

South Dublin County Council

Clondalkin Local Transport Plan

Part 4: Local Transport Plan

Reference:

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Acronyms and Definitions

Acronym	Definition
ABTA	Area Based Transport Assessment
CAP	Climate Action Plan
DCC	Dublin City Council
DM	Do Minimum
ED	Electoral Division
GDA	Greater Dublin Area
GHG	Greenhouse Gas
HI	High Impact Intervention
JTC	Junction Turning Count
LAM	Local Area Model
LAP	Local Area Plan
LI	Low impact Intervention
LTP	Local Transport Plan
MCA	Multi Criteria Analysis
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NTA	National Transport Authority
POWSCAR	Place of Work, School, College Or Childcare Anonymised Records
RPO	Regional Policy Objectives
RSES	Regional Spatial & Economic Strategy (R
SAPS	Small Area Population Statistics
SDCC	South Dublin County Council
SDZ	Strategic Development Zone
TAF	Transport Appraisal Framework
TC	Town Centre
TDM	Travel Demand Management
TII	Transport Infrastructure Ireland

1. Introduction

1.1 Study Background

South Dublin County Council has been preparing a Local Area Plan (LAP) for Clondalkin to help manage future growth in the area promoting positive outcomes for the local community.

This Local Transport Plan (LTP) is one of the complementary documents that have been prepared to inform the preparation of the LAP for Clondalkin and guide the transport requirements for the area.

1.1.1 Study Area

Clondalkin is located approximately 11km to the west of Dublin City Centre, to the south of Liffey Valley, and north of Tallaght. The study area of the LTP is broadly defined by the M50 motorway in the east, the N7 national primary road in the south, the R113 Fonthill Road to the west and the R134 New Nangor Road to the north. Clondalkin – Fonthill train station is 1.5 km to the north, and Red Cow Luas stop is located at the southeastern corner of the study area boundary. Clondalkin Industrial Estate and Park West Business Park are located to the north of the study area, while other key employment areas in the wider area include Grange Castle Business Park, Liffey Valley, Ballymount and Tallaght.

Census 2022 indicated a population of approximately 12,750 people living in the Clondalkin LTP study area. It is recognised that there is potential for more growth within the study area, focusing on the large land bank to the rear of the Mill Shopping Centre. In addition, there is further potential for growth along the N7 south of Knockmeenagh Lane and with ad hoc infill development within the LAP area.

Clondalkin is located in proximity of two strategic development zones (SDZs) at Adamstown (~25,000 people) and Clonburris (capacity of over 21,000 people), which are expected to see significant population growth in the coming years, while the longer term City Edge Project, a large-scale urban regeneration project (capacity of 40,000 new homes and 75,000 jobs), is located immediately to the east of the study area across the M50.

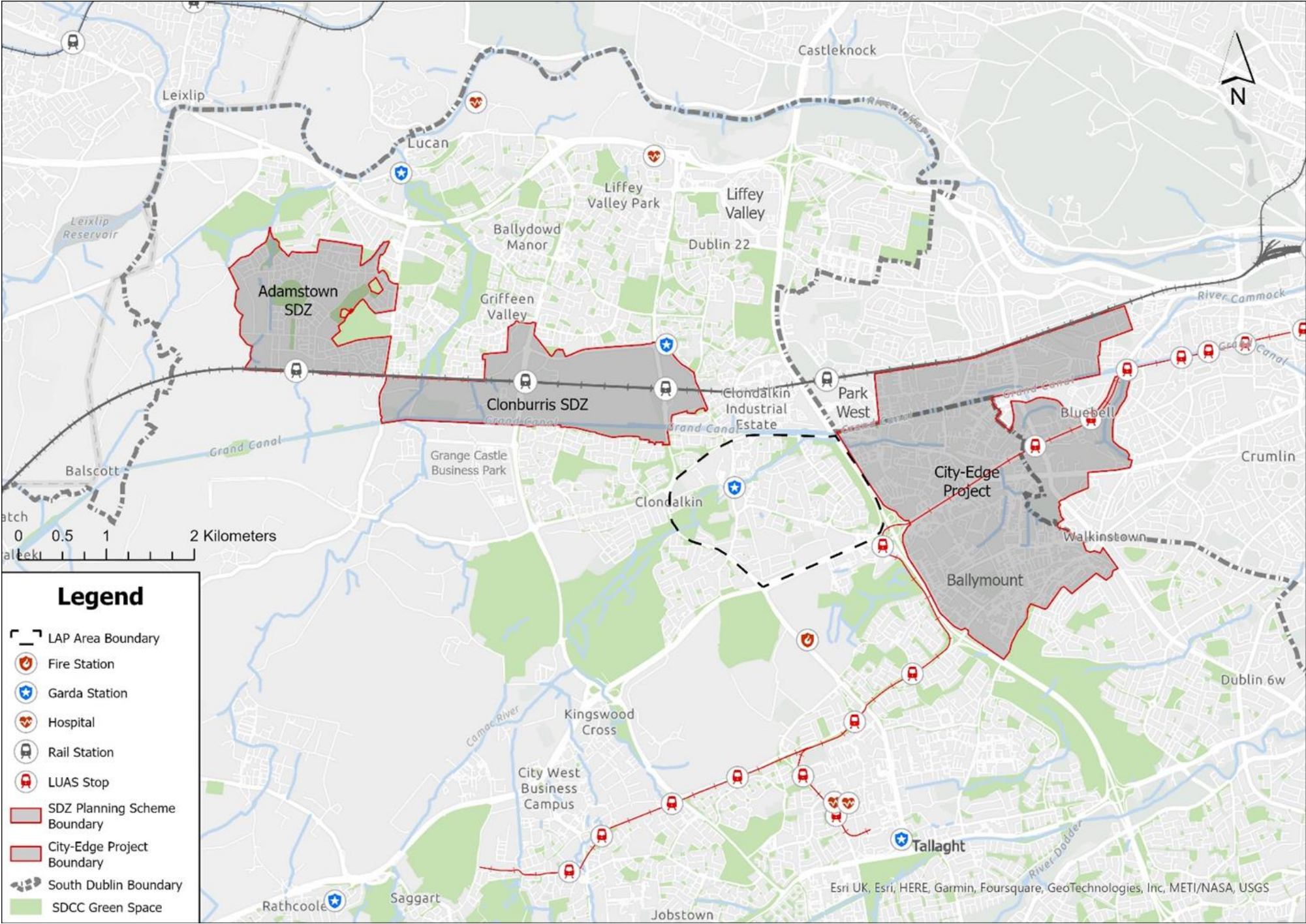


Figure 1-1 Study area

1.1.2 Aim of the Study

The key goals of the study are summarised below:

- Develop a LTP that will inform the preparation of the Clondalkin LAP guiding the transport requirements within the study area.
- Optimise accessibility within Clondalkin, improving access to schools, employment and other key destinations, with a particular focus on enhancing the functioning of the historic street network recognising the importance of the cultural heritage of Clondalkin.
- Improve local quality of life providing increased road safety and public health benefits by reducing air and noise pollution and greenhouse gas emissions associated with transport.
- Focus on improving the sustainable transport networks as a way to facilitate future growth and provide measures for the achievement of a reduction in car dependency.
- Ensure the alignment with national and local transport policy focusing on encouraging a modal shift to active modes and public transport.
- Ensure integration of the LTP with local plans and schemes, with a particular focus on the Cycle South Dublin active travel schemes – the Corkagh Park to Grand Canal cycle scheme and the Tallaght to Clondalkin cycle scheme.
- Identify opportunities for the integration of transport and land use in the two Framework Plan areas where opportunities for growth have been identified.

1.2 Methodology/ Process

The study has been carried out in line with the NTA guidance on Area Based Transport Assessments (ABTA), taking into account the updated Supplementary Advice Note. The methodology followed for the preparation of this LTP is described below. Figure 1-2 outlines the plan making process providing some detail on the steps followed for each part of the LTP. The main steps in the process include the following:

- Stage 1: Baseline
- Stage 2: Context
- Stage 3: Measures
- Stage 4: Preferred Plan
- Stage 5: Final Plan

1.3 Report Structure

This report is structured as follows:

- **Section 1: Introduction** introduces the study area, the aim of the study and the methodology followed.
- **Section 2: Strategic Context** provides an overview of national, regional, and local policy and plans that informed the LTP and shaped the vision for Clondalkin.
- **Section 3: Baseline Assessment** presents the study area characteristics and current travel patterns, while also describes the transport infrastructure and services.
- **Section 4: Local Transport Plan Goals** presents the vision shaped by this LTP for the LAP area and outlines the objectives of the Plan, as well as the goals in terms of future mode share targets.
- **Section 5: Measures and Strategy Development and Assessment** provides an overview of the process of identifying measures and developing options and strategies for the LAP area, as well as the process followed for the assessment.

- **Section 6 Preferred Strategy** describes the preferred package of measures proposed for the LAP area discussing all transport networks by mode.
- **Section 7: Implementation Plan** outlines the proposed timeframes for managing the implementation of measures.

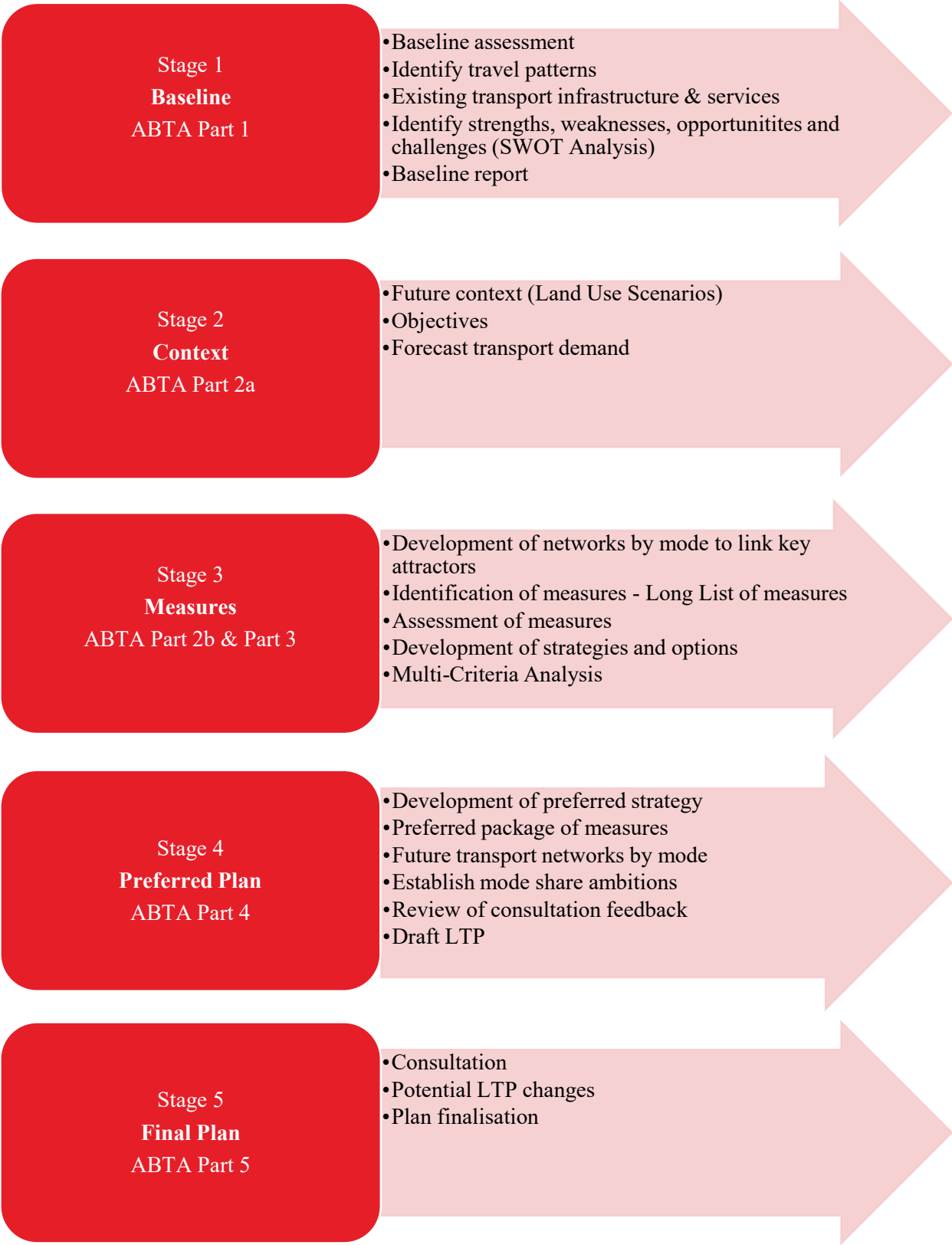


Figure 1-2 Assessment Methodology

2. Strategic Context

This section provides an overview of national, regional, and local policy and plans that informed the LTP and shaped the vision for Clondalkin in terms of transport requirements and opportunities for the following years.

2.1.1 National Policy

2.1.1.1 Project Ireland 2040 – National Planning Framework (NPF)

Project Ireland 2040 – NPF is the Government’s high-level strategic plan for shaping the future growth and development of Ireland prior to 2040. The NPF contains a set of national objectives and key principles from which more detailed and refined plans can follow. Placemaking, sustainable mobility, prioritising alternative forms of transport to car and developing comprehensive walking and cycling are key objectives identified in the NPF.

2.1.1.2 National Investment Framework for Transport in Ireland (NIFTI)

NIFTI is the Department of Transport’s framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes. To support sustainable population growth and the delivery of the national climate change targets, NIFTI establishes four Investment Priorities: Decarbonisation, Protection and Renewal, Mobility of People and Goods in Urban Areas, and Enhanced Regional and Rural Connectivity. The four NIFTI Investment Priorities are supplemented by Modal and Intervention Hierarchies (Figure 2-1). Sustainable modes, starting with active travel (walking, wheeling and cycling) and then public transport, are encouraged over less sustainable modes such as the private car. The intervention hierarchy aims to make best use of existing assets, prioritising maintenance and upgrades to existing infrastructure before new infrastructure.

2.1.1.3 Climate Action Plan 2024 (CAP24)

The Climate Action Plan 2024 (CAP24) is the third annual update to Ireland’s Climate Action Plan 2019. The Plan sets out how Ireland can accelerate the actions that are required to respond to the climate crisis, setting out a roadmap for taking decisive action to halve emissions by 2030 and reach net zero by 2050. The Plan applies the Avoid-Shift-Improve framework for transport sustainability, which refers to reducing or avoiding the need for travel, shifting to public transport, walking and cycling and improving the energy efficiency of vehicles.

Some of the key metrics to deliver abatement in the transport sector include the following:

- 20% reduction in total vehicle kms, as well as total car kms and commuting car kms
- 50% increase in daily active travel journeys
- 130% increase in daily public transport journeys
- 25% reduction in daily car journeys
- A shift in daily mode share achieving a 53% car mode share, 19% for public transport and 28% for active travel by 2030
- Fleet electrification, including a 30% EV share of total passenger car fleet by 2030, 1500 EV buses in bus fleet, expansion of electrified rail services, as well as electrification of commercial fleet

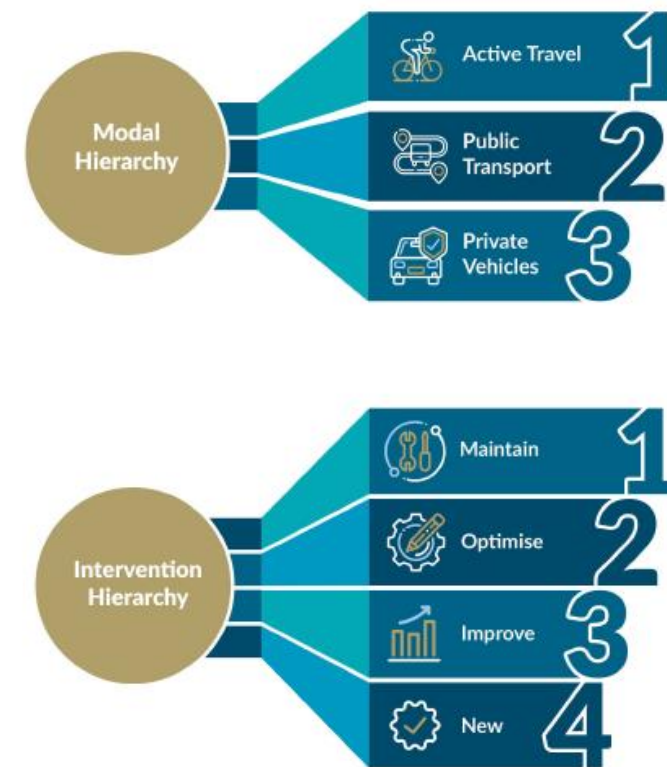


Figure 2-1 The NIFTI Modal and Intervention Hierarchies (Source: NIFTI)

2.1.1.4 National Sustainable Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. The Policy sets 10 high-level goals which fall under three key principles: Safe and Green Mobility; People Focused Mobility; and Better Integrated Mobility.

2.1.1.5 DoECLG Spatial Planning and National Road Guidelines for Planning Authorities

Transport Infrastructure Ireland (TII) is responsible for the maintenance and protection of the national road network, including the N/M7 and M50, as well as the existing Luas light rail network. Developments in the vicinity of the N7/M7 need to comply with the official planning policy for development at or near national roads as set out in the above guidance.

2.1.2 Regional Policy

2.1.2.1 Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019-2031

The Eastern & Midland Regional Assembly’s Regional Spatial & Economic Strategy (RSES) is a strategic plan and investment framework for shaping future growth and managing regional planning and economic development in the region out to 2031. Regional Policy Objective (RPO) 5.3 emphasizes planning future development in the Dublin Metropolitan area to promote sustainable travel, focusing on walking, cycling, and public transport. Additionally, RPO 5.8 advocates for the development and expansion of greenway infrastructure and cycle route connections in the region.

Clondalkin is identified within the South-West Strategic Development Corridor of the MASP, which constitutes the consolidation of the western suburbs, including the development of Clonburris SDZ and Kilcarbery near Clondalkin, as well as the continued development of Adamstown SDZ, promotion of high tech, manufacturing and research and development in Grange Castle Business Park, and the City-Edge Project which will regenerate older industrial estates at Naas Road/Ballymount, located to the east of Clondalkin.

Short- and medium-term enabling infrastructure for growth in the wider area near Clondalkin include the DART expansion to Celbridge-Hazelhatch including a proposed new rail station at Kylemore, public transport access improvements for connections with Grange Castle Business Park, as well as local network upgrades to support the development of the Clonburris SDZ.

2.1.2.2 Transport Strategy for the Greater Dublin Area 2022-2042

The Greater Dublin Area (GDA) Transport Strategy, prepared by the National Transport Authority (NTA), sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare.

The Transport Strategy is forecast to lead to a significant reduction in car mode share for the GDA (from 57.7% in 2016 to 48.6% in 2042) and increase in public transport mode share (from 14.6% in 2016 to 17.5% in 2042).

A significant increase is envisaged for cycling, with the mode share expected to reach to 11.5% in 2042 from 3.7% in 2016, while a slight decrease is estimated for walking, with the mode share decreasing from 23.9% to 22.4%.

Clondalkin is identified along the Tallaght/Clondalkin to City Centre BusConnects Corridor, as well as along an Orbital Core Bus Corridor, which will provide continuous bus priority through bus lanes in each direction. The Strategy also identifies a Regional Core Bus Corridor running along the N7. Other strategic transport proposals include a reconfiguration of the Luas Red Line to provide a Clondalkin-City Centre line in the longer term (after 2042), Dart+ South West and Luas Lucan schemes in the wider area near Clondalkin.

2.1.2.3 2022 Greater Dublin Area Cycle Network Plan

The GDA Transport Strategy is accompanied by the GDA Cycle Network Plan. This document plans cycling infrastructure based on urban, interurban and green route networks. The study identifies a primary orbital route running along Ninth Lock Road, Tower Road and Boot Road. A secondary route is identified along Fonthill Road South and New Nangor Road forming an outer ring around Clondalkin, while also Monastery Road forms part of a secondary route. A Greenway and feeder routes are also envisaged within the Clondalkin area.

2.1.2.4 Five Cities Demand Management Study

The Five Cities Demand Management Study was undertaken to address the carbon, congestion and air quality challenges that are facing Dublin, Cork, Galway, Limerick and Waterford. The study has identified four key objectives within each of the five cities, including managing vehicular traffic congestion, reducing greenhouse gas (GHG) emissions from road traffic, addressing air quality issues due to vehicular traffic emissions, and improving the quality of the urban environment.

The measures that have been identified to meet the above objectives have been split into two categories, Tier 1 TDM (Transport Demand Management) Strategy Pillars and Tier 2 TDM Toolkit. The delivery of these measures will inform the future investment, planning and ongoing funding of demand management in Irish cities.

2.1.3 Local Policy

2.1.3.1 South Dublin County Development Plan 2022 – 2028

Chapter 7 of the SDCC Development Plan contains policies and objectives for healthy placemaking and sustainable movement that, over time, will achieve an increase in walking, cycling and use of public transport and a decrease in use of the private car. In this context, the Development Plan sets out particular mode share targets within the timeframe of the Plan which include a 15% mode share for walking, 10% for cycling, 25% for public transport (20% bus and 5% train), and 50% for private vehicles.

The transport initiatives and proposals identified in the Plan that are most relevant for the study area are set out below:

- Cycle South Dublin Programme: Four routes are proposed for the study area. These include Corkagh Park to Grand Canal, Tallaght to Clondalkin Village, Clondalkin Boot Road to N4, and Ninth Lock Road
- School Streets Initiative: This initiative aims to restrict motorised traffic within an agreed street, or zone, outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school

- BusConnects Programme: The area will see the introduction of several new bus services, including the planned Bus Hub improvements at the Red Cow Interchange, a D-spine route (Clongriffin – City Centre – Clondalkin), as well as an orbital route (Liffey Valley – Clondalkin – Tallaght). Infrastructure improvements will include bus priority measures through bus lanes along certain bus corridors
- Rail Improvements: These include DART+ South West expanding electrification services as far as Hazelhatch on the Kildare Line, opening of the Kishoge station and increased train frequency at Park West in the City Edge area, as well as a long-term higher capacity public transport route through the Clondalkin LAP area
- Park and Ride Proposals: Park and ride facilities are proposed at locations near Clondalkin, including Kishoge station and Adamstown station
- Road proposals: Medium to long term proposals envisage upgrades of Ninth Lock Road from Cloverhill Road to a new link road adjacent to the Dublin-Kildare railway Line. This is part of the Cloverhill / Ninth Lock Road Link Road Upgrade Scheme and will provide improved access from areas east of the M50 to employment areas in Clondalkin and Park West
- Demand management and car parking measures applied in the County (integrated transport and land use planning, pay and display parking, parking standards)

The County Development Plan recognises that there are opportunities for growth within Clondalkin. In particular, greenfield and brownfield lands to the northwest of the Mill Centre, south of the New Nangor Road and west of the Ninth Lock Road, have potential for significant development (approximately 1,000 units estimated). There is also potential for intensification of uses along the Naas Road, currently zoned for employment uses. These two areas are referred to as the Ninth Lock Road Framework Area and the Knockmeenagh Framework Area.

2.1.3.2 South Dublin County Council Climate Action Plan (CAP) 2024-2029

This document comprises mitigation and adaptation actions at local and community level through place-based climate action, building on the 2023 Climate Change Action Plan. The Strategic Priorities set in the Plan for transport include the prioritisation of active travel and public transport solutions, the '15 Minute Neighbourhoods' concept and support for electric vehicle infrastructure.

The CAP has designated an area in Clondalkin as a Decarbonising Zone, aiming to reduce GHG emissions by 51% by 2030 from 2018 levels. The potential pathway includes electrifying buses and private vehicles, reducing light and heavy goods vehicle kilometres, and prioritizing active travel and public transport to achieve a 39% reduction in car usage.

2.1.3.3 Cycle South Dublin

Cycle South Dublin is the Council's Active Travel programme that aims to provide a well-connected and safe walking and cycling network that offers an attractive alternative to using the car. It proposes a set of projects that would deliver nearly 260km of new and improved cycle lanes over the next ten years. The projects, which will be mainly funded by the NTA, will include improvements to the existing network and new 'Now', 'Soon' and 'Later' schemes to be progressed over the next 2, 5 and 8 years. Tallaght to Clondalkin Cycle Scheme and Corkagh to Grand Canal Cycle Scheme were key elements in the development of the LTP in terms of ensuring integration with urban design and identifying the routes of the two schemes through Clondalkin village.

2.1.3.4 Clondalkin Town Centre Movement Framework Plan (2014)

A Movement Framework Plan for Clondalkin Town Centre was prepared by Arup in 2014. This study provided a review of transport networks in the area identifying opportunities and constraints with the aim to propose measures that contribute to the creation of an environment that enhances the town centre into an active and vibrant place that supports walking, cycling and public transport travel.

The study proposed a number of schemes accompanied by an indicative programme for implementation considering an horizon of five years. Since the Movement Framework Plan was published in 2014, only a small number of the scheme elements have been implemented. The implementation of these scheme elements included improved pedestrian and cycling connectivity, surface treatments and pavement upgrades as well as better wayfinding through the erection of signs.

3. Baseline Assessment

3.1 Study Area Characteristics

The Clondalkin LAP area which is defined by the R134 Nangor Road to the north, the R113 Fonthill Road to the west, the M50 to the east and N7 to the south, is shown in Figure 3-1.

The lands contained within the study area boundary are characterised primarily by residential land use, while the Town Centre and the historical Village Centre concentrate the key retail areas including the Mill Shopping Centre and other points of interest. A cluster of schools is located in the southern part of the study area, at Boot Road / Convent Road and Laurel Park / New Road, with other schools located in the village centre and Old Nangor Road. Some of the key leisure points within the study area include Clondalkin Park, Clondalkin Leisure Centre, and Knockmitten Park.

Two framework areas are identified within the study area, where opportunities for growth exist:

- The Ninth Lock Framework Area which is primarily zoned for Town Centre (TC); and
- Knockmeenagh Framework Area which is primarily zoned for enterprise and employment, with an area of residential splitting the site.

Both are identified in Figure 3-1.

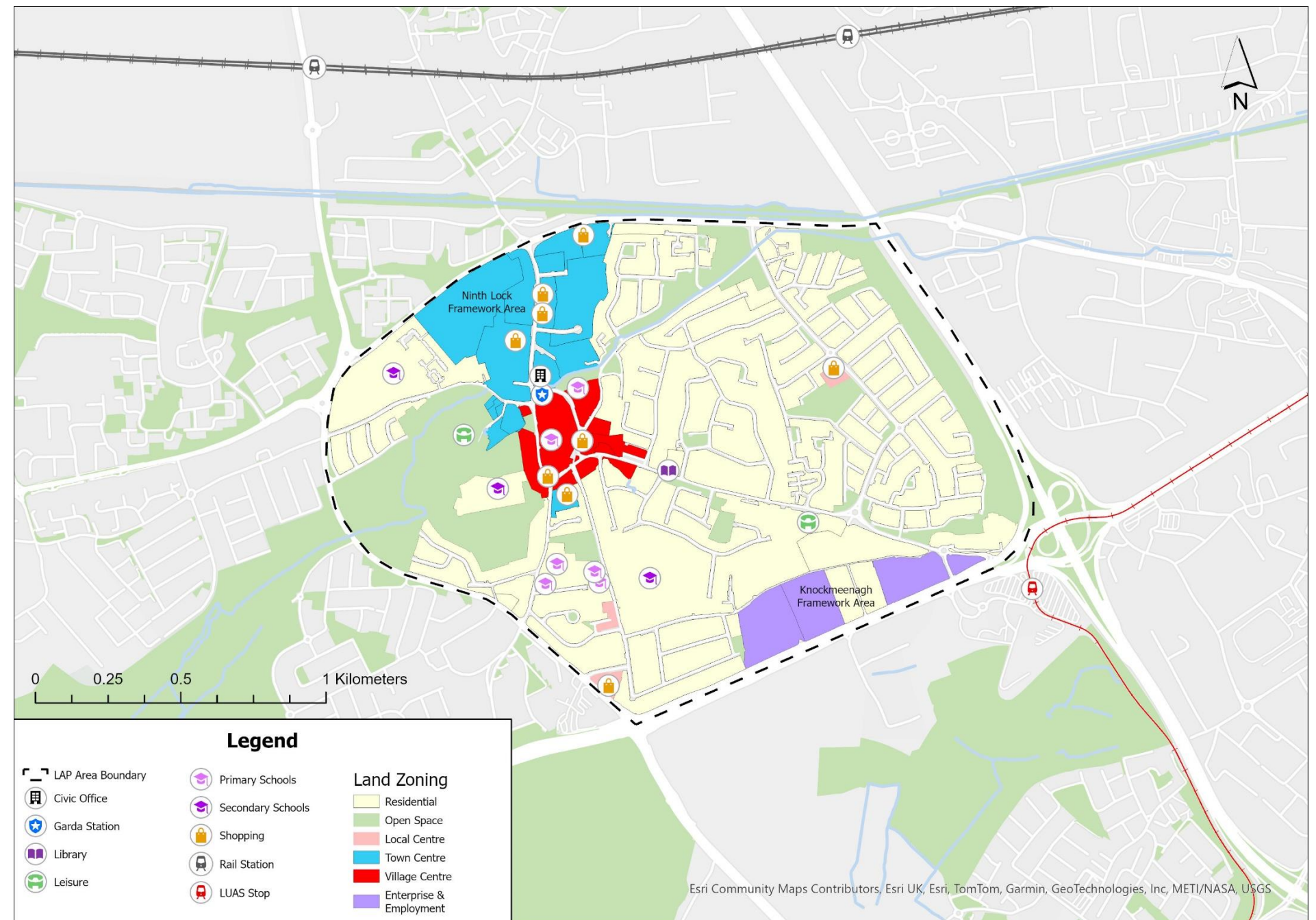


Figure 3-1 Land use and key points of interest within the study area

3.2 Current Travel Patterns

This section describes the travel patterns of resident population and working population in Clondalkin, as derived from Census 2022 and other data sources including traffic surveys and rail census data. The Census 2022 Small Area Population Statistics (SAPS) and the Census 2022 Place of Work, School, College, or Childcare Anonymised Records (POWSCAR) were used to identify commuting journey times for trips for work or education purposes (Section 3.2.1), the modal split for trips to work and trips to school (Section 3.2.2), the most common origins and destinations where people travel to and from (Section 3.2.3), as well as car ownership rates (Section 3.2.4). Traffic count survey data were used to identify traffic volumes by mode of transport (Section 3.2.5) and parking utilisation (Section 3.2.6), while rail census data were used to assess commuter rail demand (Section 3.2.7).

3.2.1 Commuting Journey Times

Figure 3-2 shows the journey time to work/school or college for residents of Clondalkin LAP area based on Census 2022 SAPS.

54% of the population surveyed in the study area have a commuting time of less than 30 minutes (accounting for all modes of transport), which is likely due to the various employment land uses in the wider area.

23% of the respondents have a commuting time of less than 15 minutes, which highlights the opportunity for these trips to be made by bicycle or walking.

34% of the population surveyed in the study area have a commuting time of more than 30 minutes.

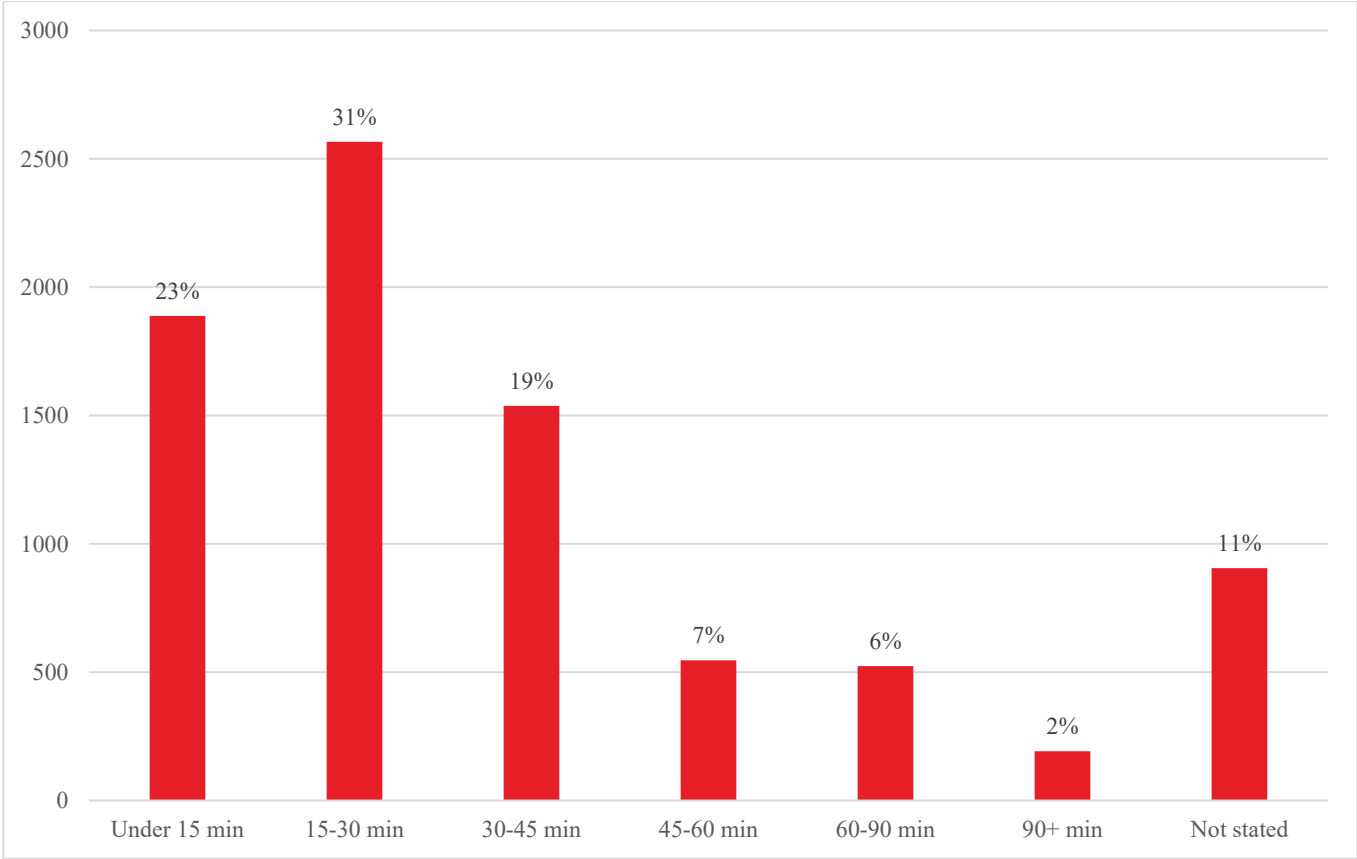


Figure 3-2 Journey time to work/ school/ college for residents of Clondalkin LAP area

3.2.2 Modal Split

The following sections describe the modal split for travel to work and travel to school or college based on information derived from Census 2022 SAPS for the Clondalkin LAP area.

