

Intended for
Dún Laoghaire-Rathdown County Council

Document type
Report

Date
11/12/2020



REPORT ON SUBMISSIONS & EXECUTIVE'S RECOMMENDATIONS

REPORT ON SUBMISSIONS & EXECUTIVE'S RECOMMENDATIONS NEW SAFE WALKING & CYCLING ROUTES

Project name	Active School Travel: New Safe Walking and Cycling Routes
Project no.	1620010428
Recipient	Dún Laoghaire-Rathdown County Council
Document type	Final Report
Version	1
Date	11/12/2020
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Description	Dún Laoghaire-Rathdown County Council (DLRCC) has undertaken public engagement on three proposed New Safe Walking & Cycling Routes, titled Sea to Mountains, Mountains to Metals and Park to Park. As part of the Active School Travel initiative, the purpose of the three new pilot routes, is to upgrade and connect the existing walking and cycling network in the County. These new, consolidated routes totalling approximately 25 kilometres in length, are aimed at encouraging increased walking and cycling to school, and for wider use by the general public.

The Council undertook non-statutory public consultation from Friday 25th September to Friday 6th November 2020. A total of 6,431 representations were received.

This document contains the following:

- **explains the basis for the proposed routes;**
- **provides the categorisation of and summary of issues raised; and**
- **lists the persons or bodies who made submissions on the proposed New Safe Walking & Cycling Routes.**

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EXECUTIVE SUMMARY

Dún Laoghaire-Rathdown County Council has undertaken public engagement on three proposed New Safe Walking & Cycling Routes, titled Sea to Mountains, Mountains to Metals and Park to Park. DLRCC have worked with Sustainable Society consultants Ramboll to prepare a proposed design for an initial three walking and cycling routes across Dún Laoghaire-Rathdown.

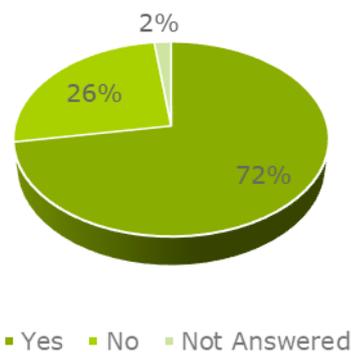
The proposed routes are to be implemented via pop-up measures so that the community can use and experience the routes before a decision is made to retain or remove them. It is proposed that the pilot will be for 6-months after the completion of construction. After this period, they would be assessed based on feedback and evaluations. This proposed delivery methodology is being developed by DLRCC in line with an Adaptive Design and Build Model.

As part of that adaptive model a non-statutory public consultation and engagement process has been undertaken from Friday 25th September to Friday 6th November 2020. In total 6,388 representations were received; with an additional 43 representations received after the closing date. All 6431 representations have been individually reviewed, considered and included in this report. The process represents one of the most significant pieces of engagement and public consultation completed by DLR either as statutory or non-statutory process. Submissions have been received as postal, email, CRM and online questionnaire responses. The table below illustrates the proportion of representations received through each medium.

Number of overall Representations

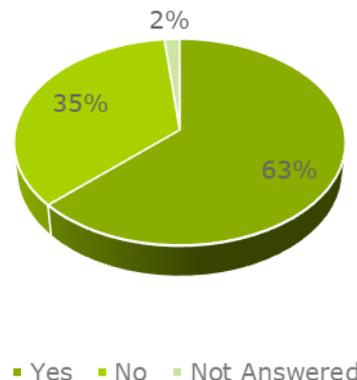
Type of submission	No. of Representations*
Online Representations	5454
Email Representations	330
Posted / Handed Representations	358
CRM Representations	289
Total	6431

* Each representation includes a signature on a letter, email, CRM submission or Citizen Space submission.



A review of all the representations made, illustrate that the proposed measures have generated a significant level of support. On the Council's Citizen Space consultation hub, respondents were invited to answer a range of questions including 'Do you support the installation of the proposed New Safe Walking and Cycling Routes in the County?'. **72.4%** (3,947) of those who responded via the Citizen Space were supportive of the proposals and **25.7%** (1,400) were not supportive of the proposals.

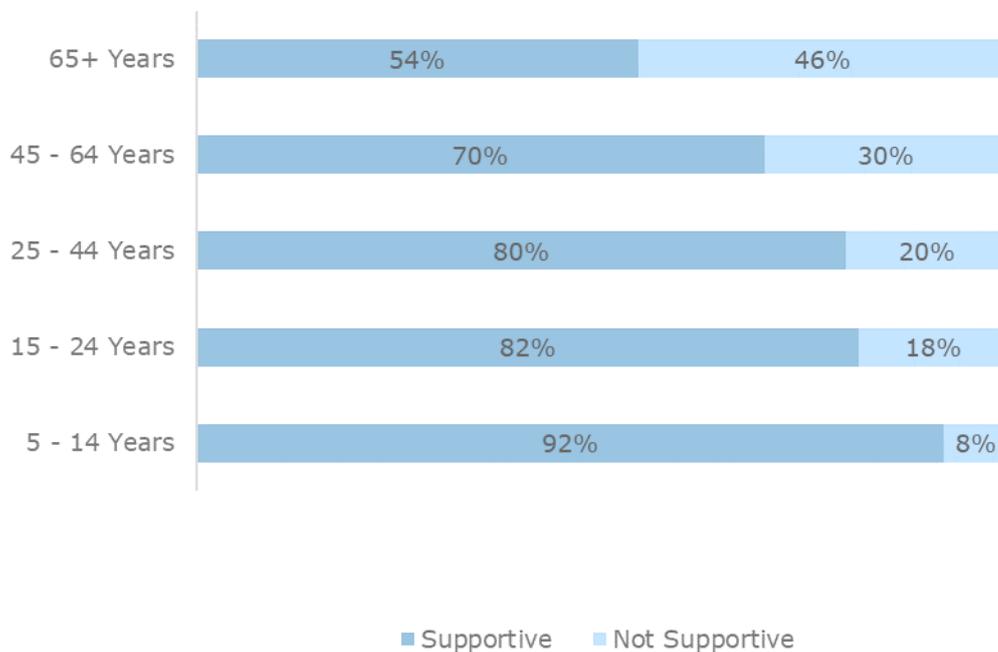
Further to the Citizen Space representations, each of the responses that were submitted by traditional means (emails, post, and CRM submissions) were individually read and categorised into 'supportive' or 'not supportive' to correspond to the categories on the Citizen Space. The combined data from the Citizen Space and the traditional means of submission totals **6,431** representations, with **4,059, 63%** confirming support for the proposals and **2265, 35%** not supporting the proposals. Although it should be noted, in accordance with section 3.0.1 that this data may have been biased towards the 'not-supportive' category by duplicate submissions.



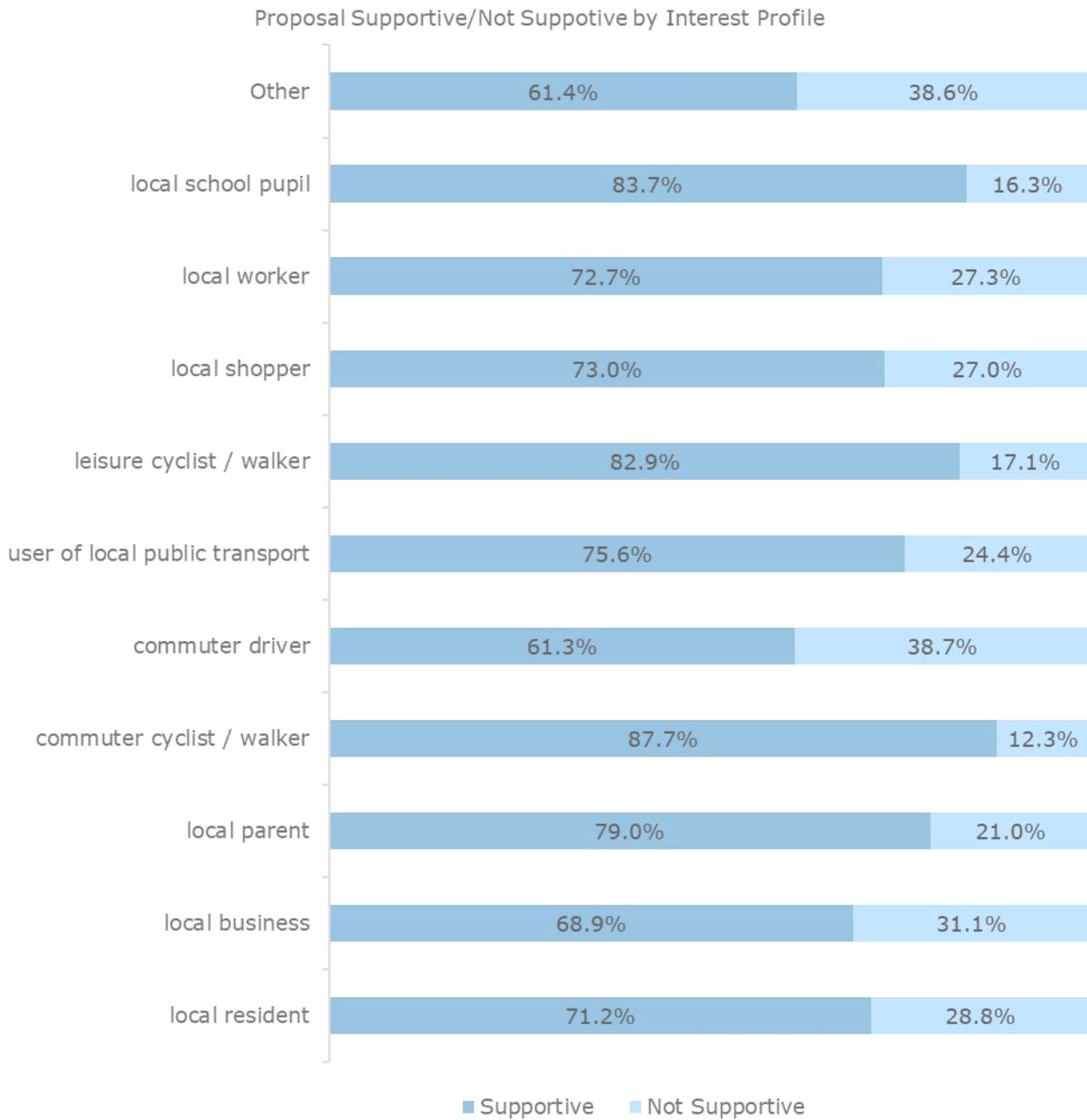
- Large scale submissions including petitions
9 Submissions were received with more than 2 signatures, these petitions represented 364 signatures, 81 supporting the proposals and 283 not.
- Political submissions
9 Submissions were received from elected members or parties, accounting for 32 representations.
- Business submissions
260 representations were received from respondents who identified as businesses, 251 submissions were received via the Citizen Space and 9 via traditional means. Of the 260 representations 173 were supportive of the proposal and 87 not.
- Residents Associations
18 Residents Associations made submissions this accounted for 86 representations. 28 Representations supported the proposals and 58 did not.
- Organisations or Bodies
5 Organisations provide submissions, including the National Council for the Blind Ireland, Dublin Cycling Campaign, Love 30, Harbour Riders.

Further reviewing the basis for support illustrates that the proposed measures are supported by each age demographic and within each and every interest profile as captured via the Citizen Space representations.

Proposal Supportive/Not Supportive by Age Demographic



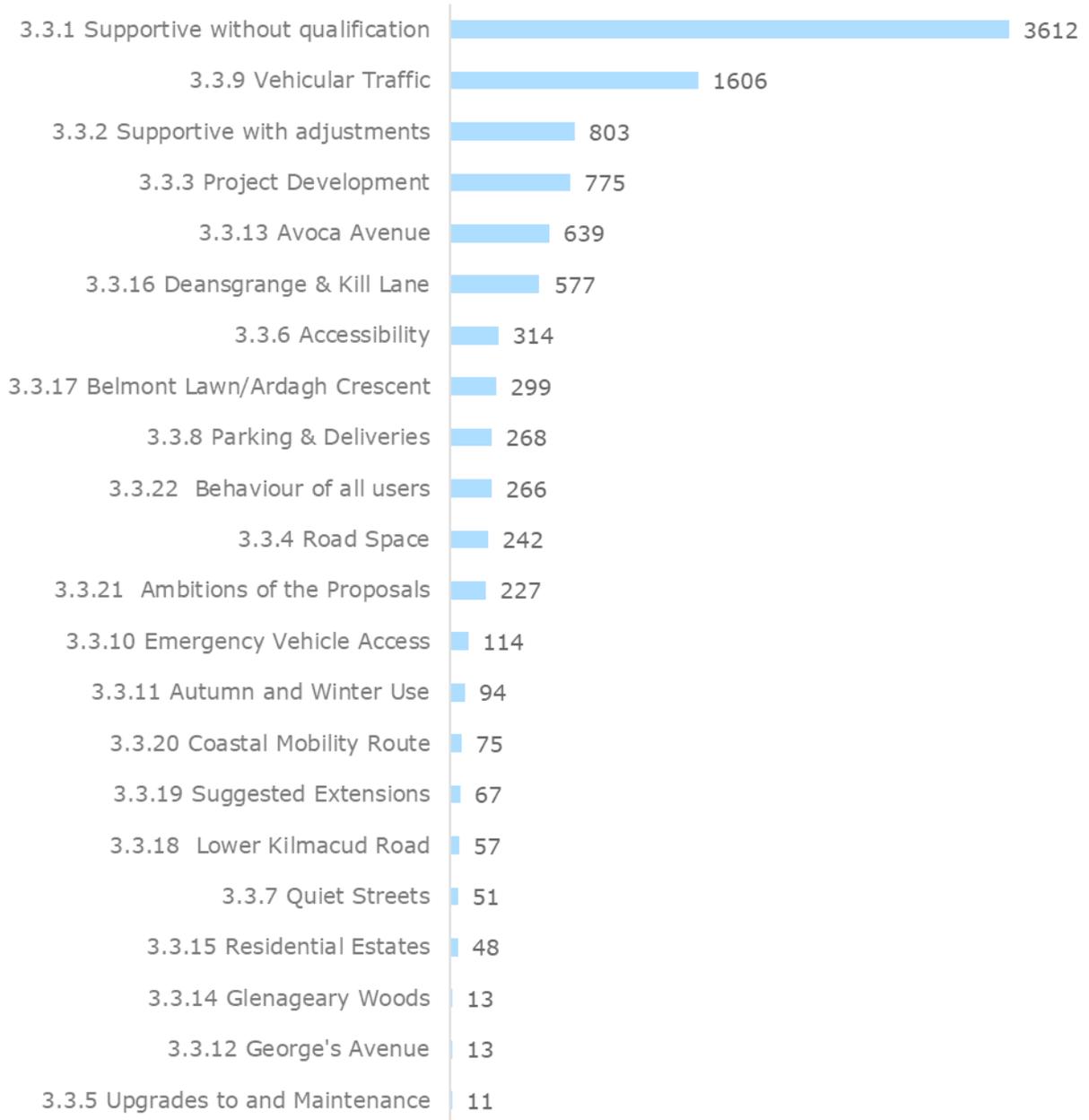
Categories that responses correspond to and their relative occurrences



As part of respondents’ submissions, comments have been received and reviewed. Comments have been varied and both geographically specific and general. The detailed review of representations identified 22 categories of comment which are detailed within this report. Each of those categories has been summarised noting support or concerns, providing responses and considerations to the comments raised.

The most significant category was that of supportive comments without qualification, receiving 3,612 responses. Comments within this section typically affirmed the objectives of the scheme, with representations commending the desire to facilitate safe movement of children via an active and sustainable transport mode.

The graphic below illustrates the 22 categories and the number of representations, which referred to that category, whether 'supportive' or 'non-supportive'. For example, a representation may have stated that they were fully supportive of the proposals and would like to see the project extended to their neighbourhood, this would have been categorised as 'Supportive without qualification', 'supportive with amendments' and 'comments relating to the ambitions of the scheme'.



The graphic illustrates that the top 4 categories were Supportive without qualification, comments regarding Vehicular Traffic, Supportive with adjustments or tweaks and comments regarding the project development. Each of the categories have been discussed in detail within the report. In consideration of each of these categories it is recommended that the proposals are implemented or further studied subject to the recommendations of this report. There are a number of proposed alterations or additions detailed within this report as a result of the comments received.



1. INTRODUCTION

Dún Laoghaire-Rathdown County Council (DLRCC) has undertaken public engagement on three proposed New Safe Walking & Cycling Routes, titled Sea to Mountains, Mountains to Metals and Park to Park. As part of the Active School Travel initiative, the purpose of the three new pilot routes, is to upgrade and connect the existing walking and cycling network in the County. These new, consolidated routes totalling approximately 25 kilometres in length, are aimed at encouraging increased walking and cycling to school, and for wider use by the general public.

The Council undertook non-statutory public consultation from Friday 25th September to Friday 6th November 2020. A total of 6,431 representations were received.

This document:

- explains the basis for the proposed routes;
- provides the categorisation of and summary of issues raised; and
- lists the persons or bodies who made submissions on the proposed New Safe Walking & Cycling Routes.

1.1 Purpose of the Active School Travel Initiative and Proposed Routes

Dún Laoghaire-Rathdown County Council has undertaken non-statutory public engagement on three proposed New Safe Walking & Cycling Routes, titled Sea to Mountains, Mountains to Metals and Park to Park. The routes form part of the Active School Travel Programme launched by the council on the 4th August 2020 aimed at encouraging increased walking and cycling to school, in line with the Department of Education & Skills 'Reopening Our Schools - The Roadmap for the Full Return to School', published on Monday 27th July 2020.

This initiative involves supporting and promoting various alternative means for children to get to school in a safe and active way, in particular, walking and cycling. The promotion and facilitation of an active lifestyle has well documented health and economic benefits. It reduces the impact on the public transport system, avoid traffic congestion at school gates and encourage a continued shift away from the use of the private car. This initiative is also aligned to the Council's wider climate action agenda.

As part of the Active School Travel initiative, the Council launched an interactive web map, showing a range of information, including walking and cycling routes, other sustainable transport routes, and the location of bike repair outlets across the County. The web map has been viewed over 3,300 times to date. The Council also invited schools, parents, Councillors and the public to identify local travel and transport issues, where the Council could provide assistance and support in overcoming. Using the Council's 'Report It' tool, over seventy submissions have been received to date. As a result, the Council has assisted schools by delivering cycle stands, traffic cones, and providing site specific traffic advice.

The Council subsequently launched its trial School Zone initiative, which forms part of Active School Travel. This pilot project involves working with Carysfort National School in Blackrock, to implement measures to prevent obstruction of school entrances and footpaths by vehicles, making it safer for those who walk and cycle to school. This also includes developing temporary traffic calming measures in the vicinity of the school. In the longer term, the Council will work with the school, the wider community, the NTA and An Taisce, to put in place more sustainable measures such as additional pedestrian crossings, markings and more permanent traffic calming measures. This trial will also inform appropriate approaches and measures that may be used at other schools across the County, in the future.

As part of this initiative and following on from issues raised in the earlier engagement the Council is proposing three Active School Travel routes, to be developed and carried out in partnership with other stakeholders, including the Department of Transport, The National Transport Authority (NTA) and the An Taisce – Green Schools Travel programme.

The need for Active School Travel

The development of these routes needs to be considered in the context of the current global Covid-19 pandemic, but also in terms of longer-term issues such as climate change, health and wellbeing. It also aligns with the Greater Dublin Area Cycling Network and is also aligned with objectives from the Dublin Metropolitan Area and national policy. The origin of this initiative is to enable safe walking and cycling to schools but it will also benefit everyone in Dún Laoghaire-Rathdown. This includes residents, workers, students and children and the elderly.

On 24th July 2020 Minister for Transport Eamon Ryan and Minister of State Hildegard Naughton launched the 'Bike Life' Report, published in partnership with Sustrans and the National Transport Authority.

Key findings from Bike Life Dublin include¹:

- Nearly a quarter of adults cycle at least once a week in the Dublin metropolitan area, with 11% cycling five days a week or more
- 21% of adults don't currently cycle but would like to
- 68% of residents say safety for cycling needs to be improved
- Residents want segregated cycling infrastructure to cycle more
- 70% would find more traffic-free cycle routes away from roads, e.g. through parks or along waterways useful to help them cycle more
- 69% would find more cycle tracks along roads, physically separated from traffic and pedestrians useful to help them cycle more
- 84% of residents also support building more physically separated on-road cycle tracks, even when this would mean less space for other road traffic
- Cycling in the Dublin area takes up to 60,000 cars off the roads each day
- Every year cycling in Dublin saves 28,000 tonnes of greenhouse gas emissions, equivalent to carbon footprint of 400,000 people taking flights from Dublin to London Heathrow; and
- Cycling creates €258.5 million in economic benefits for the individual and society annually

Although the Bike Life Report does not cover the full extent of Dun Laoghaire-Rathdown, as the metropolitan area does not cover the rural parts of the County, it offers good insights into the area of the County where these routes are proposed.

The concerns caused by the Covid-19 pandemic and restrictions imposed by governments around the world on movement and public transport capacity, have accelerated the trend towards active modes in our cities. US Studies show that 85% of Americans perceive cycling as safer in a pandemic context than public transport. Anecdotally bike shops have sold out, bike rental schemes are oversubscribed, and data collected by the European Cycling Federation shows dramatically increased spend on active mobility. Measures for cycling and walking in the form of pop-up bike lanes, traffic calming and subsidy schemes for buying, repairing bikes or getting cycling training are being implemented all over Europe.²

Safe and joined up infrastructure is key to enable safe active journeys across our towns and cities. Adults can make decisions when they leave the house as to whether to cycle, walk or take

¹ <https://www.nationaltransport.ie/bike-life-2019-dublin-metropolitan-area/>

² <https://ecf.com/dashboard>

the car for a short journey, for example to school, whereas children can't make these choices. It is essential therefore, that routes allow safe passage from locations A to B for everyone and that parents can be confident of this when allowing children to travel by bike. This may be through a combination of protected cycle lanes where needed, existing infrastructure, greenways, linking up to quiet streets and junctions that enable safe and easy crossing. If at any point on a journey a user has to take what they perceive to be a risk, such as crossing a busy road unprotected, they, or their parents, are much more likely to choose to travel by car which already has a joined-up network. Without thinking of all potential users and particularly the vulnerable, it will not be possible to allow equitable access where everyone can take part in active travel.

Furthermore, it has been proven in multiple studies that investing in sustainable and active transport modes brings economic benefits alongside the health and wellbeing related benefits associated with an active lifestyle. For instance, the current levels of cycling in the EU corresponds to fuel savings of more than 3 billion litres per year, which in turn corresponds to the fuel consumption for road transport in Ireland. The evidence is clear that investment in sustainable and active transport modes provides good value for money.

It is considered that the benefits of active travel for our physical and mental health, environment and economy show that taking steps to implement a joined up safe network for walking and cycling can bring about a positive change in our local communities.

1.2 Proposed New Safe Walking & Cycling Routes

Dún Laoghaire-Rathdown County Council (DLRCC) have worked with Sustainable Society consultants Ramboll to prepare a proposed design for an initial three walking and cycling routes across Dún Laoghaire-Rathdown. This has enabled both on the ground insights and lessons learned from international best practice.

Initially a review of the DLR Cycling Network 2012 report was undertaken as well as an assessment of the existing cycling infrastructure in the County. A GIS mapping containing information on the DLR Cycle Network can be found [HERE](#).

This assessment enabled the team to understand where key gaps in the network were, as well as the location of all schools in the County. The Cycle Network Plan for the Greater Dublin Area also acted as a baseline and framework for the proposed routes.

Using this information, with access to schools as a key driver, GIS analysis was undertaken to determine key connections across the County. From this, a number of simulation models were established to identify the most appropriate routes for use by children and families traveling to school. The process included a review of locations of significant severance such as the M50 and the N11 to define safer crossing opportunities, while also identifying key destination and origin trip generation points for cycling and vehicular commutes.

The proposed routes join up existing cycle and walking infrastructure with quiet streets and green spaces. This is important as it accelerates the speed of delivery but also connects residential areas to the network. Where these connections were not possible proposals are made for interventions which typically aligned to proposals contained with the Cycle Network Plan for the Greater Dublin Area.

The three proposed routes are;

The **Sea to Mountains route**, which will link east to west across the County. Starting at Blackrock Dart Station, crossing the N11 to Deerpark. It will then continue south linking to the Sandyford Cycle Route and Kilmacud Luas Stop and on to the Slang River Greenway and Wicklow Way.

The **Park to Park route**, which will link north to south across the County. Starting at the coast at Blackrock Dart Station then joining to the existing pathways in Rockfield Park. From there it will continue south along Deansgrange Road linking to the Loughlinstown to Deansgrange Greenway and ending by linking south to the coast.

The **Mountains to Metals route**, which will link east west across the County. Starting at the Sandyford Cycle Route, linking to the Sea to Mountains Route, the route also links up to the Park to Park route, north through residential areas and new developments and on to the Metals.

By designing for children and their parents, the routes were developed to be accessible and suitable for everyone, including children, the elderly and/or people with disabilities. Everyone is invited and can benefit from these routes.

The aim is to provide a joined-up network of safe walking and cycling routes that is convenient and inviting for all and gives people more options to move around independently. It is not proposed to limit cycle traffic purely to these routes. People are free to use the entire cycling network. These routes are intended to complement the existing infrastructure and are aimed at connecting across the network.

The alignment of the proposed New Safe Walking & Cycling Routes is shown in Figure 1-1.

