

Stepaside Improvement Scheme - Phase 1

Public Consultation Report

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TRANSPORTATION



February 2024



DBFL CONSULTING ENGINEERS





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1 PLANNING REFERENCE

The scheme is to be delivered un Section 38 of the Road Traffic Act 1994. Plans and particulars of the proposed development were made available for inspection from 28th April 2023 to 26th May 2023 at Stepside Post Office, Stepside Village, and on the DLR Consultation Hub, on the Council's website www.dlrcoco.ie.

Submissions and observations with regards to the proposed development could be made up to and including 26th of May 2023.



2 BACKGROUND

DBFL Consulting Engineers (DBFL) have been commissioned by Dun Laoghaire Rathdown County Council (DLRCC) to undertake all stages from the preliminary design to handover for the Stepside Improvement Scheme. The principal project requirement is to deliver a cycle link from Stepside Village to Stepside Park Greenway and enhance Stepside by creating a lively public realm.

This will be achieved by providing cycle facilities on Enniskerry Road (**Phase 1**) and improving the layout of Stepside Village Signalised Junction (**Phase 2**). The study boundaries of both Phase 1 and Phase 2 can be seen in **Figure 3-1**.

The overall scheme aims to change the character and function of Stepside Village to deliver enhanced facilities for all road users with particular benefits for sustainable modes of transportation (bus users, cyclists, and pedestrians), whilst aligning with the Greater Dublin Area Cycle Network Plan, BusConnects and development proposals in the Stepside area.

A non-statutory public consultation took place for **Phase 1** of the scheme for 6 weeks between 28th April 2023 to 26th May 2023. This document has analysed each submission, and DBFL have responded to the key themes / concerns that arose during this consultation.

A total of 82 responses were received, however a total of 6 submissions did not include full names, and 3 submissions were deemed duplicates. The 6 submissions without names were removed as they could not be verified as non-duplicates, while the 3 duplicate submissions were combined in singular submissions.

The majority of the responses came from residents living in the locality of the project, while a smaller number consisted of responses from those who travel to and through Stepside Village. There were no submissions by any groups or associations, nor any political representatives or government bodies.

Over 60% of submissions were supportive of the proposed scheme. Around 30% of the submissions included additional comments and concerns, and these were analysed and separated into Key Themes. The Key Themes of the submissions were identified as the following:

- Design Suggestions
- Existing Safety Concerns for Pedestrians and Cyclists
- Increased Congestion from the Scheme
- Requests for More Car Parking



These themes have been covered in detail in **Section 5**.

The report structure is as follows:

- **Section 3** includes details on the site location and description.
- **Section 4** outlines the nature and extent of the proposed works
- **Section 5** analyses the submissions received and gives responses to the key themes that arose. It also includes a list of people who made submissions
- **Section 6** contains the summary and conclusion of this report.

3 SITE LOCATION AND DESCRIPTION

The proposed study area has been broken up into two separate phases. A map of the phases and a description of their extents can be seen in **Figure 3-1** below.

- Phase 1 – Stepside Cycle Link (Enniskerry Road – East of Stepside Park to St. Patrick's Park, approx. 240m).
- Phase 2 – Stepside Village (Enniskerry Road / Kilgobbin Road / Stepside Lane Junction).



Figure 3-1: Extents of the Scheme



3.1 Zoning and other objectives

Within the Dun Laoghaire Rathdown County Development Plan (2022-2028), the subject lands for Phase 1 of this scheme are zoned Objective F which aims to **“preserve and provide for open space with ancillary active recreational amenities”** and Objective A which aims to **“provide residential development and improve residential amenity while protecting the existing residential amenities.”** as shown in **Figure 3-2**.

The subject lands for Phase 2 of this scheme are zoned Objective NC which aims to **“protect, provide for and-or improve mixed-use neighbourhood centre facilities”**, as shown in **Figure 3-2**.

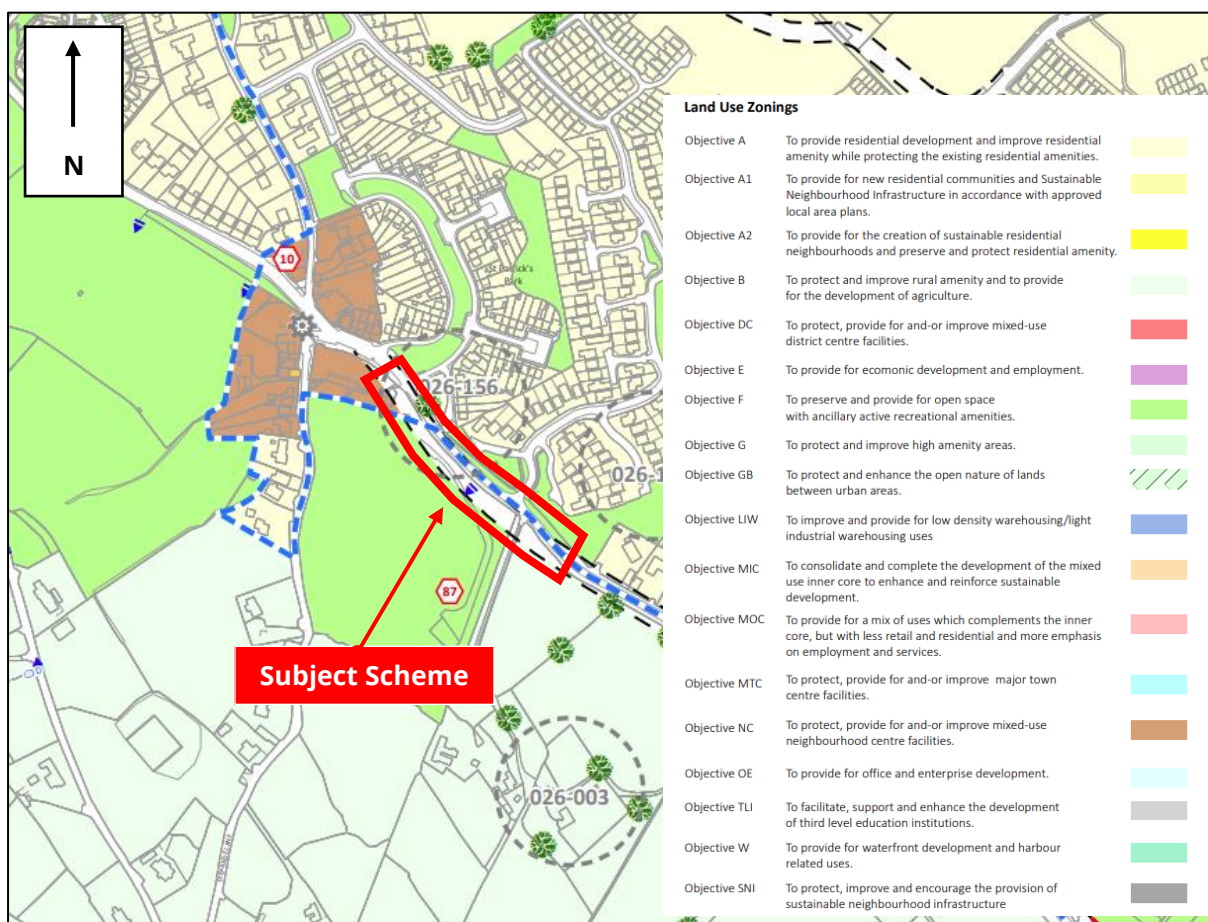


Figure 3-2: Dun Laoghaire Rathdown County Development Plan (2022-2028) – Zoning Objectives Map 9

3.2 Local Amenities

The proposed scheme is located within a predominantly residential area. The map in **Figure 2-3** illustrates a number of key amenities and trip attractors along and within close proximity of the scheme route. These include Kiltiernan NS, Kiltiernan Church of Ireland NS, Stepaside Educate Together, Sandyford NS, Gaelscoil Slieve Rua, St. Brigid’s Boys NS, Holy Trinity NS, Rosemount



School and Gaelscoil Thaobh Na Coille. Furthermore, the subject site benefits from good access to leisure and shopping facilities.



