



Comhairle Contae
Átha Cliath Theas

South Dublin
County Council

Tallaght Village Enhancement Scheme - Workshop 2

Created by
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Presented by
C.Fay

Why we are here

A village that is reflective of its status as the capital of South Dublin

Create a safer, more attractive and people friendly environment

A quality, vibrant village which attracts business

Where we are on the journey

- Public Workshop No. 1 October 13th and 14th
- Prepared 5 options of varying levels of intervention
- Public Workshop 2 – November 24th and 25th
Five design options reviewed and commented on by community and stakeholders
- Refine the Design based on feedback
- Part VIII Public Consultation

Structure for this evening

Part 1:

Welcome & Overview

A Quick Tour of the 5 Options

A Vision for Placemaking

Part 2:

Interactive Workshop Stations

Instructions for the Workshop

Open "Gallery Walk" and Discussion

Part 3:

Group Feedback & Wrap-Up

Tallaght Village Enhancement Scheme

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Feedback received from Public Consultation No.1

something wheelchairs
car time wheelchair space dodder takeaways dangerous streets
issue walk cars bins paths
bikes cycle esso behavior seating places social
village bridge disabled street pedestrianisation
shop community park good heritage centre kids
new success lights old better people greenway cafe play
businesses bus access safe
concern pedestrians site need tallaght priority walking issues antisocial
project parking traffic signage needed pedestrianised difficult
sdcc public garda water spaces market road bike
great history



Summary of Public Priorities from Public

Consultation Event No.1 (13th – 14th October 2025)

- Safety and accessibility for all users.
- Pedestrian-first design with controlled vehicle access.
- Celebration of Tallaght's heritage through art, signage, and design.
- Revitalisation of derelict and vacant sites (particularly the Esso site).
- Improved lighting, cleanliness, and security presence.
- Greening and biodiversity enhancement.
- Connection to wider walking and cycling networks.
- Support for local businesses and delivery needs.

Success Factors



An Equitable Village



A clear and reliable journey for Public Transport and drivers



A Connected Village



Using nature-based solutions to create a climate-resilient village



To weave the rich and diverse stories of Tallaght into a living heritage experience

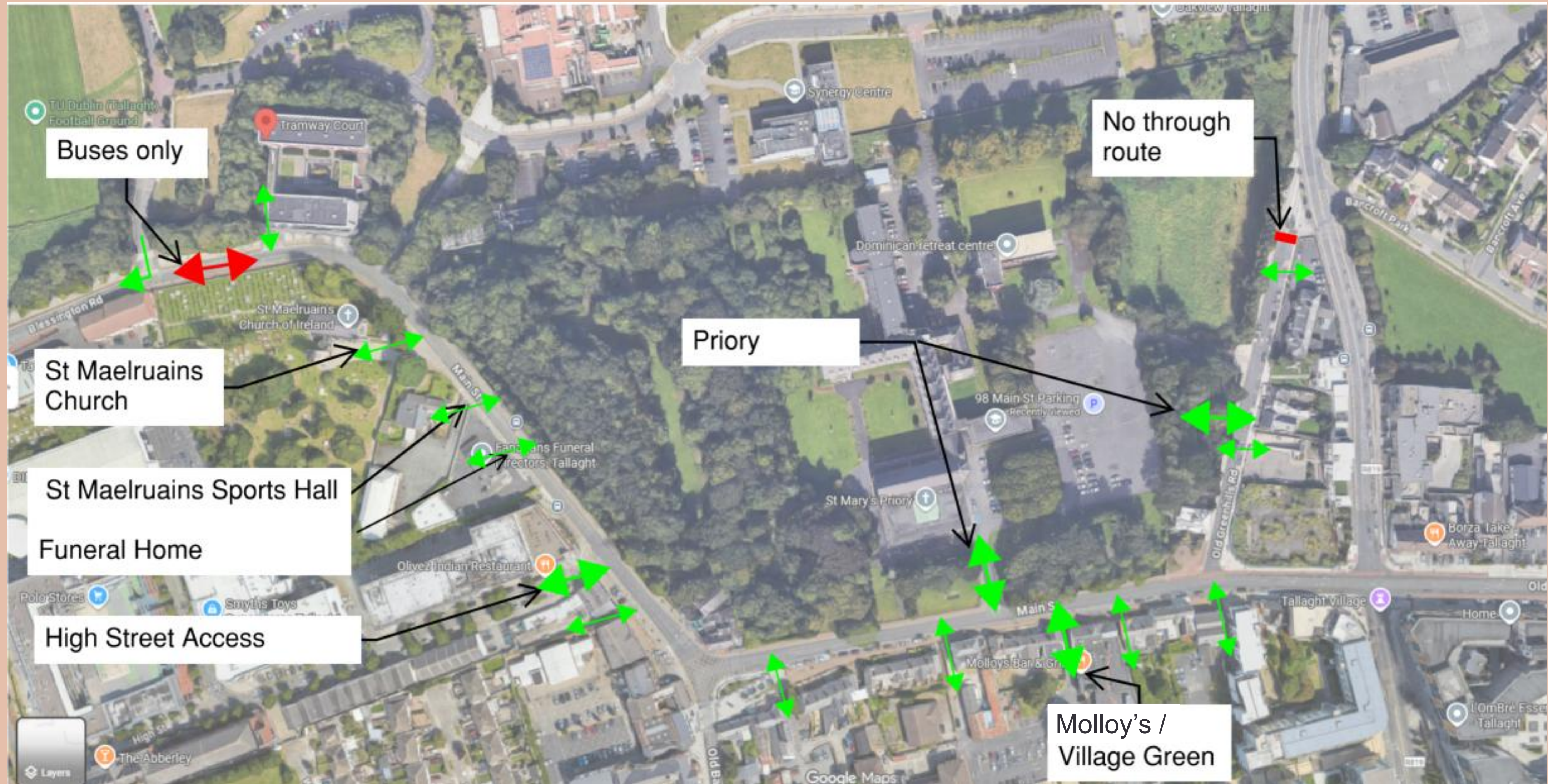


A village where everyone feels safe and comfortable



Current Access Arrangements

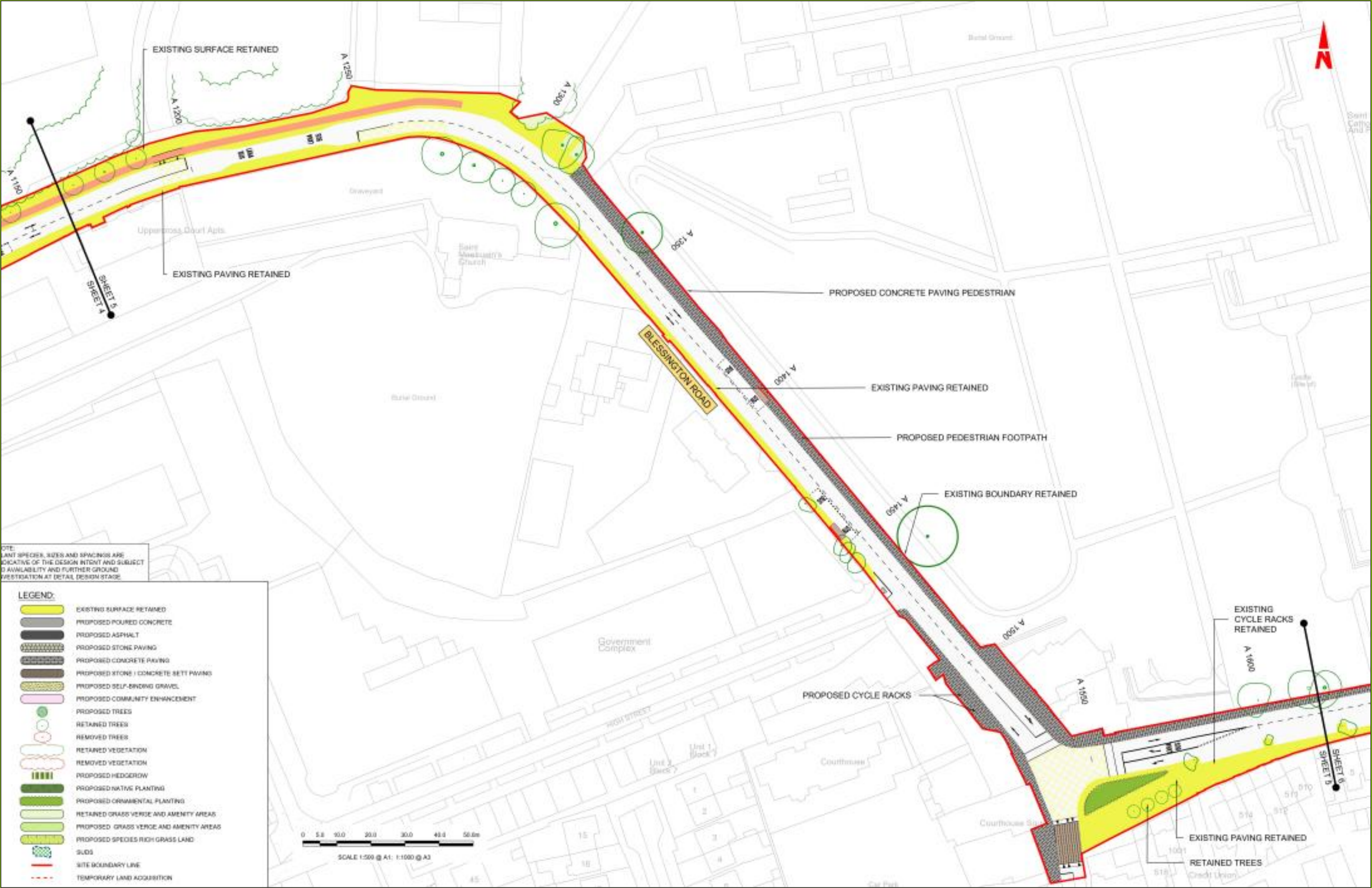
From Old Greenhills Road, Main Street, Old Blessington Road



