

A nighttime photograph of a road with light trails from vehicles. In the background, there is an elevated walkway or bridge structure illuminated with lights. The foreground shows a sidewalk and a stone wall on the left. The overall scene is dark, with the primary light sources being the streetlights and the light trails.

## 12 Sustainable Travel & Transportation

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**Vision:** To promote the integration of land use planning with the development of a high quality, sustainable and integrated transport system, in order to facilitate the County's overall economic wellbeing and competitiveness and to ensure the movement of people and goods in a manner that improves ease of access for all, enhances quality of life, and helps secure the protection of the environment.

The transportation policies and objectives set out in this chapter generally reflect the core elements of Transport 21, Department of Transport's *'Smarter Travel, A Sustainable Transport Future 2009-2020'* and the Dublin Transportation Office's *'Platform for Change'* under the following headings:

- > Sustainable Travel
- > General Transportation

### 12.1 Sustainable Travel

#### 12.1.1 Policy T1: Integration of Land Use and Transportation Policies

**It is Council policy to support sustainable modes of transport and ensure that land use and zoning are fully integrated with the provision and development of high quality transportation systems.**

The Council recognises the fundamental link between transport and land use to reduce reliance on car-based travel and to ensure more sustainable patterns of travel, transportation and development. An essential element of this is the need to plan to integrate spatial planning policies with key transport requirements, mainly through higher development densities and mixed-use development within walking and cycling distance of high quality public transport corridors. These requirements reflect and accord with the overall development strategy for land use and zoning in this plan set out in Chapter 2.

#### 12.1.2 Policy T2: Development of Sustainable Travel and Transportation Policies

**It is Council policy to promote, facilitate and co-operate with other agencies in securing the implementation of the transportation strategy for the County and the wider Dublin Region as set out in Transport 21 - 2006-2015, Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009-2020' and the Dublin Transportation Office strategic document 'Platform for Change 2000-2016'. Effecting a modal shift from the private car to more sustainable modes of transport – including public transport, walking and cycling – will be a paramount objective to be realised in the implementation of this policy.**

Sustainable travel is about the movement of people and goods in a manner that engenders quality of life and ease of access for all and seeks to encourage a modal shift in favour of public transport and other non-car based modes (walking, cycling etc). It is about encouraging people to make informed choices about the way they travel and the consequences of those choices both on their individual health and the wider community and environment. Equal access to opportunities – jobs, schools, shopping, leisure and community facilities – depends on effective and accessible means of transportation. Reduction in car trips and avoidance of travel by car, especially during peak trips, is seen as desirable and measures such as off-peak shift working and e-working from home are to be encouraged where such is feasible.

*Transport 21 – 2000-2016*, the Department of Transport's *'Smarter Travel, A Sustainable Transport Future 2009-2020'* and the Dublin Transportation Office Strategy *'A Platform for Change' – 2000-2016* set out an integrated and balanced sustainable transportation strategy for the wider Dublin Region dealing with all sustainable travel modes (bus, rail, Luas, cycling and walking) and road transportation as well as issues such as road safety, traffic management, accessibility, enforcement, social inclusion and guidance on complementary land use policies. The Council, acting primarily as facilitator rather than the direct provider of some sustainable transportation networks, will, nevertheless, have a significant role to play both in the development of an efficient transportation system and in planning for the future transport needs of the County. In pursuing the objective of encouraging modal shift, the Council will cooperate closely with other relevant agencies and stakeholders, including the National Transport Authority.

It is Council policy to encourage better integration of transport services in the County where possible and to encourage and foster improved consultation and co-operation between both public and private providers of transport services operating in the County and in the greater



Dublin area, including all providers of bus, train and light rail services. In this regard, the Council shall be open to supporting, where practicable, initiatives to facilitate discourse and co-operation between transport service providers with a view to facilitating better integration of public transport services. The Council also supports the introduction of Integrated Ticketing and Real Time Passenger Information, as set out in 'Smarter Travel 2009-2020'.

### 12.1.3 Policy T3: Public Transport Improvements

**It is Council policy to secure improvements to the public transport system as set out in Transport 21 and the Dublin Transportation Office's 'Platform for Change' strategy by optimising the utilisation of existing or proposed transport corridors and interchanges and by developing new park and ride and taxi rank facilities at appropriate locations.**

In recent years, due to unprecedented economic growth, an increased demand for travel and more reliance on the private car is having serious long-term implications for quality of life and the environment. More sustainable alternatives including public transport, walking and cycling are required to encourage modal change from private car use.

