



Tionscadal Éireann  
Project Ireland  
**2040**



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

# **Dublin City Active Travel Network**

## **Report on Non – Statutory Consultation**

### **Milltown Road- Dodder Walk to Dundrum Road (Dodder Greenway Route)**

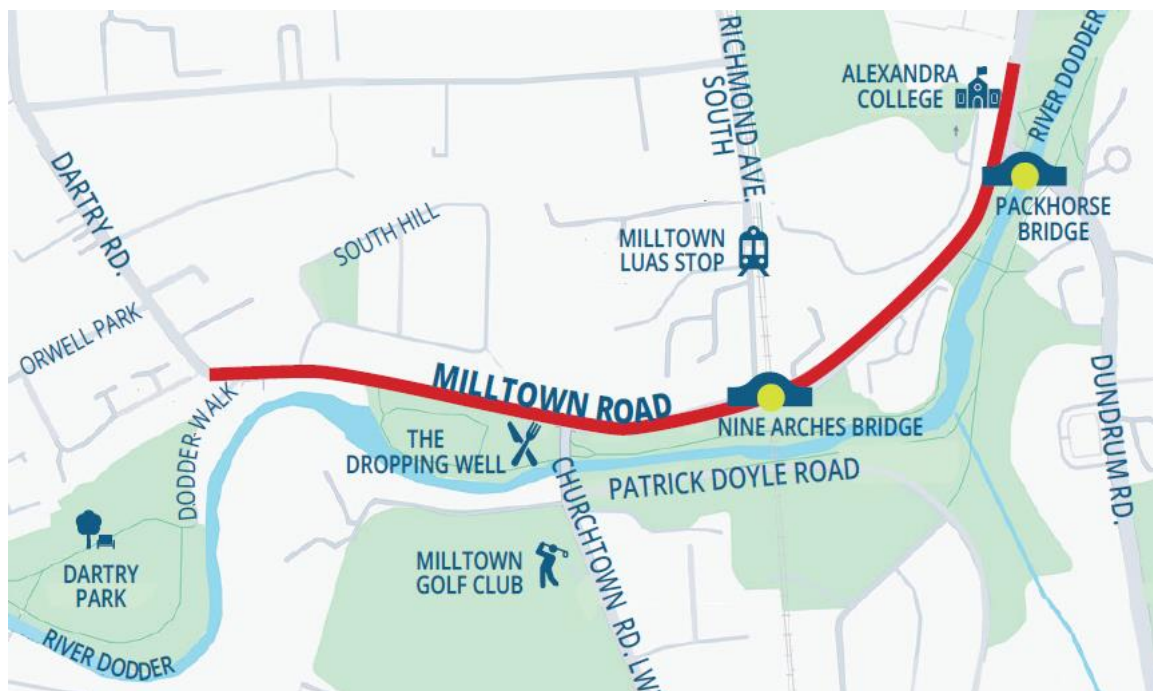
**April 2025**

<b>1. INTRODUCTION .....</b>	<b>3</b>
<b>2. CONSULTATION PROCESS.....</b>	<b>4</b>
<b>3. CONSULTATION RESULTS .....</b>	<b>6</b>
<b>4. SUBMISSION THEMES AND RESPONSES .....</b>	<b>8</b>
Theme 1: Route Preference .....	8
Theme 2: Removal of On Street Parking.....	8
Theme 3: Shared Space .....	9
Theme 4: Cyclist access/egress at South Hill.....	9
Theme 5: Crossings .....	10
Theme 6: Impacts on general traffic.....	10
Theme 7: Gradient .....	11
Theme 8: South Hill Retaining Wall .....	11
Theme 9: Cycle Track Width .....	12
Theme 10: Trees .....	12
Theme 11: Biodiversity.....	12
Theme 12: Bus Stops .....	13
Theme 13: Traffic Signal Phasing .....	13
Theme 14: Connectivity.....	13
Theme 15: Safety Concerns .....	14
Theme 16: Additional Proposals .....	14
16.1) Reduce Traffic Lane Widths.....	14
16.2) New Residential Development.....	14
16.3) Median Island near Nine Arches Bridge .....	15
16.4) Additional Greening .....	15
<b>5. CONCLUSION AND NEXT STEPS.....</b>	<b>16</b>
<b>Appendix A: Promotion of Public Consultation and Public Information Session.....</b>	<b>17</b>

## 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 314km across the city.

Milltown Road has been identified as a suitable location for improved walking and cycling infrastructure along the Dodder Greenway corridor. It will provide 1.0km of walking and cycling facilities on Milltown Road between Dodder Walk and Dundrum Road. When complete, the project will deliver high quality walking and cycling facilities along the Dodder River from the sea to the mountains through DCC, Dún Laoghaire Rathdown County Council and South Dublin County Council.