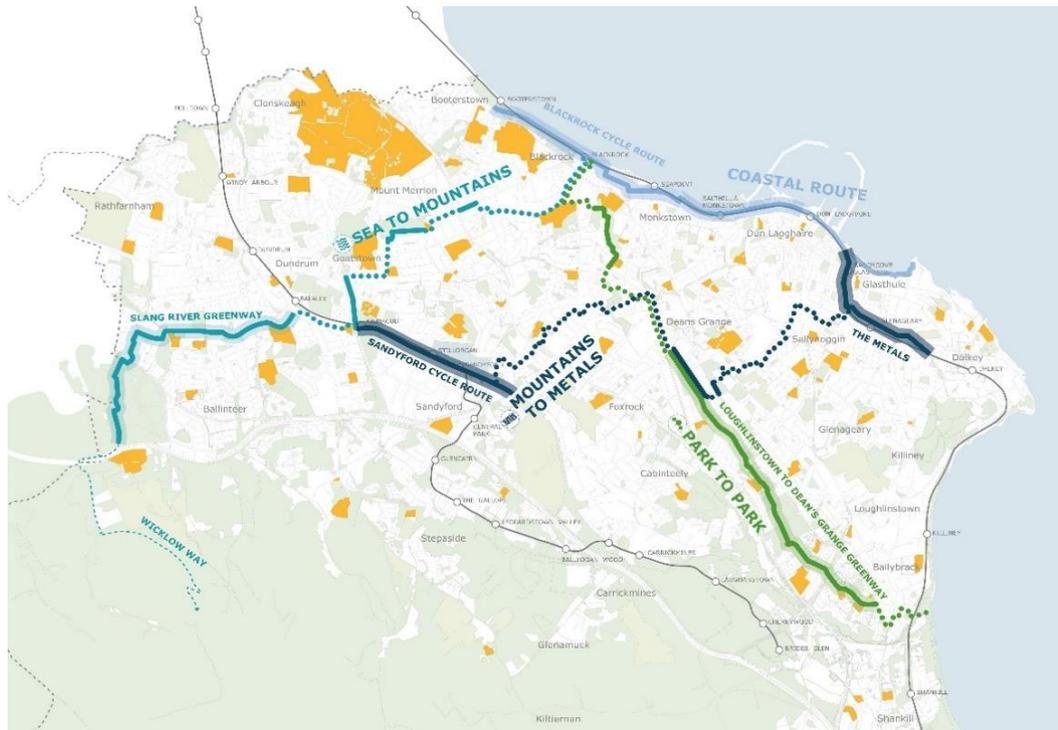


Figure 1-1 Alignment of proposed New Safe Walking & Cycling Routes

In the majority of cases the proposed new safe walking and cycling routes seek to facilitate active mobility across Dún Laoghaire-Rathdown through existing quiet streets and greenways, with interventions seeking to add new signage and wayfinding information to support users along the way.

In the majority of locations, paint markings are proposed in the three colours of the routes on the ground in the form of dots and arrows along with signs at key junctions and maps at key interchange points. Where needed there would also be statutory cycling and walking signage.

Marking and signage would be supplemented by some more interventions, including adjustments in kerbing and footpath/cycleway alignments and significant interventions at specific locations. The interventions would seek to connect existing off-road infrastructure together, to make safer connected routes, whilst also limiting the impact to existing traffic corridors so far as reasonably practicable.

Figure 1-2 summarises the key network utilisation and interventions proposed as part of the three New Safe Walking & Cycling Routes.

On busy streets it is proposed that cycling and walking would be segregated both from car traffic and from each other.

In quiet residential streets cyclists will continue to cycle in the left lane on the street while following the wayfinding marking along the centre of the route. Pedestrians will use the footpath. In parks and car free spaces wayfinding markings will be provided; cyclists and pedestrians will use the same pathways as is standard on the Greenways across the County. The aim is to create a joined up active mobility network that is safe and accessible to all. Through this there should be less need for cyclists to use pedestrian only spaces.

ROUTE	SEA TO MOUNTAINS	PARK TO PARK	MOUNTAINS TO METALS
Overall Length	6.2kms	10.1kms	8.7kms
Proportion of route utilising a Quiet Street with wayfinding and signage	3.4kms	3.3kms	4.2kms
Proportion of route utilising an existing Cycleway with minor interventions	1.2kms	0.4kms	2.4kms
Proportion of route utilising an existing park path	0.8kms	5.5kms	0.7kms
Proportion of new infrastructure	0.8kms	0.9kms	1.4kms
Number of schools*	26	28	30

**It is noted that some schools are accessible by more than one route, the total number of schools in close proximity to at least one route is approximately 65.*

It is proposed to install these routes with pop-up measures so that the community can use and experience the routes and provide feedback. It is proposed that the pilot phase will be for 6-months after which they would be assessed based on how people have experienced the new routes. It is then proposed to make changes where needed and implement the routes permanently with high quality finishes and placemaking measures. This proposed methodology is being developed by DLRCC as an Adaptive Build Model.

Figure 1-2 Key network utilisation and interventions

1.3 Policy Context

The proposed New Safe Walking and Cycling routes will be developed and carried out in partnership with other stakeholders, including the Department of Transport, The National Transport Authority (NTA) and the An Taisce – Green Schools Travel programme. The proposed scheme is also in accordance with the objectives of 'Dún Laoghaire-Rathdown County Development Plan 2016-2022', which includes:

Policy ST5: Walking and Cycling

It is Council policy to secure the development of a high-quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines.

Policy ST6: Footways and Pedestrian Routes

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.

Policy ST7: County Cycle Network

It is Council policy to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area.

The proposed scheme is also in accordance with the objectives of the 'Dún Laoghaire-Rathdown County Council Climate Change Action Pan 2019-2024', including Actions T4, T6, T7, T8, T11 and T13.



PART A: PUBLIC ENGAGEMENT SUMMARY REPORT



2. DETAILS OF THE PUBLIC ENGAGEMENT PROCESS

Public consultation on the proposed New Safe Walking & Cycling Routes took place over an initial four-week period from Friday 25th September to Friday 23rd October 2020. This period was extended for a further two weeks until the 6th November at 5pm. A total of 6,388 representations were received by the closure of the consultation with 43 representations received after the closure of the consultation period. A total of **6431** representations have been individually reviewed, considered and included in this report.

This has been the most significant volume of feedback during any public consultation by DLR either statutory or non-statutory to date. The public were fully engaged with the proposed scheme and the level of submissions, validates the process and the engagement model. The use of online meetings, webinars etc. ensured those that needed or wanted access to the team were able to engage and have their questions answered despite the Covid-19 restrictions.

Submissions were invited by post or online on the DLR Consultation Hub available at <https://bit.ly/dlrWalkCycle>, where members of the public could complete an Online Survey about the proposed new routes. Submissions were also received via email, in the post and via the DLR's Customer Relationship Management System (CRM).

2.1 OBJECTIVES OF THE PUBLIC ENGAGEMENT PROCESS

The objectives of the public engagement process were to:

- Increase awareness of the New Safe Walking & Cycling Routes for the general public, elected members, various stakeholders and other bodies / agencies etc;
- Seek the views of the public in relation to the proposed routes;
- Encourage constructive feedback on how the routes could be improved before any potential implementation;
- Provide opportunities for more creative and dynamic engagement with a variety of interested parties, including younger citizens, businesses, older citizens and locally based community and residents' groups; and
- Establish engagement and to facilitate longer term feedback beyond Phase 1 and into Phases 2 and 3.

2.2 OUTLINE OF THE PUBLIC ENGAGEMENT PROCESS

Due to current Covid-19 restrictions, the Council has used a variety of online engagement methods, to consult and engage with the citizens of Dún Laoghaire-Rathdown County Council, and a range of other stakeholders and interested parties including the following:

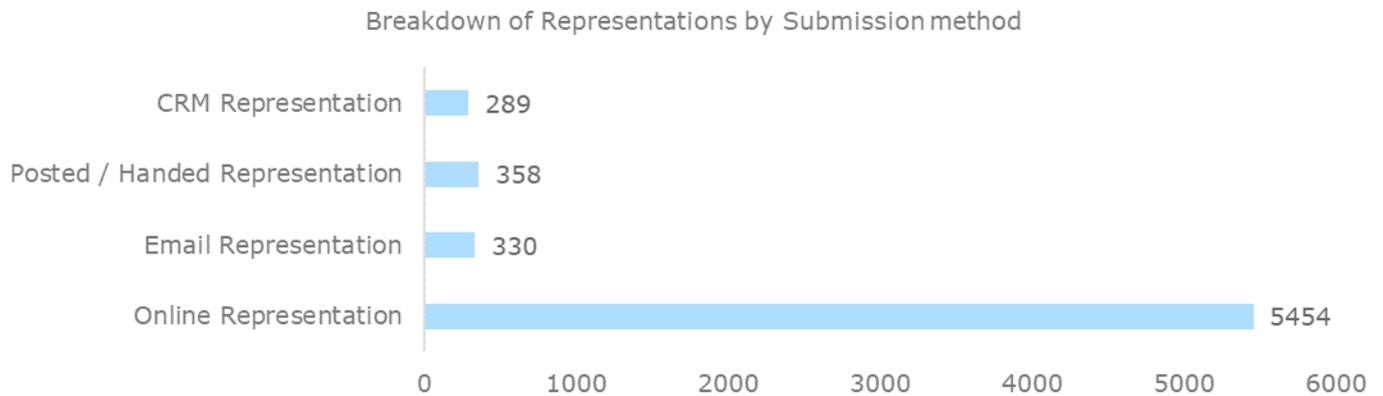
- Where possible and in compliance with Covid-19 restrictions, on-site face to face meetings took place with local residents, business owners etc.
- A Media Release issued from the Communications Unit on Friday 25th September 2020.
- Public engagement information and drawings were made available and updated regularly on the dedicated Active School Travel project webpage available at: <https://www.dlrcoco.ie/en/environment/active-school-travel>
- The Council launched a social media campaign on Friday 25th September that highlighted key features of the project and the engagement process throughout the six week period;
- The engagement material was also emailed to a range of stakeholders including the Public Participation Network (PPN), all DLR schools, third level and further education institutions, DLR Disability Consultation Group and Dún Laoghaire-Rathdown Comhairle na nÓg;

- The Council developed a Public Engagement and Information Booklet and Frequently Asked Questions (FAQ) document that were delivered to over 1,000 homes in areas directly impacted by the proposed new routes.
- The Council hosted a live webinar on Tuesday 13th October at 7pm, with over 500 registered, over 370 live attendees and over 130 recorded views. A moderated Questions and Answers session formed part of the webinar, over 430 comments were received during the webinar. The recorded webinar was made available afterwards on the project webpage, available [HERE](#). The questions received were reviewed and formed the basis for an update to the FAQ document on the website.
- A pre-recorded presentation video suitable for school children was developed and issued to all schools, encouraging principals, teachers, students and parents to engage in the project. The video is available [HERE](#).
- The Council invited and responded to a range of questions received from the public throughout the public engagement period. Responses were provided by telephone and email throughout the four-week engagement period.
- Media articles on the proposed routes were included in DLR Times published in September 2020, Dublin Gazette on 1st October, The Irish Times on 2nd November, and Southside People on 4th November. The Director of Infrastructure and Climate Change participated in radio interviews on Dublin South FM on 20th October and Newstalk on Thursday 5th November.
- Staff from the project team held meetings with local residents and business groups from the following areas: Avoca Park, Avoca Road / Glenart Avenue, Ardagh estate, Deansgrange village, Belmont estate, Eden / Knocknashee estates, Mount Anville Wood and Kilmacud Road Lower, a full list is provided below:
 - Friday, 6th November meeting with the Store Manager and Area Manager from Supervalu Supermarket in relation to the proposals for George's Avenue and Deansgrange Road.
 - Thursday 24th September – Site meeting with Eden Park / Knocknashee Residents Groups
 - Tuesday 6th October – A specific webinar was held with the Deansgrange Business group
 - Wednesday 7th October – Site meeting with the Ardagh Residents Association. Following this meeting 200 leaflets were delivered to the chairperson
 - Wednesday 7th October – Meeting with the Crèche owner on Kilmacud Road Lower
 - Wednesday 7th October – Meeting with the Mount Anville Woods Residents Association
 - Friday 9th October – MS Teams meeting with the Avoca Park Residents Association
 - Monday 12th October – MS Teams meeting with Avoca Road and Glenart Avenue residents
 - Tuesday 13th October – Site meeting with residents from Belmont Estate
 - Wednesday 14th October – Site meeting with Avoca Road and Glenart Avenue residents
 - Wednesday 14th October – Site meeting St Fintans Park Resident meeting. After this meeting 200 leaflets were delivered to the residents.
 - Friday 16th October – follow up MS Teams meeting with Avoca Park Residents Association
 - Monday 19th October – Deputy Cormac Devlin Webinar (Executive were invited to attend to answer questions). 250+ in attendance
 - Wednesday 21st October – Site meeting with a number of residents from Avoca Ave area. After this meeting 250 leaflets were dropped to a resident.
 - Wednesday 26th – Site meeting with a resident of Glenageary Woods
 - Thursday 27th October – Site meeting with Belmont Residents
 - Tuesday 3rd November meeting with residents of St Fintans Park in relation to the proposals for Deansgrange Road.



3. DETAILS OF THE SUBMISSIONS

A total of **6,431** representations were received, the breakdown is as follows:



Each of the representations received via the Citizen Space (online) are individual submissions. Postal, email and CRM representations are a combination of individual submissions and group submissions with multiple signatories. The signatories for each of the postal, email and CRM representations have been totalled. The 977 representations from postal, email and CRM have been generated from 593 submissions.

All submissions were read, analysed and summarised. A list of the persons or bodies that made submissions is provided in Appendix A. Section 3.2 will summarise the demographics of the respondents in line with the responses to questions 1-7 of the online questionnaire contained in Appendix C. The categorisation, summary and responses to issues raised is contained in Section 3.3 onwards in line with the responses to questions 8-13 of the online questionnaire. Full details of all 6,431 responses are contained in Appendix B all of which are responded to in Section 3.3.

3.0.1 Data Integrity

An analysis of duplicate responses has been undertaken to determine the integrity of the data received.

Within the Citizen Space portal 2.8% of supportive representations were received from the same respondent, and 1.6% of non-supportive responses were received from the same respondent. A review of duplicate submission on the Citizen Space portal found those duplicates to be organic in nature as either part submissions or additional comments made. This data is considered robust.

Within the postal, email and CRM responses a percentage of respondents were identified as having the same name and address as representations made via the Citizen Space portal. Postal, email and CRM responses were in the majority objecting to the proposal (88% non-supportive vs. 12% supportive). The information provided in the postal, email and CRM responses is not sufficient to declare, with absolute certainty, that respondents have made multiple representations but it is noted as highly likely.

For example, 23% of objecting postal submission had a duplicate name and address to a Citizen Space representation. In the interests of conservatism postal, email and CRM responses have been assumed to be disparate from Citizen Space representations. This potentially weights the overall statistics toward not being supportive. Despite these occurrences, the suspected numbers of duplicates are small in the overall context.

Rather than disregard potential duplicates all responses have been included. This increases the percentage of people opposed to the scheme by an estimated 3% - 5%.

Of the respondents received, 81% of Citizen Space representations were stated as local residents. There was no evidence of mass submissions from areas outside of Dún Laoghaire-Rathdown.

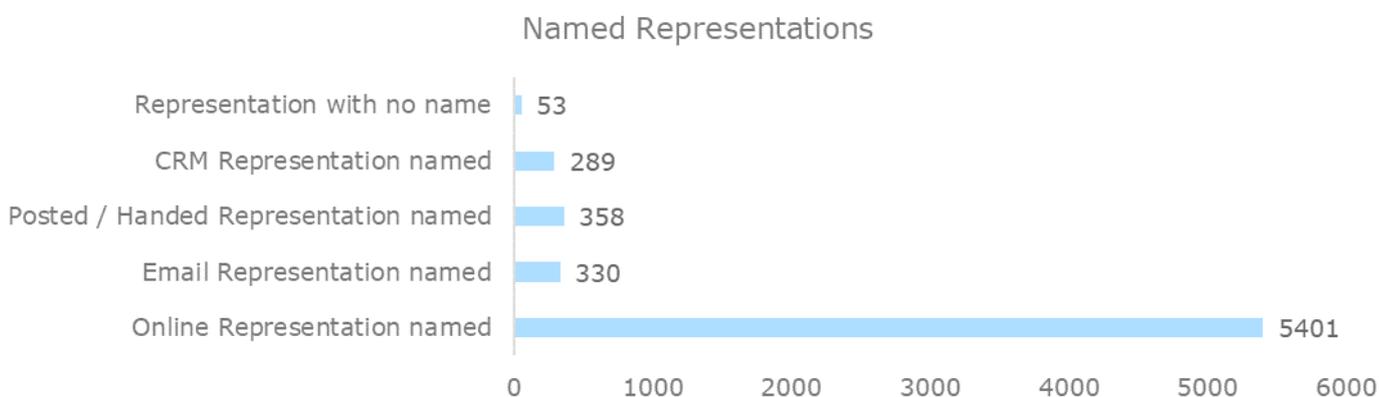
43 submissions were received after the closing date for the consultation. These have been included within the data and analysis and have not been categorised separately.

3.1 DEMOGRAPHICS OF RESPONDENTS

This section corresponds to questions 1 to 7 of the Citizen Space questionnaire, where we received engagement outside of this format, we have separated the demographics but aligned them to the questionnaire format where possible.

Question 1: What is your name? (Appendix A lists the persons or bodies that made written submissions. Each submission has been assigned an independent reference code.)

On the Citizen Space there were **5,401** responses to this question out of 5454 responses.



Question 2: What is your email address? (The details of this question will not be included for GDPR reasons)

On the Citizen Space there were **5,207** responses to this question out of 5454 responses.

Question 3: What is your organisation? (Appendix A lists the persons or bodies that made written submissions.)

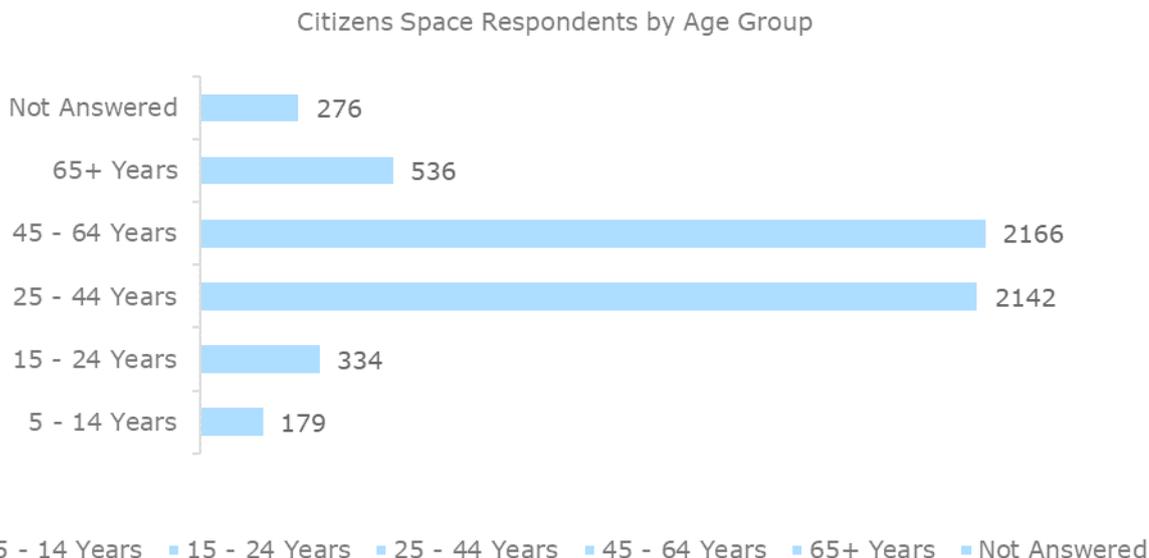
On the Citizen Space there were **3,047** responses to this question out of 5454 responses.

Question 4: What is your address or the street you live on? (The exact details of this question will not be included for GDPR reasons)

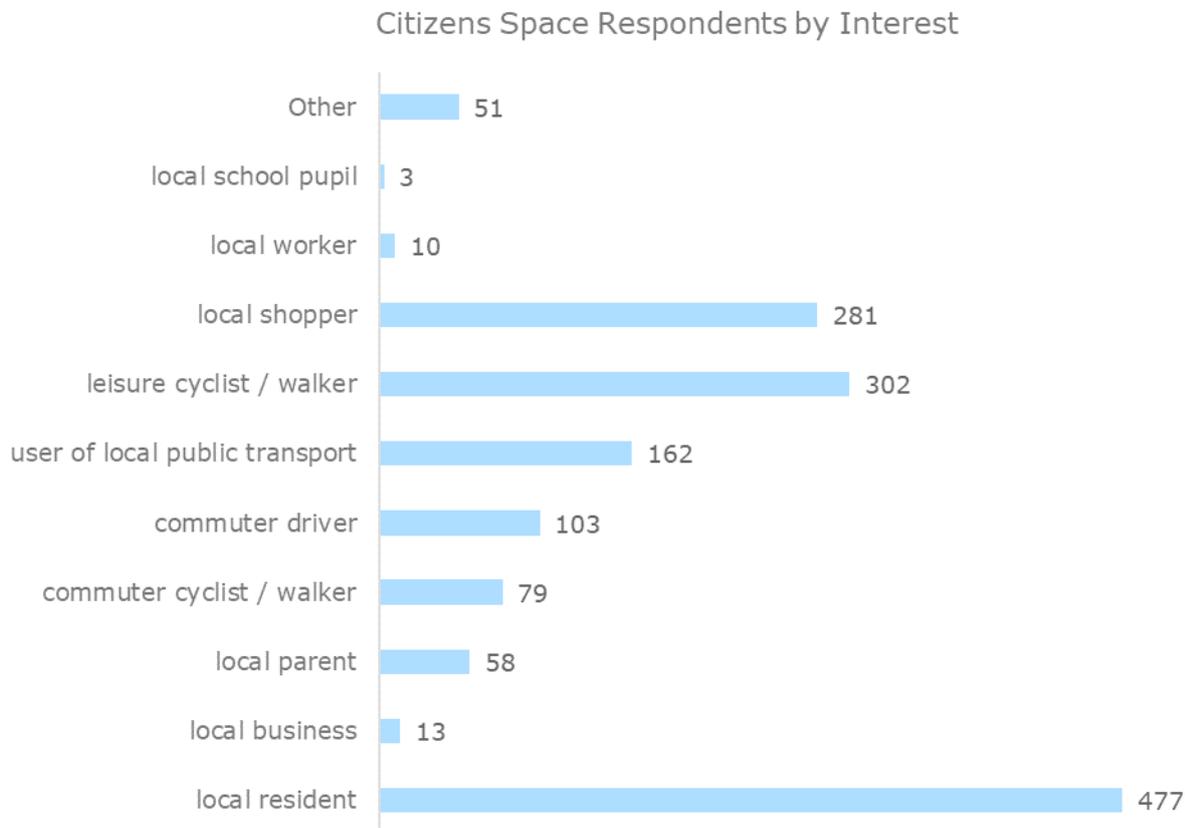
On the Citizen Space there were 5,235 responses to this part of the question out of 5,454 responses. Of the respondents received 81% of Citizen Space representations were stated as local residents.

Question 5: What age range are you in?

The age data for this response was gathered by those who chose to provide their age on the Citizen Space questionnaire. This data corresponds to 84.8% of the total representations (5,454 out of 6,431 responses).



From this data it can be seen that the majority of respondents fell between the ages of 25 to 64, with 29.9% falling outside of this age range.



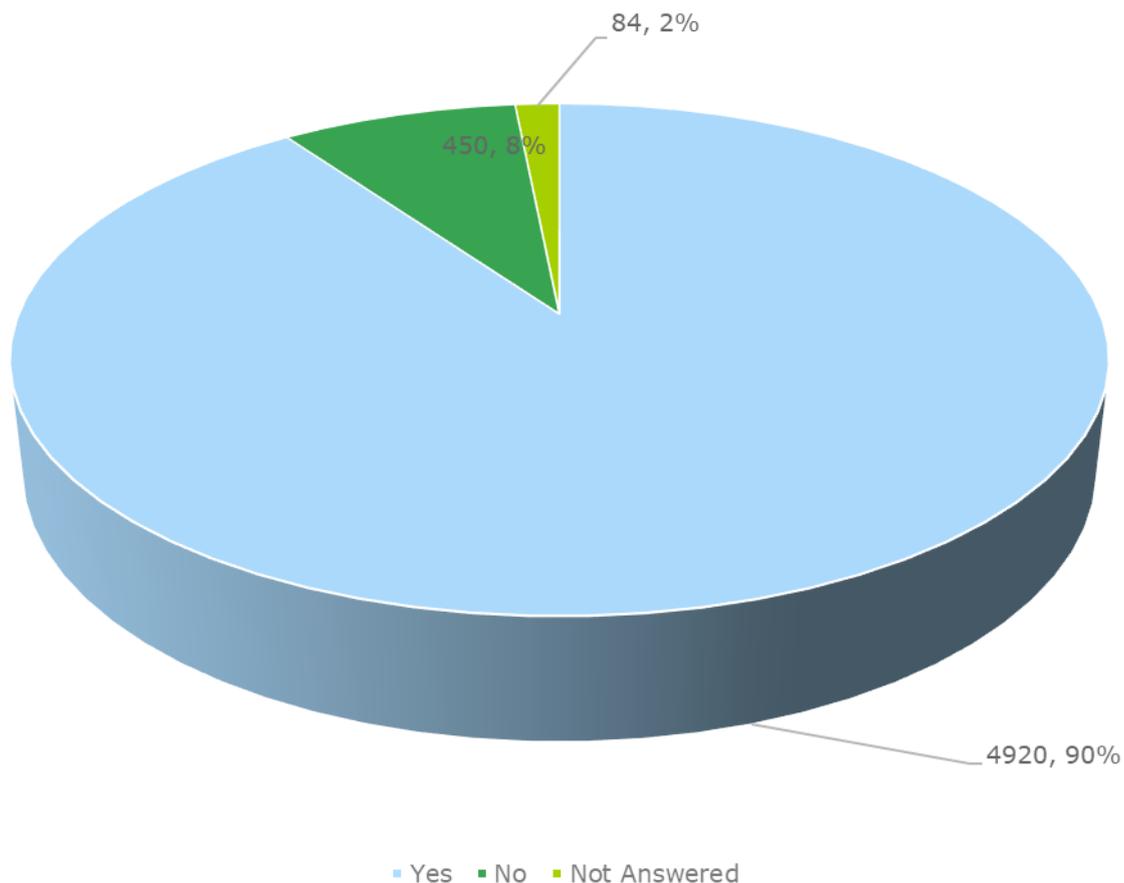
Question 6: What is your interest in the provision of cycle and walking facilities? (tick all that apply)

Respondents answers via Citizen Space:

The vast majority (**81.4%**) of respondents identified themselves as a 'local resident'. The second highest (**64.14%**) category of interest was with those who identified themselves as a 'leisure cyclist/ walker'.

