

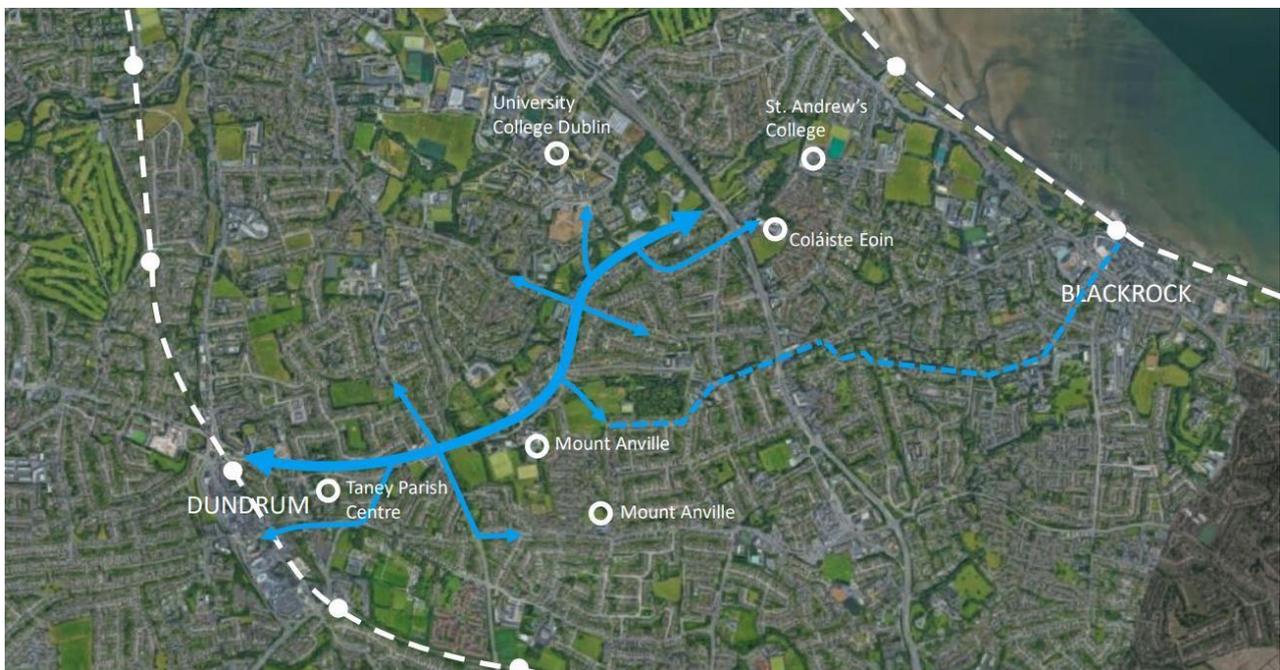
Intended for  
**Dún Laoghaire-Rathdown County Council**

Document type  
**Public Consultation Report**

Date  
**August 2022**

# **PUBLIC CONSULTATION REPORT**

## **TANEY ROAD TO N11 ACTIVE TRAVEL ROUTE**



## TANEY ROAD TO N11 ACTIVE TRAVEL ROUTE

Project name **Taney Road to N11 Active Travel Route**  
Project no. **1620012050**  
Recipient **Dún Laoghaire-Rathdown County Council**  
Document type **Public Consultation Report**  
Version **1.1**  
Date **01/08/2022**  
Prepared by **Michael Beagan**  
Checked by **Michael Beagan**  
Approved by **Cathal McKenna**  
Description **The purpose of this report is to summarise the public consultation process undertaken on the Emerging Preferred Route for the active travel scheme along the R112 between Dundrum and Stillorgan Road. The scheme is focused on improving safety, reducing motorised traffic speeds, and upgrading active mobility infrastructure.**

This report is produced by Ramboll at the request of the client for the purposes detailed herein. This report and accompanying documents are intended solely for the use and benefit of the client for this purpose only and may not be used by or disclosed to, in whole or in part, any other person without the express written consent of Ramboll. Ramboll neither owes nor accepts any duty to any third party and shall not be liable for any loss, damage or expense of whatsoever nature which is caused by their reliance on the information contained in this report.

Ramboll UK Limited  
Registered in England & Wales  
Company No: 03659970  
Registered office:  
240 Blackfriars Road  
London  
SE1 8NW

## CONTENTS

<b>Executive Summary</b>	<b>5</b>
<b>1. THE PROPOSED PROJECT</b>	<b>8</b>
<b>2. Policy Context</b>	<b>9</b>
2.1 National Policy	9
2.1.1 Smarter Travel – A Sustainable Transport Future	9
2.1.2 National Cycle Policy Framework	9
2.1.3 Building for Everyone: A Universal design approach – planning and policy, 2012	9
2.2 Regional Policy	9
2.2.1 Transport Strategy for the Greater Dublin Area	9
2.2.2 Greater Dublin Area Cycling Network Plan	9
2.3 Local Policy	10
2.3.1 Dún Laoghaire-Rathdown County Development Plan (2022-2028)	10
<b>3. Non-Statutory Public Consultation Process</b>	<b>11</b>
3.1 Details of the Public Engagement Process	11
3.2 Objectives of the Public Engagement Process	11
<b>4. Summary of PUBLIC Responses</b>	<b>13</b>
4.2 Demographics of Respondents	13
4.3 Overview of comments received by respondents	17
4.4 Categorisation of Representations received on the Emerging Preferred Route	18
4.4.1 Supportive Representations	19
4.4.2 Vehicular Traffic	21
4.4.3 Access and Parking at the Mount Anville Allotments	23
4.4.4 Design adjustments for larger cycles or greater priority for active users	24
4.4.5 The proposed scheme would interface with access to existing amenities and services like schools.	25
4.4.6 The existing infrastructure is adequate for Active Travel Users and further improvements are not required.	26
4.4.7 Existing Accesses, parking, and emergency accesses.	27
4.4.8 Co-ordination of the proposed construction with other works to minimise traffic impacts.	28
4.4.9 Extension to the proposed scheme.	29
<b>5. Recommendations</b>	<b>30</b>
5.1 Access and Parking at the Mount Anville Allotments	30
5.2 Design adjustment for larger cycles and greater priority for active travel users	30
5.3 Co-ordination of the proposed construction with other works to minimise traffic impacts.	30
<b>Appendix A</b>	<b>31</b>
<b>Appendix B</b>	<b>34</b>

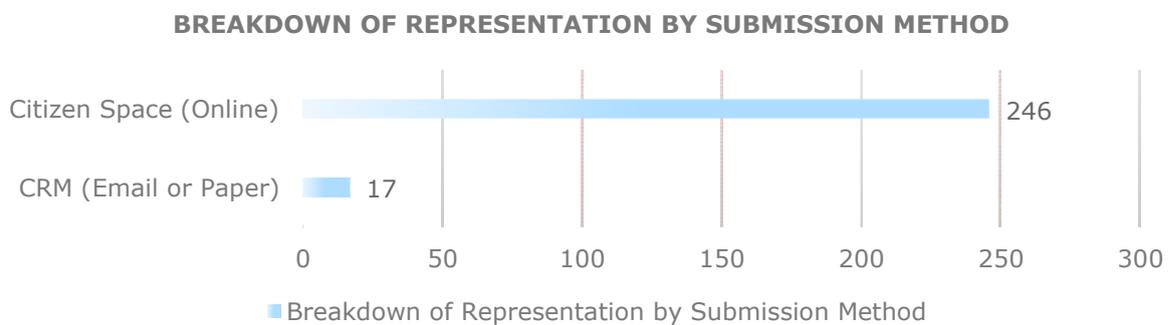


## EXECUTIVE SUMMARY

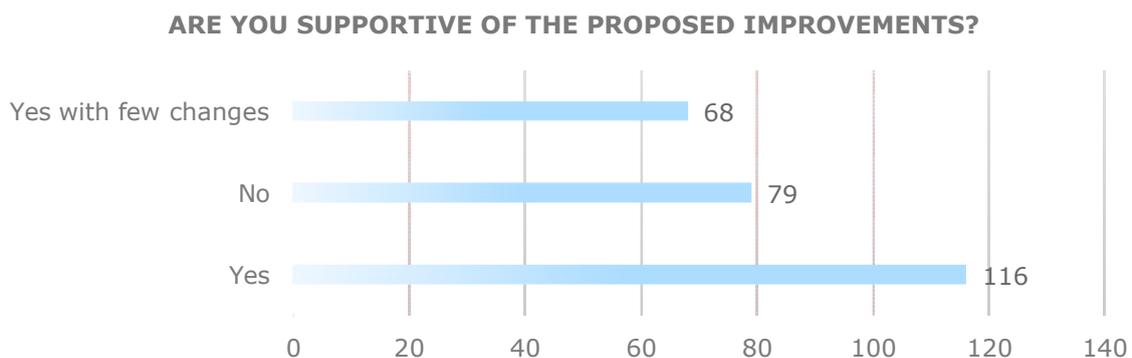
Dún Laoghaire-Rathdown County Council has undertaken public consultation for the Emerging Preferred Route for the active travel scheme along the R112 between Dundrum and Stillorgan Road. The scheme is focused on improving safety, reducing motorised traffic speeds, and upgrading active mobility infrastructure.

The Council undertook non-statutory public consultation from Monday 9<sup>th</sup> May 2022 to Friday 17<sup>th</sup> June 2022. A total of **263** representations were received. All representations have been individually reviewed, considered, and included in this report. Submissions have been received as postal, email, CRM, and online questionnaire responses.

The graphic below illustrates the proportion of representations received through each medium.



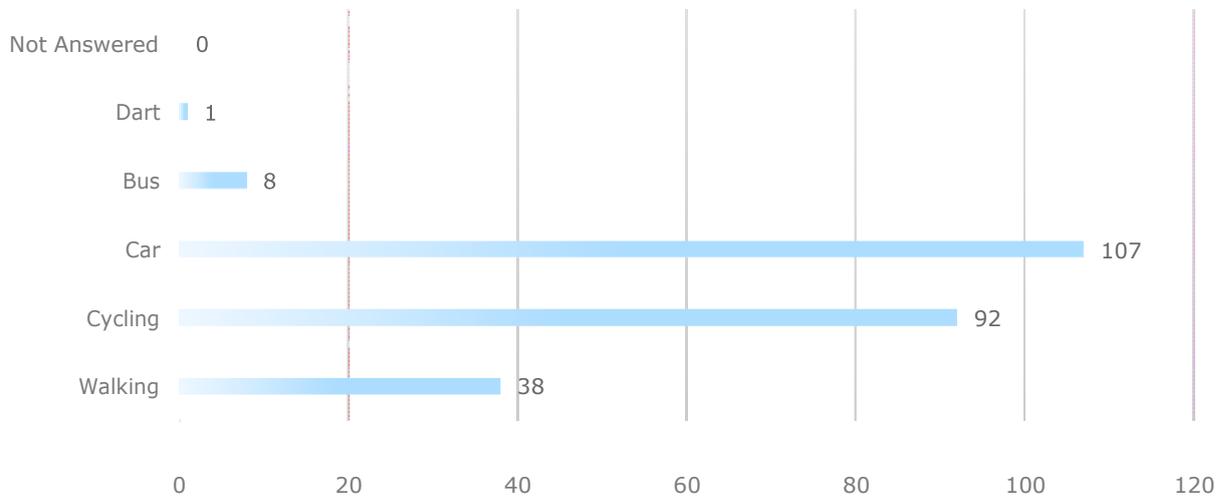
A review of all the representations made, illustrates that the proposed measures have generated a significant level of support. **184, 70%** of those who responded said they were supportive of the proposals either as proposed or with minor adjustments and **79, 30%** said they were not supportive of the proposals.



