

South Dublin County Council

Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Part 8 Chief Executive's Report to Council Members

11th May 2026



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1 Introduction

The Knocklyon to Ballyboden Active and Sustainable Travel Scheme (hereinafter referred to as the Proposed Scheme) is to be delivered by South Dublin County Council (SDCC) and funded by the National Transport Authority. The scheme is being progressed as part of the Part 8 planning process and comprises a series of improvements to the public realm, as well as active travel and public transport infrastructure along Firhouse Road, Knocklyon Road, Templeroan Road, Ballyboden Way, Ballyboden Road, and Scholarstown Road.

The Proposed Scheme will also provide enhanced and safer connectivity to local schools for pedestrians and cyclists. This will be achieved through the introduction of “School Zones” outside Gaelscoil Chnoc Liamhna on Knocklyon Road and St. Colmcille’s Junior and Senior National Schools on Idrone Avenue, in accordance with the Safe Routes to School Design Guide. Additionally, targeted upgrades to walking and cycling are proposed on Knockfield Manor, Templeroan Lawn and Boden Park, along with improvements to the M50 pedestrian bridge Dargle Wood park. These interventions aim to create a comprehensive and connected walking and cycling network linking the main corridor of the Proposed Scheme and nearby amenities and the surrounding area.

The Proposed Scheme also includes two permeability links connecting Boden Park Lawn and Templeroan Green to Ballyboden Way. These links aim to improve connectivity between the residential estates and the wider active and public transport network along Ballyboden Way.

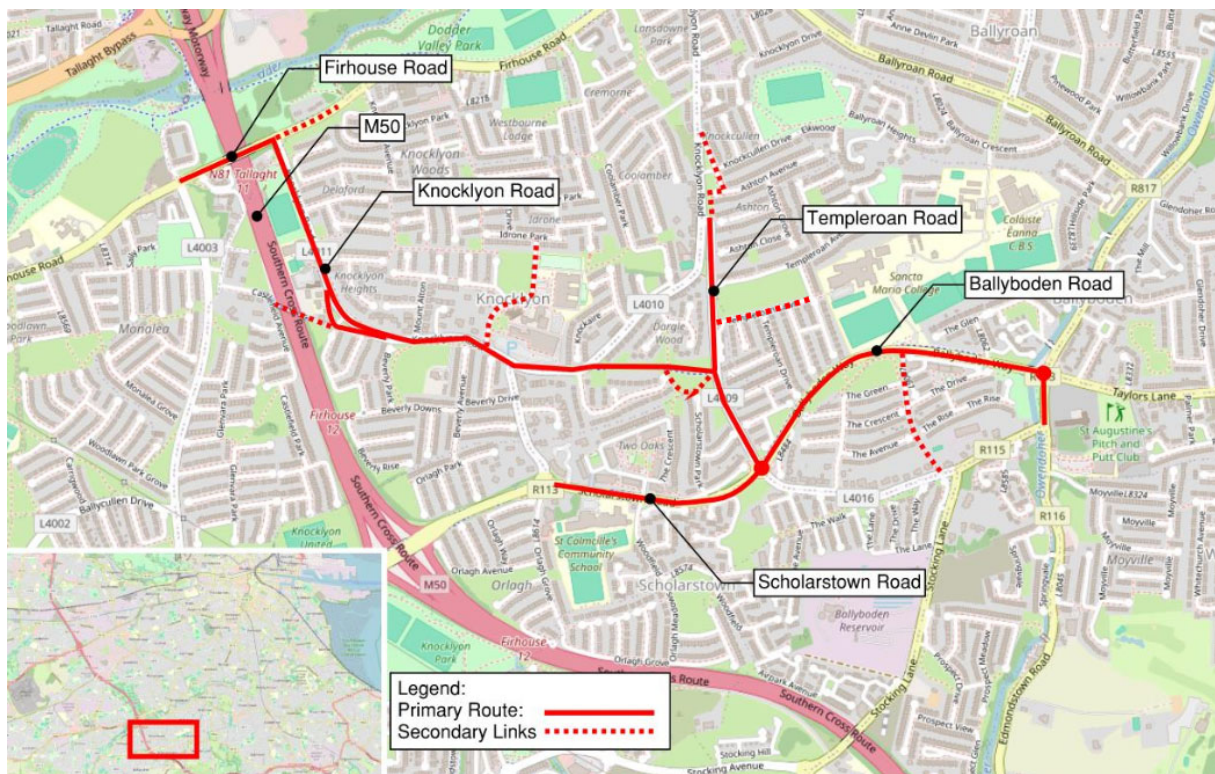


Figure 1: Outline of the Knocklyon to Ballyboden Active and Sustainable Travel Scheme

Refer to Appendix D for full extents of the Proposed Scheme.

The Proposed Scheme is part of a larger initiative aimed at providing a comprehensive walking and cycling route between Tallaght and Ballyboden. This wider network is made up of three interconnecting projects, collectively known as the Old Bawn to Ballyboden Active Travel Scheme. These three schemes will link directly, creating a unified active travel network. Each project will be delivered separately.

The overall network consists of the following projects:

- Firhouse Road Active Travel Improvement Scheme.
- Knocklyon to Ballyboden Active and Sustainable Travel Scheme.
- Old Bawn Road Active Travel Scheme.



Figure 2: Larger Old Bawn to Ballyboden Scheme Layout

Through this scheme SDCC proposes to expand and enhance the existing pedestrian/cycleway network within the Knocklyon and Ballyboden area along with enhancing the public realm and the local landscape. The Proposed Scheme is approximately 4.1km in length with an additional 1.5km of walking and cycling improvements along residential streets. The area was identified in the Cycle South Dublin Programme, published in April 2021, as an integral part in forming a comprehensive cycling network within South Dublin County. Firhouse Road is included within Route 8a–f, while Knocklyon Road, Dargle Wood and Templeroan Road comprise Route 9. Ballyboden Way, including the Templeroan Road and Ballyboden Road / Taylor’s Lane Roundabouts, forms part of Route 19a–e.

The scheme objectives are as follows:

- Encouraging modal shift by improving the public realm and fostering a safer, and more attractive environment for residents through traffic calming measures and neighbourhood enhancement.
- Encouraging modal shift to walking and cycling as a safe and convenient means of making local trips (work, school, college, recreation trips etc.) and to create a network of high-quality walking and cycling facilities.
- Developing secondary links in the vicinity of the main scheme that will look to increase the usability of the main route through increasing access and destination options.
- Improving the landscape along the route to improve biodiversity and create a more pleasant environment to walk and cycle.
- Installing safe school treatments outside schools which will create safe and welcoming environments that will encourage walking and cycling to school and promote positive social interaction at the school gate.

- Ensuring the delivery of high-quality linkages between residential areas and key trip attractors (e.g. schools, colleges, sports clubs, shopping centres) as well as other planned and existing cycle and walking routes.
- Reprioritising crossings of side roads, by tightening corner radii and providing raised entry treatments that allow for pedestrian and cycle priority through the junctions and encourage slower vehicle speeds.
- Developing signalised junctions that cater for all pedestrian and cyclist movements, providing segregated and kerb-protected cycle facilities along with single-movement pedestrian crossings on each junction arm.
- Upgrading bus stops to remove conflict between pedestrians and cyclists and between cyclists and stopping buses by deflecting cyclists around the bus stop and by providing permeability between bus stops and destinations.
- Improving safety for pedestrians and cyclists in accordance with the Cycle Design Manual (CDM) and the Design Manual for Urban Roads and Streets (DMURS).

Another key objective of the project is to enhance the built environment to enable visually and mobility-impaired users to navigate the community safely and independently. This objective is achieved through a range of interventions, including the incorporation of raised crossings at side roads, which help to reduce vehicle speeds and provide a level, kerb-free crossing surface. Cyclists and pedestrians are segregated along the majority of the scheme, reducing potential conflicts. In addition, appropriate tactile paving is provided throughout the scheme in accordance with the latest guidelines, assisting visually impaired users in navigation and alerting them to potential hazards or points of conflict.

SDCC commenced of the Part 8 Planning Process for this project with the publication of a newspaper notice in the Irish Times on the 30th of January 2026. Site notices were also erected at various locations throughout the scheme area. Project proposals were on public display in South Dublin County Council's Office from the 30th of January until 27th of February 2026. The closing date for receipt of submissions was the 13th of March 2026. In total, 249 submissions and 229 surveys were received by the closing date.

2 Outline of the Public Consultation Programme

2.1 Overview

In total 249 submissions were received. The matters raised in the submissions are considered and clarified in the report. In addition, two additional rounds of informal public consultation were held in 2023.

- The first informal consultation was held from 21st April to 19th May 2023, focused on the western section of the scheme, including Firhouse Road (between Ballycullen Road and Knocklyon Road) and Knocklyon Road up to Dargle Wood Park. A total of 59 submissions were received, all of which were reviewed and taken into consideration.
- The second informal consultation, from 14th July to 11th August 2023, covered the eastern section, including Dargle Wood Park, Templeroan Road, Ballyboden Road, and Scholarstown Road, and sought public feedback on two design options at Knockcullen and Ballyboden Way. A total of 32 submissions were received, all of which were reviewed and taken into consideration.
- The Part 8 public consultation for the Proposed Scheme took place from 30th January to 13th March 2026, with project materials available for public inspection at County Hall until 27th February. 249 submissions were received.
- In addition to online access, an in-person open day was held at Ballyroan Library, where members of the project team were available to answer questions. A virtual reality model was also presented, allowing attendees to experience sections of the scheme from the perspective of pedestrians, cyclists, and motorists.
- 229 survey responses were received. When asked if they are supportive of the Proposed Scheme, 29% answered 'Yes', 32% 'Yes with changes' and 39% answered 'No'. Survey results are included Appendix A of this report.
- The project was also promoted on SDCC's social media channels both in advance of and during the consultation period. A video providing an introduction and overview of the scheme was shared online, including on YouTube, where it received over 3,500 views. In total, promotional videos of the Proposed Scheme's Part 8 received circa 100,000 views between all platforms.

2.2 Information Provided in the Public Consultation

The following is a list of documents and drawings contained in the Part 8 Planning application:

- Newspaper Notice
- Site Notice Knocklyon to Ballyboden ATS (English and Gaeilge)
- Knocklyon to Ballyboden Location Map
- Knocklyon to Ballyboden Part VIII Slides
- Knocklyon to Ballyboden ATS Part 8 Planning Drawings
- Knocklyon to Ballyboden Active Travel Scheme Part VIII Report
- Appropriate Assessment (AA) Screening Determination
- Article 6 (3) Appropriate Assessment Screening Report
- Environmental Impact Assessment (EIA) Screening Determination
- Environmental Impact Assessment Screening Report

- Ecological Impact Assessment
- Knocklyon to Ballyboden ATS Stage 1 Quality Audit
- Tallaght to Knocklyon Arboriculture Report
- Part 8 Scheme Drawings
- Video Overview of the Scheme (link: <https://youtu.be/uU7ktaJ1yQ0>.)

<https://consult.sdublincoco.ie/en/consultation/knocklyon-ballyboden-active-and-sustainable-travel-scheme>

Project proposals were also on public display in South Dublin County Council's Office from the 30th of January until 27th of February 2026.

3 Planning Context

3.1 South Dublin County Council Development Plan (2022-2028)

The South Dublin County Development Plan 2022 – 2028 aims to increase the modal share for walking and cycling for local trips to work, schools, retail, and leisure. The Plan also aims to enhance safety for all modes of transport in the county and to improve connectivity for pedestrians and cyclists within existing communities to maximise access to local shops, schools, public transport services and other amenities, creating a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities, and; to ensure that all streets and street networks are designed to prioritise walking and cycling movements within a safe and comfortable environment for a wide range of ages, abilities and journey types.