Figure 3-3: Amenities within proximity of the Scheme Route

4 NATURE AND EXTENT OF SUBJECT SCHEME

The preferred option is a continuous two-way cycle facility on northern side of Enniskerry Road, illustrated in **Figure 4-1**. A detailed drawing of the scheme can be found in **Appendix A**.

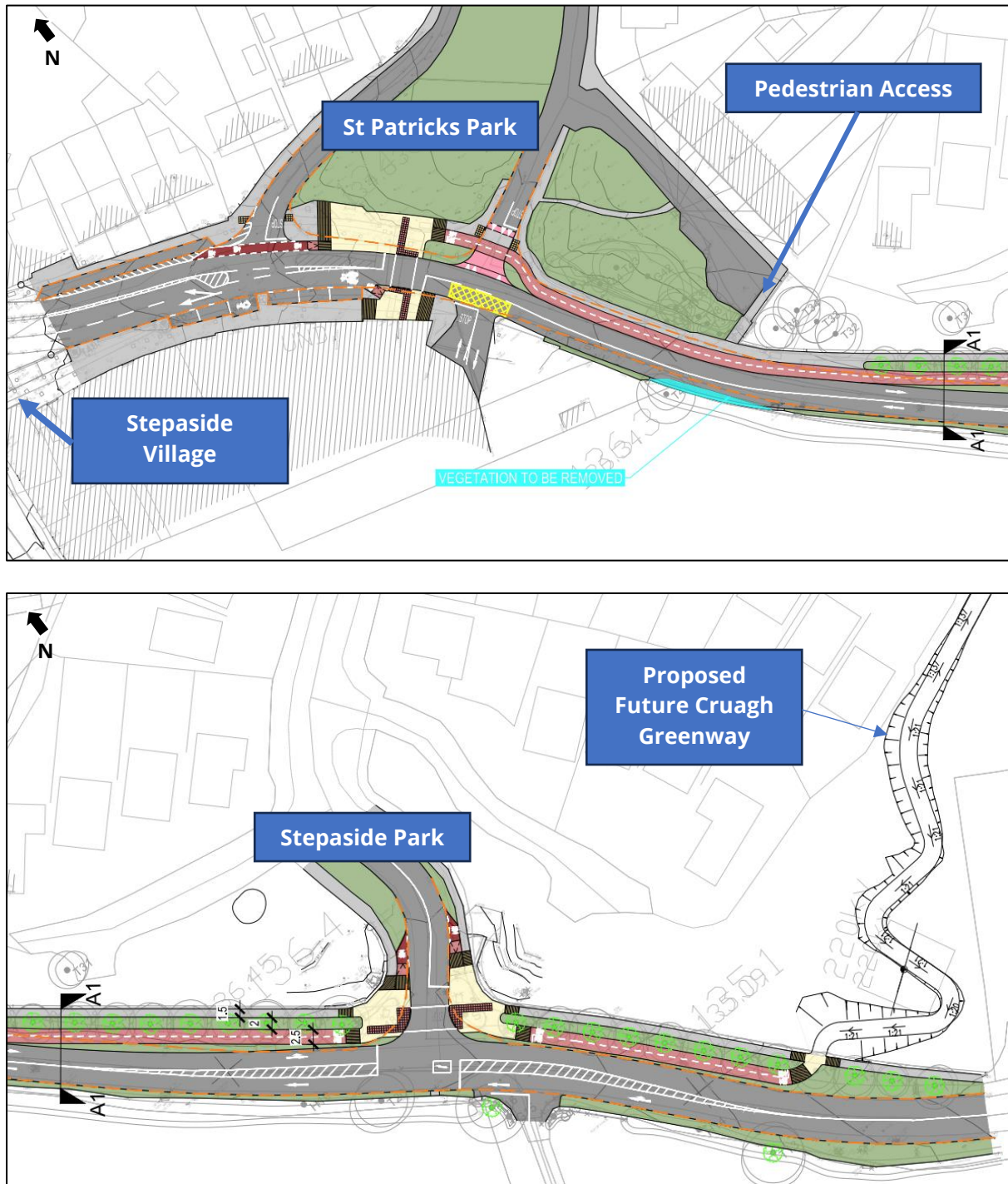


Figure 4-1: Phase 1 – Scheme Layout

This option proposes a 2.5m wide two-way off road cycle track on the northern side of Enniskerry Road to the toucan crossing (approx. 230m length). The road carriageway will be shifted south at the pinch point, located between the eastern vehicular access to St. Patrick's Park and the pedestrian access to St. Patrick's Park located approximately 40m east of the vehicular access, to minimise land acquisition. Some minor removal of vegetation/hedgerow at this pinch point will be required.

This option provides improved levels of service to cyclists when compared to the existing layout and will provide continuous cycle facilities from the eastern extent of the scheme to Stepaside Village.

Figure 4-2 illustrates the easternmost extent of the scheme in the vicinity of the proposed Cruagh Greenway Extension. The proposed 3m wide two-way off-road cycle track on the northern side of Enniskerry Road links to the proposed Cruagh Greenway. The pedestrian facilities link to Stepaside Park and subsequently the Cruagh Greenway which when completed will extend from Enniskerry Road to Ballyogan Road. The Cruagh Greenway provides access to Clay Farm and Leopardstown.

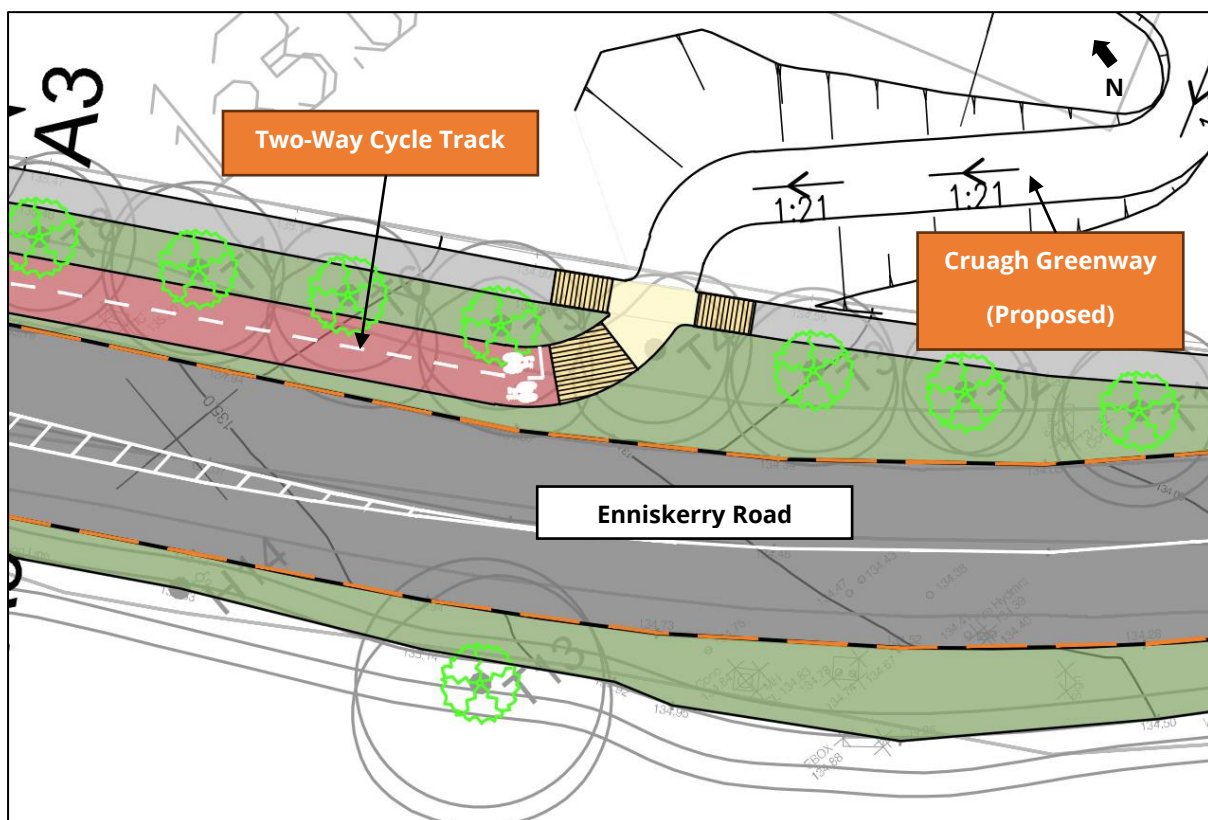


Figure 4-2: Subject Scheme – In the Vicinity of Stepaside Park Greenway

Figure 4-3 below illustrates proposed cross section of the scheme:

