



Dodder Greenway

Feedback Report Public Engagement on Emerging Preferred Route

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1 INTRODUCTION

This report summarises the feedback and responses received during the Public Engagement of the Dodder Greenway's Emerging Preferred Route. The public engagement began on the 24th September 2018 and ended on the 14th October 2018.

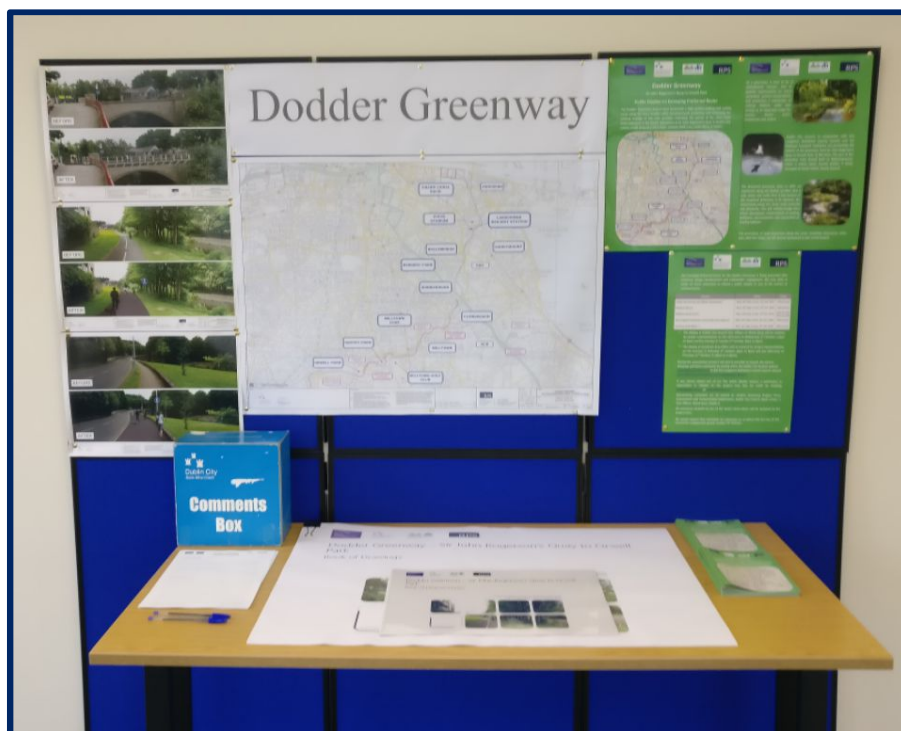
Throughout this period, five locations across Dublin had Public Displays on show. The locations were as follows;

- Dublin City Council Civic Offices in Wood Quay
- Milltown Parish Centre
- Ringsend Library
- Dún Laoghaire-Rathdown County Hall
- DLRCC Dundrum Area Office

Dublin City Council and Dún Laoghaire-Rathdown County Council also had an online consultation hub on their respective websites.

Refer to Appendix B for the Public Engagement Information Leaflet that was available at the Public Displays.

Figure 1: Public Display at DLRCC Dundrum Area Office



2 FEEDBACK

2.1 METHOD OF FEEDBACK

Feedback from the Public Engagement was received through a number of channels. These channels included;

- Feedback Forms from the Public Displays (refer to Appendix A)
- Emails to Dublin City Council
- Emails to Dún Laoghaire-Rathdown County Council
- Submissions through the Dublin City Council Consultation Hub
- Submissions through the Dún Laoghaire-Rathdown County Council Consultation Hub
- Posted letters/reports
- Minutes of meeting with Dodder Greenway Steering Group

In total 312 No. submissions were received, the breakdown of which can be seen in Table 2.1 below.