3.2.2.1 Travel to Work

The modal split for trips to work is presented in Figure 3-3. This shows the following:

- 60% of trips to work are made by private car, same with the car mode share for the SDCC area as a whole, and slightly lower than the national average of 63% but is significantly higher than the average car mode share in Dublin City (26%).
- Trips to work made by public transport constitute 17% of total work trips (12% by bus and 5% by rail), higher than the SDCC area (14%) and the national average (8%).
- Only a small proportion of trips to work are made by active modes, which account for 9% (lower than the national average of 11%). Walking accounts for 6%, marginally higher than the SDCC area (5%), and cycling for 3%, marginally lower than the SDCC area (4%).

3.2.2.2 Travel to School/College

The modal split for trips to school or college is presented in Figure 3-4. This shows the following:

- 37% of school trips are made by private motor vehicles, which is lower than the SDCC area (39%) and the national average (50%).
- 16% of trips to school or college are made by public transport, which is marginally higher than the SDCC area (15%), and slightly lower than the national average (18%).
- 35% of total school trips are made by walking, which is higher than the SDCC area (32%) and the national average (21%). Cycling trips constitute only 2%, which is lower than the SDCC area (4%) and slightly lower than the national average of 3%.

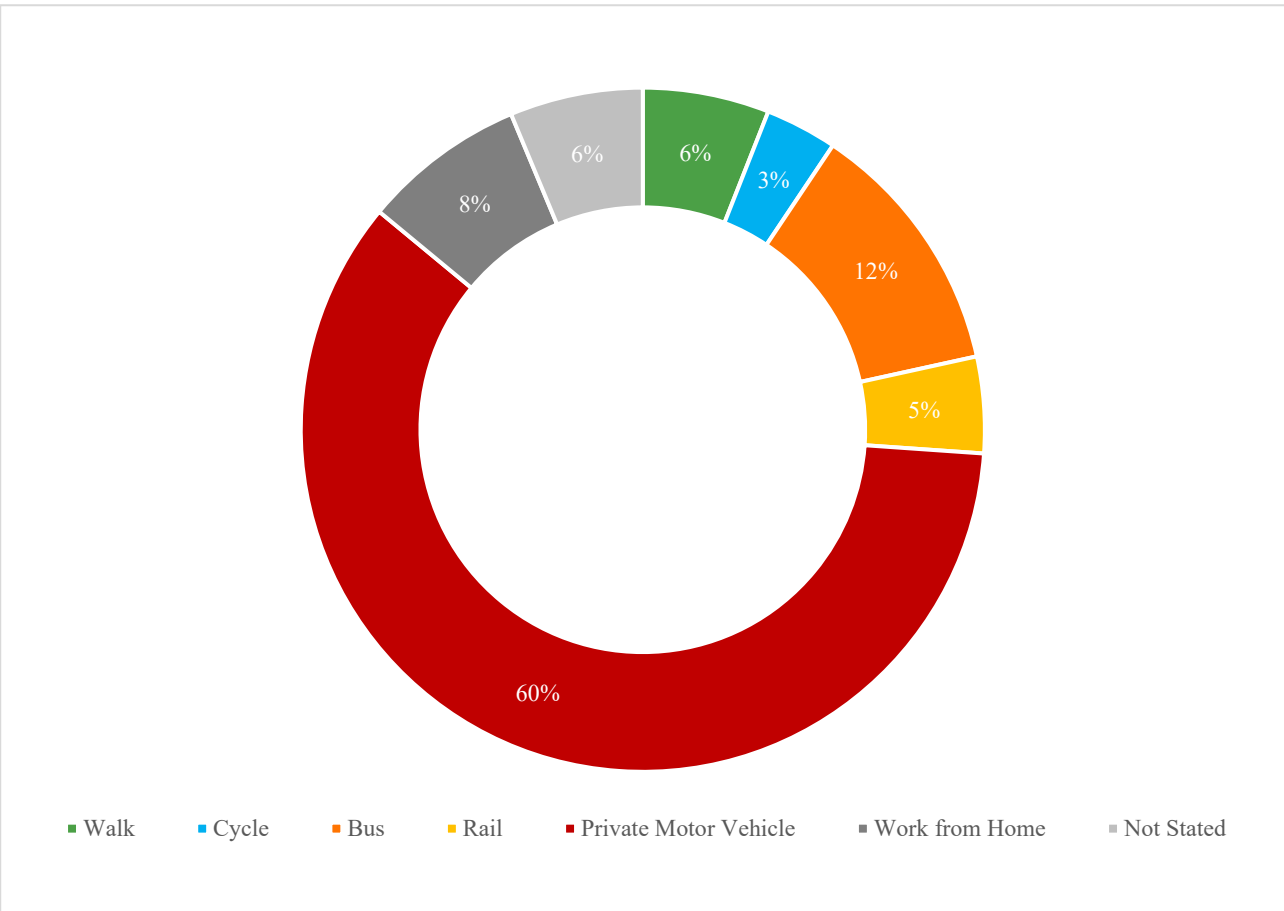


Figure 3-3 Mode split for trips to work (Census 2022)

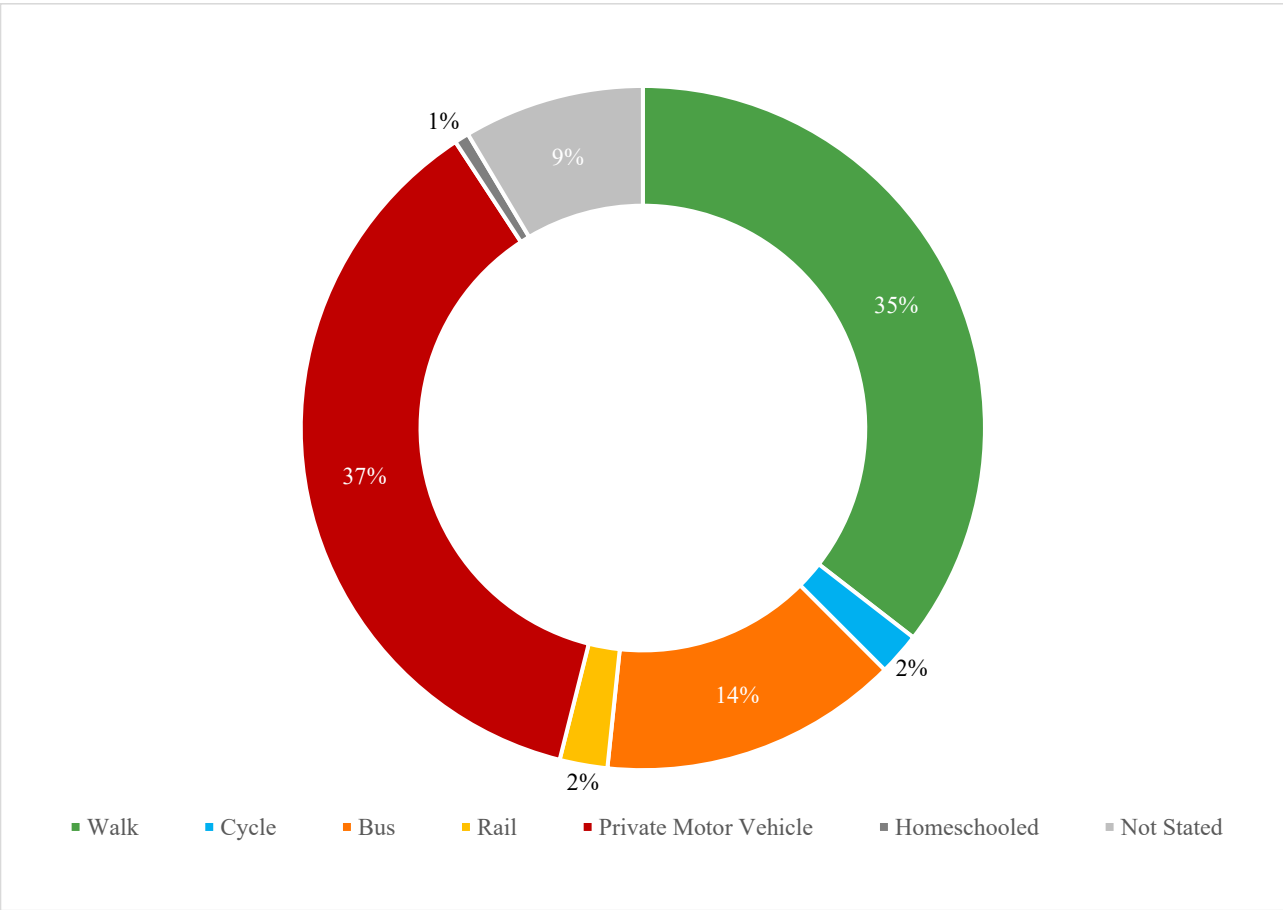


Figure 3-4 Mode split for trips to school or college (Census 2022)

3.2.3 Commuting Trip Origins and Destinations

The origins and destinations of commuting trips to/from the study area were derived from the Census 2022 POWSCAR. For this analysis, the study area was divided into 11 zones and the locations of origins and destinations within each zone were approximated to the centre point of the zones. Trips originating from or arriving to areas external of the study area were also analysed, approximating the locations of trip origin/destination to the centre of the Electoral Division (ED) where each location falls in.

About 41% of trips *originating* in the study are internal trips, while 59% are external trips. People living in the study area and commuting outside of the study area most often travel to Grange Castle, Park West, Tallaght, Ballymount, Kingswood, Kilnamanagh, Newcastle, as well as Dublin City and suburbs.

A significant number of internal trips are to the school areas located at Convent Road/ Boot Road and Laurel Park/ New Road. Trips to the Coláiste Chilliain school are also observed, as well as trips to the Village Centre.

Figure 3-5 illustrates the number of commuting trips *originating* within the LAP area and their direction of travel both within and outside the LAP area. Table 3-1 summarises the top 10 origin-destination pairs for trips *originating* in any of the 11 zones within the study area. The zones are coded as shown in Figure 3-5.

Table 3-1 Top origin-destination pairs for commuting trips originating within the study area¹

Commuting trips originating in the study area		
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

¹ Results are based on analysis of strictly controlled Research Microdata Files provided by the Central Statistics Office (CSO). The CSO does not take any responsibility for the views expressed or the outputs generated from this research.

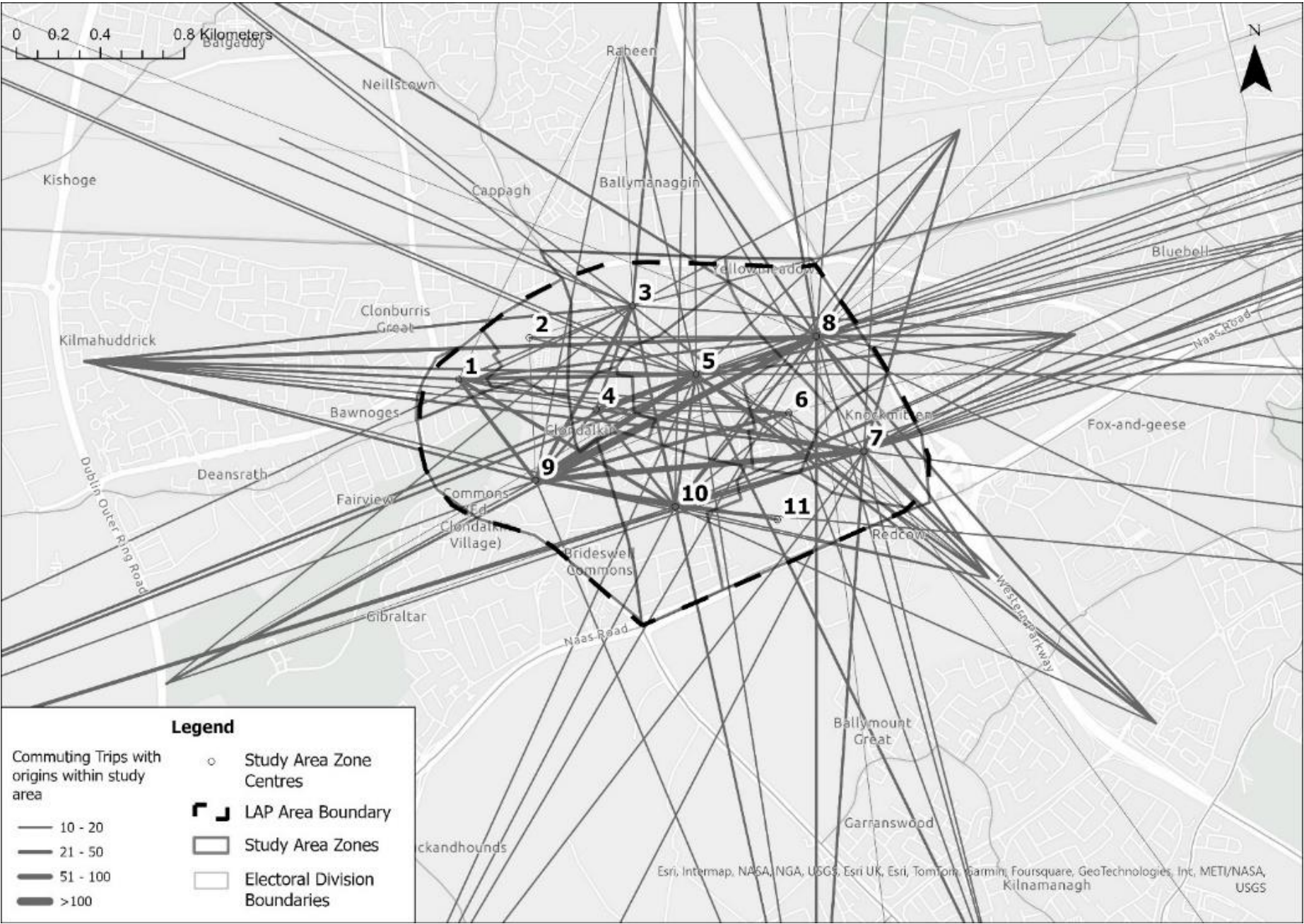


Figure 3-5 Commuting trips originating within the LAP area boundary²

² Results are based on analysis of strictly controlled Research Microdata Files provided by the Central Statistics Office (CSO). The CSO does not take any responsibility for the views expressed or the outputs generated from this research.

63% of the commuting trips to the study area originate from outside the study area. Figure 3-6 illustrates the number of commuting trips *arriving* at locations within the LAP area.

People commuting to Clondalkin LAP area from areas outside the study area, mainly travel from the west and north, including the areas of Bawnogue, Deansrath, Clonburris, Lucan, and Moorfield. A significant number of trips to the study area also originate in Tallaght.

Table 3-2 summarises the top 10 origin-destination pairs for trips with destinations within the study area. As noted before, external origins/destinations have been aggregated at the ED level, while internal origins/destinations have been aggregated to 11 zones, as shown in the map.

Table 3-2 Top origin-destination pairs for commuting trips with a destination in the study area³

Commuting trips with destinations within the study area		
Origin	Destination	No. Trips
Clondalkin-Dunawley ED	9 – Moyle Park College/Convent Road/ New Road	350
Clondalkin Village ED	9 – Moyle Park College/Convent Road/ New Road	341
Clondalkin-Dunawley ED	10 - New Road/ Monastery Road South	225
Clondalkin Village ED	10 - New Road/ Monastery Road South	191
Clondalkin Village ED	1 – Old Nangor Road	183
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
Clondalkin-Dunawley ED	1 – Old Nangor Road	112
Clondalkin Village ED	4 – Town Centre	98

³ Results are based on analysis of strictly controlled Research Microdata Files provided by the Central Statistics Office (CSO). The CSO does not take any responsibility for the views expressed or the outputs generated from this research.

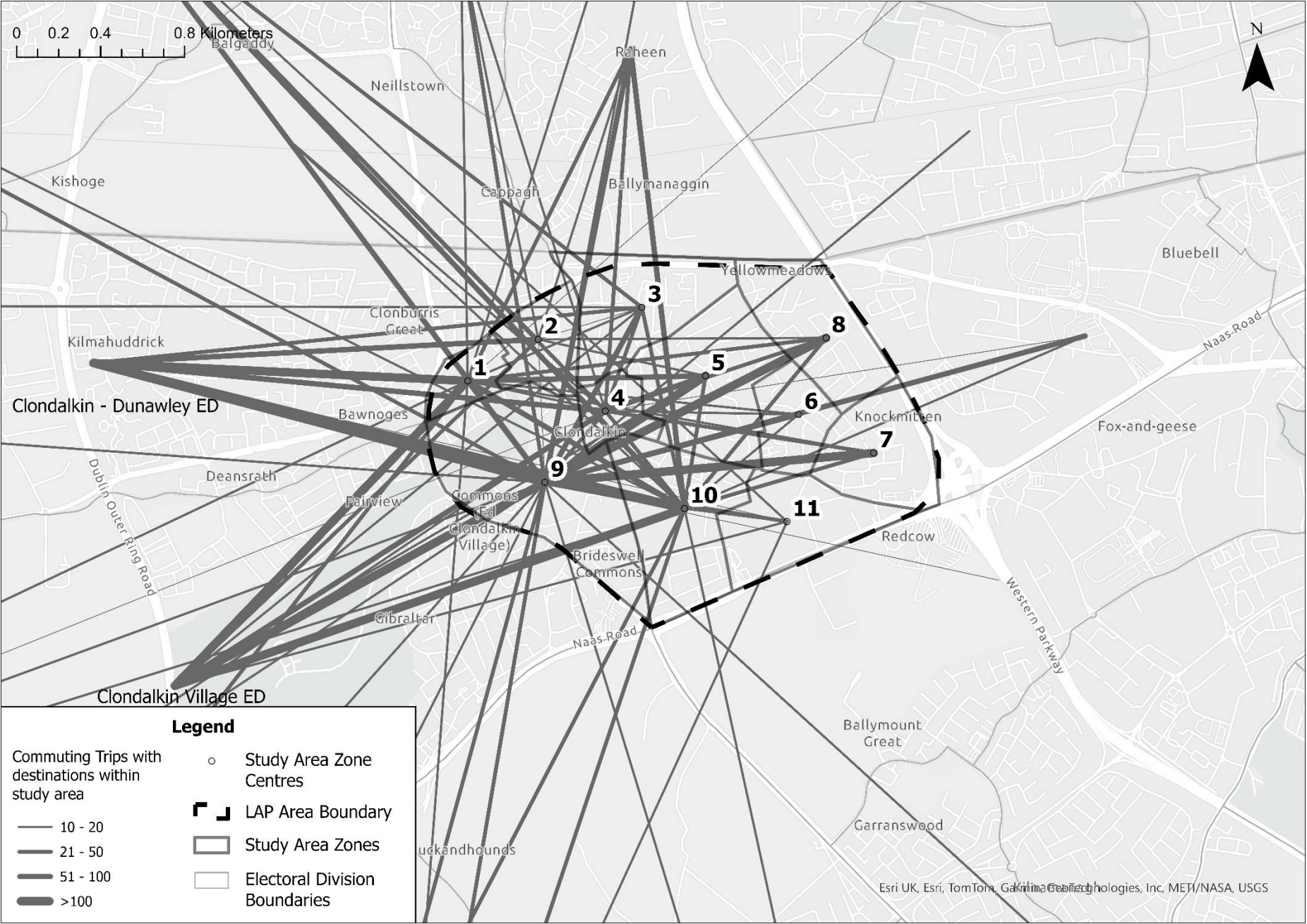


Figure 3-6 Commuting trips with destinations within the LAP area boundary⁴

⁴ Results are based on analysis of strictly controlled Research Microdata Files provided by the Central Statistics Office (CSO). The CSO does not take any responsibility for the views expressed or the outputs generated from this research.

3.2.4 Car Ownership

According to the Census 2022 SAPS for the Clondalkin LAP area, 85% of households own at least one car. This is marginally lower than the national average of 87%. The average household car ownership for the study area was estimated at 1.3 cars per household. 15% of households do not own a car, with 17% of all work trips taking place by public transport and 9% by active modes.

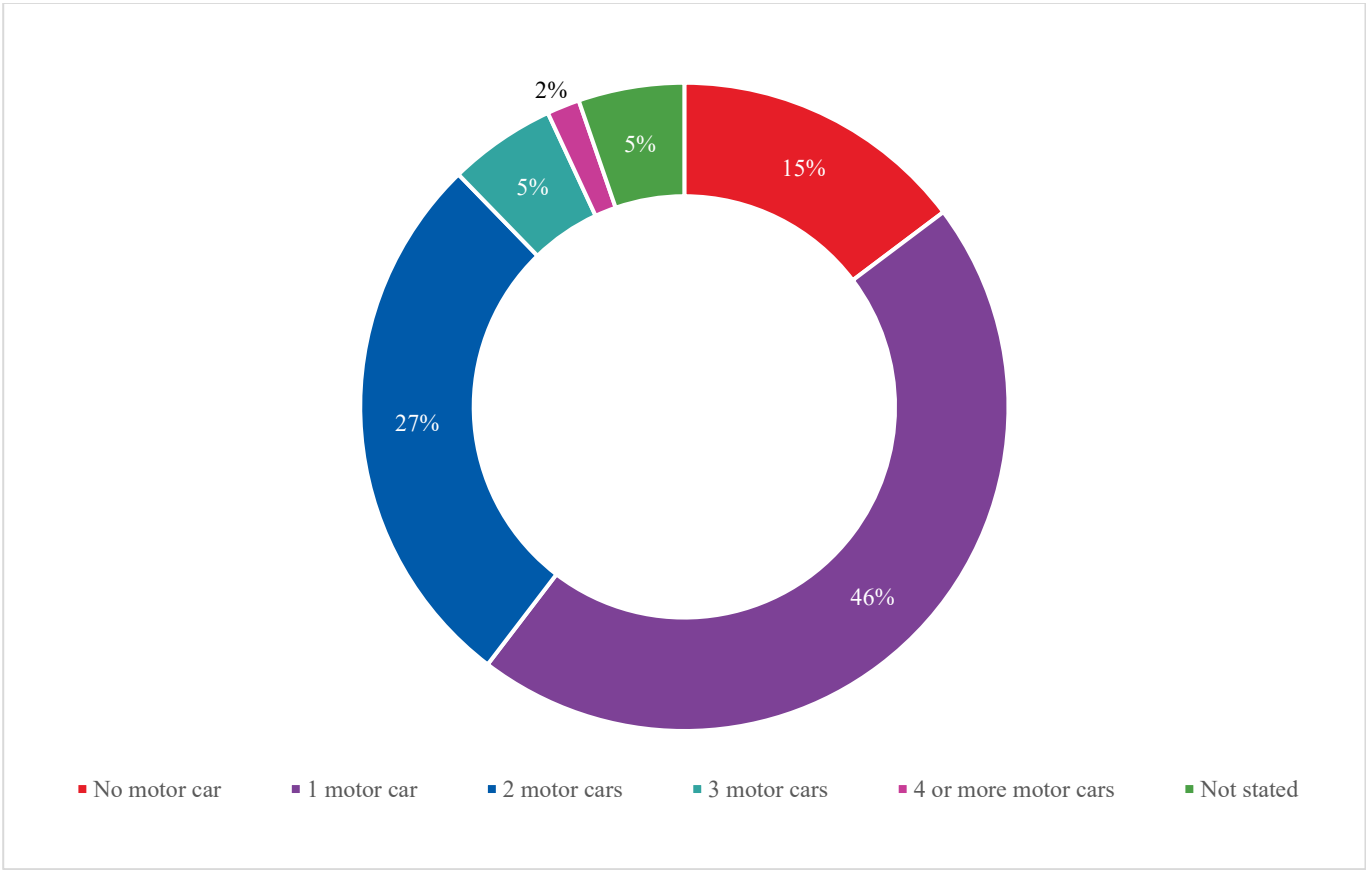


Figure 3-7 Car Ownership per Household in Clondalkin LAP Area (Census 2022)

3.2.5 Traffic Count Surveys

As part of the baseline assessment for the Clondalkin Local Transport Plan, a traffic survey was carried out at 43 junctions within and surrounding the study area. These counts were carried out to establish the baseline traffic conditions along the road network throughout Clondalkin.

The surveys were carried out on Thursday 26th October 2023, over a 14-hour time period between 06:00 and 20:00. The data included the following surveys:

- Junction turning counts (JTC)
- Pedestrian counts
- Parking utilisation

The busiest traffic periods were determined following completion of the traffic survey. The morning peak hour was between 08:15 and 08:45 and the evening peak hour was between 16:45 and 17:45, while the school run period of 15:00 to 16:00 was also identified as a local peak.

The traffic surveys provided information for movements by all modes allowing the identification of areas with higher motorised traffic volumes as well as higher pedestrian and cyclist activity.

3.2.5.1 Pedestrian and Cyclist Volumes

Higher pedestrian activity was observed near the school areas and at the Village Centre, while cyclist volumes were generally low within the study area, with the highest activity being observed along Fonthill Road, New Nangor Road, Tower Road, Old Nangor Road, and Woodford Walk. The highest cyclist volumes were recorded at the Grand Canal Greenway, which runs along the north of the study area.

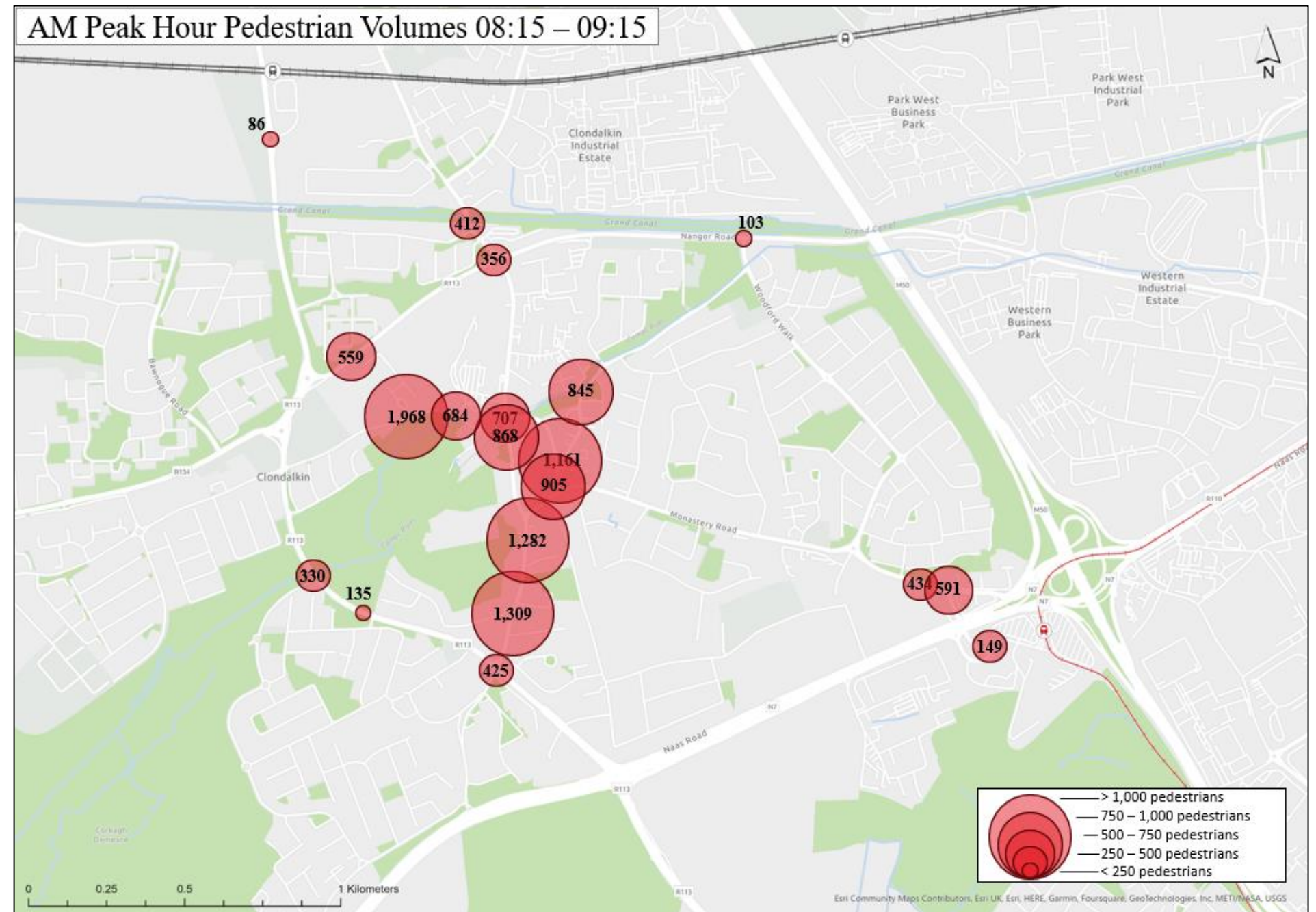


Figure 3-8 Morning peak hour pedestrian volumes

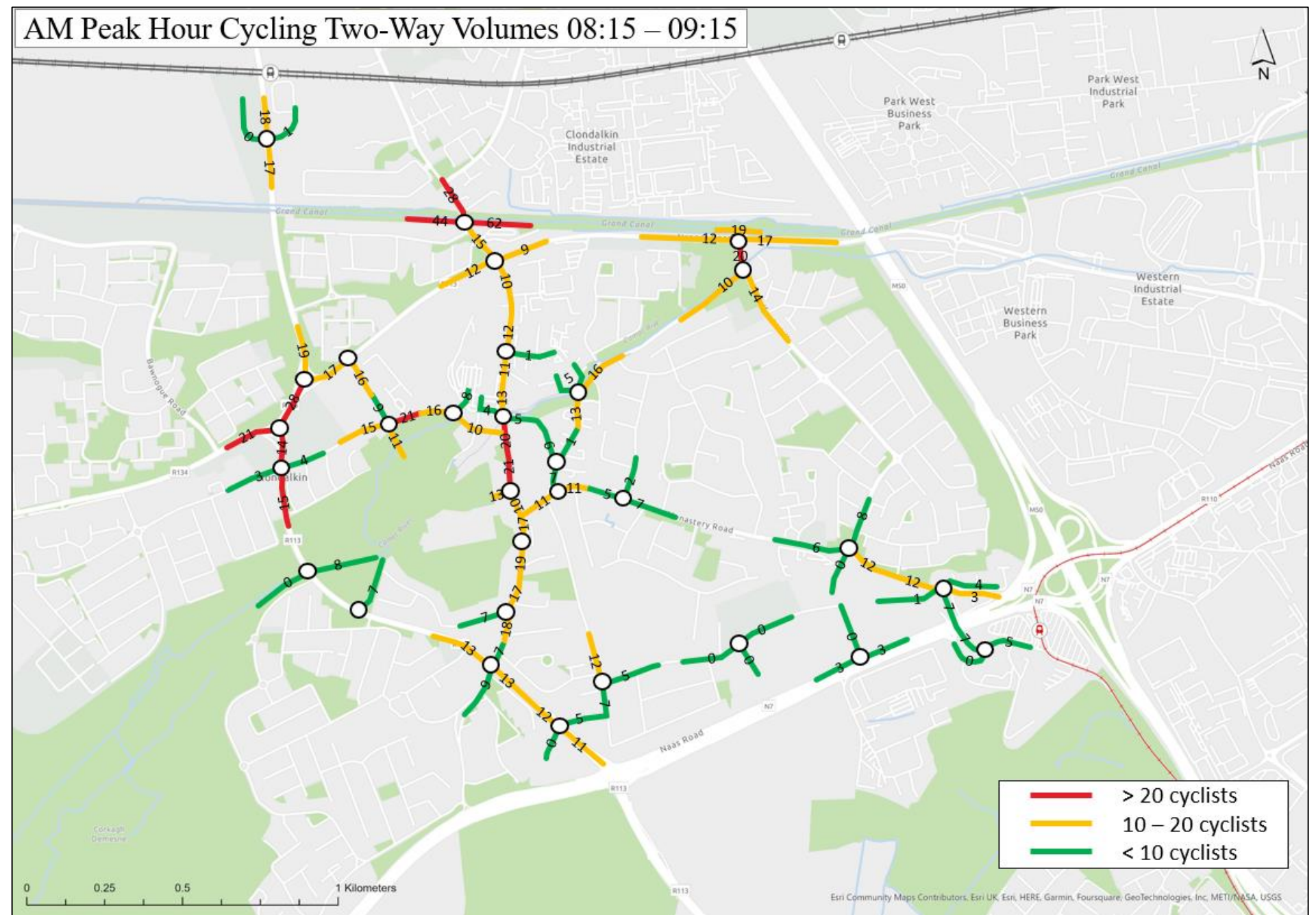


Figure 3-9: Morning peak hour cycling volumes

During the morning peak hour, high volumes of buses were recorded throughout the Village Centre area. These high volumes, where more than 10 buses per hour were recorded, are located 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.



