



Comhairle Contae
Átha Cliath Theas
South Dublin County Council

Cycle South Dublin

A programme of work
Draft for public consultation

09 November 2020





Mayor of South Dublin County Council



Traffic congestion in South Dublin has grown by 11% on our main roads since 2016 and will become ever more challenging as our population continues to grow. Congestion not only results in lost time, but also has negative environmental, economic and health implications. Private vehicles will always have an important role to play in how people move around our County, but we quickly need to offer people high-quality public transport alternatives and cycling is critical to this. For cycling to become a credible alternative to the private vehicle we must deliver a well-design, safe and well-connected cycle network for people of all ages and abilities. This draft proposal sets out our ambition for how South Dublin can become one of Ireland's most cycle friendly counties. As part of finalising our plans we want your input, so please provide your comments and ideas as part of this public consultation process.

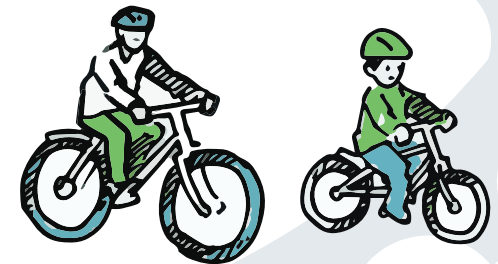
Mayor Ed O'Brien

Chief Executive



Cycle South Dublin is an ambitious programme of work that reflects the increasing importance of making cycling a realistic and integral part of how people move around the County. It proposes a set of 41 projects that would deliver nearly 210km of new and improved cycle lanes over the next ten years. The successful delivery of this programme is not solely within the gift of the Council and will require significant financial, political and community support to make this a reality. Public consultation on the proposed programme will run from 17 November to 18 December 2020. During this time, I would like to encourage people to share their views with us to ensure our final plan can best deliver for all of our communities.

Daniel McLoughlin
Chief Executive





Cycle South Dublin



Vision

For South Dublin to become one of Ireland's most cycle friendly counties.

Mission

The Council's mission is to provide people with a well-connected, well designed, and safe cycle network that offers people a credible alternative to using the car.

Objectives

- Provide a comprehensive and connected cycle network across South Dublin;
- Make cycling a more achievable mode of transport for all adults and children; and
- Improve the cycling identity of the County.



Critical components

- Identify cycle priorities: NOW (next 4 years), SOON (4 to 8 years), and LATER (8+ years)
- Secure Government funding to deliver the programme
- Deliver cycle infrastructure in line with best practice guidelines (DMURS and the NTA's Cycle Design Manual) providing segregated cycle lanes where possible
- Engage with people to build political and community support for cycle projects
- Develop a robust maintenance programme
- Monitor delivery and amend the programme to respond to issues



1



**UP 50,000
by 2030**

Why cycle?

- 1.1** In 2016 the population of South Dublin County was 278,767 (2016 Census). This is set to grow by a further **50,000 people up to 329,000 by 2030**. With this there will be increased pressure for new homes, and employment space. The provision of sustainable transport that offers people a safe, desirable and connected walking and cycling network is essential for the successful growth of South Dublin.

Cycling can help manage increases in traffic congestion

- 1.2** In 2019 RTÉ news reported that Dublin had become the third worst city in the world for sitting in traffic, with **Dubliners spending 246 hours sitting in traffic in 2018**.
- 1.3** **In South Dublin vehicle traffic on our roads increased by approximately 11% since 2016¹**. When current levels of traffic are coupled with increases in our future population growth, the coming years will see further increases in traffic congestion. Building more roads in existing built-up areas is generally not achievable and will not reduce traffic.

- 1.4** Higher frequency and more reliable bus, rail and Luas services are critical to help manage congestion and to provide people with an alternative means of travel. In South Dublin there are existing rail stations at Clonburris and Adamstown on the Heuston to Kildare rail line, the Luas red line runs from the City to Tallaght and Citywest and we have many existing bus routes.

- 1.5** In recent years there has been an underinvestment in new and upgraded public transport infrastructure. The National Transport Authority (NTA) are making progress with upgrading many of the existing services and planning for new capacity via Bus Connects and DART+, but these substantial upgrades will take many years to deliver.

- 1.6** Cycling offers a credible alternative for short and medium length journeys. **Daily within the Dublin Metropolitan area 60,000 trips are made by bike that would otherwise have been made by car (NTA, Bike Life, 2019, Pg8)**. Providing people with access to improved cycle infrastructure will encourage more people to choose cycling and thereby reduce unnecessary car trips.



**Dubliners spent
246 hours
in traffic in 2018**



**11% Increase
since
2016**



**60,000
trips daily**

¹Based on yearly average figures gathered from traffic monitoring equipment at 13 locations across South Dublin.



20% of our
GHS

28,000
tonnes of GHG

Cycling can help reduce carbon emissions

- 1.7** Transportation contributes towards 20% of our national Greenhouse Gas (GHG) and Carbon emissions of which 52% is generated by cars. By 2030 Ireland needs to reduce its (GHG) emission by 30%, relative to 2005, and by 2050 the Government plans to achieve a net zero target (CAP, 2019). **Today in Ireland cycling saves 28,000 tonnes of GHG emissions per year.** Source: Bike Life Survey, 2019, Pg4. Increasing the number of people cycling will lead to increased carbon savings.

Cycling can support stronger local economies

- 1.8** Increased cycling investment produces tangible and measurable benefits to local economies. By supporting cycling, we can boost economic activity in urban areas. Research from the European Cyclists Federation (ECF) has found that retailers often under-estimate the share of clients that go shopping by bike, and over-estimate the share of car users.
- 1.9** In New York, the City Department of Transport found that two years after construction, streets that received a protected bike lane saw a greater increase in retail sales compared to similar corridors without such lanes.



Table 1: Cycling benefits
for the local economy,
NTA Bike Life 2019

- 1.10** In London, Transport for London found that over the course of a month, people who walked to their local center / high street spent up to 40% more than those people who would drive to the same center / high street the reason being that pleasant public realm and easy access resulted in an increased number of repeat trips and subsequently more money spent.



Cycling benefits residents and the local economy

€1 **€1.00** net benefit for individuals and society from each kilometre cycled instead of driven.