Table 2.1: Breakdown of How Feedback was Received

Feedback Method	No. of Submissions	% of Total
Feedback Form at Public Displays	30	9.6%
Emails to DCC	20	6.4%
Emails to DLRCC	5	1.6%
DCC Public Consultation Hub	230	73.7%
DLRCC Public Consultation Hub	23	7.4%
Posted Letters/Reports	3	1.0%
Meeting Minutes (Steering Group)	1	0.3%
Total	312	100%

2.2 RESPONDENTS

While the majority of the submissions were from individual members of the public, a number of detailed submissions were sent in by organisations/groups, as follows:

- Dublin Cycling Campaign
- Dodder Action Group
- Milltown Golf Club
- Beaver Row Dodder Conservation Group
- Dodder Valley Association
- Rathgar Residents Association
- Clonskeagh Residents Association (not detailed)

2.3 SUMMARY OF FEEDBACK

The Feedback Forms, Dublin City Council’s Consultation Hub and Dún Laoghaire-Rathdown County Council’s Consultation Hub accounted for 282 of the 312 submissions (90%). Respondents using these channels were asked the following questions:

Q1. Are you broadly supportive of developing a greenway along the River Dodder?

Table 2.2: Q1. Supportive of the Scheme

Supportive	No. of Submissions	% of Total
Yes	268	95.0%
No	9	3.2%
No Response Given	5	1.8%
Total	282	100%

Q2. Are you likely to use the greenway primarily as a pedestrian or cyclist?

Table 2.3: Q2. Type of User

Pedestrian or Cyclist	No. of Submissions	% of Total
Pedestrian	52	18.4%
Cyclist	100	35.5%
Both	122	43.3%
Neither / No Response Given	8	2.8%
Total	282	100%

Q3. Are you most likely to use the greenway for commuting or leisure purposes?

Table 2.4: Q3. Purpose of Use

Commuting or Leisure	No. of Submissions	% of Total
Commuting	62	22.0%
Leisure	105	37.2%
Both	104	36.9%
Neither / No Response Given	11	3.9%
Total	282	100%

It is clear from the answers to the questions above that both pedestrians and cyclists, whether using the greenway for commuting or leisure purposes have an interest in using the scheme, if constructed. While 95% of the respondents are broadly supportive of the scheme, the majority had concerns and/or suggestions.

2.4 ISSUES, CONCERNS & SUGGESTIONS RAISED

The purpose of the non-statutory public engagement was to ensure that the proposed Greenway meets the needs of its potential users and to identify the main issues of concern to members of the public. In this regard, the key issues and suggestions raised by respondents were categorised into similar themes and are summarised below with responses.

Concerns regarding the lack of segregation between cyclists and pedestrian will lead to conflicts and injuries.

Segregation:

A significant number of the responses received during the community engagement process referred to the matter of segregation, with the vast majority of responders, whether they were cyclists or pedestrians, expressing a desire that the greenway provide physical segregation between cyclist and pedestrians.

The design team has sought to balance the requirements of a high level of service for a walking and cycling route along the Dodder with the desire to minimise the ecological impact of a greenway on the existing environment. A high quality fully segregated two-way walking and cycling route would require a minimum of 5m width and would be even wider if a physical median was to be provided between cyclists and pedestrians. The design team considers a greenway of this width would be inappropriate in large sections of the greenway, particularly where it passes close to the river's edge through a parks environment. In general, it has sought to provide a shared space through parks areas of approximately 3-4 metres wide.

However taking the results of the community engagement into consideration the design team has reviewed the proposals and has sought to minimise areas of shared space along the route. Three different proposals for managing the interaction between pedestrians and cyclists have been developed depending on the environment the greenway is passing through.

Shared Space:

The design team still considers that a shared space between cyclists and pedestrians is still the most appropriate treatment for the greenway through parkland areas where space is limited and the overriding concern is to minimise ecological impact on the river. In this environment, it seems reasonable to request that users of the greenway conform to a code of conduct based on respect for all users. Priority would be given to pedestrians as the most vulnerable user but they would be required to behave in a considerate way to cyclists by, for instance, keeping dogs and small children under control. Similarly, cyclists would be required to travel at an appropriate speed taking into yielding to pedestrians as required. It is envisaged that considerable resources will be put into conveying the code of conduct that is expected of users of the greenway during the initial period of operation.