**Figure 1: Scheme Extents on Milltown Road - Dodder Walk to Dundrum Road**

This scheme intends to provide an active travel link along the Dodder River and into future cycle and public transport schemes. 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 to obtain people's views on the Milltown Road - Dodder Walk to Dundrum Road scheme. 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 Thursday 8<sup>th</sup> February 2024 to Friday 15<sup>th</sup> March 2024
- Information leaflets distributed to residential and business units in the vicinity of the route
- Drawings available to view in hard copy format in Rathmines Library, 157 Lower Rathmines Road, Dublin 6 for the duration of the consultation period.
- Public information event held on 22<sup>nd</sup> February in Milltown Parish Hall, Dublin 6 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 the 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 February 22<sup>nd</sup> at the Public Information Event.

Following the public consultation, detailed design drawings are now being prepared, taking into consideration the feedback received during the consultation. Once approval and funding are obtained from the National Transport Authority, a contractor will be procured, and the scheme will be constructed.

Milltown Road- Dodder Walk to Dundrum Road Active Travel scheme

**Overview**

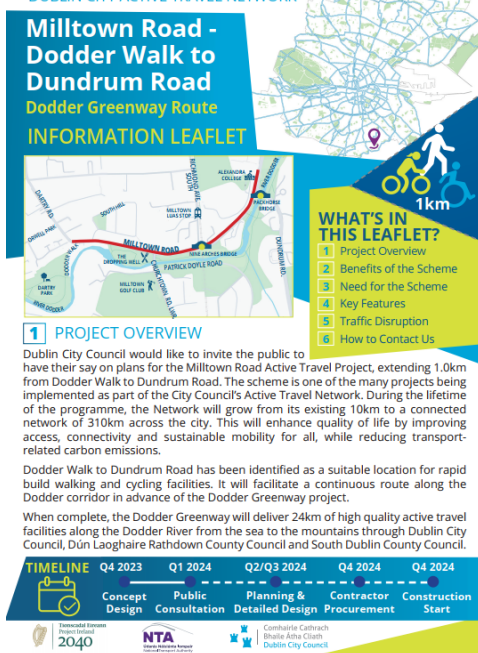


Dublin City Council would like to invite the public to have their say on plans for the Milltown Road Active Travel Project, extending 1.0km from Dodder Walk to Dundrum Road. The scheme is one of the many projects being implemented as part of the City Council's Active Travel Network.

