

Cabinteely Greenway

Infrastructure Equality Assessment

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1 INTRODUCTION

1.1 Project Background

DBFL Consulting Engineers (DBFL) have been commissioned by Dún Laoghaire Rathdown County Council (DLRCC) to develop the preliminary design and planning of the Cabinteely Greenway scheme.

The proposed Cabinteely Greenway scheme aims to provide a safe, high-quality route which improves connectivity for pedestrians and cyclists travelling between local schools, services, amenities and surrounding residential areas.

The overall purpose of the project is to enhance connectivity between Bray Road, Cornelscourt to the Cherrywood Greenway for people walking, wheeling and cycling by providing approximately 2.3 km of safe, high-quality greenway infrastructure. The proposal aligns with Government Policy at both national and local government level in its commitment to ensure that active travel is appropriately provided for as part of an interconnected network of cycle and pedestrian routes. This route forms an important part in the DLR (Dún Laoghaire-Rathdown) Cycle Network, Greater Dublin Area (GDA) Cycle Network Plan (2022) and is a strategic north-west / south-east link.

The proposed scheme area commences at the Bray Road / Cornelscourt Hill Road junction in Cornelscourt Village, then continues along Glen Lawn Drive, Cabinteely Park, Brennanstown Road and connects to the Cherrywood Green Routes Network. The scheme from end to end is approximately 2.3km in length and the route will consist of four distinct sections:

- **Section A:** Cornelscourt Village to Glen Lawn Drive
- **Section B:** Glen Lawn Drive to Cabinteely Park
- **Section C:** Cabinteely Park & Clonkeen Road
- **Section D:** Brennanstown Road to Cherrywood Green Routes Network

The overall proposed route is illustrated in **Figure 1-1** below.



Figure 1-1: Study Area Location and Extents in Wider Context (Source: Open Street Maps)

1.2 Study Area Context

The alignment of the proposed route in the context of the DLR County Development Plan 2022-2028 land use zoning objectives is shown in **Figure 1-2** and **Figure 1-3**.



Figure 1-2: Subject Scheme in Context of DLR County Development Plan Land Zoning Objectives (Section A, B and C)

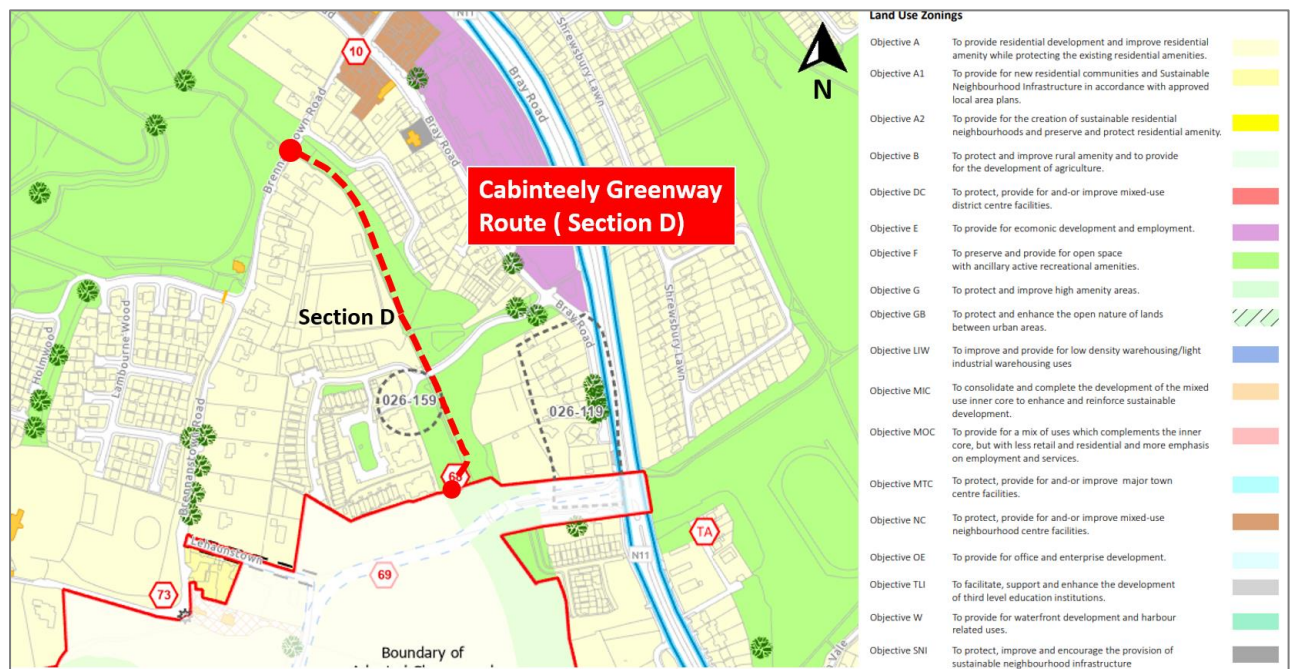


Figure 1-3: Subject Scheme in Context of DLR County Development Plan Land Zoning Objectives (Section D)

The proposed scheme is located within a highly populated urban area. There are several local amenities and services along the route as well as schools and sports facilities. Local amenities either directly on the route or in the vicinity include for example, Cabinteely Park and Cabinteely Library. Primary schools in the immediate vicinity of the route include for example, St. Brigid's Boys' National School and St. Brigid's Girls School. Located on Glen Drive, just south of the proposed route is Park Academy Childcare Cabinteely.

Sports clubs located in close proximity to the proposed route, include Geraldine P. Moran's GAA Club and the Park Celtic pitches. Other amenities and services can be found in Cornelscourt and Cabinteely villages including supermarkets, banks, cafes and restaurants.

The locations of notable local amenities and key attractors are shown in **Figure 1-4**.

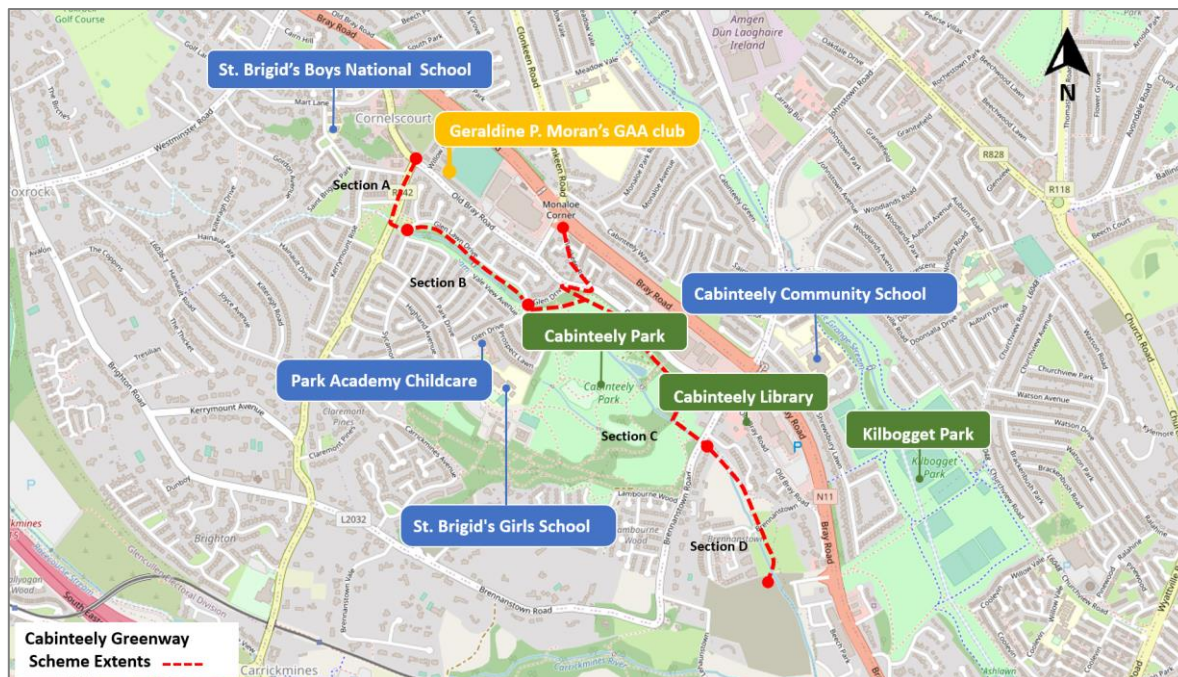


Figure 1-4: Locations of Key Local Amenities and Attractors Along Route

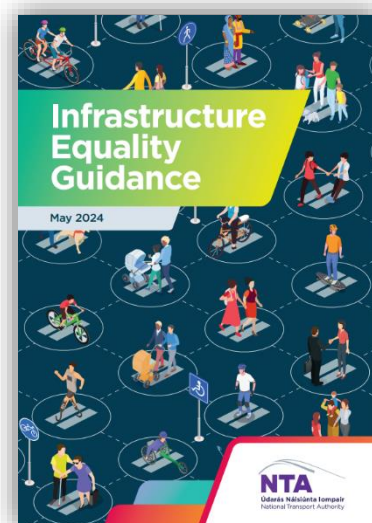
1.3 Report Objective

The objective of this report is to adhere to the new *Infrastructure Equality Guidance* published by the National Transport Authority (NTA) in May 2024.

The NTA recognises the importance of addressing the diverse needs of all members of society and to promote equality within transport and eliminating all forms of discrimination as outlined in the *Equal Status Acts 2000-2018*. These Acts prohibit discrimination in the provision of goods and services, accommodation, and education across nine grounds: gender, marital status, family status, age, disability, sexual orientation, race, religion, and membership of the Traveller community.

The *Infrastructure Equality Guidance* sets out guidelines to achieve equitable infrastructure development. These guidelines are intended for use on all active travel schemes funded by the NTA which result in new construction or permanent changes to a street layout.

This report aims to follow this guidance to ensure the active travel infrastructure proposed for the Cabinteely Greenway scheme aligns with these Acts, thereby supporting the NTA's objective of creating a transport system that is equitable and accessible for all.



2 METHODOLOGY

The *Infrastructure Equality Guidance* includes a screening template designed to assess potential impacts on the nine protected characteristics: Gender, Civil/Marital Status, Family Status, Age, Disability, Sexual Orientation, Race, Religion, and Membership of the Traveller Community. This screening process is detailed in **Chapter 3**, where the disproportionate effects on these groups are evaluated.

This chapter also includes a comparison of the representation of protected characteristic groups in the Cabinteely area relative to Dún Laoghaire-Rathdown (DLR) County and the national average for Ireland. These evaluations are based on summary statistics from the 2022 Irish Census (Central Statistics Office, 2022). It should be noted that no information on the LGBTQ+ community is available.

The *Infrastructure Equality Guidance* also provides two separate checklists, which are utilised to audit the scheme during the baseline/construction stage and design stage, as follows;

- The **'Baseline/Construction Stage Checklist'** is used to audit the infrastructure on the ground (with a site visit), prior to starting the project. This checklist is included within **Chapter 4**.
- The **'Design Stage Checklist'** is used to audit the scheme and determine if there are any issues during preliminary or detailed design. This checklist is included in **Chapter 5**.

After completing of both baseline and design checklists, **Chapter 6** addresses any identified issues, and includes Mitigations and Recommendations to remove or mitigate these issues where feasible. **Chapter 7** includes Summary and Conclusions of the report.