Of the respondents received **78%** of Citizen Space representations were stated as local residents who lived within 5kms of the scheme. Furthermore, of all respondents on the Citizen Space portal

**15.5%** identified Walking and **37.4%** identified Cycling as their usual daily mode of travel. Therefore, non-motorised active modes account for **53%** of respondents' movements.

### EXISTING MODAL SHIFT

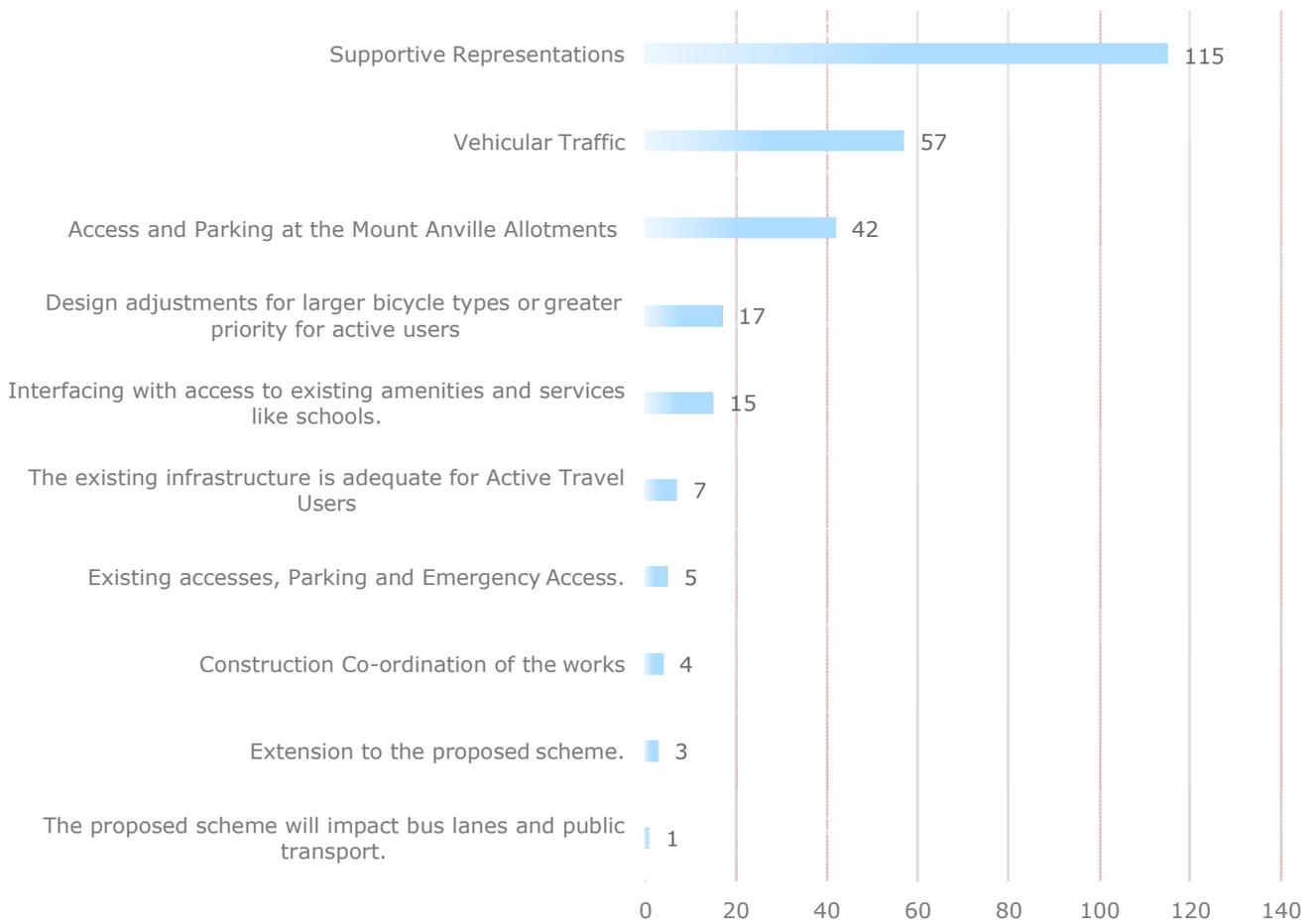


As part of respondents' submissions, comments have been received and reviewed. The detailed review of representations identified 10 categories of comment which are detailed within this report. Each of those categories has been summarised noting support or concerns, providing responses and considerations to the comments raised.

The most significant category was that of supportive comments, receiving 115 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 10 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, this would have been categorised as 'Supportive without qualification', 'supportive with amendments' and 'comments relating to the ambitions of the scheme'.

### CATEGORISATION OF RESPONSES



The graphic illustrates that the top 4 categories were; supportive representations; comments regarding Vehicular Traffic; Access to and Parking near the Mount Anville Allotments; and design adjustments for larger bicycle types or greater priority for cyclists. Each of the categories have been discussed in detail within the report and where appropriate adjustments have been made to the design to accommodate the consultation comments.

In consideration of the degree of support for the proposed scheme and the comments received for each of the categories it is recommended that the emerging preferred route is progressed to detailed design stage and construction.



# 1. THE PROPOSED PROJECT

The project is focused on improving safety, reducing motorised traffic speeds, and upgrading active mobility infrastructure and includes:

- Reduction of the existing road width along the R112 to facilitate slow traffic speeds;
- The upgrade and introduction of a segregated cycle path along the R112;
- The upgrade of existing crossings for walkers; to provide easy and safe routes to key destinations on either side of the street;
- The provision of additional crossings for walkers at key locations, based on consideration of 'desire lines' (likely routes to be carried out by the public);
- The upgrade of existing junctions to prioritise safer walking and cycling movements; and
- The integration of continuous footways and cycle tracks at side streets to enable safe and easy transition to side streets.

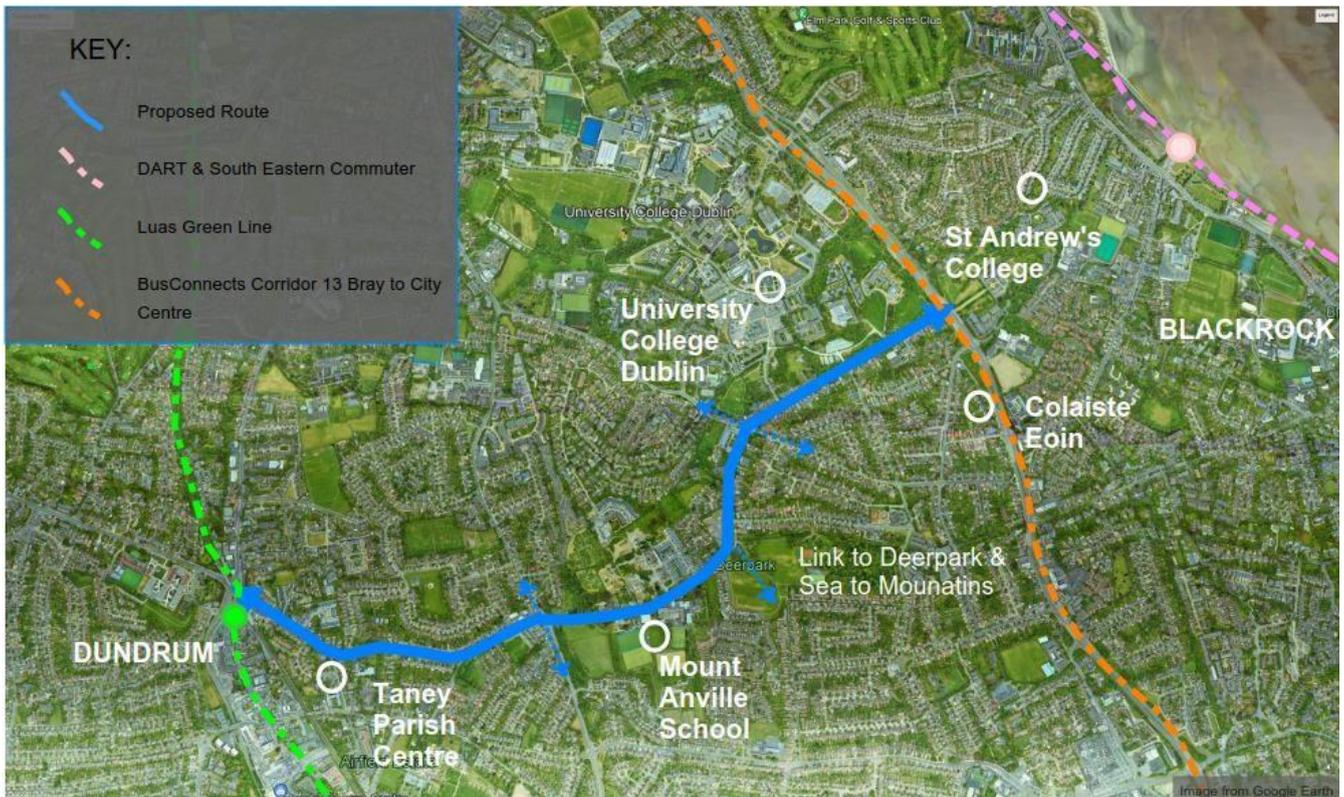


Figure 2-0 Proposed route and links to existing amenities

## 2. POLICY CONTEXT

The following documents set out the transport planning policy framework on a national, regional, and local level. The overarching emphasis of these documents is to promote and encourage sustainable modes while reducing unnecessary car trips.

### 2.1 National Policy

#### 2.1.1 Smarter Travel – A Sustainable Transport Future

This document sets out the transport policy for Ireland and was last updated in July 2020. It identifies a target for reducing work-related commuting by cars from its current modal share of 65% to 45% by 2020. The document acknowledges that the targets were ambitious and may need to be adjusted in light of improving knowledge and changing trends.

#### 2.1.2 National Cycle Policy Framework

The National Cycle Policy Framework outlines the national policy for cycling, in order to create a stronger cycling society, and a friendlier environment for cycling.

The policy document sets a target of 10% of all trips by bicycle and equally recognises the need of promoting and integrating cycle networks.

#### 2.1.3 Building for Everyone: A Universal design approach – planning and policy, 2012

The Building for Everyone: A Universal design approach provides extensive practical guidance in relation to the universal design of buildings, places, and facilities in accordance with the Barcelona Declaration.

