

Client:

Wicklow County Council

Project:

# Convent Road Active Travel Scheme

Report:

## Part 8 Report

November 2025



# Document Control Sheet

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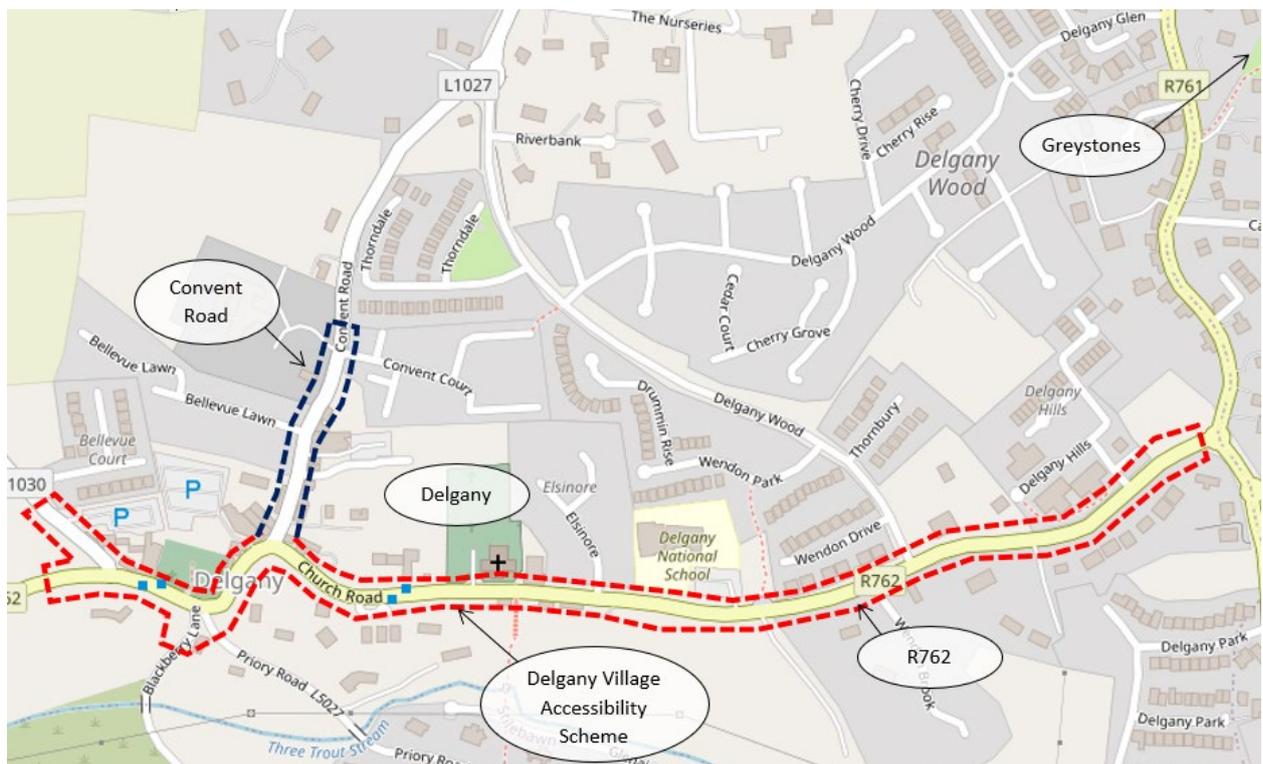
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# INTRODUCTION

## 1.1 Background

Wicklow County Council (WCC), in conjunction with the NTA, are currently working on a series of active travel schemes which aim to provide high quality pedestrian and cyclist routes across County Wicklow. Barry Transportation (now Egis) have been commissioned by WCC to provide technical consultancy services for the design of an improved street environment for vulnerable road users in Delgany, Co. Wicklow.

On behalf of WCC Egis have prepared this Part 8 Planning Report for the proposed scheme. This particular proposed scheme is located on Convent Road, Delgany, Co. Wicklow and will compliment road improvements works that are proposed under the Delgany Village Accessibility Scheme, which is being progressed as a separate project along the adjoining R762 and is currently at the Detail Design Phase. The extents of the Convent Road scheme in relation to the Delgany Village Accessibility Scheme is shown in Figure 1-1.



**Figure 1-1 Overall Scheme extents**

The Delgany Village Accessibility Scheme will support the objectives of the Greater Dublin Area Cycle Network Plan (2023) and the National Cycle Network Plan (2023). In addition, this scheme will support the specific objectives of the Greystones-Delgany-Kilcoole Local Area Plan 2013-2019 and the Wicklow County Development Plan 2022 to 2028, which include the following:

- To improve / upgrade existing roads, including for example new footpaths / cycleways, public lighting, road realignments / widening, re-surfacing etc., within the lifetime of the plan.
- To provide for the development of sustainable modes of transportation within the plan area including public transport, walking and cycling, in particular to provide high quality pedestrian and cycling links between residential areas and retail, recreation and education facilities.
- To develop a 'greenroute' network for pedestrian and/or cycling facilities. Greenroutes should be

developed with a common scheme of signage and/or markings.

- To improve existing and provide new footpath / footway linkages to existing / future transport interchange locations.
- To cooperate with the NTA and other relevant transport planning bodies in the delivery of a high quality, integrated transport system in the Greater Dublin Area; and
- To facilitate the development of cycling and walking amenity routes throughout the County.

The works proposed for Convent Road include;

- Convent Road made local access only with a modal filter north of Convent Court. This will significantly reduce the volume of through traffic which must travel via Delgany Wood Avenue instead.
- Improved pedestrian facilities, both sides of the road, full extent of scheme.
- Type B raised pedestrian crossing.
- Improved kerb lines to define carriageway.
- Provision of loading bay.
- Provision of disabled parking bay.

