



Tionscadal Éireann
Project Ireland
2040



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Dublin City Active Travel Network

Report on Non – Statutory Consultation

Beatty's Avenue to Herbert Park (Dodder Greenway Route)

July 2024

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1. INTRODUCTION

Dublin City Council's (DCC's) Active Travel Network will enhance quality of life by connecting people through the delivery of a walk-wheel-cycle network. This will be achieved by improving access, connectivity and sustainable mobility. The Network will also contribute to the reduction of transport-related carbon emissions. Over the lifetime of the programme, the Active Travel Network will grow from 10km to a connected network of 310km across the city.

Beatty's Avenue to Herbert Park has been identified as a suitable location for Rapid build measures along the Dodder Greenway corridor. It will provide 0.5km of walking and cycling facilities from Beatty's Avenue to Herbert Park. When complete, the project will deliver high quality walking and cycling facilities along the Dodder River from the sea to the mountains through Dublin City Council, Dún Laoghaire Rathdown County Council and South Dublin County Council.

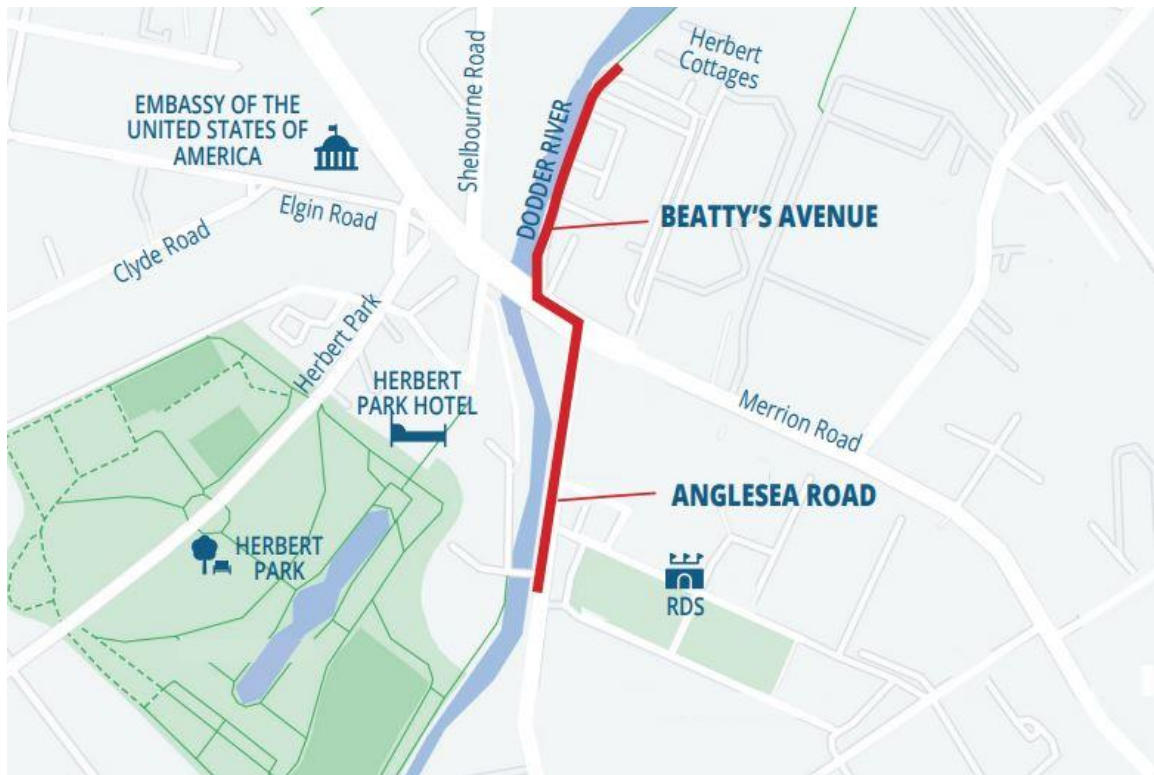


Figure 1: Beatty's Avenue to Herbert Park

This scheme will provide an active travel link along the Dodder River and into future cycle and public transport schemes such as Bus Connects. The overall aim is to improve walking and cycling facilities for the local communities, including people of all ages and abilities, facilitating a modal shift towards more sustainable modes for commuting and leisure.