Question 7: Do you walk/cycle often?

Respondents via Citizen Space were 5,370 from 5,454. It is not possible to establish data on respondents for this question who made responses via other means.



From this data it is clear that the majority of the respondents use an active mode of travel often and so could be potential users of the proposed scheme.

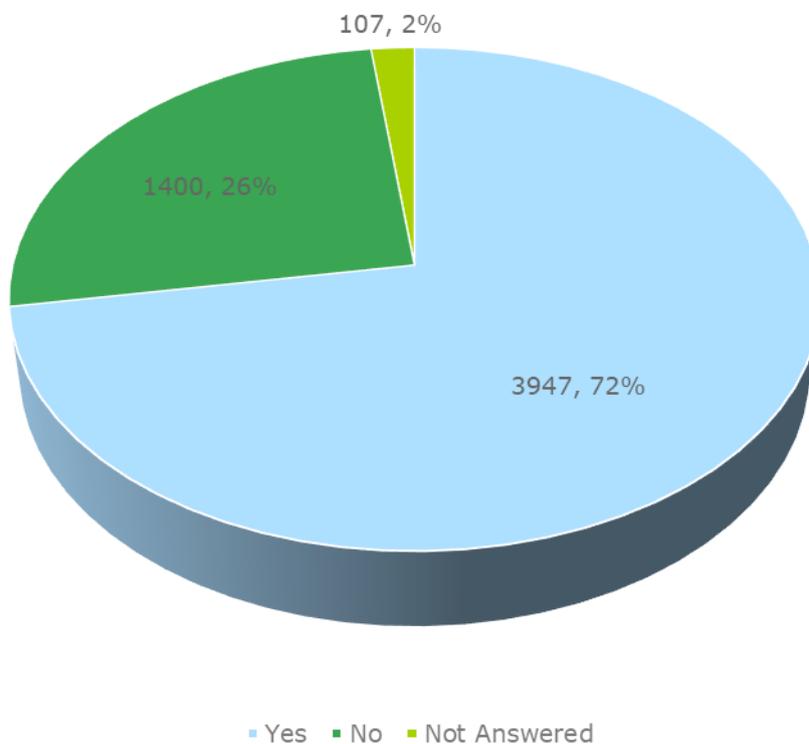
3.2 OVERVIEW OF COMMENTS RECEIVED BY RESPONDENTS

This section corresponds to Questions 8 to 13 of the Citizen Space questionnaire, where engagement was received outside of this format, we have aligned it to the questionnaire format where possible. (Appendix B contains full details of the responses received. Each submission has been anonymised and been assigned an independent reference code.)

Question 8: Do you support the installation of the proposed New Safe Walking and Cycling Routes in the County?

On the Citizen Space **5,347** respondents gave an answer to this question, and 107 did not. These responses have been categorised, summarised and responded to in Section 3.3.3.

3,947, 72.4% of those who responded said 'Yes' they were supportive of the proposals and **1,400, 25.7%** said 'No' they were not supportive of the proposals.

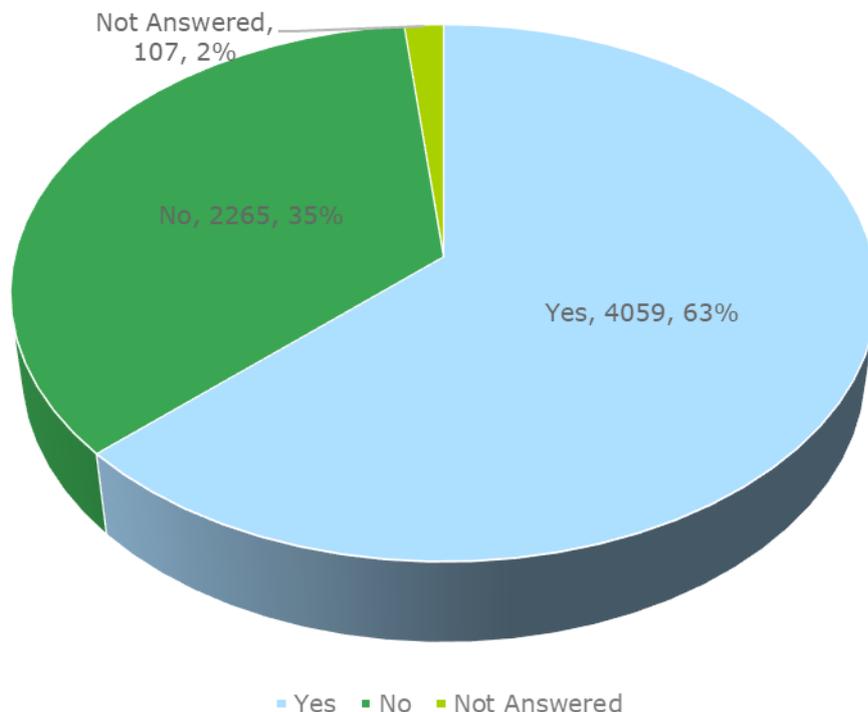


Each of the responses that were submitted by traditional means were individually read and categorised into 'supportive' or 'not supportive' to correspond to the categories on the Citizen Space questionnaire.

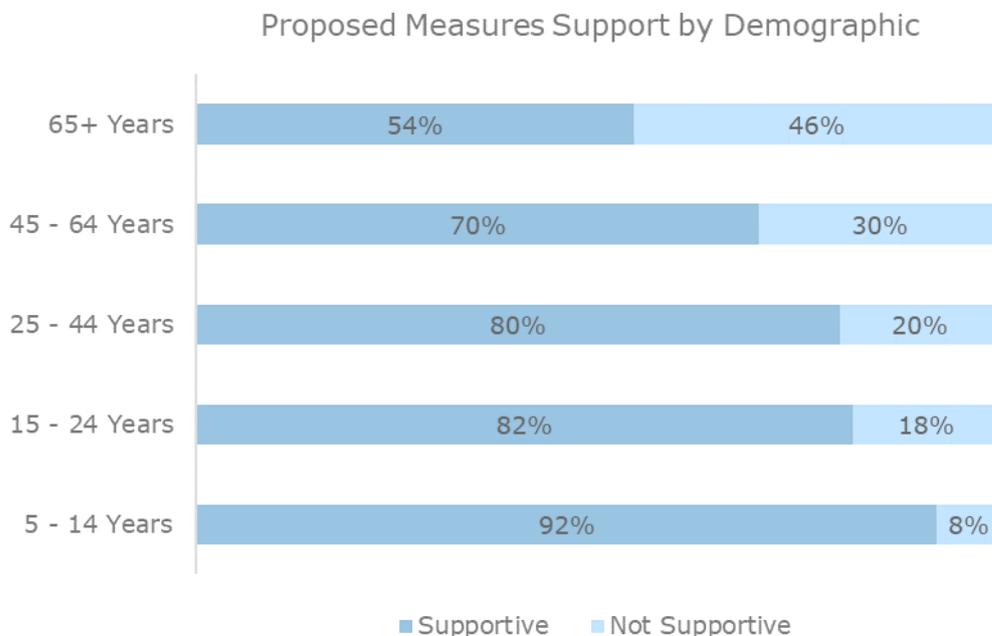
Where multiple signatories were included the number of signatories included as the number of representations. Section 3.0.1 of this report provides further detail on the integrity of the data used.

Of the responses received by traditional means **112** were categorised as a supportive response and **865** were categorised as not supportive responses.

The combined data from the Citizen Space and the traditional means of submission totals **6431** representations, with **4059, 63%** confirming support for the proposals and **2265, 35%** not supporting the proposals. It is important to note that there are likely duplicate submissions within the combined 'not supportive' total as noted in Section 3.0.1.

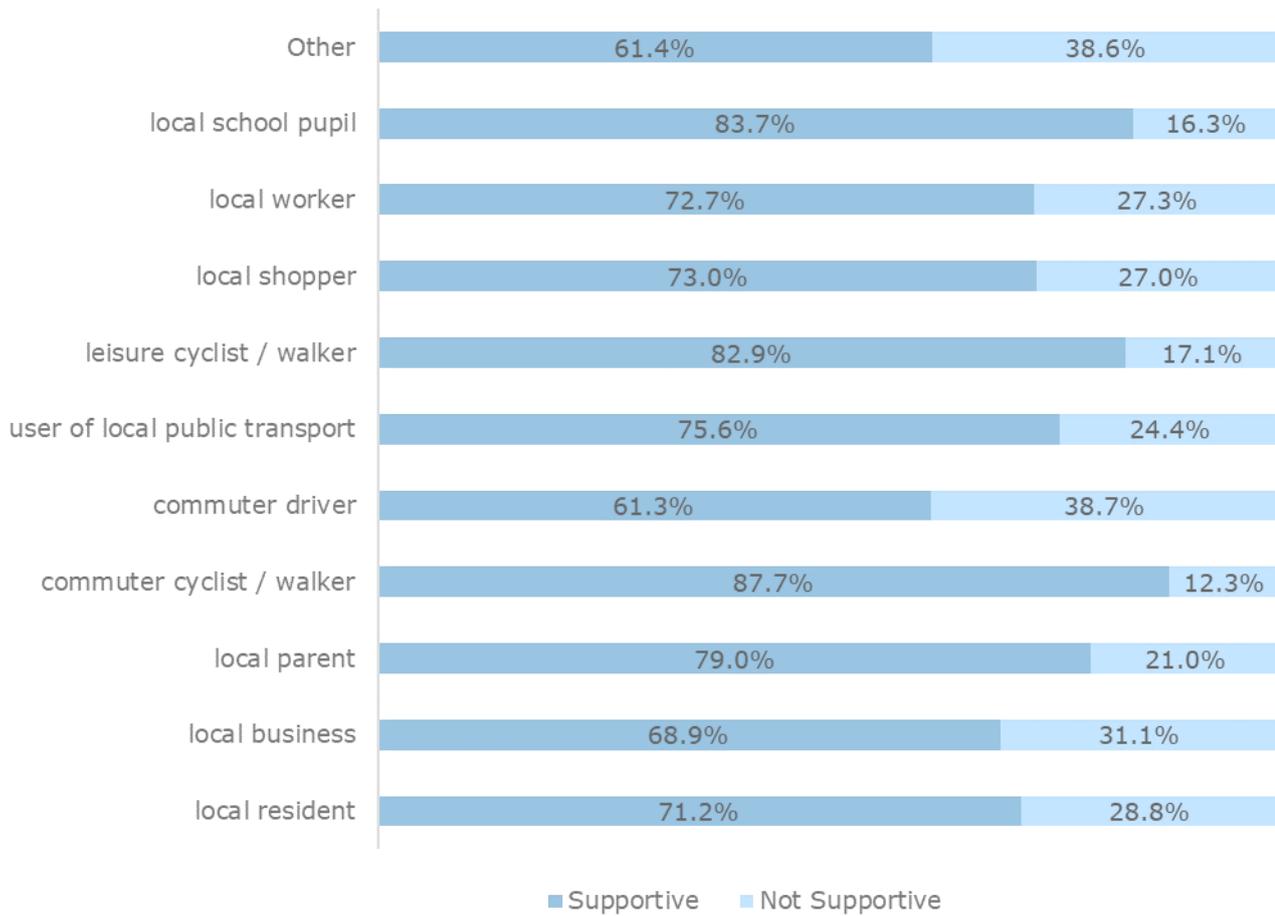


The graphic below illustrates the percentage of support by demographic, as provided by those on the Citizen Space.



The proposed measures are supported in each age demographic.

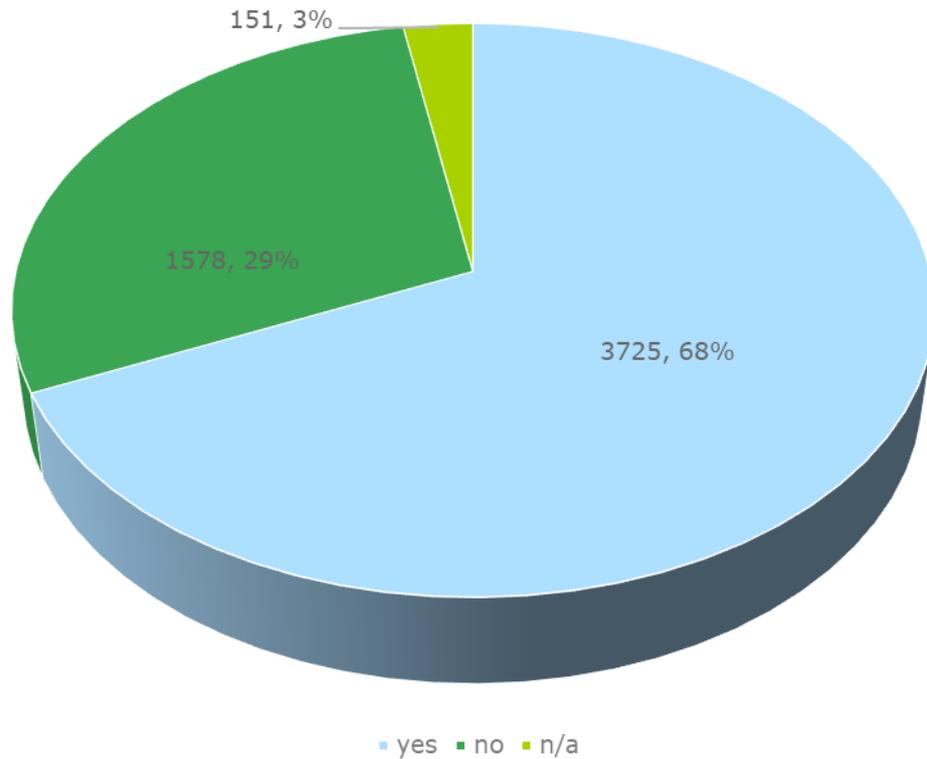
Proposed Measures Supportive/Not Supportive by Interest Profile



The proposed measures are supported in each interest profile, in each age demographic and are supported as a collective response based on the representations received.

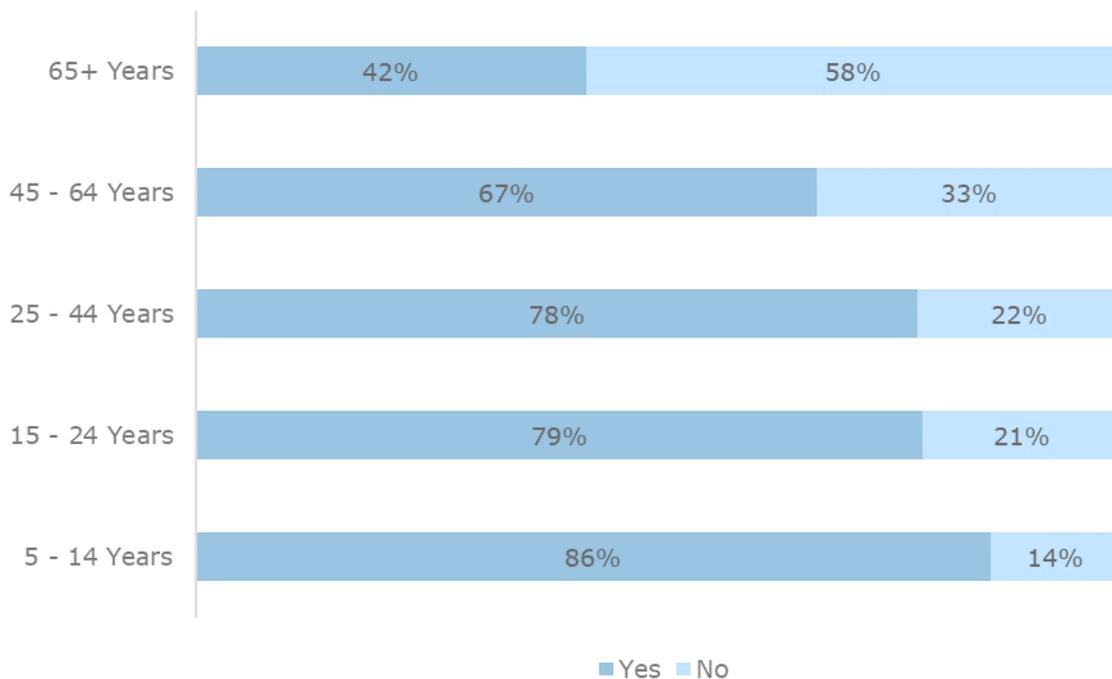
An anatomised list of respondents has been provided in Appendix A of this report.

Question 9: Would you consider walking/cycling more often once these proposed routes are in place?



This data corresponds to representations received on the Citizen Space, **85%** of representations. **3,725, 68%** of respondents confirmed that the proposed measures would enable them to walk or cycle more often, demonstrating a clear appetite for active travel as a genuine mode.

Would the proposals encourage more walking/cycling by demographic



Question 10: Do you want to make a comment on the Sea to Mountains Route?

For this question it was not possible to correspond responses made in traditional ways to the responses made on the Citizen Space questionnaire. The data only corresponds to responses received on the Citizen Space and so 85% of respondents. There were **2,356** responses to this question. These responses have been categorised, summarised and responded to in Section 3.3.3.

Question 11: Do you want to make a comment on the Mountains to Metals route?

For this question it was not possible to correspond responses made in traditional ways to the responses made on the Citizen Space questionnaire. The data only corresponds to responses received on the Citizen Space and so 85% of respondents. There were **1,953** responses to this question. These responses have been categorised, summarised and responded to in Section 3.3.3.

Question 12: Do you want to make a comment on the Park to Park route?

For this question it was not possible to correspond responses made in traditional ways to the responses made on the Citizen Space questionnaire. The data only corresponds to responses received on the Citizen Space and so 85% of respondents. There were **2,039** responses to this question. These responses have been categorised, summarised and responded to in Section 3.3.3.

Question 13: Would you like to add any further information on the proposed New Safe Walking and Cycling Routes?

For this question it was not possible to correspond responses made in traditional ways to the responses made on the Citizen Space questionnaire. The data only corresponds to responses received on the Citizen Space and so 85% of respondents. There were **2,241** responses to this question. These responses have been categorised, summarised and responded to in Section 3.3.3.

3.3 CATEGORISATION OF REPRESENTATIONS RECEIVED ON ALL THREE ROUTES

The following section summarises the key issues raised with respect to the proposed walking and cycling routes. Each public engagement response was read and categorised against 22 categories that were found in the responses. Some responses addressed multiple topics and so have been addressed multiple times.

Each representation relates to either, a signatory on a letter, an email response, a response through the CRM or an answer to the Citizen Space online questionnaire.

Each section below provides a description of the category of responses, how many respondents mentioned this topic and the demographics of these respondents. Where necessary, the category is broken down into sub-topics and a response is provided.

Each response was read and from this the 22 categories were derived. Responses were individually categorised into the topics that they referred to. One comment may refer to multiple categories. The graphic below illustrates the 22 categories and the number of representations, it is important to note that although this section of the report discusses comments received, in the vast majority of representation, respondents were supportive of the proposal.

The demographics of representations has been described relative to the categorised response, where appropriate, utilising the information provided by respondents through the Citizen Space. It is noted that respondents could select more than one category, e.g. local resident and local parent.



3.3.1 Supportive Representations

3,585 supportive representations were received through the Citizen Space and 27 via traditional means which were supportive of the initiative without qualification or proposed adjustment.

This accounts for **56.1%** of all representations received, with representations advocating the implementation of safe routes to and from school for both children and adults; without qualification. Respondents noted the positive impacts the proposed measures would have on their lives and businesses. Four example responses are illustrated below:

"This would be life changing for my family. We are constantly trying to work out the safest cycling route to get places but often it's just not possible to get where we want to go safely by bike. Joining up existing cycling routes is common sense and would remove a lot of the stress from cycling and make it an absolute pleasure."

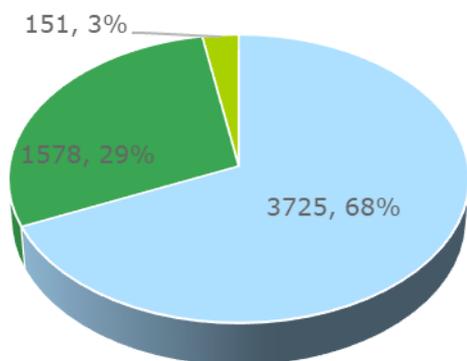
"I think they are a great idea. One of the barriers to me cycling with my family (two kids 9 to 11) is the danger of lack of segregated cycle lanes and cars passing closely"



"Perhaps 10 years ago, before we had children, the availability of broadband might have been one of the top items on the checklist for deciding where to live. Now, with kids, living, recreating, working, shopping, travelling with kids, the availability of safe segregated cycling routes has to be a contender for top of the list."

"100% support. Particularly delighted about plans for Deansgrange as [this street/junction is] hazardous for cyclists at times. Also delighted to see cycle routes connecting together. Good for local residents, the environment, local businesses and building community."

3,725 respondents noted that the proposed measures would encourage them to adopt an active mode of transport accounting for **68.4%** of representations received via the Citizen Space.



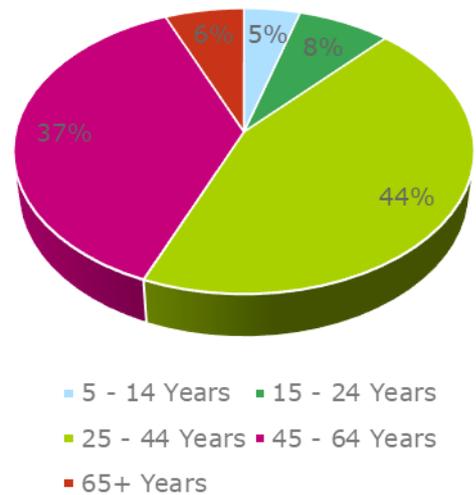
Would you consider walking/cycling more often once these proposed routes are in place?

■ yes ■ no ■ n/a

These representations, received through the Citizen Space questionnaire, emanated from a broad spectrum of society illustrated by the demographics below:

Citizen Space Response by Demographic	No. of Respondents
local resident	2797
local business	157
local parent	1594
commuter cyclist / walker	2184
commuter driver	797
user of local public transport	1148
leisure cyclist / walker	2644
local shopper	1671
local worker	488
local school pupil	530
Other	145

Respondents by Age



It is acknowledged that the majority of representations received are supportive of the proposed measures. The volume of consultation and level of support is noted as significant. Representations note their support for both the proposed interventions and the key objectives of the proposals. Representations detail a wide variety of benefits which include, but are not limited to:



Safety

A significant number of respondents noted that the proposals would now facilitate safe travel options for children and adults through existing difficult and dangerous junctions. The implementation of the proposals would enable parents to feel more confident to that their children could independently move around DLR, minimising risks for the young and vulnerable.



Healthier lifestyle

A number of respondents noted that the proposals would yield positive physical and mental health benefits, assisting in reducing obesity and improving concentration in schools.



Boost to local economy

A number of respondents highlighted that they would be much more likely to use local shops, businesses and facilities if the proposals were implemented.



Increased family time

A number of respondents highlighted the value of the proposed routes to increasing the amount of family time during the school run.



Tackling climate crisis

A number of respondents highlighted how the measures were timely in seeking to move towards climate action.



Reducing air pollution

Respondents noted that the potential for reduced vehicular use would yield health and equity benefits for all of society.



Reduced congestion

Respondents noted that the increased availability of cycling and walking as genuine alternatives to the car would have the added benefit of generating space for those who must drive. With 3,725 respondents noting that they would cycle or walk more if the infrastructure was in place.



Transport and access equity

Respondents noted that the proposed measures ensure access for all, including those unable to drive or who could not afford to own a private motor vehicle.

3.3.2 Supportive with Adjustments

503 representations were received through the Citizen Space and 300 via traditional means which were in principle supportive of the initiative but would seek to adjust the proposals. Four example responses are illustrated below.

"I'm really excited about this, since way-finding has been one of the things I wanted to see improved. I travel from the south inner City to IADT for college by cycling and since I suffer from ADHD I often try and use the most straightforward directions I can find.[...] Safety for kids is the benchmark but many more people from all ages will take advantage of this."

"I would like to support the New Safe Walking and Cycling Routes but they seem to nearly get it right, just not actually right. The infrastructure is of good quality, although I question the anti skid surfacing. When it deteriorates it leaves loose stones which is more of a skid hazard than tarmac..."



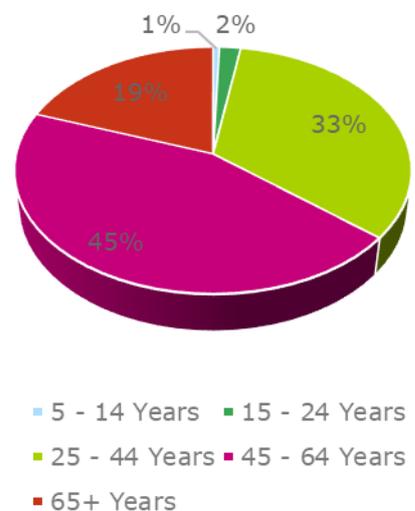
"Yes but they omit a key bottleneck - Glenageary roundabout. No safe way for cyclists or Pedestrians to cross Glenageary Road Lower to get to Glenageary Road Upper. [...] Almost impossible as cyclist accompanying a primary aged child on a bike to use the roundabout."

"I am in favour of safe walking and cycling routes, but not if their development impacts on the quality of life for local residents."

803 respondents, **14%** of all representations received refer to this issue. The representations, received through the Citizen Space questionnaire, are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	477
local business	27
local parent	199
commuter cyclist / walker	199
commuter driver	194
user of local public transport	180
leisure cyclist / walker	305
local shopper	281
local worker	64
local school pupil	44
Other	24

Respondents by Age



This categorisation of responses covers a very broad group of representations. This section considers the general comments respondents made, with more prominent issues relative to this item discussed in the latter sections of the report.

