

Draft Kiltiernan-Glenamuck Local Transport Plan



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1 Introduction

1.1 Project Background

DBFL Consulting Engineers (DBFL) have been commissioned by **Dún Laoghaire-Rathdown County Council (DLRCC)** to undertake an Area Based Transport Assessment (ABTA) of Kiltiernan-Glenamuck. The ABTA is being prepared in tandem with the update of the *Kiltiernan-Glenamuck Local Area Plan 2024 (LAP)*, in accordance with policy objective PO T2 of the *Dún Laoghaire-Rathdown County Development Plan 2022-2028*, which states that:

It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments) in tandem with the preparation of Local Area Plans (LAPs) and also prepare ABTAs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof (consistent with RPO 8.6)

1.2 ABTA Methodology & Supporting Documents

The approach to carrying out the Kiltiernan-Glenamuck ABTA is consistent with the methodology outlined by the National Transport Authority (NTA) and Transport Infrastructure Ireland's (TII) 'Area Based Transport Assessment Guidance Note' issued in December 2018 and *ABTA How to Guide: Guidance Document 2021*. This methodology ensures that land use and transport planning are fully integrated, to support the sustainable development of Kiltiernan-Glenamuck.

The scope of an ABTA includes 5 key stages:

1. Complete a **Baseline Assessment**.
2. Establish the **Context** for the ABTA.
3. Carry out **Options Development**.
4. **Assessment & Refinement** of Options.
5. **Drafting and Finalisation** of the ABTA.

These key stages are documented by the following supporting reports:

- KG Baseline Conditions and Policy Context Report.
- KG Context Report.
- KG Options Development and Assessment Report.
- A series of Technical Notes relating to Transport Modelling Assessment.

1.3 Report Structure

The Local Transport Plan (LTP) report is divided into the following three sections:

- **Part A: Background:** Summarises the evidence base for the ABTA, including existing transport infrastructure and demand, key land-use influences, and feedback from the pre-draft public consultation.
- **Part B: The Strategy:** Presents the key recommendations of the LTP.
- **Part C: Implementation & Outcomes:** Sets out a phased approach for the implementation of the LTP's recommendations, and the anticipated outcomes of their delivery.

1.4 Overriding Status of the Plan

In order to be implemented, relevant elements of this Plan will be integrated into the *Kiltiernan-Glenamuck Local Area Plan 2025-2031*. In order to be realised, such projects will have to comply with the various legislation, policies, plans and programmes that form the statutory decision-making and consent-granting framework – including the provisions of the *Dún Laoghaire-Rathdown County Development Plan 2022-2028* and the *Kiltiernan-Glenamuck Local Area Plan 2025-2031*. This Local Transport Plan does not provide consent or establish a framework for granting consent and will not itself be binding on any decisions relating to the granting of consent.

This Plan aligns with the provisions of the *Climate Action Plan 2024*, the *Regional Spatial and Economic Plan 2019-2031*, the *Transport Strategy for the Greater Dublin Area 2022-2042* (including associated cycle network), the *Dún Laoghaire-Rathdown County Development Plan 2022-2028* and the *Dún Laoghaire-Rathdown Climate Action Plan 2024-2029*, all of which have been subject to legislative requirements relating to public consultation and environmental assessment/screening for environmental

assessment. As such, the Plan is wholly subject to the requirements of the provisions set out in these documents, including provisions relating to sustainable development, environmental protection and environmental management that have been integrated into these documents, including through SEA and AA processes

Part A

Background



2 Kiltiernan-Glenamuck Today

2.1 Overview

This Chapter defines the Study Area for the Kiltiernan-Glenamuck LTP, and its spatial planning context, including its existing and proposed land uses and population, as well as existing mobility patterns associated with the area.



Figure 2-1: Map showing the scope of the Kiltiernan-Glenamuck ABTA Study Area.

2.2 Study Area Location

Kiltiernan-Glenamuck is located within the urban footprint of Dún Laoghaire-Rathdown County Council's administrative area, approximately 14km south of Dublin City Centre, just outside of the M50 road network via Junction 15, at the foot of the Dublin Mountains near the border of County Wicklow.

The main routes through the Study Area are Glenamuck Road, aligned through the central area in a north-east to south-west direction to intersect with Enniskerry Road (R117), which is aligned in a north-west to south-east direction.

These roads connect the Study Area to the surrounding neighbourhoods of Stepside to the north-west, Glencullen to the west, Carrickmines and Ballyogan to the north-east, and Cherrywood to the east.

2.3 Existing Land Use and Environment

The prevailing land use in Kiltiernan-Glenamuck is agriculture, with the overall development patterns being very linear and fragmented, clustered to a certain extent around the Glenamuck Road / Enniskerry Road Junction and Enniskerry Road / Ballycorus Road / Ballybetagh Road Junction. Commercial use is limited at present, with the Golden Ball, Circle K Kiltiernan, and the Spar at Carrickmines Manor comprising the only prominent commercial premises within the Kiltiernan-Glenamuck Study Area. The Study Area lacks a strong physical identity or focal point, which is a key issue for the LAP and LTP.

Kiltiernan Village has two primary schools – Our Lady of the Wayside National School and the Kiltiernan Church of Ireland National School – with no secondary school situated within the Study Area, though the indicative location for a future education facility is highlighted in DLRCDP zoning maps, adjacent to Tig Mo Chroí on the Glenamuck Road.

Wayside Celtic Football Club occupies lands at Jackson Park to the south of the Glenamuck Road, while Glenamuck Bective RFC is situated to its immediate north. Old Wesley RFC and Lansdowne FC keep grounds on the Ballycorus Road, in the southeast corner of the Study Area.

2.4 Future Land Use

The integration of transport and land-use planning is critical to the preparation of a successful LTP and is **Transport Objective 1** of the Kiltiernan-Glenamuck LTP (see **Chapter 5**). The primary policy document which sets out future proposals relating to land-use for the Study Area is the *Dún Laoghaire-Rathdown County Development Plan 2022-2028* (DLRCDP). DLRCDP are currently preparing a Local Area Plan (LAP) for the Study Area which will both inform and be informed by this LTP as part of an iterative process. The LAP will transpose the vision and objectives of the Development Plan at a more localised level for Kiltiernan-Glenamuck.

Lands zoned Objective A – *‘to provide residential development and improve residential amenity while protecting the existing residential amenities’* – within the study area were included in the Residential Development Capacity Audit (RDCA0 informing both the Core Strategy and the Housing Strategy in the County Development Plan 2022-2028. Kiltiernan-Glenamuck is identified in the DLRCDP as a ‘New Residential Community’, and one of the top four areas in terms of potential

residential yield within Dún Laoghaire-Rathdown, with capacity for an additional c.2,000 new homes.

Figure 2-2 shows an excerpt from the DLRCDP of the land use zoning objectives for the area. The majority of the Kiltiernan-Glenamuck LAP Study Area consists of lands zoned under DLRCDP **Objective A:** to provide residential development and improve residential amenity while protecting the existing residential amenities. The future Neighbourhood Centre lands are zoned under **Objective NC:** to protect, provide for and/or improve mixed-use neighbourhood centre facilities.

The remainder of the Study Area comprises the following land-use zonings:

- **Objective B:** To protect and improve rural amenity and to provide for the development of agriculture (*adjacent to the Glenamuck and Ballycorus Roads*).
- **Objective E:** To provide for economic development and employment (*north of Glenamuck Rd. / immediately south of the Park, Carrickmines*).
- **Objective F:** To preserve and provide for open space with ancillary active recreational amenities (*lands around Jackson Park, Glenamuck Bective RFC grounds, and rear of Kiltiernan AEC*).
- **Objective G:** To protect and improve high amenity areas (*woodland off Dixon Lane*).
- **Objective SNI:** To protect, improve and encourage the provision of sustainable neighbourhood infrastructure (*Our Lady of the Wayside N.S., Kiltiernan Church of Ireland N.S., and Kiltiernan AEC*).



Figure 2-2: Land use zonings for Kiltiernan in the DLRCDP. Note that the boundary shown here is the former LAP boundary and is no longer applicable to the KGLAP 2024. Basemap Source: DLRCDP 2022-2028.

A	'To provide residential development and/or protect and improve residential amenity'
B	'To protect and improve rural amenity and to provide for the development of agriculture'
E	'To provide for economic development and employment'
F	'To preserve and provide for open space with ancillary active recreational amenities'
G	'To protect and improve high-amenity areas'
NC	'To protect, provide and/or improve mixed-use neighbourhood centre facilities'
SNI	'To protect, improve and encourage the provision of sustainable neighbourhood infrastructure'
pNHA	Proposed Natural Heritage Area (<i>Dingle Glen</i>)

Figure 2-3: Land-use zoning key (for referential use with Figure 2-2 adjacent)

2.5 Existing and Future Population

Based on Census 2022 data for the Kiltiernan-Glenamuck LAP Study Area and assuming an average household size of 2.5 persons per dwelling, DLR estimates the current 2024 population at approximately 3,710.

In the event that all lands zoned for residential development per the DLRCDP 2022-2028 are developed, with no additional residential zoning, and having regard to the 'Sustainable Residential Development and Compact Settlement Guidelines, 2024' future population projections are:

- **2028:** 5,038, reflecting a 35.8% increase from 2024.
- **2035:** 6,310, reflecting a 70% increase from 2024.



2.6 Area of Influence

The 'Area of Influence' (AoI) encompasses the *geographic area which is likely to be affected by a plan or scheme's implementation*. Within the context of the LTP, the AoI is the area which is likely to generate the most significant number of trips connected to the future development of Kiltiernan-Glenamuck. Defining the AoI beyond the immediate Study Area enables comprehensive planning for connectivity for sustainable and active modes.

Given that existing and future land use within Kiltiernan-Glenamuck is predominantly residential, the AoI includes nearby employment hubs and neighbourhoods with essential retail, medical, and community services. **Figure 2-4** shows the proposed AoI, covering an approximately 15-minute cycling radius from the Golden Ball Junction, extending to Cherrywood, Stepside, Carrickmines, and Ballyogan. These areas provide retail, recreational, and community services currently limited in Kiltiernan-Glenamuck, as well as access to higher-frequency public transport options via the Luas.

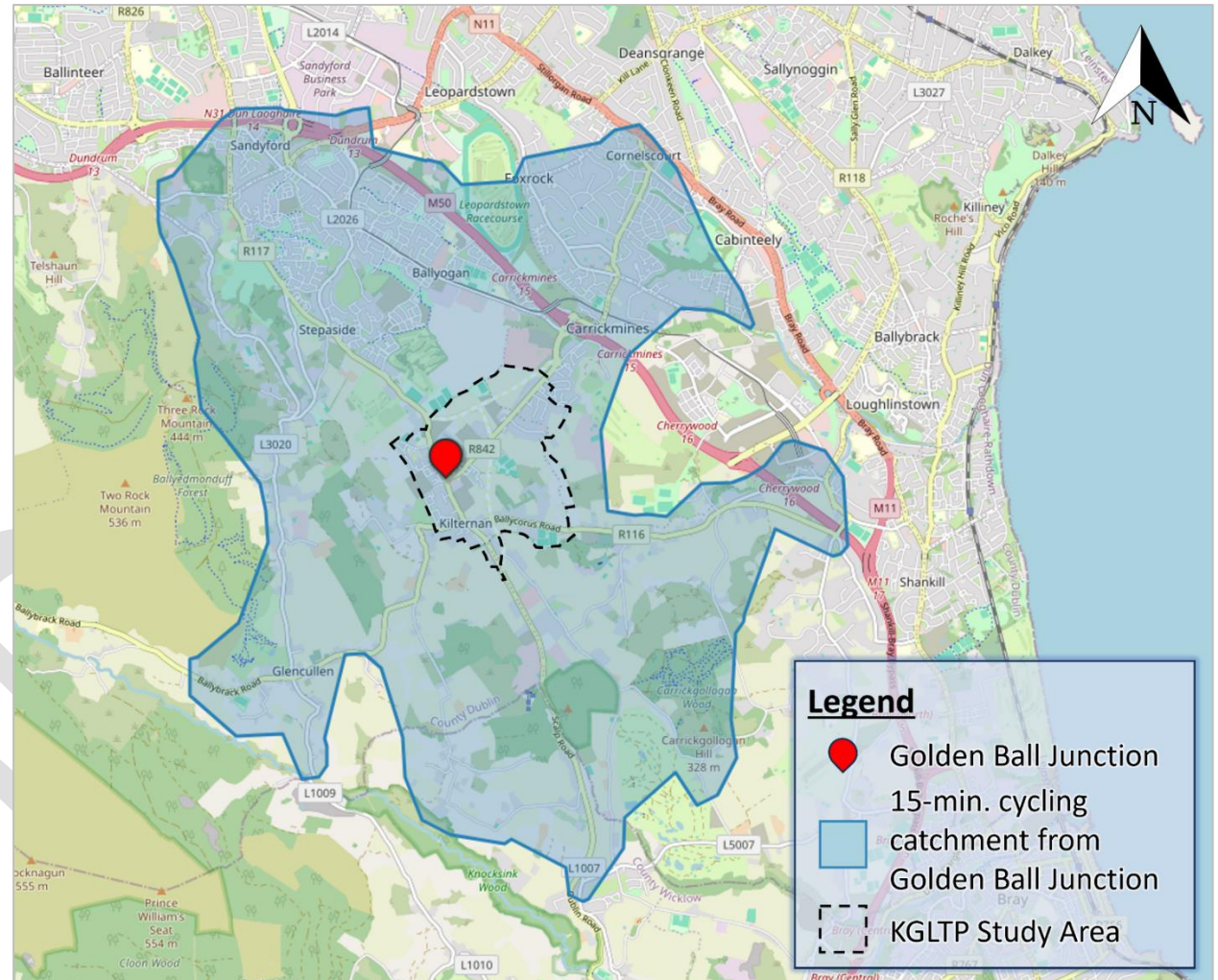


Figure 2-4: Kiltiernan-Glenamuck's Area of Influence. Source: OpenRouteService / DBFL.

2.7 Existing Transport Network

The Road Network within the Kiltiernan-Glenamuck Study Area consists of the following key roads:

- **Enniskerry Road (R117)** runs north towards Stepside and south towards Enniskerry through Kiltiernan Village.
- **Glenamuck Road (R842)** runs perpendicular to the Enniskerry Road from the Golden Ball Junction northeast towards Carrickmines, the M50, and the Luas Green Line.
- **Ballycorus Road (R116)** running east from southern Kiltiernan towards the M50 and Shankill beyond.
- **Ballybetagh Road (R116)**, running west from the Circle K for 500m before turning sharply south towards Glencullen.
- **Glebe Road** to the northwest of the Study Area. While only c.310m long and a cul-de-sac, Glebe Road serves an important access to Kiltiernan Church of Ireland N.S., House Nursing Home and Chapel Hill residential development.

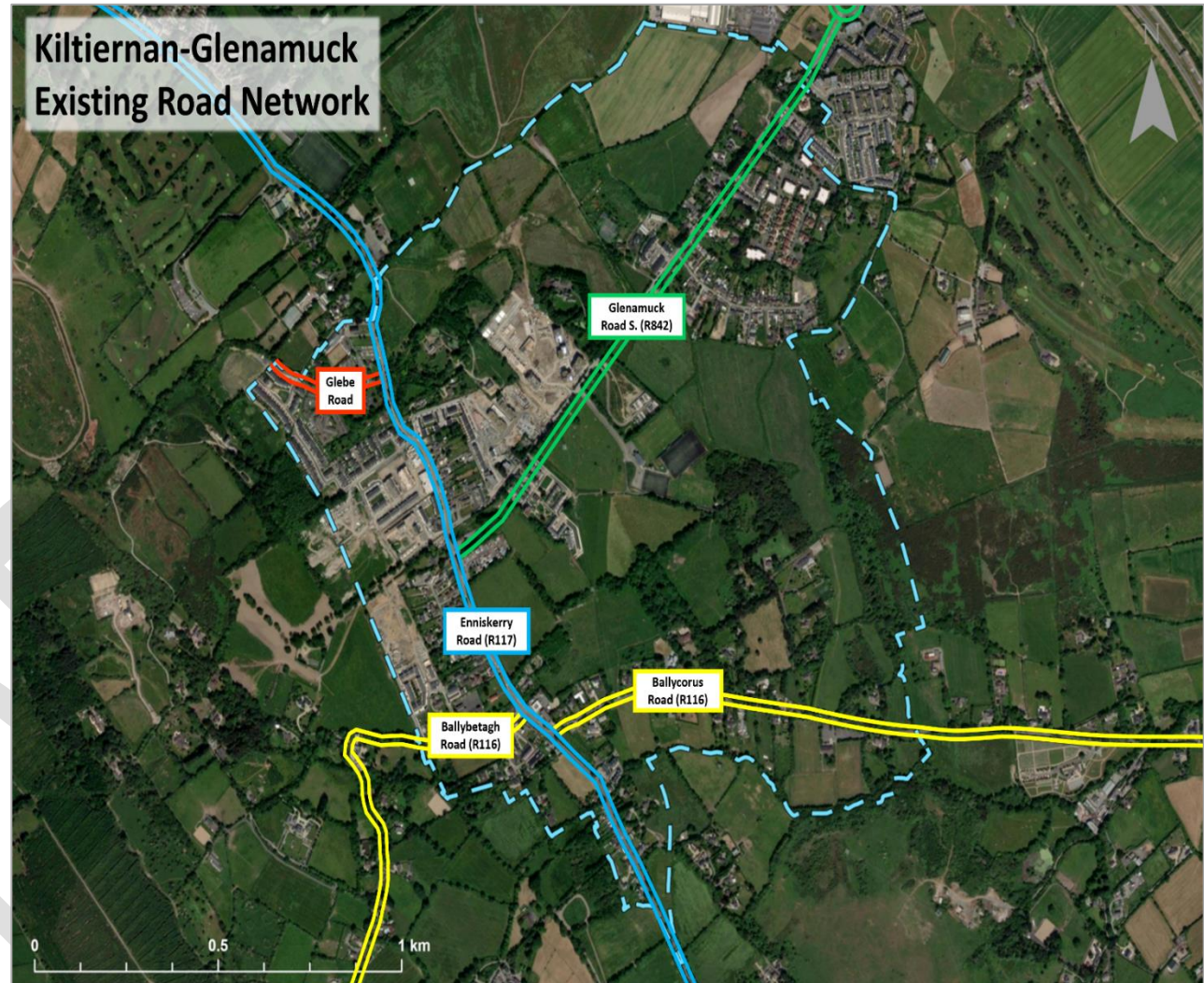


Figure 2-5: Existing Road Network within the Kiltiernan-Glenamuck Study Area. Source: DBFL.

2.7.1 Pedestrian Network

Overall, the pedestrian network in Kiltiernan-Glenamuck is of varied quality and discontinuous in places and would benefit from network improvements.

The Enniskerry Road is a Regional Road (R117) and is considered the main spine through the Village, running in a north-south direction, and will be partly fronted onto by the future Neighbourhood Centre between its junctions with the Ballybetagh Road and Glenamuck Road. At present, it performs a primarily through movement function for vehicles. There are continuous pedestrian footpaths on both sides of the Enniskerry Road for the vast majority of its course through the Study Area. Footpaths have acceptable surfacing overall but are narrow along much of their extent. There is a lack of pedestrian crossings along the route, save for at the Golden Ball Junction.

The Glenamuck Road is served by only one footpath on its southern side. While existing and future residential developments on the northern side would benefit significantly from a footpath, the narrow width of the road makes provision of an additional footpath challenging depending on allocation of road space.

The extent of the Ballycorus Road located within the Study Area also lacks a footpath on its northern side, with its southern side served by a narrow footpath for c.750m. The easternmost c.350m of the Ballycorus Road lacks footpaths on either side of the road, posing challenges to those accessing Old Wesley RFC and Lansdowne FC on foot.

While the Ballybetagh Road has generally wide footpaths serving both the Kiltiernan AEC and Our Lady of the Wayside N.S., the wide junction leading onto the road has pedestrian guard railing and wide-splayed, low kerbs. This type of design can encourage vehicular speeding and

increases the crossing distance for pedestrians. In general, the road would benefit from improvements for people walking and wheeling, particularly at front-of-school.

The Glebe Road, which serves both the Kiltiernan Church of Ireland N.S. and the Glebe House Nursing Home, has only one southern footpath at present which is relatively narrow. The absence of a footpath on the northern side of the road in tandem with the placement of the school's pedestrian entrance next to a vehicular entrance presents road safety issues for students, parents and staff accessing the school on foot.

2.7.2 Cycle Network

At present, there are no dedicated cycling facilities within the Kiltiernan-Glenamuck Study Area. The closest cycling infrastructure is protected cycle tracks on both sides of the northern Glenamuck Road c. 25 m short of the Kiltiernan-Glenamuck Study Area boundary. These tracks link northwest along the Ballyogan Road and north across the M50 into Dublin City's broader cycle network, but do not enter the Kiltiernan-Glenamuck Study Area.

2.7.3 Public Transport Network

BUS NETWORK

Table 2-1 presents the bus services that currently serve Kiltiernan Village, and their frequency. There are 4 services, all low-frequency, connecting the Village to Dún Laoghaire, Ballyogan, Stepside, and the City Centre.

Kiltiernan-Glenamuck experiences a very low level of public transport service at present, however this is to soon change under BusConnects Dublin proposals as set out in Part B of the Plan.

Table 2-1: Existing Public Transport Services.

Bus Service	Frequency	Origin (Inbound)	Terminus (Inbound)
Route 44 (DB)	60 mins (Mon. → Sun.)	Enniskerry Village (Monastery Rd.)	DCU (Collins Ave.)
Route 63 (GAI)	30 mins (Mon. → Sun.)	Kiltiernan Village (Blue Church)	Dún Laoghaire Str. (Crofton Rd.)
Route 63A (GAI)	Once Daily (Mon. → Fri.)	Kiltiernan Village (Blue Church)	Dún Laoghaire Str. (Crofton Rd.)
Route 118 (DB)	Once Daily (Mon. → Fri.)	Kiltiernan Village (Blue Church)	City Centre (Eden Quay)



Figure 2-6: The Route 63 bus arriving at Stop 3283 at the Our Lady of the Wayside (or 'Blue') Church, Kiltiernan Village. Bus routes 63, 63A and 118 start at this stop. Source: DBFL.



Figure 2-7: Carrickmines Luas Stop. Source: DBFL.

LUAS

Whilst there is no Luas stop in the Study Area, the Luas Green Line runs to the north of it. Ballyogan Woods is the closest stop to the Study Area; situated c.1.0km north of the Study Area via the Glenamuck and Ballyogan Roads, approximately a 15-minute walk from the Study Area boundary at the Park Carrickmines and a 33-minute walk from the Golden Ball Junction in Kiltiernan Village.

The Carrickmines Luas stop is only marginally further on foot, at a 20-minute walk from the Study Area boundary and 34 minutes from the Golden Ball Junction, though it necessitates travelling along the busier Glenamuck Road North for the final quarter of the walk.

The Luas' Green Line service operates at a 3 – 5-minute frequency at peak times, and at a reduced 12 – 15-minute frequency during off-peak hours.

On weekdays, the Luas service from Carrickmines commences at 05:36, while the last tram of the day departs at 00:06.

The Carrickmines Luas is also served by the Carrickmines Luas Park & Ride, which has 350 car-parking spaces as well as 4 EV charging points.

The focus of the ABTA regarding the Luas line is to improve connectivity to it via active modes and bus services.



Figure 2-8: Map of DLRCC's Proposed Speed Limits 2024. The orange lines, present on all Regional Roads within the Study Area, denote a proposed speed limit of 50km/h. Source: DLRCC.

2.7.1 DLRCC Speed Limit Bye-Laws

Dún Laoghaire-Rathdown County Council recently published Draft Road Traffic Special Speed Limit Bye-Laws 2024 including a map which indicates proposed speed limits throughout the County. **Figure 2-8** illustrates all of the roads which have a proposed speed limit of 50km/h, which includes:

- Glenamuck Road.
- Enniskerry Road.
- Ballycorus Road.
- Ballybetagh Road.
- Dixon's Lane.
- Bishop's Lane.

2.7.2 Car Clubs

There are three main car club operators in the region, namely GoCar, Enterprise and Yuko, however none have bases within the Kiltiernan-Glenamuck Study Area. The closest one is located within The Park, Carrickmines operated by GoCar.

GoCar are the longest serving car club operator in Ireland and have a significant presence across the Greater Dublin Area. GoCar is a car-sharing platform that allows its member to rent cars by the hour or day using the GoCar application. This provides an alternative to car ownership, to those who only need access to a car on occasion.

This two-space GoCar base is an approximately 30-minute walk – or a 12-minute cycle – from the Golden Ball Junction in Kiltiernan Village. The second closest base, via Stepside Village, is located at the Glencairn Park & Ride, Sandyford.

2.8 POWSCCAR 2022

As part of the Census in Ireland, data relating to commuting to work, school/college, and childcare is captured. The dataset is referred to as Places of Work, School, College and Childcare – Anonymised Records (POWSCCAR).

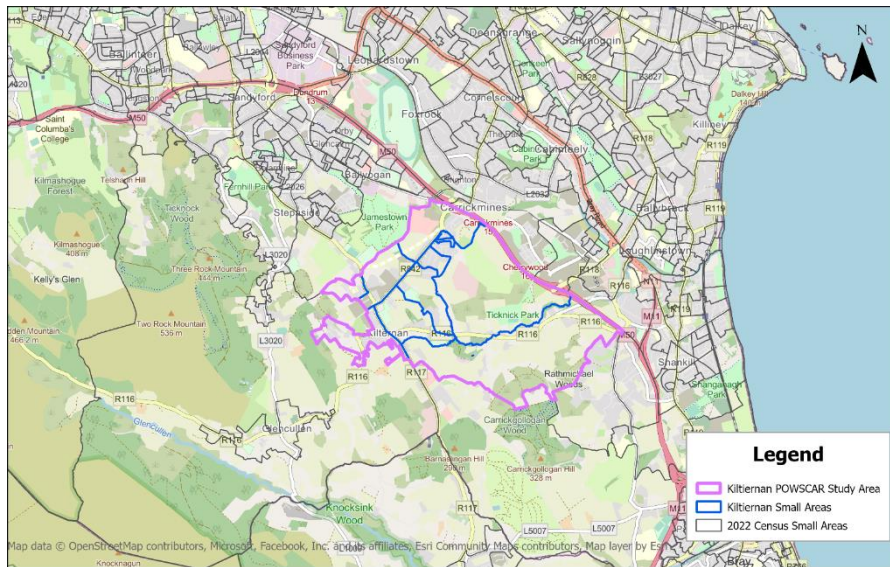


Figure 2-9: Kiltiernan-Glenamuck ABTA – POWSCCAR Study Area. Source: CSO / DBFL.

Data from the most recent Census in 2022 was reviewed as part of the ABTA to understand travel patterns in relation to Kiltiernan-Glenamuck. **Figure 2-9** illustrates the Study Area of the POWSCCAR analysis, which relates to Census Small Area boundaries.

2.8.1 Origin – Destination Analysis

A spatial analysis was undertaken to assess Origin-Destination data over a 24-hour period. Internal → External, and External → Internal trips were reviewed, with Internal → Internal being discounted due to very limited movements. Due to the small sample size and potential privacy concerns, these trips were excluded from this analysis.

INTERNAL → EXTERNAL TRIPS

Figure 2-10 and **Figure 2-11** illustrate the primary destinations for work and education related trips respectively, that begin in Kiltiernan-Glenamuck Study Area over a 24-hours period.

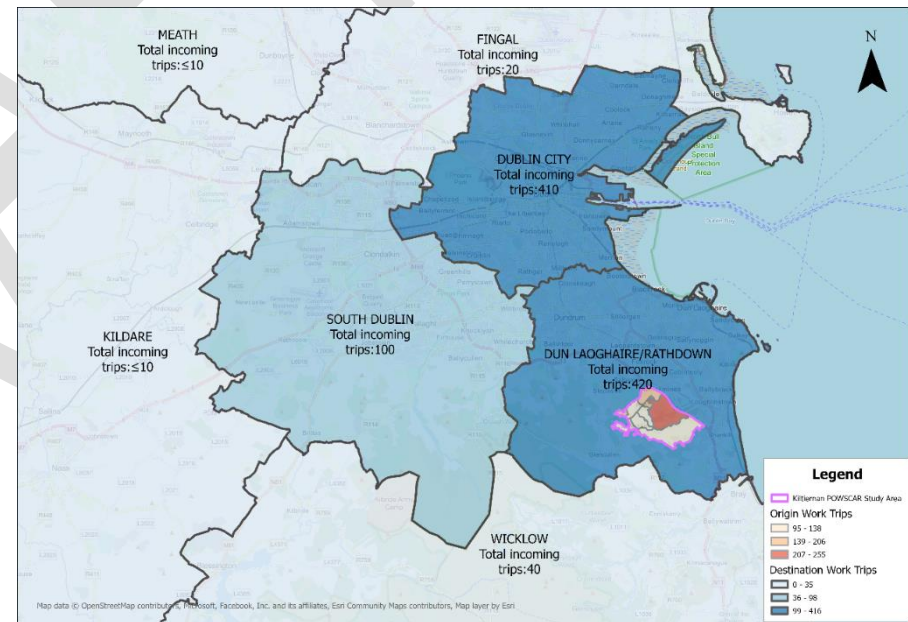


Figure 2-10: Internal → External Demand Work Trips relating to Kiltiernan-Glenamuck. Data Source: POWSCCAR, Census 2022.



For work-related trips, over 1,800 work trips are generated in Kiltiernan-Glenamuck and end in external areas. The most prominent trip destinations are Dún Laoghaire-Rathdown County administrative area (excluding Kiltiernan-Glenamuck) and Dublin City, accounting for just over 400 trips each. Around 100 trips end in South Dublin County Council, with the remaining work trips spread across surrounding areas.

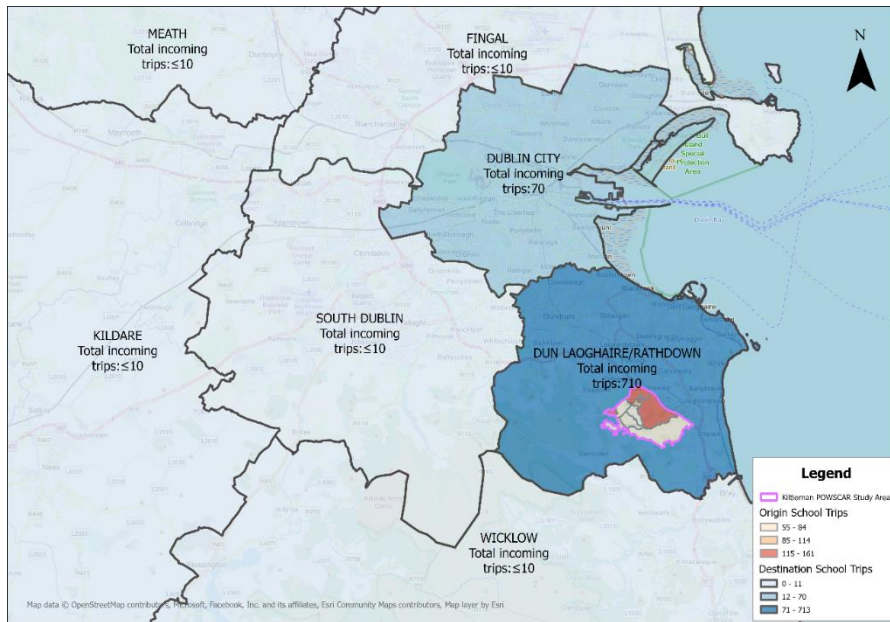


Figure 2-11: Internal → External Demand School Trips relating to Kiltiernan-Glenamuck. Data Source: POWSCCAR, Census 2022.

For education-related trips, there are up to 1,100 trips generated in Kiltiernan-Glenamuck bound for external areas. Over 60% of these trips end within Dún Laoghaire-Rathdown County (excluding Kiltiernan-

Glenamuck), accounting for 710 daily trips. The remaining trips are spread across the surrounding areas, particularly Dublin City.

EXTERNAL → INTERNAL TRIPS

Figure 2-12 and Figure 2-13 illustrate the primary destinations for work and education related trips, respectively, that begin elsewhere and end in Kiltiernan-Glenamuck Study Area over a 24-hours period.

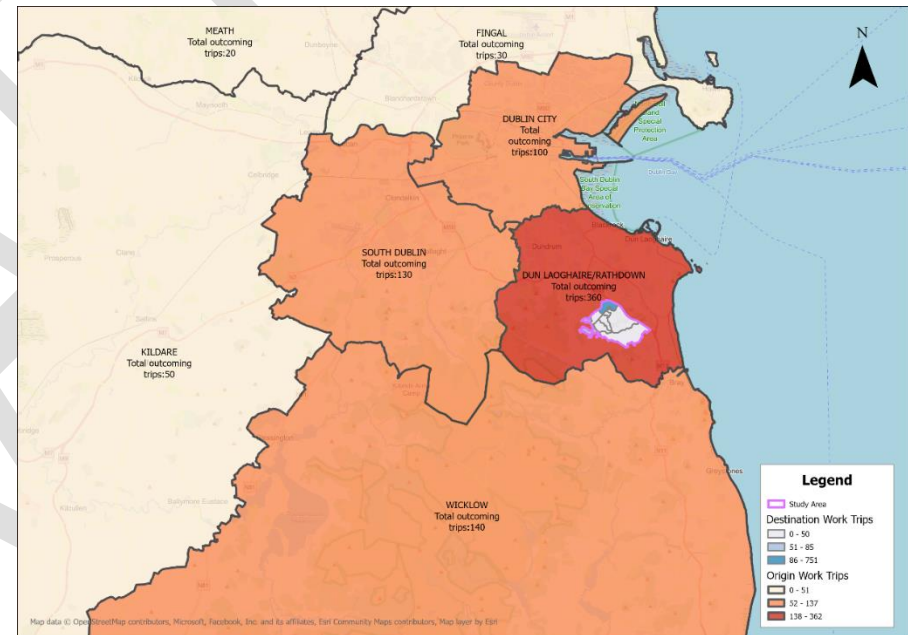


Figure 2-12: External → Internal Demand Work Trips in Kiltiernan-Glenamuck over a 24-Hour Period. Data Source: POWSCCAR, Census 2022.

For work-related trips, approximately 1,100 work trips were attracted to Kiltiernan-Glenamuck, with the primary trip attractor being the Carrickmines business area. The most significant trip generator is within



Dún Laoghaire-Rathdown County area (excluding Kiltiernan-Glenamuck) accounting for 360 daily trips – approximately one third of total trips, followed by Wicklow for 140 daily trips, South Dublin for 130 daily trips and Dublin City for 100 daily trips.

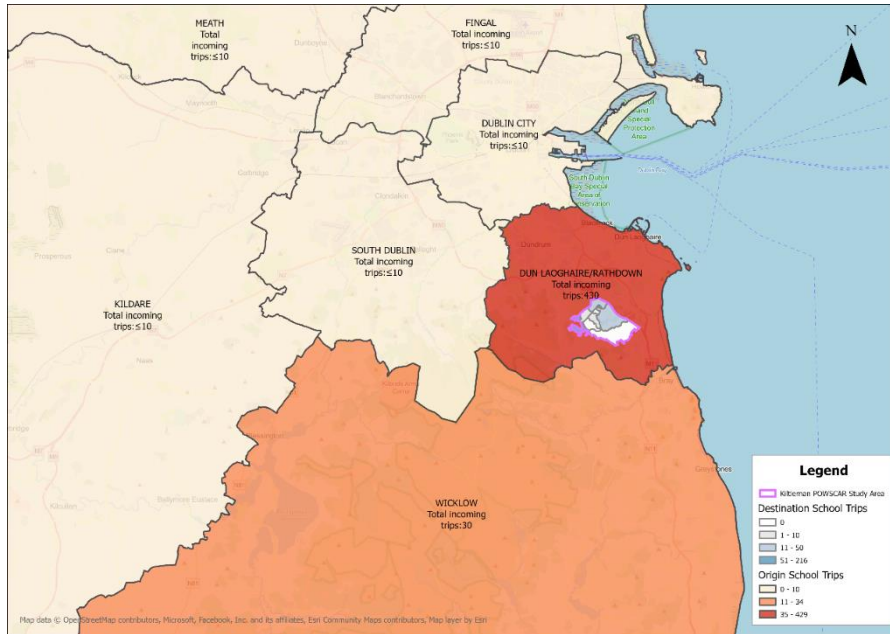


Figure 2-13: External → Internal Demand School Trips in Kiltiernan-Glenamuck over a 24-Hour Period. Data Source: POWSCCAR, Census 2022.

