

DLR Connector Walking, Cycling & Public Realm Improvement Scheme

Pre-Design Public Consultation Process
Summary Report

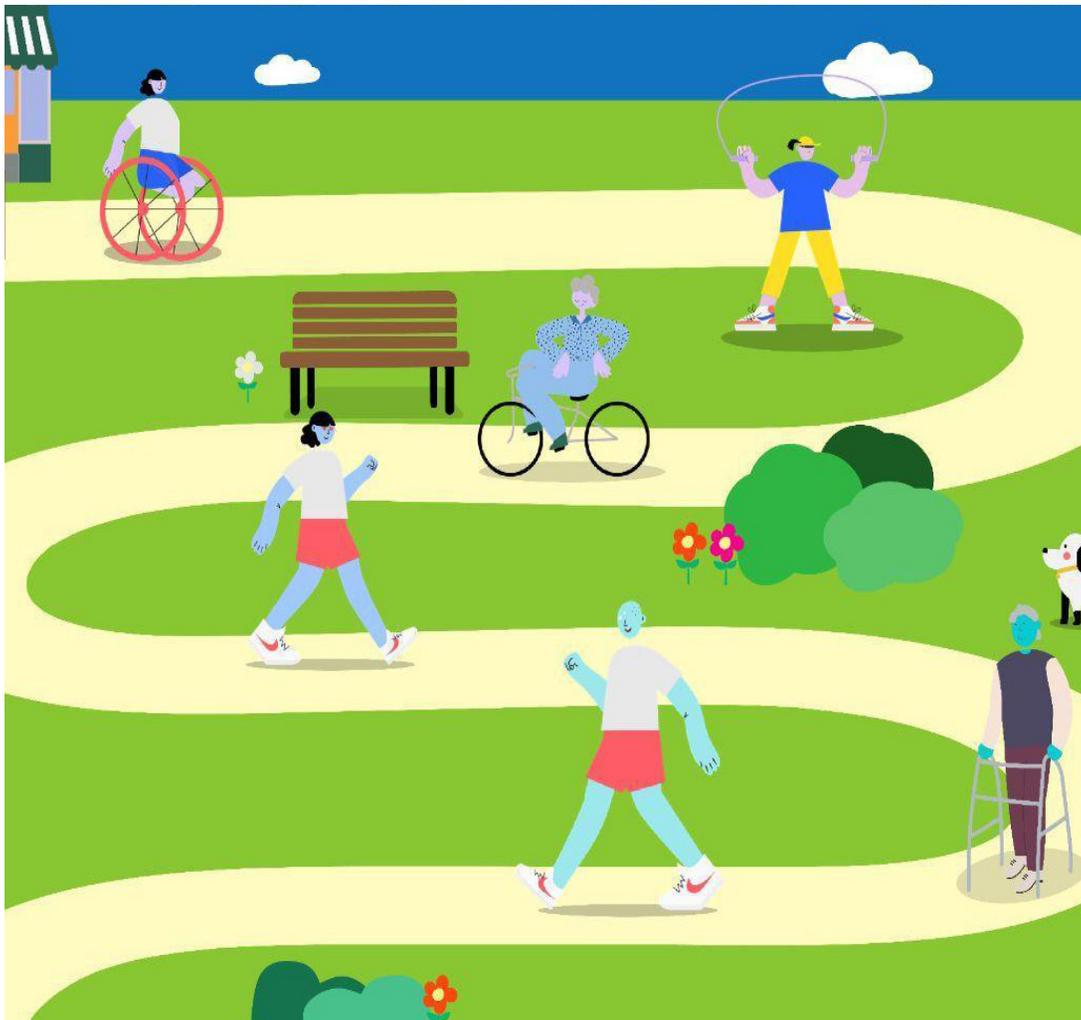


TABLE OF CONTENTS

1. Introduction & Project Overview	04
2. Public Consultation Approach	07
3. Survey Results	10
a) About the Respondents	
b) Encouraging Active Transport	
c) Hopes & Concerns	
d) Design Priorities	
4. Event Insights	21
a) Webinar	
b) Resident Workshops	
c) Youth Workshops	
d) Disability Advocates Workshop	
e) Business Owners & Representatives Workshop	
f) Councillor Workshop	
g) Feedback	
5. Conclusion	38
Appendices	42
A. Raw Survey Data.	
B. Survey Analytics.	
C. Promotion Materials.	
D. Summary Infographic.	

1. Introduction and Project Overview

Dún Laoghaire Rathdown County Council (dlr) and DBFL Consulting Engineers (DBFL) contracted Connect the Dots in 2021 to conduct a non-statutory pre-design stage public consultation process for the DLR Connector -- a walking, cycling and public realm improvement scheme funded by the National Transport Authority (NTA).

The consultation took place over several months, from quarter four of 2021 to quarter one of 2022. The ultimate goal of the engagement was to include communities along the route in the design process and gather their ideas, hopes and concerns to be considered in the preliminary design process. The following report outlines the methods, results, and conclusions of the multifaceted consultation process.

The engagement programme's outreach focused on areas near the proposed route, which stretches over 8 km from Barton Road East and Dundrum in the West, through Stillorgan Village and past the N11, toward Monkstown Avenue and connections to Dún Laoghaire in the East, as depicted below:



The brief for the scheme is to connect villages and neighbourhoods across the county through a safe, accessible and attractive walking and cycling route, with public realm and greening improvements that will enhance local livability and address sustainable mobility along a strategic orbital connection.

The goals of the consultation process, as set out at the project's start, were to:

Engage a diverse mix of stakeholders within the area of the route;

- Give clear and transparent information about the project, its intentions and desired outcomes;
- Incorporate insights from the lived experience of local residents and community members into the design of the final project, wherever possible;
- Execute a safe consultation and engagement process within any Covid-19 requirements and restrictions.

The consultation process included information sharing and a community survey, an informational webinar and a series of workshops for residents, young people, business owners, disability advocates and local Councillors. In summary:

- Presentations were given to Councillors at HEPI Area Committee meetings
- Project information and a community survey were launched online to networks of local stakeholders and shared via social media and physical posters along the route
- 320 community members participated in the survey
- 44 people attended the webinar, and an additional 37 viewed the online recording (as of 6th of February 2022)
- More than 100 residents, business owners, young people and disability advocates contributed to the workshop series

The insights gathered through this multifaceted process highlighted key issues of importance to the local community. The vast majority of survey respondents (80%) were interested in using active forms of transport more in their daily lives - a sentiment that was echoed in workshops. The issue of highest importance to participants was improving safety for all road users in the scheme design, especially the most vulnerable. Many participants

saw effective segregation of road users and strong continuous links of paths to key destinations as important to achieving safety. The most common hopes for the scheme were that it could increase levels of walking and cycling (and reduce car use), improve safety, connect destinations through pleasant and attractive walking and cycling links, and improve the public realm or sense of place.

However, a significant minority of survey respondents and participants highlighted concerns that made them critical or apprehensive toward the concept of the DLR Connector at a pre-design stage. These concerns included fears of increases in traffic and delays for cars in the area, reductions in facilities for cars (such as left turn lanes and parking), and concerns about how the route might approach specific pinch points, such as narrow roads, areas with mature trees or heavily used junctions. These concerns were often voiced with examples of frustrations with recent cycling improvement schemes. Some who were supportive of the concept of the scheme still voiced concerns that it was not ambitious enough, would not achieve the highest safety standards, or implementation would face challenges.

In addition to these overarching themes of input from the community, workshops with residents, youth, disability advocates and business owners highlighted a range of important specific suggestions for the design team, such as pocket park locations, route linkages and design considerations of importance to the disabled community.

2. Public Consultation Approach

The pre-design consultation programme was designed to be iterative and thorough, with the goal of gathering representative and insightful feedback from the local community to create a more tailored walking, cycling and public realm improvement scheme.

Connect the Dots' previous experience was essential to the engagement approach for this project. Our process values contextual knowledge and continuous feedback as key to producing the most impactful results. Workshops were designed to reflect the input received in survey responses, so that the discussions were focused on the topics of highest interest and importance to participants.

In late October and early November 2021, ahead of the launch of the programme, our team presented our plans to the Dundrum and Dún Laoghaire Area Councillor meetings and gathered initial feedback in the Q&A with Councillors. In November, the online Community Survey was launched in coordination with information about the project on the Dún Laoghaire Rathdown County Council website. Flyers with information regarding the project, the community survey and upcoming community workshops were sent to local stakeholder networks via the PPN, social media posts, emails to key stakeholders along the route, and A0 size posters (as seen below) posted at key intersections on the route.

The community survey fielded 320 responses between early-November 2021 and the extended survey deadline in mid-January 2022.

An informational webinar was held on December 8th, with a Q&A. In-person workshops planned at convenient locations in Dundrum and Monkstown were unfortunately cancelled due to safety concerns with rising COVID-19 numbers in the area. As the in-person events had required all participants to register ahead of time, all prospective participants were notified of the change via email. Online workshops were held over Zoom instead on:

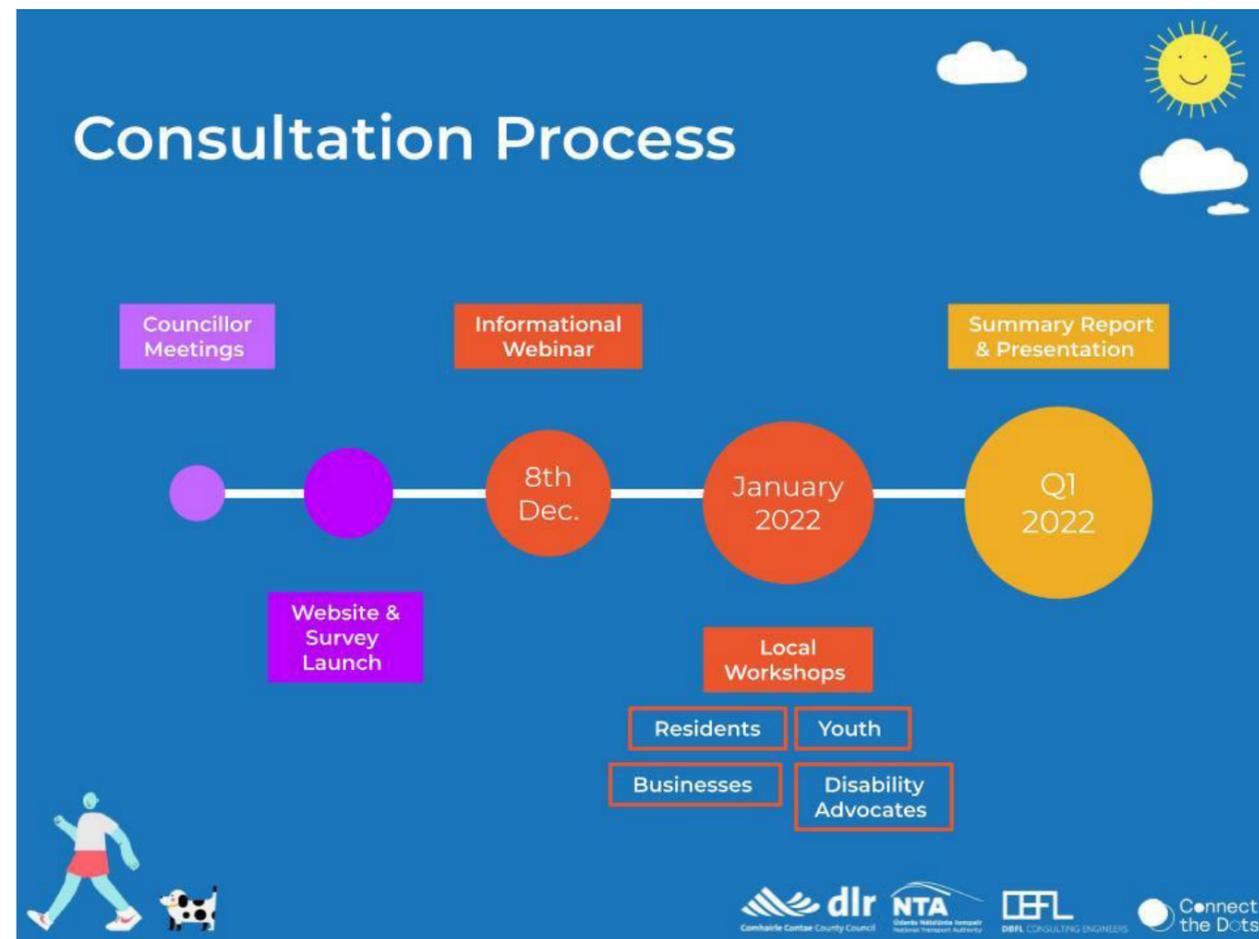
- January 5th - West of N11 Residents Workshop [~20 attendees]
- January 6th - Additional West of N11 Residents Workshop [~18 attendees]
- January 11th - East of N11 Workshop [~20 attendees]
- January 12th - Additional East of N11 Workshop [~16 attendees]

Youth workshops were held with partnering Transition Year programmes at Oatlands College and St Raphaela's Secondary School, both located near the Stillorgan section of the proposed route. More than 50 students participated in a workshop, with a nearly even gender split among participants.

The project team also partnered with the Disability Linkage group at Dún Laoghaire Rathdown's Public Participation Network to hold a dedicated workshop with disability advocates to gather their unique and important insights. Five advocates attended the meeting.

Representatives of businesses along the route, ranging from shopping centres and enterprise centres to small businesses, were invited to participate in a dedicated workshop to gather their unique insights and perspective. 8 representatives or owners attended.

Finally, a concluding workshop was held with Councillors to present the insights we heard from the community and gather their feedback, hopes and concerns before the preliminary design process for the project begins.



3. Survey Results

The project survey received 320 total responses from November 2021 to January 2022 on dlrcoco.citizenspace.com.

Respondents hailed from across the route area in Dún Laoghaire Rathdown, with neighbourhoods like Barton Rd East / Ballinteer, Monkstown and Deansgrange fielding the highest number of responses.

On average, respondents were generally positive about the concept of walking, cycling and public realm improvements along the DLR Connector's proposed route and noted their interest in opportunities such as reducing car use and traffic, improving safety for vulnerable road users, and having a pleasant and attractive route connecting eastern and western destinations in Dún Laoghaire Rathdown.

However, some respondents were either unhappy (21%) or unsure (20%) about the concept of walking, cycling and public realm improvements associated with the project, citing concerns about impacts on motor vehicle facilities and traffic, or frustration with previous schemes as reasons for their negative view or apprehension.

Key concerns raised about the project tend to be split between 1) those concerned the scheme would not be ambitious enough in its efforts to protect walkers and cyclists and connect areas in Dún Laoghaire Rathdown, and 2) those concerned about the impact of the scheme on car traffic or car facilities.

The following results section describes the survey respondents and summarises their opinions.

DLR Connector

Walking, Cycling & Public Realm Improvement Scheme



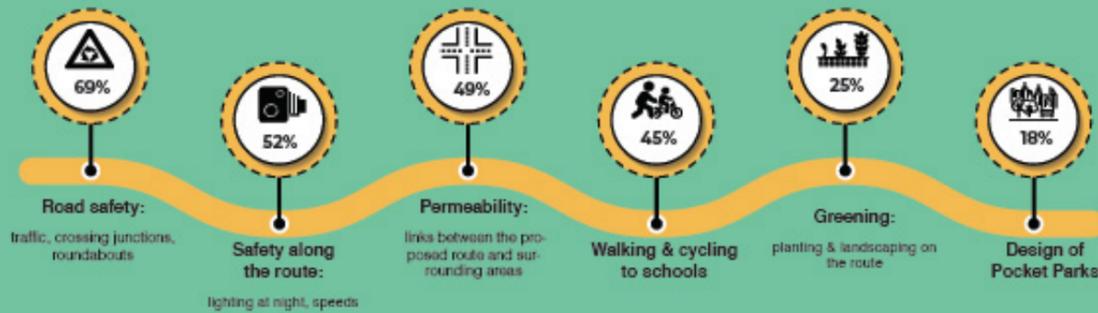
What would help you walk, cycle, roll more in your daily life?



Neighbourhood breakdown: 320 responses



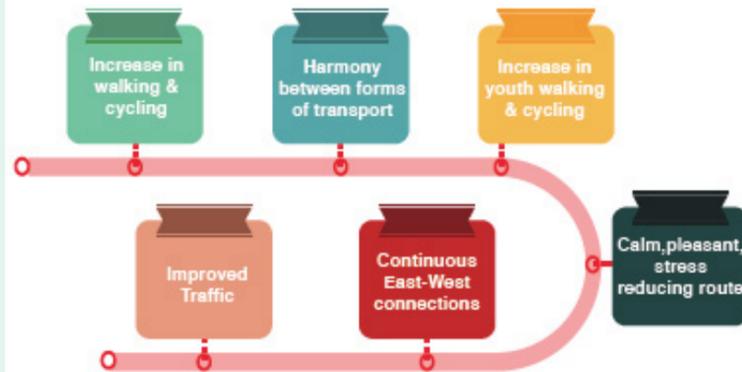
Workshop Discussion Topics:



Youth Workshops: When asked what would encourage youth to walk or cycle:

- 01 Safety and protection from vehicles
- 02 Efficiency of the route
- 03 Avoiding difficult sections of route

Hopes for the project going forward:

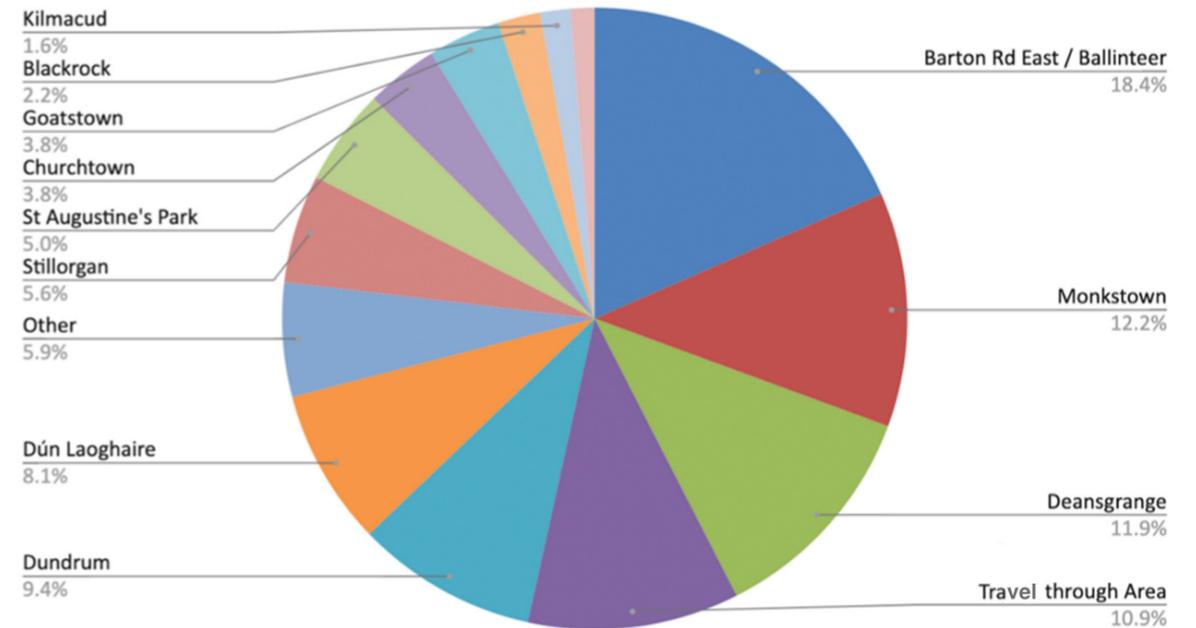


3a. About the Respondents

The 320 community members that participated in the survey hail from across Dún Laoghaire Rathdown, with areas close to the route, such as Barton Rd East / Ballinteer (18%), Monkstown (12%) and Deansgrange (12%) recording the highest numbers of respondents.