Representations included:

- That the strategic network approach was commendable, linking existing and proposed measures to facilitate movements through and across an existing disjointed or disconnected infrastructure.
- Proposed amendments or additions to the proposed routes so that they could better connect to their origin or destination points.
- Comments on the meandering nature of the routes and would prefer to use certain streets to make the routes more direct. They are concerned the routes will otherwise be mostly for leisure rather than a convenient everyday alternative to replace car trips. Other respondents suggested slight alternations to the routes in order to include or avoid a certain area.
- Proposed suggestions to ensure that good segregation between pedestrians, cyclists, motorist and disability modes in the appropriate locations was implemented. Some respondents would prefer more space for people walking and cycling and/or different forms of protection from motor vehicles (e.g. some prefer higher kerbs while others referred to these as hazards). People also mentioned segregation between pedestrians and cyclists as well as measures to control the behaviour of people cycling (e.g. at crossings). A few respondents mentioned the visual impact of the infrastructure (e.g. they did not like the look of bollards). In addition, there were some concerns about the condition of the infrastructure and maintenance needed.
- A submission received from specific parties, such as Scoil San Treasa who have provided suggestions in regard to how the routes can best link past their school will, as part of our adaptive design model, be discussed and finalised in the detailed design and construction phase.
- Issues regarding attitudes of each mode towards one another, e.g. cyclists are aggressive towards pedestrians, or motorists are aggressive towards cyclists.
- Issues regarding maintenance of existing active mobility infrastructure to ensure that it was appropriate for use.
- Supportive positions but highlight issues regarding existing traffic, allocation and priority of road space and car parking. These issues are more specifically detailed in the remainder of the report.

Response

The purpose of these routes is to create a joined-up network across the County, connecting residential areas with schools to allow active school travel. While some people may travel from start to end of a route, it is expected that the majority of users will walk or cycle from their home to one of the schools along the route and back. The routes were chosen to provide a safe and convenient travel option for those type of trips, as directly as possible. In some cases, the most direct route is limited by spatial constraints such as the County's (dendritic) street pattern, private ownership, or lack of possibilities to safely cross major roads (e.g. the N11). These can be addressed to further optimise the routes but these would require larger scale infrastructure schemes. While most of the areas raised are proposed as part of the Cycle Network one of the objectives of this scheme was to deploy it in pop up fashion.

Part of the adaptive design and build model process is that the routes will be monitored for 6 months and evaluated to assess their effectiveness. If alternations are required for more / less segregation, issues relating to maintenance or visual impact of the measures these can be addressed or reconsidered. Where appropriate additional interventions can also be considered to support increasing demand for active mobility along the routes as well as safe use for both pedestrians and cyclist. Maintenance of the infrastructure is further addressed in Section 3.3.4

3.3.3 Project Development Including Funding, Statutory Authority and Engagement and Consultation Process

242 representations were received through the Citizen Space and 533 via traditional means which noted Project Development, Funding, Statutory Authority and Engagement and Consultation as issues in regard to the proposed measures. A small sample of these responses are illustrated below:

"There are enough cycle routes in our area already this is a complete waste of tax payers money. You should put this money to better use rather than putting cycle lanes everywhere. Drivers are paying road tax and are not being taken into consideration at all people who get up and have to drive every day for work, seem to have less rights than cyclists..."

"No consultation prior to implantation of existing paths . No planning...as tax payers and rate payers we had no say. not very democratic."



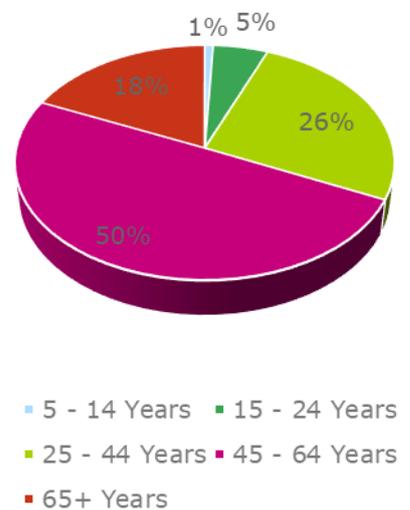
"I would remind the local authority of the particular status and role given to it by virtue of Article 28A of Bunreacht na hÉireann in particular its recognition of the role of local government in providing a forum for the democratic representation of local communities, in exercising and performing at local level powers and functions conferred by law and in promoting by its initiatives the interests of such communities."

"Available funds should be spent on support for those effected by COVID 19."

775 respondents, 12.9% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	225
local business	20
local parent	82
commuter cyclist / walker	85
commuter driver	115
user of local public transport	89
leisure cyclist / walker	142
local shopper	138
local worker	43
local school pupil	19
Other	23

Respondents by Age



The issues relative to this item can be divided into 3 categories; these have been described below, along with a detailed response on each of the issues:

1. Funding

Of the 775 representations, a number of respondents commented in regard to the source of funding for the proposed measures. Issues queried whether the proposed funding should be directed towards active mobility measures or utilised for other modes of transport or other initiatives.

Response

The Active School Travel Initiative is being delivered as part of the funding package received from the National Transport Authority under the Sustainable Transport Measures Grant programme. Dún Laoghaire-Rathdown County Council competes for this funding with other Local Authorities and it is allocated to projects that will deliver high quality schemes.

It has been proven in multiple studies that investing in sustainable and active transport modes brings economic benefits alongside the health and wellbeing related benefits associated with an active lifestyle. For instance, the current levels of cycling in the EU corresponds to fuel savings of more than 3 billion litres per year, which in turn corresponds to the fuel consumption for road transport in Ireland. The evidence is clear that investment in sustainable and active transport modes provides good value for money.

Which benefits can we measure today?

Benefit	Estimated Value (billion euros)
CO2 emissions savings	0.6 – 5.6
Reduction of air pollution	0.435
Reduction of noise pollution	0.3
Fuel savings	4.0
Longer and healthier lives	73
Less sickness absence at the workplace	5
Bicycle market	13,2
Cycle tourism	44
Easing of road congestion	6,8
Saving on construction and maintenance costs for road infrastructure for motorised vehicles	2,9
Total annual benefits	150 - 155 bn euros

Source: Steenberghen T. et al. 2017. Support study on data collection and analysis of active modes use and infrastructure in Europe

'The Pedestrian Pound' report published in 2018 brought together academic research and case studies showing that safe and pleasant places, where people walk to and stay longer, are economically vibrant. The report pulls together a wide range of information sources, from across the UK and internationally, and concludes that 'investment in the public realm and walkability makes economics sense. The evidence we have demonstrates increased footfall and trading'. It also states that 'business owners and organisations still over-value the importance of parking and car access to their footfall and sales revenues'³.

³ <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

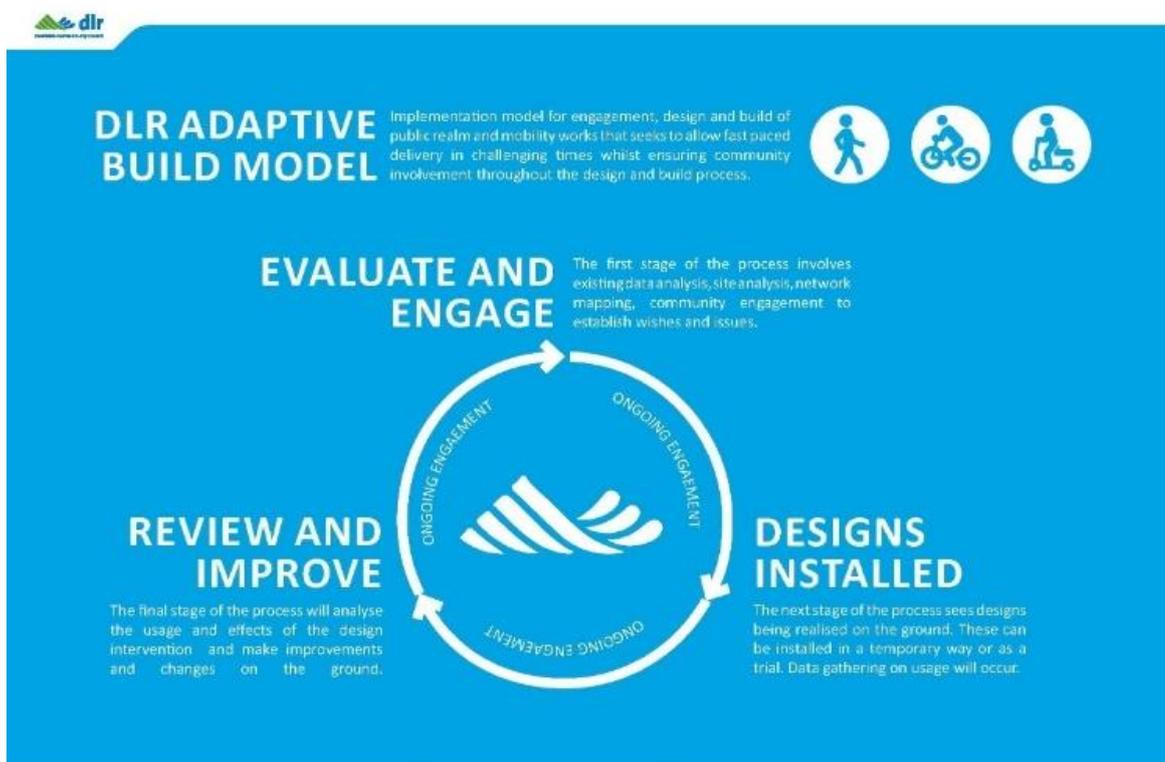
Further information on impacts on businesses is provided in 3.3.16 (section 3).

2. Engagement and Consultation

Of the 775 representations, a number of respondents commented in regard to the level of consultation and engagement undertaken as part of the proposed measures. Comments were raised in regard to the duration of the consultation period, the opportunity for people to participate and the volume of material available in more traditional paper/postal formats.

Response

DLRCC has developed an adaptive design and delivery model to support the execution of the works. We are currently in Phase 1 of that model where we consulted extensively with key stakeholders like DLR Councillors, the NTA (National Transport Authority) and the wider public. The graphic below illustrates that adaptive Design and Build Model.



Section 2.2 of this report describes the particulars of the public consultation and engagement process that has been undertaken by DRLCC.

It is worth comparing this to the level of engagement required of a statutory consultation process (Part 8). This process requires an advertisement to be placed in a newspaper and site notice to be erected. These notices are required to outline where plans can be viewed and submissions made. It does not require a Local Authority to engage with the public via in person meetings, online platforms, webinars etc. When compared to these requirements the level of engagement on these proposals has been considered as significant.

The Public Consultation and Engagement process has received 6431 representations, of which 5454 were received through the Citizen Space forum and 977 representations

were receive in more traditional forms as signatories to letters, individual posted letters or emails.

These representations were received from a broad representation of society, with the 81% of all Citizen Space responses received from respondents noted as local residents. Given the volume of responses it is considered that the public engagement process was contributed to positively.

Section 3.1 of this report, provides further details of the demographics and profiles of respondents.

3. Statutory Authority

Of the 548 representations, a number of respondents highlight comments in regard to the statutory authority of DLRCC to implement such measures. The proposed process was queried in regard to the environmental impact assessments of the proposed measures.

Response

Policy Context

The proposed cycling and pedestrian routes contained in the Active School Travel Initiative were originally identified in the report on the Council's Cycle Network Review which was carried out by the Council in 2012. This Cycle Network Review incorporated an eight-week public consultation process and engagement with the Council's Elected Members.

Section 1.3 sets out the policy context for the proposals. Chapter 2.2. of the County Development Plan refers to sustainable travel and transportation. Section 2.2.3 of this chapter states that the delivery of the appropriate transport network for the County will be focused on an objective-based approach with all policies contained in Chapter 2.2 supporting those overarching objectives which are targeted at delivering the following:

- An increased travel mode share for walking and cycling. This increase will be mainly related to local trips to work, schools, retail and leisure within the larger urban areas
- Enhanced safety for all modes - especially for vulnerable road users
- The delivery of major strategic transportation projects and infrastructural improvements including the Council Cycle Network

Policy ST5 of the Council's County Development Plan 2016 – 2022 states that it is Council policy to secure the development of a high quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines. Policy ST72 states that it is Council policy to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review.

The County Development Plan 2016-2022 was adopted by the Elected Members of the Council after a two-year review period and this process included extensive statutory consultation with the Council's Elected Members and the general public.

Under section 15 of the Planning and Development Act 2000 a Planning Authority has a general duty to secure the policy objectives of its development plan which includes the development of a high-quality walking and cycling network across the County. Active School Travel Initiative seeks to implement the foregoing policy objectives relating to the development of a high-quality walking and cycling network across the County.

Power to carry out the works envisaged under the Active School Travel Initiative

The Council has the legal power to carry out the works envisaged under the Active School Travel Initiative. Relevant provisions include section 212 of the Planning and Development Act 2000 (as amended) which gives a Planning Authority extensive power to develop or secure or to facilitate the development of land. This would include the development of land for the purpose of a cycle and pedestrian route in the Active School Travel Initiative. Other relevant provisions include those contained in the Roads Act 1993 and the Road Traffic Act, 1994. The Council also has the power to construct cycleways under section 68 of the Roads Act 1993 and the power to install cycle and pedestrian lanes on public roads under section 38 of the Road Traffic Act 1994.

Planning permission for the works under the Active School Travel Initiative

Section 4 of the Planning and Development Act 2000 (as amended) provides that local authority development in its own functional area is exempt and therefore the Council is not obliged to obtain planning permission for works for the Initiative. The requirements under Part VIII of the Planning and Development Regulations 2001 do not apply to the works envisaged under the Active School Travel Initiative.

Environmental Issues

The works required under the Scheme do not require an Environmental Impact Assessment under the Planning and Development Act 2000 (as amended). The Council will comply with all its legal obligations under the Planning and Development Act 2000 (as amended) in relation to Appropriate Assessment.

3.3.4 Allocation of Road Space

242 respondents made a comment in relation to the allocation of road space. 187 of these were made on the Citizen Space and 55 were made by traditional means. A sample of these responses is given below:

"I know ideally, we couldn't have to sacrifice motorist road space in order to supply safe cycle and pedestrian space. [...] I believe that use of the protected lanes will only increase as time moves on."

"I want to encourage my children to cycle more but it has to be safe. We must have a definitive cycle lane that separates it with some form of bollards or raised lip/area."



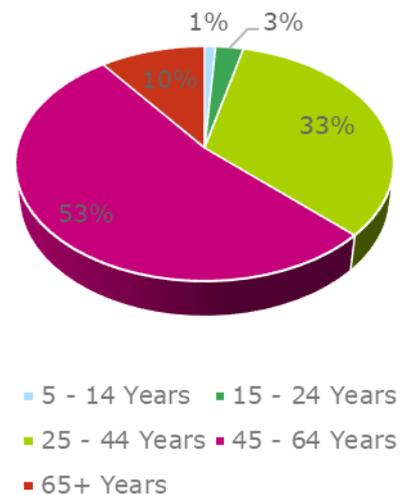
"As a walker I cannot see what is being done for pedestrians in this scheme. As usual, the emphasis is on cycling although this might not be a bad thing if it keeps bicycles off the footpaths."

"Drivers have already hit the curbs on the narrow corners and it's only a matter of time before they cause an injury."

242 respondents, 4.4% of all representations received refer to this issue. Of the respondents in this category 79 gave a supportive response and 163 gave a concerned response. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	168
local business	8
local parent	86
commuter cyclist / walker	63
commuter driver	95
user of local public transport	59
leisure cyclist / walker	103
local shopper	93
local worker	20
local school pupil	15
Other	8

Respondents by Age



The comments relating to this issue can be categorised as concerns about reallocating too much space from motorised vehicles and concerns about not allocating sufficient space for walking and cycling.

Balancing Existing Spaces for each Mode

Respondents are either broadly supportive of using 'off-road' routes to provide safe walking and cycling routes for children or concerned about these same routes being used more extensively for cycling alongside walking.

A number of respondents claim the proposed routes take away too much space from cars. There is concern this will have an impact on safety and on vehicle flow, which will be further expanded in Section 3.3.8. Equally there is support for the reallocation of road space and facilitating more sustainable modes.

A significant number of respondents were supportive of using fully segregated routes, including through parks where these could be seen as an alternative to re-allocation of road space. There were comments, which will be further expanded in section 3.3.19, around suggested extensions to the scheme to use other parks and off-road routes to enable access to a greater number of schools.

There were comments regarding the allocation of space between pedestrians and cyclists, especially on shared ped/cycle routes. This is further covered in Section 3.3.24.

There are some comments on the quality of the infrastructure and the degree of segregation. Some respondents are concerned that the proposed routes are too narrow to be safe and that cyclists are not properly protected. This could lead to cyclists swerving into the roadway.

A small number of respondents are concerned with the allocation of road space from public transport and note how the proposed walking and cycle routes fit with the wider Dublin transport network as first/last mile travel options.

Response:

The three proposed Active Mobility Routes utilise a combination of existing quiet streets, park paths, existing infrastructure and new infrastructure interventions, as detailed in Section 1.2. The majority of the routes consist of existing quiet streets and infrastructure. New infrastructure is necessary where there are no realistic options and an intervention is required to provide a joined-up network across the County. For some sections this can only be achieved by relocating existing street space, for example due to spatial constraints like the (dendritic) street pattern, housing, commercial properties, etc. Not implementing these sections would either result in a significant detour for people walking and cycling or in a missing link in the network, which would make walking and cycling less viable and attractive overall, resulting in more people driving instead.

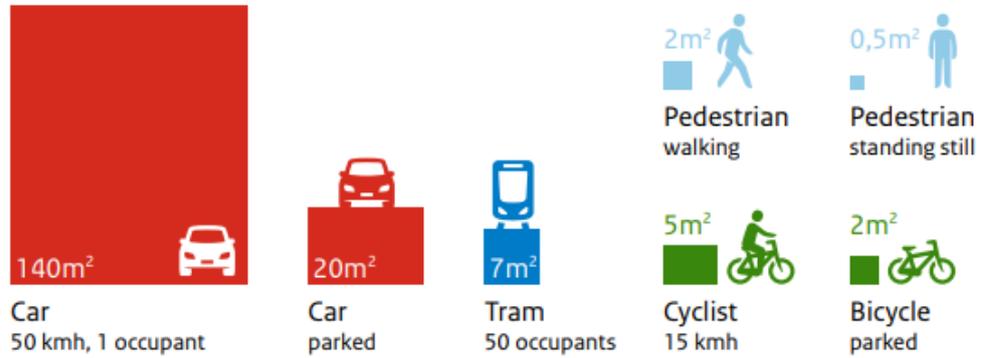
Where existing street space is reallocated, extra care is taken to provide segregation from cars, for example with kerbs or bollards. This segregation is needed to make sure children and their parents feel comfortable to walk or cycle along the routes. Most section where segregated cycle tracks are planned will be wide enough for a parent and child to ride side by side. Destinations along these sections will still be accessible by car.

Where street space is limited and an intervention is required, it is more valuable to prioritise the most space efficient travel modes. A single car lane in a built-up environment can typically transport 800 to 1,800 people per hour. A cycle track of the same width can transport up to 14,000 people per hour⁴.

⁴ Environmentally Sustainable Transport - Main Principles and Impacts

It is important to note that interventions are only proposed where they are necessary. If they are not provided the existing barriers to walking and cycling remain. None of the proposals remove access for vehicles. At worst there are increased journey times for vehicles. The balance is a safe and attractive option for walking and cycling is provided.

The insert below helps illustrate the space needed per person based on a variety of transport modes⁵:



⁵ <https://english.kimnet.nl/publications/publications/2018/04/06/cycling-facts>

3.3.5 Upgrades to and Maintenance of Existing Infrastructure

11 representations were received which mentioned upgrades to existing infrastructure. 9 representations were received through the Citizen Space and 2 via traditional means which noted engagement and upgrades to existing infrastructure as issues in regard to the proposed measures. Of these responses 1 was supportive and 10 expressed concern. However, it is important to note that some of the concerned respondents were supportive of the proposals in parks but not in other areas. A sample of the responses is illustrated below.

"I think the existing cycle paths should be maintained properly before any drastic changes to road infrastructure that will affect everybody"

"The paths from Rocwood to Leopardstown grove is too narrow for both cyclists and walkers and will negatively impact my walking route."



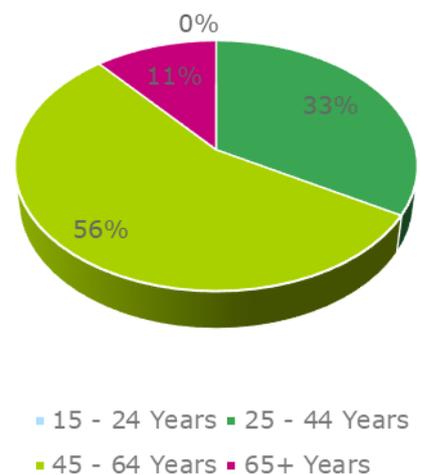
"I feel the installation of cycling routes at the expense of the road network is a bad move. Cycling routes in parks and other areas which do not lead to a reduction in the road network is a good idea."

"I live in Meadowvale and have seen the pathways widened and again in theory this should be very positive but cyclists are already cycling through at dangerous speeds while people like myself walk."

11 representations formed less than 0.2% of all representations received. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	8
local business	0
local parent	3
commuter cyclist / walker	2
commuter driver	4
user of local public transport	4
leisure cyclist / walker	5
local shopper	4
local worker	1
local school pupil	2
Other	0

Respondents by Age



The comments can be categorised as either broadly supportive of using 'off-road' routes to provide safe walking and cycling routes for children or concern about these same routes being used more extensively for cycling alongside walking. There was also concern about the maintenance of existing infrastructure. Each of these subcategories will be expanded on below and a response provided.

Route Segregation and Maintenance

Respondents were supportive of using fully segregated routes through parks where these could be seen as an alternative to re-allocation of road space. There were comments, which will be further expanded in Section 3.3.21, around extensions to the scheme to use other parks and off-road routes.

Respondents were concerned about maintenance to existing segregated infrastructure and pathways.

Response

DLRCC Parks Department have been successful in securing funding from the NTA to upgrade a number of their parks. These upgrades compliment the proposed routes and the works that are proposed as part of the Active School Travel Initiative.

Sharing of mobility modes within the proposed routes

A key concern in this category is that encouraging more cyclists to use existing pathways in parks could lead to conflicts between the modes of travel. Respondents felt that existing pathways could not accommodate all users safely and that upgrades would be required. There were concerns that vulnerable pedestrians would have reduced access and priority,

Response

The proposed Active School Travel Mobility Routes utilise a number of existing park paths, as part of the adaptive design and delivery model; refer to Section 3.3.3 above, the routes will be monitored and evaluated to assess and evaluate their effectiveness. DLRCC have recently upgraded and widened some sections of parks along these routes. This increased space will reduce potential conflicts. Perceptions of cyclists and cyclist pedestrian conflict will be explored further and a response provided in Section 3.3.24.

3.3.6 Accessibility and Inclusive Design

314 respondents made a comment in relation to accessibility and inclusive design. 179 of these were made on the Citizen Space and 135 were made by traditional means. A small sample of these responses is given below.

"You are putting cyclists ahead of pedestrians in the design of these urban realm installations."

"Due to my age, I am unable to cycle and require my car to get around. The proposed routes will cause me significant access issues."

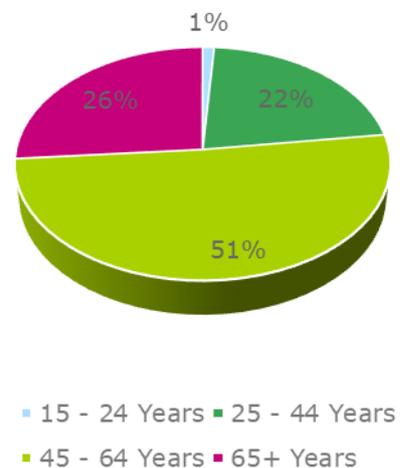
"I am visually impaired cyclist and this new cycle and walk route makes me feel safe, gives me the opportunity to get out and stay fit and feel like I also have a place in society."

"While in theory I support cycle lanes I feel no consideration has been given to my needs. I'm unable to either walk far or cycle so now for me the seafront is out of bounds which I resent. My brother in law is in a wheelchair and trying to cross the road is practically an impossibility. I feel the needs of one element of society is being placed above another."

314 respondents, 5.6% of all representations received refer to this issue. Of the respondents in this category 60 gave a supportive response and 253 gave a concerned response. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	162
local business	7
local parent	56
commuter cyclist / walker	43
commuter driver	65
user of local public transport	62
leisure cyclist / walker	84
local shopper	98
local worker	26
local school pupil	10
Other	17

Respondents By Age



The comments related to this issue can be categorised into creating an advantage for “young, able bodied people” at the expense of the groups who are “elderly” or “the disabled”

It should be noted that many arguments categorised the “elderly” or “the disabled” as homogenous groups, while there may be a large variety within these groups in needs and abilities regarding mobility.

While some comment that they require a car to get around, there are also others who comment that due to their condition they are unable to drive and they therefore rely more on active

mobility modes. Some respondents expressed concerns that these routes do not follow design codes. Each of these subcategories will be expanded on below and a response provided.

Respondents comments relating to restricted mobility and need for cars

Respondents mentioned that they are unable to walk or cycle and therefore require a car to get around. Reasons for not being able to walk or cycle where mostly due to age, being pregnant or (physical) disabilities. Some people also responded that walking or cycling is not an option to them because they have no time for it during the school run before getting to work or not being able to transport items like school bags, groceries, or equipment.

Respondents shared concerns that these routes will makes them less mobile as it would be more difficult for them to drive.

Some respondents noted that they are unable to drive a car and rely on walking and cycling to get around. They require safe infrastructure to be able to do this. They therefore support these routes as they will allow them to be more mobile and make them feel included in the local community.

There were comments that these measures prioritise a small minority of young able-bodied cycling "athletes" at the expense of the "elderly" and "disabled". The perception of cyclists is further covered in Section 3.3.24.

Some respondents mentioned the importance of safe walking and cycle routes to them but experience that car dominance in the urban realm is inhibiting them from walking and cycling more often.

Response:

Particularly within groups like the "elderly" and "people with disabilities" there is a large variety of needs and abilities regarding mobility. The aim with these Active Travel Routes is to provide a joined-up network of safe walking and cycling routes that is convenient and inviting for all. That includes children, the elderly and people with disabilities who have various needs and abilities.

