



Comhairle Contae
Átha Cliath Theas
South Dublin County Council

Cycle South Dublin

A programme of work

April 2021





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 Council agreed programme sets our ambition for how South Dublin can become one of Ireland's most cycle friendly counties.

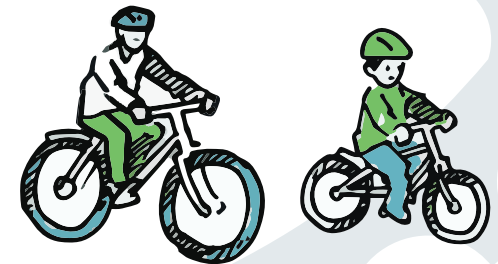
Mayor Ed O'Brien

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 45 routes that would deliver approximately 263km 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, recent commitments from NTA and central Government to fund and support the delivery of this programme are much welcomed and will be central in enabling us to plan in a coordinated way. However, over the coming years we will also need continued political and community support to make this a reality.

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 of all ages and abilities 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:
 - EXISTING (increased cycle safety and maintenance upgrades of existing cycle lanes and streets)
 - NOW (progress projects within the next 2 years),
 - SOON (progress projects within the next 5 years),
 - LATER (progress projects within the next 8 years), and
 - Bus Connects will deliver a range of cycle improvements to be delivered by the NTA
- 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
- Provide a network of cycle lanes that connect our schools, villages and centres, areas of work and our amenities and parks.

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, employment space, services, amenities and community 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.



Dubliners spent
246 hours
in traffic in 2018

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**.



11% Increase
since
2016

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.



60,000
trips daily

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



20% of our
GHS

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.

28,000
tonnes of GHG

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 centre / high street spent up to 40% more than those people who would drive to the same centre / 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

€170m

€258.5 million
annually from all trips cycled.

€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.

2.2 The 2016 Census figures for cycling in South Dublin, show that **6,899 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

2 How do people currently travel in South Dublin

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



10%

cycle mode share



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 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 Tables 3 and 4 provide a breakdown of the distances people travel by different travel modes from 0km to 300km (Census 2016).

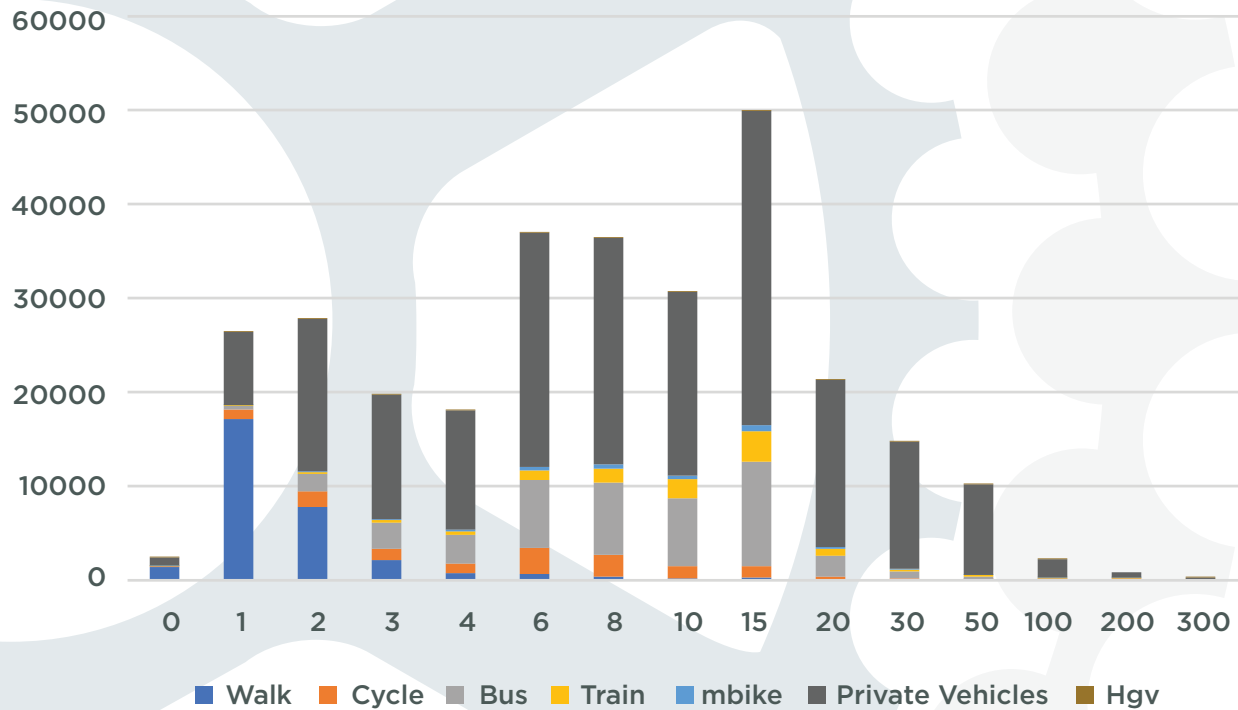


Table 3: breakdown of distance travelled by mode share

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 4: 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 Table 5 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%.

