



Sandyford Village, Pedestrian Mobility & Public Realm Improvements



Dún Laoghaire-Rathdown County Council



Sandyford Village Mobility Improvement

Public Consultation Report

October 2021

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SECTION 1: INTRODUCTION

The report details of the online public consultation that took place for the Sandyford Village Mobility Improvement Scheme in August 2021, and summarises the feedback and comments made during public consultation.

Findings from this assessment of public comments have been considered by Barry Transportation and inform recommendations made to progress the scheme to detailed design.

1.1 Format of the Public Consultation

Due to the current COVID-19 pandemic, and the associated public health advice which limits number of individuals for indoor public gatherings, the opportunity to host a traditional public consultation was not an option. In its place an online public consultation process was carried-out in July 2021. Feedback was gathered through an online questionnaire, which was advertised through the following channels:

- Dún Laoghaire-Rathdown County Council website
- Dún Laoghaire-Rathdown County Council Facebook
- Dún Laoghaire-Rathdown County Council Twitter
- Dún Laoghaire-Rathdown County Council Press Release

1.2 Scheme Description

Dún Laoghaire-Rathdown County Council are developing a vision for Sandyford Village intended to deliver a safe, beautiful and living village for residents, business and visitors. A number of challenges in relation to accessibility and pedestrian mobility have been identified within Sandyford Village. The proposed works will ensure a series of interventions to traffic calm, prioritise pedestrian accessibility and enhance the public realm and civic space at the heart of the village.

Appendix A of this report contains the design drawings that were presented as part of this public consultation process.



Figure 1.1 – Sandyford Village Artist's Impression

SECTION 2: FEEDBACK FROM PUBLIC CONSULTATION

2.1 Summary of Correspondence

The bar chart and table below show a breakdown of the total number of submissions received relating to the preliminary design of the Sandyford Village Mobility Improvement scheme proposed. The majority of people used the online portal to submit feedback, with 10 submitting responses via email. The detail and level of positivity included in each submission varied, the most recurring items are identified in Section 3.0 of this report. There was a total of 128 unique submissions.

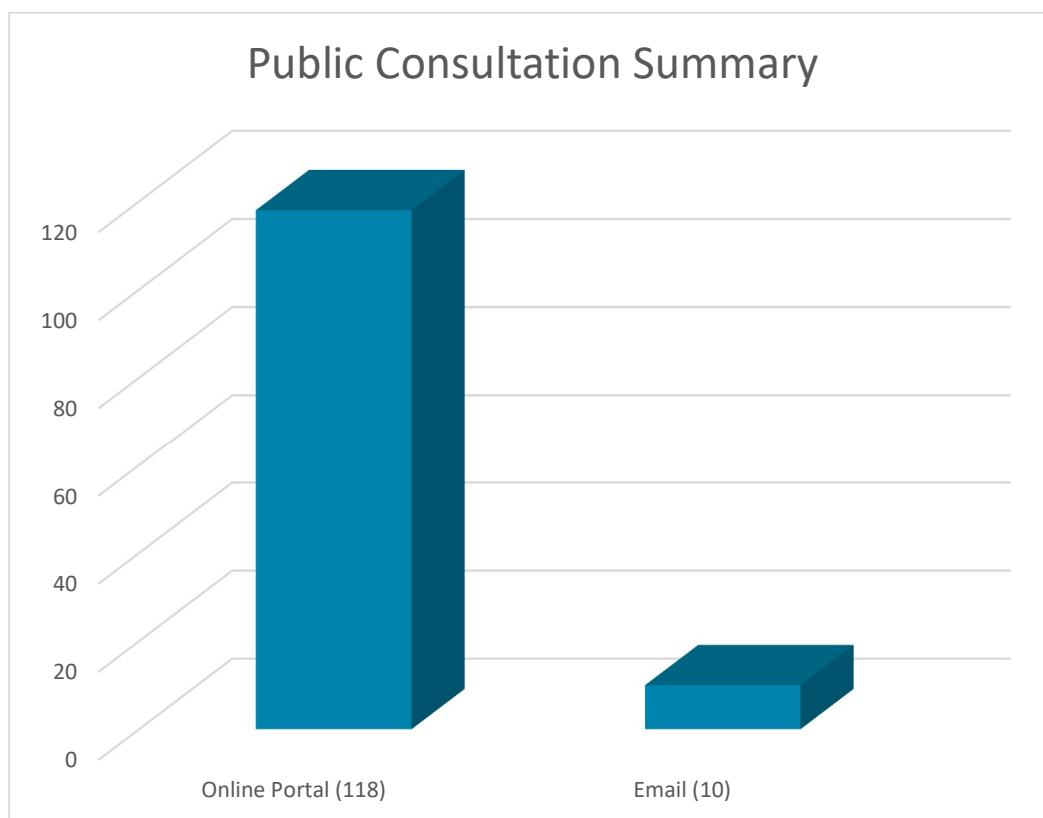


Chart 1

2.2 Summary of Feedback from Online Survey and Emails

The online portal was the principal medium for feedback from the public in this consultation process. The responses to this survey have been combined with the feedback received by email in compiling the charts below.

The overall response showed that there is a majority in favour for the progression of this project.

Are you supportive of the proposed Sandyford Village Scheme?

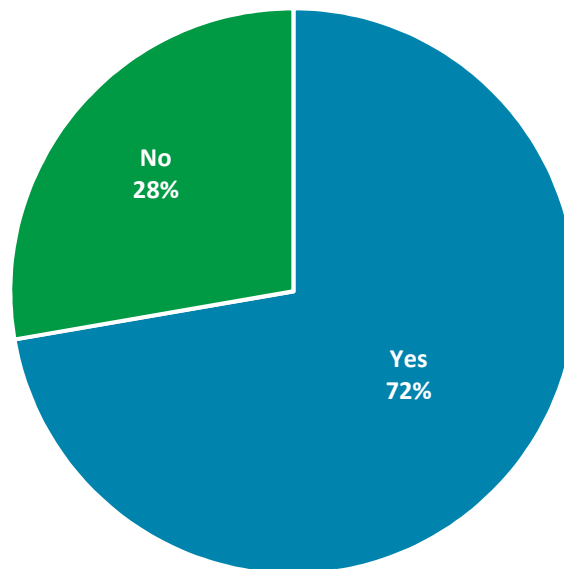


Chart 2

There was wide recognition that the proposed scheme will create a safer, more attractive environment for all users including vulnerable road users and would reduce vehicle speeds through Sandyford Village.

Do you think the proposed scheme will create a safer, more attractive environment for all users including pedestrians & cyclists?

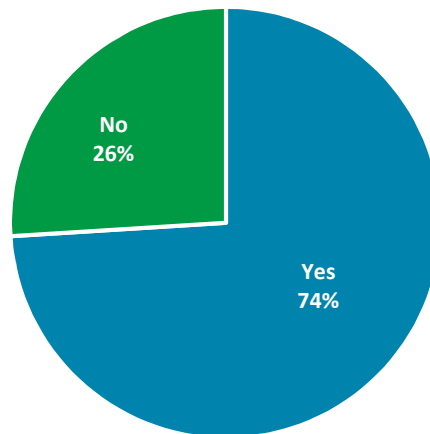


Chart 3

Do you think the traffic calming measures included in the proposed scheme will help to reduce the speed of vehicles through Sandyford Village?

