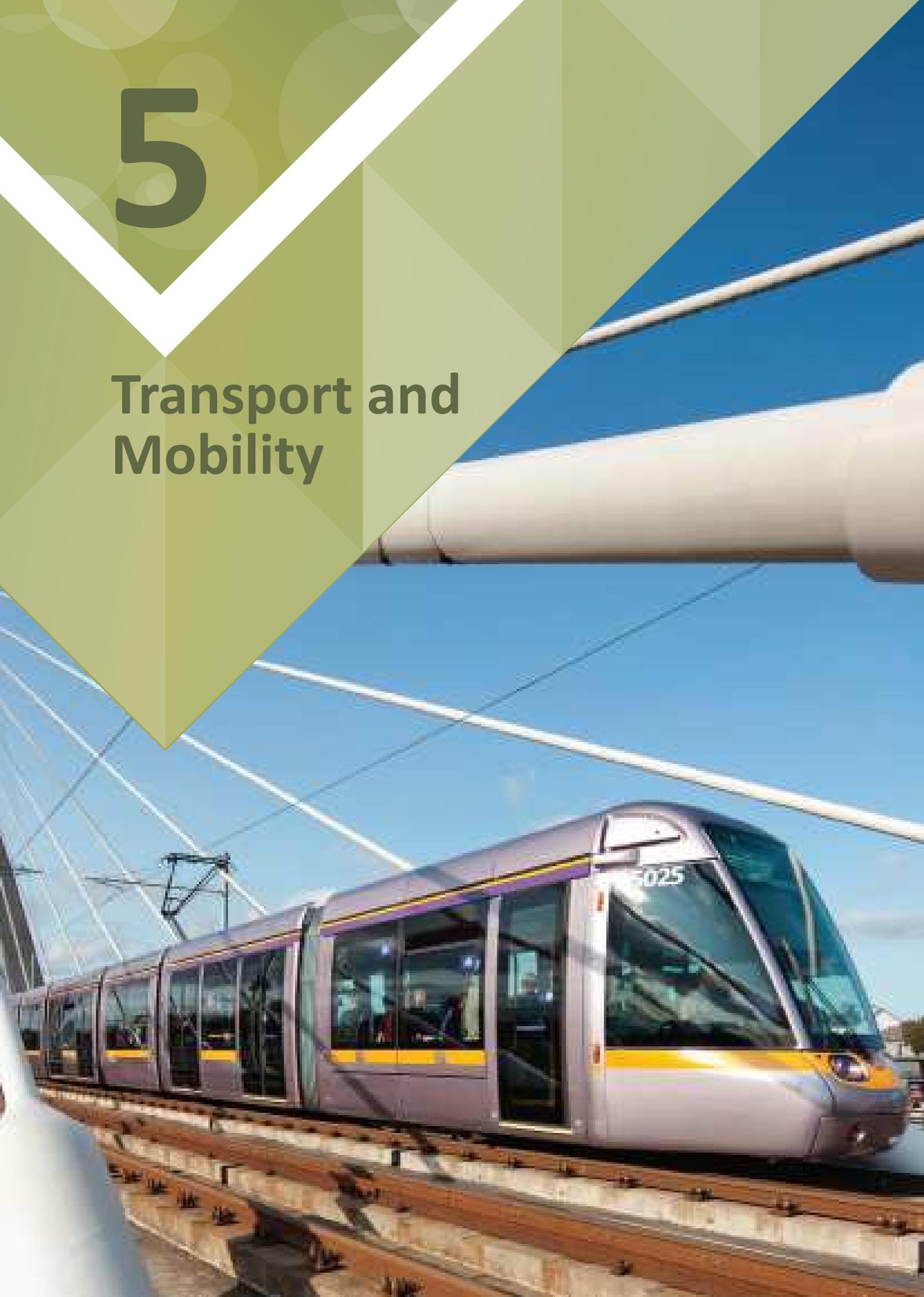


5

Transport and Mobility





Bicycles parked at Vico Road, Dalkey

5.1 Introduction

Strategic County Outcome 2 of this Plan as set out in Chapter 1 is the creation of a compact and connected County. One way to achieve this objective is by integrating land use and transport policy, thus promoting compact growth and ensuring that people can easily access their homes, employment, education and the services they require by means of sustainable transport. A holistic approach to transport is required with the aim to reduce dependency on the private car in favour of walking, cycling and public transport.

This Chapter sets out the overall policy approach and more detailed policy objectives to achieve this aim. The overall policy approach is:

- To adopt the 'Avoid-Shift-Improve Approach' to transport (see definition below).
- To integrate land use and transport policies.
- 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 networks with direct routes to local destinations and public transport hubs.
- To adopt a balanced approach to road and street design in accordance with the four core principles of the 'Design Manual for Urban Roads and Streets' (2019) (DMURS) - connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach -

resulting in a more place based/integrated street design.

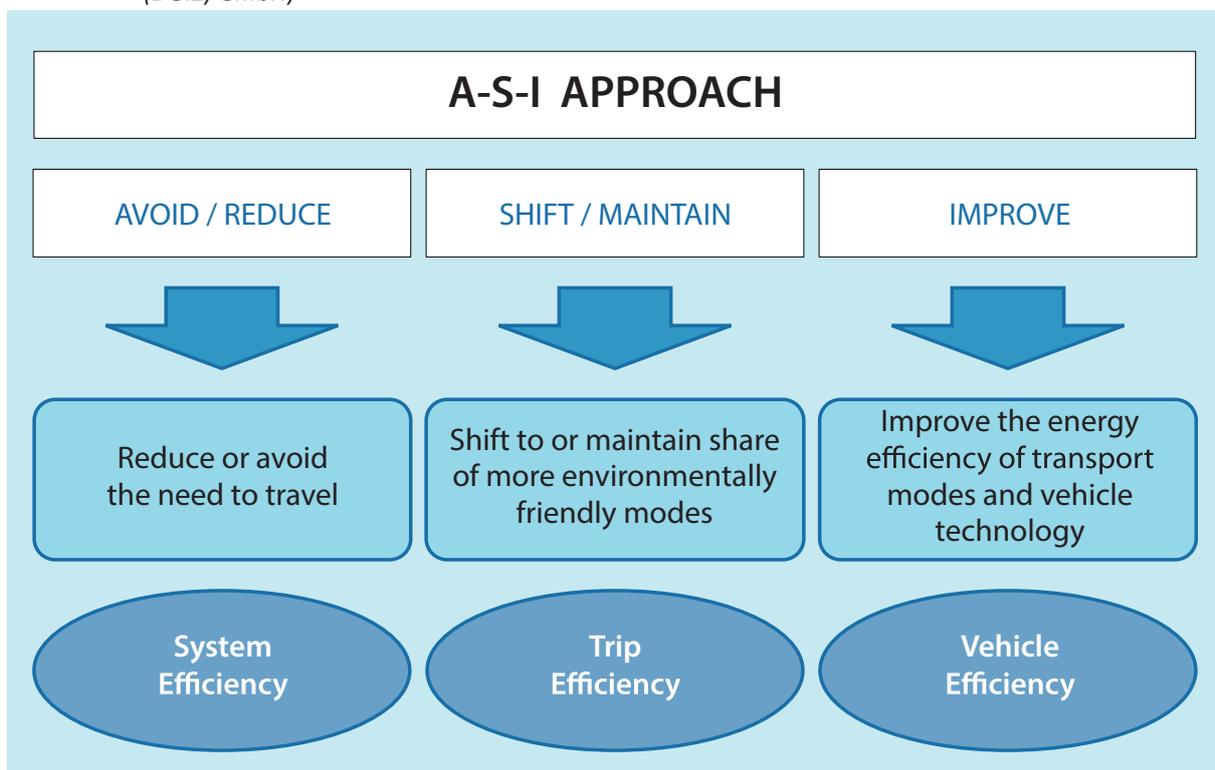
There has been a move away from the traditional approach of supplying ever more road space to meet increased transport demand. The 'Avoid-Shift-Improve' approach is now favoured. This approach changes the emphasis from moving cars to moving people with a focus on demand management. This approach is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport modes. The aim is to reduce congestion, create more liveable cities and reduce greenhouse gas (GHG) emissions.

