

## Chapter 7: Sustainable Movement – Material Alterations

The following are the proposed material amendments to Chapter 7.

Vision
Section 7.3 Overarching Policies and Objectives
Section 7.4 Travel Mode Share
Section 7.5 Walking and Cycling
Sections 7.5 – 7.5.1 / Chapter 12 Section 12.1
Section 7.5.4 Active Travel and Schools
Section 7.6 Public Transport
Section 7.6.1 BusConnects
Section 7.7.1 Strategic Road Network
Section 7.7.2 New Street and Road Proposals
Section 7.9.1 Integrated Transport Studies
Section 7.10.2 Electric Vehicle Charging
Throughout the Plan – <i>Ref. to NTA Transport Strategy</i>
Map 8
All Maps

Amendment Ref	Page No.	Policy/Objective No.	Text/Policy/Objective Amendment Wording
Vision			
<b>Amendment Ref. 7.1</b>	241	<b>Vision</b>	<p><b>Amend the Vision statement of Chapter 7 Sustainable Movement from:</b>            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, and a positive climate impact.</p> <p><b>To:</b>            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</p>

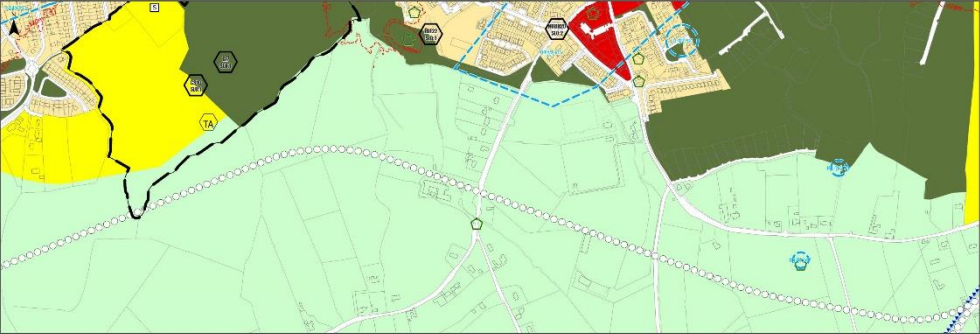
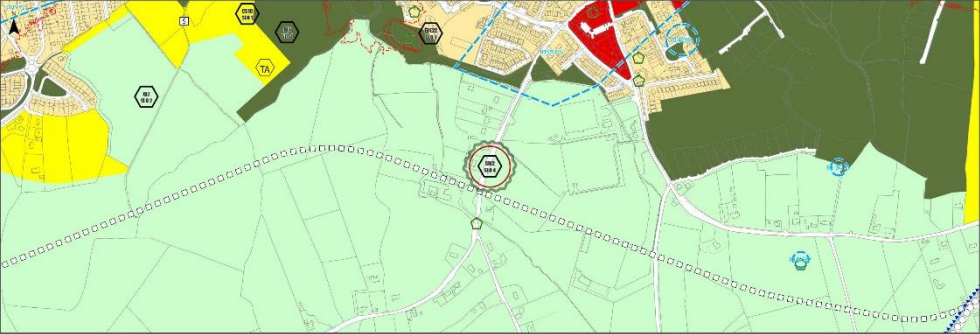
			realm, safer streets, less congestion, reduced carbon emissions, better air quality, <b>quieter neighbourhoods</b> and a positive climate impact.
<b>Section 7.3 Overarching Policies and Objectives</b>			
<b>Amendment Ref. 7.2</b>	246	<b>Insert New Objective SM1 Objective 9</b>	<b>Insert a new objective under SM1: Overarching – Transport and Movement to read:</b>  <b>SM1 Objective 9</b>  <b>‘To support micro-mobility in line with legislative/statutory requirements.’</b>
<b>Section 7.4 Travel Mode Share</b>			
<b>Amendment Ref. 7.3</b>	248	<b>Table 7.0</b>	<b>Amend the heading for Table 7.0</b>  <b>From:</b> Existing and Target Mode Share (percentage)  <b>To:</b> Existing and Target* Mode Share (percentage)  <b>* Note this relates to targets within the lifetime of the Development Plan. As transport investment provides for further improvements in bus, rail and cycling schemes, the mode share outcomes for cycling and public transport will also rise.</b>
<b>Section 7.5 – 7.5.1 / Chapter 12 Section 12.1</b>			
<b>Amendment Ref. 7.4</b>	248 250 420 447 459	<b>Chapter 7 Sections 7.5, 7.5.1 and Chapter 12 Section 12.1</b>	<b>Amend the following sections in Sections 7.5, 7.5.1 and Chapter 12, Section 12.1:</b>  <b>7.5 Walking and Cycling</b>  <b>From:</b> Sustainable Movement Studies – These studies, carried out as part of the preparation of the Development Plan, involved close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport;