BusConnects

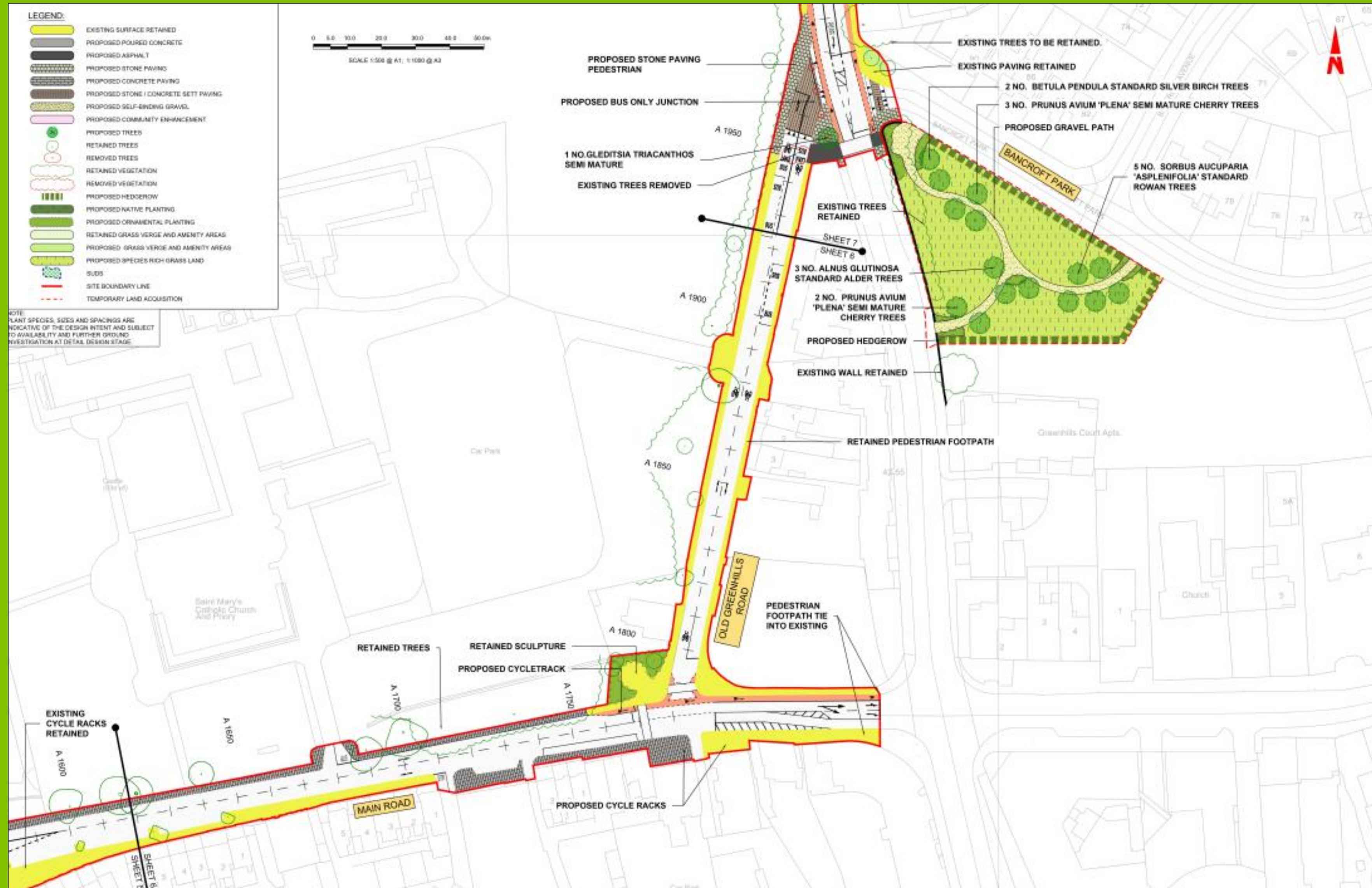
Landscape Drawings

CIVIC

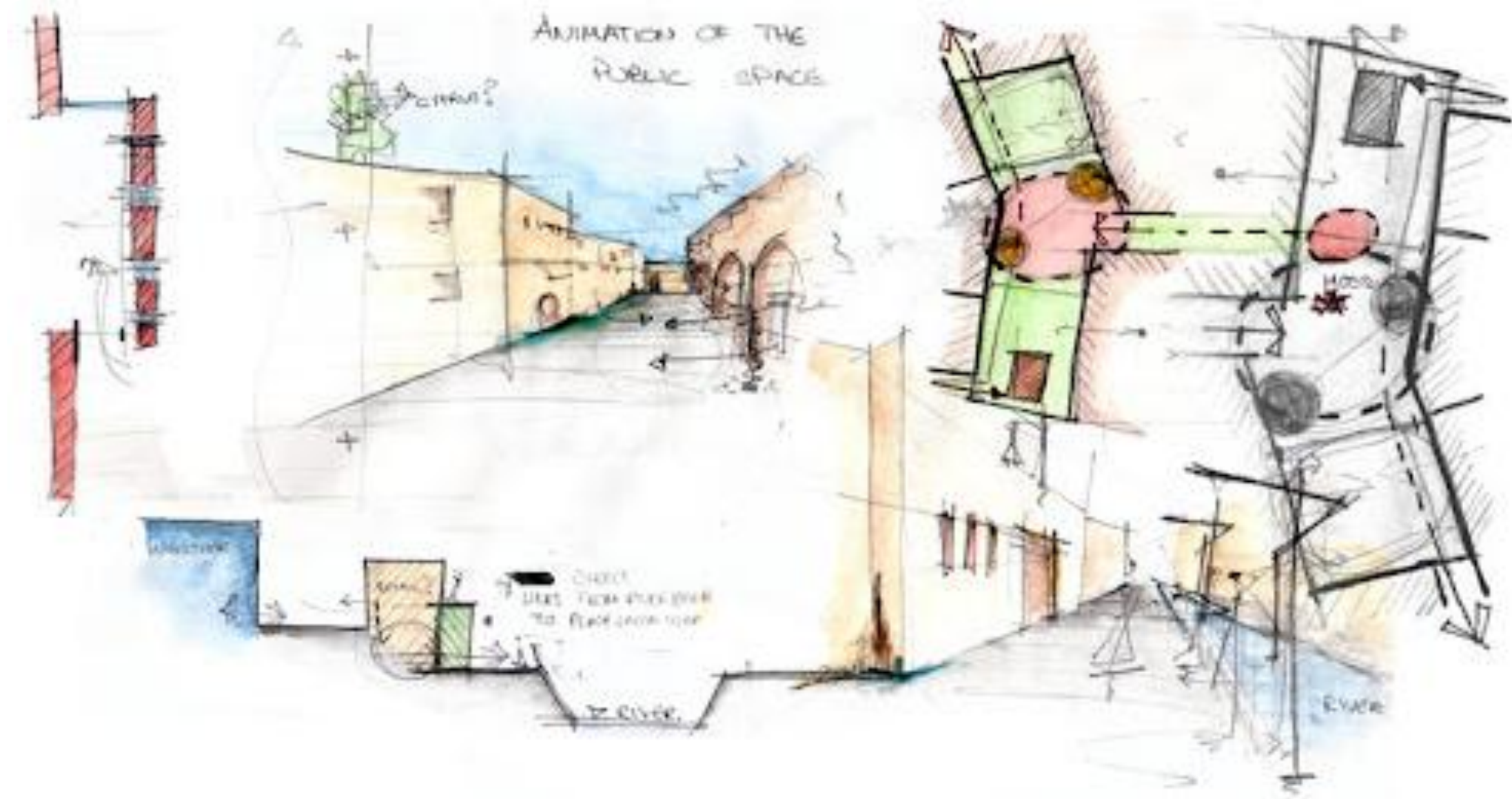


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Landscape Drawings

The CIVIC logo, featuring the word "CIVIC" in a bold, white, sans-serif font, set against a dark blue rectangular background.

