

Chapter 5: Sustainable Movement

5.1 Introduction

In line with the strategic objectives of the County Development Plan (CDP), the creation of a well-connected and accessible village centre for Clondalkin is a key desired outcome of this Local Planning Framework (LPF). This can be achieved by integrating the village with adjoining local communities through the delivery of efficient and accessible options for movement for all.

As part of the preparation of the LPF, an Area Based Transport Assessment (ABTA) was carried out culminating in the Local Transport Plan which has informed the objectives in the LPF and which accompanies it. The integration of the preferred option identified in the Local Transport Plan with the wider objectives for Clondalkin, set out in the chapters of this Plan, has been a key aim in the preparation of the Plan.

The ABTA method uses the A-S-I approach (Avoid/Reduce - Shift - Improve). This approach aims to avoid / reduce the need to travel by organising land use and access, shifting to more sustainable transport modes, improving environmental sustainability of residual vehicular traffic and addressing the day-to-day efficiency of the transport network. The aim of the ABTA is to make sure that movement and accessibility of all forms, across all modes of transport are considered as a key component in the development of areas at a local level.

The application of the ABTA approach and the roll out of pre- draft public consultations, resulted in the development of options and associated concepts to demonstrate that the proposed transport interventions were feasible and to also give the public a good sense of what is being proposed within the relevant policy context. Detailed designs for the concepts and exact locations of different elements of transport infrastructure will require further and separate consultation with the community and, where relevant, environmental assessment through the Part 8 or relevant legislative process (development carried out by a local authority). This will include the preparation of detailed design drawings to inform a Part 8 and, where relevant, the required environmental assessment process before associated development takes place.



5.2 Policy Context

National Transport Authority, Greater Dublin Area Transport Strategy 2022 – 2042

The Transport Strategy for the Greater Dublin Area, 2022-2042 was prepared and published by the National Transport Authority in accordance with Section 12 of the Dublin Transport Authority Act, 2008. The Strategy aims to provide a sustainable, accessible and effective transport system for the GDA which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy.

The Strategy identifies four objectives to support the delivery of its aims. These can be summarised as:

- **An enhanced natural and built environment** - by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use and reducing car dependency;
- **Connected communities and better quality of life** – by improving connectivity between people and places;
- **A strong sustainable economy** – improving the opportunity for people to travel for work where and when they need to, and facilitating the efficient movement of goods;
- **An inclusive transport system** – a transport system which caters for the needs of all members of society.

Greater Dublin Area Cycle Network Plan 2022 - 2024

The Greater Dublin Area Cycle Network Plan was adopted as part of the GDA Transport Strategy 2022 – 2042 and identifies cycle networks across county boundaries in the GDA to ensure continuity of route networks. Proposals for the delivery of this planned cycle network are included in this LPF, supporting both the GDA cycle network and the approved Cycle South Dublin programme.

National Sustainable Mobility Policy, Department of Transport

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to support Ireland meeting its climate obligations.

Spatial Planning and National Roads Guidelines for Planning Authorities, January 2012

The Spatial Planning and National Roads Guidelines for Planning Authorities set out planning policy considerations relating to development affecting national primary and secondary roads, including

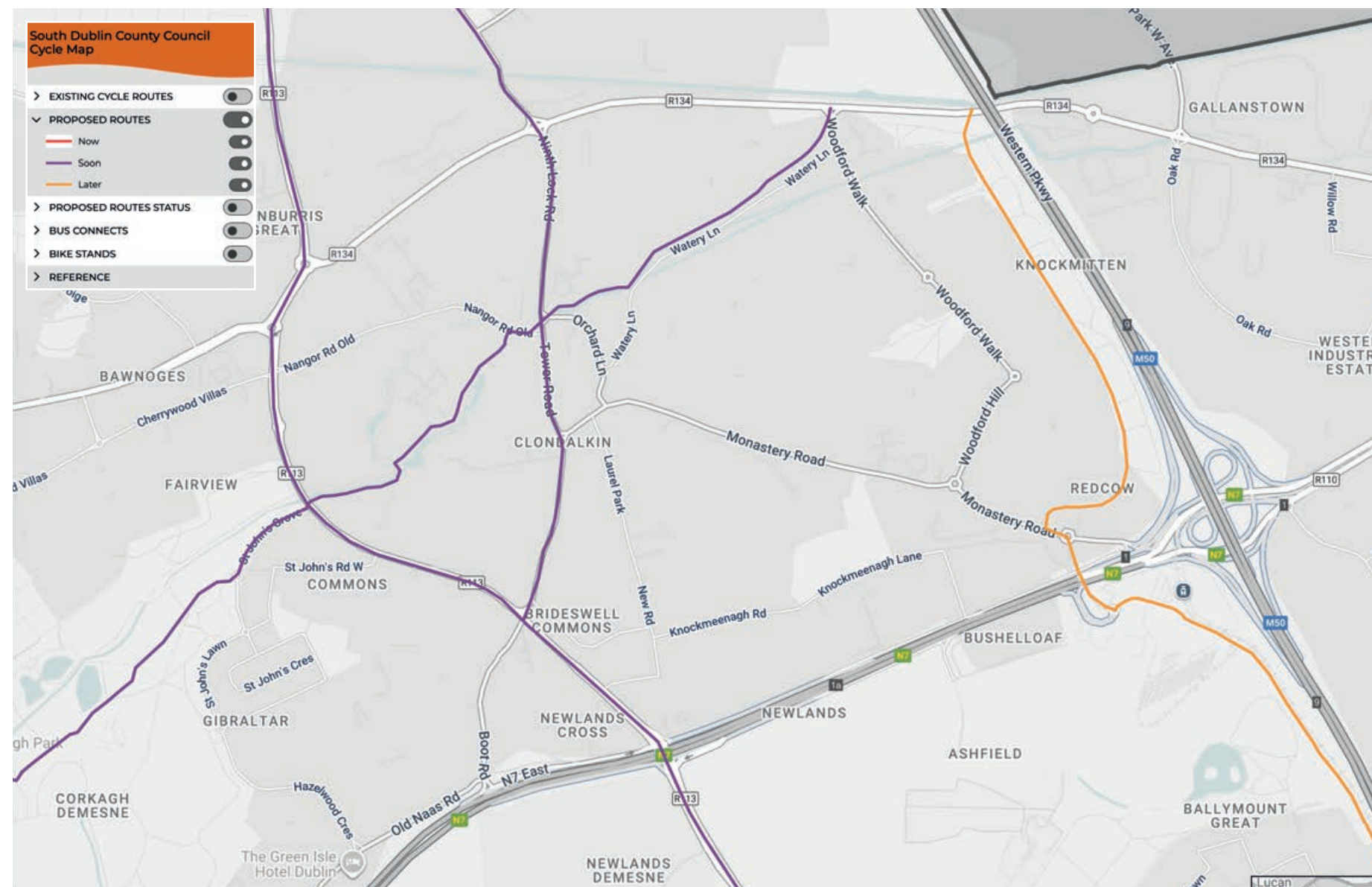


Figure 5.1: Cycle South Dublin Cycle Schemes. (Source: [South Dublin County Council: Cycle Map](#))

motorways and associated junctions, outside the 50 – 60 km/h speed limit zones for cities, towns and villages. Due to the proximity of strategic transport infrastructure (M50, N7) to the LPF boundary, the LPF has regard to these Guidelines.

South Dublin County Development Plan 2022 – 2028 (CDP)

The South Dublin County Development Plan 2022 – 2028 is consistent with national and regional planning and transport policy.

Policy QDP14 Objective 6 requires a Local Transport Plan to be carried out as part of any local area plan preparation process, commensurate to the scale of the plan. This Local Planning Framework (LPF) has had regard to the NTA and TII Guidance Note on Area Based Transportation Assessment (2018). Since the adoption of the CDP, the NTA / TII have released an additional document as follows relating to ABTA:

- Area-Based Transport Assessment and Local Transport Plans: Supplementary Advice Notice (2024).

Cycle South Dublin: Programme of Work

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. Its aim is to develop 45 routes that would deliver approximately 263km of new and improved cycle lanes over the next ten years, with commitments from the NTA and central Government.

As part of the scheme, cycle priorities have been identified using a NOW, SOON and LATER system, where projects aim to be delivered in the next 3, 5 and 8 years. Two projects relevant to Clondalkin are the Tallaght to Clondalkin scheme and the Corkagh Park to Grand Canal scheme. Both



Informing the Plan



Figure 5.2: ABTA Methodology. (Source: ABTA How to Guide Guidance Document)

schemes are identified as ‘Soon’ projects (progressed within the next 5 years) in the Cycle South Dublin programme and will provide additional active travel connections for all residents from within and outside the locality.

5.3 Area Based Transport Assessment (ABTA)

The aim of the ABTA Baseline Assessment is to collect a wide range of background data and information including details on travel patterns, origin and destination data, existing and future demand analysis, existing transport infrastructure and general area land use characteristics all of which will influence the policy outcomes of the LPF. Typically, a SWOC (Strengths, Weaknesses, Opportunities and Challenges) analysis is prepared which helps to identify the most important policy areas which should be addressed by the LFP. Further understanding on the background detail of this chapter can be found in the accompanying Local Transport Plan (LTP).

ABTA Methodology

The ABTA for the Clondalkin Local Planning Framework follows the methodology from the NTA / TII ‘Area Based Transport Assessment (ABTA), Advice Note (December 2018)’, ‘ABTA and LTPS – Supplementary Guidance Note (2024)’ and the NTA’s ‘How to Guide – Pilot Methodology (2021)’.

This Sustainable Movement chapter sets out the relevant preferred strategy and interventions which emerged from the ABTA process, and which has informed this Plan.

ABTA Baseline Assessment

The aim of the ABTA Baseline Assessment is to establish the receiving plan area characteristics in terms of transport demand / demand patterns, mode split, existing spatial characteristics, land uses, transport conditions and constraints relating to the Plan area.

Existing Travel Patterns and Mode Share

A detailed assessment of existing travel patterns was carried out, including a study on commuting journey times and mode split. From assessing travel patterns approximately 41% of trips originating in the study area have destinations within the study area, with 59% of trips being to external areas. The most popular destinations outside the LPF are Grange Castle, Park West, Tallaght, Ballymount, Kingswood, Kilnamanagh and Newcastle. A significant number of internal trips are to the school areas located at Convent Road / Boot Road and Laurel Park / New Road. Trips to Coláiste Chilliaín are also observed, as well as trips to the village centre.

63% of commuting trips to the study area originate from outside the study area, mainly traveling from the direction of Bawnogue, Deansrath, Clonburris, Lucan and Moorfield. Similar to the study area to study area trips, a significant number of trips originating outside the study area are to the school locations at Convent Road / Boot Road and Laurel Park / New Road.

Regarding commuting journey times, 54% of the population travel between under 15 minutes and 30 minutes each day to work, school or college. 23% of the population have a commuting time of less than 15 minutes, which highlights the opportunity for these trips to be made by bicycle or walking. 46% of the population in the area have a commuting time of more than 30 minutes.