The proposed active travel measures are in accordance with Objective SM1 Objective 1, SM2 Objective 2, SM5 Objective 1 and SM6 Objective 3 of the County Development Plan that aims to achieve a transition to more sustainable travel modes and align with the policies and objectives of (i) Safe cycling routes through the implementation of the Greater Dublin Cycle Network Plan, NTA (2011) and the Cycle South Dublin project; (ii) Walking routes that link communities to key destinations, amenities and leisure activities.

The proposal will contribute to climate action and the area's network of quality walking and cycling facilities. The proposal will link open spaces to one another to increase their amenity value, encourage active travel, and facilitate the green infrastructure network. The provision of parks, open space and social, community and recreational facilities within walking and cycling distances of communities and on public transport routes will encourage active travel and a shift away from car-based transport.

Together, these measures will assist South Dublin County in achieving its climate action targets, will enhance residential amenities in the area, provide improved active travel infrastructure and is in accordance with the County Development Plan and the proper planning and sustainable development of the area.

3.2 Cycle South Dublin Programme

In April 2021, SDCC published the Cycle South Dublin programme, an ambitious plan aimed at making cycling a realistic and integral part of how people travel throughout the county. The programme proposes 45 routes that together would deliver a comprehensive cycling network.

SDCC aims to make the county one of Ireland's most liveable, equitable, and sustainable. A pillar of this new mobility vision is Cycle South Dublin (an ambitious programme to deliver a connected network of high-quality walking and cycling improvements linking the places where people live to where they want to go. There are 45 routes in the programme, and the goal is to deliver over 250 km of safe walking and cycling improvements. The Proposed Scheme is a key element of the Cycle South Dublin and will build on the recently completed works on the Dodder Greenway and will link into the D24 Neighbourhood Cycle Network Scheme and Firhouse Road Active Travel Improvement Scheme.

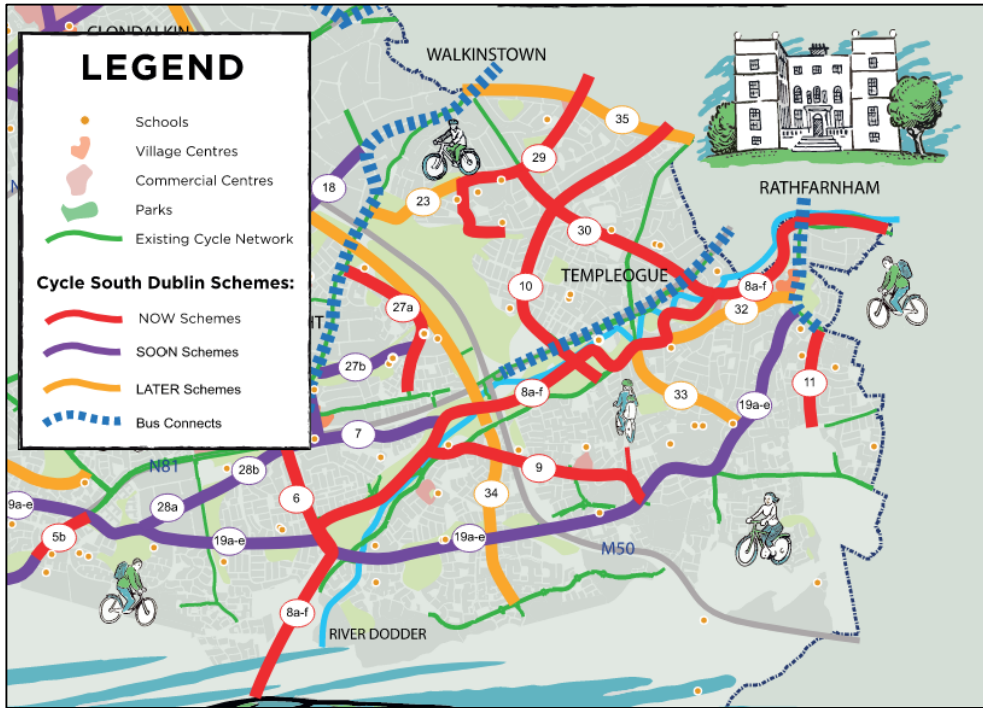


Figure 3: Extract from the April 2021 Cycle South Dublin: A programme of work

3.3 Greater Dublin Area Cycle Network Plan

In 2013, the NTA published the Greater Dublin Area Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the Greater Dublin Area. The plan sets out to create an integrated, comprehensive high quality cycling network, one that is safe, coherent, direct, attractive and comfortable. Figure 4 displays how the Active Travel Scheme connects to the overall GDA Cycle Network plan.

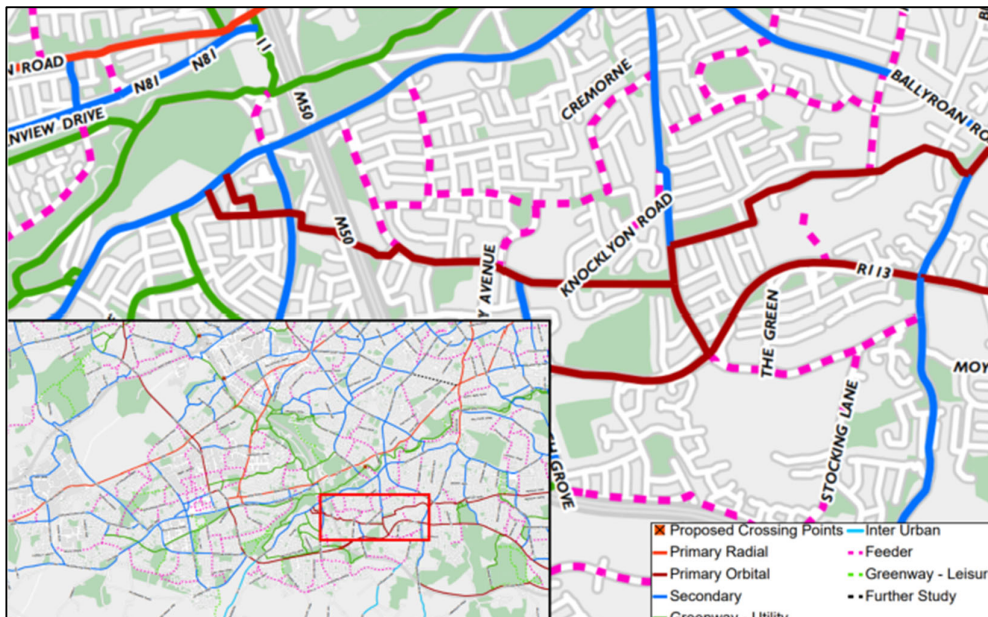


Figure 4: GDA Cycle Network Plan, Dublin South-West

3.4 Safe Routes to School Design Guide

The Safe Routes to School (SRTS) Programme was developed in partnership by the NTA and Green-Schools, An Taisce, in 2020, as a response to the need to support schools to increase walking and cycling to school. The aim of the programme is to improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access, improve access routes to school by improving walking and cycling infrastructure and increase the number of students who cycle to school by expanding the amount of cycle parking.

3.5 National Sustainable Mobility Policy

The purpose of this policy is to set out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade. Its targets are to deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021.

Some of the initiatives to be undertaken to achieve this include:

- Continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards.
- Continuing measures to address safety issues when travelling on public transport.
- Developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure.
- Expanding walking and cycling options across the country, including greenways.
- Rolling out the Safe Routes to School Programme.
- Rebalancing transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport.
- Identifying a pathway for the implementation of suitable demand management measures at national and local level to reduce reliance on the private car.
- Expanding behavioural change measures including the Smarter Travel Workplaces and Campus Programmes and Cycle Right training programme.
- The policy is accompanied by an Action Plan which identifies goals, core actions, implementing authority and timelines for the output.

3.6 National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping future growth and development. The NPF, which provides the framework for future development and investment in Ireland, is fully supported by the Government's investment strategy for public capital investment and investment by the State sector in general. It is the overall Plan from which other, more detailed plans will take their lead, including city and county development plans and regional strategies, hence the title, National Planning 'Framework'.

The National Strategic Outcomes identified within the NPF are outlined below:

- Compact Growth.
- Enhanced Regional Accessibility.
- Strengthened Rural Economies and Communities.
- Sustainable Mobility.
- A strong economy, supported by Enterprise, Innovation and Skills.
- High-Quality International Connectivity.
- Enhanced Amenity and Heritage.
- Transition to a low-carbon and climate-resilient society.
- Sustainable management of water, waste and other environmental resources; and
- Access to quality childcare, education and health services.

4 Environmental Impact Assessment and Appropriate Assessment

4.1 Appropriate Assessment Screening Report

The Proposed Scheme has undergone Appropriate Assessment Screening under the Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). The Habitats Directive and the associated Birds Directive (2009/147/EC) are transposed into Irish legislation by the Planning and Development Act 2000 and the Birds and Natural Habitats Regulations 2011. The Legislative provisions for appropriate assessment screening for planning applications are set out in Section 177U of the 2000 Act (as amended).

It concluded that the Proposed Development, individually or in combination with other plans and projects, will not have any significant effect on any European Designated Sites.

4.2 Environmental Impact Assessment Screening Report

The EIA Screening Report (EIASR) was undertaken to determine if an EIAR is required for the Proposed Development as set out in the provisions of the Planning and Development Act 2000 (as amended), The Roads Act 1993 (as amended) and in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

It concluded that the Proposed Development does not meet the criteria for a mandatory EIA in regard to the Planning and Development Act 2021 (as amended) or the Roads Act 1993 (as amended). The EIA Screening exercise assessment criteria was carried out to determine the potential for the Proposed Development to have significant environmental effects. The methodology used in the assessment was informed by the available guidance, legislation and directives. The assessment concluded that the Proposed Development, due to the considered design, scale and nature of the project, that there is no real likelihood of significant effects on the environment.

4.3 Ecological Impact Assessment

The Proposed Scheme has undergone an Ecological Impact Assessment in accordance with the methodology set out in the 'Guidelines for Assessment of Ecological Impacts of National Roads Schemes (TII, 2009).

It is concluded that the Proposed Development will not result in any residual adverse effects on biodiversity or protected sites, their integrity or their conservation objectives when considered on its own. There is therefore no potential for the development to contribute to any cumulative adverse effects when considered in combination with other plans and projects and therefore it will not result in any significant effects on any of the identified Key Ecological Receptors (KERs).

5 List of Submissions Received

The number of submissions that were received during the consultation period came to 249. All submissions were read, analysed and summarised. A list of the individuals and organisations that made observations or submissions within the public consultation period is provided in Appendix A of this report.

6 Summary of Key Issues Raised

All 249 of the submissions received by the Council during the public consultation were read, summarised and analysed. This section groups the key issues raised in the public consultation process. The council have established the validity of the concerns, the potential consequences to the community, environment, and the project, and made initial assessments of how best to incorporate suggestions, address the issue(s) or mitigate the negative impact(s).

The key issues related to the project have been grouped as follows:

1. Protected Roundabouts at Templeroan Road and Ballyboden Road / Taylor's Lane
2. Interventions at Gaelscoil Chnoc Liamhna
3. New walking links between Boden Park, Templeroan Green and Ballyboden Way
4. Other Issues Raised in Relation to Proposed Design
5. Infrastructure and Network Design
6. Pedestrian and Cyclist Safety
7. Need for public transport
8. Tree Removal and Landscaping
9. Need for the Scheme
10. Public Consultation
11. Public Lighting
12. Interventions at St. Colmcille's JNS and SNS
13. Environmental

Each of the category headings, together with the number of times that issues were raised in relation to each heading are detailed in Table 1 below.