### 2.2 Regional Policy

#### 2.2.1 Transport Strategy for the Greater Dublin Area

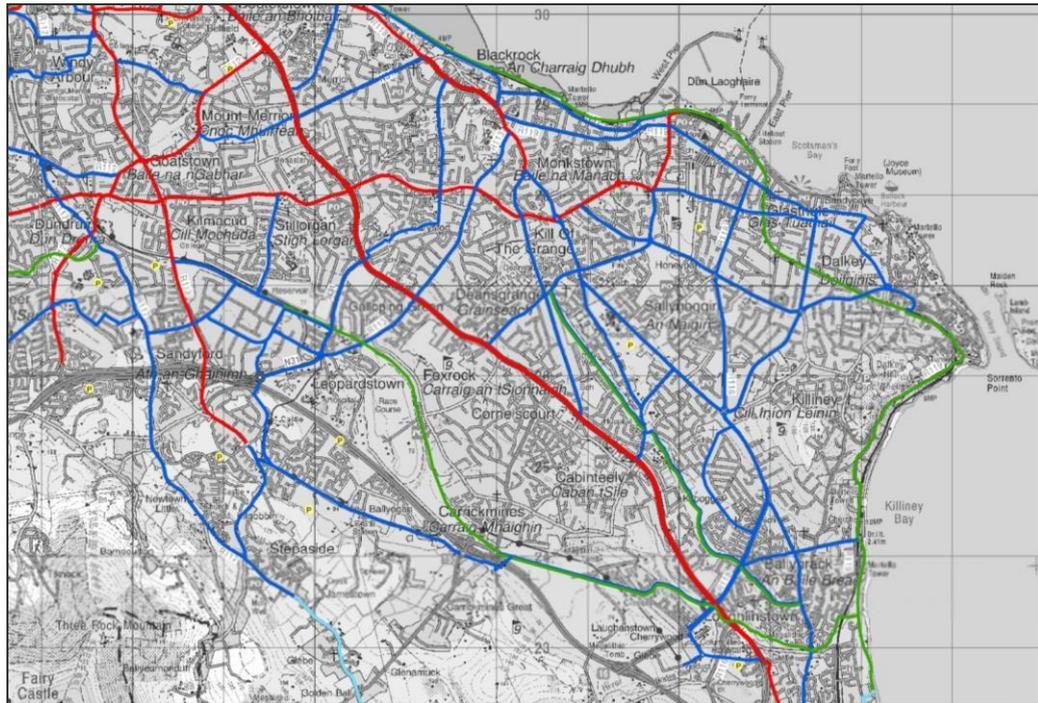
The NTA's Transport Strategy for the Greater Dublin Area (GDA) was adopted in April 2016.

The strategic purpose of the document is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods.'*

#### 2.2.2 Greater Dublin Area Cycling Network Plan

The NTA published the 'Greater Dublin Area Cycle Network Plan' in December 2013, which describes both the existing cycle network and the planned cycle route provision for future years.

The Plan proposes a number of upgrades to the cycling network in line with the GDA Cycling Network Plan and specifically this route develops the identified Primary and Secondary Cycle Route for Dublin Metropolitan Area (Sheet CN2), extracted below in Figure 2-1.



**Figure 2-1 – Proposed Cycle Network in the GDA for Taney Road, Mount Anville and Fosters Avenue to Stillorgan Road.**

## 2.3 Local Policy

### 2.3.1 Dún Laoghaire-Rathdown County Development Plan (2022-2028)

Dún Laoghaire-Rathdown County Council will put into effect its Development Plan on the 21<sup>st</sup> April, for the period from 2022 to 2028. This plan sets out a shared vision that will shape the future growth in the County over the 6-year period. The plan outlines various transport related policies and objectives to be implemented during the period of the Plan. The policies and objectives relevant to this proposal are described below:

#### **Policy T10: Walking and Cycling**

It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm improvements.

#### **Policy T11: Footways and Pedestrian Routes**

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.

#### **Policy T12: County Cycle Network**

It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan, subject to environmental assessment.

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

## 3. NON-STATUTORY PUBLIC CONSULTATION PROCESS

### 3.1 Details of the Public Engagement Process

Public consultation on the proposed Taney Road – N11 Active Travel Project took place over a six-week period from Monday 9<sup>th</sup> May 2022 to Friday 17<sup>th</sup> June 2022. Submissions were invited by post or online on the DLR Citizen Space Consultation Hub, where members of the public could complete an Online Survey about the proposed new route. Submissions were also received via email, in the post and via the DLR's Customer Relationship Management System (CRM).

A total of **263** representations were received by the close of the consultation with **17** representations received via email or paper and **246** representations received via DLRCC Citizen Space Consultation Portal.

### 3.2 Objectives of the Public Engagement Process

The objectives of the public engagement process were to:

- Increase awareness of the proposed project for the general public, elected members, various stakeholders, and other bodies / agencies etc.;
- Seek the views of the public in relation to the proposed route, alignment options and Emerging Preferred Route;
- Encourage constructive feedback on how the project 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 the initial consultation process.

### 3.3 Outline of the Public Engagement Process

Dún Laoghaire-Rathdown County Council has used a variety of in person and online engagement methods, to consult and engage with citizens, and a range of other stakeholders and interested parties. Public consultation on the proposed project took place over a six-week period from Monday 9<sup>th</sup> May 2022 to Friday 17<sup>th</sup> June 2022. Materials issued in association with the public consultation process included:

- A Letter Drop via the PPN Network;
- A range of Public Consultation and Project Documents made available for review in the Dundrum Offices;
- A range of Public Consultation and Project Documents made available for review on the DLRCC Website
- A project Specific Citizen Space Questionnaire;
- A briefing on the project for elected ward members on the 20th April 2022;
- A presentation of the project to elected members at the Dundrum Area Committee (HEPI) on the 25th April 2022;
- A Public Consultation Evening with Residents, Business, and Interested Parties on the 16th May 2022;
- An online Public Consultation Webinar on the 25th May 2022;
- The Public Consultation Webinar Video recording made available online; and
- A Frequently Asked Questions section to Supplement the Webinar.

### **3.4 Consultation Design Development**

Supplementary to this wider public consultation DLRCC representative met with some key stakeholders along the route, this included but was not limited to engagement with education bodies like Mount Anville National School and UCD.

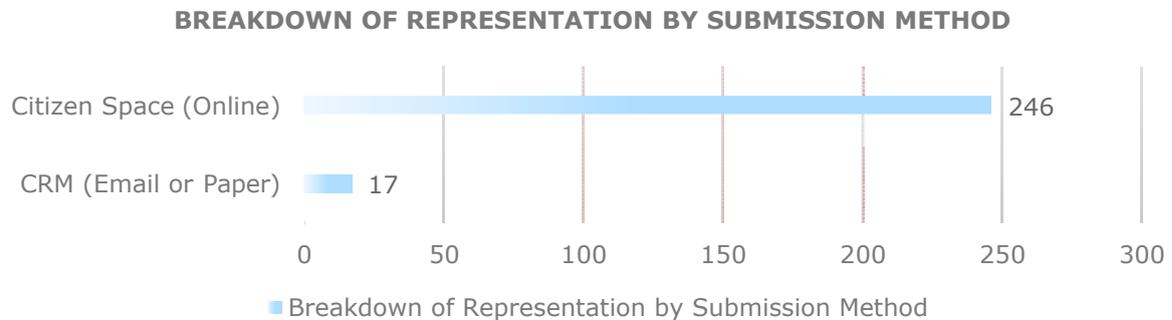
As part of that consultation a number of minor adjustments have been made to the proposed design. The adjustments are summarised below

1. Engagement with Mount Anville National School has resulted in an adjustment to the existing pedestrian crossing at the northern most entrance to Mount Anville National School. The crossing is proposed to be relocated to the middle entrance of the three school entrances and is now shown on the updated Consultation Drawings; and
2. Engagement with DLRCC Parks and the design teams arboriculturist has resulted in a number of minor adjustments along the length of the route to minimise impacts on high value established trees. The proposed changes have increased the number of trees to be relocated or replaced, but these are now smaller less established trees. The adjustments are summarised below:
  - a. Minor carriageway widening (0.4m to the north) is proposed between Taney Lawn and Sydenham Drive to retain the existing trees on the southern side;
  - b. It is proposed to bifurcate the proposed cycleway around the existing Maple tree just east of 31 Taney Road. This change remains subject to finalisation of the detailed design and Road Safety Audit process;
  - c. The proposed cycleway across the front of the western access to Deerpark has been relocated to the shared access lane between the park entrance and Mount Anville Road to minimise the impacts on existing planting in the green space;
  - d. Minor carriageway widening (0.6m to the north) is proposed between Roebuck/Callery Road and North Avenue to maximise the number of established trees retained on the southern side; and
  - e. Minor carriageway widening (0.7m to the north) is proposed between North Avenue and the N11 to maximise the number of established trees retained on the southern side.

It's noted that the design team will continue to work with DLRCC and the public to minimise impacts on existing planting and moreover will as part of the detailed design be developing a planting and landscaping schedule for the project.

## 4. SUMMARY OF PUBLIC RESPONSES

A total of **263** 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 totaled.

All submissions were read, analysed and summarised. A list of the persons or bodies that made submissions is provided in Appendix A. Section 6.2 will summarise the demographics of the respondents in line with the responses to questions 1-8 of the online questionnaire contained in Appendix C.

The categorisation, summary and responses to issues raised is contained in Section 6.3 onwards in line with the responses to questions 9-13 of the online questionnaire. Full details of all **263** responses are contained in Appendix B. Responses are provided to each individual respondent, utilising their anonymous reference number they can identify their individual comment and associated response. The general responses are detailed in Section 6.4.

### 4.1 Data Integrity

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

Within the Citizen Space portal 2.0% of supportive representations were received from the same respondent, and 0.5% 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.

No postal, email and CRM responses received came from duplicate sources.

There was no evidence of mass submissions from areas outside of Dún Laoghaire-Rathdown with almost 80% of respondents noting that they were located within 5kms of the proposed scheme.

### 4.2 Demographics of Respondents

This section corresponds to questions 1 to 8 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 **244** responses to this question out of 246 responses.

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

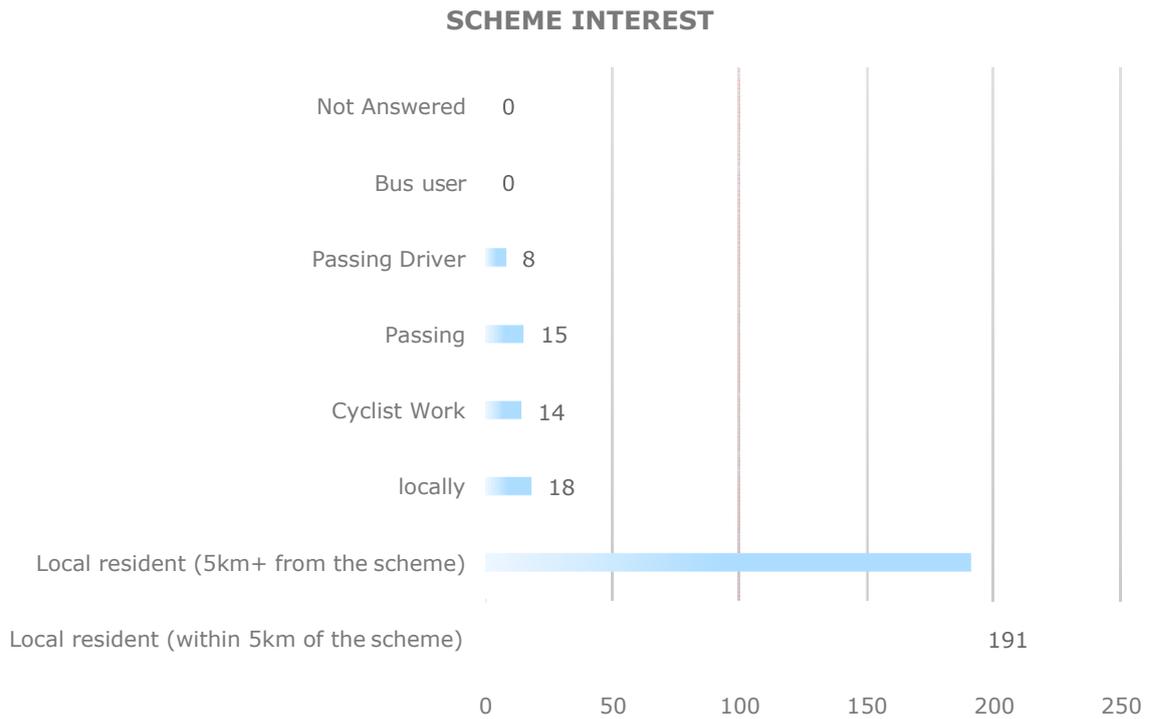
On the Citizen Space there were **234** responses to this question out of 246 responses.