To provide an efficient public transport system and to reduce car dependency and hence encourage modal shift, the Council will promote the following as part of the development management process in cooperation with relevant transport agencies

subject to appropriate study, approval and availability of finance and resources:

- > Increased densification and consolidation along strategic public transport corridors and close to public transport nodes to encourage greater usage of public transport.
- > Greater range and flexibility of land uses in town and district centres that will facilitate the maximum usage of public transport during both peak and off-peak times.
- > Increased public transport services, including licensed private operators, to and between public transportation nodes.
- > The protection, free from development, of such lands as are required for the development of planned public transport facilities (transport corridors) and interchanges.
- > For new large scale developments in areas where there is an existing public transport deficit, private buses shall be provided by Developers for an interim period until a public transport network for the area is in place.

### 12.1.4 Policy T4: Public Transport Interchanges

**It is Council policy to facilitate the provision of public transport interchanges at strategic rail and Luas stations within the County in accordance with national and regional guidelines in order to facilitate access to all public transport and to maximise the movement of people via sustainable modes.**

Table 12.1 identifies the primary public transport interchanges to be developed.

**Table 12.1** Public Transport Interchanges:

Location	Public transport modes
Dundrum	Luas - QBN
Blackrock	Suburban Rail – QBN
Dún Laoghaire	Suburban Rail – QBN
Sandyford	Luas – QBN - BRT
Cherrywood	Luas – QBN
Woodbrook	Suburban Rail – QBN

### 12.1.5 Policy T5: Quality Bus Network

**It is Council policy to implement the Quality Bus Network measures as set out in Transport 21 and in the DTO Strategy ‘Platform for Change’ and extend the bus network to other areas where appropriate subject to design, public consultation, approval, finance and resources. Other links will also be included in the Quality Bus Network as part of new developments.**

Table 12.2 shows the main new Quality Bus Network schemes to be implemented which will link to existing Quality Bus Corridors:

**Table 12.2** Quality Bus Corridors:

Blackrock Feeder Routes – including Monkstown Road- Deansgrange Road- Stradbroke Road- Monkstown Avenue - Monkstown Link Road – Monkstown Ring Road - Temple Hill - Frascati Road- Carrickbrennan Road.
Cherrywood Area.
Churchtown Road - Nutgrove Avenue – Braemor Road - Beaumont Avenue.
Churchview Road.
Proposed Glenamuck Link Road, Carrickmines – Stepside Village – Enniskerry Road – Sandyford Road (to Blackthorn Avenue).
Kill Avenue – Mountown Lower – York Road – Clarence Street – Crofton Road – Dún Laoghaire.
Leopardstown Road – Sandyford.
Stillorgan (including Old Dublin Road) – Lower Kilmacud Road – Drummartin Road – Taney Road – Dundrum and Goatstown Road – Clonskeagh Road and Mount Anville Road – Foster’s Avenue.
Old Connaught Avenue to Old Dublin Road, Bray.
Wilford Interchange to County boundary at Bray (Old Dublin Road).

Rathfarnham – Grange Road – Brehonfield Road – Ballinteer Road – Ballinteer Avenue – Wyckham Way – Dundrum.
Abbey Road - Rochestown Avenue (link to Cherrywood and Blackrock Feeder Routes).
Rock Road (from the junction with Mount Merrion Avenue) – Frascati Road, including Rock Hill, Main Street, Temple Hill (Link to Blackrock Feeder Routes).
Nutgrove Way, Rathfarnham.
Sandyford Business Park.
Wyattville Dual Carriageway - Church Road – Sallyglen Road – Lower Glenageary Road – Upper Glenageary Road - Dún Laoghaire (including Graduate & Deerhunter Roundabouts).
Sandyford Road (through Dundrum Village).
Parallel Roads between M50 junctions 13 and 14.
Drummartin Link (parallel Road link to Blackthorn Drive).

The Council will facilitate the provision of radial and orbital bus routes to integrate with existing bus and rail routes.