Segregation in Parkland Environment:

The design team will strive to provide segregation of pedestrians and cyclists through parkland areas where it is possible to do so without unduly impacting on the sensitive ecological river environment.

Examples include Dartry Park West and the section between the new bridge upstream of the nine arches and the Dropping Well Public House

Segregation alongside existing carriageways:

Where the greenway runs parallel to existing roads and footpaths, physical segregation will be provided between pedestrians and cyclists. This will require reassigning the existing road space to provide a desired minimum of 1.8m wide footpaths and 2.8m two-way cycle tracks.

Concerns regarding the potential impact on existing wildlife, ecology and heritage along the River Dodder.

The project team are consulting with Dublin City Parks, DLRCC Parks and the National Parks and Wildlife Services (NPWS) regarding the impacts that the proposed Greenway may have on the existing environment along the River Dodder. The Emerging Preferred Route that is brought forward to the preliminary design stage will be assessed and designed to ensure impacts are kept to a minimum. Overall, it is considered that the Greenway project is not to have any direct impact on any sites of archaeological and architectural importance. Through appropriate design measures, it is expected that the scheme will serve to enhance any sites present or in the proximity of the river corridor through improved access and interpretation, i.e. the sites of archaeological and architectural importance may become features of the Greenway.

Requests for lighting, street furniture, bicycle facilities and public amenities such as toilets.

Street lighting will be provided along the route and will be designed in accordance with the latest guidance documents to ensure minimal impact on wildlife habitats and protected species along the River Dodder, in particular bats and otters.

Street furniture and public amenities such as litter bins, benches, bicycle stands, toilets, café's etc. will be assessed at a later stage in the design process.

An opportunity for the public to comment on more detailed proposals will be provided during the Statutory Planning process.

Opposition to a route through the Milltown Golf Club lands.

Concerns regarding a route through Milltown Golf Club have been acknowledged. The route between Dartry Park East to Dartry Park West is being considered for further assessment, and the concerns raised will be taken into account.

Concerns regarding safety and security/anti-social behaviour along the Greenway.

Concerns regarding the safety and security of the Greenway have been acknowledged. While all public spaces have the potential for anti-social behaviour, populating a space has been shown to minimise it through passive supervision. Measures to prevent anti-social behaviour and protect users of the Greenway will be assessed at a later stage in the design process. The feedback received during the Public Engagement period will be taken into consideration going forward. Alternatives to using underpasses will be provided. The design team will also seek to provide alternatives where the greenway passes through remote sections.

An opportunity for the public to comment on more detailed proposals will be provided during the Statutory Planning process.

Concerns that the Greenway, particularly boardwalks and bridges, will be visually obtrusive and will be dominant within the existing landscape and next to the existing heritage structures.

The Greenway will be designed to be sympathetic to the existing environment with appropriate materials and structures that complement the surrounding area. Such designs are subject to development through the Preliminary Design process, which is yet to commence. The feedback received during the Public Engagement period will be taken into consideration going forward.

An opportunity for the public to comment on more detailed proposals will be provided during the Statutory Planning process.

Concerns that the Greenway will not be fully accessible to wheelchair users and users with other disabilities.

The Greenway is to cater for all pedestrian and cycling users, including users with disabilities. The project team are cognisant of the requirements of disabled users and intend to make the Greenway fully accessible. Measures to increase accessibility will be assessed further during the later stages of the design process.

It is intended to develop a code of behaviour for users of the Greenway. Priority will be given to vulnerable users at all times including pedestrians, children and users with disabilities.

An opportunity for the public to comment on more detailed proposals will be provided during the Statutory Planning process.

Requests for links to surrounding areas, public transport, public amenities and other cycling and walking infrastructure.

The project team are cognisant of providing links to surrounding areas, public transport, public amenities and other cycling and walking infrastructure, and such measures will be incorporated where feasible within the scope of the scheme. Proposals, which are not in the immediate vicinity of the proposed Dodder Greenway, are currently outside the scope of the scheme, but may be considered separately by DCC or DLRCC.