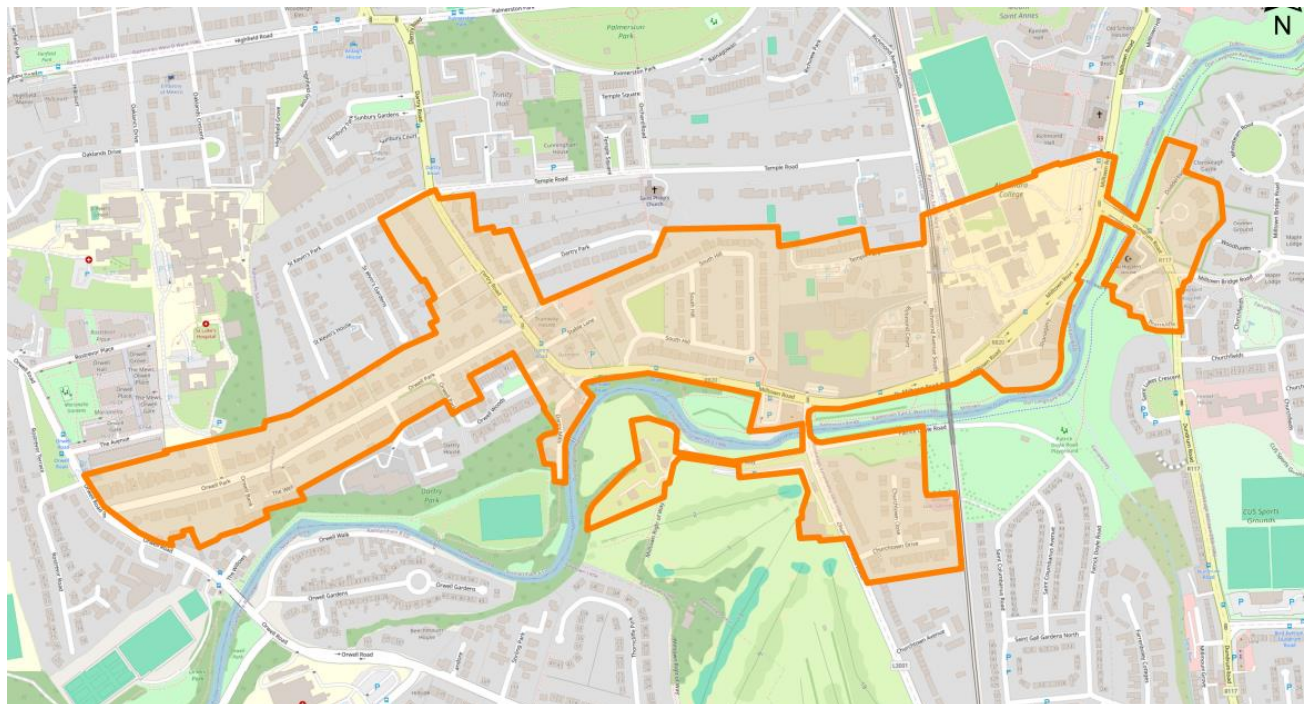
During the lifetime of the programme, the Network will grow from its existing 10km to a connected network of 310km across the city. This will enhance quality of life by improving access, connectivity and sustainable mobility for all, while reducing transport related carbon emissions.

Closed 15 Mar 2024  
Opened 8 Feb 2024

Contact  
Active Travel Programme Office  
[ActiveTravelOffice@dublincity.ie](mailto:ActiveTravelOffice@dublincity.ie)



