

Client:

Wicklow County Council

Project:

Convent Road Active Travel Scheme

Report:

Preliminary Design Report

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SECTION 1: 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.

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.

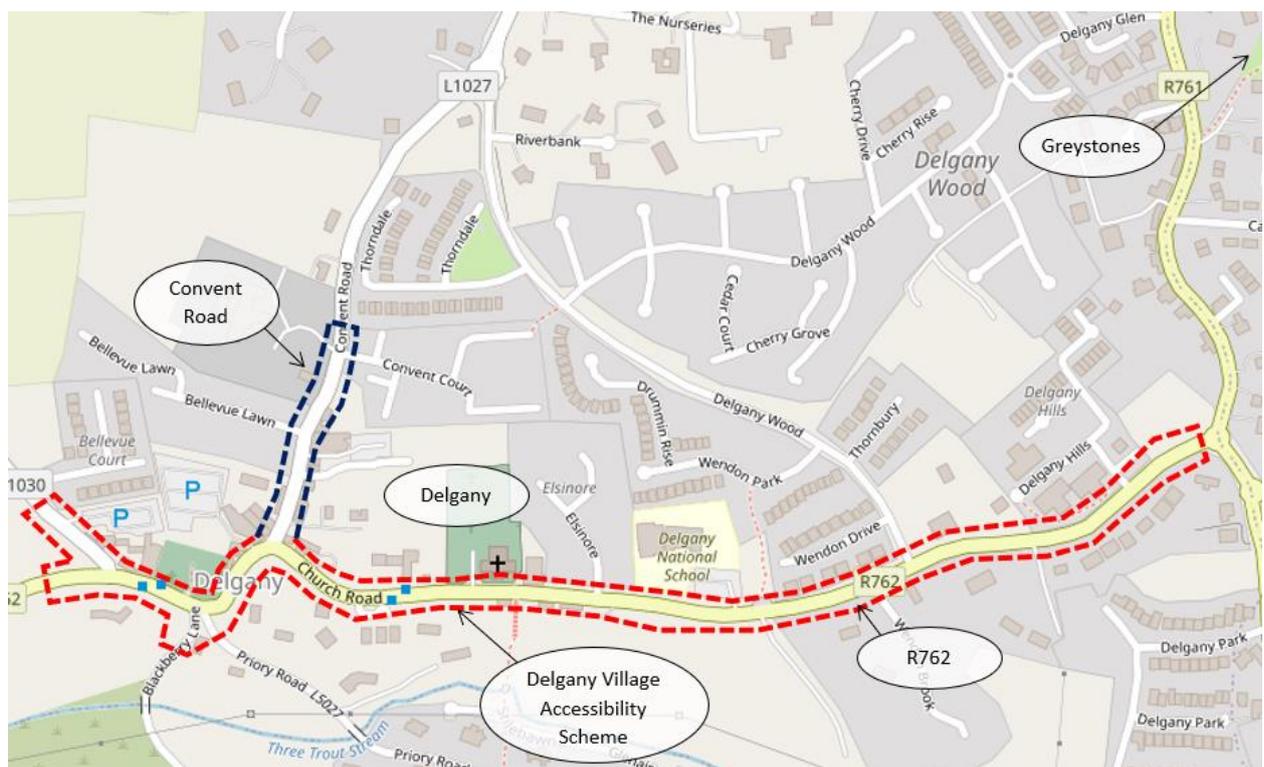


Figure 1.1 Overall Scheme extents

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;

- Improved pedestrian facilities, both sides of the road, full extent of scheme.
- Making Convent Road access only by introducing a modal filter just north of the junction with Convent Court. The junction here will be replaced by a mini-roundabout.
- Raised pedestrian crossings introduced along the scheme and on all side road crossings.
- Improved kerb lines to define carriageway.
- Provision of loading bay.
- Provision of one disabled parking bay.
- Provision of four on-street car parking bays.
- Tree planting and public realm features.

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.