3.2.5.3 Traffic Volumes

The highest car traffic volumes were recorded along Fonthill Road, with 2,000 vehicles throughout the morning peak hour, while high volumes of more than 1,000 cars were also observed at New Nangor Road. Car traffic volumes of 500 to 700 two-way vehicular movements were recorded along the main roads in the Village Centre during this period.

In order to identify how much of the traffic observed at the Village Centre has a destination within the study area or further away, the Local Area Model (LAM) was interrogated. Results showed that a high number of trips along Tower Road and Orchard Road do not have a destination in the Village Centre but travel through the Village Centre to reach destinations further away. More detail on this analysis is provided in Section 5.4.

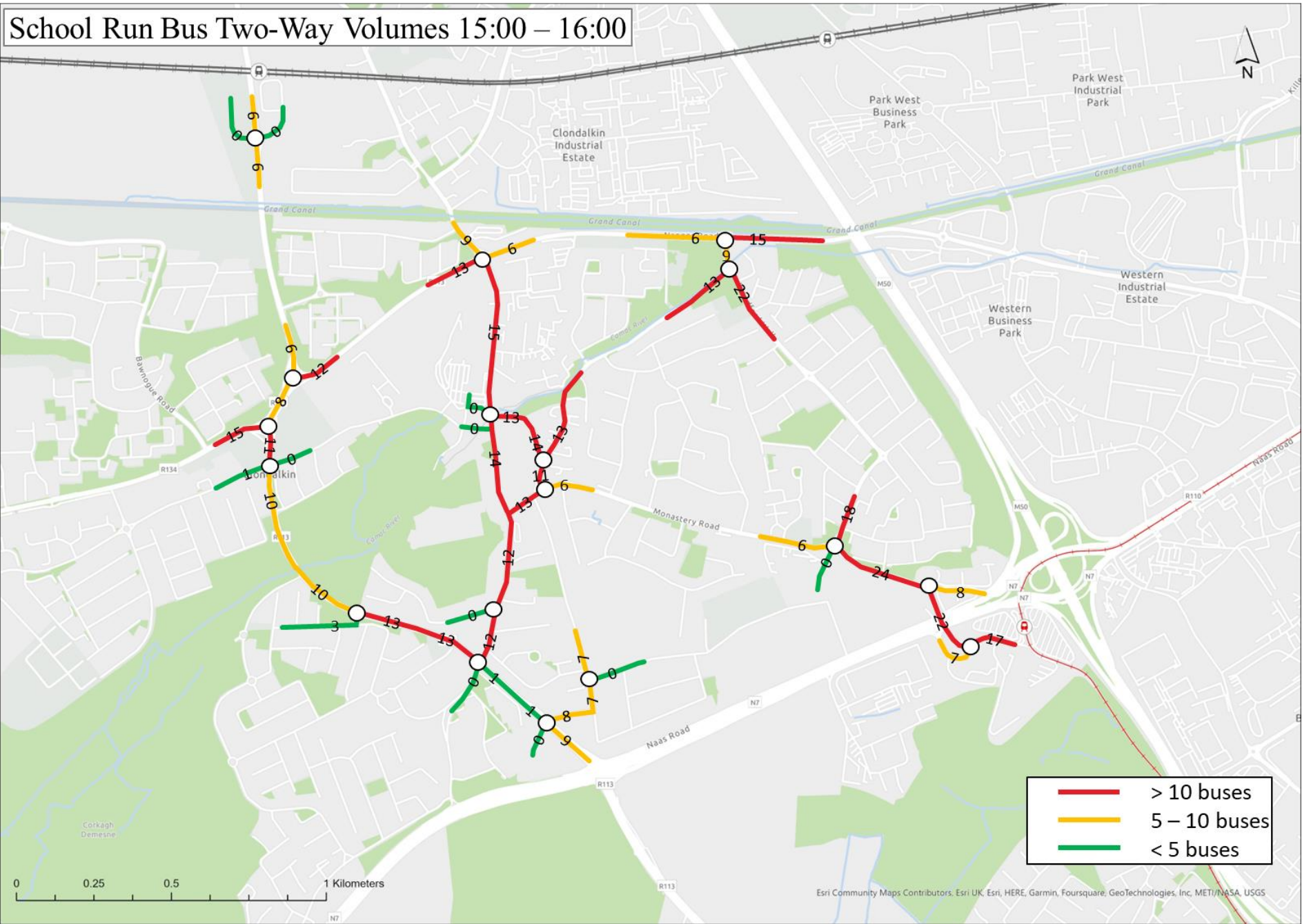


Figure 3-11 Morning peak hour traffic volumes

3.2.6 Parking Utilisation

A car parking utilisation survey was carried out on Thursday 26th October 2023 between 06:00 and 20:00 at 12 car parking areas within Clondalkin to determine the capacity, occupancy rates, and peak parking hours throughout the day. The car parks vary in size and location. The Mill Shopping Centre Car Park, with access from Ninth Lock Road and Old Nangor Road is the largest within the study area, with a capacity of 720 car parking spaces. This accounts for 49% of the total publicly used car parking spaces within the study area.

The maximum occupancy of the car parking within the town centre is relatively high. Four car parks are highlighted with a maximum occupancy of greater than 100% (refer to Table 3-3), which is due to cars circulating or waiting for occupied spaces to become free.

The daily occupancy rates and capacity of the total car parking spaces are presented in Figure 3-12. This is also compared with the daily occupancy rates of the Mill Centre car park. The total number of parking spaces available is 1,456. The peak occupancy of the combined car parks occurred between 11:30 and 11:45, where a total of 937 cars were parked at this time. This resulted in an occupancy of 64% and 519 free spaces across all car parks at this time.

The peak occupancy of the Mill Centre car park occurred during the same time period. There were 546 cars parked in this car park, resulting in 76% occupied spaces. Figure 3-12 highlights that the daily car parking occupancy at The Mill Centre car park and the total car parking across Clondalkin follow a similar trendline.

Table 3-3 Car parking capacity & occupancy within the study area

Car Park	Capacity	% of Total Capacity	Maximum Occupancy	Mean Occupancy
Corkagh Park Car Park	84	6%	77% (14:15)	21%
Corkagh Park Car Park	84	6%	102% (11:45)	61%
Mill Centre Car Park	720	49%	76% (11:30)	49%
Village Shopping Centre	16	1%	144% (14:00)	86%
Tower Shopping Centre	27	2%	96% (14:00)	53%
Monastery Shopping Centre	28	2%	89% (14:00)	45%
Quinlan’s Pub	50	3%	64% (15:30)	38%
AIB Car Park	58	4%	100% (11:15-11:30)	60%
Solicitors & Gunpowder Bar	68	5%	101% (12:00)	55%
Castle Crescent	44	3%	89% (11:45)	49%
Tesco Car Park	74	5%	89% (15:30)	53%
Clondalkin Fonthill Station	203	14%	71% (13:00)	48%
Total	1456	100%		52%

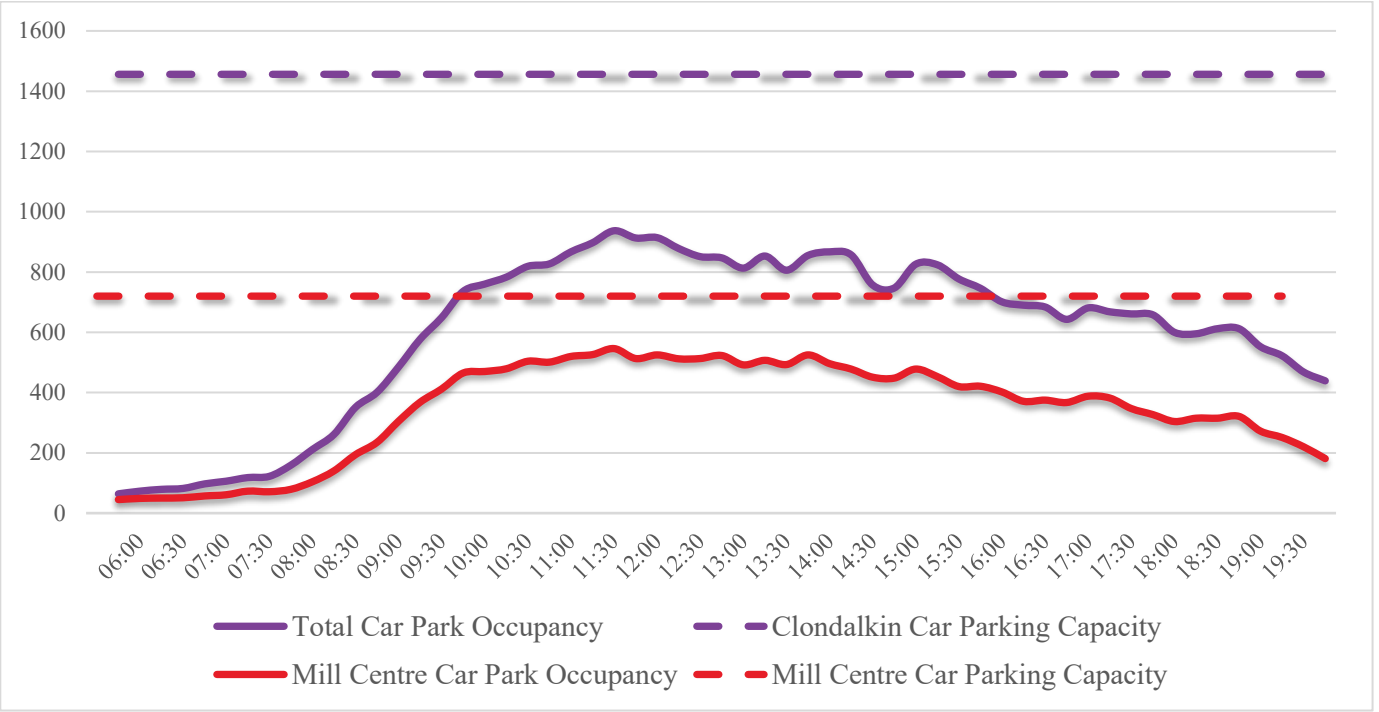


Figure 3-12 Car parking capacity and daily occupancy rates

3.2.7 Commuter Rail Demand

As part of the assessment of current travel patterns in the study area, information on the demand for commuter rail was derived from the annual Rail Census. The annual Rail Census is conducted to quantify the number of commuters boarding at each commuter rail station in the country on a single day. The most recent census was carried out on 14th November 2024. On this day, there were 215,333 passenger journeys across the Irish Rail network. The total number of daily journeys on the Grand Canal Dock and Dublin Heuston to Portlaoise Rail Service, which serves the Clondalkin area, in 2024 was 17,716. The daily journeys for Clondalkin Fonthill and Park West, Kishoge, and Cherry Orchard are presented in Table 3-4.

Park West & Cherry Orchard station attracts nearly 1.5 times the number of commuters compared to the Clondalkin Fonthill Station due to its association with a high level of employment in close proximity to the station serving commuters from elsewhere across the Greater Dublin Area. The Rail Census data suggests that Kishoge Station and Clondalkin Fonthill Station are underutilised, as they have some of the lowest daily boardings along the full extent of the Grand Canal Dock and Heuston to Portlaoise Rail Service. These stations also have some of the lowest daily alightings along the line. The number of daily boarding and alighting passengers at Park West & Cherry Orchard is consistent with most stations along this service. This station is surrounded by significant employment opportunities throughout the Naas Road and Ballymount areas.

Table 3-4: Daily Commuter Rail Boarding and Alighting

Station	Daily Boarding (2024)	Daily Alighting (2024)
Clondalkin Fonthill	534	472
Kishoge	271	248
Park West & Cherry Orchard	744	732

3.2.8 Travel times to / from key destinations

In order to identify potential connectivity issues for public transport and active travel, the typical travel times to the most frequent destinations within the study area and its surroundings were identified and compared against the distance and across different modes of transport.

The areas assessed include surrounding employment zones, (e.g. Clondalkin Industrial Estate, Park West Industrial Park, Grange Castle Business Park, Liffey Valley, and Ballymount), as well as residential areas and transport nodes.

Travel times between the key travel destinations within and outside the study area were calculated. The travel time between all destinations was extracted from Google Maps for walking, cycling, bus and car trips.

This analysis showed the following:

- Cycling connectivity issues between Clondalkin village centre and key destinations to the south and southeast, including Ballymount and Tallaght.
- Walking connectivity issues between Clondalkin village centre and key employment areas to the north including Clondalkin Industrial Estate and Park West.
- Walking connectivity issues between the study area and key transport nodes including Clondalkin Fonthill train station, Park West & Cherry Orchard train station, and Red Cow Luas stop.
- Walking connectivity issues between Woodford Walk and the schools within the study area.
- Walking connectivity issues between Monastery Road and school areas at Boot Road and Laurel Park.
- Walking connectivity issues between Gaelscoil Chluain Dolcain/Colaiste Chilliain and the residential areas at Watery Lane, Monastery Road, and Convent Road.
- Significant differences between bus travel times and car travel times. More specifically, travel times between the village centre and major external trip attractors, such as Tallaght, Ballymount, Clondalkin Industrial Estate and Park West were found to be more than 3 times higher by bus compared to car.

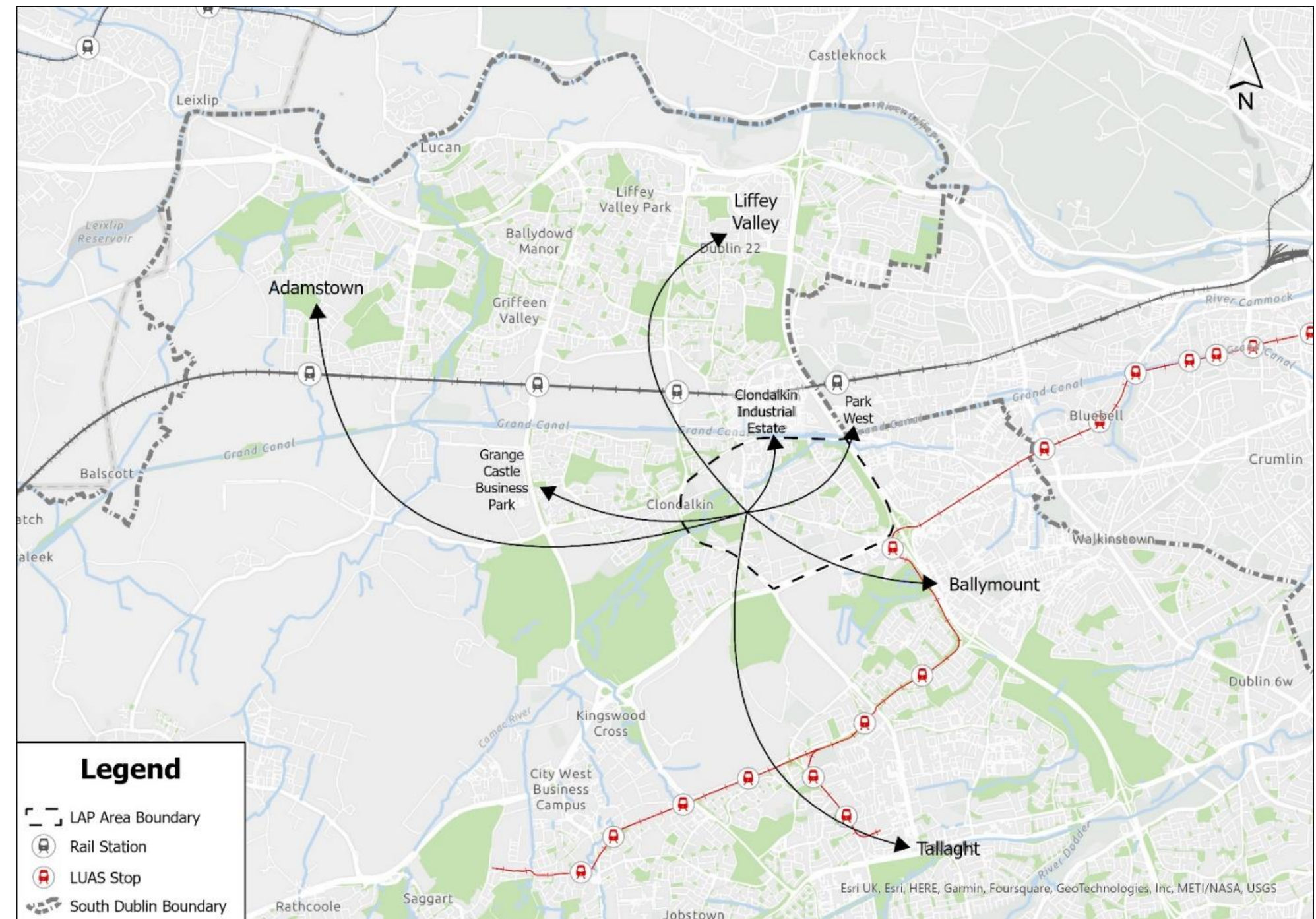


Figure 3-13: Trips to/from external points of interest

3.3 Transport Infrastructure and Services

This section describes the existing transport infrastructure and services within the LAP area and presents the planned transport improvements envisaged by local and regional policy and plans.

3.3.1 Walking

The assessment of the baseline walking environment aimed at identifying potential issues associated with the ease of pedestrian movements through the area and the directness of pedestrian routes, which essentially refers to the permeability and connectivity of the 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, which provide some pedestrian crossing facilities. The crossings of these roads and the Grand Canal are listed below;

- **M50 Pedestrian Crossing:** Grand Canal Greenway, New Nangor Road underbridge, Red Cow Footbridge.
- **Grand Canal Pedestrian Crossing:** Ninth Lock Road signalised junction, R113 Fonthill Road North signalised junction.
- **N7 Pedestrian Crossing:** Newlands Cross signalised junction, Joe Williams Bridge.

The M50 and the N7 present a barrier to walking connectivity and permeability of the wider area impeding pedestrian movements across these major road links. 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 Clondalkin Park and Knockmitten Park / Yellow Meadows Estate. In addition, there are footpaths along the majority of the local roads.

In some instances, pedestrian connectivity exists but is not of good quality, attractive or consistent. Dedicated slip lanes, wide junctions/ corner radii and wide carriageways are supporting high vehicle speeds and detracting from a safe environment for pedestrians. Poor wayfinding material perceived unsafe conditions (for example overgrown vegetation, lack of CCTV and lack of public lighting) have been observed along pedestrian routes within the LAP area, with lack of permeable routes creating further constraints within Clondalkin.



Figure 3-14 Pedestrian infrastructure and accessibility

3.3.2 Cycling

The main dedicated cycle facility within Clondalkin is the Grand Canal Greenway. This is a shared pedestrian and cycle route extending from Inchicore in the east to the Lucan area in the west along the banks of the Grand Canal. 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 of the road, from the Newlands Cross (R113) junction to west of the Joe Williams Bridge.
- Cycle link to Clondalkin Fonthill Train Station from Ninth Lock Road.
- Shared segregated pedestrian and cycle links through Corkagh Park.
- Shared segregated pedestrian and cycle track along a portion of Old Nangor Road.
- Section of cycle track along Monastery Road.
- 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 3-15. There are also two active travel schemes proposed by Cycle South Dublin as part of their 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.

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 and wayfinding and perceived unsafe conditions (for example overgrown vegetation, lack of CCTV and lack of public lighting) have been observed along routes. In addition, the island in the village centre between Tower Road and Orchard Road is not permeable for cyclists.

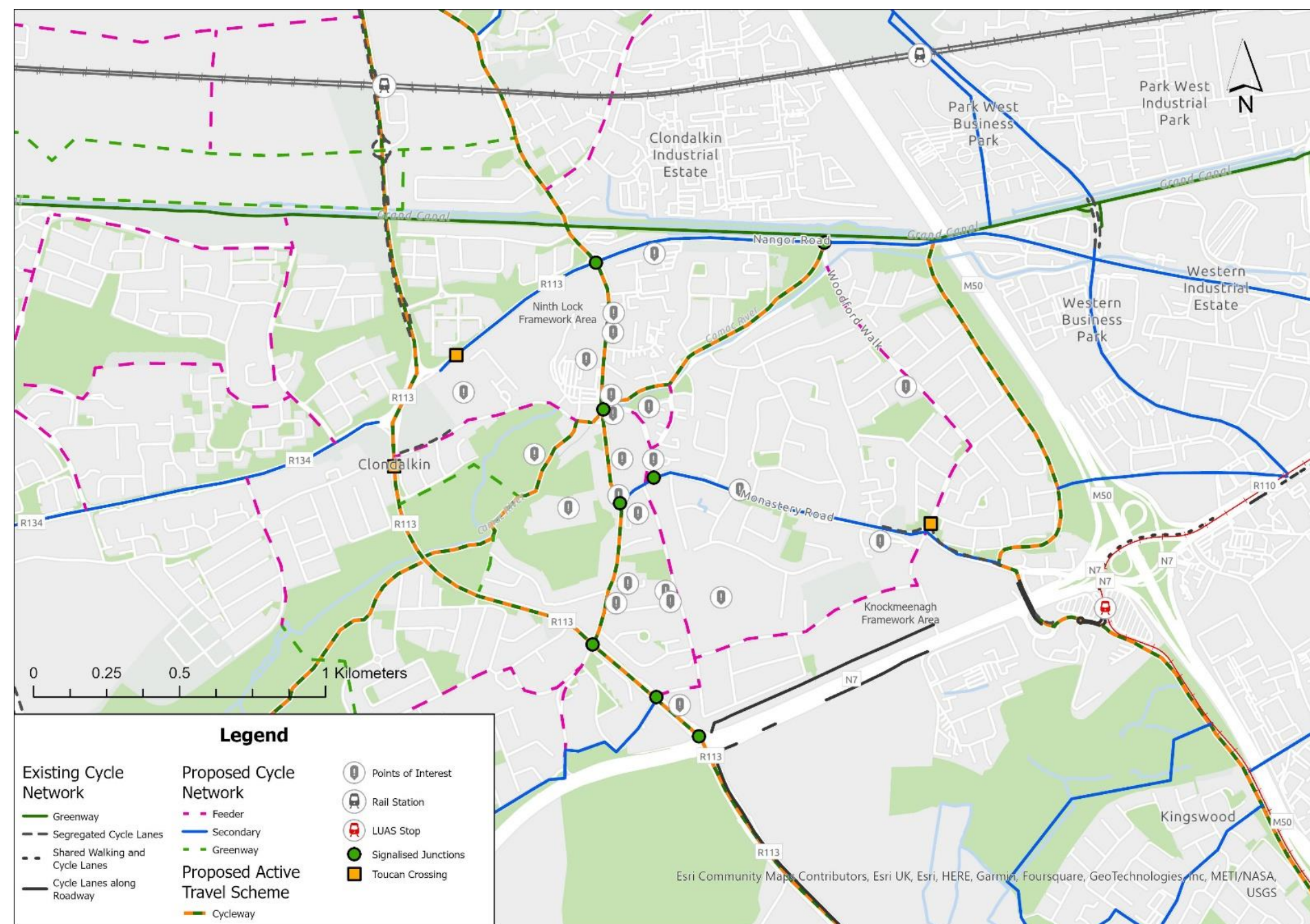


Figure 3-15 Existing and proposed cycle network (Source: GDA Strategy and Cycle South Dublin)

3.3.3 Public Transport

3.3.3.1 Bus

The Clondalkin LAP area is served by both Dublin Bus and Go-Ahead Ireland services (refer to Table 3-5). A map of the local bus infrastructure and services existing throughout the Clondalkin LAP area, as well as planned infrastructure and services, is shown in Figure 3-16.

Bus services are running along most major 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).

Some of the weaknesses and constraints identified as part of the baseline assessment of bus infrastructure and services include the increased bus travel times experienced as a result of traffic congestion, limited longer distance bus connections between Clondalkin and the west, no bus shelters along Fonthill Road (R113) Monastery Road or New Road, and no bus service currently running along Old Nangor Road.

However, Clondalkin will avail of significant improvements in the wider area with the introduction of new bus services throughout the launch of the next phases of BusConnects, which will also introduce a new bus service along Old Nangor Road. Other planned services include 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 continuous bus priority through continuous bus lanes in each direction making the bus system more efficient and reliable. The study area 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.

More detail on the planned public transport network improvements is provided in section 6.2.

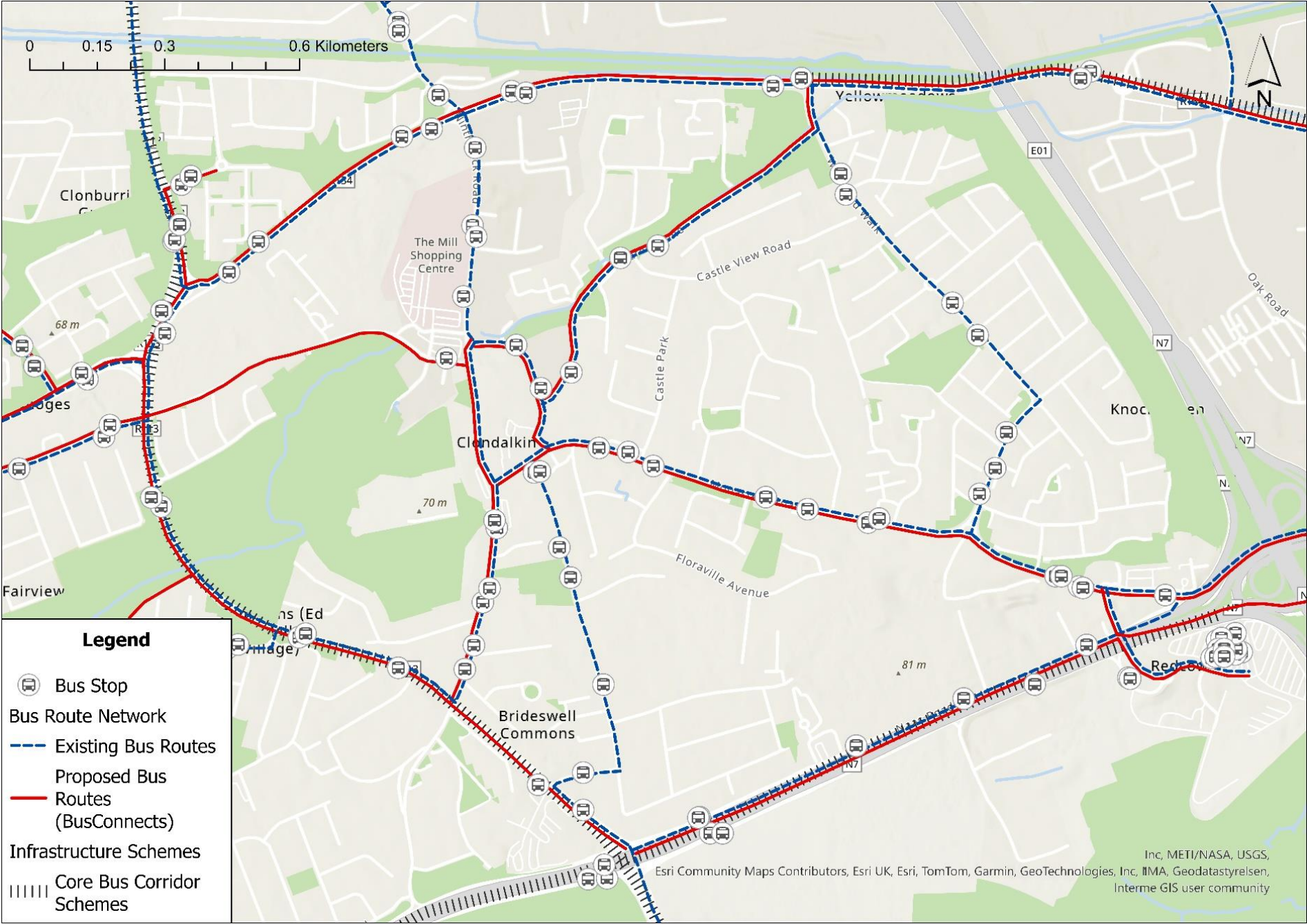


Figure 3-16 Existing and proposed bus infrastructure and services

Table 3-5 Bus service information

Operator	Route No	Route	Direction	Frequency	Journey Time
Dublin Bus	13	Grange Castle Business Park west of study area - Harristown (north of M50)	East - West	Every 12 Minutes	~2hrs
	51D	Dublin (Aston Quay) – Clondalkin, via Liffey Valley	North - South	Once Daily	~1hr
	60	Dublin (Rogersons Quay) – Red Cow Luas	East - West	Once Hourly	~1hr
	68	Greenogue Business Pk west of the study area– Dublin (Hawkins St)	East - West	Once Hourly	~1hr 20min
	69	Rathcoole west of the study area – Dublin (Hawkins St)	East - West	Once Hourly	~1hr 15min
	69n	Dublin (Westmoreland Street) – Saggart south west of the study area	East - West	3 times every Sat & Sun	~1hr 10min
	151	Lucan north west of the study area – Dublin (Docklands)	East - West	3 times hourly	~1hr 10min
	G1	Red Cow LUAS – Dublin (Spencer Dock)	East - West	4 times hourly	~50min
	L54	Lucan north west of the study area – Red Cow Luas	North - South	Half hourly	~1hr 30min
Go Ahead Ireland	W2	Liffey Valley - Clondalkin - Tallaght	North – South	4 times hourly	~40min

3.3.3.2 Rail

Clondalkin is served by both commuter rail and light rail services, albeit not directly at the Village Centre. As shown in Figure 3-18, the nearest commuter rail station (Clondalkin-Fonthill) is located approximately 1.5km (crow-fly distance) from the village centre and the nearest light rail station (Luas Red Cow) is approximately 2km to the south-east of the village centre. The Park West & Cherry Orchard Train Station is 1.6km from the village centre.

Commuter Rail

There are two commuter rail stations located in close proximity to the study area – Clondalkin-Fonthill and Park West & Cherry Orchard stations are both located to the north, outside of the study area.

The Clondalkin-Fonthill station is located on the Kildare suburban rail-line and is served by the Grand Canal Dock and Dublin Heuston to Portlaoise rail service. The frequency of the city-bound train service is one train every 15-20 minutes during the morning peak period (07:00-09:00) while there are six outbound services during the evening peak period (17:30-19:00). Outside of these peak periods, both city-bound and outbound rail service frequency varies between 10-60 minutes, with reduced service on Sundays. Vehicular access to the station is from Fonthill Road North, where there is a park and ride facility with a capacity of 200 parking spaces.

Pedestrian and cycle access to the station is provided along Fonthill Road North from the south, via an off-road segregated cycle track. Access from the north is provided along a cycle facility shared with the bus lane, with some stretches of raised cycle track adjacent to roadway.

The Park West & Cherry Orchard station is located on the Kildare suburban rail-line and is served by the Grand Canal Dock and Dublin Heuston to Portlaoise rail service. There is a frequent service of trains throughout the morning peak period (07:00-09:00), with 9 city-bound trains and 5 trains travelling southbound. During the evening peak period (17:30-19:00), there are 9 trains servicing in the direction of Portlaoise and 5 servicing towards Dublin City. Outside of these peak periods, both city-bound and outbound rail service frequency varies from 2 to 4 trains per hour, with reduced service on Sundays. Vehicular access to the station is from Park West Avenue. There is no car parking associated with the Park West & Cherry Orchard Railway Station.

Pedestrian and cycle access to the station is provided along Park West Avenue from the south, via an off-road segregated pedestrian and cycle track. Access from the north is also provided via an off-road segregated pedestrian and cycle track.

Light Rail (Luas)

The nearest Luas Stop in the vicinity of the study area is the Red Cow Station along the Red Line, approximately 2 km from the town centre. The Luas Red Line, operating between Tallaght/Saggart and The Point/Connolly, has a frequency of every 3 to 5 minutes during the peak periods and 12 to 15-minute frequency during off peak hours of operation. The Red Cow Luas Stop has a 598-space Park and Ride facility.

Monastery Road is the main route for all users between the Luas and the town centre. There are narrow footpaths provided along the north side of the road, while on the south side of the road the footpaths are not continuous.

There is also a newly implemented dedicated cycle lane along Monastery Road from the Red Cow Luas Stop as far as Monastery Heath Avenue, along Monastery Road. There are no cycle facilities between Monastery Heath Avenue and Clondalkin Village Centre.

The cycle facilities provided between Joe Williams Bridge and along Monastery Road are in the form of a two way off-road cycle track. The cycle lanes are located along both sides of the road (the L1019) across Joe Williams Bridge to the Red Cow Luas.

Long Term High-Capacity Public Transport Route

The South Dublin County Development Plan has identified a long-term higher capacity public transport route along the R113 and Fonthill Road passing through the Clondalkin LAP area.

Weaknesses and Constraints for Rail

Even though the nearest train station, Clondalkin-Fonthill, is located approximately 1.5km from the Clondalkin Village Centre, information from rail census data shows low utilisation of Clondalkin-Fonthill station. This may be

partly attributed to accessibility issues in terms of the connection of the study area to the north. The accessibility analysis showed that the walking time to reach the train station from the study area exceeds 20 minutes. Some other weaknesses and constraints identified as part of the baseline assessment of rail infrastructure and services include the lack of parking facilities at Park West-Cherry Orchard station, and the lack of a north-south high-capacity public transport service.