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

On the Citizen Space there were **151** responses to this question out of 246 responses.

**Question 4: What is your interest in the scheme?**

On the Citizen Space there were **246** responses to this part of the question out of 246 responses. Of the respondents received **78%** of Citizen Space representations were stated as local residents who lived within 5kms of the scheme.

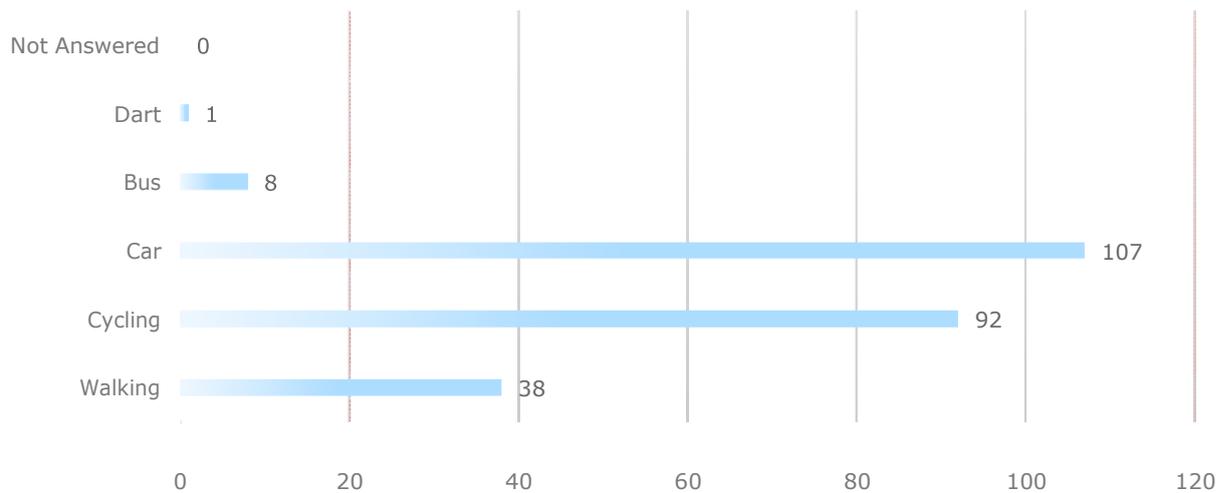


**Question 5: What is your usual daily mode of travel? (tick the one that most applies)**

The data for this response was gathered from those who chose to provide this information on the Citizen Space questionnaire. There were **246** responses to this part of the questionnaire out of 246.

It's noted that Walking (**15.5%**) and Cycling (**37.4%**) account for some **53%** of respondents' movements.

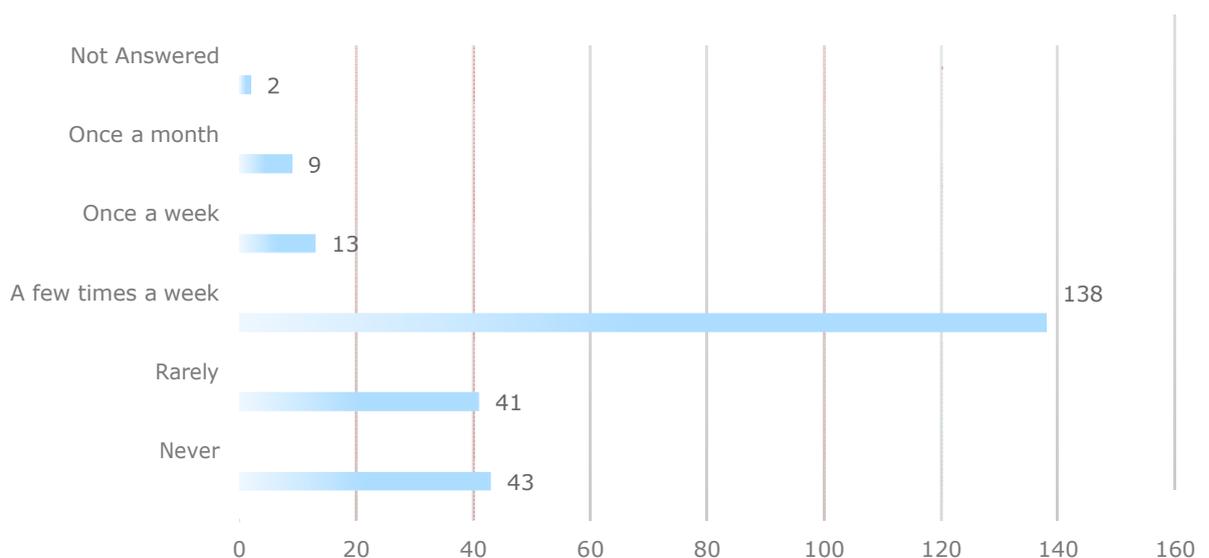
**EXISTING MODAL SHIFT**



**Question 6: Are you a regular cyclist? (tick the one that most applies)**

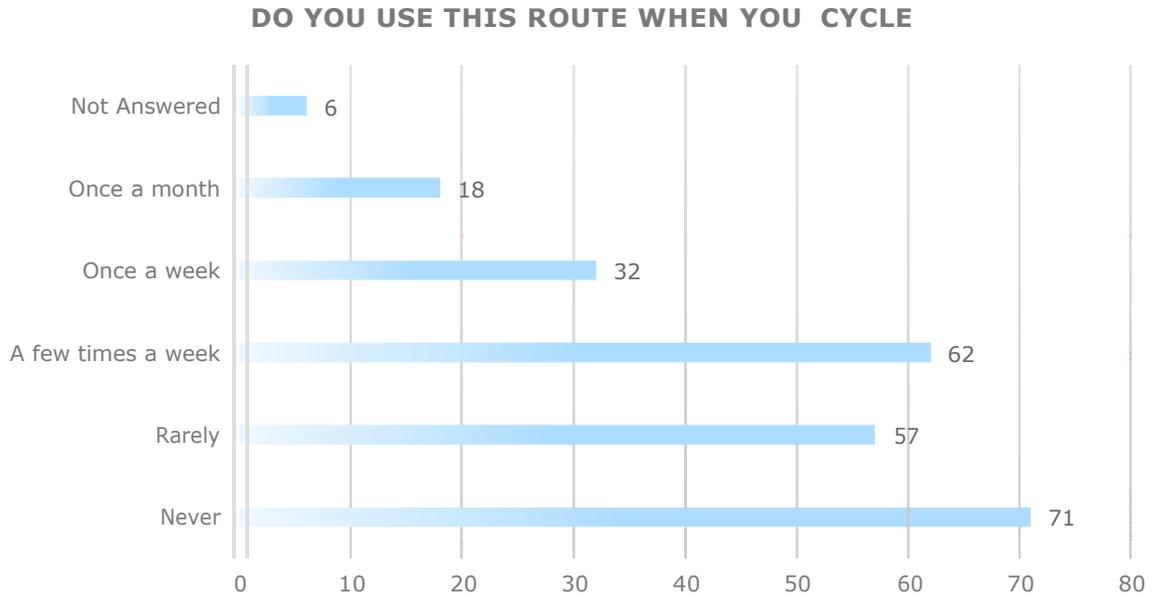
There were **246** responses to this part of the questionnaire out of 246. The majority (**65%**) of respondents via Citizen Space identified themselves as a regular cyclist.

**ARE YOU A REGULAR CYCLIST**



**Question 7: Do you use this route when you cycle?**

Respondents via Citizen Space were 240 from 246.



**Question 8: What is your usual destination when you cycle on this route?**

On the Citizen Space there were **197** responses to this question out of 246 responses.

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. It is noted that of the 240 responses to Question 7, **52%** of respondents do not use this route to cycle yet **65%** of respondents in Question 6 are identified as regular cyclists. It is therefore evident that there are some inhibitors to users utilising this route.

### 4.3 Overview of comments received by respondents

This section corresponds to Questions 9 to 14 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 9: Are you supportive of the proposed improvements?**

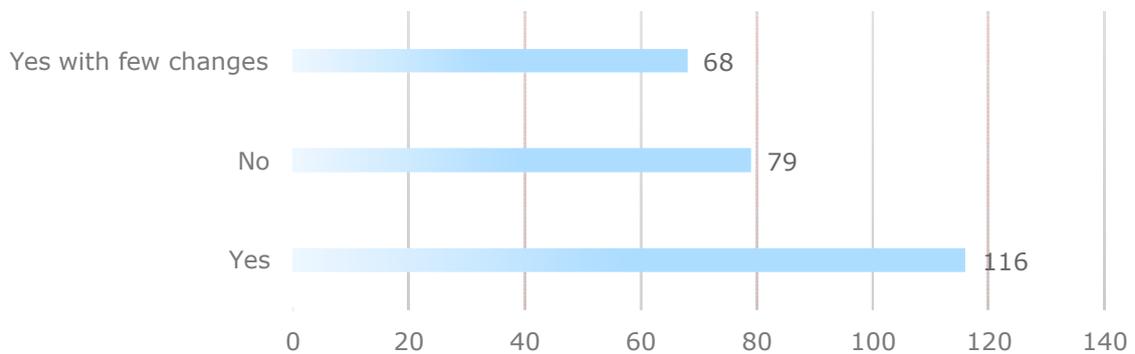
On the Citizen Space **246** respondents gave an answer to this question. **17** Respondents submitted postal, email and CRM responses.

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. Of the responses received by traditional means **14** were categorised as a supportive response and **3** were categorised as not supportive responses.

Section 6.1 of this report provides further detail on the integrity of the data used. These responses have been categorised, summarised and responded to in Section 6.4.

**184, 70%** of those who responded said they were supportive of the proposals either as proposed or with minor adjustments and **79, 30%** said they were not supportive of the proposals.

