RIVER DODDER GREENWAY

SUBMISSION BY DODDER ACTION

REGARDING

OPTIONS ASSESSMENT AND PRELIMINARY DESIGN

OF

DODDER GREENWAY PROJECT

Dodder Action (DA) proposals for Dodder Greenway Routes and Paths between Templeogue and Ringsend with reference to Feasibility Study Report (FSR) proposals.

DA requests that these be given a full analysis in Preliminary Design and included in the Options Assessment.

DA considers these proposals achieve the optimum balance for all users, existing and potential, in the context of the river and its environs including adjacent communities and roads

ABOUT DODDER ACTION:

DODDER ACTION was founded by a local group five years ago following major flooding on the River Dodder which swathed the river banks with rubbish. A community was built through a Facebook page which resulted in regular clean-ups supported by the three local councils with responsibility for the river: DCC, DLR and SDCC.

The group began to get media exposure and to expand rapidly up and down-river following our 2012 all-river clean-up which again followed major flooding. This carefully-planned clean-up with the help of a dumper and Underwater Search and Rescue took hundreds of bags of rubbish out of the river and activated the river community.

Since then we have continued our regular clean-ups and added reasons to enjoy the river when it is clean: these include wildlife walks, historic walks and a secondary students' art competition called Love the Dodder which was exhibited in Ballyroan Library. We have also collaborated with DCC's Biodiversity Officer to tackle the problem of invasive species on the river banks.

We are also preparing to relaunch as an ebook the only existing handbook to the Dodder's history and biodiversity, Down the Dodder by Christopher Moriarty.

We have built connections with other interested groups such as the Dodder Anglers, the Knocklyon Network and Tallaght Community Council. We have become a membership organisation and have applied successfully for funding from all three Councils.

As a group that wishes to maximise the potential of the River Dodder as a wonderful resource for us all to enjoy, we have latterly concerned ourselves with all planning issues which impact on the river and its environs. The most important of these is the Dodder Greenway plan. Our submission follows careful evaluation and detailed meetings and comes from people who have enjoyed the Dodder all their lives.

Victoria White

Secretary

9th November 2015

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EXECUTIVE SUMMARY

Dodder Action wishes to present this submission on the proposal for a Greenway along the River Dodder, and asks that it be considered by the relevant design teams in the overall design development. The submission presents our vision for the Dodder Greenway. It is presented in a set of maps of proposed routes and paths with annotated comments and proposals, and a detailed analysis of the routes.

This submission concerns the Greenway from Templeogue to Ringsend, as the upper part from Templeogue to Bohernabreena is being addressed in submissions from Tallaght Community Council and the Knocklyon Network that we fully support. The submission has been compiled with reference to the Feasibility Study Report (FSR) for the River Dodder Greenway (Roughan O'Donovan). As the FSR is understood to be the basis for the preliminary design, this is considered appropriate.

River Dodder Greenway

Dodder Action (DA) supports the development of the Dodder Greenway: a linked-up continuous linear park along the River Dodder with improved access, improved amenities and maintenance. The Dodder is an important amenity, bringing a rural environment and character to the heart of the urban city. Its diverse landscapes and views, habitat and heritage are presently enjoyed by thousands of anglers, walkers and runners, commuting and leisure cyclists, and tourists. A Greenway to maintain and enhance this unique amenity is very welcome. It will incorporate the existing Dodder Linear Walk in DCC and Dodder Valley Park in SDCC, increasing use in its large catchment area and attracting tourists.

We submit that, as a fundamental principle, the Greenway proposal should recognise that the Dodder is a river, and the proposal should adapt to the existing river and its unique natural environment of riverbanks and associated public open spaces. A different approach must be taken from that of a Greenway proposal for a disused railway line or a canal towpath. For the Dodder, the natural environment must be maintained and enhanced rather than diminished. It is crucial not only to the integrity and quality of the river and its wildlife corridor, but also to the character of its landscape, habitat and heritage amenity, that is central to attracting use and fulfilling its objective as a Greenway.