Along these routes more space is provided to vulnerable road users, pedestrians and cyclists are segregated as much as possible, new crossings are to be implemented and the reductions in motor vehicle speed is encouraged. For those that rely on walking or cycling, this makes traveling across the County on foot, with a rollator, a wheelchair, a tricycle or a mobility scooter safer, providing people with more freedom to move independently. For those that rely on cars to get around, destinations along these routes will still be accessible by car. Dedicated car parking for people with disabilities will be maintained.

Providing space for cyclists also opens space for pedestrians. Securing safe conditions for on-street cycling and providing segregated cycle tracks means cyclists have less need to use a footpath in order to feel safe. This secures the footpath as a more exclusive space for pedestrians.

The proposals will be designed in accordance with the adopted design standards and will be monitored and evaluated to assess their effectiveness. Where appropriate additional interventions can be made to support use for people with disabilities.

3.3.7 Quiet Streets and Safety

51 respondents made a comment in relation to quiet streets and safety. 26 of these were made on the Citizen Space and 25 were made by traditional means. Of the respondents in this category 9 were gave a supportive response. A sample of these responses is given below.

"In residential areas, I cannot see an issue with walkers, cyclists and cars sharing the paths/roads in a manner that is safe for all."

"I am so supportive of this new initiative but I believe that we need to put other safety measures in place for members of the public especially our children for this to work. [...] The traffic that has been created by the closing of roads has worsened traffic on our road making it very unsafe. I would support this 100% if we could see more ramps and pedestrian crossings put in place in our area."



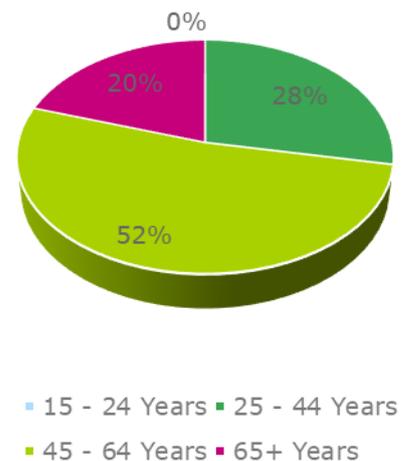
"I am not against the provision of walking & cycling routes but these need to be safe & appropriate for everybody's use including car users & avoid "quiet residential estates" as much as possible. Cycling is not always an option for everyone & all road users including bikes need to be responsible! There are many alternative options with existing safe bike lanes other than going through "quiet residential estates."

"my experience of shared pedestrian / cycle facilities is very poor - walkers are no match for cyclists, so in my view shared routes are to be avoided. May of the proposed routes are on quite / residential roads. What safeguards are the council planning to ensure that the roads remain quite / residential roads."

51 respondents, 0.9% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	21
local business	0
local parent	9
commuter cyclist / walker	7
commuter driver	7
user of local public transport	3
leisure cyclist / walker	13
local shopper	9
local worker	1
local school pupil	1
Other	2

Respondents by Age



Respondents who mentioned quiet streets and safety provided comments about safety for pedestrians and cyclists at junctions and comments about car traffic being displaced from streets on the Active Travel Routes onto adjacent quiet streets. Each of these subcategories will be expanded on below and a response provided. Where the issues are specific to certain streets these have been detailed in the relevant sections of the report.

1. Demarcation of Active School Travel Routes

Some representations queried the demarcation of streets that are Active School Travel Streets and how drivers will know when they are on one of these streets.

Response:

These are primarily existing quiet residential streets that already ensure slow speeds for motor vehicles due to street width, limited through traffic, and speed reducing measures, which allows safe conditions for walking and on-street cycling. This context encourages drivers to be considerate towards other road users regardless whether a quiet street is part of the Active School Travel network or not.

Streets that are part of the Active School Travel network will also have wayfinding markers will help as a reminder of the presence of the routes.

2. Safety for Pedestrians and Cyclists at Junctions

Some representations noted concern about safety for pedestrians and cyclists at junctions on quiet streets and mentioned the need to ensure safety.

Response:

Some junctions on quiet streets along the routes are currently excessively wide, for example with large turning radii that allow fast movement of cars. This puts people walking and cycling at a disadvantage. The proposed measures include narrowing these junctions with kerb extensions. This will ensure lower speeds for motor vehicles as well as result in shorter crossing distances, improving the safety of these junctions.

The routes will be monitored and evaluated to assess and evaluate their effectiveness. Where appropriate additional interventions can be made to improve safety.

3. Displacement of Traffic to Adjacent Quiet Streets

Some respondents mention car traffic may be displaced from streets that are part of the Active Travel Routes onto adjacent quiet streets. Some respondents note that car traffic could be displaced from streets that are part of the Active Travel Routes onto adjacent quiet streets. They are concerned this leads to safety issues on those streets.

Response:

The impact on surrounding streets will be monitored. DLRCC has access to real-time traffic data and analysis software, which can be used to monitor and react to use of the existing streets network by inappropriate volumes of motorised vehicles. Where appropriate additional interventions can be made in consultation with local groups.

Destinations along the quiet streets that are part of the Active Travel Routes will continue to be accessible by car. Adjacent quiet streets are similar in design, with existing traffic calming measures that make them unattractive for through traffic.

This is further elaborated in Section 3.3.13 and will as well be closely monitored to determine if further interventions are required.

3.3.8 Car Parking and Vehicle Deliveries

268 respondents made a comment in relation to quiet streets and safety. 123 of these were made on the Citizen Space and 145 were made by traditional means. Of the respondents in this category 9 gave a supportive response. A sample of these responses is given below:

"I have just opened a new Flower Shop in the area. It would be very difficult for my delivery drivers & Suppliers to park and unload the product to the shop. This would be devastating for my business to survive."

"I support them [cycleways] being one way to allow for parking."



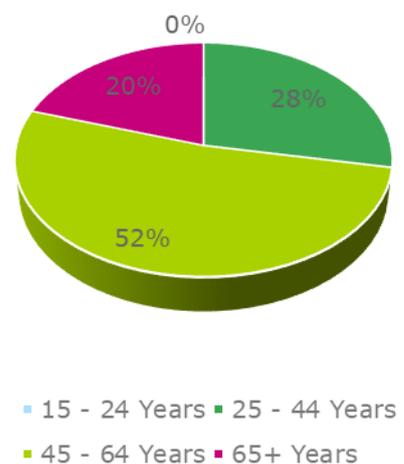
"I drive for a living and need to park my van outside my house where do you propose I park if you have a two way cycle lane and yellow lines on the other side of the road."

"I support some of the measures but some seem excessive. It is unclear how these routes are being provided in some areas. Are there one way systems being introduced? Are parking spaces being removed? etc.."

268 respondents, 4.8% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	93
local business	17
local parent	28
commuter cyclist / walker	27
commuter driver	42
user of local public transport	26
leisure cyclist / walker	44
local shopper	53
local worker	16
local school pupil	5
Other	35

Respondents by Age



Many of the representations in this category also correspond to specific issues detailed in other sections of this report, specifically regarding Deansgrange Road (Section 3.3.16).

In this category some concerns relate to a potential misunderstanding of the proposals. Many of the respondents in this category were concerned about the removal of formal residential parking to facilitate dedicated cycleways. It appears that some respondents perceived that the intention of the routes in quiet residential streets would be to implement segregated cycle lanes which would remove significant areas of on street parking. As is noted in our issued consultation FAQs sheet this is not proposed.

Other concerns in this category are concerns of businesses being unable to be accessed for deliveries or by customers using cars. This is linked to a concern that removal of parking is linked to a lack of footfall and so a decrease in revenue.

Respondents were concerned about a removal of parking being discriminatory against the elderly or disabled.

Respondents were also concerned about parking and access to the seafront on Seapoint Avenue. Each of these subcategories will be expanded on below and a response provided.

1. Removal of Parking on Residential Streets

Respondents were concerned about parking being removed on residential streets to implement formal cycle infrastructure.

Response

The vast majority of the proposals will not affect existing on street parking. On quiet residential streets, it is not proposed to remove formal existing parking, rather the proposals seek to normalise on-street cycling along these routes and encourage safe sharing of the street space by drivers, cyclists and pedestrians alike.

2. Removal of Parking Proximate to Business Premises:

Respondents were concerned about the removal of on street parking outside of business premises.

Response

No removal of formal parking is proposed as part of these proposals. Some informal parking areas are proposed to be utilised for provision of the proposed measures, specifically at Lower Kilmacud Road, Silchester Road and potentially Belmont Terrace. Where this is the case DLRCC will engage and work closely with residents and local businesses to minimum any impacts on informal parking.

3. Removal of disabled parking bays

Respondents were concerned about the removal of parking bays that were either specifically designated for those with disabilities are that may limit access of those with disabilities to local services.

Response

No disability parking bays are to be removed as part of the proposed measures.

4. Access to the Seafront

In this category respondents noted concerns with the implemented cycle infrastructure on Seapoint Avenue.

Response

This is detailed in Section 3.3.20.

3.3.9 Vehicular Traffic

946 representations were received through the Citizen Space and 660 via traditional means which commented on how the proposed measures may affect existing vehicular traffic. Of those representations 165 noted that they were supportive of the proposals. A small sample of these responses are illustrated below.

"My son has started cycling to school recently and this has only been because we feel he is safe on the new cycle paths. As a local resident I can see it creates traffic for drivers but I feel the lifestyle and environmental benefits are worth it. We need to move forward."

"Your new cycle lane on seapoint Avenue has pushed me and my kids out of the car and I am grateful for that. My kids can cycle safely now where they were too scared for road cycling before. However there is not enough being done in this interim time to resolve local traffic congestion which is making most locals feel negative towards the cycle lanes. These are people who are generally in favour so it's a bit of an own goal I fear."

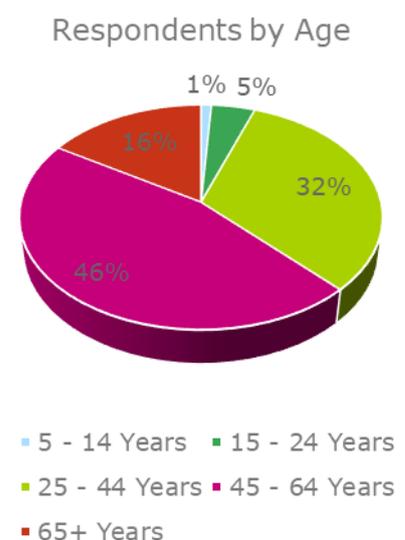


"I would like to see safer cycling facilities but not at the expense of further gridlock like we are seeing on certain routes surrounding Dún Laoghaire town. Tivoli Road, Summerhill Road, George's Street Upper, Glenageary Road Upper are a nightmare since the adjustment to the coastal route. I'd have major concerns that turning Deansgrange Road into a 1 way system will cause the same knock on effect to Kill Avenue, Abbey Road etc. These roads are already notoriously bad for traffic and diverting more traffic through these routes is madness."

"I am absolutely in favour of safe infrastructure for cyclists, but not at the expense of other road users and pedestrians. Turning roads into one way systems eg the coastal cycleway route, have turned the area into a traffic congestion nightmare, particularly on Saturdays and Sundays."

1606 respondents, 26.3% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	874
local business	56
local parent	359
commuter cyclist / walker	239
commuter driver	448
user of local public transport	310
leisure cyclist / walker	431
local shopper	521
local worker	155
local school pupil	85
Other	56



Typically, respondents noted traffic issues as either general issues or as a specific geographical issue relative to a specific element of the proposals. Where the issues are specific, these have been detailed in the relevant sections of the report summarising those geographical areas.

Representations related to general traffic commented in regard to the equity of investment of infrastructure between motorised vehicles and non-motorised vehicles.

Representations highlight issues in regard to the priority of transport modes relevant to the how those modes have been historically used and the supporting availability of transport networks to facilitate those modes.

Some representations note that investment in roads and cars should be prioritised in place of active modes, highlighting that the traffic issues currently evident within the motorised vehicle mode should be addresses by increasing road capacity for cars.

Representations note that investment in active mobility modes is generally welcomed but must not have consequential effects on car network capacity.

Response

We appreciate that vehicular traffic, including its impact, is a major concern throughout DLR. Along with addressing these concerns in specific locations, which is described in those sections of this report, it is key to address traffic concerns from a broader perspective. Traffic is often associated with cars but it is much more than just cars or even bicycles moving through a street. It is fundamentally about people using streets and choices for how to get around. Right now, traveling by car is for many the most convenient option since there is a joined-up network that allows people to go where they want to go with confidence. Car users can access their destination and access it safely.

Since the current network for walking and cycling is disconnected, many people have no other choice but to drive, particularly for short trips. By providing a safe joined-up network for walking and cycling as well, these active travel options become safe, more convenient, and a genuine alternative for people who would be able to choose to walk or cycle instead of driving a car.

While it is acknowledged that private motor vehicle trips are required and should be facilitated, currently there are a significant number of representations from the public whom would adopt an active travel mode if safe, reliable infrastructure supporting such a choice was available. Around 3,725 respondents noted that the proposed Active School Travel Routes would encourage them to walk or cycle more often, which totals approximately 68% of all Citizen Space respondents. The consultation representations illustrate a clear appetite to travel by an active mobility mode instead of driving if a safe and coherent network is available. Enabling this can enable a shift to active mobility which would facilitate more space in the car network for those who must use a private motor vehicle.

In conjunction with that shift it is also important to understand that in suburban built environments like DLRCC, the key potential to reduce the volume of motor vehicle traffic and, thereby, deal with congestion and improve air quality, is to give people different travel options and increase the share of trips using sustainable modes. Providing travel options, such as those proposed in this scheme, bring with them the potential to increase the number of people choosing walking and cycling as an alternative to driving a private motor vehicle. Significant numbers of studies have shown that adding road capacity just for cars is not a solution for congestion as it will only lead to more cars on the road through the 'predict and provide'⁶ paradigm and due to 'induced demand'⁷.

⁶ https://vbn.aau.dk/ws/files/197640305/N_ss_et_al._2014_Transport_modelling_in_the_context_of_the_predict_and_provide_paradigm.pdf

⁷ https://www.nber.org/system/files/working_papers/w15376/w15376.pdf

By making it easier to travel by car more people would choose to travel by car up to the point where the network becomes congested again.

It is important to note that in accordance with Figure 1-2 in Section 1.2 that the proposed interventions are, in the vast majority of cases, seeking to utilise existing infrastructure with some wayfinding and signage, to normalise cycling within quiet residential spaces.

Where street space is limited it is even more important to prioritise the most space efficient travel modes. A single car lane in a built-up environment can typically transport 800 to 1,800 people per hour. A cycle track of the same width can transport up to 14,000 people per hour⁸. Reference should be made to Section 3.3.4 and the response detailing allocation of road space.

The impact on traffic flows will be monitored. DLRCC has access to real-time traffic data and analysis software, which can be used to monitor and react to use of the streets network. Where appropriate additional interventions can be made in consultation with local groups.

⁸ Environmentally Sustainable Transport - Main Principles and Impacts

3.3.10 Emergency Vehicle Access

114 respondents made a comment in relation to emergency vehicle access. 48 of these were made on the Citizen Space and 66 were made by traditional means. Of the respondents in this category 37 gave a supportive response and 77 gave a concerned response. A sample of these responses is given below:

"I support the logic of making safer cycle routes but not at the expense of safety for Emergency Vehicles to access my housing estate."

"I am objecting to the proposed cycle route on avoca ave. I will hold DLR responsible for any delays in the emergency services not getting to calls on time!!"



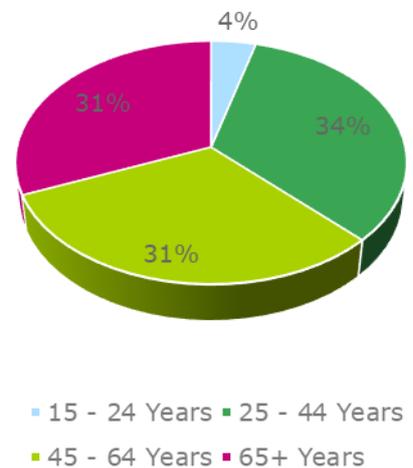
"Quick access for emergency services would be disrupted."

"I can see no mention of easy access for emergency services to the affected areas. Is it thought to be acceptable by DLR CoCo to have ambulances, fire brigades and police delayed in getting to emergencies in the affected areas so that a few cyclists can cycle unhindered by traffic and walkers can walk a few abreast?"

114 respondents, 2.1% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	45
local business	4
local parent	20
commuter cyclist / walker	10
commuter driver	29
user of local public transport	18
leisure cyclist / walker	18
local shopper	33
local worker	10
local school pupil	4
Other	9

Respondents by Age



Typically, respondents noted emergency vehicle access as either a general issue or as a specific geographical issue relative to a specific element of the proposals. Where the issues are specific these have been detailed in the relevant sections of the report summarising those areas.

Representations related to general emergency vehicle access commented in regard to the installation of the proposed measures preventing emergency vehicle access to residential homes, public spaces and commercial spaces. There were also responses concerning emergency vehicle access to the coast. Issues relating to the coastal mobility route are addressed in Section 3.3.20.

Response

Emergency vehicle access will be maintained across all of the proposed routes. At places where on street interventions are proposed, these will be designed to allow emergency vehicle access and will not prevent or impede access to residential homes.

These proposals have the potential to reduce the volume of motor vehicle traffic and, thereby reducing travel times for emergency vehicles. Enabling people to choose walking and cycling as an alternative to driving private vehicles facilitates more space in the car network for those who must use a motor vehicle, including emergency services.

3.3.11 Usage During the Autumn and Winter

78 representations were received through the Citizen Space and 16 via traditional means which detailed comments relating to the usage of the proposals during the Autumn or Winter or in poor weather. Of those representations 4 noted that they were supportive of the proposals even in view of their concerns regarding weather. A small sample of these responses are illustrated below:

"A lot of the current proposals look very good in the summer and better weather months. But the associated changes apply all year round. Not sure the plans are optimal for the Irish weather. I would regularly walk the Seapoint seafront. Lots of bike on the good days, few if any on the poorer days."

"Cycle lanes are used more in the summer months when the weather is good and at a time when traffic is reduced due to summer holidays. In the winter, these cycle lanes will be less busy and car use will be heavier than normal given the reduced capacity of public transport."

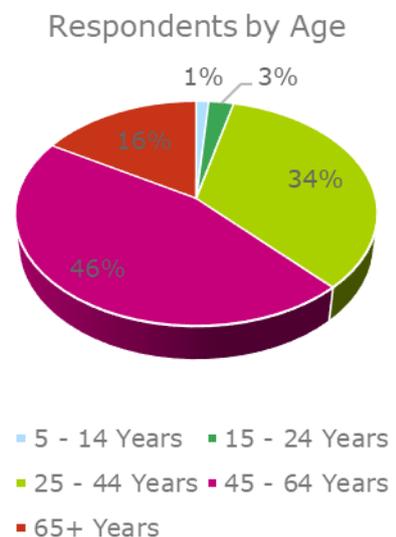


"Weather in Ireland not conducive to kids cycling all year around."

"Walking / cycling is not the answer to every problem, especially given we endure 6 months of poor weather on an annual basis."

98 respondents, 1.7% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	71
local business	5
local parent	28
commuter cyclist / walker	20
commuter driver	38
user of local public transport	26
leisure cyclist / walker	39
local shopper	42
local worker	18
local school pupil	9
Other	4



Respondents on this issue commented that the investment in the proposed infrastructure would not be used by cyclists and walkers during the autumn and winter or during bad weather.

Respondents were also concerned that school children would not use these routes during bad weather.

Respondents felt that cycling in particular is viewed as a leisure activity and so infrastructure would only be used on the weekends or during the summer months. Concerns were also raised

around routes having adequate street lighting. Respondents also queried the temporality of scheme and whether they would be accessible at all times of day and throughout the year.

Response:

Experience from countries with an extensive walking and cycling network, like Denmark and the Netherlands, shows that walking and cycling to school or work is fairly consistent all year round.

Weather conditions in these places are similar to Ireland, with cold weather and rain during the autumn and winter months. Research shows that a safe and convenient network for walking and cycling should be in place to facilitate year-round use. In Copenhagen for example over 70% of people keep cycling during the winter months. The cycle counters in DLR County also show that there is no large scale drop-off of numbers in the winter.

Records from the Coastal Mobility Route has shown a small decrease in recent weeks but that it still facilitates significant numbers, thousands, of cyclists each day.

3.3.12 Comments Relating to George’s Avenue, Blackrock

4 representations were received through the Citizen Space and 9 via traditional means which detailed comments relating to the proposed measures to be implement on George’s Avenue, Blackrock. All of these representations noted concerns. A small sample of these responses are illustrated below.

"Access to Blackrock from my home will be severely restricted. Children seem to be always driven to local schools, cycle lanes unlikely to change that."

"The idea of cycle lanes is a great idea in principle but the impact on traffic in the area feels untenable in general - driving from blackrock to Dúnlaoghaire at the weekends is no longer an option. Of particular interest/impact on me is the proposed cycle lane on George's ave and the closure of through traffic on avoca Avenue. This is going to move the traffic flows onto the smaller roads in the area in order to connect to the main routes of mount merriion ave etc."

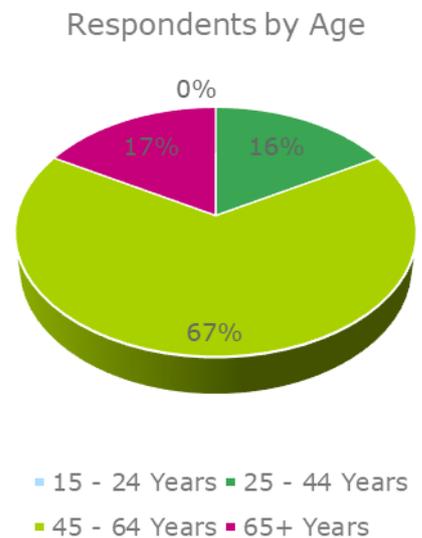


"No Consideration has been given to ongoing traffic problems in Blackrock"

I don't support the proposed closure of Avoca Avenue and the proposed road works (and possible one way system) on Avoca Place and Georges Avenue to make way for the Sea to Mountain Route. I believe a safe cycle lane can be put in place without causing complete and utter devastation for the residents of the area. You haven't taken our feelings on board at all."

13 respondents, 0.2% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	6
local business	0
local parent	3
commuter cyclist / walker	1
commuter driver	3
user of local public transport	1
leisure cyclist / walker	4
local shopper	3
local worker	0
local school pupil	0
Other	0



The concerns relating to the proposals for George’s Avenue, Blackrock focus on the proposed contraflow cycle lane and how it may affect car traffic to be re-route and cause congestion elsewhere, with a particular concern about residential streets.

Some respondents were concerned about the impact of the proposal in light of other recently implemented cycle infrastructure (Section 3.3.20) and were concerned that these proposals would cause congestion for motor traffic.

Respondents were also concerned that access to Blackrock would be made more difficult, this concern was linked to concerns about the proposed filtered permeability measure of Avoca

Avenue affecting motor vehicle through traffic which has been summarised in the relevant section below.

Concerns were also raised about the access of operations and delivery vehicles to the commercial premises on this road. Respondents were also concerned that about safety in concern to the sharing of road space by delivery vehicles, cyclists and pedestrians.

Response

A contraflow cycle lane is only proposed along George's Avenue between Frascati Road and Blackrock Village. It is intended to work closely with business stakeholders to ensure that access is secured and loading facilitated. It is intended that any reallocation of space on George's Avenue does not negatively impact the business premises located there. As designs develop this will be taken into consideration.

3.3.13 Comments Relating to Avoca Avenue, Blackrock

243 representations were received through the Citizen Space and 396 via traditional means which detailed comments relating to the proposed measures to implement no through way street for Vehicular traffic along Avoca Avenue. Of those representations 39 noted that they were supportive of the proposals. A small sample of these responses are illustrated below:

"I would only support the route through Avoca Avenue if the proposed traffic barrier were removed. I am opposed to this. Based on my understanding of what is proposed, the roads comprising the lower end of Avoca Avenue and the whole of the Avoca Park estate will become the largest cul-de-sac in Dublin. This is concerning for many reasons, not least access by the emergency services."

"We are on Avoca Ave. Whilst there is a need for some sort of traffic calming given the danger of speeding cars to school going children I think the drastic nature of the proposals go too far and the knock on traffic disruption would in effect cause more danger to pedestrians and cyclists"

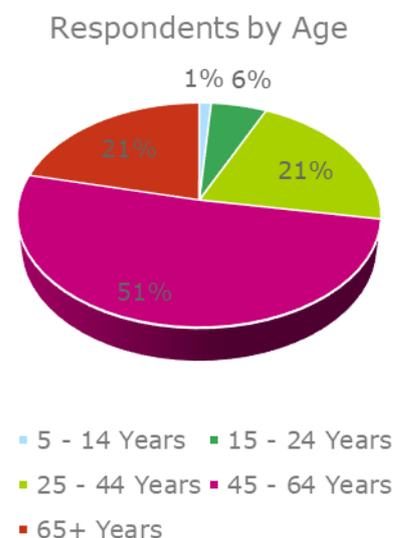


"Only one aspect doesn't work - the closure of Avoca Avenue to through traffic. It will clog up Carysfort Avenue, Frascati Road, Stillorgan Park road and more worryingly encourage rat running through Grove Avenue and Waltham terrace, making them more dangerous. As a thoroughfare ("Avenue"! after all) it currently works to filter traffic safely. Not a good suggested move."

"Traffic emerging from Avoca Park currently has multiple options, the new plan will force all traffic onto Convent Road in front of Carysfort National School which cause more congestion and potential safety issues for children as they arrive and leave school."

639 respondents, 10.9% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Citizen Space Response by Demographic	No. of Respondents
local resident	233
local business	9
local parent	88
commuter cyclist / walker	64
commuter driver	101
user of local public transport	70
leisure cyclist / walker	124
local shopper	131
local worker	37
local school pupil	20
Other	7



In broad terms respondents identified the issues relative to this item which can be categorised into 4 broad issues, these have been described below along with a detailed response on each:

1. Comments regarding the impacts of changes Avoca Avenue to no-through traffic and the scale of the proposed measures.

While a significant number of representations note that they would welcome reduced traffic speeds and less congestion on this stretch of residential road space, the majority of comments note that the proposed measures would reduce the capacity for local movement to and from Blackrock.