**Figure 2: Screenshot from the DCC Public Consultation Hub and Information Leaflet**



**Figure 3: Extent of Leaflet Distribution**

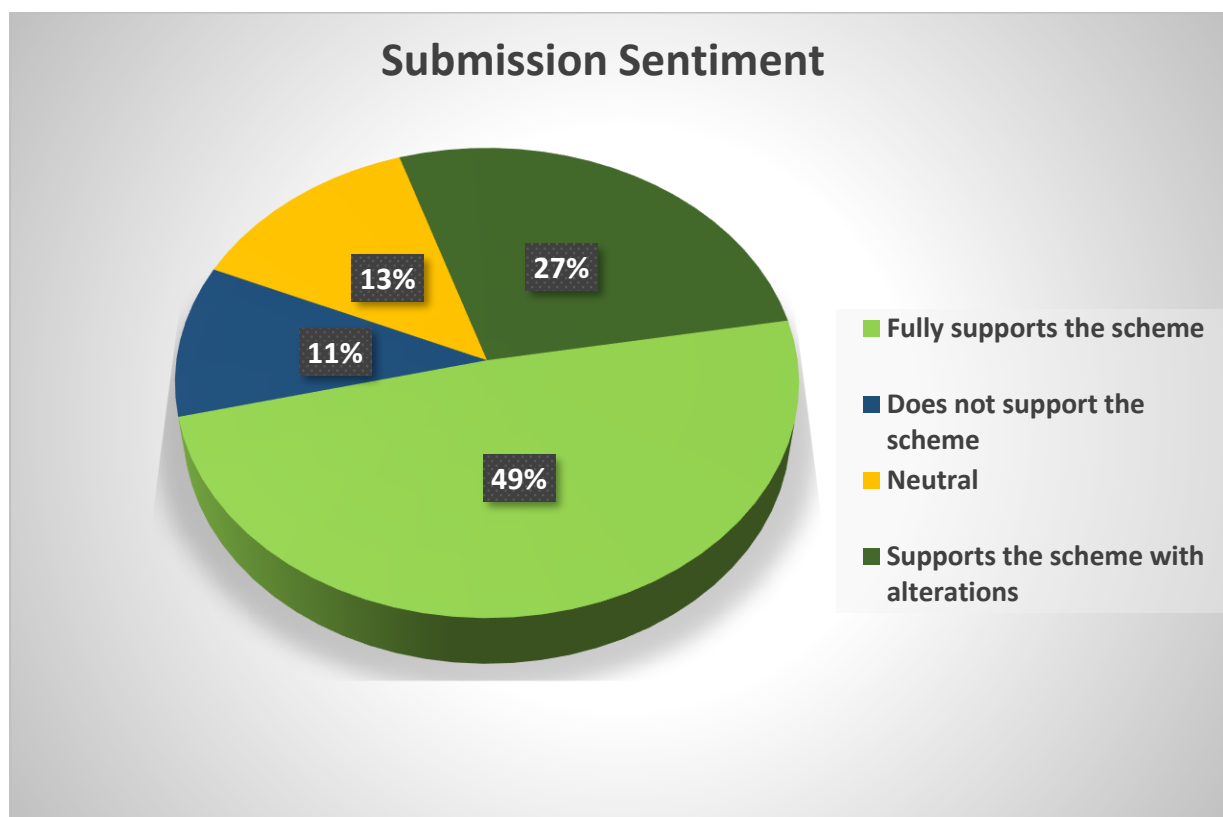
### 3. CONSULTATION RESULTS

In total, there were 239 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 Dodder Walk to Dundrum Road route for, and their perception of potential benefits and impacts of the scheme.

A detailed review of all submissions was carried out, and an analysis of submission sentiments indicates strong public support for the scheme, as shown by the results below.

**Table 1: Submission Sentiment**

<b>Opinion Categories:</b>	<b>Number of submissions</b>	<b>% of submissions</b>
<b>Fully supports the scheme</b>	117	49.0%
<b>Supports the scheme with alterations</b>	65	27.2%
<b>Does not support the scheme</b>	25	10.5%
<b>Neutral</b>	32	13.4%
<b>Total</b>	<b>239</b>	<b>100%</b>



**Figure 4: Submission Sentiment Analysis**

The results indicate that 76% of the respondents support the scheme, of which 49% fully support it in its current form, and 27% would like some alterations to make the proposals more acceptable.

Most importantly many respondents submitted a number of different suggestions and observations. The main suggestions/concerns can largely be grouped into 19 distinct themes. Some of the respondents dealt with multiple categories in one response.

Some of the comments could not be explicitly categorised as they represented the respondent's overall opinion of the scheme rather than a specific issue. These comments have been classified as 'General Comments-In Support' and 'General Comments-Against', based on whether the opinion is in favour or against the scheme.

Finally, a number of respondents did not leave a comment or have any particular suggestion and therefore were counted as “No Comments”. Themes identified are outlined in table 2 below.

**Table 2: Public Consultation Response Themes**

<b><u>Themes:</u></b>	<b><u>Occurrence</u></b>	<b><u>Occurrence %</u></b>
General Comments- In Support	117	37.4%
Route Preference	27	8.6%
Removal of On street parking	14	4.5%
Cyclist access/egress at Southhill	13	4.2%
Number of Crossings	13	4.2%
Shared Area	12	3.8%
Cycle Track Width	10	3.2%
Connectivity	10	3.2%
Impacts on general traffic	10	3.2%
Gradient	7	2.2%
Bus Stops	6	1.9%
Biodiversity	6	1.9%
Trees	5	1.6%
Traffic Signal Phasing	4	1.3%
Safety Concerns	3	1.0%
General Comments- Against	2	0.6%
South Hill Retaining Wall	1	0.3%
Additional proposals	31	9.9%

It is important to note here that the ‘General Comments-In Support’ emerged as the central theme at 37.4%, providing further evidence of the high level of public support for the scheme.

#### **4. SUBMISSION THEMES AND RESPONSES**

The review of the submission 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 Preference**

Several submissions suggested that a route following the existing path along the Dodder should be considered for the scheme instead of the current proposal along Milltown Road.

