

### Vision

To promote a high quality, sustainable and integrated transport system for people and goods within Dun Laoghaire-Rathdown and to ensure and facilitate the timely provision of the transportation facilities necessary to meet the projected demand for development at appropriate locations in Dun Laoghaire-Rathdown.

### Context

Sustainable transport policy includes consideration of the following:

- *Sustainable Development – A Strategy for Ireland*, DOE, 1997
- *A Platform for Change, Final Report, An integrated transportation strategy for the Greater Dublin Area 2000-2016*, Dublin Transportation Office, November, 2001
- *Strategic Planning Guidelines for the Greater Dublin Area*, March, 1999 and Annual Review and Update for 2000, 2001 and 2002.

### Strategy

The transportation policies and objectives set out in this chapter reflect the central elements of the Dublin Transportation Office (DTO) Strategy.

The DTO Strategy, *A Platform for Change, 2000-2016* has updated the Dublin Transportation Initiative (DTI) Strategy. It is the Council's policy to facilitate the implementation of the objectives set out in the DTO Strategy.

The DTO Strategy has two interdependent elements:

- Demand Management, which seeks to reduce the growth in travel while maintaining economic progress, and which is designed to encourage a transfer of trips, especially in peak periods, from the private car to sustainable modes of transport (such as public transport, cycling and walking).



- Infrastructure and Service improvements, including a substantial expansion of the public transport network, some strategic road construction and traffic management.

This chapter outlines the policies, specific roads, cycle routes and Quality Bus Network objectives and development control guidelines for transportation based on the following important principal components of the DTO integrated transportation strategy:

- An integrated public transport network which provides for a radical transformation in the quality of services provided.
- Strategic improvements to the road network which will be managed in a way which does not encourage peak hour commuting.
- Traffic management policies which will optimise the use of the road network for all users, including car drivers and passengers, public transport passengers, cyclists and pedestrians.
- A freight management policy designed to provide the basis for a detailed strategy to facilitate the movements of goods and to improve freight access to ports and airports.
- Good quality cycle and pedestrian networks.
- A statement of policy on demand management which will provide the basis for a detailed management implementation programme.
- Guidance on complementary land use policies.

Transportation policies are grouped under the following four headings:

- Integrating land use and transportation
- General Transport
- Public Transport
- Roads



### 11.1 Integrating Land Use and Transportation

#### 11.1.1 Policy T1: Integrating Land Use and Transportation Policies

***It is Council policy to integrate land use and transportation and to this end the Council will prepare Integrated Framework Plans for each of the major centres in the County to ensure that spatial planning policies are fundamentally linked to key transportation provisions.***

The Council recognises the fundamental link between transport and land use. An essential element of this is the need to integrate spatial planning policies with key transport requirements. This means for example that higher development densities are required around locations with high levels of access to public transport. Businesses with large work forces need to be close to public transport and to where their workforce live. Businesses with high volumes of freight need to be close to motorways, railways and/or ports.

The DTO Strategy provides the following guidance in this regard:

- The resource of public transport corridors should be maximised by concentrating development along these corridors at public transport nodes (rail stations, bus stops and interchanges).
- Development should be phased to maximise the utility of existing public transport services as they come on stream.
- Reservations for public transport should be protected in the design of new developments.
- Plans should be prepared around rail stations and along Quality Bus Corridors, identifying the appropriate development potential for these areas.
- Development near public transport corridors to comply with the following principles:
  - Neighbourhood centres should be located with good access to public transport.
  - Detailed layouts and design of developments which reflect the importance of walking and cycling as transportation modes by providing safe and direct access to local services (retailing,

- schools, employment and leisure) and public transport nodes.
- Increased density should be promoted close to public transport nodes.
- Mixed use developments should be encouraged.
- Development of rail stations should support local residential areas by providing local services.
- Integrated Framework Plans for land use and transportation should be developed for each of the major centres within the Metropolitan Area.

It is also a Council objective to provide road improvement schemes to facilitate integration of land use and transportation.

These requirements are reflected in the policies for the settlement strategy (Chapter 2) and for land use and zoning in this Plan.





### 11.1.2 Policy T2: Transport Interchanges

*It is Council policy to promote public transport interchanges at strategic rail/LUAS locations throughout the County in accordance with DTO policy guidance on rail alignments and key interchange stations.*

An interchange can be either the physical action of transferring between services or modes as part of a journey or it can be the physical location that provides access to the public transport system.

Where possible interchanges should be located at or within major destinations and should be given high priority in local land use planning. Secondary uses which would increase the numbers of people utilising the interchange should also be located there. Development should be oriented so as to maximise density of activity near interchanges. Interchanges are suitable locations for retail outlets, cash points, telephones, automatic vending machines and refreshment/bar facilities.

The design and layout of each interchange should have regard to the following:

- Location.
- Land use commercial exploitation opportunities.
- Pedestrian access to include provision for the mobility impaired.
- Cycling access and facilities.
- Taxi access and facilities.
- Bus access and operational requirements.
- DART/light rail and feeder bus access.
- Passenger waiting facilities e.g. seating, lighting, heating, shelter, information requirements and security.
- Linkages to surrounding development including pedestrian crossings.

### 11.1.3 Policy T3: Mobility Management Plans

*It is Council policy to require mobility management plans for proposed centres of employment, or existing centres where expansion/development is proposed, and which the*

*Council considers will have significant trip generation and attraction rates at peak hours or throughout the day, and where the utilisation of existing or proposed public transport may be employed to good effect. Mobility management plans may also be required for mixed use, leisure and other developments, which generate a significant level of peak and/or off peak travel.*

Mobility management plans are deemed to be a suitable mechanism by which development can manage the mobility needs of their users and achieve balanced modal split for the trips to/from them.

In line with DTO advice notes the Council considers mobility management to be a suitable mechanism by which new developments can support the objectives of sustainable development and the achievement of reduced car dependency.