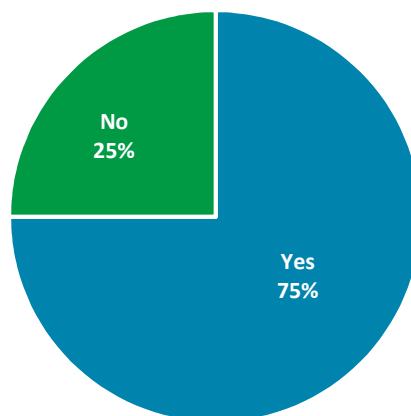
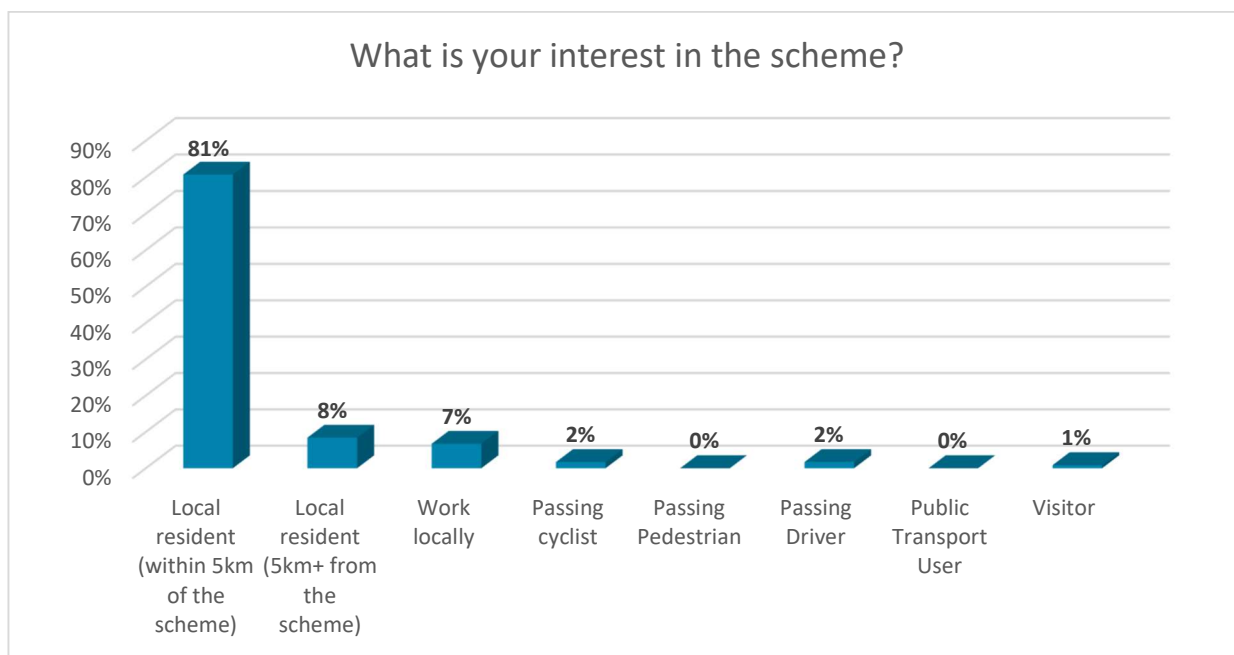
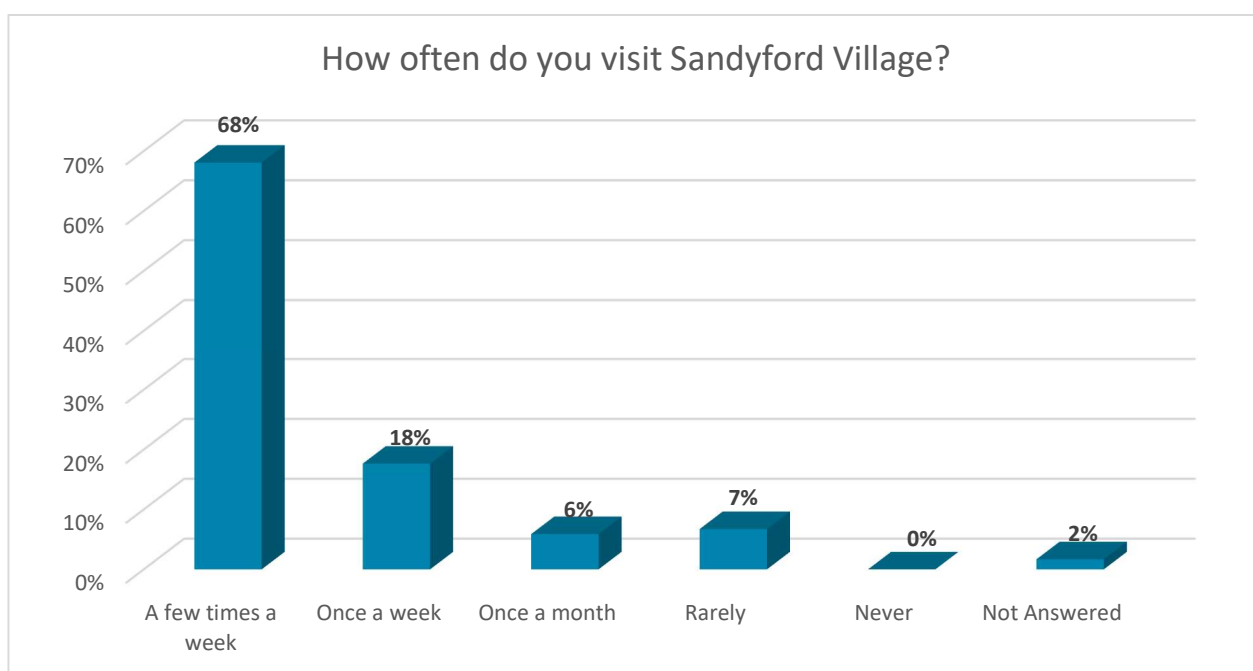


Chart 4

The questionnaire also gave the opportunity to state the nature of your interest in the scheme and how often did you visit Sandyford Village, the results from these questions are shown in Chart 4 and 5 below.

**Chart 5****Chart 6**

2.3 Summary of Feedback from Emails

Included in the representation of responses in Chart 2 above are the 10 responses by email, which can be summarised to be 5 not in favour and 5 in favour of the scheme. There was a greater level of detail contained in the email responses where members of the public could submit specific queries and suggestions in a report or list format. Some of the key points raised in the submissions were

- Objection to the location of the southern pedestrian crossing and removal of car parking spaces in front of the funeral home.
- Potential for removal or reducing the height of the stone wall at the front of the church. This could open a large recreational area within the church grounds and bring the church within the village sphere. Another possibility suggested was to add iron railings to provide a better view of the historical church.
- The Dublin Cycling Campaign submitted a document showing support for the project, along with several comments and design critiques of the scheme

SECTION 3: Common Themes Observed from Engagement with the Public

Respondents to the online portal were given the opportunity to provide more detailed comments in a text box at the end of the survey. This section of the report identifies the most frequently recurring items raised, comments received by email have been included as well and are also counted in the tables below.

3.1 Recurring Positive Feedback

Feedback	Frequency
The scheme will create a more attractive environment for all users and businesses.	17
The traffic calming will reduce the speed of traffic and it is much needed to attract visitors to the village.	12

3.2 Recurring Negative Feedback

Feedback:	Frequency
Concerns that traffic will worsen due to the narrowing of traffic lanes.	11
Residents are opposed to the location of the southern zebra crossing.	8
Residents are opposed to car parking being removed.	6

3.3 Suggestions for inclusions or alterations to the scheme

Feedback:	Frequency	Response
Suggestions to make Sandyford Village one-way for general traffic and to re-allocate the space to further enhance the public realm through the village.	8	The scope of this Sandyford Village Scheme is to provide an improved pedestrian environment in the village. Creating a one-way system through Sandyford Village would require extensive traffic modelling and public engagement and would be classified as a significant transportation project which is outside the scope of this project at this time.
Reconsider the location of the southern zebra crossing and the proposed give-take arrangement.	8	The detailed design process will examine the relocation of the zebra crossing to deliver the pedestrian safety benefits while also mitigating any negative impact on the residents.
Suggestion to enhance the public realm of the village by adding outdoor seating, extra trees, wildflower verge or a meadow.	7	DLRCC will examine options and hope to include these features as part of the scheme
Suggestions to locate more bike racks at convenient locations	6	DLRCC will examine appropriate locations and include these as part of the scheme
Suggestion of widening Hillcrest Road to alleviate safety issues on that road and to provide a better alternative for through traffic.	6	Hillcrest Road is outside scope of this proposed scheme.
Retain more on-street car parking in the village	6	Parking arrangements within the village will only be modified where required to deliver a safer universally accessible pedestrian environment within the village. Opportunities to relocate rather than remove parking spaces will be considered wherever possible.
Suggestion to remove all or some of the parking in front of the shops to create a safer environment for all users.	5	The detailed design process will examine all opportunities to modify the public realm to create a safer universally accessible pedestrian environment within the village