The table below identifies the mode split of journeys to work, school or college based on 2022 Census of population data. Modal Split data from the 2022 Census of Population indicates that 60% of journeys to work and 37% of journeys to school or college are made by car.

| Travel Mode | Work | School or College |
|-------------------|------|-------------------|
| Active Travel | 9% | 37% |
| Bus | 12% | 14% |
| Rail | 5% | 2% |
| Private | 60% | 37% |
| WFH / Home School | 8% | 1% |
| Not Stated | 6% | 9% |

Table 5.1: Percentage Mode of travel to work, school or college. Source Census 2022, POWSCAR

Existing Walking Network

Clondalkin has a primarily flat topography with a pedestrian network consisting of footpaths, pedestrian links and pedestrian crossings (both signalised and zebra).

Within the surrounds of Clondalkin, the area is bounded by the M50 to the east, Grand Canal to the north and N7 to the south, all of which have



Figure 5.3: Existing Pedestrian Crossings.

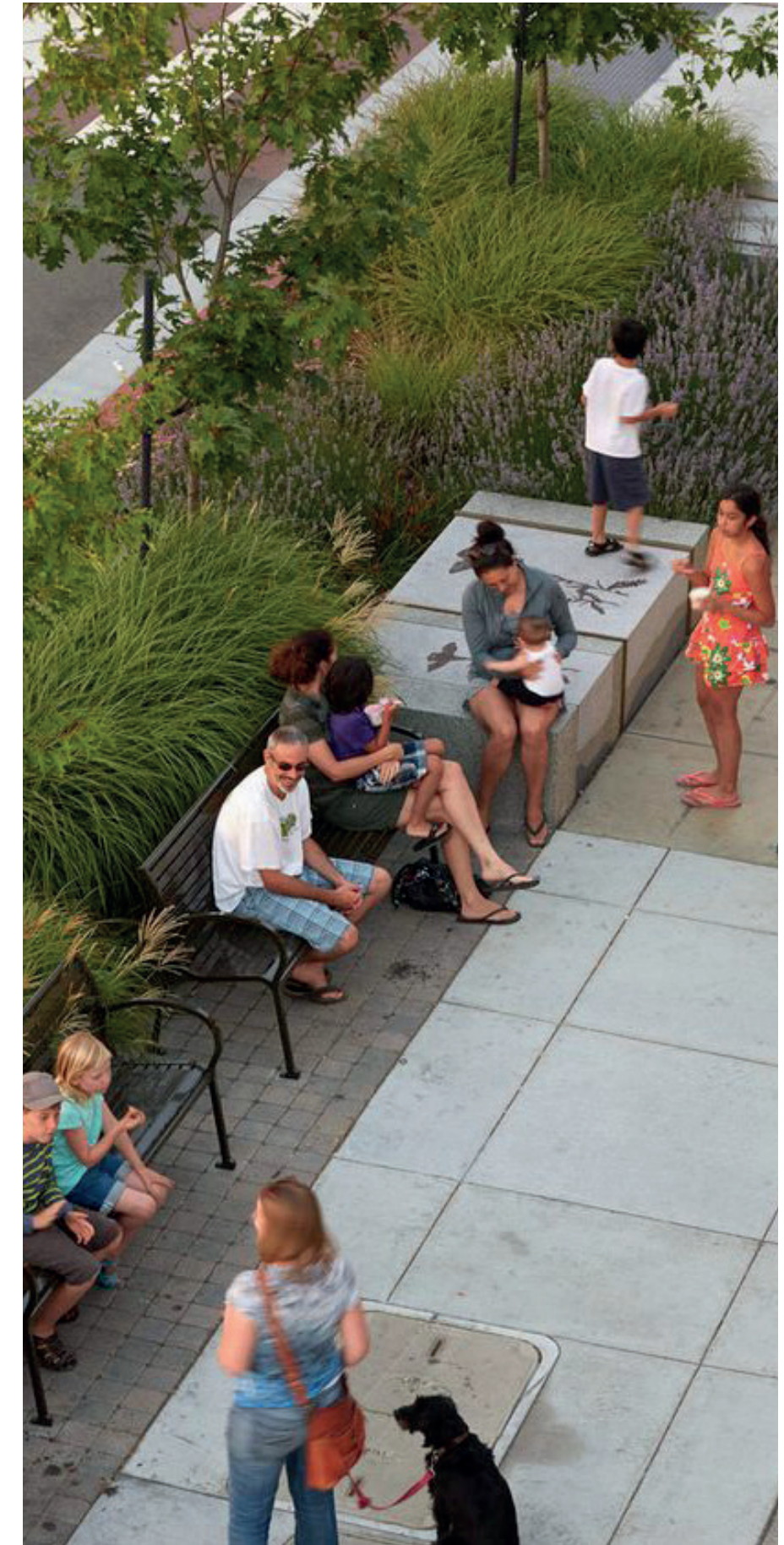
some pedestrian crossing facilities. The pedestrian crossings on these roads and the Grand Canal are listed below.

- **M50 Pedestrian Crossing:** Grand Canal Greenway, New Nangor Road, Red Cow Footbridge.
- **Grand Canal Pedestrian Crossing:** Ninth Lock Road, R113 Fonthill Road North.
- **N7 Pedestrian Crossing:** Newland's Cross, Joe Williams Bridge.

The area's external permeability is further constrained to the north by the Dublin-Kildare railway line. There are only three available railway crossings (Fonthill Road, Ninth Lock Road, Station Road / Cloverhill).

Local connectivity is facilitated through walking trails in Corkagh Park, Clondalkin Park and Knockmitten Park / Yellow Meadows Estate. There are footpaths along the majority of the local road network (Convent Road / Boot Road, Ninth Lock Road, Monastery Road and Woodford Walk).

In some instances, pedestrian connectivity exists but is not necessarily of good quality, attractive or well developed. There are areas where dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that are not contributing to a safe environment for pedestrians. Poor signage, lack of CCTV, overgrown vegetation and lack of lighting have been observed along pedestrian routes. The island in the town centre between Tower Road and Orchard Road is not permeable for pedestrians (pedestrian friendly).



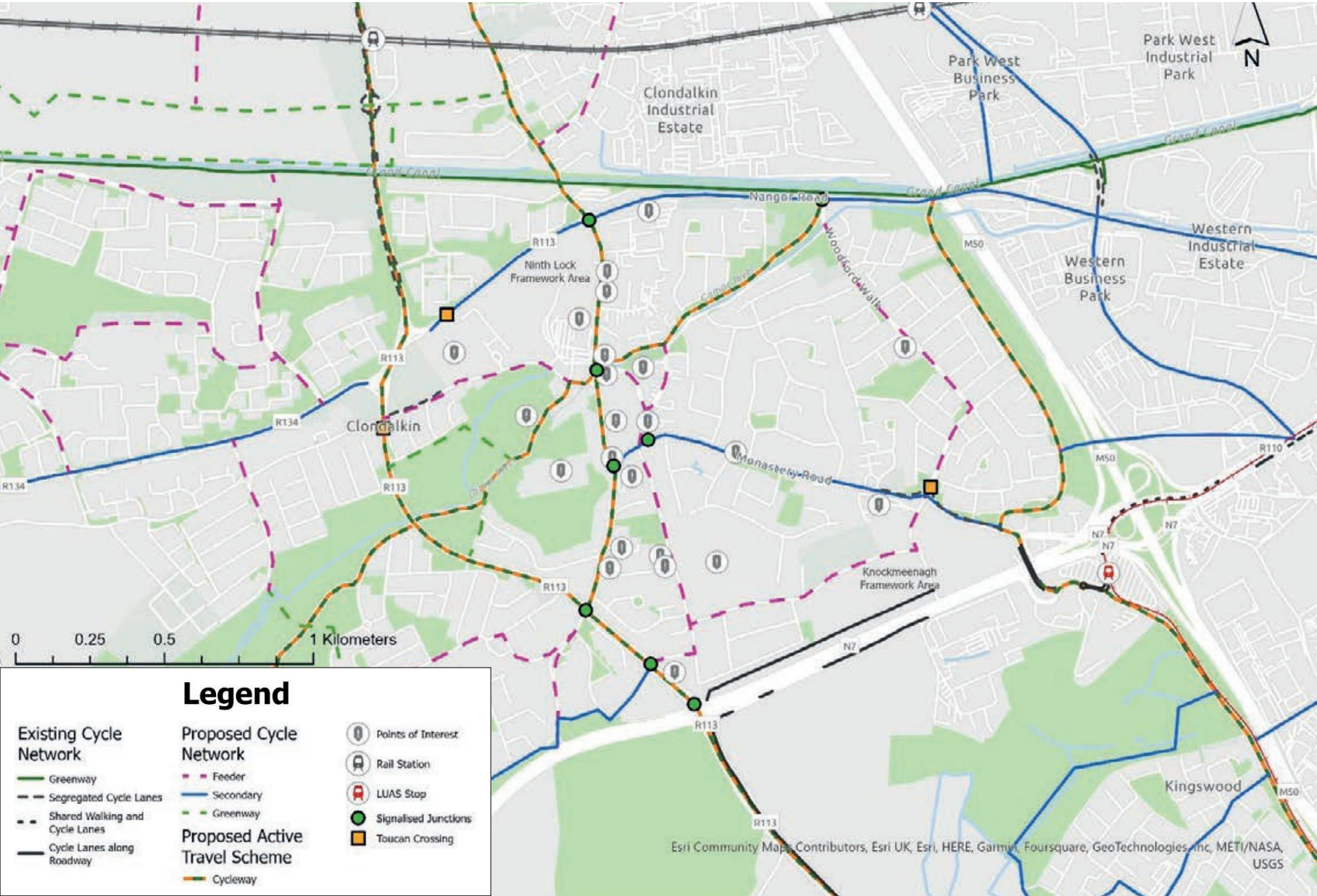


Figure 5.4: Existing and Planned Cycling Infrastructure in current GDA and Cycle South Dublin schemes.

Existing and Planned Cycling Network

The main dedicated cycle facility within Clondalkin area is the Grand Canal Greenway. This is a shared pedestrian and cycle route extending from Inchicore in the east to the 12th Lock in Lucan with an approved Part 8 to extend as far as Hazelhatch. As well as the integrated cycle lanes within the bus lanes along the New Nangor Road and Fonthill Road North, other dedicated cycle facilities include;

- ➔ Segregated cycle track immediately adjacent to the N7 along both sides, from the Newlands Cross (R113) junction to west of the Joe Williams Bridge.
- ➔ Cycle link to Clondalkin Fonthill Train Station from Ninth Lock Road, which includes segregated and mixed

facilities.

- ➔ Shared segregated pedestrian and cycle links through Corkagh Park.
- ➔ Shared segregated pedestrian and cycle track along a portion of Old Nangor Road.

Other facilities within the Clondalkin area include a section of cycle track along Monastery Road, and the cycle lane in both directions across the Joe Williams Bridge (crossing the N7) to the Red Cow Luas Stop. There are no dedicated cycle facilities within the village centre.

As part of the Greater Dublin Area Cycle Network Plan (2022), a number of cycle routes have been proposed. These routes are presented as

Feeder Routes, Secondary Routes and Greenways in Figure 5.4 below. There are also two active travel schemes proposed by Cycle South Dublin as part of the Council’s Active Travel Programme - Tallaght to Clondalkin Cycle Scheme and Corkagh to Grand Canal Cycle Scheme. These routes will integrate with the existing cycle network to improve cycle safety and accessibility throughout Clondalkin and the wider area.

