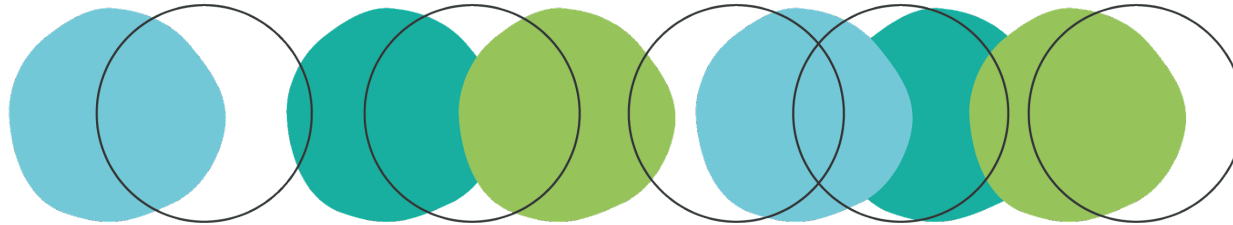


Cabinteely Greenway Proposal Stakeholder Consultation Report



*Prepared by Connect the Dots
on behalf of Dún Laoghaire Rathdown County Council and DBFL Consulting Engineers*

Summary Report - July 2024



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Introduction

From November 2023 to July 2024, Connect the Dots (CtD) facilitated a public engagement process for the Cabinteely Greenway on behalf of Dún Laoghaire Rathdown County Council (DLR) and DBFL Consulting Engineers. This was a pre-statutory consultation period, to allow the design team to gather insights from the local community and incorporate feedback into the final plans submitted for assessment under Part 8 planning regulations.

Every effort was taken to ensure the diversity of the local community was represented in the stakeholder groups consulted, with a series of bespoke workshops and public events held during the consultation period. A summary of each of these events can be found to the right.

The following report explores the findings of each of these activities in detail, and outlines the key themes and issues raised by the community. The results include a mix of verbatim responses from workshop participants and summary and analysis of findings from the Connect the Dots team. *Verbatim responses can be identified by the following formatting.*

Workshop	Date	Location	Attendees
PHASE 1: KEY STAKEHOLDER WORKSHOPS			
Residents	30th Nov 2023	Stableyard Café	23
Community & Businesses	1st Dec 2023	Cabinteely Community Centre	22
Primary Schools	30th Jan 2024	St Brigid's Girls School	24
Secondary Schools	30th Jan 2024	Cabinteely Community School	28
Disability Advocacy Group	29th Feb 2024	DLR County Town Hall	7
PHASE 2: RESIDENTS WALKTHROUGH & PUBLIC EVENTS			
Residents Association Walkthroughs	12th Apr 2024 20th Apr 2024	Brennanstown Ave Glenlawn Drive	11
Public Event	11th Jun 2024	St Brigid's Girls School	174
Public Webinar	9th Jul 2024	Online	180
TOTAL COMMUNITY MEMBERS CONSULTED			436

Methodology

The consultation was divided into two phases. **Phase 1** consisted of individual workshops with key stakeholder groups, with bespoke activities designed for each consultation event dependent on group needs and interests. All activities had a common aim to identify what excites, surprises and concerns locals in regard to the development of the greenway.

Results from initial events were built upon for **Phase 2**. This phase began with on-site walkthroughs of proposed sections of the route with representatives from **Brennanstown Residents Association** and **The Park Residents Association**. Other events in this phase focused on the wider community and general public. The aim was to collaboratively identify major themes for further exploration in the development of the greenway.

Comms & Outreach

Resident walkthroughs were organised through direct contact with Resident Association representatives.

The first two workshops for 1) residents and 2) community groups and business representatives, were held in buildings local to Cabinteely. An online registration form was circulated for attendees to register interest in advance.

The joint students' workshops were held in Cabinteely Community School for secondary school students and in St Brigid's Girls School for primary school students. Workshops were organised in liaison with the school teachers.

The disability advocacy group workshop was organised in coordination with the Dún Laoghaire-Rathdown Disability Consultation Group (DCG). Email outreach was carried out to a number of disability advocacy organisations.

The first public event was extensively promoted to ensure as much of the community as possible was reached, including

- Posters in Cabinteely Park and surrounding areas
- Leaflet drops to local residents
- Social media on DLR channels (Facebook, Instagram, Twitter)
- Local newspaper adverts
- Direct emails to local stakeholders (identified through stakeholder analysis)
- Press release to local media

Copies of these promotional materials can be found in Appendices 16-20. Registration for the event was via an online survey. For digital inclusivity, attendees could also email or phone the DLR Active Travel team to register.

The follow-up public webinar was advertised via posters in Cabinteely Park, DLR social media channels and a direct email to local stakeholders and all who had registered for updates on the project. Registration for the event was via an online survey.

For digital inclusivity, attendees could also email or phone the DLR Active Travel team to register to attend an event in Deansgrange Library the following morning, where the webinar recording would be shown (no attendees participated in this technical assistance event). Copies of these promotional materials can be found in Appendices 13 and 14. This webinar screening was promoted in the same channels as above. Additionally, the DLR Older People's Council, through Sinead O'Sullivan, was notified and further circulated the information to relevant groups. The webinar screening in Deansgrange Library was also mentioned by CtD to viewers of the webinar.

Workshop Registrations & Attendees

Of the 23 attendees at the Resident's Workshop, a number of residents associations were represented including **Brennanstown, Cabinteely, Pine Court** and **Bayview**. Community representatives among the 22 attendees at the Community and Businesses Workshop included those from **Cabinteely Tidy Towns, Heritage Keepers, Cycling without Age** and **An Garda Síochána**.

The Primary School Workshop held at St Brigid's Girls School included students from the **Green Schools Committees** at both the girl's school and the boy's school; 14 girls from 4th-6th class and 10 boys from 2nd-6th class. The Secondary School Workshop held at Cabinteely Community School included students from the **Cabinteely CS Transition Year Climate Action Group** as well as a number of students from **Clonkeen College**.

Of the 7 attendees at the Disability Advocacy Group Workshop, 6 were members of the **DLR Disability Consultation Group** and 1 was a representative of the **Irish Wheelchair Association**.

The registration survey for the public event asked people to outline their relation to the area. A number of **local residents associations** were identified with **The Park Residents Association** most frequently mentioned. Members of the **Cabinteely Park Run** were also represented.

Public Event Structure and Worksheets

Each public event opened with a presentation that included an introduction by Connect the Dots to the DLR planning team and to DBFL Consulting Engineers. DLR and DBFL presented an overview of the proposed scheme and the rationale behind the need for the Greenway and scheme objectives. A high level overview of potential routes was presented which has taken on board feedback from the previous unsuccessful 2015 scheme.

At each event, attendees were led through 1) a facilitated group activity and/or 2) a Q&A session. Attendees were asked to review the maps and proposed routes and were given the opportunity to raise comments, concerns or questions to both DLR and DBFL. CtD made note of any questions asked, with answers to all questions in an FAQ document circulated to attendees in the weeks following the workshop and posted on the scheme webpage on the DLR website. Full worksheets and maps can be found in the Appendices of this report.

Phase 1: Residents & Community Workshop Results

Individual Worksheets

Upon arrival, participants were given individual worksheets to fill in during presentations. These worksheets provided spaces to note if anything presented excited, surprised or concerned attendees. Space was also provided to note any questions for the team to answer in a follow up FAQ document to be sent out after the workshops.

Excites Me

Community & Businesses

- *Happy that there may be a possibility that traffic will be slowed on **Brennanstown Rd** as it is very fast at present*
- *Beautiful walking/cycling route. Encourages active travel. Possible community social engagement space. Traffic calming on **Brennanstown Rd***
- *In theory, encouraging more walking in the area is good. Improving the quality of the walkway behind **Carraig Glen** is positive, it is a nice space, that is not used much now*
- *Much better presentation and approach then last time a few years ago. Opportunity to create something that addresses the need of communities whilst preserving this historical and biodiversity of the area*

Residents

- *Cycling to **Dunnes Cornelscourt** without getting run off the road by motorcyclists*
- *The fact that DLR have finally kicked this process off*
- *Great that DLR are getting behind active travel and the likes of this scheme*
- *Great idea. Having safe and attractive cycle routes for kids to use*

Surprises Me

Community & Businesses

- *Well organised consultation process*
- *Proposed to convert **Carraig Glen** to a cycle street - not practical in my view. Roadway is too narrow, and parking is limited on roadway already*
- *Sensor activated CCTV linked to Gardai*
- *I was surprised by the openness of the presentation. Keep up the good work!*

Residents

- *Detouring routes around greenspaces - not practical for community - desire lines will be used informally.*
- *That the **Cabinteely Park** section will be inaccessible at night. What is the point of the greenway if it is not available for a large part of the day? i.e. after 5 all winter*
- *How long it takes to get something like this done*

Concerns Me

Community & Businesses

- *Anti-social behaviour*
- *Concerned that large amounts of people walking along the stream to new homes behind **Cherrywood** will cause a lot of noise at night and infringe on our privacy. Security and high population concerns along our perimeter fence. Also, what will be the traffic measures where the cafe meets **Brennanstown Rd**. You will need a series of speed bumps and a pedestrian crossing to slow and stop the traffic in time. Also, barriers to stop children running/cycling straight out into the traffic, and an overhead barrier to prevent a repeat of the encampment problem that happened along the stream 7/8 years ago.*
- *Antisocial behaviour, lighting/no lighting, plant more trees, maintain existing trees, crossing of **Brennanstown Rd**, and traffic congestion.*
- *Safety along walkway behind **Carraig Glen** - access across **Brennanstown Rd** - safety issues; speed of traffic, visibility issues.*
- *I am concerned that this project may not continue to include input from members of the community affected by the routes. Having said that, today was a good start.*
- *Concerned at what will happen to our existing fence boundary along the stream. Don't want it redrawn.*
- *Impact on Park Run.*

Residents

- *Compromised designs that favours motorists - especially retention of right of way and retention of car parking.*
- *Shared paths are dangerous and contravene the 2023 National Cycle Manual and DMURS.*
- *Routes around green areas lead to steep inclines and detours. Informal desire lines will happen again.*
- *The reference to the route or parts of it not being lit at night. The route end to end should be lit at night.*
- *Why is part of the route blocked at night? It should be fully usable 24/7.*
- *Why does the proposed route not link up with the **Kilbogget Greenway** and also to the proposed **Eastern Greenway** along the coast?*
- *The park should remain open 24/7*
- *The local NIMBYs*
- *The fact that the supportive silent majority don't attend this event.*

Group Worksheets

Following the presentations, large worksheets were made available for participants to note ideas, comments, questions and concerns in relation to three key areas:

- Safety,
- Design & Use and,
- Greenway Route/Layout.

The following are notes made by workshop attendees and notetakers from both events.



Safety

When discussing the topic of safety, attendees were prompted to answer how the greenway could be designed for safety. They were encouraged to consider the type of lighting, cycle lane segregation, signage, cycling through residential streets and safety for all users.

Cycling

- *Conflict between cars & cyclists **outside the school**.*
- ***Cornelscourt Village** is too dangerous for cyclists.*
- *The crossing of the public road into the development must consist of a zebra crossing on a raised ramp to ensure that priority is given to pedestrians and cyclists crossing as suggested by the Design Manual for Urban Roads and Streets (DMURs).*

Whether that's to the east of the stream or the current ramp is up to the final outcome of the route chosen.

Lighting

- *Have solar-powered and downward facing lighting in parks and greenways, to provide light but not nuisance for wildlife.*
- *Lighting should be sufficient for the safety of all. One resident would welcome 'the passive security a footpath with associated lighting gives to the dark secluded area at night'.*

Traffic

- *Bring the speed limit down from 50 kph to 30 kph.*
- *Reduce all speeds in the locality to 30 kph.*
- *The current 50 kph speed limit from the **Old Bray Road** to the estate boundary should be reduced to 30 kph in compliance with Road Traffic Special Speed Limit Bye-Law 2017 for residential estates and local residential roads.*
- ***Cabinteely Park** is a peaceful park and needs to be left that way- not for speeding bicycles.*
- *Need traffic lights at roundabout.*

Other points of concern around safety were the current level of anti-social behaviour and how the introduction of a greenway could potentially increase that level, thus anti-social behaviour measures were suggested near the Brennanstown area. Further points of safety concerns included Cornelscourt already being quite narrow and the area surrounding the schools which are being used as a car park, creating congestion at drop off & pick up.



Design & Use

When discussing the Design & Use of the greenway, attendees were prompted to answer who the greenway would be for, how it would be used, what materials should be used and the type of seating preferred. They were also encouraged to consider biodiversity as a factor and any further design features.