### **Local Access Only Trial and Support**

In June and July of 2022 Convent Road was closed to through-traffic to facilitate the construction of a new drainage connection for the Richview housing development. Effectively, the temporary 8-week closure provided a trial of making Convent Road local access only. Overall footfall increased and residents reported a sense of a village centre returned with a far more peaceful and far less car dominated environment. During this period no issues were identified from a traffic, access or safety point of view. In response to feedback about the trial from across the community Delgany Community Council, Delgany Village Businesses Alliance and Delgany Tidy Towns committed to a unified desire to have through- traffic removed permanently.

## **1.2 Route Overview**

The scheme extends from the Convent Road/Church Road junction to the Convent Road/Convent Court junction, nominally 200m, as highlighted in Figure 1.2 below.



Figure 1.2 Convent Road Scheme Extents

## PLANNING PROCESS

### 2.1 Part 8

Section 179 of the Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by on or behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed road development is covered under the above article.

### 2.2 Site Notices

In accordance with the Article 81(1) the Local Authority shall:

- a) Give notice of proposed development in an approved newspaper.
- b) Erect or fix a site notice or site notices on the land on which the proposed development would be situated.

Wicklow County Council will publish a notice of the proposals in an appropriate newspaper. Site notices will also be erected at various locations across the study area and will be maintained for the duration of the submission period.

### 2.3 Planning Consultations

Article 82(3) prescribes Statutory and Non-Statutory bodies to which a local authority should send notice of proposed development. These are summarised Appendix A - Notification of Statutory Consultees.

### 2.4 Part 8 Planning Documents

The following is a list of Part VIII Planning documents included in this submission:

- Site Location Map
- Existing Layout
- Preliminary Design Drawings
- Preliminary Design Report
- Strategic Alignment Technical Note
- Stage 1 Road Safety Audit
- EIA Screening Report
- AA Screening Report

### 2.5 Submission Process

Wicklow County Council is required to make full plans and particulars of the proposed development available for inspection. These will be made available at the following location:

- Greystones Municipal District Office, Civic Offices, Mill Road, Greystones

Submissions or Observations can be made online at:

<https://www.wicklow.ie/Living/ConsultationHub>

All submissions must include a contact name and address. Submissions made as part of the process are to be accessible upon request.

Any submissions or observations received by the Council will be considered in the Part 8 Chief Executive's Report which will be prepared and presented to the Councillors for variation or modification, or for the decision not to proceed.

## PROJECT OBJECTIVES AND STRATEGY

### 3.1 General

The aim of this scheme is to provide an improved, safer, and more amenable street environment for vulnerable road users and improve existing facilities for pedestrians and cyclists on Convent Road in Delgany, County Wicklow. The scheme aims to provide pedestrian and cycling links with the Delgany Village Accessibility Scheme on the R762 which is being progressed as a separate project. The provision of new and improved pedestrian and cycling infrastructure will provide safer facilities. This will encourage a modal shift to more sustainable modes of transport.

To achieve these objectives the existing road layout and cross section was reviewed, and a number of options developed to determine the optimum arrangement to improve pedestrian and cyclist facilities along the route.

The design of the considered options was undertaken in accordance with guidance set-out in the Design Manual for Urban Roads (DMURS) 2019 and the Cycle Design Manual 2023 and prioritised the user hierarchy set-out in DMURS, which promotes sustainable forms of transport.

The following design principles were used consistently in each of the options assessed in this report.

- Widen footpaths,
- Reduce crossing distances for pedestrians,
- Improve permeability links for pedestrians and cyclists,
- Improve public realm,
- 2m wide one-way cycleway where feasible,
- Tightening of corner radii,
- Reduction in traffic lane widths.

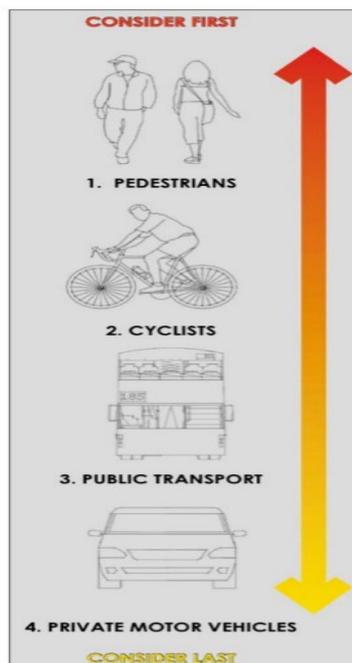


Figure 3-1: DMURS Road User Hierarchy

## EXISTING CONDITIONS/CONSTRAINTS

### 4.1 Constraints Study

The following high-level constraints were incorporated in the Options Assessment Process:

- Existing road boundaries,
- Existing junctions and private and commercial entrances,
- Existing properties and building lines,
- Existing public transport infrastructure,
- Existing utilities,
- Existing planning permissions.

Also of particular note, is the available space between buildings/boundaries, which is generally narrow, down to 8.2m at its narrowest, thereby limiting potential option availability and the gradient of Convent Road which rises steeply from its junction with Church Road, approaching a maximum gradient of 1:12 in places.

### 4.2 Existing Conditions

The existing Convent Road layout is car-dominant in nature with poor pedestrian facilities and no dedicated cyclist facilities. In general, all facilities are in poor condition, including the condition of footpaths and road pavement.

#### Existing Footpaths

There is poor connectivity between different sections of footpath along the route with many gaps and obstacles present throughout which inhibits accessibility for vulnerable road users. The footpaths in most locations are in very poor condition with cracking apparent in many cases. An example of this can be seen in Figure 4-1.