Approximately 500 education-related trips were attracted to Kiltiernan-Glenamuck from external areas, with the majority coming from the Dún Laoghaire-Rathdown area (excluding Kiltiernan-Glenamuck) accounting for 430 daily trips, followed by Wicklow with 30 daily trips, South Dublin with 10 daily trips and Dublin City with 10 daily trips.

2.8.2 Modal Split Analysis

Modal split refers to the breakdown of how total trips are made by mode, i.e. walking, cycling, public transport, car, etc. A key ambition of national, regional and local transport planning policy is to enable a modal shift away from the private car and support more trips being carried out by sustainable and active travel.

This section establishes the existing modal split in Kiltiernan-Glenamuck for employment and education trips originating from the Study Area.

EMPLOYMENT TRIPS

The modal split for employment trips is illustrated in **Figure 2-14**. It presents a comparative analysis for both the Study Area in Kiltiernan-Glenamuck and the wider Dún Laoghaire-Rathdown County area.

Car usage accounts for 59% of trips in Kiltiernan-Glenamuck, compared to 47% in DLR. Public transport represents 16% of trips in Kiltiernan-Glenamuck, while it is higher in DLR at 21%. Active modes in Kiltiernan-Glenamuck have lower shares, with 3% for cycling and 2% for walking, compared to 6% and 7%, respectively, in DLR. Working from home is similarly prevalent in both areas, with 20% in Kiltiernan-Glenamuck and 19% in DLR.

The higher car usage and lower reliance on public transport and active modes in the area can be attributed to the limited availability of mass public transport options, unlike other parts of DLR that are served by the DART and the Green Luas.



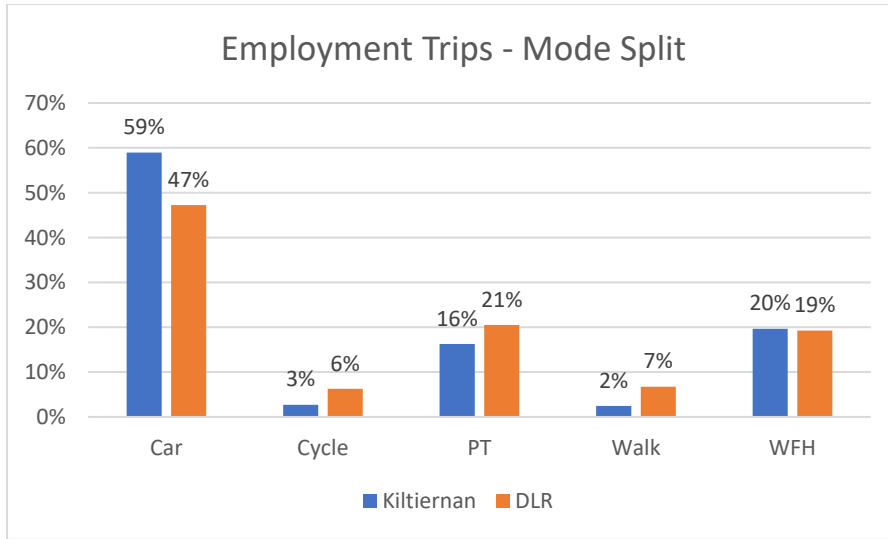


Figure 2-14: Modal Split of Employment Trips: Comparative Analysis of the ABTA Study Area and Dún Laoghaire-Rathdown Administrative Area. Source: CSO / DBFL.

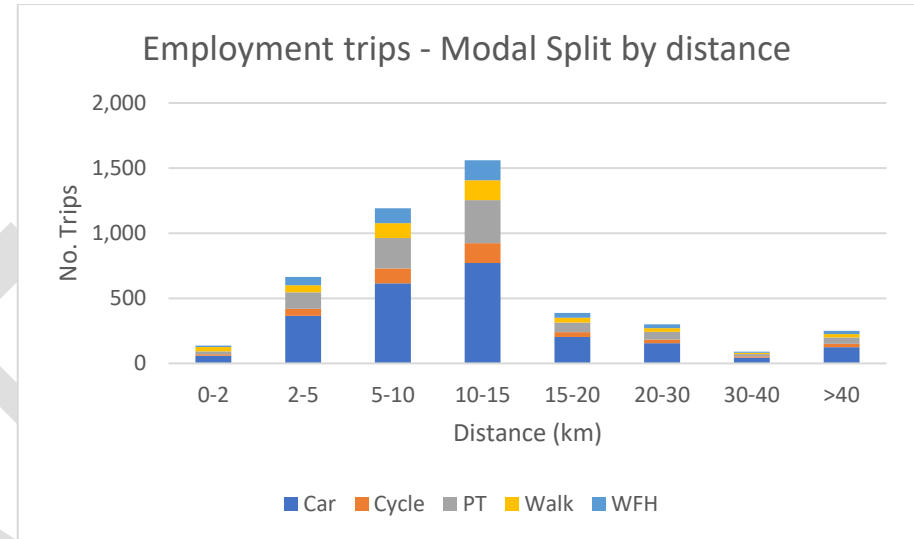


Figure 2-15: Modal Split for Employment Trips by Distance (km). Source: CSO / DBFL.

Figure 2-15 illustrates the modal split of employment trips originating from the Kiltiernan-Glenamuck area, divided by trip distance in kilometres. The highest number of employment trips falls within the 10-15 km range, with approximately 1,600 daily trips, followed by the 5-10 km range, with around 1,200 daily trips. These distances likely correspond to jobs located in Dublin City and South Dublin. Car usage dominates across all distances, likely due to the dispersed nature of longer-distance trips and the limited availability of public transport options in the Kiltiernan-Glenamuck area.

Additionally, there are very few employment trips within the 0-2 km range, adding up just over 100 daily trips. This is attributed to the limited employment opportunities currently available in the area, which are likely concentrated in the Carrickmines Business Area.

The primary destinations for work trips are Dublin City and Dún Laoghaire-Rathdown (DLR).

Figure 2-16 illustrates the modal split for work trips by county of destination.



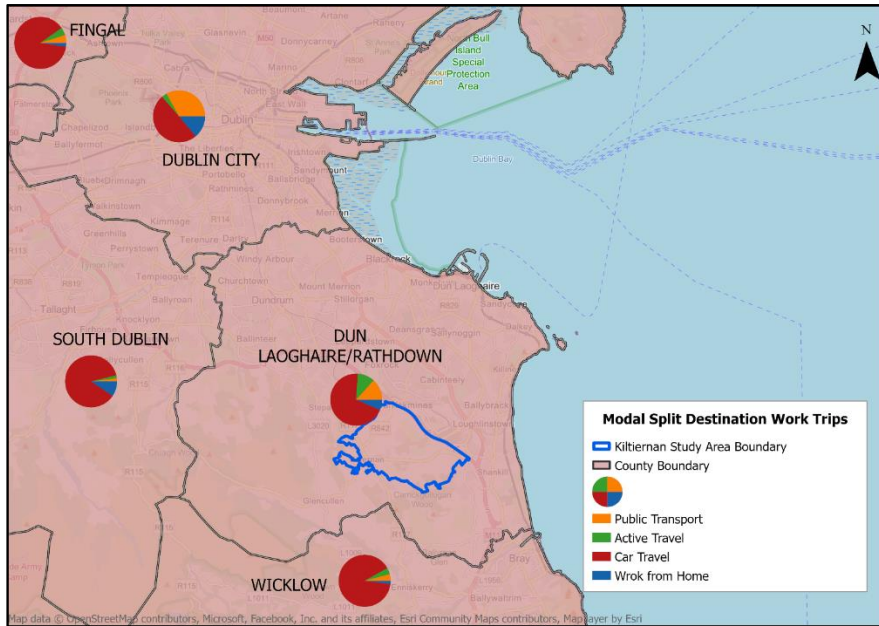


Figure 2-16: Modal Split for Employment Trips by Area of Destination. Source: CSO / DBFL.

Overall, the majority of work trips originating from Kiltiernan-Glenamuck are by car. However, trips to Dublin City have the highest sustainable mode share of all other surrounding areas, with public transport accounting for one third of trips. This is likely due to the high-quality transport connectivity to Dublin City via the Luas Green Line.

For local trips within the DLR area from Kiltiernan-Glenamuck, active modes play a more significant role, representing 11% of trips, while public transport accounts for 13%. Car usage remains dominant, comprising 69% of trips, with 7% of people working from home.

WORKING FROM HOME

Working from home is a prominent trend in the Study Area, with 20% of employment population working remotely at least one day a week. From these residents who work from home, 35% work from home full time, and almost 15% four days a week. Another 35% work from home between 2 and 3 days, suggesting that hybrid work arrangements are also prevalent in the area.

EDUCATION TRIPS

Figure 2-17 illustrates the modal split for education trips in both the Kiltiernan-Glenamuck Study Area and Dún Laoghaire-Rathdown (DLR). Car usage dominates in Kiltiernan-Glenamuck, accounting for 71% of trips, compared to just 42% in DLR. Public transport is used for 17% of trips in Kiltiernan-Glenamuck, slightly lower than the 22% observed in DLR. Active modes have notably lower shares in Kiltiernan-Glenamuck, with 10% for walking and 2% for cycling, compared to 28% and 8%, respectively, in DLR.

The conspicuous difference in car usage (71% in Kiltiernan-Glenamuck vs. 42% in DLR) highlights the area's dominance of private vehicles for education trips. Similarly, the limited share of active modes in Kiltiernan-Glenamuck can be attributed to the lack of high-quality walking and cycling infrastructure to schools within the Study Area and in neighbouring areas. Many students must navigate car-dominated roads to reach these.



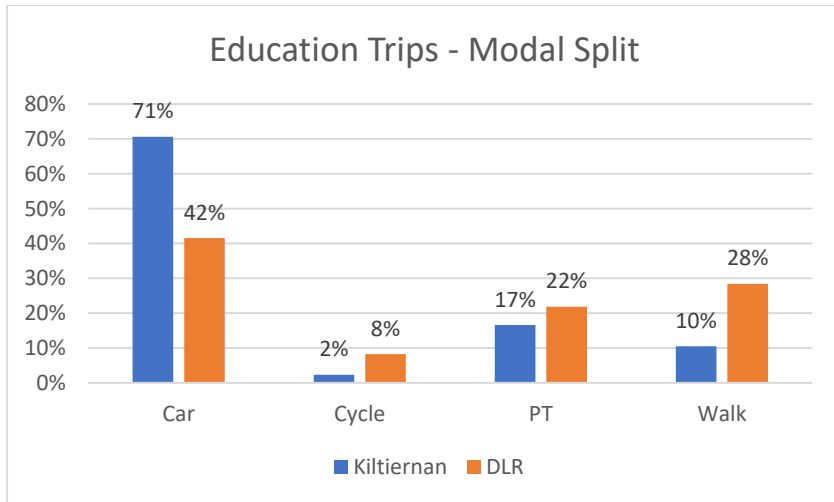


Figure 2-17: Modal Split of Education Trips: Comparative Analysis of the Study Area and Dún Laoghaire-Rathdown Administrative Area. Source: CSO / DBFL/

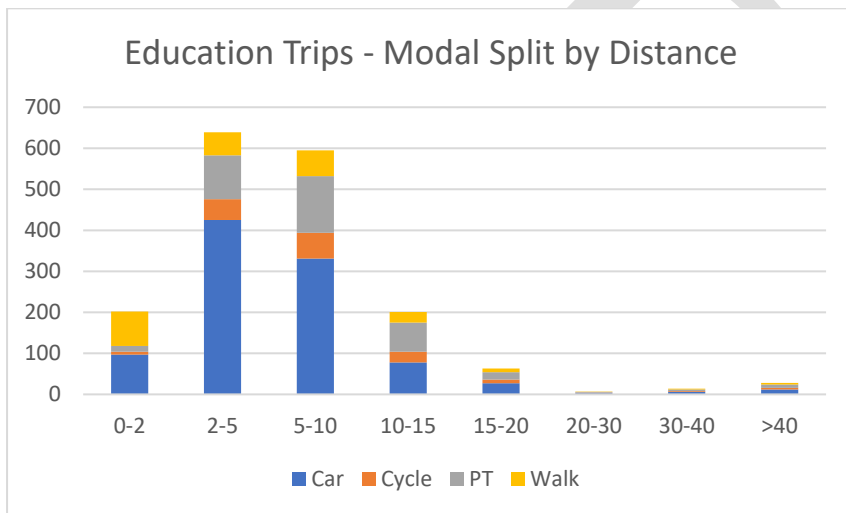


Figure 2-18: Modal Split for Education Trips by Distance (km). Source: CSO / DBFL.

Figure 2-18 illustrates the modal split of education trips by distance. The most frequent trips occur within the 2-5 km range, with approximately 650 daily trips, followed by the 5-10 km range, with around 600 daily trips. Car usage is dominant in both cases, accounting for 67% of trips in the 2-5 km range and 56% in the 5-10 km range. A considerable number of trips are also completed by public transport. However, measures to encourage active modes for shorter trips are recommended.

Trips within the 0-2 km range are limited, totalling 200 daily trips, due to the scarcity of schools in the area, prompting residents to travel farther to schools in neighbouring areas. Despite the low overall numbers, walking has a strong mode share of 42% for trips in the 0-2 km range.

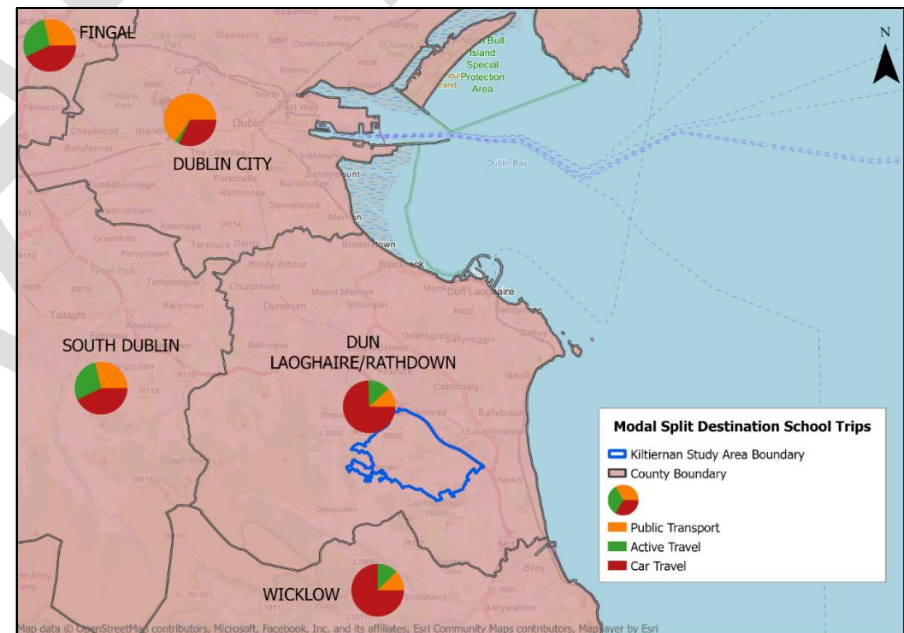


Figure 2-19: Modal Split for Education Trips by Area of Destination. Source: DBFL / CSO.



The primary destinations for education trips are Dún Laoghaire-Rathdown County area and Dublin City. **Figure 2-19** illustrates the modal split by county. For school trips within DLR, 74% are made by car, 14% by active modes, and 12% by public transport.

In contrast, school trips to Dublin City show a significant reliance on public transport, accounting for 65%, while 32% are made by car, and only 2% use active modes. The dominance of public transport for Dublin City trips can be largely attributed to the reliability of the Luas Green Line in the adjacent areas.

DRAFT

3 Review of Policy Context

3.1 Overview

The Kiltiernan-Glenamuck Local Transport Plan (LTP) has been developed within the strategic land-use and transport planning framework at a National, Regional and Local level. Policy objectives and targets established at National Level sit at the top of this framework, providing over-arching and strategic directions. These are in turn translated into Regional and Local Level policies to enable more place-specific objectives.

3.2 National Level: Statutory Planning Policy

3.2.1 Project Ireland 2040: National Planning Framework (NPF)

The NPF, first published in February 2018, sets out the strategic vision and a long-term, over-arching framework for the future growth and spatial development of Ireland up to 2040.

The NPF is underpinned by a set of National Strategic Outcomes (NSO), of which the



following are particularly pertinent for this LTP:

- **NSO 1:** Compact Growth.
- **NSO 2:** Enhanced Regional Accessibility.
- **NSO 3:** Sustainable Mobility.
- **NSO 7:** Enhanced Amenity and Heritage.
- **NSO 8:** Transition to a Low Carbon and Climate Resilient Society.

The NPF sets out key growth enablers for Dublin. Among those growth enablers, the most pertinent for the Kiltiernan-Glenamuck area is:

- *Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors.*
- *Delivering the key transport projects set out in the Transport Strategy for the Greater Dublin Area including DART+, MetroLink, Luas expansion, BusConnects Dublin and key elements of the metropolitan area cycle network, inclusive of commuter routes and urban greenways.*

3.2.2 Project Ireland 2040: National Development Plan 2021-2030 (NDP)

The NDP sets out a significant level of investment, €165 billion, which will underpin the NPF and drive its implementation over the next ten years. The NDP consists of a review of expenditure to date and current available capital investment in Ireland.

In 2021, over 75% of the total allocation of €10.8 billion was concentrated across four sectors, including Transport which accounted for 25.1%, or €2,528 million. Based on a review of the NDP, there are a number of key transport-related points regarding the proposed scheme.

Chapter 7: 'Enhanced Regional Accessibility' identifies Transport as a priority area for future public capital investment as follows:

"This National Strategic Outcome seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves."

Furthermore, with over 50% of housing to be situated in cities and an additional 30% of housing to be provided in existing build up-areas, compact urban growth *"will be supported under this NDP through investment in high quality integrated active travel and public transport systems and supporting amenities"*(NDP, 2021).

Additionally, the NDP states that *"This NDP provides for significant investment in active travel, bus and rail infrastructure over the next ten years in terms of expanding sustainable mobility options in our cities, towns and villages, supporting our ambition for compact growth and seeking to develop our regional cities as centres of scale in line with the NPF targets"* and that *"given the long term planning necessary to give effect to these plans the Government is committed to putting in place the necessary long-term funding to deliver on these requirements"*.

The NDP also provides a commitment to the Luas network extension of the Green Line as far as Finglas to the north, and for the construction of BusConnects Core Bus Corridors to be substantially complete by 2030.

3.2.3 National Investment Framework for Transport in Ireland (NIFTI)

The Department of Transport created the NIFTI in Ireland as a framework for prioritizing future investment in the land transport network. This framework was provided to support the delivery of the National Strategic Outcomes.

The framework aspires to support Ireland's decarbonisation efforts, to facilitate vibrant and sustainable communities, to deliver a high-performing transport system, and to promote strong and balanced economic performance.

In order to respond to increasing travel demands and the need to decarbonise the transport sector, significant investment in sustainable mobility will be provided. This includes major public transport schemes, improving accessibility to sustainable mobility in towns and rural areas, and significant investments in cycling and pedestrian infrastructure.

Four investment priorities outlined in NIFTI:

- Mobility of People and Goods in Urban Areas.
- Protection and Renewal.
- Decarbonisation.
- Enhanced Regional and Rural Connectivity.

Modal and Intervention Hierarchies for the maintenance and implementation of Infrastructure is also defined by NIFTI:



Figure 3-1: NIFTI Modal Hierarchy.



Figure 3-2: NIFTI Intervention Hierarchy.

3.2.4 Climate Action Plan 2024

The *Climate Action Plan 2024* represents the second annual update to Ireland's Climate Action Plan 2019. It sets out a major programme for change in response to reducing Ireland's greenhouse gas emissions. The proposals outlined in the Plan are aimed at achieving a net zero carbon energy system within Ireland and it is envisaged that these proposals will also produce positive associated economic and societal benefits. This includes cleaner air, better public health and a more sustainable economy in the longer term.

Ireland's transport system plays a critical role in realising the ambitious targets of the Plan. High-quality public transport, cycling and walking infrastructure must be provided in order to reduce reliance on private cars, and to alleviate congestion caused by motorised vehicles.

Key to this are policies to reduce transport emissions by improving planning in our towns, cities and rural areas, and by adopting the **'Avoid-Shift-Improve' Approach**, i.e. reducing or avoiding the need for travel, shifting to public transport, walking and cycling, and improving the energy efficiency of vehicles.



The Plan makes a commitment to delivering an additional 500,000 public transport and active travel journeys daily by 2030. The measures recommended in this LTP will help support the Climate Action Plan’s target of walking, cycling and public transport accounting for 50% of trips across Ireland by 2030, by identifying a transport network and other interventions that prioritise these modes and give them an advantage over the private car.

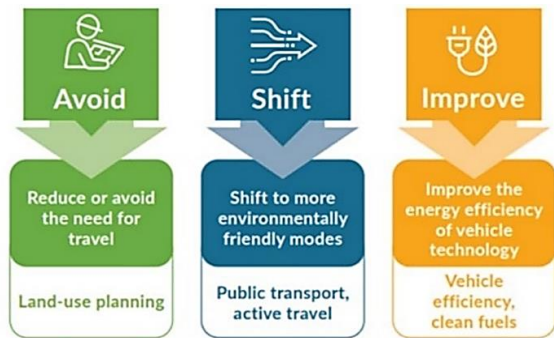


Figure 3-3: The Avoid-Shift-Improve Approach - Climate Action Plan 2024.

3.2.5 “Moving Together” – A Strategic Approach to the Improved Efficiency of the Transport System in Ireland

The ‘Moving Together’ Strategic Framework was published in 2024 and is a key policy

component in the decarbonisation pathway for Ireland’s transport sector as outlined in the CAP, representing the ‘Avoid’ in the Avoid-Shift-Improve Approach.

The Strategy provides an overarching framework for the development and delivery of potential demand management measures that can create a transformational change in travel behaviour. The objectives of the plan are as follows:

- To contribute to the national target of halving transport emissions, by reducing total vehicle kilometres travelled by 20% by 2030.
- To improve the efficiency of the existing transport system, by reducing demand for less sustainable journeys, by people and by freight
- To support the health, safety and wellbeing of people, and minimise the social, and environmental costs of transport and car dependency including those related to congestion, air and noise pollution.
- To encourage compact, mixed use and transport-led development, reinforcing the role of the city, town

and village centres as attractive, walkable, accessible destinations.

- To support economic and financial sustainability in the just transition to net zero.

3.2.6 National Sustainable Mobility Policy

The *National Sustainable Mobility Policy* supersedes the Government’s previous Smarter Travel Policy, and acts as a strategic framework for active travel and public transport journeys, to help Ireland meet its climate action obligations and to achieve a 51% reduction in carbon emissions by 2030.

It is accompanied by an action plan up to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible, and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and reduce journeys taken by private car

It states the need to rebalance transport movement in our urban centres away from the private car and towards active travel and



public transport modes by reallocating space and priority at junctions.

The Policy is aligned with the Climate Action Plan to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil-fuelled cars. The Policy is guided by three key principles, which are underpinned by 10 high-level goals:

- Safe and Green Mobility
- People-focused Mobility
- Better Integrated Mobility

The policy also sets out four key areas where benefits can be seen from Sustainable Mobility:

- Environmental
- Social
- Economic
- Health and Well-Being

The overall vision of this Policy is to connect people and places with sustainable mobility that is safe, green, accessible, and efficient. The Kiltiernan-Glenamuck LTP will help achieve this vision by developing a plan to inform the future development of the area’s transport network, prioritising connectivity for sustainable modes first in line with the DMURS

User Hierarchy while also improving overall connectivity with surrounding areas.

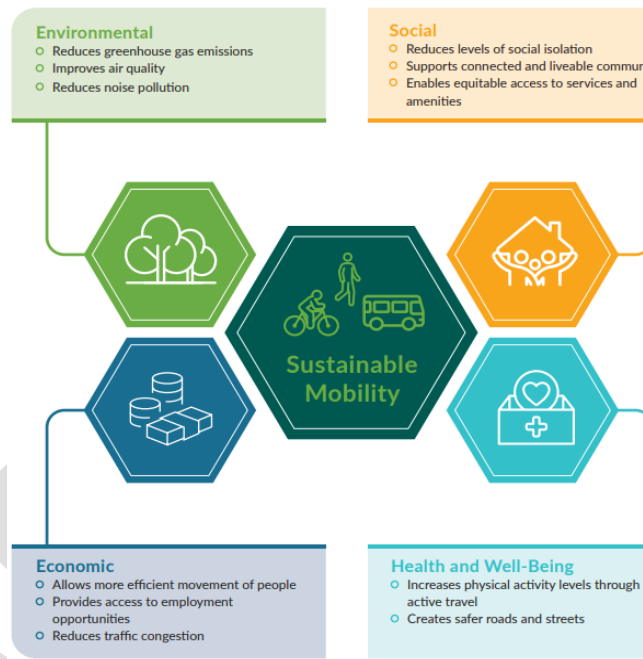


Figure 3-4: Benefits of Sustainable Mobility. Source: DoT.

3.2.7 Town Centre First Policy

The *Town Centre First Policy* aspires to create town centres which function as attractive, viable and vibrant places for people to live, work and visit, while also functioning as the service, social, cultural and recreational hubs for the local community.

Irish towns face significant planning challenges and opportunities which require a co-ordinated and comprehensive response. The Town Centre First policy facilitates that response for towns of all sizes across the country, in order for their centres to function as the sustainable and vibrant heart of the communities they serve, in ways which are adaptable and responsive to 21st century needs.

The Town Centre First approach underpins the wider vision for Kiltiernan-Glenamuck’s ongoing sustainable development.

3.2.8 NTA Statement of Strategy 2023-2025

The *National Transport Authority (NTA) Statement of Strategy 2023-2025* sets out the organisation’s objectives for 2023 to 2025. This is the NTA’s fifth such statement detailing our mission and vision and key objectives for the next three years.

The continued delivery of key transport infrastructure projects such as BusConnects, Connecting Ireland, Active Travel as well as the supporting technologies like Next Generation Ticketing, is envisaged in the duration of this strategy, with the NTA’s mission to:



“...connect Ireland’s people and places, by providing sustainable transport infrastructure and services as well as working to reduce transport demand, all helping to lower carbon emissions”.

3.2.9 TII Statement of Strategy 2021-2025

The Transport Infrastructure Ireland (TII) *Statement of Strategy 2021-2025* is a statement of the strategy that TII will pursue during the period of 2021 to 2025. The strategy reflects TII’s consideration to:

- National policies, strategies, plans and frameworks of relevance to transport and to the development of which TII has contributed.
- Relevant developments and trends in economic, social, technical and legal environments.
- TII’s capability to continue to contribute, delivering results in accordance with its statutory remit.

Implementation of this TII strategy will, in particular, support the implementation of national transport strategy as determined by the Department of Transport.

3.2.10 TII’s National Cycle Network (NCN) Plan

TII’s NCN was published in 2024. This plan will act as the core network connecting towns, cities and destinations across Ireland. The proposed network will include approximately 3,500km of cycle infrastructure connecting more than 2.8million people and 200 settlements. According to the NCN, successful implementation of the plan will provide the benefits that include:

- *Ensure delivery of a high-quality cycle network which will promote safety, comfort and increased participation in cycling.*
- *Supporting both urban and rural economies through increased leisure and tourism cycling.*
- *Making use of existing infrastructure wherever possible including greenways, road infrastructure, and declassified roads where safe and inviting cycle experiences can be provided.*

The NCN will establish a core spine of infrastructure aimed at encouraging future development of cycling projects. This network

will have a significant impact on the development of cycle networks in the vicinity of the ABTA Study Area.

3.3 National Level: Statutory Guidelines for Planning Authorities

3.3.1 Spatial Planning and National Roads Guidelines for Planning Authorities

Spatial Planning and National Roads is a guideline document published by the Government in 2012, which establishes planning policy considerations for developments affecting National Primary and Secondary roads, including motorways and associated junctions, outside the 50-60kph speed limit zones for cities, towns and villages.

This document is relevant to the Kiltiernan-Glenamuck area due to the Study Area’s proximity to Dublin’s M50 Orbital Motorway, which is situated c.560m to the north.

National roads play an integral role within Ireland’s overall transport system, and in the country’s economic, social and physical development. The primary role of the National Road network is to provide strategic transport

links between the main centres of population and employment, including key international gateways such as the main ports and airports, and to provide access between all regions.

In recent years, increasing population and car ownership rates, lifestyle and employment changes, and road network quality improvements have also contributed to the unsustainable outward expansion of urban areas. Where developments are proposed to take place on zoned lands adjacent to national roads which could affect the operation and capacity of such roads, the planning authority must prepare its plans in such a way that demonstrates that these roads can continue to perform their strategic transport function into the future.

Planning authorities must therefore develop an evidence-based approach to planning policy and undertake detailed transport modelling, as necessary. The Guidelines set out key steps for undertaking such an approach, as follows:

Step 1: Identifying and consulting with the key stakeholders in developing an integrated approach;

Step 2: Confirmation of the national and/or higher-level policy context for the development plan proposals;

Step 3: Developing evidence-based tools such as traffic models, including agreement between stakeholders in relation to acceptable data and assumptions;

Step 4: Identification of demand management and mitigation measures to minimise the transport impact of the plan;

Step 5: Identification of any infrastructural enhancements required and phasing;

Step 6: Agreement between stakeholders on a delivery strategy including funding arrangements.

In relation to access to National Roads, all Development Plans and any relevant Local Area Plans must implement particular policy approaches dependent on the following:

- Lands adjoining national roads to which speed limits greater than 60km/h apply.
- Transitional Zones.
- Lands adjoining National Roads within 50 km/h speed limits.

The M50 and its associated junctions are located in close proximity to the Kiltiernan-Glenamuck LTP Study Area. The LTP will observe official policy outlined in the *Section 28 Guidelines* and will fully consider any potential impact to the surrounding National Road Network that may arise as a result of potential options from the ABTA process in accordance with Chapter 2 of the Guidelines. The transport options identified as part of this LTP will proceed complementary to the safe and efficient operation of the National Road Network.

3.3.2 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* were published in 2024 by the Department of Housing, Local Government and Heritage. They provide updated guidance on urban settlement and apply recent government policies to settlement patterns, including:

- National Planning Framework (2018)
- Housing for All (2021)

- Housing for All Action Plan Update (2022)
- National Sustainable Mobility Policy (2022)
- Climate Action Plan (2024)

The guidelines summarise policy approaches to managing density and development standards for housing. The approach aligns to NPF priorities for compact growth, and to Action 9 of the *'Housing for All'* priorities to provide a greater range of high-quality housing options.

Some elements are particularly relevant to the LTP, including guidelines that set out that:

- (a) New developments should, as appropriate, include a street network that creates a permeable and legible urban environment, optimises movement for sustainable modes and is easy to navigate.
- (b) New development should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.

(c) Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.

(d) The quantum of car parking in new developments should be minimised.

Car-parking provision are graduated based on location and access to services by public transport, walking and cycling. In areas with high accessibility, car-parking provision should be minimised, substantially reduced, or wholly eliminated, whereas in areas of medium accessibility, car-parking provision should be substantially reduced.

3.4 Statutory Design Guidance

3.4.1 Design Manual for Urban Roads and Streets (DMURS)

DMURS provides guidance relating to the design of urban roads and streets and proposes a more place-based / integrated approach to road and street design. The Manual promotes four core principles:

- To support the creation of **integrated street networks** which promote higher levels of permeability and legibility for all users, and with emphasis on more sustainable forms of transport
- The promotion of **multi-functional, place-based streets** that balance the needs of all users within a self-regulating environment.
- The **quality of the Pedestrian Environment** and the influence the pedestrian environment has on active and sustainable transport.
- To use a **Multi-disciplinary Approach** to design.

The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy

places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians, the number of short car journeys can be reduced, and public transport made more accessible.

The proposals and recommendations of the Kiltiernan-Glenamuck LTP will be developed in accordance with DMURS, particularly its User Hierarchy, street categorisation, and other key principles.

3.4.2 Cycle Design Manual (CDM)

The *Cycle Design Manual* (CDM) is a national guidance document from the NTA published in September 2023 which details the principles of designing safe off-road and on-road cycle facilities for both urban and rural areas. The CDM supersedes the previous *National Cycle Manual*, which has guided the design of cycle infrastructure in Ireland over the last decade, helping to set the foundations for normalising cycling as a regular mode of transport.

The new manual puts more emphasis on recommendations focused on segregating cyclists from traffic where speeds and volumes make roads unsuitable for sharing. It also includes several new types of infrastructure

which are commonly used in other countries, which will now become an option for Ireland's road networks. These features include but are not limited to protected junctions, Dutch-style cycle-friendly roundabouts, and parallel crossings.

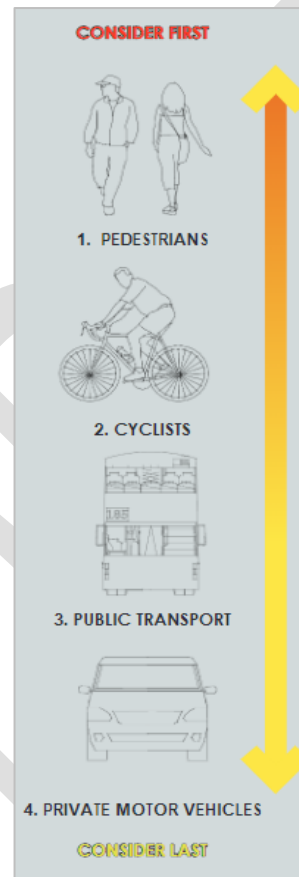


Figure 3-5: DMURS User Hierarchy.

3.5 Best Practice Documents

3.5.1 Permeability: Best Practice Guide

This document provides guidance on how to address demand for walking and cycling that is not being met due to severance being designed into the local environment. The document details how permeability between homes, shops, schools, workplaces, public transport and other community services can be increased by the retention and creation of linkages within the existing urban environment.

The Guide promotes the establishment of modal choice in existing built-up areas, giving people the option to walk or cycle if they wish to do so. It encourages filtered permeability measures to give pedestrians and cyclists an advantage in terms of directness, distance, convenience, and safety over that of the private car, and to create more people-friendly neighbourhoods. Measures include:

- Closure of existing streets to vehicular traffic using planting, bollards
- Providing a link for pedestrians and cyclists only via existing cul-de-sacs or through fences/blank walls.

- Providing a link for pedestrians and cyclists via green areas or along water courses.

Some advantages of permeability are illustrated in **Figure 3-6**.



Figure 3-6: Impermeable Neighbourhood vs Neighbourhood with Filtered Permeability. Source: NTA.

3.5.2 TII's Travelling in a Woman's Shoes

Travelling in a Woman's Shoes was produced by Transport Infrastructure Ireland (TII) in 2020 and highlighted the realities for women in an Irish context. It includes a call to action to consider women's needs in the formation of Ireland's future transport policy and infrastructure provision. The following aspects of design should be considered in the context of existing and new public realm and transport schemes.