The equality audit for the Cabinteely Greenway scheme was prepared by a reviewer who was not involved in the design or development of the scheme. This independent approach ensures that the audit provides an objective assessment of the proposed infrastructure and its alignment with the NTA's Infrastructure Equality Guidance. The audit has been carried out based on site inspections, review of design documentation, and application of the Baseline/Construction Stage and Design Stage Checklists.

3 SCREENING

The *Infrastructure Equality Guidance* provides a screening template that should be used to identify likely impacts on the protected characteristics. The screening questions will be used to determine whether any of the protected characteristics groups are likely to experience differential and/or disproportionate effects as a result of the proposed scheme.

Gender	There may be issues in accessing / using active travel infrastructure for more women than men. This may be related to perception of personal and/or road safety. It may also be related to participation in active travel and representation by women within active travel.
Sexual Orientation	Unfortunately, people who are part of the LGBTQ+ community may experience harassment. People from this community may avoid walking or cycling if they feel threatened.
Disability	People with a disability may find it more difficult to navigate through the street network due to infrastructure issues such as lack of dropped kerbs and tactile paving. Therefore, they are more likely to be impacted by poor street design.
Age	There is evidence that age can be related to health and mobility, and a decline in physical activity and health with age is common. Therefore, older people may face barriers to active travel due to safety concerns, poor infrastructure, and fear. Young people (for example children) can also be disproportionately affected by poor street design as they become 'designed out' of their environment due to high speeds, lack of segregation and unforgiving environments.
Family Status	People with children may find it more difficult to travel along the street network due to deficiencies in the infrastructure for example lack of dropped kerbs making pushing a buggy difficult. In addition, women who are pregnant may require infrastructure like dropped kerbs to avoid trips.
Ethnicity	People from ethnic minority groups may be more likely to experience hate crime and harassment. Therefore, if appropriate, ethnicity could be considered when examining whether the proposed infrastructure is designed with equity in mind.

Table 3-1 Guiding principles for assessment (Source: Infrastructure Equality Guidance, NTA)

Table 3-2 below outlines key questions and answers regarding the equality impact assessment on the nine protected characteristics. In summary, the design is intended to address the needs of these groups effectively. This is based on a thorough understanding of the specific requirements and challenges faced by each group, allowing for the incorporation of features that promote equity and accessibility within the active travel infrastructure.

Protected Characteristic	Screening Question	Will this group be adversely impacted?	Details of Impact / Rationale for Answer
Gender	Will the scheme have a disproportionate impact on availability of or access to infrastructure used by women, men or other gender identity?	N	No, the scheme is not expected to have an adverse impact on the availability of or access to infrastructure based on gender. The scheme has been evaluated to ensure it promotes equality and provides equitable access for all users, regardless of gender identity. It is acknowledged that women may face more challenges in accessing or using active travel infrastructure due to concerns related to personal and road safety, as well as lower participation and representation in active travel. The scheme is specifically designed to address these issues, by improving safety, accessibility, and inclusivity, the infrastructure will better serve everyone, particularly women who might otherwise encounter barriers.
	Will the construction and/or operation of the scheme have a disproportionate impact on access to employment for women, men and/or other gender identities?	N	No, the scheme is not anticipated to have adverse effects on the access to employment for any gender. Enhancements to active travel infrastructure are expected to improve connectivity and safety for all users. The scheme will address safety concerns ensuring that women, men, and people of other gender identities benefit equally from improved access to employment opportunities.
Civil/Marital Status	Is the scheme predicted to have adverse impacts on those who are married, in a civil partnership or single?	N	The scheme is not predicted to have adverse impacts based on civil/marital status. The design and implementation of the scheme have been carefully considered to ensure that it provides equitable access and support for all individuals, regardless of their civil or marital status.

Protected Characteristic	Screening Question	Will this group be adversely impacted?	Details of Impact / Rationale for Answer
Family Status	Will provision be made of a fully inclusive design for pregnant women and parents with young children?	N	The scheme includes a fully inclusive design that accommodates pregnant women and parents with young children, ensuring accessibility and convenience for all family statuses. It addresses challenges such as inadequate infrastructure, like the lack of dropped kerbs, that can make it difficult for those pushing buggies. The improved access to bus stops will support those who rely on these services for accessing facilities. Lone-parent families, who often depend more on public transport due to lower private vehicle ownership, will also benefit from these enhancements, ensuring better mobility and overall well-being. The scheme also takes into account the sensitivity of pregnant women to air pollution by providing cleaner travel options.
Age	Is the scheme predicted to have adverse impacts on any one age category? Will elderly be affected in terms of access? Will children's access to school or places of recreation be affected? Are the young or elderly disproportionately affected by the scheme?	N	The scheme carefully considers the needs of different age groups to ensure that it does not disproportionately affect any category. For the elderly, who often face mobility challenges and rely on public transport, the scheme includes improvements in accessibility to bus stops and safety to better support their needs. Children and young people are more vulnerable to poor street design and unsafe traffic environments. They will benefit from enhanced safety features and better access to schools and recreational areas. The scheme addresses environmental concerns, such as air pollution, as it promotes cleaner modes of transport and reduces vehicle emissions, which can have serious health impacts on both the elderly and children.

Protected Characteristic	Screening Question	Will this group be adversely impacted?	Details of Impact / Rationale for Answer
Disability	Will provision be made for a fully inclusive and accessible design? (comply with IS EN 17210: Accessibility and Usability of the Built Environment)	N	The scheme will ensure a fully inclusive and accessible design, in concordance with the IS EN 17210 standards. It will address challenges faced by people with disabilities by improving infrastructure like dropped kerbs and tactile paving, making street networks more navigable and safer. The scheme ensures that any changes will enhance the well-being and mobility of people with disabilities.
Sexual Orientation	Are particular sexual orientation groups likely to experience a differential impact as a result of scheme?	N	The scheme is not expected to have a negative differential impact on sexual orientation groups. In fact, the scheme is designed to improve safety and increase passive surveillance, which should positively impact members of the LGBTQ+ community. The scheme will enhance safety features and will increase visibility in public spaces what will reduce the risk of harassment and hate crimes. These improvements are intended to create a safer, more inclusive environment, encouraging all, including those in the LGBTQ+ community, to feel more secure while walking and cycling.
Race	Are particular racial or ethnic groups disproportionately represented in the communities impacted by the scheme? Will the construction of the Transport scheme impact particular racial or ethnic groups?	N	The scheme is not expected to disproportionately impact any racial or ethnic groups. Ethnic minorities are more likely to face hate crimes and harassment; however the scheme will enhance safety and inclusivity that creates an environment that promotes equity and supports the well-being of all community members.

Protected Characteristic	Screening Question	Will this group be adversely impacted?	Details of Impact / Rationale for Answer
Religion	Is there any places of worship in the vicinity of the scheme that will be negatively impacted? Will any religious practices be negatively affected?	N	There are no places of worship in the immediate vicinity of the scheme, and no religious practices are expected to be negatively affected by the proposed infrastructure.
Membership of the Traveller community	Will the construction and/or operation of the scheme have a disproportionate impact on members of the Traveller Community?	N	The construction and operation of the scheme is not expected to have a negative impact on members of the Traveller community. In fact, the improvements are likely to benefit this community by enhancing safety and accessibility. The scheme includes measures to ensure that the needs of the Traveller community are considered for a more inclusive and welcoming environment for all.

Table 3-2 Infrastructure Impact Assessment – Screening Key Questions and Answers

Table 3-3 below presents a detailed comparison of the representation of protected characteristic groups in the Cabinteely area relative to Dún Laoghaire-Rathdown (DLR) County and the national average for Ireland. **Figure 3-1** below shows the extent of the scheme in the context of the Cabinteely area and DLR County.

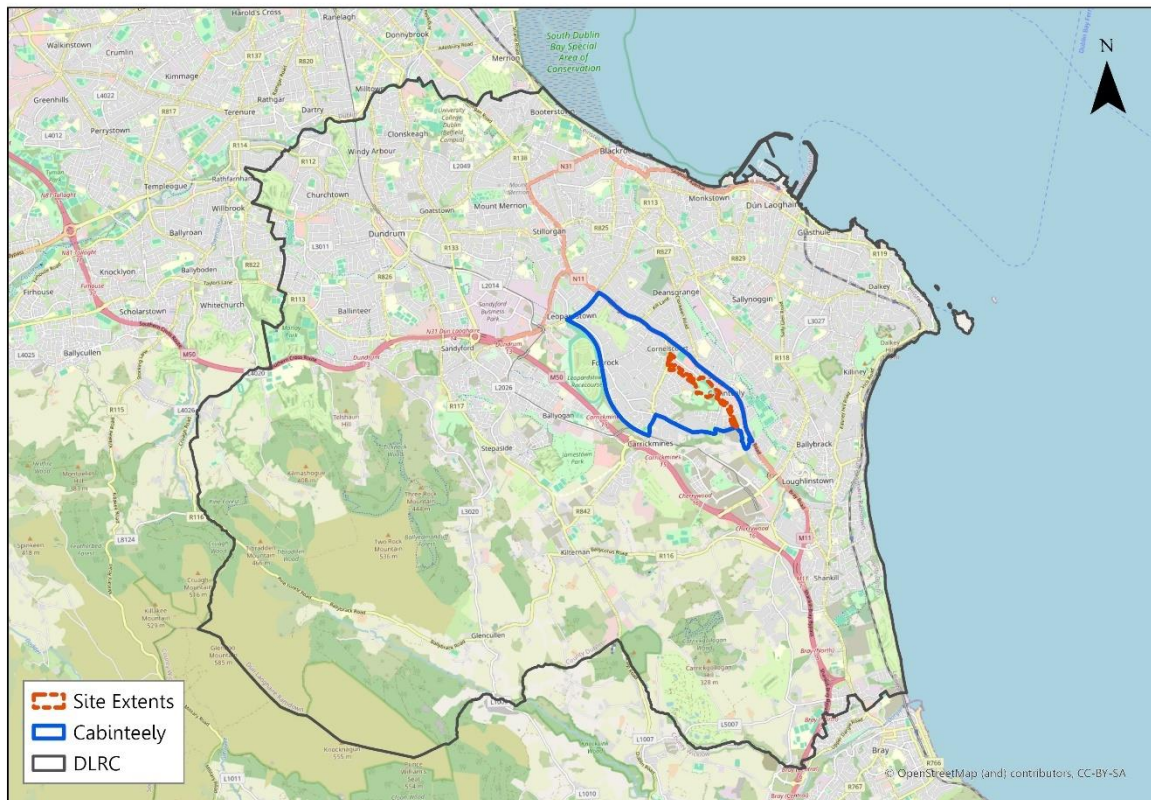


Figure 3-1 Cabinteely Area in the context of the scheme

The age group 20-39 is underrepresented in Cabinteely, while the 65-84 age group has a higher-than-average presence. Significant differences to the county and national averages are also observed in civil status, with a lower proportion of single people and a higher proportion of married people in Cabinteely. Family status in the area also diverges from the average, with a higher percentage of families without children and a lower percentage of one-parent families, particularly those headed by mothers. Additionally, Cabinteely shows a higher-than-average proportion of White Irish residents compared to both the county and national figures.