In this Chapter, Policy Objectives to deliver on the overall transport policy are set out below under seven headings as follows:

- Integrated Land use and Transport (Avoid)
- Promoting Modal Change (Shift)
- Promoting Active Travel: Cycling and Walking (Shift)
- Demand Management and Travel Planning (Shift)
- Road and Street Network
- Ports
- Contributions

Policy Objectives relating to low emission vehicles and electric vehicles, which relate to Improve, are set out in the Climate Action Chapter (see Chapter 3).

Figure 5.1: Avoid-Shift-Improve Model (Source: Deutsche Gesellschaft für Internationale Zusammenarbeit (DGIZ) GmbH)



5.2 National and Regional Planning Context

In terms of the hierarchy of plans the [National Planning Framework \(NPF\)](#) and [Regional Spatial Economic Strategy \(RSES\)](#) sets out the overarching policy direction which aims to achieve compact growth and sustainable mobility by way of the integration of land use and transport policy together with healthy placemaking. The contribution of active travel (walking and cycling) to improve public health in the Region is also recognised in the RSES and the NPF.

The Local Authority is also required to ensure that the CDP is consistent with the National Transport Agency's (NTA) 'Transport Strategy for the Greater Dublin Area 2016-2035' (currently under review). The Local Authority plays a dual role by providing for the elements of infrastructure delivery that are within its own remit and also encouraging the development of other infrastructure projects delivered by external agencies, such as the NTA and Transport Infrastructure Ireland (TII).

5.3 Commuting Travel Mode Share Trends

In terms of current commuting, the travel mode share (as detailed in Census 2011 and 2016) for all trips to work, school or college for residents of Dún Laoghaire-Rathdown is shown in Table 5.0.

Table 5.0: Means of Travel to Work, School or College for Residents in DLR

Means of Travel	2011	% of Total	2016	% of Total	2011-2016 Change
On Foot	17,462	14%	18,387	14%	925
Bicycle	6,723	5%	8,864	7%	2,141
Bus/Minibus/Coach	13,796	11%	15,180	11%	1,384
Train/DART/LUAS	15,646	12%	19,040	14%	3,394
Motorcycle	937	1%	861	1%	-76
Car (Driver)	49,558	39%	50,021	37%	463
Car (Passenger)	19,560	16%	20,614	15%	1,054
Van/lorry/other	2,419	2%	2,466	2%	47
Total	126,101	100	135,433	100	9,332

There was an increase of 9,332 persons travelling to work, school or college in DLR between 2011 to 2016. The largest increase in the means of travel used over this period was by train/DART/LUAS that increased by 3,394 persons. There were also significant increases in cyclists (2,141), and to a lesser degree by those travelling by car (1,517) and travelling by bus/minibus/coach (1,384).

While the car (driver and passenger) remained the dominant mode of transport with 52% of trips this is a 3% reduction of car use on the 2011 figure of 55%. The modal share target for car as set out in 'Smarter Travel, A New Transport Policy for Ireland 2009-2020,' is 45 % car usage. The reduction of the car usage for commuting is therefore in the positive direction.

The Smarter Travel Target for cycling is 10 %. The numbers of those cycling has experienced a significant increase from 6,723 persons in 2011 to 8,864 persons in 2016 and representing an increase from 5 to 7% of the mode share. Similarly, the numbers taking public transport has also increased from 23% in 2011 to 25% in 2016. These are encouraging figures and demonstrate a shift in travel mode share towards more sustainable modes of transport.

In 2016, 85 % of households in the County had a car, which was a reduction from 86 % in 2011. However, when compared to Dublin as a whole, car ownership is still high in the County with 621 cars per 1,000 population versus 496 cars per 1,000 population for Dublin.



5.4 Integrated Land use and Transport

5.4.1 Policy Objective T1: Integration of Land Use and Transport Policies

It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)

Fundamental to future land use planning in the County is the consolidation of development into the appropriate areas that can enable such development to be well served by sustainable modes of travel. This reflects National Strategic Outcome (NSO) 1 of the NPF which promotes compact growth. From a transport perspective, the most efficient settlement and land use patterns are those that locate the largest proportion of the population within walking and cycling distance of their work, schools, shops and other services. The need to consolidate and concentrate development in a manner that allows the effective provision of, and ready access to, public transport is a central and reoccurring theme throughout this Plan. It also delivers on the Avoid–Shift–Improve approach by reducing the need to travel.

The Metropolitan Area Strategic Plan (MASP) as set out in the RSES identifies strategic residential and employment corridors (see Section 1.5.2.5). Two of these corridors are within DLR: the North-South Corridor along the DART line; and the Metrolink/ Luas Green Line Corridor. Capacity for growth will be supported by a new station at Woodbrook-Shanganagh and the westward expansion of Bray to Fassaroe and Old Conna linked to public transport improvements. Further growth will be supported at Sandyford, Ballyogan and Cherrywood by capacity enhancements to the Luas Green Line and improvements to the network.

The Council recognises the fundamental link between mobility and land use so as to reduce reliance on car-based travel for daily journeys and to ensure more sustainable patterns of travel, transport and development. An essential element of this is the need to plan to integrate spatial planning policies with key mobility requirements, mainly through such mechanisms such as higher development densities and mixed-use development within walking and cycling distance of high quality public transport corridors.

The Council will support the use of Area Based Transport Assessments (ABTAs) which integrate national and regional transport policies and

objectives into local level land use plans and significant development areas in the preparation of Local Area Plans in the County.

5.4.2 Policy Objective T2: Local Transport Plans (Area Based Transport Assessments)

It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments (ABTAs)) 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).

5.4.3 Policy Objective T3: Delivery of Enabling Transport Infrastructure

It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)

In tandem with the build out of land for development as set out in the Core Strategy



Leopardstown Road to Brewery Road permeability link

there will be an element of enabling transport infrastructure that will also be delivered. Such transport Infrastructure includes the Luas Green Line Enhancement Project, Luas Green Line Extension to Bray, BusConnects, the improvements set out in the 'Bray and Environs Transport Study' (2019) and other projects as set out in the 6 year Road Objectives, subject to detailed design having regard to environmental and appropriate assessment, public consultation, approval, finance and resources. Requirements will also take into account the finding of any Area Based Transport Assessment (ABTA) prepared as part of the Old Connaught Local Area Plan process.

