



Tionscadal Éireann  
Project Ireland  
2040



# Dublin City Active Travel Network

## Report on Non – Statutory Consultation

Holles Street to Lansdowne Road Interim Scheme  
(Phase 1 of the Trinity to Ballsbridge walking and cycle route)

**March 2024**

## TABLE OF CONTENTS

<b>TABLE OF CONTENTS</b> .....	<b>2</b>
<b>1. INTRODUCTION</b> .....	<b>3</b>
<b>1.1. Objectives Of The Project</b> .....	<b>4</b>
<b>2. PUBLIC ENGAGEMENT</b> .....	<b>4</b>
<b>3. ISSUES RAISED AND DCC ACTIVE TRAVEL TEAM RESPONSES</b> .....	<b>8</b>
<b>3.1. Plastic Bollards</b> .....	<b>8</b>
<b>3.2. Cycle Track Width</b> .....	<b>9</b>
<b>3.3. Additional Cycle Parking</b> .....	<b>9</b>
<b>3.4. Cyclists Sharing With Buses / Remove Traffic Lanes</b> .....	<b>10</b>
<b>3.5. Continuous Segregation</b> .....	<b>10</b>
<b>3.6. Provide A Two-Way Cycle Track</b> .....	<b>11</b>
<b>3.7. Scheme Extents</b> .....	<b>11</b>
<b>3.8. Pedestrian Facility Width</b> .....	<b>11</b>
<b>3.9. Segregation Of Bus Lanes</b> .....	<b>12</b>
<b>3.10. Protected Junction</b> .....	<b>12</b>
<b>3.11. Parking/Access To The National Maternity Hospital</b> .....	<b>12</b>
<b>3.12. Enforcement Of Parking In Cycle Lanes</b> .....	<b>12</b>
<b>3.13. Additional Crossings</b> .....	<b>13</b>
<b>13.14. Remove On Street Parking</b> .....	<b>13</b>
<b>13.15. More Greening And Planters</b> .....	<b>13</b>
<b>3.16. Cycle Lane Colour</b> .....	<b>14</b>
<b>3.17. Additional Suggestions Received</b> .....	<b>14</b>
<b>4. CONCLUSION AND RECOMMENDATION</b> .....	<b>17</b>

.....  
.....

## 1. INTRODUCTION

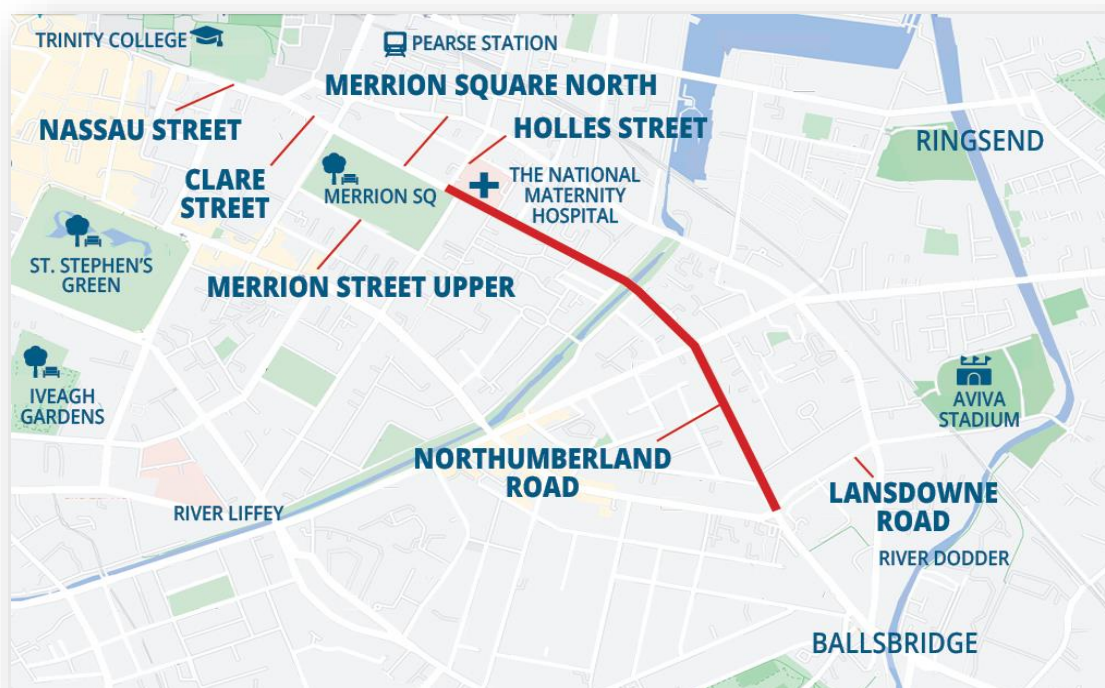
The Trinity to Ballsbridge Walking & Cycling scheme is a 2.0km scheme which proposes to provide protected cycle paths and improved facilities for pedestrians commencing at the Dawson Street junction and finishing at Lansdowne Road. The scheme is to be delivered in two phases:

### Phase 1: Holles St to Lansdowne Road

This phase which is the subject of this Public Consultation report will provide 1.6km of improved interim walking and cycling facilities from the Holles Street junction to the Lansdowne Road junction, along Mount Street Lower and Northumberland Road. These are temporary measures which will remain until a more permanent scheme is put in place. Refer to Figure 1 below for the scheme extents. The detailed drawings are available on the Dublin City Council Active Travel webpage at the following link:

<https://www.dublincity.ie/residential/transportation/active-travel/projects/holles-street-lansdowne-road-interim-scheme-phase-1-trinity-ballsbridge-walking-and-cycling-route-1>

Figure 1 - Scheme Location



## Phase 2: Dawson St to Holles Street

Phase 2 which is along Nassau Street, Clare Street and Merrion Square North are impacted by other projects such as Bus Network Redesign and the City Centre Transport Plan which are still in development stage. This Phase will be progressed once these projects are more advanced and we have more information.