CSO, *Crime and Victimization 2019*

Plan International, *study of women in Dublin 2018*

36%

of women felt unsafe walking in their local area at night (compared to **13% of men**).

6 in 10

women don't feel safe taking the bus.

47%

of women will choose a longer walking route if they perceive it as safer.

Figure 3-7: Statistics from *Travelling in a Woman's Shoes*. Source: TII.

3.6 Regional Level Planning Policy & Guidance

3.6.1 Eastern and Midlands Regional Spatial and Economic Strategy

The jurisdiction of the Eastern and Midlands Regional Assembly (EMRA) covers nine counties and twelve local authorities, including Dún Laoghaire-Rathdown County Council.

The Regional Spatial and Economic Strategy (RSES) is a strategic plan and investment framework to shape the development of the Eastern and Midlands Region out to 2031 and translates the objectives and strategic priorities of the NPF to the Regional Level.

The RSES supports continued population and economic growth in Dublin City and its suburbs, encouraging high-quality new housing and emphasising the role of good urban design, brownfield redevelopment and urban renewal and regeneration. It also promotes improvement in the provision of public transport and active travel, as well as the development of strategic amenities to provide for sustainable communities.

The RSES provides further basis for the integration of land-use and transport planning



in the region, informing the preparation and implementation of plans, programmes and projects at all levels. To achieve this in the EMRA, Local Authorities, the NTA and other relevant agencies will seek to apply the following guiding principles to statutory land-use plans:

- For urban-generated development, the development of lands within or contiguous with existing urban areas should be prioritised over development in less accessible locations. Residential development should be prioritised in lands (including infill and brownfield sites) which are or will be most accessible by walking, cycling and public transport.
- The predicted impact of the potential land use and transport infrastructure on modal split and transport greenhouse gas emissions should be assessed to deliver on national and regional targets.
- Large trip intensive developments, such as high employee dense offices and retail, should in the first instance

be focussed into central urban locations.

- Within the Dublin Metropolitan Area, except in limited planned circumstances, trip intensive developments or significant levels of development should not occur in locations not well served by existing or proposed high-capacity public transport.
- The strategic transport function of national roads and associated junctions should be maintained and protected.
- All non-residential development proposals should be subject to maximum parking standards.

3.6.2 Dublin Metropolitan Area Strategic Plan (DMASP)

The *Dublin Metropolitan Area Strategic Plan* (MASP) is a key feature of the RSES and covers seven local authorities, including Dún Laoghaire-Rathdown County Council. The MASP sets out a vision for the future growth of Dublin's metropolitan area, as well as large-scale strategic residential employment and regeneration development opportunities.

The MASP envisages a population of 1.65 million living in the area by 2031, an increase of 250,000 people or 18% from 2016. The anticipated rate of population growth has significant implications for the Dún Laoghaire-Rathdown administrative area, as well as for its two established Major Town Centres – Dundrum and Dún Laoghaire.

The MASP identifies a number of strategic development corridors, predicated on the delivery of high-frequency, high-capacity public transport. Development goals for the Metrolink-LUAS Corridor, as shown in **Figure 3-8**, are outlined under the headings of 'Residential', 'Employment / Mixed-Use' and 'Phasing / Enabling Infrastructure' within the RSES, and list the following aspirations for development within DLR:

- Residential: New and emerging mixed-use districts of Cherrywood and Sandyford. New residential communities in Ballyogan and environs and Kiltiernan-Glenamuck.
- Employment / Mixed Use: Continued development of high-density business districts at Cherrywood and

Sandyford. New mixed-use centres at Ballyogan and Kiltiernan.

- Phasing / Enabling Infrastructure (Short-to-Medium term): LUAS Green Line upgrades, public transport and roads upgrades. New road, bridge, N11 junction, and water upgrades.



Figure 3-8: Dublin Metropolitan Area Strategic Plan. Source: RSES.

3.6.3 Greater Dublin Area Transportation Strategy 2022-2024

The *Greater Dublin Area (GDA) Transportation Strategy 2022-2028* emerged in response to a review of the original 2016 strategy. Based on the review, this updated document “sets out the framework for investment in transport infrastructure over the next two years.”

The Strategy's foremost aim is:

“To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth.”

With this in mind, the *GDA Transport Strategy 2022-2028* identifies four primary objectives.

1. **An Enhanced Natural and Built Environment:** Transitioning to a clean, low emission transport system in order to meet our environmental obligations, while mutually creating a better, healthier environment.
2. **Connected Communities and a Better Quality of Life:** To create a healthier

society and improve quality of life by improving connections between people and places, providing safe and integrated transport options, and greater walking and cycling opportunities.

3. **A Strong Sustainable Economy:** To contribute to economic growth by enhancing opportunities for people to travel to work or business where and when they require, while facilitating an enhanced and efficient movement of goods.
4. **An Inclusive Transport System:** To deliver a transport system which is equitable, accessible and of high quality, in order to cater for the needs of members of society.

Although the Kiltiernan-Glenamuck area is not specifically referenced within the GDA Transport Strategy, ‘Measure LRT9 – Luas Green Line’ is intended to deliver significant additional capacity on the Luas Green Line for the Short-Term period of 2022-2030.

This will be achieved through the provision of additional fleet and necessary infrastructure to meet forecast passenger demand. The closest

stops on the Luas Green Line to Kiltiernan-Glenamuck are the Ballyogan Woods stop (c.2.4km from the Golden Ball Junction) and the Carrickmines stop (c.2.7km from the Golden Ball Junction).

3.6.4 Greater Dublin Area Cycle Network Plan

Created as part of the *Greater Dublin Area Transport Strategy 2022-2028*, the Greater Dublin Area Cycle Network Plan aims to deliver an inclusive cycle environment which is safe for all cycling abilities and ages, and which has strong functional and recreational connectivity between homes and key destinations. The Greater Dublin Area Cycle Network Plan exhibits a network consisting of Inter-Urban, Primary, Secondary and Greenway routes for each of the seven Local Authorities within the GDA).

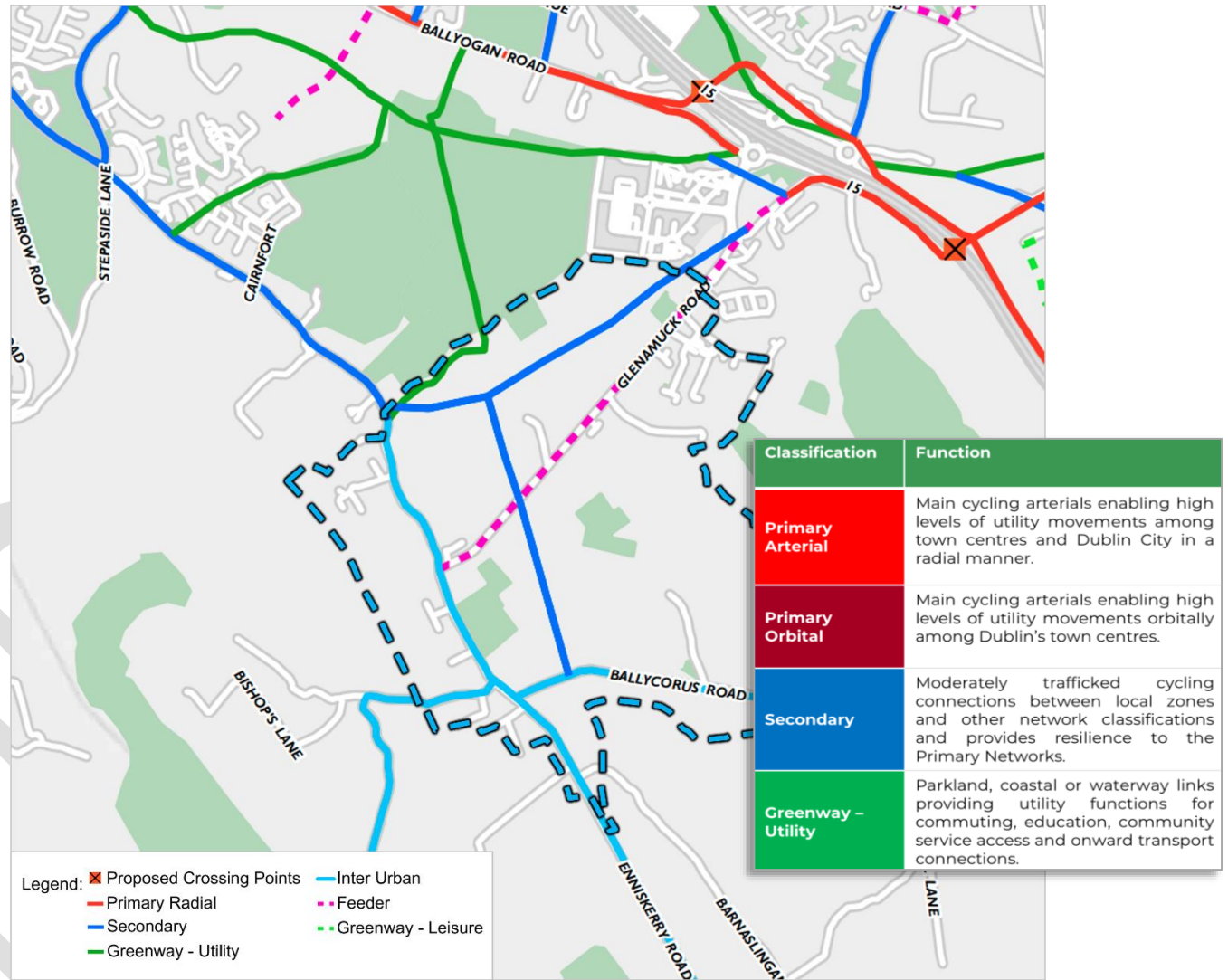


Figure 3-9: Excerpt from GDA Cycle Network Plan in relation to the Kiltiernan-Glenamuck ABTA Study Area. Source: GDA Cycle Network Plan.

3.7 Local Policy & Guidance

3.7.1 Dún Laoghaire-Rathdown County Development Plan 2022-2028 (DLRCDP)

The DLRCDP came into effect in April 2022 and sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the plan period from 2022 to 2028.

The Plan sets out an approach centred on the core principle of sustainability, with a focus on creating vibrant, liveable, climate resilient communities. While the DLRCDP is in place for a six-year period, it is framed having regard to the long-term development objectives of the County beyond 2028. The Plan focuses on five **Strategic County Outcomes**, which are the creation of:

1. A Climate-Resilient County
2. A Compact and Connected County
3. A Network of Liveable Towns and Villages
4. An Inclusive and Healthy County
5. A Vibrant Economic County

In terms of transport and mobility, the Plan focuses on the creation of a compact and connected County. In order to achieve this aim, land use and transport policy must be integrated, ensuring that services, employment and education are easily accessible by means of sustainable transport modes. To achieve this aim, the policy approach to transport and mobility includes the following:

- To adopt the 'Avoid-Shift-Improve' Approach to transport. This approach is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport modes.
- To support the demand management approach which focuses on moving people from the private car to more sustainable modes.
- To improve permeability for the pedestrian and cyclist.
- To provide attractive high-quality inclusive and connected walking and cycling infrastructure, with direct routes to local destinations and public transport hubs.

- To adopt a balanced approach to road and street design in accordance with DMURS – connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach – resulting in a more place based/integrated street design.

The Plan also supports the '**10 Minute Neighbourhood**' concept where a range of facilities and services are accessible in a short walking and cycling timeframe from home or are accessible by high quality public transport located within a short walk from home. As well as this, it is an objective of the Plan to implement **Travel Demand Management measures** aimed at reducing the demand for travel and encouraging walking, cycling and public transport.

This includes the introduction of parking standards ensuring that, in assessing development proposals, appropriate consideration is given to the accommodation of vehicles attracted to the site within the context of Smarter Travel (the Government policy aimed at promoting modal shift to more sustainable forms of transport).

**SPECIFIC LOCAL OBJECTIVES (SLOs)
REFERENCING KILTIERNAN-GLENAMUCK
(DLRCDP 2022-2028)**

SLO-78: To review and update the 2006 Masterplan for the proposed Jamestown Park to provide parklands in association with the developing areas of Stepside, Ballyogan and Kiltiernan. These lands will be gradually developed and opened to the public on an incremental basis.

SLO-80: To accord with the policies of the adopted Kiltiernan/ Glenamuck Local Area Plan.

SLO-82: To provide for the development of a Neighbourhood Centre in the north-east 'quadrant' of the Park, Carrickmines, with a net retail floorspace cap of 6000sqm (approx.), and a leisure facility, to assist the existing and future retail and leisure needs of the growth areas of Carrickmines, Stepside, Ballyogan and Kiltiernan-Glenamuck, while also protecting employment use at this location.

SLO-83: To protect the mosaic of habitats of the calcareous wetland and orchid grassland at Kingston/Ballycorus, Kiltiernan.

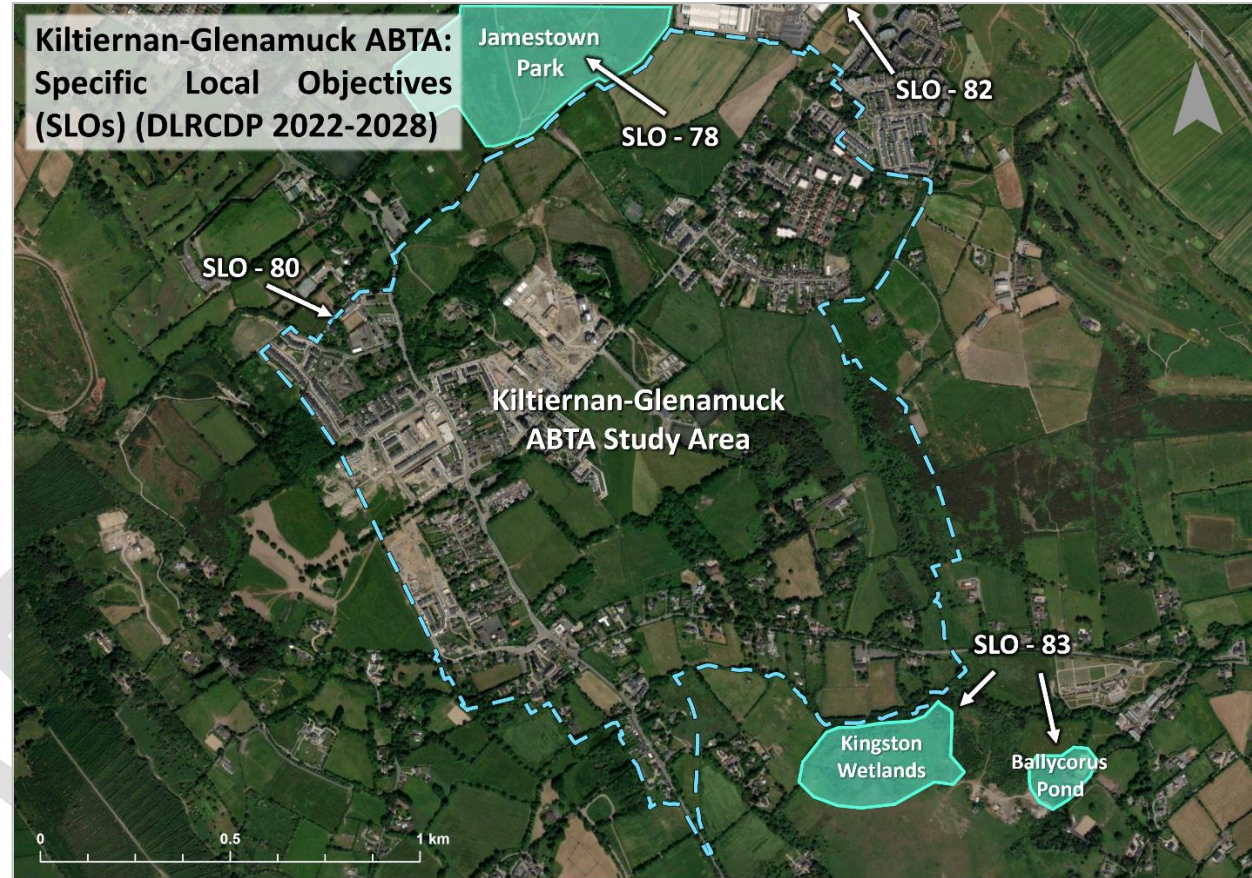


Figure 3-10: Mapped Specific Local Objectives (SLOs) in relation to the Kiltiernan-Glenamuck ABTA Study Area. Source: DLRCDP 2022-2028.

3.7.1.1 DLRCDP Parking Standards

There are four parking zones set out in the DLRCDP, defined based on proximity to quality public transport as well as the range and accessibility of services within an area, by active travel. The majority of Kiltiernan-Glenamuck falls within **Zone 3**. Exceptions are small pockets of land which fall within the rural **Zone 4**, including:

- Greenfield lands between Wayside Celtic FC and Brambledown, which includes the existing Traveller Accommodation Site.
- Greenfield lands between Wayside Celtic FC and the Ballycorus Road (west of Dixon Lane).
- Greenfield lands immediately south of the Ballycorus Road.

The DLRCDP states that the Parking Zone Map (see excerpt in **Figure 3-11** adjacent) is indicative, and there may be potential for an area to move from one zone to another during the lifetime of the Plan due to the presence or delivery of permeability links which would increase the walkability catchment and / or due to future public transport provision including the Luas extension to Bray.

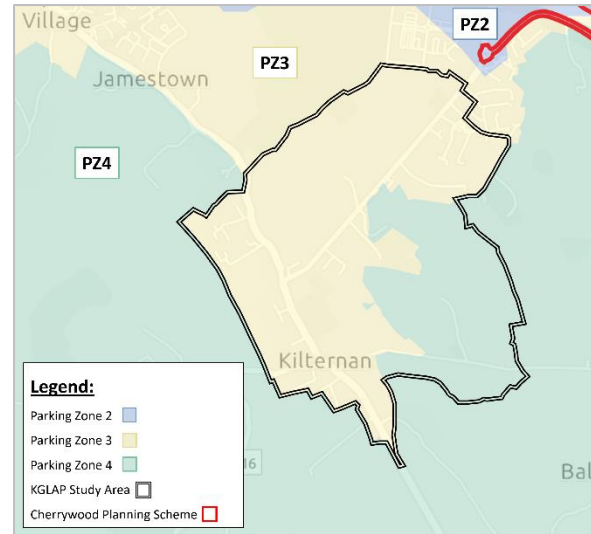


Figure 3-11: Excerpt from the DLRCDP 2022-2028 Parking Zone Map, overlain with the KGLTP Study Area.

Parking Zone 3 generally comprises those areas of the County which do not meet the defining characteristics of Parking Zones 1 and 2 (*i.e.: Major Town Centres, and 5-to-10-minute walking access to key public transport corridors respectively*), excluding rural areas. **Parking Zone 3** lands are characterised by the following:

- Access to a level of existing or planned public transport services.
- A reasonable level of service accessibility, existing and planned, by walking or cycling.

- A capacity to accommodate a higher density of development.

Within **Parking Zone 3**, maximum standards shall apply to uses other than residential. In **Zone 3**, additional parking shall be provided for visitors in residential schemes at a rate of 1 per 10. In some instances, reduced provision in **Zone 3** may be acceptable dependent on the criteria set out application of standards within the Development Plan, with particular regard to infill/ brownfield developments in neighbourhood or district centres.

These standards are, where applicable, superseded by the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities.

3.7.2 Dún Laoghaire-Rathdown's Green Infrastructure (GI) Strategy

Dún Laoghaire - Rathdown's Green Infrastructure (GI) Strategy makes provision for an expanded and improved network of pedestrian and cycling infrastructure across the DLRCDP area. Kiltiernan-Glenamuck is within both *Corridor 4 - Dún Laoghaire to the Mountains* and *Corridor 6 - Gateway Parks*, as shown in **Figure 3-12** and **Figure 3-13**.

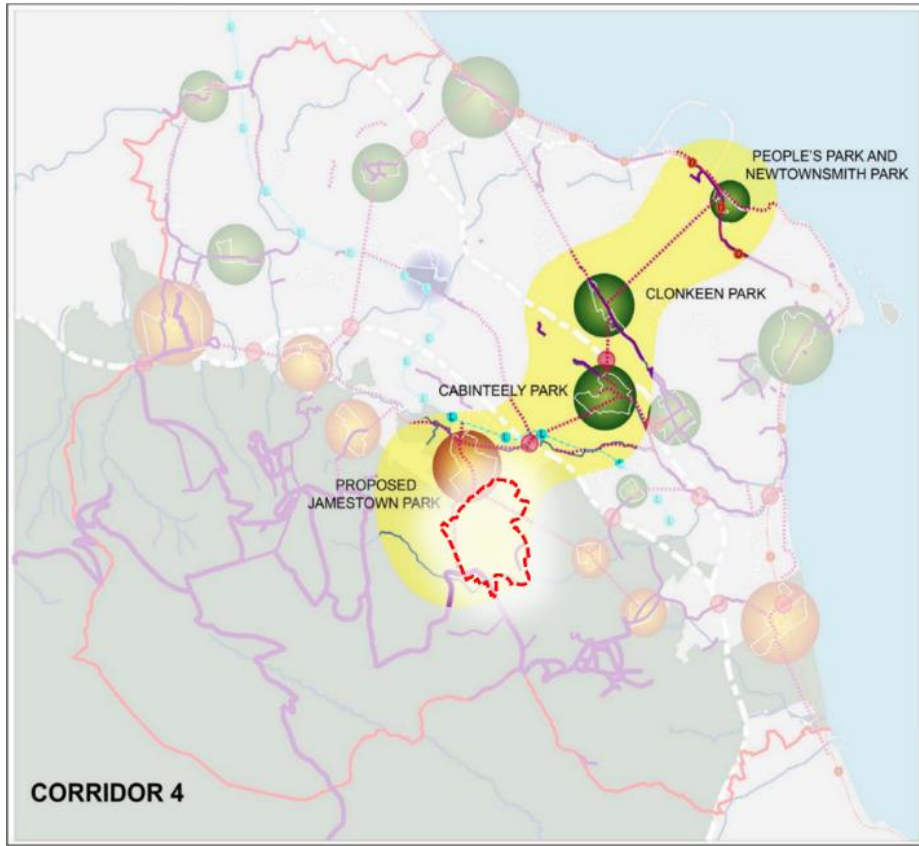


Figure 3-12: GI Corridor 4 – Dún Laoghaire to the Mountains, with the Study Area highlighted.

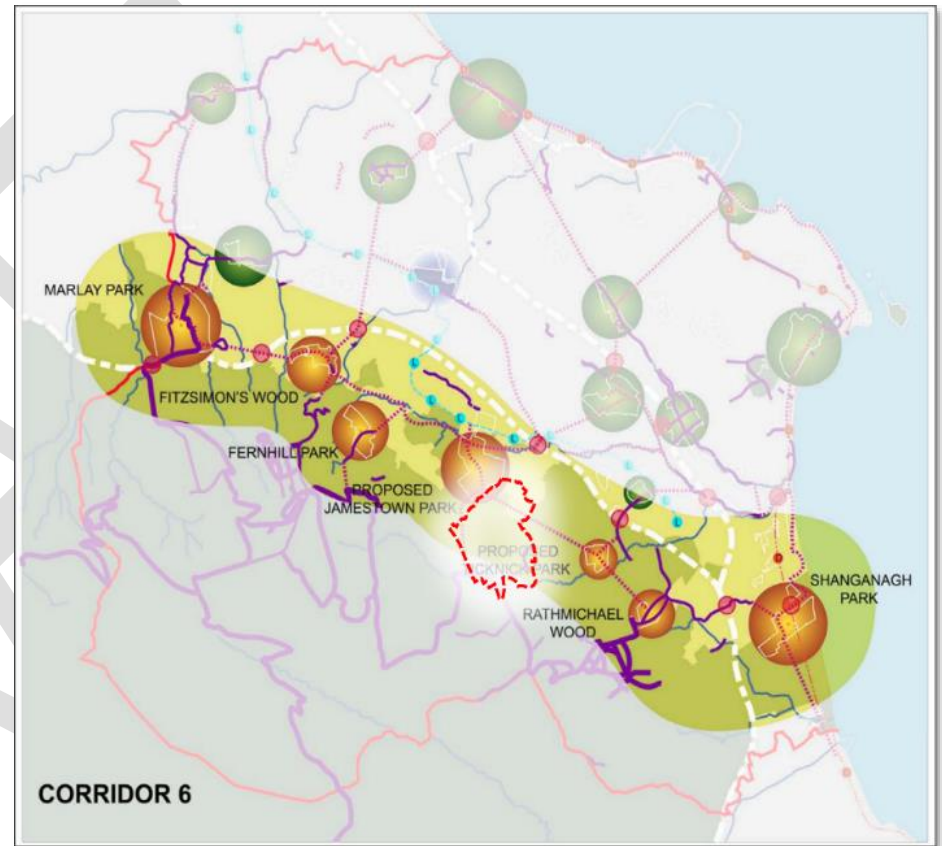


Figure 3-13: GI Corridor 6 – Gateway Parks, with the Study Area highlighted.

3.7.3 Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019-2024

The *Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019-2024 (CCAP)* represents an important step forward for the council in tackling the critical issue of climate change.

The CCAP sets out the Council's approach to both combating the causes of climate change and mitigating against its effects, including building resilience through adaptation at a local level. The CCAP is organised around Key Action Areas, including the areas of Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions, and Resource Management.

The most recent Annual Progress Report was published in 2022. This Report highlighted that in terms of Transport, Dún Laoghaire-Rathdown continues to demonstrate national leadership in improving pedestrian and cycling infrastructure thus encouraging the uptake of cycling and walking across the County.



3.7.4 Dún Laoghaire-Rathdown County Biodiversity Action Plan 2021-2025

Ireland's first *National Biodiversity Action Plan (2002-2006)* called for all Local Authorities to produce Local Biodiversity Action Plans. The purpose of these plans is to ensure the protection and appreciation of biodiversity at the county (local) level.

Dún Laoghaire-Rathdown have a County-wide Ecological Network stretching from the mountains to the sea. It forms the basis of the County's Green Infrastructure and Biodiversity. Most relevant to this LTP is the Fernhill to Brides Glen & the Brides Glen Corridors, wherein the Kiltiernan-Glenamuck lands are located. These corridors will be taken into consideration during the preparation of options for the LTP.



3.7.5 Ballyogan and Environs Local Area Plan 2019-2025

The *Ballyogan and Environs LAP 2019-2025* covers a varied grouping of places that are largely separated from their natural hinterland by the M50 corridor. These areas include Ballyogan itself, Glencairn, central and eastern Stepside, the Park Carrickmines, the northern extremities of the Glenamuck Road, part of the Kilgobbin Road, the former Ballyogan landfill (future Jamestown Park), and part of the Leopardstown Racecourse complex.

The BELAP Study Area directly borders that of the new KGLAP to the south, aligning with its northern boundary from the Enniskerry Road in the west as far as the Park Carrickmines in the north. The BELAP supports the development of a range of key linkages – some derived from the DLRCDP, some newly-proposed – which would directly impact the Kiltiernan-Glenamuck road network.

Examples include, but are not limited to:

- Glenamuck District Distributor Road.
- Glenamuck Link Distributor Road.
- Ballyogan Road to GDDR Link.
- Glenamuck Road to Kilgobbin Road Greenway.

- A new link from the main ‘crossroads’ in The Park Carrickmines to the Glenamuck Road via the GDDR, providing an additional route from Kiltiernan to The Park Carrickmines.

3.7.6 Cherrywood Strategic Development Zone Planning Scheme

Dún Laoghaire-Rathdown County Council (DLRCC) recognises the potential of Cherrywood to be a major new residential and employment area in the County. In 2010, approx. 360ha of land at Cherrywood was designated as a **Strategic Development Zone (SDZ)** by the government. Cherrywood SDZ is located northeast of Kiltiernan-Glenamuck.

The overarching vision of the scheme includes:

- To create a sustainable place with a rich urban diversity, which respects its historical and natural setting while also facilitating innovation and creativity.
- To spatially develop a cohesive and diverse community with a strong identity and environmental integrity.
- To contribute to the economic growth of the County through the development of a vibrant economic

community anchored around the Town Centre.

- To provide a safe and friendly environment where people can live, work and play within an envelope of sustainable, integrated transport with a primacy of soft modes of transport throughout.

Most relevant to the Kiltiernan-Glenamuck LTP is a planned link road from Cherrywood towards Kiltiernan, crossing over the M50, proposed as part of the Cherrywood SDZ. This route is intended to provide an important link from Cherrywood to the Park Carrickmines, to residential areas adjacent to the Glenamuck Road, and to Kiltiernan. A design aspect of this link is that the pedestrian and cycling facilities along the route be of a high quality, and that the cycling facilities additionally be fully segregated.

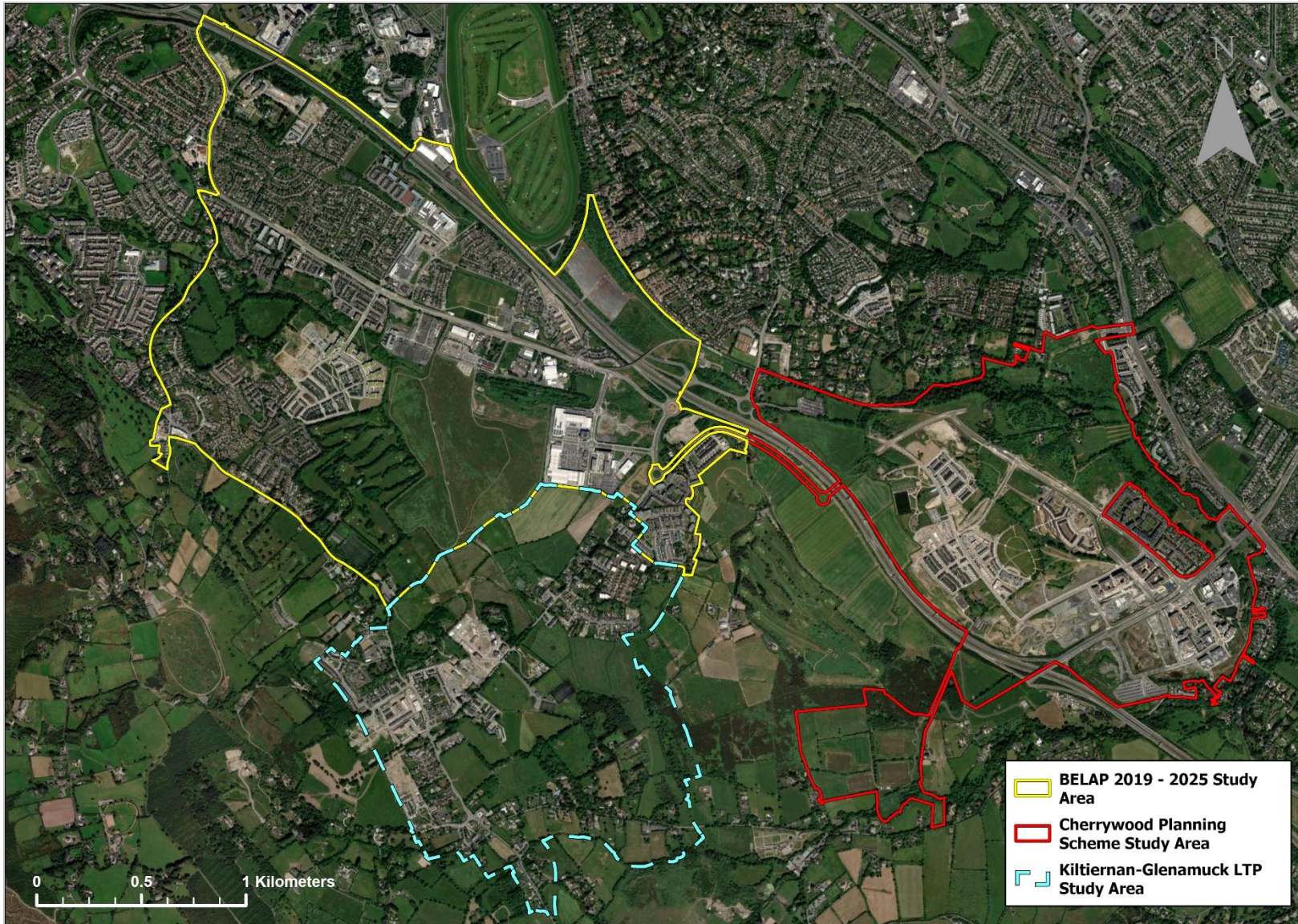


Figure 3-14: BELAP 2019-2025 and Cherrywood Planning Scheme Study Areas in relation to the Kiltiernan-Glenamuck LTP Study Area.

4 Case Studies

4.1 Overview

A selection of relevant case studies that display best practice sustainable transport principles were identified for review at this stage of the ABTA process. These case studies displayed growth strategies planned around strong public transport systems, prioritised sustainable transport interventions, alternatives to private car use and / or ambitious mode-share targets.

The case studies were chosen each for their different reasons and relevance to Kiltiernan-Glenamuck based on the Transport Objectives for the Study Area.

4.2 Vauban, Freiburg, Germany

Vauban is a master-planned development located 3km south-west of Freiburg City Centre. It consists of 2,000 housing units hosting a population of approximately 5,000 people. Planning of the district began in 1998 and was completed in 2006. The neighbourhood is connected to the centre of Freiburg by several bus routes and Line 3 of the Freiburg tram system.

4.2.1 Why was this case study chosen?

Vauban was designed with a 'car-free' concept in mind, and planning was based on environmental, economic and social sustainability. This was achieved through maintaining a car-free centre, providing extensive public transport links and developing excellent walking and cycling facilities. Several of these measures would be applicable to varying degrees in the case of Kiltiernan-Glenamuck.



Figure 4-1: Residential Street in Vauban.
Source: Alamy.

4.2.2 Sustainable Mobility Design Measures

A key principle of the design of Vauban was to make private car use much less convenient than sustainable modes. Vauban employs the 'Parking at a Distance' principle, whereby car parking is provided at a location not directly outside or adjacent to a person's home or destination. Cars are restricted within the internal streets, and instead car parking is available for both residents and visitors at the edge of the neighbourhood in two garages where residents can lease a space.

Moreover, the ratio of parking spaces to households is approximately 0.5. High-frequency public transport and car sharing services enable residents to move around without the need to own a car. This sharing service operates in the whole city of Freiburg, but the Vauban area has the most members, and at least ten car-sharing vehicles are always parked in Vauban for residents to use.

The German rail service's 'RegioMobilCard' promotes the use of public transport by offering

discounts, including 20% off carsharing usage fees.

4.2.3 Relevance to Kiltiernan-Glenamuck

The prioritisation of strong public transport and Active Travel links will be of particular interest to the future development of the Kiltiernan-Glenamuck area in terms of improving connectivity to key services both locally and throughout the Greater Dublin Area.

Additionally, Vauban's general concept of a 'car-free' centre could be translated to Kiltiernan village centre in the form of a traffic-calmed, public-realm oriented, people-centric village centre instead. While through-traffic along the Enniskerry Road is unlikely to be removed completely, it could be slowed significantly, with pedestrian movement prioritised.

4.3 Calderwood Mobility Hub, West Lothian, Scotland

Calderwood, a recently developed 'new village' c.7.0km west of Edinburgh City, consolidates a range of sustainable transport services at a centralised community Mobility Hub, established by CoMoUK. Despite the semi-rural location of the development, frequent and varied transport links connect residents of

Calderwood directly onto Scotland's broader bus, rail and cycle networks.

4.3.1 Why was this case study chosen?

The transit-oriented nature of the Calderwood development and its peri-urban location makes this case study a strong comparator to Kiltiernan-Glenamuck.

Separated from Edinburgh by the M8 motorway and the Edinburgh Bypass, Calderwood's severance mirrors Kiltiernan-Glenamuck's own severance from greater Dublin by the M50.