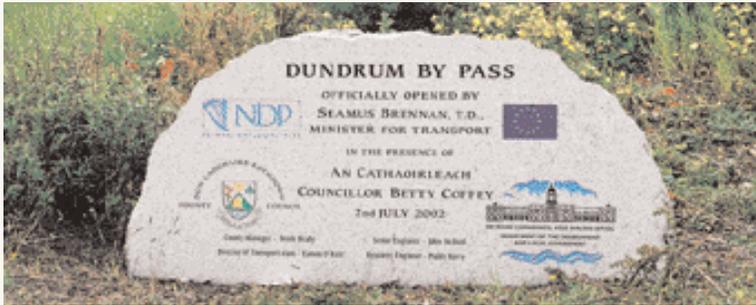
Development for which mobility management could be applied includes the following:

- Office
- Office based industry
- Other industry
- Retail (large one-off stores and major town/district centre developments)
- Retail warehousing
- Warehousing and distribution
- Places of education

A mobility management plan may take the form of a formally published document, which outlines its measures and targets. Alternatively it may simply evolve over time as different initiatives are piloted.

### 11.1.4 Policy T4: Implementation of D.T.O. Policy

*It is Council policy to promote, facilitate and co-operate with other agencies in securing the implementation of the transportation strategy for the Dublin Region as set out in 'A Platform for Change, Strategy 2000-2016' Final Report, Dublin Transportation Office.*



Accessibility is vital to the efficient functioning of the various activities taking place throughout the County. The development of an efficient transportation system is, therefore, an important element in planning for the future of the County. However, responsibility for the transportation system is shared among a number of public agencies, of which the Council is only one. Co-operation among the various agencies is essential to secure implementation of an effective system. The Council acting as facilitator will have a significant role to play in this area.

The government approved *DTO Strategy 'A Platform for Change 2000-2016'*, sets out an integrated and balanced transportation strategy for the Greater Dublin Area. It deals with all surface transport (road, rail/suburban rail/light rail, bus, cycling and walking) as well as issues such as traffic management and enforcement and guidance on complementary land-use policies.

The main elements of the *DTO Strategy 'A Platform for Change 2000-2016'*, as it affects Dun Laoghaire-Rathdown County include:-

- Upgrading and completion of the orbital motorway around Dublin (M50, the Dublin Port Tunnel and Eastern By-Pass).
- Completion of the C-Ring Motorway System (Southern Cross Route and South Eastern Motorway).
- Provision of a Light Rail Transit System (LRT) LUAS Line to Sandyford and incorporation of this line into a Metro Line from an interchange with DART south of Shankill via Cherrywood and Sandyford to the city centre and Dublin Airport.
- LUAS line from Dundrum to the city centre via Harold's Cross.
- Upgrade of the existing DART line.
- Extension and enhancement of the existing QBC's and development of the Quality Bus Corridors and the Quality Bus Network which will consist of radial and orbital Quality Bus Corridors and additional bus priority measures.
- Integration of bus service network with rail service.
- Provision of park and ride facilities at strategic locations.

- Development of traffic management measures.
- Promotion of cycling and walking as important means of transport.

**11.2 General Transport**

**11.2.1 Policy T5: Traffic Calming**

***It is Council policy to implement traffic calming measures, in appropriate areas throughout the County.***

It is the intention of the Council to introduce traffic calming measures, including the creation of environmental cells based on the neighbourhood concept, on an area wide basis.

Calming cells will only be introduced following consultations with local residents and with agencies such as the Gardai, bus companies, fire and ambulance services. Schemes will be designed to enhance the environmental appearance and neighbourhood strengths of residential areas, with an emphasis on a more creative approach to design.





In relation to new development proposals the Council will work with urban designers and local residents to ensure that road design makes its proper contribution to traffic calming from the outset. In addition planning applications for new residential schemes shall include traffic calming measures where appropriate. Where possible the emphasis should be placed on horizontal rather than vertical calming measures.

#### 11.2.2 Policy T6: Cycling and Walking

***It is Council policy to promote the development of cycling and walking as important forms of movement in the County and to minimise the conflict between pedestrians and other modes of transport.***

Cycling and walking are environmentally friendly, fuel-efficient and healthy modes of transport. They are an important means of travel to work, school, shops and other activities and their development is in line with the principles of sustainability. The overall purpose of the policy is to increase the share of travel undertaken by cycling and walking and to reduce travel by private car. The Council will seek to ensure that footpaths in all future developments are designed to cater for the mobility impaired and are wheelchair friendly.

In order to promote the development of cycling, it is the intention of the Council to:

- Establish a complete network of cycleways throughout the County which integrates with the DTO strategic cycle network.
- Design the network with an emphasis on promoting safety and shortening of journey times by providing as direct routes as possible.
- Establish cycle/pedestrian links to DART and light rail stations.

The establishment of the network will include a combination of dedicated cycle lanes on-road and dedicated cycle tracks off-road. The network will be made clearly identifiable through sign-posting, road markings and by a different colour road surface or markings where practicable.

To promote the development of walking, it is the intention of the Council to:

- Continually upgrade the condition of existing footpaths throughout the County as resources permit.
- Provide controlled crossings where warranted at all major crossing points.
- Provide non-controlled crossing points with islands in the centre of the road to give opportunities for pedestrians to cross busy roads safely without detours.

Planning applications for major residential and commercial developments should:

- Demonstrate detailed layout and design which reflects the importance of walking and cycling as transportation modes by providing safe and direct access to local services (retailing, schools, employment and leisure) and public transport nodes.
- Demonstrate that the proposal will be easily accessible to pedestrians and cyclists. Details of proposed layouts should promote high internal pedestrian and cyclist permeability. The quality of internal routes should also demonstrate safety, security and convenience for users.