Table 1: Breakdown of issues raised in submission received for all categories

Key Issue	Issues Raised
Welcomed and supported the proposals	62
Welcomed the proposals with changes	31
Protected Roundabouts at Templeroan Road and Ballyboden Road / Taylor's Lane	47
Interventions at Gaelscoil Chnoc Liamhna	45
New walking links between Boden Park, Templeroan Green and Ballyboden Way	44
Other Issues Raised in Relation to Proposed Design	92
Infrastructure and Network Design	56
Pedestrian and Cyclist Safety	42
Need for public transport	27
Tree Removal and Landscaping	19
Need for the Scheme	18
Public Consultation	18
Public Lighting	15
Interventions at St. Colmcille's JNS and SNS	13
Environmental	1

7 Summary and Categorisation of Issues Raised and Chief Executive Responses

This section represents an analysis of the submissions and includes a summary of each of the issues raised and the responses and recommendation of the Chief Executive. The responses of the Chief Executive have been framed taking account of the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

7.1 Issue 1: Protected Roundabouts at Templeroan Road and Ballyboden Road / Taylor's Lane

Issue 1.1: Tightening of the roundabout geometry and reduction to a single-lane approach

Several submissions raised concerns relating to the proposals to modify the existing Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts to Protected Roundabouts with a single-lane approach. Stating that the reducing the roundabouts to one approach and exit lane will result in reduction to traffic capacity through the roundabouts and continue to worsen congestion in the locality. A recommendation was made to incorporate filter lanes for the most in-demand movements.

Chief Executive's Response

A detailed response to congestion concerns is included in responses to Issue 4: Other Issues Raised in Relation to Proposed Design.

Several submissions received as part of this consultation process expressed support for the proposed roundabout interventions. Highlighting safety concerns, including the lack of appropriate and safe crossing facilities for pedestrians and cyclists, as well as high vehicle speeds on approach to and through the roundabouts. Reference was also made to recent tragic incidents in the area.

There are currently no crossing provisions for cyclists and only limited, substandard facilities for pedestrians. Existing pedestrian crossings are two-stage, requiring individuals to cross up to two lanes of traffic in one direction, wait on a narrow refuge island, and then cross an additional lane. Only two arms of the roundabout have signalised crossings, and these crossings are located 15 to 40 metres away from the roundabout—well outside natural desire lines. As a result, many pedestrians opt to use the dropped kerbs located closer to the roundabout, despite these not being formally marked or signed for drivers. As a result, leaving the roundabout as it would continue to put vulnerable road users, including school children, at risk. Doing nothing is not an option.



Figure 5: Ballyboden Road / Taylor's Lane Roundabout, multi-lane approach with no safe crossing

The proposed redesign involves transitioning from multi-lane to single-lane entries at the Ballyboden Way / Taylor's Lane Roundabout. While some arms of the Templeroan Road roundabout currently operate as two-lane approaches due to available width, they have been designed to function as single-lane approaches under the proposed scheme.

The proposed protected roundabout design incorporates priority pedestrian crossings on a raised zebra crossings and a segregated orbital cycle track, maintaining separation between all modes of transport. This design is widely used on busy roads across Europe and the UK. In Ireland, the first protected roundabout has recently been delivered in Fingal, with several others currently planned or under construction. The Wainsford Roundabout in South Dublin has recently been developed and provides clear understanding of suitable geometry for the proposed roundabouts to function as part of this scheme.

The design approach is consistent with the guidance set out in Section 4.6.5.1 and Detail TL 701 of the Cycle Design Manual (CDM), including the use of single-lane approaches. Multi-lane roundabouts introduce multiple conflict points between vehicles, pedestrians, and cyclists. They can also create situations where a vehicle yielding in one lane obscures visibility of pedestrians or cyclists from drivers in adjacent lanes. For these reasons, multi-lane roundabouts are not considered safe and not recommended on walking and cycling routes.

Chief Executive's Recommendation

The proposed Part 8 development to be amended to include a review of Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts geometry against lessons learned from the Wainsford Roundabout and a vehicle tracking exercise is to be complete to ensure large buses and trucks can safely manoeuvre through the roundabout. Carriageway width and corner radii to be reviewed following the two exercises.

Issue 1.2: Tightening of the roundabout geometry and impact on larger vehicles

Several submissions raised concerns regarding the geometrical layout of the roundabout, noting that the constrained nature of the roundabout will inhibit the flow of larger vehicles such as buses and Heavy Goods Vehicles (HGV's).

Chief Executive's Response

The geometrical design of the roundabout was developed in accordance with Section 4.6.5.1 and Detail TL701 of the Cycle Design Manual (CDM). The roundabout is designed to be compact to limit vehicle speeds, however, they are designed with overrun areas at the entrance and exit flairs and within the circulatory lanes to facilitate movement of larger vehicles.

Movement of large vehicles through the roundabout, including large articulated trucks and regional buses, have been vehicle tracked to ensure that they can safely manoeuvre through the roundabout.

Lessons learned from the construction of the Wainsford Roundabout will be carried over into the design of the Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts.

Chief Executive's Recommendation

The proposed Part 8 development to be amended to include a review Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts geometry against lessons learned from the Wainsford Roundabout and a vehicle tracking exercise is to be complete to ensure large buses and trucks can safely manoeuvre through the roundabout. Carriageway width and corner radii to be reviewed following the two exercises.

7.2 Issue 2: Interventions at Gaelscoil Chnoc Liamhna

Issue 2.1: Relocation of existing set-down

Several submissions were received regarding the proposal to relocate the existing set-down area from directly outside the school to a location north of the school. Reasons given for the opposing the proposed include increased walking distance for parents may result in longer occupancy of spaces, placing additional pressure on the already limited availability and adding to congestion while parents idle to wait for a parking space. Submissions also noted that relocating the set-down area may lead to illegal road parking and increased use of surrounding residential roads.

Chief Executive's Response

The proposed design outside Gaelscoil Chnoc Liamhna aligns with the design principles outlined in the Safe Routes to School program. This program aims to improve safety at the school gate, enhance access routes to school by upgrading walking and cycling infrastructure, and increase the number of students who choose to cycle and walk to school. By implementing measures in line with these principles, we seek to create a safer and more accessible environment for all members of the school community.

We would like to emphasise that consideration has been given to the new location, which will be situated between c. 125 m & 220 m (2 – 4 minutes' walk) from the school gates. The footpath between the proposed set-down and school gates will be widened and resurfaced to ensure a safe and convenient route for parents and children.

South Dublin County Council (SDCC) will take all submissions and recommendations received in relation to the proposals outside Gaelscoil Chnoc Liamhna into consideration. Alternative proposals will be assessed that meet the objectives of the project, align with the principles of the Safe Routes to School Design Guide, and address the concerns raised during the public consultation process

Chief Executive's Recommendation

Amend the proposed Part 8 development as follows:

Retain the existing set-down area outside Gaelscoil Chnoc Liamhna largely in place. Shorten the set-down from the southern end to the school gate (Approximately 10m) to create a traffic free zone directly outside the school's entrance. Extend the set-down by an equivalent distance to the north.

Where the set-down is removed widen the footpath and provide a landscape buffer between the footpath and carriageway. Relocate the railing to the back of footpath.

Retain the proposed 10 parking spots just south of access road to Delany's Public House.

Replace the one-way cycle track on both sides of the road with a two-way cycle track on the eastern section of Knocklyon Road, between the junction with Firhouse Road and the new toucan crossing north of Knockfield Manor.

Reconfigure the raised crossing treatment at access to Delaford Avenue and Knocklyon Heights to include provisions for the two-way cycle track.

The Firhouse Road / Knocklyon Road junction and proposed toucan crossing to be reconfigured to include provisions for the two-way cycle track.

Retain the Safe Route to School features and proposed crossings outside the school.

Refer to Figure 10 in Chapter 8 for visual representation of proposed amendment on Knocklyon Road.

7.3 Issue 2.2: Conflict between cyclists and pedestrians at the proposed set-down

Submissions raised safety concerns that, under the proposed arrangement, children exiting vehicles at the school would be required to step directly into or immediately cross an active cycle lane to reach the footpath, creating a heightened risk of conflict with cyclists during peak drop-off periods.

Chief Executive's Response

A stage 1 Quality Audit, including a Road Safety Audit (RSA) has been complete by an independent qualified auditor on the Proposed Scheme. All recommendations of the RSA have been incorporated into the proposals.

South Dublin County Council (SDCC) will take all submissions and recommendations received in relation to the proposals outside Gaelscoil Chnoc Liamhna into consideration. Alternative proposals will be assessed that meet the objectives of the project, align with the principles of the Safe Routes to School Design Guide, and address the concerns raised during the public consultation process.

Chief Executive's Recommendation

Please refer to the chief executive's recommendation to Issue 2.1.

7.4 Issue 2.3: Impact on children with special needs from relocating the set-down

A concern was raised about accessibility for children with special needs attending Gaelscoil Chnoc Liamhna, referring to the Disability Act 2005. The basis of the concern is that the increase walking distance from relocation of the set-down will inevitably impact children with special needs the most.

Chief Executive's Response

South Dublin County Council (SDCC) will take all submissions and recommendations received in relation to the proposals outside Gaelscoil Chnoc Liamhna into consideration. Alternative proposals will be assessed that meet the objectives of the project, align with the principles of the Safe Routes to School Design Guide, and address the concerns raised during the public consultation process.

Chief Executive's Recommendation

Please refer to the chief executive's recommendation to Issue 2.1.

7.5 Issue 2.4: Recommended alternative cycle track layout

Alternative layouts were suggested to retain set-down provision while delivering cycle infrastructure. Including using sites opposite the school for parking or set-down areas or moving the two-way cycle track to the opposite side of the road to Gaelscoil Chnoc Liamhna.

SDCC Response to issue 2.4

South Dublin County Council (SDCC) will take all submissions and recommendations received in relation to the proposals outside Gaelscoil Chnoc Liamhna into consideration. Alternative proposals will be assessed that meet the objectives of the project, align with the principles of the Safe Routes to School Design Guide, and address the concerns raised during the public consultation process.

Chief Executive's Recommendation

Please refer to the chief executive's recommendation to Issue 2.1.

7.6 Issue 3: New walking link between Boden Park, Templeroan Green and Ballyboden Way

Issue 3.1: Permeability link between Boden Park and Ballyboden Way

Several submissions were received in relation to the proposed walking link between Boden Park and Ballyboden Way. The submissions predominantly objected to the proposal, citing concerns regarding child safety, limited accessibility benefits, antisocial behaviour, the potential use of the residential estate as a park-and-ride facility, and an increase in opportunistic crime. The Boden Park Residents Association also conducted a poll of local residents, indicating majority opposition to the proposals.

Chief Executive's Response

Section 3.3 of the Design Manual for Urban Roads and Streets outlines the need for more integrated and sustainable forms of development which maximise permeability, particularly for pedestrians and cyclists. The proposed permeability link between Boden Park Lawn and Ballyboden Way would provide improved accessibility to bus routes 15B and S8 on Ballyboden Way, improve accessibility to the local cycling network and surrounding area in Knocklyon for residents of Boden Park Lawn, The Green, The Crescent, Boden Park Avenue and beyond.

South Dublin County Council (SDCC) will consider all concerns and objections to the proposed permeability link into consideration and reassess the proposals.

