Entrances to the Priory, brickwork pillars, walls and metal railings at both vehicular entrances and at the northern pedestrian entrances are distinctive and should be retained. The cycle lane on the Priory side of the road can be re-routed locally around the entrance railings on the Priory side of the railings. 3. The overall width of the scheme at the Priory is excessive could be narrowed and would have a lesser impact on the trees. 4. The removal of the left slip lane from Taylors Lane makes no sense and will cause congestion. 5. Estate management/maintenance request that an ongoing programme be put in place by SDDCC, the residents have to date been paying for the maintenance.

Manager's response:

- 1-3. Refer to submission no. 19 above, Manager's response to issues at The Priory.
4. Refer to submission no. 6 above, Manager's response Item 8, with regard to issues at Taylors Lane.
5. Noted

Submission No. 47 Brian Lucas, 20 The Priory, Grange Road. The submission relates to the following issues. General agreement of the proposal. Object to 1. Removal of Pillars outside the Priory. 2. Removal of healthy trees. 3. No. 16 bus stop should be relocated (city bound) (no. 2992) 40 metres towards town for safety issue, as right moving vehicles come straight at passengers waiting for the bus. 4. Removal of slip at Taylors Lane, regular backlog.

Manager's response:

1. Refer to submission no. 19 above, Manager's response to removal of the pillars.
2. Approximately 45 trees will be removed as part of this scheme; however it is proposed to plant between 70-80 new trees along the length of the scheme and retain approximately 25 existing trees.
3. The existing bus stop is located at an appropriate location to serve residents of adjacent estates and people visiting St Enda's Park. A larger waiting area will be provided for passengers at this bus stop. Traffic calming features are also proposed in the form of raised tables before and after this bus stop which will reduce traffic speeds on the approach to the bus stop.
4. Refer to submission no. 6 above, Manager's response no. 8 with regard to changes at Taylor's Lane junction.

Submission No. 48, no. 11 Beaufort Downs, Rathfarnham. The submission relates to the following issues: 1. Cause traffic problems for people entering and leaving Beaufort onto Grange Road at peak times. 2. Restricting one lane cause major problems and the parking bays will add to congestion. 3. Opening of the walkthrough will lead to more school traffic and parking in the estate restricting the residents.

Manager's response:

- 1-3. Refer to Submission nos. 4 & 5 above, Manager's response to opening the permeability path at Beaufort Downs Estate and amendments to the road layout of Grange Road at the approach to Nutgrove Avenue.

Submission No. 49 Andrew Tucker, Grange Road, Rathfarnham The submission relates to the following issues. Concern 1. The parking along this stretch of road is very dangerous close to St Mary's Boys National School, photo enclosed proposing parking at this location will force parents to drop off elsewhere and may engage more riskier behaviour with pick up/drop off. Visit the site morning/afternoon to witness the mayhem at the junction.

Manager's response:

1-3. Refer to submission no. 4 and submission no. 5 above, Manager's response on issues at Beaufort Downs and approaching the junction at Nutgrove Avenue / Grange Road

Submission No. 50 Andrew Tucker Grange Road, Rathfarnham. The submission relates to the following issues. 1. Opportunity to improve the green space at the junction of Grange Road and Nutgrove Avenue, for parents, bikers and local elderly to meet.

Manager's response:

1. It is proposed to include a new cycle route at this location. Following submissions it is proposed to amend the proposals to also incorporate pedestrian facilities.

Submission No. 51 Andrew Tucker Grange Road, Rathfarnham. The submission relates to the following issues. 1. Opportunity to improve traffic flow along Nutgrove Avenue

Manager's response:

1. Refer to submission no. 3 above, Manager's response on issues on Nutgrove Avenue.

Submission No. 52 Andrew Tucker Grange Road, Rathfarnham. The submission relate to the following issues. There are 23 car parking spaces in the car park. The car park has no meters. There were there but were removed after complaints. 2. No car should be allowed to park free all day and some cars have for sale signs on them. 3. Redevelop the site with safe drop off/collection of children in the morning and the after noon. 3. - NO vehicle parking in the area from 8am-3pm.

- Mark out the 'kiss and ride' route.
- Two separate coloured sets of markings.
- Outside of these hours, free parking continues as before.

This can be sold on greater good of the schoolchildren versus the 'first up best dressed' all day parkers.

Manager's response:

1. Refer to submissions no. 4 & 5. above, Manager's response on the rationale for proposed footpath at Beaufort Downs and addressing issues relating to the existing car park.

Submission No. 53 Sylvester Cronin, 30 Beaufort Downs, Rathfarnham, Dublin 14. The submission relates to the following issues.

1. Overall welcome the proposed improvements on Grange Road in terms of both visual amenity and also the benefits which will accrue for both pedestrians and cyclists alike. The submission relate to the following issues. Notwithstanding this we wish to make the following

observations on the proposed scheme:

2. The proposed scheme will serve to exacerbate the existing traffic and parking problem in Beaufort Downs which is associated with the drop off and collection of children from local schools. As stated in the “Statement to accompany the Grange Road Cycle Scheme” the proposed scheme will involve the displacement of existing parking on the Grange Road (some of it illegal) into surrounding estates as the proposed inset parking is less than what exists presently. This displacement will have a negative impact on the residents of Beaufort Downs who already have to tolerate extraneous traffic and on street parking on a daily basis during the school year. This situation makes it extremely difficult for residents to enter and leave their own estate without undue delay during drop off and pick up times. In addition, many of the ‘visiting’ drivers regard themselves as merely stopping temporarily and therefore think nothing of parking on corners restricting sightlines and increasing the likelihood of accidents occurring.

The parking study contained in this ‘Statement’ does not adequately represent the extent of the existing parking problems associated with school drop off and collections in Beaufort Downs (Zones 1 and 2 of the Purple Area) as it effectively ignores traffic from both secondary schools in the vicinity of Beaufort Downs. Figure 2.13 shows traffic occupancy percentage for both these zones at 8.50 AM which is after the school start time in Loreto Beaufort (8.40) and the earlier start time of Coláiste an Phiarsaigh. Likewise the afternoon traffic survey showing percentage occupancy at 2.30 does not take account of the afternoon traffic and parking associated with the secondary school finishing times which close later than this.

According to the ‘Statement to accompany the Proposed Cycle Scheme’ displaced parking (which will exacerbate the existing situation outlined above) is to be mitigated by encouraging children to walk and cycle to school. While we would fully support this, and any proposal develop a coordinated ‘school travel plan’, we would contend that this is more applicable to the primary schools in the vicinity than the two secondary schools. In particular, such mitigation is unrealistic in the context of traffic resulting from drop off and collections from Gaelscoil Coláiste an Phiarsaigh. Unlike Loreto High School, this school does not have a local feeder school and therefore has a student body travelling from a larger geographic catchment. In addition, we note that while pupil numbers are given for each of the schools in proximity to the northern end of Grange Road, the statement omits pupil numbers for the Gaelscoil which opened in 2014 with one year group and is set to grow in numbers until it reaches its full intake of six year (it currently has only first and second year enrolments).

Given the impact of the existing school related parking on residential amenity and the likelihood of this being exacerbated by the proposed scheme, we are vehemently opposed to the proposed pathway (indicated on Drawing No. 60302419_P_101_A) linking the footpath adjacent to the car park at the northern end of Grange Road with the cul-de-sac at numbers 1 to 21 Beaufort Downs. No rationale or justification is provided for this pedestrian link in the supporting documentation and it would only serve to exacerbate the existing parking situation by enticing parents dropping children to St. Mary’s Boys National School to park in this quiet cul de sac and elsewhere in Beaufort Downs. Furthermore, a pedestrian link at this location would lead to the turning circle being used as a drop off point with adverse impact on the amenity of residents in terms of noise and general disturbance. Facilitating such traffic movement would also run contrary to the councils’ proposal to encourage walking and cycling and to reduce the demand for parking associated with school drop off and collections.

We draw the council’s attention to the fact that a prior access at this point was subject to an

Extinguishment of Right of Way in the mid-1990s to protect residents from the negative impact of school related traffic and was supported by Beaufort residents in general. We contend that circumstances have not changed and an additional access point here is unnecessary. Pedestrian access to nearby facilities such as schools, church, shops and public transport is more than adequately catered for via the Grange Road and also via the pedestrian entrance to Willbrook Road. The provision of a 'short cut' through the open space and the cul de sac for other pedestrians is similarly unnecessary as these pedestrians can access both the bus stop and St. Mary's Boys National School via the main road in any event.

We, therefore, respectfully request that South Dublin County Council omit the proposed pathway from the scheme in the interest of residential amenity of all the residents of Beaufort Downs.

Manager's response:

1. Noted.
2. Refer to submission no. 4 above, Manager's response on the rationale for re-opening of the path/permeability link at Beaufort Downs.

Submission No. 54 Edward and Nora Fitzgerald, 17 the Priory. The submission relate to the following issues. In favour of the scheme. 1. While in favour of the scheme surprised that no flyers were dropped given the impact of the proposal on the Priory. 2. Review and amend as impact directly on Priory a) to construct the cycle track straight through the middle of the green area would lead to removal of pillars and entrance railings and an excess number of trees and sewers along the entire length. The cycle track should be adjacent to the carriageway as in elsewhere along the scheme. Minimum separation distances should be adopted rather than 3m grass area as proposed. The trees and green have been maintained by SDCC and never by SDCC. Noise mitigation has not been addressed given that the proposal is moving closer to the estate. Thus boundary treatment needs to be provided for the entire length of the estate. Traffic speeds on the southern end of the scheme and by St Enda's needs further consideration. 3. Proposed removal of the slip at Taylors Lane needs to be considered would cause significant back log. 4. As does the reduction on left returning lane at the Grange Road junction (southern end of the scheme).

Manager's response:

1. Noted.
2. Refer to submission no. 19 above, for Manager's response with regard to the Priory Estate
3. Refer to submission no. 6 above, Manager's response item 8 in relation to proposed left turn lane from Taylor's Lane onto Grange Road
4. Refer to submission no. 5 above, Manager's response item 2 in relation to proposed amendments to left turn lane at Nutgrove Avenue / Grange Road junction

Submission No. 55 Nicola Brady, 128 Beaufort Downs, Rathfarnham, Dubin 14. The submission relates to the following issues. 1. Strongly object to opening of path. It was closed in 1997 due to anti-social behaviour. 2. Reconsider parking proposed outside the Beaufort, will be used for long term car parking unless a time limit is applied.

Manager's response:

1. Refer to submission no 4 above, Manager response to items no. 1,2,3 above with regard to opening the path at Beaufort Downs Estate.
2. Refer to submission no 5 above, Manager response to items no. 2 above with regard to proposed drop off area on Grange Road south of Nutgrove Avenue junction.

Submission No. 56 Aidan Mullen, 133 Grange Road, Rathfarnham. The submission relates to the following issues.

1. Welcome elements, mainly the new pedestrian crossing and plaza at St Enda's park, I do have concerns over the unnecessary removal of mature trees and on street parking for Grange Road residents.
2. Mature Trees. From my reading, the plans you have outlined call for the removal of between 40 and 50 mature trees. This is not acceptable in my view considering the Tree Survey outlined that the vast majority of trees surveyed are in perfectly good shape and have upwards of 40 years of life left. I would like to call particular attention to the stretch of road from the junction of St Enda's Drive to Sarah Curran Avenue. This stretch of road boasts a line of houses, both sides of the road, dating back to the 1930s and 1940s along with some beautiful and mature trees. Your plans to remove ALL of these trees just to "visually consolidate the streetscape" will have a hugely negative impact on this area and I implore you to reconsider.
3. On street parking. Your report outlines some "illegal" parking in front of houses alongside the existing 2 way cycle lane. As stated above, houses in this area were built in the 40s when the usage of motorcars was a lot different to now and subsequently the driveways of these houses are built only for one car. Families on the Grange Road have upwards of three cars and need to be able to continue to park outside their own homes. I would ask you to make careful consideration for this when planning any changes to the current landscape.
4. One last point I would like to make is that I only became aware of these planned changes in the last number of weeks after receiving literature in the post from local councillors. I was disappointed to learn that there were public consultations held last year and as a resident and somebody who will be directly impacted by the construction work, I was not made aware or invited to the consultations.