2. CONSULTATION PROCESS

A non-statutory public consultation was held in 2023 to obtain people’s views on the Dodder Greenway-Beatty’s Avenue to Herbert Park Section. The purpose of the consultation was to inform the public of the key features of the scheme and to gather any comments or observations they may have, to better inform the decision-making process for the implementation of the scheme.

This consultation consisted of the following:

- Online public consultation via DCC’s Consultation Hub for 5 weeks, from Monday 29th May 2023 to Friday, 30th June 2023
- Information leaflets were distributed to 1,717 residential units and various business units in the vicinity of the route
- Drawings were available to view in hard copy format in Pembroke Library, Anglesea Road, Dublin 4, for the duration of the consultation period
- Public information event held on 15th June in Sandymount Community Centre to provide the public with an opportunity to meet the project team and discuss the proposals
- Awareness raising via social media across DCC’s social media channels (Twitter, Facebook, LinkedIn and Instagram)
- Information circulated through Newspaper Advertisement, Press release and FAQs on DCC website

The methods by which the public could make submissions on the consultation were via the DCC Consultation Hub through an online questionnaire and comment form, or alternatively by email or post. Submissions were also accepted on June 15th 2023 at the Public Information event.

Following the public consultation, detailed design drawings have been prepared, and the design has been modified where appropriate, taking into account the feedback from the public. Approval to proceed to tender has been received from the National Transport Authority. The contractor procurement process is ongoing with construction expected to start in Q3 2024.

Non-Statutory Public Consultation Report – Beatty’s Avenue to Herbert Park (Dodder Greenway Route)

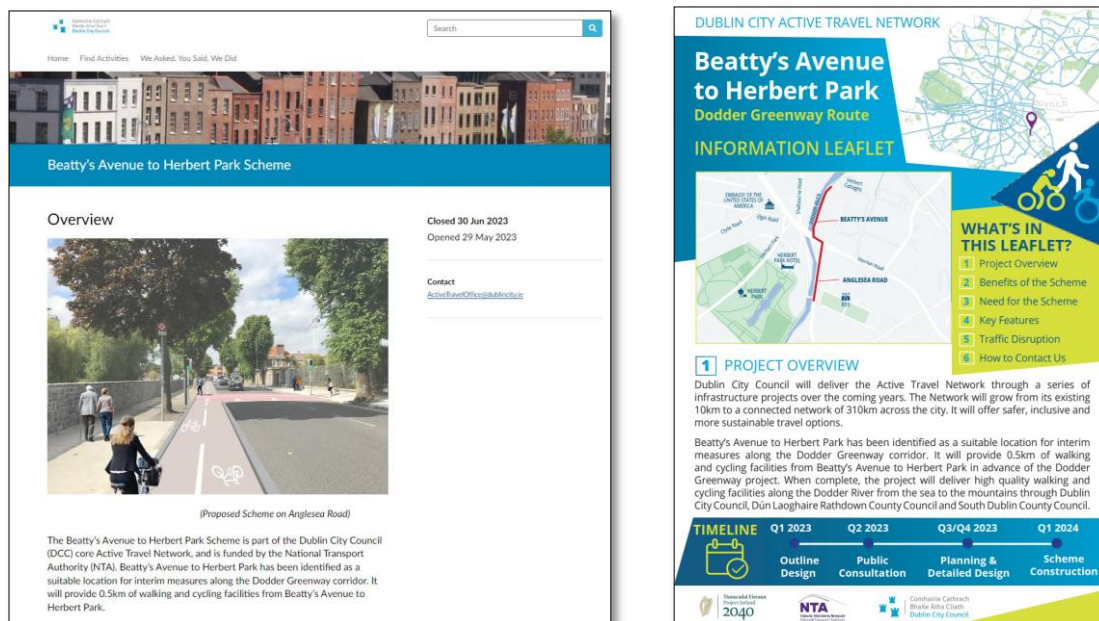


Figure 2: Screenshot from the DCC Public Consultation Hub and Image of Information Leaflet for the Beatty’s Avenue to Herbert Park Scheme