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Options



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List of Options

Option 1: Do-minimum

Option 2: A Quieter Two-Way Street

**Option 3: Bus-Only (with Local Access)
through Main Street**

Option 4: One-way

**Option 5: Part-Pedestrianisation Priority
Street**



Option 1 – Do-Minimum

(Remove Clutter, New Traffic Management and BusConnects)

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- All Vehicles
- Bus and Local Access

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Option 1 – Do-Minimum

Things to consider

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Description

- No physical intervention to occur pre Busconnects scheme. (No-kerb widening, carriageway tightening, or new landscaping)
- Only minimum intervention to occur before being handed over to BusConnects (circa 2028).

Pros

- Fastest and cheapest option
- Fixes immediate, visible issues
- Achieves basic safety goals

Cons

- Fails to meet core project goals
- Doesn't solve fundamental problems
- Lacks ambition and is not transformative
- No further public participation



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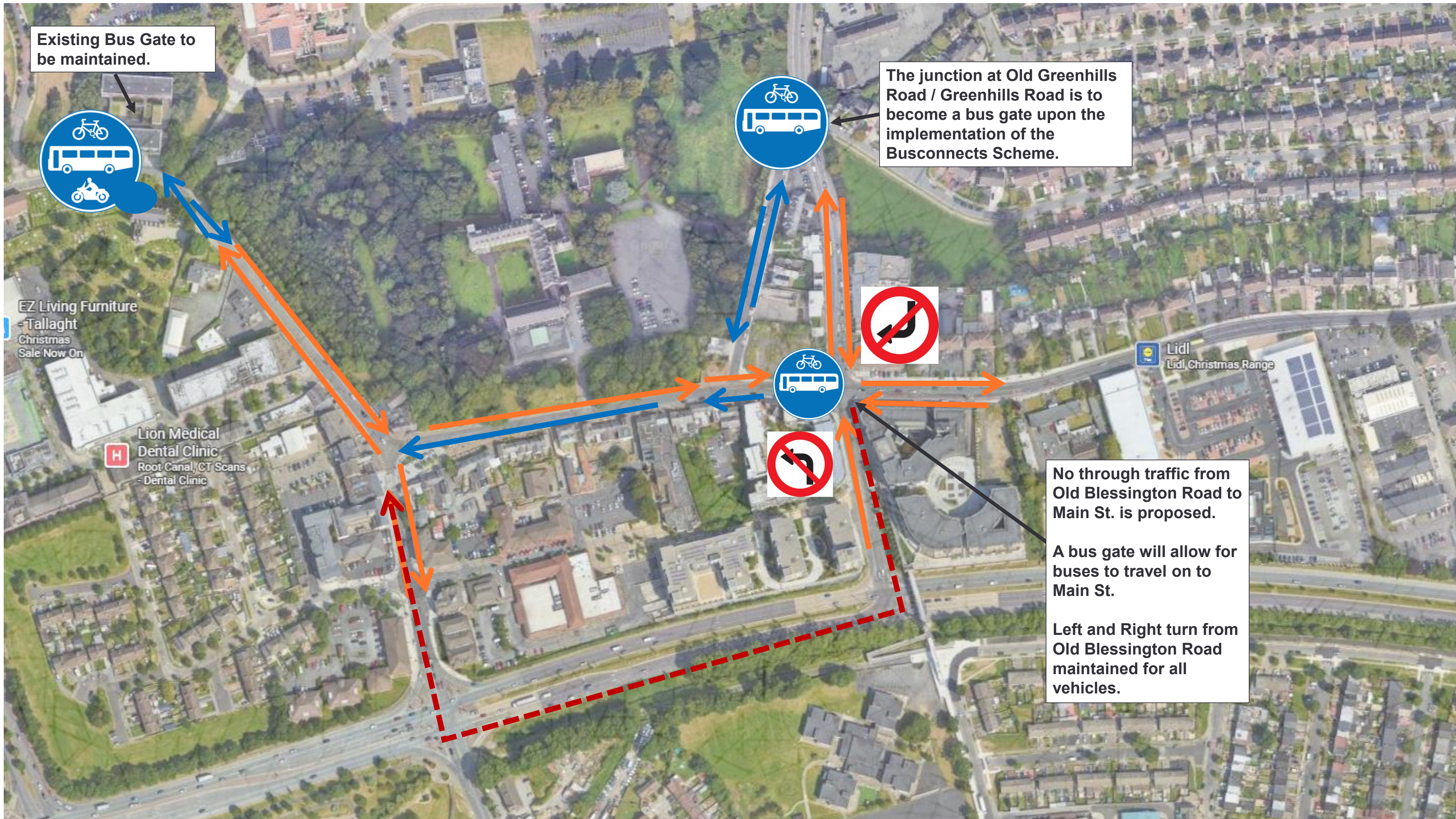
Option 2 – A Quieter Two-Way Street

A Reimagined Village Centre - Rationalisation and Throttle Gates, limiting through traffic

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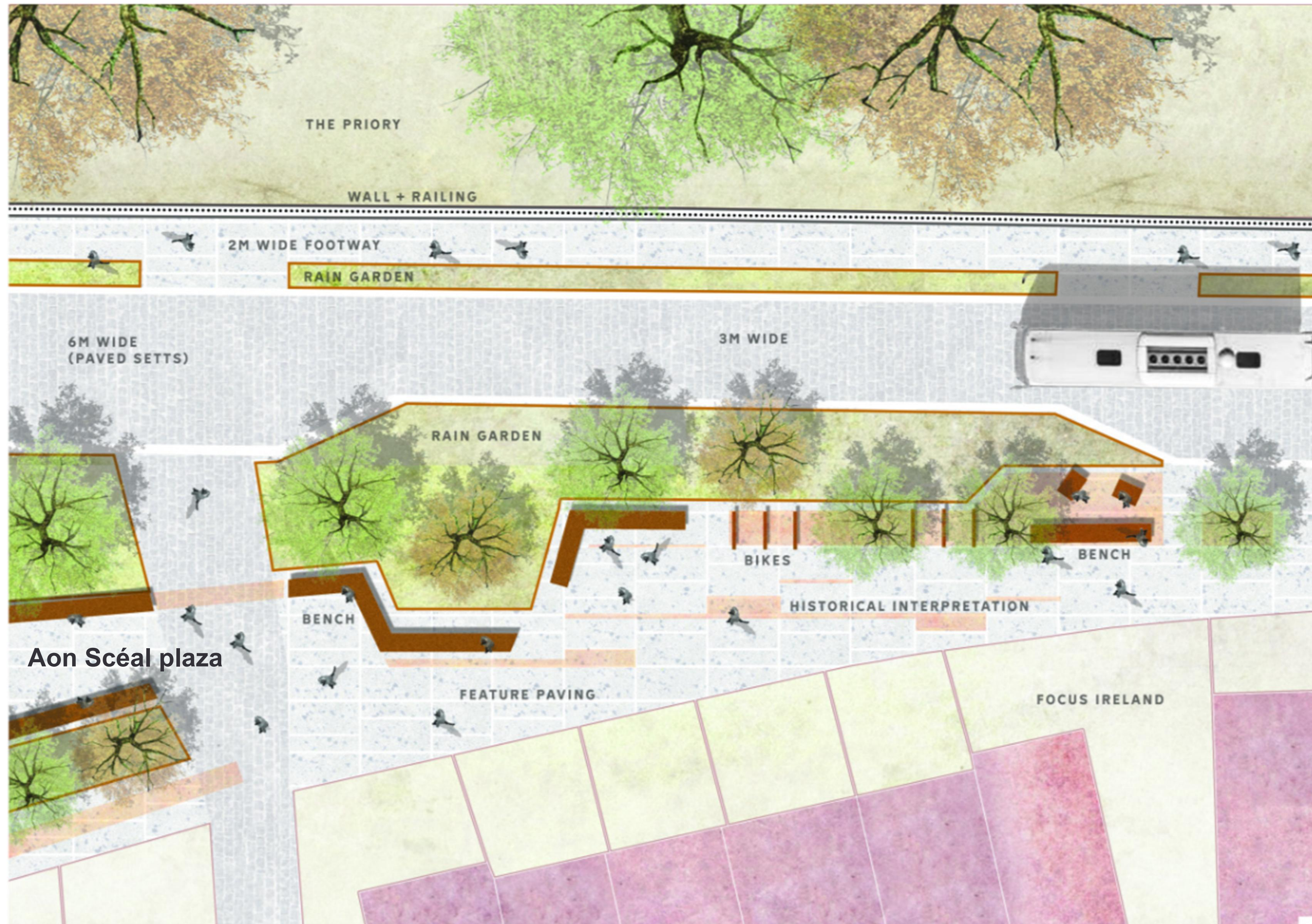
- All Vehicles
- Bus and Local Access
- ← Route for East to West private vehicles to access

