

## Public Consultation Report

*Living Streets: Coastal Mobility Route*

September 2023



## Document Control Sheet

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# 1. The Proposed Project

Living Streets Coastal Mobility Route is a cycle, pedestrian and public realm improvement project which aims to enhance the safety, attractiveness, liveability, connectivity, and economic vibrancy of the Coastal Mobility Route. On behalf of Dún Laoghaire-Rathdown County Council (DLRCC), Barry's Transportation have prepared this Post Consultation Report for the proposed Living Streets: Coastal Mobility Route Scheme (CMR).

The existing public realm measures, introduced during the COVID-19 restrictions of summer 2020, include a one-way traffic system, two-way segregated cycle path, wider pedestrian areas, seating, and planters. Subsequent surveys have shown high levels of support for these temporary measures along the Coastal Mobility Route, with a significant majority of local residents expressing a wish to make these changes permanent.

Building on the temporary mobility and public realm improvement measures implemented along the Coastal Mobility Route, this project will provide a series of permanent public realm, roadway, pedestrian, and cycle upgrades using high quality and durable materials.

The proposed scheme will help deliver the following objectives:

- To provide continuous, high-quality, and consistent cycling and walking facilities, including providing a safe and direct route for cyclists between Blackrock Village and Sandycove.
- To enhance safety for all road users including vulnerable persons.
- To promote modal shift from private vehicle to more sustainable modes including walking, cycling and public transport.
- To provide improved public realm areas and enhance the overall visual quality of the Coastal Mobility Route, including providing attractive seating areas to encourage visitors to the area and to promote social cohesion.
- To provide increased landscaping, planting and SUDS elements to improve the environment.
- To promote modal shift from private vehicle to more sustainable modes including walking, cycling and public transport.
- To create a place for all ages, genders and abilities.
- To enhance safety for all road users including vulnerable persons.



Figure 1 - Scheme Overview

The proposed scheme will enhance the pedestrian and cycle infrastructure as well as safety at multiple junctions along the route. It will also upgrade the urban realm with new hard and soft landscaping, planting, and street furniture. The scheme will include works on the following roads:

- Newtown Avenue
- Seapoint Avenue
- Old Dunleary Road
- Crofton Road
- Queen's Road
- Windsor Terrace
- Newtownsmith
- Marine Parade
- Otranto Place
- Sandycove Avenue





*Figure 2 Seapoint Park - Proposed View*



*Figure 3 Crofton Road – Proposed view*

## 1.1 Project Evolution and Timeline

In 2015 the Dún Laoghaire Rathdown County Development Plan identified the need for active mobility infrastructure, and enhanced connectivity. In Summer 2020, the Coastal Mobility Route was installed as a Covid-19 mobility response measure. The 4.6km route along the Dún Laoghaire coastline (including 3.6km of two-way, fully segregated cycleway) was delivered in less than 8 weeks, with key objectives to increase comfort and safety for those walking and cycling, to decrease reliance on the private car, and to provide an alternative to public transport at a time when capacity was significantly reduced during Covid-19 restrictions.

In June 2021, Dún Laoghaire-Rathdown County Council (DLRCC) engaged the School of Transport Engineering, Environment and Planning in Technological University Dublin (TUD<sup>1</sup>) to undertake an evaluation and review of the CMR. Three evaluation reports have been produced by TUD since then:

1. Phase 1 - Interim Mobility Findings (Jun 2021)
2. Phase 1b - Mobility Update (July 2022)
3. Phase 2a - Economic Development and Business Community Feedback (Feb 2023)

TUD were commissioned to review outcomes against objectives, to assess the utility of the CMR, to carry out an economic development evaluation and to put forward recommendations based on their findings. It was stated that *'the study may also feed into DLR's determination as to the viability of retaining the infrastructure on a permanent basis and moving to a design optimised for permanency'*.

The TUD evaluation used a mixed methods approach including surveys, interviews, street audits, observation and data analysis. The evaluation showed positive impacts with a significant increase in the number of people cycling along the route (between 115% and 126% increase on pre-pandemic times), high levels of support for the route and an appetite for a permanent scheme.

*'Based on evidence presented within this mobility update, the CMR can clearly be stated to becoming more established as a strategic active travel route serving the region, and meeting the objective of increasing comfort and safety for those walking and cycling, and providing an alternative means of travel' (TUD, June 2022)*

Positive Economic Development and Business Community feedback included improved business development, footfall and turnover; improved working conditions; tourism and improved links to Dublin; and a reputational benefit to Dún Laoghaire Rathdown. Key issues or concerns included wayfinding and signage; safety concerns; loading bay facilities; and stakeholder engagement.

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<sup>1</sup> <https://www.tudublin.ie/media/website/news/2021/main-news/TU-Dublin--DLR-COVID-19-Mobility-Review-FINAL-RESIZED.pdf>

<sup>1</sup> [https://www.tudublin.ie/media/TU\\_Ph2a\\_CovidMob\\_BusinessCMR\\_IssDLR0223FI.pdf](https://www.tudublin.ie/media/TU_Ph2a_CovidMob_BusinessCMR_IssDLR0223FI.pdf)



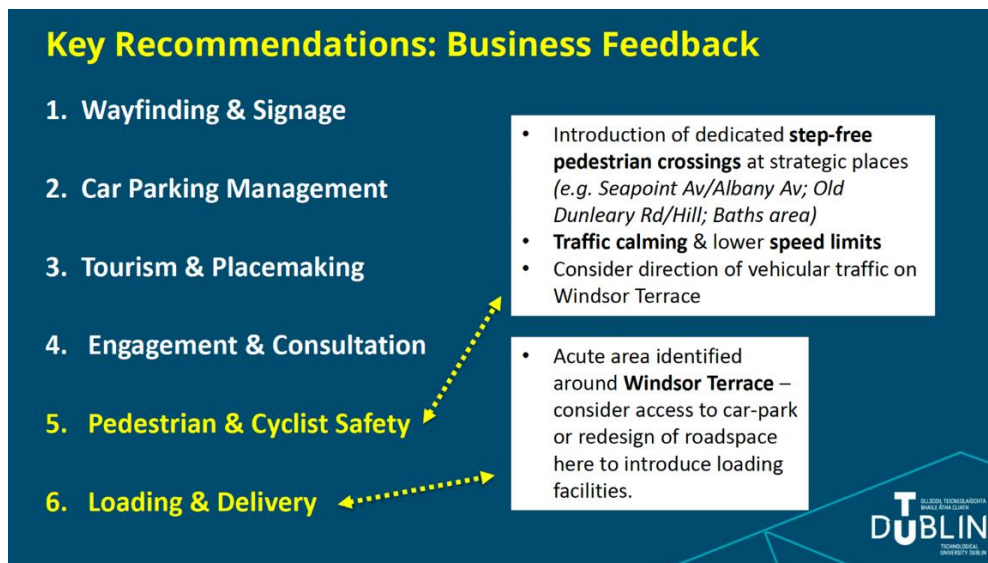


Figure 4 - TUD recommendations from business feedback

It was recommended in the TUD report that a public engagement process, which affords all stakeholders the opportunity to express concerns and feedback, should be considered as part of commissioning the CMR on a permanent basis, should it proceed.

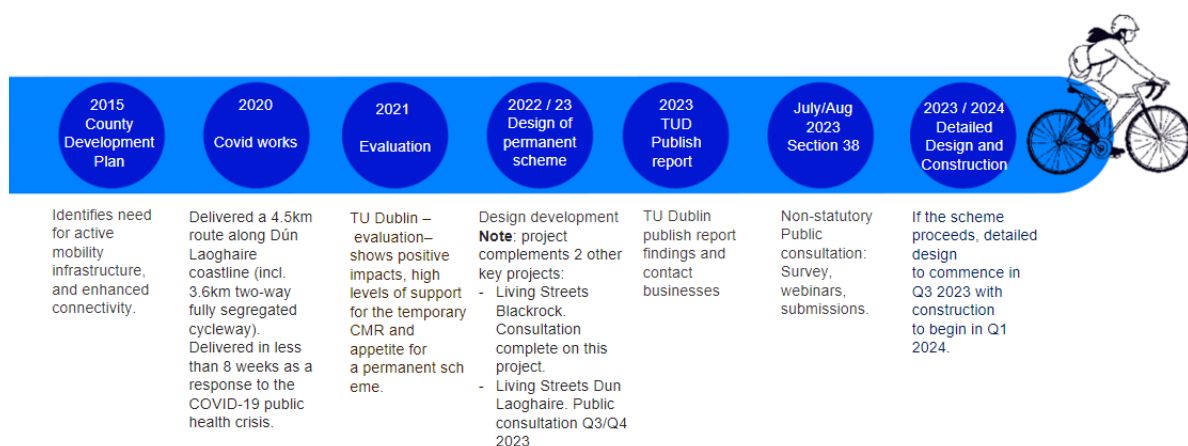


Figure 5 - Project evolution timeline summary graphic

## 2. Policy Context

### 2.1 National Policy

This scheme will support objectives set out in the following national policies:

- Project Ireland - National Development Plan 2021 - 2030;
- National Planning Framework – Project Ireland 2040;
- Climate Action Plan 2023 and Climate Action and Low Carbon Development (Amendment) Bill 2021;
- National Sustainable Mobility Policy - DoT (2022)
- Strategic Investment Framework for Land Transport (SIFLT) 2015 and National Investment Framework for Transport in Ireland (NIFTI);
- Smarter Travel – A New Transport Policy for Ireland 2009 – 2020;
- National Cycle Policy Framework, 2009-2020
- Road Safety Authority (RSA), Road Safety Strategy, 2013-2020;

The scheme has also been prepared and reviewed having regard to the following Guidelines:

- National Cycle Manual (NCM) - NTA
- Design Manual for Urban Streets (DMURS)
- Draft - National Cycle Network Plan (NCN) 2023-2025 - TII

### 2.2 Regional Policy

This scheme will support the objectives of the Regional Spatial and Economic Strategy (RSES) 2019-2031, Greater Dublin Area (GDA) Cycle Network Plan (2022), the NTA Transport Strategy for the Greater Dublin Area 2022-2042. The CMR has been identified as a primary route and greenway as part of these plans as shown below.