Calderwood prioritises pedestrian movement throughout the development; cars are 'guests' within the community. As a result, a substantial portion of Calderwood's land coverage consists of wide footpaths and car-free areas of public realm and green space. Speed limits within the development are capped at 20mph (c.30kmph).

4.3.2 Calderwood Mobility Hub

The compact Mobility Hub situated at the centre of Calderwood's new village incorporates a range of sustainable transport services:

- No. X27 bus service operates every 30 – 40 minutes provides a connection to the larger towns of Livingston and

Bathgate in the west, and to Edinburgh City in the east.

- No. X40 bus service operates every hour from Livingston to Edinburgh via the Calderwood Hub.
- Bicycle stands.
- Car Club spaces.



Figure 4-2: Existing format of the Calderwood Mobility Hub. Note the bus provision, bicycle stands, and Car Club spaces. Source: CoMoUK.

Calderwood is also served by Kirknewton Train Station, situated approximately 1.7km to the south along the B7031 local road. Kirknewton provides access to the main Glasgow-Edinburgh via Carstairs rail line, granting direct access to

both major cities, as well as the larger UK rail network.

In addition to its diverse public transport options, National Cycle Route 754 passes over Union Canal Bridge 16 approximately 2.4km to the northeast of Calderwood. This route, which follows the tow-tracks of the Union and Forth & Clyde Canals, provides dedicated cycling infrastructure between Edinburgh in the east and Glasgow in the west.

4.3.3 Relevance to Kiltiernan-Glenamuck

The implementation of a Mobility Hub of a similar compact format in Kiltiernan-Glenamuck's planned Neighbourhood Centre has the potential to substantially increase public transport and Active Travel connectivity to the wider Dublin area.

Increased frequency and variety of bus services via the Hub could provide direct access from the Neighbourhood Centre to the Green Line Luas at Carrickmines, as well as into Dublin City itself. Additionally, provision of bicycle storage and Car Clubs at the Hub would aid in shifting the area's modal split away from its current private car-dominated format.

The consolidation of sustainable modes at one central Hub similar to that seen in Calderwood has the capacity to incentivise substantially more residents of Kiltiernan-Glenamuck to opt towards using either public transport, walking or cycling for at least the first and last kilometre of their daily trips, and potentially for the entirety of those trips.

This modal shift away from excessive car-use facilitates the re-imagining of Kiltiernan Village, including its new Neighbourhood Centre, as a vibrant, traffic-calmed, people-centric space with a clear community identity of its own.

4.4 Hoppinpunten (Flanders, Belgium)

Since 2020, the Flemish government have continuously constructed Hoppinpunten – or 'Hoppin Points' – across Flanders. The Hoppinpunten are intended to facilitate ease of transfer between different modes of transport, with an emphasis on Active Travel and public transport modes, and on making at least the 'last kilometre' of a trip without the private car.

4.4.1 Why was this case study chosen?

The primary goal of Hoppinpunten is *'making schools, hospitals, industrial sites, sports*

centres, cultural centres and shopping centres more easily accessible to everyone'. The Hoppinpunten, while varying in size depending on location, are generally small-to-medium transport hubs which offer an interchange between various modes.



Figure 4-3: Traditional bicycle stands as well as bicycle storage lockers at Hoppinpunt Kassei, Vilvoorde, Belgium. Source: 'Werken aan de Ring'.

A key focus of the project is maximizing alignment of public transport routes – such as buses and trams – with the wider bicycle and road network. While different Hoppinpunten host varying combinations of services, the majority offer bus and / or rail and tram links,

bicycle storage, and disability and EV parking options in the form of a Park and Ride.

Specifically aimed at elderly individuals or others with mobility issues living in semi-rural areas less frequented by public transport, the Hoppin system additionally offers use of their 'Flexi-Bus' service.

In cases where individuals wish to reduce their use of the private car but lack an established bus link to the nearest rail or tram station for example, the option is available to book a 'Flexi-Bus' via the dedicated Hoppin mobile app to collect them and complete the missing public transport link in their journey.

Since 2020, 166 Hoppinpunten have been provided across Flanders, with 289 additional Hoppinpunten in development as of 2024.

4.4.2 Relevance to Kiltiernan-Glenamuck

A system like Flanders' Hoppinpunten shows significant potential for an area such as Kiltiernan-Glenamuck, as it encourages use of more sustainable transport modes by centralising them at a fixed location, allowing ease-of-access and ease-of-interchange.

Services such as the Flexi-Bus system are particularly applicable, as a bookable shuttle from Kiltiernan Village could provide elderly or mobility-impaired individuals with a viable means of reaching the Park Carrickmines, the Green Line Luas, or retail centres north of the M50 without the need to walk an extended distance or rely on the private car.

While the low population of Kiltiernan-Glenamuck could make larger mobility hubs or Park-and-Rides less viable as an option, some of the key principles of the Hoppinpunt initiative could feasibly be incorporated along the Enniskerry Road, or into the planned Neighbourhood Centre to the east.

While larger town or city-centre Hoppinpunten do exist in Belgium, several smaller towns and villages such as Merksplas, Esen and Sint-Juliaan are equally serviced by smaller variants of the Hoppinpunt.

4.5 Roscommon's 'Wheel-and-Spoke' Regeneration Study

Roscommon Town is the county town of Co. Roscommon. It has a population of 6,855 (Census 2022), close to what the population of the Kiltiernan-Glenamuck area is predicted to

achieve within the lifetime of the new KGLAP, based off NTA estimates.

4.5.1 Why was this case study chosen?

In 2022, Roscommon County Council selected Roscommon Town to be the county's first Decarbonisation Zone to model best practices in decarbonisation, green infrastructure and energy efficiency.

Like many Irish towns, Roscommon has suffered the ill-effects of car-dependency and sprawl development over the past several decades, resulting in a 'donut effect' from undue levels of development occurring outside of an urban centre, undermining vibrancy and desirability of the town centre itself.

Roscommon has since implemented planning decisions which have spatially connected this growth outside of the town centre with the town centre itself, in part by improving the streetscape of the town, implementing an innovative 'Hub-and-Spoke' approach to its regeneration. One of the main aims of this wheel-and-spoke design was to encourage use and discovery of the heritage town – an environment usually dominated by cars – by pedestrians and cyclists.

4.5.2 Hub and Spoke Approach

Roscommon County Council received €12.3 million in URDF funding to revitalise the town centre, focusing on a 'hub' area surrounded by three 'spokes, or streets and laneways leading to the town centre.

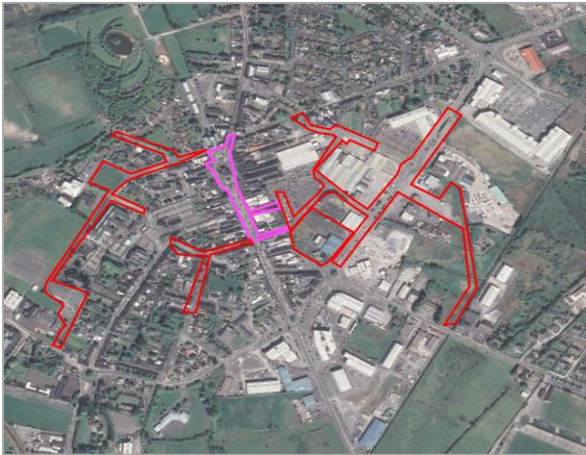


Figure 4-4: Roscommon's hub outlined in pink, and the spokes outlined in red. Source: Roscommon County Council.

As demonstrated in **Figure 4-4**, the wheel-and-spoke approach included an outer 'rim' to support dedicated cycling facilities around the town. The project aims to celebrate and uplift the built heritage of Roscommon, reverse the hollowing-out of the town centre, significantly

reduce the need to travel by private car, and improve overall quality of life as a result.

The redevelopment of Roscommon's central square has already been completed, reallocating space traditionally used for car-parking and creating a vibrant public place that supports street markets and events.

Relevance to Kiltiernan-Glenamuck

The re-imagining of Roscommon's town centre or 'hub' as a pedestrian and cyclist-friendly area of reduced vehicular traffic and enhanced public realm and amenity shows significant scope of application in Kiltiernan's village centre. Through place-making improvements and traffic-calming measures, in tandem with the reduction in through-traffic volumes following the opening of the GDRS, the area of the Enniskerry Road between the Golden Ball Junction and the Enniskerry-Ballybetagh Junction has strong potential to be re-defined as a vibrant public thoroughfare.

The traffic-calming effect applied in the village centre could similarly be extended along Kiltiernan's 'spokes' – in this case, its key roads. Reduction of speeds, removal of traffic and provision of placemaking improvements along

the north and south Enniskerry Road and along the Ballybetagh and Glebe Roads would be of particular priority. Implementing such measures along these routes can substantially benefit safe and efficient connectivity to and from Kiltiernan's two schools for students, parents and staff. Likewise, improvement of pedestrian and cyclist infrastructure along the Glenamuck Road can allow better Active Travel access to key services at such locations as the Park, Carrickmines, as well as to public transport links at nearby bus stops and at the Green Line Luas to the north.

4.6 Summary of Key Concepts

This Chapter summarised the following Irish and International Case Studies outlined in the Context Report, which was undertaken during Part 2a of the ABTA process:

- Case Study 1: Vauban, Freiburg, Germany.
- Case Study 2: Calderwood Mobility Hub, West Lothian, Scotland.
- Case Study 3: Hoppinpunten, Flanders, Belgium.
- Case Study 4: Roscommon 'Hub-and-Spoke' Regeneration.

While it is not intended to directly replicate what is done elsewhere, learning from them and applying principles and ideas in a local context, such as in Kiltiernan-Glenamuck, can offer valuable insights and lessons on some of the key ingredients for success and innovate further solutions for local issues.

A reduction of private vehicular traffic in favour of improved active travel facilities and public transport connections (Vauban) has the capacity to substantially improve safety, navigability and

amenity for residents and visitors alike in urban villages such as Kiltiernan-Glenamuck.

A reduction in vehicular traffic within a settlement's centre has the added benefit of creating opportunities for public realm enhancements for pedestrian and cyclists (Roscommon).

Strategic traffic-calming measures and place-making improvements have the potential to effectively compliment a reduction in through-traffic in order to re-define an urban centre as a vibrant, community-centric environment.

Elsewhere, consolidation of active travel parking, public transport links and services such as car clubs at a sole location has facilitated significant modal shift away from car dependence for many residents (Calderwood Mobility Hub). Additionally, or alternatively, smaller Mobility Points situated at key points throughout a community offer these same benefits at a more compact, localised scale (Flemish Hoppinpunten).

These key principles all have scope to be implemented in order to support the ambition of re-imagining the Kiltiernan-Glenamuck area

as a sustainable urban village, as well as a vibrant place to live, work and visit.

5 Kiltiernan-Glenamuck Transport Objectives

Based on national, regional, and local policies detailed in **Chapter 3: Review of Policy Context**, five key transport objectives have been identified for Kiltiernan-Glenamuck. These objectives are designed to correspond with objectives set out in the *Dún Laoghaire-Rathdown County Development Plan 2022-2028* and have guided the progress of the Kiltiernan-Glenamuck LTP.

To assist the Option Development and Assessment Stage of the Kiltiernan-Glenamuck Local Transport Plan, a Vision for the Study Area has been developed as well. The LTP's vision is as follows:

Kiltiernan-Glenamuck LTP Transport Objectives

Transport Objective 1: Better integration of land-use and transport planning consistent with **compact development** principles

Transport Objective 2: Support a fully permeable 10-minute Neighbourhood that prioritises movement by active travel modes

Transport Objective 3: Improving accessibility, safety and sense of security within the Study Area for all road users

Transport Objective 4: Identifying key place-making opportunities utilising a **Healthy Streets** approach

Transport Objective 5: Enhancing the accessibility of public transport and active travel to key destinations

THE VISION FOR KILTIERNAN-GLENAMUCK

Kiltiernan-Glenamuck will act as an exemplar for sustainable, low-traffic communities within the Greater Dublin Area and across Ireland. The KGLTP will aim to significantly reduce and calm through-traffic along the main Enniskerry Road while maximising pedestrian and cycling permeability in Kiltiernan-Glenamuck, as well as improving access to neighbouring commercial, retail and leisure destinations. Integration of land-use and transport planning will be prioritised within Kiltiernan-Glenamuck, characterised by maximized, safe connectivity to key public transport links such as the Green Line Luas, a high-quality public realm, and green links throughout.

6 Pre-Draft KGLAP Issues Paper and S.W.O.C. Analysis

6.1 Key Themes from Submissions

In addition to the issues, policies and trends summarised in **Chapters 2** and **3**, the preparation of the ABTA has been informed by issues raised during public consultation on the Issues Paper for the Kiltiernan Glenamuck Local Area Plan. Many of the members of the public who took the time to respond to the call for public comment highlighted a range of key issues, including but not limited to:

- Poor quality of existing active travel infrastructure
- A need for lower speed limits
- A desire for amenities within walking distance of home, especially for children
- A need for increased public transport services

Figure 6-1 and **Figure 6-2** illustrate some of the stakeholder feedback drawn from submissions on the Pre-Draft KGLAP Issues Paper.

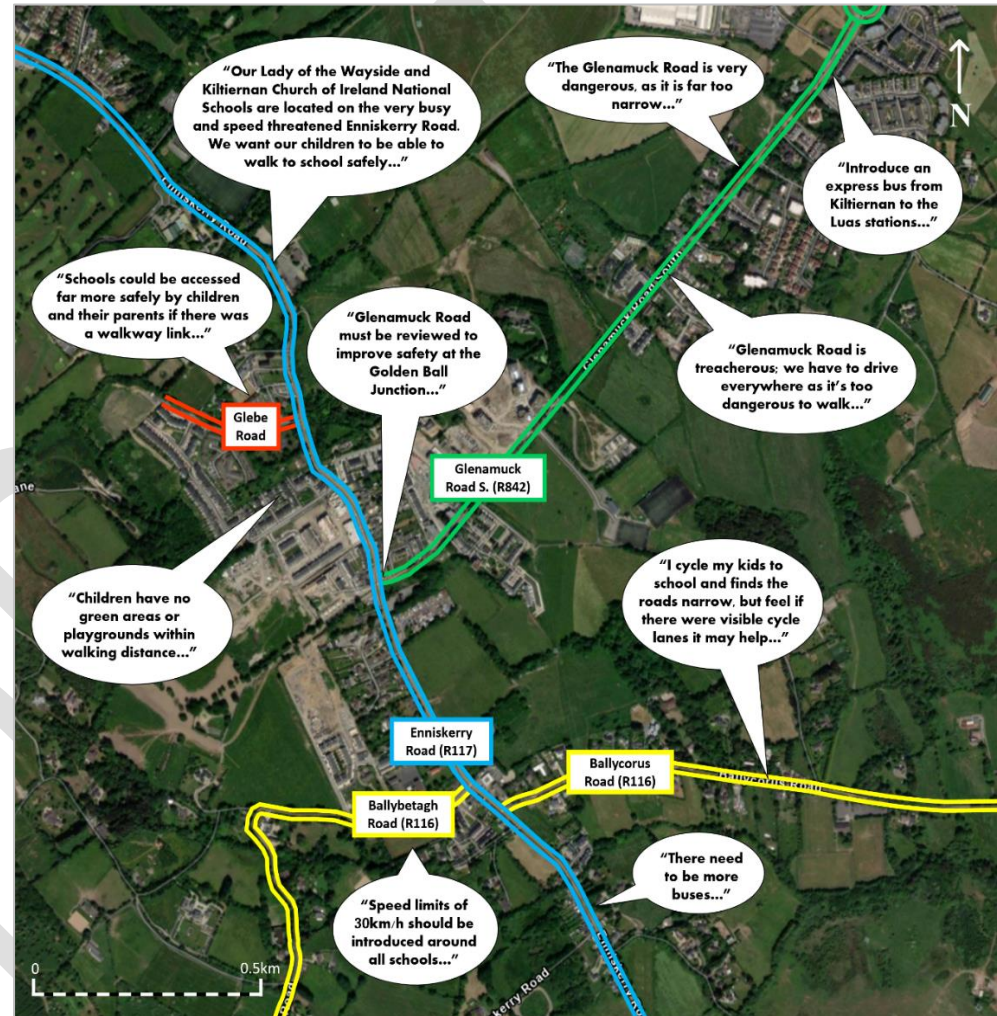


Figure 6-1: Key feedback gained from public consultation on the Pre-Draft Issues Paper for the Draft Kiltiernan-Glenamuck LAP.



Figure 6-2: High-level overview of some key issues raised during the Pre-Draft public consultation process. Source: DLRCC

6.2 Strengths, Weaknesses, Opportunities and Challenges (S.W.O.C) Analysis

<p>Strengths</p> <ul style="list-style-type: none"> ▪ Committed investment in major infrastructure for the area including the Glenamuck District Roads Scheme and BusConnects, which are both being delivered at the time of writing. ▪ The Glenamuck District Roads Scheme will remove unproductive through vehicular traffic from Kiltiernan-Glenamuck, creating a lower-trafficked environment internally. ▪ Engaged community with desire for better sustainable transport and placemaking. ▪ Proximity to the Park, Carrickmines ▪ Existing bus connectivity to both the City Centre and neighbouring suburbs. ▪ Strong connections to natural amenity areas from the Dublin Mountains to the west, Dingle Glen to the east, and Barnaslingan / Carrickgollogan Forests to the southeast 	<p>Weaknesses</p> <ul style="list-style-type: none"> ▪ Low levels of pedestrian permeability and cyclist connectivity at present to existing nearby schools, shops, recreational facilities, and community facilities in adjacent areas including Carrickmines, Ballyogan, Foxrock, Cabinteely, etc. ▪ Low frequency public transport routes limit its convenience and attractiveness. ▪ Historic flooding issues in the southern half of the Study Area, particularly in the vicinity of the Loughlinstown River. ▪ Existing residential developments and several permitted residential developments adopt a lower-density suburban model that is linear and often fragmented in nature.
<p>Opportunities</p> <ul style="list-style-type: none"> ▪ Planned Neighbourhood Centre has strong potential to establish Kiltiernan Village as a vibrant community with direct access to key retail and services, reducing need to travel for daily essentials ▪ The delivery of the GDRS will provide significant opportunities for placemaking and public realm improvements. ▪ Roll-out of BusConnects Dublin will enhance the level of service of bus network to/from Kiltiernan-Glenamuck, however opportunity to further increase frequency and coverage as demand requires. ▪ Enhance permeability link to schools and public transport, including the Ballyogan Luas ▪ Opportunity for uplift of the public realm in the open space around the Golden Ball Junction. 	<p>Challenges</p> <ul style="list-style-type: none"> ▪ Hilly topography may pose a challenge to pedestrian and cyclist accessibility in places, especially for elderly or disabled individuals. ▪ The Kiltiernan Plain's status as a Landscape Character Area may limit the scope of potential future development within the Study Area. ▪ Kiltiernan's location between two High Amenity Areas, in addition to the Protected Views to the immediate east and south, may make balancing provision of compact development without adversely impacting these features challenging.

7 Options Development and Assessment

7.1 Overview

The Options Development stage, Part 2B, seeks to identify a series of options which address the weaknesses of each transport mode, supporting a highly accessible and connected transport network.

These options are then assessed as part of the Options Assessment stage, Part 3, where these options are considered against the objectives of the ABTA, followed by a Multi-Criteria Assessment (MCA) in line with the NTA and TII's *ABTA 'How-To' Guide*. The MCA is primarily used where two or more options are seen to offer differing solutions for the same transport issue, or where the option is considered to have a significant impact upon the Study Area's transport network.

The Options Assessment process is split into two steps – the Initial Sift, followed by the MCA as described below.

7.2 Step 1: Initial Sift

The Initial Sifting process sees long-lists of options assessed against the five ABTA

Objectives. Where an option aligns with all or the majority of the Transport Objectives, and where MCA is not considered necessary, this option is successful and will be included as a transport measure within the LTP.

7.3 Step 2: Multi-Criteria Assessment

An MCA is used to assess options that require further analysis of their feasibility beyond Initial Sifting.

The four criteria are drawn from the NTA and TII's *ABTA 'How-To' Guide* guidance document for, and are as follows:

- Engineering Feasibility
- Acceptability
- Funding Potential
- Value for Money

Each proposed option is evaluated against these criteria based on a five-point scale, with the effects ranging from 'Beneficial' to 'Adverse' as judged against existing conditions

Table 7-1: MCA 5-Point Colour Ranking Scale.

Colour	Performance
Green	Beneficial
Light Green	Somewhat beneficial
Yellow	Neutral
Orange	Somewhat adverse
Red	Adverse

Options which score highly and are considered to offer significant benefits to Kiltiernan-Glenamuck's transport network pass the MCA and are included in the KGLTP.

All options incorporated into the Kiltiernan-Glenamuck LTP will be further refined through the public consultation process, with the phasing of individual projects to be agreed in consultation with DLRC, and dependent upon a variety of factors, including but not limited to:

- Availability of funding.
- Results of stakeholder engagement.
- Complexity of delivery.
- Future policy and guidance.
- Tie-in and overlap with pre-committed projects.

Part B

The Strategy



8 Key Plan Influences

8.1 Overview

The Kiltiernan-Glenamuck LTP has been informed and influenced by a framework of existing policy objectives as set out in **Chapter 3**.

It is also cognisant of the many existing infrastructure schemes and proposals for the Study Area and has ensured to tie-in and complement these as much as possible. In this way, they have shaped and influenced the preparation of the LTP. These include:

- Land Use Zoning Objectives.
- BusConnects Dublin.
- Greater Dublin Area Cycle Network Plan.
- Glenamuck District Roads Scheme
 - Part VIII Scheme for Golden Ball Junction Improvements
- Speed Limit Review 2023.

8.2 Land Use Zoning

The purpose of an Area Based Transport Assessment (ABTA) is to ensure that land use and transport planning are fully integrated for

an area. When these are considered together, it can minimise overall travel demand, and better support the creation of a more connected, more accessible village area.

To this end, the LTP was developed in accordance with the ABTA methodology and forms part of the evidence-base for the next update of the Kiltiernan-Glenamuck Local Area Plan (LAP) which is being prepared in parallel to support the significant development taking place and likely to take place during the lifetime of the current Development Plan. The Core Strategy of the Development Plan identifies Kiltiernan/Glenamuck as a 'New Residential Community' with potential for an additional c. 2,000 new homes. Land Use Objectives for Kiltiernan-Glenamuck are set out in the *DLR County Development Plan 2022-2028*, and the map is shown in **Figure 8-1**.

The prevailing land use for the area is Residential, with a key objective to also develop a Neighbourhood Centre as per Policy Objective RET7: Neighbourhood Centres of the *DLRCDP 2022-2028*.

The site that is intended to accommodate the future Neighbourhood Centre fronts onto the

Enniskerry Road, largely between the junctions with Ballycorus Road to the south and the Golden Ball Junction to the north. Proposals for these lands are being brought forward through the planning process at the time of writing this Plan (Q4 2024).

The *Kiltiernan Neighbourhood Framework Plan*, an appendix document to the former 2013 LAP, stipulates that the Neighbourhood Centre will comprise the primary retail, commercial and community focus for the wider area, representing the '*heart of the village*'. The creation of a focal point for the village will be hugely beneficial in helping enhance a local identity and sense of place, knitting the existing and future residential communities together. Connectivity to this area by active modes will be a critical consideration as it has the potential to reduce longer trips for daily essentials and encourage a modal shift away from the private car. The delivery of the Glenamuck District Road Scheme will remove unnecessary through vehicular traffic, creating ample opportunity for a public realm-led design on the Enniskerry Road to complement the development of the Neighbourhood Centre.

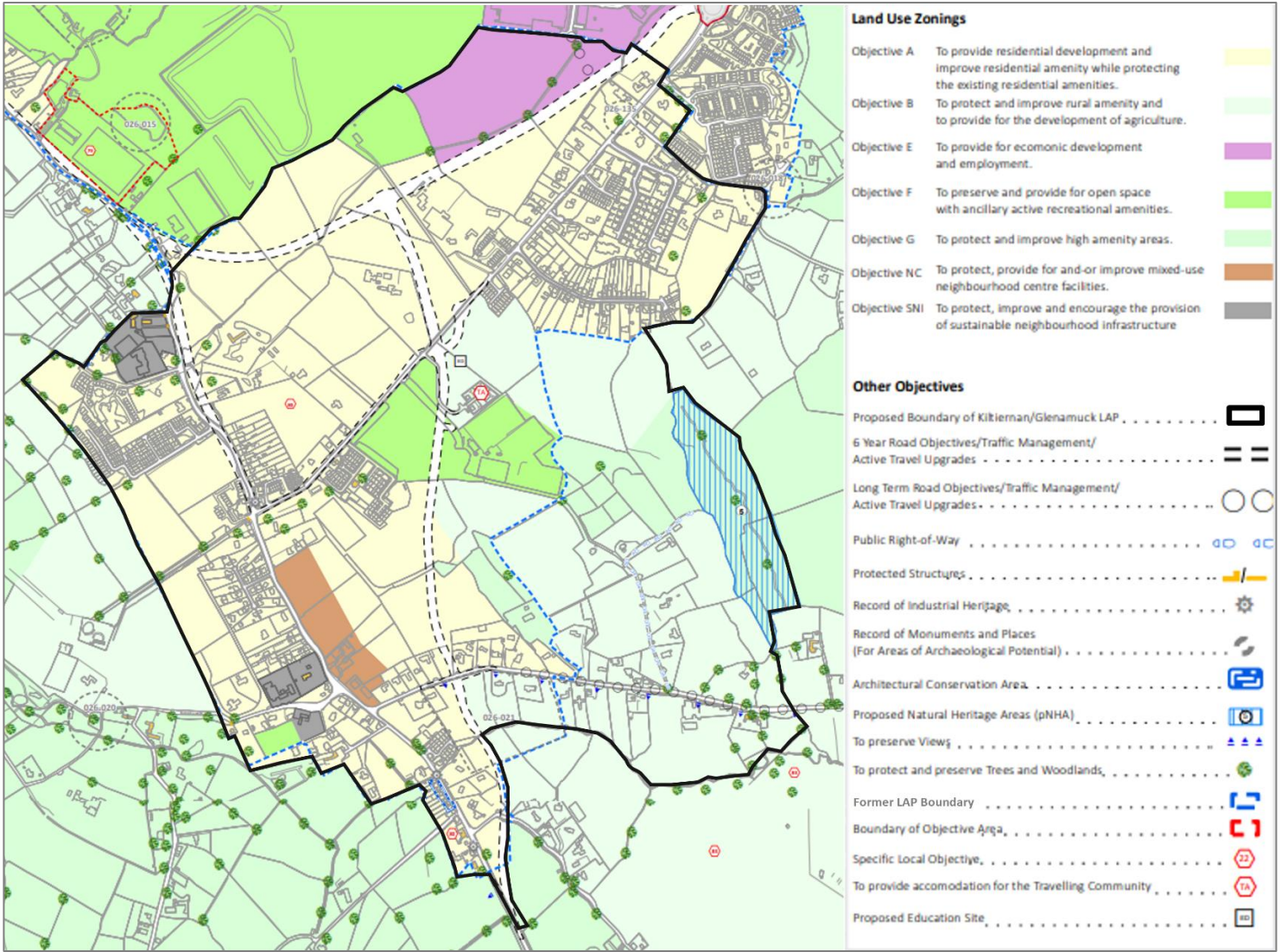


Figure 8-1: Land-use zoning map for Kiltiernan-Glenamuck. Source: Excerpt from Land Use Zoning Maps 9 and 13 of the DLR County Development Plan 2022-2028



8.4 Glenamuck District Roads Scheme

The *Dún Laoghaire Rathdown County Development Plan 2022-2028* highlights the delivery of the Glenamuck District Road Scheme as a 6 Year Road Objectives / Traffic Management / Active Travel Upgrades initiative.

The delivery of this new road infrastructure is intended to remove unnecessary vehicular through-traffic (*i.e. trips that do not originate or end within the village*) and provide a significant opportunity to create a safer, more attractive and accessible built environment for all road users, especially for those walking, wheeling, cycling or accessing public transport in Kiltiernan's village centre.

This re-routing of through-traffic will primarily be achieved through the implementation of bus gates on both the southern Enniskerry Road, and immediately northeast of the new junction between the GLDR and Glenamuck Road. The extents of these planned bus gates are shown in **Figure 8-3**.

The GDRS is anticipated to be completed by Q2 2026.

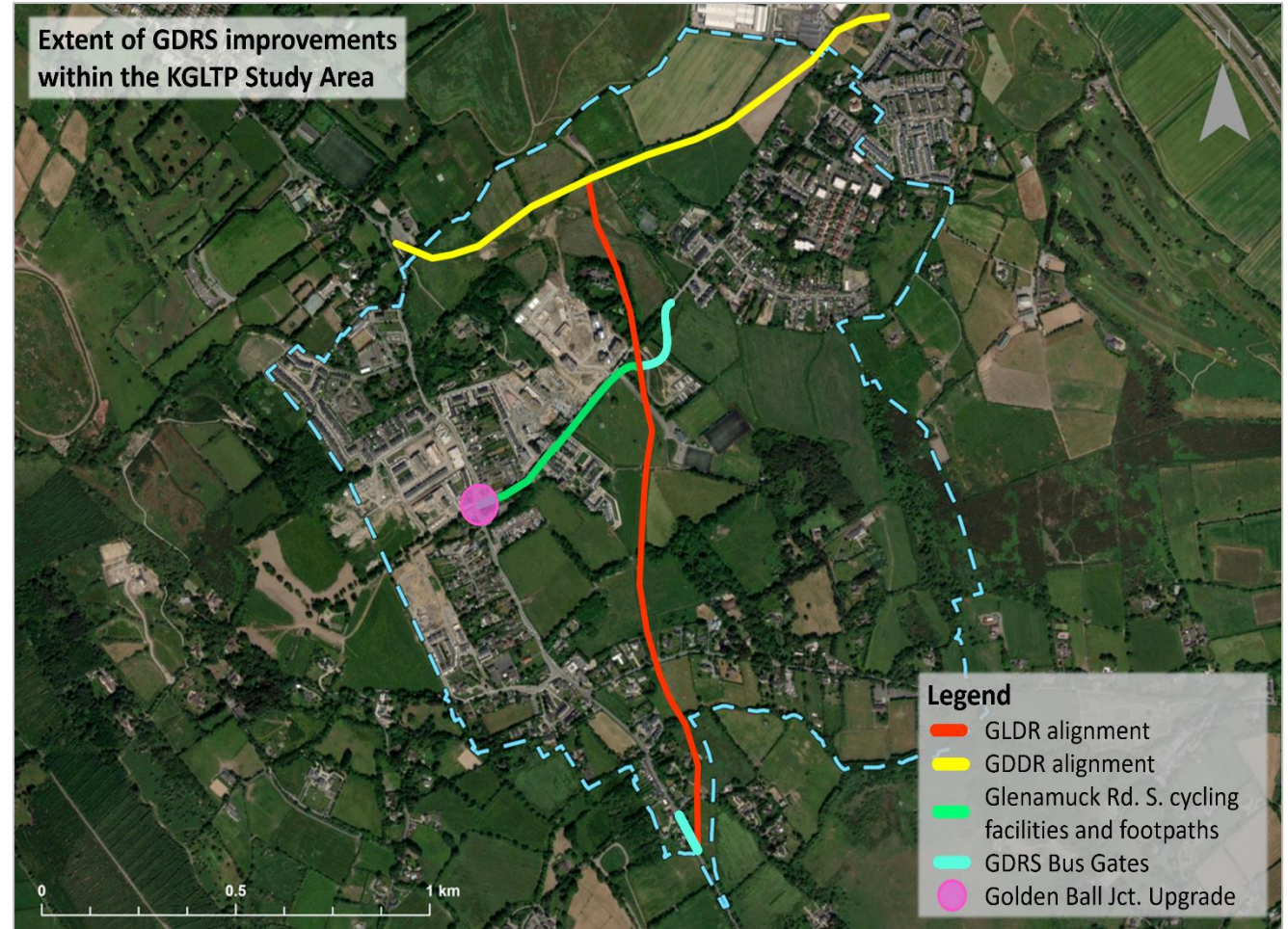


Figure 8-3: Extent of GDRS improvements within the KG ABTA Study Area. Source: DBFL.

8.5 GDA Cycle Network Plan

Developed as part of the *Greater Dublin Area Transport Strategy 2022-2042*, the Greater Dublin Area Cycle Network Plan seeks to create an inclusive cycling environment that is safe for all cycling abilities and ages with strong functional and recreational connectivity between homes and key destinations. It identifies a network comprised of Inter-Urban, Primary, Secondary and Greenway routes for each of the seven Local Authorities within the GDA.

Figure 8-4 shows an excerpt from the proposed GDA Cycle Network, with the Study Area superimposed (black double-lines). This includes Inter-Urban routes along the Enniskerry Road, Ballycorus Road and Ballybetagh Road; a Secondary Route along the future Glenamuck District Distributor Road; and a Feeder Route along the Glenamuck Road.

The GDA Cycle Network Plan forms the basis of the LTP's Active Travel Network.

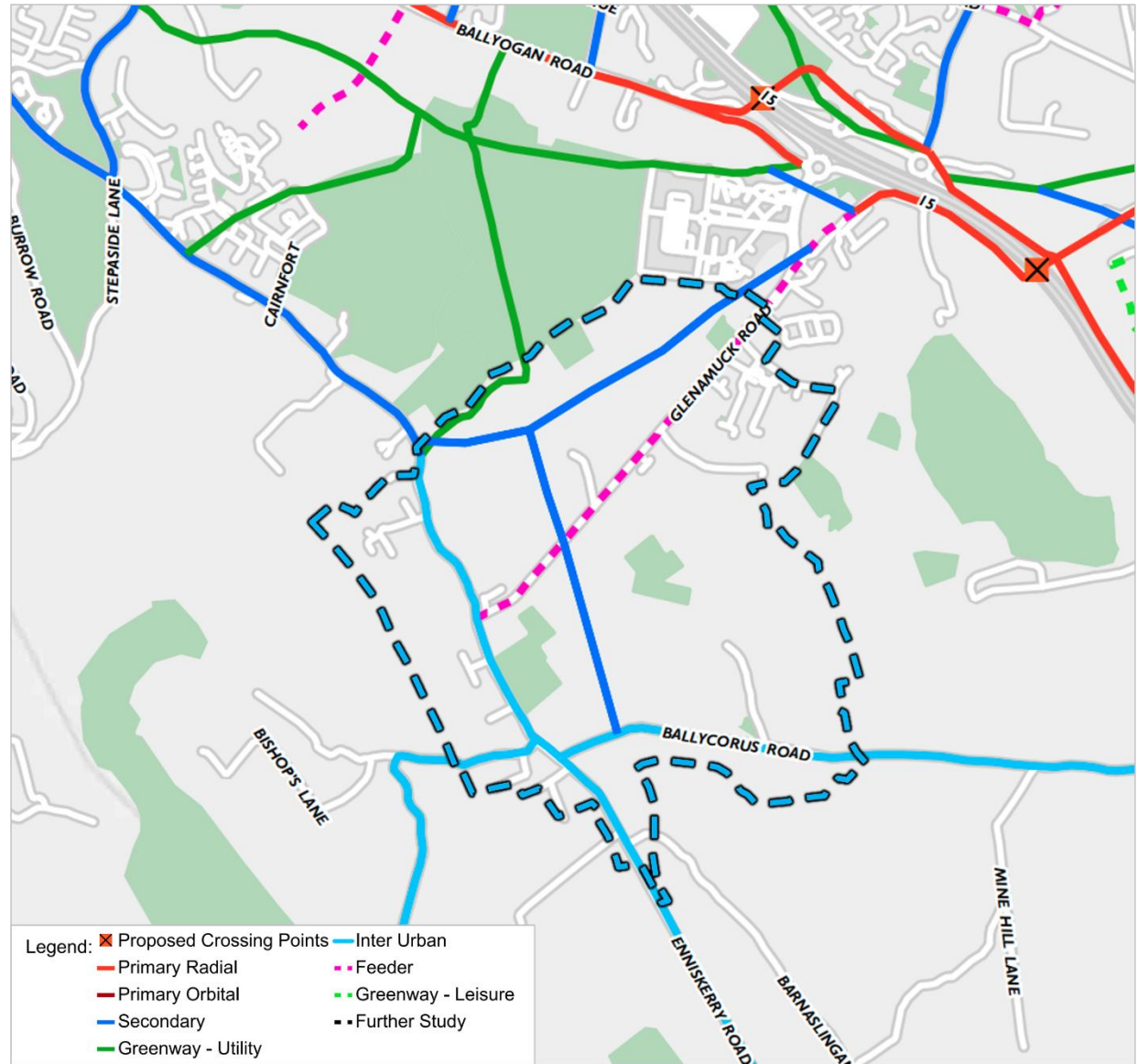


Figure 8-4: Extract from the 2022 Greater Dublin Area Cycle Network Plan in relation to the Study Area.