Comments note the proposed location of the filtered permeability measure and whether there is a requirement to prevent motor vehicles from passing through. The proposed need for filtered permeability to be employed throughout the day is queried. A number of representations suggest alternative means of traffic management proposals to reduce speeds, limit 'rat-running' and improve safety.

A number of representations appear to be misunderstandings of the scale of the proposed measures for Avoca Avenue. Some representations interpreted that Avoca Avenue will be closed to all motor vehicle access, including local access while others interpreted that infrastructure like protected two-way cycle tracks would be implemented along Avoca Avenue which they deem unnecessary and likely create issues related to access and egress of residential properties, business properties and schools.

Response

We acknowledge that many of the respondents mention they would support the speed reduction to 30 km/h and traffic calming on Avoca Avenue but do not welcome the proposed filtered permeability measures in the middle of the street.

In the current situation, Avoca Avenue is not a safe route for walking and on-street cycling due to the street width, the speed limit of 50 km/h and the street's attractiveness for through traffic between Mount Merrion Avenue and Frascati Road. The objective of the proposal is to make Avoca Avenue a safe option for walking and on-street cycling.

As part of the recommendations within this report it is proposed to amend the intervention at Avoca Avenue to traffic calming measures instead of the previously proposed filtered permeability measures.

2. Comments regarding the effects of the original proposed filtered permeability measure at Avoca Park on other quiet streets

A number of representations note concerns that the proposed restriction on through traffic may generate rat-running along other quiet streets in close proximity to Avoca Avenue.

Response

It is recommended that the proposed filtered permeability measure at Avoca Park are amended to traffic calming measures.

3. Comments regarding the alternative use of Mount Merrion Avenue instead of Avoca Avenue for the route.

31 representations noted comments in regard to the use of Mount Merrion Avenue as an alternative to the proposed measures on Avoca Avenue.

Response

Mount Merrion Avenue is currently not suitable as a safe route because there is no continuous safe cycle infrastructure. Only a short section, between Stillorgan Road and The Elms, has protected cycle infrastructure, but only one-way and on one side of the street.

Mount Merrion Avenue will be reviewed as part of the mobility network and could be subject to further upgrade works which could facilitate safer cycling movement along this section of the road in the future.

4. Comments relating to Grove Avenue and Woodlands Park

31 representations noted comments in regard to the safety of existing junctions for cyclists, pedestrians and motorised traffic.

Response

Current proposals include for narrowing of junctions on these streets to ensure lowering of motor vehicle speeds while shortening crossing distances for pedestrians and cyclists. The proposed measures are to be delivered as part of our Adaptive Design and Build Model and as part of the ongoing engagement and consultation within that process we will work closely with residents and users to tweak the design so that it works locally for everyone.

It is noted that the suggested route via Carysford Park avoiding Avoca Avenue West has been considered and reviewed as part of the representations received. It is noted that the suggestion would be so truncated in nature, that compliance with the alternative would be limited and the majority of users whose ultimate destination is within sight would continue along Avoca Avenue.

3.3.14 Comments Relating to Glenageary Woods and Glenageary Roundabout

11 representations were received through the Citizen Space and 2 via traditional means which detailed comments relating to Gleanageary Woods and Glenageary Roundabout. Of those representations 3 noted that they were supportive of the proposals. A sample of these responses are illustrated below:

"The Glenageary Roundabout needs to be readdressed. Very dangeroud heading west from Cualanor to Rathdown school. I had to give up walking the short distance as the roudabout is treacherous crossing it by foot."

"The addition of this specific cycling route does not appear to be the most direct route. An alternative would be St Kebins Villas - Sarsfied Street - Glenageart Ave., which already has cycle paths and is closer to Dalkey Project School and Rathdown School."

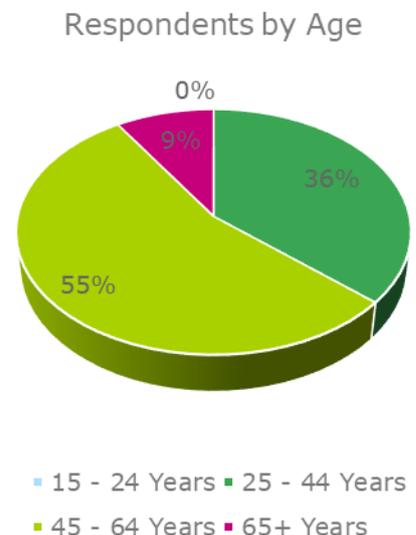


"I notice developments are taking place [...] with the barriers at the end of the lane removed and the lane widened for what appears to be the proposed mountains to metals cycle route through Glenageary woods . This suggests that DLR Co Council is intending to go ahead with these cycle routes despite the public consultation process."

"The concept is laudable [...] but I am particularly concerned about the dangers to our youngsters out playing in the Woods and also to our senior citizens who already have seen footfall through the estate increase so much due to the arrival of families in the new Cularn and Honey Park."

13 respondents, 0.2% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	11
local business	1
local parent	7
commuter cyclist / walker	5
commuter driver	4
user of local public transport	4
leisure cyclist / walker	5
local shopper	7
local worker	1
local school pupil	4
Other	0



In this category some respondents noted support for the use of Gleanageary Woods as a cycling and walking route due to its current character whereas for other respondents considered the current character of the road and raised concerns relating to the provision of active mobility infrastructure.

Some respondents misinterpreted that the proposals would mean the implementation of formal cycling infrastructure such as a segregated cycleway. As part of the issued FAQs, clarifications were made available in the form of photomontages for the proposed wayfinding markings.

Other respondents were concerned that recent maintenance works to a pedestrian and cycle route at the end of Glenageary Woods were as part of the proposals and that these works had allowed access for motorised bikes.

Respondents proposed alternatives that linked to nearby schools and used or extended existing formal cycling and walking infrastructure. Concerns were raised about the quality of the existing provision for walking and cycling at Glenageary Roundabout, which currently only has partial provision for walking and cycling.

Response

The route between Glenageary Woods and Myrtle Park was formally closed to vehicular traffic to facilitate walking and cycling through Glenageary Woods and Myrtle Park.

Barriers that were in place were altered so as to permit the movement of people cycling (using standard bikes, cargo bikes, etc.) and those with mobility impairment in wheelchairs, etc. There is a balance to be struck in promoting access for those walking, cycling and with mobility challenges and preventing unwanted vehicles gaining access and restrictive barriers can prevent accessibility who those who reasonably require it.

It is important to note that the proposed measures are focused on wayfinding marking and signage. At this location a segregated cycleway is not proposed. The proposed measures do not reduce any formal parking.

3.3.15 Comments Relating to Routes through Residential Estates

40 representations were received through the Citizen Space and 8 via traditional means which detailed comments relating to the proposed measures to direct routes through residential spaces. Of those representations 6 noted that they were supportive of the proposals. These responses have been categorised together as although concerning different locations the responses raised covered similar issues. A small sample of these responses are illustrated below:

"I would urge you to reconsider building a cycle path through Mount Albany. [...] People come from all over the area to let their dog run freely and play with other dogs. My putting a cycle lane through the centre, dogs would be in danger of being hit by cyclists. Please don't take away the only park for dogs to run in."

"I also strongly object to two new cycle routes coming via Spring hill and mount Albany. As both are downhill routes you could have anti social teens speeding through these estates and speeding bikes are very dangerous for small children."



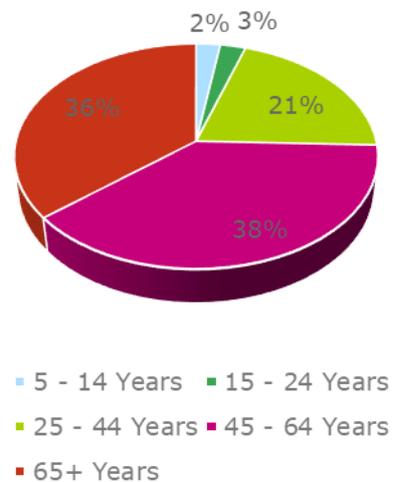
"In general yes but not through quiet, mature housing estates. I live in Mount Albany, Blackrock. It is a quiet estate (cul de sac) where cars reverse out of drive way so additional bicycle traffic would be dangerous."

"I actually do support the idea but the end of the Park to Park route detours from the R837 and goes through the estate where I live. This is narrow, steep and has sharp bends. Already children cycle down at speed and sometimes on the pavements. This is dangerous for them and for residents, many of whom are elderly. There is no room for segregated cycle lanes in the estate."

48 respondents, 0.9% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	38
local business	1
local parent	15
commuter cyclist / walker	12
commuter driver	16
user of local public transport	14
leisure cyclist / walker	19
local shopper	19
local worker	3
local school pupil	5
Other	2

Respondents By Age



Respondents in this category made comments relating to walking and cycle routes being proposed through residential areas as opposed to along main roads specifically the Mount Albany Estate, Bayview Estate, Ballally Drive, Sefton, St. Therese Church and Ardagh Estate.

General concerns relating to quiet residential streets for these locations have been addressed in specific sections of this report.

Concerns in this category can be broadly summarised as those relating to assumed segregated cycle routes being planned through estates or concerns around an increased number of non-residents using routes to pass through residential areas. Some respondents were also unclear on the specific details of the proposals particularly in reference to the proposed link of the Park to Park route to the coast. Respondents were also concerned that the character of residential estates were not suitable places to direct the proposed safe walking and cycling routes.

Response:

From the Loughlinstown to Deansgrange greenway the route is proposed to use the existing paths in the green spaces alongside Shanganagh Road. At the roundabout with Killiney Hill Road the route would use the existing crossings. The proposal is to improve the safety of these crossings and give more space to pedestrians and cyclists by widening the refuge islands. A new connection is proposed between the roundabout and the Killiney Hill slip road. From there the route would continue through the Bayview estate via quiet residential streets to the railway underpass onto the coastal pathways.

It is the intention of the Council that all residents can choose active modes of transport. To implement these objectives some formal infrastructure must be built to provide a safe walking and cycling network alongside a network for motorised vehicles and public transport. The council are seeking to link up existing formal infrastructure where possible and provide links to schools to enable safe active school travel.

The intention of these routes is to link up existing formal infrastructure and quiet streets where walking and cycling are already safe as much as possible before proposing formal interventions, where this is not possible we have proposed formal interventions. We will review all suggestions that have been made as part of this process before implementing any measures. As part of the Adaptive Design and Build Model, we would work closely with residents to finalise the proposed design solutions, so that they were considerate of the environment and streetscape. Please refer to Section 3.3.22 for suggested extensions to the scheme.

3.3.16 Comments Relating Deansgrange & Kill Lane

332 representations were received through the Citizen Space and 245 via traditional means which detailed comments relating to the proposed measures to be implement a one-way street along Deansgrange Road. Of those representations 78 noted that they were supportive of the proposals. A small sample of these responses are illustrated below.

"The traffic on all roads & the road of the proposed route is already really bad this will create even more congestion on the roads. Abbey road from the roundabout is always bumper to bumper traffic I can only imagine how bad it will be if the Deansgrange road is changed to one way."

"Changing Deansgrange Road to a single lane is going to further increase traffic congestion on an already congested road. I see this already in Dún Laoghaire since the seafront road was changed and note there are far fewer cyclists than motorists using the roads except that it is far more difficult to get around Dún Laoghaire now."

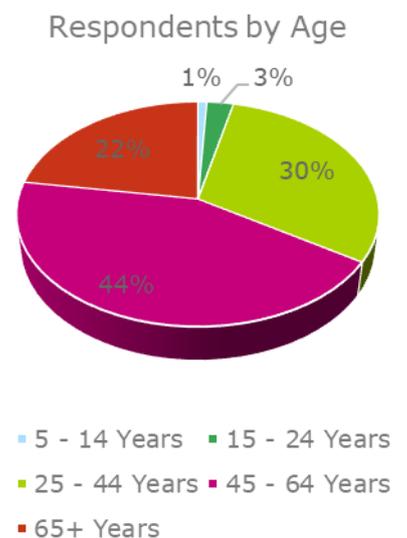


"Strongly agree with the proposals. A 'whole network' approach is essential to encourage less confident cyclists to use the roads. My main interest is in the 'park to park' route. There are, at the moment, some quality elements of cycling infrastructure such as the Clonkeen Park route but if the cyclist then has to negotiate a hostile environment such as Deansgrange road and Kill Lane, many cyclists, particularly children will be discouraged from using the route."

"Yes in theory but not the plans for Deansgrange Road as it will lead to more traffic through my estate which is already used as a through road. This is very dangerous for the children living on the estate."

577 respondents, 10.1% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Citizen Space Response by Demographic	No. of Respondents
local resident	318
local business	15
local parent	112
commuter cyclist / walker	78
commuter driver	143
user of local public transport	115
leisure cyclist / walker	137
local shopper	185
local worker	47
local school pupil	35
Other	15



In broad terms respondents identified the issues relative to this item which can be categorised into 4 broad issues, these have been described below along with a detailed response on each:

- **Comments regarding private motorised vehicular congestion and traffic.**

Representations related to traffic congestion in the vicinity of Deansgrange note concerns in regard to the equity of investment of infrastructure between motorised vehicles and non-motorised vehicles. Representations highlight issues in regard to the priority of transport modes relevant to the historic utilisation and the supporting availability of public transport networks.

Some representations note that investment in roads and cars should be prioritised in place of active modes, highlighting that the traffic issues currently evident within the private motor vehicle network should be addressed by increasing road capacity for cars. Some representations note that investment in active mobility modes is generally welcomed but must not have consequential effects on private motor vehicle capacity.

Response

We are aware that vehicular traffic, including its impact, is a major concern on and around Deansgrange Road. While it is important to continue to facilitate motor vehicle access, Deansgrange Road is also an essential missing link in the active mobility network. Since it currently lacks safe conditions for cycling it is a barrier for people to reach destinations on and around Deansgrange Road and across DLR by active travel modes. This means that potential active travel users are more likely to drive. By providing safe conditions for walking and cycling on Deansgrange Road it would link the networks on either side and would enable more people to choose to walk or cycle for their trips instead of driving a car.

While it is acknowledged that private motor vehicle trips are required and should be facilitated, currently there are a significant number of representations from the public whom would adopt an active travel mode if safe, reliable infrastructure supporting such a choice was available. 3,725 respondents noted that the proposed Active School Travel Routes would encourage them to walk or cycle more often, which totals approximately 68% of all Citizen Space respondents. The consultation representations therefore illustrate a clear appetite to travel by an active mobility mode instead of driving if a safe and coherent network is available. This can enable a shift to active mobility which would facilitate more space in the car network for those who need to use a private motor vehicle.

The greatest potential to reduce the volume of motor vehicle traffic on this route and, thereby, deal with congestion and improve air quality is to give people different travel options and increase the share of trips using sustainable modes. Providing travel options, such as those proposed bring with them the potential to increase the number of people choosing walking and cycling as an alternative to driving a private motor vehicle. Significant number of studies have shown that adding road capacity just for cars instead is not a solution for congestion as it will only lead to more cars on the road through the 'predict and provide'⁹ paradigm and due to 'induced demand'¹⁰. By making it easier to travel by car more people would choose to travel by car up to the point where the network becomes congested again.

Since the available space on the street is limited, it would be valuable to reallocated space to the most efficient modes of transport (a single car lane in a built-up environment can typically transport 800 to 1,800 people per hour, while a cycle track of the same width can transport up to 14,000 people per hour¹¹¹²).

⁹ https://vbn.aau.dk/ws/files/197640305/N_ss_et_al._2014_Transport_modelling_in_the_context_of_the_predict_and_provide_paradigm.pdf

¹⁰ https://www.nber.org/system/files/working_papers/w15376/w15376.pdf

¹¹ Environmentally Sustainable Transport - Main Principles and Impacts

¹² https://www.onestreet.org/images/stories/Reclaiming_City_Streets_for_People.pdf

In view of representations received, a number of alternative options for this section of the route have been considered. This has generated 3 viable options which warrant further consideration. The review of alternatives, which were not viable, is included in the sections below.

The three viable alternatives are noted and recommended for further review within the recommendations section of this report. Within that section it is recommended to review alternatives for the route between Brookville Park and Clonkeen Park and evaluate their impact relative to one another before deciding which alternative to implement.

- **Comments regarding increased motorised vehicle use of existing residential streets.**

Representations in the vicinity of Deansgrange regarding the proposal issued for consultation noted concerns in regard to a redistribution of traffic which would have utilised the existing Deansgrange Road on to other smaller routes which would not be appropriate for through traffic. A number of representations cite concerns that existing residential streets, like St. Fintans Park, would experience an increase in 'rat-running' through the estate if Deansgrange Road was amended to one-way.

Response

As part of representations received a number of alternative options for this section of the route have been considered. This has generated 3 viable options which warrant further consideration. The review of alternatives which were not viable is included in the sections below. The three viable alternatives are noted and recommended for further review within the recommendations section. Within that section it is recommended to review alternatives for the route between Brookville Park and Clonkeen Park and evaluate their impact relative to one another before deciding which alternative to implement.

However, in regard to the proposal issued for consultation, it is noted that whichever options is implemented that it is intended to implement a Journey Time Monitoring System to provide real-time traffic information to motorised vehicle traffic at key decision points prior to Deansgrange. The system can provide road users (motorised and non-motorised) with real time journey time information at origin to specific destinations via a number of alternative routes. The information will help road users make informed decisions about their most efficient journey route while also encouraging motorised traffic on to routes which are suitable for managing the inherent traffic demand.

- **Comments regarding local access to and from existing business premises.**

Representation from businesses in Deansgrange highlighted concerns in regard to the continued access and servicing of their businesses if the one-way system is implemented along the Deansgrange Road.

Representations note concerns regarding the additional business costs of only facilitating access from the north. Representations highlight concerns in regard to the diminution of business potential resultant from the reduction in motorised traffic passing business frontages.

Representations also noted some concerns regarding specific access to premises along the existing Deansgrange Road.

Response

Vehicular access to and from existing businesses on Deansgrange road will continue to be facilitated in the options subject to further review. It is noted that the some of the

alternative proposals received through representations would require the implementation of HGV restrictions on Deansgrange Road, where the original proposal issued for consultation did not.

In regard to specific premises' accesses, as part of the Adaptive Design and Build Model we will, as part of the options review and implementation process, work closely with business premises to ensure that access is facilitated.

It is important to note that multiple studies illustrate that implementation of active travel measures here do not take business away, but rather these typically result in more business being generated. The walking and cycle infrastructure often facilitates more people passing by local businesses on a daily basis and improves access for people living nearby, for example to shop locally and takeout food. Increased activity of people walking and cycling along a street generally results in an uptake of customers for local business as it is easier for people on foot and on bicycles to stop compared to people driving. This has been proven in multiple locations across multiple geographies^{13 14}.

A recent report¹⁵ noted that consumers coming on foot or by bike spent more than those coming by car and that any loss in clients coming by car was more than compensated by those who came by foot or on bike.

It is noted that whichever option is implemented that public realm improvements are proposed to accommodate these potential customers. Public realm improvements would incorporate seating, cycle parking and urban improvements. Similar benefits are being seen in the recent works to Blackrock, Monkstown, Glasthule and Dalkey.

- **Concerns regarding access to and from the cemetery**

Some representations noted concerns regarding continued access and egress to Deansgrange Cemetery.

Response

Access and egress from Deansgrange Cemetery via the Deansgrange road will continue to be facilitated for motor vehicles whichever option is implemented. Access and egress for people on foot and by bicycle would be improved with the proposed walking and cycling infrastructure.

¹³ <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

¹⁴ Economic benefits of walking and cycling' by Transport for London

¹⁵ <https://ecf.com/sites/ecf.com/files/TheBenefitsOfCycling2018.pdf>

- Comments regarding the alternative use of Monkstown Link Road and Abbey Road instead of Deansgrange Road for the route.**

Some representations suggested using Monkstown Link Road and Abbey Road as an alternative for the route so that two-way traffic for motor vehicles can be maintained on Deansgrange Road and/or motor vehicle traffic would not be impacted.

Response

Using Monkstown Link Road and Abbey Road to go around Deansgrange Road would allow two-way traffic for motor vehicles to be maintained on Deansgrange Road but would result in a 500-600-metre detour for people walking and cycling along the Active Travel Routes compared to the proposed alternative via Deansgrange Road. These detours would make the overall route less attractive.



Using Monkstown Link Road and Abbey Road is not deemed feasible in the short term. Both streets currently lack consisted segregated cycle infrastructure. Key challenges are the lack of space at the Monkstown Link Road / Abbey Road roundabout, the pinch point located on Abbey Road at Casement Villas, and the Abbey Road / Kill Lane junction where cyclists are currently required to cross in between moving cars. Significant changes would be needed to make this junction suitable and inviting for children and/or inexperienced cyclists, which cannot be achieved in the short term.



- Comments regarding the alternative use of St Fintan’s Park and Kill Abbey.**

Some representations suggested implementing the two-way cycle track on Deansgrange Road only between Brookville Park and St Fintan’s Villas, and then using St Fintan’s Park and Kill Abbey to connect to Clonkeen Park on Kill Lane as an alternative for the route so that two-way traffic for motor vehicles can be maintained on Deansgrange Road and/or motor vehicle traffic would not be impacted.

Response

This option would allow two-way flow for motor vehicle traffic and formal on-street car parking on Deansgrange Road to be maintained but would add approximately 300 metres to Active Travel route. The jagged nature of this alternative would make the route harder to follow for people walking and cycling.

Since there is no formal on-street parking on the section of Deansgrange Road between Brookville Park and St Fintan’s Villas there would be sufficient space for a segregated two-way cycle track and two travel lanes for motor vehicles. The remaining driveway

width would however not be wide enough to facilitate HGV movements in both directions.

In this alternative a safe crossing for pedestrians and cyclists would be required at St Fintan's Villas. Since the volume of motor vehicle traffic on Deansgrange Road will be similar to current levels a toucan crossing may be needed to allow pedestrians and cyclists to safely cross Deansgrange Road. In addition, a connection would be needed on Kill Lane between Kill Abbey and Clonkeen park. This could be accommodated with a short section of two-way cycle track. Due to the volume and speed of motor vehicle traffic on Kill Lane the current informal crossing at Clonkeen Park would have to be replaced with a controlled crossing (e.g. a toucan crossing).



3.3.17 Comments Relating to Belmont Lawn/Ardagh Crescent

65 representations were received through the Citizen Space and 234 via traditional means which detailed comments relating to the proposed measures to be implement a connection between Belmont Lawn and Ardagh Crescent. Of those representations 11 noted that they were supportive of the proposals. A small sample of these responses are illustrated below:

"Absolutely. [Support] Please ignore all the naysayers, there are always people who object to change."

"A cycle path through Ardagh Crescent is not suitable. This is small residential area with a lot of elderly people walking safely (currently) on footpaths. Having cyclists haring though a quiet neighbourhood will keep them indoors and stop them getting safe exercise. There are also substantial numbers of young families here, and the footpaths and local green are a safe environment to play and learn how to cycle and walk."

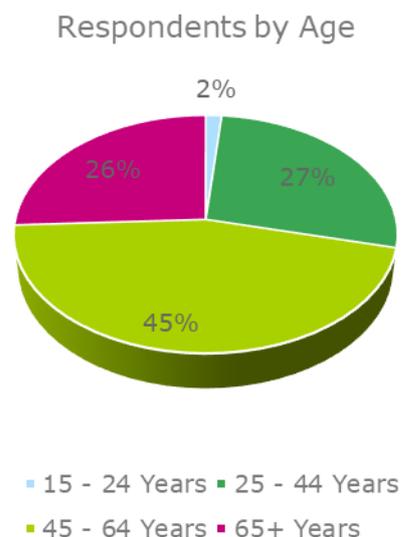


"There is also a perfectly acceptable route in place through FarmLeigh Estate which is already connected to Ardagh and therefore inward to the Metals as envisaged. There is also a ready made crossing at the Farmleigh/Brewery junction with existing cycle paths in place."

"DLRCC has not engaged in meaningful discussions with the public and in particular the residents of Belmont Estate. Fairness demands that the wishes of the resident of Belmont in respect of the charchater of their community be taken into account in designing this route."

299 respondents, 5.3% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	63
local business	2
local parent	27
commuter cyclist / walker	16
commuter driver	16
user of local public transport	15
leisure cyclist / walker	30
local shopper	16
local worker	4
local school pupil	5
Other	4



Representations regarding the proposed measures to be implemented at Belmont Lawn and Ardagh Crescent were received in the form of Citizen Space submissions and a circular letter. In broad terms respondents identified the issues relative to this item, can be categorised into 5 no. issues, these have been described below along with a detailed response on each.

The current proposal is to make a small opening in the wall between Belmont Lawn and Ardagh Crescent. This would not be accessible to motor vehicles. To access this opening, we are proposing a short section of pathway across the lawn to link to the existing pathways across Belmont Lawn. As part of the proposals DLRCC would hope to engage with Belmont Lawn residents to implement some placemaking measures which would seek to enhance the amenity of the green space within Belmont Lawn.

1. Comments regarding the project development, policy context, statutory authority, engagement and consultation and funding.

Response

These items are discussed in detail within Section 3.3.3 of this report. A number of individual consultation meetings have been held with Belmont Lawn and Ardagh Crescent residents, supplementing the wider public consultation detailed in this report.

2. Comments regarding the need for utilising Belmont Lawn and Ardagh Crescent.

A number of representations query if the proposed route should be adjusted to more closely link to schools, or if the route should be adjusted to utilise the existing access point at Farmleigh Close.

Response

The Mountains to Metals route links Sandyford to Deansgrange. There are very few options to cross Stillorgan Road (N11) for pedestrians and cyclists. Different options for this route were considered to balance directness with minimal interventions. A route via St Raphaela's Road and Farmleigh Close was considered. A significant land acquisition would be required in front of St John of God Hospital to facilitate a two-way cycle track. The route would also require amendments to the junction at Blackthorn Avenue and St Raphaela's Road, while also moving the proposed route significantly further north, reducing the proposed active mobility network access and coverage. Passing through Farmleigh Avenue rather than Belmont Terrace was also considered. The junction at Farmleigh Ave / N11 has fast turn slip lanes, multiple lanes and multistage crossings. Travelling along the N11 itself is also considered not suitable for younger or less confident cyclists and would not encourage new users.