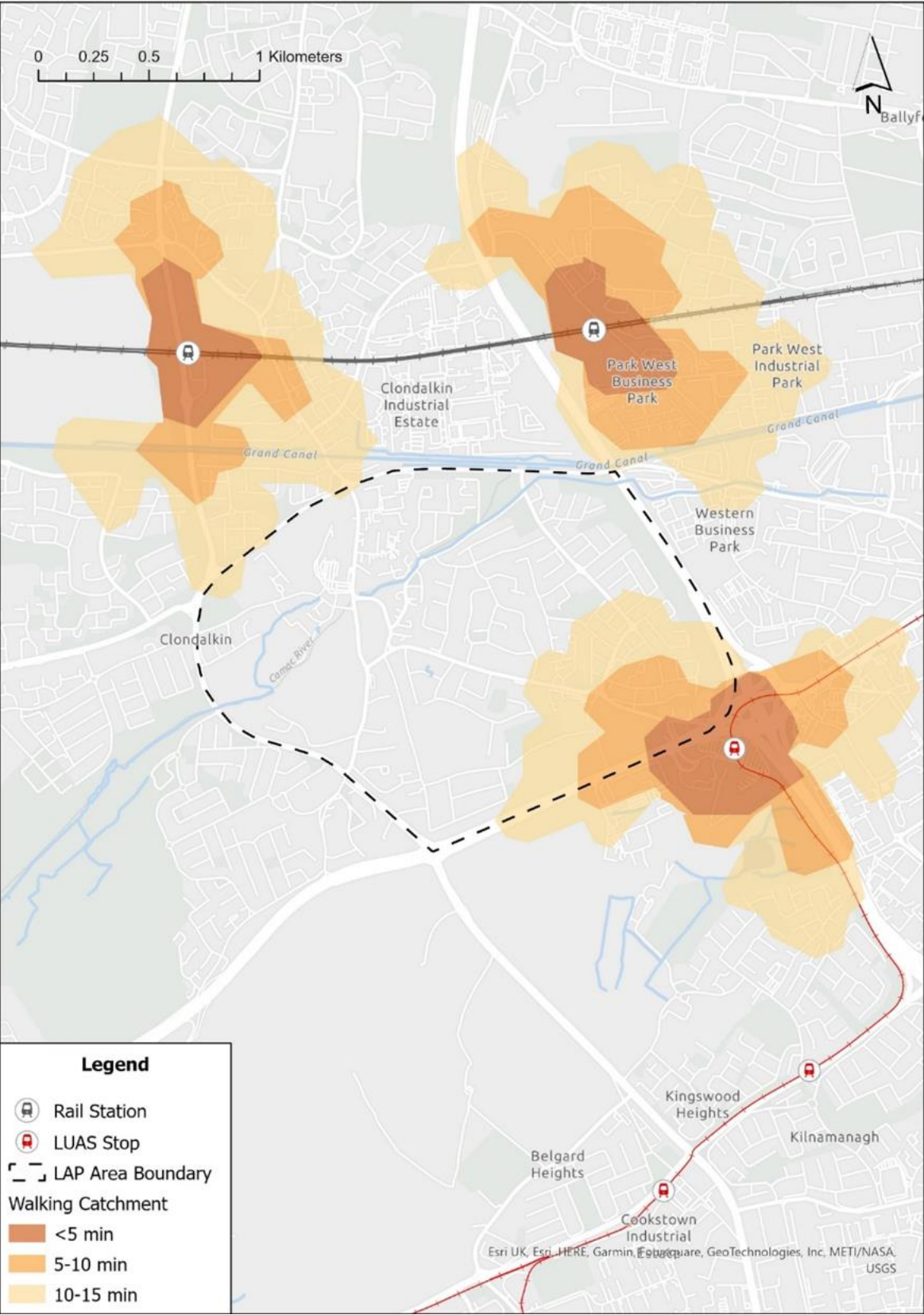


Figure 3-17: Proximity of rail stations and Luas stops (walking time)

Proposals for Commuter Rail and Light Rail

The proposed infrastructure improvements in terms of commuter rail near the Clondalkin LAP area include the DART+ South West programme which will include increased rail frequencies along the line. Kishoge station was opened in late 2024 to the west of the study area, enabling public transport options as development of Clonburris SDZ advances, while a new rail station at Kylemore Road is also envisaged. Local park and ride facilities are provided at Kishoge Station and Adamstown Station to the west of the study area.

The South Dublin County Development Plan identifies a long-term higher capacity public transport route along the R113 and Fonthill Road passing through the Clondalkin LAP area.

A reconfiguration of the Luas Red Line to provide a Clondalkin-City Centre line is considered as part of the GDA Strategy in the longer term (after 2042). The extension of the Luas Red Line to Lucan is proposed in the shorter term.

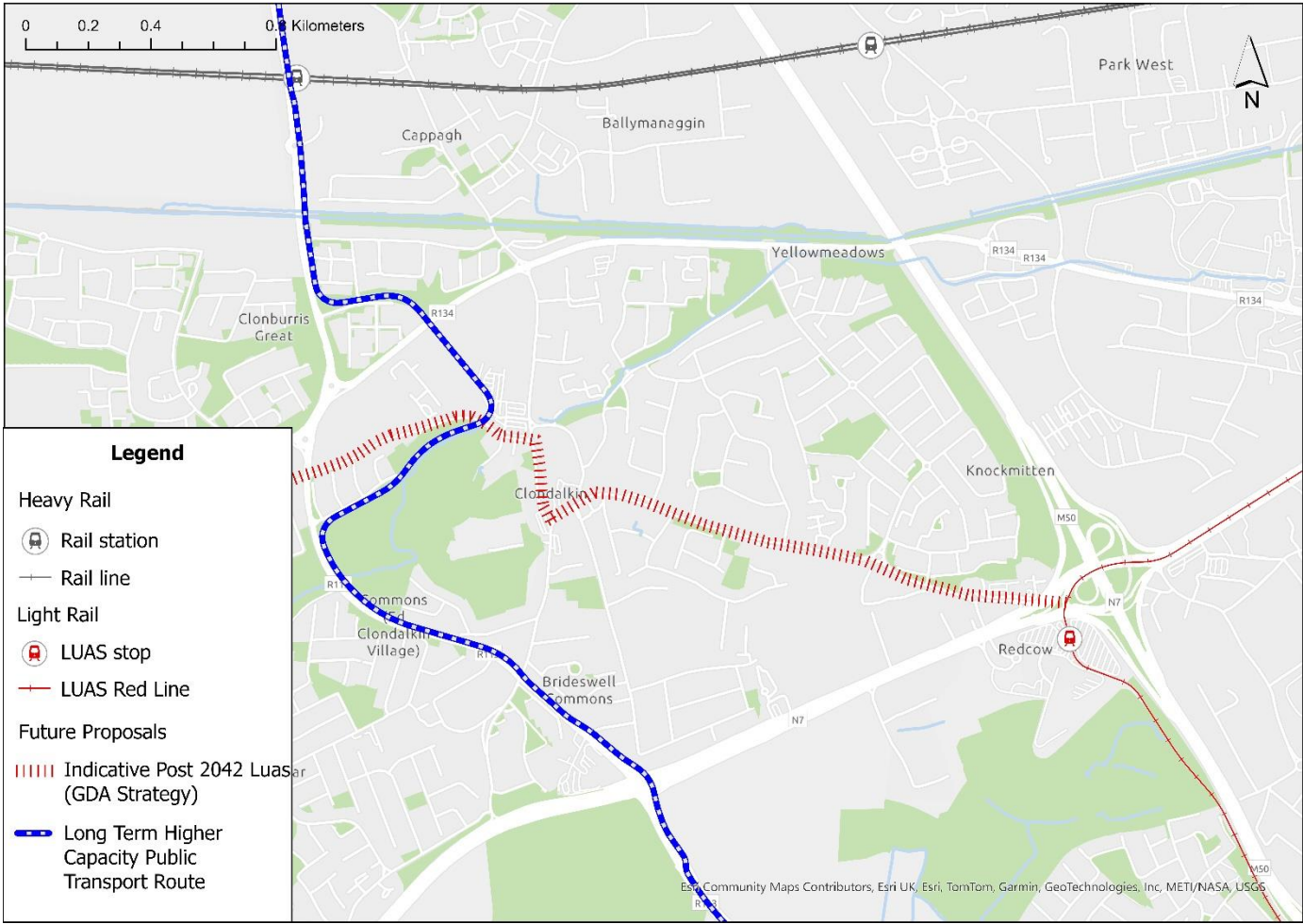


Figure 3-18 Existing and proposed rail infrastructure and services

3.3.4 Road Network

The Clondalkin Town Centre area is located west of the M50 Motorway and north of the N7 National Primary 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 via the grade separated interchange at Fonthill Road (R113) & 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 Town Centre. 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 Town Centre. 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 town centre.

There are a number of distributor roads throughout the Clondalkin area. Links such as Ninth Lock Road, Tower Road, Watery Lane, Woodford Walk, Monastery Road, Convent 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, New Road / Laurel Park, Floraville Avenue, Castle Park, etc.

Some of the weaknesses and constraints identified from the baseline assessment of the traffic network include peak hour and school run congestion and on-street parking in residential areas affecting local access route capacities.

In terms of future proposals associated with road infrastructure in the vicinity of the study area, the South Dublin County Development Plan envisages a link between the 9th Lock Road and Fonthill Road, north of the canal which would extend westwards from Fonthill Road to the R136 connecting to the Lucan-Newcastle Road (R120), as part of the development of Clonburris SDZ.

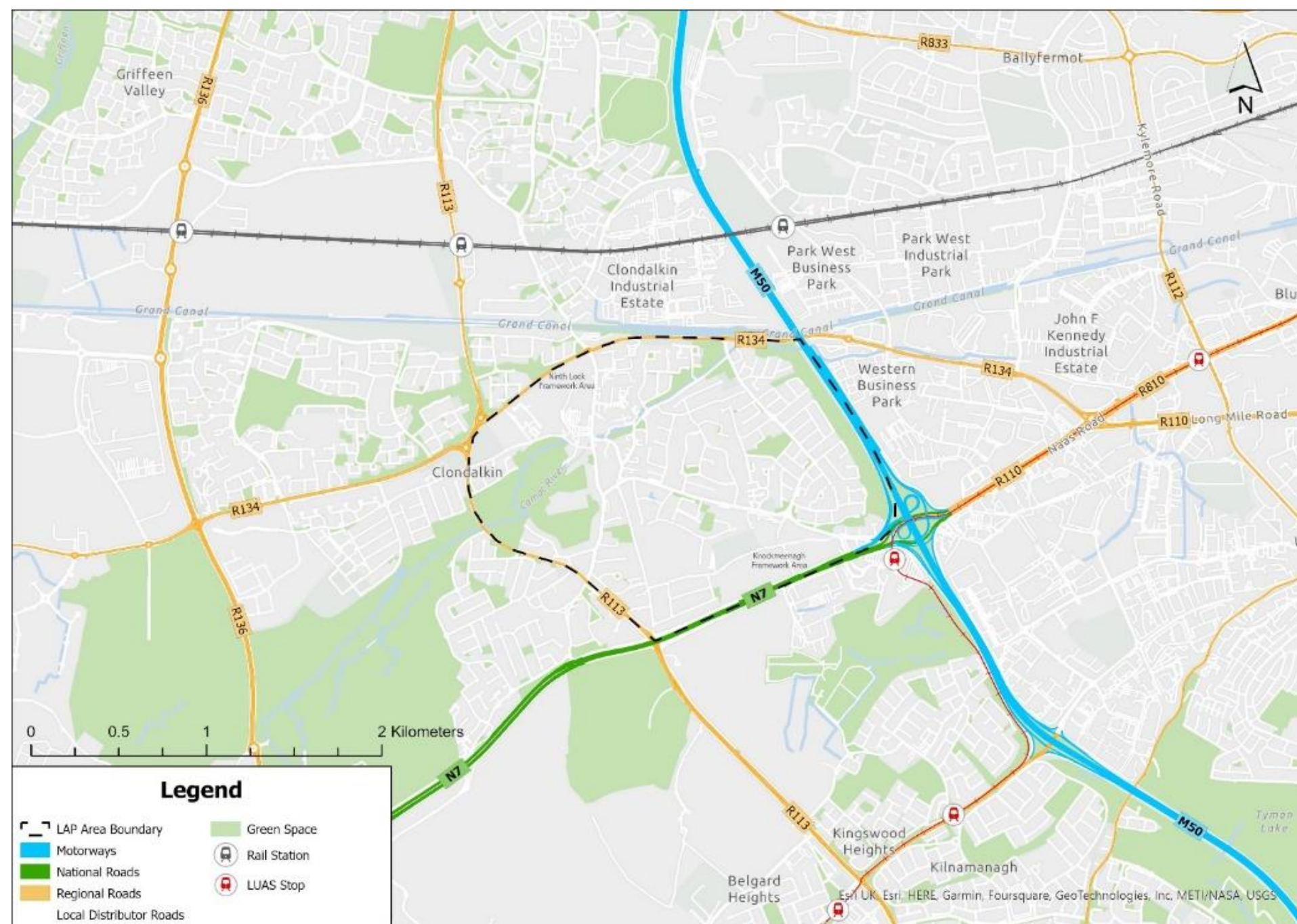


Figure 3-19: Route Network and Road Hierarchy

3.4 Feedback from 1st Round of the Pre-Draft LAP Public Consultation

Public consultation formed a vital part of the process in preparing Clondalkin’s first Local Area Plan and informed the LTP providing more information on the transport-related challenges in Clondalkin and feedback on the proposed measures to address the identified challenges. The outreach strategy for the initial pre-draft LAP public consultation phase (March – May 2023) included both in-person and online events and various methods such as a poster campaign, social media engagement, one-to-one stakeholder calls and emails, website and internet presence, and two Community and Stakeholder Survey surveys including a general Community and Stakeholder Surveys.

Overall, the finding from the public consultation exercise was that the community of Clondalkin is concerned about preserving the Village Centre’s character and heritage, whilst enhancing community facilities, green spaces, and accessibility for all residents. In terms of movement and transport, there was an expressed desire for improved active travel options and better public transport connections. In response, there was a call for future plans to incorporate strategies such as enhancing the current bus and rail services, constructing dedicated cycle paths, and developing pedestrian-friendly streets. There was also a call for a focus on traffic management solutions to alleviate congestion, especially within the main village area.

Key issues raised in surveys, workshops and interviews include the following:

- Lack of accessibility to the Village Centre from the wider Clondalkin area. This highlights the need for improvements in public transportation for people with disabilities, and better design and maintenance of public paths. Poorly maintained footpath surfaces, parking on footpaths, and high kerbs prevented some people from accessing the Village Centre.
- Lack of frequency of public transport connections and reliability of bus services.
- Need for traffic management to alleviate heavy traffic in the Village Centre, particularly at school times.
- Concerns about inappropriate design and overdevelopment expressing worries about the potential loss of heritage value and the inadequate preservation of historical buildings and landmarks, as well as increased traffic congestion resulting from overdevelopment.

A further second and third round of public consultation was undertaken, as described in sections 5.7.2 and 5.7.3, to inform the preparation of the Draft LAP and the Draft LTP.

4. Local Transport Plan Goals

4.1 Vision of the LTP

The vision of the Clondalkin LTP aligns with the South Dublin County Council Development Plan, as well as other national, regional, and local policy documents which informed the preparation of the Plan. The vision of the LTP is described below.

The vision of the LTP is 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.

Section 4.2 outlines the objectives of the Plan, and Section 4.3 sets out the future mode share targets.

4.2 Objectives of the LTP

The objectives were developed on the basis of the findings of the baseline assessment (refer to Section 3) while also taking into account the strategic policy context (refer to Section 2) as defined in the county development plan and national policy as well as pre-draft LAP public consultations.

The objectives of the LTP align with the key themes set out in the Transport Appraisal Framework (TAF) guidelines for investment in transport infrastructure and were key factors in determining appropriate and applicable measures for the study area. These objectives are set out below.

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 LAP and to adjoining areas

4. Integrate east-west (Corkagh – Clondalkin) and north-south (Tallaght to 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 via walking / cycling and public transport

9. Improve travel times and reliability

4.3 Future Mode Share Targets

The future mode share targets for the Clondalkin LAP area, which formed a guiding principle for the development of strategies and measures for the LTP, were informed by local and regional plans and policy documents, considering in particular the SDCC Development Plan targets, the GDA Transport Strategy expected outcomes, and the CAP targets compared with the existing mode shares observed in the study area (Table 4-1).

Table 4-1 Mode share targets

Mode	Clondalkin LAP Area Current Means of Travel to Work/School/ Education (Census 2022)	CAP 24 Targets (2030)	GDA Transport Strategy Outcomes – Greater Dublin Area (2042)	GDA Transport Strategy Outcomes – Metropolitan Dublin Area (2042)	SDCC Development Plan (2022-2028) Targets	GDA Model Clondalkin LAP Area Targets (2025 – 2035)
Car	60%	53%	48.6%	41.9%	50%	53%
Public Transport	19% (15% bus, 4% train/Luas)	19%	17.5%	19.7%	25% (20% bus, 5% train)	17%
Walking	18%	28% (active travel)	22.9%	24.3%	15%	25%
Cycling	3%		11.5%	14.1%	10%	6%

5. Measures and Strategy Development and Assessment

5.1 Process

The process for the development of the LTP aligns with the ABTA guidance and the updated Supplementary Advice Note.

Firstly, on the basis of information drawn from the baseline assessment and the policy review as well as the study of existing and future demand, the weaknesses and opportunities of the study area were identified. The next steps included the development of the transport networks by mode to address the weaknesses and avail of opportunities, and then the development of a long list of measures required to achieve these networks. This long list of measures was then screened on the basis of key delivery themes and objectives of the LTP, and certain measures were ruled out. This led to the development of the three main strategies

The three strategies considered different levels of interventions, with the first being a Do Minimum Strategy, the second one being a Low Impact Intervention Strategy, and the third one being a High Impact Intervention Strategy. One or more options were then developed under each strategy, and an assessment of these options was carried out using a Multi-Criteria Analysis (MCA).

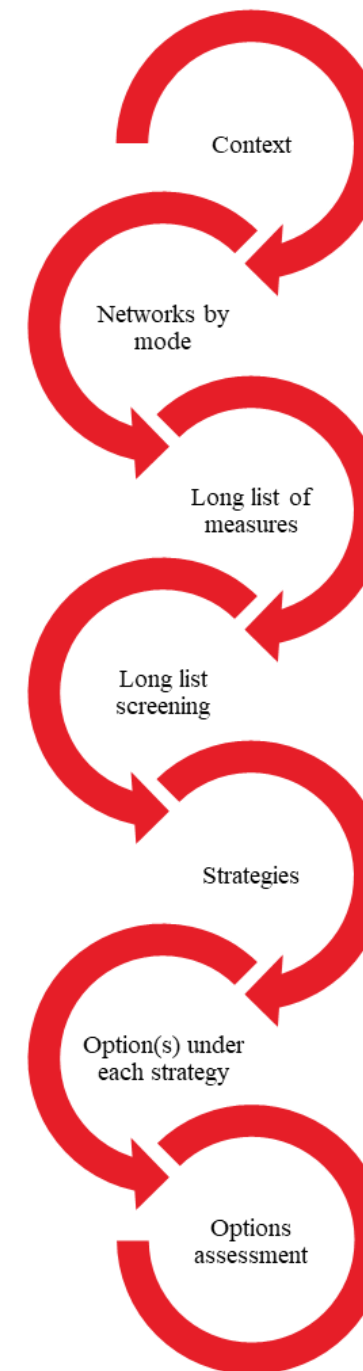
Develop Networks by Mode

- Active Travel Network
- Public Transport Network
- General Vehicular Traffic Network

Long List Screening

- Assessment on the basis of core delivery themes (Engineering Feasibility, Safety, Land Availability and Funding Potential)
- Assessment on the basis of key objectives

Describe Option(s) under each Strategy and details of circulation at the Village Centre under each Option



Draw on key information

- Policy
- Weaknesses and Opportunities
- Existing and Future Demand

Develop a Long List of Potential Measures to achieve the Networks by Mode

- Active Travel Network potential measures
- Public Transport Network potential measures
- General Vehicular Traffic Network potential measures

Development of Strategies

- Do Minimum Strategy (DM)
- Low Impact Strategy (LI)
- High Impact Strategy (HI)

Multi-Criteria Analysis (MCA) of Options

Figure 5-1 Process for the development of transport strategy and options assessment

5.2 Demand

In addition to the analysis of current travel demand patterns, a detailed analysis of expected future demand patterns was also undertaken to ensure that the proposed measures as part of the LTP are able to accommodate the ambitions for future growth in Clondalkin and serve the key desire lines enhancing both local and regional connections.

5.2.1 Forecast Population

In order to develop a sustainable local transport plan that will be able to accommodate both current and future travel demand, a likely realistic future baseline of population numbers for the study area was determined. To do this, the LTP considered SDCC's growth ambitions for development in the study area, as described in the Development Plan Core Strategy, as well as the National Planning Framework (NPF) forecasts, as derived from NTA's latest Planning Sheets for years 2034 and 2040. These projections are based on the High Growth Scenarios from the NPF and take into consideration the Greater Dublin Area (GDA) strategy in terms of population, employment and education distribution.

Based on the South Dublin Development Plan Core Strategy high end figures, and assuming that all fourteen sites identified in the Core Strategy (Figure 5-2) will be fully developed for residential units unless otherwise stated, a potential increase of approximately 1,940 residential units is estimated, of which approx. 50% is estimated to be developed at the Ninth Lock Road Framework Area (Site 1). Assuming 2.7 people per household, this estimated increase in residential units would yield an increase of approximately 5,238 people, bringing population in the Plan area to approximately 18,296 people compared to the existing 13,058 (as per the Census 2022). For the purposes of the LTP it was assumed that between 800 and 1,000 residential units will be built by 2034.

Lands at the Knockmeenagh Framework Area are zoned for enterprise and employment. For the purpose of this LTP, notwithstanding the current EE zoning, a figure of 500 was incorporated to cover the potential for future land changes providing for a precautionary approach in the LTP.

Looking at the NPF forecast assumptions, population in Clondalkin LAP area is estimated to increase by 2,287 people by 2034 and 3,074 people by 2040, compared to the 2022 population of 13,058 people (an additional 787 in the six years between 2034 and 2040). These forecasts are in line with the assumption that up to 1,000 units will be built by 2034.

In addition, population in the wider area is expected to grow significantly with the progress and delivery of planned schemes such as the completion of the Adamstown SDZ and the progress of Clonburris SDZ, as well as the City Edge Regeneration Project, as described in Section 1.1.1.

The Adamstown SDZ was designated to develop a sustainable urban community on a 214-hectare site. The plan includes approximately 10,150 residential units, complemented by amenities and other uses. As of Q1 2025, around 4,900 homes had been completed, with planning applications for 2,649 additional units approved (of which 1,256 are under construction).

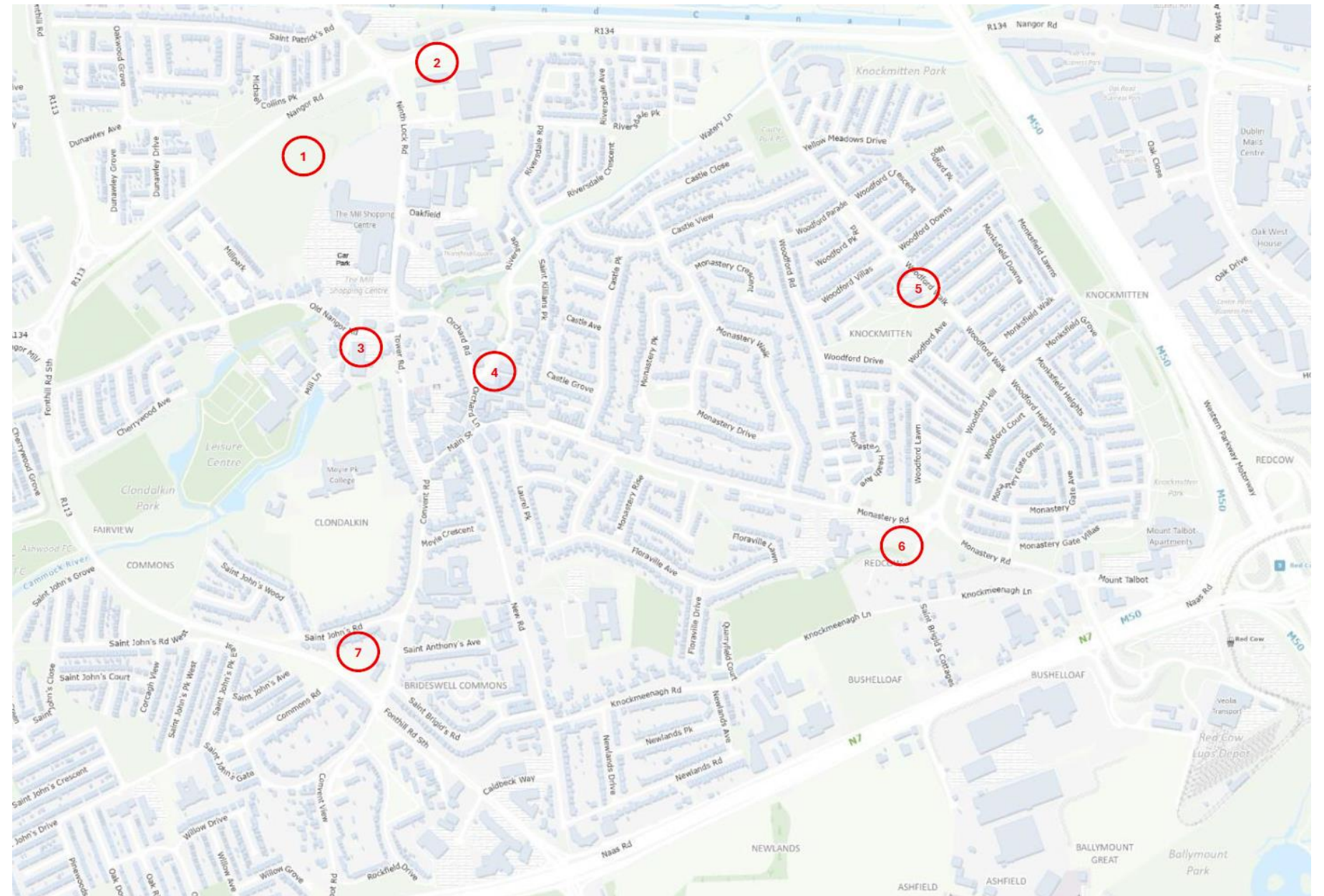


Figure 5-2 Sites with residential unit potential as identified in the South Dublin Development Plan Core Strategy

The Clonburris SDZ has set out a vision to provide future residential, social, economic and environmental development within its planned sustainable community. Clonburris will accommodate approximately 8,400 dwellings supporting a population of over 21,000 people. Construction works officially started on February 2023, with the construction of the first major new street and commencement of the first new housing development of 563 homes. Both Adamstown and Clonburris SDZ align their delivery through phasing.

The City Edge project, the joint initiative between SDCC and Dublin City Council (DCC) to redevelop the areas at Naas Road, Ballymount and Park West into one of the largest regeneration projects in Europe, has the potential to create 40,000 new homes and 75,000 employment opportunities over a 50-year horizon. The phasing of which will include associated infrastructure.

5.2.2 Future Trip Demand Patterns

To analyse the forecast trip demand patterns arising from the future demand changes described above, the NTA’s Eastern Regional Model was interrogated to derive information on the trip purpose, mode choice, and desire lines of trips to and from the study area. For this purpose, the 2042 model was used. This takes account of the GDA Strategy proposals assuming that the following infrastructure and services are in place:

- Tallaght/Clondalkin – City Centre BusConnects
- Orbital Core Bus Corridor
- Regional Core Bus Corridor on N7
- DART + South West
- Luas Lucan
- Kylemore Road and Kishoge Stations

The following sections present results on trip purpose, mode choice, and origin-destination patterns for short-distance and long-distance trips to/from the Clondalkin LAP area. These results refer to the morning peak and the evening peak hour.

5.2.2.1 Trip Purpose

There are five trip purposes in the assignment model that have been analysed. These are:

- Employers’ Business: trips on employer’s business, such as meetings, site visits, etc.
- Commute: travelling to/from home and place of work
- Other: all other journey purposes including shopping, visiting friends, escorting pupils to school, etc.
- Education: primary and secondary school pupil trips between home and school
- Retired: people past retirement age

Figure 5-3 presents the forecast trip purpose for each model zone within the study area during the morning peak period (7am to 10am). This shows that areas at the northeastern part of the study area present a higher proportion of commuting and education trips. This is explained by the fact that the areas near Watery Lane, north of Monastery Road, as well as near Woodford Hill, are mainly residential in nature and therefore a higher share of the trips generated in those areas is associated with commuting to work or education. Conversely, the Village Centre and areas to the west of it present a higher proportion of trips categorised as “other”, as they are associated with more trips for shopping and leisure. Overall, the majority of trips to/from the study area during both the morning peak period (7am to 10am) and afternoon peak period (4pm to 7pm) are for commuting or other purposes (refer to Table 5-1).

Table 5-1 Trip purpose by time period and direction

Trip Purpose	AM peak (7am to 10am)		PM peak (4pm to 7pm)	
	From study area	To study area	From study area	To study area
Commute	34%	21%	28%	37%
Education	24%	36%	13%	7%
Employer’s Business	6%	5%	6%	6%
Other	35%	37%	50%	47%
Retired	1%	2%	4%	3%

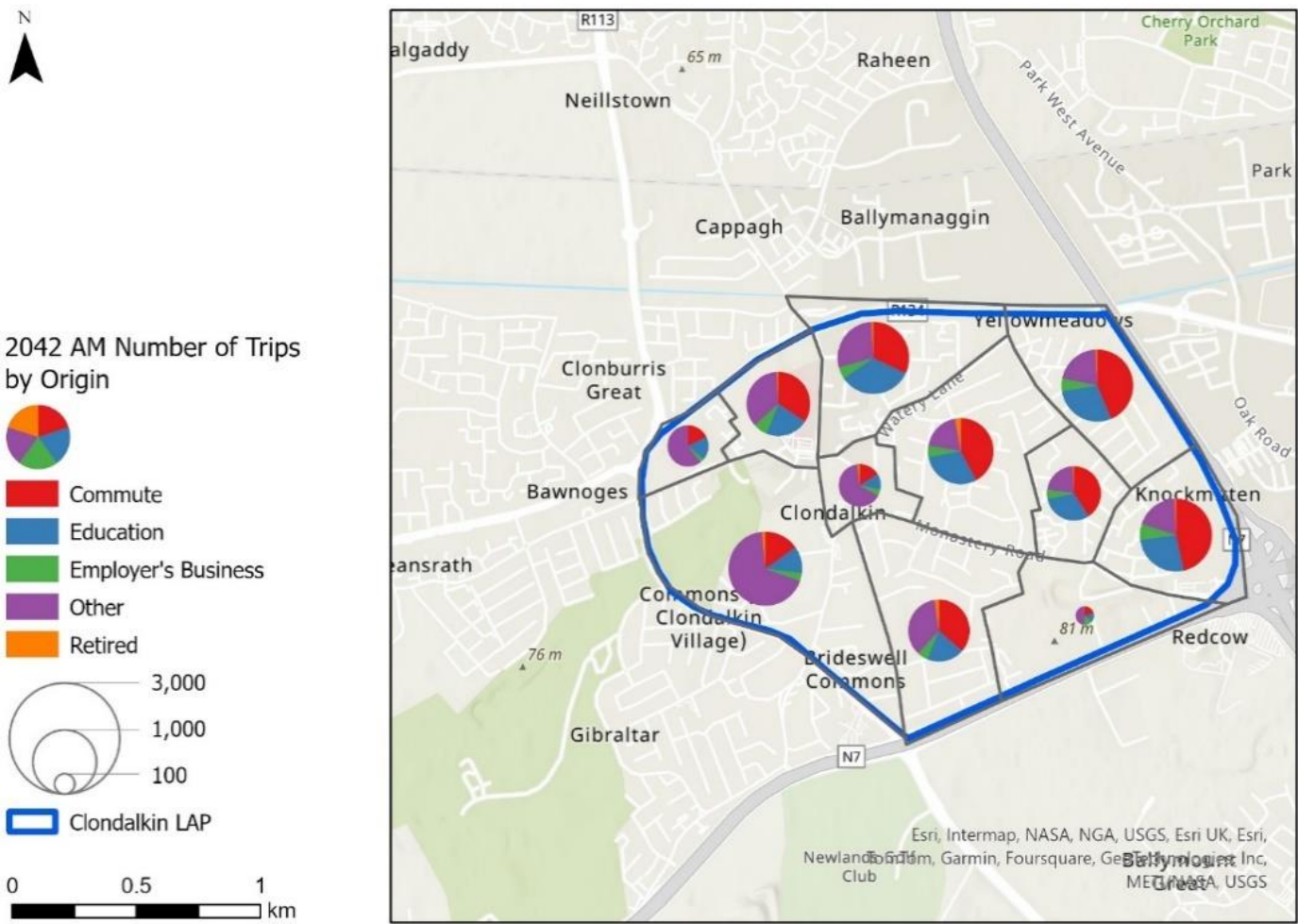


Figure 5-3 Trip purpose for the morning peak period per model zone in the study area for forecast year 2042

5.2.2.2 Mode Choice

Figure 5-4 presents the forecast modal split for trips in the morning peak period (7am to 10am) originating in each model zone. It is observed that in all areas the majority of trips in the morning peak period is expected to be made by sustainable modes, either walking, cycling or public transport. Areas at the western part of the study area in particular present higher walking shares. This might also be linked to the purpose of the majority of trips generated in those areas which are related to shopping, leisure and escort to education. In areas which are more residential in nature, a higher public transport share is observed.