Suggestion to improve the road marking and signage at the mini roundabout at entrance of Bearna Park.	5	DLRCC will examine possible Improvements to the junction at Bearna Park as part of the scheme
Request for additional electric car charging spaces	3	DLRCC are examining options and aim to include these as part of the scheme
Suggestion to add playground area in the area or in Bearna Park	3	Provision of a playground is outside the scope of this scheme.
Suggestions to add space and/or canopies for market stalls	3	The enhancement & enlargement of the public spaces being proposed could accommodate demountable canopies being erected by providers should market events be licenced in the area. Permanent structures would limit the flexibly/usability of the public realm space by the village community.
Inclusion of raised crossings and removing the steps opposite to the hairdresser to provide better access for those with mobility issues	2	Raised crossings will be provided where feasible. The detail design process will examine all opportunities to create a safer universally accessible pedestrian environment within the village.
Suggestions to add historical information boards for the history of the village, for example the story of the current two men statue	2	DLRCC are examining options and aim to include these as part of the scheme

SECTION 4: CONCLUSION AND RECOMMENDATION

The majority of feedback received acknowledged that the proposed scheme would be of benefit to the local area, would create a more attractive environment in the village and would increase road safety by reducing vehicle speeds. 72% of respondents to the public consultation survey indicated that they are in favour of the proposed scheme.

However, there were several recurring concerns raised by members of the public that have been noted in this report and should be considered by the design team preparing the detailed design for this scheme, these include recommendations to;

- Undertake a review of the location of the zebra crossing on the southern approach to the village and consider alternative locations for this crossing.
- Include the mini-roundabout at Bearna Park within the scheme extents.
- Include suggestions to enhance the public realm of the village such as outdoor seating, extra trees, wildflower verge or a meadow.
- Include convenient bike parking centrally located in the village.

Several comments raised by the public relate to items that are outside the scope of this scheme at this time. These include comments raised relating to the widening of Hillcrest Road and the introduction of a one-way system for traffic through Sandyford Village.

Next Steps

Following the public consultation of this scheme the above suggestions will be considered and a final scheme layout developed. The final scheme layout will be agreed in consultation with Dun Laoghaire Rathdown Co. Co and the National Transport Authority.

The detailed design for this scheme is expected to commence in Q4 2021 and last approx. 3 months, following this a contractor will be appointed to undertake the works. Construction is expected to take place in Q1/Q2 2022 and it will take approx. 3 months to complete the construction of this scheme.

APPENDIX A: SCHEME DESIGN DRAWINGS



Sandyford Village, Pedestrian Mobility & Public Realm Improvements

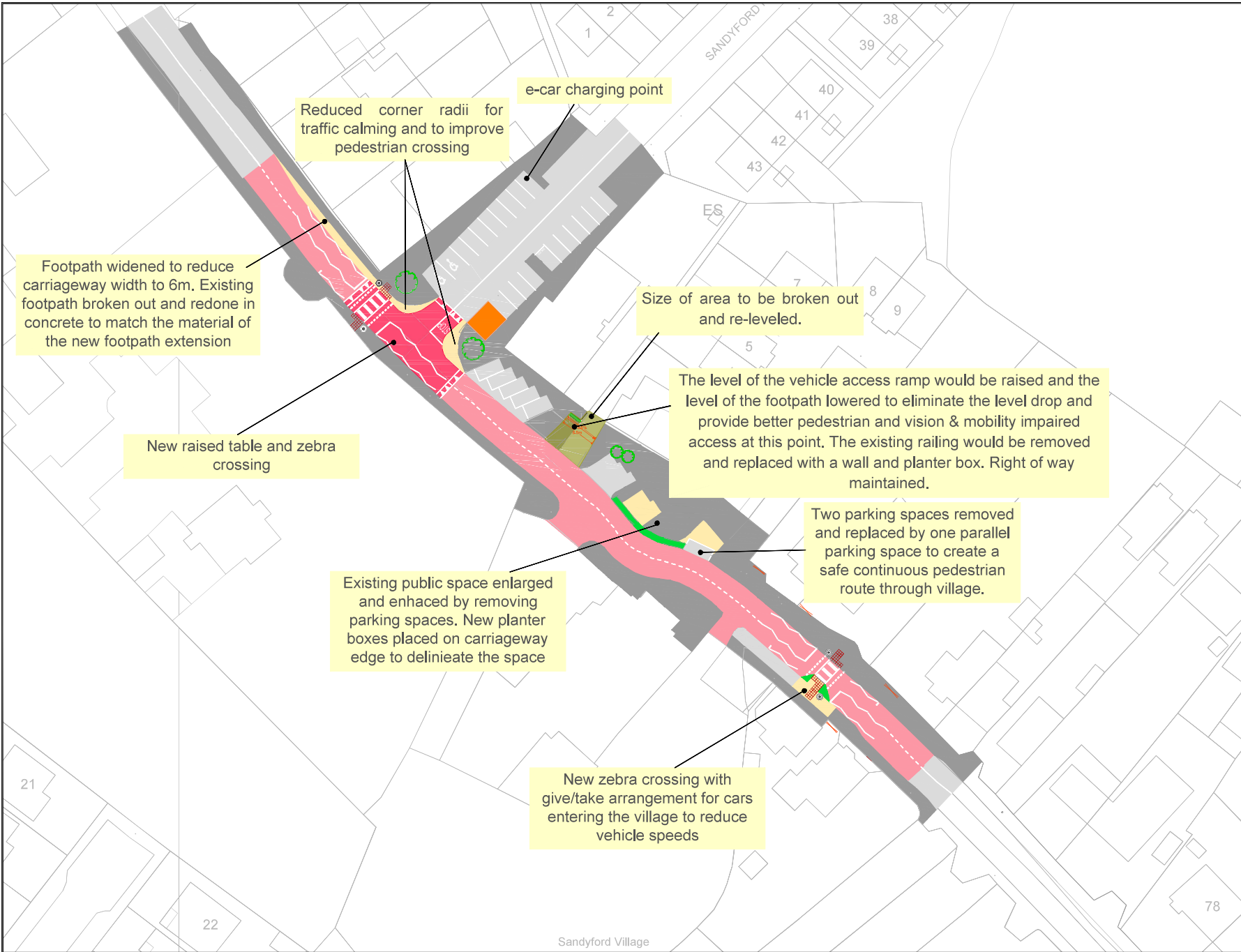




Sandyford Village, Pedestrian Mobility & Public Realm Improvements



File Name: C:\02 Projects\02049 - DLRCC Cove-19 Traffic Works\001\MP\Drawings\Sandyford\20406-BT-XX-XX-DR-2-0065_Sandyford_Village_Mobility_Improvement_Scheme_P03.dwg



LEGEND:

- Existing Carriageway
 - Existing Coloured Surfacing Carriageway
 - Proposed Extension of Footpaths and Public Realm
 - Existing Footpath
 - Existing Raised Planter Bed
 - Proposed Raised Planter Bed
 - Proposed Raised Table
 - Temporary Seating Area
 - Existing Tree
- 0 10 20 30 40 50m
SCALE 1:500 FULL SIZE



