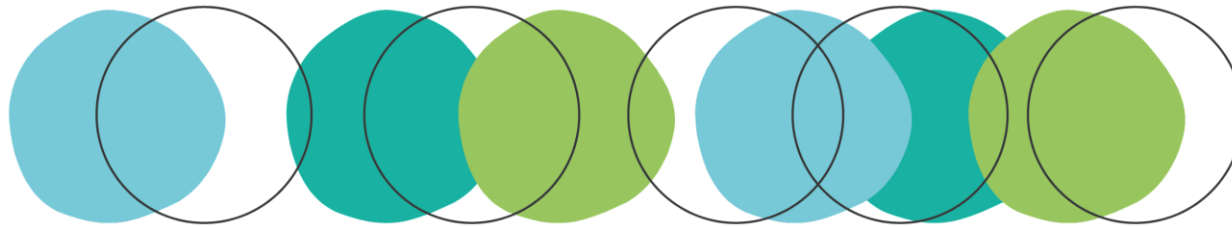


PRE-DESIGN ENGAGEMENT REPORT FOR KIMMAGE ROAD TO CLOGHER ROAD ACTIVE TRAVEL ROUTE 2024



*Prepared by Connect the Dots on behalf of Dublin City Council
December 2024*



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Executive Summary

This report presents the findings and recommendations from the pre-design engagement consultation for Dublin City Council's proposed 2 km walking and cycling route, connecting Kimmage Road West to Clogher Road. The project is part of the broader Active Travel initiative, aiming to deliver sustainable and accessible transport options across Dublin. Two proposed routes were considered—Stannaway Road and Clonmacnoise Road—with a strong preference expressed by stakeholders for the Clonmacnoise Road option. The project prioritises safety, continuity, and user-friendliness, ensuring inclusivity and minimising disruption to the local community.

Dublin City Council, through the Active Travel Programme Office, engaged Connect the Dots to facilitate stakeholder and community engagement during this initial phase. The consultation process was designed to ensure that a diverse range of perspectives were captured from residents, businesses, schools, sports clubs, and Disabled Persons' Organisations (DPOs) / Disabled Persons' Representative Organisations (DPROs). Both online and in-person options were provided, enabling accessible participation. Workshops, surveys, and meetings allowed stakeholders to share insights, concerns, and suggestions.

Safety Concerns: Stakeholders highlighted the importance of mitigating risks associated with shared pathways, managing cyclist speeds near bus stops, and improving pedestrian safety within parks. These concerns underscored the need for careful design to accommodate different user groups without compromising on safety standards.

Infrastructure and Traffic Management: Participants focused on the introduction of traffic-calming measures, the establishment of protected cycle lanes, and the development of balanced parking strategies. Ensuring effective traffic management emerged as a critical factor in promoting a safer and more accessible environment for all users.

Community Preservation: Feedback emphasised the importance of transparent communication, comprehensive planning, and preserving local character. Participants urged that careful consideration be given to maintaining community identity and ensuring that any changes positively contribute to local neighbourhoods.

Engagement and Awareness: Levels of engagement and awareness varied among community members, indicating a need for enhanced outreach efforts. Stakeholders encouraged more accessible project updates, clear communication channels, and ongoing opportunities for involvement, ensuring

the community remains informed and actively engaged as the project evolves.

Route Preference: Two potential routes were proposed—Stannaway Road and Clonmacnoise Road. Stakeholders expressed a distinct preference for the Clonmacnoise Road option, citing its capacity to better accommodate improvements in safety, connectivity, and accessibility. This feedback provided valuable direction for refining the project’s design and focus.

The consultation demonstrated strong support for the project’s aims, with participants appreciating the opportunity to influence the planning process. Feedback from DPOs / DPROs underscored the need for accessibility features, including higher kerbs (100mm, with 60mm as a minimum) and careful consideration of pedestrian safety. The consultation process affirmed Dublin City Council’s commitment to inclusive engagement, ensuring that local voices guide the development of the infrastructure. Ongoing collaboration, transparent communication, and the integration of all users’ needs remain essential as the project progresses.

Introduction

Dublin City Council has recently completed the pre-design consultation phase for a proposed 2 km walking and cycling route connecting Clogher Road to Kimmage Road West. This initiative is part of the city's broader Active Travel strategy, aimed at promoting safe, sustainable, and accessible transport options for all users.

The proposed route prioritises safety, accessibility, and continuity, ensuring it meets the needs of pedestrians, cyclists, and the broader community.

The project area encompasses primarily residential neighbourhoods, complemented by recreational, educational, and commercial facilities. Notable features within the study area include Eamonn Ceannt Park, several schools, and a range of local businesses.

Recognising the diversity of stakeholders, the consultation phase sought to gather input from a cross-section of the community, including residents, businesses, schools, and sports clubs. To ensure inclusivity, a Disabled Persons' Organisations (DPOs) / Disabled Persons' Representative Organisations (DPROs) workshop was also conducted online, focusing on accessibility feedback.

This initial consultation aimed to engage stakeholders early in the project to help shape the preliminary route design.

Feedback was collected through a combination of workshops and direct engagements, capturing local insights and addressing community concerns.

Connect the Dots, contracted as stakeholder and community engagement consultants, facilitated this process on behalf of Dublin City Council.

Methodology

The consultation process was designed to gather input from a broad and diverse range of stakeholders, employing a combination of online and in-person engagements. Initially, local councillors were briefed on the process and engaged with for feedback. Then, a registration survey was conducted to gather insights from the community. Following this, two primary workshops were held.

Local Councillor Briefings

Elected representatives of the Kimmage/Rathmines area were given a presentation on 11/10/24. The presentation gave an introduction to the project and advised them on the intended approach. Their input was taken and informed the pre-design process. Additionally, elected representatives of the adjoining Ballyfermot/Drimnagh electoral area were notified of the process by email in early November.

Registration Survey

The registration survey served as an initial touchpoint, inviting community members to share their perspectives and indicate their interest in participating in further engagement activities. The survey provided a platform to capture early feedback and identify key themes to address in subsequent workshops.

Online Workshop for Disabled Persons' Organisations (DPOs) / Disabled Persons' Representative Organisations

(DPROs)

An online workshop was planned to engage representatives from Disabled Persons' Organisations / Disabled Persons' Representative Organisations ensuring accessibility and inclusivity. This session aimed to identify barriers and gather feedback specific to the needs of individuals with disabilities.

In-Person Stakeholders Workshop

A face-to-face workshop was organised to bring together local residents, businesses, schools, and community groups. The session focused on collecting insights and concerns from those directly affected by the proposed routes of Stannaway Road and Clonmacnoise Road.

The methodology combined targeted invitations, advanced sharing of presentation materials, and multi-modal participation options (online and in-person) to ensure a broad and representative consultation process.



Registration Survey Findings

Summary of questions posed by respondents;

The registration survey, details of which can be viewed in Appendix 2, invited community members to share concerns, suggestions, and awareness levels regarding the project. Respondents were asked to provide input on pedestrian safety, with particular reference to issues such as bikes, scooters, and cars on footpaths, off-lead dogs in parks, and cyclist speeds near bus stops. They also commented on infrastructure and traffic management, identifying the need for traffic-calming measures, protected cycle lanes, and balanced parking solutions. Participants requested more information on the consultation process, meeting details, and accessing previous feedback. Many sought clarity on final design drawings and well-connected routes linking Kimmage Road West, Clogher Road, and the canal.

Summary of responses:

Respondents expressed a strong desire for more information about the consultation process, including requests for details about meeting locations, access to feedback from previous sessions, and information about upcoming workshops.

There was significant interest in attending a workshop, either online or in person, with calls for clear instructions on how to participate.

Overall, the feedback was generally positive, as respondents appreciated being included in the consultation process and encouraged the continued development of the Active Travel network at a steady pace. Gratitude for the opportunity to contribute was frequently conveyed, reflecting a willingness among participants to remain engaged as the project evolves.

Community and development concerns were also raised, with respondents emphasising the importance of keeping the local community informed about proposals and ensuring decisions are made in consultation with community groups.

Concerns focused on the potential for overdevelopment and the need to preserve the existing character of the neighbourhood. Project-specific suggestions and questions included requests for finalised design drawings and maps for review, as well as the need for clear and well-connected bike routes linking Kimmage Road West, Clogher Road, and the canal.

Summary of awareness levels:

Participants reported varying degrees of awareness about the project. While several had little knowledge prior to the survey, others were more informed

Number of Responses Indicating No Awareness or Very Low Awareness:

Out of a total of 19 respondents, 15 indicated no or very low awareness of the project. Among the remaining four respondents, two reported moderate awareness and two reported high awareness.

Summary of Affiliations:

Total respondents: 19.

Crumlin Clean Up: 11 mentions.

Resident rep for Clonmacnoise Rd: 3 mentions.

Friends of Eamonn Ceannt Park: 3 mentions.

Crumlin Community Cycles: 3 mentions.

Resident rep for Bangor Circle: 3 mentions.

Resident rep for Rutland Grove: 2 mentions.

CDETB: 2 mentions.

Lourdes Celtic: 2 mentions.

D12 Bike Bus: 2 mentions.

Crumlin Community Club AKA 3Cs Twirlers: 2 mentions.

Business owner on Sundrive Road: 1 mention.

Resident rep for St Teresa's Road: 1 mention.

St Bernadettes Church: 1 mention.

Bloomin Crumlin Community Group: 1 mention.

Resident rep for Stannaway Road: 1 mention.

Resident rep for Sundrive Road: 1 mention.

Pearse College: 1 mention.

Disabled Persons' Organisation Consultation

In accordance with Dublin City Council's Active Travel Engagement Process for Disabled Persons' Organisations (DPOs) / Disabled Persons' Representative Organisations (DPROs), invitations were issued to the organisations on the DPO/DPRO Register to attend a dedicated workshop. Some of the organisations contacted included Physical Impairment Ireland, the Irish Deaf Society, and Disabled Women Ireland. Representatives were offered the choice of attending a workshop either in-person or online.

The intention was to bring these organisations together to introduce context, share information, explore design ideas, and engage in two-way dialogue, ensuring that the needs and perspectives of people with disabilities were integrated into the project from the outset. Information regarding the project was disseminated through email (see Appendix 5) and a suitable date and time for the online session were agreed upon. Although two organisations initially confirmed their intention to attend, DPO/DPRO organisations were unfortunately unable to attend on the day. Following the event, the workshop presentation was shared with the invited DPO/DPRO groups, and a DPO representative expressed gratitude for the information provided.

A separate meeting was held on the 9th December with a representative from the Headway National Advocacy Group,

who preferred to meet in person. Staff from Connect the Dots and Dublin City Council attended this meeting. While this engagement differed from the workshop format, the feedback collected was similarly documented, ensuring that the perspectives and insights of disabled persons and their representative organisations informed the project's ongoing development.

Concerns Me

Under the 'concerns me' heading, the DPO representative strongly opposed proposed shared space projects, outlining that they are unsafe and inaccessible, particularly for pedestrians with disabilities. Concerns included:

Safety Risks: Insufficient space, disregard for traffic signals by cyclists/scooters, and near-miss incidents.

Accessibility Issues: Projects designed without input from people with disabilities, prioritising cyclists over pedestrians.

Poor Implementation: An opinion that past projects demonstrated poor execution and a lack of public engagement.

Challenges

The DPO representative listed a number of challenges concerning the project including;

Safety Concerns:

The lack of clear separation between pedestrians and cyclists creates a hazardous environment.

Cyclists are likely to use the footpath for overtaking, posing a significant risk to pedestrians.

There was a concern that shared spaces, in practice, do not ensure safe and equitable sharing for all users, especially those with disabilities.

Accessibility Issues:

The use of textured set stones presents a significant obstacle for people with wheelchairs or balance issues.

Inadequate bin placement further obstructs footpaths, creating additional accessibility challenges.

Environmental Concerns:

Rewilding initiatives, while well-intentioned, are viewed as problematic.

They can create unsightly landscapes and introduce trip hazards from tree roots.

The ongoing maintenance of trees, including the need to cut back low-hanging branches, poses safety risks, particularly for people with visual impairments.