3. Comments regarding high speed motorbikes, couriers/deliveries/travellers wishing to utilise the route as an alternative 'rat-run'.

A number of representations raised concerns in regard to the misuse of the proposed infrastructure for motorised and high-speed vehicles

Response

The current proposal seeks to implement infrastructures which can facilitate the movement of children and adults to and from school, seeking to normalise cycling, walking and active mobility modes for all. DLRCC have met with Belmont Lawn and Ardagh Crescent residents to consider additional safety measures that could be employed to assist the implementation of the proposals, if they proceed. This could include additional monitoring and reviews during the pilot phases.

4. Comments regarding the effects of the proposed changes to the quiet enjoyment of the existing character of Belmont Lawn and Ardagh Crescent.

A number of representations raised concerns regarding the potential for anti-social behaviour and criminal activity which may be resultant from the opening of the wall between Belmont Lawn and

Ardagh Crescent. Moreover, comments have been noted in regard to the potential for the existing green spaces becoming unsuitable for public amenity and play.

Response

As part of the proposals DLRCC will seek to engage with Belmont Lawn residents to implement some placemaking measures which would seek to enhance the amenity of the green space within Belmont Lawn and support the continued use and character of the existing space.

5. Comments relating to land ownership issues at Belmont Estate

A number of representations raised concerns regarding ownership of lands proposed from use at Belmont Lawn.

Response

The common areas to the Belmont Estate were dedicated to the Council for public use under a Deed of Dedication between the developer and Dublin County Council on the 5 June 1993. In this Deed, the developer agreed to transfer these lands to the Council. The Council has requisitioned a title report to ascertain the current ownership status of these lands.

• Comments regarding the alternative routes.

Some representations suggested alternative routes in preference to Belmont and Ardagh Crescent.

Alternative via Leopardstown Road and Newtownpark Avenue

An alternative via Leopardstown Road and Newtownpark Avenue was considered, using these streets either partly or entirely. While walking and cycle infrastructure along these streets is desirable for the future, this option would require significant infrastructure changes to Leopardstown Road, Newtownpark Avenue and the junction with the N11 which was not deemed feasible for the short term of the Active Travel Network.

The walking and cycle infrastructure along this route is currently not suitable for school children. There is no consistent segregated cycle infrastructure along the entirety of the streets. Where there is cycle infrastructure, it is one-way but there are few possibilities to safely cross the street. The junction with the N11 has high speed slip lanes and a multiple stage crossing for pedestrians and cyclists only on one side. This requires southbound cyclists to wait at six different signals before they can continue on the other side of the junction. This option is currently not suitable as a route for less confident cyclists and would not encourage new users.

Alternative via St Raphaela's Road and the Farmleigh estate

A route via St Raphaela's Road and Farmleigh Close was considered. A significant land acquisition would be required in front of St John of God Hospital to facilitate a two-way cycle track. The route would also require amendments to the junction at Blackthorn Avenue and St Raphaela's Road, while also moving the proposed route significantly further north, reducing the proposed active mobility network access and coverage.

Alternative via Farmleigh / N11 junction

Passing through Farmleigh Avenue rather than Belmont Terrace was also considered. The junction at Farmleigh Ave / N11 has fast turn slip lanes, multiple lanes and multi stage crossings. Travelling along the N11 itself is also considered not suitable for younger or less confident cyclists and would not encourage new users.

Alternative via Kill Lane / N11 junction

A route further south, using the junction at Kill Lane to cross the N11 was not advanced as this would require children to travel along the N11. Travelling along the N11 itself is considered not suitable for younger or less confident cyclists and would not encourage new users.

6. Comments relating to the proposed changes to Belmont Terrace

A number of representations raised concerns regarding the loss of parking spaces at Belmont Terrace and loss of emergency access.

Response

The current proposal is to introduce a contraflow cycle lane to link Belmont Green to the signal crossing at Stillorgan Road (N11). Informal parking on one side of the street is proposed to be removed, although it is proposed to review widening the existing cycle path and hedge to avoid removal of any parking. Emergency access will continue to be maintained.

3.3.18 Comments Relating to Lower Kilmacud Road, Eden Park Road and Knocknashee

7 representations were received through the Citizen Space and 102 via traditional means which detailed comments relating to the proposals along Lower Kilmacud Road and Eden Park Road. Of those representations 38 noted that they were supportive of the proposals. A small sample of these responses are illustrated below:

"I think they are fabulous ideas. I am very much in support of ways that we can exercise more and incorporate more fresh air into our every day lives such as by being able to cycle to school with my daughters who are in Mount Anville Primary School on the Lower Kilmacud Road."

"The proposed installation of Cycle Route along the Lower Kilmacud road will force traffic up already busy roads such as Sweet Briar Lane and prevent the safe drop off and collection of children from the crèches and schools on that road...."



"We have lived in Eden Park Road for over 20 years. There has been an incredible increase in traffic during that time. What was once a very quiet residential road has become a continuous rat run, and this despite the development of the Drummartin Link Road during that time. Our major concern is that the proposal might lead to a rat run from the Upper Kilmacud Road through Eden Park Avenue onto Eden Park Road and down through Eden Park Drive onto the Drummartin Link Road."

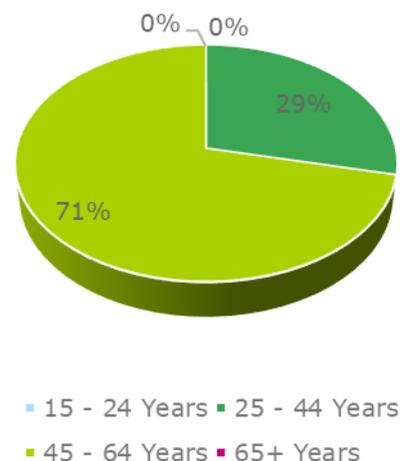
"Yes, but concern on the Eden park junction. Traffic coming down from Stillorgan, often do not stop on red to allow children cross safety. Can this be addressed to protect the children using the junction."

Representations regarding the proposals along Lower Kilmacud Road and Eden Park Road were received in the form of Citizen Space submissions and a petition letter from residents.

57 respondents, 1% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	6
local business	1
local parent	4
commuter cyclist / walker	4
commuter driver	5
user of local public transport	4
leisure cyclist / walker	5
local shopper	5
local worker	0
local school pupil	0
Other	0

Respondents by Age



The proposals were favoured; with respondents highlighting issues in regard to the motorised vehicle capacity of Lower Kilmacud Road and the access implications of closing Eden Park Road.

Response

The existing carriageway on Lower Kilmacud Road is wide, generating sufficient space for segregation of existing motorised traffic lanes and cycling and pedestrian movements, without amending the motorised traffic capacity of the road.

Access to Eden Park and Knocknashee for motorised vehicles will remain facilitated by Kilmacud Road Lower and Knocknashee. As part of our adaptive design and build model DLRCC will continue to engage and consult with residents on the proposed adjustments to Eden Park Road, including potential for placemaking and play spaces.

A number of respondents requested specific upgrades to the proposals.

- An additional crossing has been requested at Kilmacud Road Lower to facilitate access to and from the Day Care business.
- Additional upgrade works have been requested on the island between Mount Anville Wood and Mount Anville Park.
- Additional road filtered permeability measures within Knocknashee and Eden Park / Road

Response

The requested upgrades are to be reviewed as part of the Adaptive Design and Build model to ensure the proposed measures meet user needs.

3.3.19 Comments Relating to the Behaviour of those Using Bicycles, Cycling Education and the Demographics of Cyclists

173 representations were received through the Citizen Space that related comments relating to the behaviour of those using bicycles, cycling education and the demographics of cyclists, 93 responses were made by traditional means. Of these representations 40 noted that they were supportive of the proposals. A sample of these responses are illustrated below:

The cycle lanes are being pushed as part of an Active School Travel program. The idea is laudable but while the vast majority of schoolchildren wear school uniforms this is a clear bias against young women. Girls will not cycle to school in a skirt. It is not credible to suggest they change clothes on arrival at school when most schools' changing rooms are now closed because of Covid.

The installation of the cycle lanes seems to have been made without any consideration for motorists or for cyclists' safety. There is a need for education as regards how to properly use cycle lanes. There should be lights as there are for motorists. Cycle lanes that start and end abruptly as they do in our area are going to cause a serious accident with nobody knowing the correct procedures.



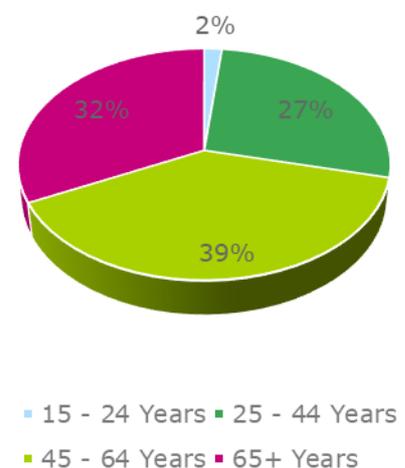
*Get the cyclists OFF the FOOTpaths. They are out of control !
They use FOOTpaths - even when there is a cycle lanes available.
They (in most cases) do NOT stop at red lights or they mount the footpath to avoid stopping at them.*

The metals should be left to pedestrians alone, too narrow to accommodate cyclists who are already making the metals dangerous for pedestrians. In particular, contra flow cycling will cause accidents and Council will be a guilty party. Safety is primary. Far too many speeding cyclists, far too many cycle illegally without lights front or rear, without warning bells.

266 responses, 4.8% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	169
local business	6
local parent	50
commuter cyclist / walker	48
commuter driver	55
user of local public transport	62
leisure cyclist / walker	105
local shopper	89
local worker	19
local school pupil	10
Other	9

Respondents by Age



Respondents across the majority of the categories in this document also mentioned concerns relating the perceived nature of cyclists along with concerns around cycling behaviour. Many of the concerns about cyclist's mention or indicate 'cyclist' as 'lycra clad young men' who are riding racing bikes for sports while disregarding other users. Some respondents comment that the proposed routes would only cater for this minority group at the expense of others.

Safety concerns across categories mentioned the speed of cyclists and mentioned these users as dangerous. Concerns were raised around dangers for the elderly and young from cyclists who travel at speed. Concerns were raised around the equity of access from all gender groups, with suggestions noted that school uniforms and skirts may prevent female use of the proposed measures.

Response:

People cycle for many different reasons. While some people may use these routes for leisure, there are more and more people who cycle because it has become a convenient way to get around for their daily activities such as traveling to school, work, go shopping, visit family, etc. We expect most people will use the proposed routes for these types of daily activities. The aim of these Active Mobility Routes is to provide people with the option to choose walking and cycling for those trips, as a normal way to get around and as an alternative to driving a private motor vehicle. This can only be achieved if there is a joined-up safe network across the County so people know they can safely get from A to B. Around 68% of all Citizen Space respondents replied that they would consider walking or cycling more often with the proposed routes in place.

The proposed Active Mobility Routes are designed with the needs of children and their parents in mind. Safety concerns tend to significantly influence the decision on which route to take or whether to even cycle at all. In the past, cycle infrastructure has often been designed without regarding the safety needs of children and parents, the elderly or people with disabilities, which meant these users would typically avoid them. This has resulted in the infrastructure only being used by people with a 'strong and fearless' character, enlarging the misconception that cycling is only for a select few. By ensuring the infrastructure meets the safety concerns of children and their parents, we ensure that the routes are inviting for everyone. Countries with a joined-up network for cycling like Denmark and the Netherlands show that by designing for all, people of all ages and abilities choose to cycle.

Along these routes more space is provided to both pedestrians and cyclist. On busy streets it is proposed that walking and cycling will be clearly segregated both from car traffic and each other. In quiet residential streets cyclists will continue to cycle in the left lane of the street, while pedestrians will use the footpath. Securing safe conditions for on-street cycling and providing segregated cycle tracks means people have less need to cycle on a footpath in order to feel safe. This approach allows more space for pedestrians as well, as it secures the footpath as a more exclusive space for pedestrians.

In parks and car free spaces cyclists and pedestrians will use the same path as is standard on the Greenways across the County and additional space will be provided when appropriate.

The proposals will be designed in accordance with the adopted design standards and will be monitored and evaluated to assess their effectiveness. Where appropriate additional interventions can be made to ensure safe use by both pedestrians and cyclists.

3.3.20 Suggested Extensions to the proposals

48 representations were received through the Citizen Space and 19 via traditional means which suggested extensions to the scheme. Of those representations 19 noted that they were supportive of the proposals. A small sample of these responses are illustrated below:

"While I support any encouragement for safe cycling this proposal will cause more traffic chaos, particularly around the school area. Also economically it does not make sense as Mt Merrion Avenue would be an obvious choice for a safe cycle lane as it would incorporate 3 big schools in the immediate area."

"I am a huge supporter of the new routes however I don't know how it can really be called 'active schools' when the routes completely ignore the huge concentration of schools in Blackrock/Boosterstown. It would require very little additional cycle track to link the fantastic mobility route along the coast to the huge number of local schools."

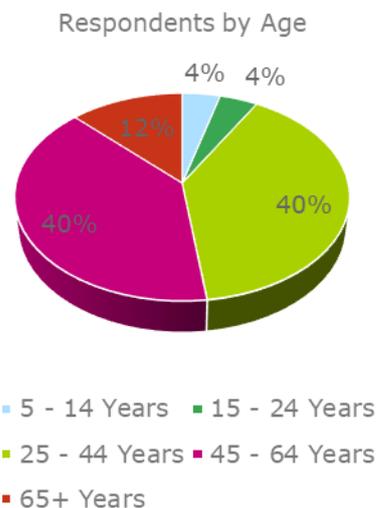


"I would love to be able to send my children to Glenageary safely by bicycle or scooter or walking and think that an additional route to those proposed should be inserted between the coastal route/the metals and The park to park route. "

"While I support the overall approach, I believe that priority should be given to making school routes and commuting routes safer. For example, the cycle lane used by CBC Monkstown pupils should extend all the way up to the traffic lights at the junction on Tivoli Road. Similarly, the busy cycle lanes at the Sallynoggin roundabout have very serious safety issues (especially across the entrance to the Shopping Centre), the remediation of which should be a priority for DLRCoCo."

67 respondents, 1.2% of all representations received refer to this issue. All 67 are available as an annex to this report. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	43
local business	4
local parent	26
commuter cyclist / walker	20
commuter driver	19
user of local public transport	12
leisure cyclist / walker	27
local shopper	23
local worker	5
local school pupil	11
Other	1



Some Respondents in this category felt that parts of the scheme did not provide sufficient safe links to schools across DLRC to justify the proposals. Other respondents were supportive but felt that further benefits could be provided. Respondents in this category suggested extensions to the proposals, these are listed below. Please note that suggested alternatives to the proposals have been addressed in Section 3.3.2:



Suggested extensions to the scheme:

- A pedestrian crossing on Enniskerry Road to serve Kiltiernan National School
- Segregated cycle connections to UCD in particular the Belfield Campus, suggested via the Rock Road (R118)
- Extension to the facilities on the R113 to provide a link from Leopardstown to Blackrock
- Providing safe walking and cycling provision at Glenageary roundabout (also addressed in Section 3.3.14)
- Providing segregated cycle infrastructure along Mount Merrion Avenue (also addressed in Section 3.3.16)
- A southbound cycle route through Dún Laoghaire
- Walking and running routes linking residential areas Kilmashogue and Ticknock to the mountains through the provision of greenways
- Further links to Dublin City Centre
- Cycle skyway from Newtownsmith to Howth
- Extension of segregated cycle infrastructure on Kill Avenue
- More cycle lanes on the roads in Dún Laoghaire and surrounds
- Link between the coastal route, the metals and the park to park route in particular to address Sallynoggin Roundabout and Glenageary Road Lower.
- Ballinteer Avenue and Ballinteer Park
- Safe crossings at Abbey Road Roundabout
- Upper Kilmacud Road to link to Taney National School
- Access through Beechwoodcourt Estate
- Cycle provision on Silchester Road
- Extend the cycle lane on Tivoli Road
- Cycle lanes on Cross Avenue
- Cycle lanes on the Rock Road
- Improvements to the intersection at Mt Merrion Avenue
- Provision on Booterstown Avenue and Cross Avenue
- Connection from Seafield Court to the local school (Gaelscoil Phadraig)

Responses for connections to be made to specific schools in DLRCC:

- Booterstown National School, Blackrock
- Dominican College, Sion Hill, Blackrock
- Blackrock College, Blackrock
- Willow Park Junior School, Blackrock
- Our Lady of Mercy Convent School, Blackrock
- St Mary's Boys National School, Booterstown
- St Andrew's College Senior School, Blackrock
- St Andrew's College Junior School, Blackrock
- St Attracta's National School, Dundrum
- St Olaf's National School, Dundrum
- Scoil Naithi, Bailinteer
- St. Tiernan's Community School, Balally
- Wesley College, Ballinteer
- Taney National School, Dundrum
- Holy Cross National School, Dundrum
- Gaelscoil na Fuinseoige, Churchtown Upper
- Dalkey School Project, Glenageary

- Rathdown Junior School, Glenageary
- St Patrick's Girls National School, Foxrock
- Scoil Lorcáin, Monkstown
- St Joseph's National School, Tivoli Road, Monsktown
- The Harold School, Glasthule

Response:

DLRCC hopes to provide every child, parent and teacher the opportunity to get to school via an active mode. These three routes are intended as a starting point for linking up the active mobility network in DLR, we aim to extend the network and connect more schools in the future. All suggested connections and extensions to the proposals raised in this engagement process have been recorded and will be considered by DLRCC.

As part of the wider Active School Travel initiative DLRCC are continuing to ask Local schools to identify local travel and transport issues, where the Council can provide assistance and support in overcoming. These issues and hazards include the need for cycle parking, deteriorated footpaths, traffic pinch points, pedestrian crossing etc. Schools should raise these issues by using the Council's 'Report It' tool, available on our website at: <https://www.dlrcoco.ie/en/report>. Submissions from schools should reference this Active School Travel initiative.

3.3.21 Comments Relating to the Coastal Mobility Route

75 respondents referred to the coastal mobility route of concerns arising from its implementation. All of these comments were made through the Citizen Space. 2 of the respondents noted supportive responses.

It is important to note that the implemented coastal mobility route does not form part of this public engagement, however connections to it do form an important part of the wider mobility network.

"As a local resident I initially I thought the one way system along the seafront would be an inconvenience, however it has improved the overall safety and quality of life in the area dramatically. Overall traffic in the area seems lower and better flowing as a result. These routes are and will be a great public resource and should not be taken away."

"I refer to the cycleway installed at Seapoint only. I am in favour of cycleways generally but this one has had an enormous detrimental impact on Monkstown Village (refurbished at enormous expense in the last few years) and hugely increased the volume of traffic on Monkstown Road creating significant traffic jams at certain times in local areas..."



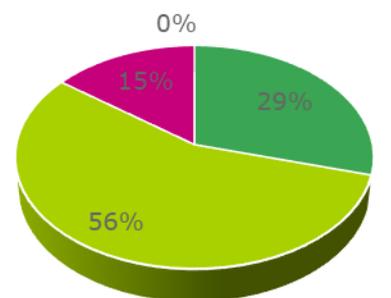
"Whilst I am for cycle lanes they are not appropriate for the roads you are putting them on. The traffic in Dún Laoghaire/monkstown and blackrock has been pushed outwards towards to parallel roads. Dún laoghaire cannot handle the additional traffic on the Main Street from peoples park to Dalkey which is extremely dangerous..."

"The changes you have implemented on our coastal roads have dramatically increased the volume of traffic on the road where we live and made it difficult to safely use."

75 responses, 1.4% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	67
local business	6
local parent	28
commuter cyclist / walker	22
commuter driver	40
user of local public transport	33
leisure cyclist / walker	38
local shopper	47
local worker	6
local school pupil	7
Other	7

Respondents by Age



■ 15 - 24 Years ■ 25 - 44 Years
■ 45 - 64 Years ■ 65+ Years

Comments in this category either referenced the implemented coastal mobility route an influence on their support or concern for the scheme or mentioned specific concerns relating to the scheme.

Specific concerns have been summarised below:

Impacts on motor vehicle traffic, journey times, congestion, increased traffic in surrounding streets

Respondents were concerned that journey times for motor vehicles were increased causing congestion along coastal roads. Respondents were concerned that traffic was being displaced and causing congestion on parallel roads and that waiting times at junctions had been increased.

Difficulties in accessing facilities, scuba diving club and other local amenities

Respondents were concerned about parking to access the scuba diving club and access to shops and businesses along the coast. Respondents were concerned about removal of motor vehicle parking on Vico Road resulting in the elderly and disabled being unable to access the beach and natural amenities of the seafront.

Difficulties in access for the RNLI and longer journey times for Emergency Vehicles

Respondents raised concerns around access for the RNLI and longer journey times resulting in difficulties for emergency vehicle access.

Dangers for pedestrians and motor vehicles resultant from measures

Respondents raised concerns around dangers for pedestrians of those in wheelchairs or with buggies at junctions, or with difficulties crossing the road because of the protective barriers that have been implemented. Respondents raised concerns around potential damage to motor vehicles from the protective barriers.

Concerns around short term implementation and usage

Respondents were concerned about the short term nature of the works and asked long term materiality of the works and how long the measures would be in place for. Respondents were concerned that usage figures were not high enough to warrant the allocation of road space.

Response:

It should be noted that the Coastal Mobility Route does not form part of this consultation, rather the focus of this engagement is the 3 new Active School Travel Mobility routes; The Sea to Mountains Route, The Park to Park Route and The Mountains to Metals Route. DLRCC will be holding a dedicated public consultation on the Coastal Mobility Route where users can express their views.

In relation to the traffic impacts on the Coastal Route, on average journey time through junctions is less than 2 minutes and it is evident that increased cycling and pedestrian movements are reducing the potential for queuing at junctions.

It is noted that the Coastal Mobility Route has recorded more than 20,000 cyclists per week. Users would all be passing through the route, not requiring car parking, and often seeking places to stop and avail of the local offering. It is widely accepted that active mobility infrastructure benefits local business and the local economy¹⁶, with local business for example in Blackrock supportive of the measures implemented.

DLRCC has engaged with local clubs and the RNLI and a number of changes have been made to the scheme to address their concerns. This is a good example of the adaptive design approach.

¹⁶ <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

3.3.22 Comments Relating to the Ambitions of the Proposals

55 representations were received through the Citizen Space and 172 via traditional means which mentioned the scale or ambition of the proposals. Of those representations 25 noted that they were supportive of the proposals. A small sample of these responses are illustrated below:

"Would like to see more walking running routes including links from residential areas up to mountains such as Kilmashogue and Ticknock with provision of green ways. During lockdown some roads were closed to cars which provided a feel for the potential of pedestrianising they routes up to the mountains"

"Dublin is so far behind in provision of space to other users of public space, especially pedestrians, local residents, cyclists and other VRUs that even piecemeal sections of infrastructure is celebrated. An actual connected and segregated safe facility, linking public space and mass transit hubs would be truly transformative. The opportunity to demonstratively enhance the public realm, increasing footfall for commercial space in areas along this network will elicit an example for others across the nation in how to progressively grow our cities and towns."



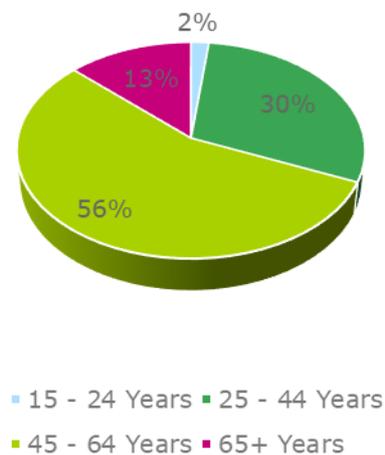
"I support some of the measures but some seem excessive."

"It's a really good, simple idea. A lot of the routes are already there, just need to be connected up. Coláiste Eoin and Coláiste Íosagán aren't connected to the routes though one passes within 1km to the south of them. it would be fairly easy to upgrade / provide a traffic-separated cycle lane along the N11 to achieve this, would make it much safer. It's a great pity that UCD and its 20,000 population are not connected to any of the routes."

The 227 responses, 4.0% of all representations received refer to this issue. These representations are categorised by the demographics illustrated below:

Item Response by Demographic	No. of Respondents
local resident	49
local business	5
local parent	26
commuter cyclist / walker	23
commuter driver	26
user of local public transport	23
leisure cyclist / walker	31
local shopper	31
local worker	9
local school pupil	5
Other	3

Respondents by Age



Comments in this category made reference to the ambition of this scheme and either concerned with the extent of the proposals or feeling that they do not go far enough. Respondents made positive comments about the holistic planning of the routes and how they are interconnected. Some respondents were supportive of the proposals but would like to see an even more ambitious network or measures. Other respondents felt that even with the implementation of these proposals the infrastructure would still be disjointed and not serve an adequate amount of schools or would not be properly connected with the wider Dublin transport network. Some respondents would prefer fully segregated cycle routes, walking routes and motor vehicle routes and others feel that formal infrastructure is a hindrance to access; such as the use of barriers. Some respondents suggested coastal boardwalks, cycle skylines and using existing green space to

implement segregated cycle and walking routes so that space for motor vehicles could be maintained. Some respondents felt that cyclists and pedestrians could share space and others disagreed. Some respondents were concerned about how the scheme would connect into the wider Dublin walking and cycling network and public transport network.