Manager's response:

1. Noted.
2. Refer to submission no 47 above, Manager response no. 2 above with regard to existing trees.
3. The aim of this scheme is to upgrade the cycle and pedestrian facilities on Grange Road to encourage more sustainable modes of transport for all users. Consideration has been given to including on-street parking along this section of the scheme; however, having reviewed the design it is not feasible to provide parking in conjunction with the upgraded pedestrian/cyclist facilities along this section.
4. Noted. The current submission is included in the statutory consultation process. The response to the public consultation was above and beyond what is expected for a scheme of this type. There were a number of non-statutory and statutory consultation events, as detailed:
 Non-Statutory Consultation
 As part of the feasibility process, the Planning Authority carried out a non-statutory public consultation process to gauge public opinion on the project.

On July 2nd between 15.00-17.00 & 18:00-20:00 a Public Charette was arranged by the Council in a marquee tent on the grounds of St Enda's Park. A stakeholders workshop event was held on Wednesday July 1st between 10.00-13.00 at Halla Mór, Pearse Museum, St Enda's Park, Rathfarnham.

Visits to all the schools were carried out in September/Oct with the Green schools co-ordinator to make them aware of and brief them on the Part 8.

As part of the 1916 Centenary Programme, which the Mayor Sarah Holland launched in SDCC civic offices, describes the Councils commitment to the new pedestrian and cycle and civic space at St Enda's Park and Pearse Museum. This was attended by a number of public officials as well as constituents being invited to the launch. This launch took place Wednesday 2nd of December 2015.

Council staff were available for planned drop-in information sessions between Monday 1st February to Thursday 4th of February 10am-12pm, 2016, inclusive.

Statutory Consultation

The Part 8 proposals were presented to the Rathfarnham Councillors at a briefing meeting on Thursday 19th of November.

The proposed development and accompanying Appropriate Assessment report was placed on public display for the statutory period from Thursday 3rd of December to Wednesday 10th February 2016. The plans and particulars can be viewed on South Dublin County Council's website-www.sdcc.ie

The closing date for receipt of submissions or observations via e-mail to smartertravelsd@sdblincoco.ie or to the Senior Executive Officer, Land Use Planning and Transportation on or before 5.00pm on Wednesday 10th February 2016.

Copies of the plans were available at

South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between hours of 9.00am- 5.00 Monday to Thursday and 9.00-4.30pm on Friday (Inspection and purchase)

Whitechurch Library, Taylor's Lane, Ballyboden, Dublin 16, Monday, Tuesday, and Thursday 2.00pm to 5.00pm and 6 to 8pm. Wednesday 9.45am-1pm and 2-5pm. Closed Friday, Saturday and Sunday. Library closed from Friday 18th of December 2015-to Sunday 3rd January 2016.

Ballyroan Library, Orchardstown Avenue, Rathfarnham, Dublin 14, Monday – Thursday 9.45am-8.00pm, Fridays and Saturdays 9.45-4.30pm (Closed Saturday and Mondays of bank holiday weekends).

Submission No. 57 Jenny Murphy, 63 The Priory, Grange Road, Rathfarnham, Dublin

16. The submission relates to the following issues. Object's 1. To the removal of the Pillars at the Priory. 2. Put the cycle path on road. 3. Paved area opposite entrance to St Enda's Park, gathering anti-social behaviour. 4. Boundary definition of the Priory should be extended. 5. Proposed tree removal at the Northern end appears to be overly aggressive. 6. Anti-social behaviour at St Enda's proposed plaza and incorporate into original boundary. 7. Noise levels would increase given that the proposal is located closer to homes on the north of Grange Road beside the Priory. 8. Not enough thought given to traffic calming at the southern end of Grange Road. 9. Concerns with regard to Estate Management. 10. Slip at Taylors Lane.

Manager response:

1. 2. 4. & 7. refer to submission no. 19 above, Manager's response to issues at the Priory, cycle path, extension to boundary and noise abatement.
3. & 6. Refer to submission no. 6 above, Manager's response no. 2 with respect to proposed new entrance and paved area at St. Enda's Park. And Submission No. 27 manager's Response to item no 4 for amendments to proposed entrance at original entrance to Pearse Museum (opposite the Priory)
5. Refer to submission no. 47 above, Manager's response 2 for treatment of trees.
8. Refer to submission no. 5 above, Manager's response item 8. A number of traffic calming elements are introduced at the southern aspect of Grange Road to include;
 - Removal of the slip at Taylors Lane
 - Narrowing the width of the carriageway
 - Traffic tables across entrance junctions
 - Treatment at the entrance to the Hermitage (reduced radii), the entrance to Pearse Museum and the Priory
9. Noted.
10. Refer to submission no. 6 above, Manager's response item 8 with regard to changes proposed at Taylor's Lane junction.

Submission No. 58 Irenie McLoughlin, Architectural Conservation Officer. The submission relate to the following issues. Record of Protected Structures

St. Enda's (Pearse Museum) is referred to in the Council's Record of Protected Structures (Schedule 2 of the South Dublin County Development Plan 2010-2016) under Map Ref. No. 293.

Loreto Abbey is referred to in the Councils Record of Protected Structures (Schedule 2 of the South Dublin County Development Plan 2010-2016) under Map Ref. Nos. 252 & 253
 Beaufort House - is referred to in the Councils Record of Protected Structures (Schedule 2 of the South Dublin County Development Plan 2010-2016) under Map Ref. No. 251.
 Under Section 2 of the Planning and Development Act 2000, the term 'structure' means "any building, structure, excavation, or other thing constructed or made on, in, or under any land, or any part of a structure so defined, (a) where the context so admits, includes the land on, in or under which the structure is situate, and (b) in relation to a protected structure or proposed protected structure, includes (i) the interior of the structure, (ii) the land lying within the curtilage of the structure, (iii) any other structures lying within that curtilage and their interiors, and (iv) all fixtures and features which form part of the interior or exterior of any structure or structures". Therefore, the entire site is a protected structure, including all existing buildings on site including their exteriors, interiors, fixtures and fittings. The Protection also extends to the lands of the site and as such come under the provisions of the Planning and Development Act 2000.

Architectural Conservation Area
 The proposed development area is located outside the designated Architectural Conservation Area of Rathfarnham Village/Willbrook Area.
 Appraisal

This is an application for a new proposed cycle scheme along the Grange Road the works proposed are subject to Part 8 process for which a preliminary scheme has been designed. The proposed cycle scheme is to be located along the Grange Road between the Taylors Lane junction (south) to the junction at Nutgrove Avenue (north). Due to the nature of the cycle scheme and the scope of works with regard to the existing Protected Structures and other issues pertaining to the proposed development a number of specific stakeholder meetings were organised whereby details of the proposed scheme and in particular those areas which formed

part of the scheme were presented prior to the Part 8 documents being put on public display. The undersigned has been involved in the entire process to date and has advised accordingly with regard to the requirements and best design practice with regard to the areas of the scheme which may directly affect Protected Structures or associated features. A number of meetings have also taken place with representatives from the OPW, AECOM (design consultants) and SDCC. A number of different designs have been discussed with regard to the section of land at Grange Road/Sarah Curran Ave which will become a new civic space leading into the existing parklands. Part of the proposed development is located within the curtilage of St. Enda's, a Protected Structure (RPS Ref. 293) as detailed above. The proposed development at this location will consist of a new entrance to St. Enda's Park, proposed new railing with integrated planting which will be located between the new civic space and St. Enda's Park. Natural stone benches will be located along a paving strip of granite to demarcate the original boundary showing the development of this section of land and its origins as once part of the Demesne. This section of land is currently separated from the St. Enda's grounds (park) by a plinth and railing. The area is currently used for unauthorised parking although there is ample parking provided within the area which is part of the parkland of St. Enda's. The triangle section of land would have been originally part of the hermitage estate (demesne) of St. Enda's House but it was separated and brought into the ownership of the Council at some stage during the 1960s. It is the intention of this scheme to allow this section of land to act as a new gateway into the park area and to allow this area to be aesthetically improved thereby improving the existing junction at Grange Road/Sarah Curran Avenue. By designating this unused area into the overall scheme it will become utilised public/civic space which being located adjacent to the park would act as a way finder and formal setting into the wider parklands adding to the overall use of the current park facilitate in this location. There will be feature paving to act as possible interpretation to the site and planted areas to soften the overall design. Although this is only a preliminary design layout for this section it is considered that the materials being used should be of high quality and that natural stone should be used for the interpretation strip, way finder wall section and benches. It is considered that the overall approach to this space is contemporary in its overall design using natural stone and modern surfaces with areas of planting to soften the visual aesthetics of the design which allows the elements to be viewed as a well thought-out modern civic space clearly identifiable as a new addition to the existing road junction and as a new extended space connecting with existing parkland of St. Enda's by way of a new entrance. Other works proposed which also relate to St. Enda's is upgrading of surfaces and public realm enhancement at and adjacent to the original entrance. The entrance and the gate lodge at this location forms part of the Protected Structure under RPS Ref. 293. The preliminary design at this location consists of a proposed polished concrete surface, natural stone setts to demarcate the vehicle entrance route and along the base of the existing wall. Proposed natural stone benches and granite bollards will be located opposite to the entrance to allow the adjacent area to be used as a formal civic space. It is considered that the works proposed at this location will allow the entrance screen of former demesne to St. Enda's to be identified more clearly along the road by improving the overall surfaces at this point which reduce traffic speed at this location. The proposed design will allow the architectural integrity of the existing entrance gates, archways and flanking rubble stone quadrant screen walls to be enhanced further by improving the surfaces and adjacent area. Those other areas where improvements are being proposed with regard to new public realm areas and improved surfaces areas as part of the Grange Road Cycle Scheme are at the entrance adjacent to the existing Beaufort House, RPS Ref. 251 (Beaufort school) and the former Loreto Abbey, RPS Refs. 252 & 253.

The preliminary layout at this location consists of raised grass areas flanking the vehicular entrances which will be repaved with setts, a strip of setts will also run along the existing front boundary walls at both sites. It is proposed to create a new public realm area to the side of the main entrance to the former Loreto Abbey. It is proposed to provide stone benches and additional trees at this location which will allow the space to become a connection point or social space for students from the adjacent schools. The proposed design in this area will add formality within the space and provide a sense of place and calmness. The repaving and overall design will allow the original entrance to the former Loreto Abbey and Beaufort House to be given recognition and cognisance along this section of road as currently the traffic issues and need for bollards detracts from the existing architectural quality which these two sites bring to Grange Road. It is proposed to incorporate a contemporary stone bollard similar to those used in the Rialto Village upgrading scheme by DCC which are affective with regards to their function without causing a negative visual impact. The undersigned is satisfied in principle that the overall scheme and preliminary layouts shown in the drawings as per the Part 8 application have at all times been respectful of the historic built environment and the Protected Structures along the route. It is considered that the Grange Road Cycle Scheme provides a very positive addition to the entrances and adjacent public areas of 3 no. Protected Structures along the route, thereby enhancing the existing built environment and public realm by increasing the civic spaces and adding much needed soft landscaping and improving the surfaces to existing entrances which are currently not being considered with regard to their overall setting. In particular the preliminary design layout for the triangle section of land at the junction of Grange Road/Sarah Curran Avenue will be maintained and utilised in a very positive and viable manner by adding a designed civic area for public enjoyment and an improved entrance into St. Endas Park which is currently not been fully appreciated or used at this location. It is therefore considered that the proposed development is acceptable, subject to the following recommendations/conditions.