With regard to the expansion of Bray – Fassaroe, the Council will collaborate with Wicklow County Council, the NTA and the TII to facilitate the delivery of enabling transport infrastructure to facilitate this area including Old Connaught (consistent with RPO 4.40 of the RSES).

The Bray and Environs Transport Study emphasises the need to reduce the overall demand for travel, prioritise pedestrians and cyclists including the implementation of the Greater Dublin Area Cycle Network Plan (and subsequent revisions), prioritise public transport increasing the frequency of Dart and bus services, support the Metrolink to Sandyford and Luas to Bray, protect the national road network facilitating demand management on the N11/M11 and minimise road construction. The Bray and Environs Transport Study sets out enabling Infrastructure as follows:

- Woodbrook Dart Station.
- Strategic Park and Ride.
- Bus Connects/Core Bus Corridor.
- Busway from Fassaroe to Old Connaught over

the County Brook at Ballyman Glen (which also facilitates walking and cycling).

- Support the delivery of a bus service from Sandyford via Rathmichael and Old Connaught to Bray Dart Station until the Luas Green Line extension to Bray is suitably advanced.
- Facilitate the implementation of demand management measures on the N/M11 and M50.
- Upgrade of the road system in Rathmichael and Old Connaught in order to facilitate the safe, convenient and reliable movement of public transport vehicles, cyclists and pedestrians – including:
 - Upgrade of Ferndale Road.
 - Development of a new link road from Ferndale Road to Dublin Road.
 - M50 Cherrywood Interchange to Rathmichael Link Road.
 - The inclusion of the preceding three proposals is dependent on further assessment as set out in; the 'Spatial Planning and National Roads Guidelines for Planning Authorities' in particular Section 2.7 and Section 5.8.3 Principles of Road Development, feasibility and environmental assessment of the NTA Transport Strategy for the GDA; and demonstration of their compatibility of with the strategic function of the national road network as set out in Sections 2.2 in the Bray and Environs Transport Study (2019).
- Delivery of Metro to Sandyford and Luas Green Line extension to Bray.
- N11/M11 upgrade.



Dundrum Luas Bridge

5.5 Promoting Modal Change

5.5.1 Policy Objective T4: Development of Sustainable Travel and Transport

It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009–2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)

Sustainable travel is about the movement of people and goods in a manner that engenders quality of life and ease of access for all and seeks to encourage a modal shift in favour of public transport and other active modes. Key to the Avoid–Shift–Improve approach is the shift to more sustainable modes. The increase in active travel modes contributes to healthy lifestyles and is an essential response to climate change.

The Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009-2020' (and subsequent updates) and the NTA's 'Transport Strategy for the Greater Dublin Area' (and subsequent updates) set out an integrated and balanced sustainable transport strategy for the wider Dublin Region dealing with all sustainable travel modes (bus, rail, Luas, cycling and walking) and road transport as well as issues such as road safety, traffic management, accessibility, enforcement, social inclusion and guidance on complementary land use policies. The review of these two strategies has begun. The Council, acting primarily as facilitator rather than the direct provider of some sustainable transport networks, will have a significant role to play both in the development of an efficient transport system and in planning for the future transport needs of the County. In pursuing the objective of encouraging modal shift the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA.

Notwithstanding this the locus of control of the Planning Authority is via the overarching policy approach of the Plan which is centred on promoting the ten minute neighbourhood and compact climate resilient communities where people have the options to use public transport and the softer modes for everyday trips. The Council can also utilise demand management measures which includes car and cycle parking standards. In this regard the Plan has introduced a new carparking

policy and associated standards (Policy Objective T18: Car Parking Standards and Section 12.4.5 Car parking Standards and Map T2) and also cycle parking requirements (12.4.6 Cycle Parking) to complement the existing Council Cycle Standards ('Standards for Cycle Parking and Associated Cycle Parking Facilities for New Developments', 2018). The cycle parking standards will be refined further during the lifetime of the Plan to align with the carparking zones.

5.5.2 Policy Objective T5: Public Transport Improvements

It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)

The 'National Development Plan, 2018-2027' sets out a number of future sustainable transport projects of relevance to DLR including the following:

- The full Dublin Bus Connects programme to include the complete redesign of the bus network and network of 'next generation' bus corridors on the busiest routes.
- The complete construction of Metro Link. This includes the line to Sandyford.
- The delivery of priority elements of the DART Expansion programme.
- A Park-and-Ride Programme including sites at Carrickmines and Woodbrook.
- The appraisal, planning and design of the Luas Green Line network expansion to Bray.

It is a Policy Objective to support the DART+ Programme which will provide a higher frequency, integrated rail connection into the city with enhanced interchange with other modes.

It is a policy objective to ensure that such lands as are required for the development of planned public transport facilities (transport corridors) and interchanges are kept free from development.



Cyclists on coastal mobility route

5.5.3 Policy Objective T6: Quality Bus Network/Bus Connects

It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources. (Consistent with RPO 8.9 of the RSES)

The provision of a good quality bus infrastructure and associated services has the potential to provide the capacity needed to move large volumes of people who travel to work, education, shops and leisure facilities around the County and beyond each day.

BusConnects Dublin is a programme of integrated projects being progressed by the National Transport Authority, which seeks to overhaul the current bus system in the Dublin area. It comprises several parallel strands of activity, including:

- Core Bus Corridors (CBCs) Infrastructure Works, including new segregated cycling facilities. (Planning permission is to be sought in 2022 from An Bord Pleanála).

- Bus Services Network Redesign. (Finalised plans published by the NTA in September 2020).

Other elements of BusConnects include a new ticketing and cashless payment system, new bus stops and shelters and new bus livery with Low Emissions Vehicle technology. The Core Bus Corridors Infrastructure Works as proposed will include the following radial routes to and from the city centre:

- The Bray to City Centre Core Bus Corridor which will run through Shankill and along the N11
- The Blackrock to Merrion Core Bus Corridor which will run along Temple Hill, Frascati Road and Rock Road
- The UCD to Ballsbridge Core Bus Corridor which will run along the N11 and Nutley Lane.

The BusConnects Network Redesign will see an increase in services, both spine routes (through the city centre) and orbital routes (not through the city centre) as well as improved frequencies to provide a greater number of services and connections to more places across the city. To facilitate these service enhancements, improvements to bus interchange facilities are proposed at Dundrum, UCD and Dún Laoghaire. It is noted that the NTA have to seek approval from An Bord Pleanála for each of the Core Bus Corridors. The main bus routes serving the County under the BusConnects Network Redesign will include:

Spine Routes (high frequency routes through the city centre):

- A2 – Dundrum – Ballinteer – Grange Road – City Centre – Dublin Airport
- A4 – Dundrum – Barton Road – Nutgrove – City Centre – Swords Manor
- B3 – Dún Laoghaire – Monkstown Road – Rock Road – City Centre – Hollywoodrath
- B4 – Killiney Shopping Centre – Rochestown Avenue – Abbey Road – Rock Road – City Centre – Blanchardstown Shopping Centre
- E1 – Ballywaltrim – Bray – Shankill – N11 – City Centre – Northwood
- E2 – Dún Laoghaire – Kill Lane – N11 – City Centre – Charlestown Shopping Centre

Orbital Routes (high frequency routes not through the city centre):

- S8 – Dún Laoghaire – Monkstown Road – Newtownpark Avenue – Leopardstown Road – Sandymount – Grange Road – City West
- S6 – Blackrock – Mount Merrion Avenue – UCD – Mount Anville Road – Dundrum – Nutgrove – Tallaght
- S4 – UCD – Bird Avenue – Rathgar – Terenure – Liffey Valley

The BusConnects Network Redesign also includes a significant number of other city bound routes, peak hour routes and local routes. One of the most significant local routes includes the L25, which will connect the two Major Town Centres within the County as follows:

- L25 – Dún Laoghaire – Monkstown Avenue – Stillorgan Park – Stillorgan – Kilmacud Road Upper – Dundrum.