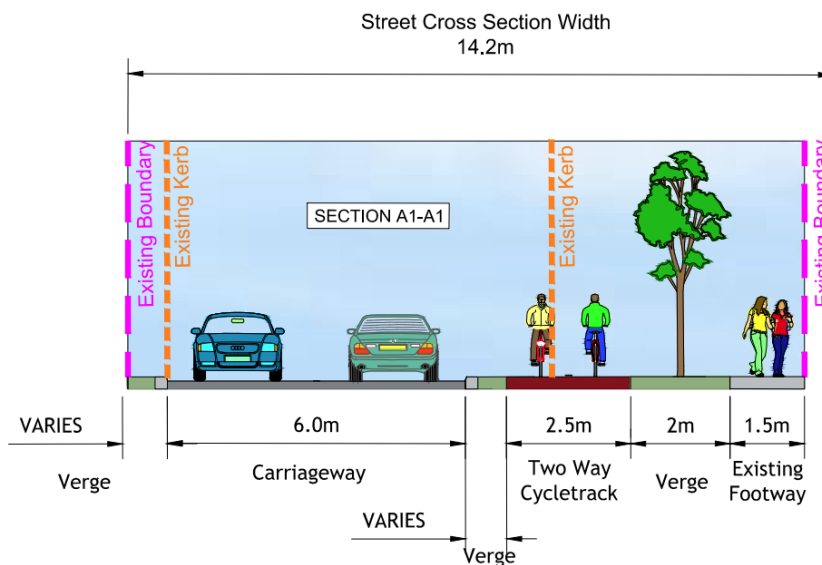


Figure 4-3: Typical Scheme Cross Section

Figure 4-4 indicates the layout of the scheme in the vicinity of Stepside Park. The priority-controlled junction at Stepside Park is to be upgraded to a signalised junction with Toucan crossings and shared pedestrian/cycle facilities.

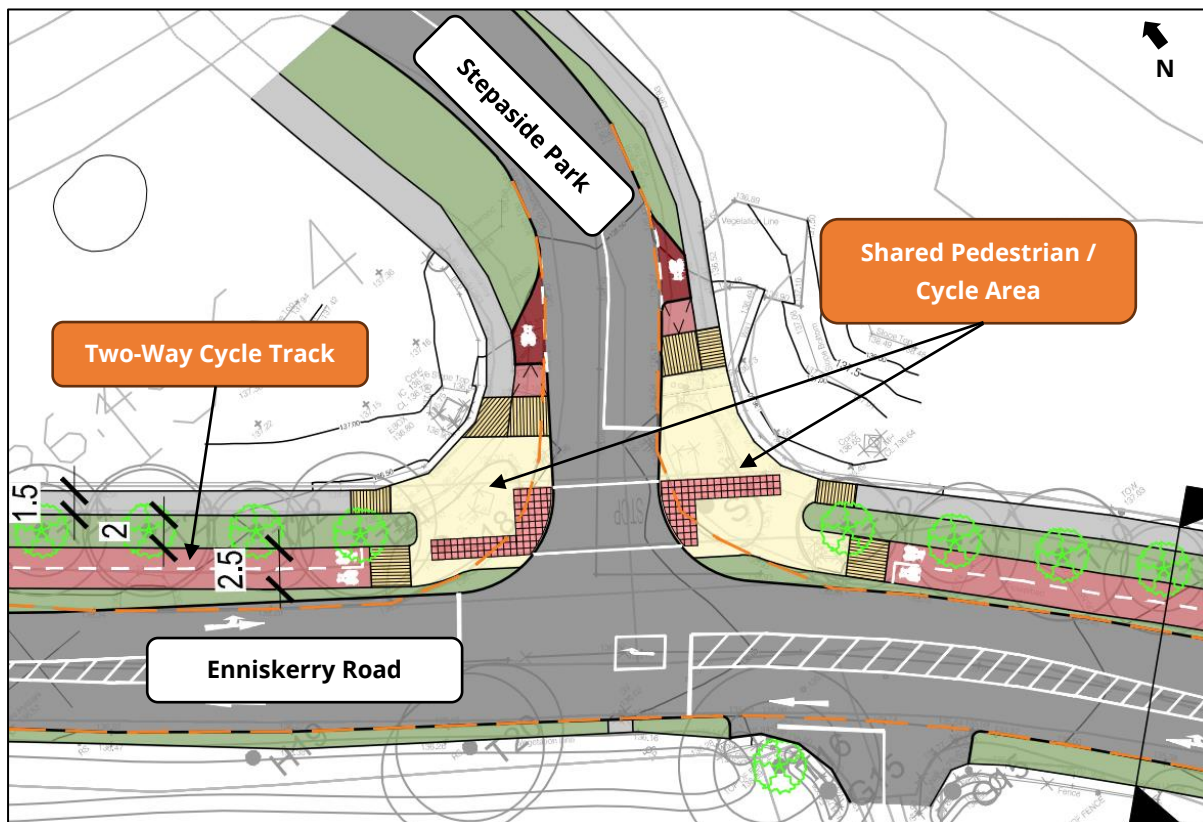


Figure 4-4: Subject Scheme - In the Vicinity of Stepside Park

Figure 4-5 illustrates the scheme in the vicinity of the St. Patrick's Park Pedestrian Access. A small portion of vegetation/hedgerow at this pinch point will have to be removed as a result of the road carriageway being shifted south at this point to minimise land acquisition.

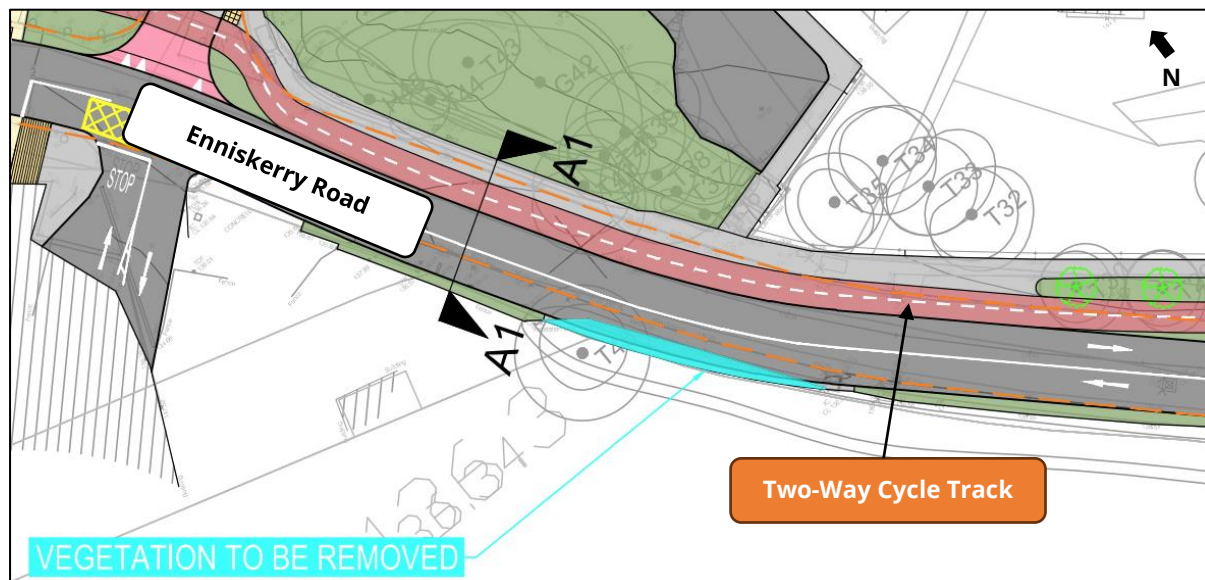


Figure 4-5: Subject Scheme– In the Vicinity of the St. Patrick's Park Pedestrian Access

Figure 4-6 illustrates the scheme in the vicinity of the St. Patrick's Park junction. There will be a raised traffic calming ramp at the entrance to St. Patrick's Park and the pedestrian and cycle facilities will continue through the junction to the upgraded Toucan crossing. The traffic calming ramp on the St. Patrick's Park should reduce vehicular speeds entering/exiting, while also heightening driver's awareness of pedestrians and cyclists continuing through the junction.