Recommendations

- The final materials for the original entrance to St. Enda's are to be agreed with the Councils Architectural Conservation Officer prior to the commencement of works at this location. Where possible natural stone should be used for the surface areas at or adjacent to the original entrances.

Reason: To ensure the overall design and finish materials are of high quality and enhances the architectural elements and associated features at existing entrances to Protected Structures sites along the route.

- The materials for the proposed new layout at the entrance to the former Loreto Abbey and Beaufort House shall be natural stone where possible. The setts should be granite and granite kerbing should be provided along the proposed grass areas. The overall design should be highly executed and high quality and natural materials will ensure this design principle is met. Details are to be agreed with the Councils Architectural Conservation Officer prior to the commencement of works at this location.

Reason: To ensure the overall design and finish materials are of high quality and enhance the architectural elements and associated features at the existing entrances to Protected Structures sites along the route.

- The original entrances to the Protected Structures along the route should be safeguarded during the proposed works and all existing architectural features should be protected. A method statement for how the Protected Structures and associated features i.e. boundary walls etc should be provided and agreed with the Councils Architectural Conservation Officer prior to the commencement of works at these locations.

Reason: To ensure a safety statement is provided in the safeguarding of the Protected

Structures and all associated architectural features during the proposed works.

- Although the design layout for the new civic space adjoining St. Enda's park (Sarah Curran Ave/Grange Road) are preliminary it is considered that the overall design and materials being used should be contemporary in nature allowing the new space and addition to the existing parklands to be identifiable as a modern intervention. The change to the original and existing boundaries at this location should be given recognition in providing a clear indication of the development of the site and this should be considered in the final design layout for this space. Consideration should be given to the final palette of materials ensuring that natural stone is used where possible this will allow a visible contrast between the new designed area and the original boundary walls to St. Enda's along the Grange Road. Reason: To ensure that a new designed civic space within the curtilage of a Protected Structure is clearly identifiable as a modern intervention and that full consideration of the palette of materials with which the works are to be executed can mediate between a modern design and a historic demesne.

Manager's response:

1. Noted.

Submission No. 59 Cormac MacDonnchadha, 56 The Priory, Grange Road. The submission relates to the following issues. 1. I am a resident of 56 The Priory on the grange road. I am both a cyclist and a motorist. I was surprised to be informed recently that there were plans for major works requiring submissions shortly from Taylors Lane to Nutgrove avenue along Grange Road.

1. There was no real engagement with residents of the road most affected. Only when I was directed to your website did I realise that there was extensive work carried out over considerable time to date. It genuinely felt that the council was intentionally avoiding engagement with residents. We get leaflet drops a number of times a day normally, so it is easy and inexpensive to engage with to the residents of the affected area if required.
2. I believe that having a cycle lane along the whole length of this section of grange road is a good thing; my reading of the documents on the website over the last number of days has me submitting objections to the following.
3. The whole front area of the Priory will be adversely effected, with extensive mature tree felling and areas of grass being replaced with a large paved area that has nothing to do with the cycle way. The details from the website documents are vague; I object to these plans. However, when detailed dimensioned plans are available, I will reconsider this objection.
4. I object to the 30kM per hour speed limit along sections of the grange road. I feel that 50kM per hour is appropriate and that traffic calming measures should ensure that inappropriate speed does not happen.

Manager's response:

1. Refer to submission no. 56 above, Manager's response no. 4 with regard to public consultation.
2. Support for cycle lane noted
3. Refer to submission no. 19 above, Manager's response with regard to proposed amendments to Priory boundary. Refer to Submission No. 27 above, Manager's Response to item No. 4 in respect to original entrance to Pearse Museum and Refer to submission no 47 above, Manager response to no. 2 with regard to existing trees.
4. The existing road layout has led to excessive speeds particularly at this location. This contributes to difficulties for pedestrians and cyclists and excessive noise from traffic. The proposals to reduce speeds to encourage sustainable forms of transport, reduce

noise and increase safety for all road users is not unreasonable and is in line with national and council policies.

Submission No. 60 Andy Whelan, 14 Stonepark Abbey, Grange Road. The submission relates to the following issues. Rathfarnham. Observation

1: The narrowing of the carriageway north of Beaufort Downs is without doubt the major flaw of the proposed scheme. The LINSIG modelling is out of date (as an additional traffic signal has been installed on Nutgrove Avenue (further delaying the northbound right turn from Grange Rd onto Nutgrove Avenue). The No 16 Bus will experience delays turning left onto Grange road heading to the City centre due to restricted/reduced carriageway. Adopt the following Pre- Construction ACID Test/ trial. For one month (during the school calendar year) place temporary fixed 1M height bollards on the road (North of Beaufort Downs) to reflect the proposed reduced carriageway and monitor the extended journey time of the No 16 Bus route from Taylors Hill to St Marys Boys NS.

2: The 16 Bus is a key cross city corridor route. The notion that it will be restricted for 1.4 of the 1.6k/m route on Grange road to 30km/hr seems excessive. Nobody disputes that the two key bottlenecks warrant calming measures however extending this limit over the full length is unwarranted. The accompanying Part 8 Safety Audit highlight the RSA database 2005 – 2012 and deems the existing road safe. The proposed scheme will undoubtedly make cycling safer which cast further doubt on the requirement to have an excessive 30km/hr zone.

3. The notion of a school set down facility north of Beaufort Downs is admirably however in reality it will become yet another park and ride bay. The proposed set down bay will fail in its primary objective. One predicts (with an element of certainty) that Northbound school traffic will divert into Beaufort downs (in order to use the new proposed path access to St Marys BNS). Beaufort Downs will suffer the same incessant (primary school related) traffic gridlock fate as Stonepark Abbey. Dispensary Lane and the SDCC “Bottle Bank” areas were pay and display areas, however these were subsequently removed. If SDCC cannot police the proposed set down bay it will become an extension to the “Bottle bank” park and ride facility.

4. The Part 8 document is littered with errors, for example the AECOM Figure 2.1 “Existing Land use” fails to show the main local shopping area (Barton) on the Grange Rd. Figure 2.12 does not reflect the current extent of off street parking. The Parking Beat survey areas were too restrictive. The Traffic counts failed to record critical turn points i.e. into Stonepark Abbey/ Longwood Estate, The rat run into Tara Hill from Willbrook Road.

Observation

5. Part 8 document page 30 “Impact on parking”.

If the DTO proceeds with the proposed plan there is an admission that off street parking will increase and with a brazen attitude states in mitigation that “SDCC are investigating the development of an area wide co-ordinated School Travel plan”. No one doubts that Grange Road has a unique local traffic problem. Two Secondary and Two Primary Schools all within a 300m diameter!

The problem for the DTO is to address the B&A (Behaviour and attitude) of the Irish mother dropping her child to National School. A DTO School travel plan should (in all reality) precede this planning application. A failure to provide same will mean considerable expenditure will be incurred without addressing the underlining problem. The finished scheme will merely exacerbate current problems. The National Transport Authority Case Study 3. Devine Word NS is held as a model for Primary School Walking and cycling. What the documents fails to indicate is that the Devine Word NS is at the epicentre of a housing estate. The Challenge for CEO et al in the National Transport Authority is to solve the more

challenging Grange Road issues.

Observation

6. The S05 has been redesigned to avoid a house buyout in Willbrook Downs. The route will now meander through a housing estate i.e. Precedence has been set.

- The North section of Grange Road (Sarah Curran to St Marys BNS) is predominately a walking route to school.
- The Area West and south of Grange Road from Sarah Curran Rd consists of, St Enda's Park, Grange Golf Course, Marley house, Marley Park, and is devoid of residential housing/ cyclists up to Harold's Grange rd.
- So an illuminated cycling route from the eastern extremity of Grange Downs through the Linear Park to Longwood Park would be cheaper, and a safer access to schools?. However this option appears not to have been considered by the DTO.

7. Moving a domestic Fuse board say 1M is expensive and problematic. Carry out a site survey and spot the error in your drawings when it comes to ESB facilities.

8. The southbound 16 Bus has insufficient carriageway outside Park Avenue – Hermitage (Tyre marks on grass verge). In order to mitigate/avoid a startle effect for motorists, the widening of this section must be sufficient to ensure proper sight lines of southbound cyclists speeding around this first southbound slalom/corner.

9. When raining the northbound cycle route finishes with a water obstacle. The Left Lane is invariably blocked by flooding due poor drainage/ shore facility at this LEFT turn Junction.

10. Unique/non-standard traffic signal. Nutgrove Avenue Westbound. The secondary light signal is parallel (in-line) with the Primary signal. A relocated secondary signal to the "One O Clock" position as opposed to the Three O Clock Position" would be safer.

Manager's response:

1. Refer to submission no. 5 above, Manager's response item 2 with regard to the proposed layout at the approach to the Grange Road / Nutgrove Avenue Junction.
2. Refer to submission no 59 above, Manager's response to items 4, reduction in traffic speeds.
3. Refer to submission no 5 above, Manager's response to item 2, proposed drop off area south of Nutgrove Avenue
4. Sufficient surveys were undertaken along the length of the scheme to understand the impact of the scheme on the main traffic movements and parking.
5. Refer to submissions no.'s 4 and 5, Manager's response with regard to management of traffic issues.
6. Noted.
7. Noted.
8. The minimum road width on straight sections is 6.0m, the minimum road width on curved sections is 6.5m. The width of the proposed parking bays is adequate to allow for cars to park without impacting on the bus flow.
9. Noted. The drainage issues at this location will be reviewed as part of the detailed design.
10. Noted. Refer to Traffic Section for consideration and this issue will be reviewed as part of the detailed design.

Submission No. 61 Alan J Crossan and Lorraine N Crossan, 76 Grange Road, Rathfarnham. The submission relates to the following issues. 1 Access/impact on property. 2. Removal of the green to the front of property at 76 Grange Road, retain as much green as possible. Request that the grassed area be planted with trees or alternatively bollards are

inserted on this tarred areas, to prevent people parking there. 3. SDCC deal with excess water logging on Sarah Curran avenue over the past number of years. 4 What is the box outside our property for. 5. Excess speed on Grange Road. 6. Seating, lighting, congregation of teenagers at the Plaza.

Manager's response:

1. Access to all existing vehicle entrances will be retained, including dropped kerbs, and incorporated within the detailed design.
2. At the detail design stage planting etc. will be examined further to 'soften' the proposed treatment and design measures will be taken to preclude unwanted parking including enforcement.
3. This issue of flooding is being investigated and the OPW are carrying out works to remedy the situation.
4. Will investigate.
5. A major aim for the overall scheme is the reduction of traffic speeds in order to encourage walking and cycling along and across Grange Road. Many of the measures will have the positive result of lowering speeds such as narrowing the carriageway, introduction of traffic tables, the removal of slip lane at Taylor's Lane, traffic calming at locations such as the Hermitage and the Priory, proposed Plaza, St. Enda's Drive and at the school zone.
6. Refer to submission no. 6 above, Manager's response no. 2 to the paved area outside St. Enda's.

Submission No. 62 Mary Maguire and Larry Fenlon, c/o 126 Beaufort Downs, Rathfarnham, Dublin 14. The submission relates to the following issues. On behalf of the Beaufort Downs Resident's Association we wish to register our objection to the proposed realignment of the Grange Road from the entrance to Beaufort Downs to the Nutgrove Ave Grange Road junction. We believe that this proposal will cause major problems for Beaufort Downs' residents. It will greatly impact on entering and exiting our estate especially at peak times morning and early afternoon owing to school traffic. The proposal to create a parking bay/drop off from the entrance to Beaufort Downs to the entrance to the car park will greatly hinder the flow of traffic down the Grange Road. This proposal will result in the reduction in the width of the footpath with a cycle lane in the middle and the parking bay on the outside. The dangers for cyclists and passengers/ children exiting cars are more than obvious and the proposal is a recipe for accidents. There is also concern that the parking bay will be taken up by daily commuters and hence will drive more school traffic into our estate.