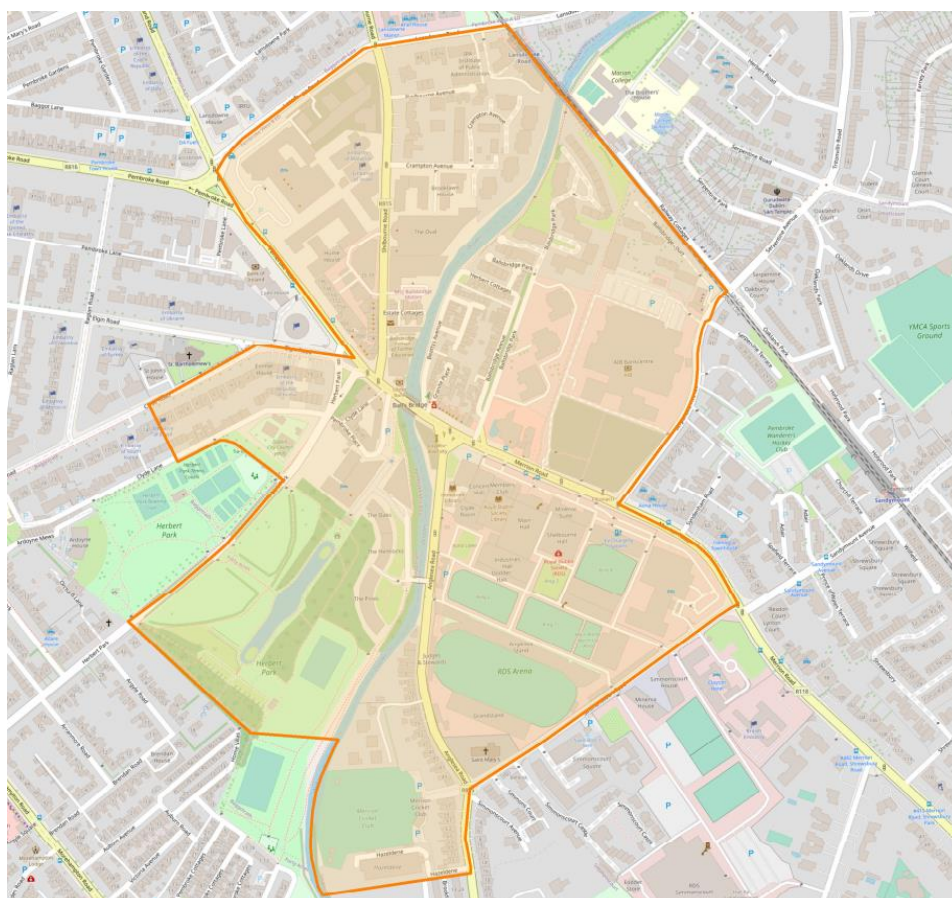


Figure 3: Map showing the extent of Leaflet Distribution

3. CONSULTATION RESULTS

In total, there were 101 responses to the public consultation made through the online questionnaire and email submissions. Those responding to the online questionnaire were asked a series of questions on whether they walk, wheel or cycle, what they use Beatty’s Avenue to Herbert Park route for, and their perception of potential benefits and impacts of the scheme.

A detailed review of all submissions was carried out and results are summarised in the table below.

Table 1: Submission Sentiment

Opinion Categories:	Number of submissions	% of submissions
Fully supports the scheme	16	15.8%
Supports the scheme with alterations	22	21.8%
Does not support the scheme	49	48.5%
Neutral	14	13.9%
Total	101	100%