#### **ARE YOU SUPPORTIVE OF THE PROPOSED IMPROVEMENTS?**



#### **4.4 Categorisation of Representations received on the Emerging Preferred Route**

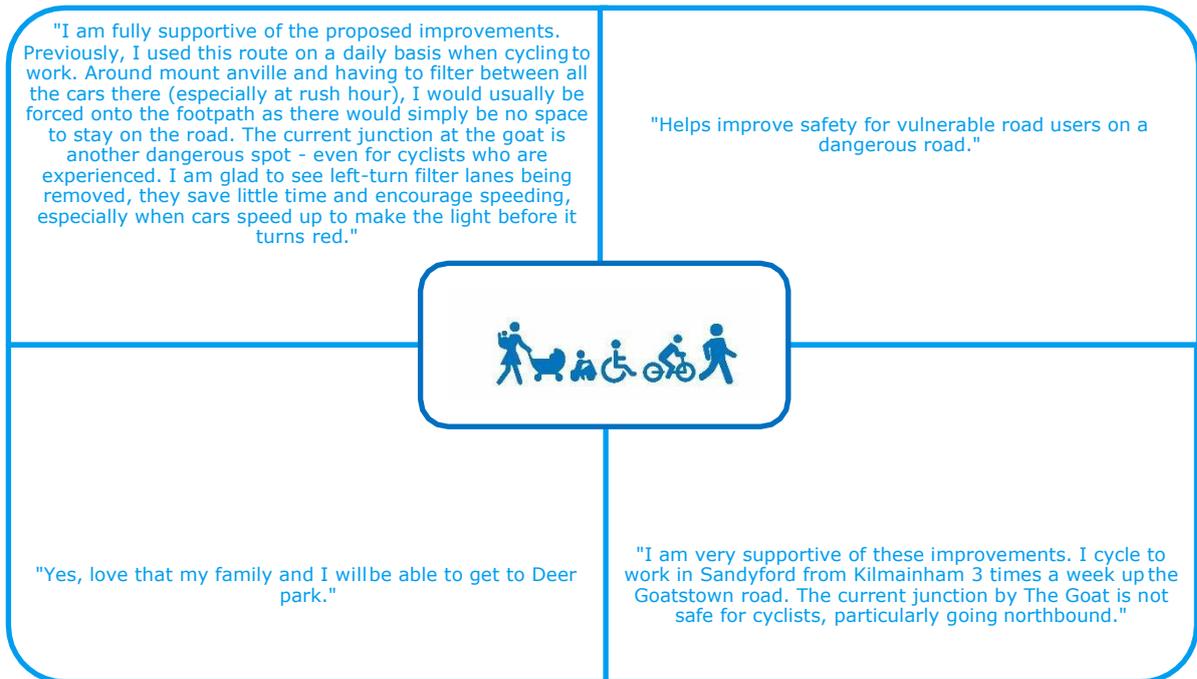
The following section summarises the key issues raised with respect to the proposed walking and cycling route. Each public engagement response was read and categorised against 10 categories that were found in the responses. Some responses addressed multiple topics and so have been addressed multiple 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. Where necessary, the category is broken down into sub-topics and a response is provided.

#### 4.4.1 Supportive Representations

116 supportive representations were received on the proposed emerging preferred route. This accounts for some 45% of all representations received with representations advocating the implementation of the proposals as currently presented without any adjustment or change. Respondents noted the positive impacts the proposed measures would have on their lives and businesses. Four example responses are illustrated below:



It is acknowledged that the majority of representation received are supportive of the proposed emerging preferred route without adjustment. 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 allow their children independently move along the R112, 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, or facilities if the emerging preferred route is 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.

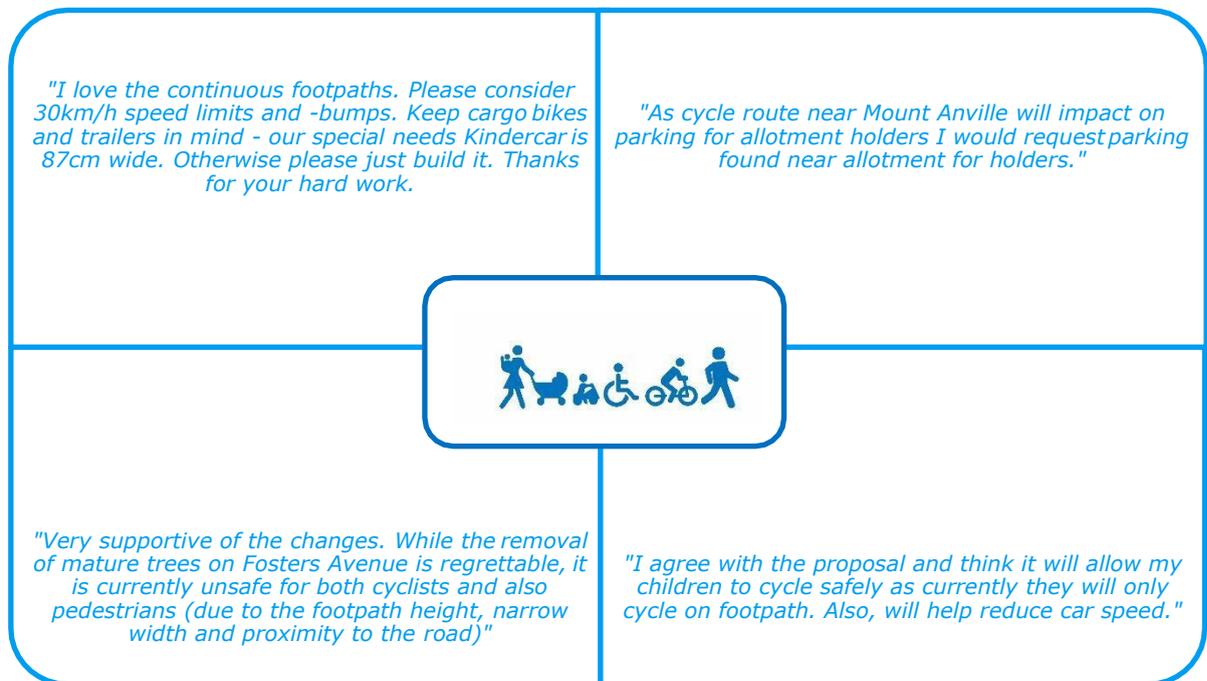


#### *Transport and access equity*

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.

### **4.4.1.1 Supportive with Adjustments**

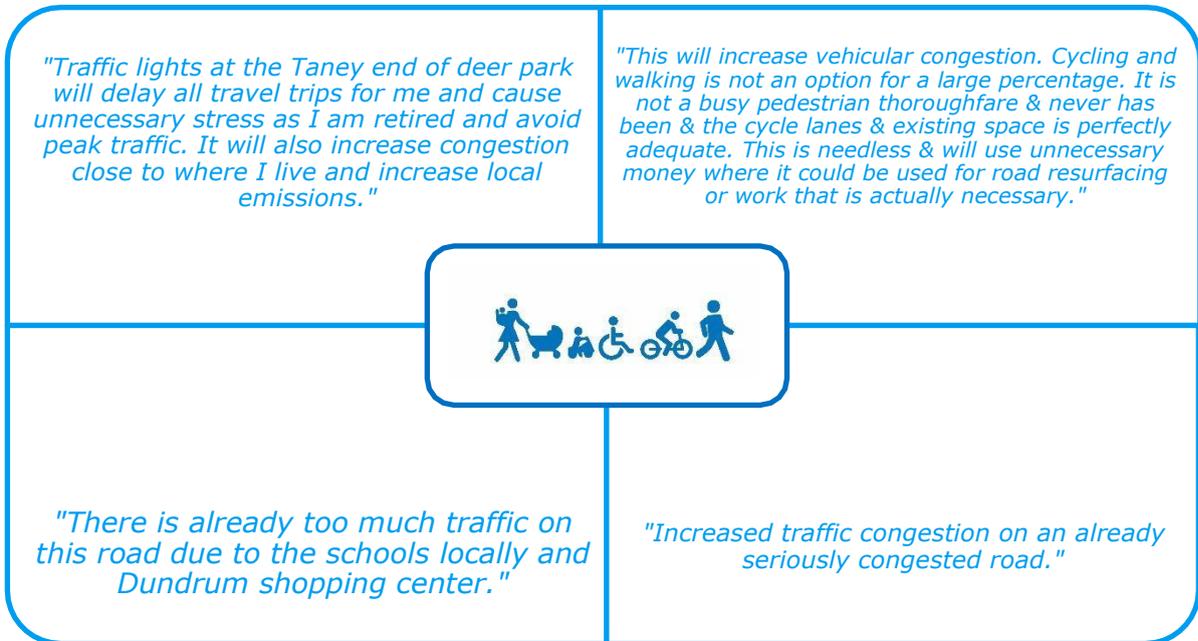
68 representations were received were in principle supportive of the emerging preferred route but would seek to adjust the proposals. Four example responses are illustrated below.



This categorisation of responses covers a very broad group of representations. This section considers the general comments respondents made. The preceding sections of the report discuss the key categories of issues raised by respondents in order of the most representations.

#### 4.4.2 Vehicular Traffic

57 representations were received commenting on how the proposed measures may affect existing vehicular traffic. Of those representations 8 noted that they were supportive of the proposals. A small sample of these responses are illustrated below.



Typically, respondents noted traffic issues as either general issues or as specific sections along the proposed route. A number of respondents have made reference to current traffic congestion levels within that vicinity the Goatstown Road Junction and how the adjustments proposed may impact those levels.

Representations highlight issues in regard to the removal of left turn slips at some of the junctions with some representations also noting that reduced road width and increased number of crossing facilities could increase vehicular traffic congestion.

#### **Response**

*We appreciate that vehicular traffic, including its impact, is a major concern. In recognising those concerns the proposed emerging preferred route and its effects on the Vehicular Traffic has been assessed in the Operation Traffic Impact Assessment report which was published as an appendix to the Preferred Options Report. The report details the current congestion levels at the key junctions along the route.*

*The Operational Traffic Impact Assessment report concluded that the removal of left slips from the junctions along the route is not projected to have an any significant effect of operational traffic, although it does acknowledge that there will be increased queuing for motorised traffic at the Goatstown Junction in the PM peak on a number of arms.*

*It is noted that the Goatstown Junction is currently operating above its Degree of Saturation. The proposed active travel route offers a viable alternative for non-motorised movement through the junction which in turn facilitates the opportunity for modal shift and a reduction in motorised vehicle demand through this junction. It is noted that 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 them and their 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 that they can access their destination and access it safely.*

*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 who would adopt an active travel mode if safe, reliable infrastructure supporting such a choice was available. Moreover, existing congestion is being compounded as alternative options for those who wish to adopt a different transport mode are not being facilitated in a safe and efficient manner.*

*Representations received noted that the apportionment of existing road space between modes should be biased more toward motorised vehicles, but evidence shows that greater car capacity only delivers short term improvements in congestion followed longer term increases in local congestion. Significant number 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' <sup>1</sup> paradigm and due to 'induced demand' <sup>2</sup>. 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 or saturated again. The more appropriate course is to deliver improvements commuter efficiency of travel, i.e. modal shift towards walking, cycling, mass transit (bus, light rail) to deliver genuine improvements in network congestion enabling more efficient movement for all users.*

*The policy context as set out in section 2 of this report describes the objectives which the project seeks to serve, these are not solely focused on vehicular traffic improvements; rather they seek to improve road user safety, urban mobility and efficiency of that mobility, climate resilience and carbon reduction across local, regional and national policy. As such the project delivers a range of wider benefits, social, economic, environmental and safety benefits. Existing levels of congestion for motorised traffic within the scheme is not a reason to not progress the scheme rather the opportunity to deliver an improvement in modal shift has the capacity to improve existing congestion levels. 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. Reference should be drawn to the Operational Traffic Impact Assessment Report which discussed the impacts of the proposed project on existing traffic congestion.*

*Where street space is limited it is even more important to prioritise the most space towards 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 hour<sup>3</sup>.*