Dundrum Business Park,
Classon House,
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Ireland
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Note:
DO NOT SCALE, use figured dimensions only.
All levels are referred to Ordnance Survey Datum, Mean Head.
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Rev.	Date	Drawn	Description	Check	App.
P03	06/05/21	HS	ISSUE FOR REVIEW AND COMMENTS	RC	RC
P02	05/05/21	HS	ISSUE FOR REVIEW AND COMMENTS	RC	RC
P01	21/04/21	HS	ISSUE FOR REVIEW AND COMMENTS	RC	RC

Project Title: Sandyford Village Mobility Interventions			Status:
Drawing Title: Sandyford Village Layout			S3
Designed: HS	File Name: 20406-BT-XX-XX-DR-2-0065	Drawing No. 20406-0065	Rev: P03
Drawn: HS	Scale at A1:		
Approved: RC	Date: MAY 2021		
Checked: RC			

APPENDIX B: PUBLIC CONSULTATION RESPONSES

Response ID	What is your interest in the scheme? - Public's Interest in the scheme	How often do you visit Sandyford Village?	Are you supportive of the proposed Sandyford Village Scheme?	Do you think the proposed scheme will create a safer, more attractive environment for all users including pedestrians & cyclists?	Do you think the traffic calming measures included in the proposed scheme will help to reduce the speed of vehicles through Sandyford Village?	Would you like to add any further suggestions or comments on the proposed scheme?
ANON-NV3J-NJT8-5	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	It will be just lovely to have it looking well
ANON-NV3J-NJK4-R	Local resident (within 5km of the scheme)	Not Answered	Yes	Yes	No	Hello- We have no objection per say to the improvement scheme. <i>The rest of this comment has been redacted from publication for reasons of GDPR but included in scheme analysis.</i>
ANON-NV3J-NJK7-U	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	There is an issue with cars parked blocking the footpaths at the church and the doctors. Repainting / adding double yellow lines or some other measure would be great. There is spot flooding after rain opposite the st Mary's church bus stop and at the wine shop hair dresser. This would be a good opportunity to improve surface water drainage in both areas. I live in the village and am very excited for these improvements. Thank you for all the hard work!
ANON-NV3J-NJK8-V	Local resident (within 5km of the scheme)	Once a month	Yes	Yes	Yes	
ANON-NV3J-NJKA-5	Local resident (5km+ from the scheme)	A few times a week	Yes	Yes	Yes	Move the cycling parking closer to the center. More cycleways would have been nice.
ANON-NV3J-NJKH-C	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Hopefully any genuine concerns can be resolved without affecting the overall thrust of the scheme which in my opinion will lead to a safer and more pleasant environment for businesses and residents.

ANON-NV3J-NJKJ-E	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>Just that the drains outside Belgrove, Sallybrook and St Ursula's (the houses opposite the church) do not actually catch pooled water on the road. Moving these to the dips where they pool will reduce road water and flood risk, and stop pedestrians getting soaked by cars.</p> <p>Second - cars always park on the Church footpath. I have seen wheelchairs, bikes and buggies need to descend the curb to the road to get past. It would be great to have some double yellow lines to prevent this.</p>
ANON-NV3J-NJKU-S	Passing cyclist	A few times a week	Yes	Yes	Yes	<p>While I think this is a good scheme in general I suggest that:</p> <ul style="list-style-type: none"> - the chicanes should have cycle by-passes so that people cycling aren't put into conflict with drivers. There are pre-existing issues with the current chicane that are compounded by the proposals. People cycling should not have to cycle head on to oncoming traffic to pass through a chicane. - rigid barriers along the road edge should be avoided as they can result in pinch points for people cycling and result in more severe crush injuries in collisions, e.g. the existing wooden planters and steel railings along the road should be removed. The new planters should not form continuous barriers along the road edge. - additional traffic calming on the downhill lane would be welcome. - better access to the Village from the west would be great. For example connect the Sandyford Rd bridge to the Green route along the M50.

ANON-NV3J-NJKZ-X	Local resident (within 5km of the scheme)	A few times a week	Yes	No	Yes	<p>As a resident of Sandyford Park i feel that the narrowing of the entrance to our estate will cause major traffic congestion.</p> <p>As it is at the moment we have 5 business that are selling food and beverages and there are times when there are delivery vans parked all over the place.</p> <p>Also the the proposed stop go system will be placed right at the junction to the entrance of our estate which will cause huge delays for people attending mass/funerals/weddings. Sometimes because of these events the traffic has spilled into our estate which has lead to driveways being blocked and also could hinder any access emergency services may need.</p> <p>in 2000 the large rock was placed with our estate name on it at the top of the estate as part of the millennium celebrations it was unveiled by local ministers and councillor's. According to a local business woman this is being removed as she has informed that this is no longer a part of sandyford park.</p> <p>Opposite from this is a tree the council planted and money was spent on the brick work and paving at the entrance of the estate to celebrate the 30th anniversary of the estate we believe this is also being removed.</p> <p>I would like to see both areas kept as they are.</p> <p>It can be difficult to exit the estate at times and i believe that these change will cause more congestion.</p> <p>I do believe there should be a pedestrain crossing at the church as at times it can be difficult for the elderly and children to cross the road.</p> <p>Overall the improvements are good for the village but maybe a further engagement with the residents of sandyford park could take place before the works comence.</p> <p>Thank you for taking the time to read this</p> <p><i>The rest of this comment has been redacted from publication for reasons of GDPR but included in scheme analysis.</i></p>
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ANON-NV3J-NJM2-R	Local resident (within 5km of the scheme)	A few times a week	No	No	No	This is not necessary and is a waste of money. The village is perfectly fine as it is . Serious money has already been wasted by DLRCC already at the top of the village at the junction of hill crest road & kilgobbin rd where 20ft wide pavements were built & cycle lanes that lead to nowhere with ridiculous road markings that have been left unfinished for months . Don't let this become another unnecessary project that wastes money that could be put into something necessary.
ANON-NV3J-NJM4-T	Passing Driver	A few times a week	No	No	No	Cause traffic to back up on other roads around Sandyford i.e. school traffic/.work traffic
ANON-NV3J-NJM5-U	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Yes, the weeds. Take whatever steps necessary to minimise weed growth.
ANON-NV3J-NJM6-V	Local resident (within 5km of the scheme)	Once a week	No	No	No	I would like to see more parking for my local doctor in the village, please. <i>The rest of this comment has been redacted from publication for reasons of GDPR but included in scheme analysis.</i>
ANON-NV3J-NJM7-W	Local resident (within 5km of the scheme)	A few times a week	No	No	No	The pedestrian crossings and improvements to footpaths all sound good, but the give/take setup would cause traffic chaos. During school term times, there is a high volume of traffic going from the village on to Hillcrest Road. It can be difficult enough to get out at that junction, but if there is a give/take in place, it will also impede access to traffic entering the village if the traffic trying to exit backs up.
ANON-NV3J-NJM8-X	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>If possible an allyway connecting the village to the large feild behind would be brilliant. While I am making grand requests there is a greenway from the large field along the m50 west all the way to Sandyford Road. The greenway could be converted to a cycle track. or walking track. Right now the start and end of the greenway are blocked by fences. Locals have removed fence posts to allow some access to the greenway but not enough for the area to be useful.</p> <p>The newly added cycle entrance to the feild on the East side could turn into a cycle route all the way to Sandyford road, over the M50, back east to the entrance onto the west bound cycle path next to the m50.</p> <p>And Last for me, the man trap exit on the west side of the field is to narrow to ride a bicycle through right now. it compresses very narrow at handle bar height preventing the use of the path for bicycles without manually manouvering a bike through the narrow opening. For me on a Cargo bike there is no way I can passthrough the narrow gap. Man traps on Cycle paths are horrible for cargo bikes.</p>
ANON-NV3J-NJM9-Y	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	