An opportunity for the public to provide further feedback on more detailed proposals will be provided during the Statutory Planning process.

Concerns regarding property damage due to subsidence as a result of construction works required to deliver the proposed Dodder Greenway.

The Dodder Greenway scheme is currently at an early stage in the design process. While no ground testing or property condition surveys have been carried out to date, the project team are cognisant of the impact construction works may have on surrounding areas and will assess these impacts as part of the design process. The feedback on potential areas of subsidence has been acknowledged and will be taken into consideration as the scheme progresses.

Concerns regarding the loss of privacy for residents living next to the proposed Greenway.

Most sections of the proposed Greenway are already trafficked by pedestrians and to lesser extent cyclists. However, the project team acknowledge that the volumes of users will likely increase when the Greenway is in operation. Measures to maintain privacy to residents who live adjacent to the scheme will be assessed as part of the Preliminary Design process.

An opportunity for the public to provide further feedback on more detailed proposals will be provided during the Statutory Planning process.

Concerns regarding flooding of the Greenway.

Concerns regarding flooding have been acknowledged. It is accepted that parts of the Greenway will flood, as the scheme will utilise existing sections of pathway, which are on the riverside of recently constructed flood defences. Flooding is unavoidable in its entirety, as to provide for full flood prevention would require significant construction along the entire river corridor, ultimately impacting greatly on this sensitive environment. The project team are cognisant of providing links to alternative on-road routes during extreme storm events, as the closure of floodgates will prevent use of the Greenway. This issue will be addressed as part of the signage strategy. This is also balanced by the consideration that during storm events and active weather warnings, greenway traffic will significantly decrease.

Requests for a maintenance and enhancement plan for the greenway once operational.

The requests for a maintenance and enhancement plan for the Dodder Greenway have been acknowledged. Maintenance considerations will be assessed during the Preliminary Design process, to ensure that the scheme is designed and constructed using appropriate materials in a manner that can be adequately maintained, while not requiring an onerous maintenance regime. Enhancement measures are currently being discussed at a high level and it is intended that the scheme will incorporate a range of features, such as the enhancement of existing historical sites (weirs, mill races, etc.), inclusion of recreational facilities along the scheme, providing for new and enhancement of existing ecological zones to improve connectivity along this sensitive ecological corridor, and potential interpretive points to document the history and ecology of the River Dodder corridor and its environs. Such enhancement measures will be assessed at a later stage in the design process and feedback received during this public engagement and the Statutory Planning process (when conducted) will be taken into consideration.

Requests for signage and demarcation along the route for greenway users.

The proposed signage and road markings along the route will be assessed at Preliminary Design stage. The scheme will include a signing strategy, which aims to be both discreet but effective in providing wayfinding along the route. This will also include an educational aspect to ensure all users are made aware of the 'rules of the Greenway' to ensure the safety of all users.

Concerns regarding the proposed width of the greenway and the quality of service for cyclists.

While it is intended to maintain a consistent design approach throughout the Dodder Greenway Scheme, the design needs to be cognisant of other aspects, particularly ecological and environmental sensitivities and physical constraints. As such, it has been determined that no point along the greenway will be narrower than 3m (at pinch points) while the aim will be to maintain an average width of 4-5m. Further assessment of width will take place during preliminary design.

Concerns regarding illegal parking along the route.

While much of the proposed Greenway is located away from vehicular environments, some sections are located adjacent to existing roads. The project team have acknowledged the concerns raised in feedback and will assess measures to prevent parking on the greenway as part of the Preliminary Design.

3 NEXT STEPS

While it is clear that there is broadly positive support for the Dodder Greenway scheme, based on the feedback received, it is evident that a number of issues need further consideration before progressing to Preliminary Design and Statutory Planning. It is recommended that the key issues as outlined in Section 2.4 be considered further as part of the options assessment process and an addendum to the Option Selection Report be issued to capture any changes that may result. This will ensure a robust Option Selection process that still meets the objectives of the scheme and at the same time addresses the needs of stakeholders, residents, interest groups and users.

