

love our laneways

Report & Design Brief

love our laneways



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Section 1: Introduction

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Executive Summary: Exploring Possibilities on Pearse Drive Lane

'Love our Laneways' is a pilot project established by A Playful City, in partnership with Dún Laoghaire Rathdown County Council (DLRCC). This report has been prepared by A Playful City to illustrate the phased engagement process of that pilot project.

The focus of the first pilot is Pearse Drive Laneway (known locally as "the Gaps") in Sallynoggin. The role of A Playful City was to build capacity, engage and partner with the local community and local stakeholders to co-create a collective community vision for The Gaps.

The project aims to provide a model for the adaptation and promotion of a bottom up approach to the development of undervalued spaces in DLRCC.

Through action-oriented planning, there is an opportunity for the process of this pilot to become both a tool for decision making and to showcase how community-led, co-created changes to the public realm can positively impact the people and lives of the community.

A Playful City and DLRCC share a common belief that a bottom up approach to decision making can lead to more sustainable and attractive community spaces.

A separate guide has also been created by A Playful City which can be used as an evolving, open source document to assist DLRCC to engage with communities to co-create a collective vision for the reimagining of public realm as vibrant community spaces.

This report, prepared by A Playful City, stands as a summary report for the process of the Love Our Laneways project to date. It is a summary collection of the reports done throughout the project to inform the details of the phased process (phase 0, 1, 2, and 3) as it evolved.

“It’s been a really super opportunity throughout this project to really strongly engage with the community of Sallynoggin. It’s all about consultation... it’s about bringing ideas out and working together”

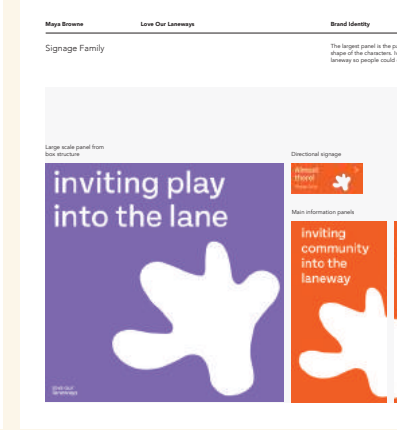
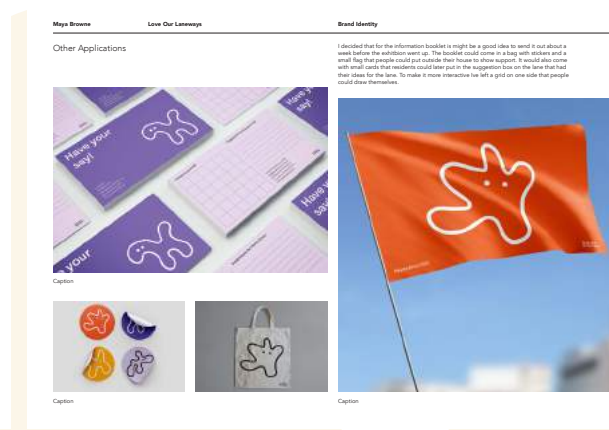
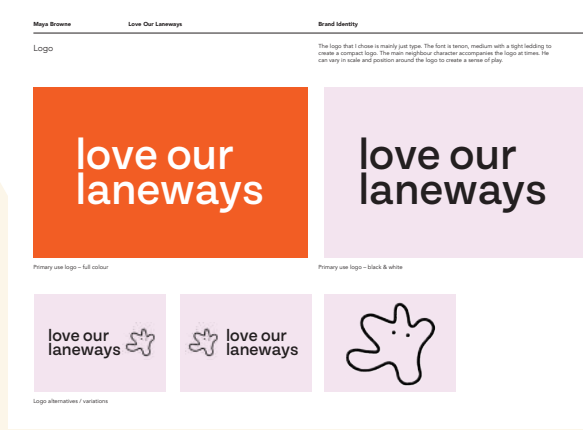
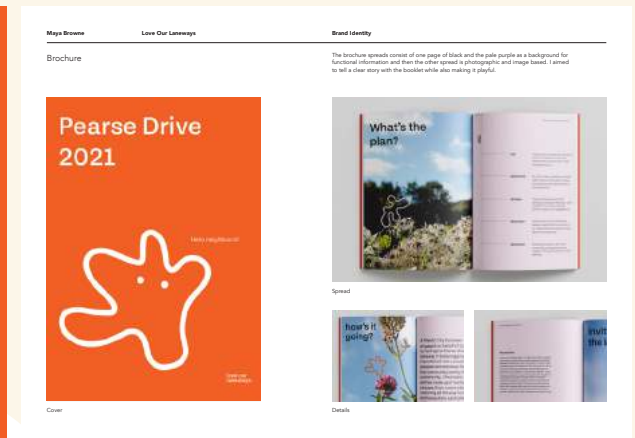
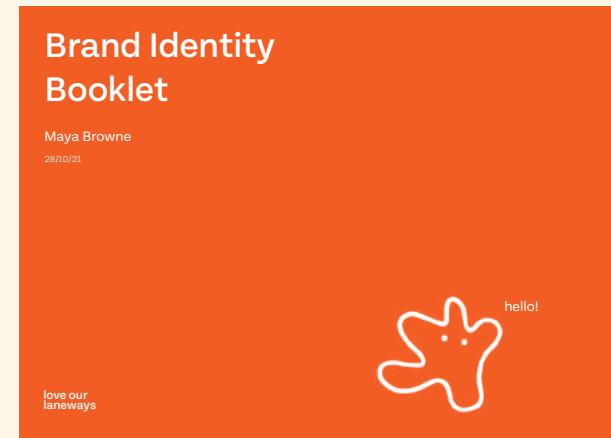
Michelle Carroll, Senior Community Officer, Dún Laoghaire-Rathdown County Council

A note on the visual aesthetic used for the Love Our Laneways pilot project

From the outset of the project, A Playful City created the first draft design concept, which was purposefully generic so that it could be changed and built upon later through collaboration with Institute of Art, Design & Technology (“IADT”) in Dún Laoghaire.

To encourage local participation in every aspect of this project, DLRCC and A Playful City partnered with IADT. Students from the BA in Visual Communications at IADT submitted concepts and graphics for the visual aesthetic of the Love Our Laneway project.

The final design for the project was designed by IADT student, Maya Browne, whose characters, graphics and concepts represent the importance of a multidisciplinary approach to reimagining public space, where both the Council and locals can learn from each other.



“The concept of my brand identity is rooted in community. I wanted to create a friendly and approachable brand that the community could feel connected to”

Maya Browne, November 2021.

A Phased Process: How we came to realise the design brief

K Key Milestone Event

Phase 0

June 2021

- Site Walkaround with DLRCC **K**
- Stakeholder mapping
- Stakeholder Engagement

June 2021

- DLRCC Workshop **K**

Phase 1

Sept 2021

- Presentation to Councillors
- Online Stakeholder Workshop
- Establishing Project Partners

October 2021

- Door to door consultation **K**
- Community Surveys **K**
- Online & in-person workshops with local stakeholders
- Partnerships started with IADT & SCFE

November 2021

- Walks on the lane with different age demographics
- Findings and insights gathered

Phase 2

December 2021

- Community Christmas Pop Up event **K**

February 2021

- Presentation of next steps to the community

Phase 3

March 2022

- Presentation to local councillors
- Interdepartmental walk and talk with DLRCC

April 2022

- Interdepartmental survey
- Flyer drop to inform about Phase 1&2

May 2022

- Older persons workshop with local Bingo Group
- Children's workshop with local primary school
- General community workshop at local community centre
- Youth Group workshop at local community centre
- Door to door survey and invite to community pop up event

June 2022

- Community Summer Pop Up event **K**

Phase 4

TBC

The following text gives a brief overview of the phases and steps which led to forming a community brief for DLRCC from local residents and stakeholders.

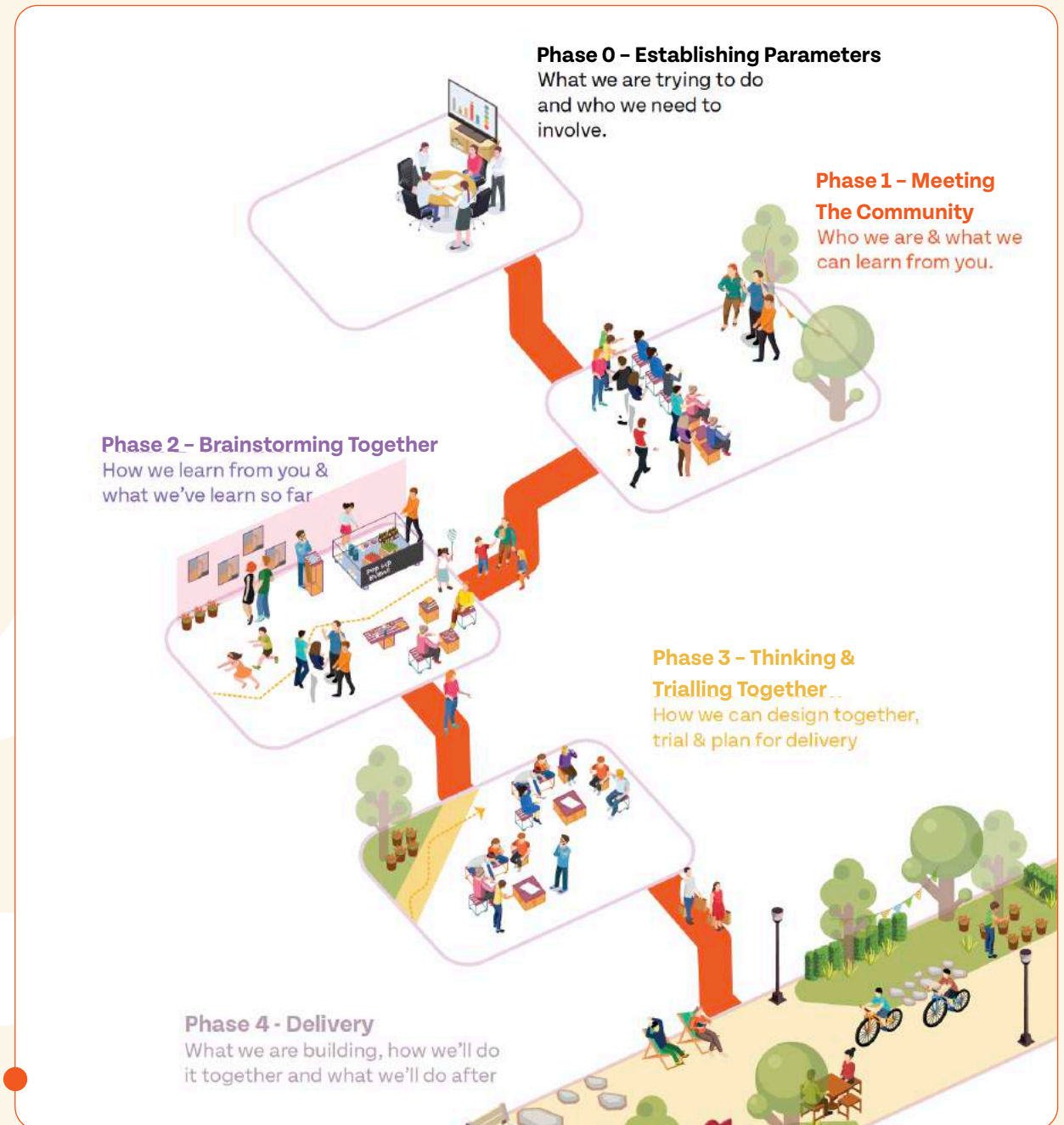
Phase 0: Establishing Parameters

APC worked closely with DLRCC to understand insights that had already been gathered from any related past work to identify key messaging for our outreach to stakeholders. This included identifying collaborators and partnerships to be established locally.

An in-house workshop, run by APC, was undertaken to encourage cross-departmental involvement and views on 'the Gaps', ensuring everyone was clear on the scope and parameters of the project.

APC then began mapping local stakeholders and established early partnerships to begin to design a programme to engage with students at The Institute of Art, Design & Technology and Sallynoggin College of Further Education.

Graphic illustration of phased approach used for the Love Our Laneways pilot project'



Phases 1: Meeting The Community

APC formed partnerships with key local stakeholders within the area. This allowed APC to design and run modes of involvement (door to door conversation and community survey) with and for the stakeholders, gathering feedback and insights throughout this phase. The purpose of this community led approach is to build trust and increase capacity within the community in order to ensure the sustainability of the finished development into the future.

An introductory door to door in the Pearse Estate gave the APC team the opportunity to introduce themselves to the community, and to the Love Our Laneways project. The community were asked how they felt about the Gaps and, with an eye on future plans, how they would like to feel in this space.



Christmas Pop-Up: This event started in the day running into the evening to showcase potentials for additional lighting on the lane.

Phases 2: Brainstorming Together

From the phase 0 and 1 workshops, door to door chats, and walk and talks that were held throughout Phase 1, a flagship Christmas themed consultation event was arranged at the start of Phase 2, showcasing and prototyping the emerging themes from the feedback received. During Phase 2 feedback was further collated, using appropriate methodologies¹, in order to inform the plans for Phase 3.

Three themes of development were established from feedback received and collated during Phases 1 & 2. These were:



Community Use & Togetherness



Safety & Accessibility



Greening & Biodiversity

Footnotes:

1. Please refer to the methodology section in the appendix.

Phase 3: Thinking & Trialling Together

From the outset of Phase 3 a partnership was created with the Sallynoggin Estate Management Group - the residents committee run by local community members - with support from DLRCC.

During Phase 3, APC ran a series of workshops, gave presentations on the design of the project, held local meetings, held door-door conversations and refined possible ideas from the community with various DLRCC departments.

The design and strategy of these workshops was to create a level playing field for all ages. Separate workshops for different age groups allowed for equal participation and a structure to ensure all voices were heard.

The established community themes informed the basis of discussion for initiatives on the lane throughout Phase 3.

The initiatives discussed were:

- Lighting
- Greening / Biodiversity
- The ‘intersections’ (where the laneway meets the vehicular roads)
- Playful Elements to encourage active travel

Feedback from these various events were refined into a conversation to discover what was feasible with DLRCC departments for laneway improvements. This then formed the basis for both trialling and further consultation at the second flagship Summer Pop Up event in ‘the Gaps’ in June 2022. This event was run in partnership with local residents, who led a street feast and a playful street for the community on the same day.

As well as creating a playful showcase for ideas and plans, the second flagship event allowed for personal engagement and an opportunity to gather more feedback from members of the community (e.g young people) who might not otherwise attend more formal community consultations.

Feedback was gathered using the APC Spiel Mobile- a playful and engaging mobile, pop-up consultation device that attracts and engages people of all ages and abilities to come together and share their observations.



Local families attending Community Pop Up consultation events on the lane



Bringing everyone together on the way



Children preparing a temporary trial of Active Travel ground artwork on the lane



Local residents hosted a Playful Street Feast on the lane for the Summer Pop Up event



Families playing games on the laneway

A playful street and street feast were combined as a Pop Up to showcase the work of phase 3 and also trial, together, aspects workshopped with the community that were included in the initial ideas for the lane.

The pop-up was used to show examples of aspects discussed at workshops. APC presented and discussed initial ideas for the lane as well as trialling initial initiatives such as new planting on the lane together to signify the start of change and trial traffic calming during a 4-5 hour period for the community event.

The event gathered feedback on the ideas, providing further opportunity for community involvement building togetherness and excitement for the Gaps' future.

The findings of this event helped to inform the community briefing in this document.

Consultation Requirements








This section outlines the types of consultation methods used, the rationale behind these and the initial ideas APC have generated around impact measurement.

APC worked with DLRCC to ensure that the consultation process included the widest possible cross section of local residents and key local stakeholders. APC developed multiple methods and options for stakeholders to get involved and ensured that those with limited online access, for instance, would not be excluded. This table sets out the different consultation methods employed, as well as the rationale for doing so.

Ireland is a signatory to the United Nations Convention on the Rights of the Child (UNCRC). In practice, Article 12 of the UNCRC emphasises the importance of consulting with young people and encouraging their involvement in local democratic processes and decision-making. Since ratification of the UN Convention on the Rights of the Child in 1992, Ireland has made some significant progress in realising the rights and meeting the needs of children, including the development and strengthening of child participation and consultation mechanisms². APC and DLRCC were committed to ensure children and young people in the area were given an opportunity to feed into the consultation (via age-appropriate channels).

Footnotes:

2. Accessed at:
<https://www.childrensrights.ie/sites/default/files/UNCRCEnglish.pdf>

Consultation method	Description	Rationale
Presentations to Local Councillors 	The APC and DLRCC Steering group presented to Local Councillors at the beginning and ends of each Phase, updates were also sent via email to the Councillors over the course of the project and invites sent to encourage participation in consultation events being run locally.	By building trust and encouraging involvement from Local Councillors at the outset and throughout the project, they were then in support of and fully briefed should they be approached in relation to the pilot by any members of the community.
Online survey 	An online survey comprising a mix of quantitative and qualitative survey questions to capture residents insights and potential areas of concern for Pearse Drive Lane.	To gather initial insights from local residents in an efficient way to help us in planning the next steps of the process.
Hard copy surveys and a post box on the lane 	A hard copy of the version of the survey above that is self-administered was made available. Completed surveys could then be placed in the community post box erected on the laneway for over a week in Phase 1.	To ensure that all members of the community are given the opportunity to feed into the consultation. Especially for those with limited or no access to the internet or ability to complete the online survey.
Telephone line 	In phase 3 a phone line was set up and the number was placed on posters on the lane for all to access during working hours.	This was set up for those who hadn't contributed yet to the process but may find it hard to go online or email to get involved.
Door to door surveys 	APC carried out door to door consultation with all the residents along the lane and all the road connecting to the lane. This was done initially in phase 1 with the help of Neighbourhood Network and then subsequently just by the APC team. This was done a total of 3 times.	To ensure residents received the flyers in phase 1 to introduce the project and ourselves. To start to understand the demographic of the residents on the lane. To start to build trust with the community so they would recognise who we are throughout the project. We also gained initial insights and feedback on how they felt about the lane and what should be improved.
Flyers & posters 	Flyers went out to all residents on the lane and on connecting roads to the lane at the start of the project in phase 1 and again in phase 3. Specific flyers went in the doors of those facing on the lane in advance of any events (pop-ups) or works (planting). Posters went up at regular intervals throughout the project to update the residents of the consultation workshops and pop-up event times.	To ensure written information was circulated in a timely manner and for residents to have our contact details if needed.
Email list 	Stakeholder mapping was completed through desktop research and publicly available emails were gathered of all the various local groups, organisations, businesses, politicians etc. This mailing list was emailed at the start of the project and in advance of workshops and events throughout.	To keep the wider community informed of activities and to encourage engagement and involvement throughout.

Consultation Requirements



All consultation events were designed to accommodate intergenerational activity

Consultation method	Description	Rationale
Walk and talks with young people	YouthCore were identified as a key youth club in the area and so through a collaboration with this organisation in the local community centre APC ran two evening sessions in phase 1 and 3. One involved a walk on the lane at night time and one in the youth centre.	To understand their perception of the lane and to discuss what they felt was important going forward, for young people.
Online workshop	APC held an online workshop in Phase 1 for local stakeholders. The majority of the attendees present were from Sallynoggin College of Further Education but the remainder of the participants were local residents.	To introduce the project and ourselves and start to pull together the main themes and issues found on the laneway in their experience.
Pop-up events	A Christmas pop-up event and a summer pop-up event were held on the laneway that were open to all to attend. At the Christmas pop-up there was music and market stalls and carol singing, as well as consultation on the information gathered so far. At the summer pop-up there were street games, planting, bird box making, trips in the Cycling Without Age bike carrier and consultation on preferred ideas or solutions for the lane.	To animate the space and show what could be possible on the lane. To make it feel safe and inviting. To gain insights from those we hadn't heard from yet. To create a playful form of consultation. At the Christmas Pop Up APC consulted on very broad and general ideas about how the lane could/should be improved, and how people felt using the lane. By the Summer Pop Up APC were asking participants to sign up and become more involved in the process, in the resident committee, a neighbourhood watch etc.
Workshop with local primary school	A workshop was held with the 2nd class students of the local all boys primary school St Kevin's.	To speak with other young people in the area to see how they use the lane and what ideas they had.
Workshop with local bingo club & wider community	Workshops were held with a local older persons group and a similar format was repeated for people or all ages. These were held at different times to suit the participants.	To show the insights gathered thus far in the process (in phase 3) and to get their feedback and insights as to how they use the lane, how they want to see it improved and how they would get involved.
Social media/online updates	DLRCC promoted activities and events through their page as did the residents Committee through their facebook and whatsapp groups. APC also updated their social media accounts and website.	To keep people informed at each stage of the process and drive online engagement where possible.

Defining Success: Goals & Evaluation Metrics



Within Phase 0 APC drafted baseline metrics that could be used throughout the project to monitor and assess any impact that might be made. These were discussed with DLRCC at the initial internal workshop and throughout the consultation process some of these were added in. For example, a baseline assessment of the current CSO data was completed, along with survey questions on the current use of the lane, current feelings when using the lane, and some observational analysis on lane usage. Core themes to evaluate and measure success as this project develops were discussed as follows;



A Space for All

- Increased number and diversity of users (walking and cycling)
- A perception of safety and inclusivity & reduction of incidents (anti-social or traffic)



Engaged Community

- A steady increase in engagement and input from community members



Building Capacity

- An increase in community led activities on the lane
- A sense of empowerment and of making new connections with neighbours



Multi-Disciplinary Collaboration

- Deepened relationships & more collaboration opportunities with local partners (higher education, community centre, etc.)



Sustainable Maintenance & Management

- A balance of maintenance occurring between DLRCC and local residents



Longevity

- Legacy and lasting impact and usage long after the project is completed

These key themes were drafted to determine the success of the process and overall outcomes of the Outreach Plan. Within these themes there are sub categories or indicators and questions that were asked at the start of the project and that should be asked upon completion of the project. Some indicators will need to be assessed at a mid-way point before any works take place, and as this was an iterative process APC were not aware of what the final interventions might be.

Once this is clear there can be clearer questions posed to the local community using some of the methods previously used and described in the table previously. Namely through quantitative means via surveys, in-person consultation and residents sentiment/reactions, observations on the lane (counters), and social media engagement levels. It will be important to allow for space for the community to also tell us what is important to them in terms of impacts made and what may have unexpectedly occur as a result of the project activities.

At the very end of the project a further and final review needs to take place in order to understand the true extent of the impact made and review any learnings gained from the consultation process both positive and negative.

Section 2: The Design Brief

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A Design Brief from the community for DLRCC



The final community design brief summarises the findings and values of the community. It includes the project life cycle and highlights the themes and suggestions which should be considered by DLRCC during Phase 4, in order to foster efficient and dynamic models of community stewardship into the future.

The items of this brief are a culmination and overview summary of the findings from Phase 1, 2, and 3.

The brief considers key aspects highlighted by the community seen in the initial vision, the needs of particular residents that have been heard throughout the engagement process and also areas which have been discussed with the departments in DLRCC.