The provision of a Quality Bus Corridor (QBC)/Bus Priority Measures on a route may include some but not all of the following measures:

- › The deployment of advanced traffic management techniques and Intelligent Transport Systems (ITS) applications, i.e. the provision of an urban traffic signalling systems such as SCATS (Sydney Coordinated Adaptive Traffic System), changes to the traffic signalling configuration, public transport traffic signal priority, route optimisation through traffic signal co-ordination, junction redesign.
- › Reallocation of existing road space.
- › Widening of the roadway where appropriate.
- › Traffic Management measures to include turning movement bans etc.

To improve access to public transport, all new bus stops will be made wheelchair accessible with improved transport information displays and bus shelters provided at main transport nodes. Existing bus stops that currently do not meet these requirements will also be upgraded as part of an ongoing programme subject to finance and resources.

### 12.1.6 Policy T6: Luas

**It is Council policy to promote, facilitate and co-operate with other agencies in securing the extension of the Luas network in the County as set out in Transport 21 and the DTO Strategy ‘A**

**Platform for Change', 2000 – 2016 and including any future upgrade to Metro.**

Table 12.3 shows the main Luas schemes to be implemented in the County:

**Table 12.3** Luas

Line B1 Extension of Green Luas Line south of Sandyford to Cherrywood with Luas Stops at Central Park, Glencairn, The Gallops, Leopardstown Valley, Ballyogan Wood, Leopardstown Race Course, Carrickmines, Brennanstown, Laughanstown, Cherrywood (Brides Glen) including the provision of a 350 car parking space Park and Ride site at the Carrickmines Stop.

Line B2 Extension from Cherrywood (Brides Glen) to Fassaroe with a branch line to Bray with proposed Stops at St. Columcilles Hospital, Stonebridge Road, Crinken Lane, Allies River Road, Old Connaught, Thornhill, Fassaroe and Bray. The line and location of stops shown on the maps are indicative only pending the making of a Rail Order.

To facilitate the provision of a Luas line from Dundrum to Christchurch via Churchtown Road, Rathfarnham and Harold's Cross.

Grade separation of Luas Line B at Upper Kilmacud Road.

**12.1.7 Policy T7: Park and Ride**

**It is Council policy to facilitate the provision of Park and Ride in appropriate locations along strategic transport corridors.**

Park and Ride locations will generally be chosen on the periphery of the County and at public transport nodes where they can contribute significantly to a modal shift to public transport and at locations that reduce the impact on existing on-street parking demand measures within the County, in particular in residential areas. Temporary Park and Ride sites will also be encouraged as part of the development management process near public transport terminus points to meet any potential shortfall in patronage as a consequence of delays in the development of key growth nodes.

**12.1.8 Policy T8: Taxi/Minibus/Hackney Transport**

**It is Council policy to facilitate the provision of taxi/minibus/hackney transport as a feeder service to major public transport corridors and to encourage the provision of taxi ranks at DART Stations, Luas Stops and at other appropriate locations including within larger developments. All new taxi ranks will be made wheelchair accessible and will be provided with shelters where appropriate.**

**12.1.9 Policy T9: Bus Rapid Transit**

**It is Council policy to facilitate the introduction of (a) Bus Rapid Transit from the DART Line to Sandyford/Dundrum Town Centre via UCD utilising, where possible, the Eastern Bypass Reservation (west of**



the N11), and (b) from Sandyford to Cherrywood based on the Old Harcourt Street Line and (c) other routes where the opportunity and need arises. The BRT will integrate with existing bus and light and heavy rail systems. The actual routes to be utilised will be finalised following the completion of detailed feasibility studies in conjunction with relevant landowners.

Bus Rapid Transit is a high quality integrated transportation system using buses on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations, while offering the flexibility and adaptability to meet transit demand. The goal of such systems is to at least approach the service quality of light rail transit while still enjoying the cost savings of bus transit. Bus Rapid Transit systems can easily be customised to community needs and incorporate state-of-the-art, low-cost technologies that is another measure to effect a reduction in car based travel.

#### 12.1.10 Policy T10: Electric Vehicles

**It is Council policy to support the Government's Electric Transport Programme by facilitating the roll-out of battery charging infrastructure for electric vehicles through the planning system.**

To assist Ireland in meeting EU targets on carbon emissions, the Government launched a new *Electric Transport Programme* (2008) with a target that 10 percent of the national road transport fleet be electrically powered by 2020.