### 1.1. Objectives Of The Project

Dublin City Council is developing a safer, inclusive and sustainable walk-wheel-cycle network. The objectives and benefits of the scheme can be summarised as follows:

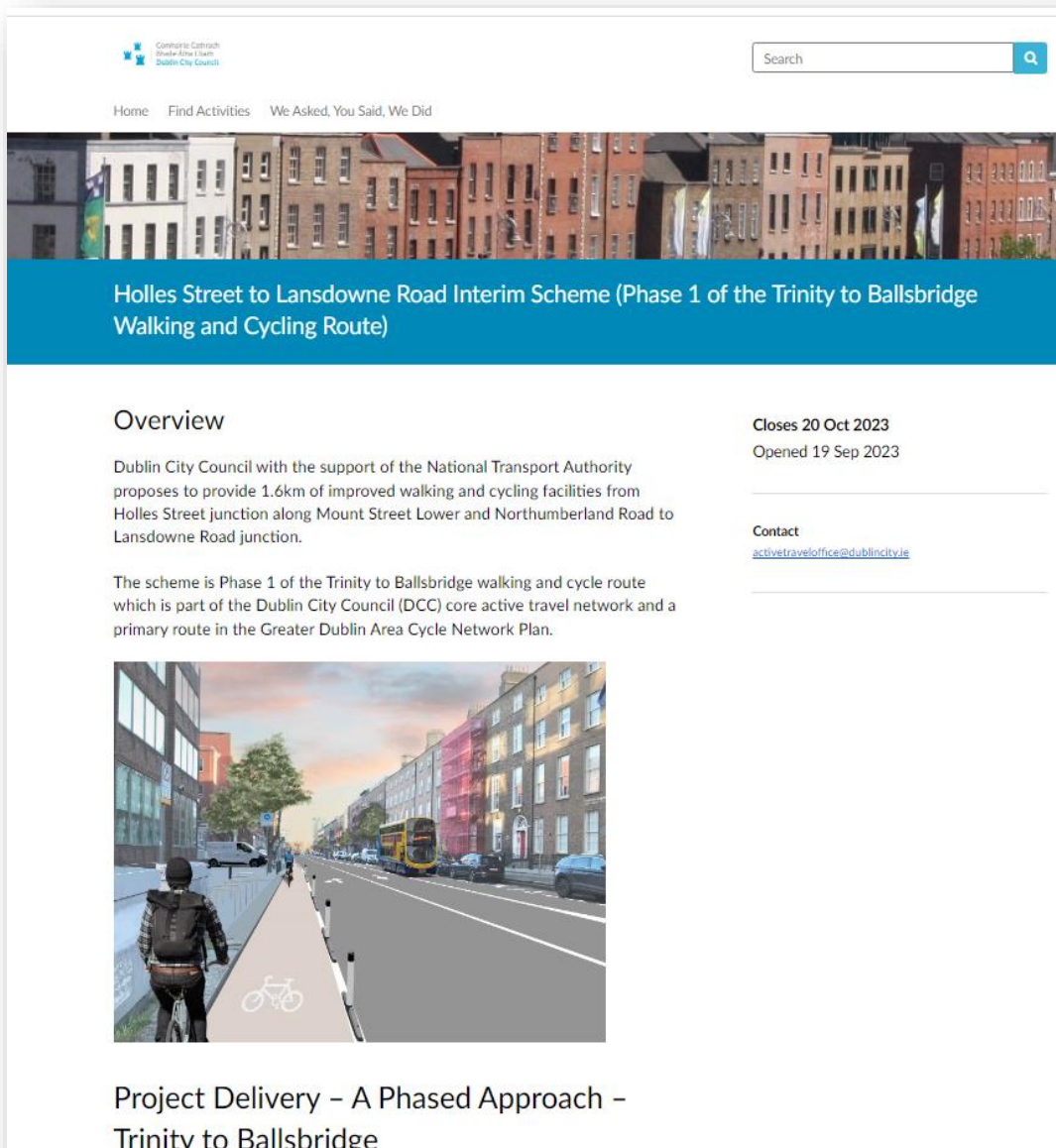
- This scheme will enhance quality of life by improving access, connectivity and sustainable mobility for all, whilst reducing transport-related carbon emissions.
- The scheme will provide a safer environment for walking and cycling. This is especially important to improve walking and cycle access from the Ballsbridge area to Merrion Square.
- The scheme will reduce the risk of pedestrian and cyclist collisions through segregation from traffic and minimising conflicts.
- The scheme will encourage increased levels of physical activity and leisure use along the corridor through provision of a safe, high-quality and attractive route for both cyclists and pedestrians.
- The scheme will facilitate the delivery of the Greater Dublin Area (GDA) Cycle Network Plan by providing continuous, segregated cycling facilities.
- The scheme will improve connectivity to the Fitzwilliam Cycle route and the Grand Canal Cycle route.