##### **Response:**

*Route options along the River Dodder will be considered as part of the route option selection process for the Dodder Greenway - Patrick Doyle Road to Orwell Road scheme. The Milltown Road active travel scheme is envisaged to be delivered utilising existing road space. This will facilitate the provision of a continuous route along the Dodder corridor in advance of the Patrick Doyle Road to Orwell Road scheme.*

##### **Theme 2: Removal of On Street Parking**

A number of submissions raised concerns about the removal of on-street parking on Milltown Road between the South Hill entrance and the Dropping Well Pub. Respondents stated that the Dropping Well customers heavily use these parking spaces, and any removal might result in reduced accessibility to the pub and the displacement of overflow parking.

##### **Response:**

*The scheme proposals are envisaged to accommodate increased active travel mode share in the area and an accompanying reduction in parking space demand. In terms of maintaining accessibility to/from the Dropping Well pub, no changes are proposed as part of the scheme to the access arrangements between the Dropping Well pub and the existing car park located west of the pub. Accessible drop-off provision to the pub will also be facilitated through the provision of the new loading bay on Milltown Road on the northern side of the pub.*

*In order to facilitate the scheme,*

- 3 pay and display / permit parking spaces (Monday - Sunday 07:00-21:00) will be removed on Dodder Walk, the impact of this on the residents will be minimal as currently, there is 1 parking permit issued for Dodder Walk with approximately 25 spaces remaining.*
- 8 pay and display parking spaces (Monday - Saturday 07:00-19:00) will be removed on the south side of Milltown Road, west of the Dropping Well*
- Existing free parking along the north side of Milltown Road, west of the Dropping Well, will be removed.*



- *7 pay and display / permit parking spaces (Monday - Saturday 11:00-16:00) will be removed on the west side of Milltown Road, north of Dundrum Road adjacent to Alexandra College. This will facilitate the introduction of a protected interchange for cyclists at the junction of Dundrum Road and Milltown Road. There is 1 parking permit issued for Geraldine Terrace on Milltown Road with 6 permit spaces provided on the eastern side of Milltown Road just south of Strand Terrace.*

#### *Dublin City Development Plan 2022-2028 Policy*

- *SMT023—Elimination of ‘Free’ On-Street Parking to progressively eliminate all ‘free’ on-street parking, both within the canals and in adjacent areas where there is evidence of ‘all day’ commuter parking, through the imposition of appropriate parking controls, including resident permit parking, pay and display parking, or by the provision of new cycle parking, public realm or greening*

### **Theme 3: Shared Space**

Submissions have raised concerns about the provision of shared space on the schemes, mainly at the bottom of Richmond Avenue South. It is felt that it is less safe and undesirable for people with disabilities.

#### **Response:**

*Following the Public Consultation the proposed contraflow cycle track on Richmond Avenue Lower has been removed from the project, therefore the proposed shared space from Richmond Avenue Lower west to the new Toucan Crossing is no longer proposed.*

*While it is preferred to avoid sections of shared space between pedestrians and cyclists in Active Travel schemes, there are occasions where space constraints mean this is not possible. In this scheme, short sections of shared space are provided at the proposed Toucan crossings west of Dodder Walk, west of Richmond Avenue South, at the Packhorse Bridge entrance and at the upgraded Toucan crossing south of Milltown Bridge at the entrance to the Dodder Trail.*

*The provision of segregated crossings will be investigated further during the detailed design process.*

### **Theme 4: Cyclist access/egress at South Hill**

Several submissions requested improved crossing arrangements from South Hill to enhance cyclist safety when entering or exiting the two-way cycle track.

#### **Response:**

*An assessment of potential options for additional crossing provision in the vicinity of the Milltown Road / South Hill junction will be undertaken at the detailed design stage of the scheme.*

## Theme 5: Crossings

Respondents have expressed concerns over the number of cyclist crossings proposed as part of the scheme, which they feel might make it unattractive for some cyclists. Specifically, submissions questioned the need for the proposed transition of two-way to one-way cycle tracks near the Nine Arches Bridge and why two-way cycle tracks could not be maintained throughout the scheme.

