Proposed new text, including changes to Tables in the current approved Cherrywood Planning Scheme, as per this Proposed Amendment are indicated in red text. Text to be deleted, as part of this Proposed Amendment, from the Approved Planning Scheme document is indicated with a ~~strikethrough.~~

4.2 Transportation

It is a fundamental objective of the Cherrywood Planning Scheme to ensure that the future demands for travel are met in a sustainable way. The plan envisages Cherrywood developing as a network of interconnected urban villages and employment/mixed use quarters where walking and cycling will be a convenient alternative to the private car. The strategy of the plan is to limit car usage by making alternative modes of access more attractive ~~The first phase of development will be directed towards areas with convenient access to Luas stops in order to~~ and to foster sustainable travel patterns from the outset.

Specific Objective:

PI 13 It is an objective to develop and support a culture of sustainable travel into and within the Planning Scheme.

Development in the Planning Scheme shall constrain work related commuting so as to achieve a transport modal split of ~~45~~ 34% trips by car ~~drivers~~ (maximum) and ~~55~~ 66% trips by public transport, walking, cycling and other sustainable modes (minimum) as per Government policy (see the Department of Transport's ~~'Smarter Travel, A Sustainable Transport Future 2009-2020'~~ National Sustainable Mobility Policy and NTA's Sustainability Strategy 2024 - 2030).

4.2.1 Sustainable Travel Targets

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. The National Sustainable Mobility Policy aims to reduce car mode share through several key strategies including Infrastructure and Service Improvements; Decarbonisation; Behavioural Change and Demand Management; People-Focused Mobility; Better Integrated Mobility; and Public Engagement and Awareness. These strategies promote measures to: expand walking and cycling options and ensure their accessibility for all users; improve and expand public transport services to enhance journey times; expand electrification of public transport fleet; implement demand management measures to reduce reliance on private car; expand behavioural change programs; develop local transport plans to support compact growth and reduce travel distances; increase public engagement and awareness around the benefits of sustainable mobility and alternative options to private car use. By implementing these measures nationally, the Policy aims to make sustainable mobility options more attractive and practical, thereby encouraging a shift to non-car modes and reducing emissions from transport. The overarching targets are aligned with the National transport target metrics in the Climate Action Plan 2023 of 500,000 additional active travel and public transport journeys per day and a 10% reduction in kilometers driven by fossil fueled cars by 2030.

Mode	Mode Share	Measures
Car driver	~~45~~ 32% of external trips ~~15~~10.7% of internal trips ~~39.3~~ 27.9% overall	A parking strategy will be used to determine car use. Road proposals will limit private car access and prioritise walking, cycling and public transport.
Car sharer	~~10~~ 7.1% of external trips 0% of internal trips ~~8.1~~ 5.8% overall	Car sharing will be promoted through mobility management planning and use of the NTA car share ~~portal~~ guidelines. Minimum car share parking space requirements for all developments. Taxi facilities in Town and Village Centres.
Luas	~~25~~ 35.5% of external trips ~~5~~ 7.1% of internal trips ~~21.2~~ 30.1% overall	~~Development will be phased in line with capacity enhancements to Luas.~~ High-quality inclusive and connected walking and cycling networks with direct routes to Luas stops. Luas Green Line Capacity Enhancements as determined / implemented by NTA/TII.
Bus	~~12~~ 17% of external trips ~~5~~ 7.1% of internal trips ~~10.7~~ 15.2% overall	A practical "pump priming" scheme ~~will~~ may be introduced to allow for the funding of the extension of bus services and the provision of new bus services as development occurs. ~~This~~ Such funding ~~will~~ would occur over a period of time and ~~will~~ would reduce as patronage increases. In this regard, a~~A~~ development contribution scheme ~~will~~ would include the provision of bus infrastructure. Improved bus services in the Cherrywood area through the NTA's BusConnects programme. High-quality inclusive and connected walking networks with direct routes to Bus services. Major employers may be required to provide local bus services as part of their Travel Plans. Any new bus services should not duplicate the existing or proposed bus network in the area.
Cycling	5% of external trips 45.1% of internal trips 12.6% overall	A high-quality network of cycleways, greenways, covered cycle parking stands at schools, ~~offices~~ places of employment and Luas stops, covered short-term cycle parking at residential and non-residential developments, and shower and changing facilities at places of employment will promote cycling between different land uses at Cherrywood.
Walking	2% of external trips 30% of internal trips 7.3% overall	A network of high-quality wide footpaths, greenways and pedestrian crossings will promote walking between different land uses at Cherrywood.
DART	1.4% of external trips 0% of internal trips ~~0.8~~ 1.1% overall	The DART would provide connectivity not available by other modes to Northeast Dublin and Greystones and can be accessed via Bus or via Luas extension to Bray when delivered.

Table 4.1: Sustainable Travel Targets

The Planning Scheme sets challenging but achievable targets for sustainable travel modes in Cherrywood that align with the principles and strategies of the National Sustainable Mobility Policy and identifies ~~the~~ measures for achieving them. Separate targets have been adopted for internal and external trips. It is an objective in Cherrywood to promote internal trips by creating a self-sustaining mixed-use development, to reduce dependency on car travel and long-distance commuting, to increase public transport modal share and to encourage walking and cycling.

~~Census 2006 data for 7 Electoral Districts similar to the proposed Cherrywood development showed an existing average of 14% internal trips. Therefore a higher target of 19% is set for Cherrywood as it is an objective to promote internal trips by creating a self sustaining mixed use development, reducing the need for external travel.~~

~~National Smarter Travel targets for sustainable travel in the year 2020 have been adopted for external trips. The main objectives of Smarter Travel are to reduce dependency on car travel and long distance commuting, increase public transport modal share and encourage walking and cycling. The policy document supports greater integration between spatial planning and transport policy and sets a target to reduce car based commuting from 65% to 45% by 2020.~~

Table 4.1: Sustainable Travel Targets

4.2.2 Potential for Public Transport

Understanding the ~~future~~ distribution of trips to and from the Cherrywood Planning Scheme area is fundamental to planning for public transport demand. The demand for public transport is greatest in the am peak hours with trips to work being the dominant travel purpose in this time period. ~~Therefore~~ For the initial preparation of the Cherrywood Planning Scheme, employment trip projections were derived from ~~the model used for the NTA 2030 Transport Strategy for the GDA~~ background modelling data used to support the NTA's Greater Dublin Area Transport Strategy 2011 – 2030 ~~was used to give~~ and gave an indication of future travel patterns in the ~~Cherrywood Planning Scheme~~ SDZ. This data represent~~s~~ed all work trips to and from the Cherrywood Town Centre in the three hour period 7am-10am.

The current NTA Greater Dublin Area Transport Strategy, 2022 – 2042, continues the emphasis on a strategic shift towards more sustainable modes of transport for work trips in the GDA, with significant investments highlighted in public transport. The document provides detailed insights into the distribution of work trips in the Greater Dublin Area, which can be applied to the planning for public transport demand in Cherrywood.

The NTA Greater Dublin Area Transport Strategy, 2022 – 2042, also details several new public transport measures and services with relevance to Cherrywood that have recently been introduced and/or are being progressed, including:

- **BusConnects Dublin:** introduction of **Core Bus Corridors** consisting of circa 230 km of bus priority routes in the GDA;
- **A new Dublin Area Bus Service Network** with redesigned spines, orbitals, local routes, peak-only routes, and express routes;
- **Next Generation Ticketing:** consisting of account-based ticketing systems using cashless technology;
- **Newly enhanced Bus Stops and Shelters** with better route and fare information, and more Real Time Passenger Information (RTPI) signs;
- **DART+ Coastal South**: Elimination of level crossings and station modifications to enhance train service capacity;
- The **Metrolink** line from Estuary in North Dublin to Charlemont in the south city, integrating with local, regional, and national bus and rail services;
- **Luas Bray**: Extension of the Luas Green Line southwards from Bride's Glen in Cherrywood to serve the Bray and Environs area.

~~**Table 4.2:** Distribution of work trips from Cherrywood (NTA 2030 Transport Strategy Model)~~

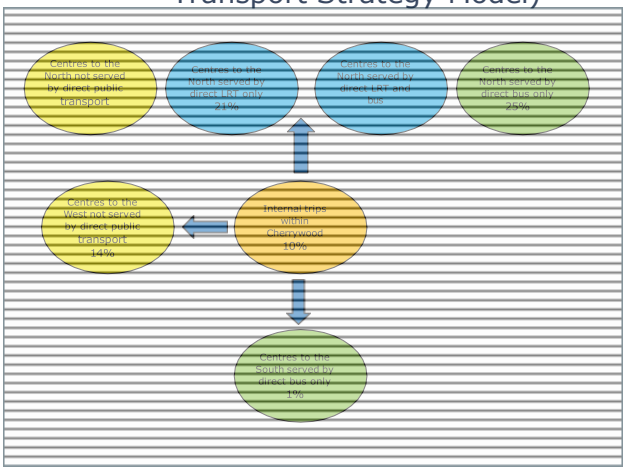
~~District Centre~~	~~%~~

Sandyford	10%
Cherrywood	10%
Point Village	8%
Ballsbridge	7%
Stephens Green	7%
Dún Laoghaire	7%
Bray	5%
North City	4%
Cornelscourt	4%
Dundrum	4%
Blackrock	4%
Rathmines	4%
Tallaght	2%
Kylemore	2%
Kilternan	2%
Stillorgan	2%
Liberties	2%
Other	15%
Total	**100%**

The model indicates that 10% of work trips from Cherrywood in the 2030 a.m. peak hour would be internal. (The model does not take account of the specific measures proposed in this Planning Scheme to reduce the need for external travel by creating a self sustaining mixed use development.) Externally a large percentage of workers would travel to Sandyford (10%) and to the City Centre locations of Point Village (8%), Ballsbridge (7%), Stephens Green (7%) and North City (4%). There would also be a significant amount of work trips going to the neighbouring centres of Dún Laoghaire (7%), Bray (5%) and Cornelscourt (4%).