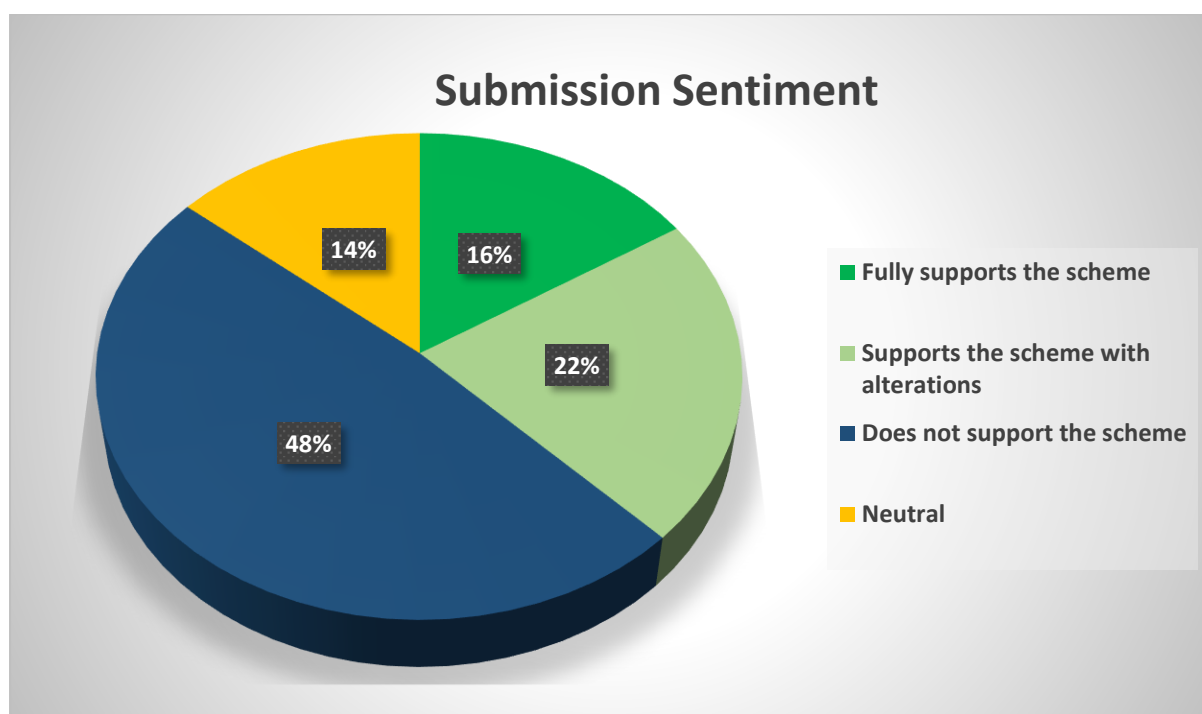


Figure 4: Submission Sentiment Analysis

The results indicate that 38% of the respondents support the scheme, of which 22% suggest some alterations to the proposals.

It is important to note that of all the submissions expressing reservations about the scheme in its current form, 76% stated that they support the overall Dodder Greenway project.

While it is acknowledged that a large proportion of these submissions refer to a desire to have the cycle route on the west side of the river through the Herbert Park Hotel grounds, Dublin City Council are not in a position to use this side of the river in this Rapid build scheme as the lands are not owned by the Council.

All responses to submissions received are provided in the 'Submission Themes & Responses' section of this report.

The main suggestions/concerns can largely be grouped into 12 distinct themes. Some of the respondents dealt with multiple themes in one response. The 12 themes are outlined in Table 2 below.

A number of the comments could not be categorised specifically as they represented the respondents overall opinion of the scheme, rather than a specific issue. Therefore, all general comments like 'I support the scheme' or 'I do not support the scheme' have been labelled as "General Comments". Finally, a number of respondents did not leave a comment or have any particular suggestion and therefore were counted as "No Comments".

Table 2: Public Consultation Response Themes

<u>Themes:</u>	<u>Occurrence</u>	<u>Occurrence %</u>
Route options	41	22.7%
Removal of on-street Parking	33	18.2%
Removal of left turn lane on Anglesea Road	33	18.2%
Access /Egress at RDS	23	12.7%
Safety concerns	7	3.9%
Method of segregation	6	3.3%
Cyclist/Pedestrian crossing	5	2.8%
Shared space	3	1.7%
Connectivity	2	1.1%
Additional proposals	6	3.9%
General Comments	15	8.3%
No comments	6	3.3%

4. SUBMISSION THEMES AND RESPONSES

The review of the submissions showed that there are a number of key recurring themes which generally address most of the issues raised. Therefore, various themes identified and DCC's responses to these are as summarised below.