ANON-NV3J-NJMB-8	Local resident (within 5km of the scheme)	Once a week	No	No	No	We need more parking for local businesses on the street
ANON-NV3J-NJMD-A	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>I am in favour of proposed Sandyford Village Scheme, but not if Hillcrest road is left as is.</p> <p>A review and widening of hillcrest road would have to happen in conjunction with changes on Sandyford village roads.</p> <p>If you direct traffic away from Sandyford village and onto Hillcrest road, which is what will happen if traffic slowing measures are put in place in the village. Hillcrest road would have to be widened at the same time.</p> <p>Hillcrest road is already to old and small for modern traffic. Hillcrest road is already dangerous, very narrow for cars passing each other. If traffic doubles on Hillcrest road it would not be able to cope and then we would have a real health and safety issue on our hands.</p>
ANON-NV3J-NJME-B	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJMF-C	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJMG-D	Local resident (5km+ from the scheme)	Once a month	Yes	Yes	Yes	Create a proper bypass of the village, i.e. widen Blackglenn Road/Lambs Cross and allow only necessary local resident traffic
ANON-NV3J-NJMH-E	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>Thank you for the proposal to fix the pinch point for buggies etc outside Mulveys pharmacy.</p> <p>could the owners of the land and railing be consulted about removing the railing and levelling the stone barrier?</p> <p>The traffic calming is welcome and looks like it should work as intended.</p> <p>please consider improving the signage/markings of the mini roundabout at entrance to Bearna Park - it's usually ignored (right of way not given to downhill traffic turning into Bearna Park) and you can't see traffic coming uphill if stopped at the white line in Bearna park. Maybe put a flexible barrier on the center of the mini roundabout ?</p>

ANON-NV3J-NJMJ-G	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	A playground is needed and more trees
ANON-NV3J-NJMK-H	Local resident (within 5km of the scheme)	A few times a week	No	Yes	Yes	<p>We are in favour of traffic calming for the length of the whole village (top of village to bottom) -however given traffic levels already in village and with a host of new developments coming on stream - we anticipate calming measures could cause gridlock preventing us entering/ leaving our estate. Village traffic is already impacted by loss of slip road to M50. Currently village used for alternative access to industrial estate, local schools and M50 access. Until this is addressed these same users will be queueing through the length of the village - exasperated by traffic calming measures. Also concerned about parking spaces being removed and how this will impact people attending doctor, church, funeral home, pharmacy and various food outlets resulting in illegal parking.</p> <p>We are in favour of enhancing the spaces within the village however the volume of traffic through the village is excessive and will increase - until alternative routes are made available for road users mentioned above calming measures and loss of M50 slip road can only add to further congestion. In particular we are not in favour of give/take calming feature proposed.</p>
ANON-NV3J-NJMM-K	Local resident (within 5km of the scheme)	Not Answered	Yes	Yes	Yes	<i>This comment has been redacted from publication for reasons of GDPR but included in scheme analysis.</i>
ANON-NV3J-NJMN-M	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	There is no playground in the area. It would be a great addition to Sandyford village. Bearna park would be an ideal location for a playground and attract young families.
ANON-NV3J-NJMP-P	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	
ANON-NV3J-NJMQ-Q	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	More planting, greenery, overall make the village more attractive
ANON-NV3J-NJMR-R	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	More outdoor seating. Need wider paths.
ANON-NV3J-NJMS-S	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	Feel the tight space on the road will make it a challenge. Would be great if it was made one way from Bearna Park down.

ANON-NV3J-NJMU-U	Local resident (within 5km of the scheme)	Rarely	Yes	Yes	Yes	Please get rid of all parking spaces outside the retail units. The parking bays at the entrance to Patrick park and sandyford house are plenty. It will never feel like a village if there is parking on the main thoroughway. I cycle through the village every day and never stop at the cafe or wine shop despite liking both. The reason for this is the close proximity parking, and the lack of civic space makes it awkward, so I forego stopping. More can be done here, yes it will be unappealing to the church goers but more can be done to accommodate parking at the north entrance to the village.
ANON-NV3J-NJMV-V	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Great scheme and idea. Will greatly enhance the village.
ANON-NV3J-NJMW-W	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Small park between Sandyford road/ Enniskerry Road and Coolkill, Sandyford Downs Road, behind the statue of The Blessed Virgan should be planted with shrubs and flowers.
ANON-NV3J-NJMX-X	Local resident (within 5km of the scheme)	A few times a week	No	No	No	There is nothing wrong with the current access to the village. There is plenty of parking for those who need it, the footpaths are wide and the upgrade works done several years ago have stood the test of time. Of more concern are the intentions of developers to build high rise apartment blocks within the triangle of the village which are quite out of keeping with the area. I'm all for responsible and sensible development that does not detract from the ambience of the area. Should you proceed with these unnecessary traffic calming measures and allow the creation of several hundred dwellings you will only serve to frustrate the local community and anger local enterprises as customers will find it easier to transact business elsewhere.
ANON-NV3J-NJMY-Y	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Put some more seating and planing in like Dundrum/Stillorgan. Make a shared pedestrian roadway (e.g. cobble locking). Remove parking in front of shops and create shared space. Still plenty to the side
ANON-NV3J-NJMZ-Z	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	I am very pleased to hear of the proposed changes. I have often found it challenging to navigate through the village with a buggy. I would make two suggestions - first that if there is give and take traffic calming, it should not be necessary for cyclists to stop, and second that it be made explicit through road markings that the areas of road without cycle paths are shared spaces between cars and bikes.
ANON-NV3J-NJS2-X	Work locally	Once a month	Yes	Yes	Yes	
ANON-NV3J-NJS3-Y	Visitor	Rarely	Yes	Yes	Yes	
ANON-NV3J-NJS4-Z	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	We need to add more bins in the village snd bearna park paths. Seats at bus stops for are older generation . Sandyford village is a beautiful place to live But we desperately need something for the kids to play in a park would be great idea .

ANON-NV3J-NJS5-1	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	<p>1. I think the changes in this scheme are very minor indeed so can't really see why anyone would have a problem with them.</p> <p>2. If I am travelling from the Kilgobbin Road direction towards Balally, I would usually go via Sandyford Village, as would other traffic. It would be better for the village if even some of the traffic took an alternative route. The obvious alternative is Hillcrest Road to Lambs Cross. However, while I would say I'm a very confident driver, I avoid Hillcrest Road like the plague because it's so narrow. If you meet a bullying SUV driver there it can get a bit hairy. I don't understand why this road hasn't been widened, even if it takes a CPO of a portion of the substantial gardens along there. I frequently cycle along there too and it's quite frightening so you're never going to have parent allow their children to cycle that route. So, not DIRECTLY related to this scheme but related all the same.</p>
ANON-NV3J-NJS6-2	Local resident (within 5km of the scheme)	A few times a week	No	No	No	
ANON-NV3J-NJS7-3	Local resident (within 5km of the scheme)	Once a month	Yes	Yes	Yes	
ANON-NV3J-NJS8-4	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>Living on the main street in the village I am concerned about the quantity of traffic with the (I agree necessary) proposed traffic calming measures at rush hour times and getting in and out of the village for school runs etc will make travel times longer. Travel time has already increased by the changes to the traffic lights on Hilcrest Road. At these times the village is very busy (being used as a rat run / short cut) and the traffic can back up.</p>
ANON-NV3J-NJS9-5	Local resident (within 5km of the scheme)	Once a week	Yes	Not Answered	Yes	
ANON-NV3J-NJSB-E	Local resident (5km+ from the scheme)	A few times a week	Yes	Yes	Yes	<p>Only allow public transport through the village, no private cars during daytime hours to further improve pedestrian mobility - similar to Patrick's St. in Cork. This would need to be consistently enforced.</p>
ANON-NV3J-NJSC-F	Local resident (within 5km of the scheme)	A few times a week	Not Answered	No	No	
ANON-NV3J-NJSD-G	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJSE-H	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	