The NTA model takes account of land use planning policy, new transport infrastructure, changes to public transport operations, enhanced traffic management arrangements and travel demand management measures. In the 2030 model Cherrywood is connected by Metro / BRT to Bray, the City Centre, Dublin Airport and Swords, while the capacity of the N11 QBC is upgraded to a BRT level of service. A region wide road user charge applies as well as restrictions on parking in the City Centre. When the proposed transport networks for 2030 are taken into account, an approximate indication of the areas served by public transport may be presented as follows (prepared by the NTA):

Figure 4.1: Distribution of work trips from Cherrywood (NTA 2030 Transport Strategy Model)



~~It can be seen that in the longer-term there is potential for the use of public transport for a large proportion of trips from the Planning Scheme, with only 23% of trips not served by direct public transport.~~

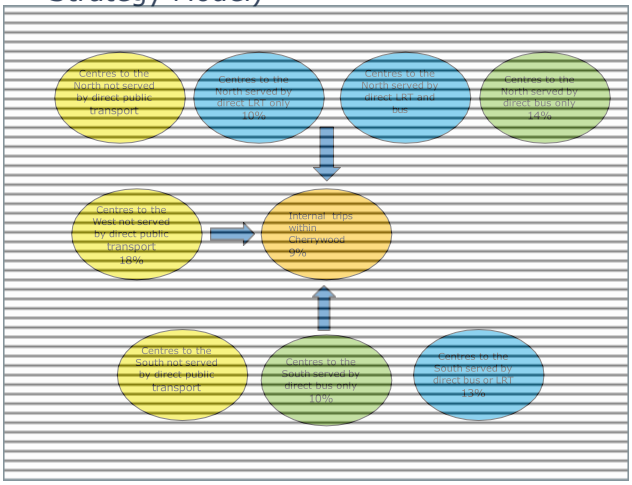
Table 4.3: Distribution of work trips to Cherrywood (NTA 2030 Transport Strategy Model)

District Centre	%
Bray	13%
Cherrywood	9%
Greystones	7%
Wicklow	5%
Dún Laoghaire	4%
Kilternan	3%
Nutgrove	3%
Sandyford	3%
Arklow	3%
Kilcoole	3%
Cornelscourt	3%
Blackrock	3%
Ballsbridge	3%
Rathmines	2%
Dundrum	2%
Newtown Mt Kennedy	2%
Point Village	2%
Tallaght	2%
Stillorgan	2%
Other	24%
Total	**100%**

The model indicates that 9% of work trips to Cherrywood in the 2030 am peak hour would be internal. Externally a large percentage of workers would originate in Bray (13%), Greystones (7%), Wicklow (5%) and other areas of County Wicklow (8%). There would also be a significant amount of work trips coming from the neighbouring centres of Dundrum / Sandyford (5%), Dún Laoghaire (4%), and Kilternan, Nutgrove, Cornelscourt, Blackrock and Ballsbridge (3% each).

When the proposed transport networks for 2030 are taken into account, the data may be presented as follows:

Figure 4.2: Distribution of work trips to Cherrywood (NTA 2030 Transport Strategy Model)



~~In terms of trips to the Planning Scheme, just over a quarter would travel from areas served by rail, including Bray and areas served by Metro North. A significant proportion of trips would come from the north and west, areas not served by rail. Some of this demand may be served by the proposed orbital QBC and associated interchange with light rail.~~

4.2.3 Potential for walking and cycling

The primary indicator of the potential for walking and cycling is the distance travelled. The majority of walking trips are less than two kilometres, whereas cycling journey distances tend to be between two and ten kilometres in length.

In terms of distance travelled, the ~~2030~~ NTA's Greater Dublin Area Transport Strategy 2011 – 2030 model data used to inform the initial preparation of the Planning Scheme indicate~~s~~d that 23% of future trips to work originating in Cherrywood will be less than 5km and a further 27% will be less than 10km. The proportion of future trips to work with a destination in the Cherrywood Town Centre will be 28% less than 5km and a further 22% less than 10km. These percentages show**ed** significant potential for cycling and walking to and from locations such as Bray, Sandyford and Dún Laoghaire.

The current NTA Greater Dublin Area Transport Strategy, 2022 – 2042, continues the emphasis on a strategic shift towards more sustainable modes of transport for work trips in the GDA, with significant investments highlighted in walking and cycling infrastructure. The Strategy introduces several new walking and cycling measures and services that build on previous initiatives and reflect a commitment to creating a more active, accessible, and sustainable transportation environment in the Greater Dublin Area. Many of these walking and cycling measures and services can be applied in the SDZ and beyond to benefit the emerging Cherrywood population, including:

- **BusConnects Dublin:** Introduction of Core Bus Corridors that incorporate circa 200 km of cycle routes in the GDA;
- **Expanded Network of Cycle Lanes**: Development of additional protected cycle lanes and bike paths to create safer routes, particularly in urban areas.
- **Improved Connectivity:** New connections between existing cycling and walking infrastructure to facilitate easier and more direct travel routes.
- **Bike Share Schemes:** Expansion of bike-sharing services to increase access to bicycles for short trips, especially in high-density areas.
- **Pedestrian Priority Zones:** Implementation of more pedestrian-only areas in City and Urban Centres, including Homezones, to enhance walkability and safety.
- **Enhanced Wayfinding:** Introduction of clearer signage and wayfinding tools to help pedestrians and cyclists navigate routes more easily.
- **Traffic Calming Initiatives:** Installation of measures such as speed bumps and narrower roads to reduce vehicle speeds in residential areas, making them safer for pedestrians and cyclists.
- **Public Engagement and Education:** Launch of campaigns to raise awareness about the benefits of walking and cycling, aiming to shift public behaviour towards more sustainable transport options.

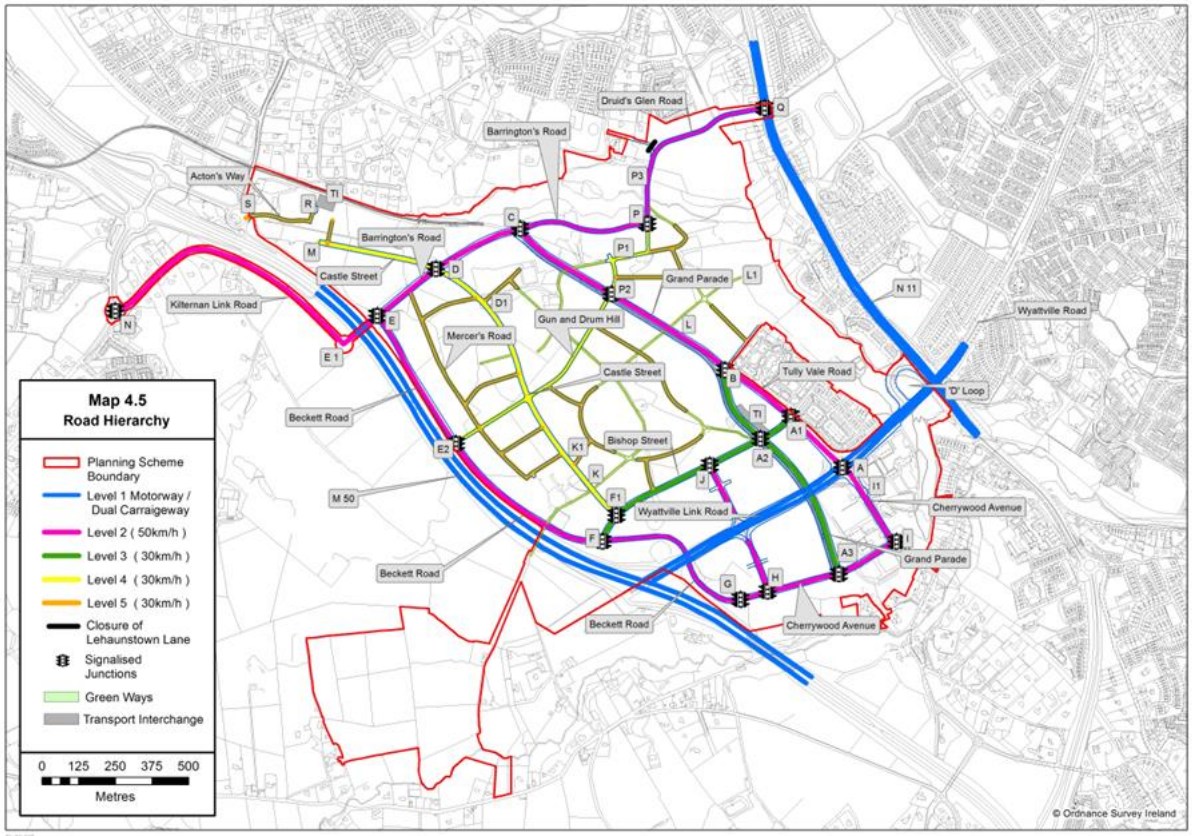
Besides the distance travelled, the potential for walking and cycling will also depend on the quality and convenience of the networks. The difficult topography of the Cherrywood area and the presence of heavily trafficked roads may counter a potential mode shift to walking and cycling. It is therefore imperative that the walking and cycling infrastructure in Cherrywood at a minimum accords with the Design Manual for Urban Roads and Streets

(DMURS) and the Cycle Design Manual (2023 or as updated) guidance to ensure delivery of high-quality infrastructure and connections. In this regard and with reference to DMURS Section 5.4.2, planning applications for development in Cherrywood shall be supported by a Quality Audit where such development is of a significant scale and incorporates the creation of new streets/street networks or proposes significant changes to existing roads/streets. ~~The relative convenience of the private car and public transport will mean that a number of short trips are likely to be undertaken by these modes.~~

4.2.4 Overall potential for sustainable travel

An assessment of the achievable mode share in the initial preparation of the Planning Scheme ~~can be~~ was first made using data from the NTA 2011 - 2030 Transport Strategy Model. The mode share for 2030 was extracted for future work trips to and from the Cherrywood zone in the 3 hour am peak period.