We note that the earlier Feasibility Study Report (FSR) appeared to be cycle-centred, with a predominant objective and use as a transportation corridor for commuting cyclists in particular. We recognise that this may have been due to its context as a response to the NTA Greater Dublin Area Cycle Network Plan. Our submission aims to incorporate that transportation use by adapting to the existing river environs and uses in a manner appropriate to a river-centred Greenway.

In the context of the above, we have used the following general principles in preparation of our proposals:

1. The Dodder Greenway encompasses the river, its riverbanks, parks and public open spaces, and roads alongside the river. This approach should ensure the maintenance and enhancement of all the river environs (integrated with the Parks Dept. where appropriate).
2. The design of all routes and paths should respond and adapt to the existing environment rather than to the uniform path width and margins outlined in the FSR. The design should be of reasonable width, gradient and surface condition for intended use, and low-risk for users of all abilities. As this is a Greenway mainly along riverbank paths we submit reference to guidelines for roadway cycle-tracks may not be appropriate.
3. All routes and paths of the Greenway are open to all users. This is partly in principle, but also because of the impracticality of enforcing exclusive use. However, we are proposing 'recommended' uses, and an overall Code of Behaviour for all users.
4. The Greenway proposal should build on the sociable and enjoyable environment that already prevails along the entire length of the Dodder. In our collective experience over many years, we have found almost all our journeys to be trouble-free, interactions to be friendly and a general consideration for other users. This is in large part due to the use by, and importance of, the Dodder to the communities through which it passes.
5. We are proposing a recommended 'through cycle' route, aimed essentially at commuting cyclists, and those tourists and leisure cyclists that may be on longer journeys or seeking the most direct route along the Greenway. They should be free to use other routes/paths as well, once they are

considerate of other users. If not necessarily faster, we believe our proposal will attract the desired commuter use given the nicer and safer environment of the Greenway.

6. As an example for a Code of Behaviour, we propose that all users of 'through cycle' routes be asked to defer to 'through' cyclists, particularly at rush hours, while for all other routes, all users should give way to those of lesser ability, cyclists to pedestrians and so on.
7. Where possible, access should be provided for use by those of lesser mobility through sensitive and minimal impact design.
8. A balance should be sought between existing uses and users of the Dodder amenities, and the projected increased use and users that the Greenway will bring. However the amenity use should always be subject to environmental and heritage conservation.
9. In particular, the existing rural landscape character of the Dodder should be protected against transformation into urban parkland on amenity grounds. As may be seen from the maps, the extent of natural riverbank accessible to wildlife seriously diminishes going downstream to Ringsend, and what remains must be conserved.
10. The development of existing and potential Natural, Heritage and Community Proposals should be a priority for the Greenway. These to include Trails, Rest Points, Information Centres/Boards, Projects, Talks and Walks, Community/School Linkages.
11. Expenditure on the Greenway should be directed towards maintaining and enhancing its feature aspects, the river, its habitat and heritage. We disagree with *"minimal maintenance to reduce whole life cost"*, if that means replacing grass and hedgerow with tarmac, trees with aluminium poles and natural stone with concrete, which will deter rather than increase use.
12. Expenditure on road infrastructure should instead be minimised. Design and implementation should minimise change and maximise conservation. A number of bridges will improve connectivity, but should be visually unobtrusive in design, and in location, and should not diminish the landscape character of the Dodder.

Submission Layout

Overall:
These are proposals for the Greenway based on the existing Dodder Greenway between Templeogue and Ringsend. They are presented in the form of Route Maps and a detailed rationale for their content, in accordance with the principles above. We have also listed a number of guideline points general to the whole route which should be implemented as best practice. The proposals are presented in five sections rather than by map, as we considered this to be a more efficient process, but each section is referenced to the relevant maps. In addition, with some hundred photos, we are presenting a visual representation of those maps, particularly for those unfamiliar with the river, and to highlight the unique existing character of the Dodder, that should be the fundamental core of the proposal for a River Dodder Greenway.