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Option 2 – A Quieter Two-Way Street

A Reimagined Village Centre - Rationalisation and Throttle Gates



Option 2 – A Quieter Two-Way Street

A Reimagined Village Centre - Rationalisation and Throttle Gates



Option 2 – A Quieter Two-Way Street

Things to consider - Rationalisation and Throttle Gates

Description

- Main Street remains two-way, with throttle gates where only one bus / car can pass each other at a time.
- Kerb widening and carriageway tightening to occur, vastly more pedestrian space to be available with new landscaping features (planting, rain gardens etc.)
- New traffic management means that no cars can enter Main Street from Greenhills Road / Blessington Road

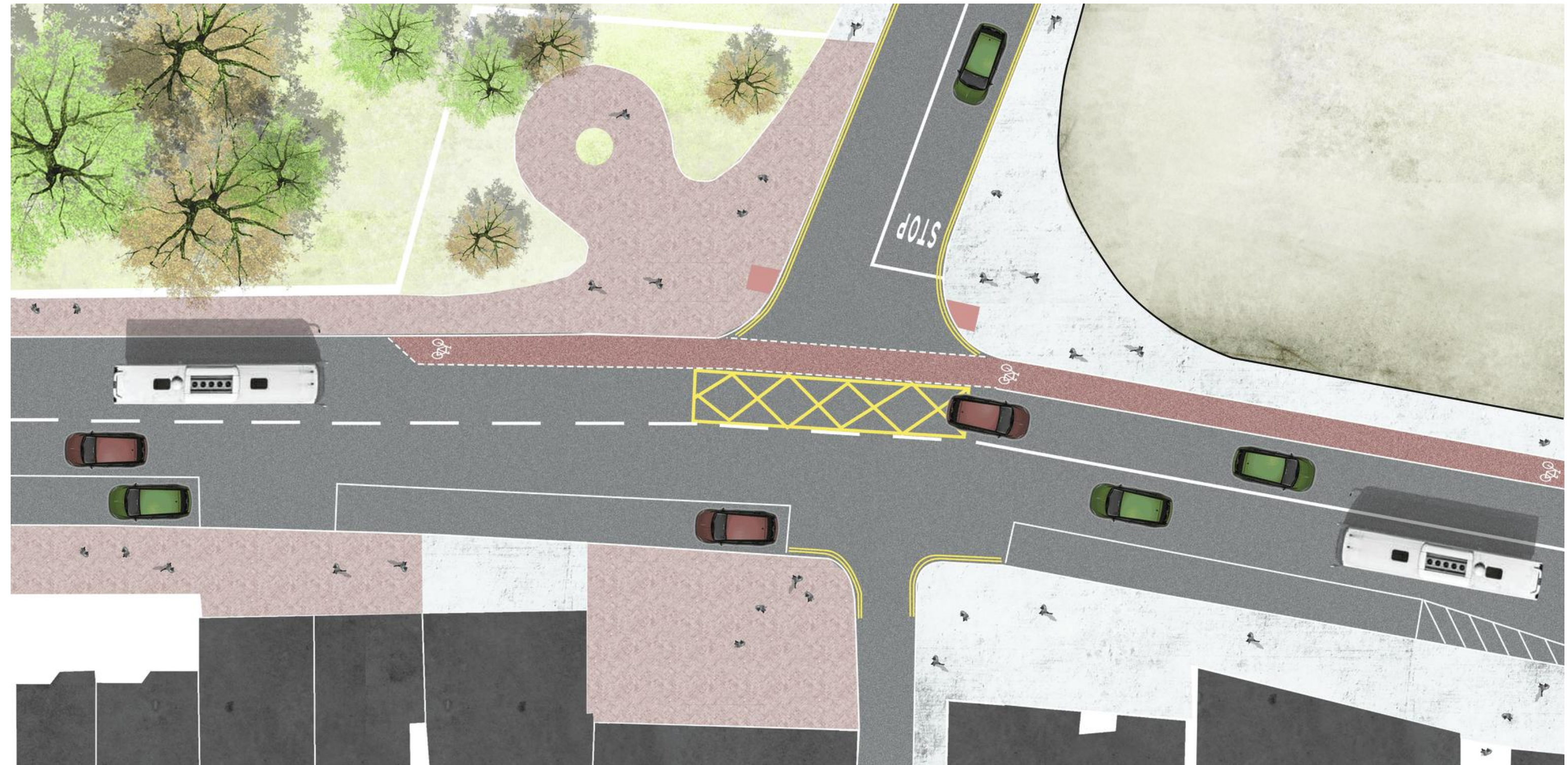
Pros

- Retains private vehicle access via Old Bawn Road
- Retains private vehicle West to East through the Village
- Creates much wider footpaths
- A good compromise with major improvements
- Allows for more greening, seating & SUDS

Cons

- No through route for private vehicles travelling from East to West
- Longer route to access Main Street for vehicles travelling East to West

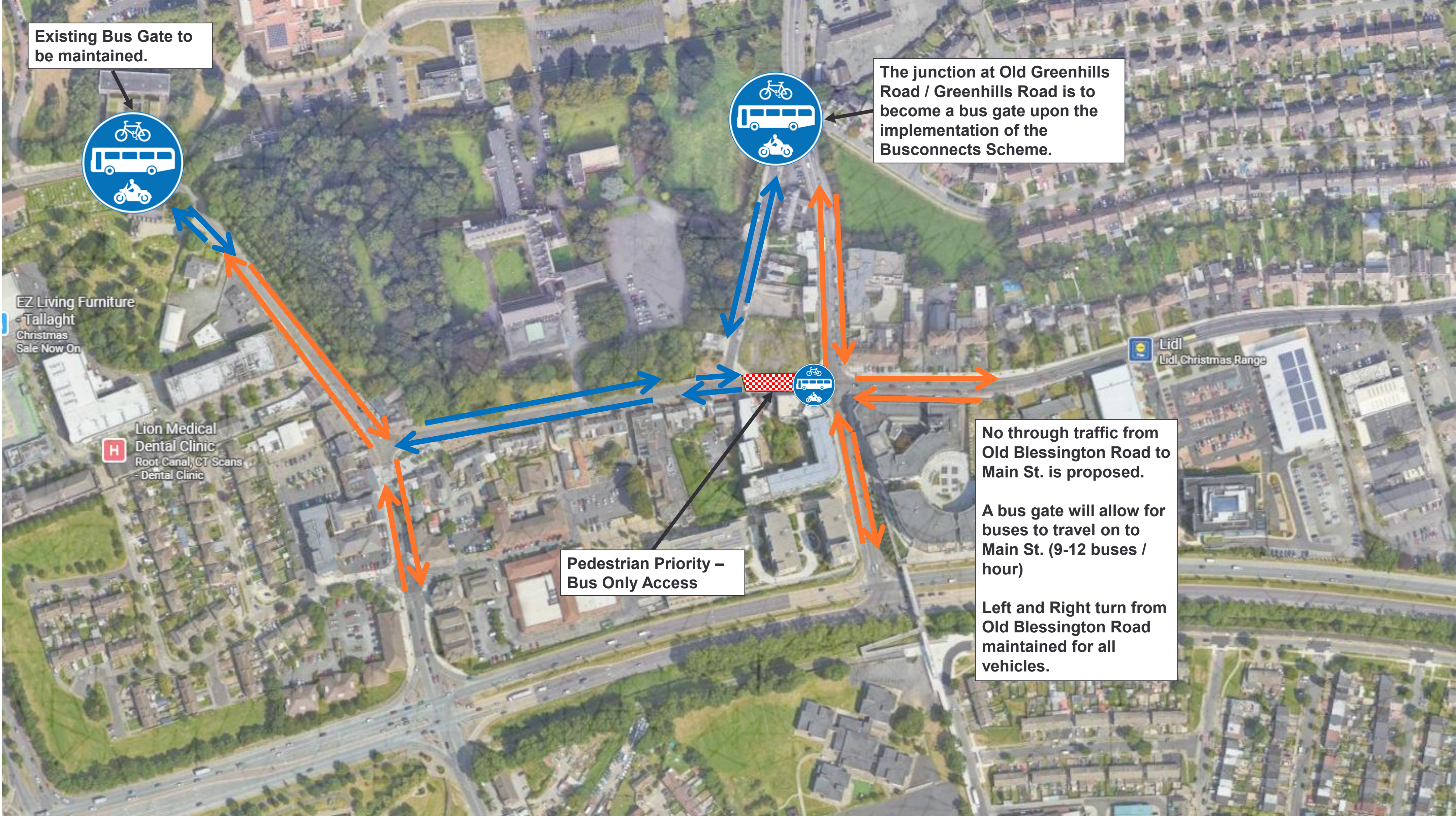
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Option 3 – Bus-Only (with Local Access) through Main Street