ANON-NV3J-NJSF-J	Local resident (within 5km of the scheme)	Rarely	No	No	Yes	Traffic through the village might well be slowed down but traffic outside the village will be negatively affected. Traffic already piles up on Kilgobbin Road after the Hillcrest Rd junction was "improved". A very high percentage of cars turn left onto Hillcrest Rd then down into the Village but since you took the filter lanes away it's been a mess. Cars can't even get out of the village because the filter lane from Hillcrest Rd down to the M50 has also been taken away so traffic builds up past the Sandyford village/Hillcrest Rd junction. I drive that junction at least 4 times a day and I have only ever seen one bike on Kilgobbin Rd/Hillcrest Rd junction...and he was on the road! Your plans, although probably made with best intentions, are making things worse for the majority. Re-evaluate Kilgobbin Rd/Hillcrest Rd junction before doing any other works.
ANON-NV3J-NJSH-M	Local resident (5km+ from the scheme)	Once a week	Yes	Yes	Yes	
ANON-NV3J-NJSJ-P	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	<p>Local residents need & deserve a space where there is opportunity to gather and meet outside, with perhaps a potential for markets. There is an enormous local population if you consider the Belarmine development along with the Sandyford surrounds. The area is crying out for more eateries & coffee shops - a space for these to set up with outdoor dining would be a great asset to the village.</p> <p>Ensuring the village is no longer used as a rat route for commuters is incredibly important.</p> <p>In addition, the footpaths should be wide enough for a buggy. It's not the case everywhere in the village at present,</p> <p>While it may not be possible in this development, there is a huge need for spaces where teenagers can hang out. The teenaged population will only increase in the next decade. A skate park, basketball court etc would be a great investment in the area.</p> <p>Thank you sincerely for the consultation.</p>
ANON-NV3J-NJSK-Q	Passing Driver	A few times a week	Yes	No	No	Where can park your car for access to the church and the shops. There is no mention of car parking in your scheme.
ANON-NV3J-NJSM-S	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	It would be great to get some life back into Sandyford village, make it somewhere people want to spend time in. At the moment it feels very dead
ANON-NV3J-NJSN-T	Local resident (5km+ from the scheme)	Once a week	No	No	Yes	This has potential to seriously disrupt traffic and adversely affect businesses in the village and local area.

ANON-NV3J-NJSP-V	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJSQ-W	Local resident (within 5km of the scheme)	Rarely	Yes	Yes	Yes	
ANON-NV3J-NJSR-X	Work locally	A few times a week	No	No	No	
ANON-NV3J-NJSS-Y	Local resident (within 5km of the scheme)	Rarely	Yes	Yes	Yes	Enforcement should be increased on all levels. The scheme could also use 50-100% more bike parking in the medium term. I didn't see it in detail in the proposal but please ensure that the distance and placement is supportive for parking with bike trailers, cargo bikes and adult trikes.
ANON-NV3J-NJST-Z	Local resident (within 5km of the scheme)	A few times a week	No	No	No	
ANON-NV3J-NJSU-1	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Parking is a huge problem, the parking on the main street should be removed and the barriers / poles around the shops removed, they restrict the movement of pedestrians as the try to manouvre around measures introduced to keep cars at bay. Just removing all parking from here and giving the space to pedestrians would remove this problem.
ANON-NV3J-NJSV-2	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	<p>Due to the volume of traffic in the area, it is my suspicion that the village road is used as an alternative route to Dundrum (instead of using the main M50 junction. Whilst through traffic can bring passing trade, high levels of cars, vans and trucks making staying in the village less pleasant.</p> <p>As one of the last stops before venturing on hill and mountain walks and cycles, it would seem suitable for bicycle amenities (places to park and designated lanes) in the town. Expanding the footpaths and shifting some of the on street parking to side roads and car parks would also make a statement that this is for locals and visitors to stop and enjoy the area.</p> <p>More outdoor spaces (benches, tables and chairs) with plant boxes or trees would encourage bio diversity and shade in summer. Perhaps a designated spot for mobile coffee / food / farm produce van to facilitate weekend / busier times.</p> <p>An EV charge point or two would also point to a greener ethos for the town and encourage short stops for customers who might otherwise go to another locale.</p> <p>I would be happy to offer my time in any capacity in the future.</p>

ANON-NV3J-NJSW-3	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	<p>The plans are NOT ambitious enough. Be brave and make the tough decisions. There is a climate emergency.</p> <p>We need to make Sandyford Village ONE-WAY for private motor vehicles. Re-allocate the general traffic lane to a bi-directional cycle lane or bus lane to prioritize public transport. Similar to the approach taken in Dundrum village.</p> <p>Numerous cities worldwide have moved to suddenly and ambitiously reclaim hundreds of kilometers of streets from inefficient transport modes such as the private car and reallocate these public spaces for people walking & cycling.</p> <p>If Ireland is ever going eliminate congestion and reduce our carbon output to meet our climate action goals, we need to invest in sustainable modes of transport.</p> <p>We need to completely segregate cycle lanes along routes throughout our towns and villages plus remove the multiple general traffic lanes in favour of sustainable transport modes.</p> <p>Local authorities around the world have been working to reconfigure space and give people an efficient alternative to public transport and to private motor vehicle dependency.</p> <p>Mayors and local authorities are now coordinating efforts for the large-scale re-organization of cities around foot & bike travel.</p>
ANON-NV3J-NJSX-4	Local resident (5km+ from the scheme)	Once a week	Yes	Yes	Yes	<p>It not possible to find the specific details of the scheme online.</p> <p>It is necessary to restore wide public footpaths through Sandyford Village and not acceptable to allow continued private car parking on what should be public pathway and potentially outdoor retail space.</p> <p>A site for off street car parking should be identified and safe wide pathways restored.</p>
ANON-NV3J-NJSZ-6	Local resident (5km+ from the scheme)	Rarely	No	No	Yes	<p>Not having safe dedicated cycle lanes is unacceptable in 2021.</p>
ANON-NV3J-NJT1-X	Local resident (within 5km of the scheme)	A few times a week	No	No	No	<p>Are you proposing a one way system like what was completed in Dundrum Vilage? I live in Sandyford Village and myself ... my husband and 3 children are all of the opinion that our village functions perfectly just the way it is ... WE DO NOT WANT A ONE WAY STSTEM IN OUR VILLAGE</p>

ANON-NV3J-NJT2-Y	Local resident (within 5km of the scheme)	Rarely	Yes	Yes	Yes	There is nothing in Sandyford Village aside from a pub and coffee shop, so why go to all this effort unless there is a plan to encourage other amenities and business? Last time I visited there were large overflowing bins at the pub entrance, ugly and unpleasant, so we left and went elsewhere.
ANON-NV3J-NJT3-Z	Passing cyclist	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJT5-2	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJT6-3	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Traffic calming is much needed. The village is a nice place to visit and the character of the village should be kept.
ANON-NV3J-NJT7-4	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	No	While I'm broadly in favour of improving the Sandyford village, the Sandyford road is already congested and can't take the traffic on it. This will only get worse if the traffic going to the M50 is re routed to this road due to traffic calming - is this sustainable? Add to this all the mad SHDs with additional residents and the area won't be able to sustain all the traffic ... no need for ramps as it will be grid locked anyway!
ANON-NV3J-NJT9-6	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Safer footpaths as cobblelock very uneven as access to shops quite difficult.
ANON-NV3J-NJTA-E	Local resident (within 5km of the scheme)	Once a month	Yes	Yes	Yes	Plenty of planting please, more greenery. Easy to maintain. Small play area closed off or safe from traffic? Lots of bike racks. Information signs on items of history in the village. Would be great to get a food shop back.
ANON-NV3J-NJTB-F	Local resident (within 5km of the scheme)	A few times a week	No	No	No	I live in Sandyford village I drive through it every day, the cycle tracks and removal of slip road towards M50 have cause huge traffic delays in the village this is only going to add to them. Hillcrest road is the issue if that was widened would create better flow. All this work is doing is creating gridlock, Sandyford village has no adequate public transport we have no option but to drive the local council is trying to drive cars off the road and build hundreds near thousands of apartment at the same time, very bad planning