A major shift to electric vehicles would require changes to the electricity grid system, with the

installation of charging points across the country, plus chargers at parking meters and in homes. Developing the infrastructure for alternatively fuelled vehicles will be a vital step in encouraging consumers to make more environmentally friendly transport choices.

#### 12.1.11 Policy T11: Car Sharing Clubs

**It is Council policy to support the set up and operation of car clubs to facilitate an overall reduction in car journeys and car-parking requirements, and to help reduce pollution and climate change.**

Car Sharing Clubs involves people pre-booking the use of communal cars for their use, thereby reducing the number of cars on the roads and helping the environment. The system is tried and tested and has been operational in Switzerland and Germany for some 20 years and for over 10 years in other parts of Europe and the USA. The concept of Car Sharing is, however, new to Ireland, with Cork City being the first authority to introduce a scheme in 2008.

Car sharing allows people access to a car when they need it, from a place near their home or workplace, without the potential difficulties or costs of owning a car. An operator makes cars available to members who pay a joining and yearly subscription fee and then can book a car and pay for the time they utilise the car.

Benefits include cost savings, convenience (no responsibility for insurance, tax, fuel, maintenance or parking), fewer kilometres driven (people



who join car clubs typically reduce their vehicle kilometres travelled by 45%), reduction in emissions (car sharing reduces average user's CO<sub>2</sub> emissions by 39-54%), less traffic congestion, less parking pressure, local economic benefits, and social inclusion.

### 12.1.12 Policy T12: Cycling and Walking

**It is Council policy to promote and encourage more healthy sustainable and environmentally friendly forms of transportation such as cycling and walking and to make the footway network accessible for all.**

The Council will promote and provide for the development of cycling and walking as healthy sustainable attractive transport modes in the County for commuting, short utility trips, recreation trips and trips to school/colleges. The design of all public transport routes and road schemes shall, where possible, include cycle and pedestrian facilities. As part of the Development Management process, new development will be required to maximise permeability and connectivity for cyclists and pedestrians to create direct attractive links to adjacent road and public transport networks in accordance with the National Urban Design Manual - A Best Practice Guide (2009) published by the Department of the Environment, Heritage & Local Government. The Development Management process shall also ensure that existing cycle and pedestrian facilities will be enhanced and that good linkages will be provided between new and existing facilities and to public transport corridors to promote 'bike and ride' and 'stride and ride'. Cycleways, footways and pedestrian-only routes will be designed in accordance with best practice guidelines with special consideration given to anticipated cyclist/pedestrian volumes in the design of such facilities.

#### Cycling

The soon-to-be published Council's Cycling Policy and Strategy" and the *National Cycle Policy Framework* (2009) provide guidance on the possible upgrade and expansion of the existing cycle network, the provision of new cycle tracks and improved cycle facilities in the County subject to design, public consultation, approval, finance and resources.

Cycle tracks will be provided with all new-build roads, where appropriate and practicable and if in accordance with the soon-to-be published Council's Cycling Policy and Strategy. Sustainable recreational cycle routes will also be developed to promote cycling within the County.

The Council, in co-operation with the relevant agencies, will promote the development of the Sutton to Sandycove Cycletrack Scheme (S2S) as

highlighted in 'Smarter Travel' and in the 'National Cycle Policy Framework', subject to the appropriate environmental assessments including any assessment required under the Habitats Directive in co-operation with the relevant agencies. Subject to compliance with environmental regulations, and statutory approvals the S2S would be progressed during the life of this Plan as it is recognised as a significant development of Dublin Bay with potential recreational and tourism benefits as well as providing a traffic free cycleway for both recreation and commuter cyclists. It is recognised as a significant opportunity to promote cycling to schools, having regard to the large numbers of children and students attending schools in close proximity to the route.

The Council supports the introduction of the East Coast Cycle Route (Killiney to Bray) which will be progressed in conjunction with adjoining developments and in co-operation with other agencies.

Cycle parking will be provided at public transport stops/stations along public transport routes where practicable and in accordance with best accessibility practice.

#### Walking

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with the overall aims of the European Charter of Pedestrian's Rights.

When the opportunity arises and sufficient road width exists, the provision of footways by the Council will be considered on rural roads to provide for improved pedestrian access to and from villages/towns and public transport. For new developments in such areas, appropriate setbacks may be required to achieve this objective. Maintaining the local character of the road will be a key consideration in the design of all such facilities.