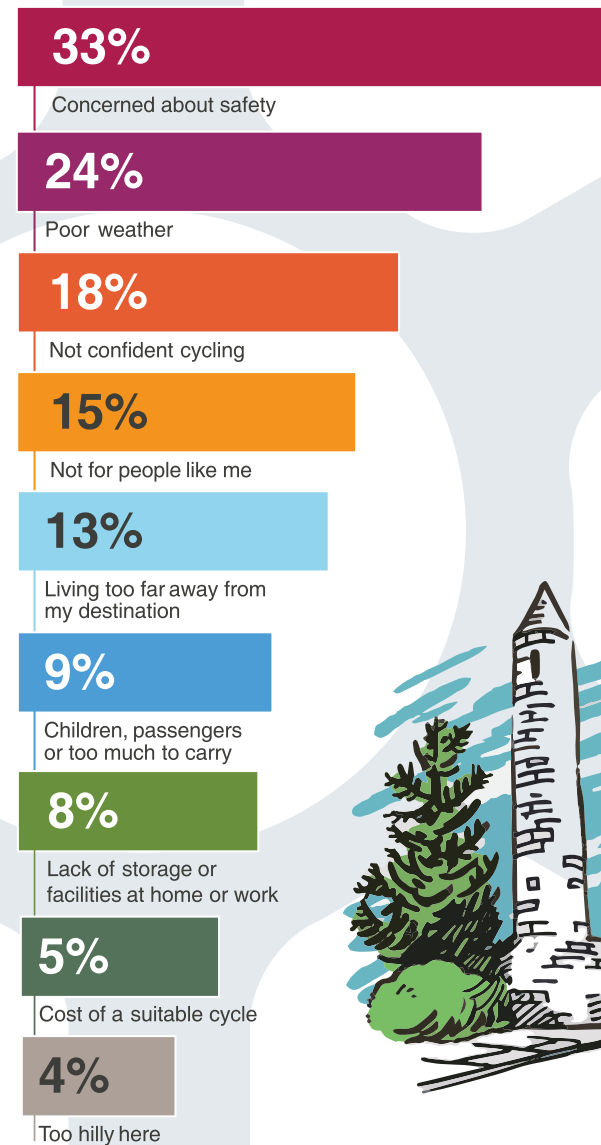


Table 5: Reasons why people choose not to cycle (NTA, Bike Life, 2019)

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. Between 2016 and 2020 the Council 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 and this Council agreed Cycle South Dublin programme will determine that work.

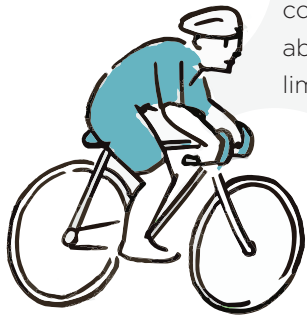


7

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. Delivery of better cycle infrastructure that enables people of all abilities to cycle is an increasingly important issue for the people of South Dublin. Cycle South Dublin is the Council's proposed programme of work aimed at 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 across five stages:

- **EXISTING** (cycle safety and maintenance upgrades to existing cycle lanes and streets)
- **NOW** (progress projects within the next 2 years),
- **SOON** (progress projects within the next 5 years),
- **LATER** (progress projects within the next 8 years), and
- Bus Connects will deliver a range of cycle improvements to be delivered by the NTA

7.4 In February 2021, the Government committed 1.8 billion towards improved active travel (walking and cycling) measures across Ireland over the next five years. The NTA has stated that it will commit to funding South Dublin's active travel projects, where they can be delivered within this 5-year timescale and are designed in accordance with its standards. In addition, the NTA has also committed to funding additional staff for South Dublin Council. As such the Council is now in a position to accelerate the Cycle South Dublin programme of work and is committed to progressing all of the projects identified in the NOW and the SOON timescales within the five years. It is important to note that inclusion of a

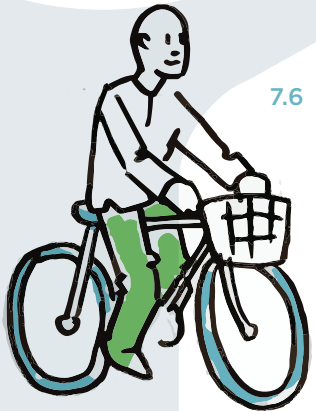
project on the five-year programme does not commit the Council or the NTA to delivery of the scheme. The final schemes will need to go through a process of design, appropriate/environmental assessments, public engagement and final approval. During this work, projects will need to respond to design work and consultations. Only at that point will can projects be fully committed.