Route Maps and Proposals:
The Route Maps are a series of 11 maps, using the outline maps of the FSR for ease of cross-reference, but following the flow direction of the Dodder from Templeogue to Ringsend. Use of the maps is courtesy of an invitation by SDCC. The maps are colour coded to delineate the extent of the Greenway, and the routes and paths of our proposal. Numbers on each map are linked to outline points on its opposite page, further referenced to the relevant section content.

In addition, each opposite page contains further information on proposals for the part of the Dodder shown on the map, and places of interest to tourists and other users, within a reasonable distance, and to which the Greenway will provide access. These may be heritage structures, nature trails, habitats of special interest, or sports facilities and local centres. Local communities and schools are also included to highlight the potential for links and exchanges and the educational potential of the river, as the communities through which it passes are encouraged to travel up and down its length.

Sections: The five sections are: Bushy Park, Orwell and Dartry Parks, Milltown, Clonskeagh and Donnybrook, Ballsbridge and Ringsend. Each section commences with Route Map/s followed by supporting content for proposals

GUIDELINE PROPOSALS

General:

1. River Dodder Authority: The proposal for a River Dodder Greenway should include a strategy for the establishment of a coordinating River Dodder Authority or equivalent body. As a 'border' between the 3 local authorities of SDCC, DCC and DLR, responsibility has been largely undefined in the past, but at the same time, their Development Plans have for many years, included policies to cooperate in maintaining and enhancing the habitat, heritage, landscape and amenity of this unique river, as, for example, with a coordinated Environmental Management Plan. We submit it is self-evident that the aims and objectives for a river-centred Greenway can only be achieved in the long term through such an authority or body. Its essential components would be the relevant Depts. of the three authorities, such as Water and Drainage for the river, Parks and Biodiversity for the riverbanks, parks and public open spaces, Roads and Traffic for the paths, Heritage and Conservation for heritage elements, Engineering for infrastructure, Planning for oversight. They must all be involved in the Greenway Proposal to ensure its success, so providing an invaluable opportunity to determine how such an effective authority can be established

2. Maintenance and Enhancement Plan: As outlined above, a coordinated and holistic management approach is essential for the future of the Greenway, and for the river. A Plan must be prepared for maintenance and enhancement, and then implemented into the future, and continually updated. It must address all elements of the river, its banks, open spaces, and paths, in an appropriate and sensitive manner. Access is important, but it is the habitat, heritage and landscape character that attracts existing use, and its enhancement that will increase use.

3. Habitat and Biodiversity: The maintenance and enhancement of the wildlife corridor of the Dodder is crucial to the 'health' of the river and is protected by a network of policies and objectives of the Development Plans of the three authorities through which it runs. Any Greenway proposal, and this preliminary design in particular, must adapt to the existing river and be guided by these policies and objectives as well as other relevant studies, such as:

(a) *"River Dodder Habitat Management Plan 2007"Mary Tubridy and Associates (for DCC)*
(b) *"River Dodder Biodiversity Study and Management Plan 2010"Mary Tubridy and Associates (for DLR)*

These studies already constitute a ready-made template for the formation of a comprehensive maintenance and enhancement plan, taking each section of the river between bridges, and setting out short and long term objectives and measures for each section of the Dodder within DCC and DLR. In addition, relevant environmental organisations must be consulted and their advice taken into account. For instance, the Dodder and environs is a significant resource for the protected species of bats, and Bat Conservation Ireland should be consulted (www.batconservationireland.org).

4. Heritage and History: The history of the Dodder is a rich resource of stories, heritage and archaeological features that reflects the past of the landscapes and communities through which it passes. As with the natural environment, it should form a crucial pillar of the Greenway proposal, bringing this history to all its users, tourist or local. Our proposal has mentioned just a few elements (see 'Places of Interest'), but there are many more.

There are stories ranging from that of Sir Edmund Butler, hiding in the Dodder on his escape from Dublin Castle in 1575 (Ref. pg. 213, Irish Stone Bridges, *O'Keefe & Simmington,* 1991), to the exploits of Donnybrook Fair and the legends of Oisin in Glenasmole (Ref. pg. 36, Down the Dodder, *Moriarty,* 1991). There are heritage structures throughout the length of the river, particularly related to Industrial Heritage. Individuals and organisations with either knowledge or expertise should be invited to contribute to this proposal, such as An Taisce (antaisce.org), and the Industrial Heritage Association of Ireland (ihai.ie).