### **Response:**

*Localised pinch points in the existing road boundary west of the Nine Arches Viaduct led to the requirement to include a two-way cycle track on the western half of the scheme, noting that two-way cycle tracks require less space than one-way cycle tracks on either side of the carriageway. The proposed transition from two-way to one-way cycle tracks just west of Nine Arches Viaduct is required as there is insufficient space to provide a continuous two-way facility beneath either of the two viaduct spans that cross Milltown Road, whilst continuing to accommodate one traffic lane in each direction.*

*The scheme introduces 3 toucan crossings as follows*

- *West of Dodder Walk - this crossing allows eastbound cyclists cross Milltown Road to access the new two way cycle route or access Dodder Walk and Dartry Park.*
- *West of the Nine Arches Bridge - this allows east bound cyclists on the two way cycle route to access the one way cycle route to continue along Milltown Road. It is also a link for pedestrians wishing to access the Milltown LUAS station from Shanagarry Park or the existing Bus stop No 7953 on the S4 route.*
- *At the Packhorse Bridge Entrance to Bankside Cottages-this allows pedestrians access to the nearby bus stops on either side of the road as well as allowing cyclists access the Dodder Trail on the south side of the Dodder River via the Packhorse Bridge.*

*The detailed design process will investigate converting the proposed Toucan crossings on Milltown Road to parallel crossing where possible.*

*The junctions of Milltown Road/Churchtown Road Lower and Milltown Road/Dundrum Road are proposed to be upgraded with improved crossing facilities for cyclists and pedestrians provided.*

## Theme 6: Impacts on general traffic

Submissions expressed concerns about the scheme's potential impacts on motorised traffic on Milltown Road and queried whether any traffic impact assessments were carried out in this regard. Some respondents feel that reallocating road space to facilitate the scheme might result in traffic congestion on Milltown Road.

**Response:**

*The provision of high-quality cycle infrastructure and improved pedestrian facilities form part of both national and local policy with the objective of reducing traffic by encouraging a shift to more sustainable modes of transport including walking and cycling.*

*The scheme includes a number of measures to improve the priority given to pedestrians and cyclists along Milltown Road as well as measures to improve safety for these users. Key measures include:*

- *The removal of the left slip lane from the Dundrum Road to Milltown Road Southbound at the Milltown Road/Dundrum Road junction which will facilitate a single stage crossing for pedestrians on all side of the junction.*
- *The removal of the dedicated left turn lane on the Milltown Road southbound approach to the Milltown Road/Dundrum Road junction to facilitate the provision of the protected cycle facility.*
- *The provision of upgraded and additional active travel crossings at junctions*
- *The provision of additional mid-block crossings for active travel users to facilitate safe crossing between junctions where required*
- *The requirement to include a traffic signal phase for cyclists at junctions to ensure safe movements for cyclists through junctions.*

*Whilst these measures will have an impact on traffic, all existing traffic movements at junctions have been retained.*

*Both signalised junctions on the scheme have been analysed based on their current signal arrangements and timings and will be measured against the proposed junction arrangement and timings.*

**Theme 7: Gradient**

Submissions raised concerns about the steep gradient on Milltown Road between the South Hill and the Dropping Well, which they feel is not cycling-friendly.

**Response:**

*The existing gradient that is above 5% on Milltown Road is acknowledged. A 40 metres section of the route is 6% (approx. 1% above the recommended maximum gradient of 5% for cyclists), this cannot be avoided on this route due to the existing topography. Mitigation measures, including resting places, will be considered as part of the detailed design stage.*

**Theme 8: South Hill Retaining Wall**

A query was raised on whether any assessment was done on the potential impact of the scheme on the structural integrity of South Hill wall.

**Response:**

*An initial visual assessment has been completed on the existing boundary wall at South Hill to understand the wall construction and surrounding levels and features.*

*Further assessment requiring localised site investigations will be required to fully understand the properties of the wall and to establish the approach to be adopted for the delivery of the scheme.*

### **Theme 9: Cycle Track Width**

It has been requested that the width of the proposed cycle tracks be increased to make them safer and more attractive for cyclists.