			<p><b>To:</b> Sustainable Movement Studies – These <b>background</b> studies, carried out as part of the preparation of the Development Plan, involved close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport;</p> <p><b>7.5.1 Sustainable Movement Studies</b></p> <p><b>From:</b> The studies have identified a number of potential projects within the County <b>which will be set out in a Sustainable Movement Report for the County which will accompany the Plan.</b> Funding is available from the NTA <b>for these types of project, and this will be investigated as a resource to facilitate the achievement of the recommended improvements.</b></p> <p><b>To:</b> The studies have identified a number of potential projects within the County <del>which will be set out in a Sustainable Movement Report for the County which will accompany the Plan. Funding is available from the NTA for these types of project, and this will be investigated as a resource to facilitate the achievement of the recommended improvements</del> <b>as background analysis to inform sustainable movement projects within the County. Significant</b> funding is available from the NTA <del>for these types of project, and this will be investigated as a resource to facilitate the achievement of the recommended</del> <b>to carry out these improvements. Over time the implementation of these measures will result in more people walking, cycling and using public transport and less people using the private car.</b></p> <p><b>Section 12.1</b></p> <p><b>From:</b> The studies have identified a number of potential projects within the County <b>which will be set out in a Sustainable Movement Report for the County which will accompany the plan.</b> Significant funding is available from the NTA to carry out these improvements. Over time the</p>
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			<p>implementation of these measures will result in more people walking, cycling and using public transport and less people using the private car.</p> <p><b>To:</b> The studies have identified a number of potential projects within the County <del>which will be set out in a Sustainable Movement Report for the County which will accompany the plan as background analysis to inform sustainable movement projects within the County</del>. Significant funding is available from the NTA to carry out these improvements. Over time the implementation of these measures will result in more people walking, cycling and using public transport and less people using the private car.</p> <p><b>In Chapter 12 under Section 7. Sustainable Movement for Lucan/Palmerston/Adamstown and Naas Road:</b></p> <p><b>From:</b> Sustainable Movement Studies were undertaken for each Neighbourhood Area, as described in section <del>11.1</del>.</p> <p><b>To:</b> Sustainable Movement Studies <del>as background information</del> were undertaken for each Neighbourhood Area, as described in section <del>11.1</del> <b>12.1</b>.</p>
<b>Section 7.5.4 Active Travel and Schools</b>			
<b>Amendment Ref. 7.5</b>	255	<b>SM2 Objective 2</b>	<p><b>Amend SM2 Objective 2:</b></p> <p><b>From:</b> To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.</p> <p><b>To:</b></p>

			<p>To create a comprehensive, <del>and legible</del> <b>County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures supported by Sustainable Movement Studies and other permeability measures, consisting of legible, sign-posted and well-maintained:</b></p> <p><b>(i) Safe cycling routes through the implementation of the Greater Dublin Cycle Network Plan and the Cycle South Dublin project; and</b></p> <p><b>(ii) Walking routes that link communities to key destinations, amenities and leisure activities.</b></p>
<b>Amendment Ref. 7.6</b>	255	<b>SM2 Objective 4</b>	<p><b>Amend SM2 Objective 4:</b></p> <p><b>From:</b> SM2 Objective 4: To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers.</p> <p><b>To:</b> SM2 Objective 4: 'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities <b>through filtered permeability</b>, while also taking account of existing patterns of anti-social behaviour <del>and other unintended consequences of removal of such barriers.</del> <b>in the removal of such barriers with due consideration of consultation with local residents where need is evident or expressed</b>'.</p>
<b>Amendment Ref. 7.7</b>	257	<b>SM2 Objective 15</b>	<p><b>Amend SM2 Objective 15:</b></p> <p><b>From:</b></p>