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

PHASE	PROJECTS PROGRESSED WITHIN	ROUTES	PROJECTS	CYCLE LANE (km)	COSTS
NOW	2 years	15	22	89	
SOON	5 years	14	21	83	
LATER	8 years	10	14	52	c.280m
BUS CONNECTS		6	6	39	
TOTALS		45	63	263	

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

- 1. Audit the quality of existing cycle lanes to identify where maintenance works are needed
- 2. Increase the yearly budget for maintenance of cycle lanes



- 3. Commit to rolling out 'Quick Build - Light Segregation' schemes across the County where possible to improve safety for cycling. These works will include the introduction of extruded kerbs, bollards, lines and signs to address safety concerns along sections of roads. As part of the design and delivery of these schemes there will be engagement with Cllrs and the public.
- 4. Carry out trials for cycling routes to test options for permanent schemes, where considered necessary and beneficial. This will not be done for every proposed permanent scheme. These trials will be used to gather information on proposals to inform a final design. The period for assessing proposals and gathering information will vary on projects but would normally last for 1 to 6 months but could be longer depending on the scheme.

Funding

7.7 The final costs to deliver the Cycle South Dublin programme are not yet known as detailed design work has not been undertaken. However, an initial estimate on the level of public investment required to deliver all of the projects included in the **NOW, SOON** and **LATER** stages may well need to exceed €280million. This is a sizeable amount of public investment. In line with Government commitment to invest 1.8 billion in walking and cycling measures across the Country over the next 5 years, the NTA has now stated that it will be in a position to fund the majority of the projects identified

in the Cycle South Dublin programme identified to be progressed over the next 5 years. This will be further complemented with additional staff resource

- 7.8 The initial focus will be on delivering the 22 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 either Part VIII planning applications or equivalent (as per the Planning and Development Act 2001) or under section 38 of the Road Traffic Act 1994 (and as amended). The approval process for each scheme will need to be determined on a scheme by scheme basis and will need to include discussion with the funding authority. It is important to note that the inclusion of a scheme in the final Cycle South Dublin programme does not, at this stage, ensure delivery. Each scheme will need to go through a process of design, appropriate/environmental assessment, public consultation and final scheme approval before a scheme is fully committed to.

- 7.11 The Council will be first focussing on the design and delivery projects in the NOW timescale and as resource allows will be commencing work on the projects included in the SOON phase with a view to progressing these projects over the next five years. Currently 10 projects 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 are currently being progressed.

Public and Councillor engagement and reporting

- 7.12 The delivery of successful and desirable cycle infrastructure requires input from, and the knowledge of, 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 (November and December 2020)
- 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.
- Consent for cycle projects will be via either Part 8 planning applications or equivalent (as per the Planning and Development Act 2001) or under section 38 of the Road Traffic Act 1994, as amended). The approval process for each scheme will need to be determined on a scheme-by-scheme basis and will need to include discussion with the funding authority.
- Public consultation will include non-technical information that will be easy for all people to understand what is being proposed, this could include for example 'before and after' images, visualisations and fly throughs. In addition consultation will also include detailed, technical information on proposals so as to provide accurate information on what is proposed.



Public consultation on the draft Cycle South Dublin programme was carried out between November and December 2020. There was 437 responses, raising 1556 comments including key issues on Better Safety, Design and Measures to Support Cycle Network. Positive feedback from the respondents included Route Suggestions (15%), Segregated Route preference (9%) and overall promotion of the programme (11%). The outcome of the public consultation was extremely positive and 83% of all respondents supported the new cycle routes and only 1% of respondents did not which was really encouraging.

The top 3 categories of responses were as follows:

25% of respondents spoke about Better Safety, Design as their highest priority which included best practice cycling routes, segregated routes and maintenance of existing routes.




19% of respondents spoke about measures to support cycle networks such as bike parking, design for all ages, environmental and supporting a healthier lifestyle.

15% of respondents discussed route suggestions in their comments which included district and area suggestions.

The final Cycle South Dublin programme was agreed by South Dublin Council in April 2021. Yearly updates on the progress of delivering Cycle South Dublin will be taken to Council each year and this information will be made publicly available.