## 2. PUBLIC ENGAGEMENT

The Public Consultation for the scheme was carried out in September and October 2023 using a number of different forms to ensure that the consultation captured the full range of stakeholders affected.

Information on the scheme, the design drawings along with accessible Word documents were published the Dublin City Council Public Consultation hub on Tuesday 19<sup>th</sup> September 2023.

Figure 2 - Extract from the DCC Public Consultation Hub



The screenshot shows the Dublin City Council website interface. At the top, there is a search bar and navigation links for 'Home', 'Find Activities', and 'We Asked, You Said, We Did'. The main header features a photograph of a city street and a blue banner with the text: 'Holles Street to Lansdowne Road Interim Scheme (Phase 1 of the Trinity to Ballsbridge Walking and Cycling Route)'. Below this, the 'Overview' section contains the following text: 'Dublin City Council with the support of the National Transport Authority proposes to provide 1.6km of improved walking and cycling facilities from Holles Street junction along Mount Street Lower and Northumberland Road to Lansdowne Road junction.' It also states: 'The scheme is Phase 1 of the Trinity to Ballsbridge walking and cycle route which is part of the Dublin City Council (DCC) core active travel network and a primary route in the Greater Dublin Area Cycle Network Plan.' To the right of the overview, it indicates the scheme 'Closes 20 Oct 2023' and 'Opened 19 Sep 2023', and provides a contact email: [activetraveloffice@dublincity.ie](mailto:activetraveloffice@dublincity.ie). Below the text is an illustration of a cyclist on a dedicated cycle lane, with a bus and cars on the adjacent road.

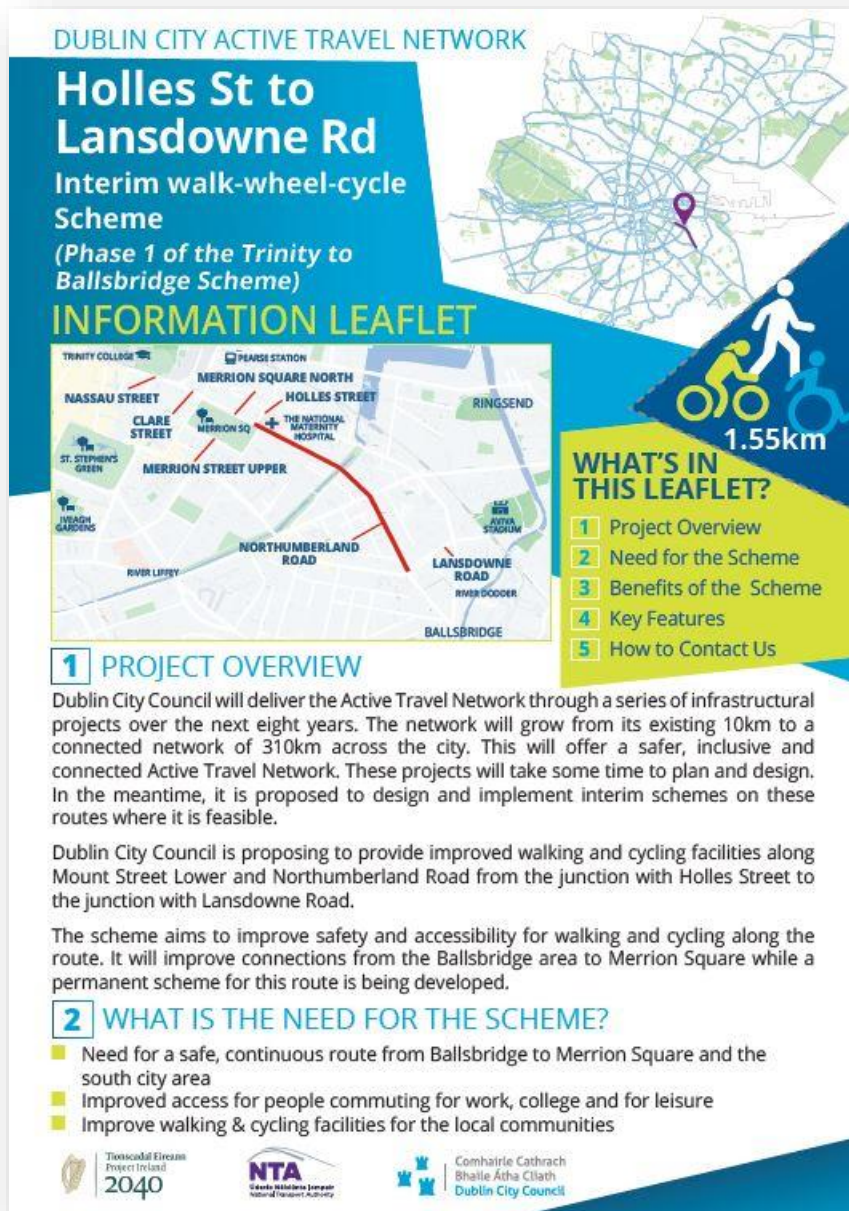
**Project Delivery – A Phased Approach – Trinity to Ballsbridge**