As with the pedestrian environment, there are areas where dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that are not contributing to a safe environment for cyclists. Poor signage, lack of CCTV, overgrown vegetation and lack of lighting have been observed along routes. The island in the village centre between Tower Road and Orchard Road does not aid permeability for cyclists.

Existing and Planned Bus Network

The study area is served by both Dublin Bus and Go-Ahead Ireland services (see Table 5.2). A map of the local public transport infrastructure and services existing throughout the Clondalkin Plan area, as well as proposed infrastructure and services, is shown in Figure 5.5.

| Operator | Route No. | Route | Direction | Frequency | Journey Time |
|------------------|-----------|--|---------------|-------------------------|--------------|
| Dublin Bus | 13 | Grange Castle Business Park - Harristown | East - West | Every 12 Minutes | ~2hrs |
| | 51D | Aston Quay – Clondalkin, via Liffey Valley | North - South | Once Daily | ~1hr |
| | 60 | Rogerson’s Quay – Red Cow Luas | East - West | Once Hourly | ~1hr |
| | 68 | Greenogue Business Pk – Hawkins St | East - West | Once Hourly | ~1hr 20min |
| | 69 | Rathcoole – Hawkins St | East - West | Once Hourly | ~1hr 15min |
| | 69n | Westmoreland Street –Saggart | East - West | 3 times every Sat & Sun | ~1hr 10min |
| | 151 | Lucan– Docklands | East - West | 3 times hourly | ~1hr 10min |
| | G1 | Red Cow LUAS – Spencer Dock | East - West | 4 times hourly | ~50min |
| | L54 | Lucan – Red Cow Luas | North - South | Half hourly | ~1hr 30min |
| Go Ahead Ireland | 76 | Chapelizod – Tallaght | North – South | 3 times hourly | ~40min |
| | 76A | Blanchardstown – Tallaght | North - South | 7 times daily | ~1hr |

Table 5.2: Dublin Bus and Go-Ahead Bus Services travelling through Clondalkin

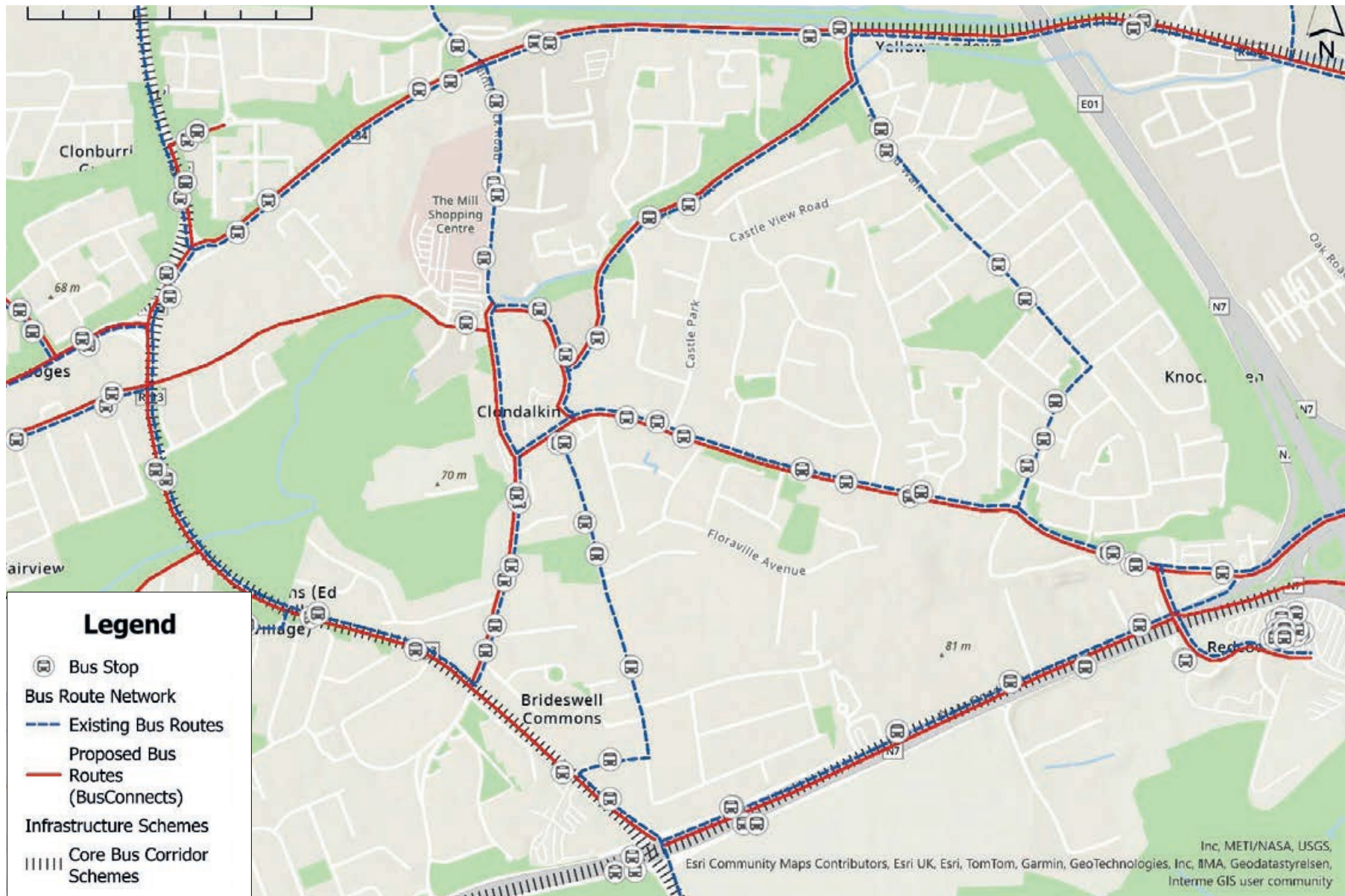


Figure 5.5: Existing and Proposed Bus Routes and Stops.

Bus services are running along most local roads, except Old Nangor Road. There are no bus shelters along Fonthill Road (R113), Monastery Road or New Road. There are approximately 15 bus services every hour connecting Clondalkin with the areas immediately to the east and west (Grange Castle Business Park, Greenogue Business Park, Rathcoole, Saggart, Lucan and Dublin). In addition, there are approximately 12 bus services every hour connecting Clondalkin with the areas immediately to the north and south (Liffey Valley, Red Cow Luas Stop, Chapelizod, Tallaght and Blanchardstown).

There are BusConnects route proposals along all current bus routes and Old Nangor Road. There is also a proposed local route connecting Clonburris SDZ northwest of the study area through Clondalkin to Dublin.

The study area will see the introduction of new bus services throughout the launch of the following phases of BusConnects, including a D-spine route (Clongriffin - City Centre - Clondalkin), as well as an orbital

route (Liffey Valley - Clondalkin - Tallaght). These will replace some of the existing lines, redesigning the network and providing improved frequencies.

A number of infrastructure schemes will also provide bus priority through continuous bus lanes in each direction making the bus system more efficient and reliable. The study area, at New Nangor Road, is identified along the Radial Core Bus Corridor Route 8 (Clondalkin to Drimnagh).

The GDA Transport Strategy also identifies a Regional Core Bus Corridor running along the N7, to the south of Clondalkin, which will serve regional buses from Kildare, Laois and adjacent counties, as well as longer distance buses from Cork, Limerick and Waterford.

An indicative local bus route between Lucan and Park West, running along New Nangor Road to the northern boundary of the study area, is also proposed as part of the Clonburris SDZ scheme.

Existing and Planned Rail Network

Clondalkin is served by both commuter rail and light rail services, albeit not directly within the Plan area. As shown in Figure 5.6 the nearest commuter rail station (Clondalkin-Fonthill) is located approximately 1.5km from the village centre and the nearest light rail station (Luas Red Cow) is approximately 2 km to the south-east of the village centre. The Park West and Cherry Orchard Train Station is 1.6km from the village centre (as the crow flies).

Dart+SW will significantly increase services along this line. The South Dublin County Development Plan 2022-2028 includes a reservation for a long-term higher capacity public transport route along the R113 and Fonthill Road passing through the Plan area. The GDA Strategy, post 2042, includes the provision of a link between the Luas light rail at Red Cow and the heavy rail at Fonthill Station.

Existing and Planned Road Infrastructure

The Clondalkin Town Centre area is located west of the M50 Motorway and north of the N7 National Primary Route Road. The M50 is Dublin City's primary ring road which carries high volumes of traffic to and from the national road network. The N7 provides key connectivity to Clondalkin from the national road network through the grade separated interchange at Fonthill Road (R113) and N7 (referred to as Newlands Cross).

The R113 Fonthill Road and R134 New Nangor Road are two regional roads that run along the western and northern boundary of Clondalkin village. The R113 runs in a north-south direction, providing a link between the N4, N7 and N81 as well as providing a western by-pass of Clondalkin village. The R134 runs in an east-west direction and provides a key link to and from the city centre while also providing a northern by-pass of the village.

There are a number of local distributor roads throughout the Clondalkin area. Links such as Ninth Lock Road, Tower Road, Watery Lane, Woodford Walk, Monastery Road, Boot Road and Old Nangor Road are links of this type in the area.

There are also a number of local access roads in the area. They lead predominantly to vehicular cul-de-sac residential estates, for example, Laurel Park, Floraville Avenue, and Castle Park.

In terms of future proposals associated with road infrastructure in the vicinity of the study area, the South Dublin County Development Plan identifies upgrades of Ninth Lock Road from Fonthill Road to a new link road north of the Dublin-Kildare rail line outside of the study area. This supports significant road infrastructure within the lands at Clonburris SDZ. While Clonburris road infrastructure is underway, other upgrades constitute medium to long-term proposals of the Plan.

