**The Team**

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DBFL Consulting Engineers have been commissioned by South Dublin County Council to provide Project Management, Engineering & Transportation Planning services for the Wellington Lane Walking and Cycling Scheme.

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Áit Urbanism & Landscape are engaged as Landscape Architects for the scheme with a design remit covering hard & soft landscaping including greening, new trees as well as improved urban realm along the scheme.

**Scheme Overview**

The Wellington Lane Walking and Cycling Scheme aims to provide improved facilities for pedestrians and cyclists along a number of streets within Templeogue, Dublin 6. The overall scheme includes the following roads:

* Wellington Lane;
* Wellington Road;
* Whitehall Road;
* Rossmore Road;
* Templeogue Woods;
* Orwell Road; and
* Limekiln Road.

The main objectives for this project are the following:

* Provide improved cycle and pedestrian facilities along the overall scheme route to improve safety for vulnerable road users;
* Enhance connectivity for the surrounding residential areas to key trip attractors within the area such as local shops, local parks, schools and playing pitches;
* Improve the modal shift for walking and cycling within the area for all road users. Improving the modal shift will help to contribute towards Ireland’s Climate Action Plan for 2030 which aims to reduce overall greenhouse gas emissions by 51%.

An Options Report was previously undertaken in order to determine the emerging preferred design measures along each section of the route. These design measures included a detail assessment for the two key junctions along the scheme, the Orwell Road/Wellington Lane Roundabout and the Templeville Road/Wellington Road Roundabout. Following detailed assessments on both of these junctions, emerging preferred design options were determined.

A Non-Statutory Public Consultation was undertaken in December 2021/January 2022 in order to inform members of the public of the emerging preferred options within the scheme. This consultation also provided an opportunity for feedback from the public on the scheme. The finalisation of the scheme took into consideration this feedback with a number of changes made to the finalised preliminary design for the scheme. A Non-Statutory Public Consultation Report was prepared which is displayed as part of this Public Consultation.

A Part 8 Report has been prepared for this Part 8 Application. This details the finalised Preliminary Design along the scheme route and is displayed as part of this Public Consultation.

With regard to the trees along the scheme route, a total of 406 trees are to be retained with 114 trees being removed. As part of the landscape plans within the scheme, as mentioned below, a total of 227 new trees are proposed to be planted. There shall be a net increase of 113 trees as part of this scheme. These trees will replace trees being removed and will also create tree lined streets and place making improved public realm for the area.

As part of this scheme, improved landscape and urban realm measures are proposed along the scheme route. These measures include providing new trees, new planting as well as improved urban realm features. The Landscape Proposals are shown within the Landscape Drawings which can be viewed as part of this consultation.

Overall, the proposed scheme delivers significant improvements for both cyclists and pedestrians along the route. Segregated cycle facilities are proposed on both sides of the road for the majority of the scheme length with on road cycle lanes and segregation proposed in sections of limited width. Footpath improvements as well as improved crossings are proposed for pedestrians.

Junctions along the route, both major and minor road junctions, are proposed to be upgraded to better serve pedestrian and cyclist requirements and to deliver safety improvements for all road users. Where feasible, bus stops are proposed to be improved along the scheme route. The scheme is also proposed to be upgraded with improved urban realm features along its length.

These improvements will provide a sense of place for both pedestrians and cyclists and will allow them to walk or cycle in a safer, more attractive environment that caters towards their needs as vulnerable road users.