Figure 4-1 Example of poor-quality pedestrian facilities

### Existing crossings

The car-dominant nature of Convent Road in its current state does not provide facilities to cater for pedestrians to safely navigate and cross along the route. Figure 4-2 shows the Convent Road junction with the R762. There are no pedestrian crossing facilities across this wide junction. Also evident in this example is the large corner radii that are present, which allows vehicles to turn at greater speeds, further impeding the ability of pedestrians to cross the junction safely.



Figure 4-2 Example of lack of pedestrian crossing facilities and wide vehicle turning radii

### Existing parking behaviours

It is evident across the scheme that illegal parking is taking place on footpaths. Vehicles often park directly on footpaths, completely blocking pedestrians and other vulnerable road users from passing without moving out onto the road. An example of this poor driver behaviour is shown in Figure 4-3.



**Figure 4-3 Example of vehicle blocking footpath**

### Existing pavement

The existing pavement is in poor condition in many areas of Convent Road, particularly along the edges. These locations are where cyclists will typically cycle on roads without any dedicated cycling facilities. Evidence of this can be seen in Figure 4-4.



**Figure 4-4 Example of poor pavement condition**

## POLICY CONTEXT

### 5.1 Overview

The need for the Convent Road Scheme is consistent or in line with the following National, Regional and Local policy documents. An overview of these and how the Convent Road scheme aligns with these is given in Table 5-1 below. A more detailed description is given in the strategic alignment technical note included in the Part 8 package: “21416-BTL-EN-ZZ-RP-CE-00002\_Strategic\_Alignment\_Technical\_Note”

#### National Policy Context:

- National Planning Framework - Project Ireland 2040;
- National Development Plan 2021 - 2030 - Project Ireland 2040;
- National Investment Framework for Transport in Ireland (NIFTI)
- National Sustainable Mobility Policy;
- Road Safety Authority Road Safety Strategy 2021 - 2030;
- Climate Action Plan 2023
- National Physical Activity Plan
- Building for Everyone: A Universal Approach – Planning and Policy 2012

#### Regional Policy Context:

- Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly 2019 - 2031;
- GDA Cycle Network Plan 2022 (Draft);
- NTA Draft Transport Strategy for the Greater Dublin Area 2022 - 2042

#### Local Policy Context:

- Wicklow County Development Plan 2022-2028
- Greystones-Delgany-Kilcoole Local Planning Framework (part of Wicklow County Development Plan 2022-2028)

### 5.2 Summary Table

**Table 5-1: Strategic alignment summary table**

Policy Name	Policy Objectives	Alignment Convent Road Improvement Scheme
<b>National Policy</b>		
National Planning Framework - Project Ireland 2040	Provides a framework to guide public and private investment, and to create and promote opportunities, while protecting and enhancing the environment. Has a focus on Compact Growth, sustainable mobility, a strong economy and enhanced amenity and heritage.	Sustainable mobility will be achieved by providing improved pedestrian infrastructure.
National Development Plan 2021 - 2030 - Project Ireland 2040	Outlines the Irish government's investment strategy, aiming to support economic growth, regional development, and societal well-being as part of Project Ireland 2040. The transport part of this aims to create a more connected, sustainable, and efficient transport system, supporting economic growth and regional development.	Improves connectivity and journey quality for pedestrians, enhancing public realm areas and promoting sustainable modes of transport.  This will be achieved by providing improved pedestrian infrastructure.

National Investment Framework for Transport in Ireland	Provides the framework to prioritise future investment in the land transport network. It prioritises Mobility of people and goods in urban areas, protection and renewal, decarbonisation, enhanced regional and rural connectivity.	This will be achieved by providing improved pedestrian infrastructure.
National Sustainable Mobility Policy	Sets a target to deliver at least 500,000 additional daily active travel trips by expanding walking and cycling options.	Promotes modal shift to walking and cycling, improving access to public transport and reducing local emissions. This will be achieved by providing improved pedestrian infrastructure.
RSA Road Safety Strategy 2021 – 2030	Aims to reduce road deaths and serious injuries by 50% by 2030, with a focus on engineering and infrastructure improvements.	Providing improved pedestrian infrastructure in Convent Road will improve road safety.
Climate Action Plan 2023	Aims to achieve a 50% reduction in carbon emissions by 2030 and transition to a climate-resilient, carbon-neutral economy by 2050.	Promotes sustainable transport, reducing emissions and noise pollution, and enhancing the local environment. This will be achieved by providing improved pedestrian infrastructure.
National Physical Activity Plan	Aims to increase physical activity levels across Ireland through various initiatives and infrastructure improvements.	Provides dedicated spaces for increased physical activity, improving journey quality for pedestrians and cyclists. This will be achieved by providing improved cycle and pedestrian infrastructure.
Building for Everyone: A Universal Approach	Advocates for universal design in the built environment to ensure accessibility and inclusivity for all individuals.	Creates an inclusive environment for all road users, particularly active travel and vulnerable road users. This will be achieved by providing improved pedestrian infrastructure.
<b>Regional Policy Context</b>		
Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly 2019-2031	Identifies regional assets and provides a framework for sustainable economic and spatial planning. Promotes healthy placemaking and green infrastructure.	Promotes safe spaces for walking and cycling, improving connectivity and reducing emissions. Convent Road improvement Scheme will help achieve this by providing improved pedestrian infrastructure.
NTA Draft Transport Strategy for the Greater Dublin Area 2022-2042	Provides a framework for sustainable transport infrastructure and services over the next two decades. Fosters sustainable, interconnected, and people-centred mobility, the strategy endeavours to enhance the region's liveability, economic competitiveness, and environmental stewardship.	Aligns with goals to reduce congestion, improve accessibility, and promote sustainable transport modes. Convent Road Improvement Scheme will help achieve this by providing improved pedestrian infrastructure.