Hard copies of the design drawings were on display for members of the public and residents to view in the following locations for the consultation period:

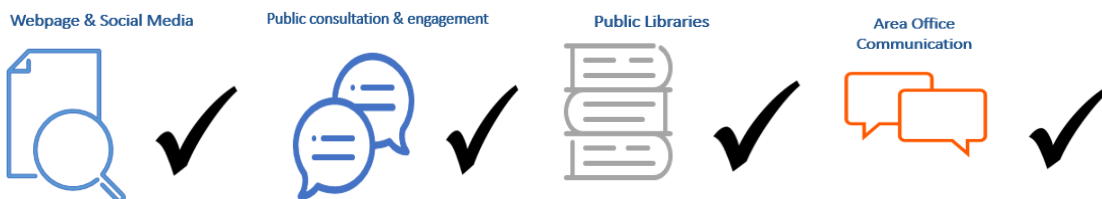
- Dublin City Council, Block 1, Floor 0, Civic Offices, Wood Quay, Dublin 8, D08 RF3F
- Pearse Street Library, 144 Pearse Street, Dublin 2, D02 HE37
- Pembroke Library, Anglesea Road, Dublin 4.

Information Leaflets were distributed to 392 houses and apartments along the route and surrounding area.

Figure 3 - Copy of Information Leaflet

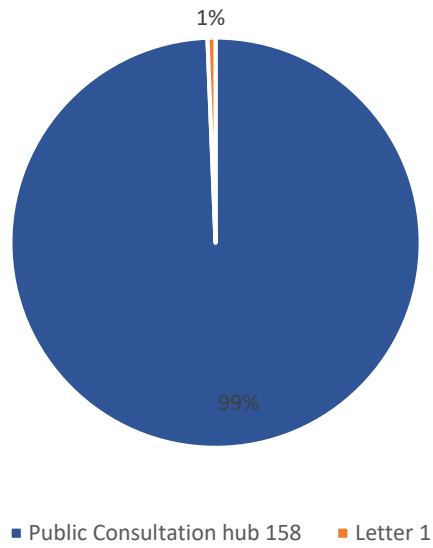


Utilised all channels available in communicating this public consultation to the public.



In total, there were 159 responses received during the public consultation.

### Chart 1: Methods of Submissions



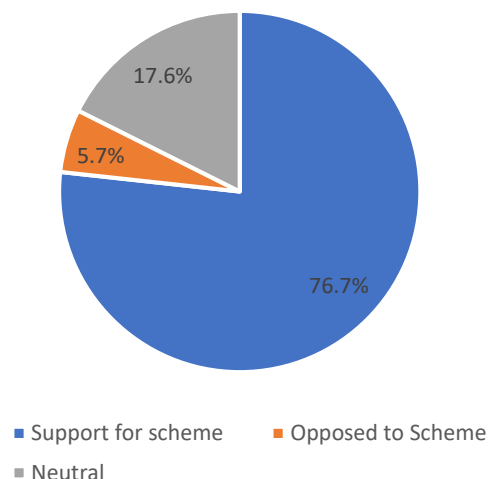
### Questionnaire Results Summary

A detailed review of all submissions was carried out with the main concerns and issues identified for all submissions.

The overall sentiment of each submission was assigned as expressing support or objection to the scheme, if neither support nor objection to the scheme was explicitly expressed, the submission was deemed to be neutral.

- 122 respondents (76.7%) were determined as expressing support for the scheme.
- 9 respondents (5.7%) objected to the scheme.
- 28 respondents (17.6%) expressed neither support or objected but submitted suggestions or comments (See Chart 1).

### Chart 2: Submission Sentiment Analysis

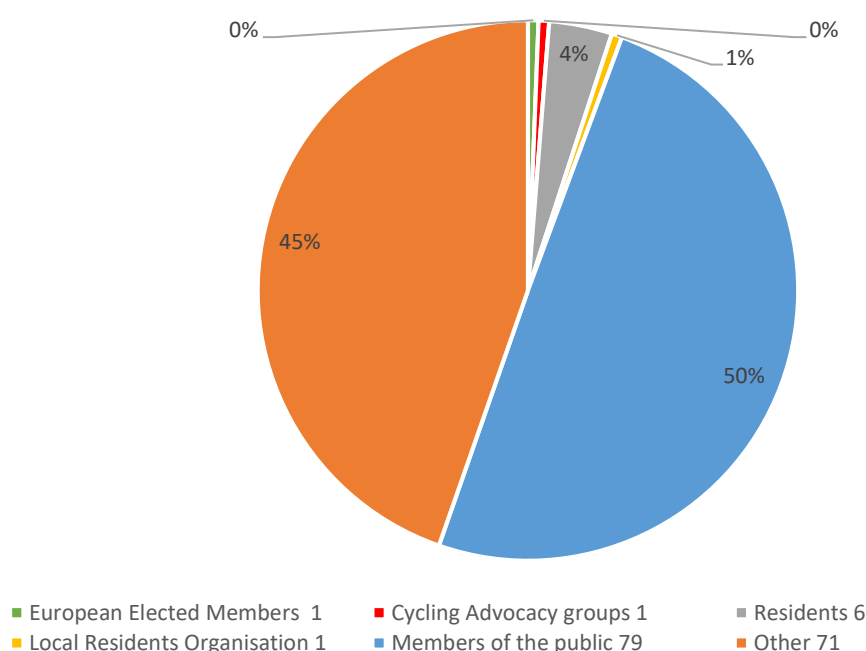


The submissions received included:

- One (1) detailed submission received from Elected Member of European Parliament.
- One (1) detailed submission from cycling advocacy groups.
- Six (6) submissions from residents living along the route.
- One (1) submission received from from a local resident's organisation.
- Seventy nine (79) submissions received from members of the public.

