

# Phoenix Park

## Transport and Mobility Options Study

Post-Consultation Report | July 2021

# Table of Contents

Executive Summary	03
1. Introduction.	09
2. Approach to Public Consultation.	11
3. Informing the Public.	13
4. Publicising the Public Consultation.	15
5. Feedback and Submissions Overview.	16
6. Walking and Cycling.	21
7. Public Transport.	22
8. Access, Gates and Roads.	24
9. Other Considerations.	26
10. Public Consultation Process.	29
11. Conclusion and Next Steps.	30
Appendices.	

# Executive Summary

This Post-Consultation Report aims to set out how the public consultation process was managed, how many people interacted with the public consultation, and summarise the issues and concerns raised throughout the public consultation process. Key outcomes and next steps are set out in this report.

## Overview of key Outcomes

- **Consultation participation** | Over 2,200 submissions were received from members of the public, stakeholders and elected representatives.
- **Walking and Cycling Improvements** | The majority of the feedback supported the implementation of new and improved pedestrian and cycle routes including facilities for the public as well as linking to routes external to the park.
- **Public Transport Proposal** | A significant proportion of the public supported people using more sustainable ways to access the park. The majority of feedback received supported the preferred bus option for the proposed route in the Study stopping at visitor attractions in the Park linking with Heuston Station and Broombridge Station.
- **Access, Gates and Roads Proposals** | It should be noted that all gates currently open will remain open. The majority of the feedback supported the principle of reducing traffic in the Park. The Ashtown Gate will remain two-way in the medium term until further studies are undertaken.

With regard to the proposals to Knockmaroon Gate/Road, further data collection and traffic modelling is to be undertaken with a view to implementing this action in Phase 3. In tandem with the introduction of the pilot bus service, Cabra Gate will convert to a bus only gate.

- **Pilot Cul de Sac Proposals** | The proposed Cul de Sac for the Upper Glen Road will proceed on a pilot basis subject to data collection and review. We will not be proceeding with the cul de sac on the North Road.  
As a result of the feedback received during the consultation, the North Road proposal will now be piloted as a one-way route from Cabra Gate to Garda HQ, i.e. West to East. Car parking will be maintained on the North Road. This will allow for comprehensive studies to be undertaken and reviewed.

## Process

In the past year, the Phoenix Park has been appreciated by all users as a valued urban green space. The need to protect and conserve the historic character of the Park and its natural heritage is overwhelmingly supported by the public. A Steering Group supported by a Working Group comprising officials from the Office of Public Works, the National Transport Authority, Dublin City Council, Fingal County Council and external experts, worked in collaboration, to develop a framework to help shape and inform a vision for how visitors will access, experience and move within the Phoenix Park. This will ensure the integrity of the Phoenix Park as a public recreational amenity is preserved whilst accommodating access for all.

The Phoenix Park Transport and Mobility Options Study also recognised the unique and complex variety of functions that the Park serves, including its historic landscape, biodiversity habitat, visitor attractions and recreational space.

A non-statutory public consultation on the Phoenix Park Transport and Mobility Options Study took place over six weeks between 29th January and 12th March 2021.

The COVID-19 pandemic and associated Government restrictions were in effect during this period, so the public consultation format was adapted to ensure compliance with guidelines at the time. An online public consultation experience or virtual room was provided to allow stakeholders and the general public to view maps and project information and to submit their feedback in a safe and accessible environment.

Minister of State with responsibility for the Office of Public Works, Patrick O'Donovan welcomed people into the room through a video and encouraged feedback on all aspects of the Study.

The public was informed of the consultation via traditional media articles and newspaper and radio adverts, posters on entrance gates in the Park, and online methods such as social media posts and adverts on social media platforms. The Project Team held twelve meetings with elected representatives and key stakeholders.

The virtual room consultation received almost 7,000 unique visitors. The majority of visitors used their mobile phones to view the information (4,387 users). This was followed by over 2,000 users using a computer device.

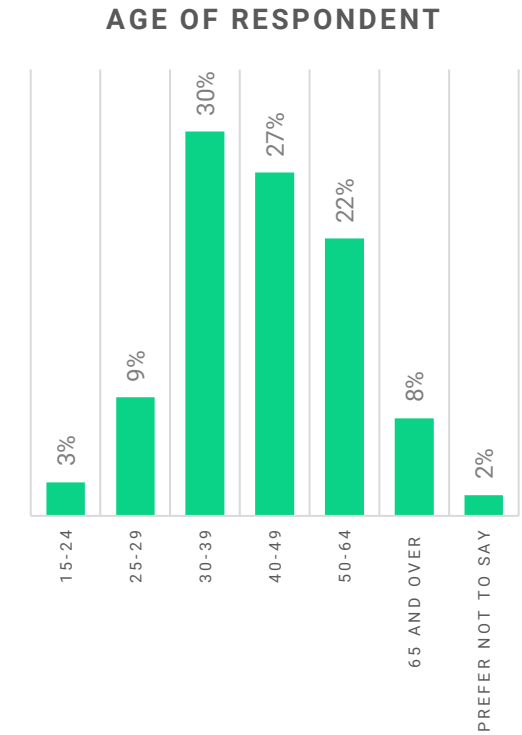
Consultation Findings

Over 2,200 submissions were made by the general public, organisations, and elected representatives. The study received the most responses from private individuals along with 94 responses from Organisations and 28 responses from Resident Associations.

The majority of submissions received were through the online feedback form. We also received a large volume via email and some through the Freepost address.

The large volume of submissions received during the consultation period demonstrates that, despite pandemic restrictions, a significant proportion of the public expressed their views on the Transport and Mobility Options Study.

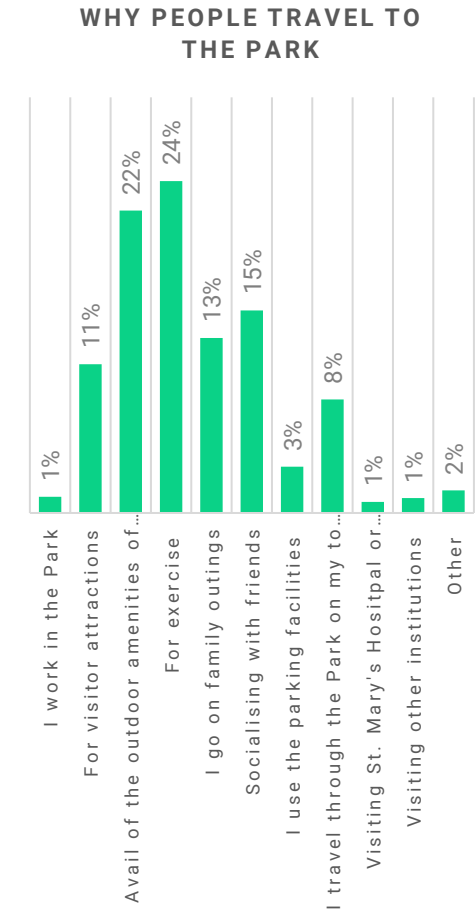
Submissions type	Numbers of submissions
Feedback Form submissions	1,293
Postal submissions	23
Email submissions	978
Total submissions	2,294



A broad representation of age groups participated with the consultation process. The age profile of people submitting an online feedback form was 30% of over 50-year olds, almost 30% of 40 to 49-year-olds, and 30% of 30 to 39-year-olds. The majority of respondents live within the Dublin 7, Dublin 15 and Dublin City Council administrative areas. When asked how frequently respondents visited the Park currently, the majority of responses (59%) indicated daily or several times a week.

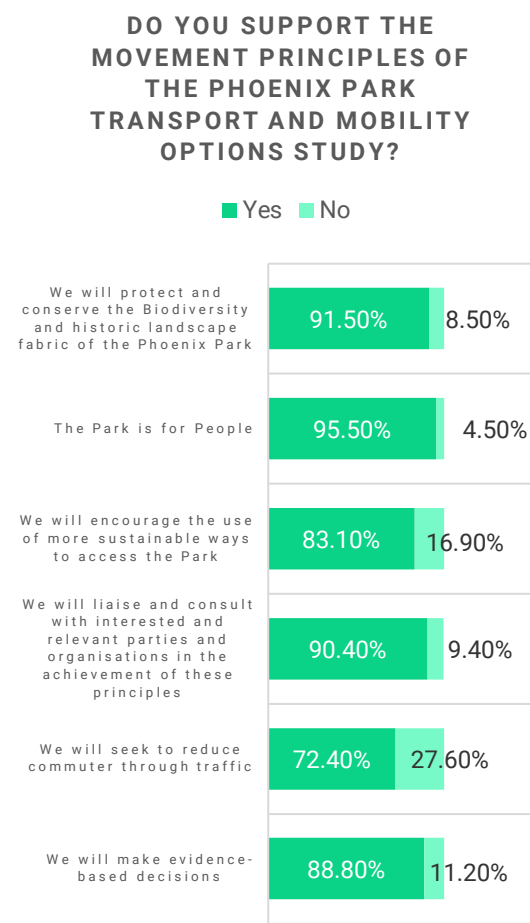
From the analysis of submissions received on why people travelled to the Phoenix Park, 85% of respondents go to the Phoenix Park to use the amenities, visit attractions, socialise with friends or for outdoor exercise.

Only 8% of respondents indicated that they used the Phoenix Park as a commuter route. While 1% of respondents are employed within the Park, some 3% of respondents use it for parking. It is significant to note that of those who travel to the Phoenix Park, just over 30% travel by car, 30% cycle while 30% walk. At present, only 6% avail of public transport while accessing the Phoenix Park.



Movement Principles

Feedback form respondents were asked if they supported the movement principles of the Study. The responses were overwhelmingly in favour of the principles. The highest agreement was 95.5% supporting 'The Park is for People'. The lowest in favour but still at 72.4% was for the principle 'We will seek to reduce commuter through traffic', as illustrated in the figures below.



Conclusion and Next Steps

The information and comments received in the submissions were categorised into five common themes, Walking and Cycling, Access, Gates and Roads, Public Transport, Other Considerations and Public Consultation. Just over 40% of the feedback received was about Access, Gates and Roads.

The second highest themes was Other Considerations which included topics such as park infrastructure, biodiversity etc. Over 15% of responses was with regard to Walking and Cycling. Public Transport accounted for just under 10% of the feedback.

Walking and Cycling Improvements

83% of respondents supported enhanced walking and cycling facilities and therefore these proposals will be advanced in the short to medium term, as resources are made available. All entrance arrangements will be reviewed so as to prioritise pedestrian and cyclist access, as appropriate to the park designations.

Public Transport Proposals

Over 77% of respondents supported the provision of public transport to major visitor attractions within the Park. The feedback received during the consultation was broadly supportive of the proposed bus route stopping at visitor attractions in the Phoenix Parking and linking the multi-modal transport interchange at Heuston Station and Broombridge Station.

Further relevant studies will need to be carried out prior to any expansion of this service in tandem with relevant stakeholders. Currently, only 6% of the public avail of public transport while accessing the Phoenix Park. The introduction of sustainable transport into the Park is in line with Government objectives for more sustainable travel.

Access, Gates and Roads Proposals

Some 74% of respondents supported the view that Park roads are primarily for people visiting and working in the Park. Significant feedback was received concerning the Access, Gates and Roads proposals.

While the public supported the Movement Principles in general, some feedback suggested that traffic congestion may occur, particular in Castleknock and Chapelizod villages. Accordingly, the Ashtown Gate will remain two-way in the medium term until further studies are undertaken.

With regard to the proposals to Knockmaroon Gate/Road, further data collection and traffic modelling is to be undertaken with a view to implementing this action in Phase 3. In tandem with the introduction of the pilot bus service, Cabra Gate will convert to a bus only exit/entry point. No other gates will be impacted as a result of the proposals within this study.

The proposed Cul de Sac for the Upper Glen Road will proceed on a pilot basis subject to data collection and review in Phase 1. We will not be proceeding with the cul de sac on the North Road. As a result of the feedback received during the consultation, the North Road proposal will now be piloted as a one-way route from Cabra Gate to Garda HQ, i.e. West to East. This will allow for comprehensive studies to be undertaken and reviewed.

Movement within the Park

In the interest of public safety, a 30km/h speed limit will be introduced within the Phoenix Park. Concerns were raised with regard to the lack of parking within the Park.



However, it is noted that there are currently in excess of 2,000 surfaced parking spaces spread throughout the park including Farmleigh. Given the high profile of the visitor attractions within the Park and the need for some parking provision, a Parking Strategy will be commissioned for the Phoenix Park and surrounding areas in Q4, 2021.

In addition, a review of the legislation pertaining to the Bye-laws of the Phoenix Park will be undertaken with regard to the regulation of parking with the Park.

In conclusion, the Steering Group following detailed consideration of the public's observations, in tandem with the objectives of the Transport and Mobility Options Study, have refined and formulated a number of proposals within the Study as outlined above for the benefit of all users, both local and national, while maintaining the integrity and unique setting of the Phoenix Park. The implementation of these proposals will be subject to available resources and statutory planning permissions, where appropriate.

As the implementation of these proposals develops, further information and updates will be posted on the website ([www.phoenixpark.ie](http://www.phoenixpark.ie)), and through other communication outlets.

The OPW is committed to continuing engagement with the public on the successful achievement of these proposals to ensure that the conservation and presentation of the Phoenix Park is to international best practice while accommodating access for all.

The Minister and the Steering Group would like to thank all members of the public and organisations who participated in the consultation process.

The table below provides information on the modification and implementation of the original proposals in the Phoenix Park Transport and Mobility Options Study as a result of the public consultation.

Schematics of the recommended networks are available in Appendix H.

Phase 1 Years 0 - 2		Phase 2 Years 1 - 3		Phase 3 Years 3 - 7	
Proposal	Recommendation	Proposal	Recommendation	Proposal	Recommendation
<b>Implement Walking and Cycling Strategies in line with an agreed set of Design Principles.</b>	It is recommended that projects associated with walking and cycling improvements commence in Quarter 4, 2021.	<b>Full implementation of cul-de-sac on Upper Glen Road and one-way system on North Road</b>	Following a review of the Phase 1 Pilot Studies, a decision will be made with regard to the implementation of these proposals in the long term.	<b>Ashtown Gate converted to entry only.</b>	This project is postponed until further data is collected and traffic modelling is undertaken on the potential impacts to the surrounding area and transport infrastructure. OPW, NTA, FCC, and DCC to collaborate on this data collection and traffic modelling.
<b>Implement a 9-month pilot study of cul-de-sacs on North Road and Upper Glen Road with simultaneous data collection and monitoring programme.</b>	The proposed Cul de Sac for the Upper Glen Road will proceed on a pilot basis subject to data collection and review. The cul de sac on the North Road will not be proceeding. As a result of the feedback received during the consultation, the North Road proposal will now be piloted as a one-way route from Cabra Gate to Garda HQ, i.e. West to East. A level of car parking will be maintained on the North Road. This will allow for comprehensive studies to be undertaken and reviewed. Both of these to take place in Q4 2021.	<b>Cabra Gate converted to bus-only gate permanently.</b>	Conduct a review of the pilot scheme and final decision to be made on the implementation of the permanent scheme.	<b>Cul-de-sac on Knockmaroon Road.</b>	Further data collection and traffic modelling is to be undertaken.
<b>Implement interim bus service as a pilot study linking the Park to Heuston and Broombridge Stations.</b>	Cabra Gate converted to bus-only for pilot bus service. This pilot bus service will commence in Q1 2022, subject to funding.	<b>Introduce bus service and associated traffic management/bus priority measures.</b>	To be rolled out in line with the decision above.	<b>Undertake review and update of the Transport and Mobility Options Study.</b>	Review Transport and Mobility Options Study in 5 years.
<b>Introduction of 30km/h speed limit.</b>	OPW to work with An Garda Síochána and related bodies with regard to the implementation of this measure.				
<b>Develop a Parking Strategy and Review of Bye-laws.</b>	Both will commence in Q4 2021.	<b>Implementation of recommendations of the Parking Strategy and introduction of updated Bye-laws.</b>	Recommendations to be rolled out.		

A range of projects as outlined above will commence in Q4 2021. Evidenced based data will be refined with a view to implementing initiatives as per the phasing recommended above.

## Proposed Gate & Road Impacts

Briefly outlined below are the proposed arrangements with regard to gates and roads in the Phoenix Park.

Vehicular Gate	Pre Covid Arrangements	Post Public Consultation Impacts
Parkgate Street	Two Way	None
Islandbridge	Exit Only	None
Chapelizod	Entry Only	None
Knockmaroon	Two Way	None
Whites (beside Farmleigh)	Closed	None
Castleknock	Two Way	None
<b>Ashtown</b>	<b>Two Way</b>	<b>Deferred</b>
<b>Cabra</b>	<b>Two Way</b>	<b>Bus Only in Phase 2</b>
Funeral/Grangegorman	Closed	None
North Circular	Two Way	None

Roads	Pre Covid Arrangements	Post Public Consultation Impacts
<b>Upper Glen Road</b>	<b>Two Way</b>	<b>Cul de Sac</b>
<b>North Road</b>	<b>Two Way</b>	<b>One Way</b>
All other Roads	Various arrangements	None



# 1 | Introduction

The Phoenix Park is located at the western edge of Dublin City Centre, just north of the River Liffey. The parkland extends to over 700ha and is enclosed by 11km of perimeter wall. It is a historic natural and cultural landscape of significant international importance.

## 1.1 General

The Chief Executive Officers in the National Transport Authority (NTA) and the Office of Public Works (OPW), working in association with Dublin local authorities Fingal County Council (FCC), Dublin City Council (DCC), formed the Phoenix Park Transport and Mobility Steering Group in mid-2020 (see Figure 1.1). They aimed to develop a coherent framework to help shape and inform a vision for how visitors will access, experience, and move within the Phoenix Park while protecting its character and biodiversity, and enhancing the overall visitor experience.

The Steering Group is supported by a Working Group comprising officials from the OPW, the NTA, DCC, FCC and external experts who worked in collaboration to develop a framework to help shape and inform a vision for how visitors will access, experience and move within the Phoenix Park while protecting its character and biodiversity, and thus enhancing the overall visitor experience. Jacobs Engineering Ireland Ltd (Jacobs) was commissioned to progress the transport and mobility options study and the public consultation on the findings.

The Phoenix Park is an important location for biodiversity, recreation and home to several important institutions and visitor attractions. It is used by large numbers of people and is also a heavily trafficked route between the centre of the city and outlying suburbs. In recent decades, the growth of Dublin has significantly altered the position and use of the Park and affected its role and potential. Moreover, growing environmental challenges represent both an opportunity and a threat. In addition, the experience in the use of the Park during the COVID-19 pandemic has emphasised the importance of the Park as a welcoming amenity.