#### 11.2.3 Policy T7: Coastal Walkway/Cycleway

***It is Council policy to support the development of a coastal walkway/cycleway from the County boundary at Booterstown to Sandycove.***

#### 11.2.4 Policy T8: Cycle Facilities

***Where planning permissions are being granted for major new developments, such as offices, commercial, residential developments with limited cycle storage facilities, retail and industrial schemes, it is Council policy to require that adequate covered facilities for the secure parking of bicycles be provided at convenient locations close to building entrances in order to encourage cycling. It is also Council policy to require a full range of facilities for cyclists such as showers and lockers in substantial new commercial developments and to encourage the provision of safe bicycle***



*parking at DART and Light Rail Stations.*

**11.2.5 Policy T9: Controlled Crossings**

*It is Council policy that controlled pedestrian crossing facilities at major crossing points have an audible signal and tactile paving to assist visually impaired people in negotiating the crossing of the road.*

**11.2.6 Policy T10: Car Parking Control**

*It is Council policy in its provision of public car parks and in its control of on-street and off-street car parking to provide for short term shopping and business parking requirements and for the needs of local residents, rather than long-term commuter parking requirements.*

Car parking provision for land-uses close to public transport corridors should reflect the provision of public transport services.

The Council will extend its parking control scheme into other areas of the County where such controls will contribute to traffic management and the quality of life of the local residents and workforce.

**11.2.7 Policy T11: Landscaping**

*It is Council policy to landscape and plant along major roads when improvement schemes are being undertaken as resources permit.*

Landscaping schemes based on native species as far as possible will be designed to soften the visual impact of the road and enhance its appearance, with due regard being given to the achievement of road safety.

**11.2.8 Policy T12: Safe School Traffic Zones**

*It is the policy of the Council to continue to develop "safe school traffic zones" at county schools where warranted, where practicable and in line with existing policies on prioritising such zones. "Safe school traffic zones" will*

*include recognised crèches and play areas.*

**11.2.9 Policy T13: Traffic Management**

*It is Council policy in designing traffic management and traffic calming schemes that the schemes would be devised within the philosophy of the DTO. i.e. catering for all road users, managing the demand, and managing the supply of the existing road network.*

**11.2.10 Policy T14: Signage**

*It is Council policy to improve signage at appropriate locations throughout the County.*

To improve the quality of signage it is the intention of the Council to promote:

- More visible speed limit signage, including road surface markings and repeater speed limit signs.
- A "school gate" package with highly visible road markings, pedestrian lights, speed limits etc., in the vicinity of all schools.
- Improved signage at shopping centre car parks.

And to:

- Carry out a study of directional /information signage.



Photo: Dun Laoghaire Harbour Company



### Proposed Cycle Route Network

It is a Council objective to establish the following cycle route network subject to the availability of appropriate lands, approval and finance:

**Table 11.1 Cycle Route Network**

Location	Development Plan Map No.	Type
Adelaide Road from Upper Glenageary Road to Glasthule.	3, 7	Local Road
Ballinteer Avenue – Shopping Centre to Green Route.	5	Local Road
Ballyogan Road, Kilgobbin Road, Sandyford Road to Green Route.	5, 6, 9	Local Road
Boosterstown to Dalkey via Rock Road, Blackrock Park, Idrone Terrace, Newtown Avenue, Seapoint Avenue, Seafront, Queens Road, The Metals, Barnhill Road to Castle Street.	2, 3, 4, 7	Coastal Route, Regional Road, Local Road
Bray Road at Cornelscourt to Loughlinstown.	6, 7, 10	National Route - N11
Brewery Road to Kilmacud Road Upper via lands adjoining St. Raphaela's.	6	Park
Cabinteely Park - Brennanstown Road to Cornelscourt Hill Road.	7	Park
Carysfort Avenue, Brookfield Place, Barclay Court.	2	Regional Road, Local Road
Churchview Road.	7	Local Road



## TRANSPORTATION

11

Location	Development Plan Map No.	Type
Clonskeagh Road (south of Wynnsward Drive), Roebuck Road, Goatstown Road, Lower Kilmacud Road and Lower Drummartin Road.	1	Regional Road
Commons Road to St. Anne's Church, Shankill via Dublin Road.	10	Regional Road
Dundrum - Claremont Terrace to Churchtown Road Upper via Waldermar Terrace.	1	Local Road
Fosters Avenue.	2	Regional Road
Green Route - from County Boundary at Grange Road to Sandyford Interchange, South Eastern Motorway.	5, 6	Regional Road
Johnstown Road - N11 to Granville Road.	7	Local Road
Kill Avenue, Kill Lane to Deans Grange.	3, 7	Regional Road
Kilmacud Road Lower to N11	1, 2	Regional Road
Linear Park Route - Kill Lane to Shanganagh Road.	7, 10	Park
Monkstown Ring Road – Carysfort Avenue to Deans Grange Road via Brookville Park.	2, 6	Regional Route, Local Route
Mount Merrion Avenue.	2	National Route N31



Location	Development Plan Map No.	Type
Mounttown Lower, York Road, Clarence Street, Crofton Road.	3	Regional Road
Newtown Park Avenue - Yankee Terrace to Castle Byrne Park.	2	Regional Road
Newtown Park Avenue - N11 to Temple Hill (Blackrock By-Pass).	2, 6	Regional Road
Newtownsmith Park – Sandycove.	2, 6	Local Road
Nutgrove Way, Stonemason’s Way and Marlay Park.	1, 5	Local Roads, Park
Old Bray Road at Cornelscourt, Cornelscourt Hill Road and Glenamuck Road.	6, 7, 9	Local Road
Sandyford Interchange (South Eastern Motorway) to Lower Drummartin Road.	1, 5, 6	Road Reservation
Sandyford Road.	-	Regional Road
Shanganagh River Linear Park - Brennanstown Road to Cherrywood.	7, 10	Park
Shanganagh Road - St. Anne’s Church, Shankill to meet Linear Park Route.	10	Regional Road
Stillorgan Road - White’s Cross to Old Bray Road, Cornelscourt.	6	National Route - N11
Wyattville Link - N11 to Light Rail Transit Line.	10	Regional Road