The responses were received through the public consultation hub. All the submissions were reviewed and the main issues grouped into 16 distinct categories. Some of the responses dealt with multiple categories in one submission.

**Chart 3: Submissions Received**



### 3. ISSUES RAISED AND DCC ACTIVE TRAVEL TEAM RESPONSES

This section outlines the main issues raised during the public consultation, addresses each of the issues individually and provides detailed responses.

#### 3.1. Plastic Bollards

Concerns over the use of plastic bollards for segregation. There were 24 submissions that requested different segregation to bollards.

This represents 15% of the total number of submissions received.

The following are the main concerns people had with bollards

- Visual Impact
- Safety



- Environmental concerns with the use of plastics

### Response

*DCC acknowledges the concerns raised and will consider the use of recycled rubber separator kerbs where feasible instead of plastic bollards as the main type of cycle lane separators.*

*Full height bollards may be warranted at junctions for safety reasons.*

*It is intended to provide more enduring infrastructure as part of the permanent scheme.*

## 3.2. Cycle Track Width

There were 13 submissions that requested wider cycle tracks.

This represents 8.1% of the submissions.

### Response

*The proposed cycle track varies between 1.5m and 2m wide for the route. There is no location along the route where the width is less than 1.5m in accordance with the Cycle Design Manual. Every effort has been made in the design to maximise cycle lane width, while maintaining bus lanes along the route. However due to road width constraints the cycle track width has had to be reduced at localised sections.*

*Following the feedback received, the cycle widths have been reviewed and increased where possible, including the following locations:*

- *Northumberland Road just before the junction with Haddington Road. A reduction in the traffic lane width will facilitate increase cycle lane width on each side of the road.*
  - *Northumberland Road just east of the junction with Percy Place. A reduction in bus lane width to minimum allowable will provide additional width to the cycle lane.*
- Several submissions referred to design standards providing traffic lane widths below 3m. In order to maintain and improve emergency response times, 3m is the minimum required for large vehicles. A wider road space is required at a number of locations in order to cater for vehicle turning movements*

## 3.3. Additional Cycle Parking

A request was received to provide additional cycle parking near the Aviva stadium.

### Response

*Installing cycle parking near the Aviva stadium is beyond the scope of the scheme.*

*10 new cycle parking stands are proposed to be installed on the north side of Mount Street Upper between the junction with Grants Row and the junction with Grattan Street.*

*The scheme has been reviewed and there is no further scope to install bike parking as there are constraints with the footpath widths. DCC policy discourages the installation of cycle parking on footpaths in the city centre unless the footpaths have sufficient width as follows;*

- *Cycle parking parallel to the kerb – Footpath must be at least 4.35m wide*

- *Cycle parking perpendicular to the kerb – Footpath must be at least 5.2m wide  
This limits the opportunity to provide additional cycle parking along the route.*

Due to crowd control safety concerns, DCC have been requested to not provide cycle stands in the immediate vicinity of the Aviva stadium

### 3.4. Cyclists Sharing With Buses / Remove Traffic Lanes

Concerns raised about cyclists sharing bus lanes with buses and other public service vehicles.

There were four submissions that raised this issue which represents 2.5% of the submissions.

There was a submission that was opposed to continuing facilitation of general traffic along this route.

#### Response

*Mount Street Upper and Northumberland Road have insufficient road widths to facilitate the provision of interim segregated cycle tracks in addition to the bus and general traffic lane requirements. This is the reason for the current design proposal to provide a shared bus/cycle lane on sections of the route.*

*The existing bus lanes are required to provide an efficient bus service along the scheme including the Dublin Bus route 4, 7, 7A, 7D and 27x and the Aircoach 702/ 703 buses to Dublin Airport.*

*A number of submissions suggested removal of one or more lanes of traffic. However two-way traffic is required to be maintained along Northumberland Road and Mount Street Upper in keeping with current traffic management and transport planning arrangements.*

*As part of the permanent scheme the shared bus / cycle lane arrangement will be reviewed taking account of the continued rollout of new bus routing arrangements contained in the Busconnects proposals.*

### 3.5. Continuous Segregation

Request for more continuous segregation without intervals for the entire cycle route. There were 10 submissions that requested more segregation.

This represents 6.29% of the submissions.

#### Response

*There are portions of the route that remain unsegregated for reasons outlined in section 3.4. Gaps are required in the segregation to cater for a wide range of road users accessing bus stops, loading bays, taxi ranks, assessable parking bays and essential parking bays, and for carriageway drainage.*

*DCC acknowledges the concerns and have proposed to segregate localised sections of bus lanes as outlined in section 3.9.*

### 3.6. Provide A Two-Way Cycle Track

There were four submissions that suggested that a two-way cycle track on one side of the road should be considered.