Chief Executive's Recommendation

Amend the proposed Part 8 development to remove the permeability link between Ballyboden Way and Boden Park Lawn.

Issue 3.2: Permeability link between Templeroan Green and Ballyboden Way

Several submissions were received in relation to the proposed walking link between Templeroan Green and Ballyboden Way. Some respondents expressed support for the proposal, noting that it would reduce walking distances to bus services on Ballyboden Way. However, other submissions raised concerns, stating that opening the cul-de-sac could impact residents' privacy, attract anti-social behaviour, and pose safety risks. It was also noted that Templeroan Green currently lacks a footpath and is frequently used by vehicles for turning, which may negatively affect the safety of pedestrians.

Chief Executive's Response

Section 3.3 of the Design Manual for Urban Roads and Streets outlines the need for more integrated and sustainable forms of development which maximise permeability, particularly for pedestrians and cyclists. The proposed permeability link between Templeroan Green and Ballyboden Way would provide improved accessibility to bus routes 15B and S8 on Ballyboden Way, improve accessibility to the local cycling network and surrounding area in Scholarstown and Ballyboden.

South Dublin County Council (SDCC) will consider all concerns and objections to the proposed permeability link into consideration and reassess the proposals.

Chief Executive's Recommendation

Amend the proposed Part 8 development to remove the permeability link between Ballyboden Way and Templeroan Green.

Issue 3.3: Alternative permeability link through Templeroan Drive

Several submissions suggested that a more suitable alternative for a permeability link between Templeroan and Ballyboden Way would be through the existing wall at the end of Templeroan Drive. It was noted that this wall is frequently crossed by children using it as a shortcut.

Chief Executive's Response

South Dublin County Council (SDCC) will take the recommendation into consideration.

Chief Executive’s Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.7 Issue 4: Other Issues Raised in Relation to Proposed Design

Issue 4.1: Traffic congestion and modelling

A number of submissions raised concerns regarding the potential impact of the proposed scheme on traffic congestion, journey times. Respondents expressed concern that reductions in carriageway widths, changes to roundabout layouts and the introduction of additional pedestrian and cyclist priority measures could exacerbate existing congestion, particularly during peak commuter periods and school drop-off and pick-up times. The submissions also queried the traffic modelling that was undertaken to assess the implications of the Scheme.

Chief Executive’s Response

Traffic Flow and Network Design

Concerns have been raised that reallocating road space and reducing vehicle speeds may increase congestion. However, evidence cited in Section 3.4.2 of DMURS indicates that lower and more consistent traffic speeds can improve overall network efficiency by reducing stop–start conditions and enabling smoother traffic flow.

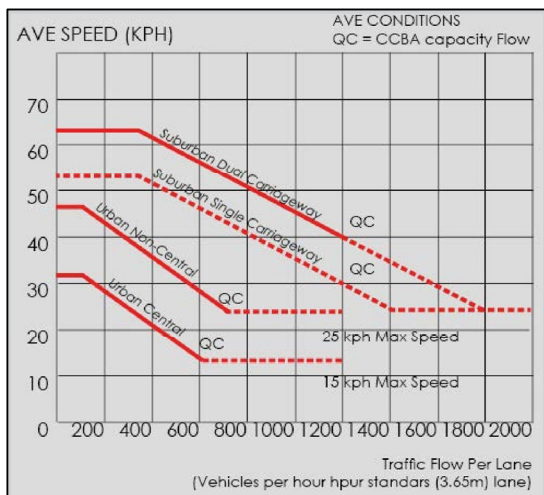


Figure 6: Extract from the Traffic Management Guidelines (2003) showing Traffic flow capacity increasing as speed reduces (DMURS, Section 3.4.2)

The concerns raised regarding traffic capacity must also be considered in the context of modern transport planning principles. Historically, infrastructure provision followed a “predict and provide” approach, whereby projected increases in travel demand were accommodated through traffic capacity expansion. This approach has contributed to increased car dependency and induced demand, ultimately exacerbating congestion.

Current national and regional policy adopts a “decide and provide” approach. This involves defining a desired future transport scenario characterised by reduced car dependency and increased use of sustainable modes, and then delivering infrastructure to support that outcome.

While it is acknowledged that private vehicles will continue to play an important role in the transport network, enabling modal shift will reduce unnecessary car trips and free up capacity for essential journeys.

Junction Capacity and Design Rationale

The redesign of the Ballyboden Road / Taylor’s Lane roundabout involves transitioning from multi-lane to single-lane entries, combined with the introduction of segregated pedestrian and cyclist

facilities. This approach is required under the Cycle Design Manual, as multi-lane roundabouts present safety risks due to obstructed visibility. The existing layouts are heavily car-oriented, with limited safe crossing facilities consisting of signalised crossings on two of the arms only and, that do not align with pedestrian desire lines.

Other key junctions within the scheme which are controlled by traffic signals will retain the number of traffic lanes and will operate a combined cycle and pedestrian signal phase. As a result, the impact to vehicular capacity is expected to be minimal.

The proposed protected roundabout design (in accordance with standard detail TL701 of the Cycle Design Manual) represents best practice and aligns with international guidance. Such designs are widely implemented across Europe and the UK and have been demonstrated to operate effectively in urban environments.

Traffic Modelling and Scenario Testing

Although the scheme is based on a “decide and provide” approach, traffic modelling has also been undertaken to assess operational performance. A microsimulation model using VISSIM was developed for the Ballyboden Road / Taylor’s Lane Roundabout, incorporating vehicles, pedestrians, cyclists, and public transport movements. The VISSIM results were presented to the public during the informal consultation held in July of 2023.

Six design scenarios were assessed, including:

Existing layout

Standard roundabouts with toucan

Standard roundabout with zebra crossings

Protected roundabout (**Proposed Option**)

Protected signalised junction

CYCLOPS junction

The modelling considered a future scenario with:

A 250% increase in walking and cycling trips

A 55% increase in bus movements

Limit general traffic flows to achieve a vehicle Level of Service (LoS) D (25 to 35 s delay)

The results indicate that the protected roundabout option provides the highest Level of Service for pedestrians and cyclists while least impact on vehicular demand relative to other options. The modelling concluded that an approximate 20% reduction in general traffic would result in vehicular conditions comparable to the existing situation in terms of delay and queuing.

Given the high density of six local schools in the Knocklyon and Ballyboden areas, there is significant potential for modal shift, particularly for short-distance trips such as school journeys. Other local pupils will also benefit from the scheme. Even a modest reduction in car trips can have a disproportionate positive impact on congestion levels, due to the sensitivity of traffic flow at or near capacity. This is supported by findings from the National Transport Authority Walking and Cycling Index 2025, which indicates that 71% of residents in the Dublin Metropolitan Area support building cycle tracks physically separated from traffic and pedestrian even when that means less room for other traffic.

Protected roundabouts also support efficient traffic operation by maintaining low entry speeds and continuous flow, reducing delays and improving overall throughput compared to traditional signalised junctions. As a result, they can perform effectively even in relatively high traffic conditions.

In summary, the Proposed Scheme balances the need to improve safety and accessibility for all users with the efficient operation of the road network. It is aligned with national and regional policy,

supported by modelling, and reflects best practice in urban transport design. While some redistribution of road space is required, the scheme is expected to contribute to a more efficient and sustainable transport system overall, rather than exacerbate congestion in the long term.

Network Capacity

The projected population growth in the vicinity of the Proposed Scheme, and across South Dublin County more broadly, will continue to place increasing pressure on the existing transport network. Many routes are already operating at or near capacity, with commuters experiencing significant delays during peak periods. Traffic volumes have risen by 7.3% between 2015 and 2019 in the Ballycullen area, with TII traffic counts on the M50 indicating an increase of 13.9% over the same period. Without intervention, congestion is likely to worsen.

The Proposed Scheme increases overall transport capacity in the corridor, not through additional general traffic lanes, but by enabling a more efficient movement of people. This is achieved through the provision of a high-quality, safe, and connected active travel network.

This approach is supported by evidence from the Orlagh Roundabout Review Report prepared by SDCC, which demonstrates that between November 2014 and February 2019, the total number of people moving through the junction during the morning peak increased from 3,709 to 4,442, an increase of approximately 20% without a corresponding expansion in road space.

In addition, the scheme includes targeted improvements to bus infrastructure, including the provision of a new bus lane on Ballyboden Way, the introduction of new bus stops on Firhouse Road, and the upgrading of existing stops with shelters. These measures will enhance bus reliability and journey times, while also providing the necessary infrastructure to support future expansion of bus services in the Knocklyon and Ballyboden area. Collectively, these interventions increase the overall capacity of the corridor and creates a more sustainable and resilient transport network.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 4.2: Traffic Impact to the roundabouts with reference to Orlagh Roundabout

Concerns were also raised regarding the proposed single-lane configurations at Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts. Respondents cited existing congestion at these junctions and referred to Orlagh Roundabout as a local example where similar interventions are perceived to have resulted in increased delays and queue spillback.

Chief Executive's Response

Many of the submissions criticised the Proposed Scheme on the basis that the proposed Ballyboden Road / Taylor's Lane Roundabout modifications will add to congestion levels in the area. Submissions stated that the recent modification of the Orlagh Roundabout has contributed to an increase in traffic congestion locally, and expressed concern that the Proposed Scheme, particularly the roundabout modifications, will further exacerbate congestion.

In March 2020, South Dublin County Council (SDCC) published the Orlagh Roundabout Review Report, which demonstrates that the configuration of the Orlagh Roundabout prior to the modifications posed a safety risk for pedestrians and cyclists in the area, particularly school-aged children and other vulnerable road users.

The report also highlights that traffic levels across the Greater Dublin Area, including within the South Dublin functional area, have increased substantially over the last 5 to 10 years. It references the TomTom Traffic Index (published January 29th, 2020), which shows that congestion has increased steadily year on year. The Orlagh Roundabout Review Report further identifies that traffic volumes increased by 13.9% between 2015 and 2019 on Ballycullen Road near Hunsterswood.

In addition, the report demonstrates that between November 2014 and February 2019, there was a significant shift in modal share at the roundabout during the morning peak period (08:00–09:00). The proportion of general traffic decreased from 67% to 49.5%, while the combined share of bus, pedestrian and cyclist movements increased from 33% to 50.5%. Over the same period, the total number of people moving through the junction during the morning peak increased from 3,709 to 4,442, representing an increase of approximately 20%. Pedestrian movements alone increased by over 700 people during the peak hour.

This increase in the number of people moving through the junction across a range of modes serves to demonstrate that the scheme has facilitated greater overall throughput at the junction. A scheme focused solely on increasing vehicular capacity would not achieve a comparable increase in the total number of people accommodated.

The same principle applies to the proposed modifications at Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts. Given the high density of schools in the Knocklyon and Ballyboden areas, there is significant potential for a shift toward walking and cycling, particularly for short-distance journeys such as school trips. Even a modest reduction in peak-period car trips can have a positive effect on congestion levels, particularly where traffic flows are operating close to capacity.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 4.3: Vehicular access arrangements to residential estates

Several submissions raised concerns regarding the proposed access arrangements to residential estates, noting safety and practicality concerns associated with need to cross several lanes, including pedestrian path, cycle track, bus lane and general traffic.

Chief Executive's Response

South Dublin County Council (SDCC) acknowledges that the project will result in changes to how vehicles exit residential estates in certain areas. However, the design team does not anticipate any associated safety concerns. The proposed arrangements on residential roads, including situations where vehicles exiting side roads must cross cycle tracks, bus lanes, and general traffic lanes, are

common on many roads both in Ireland and internationally. The treatment of these residential road interfaces has been designed in accordance with the principles and standards set out in DMURS and the Cycle Design Manual (CDM).