It is an objective of the Council to assess the potential for bus priority measures at appropriate locations and to seek to implement such measures in order to support the provision of bus services planned under the BusConnects Network Redesign.

5.5.4 Policy Objective T7: Public Transport Interchanges

It is a Policy Objective to facilitate the provision of quality public transport interchanges at strategic rail, Luas stations and Core Bus Corridors within the County in accordance with national and regional guidelines in order to facilitate focussed access to multiple public transport modes and to maximize the movement of people via sustainable modes.

It is essential that public transport interchange facilities, both local and strategic, are integrated into the overall design, layout and development of key central areas as good quality on-street infrastructure may also have the potential to help improve the overall general public realm. In addition, as public transport demand increases so too does the amount of interchange between services. It follows that a larger number of users will benefit from the proposed improvements in these areas. Opportunities for bus and taxi passengers, cyclists and pedestrians to interchange with rail and Luas services at key stops and stations will greatly increase the opportunity to travel by rail to a wide variety of destinations.

Table 5.1 below identifies the primary public transport interchanges to be developed.

Table 5.1: Public Transport Interchanges

Location	Public Transport Modes
Dundrum	Luas - Bus
Dún Laoghaire	Suburban Rail – Bus
Blackrock	Suburban Rail – Bus
Cherrywood	Luas – Bus
Woodbrook	Suburban Rail – Bus
Sandyford	Luas – Bus

Cycle parking and cycle facilities provision at public transport interchanges shall be in accordance with the requirements in the Council's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments' (2018).

5.5.5 Policy Objective T8: Green Line Capacity Enhancement (GLCE) Project

It is a Policy Objective to promote, facilitate and cooperate with other agencies in supporting the Luas Green Line Capacity Enhancement Project to cater for the demand for Luas trips in the County in the short and medium term.

The Green Line Capacity Enhancement Project has been identified in the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and also the 'National Development Plan 2018-2027'. As set out in the TII publication 'Luas Green Line – Peak Hour Capacity Requirements South of Charlemont' (2019), "The primary objective of the GLCE project is to optimise the public transport network along Dublin's southeast corridor and cater for the future demand for services, ensuring optimal use of existing infrastructure in advance of other major public transport investments".



Figure 5.2: Luas Green Line Capacity Enhancement Project (source: NTA)

Phase 1 which provides for the following improvements to the Luas Green Line has been completed:

- 40% overall increase in service capacity
- Increase of 3,000 passengers per direction per hour (pdph)
- Future proof line capacity into 2030's
- Purchase of 8 new trams
- Increase length of the existing fleet (26 trams) to 55m long
- Increased tram capacity
- Increased service frequency

Phase 2 which involves increasing frequency of service by operating thirty 55m trams per hour (in each direction) – one every two minutes, is at the project planning and design stage. This upgrade of the Luas Green Line to increase capacity in the peak hour would require both infrastructural improvements and acquisition of additional trams. The timeline and budget for this phase has not yet been announced by the TII/NTA.

5.5.6 Policy Objective T9: Luas Extension and MetroLink

It is a Policy Objective to promote, facilitate and cooperate with other agencies in securing the extension of the Luas network in the County as set out in the NTA's 'Greater Dublin Area Transport Strategy 2016-2035' and including any future upgrade to Metro. (Consistent with RPO 4.40 and 8.8 of the RSES)

Included in the Greater Dublin Area Transport Strategy 2016-2035 are proposals to extend the Luas Green Line from Brides Glen to the Bray area (Luas Line B2), subject to the timing and scale of new development in this area and appraisal and economic assessment. The National Development Plan 2018-2027 outlines that it is intended to bring forward the appraisal, planning and design of the Green Line Luas network expansion to Bray.

The Council will protect and safeguard the provisional alignment and surrounding lands, of Luas Line B2 as detailed on Map Nos. 10 and 14. The Council will maintain this proposed route free from development and any encroachment by inappropriate uses which could compromise the future development of this rail corridor for public transport facilities.

The route of a proposed indicative Luas Spur from Old Connaught Avenue to Fassaroe, Bray as shown on Map 14 shall be further considered and informed by and in the context of the next Transport Strategy for the Greater Dublin Area.

5.5.7 Policy Objective T10: Rail Stations/ Luas Stops

It is a Policy Objective to co-operate with the NTA, Iarnród Éireann, TII and other relevant authorities to secure the improvement and further development of railway stations and Luas stops in the County. (Consistent with RPO 8.8 of the RSES)

This will include the provision of a new railway station at Woodbrook and the upgrading of existing stations/stops, to rectify existing constraints and shortcomings in the network.

The opening of the Racecourse Luas stop is an important policy of the Ballyogan and Environs Local Area Plan 2019-2025.

Access routes to and through all rail stations and Luas stops shall be in accordance with best accessibility practice. Cycle parking and cycle facilities provision at rail stations and Luas stops shall be in accordance with the requirements in the Council's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments' (2018).

The Accessibility Programme of Iarnród Éireann, which provides for the upgrade of rail stations in terms of accessibility is anticipated to deliver improvements for persons with reduced mobility in the rail network.



5.6 Promoting Active Travel: Cycling and Walking

5.6.1 Policy Objective T11: Walking and Cycling

It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)

A key aim of Smarter Travel is to ensure that walking and cycling become the mode of choice for local trips. The encouragement of walking and cycling (active mobility):

- is a climate change mitigation measure
- is important for promoting healthy communities and reducing obesity
- will aid in the evolution of the 10-minute neighbourhood concept.

Routes are being retrofitted to all key destinations and public transport hubs in the County. This retrofitting includes permeability links, removal of barriers and placemaking improvements such as cycle parking, urban greening and street furniture. The improvements to permeability links will be designed to provide access for all and be informed by the user hierarchy in accordance with DMURS addressing pedestrian safety and measures to calm other traffic where necessary.

The implementation of temporary mobility works has taken place in response to the Covid 19

Pandemic and includes a range of measures which support business activities in towns and villages by creating more external space.

DLR are also rolling out a number of initiatives on active and smart mobility solutions, including promoting and facilitating safe walking and cycling connectivity to schools, third-level institutions and places of work, a residential safe and quiet streets initiative and installation of cycling infrastructure, as well as junction re-design.

The design of the pedestrian and cycle networks shall be informed by the four core principles of DMURS which are connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach. In terms of temporary mobility works the 'DMURS Interim Advice Note – Covid-19 Pandemic Response', 2020 is the relevant national advice.