#### Response

*There is insufficient available road widths on Mount Street Upper and Northumberland Road for a continuous two-way cycle track for the same reasons that are outlined in section 3.4 above.*

*The option of a two way cycle track will be considered as part of the permanent scheme.*

### 3.7. Scheme extents

Request to extend the cycle tracks to Pembroke junction, Pearse Street, Merrion Square and Fitzwilliam Square.

#### Response

*The extents of the scheme route is set out in the Dublin City's Active Travel Network which aligns with and has prioritised two thirds of the Greater Dublin Cycle Network Plan within Dublin City. (See link below)*

[Active Travel Network Delivery Programme | Dublin City Council](#)

*Extending the scheme outside the extents of the route is beyond the scope of the project. As part of Phase 2 of this the Trinity to Ballsbridge walking and cycling route the scheme will be extended to the Dawson Street Nassau Street junction via Merrion Square North, Clare Street and Nassau Street. Connections to Pearse Street and Fitzwilliam Square are identified on the Cycle Network Plan and will be delivered as separate schemes under Dublin City Council's Active Travel Network programme.*

### 3.8. Pedestrian Facility Width

A number of submissions requested wider pedestrian facilities and more space be given over to pedestrians.

One submission suggested that the footways should be narrowed.

#### Response

*There is insufficient widths on Mount Street Upper and Northumberland Road to provide wider pedestrian facilities for the same reasons that are outlined in section 3.4 above. The footpath widths on Mount Street Lower are typically 2.15m – 4.9 m wide, with the minimum being 2.15m.*

*On Northumberland footpaths are typically 2.69m – 4.99m wide, with the minimum being 2.69m.*

*As a walking and cycling scheme, every effort is made to maximise pedestrian and cycle space. Modification of kerb lines is beyond the scope of this project as an interim scheme but will be considered in the design of the permanent scheme.*

### 3.9. Segregation Of Bus Lanes

A submission requested that flexible bollards be placed between the bus lanes and traffic lanes.

#### Response

*DCC acknowledges the concerns raised and are considering measures for segregating the bus lane and traffic lanes at some sections in detailed design.*

### 3.10. Protected Junction

A number of submissions suggested a Dutch style protected junction. (A Dutch style protected junction is a type of road junction in which cyclists and pedestrians are separated from motor traffic).

#### Response

*The scheme is interim in nature, upgrading to fully protected junctions is beyond the scope of the scheme. The provision of a protected junctions will be considered as part of the permanent scheme.*

### 3.11. Parking/access to the National Maternity Hospital

There were three submissions from hospital staff that requested retention of parking and access to the National Maternity Hospital.

#### Response

*No parking on Holles Street will be removed as part of the scheme. There are over 900 car parking spaces within a 10-minute walk from the hospital. All access to the hospital is being maintained. The scheme does not affect access to the hospital.*

### 3.12. Enforcement of parking in cycle lanes

There were two submissions that requested enforcement of parking and driving in cycle lanes.

#### Response

*Enforcement of the rules of the road is beyond the scope of the scheme. One of the benefits of providing segregated cycle facilities is to reduce the likelihood of parking and driving in the cycle lanes.*

### 3.13. Additional Crossings

A number of submissions requested additional pedestrian crossings at various locations along the route.

#### Response

*Provision of additional signalised pedestrian crossing facilities is beyond the scope of this scheme which aims to limit civil engineering works in favour of fast implementation of the scheme.*

*Additional crossings will be considered within the scope of any subsequent permanent project, at which time all locations submitted will be considered in the design.*

### 13.14. Remove On Street Parking

There were nine submissions that requested more on-street parking to be removed than included in the design displayed.

This represents 5.6% of the submissions.

#### Response

*In striving to cater for all road users along Mount Street Upper efforts have been made to retain an element of on street parking. The possibility of removing more parking along the route to improve the cycle infrastructure will be examined in later phases of the scheme.*

### 13.15. More Greening And Planters

Requests were received to provide micro green spaces as part of the scheme. One submission requested that planters be provided at section 4-4 in drawing 3 of 4.

#### Response

*It is the policy of Dublin City Council to provide greening on all projects where the opportunity arises. Providing “safe & attractive” cycle routes is an objective of DCC Active Travel Programme Office in keeping with the policies of the NTA Cycle Design Manual, greening by planting and sustainable drainage measures is one of the key means to provide “attractive” routes.*

*However, due largely to insufficient available space without works more significant than those intended as “interim” in nature, in addition to environmental concerns with provision of temporary planters, it is beyond the scope of the scheme to provide greening. Place making and greening will form part of the subsequent permanent scheme.*

*At the location referred to in the specific submission i.e. at section 4-4 on drawing 3 of 4, there is insufficient space for planters on the footpath or on the road for segregation purposes. The footpath at this location is approximately 2.8m wide.*

### 3.16. Cycle Lane Colour

Requests were received for cycle tracks to have consistent surface colour.

#### Response

*The NTA Cycle Design Manual recommends that all dedicated cycle facilities, with the exception of remote greenways and shared active travel facilities, in urban areas in Ireland should be red in colour. However in locations with cultural heritage value or high visual amenity characteristics the use of a red coloured surfacing may not be appropriate.*

*The use of red surface along Mount Street and Northumberland Road will be considered taking into account the surrounding streetscape.*

### 3.17. Additional Suggestions Received

The list below includes additional requests and design suggestions received during the consultation which have not been covered in detail above.