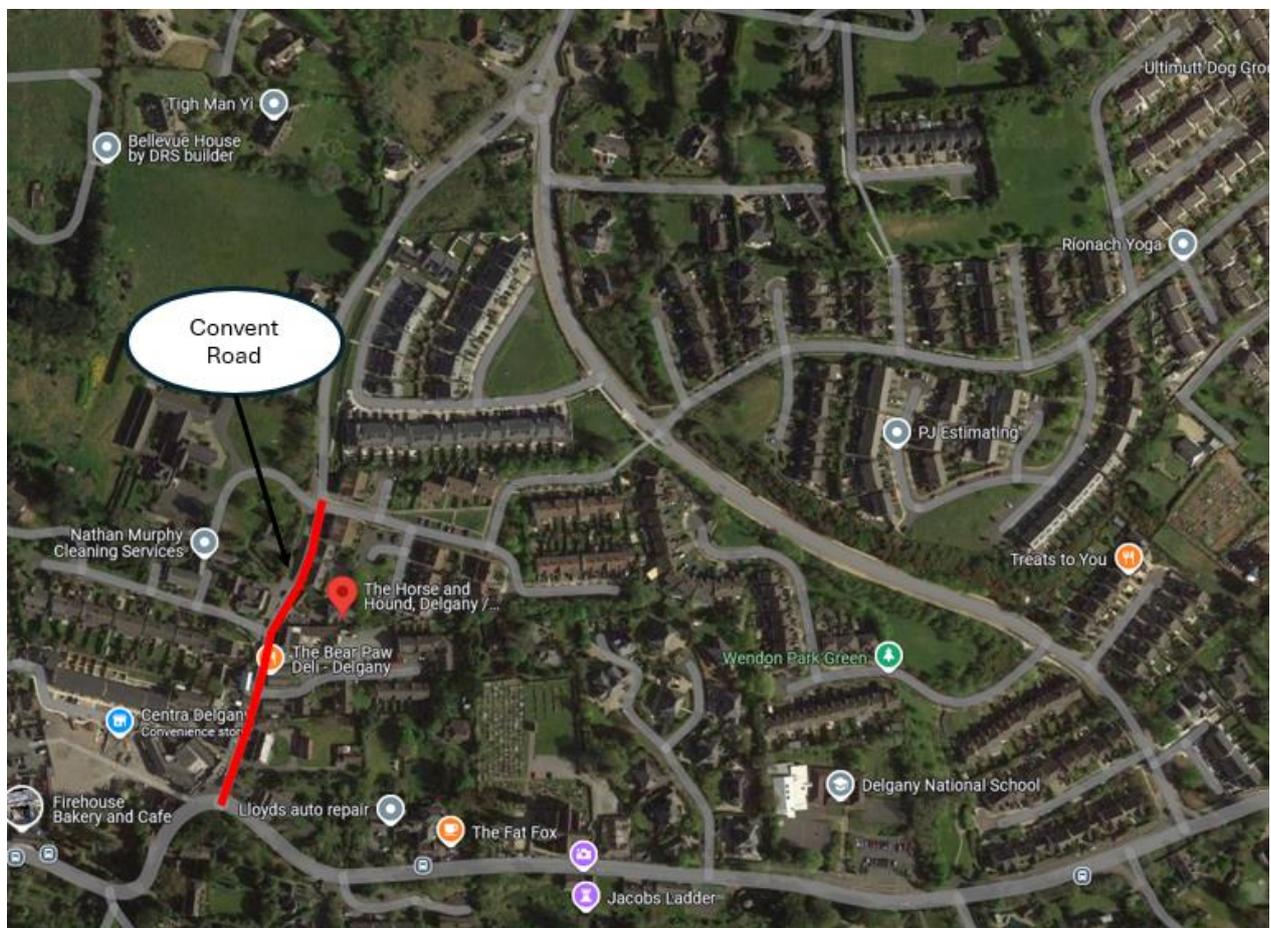


Figure 1.2 Convent Road Scheme Extents

SECTION 2: PROJECT OBJECTIVES AND STRATEGY

2.1 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.

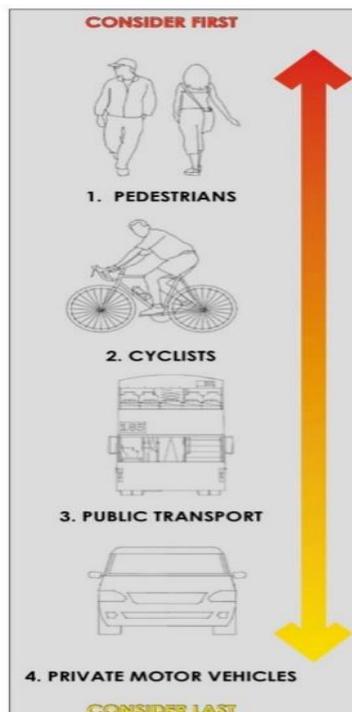


Figure 2.1 DMURS Road User Hierarchy

SECTION 3: EXISTING CONDITIONS/CONSTRAINTS

3.1 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.