The COVID-19 pandemic and associated Government restrictions/guidelines were in effect during this period, and the public consultation format was adapted to ensure compliance with the guidelines and restrictions.



**Figure 1-1 |** Member organisations forming the Phoenix Park Transport and Mobility Steering Group

## 1.2 The Phoenix Park Transport and Mobility Options Study

The Phoenix Park Transport and Mobility Options Study is based on overarching Movement Principles |

- the Park is for people to enjoy its amenities and attractions, that we will protect the biodiversity & landscape fabric of the Park,
- that we will encourage more sustainable ways to access the Park and seek to reduce commuter traffic,
- that we will liaise with a wide range of interested parties and ensure all decisions are evidence-based.

The Study assessed several options and recommended a preferred option. This preferred option makes several key recommendations including the following |

- Prioritise pedestrian infrastructure including the upgrade of over 7km of footpaths along with strategic pedestrian crossing points on Chesterfield Avenue and other key locations throughout the Park, including the Gate entrances.
- Expand and upgrade the cycle network within the Park and linkages to the external networks to facilitate all cycling users. This will involve the creation of 14km of new cycle lanes and the upgrade of over 17km of existing cycle lanes within the Park and at Park entrances.
- Traffic will be reduced on the North Road and the Upper Glen Road to improve the amenities in these areas. In the medium to long term, the vehicular restriction will be introduced at Cabra, Ashtown, and Knockmaroon Gates.
- In the short to medium term, a bus service will be introduced for Dublin Zoo and the Phoenix Park Visitor Centre, serving all areas along this route and linking to Heuston Station and Broombridge Luas Station.

- The speed limit will be set at 30km/h with a review of parking provisions and bylaws being recommended.
- It is recommended that the traffic restrictions proposed for the upper Glen Road and the North Road be piloted along with traffic data collection in the short term.

### 1.3 Consultation Objectives

The objectives for this non-statutory public consultation were |

- To provide an opportunity to give information about the project and to explain the methodology and approach to the selection of the Preferred Options
- To provide an opportunity for the members of the public and other interested parties to engage with the process and to share with the Project Team any relevant supporting information that should be considered
- To further develop relationships with communities and key stakeholders and to facilitate information sharing for this and future Phases of the project
- To encourage members of the public to engage directly with the project via the project website, the project email, and the online public consultation experience
- To ensure that the Phoenix Park Project Team is viewed as a single and accurate source of information
- To ensure consultation and engagement is carried out in a transparent and meaningful way, despite the restrictions posed by COVID-19.

The methods used to achieve these objectives are outlined in Section 3 (Informing the Public) of this report.

### 1.4 Public Consultation

The public consultation period ran from 29th January 2021 until a formal closing date of 12th March 2021. To generate awareness of and participation in the consultation, a wide range of communication tools were used to promote the consultation. These communication tools are detailed in Section 4 (Publicising the Public Consultation) of this report.

It is noted that a detailed description of the Principles which provided the overarching guidance and context for the development of the Phoenix Park Transport and Mobility Study is provided in the draft Phoenix Park Transport and Mobility Options Study. It was available to download on the project website ([www.phoenixpark.ie](http://www.phoenixpark.ie)), and to view at the Visitors Centre in the Phoenix Park by appointment.

Feedback from this non-statutory public consultation has been reviewed and considered by the Phoenix Park Transport and Mobility Study Working & Steering Groups. The Team is committed to continuing engagement with stakeholders and hopes that this process will foster a better understanding and appreciation of the complexities of the Phoenix Park, where successive generations have toiled and where current generation enjoy its wonderful amenities.

## 2 | Approach to Public Consultation

The public consultation period took place during the COVID-19 pandemic, and associated government restrictions/guidelines were in effect during this period. The Project Team sought feedback on the draft Phoenix Park Transport and Mobility Options Study which was presented to the public through this public consultation process.

### 2.1 Project Timeline and Feedback Forms

The public consultation period ran for six weeks from 29th January 2021 until a formal closing date of 12th March 2021. During this time a traditional and digital media campaign was carried out. In addition, 12 online 'in-person' meetings were held with stakeholder groups.

The Project Team developed a feedback form designed to seek feedback on the preferred options, although stakeholders were welcome to submit comments and information in other formats if preferred. The feedback form can be viewed in Appendix A.

If visitors to the virtual room wanted to provide further general information on visitor usage of the Park a visitor's survey was also available to complete online. The information gathered from this survey is outlined in Appendix B.

A project timeline graphic was developed to illustrate the proposed three-phased implementation strategy as shown in Figure 2.1.

### 2.2 Providing Opportunities to Maximise Stakeholder Engagement

The Project Team is aware that accessibility and inclusivity are important when engaging with its stakeholders. Therefore, numerous methods of engagement for stakeholders were provided to facilitate consultation during the public consultation periods. In response to COVID-19 restrictions at the time of the consultation, a virtual room was made available on the Phoenix Park (<https://phoenixpark.ie/>) and Government website ([www.gov.ie/opw](https://www.gov.ie/opw)), to allow stakeholders and the general public to view maps and project information, and to submit their feedback in a safe and accessible environment. The virtual room allowed the user to examine and view project information boards and an introductory video, which provided the look and feel of a traditional consultation event.

**Traditional Media** | Press releases were issued to local print media and several media channels were used to publicise the public consultation such as radio, online media, email alerts, and posters in the Phoenix Park to publicise the public consultation. More information on Media can be found in Section 4.1.

**Digital Media** | Digital communications were also employed using messages on Twitter, Facebook, as well as through the Phoenix Park website. These communication methods were used to maximise engagement with the general public and stakeholders and to encourage a high level and diverse range of submissions and project awareness.

Examples of social media posts can be found in Appendix F.

**Media Spokesperson** | Throughout the public consultation period, a spokesperson was available for interviews with the media to ensure that the public consultation process was widely publicised.

#### 2.2.1 Consultation Briefings

During the six-week public consultation period, several briefings were carried out by the Project Team to explain the preferred options to stakeholders located within and external to the Phoenix Park. In addition, a series of briefings were held with elected representatives to allow for the dissemination of accurate information. The OPW in association with the NTA, and two Dublin local authorities (FCC, DCC) issued an invitation to their Elected Members and Oireachtas Members to attend a consultation briefing on the Phoenix Park Transport and Mobility Options Study. These online 'in-person' meetings in a controlled environment, allowed elected and local authority members to discuss queries with the Project Team in a safe manner, which followed the Government COVID-19 Guidelines.

The public consultation information was presented, including the information brochure, the project display maps, and the public consultation feedback forms, and the online consultation experience. Those in attendance were advised of the various ways stakeholders could engage with the Project Team. Further details can be found in Chapter 4.



Figure 2.1 | This graphic represents the timeline of the Study.

## 3 | Informing the Public

Project information channels were developed to provide details on the Phoenix Park Transport and Mobility Options Study, promote public consultation, and facilitate feedback from the public. These channels are outlined in more detail in this section.

### 3.1 Online Consultation Experience

The Phoenix Park Project Team developed a virtual room, which was accessible via the government website ([www.gov.ie/opw](http://www.gov.ie/opw)) and the Park's website ([www.phoenixpark.ie](http://www.phoenixpark.ie)), alongside more traditional methods.

The virtual room was developed to have the look and feel of being at a traditional public consultation open day, whilst being accessible from the comfort and safety of the user's own home. It provided an introductory video and a virtual room to allow the user to examine and view information at the user's leisure.

The visitor was able to view information such as project need, Steering Group Movement Principles, Mobility Study sustainable objectives, maps of the preferred options in both static and interactive format, access a link to Frequently Asked Questions (FAQs), submit feedback forms and contact the Phoenix Park Project Team.

The virtual room can be accessed via this link <https://phoenixpark.virtualeventspace.io/archivedves/>

#### Key features of the Online Public Consultation Experience included |

- Access from any computer, smartphone, or tablet 24 hours a day. The software for the experience was specifically developed to provide smooth access across a low bandwidth internet connection to maximise the accessibility of this facility to individuals
- Easy to navigate – enter and follow the numbered posters, or roam around as you wish
- Click on information displays with the option of zooming in for a closer look
- The material could be downloaded or printed
- Leave comments in a feedback form
- An Interactive Map to access the preferred options within the Park
- The landing page gave instructions on how to use the room/ how to access information offline or fill in the feedback form without entering the room.



**Figure 3.1 |** The landing page for the visitor before entering the virtual room giving instructions and an option to download information.



**Figure 3.2 |** Online Public Consultation Experience - One aspect view within the virtual room showing the information boards labelled by number and interactive map.

#### 3.1.1 Welcome video

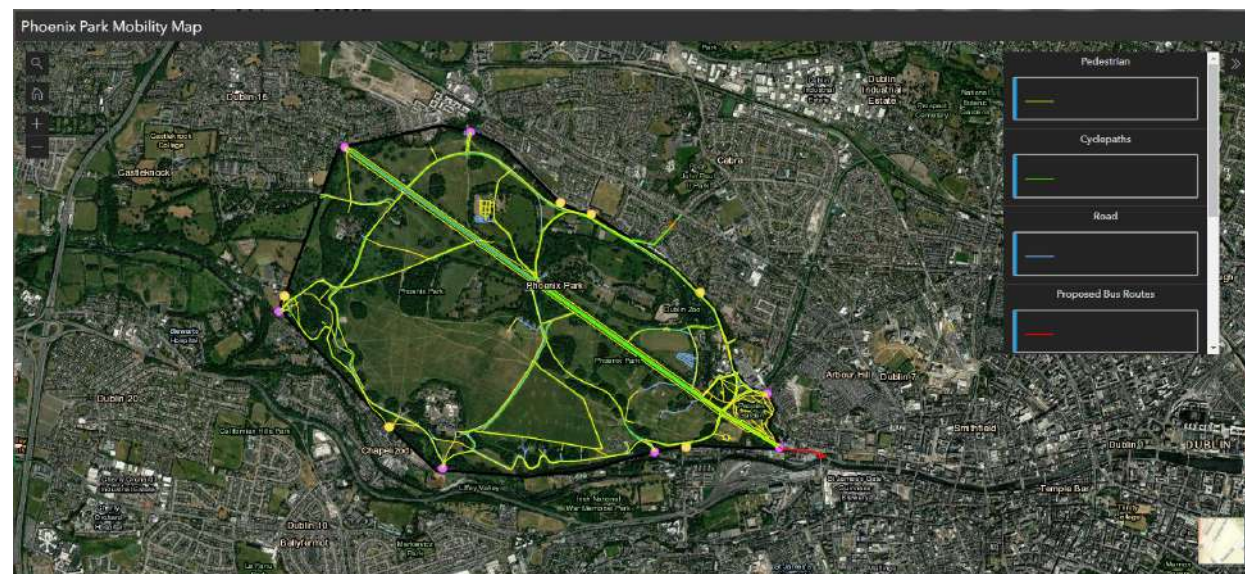
The virtual room also included a short introductory video from Patrick O'Donovan, T.D, Minister for Office of Public Works, where information on the non-statutory public consultation process and the Study, was provided.

Minister O'Donovan provided a familiar face to welcome visitors to the room and the authority, to reassure visitors that their feedback would be taken into consideration. Figure 3-3 shows a still from the welcome video.



**Figure 3.3 |** A still from the Welcome Video with Minister O'Donovan.





**Figure 3.4 |** The interactive map showing the legend on the right-hand side with options to add details such as proposed bus route, cycle paths and access gates.

### 3.1.2 Interactive map

An Interactive Map was developed as part of the virtual room and was provided as one of the information boards within the virtual room. This Interactive Map provided an efficient way for a member of the public to quickly locate their property or landmark within the Park and its location concerning the Preferred Options. Members of the public could select the features to view such as pedestrian pathways or access gates. A screenshot of the Interactive Map is shown in Figure 3-4.

## 3.2 Websites

The Phoenix Park Transport and Mobility Options Study containing the Preferred Option was available at [www.phoenixpark.com](http://www.phoenixpark.com) and for the period of consultation on the [www.gov.ie/opw](http://www.gov.ie/opw).

The website was updated with the Public Consultation information on the Preferred Options on the 29th January 2021. A sample of the website page during the public consultation is provided in Figure 3-5 below. The website contained links to the Phoenix Park Transport and Mobility Options Study, information brochures, and virtual room. It detailed contact opportunities with an email address and a Freepost address.

## 3.3 Project Email

A dedicated Phoenix Park Transport and Mobility Options Study email address was made available at [parkmobilityreport@opw.ie](mailto:parkmobilityreport@opw.ie). The project email was used to receive feedback forms through the public consultation process, and to respond to any queries where appropriate.

## Commencement of the public consultation for the Phoenix Park Transport and Mobility Options Study.

2 February 2021 | News

The Phoenix Park Transport and Mobility Options Study was published on 11th January and sets out a series of options for how park visitors will access, experience and move within the Phoenix Park while protecting the park environments. It makes a number of recommendations to reduce commuter traffic, increase the cycling and pedestrian opportunities and provide for limited public transport as well as taking account of the complex issues the Park presents given the multiple and competing users of the space.



Phoenix Park | Transport and Mobility Options Study

Public Consultation Brochure | January 2021

The public consultation commenced 29th January and will remain open for public input for six weeks, until 12th March 2021.

Due to COVID-19 restrictions, the public consultation will take place online. It includes a virtual room where members of the public can view the report and associated maps. It also includes a FAQ section and

**Figure 3.5 |** Example of the Phoenix Park website showing public consultation details.

The project email address was advertised and included in the public consultation information brochures and general project publicity. The email address continues to be monitored and queries and comments received continue to be dealt with even though this public consultation period has concluded.

## 3.4 Information Brochures

The public consultation information brochures provided information on the Phoenix Park Transport and Mobility Options Study and details of the six-week consultation process. The brochure was available to download from the websites and virtual room. Irish Language versions of the documentation were also made available. Copies of the English and Irish language versions of the public consultation information brochures are provided in Appendix C of this report.



## 4 | Publicising the Public Consultation

A variety of methods were used to provide information and publicise the project. A mixture of online and traditional media was used to allow stakeholders to access information.

### 4.1 Local Media

**Press media** | Coverage of the launch of the public consultation featured in local and national press during the week of the 30th January. The newspaper adverts contained a description of the project and details of the public consultation format. They also gave details of the project website and gave instructions on how to make a submission. The advert (Irish version) can be viewed in Appendix D. Newspaper adverts were placed in the Irish Times (30th January), Evening Herald (30th January), Fingal Independent (2nd March), and Dublin People | Southside People/Northside People (3rd March).

**Radio campaign** | A series of radio adverts were aired on FM 104, 98 FM and Spin 103.8 radio stations. The adverts ran over several periods for example FM104 provided the following |

- Between Tuesday 2nd March – Wednesday 10th March | 45 spots
- Thursday 11th March | 3 spots

A selection of media coverage can be viewed in Appendix E of this Report.

### 4.2 Online and Social Media

Notices of the public consultation period and events were published on the OPW Facebook and Twitter social media channels, and reminders of the consultation closing dates were posted in the days leading up to the close of the consultation. Sample online and social media content can be viewed in Appendix F.

### 4.3 Phoenix Park Stakeholders

Emails were sent to all internal stakeholders in the Phoenix Park on the 12th January 2021 advising them of the consultation and that presentations were available if they required them. Presentations were made to the organisations listed in Table 4.1.

**Table 4.1** | The dates of meetings and the corresponding organisations.

Date of meeting	Organisation
13 <sup>th</sup> January	Government Presentations
15 <sup>th</sup> January	Government Presentations
20 <sup>th</sup> January	Dublin Zoo & An Garda Síochána (Dublin Castle & 'K' District)
21 <sup>st</sup> January	US Embassy & St Mary Hospital Complex
28 <sup>th</sup> January	Minister & OPW Chairman
4 <sup>th</sup> February	TDs & Elected Representatives
5 <sup>th</sup> February	Bloom, Bord Bia
9 <sup>th</sup> February	Dublin City Council Central Area Committee & Heritage Council of Ireland
17 <sup>th</sup> February	Dublin City Council South Central Area Committee
25 <sup>th</sup> February	Fingal County Council, Blanchardstown/Mulhuddart/Castleknock/Ongar Area Committee
5 <sup>th</sup> March	Garda Headquarters
15 <sup>th</sup> March	Fáilte Ireland

### 4.4 Phoenix Park Gates

Signs were placed throughout the Phoenix Park containing information relating to the public consultation. The posters were located at all Gates into the Park and were available in Irish and English languages.



**Figure 4.1** | Photograph showing posters erected on an entrance gate in the Phoenix Park giving details in Irish and English of the public consultation.

# 5 | Feedback and Submissions Overview

The following section provides an overview of the feedback and submissions received during the public consultation period. All submissions received by post, online, email, or at a meeting during the consultation period were recorded for consideration by the Project Team. The project received most responses from private individuals, 94 responses came from Organisations and 28 from Resident Associations. A list of the Organisations, Elected Representatives and Residents Associations who shared their organisation names in the submission can be found in Appendix G.

## 5.1 Introduction

The public consultation period was undertaken for six weeks from Friday 29th January 2021 until Friday 12th March 2021. Submissions were invited via the following channels.

- By Freepost
- By email
- By feedback form through the Online Public Consultation Experience
- By verbal feedback to the Project Team at the in-person meetings.

The Project Team received 2,294 formal submissions in total during the public consultation period. The majority of submissions received were from private individuals, however, a number of submissions were received from groups/organisations.

Points raised by the organisations and individuals are anonymous within the report to ensure confidentiality. This report is intended to set out how the public consultation process was managed, how many people interacted with the project, and summarise the issues and concerns raised throughout the public consultation process. All submissions were acknowledged and considered as part of this consultation process.

Table 5.1 | Summary of the volume of submissions received by type.