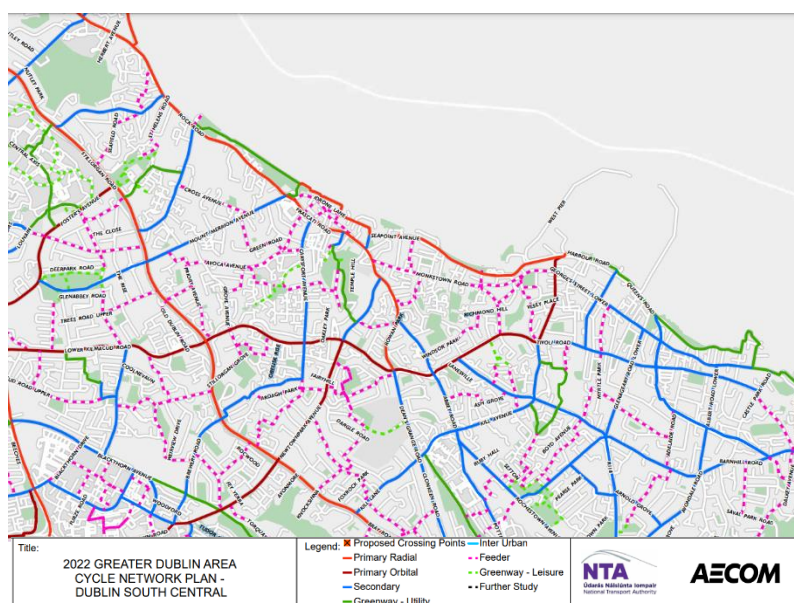


Figure 6 – 2022 Greater Dublin Area (GDA) Cycle Network Plan

## 2.3 Local Policy

The scheme is strongly supported by policy at local level and across multiple policy areas, aligning with policy objectives to improve safety and accessibility, reduce emissions, support and promote sustainable transport modal shift to walking and cycling, as well as integrating green infrastructure and public realm and placemaking. Specifically, at local level the scheme is consistent with the Dún Laoghaire-Rathdown County Development Plan 2022-2028, Dún Laoghaire-Rathdown Cycling Policy and Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024.

The scheme will support the specific objectives of the DLR County Development Plan 2022-2028, which include the following:

Objective number and name	Objective
T1  Integration of Land Use and Transport Policies	It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)
T3  Delivery of Enabling Transport Infrastructure	It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)
T4  Development of Sustainable Travel and Transport	It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 –2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)
T6  Quality Bus Network/Bus Connects	It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance, and resources.
T7  Public Transport Interchanges	It is a Policy Objective to facilitate the provision of quality public transport interchanges at strategic rail, Luas stations and Core Bus Corridors within the County in accordance with national and regional guidelines in order to facilitate focussed access to multiple public transport modes and to maximize the movement of people via sustainable modes.
T11	It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County

Walking and Cycling	and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.
T12  Footways and Pedestrian Routes	It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)
T13  County Cycle Network	It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2,5.3 of the RSES).
T14  Coastal Cycling Infrastructure Objective	It is a Policy Objective of the Council to promote the development of the Sutton to Sandycove Promenade and Cycleway, as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay Trail from the boundary with Dublin City to Wicklow County.
T23  Roads and Streets	It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities.
T31  Accessibility	It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES)
T33  Directional/ Information/ Waymarking Signage	It is a Policy Objective to provide directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes (waymarking) at appropriate locations throughout the County in accordance with planning and traffic regulations.
PHP2  Sustainable Neighbourhood Infrastructure	It is a Policy Objective to: Protect and improve existing sustainable neighbourhood infrastructure as appropriate. Facilitate the provision of new sustainable neighbourhood infrastructure that is accessible and inclusive for a range of users consistent with RPO 9.13 and RPO 9.14 of the RSES. Encourage the provision of multi-functional facilities, space and lands in the delivery and/or improvement of sustainable neighbourhood infrastructure.
PHP35  Healthy Placemaking	It is a Policy Objective to: Ensure that all development is of high quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES. Promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013). Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.

<p>PHP36</p> <p>Inclusive Design &amp; Universal Access</p>	<p>It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.</p>
<p>PHP37</p> <p>Public Realm Design</p>	<p>It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.</p>
<p>EI6</p> <p>Sustainable Drainage Systems</p>	<p>It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS)</p>
<p>CA4</p> <p>Dún Laoghaire Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP)</p>	<p>It is a Policy Objective to implement and take account of the Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019 - 2024 (DLR CCAP), to take account of the 'Climate Action and Low Carbon Development (Amendment) Act 2021', and subsequent updates of both and to transition to a climate resilient low carbon County. (Consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).</p>
<p>OSR5</p> <p>Public Health, Open Space and Healthy Placemaking</p>	<p>It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).</p>
<p>SLO18</p>	<p>To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.</p>

The scheme will also support the specific objectives of the Interim Dún Laoghaire Urban Framework Plan, which include the following:

Objective number	Objective
8	Provide a network of attractive and green urban spaces and public realm to enhance the user experience while also tackling climate action to create a low carbon, climate resilient and sustainable town.



14	Build on the temporary Covid 19 emergency works and strengthen cycling and walking links between Dún Laoghaire, Blackrock and Monkstown along Seapoint Avenue and Crofton Road and between Dún Laoghaire, Glasthule and Sandycove along Queen's Road and Newtownsmith.
24	To implement the DLR Cycle Network objectives within the Interim Framework Plan area.



*Figure 7 - DLR Development Plan Map*

The DLR development plan interactive map can be found online [here](#)

## 3. Non-Statutory Public Consultation

### 3.1 Overview of the Public Engagement Process

The Local Authority carried out a non-statutory consultation held from the 3rd of July to the 11th of August (6 weeks). Submissions and observations with regards to the proposed development could be made up to and including 11<sup>th</sup> of August 2023. Dún Laoghaire-Rathdown County Council made full plans and particulars of the proposed development available for inspection. These were made available at Dún Laoghaire-Rathdown County Council, County Hall. In addition, the documentation was uploaded to the Dún Laoghaire Rathdown County Council CitizenSpace consultation platform.

**The public was invited to send observations and comments as part of the non-statutory consultation process via a number of avenues:**

- By completing an online survey on the Citizenspace platform on [www.dlrcoco.ie](http://www.dlrcoco.ie)
- By e-mail to [info@dlrcoco.ie](mailto:info@dlrcoco.ie) marked 'Living Streets Coastal Mobility Route'
- As a written submission by post or in person to Dún Laoghaire-Rathdown County Council, clearly marked 'Living Streets Coastal Mobility Route'.
- Completing a hard copy survey in a number of public libraries, including Blackrock Library, Deansgrange Library and Lexicon Library

### 3.2 Awareness raising for public consultation

**The public were made aware of the project and about the public consultation through the following channels:**

- Flyers posted to 6,700 houses and apartments, and 1,016 businesses along the route and within the Dún Laoghaire area.
- Outdoor posters (A2) displayed along the Coastal Mobility Route.
- Social media postings and links to the survey on the main Dún Laoghaire Rathdown County Council social media platforms (Twitter, Facebook), as well as the main DLRCC website homepage.
- The Dún Laoghaire Rathdown Public Participation Network (PPN) circulated information about the consultation to its members via email circular and on the PPN website.
- Public libraries – materials about the project placed in Blackrock Library, Deansgrange Library and Lexicon Library (hard copy of the survey could also be completed there).

**As part of the consultation process, two Public Information webinars were held as follows:**

- 7-8 pm, 12<sup>th</sup> July 2023
- 7-8 pm, 18<sup>th</sup> July 2023

A video recording of the webinar was subsequently posted to the DLR Citizenspace web page for further viewing.