Solutions/Opportunities

The Clonmacnoise Road route presents a potential solution, provided parking challenges along the route can be addressed. Recognising the significant portion of the population with disabilities, alongside the elderly and families with young children, underscores the critical importance of designing for all users.

School access requirements for children with disabilities must be carefully considered. The design protocol calls for achieving a minimum kerb height of 60mm to ensure accessibility and safety. The use of appropriate tactile paving materials is emphasised, with visible and textured alternatives preferred to smooth paving slabs, which can be slippery and dangerous.

The successful redesign of a problematic bus stop on College Green by an employee within Dublin City Council in the City Architects Department, which was mentioned by the DPO representative, exemplifies the value of collaborating with individuals committed to implementing positive, accessible changes to projects. Ultimately, a "person-centered" approach,

focusing on individual needs and experiences rather than solely on disability, must guide all design decisions, according to the individual.

Suggestions

The DPO representative had a number of suggestions for the Active Travel Project;

Prioritise Accessibility:

Implement upstands for long cane users in planting areas, similar to the Clarendon Street project.

Ensure proper drainage at dished crossings to prevent ponding, which can be hazardous for wheelchair users.

Utilise tactile pavements that comply with relevant guidance and incorporate color contrast for improved visibility for people with partial sight.

Design for Practicality:

Prioritise the needs of disabled people over purely aesthetic considerations.

Avoid starting with standard road widths, which are often inadequate for current usage.

Safety First:

Design for the reality of cyclist behavior, rather than ideal scenarios.

Avoid features that may pose risks, such as railings around green spaces that could be used for bike locking or obstruct cane users.

Eliminate bus islands, which can create obstacles for pedestrians.

Inclusive Practices:

Consult with the National Disability Authority (NDA) on accessibility excellence.

Ensure consultation with the fire brigade regarding emergency access.

Conduct awareness and inclusion training within Dublin City Council to foster best practices in disability-inclusive design.

Respectful Language:

Use universal and inclusive language, avoiding terms that have not been agreed upon by DPO/DPRO representatives. For example, refer to a “wheelchair user” rather than “wheelchair

bound” and consider the term “pedestrian” as a universal alternative to terminology that may cause confusion.

Acknowledge that people with non-neurotypical disabilities may process information differently, benefiting from visual and mental prompts.

Stakeholders Workshop Findings

An in-person Stakeholders Workshop was held on 4th December 2024 at Crumlin GAA Club, bringing together representatives from the local community to provide input on the proposed Active Travel route. Over 60 stakeholders were identified in the study area and contacted via the local area office. Attendees included residents' association members, spokespersons from local schools, business owners, community groups, representatives from Dublin City Council's Active Travel Programme Office, City Architects and the South East Area Office.

Attendance

The workshop was attended by a diverse range of participants representing various organisations and local interests, including:

Crumlin Clean Up.

Friends of Eamonn Ceannt Park.

D12 Bike Bus.

Bloomin' Crumlin.

Kimmage Alliance.

Residents from key areas such as Stannaway Road, Clonmacnoise Road, Bangor Circle, and Sundrive Road.

Dublin City Council staff and project consultants.

A full list of organisations present is available in Appendix 9.

Themes and Feedback

Stakeholder feedback was categorised into key themes based on discussions during the workshop:

1. Excites Me

Participants highlighted several aspects of the project they were enthusiastic about:

Improved Safety: Safer conditions for walking, wheeling, and cycling.

Better Connectivity: Linking schools, parks, and local amenities, and providing a safe route to the city centre.

Child-Friendly Infrastructure: Routes designed for children walking, scooting, or cycling.

Environmental Enhancements: Opportunities for greening and incorporating the Biodiversity Action Plan.

2. Surprises Me

Some elements of the project were unexpected to participants:

The integration of the Biodiversity Action Plan was a positive surprise.

The absence of a proposed Sundrive Road cycle lane raised questions, given its potential as a critical link.

3. Concerns Me

Key concerns raised by participants included:

Parking Pressures: The impact of reduced parking availability and increased demand in residential and recreational areas.

Safety Risks: Conflicts between pedestrians and cyclists, particularly in Eamonn Ceannt Park and along Stannaway Road.

Traffic Management: Increased rat-running and congestion on minor roads such as Ferns Road and Stannaway Road.

Accessibility Issues: Challenges for individuals with disabilities and concerns about shared spaces.

4. Challenges

Participants identified obstacles to the project's success:

Narrow roads such as Stannaway Road pose challenges for integrating safe cycling infrastructure.

Lighting and safety concerns in areas like Eamonn Ceannt Park deter nighttime use.

Balancing the needs of different user groups, including pedestrians, cyclists, and drivers.

Match Day Parking: Match day parking around Crumlin GAA was identified as a significant challenge, particularly affecting Lorcan O'Toole Park Road, Stannaway Road, and Stannaway Avenue.

Rutland Grove Traffic Issues: The Rutland Grove area faces severe parking and traffic problems. As the sole entry and exit point for a large residential area, it experiences congestion exacerbated by park-related parking, pitch activities, and the Parks depot. Residents emphasized the urgent need for traffic calming and reorganization as their top priority.

A representative from the Rutland Grove Residents Association requested a dedicated meeting with local residents to collaboratively explore solutions for these pressing concerns.

5. Solutions

Stakeholders proposed actionable solutions to address challenges:

Route Adjustments: Preference for routes such as Bangor Circle and Clonmacnoise Road due to wider streets and less disruption.

Safety Enhancements: Improved lighting in Eamonn Ceannt Park, raised footpaths, and CCTV for bike stands.

Infrastructure Improvements: Redesigned junctions and ramps to greenspaces.

6. Suggestions

Participants provided recommendations for the planning process:

Engage residents and community groups more thoroughly in future consultations.

Incorporate accessibility considerations for schools and individuals with disabilities.

Enhance greenery along the routes to create pleasant and calming environments.

The workshop provided valuable insights and diverse perspectives, demonstrating both strong support for the project's objectives and a clear understanding of the challenges ahead. Stakeholder feedback emphasised the importance of inclusivity, safety, and environmental enhancements

Recommendations

In light of the stakeholder feedback received during the consultation phase, the following recommendations are proposed to guide the development and implementation of the 2 km walking and cycling route from Kimmage Road West to Clogher Road:

1. Enhanced Pedestrian Safety Measures:

Implement traffic calming strategies and establish segregated pathways to mitigate risks associated with shared pathways. Special attention should be given to high-risk areas near bus stops and recreational parks to enhance pedestrian safety.

2. Infrastructure Improvements:

Prioritise the installation of protected bike lanes to ensure the safety of cyclists. Additionally, re-evaluate parking management strategies to effectively balance the needs of residents with the functional requirements of the route.

3. Community Engagement and Communication:

Strengthen community engagement by maintaining transparent and continuous communication. Schedule regular updates and feedback sessions to ensure that the community remains well-informed and actively involved in the project's development.

Extend outreach efforts, particularly in areas exhibiting low project awareness, and direct stakeholders to the Dublin City Council Active Travel Kimmage to Clogher Road project webpage for the latest information and updates. Encourage residents to sign up for DCC alerts and engage with elected members to further enhance community representation and address any emerging concerns.

4. Accessibility Enhancements:

Directly integrate the specific needs highlighted by Disabled Persons' Organisations (DPOs) /Disabled Persons' Representative Organisations (DPROs) into the route's design. Ensure that all new infrastructure complies with accessibility standards, including the provision of tactile paving and the avoidance of potential obstructions for individuals with disabilities.

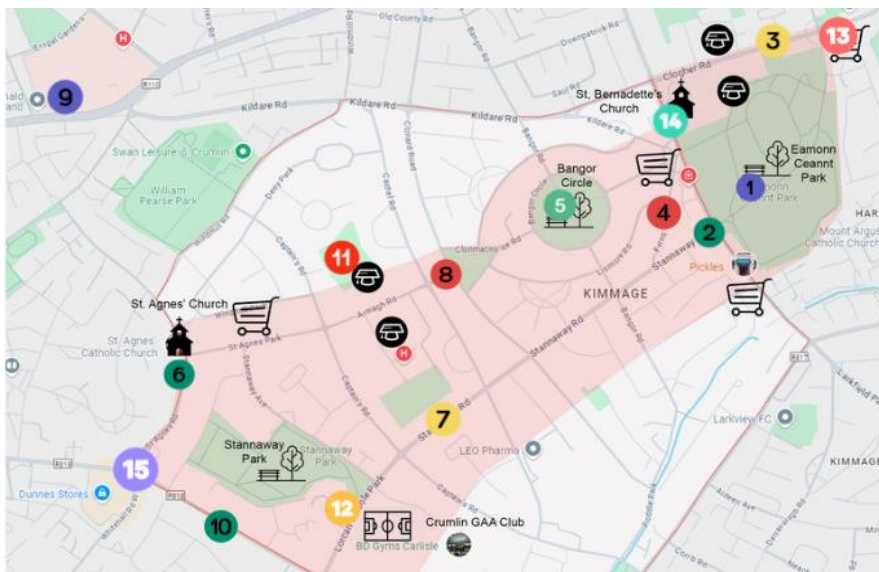
5. Environmental Integration:

Address community concerns regarding environmental impacts by incorporating additional green spaces within the route design. These spaces not only enhance the aesthetic appeal but also serve as natural traffic calming elements. Review and adjust rewilding initiatives to ensure they do not introduce unintended safety hazards.

6. Implementation Monitoring and Feedback Loop:

Establish a robust framework to monitor the chosen Clonmacnoise Road route's usage and impact post-implementation. This should include mechanisms for capturing user satisfaction, accessibility feedback, and ongoing perceptions of the route's suitability. Incorporating assessments of route preference will enable timely adjustments or refinements, ensuring that

the selected alignment continues to meet the community's evolving needs while enhancing safety and functionality over time.



Map of project study area with numbers indicating comments made regarding specific locations.

1. Eamonn Ceannt Park -

Suggest going in Eamonn Ceannt Park but around the perimeter rather than the middle.

Lighting needs to be improved going through Eamonn Ceannt Park for safety reasons.

Two unused gateways into Eamonn Ceannt Park could be opened - they've been closed for ages.

Eamonn Ceannt Park open at night but dark so not appealing to use. Also residents looking to lock.

Alternative route not through Eamonn Ceannt Park: 1. avoid pedestrian conflict and dogs in park, 2. unsafe in dark, 3. connect schools on Clogher Road.

2. Eamonn Ceannt Park onto Stannaway Road - pinch point. Cars driving past the stop line and bus can't turn in. Back-up bottle neck. Cars parked on footpath, hard to squeeze past as a single pedestrian.

Exit from Eamonn Ceannt Park onto Stannaway Road is very pedestrian heavy shopping area.

3. Concerns about access to Eamonn Ceannt Park from Clogher Road. How will this affect the park?

Lights at junction of Clogher Road and Grand Canal are a game changer. Brilliant - so much safer.

Would there be potential to buy a bit of land from Marist Primary School so we can avoid the park?

4. Ferns Road - rat run. Tuesday/Wednesday/Thursday backed up traffic.

5. Bangor Circle - Issues on Clonmacnoise Circle in terms of safety for users - "redesign".

6. St. Agnes' Church - Agnes Church to Whitehall Rd West crossroad - long delay for pedestrian lights. Not as suitable as rest of route for cycling.

Alternative to St. Agnes Road (connecting Crumlin Village to Ashleaf) - via back of Church car park?

Busy car and bus route.

Doesn't have as many parked cars.

7. Stannaway Road - Stannaway Road rat run from Bangor, Clonard Rd.

Stannaway Road - where will all the parked cars go? Stannaway Road - dangerous fast driving. Squeeze.

Stannaway is a dangerous fast road, with a lack of traffic lights.

Stannaway Park/Captain's Road - bus 83 in this terminus area. Rediverted because so much parking at the weekends.

Stannaway Road extremely narrow. Accessibility needs. Residents with accessibility needs.

Cyclist avoids Stannaway because it is too narrow, too many buses.

8. Clonmacnoise Road - wide junction, cars zooming round, challenging for pedestrians. Good to narrow junction. No footpath on park side.

Preference for Clonmacnoise Road route.