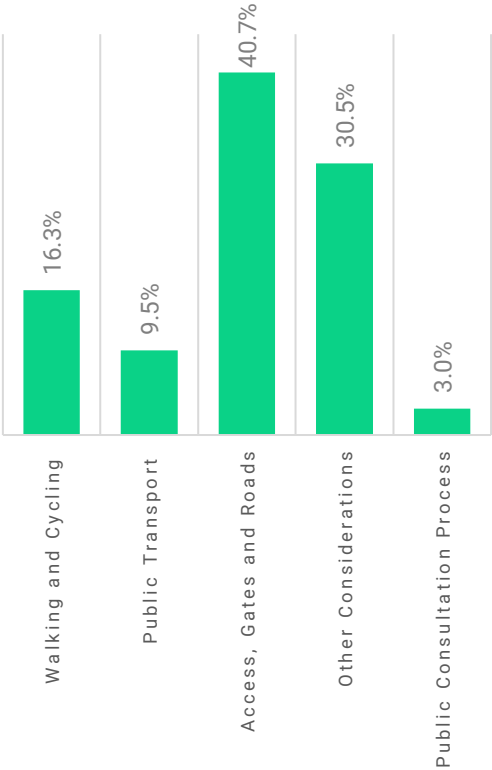
Submissions Type	Number of Submissions
Feedback Form Submissions	1,293
Postal Submissions	23
Email Submissions	978
Total Submissions	2,294

The information and comments received in the submissions were categorised into common ‘themes’, and these are presented in the Chapters below. The themes and associated chapters are listed below |

- Chapter 6 | Walking and Cycling
- Chapter 7 | Public Transport
- Chapter 8 | Access, Gates and Roads
- Chapter 9 | Other Considerations
- Chapter 10 | Public Consultation Process

An overview of the popularity of the themes mentioned in the submissions received is illustrated in the graph.

SUBMISSION THEMES

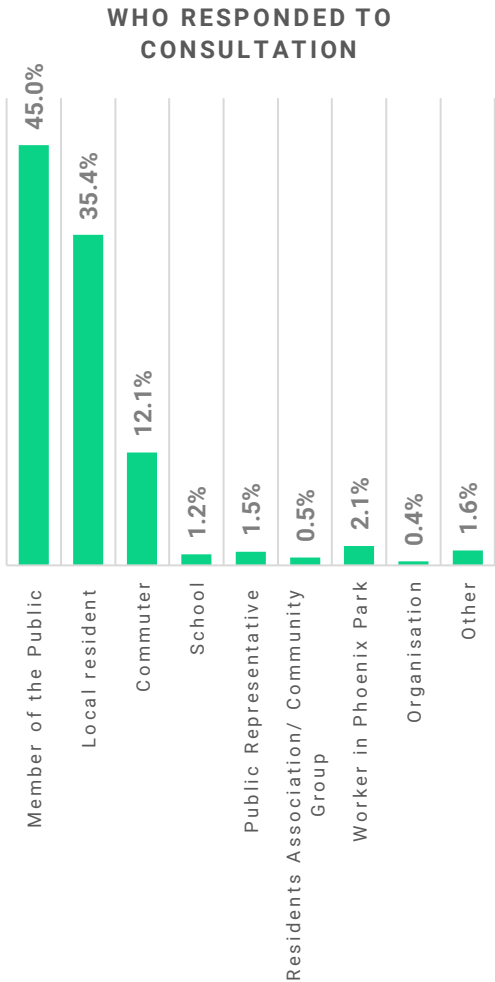


## 5.2 Review of Engagement from Online Feedback

The virtual room consultation received a total of 6,938 unique visitors, the average duration spent in the room was 2.43 minutes. The majority of visitors used their mobile phones (4,387 users), this was followed by a computer device (2,269 users), with a small number of tablet users (282 users).

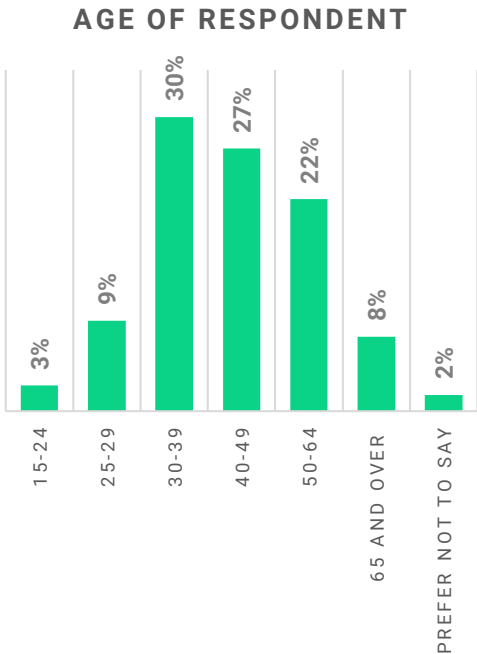
5.2.1 Profile of Stakeholder

Respondents were asked to provide some information about themselves and were asked in what capacity were they making a submission. There were 1,131 responses to this question, the majority of respondents identified as being a member of the public or a resident.

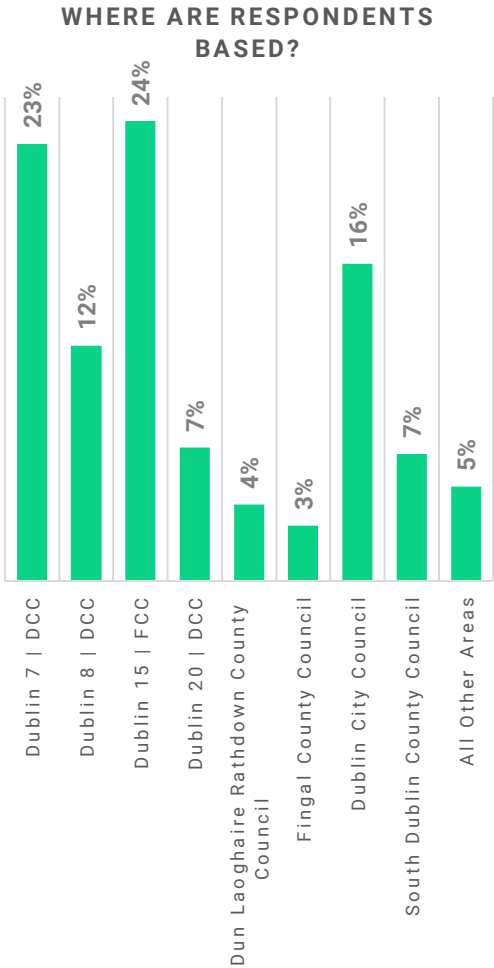


Respondents were asked to detail the age group they belonged to. There were 1,293 responses to this question. The results show a wide variety of age groups, the majority of respondents were from the 30-39, 40-49, and 50-64 age groups. The number of respondents aged between 50-64 and 65 and over, was over 30%.

Respondents were asked to identify their home locations from a list giving Dublin postcodes adjacent to Phoenix Park, local authority areas, and counties outside Dublin if relevant.



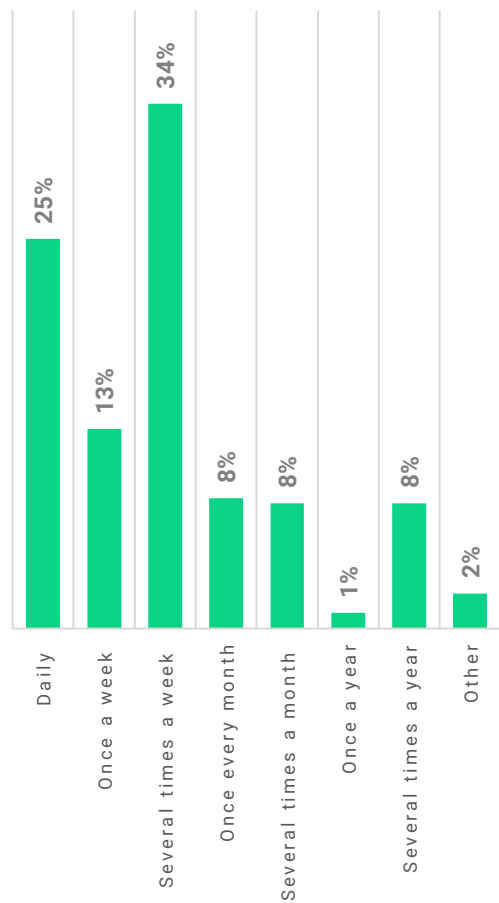
Of the respondents, the majority came from Dublin 7, Dublin 15 and Dublin City Council area. Of the respondents living outside Dublin, the counties Meath and Leinster had fifteen respondents each, followed by Kildare (14), Wicklow (9), Munster (5), Connaught (4), Ulster (1), and Other (63).



5.2.2 Current Use of Park

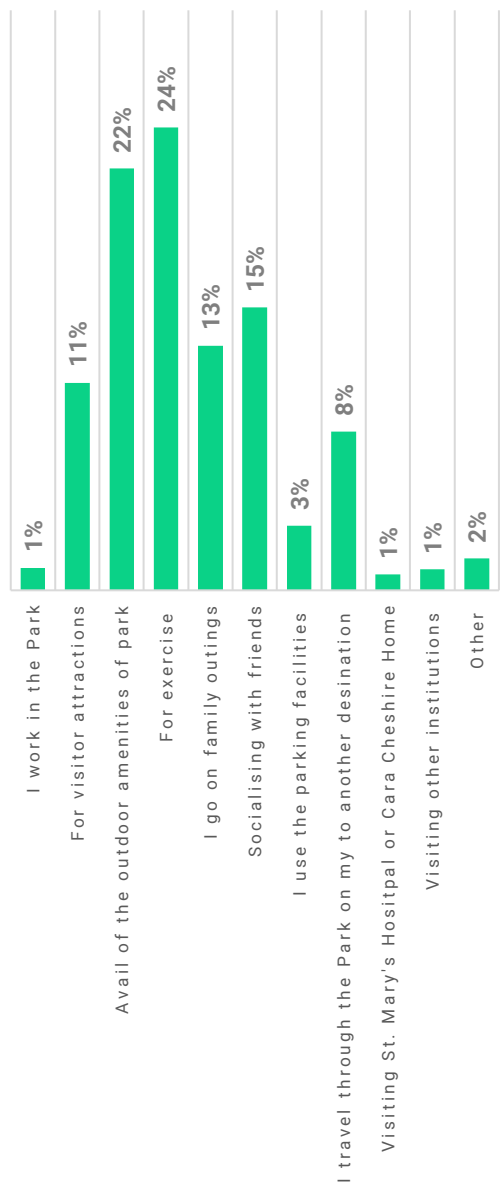
A series of questions were asked to determine the respondent’s familiarity with Phoenix Park, how they utilise the Park and how often they visit the Park. When asked how frequently respondents visited the Park currently, most responses indicated daily or several times a week or 59% of the respondents.

CURRENT USE OF PARK



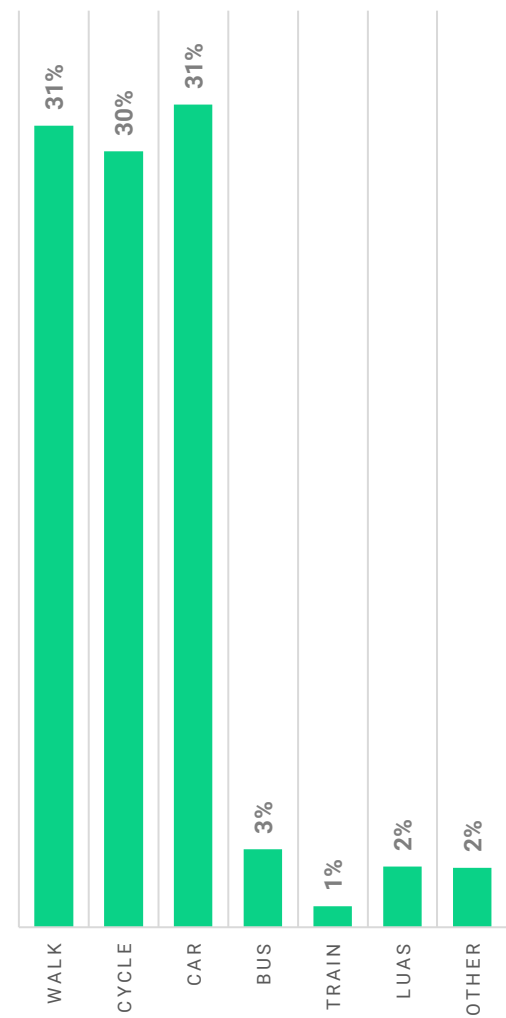
From the analysis of submissions received on why people travelled to the Phoenix Park, 85% of respondents go to the Phoenix Park to use the amenities, visit attractions, socialise with friends or for outdoor exercise. Only 8% of respondents indicated that they used the Phoenix Park as a commuter route. While 1% of respondents who are employed within the Park, some 3% of respondents use it for parking.

TRAVEL TO THE PARK



It is significant to note that of those who travel to the Phoenix Park, just over 30% travel by car, 30% cycle while 30% walk. At present, only 6% avail of public transport while accessing the Phoenix Park.

HOW DO YOU TRAVEL TO PARK



5.2.3 Responses relating to the Transport and Mobility Options Study

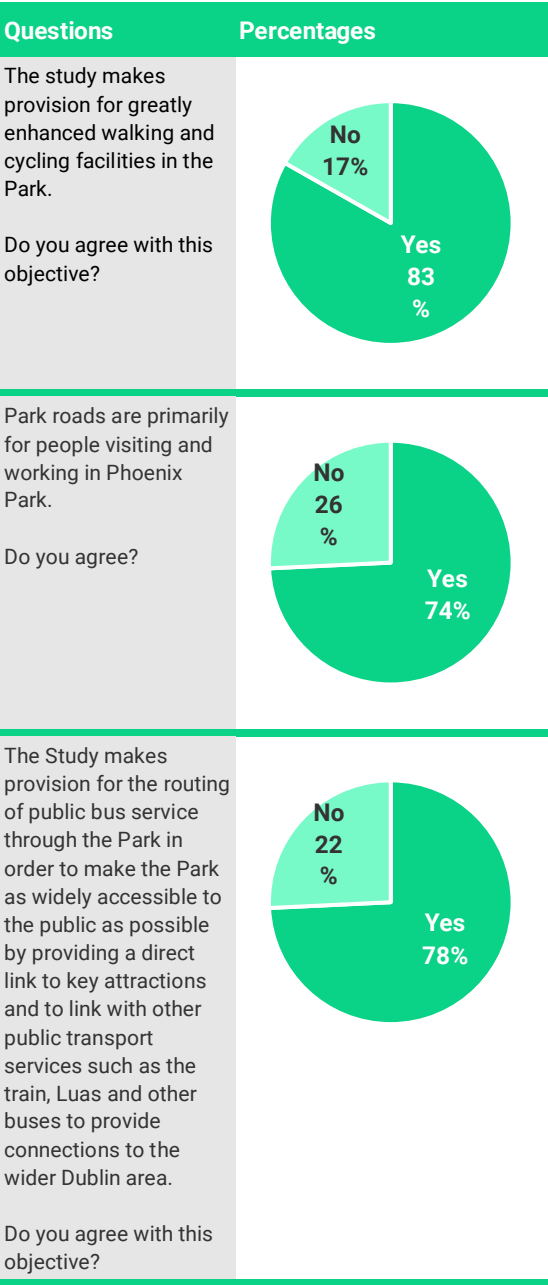
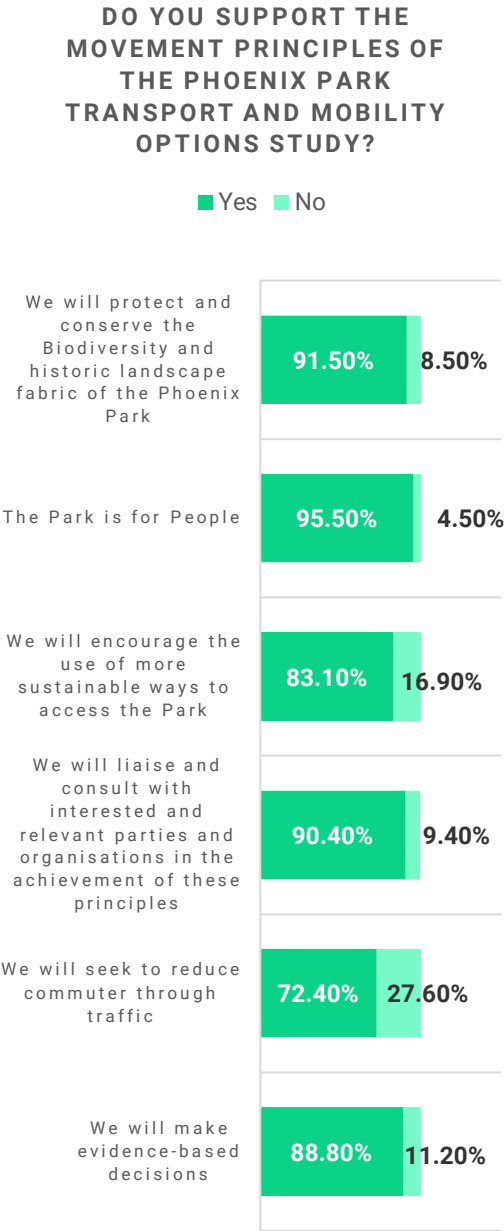
Respondents were asked if they supported the movement principles of the Study. The principles were listed, and the respondent had the option to indicate a Yes or a No for each one.

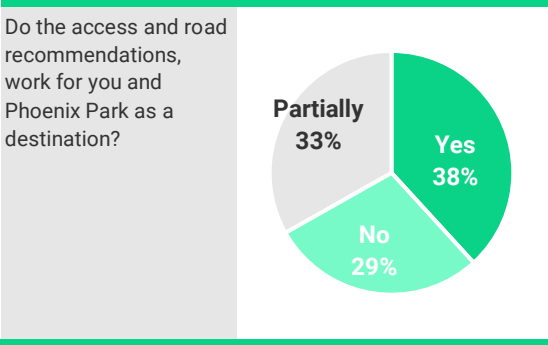
The responses were overwhelmingly in favour of the principles. The highest agreement was 95.5% for ‘The Park is for People’. The lowest in favour but still at 72.4% was for the principle ‘We will seek to reduce commuter through traffic’.

Respondents were asked a series of four questions on specific aspects of the Study. The questions and responses are detailed below. A large majority of respondents agreed with enhanced walking and cycling facilities in the Park.

The majority of respondents agreed that the roads were for visitors and people employed within the Park. The majority of respondents agreed to a public bus service to make the Park more accessible.

When asked if the access and road recommendations worked for the Park as a destination, respondents were almost evenly split between Yes, No, and Partially. 72% of respondents stated that the recommendations partially or fully worked for them.





Further information provided in open text sections of the feedback form was analysed and is summarised by theme in the chapters following.

5.3 Written Submissions

Nine hundred and thirty eight email submissions were received through the project email address. The quantity of information written in the emails varied greatly. Some respondents provided detailed assessments of the Options Study and included documents such as maps or diagrams as attachments. All of the information was analysed and is summarised by theme in the chapters following.