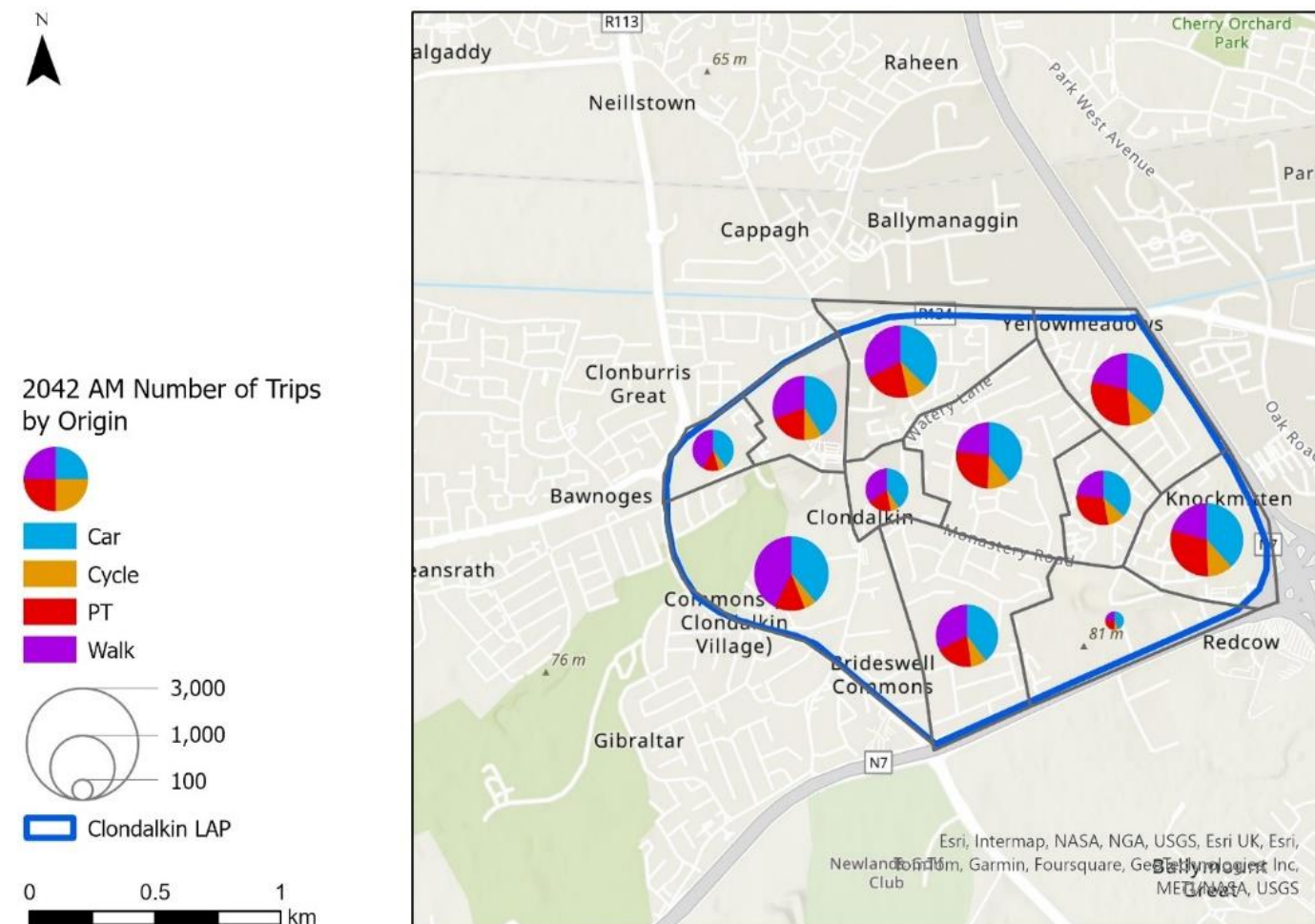


Figure 5-4 Mode choice for the morning peak period per model zone in the study area for forecast year 2042

5.2.2.3 Local Desire Lines

Based on the analysis of the forecast trip demand patterns in terms of local origin-destination pairs, the key findings for short-distance trips were the following:

- High demand to/from the schools and business areas at Moyle Park College, Convent Road/ Boot Road and Laurel Park/ New Road.
- High demand between the central study area (schools at Moyle Park College, Convent Road/ Boot Road and Laurel Park/ New Road; and the Mill Centre / Ninth Lock Road areas) and the residential areas to the west and southwest of Fonthill Road.
- High demand between the schools at Moyle Park College, Convent Road/ Boot Road and Laurel Park/ New Road, and the residential areas around Watery Lane as well as the areas around Mill Centre / Ninth Lock Road.

- High demand between the central study area (schools at Moyle Park College, Convent Road/ Boot Road and Laurel Park/ New Road; and the Mill Centre / Ninth Lock Road areas) and the residential areas to the east – Woodford Walk; and Woodford Heights / Monastery Gates.

This analysis highlighted, among other, the importance of providing improvements in walking and cycling connections in the Village Centre to accommodate internal trip demand (e.g. demand to/from the schools and businesses at the areas of Moyle Park College/ Convent Road/ Boot Road and Laurel Park/ New Road), improvements in connections of the LAP area with the residential areas to the west and southwest of Fonthill Road, connections between the central study area and the residential areas around Watery Lane, as well as the residential areas at Woodford Walk; and Woodford Heights/ Monastery Gates.

5.2.2.4 Regional Desire Lines

The analysis of key origins and destinations for longer distance trips showed a high forecast demand between the Clondalkin LAP area and the following locations:

- North-West: Clonburris SDZ and Adamstown SDZ and further afield.
- North: Clondalkin Industrial Estate and Liffey Valley retail area and beyond.
- North-East: Park West Industrial Park.
- East: City Edge, including the employment areas at Ballymount and Naas Road as well as the future regeneration areas; and Dublin city employment opportunities beyond.
- South: Tallaght town centre and City West Business Campus
- West: Grange Castle Business Park; Alpine Heights and Bawnogue residential areas, as well as the residential areas at Cherrywood and Newcastle.

This analysis showed that apart from the need for local walking and cycling connectivity improvements within the study area, there is also a need to improve east-west regional connectivity across the M50, providing more direct access to the key employment areas at Park West and Clondalkin Industrial Estate, as well as improved walking connections with the Park West & Cherry Orchard train station and Red Cow Luas stop to integrate with public transport. Improvements in north-south regional connectivity will also benefit the study area accommodating demand to/from the Clondalkin Industrial Estate and Liffey Valley in the north, as well as Tallaght town centre and City West Business Campus in the south.

The analysis of travel demand patterns also showed the opportunities for certain trips to be made by active modes and public transport instead of cars, highlighting the importance of availing of the planned improvements in the public transport network, as part of BusConnects and DART improvements, and the cycling network, as part of the GDA Cycle Network Plan.

The LTP proposes measures to facilitate the planned improvements, providing better connections to bus stops and train stations, in order to better accommodate demand to/from the study area, as well as enhance cycling connectivity facilitating the delivery of the GDA Cycle Network Plan and integration with the two Cycle South Dublin active travel schemes (Tallaght to Clondalkin, and Corkagh Park to the Grand Canal).

Overall, this analysis formed the basis of the optioneering and the development of strategies to ensure that the proposed improvements will serve travel demand, enabling future development through improved transport infrastructure and enhanced connectivity in Clondalkin, including the two framework areas, with a focus on supporting sustainable travel options.

5.3 Peak Traffic Volumes

Car traffic movements recorded in the study area during the morning peak hour, as obtained from traffic counts (refer to Section 3.2.5.3) showed that current traffic volumes throughout the Village Centre are in the magnitude of 500 to 700 two-way car movements per hour.

Given the speed limit (40 km/h or 50 km/h) and the level of traffic volumes (exceed 400 vehicles per hour) which currently do not allow the accommodation of cyclists within mixed traffic as per the Cycle Design Manual guidelines, it has been shown that there is a need for some form of traffic management in the Village Centre to reduce traffic speeds and/or volumes in order to accommodate cyclists within mixed traffic, where segregated cycling facilities cannot be implemented due to road space constraints. These considerations informed the optioneering process and the development of the transport strategies.

5.4 Trips through Village Centre

Results from the modelling using the Local Area Model (LAM) showed that a high number of trips along Tower Road and Orchard Road do not have a destination in the Village Centre but travel through the Village Centre to reach destinations further away.

Figure 5-5 and Figure 5-6 provide some details on the origin-destination patterns of traffic using Orchard Road and Tower Road, respectively. The shares of trips that do not have the Village Centre as either origin or destination (i.e. through-trips) are presented in red. The Village Centre includes the areas around Tower Road, Orchard Road, and Main Street as well the Mill Centre, Tesco and Moyle Park College, but excludes school areas on Old Nangor Road, Boot Road and New Road.

The model showed that 23% of the vehicles along Orchard Road originated in areas outside Clondalkin and have a destination in the Village Centre. In addition, 9% of the vehicles along Orchard Road originated from the Village Centre specifically and have a destination outside Clondalkin. In total 68% of vehicles along Orchard Road was through traffic travelling to/from areas outside the Village Centre.

Similarly, Tower Road also carries a high number of through-trips, with 72% of traffic using Tower Road for trips to/from areas outside the Village Centre.

This analysis indicates that the potential removal of through traffic away from the Village Centre could likely improve conditions at the Village Centre, impacting positively on cycling, walking, and public transport priority through Clondalkin, as well as enhancing the Village Centre placemaking.

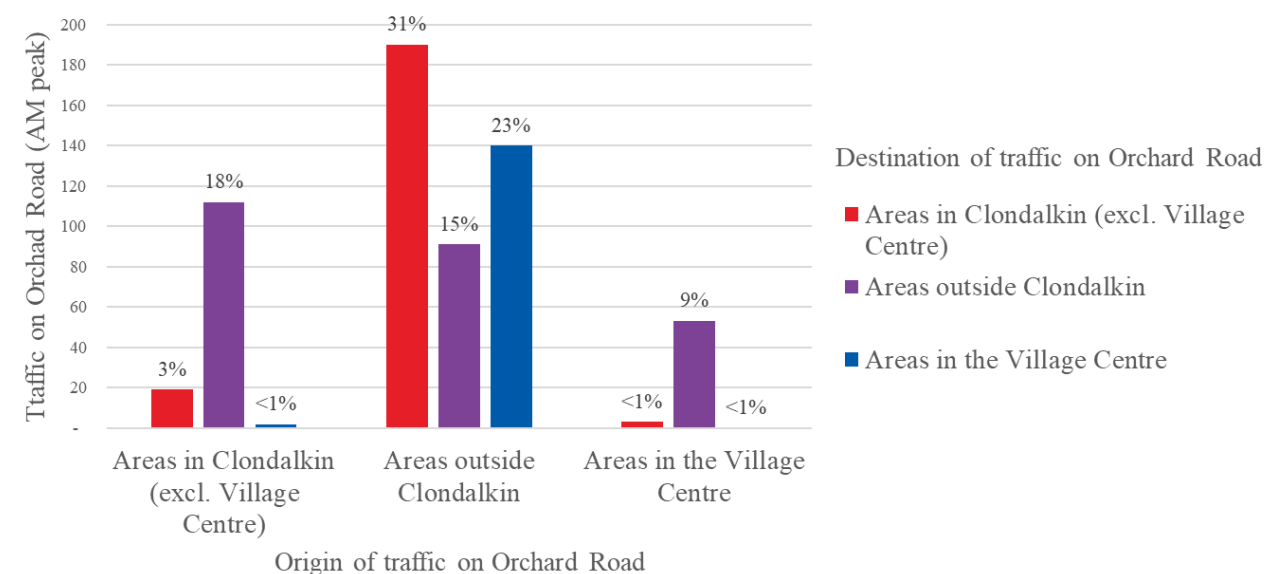


Figure 5-5 Origin-Destination analysis of traffic on Orchard Road during the morning peak.

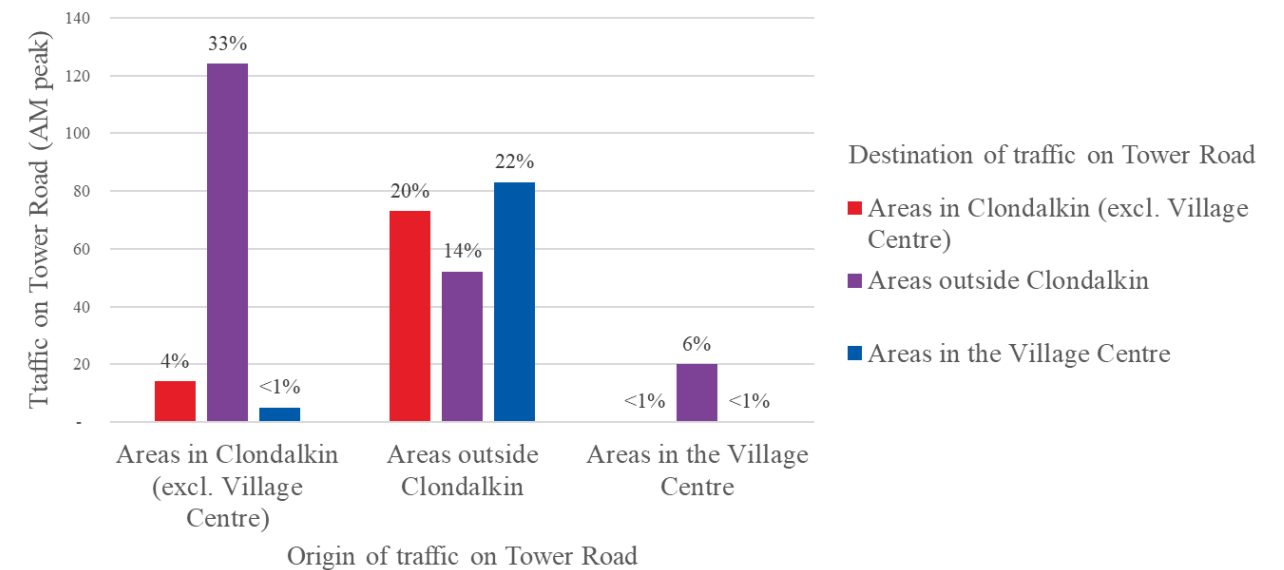


Figure 5-6 Origin-Destination analysis of traffic on Tower Road during the morning peak.

5.5 Development of Measures

The development of the long list of potential measures considered permeability of the area, utilising distributor roads to allow village centre road space reallocation, to optimise village centre accessibility for sustainable modes through creating traffic cells, as well as further development of safe routes to school, implementing traffic calming strategies, and availing of the opportunities offered by the DART+ and BusConnects programmes.

Following the identification of the indicative transport networks required to address the weaknesses and build upon the opportunities identified in the Baseline Assessment in order to achieve the objectives of the LTP, a long list of potential multi-modal measures was developed and the measures were then screened for feasibility (considering engineering feasibility, safety, land availability, and funding potential), and finally assessed in a multi-criteria assessment (MCA) against the objectives of the LTP.

Adhering to the NIFTI modal hierarchy, the long list of potential measures developed for the LTP were first considered in relation to active modes, then public transport, and finally general vehicular traffic. In terms of the NIFTI intervention hierarchy, the LTP aims to make best use of existing assets, prioritising maintenance, optimisation and improvement to existing infrastructure, before new infrastructure.

For details on the full long list of measures and evaluation refer to Part 2b and Part 3: Options Development and Assessment Report.

5.6 Strategy Development

Given the existing traffic volumes and constrained road space in the Village Centre, accommodating all transport modes –cycling, walking, public transport, and general traffic– presents significant challenges. The current level of traffic volumes in the Village Centre does not allow cyclists to be safely accommodated within mixed traffic, while the limited road space does not allow the Village Centre roads to accommodate segregated cycling infrastructure, along with buses and general vehicular traffic circulation. As a result, the delivery of the broader transport network, and particularly the implementation of the two Cycle South Dublin active travel schemes, which is a key objective of the LTP, would require some form of traffic management in the Village Centre.

The three strategies differ in terms of the approach taken with regards to this issue, while they also entail different levels of impact of the proposed intervention and different levels of funding required. The Do Minimum Strategy focuses on ‘quick wins’ including some improvements at junctions but does not facilitate the implementation of the full cycle network. On the opposite, the High Impact Intervention Strategy prioritises the implementation of high quality walking and cycling infrastructure changes in car circulation, through the implementation of modal

filters aimed at reducing the proportion of through traffic at the Village Centre, which is expected to have a higher impact in terms of reducing through traffic.

On the basis of feedback from the second round of public consultation, the preference for the development of a Low Impact Intervention strategy, where the active travel infrastructure could be delivered without alterations of the present vehicular circulation became clear. In order for this to be achieved, the active travel infrastructure to be provided would need to be below the design standards in certain cases at the Village Centre. Consultation with SDCC and NTA showed that this approach may be acceptable taking account of the constraints in the Village Centre.

The three strategies are described in the following sections.

5.6.1 Do Minimum Strategy

The Do Minimum strategy proposes localised improvements at certain junctions, maintaining the present vehicular circulation and including a number of measures to reduce the attractiveness of the Village Centre for through-traffic, such as traffic calming, reduction of junction corner radii, pedestrian and cyclist crossings, and cyclist signal improvements, where possible. No modal-filters will be proposed as part of this option. While implementation measures may include cyclist signal improvements and junction tightening, it is expected that traffic volumes within the Village Centre will remain at a high level.

5.6.1.1 Walking

Figure 5-7 shows the improvements proposed as part of the Do Minimum strategy in terms of the walking network. A description of each measure is provided in Table 5-2.

Table 5-2 List of Do Minimum walking network improvements

Intervention	Description
WK1	Active travel improvements at the Joe Williams Bridge southern roundabout providing a toucan crossing.
WK2	Active travel infrastructure improvements at the Fonthill Road/Boot Road junction including widening of footpaths and toucan crossing
WK3	Upgrade of the Ninth Lock Road/New Nangor Road junction removing left turn slip lanes
WK4	Reduction of junction corner radii at Watery Lane/Riversdale Rd junction
WK5	Raised platform at the Fonthill Road/Old Nangor Road junction
WK6	Upgrade of the Ninth Lock Road/Orchard Road/Tower Road junction with the removal of traffic island, reduction of junction corner radii, and carriageway narrowing.
WK7	Upgrade of the Monastery Road/Woodford Hill junction making roundabout more compact
WK8	Reduction of junction corner radii at New Road/Knockmeenagh Road
WK9	Reduction of junction corner radii at New Road/Newlands Way
WK10	Reduction of junction corner radii at Boot Road/Moyle Crescent
WK11	Reduction of junction corner radii at Boot Road/St John's Road
WK12	New pedestrian crossing for traffic calming at Watery Lane
WK13	Orchard Road/Monastery Road junction upgrade narrowing carriageway and providing surface treatment.
WK14	Main Street/Laurel Park junction upgrade narrowing carriageway and providing surface treatment.
WK15	Main Street/Tower Road junction upgrade narrowing carriageway and providing surface treatment.
WK16	Relocated crossing at Old Nangor Road to serve Coláiste Chilliaín
WK17	Improved pedestrian crossing facilities at junction of Old Nangor Road with access to Clondalkin Leisure Centre
WK18	Improved pedestrian crossing facilities at Watery Lane/Mayfield Park junction
WK19	Improved pedestrian crossing facilities at Watery Lane/Woodfork Walk junction

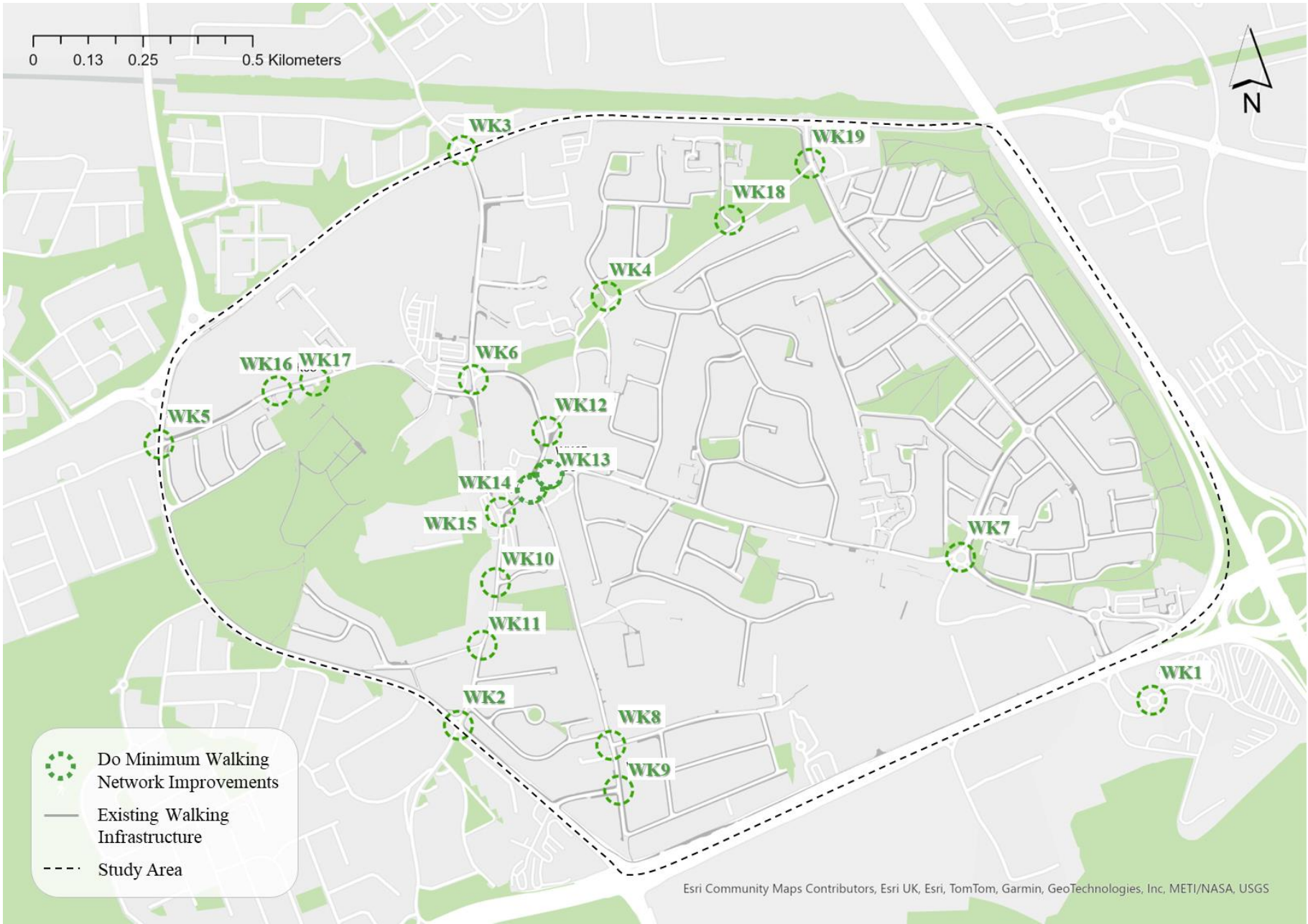


Figure 5-7 Do Minimum walking network improvements

5.6.1.2 Cycling

Figure 5-8 shows the improvements proposed as part of the Do Minimum strategy in terms of the cycling network. A description of each measure is provided in Table 5-3.

Table 5-3 List of Do Minimum cycling network improvements

Intervention	Description
CY1	Active travel improvements at the Joe Williams Bridge southern roundabout providing a toucan crossing.
CY2	Active travel infrastructure improvements at the Fonthill Road/Boot Road junction including widening of footpaths and toucan crossing
CY3	Upgrade of the Ninth Lock Road/New Nangor Road junction removing left turn slip lanes
CY4	Cycling improvements at Main Street through the implementation of traffic calming
CY5	New road markings at the junction of Monastery Road/Joe Williams Bridge to integrate cyclists on roundabout circulation carriageway with cycle icons on the surface.
CY6	Reduction of junction corner radii at Watery Lane/Riversdale Rd junction
CY7	Raised platform at the Fonthill Road/Old Nangor Road junction
CY8	Upgrade of the Ninth Lock Road/Orchard Road/Tower Road junction with the removal of traffic island, reduction of junction corner radii, and carriageway narrowing.
CY9	Upgrade of the Monastery Road/Woodford Hill junction making roundabout more compact
CY10	Reduction of junction corner radii at New Road/Knockmeenagh Road
CY11	Reduction of junction corner radii at New Road/Newlands Way
CY12	Reduction of junction corner radii at Boot Road/Moyle Crescent
CY13	Reduction of junction corner radii at Boot Road/St John's Road

5.6.1.3 Public Transport

Under the Do Minimum strategy, the improvements in the public transport network will mainly focus on improving access to bus stops through sidewalk maintenance and removal of obstacles, provision of ramps and low kerb designs, as well as quality improvements of the bus stop facilities with the installation of shelters, seating and better lighting.



Figure 5-8 Do Minimum cycling network improvements

5.6.1.4 General Traffic

Figure 5-9 shows the improvements proposed as part of the Do Minimum strategy in terms of the traffic network. A description of each measure is provided in Table 5-4.

Table 5-4 List of Do Minimum traffic network improvements

Intervention	Description
Junction Improvements	
J1	Upgrade of the Ninth Lock Road/New Nangor Road junction removing left turn slip lanes
J2	New access to the Ninth Lock Road Framework Area proposed off New Nangor Road
J3	New access to the Ninth Lock Road Framework Area proposed off Ninth Lock Road
J4	Raised platform at the Fonthill Road/Old Nangor Road junction
J5	Upgrade of the Ninth Lock Road/Orchard Road/Tower Road junction with the removal of traffic island, reduction of junction corner radii, and carriageway narrowed.
J6	Improvement of the junction from Old Nangor onto Tower Road / Ninth Lock Road
J7	Reduction of junction corner radii at Watery Lane/Riversdale Road junction
J8	Upgrade of the Orchard Road / Watery Lane junction
J9	Orchard Road/Monastery Road junction upgrade narrowing carriageway and providing surface treatment.
J10	Main Street/Laurel Park junction upgrade narrowing carriageway and providing surface treatment.
J11	Main Street/Tower Road junction upgrade narrowing carriageway and providing surface treatment.
J12	Reduction of junction corner radii at Boot Road/Moyle Crescent
J13	Reduction of junction corner radii at Boot Road/St John's Road
J14	Improvements at the Fonthill Road/Boot Road junction including widening of footpaths and toucan crossing
J15	Upgrade of the Fonthill Road / New Road junction
J16	Reduction of junction corner radii at New Road/Newlands Way
J17	Reduction of junction corner radii at New Road/Knockmeenagh Road
J18	Upgrade of the junction at the entrance to Knockmeenagh Lane
J19	Upgrade of the Monastery Road/Woodford Hill junction making roundabout more compact
Link Improvements	
L1	Two way access to/from Knockmeenagh Framework Area to be provided and connect with Knockmeenagh Road and New Road to the west.

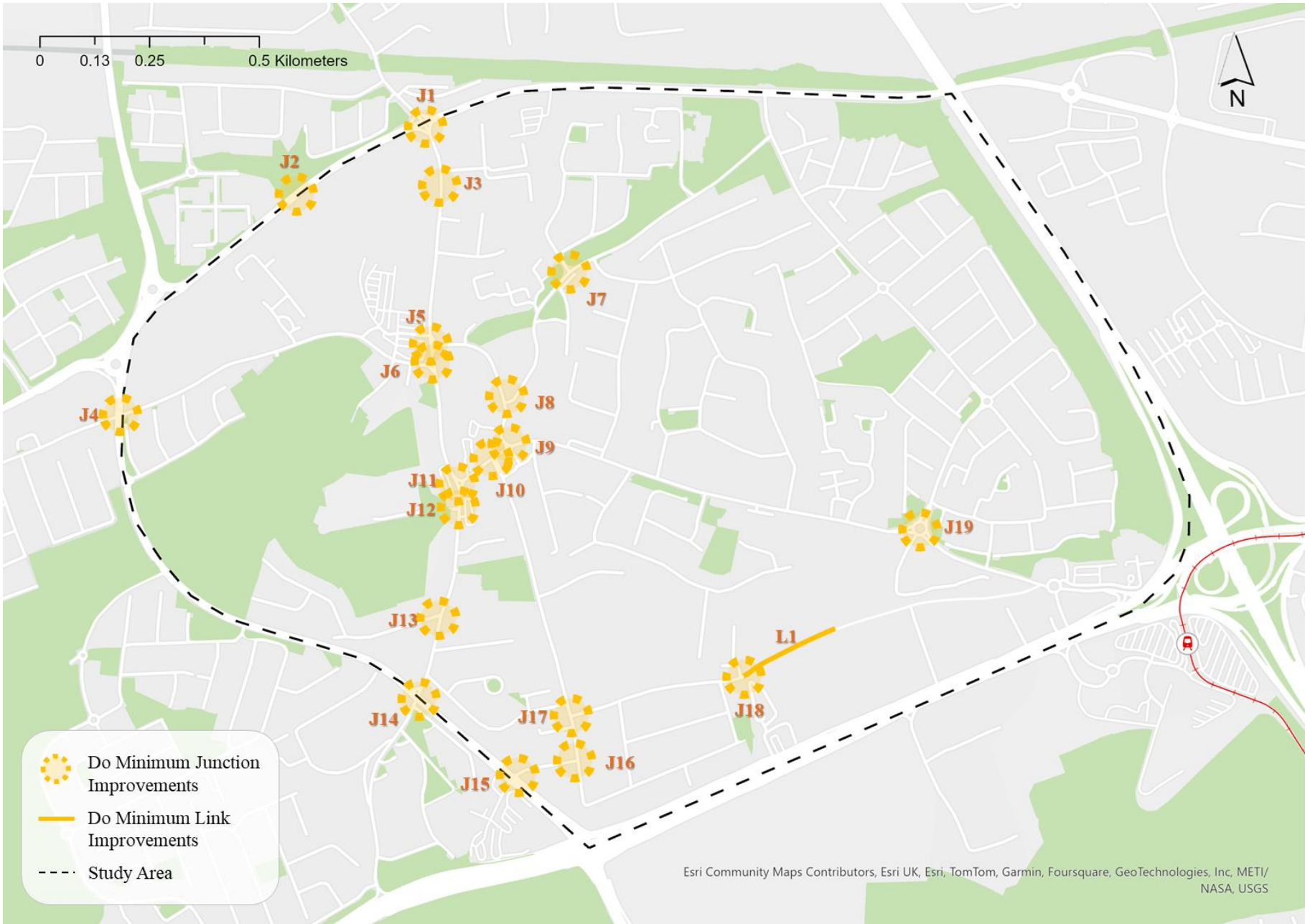


Figure 5-9 Do Minimum traffic network improvements.

5.6.2 Low Impact Intervention Strategy

The Low Impact Intervention strategy includes all measures proposed as part of the Do Minimum strategy, complemented by additional measures to reduce traffic speed in the road network and the attractiveness of the Village Centre for car traffic and, while maintaining the present vehicular circulation. No modal filters are proposed as part of this strategy.

This strategy includes, among other, the implementation of a low-speed zone restricting traffic speed to 30km/h at the Village Centre and all key radial roads to facilitate the accommodation of cyclists within mixed traffic where the implementation of active travel infrastructure is not possible due to limited space availability. Engagement and consultation with NTA and SDCC showed that some flexibility in applying the design standards could be acceptable in the cases where the provision of infrastructure according to the standards is constrained.

Even though the reduction of the speed limit is not expected to reduce significantly traffic levels during peak times given that the observed speeds during these periods are already low at the village centre, the measure could benefit traffic conditions during off-peak times, while also the implementation of school zones and other supporting measures could alleviate congestion near the schools.

5.6.2.1 Walking

As shown in Figure 5-10, the proposals for the walking network include improvements at pedestrian crossings and new crossings where needed, especially near the schools, as well as permeability improvements. As previously mentioned, all the walking improvements at junctions considered as part of the Do Minimum strategy are also included in this strategy.

Table 5-5 provides a description of all improvements proposed at existing crossings. Table 5-6 outlines the locations for the implementation of new pedestrian crossings, and **Error! Reference source not found.** provides a summary of the proposed permeability improvements.