#### **Dún Laoghaire Rathdown County Council elected members**

The elected members of Dún Laoghaire Rathdown County Council were briefed on the CMR at the Dún Laoghaire Area Committee: Municipal Services meeting on the 26<sup>th</sup> June 2023, in advance of the commencement of the Section 38 consultation process. The TUD study was also circulated to elected members.

All submissions and observations received through these consultation avenues were read and assessed. A summary of feedback can be found in the following subsections, including responses to the issues raised.

## **4. Summary of Submissions and Observations**

### **4.1 Volume of submissions**

**There was a total of 1,211 submissions received within the consultation period.** These comprised of:

- 1,170 online surveys
- 25 email / written submissions
- 16 library surveys

### **4.2 Support for the scheme**

Evaluating all submissions received through these various avenues, it was found that:

- **689 (57%) are in favour of the scheme proceeding as proposed**
- **214 (18%) are in favour of the scheme proceeding with a few changes and**
- **308 (25%) do not want the scheme to proceed**

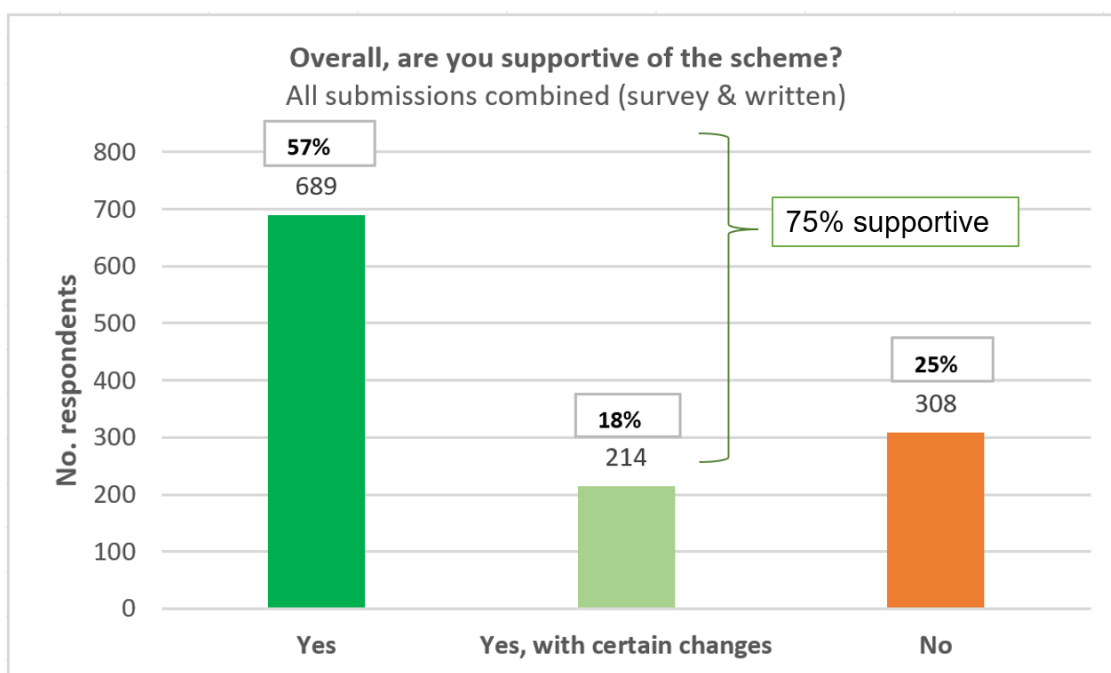


Figure 8 - Levels of support for the scheme from all submissions combined.

### 4.3 Profile of respondents

The consultation survey (see Appendix A) contained a set of questions to deduce basic demographic details from respondents along with their interest in the scheme. These questions were non-compulsory for participants. They revealed that **respondents consisted primarily of residents living near the scheme with a good cross-section of genders and age groups.**

Answers to the questions are presented in the following graphs with notable findings outlined below:

- The **gender profile of respondents** was **47% male, 52% female**, with the remainder assigning as “other” or “prefer not to say”.
- The majority of respondents, **67% (796 people)** stated they were a “**Resident of Dún Laoghaire**”, while **19% (224)** were “**Residents living on the route**”. “Visitors to the area” accounted for 7% of respondents. Five submissions were made by businesses, and five by community groups.
- “**Residents living along the route**” were moderately more favourable towards the scheme (**78% or 176**) were in support, compared with those who stated they were a “Resident of Dún Laoghaire” (wider area) of which 72.5% supported the scheme, while 27.5% opposed.
- The survey contained a query on whether people ever walk or cycle along the CMR. It was found that **88% of respondents use the CMR** - for walking (29%), cycling (28%) or a combination of both (31%). Those who cycle on the CMR were overwhelming supportive at 93.5% with 6.5% opposed. Similar levels of support was expressed for those who stated that they both walk and

cycle along the CMR, 92.9% were supportive, while 7.1% were opposed. Those who stated that they 'walk by the CMR' were more divided in their opinion - 52.2% supported the scheme, while 47.8% opposed.

- **Twelve percent of respondents said that they never use the CMR for walking or cycling.** This group was the least supportive of the project - 73.4% were opposed, while 26.6% were supportive.

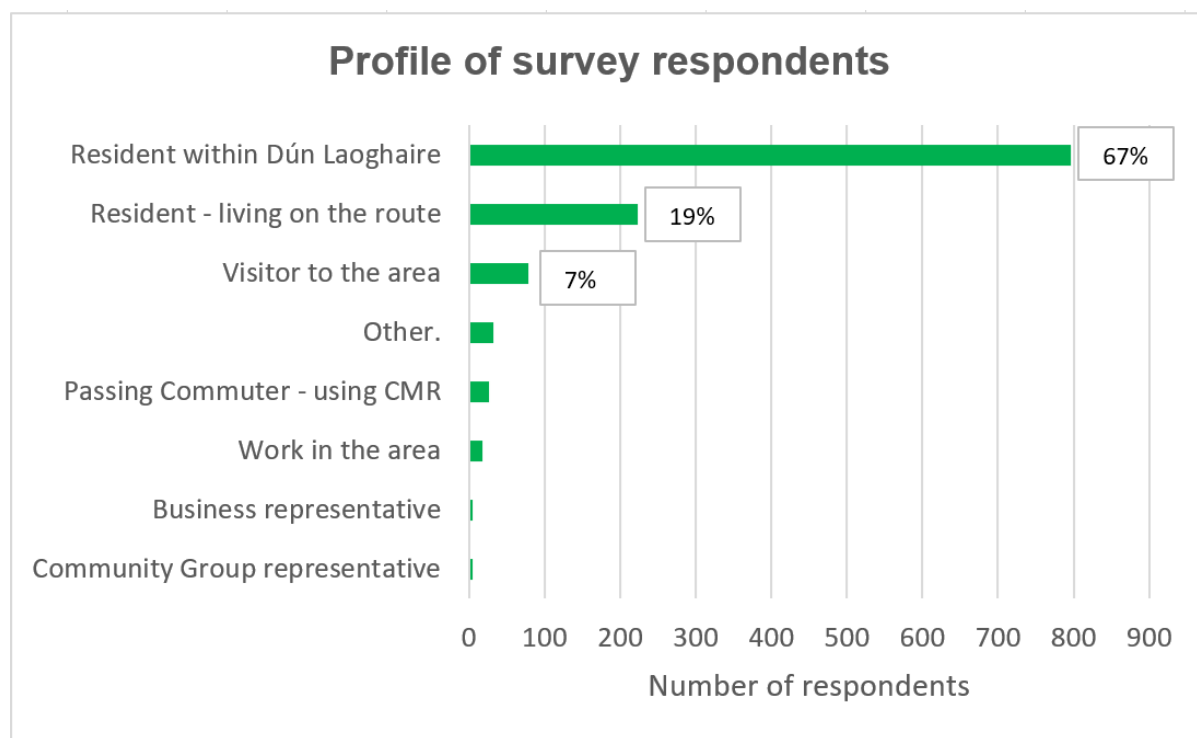


Figure 9 - Profile of survey respondents (submitted via Citizenspace and libraries) (n=1185)

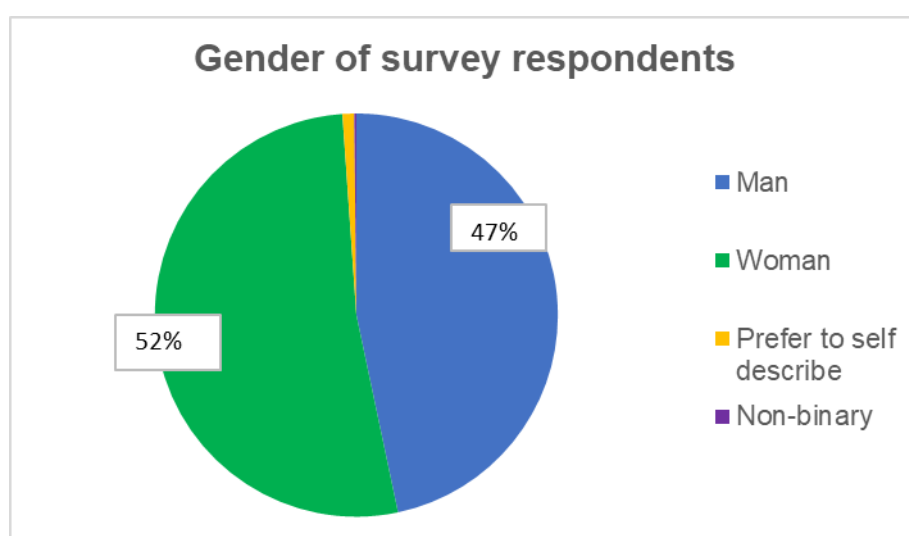


Figure 10 - Gender of survey respondents (submitted via Citizenspace and libraries)