Amend Map 4.5 Road Hierarchy



Proposed Amended Map 4.5 Road Hierarchy

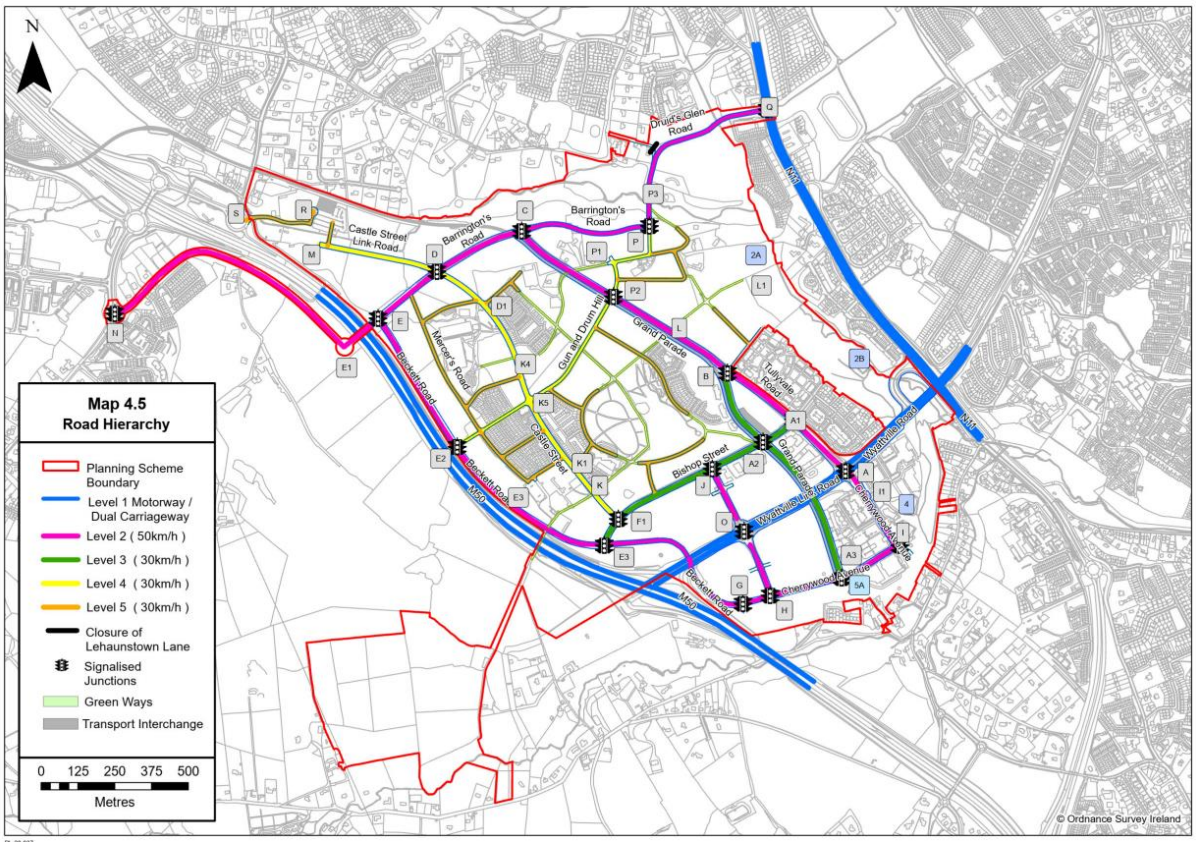
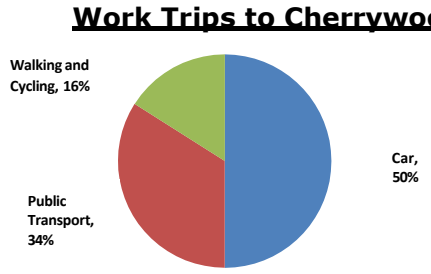
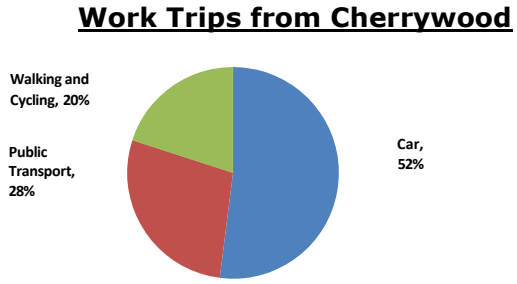


Figure ~~4.3~~ 4.1: Cherrywood Mode Share (NTA 2011 - 2030 Transport Strategy Model)

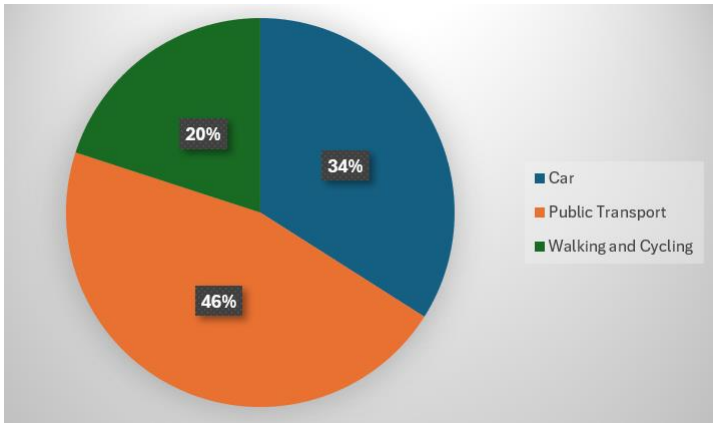




The NTA 2011 - 2030 Transport Strategy Model estimate~~s~~d public transport mode share at 28% to 34%, ~~which agrees well with the overall target of 32% set out in Table 4.1.~~ with ~~W~~walking and cycling estimated at 16% to 20% ~~is estimated slightly lower than the target of 20%~~ and the car mode share estimated at 50% to 5~~1~~2% ~~is estimated slightly higher than the target of 48% for car drivers and car sharers~~.

These modal splits have been revised with updated modelling undertaken using the NTA's Eastern Regional Model (ERM) 2028. This updated model confirms that Cherrywood has exceptional potential for sustainable travel to be the dominant mode of choice and ~~However~~ the data confirms that the target mode shares as detailed in Table 4.1 can be achieved with tightened car parking standards as outlined in Section 4.2.10, by the provision of an excellent public transport service, by creating an attractive environment for walking and cycling and with supporting policy changes that disincentivise ~~disincentives to~~ the use of the private car. It is not anticipated that tightened car parking standards and supporting policy changes will result in changes to the active travel mode share within the SDZ. The modal shift is anticipated to occur from car to public transport, with car share reducing from 47% to 34% and public transport mode share increasing from 33% to 46%. The application of relevant updated policies for development within Cherrywood will enhance the probability of achieving the mode share targets and potentially exceeding them. These updated policies include the Department of Transport's National Sustainable Mobility Policy, NTA's Sustainability Strategy, 2024 – 2030, Project Ireland 2040 - The National Planning Framework, the National Development Plan, 2021-2030, Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region (2019-2031), NTA's Greater Dublin Area Transport Strategy, 2022-2042, and Dún Laoghaire Rathdown County Council's Climate Change Action Plan, 2024-2029.

Figure 4.2: Cherrywood Mode Share (NTA 2028 ERM)



4.2.5 Existing Transportation Infrastructure

Roads

Cherrywood is well situated adjacent to the strategic national road network. It has access to the M50 motorway at Lehaunstown interchange, which directly links the site into the national inter-urban motorway network and also provides vehicular access to centres to the south (Bray / Wicklow), the north (Sandyford / Dundrum) and the west (Tallaght / Blanchardstown). The site also has access to the N11 dual carriageway at Wyattville interchange, which provides access to Dublin city centre via Cornelscourt, Stillorgan, UCD and Donnybrook.

The Wyattville Link Road traverses the site between the two interchanges. It forms part of a route that has been developed over many years to improve access from Dún Laoghaire town and environs to the N11 and M50. The Glenamuck Road is an important link road to the north of the site between Kilternan and Cornelscourt.

On the northern boundary of the site is Brennanstown Road, a sylvan route that passes through Cabinteely Village and cannot be upgraded to provide adequate access to Cherrywood without seriously undermining the environmental quality of the area.

Cherrywood Road is also sylvan in nature with limited ability to be upgraded. Lehaunstown Lane is a winding, narrow lane that runs through Cherrywood and the alignment, width and character of the road could not serve significant increases in traffic.

As of Q4 2024 and with reference to Map 4.5/Map 7.1, the following road infrastructure in Cherrywood has been constructed/upgraded to a taking in charge standard :

- Bishop Street (A1 – F1)
- Castle Street (F1 – D)
- Barrington's Road (D-C)
- Grand Parade (C- B)
- Grand Parade (A2 – TC2 ramp and WLR - A3)
- Gun and Drum Hill (P2 – K5)
- Tullyvale Road (B – A)
- Cherrywood Avenue (A - I1 – I -A3 and J – WLR)
- Druids Glen Road (Q – P3)

Dún Laoghaire Rathdown County Council will deliver Beckett Road (E2 – F – G – H) and it is expected that construction of this road infrastructure will commence circa Q2 2025.

Public Transport

~~The Cherrywood area is served by the N11 QBC and the No.7 bus route. On the N11 QBC in the am peak hour there are currently (2012) seven No. 145/45 buses operating between the City Centre and Wicklow and one No. 84 bus operating between UCD and Newcastle. The No.7 bus operates 5 services between the Cherrywood / Loughlinstown area and the City Centre via Dún Laoghaire.~~ The Cherrywood SDZ is currently (2024) served by five different bus routes including No. 7, 45, 84, 145 and 155. The No. 45, 145 and 155 operate on the N11 Core Bus Corridor (CBC) in the AM peak hour, with frequencies between 10 to 20 minutes per service. The No. 84 operates three services in the AM peak and the No.7 operates six services between Cherrywood and the Loughlinstown area, and then onwards to Dublin City Centre via Dún Laoghaire. ~~In the short term it is proposed to move t~~ The No.7 terminus ~~to~~ is presently located at a bus / Luas interchange at Bride's Glen stop~~, where shelters, bus stops, RTPI information signs etc. will be provided~~ (see Map 4.6).