Theme 1: Route Options

Several submissions suggested that an alternative route along the path near Herbert Park Hotel to the west of the Dodder is preferable over the proposed route through Anglesea Road. Another suggestion was to follow the path along the side of the Oaks apartments through the public plaza between Herbert Park Hotel and the Embassy house. It has been highlighted that many potential problems associated with using Anglesea Road could be avoided by considering these alternate options. Many respondents consider these alternate routes to be more direct and convenient.

DCC Response:

The lands to the west of the Dodder around the Herbert Park Hotel are in private ownership, the provision of a cycle route through here would require a Compulsory Purchase Order (CPO) to use this route. The CPO process falls outside the scope of this Rapid Build proposal.

Theme 2: Removal Of On Street Parking

Submissions raised concerns about the removal of car parking along Anglesea road. Many respondents have indicated that it may severely limit accessibility to Pembroke Library, mainly for old and disabled people.

DCC Response:

It is not proposed to remove the existing disability parking bay on the eastern kerb line beside Pembroke Library. The design team have investigated the possibility of providing additional parking spaces in the area as part of the detailed design, the length of additional parking bays will be dependent on the root structure of mature tree on the eastern side of Anglesea Road. This root structure will be established by the contractor prior to construction.

Theme 3: Removal of Left Turn Lane on Anglesea Road

A number of submissions expressed concerns over the potential impacts of removing one of the two left turn lanes from Anglesea Road to Merrion Road to facilitate the cycle track. Many respondents feel that it might result in traffic congestion on Anglesea Road.

DCC Response:

Detailed Traffic Analysis has been carried out as part of the design of this Active travel scheme, and while it is envisaged that the removal of the left turn lane will have an impact on traffic on Anglesea Road, the analysis suggests this will be limited to the peak hours. Furthermore, the removal of the left turn lane is in accordance with the Belfield/Blackrock to City Centre BusConnects proposal, which has been granted approval by An Bord Pleanála in March 2024.

Theme 4: Access/Egress at RDS

Submissions have indicated that the entrance to RDS on Anglesea Road may be difficult for vehicles to access or egress due to an insufficient turning radius.

DCC Response:

Autotrack analysis of vehicle movements (Heavy Goods Vehicle & Coach) has been carried out at this entrance, which confirms that these movements can be accommodated.

Theme 5: Safety Concerns

Many respondents felt that the un-signalised junction of Herbert Park Bridge with Anglesea road may be unsafe for cyclists and pedestrians and further measures to enhance safety should be considered at this location.

Some have expressed concerns about the conflict between cyclists and pedestrians at the narrow DART tunnel on the existing Dodder route north of Beatty’s Avenue, considering the increased number of cyclists the proposed facility may attract.

DCC Response:

The scheme has undergone Stage 1 & 2 Road Safety Audits with all observations being addressed in the design. The Herbert Park Bridge is privately owned, and signalising the junction would result in additional land take costs, which is outside the scope of this rapid build scheme. However, the layout at Herbert Park Bridge has been amended as part of the detailed design to reduce the extent of shared area, thereby reducing potential cyclist-pedestrian conflicts.

The DART tunnel mentioned is outside the scope of this section of the Dodder Greenway but will be considered as part of the Londonbridge Road to Merrion Road section, which is scheduled for delivery post 2027.

Theme 6: Cyclist/Pedestrian Crossing

Submissions suggesting alternative routes along the western side of Dodder have also indicated the need for a new cyclist and pedestrian crossing at Ballsbridge near Ulster Bank to ensure continuity of the route from Beatty’s Avenue.

It is also suggested that the proposed toucan crossing at Anglesea road be located closer to the Herbert Park Lane junction from its current position. Relocation close to the Herbert Park Bridge junction is expected to facilitate cyclists travelling southwards along Anglesea Road, and pedestrians crossing between Herbert Park Lane and the rear entrance to the RDS grounds.

DCC Response:

The current proposal at Merrion Road has been designed to align with the Dublin BusConnects Belfield /Blackrock to City Centre proposal, which has been granted approval by An Bord Pleanála in March 2024. As noted in the response to Theme 1, the lands to the west of the Dodder around the Herbert Park Hotel are in private ownership, the provision of a cycle route through here would require a Compulsory Purchase Order (CPO) which falls outside the scope of this rapid build scheme.