The brief can form the basis of development in Phase 4 for the council as the design develops for the Gaps. This Design Brief highlights the findings from the community from phases 0, 1, 2 and 3. It is a tool for DLRCC to visualise the concept, coordinate the themes and maintain the shared community goals and findings for the Gaps. The drawing below captures and visualises the ideas on the lane creating a reimagined space for all.

This brief has been developed by responding to community concerns, needs and most importantly ideas as part of the Love Our Laneways project from September 2021 to July 2022. The key themes (discovered in phase 1 and 2) which this project has focused on are:

- Nature and Biodiversity
- Safety and Accessibility
- Community Use and Togetherness

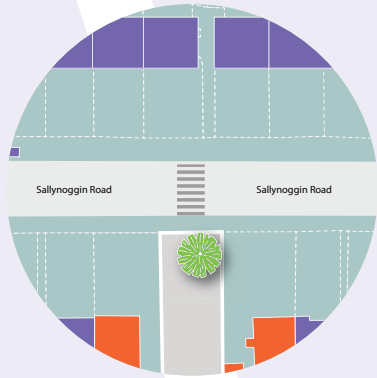
The details highlighted on this page, are a result of the findings of in depth conversations from the workshops, and community days in Phase 3 in which the topics of lighting, greening/biodiversity, the ‘intersections’ and playful elements were discussed.

This should be read in conjunction with:

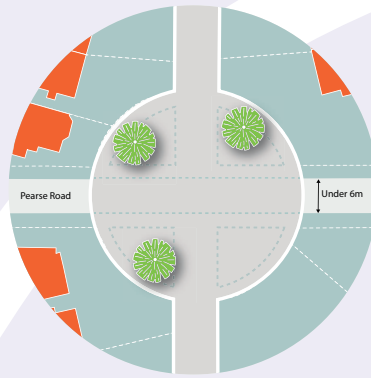
- The full report for the Love Our Laneways project.
- The initial concept plans for the lane highlighted in the conclusion section of the report.



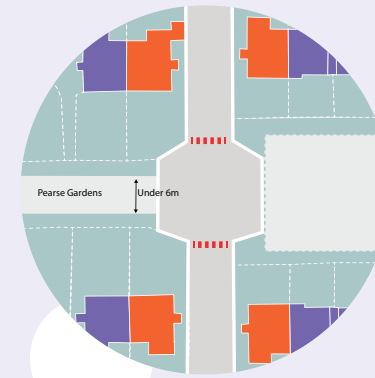
Initial community observations of the lane from phases 1-3



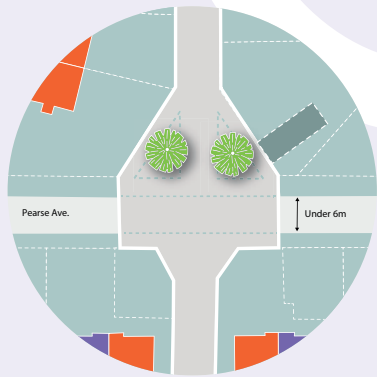
- Traffic lights present
- Safe to cross at this point
- Suggested area for new notice board placement
- To be made more inviting and bright
- Greener solutions to be incorporated into strategy
- High volume of traffic



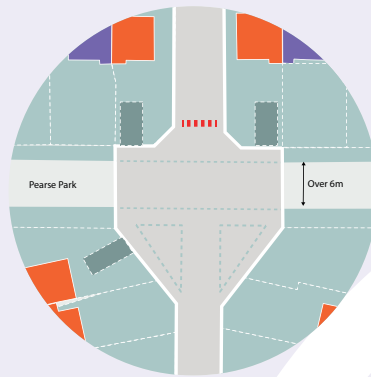
- Lower volume of traffic
- Residents park on both sides road and in square
- Potential to integrate suds measures here in traffic calming
- Vehicular access to both sides to laneway
- 'Centre of sallynoggin'
- Opportunity for improvement for community uses



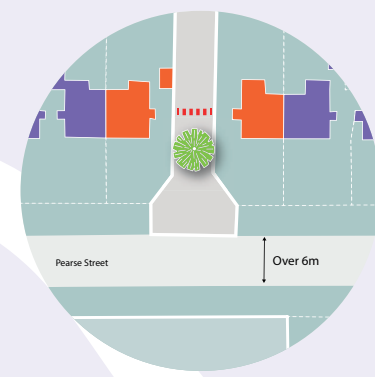
- Area prone to flooding
- Turning head for cars
- Low trafficked area
- Potential to integrate suds measures here
- Cul-de-sac with high volume of on street parking
- Laneway only pedestrian/cyclist access to both sides



- Lower volume of traffic
- Residents park on both sides road and in square
- Potential to integrate suds measures in traffic calming
- On plot parking to 1 property
- Vehicular access for one side to laneway
- Successful space for community events

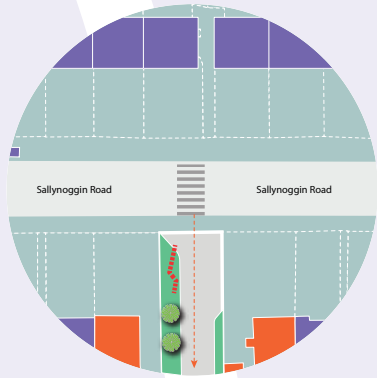


- High volume of traffic and widest road in estate
- On road parking - potential to integrate suds measures here in traffic calming
- Speeds seen on this road and least safe to cross here
- Used to avoid traffic on artery roads around estate
- On plot parking to 3 properties
- Vehicular access to one side for laneway

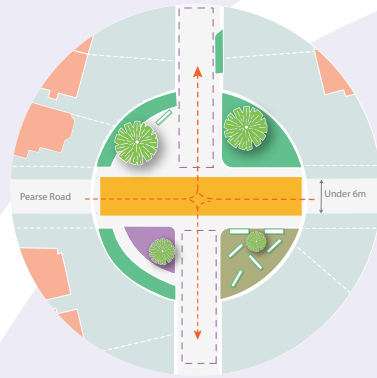


- High volume of traffic
- No safe crossing point to lane junction
- Potential to integrate suds measures here and safe crossing point
- High speeds seen on this road
- Suggested area for new notice board placement
- To be made more inviting and bright

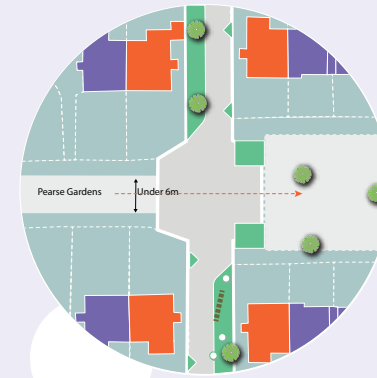
Observations following community workshops and inter-departmental collaboration presented at Summer Pop Up



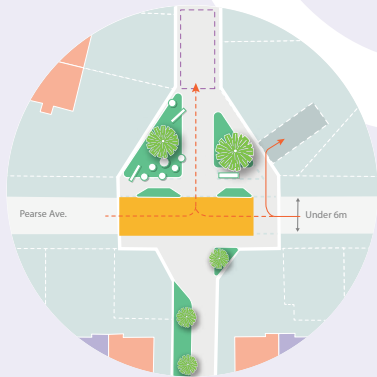
- Notice to be seen from approach from town centre
- ESB box still in use - access to be maintained till that point
- Robust permeable ground surface/ suds strategy required to deal with flooding
- Area in greatest need for lighting and additional waste strategy
- Important this is an inviting and green entrance to the lane
- Opportunity for markers and storytelling along the walls
- Bright / inviting high quality entrance important to residents



- Opportunity for shared surface along whole circle with no vehicular property access to circle properties - provision to be made for all abilities
- Ground level play such as painted games and playful wiggly bike routes can be integrated where cars need to access houses
- Chance to define quarters and create spaces for community use into the future
- Potential to provide infrastructure for events - electric points etc
- Important to include places of rest alongside greenery
- Safe playzone signage could work at all junctions



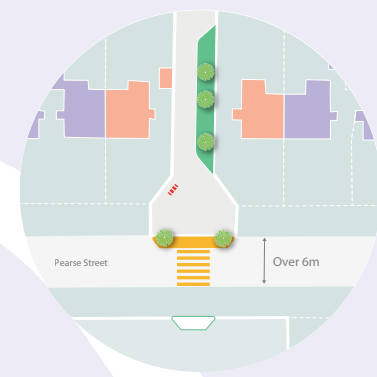
- Pedestrian / Bike access only to both sides
- Robust permeable ground surface/ suds strategy required to deal with flooding
- Square where most play is seen
- Children love the idea of a nature trail - pedestrian only areas a huge chance to increase greenery / biodiversity
- Potential to include natural play elements like logs, boulders and stepping stones for more active play on journeys through the space
- Would be great to see more greenery in parking court
- Safe playzone signage could work at all junctions



- Parking to one property to be considered
- Quietest junction with opportunity for shared surface across majority of space - provision to be made for all abilities
- Chance for playspace on one quarter
- Safe playzone signage could work at all junctions
- Christmas pop-up was very successful in this space and provided opportunity for close collaboration with SCFE who are nearby

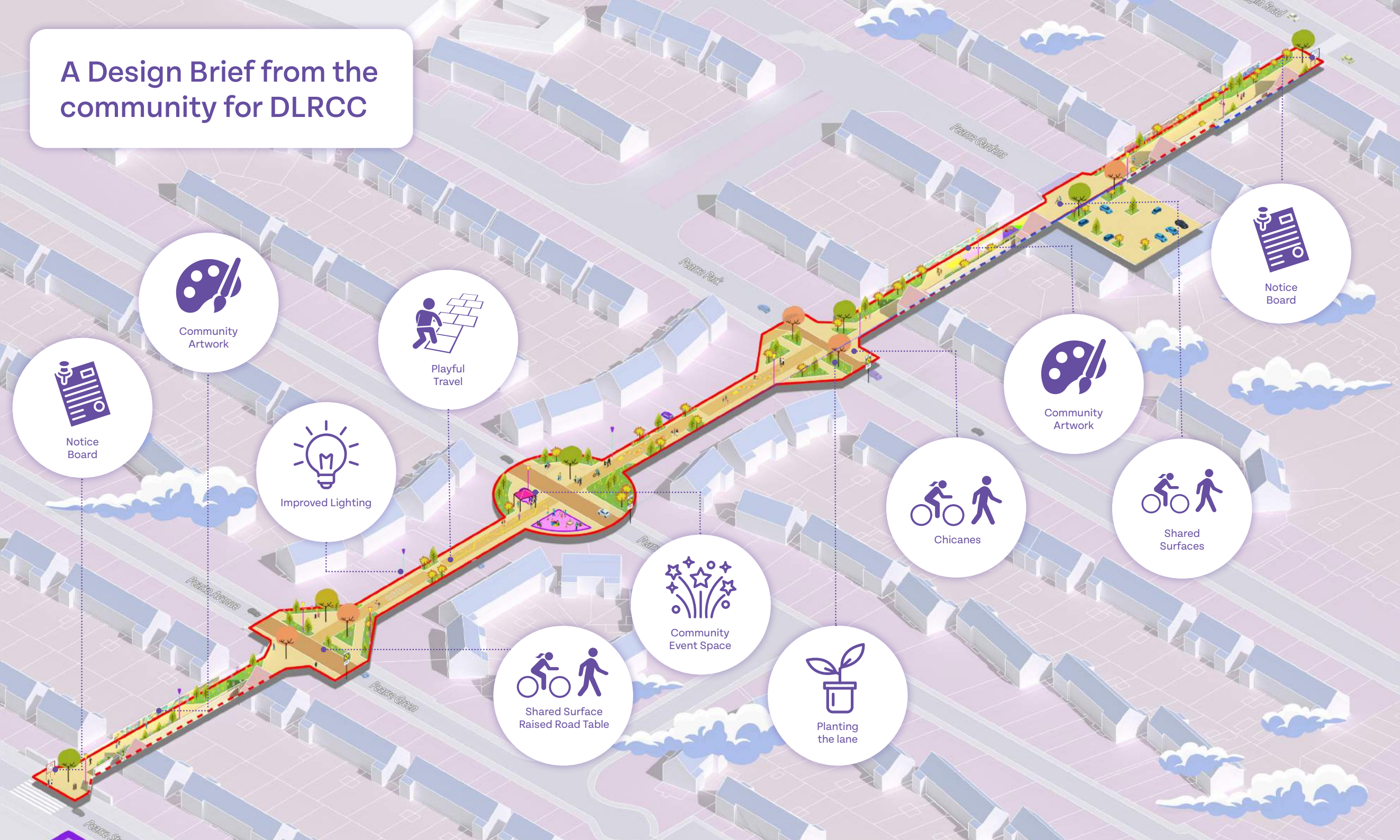


- Pedestrian / Bike access on one side
- Greatest need for traffic calming measures
- Ground level play such as painted games and playful wiggly bike routes can be integrated where cars need to access houses
- Parking to be maintained on properties
- Opportunity for greening on triangles but also more natural play elements creating play spaces along the lane
- Important to include places of rest
- Safe playzone signage could work at all junctions



- Pedestrian access only
- Pedestrian crossing could be considered here to help encourage more meanwhile use of the lane bringing out the entrance
- Bright / inviting high quality entrance important to residents
- Smaller notice board to be seen from SCFE and community centre walking route
- Children love the idea of a nature trail - pedestrian only areas a huge chance to increase greenery / biodiversity
- Potential to include natural play elements like logs, boulders and stepping stones for more active play on journeys through the space

A Design Brief from the community for DLRCC



Notice Board

Community Artwork

Playful Travel

Improved Lighting

Shared Surface Raised Road Table

Community Event Space

Planting the lane

Chicanes

Shared Surfaces

Community Artwork

Notice Board

Map Legend



Keeping the community informed

Community notice boards should be introduced at both entrances of the lane (Pearse St and Sallynoggin Road). It was highlighted from the project that informing the community of ongoing activities and displaying key contacts for Dún Laoghaire-Rathdown County Council, were important.

In addition to these community notice boards, there could be maps, arrows and information areas on the lane to direct the community to new planting, community facilities etc.



Safe Travel

Ground surface improvements on the laneway were highlighted as important as the current state is bumpy and uneven with some younger and older residents reporting that they had tripped over on this surface.

An alternative arrangement of the laneway bollards need to be spaced out evenly throughout the laneway and allow for buggies, cargo bikes etc to pass. Installing a bench halfway up the lane was requested to accommodate rest for older people travelling on the lane.



Planting the Lane

Planting is endorsed by the community on the laneway; more trees, native planting and spaces for local community to enjoy and biodiversity to thrive is of importance for the community of all ages. Nature trails are endorsed by children to embrace biodiversity further.

It was highlighted from the workshops in Phase 3 that sections of the laneway could incorporate community planting areas for local schools, youth groups, and younger people of the community.



Playful Travel for All

The laneway should encourage play and education in the community. Integration of natural and active play elements such as boulders, logs, educational elements and playful structures will allow for younger people to be active and enjoy going through laneways.

To encourage active and playful travel for all young playful - swirling lines that encourage young people of all ages to move actively and playfully throughout the lane were supported. These lines could be followed by young people travelling by foot, scooter or bike.

Permanent chairs outside for chess and cards games were suggested by the youth core group workshop in Phase 3.



Active Travel / The intersections

The community are keen to maintain the laneways primary function as an active travel route. A high volume of people reported that they use the Gaps as a short-cut e.g. in the mornings for parents and children or as a walking route for elderly people with their dogs.

The laneway should be a pleasant space to travel through with walking and cycling being endorsed. The 'intersections' of the laneway (where the laneway crosses road ways) are to have traffic calming measures to further endorse active travel throughout the lane showcasing a change in hierarchy to be more pedestrian and cyclist friendly.



Map Legend

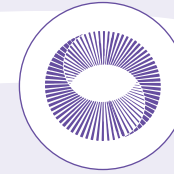


DLRCC Parks Department trialling planting initiatives at the Summer Pop Up community event



Community Event Space

Respondents discussed how the lane could be used as a social space and as a place to play, talk and meet, while also feeling comfortable and safe. Having a dedicated area for community events on the laneway can help to bond a community in the long term and encourage togetherness. In the Gaps, there are ideal locations for such; these being the 'intersections' (the crossing points between the lane and road).



Neighbourhood Watch

A local neighbourhood watch should be reinstated in the community. This will help to keep the laneway and local community safe and loved.



Improved Lighting

Improved lighting on the lane, was widely endorsed, and would address the common concern from residents around safety. An adequately lit lane will go some way to increasing a sense of safety and assist with passive surveillance on the lane, whilst also helping to reduce anti-social behaviour.



Flooding Resolve

An overgrowth of weeds lining the paved roads can lead to backed drains and flooding. Flooding issues on the lane should be resolved for the longevity of the laneway as a space for the community. The community endorsed the use of SuDs to address flooding issues in the laneway



Community Artwork

Bright and playful artwork on blank walls that face onto the lane help with overlooking issues on blank walls as well as painted decorations on existing lighting poles. Residents noted that these designs should be community led and collaborative.



Bins and Maintenance

As a result of the phased project process, Big Belly bins are now present on both ends of the lane (Pearse St and Sallynoggin Road). The community noted, during the workshops, that there is a want to accommodate recycling rubbish also.

It was highlighted in numerous responses from the community that the lane is dirty and untidy with overgrown weeds. A cleaning rota for the laneway was noted as important by the community.

Inspiration: What the community are inspired by

What we found out...

We presented the community with a series of images and asked, “what looks good to you?”. With a high level of engagement and interaction a number images were very popular as seen on the right.

The images were categorised under the themes which were discussed during our workshops inspired by the ideas from the community.

These items were the most popular inspirations chosen by the community during the various Phase 3 workshop engagements:

- Playful Elements: Playful Structures
- Playful Elements: Playful logs
- Greening: Laneway Edges
- Greening: Integrated Street furniture
- Biodiversity: Wall Plants
- Biodiversity: Bird boxes
- The intersections: Planted Chicanes
- The intersections: Colourful Crossings
- Lighting: Painted Decorations
- Lighting: Seasonal Decorations



Intersections



1. Intersections / Planted Chicanes



2. Intersections Colourful Crossings



3. Intersections Road Art



4. Intersections Shared Surface



Lighting



1. Painted Decoration



2. Seasonal Decoration

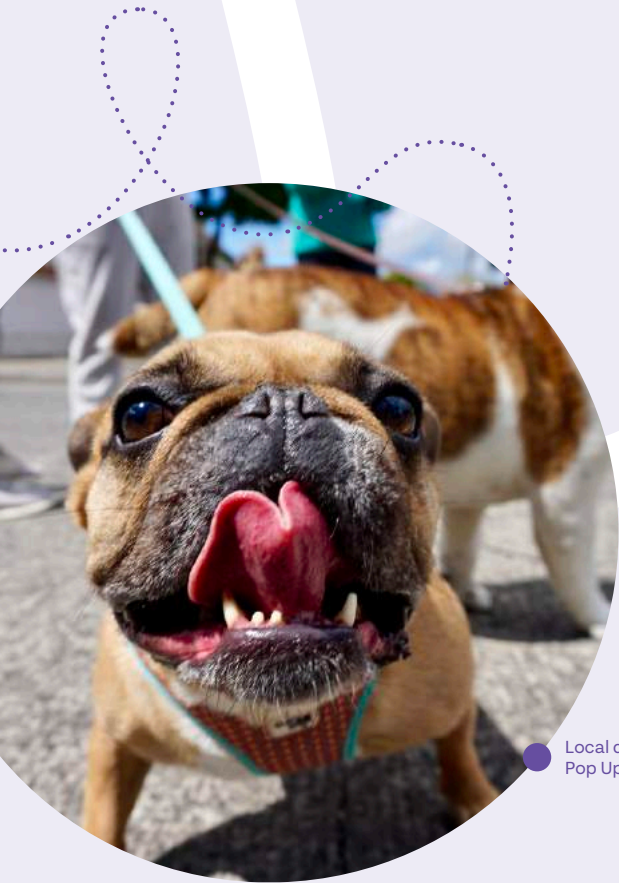


3. Low Level for Guiding



4. For Activities and Safety

Inspiration: What the community are inspired by



Local doggy enjoying the Summer Pop Up in the Gaps! June 2022



Greening



1. Laneway Edges



2. Integrated with Street Furniture



3. Climbing Plants



4. Dividing Cycle / Pedestrian



Biodiversity



1. Bird Boxes



2. Wall Plants



3. Hedgehog Hotels / Highways



4. Native Planting

Inspiration: What the community are inspired by



Stencils and chalk paint were used to trial artwork on the ground that would encourage playful active travel. The swirling lines were very popular with children



Playful Elements



1. Playful Structures



2. Playful Logs



3. Games on Lane



4. Road Art / Games



5. Playful Wall Art



6. Playful Rocks



7. Playful Ground Art



8. Games on Lane

Looking towards Phase 4

Phase 4 is the delivery phase for works in ‘the Gaps’. During this phase DLRCC will lead the design and build for ‘the Gaps’, with potential for further support from APC to engage with the local community.

The purpose of phases 0- 3 was to engage with the local community in order to deliver a design brief from the community for DLRCC, to inform the design of the longer term works in the Gaps.

This report and the community design brief outlines all findings of the project life cycle and highlights the themes and suggestions which should be considered by DLRCC during Phase 4, in order to foster efficient and dynamic models of community stewardship into the future.

“It would be a great thing for these laneways to become more part of the area and much more sociable. And I hope things like this happen more often because it would be great for the area”

David - Resident of Sallynoggin



DLRCC Biodiversity Team ran workshops and nest boxes and bird feeders were left on the lane for feedback from the community



APC supported the community to run a Playful Street on the laneway, the community has committed to running more Playful Streets in the months ahead!



Local residents trialling Active Travel ground art

Section 3: The Phase Reports

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Phase 3 – Thinking & Trialling Together	66

Phase 0

Establishing Parameters

The background features a solid red color with several large, overlapping, wavy lines in a lighter shade of red or orange. There are also three small, solid orange circles scattered in the lower right quadrant.

Phase 0

Establishing Parameters

Phase 0 was about establishing parameters for the project. It was important to establish a working brief with DLRCC before engaging the community. Here, previously gathered insights were collated from any related past work of the local authority along with other background research to identify key messaging for outreach to stakeholders.

DLRCC first considered and heard views from within its own organisation at an interdisciplinary in-house workshop run by APC with the delivery team.

During this phase, APC & DLRCC also defined the mapping of stakeholders (inc. businesses) in the area to assist with making plans for engagement across the local area. Local partnerships were established with The Institute of Art Design and Technology and the Sallynoggin College of Further Education and a programme was designed to engage with students across both colleges.

The importance of informing local councillors about the pilot project and what it hoped to achieve was highlighted as a necessary step before meeting with the community. APC & DLRCC presented to the local councillors towards the end of Phase 0. They were broadly supportive of the initiative and it was agreed with them that they would be regularly updated on the project throughout each Phase.

It was important to understand as a team that the brief constraints and requirements would change as we engaged with the process and with the community. From the outset, it was understood that being adaptable to these changes would assist with the sustainability and longevity of the project into the future. Phase 0 objectives and activities can be summarised as follows:

1. Research: Understanding Place

Desktop Research

Into local planning & site context analysis. Initial research of the lane, key parameters were highlighted, development plans and policies were examined in order to collate opportunities and constraints.