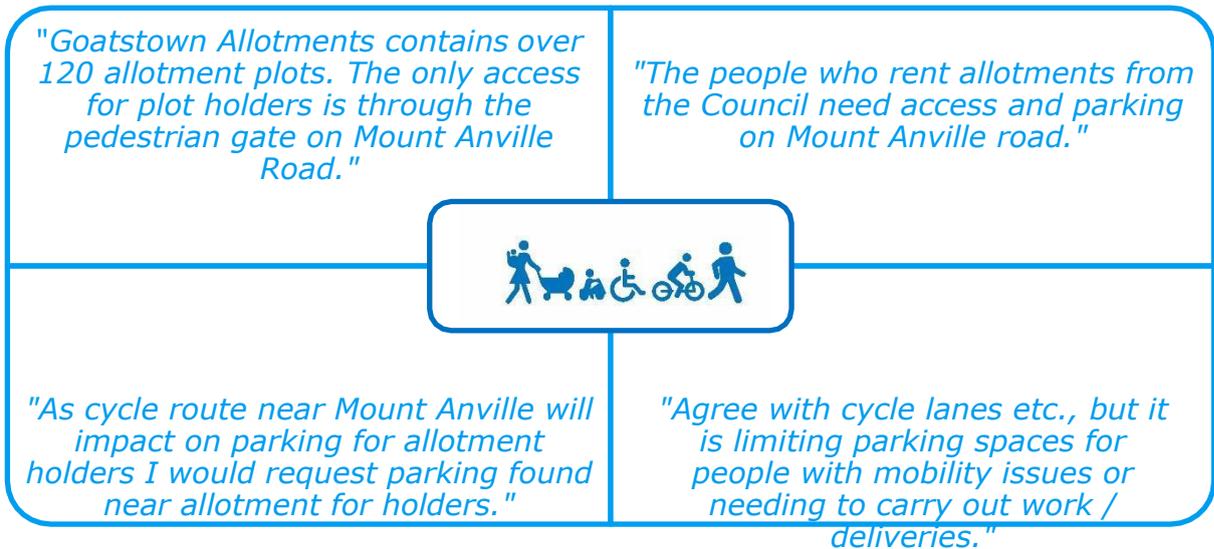
<sup>1</sup> [https://vbn.aau.dk/ws/files/197640305/N\\_ss\\_et\\_al.\\_2014\\_Transport\\_modelling\\_in\\_the\\_context\\_of\\_the\\_predict\\_and\\_provide\\_paradigm.pdf](https://vbn.aau.dk/ws/files/197640305/N_ss_et_al._2014_Transport_modelling_in_the_context_of_the_predict_and_provide_paradigm.pdf)

<sup>2</sup> [https://www.nber.org/system/files/working\\_papers/w15376/w15376.pdf](https://www.nber.org/system/files/working_papers/w15376/w15376.pdf)

<sup>3</sup> [Environmentally Sustainable Transport - Main Principles and Impacts](#)

#### 4.4.3 Access and Parking at the Mount Anville Allotments

42 respondents made a comment in relation to access and parking at the Mount Anville Allotments. Of those representations 30 noted that they were supportive of the proposals. A sample of these responses is given below:



Typically, respondents noted parking leading to access and supporting access for heavier goods as a key issue. A number of representations noted that the existing on street parking would be impacted as part of the proposed emerging preferred route and sought that alternative parking facilities were considered.

**Response:**

*It is proposed to incorporate a number of formal vehicular parking bays and cargo cycle parking bays adjacent to the existing entrance to the allotments on the Mount Anville Road.*

*It is noted that as a result of the proposed parking an existing tree may need to be removed, although this this be reviewed as part of the detailed design.*

#### 4.4.4 Design adjustments for larger cycles or greater priority for active users

17 respondents made a comment in relation to design adjustments to accommodate larger cycles including cargo bikes and design adjustments to give greater priority to cyclists. Of those representations 11 noted that they were supportive of the proposals. A sample of these responses is given below:

"All future cycle tracks need to be much wider to allow for "large" cargo bikes such the one I cycle my two kids in"

"I suggest all designers / planners need to be active cyclists and parents !!! And I would copy and paste what Holland have done - it's breath taking."



"I want to emphasise some aspects that sometimes lose focus at the design-level. Firstly, longer, heavier cycles (e.g. cargo bikes, e-bikes) are increasingly common especially for families with child passengers, but current cycle path designs must take these into account in the horizontal and vertical movements. Secondly, schemes such as this need to fully account and design for common bicycle turning movements at junctions."

"The current proposed setup will be an inferior experience for me as a cyclist. For example, cycling up the hill from the n11 as far as Mount Anville Park, I will 4 more additional yield signs (on top of existing road junctions/crossings) in the cycle lane as I cycle up the hill and want to preserve my momentum than if I just stayed on the road. ."

Typically, respondents noted the variety of current cycles available for purchase and the potential for additional width to be given to the cycleways to ensure convenient and comfortable movement of the same.

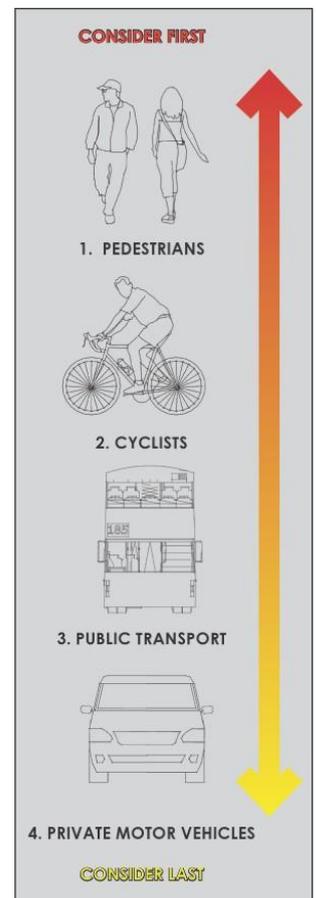
A number of respondents noted that the proposed priority given to pedestrians at the junctions would result in additional journey time for cyclists and require additional effort to cede at the proposed locations.

#### Response:

*To encourage more sustainable travel patterns and safer streets we are required by national, regional, and local policy to place pedestrians and vulnerable users at the top of the user hierarchy. Walking is recognised as the most sustainable form of transport and is the most easily accessible. If we can prioritise design for pedestrians first the number of short journeys taken by car can be most effectively reduced. The insert to the right illustrates the user hierarchy defined within the Design Manual for Urban Roads and Streets that promotes and prioritises sustainable forms of transportation.*

*Although it is noted that some users would prefer greater levels of priority the policy position is to implement priority in the order illustrated in insert. It is considered that the proposed emerging preferred route balances the priority and needs of users in line with the demands of Design Manual for Urban Roads and Streets.*

*In regard to designing for the greater variety of cycles available in the market, again a balance between the impacts on the existing vehicular traffic road widths, pedestrian provision, and the cycle*



track widths have been struck. With capacity in the motorised lanes ensuring public transport accessibility can be facilitated, the retained space for the cycleway is constrained to 3m for the majority of the length of the proposed route. At the junctions' additional space has been provided for the variety of additional cycles.

#### 4.4.5 The proposed scheme would interface with access to existing amenities and services like schools.

15 respondents made a comment in relation to how the proposed changes may best integrate with existing amenities and services. Of those representations 5 noted that they were supportive of the proposals. A sample of these responses is given below:

<p>"As a parent of a Mount Anville pupil I'm all for this, I drop my 4 year old daughter to the Mount Anville Yard everyday, the big problem is parents of Mount Anville pupils dropping off on the road outside the school, if you can stop this traffic will run much smoother, also a mechanism to allow cars to exit Mount Anville safely is needed as cars coming down the hill towards Goatstown travel at ridiculous speeds"</p>	<p>"Please be conscious of the fact that there is a large school on mount anville road which attracts a lot of traffic both cars bikes and pedestrians. The traffic already builds up on this road so suggest any works are carried out over summer months or evenings/weekends to reduce the disruption to traffic."</p>
	
<p>"A cycle lane will narrow down an already heavily congested mount anville road, increase the already significant traffic congestion, with 1 huge school supporting a huge amount of road traffic and on street parking and another school on the road, traffic management will certainly be extremely poorly managed."</p>	<p>"There will be significantly increased cars on the road once the Dundrum main street 16 storey apartments are built, the houses in central medical hospital are built and the Goatstown apartments."</p>

Respondents noted that the proposal had the potential to effect access to existing amenities, including means of improving access to school. Respondents often noted concerns in regard to access in combination with the concerns regarding vehicular traffic congestion.

A number of respondents noted where possible facilities for interfacing with local amenities could be provided, they should be integrated into the works e.g. cycle parking.

#### Response:

The project team are engaging with key stakeholders along the route like Mount Anville School and UCD to understand how the proposed infrastructure can best integrate with their mobility plans.

**4.4.6 The existing infrastructure is adequate for Active Travel Users and further improvements are not required.**

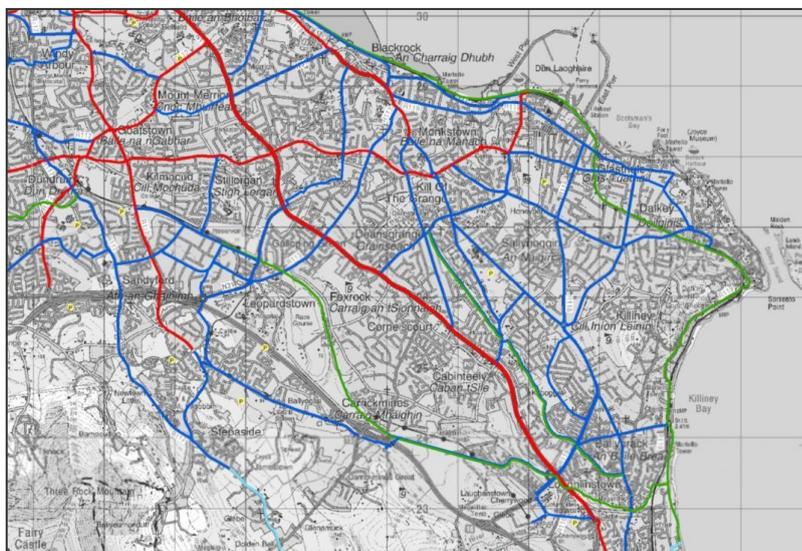
7 respondents made a comment in relation to how the proposed changes were not required and that in their view existing infrastructure was adequate. A sample of these responses is given below:

<p><i>"There are already more than enough facilities along this route for cyclists and pedestrians."</i></p>	<p><i>"I do support greater safety for cyclists and support extra provisions for cyclists. I do feel that is already well represented on this road / junction with the investments already made."</i></p>
	
<p><i>"I will only support this scheme if the road is left alone and only the cycle lanes are added. Any interfering with the road layout, removal of any lanes etc. will NOT receive my support."</i></p>	

Respondents noted that the proposal was too intrusive and often linked to the perceived impacts of the proposals on vehicular traffic.

**Response:**

*As is discussed in the Alternative Options Report, walking, and cycling infrastructure along the R112 is below the standards required by local, regional, and national policy meaning intervention is required. The proposed route is aligned to GDA Cycling Network Plan which proposed the introduction of segregated cycle facilities along a core network of routes across the Greater Dublin Area. The proposals develop the identified Primary and Secondary Cycle Route for Dublin Metropolitan Area (Sheet CN2) illustrated below.*



**4.4.7 Existing Accesses, parking, and emergency accesses.**

5 respondents made a comment in relation to how the proposal may impact access to or parking in the vicinity of existing properties or residential developments. A sample of these responses is given below:

<p><i>"The Mount Anville Road is extremely busy during school pick up and drop off times. The cars park illegally on the road. If they can't do that anymore with the new bike path, they will all park in Knockrabo. ."</i></p>	<p><i>"I am a resident on Taney Road, I am very concerned that the proposal to narrow the road will result in reduced access for emergency vehicles, entry/exit from our driveway and exist from Taney Rise onto Taney Road."</i></p>
	
<p><i>" I live at Knockrabo and very concerned that the Mount Anville parents will move from parking on Mount Anville Road to parking inside Knockrabo which some already do."</i></p>	

Respondents noted that the proposal could impact existing parking in residential streets adjacent to the route and noted the perceived impacts of the proposals on vehicular traffic.