Biodiversity

- *No Mow May. (campaign to help native wildlife by not mowing the lawn in the month of May). Keep that up.*
- *Features should be natural, wildflower planting used for dog walking.*
- *Existing trees must be kept.*
- *Hedging should be planted/maintained along the Greenway to protect the privacy of all ground floor residents.*

Seating

- *More seating. As many as possible.*
- *If features are necessary, they should be natural.*
- *No armrests in the seating on the worksheet photo. Armrests needed for elderly and disabled. Also, if on grass = muddy. Rather seating on the path.*
- *All seats to have hard surfaces leading up to the front of the seats (to keep feet and wheels of rollators etc. clean of mud).*
- *Please no seating along the very quiet part of the stream as it will attract anti-social behaviour right along our boundary.*
- *Consideration to street furniture + how it may or may not be used, possible negative uses & anti-social behaviour targets.*

- *Quite a lot of seating in the park already, unless there's something nice to look at, not really needed.*
- *Picnic tables along the route, like in the park.*
- *See what seating is being put in already first.*
- *Dún Laoghaire Baths metal seats look awful, not to copy that. Need something that doesn't contrast too much with the current environment.*
- *Materials for seating: easy to maintain. Don't want them to rust. Maybe recycled plastic seats?*



Users

- *Social cyclists vs. commuters = concern. Idea for commuters to use the N11.*
- *It is an area of predominantly elderly residents.*
- *The route proposed going through the centre of the park will split the park, further fragmenting it. Would prefer using one of the existing footpaths.*
- *Demographics of the estate have changed to older residents. Fast cyclists could impact negatively or be dangerous to children, elderly people, dogs, etc. Huge amounts of anti-social behaviour. People use park to avoid detection by Gardaí.*

Bike Parking

- *Supply only Sheffield stands as bike parking, covered if possible, but otherwise in good clear view of passing people for security.*
- *Somewhere along the route for people to lock their bikes.*
- *Bike stands: NOT toasters, Sheffield stands ONLY. more efficient and beneficial.*

Paths

- *Want a comfortable cycling surface, smooth path, not too bumpy, easy to maintain.*
- *ensure that cycle paths are wide enough (for families).*
- *Paths: segregated, and as many as possible to be two-way for cycling with separate walking paths.*

Other suggestions were additional bins along the route, Big Belly Bins at entrances, a boules court and informational boards on history, flora & fauna of the area. Lastly, it was requested to

consider the heritage value of the area along St Brigid's stream from Cornelscourt Hill Road to the entrance of the public park.



Greenway Layout

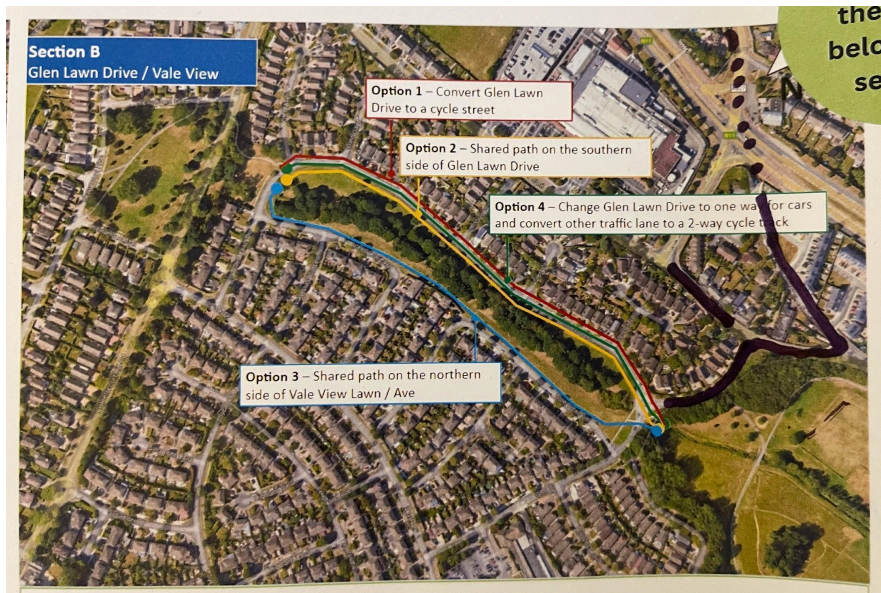
The last worksheet had the proposed routes split into four maps for the four sections (A, B, C & D) and displayed three options. The following are notes taken from participants in reference to the four sections.

Section A

- *No room on **Glenlawn Drive** for Cycleway so then the green park across would be better.*
- *Extending route to link up with N11 & (**Kill Lane?**) OR have link off **Clonkeen Rd** & straight into junction at **Deansgrange Cross (Clonkeen College/Cabinteely)**.*
- *Two-way please.*
- *There is already a cycle route along the N11, why is another cycleway needed in the park?*

Section B

- *Anti-social behaviour.*
- *Not through **Carraig Glen**.*



A suggested route was drawn using black marker by a workshop attendee and is displayed in the above map.

Section C

- *Option 1: best due to steep gradients in the park.*
- *Lights/barrier needed on **Cornelscourt Hill** to cross from the park to **Cornelscourt Village**.*
- *Would ParkRun be impacted?*
- *Be mindful of ParkRun on Saturday mornings in the park - follows part of proposed routes. Also, football matches.*

Section D

- *Option 1 - route passes through the fire road right opposite my apartment block raising concerns of safety. The route cuts through **Brennanstown Ave** at an unsafe angle for motorcycles and cyclists alike. The tree along the Brennanstown Avenue should be saved. No trees should be cut down to provide for the route. If the route cuts through **Brennanstown Rd**, it will cause more traffic jams.*
- *I would like to see an Option 3; blended approach further from fire rd and Apartments.*
- *15a Glenlawn Dr. at **Cornelscourt Hill Rd & Glen Lawn interchange** - please don't take my garden! :)*
- *I prefer shared paths to cycle streets. Not sure many drivers will adapt safely.*
- *Afraid of splitting the park in two.*



A suggested route was drawn in purple marker by a workshop attendee and is displayed in the above map. An accompanying note was added:

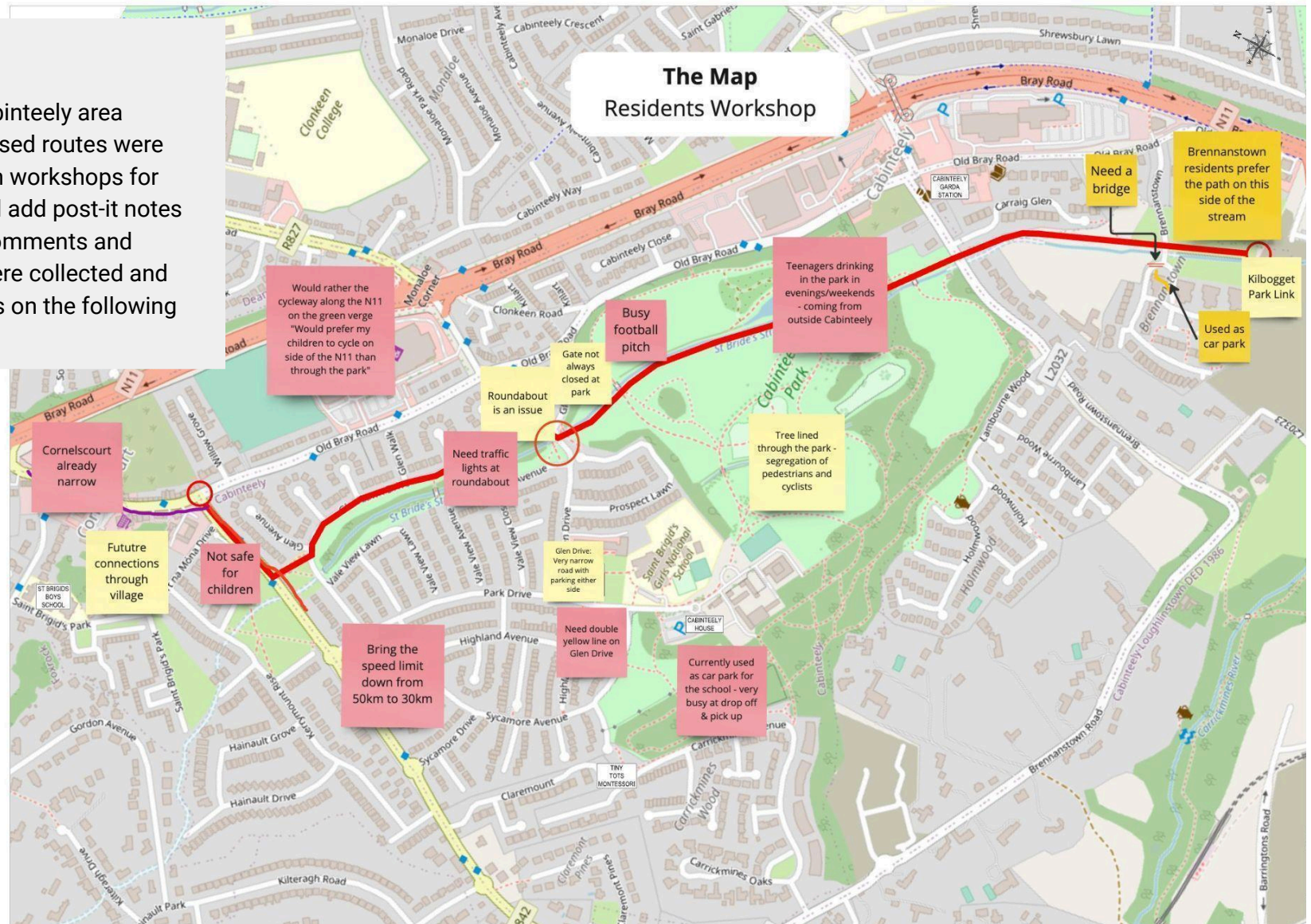
- *Steep incline at option 2 would be avoided if blended purple option is considered.*

General comments/concerns

- *CONCERN: where the route starts. At Cornelscourt, it doesn't start at the boys school. Why doesn't it connect to both schools?*
- *Route goes through walled housing estate, with creche, supermarket, and a speed limit of 50 kph.*
- *Questionable to bring a cycle route through walled housing estate.*
- *Over 5 years asking the council to bring the speed limit down, their response is to do a survey.*
- *Huge amount of traffic.*
- *There is no room for a cycle lane.*
- *An additional ramp closer to the top of the entrance road would further slow traffic.*
- *In line with recent council guidance, the crossing should use blue triangle signs rather than belishas (beacons with an amber-coloured globe lamp atop a tall black and white striped pole, marking pedestrian crossings of roads).*
- *Go to new shops in Cherrywood from Cabinteely.*
- *Go to Cabinteely library from Cornelscourt + Cherrywood.*
- *Holmwood to Tesco Express & Schools & Lambourne and Cornelscourt Fish Shop.*

The Map

Large maps of the Cabinteely area surrounding the proposed routes were made available at both workshops for attendees to mark and add post-it notes on location specific comments and concerns. All notes were collected and digitised into the maps on the following two pages.

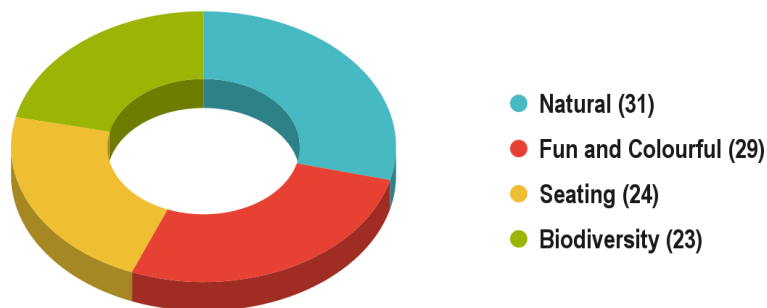


Phase 1: Primary School Workshop Results

Primary school students were given worksheets with images related to greenway designs under the four themes **1. Natural** **2. Fun and Colourful** **3. Biodiversity** and **4. Seating** and asked to stick stickers on the images that they liked the most. Space was also provided for students to write why they chose them and why they think it would be along the greenway. Full worksheets can be found in [Appendix 3](#).

Of the four themes, Natural received the most stickers (31), followed by Fun and Colourful (29).

Add a sticker to the pictures you like the most (no. of stickers)



- *I like them because if anyone needed a rest they could sit on a cool bench, and you can also be active on the other ones I picked.*
- *I think these would make people feel comfortable to use the walkway and to make it peaceful, calm, and quiet.*
- *I think it would be nice to have fun and colourful things along the greenway.*
- *It's colourful, it's good for the environment (Natural), It's fun and good for kids, it's very vibrant and appealing (Fun and Colourful), Anyone and everyone can sit down and take a break (Seating).*
- *I chose the natural one because it looks cool. I chose the fun and colourful one because it looks like a lot of fun to climb on. I chose the biodiversity one because birds would be nice to see on the way. Seating: because they look cool.*
- *I think fun and colourful things would make it more fun for younger kids. I think we need seating to rest. Biodiversity will fix the bee crisis.*
- *I believe a bug hotel would be beneficial for flowers and wildlife. A musical area/any playground area would be great to encourage younger children to go on active walkways. Birds would be great for bird watching.*
- *I think that it would be good for small kids that want to play.*
- *I think these things will be a nice part of the greenway because they look colourful and fun and it's a good idea for younger children to learn and it will be safer for cyclists and the elders. It will also be a good idea to keep bugs in the area.*

- *I think they are all colourful and appealing to the human eye. I also think they are a great area for family to bond and for children to make new friends and have fun. It is good for the environment and is an area for the animals. I think it is a good area for elderly to walk as well as for the family. The seating area is a good idea for people who can't walk the whole way and can have a break and take in the scenery.*
- *Colourful, good for the environment. Good for children, very vibrant. Elders can sit down.*

Natural: Students appreciated elements that blend in with the natural surroundings, providing a peaceful and calming atmosphere. Natural features such as logs, bird images, and certain wildlife representations are favoured for their aesthetic appeal and connection to the environment.