(Pedestrianisation between Old Greenhills Road Junction and Greenhills Road Junction)

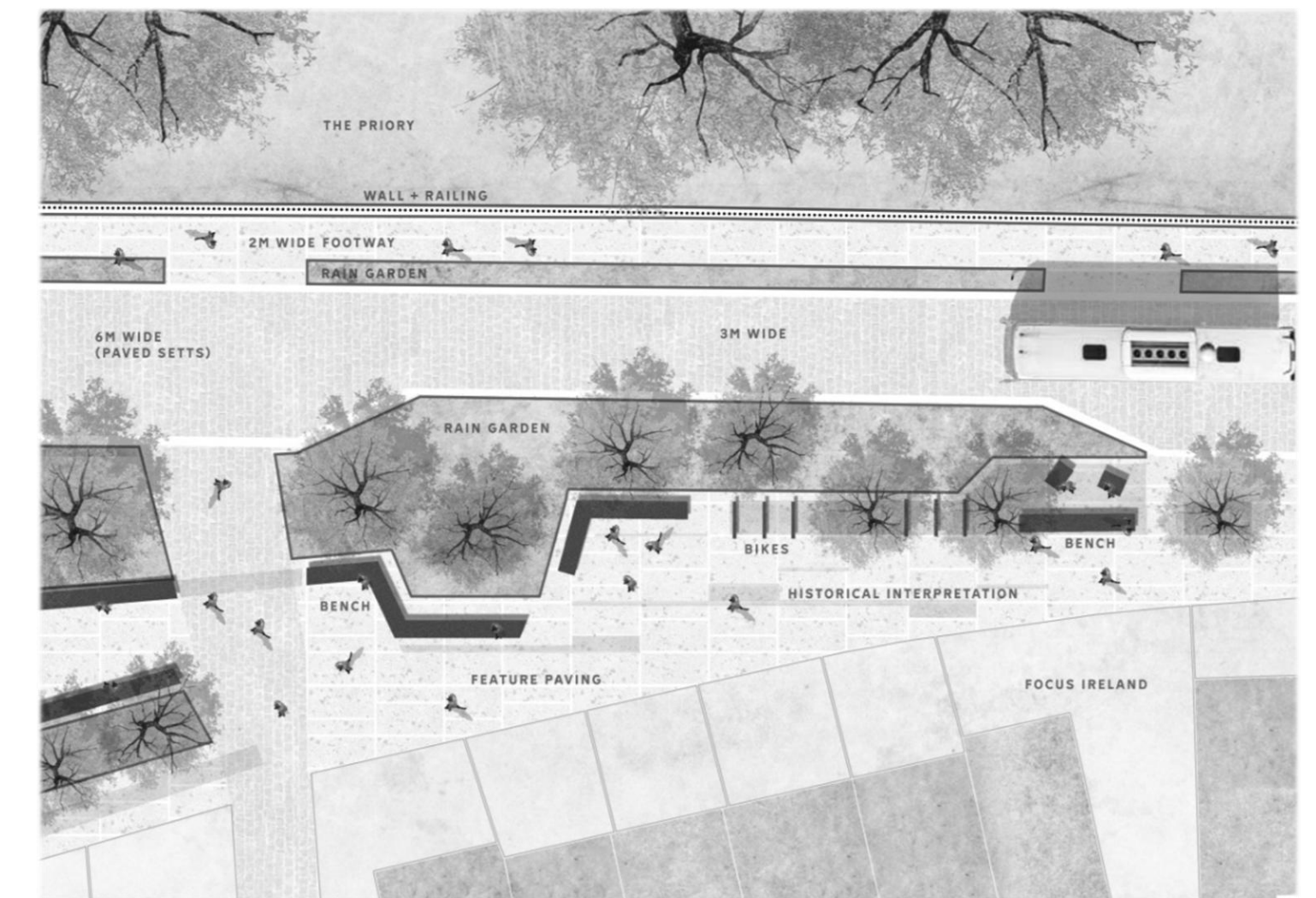


- All Vehicles
- Bus and Local Access
- ▣ Pedestrian Priority – Bus Only Access

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Option 3 – Bus-Only (with Local Access) through Main Street

(Pedestrianisation between Old Greenhills Road Junction and Greenhills Road Junction)