The Active School Travel initiative of the Council which began in 2019 is aimed at supporting and promoting alternative means for children to get to school in a safe and active way, in particular, walking and cycling. This initiative is being carried out in partnership with other stakeholders, including the Department of Transport, Tourism and Sport, The National Transport Authority (NTA) and the An Taisce – Green Schools Travel programme. The Green Schools Travel Programme have developed 'Safe to School – An Ideas Document for Safe Access to Schools' for schools to consider implementing in order to allow for recommended physical distancing on arrival to school and to address front of school vehicle congestion.

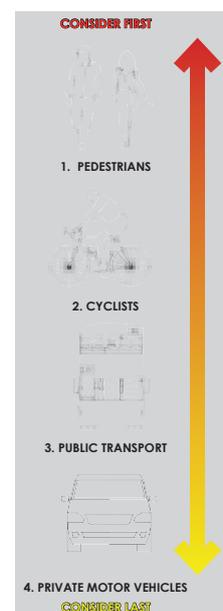


Figure 5.3: User Hierarchy (Source: DMURS, 2019)

As part of the Development Management process, new development will be required to maximise permeability and connectivity for pedestrians and cyclists and where practicable, retrospective implementation of walking and cycling routes - to maximise permeability and connectivity - may also be required within existing neighbourhoods. (Refer also to Chapter 12 'Development Management, Sections, 12.3, 12.4 and 12.8).

5.6.2 Policy Objective T12: Footways and Pedestrian Routes

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)

The Council will seek to deliver the following in accordance with the requirements set out in the DMURS, for projects/works to be delivered by the Council and also in terms of the development management process:

- Provide improved pedestrian links within town centres and to public transport nodes to and from residential areas.
- Provide wider footpaths and improved footpath quality where pedestrian volumes are high.
- Provide improved pedestrian facilities at traffic signal junctions.
- Provide improved pedestrian links to and from all schools/colleges.

When the opportunity arises and sufficient road width exists, the provision of footways on rural roads to provide for improved pedestrian access to and from villages/towns and public transport will be positively considered by the Council. For new developments in such areas, appropriate setbacks may be required or other measures to achieve this objective. The local character of the road will be a consideration in the design with sensitive boundary treatment and planting used to address any loss of amenity.

Recreational pedestrian routes will also be encouraged and will be developed in accordance with the Green Infrastructure Strategy (refer to Appendix 14).

5.6.3 Policy Objective T13: County Cycle Network

It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation

of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES).

In 2012, a County Cycle Network was developed following a comprehensive evidence-based review that assessed all cycling routes in the County in terms of quality of service. The Cycle Network, with an associated Cycle Network Map, provides a priority listing for the development of Primary and Secondary Cycle Routes in the County. The delivery of this Network is ongoing.

Cycling infrastructure improvement schemes are at various stages of design and fast-tracking of some elements of the programme as a response to the Covid-19 Pandemic has taken place. Junction improvements are also being carried out to improve safety.

Walking and cycling infrastructure is a key component of the design and implementation of the 6 Year road proposals/projects. The design of individual roads and the level of segregation of cycle lanes/paths is done on a case-by-case basis in accordance with Design Manual for Urban Roads and Streets (2019) and the 'National Cycle Manual' (2011).

The Core Corridors of the BusConnects programme will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable. This will enhance safety for cyclists and provide a network of key cycling routes.

All new development, and changes of use, must demonstrate how they can provide improved linkages to-and-from the County Cycle Network. New cycle tracks or cycle lanes, or upgrades to cycle routes, shall be designed in accordance with the 'National Cycle Manual' (2011) and subsequent revisions. Recreational car-free cycle routes, cycle routes to schools and Greenways will also be developed - in accordance with the Green Infrastructure Strategy (refer to Appendix 14) - to promote cycling within the County and such routes will be encouraged as part of larger developments.

With specific reference to the County's M11/M50 - the two motorway corridors - which undoubtedly create barriers to cycle/pedestrian movements - provision of shared cycle/pedestrian footbridges at key locations will be encouraged to foster increased permeability and mitigate issues of severance and potential traffic hazard. Proposed bridge locations on the motorway network are set out in Table 5.2 below.

The Council supports the continuing development of the Dodder Greenway (Grand Canal to Bohernabreena).



Moby bike, Blackrock Main Street

Table 5.2: Pedestrian/Cycle Footbridges over M50/M11

Location
Ticknock Drive to Ballinteer Road.
Bearna Way to Moreen.
Sandyford pedestrian and cycle bridge, linking Kilgobbin Road to the Drummartin Link Road on the west side of M50 Junction 13.
Murphystown Road to Leopardstown (as part of, or separate to, Murphystown Link Road).
HRI bridge from Ballyogan to South County Business Park/HRI lands.
M50 Carrickmines Junction (east to west).
In the vicinity of Allies River Road.
Love Lane Bridge

5.6.4 Policy Objective T14: Coastal Cycling Infrastructure Objective

It is a Policy Objective of the Council to promote the development of the Sutton to Sandycove Promenade and Cycleway, as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay Trail from the boundary with Dublin City to Wicklow County.

This coastal route will be subject to a feasibility study, including an assessment of the route options. Any development proposals shall be subject to Ecological Impact Assessment (where SEA and EIA is being undertaken, the assessments would consider and integrate ecological impacts and a separate, stand alone Ecological Impact Assessment would not be required) and Appropriate Assessment Screening to ensure the protection and preservation of all designated SACs, SPAs and pNHAs in Dublin Bay and the surrounding area.

Any proposals will be progressed in conjunction with adjoining Local Authorities and in co-operation with other agencies, including the NTA.

5.6.5 Policy Objective T15: Bike Rental Schemes

It is a Policy Objective to support the provision of bike rental (pedal, e-bike, and other powered personal vehicles) across the County.

Short term bike rental or sharing schemes are a means of cycling without using your own vehicle. There are very successful schemes already well developed in Dublin City and many UK and European cities with schemes already available in Dún Laoghaire-Rathdown. In more recent times public electric bike schemes are becoming more common.

The primary aim of providing bike rental schemes for Metropolitan towns outside Dublin City Centre is to:

- Improve accessibility for those travelling to, from and within these towns by increasing the bicycle mode share.
- To improve the bicycle mode share, especially for short trips (pedal bikes) with a longer distance achievable for e-bikes.
- Reduce car use and congestion and subsequently provide more liveable towns through the provision of a healthier mode of transport.

The Council recognises the desirability of facilitating where practicable the integration of bike rental schemes in the County with bike rental schemes in other neighbouring local authority areas, in order to encourage cycling tourism from Dublin City and other neighbouring towns and local authority areas into the County.

5.7 Demand Management and Travel Planning

5.7.1 Policy Objective T16: Travel Demand Management

It is a Policy Objective, in conjunction and co-operation with other agencies, to implement Travel Demand Management measures aimed at reducing the demand for travel and increasing the efficiency of the transport network with due consideration given to the effect of parking controls on nearby residential roads. (Consistent with RPO 8.7 of the RSES)

Traffic Demand Management covers a range of measures aimed at reducing the adverse impacts of car use and promoting the use of sustainable travel modes. It is the implementation of measures that seek to change travel demand patterns and travel behaviour targeted at reducing the need to travel, reducing the amount and length of single occupancy car trips and encouraging walking and cycling and use of public transport, in preference to car based travel and the avoidance of adding more physical capacity for travel (such as more roads, bus and train services etc). It is part of the 'Shift' in the 'Avoid - Shift – Improve' strategic approach.