Fun and Colourful: The fun and colourful aspects are considered eye-catching and appealing, especially for younger kids. Features like balance boards, hands and faces, musical areas, and slides are seen as not only entertaining but also contributing to the vibrancy of the greenway.

Seating: Seating elements are valued for providing a place to rest and take in the scenery. Bench-like structures, picnic benches, and other seating arrangements are chosen for their potential to create a comfortable and relaxing atmosphere for those walking and cycling.

Biodiversity: Some students express a strong preference for elements that enhance biodiversity, with a focus on birds and the

natural world. Features like bug hotels, bird images, and areas that support wildlife are considered beneficial for the overall ecosystem.

Students were then asked how they currently travel to school and how this makes them feel. Multiple choice options were provided including **1. Walking 2. Rolling 3. Park n Stride 4. By car 5. Cycling and 6. By bus.**

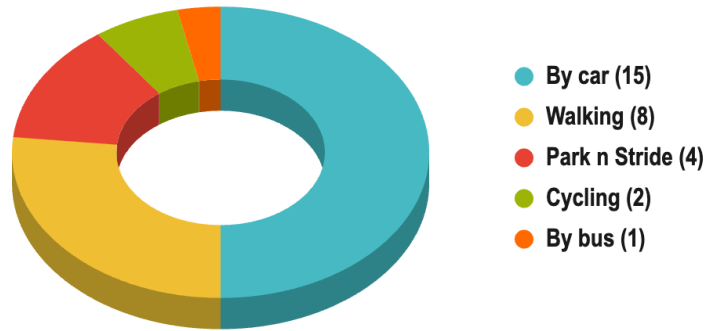


Worksheets then had an *emotion wheel* for students to colour the three feelings that they felt most often.

Following this, they were asked how they would like to travel to school with the same options to choose from as well as how they think they would feel if they travelled to school this way.

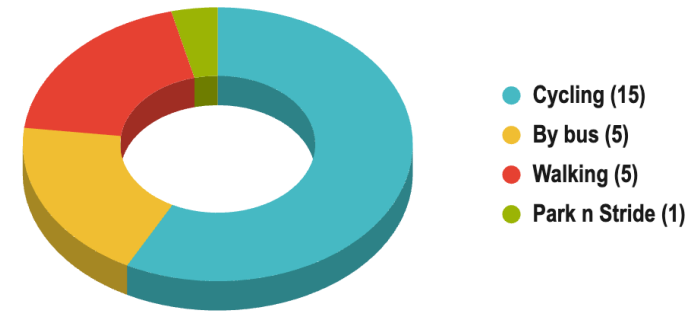
Most of the students currently travel to school by car and those who live nearby walk. Generally, the students have positive feelings about travelling this way, however, many responded saying they would like to cycle to school instead. Almost all the students preferred active travel by cycling, walking or by bus which increased feelings of freedom and excitement and decreased feelings of boredom and tiredness.

How do you travel to school?



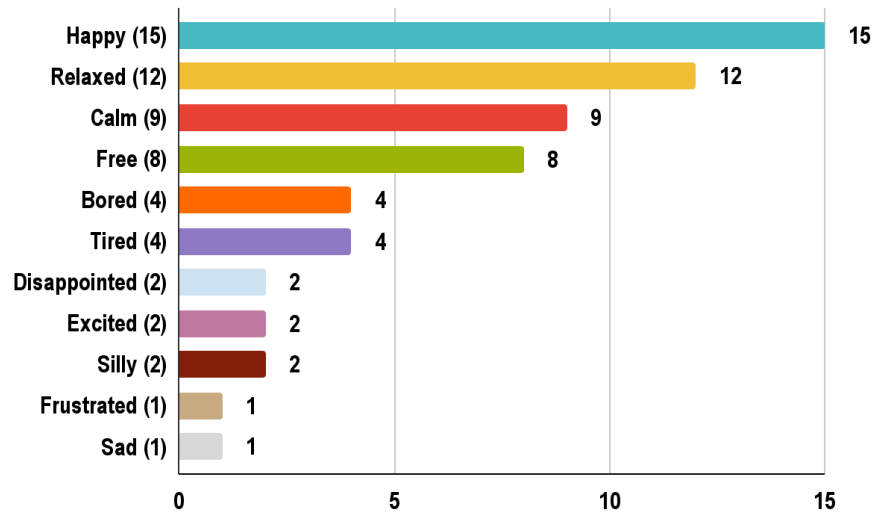
Current modes of travel

How would you like to travel to school?

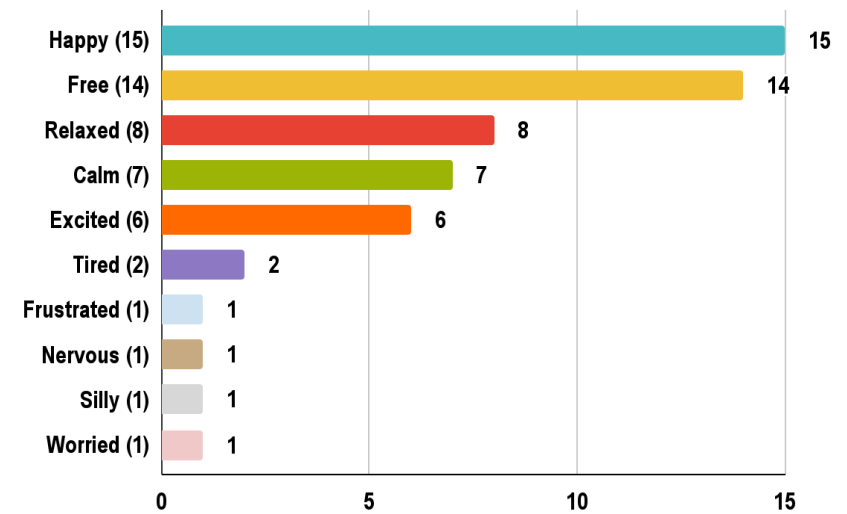


Ideal modes of travel

How does travelling to school like this make you feel?



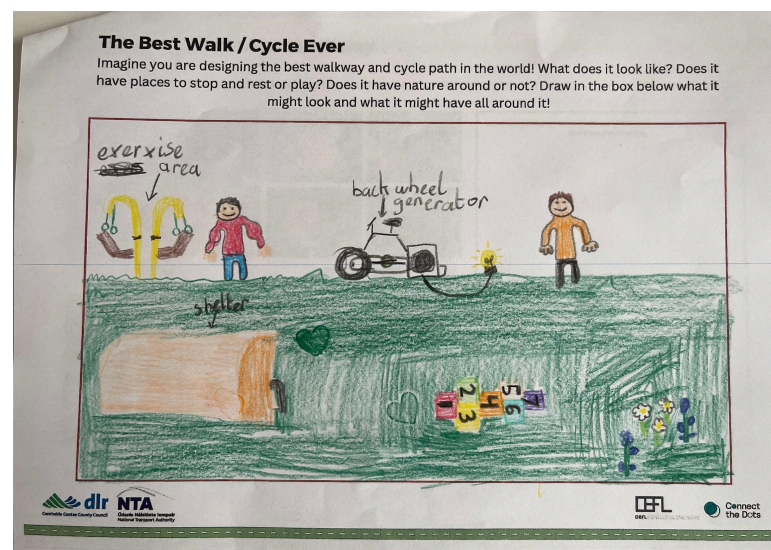
How do you think you would feel if you travelled to school like that?



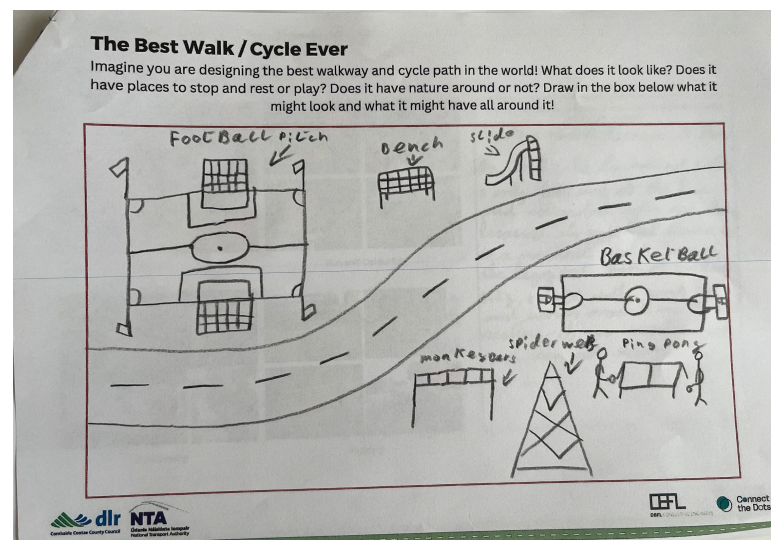
Lastly, students were given a blank space for drawing. They were prompted to imagine that they are designing the best walkway and cycle path in the world and to draw what it looked like to them. Common features found across the drawings included:

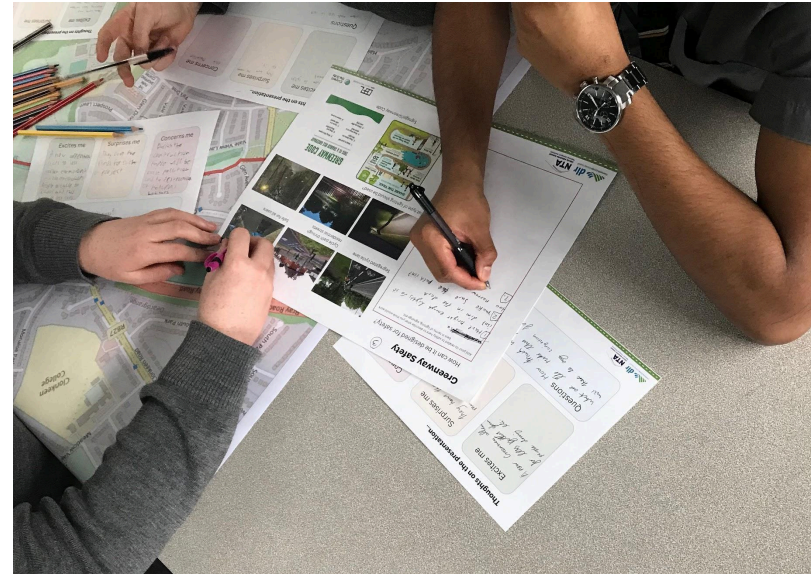
- Seating/Benches (11)
- Trees (9)
- Cycle path (8)
- Pedestrian path (7)
- Slides (6)
- Bins (4)
- Flowers (4)
- Swings (3)
- Monkey Bars (3)
- Children (3)
- Birds (3)
- Pond/Lake/River (3)
- Seesaw (2)
- Bug hotel (2)
- Spiderweb (2)

Digital images of the drawings can be found in [Appendix 5](#).



Example drawings





Phase 1: Secondary School Workshop Results

Individual Worksheets

Secondary school students were firstly given individual worksheets to note if anything that was presented excited, surprised or concerned them (identical worksheets to those used at the community workshops).

Excites Me

Students were enthusiastic about the proposed greenway project for several reasons. Firstly, the initiative is seen as a solution to reduce pollution and carbon emissions caused by vehicular traffic, promoting biking as an eco-friendly alternative. The inclusion of dedicated cycling tracks, cycle lanes, and segregated paths is supported for enhancing safety and accessibility, making it a practical and healthier commuting option. Students express excitement about the potential expansion of cycleways and walkways, creating new routes that contribute to reduced carbon emissions and improved safety. Additionally, the prospect of a clean, open walking area with elements like wildflowers and trees is appreciated for its positive impact on biodiversity and overall environmental well-being. The proposed greenway not only addresses environmental concerns but also promotes an active and safer community, with a focus on sustainable transportation.

- *A new greenway leads to less carbon emissions. It also encourages people to cycle to school and this leads to less cars.*
- *Easy access to more locations around the area and is less dangerous than the side of the road.*
- *It is a good way to make people more active.*
- *It's safer for cyclists to travel.*
- *Safer commute routes.*
- *The pedestrian and cycle paths that are segregated.*
- *Wildflowers + trees contribute to biodiversity.*

Surprises Me

Many students were surprised at the scale of the project and the number of cycle lanes proposed to be built, highlighting the project's substantial scope. The inclusion of segregated paths for pedestrians and cyclists is also unexpected but welcomed for its potential to improve safety and convenience. Some were also surprised by the allocation of funds for such a project. Additionally, the engagement with the community's input is noted as a positive surprise, demonstrating a collaborative approach.

- *How big it is.*
- *How many cycle lanes are being built*
- *Segregated bike and walking path.*
- *That people working on it are asking what we think.*
- *They have the money for it.*
- *They never did this before.*

Concerns Me

A number of concerns were raised by the students in this section. A primary worry was for the potential disruptions during construction, such as noise pollution and the destruction of natural habitats, raising environmental concerns. Students expressed fears about harm to local wildlife, both during construction and after completion, with worries about lighting causing disruption to wildlife and the potential negative effects on local natural habitats. Safety concerns were also raised, questioning the enforcement of biking rules, potential dangers in certain areas, and the risk of people walking in cycle lanes. Additionally, students voice concerns about the width of the paths, potential traffic congestion, and the impact of tree removal on the environment. Some students also express a desire for recreational spaces like playgrounds and sports areas along the greenway while one student was concerned for the significant investment of funds without a guaranteed reduction in the presence of bicycles on the roads.