Protected Characteristic Group	Sub-Group	Cabinteely Area	Cabinteely Area Average	DLR Average	Ireland Average	Comparison to Ireland Average (+/- 3%)
Age	0-19	2,231	25%	24%	26%	In Line
	20-39	1,912	21%	26%	26%	Lower
	40-64	2,984	33%	32%	33%	In Line
	65-84	1,545	17%	15%	13%	Higher
	85 and over	250	3%	3%	2%	In Line
Gender	Females	4,651	52%	52%	52%	In Line
	Males	4,271	48%	48%	48%	In Line
Disability	Females	877	53%	54%	52%	In Line
	Males	774	47%	46%	48%	In Line
Civil Status	Single	4,038	45%	51%	54%	Lower
	Married	4,060	46%	40%	37%	Higher
	Separated	163	2%	2%	2%	In Line
	Divorced	204	2%	3%	3%	In Line
	Widowed	457	5%	5%	4%	In Line
Family Status	Families without Children	849	35%	34%	30%	Higher
	Couples with Children	1,300	54%	51%	51%	in Line
	One Parent Families (Mother)	219	9%	12%	14%	Lower
	One Parent Families (Father)	55	2%	3%	4%	In Line
Race	White Irish	7,155	81%	78%	77%	Higher
	White Irish Traveller	1	0%	0%	1%	In Line
	Other White	694	8%	10%	10%	In Line
	Black or Black Irish	44	0%	1%	1%	In Line
	Asian or Asian Irish	470	5%	6%	3%	In Line
	Other	194	2%	3%	2%	In Line
	Not stated	255	3%	3%	6%	In Line
Religion Belief	Catholic	5,841	65%	60%	69%	In Line
	Other religion	1,072	12%	13%	10%	In Line
	No religion	1,697	19%	23%	15%	In Line
	Not stated	312	3%	3%	7%	In Line

Table 3-3 Protected Characteristics groups in Cabinteely in comparison to Dún Laoghaire-Rathdown County and Ireland average

4 BASELINE AND CONSTRUCTION AUDIT

4.1 Existing Conditions

The scheme, which has been identified as a strategic north-west / south-east link, commences at the Bray Road / Cornelscourt Hill Road signalised junction and extends approximately 2.3 km, passing through Cabinteely Park and ties into the Cherrywood Green Routes Network.

The scheme passes through predominantly residential areas, although there are also a number of local services and amenities, such as Cabinteely Park, adjacent to the route as well as a number of local schools. The following sections examine the current characteristics of the study area in terms of physical features, opportunities and constraints which currently exist, as well as the current pedestrian, cyclist and traffic environment. For the purposes of this review, the route has been split into four distinct sections:

- **Section A:** Cornelscourt (Bray Road / Cornelscourt Hill Road Junction) to Glen Lawn Drive
- **Section B:** Glen Lawn Drive to Cabinteely Park
- **Section C:** Cabinteely Park & Clonkeen Road
- **Section D:** Brennanstown Road to Cherrywood Green Routes Network

The overall route and the four distinct sections are illustrated in **Figure 4-1** below.

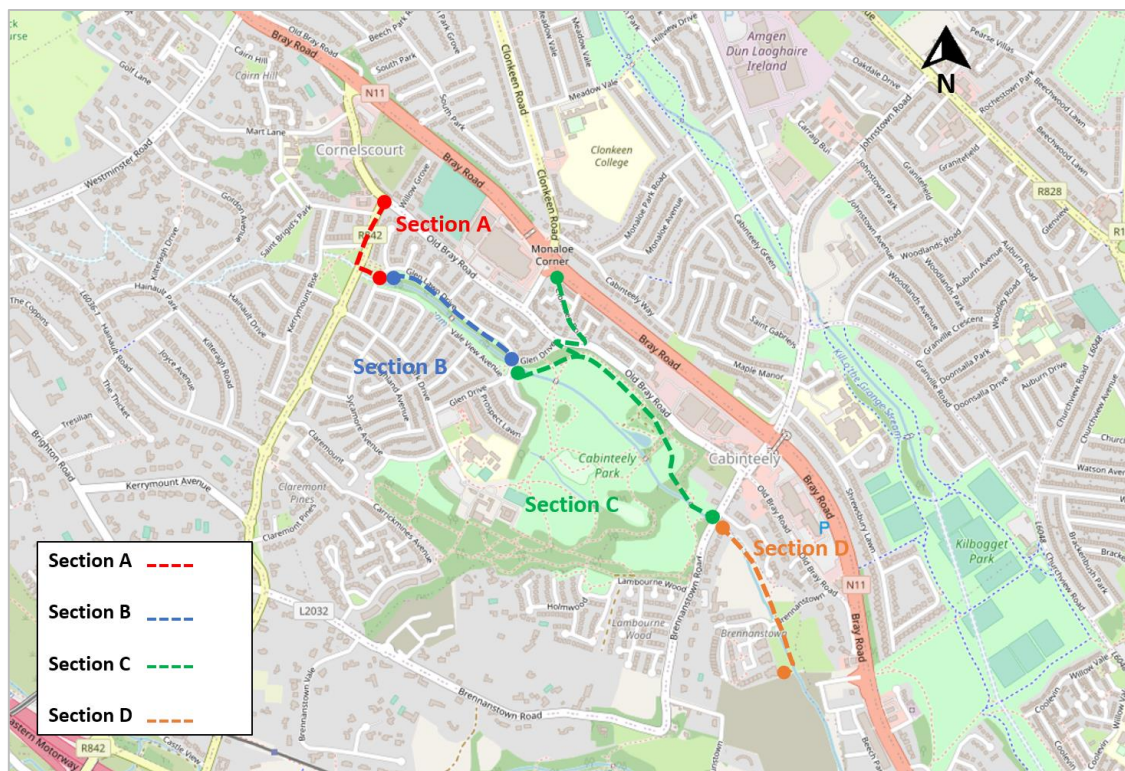


Figure 4-1: Scheme Overview

4.1.1 Section A: Cornelscourt to Glen Lawn Drive

Existing Pedestrian & Cyclist Facilities

Bray Road and Cornelscourt Hill Road form a three-arm signalised junction. At this junction controlled pedestrian crossings with dropped kerbs and tactile paving are provided on all arms of the junction. It is noted that the footpath on the northern side of the junction is interrupted by two driveways, as shown in **Figure 4-2**. Advanced stop lines (ASLs) are provided for cyclists on the western and southern approaches to the junction. However, there are no other dedicated facilities for cyclists travelling through this junction.



Figure 4-2: View Looking South at the Bray Road / Cornelscourt Hill Road Signalised Junction

Footpaths are provided on both sides of Cornelscourt Hill Road, although these are relatively narrow being c. 1.5m wide. Street lighting is provided on both sides of the road. Cyclists are required to travel on-road along Cornelscourt Hill Road and share the road with motor traffic.



Figure 4-3: View Looking South on Cornelscourt Hill Road

Existing Public Transport Facilities

There are regular bus services along Cornelscourt Hill Road. North and southbound bus stops are located on Cornelscourt Hill Road serving the No. 63 bus route operated by GoAhead which connects Dun Laoghaire to Kilternan with a frequency of approximately 30 minutes in the peak hours (Mondays to Fridays). **Figure 4-4** below shows the southbound bus stop located approximately 86m south of the Bray Road / Cornelscourt Hill Road junction.



Figure 4-4: Existing Bus Stop (Stop ID: 3309) on Cornelscourt Hill Road

Existing Road Network

Bray Road is a two-way single lane carriageway that is subject to a posted speed limit of 50km/h. On-street car parking is facilitated on the northern side of Bray Road on approach to the signalised junction with Cornelscourt Hill Road. Cornelscourt Hill Road is also a two-way single lane carriageway subject to a posted speed limit of 50km/h with traffic lane widths between 4.0m–4.5m. Cornelscourt Road forms priority junctions with Gort Na Mona Drive, Kerry Mount Green to the west. The general layout of Cornelscourt Hill Road is shown in **Figure 4-5**.



Figure 4-5: View Looking South on Bray Road

4.1.2 Section B: Glen Lawn Drive to Cabinteely Park

Existing Pedestrian & Cyclist Facilities

Along Glen Lawn Drive a footpath is available on the northern side of the road. Dropped kerbs are provided at the side road junctions, although no tactile paving is provided. Public street lighting is located on the southern side of the road within the green space area as shown in **Figure 4-6**. Cyclists are required to travel on-road along Glen Lawn Drive and have to share the road space with motorised vehicles.



Figure 4-6: View Looking East on Glen Lawn Drive

At the eastern end of Glen Lawn Drive is a three-arm roundabout with Glen Drive. There are footpaths available on both sides of each arm of the roundabout. Informal crossings comprising dropped kerbs, but no tactile paving, are provided on the northern and southern arms.



Figure 4-7: Poor Pedestrian Facilities at Glen Lawn Drive / Glen Drive Roundabout

Existing Road Network

Glen Lawn Drive is subject to a 30km/h speed limit and provides access to residential properties within the Glen Lawn area. There are six priority junctions along the northern side of Glen Lawn Drive providing access to residential cul-de-sacs. Some on-street car parking occurs along Glen Lawn Drive, predominantly on the northern side. At its eastern end, Glen Lawn Drive forms a three-arm roundabout with Glen Drive, as shown in **Figure 4-8** with a 17m Inscribed Circle Diameter (ICD) and single lane approach/departure lanes on all arms.



Figure 4-8: View Looking North Towards Glen Lawn Drive / Glen Drive Roundabout

4.1.3 Section C: Cabinteely Park & Clonkeen Road

Existing Pedestrian & Cyclist Facilities

At present there is a network of paths throughout Cabinteely Park, with pedestrian access points located on Glen Drive, Bray Road, Carrickmines Avenue and Park Drive. Footpaths through the park are c.2.0m – 3.0m wide and it is noted that there is no public lighting within the park. At present, cyclists are not permitted within the park area, except cycling by children under 8 supervised by an adult.

Entrances to the park are closed at nighttime, with closing times varying between 5pm – 10:30pm depending on the time of year. The park opens at 8am every morning throughout the year. Some informal paths are mown in the grassed areas through the park as shown in **Figure 4-9**.



Figure 4-9: Existing Informal Grassed Paths Through Cabinteely Park

4.1.4 Section D: Breannanstown Road to Cherrywood Green Routes Network

Existing Pedestrian & Cyclist Facilities

Pedestrian facilities on Brennanstown Road are poor, with an existing narrow 1.2m wide footpath provided on the western side of the road only, as shown in **Figure 4-10**. While a footpath is provided on the northern side of Carraig Glen, there are no pedestrian crossing facilities connecting to the footpath on the western side of Brennanstown Road.



Figure 4-10: View Looking South on Brennanstown Road

To the south of the Carraig Glen / Brennanstown Road junction, is a dense wooded area. Observations on site indicated an informal path through this area, as shown in **Figure 4-11**, which appears to be well used as a short cut through to Brennanstown Avenue.



Figure 4-11: Informal Path Through Wooded Area Off Brennanstown Road

At the end of the Carraig Glen cul-de-sac is a footpath which continues southwards connecting to Brennanstown Avenue, as shown in **Figure 4-12**. There are no dedicated facilities for cyclists travelling on Brennanstown Road, Carraig Glen or Brennanstown Avenue, cyclists are required to share the road with motor vehicles.