An independent Stage 1 Quality Audit, which included a Road Safety Audit, was completed by a qualified auditor. All recommendations arising from this audit have been reviewed and incorporated into the design by the project team.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 4.4: Geometry of vehicular access to residential estates and impact on accessibility

Concerns were raised specifically regarding access to residential estates, including Boden Park, Templeroan Estate and estates along Scholarstown Road. Respondents suggested that narrowed carriageways and tighter junction radii may make it more difficult for residents to safely enter and exit estates, particularly during peak periods.

A specific concern was raised in relation to the Boden Park vehicular access, submissions noted that the existing steep approach to the crossing already creates difficulties for vehicles, particularly during icy conditions. Resulting in vehicles struggling to access the ramp and potentially sliding into moving traffic.

Chief Executive's Response

The proposed junction arrangements at access roads to residential estates have been designed in accordance with Section 4.3.2 of the Design Manual for Urban Roads and Streets (DMURS), DMURS Advice Note 6: Priority Junction Tightening Measures, and the Cycle Design Manual. The layout and geometric design of priority junctions have a significant influence on both safety and user comfort. Therefore, consideration has been given to the selection of appropriate junction types, in accordance with DMURS Advice Note 6, to ensure that pedestrians and cyclists are accommodated, while vehicular traffic can continue to safely access and egress the adjoining estates.

The proposed priority junction arrangements typically consist of raised crossings, incorporating either a continuous footpath treatment, where the footpath material extends across the junction, or zebra crossings. In certain locations, separate crossing facilities are provided for pedestrians and cyclists. The raised crossing ensures that pedestrians cross at footpath level, which improves accessibility, particularly for those using buggies, wheelchairs, or with reduced mobility.

Ramp gradients will be developed further during the next design stage on a case-by-case basis with consideration to local constraints. The design, including gradient of ramps, will be completed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the Cycle Design Manual (CDM). Appropriate high friction surfacing will be provided on approach to ramps to ensure safe vehicular access in wet and icy conditions.

Corner radii have been designed on a case-by-case basis, in accordance with the guidance set out in Section 4.3.3 of DMURS. The selected radii, in combination with appropriate carriageway widths, ensure that occasional larger vehicles such as refuse collection vehicles and delivery vans can safely manoeuvre, while also discouraging excessive turning speeds.

Similar priority junction arrangements have been implemented in recent years at a number of locations across Dublin. Notable examples include Castletymon Road, Avonbeg Road, Ballycullen Avenue and Ballycullen Drive (within the South Dublin County Council), as well as Stillorgan Park Road and Deansgrange Road (within the Dún Laoghaire–Rathdown County Council). These junctions have been observed to operate efficiently, facilitating safe access and egress while accommodating all road users.

Chief Executive's Recommendation

Amend the proposed Part 8 development to include high friction surfacing on the incline in advance of the ramp at the Boden Park vehicle access to allow better traction. Ramp gradient to be reviewed during detailed design to ensure that the combined gradient of the existing road and proposed ramp does not exceed the recommended guidelines.

Issue 4.5: Reduced carriageway width and knock-on effect on emergency and delivery vehicles

Submissions raised concerns that reduced carriageway widths would remove opportunities for vehicles to safely pull in during breakdowns, deliveries or emergency situations, potentially blocking traffic flow and delaying emergency response times.

Chief Executive's Response

Roads and junctions within the Proposed Scheme have been designed to accommodate all vehicle types expected to use the network, including refuse trucks, delivery vans, HGVs and emergency vehicles. Carriageway widths have been determined in accordance with Section 4.4.1 of DMURS.

In the event of a vehicle breakdown, emergency vehicles would be able to utilise the opposing traffic lane or, in exceptional circumstances, encroach onto the cycle track where necessary. As such, the proposed reduction in carriageway width is not expected to adversely impact the movement of emergency vehicles.

An independent Stage 1 Quality Audit, which included a Road Safety Audit, was undertaken by a suitably qualified auditor. All recommendations arising from this audit have been reviewed and incorporated into the design by the project team.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 4.6: Reduced carriageway width and knock-on effect on motorcycles

A concern was raised regarding motorcycle safety concerns in relation to reduced lane widths, kerbs and bollards, noting that it will become increasingly more difficult to filter through traffic safely.

Chief Executive Response

An independent Stage 1 Quality Audit, which included a Road Safety Audit, was undertaken by a suitably qualified auditor. All recommendations arising from this audit have been reviewed and incorporated into the design by the project team. The proposed reduction in carriageway width is not expected to adversely impact motorcycle safety.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 4.7: Signalisation of access to Templeroan Lawn from Templeroan Road

A submission requested that the proposed signalisation of the access road to Templeroan Lawn from Templeroan Road be reconsidered in favour of a non-signalised alternative, such as a raised priority junction, citing concerns regarding safety and potential traffic disruption.

Chief Executive Response

The junction between Templeroan Lawn and Templeroan Road is proposed to be signalised in order to safely accommodate for the two-way cycle track crossing the access road. Providing a priority junction arrangement in this location would necessitate reducing the access road to a single-lane approach to comply with design standards outlined in the Cycle Design Manual (CDM). Given the high levels of traffic using Templeroan Lawn, particularly due to its proximity to Sancta Maria College, it was deemed appropriate to retain the two departure lanes.

As outlined in Note 10 of Detail TL408 in the CDM, a priority control junction is not appropriate where multi-lane approaches are present.

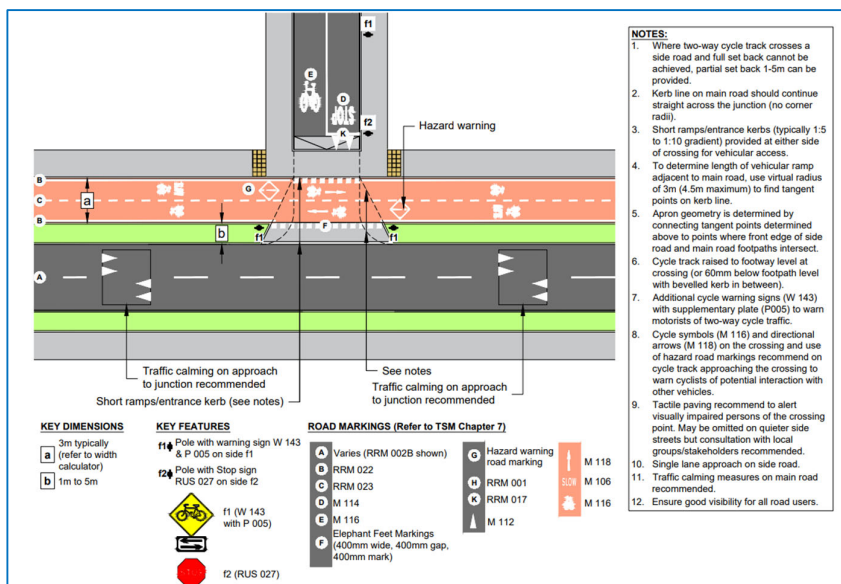


Figure 7: TL408 Two-way Cycle Track Crossing Side Road with Priority (Extract from Cycle Design Manual)

Chief Executive’s Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 4.8: Impact on traffic flow from tightening of vehicular access to Boden Park

Boden Park residents raised concerns about the proposed junction arrangement at the intersection of Boden Park Green and Scholarstown Road. They noted that the current configuration allows left-turning vehicles to exit while right-turning vehicles queue to make their turn. The submission raises concerns that this manoeuvre would not be possible under the proposed configuration.

Chief Executive Response

The proposed design at the entrance to Boden Park Green from Scholarstown Road includes enhancements to pedestrian crossing facilities through the provision of a raised crossing and the tightening of corner radii to 3.0 m, in accordance with DMURS Advice Note 6.

No reduction inside road width is proposed. Therefore, it is not anticipated that the scheme will alter the existing operation of the junction. The corner radii will be reviewed and increased to ensure that the existing operation of the junction is not impacted.

Chief Executive’s Recommendation

Amend the proposed Part 8 development at the Boden Park vehicular exit to include a larger corner radius to allow left turning vehicles to exit while right turning vehicles wait for a suitable gap in traffic.

7.8 Issue 5: Infrastructure and Network Design

Issue 5.1 Commitment to prepare a Ballyboden Local Area Plan

A submission was received criticising the timing of the proposal, stating that it is being advanced without alignment to the South Dublin County Development Plan 2022–2028, which includes a commitment to prepare a Ballyboden Local Area Plan. The submission considers the scheme premature and argues that such significant infrastructure decisions should be made within the coordinated framework of this Local Area Plan and the broader Knocklyon urban framework.

Chief Executive's Response

There is no mechanism in the updated 2024 Planning and Development Act for development of Local Area Plans (LAPs). The legislation has changed since the adoption of the County Development Plan (CDP) in 2022. In time, once the next CDP is adopted, the new provisions for Urban Area Plans and Priority Area Plans will be the mechanism to deliver on what would previously have been LAPs. However, the legislation requires the next CDP to be in place before those plans can commence.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.2: Land ownership

A submission was received querying whether all lands affected by the proposed works are within land ownership or control of South Dublin County Council.

Chief Executive's Response

All lands within the extents of the project are either in the council's control or works are being coordinated with the local landowner. There are no Compulsory Purchase Orders (CPO) necessary as part of the works.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.3: Bus priority traffic signals

A submission referenced safety issues observed at an existing junction on Firhouse Road, where separate bus-lane and left-turn signal phases were perceived as confusing, leading to vehicles entering incorrect lanes and near-miss incidents. The observation was raised as an example of potential risks associated with complex signal arrangements.

Chief Executive's Response

There is no proposal to provide bus priority signal configuration on this scheme. The issue has been brought to the attention of the relevant project team.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.4: Improved active travel connectivity to existing and future amenities

A submission queried how the proposals have been considered in the context of improving active travel access to existing and future community and recreational facilities.

Chief Executive's Response

The proposed scheme aims to deliver active travel and public transport improvements along key routes that connect to public amenities, including schools, sports clubs, and shopping centres. It also includes enhancements to the recently constructed Two Oaks development on Scholarstown Road, as well as the planned development located on the south-western corner of the Ballyboden Road / Taylor's Lane Roundabout.

Furthermore, the scheme will integrate with existing and planned active travel routes in the area, improving connectivity between Knocklyon and Ballyboden and linking these communities to key destinations beyond the immediate locality.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.5: Effectiveness of bus lane on Ballyboden Way

Submissions questioned the effectiveness and benefits of the proposed bus lane on Ballyboden Way, noting that the 250 m section terminates near the roundabout and merges back into general traffic. It was suggested that this configuration could encourage lane skipping. As an alternative, submissions recommended a design in which the bus lane merges into the general traffic lane, rather than the reverse, thereby discouraging drivers from misusing the bus lane.

Chief Executive's Response

The design of the proposed bus lane on Ballyboden Way is based on observed congestion and delays affecting bus services. While it is acknowledged that the bus lane terminates in advance of the roundabout and merges into general traffic, thereby limiting the full potential benefit of extending it to the roundabout, this approach reflects the requirement for a single lane entry at a protected roundabout. As such, the proposal strikes an appropriate balance between improving bus priority and complying with roundabout design standards.

The merge arrangement has been designed to allow buses to continue on a direct path, while general traffic merges into the bus lane. This configuration is intended to provide buses with priority as they proceed through the roundabout.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.6: Retention of cycle tracks on Ballyboden Way

The Irish Cycling Campaign (ICM) along with other submissions have raised a concern in relation to the cycle tracks along Ballyboden Way, citing that they do not conform with the Cycle Design Manual guidelines, or give recognition that it is a designated primary link the Dublin GDA cycle network.