- *A lot of money is being spent but bikes still end up on the roads.*
- *During the construction there will be noise pollution and the destruction of natural habitats.*
- *Harming the environment.*
- *Lighting the path could prove difficult due to the light disrupting wildlife.*
- *Sometimes people walk in cycle lanes.*
- *The biking rules won't be enforced.*
- *Bins & litter.*
- *Trees being cut down to help build.*

- *Would the space needed cause traffic congestion on surrounding roads?*

Group Worksheets

Large worksheets were made available for students in smaller groups to note ideas, comments, questions and concerns separated into three areas. These three areas included Safety, Design & Use and the Greenway Route/Layout.



Safety

Lighting: Ensuring adequate lighting along the greenway emerges as a key safety concern among students. They stress the necessity of bright lights to prevent areas along the route being poorly lit or dark during hours of darkness, enhancing visibility for both pedestrians and cyclists. Students appreciate the ambient and relaxing lighting for the potential of creating a calm and functional environment. However, there is a cautious note regarding the intensity of the lights, with a preference for brightness that doesn't compromise comfort or become blinding.

Cycle & Walking Paths: Some students call for wider paths along the greenway to accommodate the diverse users, including cyclists and pedestrians. Concerns about narrow paths potentially leading to safety issues were voiced consistently. Additionally, there is a cautious approach towards segregated cycle paths, with

apprehensions about the potential dangers as the paint wears down and rules become challenging to follow, however it was also noted that non-segregated paths would prove to be a safety risk for young children.

Beyond lighting and paths, the installation of fences along the greenway is proposed to prevent disturbance to both people and animals, emphasising the need for a harmonious coexistence. Reflective markings for bike and walking segregation are suggested as a practical measure to enhance visibility, particularly during darker hours. There is also a practical suggestion to remove nettles and dangerous plants to mitigate potential hazards. Furthermore, one student suggested medkits along the roads, underscoring a proactive approach to emergency preparedness. Protective structures like gazebos were also recommended to offer shelter against adverse weather conditions.



Design & Use

Feedback on the greenway design and use included a call for more cycling paths to address disconnections between existing paths, the installation of benches for park-goers, and the addition of toilets and bins to deter undesirable behaviour such as litter and public urination. Suggestions also involve providing space for rental bike companies, incorporating Irish art and sculptures for aesthetic appeal, and implementing birdhouses and insect hotels for ecological sustainability. Concerns about vandalism impacting

colourful elements were also noted, emphasising the importance of durable features.

- *There should be more cycling paths as there are too many disconnects between them from my experience.*
- *Benches so people can sit down throughout the park.*
- *Toilets would discourage people from urinating on the path.*
- *Add bins along the way to discourage litter.*
- *Offer a space to rental bike companies at the front and end of the lane so they could get by faster.*
- *Add Irish art and sculptures so it isn't boring.*
- *Birdhouses and insect hotels to sustain the local area.*
- *Many of the fun and colourful things will be immediately vandalised.*
- *Seating with a parasol.*

Other suggested features along the greenway:

- Benches/seating
- Toilets
- Bins
- Water fountains
- Good lighting
- Flower beds/Community Garden
- Birdhouses
- Maps/Information Boards
- Rental Bikes
- Exercise Area
- Market Area
- Dog poop bags
- Art and Sculptures

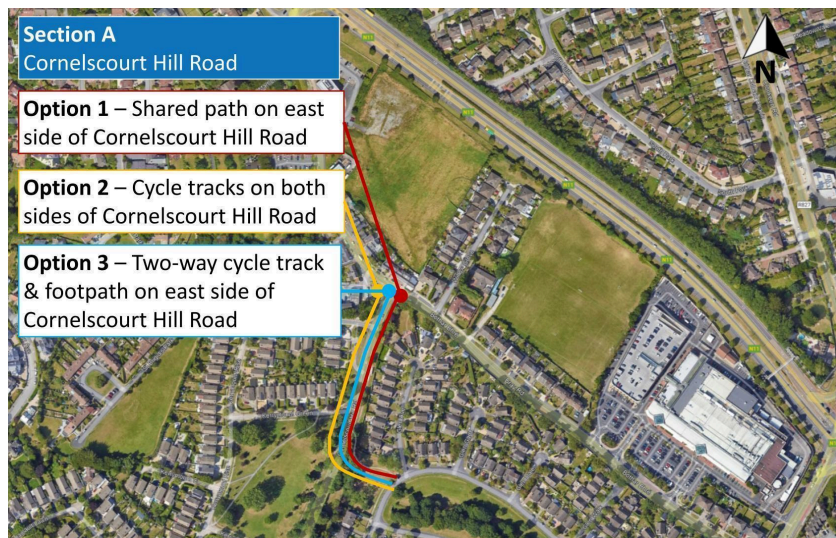
Greenway Layout



The students were given a large worksheet with all four sections of proposed route with the various potential options and asked to note their preferred options as well as their reasoning. This activity was done in groups of five or six.

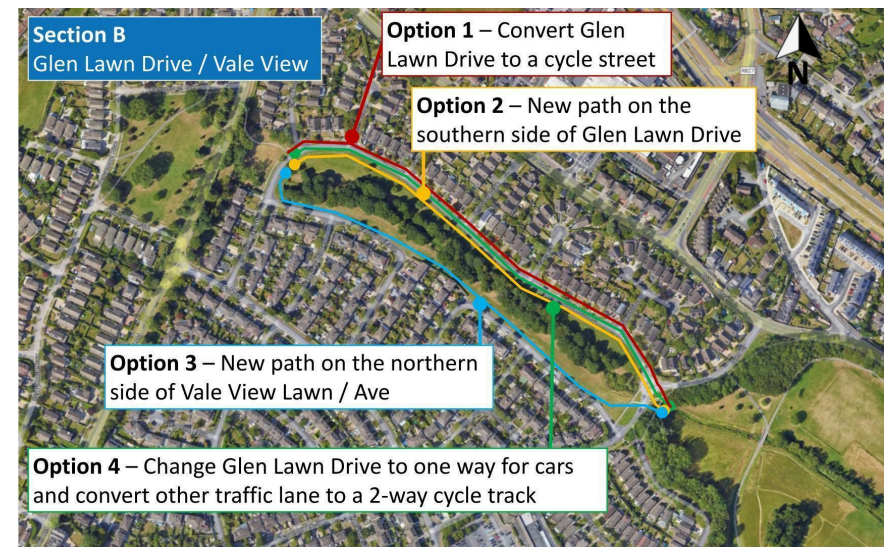
Section A

- Between the three options, three groups chose **Option 3** with one reason being because *"it isn't too close to industrial areas and it would provide a more scenic view which is the point of the greenway."*
- Option 2** was chosen by two groups with one noting that *"it takes less space"*.



Section B

- Three groups preferred **Option 2** with one group specifying they believe it would *"be better because there will be a better view"*
- One group chose **Option 3** *"as it has easier access to the path and it wouldn't interact with the wildlife in the forest too"*.
- Lastly, one group chose **Option 4** without specifying a reason.



Section C

- Three groups chose **Option 1** because "it is faster" and "it would be cheaper as it's more direct and it is a straight path so it doesn't disturb the local area"
- One group chose **Option 2** and another group chose both **Option 1 and 2**, neither specifying the reason for their choices.



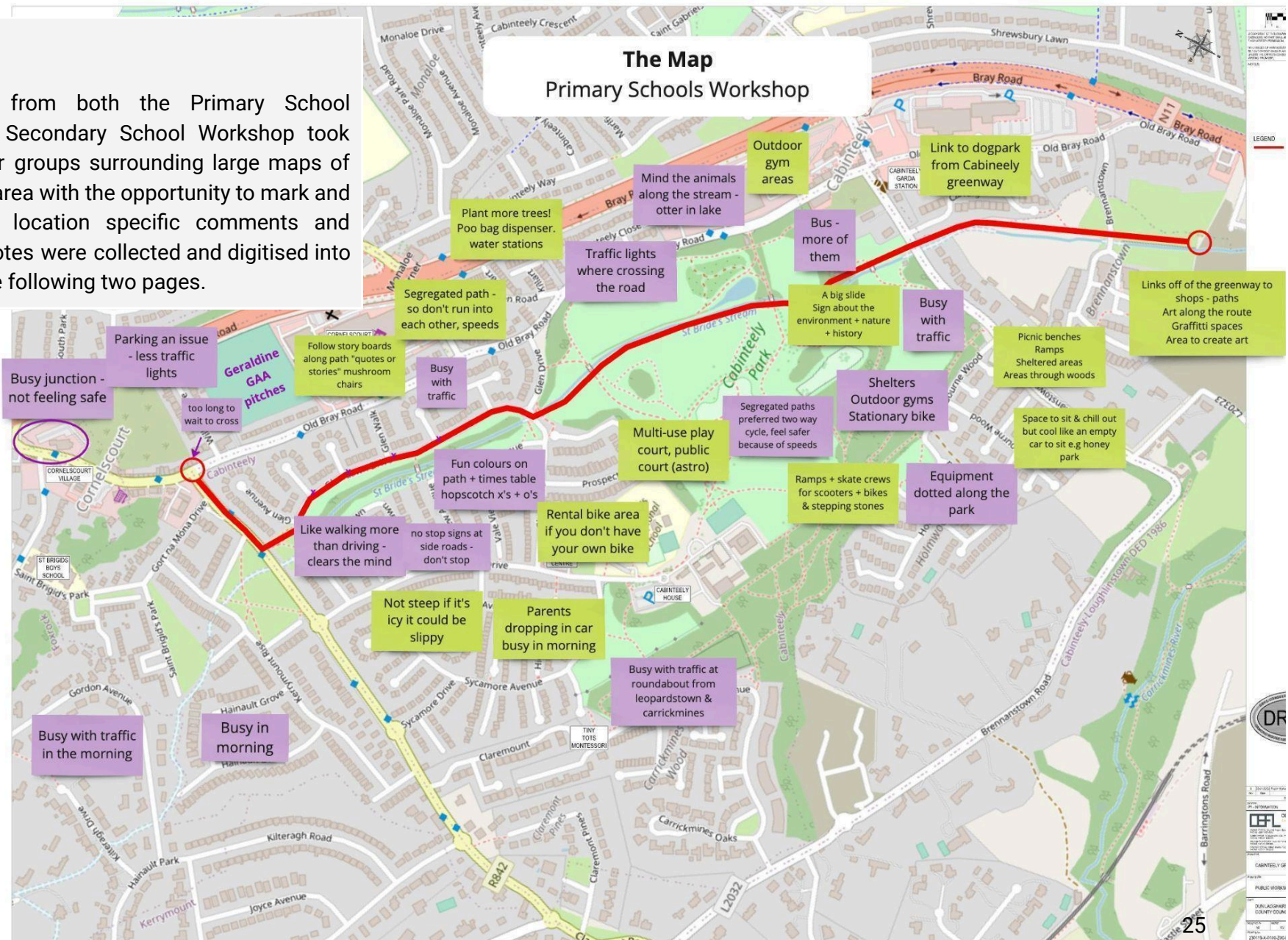
Section D

- Three groups chose **Option 1** with one noting it as having a "a more scenic view and wouldn't disturb the local residents" while two groups chose **Option 2** without providing a reason.

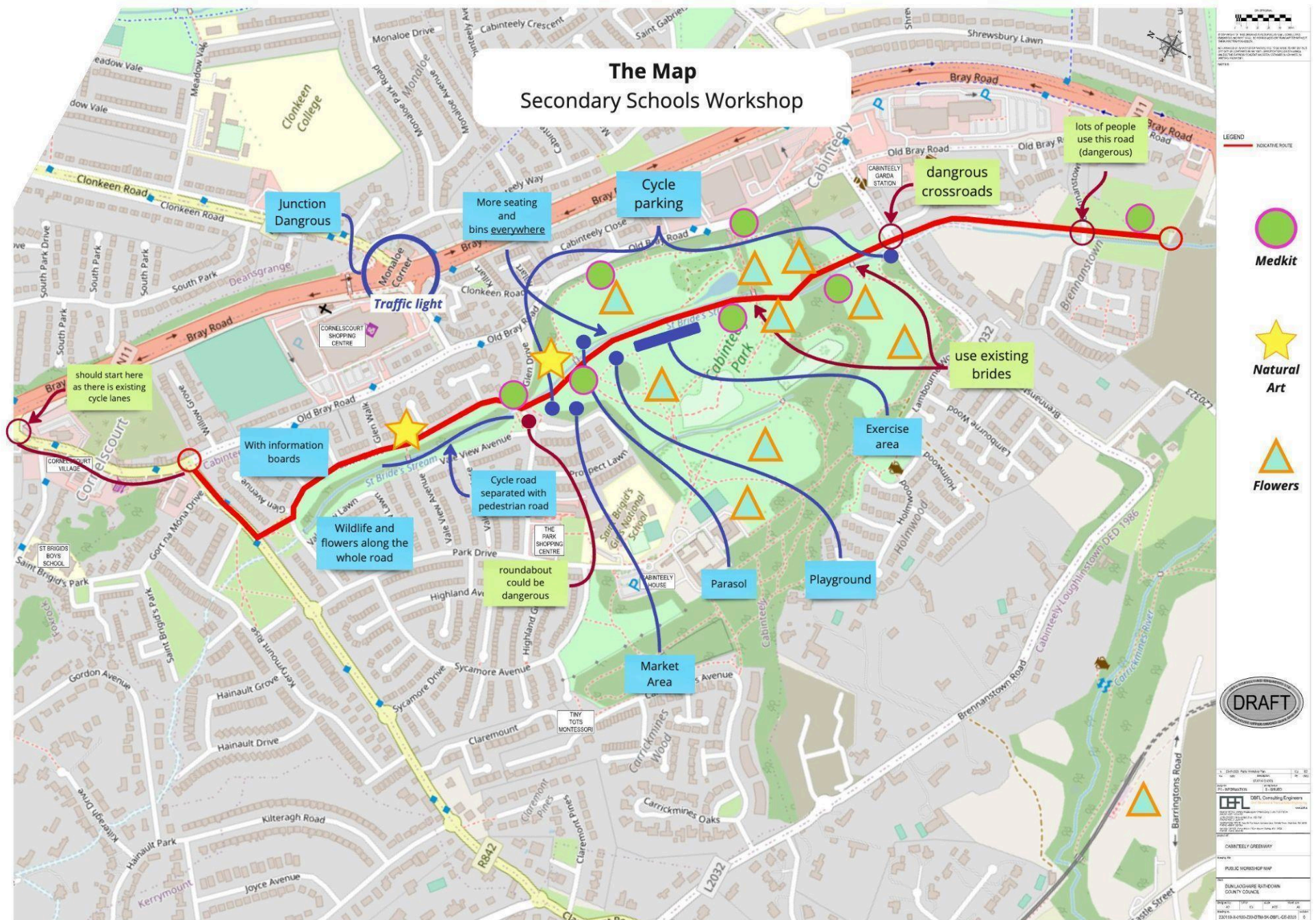


The Map

The students from both the Primary School Workshop and Secondary School Workshop took turns in smaller groups surrounding large maps of the Cabinteely area with the opportunity to mark and add notes on location specific comments and concerns. All notes were collected and digitised into the maps on the following two pages.