<b>Local Policy</b>		
<p>Wicklow County Development Plan 2022-2028</p>	<p>Guides future growth and development in the county with a focus on creating vibrant, liveable, and climate-resilient communities.</p>	<p>Enhances public realm areas, improves connectivity, and promotes sustainable transport modes.</p> <p>Convent Road Improvement Scheme will help achieve this by providing improved pedestrian infrastructure.</p>
<p>Greystones-Delgany-Kilcoole Local Planning Framework (part of Wicklow County Development Plan 2022-2028)</p>	<p>This sets out that the specific local objectives for the Greystones-Delgany-Kilcoole areas, under the broader umbrella of objectives in the Wicklow County Development Plan.</p>	<p>In particular this scheme aligns with objective GDK4, which highlights improvements to the public realm along Convent Road, along with road safety changes and improved pedestrian and cyclist facilities. It also aligns with objective GDK60 which supports the delivery of the Convent Road project in order to improve pedestrian safety and enhance the public realm.</p>

## OPTIONS CONSIDERED

### 6.1 Options Assessment Process

Seven options were initially considered, as detailed below:

- Option 1: Do Minimum
- Option 2: Partial One-Way Yield System, with modal filter at northern end of scheme (Delgany Community Council Proposal)
- Option 2A: Shared Surface with Partial One-Way Yield System, with modal filter at northern end of scheme (Delgany Community Council Proposal)
- Option 3: One-Way System with Contra-Flow Cycle Track
- Option 4: One-Way System with Widened Footpaths
- Option 5: Shared Surface Option
- Option 6: One-Way System with Shared Surface for Pedestrians and Cyclists

Then, following further consultations with both Wicklow County Council and various stakeholders, an eighth option was developed for consideration;

- Option 7: Two-Way System with widened footpaths, local access only for general traffic, carriageway reduced to 5m width for 2-way traffic.

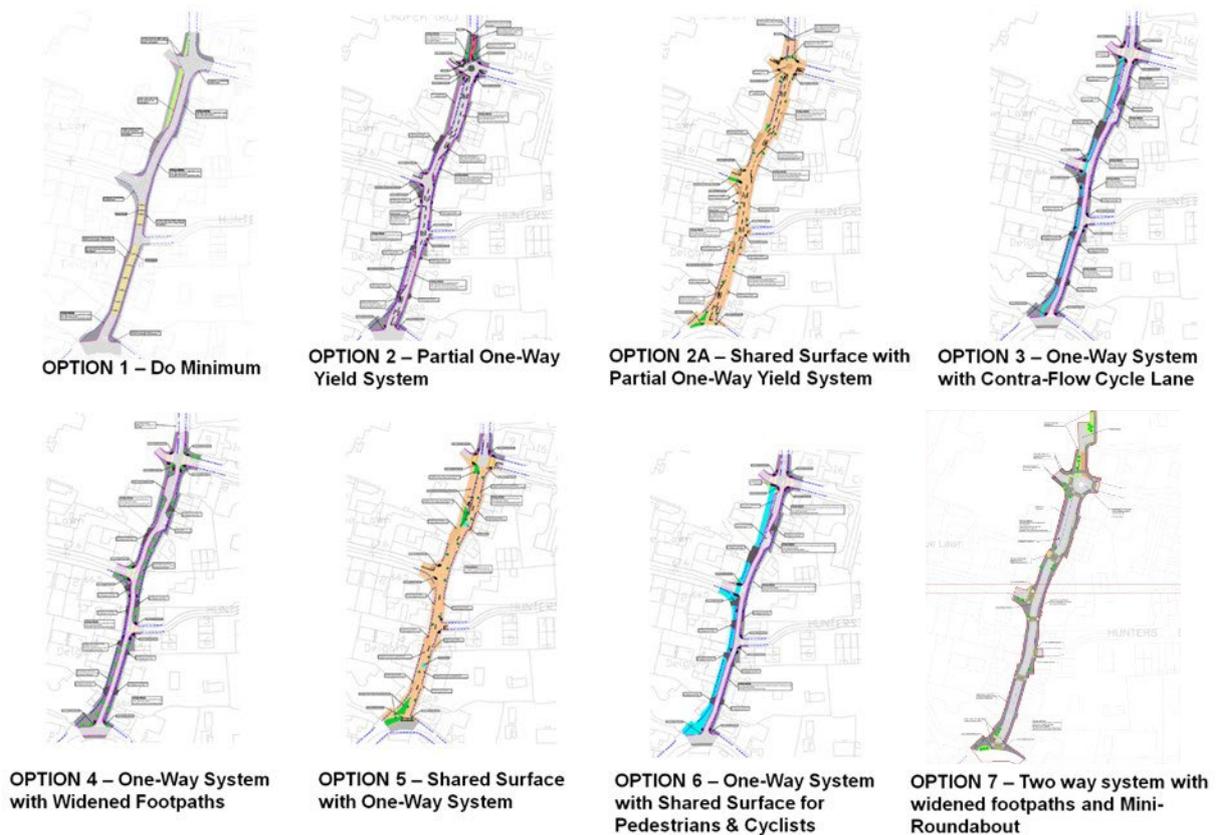


Figure 4.1 Options Considered

Each of the proposed options were assessed and compared against one another using a qualitative Multi-Criteria Analysis in accordance with the Department of Transport's; Transport Appraisal Framework 2025, and in particular under the headings and sub-headings listed below;

- Cost, Delivery and Programme; Capital Cost/Local Disruption/Programme for Delivery,
- Transport User Benefit; Pedestrian/Cyclist/Public Transport/Traffic Network,
- Accessibility and Social Inclusion; Mobility and Vision Impaired Users,
- Land Use Impacts; Public Realm Space
- Safety; Road Safety/Compliance with Standards,
- Climate Change; Mode shift,
- Local Environmental Impacts; Archaeological, Architectural & Cultural Heritage/Biodiversity/Soils and Geology/Water Resources/Landscape and Visual/Noise, Vibration and Air Quality,

The proposed options were then assigned a colour grade for each sub-heading above, based on a 5-colour palette as shown in Table 4.1 below.