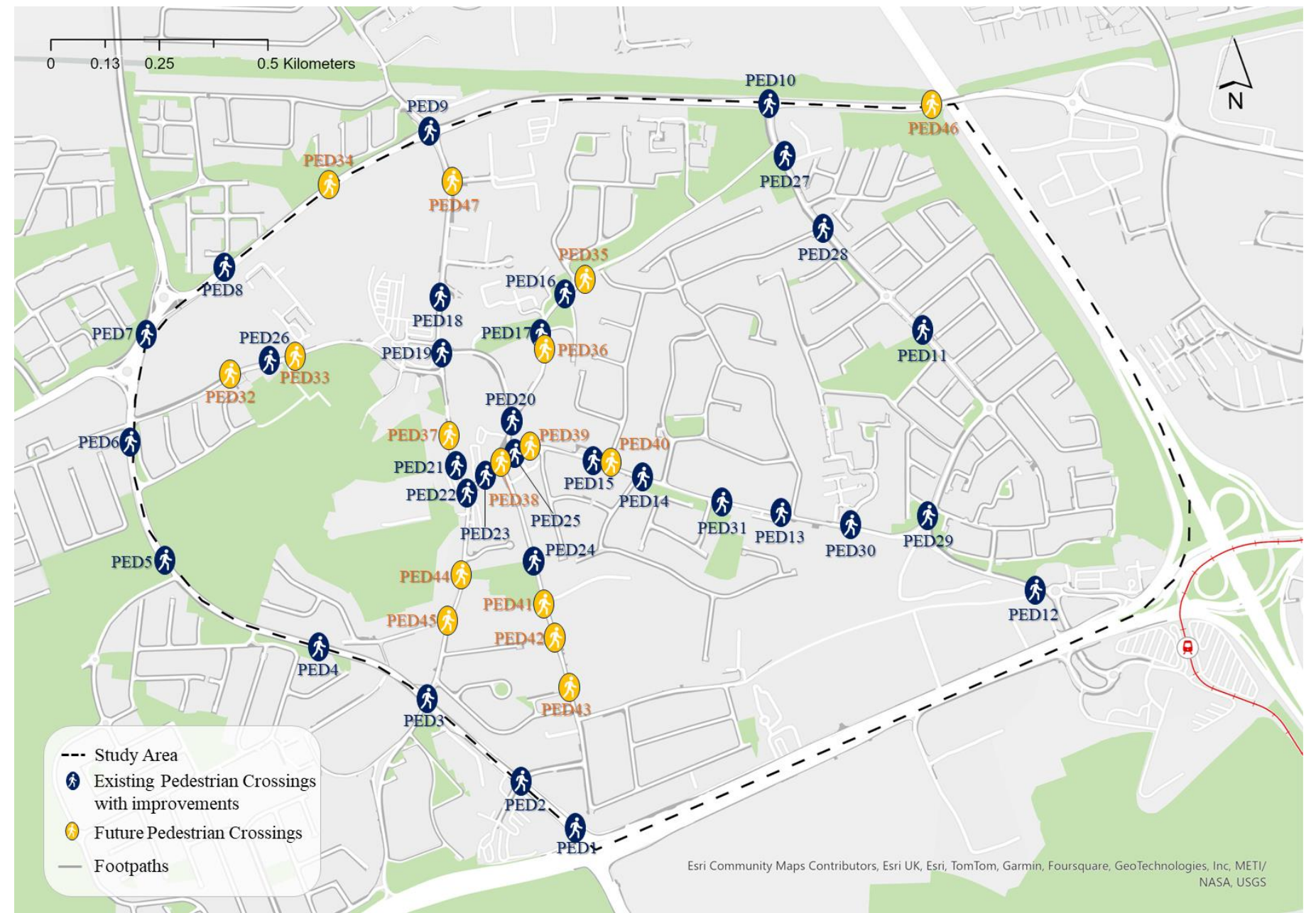


Figure 5-10 Low Impact Intervention walking network improvements – Pedestrian Improvements

Table 5-5 Pedestrian crossing improvements

Intervention	Description
Ped1	Pedestrian crossing improvement as part of active travel infrastructure improvements along Fonthill Road
Ped2	Pedestrian crossing improvement as part of active travel infrastructure improvements along Fonthill Road
Ped3	Active travel infrastructure improvements at the Fonthill Road/Boot Road junction including widening of footpaths and toucan crossing
Ped4	Pedestrian crossing improvement as part of active travel infrastructure improvements along Fonthill Road
Ped5	Pedestrian crossing improvement as part of active travel infrastructure improvements along Fonthill Road
Ped6	Pedestrian crossing improvement providing traffic lights and a toucan crossings part of active travel infrastructure improvements along Fonthill Road
Ped7	Pedestrian crossing improvement as part of active travel infrastructure improvements along New Nangor Road / Fonthill Road
Ped8	Pedestrian crossing improvement as part of active travel infrastructure improvements along New Nangor Road
Ped9	Pedestrian crossing improvement as part of the upgrade of the junction at Ninth Lock Road/New Nangor Road
Ped10	Pedestrian crossing improvement as part of improvement of active travel connection between Woodford Walk and the bridge
Ped11	Pedestrian crossing improvement as part of active travel infrastructure improvements along Woodford Walk / Woodford Hill
Ped12	Pedestrian crossing improvement as part of active travel infrastructure improvements along Monastery Road
Ped13	Pedestrian crossing improvement as part of active travel infrastructure improvements along Monastery Road
Ped14	Pedestrian crossing improvement as part of active travel infrastructure improvements along Monastery Road
Ped15	Pedestrian crossing improvement as part of active travel infrastructure improvements along Monastery Road
Ped16	Pedestrian crossing improvement as part of active travel infrastructure improvements along Watery Lane
Ped17	Pedestrian crossing improvement as part of active travel infrastructure improvements along Watery Lane
Ped18	Pedestrian crossing improvement as part of active travel infrastructure improvements along Ninth Lock Road
Ped19	Pedestrian crossing improvement as part of active travel infrastructure improvements along Ninth Lock Road
Ped20	Pedestrian crossing improvement as part of active travel infrastructure improvements along Watery Lane
Ped21	Pedestrian crossing improvement as part of active travel infrastructure improvements along Tower Road
Ped22	Pedestrian crossing improvement as part of active travel infrastructure improvements along Main Street
Ped23	Pedestrian crossing improvement as part of active travel infrastructure improvements along Main Street
Ped24	Pedestrian crossing improvement as part of active travel infrastructure improvements along New Road
Ped25	Pedestrian crossing improvement as part of active travel infrastructure improvements along New Road
Ped26	Pedestrian crossing improvement as part of active travel infrastructure improvements along Old Nangor Road
Ped27	Pedestrian crossing improvement as part of active travel infrastructure improvements along Woodford Walk

Intervention	Description
Ped28	Pedestrian crossing improvement as part of active travel infrastructure improvements along Woodford Walk
Ped29	Pedestrian crossing improvement as part of active travel infrastructure improvements along Woodford Hill
Ped30	Pedestrian crossing improvement as part of active travel infrastructure improvements along Monastery Road
Ped31	Pedestrian crossing improvement as part of active travel infrastructure improvements along Monastery Road

Table 5-6 New pedestrian crossings

Intervention	Description
Ped32	New pedestrian crossing as part of active travel infrastructure improvements along Old Nangor Road
Ped33	New pedestrian crossing as part of active travel infrastructure improvements along Old Nangor Road
Ped34	New pedestrian crossing as part of active travel infrastructure improvements along New Nangor Road
Ped35	New pedestrian crossing as part of Watery Lane/Riversdale Rd junction improvements
Ped36	New pedestrian crossing as part of active travel infrastructure improvements along Watery Lane
Ped37	New pedestrian crossing as part of active travel infrastructure improvements along Tower Road
Ped38	New pedestrian crossing as part of active travel infrastructure improvements along Main Street
Ped39	New pedestrian crossing as part of active travel infrastructure improvements along Monastery Road
Ped40	New pedestrian crossing as part of active travel infrastructure improvements along Monastery Road
Ped41	New pedestrian crossing as part of active travel infrastructure improvements along New Road
Ped42	New pedestrian crossing as part of active travel infrastructure improvements along New Road
Ped43	New pedestrian crossing as part of active travel infrastructure improvements along New Road
Ped44	New pedestrian crossing as part of active travel infrastructure improvements along Convent Road / Boot Road
Ped45	New pedestrian crossing as part of active travel infrastructure improvements along Convent Road / Boot Road
Ped46	New pedestrian crossing on New Nangor Road, improving connection with the Grand Canal Greenway and connecting with new footbridge over River Camac from Yellow Meadows / Knockmitten Park to New Nangor Road. The crossing will align with any future proposed bus stops as part of BusConnects designs.
Ped47	New pedestrian crossing as part of active travel infrastructure improvements along Ninth Lock Road, allowing for a movement between the Ninth Lock Framework Site and Oakfield

Table 5-7 Permeability improvements

Intervention	Description
Per1	Permeability improvement between Cherrywood Avenue and Old Nangor Road
Per2	Permeability improvement between Laurel Park and Floraville Avenue
Per3	Permeability improvement between Floraville Avenue and the car park at the Round Tower GAA Club pitches.
Per4	Permeability improvement between New Road and Floraville Avenue
Per5	Permeability improvement at Monastery Rise
Per6	Permeability improvement between Knockmitten Park and the Grand Canal Greenway
Per7	Permeability improvement between St John’s Road and Moyle Park Pitch
Per8	Permeability improvement opening a link from Newlands Road and Newlands Avenue to the N7
Per9	Permeability improvement between Cherrywood Avenue and Old Nangor Road
Per10	Permeability improvement between Millview and Tower Road
Per11	Permeability improvement through the village centre opening link between Orchard Road and Main Street
Per12	Permeability improvement through the village centre opening link between Tower Road and Orchard Road
Per13	Permeability improvement between Castle Close and Newlands/Castle Park FC Watery Lane Pitch
Per14	Permeability improvements providing new links through the Ninth Lock Framework Area
Per15	Permeability improvement as part of a shared pedestrian and cycle path between the M50 bridge and Woodford Walk (riverside path)
Per16	New active travel connection between Knockmeenagh Lane and Monastery Road
Per17	Improvement of the existing active travel connection between Woodford Walk and Monastery Road through local park
Per 18	Permeability improvements between Ninth Lock Road and Riversdale Road
Per 19	Indicative permeability improvements along Knockmeenagh Lane in conjunction with any development proposal on both sides of the pedestrian link.
Per 20	Permeability improvements through the schools along Boot Road and New Road.
Per 21	Permeability improvements through the green space north of Moyle Park College through to Clondalkin Park.
Per 22	Orchard Road to Watery Lane through active travel scheme.



Figure 5-11: Low Impact Intervention walking network improvements – Permeability Improvements

5.6.2.2 Cycling

Figure 5-12 shows the proposed cycling network improvements as part of the Low Impact Intervention strategy. The proposed cycle links are outlined in Table 5-8.

Table 5-8 Low Impact Intervention cycling network improvements

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 bus lane, segregated from private car traffic along Orchard Road (at 30km/h speed limit)
P3	Cyclists accommodated within a segregated lane or mixed traffic along Laurel Park/ New Road (at 30km/h speed limit). This is due to space requirements along parts of New Road / Laurel Park
Secondary links	
S1	Improvements at existing cycle infrastructure along New Nangor Road
S2	Segregated cycle infrastructure along Fonthill Road
S3	Cyclists accommodated within mixed traffic along Main Street (at 30km/h speed limit)
S4	Cyclists accommodated within mixed traffic along Monastery Road (at 30km/h speed limit)
Feeder routes	
F1	Cyclists accommodated within mixed traffic along Tower Road (at 30km/h speed limit)
F2	Cyclists accommodated within mixed traffic along Convent Road/ Boot Road (at 30km/h speed limit)
F3	Cyclists accommodated within mixed traffic along Old Nangor Road (at 30km/h speed limit)
F4	Cyclists accommodated within mixed traffic along Knockmeenagh Road (at 30km/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 – exact route to be determined, taking account of feasibility and land ownership issues.
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 John's residential area and Clondalkin Park
C9	Link between Knockmitten Park and Grand Canal Greenway

It is noted that in the cases where the implementation of segregated infrastructure is not possible, it is proposed that cyclists are accommodated within mixed traffic reducing the speed limit of traffic at the Village Centre and all radial routes to 30km/h.

Additional supporting measures for encouraging both walking and cycling will include traffic calming, pedestrian and cyclist signal improvements, public realm improvements, bicycle parking, signage and wayfinding, and Safe Routes to School Zones. Details about these measures are provided later in this report (refer to Section 6).

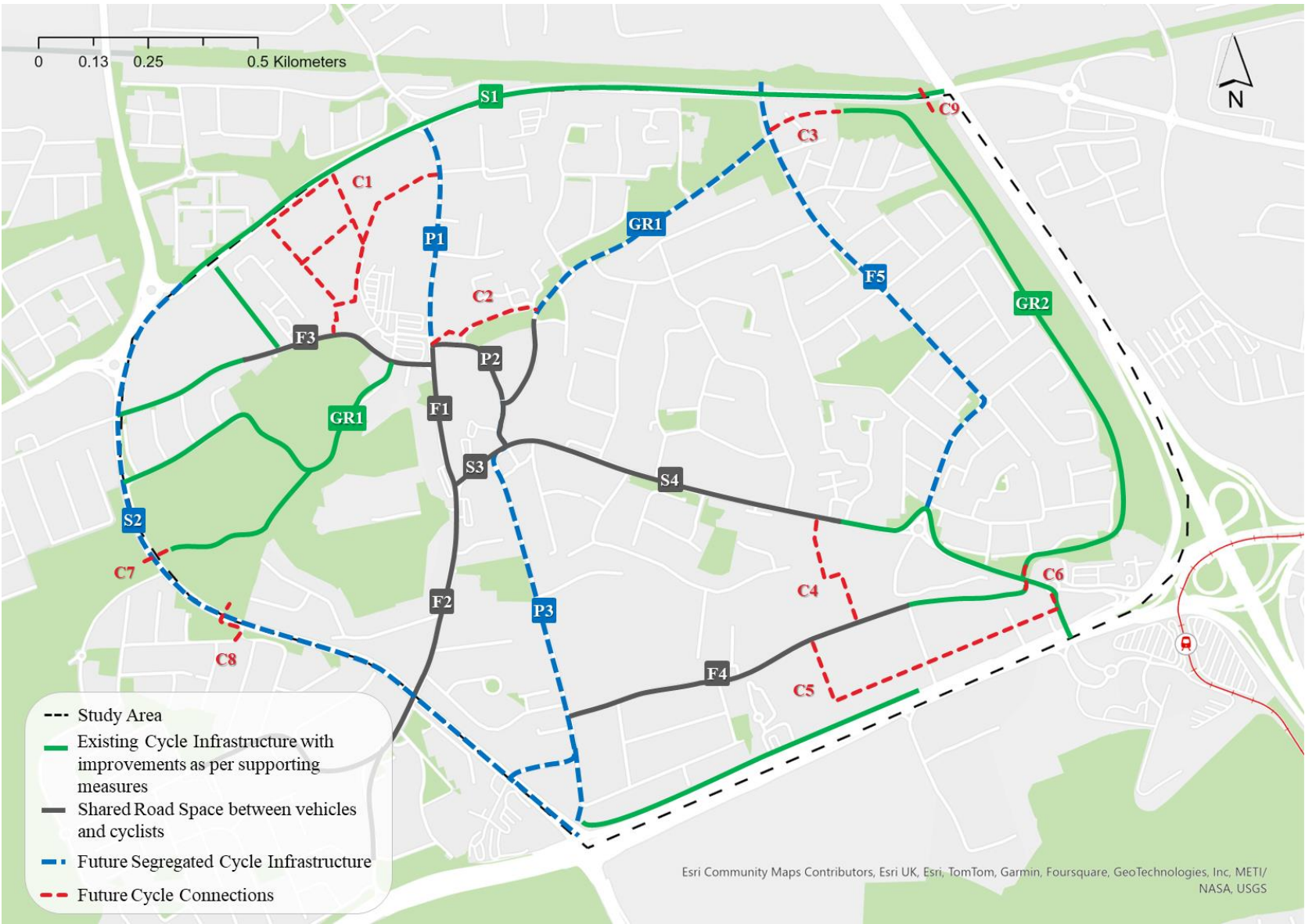


Figure 5-12 Low Impact Intervention cycling network improvements

5.6.2.3 Public Transport

Figure 5-13 shows the public transport improvements proposed as part of the Low Impact Intervention strategy. These include bus network improvements, as well as proposals for a long-term high-capacity public transport link. Table 5-9 provides a description of each measure.

In addition, all measures proposed as part of the Do Minimum strategy are also included in this strategy.

The walking and cycling network improvements proposed as part of this strategy will also aim to facilitate access to bus stops and rail stations to avail of the planned BusConnects and DART improvements, ensuring that footpaths leading to those are well-maintained, wide and free of obstacles. In addition, the provision of ramps and low kerb designs enhances accessibility for people with mobility impairments.

Other measures will also aim to improve the quality of bus stop facilities, including the installation of shelters and seating at bus stops, improvements in lighting, as well as the provision of real-time information displays.

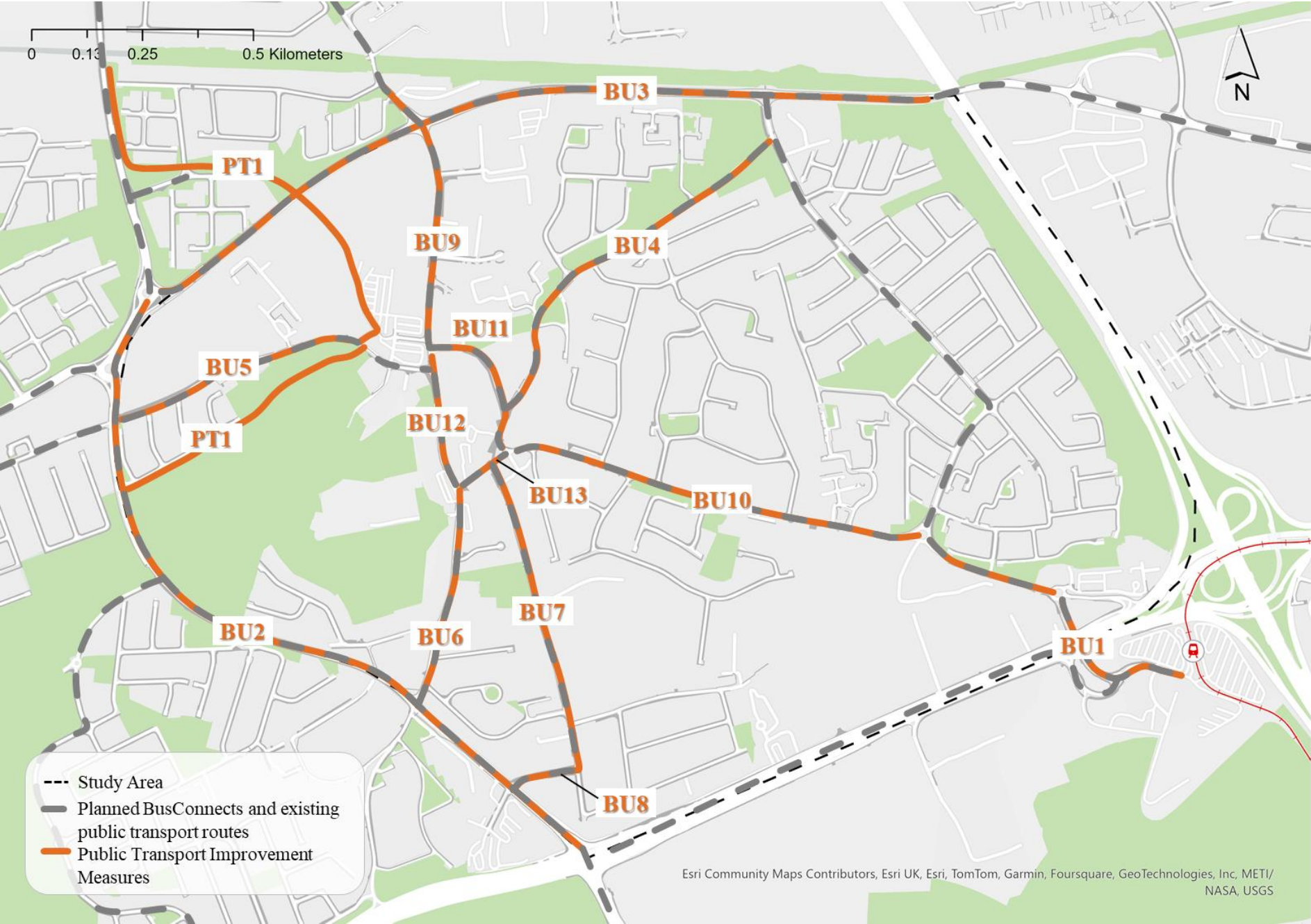


Figure 5-13 Low Impact Intervention public transport network improvements

Table 5-9 Public transport proposals

Intervention	Description
Bus network improvement measures	
BU1	Bus improvements across the N7 along Joe Williams Bridge providing in line bus stops
BU2	Long-term high-capacity public transport route along Fonthill Road and/or bus priority measures providing dedicated bus lanes forming part of an Orbital Core Bus Corridor, as per the BusConnects scheme proposals
BU3	Bus priority measures providing dedicated bus lanes along New Nangor Road for Core Bus Corridor as per the BusConnects scheme proposals
BU4	Bus improvements along Watery Lane
BU5	Bus improvements along Old Nangor Road, where new bus service is proposed as part of BusConnects network redesign
BU6	Bus improvements along Convent Road / Boot Road
BU7	Bus improvements along Laurel Park/ New Road
BU8	Bus improvements along Caldbeck Way
BU9	Bus improvements along Ninth Lock Road
BU10	Bus improvements along Monastery Road
BU11	Bus improvements along Orchard Road
BU12	Bus improvements along Tower Road
BU13	Bus improvements along Main Street
High-capacity public transport route	
PT1	Long-term higher capacity public transport route along link road through Ninth Lock Framework Area, and along Clondalkin Park following previous alignment for Metro West.

5.6.2.4 General Traffic

Figure 5-14 shows the proposed measures as part of the Low Impact Intervention strategy in terms of the general vehicular traffic network. These measures include all the junction improvements proposed as part of the Do Minimum strategy, along with some additional measures to reduce the attractiveness of the village centre for car traffic. No modal filters are proposed as part of this strategy.

Given the constraints in terms of road space availability and high traffic volumes in the village centre, which in some cases present safety hazards for pedestrians and cyclists, a 30km/h zone is proposed at the village centre and all key radial and orbital roads in Clondalkin LAP area (presented in blue colour in Figure 5-14). This measure will enhance safety of pedestrians especially at locations with high pedestrian activity while also allow the accommodation of cyclists within mixed traffic where segregated cycling infrastructure is not possible.

In addition, this measure aims to reduce through-traffic volumes at the Village Centre making it less attractive for through-traffic. SDCC may also consider the installation of physical measures for speed reduction such as speed bumps, raised crosswalks, or chicanes to slow down traffic in residential or pedestrian-heavy areas where needed.

Surface treatments and road painting can also be used near school areas to encourage traffic to slow down when entering the school zone. Pencil bollards or similar can also be used to prevent kerbside parking near the school entrance. Such a school zone currently exists at Old Nangor Road near Coláiste Chillian. Similar measures are proposed to be implemented near the schools at Convent Road/ Boot Road (SC1), Laurel Park/ New Road (SC2), and Tower Road (SC3).

Other measures such as traffic signal improvements are also proposed to be considered by SDCC, investigating opportunities for optimisation of traffic signals timings where needed to improve traffic flow and reduce unnecessary delays.



Figure 5-14 Low Impact Intervention traffic network improvements

5.6.3 High Impact Intervention Strategy

The High Impact Intervention strategy prioritises the optimal routing of the two Cycle South Dublin active travel schemes proposing the implementation of modal filters to remove through-traffic from the Village Centre. More detail on the proposed traffic circulation arrangements is provided in Section 5.6.3.4. This strategy would be expected to have a higher impact in terms of removal of through traffic and benefiting traffic conditions in the Village Centre. Given that the volume of through traffic in the village centre is observed to be significant (refer to section 5.4), it would be expected that the removal of through traffic would bring about a material benefit in traffic conditions in the Village Centre.

Six different options (HI 1 to HI 6) for the implementation of modal filters were considered under this High Impact Intervention strategy. More detail on these options for traffic circulation using modal filters is provided in Part 2b and Part 3: Options Development and Assessment Report.

5.6.3.1 Walking

The walking network improvements proposed as part of the Do Minimum strategy (Figure 5-7), as well as the pedestrian crossing improvements and additional pedestrian crossings, and permeability links proposed as part of the Low Impact Intervention strategy (Figure 5-10), also form part of the High Impact Intervention strategy. In addition to these measures, the High Impact Intervention strategy would provide additional quality improvements of the walking environment as a result of the modal filters considered in this strategy, which would reduce car traffic levels at the Village Centre, thereby reducing noise and pollution levels.

5.6.3.2 Cycling

Figure 5-15 shows the cycling network improvements proposed as part of the High Impact Intervention strategy. Similar to the Low Impact Intervention strategy, the cycle network improvements include the implementation of segregated cycle infrastructure where possible, and accommodation of cyclists within mixed traffic where the road cross section does not allow the implementation of segregated facilities, but with very low traffic volumes as a result of the implementation of modal filters for reducing through car traffic.

This strategy adopts a more impactful approach to reducing car volumes to comply with the design standards that require a reduction in traffic volumes to safely accommodate cyclists within mixed traffic, instead of the speed limit reduction approach proposed in the Low Impact Intervention strategy. This strategy also includes a number of additional links to complement the main cycle network defined as part of the Low Impact Intervention strategy, providing new connections to the east and the south with active travel links across the M50 and the N7.

5.6.3.3 Public Transport

The public transport improvements proposed as part of the High Impact Intervention strategy include all the measures proposed as part of the Do Minimum and the Low Impact Intervention strategy, along with the implementation of modal filters at the Village Centre. Section 5.6.3.4 describes the operation of the modal filters explaining the proposed restrictions in vehicle movements. These modal filters would only allow bus through-movements at the Village Centre.

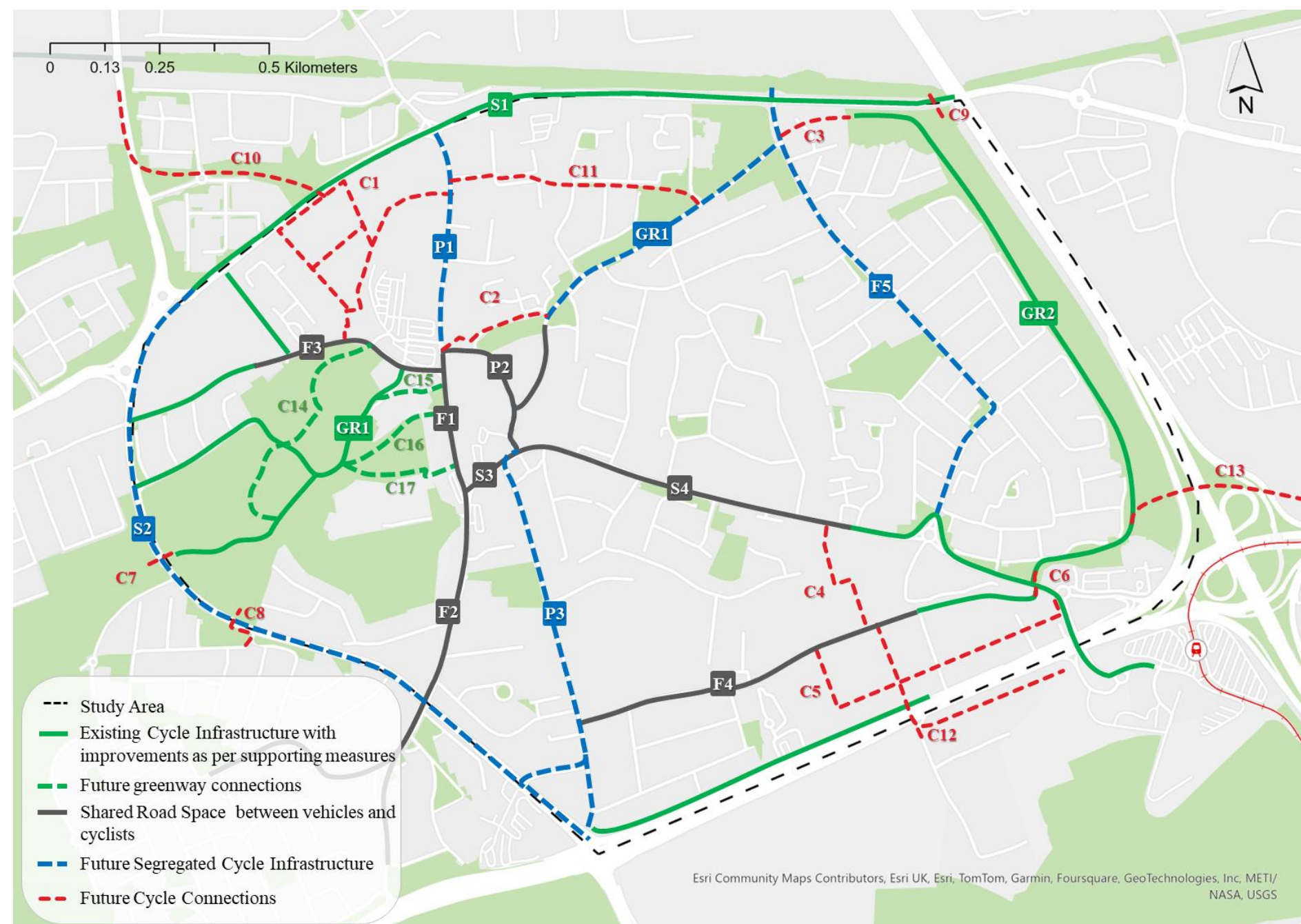


Figure 5-15 High Impact Intervention cycling network improvements

Table 5-10 Additional cycling network improvements under the High Impact Intervention strategy

Intervention	Description
C10	New active travel link across New Nangor Road into the Ninth Lock Framework Area and connection further north with Clondalkin-Fonthill rail station
C11	Active travel connection between Ninth Lock Road and Watery Lane through Elmfield Industrial Site
C12	New connection between Knockmeenagh Lane and LUAS Red Cow stop through the Knockmeenagh Framework Area via new bridge across the N7
C13	New bridge or underpass across the M50 providing connection through Knockmitten Park to the City Edge Strategic Framework area
C14	Active travel link along Clondalkin Park and connection with the village north of the leisure centre continuing along the River Camac (potentially through apartment development and social club) to Old Nangor Road
C15	Active travel link along Clondalkin Park and connection with the village through Mill Lane and Pitch and Putt site
C16	Active travel link along Clondalkin Park and connection with the village through a new connection over the Mill Pond between Tower Road and the Leisure Centre
C17	Active travel link along Clondalkin Park and connection with residential areas through Moyle Park College

5.6.3.4 General Traffic

The High Impact Intervention strategy prioritises the optimal routing of the two Cycle South Dublin active travel schemes proposing the implementation of modal filters to remove through-traffic from the Village Centre. Modal filters would divert car traffic with the creation of traffic cells, while maintaining access to the Village Centre by ensuring that access to at least one car park is available from each direction. Should a driver wish to go to a different car park they may use a more circuitous journey. Accessible and age friendly car parking would also be provided, subject to design feasibility.

This strategy would be expected to have a higher impact in terms of removal of through traffic and benefiting traffic conditions in the Village Centre.

Six different options (HI 1 to HI 6) for the implementation of modal filters were considered under this High Impact Intervention strategy. Some of these options consider two modal filters, splitting the village centre into two traffic cells, restricting either east-west movement, or north-south movement, while the rest of the options consider three modal filters, splitting the village centre into three traffic cells.

Among these options, Option 6 emerged as the preferred option (refer to Figure 5-16). Option 6 proposed three modal filters at the following locations:

- a. Along Tower Road, between Ninth Lock Road/Orchard Road junction and Tower Road/Old Nangor Road junction;
- d. Orchard Road/Watery Lane junction (on the northern arm of Orchard Road);
- e. Between Monastery Road and Main Street.

This option would restrict east-west and north-south through-movements at the Village Centre, resulting in a significant reduction in traffic volumes due to the removal of through-traffic.

This option would change Old Nangor Road to one-way for the section between the Mill Centre access and Tower Road for cars only, as a left turn at Tower Road would be prevented due to the bus gate at Ninth Lock Road. Buses would still continue to operate two-way along Old Nangor Road.

Furthermore, this option would change Orchard Road to two-way between Ninth Lock Road and Watery Lane to provide exits via Ninth Lock Road for properties adjacent, leading to a reconfiguration of the junction with Ninth Lock Road, as well as changing Orchard Road to two-way between Watery Lane and Main Street to provide an option for cars traveling towards the Village Centre from Main Street or Monastery Road. Access to a car park would still be provided from each direction.

In addition, Option 4 (Figure 5-16) was also proposed as a viable alternative expected to bring about significant positive outcomes in terms of all the objectives of the LTP, giving another option which may be more acceptable to the public. This option considered modal filters at two locations:

- d. Orchard Road/ Watery Lane junction (on the northern arm of Orchard Road)
- e. Between Monastery Road and Main Street

and it only entailed one change in terms of traffic circulation, changing Orchard Road to two-way.

This option would restrict east-west through-movement at the Village Centre, while it would change Orchard Road to two-way (refer to Figure 5-17).



Figure 5-16 High Impact Intervention Option HI6



Figure 5-17 High Impact Intervention Option HI4

5.7 Strategy Evaluation

5.7.1 Multi-Criteria Analysis

The Do Minimum (DM), Low Impact Intervention (LI), and High Impact Intervention options (HI-1 to HI-6) were assessed on the basis of the LTP objectives and KPIs, and the overall assessment under each objective took the form of a score according to a five-point scale as described in Table 5-11. Table 5-12 summarises the results of the MCA analysis for DM, LI and the two preferred HI options, HI-4 and HI-6.

Table 5-11 MCA scoring system

	Performance
	Significant comparative advantage against other options
	Some comparative advantage against other options
	Comparable to other options
	Some comparative disadvantage against other options
	Significant comparative disadvantage against other options

It is clear that the options under High Impact Intervention Strategy would provide the best set of outcomes in terms of achieving the objectives of the LTP, when compared with the DM and LI strategy. The High Impact Intervention strategy scored higher in terms of the ability to reduce car dominance in the Village Centre, and even more so for option HI-6, which proposed three modal filters restricting both east-west and north-south through-movements. This would also be expected to be reflected in higher mode shift benefits and larger contribution towards carbon emission reduction. However, these options presented constraints in terms of ease of implementation and public acceptability.