While a direct application on whether an agreement with the movement principles/preferred option could not be quantified in the same way as the feedback forms, an analysis of sentiment was carried out. A submission was judged to be negative towards the preferred option if this was explicitly stated and/or if there were one or more points raised against one part of the preferred option. A submission was judged to be neutral if there was no statement of agreement or disagreement and there were positive and negative points about the preferred option.

A submission was only judged to be positive if this was explicitly stated and/or there were only positive comments relating to the preferred option.

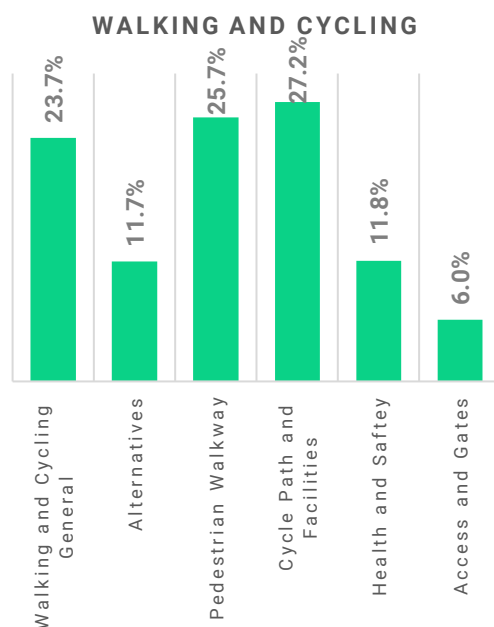
The privacy rights were respected throughout the consultation period. Any personal information submitted was treated securely and confidentially in accordance with the Data Protection Acts 1988-2018 and the General Data Protection Regulation (GDPR). By partaking in this survey, respondents give the OPW permission to analyse and include responses in our results.

Following the close of the consultation period all submissions were collated and analysed. A coding process to analyse information to provide a balanced analysis of the views expressed in consultation responses was used. This was joined with quantitative analysis of closed questions. In combination, this analysis provides a picture of the views expressed by respondents.



## 6 | Walking and Cycling

There were 969 mentions under the walking and cycling theme. The main points raised in this section included | This graph shows the breakdown of the 969 responses under the walking and cycling theme.



### 6.1 General Comments on Walking and Cycling Proposals |

#### 23.7% of Responses

Many respondents commented generally on the walking and cycling proposals. The following gives an overview |

- A large number of respondents expressed positivity for the proposals for cyclists and pedestrians.

- Respondents asked that consideration be given to reduced mobility visitors.

### 6.2 Alternatives comments on walking and cycling proposals |

#### 11.7% of Responses

Respondents commented on alternatives for walking and cycling proposals. The following gives an overview |

- A number of alternative routes suggested linking existing paths and walks to connections outside of the Park.
- A number of submissions asked for consideration be given to linking to external routes outside the Park such as the new bridge proposed for the Irish National War Memorial Gardens and also cycle links to the canals and Dublin Docklands proposals.
- Requested access to traditional routes and trails will continue to be available for running events, clubs and runners.

### 6.3 Pedestrian Walkway |

#### 25.7% of Responses

Respondents commented on pedestrian proposals. The following gives an overview |

- Majority supported improved and expanded pathways for pedestrians.
- Requested more pedestrian crossings, some requested pedestrian crossings or zebra crossings at main roads and where junctions occur.
- Requested improved entrances and exits from the walking lanes with clear marking.
- Requested better access for wheelchair and disability users on pathways.

### 6.4 Cycle Path and Facilities |

#### 27.2% of Responses

Respondents commented on cycling proposals. The following gives an overview |

- Numerous respondents supported the improvement and increase of cycle paths in the Park.
- Facilities for bike parking was raised by several respondents, in particular close to Dublin Zoo and the Visitor Centre.
- The North Road cycle lane was noted for upgrade due to ongoing parking.

### 6.5 Health and Safety |

#### 11.8% of Responses

Respondents commented on cycling proposals. The following gives an overview |

- There was a strong emphasis on the safety of the cycle paths with respondents requesting several criteria be met such as larger cycle lanes on main roads with permanent dividers, segregation from pedestrians and smoother cycle surfaces.
- Respondents requested segregation from traffic and highlighted the hazards of not segregating cyclists and pedestrians.
- The lack of sufficient lighting for cyclists, walkers and runners was referenced for Tower Road (Fingal County Council) and North Road (Phoenix Park).

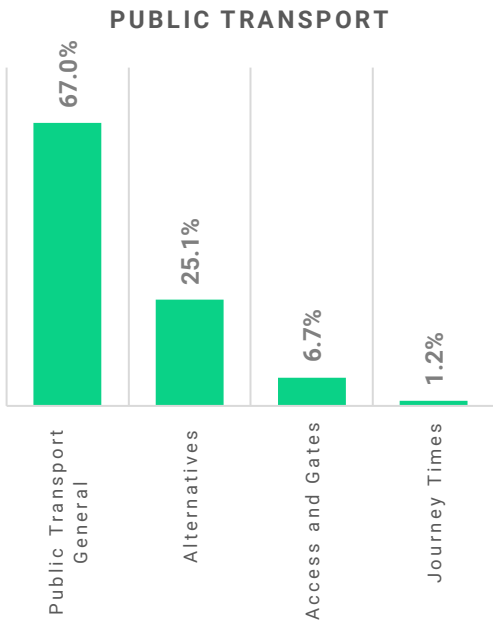
It should be noted that many respondents noted that Phoenix Park is the green lung of Dublin and that through traffic should be removed or reduced to allow for the improvement of biodiversity.

# 7 | Public Transport

There were 566 mentions relating to public transport. The main points raised in this section included |

- Stakeholders expressed support for the bus route and requested more public transport links both internal and external to the Park.
- Many stakeholders requested that public transport within the Park be more efficient and affordable.
- Public transport needs to improve access for everyone, including those with mobility inhibiting disabilities.

This graph shows the breakdown of the 566 mentions under the public transport theme.



## 7.1 General comments on Public Transport Proposals |

### 67% of Responses

The following gives an overview of the transport proposal |

- Respondents stated that the proposed bus route would only benefit those on the current bus or Luas route.
- Several stakeholders suggested that a wider review of public transport across Dublin is required to balance the capacity of the service with the potential reductions in commuter traffic.
- Improved access to efficient and affordable bus services.
- Many stated that incentives, discounts or even free tickets should be used to promote the use of the bus service.
- Some stakeholders who take part in competitions or events in Phoenix Park throughout the year are concerned about the bus route impacting these activities.
- Many stakeholders suggested that tour buses should form part of the overall bus service so that all routes are accessible to everyone.

Several submissions went into detail on the appearance of the bus, requesting that buses should have low engine noise and low emissions, be single-decker and accessible to all users, and without commercial advertising on the outside to keep with Park decorum.

## 7.2 Alternatives |

### 25.1% of Responses

Many respondents requested more public transport options external to the Park. The following gives an overview of the alternatives suggested external to the Park |

- Extend the 46A route and newly proposed S2 to enter the Park.
- Link the bus from Heuston Station and the Broombridge Luas through the Park tunnel.
- Park and Ride on St. Bricin’s site or along Cunningham Road.
- Link the city centre through Phoenix Park to Blanchardstown.
- A bus that runs the length of Chesterfield Avenue and links up with Castleknock village.
- Extend the Luas on Parkgate Street up Chesterfield Avenue which should terminate at the Phoenix Monument.
- Many stakeholders suggested an internal bus service. The bus service should include a bus stop near Ratra House and next to Farnleigh & Castleknock gates and public transport should service St. Mary’s Hospital/Cheshire House and Farnleigh House & Estate.
- Many stakeholders noted the importance of disability-friendly buses such as shuttle buses. Several respondents requested a climate-friendly electric bus. Additionally, stakeholders requested large amounts of storage on buses to accommodate buggies and wheelchairs, etc.
- Some stakeholders also noted they would be more willing to use public transport services if pets were allowed on board, as the park is where they exercise their animals.

## 7.3 Access |

### 6.7% of Responses

The most common theme was that bus links to the Park need to be improved to allow access to everyone.

- Improved accessibility for people with disabilities.
- Many stakeholders noted they would avoid bus services if they were traveling with children to avoid stress.
- Several stakeholders commented on the closure of gates to accommodate the bus service.
- Some residents raised concern that access would be impeded if Cabra Gate is bus-only.
- Others questioned Cabra gates' suitability for buses.
- Others asked if it is worth the disruption if the bus service only runs once every 20 to 30 minutes.

## 7.4 Journey Times |

### 1.2% of Responses

Current journey times are deemed too long so travelling to the park via car is seen as the only alternative.

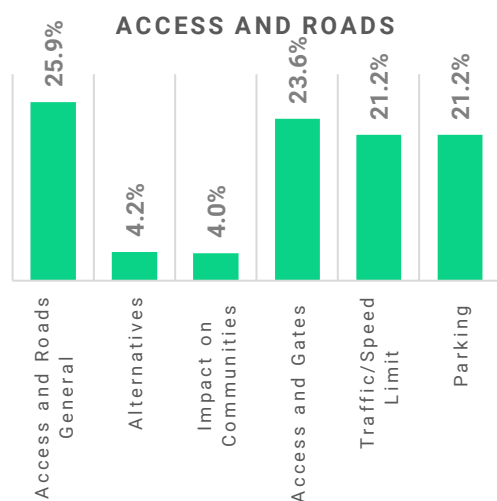
- Bus links to the Park need to be improved to allow access to everyone.
- Individuals noted journey time either on the bus or to the bus stop would take too long.
- Some stated private cars impact bus schedules so journey times increase in rush hours and have a knock-on effect on the rest of the journey.
- Additionally, taking several buses to the park would be time-consuming.

## 8 | Access, Gates and Roads

There were 2,423 mentions under the access and roads theme. The main points raised in this section included |

- The objective to prioritise sustainable transport over private cars was generally supported.
- Several submissions raised concerns about potential impacts on local residents.
- The majority of comments were regarding the Castleknock and Knockmaroon gates. (It should be noted that there is no proposal to close or restrict access through the Castleknock Gate.)
- Many respondents welcomed the plan to reduce motor traffic through the Park but stated that reduction in parking should be associated with this.

This graph shows the breakdown of the 2,423 responses under the access, gates and roads theme.



### 8.1 General Comments on Access and Roads Proposals |

#### 25.9% of Responses

Many respondents commented generally on the access and roads proposals. The following gives an overview |

- The objective to prioritise sustainable transport over private cars was generally supported.
- The retention of Chesterfield Avenue as a main arterial route out of the city was emphasised.
- Respondents mentioned activities in the Park that required 24hr access and the potential increased time spent on necessary journeys for staff.
- A small number of submissions recommended providing infrastructure at the gates such as information booths and way finding.

### 8.2 Alternatives |

#### 4.2% of Responses

Many respondents submitted alternatives to the proposals. The following gives an overview of the alternatives submitted |

- Speed cameras for traffic control and revenue for the Park.
- Automatic barrier technology for commercial delivery traffic that is supervised by the OPW was suggested to restrict the presence of fast moving through traffic.
- To facilitate reduction of traffic through the Park the widening of the Navan road or Blackhorse Avenue was suggested and a working partnership with Dublin City Council was suggested.
- A small number of submissions suggested a new pedestrian gate be established between Ashtown and Castleknock gates.

### 8.3 Impacts on Communities |

#### 4% of Responses

Many respondents commented on the impacts on communities. The following gives an overview |

- Several submissions raised concerns about potential traffic impacts on local residential areas.
- Several submissions expressed concerns over potential impacts on local school communities in particular St Laurence's National School and Mount Sackville School.
- A number of neighbourhoods submitted opinions on the potential impacts on their communities. Positive impacts were predicted for Kilmainham and Inchicore and communities adjacent to the northern and western sides of the Park such as Castleknock, Cabra and Chapelizod express positive and negative opinions.
- A large number of submissions raised concerns on the potential exacerbation of a traffic and parking issues in the neighbourhood in Cabra, Chapelizod and Castleknock.
- Several respondents stated that the communities in West/North Dublin have no realistic alternative but to commute to work through the Park.

### 8.4 Gates |

#### 23.6% of Responses

Many respondents made comments with regard to the gate proposals. A summary of comments is given below, the majority were regarding the Castleknock and Knockmaroon gates.

- Many respondents pointed to recent closures of gates as an opportunity to gather information on effects of restricted access.

### Castleknock Gate

- Many submissions expressed concern at the closure of Castleknock Gate and the potential impact such changes will have on surrounding areas such as an increase in traffic volumes on the Blackhorse Avenue, Castleknock Road and Village. (It should be noted that there is no proposal to close or restrict access at Castleknock Gate).
- The restrictions at Castleknock Gate were not seen to benefit Dublin 15 residents. (It should be noted that there is no proposal to close or restrict access at Castleknock Gate).

### Knockmaroon Gate

- Several submissions requested that Knockmaroon gate remain open to traffic. Respondents stated that it was used to access the Park, to go to and from work.
- Several submissions raised concerns at the potential impacts in Chapelizod village and Castleknock village, delays in getting to Carpenterstown, congestion on Whites Road, and congestion on Tower Road affecting Mount Sackville School traffic.

### Chapelizod Gate

- A few comments with regard to the Chapelizod Gate raised the potential impact this would have on other areas or routes.
- A small number of respondents requested that the gate stay open for employees and visitors of St Mary's Hospital and requested that the gate be two-way.

### Islandbridge Gate

- Regarding Islandbridge Gate some respondents suggested it be opened for two-way traffic.

### Ashtown Gate

- Some respondents raised concerns about potential impacts on the surrounding environs, external to the Park in particular areas close to the North Road and Castleknock Gate.
- A few comments on the Ashtown Gate related to the potential impact on horse traffic.

### Cabra Gate

- Suggestions included retaining access for locals.

### Whites Gate

- Some respondents stated internal Park traffic would be reduced if this gate allowed traffic to Farmleigh.
- Whites Gate was put forward as an example of how change has been accepted, as it has been closed for many years.

### Parkgate Street Gate

- Respondents stated that closing peripheral gates would cause an increase in traffic through Parkgate Street. (It should be noted that there is no proposal to close or restrict access at this Gate).

## 8.5 Traffic/Speed Limit |

### 21.2% of Responses

Many respondents commented on traffic and speed limit proposals. The following gives an overview |

- There were mixed views on the proposal to change the speed limit. Of the respondents who commented, the majority stated that the 30km/h proposed limit was too slow or the current speed was accurate or that a compromise of 40km/h should be enforced initially.
- A lower number of respondents welcomed the proposals to reduce the speed limit.

## 8.6 Parking |

### 21.2% of Responses

Many respondents commented on parking proposals. The following gives an overview |

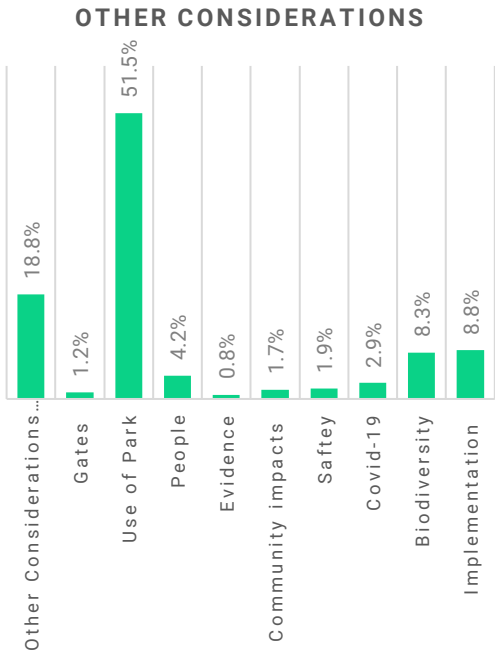
- Many respondents welcomed the plan to reduce motor traffic through the Park but stated that the reduction in parking should be associated with this.
- The lack of parking capacity was repeated in submissions, resulting in the parking of cars on grass verges, pedestrian paths, cycle paths and on the road.
- Lack of sufficient parking provision in the vicinity of Dublin Zoo was raised.
- Submissions requested greater enforcement of parking rules including vehicles being clamped or towed and to discourage 'park and ride' behaviour by motorists.
- Some submissions outlined enhanced parking options such as more spaces and priority given to disabled parking, parking for elderly or reduced mobility and include drop off locations. A variety in parking options was suggested, in particular for Dublin Zoo visitors
- The relative cost of parking was described in submissions such as parking fees, parking meters, tolls for cars and compared to the cost of tickets for a family on public transport.

# 9 | Other Considerations

There were 1,817 responses under the Other Considerations theme. The topics covered were |

- General comments
- Park Gates
- Use of the Park
- People and the Park
- Evidence based decisions
- Community impacts
- COVID-19
- Biodiversity
- Implementation.

This graph shows the breakdown of the 1,817 responses under the other consideration theme.



## 9.1 General Comments | 18.8% of Responses

Many respondents made general comments on other considerations. The following gives an overview |

- Many requested educational information be placed around the Park, topics included history of the Park and biodiversity.
- Some requested other amenities such as shops and restaurants in the Park. Some could be temporary structures such as horsebox coffee companies or food trucks.
- Ongoing access and increased provisions for exercise groups in the park. Provision for alternative sports such as skateboarding and rollerblading.
- Those with a disability and those who have mobility issues should be represented in the plans.
- Improved signage, which are also accessible to the visually impaired.
- Dog waste bins and strict fines for owners if they fail to pick up after their dogs.

## 9.2 Gates | 1.2% of Responses

Many respondents commented on the gates in this section in addition to Chapter 8. The following gives an overview |

- Others suggested that all gates be closed to through traffic on the weekends.
- Some questioned where the original gates are and asked when they will be replaced.
- Cyclists asked that gates accommodate bikes as some don't allow for this currently.

## 9.3 Use of Park | 51.2% of Responses

Many respondents commented on additional uses of the Park. The following gives an overview |

- A large number of submissions requested more facilities for users of the Phoenix Park such as accessible toilets. There was a request to supply street furniture throughout the Park also.
- A number of respondents requested that any new signage or lighting be in keeping with current heritage features.
- Several respondents requested a dog run within the Park.
- Respondents requested more music events and markets in the Park.

## 9.4 People and the Park | 4.2% of Responses

Many respondents commented on people and the Park. The following gives an overview |

- Several stakeholders stated that the Park proposals were targeting local residents rather than the people of Dublin and further afield.
- Some stakeholders asked that the proper provision and access is put in place for elderly and disabled members of the public.
- It was stated that the Park is not just for people it is for wildlife as well.
- The Park is for everyone who uses it and a balanced consideration should be given to all users while decisions are made.