Response

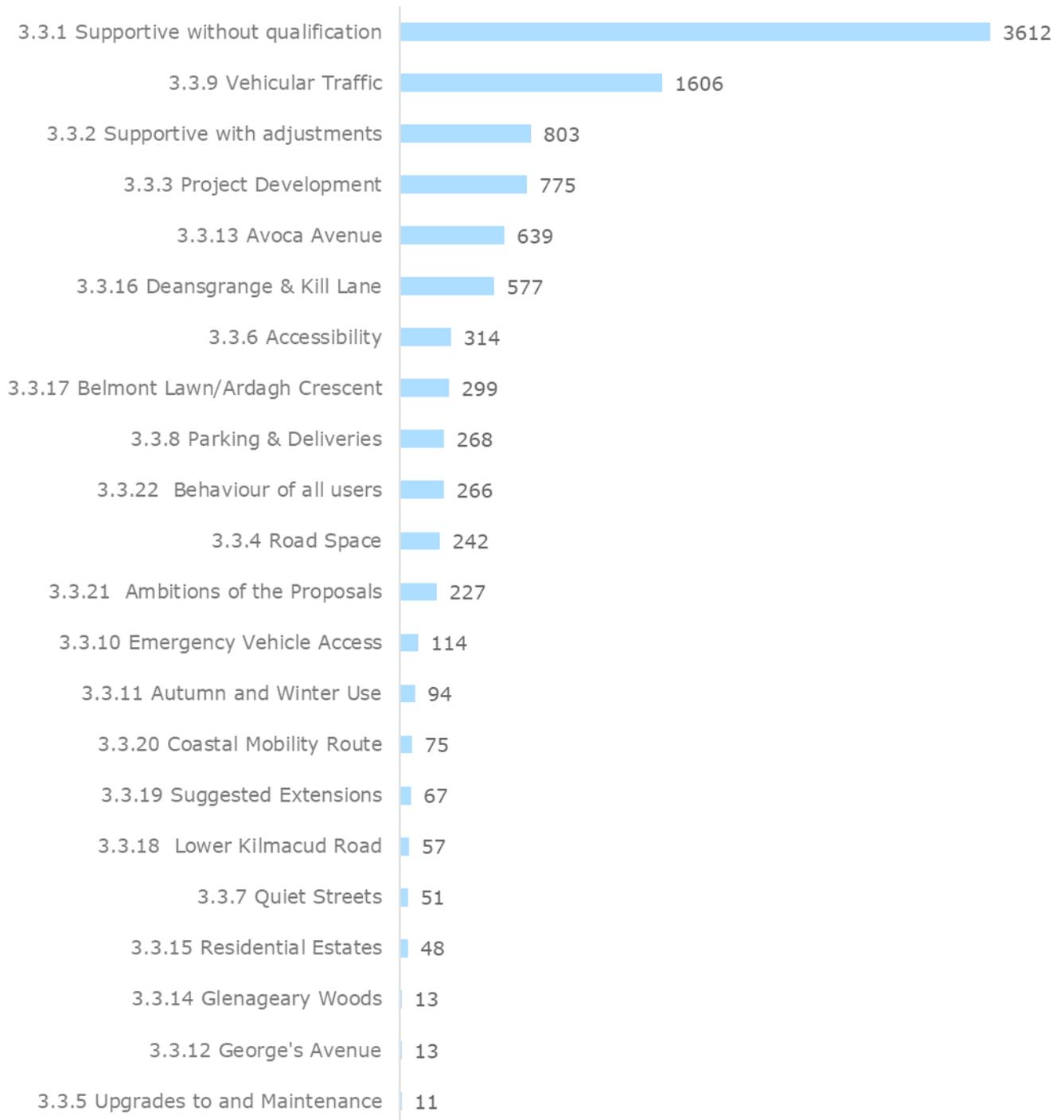
DLRCC intends to allow every child, parent and teacher to have the choice to get to school via an active mode. These three routes are intended as a starting point for linking up the active mobility network in DLR, we aim to extend the network and connect more schools in the future. To implement these objectives some formal infrastructure must be built to provide a safe walking and cycling network alongside a network for motorised vehicles and public transport. The council are seeking to link up existing formal infrastructure where possible and provide links to schools to enable safe active school travel. The intention of these routes is to link up existing formal infrastructure and quiet streets where walking and cycling are already safe as much as possible before proposing formal interventions, where this is not possible, we have proposed formal interventions. All suggested alternatives and extensions to the proposals raised in this engagement process have been recorded and will be considered by DLRCC.

PART B: EXECUTIVE'S RECOMMENDATIONS



4. RECOMMENDATIONS TO THE EXECUTIVE AND NEXT STEPS

Part A of this report has analysed the public engagement held on the three proposed New Safe Walking and Cycling Routes. This analysis and categorisation defined 22 categories of interest from the public engagement. A response has been provided to queries or requests within each category. A summary of each category has been given below in order of percentage of responses in each category. This section of the report provides recommendations to the executive, following the ratification of these recommendations next steps have been suggested.



4.1 SUMMARY OF RESPONSES

Summary of responses are ordered from most representations to least amount of representations.

Supportive without qualification (3612, 56.1% of representations)

Respondents noted the positive impacts the proposed measures would have on their lives and businesses. This level of support highlights significant support for change and that respondents want to have high quality, safe active mobility infrastructure to support their travel mode choice. Responses in this category came from every age and interest category.

Concerns around impacts on vehicle traffic (1606, 26.3% of representations)

Typically, respondents noted traffic issues as either general issues or as a specific geographical issue relative to a specific element of the proposals. Representations related to general traffic commented in regard to the equity of investment of infrastructure between motorised vehicles and non-motorised vehicles. We appreciate that vehicular traffic, including its impact, is a major concern throughout the County. While it is acknowledged that private motor vehicle trips are required and should be facilitated, currently there are a significant number of representations from the public whom would adopt an active travel mode if safe, reliable infrastructure supporting such a choice was available. Enabling this can enable a shift to active mobility which would facilitate more space in the car network for those who must use a private motor vehicle. The impact on traffic flows will be monitored. Where appropriate additional interventions can be made in consultation with local groups.

Supportive with adjustments (803, 14% of representations)

Respondents in this category noted their support of the proposals by detailing a range of expected benefits whilst also listing a range of concerns related to the implementation of the proposals, ambitions of the scheme and spaces directly linked by the proposals. Many of these comments and concerns would be addressed via the adaptive design and build model. Part of the adaptive mode process is that the routes will be monitored and evaluated to assess their effectiveness. If alternations are required for more / less segregation, issues relating to maintenance or visual impact of the measures these can be addressed or reconsidered. Where appropriate additional interventions can also be considered to support increasing demand for active mobility along the routes as well as safe use for both pedestrians and cyclist.

Project Development Including Funding, Statutory Authority and Engagement and Consultation Process (775, 12.9% of representations)

The issues relative to this item can be categorised into 3 topics; funding, engagement and consultation and statutory authority. The Active School Travel Initiative is being delivered as part of the funding package received from the National Transport Authority under the Sustainable Transport Measures Grant programme. Dún Laoghaire-Rathdown County Council competes for this funding with other Local Authorities and it is allocated to projects that will deliver high quality schemes. DLRCC has developed an adaptive design and delivery model to support the execution of the works. We are currently in Phase 1 of that model where we consulted extensively with key stakeholders like DLR Councillors, the NTA (National Transport Authority) and the wider public. Given the volume of responses to this non statutory engagement, it is considered that the public engagement process was contributed to positively. The proposed cycling and pedestrian routes contained in the Active School Travel Initiative were originally identified in the report on the Council's Cycle Network Review which was carried out by the Council in 2012. Under section 15 of the Planning and Development Act 2000 a Planning Authority has a general duty to secure the policy objectives of its development plan which includes the development of a high-quality walking and cycling network across the County. Active School Travel Initiative seeks to

implement the foregoing policy objectives relating to the development of a high-quality walking and cycling network across the County.

Comments relating to Avoca Avenue, Blackrock (639, 10.9% of representations)

The proposed measures for Avoca Avenue do not include the implementation of segregated cycle paths, rather the proposed measures seek to preclude only through traffic; encouraging a safer space for vehicular, cycle and pedestrian movements. As part of the recommendations within this report it is proposed to amend the intervention at Avoca Avenue to traffic calming measures instead of the previously proposed filtered permeability measure. Current proposals in view of recommendations received it has been recommended to remove the proposed filter permeability and implement traffic calming measures instead. Proposals include for narrowing of junctions on these streets to ensure lowering of motor vehicle speeds while shortening crossing distances for pedestrians and cyclists. The proposed measures are to be delivered as part of our Adaptive Design and Build Model and as part of the ongoing engagement and consultation within that process we will work closely with residents and users to tweak the design so that it works locally for everyone.

Comments relating to Deansgrange & Kill Lane (577, 10.1% of representations)

We are aware that vehicular traffic, including its impact, is a major concern on and around Deansgrange Road. While it is important to continue to facilitate motor vehicle access, Deansgrange Road is also an essential missing link in the active mobility network. Since it currently lacks safe conditions for cycling it is a barrier for people to reach destinations on and around Deansgrange Road and across the County by active travel modes. This means that potential active travel users are more likely to drive. By providing safe conditions for walking and cycling on Deansgrange Road it would link the networks on either side and would enable more people to choose to walk or cycle for their trips instead of driving a car.

In view of representations received, a number of alternative options for this section of the route have been considered. This has generated three viable options which warrant further consideration. The three viable alternatives are noted and recommended for further review within the recommendations section of this report. Within that section it is recommended to review alternatives for the route between Brookville Park and Clonkeen Park and evaluate their impact relative to one another before deciding which alternative to implement.

It is intended to implement a Journey Time Monitoring System to provide real-time traffic information to motorised vehicle traffic at key decision points prior to Deansgrange. Vehicular access to and from existing businesses on Deansgrange road will continue to be facilitated. In regard to specific premises' accesses, as part of the Adaptive Design and Build Model we would work closely with business premises to ensure that access arrangements are facilitated. Access and egress from Deansgrange Cemetery via the Deansgrange road will continue to be facilitated for motor vehicles.

Accessibility and inclusive design (314, 5.6% of representations)

The comments related to this issue can be categorised into creating an advantage for "young, able bodied people" at the expense of the groups who are "elderly" or "the disabled". Within demographic groups such as the "elderly" and "people with disabilities" there is a large variety of needs and abilities regarding mobility. The aim with these Active Travel Routes is to provide a joined-up network of safe walking and cycling routes that is convenient and inviting for all. That includes children, the elderly and people with disabilities who have various needs and abilities. The proposals will be designed in accordance with the adopted design standards and will be monitored and evaluated to assess their effectiveness. Where appropriate additional interventions can be made to support use for people with disabilities.

Comments relating to Belmont Lawn/Ardagh Crescent and Belmont Terrace (299, 5.3% of representations)

The current proposal seeks to implement infrastructures which can facilitate the movement of children and adults to and from school, seeking to normalise cycling, walking and active mobility modes for all. DLRCC have met with Belmont Lawn and Ardagh Crescent residents to consider additional safety measures that could be employed to assist the implementation of the proposals, if they proceed. This could include additional monitoring and reviews during the pilot phases.

Car parking and vehicle deliveries (268, 4.8% of representations)

The vast majority of the proposals will not affect existing on street parking. On quiet residential streets, it is not proposed to remove formal existing parking, rather the proposals seek to normalise on-street cycling along these routes and encourage safe sharing of the street space by drivers, cyclists and pedestrians alike. No removal of formal parking is proposed as part of these proposals. Some informal parking areas are proposed to be utilised for provision of the proposed measures, specifically at Lower Kilmacud Road, Belmont Terrace and Silchester Road. Where this is the case DLRCC will engage and work closely with residents and local businesses to minimum any impacts on informal parking. No disability parking bays are to be removed as part of the proposed measures.

Comments relating to the behaviour of those using bicycles, cycling education and the demographics of cyclists (266, 4.8% of representations)

The aim of these Active Mobility Routes is to provide people with the option to choose walking and cycling for those trips, as a normal way to get around and as an alternative to driving a private motor vehicle. The proposals will be designed in accordance with the adopted design standards and will be monitored and evaluated to assess their effectiveness. Where appropriate additional interventions can be made to ensure safe use by both pedestrians and cyclists.

Allocation of road space (242, 4.4%)

Respondents in this category were either broadly supportive of using 'off-road' routes to provide safe walking and cycling routes for children or concerned about these same routes being used more extensively for cycling alongside walking. A number of respondents claim the proposed routes take away too much space from cars and had concerns this will have an impact on safety and on vehicle flow. New infrastructure is necessary where there are no realistic options and an intervention is required to provide a joined-up network across the County. For some sections this can only be achieved by relocating existing street space. Not implementing these sections would either result in a significant detour for people walking and cycling or in a missing link in the network, which would make walking and cycling less viable and attractive overall, resulting in more people driving instead.

Comments relating to the ambitions of the scheme (227, 4% of representations)

Comments in this category made reference to the ambition of this scheme and either concerned with the extent of the proposals or feeling that they do not go far enough. DLRCC intends to allow every child, parent and teacher to have the choice to get to school via an active mode. These three routes are intended as a starting point for linking up the active mobility network in DLR, we aim to extend the network and connect more schools in the future.

Emergency vehicle access (114, 2.1% of representations)

Representations related to general emergency vehicle access commented in regard to the installation of the proposed measures preventing emergency vehicle access to residential homes, public spaces and commercial spaces. Emergency vehicle access will be maintained across all of the proposed routes. At places where on street interventions are proposed, these will be

designed to allow emergency vehicle access and will not prevent or impede access to residential homes. These proposals have the potential to reduce the volume of motor vehicle traffic and, thereby reducing travel times for emergency vehicles.

Usage during the Autumn and Winter (94, 1.7% of representations)

Respondents on this issue commented that the investment in the proposed infrastructure would not be used by cyclists and walkers during the autumn and winter or during bad weather. Experience from countries with an extensive walking and cycling network, like Denmark and the Netherlands, shows that walking and cycling to school or work is fairly consistent all year round. Weather conditions in these places are similar to Ireland, with cold weather and rain during the autumn and winter months. Research shows that a safe and convenient network for walking and cycling should be in place to facilitate year-round use.

Comments relating to the coastal mobility route (75, 1.4% of representations)

Comments in this category either referenced the implemented coastal mobility route an influence on their support or concern for the scheme or mentioned specific concerns relating to the scheme. It should be noted that the Coastal Mobility Route does not form part of this consultation. DLRCC will be holding a dedicated public consultation on the Coastal Mobility Route where users can express their views.

Suggested extensions to the scheme (67, 1.2% of representations)

Respondents in this category suggested extensions to the proposals including suggesting links to 22 schools. DLRCC hopes to provide every child, parent and teacher the opportunity to get to school via an active mode. These three routes are intended as a starting point for linking up the active mobility network in DLR, we aim to extend the network and connect more schools in the future. All suggested connections and extensions to the proposals raised in this engagement process have been recorded and will be considered by DLRCC.

Comments relating to Lower Kilmacud Road, Eden Park and Knockashee (57, 1% of representations)

The proposals were favoured; with respondents highlighting issues in regard to the motorised vehicle capacity of Lower Kilmacud Road and the access implications of closing Eden Park Road. A number of respondents requested specific upgrades to the proposals. An additional crossing has been requested at Kilmacud Road Lower to facilitate access to and from the Day Care business. Additional upgrade works have been requested on the island between Mount Anville Wood and Mount Anville Park. The requested upgrades are to be integrated into the proposed measures.

Quiet streets and safety (51, 0.9% of representations)

Respondents who mentioned quiet streets and safety provided comments about safety for pedestrians and cyclists at junctions and comments about car traffic being displaced from streets on the Active Travel Routes onto adjacent quiet streets. Streets that are part of the Active School Travel network will have wayfinding markers will help as a reminder of the presence of the routes. These streets already ensure slow speeds for motor vehicles due to street width, limited through traffic, and speed reducing measures, which allows safe conditions for walking and on-street cycling. The routes will be monitored and evaluated to assess and evaluate their effectiveness. Where appropriate additional interventions can be made to improve safety. The impact of car traffic on surrounding streets will be monitored. Where appropriate, additional interventions can be made in consultation with local groups.

Comments relating to routes through residential estates (48, 0.9% of representations)

Concerns in this category can be broadly summarised as those relating to assumed segregated cycle routes being planned through estates or concerns around an increased number of non-residents using routes to pass through residential areas. It is the intention of The Council that all

residents can choose active modes of transport. The intention of these routes is to link up existing formal infrastructure and quiet streets where walking and cycling are already safe as much as possible before proposing formal interventions. As part of the Adaptive Design and Build Model, we would work closely with residents to finalise the proposed design solutions, so that they were considerate of the environment and streetscape.

Comments relating to George's Avenue, Blackrock (13, 0.2% of representations)

The concerns relating to the proposals for George's Avenue, Blackrock focus on the proposed contraflow cycle lane and how it may affect car traffic to be re-routed and cause congestion elsewhere. Concerns were also raised about the access of operations and delivery vehicles to the commercial premises on this road. It is intended to work closely with business stakeholders to ensure that access is secured and loading facilitated. It is intended that any reallocation of space on George's Avenue does not negatively impact the business premises located there. As designs develop this will be taken into consideration.

Comments relating to Gleanageary Road and Roundabout (13, 0.2% of representations)

In this category some respondents noted support for the use of Gleanageary Woods as a cycling and walking route due to its current character whereas for other respondents considered the current character of the road and raised concerns relating to the provision of active mobility infrastructure. Concerns were raised about the quality of the existing provision for walking and cycling at Glenageary Roundabout, which currently only has partial provision for walking and cycling. It is important to note that the proposed measures are focused on wayfinding marking and signage. At this location a segregated cycleway is not proposed. The proposed measures do not reduce any formal parking.

Upgrades to and maintenance of existing infrastructure (11, 0.2% of representations)

Respondents were concerned about maintenance to existing segregated infrastructure and pathways and that encouraging more cyclists to use existing pathways in parks could lead to conflicts between the modes of travel. The proposed Active School Travel Mobility Routes utilise a number of existing park paths, DLRCC Parks Department have been successful in securing funding from the NTA to upgrade a number of their parks. These upgrades compliment the proposed routes and the works that are proposed as part of the Active School Travel Initiative. DLRCC have recently upgraded and widened some sections of parks along these routes. This increased space will reduce potential conflicts.

4.2 RECOMMENDATIONS TO THE EXECUTIVE

In view of the positive consultation responses and the degree of issues raised as described with in the consultation report (part A) a number of recommendations have been made to the council executive.

The public engagement on the proposed three safe walking and cycling routes showed significant support for the proposals. It is recommended that the proposed measures proceed in accordance with the below recommendations.

Recommendations have been divided into general and location specific recommendations;

4.2.1 General recommendations;

4.2.1.1 A cohesive Monitoring Plan should be put in place to gather a baseline data and measure impacts of the pilots and the three routes.

- The outcome should be publicly shared before decisions are made on permanent implementation.
- It is recommended to monitor the use of the Active Travel Routes as well as the impact on surrounding streets in agreed locations. This should include data on how many people are using the routes, modal split, and age and gender for active travel modes.
- The impact on surrounding streets can be monitored using real-time traffic data and analysis software. This provides a base for additional interventions and for decisions on permanent implementation.
- To fully enable this monitoring plan, the pilot phase will be for 6-months after which the routes will be assessed based on how people have experienced them. Feedback will be invited in the pilot phase; further details will be shared in due course.

4.2.1.2 DLRCC will enable maintenance and upgrades of existing walking and cycling infrastructure to ensure safe and equitable access is facilitated.

- Close collaboration is recommended between the existing teams in DLR to review, maintain and upgrade existing infrastructure.
- Cycling should be facilitated all year and considerations will be given to improved lighting, snow clearance and salting, positive drainage and safety infrastructure to promote a safe cycling and walking environment.
- The infrastructure and its maintenance should enable walking and cycling as reliable travel options throughout the day and year. This includes good lighting conditions during dark hours and prioritised clearance of ice and snow.

4.2.1.3 Accessibility and inclusive design as the design for the proposed routes are refined and piloted DLRCC should ensure that the proposals meet with the required standards and are monitored and evaluated to ensure equitable usage and access.

- The proposals will be designed in accordance with the adopted design standards and will be monitored and evaluated to assess their effectiveness. Where appropriate additional interventions can be made in consultation with local groups.

4.2.1.4 Emergency Vehicle Access should be maintained across all proposed routes.

- DLRCC should ensure that Emergency Vehicle Access is provided and not hindered in the installation and piloting of the three proposed routes.
- At places where on street interventions are proposed, these will be designed to allow emergency vehicle access and will not prevent or impede access to residential homes.

4.2.1.5 In implementing the three routes in residential spaces DLRCC should work closely with residents to refine and implement a design that works for all.

- It is recommended to work closely with local residential groups as part of the adaptive design and build model to refine implemented designs to meet user needs.

4.2.1.6 DLRCC should review all suggested extensions to the scheme and seek to broaden the access to active travel modes in particular for schools.

- It is recommended that all suggested extensions to the proposals will be reviewed and considered for future interventions.

4.2.1.7 DLRCC should make available resources, share links to cycling education programmes and promote schemes available in the county.

- It is recommended to engage with the public, schools and residents to share information and resources regarding active mobility education.
- This recommendation will seek to support each of the transport modes to understand one another, seeking to engender more positive interfaces and courteous movement for all.

4.2.2 Location specific recommendations;

4.2.2.1 It is recommended that the proposals for George's Avenue, Blackrock are adapted to allow for business loading

- It is recommended that the proposal should be implemented while liaising with local businesses to refine the options and locations for safe loading on the street.

4.2.2.2 It is recommended that the proposals on Avoca Avenue are refined to deliver the outcome of a safe street for pedestrians and cyclists whilst taking into account vehicular access for residents onto the N11 and Mount Merrion Avenue.

- We acknowledge that many of the respondents mention they would support the speed reduction to 30 km/h and traffic calming on Avoca Avenue but were concerned in regard to the filtered permeability measure in the middle of the street. As part of the adaptive design model we therefore recommend refining the scheme to ensure a safe street for walking and on-street cycling whilst maintaining the possibility for motor vehicle through traffic.
- The objective of the proposal is to generate a safer walking and cycling environment and residential space for residents. This can also be achieved through a series of traffic calming measures. It is recommended is to ensure a safe street for walking and on-street cycling by reducing the maximum speed on Avoca Avenue to 30 km/h and installing a series of traffic calming measures instead of the previously proposed filtered permeability measure in the middle of the street.

4.2.2.3 It is recommended that the original proposal and 2 alternative routes at Deansgrange Road and Kill Lane are reviewed. The proposal which best facilitates the objectives of the Active School Travel initiative shall be implemented. This will include an analysis of traffic impacts through modelling.

- We understand that vehicular traffic, including its impact, is a major concern on and around Deansgrange Road. It is recommended to review the original proposal and 2 alternative routes for the section between Brookville Park and Clonkeen Park and evaluate their impact relative to the original proposal before deciding which option to implement.
- The recommendation is focused on reducing the overall volume of motor vehicle traffic by providing people with travel options, so that more people can choose walking and cycling as an alternative to driving a private motor vehicle. Enabling this shift would facilitate more space in the car network for those who must use a private motor vehicle.
- In view of representations made through the public consultation process it is recommended to review the following options;
 - Option A (current proposal): Two-way cycle track on Deansgrange Road with one-way flow for motor vehicles north to south whilst maintaining on-street car parking.
 - Option B: (Alternative 1 - Proposed by DVBG) Two-way cycle track on Deansgrange Road only between Brookville Park and St Fintan's Villas combined with controlled crossings for pedestrians and cyclists on Deansgrange Road at St Fintan's Park and on Kill Lane at Clonkeen Park. Two-way flow for motor vehicle traffic and formal on-street car parking on Deansgrange Road is maintained. HGV movements are restricted due to limited carriageway width.

- Option C: (Alternative 2) Two-way cycle track on Deansgrange Road with single travel lane for motor vehicles whilst maintaining car parking. The single travel lane can be used in two directions, but drivers have to wait turns when passing parked cars. On-street car parking can be reorganised to facilitate sufficient point for vehicles in opposite directions to pass each other. HGV movements are restricted due to limited carriageway width.
- It is noted that a two-way cycle track on Deansgrange Road while maintaining two-way flow for motor vehicles could be achieved if on-street car parking is removed. HGV movements would still be restricted due to limited carriageway width, but this alternative has not been advanced.
- It is recommended to compare how these options would enable people to walk and cycle more as well as what impact they would have on the flow of motor vehicles on Deansgrange Road and surrounding streets such as Abbey Road, Kill Lane and St. Fintan's Park. This will include an analysis of traffic impacts through modelling.
- The proposals for Deansgrange and Kill Lane should be implemented alongside a comprehensive public realm upgrade programme and monitoring programme.
- It is recommended to monitor the use of the implemented alternative as well as the impact on surrounding streets such as Kill Lane and St. Fintan's Park. Where appropriate additional interventions can be made in consultation with local groups.

4.2.2.4 It is recommended that the proposals at Belmont Lawn and Ardagh Crescent are implemented along with additional safety measures and ongoing engagement on project delivery with local residents.

- It is recommended that the proposals should be implemented. These should not proceed in advance of issues concerning transfer of land ownership being finalised.
- Further engagement is recommended with local residents to implement the routes in a considerate manner while safeguarding the amenity of the green space within Belmont Lawn and supporting the current use and character of the space.

4.2.2.5 It is recommended that the proposals for Belmont Terrace are refined to minimise impact on informal parking

- It is recommended that the proposed cycleway should be refined to minimise the impact on informal parking whilst mitigating environmental impacts.
- Further engagement with local businesses is recommended to minimise the impact on informal parking, including finalising the opportunity to widen the existing segregated one-way cycle track so it can be used in two directions between the signal crossing on the N11 and Belmont Green. If this can be achieved the impact on parking should be de minimis.

4.2.2.6 It is recommended that the proposals for Eden Park, Knocknashee and Lower Kilmacud are implemented with input into the design from local residents

- It is recommended that the proposals for Eden Park, Knocknashee and Lower Kilmacud should proceed with input into the placemaking design and additional safety measures from local residents. It is recommended to engage with residents on placemaking near the junction on Eden Park as part of the Safe and Quiet Streets initiative, including evaluating the residents' proposals for additional filtered permeability measures.

4.3 NEXT STEPS

The above recommendations will be implemented, with the review of route alternatives concerning the Deansgrange interventions and associated traffic impact assessment and modelling subject to further review and approval by DLRCC.

As per the recommendations, traffic analysis and modelling will be undertaken, the detailed design of the proposals will be finalised, and the works will be procured for construction. Following construction of the completed routes the pilot phase will commence. It is proposed that the scheme will progress to the detailed design phase, with contractors and materials procured and measures implemented and constructed, at which point the pilot phase will commence.'

The pilot phase will be for 6-months after which the routes will be assessed based on how people have experienced them. Feedback will be invited in the pilot phase; further details will be shared in due course.





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