The Map Secondary Schools Workshop



Phase 1: Disability Group Workshop Results

This workshop was held in the Old Manager's Office in Dún Laoghaire County Hall. Six attendees participated in person and an online link was created for one attendee to participate online in a hybrid event format. The worksheets were completed as a large group with a facilitator and note taker recording notes for the participants. Similar to the previous workshops, attendees were given the opportunity to ask questions and voice comments, concerns or ideas following the presentation. The group was then taken through the worksheet questions regarding Greenway Safety, Design, Use and the Route Options.

Concerns

Path Design, Markings & Surfaces: Participants expressed concerns about the visual contrast of the paths, emphasising the need for contrasting colours for individuals with visual impairments. Shared facilities with uniformly coloured materials were deemed problematic, and there was a call for careful consideration of design choices such as raised or dipped crossings, as these can significantly impact people with disabilities. Tactile markings along the pathway and flushed paths with the road at crossing points were also suggested. Moreover surfaces that can be tapped along

the sides for visually impaired individuals were proposed to enhance accessibility.

Shared Paths: Questions were raised about the delineation of shared paths and the challenges faced by completely blind individuals in distinguishing floor markings for segregated paths. Concerns were voiced regarding the use of gravel footpaths, as guide dogs might resist walking on gravel as well as for safe yielding at points of crossing. There was a call for careful consideration and to avoid using barriers such as kissing gates which are impossible for wheelchair users to navigate.

Standardisation: Standardisation of developments, with consistent placement of cycle and pedestrian paths, was emphasised for familiarity and safety. Participants underscored the importance of standardised layouts for new developments, especially when greenways vary in design.

Public Transport: A concern surrounding the accessibility of public transport was also raised with a participant requesting further information regarding the increased access to public transport. The idea of a floating bus stop was criticised as dangerous for individuals with disabilities, highlighting safety issues when navigating between buses and cycle tracks. The group suggested exploring offshoots of the greenway and examining existing bus routes to identify opportunities for better incorporation, emphasising the need for a more comprehensive and inclusive solution to address accessibility concerns in public transport planning.

The need for equal consideration of all pedestrian users in the design process was stressed, ensuring that neither cyclists or pedestrians are prioritised over the other. It was expressed that the project is prioritising both cyclists and pedestrians, but it seems like cyclists are being prioritised over pedestrians and all users need to be considered carefully in the design.



Safety

Lighting: Concerns regarding lighting along the route were raised and participants noted that orange lighting, commonly used in outdoor settings, poses visibility challenges for individuals with visual impairments. They emphasised the importance of bright lighting to aid those with visual disabilities, acknowledging the potential conflict with dimmed lighting initiatives for biodiversity. The workshop participants questioned whether there could be a balance, considering the movement of bats and animals that may be negatively affected by brighter lighting. The suggestion to explore examples like Center Parcs in Longford was put forth to compare potentially similar obstacles in finding a safe and harmless solution.

Surfaces: The workshop also highlighted concerns about the surfaces and types of paths potentially installed. The participants pointed out that some surfaces can become slippery in light rain, posing a hazard for vulnerable users and those with disabilities.

While acknowledging that weather-related issues could be attributed to maintenance concerns, the group stressed the need for prioritising regular maintenance. Specifically, they emphasised the importance of keeping footpaths clear of overhanging branches, trees, and bushes, both within and outside the park. The maintenance aspect was deemed critical, particularly if individuals need to use the external path outside of the park's regular opening hours, making it essential to ensure safe and accessible conditions for all users.



Design & Use

Seating: Participants also underscored the importance of inclusive design for seating areas along the proposed greenway. Concerns were raised about the common practice of tarmacing spaces around seats, emphasising the need to widen these areas to accommodate wheelchairs adequately. The lack of space around seating was identified as a potential hindrance to accessibility, prompting the suggestion to consider the wheelchair turning space of 1.2/1.8 metres. The workshop emphasised the need for thoughtful planning, ensuring that picnic spots and benches include sufficient spaces for wheelchair users, reinforcing the principle that seating should not only be present but also accessible and user-friendly.

Play Areas: Attendees also advocated for inclusive design considerations in play areas, particularly for individuals with fluctuating disabilities. It was proposed to incorporate features specifically for wheelchair users, drawing inspiration from successful implementations like the wheelchair swing in Cabinteely Park. The group emphasised the importance of designing play areas that cater to a diverse range of abilities, ensuring that everyone can actively participate and enjoy the recreational spaces along the greenway.

Signage: Accessibility of signage emerged as a key focus in the project. Participants highlighted the necessity for accessible wayfinding, suggesting the incorporation of braille for the visually impaired. Contrast in signage design was emphasised to aid those with visual impairments. Similarly, the need for colour contrast in bollards was noted, underlining the importance of designing signage that caters to a diverse range of users, ensuring that information is easily accessible and navigable.

Shelter: The workshop participants recommended the addition of shelter along the greenway to provide respite during poor weather conditions. However, the design must harmonise with the natural environment. Suggestions included using materials such as wood or stone that seamlessly blend with the surrounding forest area. This dual consideration of functionality and aesthetic integration ensures that shelters not only serve their purpose but also contribute positively to the overall visual and experiential quality of the greenway.

Accessibility: An Irish Wheelchair Association representative present at the workshop provided a Great Outdoors Guide to Accessibility relating to greenways which can be found in the Appendices. It was recommended that these guidelines be considered and implemented in the design and construction of the plan.



Greenway Layout

Attendees were taken through all four sections of the proposed route with the various potential options using the presentation slides and asked to discuss their preferred options as well as their reasoning.

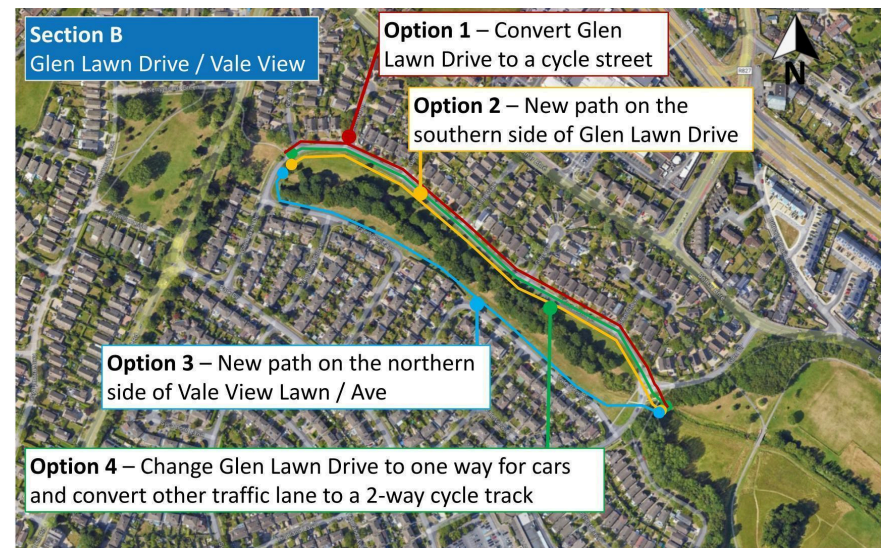
Section A

- The general consensus of attendees was the importance of maintaining the footpath on either side of the road for pedestrians and chose **Option 3** as the option that works best as a two-way cycle path is better for space.



Section B

- The group agreed **Option 2** to be the better option as it would be consistent with **Section A Option 3** and the less confusion the better. They also believed this option to be more level than **Option 3**, benefitting wheelchair users and those with visual impairments.



Section C

- In Section C the group discussed each option as a potential and chose different options individually.
- **Option 1** was seen as the more linear and direct path which would seem to suit more people and be of benefit to cyclists, although concerns for the management of the points of contact between the proposed new route and the existing path were raised. These points of contact were noted as critical points as this route would be the straightest route with the least resistance and would naturally become the fastest, therefore if these points were to be managed poorly vulnerable road users would be at risk and the whole route would be compromised.
- **Option 3** was also selected since it is separate from the existing paths however there was concern for the maintenance of leaves along the area of the route surrounded by trees as they prove to be hazardous for wheelchair users and those visually impaired.
- The idea of a widened path in **Option 2** and **Option 3** gained positive reactions as it would especially benefit wheelchair users.



Section D

- **Option 1** was generally preferred over **Option 2** as it is more direct. Concerns for the amount of turns and steep areas near the start of the section for Option 2 as well as the distance between the path and the adjacent stream were raised.



Phase 1: Summary of Insights

The Cabinteely Greenway Pre-design Community Engagement provided an opportunity to gather valuable insights and feedback from diverse perspectives, including residents, community members, business representatives, school students and disability advocacy groups. These workshops focused on Safety, Design & Use, and Greenway Route/Layout, shedding light on key considerations and concerns for the proposed greenway project.



Safety: Concerns raised in the Safety category encompassed various aspects, including lighting, traffic management, and antisocial behaviour. Participants emphasised the need for well-designed lighting that ensures visibility without causing harm to wildlife. Traffic-related concerns ranged from speed limits and the potential conflict between cyclists and pedestrians to the necessity of traffic lights and reduced speed in certain areas. Addressing anti-social behaviour and ensuring safety in narrow or congested locations were also significant points of discussion.



Design & Use: Participants expressed preferences for natural, biodiverse, and inclusive design features. Feedback highlighted the importance of maintaining existing trees, incorporating wildflower planting, and considering the impact on biodiversity. Seating preferences ranged from the desire for more seating to considerations for accessibility, including features like armrests and hard surfaces. The preferences of primary school students for

natural, fun, and colourful elements, as well as seating and biodiversity, added a youthful perspective to design considerations.



Greenway Route/Layout: The discussions on the Greenway Layout and Route Options focused on path design, markings, and surfaces. Concerns related to visual contrast for individuals with visual impairments, the standardisation of layouts for familiarity, and the inclusion of shared paths were prominent. The potential impact on the existing environment, including issues such as noise pollution and disruption of natural habitats, was also raised. The secondary school students expressed excitement about the environmental benefits of the project but raised concerns about the scale and potential disruptions during construction.



Accessibility & Inclusivity: The Disability Advocacy Group Workshop provided a comprehensive exploration of concerns and suggestions from disability group representatives. Noteworthy points included the importance of contrasting path colours, considerations for individuals with visual impairments, challenges faced by completely blind individuals on shared paths, and the need for standardisation in layouts. Accessibility concerns related to seating areas, play areas, signage, and shelter were highlighted, emphasising the need for inclusive design and as well as post-design consultation with disability groups. Though a number of disability group representatives participated in this engagement, it is important to note not all disability groups and disabilities were represented.

Phase 2: Public Event & Webinar

The initial plan for this period of consultation was to hold one in-person public event, open to anyone who was interested in learning more about the proposed Cabinteely Greenway, from the local community and beyond. However, due to the level of interest received to attend the first event, an additional webinar was held to better accommodate demand.

To ensure that the webinar did not exclude those in the community with lower digital literacy levels, a recording of the webinar was streamed in Deansgrange Library the following morning, with anyone who needed technical assistance invited to attend (no attendees were present at this event). Copies of the feedback form were left at the library for people to fill out, with one completed response received.

An identical presentation was given by the project team at the beginning of both the Public Event and Webinar, to ensure attendees of both events received the same information. Emerging themes from the previous workshops were introduced and a number of FAQs were addressed at the outset. A copy of this presentation can be found at Appendix 23.

The intention for the Public Event was to guide attendees through group worksheets designed with insights gathered from the initial

workshops of **1) Safety, 2) Design & Use** and **3) Accessibility and Inclusivity**. Given larger attendance numbers than anticipated, the format of this event was adapted to just a Q&A session.