These figures are based upon the Societal Gain Model, which monetises the costs and benefits of driving and cycling.

This includes travel time, vehicle operating costs, medical costs and work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.



In total, this adds up to:

€170 million
per year from people with a car
choosing to cycle for transport, or

€258.5 million
annually from all trips cycled.

€170m

€258.5m

Cycling can improve people's health and wellbeing



50%
of children are
driven to school
by car

1.11 Motorised transport contributes to sedentary behavior, particularly for door-to-door trips made by the car. The World Health Organisation (WHO) recommends a minimum of 60 minutes of moderate-intensity daily exercise for children aged 5 – 17 years. **Today in South Dublin 50% of children are driven to school by car (Census 2016).** Cycling can help people of all ages to get more exercise and lead healthier lifestyles.

2 How do people currently travel in South Dublin



10%
cycle mode share

2.1 Ireland's National Cycling Policy Framework (NCPF) promotes a 10% cycle mode share. By comparison Manchester has a 10% cycle mode share target, London a 25% cycle mode share target and the Netherlands has already achieved a 50% cycle mode share.

- In Dublin 24% of adults cycle at least once a week, in South Dublin this figure is 13%²
- In Dublin 11% of adults cycle five days a week+, in South Dublin this figure is 3.8%
- In South Dublin 21% of people don't cycle but would like to

2.2 The 2016 Census figures for cycling in South Dublin, show that 6,899 of people cycle on a regular basis, which is a 3.8% transport mode share.

This is an increase from 2011 when 4,985 people cycled with a 3% transport mode share. Whilst the numbers of people cycling is increasing, the existing cycle numbers are too low to meaningfully address the challenges of increased traffic congestion and the associated negative environmental impacts.



6,899
people cycling



3

Numbers and mode share of people cycling to work and education in South Dublin



3.1 Table 2 shows the number, and percentage share, of cycling trips that people made going to work and education across each of the 14 settlements in South Dublin. In each settlement where the percentage is below the NCPF 10% target it is highlighted in red, where it is close it is highlighted in orange and where it exceeds the 10% target it is highlighted in green.

Share of cycling trips made to the 14 settlements in South Dublin to go to WORK			Share of cycling trips made to the 14 settlements in South Dublin to go to EDUCATION		
Settlement	Cycle	% Share	Settlement	Cycle	% Share
Adamstown	62	4.2%	Adamstown	23	4.5%
Clonburris	26	5.0%	Clonburris	16	3.2%
Clondalkin	640	4.7%	Clondalkin	78	2.7%
Liffey Valley	656	4.2%	Liffey Valley	316	3.4%
Lucan	306	2.9%	Lucan	101	4.4%
Newcastle	32	2.2%	Newcastle	0	0%
Rathcoole	32	1.5%	Rathcoole	2	0.5%
Rathfarnham_SDCC	2,026	7.7%	Rathfarnham_SDCC	569	9.8%
Red Cow_SDCC	26	4.8%	Red Cow_SDCC	6	3.8%
Saggart	34	2.0%	Saggart	2	0.3%
SDCC Rural	28	1.5%	SDCC Rural	12	1.3%
South Tallaght	972	4.5%	South Tallaght	269	3.7%
Tallaght	492	4.0%	Tallaght	66	1.7%
West Tallaght	250	3.0%	West Tallaght	74	1.0%

Table 2: Share of people going to work on a bicycle

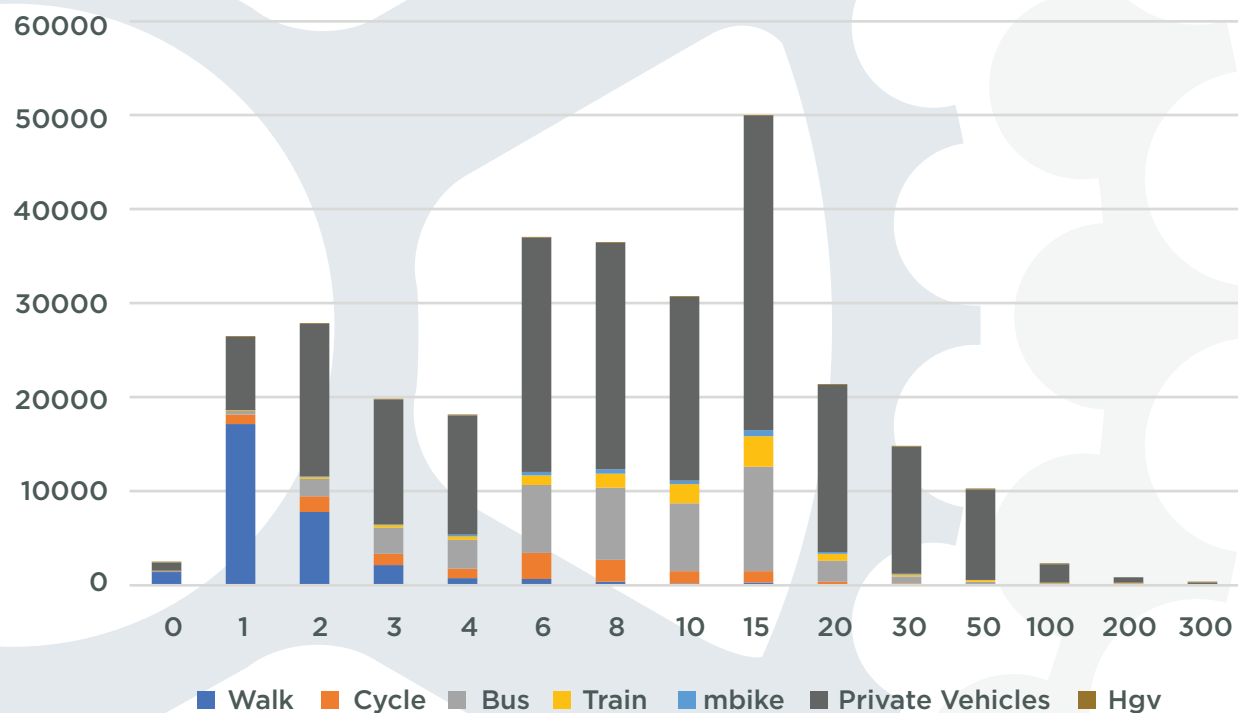
3.2 The table shows that none of the South Dublin settlements achieve the 10% cycle share target. The Rathfarnham settlement comes closest at 7.7% for work and 9.8% for education. The cycle mode share across all other settlements is less than 5% for cycling to work or education.