9. Bike stand with CCTV. Lockers beside. Bus stops at either end of route (bleeper hub in Crumlin Village).

10. Concerns about where they plan to stop the route. It should join up directly to another active travel route.

11. Potential to transform this area into biodiversity/green area.

12. Bus 83 terminus in this area. Rediverted because so much parking at the weekends.

13. Concern/Question - if the recycling centre reopened - would bring a lot of vehicles.

14. Lorries parked up at night. Blocking visibility access.

15. Link in to GoCar. Parking points.

Conclusion

The pre-design consultation phase for Dublin City Council's proposed 2 km walking and cycling route from Kimmage Road West to Clogher Road has provided invaluable insights into stakeholder priorities, concerns, and expectations. This consultation reinforced the importance of inclusive engagement, ensuring that diverse voices from residents, businesses, schools, community organisations, and Disabled Persons' Organisations (DPOs) / Disabled Persons' Representative Organisations (DPROs) helped shape the project's development.

Key themes emerged, including the need to prioritise safety, accessibility, and effective traffic management while preserving community identity and environmental harmony. Feedback highlighted the necessity of enhanced pedestrian and cyclist safety measures, clear and inclusive communication, and thoughtful integration of accessibility features and green spaces.

The findings also underscored strong community support for the project's aims, coupled with a call for greater outreach and transparent updates as the project progresses.

Recommendations drawn from this process provide a comprehensive framework for addressing these needs and ensuring the design meets the diverse requirements of all users. Overall, there was a clear preference for the Clonmacnoise Road option amongst stakeholders.

As the project advances into the next stages of design and implementation, continued collaboration with stakeholders will be essential to maintain momentum and achieve the shared vision of a safe, sustainable, and inclusive Active Travel network. By embedding these principles into the project, Dublin City Council reaffirms its commitment to creating infrastructure that supports all members of the community while contributing to the city's broader goals for sustainability and accessibility. For more information and updates on the project, please refer to the project webpage, which can be found at [Appendix 1](#).

Appendices

Appendix 1 - Dublin City Council Project Website.

Webpage where more information and updates regarding the project can be found.

Appendix 2 - Registration Survey.

Outline of the survey stakeholders filled out prior to engagement sessions.

Appendix 3 - Letters distributed to Businesses for Stakeholders Workshop.

Letter format providing information for Business Owners regarding the Stakeholders Workshop.

Appendix 4 - DPO Workshop Presentation.

Detailed presentation slides for DPO workshop, which was circulated to DPO representatives afterwards.

Appendix 5 - DPO Email Invite.

Email format sent to DPO representatives.

Appendix 6 - DPO Workshop Invites.

List of organisations that were invited to attend the DPO workshop.

Appendix 7 - Map of Study Area.

Map of the project area.

Appendix 8 - Stakeholder Session Presentation.

Detailed presentation slides that were given to stakeholders at the engagement session.

Appendix 9 - List of Organisations present at Stakeholder Session.

List of organisations that were represented at the stakeholder session.

Appendix 1 - [Dublin City City Council website](#)

Appendix 2 - Registration Survey

Dublin City Council, with independent public consultation specialists Connect the Dots, are hosting an interactive early engagement workshop for members of the local community including residents, businesses and school representatives. The objective of this workshop is to gather your feedback and for it to inform the developing designs for the Kimmage Road to Clogher Road Active Travel Project. This invitation is specifically intended for you/your organisation and is not an open public forum. A public session will take place next year. As we are managing the venue capacity we require you to register your interest in advance. Thank you in advance for your time.

PRIVACY NOTE - GDPR:

The information which you share in this registration survey will be used to inform the workshop carried out as part of the Kimmage Road to Clogher Road Active Travel Project. If you choose to share contact details, your details will not be provided to any other parties other than Dublin City Council and Connect the Dots. You will only be contacted about this project. Any Personally Identifiable Information will be permanently deleted once the project has been completed.

I consent to sharing my insights with Connect the Dots and Dublin City Council for the purpose of this survey *

☐ I consent

Are you able to attend the workshop on the 4th December 7-9pm? *

☐ YES

☐ NO

Name

First Name

Last Name

Email Address *

example@example.com

Are you affiliated with any local community groups, local institutions or businesses?

- ☐ Crumlin GAA Club
- ☐ Lloyds Football Club
- ☐ Crumlin Clean Up
- ☐ Friends of Eamonn Ceannt Park
- ☐ Resident rep for Lorcan O'Toole Park Road
- ☐ Resident rep for Stannaway Road

1

- ☐ Resident rep for Stannaway Avenue
- ☐ Resident rep for St Teresa's road
- ☐ Resident rep for St Agnes Road
- ☐ Resident rep for Sundrive Road
- ☐ Resident rep for Clogher Road
- ☐ Resident rep for Rutland Grove
- ☐ Resident rep for Armagh Rd
- ☐ Resident rep for Clonmacnoise Rd

- ☐ Resident rep for Bangor Circle
- ☐ Rosary College
- ☐ Pearse College
- ☐ Marist Primary School
- ☐ Scoil Una Naofa
- ☐ Homeschool Liaison Network
- ☐ Clogher Road Community college
- ☐ Scoil Eoin
- ☐ Youthreach Crumlin
- ☐ CDETB
- ☐ Clogher Road - Educate Together
- ☐ Transport Club
- ☐ Lourdes Celtic
- ☐ St Bernadettes Church
- ☐ Business owner on Sundrive Road
- ☐ Business owner on St. Agnes Park
- ☐ Business owner on Stannaway Drive
- ☐ D12 Bike Bus
- ☐ Crumlin Community Cycles
- ☐ Other

How do you typically travel within and around the project study area?

- | | |
|--|---|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Cycling |
| <input type="checkbox"/> Public Transit (Bus, Train, etc.) | <input type="checkbox"/> Carpooling |
| <input type="checkbox"/> Driving Alone | <input type="checkbox"/> Other <input type="text"/> |

How aware are you of this proposed Active Travel Project?

What questions do you have at the moment about the project?

2

Would you like to be kept informed about the project going forward?

- ☐ YES
☐ NO

Do you have anything else to add?

Appendix 3 - Letter distributed to Businesses for Stakeholder Workshop

Kimmage Road to Clogher Road Active Travel Route

Hello,

On behalf of Dublin City Council (DCC), and Connect the Dots (CtD), we are inviting you to participate in an early stage engagement workshop for the proposed Kimmage Road to Clogher Road - Active Travel Route.

We are inviting specific community representatives that exist in or very near the study area for this proposed Active Travel Route to register for a facilitated workshop on the 4th of December. The idea is to have an initial conversation about route options within the study area (see map below) before assessing the best next steps for the consultation and design process overall.

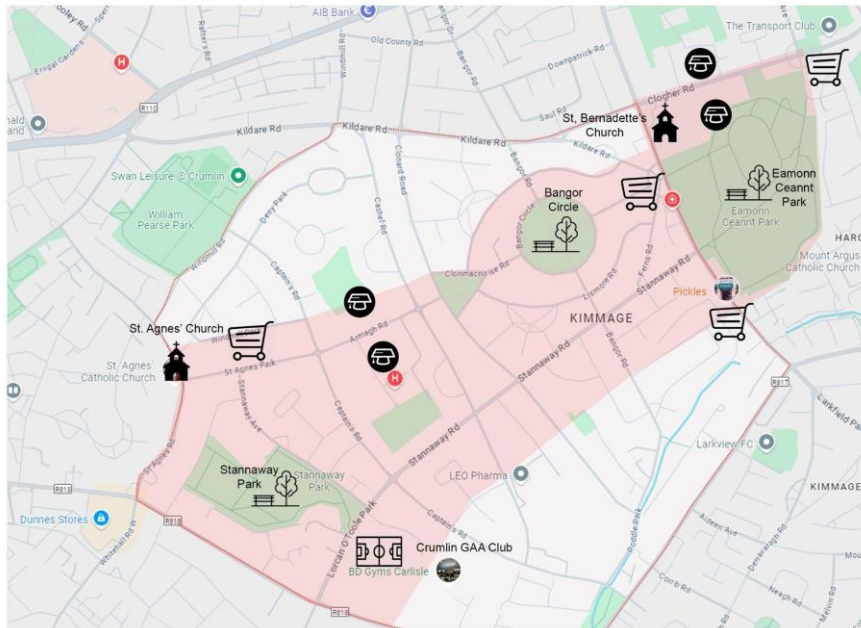
The workshop is invite only, not a town hall style event, and will consist of an initial presentation from DCC followed by round table discussions where we will gather your feedback. Further consultation including a public session will take place next year.

We appreciate you **registering your interest in attending via the link below ASAP** so that we can manage the venue capacity and ensure we have an even cross section of the local community represented (residents groups, schools reps, local businesses, local sports clubs).

About the project

The project involves the creation of a safe active travel route, forming part of the DCC Active Travel Network, to connect Kimmage Road to Clogher Road.

Please scan the QR code to access the project web page for more information.



The study area for the project

Workshop details

Location: Crumlin GAA Club, Lorcan O' Toole Park, Park Crescent, Crumlin, Dublin 12

Date: Wednesday 4th December

Time: 7PM-9PM

Please register to express interest in attending via the following link:

<https://form.jotform.com/243025773039355>

OR scan the QR code here:



Or contact info@connectthedots.ie.

Kind regards,

[Naomi Murphy](#)