ANON-NV3J-NJTC-G	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	I would consider removing the whole road and taking it out as a through road which causes the traffic issues
ANON-NV3J-NJTE-J	Local resident (within 5km of the scheme)	Rarely	No	No	No	<p>This is a waste of money, the only reason there are so many vehicles which go through the village is because both the junction at Lambs Cross, and the Hillside Road drastically need improvement.</p> <p>That coupled with the complete mess which has been made of the Kilgobbin/Leopardstown road junction sees more traffic in the village and more frustrated drivers.</p> <p>Improve roads for cars and this scheme will not be required.</p>
ANON-NV3J-NJTF-K	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	Anything that helps draw in more retail, restaurants and service providers would be positive. The entire area is very lacking at the moment in comparison to Stillorgan for example. The area is car reliant at the moment.
ANON-NV3J-NJTH-N	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJTJ-Q	Work locally	A few times a week	No	No	No	<p>I want to say that I am supportive of the zebra crossings but the "traffic calming" measures are extremely vague. Nobody drives fast through sandyford village. It is already a safe place for everyone. The last thing we need is unnecessary bollards ruining the village. The zebra crossings will be enough of a traffic calming measure. No more is needed. More Trees should be planted in the footpaths etc. Plants are welcomed but should not be on the road blocking vehicles and cyclists and disabled people. More car parking in/around sandyford village is always welcomed including more electric car chargers.</p> <p>Regards</p> <p><i>The rest of this comment has been redacted from publication for reasons of GDPR but included in scheme analysis.</i></p>
ANON-NV3J-NJTK-R	Local resident (within 5km of the scheme)	Once a week	No	No	No	I use the village to avoid driving up or down Hillcrest Road. Remove the ridiculous orange sticks off that road or widen it and people like me will stop driving through the village unnecessarily!

ANON-NV3J-NJTN-U	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>Lovely village.</p> <ol style="list-style-type: none"> 1. Dedicated parking spaces for senior citizens 70+ 2. Cobbled raised paving, not road, from beyond Mulveys chemist down to beyond church entrance, cars will need drive up onto paved area, slow down to 20k. Currently drive through at 60k and higher. 3. Seating, benches similar to Dundrum, Dun laoghaire. Very nice. 4. Encourage grocery shop to village. 5. Signage to direct to Bearna Park and new cycle way /pedestrian way towards Drumartin. 6. Remove metal guards at Bearna Park entrance to green area/cycle path (bicycles can't get through easily at the moment). 7. Bin at the gates of what used to be unofficially called ' The Dog park'. Gates opposite new Sandyford Green Development. 8. 2 or 3 umbrellas/canopies at Ground, wineshop. 9. Planters and maintained, replanted through seasons. 10. Bicycle stands. 11. Defibrillator <p>May all be covered already but could not access proposals</p>
ANON-NV3J-NJTP-W	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJTQ-X	Local resident (5km+ from the scheme)	Once a week	Yes	Yes	Yes	Why is the car charging point furtherest car space away from the village?

						<p>Outside seating, less Main Street parking and widespread biodiverse planting would be really welcome. Parking behind Sandyford House is absolutely vital to keep businesses alive in Sandyford and needs to be secured for public use as soon as possible. It needs to be protected from development into apartments. Without this parking space, the town will not be able to thrive. Electric car charging points need to be established within this car park. The entrances need to be swapped - the entrance to the car park should be the present exit so the cars can enter with minimum disruption to the pedestrian area. The present on- street parking may then be largely removed except for 2 disabled spots. The statue of the two men is wonderful and if there is a story behind it, that information should be available, eg are they based on real-life characters. Whatever works are carried out need to be true to the character of the rural village that Sandyford is and it's Main Street should be enhanced, not over-developed. Changes should remain within its vital character as that's why we all love the village and visit whenever we can. If the plans for traffic calming of Sandyford village involve a one-way traffic system I feel that the road at the top, heading to the right (Is it Hillside Drive?) needs widening. If this is not possible I think it's better that The village remains two-way. The outdoor seating could be subtly incorporated with the planting infrastructure, as well as individual chairs and tables outside the Café. The entrance into Sandyford Village (from Balally direction) is perfect for a wildflower verge and little meadow. For a great example see the entrance drive to Rosemount School nearby. Properly done, with wise tree planting, this could be a lovely feature. Sandyford Village is a local treasure waiting for it's potential to be tapped but could be easily destroyed by construction unsuitable for its preservation . It needs to be protected from the present breed of property developers and foolish politics that we've seen under the SHD travesty. If we can protect its beauty and integrity we will have something to be really proud of and a village that it's a pleasure to visit, as it is anyway. It just needs a few improvements, a few tweaks and protections to secure its future. It's a village to be proud of. Let's keep it that way and work closely with the locals as works commence.</p>
ANON-NV3J-NJTR-Y	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	
ANON-NV3J-NJTS-Z	Local resident (within 5km of the scheme)	A few times a week	No	No	No	<p>Most ridiculous idea i have ever heard, sort out Hillcrest road, leave our village alone, this is a nonsense. Explain to me who will benefit????</p>
ANON-NV3J-NJTT-1	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>Please repair the broken bollard on the street, near where you are proposing a zebra crossing.</p> <p>I would love to see some more small retail businesses leasing out the units.</p>

ANON-NV3J-NJTW-4	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>I think in general the scheme is great. However I do have a couple of issues. Firstly, extending the radi at the corners of Sandyford Park. I live in Sandyford Park and have so many near misses (as have many other people I know) with people turning in from the village, and I have witnessed a couple of collisions. I have no doubt that if the road width is reduced, even slightly there will be more collisions.</p> <p>Secondly, I hope that the bin at the corner of Sandyford Park can be moved as it obscures the vision of the road and you can't see if any traffic is coming until you pull out on the road. Which again has caused a lot of near misses. It can be the same if large cars or vans are parked outside the retail units you can not see if there is traffic coming down the village.</p> <p>Thirdly, I would hope that a yellow box will be put at the junction of Sandyford Park or at least the yellow lines are redone outside the church.</p>
ANON-NV3J-NJTX-5	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJTZ-7	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Changes should be in favour those less able, so raised crossings and fully dipped kerbs are critical for wheelchairs and buggies.
ANON-NV3J-NJY1-3	Local resident (within 5km of the scheme)	A few times a week	No	No	No	
ANON-NV3J-NJY2-4	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>anything to encourage small shops/markets to setup. there is little in sandyford village for local residents.</p> <p>proper wide footpaths. and safe crossing facilities for pedestrians and cyclists. its dangerous accessing the village at present.</p>
ANON-NV3J-NJY3-5	Local resident (within 5km of the scheme)	A few times a week	Not Answered	Not Answered	Not Answered	<p>Your proposed 3 parking spots in the village nd the 2 where cafe is won't be good for customers..parking spots in public house SANDYFORD HSE have been reduced at the front with the cabin nd than also out the back wit there extended beer garden..we have lost up to 20 spots including your proposal..there's 11 shops in the village excluding pub nd funeral home nd computer shop..90 % of these people drive that work in these shops..some wil have 2/3 cars per shop..BENCHES in the village wil only bring crowds from pub sitting on them after hrs which I've witnessed nd the left over takeaway containers that we have to pick up ..why encourage this ..you have to live in the village to see wat goes on..more outdoor dining now so you have folk hanging around village up to half 12 at night eating nd drinking takeaway pints ..it's a nightmare ...</p>

