



An Roinn Iompair,  
Turasóireachta agus Spóirt  
Department of Transport,  
Tourism and Sport



Project  
Ireland 2040  
*Building Ireland's  
Future*

# Strategy for the Future Development of National and Regional Greenways

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Rialtas na hÉireann  
Government of Ireland



# Strategy for the Future Development of National and Regional Greenways

July 2018

Prepared by the Department of Tourism, Transport and Sport  
[www.dttas.gov.ie](http://www.dttas.gov.ie)





## TII Publications

GE PE DN CC OP AM RE

### Rural Cycleway Design (Offline)

DN-GEO-03047  
April 2017

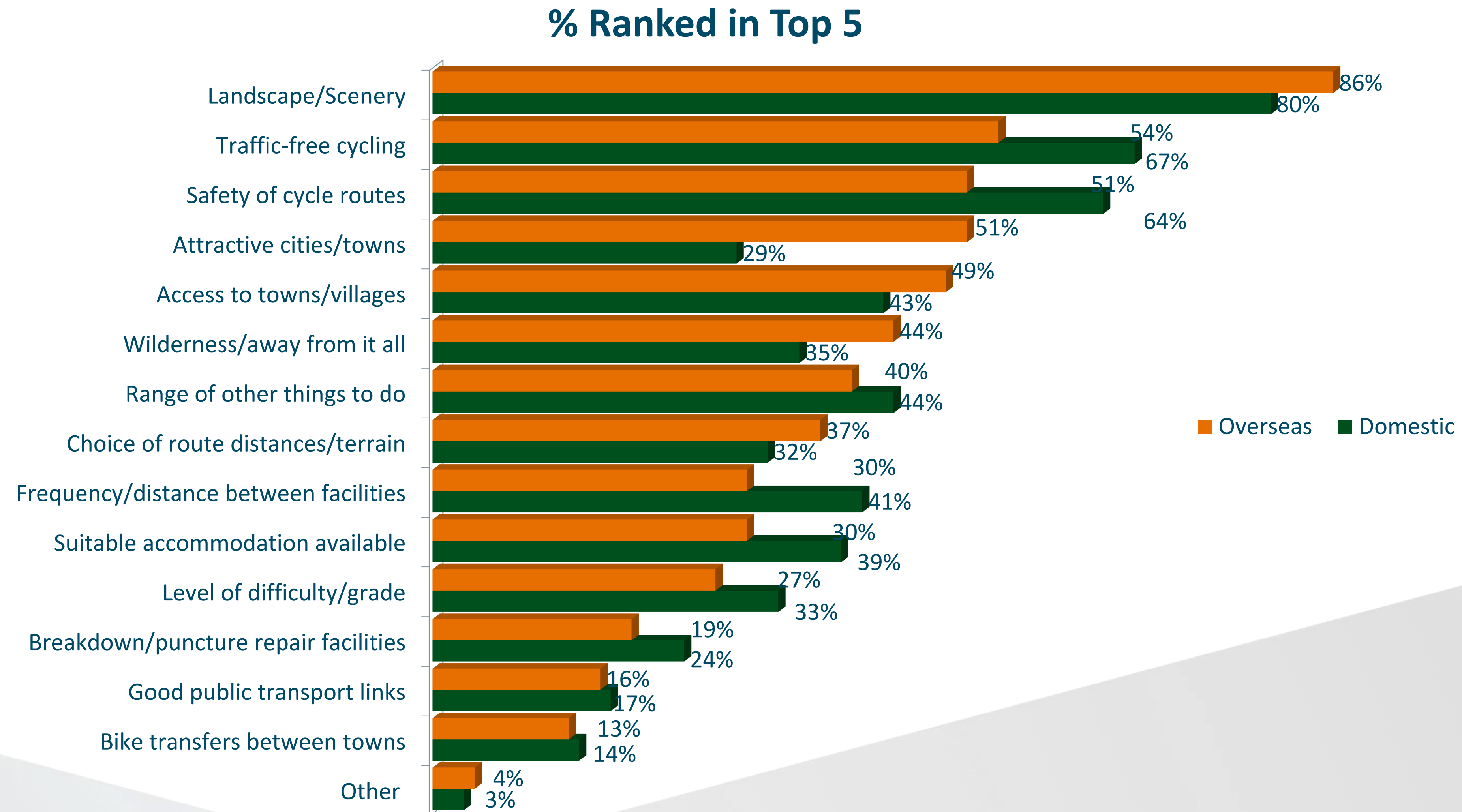


Standards



# Ranking of Route Attributes

Cycling Research Findings – June 2013





## Strategy for the Future Development of Greenways



### Public Consultation Paper

May 2017



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### Strategy for the Future Development of Greenways, Public Consultation Paper.