On behalf of CtD and DCC

Active Travel Route

Kimmage Road to Clogher Road

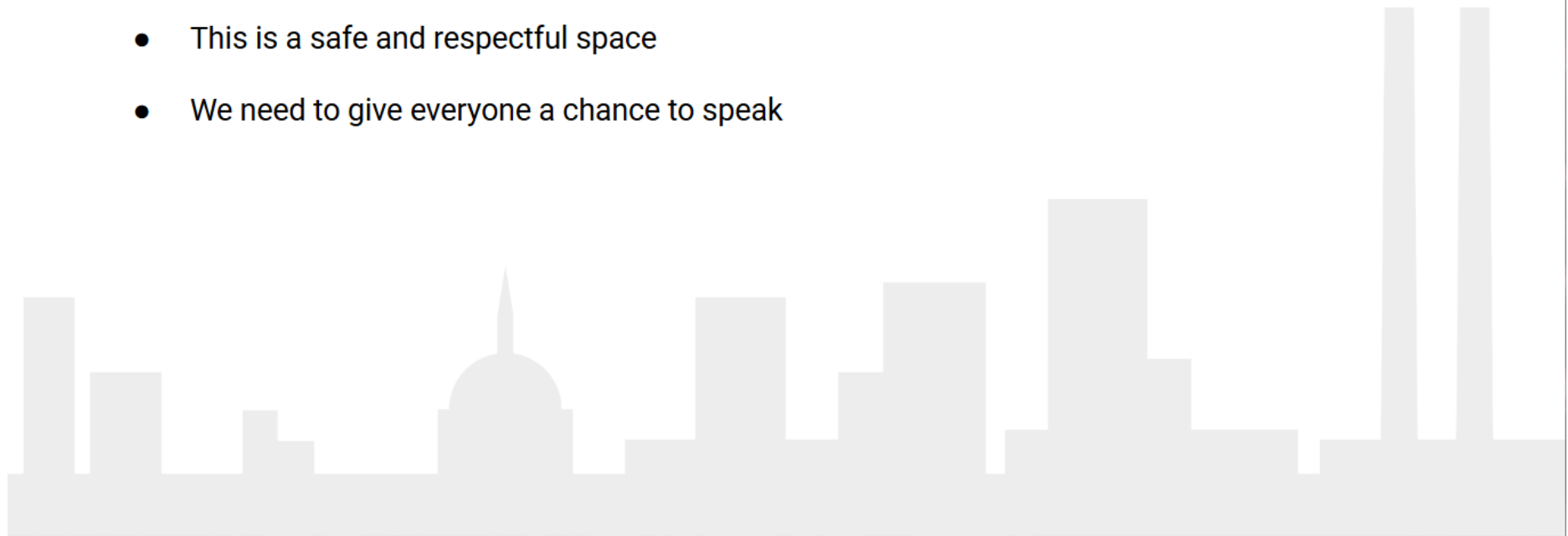


DPO Online Engagement Session
3rd December 2024



House Rules

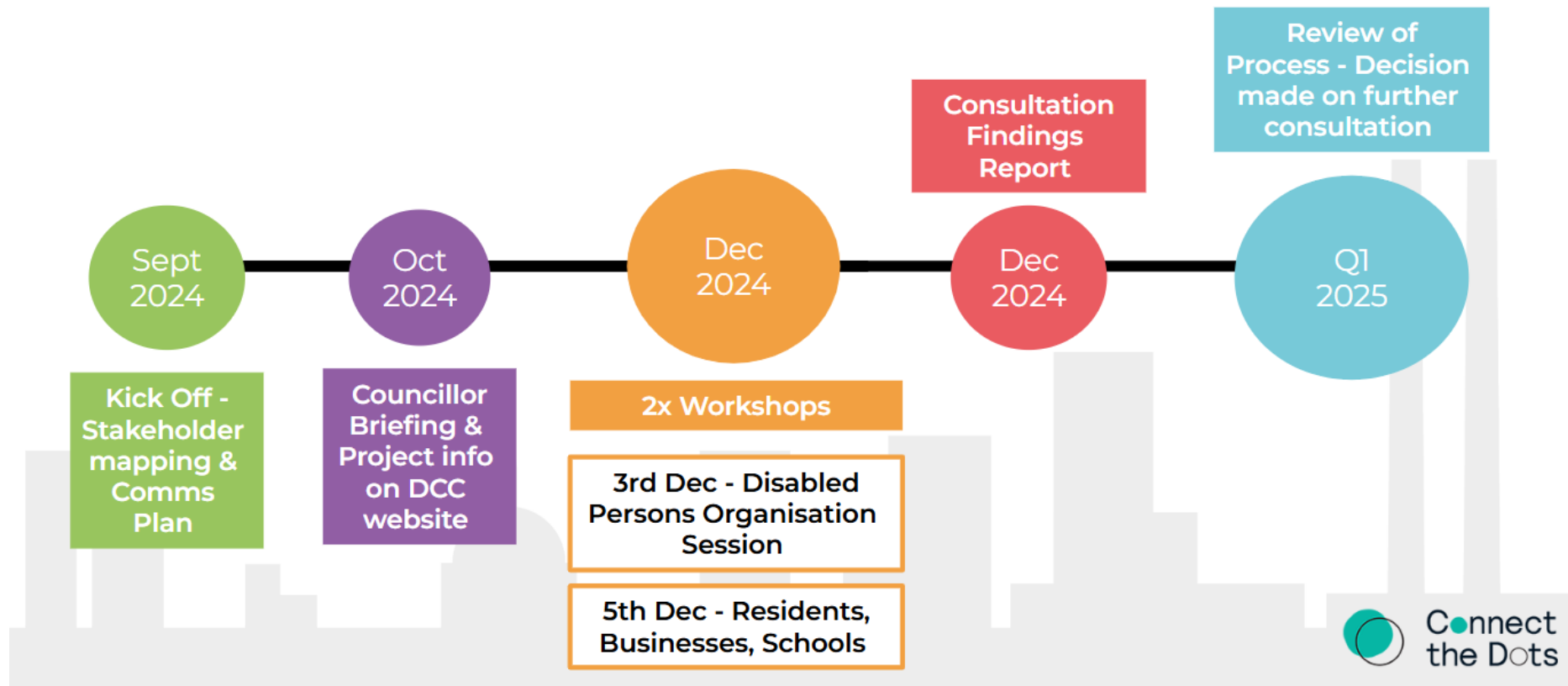
- Please remain muted while the presentations occur and when others are speaking
- We will attempt to get through as many questions as possible during the Q&A
- This is a safe and respectful space
- We need to give everyone a chance to speak



Agenda

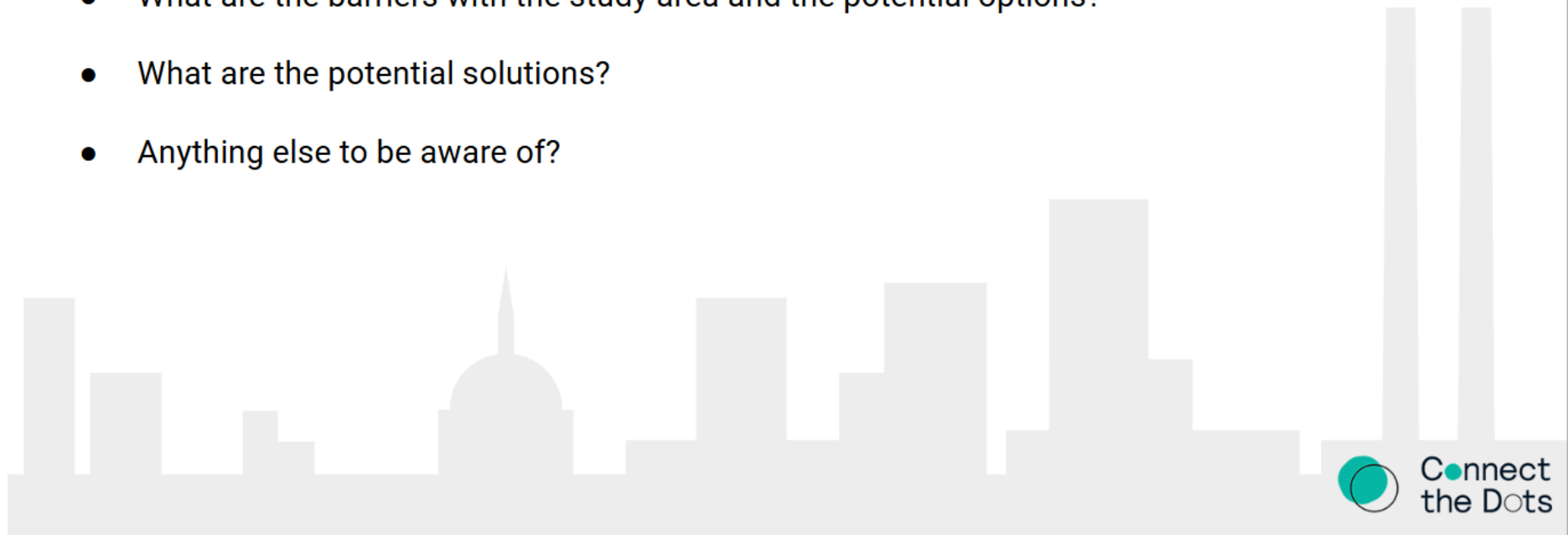
Introductions and Presentations	
Introductions	11:05-11:10
Welcome & Consultation Overview - Connect the Dots	11:10-11:15
Project context & Study Area Options - Dublin City Council	11:15-11:30
Q & A	
Group discussion	11:30-12:15
Summary & Next Steps	
Project & consultation next steps	12:15-12:30

Consultation Process



Q&A

- Let us know what questions or clarifications you have
- What route/s do you prefer, in your opinion?
- What are the barriers with the study area and the potential options?
- What are the potential solutions?
- Anything else to be aware of?



About Connect the Dots

Connect the Dots designs stakeholder engagement for sustainable impact.

We **design and facilitate** engagement processes that put **stakeholders** at the centre to help meaningfully **capture insights** and **drive impact**.



Appendix 5 - DPO Email Outreach.

Invitation to Online Workshop – Kimmage Road to Clogher Road Active Travel Project

Dear [Recipient Name],

Connect the Dots is currently contracted by Dublin City Council to carry out early stage engagement for a proposed Active Travel Scheme from Kimmage Road to Clogher Road. As such they have shared your organisations contact details with us so that we can schedule a workshop specifically for DPOs.

Please see the attached Word file for more details on the project and the upcoming workshop.

Best Regards

Naomi Murphy

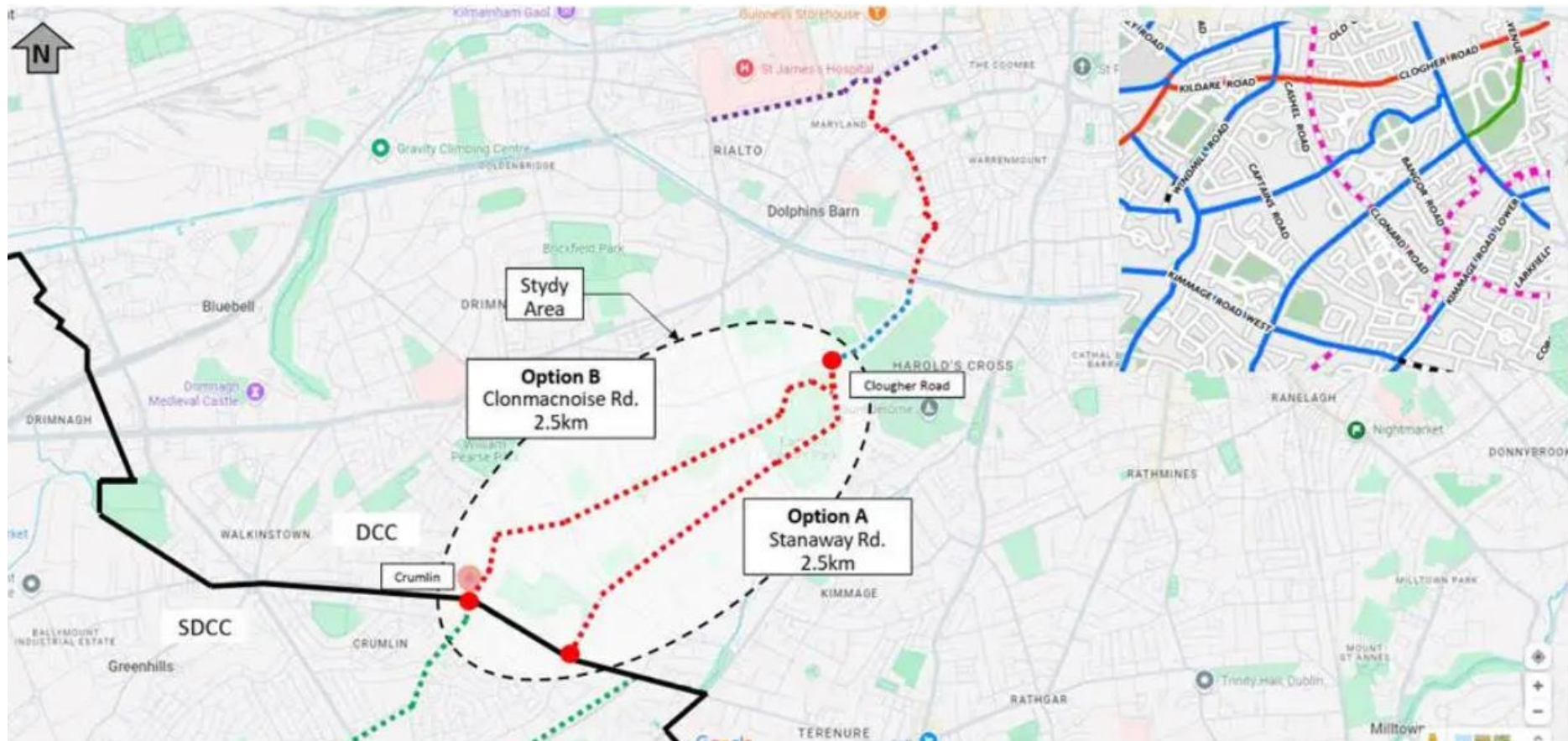
Founder & Director

Connect the Dots

Appendix 6 - DPO Invites

Voice of Impairment
National Platform for Self Advocates
Independent Living Movement Ireland
As I Am
Irish Deaf Society
Disabled Women Ireland
Physical Impairment Ireland
Disability Power Ireland
National Disabled Postgraduate Advisory Committee (NDPAC)
Disability Thematic Group of the Dublin City PPN
Headway National Advocacy Group

Appendix 7 - Map of Study Area



Appendix 8 - Stakeholder Session Presentation

Active Travel Route
Kimmage Road to Clogher Road

Local Stakeholder Session
4th December 2024



Agenda

Introductions and Presentations	
Introduction to the Team	19:05-19:10
Welcome & Consultation Overview - Connect the Dots	19:10-19:15
Project context & Study Area Options - Dublin City Council	19:15-19:40
Breakout Groups	
Group discussion (questions answered at tables)	19:40-20:30
Summary & Next Steps	
Summary at each table. Project & consultation next steps	20:30-21:00

About Connect the Dots

Connect the Dots designs stakeholder engagement for sustainable impact.