Some respondents noted that the proposals may make access more difficult with some respondents noting concerns in regard to access for emergency vehicles.

**Response:**

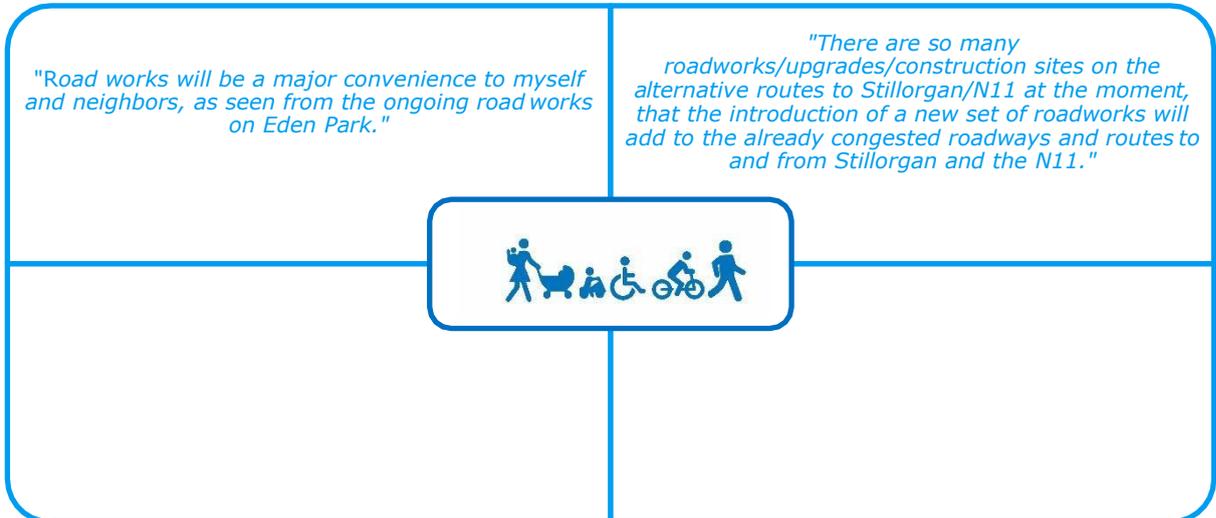
*As is discussed in the Alternative Options Report, provision for vehicular access is maintained throughout the proposed scheme.*

*Emergency vehicle access is also maintained. It is noted that in certain circumstances emergency vehicles have been able to use 2-way cycleways as 'motorised traffic free' corridors to improve access.*

*In regard to parking in adjacent residential areas, it is proposed to implement visually continuous footways on the northern side of the R112, which will reduce the attractiveness of dropping off in the residential streets adjacent to the school. It noted that DLRCC will continue to engage and support residential areas to restrict such maneuvers.*

**4.4.8 Co-ordination of the proposed construction with other works to minimise traffic impacts.**

4 respondents made a comment in relation to how the proposed project could be best delivered during construction minimise disruption locally. A sample of these responses is given below:



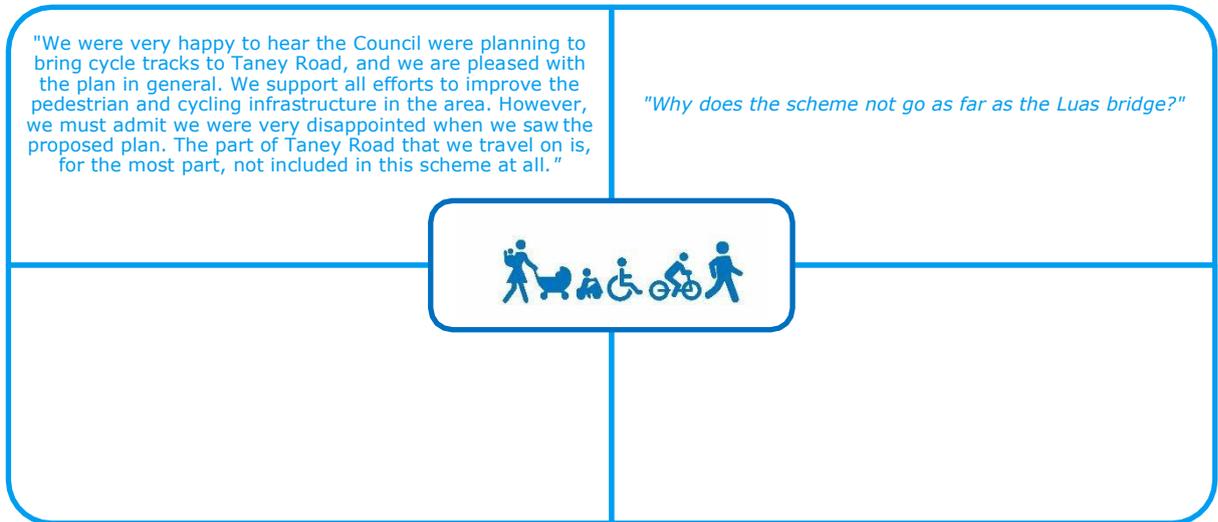
Respondents noted that the proposals should be coordinated with other construction works within the vicinity of the project to minimise impacts on existing transport networks.

**Response:**

*The proposed project is a significant infrastructure project. As part of the development of the construction contracts DLR will seek to drive efficiency in construction speed and minimise disruption to the travelling public. This will include reviewing other construction projects as part of the Permit to Work and Traffic Management Plans for the project.*

#### 4.4.9 Extension to the proposed scheme.

3 respondents made a comment in relation to how the proposed project could be extended. A sample of these responses is given below:



Respondents noted that the proposals should extend further along the proposed route and incorporate additional sections of the network.

**Response:**

*The scope and brief of this proposed project is as defined in the Alternative Option Report. Additional projects considering the junction at the Luas bridge incorporating the junction, the bus/Luas interchange and Dundrum are being reviewed by DLRCC.*

## 5. RECOMMENDATIONS

In consideration of the degree of support for the proposed scheme and the comments received for each of the categories it is recommended that the emerging preferred route is progressed to detailed design stage.

A number of specific recommendations have been made in response to the consultation comments received these include:

### **5.1 Access and Parking at the Mount Anville Allotments**

It is proposed to incorporate a number of formal parking bays adjacent to the existing entrance to the allotments on the Mount Anville Road.

### **5.2 Design adjustment for larger cycles and greater priority for active travel users**

It is proposed to review the proposals during the detailed design stage to maximise the proposed cycle spaces to ensure capacity for larger cycles. Existing priority will also be reviewed to ensure implementation of the user hierarchy in line with Design Manual for Urban Roads and Streets.

### **5.3 Co-ordination of the proposed construction with other works to minimise traffic impacts.**

As part of the development of the construction contracts DLR will seek to drive efficiency in construction process and minimise disruption to the travelling public wherever possible. This will include reviewing other construction projects as part of the Permit to Work process and the development of a Traffic Management Plan to support the delivery of the project.



**APPENDIX A**  
**A LIST OF THE PERSONS OR BODIES THAT MADE SUBMISSIONS**

Patrick H	Dermot R	Jean	John M	Frank M
Jeff R	LISA J	Catherine C	Daniel W	Geraldine D
Paul M	James H	S S	Jean S	Justin L
Jack Q	Robert J	Farhad P	Jason C	Paul C
Stephen M	Christopher M	Johanna M	Marc E	Pawel S
Mark L	John d	Declan O	Christopher C	Helen G
stephen o	Brona R	Martin D	John G	Colum C
Niall S	Talitha R	Ariadne	Bill	Sandra V
John B	Portia R	Garret S	Sarah H	Jack Q
David M	Louise K	Clara C	Darragh R	Elaine Q
Anna H	Gerard G	Colman Q	Ger O'H	Siobhan G
Lauren K	Suleb N	Antoine M	Jenny	Mark A
Joan	Gavan q	David G	Miguel A	Conor B
Les S	Tomás O	Patricia L	John D	Paul &
Karina C	Eilis	Padraig O	Zucethy O	Carolyn C
Fiona M	Amy R	Mark C	vanessa m	Adrian Y
Joel F	Marshall S	Shem R	Dara I	Lena R
Catherine V	rossa O	James M	Eoin A	Niall O
Eoin	Tricia S	John F	Gráinne B	Richard B
James P	Peter C	Richard S	Elaine Q	Peter M
Conor B	Alan M	Shane N	Ciarán S	Radek T
Tristan D	Peter B	John F	Ainle O	Niels W
Peter W	Colum C	Fathima P	Monika H	Roger O
Sarah M	Audrey M	Anne K	Muirghen K	Bob B
Cian P	Enda S	Edel	Tony R	Stephen W
Roberta G	Dongfang Q	Fiona D	Daniel M	ANITA L
Jean S	Alexandra M	Niall S	Donal O	Susan N
Tom R	Louise K	Wiebke O	david g	Ryan
Fiona D	Ollie m	Ronan M	Mary M	Sarp A
Robbie M	Helen R	Patricia E	Eimear N	Michael f
Conor H	Kevin D	Roisin	Rita D	Joan L
Darren H	joseph D	Katrin H	Abigail M	Shane
Mike B	Annaliese	Cian P	geraldine k	Joe T
Fitzroy J	John O	Jessica B	Robert W	Peter E
Sienna J	Laurence O	Rabia P	Maria W	Monika K
Stephen	Rachel M	Aadil P	Conor W	Margaret F
DEIRDRE N	Deirdre F	David F	Kevin M	Orla M
Clare K	Gary F	Fiachra Ó	Liz M	Evan H
niamh k	Roisin O	elaine I	Jason O	Valerie L
Nicolas M	sean p	Bobby D	Aisling C	Niall G
Iseult O	Clare S	Sheila W	John M	Colman Q
Michael	Polly M	Ian C	Elena	Magda D
Conor M	Hilary M	Anne M	Tom M	Luan A

Hugh R	Una O	Gracia	Brian C	Paul K
Karl P	Susan O	Tom	Stephen D	Colm W
Kev K	Victoria R	Stephen	Virginia C	David B
Alison C	Chanelle D	Eoin B	Emma C	John C
Conor W	Liz M	John B	Colin B	Siobhan G
Suzanne K	Christina	Fergus K	Niamh N	Mark M
Sarah	Tim D	Peter F	Sean B	Dublin Cycling Campaign

**APPENDIX B  
COMMENTS RECEIVED AND RESPONSES BY CATEGORY FOR EACH  
INDIVIDUAL SUBMISSION**

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFF3-T	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFE-C	Yes with few changes	Supportive response noted. Please reference 6.4.1 & 6.4.2.
ANON-5583-FFFT-U	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFF5-V	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFA-8	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFJ-H	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFF6-W	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFK-J	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFH-F	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFF2-S	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFF8-Y	No	Please reference 6.4.6.
ANON-5583-FFFC-A	No	Please reference 6.4.2.
ANON-5583-FFFN-N	Yes with few changes	Supportive response noted. Please reference 6.4.2 & 6.4.8.
ANON-5583-FFF7-X	No	Please reference 6.4.2.
ANON-5583-FFFY-Z	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFF1-R	No	Please reference 6.4.2.
ANON-5583-FFFZ-1	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FFFW-X	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFD-B	No	N/A
ANON-5583-FFFU-V	No	Please reference 6.4.6.
ANON-5583-FFFM-M	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFF9-Z	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFP-Q	Yes with few changes	Supportive response noted. Please reference 6.4.8.
ANON-5583-FFFG-E	Yes with few changes	Supportive response noted. Please reference 6.4.5.
ANON-5583-FFFB-9	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFV-W	Yes	Supportive response noted. Please reference 6.4.1