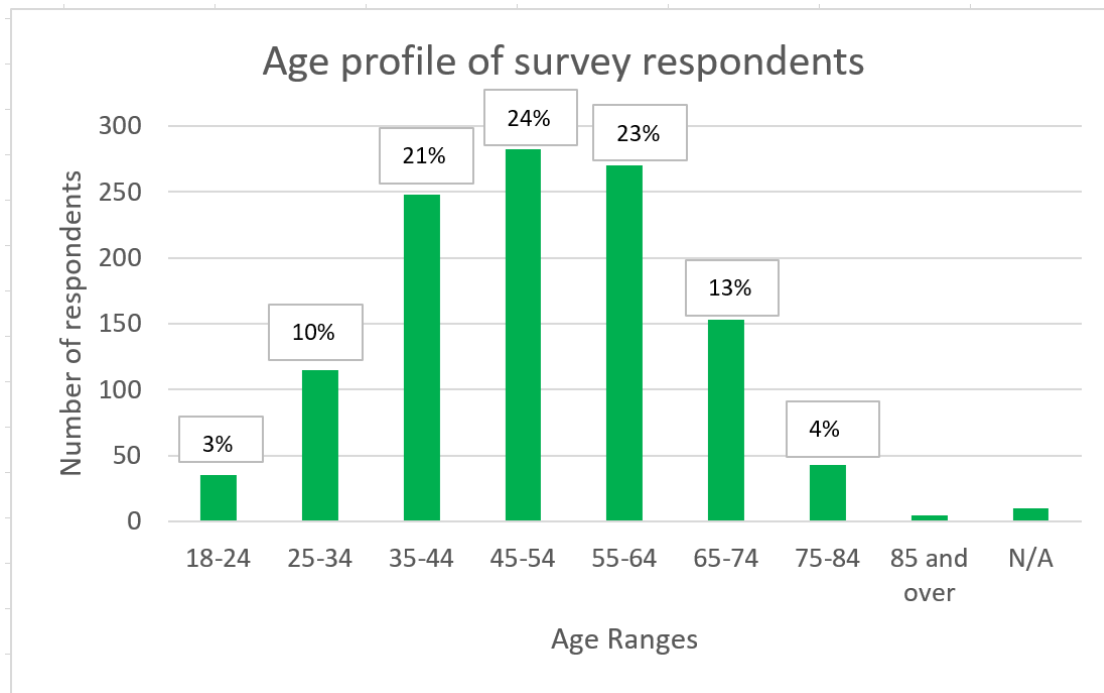


Figure 11 - Age profile of survey respondents

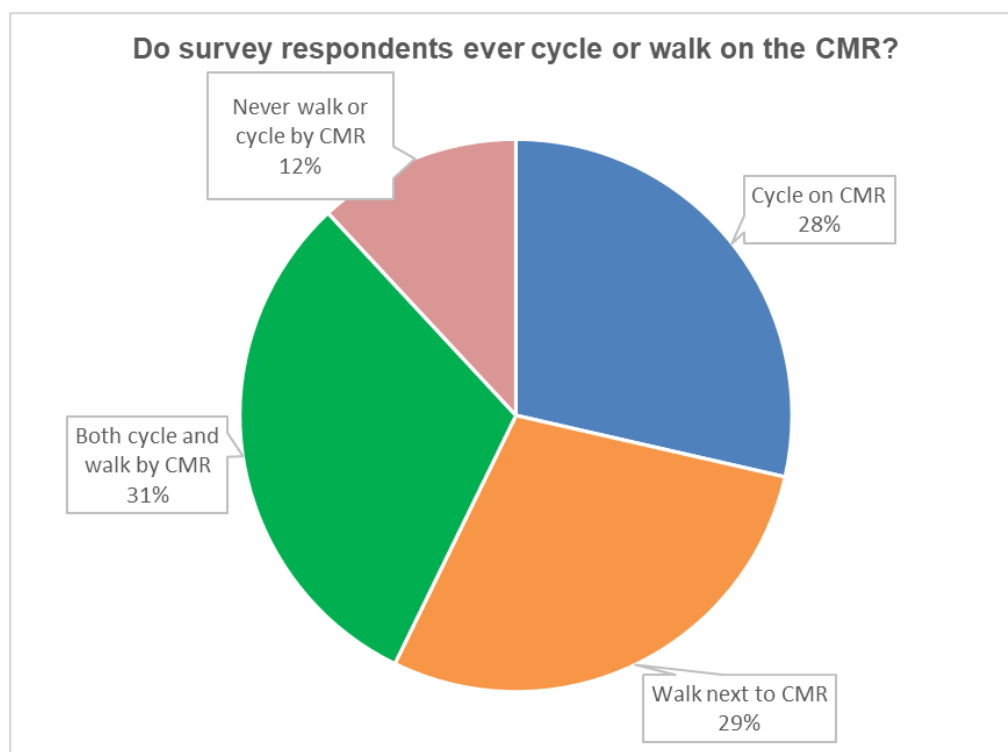


Figure 12 - Survey respondents' use of the CMR

## 4.4 Supportive Representations

As illustrated above, online survey responses show that a **majority (75%) of submissions are supportive of the proposed scheme proceeding.**

Respondents were given an opportunity to explain their answer in an open-ended question within the survey, while many written submissions also elaborated the rationale for their position. Most supportive comments related to the benefits that people felt the scheme had already brought for the community and people's lives, along with their aspirations for how the proposal could promote a safer and a more pleasant environment for walking and cycling along the coast. Many commented that they were grateful to the county council for implementing the CMR initially as a Covid response and were pleased to see it being made a permanent piece of infrastructure.

**Common themes emerged for why respondents supported the scheme, outlined below:**

- **Safer cycling environment for all**– Many noted that the CMR is used “by young and old” –They noted that the segregated nature of the CMR makes it safer for use by a variety of age groups and abilities with some comments that those with disabilities also use the route. This improves independence and freedom of movement - particularly for children and those who would not ordinarily cycle along the road.
- **Encourages more cycling** – The existing CMR has encouraged more use of cycling as a mode of travel. Some people commented that they now choose to cycle instead of driving in the locality while others noted that they had taken up cycling since its introduction. Many submissions noted that the route is integral to their daily travel patterns, for example for going to work, dropping kids to school or for sports and recreation. People noted that making the route permanent would consolidate this.
- **More connected cycling network** - Many felt the CMR scheme would improve the connectivity of existing cycling infrastructure and some expressed general support for more cycling infrastructure and extending the route (which is beyond the scope of this scheme).
- **Visibility, and delineation of cycling infrastructure** - Many welcomed design features in the scheme aimed at creating a safer walking environment and public space with fewer trip hazards that would be easier to navigate and more welcoming for people with disabilities.
- **Welcome the change in traffic direction on Windsor Terrace** – Many commented that this was a positive development to improve wayfinding and accessibility for car users from Dalkey and Sandycove towards Dún Laoghaire and beyond.
- **Improved walking environment** – Submissions noted how the Coastal Mobility Route made it much more pleasant to walk along the coast compared to a busy road with two-way traffic. It also made it feel a safer pedestrian environment for all ages.
- **Encourages healthy living** – Many noted the positive impact on physical health, also mental health and wellbeing that the Coastal Mobility Route provided, particularly given its location.

- **Cleaner environment** - Submissions highlighted the reduction in air and noise pollution as a result of reduced vehicular traffic along the Coastal Mobility Route. Also noted were the reductions in CO2 emissions and the positive role it played in climate action.
- **Visitor attraction / economic benefit / local pride** – Submissions also highlighted the success of the Coastal Mobility Route in enhancing the attractiveness of Dún Laoghaire as a place to visit, with economic benefits as a result. It is also a source of local pride for many.

