

Dún Laoghaire-Rathdown County Council

Active School Travel

New Safe Walking and Cycling Routes Public Consultation and Engagement

Summary Document

For full details please refer to the Executives Report and Recommendations document



Why?

The benefits of being able to walk and cycle for our physical and mental health, the environment and the 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.

Process

Dún Laoghaire-Rathdown County Council undertook public engagement on **three proposed New Safe Walking & Cycling Routes**, titled Sea to Mountains, Mountains to Metals and Park to Park. This was a non-statutory public consultation and engagement process, which was undertaken from Friday 25th September to Friday 6th November 2020.

Engagement

Alongside a range of consultation meetings and events, a total of 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 the full report and summarised here.



Outcome

The consultation identified a significant level of support for the proposed measures. Of the **6,431** representations received, **63%** confirming their support for the proposals while 35% did not support the proposals. Many respondents offered suggested amendments and extensions to the proposals, all of which have been reviewed and considered.

6431 representations

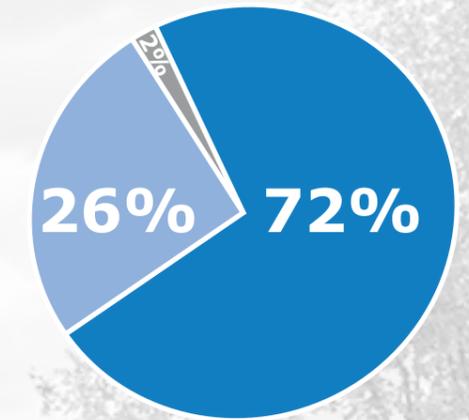
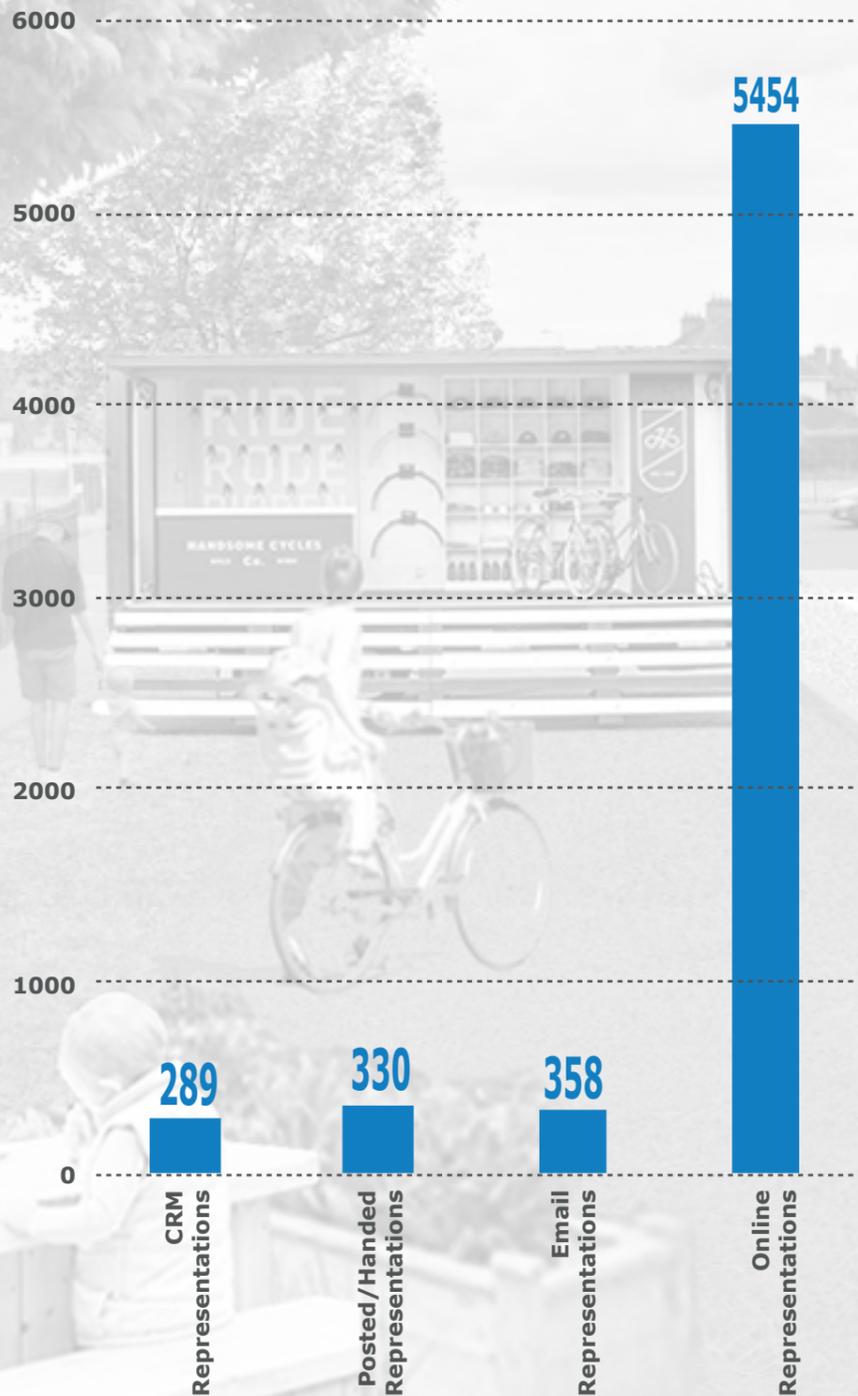
One of the most significant pieces of engagement and public consultation completed by DLR either as statutory or a non-statutory process