Site Visits

A number of site visits were carried out by APC and DLRCC to review the lane and neighbouring roads.

2. Engagement: Starting Partnerships

Internal Workshop

An interdepartmental workshop was held online for DLRCC staff to refine the scope and parameters of the project.

Ongoing Steering Group Meetings

A steering group was set up with members of the APC team and staff from DLRCC. It was agreed to hold regular briefing meetings to align the project scope, structure and timeframes.



Stakeholder Mapping

High level and detailed stakeholder mapping was done to identify all stakeholders close in proximity to the lane and key partnerships in the area.

Partnership Meetings

Establishing community partnerships with key organisations and institutions in the area with initial introductory meetings.

3. Project Scope: Setting a Precedent

A Draft Scope

Created a scope of work and engagement strategy that could be tested, refined and replicated.

Project Management

A protocol and project plan were set up in order for APC to effectively deliver the scope of work.

Phase 0 Scope Reminder:

During phase 0 APC will identify the parameters of the project to develop a project scope document.

Action	Description
Context Analysis	An online survey comprising a mix of quantitative and qualitative survey questions to capture residents insights and potential areas of concern for Pearse Drive Lane.
Internal Session(s) with DLR and development of internal project task force	Robert Burns to link APC with the various people within departments in DLR, who will be involved in the project. APC to work with DLR on creating a task force.
Assess Laneway	This will involve observational fieldwork of the laneway and surrounding area in June.
Stakeholder Mapping	With support from DLR - Sallynoggin Estate Manager (DLR), Community Gardai, the NTA, local football club, Men's Shed, National Rehab Centre etc.
1-1 Meetings	Meetings with potential partners and partnership development.
Develop Student Programme	Develop engagement plan specifically with IADT and Sallynoggin College of Further Education to begin in September.
Impact Measurement	Develop impact/outcome and measurement tools to bring forward into the project to aid assessment throughout.
Project Management	APC will ensure Phase 0 runs smoothly and that all partners involved feel supported throughout. This will include check in calls, follow ups to align everyone, internal processing, and managing the timeline/process.
Scope Development	APC will produce a project scope document and an initial plan for community/stakeholder engagement; budget options.

Takeaways



Discuss



Observe



Programme



Connect



Research



Collaborate

Research Context Analysis

This section showcases the extensive desktop research that was done in order to set up the project initially and understand the context of the area and the project overall.

1. PHASE 0 Findings: Understanding place

1.1 Policy

DLRCC County Development Plan 2016-22

Extracts below highlighting key points within the plan related to this project. For the purpose of this research we have looked into the adopted plan noting areas that appear to be continued as part of the draft DLR CDP 2022-28

The main objectives within the plan and later draft CDP relate to:

- The promotion for improvements to streets and public spaces for people with disabilities and all ages.
- Continue to expand the footway and pedestrian route networks with DLRCC - improving existing links with wider footpaths connecting transport nodes in residential areas.
- Improve footpath quality and also encourage recreational pedestrian routes.

- Relate to a green infrastructure strategy provide places for outdoor relaxation and play.
- Develop and improve physical connections between the network of parks and open spaces in the county.

01 Policy ST6: Footways and Pedestrian Routes

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the county in accordance with best accessibility practice.

The council will seek to deliver the following in accordance with the requirement set out in the 'DMURS':

- Provide improved pedestrian links within town centres and to public transport nodes to and from residential areas.
- Provide wider footpaths and improved footpath quality where pedestrian volumes are high.

02

Recreational pedestrian routes will also be encouraged and will be developed in accordance with the Green Infrastructure Strategy (Refer to appendix 14).

Takeaways



Inclusivity



Pedestrian
Priority



Improve
Connectivity

03 Policy ST9: Directional / Information / Waymarking Signage

It is Council policy to provide directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes (waymarking) at appropriate locations throughout the County in accordance with planning and traffic regulations.

04 Policy ST10: Street Lighting

It is Council policy to maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice.

To ensure well lit roads, footways and cycleways, all street lighting will be provided in accordance with best practice guidelines and standards in terms of the type of lighting columns, lighting types, lighting class, lux levels and energy efficient lanterns being provided (Refer to Section 8.2.4.4).

05

The creation of a Green Infrastructure Strategy that is intrinsic to, and permeates across every facet of the County, can provide many social, economic and environmental benefits proximate to where people live and work including:

- Providing space and habitats for wildlife and ready access to nature for the populace.
- Providing places for outdoor relaxation and play.

- Providing corridors for walking and cycling.
- Assisting in climate change adaptation - including flood alleviation.
- Increasing environmental education and awareness.

06 Local Parks

These parks lie within easy reach of most dwellings and businesses in a locality. They provide for the needs of a local neighbourhood. They can provide for kickabout areas, exercise equipment and seating areas.

Amenity Open Spaces

These spaces are commonly located within residential areas/housing estates and are also found in commercial areas/business estates. They facilitate mainly passive recreation, casual play areas, pocket parks and visual amenity for residents and workers.

07 Policy OSR6: Allotments and Community Gardens

It is Council policy to support the development of additional public allotments and community gardens to improve their provision and distribution across the County.

Public allotments and community gardens can have a number of benefits including the promotion of healthy lifestyles and biodiversity.

08 Policy UD5: Shared Space Layouts

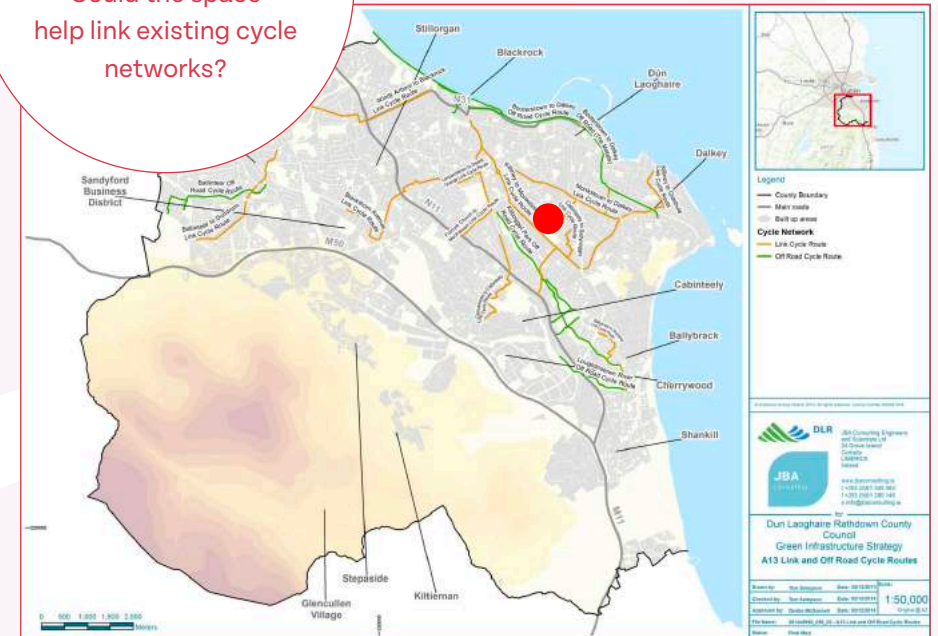
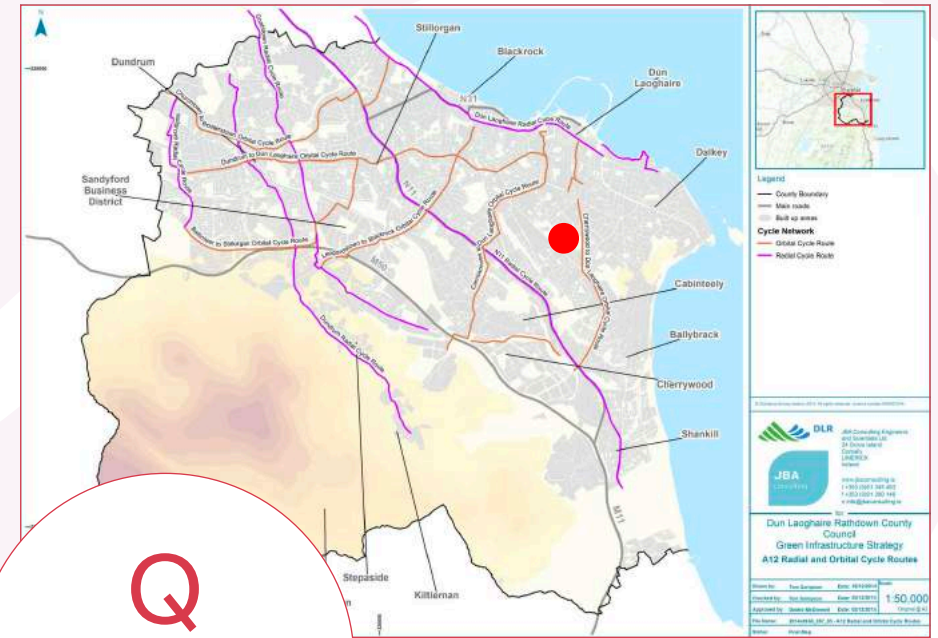
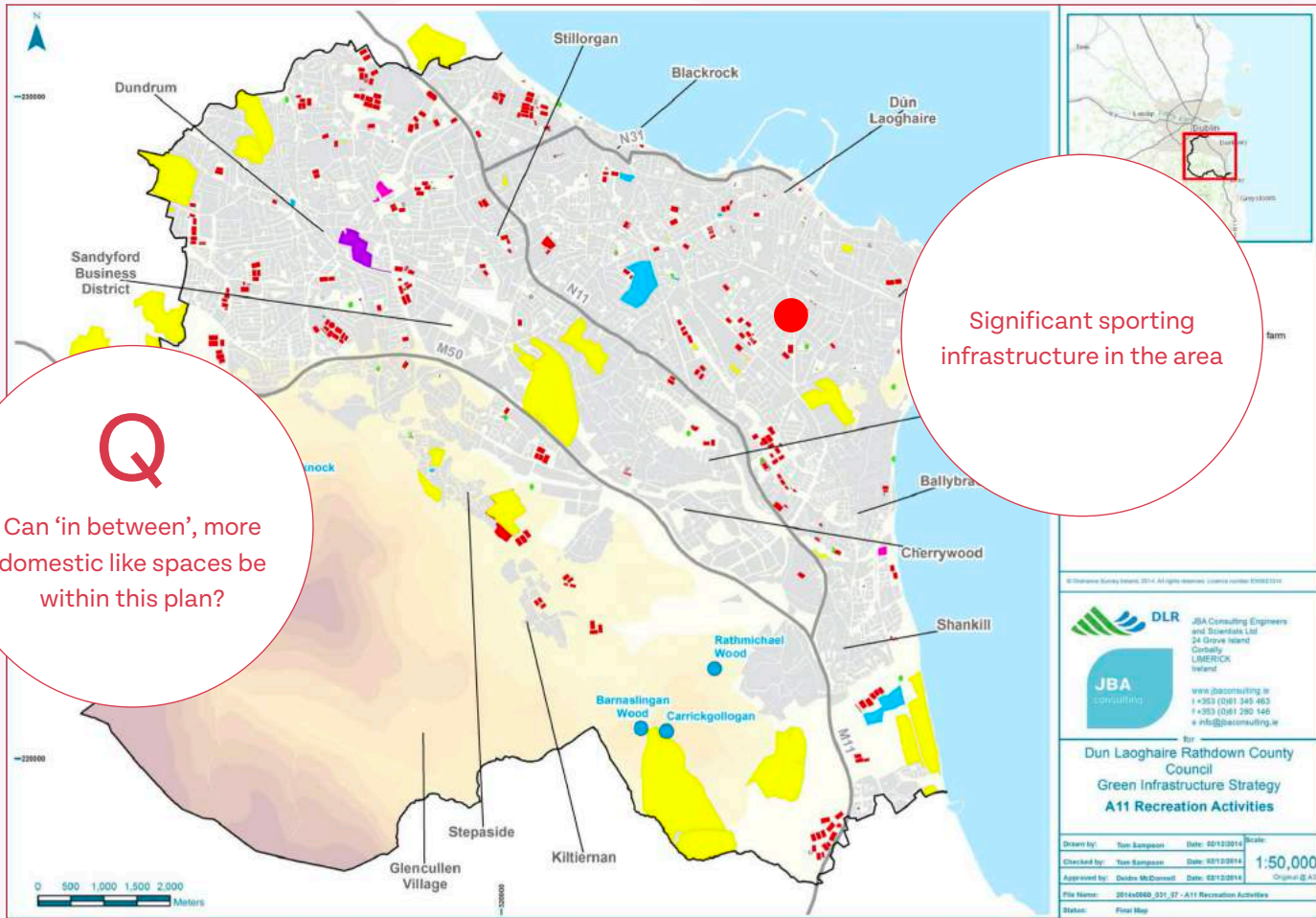
It is Council policy to promote safer and more attractive streets and public realm for all road users throughout the County by pro-actively engaging with and adhering to, the 'shared space' concept and guidance set out in the 'Design Manual for Urban Roads and Streets' (2013).

One of the legacies of residential layout design in the recent past has been that design considerations have often been dominated and driven by the need to make provision for motor vehicles - to the detriment of other road users. A key challenge for urban design is to successfully promote the other functions of 'the street' by promoting a 'sense of place', facilitating social interaction and encouraging walking and cycling. Road design should discourage speed and afford priority to the safety and convenience of pedestrians and cyclists.

09 Street Furniture Strategy

Proposals for the installation of any items of street furniture shall have regard to the following:

- All new street furniture items shall have a clear function relative to their location and shall have regard to the need to reduce and avoid street clutter and ensure that footpaths and cycle ways are kept free of unnecessary impediments.
- The use of high quality materials, which may include polished steel and/or suitable coating of structures etc, will be required in order to ensure the long term visual appearance of furniture items.



Takeaways

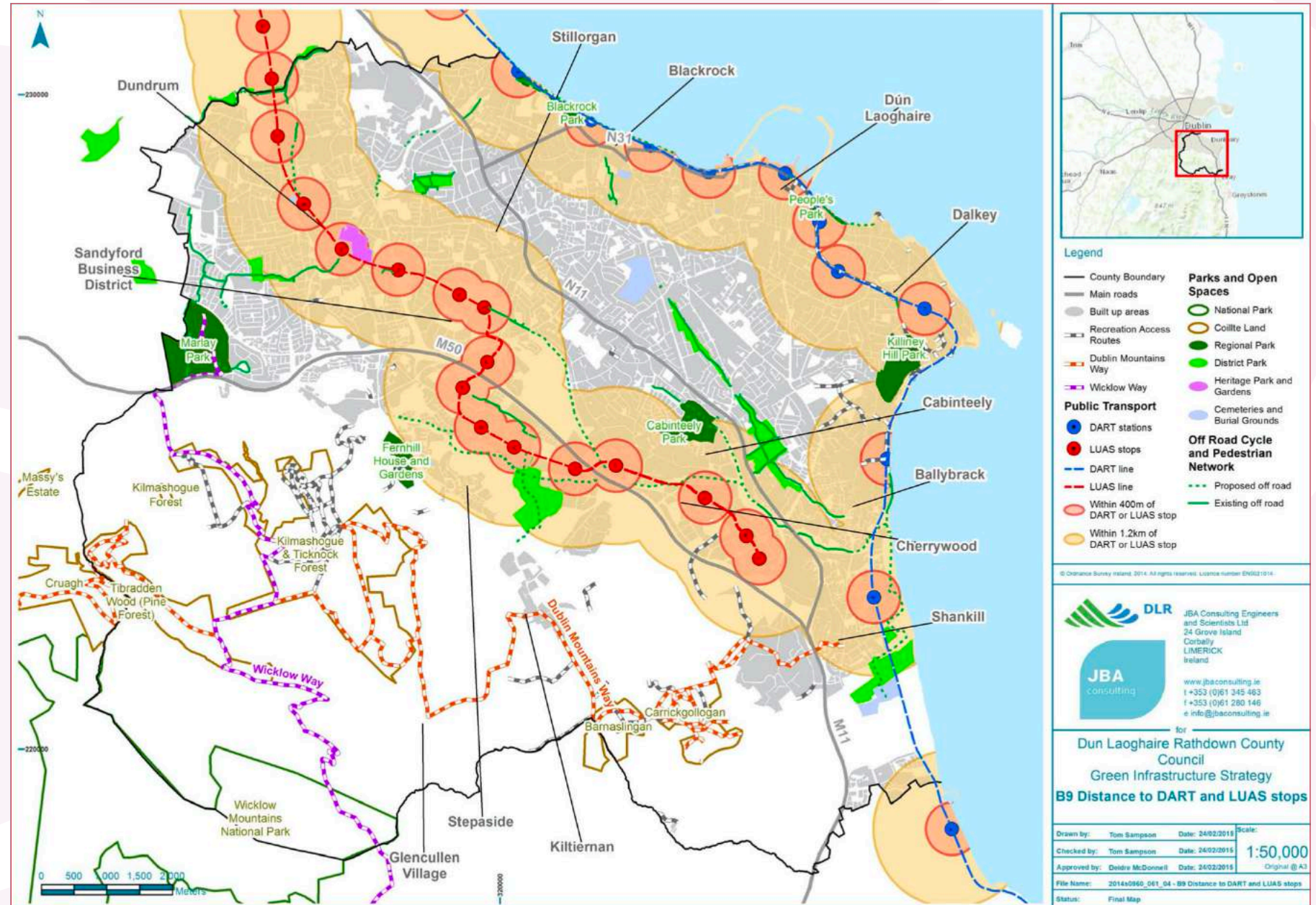


good town amenities



improve routes between amenities

Maps DLR CDP - Green Infrastructure Strategy



Design Manual for Urban Roads & Streets

This national guidance for the design of streets provides best practice principles to achieve balanced outcomes for urban neighbourhoods. The main aspects relating to the development of Laneways are:

- Importance of placing the pedestrian as the main priority user.
- Type of streets enclosing the lane - long streets runs should introduce traffic calming to prevent speeds higher than 30km/h.
- Importance to increase legibility of spaces to encourage users to use the lane in the knowledge of where this leads.
- Any items to be placed within a lane should be part of a cohesive strategy to reduce clutter and visual impact.
- Lighting should relate to the scale of the lane.
- Use robust surfaces to highlight the importance of place, calm traffic and alert drivers of higher levels of activity.
- In neighbourhoods and suburbs a greater emphasis may be placed on the use of planted materials to promote 'softer' landscape elements and a greener 'living' character'.
- An essential aspect of streets is the overall maintenance strategy used after development. It is essential to agree to this at an early stage.

01. Children considered above pedestrians?

Takeaways



Promote Greener Living



Pedestrian Priority



Design Manual for Urban Roads & Streets (DMURS)

02

Gateways

Gateways are used to demarcate a point of arrival from one place to another. They are important placemaking tools as they form the 'first impression' of a place. Gateways are also an important traffic-calming tool as they can be used to inform drivers of a change in driving conditions ahead.

03

The placement of street furniture should be considered as part of a wider strategy, such as part of an integrated landscape plan or series of street typologies.

04

On narrow streets or streets with narrow footways, consideration should be given to using wall-mounted lanterns.

Lanterns should be selected and positioned so as to avoid creating obtrusive light spill on windows, particularly in the case of upstairs residential properties. Internal or external baffle plates can be fitted to lanterns to minimise nuisance light spill. Lights should also be positioned away from trees, which in time may grow to envelop the lanterns or cast shadows which will render the lighting less effective.

05

As raised tables are primarily designed to reinforce lower speeds environments, their use should generally be limited to *Local* streets.

06

Singular treatments include pinch-points that narrow the width of the carriageway over a short section of the street. These can be used in combination with raised tables at key locations on *Local* streets and/or within the *Centres* (see Figure 4.71 of DMURS document). To be visually effective a pinch point should seek to reduce the width of the carriageway by a minimum of 0.5m for a minimum length of 6m.

Strategic & Local Context

A Network of Streets

Sallynoggin is defined by a series of long streets running between the highly trafficked Gleneageary Road and the R828. With the majority of retail to the North East and public amenity in the opposite, south western direction.

Pearse Drive (in red) is located in between these two areas splitting long residential plots. Nearly all local facilities are located within a 500m distance from the lane.

A number of the residential roads to the north of Sallynoggin Road are active school travel project routes or existing low traffic streets suitable for on road cycling.



Site Context

A 15 Minute Neighbourhood

As identified on the map to the right Sallynoggin town is well connected with the majority of amenities available with a 15 min walk from Pearse Drive which is centrally located in Sallynoggin.

With close proximity to local amenities such as St Josephs Boys AFC and the Community & Senior Centre, Pearse Drive has the potential to become a key link between key town stakeholders providing a well connected pedestrian friendly community environment.



↑ Key Community Infrastructure

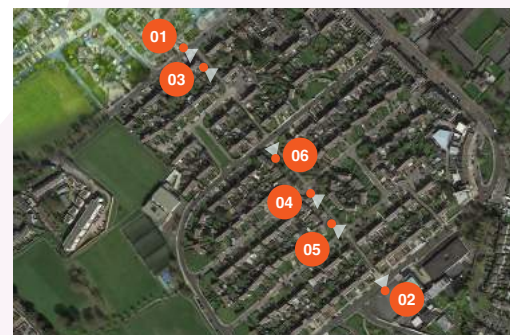
Site Observations

Site Walks June 2021 Key Observations

- Houses on the lane - require vehicle access.
- ESB substations on Sallynoggin Road entrance - vehicle access required.
- ESB poles on lane.
- Significant road width at crossing points.
- Varying garden walls and boundary conditions.
- Entrances appear uninviting and cluttered.
- No traffic calming at crossing points - vehicle appears priority.
- Low level of greenery and lighting - solely off ESB poles.
- Low grade surface material uneven and damaged in areas - prohibitive towards users of limited mobility and wheelchairs users.
- No space for children to roam, explore and use the space.



↓ Site Context Map

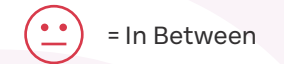


Observation Tools

Developed by the Gehl Institute, the twelve quality criteria worksheet provides a tool to evaluate spaces like this formed around three themes: Protection Comfort and Enjoyments.