**Table 4.6-1 Five-point grading scale**

Colour	Description
	Significant advantages compared to the other options
	Some advantages compared to the other options
	Neutral compared to the other options
	Some disadvantages compared to the other options
	Significant disadvantages compared to the other options

Option 7 emerged as the preferred option since, given the limited space available, it provided the most benefits to pedestrians and for the public realm in line with the principles of the DMURS Road User Hierarchy. This is reflected in the Multi-Criteria Analysis as shown in Table 6-2 below.

**Table 6-2: MCA Analysis**

Assessment Criteria	Sub-Criteria	Option 1	Option 2	Option 2A	Option 3	Option 4	Option 5	Option 6	Option 7
Cost, Delivery and Programme	Capital Cost								
	Local Disruption								
	Program for Delivery								
Transport User Benefits	Pedestrian Integration								
	Cyclist Integration								
	Public Transport								
	Traffic Network								
Accessibility & Social Impacts	Mobility & Vision Impaired Users								
Land Use Impacts	Public Realm Space								
Safety	Road Safety								

Assessment Criteria	Sub-Criteria	Option 1	Option 2	Option 2A	Option 3	Option 4	Option 5	Option 6	Option 7
	Compliance with Standards	Red	Red	Red	Orange	Green	Green	Light Green	Light Green
Climate Change	Mode Shift	Orange	Light Green	Light Green	Light Green	Yellow	Yellow	Light Green	Light Green
Local Environmental Impacts	Archaeological, Architectural & Cultural Heritage	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
	Biodiversity	Orange	Light Green	Light Green	Orange	Light Green	Light Green	Light Green	Light Green
	Soils and Geology	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
	Water Resources	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
	Landscape and Visual	Orange	Orange	Orange	Orange	Light Green	Light Green	Yellow	Yellow
	Noise, Vibration and Air Quality	Red	Green	Green	Light Green	Light Green	Light Green	Light Green	Green

## 6.2 Preferred Option

All eight options discussed have varying degrees of benefit to road users, including, pedestrians, cyclists and motorists, however, after analysing all options Option 7 has been selected as the preferred option for this scheme.

This is because Option 7 provides the greatest level of safety, usability and connectivity for pedestrians, in line with the user hierarchy principles set out in DMURS and as targeted in the scheme objectives, as well as providing a strong opportunity for enhanced public realm space. Option 7 also provides an improved layout for cyclists who will share the space with traffic that is greatly reduced in volume and reduced in speed. By reducing vehicular traffic volumes and speed the noise and pollution levels in Delgany will be reduced, improving the public realm. Finally, Option 7 has the strongest community backing, and has effectively been trialled before in 2022 when Convent Road was made local access only, and received strong support from community groups as a result of this trial.

Therefore, Option 7 was the preferred option for this scheme and was brought forward to Preliminary Design. More details of the assessment undertaken can be found in the Option Selection Report “21416-BTL-ZZ-ZZ-RP-CR-00001\_Option\_Selection\_Report\_P11”.

## CONSULTATION

### 7.1 Statutory Bodies

As part of the Feasibility Design, Options Selection and Preliminary Design, regular meetings were held with Wicklow County Council and the National Transport Authority. These meetings consisted of progress updates, highlighting any issues that arose and discussing potential solutions or variations to the design.

As part of the planning process for this project, the project proposals including scheme drawings will be available for public consultation at the offices of Wicklow County Council.

### 7.2 Non-Statutory Consultation Meeting 2023

A presentation was made to local councillors on the 2<sup>nd</sup> October 2023 at Wicklow County Council Greystones Office. At this time, Option 4 was identified as the preferred option for the scheme. This presentation focused on the reasons for selecting Option 4 (one-way system with widened footpaths) over Option 2A (shared surface with partial one-way yield system) as the preferred option. In particular it was noted that Option 4 was safer for all, including vulnerable pedestrians, provided more space for public realm improvements and Option 4 also reduced traffic, albeit not to the same extent as Option 2A.

A similar presentation was made to Delgany Community Council on the 30<sup>th</sup> of November, again at the Wicklow County Council Greystones Office. The reasons for selecting Option 4 (one-way system with widened footpaths) over Option 2A (shared surface with partial one-way yield system) as the preferred option were discussed and it was noted that the Delgany Community Council's preference remained for Option 2A, principally on the basis of a significant reduction in traffic compared to Option 4. However, the counter point being that Option 2A provided less than standard footpath widths for the majority of the east side and for 10% of the west side of Convent Road, thus less protective of vulnerable pedestrians.

### 7.3 Development of Option 7

Option 7, which made Convent Road local access only through the introduction of a modal filter at the north end of the scheme, was developed in consultations with Wicklow County Council and stakeholders with an aim to provide an option with a significant reduction in traffic in both directions, even further than that provided by Options 4, 5 and 6.

This was then introduced to the Option assessment process. The reduction in traffic volumes provided local environmental benefits and improvements to the quality of the space for locals, however it provided less room for pedestrians and public realm compared to Option 4, it also had larger impacts on the traffic network.