## TRANSPORTATION

11

Location	Development Plan Map No.	Type
Wyattville Road, Church Road to N11.	7, 10	Regional Road
Wyckham By-Pass – Ballinteer Road to Taney Road, including Birch’s Lane.	1, 5	Road Reservation
Upper Glenageary Road – Albert Road roundabout to Kill Avenue.	3, 7	Local Road
York Road and Clarence Street.	3	Regional Road
Abbey Road.	3, 7	Regional Road
Brookdene - Shanganagh Road roundabout to park.	10	Local Road
Commons Road to Coastal Route.	10	Park, Local Road
Deans Grange Road.	2, 6, 7	Regional Road
Glen Drive to N11 via Old Bray Road and Clonkeen Road.	7	Local Road
Killiney Station to Woodbrook & Shanganagh Park.	7, 10, 14	Coastal Road
Cherrywood to Ballally via Ballyogan Road.	5, 6, 9, 10	Reservation
Monkstown Avenue.	3, 6	Local Road
Sandycove to Booterstown (Cycletrack and Promenade).	-	Coastal



Location	Development Plan Map No.	Type
Shankill - Corbawn Lane to Corke Abbey.	10, 14	Regional Road
Rochestown Avenue.	7	Regional Road
Taney Road.	1	Regional Road
Murphystown Parallel Road.	6	Reservation
Leopardstown Road from Kilgobbin Road to SEM.	6	Regional Road





### 11.3 Public Transport

#### 11.3.1 Policy T15: Public Transport Improvements

***It is Council policy to co-operate with the relevant transport bodies and authorities to secure improvements to the public transport system.***

In addition to co-operating with the appropriate agencies to secure the implementation of the Dublin Transportation Office Strategy, as set out in Policy T4 above, it is the intention of the Council to facilitate the provision of other, more modest, improvements to the public transport system such as the provision of bus lanes, bus bays, shelters and like facilities.

Apart from the provision of facilities, the Development Plan policies and objectives envisage:-

- Increased residential densities along strategic public transport corridors and close to public transport nodes to encourage greater usage of public transport.
- Increased employment land uses in town and district centres which will facilitate the maximum usage of public transport.
- Increased public transport service, including licenced private operators to and between public transportation nodes.
- The protection, free from development, of such lands as are required for the development of public transport facilities.
- Development of a Quality Bus Network in the County.
- Extension of LUAS south of Sandyford to Cherrywood and incorporation of the LUAS line into a Metro from the DART line south of Shankill to the City Centre and Dublin Airport.

#### 11.3.2 Policy T16: LUAS

***It is Council policy to promote, facilitate and co-operate with other agencies in securing the extension of the LUAS network in the County as set out in the DTO Strategy "A Platform for Change, 2000 – 2016."***

LUAS Line B (St. Stephen's Green to Sandyford Business Estate) is currently under construction and due for completion by Summer 2004. Proposals to extend Line B to Cherrywood are being considered. In the longer term LUAS Line B will be extended to Shanganagh/Woodbrook to link with the DART line.

#### 11.3.3 Policy T17: Section 49 Levy

***It is Council policy to utilise where appropriate the provisions of Section 49 of the Planning and Development Act, 2000 to generate financial contributions towards the capital costs of providing strategic transport infrastructure services or projects in the County.***

Section 49 of the Act provides for Supplementary Development Contribution Schemes to be made by the Council to facilitate the provision of public infrastructure services or projects – including transportation. A Section 49 Scheme has been made in respect of the LUAS extension from Sandyford to Cherrywood (Line B1). The Council may promote further Section 49 schemes in relation to further strategic transport infrastructure projects where this is considered appropriate.

#### 11.3.4 Policy T18: DASH

***It is Council policy to co-operate with Iarnród Éireann to facilitate the DASH (Dublin and Suburban Enhancement) Station improvements, which includes, platform lengthening, station improvements, improved passenger and staff facilities and improved access for the mobility impaired etc.***

#### 11.3.5 Policy T19: Quality Bus Network

***It is Council policy to implement the Quality Bus Network measures outlined in the DTO Strategy 2000-2016 'A Platform for Change', subject to the availability of resources. The Council will co-operate with the Quality Bus Network Project Team and DTO to achieve this.***

The QBN office has responsibility for all aspects of the



delivery of on-street bus priority measures set out in the DTO Strategy 'A Platform for Change 2000-2016'.

The programme of works will complement the current QBCs within Dun Laoghaire-Rathdown. The overall aim will be to achieve a strategic mesh of radial and orbital QBCs linking the suburbs with each other and with the city centre. Other bus priority measures will, in particular, access major residential, retail and employment centres. There will be an emphasis on integration with existing and future transport nodes i.e. DART/Suburban Rail and LUAS which also forms part of the scope of work of the project office.

In addition to co-operating with the QBN office and the DTO it is the intention of the Council to facilitate the provision of other, more modest, improvements to the Quality Bus Network such as the provision of shelters, public transport information displays, appropriate footpath widths and standing areas for intending bus passengers, locating bus stops at confluences of pedestrian links to surrounding developments and providing road crossings that are well located relative to bus stops.

**availability of finance, it is also the Council policy to facilitate the provision of public car parks close to public transport nodes in order to facilitate 'park and ride' for commuters at strategic locations where the national road network meets the public transport network and to examine policies which have regard to the essential nature of 'park and ride' in the County. In this regard it is the policy of the Council to support the provision of 'park and ride' facilities where appropriate along the proposed LUAS B1 extension line.**

The purpose of 'park and ride' is to integrate the car with public transport and to encourage commuters to leave their cars at 'park and ride' facilities and continue their journey by public transport. This policy will help to encourage car commuters to transfer to public transport, thereby reducing congestion and promoting public transport. All proposed 'park and ride' sites will be assessed to ensure that cars accessing them do not unduly add to congestion. The policy is in line with Dublin Transportation Office recommendations and will promote the achievement of sustainable development.