Used to initially analyse this site, the table can be seen (on the right) to build upon the observations witnessed during the site walkaround. During phase 1 more extensive evaluation of the lane will be conducted using the chart and following the principles outlined

Twelve Quality Criteria



Protection	<p>Protection against traffic and accidents.</p> <p>Do groups across age and ability experience traffic safety in the public space? Can one safely bike and walk without fear of being hit by a driver?</p> <p></p>	<p>Protection against harm by others.</p> <p>Is the public space perceived to be safe both day and night? Are there people and activities at all hours of the day because the area has, for example, both residents and offices? Does the lighting provide safety at night as well as a good atmosphere?</p> <p></p>	<p>Protection against unpleasant sensory experience.</p> <p>Are there noises, dust, smells, or other pollution? Does the public space function well when it's windy? Is there shelter from strong sun, rain, or minor flooding?</p> <p></p>
	Comfort	<p>Options for mobility.</p> <p>Is this space accessible? Are there physical elements that might limit or enhance personal mobility in the forms of walking, using a wheelchair, or pushing a stroller? Is it evident how to move through the space without having to take an illogical detour?</p> <p></p>	<p>Options to stand and linger.</p> <p>Does the place have features you can stay and lean on, like a façade that invites one to spend time next to it, a bus stop, a bench, a tree, or a small ledge or niche?</p> <p></p>
Enjoyment		<p>Options for seeing.</p> <p>Are seating options placed so there are interesting things to look at?</p> <p></p>	<p>Options for talking and listening/hearing.</p> <p>Is it possible to have a conversation here? Is it evident that you have the option to sit together and have a conversation?</p> <p></p>
	<p>Scale.</p> <p>Is the public space and the building that surrounds it at a human scale? If people are at the edges of the space, can we still relate to them as people or are they lost in their surroundings?</p> <p></p>	<p>Opportunities to enjoy the positive aspects of climate.</p> <p>Are local climatic aspects such as wind and sun taken into account? Are there varied conditions for spending time in public spaces at different times of year? With this in mind, where are the seating options placed? Are they located entirely in the shadows or the sun? And how are they oriented/placed in relation to wind? Are they protected?</p> <p></p>	<p>Experience of aesthetic qualities and positive sensory experiences.</p> <p>Is the public space beautiful? Is it evident that there is good design both in terms of how things are shaped, as well as their durability?</p> <p></p>

Site Opportunities & Constraints



A local music group playing at the Summer Pop Up Community Day

Opportunities

Create a safe active travel route

Stretching to nearly 400m, Pearse Drive runs between five long residential terraced housing plots. The lane allows the opportunity to provide a pedestrian priority active travel route connecting the north and south sides of Sallynoggin taking into account further areas like play, biodiversity and arts & culture within the public realm.

Traffic Calming

As noted above there are significant long wide stretches of road splitting the lane. It is important to showcase the pedestrian as the priority user of this public space. These long stretches of road could benefit from traffic calming measures being introduced at the cross roads with the lane to help reduce speeds creating pockets of high quality public space in residential areas. Doing so would promote the lane as a through route, increase opportunity for play and use of the street enabling both adults and children to feel more comfortable outside of the home when either walking or cycling but also potentially playing or using the street itself.

Improved Lighting

At present the lighting on the lane is from high level lighting fixtures mounted onto ESB poles, more intimate and low level lighting follow DLRCC guidance could promote the use of this route in the evenings and night-time. Increased levels of more intimate lighting would also potentially help alleviate any potential antisocial behaviour which may happen on the lane.

Length and Width

The lane is over 6m wide and nearly 400m long. In these dimensions there is ample opportunity to create an intervention in the lane that caters for all. While promoting the space as an important travel route, there is significant space to provide aspects such as, greening, rest areas, play equipment as part of coherent and considered intervention for the community informed by their needs and wants

Entrance

There is an opportunity to create an inviting entry and exit from the lane. By providing such the community would be more encouraged to use the lane both during the day and at night.

Constraints

There are a number of existing conditions and infrastructure on the lane to be aware of when considering the impacts that any intervention may have on the lane. These are:

Existing Residents on the lane

There are a number of homes directly accessed via the lane itself. While this can be a positive due to the overlooking provided onto the laneway careful management of the access to driveways in two portions of the lane must be considered at an early stage with significant engagement required with these residents with vehicle access required on these routes.

It appears that there are 18 homes where their front garden (including parking) is directly accessed via the lane itself







Site Opportunities & Constraints

ESB Substation / Poles

Upon entry from the Sallynoggin Road side of the lane there is an ESB substation. With particular access and egress requirements associated with this unit, important consideration and engagement ESB guidance is required.

The existing lighting and electricity supply comes via ESB poles dotted along the lane. Any intervention must consider their position and base clearances needed.

Map Legend:

-  Residents Bordering the lane
-  Key Community Buildings
-  Vehicle Access Required
-  Pedestrian Only Laneway
-  Potential Traffic Calming Locations
-  Street Crossing the Lane



Temporary Examples of Traffic Calming Measures

Space for use along the lane - natural play combining with movement and travel routes



Engagement: Workshop with DLRCC

An internal workshop was held online with key DLRCC staff members, and delivered by APC. Below is an agenda of what was discussed.

The main outcomes of the session were as follows:

- It was agreed by all that the goals were as per the Charter document drafted by Robert Burns
- The markers of success/ the impact assessment were not covered in this session and as such are outstanding to be confirmed with DLR
- In terms of stakeholders it was added by Michelle Carroll suggested we speak with Cross Care who work with youths in the area as well as the groups in the Sallynoggin Community facility centre - the older group in particular.
- It was agreed overall that the first port of call for our outreach will be the local Councillors, after that it will be the residents and all other stakeholders.
- It was also noted that the Resident Committee have in the past discussed this laneway and so it will be important to understand ahead of time what has been discussed so that we include that within our outreach

- In terms of our key messaging and initial communications it will be important to ensure it is seen to be a very early stage pre-design so as to manage expectations.
- The main take-aways are to ensure the project is replicable in terms of design and consultation process and that ultimately the plans ensure it is maintenance free or keeping maintenance to a minimum.

The outcomes highlighted have been used within the report informing the research and development of this report.



Bird Houses were built and decorated by local children at the Summer Pop Up event to promote biodiversity



Engagement: Workshop with DLRCC



APC facilitated an online internal workshop for DLRCC to discuss the project context, the stakeholders, the parameters of the consultation and what the project's end goal was.

The Council Departments in attendance were:

- Parks & Outdoors
- Architects
- Community
- Travel & transportation

The main outcomes from this session included:

- A steering group was set up to be able to give regular updates to the Council and vice versa.
- A key goal of the project is to create a replicable design and consultation process. The final brief should seek to ensure the laneway is maintenance free or keeps maintenance to a minimum.
- An important next step was to ensure local Councillors were briefed initially before any outreach was done.

Engagement - Stakeholder Mapping

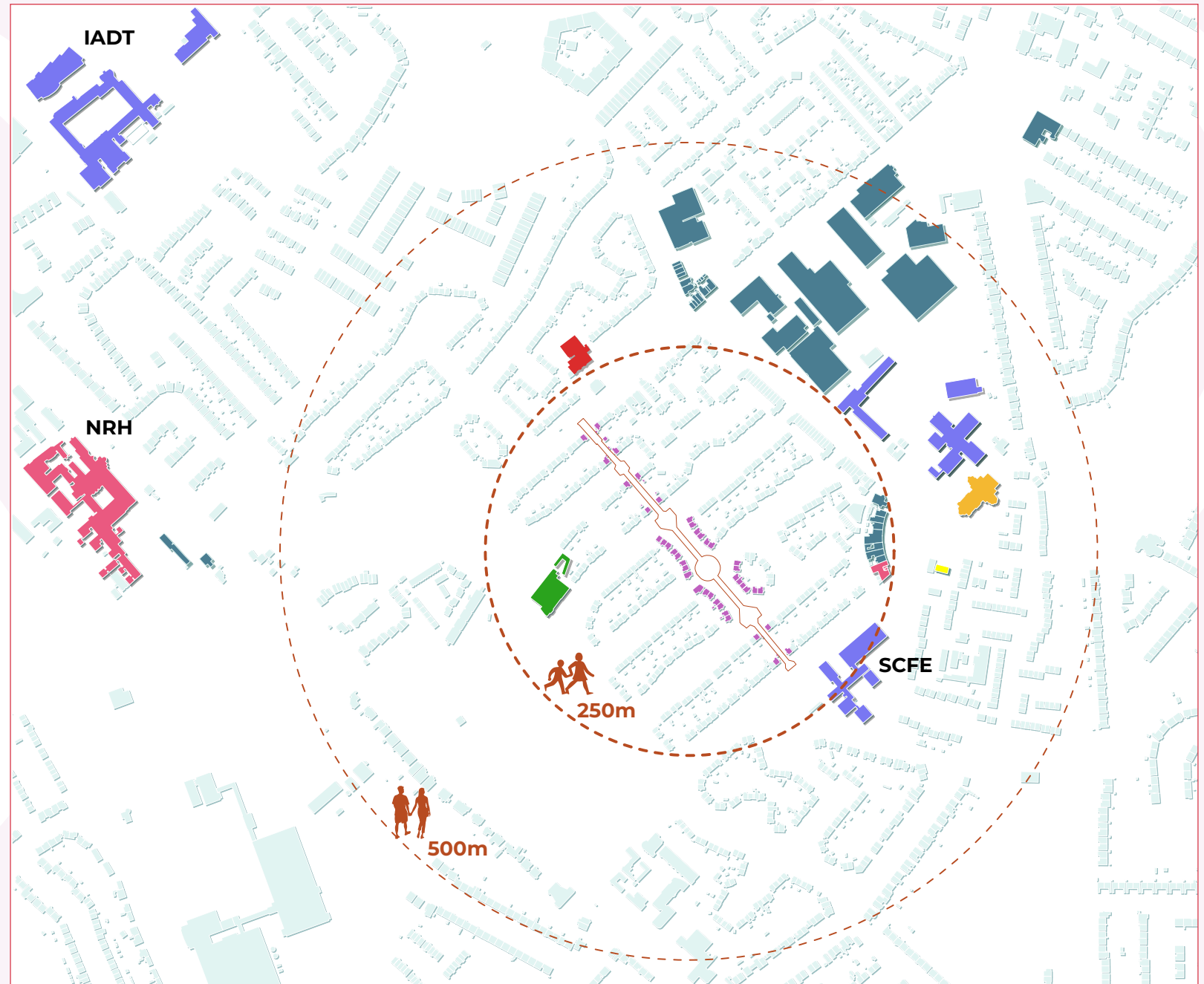
This high level overview of stakeholders in the area (as seen in the diagram on the next page), was our starting point. A more extensive stakeholder list was created in the succeeding phases, and put them into categories to help in our outreach strategy. The stakeholders closer to the lane, for example, would receive the most amount of contact regarding the project, whereas the residents and businesses farther away from the lane would receive less frequent updates, so they were still informed but not as actively engaged. We used stakeholder categories as a means of structuring our desktop research and ensuring we did not omit anyone. The categories were as follows:

- Residents groups/associations
- Schools and colleges
- Businesses
- Churches
- Community centres
- Sports clubs
- Locally elected Councillors & TD's
- Other organisations/NGO's

Engagement: Workshop with DLRCC

Map Legend:

- Educational
- Community
- Health & Safety
- Sports
- Local Businesses
- Hospitality
- Residents on Pearse Drive



Engagement: Partnerships

To encourage local participation in every aspect of this project, DLRCC and APC partnered with the Institute of Art, Design & Technology (“IADT”) in Dún Laoghaire. At this phase 2-3 meetings were held with the course coordinators for a Bachelor (BA) Visual Communication Design and Masters (MA) Design for Change.

In these initial discussions we established that the BA students would take part in a competition, similar to what they do each year. They would design a visual aesthetic for the project i.e. a logo and apply that to various materials that we would use for promotional purposes during the consultation. The MA students each year run a Charrette which is a type of workshop and so it was discussed that these students would work with APC to run something like this on the laneway.

APC also partnered with Sallynoggin College of Further Education and held some preliminary meetings with the Principal and other staff members to understand what might be feasible. At this stage the ideas centred around involving Floristry and Youth Work students to support in the decoration and delivery of the Christmas pop-up event.

Project Scope

Phase 0 was about creating the proposal and scope of work. The main component of this was the engagement and outreach plan.

The aim of the project was to provide a model for a bottom up approach to the development of in-between spaces in DLR. This project was intended as a pilot project for action oriented planning in DLR with the hope being for this to become a tool for decision making and showcase how changes to the public realm can affect community life.

There were two primary methods proposed - Learn & Action

Learn - Stage 1 & 2

This stage was focused on listening and understanding local people’s needs and desires for the lane.

Action - Stage 3 & 4

This stage was focused then on taking what was discovered in the previous stage and starting to trial a number of low cost minimal impact interventions.



↑ Institute of Art, Design & Technology



↑ Sallynoggin College of Further Education

A Model for Engagement and Re-imagination



This project is seeking to provide a model for the adaptation and promotion for a bottom up approach to the development of undervalued spaces in DLRCC. With this project becoming a pilot project for action orientated planning in DLR there is a chance for this to become a tool for decision making and showcase how changes to the public realm can affect community life.

There are two primary methods proposed:

Learn - Stage 1 & 2

A strategic model was developed to be applied to a variety of projects. It is important to create a framework for learning from key stakeholders, community and place to measure and test an idea for a site in a low risk environment with maximum input to inform more permanent and refined decisions.

This stage is focused on providing user powered ideas through feedback including a variety of stakeholders using test events to assist in understanding an appropriate intervention for a

space, minimising the increasing common risk of objection for re-imagination. With this method it is felt that a project has more potential to be adopted by a community, be more resilient and also have significant long term benefits.

It is envisioned that this stage can be repeated across various areas informing the investment and direction for site specific projects.

Action - Stage 3 & 4

Using the learnings from the first two phases to refine the project's next steps and/or permanent implementation. The next project implementation should have an even better chance of success based on the extensive engagement undertaken.

Depending on the visions and development strategy arrived at through extensive engagement and consultation, this stage could take many forms with varied budgets and expectations.

Learn - Tactical Urbanism

P1 - Vision



A. Who we are?

- Start program with IADT
- Stakeholder engagement workshop
- Present ourselves to community
- Establish project platform

B. What we want to learn from you?

- Conduct engagement events
- Open platform for ongoing feedback
- Collate research and early findings

Strategic

P2- Ideation



C. How we learn from you?

- Community idea workshop / design charette
- Platform open for review and feedback
- Collate and summarise concept
- Establish brief and vision for site

D. What we did

- Present final vision to community
- Agree development strategy with site owner

Action - Urban Acupuncture

P3 - Detail



C. How we learn from you?

- Detail design
- Construction planning & preparation

Site Specific

P4 - Produce



Construction / On Site

- Build and install
- Coordinate & launch

Phase 1

Meeting The Community

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Phase 1 and 2: Introduction

An outreach plan/engagement strategy was developed in Phase 0. The Outreach Plan was very much a working document, revised throughout Phase 1 to respond to feedback as it was collated e.g. based on learnings. It became clear that many of the residents had a preference for physical in-person engagement rather than events being run online. This learning led to a number of smaller in person events throughout Phase 1, and a larger in person event at the start of Phase 2.

A key focus of Phase 1 was to introduce the community to the project and the team, and to listen and learn from their insights. Relationships were built, partnerships were developed and a programme of engagement was created with the Sallynoggin College of Further Education (“SCFE”) and The Institute of Art, Design and Technology (“IADT”). Local stakeholders were also invited to take part to begin to explore how ‘the Gaps’ could be best reimagined.

The most important aspect for this stage was to introduce the project without pre determined ideas. In Phase 1, the community were asked how they felt about ‘the Gaps’ and, with a view to future design plans, how they would like to feel in the space.

A key consideration in Phase 1 was to meet as many people as possible in or nearby ‘the Gaps’, and to identify further key community members to champion the project. To prioritise co-design, the various modes of engagement focused on listening and learning from everyone (rather than presenting a pre determined solution).

Footnotes:

3. Please see methodology section for how this was done.

These various modes of engagement and partnerships which were developed during Phases 1 & 2 were a means to build relationships whilst also gathering and building a detailed understanding of the area. These events included; door to door chats, walk and talks with local youth groups, workshops with departments in DLRCC, local stakeholders and residents, presentations and updates to local Councillors and running partnerships with SCFE and IADT.

After every event, findings and conclusions were compiled³ to form themes for the improvements to be undertaken on the laneway in the later phases.

At the beginning of Phase 2, a flagship consultation and Christmas themed pop up event on the lane was run by APC in partnership with the Sallynoggin College of Education. This event not only sought to capture as many voices as possible, but also to showcase some of the ideas and themes from the findings collated during Phase 1.

“The first step of any Action-Oriented Planning project is to clearly define the focus and purpose of the project, and how it will be implemented.”

Planning by Doing, Gehl Studio



Phase 1 and 2: Timeline

K Key Milestone Event

Phase 0

June 2021

- Site Walkaround with DLRCC **K**
- Stakeholder and urban mapping
- Stakeholder Engagement

June 2021

- DLRCC Workshop **K**

Phase 1

Sept 2021

- Presentation to Councillors
- Online Stakeholder Workshop
- Establishing Project Partners

October 2021

- Door to door consultation **K**
- Community Surveys **K**
- Online & in-person workshops with local stakeholders
- Partnerships started with IADT & SCFE

November 2021

- Walks on the lane with different age demographics
- Findings and insights gathered

Phase 2

December 2021

- Community Christmas Pop Up event **K**

February 2021

- Presentation of next steps to the community

Phase 3

March 2022

- Presentation to local councillors
- Interdepartmental walk and talk with DLRCC

April 2022

- Interdepartmental survey
- Flyer drop to inform about Phase 1&2

May 2022

- Older persons workshop with local Bingo Group
- Children's workshop with local primary school
- General community workshop at local community centre
- Youth Group workshop at local community centre
- Door to door survey and invite to community pop up event

June 2022

- Community Summer Pop Up event **K**

Phase 4

Not yet started

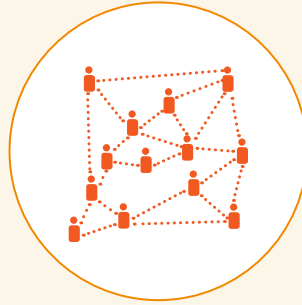
Defining Success

Goals & Evaluation Metrics

During an initial workshop with DLRCC in Phase 0, core themes to evaluate and measure success as the project develops were discussed as follows;

- A Space for All
- Engaged Community
- Building Capacity
- Multi-Disciplinary Collaboration
- Sustainable Maintenance & Management
- Longevity

These key themes were used to determine the success of the process and overall outcomes of the Outreach Plan.



A Space for All

- Is the engagement process capturing the voices of all ages?
- Is this environment a safe, comfortable forum for voices to be heard
- Is a possible intervention fully accessible?



Engaged Community

- Were communities engaged?
- Does the community feel involved in the process of re-imagining the lane?
- How does the event or design reflect the wishes of the community?
- Is a sense of pride in the area being fostered currently?



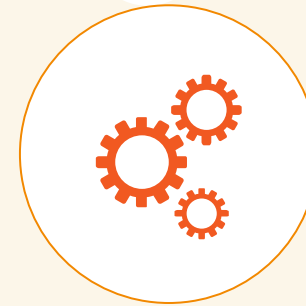
Building Capacity

- Did the project present opportunities for mixing between people of different backgrounds?
- Does the community feel like they have the tools and framework to stay part of the project?
- Are community champions becoming present as part of the project?
- Do community feel they can reach out to the DLRCC?



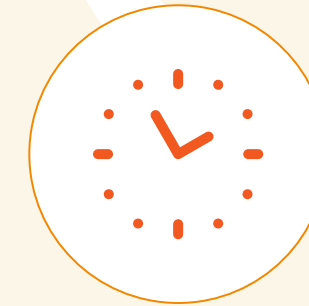
Multi-Disciplinary Collaboration

- Has the project engaged with the appropriate parties during all stages
- Has each discipline felt involved within the process?
- Can further collaborations be established during this stage?



Sustainable Maintenance & Management

- Is the community in a position to look after and manage their re-imagination, event and spaces?
- Are the barriers to maintain your immediate public space being addressed?



Longevity

- Is the process able to be repeated for another site?
- Does the event/installation have the capacity to be future proofed to be durable and long lasting?

Meeting the Community & Brainstorming Together



Local resident of Sallynoggin playing on the 'Gaps'

Modes of Engagement during Phases 1 & 2:

A summary of each element of engagement carried out during Phases 1 & 2 can be found below.

Phase 1: Presentations to Councillors

APC and DLRCC co-presented and introduced Love Our Laneways to local councillors at the beginning of Phase 1. It emerged during the internal workshop in Phase 0, that this would be an important and significant step in advance of launching the project publicly.

By building trust and encouraging involvement from local councillors at the outset, they were then fully briefed should they be approached in relation to the pilot by any members of the community.

An initial briefing document was provided by APC to the councillors in advance of the presentation providing a background to the project.

APC and DLRCC continued to provide updates and to present to the Councillors on the progress of the project throughout Phases 1, 2 and 3. Councillors were also invited to take part in the many events throughout these phases, so that they could also provide feedback, ideas and support for the pilot.

Phase 1: Online Stakeholder Workshop 1

Using the local stakeholder mapping developed in Phase 0, a number of key local stakeholders were invited to an online community workshop in order to introduce the project to them and to hear and learn from them. An information booklet and community survey created by APC was also sent with the invitation.

Phase 1: Project Partners:

Sallynoggin Estate Management Group

Over the course of the pilot APC developed a close relationship with the Sallynoggin Estate Management Group ("SEMG") - the local residents association which was set up through DLRCC. This relationship ensured there were "eyes on the ground" and support within the community e.g. the SEMG supervised the playful postbox installed on the laneway, they helped promote and share information about the project locally through word of mouth and social media, they kept an eye on our posters following Storm Barra, and they set up an information table at the Christmas Pop Up, which also sought further involvement and participation from local residents.

Phase 1: Project Partners:

Institute of Art & Design & Technology

IADT also invited DLRCC and APC to partner with BA Visual Communications Design Course. This course was listed as one of the top 25 Graphic Design Courses in Europe by Domus (Italy/ New York) in 2013. APC created a brief for students to use in order to submit proposals for the visual aesthetic of the Love Our Laneways pilot project.

APC worked with the course coordinators over eight weeks in Phase 1, offering feedback and guidance. 15 students submitted concepts and graphics for the visual aesthetic of the Love Our Laneway project. Following presentations, Maya Browne's design was chosen by the Love Our Laneways Steering Group.

APC also partnered with the MA Design for Change at IADT, a course run by IADT in partnership with the Institute Without Boundaries/George Brown College, Canada. The MA Design for Change teaches students integrated design strategies and skills

to leverage design to sustainably innovate. To start, an overview of APC findings from the door to door engagements, surveys and stakeholder workshops were shared with students. Over the course of 10 weeks, APC worked with the students to create in-person engagement strategies which were used at ‘the Gaps’ Christmas Pop Up event at the start of Phase 2.