Manager's response:

1. Refer to submission no. 5 above, Manager's response no. 2 with regard to amendments to Grange Road approaching Grange Road / Nutgrove Avenue junction.

Submission No. 63 Ray Donnellan, Project Manager, Dublin Bus, 59 Upper O'Connell Street, Dublin 1. The submission relates to the following issues. In relation to the above mentioned proposals published on the SDCC website I wish to make the following observations on behalf of Dublin Bus:

1. Route 16 operates along Grange Road and as noted in the report is a high frequency and important cross city service operating on a core radial corridor.

- Overall the proposed scheme does not cause any major difficulties, however there are some points of detail we request be examined.
- The shorter left turn lane & cycle box from Grange Rd onto Nutgrove Avenue will impact the bus movement using this lane both in positioning to allow for the tail swing of the bus as it makes the left turn and in a time delay due to the reduced capacity of the left turn lane.

2. Details of road width changes are not given at all locations. Where changes are proposed, 6m width is an absolute minimum for bus operations and must be considered in conjunction with the length of the bus and swept path where the road involves any directional change. If the carriageway curves, then 6m width becomes inadequate. Also to be considered is the impact of any parking that may be adjacent to 6m carriageways – any incursion by badly parked cars into the carriageway cannot be accommodated by the narrower lanes.

3. The removal of some turning lanes off Grange Road along its length may add minor delays to the services, however our concern relates to the cumulative impact to bus services along the entire scheme length.

4. Changes to signal timings at the junction with Nutgrove Ave may impact the services operating along there – Routes 17, 61 & 75. We are available to discuss details of the design as required.

Manager’s response:

1. Refer to submission 4 above, Manager’s response on issues with regard to the Nutgrove junction, Beaufort Downs Estate and impact on buses. The proposal has been reviewed and the proposed length of the left turning lane is being increased.
2. The minimum road width on straight sections is 6.0m, the minimum road width on curved sections is 6.5m. The width of the proposed parking bays is adequate to allow for cars to park without impacting on the traffic flow.
3. The scheme will result in the removal of two right turning lanes along the length of the road. The removal of these right turning lanes will have minimal impact on the bus service throughout the day as very few vehicles make these right-turn movements, even during peak hours.
4. The signals at this junction are MOVA controlled and continually change the signal timings to balance the flows and delays across the junction. It is not envisaged that any notable changes will be made to the Nutgrove Ave arms of the junction and the analysis undertaken shows that these arms will experience only minor increases in delay in the Peak hours.

Submission No.64 Mairéad Forsythe Dublin Cycling Campaign.

The submission relates to the following issues. Dublin Cycling Campaign (DCC) has been working for over twenty years to encourage cycling and to represent the interests of everyday commuting cyclists. We want to make streets safer for cyclists and to increase public awareness of the benefits of cycling. We want to see a quantum increase in the use of the bike for commuting to study, work and for utility purposes, recognising that a 'critical mass' of cyclists in traffic leads inevitably to safer streets. Safer streets for cyclists are also safer streets for pedestrians.

Dublin Cycling Campaign is a member of Cyclist.ie www.cyclist.ie and the European Cyclists' Federation www.ecf.com

General

1. Dublin Cycling Campaign in general welcomes this proposal for improvement to facilities

for all road users on Grange Road, which forms part of Secondary route 10B in the Greater Dublin Area Cycle Network Plan. We were happy to be part to the initial workshopping process on this route, and we feel that many of the discussions that emanated from the workshop have borne fruit in this proposed scheme design. The draft proposal will raise the profile of the area, upgrade the entrances to St Enda's National Historic Park, and increase the safety and comfort of pedestrians and cyclists.

However, we have a number of comments that we wish to make, which we submit will help to improve the proposed scheme further.

2. We are disappointed that the proposed scheme does not extend to the northern boundary of Grange Road where it meets Willbrook Road (Yellow House), as the present cycle facilities for this section of Grange Road are poor in the extreme.

3. We note that the Road Safety Audit on the scheme has identified a number of issues and has made recommendations to address them. We fully support these recommendations, with some very minor proposed amendments, - see 1st bullet point in 'Specific Locations' below - and consider that they should be implemented in full. We are disappointed that the Safety Audit recommendations have not been centrally included as part of the exhibited scheme.

- We welcome the proposal for a 30 km/h speed limit along the route, but recommend that this be extended for the full length of the route, from Nutgrove Avenue to Taylor's Lane, particularly in light of the entrances/exits from the housing estates at the Priory, Hermitage Avenue, and the original main entrance to St Enda's National Historic Park.

- We make the assumption that the 'pink' coloured strips shown on the drawings are 'transition' cycle lanes between cycle tracks and cycle lanes. There is no colour code provided for this on drawings.

- We would request the consideration of the upgrading of all bus stops, where space is available, to either 'island type' or 'kneeling bus facility' bus stops as per National Cycle Manual guidance - <https://www.cyclemanual.ie/manual/detailsright/busstops/>

- We recommend that the design be complemented by considering the installation of directional signage to encourage the use of the cycling infrastructure, and to highlight the various historical attractions along this route.

- We recommend the consideration of the installation of a cycle counter on the route to measure the impact of any improvements in cycle numbers.

Specific Location Comments

Nutgrove Avenue to Loreto Terrace

- We note the Road Safety Audit's recommendation 4.3.1 that the proposed off road cycle track on the Green Space diagonal at the corner of Nutgrove Avenue and Grange Road should be widened and converted to a shared space. Consideration should be given to providing a separate space for pedestrians alongside the cycle track instead of shared space, as shared space can be problematical at busy times.

- The design at Loreto Terrace junction will need to be altered to facilitate the linking of the proposed cycle route from Nutgrove Avenue with the cycle facility proposed on Grange Road (east side).

- We suggest the consideration, with appropriate design, to continue the northbound off-road cycle track on the west side of Grange Road through the existing car park area on to the final section of Grange Road heading north westwards towards the Yellow House. This would also help to make the design at the main junction with Nutgrove Avenue less problematical.

Dispensary Lane to Stonepark Abbey

- We note the Road Safety Audit recommendations 4.1.1 for this section, but suggest that additional signage should be provided to indicate to motorists that they are sharing the space

with cyclists. In addition we recommend large cycle logo road markings in the carriageway to highlight this fact.

- The recessed car parking spaces on the section between Dispensary Lane and Stonepark Abbey are located where cyclists will be sharing the road with motorists. These parking spaces need to be sufficiently recessed to ensure that, when opened, car doors do not encroach on to the roadway and present a hazard for passing cyclists.

St. Enda's Drive to Sarah Curran Avenue

Residential driveways are close to the cycle track and it needs to be made clear, in scheme design and in any signage or markings, that cyclists have priority and exiting or entering cars must give way. The present design does not make clear how this will be achieved.

Sarah Curran Avenue to Park Avenue

We note the Road Safety Audit recommendations 4.1.2 for this section, but suggest that additional signage should be provided to indicate to motorists that they are sharing the space with cyclists. In addition we recommend large cycle logo road markings in the carriageway to highlight this fact .

Original Main St Enda's Entrance

We suggest that the extension of the 30kph zone right up to Taylor's Lane Junction will be critical in ensuring that the landscaping and pedestrian/cycle friendly proposals at the historical original St Enda's entrance will work effectively and safely.

Taylor's Lane Junction

We suggest the consideration of the continuation of the off-road cycle track for cyclists heading left along Grange Road through the present junction, the tightening of the junction radius, and a design similar to that employed on the opposite (west) side of this junction.

We are happy to discuss any of the issues raised above, with Council officials and designers, at any stage. Feel free to contact the undersigned.

Manager's response:

1. Noted.
2. Refer to submission no.3 above, Manager's response with regard to Nutgrove Avenue and future cycling facilities.
3. Noted. The above details and those included in the Road Safety Audit will be further considered at the detailed design stage.

Submission No. 65 Aoife Jones, 93 Beaufort Downs, Rathfarnham, Dublin 14. The submission relates to the following issues. I would like my objection noted to the planning application for the upgrades to Grange road. I object to the parking bay / drop off on Grange road between the entrance to Beaufort Downs and Nutgrove avenue as I feel it will hinder the flow of traffic. And I object to the proposal to re-open the walk-thru path between Beaufort Downs and the car park in the corner of Grange road and Nutgrove Avenue, as I feel it will encourage non-residents to use it as a shortcut and possibly attract anti-social behaviour.

Manager's response:

1. Refer to submissions no. 4 & 5 above, Manager's response with regard to Beaufort Downs Estate and parking provision.

**Submission No. 66 John Paul and Marian Smith
32 The Priory**

Grange Road

Rathfarnham Dublin 16. The submission relates to the following issues. Proposed Construction of Grange Road Cycle and Walking Scheme

We refer to the above named proposal and this submission is made re an estate situated on Grange Road which will be materially impacted by the proposed works

Executive Summary

1. We are supportive of a scheme to improve the safety of the Grange Road in general and the portion of the Grange Road directly opposite the Priory in particular. However, there are a number of elements of the proposed works that are a source of specific concern to which we would like further consultation and engagement before plans are finalised.

2. Paved Area Opposite Entrance to St. Enda's Park

We are particularly concerned that this space, and in particular the inclusion of street furniture such as benches will give rise to gatherings of young people thereby raising the probability of anti-social behaviour occurring. We do not agree that the inclusion of such furniture serves any social or aesthetic purpose and would wish that this feature be removed from the proposed works.

3. Boundary Definition of the Priory.

As specifically referenced in the consultation papers, we would wish to see the existing entrance pillars, walls and railings retained as part of the proposed works. Furthermore, we would wish to see the boundary of the estate defined along its entire length. This can be achieved either through the continuation of the existing railing along the entire estate or the creation of a boundary wall along the entire length of the estate. As well as helping to formally define the estate and helping to preserve the specific identity of The Priory, the creation of this boundary will also play a very important public safety role in creating a barrier between the estate and traffic along Grange Road. The Green area in front of The Priory is proposed to be reduced by up to 4 meters, thereby bringing traffic closer to the estate and to the many children that routinely play in the Priory estate.

To achieve this, we feel that the proposed cycle path, which per the plans it is intended will be placed through the Green space at the southern end of the estate, would instead be placed on the outside of the residents proposed boundary wall of the Estate. This would not in any way detract from the objective of the proposed works, and in fact we think this would ensure better consistency of cycle path layout along all sections of the proposed works.

4. Entrances to The Priory

We would ask that both entrances to the estate have appropriate road markings included to provide better definition for the safest entry and exit points. There are currently no road markings and this is a cause of existing concern for residents. This concern is heightened as it is proposed that the Grange Road will be up to 4 meters closer to the houses in The Priory.

5. Trees

We understand the need to remove some of the trees along the green area in front of the Priory, indeed the residents have been campaigning for some for some time. However, particularly with reference to the Northern end of the estate, the proposed tree removal scheme appears to be overly aggressive and we would request that this be reconsidered, particularly in the context of the other proposals put forward by residents in this submission. For all trees that are to be retained as part of the proposed works, we would request the council to engage in an appropriate pruning scheme, to bring the height and scale of all trees in the estate to a more reasonable height. Again, the residents have been campaigning for

such a pruning scheme for a number of years.

6. Proposed Plaza at Junction of Grange Road and Sarah Curran Avenue

We agree with the need to improve this location. However, we are concerned that the proposed public space and associated street furniture will give rise to gatherings of young people and increase the risk of anti-social behaviour. We would much prefer to see the space incorporated into the current boundary of St Enda's Park and redesigned accordingly.