I am aware that this information may be viewed under Freedom of Information so I knowingly make this submission to the Department of Transport, Tourism and Sport, in which I support the landowner, commuter cyclist, and walker etc.

1. I believe there must be a fair and transparent process to deliver a cycle route across the country, giving due regard to the National Cycle Network Scoping Study 2010, which shows four Cycle Route types, Cycle lanes, on-road Cycleways, off-road Cycleways and Cycle Trails.
2. C.P.O must never be used to deliver such projects where it involves access to privately owned lands. As stated on page 17 of the Strategy document the mechanism of CPO is '...not commonly used for smaller infrastructure projects such as greenways where local authorities and other project developers have relied, as far as possible, on the use of State lands and permissive access agreements with landowners.'
3. There must be no severance of private landholdings without prior consent of the landowner. Consent for any proposed route through private property must be obtained from the property owner prior to the route/project being presented to the public, as clearly outlined in the National Trails Office's 'A Guide to Planning and Developing Recreational Trails in Ireland, as stated below \*\*\*.
4. With regard to farms and farm businesses, severance through or by borders between farms causes multiple health, safety, security and biosecurity issues. When travelling through farming areas any proposed route should automatically change to on-road or segregated cycleway.
5. The project should involve all stakeholders, i.e. landowners, in the choosing and design of the route and community involvement using established local structures before all stages in the process, including preplanning and process definition.
6. In the interest of sustainable transport, in order to achieve its full potential, all routes within 10-20km of large populated towns and cities, must be commuter route style cycleway, keeping as close as possible to the existing roads network,
7. Public lands such as forests and cut-away bogs, are perfect places for development of greenways, and this incorporated with the National Cycle Network Strategy allows for a diversity of Cycle Route Types, i.e. Cycle lanes, on-road Cycleways, off-road Cycleways and Cycle Trails.
8. There is no need for the route to be completely traffic free and roads with low-traffic conditions should be used or traffic conditions modified if necessary.

\*\*\*In The National Trails Office's *A Guide to Planning and Developing Recreational Trails in Ireland* it states in Landowner Consultation and Agreement section that "consultation with a landowner must take place and agreement in principle to the use of the owner's property must be reached before any potential trail route is planned further or communicated to the general public. The announcement of a trail route before it has been agreed with the relevant landowners is a serious issue and may damage the relationship with a landowner. Such an approach may even damage the relationship and potential goodwill of other landowners in the area and the future of the project".