Over 60 local clubs, organisations and community groups were affiliated with/represented among the survey respondents, as listed in the table below. 131313

Neighbourhoods of Survey Respondents



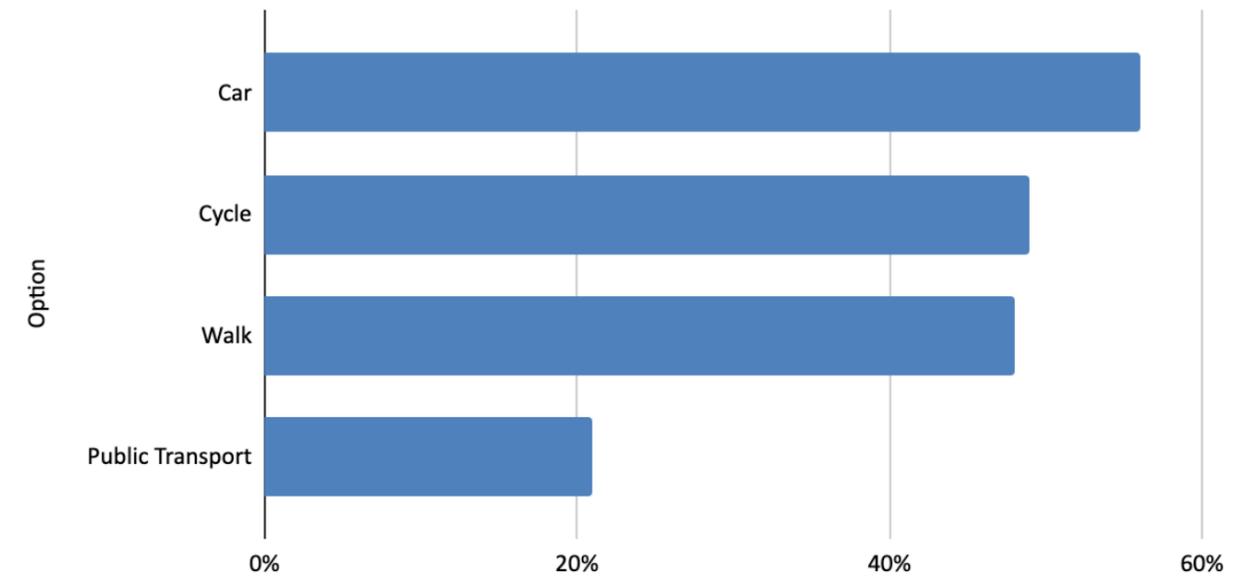
To understand how community members currently get around their area, respondents were asked what modes of transportation they frequently use. 56% of respondents regularly use a car, 49% frequently cycle and 47% frequently walk. Respondents could choose as many of the above options as they felt applied to them.

Although the project is in a pre-design phase, to understand public attitudes toward the general concept of the improvements being considered, survey respondents were asked how they feel about “walking, cycling and public realm improvements through the DLR Connector project” on a scale from very unhappy to very happy.

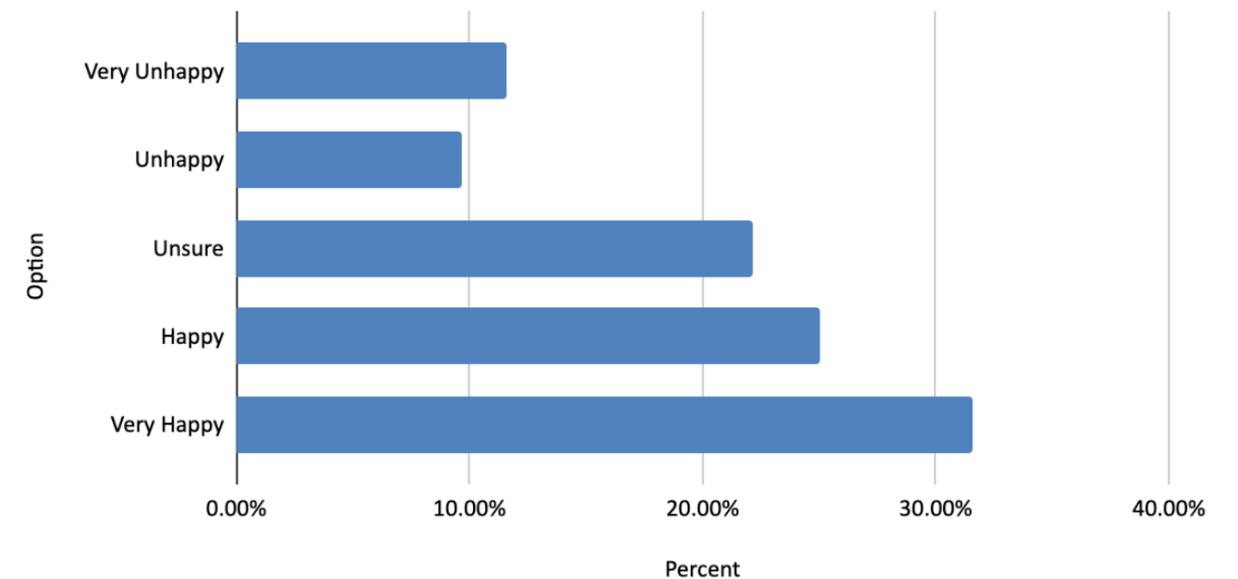
57% of respondents reported that they were either “happy” or “very happy” with the scheme. Of those, 30% were “very happy” and 25% were happy. 22% of respondents were “unsure” about the scheme, 10% were “unhappy” and 11% were “very unhappy”.

Ailesbury Residents' Association	Carysfort National School	Delbrook Park Residents Association	Fb Monkstown	Kingston Residents association	Monkstown Lifesaving Club
Airfield Estate	Castle Park Residents' Association	DLR Chamber	Foroige Dalkey	Knocknashee Residents Association	Monkstown Swimming Pool
All Saints National School	Churchtown Residents Association	Dublin Commuter Coalition	Gaelscoil na Fuinseoige	Labour Party	Monkstown Tidy Towns
An Taisce	Cycling Ireland Leisure Commission	Dublin Cyling Campaign	Giraffe Childcare	Lakelands Residents Association	Mount Merrion youths fc
Ballinteer ETNS	Cycling Without Age	Dun Laoghaire One Future	Granada FC	Laurel drive Residents Association	Obelisk Security and Obelisk Social Whatsapp group.
Ballinteer St. John's CLG	Cuala GAA	Dun Laoghaire Educate Together National School	Grange Manor Residents Association	Leicester Celtic	Our Lady's Grove
bikeDeansgrange	Dalkey Meals on Wheels	Dundrum Climate Vigil	Hollypark Foxrock Ave Residents Association	Linden OMC	Roebuck Residents Association
Blackrockers	Dalkey School Project	Dundrum College of Further Education	Imagine Dundrum	Local Tenants Group	Social Democrats
Brendan Joseph Ltd	Deansgrange-Foxrock Residents Association	DVBG	J B Barry & Partners	Meadowbrook Residents Association	South Dublin Cycling Campaign
Broadford Rovers Football Club	Deansgrange Cycle Route group	Farmleigh Residents' Association	Kilmacud Crokes GAA	Medica Ireland (Dundrum)	Stonepark Abbey Parents association

Frequent Modes of Transportation



Attitude toward walking, cycling and public realm improvements through the DLR Connector Project



3b. Encouraging Active Transport

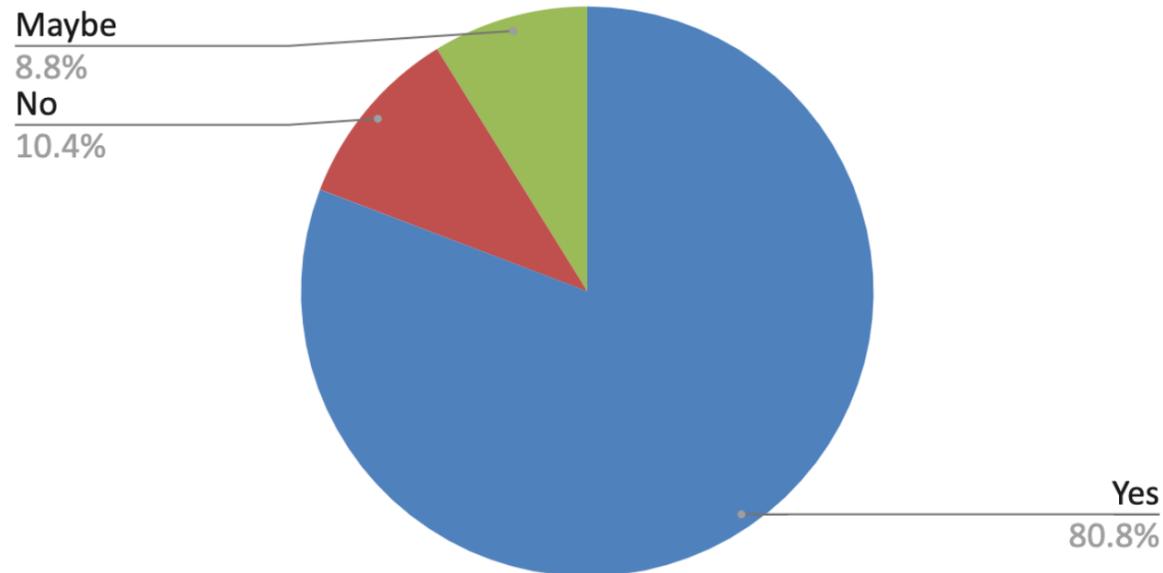
Encouraging active transportation through a safe, accessible and attractive walking and cycling route connecting villages and neighbourhoods is one key objective of the DLR Connector project. To help consider how best to encourage such transportation mode shifts, survey respondents were asked first if they would like to walk, cycle, scooter or roll (in a wheelchair) more in their daily life, and then what might help them do so.

Despite a near majority of respondents already walking (47%) or cycling (49%) frequently in their daily life, the vast majority of survey respondents (80%) said they would still like to use active transportation more in their daily life.