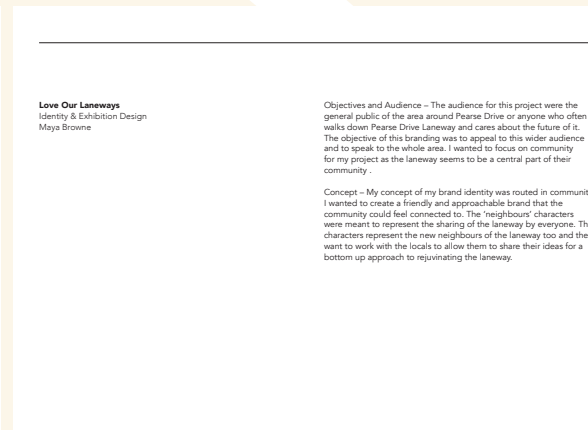
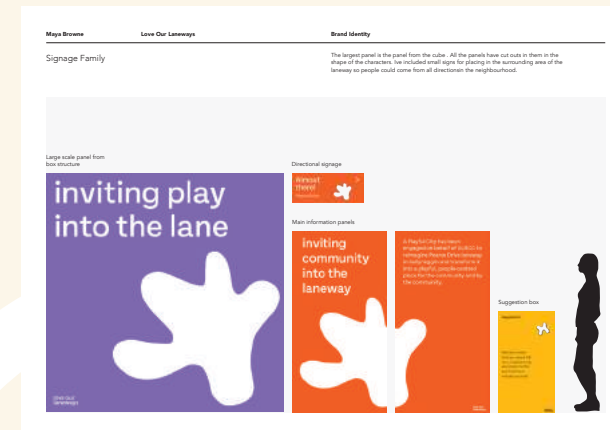
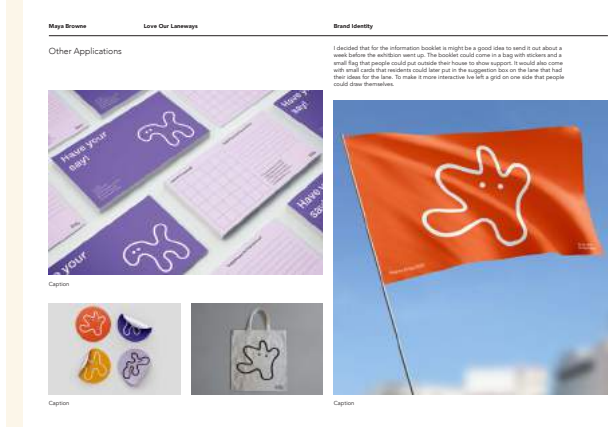
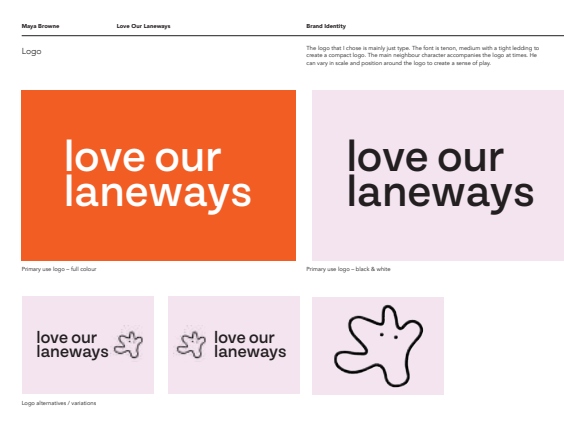
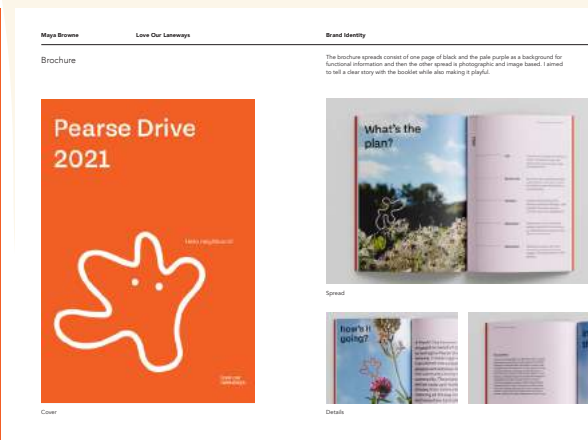
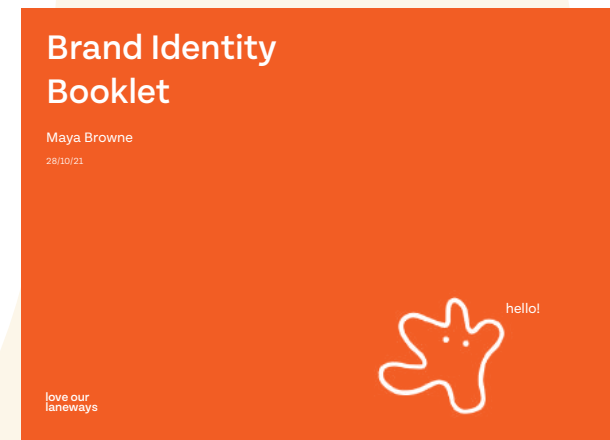
Phase 1: Project Partners:
Sallynoggin College of Further Education

Following an APC presentation to staff at SCFE, partnerships were created with the Youth Work, Performing Arts, Floristry, Art and Tourism Departments with a view to involving students and staff in all of these courses in the Christmas Pop Up event in Phase 2.

APC worked closely with SCFE staff to come up with innovative ways for the students to engage with the community at this event, whilst also ensuring that the course curriculum for each department was met.

“It’s great because it’s bringing the young people out together and all the community because we have different nationalities living here, and it’s lovely to see that they’re welcome”

Liz - Resident of Sallynoggin



Students from the Performing Arts and Tourism courses met with local residents to ask them about the history of the area. These interviews inspired a performance written by the students and staff to be performed at the Christmas Pop Up. Tourism students also used the interviews as inspiration to make an exhibition on the history of Sallynoggin, which was showcased along the laneway at the Christmas Pop Up.

APC held weekly meetings with SCFE to ensure all logistics and plans were met for the Christmas Pop Up. On the day of the event SCFE opened up their canteen to APC and DLRCC staff working at the event and students and staff from all of these courses worked on rotation over the course of the event.

The partnerships established with IADT and SCFE encouraged a multi-disciplinary approach to the project that would not have been possible otherwise. An eye-catching visual aesthetic was created, connections were made between SCFE and the community through the Christmas Pop Up event. Both the Estate Management Group and SCFE expressed genuine interest in keeping channels of communication open to encourage future collaboration on events in ‘the Gaps’.

Phase 1: Community Survey and Meeting Residents on the Lane
APC distributed approximately 750 community surveys and information leaflets for feedback across the Pearse estate and to other local stakeholders identified with DLRCC, signifying the start of public consultation.

A playful postbox was installed in the lane and the community was encouraged to post their surveys back to APC via the postbox. Over 150 responses to the survey were received from all ages within the community

The information leaflet and survey helped with initial conversations at the first door to door to understand how the community felt about and used ‘the Gaps’, and how they would like to see ‘the Gaps’ developed into the future.

It was essential that our first introductions to the community were “open” without any view in relation to how the space might be developed. This gave residents a sense of security in the process, and gave us the freedom to talk to residents in broad concepts, rather than in relation to specific works that could take place.

The interest and level of response from the community was high. Key findings from the surveys and door to door conversations formed the basis for the design of the Christmas Pop Up event.

Phase 1: Key findings from the survey and door to door conversations

Accessibility

In its current condition, the lane was described as a place that was not very accessible for users in various areas. Respondents highlighted that they were not able to comfortably walk or cycle on different sections of the lane. Unsafe crossing points and high kerbs were highlighted as key issues.

The ground surface has been highlighted as bumpy and uneven, some younger and older residents reported that they had tripped over on this surface. It was clear from the responses that there is a significant number of elderly residents in the community, with a number of these needing to be contacted by APC in person.

THE GAPS

Survey engagement

160+

Responses received and reviewed

52

Responses from residents whose properties are directly onto Pearse Lane

100+

Responses from nearby residents and stakeholders

Of the 48 residents who answered the door to surveyors only 2 people were negative about the potential of the project

APC recommends that it is possible to re-create the Gaps in a way that is more accessible for all ages and abilities, by reversing the hierarchy of users away from cars to cyclists and pedestrians⁴.

Safety

A common concern was people's safety on the lane - especially at night (seen in photos below taken as it was getting dark). Additional lighting and provision of security cameras were extremely common responses that residents felt would create a safer environment on the lane.

APC recommends that lighting would address this common - and understandable - concern around safety⁵. A well lit lane would go some way to increasing a sense of safety and assist with passive surveillance on the lane, while also helping to reduce anti-social behaviour. APC began discussions with the SEMG and DLRCC during Phase 3 around setting up a neighbourhood watch in the Pearse estate to also help address concerns around safety⁶.

Cleanliness

It was highlighted in numerous responses that the lane is dirty and untidy with overgrown weeds and that there is broken glass on the ground, particularly on the Sallynoggin Inn end of the laneway. APC began discussions with DLRCC around increasing the cleansing and weeding rota on the lane, and around installing another big belly bin to address this issue⁷.

Aesthetically Pleasing

Many residents called for improvement of the surface of the laneway, and for the inclusion of more greenery and lighting to make the lane more usable, and attractive for community use⁸.

Although residents reported being very proud of their area, many indicated that they would feel more pride in 'the Gaps' if it could be made inviting for people of all ages. People were keen to

maintain the laneways primary function as an active travel route. A high volume of people reported that they use 'the Gaps' as a short-cut e.g. in the mornings for parents and children or as a walking route for elderly people with their dogs.

Togetherness

Respondents discussed how the lane could be used as a social space and as a place to play, talk and meet, while also feeling comfortable and safe.

Altering parts of the laneway as a social space with the community, would encourage a sense of community ownership and pride in 'the Gaps', while also securing a sustainable plan for 'the Gaps' into the future⁹.

Other

Respondents discussed other concerns that were not directly related to the lane itself. These are listed below:

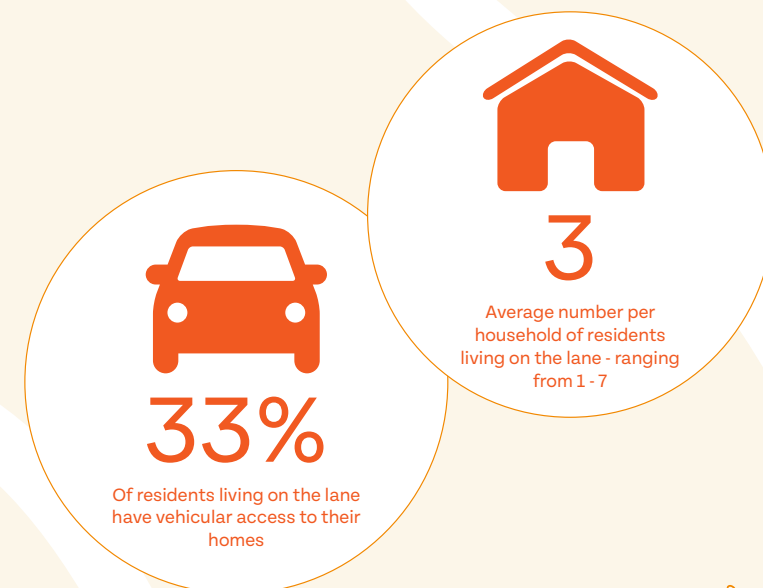
- High speed of traffic travelling up Pearse Park and through the junctions of the laneway
- Overgrowth of weeds lining the paved roads which leads to backed drains and flooding
- Issues with parking caused by people attending St Joey's Football Club
- Many households in Pearse Gardens, just off the lane, would like to see the kerb dropped and the road properly surfaced
- Overgrown thorn bushes growing onto footpaths are hazardous as people must step out onto the roads and into traffic in order to avoid them - specifically on the curve in the road near the football club on Pearse Park
- Anti-social behaviour in the area
- A zebra crossing was requested between bus stops on Pearse St to include crossing onto the lane
- More proactive community policing on the beat to increase response times

- A number of requests were made for the lane between Pearse Green and Pearse Street to be included in the pilot

These findings led to a number of initiatives in Phase 2 & 3 being workshopped and trialled¹⁰.

Footnotes:

4. Trialling of 'the Gaps' as an active travel space occurred during the two flagship events in the laneway at Christmas 2021 and in June 2022. It is envisaged this would be a key area for delivery by DLRCC in Phase 4.
5. APC held detailed discussions with the lighting department at DLRCC and options were narrowed and presented to the community during Phase 3.
6. Please see the Learnings & Conclusions section of this report for more information on the Neighbourhood Watch initiative.
7. Further discussions arose from the interdepartmental walk and talk in Phase 3
8. These were trialled during the Christmas Pop Up and expanded upon with the lighting and parks departments in DLRCC during Phase 3 before being presented back to the community through workshops and at the Summer Pop Up event. See the Learnings & Conclusions Section of this report.
9. The two pop ups provided an opportunity to use 'the Gaps' as a social space and a market. Both of these events were very successful and positively received. A Playful Street and Street Feast were run in the laneway and local businesses and residents set up stalls.
10. See Phase 2 & 3 reports and the community design brief for key recommendations for Phase 4.



Phase 1: Online Stakeholder Workshop 2

Key stakeholders were identified and the wider community were encouraged to attend an online workshop. This event was structured into two parts:

- Part 1: Virtual Information Session to introduce APC and the project, and to hear initial thoughts on the outreach plan
- Part 2 (Event #8): 2 weeks later, in person) to agree a date for a ‘Walk and Talk’ when APC would walk the lane with locals to assess issues and potential solutions

Observations and points made at the online workshop:

- While in direct proximity to SCFE, students and staff were not aware of the lane itself and noted it wasn’t a very inviting space.
- Another stakeholder described the lane as a ‘local lane’ with a strong sense of community felt by the people who used the lane. The majority of people who meet on the lane know each other, meeting on regular dog walks or morning walks with their children to school. This was highlighted by both groups as a huge source of potential for the project to enhance this sense of community - by creating a space in ‘the Gaps’ that they are all proud of.
- The crossing points on the laneway were discussed by a number of attendees. Creating safer crossing points using road tables, road pinching with greening and zebra crossing were noted as potential ideas to assist safer crossing, while reducing vehicle speeds on the lane.
- The overall sustainability of the project was introduced by a local resident and discussed. It was felt that ‘the Gaps’ could be an attractive, durable and safe space but that also should be designed so that it could be easily looked after and managed by both DLRCC and the community.

Entrance to the laneway from Sallynoggin Road



- Staff from the SCFE discussed how, despite the close proximity of the laneway, it was not used by their staff or students. They felt signposting would encourage footfall and use of the space as a place to travel through.

There were 30 attendees from DLRCC, SCFE, SEMG and local residents. The event was beneficial for those that attended. However, the relatively low attendance of residents led to the learning that most local residents would prefer in person modes of engagement. As a result, a planned online charrette was cancelled and replaced by broadening the scope of the Christmas Pop Up to achieve the goals of the charrette¹¹.

Staff from the Sallynoggin College Further of Education discussed how, despite the close proximity of the laneway, it was not used by their staff or students. They felt signposting would encourage footfall and use of the space as a place to travel through¹².

Phase 1: Walk and talks on the lane and Youth Group Workshop

A Walk and talk workshop (walk-shop) on the lane with local residents and in person workshop with a local youth group were opportunities to analyse the space with local residents, young and old. Relying on findings from earlier modes of engagement, these two events focused on exploring thoughts, feelings, feedback, observations and ideas for the different sections of the lane.

The workshops focused on:

- The entrances to ‘the Gaps’
- Crossing points/ diamond spaces
- Routes through the lane

Footnotes:

11. APC used this as a learning of adaptability of flexibility in the phased process.
12. APC suggested and discussed some initial designs of signposts during Phase 3. It was felt by DLRCC and APC that these could be added to the Notice Boards to be installed on the laneway by DLRCC

Observations from the Local Youth Group:

- There have been accidents near the entrance to the laneway, particularly at the Sallynoggin Inn end
- The kerbs and width changes along the lane can be dangerous
- There is a feeling from the group that anything positive that is done will be destroyed
- There is a feeling that ‘the Gaps’ is an unsafe space at night time. In the day it’s is better but could be improved
- More lights and even security cameras were discussed
- The laneway can become a bit of a wind tunnel and gets water logged at certain points
- CCTV made the young people feel uneasy, like they are being watched
- There is only one bin on the lane which leads to people throwing rubbish, the uneven-ness and patchiness of the surface showed a lack of care and made it feel more unsafe and uncared for
- Different levels and kerbs on the pathway/lane makes it hard to cycle down
- During the workshop a man used the lane as a toilet
- The red traffic light at the end of the lane cast an eerie light onto the lane
- There is often glass on the ground at the pub end mostly, but also found everywhere along the lane
- The wall that comes out by the ESB station provides a little nook that can be scary as you’ve no visibility if someone is hiding in there
- Puddles form in the circle shape at the first junction/open point of the laneway
- Foxes wander the lane
- Men walk the lane at night very few/no women, making it feel unsafe
- Mismatched bollards, all different shapes and sizes with different spacing shows a lack of care put into the design of the space
- It was felt overall that improved and consistent lighting throughout ‘the Gaps’ would make the space feel a lot safer

Observations from Local Stakeholders & Residents:

- There is a lot of broken glass in the laneway, particularly at the Sallynoggin Inn end
- If cameras were put in - would they be monitored and, if so, by who? Residents wondered if might be there another way safety could be provided?
- The space feels very grey
- Growing trees often block the street lighting making it harder to see
- Uneven surfaces
- Cars parking anywhere they want - enforce parking rules?
- The lane is essentially right in the centre of Sallynoggin so there could be signage to direct people around the village from this central point
- There’s a light that is stuck on all the time (at the circle - the first junction of the lane from the traffic light/pub entrance)
- Entrance isn’t inviting
- Entrance is dark at night making it unsafe
- Diamond spaces could be amazing community assets and centres of activity for all ages

Ideas / Findings from Local Youth Group:

- The youth group felt that murals could be great and that it would be brilliant to see all of the organisations locally come together to create a mural (e.g. St Josephs youth)
- Potential to transform the electrical boxes, like how they are painted in Dublin City Council.
- Light poles could be replaced by ornamental ones - making the space more attractive and a more inviting/ cosy environment
- It was suggested that the history of the noggin' could be promoted in the laneway somehow
- A colourful pathway was suggested
- A small statue could be added in the lane way or sitting benches representing some local historical person, it would attract tourists and make the place more beautiful
- Benches with famous Irish authors' phrases engraved on it would be aesthetically pleasing and create a place where people (especially the elderly) could sit and chat.
- Permanent chairs outside for chess and card games would be a great asset, again especially for the elderly.
- A discussion was raised about the underground river in the area - important to take into account for flood risk

Ideas / Findings from Local Stakeholders & Residents:

- Slowing traffic at the junctions is crucial for safely travelling down through the lane. It was stated on a number of occasions that drivers speed past these junctions making it very unsafe for pedestrians/cyclists
- To solve the problem of big trees blocking the street lights there are some trees which are better suited as they don't grow as high - also bushes and flowers. It was suggested that a local resident could do it as an additional paid job
- Generally people felt the need for a welcome to Sallynoggin sign as people don't necessarily know when they're in Sallynoggin
- Murals (it was noted that apparently adding an eye into a mural helps to prevent crime/vandalism)
- Maps/arrows/wayfinding
- Some of the adults indicated that they love to be able to train/teach children to cycle using the lane
- Hopscotch or games that could be played on the way to or from school to promote interaction between children on the lane
- Nicer bollards are wanted
- Smooth the tarmac
- Lighting on the trees, walls etc.
- A local market could take place on the lane in the future
- Group had already said they would like to do a Street Feast but never got around to it - this seems like a good idea for next summer
- Nature trail with bird feeders & insect hotels
- Children discussed animals they'd like to see on the lane and also increasing biodiversity - they would like a lane that invites nature and wildlife into it
- No space comfortable for children to hang out / play
- Use walls to play sports with markings - hurling / football
- Shared surface across whole diamond spaces with one common surface, could really make a space for the community
- Would love to see more planting and biodiversity in the lane
- Places to jump / hide / skip and roam
- Some residents would like a place to sit outside, others were more cautious of this
- Potentially they would like to see fewer cars parking on the lane itself

Both workshops proved to be of great benefit to the project. By engaging with different age groups through workshops and incidental conversations with children and elderly residents walking the lane, A Playful City could get a sense of how people felt about the space and of their varying perspectives.

Most of the ideas which came out of these sessions were used by APC to inform the design of the Christmas Pop Up and to inform the design of consultation events during Phases 2 & 3.



Images of local residents and laneway activities for the Christmas Pop Up Event

Footnotes:

13. It was these conversations that led to the suggestion by APC of setting up a local Neighbourhood Watch during Phase 3.

Phase 2

Brainstorming Together

Phase 2: Timeline

K Key Milestone Event

Phase 0

June 2021

- Site Walkaround with DLRCC **K**
- Stakeholder and urban mapping
- Stakeholder Engagement

June 2021

- DLRCC Workshop **K**

Phase 1

Sept 2021

- Presentation to Councillors
- Online Stakeholder Workshop
- Establishing Project Partners

October 2021

- Door to door consultation **K**
- Community Surveys **K**
- Online & in-person workshops with local stakeholders
- Partnerships started with IADT & SCFE

November 2021

- Walks on the lane with different age demographics
- Findings and insights gathered

Phase 2

December 2021

- Community Christmas Pop Up event **K**

February 2021

- Presentation of next steps to the community

Phase 3

March 2022

- Presentation to local councillors
- Interdepartmental walk and talk with DLRCC

April 2022

- Interdepartmental survey
- Flyer drop to inform about Phase 1&2

May 2022

- Older persons workshop with local Bingo Group
- Children's workshop with local primary school
- General community workshop at local community centre
- Youth Group workshop at local community centre
- Door to door survey and invite to community pop up event

June 2022

- Community Summer Pop Up event **K**

Phase 4

Not yet started

Phase 2

Phase 2 began with the Christmas Pop Up in December 2021, this event was used to showcase ideas and feedback collated from the various modes of engagement during Phases 0 & 1.

The pop up was also used as an opportunity to trial initiatives and to show the community, DLRCC and APC the potential of the space. APC used the pop up as a wider in person consultation event. Innovative consultation activities were designed by APC with students on the MA Design for Change course at IADT, students from SCFE and the APC team also ran separate consultation activities throughout the event.

The feedback from this event was collated with the rest of the feedback from Phases 0 & 1 and themes emerged which informed the design of the outreach and engagement plan for Phase 3.

Christmas Pop Up

The Christmas Pop Up event was held in ‘the Gaps’ and was run by APC in collaboration with DLRCC, SCFE and IADT. The event presented a number of opportunities:

- To showcase the potential of the laneway by prototyping some ideas based on feedback from the community so far e.g. lighting, traffic calming, greening, a market, clean up, exhibition space and as a social community space.
- To ensure engagement by APC with the wider community, particularly those members of the community who wouldn't be inclined to attend more formal workshops and meetings.



Images of the community gathering for the Christmas Pop Up Event



- To partner with two local educational institutions - IADT and SCFE - in a live project setting, and to encourage these local institutions to meet and engage directly with the community on their doorstep and vice versa.

Outline of activities at the event:

- The Sallynoggin Estate Management Group set up an information stall, APC designed a survey for this stall, which residents - of all ages - filled out to share their feedback on the elements being trialled at the event.
- APC installed an exhibition in the laneway - showing how the space could be used in this way whilst also sharing the findings so far - and the steps to come.
- SCFE Art students invited residents to have their portrait sketched, the portraits were displayed for the duration of the event and then, later, given to the residents to take home.
- SCFE Tourism students supervised their History of Sallynoggin exhibition. This project was created by SCFE students in partnership with a local resident historian who was introduced to the students by APC.
- SCFE students looked after the 'Christmas Wishing Tree', and invited residents to write down their wish(es) for the future of 'the Gaps' and tie them to the tree.
- SCFE Performing Arts student wrote a play - based on interviews with local people - which was to be performed at the event. This was unfortunately cancelled due to a case of Covid-19 in the group.
- SCFE Youth Work students set up a Teddy Bling stall and an arts and crafts area, and encouraged children to bring their teddies to be dressed up for Christmas and to make Christmas cards.
- SCFE Floristry students dressed bollards on the laneway and created festive garlands for each of the stalls.
- Maya Browne's winning design from the IADT BA Visual

Communications Design, was used on all promotional and exhibition material for the event.