Chief Executive's Response

In consultation with the National Transport Authority, it was agreed to utilise the space which will be created from narrowing the general traffic carriageway to 6 metres, to provide a dedicated bus lane along Ballyboden Way. This approach reflects the frequency of bus services on the route and the delays currently experienced.

There are existing off road cycle tracks along the full length of the road. While it is acknowledged that their width does not meet current standards, widening them would require the removal of a significant number of mature trees and hedges. Instead, improvements to active travel facilities along Ballyboden Way will include the introduction of raised crossings at side road junctions, tightening of corner radii, and the reinstatement of the original width of footpaths and cycle tracks by setting back existing hedging. In addition, hedge heights will be reduced to improve light penetration and enhance passive surveillance.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.7: Removal of staggered gate to Knocklyon United FC pitches

Several submissions requested that the existing staggered gate to the Knocklyon United FC pitches opposite Delaford.

Chief Executive's Response

South Dublin County Council (SDCC) will take the recommendation into consideration.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.8: Width of shared surfaces

The ICM have highlighted that the width of shared paths should take cognisance of the guidance from the CDM (Table 2.2 Section B) and TII's Rural Cycleway Design (Table 4.8). Noting that both documents recommend a minimum width of 4.0m for highly trafficked pathways.

Chief Executive's Response

The width of shared paths proposed as part of the project has been determined in accordance with the guidelines set out in the Cycle Design Manual (CDM) and TII's Rural Cycleway Design guidelines, taking into account the expected volumes of pedestrians and cyclists. The widths of these shared spaces will be reviewed further during the detailed design stage.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 5.9: Signalisation of access road to Templeroan Lawn and connection to signalised crossing at the top of Knockcullen Rise

The ICM have requested that the proposed controlled crossing of Templeroan Road linking Templeroan Avenue and Knocklyon Road is changed from a signalised toucan to a zebra crossing. The submission also requested an improved connection to the existing signalised crossing at the top of Knockcullen Rise from the proposed two-way cycle track on Templeroan Road, also requesting that the crossing is widened.

Chief Executive's Response

The junction between Templeroan Lawn and Templeroan Road is proposed to be signalised in order to safely accommodate for the two-way cycle track crossing the access road. Providing a priority junction arrangement in this location would necessitate reducing the access road to a single-lane approach to comply with design standards outlined in the Cycle Design Manual (CDM). Given the high levels of traffic using Templeroan Lawn, particularly due to its proximity to Sancta Maria College, it was deemed appropriate to retain the two departure lanes.

The design intent is to utilise Knockcullen as a quiet street linking the two-way cycle track on Templeroan Road to the existing crossing on Knocklyon Road.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.9 Issue 6: Pedestrian and Cyclist Safety

Issue 6.1: Stage 1 Road Safety Audit

A submission was received querying whether a Stage 1 Road Safety Audit has been carried out as part of the preliminary design stage and, whether any recommendations arising from the audit have been incorporated into the drawings presented for consultation.

Chief Executive's Response

A Stage 1 Quality Audit, which included a Stage 1 Road Safety Audit, was completed as part of the preliminary design stage. The Stage 1 Quality Audit (which includes the associated Road Safety Audit) was undertaken by PMCE Consultants. All recommendations of the audit have been incorporated into the Proposed Design or alternative mitigation measures have been proposed and agreed with the auditor. The Stage 1 Quality Audit formed part of the documentation made available as part of the public consultation for the Knocklyon to Ballyboden Active and Sustainable Travel Scheme.

The Quality Audit was carried out in accordance with the Design Manual for Urban Roads and Streets (DMURS), specifically Section 5.4.2 (Quality Audits). Further audits will be undertaken at subsequent stages of the project in accordance with DMURS guidance

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.2: Safety concerns in relation to shared pedestrian and cycle facilities

Numerous submissions raised safety in relation to shared pedestrian and cycle facilities. Locations referenced include on Knocklyon Road, adjacent to SuperValu, Idrone Avenue approach St. Colmcille's and the existing shared space environment along Scholarstown Road.

Chief Executive's Response

The existing shared pedestrian and cycle environment outside Knocklyon SuperValu and along Scholarstown Road has been recently constructed, therefore, it is not considered appropriate to replace these facilities as part of this project. The width and design of the shared environment comply with relevant standards for shared pathways, and no incidents have been observed in the area.

On Idrone Avenue, the footpath between Knocklyon Road and St. Colmcille's will be widened to a minimum of 4 metres, increasing to up to 6 metres where space allows, alongside the introduction of a School Zone. This will include road markings, raised zebra crossings, tightened corner radii, and pencil bollards to enhance driver awareness, reduce speeds, and improve safety and comfort for pedestrians and cyclists. The proposed traffic-calming measures are expected to create a suitable shared street environment for more confident cyclists, while the widened footpath will accommodate younger children walking or cycling safely.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.3: Conflict between pedestrians and cyclists at bus stops

Several submissions raised concerns about the proposed design arrangement at bus stops, in particular the conflicts between cyclists and pedestrians during bus boarding and alighting were cited.

Chief Executive's Response

The design of the bus stops, including the management of potential conflicts between pedestrians and cyclists, has been carried out in accordance with Section 4.2.12 of the Cycle Design Manual (CDM). The layout provides a raised zebra crossing over the cycle track, giving priority to pedestrians, while cyclists are deflected around the bus stop landing area to reduce approach

speeds. Appropriate tactile paving, in line with the CDM and the Design Guidance on the Use of Tactile Paving Surfaces, has been incorporated to support safe access for visually and mobility-impaired users.

Bus stops on Ballyboden Way will largely remain unchanged, with only minor upgrades proposed, including the installation of new shelters and tactile paving.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.4: Transitioning from segregated cycle tracks to carriageway

Some submissions raised safety concerns at locations where protected cycle tracks terminate, and cyclists are required to enter a shared environment with general traffic.

Chief Executive's Response

SDCC recognises that transitions from segregated facilities to the carriageway must carefully designed to avoid unsafe merge manoeuvres and to allow cyclists to establish themselves clearly and safely within the traffic stream. Transitions from protected cycle tracks to road are designed out where feasible, in most instances the protected cycle tracks and tied into existing cycling infrastructure. However, where existing infrastructure is not available, the transition is designed in accordance with the section 4.2.14 (Transitions) of the Cycle Design Manual (CDM). Where a cycle track merges into the road, it has been designed in a way that cyclists do not need to give way to general traffic and are physically protected until safely established on their new alignment.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.5: Accessibility and safety for visually and mobility impaired users

Accessibility and safety concerns were raised for visually and mobility impaired users, particularly in relation to the clarity and layout of tactile paving and pedestrian crossings at junctions and side roads. Submissions noted instances where tactile paving appeared to be incorrectly positioned or misaligned with pedestrian desire lines, potentially providing unclear or misleading guidance for visually impaired users.

Chief Executive's Response

The provision of tactile paving was a key consideration during the design process. Tactile paving has been incorporated throughout the scheme, including at junctions, and has been designed in accordance with the Cycle Design Manual (CDM) and the Design Guidance on the Use of Tactile Paving Surfaces.

A Stage 1 Quality Audit, completed by an independent qualified auditor, reviewed the tactile paving proposals. This audit identified a number of recommendations, which have since been incorporated into the design.

Further Stage 2 and Stage 3 Quality Audits will be undertaken following the detailed design stage and during construction, providing additional opportunities for auditors to review and assess the design.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.6: Impact of crossing set-back distance at roundabout and junction on visually impaired users

Concerns were also raised regarding the placement of pedestrian crossings close to roundabouts and complex junctions, where multiple vehicle, cycle and pedestrian movements occur in close proximity, making it more difficult for visually impaired users to interpret priority and traffic behaviour.

Chief Executive's Response

The placement of pedestrian crossings in relation to the roundabout circulatory lane has been designed in accordance with Section 4.6 of the Cycle Design Manual and Detail TL701. The crossings are located a minimum of 8.0 metres from the circulatory lane, comprising 5 metres for vehicle queueing, 1 metre for the ramp, and 2 metres for the cycle track.

The design ensures that vehicles exiting the roundabout have turned and are facing towards the pedestrian crossings on approach, improving intervisibility between drivers and pedestrians, enhancing safety, and reducing ambiguity. Pedestrians and cyclists also cross the road via raised zebra crossings with priority, requiring drivers to yield. The raised table and constrained geometry encourage drivers to reduce speed in advance of the crossing point. Appropriate tactile paving has been incorporated to indicate the crossing type and assist in guiding visually impaired pedestrians safely across.

A Stage 1 Quality Audit, completed by an independent qualified auditor, reviewed the tactile paving proposals. This audit identified a number of recommendations, which have since been incorporated into the design.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.7: Safety implications from multiple conflicts at side road crossings

Submissions highlighted that some crossing layouts at side roads and estate entrances may require users with reduced mobility to navigate multiple traffic lanes, cycle tracks or bus lanes, creating ambiguity and potential safety risks.

Chief Executive's Response

Conflict between pedestrians and cyclists will be minimised through design wherever practicable. At crossings over side roads, pedestrians and cyclists will not come into conflict as the facilities will be segregated. At crossings of busier roads, including Knocklyon Road, Templeroan Road and Ballyboden Way, raised zebra crossings will be provided at locations with high pedestrian demand, such as on Knocklyon Road outside Gaelscoil Chnoc Liamhna. Elsewhere, signalised crossings will be installed with audible pedestrian signals that will inform visually impaired pedestrians when it is safe to cross.

It is acknowledged that raised zebra crossings can present challenges for visually impaired people. To address this, measures such as the raised profile of the crossing and appropriate tactile paving will be incorporated to indicate the crossing type and assist in guiding visually impaired pedestrians safely across. Pedestrians have the right of way over vehicles and cyclists at zebra crossings.

A Stage 1 Quality Audit, completed by an independent qualified auditor, reviewed the tactile paving proposals. This audit identified a number of recommendations, which have since been incorporated into the design.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.8: Removal of "Kissing Gates"

Some submissions supported the retention or controlled modification of kissing gates at locations such as Boden Park, citing concerns regarding antisocial behaviour, unauthorised vehicle access, and the potential for high-speed e-bike, e-scooter or scrambler use within residential estates.

Chief Executive's Response

"Kissing gates" and other barrier systems that form chicanes often restrict access for standard bicycles and make passage impossible for larger bicycles, such as cargo bikes, as well as various mobility vehicles. Many of these gates are also difficult, if not impossible, for wheelchair users or

those pushing buggies to navigate. As a result, these gates are no longer being implemented and are being progressively removed.

Along the Proposed Scheme, the existing “kissing gates” will be replaced with more accessible alternatives, such as set-back walls at the main access points to Dargle Wood Park. At other locations, bollards will be installed to prevent vehicles from entering the pathway.

Chief Executive’s Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 6.9: Removal of “Kissing Gate” to Boden Park from Ballyboden Way

The Boden Park Residents Association noted that the lack of clarity regarding the proposed removal of the kissing gate from Ballyboden Way to Boden Park makes it difficult for residents to fully assess the proposals.

Chief Executive Response

The “Kissing gate” leading to Boden Park from Ballyboden Way will be replaced with a more accessible alternative, such as bollards, which will prevent vehicles from entering while still allowing easy passage for wheelchairs, buggies and bicycles.