Locating the proposed Toucan Crossing on Anglesea Road at the existing pedestrian crossing site offers the advantage of using the existing signalling infrastructure above and below ground, making the construction cost-effective and less intrusive. Furthermore, relocating the crossing closer to Herbert Park Bridge will potentially impact existing trees on the eastern side of Anglesea Road.

Theme 7: Connectivity

It is suggested that the proposed scheme be extended to Londonbridge Road in the north to achieve a continuous active travel route along the Dodder.

DCC Response:

The section between Beatty’s Avenue and Londonbridge Road will be investigated as part of the Londonbridge Road to Merrion Road section which is scheduled for delivery post 2027.

Theme 8: Method of Segregation

While few submissions endorsed the use of bollards, others are against its usage. It is suggested that the cycle track be segregated for the entire length of the project. It is also requested to consider the provision of narrow planters as an additional measure for segregation.

DCC Response:

Segregation is provided along Anglesea Road by retention of the existing kerb and provision of a kerb adjacent to traffic. In order to improve visibility of the kerb, bollards are proposed at the drainage gaps along the kerb line.

A ‘mixed traffic’ treatment is proposed on Beatty’s Avenue due to the low traffic flows on this street.

Theme 9: Shared Space

Few submissions expressed concerns over the use of shared space mainly in the vicinity of proposed toucan crossing at Merrion road. Respondents requested clarity on how priority of pedestrians will be ensured on such shared spaces.

DCC Response:

The current proposal at Merrion Road has been designed to align with the Dublin BusConnects Belfield/Blackrock to City Centre proposal, which has been granted approval by An Bord Pleanála in March 2024. It is worth highlighting that the shared space at the Merrion Road Toucan Crossing is proposed to be reduced when the full Bus Connects scheme is implemented. In general, this scheme has kept shared space to a minimum. As part of detailed design process, the extent of shared space has been reduced near Herbert Park Bridge. However, shared space has been included where segregation would result in facilities too narrow for cyclists and

pedestrians or where a short length of the shared route is the only practical way of achieving a continuous cycle route.

Theme 10: Additional Proposals

Some submissions have proposed additional interventions, such as changes to public lighting, provision of additional parking in nearby areas, reduction in speed limits, and provision of road markings and signage outside the project's extent.

DCC Response:

All these additional interventions fall outside the scope of this rapid build walking and cycling scheme.

5. CONCLUSION AND NEXT STEPS

DCC would like to express our gratitude to the elected members, members of the public, and stakeholders who took the time and effort to make submissions, especially the detailed and comprehensive ones that we received. All submissions received during the public consultation process have been reviewed by the design team, the themes above illustrate the frequency of different items raised. Each individual submission is not responded to directly in this report, responses in this report relate the themes as described above. Additional items outside the above themes have also been reviewed by the design team and have been considered in the detailed design process for the scheme.

The key findings of the non-statutory public consultation indicate that there is generally a high level of support for the overall Dodder Greenway scheme, despite some reservations about the proposed route. While it is acknowledged that a large proportion of submissions refer to a desire to have the cycle route on the west side of the river through the Herbert Park Hotel grounds, Dublin City Council are not in a position to use this side of the river in this scheme as the lands are not owned by the Council. However, taking into consideration the feedback from the public consultation, the following changes to the design were made:

1. Layout at Herbert Park Bridge has been amended to reduce the extent of shared space.
2. Additional parking has been introduced to the east of Anglesea Road outside Pembroke Library.
3. The disabled parking bay on Merrion road has been moved 1m closer to its original location, so it is now 11m from the original parking bay, which is equivalent to length of two parking bays.
4. The segregation kerb has been widened to a minimum width of 300mm.

The detailed design of the scheme has been completed, and the tender package for construction has been prepared. The contractor procurement process is ongoing with construction expected to start in Q3 2024.