### 7.4 Non-Statutory Consultation Meeting 2025

In September 2025 another meeting was held with local community groups in which the merits of Option 4 and Option 7 were discussed. Ultimately, the outcome of this meeting was to proceed with Option 7 on the following basis:

- Making Convent Road local access only is estimated to reduce vehicle volumes by approximately 90%

- This design also reduces the speed limit to 20kph. This results in a quieter, less polluted and more attractive public realm on Convent Road.
- Reducing traffic volumes and speeds also increases pedestrian and cyclist safety and convenience, particularly for more vulnerable road users.
- Overall, this will provide a safe and comfortable experience for all users, in particular pedestrians

## 7.5 Submissions from AFI and DISC

Age Friendly Ireland and Wicklow's Disability and Inclusion Steering Committee were both consulted as part of this project at a time when Option 4 was the emerging preferred route. Both groups were in support of Option 4 due to the wider footpaths and more space for public realm it provides.. Both groups provided a written submission outlining their design recommendations for consideration in the detailed design phase. All these recommendations have been taken into account in the Option 7 design and will be considered further at the detailed design phase. Wicklow County Council have consulted further with both groups to update them on the latest preferred option and to provide rationale for the change in design. No further comments or observations were provided by either group.

## EXTENT OF PROPOSED WORKS

### 8.1 Proposed Works – Key Elements

#### 8.1.1 Local Access Only

**SECTION 8** The proposed scheme introduces a modal filter just north of the junction between Convent Road and Convent Court. This makes Convent Rd local access only for general traffic. By doing this, traffic volumes are expected to decrease on Convent Rd by 90%. The modal filter will include footpaths and a two-way cycle track, allowing the free passage of pedestrians and cyclists. There is also an opportunity to create a landscaped area and seating at the location of the modal filter which will be developed at detailed design.

The junction between Convent Road and Convent Court will be turned into a raised table mini-roundabout with a pedestrian crossing on each arm, and tactile paving at each crossing.

North of the modal filter a turning head will be introduced.

#### 8.1.2 Road Carriageway and Shared Space

The proposed scheme commences at the junction of Convent Road/Convent Court and from there continues south along Convent Road, including the junctions of Convent Road/Bellevue Lawn and Convent Road/Hunter's Brook and terminates at Church Road/Convent Road junction, nominally 200m long.

The road carriageway will be reduced to 5m wide for 2-way traffic, in keeping with DMURS widths for "local streets". The speed limit will be reduced from 30kph to 20kph.

At the entrance to Convent Road from Church Road signs will be placed to tell users that they are entering a Shared Space (Sign F 404 from traffic signs manual).

This indicates that drivers are entering an area where pedestrians and cyclists are permitted to share the main carriageway with vehicles. Note that the footpath will still be defined by kerbs to allow vulnerable road users to use the footpath space while comfortably segregated from traffic.

#### 8.1.3 Footpaths

Footpaths will be widened for the extents of the scheme on both sides to generally provide a minimum width of 1.8m, there is approximately 20m length of the scheme where due to space constraints the footpath width will be reduced below 1.8 to a minimum of 1.5m

#### 8.1.4 Junctions

The corner radii of all junctions and side roads on the scheme will be reduced in line with the principles of DMURS to slow vehicular traffic and improve pedestrian crossing distances.

#### 8.1.5 Pedestrian Crossings

Pedestrian priority crossings will be provided across all side roads and across Convent Road in 3 locations, with raised table style proposed throughout the scheme. Tactile paving will be provided on all crossings, and crossing distances will be reduced.

#### 8.1.6 Parking Spaces

Four parking spaces are provided on the west side of the road, south of the junction with Convent Court. A 7.0m long x 3m wide designated accessible parking space is also proposed in this location.

### **8.1.7 Loading Bay**

A 12.0m long x 2.5m wide loading bay is proposed on the west side of Convent Road, approx. 40m north of the junction with Church Road.

### **8.1.8 Drainage**

The existing surface water drainage infrastructure will be utilized since no increase in hardstanding is proposed. Gullies will be relocated to new kerb lines and supplemented as required. Drainage channels with heel guards will be installed where required within the new footpaths, subject to detail design. Some properties along the road are below the level of the road and footpath. In these locations drainage channels will be required at the front of the properties to prevent flooding.

### **8.1.9 Landscaping and Public Realm.**

The increase in footpath width, created by reducing the road to 5m, allows for tree-planting and landscaping along the extents of the scheme. The actual number (and type) of trees to be planted will be dependent on detail design but could be as much as 30 no. The increased width also allows for street furniture such as benches and bins to be introduced, the exact number and location of these will be determined at detailed design.

## **8.2 Construction Methodology**

All construction activities will be controlled within the site construction compound (location to be agreed). Materials, waste handling and storage will be within the confines of the site.

Temporary traffic management will be put in place and all traffic management proposals will be agreed with the local authority in advance of the works being carried out.

Vehicles associated with the construction will rest on the worked zone of the road/footpath and this zone will be closed off to public traffic. Pedestrians will have a designated walkway provided. A stop-go system will be in place to direct the traffic as required.

Adequate warning signs will be on display to illustrate the required PPE and risks associated with the works. Signs including VMS will be used to warn oncoming traffic in advance of and of ongoing roadworks.

It will be imperative that access is maintained to all properties, businesses and lands during the construction stage of the project.

The construction of the Convent Road scheme will require at least one main site compound for the duration of the construction works. A suitable location for the compound will be identified and chosen by Wicklow County Council within a close proximity to the site.

## PLANNING CONSIDERATIONS

### 9.1 Traffic and Transport

This proposal will make Convent Road access only for general traffic through the introduction of a modal filter just north of the junction with Convent Court. This will allow cyclists and pedestrians to pass freely but not general motor traffic.

This means people who currently drive along this section of Convent Road will have to take an alternative route via Delgany Wood and Church Road, which is approximately 2-3 minutes longer. This provides the advantage of preventing Convent Road being used as a through route and reduces traffic volumes on this road, reducing noise, danger and pollution for locals.