### Snapshot of supportive responses (75% of submissions)

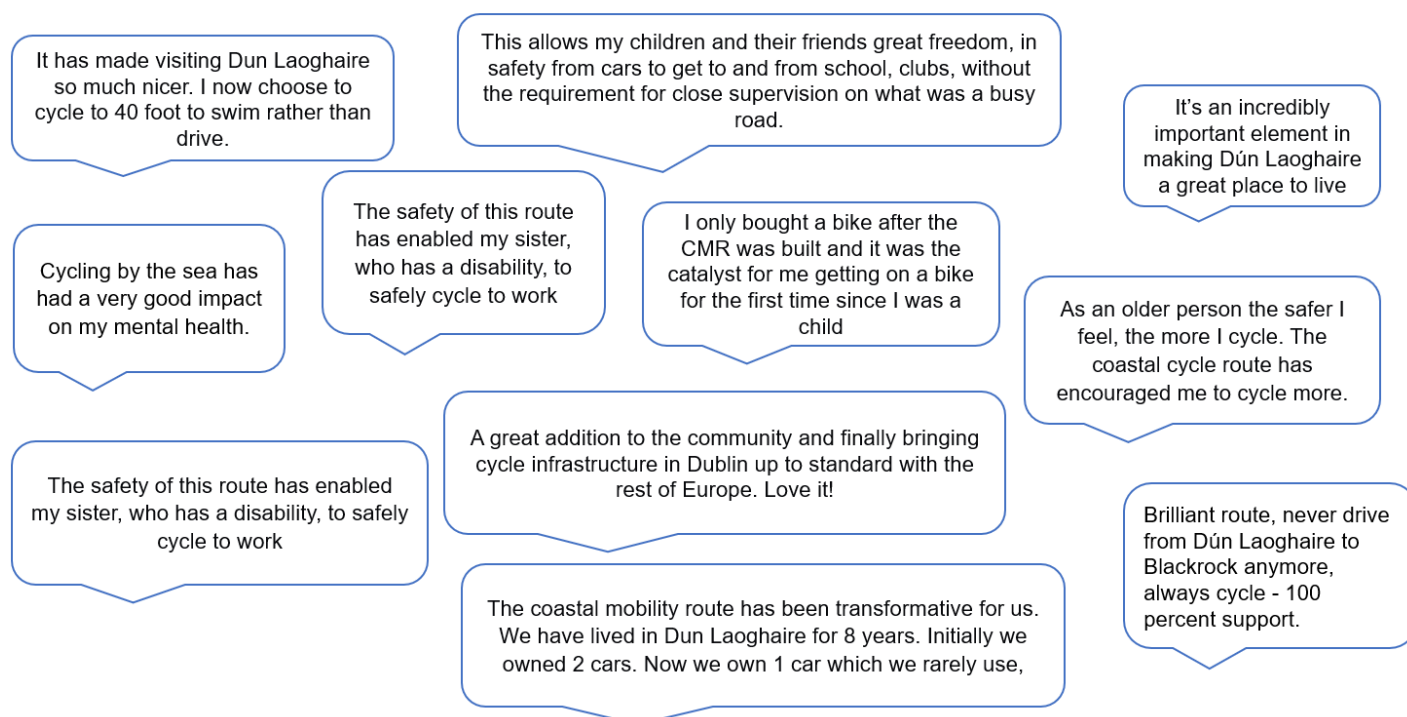


Figure 13 – Quotes from submissions on benefits of the scheme

## 5. Evaluation of key suggestions and concerns

Within submissions, a variety of suggestions were made for minor adjustments to the scheme particularly from those who responded “Yes, *with changes*” (n = 214 / 18%) to the survey question on whether they supported the scheme. A number of submissions from those in opposition but also those who responded “yes, with changes” raised broader concerns about the justification for the scheme and its potential impact on motor traffic and parking. Themes emerged around these common concerns and suggested changes to the scheme. This section elaborates these themes and provides a response to the issues raised.

**The themes are organised into the following high-level categories:**

- 1) Active mobility**
- 2) Vehicle access and circulation**
- 3) Planning / landscape design / other**

The bar chart below (Figure 14) shows how many submissions (across all platforms: survey and email/ written submissions) raised each of these suggested changes/ concerns. This gives a sense of their frequency of occurrence. The most frequent of this feedback was on the perceived lack of justification for the project (mentioned within 12% of submissions, n= 145), followed by concerns around traffic impacts of the scheme (11.5%).

The next most frequent set of comments (at 7% of total submissions, n = 87) were suggestions on how to improve the layout of the CMR with suggestions on junction design, and for the integration of the infrastructure with its surrounds. Combined, suggestions for bike lane finishes, and pedestrian improvements were raised in 6.6% of total submissions, while 6% contained suggestions for promoting safer cycling behaviour. Accessibility challenges were raised for elderly, people with disabilities or those with small children (6%). Other key themes included comments on the need for safe cycling behaviour, wayfinding issues and parking challenges.

The remainder of this section elaborates each theme with:

- **The number of submissions making that comment, and what % that was of total submissions (where total n = 1,211)** to show the frequency it was raised.
- This is often followed by a note on the proportion of those comments that were supportive or opposed to the scheme.

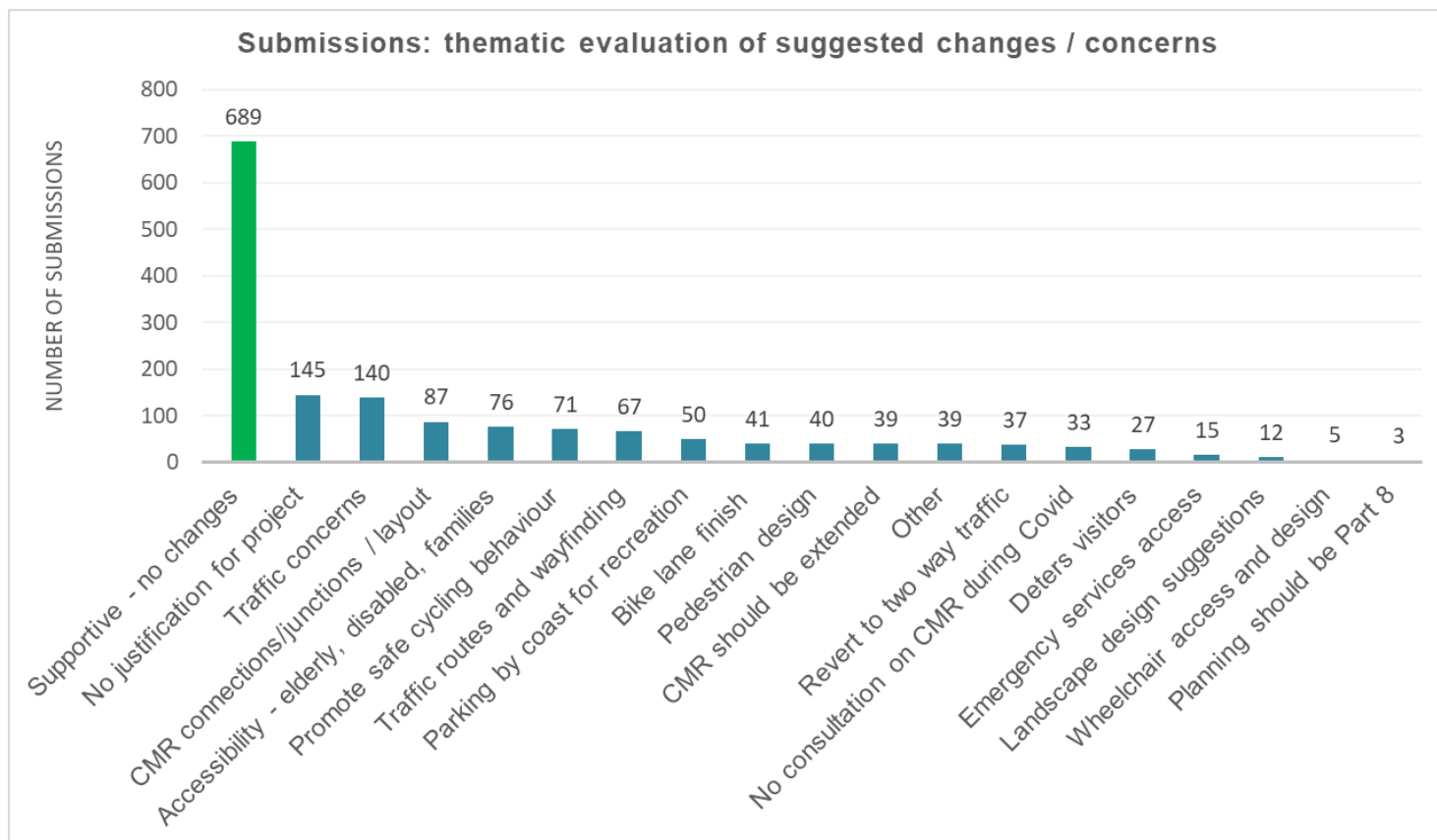


Figure 14 – key suggestions and/or concerns regarding the proposed scheme

## 5.1 Active Mobility

### 5.1.1 CMR - connections / junctions / layout/ geometry

87 submissions, 7.2% total

#### Overview of feedback:

Out of the 87 comments in relation to bike lane junctions, connections and general geometry and route layout, a considerable majority (80) were from submissions in favour of the scheme. Key comments included:

- Improve provision for cyclists at junctions - e.g at Crofton Rd/Marine Rd. and Monkstown Dart Station exit/Longford Terrace where traffic tends to accelerate along the Old Dun Leary Road. Cyclist priority at junctions was proposed and it was suggested that Dutch style junctions might be appropriate.
- CMR should be extended to Marine Road to promote connectivity of cycle lanes from George's Street to Crofton Road or Queen's Road.