5.7.2 Policy Objective T17: Travel Plans

It is a Policy Objective to require the submission of Travel Plans for developments that generate significant trip demand (reference also Appendix 3 for Development Management Thresholds). Travel Plans should seek to reduce reliance on car based travel and encourage more sustainable modes of transport over the lifetime of a development. (Consistent with RPO 8.7 of the RSES)

A Travel Plan is a long-term management strategy employed by an organisation that seeks to promote and deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves the development of agreed and explicit outcomes, linked to an appropriate package of measures, aimed at encouraging more sustainable travel for people and goods.

5.7.3 Policy Objective T18: Car Sharing Schemes

It is a Policy Objective to support the set up and operation of car sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.

Car sharing schemes involve members pre-booking the use of communal cars for their personal use, thereby reducing the number of cars on the roads

and helping the environment. They allow members access to a car when they need it, from a place near their home or workplace, without the potential difficulties or costs of owning a car. They are an important method of facilitating the reduction of car ownership and supporting the shift to low carbon modes.

The Council will seek - in accordance with the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' (2020) - the provision of car clubs in residential developments particularly where a reduction in car parking is being sought.

5.7.4 Policy Objective T19: Carparking Standards

It is a Policy Objective to manage carparking as part of the overall strategic transport needs of the County in accordance with the parking standards set out in Section 12.4.5.

This Plan includes comprehensive car parking standards which are set out in Section 12.4.5. Four parking zones have been established for the County with the aim of ensuring adequate residential parking/car storage and control of destination carparking (non-residential uses), whilst also allowing greater flexibility in car parking standards on sites well served by public transport (as shown on Supplementary Map T2).

Zone 1 covers the two Major Town Centres of Dun Laoghaire and Dundrum plus Blackrock District Centre. Zone 2 covers additional areas that are well served by public transport (see Section 12.4.5.1 for detailed parameters pertaining to Zone 2). Zone 3 includes the remaining built up areas of the County whilst Zone 4 is the rural area.

While a maximum standard is provided for non-residential uses (destination parking), the Planning Authority - in recognition of the fact that car usage may be required for non-peak hour trips, resulting in the need for car storage – have retained a standard for residential car parking in areas outside of Zone 1.

5.7.5 Policy Objective T20: Control of On-Street Parking

It is a Policy Objective to regulate and control on-street parking by discouraging commuter parking.

In the control and regulation of on-street car parking, the Council will provide for the short-term and long-term parking needs of local residents, rather than long-term commuter parking

requirements and allow for short-term retail parking. The Council will extend its current Car Parking Control Scheme into other areas of the County as appropriate through the Parking Control Bye-Laws where such controls will contribute to improved traffic management, reduced traffic congestion and an improvement in the quality of life of the local residents. Areas in the County will be identified for the provision of Heavy Goods Vehicle parking when/if the need arises.

The Council will facilitate the provision of car parking spaces for the charging of electric vehicles at appropriate locations.

5.7.6 Policy Objective T21: Park and Ride

It is a Policy Objective to liaise with the Park and Ride Office of the NTA to facilitate the provision of Park and Ride facilities, both short term and long term and to provide suitable electric charging structures and adequate cycle parking, in appropriate locations along strategic transport corridors, including Woodbrook and Carrickmines and other suitable sites to be identified with the NTA Park and Ride Office, subject to the outcome of environmental assessment and planning approval. (Consistent with RPO 8.14 of the RSES)

A Park and Ride Office was established by the NTA in 2020 to co-ordinate the delivery of park and ride facilities and a Park and Ride Strategy is in preparation for the Greater Dublin Area. It is anticipated that this will include sites in the Dún Laoghaire-Rathdown Area. The NTA have indicated that they will consider temporary shorter-term park and ride facilities including bus-based park and ride which could complement public transport on key transport corridors such as the N11 subject to compliance with the principles set out in the Park and Ride Strategy.

The Council will support the provision of a new Park and Ride at Woodbrook and enhanced Park and Ride facilities at Carrickmines in accordance with Table 8.5 and RPO 8.14 of the RSES. In addition, other Park and Ride development and enhancement in appropriate locations will be considered. Any Park and Ride at Woodbrook shall be carried out in tandem with the improvement of the local road network.

The RSES and the existing NTA Strategy for the GDA identifies the need for Park and Ride facilities in the vicinity of Woodbrook-Shanganagh. It is anticipated that permanent Park and Ride facilities may be provided at a location proximate to the south-eastern commuter line to serve the broader Bray, Woodbrook-Shanganagh and Fassaroe area. The provision of a Strategic Park and Ride should

not however undermine the capacity of existing or planned infrastructure to provide for the development of the immediate area.

Park and Ride sites should be located in more peripheral areas, on the fringes of the Dublin Metropolitan Area, where the road network has capacity to absorb the impact of traffic generated by the Park and Ride and not be located where they might encourage people who would otherwise access public transport locally to drive further to access a site, thereby adding to congestion.

Complementary car parking controls in the environs of key Park and Ride car parks may be required, particularly in the case where the car park is charged for or it is regularly oversubscribed. Consideration should be given to suitable charging structures for Park and Ride facilities to ensure that only those who most need the service - public transport users - obtain parking. Cycle parking and cycle facilities provision at rail-based Park and Ride facilities shall be in accordance with the requirements in the Council's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments' (2018).

5.7.7 Policy objective T22: Taxi/Minibus/Hackney Transport

It is a Policy Objective to facilitate the provision of taxi/minibus/hackney transport as a feeder service to major public transport corridors and to encourage the provision of taxi ranks at DART Stations, Luas stops, key bus stations and at other appropriate locations - including within larger residential, commercial and/or mixed-use developments.

Taxis provide door-to-door transport for those without access to a car or a scheduled public transport service. They also provide a means of travel for the mobility impaired or those carrying heavy or bulky luggage that precludes them from using scheduled public transport.

Taxis can enable people at some remove from the scheduled public transport network to access those services, effectively extending the reach of public transport. Taxis can also act as a substitute for scheduled public transport services, particularly in areas of dispersed population or at night. To support these roles, measures to improve the integration of the taxi into the public transport network will continue to be pursued. All new taxi ranks will be made wheelchair accessible.

5.8 Road and Street Network

5.8.1 Policy Objective T23: Roads and Streets

It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16)

New road projects, traffic management and active travel upgrades shall ensure that any alterations to the traffic on adjoining roads shall not compromise pedestrian and cyclist safety and convenience.

The majority of DLR's 6 Year road proposals

primarily consist of safety and facilities improvements for pedestrians and cyclists. All road projects listed and unlisted in this Plan will consider all modes (walking, cycling and, if appropriate, bus) in accordance with DMURS and the National Cycle Manual.

The 6 Year and Long Term Roads Objective/Traffic Management/Active Travel Upgrades proposed by the Council are listed in Table 5.3 and Table 5.4 below and most are displayed graphically on the 14 no. Development Plan Maps. Some roads and upgrades will be provided by the Local Authority and others will be provided by developers. It should be noted that the roads shown on the Maps are purely diagrammatic with regard to location and dimensions. Variations and/or adjustments may be necessary as projects progress.