Each representation includes a signature on a letter, email, CRM submission (dlr website contact form) or Citizen Space submission.

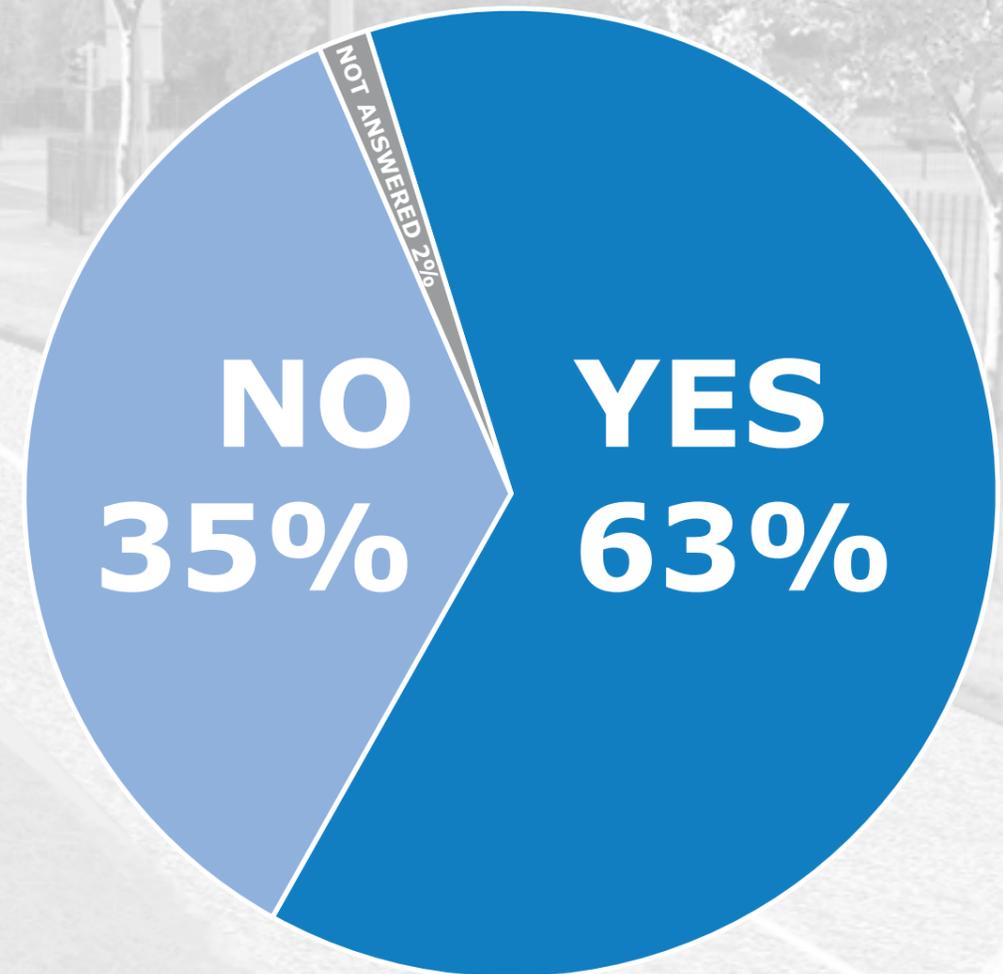
Data Integrity: Within the Citizen Space portal 2.8% of supportive representations were received from the same respondent, and 1.6% of non-supportive responses were received from the same respondent's duplicate e-mail addresses.