ANON-NV3J-NJY4-6	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	Double yellow lines to ensure no parking on either the main road or footpaths. It's a real hazard for those with child buggies and those with disabilities.
ANON-NV3J-NJY5-7	Work locally	A few times a week	No	No	No	
ANON-NV3J-NJY6-8	Work locally	A few times a week	No	No	No	
ANON-NV3J-NJY7-9	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	I like the new path and crossing proposals. Living in the village, I think it will improve safety for my children and enhance the look of the area
ANON-NV3J-NJY8-A	Local resident (5km+ from the scheme)	Once a month	Yes	Yes	Yes	
ANON-NV3J-NJY9-B	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	A number of local residents have contacted my office to signal their support for the proposed scheme. I welcome the Council's non-statutory public consultation and respectfully request that the Council continues to provide information about the proposed next steps to local residents and businesses.
ANON-NV3J-NJYA-K	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	
ANON-NV3J-NJYB-M	Work locally	A few times a week	No	No	No	
ANON-NV3J-NJYC-N	Work locally	A few times a week	Yes	Yes	Yes	I feel that the remaining parking space should be a disabled spot. I also object very strongly to the removal I've the two parking spaces in front of the trough/ flower bed, should not be removed. <i>The rest of this comment has been redacted from publication for reasons of GDPR but included in scheme analysis.</i>
ANON-NV3J-NJYD-P	Local resident (within 5km of the scheme)	A few times a week	No	No	No	
ANON-NV3J-NJYE-Q	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	I have seen a few near misses as cars emerge from Sandyford House pub exit areas. Especially bikes. Hopefully this will be taken into consideration. Also speed signs are lacking
ANON-NV3J-NJYF-R	Local resident (within 5km of the scheme)	A few times a week	No	No	No	

ANON-NV3J-NJYG-S	Local resident (within 5km of the scheme)	Once a week	Yes	Yes	Yes	I really like the drawings and plans, the village will be so much more attractive to visit. As a regular cyclist, I really welcome the traffic calming and expansion of public spaces- I can see myself visiting the village much more often after the scheme is, hopefully, completed. It will be much safer for me as a pedestrian and as a cyclist, and helps balance the village so its less dominated by cars. Removing some of the drive in parking will help with safety- I've had a few close calls on my bike with cars reversing out into the main road and not seeing me, and I know from local friends that I'm not the only one! I've attended some of the village events before with my young kids (summer fair, Christmas with Santa) and the larger space for these will make them much better and safer for people attending. Looking forward to seeing it all complete!
ANON-NV3J-NJYH-T	Local resident (within 5km of the scheme)	Once a week	No	No	No	Wider footpaths, safer crossings and bike parking would all be a welcome addition, but the last time the village was "improved" it had a hugely detrimental impact. Closing off parts of the village for months to carry out these works would be injurious to local businesses and the benefits for them are limited. Sandyford village isn't a thriving place, but paying lip service to pedestrian safety and removing one car parking space won't change that. Further consultation should be held and consideration should be given to more significant changes - if changes are going to be made.
ANON-NV3J-NJYJ-V	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	As a resident and mother of young children I feel there is a real need to address traffic calming in the village. I think the proposals outlined here, notably zebra crossings, increased vision at entrance to Sandyford Park, and parking outside the businesses, will improve safety in the village. I like the increased footpaths and proposal to have one level for the business areas. I am in favour of this plan and look forward to an improved, safer and more attractive village.
ANON-NV3J-NJYK-W	Local resident (within 5km of the scheme)	A few times a week	No	No	No	
ANON-NV3J-NJYM-Y	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	

ANON-NV3J-NJYN-Z	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	No	<p>The stupid chicane that went in just has people racing faster at it. The calming should extend to the main road to deal with the blind bend at the entrance to Sandyford Downs/ Coolkill as people just accelerate at the last ramp.</p> <p>Lastly.</p> <p>WHY IS THERE NO LINK TO THE CYCLE LANE PARALLEL TO THE GREEN ROUTE IN THE GREEN STRIP.</p> <p>TO USE THE CYCLE LANE I HAVE TO GO UP THE VILLAGE, DOWN THROUGH THE ESTATE ACROSS THE GRASS AN BACK UP TO THE ROUNDABOUT. WHY NOT A CYCLE ROUTE PARALLEL TO THE GREEN ROUTE AND A RAMP TO THE CYCLE LANE TO WESLEY,</p> <p>I WAS TOLD BECAUSE IT WOULDNT BE DISABLED FRIENDLY. BUT WE ARE 98% OF THE POPULATION AND THERE ARE OPTIONS FOR THEM.</p> <p>This would create a linear park and a safe route to pick up thousands of people who don't want to go over the hill on that bonkers narrow road to Ticknock</p> <p>Maintenance of the cycle lane out of the industrial estate is so bad I can't use it. There's no cycle route to Woodies side</p>
ANON-NV3J-NJYP-2	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>Use of zebra crossings is very welcome.</p> <p>Carriageway lanes should be signposted as shared between motor and cycle traffic.</p> <p>Elements to prevent pavement parking, such as planters, seats, bike parking, etc. should be implemented.</p> <p>A 30 km/hr speed limit should be implemented.</p>
ANON-NV3J-NJYQ-3	Local resident (within 5km of the scheme)	A few times a week	No	No	No	
ANON-NV3J-NJYR-4	Work locally	A few times a week	No	No	No	
ANON-NV3J-NJYS-5	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>I really welcome the plans- they help enormously with pedestrian safety and access around the village including for wheelchair users and people with buggies. The traffic calming measures and expansion of the public pedestrian space are key to delivering this. It will be lovely to have a significant area in the heart of the village for community activities and for people to just meet and mingle day to day. The village will be a lot more welcoming also to visitors and I imagine and hope this will support the many local businesses which have opened in recent years (nobody wants to go back to the previous situation with many vacant and unattractive business units in the village). Thank you so much for this lovely scheme</p>

ANON-NV3J-NJYT-6	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	I really welcome the plans- they help enormously with pedestrian safety and access around the village including for wheelchair users and people with buggies. The traffic calming measures and expansion of the public pedestrian space are key to delivering this. It will be lovely to have a significant area in the heart of the village for community activities and for people to just meet and mingle day to day. The village will be a lot more welcoming also to visitors and I imagine and hope this will support the many local businesses which have opened in recent years (nobody wants to go back to the previous situation with many vacant and unattractive business units in the village). Thank you so much for this lovely scheme
ANON-NV3J-NJYU-7	Local resident (5km+ from the scheme)	Once a month	Yes	Yes	Yes	
ANON-NV3J-NJYV-8	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	My grandchildren live on the main Street in the village and I pass through the village on a daily bases. Something has needed to be fine with regards traffic calling and appearance for a long time now and these proposals look pretty good to me.
ANON-NV3J-NJYX-A	Local resident (within 5km of the scheme)	A few times a week	No	Yes	Yes	<i>This comment has been redacted from publication for reasons of GDPR but included in scheme analysis.</i>
ANON-NV3J-NJYY-B	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	I'm really happy that this scheme has been suggested. Both I and many neighbours over the years have had issues with the speed of cars through the village and safety issues with the way parking is laid out, especially in the heart of the village. It really impacts on residents, especially the elderly and less mobile. It's a huge improvement to have dedicated crossing points on each end of the village centre, and to have a clear path through on each side of the village without having to go out on the road itself. As an avid cyclist, I am hoping that it means many more of the cyclists who visit the general area will stop off now also in our village- this would be great for our community and for the local businesses. The cycle lane now going through Bearna/Sandyford Park is already helping but the village itself is not ideally laid out at the moment for cyclists and can be dangerous. I'm really excited about the benefits that the proposed scheme can bring to our village, thank you!
ANON-NV3J-NJYZ-C	Local resident (within 5km of the scheme)	A few times a week	Yes	Yes	Yes	<p>I have a reservation in relation to the Give/Take traffic calming feature proposed on southern end of village. I fear that this will at times cause a tailback of traffic through the village generating extra noise and fumes. I would like to know if this possibility has been modelled and discounted?</p> <p>I think it would be transformative for the village if the southern end of the wall around the church grounds was moved back to create a village green. I understand that getting necessary permissions for this may be beyond the time horizon of the current proposal but I would like to see the idea explored in the longer term.</p>