4

Distances people travel by different modes

4.1 Graph 1 and Table 3 provide a breakdown of the distances people travel by different travel modes from 0k to 300km (Census 2016).



Graph 1: breakdown of distance travelled by mode share

4.2 The tables show that nearly 69% of all trips under 1km are made by walking and cycling (65% walking), which is positive, but over 30% of trips made by motorised transport. The number of people walking and cycling reduces significantly for journeys over 2km. Whilst understandable for walking trips, the number of cycle trips for short journeys up to 5km should be much higher.



Distance travelled KM	% Walk	% Cycle	% Combined
Up to 1km	65.0	3.8	68.8
2	28.0	6.2	34.2
3	10.9	6.3	17.2
4	4.0	5.7	9.7
6	1.7	7.5	9.2
8	1.0	6.4	7.3
10	0.8	4.2	4.9
15	0.6	2.4	2.9
20	0.7	1.2	1.9

Table 3: percentage of distance travelled by walking and cycling up to 20km

5 Why don't people cycle?

Reasons why some residents do not cycle or why they cycle less often

5.1 Graph 2 highlights the primary reasons people choose not to cycle. The three most common reasons include
1) cycling is not safe (33%); 2) the poor weather (24%) and 3) not confident.

- The mission for Cycle South Dublin is to provide a safe and joined network of cycle infrastructure that will encourage more people to cycle.
- Of note is that in Amsterdam the weather is wetter than in Dublin. The average number of wet days in Amsterdam each year is 132 wet days (with 838mm of rainfall) when compared to South Dublin with 128 wet days (758mm of rainfall). In Amsterdam the cycle mode share for all trips below 15km is nearly 50%, whereas in South Dublin the cycle mode share for the same distance is only 3.8%.



33%

Concerned about safety

24%

Poor weather

18%

Not confident cycling

15%

Not for people like me

13%

Living too far away from my destination

9%

Children, passengers or too much to carry

8%

Lack of storage or facilities at home or work

5%

Cost of a suitable cycle

4%

Too hilly here



Graph 2: Reasons why people choose not to cycle (NTA, Bike Life, 2019)

6

What has the Council done

6.1 In South Dublin today there is nearly 210km of existing cycle lanes. The attached maps show these. Over the last four years the Council has delivered:

- New cycle lanes (as segregated cycle lanes and/or alongside new roads) at
 - Grand Canal Greenway at 10.5km
 - The Grange Greenway at 600m
 - Tallaght to Templeogue walking and cycling route at 1.7km
 - Scholarstown Road walking and cycling route at 350m
 - Willsbrook Road walking and cycling route 2.1km
 - Bawnogue permeability route at 900m
 - Monastery Road walking and cycling scheme at 650m
 - R120 new Nangor Road to Adamstown with cycle lanes at 6.6km
- 2 new cycle lockers and 4 cycle maintenance stands



6.2 Some excellent walking and cycling schemes have been delivered in recent years. Funding from the National Transport Authority and the Department of Transport along with some funding from South Dublin Council has been critical in the delivery of these infrastructure projects. The Council recognises that more must be done, and that increased emphasis is required to deliver a comprehensive and connected programme of cycle infrastructure over the next 10 years. This is why the Council has put together this draft Cycle South Dublin programme of work.



7

What more can the Council do?

7.1 The Council's mission is to provide people with a well-connected, well designed, and safe cycle network that offers people a credible alternative to using their car. This approach will play an important role in addressing the traffic and environmental challenges we face but will also offer people healthier lifestyles and can bring real benefits to our local economies. This is why Cycle South Dublin is the Council's proposed programme of work to delivering cycling improvements across the County over the next 10 years. The delivery of the Cycle South Dublin programme is contingent on securing a significant amount of central Government funding.

7.2 Currently a large portion of roads, cycling and walking projects delivered in South Dublin are funded by central Government including through the National Transport Authority, Department for Transport and also the Department for Housing, Planning and Local Government. South Dublin County Council does contribute to some of these projects, but the Council's ability to directly fund walking and cycling projects is limited.



Route selection

7.3 Cycle South Dublin proposes a set of cycle infrastructure projects to be provided across four stages of delivery:

- **NOW** (next 4 years),
- **SOON** (4 to 8 years),
- **LATER** (8+ years), and
- Bus Connects will deliver a range of cycle improvements to be delivered by the NTA

7.4 The projects included in each of the **NOW**, **SOON** and **LATER** stages assume that central Government funding from the National Transport Authority (NTA) and the Department for Transport not only continues but increases. Discussions with regards securing NTA funding for the programme are underway and have been positive. The expectation is that a package of funding for most of the projects in the NOW timescale will be agreed between SDCC and NTA in due course. The level of central Government funding available will be a critical factor in the Council's ability to deliver the proposed programme.

7.5 The appended maps show the locations of the proposed routes under each of the four timescales, and the appended tables provide some initial analysis on each of the routes in the **NOW**, **SOON** and **LATER** times. In summary, each of the four phases include:

PHASE	ROUTES	PROJECTS	CYCLE LANE (km)	COSTS
NOW (0 - 4 yrs)	14	19	94	130m
SOON (4 - 8 yrs)	5	12	41	60m
LATER (8 - 10 yrs)	6	10	36	50m
BUS CONNECTS	6	-	39	-
TOTALS (10 yrs)	31	41	210	240m

7.6 Alongside delivery of new cycle lanes as out above, the Council will also provide:

- **Maintenance and upgrade of existing:** The Council will audit existing cycle lanes to:
 - a) Identify where there is potential to quickly upgrade the existing network to provide safer cycle lanes; and
 - b) Identify where maintenance works are needed. For 2021 the intention is to allocate an additional funding to carry out maintenance work on existing cycle lanes, as part of the Council budget approval process. This allocation will be reviewed each year with the potential to increase this amount, subject to Council approval.