			<p>SM2 Objective 15: To investigate the feasibility and potential opportunities for a greenway linking Newcastle, Rathcoole, Hazelhatch and the Grand Canal.</p> <p><b>To:</b> SM2 Objective 15: To investigate the feasibility and potential opportunities for a <b>cycle way and/or</b> greenway linking Newcastle, Rathcoole, Hazelhatch and the Grand Canal.</p>
Amendment Ref. 7.8	257	Add New Objective SM2 Objective 16	<p>Insert a new Objective under Policy SM2 Walking and Cycling to read:</p> <p><b>SM2 Objective 16:</b></p> <p><b>‘To ensure that all streets and street networks are designed in accordance with the principles, approaches and standards contained in the National Disability Inclusion Strategy (NDIS) 2017-2022.’</b></p>
Amendment Ref. 7.9	257	Add New Objective SM2 Objective 17	<p>To insert a new objective under Policy SM2 Walking and Cycling:</p> <p><b>SM2 Objective 17:</b></p> <p><b>‘To support bike parking provision at villages, centres, parks and any other area of interest, as well as near public transport nodes to support multi-modal transport options.’</b></p>
Amendment Ref. 7.10	257	Insert New SLO SM2 SLO 4	<p>Insert a new SLO under Policy SM2 Walking and Cycling to read as follows:</p> <p><b>SM2 SLO4:</b></p> <p><b>‘To improve the safety of the road for pedestrians between Millbrook Nursing Home and Saggart Village.’</b></p>

			<p>Proposed Amendment Ref: 7.10</p>  <p>Draft Plan as Published</p>  <p>Proposed Amendment: Insert a new SLO under Policy SM2 Walking and Cycling</p>
Section 7.6 Public Transport			
<p><b>Amendment Ref. 7.11</b></p>	<p>257</p>	<p><b>Section 7.6</b></p>	<p><b>Amend the first bullet point in section 7.6 to read as follows:</b></p> <p><b>From:</b> Orbital public transport services linking major centres and areas of employment such as Tallaght, Clondalkin and Liffey Valley and further linking to other parts of the Greater Dublin Area;</p> <p><b>To:</b></p>

			'Orbital public transport services linking major centres and areas of employment such as Tallaght, Clondalkin and Liffey Valley and further linking to other parts/ <b>key service areas</b> of the Greater Dublin Area.
<b>Amendment Ref. 7.12</b>	259	<b>SM3 Objective 6</b>	<p><b>Amend SM3 Objective 6 from:</b> To establish future public transport routes that will support the County's medium to long term development, including orbital routes to provide connectivity between outer suburban areas.</p> <p><b>To Read:</b> To establish future public transport routes that will support the County's medium to long term development, including <b>new and/or enhanced</b> orbital routes to provide connectivity between outer suburban areas.</p>
<b>Amendment Ref. 7.13</b>	259	<b>SM3 Objective 7</b>	<p><b>Amend SM3 Objective 7 from:</b> To support and encourage the NTA in investigating high-capacity public transport solutions for Dublin south-west, including examining the feasibility of Metro and/or Luas, serving areas including Ballyboden, Ballycullen/Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure.</p> <p><b>To:</b> To support and encourage the NTA in investigating high-capacity public transport solutions for Dublin south-west, including examining the feasibility of Metro and/or Luas, serving areas including Ballyboden, Ballycullen/Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure <b>and the feasibility of linking the red and green Luas to maximise public transport links and permeability in Dublin Southwest</b>'.</p>
<b>Section 7.6.1 BusConnects</b>			
<b>Amendment Ref. 7.14</b>	260	<b>7.6.1 BusConnects</b>	<p><b>Reflect change in status and timeline of the NTA Planning Application to An Bord Pleanála for the radial core bus corridor infrastructure.</b></p> <p><b>From:</b></p>



			<p>It is anticipated that a planning application for the radial core bus corridor infrastructure will be submitted by the NTA to An Bord Pleanála in late 2021. Construction is expected to take place between 2022 and 2027.</p> <p><b>To:</b> It is anticipated that a planning application for the radial core bus corridor infrastructure will be submitted by the NTA to An Bord Pleanála <del>in late 2021</del>. Construction is expected to take place <del>between 2022 and 2027</del> <b>within the lifetime of the plan.</b></p>
<b>Amendment Ref. 7.15</b>	261	<b>SM3 Objective 12</b>	<p><b>Amend SM3 Objective 12 from:</b> 'To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.'</p> <p><b>To Read:</b> 'To work with the NTA to secure the expansion of the bus network, <b>including distinct new bus networks as necessary</b>, to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.'</p>
<b>Amendment Ref. 7.16</b>	261	<b>SM3 Objective 15</b>	<p><b>Amend SM3 Objective 15 from:</b> To support the enhancement of the Local Link Rural Transport Programme in order to provide the rural communities of the County with access to improved bus services.</p> <p><b>To Read:</b> To support the enhancement of the Local Link Rural Transport Programme <b>in consultation with stakeholders</b> in order to provide all of the rural communities of the County, <b>such as Bohernabreena and Glenasmole</b>, with access to improved bus services.</p>
<b>Amendment Ref. 7.17</b>	265	<b>SM3 Objective 26</b>	<p><b>Insert a new objective under SM3 Public Transport – Rail, Transport Interchange and Park and Ride</b></p> <p><b>SM3 Objective 26:</b></p>