## 9.5 Evidence-based Decisions |

### 0.8% of Responses

A few respondents commented under the making evidence-based decisions theme. The following gives an overview |

- Several comments supported option 10 and asked for a trial run to give data on this option.
- Others asked for more clarity on the evidence-based decisions made by the project team.
- The Working Group was asked to be progressive in their decisions to include climate change and the impacts of COVID-19 in their decision-making process.
- Others noted they wanted evidence on how the changes make the Park more sustainable and how it encourages guests to use more sustainable transport measures.

## 9.6 Community Impacts |

### 1.7% of Responses

Several respondents commented under the community impacts theme. The following gives an overview |

- Some asked for specific community plans and requested that their area is considered before decisions are made.
- Some requested information on how the road closures and cul de sacs will impact residents. Several local areas are currently being used as car parks, residents asked for this impact to be reduced.
- Others noted that the same approach and care to the proposals should also be given to communities around the park.

## 9.7 Health and Safety |

### 1.9% of Responses

Several respondents commented under the health and safety theme. The following gives an overview |

- Improved lighting for public safety.
- Private cars need to be restricted within the park to improve the safety of the public.
- Increase in Ranger and Garda presence as crime and antisocial behaviour in the Park discourages some people.
- Bins need to be emptied regularly to comply with Health and Safety standards.
- Some stakeholders commented more generally and noted that Ireland needs to redesign its physical activity and mobility infrastructure to help combat obesity and related diseases.

## 9.8 COVID-19 |

### 2.9% of Responses

Several respondents commented under the COVID-19 theme. The following gives an overview |

- COVID-19 has increased the use of the Park for recreational purposes. The Park was a refuge for physical and emotional health during the pandemic.
- COVID-19 travel created dangerous parking and driving through the park.
- In the first lockdown the Park was not used as a rat run and it improved the safety and feel of the park immensely and decreased motor emissions.
- Some asked that changes are not made to the Park during COVID-19 and traditional consultation with face-to-face meetings should be implemented after COVID-19.

## 9.9 Implementation |

### 8.8% of Responses

Many stakeholders commented on the implementation process. The following gives an overview |

- Many stakeholders requested quicker implementation of the scheme, especially for pedestrian and road sections.
- Others suggested that the plan should be more ambitious and reflect the learnings from the COVID-19 pandemic.
- A few noted that now was not the right time to implement changes due to COVID-19 and many asked to keep the Park as it is currently.
- Some stakeholders suggested an impact assessment be conducted prior to any changes to assess the impact on vulnerable groups.
- Others commented that the public should see the plans from the National Transport Authority, Dublin County Council and Fingal County Council and other transport infrastructure in unison with that of the Phoenix Park to ensure they are in keeping with one another.
- Greater resources for Park rangers to enforce the park rules.
- Some stakeholders requested that changes to the park are reviewed and surveys are conducted to identify goals achieved and identify areas for improvement.

## 9.10 Biodiversity |

### 8.3% of Responses

Many respondents commented generally on the biodiversity proposals. The following gives an overview |

- Many noted that the Park was a precious 'lung for the city' of Dublin and that this resource needs to be protected.

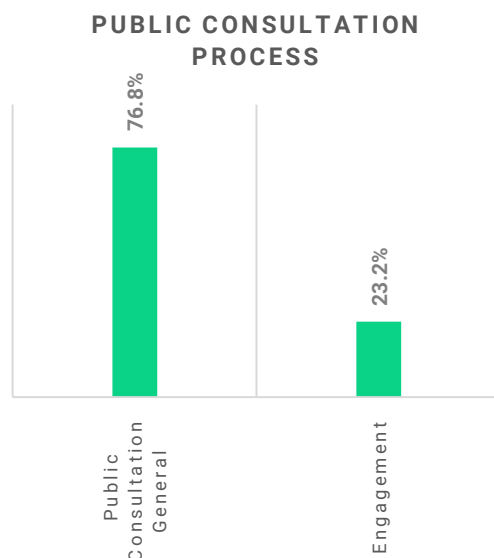
- Several noted the need to remove the through road in the Park to improve biodiversity. This reduction in pollution through the park will positively benefit humans and animals alike.
- Many asked that more should be done to stop people feeding the deer and reduce the litter within the Park.
- The Park should be rewilded to encourage biodiversity.
- A few stakeholders noted there should be education areas to educate people on biodiversity and the environment.
- A few stakeholders queried the baseline environmental data for the biodiversity. Others noted that air quality and noise levels should be monitored in the Park.
- The submissions welcomed the strives made to improve and preserve the biodiversity in the Park. Respondents stated that a climate emergency and fatal air pollution called for decisive action by leaders.
- A large number of respondents noted the importance of protecting the biodiversity in the park. Suggestions were made to further the biodiversity by reducing the deer population, by planting more indigenous trees, replacing felled trees and by allowing wild areas to grow.
- Others asked for dedicated zones for deer and flora and fauna, so they are impacted minimally by those that use the park.
- A few stakeholders noted that enforcement should be increased to protect deer and other wildlife.

# 10 | Public Consultation Process

There were 177 responses relating to the Public Consultation Process. The main points raised in this section included |

- Many commented on the benefits of using a virtual event space consultation and requested this is used post-COVID-19 in addition to other mediums.
- Others suggested that the virtual room may not be as accessible to the older generation.
- Improved engagement to residents and workers.
- People would like to see improvements for everyone, not just specific groups such as pedestrians or locals.

This graph shows the breakdown of the 177 responses under the Public Consultation Process theme.



## 10.1 General comments on the Public Consultation Process |

### 76.8% of Responses

Many stakeholders commented on the public consultation process. The following gives an overview |

- Some commented on the virtual room space and noted that it was a great way to view the information and should be continued after the pandemic in addition to in-person meetings.
- Others worried that using a virtual room may not be as accessible to people over a certain age.
- Some stakeholders requested the Study be postponed until meetings could be held and plans viewed in-person to ensure accessibility to all.
- Changes to the Park should be consulted on with the wider community and environment and within Dublin.
- Some respondents queried duration of the public consultation, especially during the pandemic. Respondents expressed that not enough people were aware that the proposal was subject to a public consultation.
- A number of written submissions stated that there was limited scope for detailed feedback and therefore provided more lengthy feedback through an email.

## 10.2 Engagement comments on the Public Consultation Process |

### 23.2% of Responses

Many respondents commented on engagement for the Phoenix Park Consultation. The following gives an overview |

- Several stakeholders noted that many of the residents were elderly and may struggle to respond to an online consultation.
- Some respondents suggested more targeted engagement for local residents and workers such as a letter drop, to ensure their responses were captured.
- Others suggested that the consultation communications seemed to be aimed at local residents rather than the wider Dublin population.
- Others commented on the consultation questions and noted they were too binary or leading.
- Consulting with women and having more women in decision-making positions was mentioned to ensure their needs are met.
- Several people commented on the consultation as a whole and noted that they were grateful for the chance to respond to the consultation and for their opinion to be taken into consideration.

# 11 | Conclusion and Next Steps

This Post-Consultation Report aims to set out how the public consultation process was managed, how many people interacted with the public consultation, and summarise the issues and concerns raised throughout the public consultation process.

The transparency of the public consultation process is supported by the production of this Post-Consultation Report to demonstrate that the points raised through the submissions received are being recorded and considered. As discussed throughout this report, each submission was reviewed by the Project Team and the feedback and opinions expressed under the themes as set out throughout this Report (Chapters 6 – 10) have been considered.

An important objective of this consultation was to broaden the engagement with stakeholders not normally able to attend open day venues by providing 24-hour access to information. This was facilitated through a virtual room which had almost seven thousand visitors viewing the information.

The large volume of submissions received during the consultation period demonstrated that, despite pandemic restrictions, a significant number of the general public expressed their views on the Study and Preferred Options.

## Next Steps

The information and comments received in the submissions were categorised into five common themes, Walking and Cycling, Access, Gates and Roads, Public Transport, Other Considerations and Public Consultation. Just over 40% of the feedback received was about Access, Gates and Roads. The second highest themes was Other Considerations which included topics such as park infrastructure, biodiversity etc. Over 15% of responses was in regard to Walking and Cycling. Public Transport accounted for just under 10% of the feedback submissions.

### Walking and Cycling Improvements

83% of respondents supported enhanced walking and cycling facilities and therefore these proposals will be advanced in the short to medium term as resources are made available. All entrance arrangements will be reviewed to prioritise pedestrian and cyclist access, as appropriate to the park designations.

### Public Transport Proposals

Over 77% of respondents supported the provision of public transport to major visitor attractions within the Park. Currently only 6% of the public avail of public transport while accessing the Phoenix Park. The feedback received during the consultation was broadly supportive of the proposed bus route through the Phoenix Parking linking via the multi-modal transport interchange at Heuston Station and Broombridge Station. The NTA will work with the OPW on the implementation of this pilot bus service.

Further relevant studies will need to be carried out prior to any expansion of this service in tandem with relevant stakeholders. The introduction of sustainable transport into the Park is in line with Government objectives for sustainable travel.

### Access, Gates and Roads Proposals

Some 74% of respondents supported the view that Park roads are primarily for people visiting and working in the Park. Significant feedback was received regarding Access, Gates and Roads proposals. While the public supported the Movement Principles in general, some feedback suggested that traffic congestion may occur, particular in Castleknock and Chapelizod villages.

Accordingly, the Ashtown Gate will remain two-way in the medium term until further studies are undertaken. With regard to the proposals to Knockmaroon Gate/Road, further data collection and traffic modelling is to be undertaken. In tandem with the introduction of the pilot bus service, Cabra Gate will convert to a bus only exit/entry point. No other gates will be impacted as a result of the proposals within this study.

The proposed Cul de Sac for the Upper Glen Road will proceed on a pilot basis subject to data collection and review in Phase 1. We will not be proceeding with the cul de sac on the North Road. As a result of the feedback received during the consultation, the North Road proposal will now be piloted as a one-way route from Cabra Gate to Garda HQ, i.e. West to East.

These pilot projects will allow for comprehensive studies to be undertaken and reviewed. Car parking will be maintained on the North Road.

### **Movement within the Park**

In the interest of public safety, a 30km/h speed limit will be introduced within the Phoenix Park. Concerns were raised with regard to the lack of parking within the Park. However, it is noted that there are currently in excess of 2,000 surfaced parking spaces spread throughout the park including Farmleigh. Given the high profile of the visitor attractions within the Park and the need for some parking provision, a Parking Strategy will be developed to investigate parking provision and controls for the Phoenix Park in Q4, 2021. In addition, a review of the legislation pertaining to the Bye-laws of the Phoenix Park will be undertaken with regard to the regulation of parking with the Park.

In conclusion, the Steering Group following detailed consideration of the public's observations, in tandem with the objectives of the Transport and Mobility Options Study, have refined the proposals within the Study as outlined above for the benefit of all users, both local and national, while maintaining the integrity and unique setting of the Phoenix Park. The implementation of these proposals will be subject to available resources and statutory planning permissions, where appropriate.

As the implementation of these proposals develops, further information and updates will be posted on the website ([www.phoenixpark.ie](http://www.phoenixpark.ie)), and through other communication outlets, where applicable. The OPW is committed to continuing engagement with the Steering Group and the public on the successful achievement of these proposals to ensure that the conservation and presentation of the Phoenix Park is to international best practice while accommodating access for all. The Phoenix Park Team will continue to be available to contact by e-mail ([parkmobilityreport@opw.ie](mailto:parkmobilityreport@opw.ie)) or post.

The Minister and the Steering Group would like to thank all members of the public and organisations who participated in the consultation process.

The table below gives information on the implementation and adaptations to the proposals as a result of the public consultation.

Schematics of the recommended networks are available in Appendix H.

Phase 1 Years 0 - 2		Phase 2 Years 1 - 3		Phase 3 Years 3 - 7	
Proposal	Recommendation	Proposal	Recommendation	Proposal	Recommendation
<b>Implement Walking and Cycling Strategies in line with an agreed set of Design Principles.</b>	It is recommended that projects associated with walking and cycling improvements commence in Quarter 4, 2021.	<b>Full implementation of cul-de-sac on Upper Glen Road and one-way system on North Road</b>	Following a review of the Phase 1 Pilot Studies, a decision will be made with regard to the implementation of these proposals in the long term.	<b>Ashtown Gate converted to entry only.</b>	This project is postponed until further data is collected and traffic modelling is undertaken on the potential impacts to the surrounding area and transport infrastructure. OPW, NTA, FCC, and DCC to collaborate on this data collection and traffic modelling.
<b>Implement a 9-month pilot study of cul-de-sacs on North Road and Upper Glen Road with simultaneous data collection and monitoring programme.</b>	The proposed Cul de Sac for the Upper Glen Road will proceed on a pilot basis subject to data collection and review. The cul de sac on the North Road will not be proceeding. As a result of the feedback received during the consultation, the North Road proposal will now be piloted as a one-way route from Cabra Gate to Garda HQ, i.e. West to East. A level of car parking will be maintained on the North Road. This will allow for comprehensive studies to be undertaken and reviewed. Both of these to take place in Q4 2021.	<b>Cabra Gate converted to bus-only gate permanently.</b>	Conduct a review of the pilot scheme and final decision to be made on the implementation of the permanent scheme.	<b>Cul-de-sac on Knockmaroon Road.</b>	Further data collection and traffic modelling is to be undertaken.
<b>Implement interim bus service as a pilot study linking the Park to Heuston and Broombridge Stations.</b>	Cabra Gate converted to bus-only for pilot bus service. This pilot bus service will commence in Q1 2022, subject to funding.	<b>Introduce bus service and associated traffic management/bus priority measures.</b>	To be rolled out in line with the decision above.	<b>Undertake review and update of the Transport and Mobility Options Study.</b>	Review Transport and Mobility Options Study in 5 years.
<b>Introduction of 30km/h speed limit.</b>	OPW to work with An Garda Síochána and related bodies with regard to the implementation of this measure.				
<b>Develop a Parking Strategy and Review of Bye-laws.</b>	Both will commence in Q4 2021.	<b>Implementation of recommendations of the Parking Strategy and introduction of updated Bye-laws.</b>	Recommendations to be rolled out.		

A range of projects as outlined above will commence in Q4 2021. Evidenced based data will be refined with a view to implementing initiatives as per the phasing recommended above.



Proposed Gate & Road Impacts

Briefly outlined below are the proposed arrangements with regard to gates and roads in the Phoenix Park.

Vehicular Gate	Pre Covid Arrangements	Post Public Consultation Impacts
Parkgate Street	Two Way	None
Islandbridge	Exit Only	None
Chapelizod	Entry Only	None
Knockmaroon	Two Way	None
Whites (beside Farmleigh)	Closed	None
Castleknock	Two Way	None
Ashtown	Two Way	Deferred
Cabra	Two Way	Bus Only in Phase 2
Funeral/Grangegorman	Closed	None
North Circular	Two Way	None

Roads	Pre Covid Arrangements	Post Public Consultation Impacts
Upper Glen Road	Two Way	Cul de Sac
North Road	Two Way	One Way
All other Roads	Various arrangements	None

# Appendix A | Feedback Form

## Phoenix Park Transport & Mobility Study Consultation Feedback Form

Introduction

The Phoenix Park is one of Ireland's most valuable public open spaces, enjoyed by millions of visitors on a yearly basis.

The Phoenix Park Transport and Mobility Steering Group, comprising of the National Transport Authority, Fingal County Council, Dublin City Council and the Office of Public Works, thanks you for participating in this consultation process. Please proceed to our Consultation Feedback Form which consists of short questions about the Phoenix Park Transport and Mobility Study.

\* Required

### Personal Details - Optional

The Office of Public Works fully respects your right to privacy.

Any personal information which you volunteer will be treated securely and confidentially in accordance with the Data Protection Acts 1988-2018 and the General Data Protection Regulation (GDPR).

Your submission remains anonymous and your email address will not be stored or linked to your response.