The LI strategy would also be expected to deliver benefits in terms of carbon emission reduction and car dominance compared to the DM option, while it would also have some benefits in terms of improvements in walking and cycling infrastructure and safety of users as it proposes a low-speed zone at the Village Centre and all key radial roads. Even though it scores lower than the High Impact Intervention in terms of integrating the two active travel schemes through the Village Centre having due regard to good urban design, this strategy would also provide some segregated infrastructure where possible, while also reducing the speed limit to safely accommodate cyclists within mixed traffic where needed.

Given that option DM does not include sufficient measures to make the Village Centre less attractive to traffic, car traffic levels would be expected to remain at a high level under this strategy. As a result, this option also scored lower in terms of impact on the image and liveability of Clondalkin. With cars taking the available road space away from pedestrians and cyclists, the room for improvements in integration of transport with good placemaking is limited. In addition, the potential increase in vehicular traffic under this option would lead to increased travel times and traffic congestion, as well as impact on public transport travel times and reliability, therefore the option also scored lower under this criterion.

The LI strategy could alleviate some of these issues imposing a lower speed limit in the Village Centre and all key radial routes to make the area less attractive for through-traffic, as well as improving the walking and cycling environment by introducing safe routes to school zones, pedestrian crossing improvements and permeability improvements, and facilitating the delivery of active travel infrastructure where possible. For these reasons, this strategy scored higher than the DM, but still lower than the High Impact Intervention options.

Overall, the MCA of the strategies and options showed that the High Impact Intervention strategy options scored higher in terms of the key objectives of the LTP, as they represent more impactful options, with HI-6 which proposed three modal filters expected to provide more benefits in terms of reducing car traffic levels and leading to a modal shift. However, both HI-6 and HI-4 options scored lower in terms of ease of implementation and public acceptability as they include changes in terms of traffic circulation that were strongly opposed by the local community.

Table 5-12 MCA results for strategies

Objectives	DM	LI	HI-4	HI-6
Contribute towards carbon emissions reduction and associated pollution and limit the negative impacts of transport on the local environment.				
Reduce the dominance of the car in the Village Centre.				
Improve walking and cycling and public transport connectivity within the LAP and to adjoining areas.				
Integrate east-west and north-south Cycle South Dublin active travel routes through the Village Centre having due regard to good urban design.				
Ensure the integration of transport (walking, cycling, public transport) with existing and future land uses.				
Improve the safety of the transport network for end users.				
Support the integration of transport with good placemaking where transport measures enhance the image, historical character and liveability of Clondalkin.				
Provide better and safer routes and access to schools via walking/ cycling and public transport.				
Improve travel times and reliability of public transport through the LAP Area and facilitate future growth.				
Support economic competitiveness and viability of Clondalkin Village.				
Ease of implementation and public acceptability				

5.7.2 2nd Round of the Pre-Draft LAP Public Consultation

Following the first round of public consultation for the pre-draft LAP which was carried out between March and May 2023, a second round of public consultation engagement was held during March-April 2024. The feedback received from this consultation informed the preparation of the Draft LAP and the Draft LTP. The outreach strategy included in-person workshops, as well as online feedback forms, engagement through internet and social media, email and postal feedback, and other.

During this consultation, three scenarios were put forward to the public for feedback:

- Option for growth with an emphasis on Local Vitality
- Option for growth with an emphasis on a Healthy Environment
- Option for growth with an emphasis on Built Heritage

All three options focused on the need to accommodate future growth of approximately 1,500 or more new homes over the lifetime of the LAP, with a particular focus on the two framework areas at Knockmeenagh and Ninth Lock Road. Areas for village enhancement schemes were also presented to the public, as well as an initial Movement Scenario aimed at reallocating road space to pedestrians and cyclists and facilitating active travel and public transport improvements through the implementation of three modal filters in the Village Centre to restrict north-south and east-west through-traffic movements.

The Movement Scenario put to public display was intended to give an idea of what the most impactful solution for the Village Centre could look like, sparking discussion and engagement from the public. Even though some of the feedback did recognise the need for changes in traffic circulation at the Village Centre and considered that prioritising buses, pedestrians and cyclists in the Village Centre would ultimately benefit the community, the displayed scenario raised significant opposition. The public showed discontent about constraining traffic movements

in the village, potentially leading to longer journeys around the area. Concerns raised from the public also included fear of a potential negative impact on local businesses, capacity issues in the surrounding network and implications on the movement of more vulnerable groups.

Notwithstanding the general opposition to alterations in traffic circulation, a significant portion of the public emphasized the need for improved walking and cycling infrastructure in Clondalkin and supported measures for traffic calming, widening footpaths, adding more pedestrian crossings, and reducing traffic speed to provide safer walking and cycling areas.

A call for improvements in public transport was also clear from the feedback received, as many respondents cited issues with frequency, crowding and reliability. However, concerns about bus-only zones were raised as public felt that these would disrupt school runs and local businesses. Furthermore, the feedback highlighted a need for better links to the Luas and train stations.

5.7.3 3rd Round of the Pre-Draft LAP Public Consultation

Following the second round of public consultation where the transport and mobility measures proposed received significant opposition from the community of Clondalkin, a third round of public consultation was carried out aiming to address community concerns regarding previous proposed measures. This consultations process included two phases, with the first phase taking place between November and December 2024, and the second phase carried out in January 2025.

The first phase comprised of 59 individual meetings with 260 residents including residents’ associations and other community groups, business owners and staff, school principals and students. These meetings enabled discussion around the potential impacts of the High Impact Intervention strategy and facilitated discussion around what alternative measures might reduce congestion and improve safety in the village. A series of workshops followed which further advanced this discussion.

The feedback from the consultation made it clear that even though the community showed some support for measures to mitigate traffic congestion, the implementation of bus gates was not seen as a desirable measure by many participants. This process made clear that such radical interventions would not be accepted by the public, and therefore alternative solutions would need to be explored.

The engagement with the public ultimately led to a more conservative approach for the transport proposals, suggesting softer measures for traffic management instead of traffic circulation changes. The new strategy that emerged from this engagement proposed the implementation of a 30km/h zone at the Village Centre and all key radial roads, as well as other traffic calming measures, safe school zones, walking and cycling infrastructure improvements, improved connections to public transport, and other.

The second phase of the consultation comprised of four workshop sessions with a capacity for 200 participants in total, where the project team presented in more detailed the new transport and mobility strategy confirming the exclusion of bus gates or any changes in traffic circulation and receiving feedback from the public on the proposals for each mode of transport.

The feedback received during these meetings also showed that the community had concerns about some of the permeability proposals as there were fears of potential anti-social behaviour, particularly in areas where permeability links had been previously closed. Enforcement was a key theme raised in relation to the interventions, which highlighted the need to ensure mitigation of anti-social behaviour for the successful implementation of the proposals.

Issues regarding maintenance, improvement and repair of infrastructure were frequently raised, highlighting the importance of infrastructure quality in achieving a modal shift. Problems with roads, footpaths, and lighting were noted, particularly regarding safety concerns at night. Additionally, residents called for improvements to existing traffic calming measures, such as speed bumps, to enhance mobility and safety in the village.

The public generally showed a support of interventions that would enhance the Village Centre image and sense of place, as well as mobility measures that could highlight its identity and appeal, while some participants also noted the need to consider and mitigate any potential negative impacts on heritage assets, particularly regarding significant sites like the Round Tower.

6. Preferred Plan

Having identified the measures required to address the weaknesses and avail of opportunities existing for the LAP area in terms of the transport environment, and following the assessment of the three strategies developed for achieving the objectives of this LTP, the preferred plan was developed with the aim to maximise the expected benefits while also considering the feedback of the residents of Clondalkin, as derived from the three rounds of public consultation.

This section describes the preferred package of measures proposed for the LAP area considering all modes of transport.

6.1 Active Travel

A key objective of the LTP is to improve walking and cycling connectivity in Clondalkin providing connections between key origins and destinations to serve existing and future desire lines, improving safety of the pedestrian and cycling network and enhancing accessibility by walk and cycle.

Based on the analysis of travel demand patterns, the LTP proposals for the active travel transport network include improvements in walking and cycling connections in the Village Centre to accommodate internal trip demand, as well as east-west and north-south connectivity within the wider study area. In addition, improvements of connections of Clondalkin with the surrounding areas are also proposed to accommodate external trip demand, providing more direct access to key employment areas at Park West and Clondalkin Industrial Estate, as well as improved connections with Clondalkin-Fonthill train station, the Park West & Cherry Orchard train station and Red Cow Luas stop to integrate with public transport.

6.1.1 Pedestrian Network

A safe and well-connected pedestrian network is essential for encouraging residents and visitors of Clondalkin to walk. The provision of footpaths, safe crossings, and unhindered pedestrian movement gives motivation to everyone who is able to walk to their destination to do so, fostering healthier lifestyles and promoting sustainable transport reducing reliance on private cars for short-distance trips.

Figure 6-1 and Figure 6-2 show the proposed pedestrian network improvements in the Clondalkin LAP area. Detailed descriptions of all the proposed interventions are provided in Table 5-5, Table 5-6 and Table 5-7 (refer to Section 5.6.2). The proposed improvements include safe crossings at key locations and permeability improvements to provide more direct routes where possible, as well as supporting measures such as traffic calming, public realm improvements, and other.

A number of interventions are also aligned with the School Streets Initiative, proposed in the South Dublin County Development Plan, providing easy and safe access to schools by walking. This is particularly important to reduce the need for parents to use private cars for school drop-off and pick-up, thereby reducing congestion near schools during peak hours and improving air quality in the local area.

6.1.2 Cycle Network

Similar to walking, cycling is an efficient and sustainable mode of transport offering both health and environmental benefits when it replaces car trips,

as it can lower carbon emissions, improve air quality and alleviate traffic congestion.

In order to encourage an uptake of cycling in Clondalkin, the LTP proposed measures to improve safety and comfort of cyclists defining a cycle network hierarchy that provides enhanced cycle connectivity between key origins and destinations. In this context, the LTP took cognisance of the GDA Cycle Network Plan and the Cycle South Dublin active travel schemes, proposing measures for the implementations of a well-connected cycle network and facilitating the integration of the Tallaght to Clondalkin, and Corkagh Park to the Grand Canal schemes.

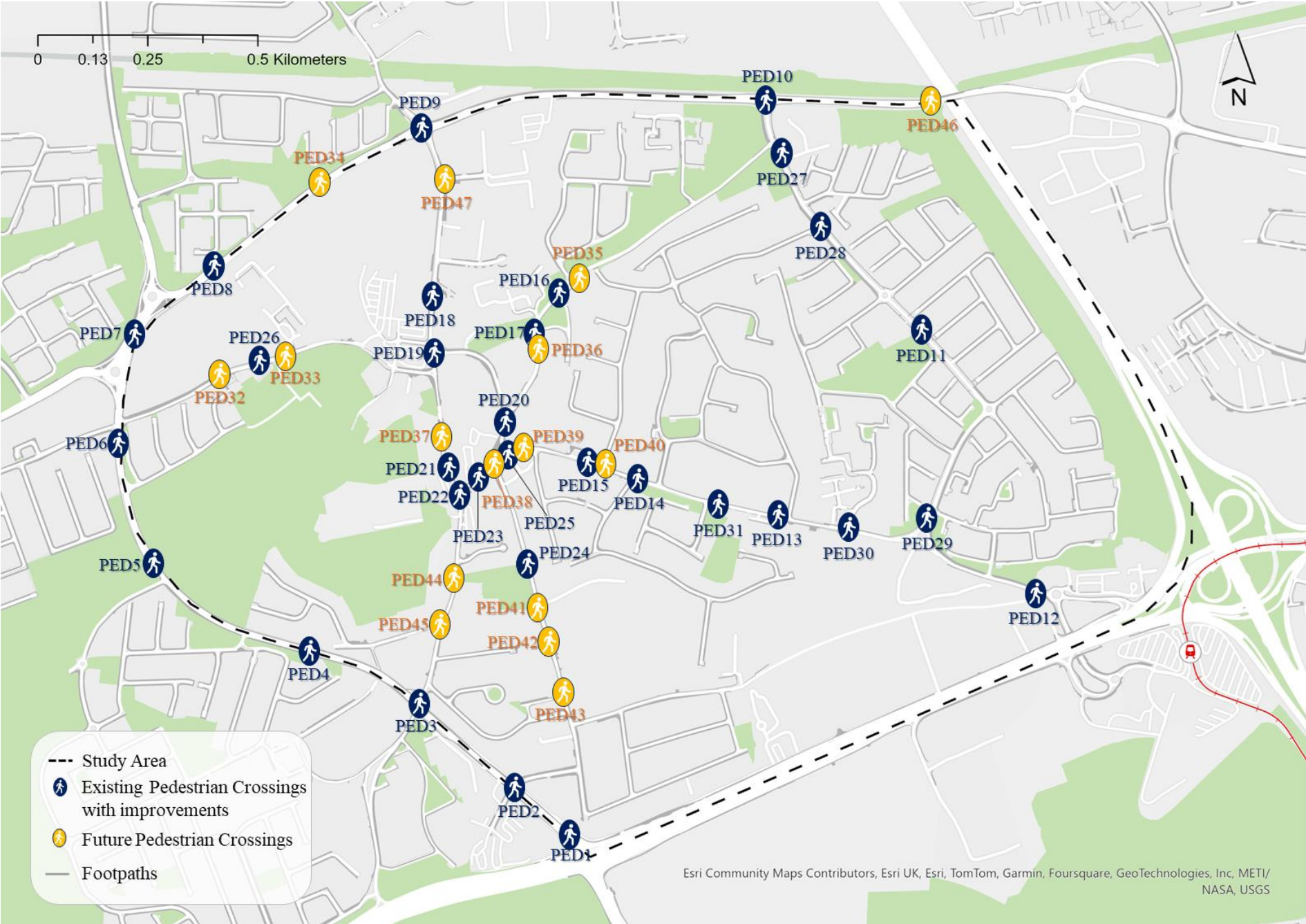


Figure 6-1 Pedestrian network – Pedestrian Improvements



Figure 6-2: Pedestrian network - Permeability Improvements

6.1.2.1 *Routing of the Cycle South Dublin Active Travel Schemes*

The alternative options for the routes of the two Cycle South Dublin active travel schemes through the Village Centre were assessed as part of the LTP, and emerging preferred routes were defined for both schemes. The key points of the assessment are described in the following sections.

Tallaght to Clondalkin Active Travel Scheme

Tower Road

One-way cycle lane running northbound on Tower Road combined with one-way cycle lane running southbound on Orchard Road was not considered as the Village Centre is a destination and such a design would not be considered safe. An option to connect these one-way links through a new east-west link was considered but there are heritage and land ownership challenges.

Given that traffic volumes exceed 400 vehicles per hour, which would require segregated cycling facilities as per the design standards, and taking into account the restrictive carriageway width, which cannot accommodate both vehicular traffic and segregated cycling facilities, a reduction of speed and/or traffic volumes would be required in order to accommodate cyclists within mixed traffic along Tower Road running northbound.

Orchard Road

The options considered for the provision of cycling facilities along Orchard Road include the removal of the dedicated bus lane and implementation of a one-way contra-flow cycle track or reducing speed and traffic volumes to accommodate cyclists within mixed traffic in a southbound only direction through the village centre. It has been considered that the second option is the preferred option, therefore the only change along Orchard Road will include the introduction of the 30km/h zone across all the Village Centre, subject to any future examination of detailed design for any Part 8. Note that northbound cycling movements through the village centre will be accommodated along Tower Road.

Furthermore, the provision of cycling infrastructure between Watery Lane and Main Street along Orchard Road is constrained due to the available width of this road section. Therefore, a reduction in speed to 30km/h and traffic volume would be required to be able to accommodate cyclists within mixed traffic.

Ninth Lock Road

Ninth Lock Road has adequate width to accommodate stepped cycle tracks or standard cycle tracks as per the design standards. Upgrade at Ninth Lock Road / Orchard Road junction are proposed as part of the implementation of active travel facilities at the two staggered junctions, with one of them connecting with the internal road of the Ninth Lock Framework Area. At this location the two schemes would cross, with the Tallaght to Clondalkin scheme ending at the Ninth Lock Road/New Nangor Road junction for the purpose of this project.

Convent Road / Boot Road

Convent Road / Boot Road is a narrow street, generally with a cross-section that does not allow the implementation of segregated cycling facilities without 3rd party land take. Accommodating cyclists along the road would require the reduction of speed and traffic volumes. However, due to the narrow width of the road, there is little scope for accommodating traffic, buses and cycling infrastructure, therefore this option is considered to be highly constrained.

Laurel Park / New Road

Laurel Park / New Road is an alternative option to the Convent Road / Boot Road for the north-south cycle scheme, which is less constrained than the Convent Road / Boot Road.

The provision of cycling facilities along this road is considered to be feasible. However, some form of traffic management would still need to be in place in order to reduce speed and traffic volumes to accommodate cyclists within mixed traffic where segregated facilities are not possible.

Corkagh to Grand Canal Active Travel Scheme

Old Nangor Road

Following the removal of parking in front of Coláiste Chilliain along Old Nangor Road and the installation of bollards along the southern side of the road, the road now allows the accommodation of both bus movements and cyclists, with two-way cycle segregated movement possible along a section of the road.

To facilitate the Corkagh to Grand Canal Active Travel Scheme, a permeability access route between Clondalkin Park and Old Nangor Road is proposed. This route could be located adjacent to Clondalkin Leisure Centre and along Mill Lane. The purpose of this route is to improve connectivity between the park, local services, and areas outside the study area.

Watery Lane

There were three options considered for the provision of east-west cycling facilities along or parallel to Watery Lane between Aras Chronain entrance and Woodford Walk. The cross-section along this road is able to accommodate stepped cycle tracks or standard cycle tracks as per the design standards.

However the section of Watery Lane between Orchard Road and Aras Chronain does not have adequate width for segregated cycling facilities. There are two options which could overcome this (a) a reduction of speed and/or traffic volumes along the road which would accommodate cyclists within mixed traffic along this section, (b) provide cycling facilities at the back of Aras Chronain or another even further north along the existing path.

Providing the cycle route parallel to Watery Lane along Camac River green space would constitute the preferable option as it is feasible in terms of land availability. An alternative option would be the provision of cycling facilities along Watery Lane as far as Castle View and then along Castle View to Woodford Walk. However, this option would represent a significant deviation from the cycle desire line between the Village Centre and New Nangor Road crossing under the M50, which would significantly reduce the attractiveness of the route.

Emerging Preferred Routes

The routes that emerged as preferred for the two Active Travel Schemes though the Village Centre, are presented in Figure 6-3.

The Corkagh to Grand Canal Scheme is proposed to be routed along Clondalkin Park following Camac River and then along Old Nangor Road, Tower Road, and then along Camac River green space, parallel to Watery Lane.

For the Tallaght to Clondalkin Cycle Scheme, it is proposed that the route runs along Ninth Lock Road, Orchard Road and Laurel Park / New Road.



Figure 6-3 Emerging preferred active travel routes for Corkagh to Grand Canal and Tallaght to Clondalkin Cycle Schemes

6.1.2.2 Cycle Routes

Figure 6-4 shows the proposed cycle network hierarchy within the study area, and Figure 6-5 shows the infrastructure type for each link of the network. A detailed description of each route is provided in the following sections.

Greenways

Corkagh Park to Grand Canal Greenway (GR1)

The Cycle South Dublin Corkagh to Grand Canal Cycle Scheme will provide connection between the Corkagh Park, to the southwest of the study area, and the Grand Canal Greenway infrastructure provided to the north of the study area parallel to New Nangor Road. The scheme is proposed to be routed along Clondalkin Park following Camac River and then along Old Nangor Road, Tower Road, and then follow the path north of Aras Chronain, before continuing along or parallel to Watery Lane, subject to further consultation.

Providing the cycle route parallel to Watery Lane along Camac River green space would constitute the preferable option, as it is feasible in terms of land availability and offers segregation of cyclists from general traffic.

Knockmitten Park Greenway (GR2)

A greenway along Knockmitten Park will be provided in line with the GDA Cycle Network Plan proposals. This route will connect with the riverside path between the M50 bridge and Woodford Walk to the north, and with Monastery Road to the south.

Primary Routes

Ninth Lock Road (P1)

Ninth Lock Road provides north-south connectivity between the Village Centre and areas to the north of the study area, such as Clondalkin Industrial Estate, Clondalkin Fonthill train station, and beyond, while it also provides connection with the active travel infrastructure along the Grand Canal Greenway. Ninth Lock Road will form a primary link of the Clondalkin cycle network, in line with the GDA Cycle Network Plan, and is proposed to form part of the Cycle South Dublin Tallaght to Clondalkin Cycle Scheme. Cyclists will be segregated from vehicles along this route.

Orchard Road (P2)

Orchard Road is a one-way southbound link providing connectivity through the Village Centre between Ninth Lock Road and Watery Lane, while the road then continues as Orchard Lane connecting with Main Street. Orchard Road provides access to local shops, and the Clondalkin Village bus stop, which is served by multiple bus lines. Bus priority is provided along this road, between Ninth Lock Road and Watery Lane, with the provision of a southbound bus lane, which can also be used by cyclists providing segregation from general traffic. Orchard Road will form part of the Cycle South Dublin Tallaght to Clondalkin Cycle Scheme and is defined as a primary link of the Clondalkin cycle network. Cyclists may continue to share the bus lane along this link, being segregated from other motorised traffic, or be accommodated within mixed traffic at 30 km/h.

Orchard Lane will also form part of the Tallaght to Clondalkin Cycle Scheme providing connection with Laurel Park/ New Road, however due to space constraints along this section, cyclists will share the road space with traffic. The speed limit will be reduced to 30km/h so that cyclists can safely be accommodated within mixed traffic. The future connection with the cycle route along New Road could be accommodated through modifications at the Main Street / Orchard Lane junction; or through design solutions along Pope’s Lane.

Northbound cyclist movement will be accommodated along Tower Road in mixed traffic with a speed limit of 30km/h as described later in this section.



Figure 6-4 Cycle network hierarchy

Laurel Park / New Road (P3)

Laurel Park / New Road provides north-south connectivity between the Village Centre and the areas to the south of the study area, providing access to the schools along New Road, shops and businesses, bus stops serving route W2 to/from Tallaght, and residential areas along the road. Laurel Park/ New Road also provides connection between the Village Centre and the Knockmeenagh Framework Area, where future development is envisaged.

This link will form part of the Cycle South Dublin Tallaght to Clondalkin Cycle Scheme and is defined as a primary link of the Clondalkin cycle network. Segregated cycling infrastructure is envisaged along this link, subject to further consultation at detailed design stage.

Secondary Routes

New Nangor Road (S1)

New Nangor Road, which forms the northern border of the study area, is a key road serving both local access and through traffic. The section of the road that bounds the study area provides east-west connectivity between the residential areas to the northwest of the study area and the M50 to the east, as well as the industrial and business areas further east, such as Park West.

The bus lanes that are currently provided along the road provide some segregation of cyclists from general traffic in both directions. This section of the road provides access to residences and some retail, while it also connects with Ninth Lock Road and the Ninth Lock Framework Area, north of the Mill Shopping Centre, as well as Woodford Walk, which provides access to the residential areas at Woodford.

New Nangor Road will form a secondary link of the Clondalkin cycle network, in line with the GDA Cycle Network Plan. Cyclists will continue to be segregated from general traffic along this route.

Fonthill Road South (S2)

Fonthill Road South, which forms the western border of the study area, is a key road serving both local access and through traffic. The section of the road that bounds the study area provides connectivity between the residential areas along the road and the N7 national road at Newlands Cross junction.

Access to Corkagh Park is also provided from Fonthill Road. The bus lane that is currently provided in the southbound direction provides some segregation of cyclists from general traffic.

This road will form a secondary link of the Clondalkin cycle network, in line with the GDA Cycle Network Plan. Cyclists will continue to avail of facilities segregated from general traffic, while opportunities for providing segregated cycle infrastructure on both directions will be investigated subject to further consultation.

Main Street (S3)

Main Street is a local road providing east-west connection between the other two Village Centre roads, Orchard Road and Tower Road, as well as connection to the radial routes, Monastery Road, Laurel Park and Convent Road.

Main Street serves both residential and commercial purposes, with many local shops and cafes located along the street, being a busy and vibrant street with high pedestrian activity, while it is also a vital route for bus services in the area.

Main Street is designated as a secondary link in line with the GDA Cycle Network Plan. However, the implementation of segregated cycle facilities is constrained due to the limited availability of space to serve all purposes of the street. Therefore, cyclists will share the road space with traffic along this section, but the speed limit will be reduced to 30km/h so that it can safely accommodate cyclists within mixed traffic.

Monastery Road (S4)

Monastery Road is an important route providing north-south connectivity between the Village Centre and the N7/M50 junction, as well as the Red Cow Luas stop. The road provides access to several residential estates, businesses and local amenities, while bus services also use this road. The southern section of the road between Woodford Hill and Joe Williams Bridge currently provides cycle lanes while the sections of the road where

segregated cycle infrastructure is not possible will accommodate cyclists within mixed traffic, reducing the speed limit to 30km/h.

Feeder Routes

Tower Road (F1)

Tower Road provides north-south connectivity through the Village Centre between Convent Road and Ninth Lock Road providing access to the Mill Shopping Centre and other destinations such as St John’s National School, the Round Tower, Moyle Park College, and some local shops. Tower Road is designated as a primary link in the GDA Cycle Network Plan. However, it is proposed that Tower Road forms a feeder route in the Clondalkin cycle network and Orchard Road functions as the primary link through the Village Centre instead.

The implementation of segregated cycle facilities along Tower Road is not reasonably feasible due to space constraints, therefore cyclists will share the road space with traffic along this section, but the speed limit will be reduced to 30km/h so that it can safely accommodate cyclists within mixed traffic.

Convent Road / Boot Road (F2)

Convent Road / Boot Road provides north-south connectivity between the Village Centre and the areas to the southwest of the study area, providing access to the schools along Boot Road, Tesco store, as well as the residential areas south of Fonthill Road. This link is designated as a primary route in the GDA Cycle Network Plan. However, it is proposed that Convent Road / Boot Road forms a feeder route in the Clondalkin cycle network and Laurel Park / New Road functions as a primary link instead.

The implementation of segregated cycle facilities along Convent Road / Boot Road is not reasonably feasible due to space constraints, therefore cyclists will share the road space with traffic along this section, but the speed limit will be reduced to 30km/h so that it can safely accommodate cyclists within mixed traffic.

Old Nangor Road (F3)

Old Nangor Road is a local road providing east-west connectivity between Fonthill Road South and Tower Road at the Village Centre. It connects the residential areas to the west of the study area with the Village Centre, while also provides access to Gaelscoil Chluain Dolcain, Clondalkin Park and the Mill Shopping Centre.

The road currently provides some cycling infrastructure on one side of the road and some traffic management measures at the school zone are in place. This link will continue to function as a feeder route for the cycle network.

Knockmeenagh Road/ Knockmeenagh Lane (F4)

Knockmeenagh Road and Knockmeenagh Lane are local roads providing east-west connection between New Road and St Brigid’s Cottages, serving access to residential properties, while they also serve Knockmeenagh Framework Area, which has been identified as an opportunity site for future development.

Knockmeenagh Road serves two-way traffic, while Knockmeenagh Lane is a one-way westbound road. East of St Brigid’s Cottages, a walk and cycle path connects Knockmeenagh Lane with Monastery Road. These links will be improved and upgraded, and cyclists will be segregated from traffic along these roads.

Woodford Walk and Woodford Hill (F5)

Woodford Walk and Woodford Hill are local roads, providing connection with Nangor Road and Watery Lane to the north, and Monastery Road to the south. Both roads primarily serve residential areas providing access to housing estates and are important for local connectivity. Segregated cycle facilities are proposed along these roads, subject to further consultation at detailed design stage.

Other Future Cycle Connections

Other future cycle connection proposed to complement the cycle network include the following:

- Links through the Ninth Lock Framework Area (C1)
- Link between Orchard Road and Watery Lane at the back of Aras Chronain (C2)
- Riverside shared pedestrian and cycle path between the M50 bridge and Woodford Walk (C3)
- Link between Knockmeenagh Lane and Monastery Road (C4)
- Link between Knockmeenagh Lane and Monastery Road through Knockmeenagh Framework Area, subject to further consultation and agreement with land owners (C5)
- Improved connection between the Knockmitten Park greenway and Knockmeenagh Lane (C6)
- Upgrade of the access to Corkagh Park (C7)
- Improved connection across Fonthill Road between St John's residential area and Clondalkin Park (C8)
- Link between Knockmitten Park and Grand Canal Greenway (C9)

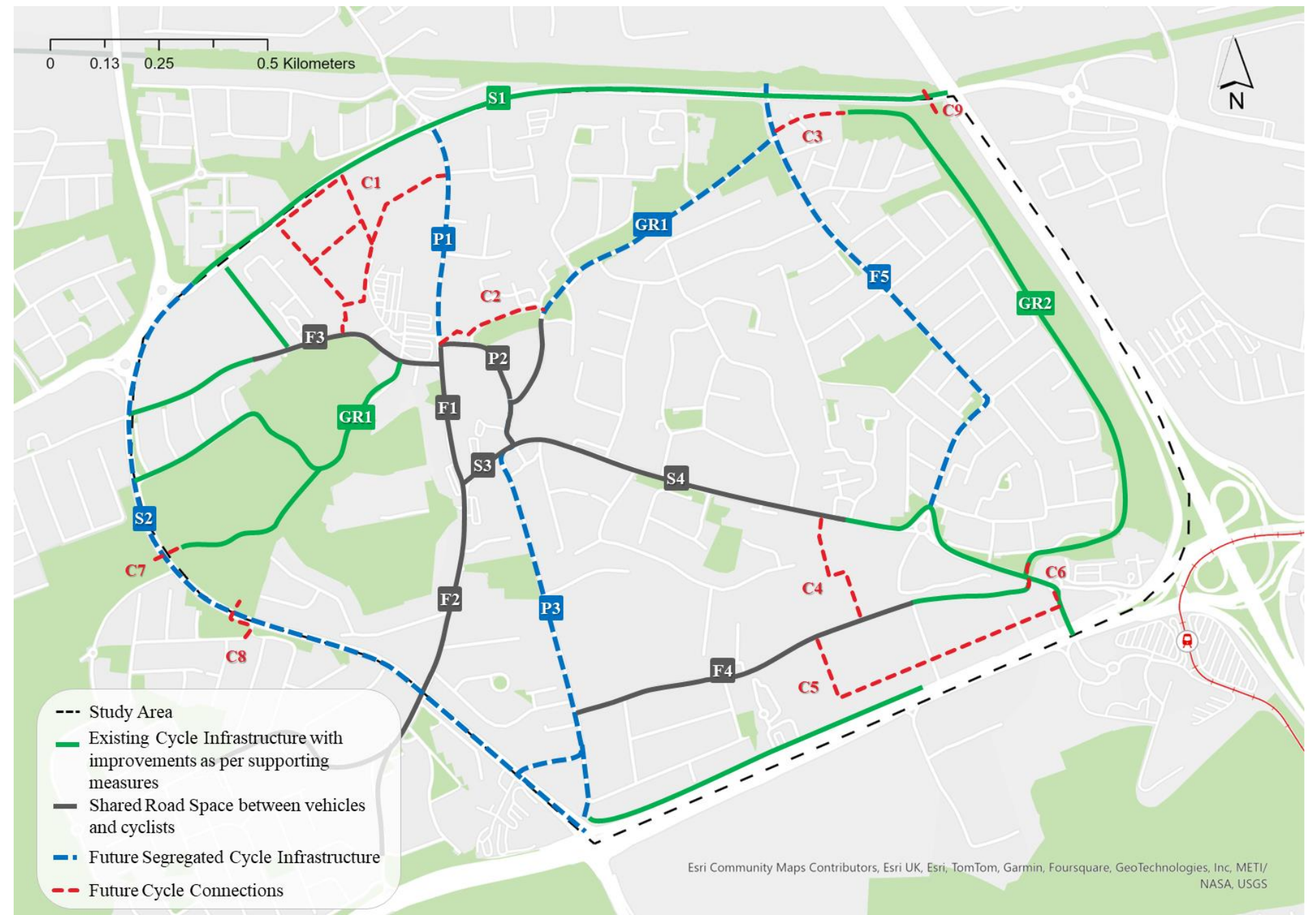


Figure 6-5 Existing and proposed cycle infrastructure

6.1.3 Supporting Measures for Active Modes

Traffic calming

In order to provide a safe and pleasant environment for people to walk and cycle in Clondalkin, traffic calming measures will be implemented where appropriate. These will include the implementation of speed bumps, road surface treatments, reduction of junction corner radii and removal of slip lanes at certain junctions such as the Ninth Lock Road and New Nangor Road junction, which in turn will support the introduction of a 30km/h zone in the Village Centre and roads providing access to the Village Centre. More detail on the proposed junction improvements is provided in section 6.3.

Safe Routes to School Zones

Improvements along the access routes to schools by improving the walking and cycling infrastructure, highlighting the presence of schools using road surface treatments and road painting, encouraging traffic to slow down in the school zone area, and preventing parking in those areas using pencil bollards or similar. The proposed improvements near the school zones, along streets such as Convent Road/ Boot Road and Laurel Park/ New Road are described in section 6.3.3.