APPENDIX A

Public Engagement Feedback Form



Dodder Greenway Comments/Tuairimí



Name/Details (Optional): _____

Are you broadly supportive of the scheme?

Would you intend on using the route primarily as a pedestrian or cyclist? For commuting or leisure purposes?

What (if any) would be your biggest concerns regarding the scheme?

Do you have any other comments?

APPENDIX B

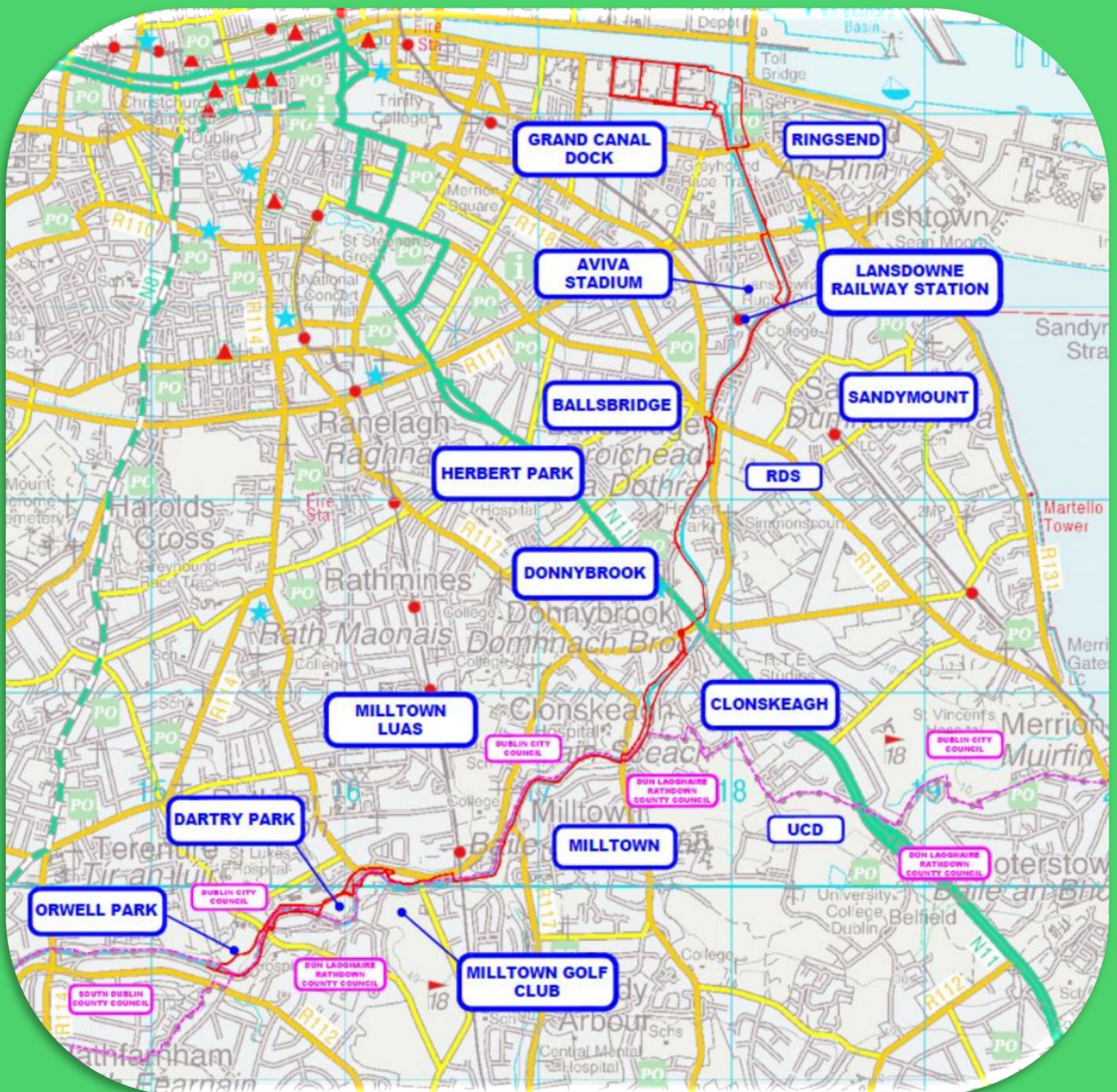
Public Engagement Information Leaflet

Dodder Greenway

Sir John Rogerson's Quay to Orwell Park

Public Display on Emerging Preferred Route

The Dodder Greenway project aims to provide a high quality walking and cycling route along the River Dodder while simultaneously protecting and enhancing the existing ecology of the river corridor. Following the course of the river, from Bohernabreena in the Dublin Mountains to Sir John Rogerson's Quay in Dublin City Centre, it will serve as a vital linear amenity within the urban fabric of Dublin.



As a greenway, it aims to be of international renown, and to provide opportunities for linear recreation, natural conservation, and protection / connection of existing habitats, while also serving as an important route for tourists, leisure users, pedestrians and cyclists.



Dublin City Council, in conjunction with Dún Laoghaire Rathdown County Council and the National Transport Authority, are presenting the section of the greenway from Sir John Rogerson's Quay to Orwell Park, at this time. The part of the greenway from Orwell Park to Bohernabreena, which is within South County Dublin, is being managed by South Dublin County Council.

The proposed greenway aims to offer an experience along the Dodder corridor, that is safe, scenic and traffic free. A key feature of the proposed greenway is to enhance the connectivity along the route, both naturally and physically. This will include bridge links where appropriate, enhancement of existing pathways, and protection and connection of existing habitats.



The promotion of local businesses along the route, including restaurants, cafes, bars, bike hire shops, etc will also be considered as part of the project.