8.6 Speed Limit Review

As part of the Government's Road Safety Strategy, and in response to an increasing number of road fatalities and other road safety concerns, a Speed Limit Review was published in September 2023. A key aim of the Review was to reduce speed limits on several categories of Irish road.

As part of this Review there was a specific consideration of the introduction of a 30 km/h default speed limit in urban areas, considered a Critical Action. Urban areas are roads and streets that exist within an urban area and are generally characterised by moderate to heavy residential or commercial development, frequent entrances and low to moderate speeds. In these areas, particularly in residential areas or areas with a mix of road users, there is an increased trend to reduce speed limits to improve road safety and in recognition that urban roads and streets are not just places of movement, but also support a range of other uses and placemaking functions.

The Speed Limit Review recommends that a default speed limit of 30km/h for built up and urban areas is introduced. A 30km/h limit should apply, for all city or town centres,

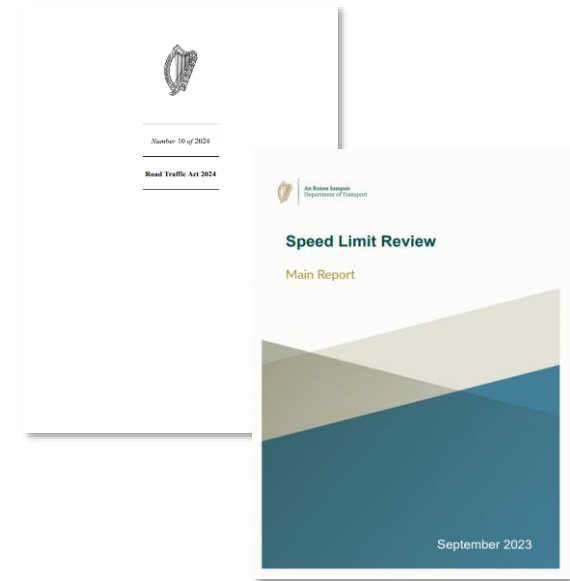
residential roads and locations where there is a significant presence of vulnerable/active road users. Exceptions would be permitted for the following:

- Pedestrian zones and shared space/zones whereby a speed limit of 20km/h would apply.
- National, Regional, arterial roads and key public transport routes where limits up to 50km/h may apply.
- Transition zones on National, Regional, arterial roads and key public transport routes where speed limits up to 60km/h may apply.
- Urban arterial roads with a high design speed such as motorways, certain dual carriageways and roads with limited access where higher speed limits may apply.

The above recommendations set out in the Speed Limit Review 2023 are further reinforced by the updated Road Traffic Act 2024, which amends the previous Default Speed Limit for roads in Built Up Areas from 50km/h to 30km/h.

The opportunity exists for DLRCC to reduce speed limits within areas prioritised for enhanced placemaking such as the Enniskerry Road. There is a further

opportunity to create safer conditions for active travel in a fashion consistent with the criteria outlined in the *Cycle Design Manual*, in tandem with the removal of through-traffic volumes as a result of the opening of the GDRS.



9. Overview of Proposals

This section sets out an overview of the key recommendations of the Kiltiernan-Glenamuck Local Transport Plan. The proposals have been informed by

- National, Regional and Local policies, including the *National Planning Framework*, *National Sustainable Mobility Policy*, *Climate Action Plan*, *Greater Dublin Area Transport Strategy 2022-2042*, and *Dún Laoghaire Rathdown County Development Plan 2022-2028*.
- Weaknesses and opportunities identified in the Baseline SWOC.
- Collaborative Options Development and Assessment between the wider Project Team.
- Transport, public realm and safety issues raised in the Pre-Draft Public Consultation on the *Kiltiernan-Glenamuck Local Area Plan 2024*.
- An opportunity to maximise the potential for sustainable mobility enabled by committed schemes such as the Glenamuck District Roads Scheme and BusConnects Dublin.



9.1 30km/h Speed Limit & Traffic Management

The LTP proposes the introduction of a 30km/h zone within the built-up area of Kiltiernan-Glenamuck. The low-speed zone would stretch from where the GDRS intersects the Enniskerry Road on both the northern and southern extents, and extend along sections of Glenamuck Road, Glebe Road, Ballycorus Road, and Ballybetagh Road as far as Suttonfield.

The 30km/h zone will be demarcated at each approach to the village by Gateways, Transition Zones, and Bus Gates, as illustrated in **Figure 13-5, Chapter 13**. These will serve as both a visual cue and physical intervention of slowing down motorists and signalling the change of environment. Within the village itself, crossings, placemaking and public realm improvements will also act as traffic calming measures.

Reducing speed limits to 30km/h in urban areas has been shown to have a myriad of benefits, not least increased road safety, reduced air and noise pollution, but also

creating a ‘calmer’ place to be in, especially for people walking, wheeling and cycling.

Implementing a 30km/h zone is also considered a critical enabler for the Active Travel Network. Lower vehicle speeds will also facilitate a more public realm-led approach and minimise the need for land-take to provide for sustainable transport, as per NIFTI principles.

9.2 Active Travel & Permeability

The scale of Kiltiernan-Glenamuck presents significant opportunities for the majority of short, local trips to be undertaken by walking, wheeling, or cycling.

The Plan has identified an Active Travel Network in **Chapter 9**, bolstered by permeability opportunities to create a comprehensive and legible network to travel between their homes and key destinations such as schools, recreational amenities such as Jackson Park, and the future neighbourhood centre on the Enniskerry Road. Active travel connectivity to public transport (*bus and Luas*) is also critical to support more sustainable mobility.

9.3 Junction Upgrades

The three main junctions within Kiltiernan Village require redesigns to achieve a standard

of high quality and safety in-keeping with DMURS guidelines. In addition to the committed improvements to the Golden Ball Junction as part of the GDRS, as well as the planned interim bus terminus and mini-roundabout at the Enniskerry-Ballybetagh Junction, the Enniskerry-Ballycorus Junction should see narrowing of approach lines and tightening of corners up to DMURS standards.

In the case of the Enniskerry-Ballybetagh Junction, an additional pedestrian crossing should also be provided on the Ballybetagh Road arm in order to benefit students walking to and from Our Lady of the Wayside N.S.

9.4 Kiltiernan Neighbourhood Centre

It has been an aspiration of DLRCC for many years to establish a focal point for Kiltiernan-Glenamuck; an area that knits the existing and future residential communities together. Lands zoned along the Enniskerry Road, between its junction with Ballycorus Road and the Golden Ball Junction are earmarked for a new Neighbourhood Centre to provide mixed-use development.

The Neighbourhood Centre will provide commercial and retail outlets to cater for daily

essentials, as well as cafés, childcare, and community facilities reducing the need to travel. The design of the built environment will be key to reflect a neighbourhood feel and create a place people want to visit and spend time in.

In addition to the strategic speed reduction to 30km/h outlined above, public realm and place-making improvements are proposed on Enniskerry Road, including:

- Narrow carriageways to minimum standard allowing for bus movements.
- Junction upgrades to improve accessibility and safety, slowing down motorists and decreasing crossing distances for people walking and wheeling.
- Raised tables and pedestrian crossings at desire lines, allowing safer crossings.
- Public realm enhancement measures such as benches, SuDS, street trees, public art and playful elements.

The internal street network of the Neighbourhood Centre should prioritise active travel movement. Wide footpaths, seating, paved plazas and green infrastructure provide rest points and passive surveillance and encourage people to dwell longer.

9.5 BusConnects

The Kiltiernan-Glenamuck area currently has a low level of public transport service. The village is directly served by two regular daily bus routes, and two less frequent ones. The Route 63 Go-Ahead service runs to Dún Laoghaire every 30 minutes, while the Route 44 Dublin Bus service operates on an hourly basis into Dublin City Centre.

This is due to change, however, under the delivery of BusConnects Dublin, with the first new route anticipated to commence operation in January 2025. This Plan recommends that further improvements are made to the bus network in Kiltiernan-Glenamuck over that proposed in BusConnects, including:

- Increase the frequency of services as further development is delivered. A reliable, frequent service is critical to encouraging people to use public transport over the car, as well as supporting lower car parking requirements.
- Consider an alternative or additional bus route that serves the Glenamuck District Road Scheme as development comes forward and is delivered.

9.6 Safe Routes to School

Along the Ballybetagh Road and smaller Glebe Road, a strategic suite of School Street improvements are necessary to improve safety, accessibility and ease of movement for students, parents and staff commuting to both Our Lady of the Wayside N.S., and Kiltiernan Church of Ireland N.S.

A combination of street redesign and traffic-calming measures, drawn from such policy as the *Safe Routes to School Design Guide 2022*, will aid in creating safer, more attractive School Zones, adding to the vibrancy and community identity of Kiltiernan Village as a whole.

9.7 DMURS Street Hierarchy

Figure 9-1 sets out the future Street Hierarchy of Kiltiernan-Glenamuck's road and street network with the following categories:

- Arterial
- Link
- Local

DMURS defines Arterial Streets as the major routes that connect major centres and nodes. The future Glenamuck District Road Scheme will be Kiltiernan-Glenamuck's primary multi-modal Arterial Street. It has a high 'Movement'

function as it will carry more strategic traffic to and around the periphery of the village.

Link Streets are defined as streets that provide the links to Arterial Streets, or between Neighbourhoods, and/or Suburbs. In the context of Kiltiernan-Glenamuck, Link streets include Glenamuck Road South, Ballycorus Road, Ballybetagh Road and the northern and southern extents of Enniskerry Road. This category of street which have a more balanced Movement v Place function compared to Arterial Streets.

The last category according to DMURS are Local Streets. These include Glebe Road, the Glenamuck Road north of the GDRS, and the 'Neighbourhood Centre' section of Enniskerry Road, between Golden Ball Junction and Ballybetagh Road. Local Streets typically have a higher Place function.

9.8 Environmental Screening

This Plan has been subject to Screening for Strategic Environmental Assessment (SEA) and Screening for Appropriate Assessment (AA). The findings of the screenings are provided in the accompanying Screening for SEA Report and Screening for AA Report.

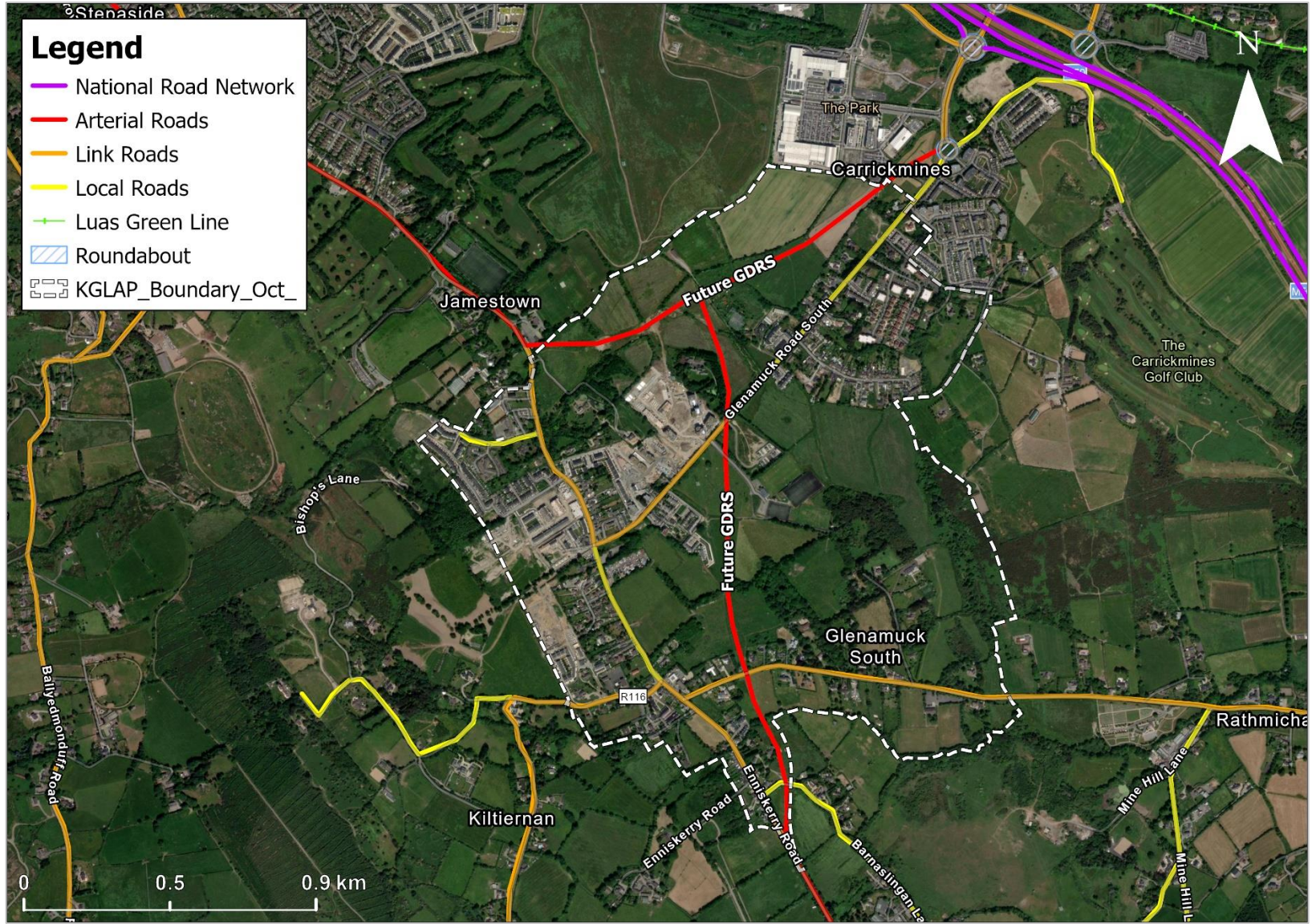


Figure 9-1: Proposed Future DMURS Hierarchy of Road and Street Network. Source: DBFL.

10 Kiltiernan-Glenamuck Active Travel Network

What is Active Travel?



Active Travel is **travelling with a purpose and using your own energy** – such as walking, cycling, wheeling and using a non-motorised scooter to make journeys to work, school or to the shops.

10.1 Introduction

Active travel, i.e., walking, wheeling, cycling and scooting, is the most sustainable form of mobility, and can benefit both individuals and society in many different ways from environmental, social, public health, cultural, and economical perspectives.

Land use planning and the design of the built environment are known key determinants in someone choosing to walk, scoot or cycle. Where in the past, rising car ownership propelled streets to be designed in a manner that prioritised the movement of cars, recent years have shown an urgent need and willingness to re-examine the role our streets play as places that support cycling, scooting and walking.

Policy objectives and targets at a national, regional, and local level, backed by Government investment that has increased significantly in recent years, provides a strong mandate and impetus for the timely delivery of high-quality Active Travel infrastructure that is safe, universally accessible, comfortable and attractive for people of all ages and abilities, not least those set out by the *National Sustainable Mobility Policy*, *Climate Action Plan 2023*, and the *National Investment Framework for Transport in Ireland*.

DLRCC have one of the most ambitious modal share targets for walking, cycling and public transport in Ireland:

- **Walking:** 15%.
- **Cycling:** 20%.
- **Other micromobility:** 5%.
- **Public Transport:** 30%.

In total, the Dún Laoghaire-Rathdown County Development Plan 2022-28 targets **70%** of travel by sustainable travel modes, versus **30%** by cars and other forms of private

transportation (T4: Development of Sustainable Travel and Transport). In order to meet these ambitious targets, DLRCC are rolling out several Active Travel schemes, and active and smart mobility solutions. The design of DLR's pedestrian and cycle network will be informed by the four core principles of DMURS:

1. **Connected networks**
2. **Multifunctional streets**
3. **Pedestrian focus**
4. **Multi-disciplinary approach**

This LTP sets out a comprehensive Active Travel Network to support these ambitions.

Data from the *2021 Dublin Metropolitan Area Walking and Cycling Index* shows that those who walk and cycle instead of driving save greenhouse gas emissions equivalent to 1,300,000 people taking flights from Dublin to Heathrow. Active Travel is also shown to be beneficial for not only the individual, but also for the local economy. The net annual economic benefit for individuals and society from all cycling trips in 2021 was €311.4



million, and of this total, €162.1 million was from people who own a car but chose to cycle instead of driving.

Walking and cycling are embedded into this LTP from the outset, based on the user hierarchy principles set out in the *Design Manual for Urban Roads and Streets* (DMURS). This user hierarchy prioritises designing for the needs of pedestrians first, followed by cyclists, then public transport, and lastly cars. As such, this LTP envisions that every route within the KGLAP area will be optimised to be high-quality, safe and efficient environments for walking, cycling and other forms of micromobility.

10.2 Dún Laoghaire-Rathdown Active Travel Programme 2024

The legacy of the last century of car-centric development is that the structure of our built environments prioritise the private car substantially over all other modes of travel. With an increased interest in recent years directed at moving away from car-dependence and expanding the use of Active Travel modes, providing dedicated

infrastructure for pedestrians and cyclists is now more of a necessity than ever.

Recent years have seen a marked increase in investment in Active Travel by the government, reflecting that broader interest in sustainable travel modes, as well as pursuing sustainability targets set out in key national policy guidance. From 2020 to the present, the NTA Active Travel funding has exceeded €1 billion, with over 600km of active travel schemes delivered to date.

In total, the investment will fund approximately 1,200 Active Travel projects, contributing to the development of almost 1,000km of new and improved walking and cycling infrastructure across the country by 2025. This includes the delivery of new cycling facilities, widened footpaths, new walking and cycling bridges, and new pedestrian crossings.

Dún Laoghaire-Rathdown County Council were allocated €22 million for 2024, funding a variety of Active Travel schemes. This includes Safe Routes to School (SRTS) schemes, Living Streets projects, Rapid Deployment Cycle Schemes, safe and quiet streets initiatives, public realm

improvements and the delivery of pedestrian and cycling infrastructure across the County.

10.3 Existing Active Travel Network

The Baseline Assessment highlighted the poor quality of pedestrian and cycling infrastructure in and around Kiltiernan-Glenamuck.

10.3.1 Pedestrian Network

The current pedestrian environment throughout Kiltiernan-Glenamuck is varied in quality. Existing footpaths are largely substandard in terms of recommended DMURS widths and quality for much of their length, with few formal crossings in place. The northern sides of the Glenamuck Road, Ballycorus Road and Glebe Road also lack continuous footpaths at present.

Pedestrian connectivity between Kiltiernan Village and commercial centres is currently low, with the nearest retail outlets at the Park Carrickmines a c.26-minute walk along the Glenamuck Road from Golden Ball Junction. Access to high-frequency public transport by foot is similarly limited, with the closest Green Line Luas stations at Ballyyogan Wood

and Carrickmines c.33- and 36-minutes' walk from the Golden Ball Junction respectively.

10.3.2 Cycle Network

The area lacks safe, continuous and dedicated cycle infrastructure with no cycling infrastructure within the Study Area at present, save for segregated cycling facilities which begin to the north of Glenamuck Road leading across the M50.



Figure 10-1: Ballybetagh Road.



Figure 10-2: Glenamuck Road.



Figure 10-3: Ballycorus Road.

KEY OUTCOMES FOR FUTURE ACTIVE TRAVEL NETWORK

The ABTA has identified the following as key outcomes for the delivery of the Active Travel Network:

- A fully accessible, permeable, safe, and attractive pedestrian and cycling environment, suitable for all age and abilities.
- A network that provides continuous active travel connectivity between key trip generators and attractors, including to high-frequency bus and Luas stops.
- High-quality urban design in line with DMURS that prioritises safer and more efficient movement for people walking, wheeling and cycling over the private car.

10.4 Kiltiernan-Glenamuck Active Travel Network

Figure 10-3 illustrates the Kiltiernan-Glenamuck Active Travel Network.

These links form the strategic active travel network, that will be complemented by the Permeability links identified in **Chapter 11**.

This is part of a wider network across the Greater Dublin Area, as shown in **Chapter 8**. Dún Laoghaire Rathdown County Council will ensure the development of a comprehensive and cohesive active travel network beyond Plan boundaries.

The LTP recommends the implementation of a **30km/h speed limit zone** for the built-up area of Kiltiernan-Glenamuck (see **Chapter 12**) in line with the Speed Limit Review 2023. This speed limit will be reinforced by Gateways, Transition Zones, and the delivery of the Glenamuck District Roads Scheme, which will reduce the volume of vehicular through-traffic. 30km/h speed zones have significant benefits, including increased road safety, reduction in noise pollution and emissions. In this way, it is a critical enabler for public realm-led approach to active travel improvements in Kiltiernan-Glenamuck.



Figure 10-3: Proposed improvements to the Kiltiernan-Glenamuck Active Travel Network.

In addition to the proposed speed limit reduction and accompanying measures, all active travel facilities proposed for the Kiltiernan-Glenamuck area will be informed by guidance set out in the *Cycle Design Manual*.

10.4.1 Enniskerry Road

Enniskerry Road (R117) is the main north-south spine within Kiltiernan-Glenamuck, connecting the Study Area to the settlements of Stepside and Enniskerry. The section of road within the Study Area measures approximately 1.5km with a relatively uniform cross-section; a single lane carriageway in both directions, and footpaths on either side. There are two crossing points on the road – one at Golden Ball Junction and one at the junction with Ballybetagh Road.

There is limited active frontage on the Enniskerry Road, except for the Circle K and a cluster of commercial and residential premises at Golden Ball Junction. This can lend to a perception of isolation when walking along the road. There are no cycle facilities on the Enniskerry Road. at present.

The GDRS will significantly reduce through-traffic on Enniskerry Road, particularly from the southern approach due to a Bus Gate. To bolster this, the LTP also recommends the provision of Gateway improvements at the northern and southern approaches to the village and at the edge of the new 30km/h zone. On the northern end, the LTP proposes a shuttle system / cycle bypass that would give cyclists priority to move through.

Measure AT1 & AT3

Active Travel Network: Enniskerry Rd

Deliver a range of measures on the Enniskerry Road to improve the safety, accessibility and attractiveness for active travel users.

Key measures may include:

- 30km/hr speed limit
- Footpath provision on west side to access Kiltiernan Cottages and Moss Cottages
- Gateways at northern and southern extents to accentuate the 30km/h speed limit zone.
- Shuttle system / cycle bypass at northern end in the medium-to-long-term.
- Local junction tightening.
- Provision of raised pedestrian crossings at desire lines (e.g. by Glebe Road).

While the opening of the GDRS is expected to reduce traffic volumes to a degree where segregated cycling facilities are not seen as required in the short- term, consideration will be given to the provision of segregated cycling facilities on Enniskerry Road North and South in the medium-to-long term as part of a separate scheme appraisal process.

10.4.2 Kiltiernan's Village Centre

Fundamental to the sustainable development of Kiltiernan-Glenamuck is the creation of a Neighbourhood Centre to serve the existing and future community.

This is earmarked for lands between the Enniskerry Road and the GLDR. The LTP recommends a public realm-led / place-making approach to improving the feel and aesthetic quality adjacent to the planned neighbourhood centre so as to enhance its sense of place and make it a more vibrant and attractive location to spend time.

Measure AT2

Active Travel Network: Neighbourhood Centre

Improve Kiltiernan's safety, accessibility and attractiveness, creating a sense of place around the Neighbourhood Centre and establishing a community focal point. Key measures may include:

- 30km/hr speed limit.
- Traffic-calming measures including re-allocation of carriageway space for wider footpaths.
- Use of high-quality paving materials and lighting to reflect a 'neighbourhood centre' feel.
- Local junction tightening.
- Provision of crossings at desire-lines.
- Placemaking and public realm improvements.



10.4.3 Ballycorus Road

Ballycorus Road (R116) runs west-east from Enniskerry Road. It is a narrow road with single lane carriageway in both directions, and a narrow footpath on one side. Ballycorus Road is quite constrained in terms of available space, and is characterised by fragmented linear residential development. However, it plays an important role in wider connectivity with neighbouring settlements of Rathmichael and Cherrywood and is identified as an Inter-Urban Route in the Greater Dublin Area Cycle Network Plan.

The LTP has divided the Ballycorus Road in two sections based on its characteristics:

- Ballycorus Road West: between Enniskerry Road and future GLDR; and
- Ballycorus Road East: between the GLDR to the Study Area boundary.

The eastern section of the Ballycorus Road is identified in the County Development Plan for 'Long Term Road Objectives / Traffic Management / Active Travel Upgrades'.

Measure AT4 & 5

Active Travel Network: Ballycorus Road

Deliver a range of active travel improvements on Ballycorus Road to enhance the safety and accessibility of the Road for people walking, wheeling and cycling.

Key measures may include:

- Introduce 30km/hr speed limit between Enniskerry Road junction and GLDR.
- Upgrade Ballycorus Road / Enniskerry Road junction.
- Provide / improve footpaths on both sides of the road where feasible, as far as Old Wesley RFC & Lansdowne FC.
- Provision of pedestrian crossings at desire-lines (e.g. *Old Wesley RFC & Lansdowne FC*).
- Mixed Traffic format for cycling in the short-to-medium term between Enniskerry Road and GLDR, and dedicated cycle facilities between GLDR and eastern boundary of the Study Area in the long-term should the road remain at 50km/h, subject to feasibility.

Considering the presence of mature growth on either side of the Ballycorus Road, relevant measures would be subject to ecological impact assessment at project stage.

10.4.4 Glenamuck Road

Glenamuck Road (R842) is the main north-west-south-east spine and provides critical connectivity from Kiltiernan-Glenamuck to key employment areas such as Carrickmines Park and Ballyogan, as well as onward to high-frequency Luas Green Line stops and the future BusConnects E Spine.

At present, the active travel infrastructure on Glenamuck Road is inadequate; there is only one footpath on the southern side of the Road, and no crossings.

There are existing proposals for Glenamuck Road South (between Golden Ball Junction and the future GLDR) as part of the GDRS which will be transformative to the quality of service for active travel. These include:

- Junction improvements at Enniskerry Road / Glenamuck Road junction, and the delivery of footpath and dedicated cycle facilities on both sides along Glenamuck Road South.
- Bus Gate where the GDRS intersects with the Glenamuck Road, limiting vehicular access.

These are anticipated to be delivered by Q2 2026 and are supported by the LTP.

Measure AT6

Active Travel Network: Glenamuck Road S.

Deliver a range of Active Travel improvements along Glenamuck Road South.

These improvements form part of the wider Glenamuck District Roads Scheme – under construction at time of writing – the key components of which comprise:

- 30km/h speed limit
- Provision of segregated cycling facilities and footpaths on both sides of the road.
- Upgrade of Enniskerry Road / Glenamuck Road South junction.
- Local junction improvements (e.g. entrance to Cromlech Close).



Measure AT7

Active Travel Network: Glenamuck Road N.

Deliver a range of improvements to the safety and quality of the Active Travel environment on Glenamuck Road North, between the future GLDR and the northern boundary of the KGLTP Study Area.

Key measures may include:

- 30km/h speed limit
- Footpath improvement / provision on both sides
- Provision of pedestrian crossings at desire-lines
- Mixed Traffic approach where cyclists share the road in the short-medium-term.
- Local junction tightening.

While the opening of the GDRS is expected to reduce traffic volumes to a degree where segregated cycling facilities are not seen to be required in the short-term, consideration will be given to the provision of segregated cycling facilities on Glenamuck Road North in the long-term as part of a separate scheme appraisal process.

10.4.5 Ballybetagh Road

The Ballybetagh Road (R116) runs from Enniskerry Road to the western boundary of the Study Area. It serves the Kiltiernan Adult Education Centre, Our Lady of Wayside National School, Suttonfield residential estates and connects to wider settlements and townlands such as Glencullen.

The LTP recommends that a Safe Routes to School scheme be delivered on Ballybetagh Road between the junction with Enniskerry Road to just beyond the entrance to the Our Lady of Wayside N.S.

10.4.6 Glebe Road

Glebe Road is a short cul-de-sac road off Enniskerry Road. It serves a number of dwellings, as well as the main entrance to the Kiltiernan Church of Ireland National School and side entrance to Kiltiernan Parish Church and Lawn Tennis Club.

The LTP recommends that a Safe Routes to School scheme be delivered on Glebe Road to address road safety and accessibility issues. Improvements to the Glebe Road / Enniskerry Road junction, footpaths and additional

crossings are required to enable more children to walk, cycle and scoot safely to school.



Slite Sábháilte Chun na Scoile Safe Routes To School

Measure AT8

Active Travel Network: Ballybetagh Road

Deliver a range of improvements to the safety and quality of the Active Travel environment on the Ballybetagh Road, between the Enniskerry-Ballybetagh Junction and the western boundary of the Study Area.

Key measures may include:

- Establish a Transition Zone between Bishops Lane and the Suttonfield vehicular entrance.
- Deliver Gateway improvements at the Suttonfield vehicular entrance to demarcate the beginning of the 30km/h speed limit.
- ‘Safe Routes to School’ traffic-calming improvements between the Enniskerry-Ballybetagh Junction and the Suttonfield vehicular entrance.
- Provision of crossing points at desire lines.
- Re-allocation of on-street parking spaces for active travel and public realm improvements.

Measure AT9

Active Travel Network: Glebe Road

Deliver a range of improvements to the safety and quality of the Active Travel environment on the Glebe Road.

Key measures may include:

- 30km/h speed limit.
- ‘Safe Routes to School’ traffic-calming improvements outside of the Church of Ireland N.S.
- Widening of southern footpath to DMURS standards to benefit students, as well as residents of the Glebe House Nursing Home, and of Chapel Hill.
- Local junction tightening.
- Provision of crossing points at desire lines.

10.4.7 Glenamuck District Roads Scheme

The Glenamuck District Road Scheme (GDRS) is discussed in more detail in **Chapter 13**. When completed, the GDRS will form an important part of the strategic active travel network with dedicated footpaths and cycling infrastructure on both sides of the carriageway, including junction improvements.

The GDRS will also enable the removal of through vehicular traffic from Kiltiernan Village which accounts for a significant amount of existing vehicular traffic in the area. This will greatly benefit the Kiltiernan-Glenamuck Active Travel Network as a whole, by creating a lower-trafficked, calmer environment for people walking and cycling.

Measure AT10

GDRS Roads

Ensure the delivery of dedicated, segregated active travel facilities on both the Glenamuck District Distributor Road and the Glenamuck Link Distributor Road as part of the Glenamuck District Roads Scheme.

These facilities may include:

- Footpaths on either side of the carriageway
- Dedicated cycling infrastructure on either side of the carriageway
- Crossing points at key junctions and desire lines



Figure 10-4: Parking area for cargo bikes.

10.5 Cycle Parking

Cycling provides a flexible, efficient and attractive transport option for urban living. Different types of cycle parking solutions are required to cater for different types of users depending on the location and trip purpose such as short- and long-stay parking, as well as different designs of bicycles and other forms of micromobility such as cargo bikes, adaptive bikes, scooters, etc.



Figure 10-5: Sheltered Sheffield stands by school entrance.

The recent *Sustainable Residential Development and Compact Settlements Guidelines* set out a specific planning policy

requirement that all new housing schemes, including mixed-use schemes, have safe and secure cycle storage facilities for both residents and visitors. The recommended requirement is higher than that prescribed in DLRCC's *Standards for Cycle Parking and associated Cycling Facilities for New Developments*.

It recommends the following requirements for quantity of bicycle parking:

- In the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied.
- Visitor parking should be provided.
- Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

10.5.1 Short-Stay Cycle Parking

Short-stay bicycle parking is designed for ease of use by the public and visitors to a development. Such bicycle parking spaces should be located in highly visible areas with good passive surveillance, which are easy to access and well lit. They should ideally be situated no further than 15m from main entry points.

Public cycle parking provided on-street should not obstruct or take away from pedestrian movement, or access for deliveries or services.

Increased short-stay cycle parking provision is recommended at the following locations:

- Circle K.
- Golden Ball Junction.
- Future Neighbourhood Centre.

10.5.2 Long Stay Bicycle Parking

Long-stay bicycle parking is designed generally for residents of private developments, or commuters. Individual bike lockers, cycle hubs and shared on-street hangars offer security to cyclists and provide innovative solutions to cycle parking requirements for longer periods of time, particularly where internal storage space is limited.

Secure, covered, long-stay cycle parking is recommended at the following locations:

- All schools.
- Future Neighbourhood Centre.
- Ballyogan and Carrickmines Luas stops.

Measure AT11

Cycle & Micromobility Parking

Delivering a range of cycling and micromobility parking improvements, including:

- Supporting an uplift in both high-quality short-stay and long-stay public cycle parking at key locations, including those outside the Study Area such as Ballyogan and Carrickmines Luas stop.
- Through Safe Routes to School Programme and Smarter Travel Workplaces, encouraging existing schools and employment hubs to increase and improve cycle parking facilities where required, including Our Lady of the Wayside National School, and Kiltiernan Church of Ireland National School.
- Ensuring the provision of off-street, accessible cycle parking facilities as part of any significant new development in line with the Sustainable Residential Development and Compact Settlements Guidelines.

11 Permeability



Figure 11-1: Existing filtered permeability link in Kiltiernan-Glenamuck. Source: DBFL.

11.1 Overview

This Chapter identifies a series of permeability opportunities across Kiltiernan-Glenamuck to maximise connectivity and accessibility for people walking and cycling, including proposals to maximise connections to the GDRS greenway.

11.2 What is Permeability?

Permeability describes the extent to which an urban area allows the movement of people by either walking or by cycling. Permeability is not concerned with motor vehicles but rather it focuses on providing a competitive advantage to pedestrians and cyclists over the use of cars.

A permeable street network is a key component of supporting more walkable environments.

11.3 Filtered Permeability

Filtered permeability is increasingly applied in towns and cities across Europe to prioritise active travel and limit car use.

Filtered Permeability measures can include:

- Closure of existing streets to vehicular traffic using planting, bollards, etc.
- Providing a link for pedestrians and cyclists via existing cul-de-sacs or through fences/ blank walls.
- Providing a link for pedestrians and cyclists via green areas or along water courses.

What is Filtered Permeability?

Filtered permeability measures aim to separate sustainable modes of travel from private vehicular traffic to give them an advantage in terms of directness, distance, convenience, and safety.

11.4 NTA's Permeability Best Practice Guide

The National Transport Authority's (NTA) *Permeability Best Practice Guide* provides guidance on how to address demand for walking and cycling that is not being met due

to severance being designed into the local environment. It details how permeability between homes, shops, schools, workplaces, public transport and other community services can be increased by the retention and creation of linkages within the existing urban environment.



Figure 11-2 Impermeable Neighbourhood vs Neighbourhood with Filtered Permeability.