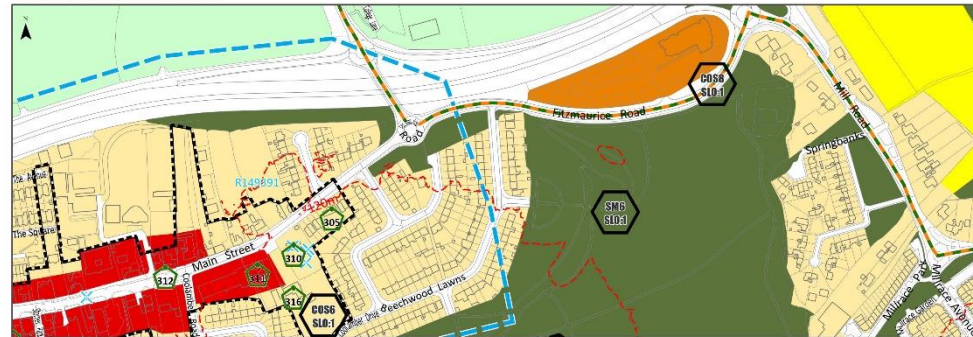
			<p>'To ensure planning applications adjacent to the Luas, which have the potential to impact on light rail infrastructure are carried out in accordance with Transport Infrastructure Ireland's 'Code of Engineering Practice' as may be amended.'</p>
Section 7.7.1 Strategic Road Network			
Amendment Ref. 7.18	267	SM4 SLO1	<p><b>Amend SM4 SLO1 from:</b> To ensure that development on these lands at Whitechurch/Edmondstown <b>only occurs where it can be delivered in tandem with the necessary transport infrastructure, including provision for walking and cycling, to facilitate such development.</b></p> <p><b>To Read:</b> To ensure that development on these lands at Whitechurch/Edmondstown <b>is facilitated through a comprehensive transport needs assessment, to identify all necessary transport infrastructure, its preferred location, and the appropriate delivery mechanisms in consultation with relevant stakeholders. The transport needs assessment shall have regard to existing environmental sensitivities in the area.</b></p>
Section 7.7.2 New Street and Road Proposals			
Amendment Ref. 7.19	268	Section 7.7.2	<p><b>Amend Section 7.7.2 to include the following:</b></p> <p><b>From:</b> The Council's proposals for the short and medium to long term development of the regional road network are outlined in Tables 7.5 and 7.6.</p> <p><b>To:</b> The Council's proposals for the short and medium to long term development of the regional road network are outlined in Tables 7.5 and 7.6 <b>and are subject to consultation with TII.</b></p>
Amendment Ref. 7.20	268	Table 7.5	<p><b>Amend the wording at the end of sentence in the function column Table 7.5 '6 Year Road Programme' for the Naas Road Area Street Network to read as follows:</b></p> <p><b>From:</b></p>

			<p>Formation of a strategic street network within the <b>regeneration</b> lands.</p> <p><b>To:</b> Formation of a strategic street network within the <b>regeneration Naas Road Framework area/ City Edge</b> lands.'</p>
<b>Amendment Ref. 7.21</b>	270	<b>Table 7.5</b>	<p><b>Amend description and function in Table 7.5 Six Year Road programme relating to the Western Dublin Orbital Route from:</b></p> <p>Description: New road from N81 to the Leixlip Interchange. Function: New road from N81 to the Link between the N81, N7 and the N4 with a route Leixlip Interchange by-pass function around Rathcoole and Saggart. The need for this route, further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered.</p> <p><b>To Read:</b> Description: <b>New road from the N7 to the N4 Leixlip Interchange with an extension to the N81.</b> Function: <b>New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be primarily to provide resilience to the M50, recognising that this may also provide additional resilience to peripheral roads within the county, in particular between the N7 and N4. Further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the alluvial woodlands at Rathcoole, the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered.</b></p>