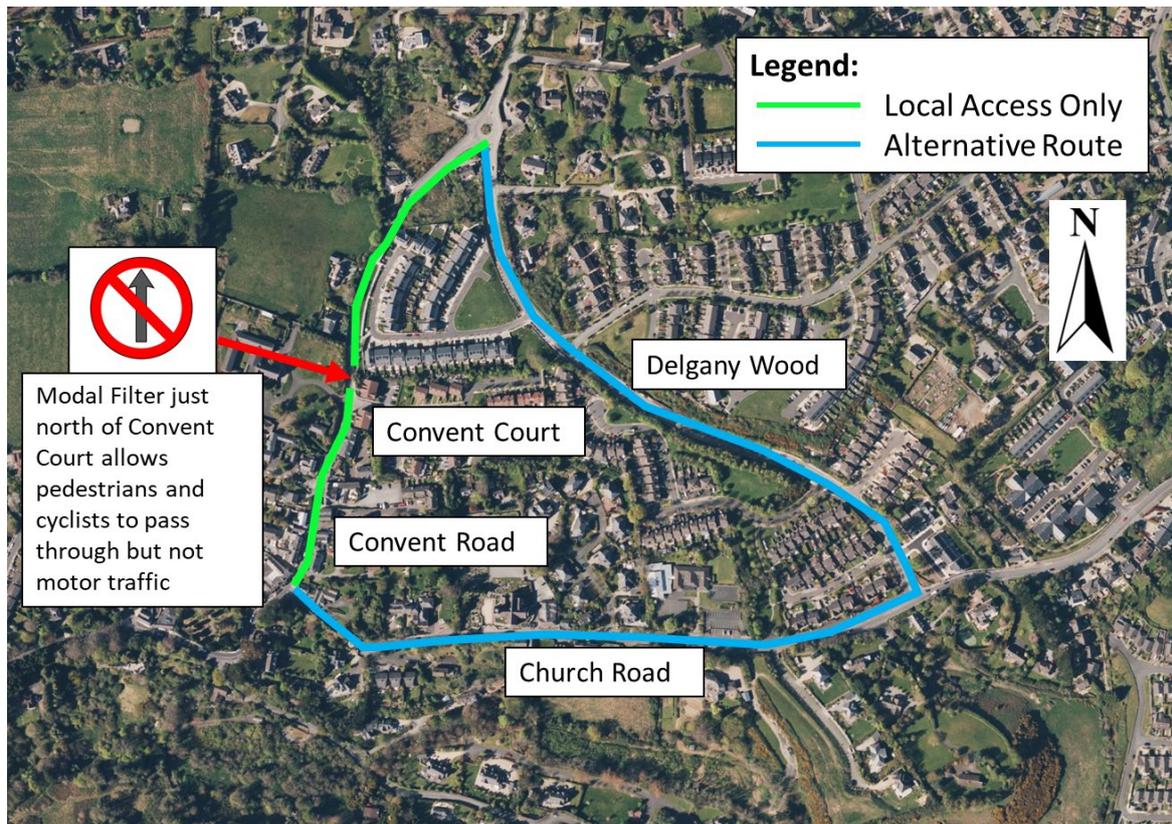


Figure 9-1: Alternative route for accessing north of Convent Road

## IMPACT OF PROPOSED WORKS

### 10.1 Environmental Assessment

Both an Environmental Impact Assessment Screening Report and an Appropriate Assessment Screening Report have been prepared for the scheme to identify any likely significant effects to European Sites from the project.

These reports concluded that the proposed scheme is not foreseen to have any likely significant effects on the environment or any of the European sites designated under the Habitats Directive and the Birds Directive.

Based on the nature, scale, and location of the proposed scheme, by itself and in combination with other plans and projects, it is considered that the overall impact on the receiving environment will be generally not significant to temporary moderate negative during the construction stage.

These screening reports are included as part of the Part 8 submission.

## SUMMARY AND CONCLUSION

The preliminary design for the scheme has been undertaken in line with DMURS and the CDM, developing the preferred option as outlined in the Options Selection Report.

This design greatly improves the level of safety, usability and connectivity for pedestrians, in line with the user hierarchy principles set out in DMURS. This option also provides an improved layout for cyclists who will share the space with traffic that is greatly reduced in volume and reduced in speed. Furthermore, this design provides a strong opportunity for enhanced public realm space and will encourage a modal shift to more sustainable modes of transport. It was developed in conjunction with community groups and as a result has a strong community backing.

In June and July of 2022 Convent Road was closed to through-traffic to facilitate the construction of a new drainage connection for the Richview housing development. Effectively, the temporary 8-week closure provided a trial of making Convent Road local access only. Overall footfall increased and residents reported a sense of a village centre returned with a far more peaceful and far less car dominated environment. During this period no issues were identified from a traffic, access or safety point of view. In response to feedback about the trial from across the community, Delgany Community Council, Delgany Village Businesses Alliance and Delgany Tidy Towns committed to a unified desire to have through- traffic removed permanently, which this scheme does.

Overall, this layout meets the scheme objectives of providing an improved, safer, and more amenable street environment for vulnerable road users and improved facilities for pedestrians and cyclists on Convent Road. Road noise and pollution levels in Delgany will be significantly reduced through the reduction in traffic volumes and traffic speeds. This will create a more pleasant local environment along Convent Road and encourage locals and visitors to spend more time in Delgany Village, improving the sense of community and providing benefits for local businesses.

Therefore, it is recommended to proceed with this project to the next stage.

