

DUBLIN CITY COUNCIL

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**ORDER OF THE ACTING EXECUTIVE MANAGER (TRAFFIC)
ENVIRONMENT AND TRANSPORTATION DEPARTMENT**

Clonskeagh to Charlemont Street Pedestrian and Cyclist Interim Improvement Scheme

As a senior Transportation Officer in the Environment and Transportation Department I recommend the installation interim Sandyford to Clonskeagh to Charlemont Street from Woodstock Gardens to the Ranelagh Luas Bridge.

| Name | Pay No. | Grade | XXXXXX |
|------------------|---------|-------|-------------------------------|
| Maggie O'Donnell | 42058 | 8 | Senior Transportation Officer |

Signed _____

M O'Donnell

Date: 08/07/2024

Maggie O'Donnell

Senior Transportation Officer

ORDER:

The Active Travel Programme Office (AcTPrO) are proposing to deliver the Village section of the Sandyford Clonskeagh to Charlemont Street Scheme. The permanent Sandyford Clonskeagh to Charlemont Street Pedestrian and Cyclist Improvement Scheme will take some time to plan and design and therefore, it is proposed to design and implement interim measures along the 650m of the Village section of the scheme from Woodstock Gardens to the Ranelagh Luas Bridge. The interim measures will provide more continuity, improve accessibility and provide a safer environment for cycling. The new facilities will cater for all ages and abilities, to meet existing and future demand.

The proposed interim scheme would provide the following:

- Bollard protected cycle lanes from Woodstock Gardens to Ranelagh Luas Bridge. In Ranelagh Village there are areas where the cycle lane will be parking-protected. For the majority of the scheme extents the cycle lanes are 1.5m-2m wide;
- Where there are existing sections of bollard-protected cycle lanes these will be retained and widened where possible;
- Reduction in traffic lane width along the scheme extents to 3-3.25m with an existing speed limit of 50km/h;
- Removal of the left turn lane in bound at the Ranelagh Road - Cullenswood Road junction to provide for one-way protected cycle lanes on both sides of the road;
- A temporary island bus stop on Ranelagh Road Ranelagh Village;

- Along Ranelagh Road, the existing loading bay in the village will be maintained and a new time-plated loading bay is proposed on Cullenswood Road.
- The existing loading bays on Ranelagh Road between Ashfield Road and Anna Villa will be removed however, a new loading bay is proposed on Sallymount Avenue.
- The existing Loading Bay on Anna Villa will be retained;
- The existing number of Disabled Person Parking Bays will be retained. One of these bays is relocated to Cullenswood Road. Dropped kerbs will be provided at each of these disabled bays.
- The majority of existing on-street car parking spaces on Ranelagh Road will be removed to cater for the proposed bollard-protected cycle lanes.
- There are also minor areas of road resurfacing and footpath resurfacing proposed along the scheme extents.
- Approximately 2000 metres of Epoxy Red Surfacing to Cycleway.
- The interim scheme is scheduled for construction with commencement in Q3 2024.
- Screenings for Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) have been carried out and have stated that neither an EIA Report nor an AA (Natura Impact Statement) are required.

The proposed measures relate to the improvement of cycling facilities and do not involve road widening or realignment. DCC Planning Department has concurred with AcTPrO assessment that this project is exempted development under Section 4(1)(e) and Section 179(6)(bb) of the Planning and Development Act 2000, as amended, and therefore, is not required to go through the requirements of Part 8 of the Planning and Development Regulations 2001, as amended, nor does it require approval from An Bord Pleanála. AcTPrO proposes to implement the 650m Village section of the Sandyford Clonskeagh to Charlemont Street Interim Scheme, under the provisions of Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, and Section 38 of the Road Traffic Act 1994.

This request was discussed at the Traffic Senior Management Team meeting on the 8th of July, while there was a concern that this scheme will give rise to increase traffic congestion which the traffic department will not be able to mitigate, it is in accordance with the relevant policies and objectives of DCC and accordingly a decision was made to approve the AcTPrO to proceed in this manner using section 95 of the Road Traffic Act 1961 as amended by Section 37 of the Road Traffic Act 1994, and Section 38 of the Road Traffic Act 1994

Signed Karen Hosie

Karen Hosie

Senior Transportation Officer

Date: 8/7/2024

To whom the appropriate powers have been delegated by the Order No. CE 6679 of the Dublin City Chief Executive.