Existing Cycle Network



LEGEND

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



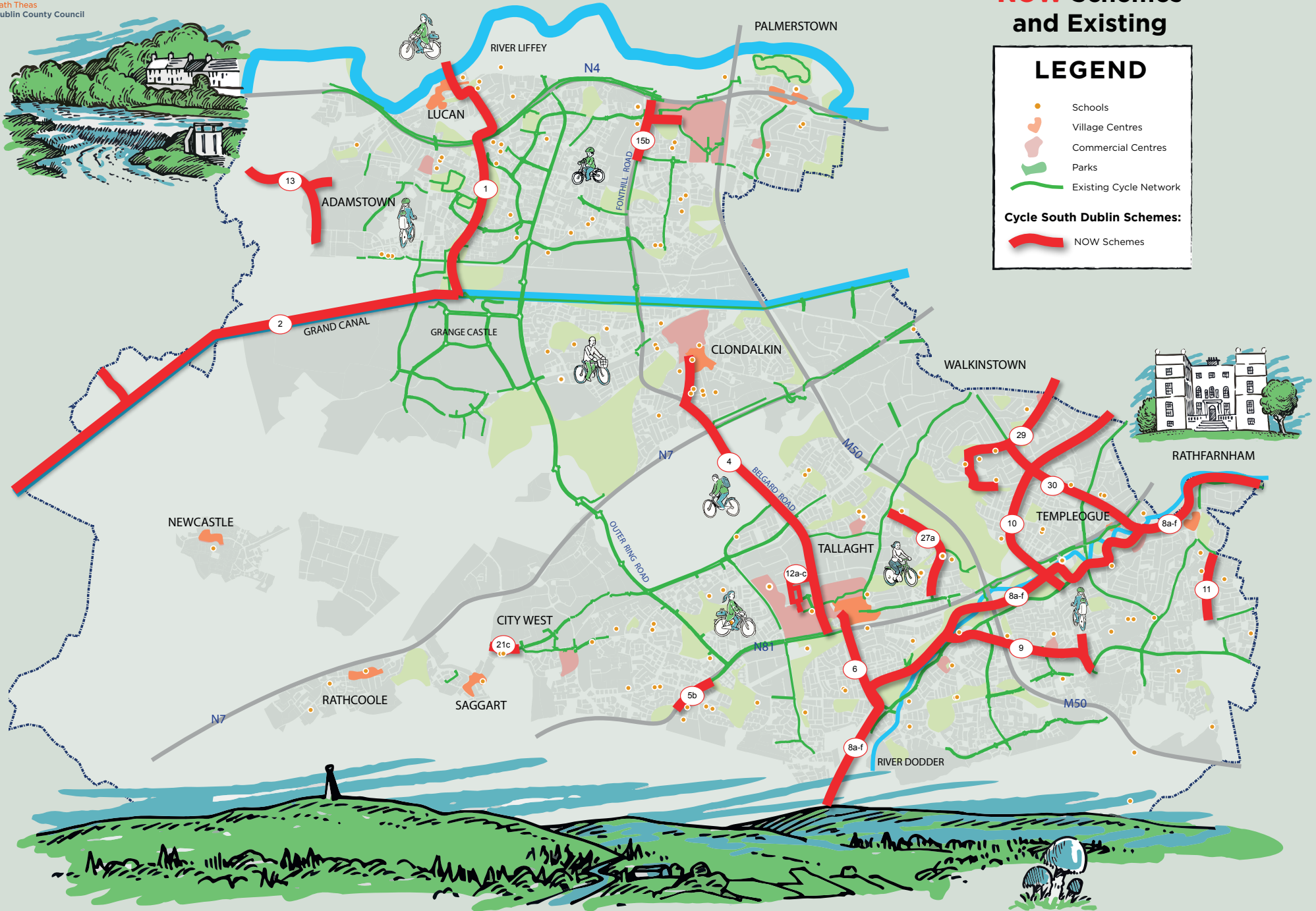
NOW Schemes and Existing

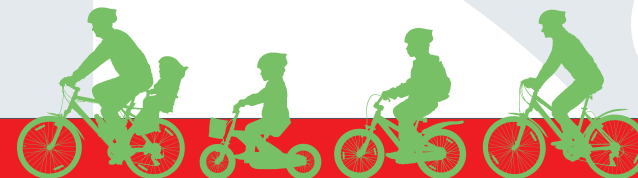
LEGEND

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

Cycle South Dublin Schemes:

-  NOW Schemes










Cycle South Dublin NOW Schemes - March 2021

No.	15 ROUTES	22 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
1	Lucan Canal Loop	Lucan Canal Loop	3	4.5	3	No change	€€€€
2	Grand Canal extension	Grand Canal extension	2	6	0	Additional 0.6km section proposed linking to Hazelhatch station.	€€€
5	N81	B) Jobstown Junction	3	0.5	2	No change.	€€€
6	Tallaght Village to Dodder Valley	Tallaght Village to Dodder Valley	2	1.3	1	No change.	€€€
8	Dodder Greenway	A) Dodder Greenway bridges	2	0.5	0	No change.	€€€
		B to F) Dodder Greenway Links	4	13.5	4	Additional 0.3km section proposed linking to Elder Heath.	€€€€€
9	Firhouse to Knocklyon	Firhouse to Knocklyon	3	2.7	1	Additional 0.4km section proposed linking to Templeroan and Ashton.	€€€
10	Wellington Road	Wellington Road	2	3	5	No change	€€€€€
11	Grange Road	Nutgrove Ave. to St. Enda's Drive	2	1	2	Additional 0.1km section proposed linking to Park Avenue.	€€
12	Tallaght Streets	A) Belgard North Link Road	2	0.4	2	No change.	€€
		B) Airton Road Extension	4	0.4	2	No change.	€€€
		C) Public realm and Plaza	3	0.6	1	No change.	€€€
13	Celbridge Link Road	Celbridge Link Road	3	2.2	1	No change.	€€€
15	N4 to Liffey Valley SC and Coldcut Road	B) N4 to Liffey Valley SC and Coldcut Road	3	1.6	2	Transfer of 1km from SOON to NOW with addition of 0.6km Arc roundabout to Liffey Valley SC (14A) as a result of NTA funding received for 2021.	€€
21	Fortunestown Lane	C) Citywest Avenue to junction with Garter Lane (one side)	1	0.5	0	Additional 0.5km section linking to Saggart Luas station on 1 side (constructed).	€
27	Castletymon Road	C) Citywest Avenue to junction with Garter Lane (one side)	2	1.8	0	SDCC additional scheme.	€€
29	Limekiln and Whitehall Road West	Limekiln and Whitehall Road West	3	2.4	1	SDCC additional scheme. Includes 1.5km from LATER Scheme 23.	€
30	Templeville Road	Templeville Road	2	2.3	2	SDCC additional scheme.	€€
Length of Road (km)				21.2			
Total length of cycle lane delivered (km)				89.9			



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

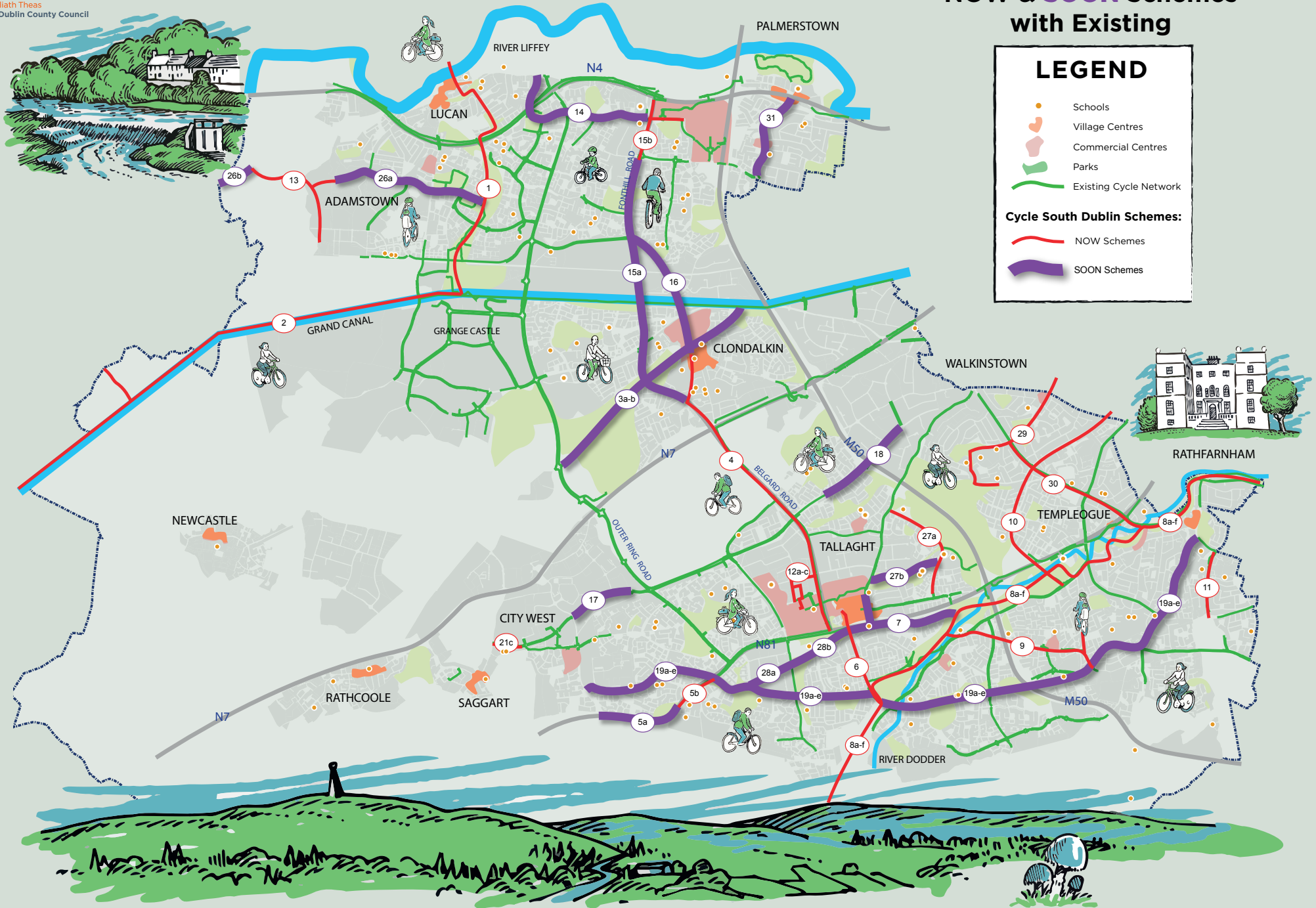
NOW & SOON Schemes with Existing

LEGEND

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

Cycle South Dublin Schemes:

-  NOW Schemes
-  SOON Schemes

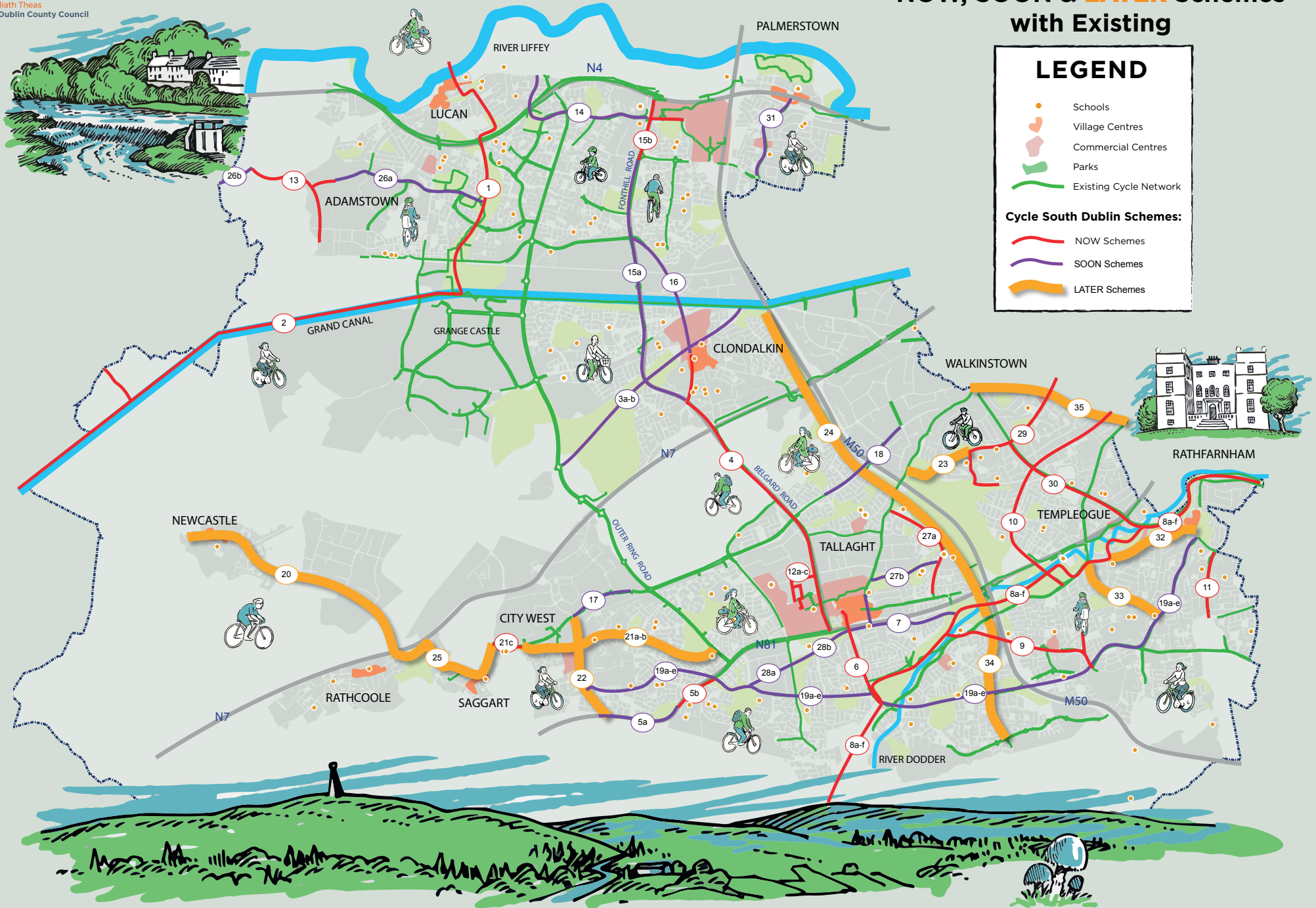




Cycle South Dublin SOON Schemes - March 2021

No.	14 ROUTES	21 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
3	Corkagh Park to Grand Canal	A) Clondalkin Village to Grand Canal	4	1.1	2	Transferred from NOW to SOON.	€€
		B) Corkagh Park	2	2.7	0	Transferred from NOW to SOON.	€€
4	Tallaght to Clondalkin Village	Tallaght to Clondalkin Village	3	4.9	1	Transferred from NOW to SOON wth addition of 2.2km Belgard Road.	€€€
5	N81	A) Jobstown Junction to N82 junction	3	1.4	1	Transferred from NOW to SOON.	€€€
7	Greenhills Road to Dodder Valley	Greenhills Road to Dodder Valley	2	1.8	1	Transferred from NOW to SOON.	€€€
14	Liffey Valley to Lucan	Arc roundabout to Lucan	2	2.4	1	Transferred from NOW to SOON (14B).	€€
15	Clondalkin Boot Road to N4	A) Clondalkin Boot Road to Coldcut Road	3	5.6	2	Addition of 1.0km Coldcut Road connecting to BusConnects CBC7. Addition of 0.6km Ronanstown Road connecting to Neilstown Road. Addition of 1.2km from Coldcut Road to Thomas Omar Way (15B).	€€€
16	Ninth Lock Road	Ninth Lock Road	3	2	2	No change.	€€€
17	Citywest Avenue, City West Road to R136	Citywest Avenue, N82 to Outer Ring Road	1	1	3	No change.	€€€
18	Bothar Catherine Tynan to Ballymount, Calmount Ave	Bothar Catherine Tynan to Ballymount, Calmount Avenue	1	1.5	2	No change.	€€€
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	No change.	€€€