# Appendix A - Notification of Statutory Consultees

Prescribed Bodies - Part 8		
Organisation	Section 82 (3) PLANNING AND DEVELOPMENT REGULATIONS	Applicable (Y/N)
An Chomhairle Ealaíon	<b>3 (a)</b> where it appears to the authority that the land or structure is situated in an area of special amenity, whether or not an order in respect of that area has been confirmed under section 203 (or deemed to be so confirmed under section 268(1)(c)) of the Act, or that the development or retention of the structure might obstruct any view or prospect of special amenity value or special interest	N
Fáilte Ireland		N
An Taisce - National Trust for Ireland		N
Fáilte Ireland	<b>3 (b)</b> where it appears to the authority that the development might obstruct or detract from the value of any tourist amenity or tourist amenity works	N
Minister, the Heritage Council, and An Taisce – the National Trust for Ireland, and in the case of development of a type referred to in sub-paragraph (i) or (ii), An Chomhairle Ealaíon and Fáilte Ireland,	<b>3 (c)</b> where it appears to the authority that the development— (i) would involve the carrying out of works to a protected structure or proposed protected structure, or to the exterior of a structure which is located within an architectural conservation area, (ii) might detract from the appearance of a structure referred to in sub-paragraph (i), (iii) might affect or be unduly close to— (I) a cave, site, feature or other object of archaeological, geological, scientific, ecological or historical interest, (II) a monument or place recorded under section 12 of the National Monuments (Amendment) Act, 1994 (No. 17 of 1994), (III) a historic monument or archaeological area entered in the Register of Historic Monuments under Section 5 of the National Monuments (Amendment) Act, 1987 (No. 17 of 1987), (IV) a national monument in the ownership or guardianship of the Minister under the National Monuments Acts, 1930 to 1994, or (V) might obstruct any scheme for improvement of the surroundings of, or any means of access to, any structure, place, feature or object referred to in sub-paragraph (iii),	Y
Other Local Authority	<b>3 (d)</b> where it appears to the authority that the area of another local authority might be affected by the development	N
Regional Authority	<b>3 (e)</b> where it appears to the authority that the development would not be consistent with or would materially contravene any regional planning guidelines (or any objective thereof) of a regional authority	N
Other Local Authority	<b>3 (f)</b> where it appears to the authority that if permission were granted, a condition should be attached under section 34(4)(m) of the Act	N
Regional Fisheries Board	<b>3 (g)</b> where it appears to the authority that— (i) the development might cause the significant abstraction or addition of water either to or from surface or ground waters, whether naturally occurring or artificial, (ii) the development might give rise to significant discharges of polluting matters or other materials to such waters or be likely to cause serious water pollution or the danger of such pollution, or (iii) the development would involve the carrying out of works in, over, along or adjacent to the banks of such waters, or to any structure in, over or along the banks of such waters, which might materially affect the waters	N
Irish Aviation Authority	<b>(h)</b> where it appears to the authority that the development might endanger or interfere with the safety of, or the safe and efficient navigation of aircraft	N
Airport Operator	<b>(i)</b> where it appears to the authority that the development might interfere with the operation and development of a licensed airport, whose annual traffic is not less than 1 million passenger movements	N
Córas Iompair Éireann and the Railway Procurement Agency, as appropriate	<b>(j)</b> where the development may have an impact on bus or rail-based transport	N
National Roads Authority	<b>(k)</b> where it appears to the authority that— (i) the development consists of or comprises the formation, laying out or material widening of an access to a national road within the meaning of section 2 of the Roads Act, 1993 (No. 14 of 1993), not being a national road within a builtup area within the meaning of section 45 of the Road Traffic Act, 1961, or (ii) the development might give rise to a significant increase in the volume of traffic using a national road,	Y
Dublin Transportation Office (or any body that replaces that office)	<b>(l)</b> where the development might significantly impact on surface transport in the Greater Dublin Area	Y
Environmental Protection Agency	<b>(m)</b> where the development comprises or is for the purposes of an activity requiring an integrated pollution control licence or a waste licence	N
The Heritage Council, the Minister and An Taisce - the National Trust for Ireland	<b>(n)</b> where it appears to the authority that the development might have significant effects in relation to nature conservation	N
Minister for Community, Rural and Gaeltacht Affairs and Údarás na Gaeltachta	<b>(o)</b> where the development is in a Gaeltacht area and it appears to the authority that it might materially affect the linguistic and cultural heritage of the Gaeltacht, including the promotion of Irish as the community language	N
Minister for Justice, Equality and Law Reform	<b>(p)</b> where the development is in the vicinity of an explosives factory, storage magazine or local authority explosives store	N
Health Service Executive	<b>(q)</b> where it appears to the authority that the development might have significant effects on public health	N
Minister for Communications, Marine and Natural Resources	<b>(r)</b> where the application relates to extraction of minerals within the meaning of the Minerals Development Acts, 1940 to 1995	N
Minister for Communications, Marine and Natural Resources	<b>(s)</b> where it appears to the authority that the development might impact on the foreshore	N
The railway operator, the Railway Safety Commission, and, in the case of development which might impact on a light railway or metro, the Railway Procurement Agency	<b>(t)</b> where the development might— (i) give rise to a significant increase in the volume or type of traffic (including construction traffic) passing under a height restricted railway bridge, or using a railway level crossing, or a bridge over a railway, (ii) because of its proximity to a railway, impact on the structural integrity of railway infrastructure during construction of the development, or (iii) endanger or interfere with the safe operation of a railway, during or after construction	N
Minister for Communications, Marine and Natural Resources	<b>(u)</b> where the application relates to— (i) the extraction of minerals, other than minerals within the meaning of the Minerals Development Acts 1940-1999, whether by surface or underground means, (ii) the development of, or extensions to, quarries, including sand or gravel pits, for the extraction of earth materials, or (iii) a development which, for other purposes, requires the excavation of earth materials greater than a total volume of 50,000m <sup>3</sup> or the excavation of earth materials on a site area greater than 1 hectare	N
Irish Water	<b>(v)</b> where it appears to the authority that the development might impact on the provision of public water services	Y