The Public Webinar included an interactive live survey that asked people to share their thoughts on the 3 themes above, as well as asking them to vote on their preferred route options. A general Q&A session then followed.

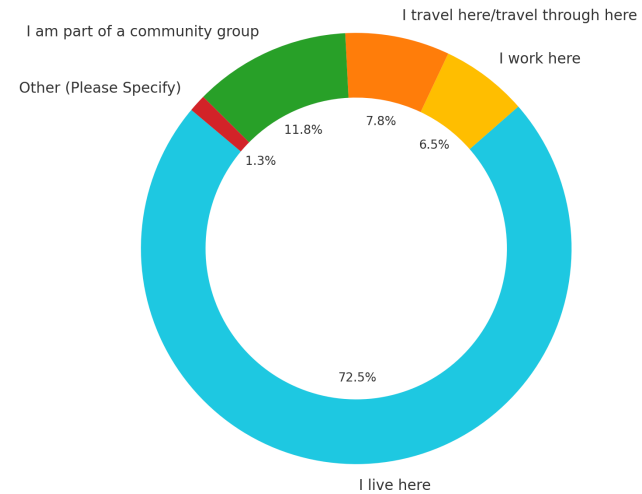
The remainder of this section provides a more detailed analysis of feedback received from the community during these two events. It also incorporates the feedback from residents association representatives from the two route walk-throughs.

Phase 2: Public Event Registration Survey Insights

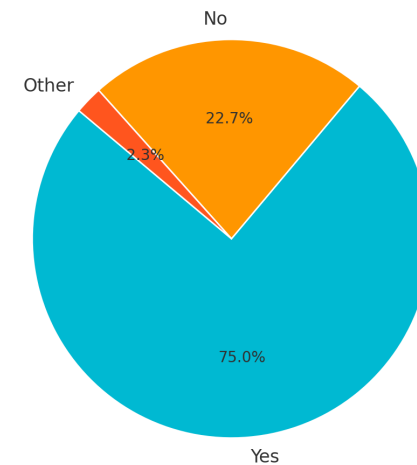
This section contains details of the public event registration and waitlist insights displayed through graphs, as well as a list of the organisations that were registered to participate. It also includes detailed questions that residents had about the project, the key themes that emerged from these, and site-specific information.

A majority of attendees lived in the area, and identified as being a member of a local residents association (see Appendix 24 for full list) or community group. Local groups mentioned include **Cabinteely Active Retired Association, Cabinteely Tidy Towns and Cabinteely Park Run.**

What is your relationship to the area?



Are you part of a community group or residents association?



Summarised Questions and Comments from Survey

The survey also asked people to share their questions and comments in advance, summarised areas of interest are as follows:

1) Purpose and Necessity

Residents are questioning the overall purpose and necessity of the Cabinteely Greenway project. They want to understand why the project is being pursued when there is an existing cycle track nearby and what specific benefits the greenway will bring.

2) Project Specifics and Route Decisions

There are numerous inquiries about the exact route of the greenway, its connectivity to other cycling infrastructure, and the decision-making process behind the proposed paths. Residents want to know the details of where the greenway will end, how it will connect with existing cycle routes, and whether alternative routes, such as along the N11 or Old Bray Road, have been considered.

3) Safety Concerns

Safety is a major theme, with residents asking how the greenway will address the safety of walkers, especially children and the elderly, and how fast cyclists will be regulated. They also want to know how the project will manage potential antisocial behaviour

with increased park access and how it will impact local traffic and emergency vehicle access.

4) Environmental Impact

Residents are concerned about the expected impact on wildlife and natural habitats, particularly around the river and in Cabinteely Park. They want to know how the project will affect the park's biodiversity, trees, and bee sanctuaries and what measures will be taken to preserve trees and hedgerows along the proposed route.

5) Impact on Local Community

Many community members are worried about the impact of the greenway on their daily lives, particularly those living in the Park estate and along Glen Lawn Drive. They are concerned about increased traffic, loss of parking, disruption caused by construction, and how the project will affect residents' privacy and property boundaries.

6) Implementation and Timeline

Residents are seeking information about the timeline for the project's implementation, including when construction will start and be completed. They want to know how long the project will take and what the overall plan and scope of work entail.

7) Financial Justification and Maintenance

There are questions about the financial justification for the project's cost, the sources of funding, and whether there is a detailed budget available. Residents also want to know who will be responsible for maintaining the greenway once it is completed and how issues like potholes and cracks will be addressed.

8) Community Engagement and Feedback

Residents are interested in how their feedback will be incorporated into the final plan and what public engagement tools and techniques are being used. They want to ensure that their concerns are addressed and that there will be more in-person workshops and consultations to gather resident feedback.

9) Accessibility and Connectivity

Residents are asking how the greenway will improve access to local amenities for people with mobility issues and how it will connect to schools and other key destinations. They are also concerned about the plans for ensuring safe crossings at busy roads and junctions.

10) Other Concerns

There are additional questions about the project's impact on mixed-ability citizens, the provision of public toilets, the inclusion of sanitary facilities along the greenway, and the policy on dogs. Some residents are interested in alternative proposals that do not involve the greenway proceeding through residential areas.

Phase 2: Public Event Results

There were 174 attendees at the public event. This section presents attendee feedback in relation to 1) what excites, surprises and concerns the participants and 2) summary of key themes of interest

Excites me	Concerns me
Safe Cycling: Parents can safely cycle their children to school. Property Value: Potential positive impact on property prices (2%-10%), based on a Queens University study. Key Connections: Importance of a connection between Cherrywood and Cornelscourt, and to the N11, for practical commuting. Environmental Benefits: Advocacy for safer, cleaner, and greener streets amidst the climate crisis. Broad Support: Appreciation for the proposal and the hope that it progresses despite some negative feedback.	Emergency Access: Worry about delayed emergency vehicle access due to personal experience with a fire. Security Issues: Need for park security at night to prevent disturbances. Support and Hostility: Some support the cycleway but felt unable to voice their opinion due to a hostile atmosphere at the meeting. Meeting Format: Criticism of the workshop's focus on commuting links rather than local cycling, with a need for better-organised future meetings. Mixed Opinions: Some attendees felt their concerns weren't being heard, noting a divide between supporters and objectors. Traffic Concerns: Worry about increased vehicular traffic through the park affecting elderly people, dog walkers, and picnickers. Safety at Junctions: Concerns about safety assessments for access near schools.

Surprises me	
Meeting Confusion: Attendees thought they were signing up for a public meeting, not a workshop. The workshop is considered an inappropriate forum for these discussions.	Antisocial Behaviour: Fears that keeping the park open late will encourage antisocial behaviour. Traffic Concentration: Concern about funnelling traffic to shops and schools, creating congestion. Underrepresented Views: Feedback from Cherrywood residents that tech workers support the Greenway but feel unrepresented. Commute Safety: Need for a safe Greenway connection to the N11 for children commuting to school. Environmental Impact: Concern about environmental damage, cost, and disruption, with a sentiment that the park is unsuitable for this project. Opposition to Greenway Route: Many residents do not want the greenway to pass through Cabinteely Park or the Park Estate. There is a belief that the greenway would be better supported by the community if it ended at the estate entrance.

The same presentation was given for the Public Event in person via the open Q&A and the Webinar online via the chat function & the online survey through zoom. Due to this there were common themes that emerged and overlapping points made. The following section is a summary of feedback from 1) Public Event, 2) Live Webinar, 3) Library Feedback Forms



Safety

These summaries are ranked from most frequently mentioned themes to least frequently mentioned.

Shared Paths Safety Concerns: Many residents expressed worries about shared paths being unsafe, particularly for elderly people, children, and dog walkers. They suggested creating separate paths for cyclists and pedestrians to avoid accidents and ensure the safety of all users. Safety concerns about the speed and regulation of e-scooters and e-bikes were also frequently mentioned. Recommendations included enforcing speed limits and implementing specific legislation for these vehicles to ensure safer usage on the greenway.

Antisocial Behaviour and Security: There is a significant fear of increased antisocial behaviour, especially if the park is accessible 24/7. Residents proposed closing the park at night to improve security and prevent disturbances. The potential for increased

antisocial behaviour with 24/7 access to the park was a notable concern, with residents suggesting measures to manage this issue. Relying on the gardaí to monitor and address issues is not felt to be a practical or realistic solution.

Traffic Management and Safety: Issues with increased traffic in residential areas due to blocking off Glen Drive and rerouting traffic were highlighted. Residents suggested implementing traffic calming measures, such as speed limits (20-30 kph) and raised crossings, to manage traffic effectively and enhance safety. The importance of safe road crossings, especially on Brennanstown Road, was emphasised, with recommendations including installing traffic lights, raised crossings, and providing ample notification for drivers to ensure pedestrian and cyclist safety. Request for information on traffic counts, speed counts and forecasted volumes of cyclists/pedestrians to be shared.

Emergency Access and Regulation: Significant concerns were raised about how the greenway might impact emergency vehicle access, especially considering past incidents where quick response times were crucial. Residents questioned how the design will accommodate emergency services and ensure overall safety for all residents. It was also queried whether the existing fire tender access route on Brennanstown Ave could be used as part of the greenway, or improved as a green play space.



Design and Use

Impact on Local Residents: Many residents expressed concerns that the greenway would hinder local residents and increase traffic in Cabinteely village. Some questioned the need for the greenway given the existing cycle route on the N11 and suggested it would negatively impact residents. There were worries about the lack of provision for parking at the end of Glen Lawn Drive and the impact on access and parking for residents and events at soccer pitches. It was also noted that some areas proposed for the route were used by children as green play spaces currently.

Antisocial Behaviour and Nighttime Use: There were significant concerns that the greenway would turn the park into a nighttime venue for antisocial gatherings. Suggestions included closing the park at night to prevent this issue.

Segregation of Paths: A common suggestion was to segregate pedestrian and cycle paths to avoid conflicts and ensure safety. At the least, colour separation of bike vs walking surfaces should be used. Residents emphasised the need for separate cycle facilities on Glen Lawn Drive and other areas.

Unnecessary and Impractical Design: Some residents felt the design was unnecessary and impractical, calling it a waste of money. Some feel that not enough people in the area currently cycle

to make a greenway a worthwhile investment. They argued for better public transport services instead of investing in the greenway.

Traffic and Modal Filters: There were concerns about the impact of traffic, especially with the introduction of modal filters. Some residents suggested alternative routes or changes to the proposed design to mitigate traffic issues.

Positive Feedback on Design: Several residents provided positive feedback, stating that the design looked good and would be beneficial for schools, shops, work, and leisure. They appreciated the detailed maps and the potential improvements in amenity.

Environmental and Biodiversity Impact: Concerns were raised about the impact on green spaces, heritage parks, and biodiversity. Some residents worried about the loss of trees and natural habitats.

Specific Design Improvements: Suggestions included adding way-signage, avoiding the use of asphalt, and reconsidering the modal filter. Residents also suggested using buildouts to slow down traffic and implementing a two-way system.



Accessibility and Inclusivity

Necessity and Use of Funds: Several residents questioned the necessity of the greenway and whether it was a prudent use of funds, describing it as more aspirational than necessary.

Impact on Local Residents: Concerns were raised that the greenway is not designed with local residents in mind, with some feeling it is primarily for Cherrywood residents. Residents also mentioned that the plan could disrupt the daily activities of elderly residents who walk in the park, and some worried it would reduce accessibility and available green space for residents, and cause issues with on-street parking for residents.

Parking and Access Issues: Residents questioned where people would park if they drove to access the greenway. There was also concern about the potential for increased traffic and the need for better connections to schools, shops, and the N11.

Pedestrian and Cyclist Interaction: The mixing of pedestrians and cyclists was frequently mentioned as a safety concern, especially for older people and those with disabilities. Suggestions included separating paths where possible or using different surface treatments to delineate the paths.

Inclusivity for All Users: Some residents noted that the greenway could improve inclusivity for children, the elderly, and people with disabilities. However, there were also concerns about the overall accessibility for older people and those with mobility issues.

24-Hour Accessibility: There were mixed opinions on whether the park should be open 24 hours. Some residents felt that locking the park gates would discriminate against early morning and nighttime commuters, while others were concerned about antisocial behaviour.

Positive Feedback on Proposal: Some residents expressed satisfaction with the current proposal, highlighting aspects such as raised ramps across junctions, which are beneficial for wheelchair users, and the overall inclusivity of the design.



Additional Comments

Opposition to Greenway through Cabinteely Park and Estate: Many residents expressed strong opposition to the greenway passing through Cabinteely Park and the park estate, suggesting it negatively impacts local residents and vulnerable users.

Route and Connectivity: Residents were unclear about how the greenway would connect to other cycleways, particularly at Cornelscourt. They also questioned the overall connectivity and purpose of certain sections of the route.

Community Engagement: There were numerous comments about the survey not including options for "none of the above," and a general sentiment that residents' feedback and concerns had not been adequately addressed or represented in the planning process. Some felt the webinar did not allow for adequate feedback to be shared from the community. Others felt that it seemed dlr had already made up their mind that they know what is best, and that feedback during the consultation process wouldn't be genuinely considered. General queries on how residents would be kept informed of project at critical milestones.

Expanding Cycle Network: Several residents supported the expansion of the cycle network, emphasising its importance for promoting active travel, reducing emissions, tackling obesity, and making Dublin more sustainable.