Above: for comparison with Option 2

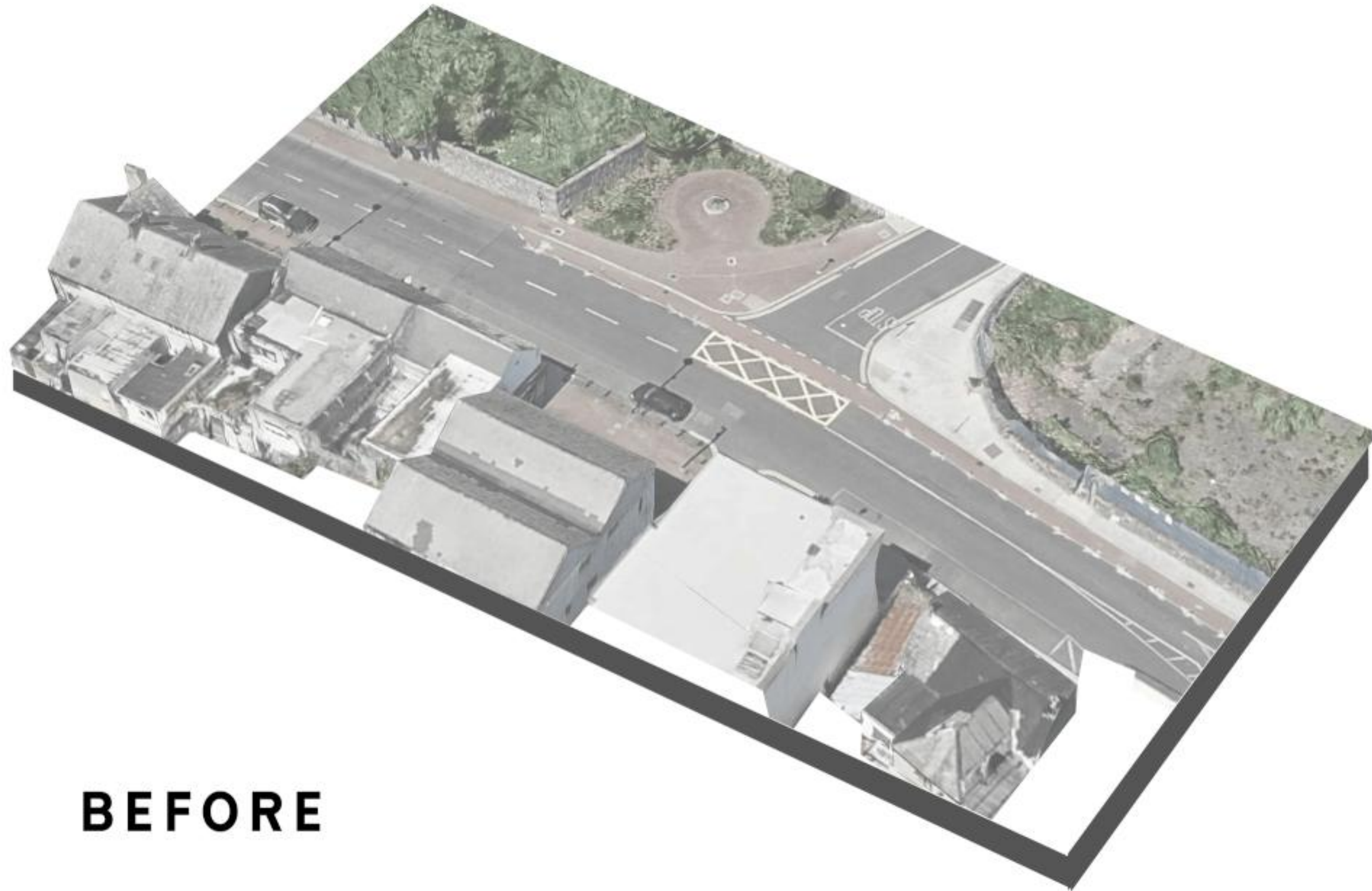
Option 3 – Bus-Only through Main Street

(Pedestrianisation between Old Greenhills Road Junction and Greenhills Road Junction)



Option 3 – Bus-Only (with Local Access) through Main Street

(Pedestrianisation between Old Greenhills Road Junction and Greenhills Road Junction)



BEFORE

Option 3 – Bus-Only (with Local Access) through Main Street

Things to consider

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Description

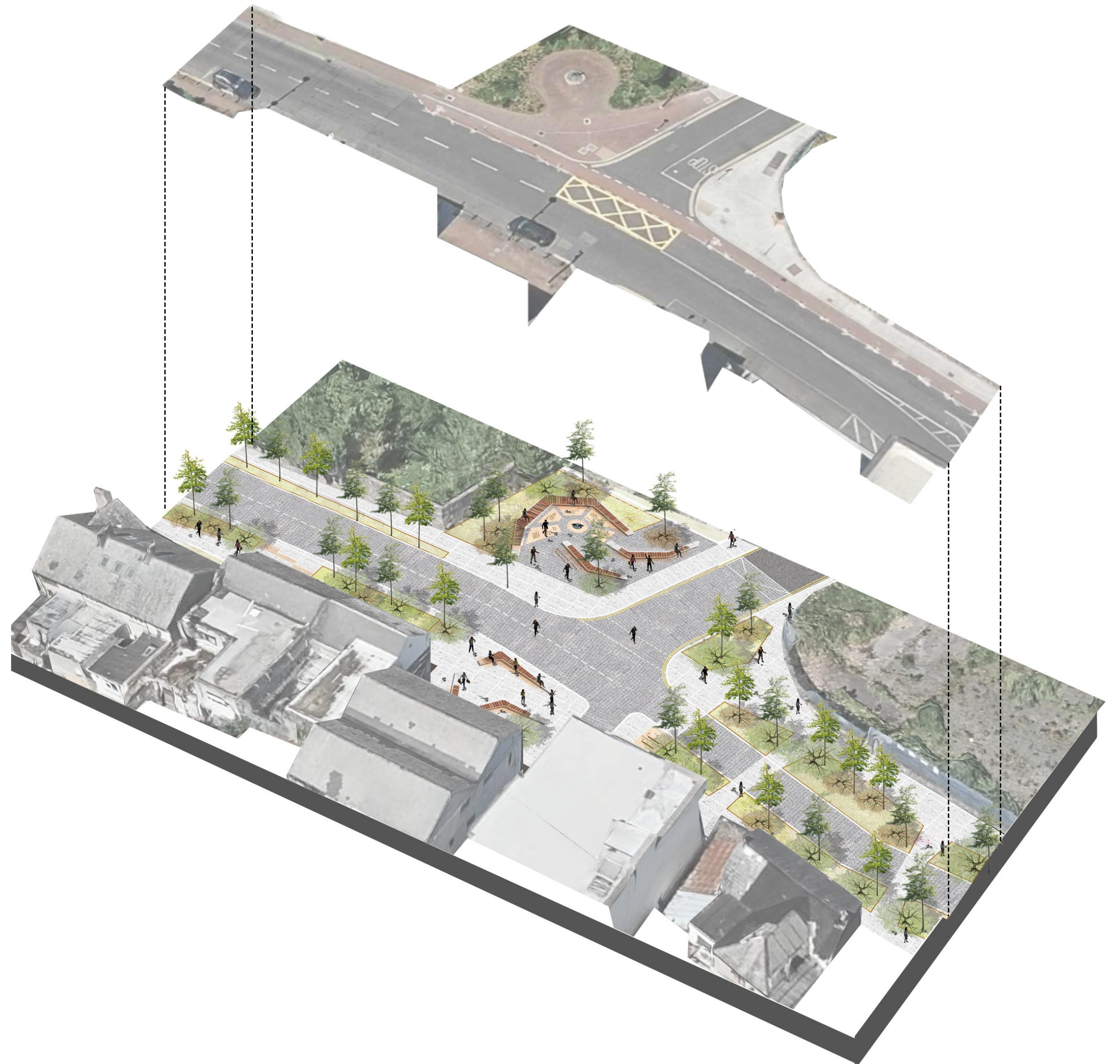
- Main Street becomes closed to general traffic and is now bus and local access only.
- Kerb widening and carriageway tightening to occur, vastly more pedestrian space to be available with new landscaping features (planting, rain gardens etc.)
- Pedestrian priority area from Old Greenhills Road to Greenhills Road means that no cars can enter Main Street from Greenhills Road / Blessington Road. Bus access maintained.

Pros

- Dramatically reduces traffic by eliminating rat running, noise & pollution
- Greatly improves public transport reliability
- Frees up significant space for public realm improvements
- Maintains public transport access to the core, can incorporate BusConnects

Cons

- No through route for private vehicles travelling from East to West
- Longer route to access Main Street for vehicles travelling East to West