The Council will develop a Walking Policy in line with the emerging Government Walking Strategy.

### 12.1.13 Policy T13: Accessibility

**It is Council policy to support suitable access for people with disabilities, including improvements to buildings, streets and public spaces.**

Accessibility primarily concerns people with reduced mobility, persons with disabilities, the elderly and children. Accessibility is vital to the efficient functioning of the various activities taking place throughout the County. Disability legislation places new obligations on public bodies to ensure their services are accessible to all vulnerable road users. Inclusiveness and accessibility will be key elements in the design of all facilities for

<sup>1</sup> See [www.dlrcoco.ie/transportation](http://www.dlrcoco.ie/transportation)

pedestrians, including people with disabilities. New signalised pedestrian crossings, for example, will incorporate features such as audio push button units and appropriate tactile paving.

Accessibility audits are currently being carried out by the Council to meet the requirements of the Sectoral Plan under the 'Disability Act 2005'. The programme of implementation, which is subject to finance and resources, is ongoing with priority given on a zonal basis to delivering accessible routes to and from public transport facilities, shopping and business areas, churches and libraries. The Council will also work closely with the Disability Consultation Group and other interested stakeholders to respond to local issues as they arise. Accessibility audits are also requested through the development management process for developments where there is a significant

impact on the pedestrian network within and outside of the development.

#### 12.1.14 Policy T14: Mobility Management Plans

**It is Council policy to require the submission of Mobility Management Plans for developments that generate significant trip demand. Plans should seek to reduce reliance on car-based travel and encourage more sustainable forms of transportation both during construction and occupation phases.**

A Mobility Management Plan (also referred to as a Travel Plan and Sustainable Mobility Plan) is a published document containing a set of measures/incentives and targets put in place to promote, encourage and support more sustainable travel modes such as walking, cycling and public





transport among staff, visitors or residents. Plans shall contain positive measures to reduce the dependence on the use of the private car as a means of transport to and from work that shall include regular review measures and action(s) in the event of any shortfall in achievement relative to these objectives.

Mobility Management Plans shall be provided for both the construction and operational/occupation phases of developments where appropriate.

An Area-Wide Mobility Management Plan may also be developed in conjunction with stakeholders for an area where significant development is planned, such as Sandyford Business Estate or Cherrywood SDZ. (See also Section 16.10.3).

## 12.2 General Transportation

### 12.2.1 Policy T15: Road Safety

**It is Council policy to develop a Road Safety Plan in line with the National Road Safety Strategy in consultation with the relevant stakeholders to promote and encourage road safety. The Plan will aim to reduce collisions and minimise the potential for conflict between all road users.**

Reducing the risk of collisions for all road users is a key objective of the Council. A five-year Road Safety Plan will be developed based on the strategy of 'Engineering, Education, Enforcement and Evaluation' measures to provide focus on collision reduction in line with the Road Safety Authority's *Road Safety Strategy 2007 – 2012*.

Road safety will be a key consideration in the design and/or improvement of roads, junctions and traffic schemes. The ongoing programme of collision investigation and prevention will continue and the Council will work closely with An Garda Síochána in addressing ongoing safety issues.

School traffic zones (reduced speed limits, speed reduction measures, road marking, signage etc) will continue to be developed and school wardens provided near schools where warranted in order to encourage good user behaviour for motorists, cyclists and pedestrians on roads, footways and crossing points approaching schools. The ongoing programme of road safety education and training will continue to be implemented in schools throughout the Dún Laoghaire-Rathdown.

### 12.2.2 Policy T16: Traffic Calming and Traffic Management

**It is Council policy to introduce traffic calming and traffic management schemes on particular roads and in appropriate areas throughout the County to effect an overall reduction in vehicle speeds to an acceptable level and to reduce the potential**

**for traffic congestion and associated vehicular emissions in urban areas.**

Area-wide traffic calming, including 30km/h zones, will be introduced in the County, based on the Council's report '*Prioritisation of Traffic Calming Schemes in the Council Area*' (2009) and further updates. All new residential development shall be designed to create self-enforcing 30km/h zones within the development by use of physical engineering measures with emphasis on horizontal rather than vertical calming measures. Traffic calming may be required on existing roads to improve access to and achieve the required sightlines for developments. (See also Section 16.10.2).