Environmental and Community Impact: Concerns included potential noise from speed ramps, the impact of additional lighting, and overall disruption to the peacefulness and natural beauty of Cabinteely Park.

Design and Planning Improvements: Residents suggested better sharing of design plans in advance, reconsideration of the route to avoid residential areas, and inclusion of specific elements like bicycle storage and improved connectivity to schools and local

amenities. There were general queries on the Part 8 approval process.

Cost and Maintenance: Questions were raised about the true total cost of the project, the cost of continuous landscaping, and how maintenance and upkeep of the cycle path would be managed given the poor condition of existing facilities.

Site Specific Information

1. Cabinteely Park:

Residents want to understand why the greenway is necessary in Cabinteely Park and what specific purpose it serves. Concerns include how fast cyclists will be regulated, safety for park users, particularly children and the elderly, and managing antisocial behaviour with 24/7 access. Questions about the impact on native flora and fauna, integrating with existing biodiversity, and minimising disruption to natural habitats along the river and in the park were raised. Connectivity to Cabinteely village and other local destinations, secure bike parking facilities, and the route's gradient were also discussed. Residents want to know how positive voices in support of the greenway in Cabinteely Park can be heard.

2. Glen Lawn Drive:

Residents question why the route cannot run along Old Bray Road instead of Glen Lawn Drive. Concerns include potential elimination of parking, the impact on parking areas used for activities in Cabinteely Park, and traffic management on Glen Lawn Drive with the proposed modal filter. Safety concerns focus on residents' safety, emergency vehicular access, and measures to ensure safe

crossings at busy roads and junctions. Environmental impact concerns include the construction's effect on the natural habitat along the river and local wildlife, such as foxes. Questions also revolve around whether the greenway will help alleviate issues with speeding cars and dangerous parking and how local residents will access their properties if roads are closed.

3. Cornelscourt:

Residents want to know why the route ends in Cornelscourt, plans for extending beyond Cornelscourt, and how the greenway will connect to the N11 cycle paths and other local routes. Safety concerns include managing safety between pedestrians and cyclists in Cornelscourt and measures to regulate cyclist speed in the area. Questions include whether there will be speed restrictors on Brennanstown Road before the park entrance and how traffic flow will be managed on Park Drive with the proposed modal filter.

4. Cherrywood:

Residents want to know if consideration has been given to connecting Cherrywood with existing greenways and pathways from Ballybrack to Deansgrange. They question whether the greenway will connect to greenways in Cherrywood and integrate with existing cycle paths around Cherrywood Luas. Residents seek clarification on what a 'modal filter' in yellow on Section B is and how it will impact safety and traffic flow. Questions focus on who the proposed users of the greenway in Cherrywood are, such as commuters, school goers, and tourists, and whether the greenway will promote sustainable commuting options for Cherrywood residents. Concerns include whether the project will be completed sustainably, minimising environmental impact during construction.

5. The Park Housing Estate:

Residents are curious if the proposed routes all end in The Park housing estate and whether the greenway route could follow through to St. Brigid's boys school in Cornelscourt. Safety concerns include addressing speeding cars and dangerous parking in The Park Estate and the impact on local residents' safety and privacy. Questions focus on how the greenway will impact traffic congestion and parking in The Park Estate and measures to ensure the safety of children playing in the area.

6. Brennanstown Road:

Junction described as 'a nightmare', fear that further traffic calming measures would worsen traffic issues.

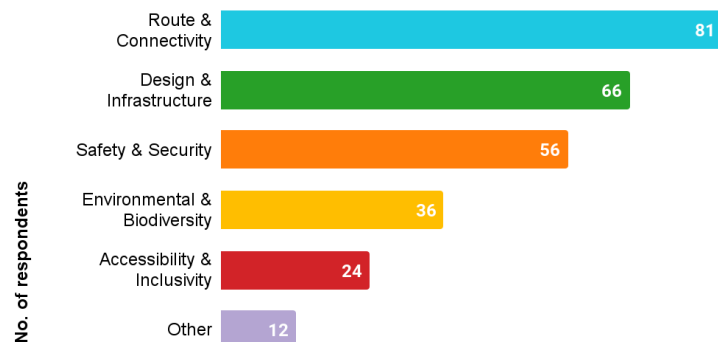
Phase 2: Webinar Survey Results

A brief survey was launched during the webinar for participants to fill out after the presentations, to gauge general audience interests and views. A number of open-ended questions were asked, with the results of these incorporated into the next section.

At the start of the webinar, participants were asked to indicate their primary areas of interest relating to the Greenway plans.

Responses to Survey Question 1

What elements of the proposal are you most interested in finding out about today?

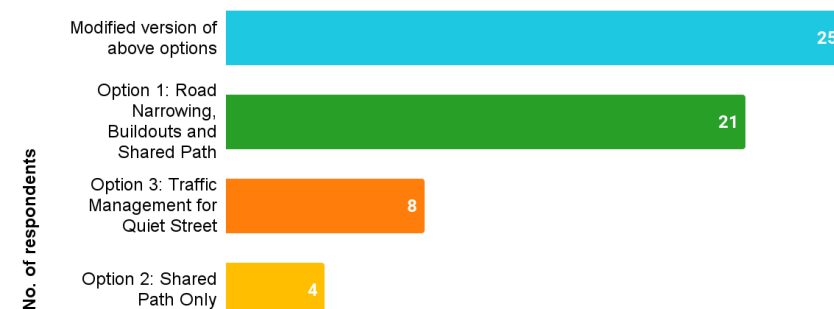


107 respondents. Multiple choice question.

After the presentation of the different route options for part of the Greenway, participants were then asked to vote on their preferred route (see opposite for details of presented routes).

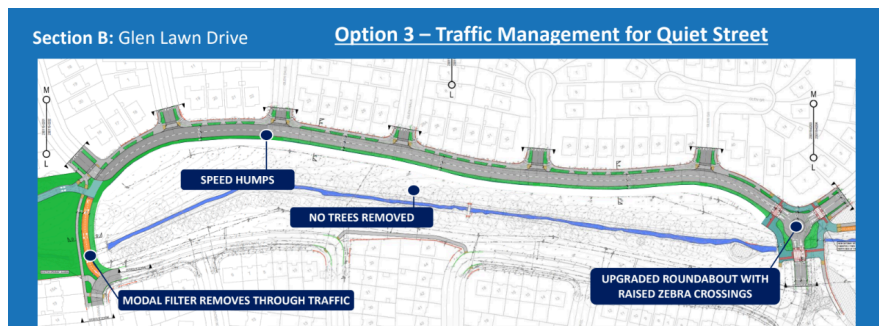
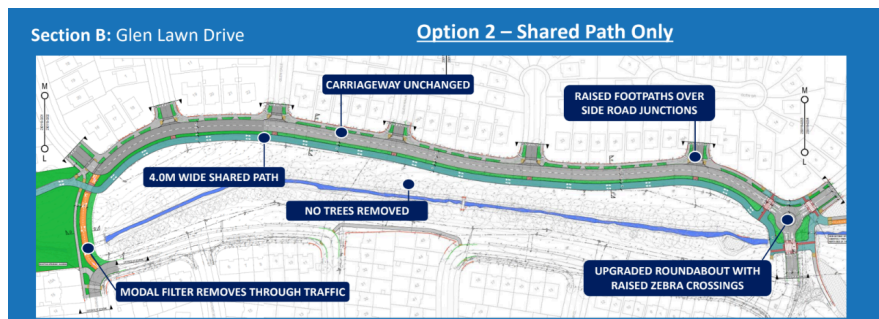
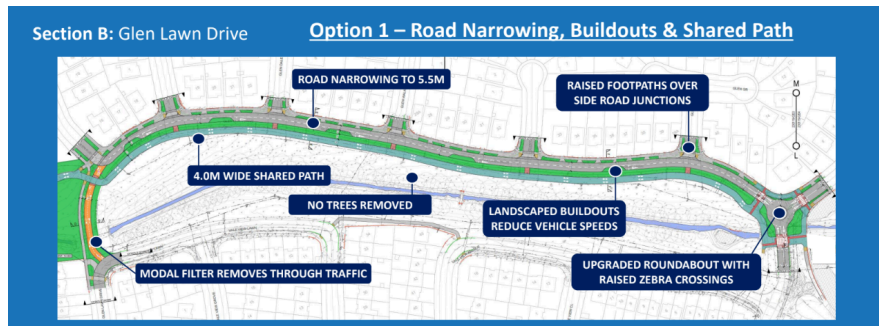
Responses to Survey Question 5

Which option do you prefer in Section B (Glen Lawn Drive)?



58 responses.

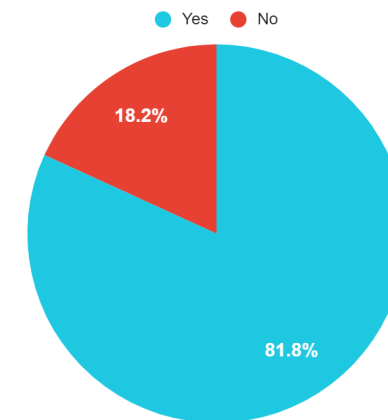
The feedback form received from the library voted for 'modified version' also.



At the end of the session, participants were asked to share their views on their understanding of the proposed plans, with a majority of respondents agreeing they had a better grasp of the Greenway plans after attending the webinar

Responses to Survey Question 6

Do you have a better understanding of the proposed scheme?



73 responses.

Phase 2: Email Submissions

Email submitted during this time period to info@connectthedots.ie regarding the Cabinteely Greenway project reveal several key themes:

Positive Reception and Community Engagement:

Some community members appreciated the efforts and proposals presented by DLRCC during the workshop. A local group, Cabinteely Community Greenway, was formed to promote the benefits of the project and disseminate information. There were requests for additional materials (infographics, illustrations) to support positive responses and updates.

Concerns about Meeting Format:

Several emails expressed dissatisfaction with the transition from live meetings to webinars, highlighting that elderly residents and those less tech-literate might be excluded. Concerns were raised about the perceived inadequacies in planning and communication during previous meetings, such as limited attendance and turning people away.

Safety and Accessibility Issues:

Residents emphasised the need for traffic calming measures within the Cabinteely Park Estate, suggesting speed bumps or speed reductions to protect children and pets. There were questions about the scope of the greenway project, particularly its extension to local primary schools and changes to park by-laws to permit cycling.

Traffic and Infrastructure Concerns:

Detailed inquiries were made regarding the traffic impact of the proposed changes, including potential rat-runs, increased traffic flow near schools, and the effects on major roads like the N11 and M50. Requests were made for traffic surveys, impact analyses, and consultations with relevant stakeholders like Transport Infrastructure Ireland and Dunnes Stores.

Project Transparency and Communication:

Residents asked for more transparency regarding the decision-making process, alternative route considerations, and the rationale behind specific choices. There was a call for the release of minutes from previous meetings to provide clarity on discussions and decisions made.

Environmental and Long-term Planning:

Questions arose about the integration of the greenway with existing and future infrastructure, including concerns about its alignment with the County Development Plan. Some residents pointed out the need for improvements to footpaths and road conditions, suggesting enhancements that would support both pedestrian safety and the greenway's goals.

General Inquiries and Clarifications:

Residents sought information on how to participate in webinars, the timeline for construction, and the specifics of the road and footpath refurbishments. Requests were made for updates to FAQs and

other informational resources to reflect accurate and comprehensive responses to community concerns.

Additional Feedback:

One resident mentioned the overwhelming attendance at a meeting and found the discussion interesting. They noted that the project seemed focused more on commuting links rather than local cycling for children and parents.

Another resident expressed strong support for the Greenway, highlighting safety benefits for cycling with children and the positive impact on property prices. They appreciated the team's effort and encouraged further engagement..

A resident from Vale View Lawn shared serious reservations despite supporting the Greenway in principle. They expressed concerns about traffic and safety impacts from a proposed modal filter, opposed 24/7 park access, and suggested extending the Greenway to Deansgrange to enhance connectivity and access to amenities.

These themes highlight a mix of support, concerns about inclusivity and safety, and a demand for greater transparency and detailed planning in the implementation of the Cabinteely Greenway project.

Phase 2: Summary of Insights

The consultation period for the Cabinteely Greenway project revealed diverse community opinions, highlighting both strong support and significant concerns.

Key Takeaways

Positive Sentiment: Many residents are enthusiastic about the proposed greenway, emphasising its potential to provide safer cycling routes for children, increase property values, and create essential connections between Cherrywood, Cornelscourt, and the N11. Environmental benefits, such as promoting cleaner and greener streets, were also frequently mentioned.

Significant Concerns: There are however notable concerns about safety, with specific worries about emergency vehicle access, the regulation of fast-moving cyclists and e-bikes, and the interaction between pedestrians and cyclists. Antisocial behaviour, particularly if the park remains open at night, was a major worry. Traffic issues, including increased congestion and the impact on local businesses and parking, were also highlighted. Additionally, there were substantial environmental concerns about potential damage to natural habitats and native flora and fauna.

Community Feedback: Residents sought clarity on the purpose and necessity of the greenway, its timeline and decision-making process, and how their feedback would influence the project.

Questions about the route and connectivity, particularly why the greenway ends in Cornelscourt and potential alternative routes, were common. The design and usability of the greenway, its impact on local traffic, and how it would accommodate all users, including those with disabilities, were also significant points of discussion.