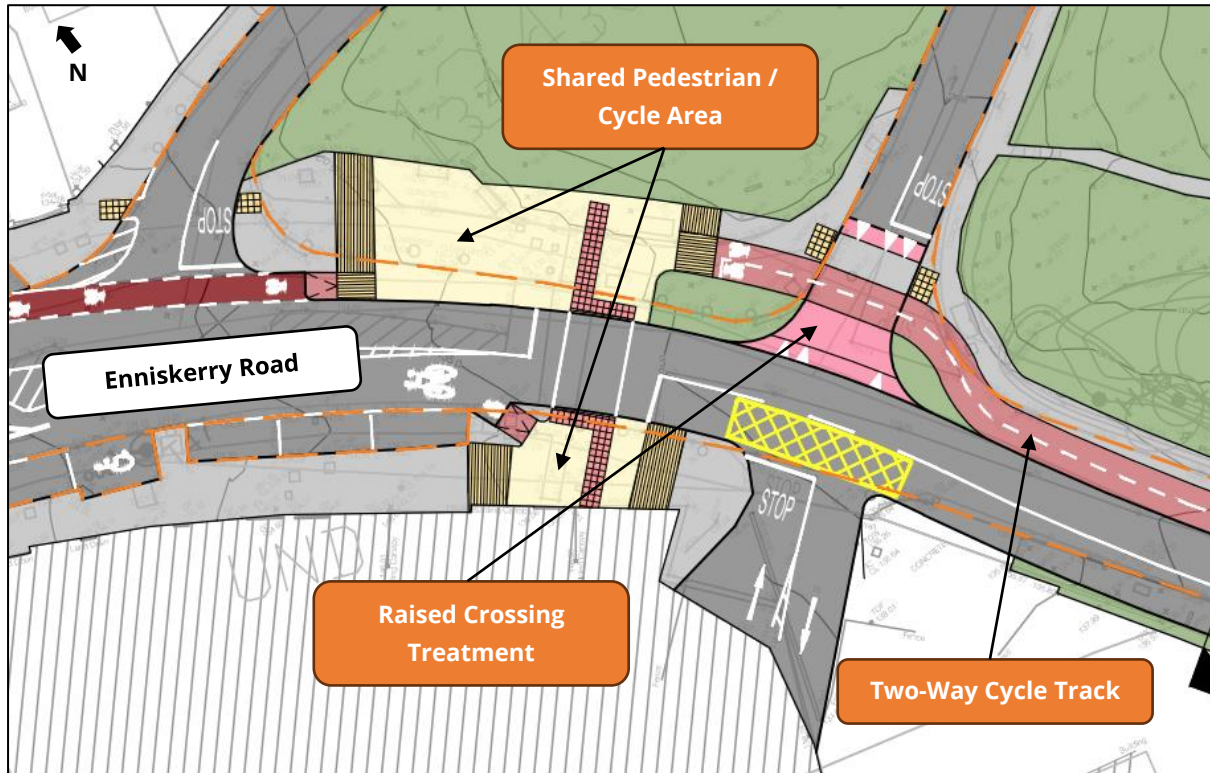


Figure 4-6: Subject Scheme- In the Vicinity of St. Patrick's Park



5 SUBMISSIONS / OBSERVATIONS

5.1 Submissions

A total of 82 responses were received, however a total of 3 submissions did not include full names, and 4 submissions were deemed duplicates. The 3 submissions without names were removed as they could not be verified as non-duplicates, while the 4 duplicate submissions were combined into one submission. The total number of submissions analysed was 75.

Submissions could be made using the online portal, by email to info@dlrcoco.ie, and by hard copy to Stepaside Post Office. The consultation ran for 6 weeks between 28th April 2023 to 26th May 2023 (till 12 noon).

The online portal and hard copies included two sections, a questionnaire, and a comment box. The submission form can be seen in **Appendix B**. The email submissions came as email form without a questionnaire submission.

5.2 Results of the Questionnaire

The questionnaire offered a number of option-based questions:

- 1. What is your interest in the scheme?**
 - Local resident (within 5km of the scheme)
 - Local resident (5km+ from the scheme)
 - Work locally
 - Passing cyclist
 - Passing pedestrian
 - Passing driver
 - Bus User

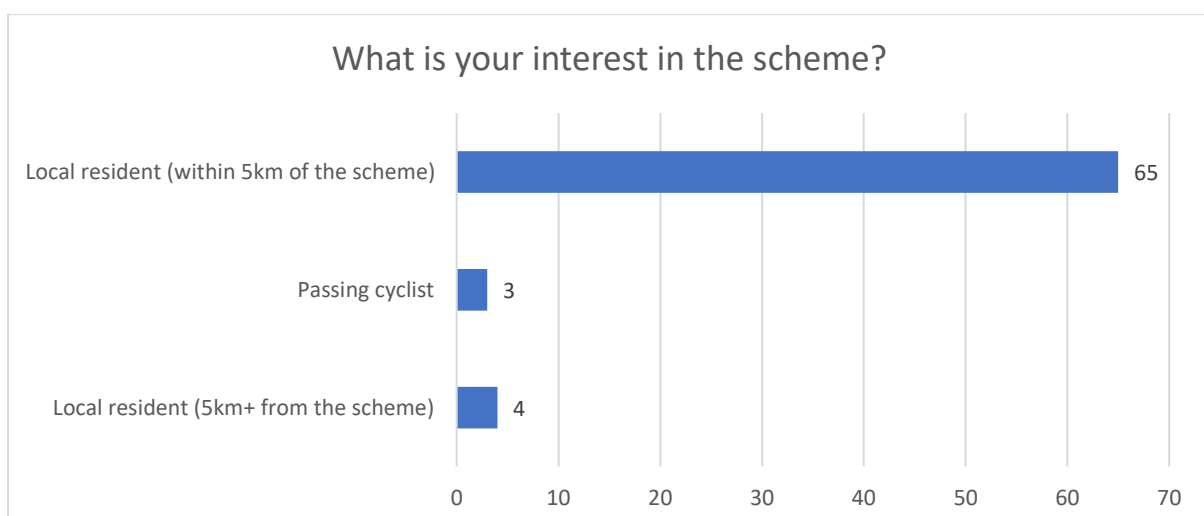


Figure 5-1: What is your interest in the scheme?