- IGO cafe - which is located near 'the Gaps', set up a stall and provided warm drinks and festive treats for the community compliments of DLRCC.
- Two local ladies sang festive songs.
- Festoon lighting was put in place to add to the atmosphere and trial lighting in the laneway.
- Windyridge Nursery loaned Christmas trees which were used for the duration of the event.
- IADT MA Design for Change students designed consultation tools to gather feedback on the laneways potential - which were tested out at the event by DLRCC staff.

Consultation tools used were as follows:

Survey

Using surveys distributed during the event, participants were asked to rate their overall experience of the trials at the event. We received 62 surveys on the day, the majority highlighted the event as "most enjoyable".

Responses centred on how great it felt to be at an event on the lane and how it brought the community, and all ages, together. It is clear that extra lighting and the activity provided by the stalls from SCFE helped generate a friendly and positive atmosphere - which the community would love to see again.

Some comments from residents about the Christmas Pop Up

'The Friendliness'

'People, because you can make friends'

'I think this place is the best, it can be so much fun'

'Christmas wishing tree'

'Seeing the schoolkids out enjoying themselves'

'Meeting neighbours, lovely lights, planting ideas and a lovely atmosphere'

'The lights and seeing some community out together'

Reflecting on this event, what ideas and hopes do you have for the future of the laneway that we should consider?

Responses included:

- more events and activities on the lane
- develop performance art in the community
- lighting
- markets
- events and works spread along the whole laneway
- more artwork and greening in the area
- a nature trail with wildlife
- cleaned and maintained
- brighter and more accessible
- flower boxes
- climbing equipment
- annual christmas event on the lane
- 'chalk drawing bonanza'
- build on events like this
- some games that children could play as they go to school
- fix/even out the the laneway for walkers and cyclists
- 'bring in fun bins'
- make the crossing safer
- more colour

The Christmas Pop Up event was a true culmination of all the engagements made with community, stakeholders and partners in the months that preceded it. The event provided a platform to show everyone, including APC and DLRCC, the potential of the laneway.

Prototyping of the core findings, as outlined above, were extremely beneficial - lighting was integral to the event-but the true stand out component was the community itself.

Local residents of all ages, local Gardai, staff and students from SCFE mixed and met each other - together they turned the space into an intergenerational community space for all to enjoy.

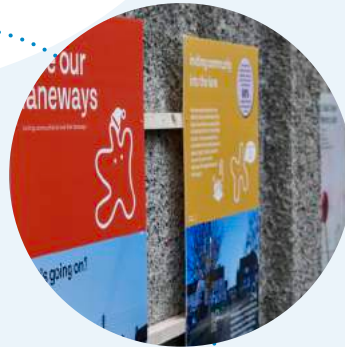
The atmosphere on the night was one of gratitude and celebration, and a real appetite was created within the community to see more during Phase 3 of the project.



Trialling lighting and traffic calming at the Christmas Pop Up

Phase 2: Christmas Pop Up Event

The community gathered to see ideas collated from local residents. It allowed opportunity to gather further feedback and help realise what the community would like to see going forward for the lane.



Findings from Phase 1 & 2

Through surveys, workshops and other events, APC engaged with approximately 800-900 people of all ages and found overwhelming support for reimagining ‘the Gaps’. At first we wanted to find out how the local community felt about the space as it was.

Key Findings

- We found that the majority of local residents viewed the current state of the lane somewhat negatively. **This project aims to change that.**
- Nearly 50% of respondents feel either very unsafe or somewhat unsafe on the lane, and, would not actively use the lane at night.

Phase 2: Inviting community into the lane

The community were asked how they would like to feel in ‘the Gaps’ in the coming months. Generally, people wanted an environment that felt brighter & safer at night, a clean & communal asset which enhances the sense of community in Sallynoggin.

Enhancing the space to become a positive environment for the community could be developed in many forms. The wider community have highlighted that the lane could be more inviting for all ages to use, while many local residents highlighted how some sections of the lane are poorly lit.

People of all ages highlighted how ‘the Gaps’ could become the centre point of Sallynoggin - and would love to see the space used for “meanwhile” functions beyond its daily travel use.

Phase 2: Inviting “feeling” into the lane

The community was asked about what they might like to see in ‘the Gaps’, that they don’t see now.

They suggested opportunities for greening & play, making crossings safer & more comfortable, & also creating a space that all ages could enjoy, whilst moving through it.

During walk-shops on the laneway, a number of local children suggested a nature trail on the lane to make it brighter, more colourful - a place for themselves and for local wildlife to enjoy.

Suggestions to create a more green bio-diverse environment were echoed by the entire community.

The five crossing points which divide the lane were highlighted as spaces that have the potential to become community friendly areas.

Suggestions included making these spaces;

- Play spaces
- A local market
- A place to meet and chat to neighbours
- A location for a street feast or birthday party



Phase 2: Emerging Key Themes

At the end of Phase 2 all of the feedback was collated. Three core themes emerged from the collation of feedback as set out below. These themes then became the basis for the outreach and engagement plan for Phase 3.

- Community Use & Togetherness
- Nature & Biodiversity
- Safety & Accessibility



Community Use & Togetherness

'The Gaps' has the potential to be a space for the community - a space where people of all ages can meet, run markets, hold events and organise future community days similar to the Christmas Pop Up.



Nature & Biodiversity

'The Gaps' is a long and wide space. From the outset, the community - both young and old - talked about how they would like to see nature and biodiversity incorporated into future designs. Suggestions to also integrate flood prevention measures and playful elements into these designs were very favourably received.



Safety & Accessibility

The community all discussed their desire for greater, more carefully designed lighting to be introduced and for an improvement to the uneven ground surface. Consideration of strategies for traffic calming with enhancement of the junctions between the roads and the lane itself were also consistently highlighted.

“The Christmas Pop-Up was used as an opportunity to trial some key findings and to show residents the potential of the space.”



Phase 3

Thinking & Trialling Together

Phase 3: Introduction

At the start of Phase 3, an initial concept for the lane was developed with DLRCC. This vision combined community consideration (from phase 1 and 2) with key design constraints established with specific DLRCC departments for the lane (Please see the concept for the lane in the conclusion).

Phase 0	Phase 1	Phase 2	Phase 3	Phase 4
<p>June 2021</p> <ul style="list-style-type: none">– Site Walkaround with DLRCC K– Stakeholder and urban mapping– Stakeholder Engagement <p>June 2021</p> <ul style="list-style-type: none">– DLRCC Workshop K	<p>Sept 2021</p> <ul style="list-style-type: none">– Presentation to Councillors– Online Stakeholder Workshop– Establishing Project Partners <p>October 2021</p> <ul style="list-style-type: none">– Door to door consultation K– Community Surveys K– Online & in-person workshops with local stakeholders– Partnerships started with IADT & SCFE <p>November 2021</p> <ul style="list-style-type: none">– Walks on the lane with different age demographics– Findings and insights gathered	<p>December 2021</p> <ul style="list-style-type: none">– Community Christmas Pop Up event K <p>February 2021</p> <ul style="list-style-type: none">– Presentation of next steps to the community	<p>March 2022</p> <ul style="list-style-type: none">– Presentation to local councillors– Interdepartmental walk and talk with DLRCC <p>April 2022</p> <ul style="list-style-type: none">– Interdepartmental survey– Flyer drop to inform about Phase 1&2 <p>May 2022</p> <ul style="list-style-type: none">– Older persons workshop with local Bingo Group– Children’s workshop with local primary school– General community workshop at local community centre– Youth Group workshop at local community centre– Door to door survey and invite to community pop up event <p>June 2022</p> <ul style="list-style-type: none">– Community Summer Pop Up event K	<p>Not yet started</p>

Phase 3: Introduction

Phase 3 of the Love our Laneways project continued to garner local authority and community support for the community themes established during Phases 1 & 2:

- Community Use & Togetherness
- Greening & Biodiversity
- Safety & Accessibility

This phase sought to develop playful and practical initiatives that used these themes as pillars for how the local authority and community could foster an understanding and conversation of what is possible in the short term in order to protect long term community goals (the themes). The subjects of these playful and practical initiatives were:



Greening/
Biodiversity



Lighting



Intersections



Playful Elements

From the discussions, surveys, workshops and community events run which were based on these initiatives, a community design brief was established for the local authority so that DLRCC can incorporate the design suggestions from the community for Phase 4.

Workshops to hear from all ages

During April and May 2022, APC ran four separate workshops with different community groups to present findings from the first two phases. This informed early areas of focus - which were established with DLRCC - as follows; greening/biodiversity, the

'intersections', lighting and playful elements that could potentially take place on the lane through trialling.

These sessions were with:

- The local weekly bingo group
- 2nd Class in St Kevin's Primary School
- Crosscare Youth Group
- General community workshop

The workshop sessions provided the opportunity to discuss and brainstorm ideas for what could be done in the short and long term future of the lane. Using inspiration cards and a map of the lane we worked with each group to start to visualise the future of "the Gaps".

Post the workshops, we took the insights from the community and agreed long term and short term initiatives with DLRCC. These short term/long term initiatives were presented to the community in a pop up event in June 2022.

The pop up event in June 2022, was our second flagship community consultation event run in collaboration with the community. At this event, trialling initiatives took place for the community to be involved with (New planting, active travel play zones etc.)

APC continued to build capacity by supporting the community to run a Playful Street and Street Feast on the lane for the summer pop up. This whole event was hugely successful.

The event also gathered further feedback on the ideas, providing opportunity for community involvement building togetherness and excitement for 'the Gaps' future.



Phase 3

Phase 3: UCD Geography Course: Reimagining Dublin

APC runs this module as part of a MsC in Urban Development at University College Dublin in DLR. Students were supported by APC to design, deliver, report and reflect on a bespoke consultation process related to the redevelopment of ‘The Gaps’ The studies and research carried out during this 12 week module identified that a big portion of the residents nearby use the lane as a passing/active travel pathway.

Additionally, it was noted that any intervention on the lane would be part of the DLRCC Active Travel initiative. Considering these facts, the theme ‘MOVEMENT’ emerged: Pearse Lane has a lot of connectivity potential, both in the present and future. It was found that in Sallynoggin: – up to 30% of people use walking as their main transport (compared with 13% or less of the majority of Dún Laoghaire Small Areas) – 9% of the local residents cycle to work, school or college (higher than the 4.5% average in the rest of the DLR county).

As part of the mapping and analysis of the socio-economic indicators of a broader area comprising the entire suburb of Dún Laoghaire, data was collated from the 2016 Small Areas Census (areas that comprise between 80 and 120 dwellings). The information was translated onto maps to complement the consultation process, and as a tool to better understand the profiles of local stakeholders. It’s essential to note that the data used in this analysis is the most up-to-date Census information available, but it is from six years ago. Ideally, we would have used data from the 2021 Census, but this census was postponed due to the COVID Pandemic, so our research was restricted to the 2016 data.

Based on the research and consultations carried out, interventions were proposed by the students, which gave an indication as to how the laneway could look into the future.

Phase 3: Letting the Local Councillors of Phase 1 & 2

This was the second of three presentations to local Councillors. At the start of Phase 3 the findings from Phase 1 & 2 were presented to local councillors, who were very supportive of the initiative. APC and DLRCC also kept councillors up to date on the project through regular up date emails and by inviting them along to workshops and the flagship pop ups in the laneway.

Phase 3: Letting the Community know of findings in Phases 1&2 - Door to door conversations around the Pearse estate

A fold out leaflet was designed by APC, and delivered locally. This fold out leaflet set out the steps and findings so far, and let the community know what could be expected during Phase 3 in terms of workshops and activities. Crucially the leaflets encouraged the community to get involved and to give further feedback. Delivery of the leaflets by APC also presented another opportunity to meet and engage with locals face to face.

“Can movement be more than just moving from point A to point B? Why not do more than just moving along the way”

Khiusha Uaila
Individual Report, Reimagining Dublin Module, GEOG_0750,
School of Geography, UCD 2022



Phase 3

Phase 3: Letting DLRCC Departments know of Phases 1&2 - Interdepartmental walk and talk

APC hosted a walk and talk with different local authority departments on the lane. The learnings from phase 1 & 2 were presented to the interdepartmental group. Departments that were present on the day were:

- Road Maintenance
- Public Lighting
- Biodiversity/Parks
- Active Travel
- Cleansing
- Community
- Parks
- Traffic Management

Conversations held on the day helped provide insights into the views of the departments and ascertain parameters for future developments on the lane. These insights were vital before engaging with the community further, as presentations to the community by APC during Phase 3 had to be based on parameters set with the local authority departments.

Public Lighting Department

- Any new lights will require a duct to be put into the ground.
- Not many options for low level lights. All low level lights that can be touched have potential to be vandalised. This will be avoided.
- Current ESB poles have lights on them. Visually, they looked to be 8m high. This could be reduced to 5m in height. Additional 5m pole for light could potentially be put in between existing poles.

Cleansing Department

- There is a flexible rota for 'Big Belly' bins. It may be possible to introduce bins to the laneway where needed.
- There is a concern that there may be household dumping in these bins. However this can be monitored over time.
- De-weeding is in Cleansing department control but the department will only put out for a fresh contract in May (to get the most out of the budget).
- Sweeping schedules can be flexible and Pearse drive could be put on the list.
- Recycling bins can be put next to general waste bins. There has been an overall improvement in contamination of recycling bins with general waste (only 11% of recycle bins waste contaminated in 2021).
- Heavier duty ground surface material will need to be used where cars are using the lane. There are not too many different material options when it comes to this.

Active Travel Department

- Concerns that the rest of the estate may be ignored as a result of improved world on Pearse Drive. Improvements would have to be seen as beneficial to everyone.
- Very keen and supportive of using the intersections of the laneway to have market events and gathering areas.

Traffic Management Department

- Traffic surveys being done nearby. Traffic are open to putting in survey points for roads that cross the lane.
- Quick initiatives could be speed alert signs.
- A next step could be speed ramps and chicanes
- Noted recent work done on Military Road.

Community Department

- Concerns for the elderly and equitable nature of how all works should be especially in relation to lane surfaces.
- Darkly lit areas combined with uneven surfaces make it difficult to walk for older people.

Parks Department

- Planters not a great idea in terms of long term maintenance.
- Open pockets and trees are encouraged as it can be seen to be less vandalised if set into laneway.
- All parks projects will have to be put by the operations part of the department.

Phase 3

“Since a great number of residents utilise this important pathway, there is a need to give a certain sense of meaning to the pathway so that it is not just another lane; instead it is an experience.”

Abdul Rafey
Individual Report, *Reimagining Dublin* Module, Msc Urban Environment, UCD

Phase 3: Early Initiatives

A series of early initiatives were established from the walk and talk conversations with different DLRCC departments. These ‘quick wins’ were seen to help Phase 3 and support other initiatives explored with the community of Sallynoggin.

Phase 3: Early Initiatives - Notice Board

It was important for the project to have a means of on site communication for the community. A plan was put in place to put notice board installations on both ends of the lane.

The purpose of this notice board is to:

- Display the Love Our Laneways project progress
- Invite the community to feedback to any initiatives that take place on the lane
- A general notice to be used by the community into the future
- A physical piece to begin to create the visual identity of the ‘Gaps’.

An ‘off the shelf’ product that could be adapted for the laneway was sought by the active travel department upon advice by APC. APC also consulted with DLRCC on:

- The colour and type of noticeboard
- The location of the notice board
- Bespoke signage for the board
- A sketch image of the notice board with dimensions

Online briefing & idea sessions with DLRCC were held to help find suitable locations, colours and ideas on display for the noticeboard on the lane. A document was prepared showcasing potential ideas and examples of ideas for Notice Boards.

As this was seen as the first APC/DLR/ Love Our Laneway long term installation, it was important to set the tone for what was to come. The Notice Board is anticipated to incorporate themes of playfulness, be interesting to view, and to encourage community engagement into the future. It was agreed with the community to install a board at either end of the lane;

- 2x Notice Boards (post and panel style) for the Sallynoggin Inn side of the lane &
- 1x Noticeboard (lecturn style) for the SCFE end of the lane.”

Phase 3: Playful and Practical Initiatives

A series of workshops with community groups took place to work through how they would like to see the lane developed into the future. The conversations and thoughts of the community translated into a set of action planning initiatives which were trialled at a community Summer Pop Up event.

Phase 3: Pre workshop - An Interdepartmental Survey

Following on from the interdepartmental walk and talk, a survey was sent to key departments in DLRCC in April 2022. The departments asked to contribute to the survey were:

- Road Maintenance and Cleansing
- Active Travel
- Parks / Nature & Biodiversity
- Public Lighting

This survey, alongside the inter departmental walk and talk helped to develop workshop parameters with the community and realise what is practically possible for the lane.

What response from your department could enable the community's insights?

Your Feedback:

Department - Road Maintenance:

Working in conjunction with the traffic department there is an opportunity to improve the accessibility and road safety of the three junctions along the laneway at Pearse Avenue, Pearse Road & Pearse Park.

Department - Cleansing:

This is subject to funding and resources but more bins and weeding would be a benefit. Our allocation of bins for 2022 is already at capacity and we have half of last year's weeding budget available so these suggestions would be difficult to deliver on at present.

Department - Active Travel:

After consulting with residents, children and teenagers living in the area, an appropriate response would involve taking into serious consideration their feedback especially the comments related to safety issues. Providing good quality infrastructure is what the Active Travel department together with Sign/Road marking team could provide. In the specific case of the Gaps, I think that prioritising a design that looks attractive for children and people of all ages and abilities is key (i.e. with pavement similar to School Streets or Safer routes to school treatments

- painted bubbles and colourful patterns). Good quality of paving is necessary for wheelchair users too as at the moment the surface is uneven and cracked in many points. Good treatments of footpath kerbs (which should be low and accessible) and of crossing point will be key part of the response too.

Department - Parks / Nature & Biodiversity:

Suggest doing some pilot tree and ground cover planting.

Department - Public Lighting:

If the laneways are getting resurfaced, and a duct can be placed in them at the same time, then new lighting is possible to install and a decorative solution could be found to highlight the area and the people living there.

What recent projects of your department have been successful for the communities of DLR?

DLRCC Feedback:

Department - Road Maintenance:

Our annual works programme encompasses road, footpath, cycleway and accessibility upgrades and improvements which benefit communities. We will be undertaking some minor footpath improvements and resurfacing in Pearse Gardens in April / May this year

Department - Cleansing:

Cleansing maintain services such as bin collections, litter picks, road sweeping, cycle lane sweeping, gully cleaning, weeding and coastal projects. Working closely with local community groups helps to maintain such services.

Department - Active Travel:

“Coastal Mobility Route, proving that providing safe inclusive infrastructure for all, attract the very people that infrastructure was designed for: children, families, women, trishaw bikes, people with cargo bikes, etc. Blackrock Village, public realm enhancements (Covid-19 measures).”

Department - Parks / Nature & Biodiversity:

Parks and green spaces throughout the county

Department - Public Lighting:

Walkway lighting along the linear park between Shanganagh Road and Wyattville Road. Total lighting replacement in Dalkey Village, Castle Street. EV Charging Units in multiple locations across the county.

Are there observations / aspirations that your department has for public realm improvements in terms of: Nature & Biodiversity, Safety & Accessibility, Community Use & Togetherness

DLRCC Feedback:

Department - Road Maintenance:

Safety & Accessibility - accessibility improvements at Pearse Avenue, Pearse Road & Pearse Park laneway junctions. Accessibility improvements could be carried out within the laneway re concrete reconstruction but would be resource dependent

Department - Cleansing:

Getting the local community to take care of and provide some form of cleaning regime on public realm spaces would be a great help. If the local community take a form of ownership of such spaces it will help in the long run with anti-social and littering problems.

Department - Active Travel:

In term of nature and biodiversity, opportunities for SuDS should be taken in consideration, especially at the cul-de-sac end and at the crossing point with Pearse Road (opportunity to transform the big round shape into a mini-raingarden with amenities for the public too - benches, wooden trunks for children to climb and play with, informal play area (See Seafield Safe and Quiet Streets plans).

In terms of Safety and Accessibility, it is paramount to target as a main priority the safety issues raised by teenager girls at the hidden corners at the section between Sallynoggins road and Pearse Gardens. High quality

lighting, active surveillance and enforcement and removal of unsocial behaviour are some measures that could help mitigate the issue.

As per Community Use & Togetherness I think the Community needs to grow and self sustain, but this will happen if opportunity is given to them to do so, for example through co-participation in the design of proposed interventions of public realm enhancements.”

Department - Parks / Nature & Biodiversity:

These are all at the core of what we are trying to deliver in Parks and in Biodiversity

Department - Public Lighting:

- Minimise lighting pollution while improving the lit environment for human safety.
- Minimise street furniture and minimise vandalism and maintenance requirements.
- Maximise feelings of ownership by allowing the residents to have a say in what they want to see installed - decorative lighting options from lantern style to column colour is possible, also bracket design can reflect the area/people.

What smaller light touch initiatives could help bring the community into the long term vision for the space?

DLRCC Feedback:

Department - Road Maintenance:
Accessibility improvements

Department - Cleansing:
Making the space more inviting by providing a new road surface, planting areas, public seating and perhaps a small playground area would help.

Department - Active Travel:
Informal play areas, planting of trees, better use of space, e.g. removal of car parked in those circular areas (at crossing points) where cars are parked, as those are public spaces that people could naturally enjoy. Paramount is also the removal of dangers at night times and better lighting is key here and enforcement.

Department - Parks / Nature & Biodiversity:

- Simple biodiversity initiatives -
- native hedgerow planting along walls
- taking out tarmac and allowing the soil and seed source underneath to grow, develop over time and managed under the All Ireland Pollinator 6 week meadow mowing regime

- NO use of packet seed as it is not our policy for public areas nor the policy of the All Ireland Pollinator Plan - but can see if there is an area nearby where the community can harvest seed that they can use e.g. from a pollinator area of one of our parks)
- Use of SUDS features along the lane which also incorporate biodiversity - Nature Based Solutions
- Hedgehog highway for hedgehogs
- Planters with bulbs for Pollinators but also decorative
- Signage to educate and raise awareness
- Paint the road for traffic calming
- Tree planting

Department - Public Lighting:
Options for each section: Example - light column colour options? Blue? Green? Grey? Alternating?
Bushes? Low level? Flowering? Topiary?

Specific to your department, are there any logistical issues foreseen in relation to the laneway visited?

DLRCC Feedback:

Department - Road Maintenance:

Vehicular access to properties on the laneway will have to be incorporated into the traffic improvements at Pearse Avenue, Pearse Road & Pearse Park laneway junctions.

Department - Cleansing:

Potential issues may be household dumping in our Big Belly bins, weeding (the surface is very fragmented and weeds will thrive), the bollards between different sections of the lane way make it difficult for Road Sweepers to complete their runs.

Department - Parks / Nature & Biodiversity:

Long term management required and buy in from the community to take on some of the management

Department - Public Lighting:

Maintenance of any greening

Are there any other observations from your visit to Pearse Drive?