- **Trials:** As part of designing permanent cycling routes, in some cases there may be merit in trialling different layouts in advance of the permanent scheme being finalised. Trials are about gathering information to inform a final design and would normally be carried out over a shorter three to six month periods, depending on the time of the year and the project.
- **Temporary measures:** Delivery of temporary measures across the County will also be considered. Works can be progressed where they support social distancing, provide more space for people and provide improved safety for walking and cycling. Temporary schemes could be in place for more than 12 months, depending on the scheme and location.

Funding

7.7 The final costs to deliver the Cycle South Dublin programme are not known as detailed design work has not been undertaken. However, an initial estimate on the level of public investment required to deliver all the projects included in the **NOW**, **SOON** and **LATER** stages may well need to exceed €240million. This is a sizeable amount of public investment. As already set out, a sustained and significant amount of central Government funding will be required to deliver this ambitious programme. The Council is in discussions with the NTA as to how funding for these works can be secured.

- 7.8 The initial focus will be on delivering the 19 projects included in the NOW phase. To date funding for eight of the projects in the NOW phase is largely in place and these projects are already progressing. These eight projects account for nearly 50% of the overall cost of the projects identified in the NOW phase.

Detailed route design

- 7.9 The cycle routes identified in the Cycle South Dublin programme are based on the NTA's adopted GDA Cycle Network Plan and SDCC's adopted County Development Plan (2016-2022). Both of these plans were accompanied by consideration of environmental issues through, in particular, the Strategic Environmental Assessment (SEA) process and the Habitats Directive Appropriate Assessment (AA) process. The exact locations and detailed design of each route included in the proposed Cycle South Dublin programme has not been completed. As each scheme is progressed, it will be subject to its own associated appropriate and environmental assessments, this will be of particular relevance where the final route location varies from the location identified in the GDA Cycle Network or SDCC's County Development Plan.

- 7.10 Consent for cycle projects will be via Part 8 planning applications or under section 38 of the Road Traffic Act, 1994 where they are considered to be minor in nature.

- 7.11 The Council will be first focussing on the design and delivery of the 19 projects included in the NOW phase. Ten projects in this phase are already being progressed and are at different stages of design and delivery and funding for 8 of these projects is in place. These projects will continue to be progressed. The status of each project is included in the appended tables and a summary list of these ten projects is below:

- Dodder Greenway walking and cycling scheme at 14km
- Grand Canal cycle loop to Lucan at 3.5km (not all funding in place)
- The Grand Canal cycle extension at 5km (not all funding in place)
- Wellington Lane cycling scheme at 3km
- Celbridge Link Road including new walking and cycling works at 1.2km
- Airton Road extension
- Grange Road cycling scheme at 630m
- N81 Jobstown Junction walking and cycling scheme at 500m
- Belgard North Link Road including new walking and cycling works at 500m
- Tallaght public realm and plaza at 500m



Public and Councillor engagement

7.12 The delivery of successful and desirable cycle infrastructure requires input from and knowledge from local people and Councillors. To this end the Council will commit to the following levels of public engagement in the design and delivery of Cycle South Dublin schemes:

- Public consultation on the draft Cycle South Dublin programme (late 2020 / early 2021)
- Council decision of Cycle South Dublin programme
- Where schemes in the Cycle South Dublin programme impact on existing local communities the Council will progress non-statutory engagement with local people in the early design stages of projects to help inform the preferred design approach. These projects will then be progressed as Part 8 applications
- The Council will take decisions on Part 8 applications for Cycle South Dublin
- Minor and temporary works may be carried out in line with section 38 of the Road Traffic Act, 1994

7.13 As part of this public consultation on the overall Cycle South Dublin programme, we would welcome your comments on the proposed draft strategy. The next step will be to consider all responses received and to finalise a programme to take to Council for agreement.



Next Steps

The timescales for preparing and adopting the Cycle South Dublin programme are set out below

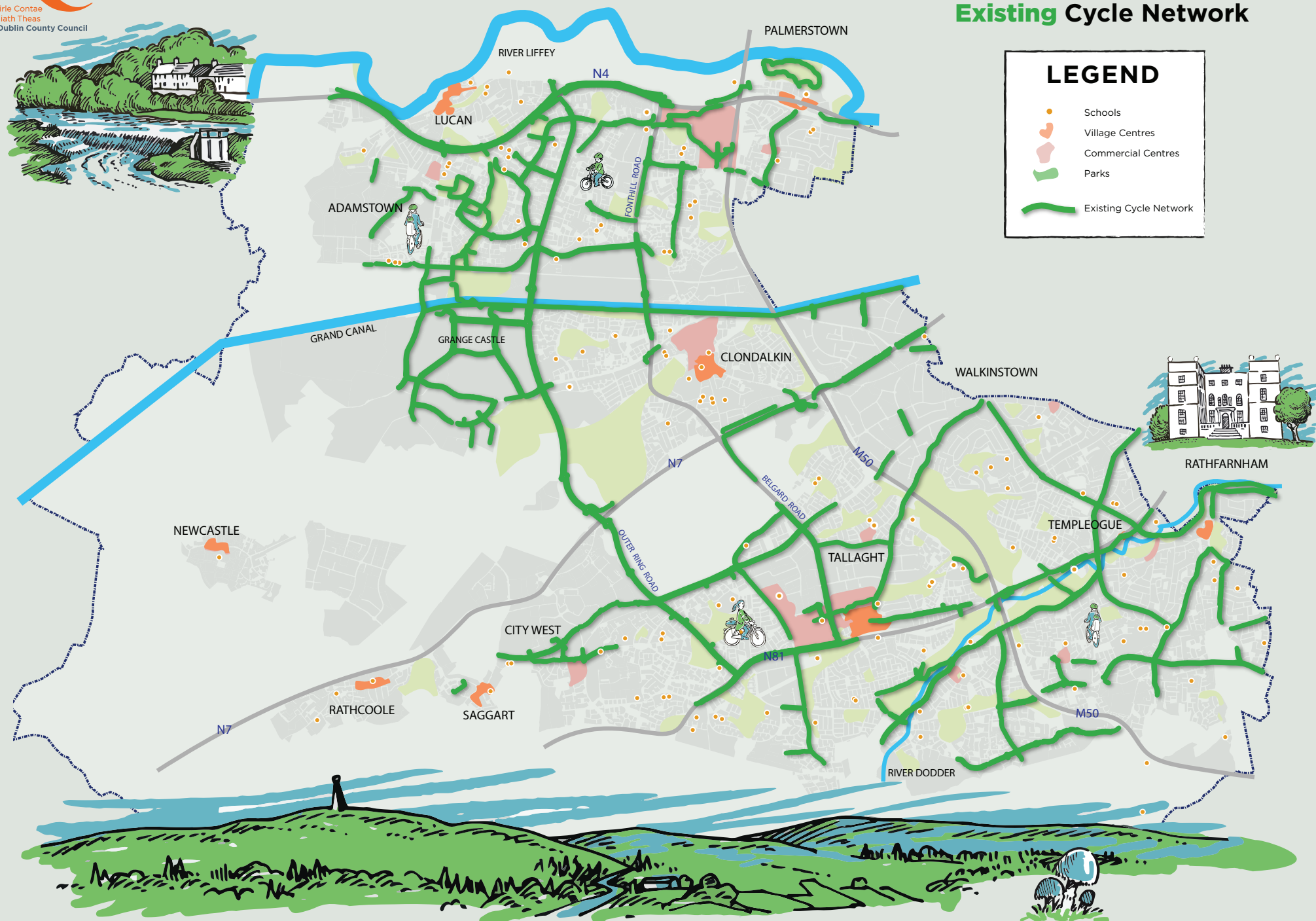
- **09 November 2020**
Draft Cycle South Dublin presented to South Dublin Councillors
- **17 November 2020**
Commence public consultation
- **25 November 2020**
Live webinar to discuss the Cycle South Dublin
- **18 December 2020**
Close of public consultation
- **Q1 2021**
Agreement of programme by South Dublin Council