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.

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%.

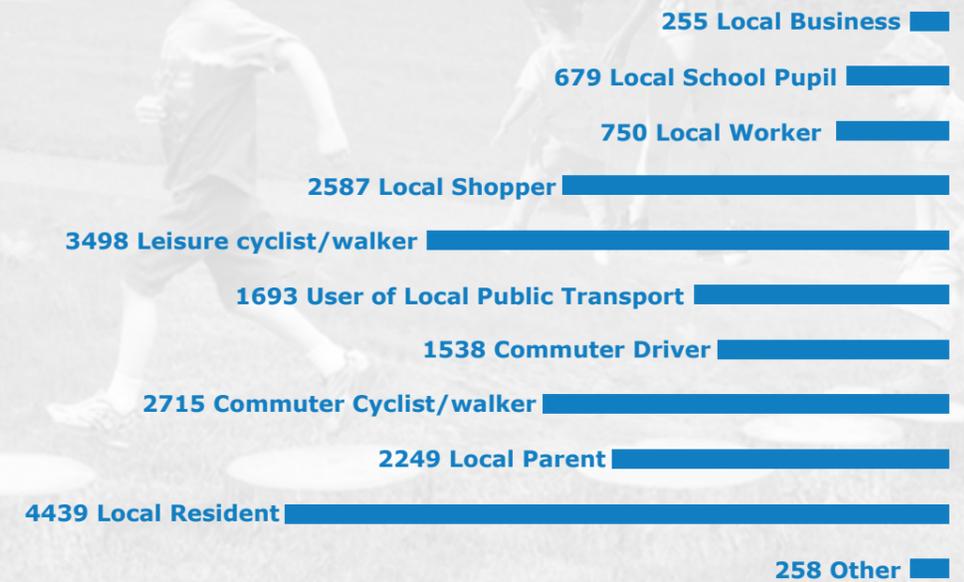
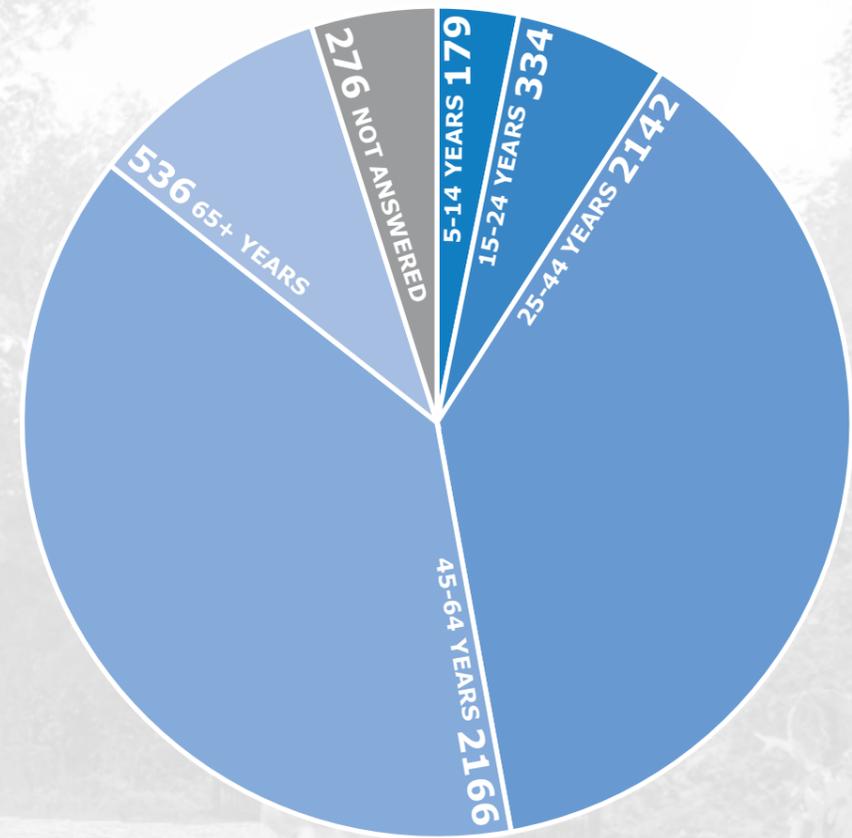
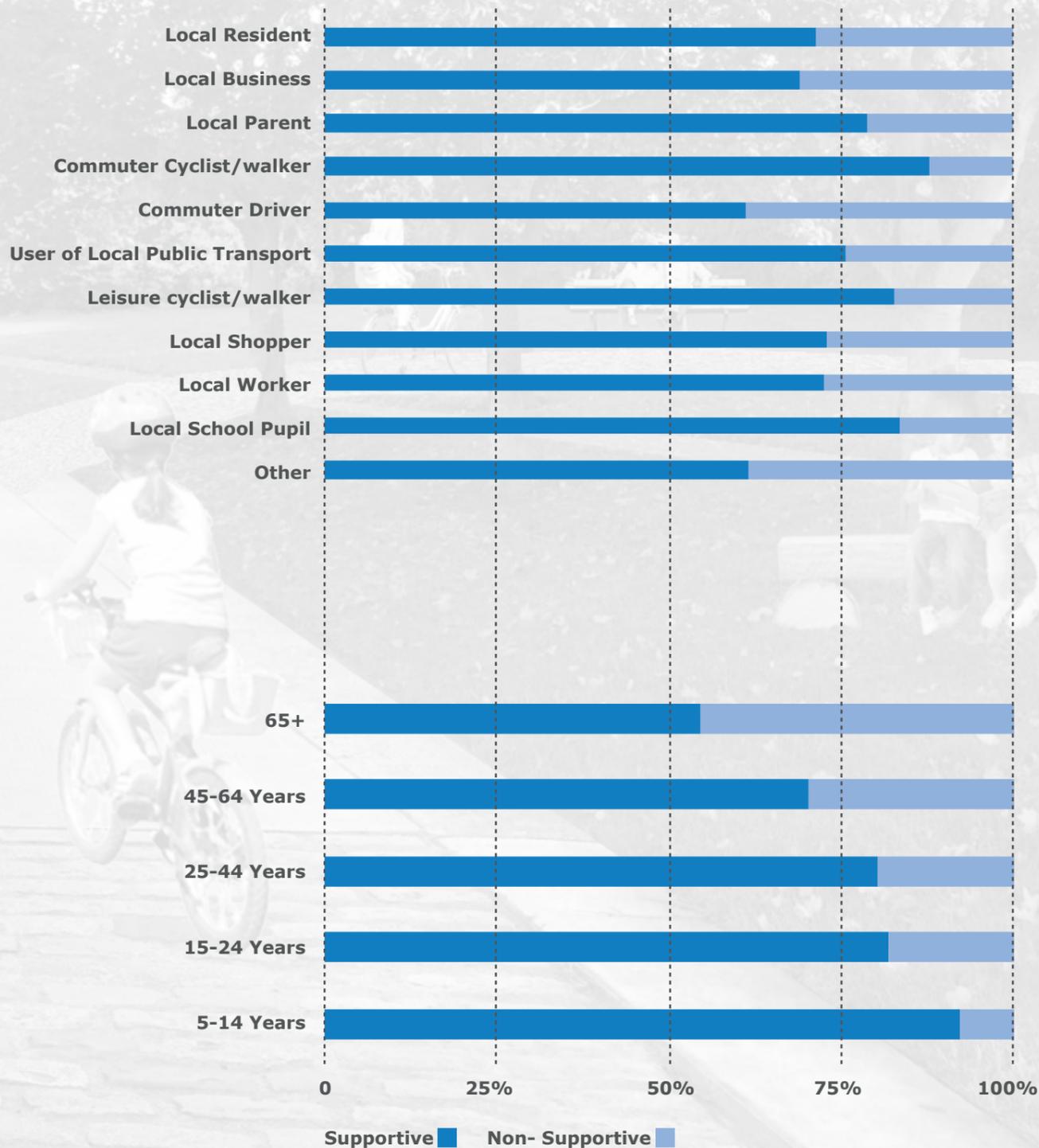