Pedestrian and cyclist signal improvements

Improving and prioritising pedestrian and cyclist movements by optimising traffic signals where possible to facilitate the unhindered movement of pedestrians and cyclists and reduce interaction with vehicular traffic.

Bicycle parking

Maintenance and upgrade of existing bicycle parking facilities at the Village Centre, Clondalkin Park, and other locations where deemed required in order to provide high quality facilities for users. Additional provision of bicycle parking at key locations such as public parks, schools, shopping areas employment centres, as well as near bus stops to facilitate multi-modal trips.

Permeability improvements

Enhanced permeability is key for the development of a coherent and well-connected walking and cycling network. The permeability improvements proposed as part of the LAP will improve connections between residential estates and key destinations providing more direct routes following the desire lines of pedestrian and cyclist movements within the study area. The proposed permeability improvements are shown in Figure 6-1.

Public realm improvements

Enhancement of public spaces through landscape improvements including trees and planting, lighting, benches, public art, and other elements that improve the quality of space making it more functional, welcoming and aesthetically pleasant for pedestrians and cyclists. These improvements will focus primarily on the Village Centre, where opportunities exist particularly along Main Street, Old Nangor Road, and Ninth Lock Road permeability along the frontage of the Mill Shopping Centre, which currently presents as an unfriendly pedestrian environment.

Wayfinding

Improvements in signage at key locations, such as Clondalkin Park, including directional signs and information, as well as area maps provided at strategic locations across the study area to improve understanding of the place and orientation for both locals and visitors.

Parking enforcement

Enforcement of parking regulations especially at the defined school zones, as well as parking on footpaths and cycle lanes to encourage the use of active modes facilitating the unhindered movement of pedestrians and cyclists and improving the environment in the school zones.



Figure 6-6 Safe routes to school zones examples

6.2 Public Transport Network

Improving access to opportunities and services by public transport is a key goal of the LTP. The analysis of demand patterns in Clondalkin highlighted the need to improve both internal and external public transport connections enhancing north-south and east-west local and regional connectivity between key origins and destinations, as well as maintaining access to the Village Centre.

The LTP proposes measures to facilitate and avail of the planned BusConnects and DART improvements, which will provide enhanced frequency of services, increased reliability and reduced journey time by public transport.

The proposed interventions include measures such as improved signal arrangements to give priority to bus movements at the Village Centre and along all key radial roads, as well as supporting measures to facilitate the proposed removal of bus lanes would not facilitate this priority access to public transport and improve the quality of bus stop facilities.

The proposals will improve both internal and external connections including connections to key employment areas such as Clondalkin Industrial Estate, to the north, Park West and City Edge to the east, and Grange Castle to the west, as well as the residential areas west of Fonthill Road and other locations in the wider area.

6.2.1 Strategic Public Transport Improvements

Bus services and infrastructure

The study area will see the introduction of new bus services throughout the launch of the next 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 continuous bus priority through continuous bus lanes in each direction making the bus system more efficient and reliable. The Radial Core Bus Corridor Route 8 (Clondalkin to Drimnagh) runs to the northeast of the study area along New Nangor Road.

The GDA Transport Strategy also identifies a Regional Core Bus Corridor running along the N7, to the south of Clondalkin, providing continuous bus priority. This corridor will serve regional buses from Kildare, Laois and adjacent counties, as well as longer distance buses from Cork, Limerick and Waterford. Multiple bus stops are located along the southern boundary of the study area along the N7.

Commuter Rail and Light Rail

The proposed infrastructure improvements in terms of commuter rail near the Clondalkin LAP area include the DART+ South West programme which will include increased rail frequencies (from 12 trains per hour to 23 trains per hour) along the line serving Clondalkin-Fonthill station. Kishoge station was opened in late 2024 to the west of the study area, enabling public transport options as development of Clonburris SDZ advances. Local park and ride facilities are provided at Kishoge Station and Adamstown Station to the west of the study area.

The South Dublin County Development Plan identifies a long-term higher capacity public transport route along the R113 and Fonthill Road passing through the Clondalkin LAP area.

A reconfiguration of the Luas Red Line to provide a Clondalkin-City Centre line is considered in the longer term (after 2042) as part of the GDA Transport Strategy.

6.2.2 Supporting Measures for Public Transport

Cherrywood Villas – Old Nangor Road link improvement

Road and junction improvements at the link between Old Nangor Road and Cherrywood Villas to facilitate the implementation of the BusConnects network which will introduce new bus services along Old Nangor Road (routes 58 and X55).

Improved access to bus stops and rail stations

Improvements in walking and cycling infrastructure near bus stops and rail stations ensuring that footpaths and cycleways leading to those are well-maintained, wide and free of obstacles. In addition, SDCC will ensure that direct access to bus stops is built-in to any new development areas to encourage the use of public transport from the outset. Furthermore, the provision of ramps and low kerb designs to enhance accessibility for people with mobility impairments should also be a key priority.

Bus Stops

Installation of shelters and seating at bus stops to provide weather protection and make waiting more comfortable, especially during adverse weather conditions. In addition, improvements in lighting to improve safety and visibility at night where needed, as well as the provision of real-time information displays to facilitate users better plan their trip, will improve quality of bus stop facilities in Clondalkin.

Bike parking at bus stops and rail stations

Providing good quality, secure and covered cycle parking at selected bus stops, as well as the Red Cow Luas stop and Clondalkin Fonthill train station, is important for facilitating intermodal trips allowing people to cycle to the bus stop or rail station and securely park their bike to continue their trip using public transport.



Figure 6-7 BusConnects network (Source: BusConnects)

6.3 Traffic Network

In terms of the general vehicular traffic network, the LTP considered three types of measures:

- Road links required to support future development at the two framework areas incorporating improvements in accessibility of these lands
- Measures to reduce the attractiveness of the Village Centre for through-traffic, such as traffic calming, reduction of junction corner radii and cyclist improvements at junctions where possible
- Changes to vehicular circulation to better enable sustainable modes of transport

As described in sections 5.7.2 and 5.7.3, the changes in traffic circulation proposed as part of the High Impact Intervention Strategy were excluded from further consideration based on feedback from the second and third round of public consultation and stakeholder engagement. The planned traffic network improvements are shown in Figure 6-8 and described in the following sections.

6.3.1 Road links at the two Framework Areas

To support future development at the Ninth Lock Framework Area and the Knockmeenagh Framework Area, new vehicular links and accesses are proposed at the two areas as part of the LTP. Two-way access to/from Knockmeenagh Framework Area should be provided, connecting with Knockmeenagh Road and New Road to the west (refer to measure L1 in Figure 6-8).

In addition, two vehicular accesses to the Ninth Lock Road Framework Area are proposed off New Nangor Road (J2) and off Ninth Lock Road (J3). Measures to reduce the potential for traffic to travel through the Ninth Lock Framework Area will be considered as part of the design process for development of this site.

6.3.2 Junction Improvements

The proposed improvements include removal of left turn slip lanes, reduction of junction corner radii, new pedestrian and cyclist crossings, surface treatments and other measures that will improve the amenity for pedestrians and cyclists at junctions. For a detailed description of all the proposed junction improvements refer to Table 5-4 in section 5.6.1.4.



Figure 6-8 Traffic network improvements

6.3.3 Traffic Management Measures

30km/h Zone

Given the constraints in terms of road space availability and high traffic volumes in the Village Centre, which in some cases present safety hazards for pedestrians and cyclists, a 30km/h zone is proposed at the Village Centre and all key radial roads in Clondalkin LAP area (refer to Figure 6-8). This measure will enhance safety of pedestrians especially at locations with high pedestrian activity while also allow the accommodation of cyclists within mixed traffic where segregated cycling infrastructure is not possible.

In addition, this measure aims to reduce through-traffic volumes at the Village Centre making it less attractive for through-traffic. This could benefit traffic conditions in the Village Centre, as well as general environmental conditions reducing noise and air pollution, and increasing pedestrian space, thereby improving retail experience, and appreciation of heritage.

Physical measures for speed reduction

SDCC may consider the installation of physical measures like speed bumps, raised crosswalks, or chicanes to slow down traffic in residential or pedestrian-heavy areas where needed.

Safe routes to school zones

Surface treatments and road painting can be used near school areas to encourage traffic to slow down when entering the school zone. Pencil bollards or similar can also be used to prevent kerbside parking near the school entrance. Such a school zone currently exists at Old Nangor Road near Coláiste Chilliain. Similar measures are proposed to be implemented near St John’s National School on Tower Road, and the schools at Convent Road/ Boot Road and Laurel Park/ New Road (refer to measures SC1, SC2 and SC3 in Figure 6-8).

Traffic signal improvements

SDCC may investigate opportunities for optimisation of traffic signals where needed, adjusting the timing of traffic lights to improve traffic flow and reduce unnecessary delays.

7. Implementation Plan

7.1 Introduction

The Clondalkin Local Transport Plan (LTP) aligns with South Dublin County Council's vision for sustainable movement within the county during and beyond the lifespan of the County Development Plan 2022-2028. The development plan adheres to several national policies that advocate for sustainable transport and mobility. Specifically, it incorporates the National Sustainable Mobility Policy, which prioritises the movement of people by means other than private vehicles.

As detailed in Section 3.1.3, the Development Plan outlines various policies related to transport and movement, such as promoting walking, cycling, and public transport usage while aiming to reduce car dependency. Key initiatives include the School Streets Initiative, BusConnects Programme, rail enhancements, park and ride facilities, and road improvements. The plan identifies growth opportunities in Clondalkin, particularly within the Ninth Lock Road and Knockmeenagh Framework Areas.

Moreover, the Plan encompasses the Council’s Active Travel programme, Cycle South Dublin, as well as School Streets Initiative, which alongside proposed improvements in connectivity, strive to establish a well-connected, well-designed, and secure walking and cycling network. This network aims to provide individuals of all ages and capabilities the opportunity to utilise alternative modes of transport to cars.

The proposals in this LTP aim to develop infrastructure aligned with national and local visions and objectives. This section outlines plans for enhancing Clondalkin’s active travel and public transport network, alongside effective traffic management. Measures to improve walking and cycling include creating safe routes, increasing permeability, and providing secure bicycle parking. Public transport initiatives focus on optimizing bus and rail services, improving access to stops and stations. Traffic management strategies involve establishing reduced speed zones, implementing physical measures to reduce speed, and upgrading key junctions.

7.2 Plan Timeframes

This implementation plan has outlined two proposal durations for managing the implementation of measures. These are as follows:

- Short term proposals (Before 2030). (Proposals that have reduced implementation cost and most impactful)
- Medium to long term proposal (From 2030) (Proposals that will complete the transport network following implementation of short-term proposals)
- Ongoing proposals (May be completed over the course of the plan and beyond)

Short term proposals include measures to improve the network for all travel modes, which can be implemented within the next number of years.

Medium to long-term proposals may take longer to implement, and are dependent on a number of factors. This includes unlocking framework areas to enable the implementation of these measures.

Ongoing proposals can be described as measures that could be implemented at the start of the plan and may require a longer period for completion.

7.3 Pedestrian Improvement Proposals

The first package of measures are focused on enhancing the pedestrian network within Clondalkin, and improving infrastructure for walking. These proposals aim to provide better quality infrastructure, direct routes and reduce travel time, thereby increasing accessibility and safety for vulnerable road users.

By addressing the demand for improved infrastructure, the measures will promote sustainable travel options, and ensure a safe and pleasant environment for people to walk. Key projects include:

- Upgrading existing and provision of new pedestrian crossings,
- Improvements to the quality of footpaths,
- Safe Routes to School measures and
- Public realm improvements.

Table 7-1 is a detailed table outlining the specific proposals to improve walking in Clondalkin.

Table 7-1: Pedestrian Improvement Proposals

Mode	Proposal	Comment	Proposal Timeframe
Pedestrian	Improved Pedestrian Network	Measures to include upgrade of existing pedestrian crossings, and the addition of new pedestrian crossings. There are currently 25 pedestrian crossings at strategic locations in the study area, with potential for an additional 15.	On-going
Pedestrian Support Proposals	Safe Routes to School Zones	Implementation of SRTS measures, such as road surface treatments, road painting and pencil bollards. Provides safe segregation for pedestrians and notifies drivers of vulnerable road users.	On-going
	Pedestrian and cycle signal improvements	Optimises traffic signals to facilitate the unhindered movement of pedestrians and cyclists. Reduces interaction between pedestrians and cyclists with vehicular traffic, improving safety for road users	Ongoing
	Permeability improvements	Improve connections between residential estates and key points of interest. Provides more direct routes and reduces travel time between key origins and destinations.	On-going
	Public realm improvements	Introduction and improvement of trees and planting, lighting, benches, public art, and other elements that improve the quality of public spaces. Creates a pleasant environment for residents and visitors of Clondalkin	Short-term
	Wayfinding	Provision of directional signs and information, as well as area maps provided at strategic locations. Improve understanding of the place and orientation for both locals and visitors.	On-going

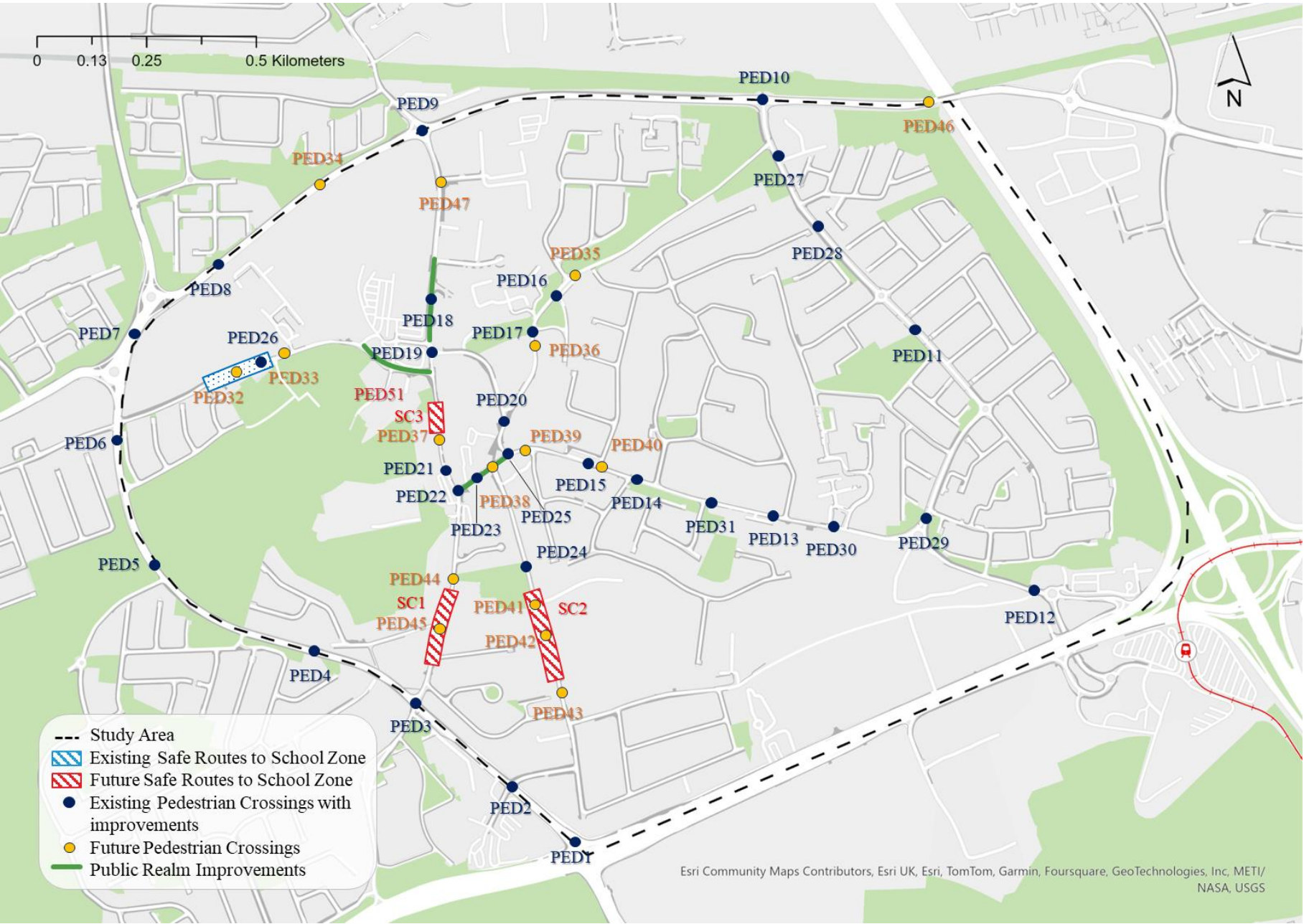


Figure 7-1: Pedestrian Improvement Proposals



Figure 7-2: Permeability Improvement Proposals

7.4 Cycle Improvement Proposals

The key focus for the cycle improvement proposals include:

- Developing the Tallaght to Clondalkin and Corkagh Park to Grand Canal Active Travel Schemes as part of the Cycle South Dublin Initiative,
- Providing secondary and feeder cycle routes to complete cycle networks in the Clondalkin area.

These proposals aim to connect the active travel network, provide direct routes, reduce travel time, and ensure a safe and healthy environment (refer to Table 7-2).

Table 7-2: Cycle Improvement Proposals

Mode	Proposal	Comment	Proposal Timeframe
Cycle	Tallaght to Clondalkin Active Travel Scheme	This will be provided as a mixed traffic street for vehicles and cyclists along Tower Road, Orchard Road and New Road. Ninth Lock Road has the available width to accommodate segregated cycle infrastructure. This forms part of the Cycle South Dublin network through the study area, enabling safe movement throughout Clondalkin.	Short-term
	Corkagh Park to Grand Canal Active Travel Scheme	The emerging preferred option is to be provide a route along the Camac River through Clondalkin Park, Old Nangor Road and Watery Lane. This forms part of the Cycle South Dublin network through the study area, enabling safe movement throughout Clondalkin.	Medium-long term
	Greenways	Two greenways are proposed as part of this scheme, including the above mentioned Corkagh Park to Grand Canal Greenway as well as the Knockmitten Park Greenway. Currently existing infrastructure within the parks providing connections, however improvements to the existing infrastructure is required.	Medium-long term
	Secondary Cycle Routes	Provided along New Nangor Road, Fonthill Road South, Main Street and Monastery Road. These cycle routes supplement and connect the primary cycle routes throughout the study area.	Medium-long term
	Feeder Cycle Routes	Provided along other main roads within the study area as varying types of cycle infrastructure and completes the cycle network in the study area. Varying quality of cycle infrastructure. This is dependent on implementation of low trafficked streets to enable mixed traffic environments for cyclists and motor vehicles.	Medium-long term
Cycle Support Proposals	Permeability improvements	Improve connections between residential estates and key points of interest. Provides more direct routes and reduces travel time between key origins and destinations.	On-Going
	Traffic Calming	Measures including the introduction of a 30km/h zone, new speed bumps, road surface treatments, reduction of junction corner radii and removal of slip lanes at certain junctions. Traffic calming measures will enable a safe and pleasant environment for people to walk and cycle.	Short-term
	Safe Routes to School Zones	Implementation of SRTS measures, such as road surface treatments, road painting and pencil bollards. Provides safe segregation for pedestrians and notifies drivers of vulnerable road users.	On-Going
	Pedestrian and cycle signal improvements	Optimises traffic signals to facilitate the unhindered movement of pedestrians and cyclists. Reduces interaction between pedestrians and cyclists with vehicular traffic, improving safety for road users	Ongoing
	Bicycle parking	Maintenance and upgrade of existing bicycle parking facilities throughout the study area. Importance will grow as the uptake in cycling increases and demand for cycle parking also increases.	Ongoing
	Wayfinding	Provision of directional signs and information, as well as area maps provided at strategic locations. Improve understanding of the place and orientation for both locals and visitors.	Medium-long term

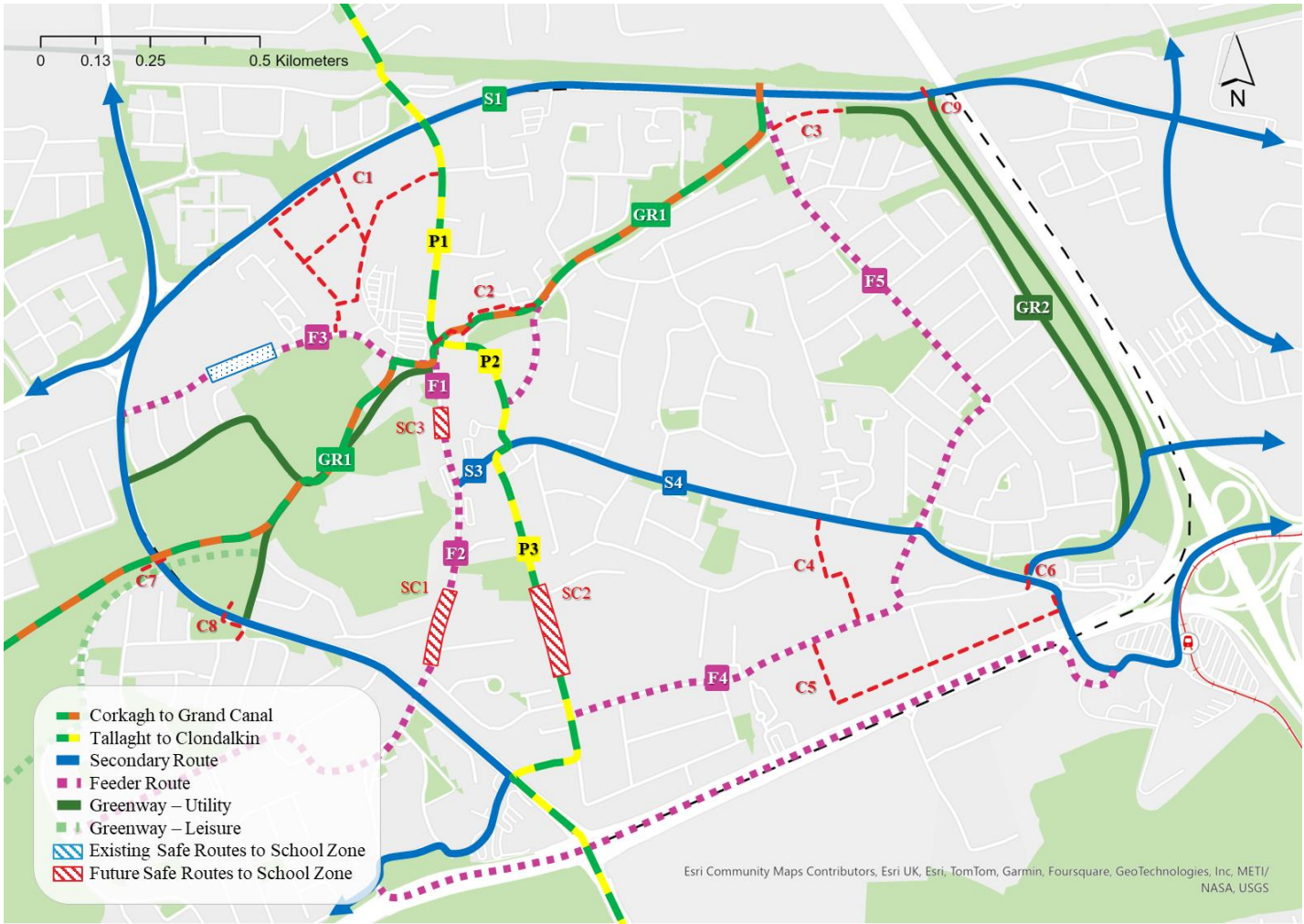


Figure 7-3: Cycle Improvement Proposals

7.5 Public Transport Improvement Proposals

The public transport proposals include:

- Enhancements to existing bus stops as well as improved access via active modes.
- Provision of secure bicycle parking at public transport hubs.
- BusConnects network redesign and bus priority measures
- Long-term high-capacity public transport route

These proposals aim to connect the Clondalkin through public transport improvements, provide direct routes to public transport hubs, and ensure a safe and healthy environment

Table 7-3: Public Transport Improvement Proposals

Mode	Proposal	Comment	Proposal Timeframe
Public Transport	BusConnects services and bus priority measures	New bus services planned as part of BusConnects network redesign and bus priority measures along key roads (measures BU1 to BU13) by the NTA.	Medium-long term
	High-capacity public transport route	Higher capacity public transport route along link road through Ninth Lock Framework Area, and along Clondalkin Park following Camac River and previous alignment for Metro West (measure PT1)	Long term
Public Transport Support Proposals	Improved access to bus stops and rail stations	Improvements in walking and cycling infrastructure near bus stops and rail stations, and ensuring access to public transport nodes are built into new development areas. Provides direct routes and reduced travel time.	On-going
	Bus Stops	Installation of shelters and seating at bus stops to provide weather protection and make waiting more comfortable. Creates a pleasant environment for residents and visitors of Clondalkin.	Ongoing
	Bike parking at bus stops and rail stations	Providing good quality, secure and covered cycle parking at selected bus stops, as well as the Red Cow Luas stop and Clondalkin Fonthill train station. Demand for cycle infrastructure will increase with cycling demand.	Ongoing
	Bike parking at bus stops and rail stations	Providing good quality, secure and covered cycle parking at selected bus stops, as well as the Red Cow Luas stop and Clondalkin Fonthill train station. Demand for cycle infrastructure will increase with cycling demand.	Ongoing

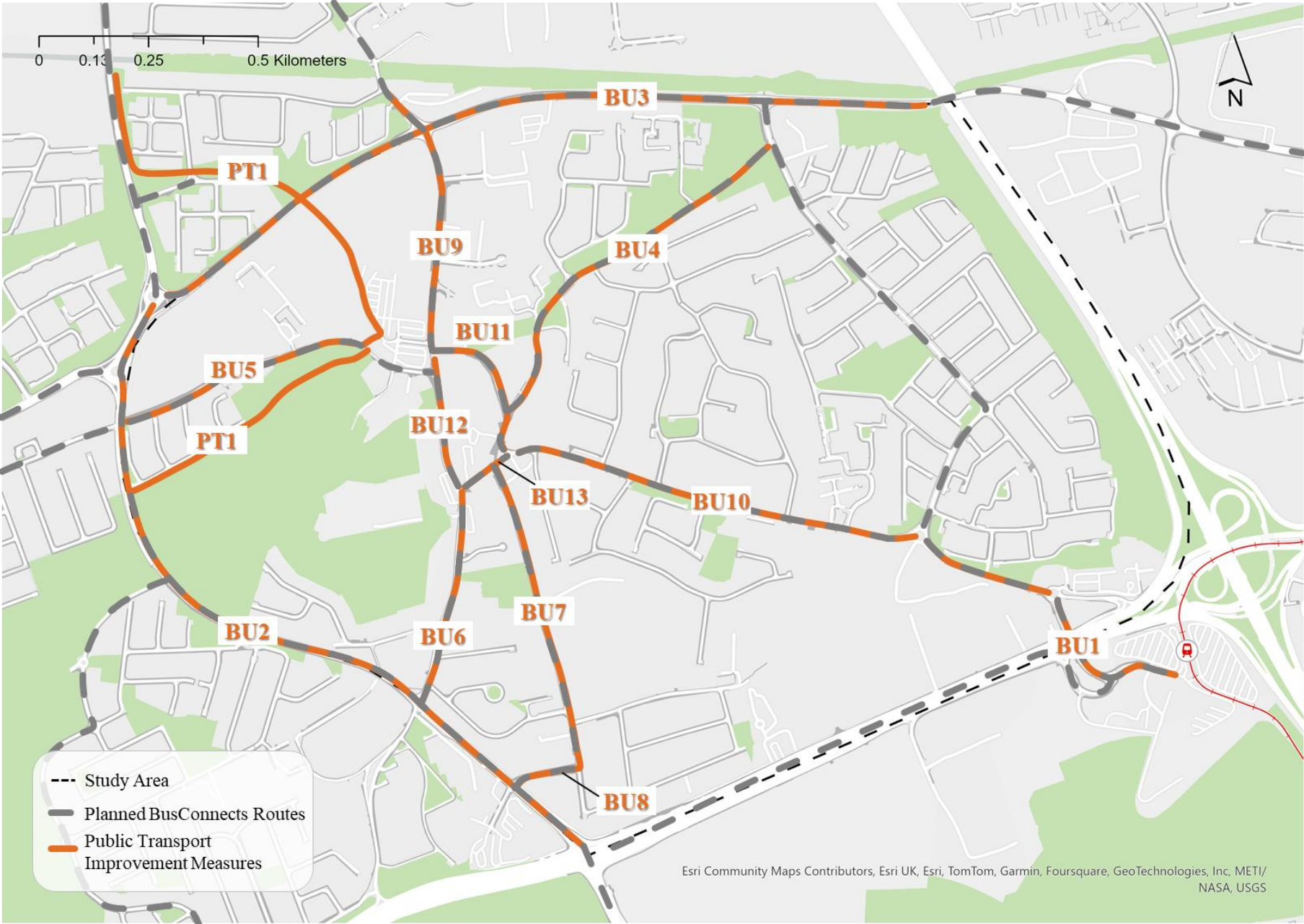


Figure 7-4 Public transport proposals

7.6 Traffic Network Proposals

The private vehicle proposals include:

- Traffic calming measures to alleviate traffic congestion and improve safety,
- Safe Routes to School Measures
- Junction enhancements, such as reducing corner radii and upgrading traffic signals.
- New accesses at the Ninth Lock Framework Area and upgrade of improved internal road network within Knockmeenagh Framework to facilitate vehicular access to the existing road infrastructure to support future development.

These proposals aim to reduce the dependency of private cars in Clondalkin by improvements to junctions, signal timing improvements and traffic calming measures to ensure a safe and healthy environment

Table 7-4: Traffic Network Proposals

Mode	Proposal	Comment	Proposal Timeframe
Car / Private Vehicle	30km/h Zone	Reduction of maximum speed limits on roads from 50km/h to 30km/h. Increases safety and enhances a pleasant environment for people to walk and cycle.	Short-term
	Traffic Calming	Measures including the introduction of a 30km/h zone, new speed bumps, road surface treatments, reduction of junction corner radii and removal of slip lanes at certain junctions. Traffic calming measures will enable a safe and pleasant environment for people to walk and cycle.	Short-term
	School zones	Implementation of SRTS measures, such as road surface treatments, road painting and pencil bollards. Provides safe segregation for pedestrians and notifies drivers of vulnerable road users.	Ongoing
	Traffic signal improvements	Optimisation of traffic signals, including adjusting the timing of traffic lights to improve traffic flow and reduce unnecessary delays. Reduces traffic congestion in Clondalkin	Ongoing
	Upgrading of 19 junctions within the study area	Removal of left turn slip lanes, reduction of junction corner radii, new pedestrian and cyclist crossings, surface treatments and other. This will complete the cycle network and improve safety for vulnerable road users.	Ongoing



Figure 7-5: Traffic Network Proposals

In summary, the proposals listed in the tables above include:

- Improving the pedestrian and cycle network with signal enhancements, junction modifications, and cycle parking within the study area as well as at bus stops and rail stations
- Traffic calming measures, such as implementing a 30km/h zone, physical measures for speed reduction, and traffic signal improvements
- Safe Routes to School measures and parking regulations
- Enhancements to the village consisting of public realm improvements, increased permeability, and the introduction of wayfinding measures

The **short – medium term proposals** can be summarised as:

- Improved Pedestrian Network
- Tallaght to Clondalkin Active Travel Scheme
- Corkagh Park to Grand Canal Active Travel Scheme
- Primary Cycle Routes
- Traffic Calming
- Safe Routes to School Zones
- Public realm improvements
- Parking enforcement
- 30km/h Zone

The **long term proposals** can be summarised as:

- Greenways (check stage the active travel schemes at)
- Secondary Cycle Routes
- Feeder Cycle Routes
- Permeability improvements
- Wayfinding
- Improved access to bus stops and rail stations

The **ongoing proposals** can be summarised as:

- Pedestrian, cycle and traffic signal improvements
- Bicycle parking
- Bus Stops
- Junction upgrades
- Permeability Improvements

7.7 Outcomes

It is expected that following the implementation of the above proposals, Clondalkin will promote a safer and healthier environment for all road users.

This package of measures will help alleviate traffic congestion, ensuring direct and efficient routes, and provide a pleasant environment for residents and visitors. By improving bus services, implementing traffic calming measures, and enhancing permeability, the proposals aim to create a healthier, more accessible, and interconnected community. The implementation of the proposals set out in this section should also contribute to achieving the Vision and meeting the objectives set out in Section 4.2. This comprehensive approach to infrastructure development significantly contributes to healthy placemaking and improved mobility within the Clondalkin area.

7.7.1 Healthy Placemaking

The proposals will promote healthy placemaking by reducing the priority of private vehicles in the village centre. Improvements at junctions, pedestrian networks, and traffic calming measures will prioritize pedestrians in Clondalkin. This will improve the safety of the transport network for all users.

7.7.2 Improved Sustainable Mobility

The proposals aim to facilitate the safe use of active travel and enhance connectivity within wider networks throughout Clondalkin, and reduce the dominance of the car in the village centre. The enhancement of bus services and providing better and safer active travel infrastructure will contribute to promoting Clondalkin as a sustainable and liveable town.

7.7.3 Well-connected Community

The proposals aim to establish direct routes and reduce travel time within Clondalkin. Permeability improvements are intended to connect land parcels and develop networks of pedestrian infrastructure in both the Village Centre and surrounding residential areas. This will in turn improve walking, cycling and public transport connectivity within the LAP and to adjoining areas, including the integration of the Cycle South Dublin Active Travel Schemes.