Figure 4-12: View Looking South Towards Brennanstown Avenue

Existing Road Network

Brennanstown Road is subject to 50km/h speed limit and is a single lane two-way 6.0m wide carriageway (traffic lanes of 3.0m width in both directions). Street lighting is provided along the western section of the road.



Figure 4-13: View Looking North on Brennanstown Road

Brennanstown Road forms a priority junction with Carraig Glen. Carraig Glen is subject to a 30km/h speed limit and is a cul-de-sac serving a small number of residential properties. The carriageway is c. 6.5m wide. On street parking is restricted along part of Carraig Glen by double yellow line road markings.

Brennanstown Avenue, which is accessed via the Old Bray Road, provides access to the Brennanstown Square residential area. It is c.7.0m wide and has a number of speed humps in place to aid the reduction of vehicle speeds.

4.1.5 Summary

The preceding sections highlight the existing road conditions of the study extents. Overall, there is poor connectivity for pedestrians or cyclists wishing to travel from Cornelscourt through to the wider Cherrywood area. At present, the most direct route for pedestrians / cyclists wishing to travel between these areas is to use the N11 which is a heavily trafficked, high speed, car dominant route. Alternatively, pedestrians and cyclist could use the existing network through the residential areas or along the Old Bray Road, although it is noted that the Old Bray Road is relatively constrained at certain sections and requires cyclists to travel on road. Pedestrians can travel through the park area, although cyclists are not currently permitted to travel through the park.

However, provision for those travelling on foot through these areas is disjointed and safe crossing points are generally lacking. The existing network does not cater for desire lines. Similarly, existing cycling infrastructure is greatly lacking, with cyclists required to share the road with motorised traffic.

In summary, the existing environment offers poor connectivity for people walking, wheeling or cycling. The current network infrastructure is unattractive for younger, less confident or older cyclists and unlikely to support any future aspirations for achieving a greater sustainable transport mode share.

4.2 Baseline Checklist

A site visit was conducted on Thursday, 8th August 2024, to complete the Baseline Checklist as outlined in the *Infrastructure Equality Guidance*. The visit assessed various aspects, including topography, local amenities, integration with the scheme, and safety perceptions at different times of day. Photographs were taken and stored for future reference. Key observations from the site visit are summarised below:

- **Footpaths and Pedestrian Crossings:** The condition of footpaths and pedestrian crossings is generally good, with adequate widths, continuity, and dropped kerbs. However, narrow paths and uneven surfaces were noted on the footpath in Section A on Cornelscourt Hill Road, which could be a difficulty for people with disabilities or those using mobility aids. There are informal crossings present that need to be formalised to improve safety and accessibility for all users.
- **Cycling Facilities:** There are no dedicated cycling facilities in any section. In Section B, this is less of an issue due to low traffic levels. However, in Section A, with its heavy traffic, the lack of cycling infrastructure is a concern for cyclists. Section C, which passes through a park where cycling is prohibited, forces cyclists onto Bray Road, where high traffic levels can be problematic and a deterrent.
- **Public Transport Access:** All sections provide good access to bus stops. The bus stop in Section A is well-equipped with a shelter, enhancing comfort and protection, while those on Old Bray Road only have a pole, which might be less accommodating.
- **Lighting and Safety:** Lighting is present alongside all public roads within the scheme, contributing to a positive overall perception of safety. There is currently no lighting within the park, however this is not an issue as it closes after dark.

Overall, the area is in good condition, with minor issues that do not significantly detract from the positive assessment. Consideration of the needs of protected groups, such as individuals with disabilities and cyclists, is important for further enhancing the inclusivity and safety of the scheme.

Appendix A includes the Baseline Checklist, with an assessment of the current conditions of footpaths, pedestrian/cycle crossings, cycle facilities, public transport access, infrastructure, road user behaviour, lighting, maintenance, busy/isolated, signage, visibility, accessibility, surveillance and attractiveness.

5 DESIGN STAGE AUDIT

5.1 Reviewed Documentation

The Design Stage Audit was undertaken through a review of the following documentation prepared by DBFL:

- **Reports:**
 - Part 8 & Preliminary Design Report (Ref: 230119-DBFL-TR-XX-RP-C-011)
- **General Arrangement Drawings:**
 - DBFL Drawing Nos. 230119-X-0100-Z00-DTM-DR-DBFL-CE-1201 to 1207 (General Arrangement, Sheets 1–7)
- **Landscape Proposals:**
 - Drawing Nos. 23DR03-DR-0001 to 23DR03-DR-0007
- **Public Lighting Layouts:**
 - Drawing Nos. SES 16324, Sheets 1–3

5.2 Design Checklist

Appendix B includes the Design Checklist for the Cabinteely Greenway proposed scheme, with an assessment of the proposed scheme design of footpaths, pedestrian/cycle crossings, cycle facilities, public transport access, infrastructure, road user behaviour, lighting, maintenance, busy / isolated areas, signage, visibility, accessibility, surveillance and attractiveness.

6 OBSERVATIONS AND RECOMMENDATIONS

6.1 Observations

The equality audit of the Cabinteely Greenway scheme was carried out using both the Baseline/Construction Stage Checklist and the Design Stage Checklist. Overall, the scheme demonstrates strong alignment with the NTA's *Infrastructure Equality Guidance*, and no significant barriers to inclusivity were identified.

Key observations include:

- **Accessibility:** The proposed design incorporates features supportive of universal access, including appropriate gradients, dropped kerbs, and well-designed crossing points. No critical accessibility issues were identified, and the scheme is considered suitable for users of all abilities.
- **Safety and Security:** The route benefits from generally open alignments and good visibility; however, it passes through wooded areas with limited passive surveillance. Adequate public lighting and ongoing vegetation management will be important to minimise perceptions of isolation, particularly during evening hours.
- **Inclusivity:** The scheme addresses the needs of a wide range of users, with particular consideration of gender, family status, disability, race, and age. No disproportionate impacts on any protected characteristic groups were identified.

6.2 Recommendations

While no major issues requiring mitigation were identified, a number of measures are recommended to reinforce best practice and ensure the scheme remains inclusive and accessible through design, delivery, and operation:

- **Surface Finishes:** At detailed design stage, review the proposed surfacing materials along the greenway to ensure they are durable, slip-resistant, and suitable for all users, including wheelchair users, parents with buggies, and cyclists. Consider surfacing consistency across the route and at junctions/crossing points to provide a safe and comfortable experience for all.
- **Signage and Wayfinding:** The current drawings do not show proposed signage. It is recommended that clear, accessible signage be incorporated at key points along the route,

including bus stops, cycle parking and key destinations such as Cabinteely Park, local schools, and community facilities,

- **Lighting and Safety:** Implement and maintain public lighting as per the proposed scheme design to ensure the route is well-lit and safe, particularly in areas with limited passive surveillance. Implement vegetation management measures to prevent overgrowth from obstructing lighting and sightlines, maintaining clear visibility for users at all times.
- **Ongoing Monitoring and Evaluation:** Continue to review the scheme throughout detailed design and construction to ensure that emerging site conditions do not introduce unforeseen barriers. Following implementation, carry out monitoring and evaluation for a period of six months to one year to ensure that any emerging equality issues are identified and addressed promptly.
- **Community Engagement:** Engage with local community groups and stakeholders to identify any additional concerns that may arise during implementation, ensuring feedback is incorporated where feasible.

These recommendations are intended to reinforce good practice and provide assurance that the scheme will remain consistent with the objectives of the Equal Status Acts and the Infrastructure Equality Guidance.

7 SUMMARY AND CONCLUSIONS

This report has assessed the Cabinteely Greenway scheme against the National Transport Authority's *Infrastructure Equality Guidance* (May 2024) to ensure the proposed active travel infrastructure is equitable, inclusive, and accessible to all members of society. The review, undertaken independently of the design team using the Baseline/Construction Stage Checklist and the Design Stage Checklist, found the scheme to be broadly compliant with the principles of equality and non-discrimination and demonstrates inclusivity for all users, with no significant barriers identified at this preliminary design stage.

High-level recommendations have been provided to guide the next phases of design and delivery, including measures relating to accessibility, surfacing, signage, lighting, vegetation management and community engagement. These recommendations aim to reinforce good practice and ensure the scheme continues to meet the needs of all users, particularly those with protected characteristics under the Equal Status Acts.

Overall, the Cabinteely Greenway scheme aligns with the NTA's transport equality objectives and provides a safe, accessible, and inclusive active travel route. The proposed design, together with the high-level recommendations outlined, establishes a strong foundation for delivering a scheme that meets the needs of all users, while ongoing monitoring and engagement during detailed design, construction, and post-implementation will ensure any emerging issues are identified and addressed.

Appendix A : Baseline Checklist

Footpaths

	Section A – Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there a footpath?	x			x			x		There is a network of paths throughout Cabinteely Park	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Are there footpaths on both side of the road?	x				x	There is a footpath on the northern side of the road, immediately adjacent to the houses. On the opposite side of the road, there is a green area alongside the stream	-	-		-	-	
Are the footpaths continuous?	x			x			-	-		-	-	
Are the footpaths in good condition/well maintained? (Cracks, unevenness, damaged, slippery)		x	Uneven surface and cracks were observed on both footpaths	x			x		The overall conditions of paths are good	-	-	
Are footpaths at least 1.8m wide (or wider in busy areas)		x	The eastern footpath is less than 1.8m	x			x			-	-	
If the footpath is not at least 1.8m wide does the route have passing places provided at intervals for wheelchair users?	x		The eastern footpath is relatively narrow but could still accommodate wheelchair users. While the adjacent green area might allow wheelchair users to pass if necessary, this is not recommended as surface is uneven and less safe. Accessibility and inclusivity would be greatly improved if the footpaths were widened and the grass kept clear from encroaching onto the path.	-	-	The footpath is > 1.8m	-	-	The path is > 1.8m	-	-	
Is footpath access ramped/are dropped kerbs available regularly? Are the footpaths non-slip and well drained?	x			x		Dropped kerbs are provided at the side road junctions but no tactile paving	-	-		-	-	
Are the footpaths vertically separate from the cycle lane? Describe vertical separator if present?	-	-	There are no cycle lanes provided	-	-	There are no cycle lanes provided	-	-	Cyclists are not permitted within the park area (except children under 8yrs supervised by adult)	-	-	
Are the footpaths separated from a cycle lane by a 60mm kerb, a white line or a delineator?	-	-		-	-		-	-		-	-	

	Section A – Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is the gradient greater than 1:12? (E.g. too steep for a wheelchair?)		x	The gradients are not too steep for wheelchairs		x	The gradients are not too steep for wheelchairs	-	-		-	-	
Is the gradient steep?		x			x		-	-		-	-	
Is the footpath separated from the traffic? How is it separated?	x		Yes. On both sides of the road, the footpath is separated by a green verge	x		The footpath is separated from traffic by a green verge	-	-	There is no traffic permitted in the park area	-	-	
Does it feel safe to walk here?	x			x			x			-	-	
Is there any trip hazards?	x		Uneven surface and cracks on the eastern footpath		x			x		-	-	
Is there sufficient space to push a buggy (with a suitable surface)		x	There is enough space to push a buggy but the surface is uneven	x			x			-	-	
Is there evidence of informal paths or walkways that should be formalised?		x	Crossing Cornelscourt Hill Road at the informal crossing located at the southern end of Section A could be hazardous due to the high speed of vehicles and limited visibility	x		Although not directly within the extent of the proposed scheme, there is a visible desire line in the grass extending from Cornelscourt Road to Vale Lawn Drive		x		-	-	