Summary of Existing Network

From assessing the walking, cycling, public transport and existing road network infrastructure, a number of gaps have been identified within the current transport infrastructure. The key findings are as follows:

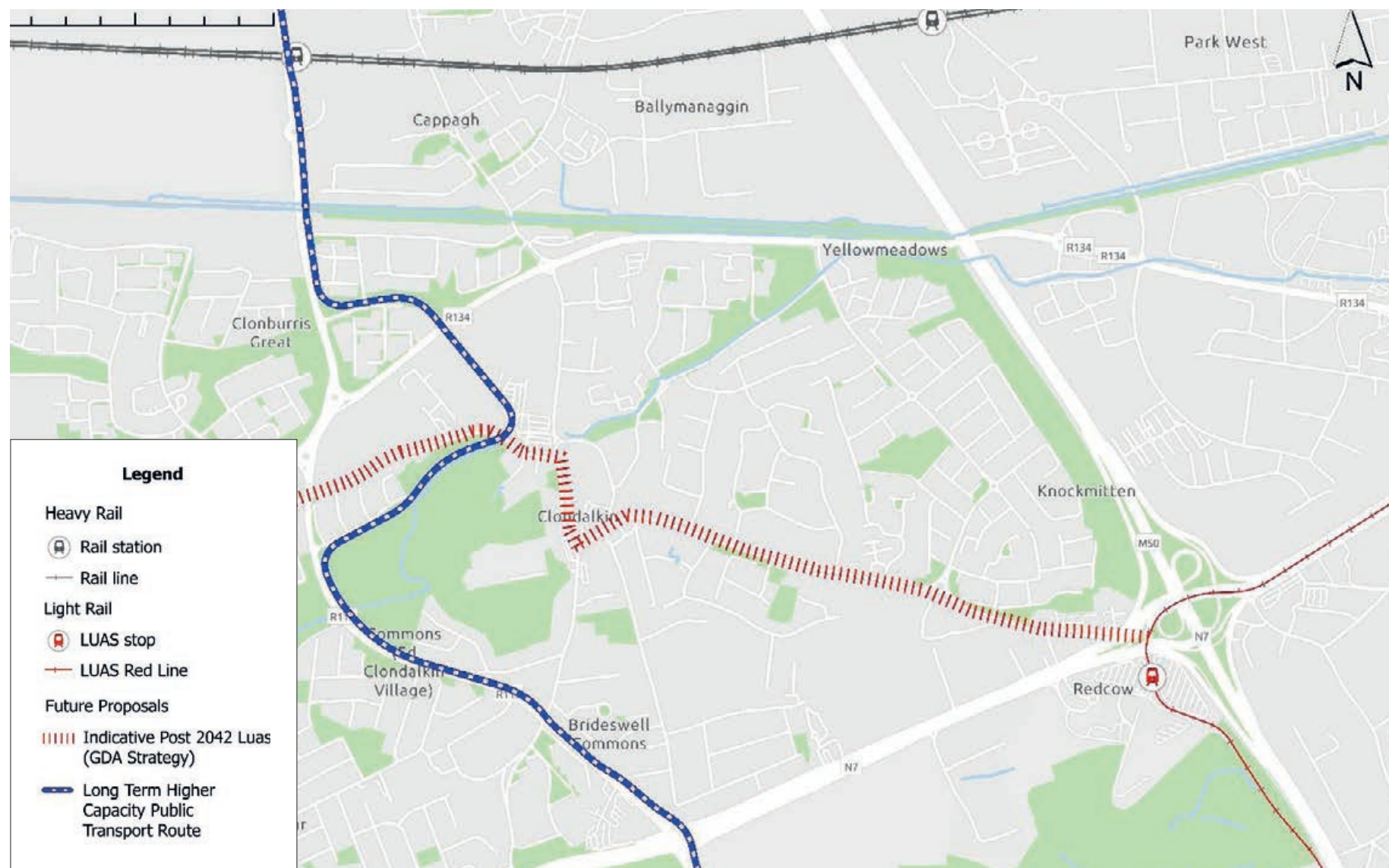


Figure 5.6: Potential High Capacity Links to existing rail network.

5.4 Local Transport Plan Vision, Objectives and Mode Share Targets

The vision for the Clondalkin Local Transport Plan (LTP) aligns with the South Dublin County Development Plan, reflecting relevant national, regional and local policy. The vision and associated objectives have also been informed by the three rounds of public consultation in preparation of the plan. Together, policy and consultation has informed the preferred strategy of the local transport plan and the sustainable movement objectives set out in this chapter.

The Local Transport Plan vision is:

Vision: To increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, quieter neighbourhoods and a positive climate impact.

This LTP vision is reflected in a set of objectives which support sustainable movement. These are as follows:

LTP Objectives

- 1 Contribute towards the reduction in carbon emissions and associated pollution and limit the negative impacts of transport on the local environment.
- 2 Reduce the dominance of the car in the village centre.
- 3 Improve walking and cycling and public transport connectivity within the LPF and adjoining areas.
- 4 Integrate east-west (Corkagh – Clondalkin) and north – south (Tallaght – Clondalkin) Cycle South Dublin active travel routes through the village centre having due regard to good urban design.
- 5 Ensure the integration of transport (walking, cycling, public transport) with existing and future land uses.
- 6 Improve the safety of the transport network for end users.
- 7 Support the integration of transport with good place making where transport measures enhance the image, historical character and liveability of Clondalkin.
- 8 Provide better and safer routes and access to schools by way of walking / cycling and public transport.
- 9 Improve travel times and reliability.

- Peak hour and school run congestion and on-street parking in residential areas are affecting local access route capacities and creating safety issues for children and adults.
- Pedestrian crossings exist throughout the LPF area but are not all of good quality, attractive or consistent throughout. Dedicated slip lanes, wide junctions / corner radii also support high vehicle speeds and detract from a safe environment for pedestrians.
- Poor wayfinding material within the LPF area hinders good placemaking and paired with a poor level of accessible linkages within the village hinders permeability within the plan area and beyond.
- The island in the village centre between Tower Road

and Orchard Road is not permeable for pedestrians or cyclists.

- Limited segregated or partially segregated cycle lanes for cyclists and poor connectivity between them.
- Increased bus travel times as a result of traffic congestion, limited longer distance bus connections between Clondalkin and the west, no bus shelters along Fonthill Road, Monastery Road or New Road and no bus service currently running along Old Nangor Road.
- Low utilisation of Clondalkin – Fonthill train station.

The findings of the ABTA baseline study have informed a vision, and related objectives for the local transport plan and sustainable movement within the study area. These are set out in the following Section 5.4.



Mode Share Targets

Mode share targets have been developed based on an analysis of the current mode share (Census 2022) in the LPF area and the mode shares set at national and regional level by different policy documents. These targets are further informed by the low intervention strategies and measures of this Plan and are set out in Table 5.3.

| Mode | Census 2022 % | CAP 24 % | GDA Metropolitan Area (2042) % | SDCC CDP % | LPF / LTP Target % |
|------------------|------------------------|-----------------------|--------------------------------|------------------------|--------------------|
| Car | 60 | 53 | 41.9 | 50 | 51 |
| Public Transport | 19 (15 bus, 4 rail) | 19 | 19.7 | 25 (20 bus, 5 rail) | 19 |
| Walking | 18 | 28 (Active Travel) | 24.3 | 15 | 24 |
| Cycling | 3 | | 14.1 | 10 | 6 |

Table 5.3: Comparison (%) of mode share targets, identifying a mode share target for the LPF which reflects the transport plan objectives.

5.5 Strategy Options

The preferred strategy for the local transport plan emerged through an iterative process aimed at achieving the objectives outlined above in the context of the assessment of the current movement characteristics and particular movement issues identified within the Plan area. Emerging options were subject to consultation with the local community and stakeholders. This consultation resulted in consideration of additional options which were more acceptable to the local community. The preferred strategy provides interventions the success of which can be assessed over time against the objectives of the LTP. Other options, which involved more significant interventions within the village centre, with the aim of reducing through traffic and congestion to the greatest extent possible and maximising modal shift were not preferred at this time but can be re-assessed at a future time should it be necessary.

Therefore, the preferred strategy is a low impact one which focuses on targeted measures which go some way to reducing the dominance of the car, enabling safe walking and cycling, increasing connectivity to key destinations, facilitating improved public transport and infrastructure. It includes measures to improve safety for all around schools and improve connectivity between Clondalkin Village and its surrounding residential areas. For further details on how the low intervention option was arrived at, see Section 5.7 Strategy Evaluation of the Local Transport Plan (LTP).

5.6 Preferred Strategy

The measures outlined in the preferred strategy have been assessed to ensure that they integrate to the greatest extent possible with good urban design and the urban design strategy outlined in this Plan as part

of an enhanced public realm. The different elements of the strategy are set out below.

Active Travel

A ‘re-balance’ is required regarding movement priorities towards sustainable modes of travel both locally and nationally, by prioritising the development of walking and cycling facilities (active travel) and encouraging a shift towards active travel for people of all ages, abilities and sexes. Clondalkin will reap the benefits of a safer streetscape if action is put in place regarding a ‘movement’ towards more active modes of travel for those living within walking and cycling distance of the day-to-day services they use.

Clondalkin village and the surrounding area does not have sufficiently connected cycle and walking routes to provide optimum access to and from the village centre and schools. Connected cycle routes encourage better uptake and use of cycle facilities as people feel safer using them. Though the village would benefit from a fully connected and segregated cycle network, this is not always possible due to the constraints in road space. Safety issues can be overcome to a significant extent if travel speeds are reduced and if shared road space for cars and bicycles is identified clearly through street materials and design and appropriate means in the village centre. A reduction in the speed limit throughout the area will enable safer cycling and open possibilities for different types of pedestrian crossings, proposed speed limits are set out in Figure 5.13.

The overarching policy objectives are highlighted below as they relate to the entire LPF area.

SM1: Active Travel - Overarching

SM1 Objective 1:

To deliver, subject to detailed design and further public consultation, as part of the local authority development process (Part 8) the active travel measures identified in Figures 5.7 and 5.8, which will enable better connected facilities throughout the Plan area and beyond, increase permeability and provide a safer walking and cycle network.

SM1 Objective 2:

To provide a connected and meaningful cycle and pedestrian network which will establish a connected north / south and east / west active travel network within the LPF boundary, through the Part 8 process and further public consultation.

SM1 Objective 3:

To support modal shift, through the support of the SDCC road safety officer and local stakeholders, to create a ‘movement’ towards more active modes of travel within the village and surrounding areas, working with the community to highlight health, safety and environmental benefits of altering how we travel.

SM1 Objective 4:

Support and facilitate the Clondalkin Decarbonisation Zone (DZ) and its role in reducing carbon emissions, by supporting projects which provide active travel enhancements within the village and the surrounding area.

SM1 Objective 5:

To promote the ‘10 – minute settlement’ concept in Clondalkin by improving permeability and reducing walking times for the wider community, enabling a safer and better-connected space for those attending school or working in the area.

Walking

Clondalkin’s historic core provides a framework for future development opportunities which can incentivise walking as a primary means of travel, for those living locally. At present the village suffers from congestion issues at peak travel times, creating additional traffic which in turn does not create an attractive space to walk through. As highlighted in the LTP, dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that contribute to less safe environment for walking. This is exacerbated by higher speed limits (50 kph) in the village centre and some pedestrian crossings which could be better located. Permeability through the village core is also poor which does not encourage walking (this is discussed in permeability section).

As identified in Figure 5.7, Clondalkin requires a safe network of pedestrian crossings which will facilitate walking while providing for traffic to continue moving within the village. While some pedestrian crossings exist, it is recognised that these require improvement works in places, with potential for the lights to be more responsive and ‘smart’, allow traffic to move while pedestrians are not waiting to cross the road or where speed limits are reduced, lights are replaced with zebra / toucan crossings.

Walking can emerge as a viable movement option but requires that the safety is improved within the village core and that attractive spaces are created for pedestrians. Walking in Clondalkin, much like cycling, provides a viable alternative to driving as steps are taken to improve the walking network within the wider area. Walking within Clondalkin is not just for those travelling to work or to the shops but should also be an accessible option for travel to schools, whilst also improving safety for school children by reducing the number of private car journeys to school. As identified in the LTP, the top two destinations in Clondalkin at peak traffic times are the school areas, which creates opportunities for additional walking measures to be put in place to improve safety and open access, which can include a reduction in speed limits from 50kph to 30kph and the creation of additional ‘Safe Routes to Schools’ zones on both Convent and Boot Road.