### Rail Transport Objectives

Objectives for rail transport provision are:

#### LUAS

LUAS Line B, St. Stephen's Green to Sandyford Business Estate, to be extended to interconnect with the DART line at Shanganagh/Woodbrook.

LUAS stations at the following locations:

- Windy Arbour
- Dundrum
- Balally
- Kilmacud
- Stillorgan
- Sandyford

In the future it is a Council objective to provide LUAS Stations at

#### 11.3.6 Policy T20: Cross County Public Transport

**It is Council policy to encourage the provision of cross county public transport to encourage cross county economic activity.**

#### 11.3.7 Policy T21: Minibus/Taxi/Hackney Transport

**It is Council policy to facilitate provision for minibus/taxi/hackney transport to provide a feeder service to major public transport corridors and to encourage the provision of taxi ranks at DART and Light Rail Stations and at other appropriate locations.**

#### 11.3.8 Policy T22: Walk and Ride, Park and Ride

**It is Council policy to encourage the development of a local pedestrian network to link with the major transport facilities to encourage 'walk and ride'. Subject to the**



Central Park, Glencairn, The Gallops, Leopardstown Valley, Ballyogan Wood, Racecourse, Carrickmines, Laughanstown and Cherrywood and to continue to St.Colmcille's (Loughlinstown), Shankill and Shanganagh/Woodbrook.

**LUAS Harolds's Cross**

It is a Council objective to facilitate the provision of a LUAS line from Dundrum to the city centre via Churchtown Road, Rathfarnham and Harold's Cross.

**DART**

It is a Council objective to:

- Facilitate the provision of a DART station at Woodbrook which is a location that facilitates convenient passenger interchange between DART and the proposed Metro.

It is an objective of the Council to facilitate DASH station improvements at the following locations:

- Booterstown
- Blackrock
- Seapoint
- Salthill/Monkstown
- Dun Laoghaire
- Sandycove/Glathule
- Glenageary
- Dalkey
- Killiney
- Shankill

In addition to the above, it is a Council objective, as outlined in the Local Coastal Plan, Booterstown to Sandycove, June 2002 to:

- Seek the upgrading of Booterstown DART Station involving the provision of a pedestrian over bridge, local shop and short-term amenity parking.

**Key Rail Interchanges**

It is a Council objective to facilitate the provision of key rail interchanges at the following locations:

Location	Public transport modes
Dundrum	LUAS - QBN
Blackrock	Suburban Rail – QBN
Dun Laoghaire	Suburban Rail – QBN
Sandyford	LUAS - QBN
Cherrywood	LUAS – QBN
Woodbrook	LUAS – Suburban Rail – QBN

**LUAS Park and Ride Sites**

It is a Council objective to provide for 'park and ride' sites at the locations listed below:

- Carrickmines
- Cherrywood





### Quality Bus/Bus Priority Route Objectives

Quality Bus Route objectives shown on the Maps are considered essential to provide a network of sufficient standard to serve the anticipated future population growth.

It is a Council objective to establish the following Quality Bus/Bus Priority Network subject to further study as appropriate, approval and finance. Other links may also be included in the Quality Bus Network:

**Table 11.2 Quality Bus/Bus Priority Network**

• Rock Road – Frascati Road (including Rock Hill, Main Street, Temple Hill) – Stradbroom Road - Abbey Road – Rochestown Avenue – Church Road – Wyattville – N11 Cherrywood
• Blackrock – Mount Merrion Avenue
• N11 - Fosters Avenue – Mt Anville Road – Taney Road – Dundrum
• N11 (Bray Road) – Cabinteely By-Pass – Dublin Road – Bray
• Kill Lane – Kill Avenue – Mountown Lower -York Road – Clarence Street – Crofton Road – Dun Laoghaire
• N11 – Leopardstown Road – Sandyford
• Dundrum – Sandyford Road - Blackthorn Drive
• Rathfarnham – Grange Road – Brehon Field Road - Ballinteer Road – Ballinteer Avenue, Wyckham Way -Dundrum
• Dundrum - Churchtown Road – Braemor Road – Rathfarnham
• Stillorgan – Kilmacud Road Upper – Link Road – Blackthorn Drive – Sandyford Business Estate
• Stillorgan, Lower Kilmacud Road – Drummartin Road (Link) – Goatstown Road – Clonskeagh Road Church Road – Thomastown Road – Lower Glenageary Road – Dun Laoghaire
• Rathfarnham – Nutgrove Way approach to Nutgrove Avenue
• Enniskerry Road to Sandyford Road
• Newtownpark Avenue approach to N11 – Stradbroom Road
• Monkstown Road approach to Temple Hill/Rock Road
• Churchview Road approach to Wyattville Road/Church Road

### 11.4 Road Network

#### 11.4.1 Policy T23: Road Development

***It is Council policy, in co-operation with other agencies and subject to the availability of the necessary finance, to:***

- Implement the road objectives set out in the Six Year Road Programme of this Plan.
- Implement the other road objectives shown in the Plan in the longer term.
- Improve the existing roads of the County where necessary by the setting back of building or frontage lines and by the setting back of proposed new structures at road junctions to improve sight lines in the interests of traffic improvement and safety, subject to maintaining visual amenities and sound urban design principles.
- Maintain and protect existing communities and when planning and building roads seek to avoid severing existing communities.
- Avoid unattractive, monotonous wallsapes along roads.

This policy will be implemented both by the Council and the National Roads Authority. It forms part of a balanced transportation strategy required to achieve sustainable development. The various road schemes will be subject to Environmental Impact Studies, where appropriate.