In the design of Traffic Calming and Traffic Management schemes, designers will be encouraged to ensure that the needs of all road users are considered in such schemes and to mitigate any likely possible negative effects including the potential for traffic diverting to the surrounding road network.

### 12.2.3 Policy T17: Control of On-Street Parking

**It is Council policy to regulate and control on-street parking by discouraging commuter parking.**

With the provision of public car parks and in the control and regulation of both on-street and off-street car parking the Council will provide for short term shopping and business parking activity and for the needs of local residents, rather than long-term commuter parking requirements. The Council will extend its current car parking control scheme into other areas of the County as appropriate through the parking bye-laws where such controls will contribute to improved traffic management and the quality of life of the local residents and workforce.

Areas in the County will be identified for the provision of Heavy Goods Vehicle parking as the need arises.

### 12.2.4 Policy T18: Roads

**It is Council policy, in conjunction and co-operation with other transport bodies and authorities such as the National Roads Authority, to secure improvements to the County road network.**

The Six-Year and Long-Term Road Objectives proposed by the Council are listed in Table 12.4 and Table 12.5 and displayed graphically on the related Development Plan Maps. It should be noted that the roads shown on the Maps are purely diagrammatic with regard to location and dimensions. Variations and/or adjustments may be necessary as projects progress. In addition to these lists, other road schemes may be introduced as zoned infill sites are developed, in response to changing circumstances and as traffic demands require. The provision of

shared pedestrian and cycle footbridges at specific locations on the Council's motorway network will be encouraged to increase permeability and mitigate issues of severance and potential traffic hazard. Proposed bridge locations are outlined in Table 12.6. The priority of certain Road Schemes in Table 12.4 may be transferable to Table 12.5 and vice versa subject to the availability of resources. Smaller scale schemes, such as junction and traffic management improvements, are not shown on the Maps nor are they included in the Written Statement.

**Table 12.4** Six-year Road Objectives

Ballinteer Road (M50 to Ballinteer Avenue)
Ballinteer Road (Ballinteer Avenue to Barton Road East)
Ballinteer Avenue (Brehonfield Road to Superquinn)
Blackglen Road, Harold's Grange Road, College Road
Clayfarm Loop Road
Coal Quay Bridge, Crofton Road
Cherrywood SDZ (necessary roads infrastructure)
Cherrywood to Dún Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout)
Dublin Road Bray (Wilford to Bray County Boundary)
Lambs Cross to Aiken's Village
Enniskerry Road (Stepaside to Golden Ball)
Eastern Bypass
Glenageary Road Upper (to Oliver Plunkett Road)
Glenamuck Road South
Glenamuck Road DDR and link distributor road
Glenamuck Road Link to N11 (via Cherrywood)
Hillcrest Road
Kilgobbin Road
Kiltiernan/Glenamuck LAP (necessary roads infrastructure)
Murphystown Parallel Road
M11 Upgrade to Fassaroo
Park Close T-Junction, Sallyglen Road
Pottery Road
Rochestown Avenue
Shanganagh Road
Sandyford Urban Framework Proposals (all road proposals are not shown on the Map, but may form part of the Sandyford Urban Framework Plan albeit that the road proposals may extend beyond the boundary of the Urban Framework Plan)

M50 diverge ramp access to Heather Road
Leopardstown Road to Central Park Link Road (via South County Business Park)
Bracken Road Extension to Drummartin Link Road
Slip from N31 Leopardstown Road onto M50 Southbound
Burton Hall Road extension to Leopardstown Road
Blackthorn Road to ESB Roundabout Link Road (including Link to Arena Road)
Leopardstown Roundabout Reconfiguration
Grade Separation at Blackthorn Drive/Drummartin Link Road junction
M50 Pedestrian and Cycle Bridge
Access road through Industrial Yarns site to access Bray Golf Course lands subject to the development management process

**Table 12.5** Long Term Road Objectives

Access to the "Gut" (Dún Laoghaire Harbour Area)
Ballycorus Road
Cherrywood Road Link to the N11 Service Road (south) (Silver Tassie Location)
Loughlinstown Roundabout (grade separation)
M50 third lane (Sandyford Interchange to M11)
M50 Western Parallel Road from Old Conna to Cherrywood environs (not shown on map)
Old Conna (necessary roads infrastructure)
Rathmichael Road
Stepaside Bypass
Sandyford
Leopardstown Road to Murphystown Link (not shown on map)