Table 5.3: 6 Year Road Objectives/Traffic Management/Active Travel Upgrades

6 Year Road Objectives/Traffic Management/Active Travel Upgrades	Local Authority Delivery	Developer Delivery
Ballinteer Road (M50 to Ballinteer Avenue)	✓	
Blackglen Road	✓	
Bracken Road Extension to Drummartin Link Road	✓	
Cherrywood Road	✓	
Cherrywood SDZ (necessary roads infrastructure as detailed in Cherrywood SDZ Planning Scheme) ¹	In accordance with the Cherrywood Planning Scheme	
Cherrywood to Dún Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout)	✓	
Clay Farm Loop Road		✓
Coal Quay Bridge and Causeway ²	✓	
Glenamuck District Roads Scheme	✓	
Glenamuck Road South	✓	
Harolds Grange Road, College Road	✓	
Hillcrest Road	✓	
M11 Upgrade (M50 to Fassaroe)	✓	
Enniskerry Road (Stepaside to Glenamuck District Roads)	✓	
Kilgobbin Road (Sandyford Hall to Ballyogan Road)	✓	
M50 Junction 14 diverge, ESB Link Road and link to Arena Road		✓
M50 Cherrywood Interchange to Rathmichael – new link road ^{1,3}	✓	
Ferndale Road ^{1,3}	✓	✓
Link from Ferndale Road to Dublin Road ^{1,3}	✓	✓
Rochestown Avenue	✓	
Sandyford / Enniskerry Road (Coolkill to Aiken's Village)	✓	
Shanganagh Road	✓	
Sunnyhill to the Willows, Loughlinstown		✓
The Park, Carrickmines to Ballyogan Road		✓
Woodbrook/Shanganagh Access Road		✓
Leopardstown Link Road Phase 2	✓	✓ (part)
Murphystown Link Road	✓	✓ (part)

¹ Not demarcated on the 14 no. County Development Plan maps.

² Demarcated via a Specific Local Objective.

³ The inclusion of these proposals is dependent on further assessment as set out in; the 'Spatial Planning and National Roads Guidelines for Planning Authorities' in particular Section 2.7 and Section 5.8.3 Principles of Road Development, feasibility and environmental assessment of the NTA Transport Strategy for the Greater Dublin Area 2016 -2040 and the forthcoming Transport Strategy for the Greater Dublin Area; and demonstration of their compatibility with the strategic function of the national road network as set out in Sections 2.2 of the Bray and Environs Transport Study (2019).

Table 5.4: Long Term Road Objectives/Traffic Management/Active Travel Upgrades

Long Term Road Objectives/Traffic Management/Active Travel Upgrades	Local Authority / TII Delivery	Developer Delivery
Access to the 'Gut' (Dún Laoghaire Harbour Area) ²	✓	
Ballycorus Road	✓	
Blackthorn Drive/Drummartin Link Road Grade Separation	✓	
Cherrywood SDZ (necessary roads infrastructure as detailed in Cherrywood SDZ Planning Scheme) ¹	In accordance with the Cherrywood Planning Scheme	
Dublin Eastern Bypass (as identified in the Dublin Eastern Bypass Corridor Protection Study, TII 2011) ³	✓	
Link Road from Leopardstown to Carrickmines Interchange	✓	
Loughlinstown Roundabout (grade separation)	✓	
M50 Third Lane (Sandyford Interchange to M11)	✓	
M50 Western Parallel Road from Old Conna to Cherrywood environs	✓	
Rathmichael Road	✓	✓
Slip from N31 Leopardstown Road onto M50 Southbound	✓	
The Park, Carrickmines to Glenamuck District Distributor Road		✓

The priority of certain road schemes in Table 5.3 may be transferable to Table 5.4 and vice versa subject to the availability of resources. In addition, the lists are not intended to be exclusive to the schemes listed, as other supplementary road schemes may require to be introduced as zoned infill sites are developed, in response to changing circumstances and/or as traffic demands require.

All roads, streets and footbridges, including footpaths and cycle tracks, will be designed in accordance with best practice guidelines and will consider the needs of all road users. To secure the implementation of the policy objectives, it is the intention of the Council to reserve any necessary lands free from development and to designate building lines, where required.

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

Smaller-scale schemes, such as minor junction improvements, traffic management improvements and the provision of footpaths, are not shown on the Development Plan Maps nor are they included in the Written Statement. In some instances, delivery will be part Local Authority and part developer driven. This may also be subject to change.

In addition, it is a Long Term Objective of the Council to retain Kilgobbin Road, between Ballyogan Road and Kilgobbin Lane as an attractive 'country' road. It is also a Long Term Objective of the Council to retain Quinn's Road, Shankill, between the railway bridge and the sea, as an attractive 'country' road.

It is also an objective to carry out a Traffic Management Scheme on the Brennanstown Road (refer also to SLO73). The Traffic Management Scheme will:

- Provide improved facilities for vulnerable road users;
- Reduce traffic speeds and improve safety;
- Reduce through traffic; and,
- Ensure boundary treatment and landscaping solutions mitigate the impacts on the Sylvan setting of Brennanstown Road.

Any road proposals shall be subject to Appropriate Assessment Screening.

5.8.2 Policy Objective T24: Motorway and National Routes

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

The introduction of variable speed limits, better incident detection and demand management would protect the national function of these routes. In accordance with RPO 8.10 of the RSES it is a Policy Objective to support the delivery of the appraisal and delivery of the M11 Junction 4 to Kilmacanogue Scheme subject to the outcome of environmental assessment and the planning process (consistent with RPO 8.10 and 8.16 of the RSES).

The Council will support the improvement and protection of the EU TEN-T (Trans-European Network for Transport) network to strengthen access routes to Ireland's ports, including investment in the ongoing development of the N11/M11 (consistent with RPO 8.16 of the RSES).

In accordance with Section 2.9 of the 'Spatial

¹ Not demarcated on the 14 no. County Development Plan maps.

² Demarcated via a Specific Local Objective.

³ Should the proposals for the Dublin Eastern Bypass be progressed at some point in the longer term, a full assessment of the potential ecological impacts associated with the proposals will be required to be carried out to include the appropriate research and survey work necessary in order to inform a robust Environmental Impact Assessment and Appropriate Assessment of the potential impacts associated with the proposed works.

Planning and National Road Guidelines for Planning Authorities’, the Council will protect the potential route corridors within the N11/ M11 Scheme and thereafter the preferred route corridor selected and prohibit development that could prejudice their future delivery.

The Council will facilitate the protection of all National routes and associated junctions in accordance with TII’s Policy and the Department of Environment, Community and Local Government’s ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (2012).

The Council will take due cognisance of the M50 Demand Management Report (April 2014) and work alongside all other stakeholders - including the TII and NTA - in implementing the various measures required to ensure that the strategic function of the M50 is protected and growth in travel demand is managed, as set out in the Report.