Planning Determination

The Active Travel Programme Office (AcTPRO) has received a determination from the Planning Department confirming that the recommendations from the Environmental Impact Assessment (EIA) Screening and the Appropriate Assessment (AA) Screening. The reports recommend that neither an EIA Report nor an AA Natura Impact Statement is required.

In addition, and in accordance with the provisions of Section 4(1) (e) and Section 179(6) (bb) of the Planning and Development Act 2000, as amended, the proposed project is exempt from the statutory planning processes as set out under Part 8 of the Planning and Development Regulations 2001, and Part 10 of the Planning and Development Regulations 2001 (submission to An Bord Pleanála).

Therefore, the proposed scheme will now proceed to implementation under the provisions of Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, and under Section 38 of the Road Traffic Act 1994 as required.

The detailed design drawings may be viewed on the Dublin City Council Active Travel website which can be accessed at the link below:

[Dodder Greenway - Beatty’s Avenue to Herbert Park scheme Maps and Reports | Dublin City Council](#)

Appendix A: Promotion of Public Consultation and Public Information Session

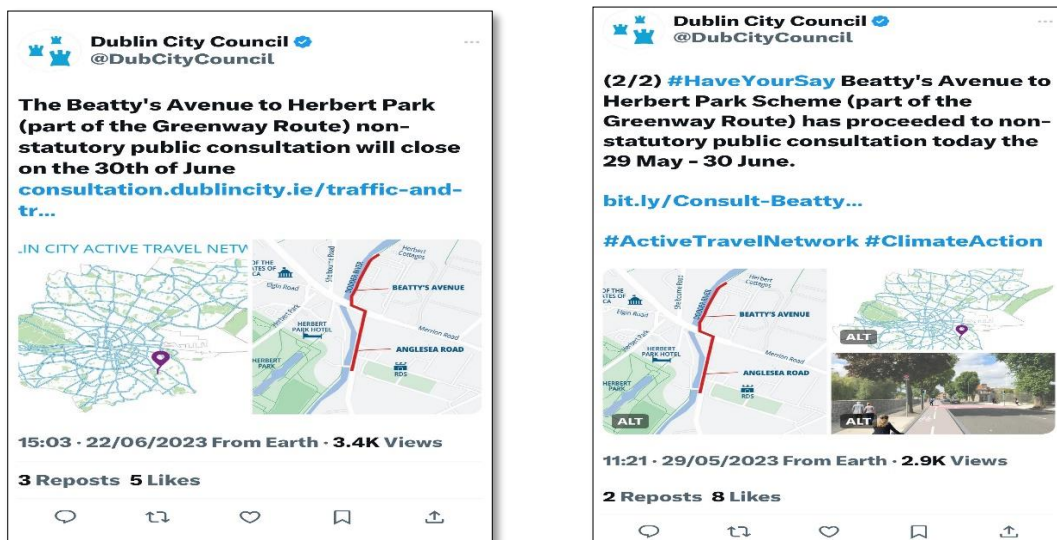


Figure A1: Sample of social media posts

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Public Notice

COMHAIRLÚCHÁN POIBLÍ NEAMHREACHTÚIL

Tá Comhairlúchán Poiblí Neamhreachtúil á reáchtáil ag Comhairle Cathrach Bhaile Átha Cliath maidir le Fíortheachtach na Dotha – Cé Mhic Liam chuig Bóthar Dhróichead Londain agus Ascaill an Bhiaitigh chuig Páirc Hoirbeáin. Tá gach ceann de na scéimneanna ar cheann den mhórchuid sionscadal atá á gearrú bhríochm mar chuid de Lonna Talaití Ghníomhaigh na Comhairle Comae.

Thar an gcoláir 8 míliona eile, tástaidh an Lonna Talaití Ghníomhaigh ón 10 km atá ann cheana ina lonna nasctha 310 km ar fud na cathrach. Cuirfidh sé seo leis an gcaighdeán saoil trí rochtain, ceangal, agus soghluaisteacht inbhuartha a fheabhsú do chách agus astaíochtaí carbóin a bhaineann le taistail a laghdú ag an am céanna.