7. Noise Levels

Traffic travelling North along Grange Road creates significant noise for those residents living within the Priory and whose houses face onto Grange Road. Given that the proposed works would see the roadway brought closer to the houses in the estate the sound level is likely, on the face of it, to become worse. We do not see any proposals from the Council in terms of how this noise pollution will be mitigated. This is a source of concern for residents.

8. Speed. Excessive speed is a significant feature of traffic currently travelling along the section of Grange Road opposite The Priory. Whilst we understand the proposed traffic calming measures and the proposed 30kmh speed limit to the North of The Priory, we do not believe that sufficient consideration has been given to the restriction of speed along the southern end of the proposed works. The area in question is on a significant decline and we would wish to see more road signage, electronic speed gauges etc. included to ensure that traffic calming is actually achieved.

9. Estate Management / Consultation

The residents of The Priory have, for many years, ensured the upkeep of the estate, at the direct expense of the residents, due primarily to the Council's failure to do so. The Council now proposes to fundamentally change boundaries of the estate and we request specific information and confirmation from The Council in terms of how the redefined estate will be maintained into the future.

10. Section to the North of The Priory

We are also concerned that, notwithstanding the proposed 30kmh speed limit zone, the section of the proposed works between Park Avenue and Sarah Curran Avenue, which contains no dedicated cycle lane in either direction, may not have sufficient protection for cyclists and motorists alike.

11. Slip Lane at Top of Taylors Lane

The residents note that it is proposed to remove the left slip lane at the top of Taylor's Lane onto Grange Road. The residents are concerned that insufficient explanation / rationale for this removal has been provided as part of the documentation supporting the proposed works.

12. Works Management

Clearly as and when the actual works commence, there will be material impact on the residents of The Priory and we request the Council to engage in specific consultation with the Residents Association to help minimise the impact of the works themselves during the construction phase. In conclusion, The Residents Association propose that an opportunity to meet directly with The Council to outline all the various concerns in more detail is given and we will make ourselves available as a matter of priority.

Manager's response:

1. Support for scheme and request for further engagement Noted.
2. The proposals at Pearse Museum's original entrance will be amended at detailed design stage to incorporate the amended low wall and railings at Priory estate and a formal pedestrian entrance. The proposed seating will now be have less impact on the estate as it will be street-side seating. As SDCC is an Age Friendly County seating is proposed at 3 locations within the scheme: at the proposed new entrance and plaza at St. Enda's Park and at the original entrance to Pearse Museum (opposite the Priory) and at the re-designed open space adjacent to Loreto Abbey. The seating is proposed in conjunction with proposed public realm upgrades and visual improvements, including the use of white lighting; which will dispel dark areas, allow facial recognition and discourage anti-social gatherings. It is considered that for people walking to the park, shops, buses etc., (particularly up-hill sections) the provision of sitting and resting areas are appropriate along the street. Park opening hours can also vary, so seats located within the park may not always be available for public use. The seating is proposed at locations that are considered to have possible tourism potential and could be part of a walking trail. Effort has been made within the scheme to enhance and highlight these areas and provide seating as part of that.
3. Refer to submission no. 19 above, Manager's response item 1 with regard to request for new boundary at the Priory
4. Road marking and signage will be reviewed at the detailed design stage and will be subject to the requirements of DMURS.
5. Approximately 45 trees will be removed as part of this scheme; however it is proposed to plant between 70-80 new trees along the length of the scheme and retain approximately 25 existing trees. The proposed adjustments to the proposed boundary treatment at the Priory will decrease the likelihood of the removal of some of the trees at that location but this will be discussed further with the Residents Association prior to implementation
6. Refer to submission no. 6 above, Manager's response item 2 with regard to St. Enda's proposed new entrance and Plaza area.
7. Refer to submission no. 19 above, Manager's response item 1 with regard to request for new boundary and reduction in noise levels for Priory residents.
8. A major aim for the overall scheme is the reduction of traffic speeds in order to encourage walking and cycling along and across Grange Road. Many of the measures will have the positive result of lowering speeds such as narrowing the carriageway, introduction of traffic tables, the removal of slip lane at Taylor's Lane, traffic calming at locations such as the original entrance at Pearse Museum, Hermitage and the Priory, proposed Plaza, St. Enda's Drive and at the school zone. The encouragement of walking and cycling along the road will have a positive effect on drivers in terms of self-enforcement of speed limits. Further signage etc. will be considered at the detailed design stage
9. Noted.
10. This area is designed as a 30kph zone. As space is restricted, the design concentrates on providing pedestrian facilities with cyclists sharing the carriageway at this proposed traffic-calmed location. The design is in accordance with the National Cycle Manual.
11. The proposals include the removal of the existing slip lane from Taylor's lane onto Grange Road. However, in its stead a left hand turning lane is proposed onto Grange Road. The proposed arrangement will be safer for cyclists and pedestrians by slowing traffic with a tighter turning radius and reducing the crossing points for pedestrians/cyclists from 2 to 1, (on both Grange Road and Taylor's lane) reflecting

best National Policy practice as per DMURS. At the Grange Road/Taylor's Lane junction, the removal of the left hand slip lane from Taylor's Lane to Grange Road has minimal impact on the capacity of the lane with the average delay increasing by a couple of seconds. This is due to the low volume of vehicles making this turn in both peak hours, with 102 vehicles per hour in the AM peak and 94 vehicles per hour in the PM peak. This equates to approximately 3 vehicles every cycle. Therefore, there is ample green time during each cycle and sufficient length of flare for these vehicles to get through the junction.

12. Noted.

Submission No. 67 Cllr Paula Donovan, County Hall, Tallaght, Dublin 24. The submission relates to the following issues.

While I am broadly in favour of any works to improve cyclist and pedestrian safety, please consider the following "on the ground" points before the final proposal is brought to the Chamber for voting.

1. Use the Part 8 process to place a higher focus in the overall scheme for safer Drop off & Pick up between 8-9am and pick up at 1.30 and 2.30 to the 2 Primary schools – Loreto GNS and St Mary BNS. Improving the cycle and walking permeability will not necessarily reduce the number of drop offs in the morning in particular. Please note that safety issues should not only consider the students attending the schools but also commuters and cyclists too during rush hour. Consider incorporating investigation and supporting data to address 1 hour parking/all day parking/drop off only parking – local evidence suggests that all day free parking restricts safer school drop off/pick up. What is the primary function of this car park?

2. Please comment how the green space opposite the car park at the cross roads could be incorporated into any public realm/drop off improvements under this part 8. Is it SDCC owned?

3. Use the part 8 process to improve the current lane layout at the Crossroads with Grange Road, Rathfarnham Wood and Nutgrove Avenue with a particular emphasis on

- improving traffic flow heading City Bound turning left on Grange Road onto Grange Road towards the Yellow House through the use of filter light possibly?
- increasing the number of cars in the turning right lane heading from the Yellow House and turning right onto the Grange Road (significant congestion cause for Traffic wishing to travel straight ahead onto Nutgrove Avenue)
- Introduction of a turning left lane filter on Nutgrove Avenue for cars turning left onto Grange Road

If the part 8 process excludes this consideration, please raise these traffic flow issues in conjunction with this process.

4. Residents broadly welcome the public realm Plaza proposals to the old "Bottle Bank and 16 Terminus" site at St Enda's Car Park but would strongly request incorporating the plaza within the Boundary railings for the park so that some assurance can be derived that the site will be "managed and monitored" – A long history of neglect in the past on this site further re-enforces their views. – I would like to support residents on this

5. The Bottle Bank at the Grange Road Car Park continues to be an eye sore on what we consider to be a primary Tourist route from Rathfarnham Castle up to St Enda's Park. Please use the Part 8 process to consider moving the bottle bank to a more suitable location that is not so visible.

6. Please comment and incorporate into the plans the opportunity for visitors to park when calling to Residents along the route of the proposed cycle scheme. Driveways cannot accommodate visitors cars.

7. I support the addition of safe pedestrian crossings at the Junction with Sarah Curran

Avenue and Barton Road to improve pedestrian safety to access the park and city bound bus routes

8. Visibility for drivers turning right from Grange Park and Sarah Curran Avenue is restricted due to natural bends in the road which requires them to enter onto the current cycle lane in order to get a safe view (to a lesser extent at Tara Hill and St Enda Park but still difficult to turn right)

9. Please re-consider the removal of mature trees to accommodate the proposals. Many residents would be concerned that removing the trees particularly on the stretch of the Grange Road and up outside the Priory and also at Longwood Park will detract from the area. Can you comment on the replanting program in terms of 1. Replanting timelines for new trees, 2. specie selection and also 3. the care and maintenance of the new trees.

10. Can we use this opportunity to review how we communicate with Residents about upcoming projects such as this one. In particular, I would suggest a leaflet drop to residents as many were not aware of this project proposal. Also, the “bigger picture” regarding the next steps in the project would assist in providing context as to why Grange Road was being considered ahead of other routes that would have anecdotally a higher proportion of cyclists and pedestrians

11. Please outline that you have considered the possible “knock on” effect of the Cycle lane on roads and estates off the Grange Road – Has a review of parking restrictions been undertaken and what are the likely options?

Manager’s response:

1. Refer to submissions no.’s 4 & 5 above, Manager’s response for issues with regard to parking and school drop off and proposed re-design of existing car park.
2. The location of the green at a busy junction would not be considered an appropriate use for a car park; however it is proposed to incorporate walking and cycling facilities across the green to further encourage walking and cycling in the area.
3. At the Nutgrove Avenue / grange Road junction the left turn queuing lane as proposed in the part 8 drawings is approximately 3 car lengths. The impact of the proposed alteration shows a reduction in the performance of the junction, albeit the reduction would be within acceptable limits. However, following review of the submissions made during public consultation process, and having considered this request, the design will be revised to extend the left turn queuing lane to accommodate approximately double the number of cars than originally proposed. Further modelling will be carried out at the detailed design stage prior to implementation of the plans.
4. St. Enda’s Park and Pearse Museum are some of the most important historical sites in the County with regard to the 1916 centenary celebrations. This proposed new plaza area and proposed entrance forms part of SDCCs contribution to the 1916 celebrations, as agreed with the 1916 Commemoration Committee.

The new entrance forms part of the overall traffic calming scheme for Grange Road. Without the proposed works at the new park entrance the traffic calming scheme will be less effective.

At the design charrette, older people requested seating outside the park. As SDCC is an Age Friendly County seating will be provided in the proposed scheme. The new entrance will provide a safe pedestrian access to the park that is set back from the road.

This area is well over looked and the surrounding houses and busy road provides good passive surveillance. The proposed new design will remove the current appearance of this area being ‘uncared’ for. The proposals include a lighting design that will ensure the area is well lit with white light to discourage antisocial behaviour.

The proposed new entrance and the existing well used bus stop, will encourage people to use this area, which will also help discourage anti-social behaviour. Management are committed to ongoing maintenance programme for this area. Access to the new plaza will be accommodated by a pedestrian crossing of Grange Road.

5. The car park area will be re-designed as part of the detailed design stage. The existing bottle bank location will be incorporated into the design in attempt to make it less visually intrusive.
6. The aim of this scheme is to upgrade the cycle and pedestrian facilities on Grange Road to encourage more sustainable modes of transport. Consideration has been given to including on-street parking where possible and some car parking areas have been incorporated into the scheme. Having reviewed the design it is not feasible to provide continuous parking in conjunction with the upgraded pedestrian/cyclist facilities. The traffic management plan envisages that there will be some displacement into adjacent estates; however the overall aim of the scheme is to encourage walking and cycling in line with national and local policies.
7. Noted.
8. Noted. Adequate sight lines have been incorporated into the designs. The reduction in traffic speeds that will result from the implementation of the designs will assist with this issue.
9. Approximately 45 trees will be removed as part of this scheme; however it is proposed to plant between 70-80 new trees along the length of the scheme and retain approximately 25 existing trees. The replacement trees will be planted in the closest planting season available following the works. If an existing street tree pattern prevails at a particular location the species chosen will reflect this; otherwise it will be a native species or chosen to enhance each area. SDCC public realm section manages ongoing maintenance of street trees.
10. Noted. The current submission is included in the statutory consultation process. The response to the public consultation was above and beyond what is expected for a scheme of this type. There were a number of non-statutory and statutory consultation events, as detailed:

Non-Statutory Consultation

As part of the feasibility process, the Planning Authority carried out a non-statutory public consultation process to gauge public opinion on the project.