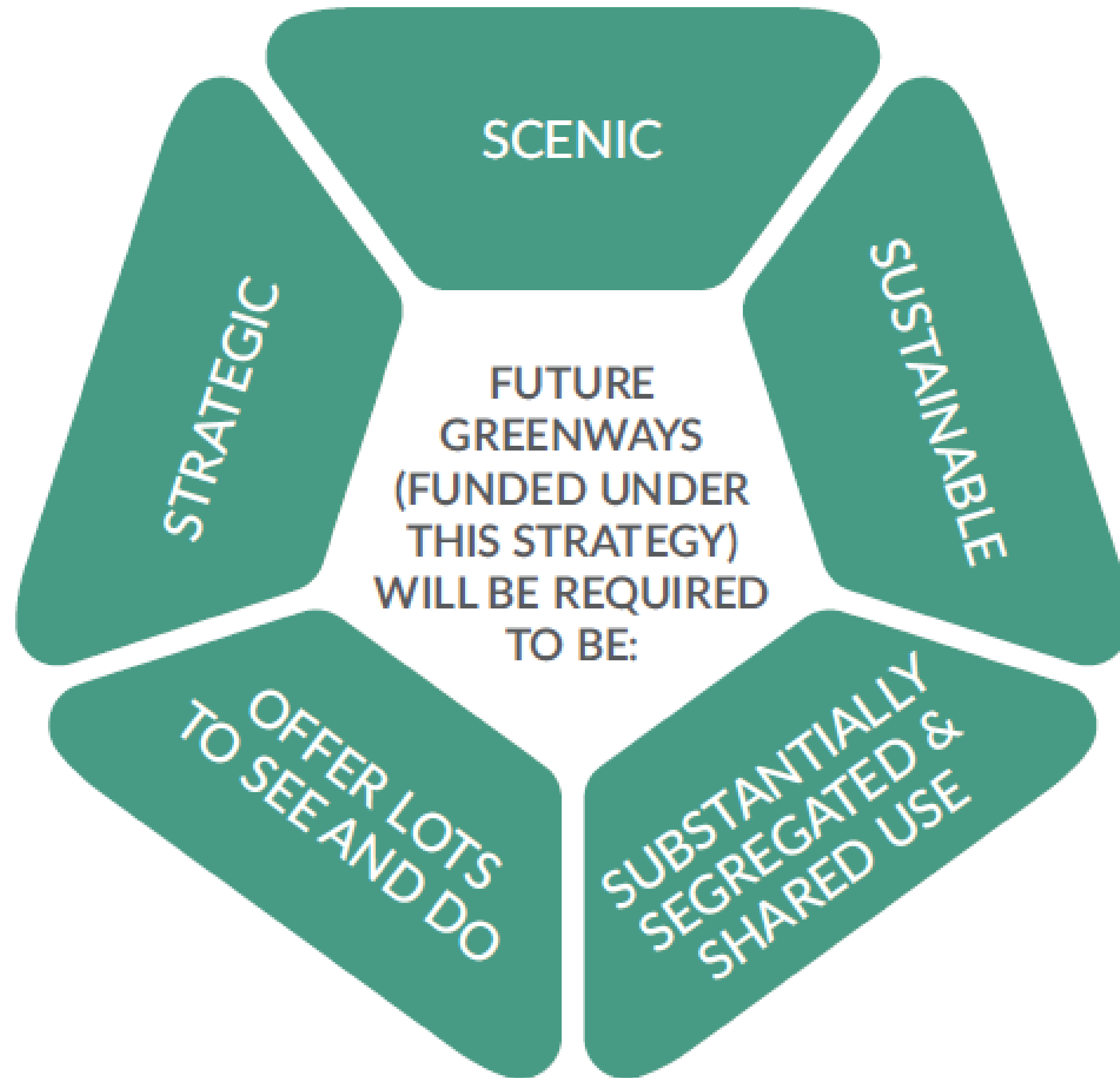


2. C.P.O must never be used to deliver such projects where it involves access to privately owned lands. As stated on page 17 of the Strategy document the mechanism of CPO is ‘...not commonly used for smaller infrastructure projects such as greenways where local authorities and other project developers have relied, as far as possible, on the use of State lands and permissive access agreements with landowners.’
4. With regard to farms and farm businesses, severance through or by borders between farms causes multiple health, safety, security and biosecurity issues. When travelling through farming areas any proposed route should automatically change to on-road or segregated cycleway.
6. In the interest of sustainable transport, in order to achieve its full potential, all routes within 10-20km of large populated towns and cities, must be commuter route style cycleway, keeping as close as possible to the existing roads network,



# Public Consultation Main Points

- Strong support for investment in Greenways
- Opposition to CPO and support of the use of State Owned lands
- Recognition of resulting health, environmental, economic, tourism and community benefits
- Potential for Rural Regeneration
- Need for fair and transparent consultation process with communities and landowners
- Recommendation for a Code of Practice to be drafted on the rights and entitlements of individual land owners
- References to specific routes