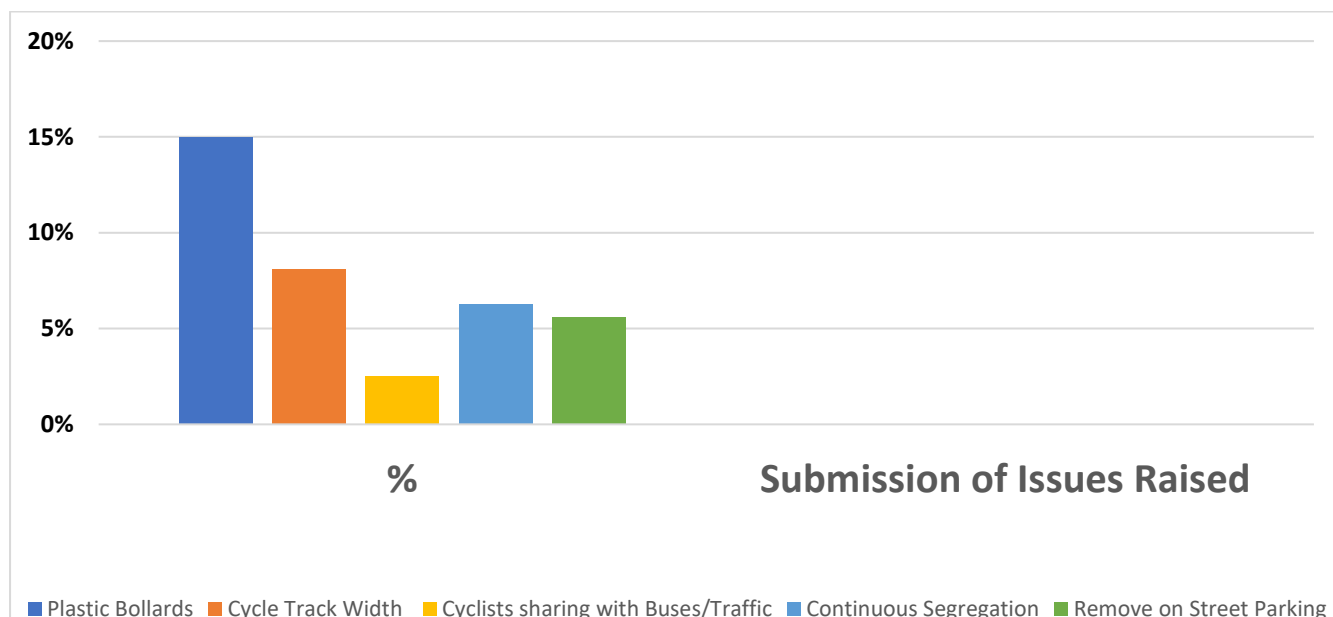
1. Conflict with cyclists at Fuel station (Northumberland Rd)
  - *Red colour high friction surfacing Road Markings will be used across conflict areas.*
2. Loading identified as an issue in the Mount Street area. Request to change loading/taxi area to loading only.
  - *As public service vehicles, taxi facilities are retained where possible, taxis and loading uses have separate designated hours of operation at this location.*
3. Retain refuge Islands where being replaced with hatch to calm traffic.
  - *There is insufficient road space available to provide cycle facilities while maintaining central islands.*
4. Prevent parking at start/end of bollard runs - Provide gaps in segregation at start end of runs to allow joining the cycle track if car blocks the approach.
  - *More gaps in the segregation at start/end of bollard runs to allow cyclists to enter will be considered. The route is being segregated as much as possible so there is little opportunity for parking at the start/end of bollard runs.*
5. Improve bus priority through junctions.
  - *Modifications to bus operation is beyond the scope of the scheme. This request has been referred to the bus network team.*
6. Cycle lane to be inclusive for disabled cyclist, the young & elderly.
  - *Every effort has been made in the designs to maximise cycle lane width so that they are inclusive to the disabled cyclist, the young and the elderly. Due to road width constraints the cycle track width is reduced at localised sections which are outlined in section 3.2.*

7. Traffic lights prioritise pedestrian and cyclists
  - *It DCCs objective to provide priority for pedestrians and cyclists at junctions but each junction has to be considered on a case by case basis.*
8. Cycle lanes inside tree line on Northumberland Road
  - *There is insufficient space for a cycle track of at least 1.5m wide and a footpath of at least 1.8m wide inside the tree line.*
9. Repair poor road surface.
  - *A condition survey of the road surface will be undertaken and surface course repairs will be made, if required, to ensure a high-quality surface within the cycle facilities.*
10. Training for bus drivers who drive aggressively
  - *Training bus drivers is beyond the scope of the scheme. However, Dublin City Council is aware that Dublin Bus train their drivers to be aware of and take into consideration, the presence of cyclists on the city streets.*
11. Island bus stops.
  - *Island bus stops is beyond the scope of the interim scheme and will be considered in the permanent scheme.*
12. Info campaign on the dangers of e-scooters
  - *An information campaign for e scooters is beyond the scope of the scheme. However, Dublin City Council will be running information campaigns for all road users in future to encourage appropriate use of the Active Travel Network.*
13. Right turn for cyclists from Lansdowne Rd to Northumberland Road and other side roads.
  - *A right turn for cyclists from Lansdowne Rd to Northumberland Rd will be considered in the permanent scheme as legislation changes are required to facilitate directional cyclist only traffic signals.*
14. Suggestion that Emissions Charges should be introduced to help reduce traffic congestion
  - *Emissions Charges is beyond the scope of the scheme.*
15. Reduce street clutter / excess signage
  - *Street clutter and excess signage will be reduced where possible. However, due to the nature of the interim scheme, extensive de-cluttering will not be deliverable until such time as the permanent scheme is being implemented.*
16. Cyclists to test route widths
  - *Available road space is a limiting factor as outlined in section 3.2.*
17. Raised cycle tracks