On July 2nd between 15.00-17.00 & 18:00-20:00 a Public Charette was arranged by the Council in a marquee tent on the grounds of St Enda's Park. A stakeholders workshop event was held on Wednesday July 1st between 10.00-13.00 at Halla Mór, Pearse Museum, St Enda's Park, Rathfarnham.

Visits to all the schools were carried out in September/Oct with the Green schools co-ordinator to make them aware of and brief them on the Part 8.

As part of the 1916 Centenary Programme, which the Mayor Sarah Holland launched in SDCC civic offices, describes the Councils commitment to the new pedestrian and cycle and civic space at St Enda's Park and Pearse Museum. This was attended by a number of public officials as well as constituents being invited to the launch. This launch took place Wednesday 2nd of December 2015.

Council staff were available for planned drop-in information sessions between Monday 1st February to Thursday 4th of February 10am-12pm, 2016, inclusive.

Statutory Consultation

The Part 8 proposals were presented to the Rathfarnham Councillors at a briefing meeting on Thursday 19th of November.

The proposed development and accompanying Appropriate Assessment report was placed on public display for the statutory period from Thursday 3rd of December to Wednesday 10th February 2016. The plans and particulars can be viewed on South Dublin County Council's website-www.sdcc.ie

The closing date for receipt of submissions or observations via e-mail to smartertravelsd@sdblincoco.ie or to the Senior Executive Officer, Land Use Planning and Transportation on or before 5.00pm on Wednesday 10th February 2016.

Copies of the plans were available at South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between hours of 9.00am- 5.00 Monday to Thursday and 9.00-4.30pm on Friday (Inspection and purchase)

Whitechurch Library, Taylor's Lane, Ballyboden, Dublin 16, Monday, Tuesday, and Thursday 2.00pm to 5.00pm and 6 to 8pm. Wednesday 9.45am-1pm and 2-5pm. Closed Friday, Saturday and Sunday. Library closed from Friday 18th of December 2015-to Sunday 3rd January 2016.

Ballyroan Library, Orchardstown Avenue, Rathfarnham, Dublin 14, Monday – Thursday 9.45am-8.00pm, Fridays and Saturdays 9.45-4.30pm (Closed Saturday and Mondays of bank holiday weekends).

11. See point 6 above. Extending the duties of the Traffic Warden (Park Right Company) at Rathfarnham village to Grange Road post implementation of the scheme will be considered during the implementation stage, particularly at locations subject to school parking pressures.

Submission No. 68 Cllr Colm Brophy, County Hall, Tallaght, Dublin 24.

The submission relates to the following issues.

1. Ref: Priory Estate The entrance pillars and railing are a unique, distinguishing feature of this estate and should be retained. Consider evaluating and incorporate a boundary wall along The Priory estate. Restrict removing healthy trees and consider moving the cycle lane along this stretch along the Priory to avoid the removal of the trees.
2. Ensure safe and improved Drop off and pick up has been fully incorporated into the plans at the 2 primary schools
3. Incorporate the plaza at the Sarah Curran Junction within the railings of the Park.
4. Improve pedestrian safety crossing at Sarah Curran Junction with Barton Road
5. Improve consultation process with Residents
6. Consider improvements to traffic flow at the Rathfarnham Wood, Nutgrove Avenue, Grange Road Cross roads which is a bottleneck.
7. Consider residents parking concerns post cycle lane construction particularly on Grange Road and also for off roads and estates.

Manager's response:

1. Refer to submission no. 19 above, Manager's response with regard to proposed amended treatment of the Priory.
2. Noted. Also refer to submission no.4 above, Manager's response item 1 with regard to review of existing car park at junction of Nutgrove Avenue with Grange Road.

3. Refer to submission no. 6 above, Manager's response item 2 with regard to proposed new entrance and plaza at St. Enda's Park.
4. Detail design will include proposed pedestrian crossing
5. Noted. The current submission is included in the statutory consultation process.

The response to the public consultation was above and beyond what is expected for a scheme of this type. There were a number of non-statutory and statutory consultation events, as detailed:

Non-Statutory Consultation

As part of the feasibility process, the Planning Authority carried out a non-statutory public consultation process to gauge public opinion on the project.

On July 2nd between 15.00-17.00 & 18:00-20:00 a Public Charette was arranged by the Council in a marquee tent on the grounds of St Enda's Park. A stakeholders workshop event was held on Wednesday July 1st between 10.00-13.00 at Halla Mór, Pearse Museum, St Enda's Park, Rathfarnham.

Visits to all the schools were carried out in September/Oct with the Green schools coordinator to make them aware of and brief them on the Part 8.

As part of the 1916 Centenary Programme, which the Mayor Sarah Holland launched in SDCC civic offices, describes the Councils commitment to the new pedestrian and cycle and civic space at St Enda's Park and Pearse Museum. This was attended by a number of public officials as well as constituents being invited to the launch. This launch took place Wednesday 2nd of December 2015.

Council staff were available for planned drop-in information sessions between Monday 1st February to Thursday 4th of February 10am-12pm, 2016, inclusive.

Statutory Consultation

The Part 8 proposals were presented to the Rathfarnham Councillors at a briefing meeting on Thursday 19th of November.

The proposed development and accompanying Appropriate Assessment report was placed on public display for the statutory period from Thursday 3rd of December to Wednesday 10th February 2016. The plans and particulars can be viewed on South Dublin County Council's website-www.sdcc.ie

The closing date for receipt of submissions or observations via e-mail to smartertravelsd@sdblincoco.ie or to the Senior Executive Officer, Land Use Planning and Transportation on or before 5.00pm on Wednesday 10th February 2016.

Copies of the plans were available at

South Dublin County Council Offices, County Hall, Tallaght, Dublin 24 between hours of 9.00am- 5.00 Monday to Thursday and 9.00-4.30pm on Friday (Inspection and purchase)

Whitechurch Library, Taylor's Lane, Ballyboden, Dublin 16, Monday, Tuesday, and Thursday 2.00pm to 5.00pm and 6 to 8pm. Wednesday 9.45am-1pm and 2-5pm. Closed Friday, Saturday and Sunday. Library closed from Friday 18th of December 2015-to Sunday 3rd January 2016.

Ballyroan Library, Orchardstown Avenue, Rathfarnham, Dublin 14, Monday – Thursday 9.45am-8.00pm, Fridays and Saturdays 9.45-4.30pm (Closed Saturday and Mondays of bank holiday weekends).

6. This junction is outside the boundary of this Part 8 procedure. However, future proposals could include an upgrade to the cycle network on Nutgrove Avenue, which is part of route S04 (a secondary route) of the Greater Dublin Area (GDA) Cycle

Network Plan. As this route meets the Dun Laoghaire-Rathdown County boundary at this junction we will request an update from DLRCC regarding any proposed upgrade.

7. The aim of this scheme is to upgrade the cycle and pedestrian facilities on Grange Road to encourage more sustainable modes of transport. On-street parking has been included where possible and some car parking areas have been incorporated into the scheme. Having reviewed the design it is not feasible to provide continuous parking in conjunction with the upgraded pedestrian/cyclist facilities. The traffic study envisages that there will be some displacement into adjacent estates; however the overall aim of the scheme is to encourage walking and cycling in line with national and local policies. Extending the duties of the Traffic Warden (Park Right Company) at Rathfarnham village to Grange Road post implementation of the scheme will be considered during the implementation stage, particularly at locations subject to school parking pressures.

Submission No. 69 Alan Doyle, Karen Doyle, Peter Doyle, Caoimhe Doyle, 52 Beaufort Downs, Rathfarnham, Dublin 14. The submission relates to the following issues. 1. To whom it may concern I wish to lodge my objections to the proposed plan 8 grange road planning application due to the negative and dangerous implications for the residents of Beaufort Downs who do not wish to have a public walkway through privately owned and maintained land

The residents have previously protested the earlier proposals and wish to do the same as this new walk way will merely attract anti-social elements and will in no way benefit the residents of the area. I and my family wish to oppose this proposal in the strongest terms.

Manager's response:

1. Refer to submission no. 4 above, Manager's response to issues for Beaufort Downs Estate residents.

Submission No. 70 Anne and Kieran Hutton, 122 Grange Road, Rathfarnham, D 14 RP26. The submission relates to the following issues. Our objections in relation to the above relate to :

- 1 The reduction in the availability of drop off/collect car spaces at the schools at the bottom and near bottom of Grange Road.

The statement by the planners that the reduced numbers of spaces will "encourage" less people to drive their offspring to local schools is not realistic. Children getting wet coming home after school is manageable, but not starting the school day in that condition. Cycling is not an option for many households, rain apart, as the routes which many parents use to bring their children to school are not safe cycling environments. If spaces are reduced at what is only really a one hour, at most, morning rush hour problem (lunch time and mid afternoon collections of children are not traffic jam causing events), the consequence is further problems for residents in Longwood Park and Stonepark Abbey as banished motorists venture further into those streets. Those residents will find even greater difficulty leaving their area in the morning, not to mention thoughtless motorists blocking their driveways.

2. Consideration should be given to developing the green area opposite the park and ride facility at the bottom of Grange Road/Nutgrove Avenue to enable parents to drop off/collect their children, using parking meters to defer all day parkers.

- 3 The Plaza scheme at the Sarah Curran/Grange Road is a fine idea but it should be brought within the St Enda's Park itself, with alterations being made to the present plans to accommodate this change. The location of the Plaza will simply make it a mecca for late night

revellers in the bright evenings form late March to early October. Even at present the park itself is used occasionally by noisy youths drinking at weekends. The siting of the proposed structure will greatly increase this anti-social behaviour, with an adverse effect on people living within a couple of hundred yards of the park. (Your own records will show that even the bottle bank which was located where the Plaza is proposed had to be removed due to late night misbehaviour and noise.)

Manager's response:

1. Refer to Submission no. 4 above, Manager's response to traffic management issues outside Beaufort Downs Estate and review of car parking arrangements and traffic management at existing car park. Extending the duties of the Traffic Warden (Park Right Company) at Rathfarnham village to Grange Road post implementation of the scheme will be considered during the implementation stage, particularly at locations subject to school parking pressures.
2. Agreed.
3. Refer to submission no. 6 above, Manager's response item 2 with regard to proposed new entrance and plaza at St. Enda's Park.