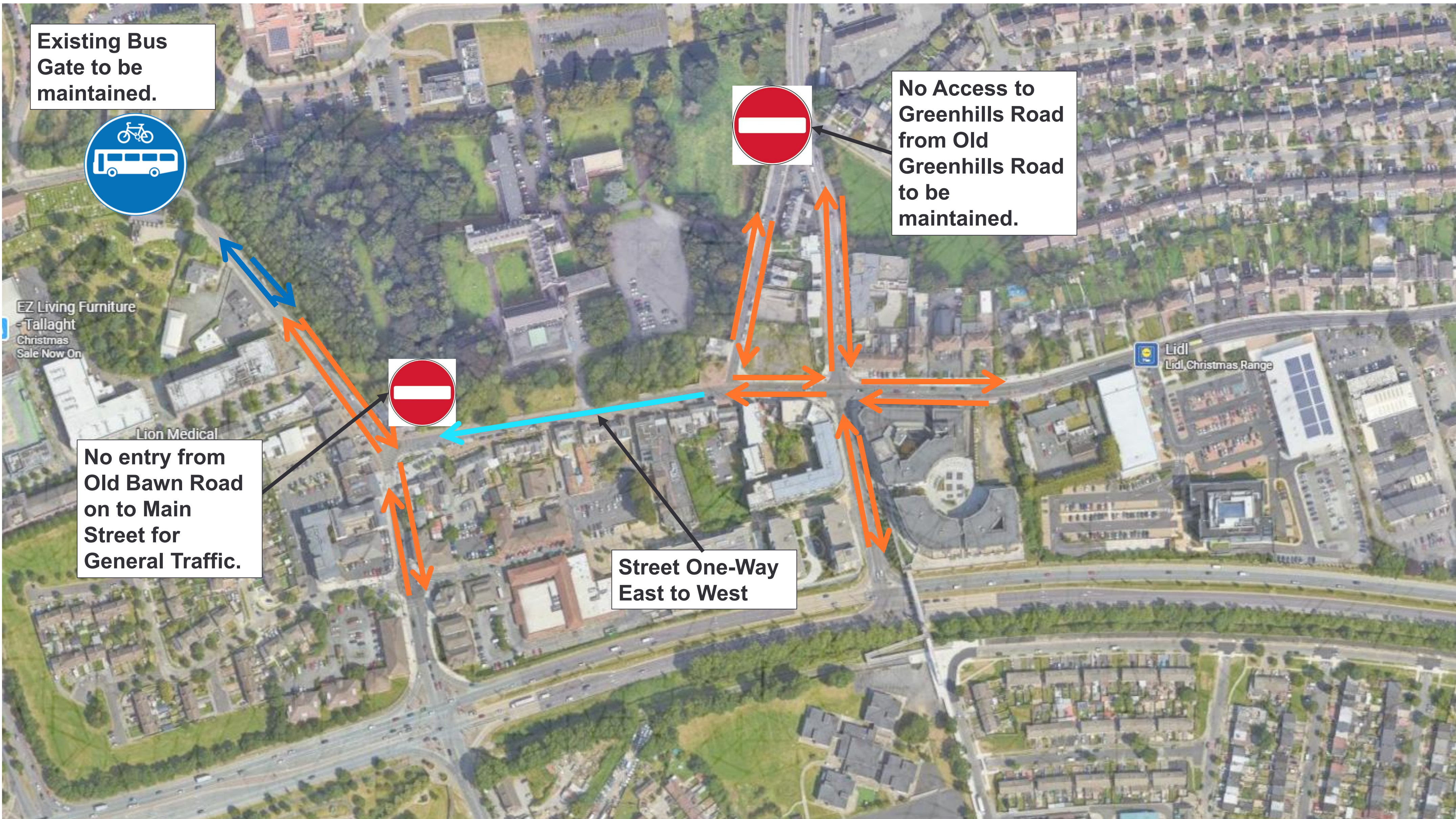
Option 4 – One-Way

One way from East to West on Main Street

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- All Vehicles
- Bus and Local Access
- One Way East – West All Vehicles

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Option 4 – One-Way

One way from East to West on Main Street



Option 4 – One-Way

Things to consider Description

- Main Street becomes one-way east to west, with local access only.
- Kerb widening and carriageway tightening to occur, vastly more pedestrian space to be available with new landscaping features (planting, rain gardens etc.)

Pros

- Retains one-way vehicle access East to West
- More space for footpaths & hospitality
- Major public realm improvements
- Allows more greening & SUDS
- Reduces vehicle dominance

Cons

- Requires a new traffic plan
- Complex to deliver in timeframe
- Complex to design around bus routes
- All bus routes need re-routing – doesn't accommodate BusConnects

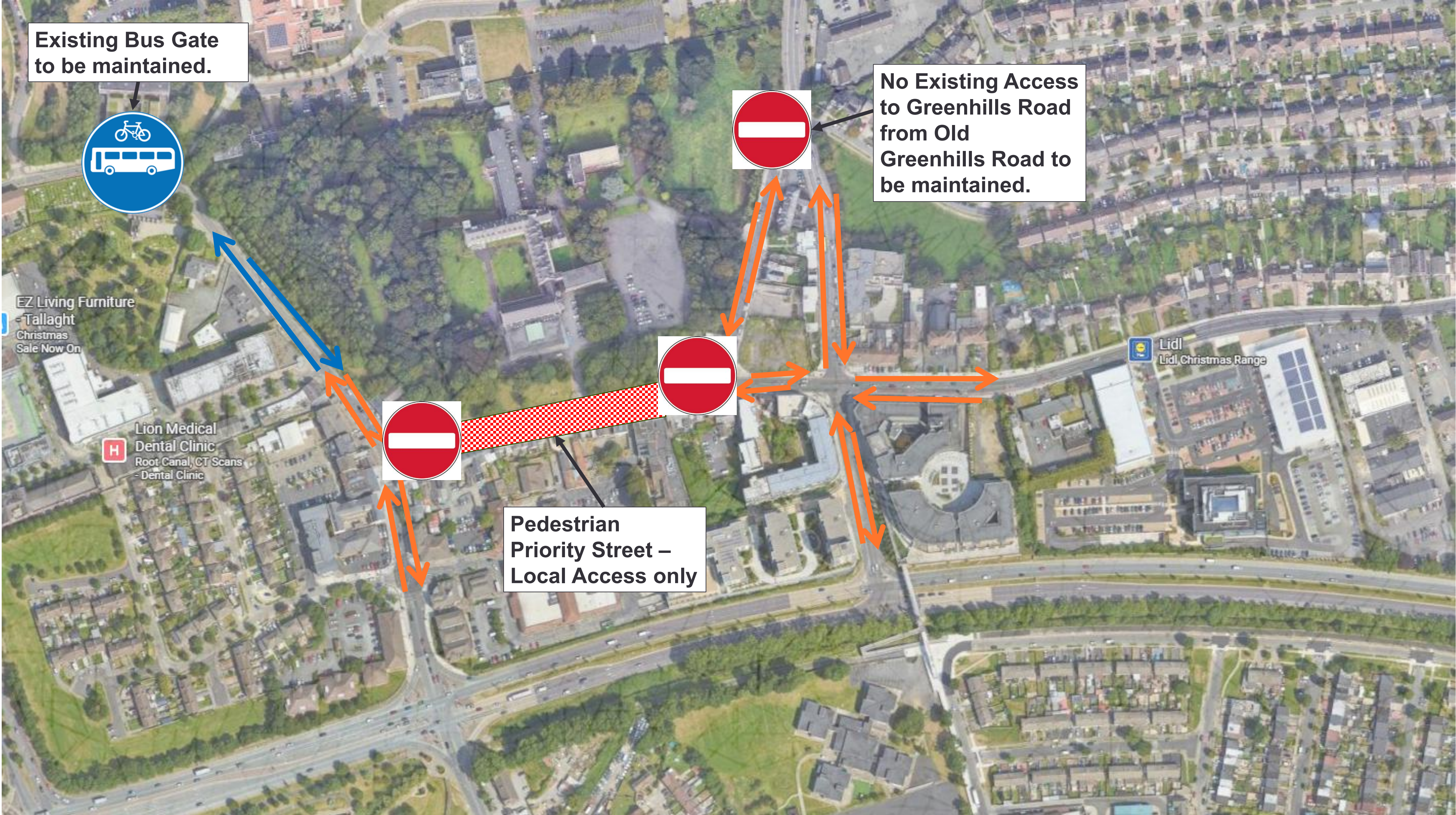
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Option 5 – Part-Pedestrianisation of Main Street

Main Street pedestrianised from Old Bawn Road to Old Greenhills Road with Local Access allowed