The Luas Green Line traverses the Planning Scheme with stations at Carrickmines, Brennanstown (currently not in service), Lehaunstown, Cherrywood and Bride's Glen that provide a connection from the Cherrywood SDZ to Broombridge via Dublin City Centre. Dún Laoghaire Rathdown County Council will continue collaborative work with TII regarding the future commissioning of the Brennanstown Luas station. The total journey time from Stephen's Green to Bride's Glen is estimated at 40 minutes. The Luas Green Line operates at an average nine-minute frequency in the AM peak period (07:00 to 10:00) within the Cherrywood SDZ, with ~~Currently, parts of~~ this service operate~~ing 40~~ 54.7m long trams ~~at up to 18 times in the peak hour (8-9 am)~~ providing an achievable hourly capacity of c.4,~~2~~900 between Bride's Glen and Sandyford and c.9,800 between Sandyford and Parnell.

~~Demand for public transport is greatest in the am peak hour. In the 2010 TII Rail Census, the highest am peak hour inbound line flow was 3,740 between Beechwood and Ranelagh. The demand peaks at 8.27am with 294 passengers on board. The highest am peak hour~~

~~outbound lineflow was 1,647 at the section between Milltown and Windy Arbour. There is more demand from passengers wishing to go to jobs in the city centre than vice versa.~~

The nearest DART stations to Cherrywood are approximately 2.5km away at Killiney and Shankill. The newly constructed Woodbrook DART Station is approximately 6km from Cherrywood and will open in 2025. The DART provides a high frequency rail service ~~to~~ towards Howth/Malahide to the north via Dublin City Centre and towards Bray/Greystones to the south.

Walking and Cycling

Existing pedestrian and cycle facilities adjacent to Cherrywood include:

- Segregated one-way cycle lanes and footways on Wyattville Road, crossing the N11 to Wyattville Link Road as far as Cherrywood roundabout;
- Pedestrian phases in the various sets of traffic signals at the Wyattville interchange;
- Segregated one-way cycle lanes and footways along the majority of the N11;
- Pedestrian footbridges over the N11 at Johnstown Road and Loughlinstown roundabout;
- Two signalised pedestrian crossings of the N11 between the Wyattville interchange and the Johnstown Road junction (Kilbogget and Shanganagh Vale).

The Planning Scheme Area suffers from high levels of severance due to the steep topography of the Carrickmines and Bride's Glen river valleys and the M50 motorway. The surrounding road network, particularly the N11, is not an attractive environment for cyclists and pedestrians due to the type, speed and volume of the traffic.

The Council, in conjunction with the NTA, is currently progressing ~~two~~ the following proposal~~s~~ for pedestrian / cycle routes between Cherrywood and Shankill:

- Via Brides Glen viaduct and the grounds of Loughlinstown hospital to the pedestrian bridge at Loughlinstown roundabout and then to Dublin Road, Shankill.
- ~~Via Loughlinstown Main Street (Old Bray Road) and a Toucan crossing of the N11 near its junction with Cherrywood Road and then along the east side of the N11 to Dublin Road, Shankill.~~

4.2.6 Future Road Strategy

Specific Objective:

PI 14 It is an objective to implement the road infrastructure (including segregated pedestrian / cycle routes) proposed in this Planning Scheme to facilitate access to and within the area by all travel modes (see Map 4.5).

Four detailed studies ~~have~~ informed the proposed road infrastructure in Cherrywood, its deliverability and implementation, namely:

1) The Mouchel Parkman Traffic Management Plan (Jan. 2007) was commissioned to optimise and manage the capacity of the existing road network, determine the need for new transport infrastructure to facilitate predicted development growth and define the maximum scale of development that is sustainable in transportation terms.

2) The Cherrywood Town Centre Development – Tunnel Appraisal Report (RPS/Delcan April 2007) was a review of a developer proposal to bridge the Wyattville Link Road with streets and buildings linking both sides of the proposed Town Centre.

3) The Cherrywood Common Infrastructure Implementation Plan (RPS Feb. 2008) gave practical expression to the Mouchel Parkman Traffic Management Plan and provided a clear and detailed strategy to co- ordinate residential, commercial, retail and other development with the essential economic, social and physical infrastructure required to serve the new community.

4) Cherrywood Traffic Study – Update of Traffic Model (RPS May 2010) was a review of the Mouchel Parkman Traffic Management Plan of January 2007 in the context of changes to the infrastructure proposed in the RPS Implementation Plan of March 2008. The study created an updated SATURN Model to demonstrate that the existing and proposed infrastructure would be adequate to cater for the phased Cherrywood Development.

A number of key proposals ~~have~~ emerged to address the constraints on the Plan Area, (see Map 4.5) as follows:

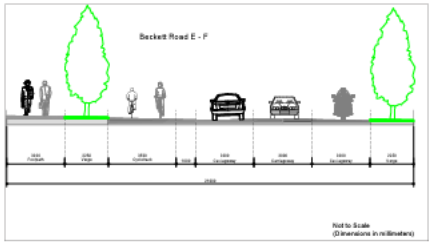
- A new route onto the N11 at Cabinteely will provide essential access into the north-east area of Cherrywood and promote use of the N11 to the maximum extent, while protecting the village of Cabinteely and the character of Brennanstown Road (Barrington's Road and Druid's Glen Road)~~;~~. It is noted that Druids Glen Road (Q – P3) is complete as of Q4 2024.
- A new route over the M50 will link Cherrywood to Carrickmines and Kilternan / Glenamuck (Kilternan Link Road);
- ~~One~~ A grade separated pedestrian and cycle crossing of the Wyattville Link Road will facilitate ease of movement between both sides of the Town Centre. ~~and eliminate traffic crossing at-grade between Lehaunstown interchange and Cherrywood roundabout;~~ Further studies undertaken have concluded that an additional at grade pedestrian and cycle crossing of the Wyattville Link Road at Junction O can be implemented to enhance movement between both sides of the Town Centre.
- Access to the M50 from the Cherrywood area will be limited to the Lehaunstown interchange, which was upgraded at the time of construction to cater for the predicted demand.

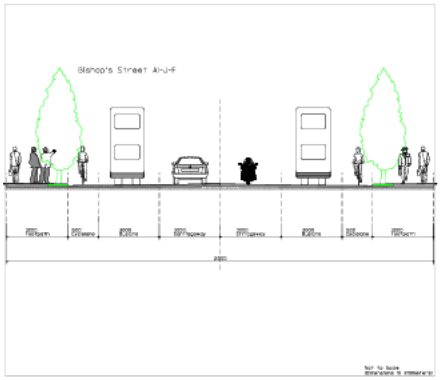
Additional, more recent studies address the deliverability and implementation of the Cherrywood Road Network, namely:

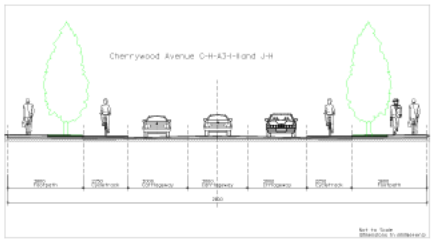
1) Aecom Cherrywood Town Centre Environs (TCE): Transportation Review (December 2024) is a review study that provides an overview of the current and future required Roads infrastructure, public transport network, pedestrian and cycle facilities, and car parking in Cherrywood; and outlines initiatives needed to enhance, improve, and/or expand the capacity of existing facilities to meet future needs.

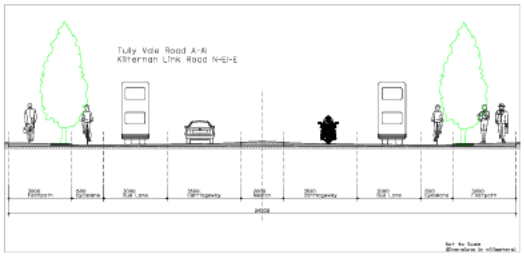
2) Aecom Cherrywood SDZ: Development Sequencing and Transport Capacity Background Technical Note (December 2024) is a study that focuses on detailed modelling and resulting recommendations relating to the Planning Scheme's sustainable travel targets and the sequencing and phasing of residential developments, to ensure the earliest delivery of housing and optimal delivery of road and active travel infrastructure in Cherrywood.

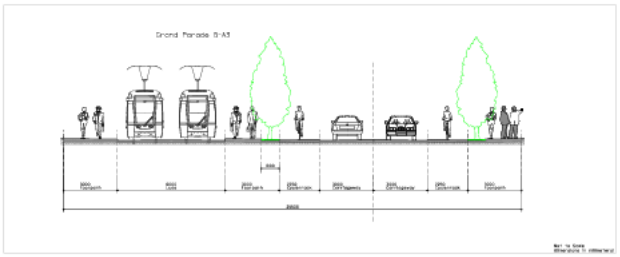
Figure ~~4.4~~ 4.3: Indicative Road & Street Sections