#### **Response:**

*Cycle track widths have been maximised in accordance with the National Cycle Design Manual and the Design Manual for Urban Roads and Streets where possible noting the balance that needs to be achieved in maximising the safety for all users by providing adequate pedestrian footpath widths, cycle track widths and traffic lane widths.*

### **Theme 10: Trees**

Submissions highlighted that removal of trees along the South Hill wall might result in a loss of amenity and potential increase in traffic noise for the South Hill residents.

#### **Response:**

*The removal of 11 number of existing trees along the northern side of Milltown Road between the South Hill junction and the Dropping Well is required to accommodate the scheme proposals. The existing non-native trees have been identified as a potential hazard to overhead power lines and are blocking the public lighting in the area. The scheme will include provision of replacement native Birch tree species. Birch trees are more suitable for confined spaces and are identified in the DCC Tree Policy and Biodiversity Action Plan to replace existing non-native species. These species provide opportunities for biodiversity net gain and support wildlife habitat corridors in urban environments.*

*All planted trees shall be planted in designed tree pits that shall ensure tree root migration does not create future hazards on adjacent pedestrian and cycle paths.*

### **Theme 11: Biodiversity**

Submissions have highlighted that the Dodder is an important biodiversity corridor and any potential impacts of the scheme on the flora and fauna in the area must be taken into account.

#### **Response:**

*Both an Appropriate Assessment Screening Report and Environmental Impact Assessment Screening Report have been completed for the proposed scheme. Please refer to the Dublin City Council Active Travel website for these reports. The screening reports determined that neither an Appropriate Assessment or an Environmental Impact Assessment Report are required for this scheme.*

### **Theme 12: Bus Stops**

It has been highlighted that Island Bus stop layout might not be preferable for vision and mobility impaired people due to increased conflicts with cyclists. However, some submissions have stated that island bus stops are more preferable and in-line bus stops should be avoided as it can cause traffic delays.

#### **Response:**

*The different types of island bus stops on the scheme have been designed in accordance with National Cycle Design Manual and have been subject to a Stage 1 Road Safety Audit. The use of in-line bus stops is to ensure that buses are not delayed by having to leave and rejoin the general traffic lane.*

### **Theme 13: Traffic Signal Phasing**

Submissions have suggested that traffic signal phasing at all junctions along the scheme should be designed and timed to avoid undue delay to any mode of transport and minimise conflicts between cyclist and general traffic.

#### **Response:**

*The traffic signal phasing will be implemented to minimise conflicts between all modes and to reduce delay to users. The proposed design will separate cyclists and general traffic movements.*

### **Theme 14: Connectivity**

Submissions have requested that the route of the proposed scheme be extended further to enhance active travel connectivity in the region. Main requests included linkage to Ranelagh, Sandford, Rathmines, Palmerston Road and better connectivity to other sections of the Dodder Greenway.

#### **Response:**

*The Milltown Road Active Travel Scheme between Dodder Walk and Dundrum Road will facilitate a continuous route along the Dodder corridor connecting Dartry Park to the Dodder Trail.*

*Additional active travel routes including Rathmines to Milltown, Rathgar to Ranelagh and Clonskeagh to City Centre are identified on the Cycle Network Plan and will be delivered as separate schemes under Dublin City Council's Active Travel Network programme. Further details can be found online on Dublin City Council's Active Travel webpage.*

## **Theme 15: Safety Concerns**

Concerns have been raised about the safety of cyclists when they interact with vehicles accessing the Dropping Well car park.

### **Response:**

*The access arrangement to The Dropping Well has been designed in accordance with the National Cycle Design Manual and has been subject to a Stage 1 Road Safety Audit, this design will be developed further at Detailed Design Stage.*

## **Theme 16: Additional Proposals**

Other suggestions and proposals submitted for consideration are as listed below:

### **16.1) Reduce Traffic Lane Widths**

It is suggested that some traffic lanes be removed, or their widths reduced to allow for wider cycle tracks and footpaths.