- *Raised Cycle tracks are beyond the scope of the interim scheme but this will be considered in the permanent scheme.*
18. More space around blue badge vehicles (disabled persons parking bay)
- *There is insufficient space to provide a buffer around the existing accessible parking spaces within the scope of this scheme, the scheme will retain all blue badge spaces with a view to improving them in the permanent scheme which will include kerblines modifications in its scope.*
19. Reduce/remove manhole covers, etc. from cycle lane.
- *Reducing and removing the manhole covers from the cycle lane is beyond the scope of the interim scheme.*
20. Parking protected cycle lane around Merrion Square and Fitzwilliam Square.
- *The Active Travel Network comprises of a number of adjoining walking and cycling routes. Merrion Square East is on the Fitzwilliam cycle route, Merrion Square West is on the City Quay to Harcourt Street route and Merrion Square North is in Phase 2 of the Trinity to Ballsbridge scheme.*
21. Remove traffic lane to improve cyclist protection McKenny Bridge.
- *There is limited scope to remove a traffic lane on Mc Kenny Bridge due to current traffic management and transport planning arrangements. A right turning lane is required to prevent a large build-up of traffic. This will be examined further in the permanent scheme.*
22. Prohibit right turn from Northumberland Road to Clanwilliam Place during rush hour.
- *There is limited scope to prohibit the right turn from Northumberland Road to Clanwilliam Place during rush hour due to a number of existing and planned right turn bans along the route.*
23. Improve design for turning cyclists at Haddington Road and Grand Canal junctions.
- *Cyclists turning left or right at the canal would be expected to join the existing Grand Canal cycleway and cross using the signals provided. Left and right turning cyclists will be catered for by use of Toucan Crossings or full protected junctions in the permanent scheme.*
24. Mark out Aircoach stop
- *DCC acknowledges this suggestion and will now mark out the Aircoach stop with a suitable gap in the cycle segregation to allow the bus to pull into the kerb.*
25. Raised table crossings at all side road junctions.
- *Pedestrian priority through side road junctions is an objective on all active travel routes. The works required to provide this often require considerable excavation and drainage modifications which are outside the scope of an interim scheme. Improvements to pedestrian and cyclist priority at side roads will be considered as part of the permanent scheme.*



**Chart 4: Some Issues Raised**



#### 4. CONCLUSION AND RECOMMENDATION

DCC would like to thank the elected members, members of the public and various stakeholders who took the time and effort to make submissions and especially a number of very detailed and comprehensive submissions that were received. All the submissions have been considered and have helped in the preparation of the final proposal and have informed how this scheme can be delivered.

The outcome of the consultation shows a strong desire for the scheme and for the implementation of cycling schemes in the area. It is clear from the residents, businesses and the general public that there is a wish to see a change from the current traffic arrangements to a new arrangement with an emphasis on active travel.

Dublin City Council having considered all the comments and suggestions and has amended the design as set out in the categories listed in previous sections of this report including the following significant changes:

1. *Cycle lane separators will be used where feasible instead of plastic bollards.*
2. *Cycle track widths have scope to be increased at locations on Northumberland Road.*
3. *Red colour high friction surfacing will be used across conflict areas between vehicles and cyclists and at entrances to improve visibility and safety.*

A number of very worthwhile and valid submissions were made during the Consultation period which were outside the scope of this interim scheme. These will be considered in further detail as part of the development of the permanent scheme.

## **Determination**

The Active Travel Programme Office (AcTPrO) has received a determination from the Planning Department confirming that the recommendations from the Environmental Impact Assessment (EIA) Screening and the Appropriate Assessment (AA) Screening. The reports recommend that neither an EIA Report nor an AA Natura Impact Statement is required.

In addition, and in accordance with the provisions of Section 4(1)(e) and Section 179(6)(bb) of the Planning and Development Act 2000, as amended, the proposed project is exempt from the statutory planning processes as set out under Part 8 of the Planning and Development Regulations 2001, and Part 10 of the Planning and Development Regulations 2001 (submission to An Bord Pleanála).

Therefore, the proposal scheme will now proceed to implementation under the provisions of Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, and under Section 38 of the Road Traffic Act 1994 as required.

The updated design drawings may be viewed on the Dublin City Council Active Travel website which can be accessed at the link below:

<https://www.dublincity.ie/residential/transportation/active-travel/projects/holles-street-lansdowne-road-interim-scheme-phase-1-trinity-ballsbridge-walking-and-cycling-route-1>

It is anticipated that the scheme will be implemented in Q1 2025.

### **Figure 4 – Artist rendering of proposal on Northumberland Road**