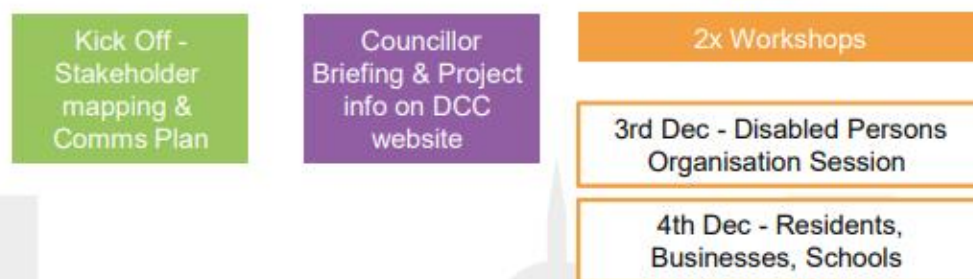
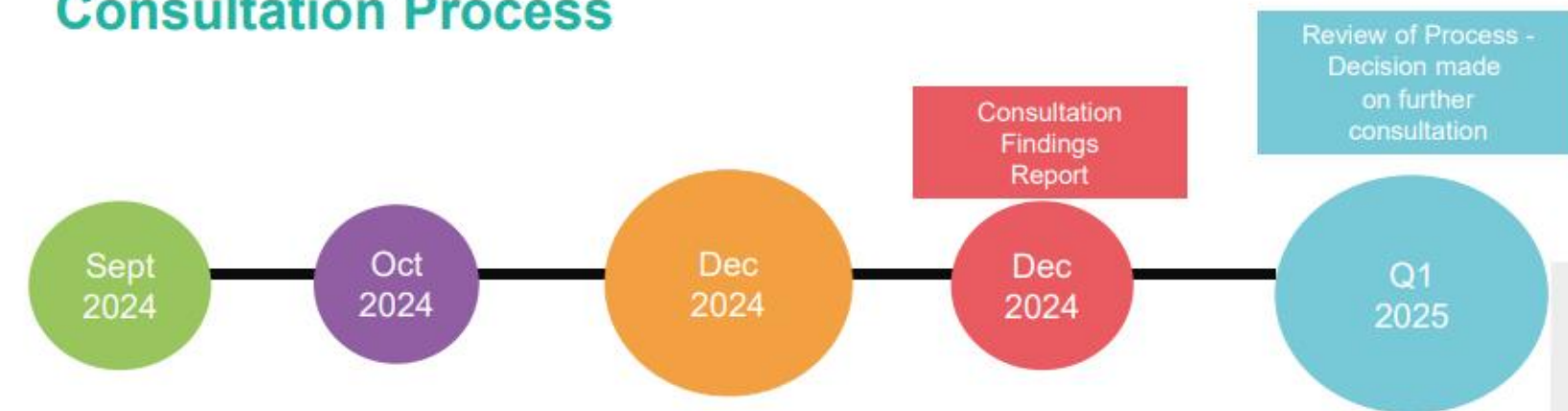
We **design and facilitate** engagement processes that put **stakeholders** at the centre to help meaningfully **capture insights** and **drive impact**.



Consultation Goals:

- Engage a diverse range of stakeholders and support inclusive dialogue to inform decision-making.
- Provide clear, transparent information and listen to community concerns throughout the project.
- Incorporate local insights into the design while keeping residents informed about updates.
- Identify and manage project risks, ensuring timely communication to reduce disruption.
- Establish core communication principles to facilitate informed local authority decision-making.

Consultation Process



Pre Design Workshop

Kimmage Road to Clogher Road
Active Travel Route
DCC 21-0027

December 2024



Tionscadal Éireann
Project Ireland
2040



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Agenda:

1. Active Travel Network Overview
2. Kimmage Road to Clogher Road Active Travel Route Overview
3. Existing Context
4. Route Options
5. Opportunities

1. Active Travel Network Overview



What is the DCC Active Travel Network?

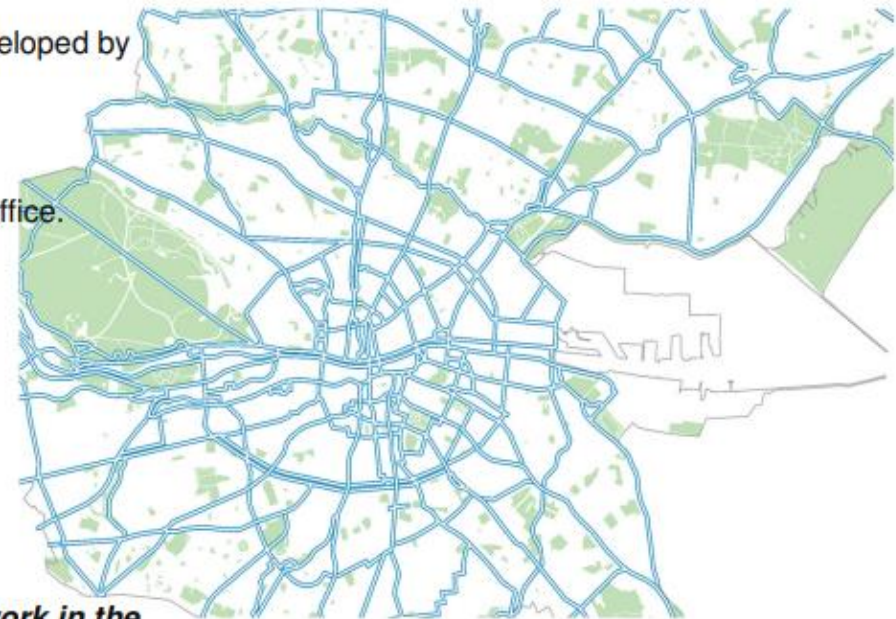
It is a 310km walking, wheeling and cycling network being developed by Dublin City Council. It is comprised of:

- 10km existing routes.
- 210km being delivered by Active Travel Programme Office.
- 100km being delivered by Bus Connects.

Why Develop the Network?

DCC Development Plan Objective SMT09:

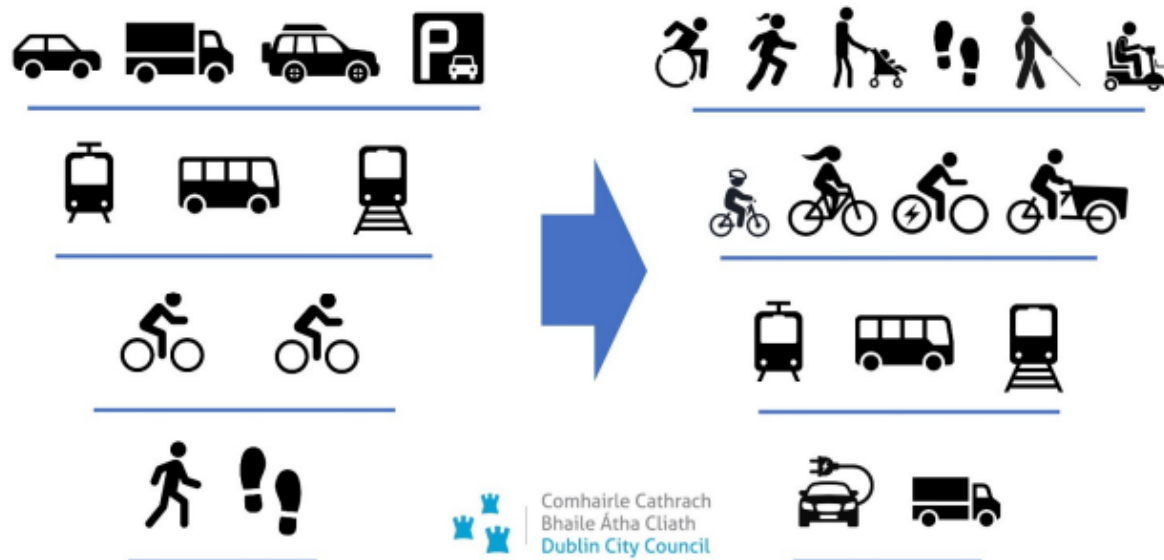
“To support the development of a connected cycling network in the City through the implementation of the NTA’s Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility”



What is Active Travel?

Active Travel is defined as

*'travelling **with a purpose**, using your own energy, walking, wheeling and cycling'*



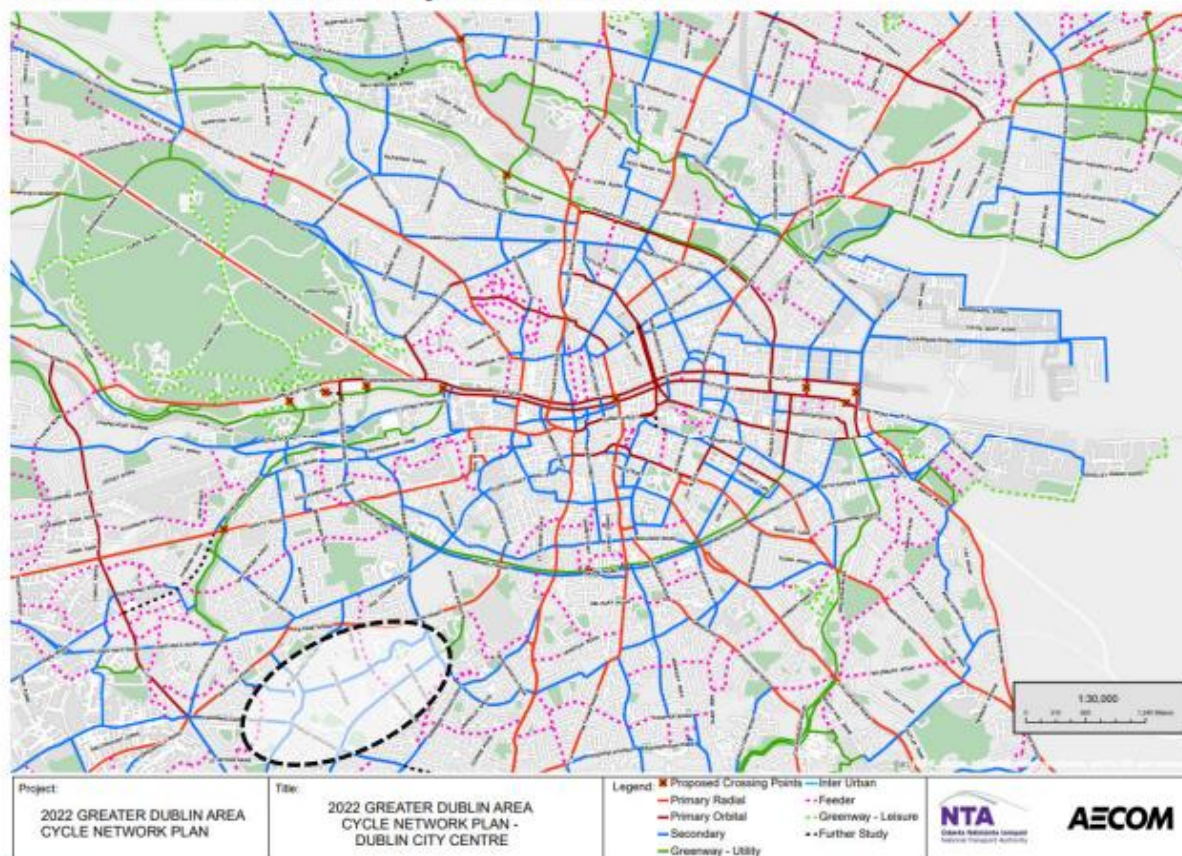
What are the objectives of Active Travel ?