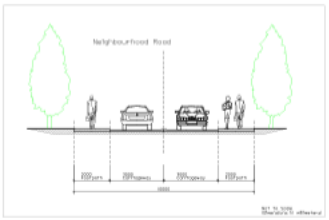


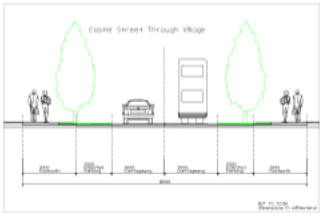


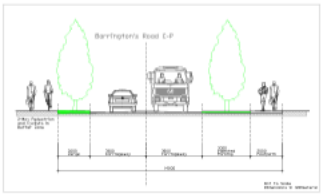


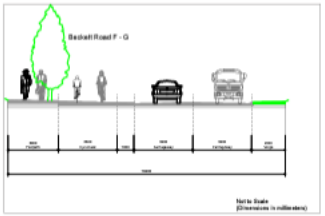


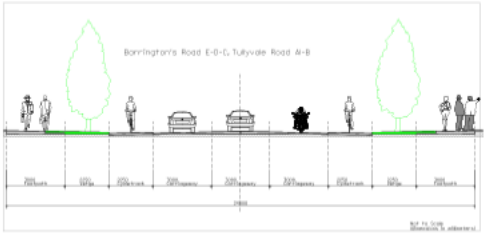


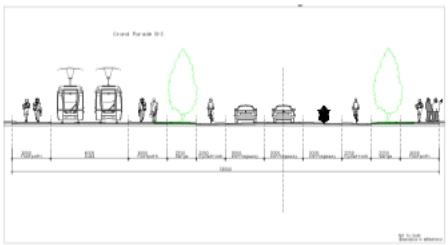




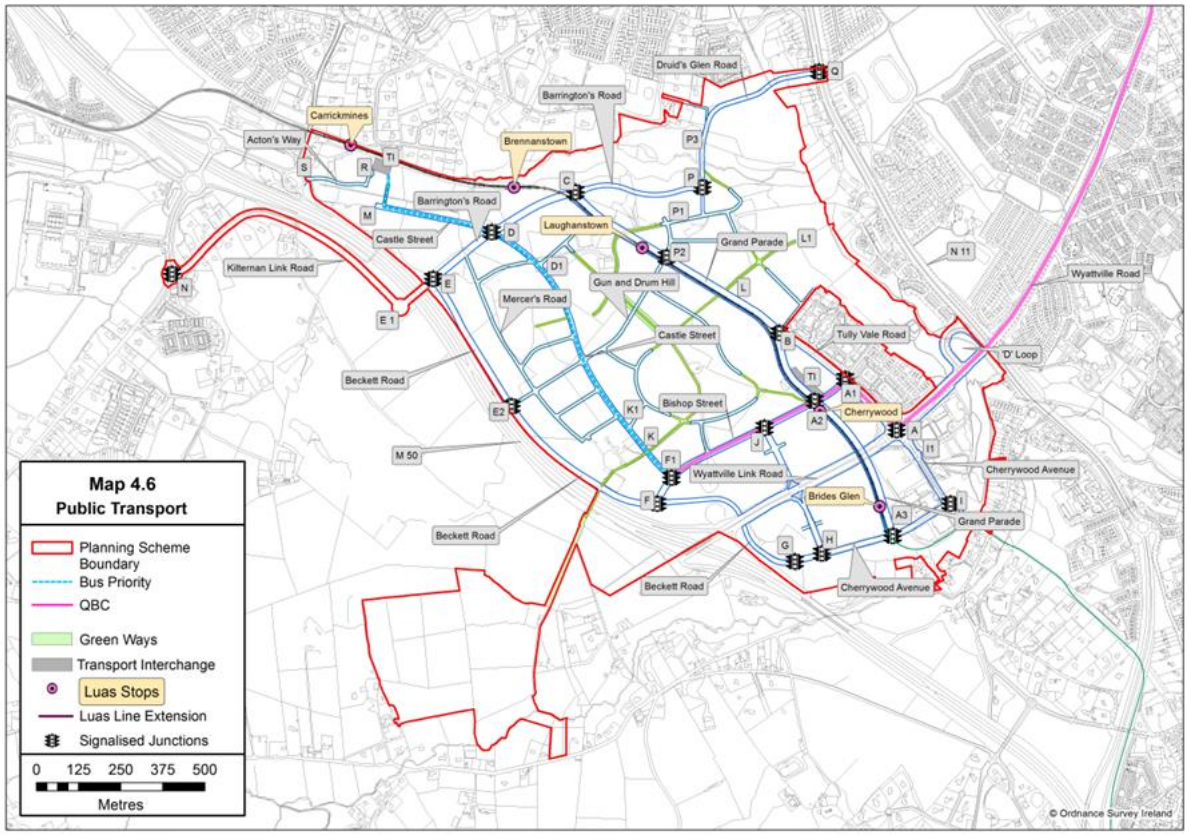




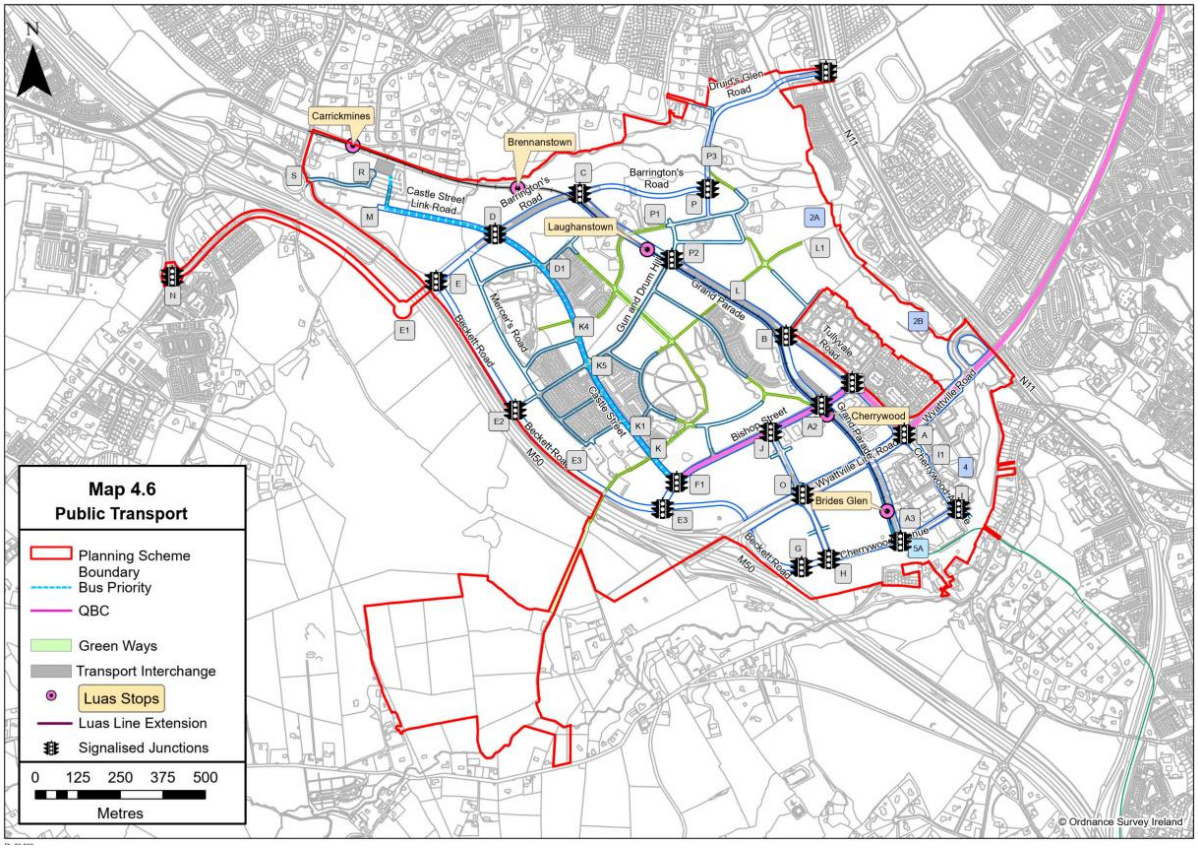




Amend Map 4.6 Public Transport



Proposed Amended Map 4.6 Public Transport



4.2.7 Internal Road Proposals

The required network of internal roads is shown on Map 4.5 and on the accompanying Road / Street Sections. It is based around the creation of a circular route to distribute traffic within the area and onto the adjacent highway network. From the existing Tully Vale Road, Grand Parade ~~will~~ runs northwards alongside the Luas as far as the existing underpass where it ~~will~~ intersects with Barrington's Road, which will in turn connect to ~~coming from~~ the N11 via Druid's Glen Road and to Kilternan Link Road via a ~~leading to the~~ new bridge over the M50. Beckett Road will run southwards from Barrington's Road, parallel to the M50, until it meets the junction with Bishop's street, runs~~n~~ing then to the north of the Cairn/Wedge Tomb and ~~then~~ passing under the Wyattville Link Road to the eastern side of Cherrywood, where it will connect back to Tully Vale Road via Cherrywood Avenue.

Bishop Street ~~will~~ runs east-west on the northern side of the Wyattville Link Road, connecting Tully Vale Road with Beckett Road via a level crossing of the Luas line at Grand Parade. Castle Street ~~will~~ runs north-south from Bishop Street passing through Tully Village and leading to Priorsland. A bus gate will be located at the junction of Castle Street and Bishop Street (Junction F1) to restrict through traffic to and from Castle Street for private motor vehicles and to ensure Bus priority at this junction. Streets will provide connectivity within and between neighbourhoods. Independent development blocks will be served from these streets and additional streets linking into the circular network. The access points indicated on the Development Area Maps may be relocated subject to traffic safety considerations.

Neighbourhood roads will be designed so as to be part of the built environment, appropriate in scale to adjoining development with low speeds that facilitate pedestrian and cycle movements and also allowing for the space to be part of the public realm in respect to communal space. There may be opportunities to develop 'home zones', a concept whereby the physical layout of residential roads is designed to create safer spaces with reduced speeds as well as spaces that can be used for on-street recreation, and planning applications should explore this option.

The design of roads and streets shall at a minimum accord with the detailed guidance in the current editions of:

Traffic Management Guidelines - ~~DoELG, DoT and DTO, 2003~~ - Department of Transport, 2023

~~National~~ Cycle Design Manual – NTA, 20~~11~~23.

~~Design Manual for Roads and Bridges – TII, 2011.~~ Relevant TII guidance and publications.

~~Manual for Streets – DfT (UK), 2007.~~

Design Manual for Urban Roads and Streets – ~~DTTAS, due 2012~~ Department of Transport, 2023.

~~Development Works in Residential and Industrial Areas (Guidance Document)~~ Taking In Charge Development Standards Guidance Document – DLRCC, 20~~1~~22.