Pedestrian / Cycle Crossings

Guiding Questions	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Are there pedestrian crossings available?	x		Along this section the only formal crossing available is at the Cornelscourt Hill Road / Bray Road Junction. An informal crossing, no tactile paving, is provided south of Kerry mount Green junction.	x		Informal crossings at the side road junctions. These roads have very low traffic. Dropped kerbs are provided but no tactile paving. At the roundabout there are limited informal crossings comprising dropped kerbs, but no tactile paving, on the northern and southern arms.	-	-	There is no traffic or cyclists permitted in the park. Therefore there is no crossings, cycle paths or junctions present. Informal crossing in place over Clonkeen Road at the Old Bray Road junction.	-	-	Section D will be constructed in a woodland area with no existing facilities. The scheme will involve new construction in this location.
Are they appropriate for the location (e.g. signalised or uncontrolled)	x		The crossing at the Cornelscourt Hill Road / Bray Road Junction is a signal controlled junction, appropriate for the traffic volumes in the area	x		Uncontrolled	-	-		-	-	
Is there a push button? Is the push button accessible?	x			-	-	Uncontrolled	-	-		-	-	
Are there enough crossings?		x	There is a crossing missing at the southern end of Section A, as it is a desire line for those coming/entering the park from the western footpath of Cornelscourt Hill Road. There are dropped kerbs on both sides but no formal crossing provided. Visibility is constrained at this crossing.		x	No, there is no crossing on the eastern arm of the roundabout (Glen Dr)	-	-		-	-	
Is the crossing time likely to be sufficient for slow users?	x			-	-	Uncontrolled	-	-		-	-	
Are the crossing waiting times too long?	x		The waiting times at the crossings are too long	-	-		-	-		-	-	
Are the crossings direct?	x			x			-	-		-	-	
Do the uncontrolled crossings have dropped kerbs or step free crossings?	x		Dropped kerbs at all crossings	x		Dropped kerbs at all crossings	-	-		-	-	

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Does the uncontrolled crossing tactile paving comply with UK Department of Transport 2021: "Guidance on the use of Tactile Paving Surfaces"		x			x	There is no tactile paving provided	-	-		-	-	
Are there guardrails which restrict crossing movements?		x			x		-	-		-	-	
Is there parked vehicles obstructing the crossing (e.g. reducing visibility at crossing)?		x	No vehicles obstructing the crossings		x		-	-		-	-	
If the crossing is uncontrolled, is it safe and easy to cross? (note if distance is too great, or traffic is too voluminous)		x	The informal crossing at the southern end of Section A (adjacent Kerry Mount Green junction) has dropped kerbs, but the high volume of traffic and limited visibility make it challenging and potentially unsafe for pedestrians to cross	x		Safe and easy to cross due to the low levels of traffic	-	-		-	-	
If the crossing has more than 2 lanes of traffic is there an island half way?	-	-	The crossings are not more than 2 lanes of traffic	-	-	The crossings are not more than 2 lanes of traffic	-	-		-	-	
Are the crossings near enough?	x			x			-	-		-	-	

Cycle Facilities

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there cycling facilities present e.g. on road, segregated etc?		x	There are no cycling facilities. Cyclists need to cycle on the road		x	There are no cycling facilities. Cyclists need to cycle on the road	-	-	Cyclists are not permitted within the park area (except for children under 8 with adult supervision)	-	-	Section D will be constructed in a woodland area with no existing facilities. The scheme will involve new construction in this location. The scheme will ultimately tie in with the Cherrywood Green Routes Network at its southern end.
Is the cycle lane segregated/protected?	-	-		-	-		-	-		-	-	
Is the cycle lane separated from footpath by line, delineator or 60mm kerb with height difference?	-	-		-	-		-	-		-	-	
Is the cycle lane separated from traffic by >100mm kerb, lining or delineator?	-	-		-	-		-	-		-	-	
Perform the 6 way check. Can the cyclist safely navigate the junction?	x			x			x			-	-	
Does the cyclist interact with pedestrians at the junction? (e.g. pelican crossing) Is there any conflicts?		x	Cyclists primarily use the road. As a result, there are no significant conflicts between cyclists and pedestrians		x	Cyclists primarily use the road. As a result, there are no significant conflicts between cyclists and pedestrians	-	-	Cyclists are not permitted within the park area (except for children under 8 with adult supervision)	-	-	
Can cyclists safely cross the road where necessary? Is there dropped kerbs available to join a segregated facility?	-	-	Cyclists primarily use the road	-	-	Cyclists primarily use the road	-	-		-	-	
Is cycle parking in a safe and accessible area? (lit, sheltered, not isolated/out of sight) and has accessible bike racks available		x	There are no cycle parking facilities provided		x	There are no cycle parking facilities provided	x		There is cycle parking provided at the entrance of the park from Bray Rd	-	-	
Is there an existing cycle network that infrastructure on this road would connect to if built?	-	-	There is currently no existing cycle network in place, but the proposed scheme is set to be classified as a Greenway within the Greater Dublin Area Cycle Network. This Greenway will eventually connect with other primary and secondary cycling routes	-	-	There is currently no existing cycle network in place, but the proposed scheme is set to be classified as a Greenway within the Greater Dublin Area Cycle Network. This Greenway will eventually connect with other primary and secondary cycling routes	-	-	The proposed scheme is set to be classified as a Greenway within the Greater Dublin Area Cycle Network. This Greenway will eventually connect with other primary and secondary cycling routes. There are facilities on the N11 which it can connect to.	-	-	
Does cycle parking create a hazard for anyone with visual impairments?		x	There are no cycle parking facilities provided		x	There are no cycle parking facilities provided		x		-	-	

Public Transport Access

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is the walking distance between public transport stops appropriate (~400m)?	x		There is a bus stop in this section	x		There are bus stops provided on Cornelscourt Hill Rd	x		The closest bus stops to this section are located on Old Bray Rd	x		The closest bus stops are located on Bray Rd (N11)
Is real time information available?		x			x			x			x	
Is there seating at the bus stop?	x			x				x		x		
Is there lighting at the bus stop?	x			x				x		x		
Is there shelter at the bus stop?	x			x				x		x		
Is there cycle parking and is the cycle parking in a busy area (not isolated), is accessible, and has lighting, security etc?		x	There are no cycle parking facilities provided		x	There are no cycle parking facilities provided	x		There is cycle parking provided at the entrance of the park from Bray Rd. However there is no cycle parking in the other entrances to the park	-	-	Section D will be constructed in a woodland and green space area with no existing structures. The scheme will involve new construction in this location.
Is the 'last mile' from a bus stop/public transport suitable for walking alone and in the dark?	x		Accessing Glen Lawn Drive from Cornelscourt Hill Road might feel somewhat unsafe, but the area is well-lit at night and is generally considered safe	x		Accessing Glen Lawn Drive from Cornelscourt Hill Road might feel somewhat unsafe, but the area is well-lit at night and is generally considered safe	x			-	-	
Is there any illegal parking – on double yellow lines, obstructing access, parking across dropped kerbs		x			x			x		-	-	

Infrastructure

Guiding Questions	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
How many traffic lanes are present?	-	-	1 lane in each direction	-	-	1 lane in each direction	-	-	There is no traffic permitted in the park area	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Are turning radii too wide?	x		Side roads to Gort Na Mona Drive and Kerry mount Green have wide junction radii allowing high speeds	X		Side road junctions have relatively wide junction radii which may not encourage drivers to slow down	-	-		-	-	
Is traffic calming present?		x			x		-	-		-	-	
Is there a dead end?		x		x		The side roads off Glen Lawn Dr (Glen Ave, Glen Garth, Glen Dale, Glen Walk, Glen Cl and Glen Grove) are all dead-ends but Glen Lawn Drive is a through road.	-	-		-	-	
Is there parking on Footpaths		x			x		-	-		-	-	
Is there parking across cycles lanes	-	-	There are no cycle lanes provided	-	-	There are no cycle lanes provided	-	-		-	-	

Road User Behaviour

Guiding Questions	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Cyclists on footpaths		x			x			x		-	-	Section D will be constructed in a woodland area with no existing facilities. The scheme will involve new construction in this location.
Scooters on footpaths		x			x			x		-	-	
Drivers don't stop for lights		x			x		-	-	There is no traffic permitted in the park area	-	-	
Vehicles speeding	x		Vehicles approaching from the north on Cornelscourt Road may reach the southern end of the section at high speeds		x		-	-		-	-	
Drivers don't yield	x		Vehicles don't yield to pedestrians at the informal crossing at the southern end of the section		x		-	-		-	-	

Lighting

	Section A – Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
How well lit is the area?	x		There is public lighting on both sides of the road	x		There is public lighting in the southern side of the road	-	-	There is no public lighting within the park. The park opens at 8:00 AM every morning throughout the year, with closing times ranging from 5:00 PM to 10:30 PM, depending on the time of year and the time of dusk	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Are there spaces which are poorly lit?		x			x		x		Although the park closes at dusk, lighting is recommended	-	-	
How clearly does the lighting illuminate directional signs?	x			x			-	-	There is no signage or lighting within the park	-	-	
Does the lighting make you feel safe/ unsafe?	-	-	The area is safe and well-lit	-	-	The area is safe and well-lit	-	-	Unsafe. Lighting should be provided even if closing times are at dusk	-	-	
Is the lighting obscured by anything e.g. trees	x		There are trees on both sides of the road, but the area remains well-lit and feels safe	x		There are trees on the northern side. of the road, but the area remains well-lit and feels safe	-	-	There is no lighting within the park	-	-	
Is the footpath or cycle lane clearly illuminated?	x							x	There is no lighting within the park	-	-	

Maintenance

	Section A - Cornelscourt to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there rubbish lying about?		x			x			x		-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Does the general state of maintenance of the area make you feel safe/ unsafe?		x	Safe		x	Safe		x	Safe	-	-	
Is there evidence of vandalism?		x			x			x		-	-	
Area is rundown		x			x			x		-	-	

Busy/Isolated

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Are there a lot of people using this area?		x			x		x		During weekdays, fewer people are in the area, but the park sees significantly more visitors on weekends, especially during peak seasons. The park entrances are closed at night, with closing times varying between 5:00 PM and 10:30 PM, depending on the time of year.	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
What are they doing (e.g. walking, working, meeting, loitering)?	-	-	Waking	-	-	Waking, accessing their homes			Walking, meeting, exercising	-	-	
Does this make you feel safe/unsafe?		x	Although there aren't many people in the area, it doesn't feel empty or unsafe due to the pleasant surroundings. There is regular passing traffic, which contributes to the area's overall sense of activity and safety.		x	The street's residential nature gives it a pleasant atmosphere and a sense of safety		x	Being a park, the area naturally offers a pleasant atmosphere and a sense of safety, making it an inviting space	-	-	
Are there places that feel empty and unsafe?		x			x			x		-	-	
Are there particular spaces where people could hide?	x			x			x			-	-	
Is there derelict buildings?		x			x			x		-	-	
Does this make you feel safe/unsafe?		x	The overall area feels safe		x	The overall area feels safe		x	The overall area feels safe	-	-	
If in a stairwell or an underpass could someone hear you if you called for help?	-	-	No stairwells or underpass present	-	-	No stairwells or underpass present	-	-	No stairwells or underpass present	-	-	
Does the area appear safe from crime, harassment or similar threats?		x			x			x		-	-	
Is there antisocial behaviour or evidence of such?		x			x			x		-	-	