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. Also the gradient of Convent Road which rises steeply from its junction with Church Road, approaching a maximum gradient of 1:12 in places.

3.2 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 3.1**.



Figure 3.1 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 3.2 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 3.2 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 3.3.



Figure 3.3 Example of a vehicle blocking the 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 3.4.



Figure 3.4 Example of poor pavement condition

SECTION 4: POLICY CONTEXT

4.1 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 4-1 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)

4.2 Summary Table

Table 4-1: Policy Context Summary Table

Policy Name	Policy Objectives	Alignment Convent Road Improvement Scheme
National Policy		
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.
Regional Policy Context		
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.

Local Policy		
<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>

SECTION 5: OPTIONS CONSIDERED

5.1 Options Assessment Process

Seven options were initially considered, as detailed below:

- Option 1: Do Minimum Option
- Option 2: Partial One-Way Yield System, modal filter introduced north of Convent Court to prevent through traffic (Delgany Community Council Proposal)
- Option 2A: Shared Surface with Partial One-Way Yield System, modal filter introduced north of Convent Court to prevent through traffic (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 and mini roundabout, modal filter introduced north of Convent Court to prevent through traffic

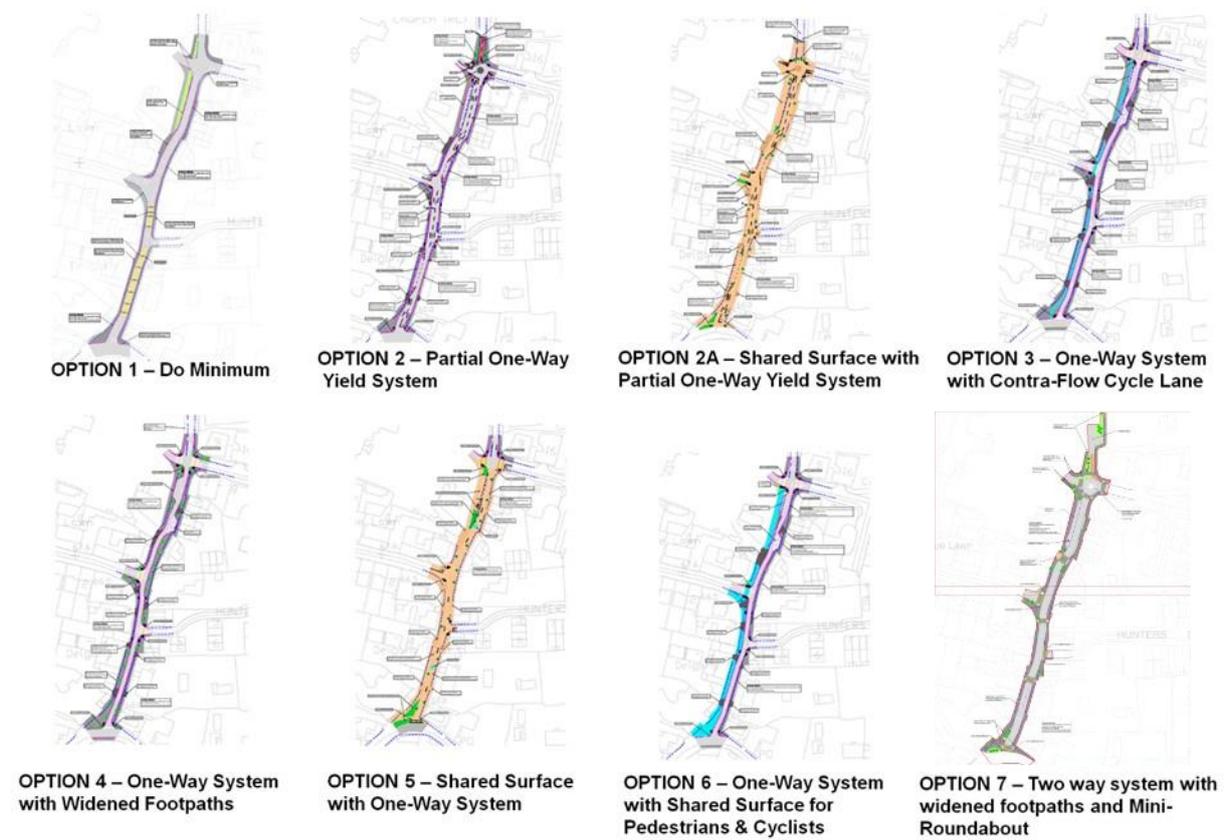


Figure 4.1 Options Considered

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 4.5-1 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, cyclists 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 5-2 below.

Table 5-2 MCA Table

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								
	Compliance with Standards								
Climate Change	Mode Shift								

Assessment Criteria	Sub-Criteria	Option 1	Option 2	Option 2A	Option 3	Option 4	Option 5	Option 6	Option 7
Local Environmental Impacts	Archaeological, Architectural & Cultural Heritage	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
	Biodiversity	Orange	Green	Green	Orange	Green	Green	Green	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	Green	Green	Yellow	Yellow
	Noise, Vibration and Air Quality	Red	Green	Green	Green	Green	Green	Green	Green

5.2 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”.

SECTION 6: CONSULTATION

6.1 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.

6.2 Non-Statutory Consultation Meeting 2023

A presentation was made to local councillors on the 2nd 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 30th 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.