In general footpaths shall be 3m wide to allow for the planting of street trees while still maintaining an unobstructed width of 2m for pedestrians. Additional width may be required in areas of high pedestrian flow, at bus/ Luas stops and at gathering places such as schools and shops. Cycletracks, designed in accordance with the ~~National~~ Cycle Design Manual, will be 2.25m wide. Combined bus/cycle lanes shall be 4.5m wide. Traffic lanes shall be 3 – 3.5m wide depending on traffic volume and composition. Residential car parking may be

provided on Neighbourhood Roads and short stay parking on Streets. Planning Applications will be expected to demonstrate that such car parking shall not impact negatively on the public realm and detail the proposed management of same. Street t~~T~~rees ~~should~~ shall be spaced at intervals of not more than five perpendicular or two parallel car parking spaces.

External Road Proposals

The existing at-grade junctions along the N11 especially Leopardstown Road, Clonkeen Road and Johnstown Road will be assessed to identify measures to improve capacity and reduce congestion.

It is a long term objective of the County Development Plan ~~2010-2016~~ 2022 – 2028 to upgrade Loughlinstown Roundabout to a grade separated junction. In the shorter term the Council will progress the option of conversion to a staggered T-junction.

It is a six-year objective of the County Development Plan ~~2010-2016~~ 2022 – 2028 to secure improvements to the 'Cherrywood to Dún Laoghaire Strategic Route (R118 Wyattville Road to Glenageary Roundabout)'. Measures to be assessed include the provision of 2 straight through lanes at the junctions of Wyattville Park and Loughlinstown Drive and the provision of an additional left turn stacking lane on the Wyattville Intersection D-Loop.

Specific Objective:

PI 15 The Council will support the TII in consultation with the NTA in implementing measures to improve the functioning of the M50/ M-N11 road corridor.

The 'National Roads Traffic Management Study' (TII February 2011) proposes~~s~~d a range of measures, including traffic management and capacity enhancements, to preserve the strategic capacity of national roads for longer distance travel, particularly by goods and freight.

The National Roads 2040 Final Report (TII - April 2023) similarly proposes a range of measures aimed at preserving the strategic capacity of national roads, including the M50, to ensure that national roads can efficiently accommodate longer distance travel whilst balancing the needs of local traffic and sustainability. These measures include:

- Capacity Enhancements - Upgrading existing road infrastructure to increase capacity, such as adding extra lanes or improving junctions.
- Traffic Management Systems - Implementing advanced traffic management systems to optimize traffic flow and reduce congestion.
- Public Transport Integration - Promoting public transport options that can alleviate pressure on national roads by providing viable alternatives for commuters.
- Active Travel Promotion - Encouraging cycling and walking through dedicated infrastructure, reducing reliance on cars for shorter trips.
- Policy Framework -Developing policies that support sustainable land use and transportation planning to minimize unnecessary travel.
- Investment in Technology - Utilizing technology for real-time traffic monitoring and management to enhance road efficiency.
- Regular Maintenance - Ensuring ongoing maintenance and upgrades of existing roadways to prevent deterioration and maintain safety standards.

~~At present the M11/N11 south of the M50 is congested in the am and pm peak hours. It was estimated in Figure 4.2 that in 2030 36% of trips to employment in Cherrywood would come from areas to the south.~~ The pace of both employment and residential development

in Cherrywood will take account of the capacity of the strategic road network ~~to the south of Cherrywood~~.

~~The M50 between the M11 and Sandyford has spare capacity, but this is limited for northbound trips in the am peak. Trips to work from Cherrywood will impact on the M50 northbound in the am peak so the pace of residential development at Cherrywood will take account of the capacity of the M50 northbound in the am peak hour.~~

The phasing of development set out in Chapter 7 provides for an assessment of the strategic road network performance proximate to Cherrywood at set intervals in conjunction with the TII / NTA. This assessment has been and will continue to be progressed annually by Dún Laoghaire Rathdown County Council, or as otherwise agreed between the stakeholders.

The ~~draft~~ NTA's Greater Dublin Area Transport Strategy, 2022-2042, ~~Transport Strategy~~ proposes to evaluate the feasibility and potential benefits of measures to manage travel demand on roads in the Greater Dublin Area, including the implementation of ramp metering, variable speed limits or hard shoulder running on dual-carriageways or motorways, at times and places where congestion on these strategic roads is affecting journey time reliability and disrupting traffic flows. It is noted that the GDA Transport Strategy, 2022-2042, states that the NTA will undertake a detailed assessment to establish the optimal framework of demand management measures, which is likely to include parking restraint, zonal charging, additional tolling / road pricing and/or further vehicle electrification. In the longer term it may be necessary to upgrade the M50 between Sandyford and Bray South, including an upgrade of Carrickmines interchange.

4.2.8 Public Transport Strategy

Specific Objective:

PI 16 It is an objective to support and facilitate the development of an integrated public transport network in the Planning Scheme, in association with relevant transport providers, agencies and stakeholders.

Luas

~~The Greater Dublin Area - Draft Transport Strategy 2011-2030 (NTA) proposes significant increases in the capacity and interconnectivity of the Luas Green Line including the following:~~

- ~~Broombridge Luas from St. Stephens Green to Broombridge via Grangegorman providing a direct link from the Cherrywood Planning Scheme area through the City Centre to the north of the City;~~
- ~~Increased passenger capacity on Green Line through extended trams;~~
- ~~Extension of the Luas Green Line to North Bray;~~
- ~~Extension of Metro North tunnel to the Luas Green Line, linking Cherrywood to the City Centre, Dublin Airport and Swords;~~
- ~~Upgrade of Luas Green Line to Metro.~~

~~The Draft Transport Strategy states: "A southbound extension of the Green Line from Brides Glen to the Bray area is proposed to improve public transport accessibility for this~~

~~Designated Town. This will be subject to timing and scale of new development in this area, and appraisal, including economic assessment. A comparative analysis with a BRT alternative will be undertaken prior to final progression to Railway Order".~~

~~Other measures which do not affect the Luas Green Line directly will also have a major impact on connectivity to and from the Planning Scheme area. These would include DART Underground and the two Luas lines from the City Centre to Tallaght and Lucan respectively, all of which will interchange with the upgraded Luas Green Line.~~

~~It was estimated in Figure 4.1 that in 2030 41% of Cherrywood residents will travel to work to centres to the north served by Luas. This indicates that there will be sufficient demand to achieve the target 25% of external trips to work by Luas. Based on a resident population of 20,000 the demand could be serviced by longer trams at more frequent intervals.~~

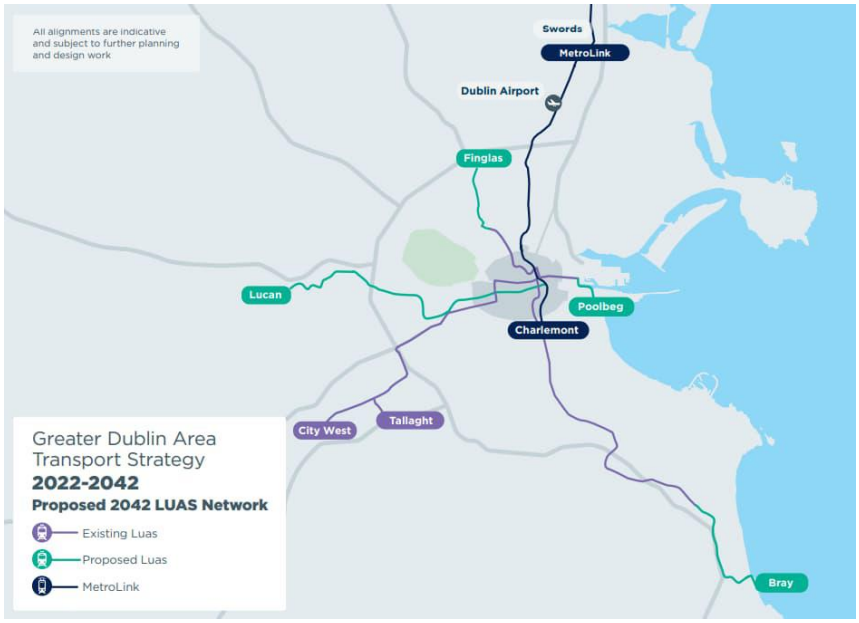
~~It was estimated in Figure 4.2 that in 2030 only 14% of trips to employment in Cherrywood will come from centres to the north served by Luas. A further 13% will come from centres to the south assuming Luas / BRT is extended to Bray. This illustrates the need to extend the catchment served by Luas in order to achieve the target mode share of 25% Luas for work trips to Cherrywood. The phasing of development set out in Chapter 7 will ensure that employment growth in Cherrywood Planning Scheme occurs in tandem with the improvement of public transport connections and services within the wider Metropolitan Area.~~

The GDA Transport Strategy, 2022 – 2042, and the National Development Plan ,2021-2030, outline the importance of the Green Line Capacity Enhancement Project for promoting sustainable transport modes and facilitating the current and future demand along the Luas network. As presented in Section 5.5.5 of the County Development Plan, 2022 - 2028, the first phase of the project has been completed, including increased tram capacity (through extended length of trams) and increased service frequency. As of 2024, the second phase of the project, which involves further increasing frequency of service to one tram every two minutes in each direction, is at the project planning and design stage. This upgrade of the Luas Green Line to increase capacity in the peak hour will require both infrastructural improvements and acquisition of additional trams, with the timeline and budget for this phase remaining under consideration by the TII/NTA.

The proposed extension of the Luas Green Line on its southern end, from Brides Glen to Bray will enhance connectivity to the south, see Figure 4.4 and Map 4.6. The relevant infrastructure related to Luas stops, park and ride and cycle parking facilities will also be considered throughout the process of the development of the Luas extension. The Planning Scheme includes a route reservation within the SDZ lands for the future Luas B2 line to Bray/Fassaroe.

The GDA Transport Strategy, 2022 – 2042, further outlines the NTA's intention to deliver Metrolink, a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre. Upon delivery of this project Cherrywood will be linked to Dublin Airport and Swords.

Figure 4.4: Proposed Luas Network (Source: GDA Transport Strategy 2022 – 2042)



Bus

Specific Objectives:

PI 17 It is an objective to facilitate and promote the enhancement of bus services through the implementation of QBCs and bus priority measures, and by ensuring that the design and layout of neighbourhoods facilitates the expansion of bus services.