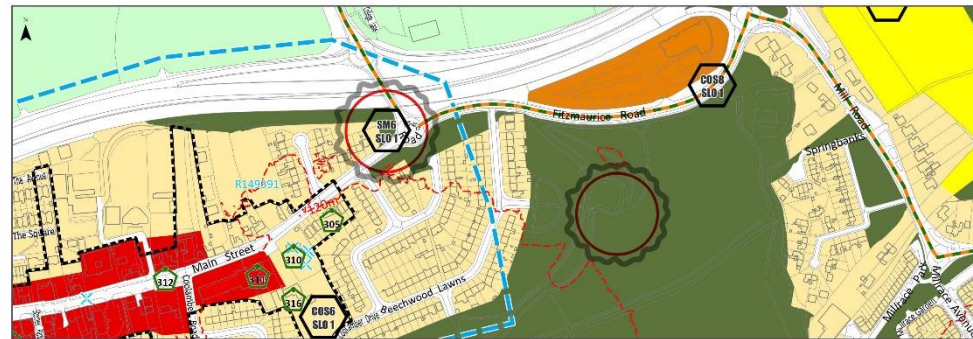
<b>Amendment Ref. 7.22</b>	270	<b>Table 7.5</b>	<p><b>Amend text in Table 7.5 in regard to the Kennelsfort Road Junction from:</b></p> <p>Description: Upgrade of existing junction.  Function: Support the provision of a grade separated junction, to be initiated during the first two years of the 2022 to 2028 County Development Plan, to enhance the efficiency of the junction, particularly for buses on the N4/Lucan Road QBC, to ensure safe crossing facilities are provided for all users and to reconnect the Heritage Village of Palmerstown with the newer residential areas of the community.</p> <p><b>To Read:</b>  Description: Upgrade of existing junction.  Function: Support the provision of a grade separated junction <b>or an equivalent solution</b> to be initiated during the first two years of the 2022 to 2028 County Development Plan, to enhance the efficiency of the junction, particularly for buses on the N4/Lucan Road QBC, to ensure safe crossing facilities are provided for all users and to reconnect the Heritage Village of Palmerstown with the newer residential areas of the community. <b>The Council shall work with the NTA and other state agencies to facilitate such delivery.</b></p>
<b>Section 7.9.1 Integrated Transport Studies</b>			
<b>Amendment Ref. 7.23</b>	276	<b>Insert New Objective SM6 Objective 12</b>	<p><b>Insert a new objective under Policy SM1 Overarching – Transport and Movement:</b></p> <p><b>SM6 Objective 12</b></p> <p><b>‘To require a Local Transport Plan to be prepared as part of any Local Area Plan, commensurate to the scale of the Local Area Plan. The Local Transport Plan/Local Area Plan will be subject to screening for AA and SEA’.</b></p>
<b>Amendment Ref. 7.24</b>	276	<b>SM6 SLO1</b>	<p><b>Amend SM6 SLO1 from:</b></p> <p>To investigate the need to carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement.</p> <p><b>To Read:</b></p>

**To investigate the need** To carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement.

Proposed Amendment Ref: 7.24



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Proposed Amendment: Reposition SM6 SLO1

**Throughout the Plan – Ref. to NTA Transport Strategy**

**Amendment Ref. 7.25**

**Throughout Document  
Page 258**

**All references to ‘NTA’s Transport Strategy for the Greater Dublin Area (2016-2035)’ to be referred as follows throughout the Plan for consistency:**

		<p><b>Page 68</b>, Core Strategy/Lucan</p> <p><b>Page 75</b>, Measure to Address Climate Impacts</p> <p><b>Page 263</b>, Metro/Luas to Dublin South West</p> <p><b>Page 265</b>, SM3 Objective 25</p> <p><b>Page 274</b>, 7.9 Transport Studies and Traffic Management</p> <p><b>Page 276</b>, 7.10 Car Parking</p> <p>Top of <b>Page 277</b></p>	<p><b>To read as follows - NTA's Transport Strategy for the Greater Dublin Area (2016-2035) as may be updated to 2042.</b></p>
<b>Map 8</b>			
<b>Amendment Ref. 7.26</b>		<b>Map 8</b>	<p><b>Remove a spur of indicative long term proposal road portion on Map 8 at the N81:</b></p> <p><b>From:</b></p>

Proposed Amendment Ref: 7.26



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Proposed Amendment: remove a spur of indicative long term proposal road portion on Map 8 at the N81

**Note:** The Proposed Amendment to Map 8 N81 Road Line removes the spur to the south and shows the improvement works along the section of the existing N81.

All Maps

Amendment  
Ref. 7.27

All Maps

Amend the annotations and legend on the land use zoning maps to match the six-year road proposals in table 7.5 and medium-long term road objectives in table 7.6 of chapter 7.