Figure 5.7: Existing and Future Pedestrian Crossing facilities and improvements with the Plan area.

SM2: Walking

SM2 Objective 1

To support the development of walking infrastructure within the village and wider LPF area, by enhancing walking through increased permeability, the improvement of pedestrian crossings, the widening of footpaths where feasible, and an attractive public realm facilitated by village enhancement schemes.

SM2 Objective 2

To support the development of future pedestrian crossing infrastructure and improvement projects outlined in Figure 5.7, subject to a reduction in speed limits and detailed review and design, to facilitate a mode shift and reduction in the usage of private motor vehicles and associated congestion.

Cycling

Clondalkin's intact historic street layout presents challenges in the creation of space for different users. Space for cyclists is currently limited and restricts safe movement through, to and from the village. As highlighted in the LTP, dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that contribute to an unsafe environment for cyclists. This is exacerbated by poor signage and wayfinding material, poorly connected cycle linkages throughout the village and surrounds and obstacles to permeability such as the island in the village centre between Tower Road and Orchard Road.

As identified in Figure 5.8, Clondalkin requires a cycle network which will facilitate cycling for all. While some cycle lanes exist, it is recognised that the creation of cycle lanes that start and end without further connectivity have limited benefit, with a requirement for well-designed and comprehensively implemented cycle lanes with complementary infrastructure, where feasible.

SM3: Cycling

SM3 Objective 1:

To support the development of the Corkagh to Grand Canal cycle route and the Tallaght to Clondalkin cycle route, as part of the program of the approved Cycle South Dublin schemes.

SM3 Objective 2:

To support the development of future cycle infrastructure and improvement projects outlined in Figure 5.8 and Table 5.2, subject to detailed design and public consultation, which facilitates a mode shift and reduction in the usage of private motor vehicles and associated congestion.

SM3 Objective 3:

To improve access to the Grand Canal greenway where feasible from the Plan area, further encouraging this as a commuter route, and to raise awareness of the proximity of Clondalkin village to cyclists through better wayfinding from the Grand Canal to Clondalkin.

SM3 Objective 4:

To support Green Schools initiatives in schools within Clondalkin that will lead to an increase in walking and cycling to schools, including the '#andshecycle' campaign, which aims to focus on addressing the teenage cycling gender gap.

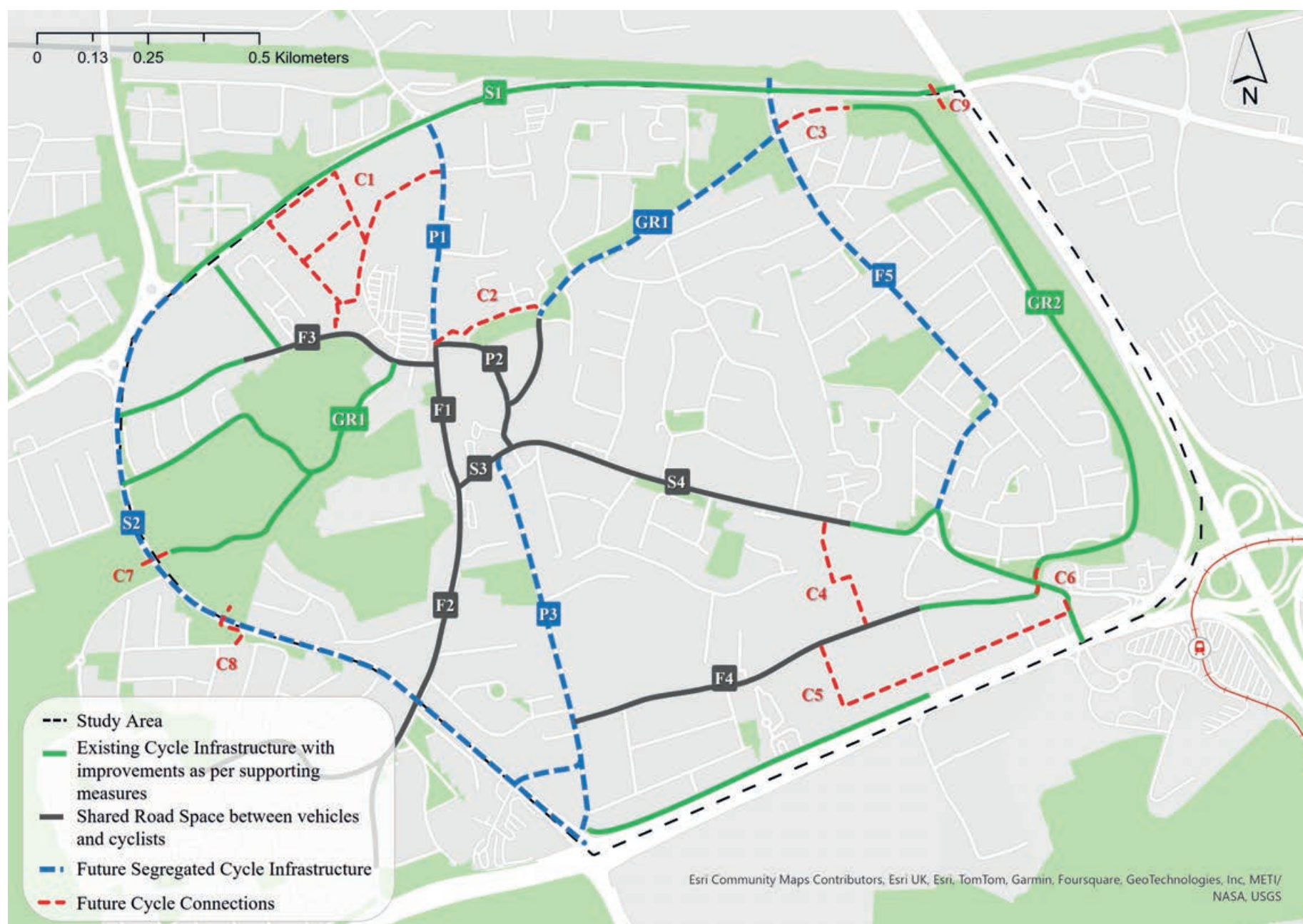


Figure 5.8: Existing and indicative future cycle connections within Clondalkin

Cycling in Clondalkin will grow and emerge as a viable alternative to driving as steps are taken to improve the network within the wider area. Cycling within Clondalkin is not just for those travelling to work or to the shops but should also be an accessible option for travel to schools. As identified in the LTP, the top two destinations in Clondalkin at peak traffic times are the school areas, which creates opportunities for additional cycling measures to be put in place to improve safety and open access.

Due to the restrictive street space outlined above, those children who cycle are currently using the roads to get to school and elsewhere. Additional safety measures are required to be put in place to protect children from traffic, which can be facilitated in a number of ways including reduction of speed limits, road junction improvements, better crossing points, the 'Safe Routes to School' and better off road connections. These further measures are detailed in the sections below.

| Intervention | Description |
|---------------------------------|--|
| Greenways | |
| GR1 | Corkagh Park to Grand Canal Greenway |
| GR2 | Knockmitten Park Greenway |
| Primary Links | |
| P1 | Segregated cycle infrastructure along Ninth Lock Road. |
| P2 | Cyclists accommodated within mixed traffic along Orchard Road (at 30 km/h speed limit) |
| P3 | Cyclists accommodated within segregated / mixed traffic along Laurel Park / New Road (at 30km/h speed limit. |
| Secondary Links | |
| S1 | Improvements to existing cycle infrastructure along the New Nangor Road. |
| S2 | Segregated cycle infrastructure along Fonthill road. |
| S3 | Cyclists accommodated within mixed traffic along Main Street (at 30 km/h speed limit) |
| S4 | Cyclists accommodated within mixed traffic along Monastery Road (at 30 km/h speed limit) |
| Feeder Routes | |
| F1 | Cyclists accommodated within mixed traffic along Tower Road (at 30 km/h speed limit) |
| F2 | Cyclists accommodated within mixed traffic along Convent Road / Boot Road (at 30 km/h speed limit) |
| F3 | Cyclists accommodated within mixed traffic along Old Nangor Road (at 30 km/h speed limit) |
| F4 | Cyclists accommodated within mixed traffic along Knockmeenagh Road (at 30 km/h speed limit) |
| F5 | Segregated cycle infrastructure along Woodford Walk and Woodford Hill. |
| Future Cycle Connections | |
| C1 | Links through the Ninth Lock Framework Area. |
| C2 | Link between Orchard Road and Watery Lane. |
| C3 | Riverside shared pedestrian and cycle path between the M50 bridge and Woodford Walk. |
| C4 | Link between Knockmeenagh Lane and Monastery Road. |
| C5 | Link between Knockmeenagh Lane and Monastery Road through Knockmeenagh Framework Area. |
| C6 | Improved connection between the Knockmitten Park greenway and Knockmeenagh Lane. |
| C7 | Upgrade of the access to Corkagh Park. |
| C8 | Improved connection across Fonthill Road between St Johns residential area and Clondalkin Park. |

Table 5.2: Description of cycle infrastructure interventions in Figure 5.8.



Permeability

The ‘Permeability Best Practice Guide’ (NTA, 2012), describes permeability as the extent to which an urban area permits the movement of people by walking or cycling. It does not relate to the movement of motorised vehicles and is therefore concerned with providing a competitive advantage to walking and cycling over these modes. To put it simply, it facilitates quicker access by walking or cycling from one point to another, which enables freer movement of people.

Establishing permeability through the creation of better linkages to places people wish to go helps create an accessible village core, while improving local connections throughout the wider Plan area. It also encourages people to walk more because distances are made shorter, improving health, decreasing congestion from driving and reducing air emissions. Consultation with any communities within which permeability measures are proposed will be undertaken before implementing any proposed measures.

Collectively, these measures will provide for a better connected and accessible community, shortening distance and providing real alternatives to using the car, as well as providing connections to future development areas. There are a significant number of permeability opportunities throughout the Plan area, where connections can be established between areas where barriers currently exist and where clear desire lines can be formalised. The proposed permeability links are highlighted in Figure 5.9 and will be subject to further consultation prior to any implementation.

SM4: Permeability - Overarching

- SM4 Objective 1:**

To support the permeability routes and links identified in Figure 5.9 and Table 5.4, subject to further consultation, which will enable quicker and safer access to schools, shops, places of work and social interaction in a pedestrian and cycle friendly environment.
- SM4 Objective 2:**

To ensure that proposed permeability links are designed in line with the NTA’s best practice guidance and in such a way as to reduce the potential for anti-social behaviour, providing wide and inviting openings which are well lit.
- SM4 Objective 3:**

To provide and establish connections from all new development areas where opportunity allows, including the two large framework sites (see Chapter 8, Urban Design) to the wider community and key destinations, through the development of high-quality pedestrian and cycle links.



Priority Permeability Routes

This plan identifies priority permeability routes to help reduce congestion and create a safer environment for children and their parents / guardians to move around. For the reasons set out below, these priority routes concentrate on creating safer routes to schools.