During the public consultation we encourage people to provide their views and comments on the proposed programme we are keen to hear your views to help prepare a robust final programme. More information is available on the South Dublin County Council website at **www.sdcc.ie**

Comments can be provided via the Council's consultation portal at **<https://consult.sdublincoco.ie/>**

Or in writing to
Senior Executive Office, Land Use Planning and
Transportation Department, County Hall, Tallaght, Dublin
24, D24 A3EX.

Existing Cycle Network



LEGEND

- Schools
- Village Centres
- Commercial Centres
- Parks
- Existing Cycle Network

NOW Schemes and Existing

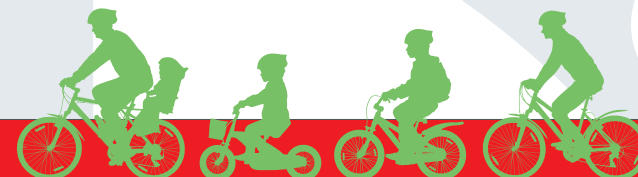
LEGEND

-  Schools
-  Village Centres
-  Commercial Centres
-  Parks
-  Existing Cycle Network

Cycle South Dublin Schemes:

-  NOW Schemes





Cycle South Dublin NOW Schemes

No.	14 ROUTES	19 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
1	Lucan Canal Loop	Lucan Canal Loop	3	4.3	3	Cycle lane to connect the Grand and Royal Canals. Design options for SDCC selection is underway and non-statutory consultation will take place in late 2020.	€ € € €
2	Grand Canal extension	Grand Canal extension	2	5	0	Part 8 approval is in place.	€ € €
3	Corkagh Park to Grand Canal	A) Clondalkin Village to Grand Canal	4	2	2	A cycle route from Corkagh Park, through Clondalkin Village to the Grand Canal. Design work has not started. The preferred route has not been selected. The design will need to provide a connection across Clondalkin Village	€ €
		B) Corkagh Park	2	3	0	A new cycle route through Corkagh Park to connect the Outer Ring Road with Clondalkin Village. Design work has started.	€ €
4	Tallaght to Clondalkin Village	Tallaght to Clondalkin Village	3	2.5	1	An enhanced cycle route from Clondalkin to Tallaght. Design work has not started. There are a number of complex issues that need to be resolved.	€ € €
5	N81	A) Jobstown Junction to N82 junction	3	2	1	Part 8 approval is in place. However the design may need to be revisited to address challenges on the western section of the route close to the N82	€ € €
		B) Jobstown Junction	3	0.5	2	Part 8 approval is in place. Works are due to start on site in November 2020 and complete in Summer 2021.	€ €
6	Tallaght Village to Dodder Valley	Tallaght Village to Dodder Valley	2	1.3	1	A new cycle route from Tallaght Village to the Dodder along Old Bawn Road. Design work has not started. The design will need to address the N81 Old Bawn junction and the interface with residential along the road.	€ € €
7	Greenhills Road to Dodder Valley	Greenhills Road to Dodder Valley	2	1.5	1	A new quietway cycle route from Greenhills Road to the Dodder Valley including quiet way works along Avonbeg Road and a greenway link to the Old Bawn Road. Design work has not started. A significant challenge will be the footbridge across the N81.	€ € €
8	Dodder Greenway	A) Dodder Greenway bridges	2	0.5	0	Part 8 approval is in place. Works are taking place on site and the 3 bridges are due to be installed by the end of 2020	€ € €
		B to F) Dodder Greenway Links	4	14	4	5 new links to connect surrounding areas into the Dodder Valley. Design work is underway and Part 8 planning approvals will be needed.	€ € € € €
9	Firhouse to Knocklyon	Firhouse to Knocklyon	3	2.5	1	Part 8 approval in place. However, this may need to be reviewed.	€ € €
10	Wellington Road	Wellington Road	2	3	5	Design work is underway and a trial will be implemented in Nov 2020 to help inform the final preferred design solution.	€ € € € €
11	Grange Road	Nutgrove Ave. to St. Enda's Drive	2	2.3	2	Part 8 approval is in place. Works are due to start on site in November 2020 and complete in Summer 2021.	€ €
12	Tallaght Streets	A) Belgard North Link Road	2	0.4	2	Part 8 approval is in place. Works are due to complete in early 2021	€ €
		B) Airton Road Extension	4	0.4	2	Detailed design work is currently underway, Part 8 approval is still required	€ € € €
		C) Public realm and Plaza	3	0.6	1	Part 8 approval is in place. The Council will be moving forward to procure a contractor and commence works on site in 2021.	€ € €
13	Celbridge Link Road	Celbridge Link Road	3	1.2	1	Part 8 approval is in place and works are currently underway on site and due to complete in late 2021.	€ € €
14	Liffey Valley to Lucan	A) ARC roundabout to Liffey Valley Centre	4	0.5	2	An improved cycle lane from Liffey Valley to Lucan. Design work has not started. There is a significant design challenge at the ARC roundabout	€ € € €
		B) ARC roundabout to Lucan	2	2.5	1	An improved cycle lane. There are number of improvements already in place but further work is needed. Design work has not started.	€ €
	Length of Road (km)			50		TOTAL APPROXIMATE COST	c.115m
	Total length of cycle lane delivered (km)			94		TOTAL inc. VAT	c.130m