DLRCC Feedback:

Department - Cleansing:

Some dwellings have driveways off Pearse Drive so there must be a lot of cars using this route for access every day. It is a very wide lane way and perhaps both cars and the public could use the space in tandem, i.e. provide a lined lane way for cars and then provide a dedicated planted or play space, this would need some design input.

Department - Active Travel:

Pearse Drive is a place with a huge potential for becoming a space of gathering, play and of community building. A street that people can enjoy walk in and dwell in if public realm is enhanced. Food trucks and street activities (such as the ones that were organised on last Christmas) could become a regular appointment and organised and self sustained by the community itself.

Department - Parks / Nature & Biodiversity:

- A great opportunity to enhance the area for biodiversity, climate action and for the community - it is really a win-win.
- Aside: Lighting is not always security for women and may give a false sense of security
- No, there are obvious issues and solutions that need a co-ordinated and collaborative response

Department - Public Lighting:

“Laneway changes of use from pedestrian to vehicular depending on parking or driveways is going to have a huge impact on how each section is handled. Also, the ESB Sub-station needs to have the recessed area covered by a porch type building to remove the safety risk for pedestrians and reduce anti-social behaviour.”

Phase 3: Community Workshops

Following on from the outreach and conversations held with DLRCC departments, a series of Community Workshops were developed to engage the community and to help inform decisions on four initiatives, as follows:

- “The Intersections” (Where the laneway meets the vehicular roads crossing it)
- Lighting
- Greening / Biodiversity
- Playful Elements

The workshops were designed to allow for equitable participation. It was important to APC that children and young people’s participation were separated to allow ample time and consideration for workshop conversations.

Workshops run by APC were held with:

- Older People - A local bingo group that meet every week at the Sallynoggin Youth and Community Centre.
- Young People - A local Crosscare youth group that meet every week at the Sallynoggin Youth and Community Centre.
- Children - First class group of St. Kevin’s National School.
- General Community - An invited workshop for the community at the Sallynoggin Youth and Community Centre.



Phase 3: Community Workshops

Each workshop involved:

- Presenting the needs and wants that were gathered from the community in Phase 1 & 2. APC wanted to say what was going on, what's next to do on the lane and allow the opportunity to hear back from the community.
- A large printed and scaled map of the lane was brought to each workshop to show what currently exists on the lane (Fig. 1)
- Alongside the map, a series of inspiration cards were used to demonstrate precedent of the four initiatives ("The Intersections"; Lighting; Greening / Biodiversity; Playful Elements) (Fig. 2)
- Participants were asked to choose their favourite cards and place them on where they would like to see them on the scaled map.
- These actions acted as a form of dialogue, it helped APC to understand what the community wanted most and at what location, as well as understanding what they did not want and/or felt would be less effective at certain locations on the laneway.
- From the card exercises and conversations over the map, key themes emerged from different age groups as to what they would like to see realised on the lane. These were catalogued on a large board with the initiative themes (Fig. 3)

Fig. 1

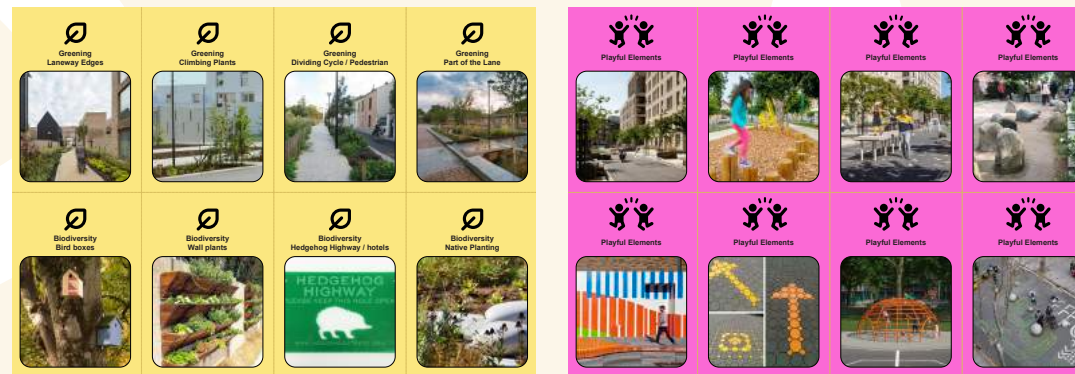
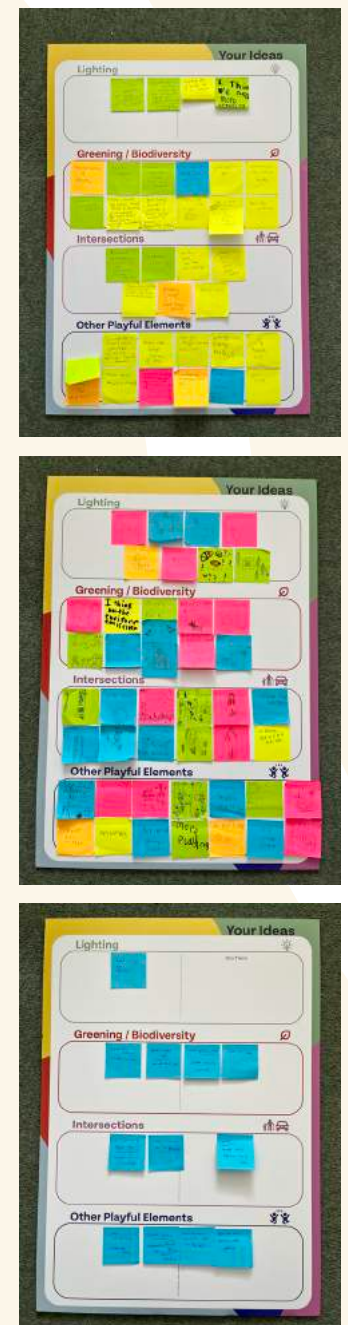


Fig. 2

Fig. 3



Highlights from Older Persons Workshop with local Bingo Group

Lighting

- Generally would like to see an improvement of lighting on the lane

Greening / Biodiversity

- “Engage with children on the laneway through greening”
- “Planter on the walls looks great!”
- “Would love to see more native planting”

Intersections

- “Footpaths are neglected - it needs to be looked after”
- Seat and benches for the elderly - It is a long lane and having a seat at the halfway point on the lane would be appreciated. There is also a concern for the night-time use of this bench.

Other Playful Elements

- Playful games on the lane were endorsed - hopscotch, snakes with numbers. These games could be taught to the children by the older generations in the community.
- Laneway art and bright graffiti is endorsed - worried about unsolicited graffiti on the lane

Other comments:

- Concerns of litter and cleanliness of the lane - dog waste
- Concerns for laneway safety - could there be more CCTV on the lane?
- Would love to see important community information on a new noticeboard - key contact details (for the local authority and residents association and upcoming events)



Highlights from Primary School Workshop with local primary school

The children of the primary school class were asked to draw images of how they would like to see the lane into the future under the topic of lighting, greening / biodiversity, intersections and playful elements.

Lighting

- Would love to see lighting decorations on the lane

Greening / Biodiversity

- Keeping the environments clean and having more park/greening elements to the lane was really important to the primary school class
- Nature trails

Intersections

- Would love to have a bike lane

Other Playful Elements

- Having playground areas on the lane to play with friends
- Other comments: Laneway cleanliness was important. More litter picking.



Highlights from Young People Workshop with local youth group



Themes and comments from the local youth group

Lighting

Better and more creative lighting all along the lane

Art & Greening

- Artwork ideas: something similar to the whale sculpture in Dundrum that has rubbish inside it
- Artists that paint murals along the lane abstract/portraits
- Partner with St Kevins to make a mural with an artist and the children or plant along the lane and put a sign up to say this was made by the young people of St Kevins or 3rd class etc.
- Put a description of what each plant is fix it to the wall of stick to the ground so people can learn about plants

General

- Once the lane looks nice people will respect it more
- Hold a resident clean up and planting day once a year/ a few times a year
- “Teenagers are brutal” - how do you engage them?
- Have a first aid box and defibrillator on the lane
- Make the lane generally feel safer
- “Is anything going to actually happen on the lane?”
- Put in recycling bins for plastic
- The current playground in the park is terrible. Needs to be made better
- Add seating on the lane and grass!

Signage and Notice Board on the lane:

- Keep clear of rubbish this is a community space
- Please keep your area clean and tidy
- Positive reinforcement signage and maybe put it into a mural on the wall in the lane rather than a separate sign. Paint it instead and make it creative.
- Threatening fines might not work because people ignore it
- A funny sign to appeal to younger people could be good
- Use the notice boards to promote what’s going on in the youth centre
- Have a big 3D map like one at workshop and a suggestions box - have that in the notice board
- CCTV wont work because it’s not clear who even checks them and if they get moved the behaviour just returns
- To reduce rubbish on the lane

Community Workshop at local community centre

The community workshop involved a presentation from APC and from various DLRCC departments. The presentation informed the community of:

- The insights Phase 1 through Phase 2
- Informing of initiatives for Phase 3
- Running through workshop activities

DLRCC departments that presented to the community:

- Community
- Parks
- Biodiversity
- Traffic

Lighting

- General endorsement of improved lighting on the lane
- Endorsement of gender planning for adequate lighting - need to make spaces more inviting and accessible - but also appealing! They do not like light currently existing around the rest of sallynoggin
- Lighting parts of the lane where areas are not overlooked / do not have housing fronting onto the lane. These areas have high walls and need to be lit in a way that is safe.

The intersections

- Painted pedestrian crossings to enhance visual identity and safety of pedestrians
- Painted games for cycling and children activities
- Space on an intersection for markets / exhibitions etc.
- Flooding issues need to be resolved
- Long term maintenance / The lane and intersections need to be looked after
- Would like to see some aspect of a bike lane / segregation

Greening / Biodiversity

- Questions over long term maintenance of planting
- Ask local stakeholders (schools, colleges, crèches, montessoris to establish a rota for maintenance)
- Pots owned and cared for by individual community members, local schools could be put on the lane
- These could also be remembrance pots
- Endorsement of nature trails for children
- A water feature in some form
- A space for habitats in which insects, and other local ecology can thrive
- More trees on the lane
- Endorsement of tarmac being taken up and unveiling of seeded soil beneath to grow



Community Workshop at local community centre

Other Ideas / Playful Elements

- Community employment workers could be hosted/ managed by estate management group
- A shed / shelter on the lane for:
- Arts and crafts
- Music
- Games on the lane could be put on the lane:
- Skipping ropes
- Swing
- Hulahoops
- A slide
- A community magazine for children that could be put into the notice board

Noted Other Comments

- Coffee cups being thrown into garden from bus stop near SCFE.
- No cobble block ground material - mentioned more than once.
- Reach out to educate together school was missed.
- Littering and loitering from Sallynoggin Inn on lane late at night.
- More CCTV on overlooked areas of the lane.



Phase 3: Community Day

Following the workshops, a community day was planned to trial initiatives that the community would like to see triallyed for the future of the laneway.

APC organised a Summer Pop Up event day with the community and took place on the Pearse Road intersection meeting the laneway. This brought the community together to see how the lane could be used for the future by trialling initiatives generated by the process of the project so far.

Trialling and events that occurred were:

- Cycling initiatives with Cycling Without Age through trishaw rides in the estate.
- Play Area trialling: A play area for children.
- APC consultation display: Insights and findings from the series of workshops held and an opportunity to gain further feedback from the community.
- A Playful Street Feast: A community led initiative that brought play and food sharing to the lane for the day.
- Active Travel play trialling: Laneway graffiti was used to mark out play routes for children.

Greening / Biodiversity trialling:

- New planting was installed to envisage how the whole lane could be greened (by DLRCC parks department).
- Children’s activities with biodiversity worksheets (by DLRCC biodiversity department).
- Birdbox installation on the lane.
- Display of images and precedent from DLRCC departments: Lighting, biodiversity, parks, active travel and traffic were displayed to show the ongoing progress of how the local authority are helping the community .
- Traffic Calming trialling: Traffic cones and barriers were used on the vehicular road to slow down traffic and stewards were present to monitor traffic.

Phase 3: Community Day

The community of Sallynoggin gathered together for a Summer Pop Up event. Residents played and ate on the lane whilst a number of trials were demonstrated on the day (see previous page). Members of DLRCC attended to support initiatives greening, biodiversity, traffic, active travel and cleaning on the day.



Conclusions & Lessons Learnt to Date



Conclusions & Lessons Learnt to Date

The conclusions in this section are a summary of findings from Phases 0-3. A description and overview of APC’s evaluation process in more detail can be found in the methodology section of this report. This section of the report is broken down into the following sections: high level methodology and approach, key findings, and general learnings:

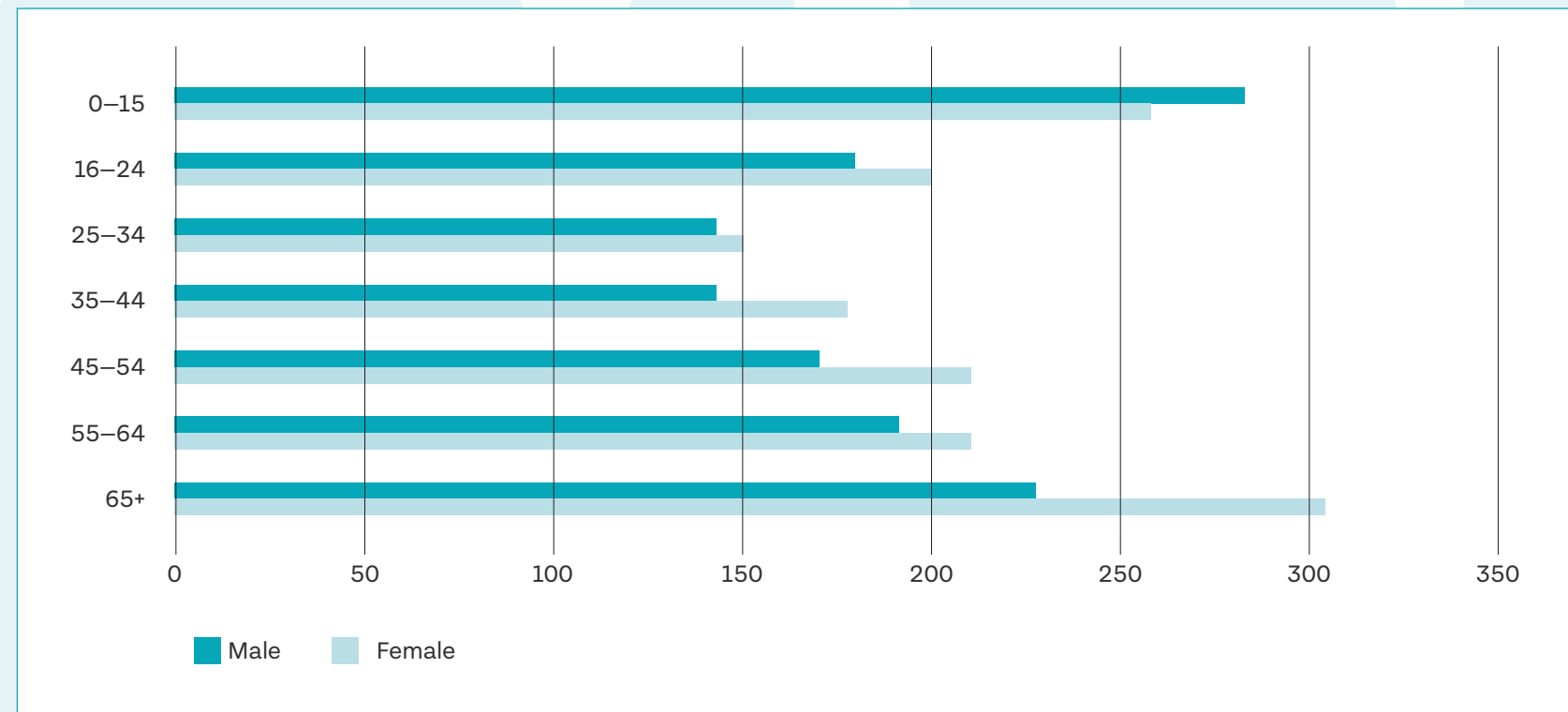
Before we engage with the community

Measuring a baseline before implementation is important to understanding impact. The points below were seen as key indicators to the success of the project to date.

Evaluating the base information of the area:

In Phase 0 APC used 2016 Census survey information to determine the population and age range of the community. The large majority of the residents of the laneway are people below 15 years of age or above 65 years of age. This information supported our intergenerational consultation plan.

Evaluating and establishing partnerships in the area around the laneway provided a solid base to be able to link with key stakeholders in the area. Namely, partnerships with the local educational institutions, community centre and the estate management committee, allowed this project to be a community collaboration.



During the Phases

During Phases 1, 2 and 3, a number of indicators were used to define the success of the project:

1. Defining Themes for the Project

With DLRCC through workshops

During Phase 1 and 2, APC and DLRCC defined core themes through internal workshops with DLRCC. These themes were:

- A Space for All
- Engaged Community
- Building Capacity
- Multi-Disciplinary Collaboration
- Sustainable Maintenance & Management
- Longevity

These themes helped to form initial conversations with the Key stakeholders and provided structure to the outreach and consultation with the wider community.

Community Surveys and Interviews

Through door to door conversations and surveys with the community in Phase 1, APC established the wants and needs of the community. Key findings at this stage and perceptions of the laneway included the following: issues of accessibility, safety, cleanliness, and then hopes for the lane to be: aesthetically pleasing and create a sense of community togetherness. Other issues included, concerns of high speed of traffic, overgrowth of weeds, and anti-social behaviour in the area. These findings led to the further development of the core themes as follows:

These aspects and concerns led to defining core themes of the community:

- Community and togetherness
- Nature and Biodiversity
- Safety and Accessibility

2. Observational Analysis

UCD Geography Course

Through the work of students from the UCD Geography Course, observations and analysis used here, gave indication to how APC approached the laneway in Phase 3 of the project.

Practical initiatives going forward with DLRCC Departments

Through meaningful conversation with the community and coordination with various DLRCC departments, a set of practical initiatives were established to support the community in the short term whilst maintaining the overall long term goals of the community. These were divided into initiatives that can be achieved within the next year and initiatives that will take longer than one year to establish.



These shorter term initiatives and goals are spread across DLRCC departments, noted below. This will allow for interdepartmental collaboration in their approach and when allocating funding in the future for the improvement of the laneway.

Establishing a concept for the lane based on community findings in Phase 1-2-3

An initial concept for the lane was developed with DLRCC and presented to the community at the community day.

The drawings below, represent ideas that combine community considerations / findings from phase 1, 2 and 3 with key design constraints established with DLRCC for each section of the lane (established in phase 3)

Short Initiatives / Long Term Goals

 Lighting	 Intersections	 Greening/Biodiversity	 Playful Elements
<p>Active Travel / Lighting / Community Departments</p>	<p>Active Travel / Traffic / Parks / Biodiversity / Community Departments</p>	<p>Active Travel / Parks / Biodiversity / Community Departments</p>	<p>Active Travel / Parks / Biodiversity / Community / Traffic / Cleansing Departments</p>
<p>Short Term Initiatives (within the next Year)</p> <ul style="list-style-type: none"> – Improve existing lighting stock on the lane in terms of height and lantern type (LED) 	<p>Short Term Initiatives (within the next Year)</p> <ul style="list-style-type: none"> – Improved intersection ground material resolve or repair – Improvement of kerb drops at every intersection – Add seat / bench in the middle intersection as a resting point for those walking the incline of the lane – Traffic slowing signs put up at each intersection – Installation of tactile paving at the junctions 	<p>Short Term Initiatives (within the next Year)</p> <ul style="list-style-type: none"> – Landscape plan for whole lane – To include more trees, Nature trails, Native planting, Areas for community to plant and/or maintain greenery, SuDs strategy – Identify and realise initial phases landscape plan on the lane (taking up of tarmac and allowing bed soil to grow - addition of signage for this) – Enable community planting scheme for whole lane for local stakeholders, ie. areas for community to plant and/or maintain greenery 	<p>Short Term Initiatives (within the next Year)</p> <ul style="list-style-type: none"> – Games on the lane could be put on the lane - integrated into ground surface – Playful, bright and colourful graffiti and along the high walls of lane
<p>Long Term Goals (+1 Year)</p>	<p>Long Term Goals (+1 Year)</p>	<p>Long Term Goals (+1 Year)</p>	<p>Long Term Goals (+1 Year)</p>
<p>Community Use & Togetherness</p> <ul style="list-style-type: none"> – Allow for decorative light additions for events on new lighting poles <p>Nature & Biodiversity</p> <ul style="list-style-type: none"> – N/A <p>Safety & Accessibility</p> <ul style="list-style-type: none"> – N/A 	<p>Community Use & Togetherness</p> <ul style="list-style-type: none"> – Shared road table at centre on lane for long term event planning - no cobblelocks <p>Nature & Biodiversity</p> <ul style="list-style-type: none"> – Planting approach to each intersection (as part of overall landscape plan) <p>Safety & Accessibility</p> <ul style="list-style-type: none"> – Long term maintenance support for estate management subgroup – Resolve flooding issues on the lane (to line up with SuDS scheme for lane) – If bike lane added, have this segregated from pedestrian traffic 	<p>Community Use & Togetherness</p> <ul style="list-style-type: none"> – Landscape plan realised for whole lane – Collaboration with the local community in terms of the long term management / maintenance of the proposed planting areas <p>Nature & Biodiversity</p> <ul style="list-style-type: none"> – Planting approach to each intersection (as part of overall landscape plan) – Nature / play trail realised <p>Safety & Accessibility</p> <ul style="list-style-type: none"> – Maintenance plan for anything that will be realised for the overall landscape plan 	<p>Community Use & Togetherness</p> <ul style="list-style-type: none"> – Part shelter structure for events and community gathering – Community employment workers <p>Nature & Biodiversity</p> <ul style="list-style-type: none"> – N/A <p>Safety & Accessibility</p> <ul style="list-style-type: none"> – Dog waste bin / signage – Cleaning maintenance plan and weekly rota for the lane.

3. Qualitative Analysis

What the community of all ages are inspired by

Following from the community workshops and community day, the inspiration cards displayed and chosen by the community allowed for a qualitative approach to understanding their visual aspirations. It allowed for a level playing field in terms of what was shown to the community for all ages.

These inspirations represent contemporary design approaches to public realm through community design.

Seeing is believing - Translating long term community goals through short term initiatives

Through collaboration with DLRCC, the short term initiatives trialled on the community day helped to understand that the productive conversations through the entire project lifetime can lead to tangible results.

It is this effective trialling, combined with community led events that can act as an instigator for change that have been consulted on with the community and the local authority.

4. Social Media

Over the course of 10 months (October 2021 - July 2022), social media played a massive role in the project outreach. The perspectives of people (both of the community and wider) were highlighted through continual updates of the Love our Laneways project.

During this period there were over 30,000 impressions and engagements on social media. This can be seen as a success indicator for the perception of the project.



After - Learnings from the project to date



The evaluation of the process to date, that led to trialling of interventions on the laneway, is yet to be fully recognised. Below are a series of learning and recommendations that highlight aspects the process so far and should be carried into Phase 4 of the process.