The LTP indicated that school trips made by private motor vehicles in Clondalkin are slightly lower than the SDCC average at 37%. While this is welcome, there remains significant opportunity to reduce traffic congestion within and around the village and to increase children’s safety around schools by increasing trips to school by walking and cycling. The LTP also identified that there are a higher-than-average number of trips to school made by walking (35%) but that cycling is lower than average at 2%. This would suggest that there is an appetite to walk to school where feasible. It would also suggest that cycling to school is not yet seen by many as an option to get to school.

While the above is generally positive there are significant opportunities for improvement. The LTP clearly identified that much of the traffic and associated congestion within the village is generated through trips to

and from school. This is evidenced in the LTP and evidenced in Table 5.3 which shows that nine of the ten top destinations at peak times originating in the study area are to school locations. This creates issues in addition to congestion. Engagement with the public during the pre-draft consultation phase of this Plan identified a number of safety concerns involving car movement around schools at drop off and pick up. This Plan seeks to reduce the conflict of cars and children around schools in a number of ways including:

- ➔ Safe Zones around Schools
- ➔ Reduced traffic speed limits
- ➔ Permeability - Improved options for walking and cycling reducing the need to be driven
- ➔ Associated reduction in congestion

| Origin | Destination | No. Trips |
|--|--|-----------|
| 8 – Woodford Walk | 9 – Moyle Park College/ Convent Road/ New Road | 178 |
| 7 – Woodford Heights/ Monastery Gates | 9 – Moyle Park College/ Convent Road/ New Road | 145 |
| 5 – Monastery Road | 9 – Moyle Park College/ Convent Road/ New Road | 140 |
| 3 – Watery Lane | 9 – Moyle Park College/ Convent Road/ New Road | 97 |
| 10 - New Road/ Monastery Road South | 9 – Moyle Park College/ Convent Road/ New Road | 85 |
| 5 – Monastery Road | 1 – Old Nangor Road | 71 |
| 5 – Monastery Road | 4 – Town Centre | 70 |
| 6 – Woodford Hill | 9 – Moyle Park College/ Convent Road/ New Road | 63 |
| 9 – Moyle Park College/ Convent Road/ New Road | 1 – Old Nangor Road | 54 |
| 10 - New Road/ Monastery Road South | 1 – Old Nangor Road | 54 |

Table 5.3: Top Ten Origin-destination of local trips (originating within the Plan area) showing the impact of school journeys.

The Clondalkin area does not have good quality, safe pedestrian connections between schools, the village core and residential developments in the immediate area. The proposed permeability improvements are recommended to improve journey quality to and from schools in the Plan area and beyond. The improvements aim to create safer, more direct connections to schools in the area, increasing the options for adults and / or children to walk and cycle to school from their



home by opening barriers to what would be shorter and safer routes. It also helps to reduce air pollution through reduced emissions thus helping with climate action. Walking and cycling also have benefits for health and wellbeing. Having regard to the above this Plan is identifying permeability links which facilitate access to schools as Priority Permeability Routes with a high priority for delivery as identified in Table 5.4.

Secondary Permeability Routes

Secondary permeability links have also been identified. These links would also benefit walking and cycling movement and help to connect places within and around the village. However, while their delivery would be beneficial and might help with indirect school and other access, they have not been identified as priority routes as they do not directly facilitate decongestion and safety around schools. These routes are identified in Table 5.5.

Strategic Permeability Routes

These routes are required to be delivered in the longer term and will be critically important to ensuring that new development and key lands provide for active travel to the village centre, services and schools to the greatest extent possible, and facilitate maximum access to public transport. These are described in Table 5.6.

SM5: Priority, Secondary and Strategic Permeability Routes

SM5 Objective 1:

To deliver the identified priority permeability routes, subject to local consultation, to facilitate improved connections to schools, increasing the safety of children currently using active travel and providing improved options for children and their parents / guardians currently travelling by car to switch to walking or cycling.

SM5 Objective 2:

To encourage permeability improvements in general, including those identified as secondary permeability links, at suitable locations following appropriate consultation, throughout the Plan area.

SM5 Objective 3:

To ensure that new development and key lands maximise the potential for active travel connectivity between the site to the village centre, local services and schools and to public transport

SM5 Objective 4:

To engage with the community prior to any formal Part 8 or related process to facilitate consultation on proposed new links and their design.



“

The ‘Permeability Best Practice Guide’ (NTA, 2012), describes permeability as the extent to which an urban area permits the movement of people by walking or cycling. It does not relate to the movement of motorised vehicles and is therefore concerned with providing a competitive advantage to walking and cycling over these modes.

”



| Priority Permeability Links | |
|---|---|
| Link | Description |
| Woodford - Schools | At present, if walking from Woodford towards school locations on New Road, the quickest route to take is along Castle View Road and Castle View Park, approx. 1.9km which will take approximately 25 minutes to walk. There is a potential connection through Woodford Drive and Monastery Heath, which if connected with potential permeability routes through Round Towers GAA club lands and the existing permeability connection through St. Brigid's Secondary school, reduces the overall distance to approx. 1.6km, improves safety and provides connections from Monastery Heath towards the Dutch village which will reduce car usage for trips to the shop. |
| Village Centre - Old Nangor Schools | The Village Centre has opportunities to create better linkages between Watery Lane / Orchard Road as you move towards the schools on Old Nangor Road. These linkages will improve journey times towards schools and improve safety for school children. The linkages are possible adjacent to the Camac River, which will allow for cycle and walking access, reducing movement towards Old Nangor from Riversdale or Castle View by approx. 200m, improving journey times and safety for children. |
| Primary Schools Linkage Convent Road - New Road | The primary schools along Convent and New Road (Scoil Mhuire, St Joseph's Boys National School, Scoil Naomh Ide and Scoil Naomh Aine) have no permeable linkages connecting the schools. There are opportunities to establish permanent linkages, creating safer crossings for parents who have children in multiple schools in the area and providing quicker access towards residential areas in the east. |
| Moyle Park College Linkages | Linkages from outside the boundary towards the LPF boundary provide good access, though direct access to schools requires improvements. There is an opportunity to open a previous link from St. Johns Wood which will create safer access to Moyle Park College and towards schools on Old Nangor Road. |

Table 5.4: PRIORITY permeability links / routes.

| Secondary Permeability Links | |
|--------------------------------|---|
| Link | Description |
| Clondalkin Park | A number of connections are available throughout the Clondalkin Park area to provide access from residential areas in the east and west towards the park and schools located on Old Nangor Road. These measures, alongside those shown as strategic, will enhance access throughout the LPF area, allowing for quicker journey time if walking or cycling. The linkages will enhance the overall area, while improving walking times towards schools and leisure centre if traveling from the southern area of the LPF. |
| Knockmitten Park - Grand Canal | Potential link between the Grand Canal and Knockmitten Park at the point of new Bus Connects access. |
| Ninth Lock Road - Riversdale | Potential link through the north of Oakfield industrial estate from Ninth Lock to Riversdale. This linkage would create a safer active travel option towards the Ninth Lock road. |
| New Nangor Road - Oakfield | Potential link through the back of existing industrial units in Oakfield which would establish linkages to the Lidl site. |
| Outside the LPF Boundary | Linkages from outside the LPF boundary can be improved, creating better access from Deansrath, St. Johns Road, Dunawley and the Grand Canal. |
| Newlands Road - N7 Corridor | Potential link from Newlands Road towards the N7, creating a permeability link which will improve walking time towards bus linkages along the N7. |
| Other Connections | Other connections spread throughout the Clondalkin LPF will allow for quicker movement of people using active travel measures, create safer, public spaces for people to move through away from traffic and improve the overall environment within Clondalkin. |

Table 5.5: Secondary Permeability Links / Routes.

| Strategic Permeability Links | |
|------------------------------|---|
| Link | Description |
| Ninth Lock Framework Site | The Ninth Lock Road Framework Site provides opportunity to include permeable routes throughout, connecting the Old Nangor Road to the New Nangor Road, as well as providing movement to and from the Mill Shopping Centre Site. The linkages will allow for pedestrian and cycle movements to be prioritised through the framework site while creating new links to public transport. |
| Knockmeenagh | The Knockmeenagh Framework Site provides opportunity to enhance and provide a safer permeable space through Knockmeenagh Lane which connects directly to New Road from Monastery Road. It also allows for the creation of additional permeable linkages through the Framework site, which will enhance connections south towards the N7 and north towards the GAA club lands. Overall, this would improve safety, while also reducing journey times between the Red Cow Luas and Clondalkin Village and school locations. Permeability improvements will also provide additional options for development at this location, in time developing overlooking onto the lane, improving visibility and safety. |
| Village Centre | The Village Centre has opportunity to provide permeable routes through back land development which will enable the establishment of new connections, enhancing journey time towards schools, leisure facilities and reducing the need to use private transport to access the village. The aim of enhancing permeability links within the village centre is to increase journeys towards the village as a destination. These connections will require the opening of backland development within the village core and establish additional connections which will link with priority and secondary permeability corridors (e.g. Q's Snooker Hall towards Moyle Park Open Space). |

Table 5.6: Strategic Permeability Links / Routes.

Additional connections may come forward in time once initial connections are established, creating a safer space for people to walk, reducing the need to use the car.



Figure 5.9: Priority Permeability Links / Routes and Potential Secondary and Strategic Permeability Links / Routes within the Plan area.



Safe Routes to Schools

The ‘Safe Routes to School’ (SRTS) programme was developed in partnership with NTA and Green Schools (An Taisce), as a response to the need to support schools to increase walking and cycling to school. The aims of the Safe Routes to Schools programme are:

- Improve safety at the school gate by providing ‘front of school’ treatments to alleviate congestion and improve access;
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

Measures included in the active travel, public transport and permeability sections within this chapter will help improve access and safety to schools, with this section providing clear and concise policy regarding the provision of safety features outside schools. Figure 5.11 identifies locations for further safe routes to schools’ measures within Clondalkin. As identified in Table 5.3 above, the school areas are the most heavily trafficked roads within the Plan area at peak times.



Figure 5.10: Examples of Safe Routes to Schools infrastructure within the Dublin region.