72% Citizen Space support



63% A significant level of support for the proposed routes **supportive**

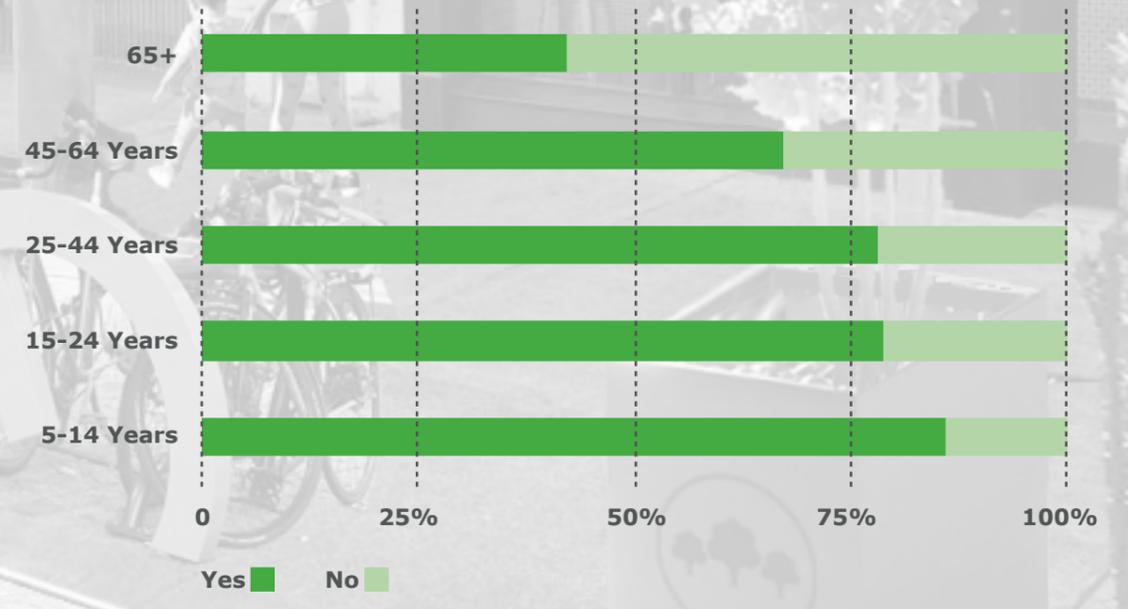