Suggestions for Improvement: Suggestions for improvement included better connections to local amenities, ensuring the greenway is inclusive for all users, and improving design elements such as signage and surface materials. Some residents proposed alternative routes that avoid residential areas and stressed the importance of maintaining the park's peaceful environment.

Survey Insights: The survey conducted during the webinar indicated high interest in route and connectivity, design and infrastructure, and safety and security aspects of the proposal. A significant majority of respondents felt they had a better understanding of the proposed scheme following the presentations.

Conclusion

The high levels of engagement at each stage of this consultation period underscore the importance of this project, and the interest from the local community in the proposed Cabinteely Greenway. It is important to note that there is no single consensus on the project to be found, with different community members having diverse hopes, concerns and needs from the project. The significant challenge facing the project team is to try and balance this diversity of views in a way that benefits the greater community as a whole, without having significant negative impacts for any one community member or group.

While there is strong support for the potential benefits of the Greenway from the general community, a significant number of local residents have concerns about issues that could directly impact them if the proposed routes through Cabinteely Park and Glen Lawn Drive go ahead. The detailed and extensive feedback provided by diverse stakeholders into many different aspects of the proposed plan should be carefully considered by the project team, and should prove beneficial in finalising the plans that will be submitted for statutory planning and consultation period.

This process has also highlighted the importance of a transparent and inclusive planning process that consults the local community at all stages of the project, allowing for a collaborative design process that has community input at key stages. Despite holding multiple community engagement events as outlined in this report, some community members still feel there have not been enough opportunities for the whole community to share their views and are concerned that the feedback given will not be genuinely considered. To continue the long-term process of building a trustful and collaborative relationship, it is important that the project team continue to update the community on project progress at frequent intervals and can demonstrate where direct input from the community has informed the planning process.

It is hoped that the continued commitment of the project team to comprehensive public consultation will ensure the final plans for the Cabinteely Greenway meets the needs and expectations of the local community, now and into the future.

Appendices

Appendix 1 - Residents & Community Workshop Individual & Large Group Worksheets

Individual Worksheet

Thoughts on the presentation...

Excites me

Surprises me

Concerns me

Questions



dlr
Dorset Local Roads



NTA
National Transport Authority



DBFL CONSULTING ENGINEERS



Connect the Dots

Safety Worksheet

Greenway Safety

How can it be designed for safety?

Add post-its related to safety here



Segregated cycle lane

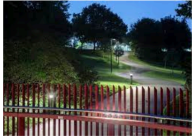


Cycle path through residential streets



Safe for all users







What type of lighting should be used?



Signage/Greenway Code



GREENWAY CODE
THIS IS A SHARED USE GREENWAY



dlr
Dorset Local Roads



NTA
National Transport Authority



DBFL CONSULTING ENGINEERS



Connect the Dots

Design & Use Worksheet

Design and Use of the Greenway

Who is the greenway for?
How will it be used?
What material should be used?
What type of seating would you like to see?

Add post-its related to design and use here

Should features be...



Natural

OR

Fun and Colourful

Also think about...



Biodiversity

AND

Seating

Stick a heart
on your
favourite
feature

Greenway Routes Worksheet

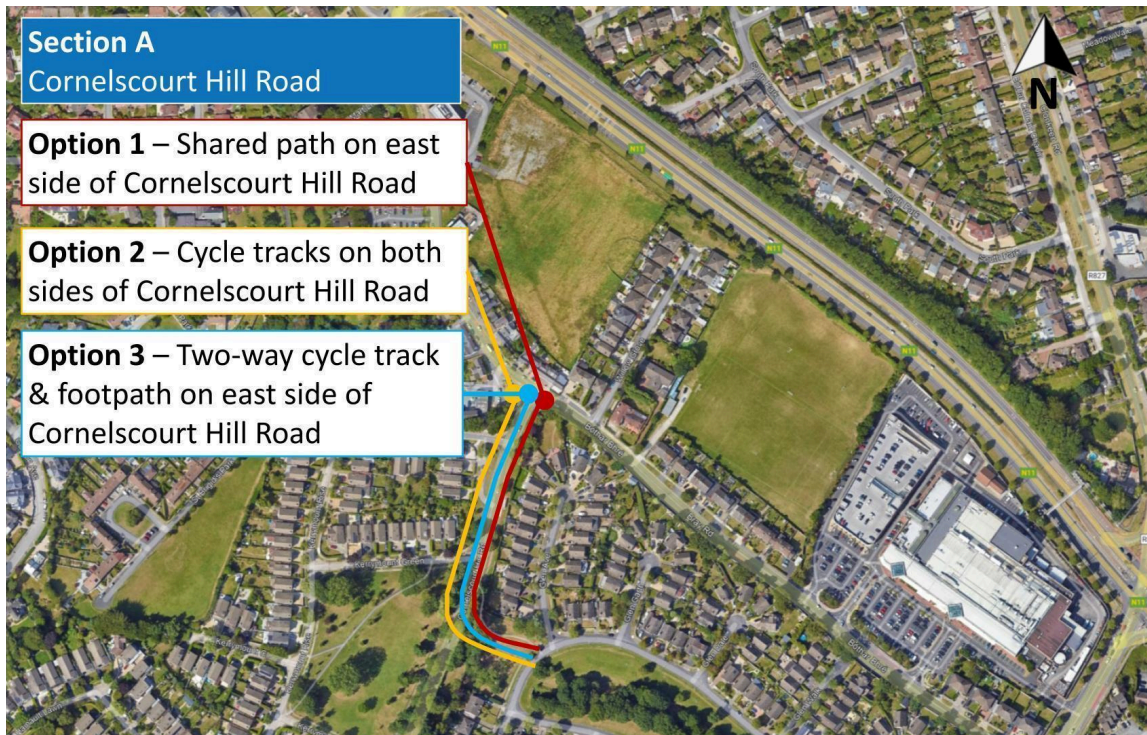
Greenway Layout



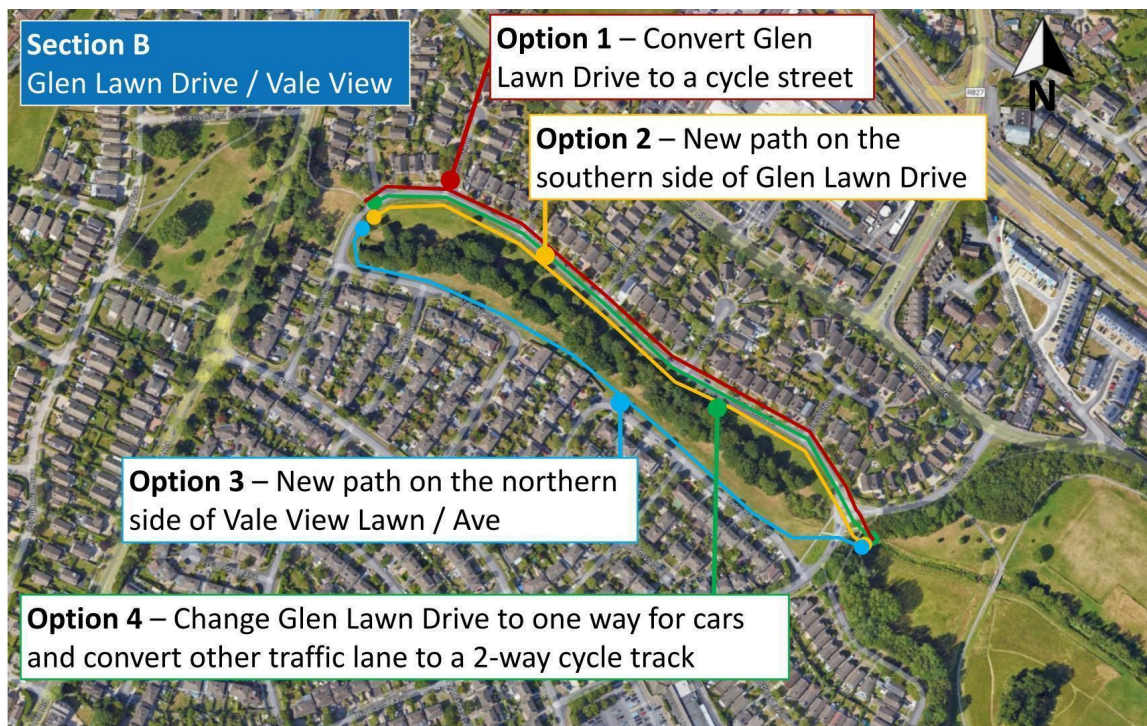
Add your
thoughts to
the boxes
below each
section

Appendix 2 - [Route Options](#)

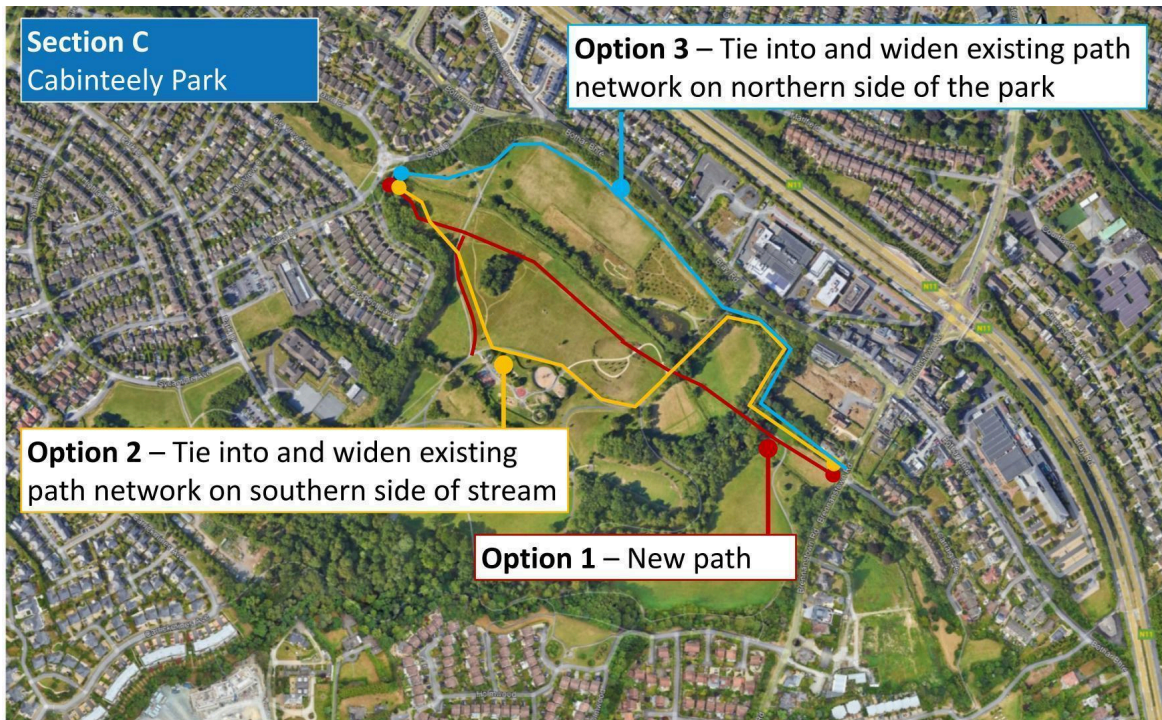
Section A



Section B



Section C



Section D



Appendix 3 - [Primary School Workshop Individual Worksheets](#)

Appendix 4 - [Primary School Workshop Presentation Slides](#)

Appendix 5 - [Primary School Workshop Drawings](#)

Appendix 6 - [Secondary School Workshop Individual & Large Group Worksheets](#)

Appendix 7 - [Secondary School Workshop Presentation Slides](#)

Appendix 8 - [Disability Advocacy Group Worksheets](#)

Appendix 9 - [Disability Advocacy Group Presentation Slides](#)

Appendix 10 - [Indicative Route Map](#)

Appendix 11 - [Workshop Maps](#)

Appendix 12 - [Irish Wheelchair Association Great Outdoors Guide to Accessibility](#)

Appendix 13 - [Webinar Poster](#)

Appendix 14 - [Webinar Social Media Post](#)

Appendix 15 - Email Submissions

Appendix 16 - [Social Media Post for Public Event](#)

Appendix 17 - [Public Event Poster](#)

Appendix 18 - [Public Event Newspaper Ad in Irish](#)

Appendix 19 - [Public Event Newspaper Ad in English](#)

Appendix 20 - [Public Event Flyer](#)

Appendix 21 - [Residents Workshop Presentation](#)

Appendix 22 - [Community Workshop Presentation](#)

Appendix 23 - [Public Event Presentation](#)

Appendix 24 : List of Residents Association Registered for Public Event

- Beechpark Residents
- Brennanstown Residents Association

- Cabinteely and District Residents Association
- Cabinteely Park
- Cabinteely Residents Association
- CADRA
- Carraig Glen
- Carrickmines Wood
- Cherrywood Neighbourhood Watch
- DLR County Councillor
- Event Director for Cabinteely Parkrun
- General Member of Residents Association
- Holmwood/ Lambourne Wood
- Johnstown Residents Association
- Kerrymount Residents' Association
- Kill Abbey, Deansgrange
- Killart Residents Association
- Monaloe Court Residents Association
- Park Residents Association
- Park Residents Committee
- Recently moved here and will be joining the Park Residents Association
- Sycamore Drive Cabinteely Residents Association
- The Hedgerows