Is féidir breathnú ar na fograí agus tá fáilte roimh aighneachtaí ar shuíomh gréasáin Comhairle Cathrach Bhaile Átha Cliath www.consultation.dublincity.ie

Tá cóipeanna de na pleananna ar fáil le léachaint orthu go dtí an **Aoine 30 Meitheamh 2023** ag:

- Comhairle Cathrach Bhaile Átha Cliath, Bloc 1, Uiriar 0, Oifig na Cathrach, an Ché Adhmaid, Baile Átha Cliath 8, D08RF3F.
- www.dublincity.ie/active-travel

Cé Mhic Liam – Bóthar Dhróichead Londain

- Leabharlann na Rinne, Seán Mhic Liam, Baile Átha Cliath 4, Uaireanta Oscailte: Luan agus Céadain 12.45pm-4pm and 4.45pm-8.00pm; Míirt, Déardáin, Aoine agus Satharn 10.00am-1.00pm and 2.00pm-5.00pm

Ascaill an Bhiaitigh – Páirc Hoirbeáin

- Leabharlann Pheambróg, Bóthar Anglesa, Baile Átha Cliath 4, D04 H7G5, Uaireanta Oscailte: Luan agus Míirt 1.00pm-8.00pm, Céadain – Satharn 10.00am-5.00pm. Dúnta don lón ó 1.00pm-1.45pm Dé hAoine agus Dé Satharn.

Lá Eolaíoch Phoiblí

Tuair cuimhne do bhaile an phoiblí teacht isteach le breathnú ar thograí an tionscadail agus busaí leis an bhfianaisean deiríne. Tá fáilte roimh chách.

- 15 Meitheamh 2023 4:00pm to 7:00pm** in Ionad Pobail Dhamhach Tí, Ascaill an Droichead Nua, Dúnta Tí, Baile Átha Cliath 4 D04 CP80.

NON STATUTORY PUBLIC CONSULTATION

Dublin City Council is holding a Non Statutory Public Consultation for the Dodder Greenway – Fitzwilliam Quay to Londonbridge Road Section and the Beatty's Avenue to Herbert Park Section. The schemes are each one of the many projects being implemented as part of the City Council's Active Travel Network.

Over the next 8 years, the Active Travel Network will grow from its existing 10km to a connected network of 310km across the city. This will enhance quality of life by improving access, connectivity and sustainable mobility for all, whilst reducing transport-related carbon emissions.

The proposals can be viewed and submissions are welcome on the Dublin City Council's web site www.consultation.dublincity.ie

Copies of proposed plans are available for inspection until **Friday 30th June 2023** at:

- Dublin City Council, Block 1, Floor 0, Civic Offices, Wood Quay, Dublin 8, D08RF3F.
- www.dublincity.ie/active-travel

Fitzwilliam Quay – Londonbridge Road

- Ringsend Library, Fitzwilliam Street, Dublin 4, Opening Hours: **Monday and Wednesday 12.45pm-4pm and 4.45pm-8.00pm; Tuesday, Thursday, Friday and Saturday 10.00am-1.00pm and 2.00pm-5.00pm**

Beatty's Avenue to Herbert Park

- Pembroke Library, Anglesa Road, Dublin 4, D04 H7G5, Opening Hours: **Monday and Tuesday 1.00pm-8.00pm, Wednesday – Saturday 10.00am-5.00pm. Closed for lunch from 1.00pm-1.45pm on Friday and Saturday.**

Public Information Day

Members of the community are invited to drop in to view the project proposals and meet the design team. All are welcome.

- 15th June 2023 from 4:00pm to 7:00pm** in Sandymount Community Centre, Newbridge Avenue, Sandymount, Dublin 4, D04 CP80.

SHOPPING & SERVICES GUIDE

PETS

ANIMAL RESCUE - Jack Russell (2) 1yr, Labrador Retriever (ad) 1yr, 3yr, 01 2895294

NORTH CO DUBLIN SPCA - Affectionate, 4 year old, neutered male, German Shepherd (Sherry) and suggestively needs nice new home, Gracie, vetted, 5 year old, neutered female cat in need of loving home. Phone: 01 8375630 or 086 1691001.

Weekend Review

EVERY WEEKEND IN THE IRISH TIMES

Figure A2: Newspaper notice



Figure A3: Photo of Public Consultation Event