- Connecting Dublin through the creation of a safe and inclusive walk, wheel cycle network.
- Reduce carbon emissions related to transport.
- Improve physical and mental health.
- Improve air quality & reduce noise.
- Provide greening where possible.
- Provide sustainable urban drainage, (improve water quality and prevent flooding)



2. Kimmage Road to Clogher Road Overview

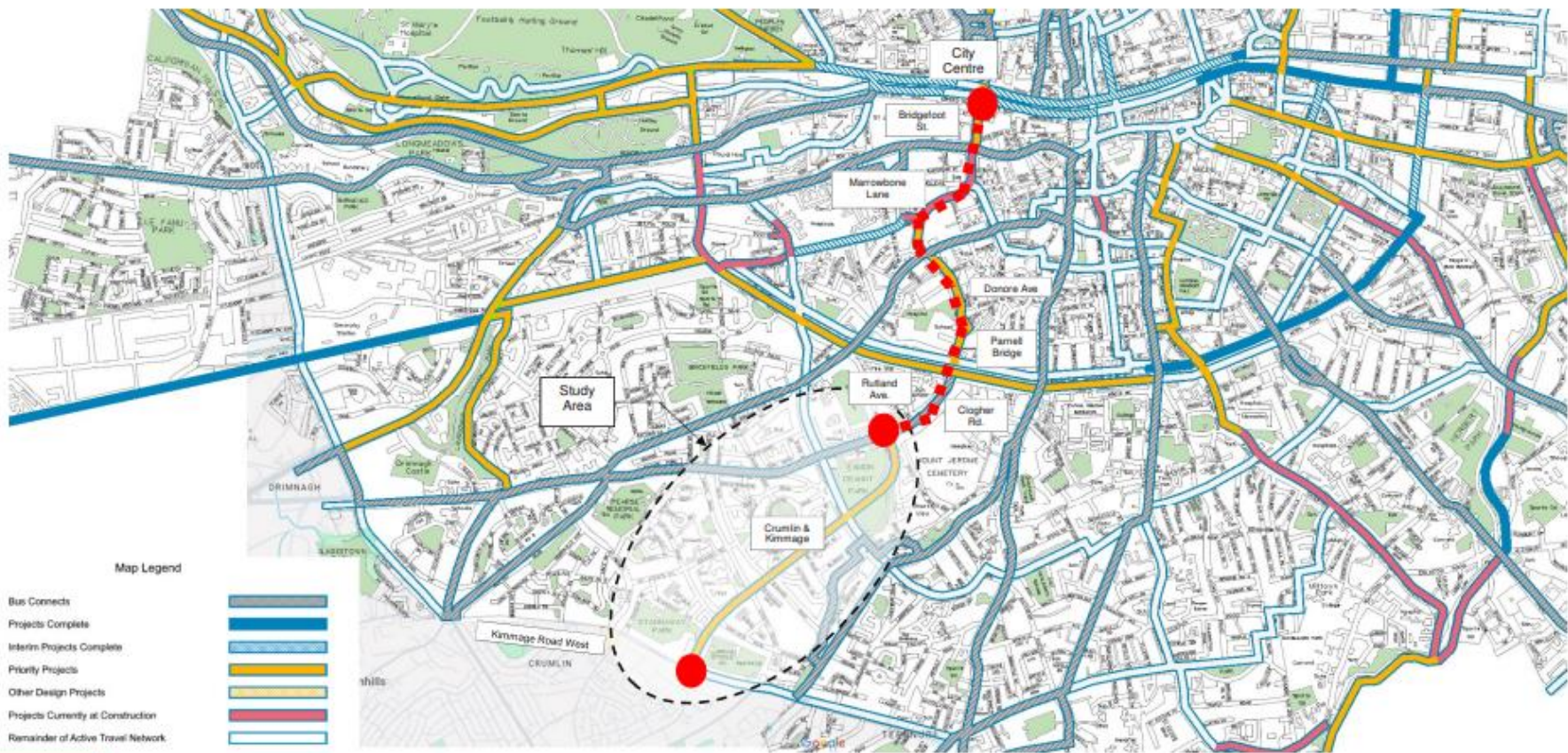
Greater Dublin Area Cycle Network 2022



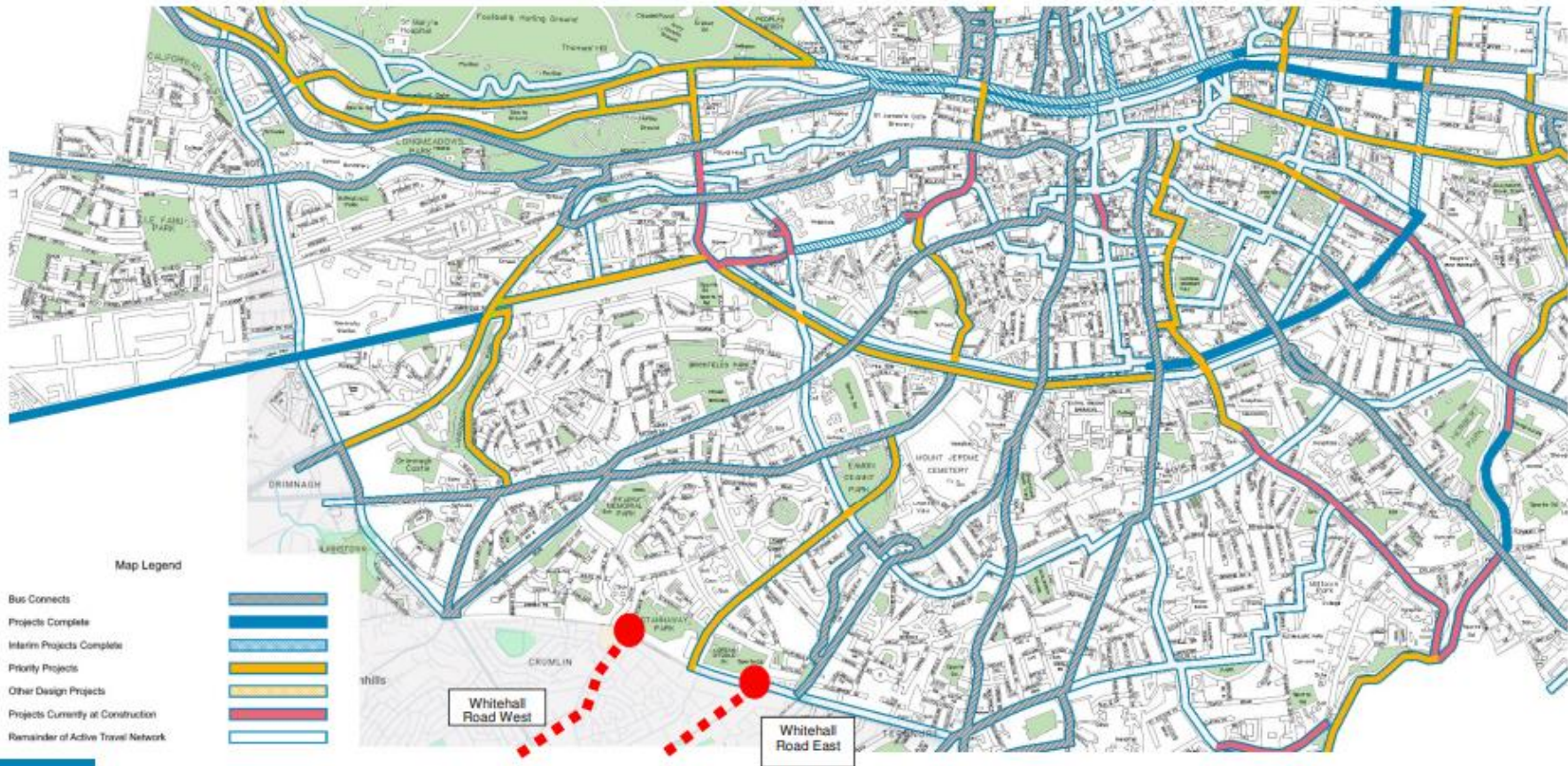
NTA Greater Dublin Area Cycle Network

Sets out a comprehensive cycle network for development during the period of the Greater Dublin Area Transport Strategy 2022-2042