2. How often do you visit Stepside Village?

- A few times a week
- Once a month
- Once a week
- Rarely
- N/A

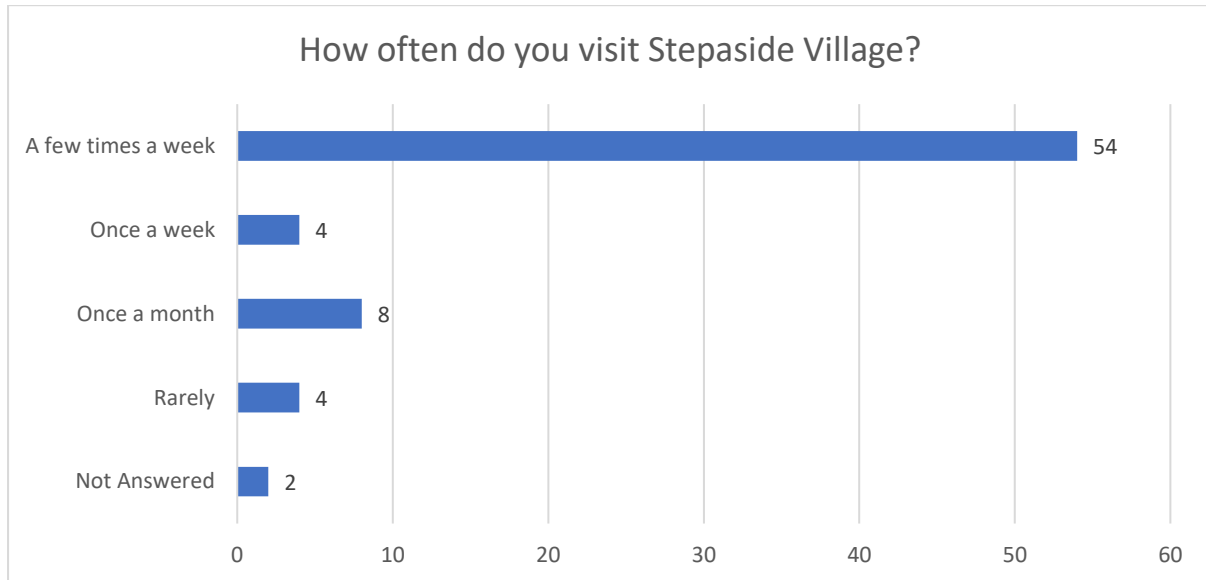


Figure 5-2: How often do you visit Stepside Village?

3. What is your usual daily mode of travel?

- Walking
- Cycling
- Bus
- LUAS
- Car
- N/A

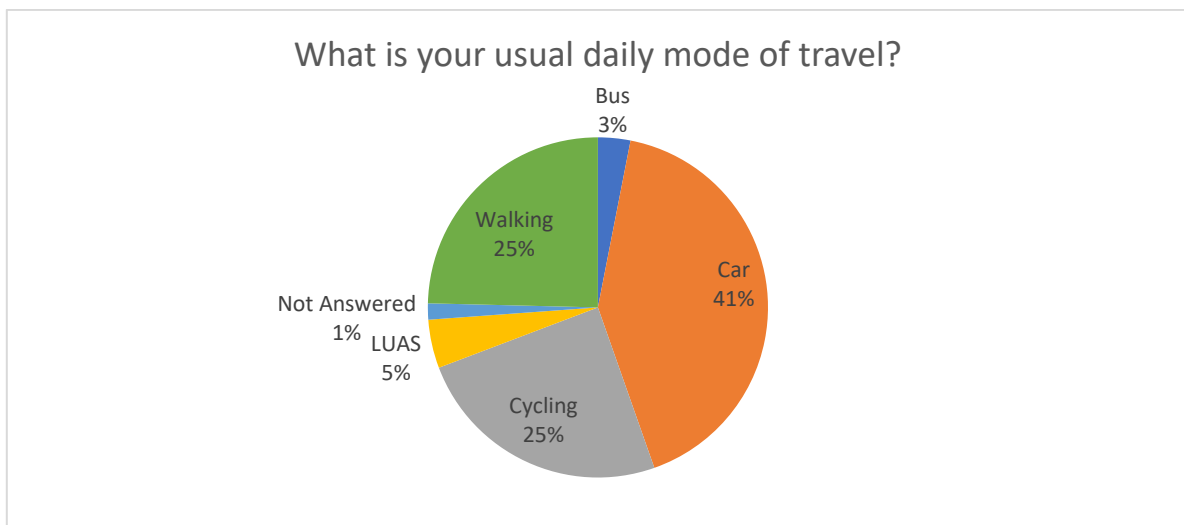


Figure 5-3: What is your usual daily mode of travel?



4. Are you a regular cyclist?

- Daily Cyclist
- Cycle a few times a week
- Cycle once a week
- Cycle once a month
- Rarely cycle
- Not a cyclist
- N/A

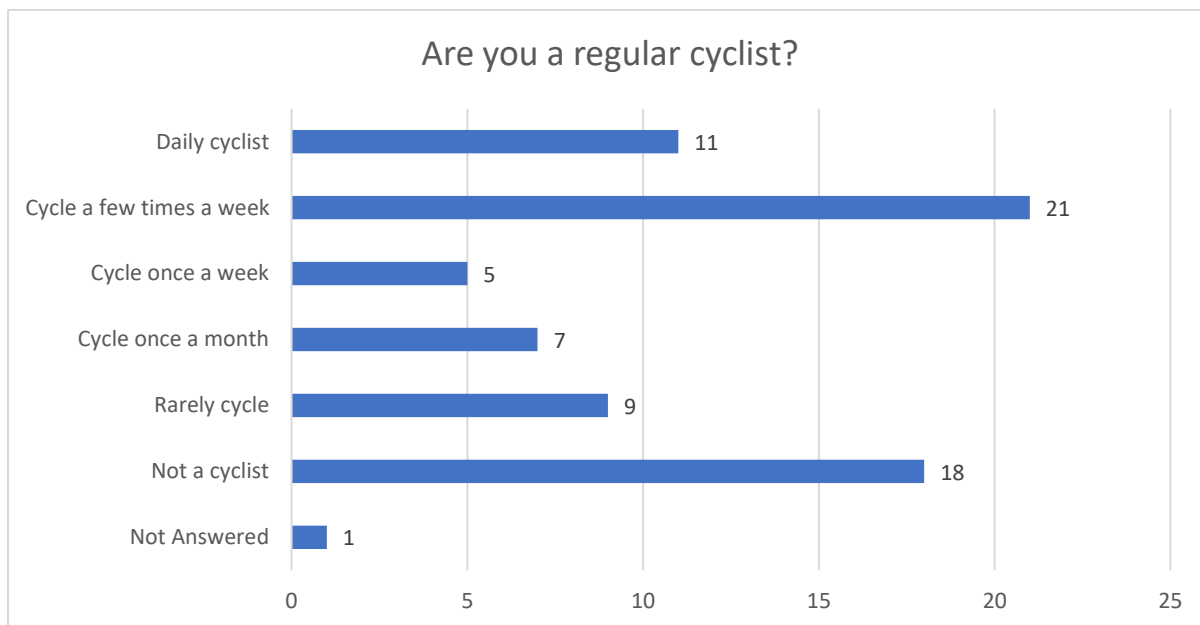


Figure 5-4: Are you a regular cyclist?

5. Are you supportive of the proposed scheme?

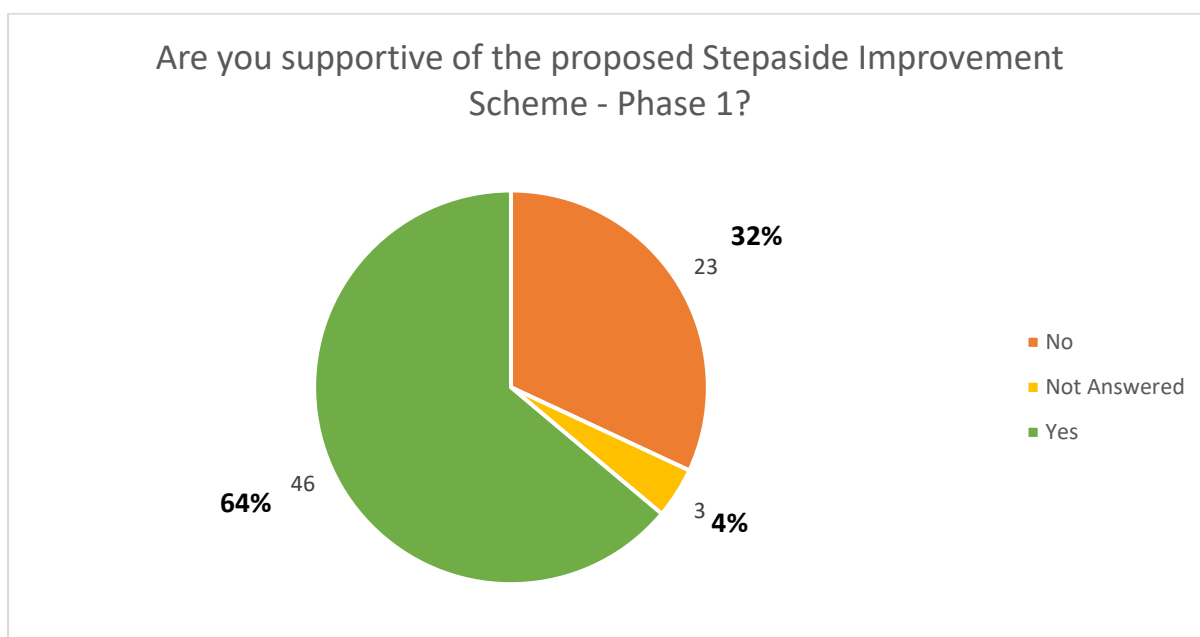


Figure 5-5: Are you supportive of the proposed scheme?