- Alternative routes should be considered including a cycle lane along by the DART track rather than on the road or that Harbour Road be used instead of Crofton Road.
- Could Crofton Road be made one-way to allow a wider footpath?
- Could the green area (Scotsman's Bay) at Sandycove be used for cycle lane instead of the road (Newtownsmith).
- Better cycle lanes needed near schools and not on coastal route to encourage safe cycling to schools.
- Some of the submissions opposed to the scheme called for the cycle lane width to be reduced to minimise disruption to other transport modes.

#### Response:

- Junction designs are in accordance with the new national Cycle Design Manual (CDM) 2023 and the proposed design has been agreed with the National Transport Authority. The design of the junctions will be further refined during the detailed design stage and minor alterations will be made as appropriate to ensure the highest level of service is provided for pedestrians and cyclists.
- Further extensions of the cycle network are planned and will be progressed as part of separate projects, e.g. Living Streets: Dún Laoghaire.
- As part of the options assessment a variety of different options were considered, the proposed scheme was put forward as the design that best achieved the objectives of the project (this process is summarised in the Options Selection Report). In particular providing segregation along the length of the route is a key priority. This is not possible with routes through the harbour area without a large-scale intervention e.g. making the road one way or adding a modal filter to prevent through traffic.
- Making Crofton Road one-way was considered at the early stages of the project. The impact this would have on the bus network and the proposed *Living Streets: Dún Laoghaire* project made this option non-viable.
- The removal of green space at Newtownsmith to provide a cycle facility when it can be accommodated on the road would go against our climate change objectives.
- The CMR feeds into an integrated network of routes (Active School Travel Routes) that are connecting 65 schools in the County. So its purpose is also to complement and facilitate those safer routes to schools.
- The design of this scheme aligns with the road user hierarchies in the Design Manual for Urban Roads and Streets (DMURS) and the National Investment Framework for Transportation Infrastructure.

### 5.1.2 Safer cycling behaviour

71 Submissions, 5.9% total

#### Overview of feedback:

In total, 71 submissions mentioned cyclist behaviour. There was an even split within these submissions in terms of their support for the scheme where 36 were in favour, and 35 were opposed to. Key comments were:

- Speeding cyclists and motorised scooters can be a danger to pedestrians along the route, particularly where they interact e.g. on shared surfaces, and that it was dangerous for pedestrians to cross the CMR for this reason.
- Physical measures (e.g speed bumps) and enforcement should be introduced to ensure that cyclists obey the rules of the road and that they be considerate of other users.
- Some requested that scooters be kept off cycle paths.
- Better signage needed for cyclists to alert to pedestrian crossings on route.
- Some called for road use tests for cyclists to be made mandatory.

#### Response:

- It is proposed to install 15 improved pedestrian crossing points that include at grade crossings. These measures will slow the speed of cyclists on approach and provide safe, step free crossings for pedestrians.
- The regulation of scooters is an issue outside of the remit of DLR. The Department of Transport has recently introduced new legislation relating to the use of scooters and e-bikes. For details click [here](#)
- Signage along the route will be provided in accordance with the Traffic Signs Manual.
- Road use tests for cyclists is an issue outside of the remit of DLR.

### 5.1.3 Bike lane finishes, kerbs, and bike parking

*41 Submissions, 3.4% total*

#### Overview of feedback:

Of 41 comments in relation to bike lane kerbs, surface finishing and bike parking, 35 were from people supportive of the scheme while 6 were opposed to the scheme. Comments included safety concerns over bike lane kerbs for visually impaired, ensuring continuous surface, reducing and smoothing bumps and ramps; ensuring kerbs are not too high; and keeping barriers consistent in design as they have caused cyclist accidents.

- A number of submissions came from residents of Seapoint Avenue requesting that kerbs allow adequate vehicular access to residences, particularly for larger vehicles/deliveries.
- Some called for the avoidance of high friction surfaces as they make it harder to cycle and require a lot of maintenance. The camber on the route to Sandycove Harbour was considered challenging for trishaws.
- Some suggested that more segregation between cyclists and parked cars on Seapoint Ave, noting that the existing layout is hazardous.
- Some called for adequate space for wider bikes such as cargo bikes and trishaws to be considered. Bike lanes around Scotsman's Bay were thought by some to be too narrow and too near car parking bays.
- Some submissions were concerned that raised crossings would act as speed bumps for cyclists which makes it harder to cycle.

#### Response:

- The provision of kerbs will be designed to ensure access to all properties along the route is maintained.
- The National Transport Authority have issued guidance in relation to the colour and surfacing type of cycle track surfaces, red asphalt is now the preferred material which will be provided on new or resurfaced areas.
- It is proposed within this scheme to provide permanent segregation. This will remove the need for temporary materials.
- It is proposed to provide wider cycle facilities along Scotsman's Bay as part of this scheme and to provide a wider buffer between cyclists and these parking spaces. The low stone wall along this section will be set back to make space for this.
- The provision of at grade crossings does encourage lower cycle speeds, this is considered appropriate in areas where pedestrians are crossing.

#### 5.1.4 Pedestrian design suggestions

*40 Submissions, 3.3% total*

##### Overview of feedback:

Of 40 submissions containing design recommendations for the improvement of the pedestrian environment, most (77%) were supportive of the scheme. A safe, comfortable pedestrian environment was called for and a number highlighted the challenges of fast-moving vehicles and cyclists for the safety of pedestrians. Suggestions included:

- Requests for additional crossing points e.g. near Purty Kitchen, and there was a call for more than two crossing points for harbour area.
- Prioritise pedestrians with the signal times, eg at the crossing near East Pier.
- Ensure the cycle lane kerbs do not act as a trip hazard for pedestrians or those with buggies, raise pathway where it crosses/meets the road for safe crossing, eg where the Metals meets Pavilion car park.
- Signage for cyclists to alert them to raised crossings.
- Provide wider footpaths to accommodate large volumes of pedestrians rather than cyclists.
- Avoid shared space with cyclists such as proposed at Sandycove beach area.
- More buffer space for pedestrians at Crofton Rd/Old Dunleary Rd/Clarence St Junction as traffic speeds are high here (50km/hr) and footpaths narrow.

##### Response:

- It is proposed to provide a signalised junction at the Purty Kitchen with new pedestrian crossings on all three arms.
- It is proposed to install 15 improved pedestrian crossing points that include step free crossings of the cycle track and road. The addition of these formal crossing points will also reduce ad hoc pedestrian crossings along the road.
- It is proposed to provide a wider permanent kerb when replacing the temporary kerbs, this will mean pedestrians can step on, rather than over the kerb, reducing the tripping hazard. The colour of the new kerbs will be contrasting to the road surface to ensure it is easily visible.
- The signalling arrangements at pedestrian crossing will be referred to the traffic section, given the nature of this scheme it is expected that pedestrian and cycle movements will be prioritised wherever possible.
- It is proposed to fully segregate cyclists at the Crofton Rd/Old Dunleary Rd/ Clearance St junction. The lack of segregation at this location is a barrier to the least confident or newer cyclists. As part of the Living Streets: Dun Laoghaire Scheme it is proposed to route buses back along Crofton

Road. Following the completion of the scheme this area will be monitored and a CPO of land on the southern side of this junction can be considered to in the future if needed.

#### 5.1.5 CMR extension

39 Submissions, 3.2% total

##### Overview of feedback:

39 submissions sought to extend the CMR, all of these being supportive of the scheme. Calls included extending the scheme north and south to Dalkey or Sandymount and for where Newtown Ave meets Maretimo Terrace to be fully segregated in both directions. A number of submissions sought the widening of Deepwell passageway at Blackrock DART station. Others called for a better connection with Dún Laoghaire town/main street, including segregated cycle lane at Marine Road. One submission requested that the cycle lane from BikeHub continue to the railway station.

##### Response:

- The DLR Cycle Network proposes a number of additional connections to this route. These will be progressed as separate projects.

#### 5.1.6 Wheelchair access and universal design suggestions

5 Submissions, 0.4% total

##### Overview of feedback:

Five submissions made design suggestions to improve wheelchair access. All of these were supportive of the scheme. Proposed changes included dropped kerbs at crossing points, and it was also requested that pedestrian crossings include braille and high sound signals.

##### Response:

- The 15 new pedestrian crossings will be step free and significantly improve accessibility for wheelchairs. These will be designed to required standard and will include the various accessibility features.
- The existing four disabled parking spaces along the route will all be retained and an additional disabled space is also provided on Crofton Road, near Milanos.



