



Cabinteely Greenway Workshops FAQ

About the Project

Why is the greenway needed? What is the purpose?

- *The purpose of the Greenway is to provide a safe and sustainable transport option for people, walking, wheeling, and cycling between Cornelscourt and Cherrywood, as well as within the vicinity of the local primary schools. The project also seeks to reduce car dependency, enhance public transport accessibility, and contribute to climate action goals by promoting walking and cycling. The project will adopt a holistic and nature-based approach that respects the environmental issues of the area.*

What is the timeline for the project?

The anticipated timeline of the project is as follows:

- *Q3 2024 – Q4 2024: Community & Stakeholder Engagement*
- *Q3 2024: Preliminary Scheme Design*
- *Q4 2024: Planning / Statutory Approvals*
- *Q4 2024: Decision on Final Scheme*
- *2025: Detailed Design (Subject to Achieving Statutory Approval)*
- *2026: Construction (Subject to Achieving Statutory Approval & funding)*

What is the cost of the project?

- *As options are still only being developed for the project, there is no scheme cost estimate prepared at present. The project will be funded by the National Transport Authority (NTA).*

Who will complete the project?

- *The proposed development is a joint scheme with Dún Laoghaire Rathdown County Council and the National Transport Agency (Approving Authority) as the funding body. DBFL are the engineers for the project.*

Who decided on the route?

- *The general alignment of the route (in terms of it being designated a greenway / cycle route suitable for all users) has been identified in both the Greater Dublin Area Cycle Network Plan 2022 and the DLR Cycle Network Map and the County Development Plan. Within the current Dún Laoghaire Rathdown County Development Plan 2022-2028, there is a Specific Local Objective SLO 68: "To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh."*

Will the scheme happen, and does it have planning permission?



- *The scheme will be required to go through a Part 8 Statutory Process to obtain the necessary approvals. The Part 8 for the scheme is anticipated to take place in Q2-Q3 of 2024.*

What changes or concerns have been addressed since 2015?

- *Whilst this is a new project, the concerns and issues raised during the previous unsuccessful scheme have been reviewed by the project team. These concerns, along with the recent feedback received during the public engagement and workshop events, will be used to inform the development of a preferred scheme design.*

Can the current charts/plans/presentations be seen online?

- *Yes, all project related information and updates will be made available on the DLR website project page here: [Cabinteely Greenway | Dún Laoghaire-Rathdown County Council \(dlrcoco.ie\)](https://www.dlrcoco.ie/Cabinteely-Greenway)*

Will this community be kept informed and involved step by step as this project moves forward?

- *Yes, the community will be kept informed and involved throughout the project. Regular updates will be posted to the Cabinteely Greenway project page on the DLR website. All those who registered at the consultation and workshop events will be notified via email when the submissions link becomes live. Engagement will take place on the preliminary scheme design and when the statutory process begins. Please go to the website linked above to register for any upcoming events and read more information about the project to date.*

The Route

Why is it ending in Cornelscourt?

- *Further improvements will be required through Cornelscourt Village to provide appropriate connections for people walking, wheeling, and cycling to access local services and amenities. This will be considered as part of a separate scheme.*

Why do we need this route for cyclists on top of the cycleway along N11?

- *The proposed route aims to provide an attractive, off-road route suitable for use by people of all ages, genders, and abilities, but particularly aimed towards encouraging less confident or more vulnerable cyclists such as school children and parents to undertake local trips by bike.*

Why can the route not run along the Old Bray Road rather than Glen Drive?

- *The general alignment of the route has been identified in both the Greater Dublin Area Cycle Network Plan 2022 and the DLR Cycle Network Map and the County Development Plan. During the development of these plans a route selection process is carried out to identify the most optimum routes to cater for desire lines and provide a sufficiently dense network of cycle routes.*
- *There are numerous challenges and issues with delivering a cycle route along the Old Bray Road particularly physical constraints in terms of the available road width making it difficult to provide*



appropriate safe and segregated cycle facilities without significant traffic management implications. In addition, the higher volumes of vehicles along the Old Bray Road would make it less attractive / more intimidating for vulnerable and inexperienced cyclists, unless full segregation is provided, which will mean reducing the road section (e.g. introducing a one-way system for cars).

- Consequently, the subject scheme was identified as part of the NTA and DLRCC's overall wider pedestrian and cycle network development to improve safety and give an opportunity for all who choose to cycle to do so safely. Accordingly, this project seeks to consider and develop the more specific design details for the route relating to its precise alignment, cross section, junction/crossing arrangements, materials, environmental considerations etc. Community feedback is key in finding an optimal solution and make sure the scheme will be a success for all.

On which side of the stream will the greenway be built and what is the Brennanstown route?

- *As options are still to be developed and considered, this has not been decided yet. However, the design team will ensure that the new path adjacent the stream adheres to the relevant guidelines (e.g. the Planning for Watercourses in the Urban Environment) and maintains a safe distance from the watercourse to minimise any impacts. The design team are considering a number of options for the Brennanstown section. All options will have regard to the usage of the green field beside Glen Lawn Drive as a recreational area for the people and children in the community and this will not be taken away by the scheme.*

More information about Lehaunstown Lane; is there information on change of access via the N11?

- The proposed changes to Lehaunstown Lane form part of the wider Cherrywood Planning Scheme, information on this can be found on the DLR website.

Safety

Will new or additional lighting be installed through the park?

- *Lighting will be reviewed as part of the option development process. The appropriate type and level of lighting will be provided with consideration of potential environmental impacts as well as personal security and safety.*

How will fast cyclists be regulated?