To secure the implementation of the policy, it is the intention of the Council to reserve any necessary lands free from development and to designate building lines, where required.

The Six Year Road Programme is set out in Table No. 11.3 of this Plan.

#### 11.4.2 Policy T24: Road Access to South Eastern Motorway

***It is Council policy to provide improved road access from Dun Laoghaire town centre to the proposed South Eastern Motorway junction at Wyattville.***



There is a need to improve access between Dun Laoghaire and the proposed South Eastern Motorway. Implementation of this policy may involve measures including:-

- Traffic management measures.
- Road improvements, including road widening and
- Pedestrian safety measures for adjacent residential areas.

#### 11.4.3 Policy T25: National Routes

***It is Council policy to protect all National Routes from frontage access and to keep the number of junctions to a minimum.***

The National Routes are of vital importance to the economic and social development of the County. It is therefore the Council's intention that this investment should be safeguarded by preventing the premature obsolescence of these roads as a result of inadequate control on frontage development.

#### 11.4.4 Policy T26: Road Safety

***It is Council policy to promote road safety and to avoid the creation of traffic hazards.***

In the design and/or improvement of roads and in the assessment of planning applications for new development, the safety of road users, including motorists, cyclists and pedestrians, will be a primary consideration. Cyclists and pedestrians are especially vulnerable in road accidents and new design must pay particular attention to securing their safety.

#### 11.4.5 Policy T27: Heavy Goods Vehicles

***It is Council policy to manage HGV traffic and to facilitate this in the short-term to agree preferred routes throughout the county and to undertake a study to decide on the preferred routes to access the M50 and the two ports of Dun Laoghaire and Dublin in the long-term.***

#### 11.4.6 Policy T28: Roundabouts

***Roundabouts are not generally safe pedestrian or cycling environments, however where they are deemed necessary, it is Council policy that the design of roundabouts make full provision for the safety needs of cyclists and pedestrians.***

#### 11.4.7 Policy T29: Low Cost Safety Measures

The Council will continue its policy of providing low cost safety measures to improve the safety of the road network in the County as resources permit.

#### Roads Objectives

***The roads objectives provide for the improvement of the road network to cater for the transportation requirements of the County within the context of the overall transportation policies outlined in this chapter.***

The overall dimensions of the new roads, or of improvements to existing roads, which the Council will undertake either in the six year period following the adoption of this Plan or in later years, are not indicated in the Plan. Likewise the extent of lands required for junctions is not shown.

New roads and junctions are at this stage purely diagrammatic with regard to location and dimensions. The six year programme roads are shown in as much detail as possible, however there may be variations or adjustments necessary. Smaller schemes, such as junction and traffic management improvements, are not shown on the Maps or included in the Written Statement.

A full traffic analysis and detailed justification in the context of the Council's Strategy and DTO Strategy and any updated strategy will be provided when consultation is being undertaken.

It is an objective of the Council to identify specific heavy goods routes throughout the County.



### Six Year Roads Objectives

It is a Council objective to facilitate the provision of the roads listed in Table 11.3 as part of a six year programme. Designs have been prepared in respect of some of these proposals. These schemes are dependent on the necessary finance being available.

The Council may, at its discretion, introduce roads objectives other than those listed in Table 11.3 at any time within the currency of the Plan by way of a variation to the Plan.

### Access from the South Eastern Motorway to Dun Laoghaire

It is a Council objective to provide an improved access route from Dun Laoghaire to the proposed South Eastern Motorway interchange at Cherrywood. The Route will follow Coal Quay Bridge, Clarence Street, York Road, Mounttown Lower, Glenageary Road Upper, via proposed road (Church Road Phase III), Church Road and Wyattville Road. The proposed design shall ensure that no houses are demolished.

### Upgrading of the M50

It is a Council objective to facilitate the widening of the M50 from the proposed Sandyford interchange to the South Dublin County boundary from two lanes to three, within the existing land footprint.

### Monkstown Ring Road

It is a Council objective to complete the strategic orbital route known as the Monkstown Ring Road to link Dun Laoghaire with the west of the County. The route will follow York Road, Mounttown Upper, Monkstown Avenue, to Brookville Park, and then to Carysfort Avenue via Yankee Terrace and Fleurville. The proposed design shall seek to retain Yankee Terrace.



### Access to the N11

It is a Council objective that developments from Sunnyhill, Loughlinstown as far as the Willows, Loughlinstown should access the N11 at the Willows access.

### Carrickmines Cherrywood Spine Road

It is a Council objective to ensure the provision of a Spine Road linking the Carrickmines interchange to the Wyattville Link Road and the provision of an internal road layout to serve development at Cherrywood.

### Stepaside Loop Roads

It is a Council objective to ensure the provision of the two loop roads to serve development in the Stepside Action Plan area.

### Link Road From the South Eastern Motorway to Wyattville

It is a Council objective to provide an extra junction on the Wyattville link road to serve Cherrywood.

### Murphystown Road

It is a Council objective that the Murphystown Road will be a cul-de-sac with Kilgobbin Road on the completion of the South Eastern Motorway.