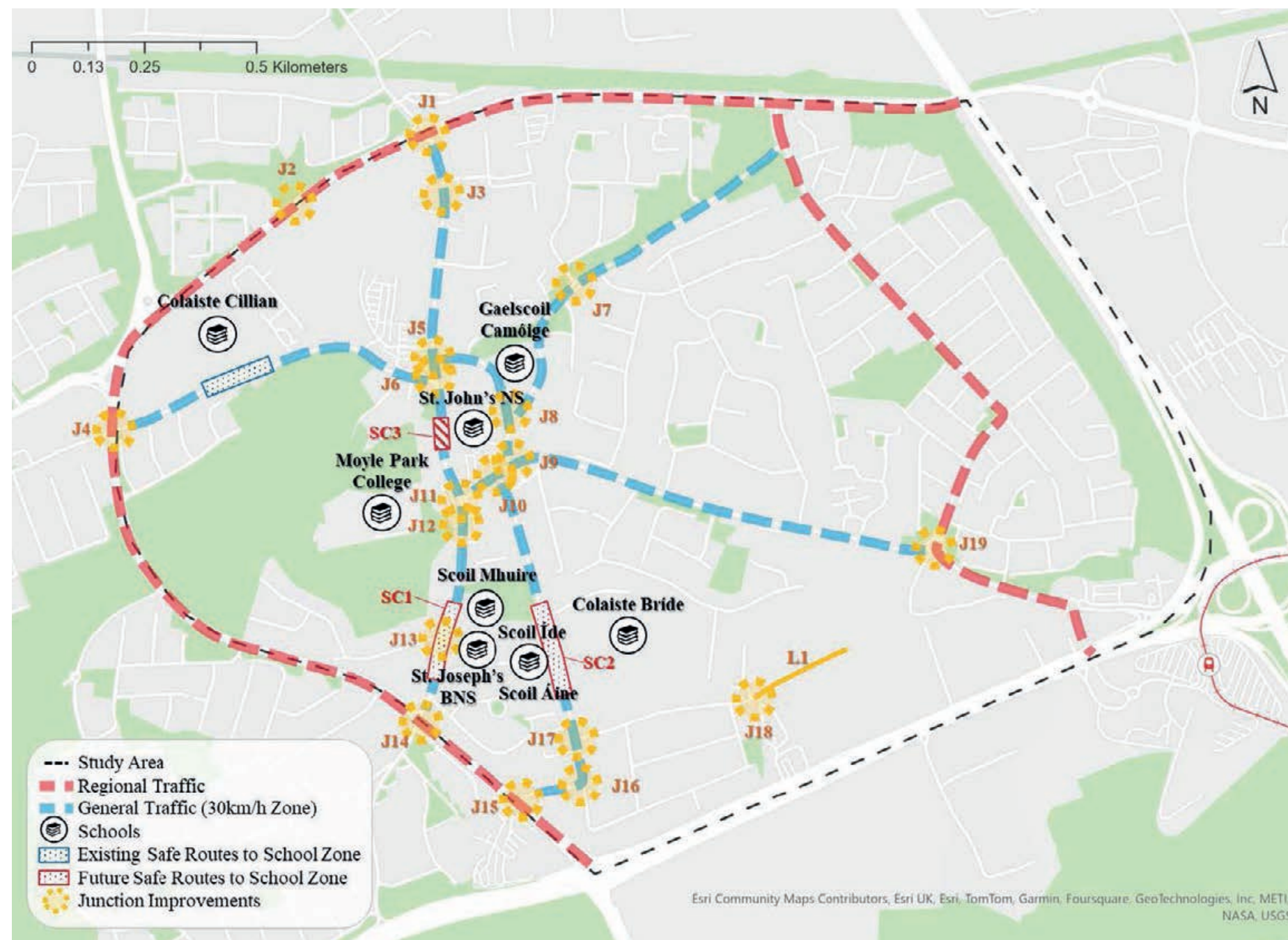


Figure 5.11: Existing and Proposed Safe Routes to School locations and proposed junction improvements.

SM6: Safe Routes to Schools

SM6 Objective 1:

To support the development of ‘Safe Routes to Schools’ throughout the LPF area, supporting measures that prioritise the safety of school children and the creation of safer school routes through the implementation of appropriate infrastructure measures.

SM6 Objective 2:

To engage with the road safety officer to create school focused transport campaigns regarding mindset changes around travel to and from school, creating a ‘movement’ from private motor vehicles to more sustainable methods of transport.

**SM6 Objective 3:**

To support the 'Slower Speeds, Safer Roads' information and awareness campaign, to highlight changes in speed limits on roads nationally.

Public Transport**Buses**

Public transport provides opportunity to reduce private car traffic on roads if the service is timely, reliable and includes facilitating infrastructure (for example, timetables, bus shelters) insofar as possible. Dublin has seen a rapid increase in public transit since the end of Covid, with approx. 6 million journeys¹ in Dublin per week, which has been enabled by increasing service and a reduction in journey cost. Travel times to and from key destinations were assessed as part of the LTP and highlighted significant differences between bus travel times and car travel times between key external trip locations (Tallaght, Ballymount), indicating that the journey times by bus remain significantly higher compared to by car.

The Local Transport Plan identified that during peak hours there is a high volume of buses within Clondalkin, where more than 10 buses per hour were recorded along the main roads throughout the study area. The highest volume of buses was observed along Monastery Road, with 22 services throughout the morning peak hour. Tower Road, Ninth Lock Road, Orchard Road, Watery Lane and Woodford Walk all recorded high bus volumes.

Notwithstanding the above, the community consistently communicated that the bus network needed to be significantly improved to get people out of the car. The most frequent complaint concerning buses related to cancellations or buses not turning up, which puts the community off using this transport mode. Though SDCC has limited influence on the bus network and its operation, the following was seen as required:

- Increasing frequency of buses on underserved routes.
- Relocate and improve the location of bus stops in the village
- Develop a high frequency route from the Red Cow Luas Stop through the Village towards Clondalkin Fonthill train station
- Engage with the Department of Education and the Department of Transport regarding the creation of a school bus service within Clondalkin.

¹ [Public Transport Volumes Sustainability and Transport Hub - Central Statistics Office](#)

There is a clear need for frequent, reliable and accessible bus services to serve current and future residents of Clondalkin. There has been an acknowledged issue by Bus Éireann / Dublin Bus with bus services being impacted by a shortage of drivers. The Council understands that measures are being taken by the operators to overcome this which should improve the reliability of bus services and therefore their attraction as an alternative option of transport.

The issue of journey times is impacted by general traffic congestion with congestion in the village centre area being particularly difficult for buses to navigate, slowing journey times. Without significant changes to how road space is allocated this is not an issue which can be readily resolved. While options were identified in the LTP for reallocation, they were not the preferred strategy at this time. However, journey times should be kept under review as other measures in the preferred strategy are delivered alongside greater bus reliability, to provide improved options to using the car.

The Tallaght / Clondalkin to City Centre Core Bus Corridor is 15.5km with an additional offline cycling facility of approximately 3.9km. The corridor consists of two sections, the Tallaght to City Centre section and the Clondalkin to Drimnagh Section. The Clondalkin to Drimnagh section begins at the junction of New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road within the Plan area. This scheme, due to start construction from early 2026, will improve the BusConnects service within the Plan area, improving bus scheduling and improving bus service to and from the area.

In recent years, South Dublin, working in conjunction with the NTA, has invested significantly in improvements to bus stop infrastructure. These improvements are being delivered under several initiatives including the BusConnects Network ReDesign (NRD) programmes, the Connection Ireland Programme, the Bus Stop Enhancement Programme (BSEP) and Active Travel Programme.

SM7: Bus**SM7 Objective 1:**

To deliver, insofar as possible, the infrastructure measures identified in this chapter to facilitate alternatives to the car, which will enable a reduction in private vehicles, reducing congestion and improving the public transport journey times.

SM7 Objective 2:

To maximise existing and proposed public transport opportunities, including the development of BusConnects Core Bus Corridors, influencing more frequent routes to the Clondalkin area and establishing linkages to both LUAS and DART / rail stations from the village centre.

SM7 Objective 3:

To support access to bus stops, LUAS and rail through the provision of an integrated and connected network of walking and cycling infrastructure with appropriate supporting infrastructure including bus shelters and cycle parking facilities at rail stations.

SM7 Objective 4:

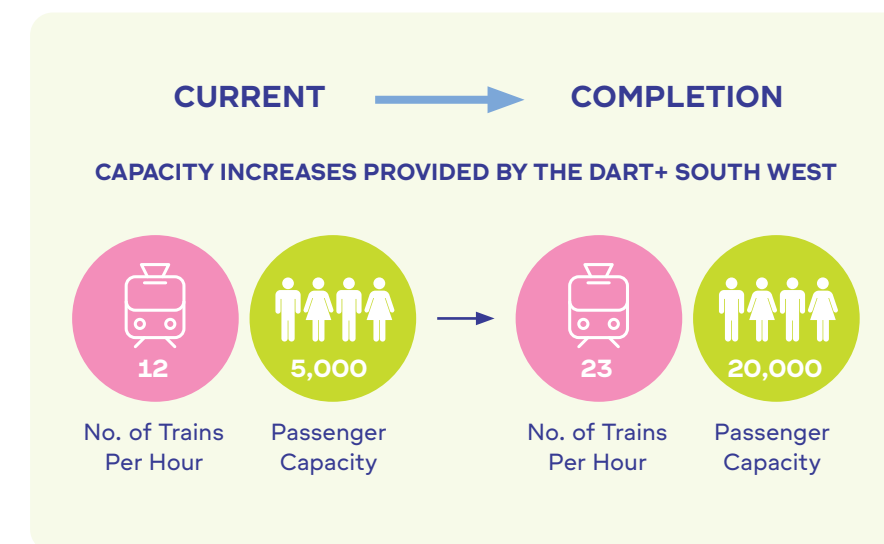
To investigate the delivery of a school bus service within Clondalkin, liaising with the Department of Education, local schools and bus operators, to provide a service that enables a reduction in private vehicle usage and a reduction in traffic and parking outside schools.

SM6 Objective 5:

To provide good quality, secure and covered cycle parking at selected bus stops, as well as the Red Cow Luas stop and Clondalkin Fonthill train station.

Rail

Clondalkin is strategically located between two rail lines which link directly to Dublin City Centre to the east and to Tallaght and Citywest to the south. The Red Cow Luas stop is a key transport interchange located to the southeast of the plan area along the N7 serving the Red Line from Tallaght and Citywest to Dublin. It serves as an interchange and transport hub connecting to a range of bus services. It also includes a large Park and Ride facility. Fonthill train station lies to the northwest of the study area on the Cork mainline. Dart+ SW was recently granted a Rail Order which will increase rail transit from Hazelhatch and Celbridge station to the city centre along this line, providing for 23 trains per hour. Linkages to both rail lines require access improvements to make them a more attractive alternative to private car usage.



Source: [DART+ DART+ South West](#)



SM8: Rail

SM8 Objective 1:

To maximise and support existing and proposed light rail and rail opportunities, including the development of Dart+ SW, linkages between the Luas and DART and any future proposals to improve rail transport serving Clondalkin.

SM8 Objective 2:

To support the continued improvement of connections between the rail stations and Clondalkin village, through improving and creating appropriate junctions, pedestrian crossings and footpaths within the Plan area and beyond.

SM8 Objective 3:

To support the continued improvement of cycle connections to the rail lines, including from the Red Cow to the Plan area, providing for upgrades to cycle infrastructure along the Slí at Knockmeenagh Lane where possible, and improvements to connections to Joe Williams Bridge and into and from the station.

Road, Traffic and Junction Management

As part of the consultation process in preparing this plan, the community raised issues with road, traffic and junction management throughout the Plan area. Issues around light sequencing not being coordinated across Clondalkin and the potential removal of traffic lights within the village (to be replaced by zebra crossings) were all mentioned as possible opportunities to improve traffic flow and management.

Public consultation raised the issue of heavy goods vehicles (HGV) travelling through the village although their destination was elsewhere.