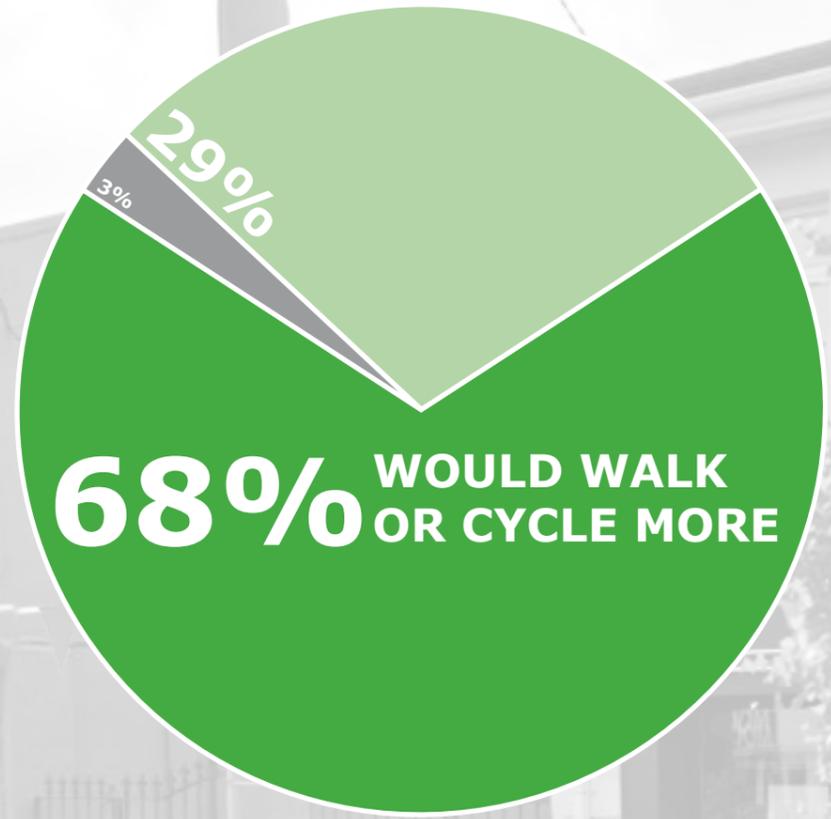
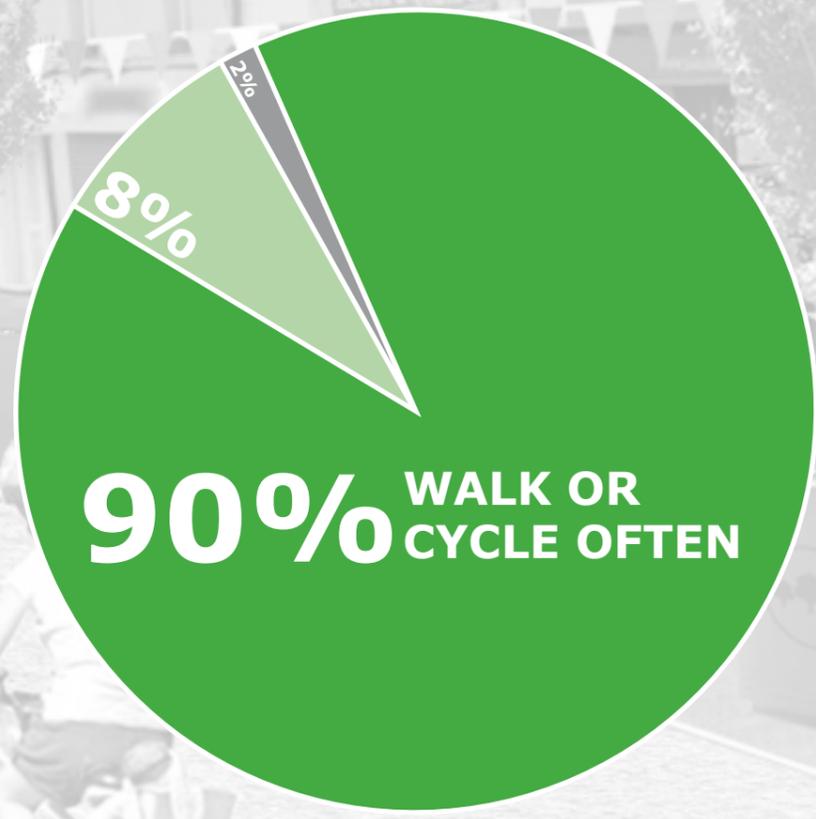
Supported by every age and interest demographic