6. Do you think the proposed scheme will create a safer, more attractive environment for pedestrians & cyclists?

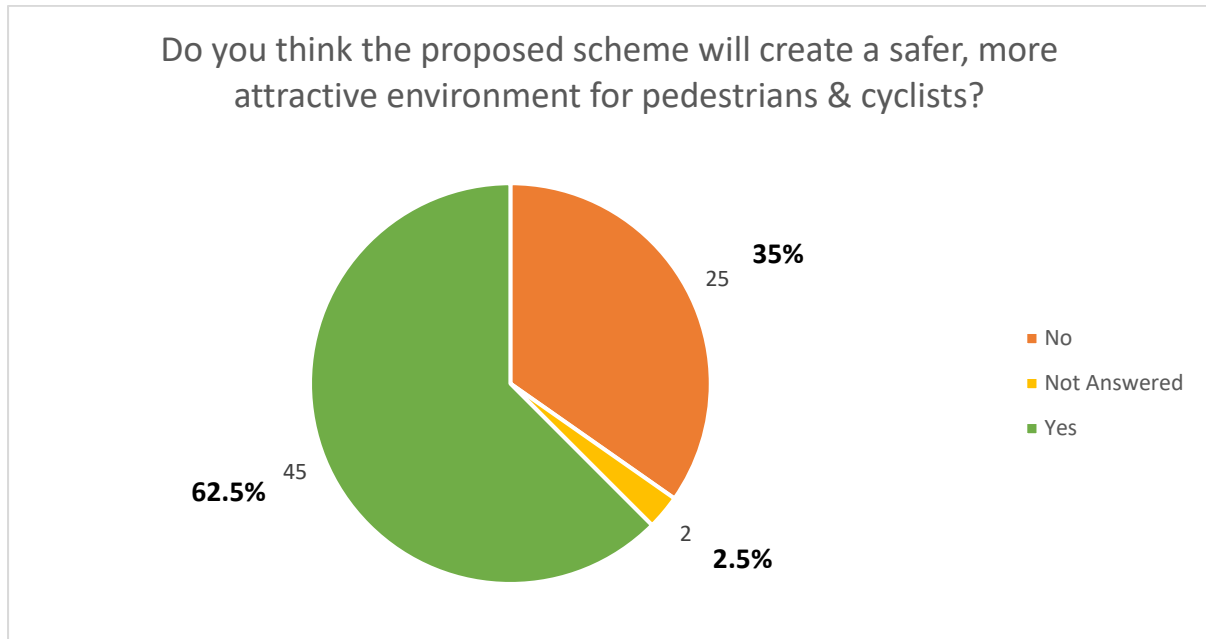


Figure 5-6: Do you think the proposed scheme will create a safer, more attractive environment for pedestrians and cyclists

7. Do you think the proposed scheme will make it easier for pedestrians and cyclists to access Stepside Village?

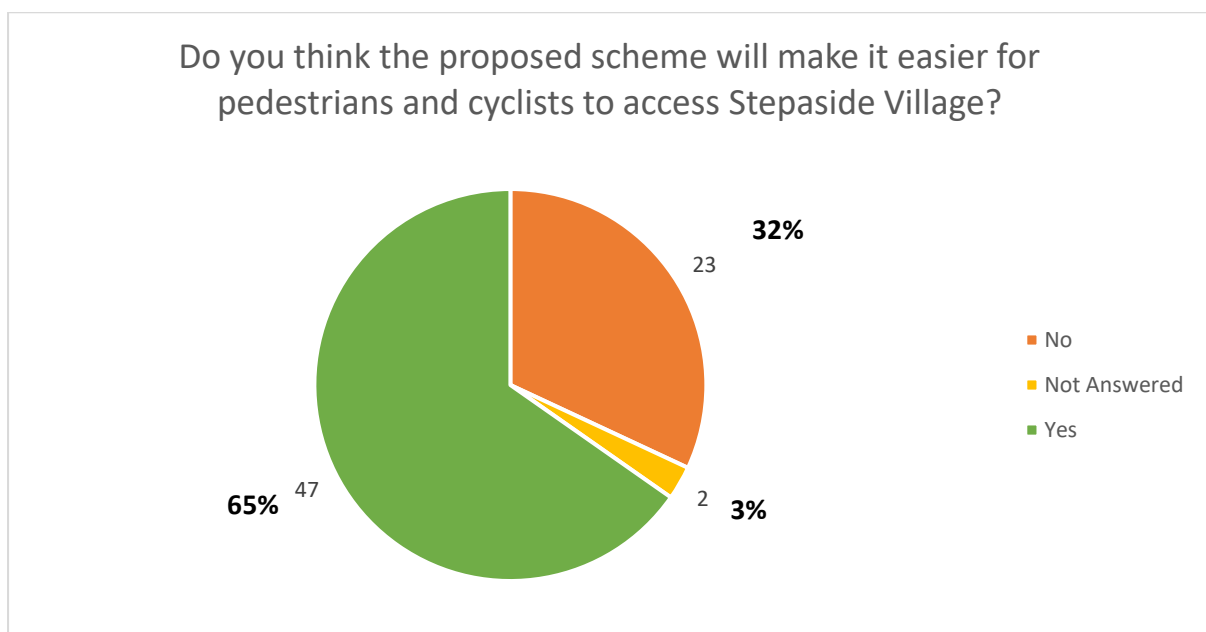


Figure 5-7: Do you think the proposed scheme will make it easier for pedestrians and cyclists to access Stepside Village?



5.3 Responses to issues raised

A number of key themes were identified in the 'additional comments' section of the public consultation form submitted as part of this scheme. The key themes identified and addressed were:

- Design Suggestions
- Existing Safety Issues for Pedestrians and Cyclists
- Increased Congestion after Proposed Changes
- Requests for More Car Parking

The design suggestions included some larger design suggestions and a number of minor design suggestions.

There were a number of other themes identified which were made up of singular submissions, i.e. only one submission made reference to it. Due to the large number of submissions, it was determined that only the key themes would be addressed. The singular submissions have been included in the 'Other' section of the submissions matrix.

It is also noted that some submissions referred to issues raised which fall outside the scope of this subject scheme. The issues raised regarding Stepside Village will be consolidated and sent to the design team for the Phase 2 of the Stepside Improvement Scheme, who will take these concerns and comments on board. Phase 2 of the Stepside Improvement Scheme will cover the area between the pedestrian crossing adjacent to St Patrick's Park to Stepside Garda Station inclusive, including the signalised junction and parking layout of the village.

5.3.1 Response to Existing Safety Concerns

General Comment 1: Many submissions referred to personal anecdotes of safety issues encountered as a pedestrian or cyclist within the scheme area and welcomed the proposed changes.

Response to General Comment 1: It is acknowledged that the existing pedestrian and cycling infrastructure is substandard in some areas within the study area, and it is the aim of this scheme to greatly increase the safety, usability, and general attractiveness of the facilities in these areas for the benefit of those walking and cycling on the Enniskerry Road. Some issues raised referred to areas outside of this particular scheme, including Stepside Village junction. These submissions will be passed on to the designers for Phase 2 of the Stepside Improvement Scheme, which will cover the majority of Stepside Village.