The Guide encourages filtered permeability to give pedestrians and cyclists an advantage in terms of **directness, distance, convenience, and safety** over that of the private car, and to create more people-friendly neighbourhoods.

11.5 Proposed Permeability Links

The significant number of existing and future residential development sites within the Kiltiernan-Glenamuck Study Area creates substantial opportunities to both establish new active travel links and formalise existing informal links between adjoining but currently impermeable areas.

Recommended permeability improvements have been chosen based on a range of factors, including:

- Potentially improved access to schools
- Potentially improved access to public transport links
- Potentially improved access to key retail and employment destinations
- Potentially improved access to sport and leisure facilities and / or amenity areas

Existing and proposed new connections are illustrated in **Figure 11-4**.

11.5.1 Permeability to Schools

Currently, the Kiltiernan-Glenamuck area exhibits a low quality of pedestrian connectivity to schools from residential developments in the immediate vicinity. Low connectivity for pedestrians can reinforce car-dependence, reducing safety for road users and increasing noise and air pollution within Kiltiernan village.

There are two primary schools in the KGLTP area – the Kiltiernan Church of Ireland National School (N.S) which is accessed from the Enniskerry Road / Glebe Road junction, and Our Lady of the Wayside N.S. accessed from Ballybetagh Road.

The Kiltiernan Adult Education Centre (KAE) is also accessed from Ballybetagh Road, however bollards and extensive pedestrian guardrails along footpaths reduce accessibility to both education centres.

The following permeability links are recommended to improve the journey quality to and from schools in the KGLTP area. These links include the provision of safer, more direct pedestrian and cyclist access to schools via traffic-calmed streets, and the creation of a

continuous 'Quietway' link between the two national schools:

- **PY2** – Enniskerry Rd to Our Lady of the Wayside via Suttonfield
- **PY3** – Kiltiernan Wood to Suttonfield
- **PY9** – Chapel Hill to Bishop's Gate
- **PY11** – Enniskerry Road to Glenamuck Road, Rockville Avenue and Kiltiernan-Glenamuck Link Road (GLDR) via the Village Centre



Figure 11-3: Kiltiernan-Glenamuck currently has poor quality connectivity to schools. Source: DBFL.

11.5.2 Permeability to Sport, Leisure & Amenity Areas

The plan area is relatively well served with regards to space for sport and recreational activities. Current sports, leisure and

recreational facilities located within, or adjacent to the LAP includes Wayside Celtic Football Club, Old Wesley RFC and Lansdowne FC, De La Salle Palmerston RFC and Kiltiernan Parish Lawn Tennis Club.

Other facilities include Carrickmines Croquet & Lawn Tennis Club, Carrickmines Golf Course, Stepside Driving Range & Golf Course and Stepside Recreational Facility.

There are also a number of parks within and adjacent to the LAP area such as Jackson Park and Jamestown Park. The array of recreational facilities within the LAP area indicates the importance of ensuring the adequate provision of safe and attractive connectivity to these facilities.

The below permeability links have therefore been identified to improve journey quality to and from sport, leisure and amenity areas in the KGLTP area. These proposed links include formalising existing desire lines to provide more direct access to sports facilities from existing and future developments. Additionally, PY12 would provide an active travel link between the future Neighbourhood Centre and Jamestown Park to the north, with

additional scope to incorporate access to the future Glenamuck Park.

- **PY1** – Rockville Avenue to Jackson Park
- **PY4** – Jamestown Park to Jackson Park along with connectivity to **PY13**
- **PY10** – Ballycorus Road to Jackson Park via Dixon Lane
- **PY12 (Strategic Green Route)** – Kiltiernan - Glenamuck Link Road to Jackson Park along with connectivity to **PY10** and **PY4 9**

11.5.3 Permeability between Residential Developments

Permeability links have also been identified in order to establish car-light links between the Enniskerry Road, Glenamuck Road, and Glenamuck District Distributer Road (GDDR) via a network of neighbouring residential developments:

- **PY6** – Glenamuck Link Road to Glenamuck Manor along with connectivity to **PY6** and **PY8**
- **PY7** – Kiltiernan Road to Glenamuck Road (GDDR) via Shaldon Grange, along with connectivity to **PY6** and **PY8**
- **PY8** – Enniskerry Road to Glenamuck Road via Dún Óir, along with connectivity to **PY6** and **PY7**

11.5.3 Permeability and the Kiltiernan Neighbourhood Centre

It is essential that permeability and accessibility be maximised for those walking, cycling and wheeling to, from, and throughout Kiltiernan Neighbourhood Centre. All footpaths should be built to recommended widths as per DMURS, and either dedicated cycling facilities or shared facilities provided where possible within the future Neighbourhood Centre's internal network.

Additionally, this LTP recommends that permeability links be established between the Neighbourhood Centre and the existing Enniskerry Road to the west, but also eastwards onto the future GLDR.

Eastern permeability links could additionally provide more direct access to services within the Neighbourhood Centre for residents of Rockville and other nearby developments along the Glenamuck Road. A valuable link could also be established – either via pedestrian crossing or via footbridge – across the GLDR to Jackson Park, and to Dixon Lane beyond.

An indicative link summarising these recommendations is shown in **Figure 11-4** as:

- **PY11** – Enniskerry Road to Glenamuck Road, Rockville Avenue and Kiltiernan-Glenamuck Link Road (GLDR) via the Village Centre

11.6 Prioritisation & Phasing of Permeability Recommendations

The proposed permeability links set out in above are largely indicative and are drawn from a range of sources. These include, but are not limited to, on-site and desk-based analysis of the Study Area, early public consultation feedback on the KGLAP, and existing masterplans / internal road layouts for future residential developments

Short-Term priorities are projects that present high-value priority improvements which would deliver on the objectives of the scheme without significant constraints. Additional factors which influence priority phasing include, but are not limited to:

- Safer and more efficient access to schools by Active Travel modes
- Improved access to key employment and commercial destinations by Active Travel modes

- Improved access to public transport stops
- Ties-in with or complements existing or committed schemes

Measure PRM 1

Permeability Improvements

Dún Laoghaire-Rathdown County Council seeks to secure permeability improvements across Kiltiernan-Glenamuck. Through formalisation of identified informal links, as well as the establishment of new links, DLRCC will better facilitate safer, easier and more enjoyable trips via Active Travel modes.

Measure PRM 2

Phasing of Permeability Improvements

Creation of permeability links will be first sought through existing or future residential developments, and shall be carried out as part of the development management process where required, and / or by other appropriate means.

Further prioritisation of individual permeability links will be phased depending upon several factors, including but not limited to:

- Availability of funding.
- Results of stakeholder engagement.
- Complexity of delivery.
- Tie-in and overlap with committed projects



Figure 11-4: Map of proposed permeability links for the Kiltiernan-Glenamuck area, alongside existing links. Source: DBFL.

The proposed permeability links set out in above are largely indicative and are drawn from a range of sources. These include, but are not limited to, on-site and desk-based analysis of the Study Area, early public consultation feedback on the KGLAP, and existing masterplans / internal road layouts for future residential developments.



12 Public Transport Network

12.1 Overview

Public transport provision in the wider Dublin Metropolitan Area is undergoing significant investment as a result of projects identified in the *Greater Dublin Area Transport Strategy (GDATS) 2022-2042* and associated proposals including Dublin BusConnects and the Luas Green Line Upgrade.

Translating these proposals at a local level will be key to ensuring that the growth of the Kiltiernan-Glenamuck area is underpinned by investment in public transport. This chapter outlines proposals to maximise the opportunities brought about by capital investment and to enhance accessibility to local bus services and the Green Line Luas services at Ballyogan and Carrickmines. The chapter also outlines proposals to better integrate sustainable transport initiatives and infrastructure.

12.2 Existing Public Transport Network

Bus services in the Kiltiernan-Glenamuck area run at relatively infrequent headways reflecting the Kiltiernan's history as a predominantly rural settlement and the proximity of the Luas stations at Ballyogan and Carrickmines at the northern portion of the Study Area.

Route 44 operates from Enniskerry Village to Dublin City Centre (*DCU*); Routes 63 and 63A operate from Kiltiernan to Dún Laoghaire Station; and Route 118 operates from Kiltiernan via Stepside to Dublin City Centre (*Eden Quay*), as presented in **Table 12-1**.

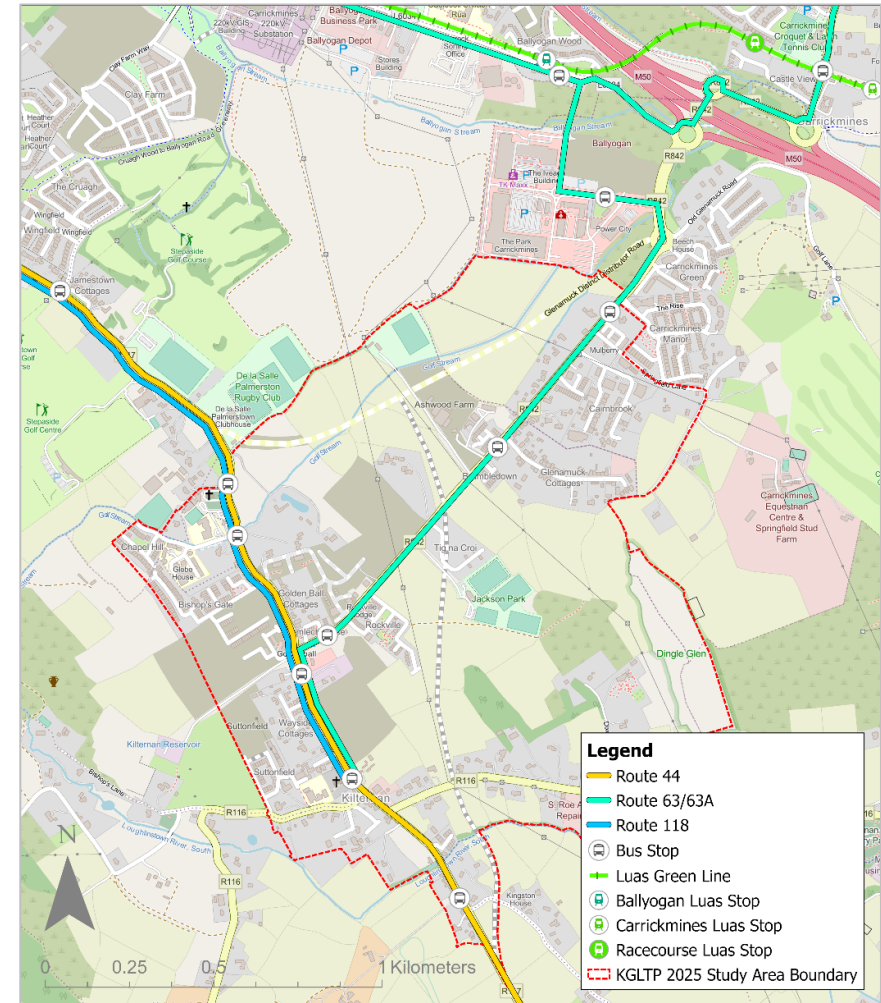


Figure 12-1: Existing Bus Routes and Stops within the KGLTP Study Area.

Source: DBFL.

Table 12-1: Current bus services in the Kiltiernan-Glenamuck Study Area.

Bus Service	Frequency	Origin (Inbound)	Terminus (Inbound)
Route 44 (DB)	60 mins (Mon. → Sun.)	Enniskerry Village (Monastery Rd.)	DCU (Collins Ave.)
Route 63 (GAI)	30 mins (Mon. → Sun.)	Kiltiernan Village (Blue Church)	Dún Laoghaire Stn. (Crofton Rd.)
Route 63A (GAI)	Once Daily (Mon. → Fri.)	Kiltiernan Village (Blue Church)	Dún Laoghaire Stn. (Crofton Rd.)
Route 118 (DB)	Once Daily (Mon. → Fri.)	Kiltiernan Village (Blue Church)	City Centre (Eden Quay)

12.3 BusConnects Dublin

BusConnects is a National Transport Authority (NTA) programme to improve Dublin’s bus services, enhance cycling and pedestrian infrastructure, and transition to a zero-emission bus fleet. The programme includes a roll-out of 230km of priority bus lanes, cheaper fares and better integration with Luas services, DART, Park and Ride facilities and future MetroLink stations.

The BusConnects Network Redesign introduces five different types of route that operate in different ways as follows:

- **Spine Routes:** The closest spine routes to the Study Area are on the E-Spine (*E1 Northwood to Ballywaltrim and E2 Ballymun to Dun Laoghaire*), on the N11, which will be accessible near the Old Bray Road / Cornelscourt via the new L26 operating from Kiltiernan.
- **Radial Routes** are services that operate into Dublin City centre. BusConnects have proposed a radial route 88 from Enniskerry Village to Mountjoy Square that will serve the Enniskerry Road in Kiltiernan Village.

- **Orbital Routes** provide connections between suburbs without having to travel into Dublin city centre.
- **Local Routes** – provide connections to local centres and onward transport connections. Within the Study Area there are 2 no. local routes proposed to start in Kiltiernan Village, the L13 and the L26, as set out in **Figure 12-2**. The L26 will also interchange with the high-frequency Luas Green Line.
- **Peak Only Routes** – provide additional capacity on some key bus routes during peak travel periods but with limited stops to enable passengers to get to destinations quicker. The P13 route from Kiltiernan Village to UCD is due to operate up to 4 times a day.

The BusConnects proposals as they impact within the Study Area directly are summarised in **Table 12-2** and depicted in **Figure 12-2**.

Table 12-2: Frequencies and termini for BusConnects routes.

Bus Service	Frequency	Origin (Inbound)	Terminus (Inbound)
88	60 mins	Enniskerry Village	Mountjoy Sq.
L13	60 mins	Kiltiernan Village	Ringsend
L26	30 mins	Kiltiernan Village	Blackrock Station
P13	4 buses / day	Kiltiernan Village	UCD

The proposed routes in some cases mirror the previous service routes – particularly Route 63 – but with some minor modifications to provide interchange with other public transport and higher peak time frequencies.



Figure 12-2: Map showing the routes of proposed BusConnects services L13, L26, P13, and Radial Route 88. Source: NTA. Map: DBFL.

12.4 Connectivity with Green Line Luas Stations

While there is no Luas stop in the Study Area, the Luas Green Line runs to the north of it. Ballyogan Woods is the closest stop to the Study Area, situated c.1.0km north of the Study Area via the Glenamuck and Ballyogan Roads, approximately a 15-minute walk from the Study Area boundary at the Park Carrickmines and a 33-minute walk from the Golden Ball Junction in Kiltiernan Village.

The Carrickmines Luas stop is only marginally further on foot, at a 20-minute walk from the Study Area boundary and 34 minutes from the Golden Ball Junction, though it necessitates travelling along the busier Glenamuck Road North for the final quarter of the walk.

The L26 service, initiating in Kiltiernan Village and terminating at Blackrock Station, runs close to the Carrickmines Luas stop and began operation in January 2025. This service provides connectivity with Luas and DART stations and with high-frequency, main spine BusConnects services at Cornelscourt. To connect to the Luas Green Line and L27 bus route, public transport users are required to switch at Carrickmines.

A number of respondents to the Issues Paper of the Kiltiernan-Glenamuck Local Area Plan identified the need for more reliable public transport to the Luas lines. The previous chapters outlined proposals for better Active Travel connections to the Luas stations, and the proposed bus gates delivered as part of the Glenamuck District Roads Scheme (*see Chapter 13*) should deliver more reliable services. However, it is acknowledged that there may be a need for more frequent services between Kiltiernan Village and the stations at Carrickmines and Ballyogan to serve future residents as development is rolled out.



Figure 12-3: Bus Connects Services and connections to Luas stops. Source: NTA BusConnects.



“The Luas line is too far for Kiltiernan residents to use it every day and the bus frequency is too low. Increase the bus routes and introduce an express bus from Kiltiernan to Luas stations.”

Submission on Pre-Draft KGLAP)



“Connectivity from the Enniskerry Road to Carrickmines LUAS and extended bus services are very important, in addition to an extensive safe way for pedestrians and cyclists to reach the LUAS and beyond.”

Submission on Pre-Draft KGLAP)

Regarding future upgrades to the Luas Green Line, *GDA Transportation Strategy 2022-2028* measure *LRT9 - Luas Green Line* is intended to deliver significant additional capacity on the Luas Green Line for the Short-Term period of 2022-2030. This will be achieved through the provision of additional fleet and necessary infrastructure to meet forecast passenger demand.

Measure PT1

Scalable Bus services

Work with the National Transport Authority's Service Planning team with a view to increasing bus frequencies serving the Study Area as development is rolled out. Key considerations include:

- Increasing the frequency of the L26 service from a 30-minute headway to a 20-minute headway.
- Reviewing the frequency of the L13, P13 and Orbital Route 88 bus services through such means as Mobility Management Plans and resident feedback.

12.5 Integration with Bus Stops in the Study Area

The roll-out of BusConnects in the short-medium term is expected to provide a suite of related public transport improvements including upgraded bus shelters, Real Time Information as well as accessible kerbing, seating and lighting.

In line with best practice, bus stop provision should be located within reasonable walking distance of residential areas – typically around 640m,

or an 8-minute walk, as per Transport for London's (TfL) guidance document '*Assessing transport connectivity in London*'.

The previous chapter outlined the requirement to provide better pedestrian and cycle permeability from existing and new residential areas to local services and public transport services than is presently the case. Every opportunity should be taken through the masterplanning and development management process to identify and deliver safe and permeable access from new residential development to proposed bus stops.

Measure PT2

Bus Stop Provision and Improvements

Work with the NTA Bus Service planning team to provide improvements such as shelters, seating and live arrival times, where appropriate and feasible, at bus stops within the Study Area.

DLRCC and the NTA Bus Service planning team will also determine the location and siting of new bus stops within the Study Area which:

- Minimise walking distances between residential areas and bus stops.
- Are fully accessible to all users including those with buggies and mobility aids.
- Align with safe, secure and well-lit walkways and crossing points at desire lines.
- Incorporate additional place-making opportunities such as Green Infrastructure (GI) and wayfinding signage where appropriate.

12.6 Kiltiernan Bus Terminus

Kiltiernan Village is proposed to be a terminus for BusConnects routes **L13**, **L26** and **P13** and will require an upgrading of existing bus stop facilities. The Council is working with the NTA to deliver an interim bus terminus close to the Blue Church on Enniskerry Road.

However, there is a recognised need to provide a longer-term dedicated off-road facility that can incorporate bus parking bays, electric vehicle charging facilities and welfare facilities for drivers. This facility would have the additional benefit of freeing up public space on the Enniskerry Road and provide better sightlines from the Ballybetagh Road junction and will be pursued by both DLRCC and the NTA in the short-medium term.

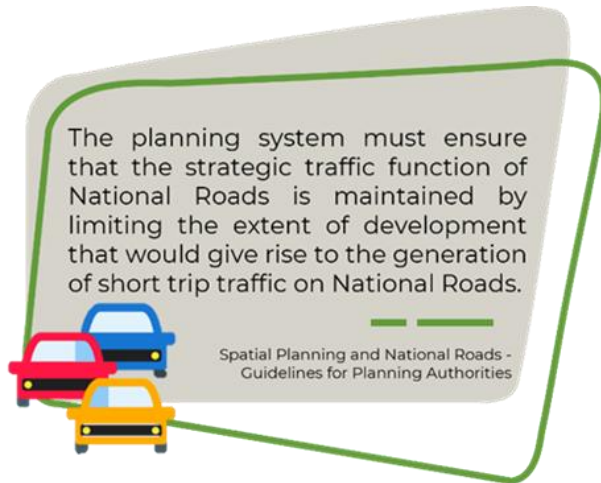
Measure PT3

Kiltiernan Bus Terminus

Continue to liaise with the National Transport Authority with a view to:

- Deliver an interim bus terminus at Enniskerry Road close to the junction with Ballybetagh Road.
- Identify and deliver a dedicated longer-term bus terminus facility that will include bus parking, driver welfare facilities and electric vehicle charge points to support low emission buses.

13 Road and Traffic Management



13.1 Overview

The design and layout of the current road network within the Kiltiernan-Glenamuck Study Area reflects its history as a through route that largely prioritised the movement of private vehicles.

Over the coming years, Dun Laoghaire-Rathdown County Council envisage a significant reduction in the number of through vehicle trips as a result of the Glenamuck District Roads Scheme (GDRS) scheduled for completion in 2026. The GDRS will effectively form a by-pass around Kiltiernan Village, offering the possibility for enhanced place-making and active travel.

This approach is consistent with the hierarchy set out in the *National Investment Framework for Transport in Ireland* (NIFTI) that seeks to deliver carbon-conscience compact growth, by prioritising sustainable and active travel.

This Chapter sets out some of the expected changes and outcomes to the future road network in the Study Area in the short, medium and longer term.

13.2 Glenamuck District Roads Scheme (GDRS)

The Glenamuck District Roads Scheme is currently under construction and due to be completed by mid-2026.

The Scheme is multi-faceted in nature and includes the following;

- The construction of the Glenamuck District Distributor Road (GDDR) that runs close to the northern boundary of the Study Area. The single carriageway road is approximately 1.55km long and connects the Enniskerry Road at the De LaSalle Palmerstown Rugby grounds to the Glenamuck Road South roundabout.
- The construction of the Glenamuck Link Distributor Road (GLDR) that runs close to the southern boundary of the Study Area south of Barnaslingan Lane. The single-carriageway road is approximately 1.8km long and connects the Enniskerry Road with the new GDDR.

- A fully signalised junction where the GLDR ties in with Ballycorus Road.
- An upgrade of the western section of the Glenamuck Road from the Golden Ball junction and the Brambledown housing estate.
- Provision of dedicated footpath and cycle ways throughout the entire length of the scheme.
- Provision of bus-gates at the GLDR / Enniskerry Road junction and on the east arm of the GLDR / Glenamuck Road.

As discussed earlier in the Plan, a key benefit of the overall GDRS and associated bus gates is the significant traffic calming effects on Glenamuck Road East and Kiltiernan Village with corresponding decreases in air and noise pollution.

Bus gates are considered to be a critical traffic management technique necessary as zoned lands are built out. Significant construction activity is currently underway within the Study Area, with a further intensification of development highly likely following the roll-out of the GDRS.

The GDRS will facilitate the enhancement of the existing public realm at the centre of a re-imagined Kiltiernan Village by bypassing a majority of through-traffic, creating safer conditions for walking and cycling and enabling more reliable bus journeys within the Study Area. While the scheme is currently under construction, the Council will continue to seek additional opportunities for site-specific placemaking on the GDRS scheme itself, including:

- Minimising long stretches of blank walls and inactive frontages, and optimising appropriate passive surveillance and lighting at key locations through the development management process.
- Green Infrastructure (GI) including street trees, green walls, and Sustainable Urban Drainages systems (SuDS).
- Toucan crossing facilities that are aligned with the latest Cycle Design Manual.
- Better connectivity between residential areas, proposed greenways, and entrances to playing

pitches and community facilities on pedestrian and cyclist desire lines.

Measure RTM1

Glenamuck District Roads Scheme

Dún Laoghaire-Rathdown County Council will prioritise the timely progression of the Glenamuck District Roads Scheme, comprising the following key components:

- The Glenamuck District Distributor Road (GDDR)
- The Glenamuck Link Distributor Road (GLDR)
- A Bus Gate between the southern end of the GLDR and the Enniskerry Road
- A Bus Gate between the GLDR and Glenamuck Road North
- Upgrades of pedestrian and cyclist infrastructure along Glenamuck Road South, including Golden Ball Junction

DLR will prioritise the development of greater levels of pedestrianization connectivity and maximise opportunities for passive surveillance, lighting, active frontages and landscaping in masterplans and through the development management process.

13.3 Proposed Speed Limits

The speed limit on the GDRS roads is proposed to be 50km/hr, reflecting their function as predominantly a means to facilitate through-movement of private vehicles.

The bypass function of the GDRS provides opportunities to further enhance place-making aspirations in other parts of the Study Area where the place-function can reasonably be expected to be higher.

The reduction of speed limits from the default 50km is therefore required in some areas, especially those areas of high footfall. These include but are not limited to:

- Outside existing schools at Glebe Road and Ballybetagh Road, and at any future school sites.
- Within the vicinity of the future Kiltiernan Neighbourhood Centre.
- Areas where dedicated cycling infrastructure may not be required in the short-to-medium term.

Measure RTM2

Maximum Speed Limits

In line with the recommendations outlined in the 2023 Speed Limit Review and the Active Travel and pedestrian options proposed in this LTP, the maximum speed limits within the Kiltiernan-Glenamuck Study Area will be reviewed and revised as deemed appropriate, as per the points set out below.

A maximum 50km speed shall apply at:

- Glenamuck District Distributor Road
- Glenamuck Link Distributor Road

A maximum 30km limit shall apply to:

- Ballybetagh Road from junction with Suttonfield Estate to Enniskerry Road
- Enniskerry Road from the junction with the Barnaslingan Road to the GDDR
- Ballycorus Road from the junction of the GLDR to Enniskerry Road
- Glebe Road and;
- All other local roads including new residential roads built as part of housing or mixed-use schemes

It should be noted that the 2023 Review recommends the reduction of speed limits to a maximum of 20km in shared space zones and pedestrian priority zones that should be

sought through the development management process.

Further site-specific (*physical*) traffic calming measures will be required throughout the Study Area as part of a self-enforcing mechanism. These include complementary measures such as narrowing carriageways, kerb build outs, zebra crossings and junction tightening as outlined in DMURS.

Measure RTM3

Speed Reduction Measures

In addition to the implementation of revised maximum speed limits (see Measure RT2), the need for further site-specific physical traffic-calming measures will be assessed where required throughout the Study Area, aligning with DMURS standards.

These measures will form a key part of a self-enforcing mechanism for reduced vehicular speeds within the Study Area, and may include, but are not limited to:

- Carriageway narrowing
- Build-out of kerbs
- Improved opportunities to cross
- Junction tightening

13.4 Transition Zones and Gateways

The Design Manual for Urban Roads and Streets identifies the need for Gateways and Transition Zones as a method of traffic calming and signalling the need to reduce speed as a visual cue upon approach to urban areas such as Kiltiernan-Glenamuck. The

A Gateway is used to inform drivers that they are arriving in a town/village environment with an associated reduction in speed limit. Gateway features are easily identifiable elements along the route that signal a change of context. These gateways can be used to influence driver behaviour. In their simplest form they consist of signs and lines. However, they should represent a change of road layout from a rural to an urban environment

The DMURS Supplementary Advice Note suggests the use of inner village gateways – traditionally formed by landmarks such as churches or schools and newer gateways that are typically required as the settlement expands as is the case in Kiltiernan-Glenamuck.

The newer gateways in this instance are identified where footfall is high, or is expected

to be high, and typically require continuous footpaths and traffic calming and road safety improvements as a minimum requirement

DLRCC have identified the need for improved safety measures immediately west of the Suttonfield residential development. Similarly, there is a need to consider reduced speeds near the proposed bus gate by the Barnaslingan Lane / GLDR junction.

A Transition Zone is the zone between a rural environment and a more urbanised one where speed reductions need to occur. This study recommends the consideration of further Transition Zone measures to the south of the Study Area between the more rural environment (currently 80km/hr) and the proposed 50km/hr threshold close to the junction with the GLDR.

A Transition Zone is also recommended on the Ballybetagh Road, between Bishop's Lane and Suttonfield, where sightlines are particularly challenging for motorists, pedestrians and cyclists due to dense old growth foliage and a sharp blind turn south towards Glencullen.

Measure RTM4

Transition Zones and Gateways

Review and assess the need for Transition Zones at the following locations:

- Enniskerry Road / R117 South between Grange Growers and Barnaslingan Lane.
- Ballybetagh Road / R116 between Bishop's Lane and Suttonfield entrance.

Gateway treatments signalling the transition to 30km zones will be implemented at:

- Suttonfield entrance, in tandem with other road safety measures including the provision of better sightlines west of the estate's entrance, as well as a raised table to reduce deter speeding on the approach to Kiltiernan Village.
- Enniskerry Road N., immediately south of de la Salle Palmerston FC / the junction of Enniskerry Road and the GDDR.
- Enniskerry Road S., immediately south of Barnaslingan Lane.

13.5 Junction Improvements

Junction design is largely determined by volumes of traffic and activity. The design of junctions has traditionally prioritised the

movement of motorised vehicles. However, the Design Manual for Urban Roads and Streets (DMURS), adopts a more sustainably balanced approach to the design of roads and streets, with junction improvements included in its efforts to maximise safe and efficient movement of pedestrians and cyclists, as well as all other road users.

At present, many of the junctions in Kiltiernan-Glenamuck are substandard, with designs that make them inaccessible, unsafe and unattractive for pedestrians and cyclists attempting to navigate them. A lack of adequate pedestrian crossings, kerbs or tactile paving, and overly wide corner radii and junction splays make some junctions highly hazardous, especially for more vulnerable individuals such as the elderly and those with disabilities.

13.1.1 Junction Design Principles

As set out in DMURS, designers must take a more balanced approach to junction design to ensure that they are safe for all road users, with a particular focus on ensuring that junctions are fully accessible and inclusive for people who are walking and cycling.

In line with DMURS, the design of any new or retrofitted junction improvements on Regional and Local roads within the Study Area should:

- Provide safe and accessible crossings on all arms.
- Reduce kerb radii, thereby reducing crossing distances for pedestrians and slowing turning vehicles (see **Figure 13-2**).
- Omit left turn slips, which generally provide little extra effective vehicular capacity and are highly disruptive for pedestrians and cyclists.
- Omit staggered crossings. Instead provide direct and single-phase crossings.
- Minimise waiting with pedestrian cycle times as much as possible at signalised junctions.

Critically, junction design should have regard to the context and function of the street.

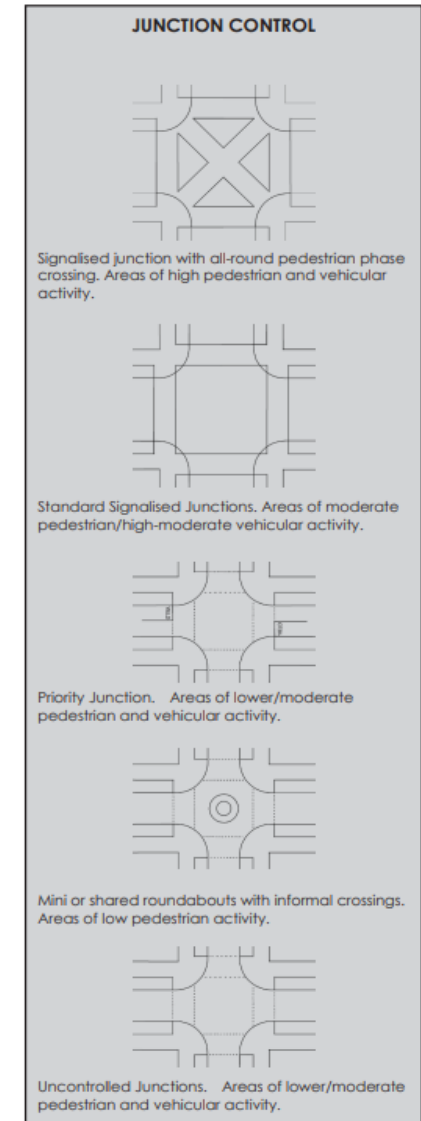


Figure 13-1: General Junction Selection Based on Balancing Needs of All Users. Source: DMURS.

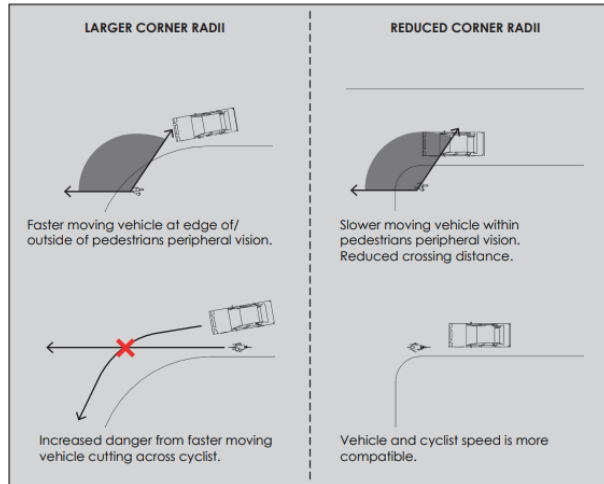


Figure 13-2: Illustration of the Benefits of Reduced Corner Radii on Ped & Cyclist Safety. Source: DMURS.



Figure 13-3: Example of a Side-Entry Treatment including a raised table on the Glounthaune Pedestrian and Cycle Scheme, Co. Cork. Source: DBFL.

13.6 Proposed Junction Improvements

Over the lifetime of this Local Transport Plan, DLRCC will work to undertake a review of existing junctions within the Study Area and ensure compliance with DMURS prioritising areas closer to schools, local services, bus stops and areas of high footfall.

Despite the relatively new housing areas, some local junctions are excessively wide and do not provide an appropriate level of pedestrian and cycle priority and safety. Where possible, these should be addressed through extensions to these estates and/or funded from local development contributions.

All new developments will be required to provide pedestrian priority over local junctions and incorporate measures including, but not limited to:

- Tactile paving
- Footpath widening
- More compact corner radii
- Raised tables / continuous footpaths (see **Figure 13-3**).
- Landscaping and other urban design/placemaking features.
- Sustainable Urban Drainage Systems and other forms of Green Infrastructure.

Measure RTM5

Local Junction Improvements

Undertake a review of local junctions throughout the Plan period, with interventions prioritised as follows:

New Developments

Local junction improvements will be carried out through the development management process and DMURS review for all new development proposals.

Enniskerry Road area

- Ballybetagh Road and Glebe Road as part of Safer Routes to Schools.
- Ballycorus Road junction.
- Barnaslingan Road junction.
- Bishops Gate access.
- Golden Ball Junction (upgrades to be delivered as part of the GDRS).

Glenamuck Road

- Cairnbrook access.
- Glenamuck Cottages access.
- Rockville access.
- Springfield Lane junction.
- Wayside Celtic / Jackson Park access.

Ballybetagh Road

- Suttonfield vehicular access.

13.7 Mapped Road and Traffic Management Intervention Proposals

The key road and traffic management proposals are mapped in **Figure 13-4**. This map includes the Glenamuck District Roads Scheme, and further identifies indicative locations for transition zones, gateways and 30km speed zones.