## 5.2 Vehicle Access and Circulation

### 5.2.1 Cycling infrastructure priority and justification for the scheme

*145 Submissions, 12% total*

#### Overview of feedback:

145 submissions made comments that there was too much priority on cycling infrastructure to the detriment of other modes of travel. Many noted that demand and current usage by cyclists did not justify the investment, stating that resources could be better allocated elsewhere or even on alternative cycle routes. Most of these (119) were opposed to the scheme. Some felt the current CMR is barely used during week and just by a few at weekends, despite disruption to many other road users and called for more data on usage. Some pointed out that many people cannot/chose not to cycle. Some requested to make the CMR one way for cyclists, rather than cars, with return cycle route away from coast. Others called for fairer use of roads for all users and that road tax for cyclists should be considered. Some queried whether the coast road could be kept two-way during the week and one-way at weekend as Paris does along the Seine. It was stated that most cycling is on weekends when there is almost no traffic flow northbound.

#### Response:

- The temporary scheme has been evaluated independently by TU Dublin (link [here](#)). They have verified that the scheme is well used all week (not just at weekends) and is one of the best performing routes in DLR and across Dublin (circa 2000 cyclists per day on average). They have identified that it has had a positive benefit in terms of business to the area and recommended that it should be retained.
- The scheme complies with national policy objectives that support investment in safe and inclusive infrastructure to encourage a modal shift from vehicular traffic to Active Travel. This is a key element in decarbonising transport (Climate Action Plan 2023) and will also contribute to reducing traffic congestion.
- The alignment of the Coastal Mobility Route is identified as both a Primary Radial and Greenway Utility route in the **2022 GDA Cycle Network Plan** (see Figure 6 at 2.2 Regional Policy section))
- The scheme complies with **National Cycle Policy Framework** objectives such as Objective 1: Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way.
- The scheme complies with biodiversity objectives also, proposing additional tree planting.
- The scheme complies with local policy objectives including the **County Development Plan 2022-2028** (see section 2.3 Local Policy)
- The scheme proposes high quality walking and cycling infrastructure, to enhance safety for all users and it will expand the existing surrounding network, creating a more connected, sustainable and safe area for vulnerable road users.(e.g. National Sustainable Mobility Policy See section 2.1 National Policy)

- The requirement for cyclists to pay a 'road tax' is outside the remit of DLR.

### 5.2.2 Vehicular traffic displacement / disruption to neighbouring roads

140 Submissions, 11.6% total

#### Overview of feedback:

140 submissions spoke about vehicular traffic displacement and disruption to neighbouring roads, the majority (105) from those opposed to the scheme. Submissions included that the one-way system and cycle lanes on a former primary traffic route have pushed traffic onto neighbouring roads, including York Road, Monkstown Road, Glasthule and Dalkey creating disruption, traffic congestion, hazards and/or air pollution. Some said it makes it hard to visit Dún Laoghaire Town / surrounds as a result. Traffic congestion issues were also highlighted at:

- The Harold School
- Traffic lights at the People's Park/ Georges Street/Glenageray Road Lr junction causing tailbacks.
- Sandycove Ave West would be very tight for residents to drive cars out of driveways and turn right safely.

A submission stated that the proposed bike lane on Crofton Road will result in the bus terminus moving closer to Harbour View apartments, increasing noise levels and fumes for those residents.

#### Response

- An [independent evaluation](#) by Technical University Dublin (2022) indicated that while some traffic may have diverted onto adjacent routes, this settled down over time, particularly with signal adjustment and traffic management by the local authority. Their report stated: *"Overall, analysis of speeds, volumes and routing suggest that the road network examined in this study and surrounding the CMR continues to function operationally. Some redistribution of vehicular trips are likely to have occurred from the coastal links onto nearby and inland routes, however, overall vehicular trip levels in the area have reduced"* (TUD, 2022, pg 67). The study found that traffic at strategic network points in the Dún Laoghaire / Blackrock area remains lower than pre-pandemic levels, but travel patterns have shifted into off-peak periods. The report notes that this reduction in trip levels may have been within the wider context of the pandemic and consequent changes in movement patterns, however, it is likely that some of the reduction can be attributed to the CMR, with increases in walking and cycling trips evident in particular. Their study concludes that, "mobility management is recommended for the area (and outlined further in Section 3.1) to mitigate the impact of through-traffic as well as local traffic, and to ensure that traffic reduction overall is encouraged".
- A Safe Routes to School scheme is being progressed for The Harold School
- The proposed reversing of the one way along the coast will alleviate pressure at the Park Road junction and allow the prioritising of the bus routes into and out of Dun Laoghaire

- Turning movement analysis has been carried out on Sandycove Ave West to ensure sufficient space for turning vehicles. Further analysis will be done at detailed design stage to ensure that access is maintained to all properties.

### 5.2.3 Accessibility Concerns for people with disabilities, elderly, or with young children

#### **76 Submissions, 6.3% total**

##### **Overview of feedback:**

A total of 76 submissions commented that CMR poses challenges for people who want to reach the coast by car, especially for those who need to park close to the shore. 57% of these comments came from people who opposed the scheme, while 43% supported the scheme despite these reservations. Particular mention was given to families with small children, the elderly and less able who need closer parking to coastal amenities. Reduced parking was highlighted as an issue for Sandycove residents.

##### **Response**

- Access via vehicles is maintained as part of this scheme with all areas continuing to be accessible by car. The recent reopening of the DLR Baths has added additional parking close to the coast. The Lexicon and Pavilion car parks are also along the coast which provide options for those travelling via car. Providing better safe and segregated mobility options, e.g. cycle facilities along the coast, encourages those that can travel by sustainable modes to do so. This frees up space for those that choose to drive. Removing the coastal mobility route would likely displace many of the existing cyclists to vehicles putting more pressure on the car parking available. It would also go against current policy to provide for the more sustainable modes in the first instance.
- The existing four disabled parking spaces along the route will all be retained, and an additional disabled space is also provided on Crofton Road, near Milanos.

#### 5.2.4 Traffic routes, wayfinding and signage

*67 Submissions, 5.5% total*

##### Overview of feedback:

There were 67 submissions with suggestions on how to improve traffic routes, wayfinding and signage. The majority- 59 (88%) of these were by people in favour of the scheme.

Submissions in relation to traffic routing and direction included:

- The northbound route should start at Elton Road or Sandycove Road West to avoid congestion at Glasthule Road, at schools and People's Park.
- There should not be a change in direction of traffic on Newtownsmith/Windsor Terrace, that the current flow works well for residents with reduced traffic through area. More congestion will result if traffic direction on the seafront from Link Road to Park Road is reversed.
- The cycle lane should start only after People's Park. Traffic lights are needed where Sandycove Ave East meets Sandycove Road, to avoid tailbacks.
- Put the cycle lane through the People's Park to alleviate congestion in Glasthule.
- Lower half of Queen's Road moving west to east is hazardous due to cyclists, pedestrians and confused drivers all meeting, island parking in middle of road a challenge.
- Rerouting of traffic to maintain the CMR needs to be considered as not working currently.

Submissions in relation to wayfinding & signage called for more signage to indicate the direction of traffic for all users including motorists and cyclists, and visitors to the area who may not know tourist attractions. It was claimed that it is currently very confusing for locals and visitors. Seapoint Avenue was highlighted as a priority location for improved signage. Others asked for consideration of the removal of signage as there is too much signage in Dún Laoghaire, creating visual pollution.

##### Response:

- The purpose of reversing the one-way system on Windsor Terrace is to reduce the congestion at the People's Park junction. It is not necessary to make it northbound from Sandycove Road West, doing so would only add additional traffic to this section of the coast road.
- The extent of the cycle facilities is in line with the GDA Cycle Network, and a series of interconnected routes are required to form a network.
- Routing the cycle facilities through the People's Park would be a significant diversion for cyclists and would have no impact on congestion at the Park Road junction
- A wayfinding strategy is being proposed as part of the Living Streets: Dun Laoghaire project, this will redesign the directional signage for the town as a whole.
- The Coastal Mobility Route project will develop a wayfinding strategy for the areas outside of Dun Laoghaire that are not covered by the above strategy.

### 5.2.5 Parking by the coast

50 Submissions, 4.1% total

#### Overview of feedback:

50 submissions (27 opposed to the scheme) were in relation to parking concerns along the route and access to coast for leisure. This included swimmers and, in particular, scuba divers (and scuba clubs) with heavy gear. Submissions also referenced people travelling from distance by car not being able to find parking, or that available parking is too far away to walk to the seafront. Others asked that the scheme ensure that the design of parking spaces (e.g bollards) do not prevent people opening car doors. One submission suggested loading bays are required at Harbour View, Crofton Road

#### Response:

- It is not possible to provide additional car parking spaces along the coast while retaining the high quality two-way segregated cycle track. Providing better safe and segregated mobility options e.g. cycle facilities along the coast, encourages those that can travel by sustainable modes to do so. This frees up space for those that choose to drive. Removing the coastal mobility route would likely displace the existing cyclists to vehicles putting more pressure on the car parking available. It would also go against current policy to prioritise vehicular parking over the more sustainable modes in the first instance.
- The reopening of the car parking adjacent to the DLR Baths provides additional car parking in this area.
- A parking wayfinding strategy is included in the Living Streets: Dun Laoghaire project. Electronic smart signage is proposed to be added on all approached to the town that will give directions to the larger car parks around the town and indicate the availability of parking spaces at each one.
- This scheme will be constructed using permanent materials and so the existing plastic bollards that can obstruct car doors would no longer be required.
- The loading bay on Crofton Road is being relocated nearby to suit the new bus stop arrangement.