Overall Route in DCC area

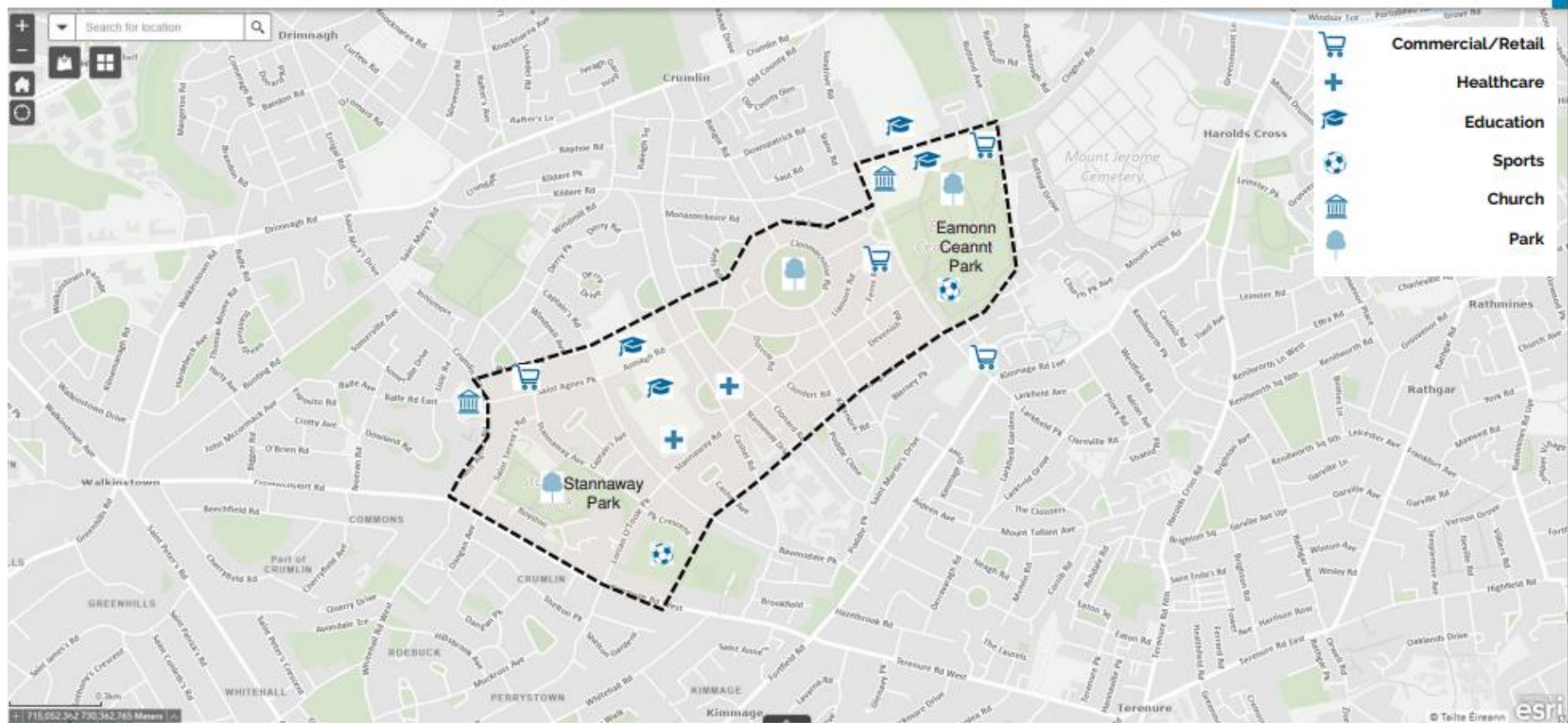


Onward SDCC Connections

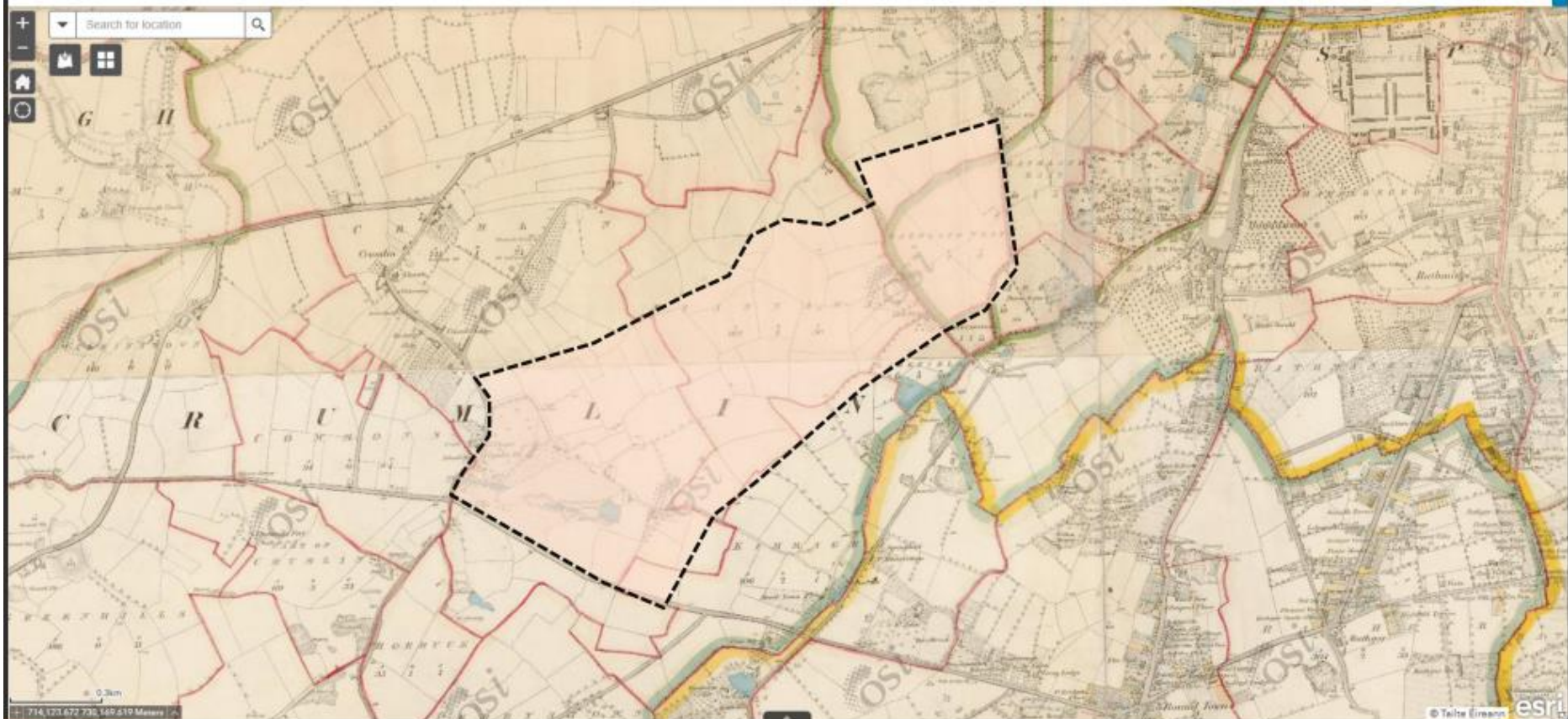


3. Existing Context

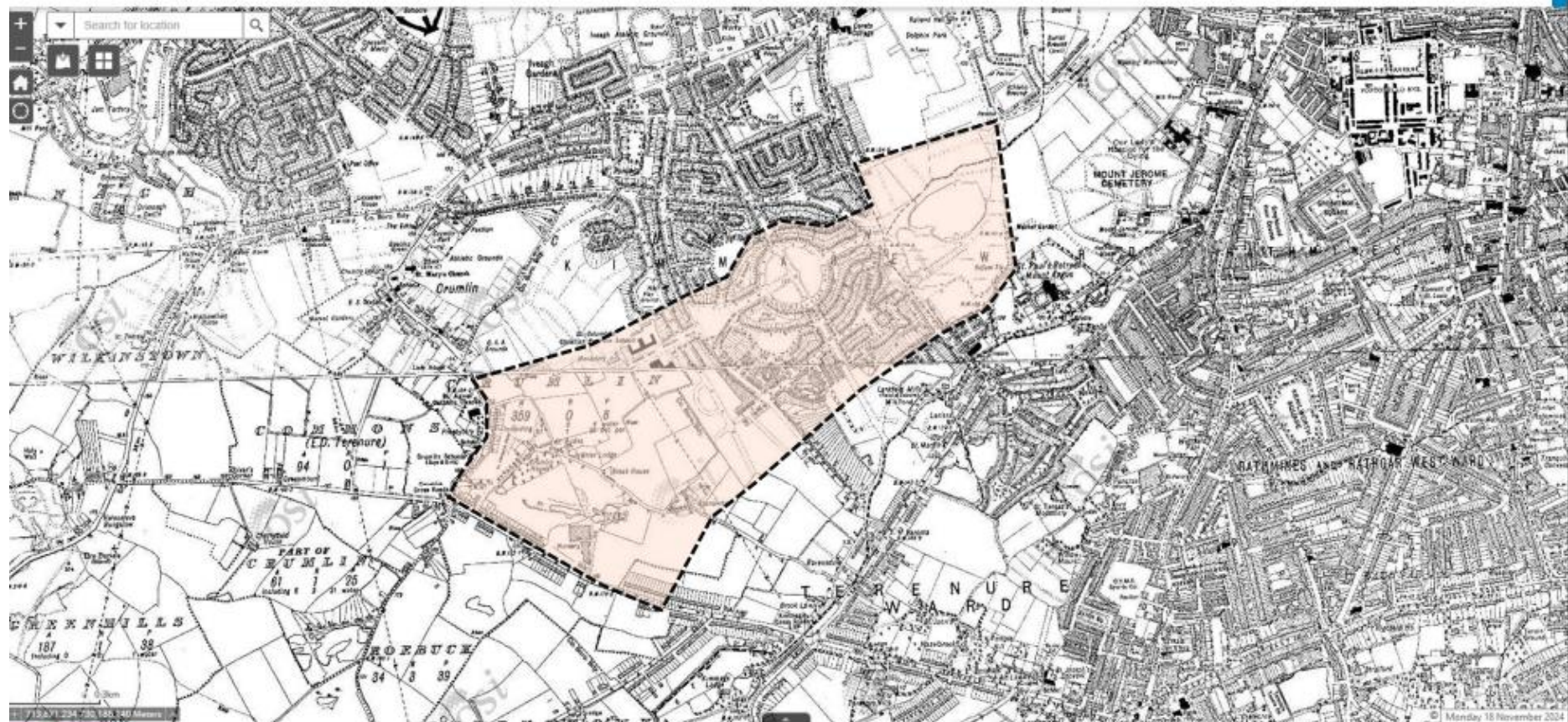
OSI Mapping 2024



First Edition 6 Inch Colour Mapping – 1829-1841



Last Edition 6 Inch Mapping– 1910-1950



Housing Development



Dublin Corporation Housing Development
 Design drawings
 June 1936

Aerial Photography



Air Corps Museum, Glass Plate Negative Photographs
Military Archives,
Date Unknown.



Aerial Photography

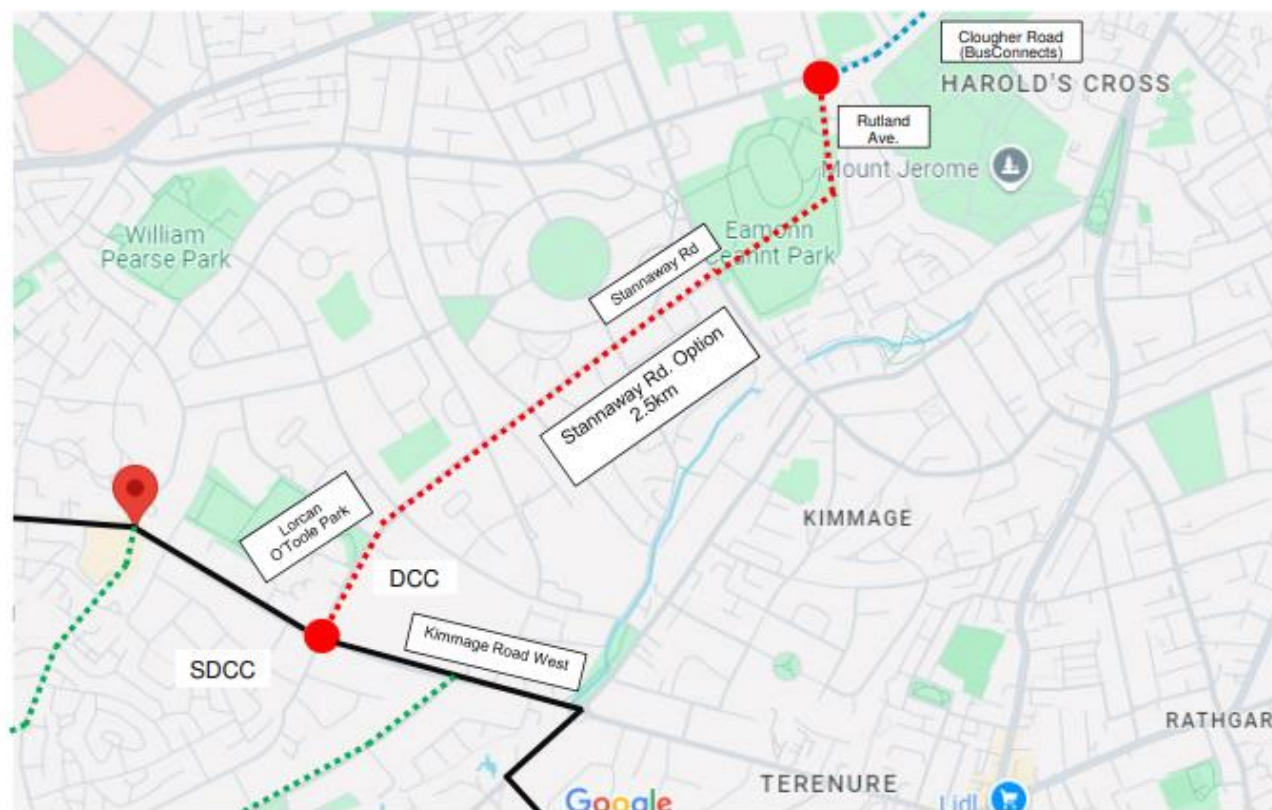


Independent Aerial Photography Collection
Alexander Campbell Morgan
1955



4. Route Options

Stannaway Road Option – 2.5km

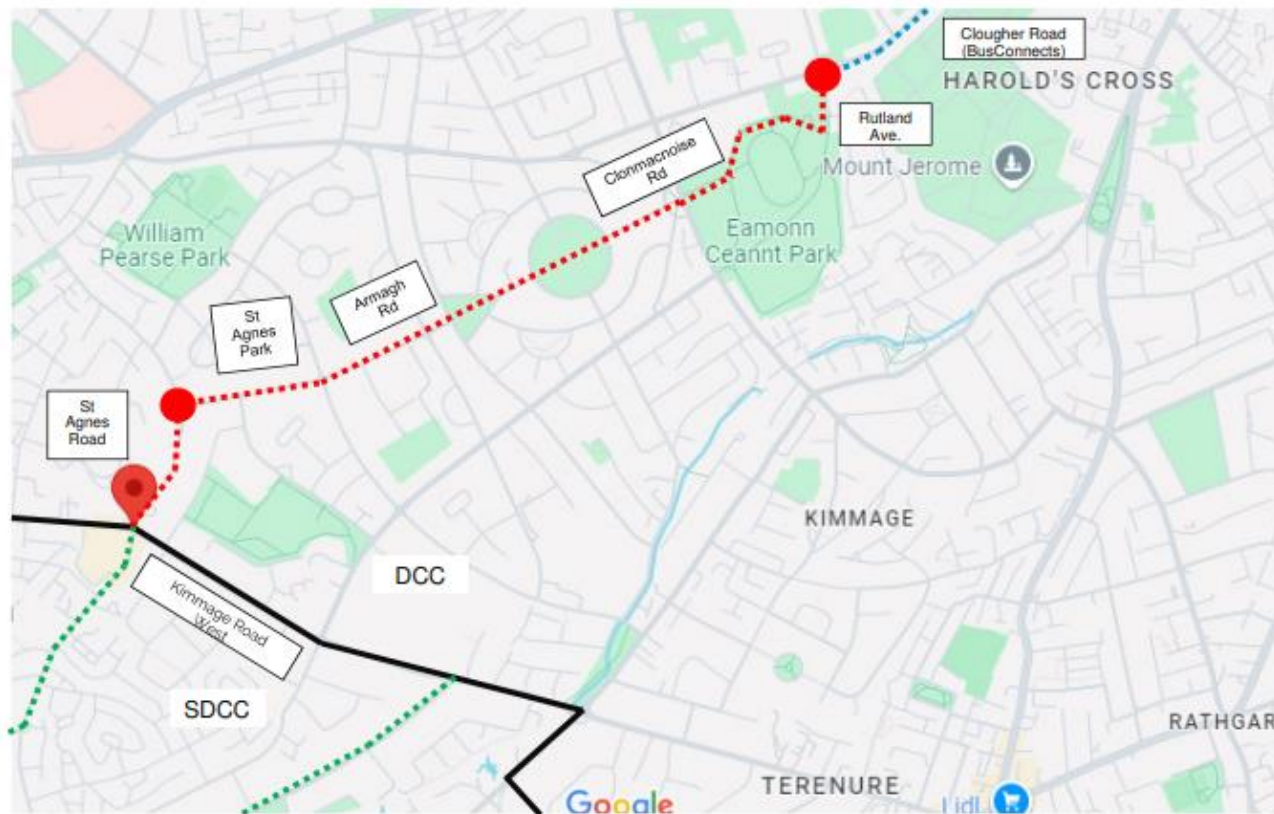


Option identified on the GDA cycle network plan 2022.