The Emerging Preferred Route for the Dodder Greenway is being presented after extensive design development and stakeholder engagement. We now wish to invite all those interested to attend a public display at one of the venues as outlined below.

Venue	Date	Time
Dublin City Council, Civic Offices, Wood Quay*	Mon. 24 th Sept. to Sun. 14 th Oct. 2018	Office Hours
Ringsend Library	Mon. 24 th Sept. to Sun. 14 th Oct. 2018	Office Hours
Milltown Parish Centre	Mon. 24 th Sept. to Sun. 14 th Oct. 2018	Mon-Fri, Sun 10am to 1pm
Dún Laoghaire Rathdown, County Hall, Dún Laoghaire	Mon. 24 th Sept. to Sun. 14 th Oct. 2018	Office Hours
Dundrum Area Office**	Mon. 24 th Sept. to Sun. 14 th Oct. 2018	Office Hours

- * The display at Dublin City Council Civic Offices on Wood Quay will be manned by project representatives on the afternoon of Wednesday 3rd October (12pm to 4pm) and the evening of Tuesday 9th October (4pm to 8pm).
- ** The display at Dundrum Area Office will be manned by project representatives on the evening of Thursday 4th October (4pm to 8pm) and the afternoon of Thursday 11th October (1.30pm to 4.30pm).

During the consultation period it will also be possible to inspect the scheme drawings and leave comments by visiting either the Dublin City Council website consultation.dublincity.ie or the Dún Laoghaire Rathdown County Council website https://dlrcoco.citizenspace.com/consultation_finder/.

If you cannot attend one of our five public display venues, a submission or observation in relation to the project may also be made by emailing traffic@dublincity.ie or traffic@dlrcoco.ie.

Alternatively comments can be posted to: Dodder Greenway Project Team, Environment and Transportation Department, Dublin City Council, Block 2 Floor 7, Civic Offices, Wood Quay, Dublin 8.

All comments received by any of the means listed above will be reviewed by the project team.

We would request that comments be submitted on or before the last day of the community engagement period, Sunday 14th October.