The majority of respondents fell between the ages of 25 to 64 and identified themselves as local residents

81% of Citizens Space representations stated they were local residents. There was no evidence of mass submissions from areas outside of Dún Laoghaire-Rathdown

The majority of the respondents walk or cycle often and so could be potential users of the proposed scheme

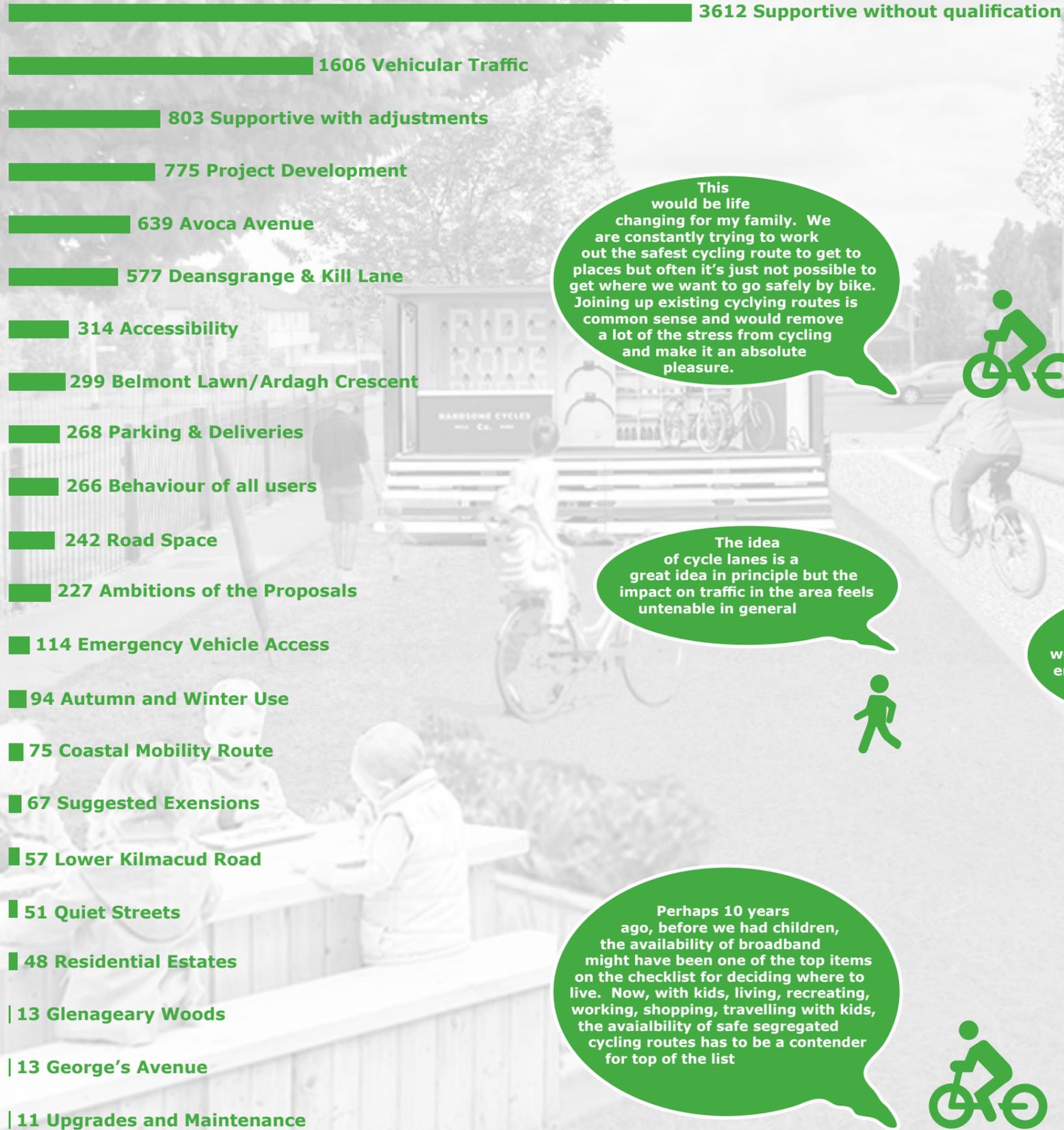


68%

Of respondents would consider walking/cycling more often if these routes were in place

From Citizen Space respondents

Responses fell into 22 categories with over half of all representations supporting the scheme with no adjustments



I am absolutely in favour of safe infrastructure for cyclists, but not at the expense of other road users and pedestrians



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

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



This would be life changing for my family. We are constantly trying to work out the safest cycling route to get to 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 am in favour of safe walking and cycling routes, but not if their development impacts on the quality of life for local residents

The idea of cycle lanes is a great idea in principle but the impact on traffic in the area feels untenable in general

Strongly agree with the proposals. A "whole" network approach is essential to encourage less confident cyclists to use the roads

It's a really good, simple idea. A lot of the routes are already there, just need to be connected up.

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

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

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.



General Recommendations

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 proposed pilot phase shall be extended to 6 months to fully enable this monitoring plan.

Monitoring Plan

Maintenance and upgrades

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

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.

Emergency Vehicle Access

DLRCC should ensure that Emergency Vehicle Access is provided and not hindered in the installation and piloting of the three proposed routes.

Residential Spaces

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

Suggested Extensions to the scheme

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