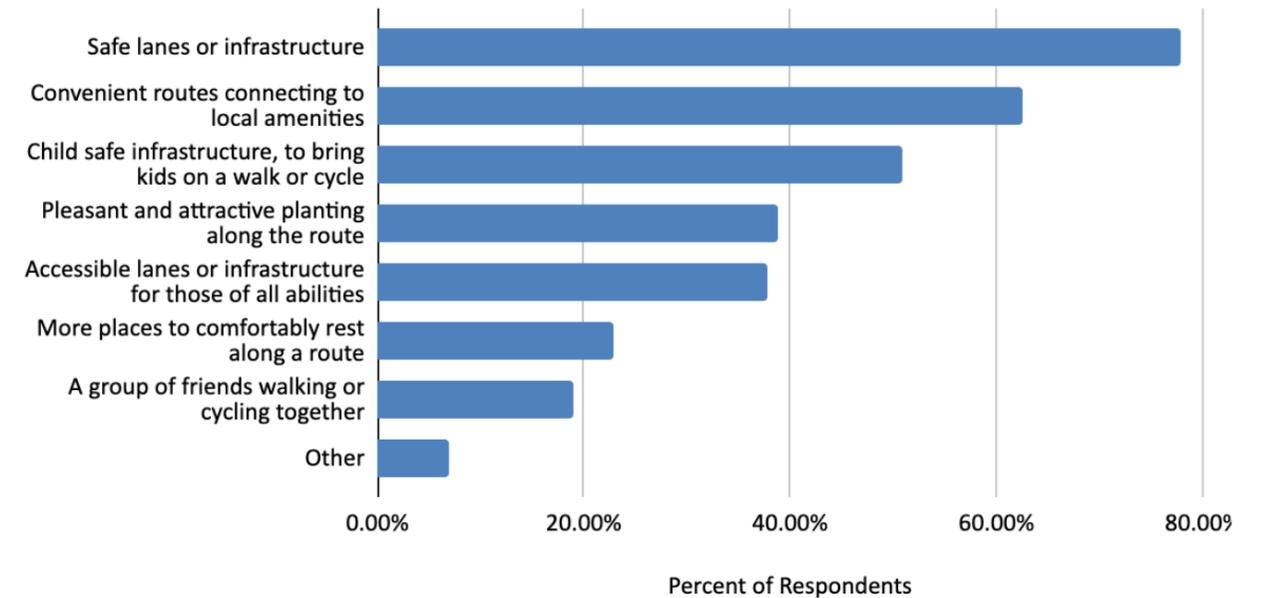
Despite a near majority of respondents already walking (47%) or cycling (49%) frequently in their daily life, the vast majority of survey respondents (80%) said that they would still like to use active transportation more in their daily life.

When respondents were asked what would help them use active transportation more in their daily lives, options like safe lanes or infrastructure (78%), convenient routes connecting to amenities (63%) and child safe infrastructure (51%) were among the highest ranking topics, with options like friends walking or cycling together (19%) and more places to comfortably rest (23%) seen as less important to most respondents.

Would you like to walk, cycle, scooter or roll (in a wheelchair) more in your daily life?



What is most likely to help you walk, cycle, scooter or roll more in your daily life?



3c. Hopes & Concerns

Two open-ended survey questions provided respondents with the opportunity to communicate their hopes and concerns for the project. Responses were coded according to topic area, with topics then sorted in order of frequency. The 8 most frequently referenced sentiments for each question – 1) concerns to be considered in the design and 2) hopes for the project – are listed in the table below.

Do you have any concerns about walking, cycling and public realm improvements along the proposed route that you think should be considered in the scheme design?	What do you hope the project can achieve once it is completed?
1. Improvements are safe (especially at intersection points between road users)	1. Reduce car use / increase walking & cycling
2. Scheme will not be ambitious enough (ex: substandard lanes, limited connections)	2. Improve safety of walking & cycling (subtopics including modal segregation, junction safety and all ages and abilities emphasis)
3. No concerns	3. Pleasant & attractive route
4. Concerns regarding pinch points on route: a. Narrow road sections b. Specific junctions and traffic impact c. Gradients / topography at sections d. Areas used by elderly, disabled or medical patients e. Areas with mature trees	4. Connect well to destinations & other routes (Dundrum, Dún Laoghaire, etc.)
5. Risk of traffic increases, queues, delays	5. Improve public realm or sense of place
6. Reduction in car facilities (parking, left turn lanes, one way roads)	6. Improve public health (air quality & exercise)
7. Enforcement of road rules (Gardai, cameras)	7. Improve Traffic
8. Aesthetics or choice of materials (trip hazards, visibility, ugly materials, difficult maintenance)	8. Doesn't impinge on drivers or residents

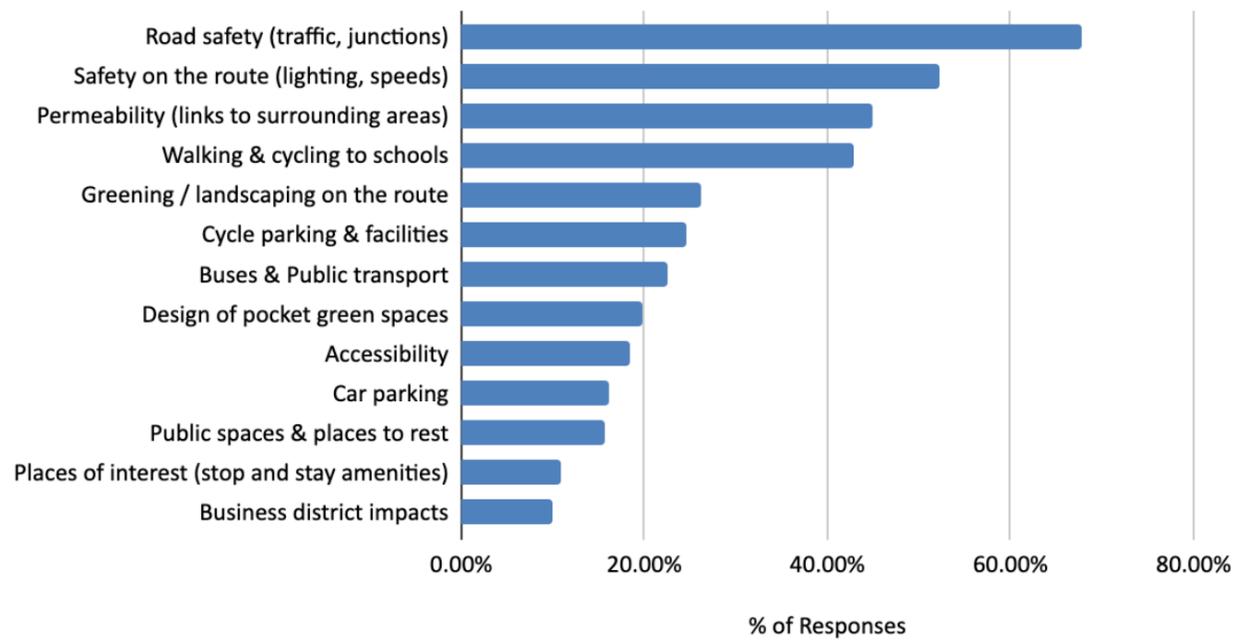
3d. Design Priorities

An additional open response question asked respondents what they thought should be prioritised in the design of the project. Responses relating to safety, especially regarding designing how modes of transportation interact (at roundabouts and junctions), were most frequent, with segregation of modes referenced by many respondents. Other frequent topics included references to clear or aesthetically pleasing signage, markings and features (such as lane dividers), and route continuity and connections. Some respondents also emphasised the importance of preserving access to key services and amenities for all modes (including private cars).

When consulted on what topics they would be most interested in discussing with fellow community members and the design team at a workshop, respondents similarly ranked topics relating to safety, route links to surrounding areas, and walking and cycling to schools the highest.

What do you think are the most important things for the design of the route to prioritise?
Safety --> segregation of cars/pedestrians/cyclists, safe junction design, lighting, driver visibility, slowing traffic, other topics
Route continuity & connections to destinations like schools, shopping centres, other routes
Accessibility & safety for vulnerable users (older, disabled, children)
Preserve access to --> services, amenities, private driveways, trees/green space
Aesthetics --> clear signage & markings; attractiveness of separators/plantings/ bollards, signs, & public realm facilities
Traffic management / flow --> avoid causing additional vehicular traffic, rerouted traffic, congested junctions
Avoid or minimize restrictions to motor vehicles (ex: reducing left turn lanes, parking, emergency vehicle access)
Continuous engagement and feedback (with residents along route, road users; possible trials)

Workshop Discussion Topics of Interest



4. Event Insights

The pre-design engagement programme included an informational webinar, resident workshops, youth workshops and dedicated sessions with disability advocates and business representatives. Input received in each of these events was more discussion-based, allowing our team to facilitate discussions that dug deeper into the main opportunities and concerns identified in the project survey.

The December 2021 Webinar helped to clarify the project and engagement process for interested members of the public. The resident workshops highlighted a range of more general and location-specific suggestions regarding topics such as safety, connectivity, youth use and greening/pocket parks. Youth workshops allowed for deeper discussion with young people, and young women in particular, about what would make them feel safe or encourage them to walk or cycle more. Finally, the disability and business workshops helped highlight specific viewpoints and areas of feedback that require emphasis outside of resident-focused workshops.

The following section summarises the insight gathered in each of the engagement programme's events.

4a. Webinar

On the 8th of December, 2021, a one-hour webinar was hosted over Zoom, with informational presentations from dlr County Council, DBFL Consulting Engineers and Connect the Dots. The presentations were followed by a series of Zoom polls and a questions and answers session via the webinar chat. Following the event, a recording of the presentations was made available online at: <https://www.youtube.com/watch?v=LCnbZwQelKU>.

The Zoom polls asked attendees what brought them to the Webinar and where they lived, as well as how presentations made them feel about the project. Reasons for attending the webinar were mixed, with the top responses being that attendees live near the route (24%), visit amenities or shops near the route (17%) or cycle/scooter (17%), walk (13%) or drive (12%) near the proposed route.

Neighbourhoods of attendees were also mixed, with Barton Rd East / Nutrove area (19%), Dundrum (19%), Deansgrange (13%), Dún Laoghaire (13%) and Kilmacud (13%) the most common responses.