Submission No. 71 John Sanders, Area Manager South, Donnybrook, Dublin 4. The submission relates to the following issues.
Wish to meet at detailed design stage

Manager's response:

1. Noted.

Submission No. 72 James Ellis, 31 Beaufort Downs, Rathfarnham, Dublin 14. The submission relates to the following issues. 1. I wish to object to the above-mentioned proposed works and in particular to the following elements of the proposals, namely, the intention to- (a) create a parking bay/drop off area on that part of Grange Road from Beaufort Downs to the entrance of the existing car park, (b) narrow the existing pedestrian space adjacent to the stretch of road referred to in (a) so as to facilitate the provision of parking bays and a cycle track, (c) reduce the stretch of road referred to in (a) from a two lane to a single lane, & (d) create a walk-thru path from the existing car park into Beaufort Downs. I consider that the creation of roadside car parking facilities so close to a busy junction will have a detrimental effect on traffic flows in the mornings and afternoons when children are going to and returning from the four schools in the immediate vicinity. The proposed reduction to a single lane will further exacerbate the situation. The elimination of the existing second lane will mean that vehicles travelling down Grange Road irrespective of whether they are heading in opposite directions at the junction (viz. in the direction of Yellow House or Nutgrove Ave towards Churchtown) will have to share the same road space on this stretch of road whereas now they are segregated in separate lanes. A further relevant factor which will impact of reducing traffic flows at this junction is that traffic coming from Rathfarnham Wood (whether it is heading up Grange Road in the direction of Beaufort College or on to Nutgrove Ave towards Churchtown) has priority over traffic coming down Grange Road and on to Nutgrove Ave. The effect of these proposed measures will be tailbacks of greater length and duration than are currently experienced on this road. The 16 bus service will be adversely affected by the reduction in road space at this stretch and will be a disincentive to greater uptake

in public transport on Grange Road. I support the provision of a cycle track subject to meaningful separation between pedestrians and cycle users. I believe that adequate footpath and cycle facilities could be provided here together with the two existing lanes were the proposed car parking bays to be dispensed with. The only clear outcome from creating a walk-thru from Beaufort Downs to the existing car park would be to facilitate more easily a greater number of parents/guardians than at present who use Beaufort Downs for parking/drop-off purposes to bring children to the local schools. There would be no advantage whatsoever to be gained by walking from Grange Road through Beaufort Downs and exiting at the proposed point at the car park as against the current walking route continuing down the public path on Grange Road and turning left along the public path adjacent to the car park. The opening of such a walk-thru would be a retrograde step and would significantly escalate the current problem of irresponsible driving and parking practices which occurs in the mornings and afternoons during school terms and the consequent risks to public safety. I would also be interested to know from the Council the purpose of this car park and whether it has any plans to introduce charges for its use. I can see the need to promote greater use of sustainable transport in this area. A very significant amount of the traffic in this area derives from people living in the locality or in adjoining parishes. I believe the best way to manage and address the matter is through promoting greater use of cycling measures and walking. Initiatives such as school walking schemes and other sustainable schemes as envisioned in the policy framework SMARTERTRAVEL provide better, healthier and effective approaches to these issues and are in everyone's interest. The Council's proposals in relation to this part of Grange Road would diminish the quality of life of residents of Beaufort Downs by making the estate a much more attractive area for parking for school runs.

Manager's response:

1. Refer to submission no. 5 above, Manager's response to item 2 with regard to proposals for the approach lane to Nutgrove Avenue / Grange Road junction.
2. Refer to Submission no. 4 above, Manager's response to items No. 1, 2, &3 in regard to proposed re-opening of footpath to Beaufort Downs.

Submission 28 Grange Rathfarnham	No. 73	Adrienne & David Darcy Downs Road
---	---------------	--

Dublin 14. The submission relates to the following issues. 1. I am hereby objecting to the following sections of the proposal which will greatly inconvenience the residents of our estate and those nearby on the Grange Road, as follows:-

a) The proposal to open a walk through from Beaufort Downs to the car park beside the boys national school on Grange Road. We already are hugely inconvenienced by school runs into our estate every morning and afternoon when parents seem to care little about whether residents can get into or out of their driveways. To add further inconvenience by in effect turning our estate into a car park for those using local bus services is just not acceptable! It would also encourage anti-social behaviour which we already have to put up with due to pedestrian through-put, this will just add to that which already exists.

b) The proposal to reduce the width of the road from Beaufort Downs estate down to traffic lights at Nutgrove avenue junction. This has to be the least well thought out proposal I have come across for quite a long time. The traffic during peak periods leading to this junction moves at a snail's pace but as there are two lanes at least it moves. With a single lane it will come to

a

complete

stop.

I hope some common sense will prevail as I do not believe you have thought these proposals through sufficiently well.

Manager's response:

1. Refer to submission no 4 above, Manager's response to items 1, 2, &3 with regard to issues at Beaufort Downs Estate and re-opening permeability path.
2. Refer to submission no. 5 above, Manager's response to item 2 with regard to proposals for the approach lane to Nutgrove Avenue / Grange Road junction.

Submission No. 74 Martin and Catherine Nolan, 3 The Priory, Rathfarnham. The submission relates to the following issues.

1. We refer to the above named proposal and make this submission on our own behalf and in support of the letter to you from the Priory Residents Association, of which we are members. We recognize the necessity to improve the safety of the Grange Road and in particular to ensure that pedestrians and cyclists can enjoy safe passage along the Grange Road at its narrowest part. However, we also believe that the proposed works go well beyond what is required for this purpose, and in doing so, do not take into account the concerns of the residents of the Priory. Boundary Definition of The Priory We support the Priory Residents Association position on this. The existing pillars, walls and railings are a feature that enhances the appearance of the Priory and we wish to see them retained and extended, or alternatively, replaced with a suitable proposal of comparable aesthetic value, and consistent with the other boundary walls in the immediate vicinity, such as the granite wall to St Enda's Park itself or the low granite walls and railings at the new car-park to Marlay Park along Grange Road. In particular, we object to the proposed hedge along the Grange Road to the northern end of the Priory. A hedge would offer no protection to the residents in the event of a car crash along the main road. We have witnessed three single car accidents in the past ten years, and in each case, the car careened off the wall at St Enda's and ended up by hitting one of the trees SDCC intend to remove. If there are immature trees there, or just a hedge, the likelihood is that a car will come across the access road and into our garden. A wall would be a much safer option for us and demonstrate a positive attitude to risk mitigation by the Council. We also favour construction of a boundary wall, as we have no confidence in SDCC ability or interest in maintenance of hedges, trees or grass areas within the estate or at the boundary. The Priory Residents, through the good work of the Association, have paid for the maintenance of the green areas and shrubbery in the estate, including the railings and brickwork. This work and the cost associated with it, were undertaken as a result of the absence of any action to maintain the green areas or indeed the trees of the estate by South Dublin County Council since construction in 1992 or since the formal taking over of the Priory Estate. Naturally this is a hot issue here, because of the cost, and the fact that we pay property tax to SDCC
2. Paved area opposite the original entrance to St Enda's Park. Is it really necessary to pave this area of grass and to put in a ramp on the road at this location? There is no obvious purpose to the paving, and by paving, the green area to the front of the Priory will be further and unnecessarily reduced, and convert what is part of a residential estate into a public space. It seems that seating has been included at this location in order to prevent illegal parking. We fear that it will encourage loitering.

3. It would be of greater benefit to residents, and visitors to St Enda's Park if the southbound bus stop would be moved to a point directly opposite the Park Entrance, and a small paving area created to allow for passenger circulation..

4. Proposed Plaza at Sarah Curran Avenue junction
The Plaza is excessively elaborate and will create an area for potential litter dumping, and anti-social behaviour. In addition, it will be of little use to local residents or visitors to the park, as they want to be in the Park, not sitting outside. Why can the Plaza not be incorporated into St Enda's Park? It is obvious to any casual observer that this little cut-off triangle was originally part of the Park. You may be aware that the reason that St Enda's ceded that little piece of land to CIE was to allow for the #16 bus to have a turning circle, as that bus stop was the terminus. However, the #16 bus route was extended up to a point near Ballinteer some years ago, and CIE should have returned that piece of land to the OPW then. Can you tell me if legal title has been established on this piece of land, and if so, what are these conditions? It would be wise to undertake a review of the legal transfer documents between CIE, OPW and SDCC before undertaking any expenditure on this part of the works. A more sympathetic treatment of that area would be to extend the Park boundary walls and to build a pedestrian or vehicular entrance in the style of the rest of the Museum and Park, perhaps similar to the main entrance. This would also be more in keeping with the preservation of the heritage of St Enda's Park, particularly at this historic time. In conclusion, we support all the points raised in the Priory Residents Association submission and have highlighted some aspects that are important to us, and which we can further clarify for you in person or by email or letter as you wish.

Manager's response:

1. Refer to submission no. 19 above, Manager's response with regard to proposed treatment/amendments to the Priory Estate.
2. The proposals at Pearse Museum's original entrance will be amended at detailed design stage to incorporate the amended low wall and railings at Priory estate and a formal pedestrian entrance. The proposed seating will now be have less impact on the estate as it will be street-side seating. As SDCC is an Age Friendly County seating is proposed at 3 locations within the scheme: at the proposed new entrance and plaza at St. Enda's Park and at the original entrance to Pearse Museum (opposite the Priory) and at the re-designed open space adjacent to Loreto Abbey. The seating is proposed in conjunction with proposed public realm upgrades and visual improvements, including the use of white lighting; which will dispel dark areas, allow facial recognition and discourage anti-social gatherings. It is considered that for people walking to the park, shops, buses etc., (particularly up-hill sections) the provision of sitting and resting areas are appropriate along the street. Park opening hours can also vary, so seats located within the park may not always be available for public use. The seating is proposed at locations that are considered to have possible tourism potential and could be part of a walking trail. Effort has been made within the scheme to enhance and highlight these areas and provide seating as part of that.
3. The existing bus stop is at an appropriate location to serve residents of adjacent estates and people visiting St Enda's Park. A larger waiting area will be provided for passengers at this bus stop. There are also traffic calming features in the form of raised tables proposed before and after this bus stop which will reduce traffic speeds on the approach to the bus stop.
4. Refer to submission no. 6 above, Manager's response to item 2 with regard to proposed new entrance and plaza at St. Enda's Park. Land is owned by SDCC.

Submission No. 75 Michelle Murray, Rosario, Sarah Curran Avenue, Rathfarnham, Dublin 16. The submission relates to the following issues. 1. I want to let you know that I am not at all happy about any seating outside of the new pedestrian entrance to the park. Over the years I have had massive problems with cars parking on both sides of Sarah Curran Avenue anytime there is a match or an event on in the park. I requested double yellow lines and a single white line and the council refused both. I was also in touch with local TD's and had a lot of correspondence with the council in this regard. I was also in touch with the emergency services re access and Health & Safety. That area has always been an eyesore, when it was taken from the park to become a terminus for the 16 bus. Then we had a vandalised phone box, then the bottle bank and now a carpark. Then we had young people congregating who were noisy and lit fires and both my neighbours are in the 90's and are entitled to enjoy the peace and quiet of their homes. It gets worse in the summer when we have foreign students who don't have anywhere to go and always seem to find their way to Sarah Curran Avenue. I hope that you have taken note of the new dwellings that have been built in Silveracre grounds, now we have more residents and cars and Sarah Curran Avenue has always been used as a rat run. The space where the bottle bank was is now overrun with cars which block your view when turning right up the Grange road from Sarah Curran Avenue. I have no doubt that there will be a serious accident. I hope that the overhaul will increase the parking spaces in the park and that we will not encounter any further inconvenience accessing our properties. I would ask that you confirm receipt of this submission and advise on any further developments. Please remember that we are the people who live here, I'm happy for other people to enjoy the area but not at the expense of my quality of life.

Manager's response:

1. Refer to submission no. 6 above, Manager's response to item 2 with regard to proposed new entrance and plaza at St. Enda's Park particularly with regard to proposed new lighting design, increased legitimate use and passive surveillance. Management are committed to ongoing maintenance programme for this area.

Submission No. 76 Alan Doyle. The submission relates to the following issues. 1. Please be advised that the residents wish to object to any removal of trees from the front of privately owned estates and 2. the extension of road access which can only lead to further egress difficulties for residents and traffic chaos

Manager's response:

1. Approximately 45 trees will be removed as part of this scheme; however it is proposed to plant between 70-80 new trees along the length of the scheme and retain approximately 25 existing trees. The proposed adjustments to the proposed boundary treatment at the Priory will decrease the likelihood of the removal of some of the trees at that location but this will be discussed further with the Residents Association prior to implementation. The ongoing maintenance issues will be referred to the appropriate section of the council for action.
2. Noted

Submission No. 77 Gerry and Ailis Doyle, 14, The Priory, Grange Road, Rathfarnham, Dublin 16. The submission relate to the following issues.

proposal and strongly object to the Scheme as currently proposed, in particular:-

1. Entrance to the Priory:

The pillars and railings at the entrances to The Priory constitute an unique and distinguished feature for the estate.