5.8.3 Policy Objective T25: Environmental Assessment of New Roads

It is a Policy Objective that where projects for new roads, identified under Section 5.8, are not already provided for by existing plans/ programme or are not already permitted, that the feasibility of progressing these projects shall be examined, taking into account environmental sensitivities as identified in the SEA Environmental Report (including greenhouse gas emissions and other emissions to air) and the objectives of the Plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection. In implementing this Objective, the Council will comply with any national policy or guidelines issued relating to the assessment of greenhouse gas emissions and other emissions to air for new transport projects.

5.8.4 Policy Objective T26: Traffic and Transport Assessments and Road Safety Audits

It is a Policy Objective to require Traffic and Transport Assessments and/or Road Safety Audits for major developments – in accordance with the TII’s ‘Traffic and Transport Assessment Guidelines’ (2014) - to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.

Traffic and Transport Assessment is a methodology used to assess the transport impacts of a proposed

development, incorporating any subsequent measures necessary to ensure roads and junctions and other transport infrastructure in the vicinity of the development remains fit for purpose and encourages a shift towards sustainable travel modes (refer also to Section 12.4.1 and Appendix 3 ‘Development Management Thresholds’).

5.8.5 Policy Objective T27: Traffic Noise

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

Along major transport corridors, the effect of traffic noise on the development must be considered and appropriate measures undertaken to mitigate the effect of noise. This should be considered in the context of the ‘Dublin Agglomeration Environmental Noise Action Plan 2018-2023’. The Noise Action Plan is aimed at managing environmental noise and excludes, for the most part, noise from domestic activities, noise created by neighbours, noise at work places or construction noise.

In the planning and design of national road schemes, cognisance must be given to the National Road Authority document ‘Guidelines for the Treatment of Noise and Vibration in National Road Schemes’ (2004) and to the subsequent supplementary document ‘Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes’ (2014).

5.8.6 Policy Objective T28: Road Safety

It is a Policy Objective to implement a Council Road Safety Plan in line with the emerging Government Road Safety Strategy 2021 to 2030 in conjunction with relevant stakeholders and agencies.

Reducing the risk of collisions for all road users is a key objective of the Council. The Road Safety Authority is developing a new Government Road Safety Strategy which will run from 2021 to 2030. It will have a Vision Zero approach at its core. Vision Zero is a best-practice strategy, adopted by other countries in EU, that aims to end all road traffic fatalities and serious injuries by 2050.

The Council’s new Road Safety Plan will be developed in line with the Government’s Road Safety Strategy and in conjunction with relevant stakeholders and agencies.

Active Travel Routes and School Traffic Zones (reduced speed limits, speed reduction measures, road marking, signage etc.) will continue to be developed and school wardens provided or retained near schools where warranted in order to encourage good user behaviour for motorists, cyclists and pedestrians on roads, footways and crossing points approaching schools.

5.8.7 Policy Objective T29: Traffic Management

It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.

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

Designers will also be encouraged to consider the effects of traffic evaporation within the area of the Traffic Management Scheme.

All new residential development must be designed in accordance with the requirements set out in DMURS. This Manual sets out design guidance and standards for constructing new, and reconfiguring existing, urban roads and streets in Ireland by incorporating good planning and design practice to create low speed environments in urban areas. A new speed limit of 30 km per hour was introduced for 742 housing estates within the County from July 2017.

5.8.8 Policy Objective T30: Street Lighting

It is a Policy Objective to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice, the Council's public lighting masterplan and the upgrade of sodium lights to LEDs.

To ensure well-lit roads, footways and cycleways, all street lighting will be provided in accordance with best practice guidelines and standards in terms of the type of lighting columns, lantern types, lighting class, lux levels and energy efficient lanterns being provided (refer to Section 12.4.4).

The continued upgrading of public lighting by replacing sodium lights with LEDs and deploying Central Management Systems in the interest of reducing the energy demand identified as Action E2 in the Council's 'Climate Change Action Plan 2019-2024'. This is a measure which contributes to the reduction of GHGs.

5.8.9 Policy Objective T31: Accessibility

It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES)

Accessibility and inclusivity are vital for the full participation of all groups in the social and economic life of the County. Disability legislation

places obligations on public bodies to ensure their services are accessible to all vulnerable road users. Inclusiveness and accessibility will be key considerations in the design of all facilities for pedestrians, cyclists and public transport passengers, including persons with disabilities.

The Local Authority support a 'whole journey approach' to make public transport fully accessible to persons with disabilities which includes supporting a universal design approach to the built environment in accordance the Government's 'National Disability Inclusion Strategy,' 2017- 2021. In this regard improving the accessibility to parks and other permeability routes is an important action which the Council is undertaking to improve access for all throughout the County.

All developments shall be in accordance with Technical Guidance Document M of the Building Regulations 2010 and shall meet the accessibility requirements contained within DMURS. Furthermore, the Council should have regard to the obligations under Article 9 of the UN Convention on the Rights of Persons with Disabilities (ratified by Ireland in 2018), *"to enable persons with disabilities to live independently and participate fully in all aspects of life"*.

5.8.10 Policy Objective T32: Personal Safety

It is a Policy Objective to provide and support initiatives that will promote the personal safety of women and vulnerable users who are using all forms of public transport as well as motorists, cyclists and pedestrians. This would include all Luas, DART and bus stops, carparks, cycle parking facilities, laneways and other areas of common use. Initiatives could include well lit surroundings, use of CCTV. There would also be an emphasis on placing entrances/exits to public transport and cycle facilities close to busy built up areas.

5.8.11 Policy Objective T33: Directional/ Information/ Waymarking Signage

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

In accordance with Council guidelines and subject to Council approval, directional signage will be permitted at appropriate locations for amenities, tourist attractions, community facilities and local attractions but not for commercial organisations - in order to avoid a proliferation of signs on public footways leading to street clutter and existing signposts or poles should be used, where possible, in favour of the installation of new ones. Temporary event signage may be permitted in certain cases subject to Council approval. Fingerpost signage is the preferred type of directional signage. Signage must be erected such that it does not result in traffic hazard.

5.9 Ports

5.9.1 Policy Objective T34: Access and Ports

It is a Policy Objective to improve access to and support the continued development of Dún Laoghaire Port as a marine related asset in accordance with the 2013 'National Ports Policy'. (Consistent with RPO 8.23 of the RSES)

The Council recognises the importance of Dún Laoghaire Port as a port of regional significance and consequently strongly supports any improvements in terms of accessibility for all modes.

Improvements to the accessibility of Dún Laoghaire Port shall take full cognisance of the need to protect and preserve the historic streetscapes, vistas and built heritage of Dún Laoghaire and the quality of life of local residential communities adjacent to the Port.



Dún Laoghaire Harbour

5.10 Contributions

5.10.1 Policy Objective T35: Section 48 and 49 Levies

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

Financial contributions will be sought - as part of the Development Management process - for certain developments under the provisions of Section 48 and Section 49 of the Planning and Development Act 2000 (as amended).

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

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

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

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

To avoid map clutter the two 'active' Section 49 Schemes have not been shown on the Development Plan Maps, but are instead detailed on Map No. T1 (refer to Supplementary Mapping Booklet). The Luas Line B1 catchment is defined by an area of 1 kilometer 'as the crow flies' distance either side of the light rail alignment. The Glenamuck District Distributor Road Section 49 catchment encompasses the area defined by the Kiltiernan/Glenamuck Local Area Plan boundary.

View of M50 at Leopardstown Road, Sandyford