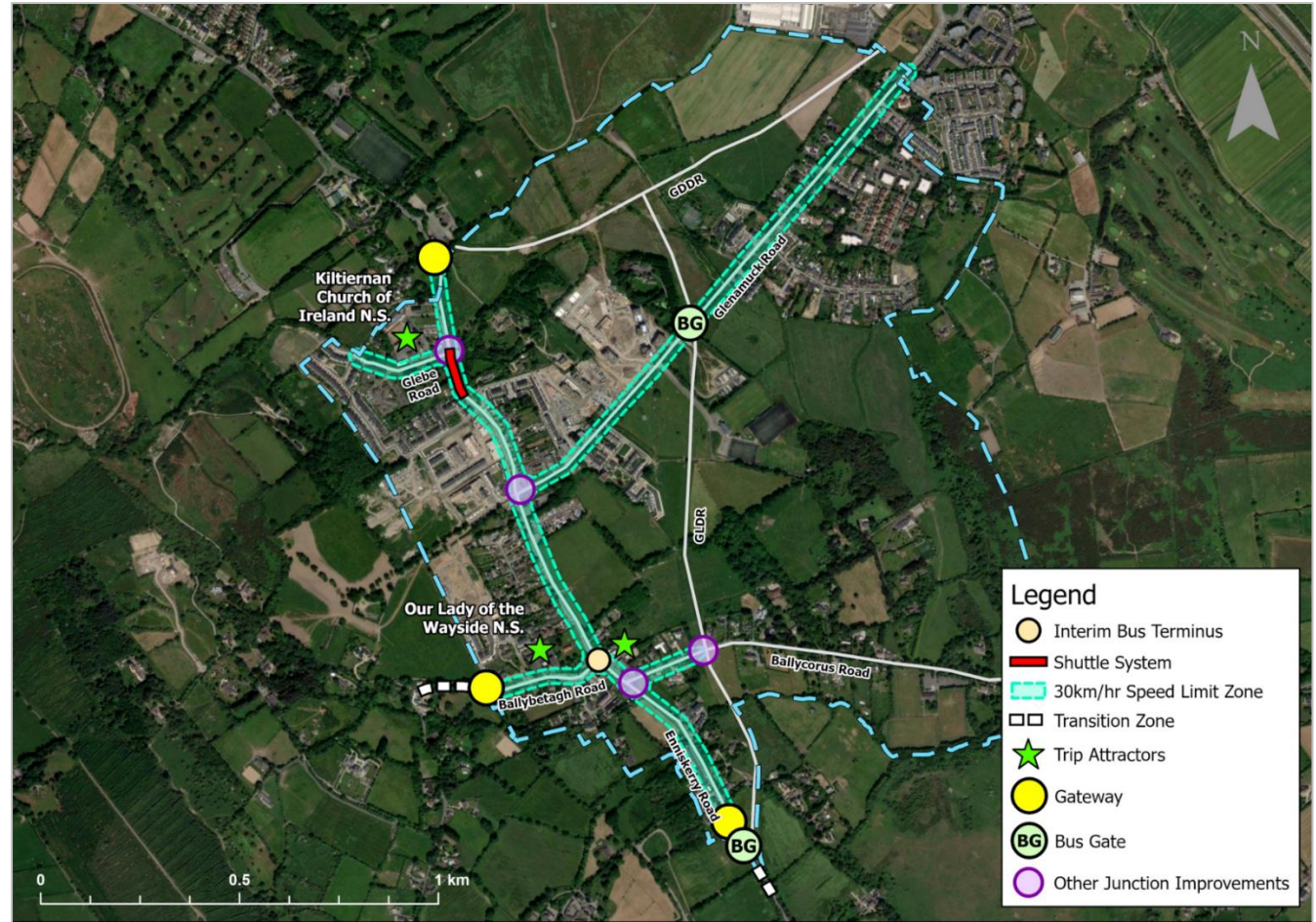


Figure 13-4: Overview of Road and Traffic Management proposals for Kiltiernan-Glenamuck. Source: DBFL.

14 Car Parking Management

14.1 Overview

There has been a shift in recent years to re-examine the role our streets play as places that support a broad range of functions. As areas promote more walkable urban development and prioritise more sustainable travel, they are also reforming their approach to car parking.

The availability of car parking has a critical impact on travel choice for all journeys and has a number of negative impacts on the environment and on our quality of life.

Managing the location, availability and cost of parking is one of the most widely used parking demand management measures and therefore is a key component of any strategy that aims to affect a modal shift toward sustainable travel and reduce car dependency.

Effective parking management helps to improve the public realm, provide space for people to stay and linger, and promote a modal shift towards sustainable travel and reduced car dependency. All parking management policy outlined herein shall also

demonstrate due regard for the needs of all users including those with diverse abilities.

14.2 Public Transport & Parking Standards

There is a long-established relationship between availability of public transport, car parking and impact on travel behaviour. A Transport for London study looked at more than 800 new developments across both Inner and Outer London with varying levels of public transport accessibility and car parking levels applied to the development. The study found that the level of car parking provided in new developments has a substantial impact on the level of car use generated by that development. The Study reached the following conclusions:

1. There is a **strong relationship between public transport accessibility and household car ownership** – as public transport accessibility increases, car ownership in new developments falls.
2. The **more parking provided** by a new development, the more attractive it becomes

to car owning households – i.e. people choose housing that meets their needs.

3. The **more parking provided** by a new development, the **higher the household car ownership level**. Where there is more parking, there are more cars. This was true for all groups and in all areas studied.

4. **Developments with more parking produce more car travel**. People who own cars use them, and people drive their cars frequently at all times of day, including during the busiest peak periods.

In areas that are most accessible to high frequency public transport (*and to local employment, schools and services*) a typical approach is to encourage higher densities within a typical 1km catchment of public transit and car-free or low-car development to mitigate car trips, congestion and associated negative impacts on the liveability and quality of place associated with private car journeys.

This approach is consistent with the recent publication of the Sustainable Residential Development and Compact Growth Guidelines as discussed below.

14.3 Sustainable Residential Development and Compact Settlement Guidelines

The *Sustainable Residential Development and Compact Settlements Guidelines (SRDCS)* for Planning Authorities sets out prevailing national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The *SRDCS Guidelines for Planning Authorities* contain several transport-related policies relevant to the development of car parking standards, set out according to the area and density of the settlement in question (see **Figure 14-1** and **Table 14-1**).

The Study Area shows characteristics of both Accessible areas in northern parts of the Study Area closer to the Green Line Luas and more Peripheral Areas elsewhere. The approach to the management should reflect the proposed improvements in the Active Travel Network (including permeability measures), the alternatives to private car ownership outlined elsewhere (including car clubs) and the likelihood

of improvements to the public transport network in the future.

BusConnects route L26 is due to operate at a 30-minute frequency from Q1 2025. The LTP proposes improvements to the service frequency in the future in line with projected growth in the LAP area. Parking standards for Kiltiernan-Glenamuck should therefore reflect this and align with the SRDCS Guidelines for Planning Authorities for Accessible Areas to embed sustainable travel habits from the outset.

City - Centre
The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods ⁶ , are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.
City - Urban Neighbourhoods
The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations ⁷ , (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) - all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.
City - Suburban/Urban Extension
Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development ⁸ . It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

Figure 14-1: National Guidelines pertaining to car parking standards for Dublin. Source: DoT.

Table 14-1: Residential Parking Standards for the five cities as set out in Specific Planning Policy Requirement 3 of the SRDCS for Planning Authorities.

Land Use Category	Max. Car Parking Spaces per Unit
City Centre / Urban Areas	1 per Dwelling
Accessible Areas (Urban Neighbourhood)	1.5 per Dwelling
Peripheral Areas (Suburban / Urban Extension)	2 per Dwelling

Measure PM1

Residential Car Parking Standards

Residential Car Parking Standards for Kiltiernan-Glenamuck LAP area will:

- Align with the provisions of the *Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities* which specify maximum standards only where such provision is justified to the satisfaction of the Planning Authority.
- Monitor and revise parking standards in line with future amendments to the public transport network and/or updated policy guidance.



14.4 Non-Residential Car Parking

When well-designed and carefully managed, car parking can add to the vitality of communities by supporting commercial activities through the generation of pedestrian activity and passive surveillance and can enhance accessibility for those with disabilities or mobility impairments.

However, the over-provision or lack of management of parking can present a high risk of conflict with sustainable transport objectives. It can contribute to large amounts of search traffic as drivers circulate looking for available parking, contributing to congestion and pollution and road safety issues.

Furthermore, Section 12.4.5.4 Destination Parking of the current *DLR County Development Plan 2022-2028* states that it is a policy of the Planning Authority to restrict car parking provision in particular for employment and retail developments as well as educational and leisure type facilities in accordance with the standards set out in Table 12.5 of the *County Development Plan*.

It is acknowledged that there will be a demand for the provision of dedicated off-street parking for non-residential uses in the Study Area to support proposed mixed-use

development, education and sporting facilities and places of worship. Where provided, these will be permitted in accordance with the provisions outlined in the DLR County Development Plan Standards 2022-2028 (including that of electric vehicle parking requirements) which specify maximum standards, and seek to integrate with other proposals, measures and objectives outlined in this LTP relating to Park and Stride and Mobility Points – see PM 3.

The Council will take a pro-active area-based parking approach that seeks to consolidate long-stay parking in off-street areas to facilitate reallocation of public space to provide the necessary upgrades to public space, footpath enhancement, tree planting, road safety and active travel improvements.

Proposals for area-based off-street parking should seek to incorporate existing on-street parking where feasible, particularly around schools and sports facilities for road safety and active travel reasons. Proposals for commercial parking should seek to promote high quality building lines and active frontages to the street where possible to prioritise pedestrians and improve surveillance in a manner consistent with DMURS.

Where permitted, the design of forecourt parking should not impede pedestrian and cycle movement. Efforts should be taken to reduce the visual impact of car parking and include proposals to reduce surface run-off and support Sustainable Urban Drainages (SuDs) systems such as grasscrete solutions – already in evidence at the Church of Ireland site on Enniskerry Road. Proposals for parking must include provision of short-stay and long-stay cycle parking for visitors to the site in accordance with the minimum levels and principles set out in DLR's *Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018)*.

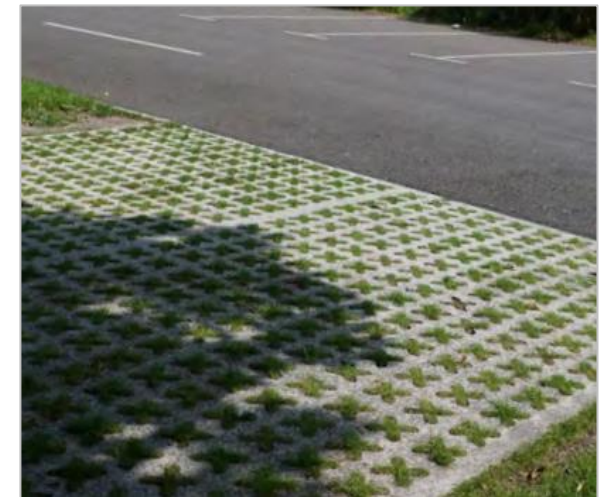


Figure 14-2: Surface Car-Parking with Grasscrete in Kiltiernan Parish Church. Source: DBFL.

Measure PM2

Non-Residential Car Parking

Take an area-based parking approach to the provision of non-residential parking that will;

- Restrict and minimise car parking provision in particular for employment and retail developments as well as educational and leisure type facilities (destination parking) in accordance with the standards set out in Table 12.5 of the County Development Plan.
- Discourage the use of on-street parking for long-stay purposes such as commuter parking;
- Support a hierarchy of parking need in mixed-use areas, prioritising the needs of disabled users, Age Friendly users, and short-stay shopping
- Ensure that the design and layout of parking facilities does not impede pedestrian and cycle desire lines to entrances to shops and local services.
- Reduce the visual impact of surface car parking through the masterplanning process;
- Provide Electric Vehicle Charging points in accordance with DLR County Development Plan Standards
- Require the implementation of Green Infrastructure measures such as landscaping and grasscrete to reduce surface water run-off;
- Require minimum levels of visitor cycle parking levels and quality design in accordance with DLR's cycle parking design standards.

Did you know?

Following the introduction of mobility hubs in 2019, the city of Bergen saw an increase of approximately **70% in car sharing usage**. By redistributing street space from private cars to cycling, walking, play and social activities, the city aimed to improve quality of life for large groups of people in their urban areas.

CoMoUK, 2022.



14.5 Mobility Points

Mobility Points are small-scale, typically on-street interventions entailing the co-location of sustainable transport measures near public transport stops.

At a minimum, Mobility Points are typically collocated with bus stops, cycle parking and car club spaces but can be expanded to include E.V. Charge Points, wayfinding, shared bike schemes, disabled car spaces and seating.

Some Local Authorities in Ireland, such as Fingal County Council, have begun implementing Mobility Points as a means to promote a highly visible array of transport options in areas of high footfall such as in town and village centres.



Figure 14-3: Mobility Point at Main Street, Blanchardstown comprising of age-friendly, disabled, electric vehicle charging bays cycle parking and car sharing. Source: Fingal County Council.

This LTP recommends that a Mobility Point be considered for a location close to the proposed Neighbourhood Centre at Kiltiernan Village. The availability of a car club bay enables the provision of a vehicle for those that may wish to use a car occasionally without owning one and may reduce the need for a second family car.

Where appropriate, mobility points may be considered elsewhere within the Study Area in dedicated off-street parking facilities that are highly visible and accessible to the general public.

Measure PM3

Kiltiernan Village Mobility Point

Liaise with relevant stakeholders to establish the feasibility of providing an on-street Mobility Point for Kiltiernan Village. At a minimum, a Mobility Point should be highly visible and easily accessible to the public and include consideration of;

- Bus stop provision.
- Cycle parking.
- Car club bay and vehicle.
- EV Charging bays (EVCP).
- E-mobility shared bikes/ scooters.
- Proximity to local services.
- Parcel collection points.

15 Supporting Measures & Demand Management

15.1 Overview

Supporting measures will be essential to the creation of physical, social, and cultural environments where walking, cycling and public transport are attractive alternatives to the private car. This Chapter provides Supporting Measures to build upon recommendations made in **Chapters 9 to 12**.

15.2 Behavioural Change

Behavioural change, as it applies to transport, is about making people aware of the range of travel choices available for trips which they make on a daily basis and encouraging the use of more sustainable modes where feasible, as alternatives to single occupancy private car use.

They can be implemented at various locations and scales, e.g., workplaces, schools and neighbourhoods. They comprise a highly personalised approach aimed at engaging a group of people, making them think about their travel choices, providing them with full

information, and encouraging and incentivising the use of alternatives.

Aside from Safe Routes to School (SRTS) which is discussed in Chapter 9, behavioural change programmes for younger people can include:

- Active Flag Programme
- Green Schools



Green-Schools

 An Taisce

15.2.1 Active School Flag Programme

The Active School Flag (ASF) Programme is a Department of Education initiative supported by Healthy Ireland, and part of the National Physical Activity Plan.

The ASF initiative provides schools with a framework to guide, support and incentivise them to work towards achieving a physically educated and physically active school community. Once awarded, ASF remains valid for a period of 3 years, after which time schools are invited to re-engage with the process.

Within the LAP area, Our Lady of The Wayside NS has been awarded its 3rd Flag under the 2023/2024 programme. Kiltiernan Church of Ireland Primary School has not been involved in the ASF programme as of 2024.

15.2.2 Green Schools

Green Schools is a long-term environment education and awareness programme where schools, including the wider school population, contribute to the sustainable development of their County for both current and future generations.

Our Lady of The Wayside NS has received the four Green School flags in the area of Litter and

Waste, Energy, Water and Travel. When completing the Travel flag in 2018, the school used initiatives such as “March on Máirt” to increase the number of students walking, cycling, using public transport or carpooling to school. To do this, the school arranged with the Golden Ball to allow children to ‘Park and Stride’ one day a week.

Kiltiernan Church of Ireland Primary School also continues to work for Green Schools flags. Most recently, the school was awarded the Global Citizenship Marine Environment flag.

Measure SM 1

Green Schools and Active Schools

Engage with any schools within the LAP area that have undertaken a Green Schools Audit.

An audit would typically include:

- Front of School Audit
- Gap analysis of existing infrastructure on-site e.g., sheltered and secure cycle or scooter parking

DLRCC will also encourage all schools within the LAP area progress the continuation and expansion of the Active School Flag Programme.

information, and encouraging and incentivising the use of alternatives.


Travel Plans can help encourage behavioural change, making people aware of the range of travel choices available for the variety of trips which they make on a daily basis and encouraging the use of more sustainable modes where feasible, as alternatives to single occupancy private car use.

Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 requires a Travel Plan for all developments that generate significant trip demand, as per **Policy Objective T18: Travel Plans**. This Travel Plan must seek to reduce reliance on car-based travel and encourage more sustainable modes of transport over the lifetime of a development.

According to the DLRCDP, developments that require Travel Plans include those that meet one or more of the following thresholds, which are set out in *Appendix 3: Development Management Thresholds* of the *County Development Plan 2022-2028*.

St Ernan’s N.S.
Westmeath

Travel surveys carried out by the Green Schools Travel Officer showed great progress from various initiatives to encourage use of sustainable modes of transport to & from St Ernan’s N.S. The results saw walking to school rise from **16% to 60%**, cycling from **0% to 7%** and car use dropping from **80% to 24%**.



Source: Green Schools Ireland

15.3 Travel Plans

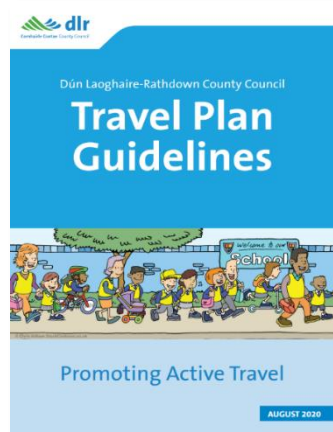
Travel plans are long-term management plans aimed at promoting and delivering sustainable transport objectives through positive action, formulated in a Travel Plan document that is regularly reviewed.

They can be implemented at various locations and at varying scales, e.g., workplaces, schools and neighbourhoods. They comprise a highly personalised approach aimed at engaging a group of people, making them think about their travel choices, providing them with full

15.3.1 School Travel Plans

In all cases, a School Travel Plan should be provided with an application for any school development within Kiltiernan-Glenamuck, in order to encourage healthy and environmentally sustainable travel choices. Dún Laoghaire-Rathdown County Council provides a guidance document on completing a School Travel Plan (*Travel Plan Guidelines, 2020*).

Both public consultation feedback and the current County Development Plan Map highlight the need for a future school within the KGLTP Study Area, making School Travel Plans a highly relevant Supporting Measure.



15.3.1.1 School Improvements

In order to guarantee the safety of students, parents and staff during their daily school

commutes, a strategic suite of improvements is necessary along key sections of Kiltiernan-Glenamuck's transport network. These improvements will aim to improve access routes to school by improving walking and cycling infrastructure.

This LTP specifically recommends the implementation of measures at Our Lady of The Wayside N.S. and Kiltiernan Church of Ireland N.S. Interventions could include:

- Creating School Zones: Restricting vehicular traffic during school opening and closing) near both primary schools.
- Provision of bike bunkers and other forms of secure and sheltered bicycle parking in schools within the Study Area.
- Delivery of protected walking and cycling and permeability links within 1km radius of schools.
- Realignment of roads to facilitate traffic calming.
- Toucan / Zebra Crossings and surface colour treatments.
- Junction upgrades (e.g. provide crossings and reduce corner radii)

Should any additional schools be developed within the Study Area during the Plan period, it would be expected that the measures outlined above would likewise be implemented on the surrounding road network to facilitate safe school commutes there also.

See Chapter 9 and Chapter 10 for detailed walking, cycling and permeability recommendations in the vicinity of schools.

15.3.2 Residential Travel Plans

A Travel plan is required for developments in Kiltiernan-Glenamuck which have 100 residential units or more. Residential Travel

Measure SM 2

School Travel Plans

Encourage all existing schools within the Kiltiernan-Glenamuck area produce School Travel Plans in order to help plan travel to and from school in the interest of improving road safety and encouraging the use of sustainable travel modes (*walking, cycling and public transport*).

Should any additional schools be developed within the Study Area during the Plan period, DLRCC will ensure that School Travel Plans are produced.

Plans are long-term plans for residential developments aimed at reducing the overall number of car trips and encouraging the use of sustainable modes of travel. This could include measures to encourage cycling and walking to work, education and recreational activities, providing secure and sheltered bicycle parking, and providing bike share and car sharing opportunities.

15.3.3 Workplace Travel Plans

Workplace Travel Plans, also known as Mobility Management Plans, comprise a package of measures to promote / support sustainable travel patterns for employees. Dún Laoghaire-Rathdown County Council note the following as key benefits of Workplace Travel Plans:

EMPLOYER BENEFITS:

- Healthier less stressed workforce and reduced sick leave
- More motivated and productive workforce
- Improved travel choices for staff
- Reduced costs and demand on car

EMPLOYEE BENEFITS:

- More travel choices and cheaper travel
- Better cycling facilities
- Healthier lifestyle and less stress

- More flexible work practices

COMMUNITY BENEFITS:

- Reduced travel congestion and improved air quality
- More information of travel choices
- Improved journey times
- More cycle parking



Given that there are no significant employers within the LAP area, this LTP recommends the Park, Carrickmines and other employers in the vicinity develop Workplace Travel Plans.

Measure SM 3

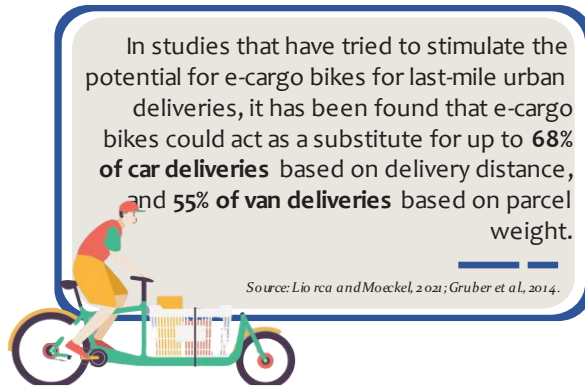
Mobility Management Plans

Ensure that future developers in the Kiltiernan-Glenamuck area will include Travel Plans in planning applications for developments that meet one or more of thresholds outlined in *Appendix 3: Development Management Thresholds of the County Development Plan 2022-2028*.

15.4 Micromobility & Shared Schemes

More recent innovations to the city mobility toolkit include e-bikes and other forms of micromobility including scooters and e-scooters. These are increasingly popular, but to date remain largely in private ownership. Given recent changes to legislation, both of the above are highly likely to become increasingly significant elements in the shared mobility systems network.

Provided that 56% of all trips in Ireland are 6km or less (*CSO National Travel Survey 2019*) there is undeniable potential for micromobility to enable more convenient and more flexible local mobility.



15.4.1 Shared Bike Schemes and E-Mobility

It is a policy of Dún Laoghaire-Rathdown County Council to support the provision of bike rental services (*pedal, e-bike and other powered vehicles*) across the County as per CCDP 2022-2028 **Policy Objective T15: Bike Rental Schemes**. Dún Laoghaire already have a number of schemes available, including BleeperBike, Zipp Mobility, Moby Bikes, and most recently Bolt.

Expanding the availability of bike rental schemes will promote more liveable towns through the provision of healthier modes of transport. Bike sharing schemes offer transport flexibility and convenience, and

visibility, which can further help promote a culture of cycling.

The provision of shared, dockless bikes between Kiltiernan-Glenamuck and the Ballyogan and Carrickmines Luas stops may boost multi-modal sustainable travel and provide a convenient alternative to travelling by car for longer distance trips.

Bleeper additionally offer private e-bike schemes for individual organisations. The schemes include e-bikes, e-cargo bikes, standard bikes, bike maintenance and liability insurance for a monthly fee.

E-bikes have scope to significantly widen the KGLTP catchment area for commuting, and often require less end-of-trip facilities in terms of showers and lockers. Similarly, e-scooters are likely to become an increasing popular part of the mobility mix both for personal and shared use. E-scooters can facilitate linked trips with public transport where walking distances and conditions may be restricting.

Cargo bike schemes cater for a variety of uses, such as deliveries, street vending or carrying children or pets. E-cargo bikes can play a major role in reducing commercial vehicle use,

particularly for shorter delivery trips and in dry conditions, as summarised in a [study](#) of a 2021 trial in Dún Laoghaire that enabled local businesses to access e-cargo bikes at a discounted rate for 6 months as a delivery alternative to the van or car.

This LTP therefore recommends that e-cargo bikes shall be made available to existing and future businesses within the Kiltiernan-Glenamuck area for deliveries, alongside behavioural programmes, to help provide cargo bike riders with the training required to pilot the bikes in all conditions.

Measure SM 4

Micromobility and Shared Schemes

Work with the developer / landowner, bike rental companies and car club companies to:

- Establish availability of e-bike, e-cargo bike, and e-scooter scheme(s) in the Kiltiernan-Glenamuck area
- Proactively ensure careful siting of dedicated e-bike and e-scooter parking areas at key destinations that do not inhibit pedestrian movement (e.g. open spaces, bus stops, immediate front-of-school, etc.)

15.4.2 Car Clubs

It is a policy of Dún Laoghaire-Rathdown County Council to support the establishment and operation of car sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.

Public car sharing is a model of car rental where people rent cars for short periods of time. They are important in urban areas in facilitating car-free or low-car developments. They are particularly attractive to customers who make only occasional use of a vehicle or are reconsidering the need for a second car.

Car sharing schemes can reduce the number of cars on the road and free up land traditionally used for parking spaces. Participation in such schemes can often be more cost effective than owning a private car. Vehicles provided by car clubs are often new and thereby greener and more environmentally friendly than private cars, which on average tend to be older.

A limited number of GoCar Bases are situated near Kiltiernan-Glenamuck, with the nearest being located at the Park Carrickmines, and the second closest situated in Stepside Village.

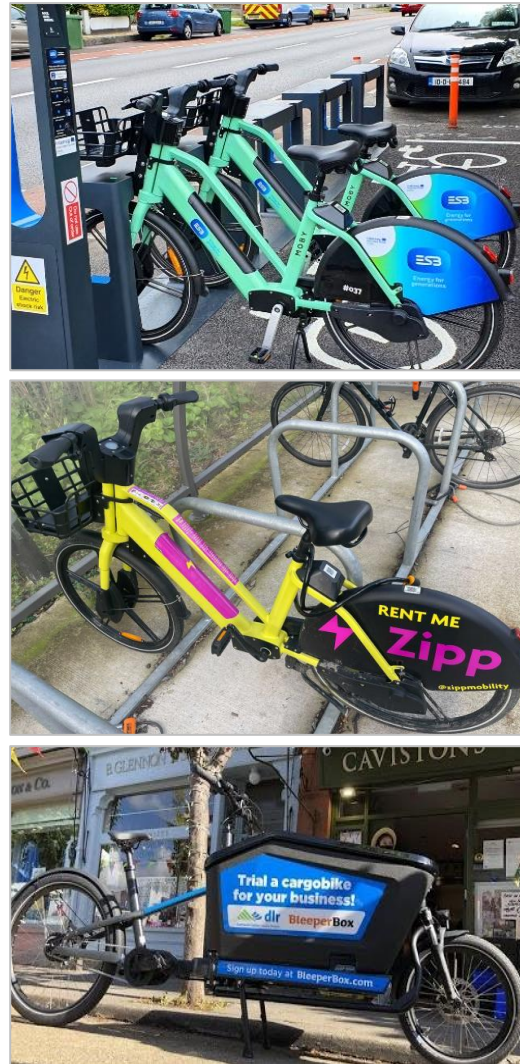


Figure 15-1: Moby Bike & Zipp Bike Rental Schemes. Bottom image - DLRCC / BleaperBikes Cargo Bikes.



Figure 15-2: Examples of Wayfinding in Dún Laoghaire.

15.5 Wayfinding

Wayfinding, or legibility, relates to how easily people can find their way around an area. For pedestrians and cyclists this is of particular importance as they are more likely to move through an area if the route is clear.

Lack of awareness of routes and distances to destinations can be a barrier to walking and cycling for tourists/visitors, and for those with intellectual or cognitive disabilities.

DMURS provides guidance on wayfinding, as well as several wayfinding techniques such as visual cues (*i.e. landmarks*), surface treatments, lighting, sight lines and, where appropriate, signage. It is important that wayfinding techniques do not contribute to street clutter.

Measure SM 5

Wayfinding

Liaise with the NTA to ensure that a consistent wayfinding system will be introduced and maintained across Kiltiernan-Glenamuck's transport network.

15.6 Universal and Inclusive Design

The accessibility of the public realm for all individuals is essential. The principles of Universal Design should be followed in the design of the public realm and streetscape throughout Kiltiernan-Glenamuck. Universal Design is the design of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability, including physical, cognitive and sensory.

Transport is aimed at serving all sectors of society and people's access to opportunities to work, get an education or partake in other activities should not be compromised by the design of the transport environment. The '8 to 80 Cities' concept is centred around the idea that if our streets and places can be used safely and enjoyed by people from 8 to 80 years old, then it will benefit everyone, from an 8-year-old cycling to their local park to an 80-year-old walking to their local shop.

The features of universal design in the built environment are all encompassing and can include high-quality footpaths, tactile paving, dropped kerbs, sufficient provision of places to rest, public toilets, a reduction in street clutter, shade and shelter, a reduction in conflict between modes, etc.

The idea of accessibility in public space also broadens to include people who are neurodiverse, such as those with autism, or have a cognitive impairment, such as dementia. Aspects of public realm design that should be considered to make it more accessible to all include clear wayfinding, legible and permeable street networks, clear sightlines, contrasting pavement materials,

good quality lighting, soft landscaping, and/or calm and quiet place to pause such as a sensory garden.

National guidance documents such as DMURS and the National Disability Authority's (NDA) *Centre for Excellence in Universal Design* should be used to ensure that Kiltiernan-Glenamuck's existing and future road network and active travel infrastructure are – and remain – accessible to all.

Measure SM 6

Accessibility

Ensure that all streetscape, public realm and active travel improvements are fully accessible for all. The following guidance in particular should be referred to:

- *Design Manual for Urban Roads and Streets (DMURS)*
- *Centre for Excellence in Universal Design (National Disability Authority)*
- *Age-Friendly Ireland*
- *Safe Routes to School*
- *Child Friendly Cities & Communities Handbook*

It is also important for our public spaces and transport networks to be designed in such a way as that they are inclusive and welcoming

of all individuals, regardless of age, gender, sexuality, or ability. There are many initiatives and policies promoted nationally including *Travelling in a Woman's Shoes*, the *Healthy Streets Approach*, *Age-Friendly Ireland*, and the *Child-Friendly Cities Initiative*.



Figure 15-3: A well-lit accessible taxi rank with seating. Source: Centre for Excellence in Universal Design.

Our public realm and transport network is not neutral and is often a contested space. For example, women and men have different mobility realities. Global research by organisations such as the UN show that women tend to have more complex patterns of mobility characterised by trip chaining (making numerous small trips as part of a larger journey, such as running errands and buying

groceries on the way to work) and caregiving duties.

Personal safety is the most widespread concern for women when travelling. Women worry about their safety when travelling alone, at night, waiting in or moving through empty/isolated locations and in poorly lit or overcrowded transport spaces.

Measure SM 7

Safety in Public Spaces

Ensure that for future developments in the Kiltiernan-Glenamuck area, streetscape and public realm proposals follow the principles of Universal Design. Dún Laoghaire-Rathdown County Council will also consider the following elements to improve the safety of public spaces:

- High-quality lighting.
- Active ground floor frontage.
- Legibility and wayfinding (*clear sightlines*).
- Co-design with local community groups where possible.

15.7 Street Art

Street art can contribute to the production of a high-quality street environment for pedestrians and cyclists. Murals and paintings can add meaning to towns and cities and can reflect the local culture by producing unique landmarks.

For instance, the artist of the 'Bookshelf' mural painted in Utrecht (Netherlands) asked local residents about their favourite book, which resulted in a painting with 49 book covers in seven different languages. This mural is now synonymous with the street as painted footsteps, painted games on footpaths, and murals on railway bridges etc.

Measure SM 8

Public Art

Work with local community groups / artists to introduce colour and street art where feasible throughout the Kiltiernan-Glenamuck area, in particular around Kiltiernan Village and as an element of the future Neighbourhood Centre.



Figure 15-4: Mural on Amsterdamsestraatweg in Utrecht, Netherlands. Source: MMC/DBFL.

15.8 Sustainable Urban Drainage Systems (SuDS)

Sustainable Urban Drainage Systems (SuDS) and other Nature Based Solutions (NBS) – such as urban forests, habitat preservation, street trees and green buildings – can play a significant role in the ongoing sustainable development of Kiltiernan-Glenamuck. Recent research has explored how NBS can mitigate carbon emissions, reduce urban sprawl,

promote environmentally-friendly behaviour, provide a cooling effect in summer, and sequester carbon.

The KGLTP recommends that Nature Based Solutions, especially SuDS, be introduced wherever possible as part of future developments within the Study Area. The attractiveness of street trees and SuDS can provide an incentive for people to walk or cycle to their destinations. SuDS also reduces the risk of flooding and improves the quality of water that enters our watercourses.

As a broad term, there are numerous features that could be classed as SuDS, such as rain gardens, planters or large ponds. These features rely on surface water flows being directed into the areas of planting where the water is absorbed by soils, irrigating plants before being dispersed back into the air. SuDS also add significant value to communities, providing cleaner air, enhancing biodiversity, and creating more visually appealing green spaces.

Urban environments often limit the space made available for natural habitats, flora and fauna, resulting in a negative impact on biodiversity and increasing the pressure on

balanced environments. SuDS measures have the capacity to mitigate these impacts.

The NTA's advice note *for Greening and Nature-based SuDS for Active Travel Schemes* provides inspiration on potential SuDS interventions, as well as practical information in relation to dimensions, planting, common challenges, and potential solutions.

As an urban environment, SuDS need to be considered in Kiltiernan-Glenamuck to provide Green Infrastructure connections to Green Infrastructure Corridor 4 – Dún Laoghaire to the Mountains, and Corridor 6 – Gateway Parks.

As both the Loughlinstown River and Golf Stream pass east through the Kiltiernan-Glenamuck, there are opportunities to integrate SuDS interventions in future developments with these existing watercourses.

SuDS can also enhance placemaking measures and be used to mitigate the impacts of climate change.



Figure 15-5: Before and After the installation of a Rain Garden at Green Lane / Pollerton Road, Carlow.

Appendix 7: Sustainable Drainage System Measures of the DLR CDP 2022-2028 sets out the SuDS requirements for developments. Additionally, proposals for green roofs must meet the requirements set out in Appendix 7.2: Green Roof Policy.

15.8.1 General Interventions

General nature-based interventions include, but are not limited to:

- Creating linear **Rain Gardens** or Bioswales to improve surface water management whilst performing other functions such as amenity, reduced pollution, and improved biodiversity.
- **Planting trees** of suitable species, size and form.
- Considering **reinforced grass** on on-street car parking spaces.
- Consider also **Green Roofs** or **Blue Roofs** on residential developments to manage rainwater run-off.
- Encouraging selection of species for seasonal interest and in support of the '**All-Ireland Pollinator Programme**'.
- Considering **Green Walls** where screening of unsightly structures or spaces is required.
- Incorporating **hanging baskets**, on streetlights and / or shop fronts where suitable, for colourful seasonal displays.
- Consider **Community Woodlands / Forest Gardens**. Unused grass spaces and difficult to manage banks can be utilised as community owned and managed woodlands that add interest to residential areas. Trails through these woodlands /

gardens can create a range of opportunities for communities.

- Including **raised planting beds** with integrated seating (*parklets*), particularly in areas where it is necessary to incorporate underground services.



Figure 15-6: A Parklet along Sallynoggin Rd. in Dún Laoghaire. Source: Dún Laoghaire-Rathdown County Council.

- Consider **Wildflower Meadows** within developments throughout Kiltiernan-Glenamuck. Otherwise, unused mown grass areas can instead become interesting and colourful community spaces that are full of wildlife. Mown paths and break-out spaces invite people to wander and rest throughout them. They also contribute to reducing the carbon

footprints of residential developments, reducing water runoff and grass maintenance costs, and facilitating natural play and recreation.

- Lastly, other **Biodiversity Enhancement Features** should also be considered, such as nesting boxes for birds, bee banks, and bug hotels. These have social benefits for health and wellbeing and can increase civic pride among communities. Environmental benefits include providing habitats for wildlife, raising environmental awareness, and engaging in specific conservation measures.



Figure 15-7 The Dunkettle to Carrigtwohill Cycleway Scheme, with SuDS in the form of a pollinator corridor. Source: Cork County Council.

Measure SM 9

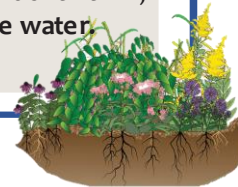
Sustainable Urban Drainage Systems

Dún Laoghaire-Rathdown County Council will ensure that the appropriate SuDS elements will be incorporated into any future development within the Kiltiernan-Glenamuck area.