1. The design brief from the community for DLRCC

The design brief (highlighted earlier in the report), provides a summary of the community findings and DLRCC department parameters / constraints and a vision for the laneway based on the process to date.

2. Adaptable and flexible

The process of the project to date has been adaptable and flexible to the needs and wants of DLRCC and the community. The plans to engage had to adapt during a series of nationwide lockdowns due to the Covid-19 pandemic. It was this adaptability that accommodated for changes in the programme which resulted in creative solutions and regular communication to all parties involved.

3. The importance of Community Stewardship in the co design process

The importance of community stewardship was highlighted when the project came to a pause in phase 3. APC and DLRCC understand that in order to have a space for the community, the community itself needs to have ownership of the space.

APC provided a guide to the community to run Playful Streets. These are low cost, easy to run events that encourage children back out on to their streets to play and the guide gives advice on how to slow traffic and implement health and safety measures for the event. This also encourages older members of the community to share the street games that they used to play.

A Playful Street was organised on the day of the Summer pop up and it is from the organisation of this event with members of the community, that helped garner support from the wider community on the day.

Evaluating the Impact of the process:

It is too early to know the impact that the co-design process has had. APC recognises that an already existing and engaged community group established in the area makes the greatest difference to a project. It is a considerable amount of work to engage the community, spark interest in the project and manage all voices. In this case there were a small number of engaged residents that are still actively involved with the Sallynoggin Estate Management Forum and the co-design process. Without APC would not have had as much community involvement and the project would not have been such a success.

4. Consulted with, not at

Consultation events took place in the heart of the community. Approaching consultation in this way takes into account a key issue in the consultation process carried out by local authorities - many people don't have the time (many don't even know) to go to their local community space to be consulted. It is of value that future consultation sessions are all nearby or directly in the space of the laneway, while also evaluating the pros and cons of possible interventions that may be made for the lane.

5. Recommended initiatives to continue support on

As part of the phase 3 process, efforts were made to establish a neighbourhood watch and a cleaning rota on the laneway. It is recommended that these initiatives be continued into Phase 4 of the project to support the long term community support of the laneway reimagining:

Neighbourhood Watch Update

A reforming of the Community Neighbourhood Watch was suggested as a solution to some of the concerns from the community. During the door to door outreach in phase 3, members of the community were asked if they would like to be part of a revised neighbourhood watch. Sergeant James Malone was contacted by the Community Department in DLRCC to provide assistance for developing this group.

38 Residents expressed interest in registering for a new Neighbourhood Watch. These residents should be approached for the next steps of the neighbourhood watch in Phase 4.

Cleaning of the Lane

An additional 'Big Belly' bin was installed near the entrance to 'the Gaps' at the Pearse Street end of the lane (a bin exists on the Sallynoggin Road end of the lane) upon conversation with DLRCC and based on feedback. Litter picking and de-weeding commenced in the area in June 2022. It is noted here that there are a number of residents who have always done this on the lane and their road when they have the time. For Phase 4, a long term maintenance schedule between the community and the local authority should be established to help maintain the laneway.

6. How to engage with the community

Throughout the process of the project there were a number of engagement tools used to interact with the community. These varied from surveys and an on-site postbox for submissions in Phase 1 to a community phone line and survey through QR code links in Phase 3.

Due to the varied age demographic in the community, it is best practice that a varied (low tech and hi tech) approach to direct feedback should be established as to accommodate everyone.

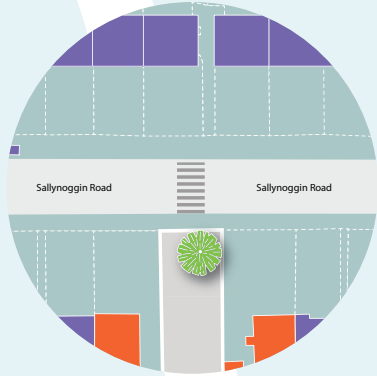
7. Different stakeholders

In Phase 4, there will be an outreach and analysis of different stakeholders of the project to accommodate varying perspectives that will feed into the long term vision of the

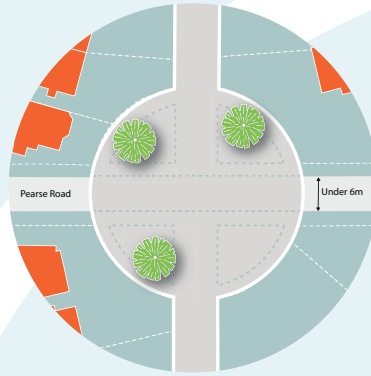
Project. These are:

- The Council (DLRCC) perspective
- The Community Perspective
- The Perspective of APC

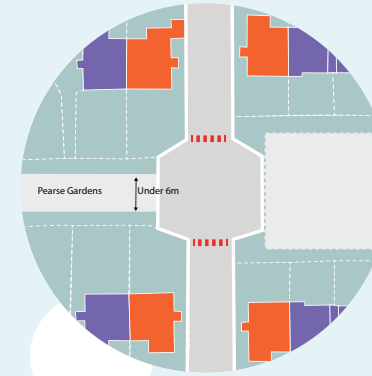
Initial community observations of the lane from phases 1-3



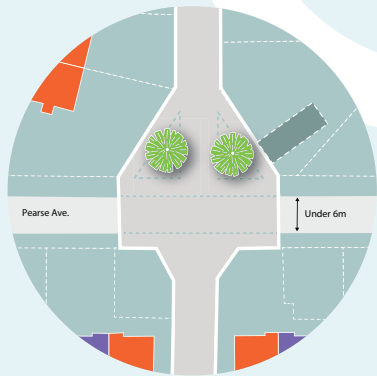
- Traffic lights present
- Safe to cross at this point
- Suggested area for new notice board placement
- To be made more inviting and bright
- Greener solutions to be incorporated into strategy
- High volume of traffic



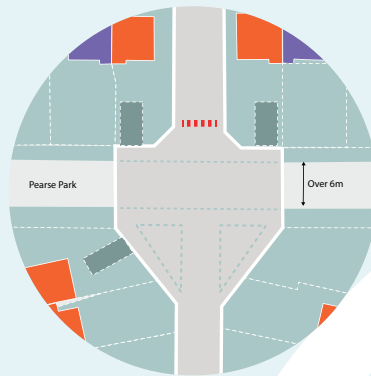
- Lower volume of traffic
- Residents park on both sides road and in square
- Potential to integrate suds measures here in traffic calming
- Vehicular access to both sides to laneway
- 'Centre of sallynoggin'
- Opportunity for improvement for community uses



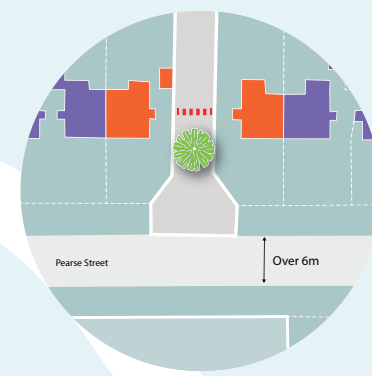
- Area prone to flooding
- Turning head for cars
- Low trafficked area
- Potential to integrate suds measures here
- Cul-de-sac with high volume of on street parking
- Laneway only pedestrian/cyclist access to both sides



- Lower volume of traffic
- Residents park on both sides road and in square
- Potential to integrate suds measures in traffic calming
- On plot parking to 1 property
- Vehicular access for one side to laneway
- Successful space for community events

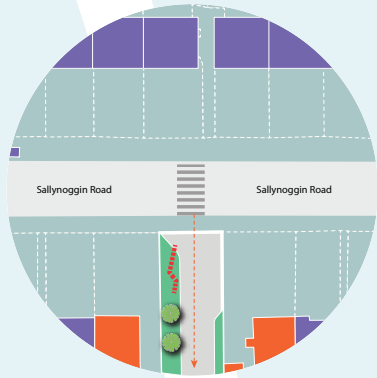


- High volume of traffic and widest road in estate
- On road parking - potential to integrate suds measures here in traffic calming
- Speeds seen on this road and least safe to cross here
- Used to avoid traffic on artery roads around estate
- On plot parking to 3 properties
- Vehicular access to one side for laneway

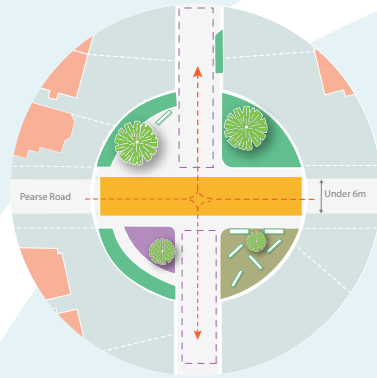


- High volume of traffic
- No safe crossing point to lane junction
- Potential to integrate suds measures here and safe crossing point
- High speeds seen on this road
- Suggested area for new notice board placement
- To be made more inviting and bright

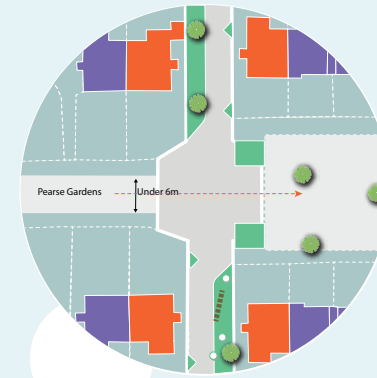
Initial laneway thoughts following community workshops and inter-departmental collaboration presented at Summer Pop Up



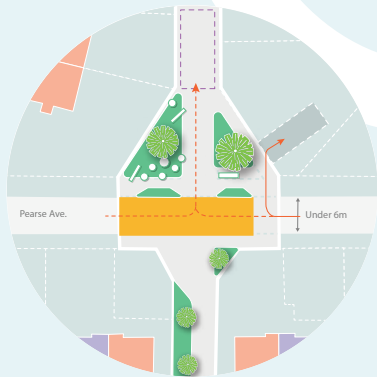
- Notice to be seen from approach from town centre
- ESB box still in use - access to be maintained till that point
- Robust permeable ground surface/ suds strategy required to deal with flooding
- Area in greatest need for lighting and additional waste strategy
- Important this is an inviting and green entrance to the lane
- Opportunity for markers and storytelling along the walls
- Bright / inviting high quality entrance important to residents



- Opportunity for shared surface along whole circle with no vehicular property access to circle properties - provision to be made for all abilities
- Ground level play such as painted games and playful wiggly bike routes can be integrated where cars need to access houses
- Chance to define quarters and create spaces for community use into the future
- Potential to provide infrastructure for events - electric points etc
- Important to include places of rest alongside greenery
- Safe playzone signage could work at all junctions



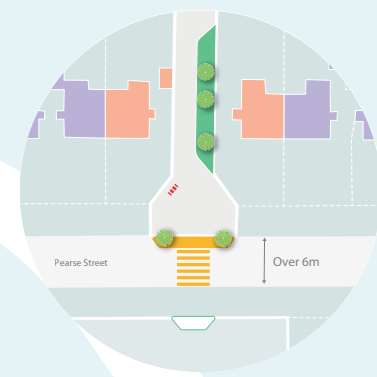
- Pedestrian / Bike access only to both sides
- Robust permeable ground surface/ suds strategy required to deal with flooding
- Square where most play is seen
- Children love the idea of a nature trail - pedestrian only areas a huge chance to increase greenery / biodiversity
- Potential to include natural play elements like logs, boulders and stepping stones for more active play on journeys through the space
- Would be great to see more greenery in parking court
- Safe playzone signage could work at all junctions



- Parking to one property to be considered
- Quietest junction with opportunity for shared surface across majority of space - provision to be made for all abilities
- Chance for playspace on one quarter
- Safe playzone signage could work at all junctions
- Christmas pop-up was very successful in this space and provided opportunity for close collaboration with SCFE who are nearby



- Pedestrian / Bike access on one side
- Greatest need for traffic calming measures
- Ground level play such as painted games and playful wiggly bike routes can be integrated where cars need to access houses
- Parking to be maintained on properties
- Opportunity for greening on triangles but also more natural play elements creating play spaces along the lane
- Important to include places of rest
- Safe playzone signage could work at all junctions



- Pedestrian access only
- Pedestrian crossing could be considered here to help encourage more meanwhile use of the lane bringing out the entrance
- Bright / inviting high quality entrance important to residents
- Smaller notice board to be seen from SCFE and community centre walking route
- Children love the idea of a nature trail - pedestrian only areas a huge chance to increase greenery / biodiversity
- Potential to include natural play elements like logs, boulders and stepping stones for more active play on journeys through the space

A Design Brief from the community for DLRCC



Community Artwork



Playful Travel



Improved Lighting



Notice Board



Notice Board



Community Artwork



Chicanes



Shared Surfaces



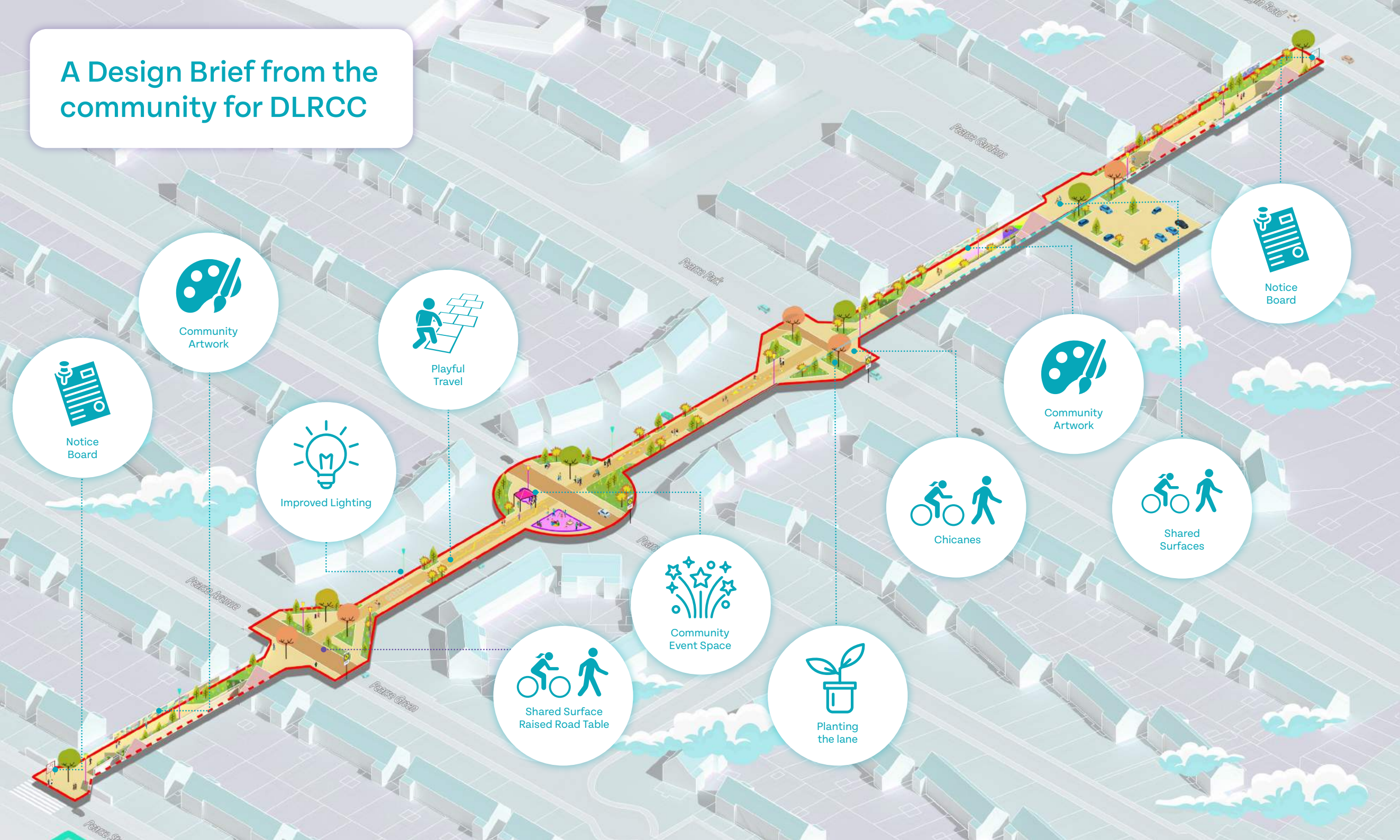
Community Event Space



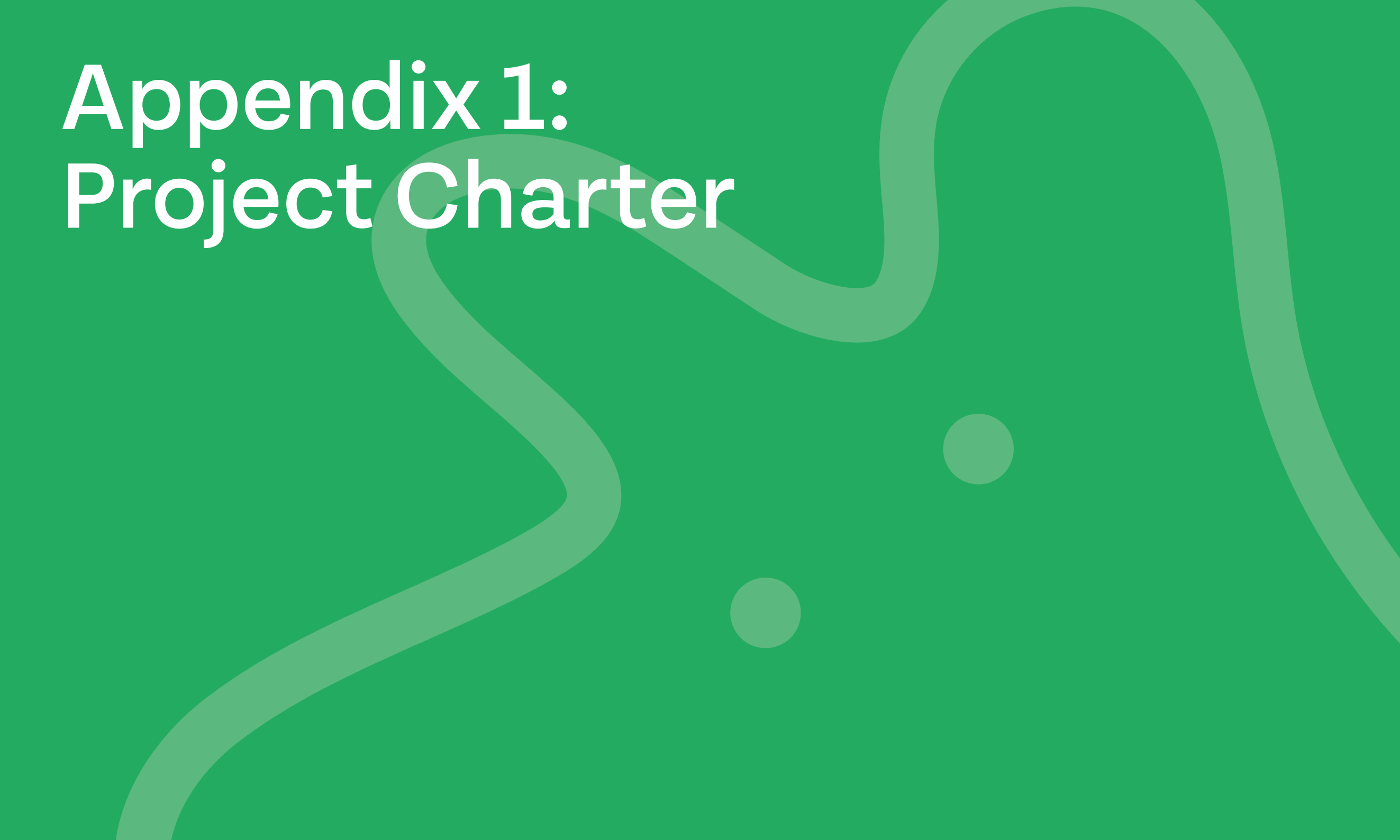
Shared Surface Raised Road Table



Planting the lane



Appendix 1: Project Charter

The background is a solid green color. It features several decorative elements: two thick, light-green wavy lines that flow across the page, and two solid light-green circles of different sizes positioned in the lower right quadrant.

A Model for Engagement and Re-imagination

Project Charter (see right)

A project charter was established in order to review team members and the roles and duties for the phased processes. It was also used to assess any risks or assumptions moving forward.

Any changes from this would be noted to the steering group. You can find a summary of these changes in the learning sections of the report.

Project Management

There were a number of clear and practical next steps in the process of wrapping up Phase 0 and moving into Phase 1. A master programme was created for the next two phases. A queries tracker was set up for ongoing questions APC had for DLRCC. Steering group meetings were scheduled. Insurance was an important item to research and address in advance of any in person activities. The items left to complete were a briefing to the local Councillors and confirmation of the student involvement through IADT and SCFE.

Project Charter (written in June 2021)

The project charter established the core groups, key community stakeholders and types of communications involved in the project.

Internal DLRCC Stakeholders

- Project Steering Group
- DLRCC Working Group

Community Stakeholders

- Sallynoggin Estate Management (Residents Association)
- Dún Laoghaire-Rathdown County Councillors
- Institute of Art, Design and Technology, Dún Laoghaire
- Sallynoggin College of Further Education
- Local businesses in Sallynoggin
- Gardai
- Others as process evolves

Communications

- Project Steering Group – monthly update from APC, with monthly meetings
- DLR Comms Department. & Social Media – update on significant project events, with input from APC.
- Councillors – Updates via DLRCC, with input from APC
- Residents – Ongoing liaison via DLRCC and APC.
- Public – Updates via DLR Comms Department. with input from APC
- NTA – Liaison on funding and updates via DLRCC.
- Gardai – Ongoing liaison via DLRCC and APC.
- Risks, Constraints and Assumptions
- APC will be appointed by DLRCC as project managers and facilitators of the community engagement and public realm project, based on the APC proposal of 17th June 2021 and delivery of agreed tasks under Phase 1 (Vision) and Phase 2 (Ideation).
- Budget for the project management and community engagement services provided by APC to be agreed in

- advance by DLRCC and reviewed as project phases progress.
- The Senior Executive Engineer will be the DLRCC coordinator on the project and will work closely with APC and stakeholders on day-to-day operations and will report to DLRCC Director of Service.
- The Project Steering Group will review progress regularly and key decisions and issues will be assessed by the Steering Group, with recommendations made to resolve issues as they arise.
- Input required on the project from DLRCC staff and departments, as required.
- APC will lead on the community engagement elements with input from DLRCC, as required.
- The setting of the project budget and decisions related to project spending will be the responsibility of DLRCC. APC will provide input to inform the decisions on project budget, including detailed design and implementation phases.
- Project budget for works and implementation of playful elements to be a maximum of €100,000, with a view to developing a template for similar, scalable projects across the county, over time.

Project schedule:

- Phase 1 & 2 – June 2021 to January 2022
- Phase 3 & 4 – January 2022 to June 2022
- DLRCC will have the responsibilities as Client under health and safety legislation, while APC will be assessed and appointed to carry out an appropriate health and safety role on the basis of their knowledge, competency and skills.

The final comment for the Love Our Laneways project is to highlight what is being done and the impact for future enhancement in spaces. This report is key to showing this pilot project can be part of a changing village, town or city.



love our
laneways



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