**Table 12.6** Pedestrian/Cycle Footbridges over M50

Allies River Road (in conjunction with Luas Line B1)
Blind Lane, Love Lane
Leopardstown Road West to Sandyford Business Estate
Leopardstown Road to Murphystown Link (as part of or separate to road scheme)
M50 Carrickmines Junction (east to west)
Murphystown to Sandyford
Ticknock to Ballinteer Road

All roads and footbridges, including footpaths and cycle tracks, will be designed in accordance with best practice guidelines and will consider the needs of all road users. To secure the implementation of the policy, it is the intention of the Council to reserve any necessary lands free from development and to designate building lines, where required. Where possible and appropriate, existing roads in the County may be improved by the setting back of building or frontage lines and by the setting back of proposed new structures at road junctions to improve sightlines in the interests of traffic safety, subject to maintaining visual amenities and sound urban design principles.

Appropriate high quality landscaping (soft and hard) will be included on projects to soften the visual impact of the scheme and enhance its appearance.

**12.2.5 Policy T19: National Routes**

**It is Council policy to promote, facilitate and co-operate with relevant transport bodies, authorities and agencies to secure improvements to the County's National road network to provide, protect and maintain for the safe and efficient movement of people and goods both within and through Dún Laoghaire-Rathdown.**

The Council will facilitate the protection of all National Routes from frontage access and to minimise the number of junctions in accordance with the National Roads Authority's Policy.

**12.2.6 Policy T20: Traffic and Transport Impact Assessment**

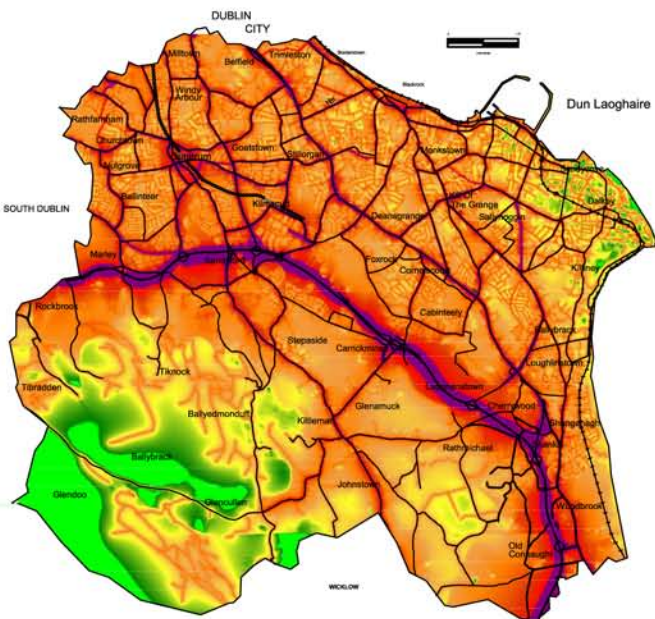
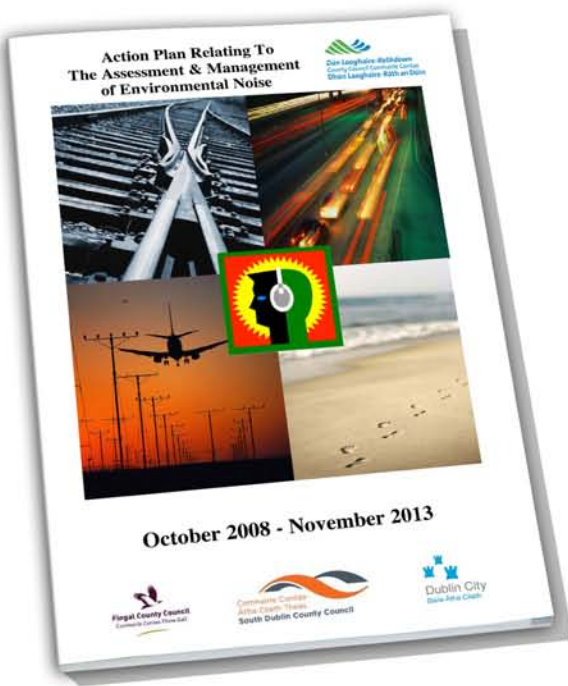
**It is Council policy to require Traffic and Transportation Impact Assessments for major developments to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.**

Traffic and Transportation Impact Assessments provide guidance on whether any road improvements are likely to be required as a result of new or modified developments, and, if so, the nature of these improvements. (See also Section 16.10.4).