Did you know?

Rain gardens are effective in removing **up to 90% of pollutants** and chemicals and **up to 80% of sediments** from the rainwater runoff. Compared to a conventional lawn, rain gardens absorb **30% more water**.

Source: The Groundwater Foundation.



Part C

Implementation



16 Transport Modelling Assessment

16.1 Overview

In order to validate and sense-check the Preferred Options for the Kiltiernan-Glenamuck LTP, a multi-tiered hierarchical modelling framework was employed. This approach aimed to quantitatively and qualitatively assess and appraise the transport environment impacts and changes resulting from the LTP proposals.

The NTA's **Eastern Regional Model** (ERM) was the primary modelling tool used and provided the overarching information on forecast travel demand for each mode of transport. As requested by DLRCC, the ERM was also supported by several **Local Junction Models**.

The traffic and transport impact assessment for the Kiltiernan-Glenamuck LTP was undertaken in accordance with latest guidance, including:

- NTA's and TII's ABTA 'How-To Guide' Guidance Document (2021)
- 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA 2022)

- 'TTA Guidelines' (TII 2014)
- Cycle Design Manual (NTA 2023)
- Project Appraisal Guidelines (TII 2016)

The assessment considered both means of travel and the Objectives of the Kiltiernan-Glenamuck ABTA. As such, the following modes of transport were considered:

- Pedestrians
- Cyclists
- Public Transport (Light Rail and Bus)
- Parking
- General Traffic

The Transport Modelling Assessment assumed the following scenarios:

- **Existing Baseline Conditions (2024):** The existing baseline scenario was used for the non-modelling-based metrics which rely on qualitative, or provision-based assessments.
- **Future 'Do Minimum' Scenarios:** These are future year models developed without the Strategy's proposals. Typically, a 'Do Minimum' model includes any known permanent

improvements or changes to the road or public transport network that have taken place, been approved, or are planned for implementation. These models are important to form the reference case by which to compare the 'Do Strategy' scenarios.

- **Future 'Do Strategy' Scenarios:** These are future year models developed with the Strategy's proposals on top of 'Do Minimum' conditions. The assessment years were 2028 (post-GDRS Opening Year) and 2042 (aligning with GDA Transport Strategy).
- All future scenarios consider expected future population growth within the Kiltiernan-Glenamuck Local Area Plan area, as set out by future growth estimates provided by DLRCC's planning team.
- To account for the likelihood of a percentage of the population working remotely in future, the modelling process also incorporates an additional variation into its base model.



16.2 Summary of Key Modelling Findings

The results of both the Eastern Regional Model and Local Junction Modelling are summarised below.

Overall, the delivery of the transport proposals and measures set out in the Local Transport Plan is expected overall to positively impact Kiltiernan-Glenamuck’s transport network and environment over the lifetime of the Plan, with no significant negative impacts expected across the Study Area as a result of these measures being implemented.

16.2.1 Eastern Regional Model (ERM)

The ‘Do Strategy’ modal split in the Kiltiernan-Glenamuck Study Area for the years 2024, 2028, and 2042 has been extracted from the ERM model, and is presented in **Table 16-1**. A variation of this analysis was done considering a Working from Home (WFH) scenario, of which accounts for approximately 7%.

The results show an overall increase in Active Travel, increasing from 24% in 2024 to 29% by 2042 in the standard scenario. The second scenario, factoring in WFH, shows a similar upward trend, growing from 25% in 2024 to 28% by 2042.

The modal share of Public Transport use is also seen to increase slightly across future years, from 19% to 20% by 2028. For the WFH scenario, the initial 17% figure for 2024 rises to 20% of users in 2028, but decreases slightly to 19% by 2042.

The modal share of Private Vehicles is seen to decrease overtime by approximately 7%, or 6% when factoring in the Working from Home scenario.

Finally, the percentage of individuals Working From Home within the Kiltiernan-Glenamuck Study Area is shown to remain at a constant 7% from 2024 out to 2042.

Table 16-1: Modal split for trips generated in Kiltiernan-Glenamuck (24hr).

Kiltiernan-Glenamuck Modal Split (typical 24-hour period)						
Mode	2024	2024 (WFH)	2028	2028 (WFH)	2042	2042 (WFH)
Active Travel	24%	25%	25%	25%	29%	28%
Public Transport	19%	17%	20%	20%	20%	19%
Private Vehicle	57%	51%	54%	48%	50%	45%
WFH	-	7%	-	7%	-	7%

Due to the coarse nature of the ERM and certain limitations, certain measures recommended by the LTP such as micromobility share schemes, school and workplace travel planning, cannot be fully captured or be accounted for by the model.

There is therefore, potential to achieve higher mode shares for sustainable and active modes beyond what is predicted by the model with the following:



- Additional demand management measures in line with prevailing national policy, such as reduced car parking provision.
- Behavioural change initiatives and programmes, such as Safe Routes to School and workplace travel planning, which have strong potential to reduce the number of 'last mile trips' made by private car.
- Residential travel planning measures for new developments, such as the future Neighbourhood Centre, Glenamuck Manor, or Shaldon Grange. Measures such as these can provide travel planning advice to residents, as well as establishing car clubs, mobility points and other incentives within residential areas.
- Further expanding the frequency and coverage of bus services as demand requires.
- Increase in the variety of amenities and services and mixed-use developments in the Study Area, will decrease the overall need to travel outside of Kiltiernan-Glenamuck for daily essentials.

16.2.2 Local Junction Models (LJMs)

Local Junction Modelling was undertaken at four key junctions within the Kiltiernan-Glenamuck Study Area:

- Golden Ball Junction.
- Enniskerry Road / Ballybetagh Road Junction.
- Enniskerry Road / Ballycorus Road Junction.
- Enniskerry Road / Glebe Road Junction.

The results of the junction modelling, as presented in **Table 16-2**., indicate that all four junctions are predicted to operate well within reserve capacity up to 2042.

The 'Degree of Saturation' (DoS) at a junction refers to traffic demand compared to total capacity, with 100% Saturation meaning that the junction has reached full capacity. The highest DoS for each junction found by the modelling analysis is summarised in **Table 16-2**.

Table 16-2: Local Junction Modelling – Highest DoS at Junction.

		Junction Assessed			
		Golden Ball Jct.	Enniskerry-Ballybetagh Jct.	Enniskerry-Ballycorus Jct.	Enniskerry-Glebe Jct.
Highest Degree of Saturation	2024 (AM)	76%	26%	81%	12%
	2024 (PM)	54%	23%	72%	4%
	2028 (AM)	53%	38%	54%	12%
	2028 (PM)	43%	26%	58%	4%
	2042 (AM)	58%	58%	72%	13%
	2042 (PM)	39%	39%	75%	5%

The highest DoS at junctions was observed at the Enniskerry Road / Ballycorus Road Junction during the AM Peak in the base 2024 scenario. However, it should be noted that following the opening of the Glenamuck District Roads Scheme (currently under construction), the volumes of traffic at all junctions assessed are expected to reduce significantly – for example, the Golden Ball Junction has a current DoS of 76% in the AM Peak, which is set to decrease by over 20% by 2028.



17 Implementation and Outcomes

17.1 Overview

The Area-Based Transport Assessment (ABTA) for the Kiltiernan-Glenamuck LTP examined the transport network within the Study Area in order to provide a supportive, evidence-based analysis of existing transport opportunities and challenges, and propose a range of emerging preferred options to address identified issues.

This LTP's five Transport Objectives are:

1. **Better integration of land-use and transport planning** consistent with **compact development principles**.
2. **Support a fully permeable 10-minute Neighbourhood** that prioritises movement by active travel modes.
3. **Improving accessibility, safety and sense of security** within the Study Area for all road users.
4. Identifying **key place-making opportunities** utilising a **Healthy Streets** approach.
5. Enhancing the **accessibility of public transport and active travel** to key destinations.

In line with the Infrastructure Guidelines and the National Transport Authority's Project Approval Guidelines, each recommended measure will require individual feasibility studies, environmental, archaeological, and architectural assessments, detailed design, and any other relevant statutory procedures and consultation with relevant statutory stakeholders. A phased approach will be adopted when implementing the Kiltiernan-Glenamuck LTP.

Design Standards are rapidly changing, as evidenced by the introduction of a new *Cycle Design Manual* in 2023, and all projects must conform to the most recent design standards.

17.2 Collaboration

The successful delivery of the recommendations set out in this LTP will require collaboration between a broad range of stakeholders. Key stakeholders include from various Dún Laoghaire-Rathdown County

Council departments, the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), the Department of Transport (DoT), and the Eastern and Midlands Regional Assembly (EMRA).

It is acknowledged that each project recommended will require full individual appraisal in terms of feasibility, design, planning, approval and funding.



17.3 Indicative Implementation Table

This section suggests a prioritisation of projects and recommendations to enable the creation of a cohesive and connected transport network for all users. The following pages set out potential timelines for the implementation of the proposed projects. An indicative Implementation Plan is set out in **Table 17-1**.

Timescales are defined as follows:

- **Short term (up to 2028):** Measures intended to begin / go under construction shortly before 2028, during the current *Dún Laoghaire-Rathdown County Development Plan 2022-2028*.
- **Medium term (up to 2035):** Measures intended for implementation before 2035.
- **Long term (up to 2042):** Measures intended to be completed by 2042 to correspond to the *Greater Dublin Area Transport Strategy 2022-2042*.

The pace of implementation of some of the recommendations and projects set out in this LTP will be dictated by the level of available funding and the length of time required to deliver schemes through the planning process.

Other recommendations may be dependent on the pace of development in Kiltiernan-Glenamuck, for example the scaling up of public transport services or new / realigned routes may only be required as demand grows.

A transformation of how we travel is required for both our own health and that of our planet, as expressed in the *Climate Action Plan 2024* (CAP). The CAP necessitates the provision of high-quality public transport, cycling and walking infrastructure in order to reduce reliance on private car use. For new developments specifically, the CAP emphasises the significance of establishing sustainable travel practices early in the planning and design phases.

17.4 Funding

Aside from capital investment, the implementation of projects suggested in this LTP will incur on-going costs. Funding streams or mechanisms may include:

- NTA's Active Travel Investment Programme
- Development contributions for strategic or site-specific infrastructure
Land agreements through the development management process to

facilitate footpath widening, cycle lane provision, or public transport provision

17.5 Monitoring and Review

The Kiltiernan-Glenamuck LTP is considered to be a 'live' document, and so will be reviewed and updated as required over time.

Measure IO 1

Monitoring & Review

Continue to monitor and report on the delivery of the Kiltiernan-Glenamuck Local Transport Plan as necessary.

Table 17-1: Indicative Implementation Table.

Measure	Proposal	Short term (up to 2028)	Medium term (up to 2035)	Long term (up to 2042)
Active Travel				
AT1/3	Active Travel Network: Enniskerry Road			
AT2	Active Travel Network: Kiltiernan Village Centre			
AT4	Active Travel Network: Ballycorus Road W.			
AT5	Active Travel Network: Ballycorus Road E.			
AT6	Active Travel Network: Glenamuck Road S.			
AT7	Active Travel Network: Glenamuck Road N.			
AT8	Active Travel Network: Ballybetagh Road			
AT9	Active Travel Network: Glebe Road			
AT10	Active Travel Network: GDRS Roads			
AT11	Cycle & Micromobility Parking			
Permeability				
PY1	Permeability Improvements			
Public Transport				
PT1	Scalable Bus Services			
PT2	Bus Stops Provision			
PT3a	Kiltiernan Interim Bus Terminus			
PT3b	Dedicated Bus Terminus			
PT4	Kiltiernan Village Mobility Point			
Roads and Traffic Management				
RT1	Glenamuck District Roads Scheme			
RT2	Maximum Speed Limit			
RT3	Transition Zones and Gateways			
RT4	Local Junction Improvements			

Car Parking Management		
PM1	Public Transport and Parking Standards	
PM2	Sustainable and Compact Settlements	
PM3	Approach to Off-Street Car Parking	
PM4	Approach to On-Street Car Parking	
PM5	Mobility Points	
Supporting Measures		
SM1	Green Schools and Active Schools	
SM2	School Travel Plans	
SM3	Mobility Management Plans	
SM4	Micromobility and Shared Schemes	
SM5	Wayfinding	
SM6	Accessibility	
SM7	Safety in Public Spaces	
SM8	Public Art	
SM9	Sustainable Urban Drainage Systems	
Implementation and Outcomes		
IO1	Monitoring and Review	



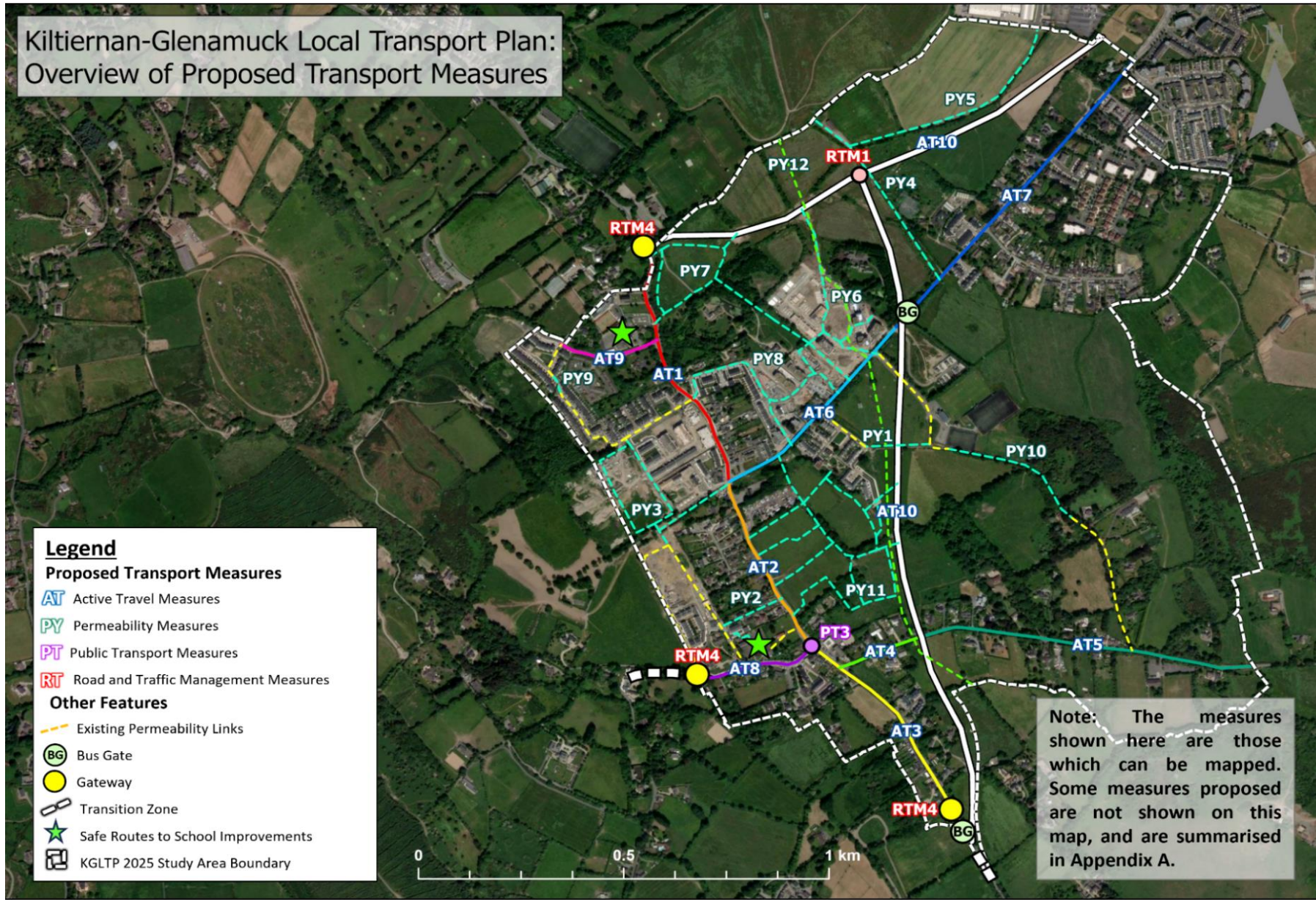


Figure 17-1: Summary Map of Kiltiernan-Glenamuck Local Transport Plan Measures. For further details on measures not shown, refer to Table 17-1, or Appendix A.

17.1 What will success look like?

Dún Laoghaire-Rathdown County Council's future vision for the Kiltiernan-Glenamuck area sees a fully integrated land use and transport network. The LTP aims to significantly improve the quality of active travel and sustainable transport infrastructure and services to enable a modal shift away from car dependency.

The opening of the Glenamuck District Road Scheme will see the current level of HGVs and other through-traffic re-routed along the new Link and Distributor Roads, away from the Enniskerry Road and Kiltiernan Village centre.

The village centre itself will be transformed into a traffic-calmed, community-centric environment, with public realm improvements re-envisaging Kiltiernan as a place to walk and cycle *to* rather than just travel *through*.

This emphasis on establishing a distinct and attractive identity for Kiltiernan Village will be further complemented by the development of a mixed-use Neighbourhood Centre to the east of the Enniskerry Road, in the heart of Kiltiernan. This new development will ensure priority of safe pedestrian and cyclists' movement throughout its internal network, with a variety of sustainable modes

consolidated at a dedicated Kiltiernan Mobility Point on-site.

From the Neighbourhood Centre, residents and visitors will easily be able to access the Greater Dublin Area and beyond via high-frequency bus services stopping on the adjoining Enniskerry and Glenamuck Roads. These bus services will also link to the Green Line Luas, further expanding the scope of public transport accessibility to and from Kiltiernan-Glenamuck.

Beyond the village centre, new high-quality pedestrian and cycling infrastructure will be implemented. This will facilitate and encourage a higher volume of sustainable transport trips between home and key services such as the Park Carrickmines, Ballyogan Luas Stop, and elsewhere via a safer, more direct Active Travel network.

Strategic Safe Routes to School improvements will improve safety and accessibility for students, staff and parents travelling to and from Kiltiernan's Our Lady of the Wayside and Church of Ireland National Schools.

Finally, a variety of supporting measures will complement the key improvements outlined above. Car Clubs, bike sharing services, improved signage and wayfinding, and street

art installations highlighting Kiltiernan's natural and cultural heritage will offer benefits to residents and visitors alike.

Appendix A

Summary of Measures

Active Travel Measures	
<p>AT 1 & AT 3</p>	<p>Active Travel Network: Enniskerry Road</p> <p>Deliver a range of measures on the Enniskerry Road to improve the safety, accessibility and attractiveness for active travel users.</p> <p>Key measures may include:</p> <ul style="list-style-type: none"> • 30km/hr speed limit • Footpath provision on west side to access Kiltiernan Cottages and Moss Cottages • Gateways at northern and southern extents to accentuate the 30km/h speed limit zone • Shuttle system / cycle bypass at northern end in the medium-to-long-term • Local junction tightening • Provision of raised pedestrian crossings at desire lines (<i>e.g. by Glebe Road</i>) <p>While the opening of the GDRS is expected to reduce traffic volumes to a degree where segregated cycling facilities are not seen as required in the short- term, consideration will be given to the provision of segregated cycling facilities on Enniskerry Road North and South in the medium-to-long term as part of a separate scheme appraisal process.</p>
<p>AT 2</p>	<p>Active Travel Network: Neighbourhood Centre</p> <p>Improve Kiltiernan’s safety, accessibility and attractiveness, creating a sense of place around the Neighbourhood Centre and establishing a community focal point. Key measures may include:</p> <ul style="list-style-type: none"> • 30km/hr speed limit • Traffic-calming measures including re-allocation of carriageway space for wider footpaths • Use of high-quality paving materials and lighting to reflect a ‘Neighbourhood Centre’ feel • Local junction tightening • Provision of crossings at desire-lines • Placemaking and public realm improvements
<p>AT 4 & AT 5</p>	<p>Active Travel Network: Ballycorus Road</p> <p>Deliver a range of active travel improvements on Ballycorus Road to enhance the safety and accessibility of the Road for people walking, wheeling and cycling.</p> <p>Key measures may include:</p> <ul style="list-style-type: none"> • Introduce 30km/hr speed limit between Enniskerry Road junction and GLDR. • Upgrade Ballycorus Road / Enniskerry Road junction. • Provide / improve footpaths on both sides of the road where feasible, as far as Old Wesley RFC & Lansdowne FC. • Provision of pedestrian crossings at desire-lines (<i>e.g. Old Wesley RFC & Lansdowne FC</i>). • Mixed Traffic format for cycling in the short-to-medium term between Enniskerry Road and GLDR, and dedicated cycle facilities between GLDR and eastern boundary of the Study Area in the long-term should the road remain at 50km/h, subject to feasibility. <p>Considering the presence of mature growth on either side of the Ballycorus Road, all measures would be subject to environmental assessment at project stage.</p>

<p>AT 6</p>	<p><u>Active Travel Network: Glenamuck Road South</u></p> <p>Deliver a range of Active Travel improvements along Glenamuck Road South. These improvements form part of the wider Glenamuck District Roads Scheme – under construction at time of writing – the key components of which comprise:</p> <ul style="list-style-type: none"> • 30km/h speed limit • Provision of segregated cycling facilities and footpaths on both sides of the road • Upgrade of Enniskerry Road / Glenamuck Road South junction • Local junction improvements (<i>e.g. entrance to Cromlech Close</i>)
<p>AT 7</p>	<p><u>Active Travel Network: Glenamuck Road North</u></p> <p>Deliver a range of improvements to the safety and quality of the Active Travel environment on Glenamuck Road North, between the future GLDR and the northern boundary of the Study Area.</p> <p>Key measures may include:</p> <ul style="list-style-type: none"> • 30km/h speed limit • Footpath improvement / provision on both sides • Provision of pedestrian crossings at desire-lines • Mixed Traffic approach where cyclists share the road in the short-medium-term • Local junction tightening <p>While the opening of the GDRS is expected to reduce traffic volumes to a degree where segregated cycling facilities are not seen to be required in the short-term, consideration will be given to the provision of segregated cycling facilities on Glenamuck Road North in the long-term as part of a separate scheme appraisal process.</p>
<p>AT8</p>	<p><u>Active Travel Network: Ballybetagh Road</u></p> <p>Deliver a range of improvements to the safety and quality of the Active Travel environment on the Ballybetagh Road, between the Enniskerry-Ballybetagh Junction and the western boundary of the KGLTP Study Area.</p> <p>Key measures may include:</p> <ul style="list-style-type: none"> • Establish a Transition Zone between Bishops Lane and the Suttonfield vehicular entrance • Deliver Gateway improvements at the Suttonfield vehicular entrance to demarcate the beginning of the 30km/h speed limit • ‘Safe Routes to School’ traffic-calming improvements between the Enniskerry-Ballybetagh Junction and the Suttonfield vehicular entrance • Provision of crossing points at desire lines • Re-allocation of on-street parking spaces for active travel and public realm improvements
<p>AT9</p>	<p><u>Active Travel Network: Glebe Road</u></p> <p>Deliver a range of improvements to the safety and quality of the Active Travel environment on the Glebe Road.</p> <p>Key measures may include:</p> <ul style="list-style-type: none"> • 30km/h speed limit • ‘Safe Routes to School’ traffic-calming improvements outside of the Church of Ireland N.S. • Widening of southern footpath to DMURS standards to benefit students, as well as residents of the Glebe House Nursing Home, and of Chapel Hill • Local junction tightening • Provision of crossing points at desire lines

Active Travel Network: Glenamuck District Roads Scheme	
AT10	Ensure the delivery of dedicated, segregated active travel facilities on both the Glenamuck District Distributor Road and the Glenamuck Link Distributor Road as part of the Glenamuck District Roads Scheme.
	<p>These facilities will include:</p> <ul style="list-style-type: none"> • Footpaths on either side of the carriageway. • Dedicated cycling infrastructure on either side of the carriageway. • Crossing points at key junctions and desire lines.

Cycle & Micromobility Parking	
AT11	Delivering a range of cycling and micromobility parking improvements, including:
	<ul style="list-style-type: none"> • Supporting an uplift in both high-quality short-stay and long-stay public cycle parking at key locations, including those outside the Study Area such as Ballyogan and Carrickmines Luas stop. • Through Safe Routes to School Programme and Smarter Travel Workplaces, encouraging existing schools and employment hubs to increase and improve cycle parking facilities where required, including Our Lady of the Wayside National School, and Kiltiernan Church of Ireland National School. • Ensuring the provision of off-street, accessible cycle parking facilities as part of any significant new development in line with the Sustainable Residential Development and Compact Settlements Guidelines.

Permeability Measures

Permeability Improvements	
PRM 1	Dún Laoghaire-Rathdown County Council seeks to secure permeability improvements across Kiltiernan-Glenamuck. Through formalisation of identified informal links, as well as the establishment of new links, DLRCC will better facilitate safer, easier and more enjoyable trips via Active Travel modes.

Phasing of Permeability Improvements	
PRM 2	Creation of permeability links will be first sought through existing or future residential developments and shall be carried out as part of the development management process where required, and / or by other appropriate means.
	<p>Further prioritisation of individual permeability links will be phased depending upon several factors, including but not limited to:</p> <ul style="list-style-type: none"> • Availability of funding • Results of stakeholder engagement • Complexity of delivery • Tie-in and overlap with committed projects

Public Transport Measures

PT 1	Scalable Bus Services
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	<p>Work with the National Transport Authority’s Service Planning team with a view to increasing bus frequencies serving the Study Area as development is rolled out. Key considerations include:</p> <ul style="list-style-type: none"> • Increasing the frequency of the L26 service from a 30-minute headway to a 20-minute headway • Reviewing the frequency of the L13, P13 and Orbital Route 88 bus services through such means as Mobility Management Plans and resident feedback
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	<p><u>Bus Stop Provision and Improvements</u></p>
PT 2	<p>Work with the NTA Bus Service planning team to provide improvements such as shelters, seating and live arrival times, where appropriate and feasible, at bus stops within the Study Area.</p> <p>DLRCC and the NTA Bus Service planning team will also determine the location and siting of new bus stops within the Study Area which:</p> <ul style="list-style-type: none"> • Minimise walking distances between residential areas and bus stops • Are fully accessible to all users including those with buggies and mobility aids • Align with safe, secure and well-lit walkways and crossing points at desire lines • Incorporate additional place-making opportunities such as Green Infrastructure (GI) and wayfinding signage where appropriate

	<p><u>Kiltiernan Bus Terminus</u></p>
PT 3	<p>Continue to liaise with the National Transport Authority with a view to:</p> <ul style="list-style-type: none"> • Deliver an interim bus terminus at Enniskerry Road close to the junction with Ballybetagh Road • Identify and deliver a dedicated longer-term bus terminus facility that will include bus parking, driver welfare facilities and electric vehicle charge points to support low emission buses

Road and Traffic Management Measures

	<p><u>Glenamuck District Roads Scheme</u></p>
RTM 1	<p>Prioritise the timely progression of the Glenamuck District Roads Scheme, comprising the following key components:</p> <ul style="list-style-type: none"> • The Glenamuck District Distributor Road (GDDR) • The Glenamuck Link Distributor Road (GLDR) • A Bus Gate between the southern end of the GLDR and the Enniskerry Road • A Bus Gate between the GLDR and Glenamuck Road North • Upgrades of pedestrian and cyclist infrastructure along Glenamuck Road South, including Golden Ball Junction <p>DLR will prioritise the development of greater levels of pedestrianization connectivity and maximise opportunities for passive surveillance, lighting, active frontages and landscaping in masterplans and through the development management process.</p>

	<p><u>Maximum Speed Limits</u></p>
RTM 2	<p>In line with the recommendations outlined in the 2023 Speed Limit Review and the Active Travel and pedestrian options proposed in this LTP, the maximum speed limits within the Kiltiernan-Glenamuck Study Area will be reviewed and revised as deemed appropriate, as per the points set out below.</p> <p>A maximum 50km speed shall apply at:</p> <ul style="list-style-type: none"> • Glenamuck District Distributor Road (GDDR)

	<ul style="list-style-type: none"> • Glenamuck Link Distributor Road (GLDR) <p>A maximum 30km limit shall apply to:</p> <ul style="list-style-type: none"> • Ballybetagh Road from junction with Suttonfield Estate to Enniskerry Road • Enniskerry Road from the junction with the Barnaslingan Road to the GDDR • Ballycorus Road from the junction of the GLDR to Enniskerry Road • Glebe Road • All other local roads including new residential roads built as part of housing or mixed-use schemes
RTM 3	<p><u>Speed Reduction Measures</u></p> <p>In addition to the implementation of revised maximum speed limits (<i>see Measure RT2</i>), the need for further site-specific physical traffic-calming measures will be assessed where required throughout the Study Area, aligning with DMURS standards.</p> <p>These measures will form a key part of a self-enforcing mechanism for reduced vehicular speeds within the Study Area, and may include, but are not limited to:</p> <ul style="list-style-type: none"> • Carriageway narrowing • Build-out of kerbs • Improved opportunities to cross • Junction tightening
RTM 4	<p><u>Transition Zones and Gateways</u></p> <p>Review and assess the need for Transition Zones at the following locations:</p> <ul style="list-style-type: none"> • Enniskerry Road / R117 South between Grange Growers and Barnaslingan Lane • Ballybetagh Road / R116 between Bishop’s Lane and Suttonfield entrance <p>Gateway treatments signalling the transition to 30km zones will be implemented at:</p> <ul style="list-style-type: none"> • Suttonfield entrance, in tandem with other road safety measures including the provision of better sightlines west of the estate’s entrance, as well as a raised table to reduce deter speeding on the approach to Kiltiernan Village • Enniskerry Road N., immediately south of de la Salle Palmerston FC / the junction of Enniskerry Road and the GDDR • Enniskerry Road S., immediately south of Barnaslingan Lane
RTM 5	<p><u>Local Junction Improvements</u></p>

Undertake a review of local junctions throughout the Plan period, with interventions prioritised as follows:

New Developments

Local junction improvements will be carried out through the development management process and DMURS review for all new development proposals.

Enniskerry Road area

- Ballybetagh Road and Glebe Road as part of Safer Routes to Schools
- Ballycorus Road junction
- Barnaslingan Road junction
- Bishops Gate access
- Golden Ball Junction (*upgrades to be delivered as part of the GDRS*)

Glenamuck Road

- Cairnbrook access
- Glenamuck Cottages access
- Rockville access
- Springfield Lane junction
- Wayside Celtic / Jackson Park access

Ballybetagh Road

- Suttonfield vehicular access

Car Parking Management Measures

Residential Car Parking Standards

Residential Car Parking Standards for Kiltiernan-Glenamuck LTP area will:

PM 1

- Align with the provisions of the Sustainable and Compact Settlements: Guidelines for Planning Authorities which specify maximum standards only where such provision is justified to the satisfaction of the Planning Authority.
- Monitor and revise parking standards in line with future amendments to the public transport network and/or updated policy guidance.

Non-Residential Car Parking

Take an area-based parking approach to the provision of non-residential parking that will:

PM 2

- Restrict and minimise car parking provision in particular for employment and retail developments as well as educational and leisure type facilities (destination parking) in accordance with the standards set out in Table 12.5 of the County Development Plan.
- Discourage the use of on-street parking for long-stay purposes such as commuter parking.
- Support a hierarchy of parking need in mixed-use areas, prioritising the needs of disabled users, Age Friendly users, and short-stay shopping.
- Ensure that the design and layout of parking facilities does not impede pedestrian and cycle desire lines to entrances to shops and local services.
- Reduce the visual impact of surface car parking through the masterplanning process.
- Provide Electric Vehicle Charging points in accordance with DLR County Development Plan Standards.
- Require the implementation of Green Infrastructure measures such as landscaping and grasscrete to reduce surface water run-off.
- Require minimum levels of visitor cycle parking levels and quality design in accordance with DLR's cycle parking design standards.

PM 3	<u>Kiltiernan Village Mobility Point</u>
	<p>Liaise with relevant stakeholders to establish the feasibility of providing an on-street Mobility Point for Kiltiernan Village. At a minimum, a Mobility Point should be highly visible and easily accessible to the public and include consideration of:</p> <ul style="list-style-type: none"> • Bus stop provision • Cycle parking • Car club bay and vehicle • EV Charging bays (EVCP) • E-mobility shared bikes/ scooters • Proximity to local services and; • Parcel collection points

Supporting Measures

SM 1	<u>Green Schools and Active Schools</u>
	<p>Engage with any schools within the LAP area that have undertaken a Green Schools Audit. An audit would typically include:</p> <ul style="list-style-type: none"> • Front of School Audit • Gap analysis of existing infrastructure on-site e.g., sheltered and secure cycle or scooter parking <p>DLRCC will also encourage all schools within the LAP area progress the continuation and expansion of the Active School Flag Programme.</p>
SM 2	<u>School Travel Plans</u>
	<p>Encourage all existing schools within the Kiltiernan-Glenamuck area produce School Travel Plans in order to help plan travel to and from school in the interest of improving road safety and encouraging the use of sustainable travel modes (<i>walking, cycling and public transport</i>).</p> <p>Should any additional schools be developed within the Study Area during the Plan period, DLRCC will ensure that School Travel Plans are produced.</p>
SM 3	<u>Mobility Management Plans</u>
	<p>Ensure that future developers in the Kiltiernan-Glenamuck area will include Travel Plans in planning applications for developments that meet one or more of thresholds outlined in <i>Appendix 3: Development Management Thresholds of the County Development Plan 2022-2028</i>. For developments below these thresholds, developers should provide Travel Plans where Dún Laoghaire-Rathdown County Council is of the opinion that one is required.</p>
SM 4	<u>Mobility Points</u>
	<p>Work with the developer / landowner, bike rental companies and car club companies to:</p> <ul style="list-style-type: none"> • Establish availability of e-bike, e-cargo bike, and e-scooter scheme(s) in the Kiltiernan-Glenamuck area • Proactively ensure careful siting of dedicated e-bike and e-scooter parking areas at key destinations that do not inhibit pedestrian movement (<i>e.g. open spaces, bus stops, immediate front-of-school, etc.</i>)
SM 5	<u>Wayfinding</u>

	Liaise with the NTA to ensure that a consistent wayfinding system will be introduced and maintained across Kiltiernan-Glenamuck's transport network.
	<u>Accessibility</u>
SM 6	<p>Ensure that all streetscape, active travel and public realm improvements are fully accessible to all. The following guidance in particular should be referred to and followed:</p> <ul style="list-style-type: none"> • <i>Design Manual for Urban Roads and Streets (DMURS)</i> • <i>Centre for Excellence in Universal Design (National Disability Authority)</i> • <i>Age-Friendly Ireland</i> • <i>Safe Routes to School</i> • <i>Child Friendly Cities & Communities Handbook</i>
	<u>Safety in Public Spaces</u>
SM 7	<p>Ensure that for future developments in the Kiltiernan-Glenamuck area, all streetscape and public realm proposals follow the principles of Universal Design. Dún Laoghaire-Rathdown County Council will also consider the following elements to improve the safety of public spaces.</p> <ul style="list-style-type: none"> • High-Quality lighting • Active ground floor frontage • Legibility and wayfinding (<i>provide clear sightlines through a space</i>) • Co-design with local community groups where possible
	<u>Public Art</u>
SM 8	Work with local community groups / artists to introduce colour and street art where feasible throughout the Kiltiernan-Glenamuck area, in particular around Kiltiernan Village and as an element of the future Neighbourhood Centre.
	<u>Sustainable Urban Drainage Systems</u>
SM 9	Ensure that the appropriate SuDS elements will be incorporated into any future development within the Kiltiernan-Glenamuck area.
Implementation and Outcome Measures	
	<u>Monitoring & Review</u>
IO 1	Continue to monitor and report on the delivery of the Kiltiernan-Glenamuck Local Transport Plan as necessary.