Chief Executive’s Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.10 Issue 7: Need for Public Transport

Issue 7.1: Need to Public Transport

Several submissions states that reducing reliance on private cars and creating a modal shift to active modes of travel requires improvements to public transport capacity, frequency and reliability. The submissions called for improved public transport to reduce congestion in the area.

Chief Executive’s Response

The Proposed Scheme has incorporated a range of measures to improve bus operations along the scheme. These include over 700m of new bus lane along Ballyboden Way, with its extent and direction informed by observed bus delays. The merge of the bus lane with general traffic at the approach to the Templeroan Road and Ballyboden Road / Taylor’s Lane Roundabouts has been designed to allow buses to maintain a consistent alignment, ensuring continuity for buses.

Bus stop lay-bys on Scholarstown Road have also been removed, as they can negatively impact bus operations, particularly during peak hours, by making it difficult for buses to rejoin the flow of traffic. The project also includes two new bus stops on Firhouse Road and the provision of new bus shelters throughout the scheme.

Adjacent projects delivered by SDCC have also introduced measures to enhance bus operations, which will also benefit services across Knocklyon, Scholarstown, and Ballyboden. The D24 Neighbourhood Cycle Network Scheme has recently delivered a dedicated bus lane going eastbound on Killinniny Road for one section opposite Firhouse Educate Together National School, from the eastern roundabout at Parklands Road and Killinniny Road to the junction on Killinniny Road with Ballycullen Road.

These measures will enhance bus reliability and journey times, while also providing the necessary infrastructure to support future expansion of bus services in the Knocklyon and Ballyboden area. Collectively, these interventions increase the overall capacity of the corridor and creates a more sustainable and resilient transport network.

Chief Executive’s Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 7.2: Impact of congestion on bus operations

Submissions also referenced existing delays on the 15 and 15B bus routes and expressed concern that increased congestion at junctions and roundabouts could further impact bus reliability.

Chief Executive Response

Please refer to response to Issue 4.1 which addresses the concerns raised regarding traffic congestion.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.11 Issue 8: Tree Removal and Landscaping

Issue 8.1: Removal of trees, boundary treatments, hedgerows and green buffers

Several submissions raised concerns regarding the removal of mature trees, boundary treatments, hedgerows and green buffers along Ballyboden Way and near Knocklyon Shopping Centre. Noting that limited detail on replacement planting made it difficult to assess the adequacy of mitigation for residential amenity and passive surveillance

Chief Executive's Response

It is the designer's intention to minimise impacts on existing trees and vegetation as far as possible throughout the scheme. To achieve this, existing kerb lines will be retained where practicable, while still accommodating the required road cross-section.

Section 6.2 of the Part 8 Planning Report states that a total of 10 trees will be removed as a direct result of the proposed works, along with a further 20 trees that are already showing signs of Ash dieback and Dutch elm disease as identified in the Arboricultural Assessment. To compensate for these losses and to enhance biodiversity in the area, 133 new trees will be planted along the route. The proposed locations of these new trees are illustrated in the Part 8 drawings included within the planning documentation.

In addition to the new tree planting, a landscape design will be developed during the detailed design stage, which will identify locations for further landscape planting.

With regard to the works adjacent to SuperValu on Knocklyon Road, it will be necessary to remove a section of hedgerow beside the existing footpath opposite the SuperValu car park. This is required to widen the path to a minimum of 3.0 m, creating a shared facility for cyclists and pedestrians and enabling a connection between Knocklyon Road and Templeroan Road via Dargle Park. The available space will be utilised wherever possible to minimise impacts on existing vegetation.

Along Ballyboden Way, no tree removal is proposed. The existing hedgerow will be trimmed and returned to its original height to remove overgrowth encroaching onto the footpath and cycle track, while also improving light penetration and visibility.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 8.2: Existing hedge adjacent to Templeroan Lodge

Residents of Templeroan Lodge requested confirmation regarding the existing hedge and landscaped green area in the estate, highlighting importance of visual screening, noise buffering and local biodiversity. The submissions queried whether the proposed design would require removal or reduction of this planting. These submissions also queried whether footpath and road levels will change under the proposals, noting concerns of privacy, drainage and visual amenity.

Chief Executive Response

The existing hedgerow and landscaped area within and adjacent to Templeroan Lodge will remain unaffected by the proposed works. The hedgerow may be trimmed where there is overgrowth onto the existing footpath and cycle track; however, this will not result in any reduction in the overall height of the hedge.

It is also not proposed to alter the footpath or road levels along Ballyboden Way adjacent to Templeroan Lodge.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.12 Issue 9: Need for the Scheme

Issue 9.1: Necessity of the Proposed Scheme

Submissions questioned whether the scheme is necessary, aligns with local and national strategies or represents best value for public expenditure.

Chief Executive's Response

In 2013, the Greater Dublin Area (GDA) Cycle Network Plan was published by the National Transport Authority (NTA) and subsequently revised in 2022, as part of the Greater Dublin Area Transport Strategy 2022–2042. This plan identifies the roads within the Proposed Scheme as critical corridors required to deliver a comprehensive and connected active travel network. The implementation of this network, alongside improvements to public transport, is fundamental to achieving the modal share targets set out in Section 17.2.7 of the Strategy.

Furthermore, in April 2021, South Dublin County Council published the Cycle South Dublin programme, an ambitious plan aimed at making cycling a realistic and integral part of how people travel throughout the county. The programme proposes 45 routes that together would deliver a comprehensive cycling network. The extents of the Proposed Scheme form an integral part of this network. Knocklyon Road, Dargle Wood and Templeroan Road comprise Route 9. Ballyboden Way, including the Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts, forms part of Route 19a–e.

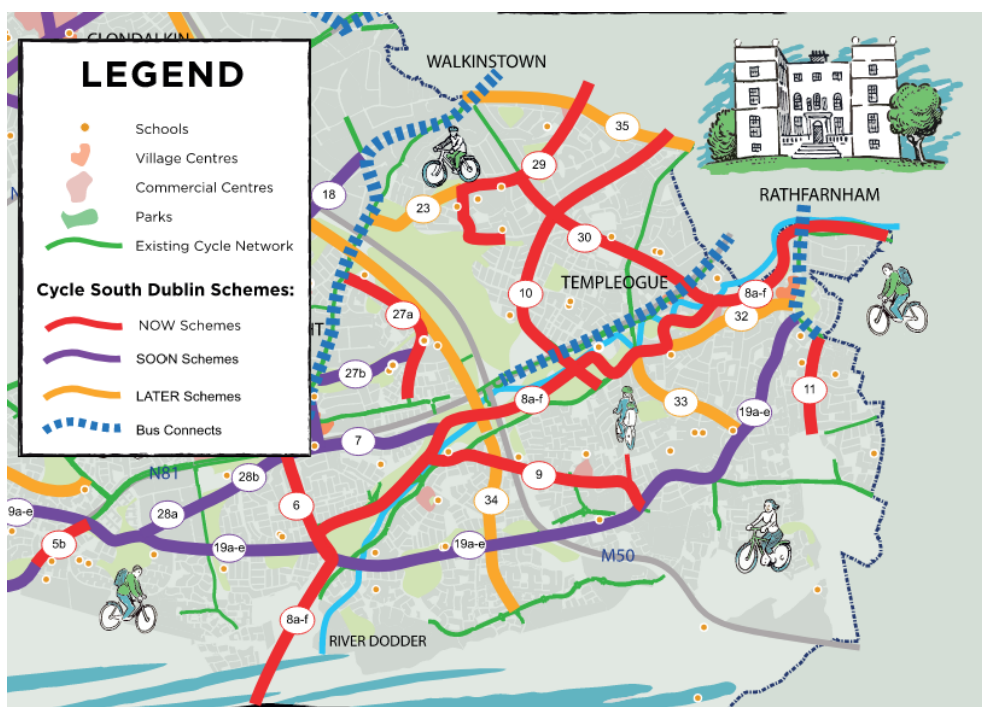


Figure 8: Extract from the April 2021 Cycle South Dublin: A programme of work

The Proposed Scheme is therefore not an isolated intervention but forms part of an integrated, long-term transport strategy for both South Dublin County Council and the GDA. Its design aligns with national policy objectives and follows the principles of the National Transport Authority's (NTA) Cycle Design Manual (CDM), providing infrastructure that is safe, coherent, direct, attractive, and comfortable for users of all ages and abilities.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 9.2: Is the scheme supported by evidence of existing and future demand for cycling

Submissions questioned whether the scheme is supported by sufficient evidence of existing or future demand for cycling along the route, noting that observed cycling levels were perceived to be low in some locations.

Chief Executive Response

The NTA's Walking and Cycling Index 2025 found that only 59% of people in the Greater Dublin Area consider it safe to cycle in their local area, while 50% of residents report relying on the car because no alternative transport options are available. In addition, 45% of respondents say they would like to walk or wheel more, and 34% would like to cycle more. Furthermore, 70% of residents support shifting investment away from road-building schemes towards walking, wheeling, cycling, and public transport.

The Index also highlights that 12% of residents in the Dublin Metropolitan Area cycle at least five times per week, up from 8% in 2023. Overall, the data demonstrates strong support for increased investment in active travel infrastructure, alongside a continued rise in walking and cycling levels.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.13 Issue 10: Public Consultation

Issue 10.1 Availability of physical Part 8 documents for inspection

Several submissions highlighted that the availability of physical public consultation documents was available for inspection in the County Hall until the 27th of February while submissions could be made until the 13th of March 2026. Citing that insufficient time was made available for those that rely on physical documentation.

Chief Executive's Response

The public consultation procedure was compliant with requirements of the Planning and Development Regulations, 2001.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 10.2: Site notices

A submission sought clarification as to whether the full extent of the proposed works, including all secondary links and interventions within residential areas and open spaces, was accurately reflected in the published site and public notices.

Chief Executive's Response

The public consultation procedure was compliant with requirements of the Planning and Development Regulations, 2001.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 10.3 Public Consultation Process

Several submissions suggested that adequate public consultation had not been carried out to effectively communicate the proposals to local residents or to capture their concerns.

Chief Executive's Response

SDCC undertook two rounds of informal public consultation in 2023 for the Old Bawn to Ballyboden Active Travel Scheme. The first consultation, held from 21st April to 19th May 2023, focused on the western section of the scheme, including Firhouse Road (between Ballycullen Road and Knocklyon Road) and Knocklyon Road up to Dargle Wood Park. A total of 59 submissions were received, all of which were reviewed and taken into consideration.

The second consultation, from 14th July to 11th August 2023, covered the eastern section, including Dargle Wood Park, Templeroan Road, Ballyboden Road, and Scholarstown Road, and sought public feedback on two design options at Knockcullen and Ballyboden Way. A total of 32 submissions were received, all of which were reviewed and taken into consideration.

The current consultation, carried out as part of the Part 8 planning process, took place from 30 January to 13 March 2026, with project materials available for public inspection at County Hall until 27 February. In addition to online access, an in-person open day was held at Ballyroan Library, where members of the project team were available to answer questions. A virtual reality model was also presented, allowing attendees to experience sections of the scheme from the perspective of pedestrians, cyclists, and motorists.

The project was also promoted on SDCC's social media channels both in advance of and during the consultation period. A video providing an introduction and overview of the scheme was shared online, including on YouTube, where it received over 3,500 views. In total, promotional videos of the Proposed Scheme's Part 8 received circa 100,000 views between all platforms.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.14 Issue 11: Public Lighting

Issue 11.1: Existing LED lanterns in Boden Park laneway not working

The Boden Park Residents Association highlighted that three of the new LED lanterns within the laneway at the current pedestrian entrance into Boden Park and at the end of the laneway are currently not working.