6.3 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.

6.4 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

6.5 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.

SECTION 7: EXTENT OF PROPOSED WORKS

7.1 Proposed Works – Key Elements

7.1.1 Local Access Only

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.

7.1.2 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.

7.1.3 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

7.1.4 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.

7.1.5 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.

7.1.6 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.

7.1.7 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.

7.1.8 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.

7.1.9 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.

7.2 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.

SECTION 8: IMPACT OF PROPOSED WORKS

8.1 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.

SECTION 9: APPRAISAL

9.1 Preliminary Cost Estimates

The preliminary cost estimate for this scheme is **€1.2m** excluding VAT.

This includes a 30% contingency (calculated using the NTA's contingency calculator spreadsheet) and 8% inflation (calculated using the NTA's inflation calculator, assuming a construction date of 2028).

9.2 Scheme Appraisal

For the appraisal an MCA has been performed which assesses the option of doing nothing vs the Preliminary Design of Option 7 as outlined in this document. This assessment is summarised in Table 9-1 below.

Table 9-1: MCA Table

Assessment Criteria	Sub-Criteria	Option 7	Do-nothing
Cost, Delivery and Programme	Capital Cost	Orange	Green
	Local Disruption	Orange	Green
	Program for Delivery	Orange	Green
Transport User Benefits	Pedestrian Integration	Green	Red
	Cyclist Integration	Green	Orange
	Public Transport	Yellow	Yellow
	Traffic Network	Orange	Green
Accessibility & Social Impacts	Mobility & Vision Impaired Users	Green	Red
Land Use Impacts	Public Realm Space	Green	Red
Safety	Road Safety	Green	Red
	Compliance with Standards	Green	Red
Climate Change	Mode Shift	Green	Red
Local Environmental Impacts	Archaeological, Architectural & Cultural Heritage	Yellow	Yellow
	Biodiversity	Green	Orange
	Soils and Geology	Yellow	Yellow
	Water Resources	Yellow	Yellow
	Landscape and Visual	Green	Red
	Noise, Vibration and Air Quality	Green	Red

Cost Delivery and Programme

The do-nothing option scores better for cost, local disruption and delivery, as it doesn't require any works.

Transport user benefits

Option 7 performs better than the do-nothing for pedestrian integration. This is because there is currently a lack of continuous footpaths, the footpaths are very narrow, and they are often used for illegal parking by cars. Generally, the existing situation is car dominated and difficult for pedestrians to navigate, particularly those with mobility difficulties.