### **Response:**

*In line with Design Manual for Urban Roads and Streets, the carriageway widths along the main links typically range from 6.30 metres to 6.50 metres with lane widths reduced at junctions where appropriate whilst still ensuring that motor vehicle turning movements can be accommodated safely. As set out in the response to Theme 6, the scheme proposals include the removal of some queuing capacity at junctions on Milltown Road where required (including the removal of the dedicated left turn lanes on the Dundrum Road and Milltown Road Southbound approaches to the Milltown Road/Dundrum Road junction) to facilitate the provision of the protected cycle facility.*

### **16.2) New Residential Development**

A submission highlighted that a new permitted residential development at Dunelm, Milltown Road, including a new signalised junction at their entrance located to the east of Nine Arches Bridge, will begin construction soon. The developers have requested that their plans be considered while progressing the design and that they be kept informed of any changes.

### **Response:**

*DCC will engage with the developer in relation to their scheme proposals and relevant interfaces with the Milltown Road Active Travel scheme.*

### **16.3) Median Island near Nine Arches Bridge**

It is suggested that concrete median near the Nine Arches bridge be removed to allow for wider cycle tracks at this location.

**Response:**

*The existing median is required to provide protection to the bridge abutment. Reductions in the median width are proposed where feasible to accommodate the provision of wider cycle facilities.*

### **16.4) Additional Greening**

It is requested that additional greening be provided throughout the scheme wherever possible.

**Response:**

*Greening will be provided where possible throughout the scheme. The intention is to deliver this scheme through the Section 38 process; therefore, all the works must remain within the boundary of the existing road balancing the provision of active travel facilities, traffic lanes and greening. Additional greening will be considered in appropriate areas along the roadway as part of the detailed design process.*

## 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 Milltown Road Scheme is proposed to be implemented under the provisions of Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, and Section 38 of the Road Traffic Act 1994.

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.

The issues raised have been thoroughly reviewed and will be considered in the detailed design, which is currently ongoing. The scheme is expected to go to construction in Q4 2025, subject to funding availability and approval by the NTA.



# Appendix A: Promotion of Public Consultation and Public Information Session

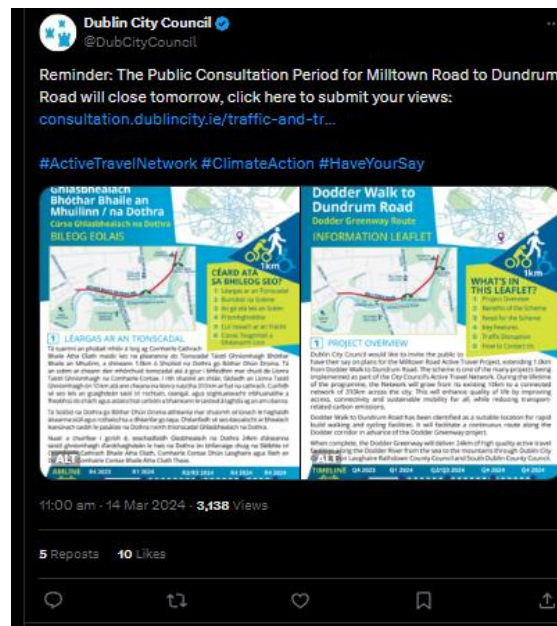
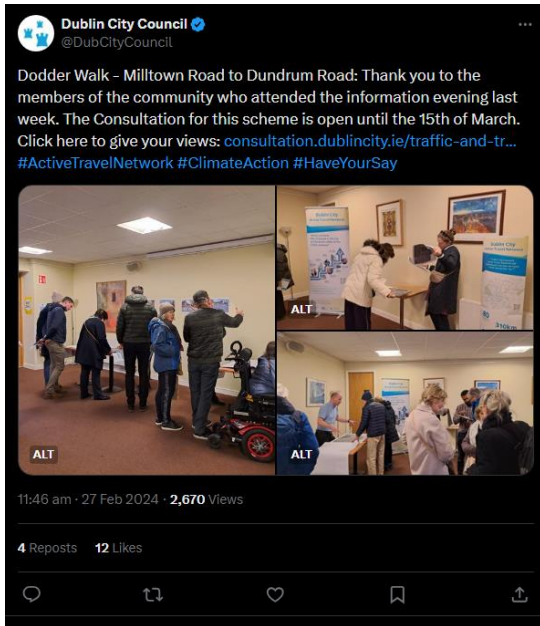


Figure 5 Images of Social Media posts on the scheme



Figure 6 Images of Public Consultation Event