- *The scheme will be designed to ensure appropriate speeds are maintained by cyclists in accordance with relevant design guidelines (e.g. Cycle Design Manual) and look to minimise potential conflicts between cyclists and other users where necessary through appropriate design measures (i.e. using hard segregation in between the cycle path and the footpath).*

Will scooters be a risk to pedestrians?



- *The Department of Transport has prepared new regulations, and a range of changes to existing regulations, to legislate for the use of e-scooters. Once the regulations are implemented the same rules of the road that apply to cyclists will also apply to e-scooter users. E-scooters will be limited to a max power of 400W and a max speed of 20km/h. To compare, a cyclist may be travelling between 15-25km/h on a push bike. In terms of e-bikes, these will be limited to a max power of 250W and a max speed of 25km/h. The design of the scheme will look to promote safe speeds for both cyclists and e-scooter users.*

Will there be segregated lanes?

- *The scheme seeks to maximise segregation between motorised and non-motorised users as much as possible. The Cycle Design Manual sets the desirable minimum width of urban greenways at 4.0m and the absolute minimum width at 3.0m. Where necessary and feasible, segregation between pedestrians and cyclists will be provided. Cycle streets along some residential streets are also an option being considered where traffic volumes are low and permit the safe mixing of cyclists with vehicles.*

What are the traffic management plans, will there be a one-way system for cars?

- *All options are being considered at this stage, which could include changes to current traffic management arrangements. However, any changes to traffic management have not yet been determined.*

How will the Greenway deal with safety concerns?

- *The design team will consider and include appropriate design measures to deter anti-social behaviour. The aim of the scheme is to provide an attractive, safe route which will be well used by the local community, as routes that are well used in turn offer passive surveillance and a greater sense of security. As part of the design development, the project team will consider suitable measures to deter anti-social behaviour, which may include lighting, route alignment to ensure passive surveillance or avoiding secluded areas, defensive planting, etc.*

Will pedestrians and bike users get priority at all intersections?

- *The movement of pedestrians and cyclists will be prioritised in accordance with both the Cycle Design Manual and the Design Manual for Urban Roads and Streets (DMURS).*

Will the proposed greenway impact emergency vehicular access?

- *The Greenways enhanced permeability will improve emergency vehicle accessibility along the proposed route. The Greenway will be broad enough to facilitate emergency vehicles, allowing accessibility to currently inaccessible areas. As part of the consultation process, DLR will be engaging with emergency services on the proposal*



Who are the proposed users - commuters, school goers, tourists, etc?

- *The greenway will be designed to provide accessible and inclusive facilities for users of all ages, genders, and abilities, whether they are walking, wheeling, or cycling. In particular, the scheme aims to provide an attractive facility for less confident cyclists and school children travelling to / from school.*

Will the proposal impact on vehicular access or parking?

- *The proposed greenway will not prevent vehicles accessing any residential premises, retail units or community facility that currently has vehicular access to them.*
- *All streets currently accessible by vehicles will continue to be accessible. In terms of traffic volumes, it is envisaged that the scheme will have a positive impact in terms of reducing the volume of short vehicle trips on the local network by encouraging and supporting people to make these trips on foot or by bike.*
- *Currently there is no dedicated parking along any of the streets through which the proposed greenway passes. Informal on street visitor parking will still be available to supplement the private off-street parking. Depending on the chosen design option, the street layout may change from what it is at the moment.*

Will the park be open 24 hours?

- *Access to the park will continue to be managed by DLR park services (changes to the opening hours are not part of this project). Any new entrances will be designed so as they can be closed / secure during out of hours.*

What will the impact be on Park Run?

- *The scheme will consider all existing uses of the park area and look to minimise potential impacts or conflicts and ensure that all users of Cabinteely Park can continue to do so in a safe, secure, and comfortable manner.*

Will the path have separate colours/surfaces for bike users?

- *Where the scheme proposes to segregate pedestrians and cyclists, these will be clearly identified in accordance with the appropriate design standards, (e.g. Cycle Design Manual), which may include the use to different materials, different colour surfacing, markings etc.*

Will the route provide ancillary infrastructure such seating, bike parking etc?

- *The scheme will be designed in accordance with the relevant guidelines (e.g. Greenway and Cycle Ancillary Infrastructure Guidelines and the Cycle Design Manual), to provide adequate ancillary infrastructure such as appropriate seating (specifically on the Cabinteely Park), secure bicycle parking, appropriate lighting, and access of adequate width.*

Will trees be impacted?

- *The route and options being considered as part of this scheme seek to minimise impacts on existing trees as far as possible, given the concerns raised by local residents regarding the*



previous unsuccessful scheme. An arborist will provide specialist input into the design of the scheme and how to mitigate any impacts. New tree planting will also be proposed to ensure there is an overall net gain of trees as a result of the project.

Will native wildlife be impacted?

- *The design team are conscious of the sensitive environment through which the greenway passes. Environmental and ecological specialists will provide expert advice and input in the design and construction of the scheme to avoid any potential adverse impact on existing wildlife.*

Will there be increased traffic congestion?

- *The scheme aims to encourage more local trips to be undertaken by walking, wheeling, and cycling and therefore help to reduce the number of short local trips made by car in the area.*

Will maintenance be provided after construction?

- *Road Maintenance will maintain the greenway like any other road / cycle / footpath facility within the County. Soft landscaping elements such as planting will be maintained by the landscape contractor for the three-year establishment period. Following that, the maintenance will be transferred across to the Dlr Parks Landscape Maintenance Contract.*