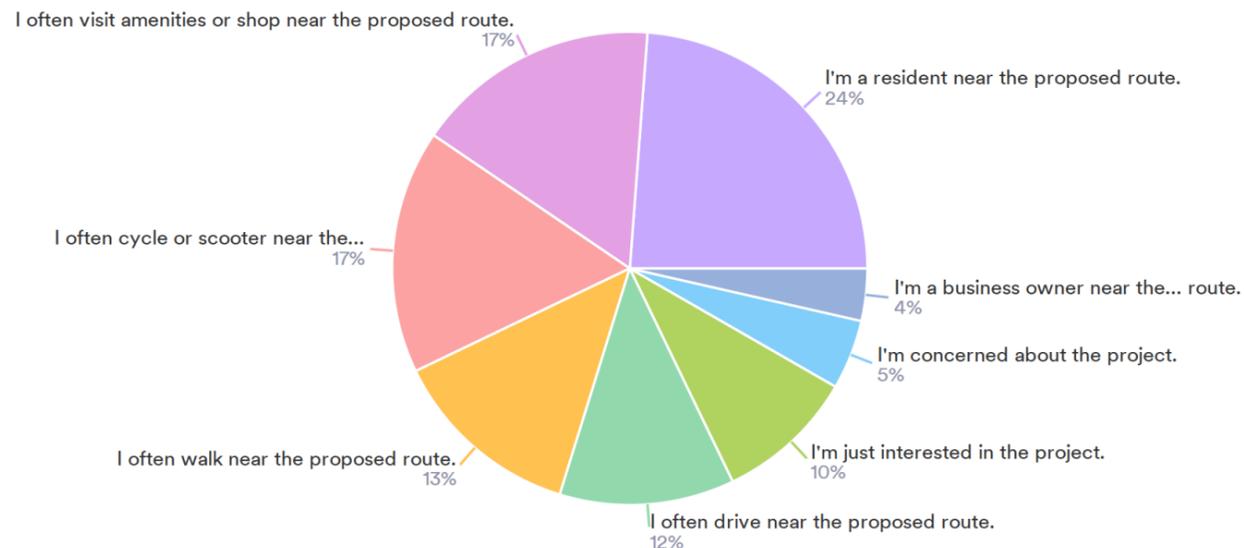
When asked how the webinar presentations made them feel about the DLR Connector project, no attendees chose "more negative," with 79% selecting "more positive," and 21% feeling no different compared to before the webinar.

The most common topics raised in questions during the Q&A session included:

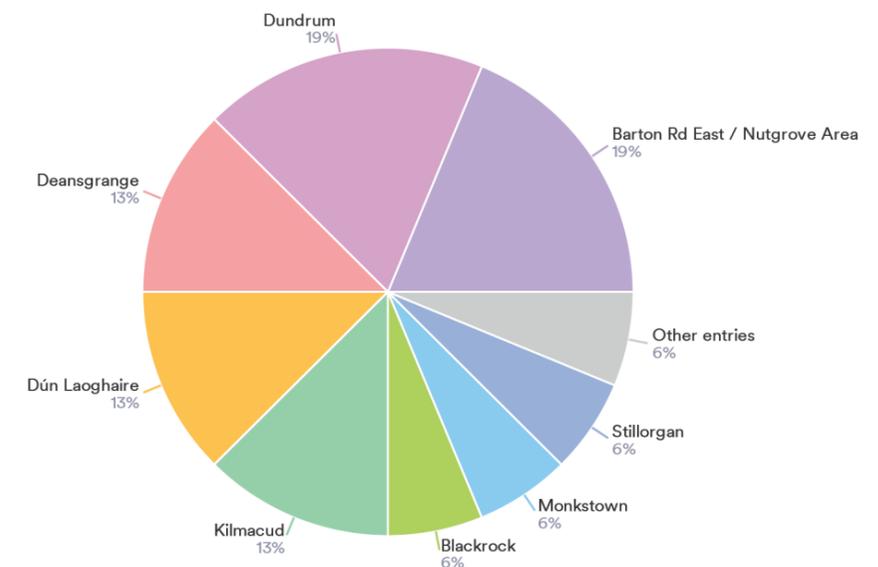
- DLR Connector route & its linkages → such as connections to and from the Luas, Loreto Park, Taney Crescent, Barton Rd East and Monkstown Ave
- Types of infrastructure → such as Zebra crossing

- suggestions, parking and loading bay questions
- Implementation & long term maintenance → such as enforcement of mode segregation, policing resources and continuous consultation
- Queries about related schemes → such as the Stillorgan Village, Deansgrange Rd and Braemor Road schemes

What brought you to the Webinar to learn about the DLR Connector Project? (you may select more than one option).



Where do you live?



4b. Resident Workshops

Discussions in the four resident workshops were held in facilitator-led small groups following presentations from the project team. The opportunities and challenges referenced in discussions within each topic area are summarised in the two tables below, representing input from the western and eastern ends of the route.

Safety was undoubtedly the topic of highest interest and the focus of discussions at most events. Many participants voiced their support for effectively segregating road users (especially at junctions), with foreseen challenges including improving driver and cyclist behaviour and addressing specific ‘pinch point’ locations.

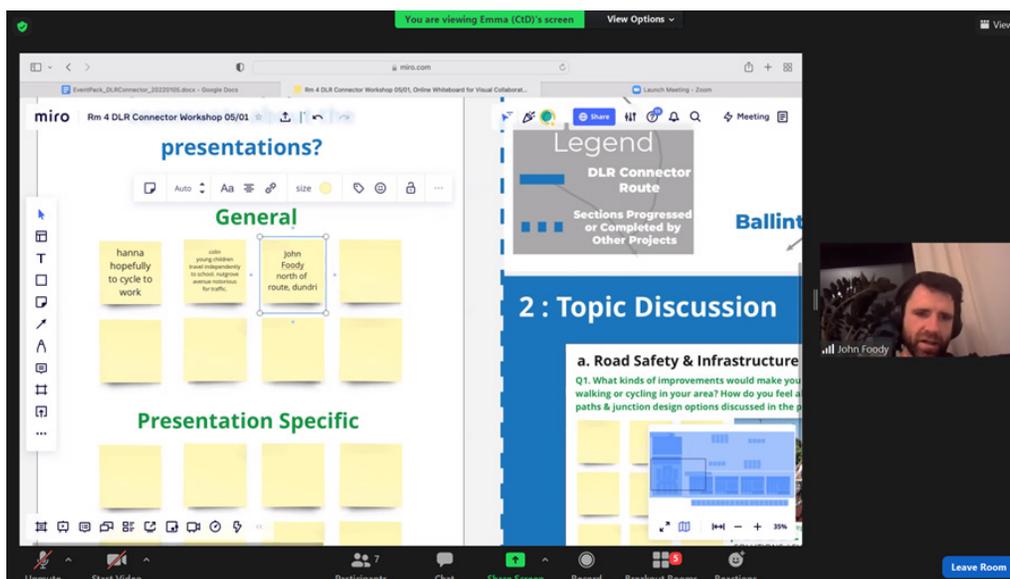
Discussions on connectivity and links highlighted several destinations and routes that residents would like to see connected to by the route, including the Slang River Greenway and effective Dún Laoghaire connections at the eastern end of the route.

Improved crossings and junction design were seen as important aspects of encouraging youth use of active transport along the route, as were slow zones and speed limits.

Finally, residents provided several suggestions for locations of pocket parks – such as Nutgrove Ave & Barton Rd East, Brookville Park & the Stradbrook Roundabout – as well as suggested amenities to include in public realm improvements.

Key Insights from Resident Workshops

The topic most often raised by far in resident workshops was safety. Residents pointed to other cycling routes which they saw as unsafe to use because of a lack of effective segregation. Painted white lines and “orca” bollards used in existing cycleway schemes were viewed as not only insufficient, but often dangerous. Most residents mentioned clear and consistent lane segregation of different transport modes as essential to the acceptance of the scheme.



West of N11 - Summary of Discussion Points in Workshops

Topic	Opportunities	Challenges
<p>Safety & Infrastructure Design</p>	<p>Segregation:</p> <ul style="list-style-type: none"> Improving cyclist safety by separation from vehicles, especially at junctions or areas with high volumes of traffic Continuous separated route is key to making cycling feel safer (incomplete routes are currently an issue) Using greening to support and clarify segregation (grass verge / trees) Allow ways to exit cycle lane to road in case of delivery trucks or obstructions Ensure curb design doesn't make it too difficult to get ON the segregated route Zebra crossings as opposed to shared spaces Consistency in colour and quality of road painting and surfacing. Attention to driver visibility, especially at intersections/roundabouts, when considering planting layouts, signage. Improve car parking options in certain locations, so that cars don't park in bike lanes. Suggestion: parking spaces on motorist lane side of bike lane, not footpath side. Some in favour of traffic slowing measures, especially near intersections between modes. Increase in cycling / walking could reduce air & noise pollution tied to existing traffic levels Continuity of strong links even a few weak links can deter most vulnerable users from attempting their entire journey Encourage learning safe cycling practices simultaneous to new well-designed infrastructure Route safety and efficiency (+ability to pass, cycle at speed) need to be balanced in the design At junctions with crossing lights, slow the time for pedestrians to cross 	<p>Lack of adherence to rules of the road:</p> <ul style="list-style-type: none"> Participants called for measures to be taken to improve user awareness of the rules of the road through signage or other forms of education. Participants gave examples like pedestrians drifting into cycle lanes, drivers not observing cycling priority at junctions, clarity of right of way Participants called for adequate signage to clarify the any new rules pertaining to new or unfamiliar systems and expressed concern that separated cycle routes could lead to confusion over right of way without adequate signage. <p>Hazards of New Infrastructure</p> <ul style="list-style-type: none"> Participants raise a concern over inconsistent surfacing types and bollard types which they noted as being present in other existing cycle lane schemes. Participants speculated that intermittent surface markings indicating bike lanes could lead to confusion and that perhaps a consistent coloured asphalt would make cycle lanes easier to recognise The transitions between new cycle and pedestrian lanes should be free of trip hazards. Specifically consideration should be given to the heights of bollards and the height differences between walking/cycling surfaces. Right of ways can sometimes be unclear <p>Pinch / Difficulty Points:</p> <ul style="list-style-type: none"> Nutgrove Ave is notorious for traffic and parking on bike path at Loreto Park Route through Dundrum Town will need to be thoroughly considered as lanes are already narrow at some points More consideration should be given to areas with many resident entrances/driveways which would be crossed by a new cycle lane. Participants expressed concern that this posed a danger to cyclist from resident motorists exiting their private driveways . Proper maintenance will be key to safety. Concern that segregation could lead to unsafe cyclist speeds