Note: Job rating 1 to 5. (5 being the most difficult)

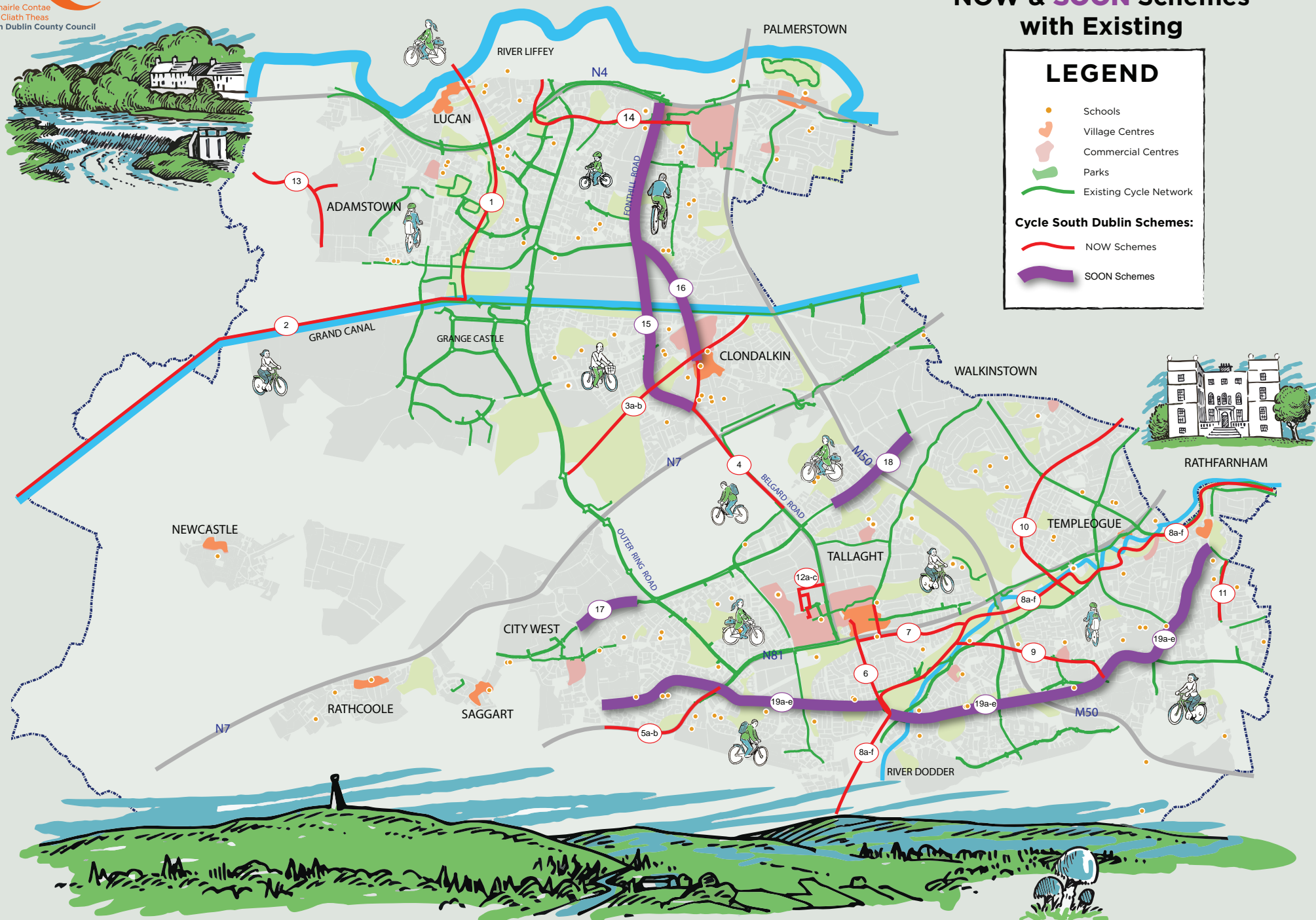
NOW & SOON Schemes with Existing

LEGEND

-  Schools
-  Village Centres
-  Commercial Centres
-  Parks
-  Existing Cycle Network

Cycle South Dublin Schemes:

-  NOW Schemes
-  SOON Schemes





Cycle South Dublin SOON Schemes

No.	5 ROUTES	12 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
15	Clondalkin Boot Road to N4	A) Clondalkin Boot Road to Thomas Omer Way	3	1.9	2	An improved cycle connection from Clondalkin / Corkagh Park to the Grand Canal and Clonburris station. Design work has not started	€ € €
		B) Thomas Omer Way to N4	3	2.5	3	An improved cycle connection from Clonburris to Liffey Valley Shopping Centre and the N4. Design work has not started.	€ € €
16	Ninth Lock Road	Ninth Lock Road	3	2.5	2	A new cycle connection from Clondalkin Village to Clonburris station. Design work has not started.	€ € €
17	Citywest Avenue, N82 to Outer Ring	Citywest Avenue, N82 to Outer Ring	1	1.5	3	A new cycle route connecting Tallaght West with City West. Design work has not started	€ € €
18	Catherine Tynan to Ballymount, Calmount Avenue	Catherine Tynan to Ballymount, Calmount Avenue	1	1.8	2	An extended cycle route connecting Catherine Tynan to Ballymount industrial lands over the M50. There is limited space on the western side of the M50. Design work has not started.	€ € €
19	City West to Rathfarnham	A) N82 to N81 via Magna Avenue, Belfry Green, Fortunestown Road, Jobstown Road and along Whitestown Stream to N81	2	2.2	2	There are multiple roundabouts, signalised junctions, sections of existing cycle lane. Design work has not started. The intention is to deliver the scheme over a number of distinct phases.	€ € €
		B) N81 to Killinarden Heights via Whitestown stream, Killinarden Way	1	1.1	1		€
		C) Firhouse Road West	1	1.1	1		€ €
		D) Killinenny Road to its junction with Ballycullen Road	2	1.5	2		€ € €
		E) St Colmcille Way and Scholarstown Road from Orlagh roundabout to Templeroan roundabout	4	1.3	0		€
		F) Templeroan Road, from its junction with Knocklyon Greenway to Templeroan Mews via Templeroan View, Hillside Park to Ballyboden Road	3	1.6	0		€
		G) Ballyboden to Rathfarnham	2	2	1		€ €
	Length of Road (km)			21		TOTAL APPROXIMATE COST	€52m
	Total length of cycle lane delivered (km)			41		TOTAL inc. VAT	€59m

Note: Job rating 1 to 5. (5 being the most difficult)

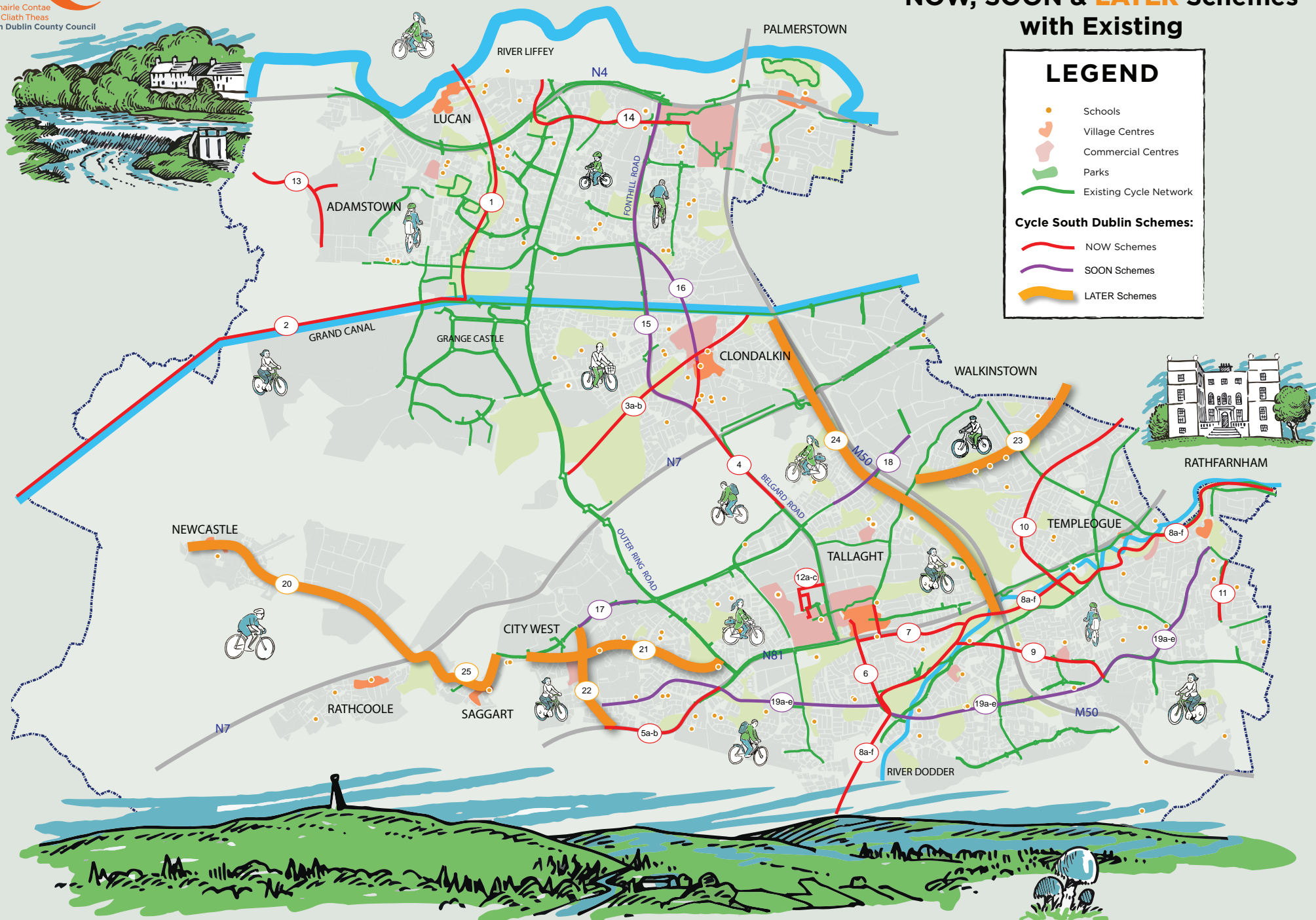
NOW, SOON & LATER Schemes with Existing

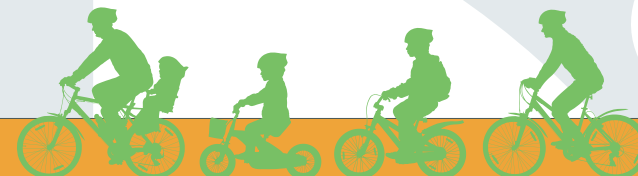
LEGEND

- Schools
- Village Centres
- Commercial Centres
- Parks
- Existing Cycle Network

Cycle South Dublin Schemes:

- NOW Schemes
- SOON Schemes
- LATER Schemes



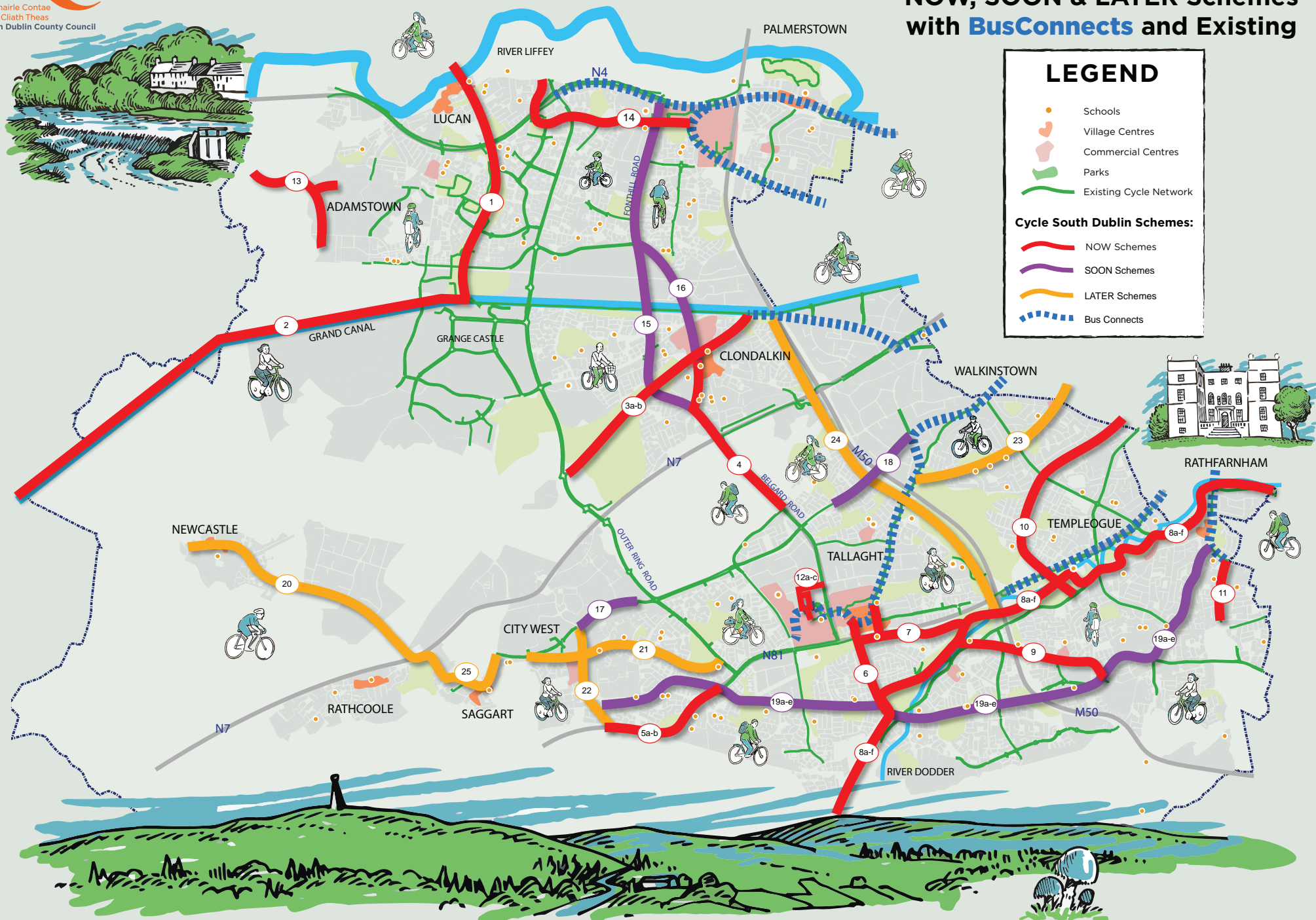


Cycle South Dublin LATER Schemes

No.	6 ROUTES	10 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
20	Newcastle to Rathcoole	Newcastle to Rathcoole	2	3.5	5	A new cycle lane from Newcastle to Rathcoole. Design work has not started and the preferred route has not been identified. Crossing the N7 will be a significant challenge	€ € € €
21	Fortunestown Lane	A) Citywest Avenue to junction with Citywest Road	3	0.8	1	Phase 1 of a new cycle lane. Design work has not started	€ €
		B) Ardmore Drive to its junction with Cookstown Road	2	1.9	1	Phase 2 of a new cycle lane. Design work has not started	€ €
22	Citywest Road - Citywest Avenue to N81	Citywest Road - Citywest Avenue to N81	2	1.5	2	A new cycle lane. Design work has not started. The design will have to address 3 existing roundabouts and 1 Luas crossing	€ € €
23	Tymon to Crumlin (Ashleaf Centre)	From its junction with the Greenhills Road to Kippure Avenue, St, Finbars Close, St James Road, Greenhills Park, Limekiln Lane to its junction with Whitehall Road West, to its junction with Kimmage Road West.	2	2.7	1	A new quite way design. Design work has not started. The design will have to address two existing road junctions and will have to cross two main roads.	€ € €
24	M50 Greenway	A) Clondalkin Grand Canal to Ibis Roundabout	3	1.7	0	A new cycle lane through the existing open space. Design work has not started.	€
		B) Redcow roundabout to Kingswood	2	2.3	1	A new cycle lane crossing N7 into Ballymount Park. Design work has not started.	€ €
		C) Kilnamanagh to Tymon Lane	2	3	0	A new cycle lane crossing the N4 into Tymon. Design work has not started.	€ €
		D) Balrothery, M50 footbridge, Firhouse Weir, Jct of Ballycullen Road and Firhouse Road	1	0.5	1	A new cycle lane crossing the N81 into the Dodder Valley. Design work has not started.	€ €
25	Rathcoole to Saggart	Rathcoole to Saggart	3	2.2	3	A new cycle lane from Rathcoole to Saggart. Design work has not started and the preferred route has not been identified.	€ € €
	Length of Road (km)			20.1		TOTAL APPROXIMATE COST	c.45m
	Total length of cycle lane delivered (km)			36		TOTAL inc. VAT	c.51m

Note: Job rating 1 to 5. (5 being the most difficult)

NOW, SOON & LATER Schemes with **BusConnects** and Existing







Cycle South Dublin



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Átha Cliath Theas
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