1. Tell us about yourself

Name:

2. I am making this submission in my capacity as a;  
(Please tick all that apply)

☐ Member of the Public

☐ Local Resident

☐ Commuter

☐ School

☐ Public Representative

☐ Resident's Association / Community Group

☐ Worker in Phoenix Park

☐ Organisation

☐

Other

3. What age group do you belong to? \*  
(Please tick the appropriate box)

☐ 15-24

☐ 25-29

☐ 30-39

☐ 40-49

☐ 50-64

☐ 65 and over

☐ Prefer not to say

4. If from Dublin, where do you live? \*  
Area within the vicinity of the Park

☐ Dublin 7

☐ Dublin 8

☐ Dublin 15

☐ Dublin 20

☐ Dun Laoghaire Rathdown County Council

☐ Fingal County Council

☐ Dublin City Council

☐ South Dublin County Council

☐ N/A

5. If you live outside Dublin, please tick as appropriate \*

☐ Meath

☐ Wicklow

☐ Kildare

☐ The rest of Leinster

☐ Ulster

☐ Munster

☐ Connaught

☐ N/A

☐

Other

6. How frequently do you currently visit Phoenix Park? \*

(Please tick one option)

- ☐ Daily
- ☐ Once a week
- ☐ Several times a week
- ☐ Once every month
- ☐ Several times a month
- ☐ Once a year
- ☐ Several times a year
- ☐
- Other

7. How do you currently travel to Phoenix Park? \*

- ☐ Walk
- ☐ Cycle
- ☐ Car
- ☐ Bus
- ☐ Train
- ☐ Luas
- ☐
- Other

8. Why do you travel to the Park? \*

(Please tick all that apply)

- ☐ I work in the Park
- ☐ For visitor attractions
- ☐ Avail of the outdoor amenities of the park
- ☐ For exercise
- ☐ I go on family outings
- ☐ Socialising with friends
- ☐ I use the parking facilities
- ☐ I travel through the Park on my way to another destination
- ☐ Visiting St. Mary's Hospital or Cara Cheshire Home
- ☐ Visiting other institutions
- ☐
- Other

9. Do you support the movement principles of the Phoenix Park Transport and Mobility Options Study? \*

	Yes	No
We will protect and conserve the Biodiversity and historic landscape fabric of the Phoenix Park	<input type="radio"/>	<input type="radio"/>
The Park is for People	<input type="radio"/>	<input type="radio"/>
We will encourage the use of more sustainable ways to access the Park	<input type="radio"/>	<input type="radio"/>
We will liaise and consult with interested and relevant parties and organisations in the achievement of these principles	<input type="radio"/>	<input type="radio"/>
We will seek to reduce commuter through traffic	<input type="radio"/>	<input type="radio"/>
We will make evidence-based decisions	<input type="radio"/>	<input type="radio"/>

10. The Study makes provision for greatly enhanced walking and cycling facilities in the Park. Do you agree with this objective? \*

- ☐ Yes
- ☐ No

11. Park roads are primarily for people visiting and working in the Phoenix Park. Do you agree? \*

- ☐ Yes
- ☐ No

12. The Study makes provision for the routing of a public bus service through the Park in order to make the Park as widely accessible to the public as possible by providing a direct link to key attractions and to link with other public transport services such as the train, Luas and other buses to provide connections to the wider Dublin area. Do you agree with this objective? \*

- ☐ Yes
- ☐ No

13. Do the access and road recommendations, work for you and the Phoenix Park as a destination? \*

- ☐ Yes
- ☐ No
- ☐ Partially

14. Do you have any suggestions on how these proposals could be enhanced for the benefit of the public and Phoenix Park? \*

15. Would you like to add any further comments with regard to questions 6 to 14? \*

16. Would you like to be kept informed about the project's progress? \*

(If you do not wish to receive any updates on the Project's progress you will not need to provide an email address)

- ☐ Yes
- ☐ No

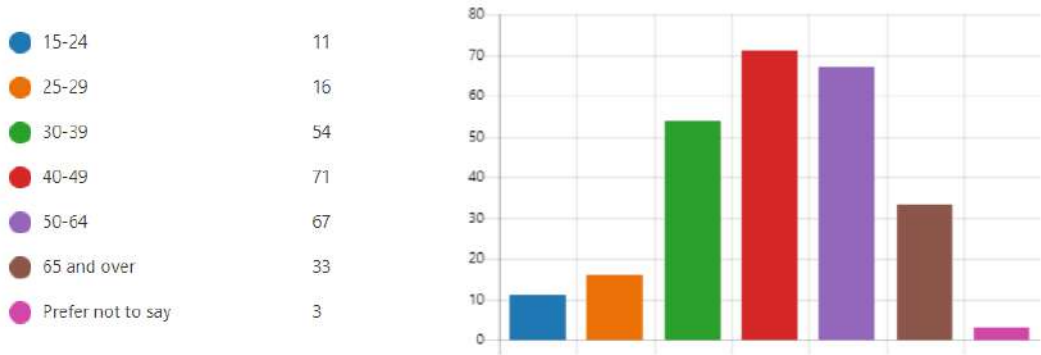
17. Email address:

# Appendix B | Visitors Survey Statistics

Graph 1 | Age Group

1. What age group do you belong to? (Please tick the appropriate box)

[More Details](#)

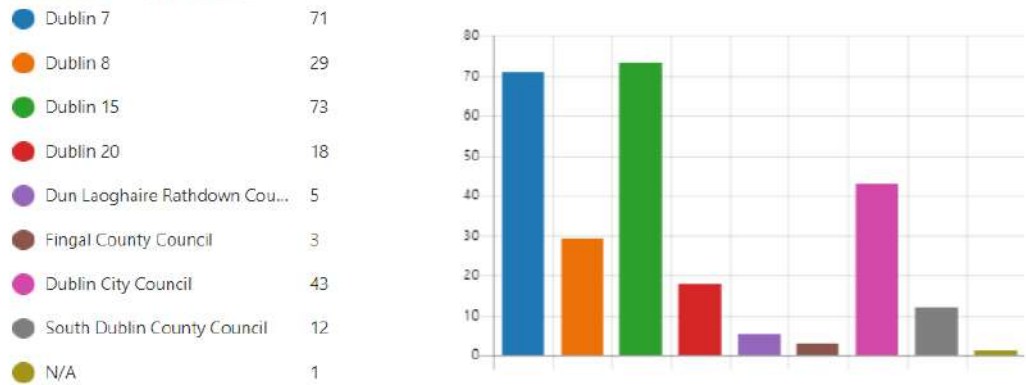


Graph 2 | Location

2. If from Dublin, where do you live?

[More Details](#)

[Insights](#)

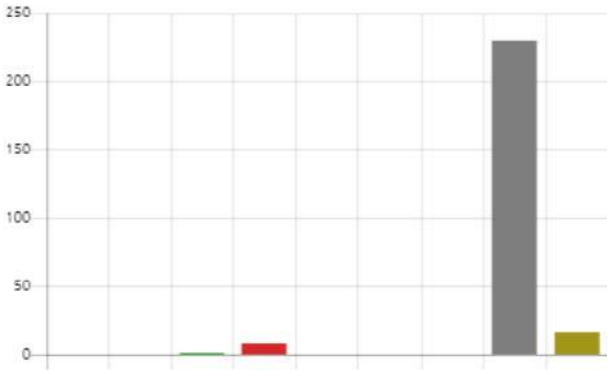


Graph 3 | County

3. County

[More Details](#) [Insights](#)

Meath	0
Wicklow	0
Kildare	1
The rest of Leinster	8
Ulster	0
Munster	0
Connaught	0
N/A	230
Other	16

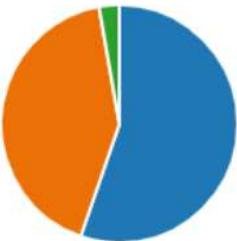


Graph 4 | Gender

4. What is your gender?

[More Details](#)

Male	141
Female	107
Prefer not to say	7
Other	0

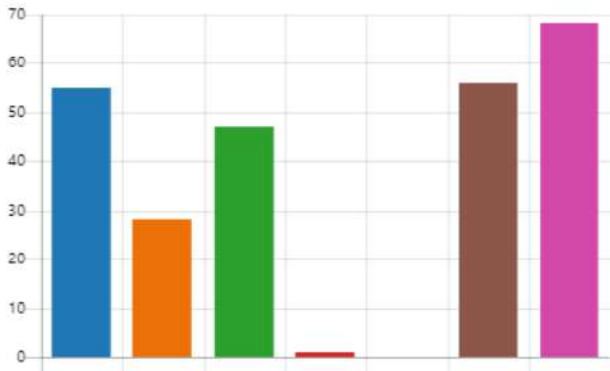


Graph 5 | Visit the Park

5. Who do you visit the Park with?

[More Details](#)

Children	55
Older family Members	28
Friends	47
Teammates	1
Classmates	0
I go by myself	56
Other	68



Graph 6 | Use of the Park

6. Are you more likely to use the park during the week or weekend?

[More Details](#)

Insights

Weekday	23
Weekend	51
Both	181





Graph 7 | Time of day visit the Park

7. When in the day are you most likely to visit?

[More Details](#)

Early morning	41
Mid-morning	71
Afternoon	105
Evening	38
Nighttime	0



Graph 8 | How does a user stay

8. How long are you likely to stay?

[More Details](#)

[Insights](#)

Less than 30 mins	5
30mins - 1 hour	47
1-2 hours	147
2-3 hours	42
3 hours or more	14



Graph 9 | Activity since COVID 19

9. Have your visits increased since the COVID-19 pandemic?

[More Details](#)

[Insights](#)

Yes	182
No	73



Graph 10 | Approximate timing

10. If yes, please provide an approximation?

[More Details](#)

Twice as often	86
Three times	33
More than three times	64

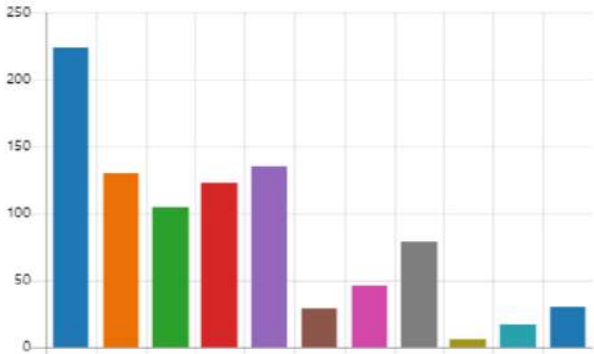


Graph 11 | Purpose of visit

11. What is the main purpose of your visit to the Phoenix Park?

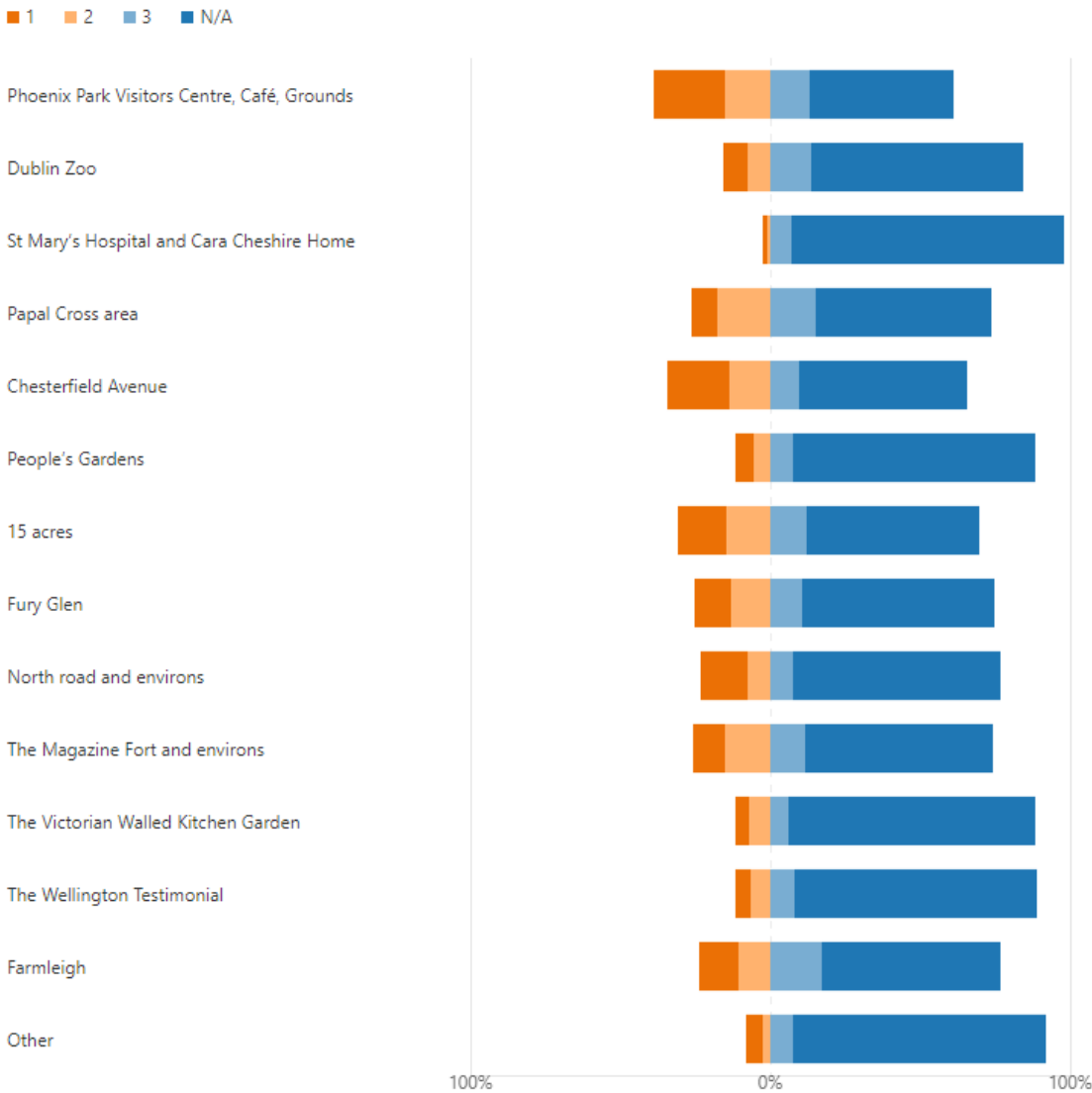
[More Details](#)

Walk	224
Cycle	129
Picnic/sitting in Park	105
Social	123
Sports/Exercise	135
Event	28
Food	45
Visitor attractions	78
Compassionate visit	6
Work related	17
Other	30



Graph 12 | Areas most visited in the Park

12. Which areas within the Park do you visit most often? Please select your top 3 places and rate them, 1 being your most visited area.



Graph 13 | Least visited area in the Park

14. Which areas within the Park do you visit least often? Please select your top 3 places and rate them, 1 being your least visited area.



Graph 14 | Mode of transport used to get to the Park

16. What mode of transport do you currently use to get to the Phoenix Park?



Graph 15 | Biodiversity in the Park

17. Do you agree that we should seek to protect, conserve and enhance the historic landscape and biodiversity of the Phoenix Park?



Graph 16 | Promotion of sustainable modes of transport


18. Should we encourage and promote the use of sustainable modes of transport such as walking, cycling and public transport as a means of accessing the Park?



Graph 17 | Use of Park Roads

19. Park roads are primarily for people visiting and working in the Park and using amenities and visitor attractions. Do you agree?

[More Details](#)

 Insights

● Yes	188
● No	67



Graph 18 | Should walking and cycling be prioritised

20. The Park is a place for people to visit for relaxation and recreation. To enhance the visitor experience should we prioritise walking and cycling?

[More Details](#)

● Yes	201
● No	54



Graph 19 | Phoenix Park a safe place to walk and cycle

21. Do you think the Phoenix Park is a safe place to walk and cycle?

[More Details](#)

● Yes	161
● No	94

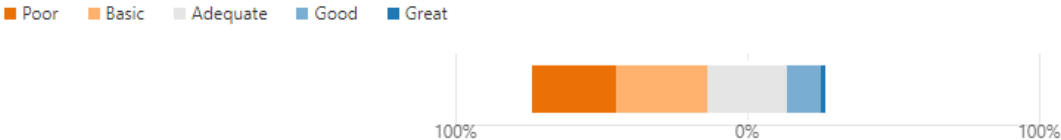


Graph 20 | Rate signage on existing walking routes



22. How would you rate the signage on the existing walking routes within the Phoenix Park?

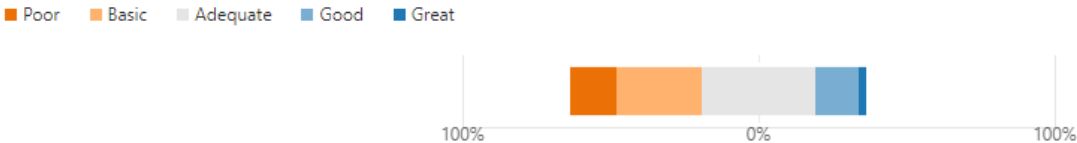
[More Details](#)



Graph 21 | Rate existing wayfinding facilities

23. How would you rate the wayfinding facilities within the Phoenix Park? (including the Ashtown Visitors Centre and information on the Phoenix Park website)

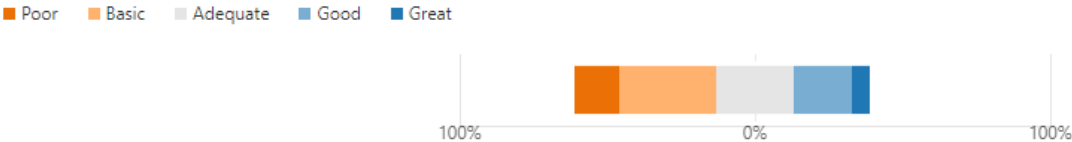
[More Details](#)



Graph 22 | Rating existing walking routes

24. How would you rate the existing walking and cycling routes within the Phoenix Park?

[More Details](#)



Graph 23 | Should improvements be made to walking and cycling

25. Would you like to see improvements made to the current walking and cycling network in the Park?



Graph 24 | Walking and cycling routes connect with attractions in the Park

26. Do you think that the walking and cycling networks should connect with attractions and work locations in the Park?



Graph 25 | Walking and cycling routes connect with external networks

27. Do you think that the walking and cycling networks within the Park should connect to external walking and cycling networks?



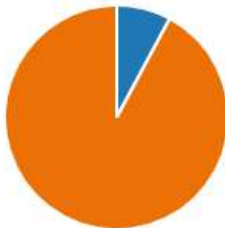
Graph 26 | Do users of the Park use Public Transport

29. Do you access the Park using Public Transport?

[More Details](#)

[Insights](#)

Yes	20
No	235

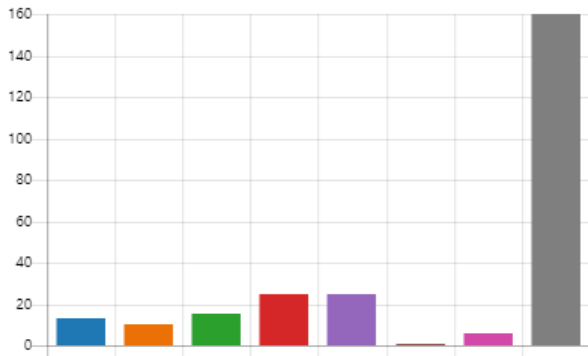


Graph 27 | What station is used to get off

30. If you use public transport to get to the Park, where do you get off?

[More Details](#)

Bus route numbers 25 and 26 ...	13
Bus route number 46A (This st...	10
Bus route number 37 (This sto...	15
Bus route numbers 37, 38, 39, ...	25
Heuston Station	25
Broombridge Station	1
Ashtown Station	6
Other	160

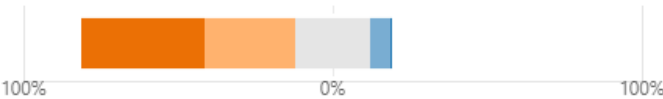


Graph 28 | Rate existing public transport services to the Park

31. How would you rate the public transport services to the Park currently?

[More Details](#)

Poor	Basic	Adequate	Good	Great
------	-------	----------	------	-------

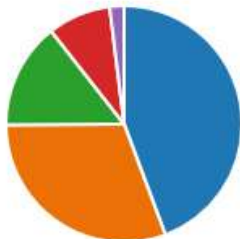


Graph 29 | Journey times using Public Transport

33. If you travel to the Park using public transport, how long would you expect your journey to be?

[More Details](#)

15 minutes or below	113
15-30 minutes	78
30 minutes to an hour	37
1 – 2 hours	22
Above 2 hours	5



Graph 30 | What other means of transport will be used

34. If you travel to the Park using Public Transport services which other modes of transport would you also use?

[More Details](#)

Walk (e.g. to bus stop)	134
Cycle (e.g. to bus station)	29
Car (e.g. to bus station)	29
Other	63



Graph 31 | Public Transport servicing major attractions

35. Do you think that Public Transport should serve the major attractions within the Park?

[More Details](#)

Insights

Yes	200
No	55



Graph 32 | Internal shuttle loop

36. Do you think that an internal public transport shuttle loop should be provided within Phoenix Park?

[More Details](#)

 Insights

● Yes	192
● No	63



Graph 33 | External transport hubs at Broombridge and Heuston

37. Do you think a public transport service to the Phoenix Park should also provide links to external transport hubs at Broombridge and Heuston station?