Their removal will seriously detract from the appearance of the estate.

We do not believe that any proposal by the Council to substitute same will in fact be effective or an adequate substitute.

2. Trees: Proposed removal of trees as outlined is unnecessary and the Council should take appropriate steps to ensure the retention of as many trees as is possible if the scheme is to proceed.

3. Boundary:

As the proposal envisages bringing traffic closer to The Priory it is imperative that if the scheme is to proceed a wall is erected to ensure separation from the public area within the estate from the roadway.

4. Paved area opposite St. Enda's Park Entrance:

The proposal to pave this area has no practical purpose and is likely to be a source of anti-social behaviour, and further, it impinges on the amenity of a grass area which is currently available to The Priory Residents.

Manager's response:

1. Refer to submission no. 19 above, Manager's response with regard to minimising impact on the Priory Estate.
2. Approximately 45 trees will be removed as part of this scheme; however it is proposed to plant between 70-80 new trees along the length of the scheme and retain approximately 25 existing trees. The proposed amendments to the scheme at Priory may decrease the impact on trees at that location.
3. Refer to submission no. 19 above, Manager's response with regard to minimising impact on the Priory Estate.
4. Refer to submission no. 27 above, Manager's response to item 4 with regard to amendments to proposed new entrance treatment at original entrance to Pearse Museum (opposite the Priory)

Submission No. 78 Bridget Kennedy, 46 The Priory, Grange Road, Rathfarnham, Dublin 16. The submission relate to the following issues. Objects 1. Removal of the slip lane at Taylors lane. 2. Proposed Plaza at junction Grange Road and Sarah Curran Avenue 3. Paved area opposite St. Enda's Park. 4. Removal of railings in front of estate on Grange Road.

Manager's response:

1. Refer to submission no. 6 above, item 8, Manager's response to the removal of the slip lane.
2. Refer to submission no. 6 above, Manager's response to item 2 with regard to proposed new entrance and plaza at St. Enda's Park
3. The proposals at Pearse Museum's original entrance will be amended at detailed design stage to incorporate the amended low wall and railings at Priory estate and a

formal pedestrian entrance. The proposed seating will now be have less impact on the estate as it will be street-side seating. As SDCC is an Age Friendly County seating is proposed at 3 locations within the scheme: at the proposed new entrance and plaza at St. Enda's Park and at the original entrance to Pearse Museum (opposite the Priory) and at the re-designed open space adjacent to Loreto Abbey. The seating is proposed in conjunction with proposed public realm upgrades and visual improvements, including the use of white lighting; which will dispel dark areas, allow facial recognition and discourage anti-social gatherings. It is considered that for people walking to the park, shops, buses etc., (particularly up-hill sections) the provision of sitting and resting areas are appropriate along the street. Park opening hours can also vary, so seats located within the park may not always be available for public use. The seating is proposed at locations that are considered to have possible tourism potential and could be part of a walking trail. Effort has been made within the scheme to enhance and highlight these areas and provide seating as part of that.

4. Refer to submission no. 19 above, Manager's response with regard to minimising impact on the Priory Estate.

Submission No. 79 Martina O'Grady, 7 Beaufort Downs, Rathfarnham, Dublin 14. The submission relate to the following issues. Objects 1. Re-open a walk through path, because it would mean I won't be able to get in and out of my house from 8.30-9.15am and again at 2.30. Last year some parked in front of her drive and she couldn't leave her home. Before it was closed over 300 came into the estate every morning.

Manager's response:

1. Refer to submission no.'s 4 & 5 above, for Manager's response on issues relating to proposed footpath at Beaufort Downs, with respect to impact and traffic problems.

Submission No. 80 The submission relates to the following issues. Michael Murphy, Development Applications Unit. The Department recommends the proposed tree felling should take place outside the period 1st of March to the 31st of August inclusive in order to prevent the destruction of active bird nest sites. SDCC should be aware that even outside of this period, and particularly if felling is contemplated in Autumn when wood pigeons, a common species in this area, frequently nest, trees should be surveyed for active nests, which are protected under the Wildlife Acts, 1976 and 2000, and if such nests are found, felling delayed until chicks present fledge and leave the nest.

Tree (520) a mature beech to be felled should be treated in the same manner as the other trees with a moderate to low potential to support bat roosts, and recommends that these trees be felled taking reasonable avoidance measures-allowing trees to rest on site for a period of 24hrs (overnight). SDCC and the contractors should be remained, that if bats are discovered in the course of felling operations, work on the particular tree where they have been found should cease (unless this is impossible because of the stage the felling has reached), the National Parks and Wildlife Service of this Department should be immediately be informed, and a derogation licence to destroy a bat roost applied for.

Manager's response:

1. Noted.

Submission No. 81 The submission relate to the following issues. Pat Griffin, Beaufort. Please refer back to Submission No. 38, duplicate.

Manager's response:

1. Refer to submission no. 38, as this is a duplicate.

Submission No. 82 The Priory Residents Association C/O 63 the Priory, Grange Road, Rathfarnham, Dublin 16. The submission relates to the following issues.

1. Generally supportive of scheme.
2. Paved area opposite entrance to St Enda's Park original entrance, concerns regarding seating. potential for anti-social behaviour
3. Boundary definition of the Priory should be extended with railings or wall along boundary. Objection to the removal of the Pillars at the Priory; Retain existing entrance pillars, walls and railings. Concerns over losing green space and traffic issues.
4. Road markings and signage requested at entrances to Priory
5. Proposed tree removal at the Northern end appears to be overly aggressive. Request pruning scheme. Concerns with regard to Estate Management.
6. Concerns with regard to potential for anti-social behaviour at St Enda's proposed plaza and wish to incorporate area into original park boundary
7. Noise levels would increase given that the proposal is located closer to homes on the north of Grange Road beside the Priory.
8. Not enough thought given to traffic calming at the southern end of Grange Road.
9. Safety concerns for cyclists for area between Park Avenue and Sarah Curran
10. Concerns regarding removal of Slip at Taylors Lane.
11. Remediation works (unspecified) to be discussed further & Request for further engagement at Implementation Stage

Manager response:

1. Noted
2. Refer to submission no. 27 above, Manager's response no. 4 with respect to proposed amendments to proposals for original entrance to Pearse Museum opposite the priory.
3. Refer to submission no. 19 above, Manager's response to issues at the Priory, amendment of cycle path, extension to boundary and noise abatement.
4. Signage and road markings will be detailed at detail design stage, in line with national guidance.
5. Approximately 45 trees will be removed as part of this scheme; however it is proposed to plant between 70-80 new trees along the length of the scheme and retain approximately 25 existing trees. The proposed adjustments to the proposed boundary treatment at the Priory will decrease the likelihood of the removal of some of the trees at that location but this will be discussed further with the Residents Association prior to implementation. The ongoing maintenance issues will be referred to the appropriate section of the council for action.
6. Refer to submission no. 6 above, Manager's response item 2 with regard to St. Enda's proposed new entrance and Plaza area.
7. Refer to submission no. 19 above, Manager's response item 1 with regard to request for new boundary and reduction in noise levels for Priory residents.
8. A major aim for the overall scheme is the reduction of traffic speeds in order to encourage walking and cycling along and across Grange Road. Many of the measures

will have the positive result of lowering speeds such as narrowing the carriageway, introduction of traffic tables, the removal of slip lane at Taylor's Lane, traffic calming at locations such as the original entrance at Pearse Museum, Hermitage and the Priors, proposed Plaza, St. Enda's Drive and at the school zone. The encouragement of walking and cycling along the road will have a positive effect on drivers in terms of self-enforcement of speed limits. Further signage etc. will be considered at the detailed design stage

9. This area between Park Avenue and Sarah Curran Avenue is designed as a 30kph zone. As space is restricted, the design concentrates on providing pedestrian facilities with cyclists sharing the carriageway at this proposed traffic-calmed location. The design is in accordance with the National Cycle Manual.
10. Refer to submission no. 5 above, Manager's response item 8 with regard to changes proposed at Taylor's Lane junction.
11. Noted.

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)'.

Draft County Development Plan 2016-2022

Section 6.3.0 Walking and Cycling

Walking and Cycling trends vary from area to area, highlighting differences in the ease with which people can walk or cycle, due to levels of connectivity and the quality of facilities provided. Levels of walking and cycling are higher in areas that are close to employment centres, colleges and schools. There are opportunities to make walking and cycling more attractive, to increase the proportion of daily journeys undertaken on foot or by bicycle and promote healthier lifestyles.

Transport and Mobility (TM) Policy 3 Walking and Cycling

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 environment.

TM3 1:

To create a comprehensive and legible County-wide net of cycling and walking routes that link communities to key destinations, amenities and leisure activities.

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, with seeking to minimise opportunities for anti-social behaviour and respecting the wishes of the local communities.

TM Objective 3:

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

TM Objective 4:

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

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 and the draft County Development Plan 2016-2022.

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 and as outlined in the foregoing report.

It is recommended that, as the proposal is in conformity with the proper planning and sustainable development, that the Council proceed with the Part 8 proposal for the construction of Grange Road cycle scheme and enhancement of the streetscape along Grange Road, Rathfarnham, Dublin 14 & 16, from Taylor's lane to Nutgrove Avenue, which includes works within the curtilage of a protected structure and the public realm adjacent to protected structures, as proposed and detailed in the public notices and the foregoing report, with the following modifications:

- 1. The layout of the existing carpark at the Grange Road / Nutgrove Avenue junction will be revised at the detailed design stage to improve its efficiency. As part of the revision a drop off area for school runs with a footpath connecting to the schools will be provided, to reduce the impact of school related parking in Beaufort Downs. Screening measures, to reduce the visual impact of the existing bring banks, will be incorporated into the re-design of the car park.**
- 2. The detailed design stage will investigate design solutions to curb cyclists and motorcyclists from traversing the green space to the front (east) of Beaufort Downs.**

- 3. The proposed car parking area on Grange Road outside of Beaufort Downs Estate will be designated as drop off only. All day parking will not be permitted.**
- 4. At the Nutgrove Avenue / Grange Road junction the design will be revised to extend the left turn queuing lane to accommodate approximately double the number of cars than originally proposed. Further modelling will be carried out at the detailed design stage prior to implementation of the plans.**
- 5. The yellow boxes at Barton / St. Enda's Drive will be reinstated at both junctions for the proposed scheme.**
- 6. The proposed zebra at Grange Road close to the junction with Sarah Curran Avenue will be changed to a pedestrian crossing with pedestrian lights as phase 1 of the proposed St. Enda's plaza scheme. This may be changed to a zebra crossing once traffic speeds are reduced and pedestrian volumes have increased.**
- 7. The cycle lane, designed in accordance with the National Cycle Manual, will be aligned closer to the road to reduce the impact on the existing boundary wall and on the Priory Estate entrance piers. Boundary wall and existing entrance gates/pillars and railing, similar to existing, will be reinstated at the entrances to Priory Estate, where they are affected by the proposals. A new low wall and fence is proposed along the Priory boundary to tie in with the existing boundary treatment.**
- 8. The proposals at Pearse Museum's original entrance (opposite the Priory) will be amended to incorporate a proposed low wall and railings as a new boundary to the Priory estate and a formal pedestrian / cycle entrance between proposed new paved area and the estate.**
- 9. It is proposed to include a new cycle route and pedestrian facilities at the existing green open space to the south-east corner of the Nutgrove Avenue / Grange Road junction.**