~~PI 18 It is an objective to pump prime the extension of bus services and the provision of new bus services during the early stages of development in the Planning Scheme area.~~

The Planning Scheme will ensure that essential bus infrastructure is in place to serve the Planning Scheme area so that improved services can be introduced over time. The phasing of development set out in Chapter 7 provides for bus services to be reviewed at set intervals in conjunction with the NTA.

It was estimated in ~~Figures 4.1 and 4.2~~ the initial modelling for the Planning Scheme (the NTA 2011 - 2030 Transport Strategy Model) that in 2030 49% of Cherrywood residents will travel to work in external centres not served by Luas and 64% of trips to employment in Cherrywood will come from external centres not served by Luas.

Bus services will therefore play an important role in providing public transport to the Cherrywood Planning Scheme from ~~these~~ areas not served by Luas, principally:

- Bray and environs (in advance of the Luas Green Line / BRT extension to Bray);
- Dún Laoghaire/Blackrock;
- Ballsbridge/Stillorgan/ Cornelscourt;
- Kilternan ~~(subject to development)~~;
- North Wicklow (outside of Bray);
- Dublin city not served by Luas.

Given the wide distribution of origin and destinations both to and from the SDZ, and the limited corridor served by Luas Green Line, the bus services will perform a key role in responding to public transport demand.

~~As the Cherrywood Planning Scheme area develops, the bus links from these areas to the Planning Scheme will need to improve over time. This would likely involve new routes, increased frequencies on existing services and higher capacity bus services. In order to achieve the target of 12% external trips by bus, an approximate estimate is that the capacity equivalent of 8 extra buses would be required to serve demand for trips to work from Cherrywood in the am peak and the equivalent of 13 extra buses for inward demand.~~

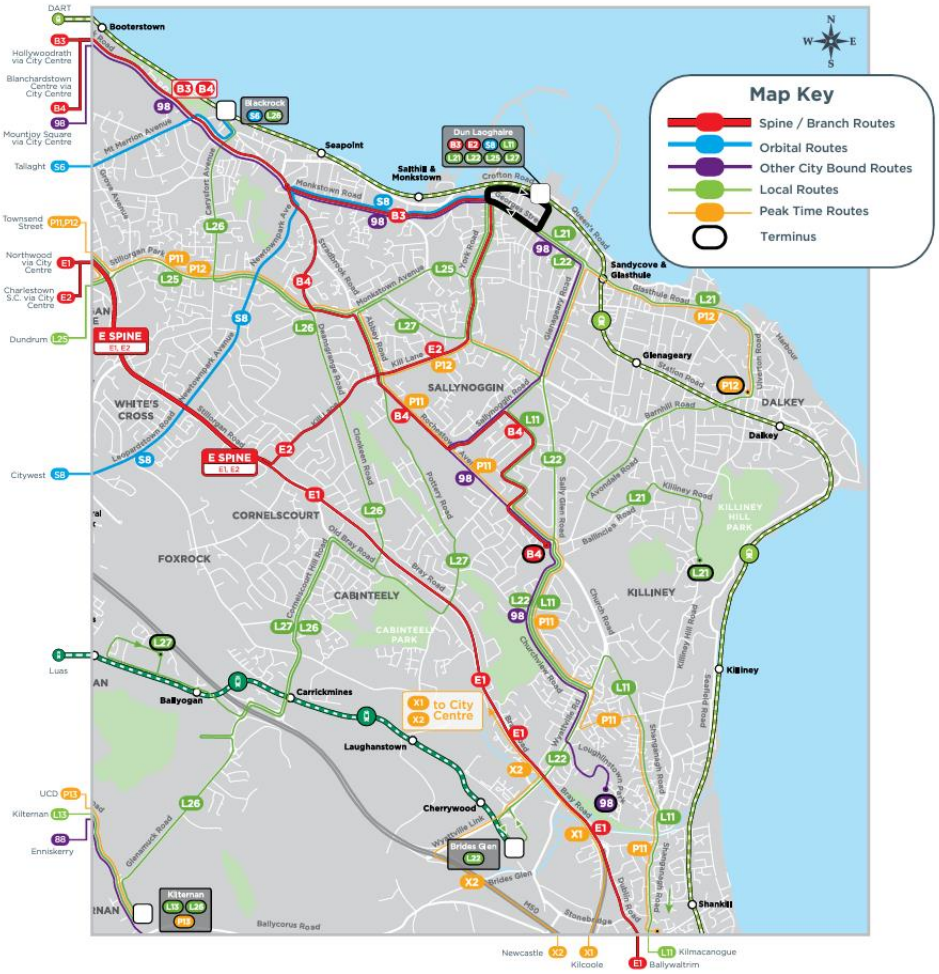
The DLRCC County Development Plan 2022-2028 has a policy objective to facilitate the implementation of the Dublin BusConnects programme, which includes the redesign of the bus network and network of core bus corridors on the busiest routes as outlined in the GDA Transport Strategy 2022 - 2042 and shown in Figure 4.5.

Figure 4.5: Core Bus Corridors (numbered 1 to 12) (Source: GDA Transport Strategy 2022 – 2042)

The E-Spine along the N11 is the most accessible corridor from the SDZ and is within walking distance to many of the developments in Cherrywood. The E-spine provides access to Dublin City Centre, through Stillorgan and Donnybrook in the northerly direction, and to Ballywaltrim through Shankhill and Bray in the southerly direction. The GDA strategy proposes infrastructure measures that will reduce journey delays and enhance service reliability on the N11 CBC. It is unlikely that strategic bus services along the E-spine between Bray and the City Centre will divert into Cherrywood, because of likely negative impacts to journey times for passengers on this corridor. However, the high-quality walking and cycling routes within Cherrywood will include connection to the E-spine corridor.

The Bus Services Network Redesign includes a bus priority route from Dún Laoghaire to Cherrywood through Mounttown, Upper Glenageary Road, Sallyglen Road, Churchview Road, and Wyattville dual carriageway (the L22 service).

Figure 4.6: BusConnects Dún Laoghaire Area Map (Source: busconnects.ie)



It is envisaged that the L22 route will extend within Cherrywood in line with the Bus Priority route outlined on Map 4.6. The route enters from the Wyattville Link Road and turns onto Tullyvale Road to interchange with Luas at the Cherrywood stop. The route continues along Bishop Street and then along Castle Street, passing through Tully Village and Priorsland Village, before reaching the Transport Interchange at Carrickmines Luas stop. The following infrastructure will be necessary to achieve bus priority along this proposed route:

- Dedicated bus lanes on Bishop Street and on Tullyvale Road linking to the N11 and the Wyattville Road CBCs – These lanes have been constructed.
- Bus gate on Castle Street at Junction F1 to restrict through car traffic - Implementation envisaged in Q4 2024.
- Bus infrastructure along the route e.g., bus stops, shelters, RTPI information signs - Implementation envisaged in Q4 2024.
- Bus priority measures at junctions- Constructed.
- Turn back bus facility (in advance of Priorsland Transport Interchange) – Temporary turn back facility constructed in Priorsland DA 3.
- A signalling strategy – to be agreed between DCC/DLRCC/TII/NTA.

Wide verges on the Grand Parade, Barrington's Road and Beckett Road will allow for potential reconfigurations (if necessary) to facilitate additional future bus routes, if required.

The GDA strategy also proposes a South Orbital CBC connecting the Dún Laoghaire/Blackrock area to Sandyford/Dundrum and the Tallaght area. To reach the

Cherrywood SDZ from orbital route areas such as Tallaght, public transport trips are expected to run via the orbital bus/Luas interchange at Sandyford/Dundrum.

It should be noted that Figure 4.3: Indicative Road & Street Sections illustrates dedicated bus lanes on the Kilternan Link Road. However, providing services between Kilternan/Glenamuck and the Cherrywood SDZ will depend on several factors including demand from the Kilternan/Glenamuck region. Therefore, the future provision of a dedicated bus lane on the Kilternan Link Road will be subject to evidence based assessment in line with progress of development in the Cherrywood SDZ and Kilternan/Glenamuck areas.

~~As the NTA licences bus routes and enters into contracts for the provision of public transport services, it is within the function of the Authority to provide for improved bus services to the Cherrywood Planning Scheme area as it develops. The Planning Scheme will ensure that essential bus infrastructure is in place to serve the Planning Scheme area so that improved services can be introduced over time. The phasing of development set out in Chapter 7 provides for bus services to be reviewed at set intervals in conjunction with the NTA.~~

~~It is an objective of the Dún Laoghaire-Rathdown County Development Plan 2010-2016 to implement a QBC / Bus Priority Measures from Dún Laoghaire to Cherrywood via Mounttown, Upper Glenageary Road, Sallyglen Road, Church Road and Wyattville dual carriageway, with a link to the Rock Road QBC via Rochestown Avenue, Abbey Road, Stradbrook Road and Frascati Road. It is envisaged that the bus service from Dún Laoghaire / City Centre will enter Cherrywood from Wyattville Road and turn onto Tully Vale Road to interchange with Luas at the Cherrywood stop. It will continue along Bishop Street and then along Castle Street passing through Tully Village and Priorsland to enter the proposed transport interchange at Carrickmines Luas stop. This will require the following infrastructure:~~

- ~~Dedicated bus lanes on Bishop Street and on Tully Vale Road linking to the N11 and the proposed Wyattville Road QBCs;~~
- ~~Bus gate along Castle Street to restrict through car traffic;~~
- ~~Bus infrastructure along the route eg. bus stops, shelters, RTPI information signs etc;~~
- ~~Bus priority measures at junctions;~~
- ~~Turn back bus facility;~~
- ~~A signalling strategy.~~

~~Wide verges on the Grand Parade, Barrington's Road and Beckett Road will facilitate additional bus lanes if required in the future. Provision will also be made for the possible introduction of bus priority measures on the N11 Link Road whereby any widening shall maintain a planted verge area.~~