[More Details](#)

 Insights

● Yes	218
● No	37



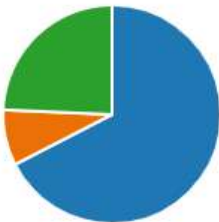
Graph 34 | Should external public transport services be improved

38. Do you think public transport services external to the Phoenix Park need to be improved?

[More Details](#)

 Insights

● Yes	172
● No	21
● Partially	62



Graph 35 | Would Public transport be used to access main park attractions

39. Would you use public transport to access the main park attractions (e.g. Dublin Zoo, Phoenix Park Visitors Centre), if a service was available?

[More Details](#)

 Insights

● Yes	126
● No	129



Graph 36 | Would a bus service in the Park encourage to attend more often

40. Do you think that the provision of a bus service within the Phoenix Park will encourage you to visit the Park more often?

[More Details](#)

● Yes	94
● No	57
● I won't use the bus service	104



Graph 37 | Park roads were for people visiting and working in the Park

42. Park roads are primarily for people visiting and working in the Phoenix Park, do you agree?

[More Details](#)

 Insights

● Yes	164
● No	46
● Partially	45





Graph 38 | Discourage movement of commuter vehicles in the Park

43. Should we seek to discourage the through movement of commuter vehicles in the Phoenix Park?

[More Details](#)

Yes	142
No	66
Partially	47



Graph 39 | Ashtown gate to entry only

44. Do you agree with our proposal to convert Ashtown Gate to an entry-only gate in the later phase to improve public safety?

[More Details](#)

[Insights](#)

Yes	156
No	62
Partially	37



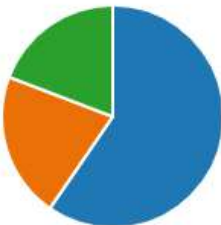
Graph 40 | Reducing traffic

45. Do you agree with the principle of reducing the volume of traffic on the North and South sides of the Park?

[More Details](#)

[Insights](#)


Yes	152
No	54
Partially	49



Graph 41 | If a private car is used would public transport be considered

46. If you currently use a private car to access the main park attractions (e.g. Dublin Zoo, Phoenix Park Visitors Centre), would you consider using sustainable transport if a service was available?

[More Details](#)

 Insights

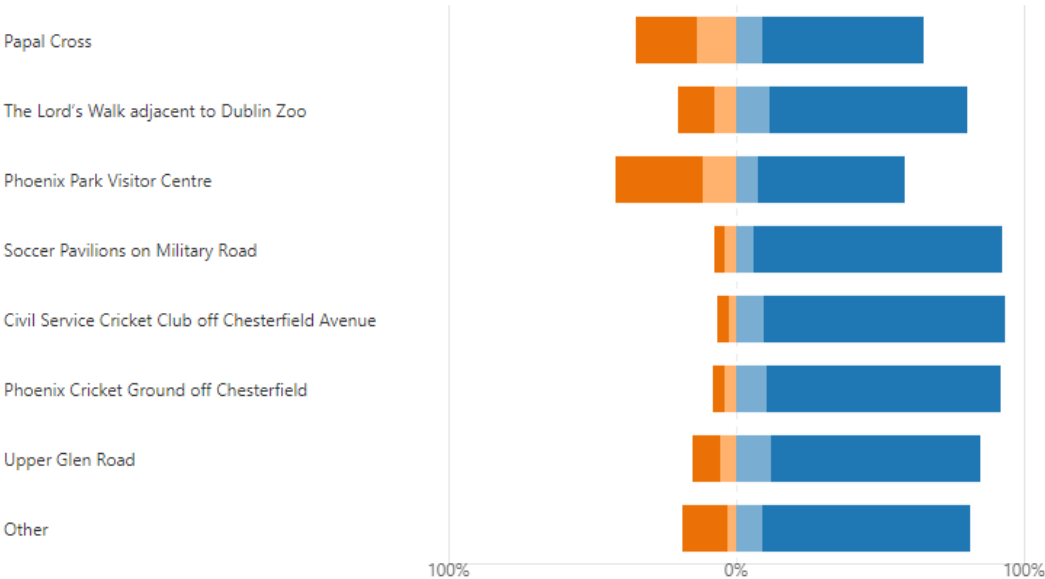


Graph 42 | Parking Facilities

47. If you currently use a private car to visit the Park, which parking facilities do you use?

[More Details](#)

Option 1   Option 2   Option 3   N/A



Graph 43 | Private car journey time

49. If you travel to the Park using a private vehicle how long would you expect your journey take?

[More Details](#)

15 minutes or below	148
15-30 minutes	62
30 minutes to 1 hour	14
1 – 2 hours	4
Above 2 hours	3



Graph 44 | Which gate do you currently use

50. If you currently use a car to visit the Park which gate do you usually use to arrive

[More Details](#)

Park Gate St Gate Chapelizod Gate Knockmaroon Gate Castleknock Gate Ashtown Gate Cabra Gate  
N.C.R Gate



Graph 45 | Which gate is used to depart the Park

51. If you currently use a car to visit the Park which gate do you usually use to depart.

[More Details](#)

Park Gate St Gate Knockmarron Gate Castleknock Gate Ashtown Gate Cabra Gate N.C.R Gate  
Islandbridge Gate



Graph 46 | Parking free in the Park

52. Do you think parking should be free in the Park?

[More Details](#)

Yes	170
No	85



Graph 47 | Should a speed limit be introduced within the Park

53. Do you agree with the introduction of a 30kph speed limit within the Park, like Dublin City?

[More Details](#)

Yes	215
No	40



Graph 48 | If private car transport is reduced would safety be improved

54. Do you think significantly reducing private car access will improve the safety of those using more active modes (cycling/walking) of transport within the Phoenix Park?

[More Details](#)

[Insights](#)

Yes	149
No	66
Partially	40



Graph 49 | Should visitor safety be improved

55. Do you think we should seek to improve the safety of visitors using the Phoenix Park?

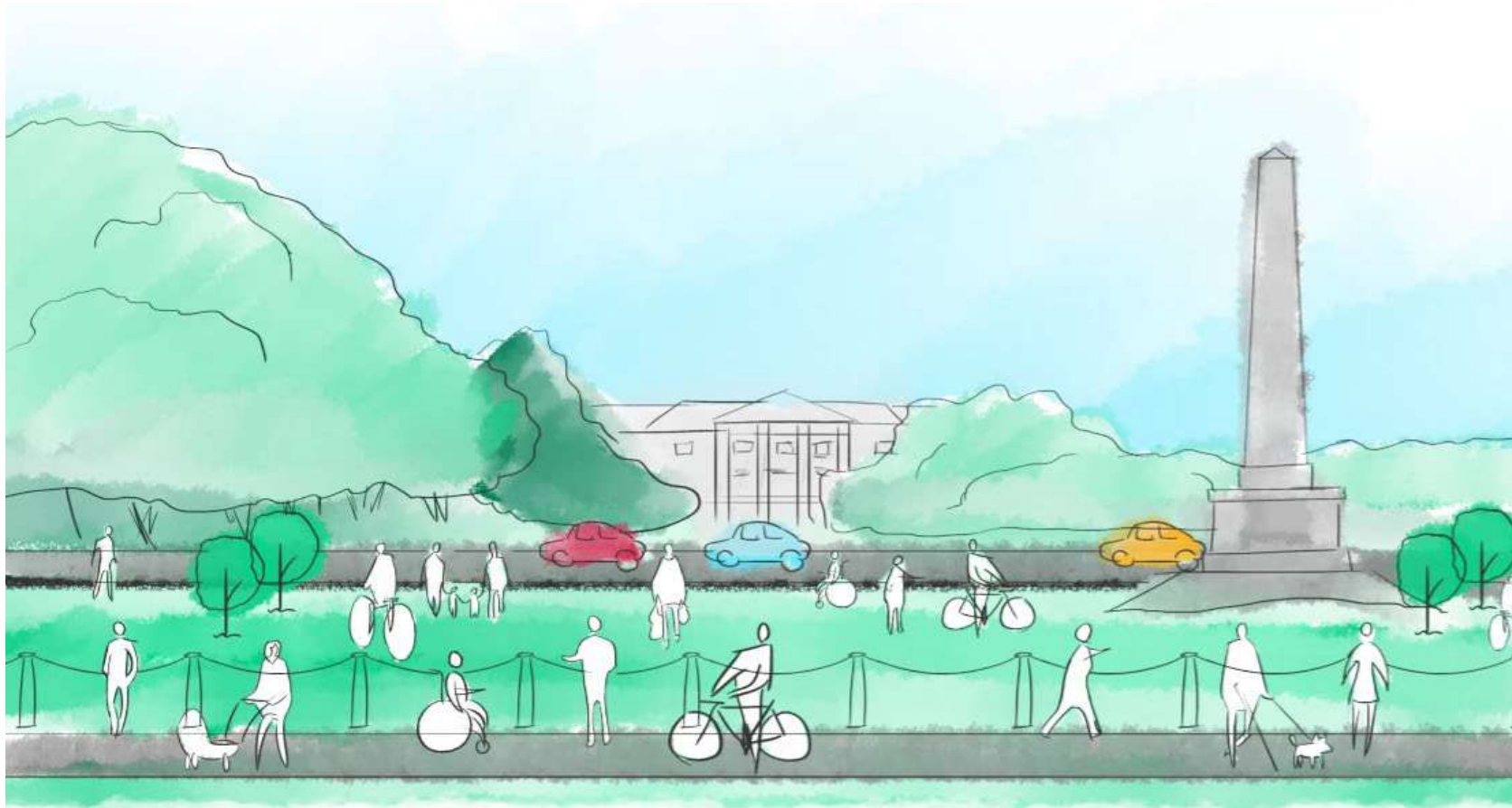
[More Details](#)

 Insights

 Yes	227
 No	28



# Appendix C | Information Brochure



**PHOENIX PARK**

**TRANSPORT AND MOBILITY OPTIONS STUDY**

Public Consultation Brochure | January 2021

## PROJECT DESCRIPTION

The Office of Public Works with the National Transport Authority, Dublin City Council and Fingal County Council, at a request of Minister of State at the Office of Public Works, developed a framework to help shape and inform a vision for how visitors will access, experience and move within the Phoenix Park while protecting its character and biodiversity, and thus enhancing the overall visitor experience.

The Report is based on a set of core Movement Principles; that the Park is for people to enjoy its amenities and attractions, that we will protect the biodiversity & landscape fabric of the Park, that we will encourage more sustainable ways to access the Park and seek to reduce commuter traffic, that we will liaise with a wide range of interested parties and ensure all decisions are evidence based.

A base line assessment and context review was undertaken prior to a range of transport and mobility options being developed.

These options were assessed using six criteria;

- Economy,
- Accessibility and Social Inclusion,
- Safety,
- Integration,
- Environment; and
- Physical Activity.

Following refinement, a preferred option was identified.

Phoenix Park Mobility Plan | Public Consultation Brochure

## THE PREFERRED OPTION

The Phoenix Park Transport and Mobility Options Report makes a number of key recommendations including the following:

- Prioritise **pedestrian** infrastructure including the upgrade of over 7km of footpaths along with strategic pedestrian crossing points on Chesterfield Avenue and other key locations throughout the Park, including the Gate entrances.
- Expand and upgrade the **cycle** network within the Park and linkages to the external networks to facilitate all cycling users. This will involve the creation of 14km of new cycle lanes and the upgrade of over 17kms of existing cycle lanes within the Park and at Park entrances.

- **Traffic** will be reduced on the North Road and the Upper Glen Road so as to improve the amenities in these areas. In the medium to long term, vehicular restriction will be introduced at Cabra, Ashtown and Knockmaroon Gates.
- In the short to medium term a **bus** service will be introduced for Dublin Zoo and the Phoenix Park Visitor Centre, serving all areas along this route and linking to Heuston Station and Broombridge Luas Station.
- The **speed** limit will be set at 30kph with a review of parking and byelaws being recommended.
- It is recommended that the traffic restrictions proposed for the upper Glen Road and the North Road be **piloted** along with traffic data collection in the short term.





## PROJECT TIMELINE

A three phased implementation strategy is recommended over a seven year period. This is outlined in the Project Roadmap along with details of the project planning.

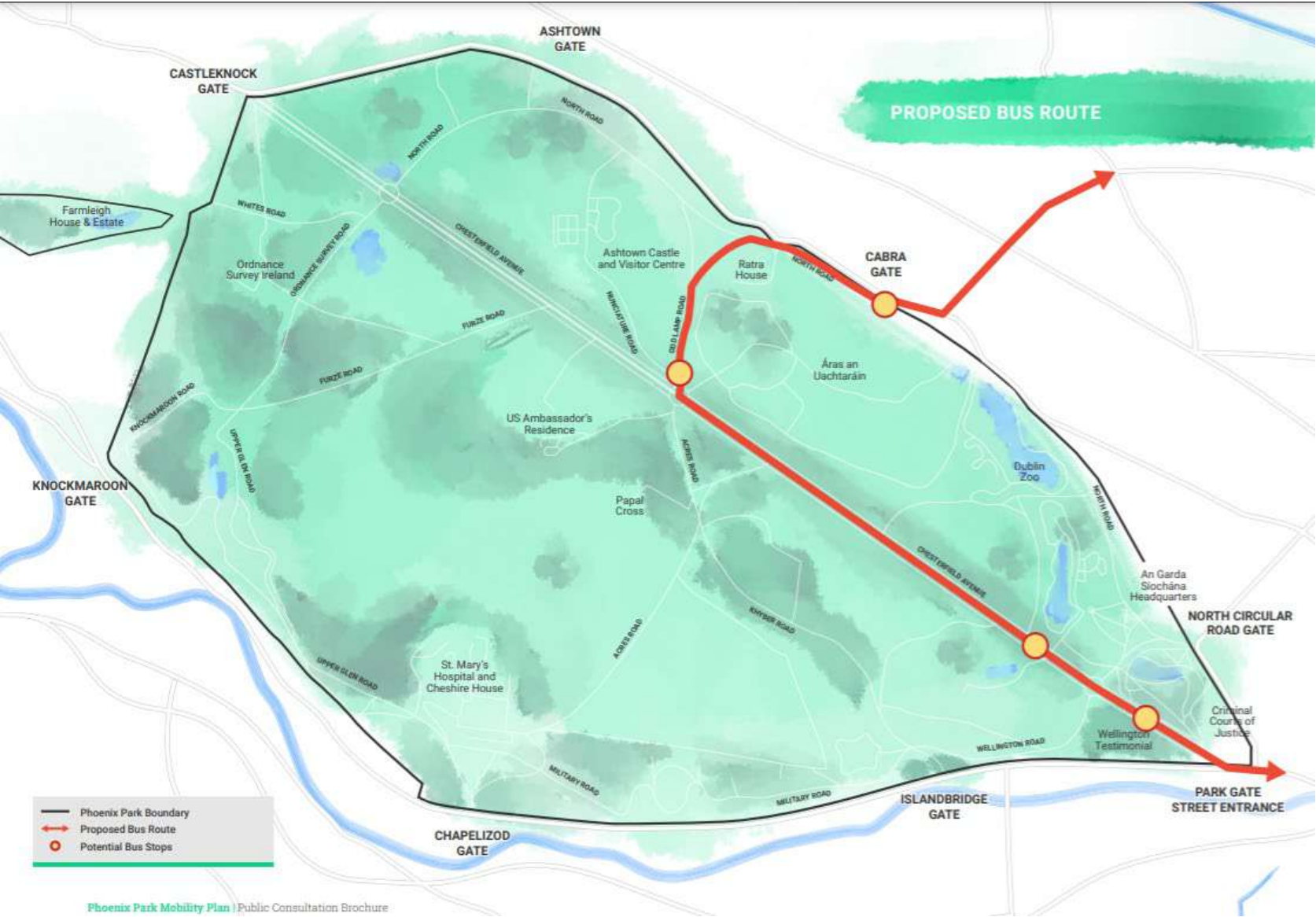
PROJECT PLANNING		PROJECT PHASING		
 <b>2020</b>	 <b>2021</b>	 <b>Phase 01</b> <b>Years 00 - 02</b>	 <b>Phase 02</b> <b>Years 01 - 03</b>	 <b>Phase 03</b> <b>Years 03 - 07</b>
Options Development 10 Road Options Assessed.	Preferred Route Identification.	Implement Walking and Cycling Strategies in line with agreed set of Design Principles.	Full implementation of cul-de-sacs North Road east of Ratra House and west of Spa Road and Glen Road past Cara Cheshire Home and at the car park on Upper Glen Road.	Ashtown Gate converted to entry only.
Emerging Preferred Route Identification.	Draft Transport Mobility Options Study published.	Implement 9-month pilot study in Q2, 2021 of cul-de-sacs on North Road and Upper Glen Road with simultaneous data collection and monitoring programme.	Cabra Gate converted to bus-only gate.	Cul-de-sac on Knockmaroon Road.
	Public Consultation on Preferred Route.	Implement interim bus service as a pilot study linking the Park to Heuston and Broombridge Stations.	Introduce bus service and associated traffic management / bus priority measures.	Undertake review and update of the Transport and Mobility Strategy.
	Final Transport Mobility Options Study published.	Introduction of 30kph speed limit;	Implementation of the recommendations of the Parking Strategy.	
		Undertake Parking Strategy and review of bylaws.		