Chief Executive's Response

The observation is noted and repairs are currently in hand to rectify the lighting fault at Boden Park.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 11.2: Public lighting enhancement

Several submissions highlighted concerns regarding lighting levels along off-road walking and cycling routes. Submissions requested improved lighting to enhance personal safety, particularly during winter months. A reference was made to the off-road route from Ballyboden Way to Scholarstown via Boden Park leading to bus stop 7445).

Chief Executive's Response

Public Lighting will be assessed during the detailed design stage and appropriate measures will be provided to ensure adequate lighting is provided.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.15 Issue 12: Interventions at St. Colmcille's JNS and SNS

Issue 12.1: Request for segregated pedestrian and cycle facilities on Idrone Avenue

Submissions welcomed the proposed interventions outside St Colmcille's JNS and SNS but sought further Safe Routes to School measures, including segregation between pedestrians and cyclists citing that due to large volumes of traffic during drop off and collection times Idrone Avenue is unsuitable for young cyclists.

Chief Executive's Response

The proposed scheme includes upgrading the SuperValu access road to create a more pedestrian-friendly layout. It also introduces a designated School Zone directly outside the school, extending from approximately 20 metres south of Knocklyon Grove to just north of the school entrance.

The School Zone has been designed in accordance with the Safe Routes to School Design Guide. It will feature road markings to alert drivers that they are entering a school area, two new raised zebra crossings, tightened corner radii to slow turning vehicles, the installation of pencil bollards, and the widening of the existing footpath from 4 metres to 6 metres by narrowing the carriageway.

These measures aim to improve driver awareness, reduce vehicle speeds, and enhance comfort and safety for pedestrians travelling to and from the school.

South Dublin County Council (SDCC) acknowledges that Idrone Avenue may not be suitable as a shared environment for vehicles and more vulnerable cyclists, such as young children, during peak morning and afternoon periods. However, widening the footpath between Knocklyon Road and St. Colmcille's JNS and SNS to a minimum of 4 metres will provide sufficient space for parents walking with their young children cycling or scooting and sharing the footpath safely with other pedestrians, rather than cycling on the road.

Section 4.3.5 of the Design Manual for Urban Roads and Streets (DMURS) outlines the volume and speed criteria required for a shared street environment. The design team considers that the proposed traffic-calming measures on Idrone Avenue will sufficiently reduce vehicle speeds, creating conditions suitable for a shared street. This environment will be appropriate for more confident cyclists, including older schoolchildren.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 12.2: Extension of project scope to include improvements between Knocklyon Road and St. Colmcille's via. Coolamber Park

Concerns were raised regarding the need for improved walking link between Knocklyon Road and St. Colmcille's via. Coolamber Park and the need to improve the existing crossing of Knocklyon Road. Submissions noted that this improvement was recommended in the Safe Routes to School Outline Delivery Plan and it's a busy corridor for pupils arriving to school on foot or bicycle. A submission also requested that the existing kissing gate between Cremorne and Coolamber Park is removed.

Chief Executive's Response

SDCC acknowledges that the link between St. Colmcille's and Knocklyon Road via. Coolamber Park has been identified as a suitable link for improvement in the Safe Routes to School Outline Delivery Plan for St. Colmcille's. This upgrade is outside the scope of the current project, however, it will be considered under a separate project.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 12.3: Location of zebra crossing at St. Colmcille's

A submission noted that pupils of St. Colmcille's JNS and SNS assemble in the yard north of the school in the morning and depart via the laneway separating the yard from the school in the afternoon. It highlighted that pupils do not typically enter or exit through the main school gates. It suggested that the proposed zebra crossing should be located along the natural desire line to the yard, rather than at the school gates.

Chief Executive's Response

The proposed zebra crossing, which serves the new pathway connecting Knocklyon Grove and St. Colmcille's, is located approximately 5 metres north of the laneway used to access the yard. It is positioned along the natural desire line for pupils travelling from Knocklyon Grove.

The laneway is also serves as a fire tender access and therefore cannot be obstructed with a zebra crossing and associated signage.

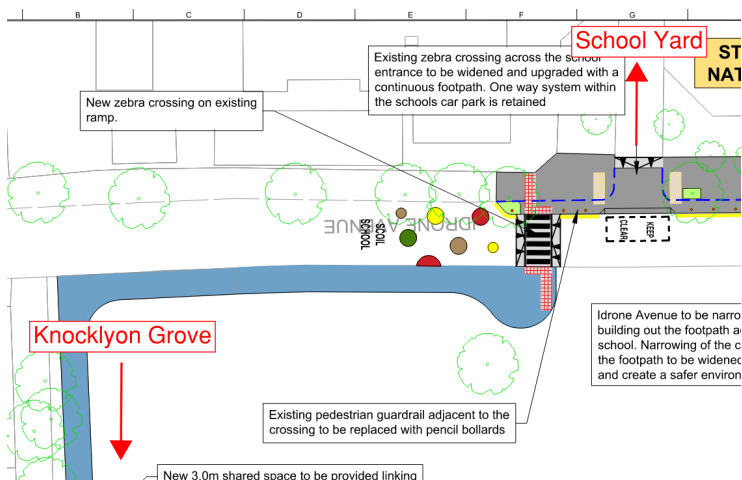


Figure 9: New footway and zebra crossing at St. Colmcille's (Sheet 09)

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

7.16 Issue 13: Environmental

Issue 13.1 Inclusion of the Woodstown Stream in the Environmental Assessments

A submission raised concerns regarding the completeness of the environmental baseline, particularly the apparent omission of the Woodstown Stream from the assessment. It noted that this watercourse connects to the Owendoher River, the River Dodder and ultimately Dublin Bay, a Natura 2000 site, and questioned whether this downstream connectivity and potential ecological impacts, including effects on protected species such as otter, were considered.

Chief Executive's Response

The Woodstown Stream is connected to the Owendoher which is considered in the EIASR for downstream connectivity and in the hydrology assessment. Although the Woodstown Stream was not directly mentioned in the assessment the potential ecological impacts have been accordingly assessed.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 13.2: Management of runoff pollution during construction and operation

A submission queried how potential runoff, sediment and pollution have been assessed during construction and operation, as well as design intent and maintenance approach for proposed SuDS and, what mitigation and monitoring assumptions underpin the conclusion that waterbody status and groundwater will not be adversely affected.

Chief Executive's Response

The Environmental Impact Assessment Screening Report, prepared by MKO Planning and Environmental Consultants, concludes that, having regard to the design, scale, and nature of the proposed development, there is no likelihood of significant effects on the environment.

The Ecological Impact Assessment, also prepared by MKO, concludes that any potential effects on surface water quality arising from the construction of the proposed development will be minor and temporary in nature. No significant effects on any aquatic receptors are anticipated.

The Ecological Impact Assessment identifies precautionary pollution prevention measures, in line with best practice, to minimise any potential impacts on water quality. These measures will be incorporated into the contract with the appointed contractor, who will be required to incorporate them into the Construction Management Plan.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

Issue 13.3: Groundwater vulnerability and aquifer protection

Groundwater vulnerability and aquifer protections, the submission queries how the Environmental Protection Agency (EPA) and Geological Survey Ireland groundwater mapping has informed the environmental assessment of the Scheme.

Chief Executive's Response

Geological Survey Ireland (GIS) online map was used to determine the bedrock geology of the site. The EPA's web-mapped was consulted regarding the water quality and status of waterbodies that are located downstream of the Proposed Development site in the development of the Ecological Impact Assessment.

Chief Executive's Recommendation

It is recommended that no amendments are made to the Part 8 Development.

8 Chief Executive's Summary of Recommended Amendments

The table below provides a summary of the recommended amendments to the Proposed Part 8 Development, detailed in this report above. These amendments will be subject to detailed design.

Proposed Amendments

- 1 Geometry of the Templeroan Road and Ballyboden Road / Taylor's Lane Roundabouts will be reviewed against lessons learned from the Wainsford Roundabout and vehicle tracked to ensure large buses and trucks can safely manoeuvre through the roundabout. Carriageway widths and corner radii will be reviewed following the assessment.

Set-back of the pedestrian and cyclist crossing at the Protected Roundabouts will be reviewed and maximised within limits of existing standards and guidelines.
- 2 The permeability links from Ballyboden Way to Boden Park Lawn and Templeroan Green will no longer form part of this Part 8 Planning application.

- 3 The set-down area outside Gaelscoil Chnoc Liamhna will be largely retained. It will be shortened from the southern end to the school gate (approximately 10 m) to create a traffic-free zone directly outside the entrance and to allow for footpath widening and additional landscaping. The set-down will be extended by an equivalent distance to the north.

Additionally, the one-way cycle tracks on both sides of the road will be replaced with a two-way cycle track on the eastern section of Knocklyon Road between the junction with Firhouse Road and new toucan crossing north of Knockfield Manor.

The Firhouse Road / Knocklyon Road signalised junction, as well as the Delaford Avenue and Knocklyon Heights priority junctions and new toucan crossing will be reconfigured from the Part 8 Proposed Scheme to accommodate the two-way cycle track.

10 new parking spaces adjacent to Knocklyon United FC are to be retained as part of the revised proposal.

Refer to Figure 10 below for a diagram of the proposed amendment to the development on Knocklyon Road.

- 4 The carriageway width and corner radii at the Boden Park vehicular exit will be amended to allow left-turning vehicles to exit while right-turning vehicles wait for a suitable gap in traffic.
- 5 The ramp gradient at the Boden Park vehicular exit will be reviewed in relation to the existing road gradient to ensure that vehicle access is not impeded during wet or icy conditions. High-friction surfacing will be applied on the incline in advance of the ramp to allow better traction.



Figure 10: Proposed amendment on Knocklyon Road

9 Conclusion and Recommendation

The Proposed Scheme, which is the subject of this Part 8 Planning Process, will deliver a high-quality, safe and connected walking and cycling network in the Firhouse, Knocklyon and Ballyboden areas, while also linking to existing and planned active travel routes. This will contribute to the development of a comprehensive active travel network across South Dublin County. The route of the Proposed Scheme aligns with the Cycle South Dublin Programme, which identifies Firhouse Road, Knocklyon Road, Ballyboden Way and Scholarstown Road as integral components of this network.

The development will also enhance the public realm and the visual amenity of the area through the incorporation of traffic calming measures, new landscaping and tree planting, and Safe Routes to School interventions. These measures will improve safety for all road users and enhance connectivity for pedestrians and cyclists within existing communities, thereby maximising access to local shops, schools, public transport services and other amenities. The scheme will contribute to the creation of a coherent and legible county-wide network of walking and cycling routes suitable for all ages, abilities and journey types. These proposals are consistent with the objectives of the South Dublin County Council Development Plan 2022–2028.

Furthermore, the project will support inclusive access by enabling visually and mobility-impaired users to navigate the area safely and independently. This will be achieved through the provision of kerb-free crossings, appropriate segregation of transport modes, and the installation of tactile paving to assist visually impaired users.

Increased levels of walking and cycling will contribute to healthier lifestyles, reduce pressure on the local road network, and support the objectives of the National Sustainable Mobility Policy and the National Planning Framework, particularly in relation to modal shift away from private car use towards active travel and public transport.

All consultation submissions and comments from the public and Elected Members were considered and informed amendments. These amendments will be subject to detailed design.

Taking account of the proper planning and sustainable development of the County, it is recommended that the proposed development proceed in accordance with the recommendations of this report.

Chief Executive

10 Appendix A – List of Submissions

11 Appendix B – Survey Results

12 Appendix C – Newspaper Notice

13 Appendix D – Part 8 Planning Drawings

14 Appendix E – Part 8 Planning Report