5.3.2 Response to Increased Congestion after Proposed Changes

General Comment 1: A number of submissions indicated concern at the possibility of increased congestion along Enniskerry Road and Stepside Village following the implementation of the proposed scheme.

Response to General Comment 1: This scheme aims to provide an overall improvement in sustainable travel modes throughout the study area. This involves an upgrade to the pedestrian and cycle network and has the aim of reducing car use and traffic along these routes. An intervention in the road network e.g. a modal shift as a result of providing safe and attractive walking and cycling facilities will reduce the pressure on the road network. There are no plans to reduce the number of traffic lanes as part of the Phase 1 proposals.

General Comment 2: Some submissions indicated that the proposed vehicle lane widths of 3 metres are too narrow and cause congestion.

Response to General Comment 2: With regard to the reduction in road width, the road carriageway has been designed to the DMURS design guidance of 3m which is appropriate for a 50 km/h street such as the Enniskerry Road. The reduction in carriageway width will contribute to traffic calming throughout the area, slowing vehicles. This allows for two buses to pass one another in a slower traffic environment as well as emergency service vehicles to pass traffic.

The scheme, although aiming to reduce vehicular speeds, will not reduce traffic capacity on the Enniskerry Road as a result of the narrowing of the vehicular carriageway.

5.3.3 Response to Requests for More Car Parking

General Comment 1: Many submissions requested for an increase in car parking in Stepside Village as part of the proposed scheme. The responses referred to a current lack of car parking within Stepside Village.

Response to General Comment 1: There is no reduction in on-street parking as part of Phase 1 of the proposed scheme. The request for increased car parking is outside of the scope of this scheme, as the submissions mainly referred to Stepside Village. The requests for more car parking within Stepside Village are more relevant to Phase 2 of the proposed scheme, which will cover the Stepside Village junction and its car parking layout. The car parking submissions brought up in this public consultation will be passed onto the Phase 2 design team for consideration.



5.3.4 Issues with Proposed Stepside Park Junction

General Comment 1: A number of submissions questioned the proposed signalisation of Stepside Park Junction, citing the success of the roundabout at Belarmine, and the possible increased congestion from the signalisation. Many submissions also requested for a roundabout to replace the Stepside Park Junction.

Response to General Comment 1: The junction at Stepside Park was chosen to be signalised as this offers a higher level of safety for pedestrians and cyclists using the junction. Additionally, The signalisation of Stepside Park is conditioned under planning reference D13A/0190 and ABP PL06D.242585 (Condition 9).

General Comment 2: Several submissions highlighted their disagreement with the removal of greenery in the vicinity of the Stepside Park Junction as part of the subject scheme.

Response to General Comment 2: The current design was chosen due to its minimal effect on the greenery along the length of the scheme. The proposed two-way cycle track does not require the removal of any trees, just the trimming back of branches and removal of a small area of planting at the Stepside Park Junction. The landscaping and public realm at Stepside Park will be further developed at Detailed Design. A small area of hedgerow is to be removed adjacent to St Patrick's Park, which has been deemed by DLRCC's Parks Department as acceptable. Mitigation measures will be further developed at detailed design.

5.3.5 Issues with Design and Layout of Cycle Track

General Comment 1: Some submissions noted that if a cyclist wished to travel from Enniskerry Road to the two-way cycle track, they are unable.

Response to General Comment 1: This design suggestion has been passed on to the design team for consideration.

General Comment 2: A number of submissions outlined a preference for one-way cycle tracks on both sides of the road, instead of the proposed two-way cycle track.

Response to General Comment 2: To determine the Emerging Preferred route option, three different route option designs for Phase 1 were assessed as part of the Route Options Assessment. Option 3 included one-way cycle tracks on both sides of the road, however, to provide this option the entire hedgerow to the south of Enniskerry Road would have to be removed due to width constraints. This hedgerow to the south of the scheme was identified by DLRCC Park's Department



as valuable to the local ecosystem and therefore, this option scored low in terms of environmental and resulted in the two-cycle route being the preferred option.

5.3.6 Issues with Level of Traffic Calming Proposed

General Comment 1: A number of submissions requested that additional traffic calming be introduced along Enniskerry Road as part of the scheme, due to high vehicles speeds observed.

Response to General Comment 1: This is outside of the scope for Phase 1 of the proposed scheme, however this design suggestion has been passed on to DLRCC for consideration. It was also determined that the introduction of a signalised junction, as well as the new toucan crossing and reduced carriageway width will have sufficient traffic calming effects on vehicles using Enniskerry Road.

General Comment 2: Several submissions requested that the pedestrian wait time at the existing signalised pedestrian crossing to be reduced, as it is too long and many pedestrians currently become impatient and attempt to cross when it is not safe to do so.

Response to General Comment 2: This design suggestion has been passed on to the design team for consideration. As part of this scheme, the exiting pedestrian crossing will be updated to a toucan crossing and the signal timing will be reviewed and updated accordingly.



6 SUMMARY AND CONCLUSION

6.1 Summary

In summary, the 75 submissions analysed showed a 61% supportive response to the proposed scheme, with a similar 59% of respondents agreeing that the scheme would make walking and cycling more attractive in Stepside Village, and 61.84% of respondents agreeing the scheme would make it safer to walk and cycle in Stepside Village.

Around 30% of submissions included additional comments and concerns, which have been covered in **Section 5.4** and **5.5**. The majority of these submissions were regarding the design of the scheme, followed by some submissions outlining the existing safety issues for pedestrians and cyclists, and the possibility of increased congestion as a result of the scheme.

The majority of the submissions received were positive, and those who voiced specific concerns have been addressed in this report.