West of N11 - Summary of Discussion Points in Workshops

Topic	Opportunities	Challenges
Connectivity & Links	<p>Linkage suggestions:</p> <ul style="list-style-type: none"> Goatstown Road / Drummartin Rd (especially North) General link to quiet neighbourhood roads (“quietways”) Dundrum Rd toward Churchtown/Goatstown Slang River Greenway (only 200-300 meters away) <p>Complete or connect existing cycle paths into full networks, in places like Dundrum Town</p> <p>To help connect high quality lanes across Council boundaries cross Council teams or a cycle design office within the NTA?</p>	<p>Difficult, but important connection Stillorgan shopping centre to Stillorgan Park Rd</p> <p>Proper user-oriented entrances and exits to segregated route at linkage points</p> <p>Linkages to Bus Connects safety at overlapping sections, proper parking facilities at major route intersections.</p> <p>Work with DCC to integrate designs of City Centre to Dundrum route</p>
Youth Use & Schools	<p>Junctions (not roundabouts) with push button crossings (a bit back from intersections) may be safest for children cycling.</p> <p>Improved crossings at key nodes, ex: Barton Rd East & Nutgrove Way</p> <p>New planting to make routes more pleasant and protected ex: Wickham Way currently unpleasant</p> <p>Teach road safety practices (“Rules of the Road” scheme?), in addition to designing infrastructure that even young children will feel safe on</p>	<p>Connectivity of infrastructure will “make or break” youth cycling to school</p> <p>*Concern: more reductions in car road space could lengthen journeys to school for majority of students who rely on cars</p>
Greening & Pocket Parks	<p>Use materials that are water resistant and need little maintenance</p> <p>Suggestions for Pocket Parks:</p> <ul style="list-style-type: none"> Nutgrove Ave and Barton Road East Dundrum Library (benches around the tree) <p>Amenity suggestions:</p> <ul style="list-style-type: none"> Fountains Waste and refuse facilities Disability access Seating tucked behind treescapes, perhaps seats facing each other or single seating to reduce anti-social behaviour 	<p>Long term upkeep & maintenance of both green spaces and new cycling or pedestrian paths comprehensive strategy needed</p> <p>*Concern that existing trees (ex: Barton Rd East) are not harmed or taken down in the construction of the route</p>

East of N11 - Summary of Discussion Points in Workshops

Topic	Opportunities	Challenges
<p>Safety & Infrastructure Design</p>	<p>Improved Garda enforcement of all road users breaking the rules</p> <ul style="list-style-type: none"> • Speed limits • Improve approach to reducing parking in cycle lanes • Develop improved log and statistics of incidents between road users <p>Marketing campaign and road user safety programme</p> <p>Slow car speed limits on certain roads (ex: Monkstown Ave, Stradbroke Roundabout)</p> <p>Full segregation between cars, bikes and pedestrians</p> <ul style="list-style-type: none"> • Make clear surfacing difference between cycle lane and ped lane • Dutch Style Roundabouts seen favourably by many <p>Learn from lessons of past schemes in the area Carysfort Ave, Newtown Park Ave, Glenageary Rd</p> <p>Widespread use of Zebra Crossings (ex: Stradbroke Roundabout)</p> <p>Consider visibility driver visibility of bollards, pedestrian visibility of barriers but also safety of the visually impaired</p> <p>Traffic lights for cyclists at any junctions consider the time it takes to cross an uphill junction</p> <p>More safe bike parking facilities</p> <p>Maintenance plan for cycle lanes (leaves, potholes, rainwater runoff, maintaining surfaces)</p>	<p>Improving cyclist etiquette, especially in residential areas</p> <p>Considering elderly and their interactions with infrastructure</p> <p>Breaking parking habits on areas like Monkstown Road</p> <p>*Concern: parking reduction could decrease safety by encouraging unsafe parking practices</p> <p>Avoid causing congestion by taking out certain left turn lanes ex: lessons from Newtownpark Ave's White Cross Junction</p> <p>Providing infrastructure that is aware of uphill climbs for cyclists in sections (Kilmacud Lower/ Upper and Newtownpark Ave).</p> <p>*Concern: Carysfort Ave left turn onto Stillorgan Rd is dangerous</p> <p><i>Pinch / Difficulty Points:</i></p> <ul style="list-style-type: none"> • Monkstown Ave narrow, dangerous • Abbey Road junction • Glenageary Road • Stillorgan Village

East of N11 - Summary of Discussion Points in Workshops

Topic	Opportunities	Challenges
Connectivity & Links	<p>Connection to the Coastal Mobility Route = very important</p> <p>Possible Monkstown Ave solution – utilise car park of leisure centre</p> <p>Consider Rockford Park to Rockford Green onto Stradbrook Roundabout & Connection between Brookville & Rockford</p> <p>Stradbrook Road to Rory O'Connor Park</p> <p>Connect to Deansgrange Cemetery Route</p> <p>Connect to Glenageary Upper route</p> <p>Consider parallel route on Stillorgan Park (north) versus Stillorgan Park Road, to reduce car congestion impacts</p> <p>In Dundrum Area – Connect to Slang River Greenway & St Enda's Park further West</p> <p>Make clear signage of the cycle route and connections</p>	<p>*Concern: new (SHD) housing in Deansgrange stretching capacity of roads and traffic on route</p> <p>With termination at Monkstown Ave Roundabout, what are the implications for future connections to Dún Laoghaire? York Rd - which seems tight?</p> <p>Surfacing of N11 seen as dangerous for cyclists</p> <p>*Concern: Difficulty of driver turns and connections to Carysfort & Newtownpark Ave could lead to further congestion</p> <p>*Concern: Monkstown Ave is too narrow for most design options</p>
Youth Use & Schools	<p>Cycling to school improves mood and stress + makes kids happier</p> <p>Opportunity for significant congestion impact, if fewer children arriving to school by car</p> <p>Speed limits and cycle lane segregation</p> <p>Zebra Crossings around schools – ex: Monkstown Grove to Monkstown Ave</p> <p>More safe / slow zones around schools with bollards, indications, segregated lanes</p>	
Greening & Pocket Parks	<p>Opportunity to use for slowing down cyclists and drivers, rest stops for cyclists</p> <p>Location Suggestions:</p> <ul style="list-style-type: none"> • Stradbrook Roundabout (in the middle or beside) • Brookville Park (beside junction) • Monkstown Castle area • Area in south end of Stillorgan Village (with Owl's bowling on the left, Blake's on the right) <p>Bulbs along Monkstown Avenue, or other greening improvements</p>	

4c. Youth Workshops

Two workshops were held with more than 50 transition year students at Oatlands College and St Raphaela's Secondary School. Both schools are located near the Stillorgan section of the proposed DLR Connector Route.

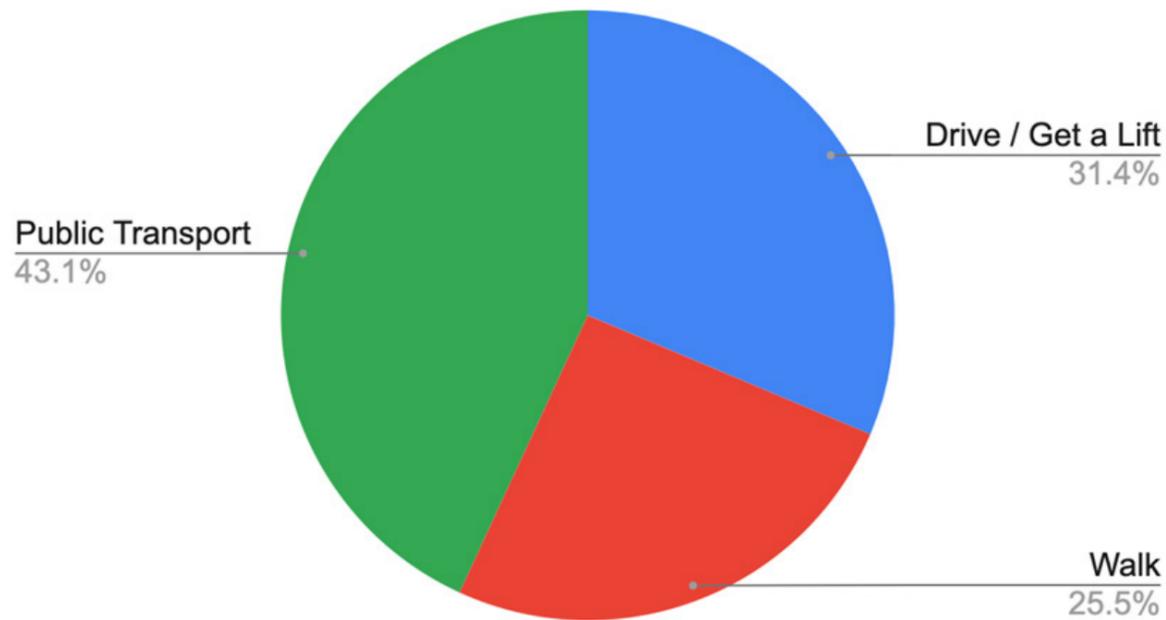
Brief contextual presentations were given, followed by poll questions and small facilitated discussions utilising maps and stickers. Topics of discussion included:

- Existing transportation modes and routes
- Preferred transportation modes and route
- What might encourage young people to walk and cycle more?
- What makes young people feel comfortable and safe walking or cycling?
- What spaces do young people like to spend time in?

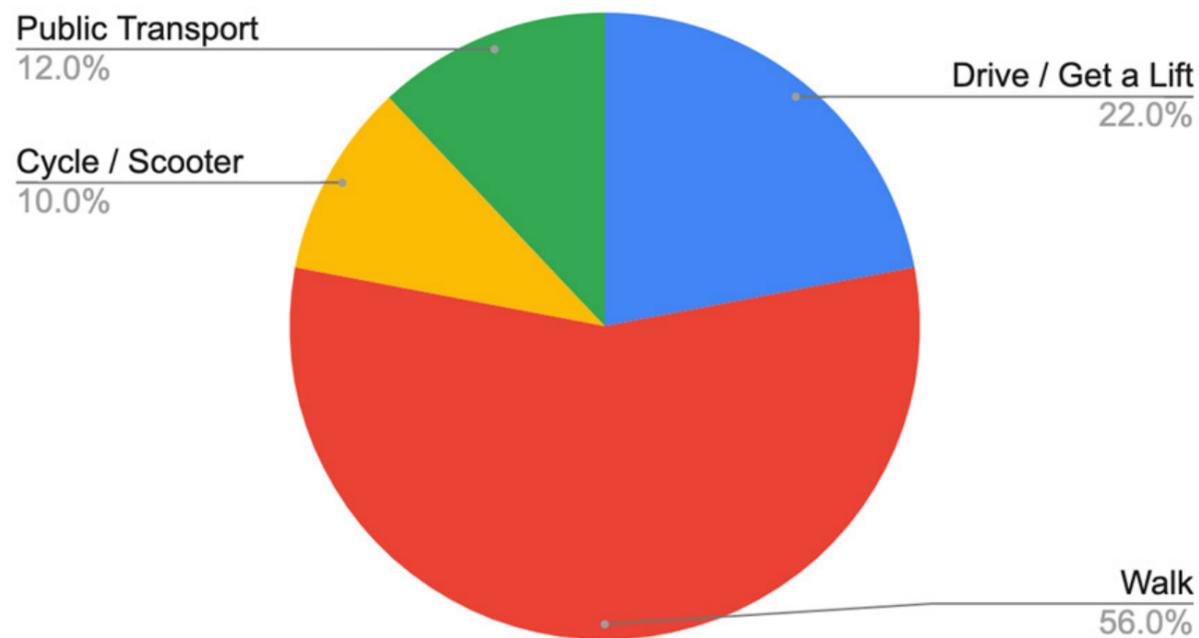
The poll results below show a diversity of transportation modes used by young people at these two schools, with a high percentage of students arriving at school by public transport and cars, and nearly no students regularly cycling to school or around their neighbourhood.



