

Dunboyne and Clonee Pedestrian and Cycle Network

Dear Resident / Business Owner

Frequently Asked Questions

The following are a list of Frequently Asked Questions which are hoped will help clarify some details about the Proposed Pedestrian and Cycle Network.

What is the Proposed Dunboyne and Clonee Pedestrian and Cycle Network?

The Dunboyne to Clonee Pedestrian and Cycle Network is a network of active travel routes, of approximately 17km in length, within and around the towns of Dunboyne and Clonee.

Meath County Council (MCC) is developing this active travel network, with the aim to provide high-quality, safe, continuous, and consistent cycle and pedestrian facilities across Dunboyne and Clonee.

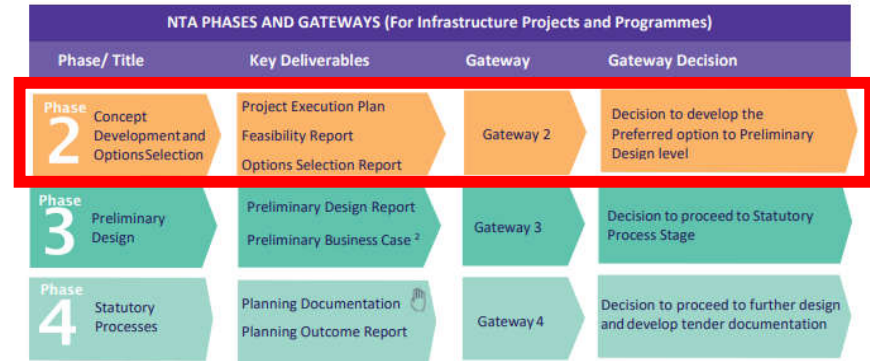
The proposed network will improve pedestrian and cyclist safety and general accessibility and will facilitate local recreational usage along with functional access to schools, employment, amenities, and services.

Additionally, the proposed active travel network will facilitate linkage to other networks being developed in Fingal, enabling the creation of a cycle highway to Fingal and improving active travel access to employment areas there and further afield.

Emerging Preferred Option Public Consultation

At what stage is the proposed network at?

The proposed network is currently at Phase 2 Concept and Options Selection.



Will the Proposed Network fulfil Government Policy?

The transport sector in Ireland is one of the largest contributors to climate change. Modal change from private car journeys to active travel in urban areas therefore holds substantially potential for reducing greenhouse gas emissions with knock-on benefits for air quality and public health.

Government policy such as the Climate Action Plan, the National Sustainable Mobility Policy and the National Development Framework support the development of active travel routes to help reduce the carbon footprint of the transport sector. The development of the Dunboyne Pedestrian and Cycle Network will directly contribute to this reduction by providing safe and convenient active travel routes that will encourage the necessary modal shift.



Public Consultation runs from Monday the 29th of April to Friday the 24th of May 2024



comhairle chontae na mí
meath county council



What is the purpose of this public engagement event?

This public consultation aims to present the emerging preferred options for the network and to identify constraints and opportunities. The project team wish to present the outcomes of the options assessment and selection process so as to provide clarity on the rationale behind the emerging options.

The project team understand that some of the emerging options may raise concerns for some and they wish to engage through discussion with the relevant residents, businesses, stakeholders and the general public to understand these potential issues and concerns and to work with these individuals and groups to endeavour to develop a solution that can be acceptable to all parties and the scheme objectives.

Public consultation is also an important forum for the Project Team to pick up local knowledge on constraints and opportunities that may benefit the development and implementation of the Proposed Network.

How will the Dunboyne to Clonee Pedestrian and Cycle Network scheme be designed?

Generally, the scheme will be designed to the relevant Irish design standards such as the Cycle Design Manual (CDM 2023) and the Design Manual for Urban Roads and Streets (DMURS 2019).

However, consideration of international best practice where appropriate will be advocated throughout the development and design process. The design team are constantly looking to best-in-class schemes constructed across the UK and Europe.

In addition, the design will be cognisant of the impacts on the environment, land and property, traffic flow, local issues, and feedback from the public to ensure that the completed scheme provides the best possible user experience.

Will the Proposed Network Scheme improve safety for pedestrians and cyclists?

The provision of a high quality route that affords a high level of safety and comfort is an objective of the scheme. As such, it is envisaged that pedestrians and cyclist will in most cases be segregated from one another and that cyclists will be separated from vehicles.

Some sections of the network that are located along green areas will provide a shared path between cyclists and pedestrians however the proposed width will be sufficient to provide safety and comfort for all users.

At localised constrained areas, sharing with pedestrians or sharing with vehicles may be required, but this will only be considered in exceptionally difficult locations over a short length only.

What benefits can be expected from the scheme?

The proposed scheme will bring direct, safe, comfortable, attractive and legible access for all user ages and abilities to key amenities including links to shops, schools, sports clubs and other local facilities from numerous residential areas adjacent the proposed network.

The proposed network scheme is generally proposed to run within the existing road space and will improve the public realm through the use of high-quality materials and finishes.

The introduction of traffic management measures along with the improved public realm will help to improve safety by lowering vehicle speeds and volumes.

The proposed scheme will also improve permeability in the towns with the creation of the proposed routes along green areas.



Will land be acquired as part of the scheme?

While efforts will be undertaken to reduce the impact of the proposed network on private property, it is envisaged that some private land will be required to facilitate the proposed network.

It is intended that this land will be acquired by agreement. The project team has been actively engaging with numerous landowners and property owners in this regard and will continue to do so going forward.

Has the environmental impact of the scheme been considered?

The environmental impact of the proposed network is as always a key consideration. A constraints study has been carried out in which a comprehensive review of the environmentally sensitive sites in the study area has been completed. Numerous environmental criteria have been assessed as part of the emerging preferred options selection process.

Environmental aspects will remain a key consideration during the preliminary design phase.

At Statutory Planning Phase appropriate Environmental Impact Assessment Screening Report, Appropriate Assessment Screening Report, Ecological Assessment along with a planning Report with environment chapters addressing ecology, people, traffic, air and noise will be undertaken and prepared to support any intended planning application.

What are the next steps for the project?

Once this public consultation period ends, the design team will collect and analyse all of the submissions received. These will be summarised and a report with responses to the various themes raised will be prepared.

Where necessary and appropriate to do so, the Emerging Preferred Options may be modified to reflect the feedback received.

Once the preferred options are finalised, the preliminary design phase will commence where further detail on the exact layout of the scheme will be developed.

Additional liaison with landowners, property owners, residents and businesses etc. will be held throughout this phase and further general public consultations will be held prior to progression into the Statutory Planning Phase and submission of the final planning document, which is currently envisaged to be through a Part 8 planning approval process, in late 2025.