Option 7 provides continuous footpaths generally at least 1.8m wide for the length of the scheme, it also reduces vehicle speeds by narrowing the road cross section, tightening corner radii, introducing raised crossings and reducing the speed limit. Option 7 also provides improved crossings for pedestrians with pedestrian priority, raised tables, reduced crossing distances and tactile paving. Therefore Option 7 scores significantly better for pedestrian integration than the do-nothing option.

In terms of cyclist integration, Option 7 reduces the volume and speed of traffic on Convent Road and therefore improves the safety and comfort for cyclists using this route. Therefore, this scores better for cyclist integration than the do-nothing option.

Option 7 scores worse for traffic integration due to preventing through traffic and requiring vehicles to take a route that is approximately 2-3 mins longer.

Accessibility and Social Impacts

Option 7 scores significantly better for mobility and vision impaired users. By improving the footpaths this option will make Convent Road much easier to navigate for mobility and vision impaired people, and by doing this it will improve accessibility to Convent Road as well as the wider area where people might have to use Convent Road for part of their journey. This has been further justified by submissions from Age Friendly Ireland and Wicklows Disability and Inclusion Steering Committee who support the delivery of wider and improved footpaths with tactile crossings.

Land Use Impacts

Option 7 provides more space for the public realm on Convent Road. This will greatly improve the public realm in this area which is currently given over primarily to motor vehicles. It will also provide room for planting and landscaping, as well as the introduction of benches and bins. All of this represents a significant improvement to the public realm, meaning Option 7 scores significantly better than the do-nothing option.

Safety

Option 7 provides footpaths that are generally a suitable width to allow 2 people to pass safely without entering the road carriageway, it also reduces crossing distances, reduces vehicle speeds through traffic calming, reduced corner radii and reduced speed limit, provides improved pedestrian crossings, and improves the footpaths to remove level differences and make them consistent. All of this amounts to a significant increase in pedestrian safety. Reducing vehicle speeds and volumes also improves vehicle user and cyclist safety.

In terms of compliance with standards, the current situation is generally not compliant with the current DMURS standards for footpath widths, crossings and consistency. Option 7, which is generally compliant with this standard, represents a significant improvement.

Climate Change

By providing a design that makes travelling on foot and by bike safer and more comfortable, and prioritises these modes of travel over that of private car, Option 7 promotes a shift to lower carbon forms of travel. For this reason, Option 7 scores better than the do-nothing option for this criterion.

Local Environmental Impacts

In terms of Archaeological, Architectural & Cultural Heritage, Soils and Geology and Water Resources there is negligible difference between the two options.

In terms of biodiversity, Option 7 introduces trees, so scores slightly better for this criterion.

In terms of Landscape and Visual, by introducing trees, street furniture and providing more pedestrian space, Option 7 performs significantly better for landscape and visual.

Option 7 also reduces the amount of vehicular traffic on Convent Road by approx. 90%, resulting in a large improvement in noise, vibration and air quality in the area.

9.2.1 Conclusion

Error! Reference source not found. below provides a summary of the MCA.

Table 9-2: MCA Summary Table

Assessment Criteria	Option 7	Do-nothing
Cost, Delivery and Programme		
Transport User Benefits		
Accessibility & Social Impacts		
Land Use Impacts		
Safety		
Climate Change		
Local Environmental Impacts		

Overall Option 7 costs more to deliver than the do-nothing option and has slight disbenefits to motor vehicles due to making Convent Road access only for general traffic.

However, the existing layout currently poses an obstacle to use by pedestrians due to inconsistent and substandard footpaths and crossing points. Option 7 represents a major improvement for pedestrians by improving the existing substandard footpaths, improving junctions and crossing points, and by providing traffic calming. By making these improvements Option 7 would make Convent Road accessible and comfortable for all. It also represents a significant improvement to the public realm and local environment on Convent Road by reducing the amount of through traffic and by increasing the amount of public space that people can use, and by providing trees and opportunities for street furniture.

The proposed design directly links to the objectives in the Wicklow County Development Plan 2022-2028, which specifically relate to pedestrian and public realm improvements on Convent Road. The project also aligns with the objectives in the National Investment Framework for Transport in Ireland which prioritises active travel infrastructure and the National Sustainable Mobility Policy which sets a target to increase daily active travel trips.

Overall this assessment demonstrates this scheme provides value for money and should be progressed to detailed design.

SECTION 10: 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 consultation with community groups and as a result has a strong community backing.

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 businesses.