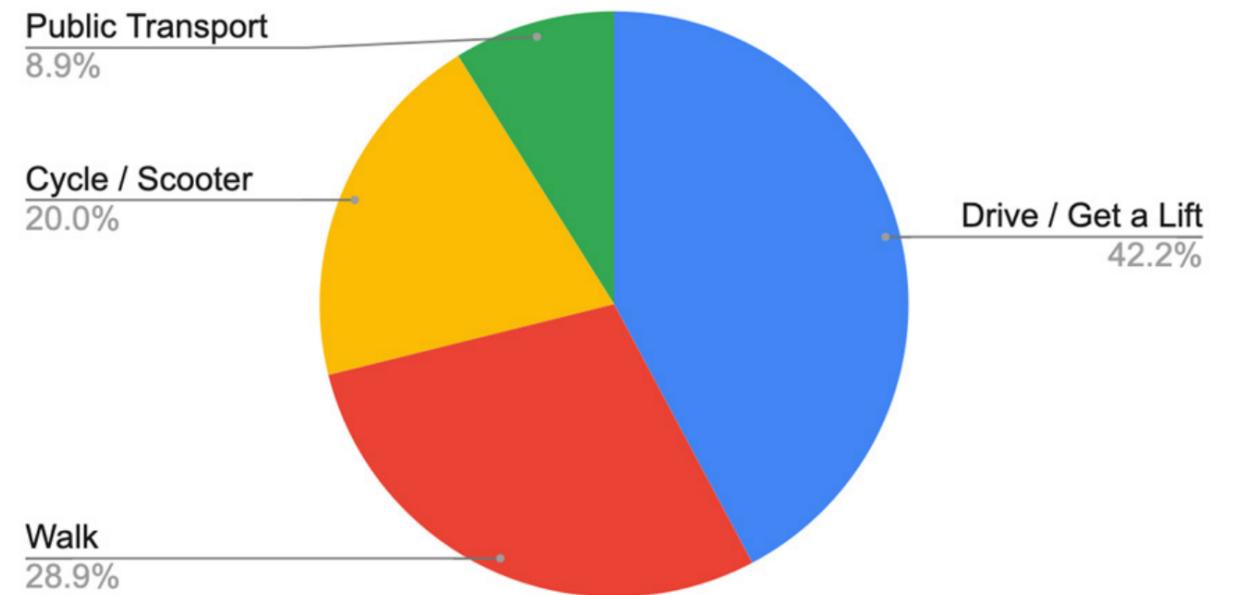
How do you travel to and from school?



How do you travel around your area?



How would you prefer to get to and from school / around your area?



Polls taken during the workshops highlight that none of the students we spoke with at either school currently cycle to school, with Oatlands students (all boys) more likely than St Raphaela's students (all girls) to cycle around their neighbourhood (24% boys vs 5% girls) and prefer cycling to get to school or around their area (41% boys vs 7% girls).

25% of all student participants walk to school and 56% usually walk to travel around their neighbourhood, with girls more likely than boys to prefer walking as a way to get to school or around their area (36% girls vs 18% boys).

In total, 49% of students prefer walking (29%) or cycling/scootering (20%) to school or around their area and 42% prefer driving or getting a lift. The remaining 9% prefer public transport.

When shown images of various infrastructure options, segregated walking and cycling facilities were preferred by both groups, as were public realm improvements that provide seating and shelter for socialising.

When asked what would encourage them to walk or cycle, or feel comfortable walking or cycling, students emphasised the following factors:

- Safety and protection from vehicles
- Efficiency of the route (direct links, connections to amenities)
- Avoiding hills and difficult sections for cycling or walking
- Greening, including as buffers between cars and walkers / cyclists
- Good lighting and routes through active public areas (especially emphasised by female participants)
- Clarity of the route and rules of the road (clear separation of lanes and colors of pavement)

Key Insights from Youth Workshops

The safety and efficiency of the route were mentioned as the most impactful elements to participants in the Youth Workshop. Students who indicated an interest in cycling more would only do so if cycling facilities along the route were improved/safer. Walking also stood out as a preferred mode of transportation.

4d. Disability Advocates Workshop

A discussion-based online workshop was organised with members of the Disability Linkage Group of the Dún Laoghaire Rathdown Public Participation Network (PPN) to hear their unique and important perspective on what should be considered in the DLR Connector's design process. Design issues of importance that were raised in discussion with advocates included:

- Tactile paving, trip hazards and dropped kerbs in locations
- High quality lighting & audible traffic lights (especially in loud traffic zones)
- Allotted time for pedestrian crossings at traffic lights
- Interactions between vehicles/cyclists and people with visual/mobility impairments and clear segregation
- Footpath and private driveways interactions (potential for footpath undulations, driver visibility considerations)
- Accessibility of emergency services and driver drop off areas
- Driver and cyclist behaviour and training
- Street furniture considerations

The workshop provided an opportunity for engineers to answer the questions of disability advocates and discuss the issues above and how they could be approached in the scheme design.

Key Insights from Disability Workshops

The concerns voiced in this workshops all related to the safety of people with disabilities while using the route. Those with disabilities need to be considered when designing the segregation of routes, junctions, the interactions between pedestrian paths and private driveways and management of interactions between all road users.

4e. Business Owners & Representatives Workshop

An additional online workshop was also held with members of the business community along the project's route. A combination of representatives from larger shopping centres and business entities, as well as smaller business owners and enterprise centre representatives, were invited to join.

Reactions to the scheme among the business community in attendance were generally positive, with the potential increase in footfall to shops raised in particular.

Queries and issues raised in the discussion between project engineers and business owners and representatives included:

- Traffic bottleneck locations
- Construction timelines
- Aesthetics of the scheme (ex: bollards vs planting & road painting)
- Emergency services and delivery logistics
- Cycle parking (for regular, electric and cargo bikes)
- Connections of the route & channelling footfall (example destinations discussed: Coastal Mobility Route, Luas, Slang River Greenway, DL Regional Sports Centre)

Key Insights from Business Workshops

All attendees present welcomed the scheme for its potential to positively impact their businesses. As business owners they anticipated that the route would have a positive impact on footfall and traffic and were preparing to add more bicycle parking to their businesses to account for more bicycle traffic.

4f. Councillors Workshop

An online workshop was held on the 16th February, and was held with councillors representing residents both East and West of the N11. Councillors were shown presentations from DBFL, DLR and Connect the Dots and then divided into breakout rooms, two for Councillors representing areas East of the N11, and one for Councillors representing areas West of the N11.

4g. Councillor's Workshop Feedback

In the workshops, Councillors were asked to represent their own concerns, along with any concerns expressed by members of the public. Some Councillors noted that as the project was in such early stages, residents were unlikely to have concerns at this early stage, and that consultation was to aim to target more residents in the next design phase.

Using the same framework as in previous workshops, the Councillors were asked if they had specific concerns or had any representations made to them by residents on the topics of "Road Safety and Infrastructure", "Connectivity and Links to the Route", "Walking and Cycling to Schools and Youth Use", "Greening and Pocket Park Design". They were also given the opportunity to raise any concerns that did not fall under those topic titles.

The opportunities and challenges referenced in discussions of each topic area are summarised in the two tables below, representing input from the Western and Eastern ends of the route.

Many of the points brought up by the councillors closely reflected the areas of concerns raised at residents' workshops,

including specific problem locations.

Concern that roundabouts should only be replaced if necessary, that the scheme would increase traffic congestion, and concern for the safety of all commuters on the route were Fappenthe most common points raised. However, Councillors also saw the opportunities for commuters to incorporate walking or cycling as part of their commute, linking up with DART, Luas and Bus Routes to reduce traffic.

Councillors also provided specific local knowledge about points along the route, which require special attention anticipating various problems, e.g. particularly steep gradients along the route, the potential for the scheme to interfere with resident street parking or difficult and dangerous junctions.

Key Insights from Councillor Workshops

The topic most often raised in these workshops was the safety of all route users. Careful and effective segregation of all transport modes, and safe junction design was seen by most contributors as the most important element in the success of the scheme. This closely reflects the findings from both the Resident Workshops, Youth Workshops and Disability Advocate Workshops.