**Table 11.3 Six Year Roads Objectives**

- Eastern Bypass – N11 to Booterstown and Dublin Port. The line of the Eastern By-Pass is not fixed; it's route will be determined following the outcome of an Environmental Impact Assessment including a process of public consultation.
- Southern Cross Route Motorway and associated roads.
- South Eastern Motorway and associated roads, including northern link to Drummartin Road as a protected road.
- N11 to South Eastern Motorway/Sandyford Interchange.
- M50 Third Lane.
- Ballinkeer Avenue (Green Route to Superquinn).
- College Road at junction with Kellystown Road.
- Leopardstown Road to re-aligned Kilgobbin Road.
- Wyckham By-Pass (Ballinkeer Road to Sandyford Road).
- Wyckham By-Pass Extension (Sandyford Road to Taney Road).
- Wyckham By-Pass Extension to Blackthorn Drive, parallel to LUAS.
- Shanganagh Road. (Shanganagh Bridge to roundabout at St. Anne's Church, Shankill).
- Monkstown Ring Road.
- Rochestown Avenue, including junction with Sallynoggin Road and junction with Johnstown Road.
- Pottery Road.
- Enniskerry Road – Lamb's Cross to Stepside (road widening in the vicinity of Fernhill Gardens will take place on the north eastern side of the road subject to land acquisition and funding).
- Blackglan Road/Harolds Grange Road, Kilmacud Road Lower to roundabout at Kilmacud Road Upper .
- Ballyogan Road .
- Kilgobbin Road (Hillcrest Road to Ballyogan Road).
- Glenamuck Road.
- Murphystown Road - parallel road.
- Enniskerry Road, Kiltarnan junction with Ballycorus Road and Bishop's Lane.
- By-Pass from Enniskerry Road to Kilgobbin Road roundabout.
- Wilford roundabout to Bray Town Council Boundary.
- Grove Avenue (subject to design, land acquisition and funding).

- Brennanstown Road, Brennanstown House to Bray Road (subject to land acquisition and funding).
- Lehaunstown Road (part of) (subject to design and stringent environmental considerations, land acquisition and fundings).
- R116 Pine Forest Road and Ballybetagh Road (subject to funding and design).
- Access road through Industrial Yarns site to access Bray Golf Course lands subject to the development control process.
- Spine Road linking Carrickmines Interchange to Wyattville Link Road.
- Cherrywood – Access roads to north and south of Wyattville Link Road.

**South Eastern Motorway - Lehaunstown Interchange**

It is a Council objective to redesign the South Eastern Motorway Lehaunstown Interchange to increase its capacity.

**Long Term Roads Objectives**

Other road objectives shown on the Maps are considered essential to provide a long term road network of sufficient standard to serve the anticipated future population growth.



**Table 11.4 Long Term Roads Objectives**

- Enniskerry Road, Stepside to Wicklow County boundary
- Ballinteer Road (part of)
- Cornelscourt Hill Road (part of)
- Ballyman Road (part of) at Countybrook Cottages
- Access road to DART line at Woodbrook from Dublin Road
- Cherrywood Road (part of)
- Cherrywood-Lehaunstown Lane to Spine Road

## 11.5 Development Control Objectives

### 11.5.1 Roads General

The design standards required for carriageway, gradients, footpaths, junctions, road drainage, culs-de-sac, sight lines, boundary walls, vehicle accesses, service roads, bus lay-bys, rear lanes, pedestrian ways, cycleways, screen walls, public lighting, water supply, drainage and other underground services, etc., vary according to the scale, intensity, layout, design and location of proposed developments. The Council's *Development Works in Residential and Industrial Areas - Guidance Document* sets out the general requirements relating to the above.

In addition to these construction standards, quality of life should take precedence over ease of traffic movement and the design, layout and environment of residential areas should enrich the quality of the place and remove traffic barriers to neighbourliness, making them places for people and not just traffic.

In all new development cables shall be placed underground, except where it can be clearly shown by a statutory undertaker that underground location is of an impracticable nature. This provision shall not apply to temporary cabling necessary for the servicing of development site workshops or offices.

Pipes, cables, etc., under roads shall be grouped together as far as possible for easier access and less disruption, to avoid damage from tree roots and to facilitate tree planting.

### 11.5.2 Parking and Loading Requirements

(See Table 11.5)

### 11.5.3 General

The parking standards outlined in Table No.11.5 below for cars and other vehicles will normally be applied.

In addition to the general carparking standards required, service parking space will be required for cars or other vehicles necessarily involved in the operation of the business or particular building, e.g. delivery and collection of goods, the carrying out of repair and maintenance services etc. This does not include space for storing vehicles except where this is necessary as part of the business being carried on in the building. Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of an adequate size to cater for its specific needs and the requirements of the type of vehicle serving the premises.

The particular location of a land use, i.e. whether in open country, urban centre, or industrial estate is a factor in the application of specified standards. So too, is the intensity of employment and the exact nature of the proposed use, particularly in retail shopping.

A reduced standard may be acceptable for commercial development located along strategic public transport corridors (close to the DART, Quality Bus Corridors and proposed Light Rail Transit Line). The acceptability of a reduced standard will depend on the precise nature of the proposed development (e.g. number of employees, nature of business, level of public activity, etc.).

Within Neighbourhood, District and Major Town Centres the Council may adopt a flexible approach to parking provision where a proposed development would be considered to provide a particularly desirable use (cultural or service type uses) which would enhance the attractiveness of the centre. Each case will be considered on its merits subject to the overriding presumption in favour of achieving the zoning objective for



the area. As a condition of any permission the Council may require a financial contribution towards the cost of providing or upgrading of public car parking accommodation in the locality.

Parking spaces must be located on site and should be located where possible behind established building lines and in such a manner as to ensure minimal injury to the amenity of adjoining premises. Where parking is allowed in sight of the general public, adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. Where parking space is proposed in front of existing premises, it is essential that boundary walls or railings be retained, with sufficient planted areas to maintain the visual character of the amenities of the area.

Carparks associated with late night uses, such as licensed premises, restaurants or discotheques must be sited so as to restrict to a minimum level, any noise, disturbance or other loss of residential amenity to any adjoining dwelling.