**12.2.7 Policy T21: Traffic Noise**

**It is Council policy to ensure that traffic noise levels are considered as part of all new developments along major roads/rail lines in accordance with best practice guidelines.**

Along major transport corridors, the effect of traffic noise on the development must be considered and appropriate measures undertaken to mitigate the effect of noise. This should be considered in the context of the Action Plan relating to the Assessment of Environmental Noise for the Dublin Agglomeration 2008-2013. (See also Section 16.11.2).



**24 Hour (LDEN) Traffic Noise Levels  
Dun Laoghaire-Rathdown County Council**



# Luas Bray / Fassaroe

Brides Glen - Bray / Fassaroe  
Emerging Preferred Route  
Updated November 2010



**Luas Bray / Fassaroe**

LEGEND		PROJECT PHASE	
Luas Bray / Fassaroe		Line & Stop Design Phase	
Luas Cherrywood		Construction Phase	
Proposed Stop			10/11/10
Future Possible Stop			
Rail Interchange			
Proposed Park + Ride			

Local Bus services available close to most Luas stops

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### 12.2.8 Policy T22: Street Lighting

**It is Council policy to provide and maintain street lighting on the public road/footway/cycleway network throughout the County in accordance with commonly accepted best practice.**

To provide well lit roads, footways and cycleways, all street lighting will be provided in accordance with best practice guidelines and standards in terms of the type of lighting columns, lantern types, lighting class and lux levels being provided.

### 12.2.9 Policy T23: Directional/Information/Waymarking Signage

**It is Council policy to provide directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes (waymarking) at appropriate locations throughout the County in accordance with planning and traffic regulations.**

Subject to Council approval, directional signage will be permitted at appropriate locations for amenities, tourist attractions, community facilities and local attractions but not for commercial organisations - in order to avoid a proliferation of signs on public footways leading to street clutter. Temporary event signage may be permitted in certain cases subject to Council approval. Fingerpost signage is the preferred type of directional signage. Signage must be erected such that it does not result in traffic hazard.

Due consideration should be given to the location of street signage, particularly in urban areas, in the interest of minimising street clutter.

Where feasible and appropriate, waymarking signage will also be provided along cycle routes and pedestrian routes, including along Public Rights-of-Way (Policy LHB22: Section 9.4.6), Recreation Access Routes (Policy LHB23: Section 9.4.7) and Trails, Hiking and Walking Routes (Policy LHB25: Section 9.4.9).

### 12.2.10 Policy T24: Section 48 and 49 Levies

**It is Council policy to utilise, where appropriate, the provisions of Section 48 and 49 of the Planning and Development Act, 2000 to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, services or projects in the County. This will be carried out in conjunction with adjoining Local Authorities where appropriate.**

Financial contributions will be sought as part of the development management process for certain development under the provisions of Section 48 and Section 49 of the Planning and Development Act 2000.

Section 48 (general) schemes relate to the existing or proposed provision of public infrastructure and facilities being developed benefiting development within the area of the planning authority and are applied as a general levy on development. A 'special' contribution under Section 48(2)(c) may be required where specific exceptional costs not covered by a scheme but which may benefit the proposed development are incurred by a local authority.

Section 49 (supplementary) schemes relate to the separately specified infrastructural service or projects – such as roads, rail, or other public transport infrastructure, which benefit the proposed development. Where schemes overlap with another local authority, the Section 49 Scheme will be developed in conjunction with that local authority.

Two Section 49 Schemes have already been approved and currently operate in the County, namely:

- Luas Line B1 extension between Sandyford and Cherrywood.
- Glenamuck District Distributor Road linking the Kiltiernan/Glenamuck area to the M50 motorway network.



To avoid map clutter the two 'active' Section 49 Schemes have not been shown on the Development Plan Maps, but are instead included as Appendix H in the Appendices volume. The Luas Line B1 catchment, however, is defined by an area one kilometre 'as the crow flies' distance either side of the light rail alignment. The Glenamuck District Distributor Road Section 49 catchment encompasses the area defined by the Kiltiernan/ Glenamuck Local Area Plan boundary.