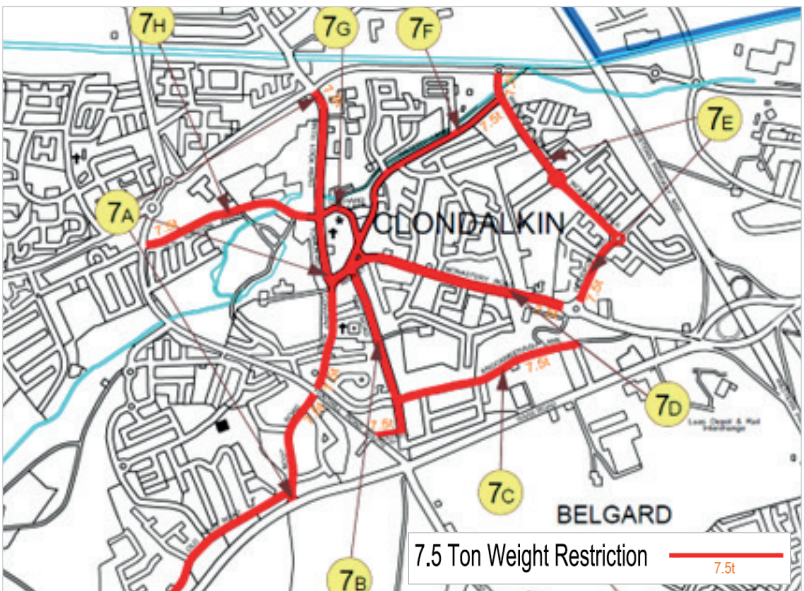


Figure 5.12: Existing Weight Restrictions Map within Clondalkin.

Weight restrictions already exist within the roads around the village as shown in Figure 5.12. SDCC will continue to review roads which may be unsuitable for HGV's and introduce further weight restrictions where appropriate. Weight restrictions are enforced by An Garda Siochana and the Council will continue to engage on this and other matters through existing fora.

The Local Transport Plan has assessed junctions and the proposed measures to curb vehicle speed and make the roads safer for other users, see Figure 5.11.

A reduction in speed within urban environments is being rolled out nationally. At local level this will be subject to public consultation by the Council. As indicated in the sections above, the introduction of lower speed limits will provide a safer environment for all and will also allow for pedestrian crossings which do not require traffic lights. This will facilitate a more responsive road infrastructure for both vehicles and active travel users.

The proposed application of a reduction in speed limits for the roads within Clondalkin has been assessed as part of the LTP and is shown in Figure 5.13. However, as indicated above, this will be subject to public consultation as part of the rollout of reduced speed limits across the county.

SM9: Road, Traffic and Junction Management

SM9 Objective 1:

To assess the need for junction improvements, upgrading where necessary, to improve road safety for all users, giving priority to those most vulnerable, while providing for traffic flow in and out of the village centre.

SM9 Objective 2:

To continue to engage with An Garda Siochana to encourage a reduction in HGVs / large vehicles driving through the village, through better enforcement of heavy vehicle bans and awareness raising (through signage), to create a safer environment for all road users and reduce traffic congestion within the village.

SM9 Objective 3:

To continue to review roads which may be unsuitable for HGV's and introduce and / or review weight restrictions where appropriate.

SM9 Objective 4:

To work with the wider community, in conjunction with the NTA and TII to reduce through traffic in the village by encouraging mapping app providers to limit diversions through the village centre at morning and evening traffic peaks.

As part of the consultation process in preparing this plan, the community raised issues with road, traffic and junction management throughout the Plan area.

Parking

Policy 'SM7: Car Parking and EV Charging' in the County Development Plan will play a fundamental part in establishing appropriate levels of parking for businesses and communities, while allowing a just transition towards more sustainable forms of transportation.

Future residential car parking shall accord with the requirements of Specific Planning Policy Requirement (SPPR) 3 – Car Parking, of the section 28 Sustainable Residential Development and Compact Settlements Guidelines 2024 (or as superseded), in terms of the appropriate quantum of car parking in particular locations.

The National Climate Action Plan (2024) continues to promote the acceleration of the take up of EV for private and commercial use to comprise 100% of all new cars and vans by 2030, with no new non-zero emissions vehicles being sold beyond this date. Achieving this goal would result in 945,000 EV's on the road by 2030. The LPF will continue to promote change towards EV vehicles and charging infrastructure through Climate Action initiatives and the Decarbonisation Zone (DZ).

SM10: Parking

SM10 Objective 1:

To require developers of Large-Scale Residential Developments (of 100 units or more) or residential schemes located within 800 metres of high-capacity public transport routes to provide reserved space for car sharing schemes or mobility hub drop off points within the Plan area.

SM10 Objective 2:

To require that all car parking introduced aligns with the SPPR 3 – Car Parking of the Sustainable Residential Development and Compact Settlements Guidelines (2024) and the County Development Plan standards in Section 12.7.5 Car Parking / Charging for Electric Vehicles (EVs), or as may be superseded.

SM10 Objective 3:

To promote on street communal EV charging in the form of EV Hubs in accordance with SDCC and ESB EV charging policies, guidance and specifications as part of Climate Action initiatives and the implementation of the Clondalkin Decarbonisation Zone (DZ).

Clondalkin Mobility Hub

As a Decarbonising Zone (DZ), Clondalkin has potential to develop new and existing climate projects, with opportunities to tackle a number of issues. The development of ‘mobility hubs’ has been raised as a potential action in the South Dublin Climate Action Plan to improve air quality within the DZ. Mobility hubs can facilitate a range of shared travel options like bikes, scooters, e-cars etc. These can be accessed at one location by the wider community, often located near public transport nodes.

Supporting Measures

Attractive streets form a part of good placemaking. Measures to improve placemaking are set out in Chapters 6, 7 and in the Urban Design Strategy, Chapter 8. Where streets are pedestrian friendly and aesthetically pleasing it creates a better environment and makes it more likely that people will choose to leave their car at home.

Universal Design Approach

As stated in Policy COS2: Social / Community Infrastructure of the County Development Plan, the Council support the planned provision of universally accessible and well-connected social, community, cultural and recreational facilities, close to communities they serve, consistent with RPO 9.14 of the RSES and as set out in:

- Building for Everyone: A Universal Design Approach – Planning and Policy (2012).

SM11: Supporting Objectives

SM11 Objective 1:

Ensure that proposals for improved active travel and public transport have due regard to the heritage features within Clondalkin recognising the value that they bring to the enjoyment of the village and its surrounds. (see Chapter 7 Conservation and Built Heritage)

SM11 Objective 2:

To provide well designed wayfinding and signage, consistent throughout the Plan area, which aligns with the forthcoming SDCC Signage and Wayfinding Strategy, and which ties into the historic context of the village.

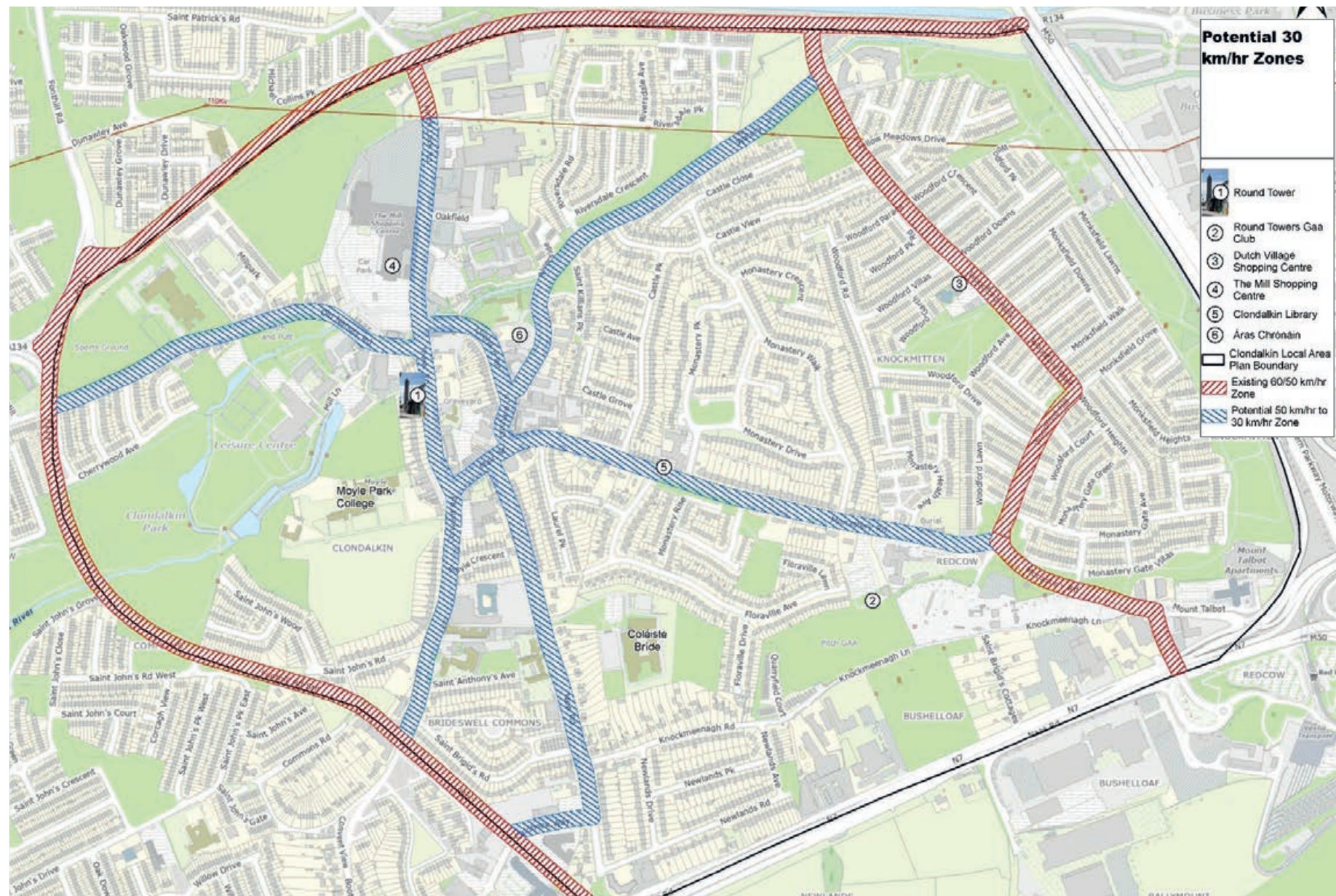


Figure 5.13: Potential 30 km/h routes within the Plan boundary.

SM11 Objective 3:

To reduce visual and physical clutter within the village including unnecessary poles, overhead cables etc., to improve safety for all road users and improve the overall aesthetics of the village centre.

SM11 Objective 4:

To support the delivery of a mobility hub, in conjunction with the NTA and third-party providers, at an appropriate location to serve the village of Clondalkin, to supply the population with alternative and renewable forms of transportation with drop off points at central locations throughout the Plan area.

SM11 Objective 5:

To review the Local Transport Plan for Clondalkin, following implementation of the measures in this Plan, to establish the effect the interventions have had on reducing traffic and improving mode share and safety within the village and to examine whether a further review of high level interventions are required.

SM11 Objective 6:

To reduce the speed limit of the identified roads from 50km/h to 30 km/h, in line with the Road Traffic Act 2024, following consultation with residents and stakeholders within the village.