		B) N81 to Whitestown Way via Whitestown stream, Killinarden Way and Firhouse Road West	1	2.5	2		€€€
		C) Killinenny Road to its junction with Ballycullen Road	2	1.7	2		€€€
		D) St Colmcille Way to Ballyboden Road via Scholarstown Road from Orlagh roundabout to Templeroan roundabout and Ballyboden Way.	4	2.5	0		€€
		E) Ballyboden to Rathfarnham	2	1.9	1		€€
26	Canal Loop to Celbridge Road	A) Griffeen Valley Park to Celbridge Link Road via. Esker Road, Adamstown Drive and Shackleton Drive.	2	2	1	SDCC additional scheme.	€
		B) Celbridge Road from its junction with the Celbridge Link Road South to South Dublin County boundary.	2	0.5	0	SDCC additional scheme.	€
27	Bancroft Park	B) Bancroft Park	2	1.1	0	Addition to Scheme 27. Greenway through Bancroft Park connecting Greenhills Road and Castletymon Road	€
28	Killinarden Park to Oldbawn Road	A) Killinarden Park to Whitestown Way via. Whitestown Ind. Estate.	2	0.7	0	SDCC additional scheme.	€
		B) Whitestown Way to Oldbawn Road via. Sean Walsh Park	2	1	0	SDCC additional scheme.	€
31	Kennelsfort Road	Kennelsfort Road	3	1.3	0	SDCC additional scheme.	€
Length of Road (km)				34.2			
Total length of cycle lane delivered (km)				83.6			

NOW, SOON & LATER Schemes with Existing

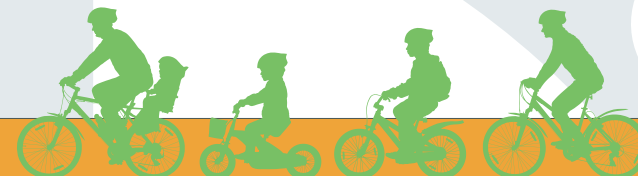


LEGEND

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

Cycle South Dublin Schemes:

- NOW Schemes
- SOON Schemes
- LATER Schemes

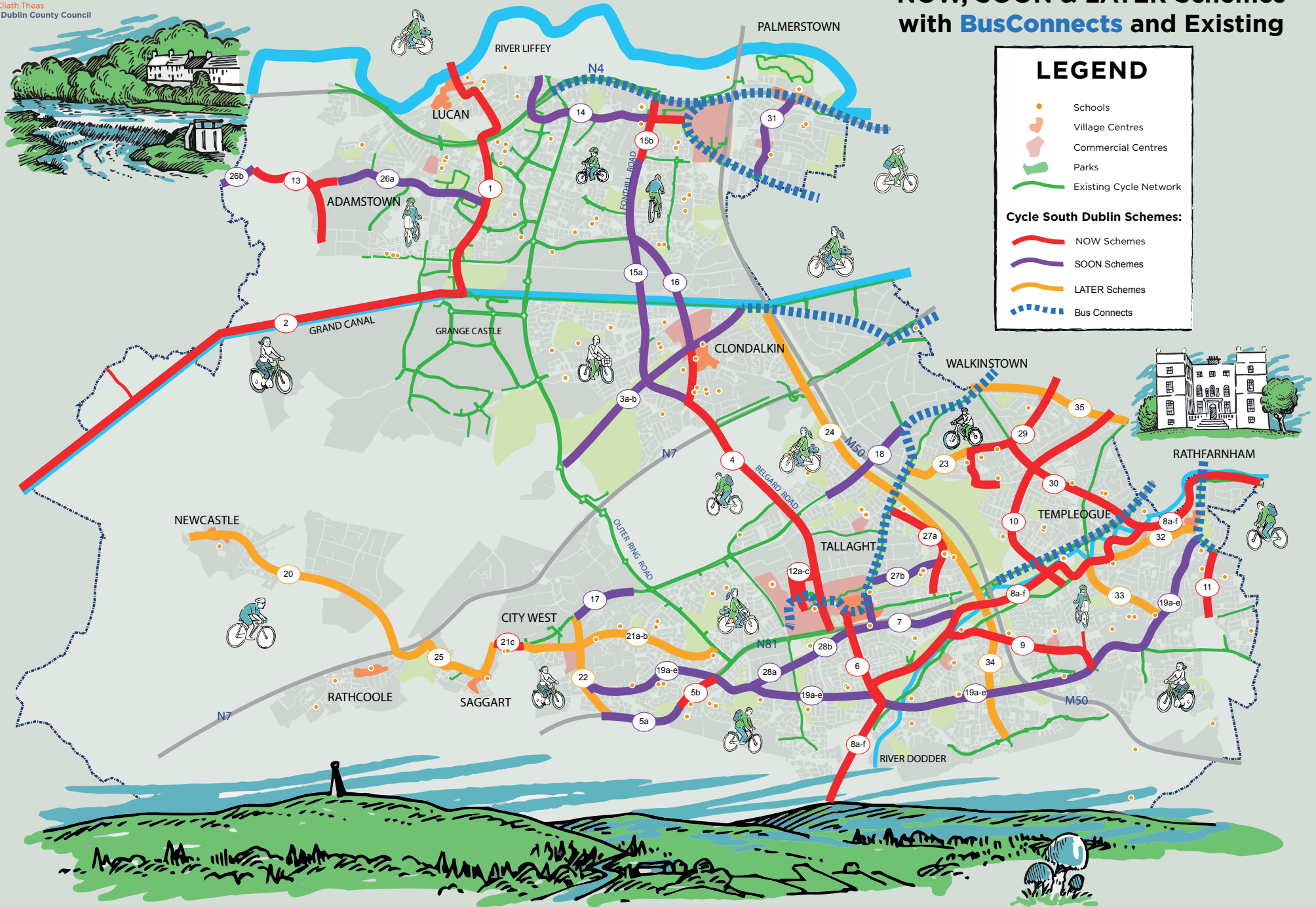


Cycle South Dublin LATER Schemes - March 2021

No.	10 ROUTES	14 PROJECTS	Rating (1 to 5)	Length (km)	Complex Junctions	Comments	High level cost
20	Newcastle to Rathcoole	Newcastle to Rathcoole	2	3.5	5	No change	€€€€
21	Fortunestown Lane	A) Citywest Avenue to junction with Citywest Road	3	0.8	1	No change	€€
		B) Ardmore Drive to its junction with Cookstown Road	2	2.2	1	No change	€€€
22	Citywest Road - Citywest Avenue to N81	Citywest Road - Citywest Avenue to N81	2	1.5	2	No change.	€€€
23	Tymon to Greenhills Park	From the Greenhills Road to Kippure Avenue, St, Finbars Close, St James Road to Greenhills Park	2	1.2	0	1.5km transferred into NOW scheme 29 Limekiln and Whitehall Road West.	€
24	M50 Greenway	A) Clondalkin Grand Canal to Ibis Roundabout	3	1.5	0	No change.	€
		B) Redcow roundabout to Kingswood	2	2	1	No change.	€€
		C) Kilnamanagh to Tymon Lane	2	3	0	No change.	€€
		D) Balrothery, M50 footbridge, Firhouse Weir, Jct of Ballycullen Road and Firhouse Road	1	0.5	1	No change.	€€
25	Rathcoole to Saggart	Rathcoole to Saggart	3	3	3	No change.	€€€
32	Butterfield Avenue	Butterfield Avenue	3	1.4	0	Additional SDCC scheme	€€
33	Ballyroan Road	Ballyroan Road	3	1.4	0	Additional SDCC scheme	€€
34	Ballycullen Road	Ballycullen Road	3	1.8	1	Additional SDCC scheme	€€
35	Cromwellsfort Road and Kimmage Road West	Cromwellsfort Road and Kimmage Road West	3	2.3	0	Additional SDCC scheme	€€
		Length of Road (km)		18.6			
		Total length of cycle lane delivered (km)		52.2			

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

NOW, SOON & LATER Schemes with BusConnects and Existing



LEGEND

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

Cycle South Dublin Schemes:

- NOW Schemes
- SOON Schemes
- LATER Schemes
- Bus Connects









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