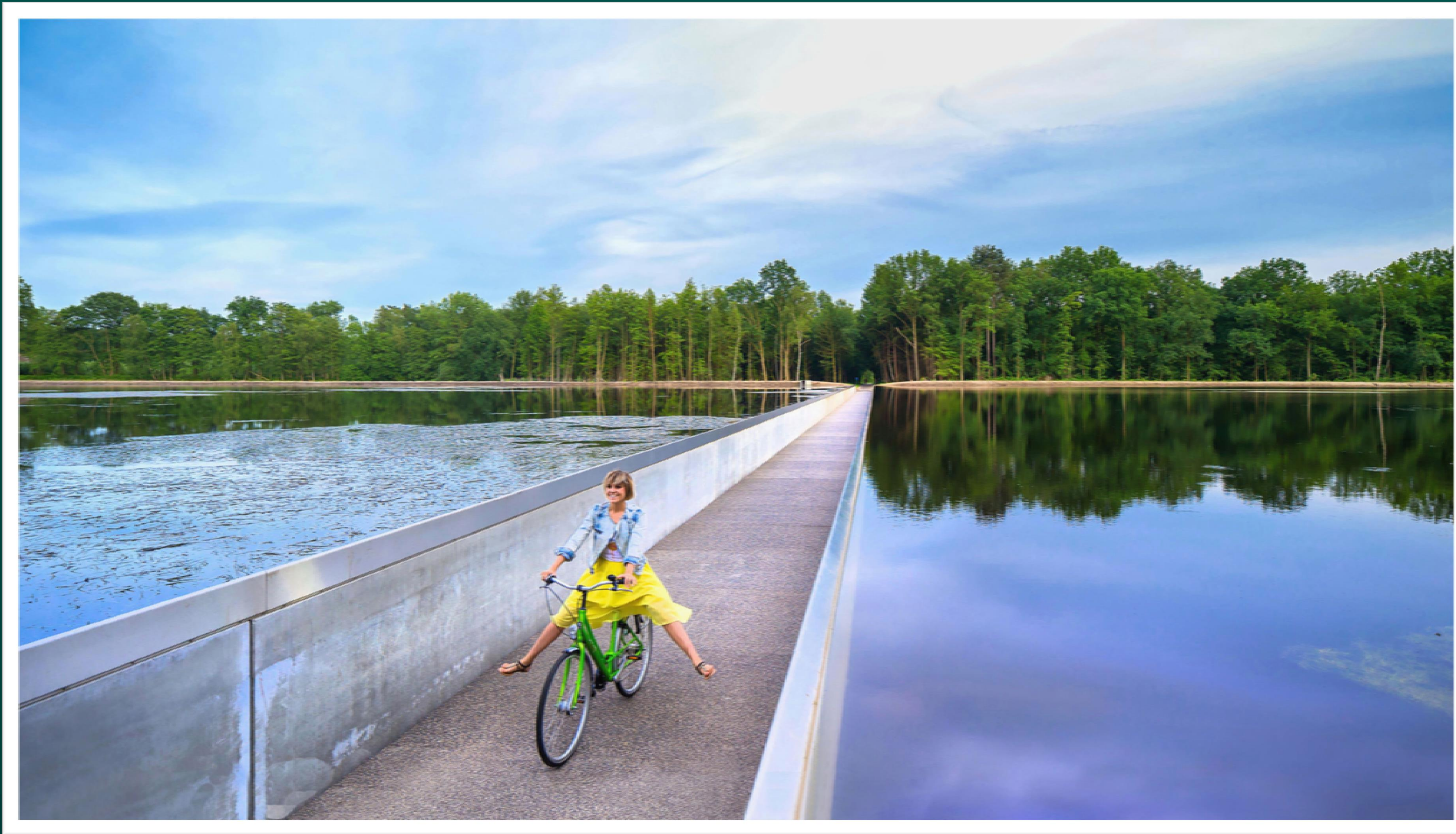


SCENIC





















*SUSTAINABLE*



# SUBSTANTIALLY SEGREGATED & SHARED USE

# Don't Forget Pedestrians

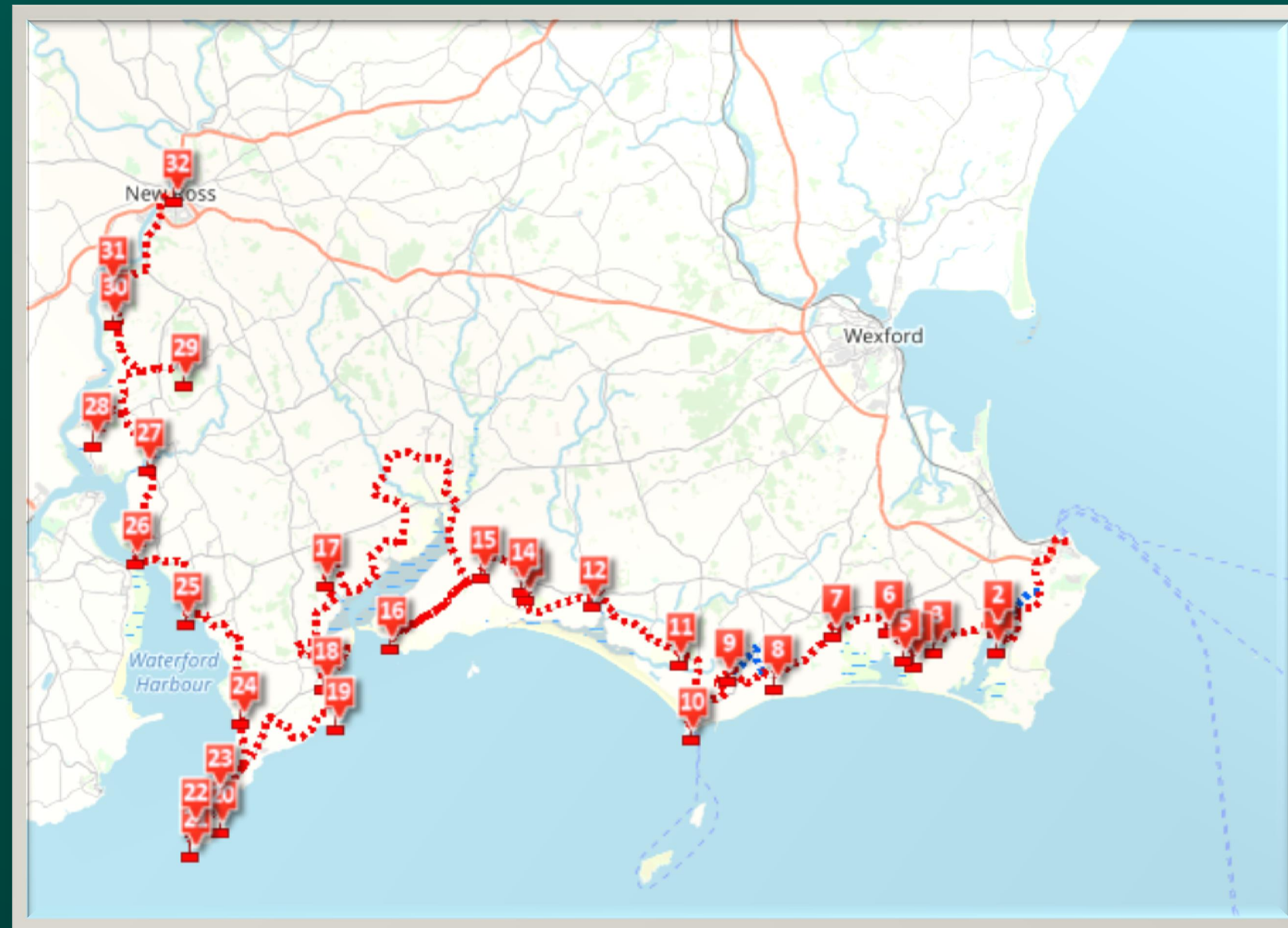






OFFER LOTS  
TO SEE AND DO

# The Norman Way



# St Sigginstown Castle



This tower is a wonderful example of the sheer building height that was made possible after the Normans introduced their expert stone construction techniques to this area



# Tintern Abbey



When the Norman knight William Marshal was caught in a dangerous storm as he crossed the Irish Sea, it is said that he fell to his knees and prayed, vowing to establish a religious house if he survived his journey. True to his word, after his ship landed safely on the nearby coast, William Marshal founded this Cistercian abbey.







STRATEGIC



Local Authority/State Agency	No. of Applications
Cork County Council	1
Clare County Council	1
Donegal County Council	3
Fingal County Council	1
Galway County Council	2
Kerry County Council	3
Limerick City and County Council	1
Louth County Council	1
Leitrim County Council	1
Mayo County Council	1
Meath County Council	1
Sligo County Council	1
Wexford County Council	2
Wicklow County Council	1
Waterford City and County Council	1
Waterways Ireland	1
Total	22



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## Greenways and Cycle Routes Ancillary Infrastructure Guidelines





Rialtas na hÉireann  
Government of Ireland

Project Ireland 2040

# National Development Plan 2018–2027



Ireland  
2040  
Our Plan



NATIONAL PLANNING FRAMEWORK



A Government of Ireland Policy





# Thank you for your attention!

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