Signage

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is the street signage needed or should it be removed?		x			x			x		-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Is there wayfinding signage present?	x		The names of streets are signed	x		The names of the side streets are signed		x	There is a lack of signage within the park, including signs indicating the locations of the nearest gates	-	-	
Are there signs to tell you how to get to places e.g. bus stops, markets and buildings?	x				x	There is no signage for Cornelscourt Hill Rd and the bus stops located here. Similarly, on the eastern end of the street, there are no signs to indicate the entrance to the park or how to get to the N11, bus stops, village etc.		x	There is no clear signage to indicate how to get from the park to the N11, bus stops, village etc.	-	-	
Is the signage damaged/need replacing		x		-	-	The street signage is in good condition but generally there is a lack of wayfinding signage	-	-	There is no signage present	-	-	

Visibility

Guiding Questions	Section A - Cornelscourt Hill Rpad to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Can you tell what is at the other end of a tunnel, path or walkway?		x	At the southern end of the section, accessing Cornelscourt Hill Road or Glen Lawn Drive (or vice versa), there might be some visibility issues due to the bend. However, the bend is wide enough, and the overall area is safe with adequate lighting provided to enhance visibility	x				x	In a park setting, it is natural that the other end of the path might not always be visible due to the landscape, trees, or curves in the path. However, the area is generally safe and pleasant, contributing to an overall sense of security	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Is street visibility obstructed by anything e.g. lampposts, pillars, bins, bushes, walls?		x			x			x		-	-	
Is planting low to the ground and doesn't impact sight lines?	x			x			x			-	-	
Are there active building fronts?		x	Limited active building frontages	X		It is lined with residential properties on the northern side		X	As a park, there are no active building frontages along the paths	-	-	
Are there small confined areas hidden from view? E.g. alleyways, blind corners, utility shed, laneway, construction site.		x			x			x		-	-	
Are there areas that should be locked, fenced or barricaded? E.g. vacant lots, abandoned houses, building entrances, kiosks.		x			x			x		-	-	
Will proposed infrastructure be in an area of passive surveillance?	X		Passive surveillance is limited. However, the area feels safe due to its pleasant surroundings and overall character and regular passing traffic.	X		Area feels safe due to its pleasant surroundings and overall character with passive surveillance offered by adjacent houses.	X	-	Area feels safe due to its pleasant surroundings and overall character and other users passing through the park area.	-	-	
Is there high walls and fences along the route?	X		High boundary wall on east side of the road.		x			x		-	-	

Accessibility

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there ramped access to amenities?	x		All crossings have dropped kerbs	x		All crossings to the side roads have dropped kerbs	-	-	The paths are off-road so no ramped access are needed	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Is the area easily accessible for persons with mobility issues? Is there steps or inaccessible areas for someone with limited mobility?		x	The area is currently somewhat accessible for individuals with mobility issues and disabilities.		x	The area is currently somewhat accessible for individuals with mobility issues and disabilities.		x	The area is currently somewhat accessible for individuals with mobility issues and disabilities.	-	-	
Is the current layout accessible for people with disabilities?	x			x			x			-	-	
Will the proposed scheme have an impact on people with disabilities? Explain.	x	-	The proposed scheme will improve accessibility in terms of upgraded crossings along desire lines, providing smooth even surface finishes and enhancing connectivity.	-	-	The proposed scheme will improve accessibility in terms of upgraded crossings along desire lines, providing smooth even surface finishes and enhancing connectivity.			The proposed scheme will improve accessibility in terms of upgraded crossings along desire lines, providing smooth even surface finishes and enhancing connectivity.	-	-	
Are the wheelchair access ramps appropriate (slope less than or equal to 1:12)?	x			x			-	-	There are no ramps or dropped kerbs since there is a continuous network of paths	-	-	
Is there a lift available where there is no ramp?		x	There are ramps/dropped kerbs provided and all crossings		x	There are ramps/dropped kerbs provided and all crossings	-	-		-	-	
Are handrails provided where needed?	-	-	There are no handrails needed	-	-	There are no handrails needed	-	-	There are no handrails needed	-	-	
Do any hazards have appropriate tactiles e.g. steps, edges, etc.?		x	There are hazards due to uneven surfaces and cracks in the footpaths	-	-	No hazards were observed	-	-	No hazards were observed	-	-	
Is tactile paving to the standard of the UK Department of Transport 2021: Guidance on the Use of Tactile Paving?		x			x	There is no tactile paving provided		x	There is no tactile paving provided	-	-	
Is there tactile paving at crossings?	x		There is tactile paving at the signalised junction. However, the informal crossing at the southern end lacks pedestrian facilities beyond dropped kerbs		x			x		-	-	
Are the tactiles correctly aligned?	x				x			x		-	-	

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Are there audible, visual and vibrating cues at crossings with association tactiles on the signal buttons?	x		There is tactile paving and audible signals in all arms of the signalised crossing		x		-	-		-	-	
Is there an alternate well lit and frequently used path available?	-	-	The route is frequently used, with traffic contributing to a sense of activity. Given its level of use and the current conditions, no alternative route would provide a better balance of accessibility and activity	-	-	The street is primarily residential, serving as access to people's homes. It is equipped with adequate lighting, and while no alternative routes are available since the side streets are dead-ends, the current conditions are sufficient	x		The alternative route through Old Bray Road is well-lit and is commonly used by people when natural light fades after dusk, as the park is closed at night	-	-	
Are there obstacles in the way of the walkway/ footpath?		x			x			x		-	-	
Are facilities easily accessible from the footpath?		x	Connections to facilities in the wider area are disjointed and of mixed quality.		x	Connections to facilities in the wider area are disjointed and of mixed quality.	-	x	Connections to facilities in the wider area are disjointed and of mixed quality.	-	-	
Is there seating to stop and rest?		x			x		x		There are benches provided in the park	-	-	
Are bicycle parking facilities available close to amenities?	-	-	There are no cycle parking facilities provided	-	-	There are no cycle parking facilities provided	x		There is cycle parking provided at the entrance of the park from Bray Rd.	-	-	
Is the bicycle parking outside the main 'accessible' route?	-	-		-	-		-	-	However there is no cycle parking in the other entrances to the park	-	-	
Is the bicycle parking accessible? E.g. suitable for mobility bicycles, cargo bicycles?	-	-		-	-		-	-		-	-	
Is the area a shared area or shared surface that is difficult for the visually or mobility impaired to navigate?		x			x			x		-	-	
Is tonal and colour contrast used appropriately?	x			-	-	The crossings at the side roads are not formalised	-	-	There are no crossings in the park since traffic is not allowed	-	-	
Is there any barriers on this route (list in comment box)		x	No barriers were found		x	No barriers were found		x	No barriers were found	-	-	

Surveillance

Guiding Questions	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there mobile phone coverage?	x			x			x			-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Is there adequate passive surveillance?	x		There is passive surveillance in the form of pedestrian activity as it is a primarily residential area. The presence of regular passing traffic helps to maintain a sense of activity	x		There is passive surveillance in the form of pedestrian activity as it is a primarily residential area. The presence of passing traffic helps to maintain a sense of activity	x		There is passive surveillance in the park during the weekdays, which increases on weekends, especially during peak seasons.	-	-	
Is there CCTV?		x			x			x		-	-	

Other

Guiding Questions	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is the speed limit appropriate?	x		The speed limit is appropriate	x			-	-	Traffic is not permitted in the park	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Is there excessive noise levels?		x	There are no excessive noise levels		x	There are no excessive noise levels		x	There are no excessive noise levels	-	-	
Is there evidence of air pollution (fumes, construction dust, smoke, cigarette smoke)		x	No air pollution evident		x	No air pollution evident		x	No air pollution evident	-	-	
Are there any other things about this space that makes you feel unsafe?		x			x			x		-	-	

Attractiveness

Guiding Questions	Section A - Cornelscourt to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there somewhere to rest		x	No benches are provided		x	No benches are provided	x		There are benches provided in the park	-	-	Section D will be constructed in a woodland and green space area with no existing facilities. The scheme will involve new construction in this location.
Is there enough shade/shelter	x		There is shelter at the bus stop and there is enough shades from trees	x		The trees located in the green verge by the footpaths provide shade and shelter	x		Trees provide enough shade and shelter	-	-	

Appendix B : Design Checklist

Footpaths

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there a footpath?	x		A 4.0m wide shared path is proposed on the eastern side of Cornelscourt Hill Road and the existing footpath on the western side	x		The scheme proposes a 4.0m wide shared path along the southern edge of Glen Lawn Drive and maintain the footpath on the northern side	x		A 5.0m wide segregated route will be created through the park, featuring a 2.0m wide pedestrian path and a 3.0m wide two-way cycle track. This segregated path will largely follow the alignment of the existing path network along the northern side of the park	x		At Brennanstown Road the path reverts to a shared path arrangement and extends south-eastwards to the rear of the Carraig Glen properties. At its entry point into the woodland area behind Carraig Glen, the path reduces to 3.0m wide to minimise impacts to this ecologically sensitive area. It then widens back to 4.0m upon exiting the woodland area.
Are there footpaths on both side of the road?	x			x			-	-		-	-	
Are the footpaths continuous?	x			x			x			x		
Are footpaths at least 1.8m wide (or wider in busy areas)	x			x			x			x		
If the footpath is not at least 1.8m wide does the route have passing places provided at intervals for wheelchair users?	-	-		-	-		x			x		
Is footpath access ramped/are dropped kerbs available regularly?	x			x			x			x		
Are the footpaths designed using suitable materials?	x			x			x			x		
Are the footpaths vertically segregated from the cycle lane? Describe vertical separator if present.		x	On the eastern side of Cornelscourt Hill Road, a 4.0m wide shared path is proposed, therefore footpaths are not segregated from the cycle lane. The density of pedestrians recommended for accommodating a shared path is 100peds/hr/m based on the Cycle Design Manual. Forecast pedestrian user numbers are within that range.		x	A shared path of 4m is proposed in this section on the southern side of the road, at the green verge where currently no path exists. The existing footpath on the northern side of the road, in front of houses is to be maintained.	x		A 5.0m wide segregated route will be created through the park, featuring a 2.0m wide pedestrian path and a 3.0m wide two-way cycle track		x	A 3.0m – 4.0m wide shared path is proposed for this section
Are the footpaths separated from a cycle lane by a 60mm kerb, a white line or a delineator?		x			x		x	-		-	-	
Is the gradient greater than 1:12? (E.g. too steep for a wheelchair?)		x			x			x			x	
Is the footpath separated from the traffic? How is it separated?	x		Separated by grass verge / landscape area	x		Separated by grass verge / landscape area	-	-	There is no traffic allowed in the park	-	-	There is no traffic allowed in this section
Is there any trip hazards evident in the drawings?		x			x			x			x	

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Have informal paths or walkways been formalised?	x		The existing informal crossing at the southern end of Section A on Cornelscourt Hill Road is proposed to be removed and a formal crossing is proposed approx. 50m north. The location of the existing informal crossing was unacceptable in terms of visibility and impacts on existing mature tree and wall on the eastern side. The new controlled crossing will provide a safe location for east-west crossing movements.	x		At the western end of Glen Lawn Drive, a new raised combined zebra crossing will be implemented, providing a safe crossing location for pedestrians and cyclists using the greenway. The raised crossing will also act as a traffic calming measure, helping to keep vehicle speeds low. The Glen Lawn Drive / Glen Drive roundabout will be reconfigured to include raised zebra crossings on all arms of the roundabout which will better meet desire lines compared to the existing scenario. Adjustments will also be made to its geometry, designed to reduce vehicle speeds and reinforce priority for pedestrians and cyclists.	x		The proposed reconfiguration of access to Cabinteely Park includes the closure of the existing entrance on Glen Drive. In its place, two new entrances will be created: one located on the north side of the stream adjacent the Glen Drive roundabout and the second adjacent the Old Bray Road junction. These will better meet desire lines of people using the proposed route.	x		Observations on-site indicated an informal path through the woodland area to the east of Brennanstown Road. This will be formalised as part of the scheme. A new zebra crossing will be provided on Brennanstown Road.