~~The N11 QBC is critical to serving existing and future passenger demand to/from Bray/North Wicklow and to/from areas between Cherrywood and the City Centre not served by the Luas Green Line (e.g. Ballsbridge). The draft NTA Strategic Transport Plan for the Greater Dublin Area (2030 Vision) proposes infrastructural measures that will substantially reduce journey delays and improve service reliability on the N11 QBC. The potential for an upgrade to Bus Rapid Transit will also be explored.~~

~~It is not envisaged that strategic bus services between Bray and the City Centre would divert off the N11 QBC into Cherrywood. In the early phases of development, most of the employment/residential areas will be located within walking distance of the N11. Improvements to pedestrian routes between the N11 bus stops and Cherrywood will be required at an early stage. Ultimately the extension of the Luas Green Line from Bride's Glen to the Bray area will serve the public transport demand between Bray/North Wicklow and Cherrywood.~~

~~There may be demand for new services/route variances on the N11 QBC between the Cherrywood Planning Scheme area and the City Centre to serve areas that are not served by the Luas Green Line. The Planning Scheme provides for this public transport issue to be revisited as development occurs in the area.~~

~~The Greater Dublin Area – Draft Transport Strategy 2011-2030 (NTA) proposes a South Orbital QBC, linking Dún Laoghaire / Blackrock area to Sandyford / Dundrum and the Tallaght area. To access Cherrywood from areas along the orbital route such as Tallaght, it is envisaged that public transport trips would operate via orbital bus/Luas interchange at Sandyford/ Dundrum.~~

~~Provision of services between Kilternan/ Glenamuck and the Cherrywood Planning Scheme area would depend on demand emanating from the Kilternan/ Glenamuck area. Therefore, the provision of a dedicated bus lane on the Kilternan Link Road will be subject to future review depending on the progress of development in Kilternan/Glenamuck.~~

Transport Interchange / Taxis

Specific Objective:

PI ~~19~~ 18 It is an objective to construct a Transport Interchange in the vicinity of the Cherrywood Luas stop (see Map 4.6).

The Planning Scheme identifies a location for a Transport Interchange near Cherrywood Luas stop. Provision will be made for conveniently accessible bus and taxi waiting areas, car drop off / pick up, cycle parking, public lighting and soft landscaping. Small scale retail in accordance with section 2.3.2 may be acceptable subject to the overall requirements of Table 6.2.1. Similar facilities are planned at Carrickmines stop. In the short term a temporary bus / Luas interchange ~~will~~ has been constructed on Cherrywood Avenue at Bride's Glen stop. Additional infrastructure including ~~with~~ shelters~~,~~ and RTPI signs ~~etc.~~ will be installed at this temporary interchange in time as required.

Provision will be made for taxi ranks at convenient locations in Town and Village Centres including:

- Cherrywood Town Centre Transport Interchange,
- Carrickmines Luas stop Transport Interchange,
- Lehaunstown Village,
- Tully Village.

Taxi ranks shall be designed in accordance with NTA guidelines to be wheelchair accessible with shelters where appropriate.

Mobility Hubs

Specific Objective:

PI 19 It is an objective to incorporate a Mobility Hub within the Cherrywood Town Centre (Core and Environs).

A mobility hub shall be incorporated within the Cherrywood Town Centre. The design and location of this mobility hub shall be agreed between the Applicant / Developer and the Planning Authority, and it is expected that designs of this nature will be discussed through a pre-planning process for Town Centre application(s).

A mobility hub can be defined as a recognisable and easily accessible place that integrates multiple transport modes for the benefit of various users. Mobility Hubs can be very effective in encouraging modal shift, especially in areas with tightened car parking provision, as they can provide a multimodal network for sustainable movement while enhancing connectivity. A Mobility hub maximises access to mobility and other resources, while ensuring a transfer between modes for "first- and last-mile" connectivity. Mobility hubs can also provide supplementary facilities and services, which improve the users' trip experience.

Generally, mobility hubs are designed on a bespoke basis for specific locations and depending on demand in the area, appropriate components are chosen for each hub. Depending on their location and local demand, mobility hubs may include a variety of different services and functions, including:

- Shared mobility services for cars, bikes and scooters.
- Public transport services.
- EV charging infrastructure.
- Taxi rank.
- Travel information and/or wayfinding services.
- Bike parking.
- Improved public realm and supporting amenities such as: Wi-Fi, resting area, storage facilities /delivery pick-up lockers, coffee kiosks etc. can also be components of mobility hubs.

The design of a Mobility hubs should consider the following:

- Visibility and accessibility - Hubs need to be part of the clearly identifiable transport network with services which are easily accessible by all.
- Choice of sustainable modes - These should include public and shared modes as well as consideration of pedestrians.
- Ease of switching between modes - This applies in both physical and digital terms, linking the use of different modes.
- Safety - The design and facilities should ensure traveller safety is a key factor.
- Practical facilities - Clever design will consider what non-transport practical additions can be included.
- Visual, social, and community appeal - A successful mobility hub will enhance the area visually and provide a contribution to the social and community fabric.

Additionally, applications for development in Cherrywood shall be encouraged to provide smaller scale mobility hubs at strategic locations throughout the Planning Scheme area (such as at locations in Village Centres and locations adjacent to Luas stops).

Figure 4.7: Mobility Hub concept drawings (Source: CoMoUK)

4.2.9 Pedestrian and Cycle Movement Strategy

Specific Objective:

PI 20 It is an objective to prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Planning Scheme and to improve circulation and permeability. All proposed access points, routes, mews and streets must connect logically with the existing street network to aid legibility, permeability and walkability and also must complement local user desire lines.

The proposed network of walking and cycling routes are shown on Map 2.5. Cherrywood has been designed with a hierarchy of streets where the main vehicular traffic will be directed onto the major routes. Below this level the routes are to be progressively more pedestrian/cycle friendly with a low speed limit of 30 kph.

The overall plan strategy is based on five and ten minute walking distances (400 and 800 metres) from public transport and district / neighbourhood centres. Accordingly, it should be possible to walk or cycle between all the principal nodes in Cherrywood (i.e. Luas stops, bus stops, Town and Village Centres, schools and public open spaces) via a number of pleasant, safe and direct routes.

Pedestrians and cyclists will be facilitated internally by:

- The design of new roads and junctions will provide for the safety of pedestrians and cyclists in particular taking account of the guidance provided by the ~~National~~ Cycle Design Manual;
- Segregated pedestrian / cycle routes will give safe and direct access to public transport, local facilities and services;
- Pedestrian / cyclist links through parks and along green routes;
- Signalised Toucan crossing facilities on main roads;
- At Grade and Grade separated links across the Wyattville Link Road;
- Direct links to the pedestrian / cycle routes from residential areas;
- A high standard of surfacing and continuity of routes;
- Cycle parking at transport interchanges, Luas stops, employment and retail locations, as well as long-term and short-term cycle parking facilities at residential developments designed in accordance with the requirements of Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated);
- A 30 km/ph speed limit for internal routes to slow traffic to the benefit of pedestrians and cyclists.

Links to the wider pedestrian / cyclist network will include:

- Druid's Glen Road to the N11 at Cabinteely and onward connection with the Kilbogget Park greenway, which extends northwards to Deansgrange and is proposed to be extended to Blackrock;
- Greenway along the linear park from Cabinteely to Cherrywood and continuing towards Shankill;
- Lehaunstown Lane maintained as a green route connecting across the Carrickmines river to Brennanstown in the north and across the M50 to Rathmichael in the south;
- Through Priorsland to Glenamuck Road;
- Proposed greenway along Carrickmines river and Ballyogan stream to Stepaside area;
- Proposed greenway along Carrickmines river and through Leopardstown Racecourse to Sandyford Business Estates;
- Footpaths and cycle lanes to Kilternan / Glenamuck via the proposed bridge across the M50, bypassing the roundabouts of Carrickmines interchange;
- Pedestrian / cyclist links to Cherrywood Road and Brides Glen Road;
- Pedestrian / cyclist link from the Bride's Glen Luas stop along the old viaduct to Shankill via Loughlinstown hospital;
- A proposed walking route through the Carrickmines Valley from Carrickmines through to the linear park. This new wooded route will be developed in conjunction with park and open space development.

The Planning Scheme includes an interlinked cycle and pedestrian network providing for safe and convenient access within the Plan Area and also connecting it with the wider

locality. The Planning Scheme recognises the importance of providing a network of safe and overlooked cycle / walking routes for amenity / recreational and commuting purposes that follow particular desire lines, especially when linking with public transport and services.

The significant investment in both walking and cycling infrastructure within the Cherrywood SDZ area will ensure that the potential for internal walking and cycling trips is maximised. The hierarchy of road types and the inclusion of a coherent network for cyclists and pedestrians will ensure that cycling and walking are promoted as the mode of choice for internal trips. In this regard, it is critical that all development in Cherrywood is designed to ensure safe access to short and long-term cycle parking locations, including both surface level and underground level locations, for users of all ages and abilities and for all types of bicycles, including cargo, electric and oversized bicycles. Ramps to underground levels shall provide segregated cycle access to cycle parking locations to avoid conflict with motor vehicles. Otherwise, designers shall provide alternate means for cyclists to access underground level cycle parking locations in accordance with Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated) and the Cycle Design Manual, and suitably demonstrate how cyclists will be discouraged from using the vehicular ramp.

The potential for external walking and cycling is limited by severance from the surrounding settlement centres, competition from public transport and the lack of significant employment adjacent to Cherrywood.

Special emphasis will be given to the assessment of pedestrian and cycle facilities at Planning Application level. They will be assessed according to the following criteria:

1) Is the route conveniently located?
2) Is the route safe and secure?
3) Is the route continuous and does it link with adjacent established or proposed routes?
4) Does the application adequately address the introduction of interim measures to provide continuous routes if necessary?
5) Does the route provide controlled crossing provision at roads?
6) Is sufficient width available to accommodate pedestrian flow?
7) Is the designed access to cycle parking locations safe for users of all ages and abilities and for all types of bicycles?
8) Does the Cycle design for the development accord with the requirements of Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated) and the Cycle Design Manual?