West of N11 - Summary of Discussion Points in Councillor Workshops

Topic	Opportunities	Challenges
<p>Safety & Infrastructure Design</p>	<p>Painted white line on footpath insufficient - clear separation of modes + different coloured paths.</p> <p>Consistency of surfaces/colours is important in terms of legibility.</p> <p>Adopt a standard approach to all shared junctions, these can serve as a model for the rest of the scheme</p> <p>Separate pedestrians and cyclists - design for accessibility first, then pedestrians, cyclists, then public transport and cars</p> <p>Shared roundabout, pedestrian zebra crossing - works only with small numbers of people walking and cycling.</p> <p>Infrastructure should be designed to withstand higher volumes of people walking and cycling</p> <p>Roundabout at bottom of Barton Rd - busy pedestrian area, busy bus stop on other side, challenging junction - keep bus routes as a priority.</p> <p>Public transport - none of the designs had bus priority at the junctions - need to have separate priority, even if difficult to resolve.</p> <p>Maintain tree where possible.</p> <p>Almost all bus journeys start with a walk or cycle - to encourage people on bus and Luas, we need to prioritise the public transport user even before they're on public transport.</p> <p>Dutch roundabout, pedestrians don't have to wait - cyclist & driver have to wait.</p> <p>Infrastructure could be designed to combat bad behaviour.</p>	<p>Old Dublin road/ Lower Kilmacud road junction needs consideration.</p> <p>Cycleway will go through Knocknashee - consider residential street parking</p> <p>Efficiency for other roads users must be taken into account.</p> <p>Difficult to prioritise buses at roundabout</p> <p>Bus routes must be considered (A4 & 14 - going around the roundabout)</p>

West of N11 - Summary of Discussion Points in Councillor Workshops

Topic	Opportunities	Challenges
Connectivity & Links		<p>Access to certain facilities should be considered - creche (Barton Rd)</p> <p>Access to doctor's surgery - getting rid of parking will have an impact on vulnerable users.</p> <p>Roundabout in Nutgrove - path in proposed crossing (East->West on North side) - path drawn in perpendicular - natural desire line is corner of meadow park - path should be provided.</p> <p>Continuation from Nutgrove to St Enda's Park - existing cycleway not signposted</p>
Youth Use & Schools		<p>From schools students: hills and gradient - steep hill at the Garda station in Dundrum - needs assessment whether it has to be part of the route, or better off to loop around</p>
Greening & Pocket Parks	<ul style="list-style-type: none"> No comments related to this topic 	
Other		<p>Concern that the public needs to be well informed of the process</p> <p>We're overselling the extent of the increase - transport problems will only be helped by public transport</p>

East of N11 - Summary of Discussion Points in Workshops

Topic	Opportunities	Challenges
<p>Safety & Infrastructure Design</p>	<p>Traffic calming could be incorporated with the changes.</p> <p>Speed is vital - but outside of council's area of remit - good to have Garda cooperation.</p> <p>More defined and safer segregation should be put in place.</p> <p>How to get cyclists to use the cycle routes - opportunity to encourage more cycling.</p> <p>Opportunity to design better crossings at roundabouts in particular.</p> <p>Opportunity to implement Dutch style roundabouts - or better crossing design.</p> <p>Bicycle storage along the route would be helpful.</p> <p>How do we encourage cyclists to use the cycle routes?</p> <p>Surveillance on the roundabouts may increase adherence to rules.</p>	<p>Problem areas:</p> <ul style="list-style-type: none"> • All existing routes with painted lines - does not protect cyclists • Monkstown Road- cars speeding- cars entering cycleway- Deansgrange • Monkstown Roundabout • Stradbroke Roundabout • Roads from boxing clubs/martial arts clubs are congested - after-school clubs take over the areas. • Rochestown Avenue- strong link road for cycling at Bakers Corner (roundabout should be done) • Junction at top of Newtownpark Avenue: too many bollards narrowed the opening of the filter lane. <p>Speed of traffic along lanes needs to be slower</p> <p>One Councillor is apprehensive for Dutch style roundabouts</p> <p>Huge traffic congestion already exists in some areas along the route, will this worsen the issue?</p> <p>Concern about the loss of roundabout - if roundabouts have to be removed for safety reasons, it should be stated.</p> <p>How to address the view that cyclist infrastructure is anti motorist</p> <p>Fear that public transport will be negatively affected.</p> <p>Education and enforcement will be necessary</p> <p>Aim for widespread access.</p> <p>Concerns about anti-social behaviour.</p>

East of N11 - Summary of Discussion Points in Workshops

Topic	Opportunities	Challenges
Connectivity & Links	<p>Encourage people to use the coast road.</p> <p>Intersects the active travel route on Deansgrange road Park to park connection will intersect at Monkstown bypass junction</p> <p>Good connection to active travel router: great route from Cherrywood: Church Road and Sally Glen cycle lane: pity no connection to Deerhunter roundabout : opportunity to DLR connector.</p> <p>Cross-country routes could be added - make a safe cycling route with East to West emphasis.</p> <p>Commuters from outside of Dublin should be taken into account - drive part way and then use cycle/pedestrian/public transport route - joined up thinking - link up cars/buses/DART and Luas. In particular, Wicklow to Dublin commuters should be considered.</p>	<p>Along the sea is well served: intersection from Booterstown to UCD.</p> <p>difficult to propose key routes should be given time to bed in: every new infrastructure should complement roads rather than replace them, and be aware of implications political and otherwise</p> <p>New infrastructure should not be at the expense of the motorist.</p>
Youth Use & Schools	<p>Reach out to after school clubs about linking them up to a safer route.</p> <p>Link into other clubs for kids/youth (driving is difficult)</p>	
Greening & Pocket Parks	<p>Lanes could be segregated with grass verge.</p>	

Conclusion

The survey, webinar and workshop series that made up the DLR Connector's pre-design public consultation process gathered diverse perspectives and insights from community members along the proposed route. Many overarching themes emerged from the input we received.

The scheme was welcomed by most survey respondents and many workshop participants, who were interested (among other reasons) in improving safety for walkers and cyclists, increasing the number of people walking and cycling (especially young people) and having pleasant and attractive connections to destinations like Dundrum, Dún Laoghaire, Nutgrove and Stillorgan shopping centres. Young people were interested in safe and comfortable walking and cycling facilities, and business representatives saw value in increasing footfall to their businesses via the route.

A minority of survey respondents and workshop participants expressed their apprehension or negativity toward the concept of the DLR Connector. Concerns about increases in car traffic and delays, reductions in car facilities (ex: left turn lanes, parking) and specific 'pinch point' sections of the route (ex: Monkstown Ave, Stillorgan Park, trees on Barton Rd East) were common for this group of participants. Many of these participants with negative viewpoints raised frustrations with their experience of previous cycle lane schemes in the area. Some who supported the project still expressed their concerns that it might not go far enough to protect cyclists and walkers, or that its connections were ambitious enough.

The combination of in-depth survey responses, resident workshops and dedicated discussions with young people, disability advocates and business representatives brought out many useful suggestions and considerations for the project's design team. Among many others, these included suggested pocket park locations and route linkages from residents and

infrastructure considerations of importance to those members of the community with disabilities.

The Councillor workshop added detailed local knowledge, which reflected the concerns of the residents, and added specific new information about the route. The requirement that the programme should prioritise safety was re-enforced by the Councillors. The feedback from the Councillors emphasised that the programme should be as accessible, safe and efficient for users as possible. The scheme should also provide a link to other greenway routes and public transport links to provide the most benefits to local residents and those who use the route as a step in their commute to the city.

Overall, the key insights from most of the workshops related to the safety of the scheme. In particular the Resident, Disability Advocates and Councillor Workshop highlighted that the success of the scheme is reliant on its safety and it must represent an advance in the measures taken to segregate modes of transport in existing cycleway schemes.

Unfortunately, the context of COVID-19's Omicron wave forced the cancellation of most in-person workshop plans. We recognise that this may have made the engagement process less accessible for some segments of the population. Given the nature of this pre-design engagement process, we look forward to continuing opportunities to engage the public in future stages of the project.

We are grateful to the hundreds of individuals who engaged thoughtfully and enthusiastically with this process. The consultation provided an opportunity for the public to voice their input at an early stage in the project. Their ideas, concerns and opinions will inform the next steps taken in the preliminary design stage, beginning in quarter two of 2022.

<https://www.connectthedots.ie/>

Dublin Office:
Tara Building
Tara Street, Dublin 2

Phone:
+353 85 720 2291

Email:
hello@connectthedots.ie

Philadelphia Office
220 S. 40th Street
Philadelphia, PA

Phone
+1 973 820 5352

Email
hello@connectthedotsinsights.com

Appendix

Appendix A.

Raw Survey Data.

Available to DLR & DBFL project teams only due to data privacy regulations.

Appendix B.

Survey Analytics.

Available to DLR & DBFL project teams only due to data privacy regulations.

Appendix C

Promotional Materials.

THE DLR CONNECTOR

The DLR Connector aims to link villages and neighbourhoods through a safe, accessible and attractive walking and cycling route with public realm and greening improvements that will enhance local livability and address sustainable mobility along a strategic cross-county connection.

In the interest of designing a high quality scheme that is informed by the experience, knowledge and ideas of future users, **the local community are being engaged at an early pre-design stage.**

HAVE YOUR SAY!
@ dlrcoo.citizenspace.com

Community Survey & Event Registration

Informational Webinar Wednesday 8th of December

Community Workshops Early January

Register for events through the Community Survey

SCAN THE QR CODE

The DLR Connector
Walking, Cycling & Public Realm Improvement Scheme
Pre-Design Consultation

Community Workshops

West of N11:
5th of January ONLINE
6th of January IN-PERSON ONLINE

East of N11:
11th of January ONLINE
12th of January IN-PERSON ONLINE

PRE-REGISTER to receive the Zoom link @:
dlrcoo.citizenspace.com

Appendix D

Summary Infographic.

DLR Connector

Walking, Cycling & Public Realm Improvement Scheme

Connect the Dots, DBFL, dlr, Udarás Naisiunta Iompair

What would help you walk, cycle, roll more in your daily life?

- Safe infrastructure: 77.81%
- Convenient Routes to amenities: 62.50%
- Child safe infrastructure: 50.94%

Neighbourhood breakdown: 320 responses

Barton Rd East / Ballinteer	18.4%
Monkstown	12.2%
Deansgrange	11.9%
Transport through Area	10.9%
Dundrum	9.4%
Dún Laoghaire	8.1%
Other	5.9%
Stillorgan	5.6%
St Augustine's Park	5.0%
Churchtown	3.8%
Goatstown	3.8%
Blackrock	2.2%
Kilmacud	1.6%

Key Design Topics:

- Road safety: 69% (traffic, crossing junctions, roundabouts)
- Safety along the route: 52% (lighting at night, speeds)
- Permeability: 49% (links between the proposed route and surrounding areas)
- Walking & cycling to schools: 45%
- Greening: 25% (planting & landscaping on the route)
- Design of Pocket Parks: 18%

Youth Workshops: When asked would encourage youth to walk or cycle

- 01 Safety and protection from vehicles
- 02 Efficiency of the route
- 03 Avoiding difficult sections of route

Hopes for the project going forward:

- Increase in walking & cycling
- Harmony between forms of transport
- Increase in youth walking & cycling
- Improved Traffic
- Continuous East-West connections
- Calm, pleasant, stress reducing route