Cycling Education

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

The proposal should be implemented while liaising with local businesses to refine the options for safe loading on the street.

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.

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.

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.

The proposals for a cycleway at Belmont Terrace should be refined to minimise the impact on informal parking whilst mitigating environmental impacts.

The proposals for Eden Park, Knocknashee and Lower Kilmacud should proceed with input into the placemaking design and additional safety measures from local residents.

George's Avenue

Avoca Avenue

Deansgrange Road and Kill Lane

Belmont Lawn/Ardagh Crescent

Belmont Terrace

Eden Park, Knocknashee and Lower Kilmacud

Location Specific Recommendations

The public engagement on the proposed three safe walking and cycling routes showed broad support for the scheme and it is recommended that the three routes proceed with the following qualifications, divided into general and location specific recommendations. More detail on each of the recommendations can be found in section 4.2.2 of the full report.

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.

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.

Through the wider Active School Travel initiative; local schools are invited to identify local travel and transport issues, where the Council can provide assistance and support in overcoming. These issues and hazards can include, things such as the need for cycle parking, deteriorated footpaths, traffic pinch points, and pedestrian crossing issues.

Schools can raise these issues by using the Council's 'Report It' tool, available at: <https://www.dlrcoco.ie/en/report>.

Submissions from schools should reference this Active School Travel initiative.



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 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 the Park to Park route, north through residential areas and new developments and on to the Metals.

The three proposed routes

By designing for children and their parents, routes were developed that are suitable for everyone, including children, the elderly, and/or people with disabilities. Everyone would be invited to use and could benefit from these routes.