Pedestrian / Cycle Crossings

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Ye s	N o	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Are there pedestrian crossings available?	x			x		At the western end of Glen Lawn Drive, a new raised combined zebra crossing will be implemented, providing a safe crossing location for pedestrians and cyclists. The raised crossing will also act as a traffic calming measure, helping to keep vehicle speeds low. The Glen Lawn Drive / Glen Drive roundabout will be reconfigured to include raised zebra crossings on all arms of the roundabout and adjustments to its geometry, designed to reduce vehicle speeds and reinforce priority for pedestrians and cyclists.	x	-	There is no traffic within the park, so pedestrian crossings are not required. However, the scheme proposes a new connection from the park out to the N11 via Clonkeen Road. To facilitate this new combined zebra crossings will be provided at the Old Bray Road / Clonkeen Road junction.	x		Where the path meets Brennanstown Road a new combined zebra crossing will be provided. To facilitate this safe crossing facility, it is proposed to reconfigure this short section of Brennanstown Road to provide a one-lane two-way shuttle system for traffic.
Are they appropriate for the location (e.g. signalised or uncontrolled)	x		Signalised crossing at the Cornelscourt Hill Road / Old Bray Road junction and controlled Toucan crossing on Cornelscourt Hill Road	x		Controlled combined zebra crossings	x	-	Controlled combined zebra crossings	x		Controlled combined zebra crossings
Are there enough crossings along the length of the scheme?	x			x			x	-		x		
What is the crossing time allowed?	-	-	Signalised crossing time provided at minimum of 1.2m/sec	-	-	Zebra crossing – motorist give way while pedestrian crossing	-	-	Zebra crossing - motorist give way while pedestrian crossing	-	-	Zebra crossing - motorist give way while pedestrian crossing
Is this crossing time likely to be sufficient for slow users?	x			-	-	Zebra crossing - motorist give way while pedestrian crossing	-	-	Zebra crossing - motorist give way while pedestrian crossing	-	-	Zebra crossing - motorist give way while pedestrian crossing
Are the crossings direct?	x			x			x	-		x	-	
Do the uncontrolled crossings have dropped kerbs or step free crossings?	x			x		Dropped kerbs and tactile pavement are proposed on all side road junctions	-	-	No uncontrolled crossings	-	-	No uncontrolled crossings
Does the uncontrolled crossing tactile paving comply with UK Department of Transport 2021: “Guidance on the use of Tactile Paving Surfaces”	x			x			-	-	No uncontrolled crossings	-	-	No uncontrolled crossings
Are there guardrails which restrict crossing movements?		x			x		-	-		-	-	

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
If the crossing is uncontrolled, is it safe and easy to cross? (note if crossing distance is too great, or traffic from surveys indicates volumes may be high)		x	Safe to cross at side road junctions	x		It is safe to cross at side road junctions, also there are low levels of traffic	-	-		-	-	
If the crossing has more than 2 lanes of traffic is there an island half way?	-	-	The crossings do not have more than 2 lanes of traffic	-	-	The crossings do not have more than 2 lanes of traffic	-	-	The crossings do not have more than 2 lanes of traffic	-	-	The crossings do not have more than 2 lanes of traffic
Are the crossings near enough to key trip attractors?	x		Yes, the crossings are located as close as possible to the desire lines. The existing informal crossing had to be removed, but a formalised crossing has been provided approximately 50m to the north in order to preserve a tree and ensure good visibility, while still aligning with pedestrian desire line patterns.	x		The locations of the crossings are positioned along the desire lines	x	-	The locations of crossings are located along the desire lines and facilitate connections out to the N11 via Clonkeen Road	x	-	The locations of the crossings are positioned along the desire lines

Cycle Facilities

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there a cycle lane	x		A 4.0m wide shared path is proposed on the eastern side of Cornelscourt Hill Road. It is segregated from traffic by grass verge / landscape area	x		The scheme proposes a shared path in the southern side of the street segregated from traffic by green verge	x		The scheme proposes a 5.0m wide segregated route will be created through the park, featuring a 2.0m wide pedestrian path and a 3.0m wide two-way cycle track. There is no traffic in the park.	x		At Brennanstown Road the path reverts to a shared path arrangement and extends southeastwards to the rear of the Carraig Glen properties. At its entry point into the woodland area behind Carraig Glen, the path reduces to 3.0m wide to minimise impacts to this ecologically sensitive area. It then widens back to 4.0m upon exiting the woodland area
Is the cycle lane segregated/protected?	x			x			x			x	-	
Is the cycle lane separated from footpath by line, delineator or 60mm kerb with height difference?		x			x		x			-	x	
Is the cycle lane separated from traffic by >100mm kerb, lining or delineator?	x			x				x		x	-	
Perform the 6 way check. Can the cyclist safely navigate the junction?	x			x			x		A new connection will be provided out to the N11 via a shared street on Clonkeen Road.	x	-	
Does the cyclist interact with pedestrians at the junction? Are there any conflicts?		x	Cyclists interact with pedestrians at the junction. The design ensures sufficient width and clear routes so disruption is expected to be minimal.		x	A 4m-wide shared path is proposed on the southern side of the road, along the green verge where no path currently exists. This width is sufficient to accommodate both cyclists and pedestrians comfortably, minimising the risk of conflict. The existing footpath on the northern side of the road, in front of the houses, will be maintained. Sufficient space is provided at the junction thereby minimising interactions and conflicts.		x	At certain points in the park, such as entrances, cyclists and pedestrians may share space. However, the design ensures sufficient width and clear routes, so any disruption or conflict is expected to be minimal.		x	Cyclists interact with pedestrians on the junction, and along the extent of the section since it is proposed a shared path. The design ensures sufficient width and clear routes so disruption is expected to be minimal.
Can cyclists safely cross the road where necessary? Is there dropped kerbs available to join a segregated facility?	x		Dropped kerbs in all crossings and junctions	x		There are crossings provided at all junctions	x		There are crossings provided at the Clonkeen Road / Old Bray Road junction	x		Crossing provided over Brennanstown Road and Brennanstown Ave
Is cycle parking in a safe area? (lit, sheltered, not isolated/out of sight)		x	There is no cycle parking provided in this section, as it has limited facilities along this section. However, cycle parking is available in Section B, where it is more appropriate and better integrated.	x		Yes, cycle parking is provided in this section in proximity to the shared area. Its location ensures visibility and natural surveillance, making it a safe and convenient option for users.	x		Yes, cycle parking is proposed next to seating areas. This location benefits from natural surveillance, as it will be in view of people using the seating, making it a safe and convenient place to park bicycles.		x	No cycle parking provision is proposed in this section of the scheme, as the route passes through an area with no adjacent destinations or facilities that would generate a demand for bicycle parking.

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there an existing cycle network that infrastructure on this road would connect to if built?	-	-	There is currently no existing cycle network in place, but the proposed scheme is set to be classified as a Greenway within the Greater Dublin Area Cycle Network. This Greenway will eventually connect with other primary and secondary cycling routes in the wider area	-	-	There is currently no existing cycle network in place, but the proposed scheme is set to be classified as a Greenway within the Greater Dublin Area Cycle Network. This Greenway will eventually connect with other primary and secondary cycling routes in the wider area	x	-	The route will connect to the N11 via Clonkeen Road and the existing / planned facilities there. It will also eventually connect with other primary and secondary cycling routes and enhancement	x	-	This Greenway will connect with the Cherrywood Green Routes Network being delivered within the Cherrywood SDZ. It will also connect to other primary and secondary cycling routes and cycle infrastructure present along the N11 (Bray Road)
Is any shared space present that may be unsuitable for vulnerable users (e.g. blind)		x			x			x			x	

Public Transport Access

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is the walking distance between public transport stops appropriate (~400m)?	x		There is an existing southbound bus stop retained on this section	x		There are bus stops provided on Cornelscourt Hill Road	x		The closest bus stops to this section are located on Old Bray Rd	x		The closest bus stops to this section are located on N11 (Bray Road)
Will real time information available		x			x			x			x	
Will there be seating at the bus stop?	x			x				x			x	
Will there be lighting at the bus stop?	x			x				x			x	
Will there be a shelter at the bus stop?	x			x				x			x	
Will there be cycle parking and is the cycle parking in a busy area (not isolated), and has lighting, security etc.		x	There is no cycle parking provided in this section, as it is primarily a residential area with limited facilities. However, cycle parking is available in Section B, where it is more appropriate and better integrated.	x		Yes, cycle parking is provided in this section in proximity to the shared area. Its location ensures visibility and natural surveillance, making it a safe and convenient option for users.	x		Yes, cycle parking is proposed next to seating areas. This location benefits from natural surveillance, as it will be in view of people using the seating, making it a safe and convenient place to park bicycles.		x	No cycle parking provision is proposed in this section of the scheme, as the route passes through an area with no adjacent destinations or facilities that would generate a demand for bicycle parking.
Is the 'last mile' from a bus stop/public transport suitable for walking alone and in the dark?	x		Lighting is provided on all paths leading to and from the bus stops	x		Lighting is provided on all paths leading to and from the bus stops	x		Lighting is provided on all paths leading to and from the bus stops	x		Lighting is provided on all paths leading to and from the bus stops

Infrastructure

	Section A - Cornelscourt to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
How many traffic lanes are present?	-	-	Two - one in each direction of traffic	-	-	Two- one in each direction of traffic	-	-	There is no traffic permitted in the park area. However as part of the creation of the link out to the N11 via Clonkeen Road there are adjustments proposed to the Clonkeen Road / Old Bray Road junction to facilitate safe crossing movements.	-	-	Traffic calming is proposed along Brennanstown Road in the form of a one lane , two way shuttle system. This will also be raised and include a crossing as part of the greenway. This will help to reduce traffic speeds as they approach and pass through the crossing point.
Are turning radii regulation?	x		The proposed scheme proposes tightening the side road junctions to help reduce speeds and reduce crossing distances	x		The proposed scheme includes adjustments to the geometry of the Glen Lawn Drive / Glen Drive roundabout	-	-		-	-	
Is traffic calming present?	x			x			-	-		x	-	
Is traffic calming needed?	x			x			-	-		x	-	
Is there a dead end?		x		x		The side roads off Glen Lawn Dr (Glen Ave, Glen Garth, Glen Dale, Glen Walk, Glen Cl and Glen Grove) are all dead-ends but Glen Lawn Drive is a through route	-	-		-	-	

Road User Behaviour

	Section A - Cornelscourt to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Have steps been taken to rectify negative road user behaviour as identified in the baseline audit?	x		Yes, the proposed scheme includes several measures to address negative road user behaviour identified in the baseline audit. Informal crossings have been formalised to improve pedestrian priority and safety, cycling infrastructure is being introduced to provide safer routes for cyclists, and junction tightening is proposed to slow vehicle speeds and enhance visibility.	x		Yes, the proposed scheme includes several measures to address negative road user behaviour identified in the baseline audit. Informal crossings have been formalised to improve pedestrian priority and safety, cycling infrastructure is being introduced to provide safer routes for cyclists, and junction tightening is proposed to slow vehicle speeds and enhance visibility.	x	-	Yes, controlled crossing points will be provided at the Clonkeen Road / Old Bray Road junction to facilitate safe crossing movements and connect the route out to the N11 and make motorist more aware of pedestrians / cyclists.	x	-	Yes, a one lane two-way shuttle system is proposed on Brennanstown Road which will help to reduce the existing high traffic speeds along this section and facilitate and safe crossing point for pedestrians and cyclists using the greenway.