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFF4-U	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFR-S	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFS-T	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFF-D	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFX-Y	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFFQ-R	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF33-7	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3E-S	No	Please reference 6.4.2.
ANON-5583-FF3T-8	No	Please reference 6.4.2, 6.4.10 and 6.4.6.
ANON-5583-FF35-9	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3A-N	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3J-X	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF36-A	No	Please reference 6.4.2.
ANON-5583-FF3K-Y	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3H-V	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF32-6	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF38-C	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3C-Q	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3N-2	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF37-B	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3Y-D	No	Please reference 6.4.7.
ANON-5583-FF31-5	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FF3W-B	Yes with few changes	Supportive response noted. Please reference 6.4.2.
ANON-5583-FF3Z-E	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3D-R	No	Please reference 6.4.2.
ANON-5583-FF3U-9	Yes	Supportive response noted. Please reference 6.4.1

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FF3M-1	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF39-D	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3P-4	No	Please reference 6.4.8.
ANON-5583-FF3G-U	No	Please reference 6.4.2 & 6.4.5.
ANON-5583-FF3V-A	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF34-8	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3R-6	No	Please reference 6.4.2 & 6.4.5.
ANON-5583-FF3S-7	No	Please reference 6.4.2.
ANON-5583-FF3F-T	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3X-C	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FF3Q-5	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFV3-A	No	Please reference 6.4.2.
ANON-5583-FFVE-V	No	Please reference 6.4.2.
ANON-5583-FFVT-B	No	Please reference 6.4.2.
ANON-5583-FFV5-C	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVA-R	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVJ-1	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFV6-D	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVK-2	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVH-Y	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFV2-9	No	Please reference 6.4.2 & 6.4.5.
ANON-5583-FFV8-F	Yes with few changes	Supportive response noted. Please reference 6.4.5.
ANON-5583-FFVC-T	No	Please reference 6.4.2.
ANON-5583-FFVN-5	No	Please reference 6.4.2.
ANON-5583-FFV7-E	Yes with few changes	Please reference 6.4.5.
ANON-5583-FFVY-G	No	Please reference 6.4.2.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFV1-8	Yes with few changes	N/A
ANON-5583-FFVZ-H	No	Please reference 6.4.6.
ANON-5583-FFVD-U	No	N/A
ANON-5583-FFVU-C	No	Please reference 6.4.2.
ANON-5583-FFV9-G	No	Please reference 6.4.2.
ANON-5583-FFVP-7	No	Please reference 6.4.2.
ANON-5583-FFVG-X	No	Please reference 6.4.2.
ANON-5583-FFVB-S	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVV-D	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFV4-B	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVR-9	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVS-A	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFVF-W	No	Please reference 6.4.5.
ANON-5583-FFVX-F	No	Please reference 6.4.2. In regard to the existing trees a landscaping plan will be developed during detailed design to minimise impacts so far as reasonably possible.
ANON-5583-FFVQ-8	Yes with few changes	Supportive response noted. Please reference 6.4.9.
ANON-5583-FFD3-R	Yes with few changes	Supportive response noted. Please reference 6.4.5.
ANON-5583-FFDE-A	No	Please reference 6.4.2.
ANON-5583-FFDT-S	Yes with few changes	Supportive response noted. Please reference 6.4.5.
ANON-5583-FFD5-T	No	Please reference 6.4.2.
ANON-5583-FFDA-6	No	N/A
ANON-5583-FFDJ-F	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFD6-U	No	Please reference 6.4.6.
ANON-5583-FFDK-G	No	Please reference 6.4.2.
ANON-5583-FFDH-D	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFD8-W	No	Please reference 6.4.2.
ANON-5583-FFDC-8	No	Please reference 6.4.2.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFDN-K	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFD7-V	No	Please reference 6.4.6.
ANON-5583-FFDY-X	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFD1-P	No	Please reference 6.4.2.
ANON-5583-FFDW-V	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFDZ-Y	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFDD-9	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FFDU-T	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FFDM-J	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFD9-X	No	Please reference 6.4.4.
ANON-5583-FFDP-N	No	N/A
ANON-5583-FFDG-C	No	Please reference 6.4.2.
ANON-5583-FFDB-7	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFDV-U	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFD4-S	No	Please reference 6.4.4.
ANON-5583-FFDR-Q	Yes with few changes	Supportive response noted. Please reference 6.4.2.
ANON-5583-FFDS-R	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFDF-B	No	Please reference 6.4.2 & 6.4.5.
ANON-5583-FFDX-W	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFDQ-P	No	Please reference 6.4.2.
ANON-5583-FFR3-6	Yes with few changes	Supportive response noted. Please reference 6.4.7.
ANON-5583-FFRE-R	No	Please reference 6.4.7.
ANON-5583-FFRT-7	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFR5-8	Yes with few changes	Supportive response noted. Please reference 6.4.2.
ANON-5583-FFRA-M	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRJ-W	No	Please reference 6.4.2.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFR6-9	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRK-X	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRH-U	No	Please reference 6.4.2.
ANON-5583-FFR8-B	No	Please reference 6.4.2.
ANON-5583-FFRC-P	Yes with few changes	Supportive response noted. Please reference 6.4.2.
ANON-5583-FFRN-1	No	Please reference 6.4.5.
ANON-5583-FFR7-A	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRY-C	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFR1-4	No	Please reference 6.4.5.
ANON-5583-FFRW-A	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRZ-D	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRD-Q	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRU-8	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRM-Z	No	Please reference 6.4.2.
ANON-5583-FFR9-C	No	Please reference 6.4.2.
ANON-5583-FFRP-3	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRB-N	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRV-9	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFR4-7	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFR5-5	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FFRF-S	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRX-B	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFRQ-4	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFM3-1	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFME-K	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FFMT-2	Yes with few changes	Supportive response noted. Please reference 6.4.3.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFM5-3	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMA-F	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMJ-R	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFM6-4	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMK-S	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMH-P	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFM2-Z	No	Please reference 6.4.2.
ANON-5583-FFM8-6	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMC-H	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMN-V	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFM7-5	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMY-7	No	Please reference 6.4.2.
ANON-5583-FFM1-Y	No	Please reference 6.4.3.
ANON-5583-FFMZ-8	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMD-J	No	Please reference 6.4.3.
ANON-5583-FFMU-3	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMM-U	No	Please reference 6.4.3.
ANON-5583-FFMP-X	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMG-N	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMB-G	No	Please reference 6.4.6.
ANON-5583-FFMV-4	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFMW-5	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFM4-2	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FFMR-Z	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMS-1	No	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFMF-M	No	Please reference 6.4.3.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFMX-6	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFMQ-Y	Yes with few changes	Supportive response noted. Please reference 6.4.4.
ANON-5583-FFK3-Y	No	Please reference 6.4.4.
ANON-5583-FFKE-H	No	Please reference 6.4.7 & 6.4.8.
ANON-5583-FFKT-Z	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFK5-1	No	Please reference 6.4.2 & 6.4.9.
ANON-5583-FFKA-D	Yes with few changes	Supportive response noted.
ANON-5583-FFKJ-P	No	Please reference 6.4.3.
ANON-5583-FFK6-2	No	Please reference 6.4.3.
ANON-5583-FFKK-Q	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFKH-M	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFK2-X	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFK8-4	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFKC-F	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFKN-T	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFK7-3	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFKY-5	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFK1-W	Yes with few changes	Supportive response noted. Please reference 6.4.2.
ANON-5583-FFKW-3	No	Supportive response noted. Please reference 6.4.2.
ANON-5583-FFKZ-6	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFKD-G	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFKU-1	No	Please reference 6.4.3.
ANON-5583-FFKM-S	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFK9-5	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFKP-V	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFKG-K	Yes with few changes	Supportive response noted. Please reference 6.4.9.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFKB-E	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFKV-2	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFK4-Z	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFKR-X	No	Please reference 6.4.2 & 6.4.4.
ANON-5583-FFKS-Y	Yes with few changes	Supportive response noted.
ANON-5583-FFKF-J	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFKX-4	No	Please reference 6.4.2.
ANON-5583-FFKQ-W	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFE3-S	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFEE-B	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFET-T	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFE5-U	No	Please reference 6.4.4.
ANON-5583-FFEA-7	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFEJ-G	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFE6-V	Yes with few changes	Supportive response noted.
ANON-5583-FFEK-H	No	Please reference 6.4.3.
ANON-5583-FFEH-E	No	Please reference 6.4.3.
ANON-5583-FFE2-R	Yes with few changes	Supportive response noted.
ANON-5583-FFE8-X	Yes with few changes	Supportive response noted.
ANON-5583-FFEC-9	Yes with few changes	Supportive response noted.
ANON-5583-FFEN-M	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFE7-W	No	Please reference 6.4.2.
ANON-5583-FFEY-Y	Yes with few changes	Supportive response noted. Please reference 6.4.3 & 6.4.4.
ANON-5583-FFE1-Q	No	Please reference 6.4.2 & 6.4.3.
ANON-5583-FFEW-W	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFED-A	No	Supportive response noted. Please reference 6.4.4.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
ANON-5583-FFEM-K	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFE9-Y	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFEP-P	Yes with few changes	Supportive response noted.
ANON-5583-FFEZ-Z	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFEG-D	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFEB-8	Yes	Supportive response noted. Please reference 6.4.1
ANON-5583-FFEV-V	No	Supportive response noted. Please reference 6.4.2.
ANON-5583-FFE4-T	No	Please reference 6.4.3.
ANON-5583-FFEU-U	Yes with few changes	Supportive response noted. Please reference 6.4.3.
ANON-5583-FFER-R	Yes	Supportive response noted. Please reference 6.4.1 & 6.4.4.
ANON-5583-FFES-S	No	Please reference 6.4.2.
ANON-5583-FFEF-C	Yes	Supportive response noted. Please reference 6.4.1
CRM254605	Yes	Supportive response noted. Please reference 6.4.1
CRM25469	Yes with few changes	Supportive response noted. Please reference 6.4.2.
CRM256217	No	Supportive response noted. Please reference 6.4.5.
CRM256371	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM257250	No	Please reference 6.4.5 & 6.4.7.
CRM257574	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM257587	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM257777	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM257883	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM257912	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM258012	No	Please reference 6.4.2 & 6.4.5.
CRM258020	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM258025	Yes with few changes	Supportive response noted. Please reference 6.4.3.
CRM257886	No	Please reference 6.4.2.

Item	Can you provide more information on your answer in relation to Question 9? Q9 - Are you supportive of the proposals?	Response or Reference
CRM 000001	No	Please reference 6.4.2.
CRM 000002	Yes	Supportive response noted. Please reference 6.4.1
CRM 000003	Yes with few changes	Supportive response noted. Please reference 6.4.4.
CRM 000004	Yes	Supportive response noted. Please reference 6.4.1.

**APPENDIX C**  
**TEMPLATE CITIZEN SPACE QUESTIONNAIRE**