Stannaway Road



Clonmacnoise Road Option – 2.5km

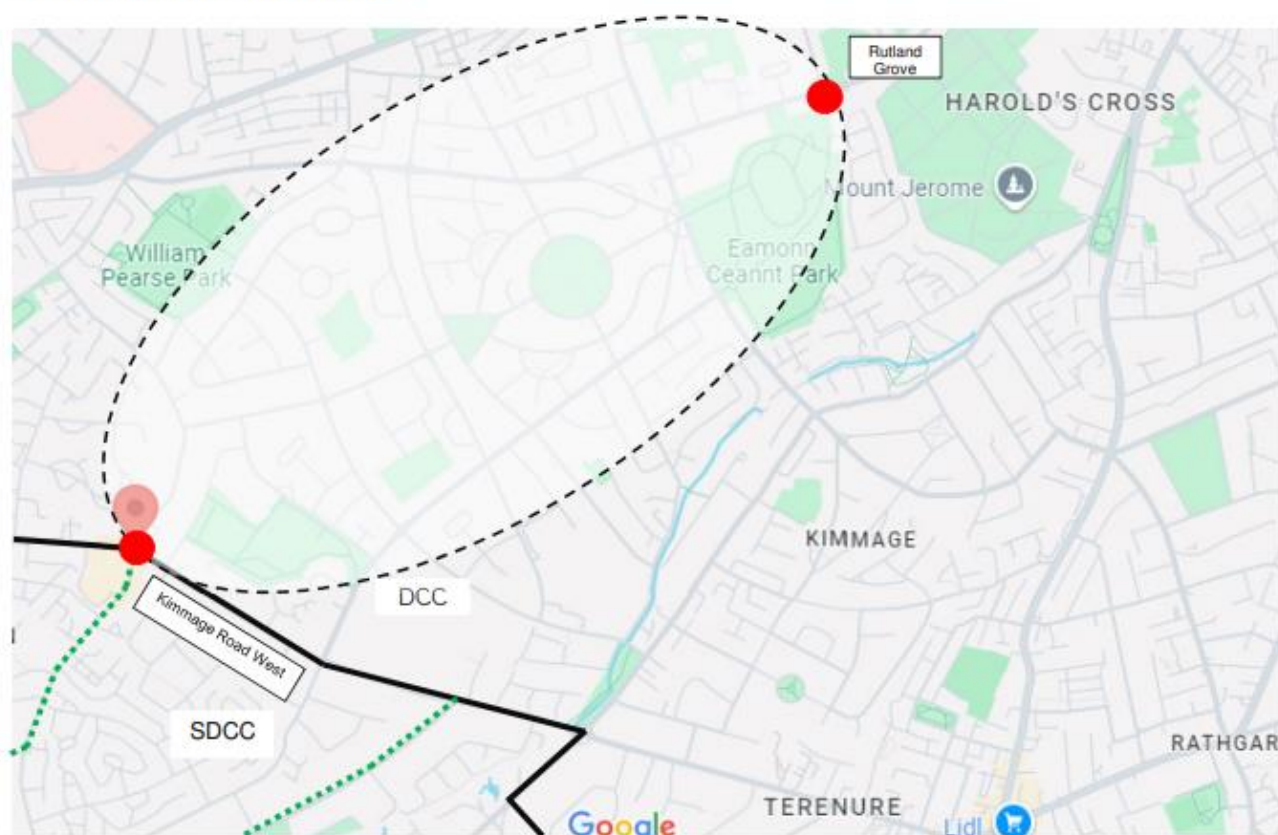


Option identified on the GDA cycle network plan 2022.

Clonmcnoise Road



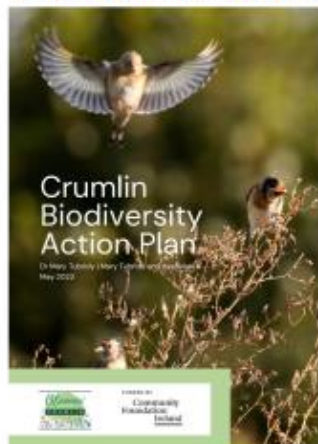
Alternative Options?



5. Opportunities



Crumlin Biodiversity Action Plan 2023



Existing



Opportunity Site – St Agnes' Park

Proposed



“

Opportunities and Issues:

- *Poor tree cover*
- *Extensive pavements and hard standing*
- *Inefficient parking arrangements*
- *Access conflicts to residential driveways*

Proposals

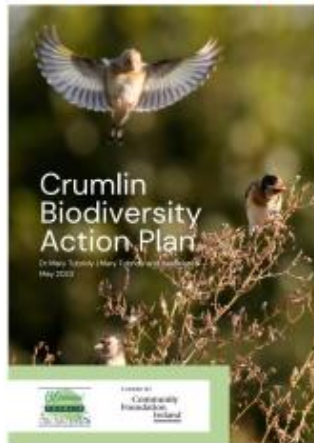
- *Wide streets provide ample opportunity to rationalize parking introduce green, unseal areas and create attractive tree lined street.*

”



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Crumlin Biodiversity Action Plan 2023



“ Huge open space not realizing its full potential...”

”

Opportunity Site – Bangor Circle


Dublin City Council
 18 Oct · 🌐

Our parks section were out yesterday planting bulbs on Bangor Circle that will bloom next spring. #Parks #Dublin



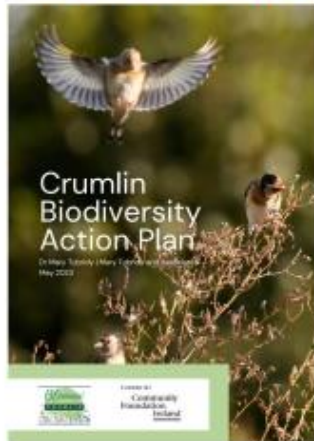

Dublin City Council
 18 Oct · 🌐

Dublin City Council South Central Area Staff were assisted by local Community group Blooming Crumlin in planting trees yesterday morning on Bangor Circle. 120 trees in total were planted 🌳

👍 8



Crumlin Biodiversity Action Plan 2023



Opportunity Site – St Agnes Park & Captains Rd



“

Opportunities and Issues:

- Large hard standing by substation paved with asphalt
- Space a hub for anti-social behavior, litter and detracting from local residential area

Suggestions:

- Unseal paving except to accommodate access to substation
- Native hedgerow planting to perimeter wall
- Lawn and meadow area with natural play facilities and seats

“



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Suburban Active Travel Project Built Example



Before:

- Parking obstructing footpaths
- Carriageway too wide encouraging speed
- Lots of Hard surface
- Wide junctions at side roads, difficult for pedestrians to cross
- No safe cycling provision



After:

- Parking regularised (not on footpath)
- Safe cycling added
- Pedestrian priority side roads, safer to cross, slower traffic speed.
- Tree and shrub planting
- Hard surface reduced.



Thank You!

Kimmage Rd to Clogher Rd Active Travel Route

Thoughts on the presentation...

Excites me

Surprises me

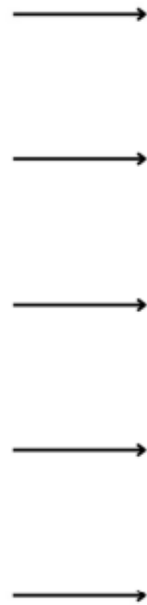
Concerns me

Questions

List out the Challenges and Solutions within the study area and your preferred options



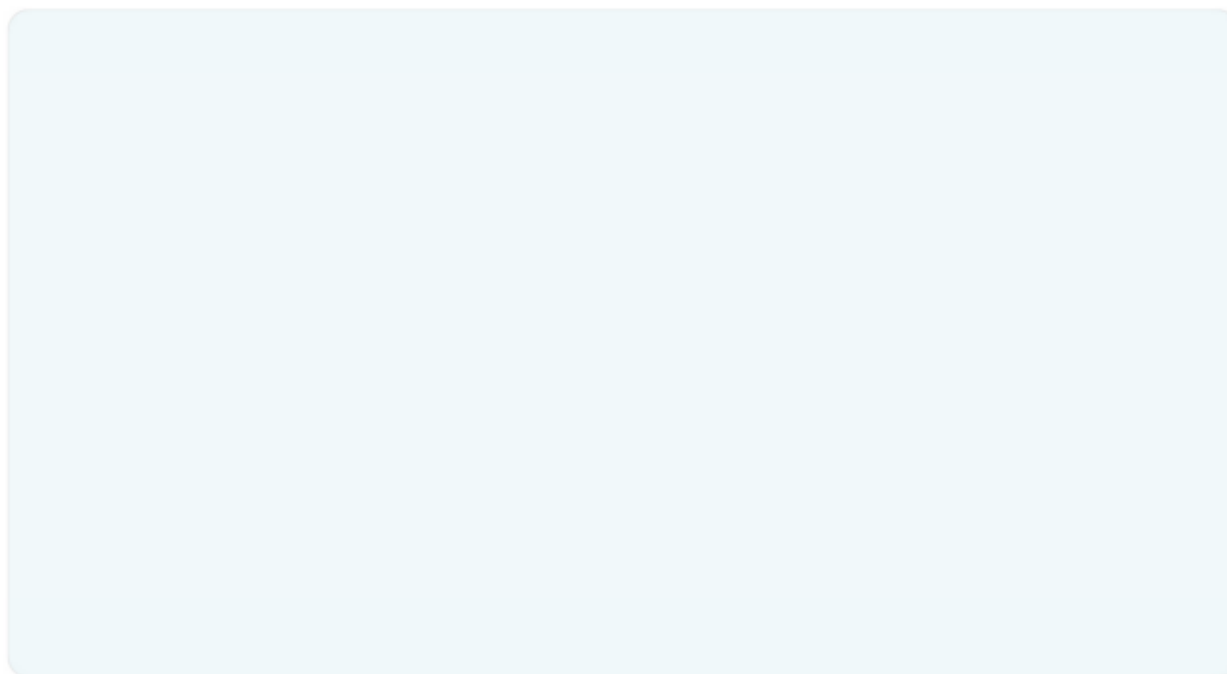
Barriers/Obstacles/
Challenges



Potential Solutions

Other important considerations

Use this sheet to note any other questions, concerns or suggestions you have that haven't been covered elsewhere



Appendix 9 - List of Organisations present at Stakeholder Session

Organisations represented at Stakeholder Session (note that some participants were representing two groups, for example, Crumlin Clean Up and Bloomin' Crumlin).

- Crumlin Clean Up (multiple representatives)
- Bloomin' Crumlin (multiple representatives, including a resident representative)
- Friends of Eamonn Ceannt Park
- D12 Bike Bus
- Crumlin Community Cycles
- Ferns Road
- Clogher Road
- Kimmage Alliance
- DCC
- Jacobs Engineers
- Resident Representative for Sundrive Road
- Resident Representative for Clonmacnoise Road
- Resident Representative for Bangor Circle
- Resident Representative for Stannaway Road
- Resident Representative for Rutland Grove