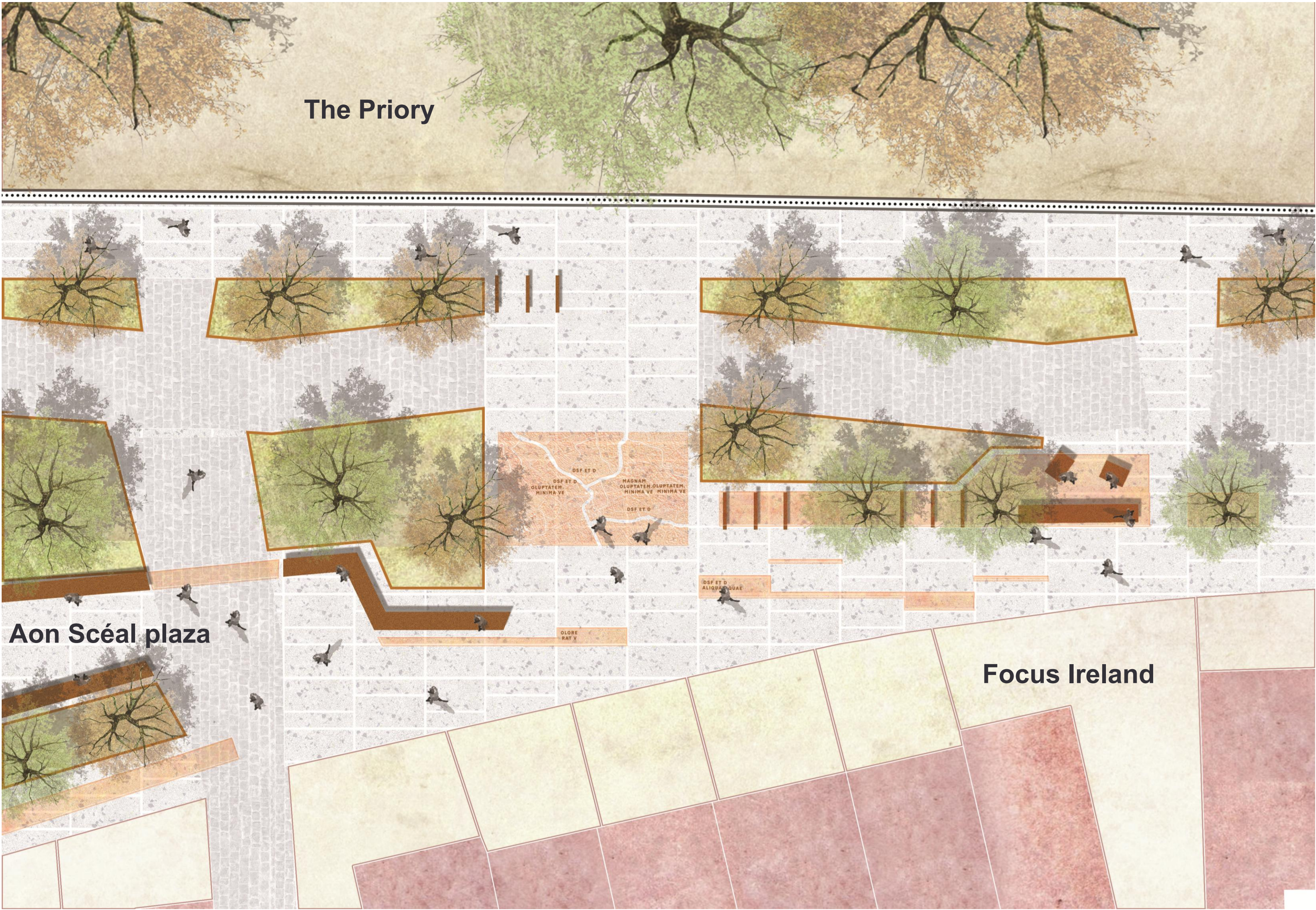


-  All Vehicles
-  Bus and Local Access
-  Pedestrian Priority – Local Access Only Access

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Option 5 – Part-Pedestrianisation

Main Street pedestrianised from Old Bawn Road to Old Greenhills Road with Local Access allowed



Option 5 – Part-Pedestrianisation

Things to consider

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Description

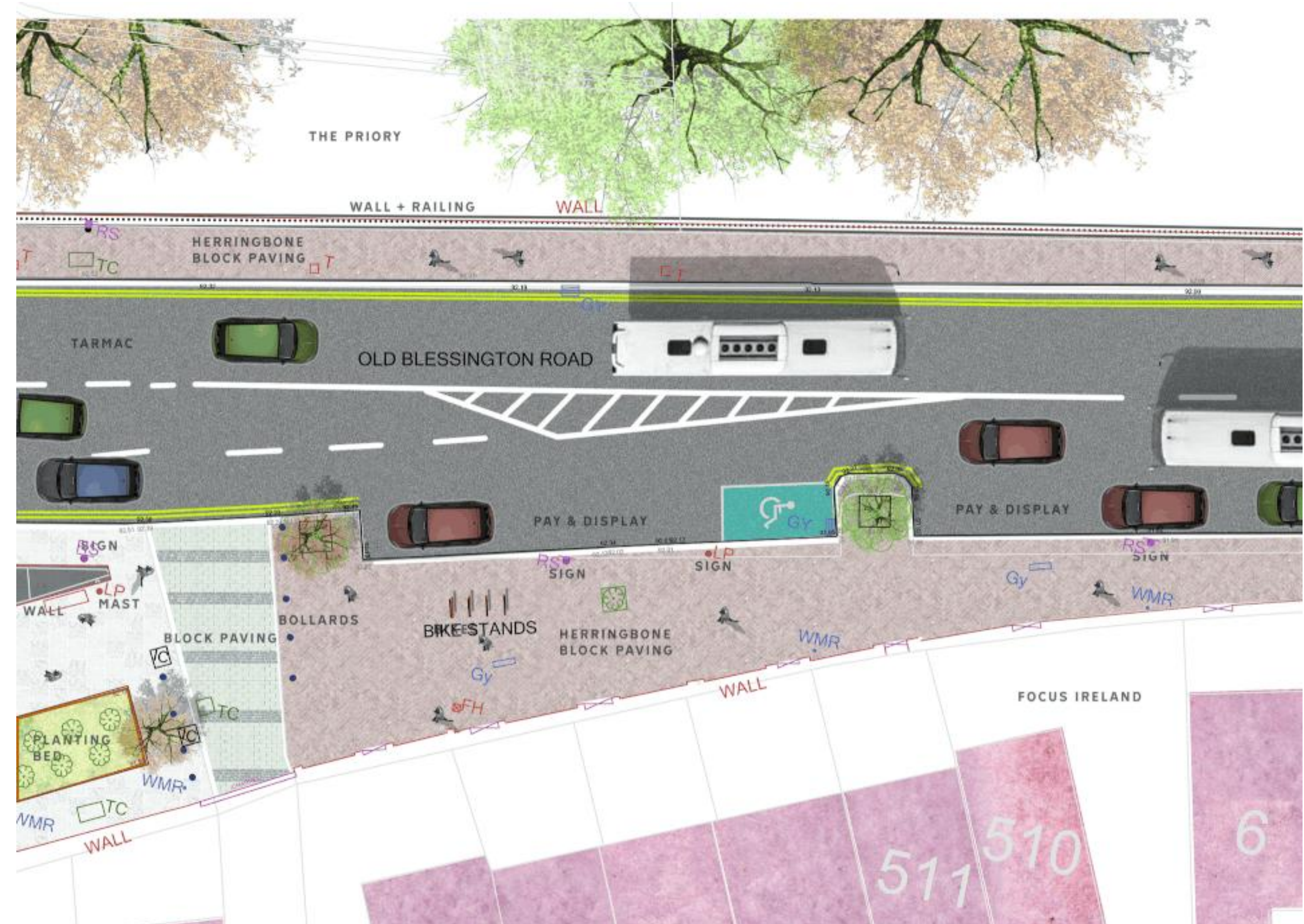
- Main Street becomes pedestrianised from Old Bawn Road junction to Old Greenhills Road Junction
- Complete overhaul and redesign of Main Street to occur, vastly more pedestrian space to be available with new landscaping features (planting, rain gardens etc.)

Pros

- Creates a car-free "Village Heart"
- Transformative, while retaining other access
- Dramatically improves safety in the core
- More opportunity for green space

Cons

- Most costly and complex option
- Requires significant traffic rerouting
- Highly restricted access to closed-off zone
- May displace traffic to other streets
- Requires bus re-routing & conflicts with BusConnects plan



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Options interface with BusConnects

Option 1: Do-minimum – BusConnects movements allowed for

Option 2: A Quieter Two-Way Street – BusConnects movements allowed for

Option 3: Bus & Village Locals Access Only – BusConnects movements allowed for

Option 4: One-way – BusConnects movements **NOT** allowed for

Option 5: Part-pedestrianisation – BusConnects movements **NOT** allowed for

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Further Comments

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Tallaght Icon: Katie McCabe

Today, we are presenting 5 high-level concepts to start a conversation about the future of Tallaght Village. The goal is to agree on a preferred direction for the project based on your feedback.

Our Focus Today & What Happens Next

The Design Journey:

[YOU ARE HERE]

Step 1: High-Level Options

(Agree on the overall strategy: one-way, pedestrianisation, etc.)



Step 2: Community Feedback

(We gather your thoughts and preferences on the 5 options)



Step 3: Develop Preferred Option

(We refine the chosen option based on feedback and technical analysis)



Step 4: Detailed Design & Placemaking Workshops
(This is where we design the final look and feel: paving, planting, seating, lighting, heritage features)



Tallaght Icon: Rhasidat Adeleke

Thinking Beyond Main Street: Key Junctions

We know that any changes to Main Street will have a knock-on effect on the main junctions at either end of the village. A detailed analysis and design of these junctions is a critical part of the next stage, once a preferred option for Main Street is selected.

1. The Main Crossroads (Main St / Greenhills Road / Old Blessington Road)

- This junction (in front of Borza) is the busiest in the village.
- The final design will need to manage traffic flow efficiently and, most importantly, be redesigned to be significantly safer and more comfortable for pedestrians and cyclists.

2. (Old Greenhills Road / Greenhills Road)

- Junction is to be opened up as bus-gate in BusConnects plan.
- Our plan will need to consider if general traffic also needs to use this junction.
- The final design will need to manage traffic flow efficiently and, most importantly, remain a safe and welcoming place for pedestrians and cyclists.

We are committed to ensuring the final design is fully integrated with placemaking and layout, and considers the entire journey through the village, not just the space between the junctions.

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Civic *adjective*
/ˈSIVIK/

of the place
and the people.

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Thank You

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