Lighting

	Section A – Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is lighting provided?	x		There is public lighting retained on both sides of the road which will continue to make it feel safe and well-lit.	x		The scheme proposes retaining the public lighting in the existing general locations along the southern side of Glen Lawn Drive. Some columns may be relocated slightly in order to adhere to and meet the recommended lighting standard. Lighting will also be upgraded to ensure sufficient lighting along the proposed shared path.	x		Public lighting is proposed along the proposed new segregated path within the park. The park will continue to be closed at nighttime, as is currently the situation. Public lighting along the Cabinteely Park section of the route will be turned off when the park is closed. Public lighting will also be retained along the Clonkeen Road connection out to the N11.	x		Public lighting will be provided in this section. The design was carefully planned, taking into account the area's ecological sensitivity. There will be a c.130m section east of the Brennanstown Road which will be switched off from 10pm to 6am to minimise ecological impacts. The number of pedestrians/cyclists using the path at this time will be minimal, therefore negligible impacts in this regard.
Are there spaces which are poorly lit?		x			x			x			x	
Will the lighting illuminate directional signs?	x			x			x			x		
Is the lighting obscured by anything e.g. trees		x			x			x			x	
Is the footpath or cycle lane clearly illuminated?	x			x			x			x		

Busy/Isolated

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Are there particular spaces where people could hide?		x			x		x		In a park setting, it is natural that the other end of the path might not always be visible due to the landscape, trees, or curves in the path. However, the area is generally safe and pleasant, contributing to an overall sense of security	x		In this greenwood setting, it is natural that the other end of the path might not always be visible due to the landscape, trees, or curves in the path. However, the area is generally safe and pleasant, contributing to an overall sense of security
Is there derelict buildings?		x			x			x			x	
If in a stairwell or an underpass could someone hear you if you called for help?	-	-	No stairwells or underpass present or proposed as part of the scheme	-	-	No stairwells or underpass present or proposed as part of the scheme	-	-	No stairwells or underpass present or proposed as part of the scheme	-	-	No stairwells or underpass present or proposed as part of the scheme

Signage

	Section A – Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is the street signage needed or should it be removed?		x	There are existing street name signs which will be retained.		x	There are existing street name signs which will be retained.		x	There is some signage within the park, although it may benefit from additional wayfinding signage as part of the greenway facility.		x	There are existing street name signs which will be retained.
Is there wayfinding signage present?	x			x			x			x		

Visibility

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is street visibility obstructed by anything e.g. lampposts, pillars, bins, bushes, walls?		x			x			x			x	
Is planting low to the ground and doesn't impact sight lines?	x			x				x	Existing woodland areas adjacent the Greenway are retained		x	Existing woodland areas adjacent the Greenway are retained
Are there active building fronts?		x	No, there are limited active building fronts as the section has a few houses on the western side. However, the passing traffic contributes to a sense of activity and surveillance	x		There are active building fronts as the section has many houses along the northern side. Passing traffic also contributes to a sense of activity and surveillance		x	As a park, there are no active buildings within the area. However, the volume of users in the park gives a sense of passive surveillance.	x		Through the wooded area there are no active building front. However, down at the southern end the existing apartment block provide an active building front directly onto the greenway.
Are there small confined areas hidden from view? E.g. alleyways, blind corners, utility shed, laneway, construction site.		x	Generally, the area is open with good visibility. However, the end of Section A to Section B, where trees are located, can create a slightly more enclosed space and limit sightlines. Even so, this is over a very short section and does not present significant concerns.		x	Generally, the area is open with good visibility.		x	Generally, the area is open with good visibility.		x	Generally, the area is open with good visibility.
Are there areas that should be locked, fenced or barricaded? E.g. vacant lots, abandoned houses, building entrances, kiosks.		x			x			x			x	
Will proposed infrastructure be in an area of passive surveillance?		x	The proposed infrastructure will be located in an area with limited passive surveillance, as pedestrian activity is relatively low. However, the area already feels safe, and the scheme is expected to encourage more walking and cycling, which will in turn increase passive surveillance and enhance the sense of safety.		x	The proposed infrastructure will be located in an area where pedestrian activity is relatively low. However, the area already feels safe, and the scheme is expected to encourage more walking and cycling, which will in turn increase passive surveillance and enhance the sense of safety.	x		As the scheme attracts more people to use the park, the increased presence of visitors will enhance passive surveillance, thereby improving the overall sense of safety	x		As the scheme attracts more people to use the park, the increased presence of visitors will enhance passive surveillance, thereby improving the overall sense of safety
Is there high walls and fences along the route?		x			x			x			x	

Accessibility

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there ramped access to amenities?	x			x			x			x		
Is there steps or inaccessible areas for someone with limited mobility?		x	Junctions and crossings provide dropped kerbs		x			x			x	
Are the wheelchair access ramps appropriate (slope less than or equal to 1:12)?	x			x			x			x		
Is there a lift available where there is no ramp?	-	-		-	-		-	-		-	-	
Are handrails provided where needed?	-	-	No specific locations requiring handrails apparent from preliminary design drawings	-	-	No specific locations requiring handrails apparent from preliminary design drawings	-	-	No specific locations requiring handrails apparent from preliminary design drawings	-	-	No specific locations requiring handrails apparent from preliminary design drawings
Do any hazards have appropriate tactiles e.g. steps, edges, etc.?		x			x			x			x	
Is tactile paving to the standard of the UK Department of Transport 2021: Guidance on the Use of Tactile Paving?	x		The tactiles are aligned as per the latest guidelines	x		The tactiles are aligned as per the latest guidelines	x		The tactiles are aligned as per the latest guidelines	x		The tactiles are aligned as per the latest guidelines
Is there tactile paving at crossings?	x			x			x			x		
Are the tactiles correctly aligned?	x			x			x			x		
Will there be audible or vibrating cues at crossings with associated tactiles on the signal buttons?	x			-	-	There are no traffic signals in this section	-	-	There are no traffic signals in this section	-	-	There are no traffic signals in this section
Are there obstacles in the way of the walkway/ footpath?		x			x			x			x	
Are facilities easily accessible from the footpath?	x	-		x			x			x		
Is there seating to stop and rest?	x		Yes, there is seating proposed at the bus stop.	x		Yes, there is seating proposed along the whole extent of Glen Lawn Drive. These will include additional hard paved areas at the end of benches suitable for wheelchairs users.	x		Benches provided along the proposed path and a new seating area proposed in the western side, at the new park entrance in Bary Rd/Glen Dr. These will include additional hard paved areas at the end of benches suitable for wheelchairs users.	x		There are benches proposed in this section. These will include additional hard paved areas at the end of benches suitable for wheelchairs users.
Is bicycle parking available close to amenities/ along main route?		x	There is no cycle parking provided in this section, as it is primarily a residential area with limited facilities. However, cycle parking is available in Section B, where it is more appropriate and better integrated.	x		Yes, cycle parking is provided in this section in proximity to the shared area. Its location ensures visibility and natural surveillance, making it a safe and convenient option for users.	x		Yes, cycle parking is proposed next to seating areas. This location benefits from natural surveillance, as it will be in view of people using the seating, making it a safe and convenient place to park bicycles.		x	No cycle parking provision is proposed in this section of the scheme, as the route passes through an area with no adjacent destinations or facilities that would generate a demand for bicycle parking.
Is the bicycle parking accessible? E.g. suitable for mobility bicycles, cargo bicycles?												
Is the area a shared area or shared surface that is difficult for the visually or mobility impaired to navigate?		x	Shared path is proposed, however it is 4.0m wide in		x	Shared path is proposed, however it is 4.0m wide in		x	Segregated path proposed through the Cabinteely Park area.		x	Shared path is proposed, however it is 4.0m wide in accordance with the CDM, capable of comfortably

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
			accordance with the CDM, capable of comfortably accommodating the forecast number of users.			accordance with the CDM, capable of comfortably accommodating the forecast number of users.						accommodating the forecast number of users.
Is tonal and colour contrast used appropriately?	x			x			x			x		
Are there any barriers on this route (list in comment box)		x			x			x			x	

Surveillance

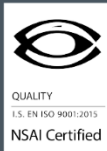
	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is there CCTV?		x			x			x			x	
Will there be adequate passive surveillance?	x		The area already feels safe, but the proposed scheme will encourage more people to walk and cycle, increasing activity levels.	x		The area already feels safe, but the proposed scheme will encourage more people to walk and cycle, increasing activity levels.	x		The area already feels safe, but the proposed scheme will encourage more people to walk and cycle, increasing activity levels.	x		The area already feels safe, but the proposed scheme will encourage more people to walk and cycle, increasing activity levels.

Attractiveness

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Will there be places/seating to rest?	x		Yes, there is seating proposed at the bus stop.	x		Yes, there is seating proposed along the whole extent of Glen Lawn Drive	x		Benches are proposed along to the proposed route in the park. A new seating area is proposed beside the western side, at the new park entrance by Bray Road/Glen Drive	x		There are benches proposed in this section
Will there be shade/shelter along the route?	x		There is shelter at the bus stop and there is enough shade from trees	x		The trees located in the green verge by the footpaths provide sufficient shade and shelter. Additional tree planting will also provide shade along the path.	x		Yes, as this section is within a park, trees along the paths provide natural shade and shelter.	x		The trees provide sufficient shade and shelter

Other

	Section A - Cornelscourt Hill Road to Glen Lawn Drive			Section B - Glen Lawn Drive to Cabinteely Park			Section C - Cabinteely Park			Section D - Breannanstown Road to Cherrywood		
Guiding Questions	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments	Yes	No	Comments
Is the speed limit appropriate?	x			x			x	-	Traffic is not permitted in the park. Speed limit is appropriate along Clonkeen Road section where a shared street is proposed.	x	-	Speed limit is appropriate along Brennanstown Road, although the one lane two way shuttle system is proposed to help calm traffic as motorists approach & pass through the greenway crossing point.



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