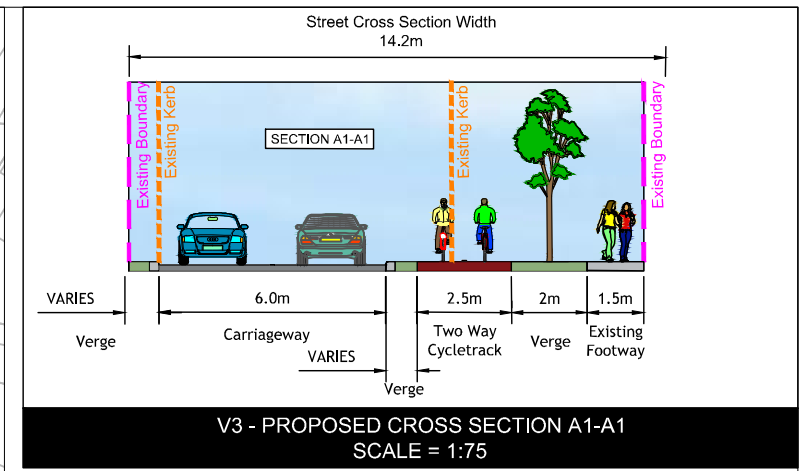
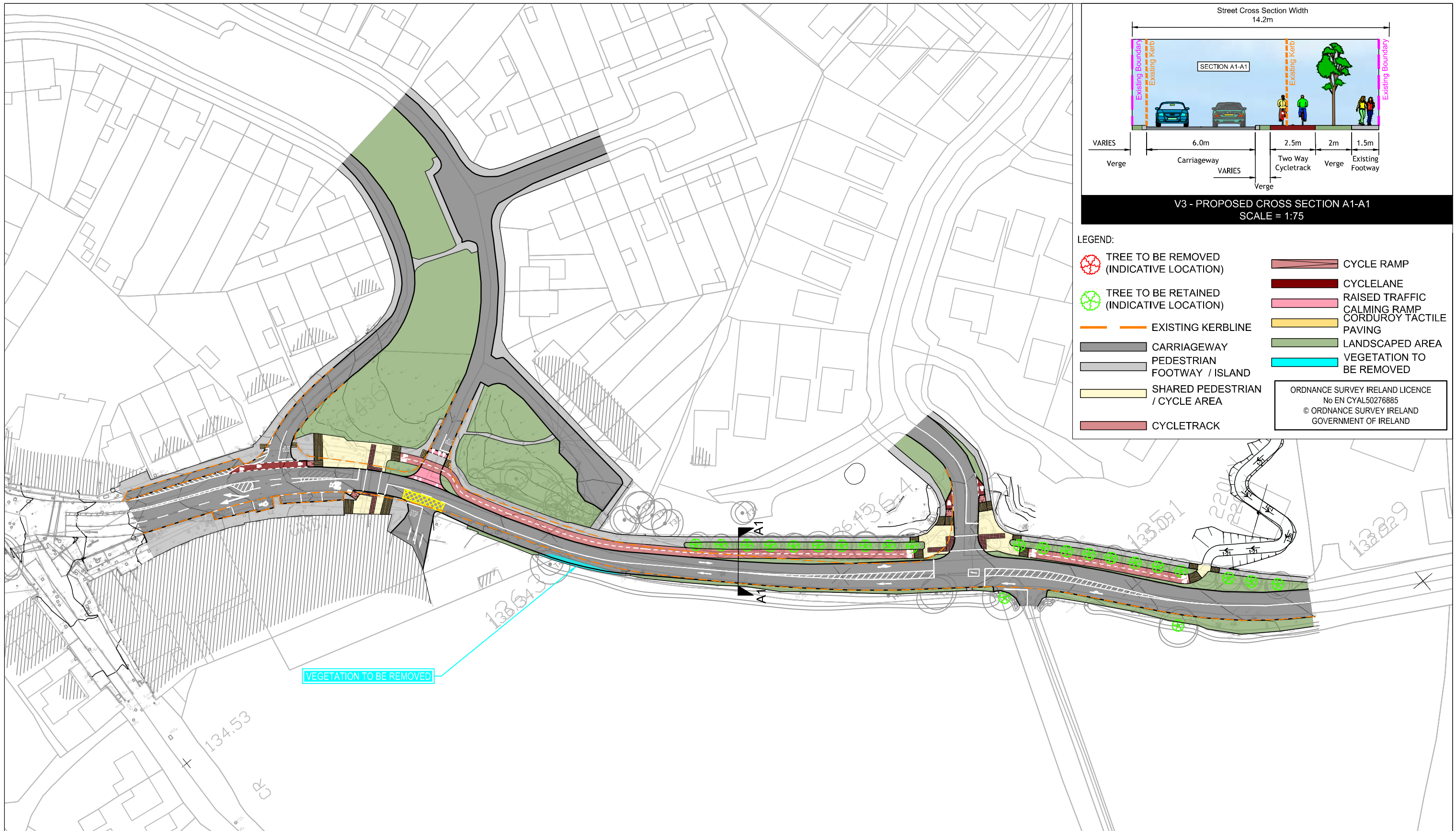
There were some design concerns which will be passed onto the design team for consideration at the next stage. It is noted that some design concerns relate to Phase 2 of the Stepside Improvement Scheme, and so these concerns will be passed on to the design team for Phase 2.

6.2 Conclusion

It is the conclusion of this report that the submissions and observations submitted as part of this non-statutory public consultation have been addressed. The recommendation of DBFL, thanks in part to a majority positive response to the subject scheme, is that the subject scheme should proceed to the next stage of design.



Appendix A : Scheme Drawing



LEGEND:

- TREE TO BE REMOVED (INDICATIVE LOCATION)
- CYCLE RAMP
- TREE TO BE RETAINED (INDICATIVE LOCATION)
- CYCLELANE
- EXISTING KERBLINE
- RAISED TRAFFIC CALMING RAMP
- CARRIAGEWAY PEDESTRIAN FOOTWAY / ISLAND
- SHARED PEDESTRIAN / CYCLE AREA
- CYCLETRACK
- CORDUROY TACTILE PAVING
- LANDSCAPED AREA
- VEGETATION TO BE REMOVED

ORDNANCE SURVEY IRELAND LICENCE
No EN CYAL50276885
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GOVERNMENT OF IRELAND

V1 - GENERAL ARRANGEMENT
SCALE = 1:1000

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project ref. client

STEPASIDE IMPROVEMENT SCHEME DLRCC

drawing title

PHASE I - STEPASIDE CYCLE LINK - GENERAL ARRANGMENT

designed by	author	scale	sheet size
TJ	JP	AS SHOWN	A3
drawing no.			revision
210182-210182-DBFL-TR-SP-DR-C-1101			1



Appendix B : Submissions Matrix

ID	Supportive	Safer + More Attractive	Easier Access	Increased congestion arising from scheme	Currently unsafe for pedestrians and cyclists	Design Suggestions	Request for more parking	Other	General Support
1	No	No	No						x
2	Yes	Yes	Yes			x			
3	Not Answered	Yes	Yes						
4	Yes	Yes	Yes						x
5	Yes	Yes	Yes			x		x	
6	Yes	Yes	Yes						x
7	No	Yes	Yes	x					
8	Yes	Yes	Yes						x
9	No	No	No			x			
10	Yes	Yes	Yes			x			
11	Not Answered	Not Answered	Not Answered			x			
12	Not Answered	Not Answered	Not Answered						x
13	Not Answered	Not Answered	Not Answered			x			
14	Not Answered	Not Answered	Not Answered			x		x	
15	Not Answered	Not Answered	Not Answered						
16	No	No	No	x			x		
17	Yes	Yes	Yes						
18	Yes	Yes	Yes					x	
19	No	No	No			x			
20	No	No	No						
21	No	No	No			x			
22	No	No	No						
23	Yes	Yes	Yes						
24	Yes	No	No	x		x			
25	Yes	Yes	Yes			x			
26	Yes	Yes	Yes						
27	Yes	Yes	Yes					x	x
28	Yes	Yes	Yes					x	
29	Yes	Yes	Yes						
30	No	No	No		x			x	
31	Yes	Yes	Yes		x				
32	Yes	Yes	Yes						
33	Yes	Yes	Yes	x					
34	Yes	Yes	Yes		x	x			
35	Yes	Yes	Yes						x
36	Yes	Yes	Yes						x
37	Yes	Yes	Yes						

ID	Supportive	Safer + More Attractive	Easier Access	Increased congestion arising from scheme	Currently unsafe for pedestrians and cyclists	Design Suggestions	Request for more parking	Other	General Support
38	Yes	Yes	Yes		x				x
39	No	No	No	x					
40	Yes	No	No			x			x
41	Yes	Yes	Yes						x
42	Yes	Yes	Yes		x				x
43	No	No	No	x			x		
44	Yes	Yes	Yes						
45	No	No	Yes	x	x	x			
46	No	No	No					x	
47	Yes	Yes	Yes		x			x	
48	No	No	No	x		x			
49	Yes	Yes	Yes						
50	No	No	No					x	
51	No	No	No			x			
52	No	No	No			x			
53	Yes	Yes	Yes				x		
54	Yes	Yes	Yes		x	x			x
55	Yes	Yes	Yes						x
56	Yes	Yes	Yes						
57	Yes	Yes	Yes		x				x
58	Yes	Yes	Yes						
59	Yes	Yes	Yes			x			
60	Yes	Yes	Yes					x	
61	No	No	No			x		x	
62	Yes	Yes	Yes			x			
63	Yes	Yes	Yes		x	x			
64	Not Answered	Not Answered	Not Answered					x	
65	Yes	Yes	Yes			x		x	
66	Yes	No	No			x			
67	Yes	Yes	Yes					x	
68	No	No	No			x			
69	No	No	Yes	x		x			
70	No	No	No				x		
71	No	No	No			x			
72	No	No	No			x			
73	Yes	Yes	Yes				x	x	
74	Yes	Yes	Yes						

ID	Supportive	Safer + More Attractive	Easier Access	Increased congestion arising from scheme	Currently unsafe for pedestrians and cyclists	Design Suggestions	Request for more parking	Other	General Support
75	Yes	Yes	Yes					x	x
76	Yes	Yes	Yes						x



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