### 5.2.6 Revert to two-way road system

37 Submissions, 3.1% total

#### Overview of feedback:

37 submissions called for the reverting to the two-way vehicular traffic system, the majority of these being opposed to the scheme. Some stated this could be facilitated alongside a cycle lane if the cycle lane width could be reduced. Some highlighted that a two-way traffic flow would be needed to accommodate the planned pedestrianisation of Lr George's Street. Submissions also proposed using the path alongside DART as an alternative cycle route to facilitate two-way traffic flow.

**Response:**

- The scheme complies with national policy objectives that support investment in safe and inclusive infrastructure to encourage a modal shift from vehicular traffic to Active Travel. This is a key element in decarbonising transport (**Climate Action Plan 2023**) and will also contribute to reducing traffic congestion.
- The alignment of the Coastal Mobility Route is identified as both a Primary Radial and Greenway Utility route in the **2022 GDA Cycle Network Plan** (see Figure 7 at 2.2 Regional Policy section))
- The scheme complies with **National Cycle Policy Framework** objectives such as Objective 1: Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way.
- The scheme complies with biodiversity objectives also, proposing additional tree planting.
- The scheme complies with local policy objectives including the **County Development Plan 2022-2028** (see section 2.3 Local Policy)
- The scheme proposes high quality walking and cycling infrastructure, to enhance safety for all users and it will expand the existing surrounding network, creating a more connected, sustainable and safe area for vulnerable road users.(e.g. National Sustainable Mobility Policy See section 2.1 National Policy)

### 5.2.7 The CMR deters people from visiting the coast or Dún Laoghaire by car

27 Submissions, 2.2 % total

**Overview of feedback:**

27 submissions stated that the one-way systems and restrictions resulting from the existing Coastal Mobility Route deterred people from visiting Dún Laoghaire coastline and town. The majority of these (20) were opposed to the scheme.

**Response:**

Following the introduction of the Coastal Mobility Route the footfall in Dun Laoghaire increased. When the Summer Streets trial pedestrianisation was in place the footfall increased. Providing sustainable access options has been demonstrated to increase footfall in the town. It also means that those traveling sustainably do not need parking spaces which provides additional space for those that choose to drive. Removing the Coastal Mobility Route would have a negative impact on the number of people in the town and would not be supported.



### 5.2.8 Emergency Access

*15 Submissions, 1.2% total*

#### Overview of feedback:

15 submissions claimed that access for emergency services (Fire Brigade, Garda, ambulance, Coast Guard) is restricted by the Coastal Mobility Route.

#### Response:

This is not correct. The Coastal Mobility Route is wide enough for use by emergency services, and cyclists can easily move out of the way if required. See photos below for example of this.



*Figure 15 – Ambulance on CMR - demonstrating adequate width.*



*Figure 16 – Fire Engine on the CMR – demonstrating accessibility for emergency services.*

## 5.3 Planning /Landscape Design / Other

### 5.3.1 Initial CMR introduced with inadequate consultation during Covid.

33 Submissions, 2.7 % total

#### Overview of feedback:

33 submissions commented that the existing Coastal Mobility Route was introduced without adequate consultation during Covid-19 restrictions, stating that it was meant to be a temporary measure. Some submissions refuted the finding in the TUD evaluation that the CMR has largely been welcomed by the adjacent business community, saying this was not substantiated and that there had been no opportunity for the public to respond to the TUD Report. The majority (29) of these submissions were opposed to the scheme.

#### Response:

The temporary interventions along the Coastal Mobility Route were provide in response to the Covid-19 pandemic. There was reduced capacity on the public transport network and alternative options to vehicular based transport were needed as the country was reopening. There was no consultation period carried out in advance and a commitment was given to have the route independently assessed. TU Dublin are a respected academic institution that carried out robust independent research. Their research is based on factual information that has been gathered and as such is not an opinion based document. Their research was peer reviewed in advance of publication.

### 5.3.2 The CMR should be Part 8 and require an EIA

3 Submissions, 0.3 % total

#### Overview of feedback:

Three submissions called for the Coastal Mobility Route project to proceed via the Part 8 planning process rather than the Section 38 (Road Traffic Act, 1994 as amended) process. It was stated that the area of the CMR could be considered within a Business District, with the 2 ha threshold for EIA exceeded by the proposed scheme. Submission stated that it was not appropriate for the project to be an exemption to Part 8 as it includes sections of non-public road. It was submitted that the proposal should include an assessment of cumulative development to include the full temporary development scheme. It was commented that EIA and AA Screenings were not carried out in relation to the original (temporary) CMR development.

#### Response:

- The provision of traffic calming measures including footpath and cycle track improvements are facilitated under Section 38 of the Road Traffic Act, 1994 and the delivery of the CMR works under 'Section 38' is appropriate in this case.
- The Planning and Development Regulations, 2001, as amended, states that a 'business district' means "a district within a city or town in which the predominant land use is retail or commercial

use”. Therefore, it is not appropriate to assign a ‘Business District’ categorisation to the entire course of the CMR.

- All roads within the CMR scheme are public roads.
- EIA and AA screening reports were completed in 2020 for the temporary CMR scheme and it was concluded that neither an EIA, AA nor NIS were required.
- Updated AA Screening and EIA Screening reports have been completed and DLR has determined that the scheme does not require an EIA or AA.

### 5.3.3 Amenity / landscape design / facilities

12 Submissions, 1% total

#### Overview of feedback:

A number of submissions (12) related to the landscape design of the proposed Coastal Mobility Route scheme and the facilities that might be provided along the route. These submissions were largely from those supportive of the proposed scheme and included:

- Provide wheelchair accessible toilets and changing places along the route
- Provide more public benches, including those with arm rests to aid standing
- Provide public water taps/fountains.
- Sandycove needs to be designed to minimise congestion and littering.
- The suggested red-top surface would be visually intrusive in an ACA so please maintain the buff finish.
- Avoid orange bollards and cones on cycle lanes as they not aesthetically pleasing.
- As green space at Crofton Road has been lost, more green spaces is needed along the route.
- Encourage more cafés on the route, especially in Sandycove.
- Provide more secure bike parking options.

#### Response:

- The inclusion of benches and public water fountains will be considered as part of the detailed design.
- The surface colour finish will be considered as part of the detailed design.
- Permanent materials are proposed as part of this scheme and the use of bollards will be minimised.
- Bike parking will be provided along the route.
- The encouragement of cafés would be outside of the scope of this scheme.
- The provision of toilet facilities is outside of the scope of this scheme.

### 5.3.4 Other issues

A number of other issues and themes arose in the public consultation process. These included the following:

- Need for more and better public transport to complement this scheme.
- Allow dog walkers access the bathing areas.

- Provide more bike rental facilities along route. Rental bicycles should be more user friendly to older people.
- More running facilities needed.
- Address periodic flooding along the coast road at Newtownsmith.
- Reconsider Longford Terrace as public parking.

### **Response**

These issues are outside of the scope of this project.

## 6. Conclusion

The proposed scheme received strong engagement and support (1211 submissions, with 75% support) with several submissions making suggestions on how the scheme could be improved or expanded. As outlined in the responses above, these will be considered as part of the detailed design.

This scheme aligns with all relevant national, regional and local policies and objective (including the Dún Laoghaire Rathdown County Development Plan 2022-2028), as set out in Section 2 of this report.

It is proposed that the scheme proceed to detailed design and construction.

**APPENDIX A - Non-statutory consultation survey**

**Q1. What is your primary interest in the scheme?\***

☐ Resident - living on the same road as the Coastal Mobility Route

☐ Resident - within Dun Laoghaire Rathdown county council

☐ Visitor to the area

☐ Passing commuter - using CMR

☐ Business representative

☐ Community group representative

☐ Work in the area

☐ Other (please specify)

**Q2. Please write your name / name of business / the group that your response is being made on behalf of?**



**Q3. What is your age range?**

☐ 18-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

☐ 65-74

☐ 75-84

☐ 85 and over

**Q4. What is your gender?**

☐ Woman

☐ Man

☐ Non-binary

☐ Prefer to self describe:

**Q5. Do you ever cycle on the Costal Mobility Route or walk alongside it?**

☐ Yes - I cycle on the Costal Mobility Route

☐ Yes - I walk along the coast by the CMR

☐ No

**Q6. Overall, are you supportive of the Costal Mobility Route infrastructure and public realm improvement plan? \***

☐ Yes

☐ No

☐ Yes, with certain changes.

**Q7. If you want to expand on your answer, please do so below.**

**THANK YOU FOR YOUR FEEDBACK!**