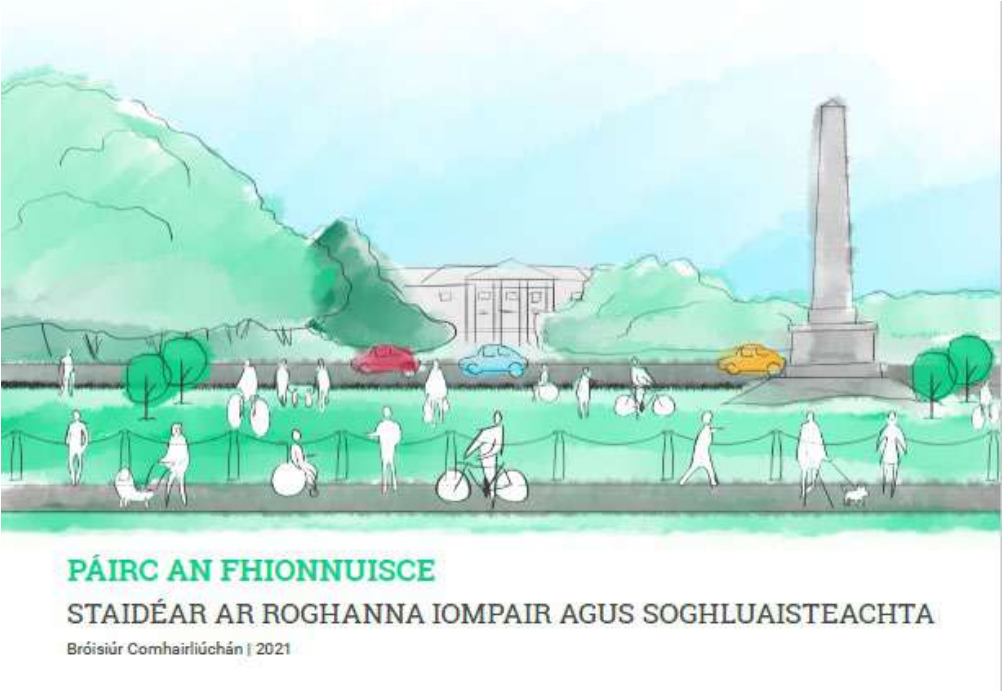
## PUBLIC CONSULTATION

The public consultation will remain open for six weeks until 12th March 2021. Please visit [www.gov.ie/opw](http://www.gov.ie/opw) or [www.phoenixpark.ie](http://www.phoenixpark.ie) to view the virtual room to see more details of the Study and consultation feedback form.

**Please complete the feedback questionnaire to make a submission.** Alternatively, please email your submission to [parkmobilityreport@opw.ie](mailto:parkmobilityreport@opw.ie) or via post to, Freepost FDN7468, Observations on Phoenix Park Transport & Mobility Study, Superintendent's Office, Whitefields, Phoenix Park, Dublin, D08 KDC4







CUR SIÓS AR AN TIONSCADAL

Mar gheall ar iarratas ón Aire, d'fhorbair Oifig na nOibreacha Poiblí, an tUdaráis Náisiúnta Iompair, Comhairle Cathrach Bhaile Átha Cliath agus Comhairle Contae Fhine Gall creatach stuama. Rinneadh seo chun fis a chruthú ar an mbealach gur féidir cuairteoirí na Páirce teacht uirthi, mórhaigh inti agus bogadh tríd an bPáirc. Ag an am céanna, leagtar amach conas gur féidir timpeallacht agus bithéagsúlacht na Páirce a chosaint agus mar sin, eilepéireas lomlán cuairteoirí na Páirce a fheabhsú.

Tá an Tuarascáil seo bunaithe ar sraith Croiphriionsabail Iompair. Léirítear go bhfuil an Pháirc ann ionas gur féidir doine taibneamh a bhaint aisti, a cuid áiseanna, nithe is d'oi spéise na Páirce agus go gcosnóimid an bithéagsúlacht & tírdheas na Páirce, rochtain inbhuanaithe a chur chun cinn agus trácht comaitheachta a iaghdú agus go rachaimid i gcomhairle le páirtithe leasmhara ionas gur féidir lenn deimhniú go bhfuil ár goid cinn déanta le cur chuge fianaiseithunaithe.

Tugadh faoi mheastúnú bunlíne agus athbhreithniú comhthéacs roimh réimse rogha iompair agus soghluaisteachta a fhorbairt.

- Measadh na roghanna seo agus sé gortéir a úsáid:
- Geilleagar
  - Inrochtaineacht agus Imeascadh Sóisialta
  - Sábháilteacht
  - Sídh
  - Comhshaoi agus
  - Gníomhalocht Coirp

I ndiaidh mionleasú, aithníodh rogha roghnaithe.

ROGHA CONAIRE BEALAIGH

Déanann an Tuarascáil iompair agus Soghluaisteachta roinnt eochair-moltaí, is le seo a leanas san áireamh:

- Tús áite a thabhairt don ghréasán sídh agus uasghrádú a dhéanamh ar níos mó ná 70m de chosán mar aon le tréimh coitithe straitéiseacha ar Aocail Chesterfield agus ag eochair-áiteanna eile tríd an bPáirc, síle isteach na Geataí san áireamh.
- Gréasán rothalochna a fhorbairt agus a fhaingú lasith den Pháirc agus nascanna leis na gréasáin seachtracha a chuir ar fáil do na rothaithe ar fad. Cruthófar 140m de lána rothalochna nua agus déanfar uasghrádú ar níos mó ná 170m de lána rothalochna ad ann cheana laistigh den Pháirc agus ag síle isteach na Páirc.
- Beidh iaghdú tráchna ar an mBóthar Thuaidh agus Bóthar an Ghleanna Uachtarach chun áiseanna na goeantar a fheabhsú. Sa meán go fadéarmach, cuirfear cosc ar camanna i bhfeidhm i gCabrach, Baile na Fuimseoige agus Geataí Choc Mhaolruain.

- Sa ghearthréimse go meántréimse, beidh seirbhís bus a chur i bhfeidhm don Zú Átha Cliath agus don ionad cuairteoirí Pháirc an Fhionnuisce ag seirbhísiú áiteanna feadh an bealach seo agus ag nascadh Stáisiún Heuston agus Stáisiún Luas Droichead Broomie.
- Beidh luastóirainn teoranta 30km/u i bhfeidhm agus beidh athbhreithniú ar Fodhlithe um Rialú Páirceáil a mholadh.
- Moltar go mbeidh na srianta tráchna don Bhóthar an Ghleanna agus an Bóthar Thuaidh a thairg mar aon le sonraí tráchna a bhalú sa ghearthréimse.



PRIONSABAIL GLUAISEACHTA

Moltar straitéis feidhmíú triphasach thar thréimhse seocht mbiliana. Tá sé seo leagtha amach sa Treocháir mar son le sonraí ar pleanáil tionscadail.

PLEANÁIL TIONSCADAIL		CEIMNIÚ TIONSCADAIL		
2020	2021	Ceim 01 Years 00 - 02	Ceim 02 Years 01 - 03	Ceim 03 Years 03 - 07
Forbairt Rogha 10 Rogha Bóthair Measúnaithe	Rogha Conaire Bealaigh a Aithint.	Straitéisí siúlóide agus rothlocht a chur i bhfeidhm de réir Prionsabail Deartha aontaithe.	Cuí-de-sacs a chur i bhfeidhm ina lornáin ar an mBáthar Thuaidh thoir Teach Rath an tSrátha agus thiar ar an mBóthar Spá agus Bóthar an Ghleanna thar Tíreach Cara Cheshire agus ag an goar chíos ar Bhóthar an Ghleanna Thuaidh.	Gestai Baile na Fuinseoige a athchóiriú go aíl isteach amháin.
Aitheantas ar an mBealach is Dealraíthi a Roghnófar.	Dréacht-staidéar iompar agus Soghluaisreachta a fholsiú.	Staidéar piolóta trí mhí i C2, 2021 ar cuí de sac ar an mBóthar Thuaidh agus Bóthar an Ghleanna Uachtamacha mar son le clár bailiú sonraí agus monatóireachta.	Gesta Cabhrach athchóirithe go lána bus amháin.	Cuí-de-sac ar Bhóthar Choc Mhaolruain.
	Comhairliúcháin poiblí ar an Rogha Conaire Bealaigh.	Serbhis bhus eastramhach a chur i bhfeidhm mar staidéar piolóta ag déanamh nasc idir an Pháirc le Stáisiún Heuston Stáisiún Droichead Broome.	Seirbhís bhus agus bainistocht trácht a chur i bhfeidhm/ceimiceanna tosaithe bus.	Athbhreithniú agus úsáidhú ar an Straitéis iompar agus Soghluaisreachta.
	Críoch-staidéar ar iompar agus Soghluaisreachta a fholsiú.	Luas teorainn 30Cmh/a a chur i bhfeidhm	Moltaí na straitéis pháircle a chur i bhfeidhm.	
	Tabhairt faoi straitéis pháircle agus athbhreithniú ar na bhfeidhm.			

Map: An tEilimintaire Biallúir An tSoghlúir Insear An tSoghluaisreachta/ Treoair Comhairleach



Map: An tEilimintaire Biallúir An tSoghlúir Insear An tSoghluaisreachta/ Treoair Comhairleach



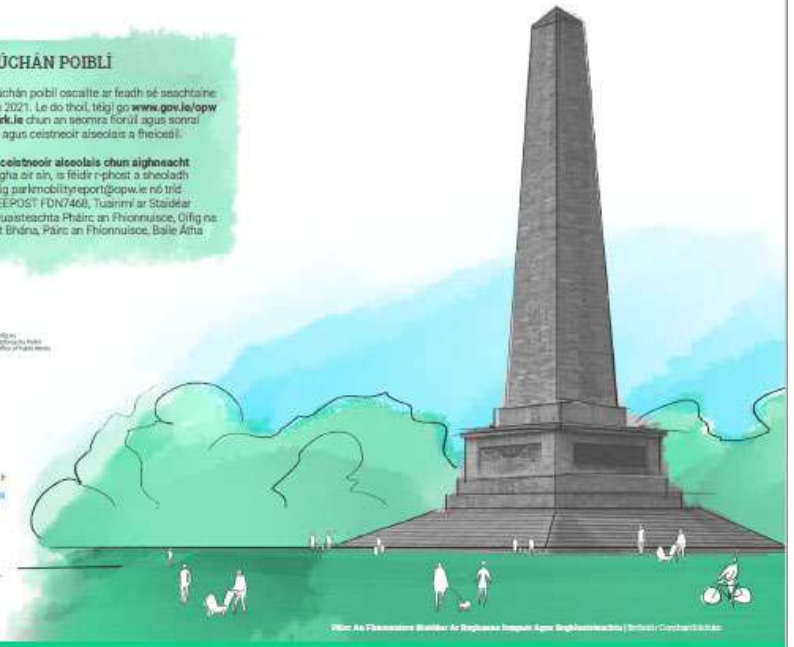




## COMHAIRLIÚCHÁN POIBLÍ

Beidh an comhairliúchán poiblí oscailte ar feadh sé seachtaine go dtí an 12ú Márta 2021. Le do thoil, teig go [www.gov.ie/opw](http://www.gov.ie/opw) nó [www.phoenixpark.ie](http://www.phoenixpark.ie) chun an seomra fóirle agus sonraí breise den Staidéar agus ceistneoir aiseolas a fheiceáil.

**Le do thoil, lion an ceisteoir aiseolais chun aigheacht a dhéanamh.** De rogha ar air, is feidir r-phost a sheoladh le do aigheacht chuig [privacy@report@pwp.ie](mailto:privacy@report@pwp.ie) le nó tríd an bpost chuig: FREEPOST FDN7468, Tuairimí ar Stairdear Iompaí agus Soghluaisceacha Pháirc an Fhionnaisce, Oifig na Ceannfóir, Na Gort Bhúda, Páirc an Fhionnaisce, Baile Átha Cliath, D08 KDC4.



## Appendix D | Newspaper Advert

Example of Irish language advert

**Tá comhairliúcháin phoiblí neamhrechtúil ar siúl faoi láthair ar an Staidéar ar Roghanna Iompair agus Soghluaisteachta Pháirc an Fhionnuisce**

**Cuireann an Staidéar ar Roghanna Iompair agus Soghluaisteachta Pháirc an Fionnuisce an bealach go n-úsáideann coisí, rothaí agus úsáideoirí aeraíochta na Páirce san áireamh.**

Is féidir an comhairliúcháin phoiblí a fheiceáil am ar bith tríd an seomra comhairliúcháin ar líne. Tá an seomra seo saincheaptha chun an Rogha Tosaíochta a chur i láthair.

Osclófar an comhairliúchán ar an 29ú Eanáir 2021 agus dúnfar ar an 12ú Márta 2021 é. Is í an deis is fear do thuairim a chur chun cinn ná páirt a ghlacadh sa chomhairliúchán.

Má tá tú ag iarraidh páirt a ghlacadh, le do thoil téigh chuig **[www.gov.ie/opw](http://www.gov.ie/opw)** nó **[www.phoenixpark.ie](http://www.phoenixpark.ie)**

# Appendix E | Sample Media Coverage

Irish Examiner

Irish Examiner | 30/01/2021

Media Source

Press

Page

8

Circulation

25,419

Public consultation on Phoenix Park

Public consultation on the Design of Public Works (DPW) plans for how visitors access Phoenix Park has now begun online, running for the next six weeks, until March 12. The Phoenix Park Transport and Mobility Options Study was ordered and completed over the summer after COVID-19 restrictions were eased. The report makes a number of recommendations to reduce commuter traffic, to increase cycling and pedestrian opportunities, and provide for limited public transport. According to the DPW, it also takes into account the "complex issues the park presents given the multiple and competing uses of the space". The online public consultation can be accessed at <http://phoenixpark.virtualevents.ie>.

RTÉ NEWS SPORT ENTERTAINMENT BUSINESS LIFESTYLE CULTURE PLAYER TV RADIO

NEWS REGIONAL Connect Dublin Limerick Munster Ulster

Phoenix Park transport consultation deadline nears

Updated / Monday, 8 Mar 2021 17:05



In January, it was announced new traffic management measures for the park would include restrictions on commuter car traffic, as well as a bus service inside the park for the first time, under new proposals.

The public consultation on the transport and mobility options for Dublin's Phoenix Park is to finish this week.

Anyone who wants to have their say on the transport options for the park must submit their views by Friday 12 March.

Live Dublin

Food Recipes Home Comforts All Live Dublin Best Of

Home / Dublin / Public consultation...

Public consultation for the Phoenix Park Transport and Mobility Study is now open

By James Fenton January 21, 2021 at 4:48pm

Share: [Twitter](#) [Facebook](#) [LinkedIn](#) [WhatsApp](#) [Email](#)



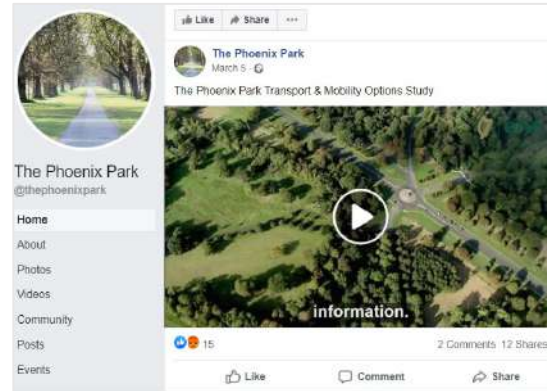


# Appendix F | Sample Social Media Posts

## Sample Twitter Posts



## Sample Facebook Posts



#



# Appendix G | List of Organisations and Residents Associations that responded to consultation

ORGANISATION NAME		
Advocacy Committee in Hartstown Local Centre	Dublin Front Runners	Silverlining Coach - local bus operator based in Blanchardstown area
American Embassy	Dublin Zoo	Sportsworld Running Club
An Garda Síochána in Garda Headquarters	Ekman Ireland Limited	St Laurence's National School Chapelizod
An Taisce	Failte Ireland	St Mary's Hospital
Ashtown Stables	Festival Republic	St Oliver Plunkett Eoghan Ruadh GAA Club
Athletics Ireland	Fingal Cycling Campaign	St. Brendan's Ladies Gaelic Football Club
Austin Campbell (RECDP)	Forensic Science Ireland	Stoneybatter Pride of Place
Avestus Capital Partners	Guinness Enterprise Centre	The CORN Steering Group
Aviva Life & Pensions Ireland	HSE	The Defence Forces (McKee Barracks Camp Staff)
Blackrock Athletic Club	Irish Climate and Health Alliance	The Heritage Council
Board of Environmental Social Enterprise	Ivanna Chovgan (SWICN)	The Irish Heart Foundation
Brothers Pearse Athletics Club	Kathleen White (SICCDIA)	TU Dublin
Caye Construction Castleknock	Kilmainham Inchicore Network	Unnamed organisation
Cherry Orchard Hospital - Pharmacy Department	KOC Chartered Quantity Surveyors and Construction Consultants	Unnamed organisation
CIÉ and Iarnród Éireann	LFL Worldwide Chauffeur Services	RESIDENTS ASSOCIATIONS
Civil Service Harriers Athletic Club	Lifeline Ambulance Service	Berkeley Road Area Residents Committee
Clonliffe Harriers	Liffey Valley Athletic Club with Dublin Athletic Board	Blackhorse Avenue Residents Association
Community Organisation and Residents Network (CORN)	LMFC Committee	Castleknock Residents Association
Crusaders Athletic Club	Maria Flanagan (An Cosan VCC)	Castleknock Tidy Towns
Cyclist.ie	McKee Barracks	Chapelizod Residents Association
DASH Container Café	Metropolitan Harriers and St. Brigid's Athletic Club	Chesterfield Residents Association
Dept. of Housing, Local Government & Heritage	Mount Sackville Secondary School	COVA - Chapelizod Old Village Association
Donore Harriers Athletics Club	Mount Sackville, Primary School	DARA (Deerpark Area Residents Association)
Dublin Athletic Board	NCBI	Fairhaven Residents' Association
Dublin Bus	Phoenix Cricket Club	Georgian Village Residents Association
Dublin City Harriers	Rathfarnham WSAF Athletic Club	Mulberry Association Residents
Dublin Commuters	Rebuild the Silver bridge campaign	Navan Road Community Council
		Phibsboro Village Tidy Towns

Pines, Hadleigh and Beechpark Neighbourhood Watch.

RCPCA Committee

Royal Canal Park Community Association

Strawberry Beds Residents association

The Paddock Residents Association

Woodpark & Area Residents Association

Unnamed Residents Association

### ELECTED REPRESENTATIVES

An Tánaiste, Leo Varadkar TD

Bríd Smith TD

Ciarán Cuffe, MEP for Dublin

Cllr. Colm O'Rourke

Cllr Daniel Whooley

Cllr. Darcy Lonergan

Cllr Declan Meenagh

Cllr Eimer McCormack

Cllr. Howard Mahony

Cllr Janet Horner

Cllr Joe Costello

Cllr John Walsh

Cllr Michael Pidgeon

Cllr Pamela Conroy

Cllr Siobhan Shovlin

Cllr Ted Leddy

Dublin West Greens

Fine Gael Dublin West Constituency

Jack Chambers TD

Neasa Hourigan TD

Paul Donnelly TD

Roderic O' Gorman TD

Senator Emer Currie

Senator Marie Sherlock

Senator Mary Fitzpatrick

# Appendix H | Schematics of Recommended Networks