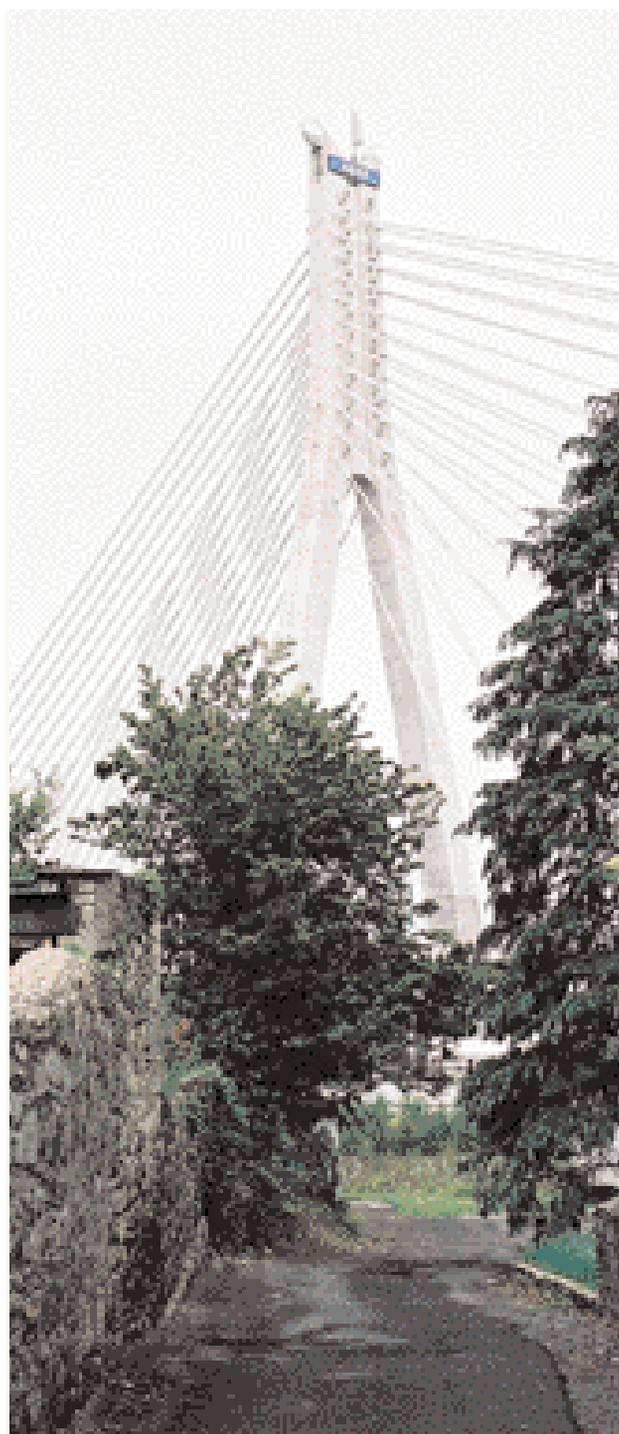
Consideration will also be given to grouped and dual use parking provision where peak demands do not coincide - especially where day and night uses are combined.

**11.5.4 Entrances**

Vehicle entrances and exits must be designed to avoid hazards to pedestrians and passing traffic. In each case where a new entrance onto a public road is proposed, the Council will have regard to the traffic conditions on the road and available sight lines and will impose appropriate conditions in the interest of public safety.

**11.5.5 Bicycles**

The Council will require that secure covered cycle parking facilities be provided close to building entrances for new office blocks, apartment blocks, shopping centres, hospitals etc. To promote bicycle parking within developments a minimum of 1 bicycle space per 80 sq.m. of gross development area should also be provided.




**Table No. 11.5 Parking Standards: General Carparking Standards Related to Land Use**

Land Use	Standards
Auditorium, Theatre, Cinema, Stadium	1 space per 20 sq.m gross floor area
Bank, Library	1 space per 20 sq.m gross floor area
Bars, Lounges, Function Rooms (including such uses in Hotels etc.)	1 space per 10 sq.m gross floor area
Bowling Alley	3 spaces per lane
Church	1 space per 20 sq.m gross floor area
Clinics and Group Medical Practices	2 spaces per consulting room
College of Higher Education	To be determined by Council
Dance Hall/Private Dance Clubs/Discotheques/Night-club	1 space per 20 sq.m gross floor area
Driving Ranges (Golf)	1 space per 2 m of base line
Dwelling/Flat	1-2 spaces per unit (depending on design and location)
Funeral Home	6 spaces
Golf or Pitch and Putt Courses	3 spaces per hole
Holiday Caravan Park	1 space per unit
Hospital	1 space per bed
Hotel, Motel, Guest House (excluding function rooms, bars)	1 space per bedroom
Institutions, Community Centres	To be determined by Council



## TRANSPORTATION

11

Land Use	Standards
Manufacturing	1 space per 50 sq.m gross floor area
Marinas	1 space per berth (excluding visitor berths)
Nursing Home	1 space per 4 residents
Offices	1 space per 50 sq.m gross floor area
Primary and Post-Primary Schools	1 per classroom
Residential Mobile Home Park	1 space per unit
Restaurant/Café	1 space per 10 sq.m gross floor area
Retail Warehousing in Commercial Areas	1 space per 20 sq.m gross floor area
Retail Warehousing in Industrial Areas	1 space per 35 sq.m gross floor area
Science & Technology Based Industry	1 space per 50 sq.m gross floor area
Shopping Centres and Retail Stores	1 space per 20 sq.m gross leasable area
Sports Grounds/Sports Club/Recreation Centre/Gymnasium	To be determined by Council
Vehicle Service Station	1 space per 275 sq.m gross area
Warehousing	1 space per 100 sq.m gross floor area

NOTE:

- (1) In certain cases the above standards may be relaxed if considered to be in accordance with the proper planning and sustainable development of the area.
- (2) In the case of any use not specified above the Council will determine the parking requirements.
- (3) Short term parking bays (for shopping centres particularly) shall be 2.5 metres wide by 4.75 metres in length. In no instance shall a width of less than 2.4 metres be accepted, even for long term (e.g. office blocks) parking spaces.
- (4) Parking bay widths for disabled persons will be a minimum of 3 metres wide. Four or more spaces per 100 spaces (or part thereof) should be reserved for disabled drivers.