In particular, all existing heritage, historical and archaeological elements along the Greenway should be protected, maintained and enhanced. In addition, within the network of industrial elements of weirs, mills and millraces, there are some, for example Milltown Weir, which are in serious need of

restoration. Although the carrying out of such a restoration may be outside the scope of this proposal, it is submitted the objective is not. A register of all heritage elements and a plan for their maintenance and enhancement in the short and long term should form part of this proposal.

5. Greenway Public Consultation: The documentation for the public consultation for the River Dodder Greenway: whether through the Part 8 process or otherwise, should be 'user-friendly", aimed at the most important people in this process, the existing and potential users, and the surrounding communities. As an essential component, it should include a stand-alone volume of paired sets of photomontages, for the entire route, of the existing and proposed paths, so that anyone can see, at a glance, what is being proposed for the parts they are most interested in. This will encourage active participation in the consultation, and ownership of the project

Design:

6. Route and Path Widths: The proposal contained in the FSR for a single standard 4m wide path along routes and paths should be excluded. This has major implications in terms of ecological, heritage and landscape character loss, as outlined in the measuring stick photos of this submission. It may be feasible in some of the upper parts of the river where there is more space, but not towards the city where the riverbanks are narrow. We submit that our route maps demonstrate that by utilising all of the routes and paths available, such a width is not necessary. Most of the existing riverside paths are between 2 and 3 m wide, and in current use by many commuting cyclists. Holistic design utilising the existing route network may take more effort during the design and implementation process than the use of a standard width cross section, but the resulting benefits in terms of conservation will ensure the unique character of the Dodder and environs can be maintained for future generations to enjoy.

7. Margins along Greenway Routes and Paths: The proposal contained in the FSR for 1-2 m wide grass verges or margins along routes and paths should be excluded. This has further major implications in terms of habitat, tree and shrub loss along the Greenway. A 2 m wide margin on either side of a 4 m wide path would result in a total 8 m (26 feet) width of existing natural riverbank being transformed into a cycleway. Amenity should be subject to environmental conservation, and such loss is diminishing that same amenity. Control and visibility issues should be addressed by a defined ongoing sensitive maintenance regime with adequate funding now and for the future.

8. Layout of paths: In general, the layout of the existing paths of the Greenway should remain as is with appropriate upgrading, and be accessible to all. A separation line for pedestrians and cyclists should be sufficient. However, for locations where the 'through cycle' route consists of a two-way cycle track and adjacent walkway, a separation curb between cyclists and pedestrians should be included. The curb should contain crossover gaps, at 10 m intervals, to promote access and flexibility for wheelchairs, buggies or similar uses.

9. Signage: Dodder Action recommends a minimal impact signage design. Marker posts and line markings can highlight the route with information display boards at key junctions and places of interest. In the Greenway signage designed for roads would be unnecessary and out of place. This approach is to maintain the rural feel of the route which is one of the main attractions.

10. Lighting: The 'through cycle' route outlined in this submission is already adequately lit for most of its length, so there should be little requirement for the introduction of additional lighting, which has implications for the existing wildlife corridor. The wildlife along the Dodder, whether mammals, birds or bats, benefit from 'dark corridors', and these should be maintained where possible, with no lighting in locations of special habitat relevance. In general lighting beside the river should be minimal and new installation justified, as often the existing direct or ambient lighting regime may be sufficient for Greenway use. If introduced, it should be bat-sensitive, in frequency, placement and direction, and sensor control for automatic dimming could be considered. It should be solar energy sourced to avoid disruptive installation.

11. CCTV: In general CCTV along the river should be minimal and installation should be justified in all cases. A specific protocol should be defined as to who is in control of it, access to images, records etc.

12. Users of all abilities: Existing and potential users of the Greenway are of all ages, ability and mobility, and should be facilitated where possible. Where access is limited by potential conflict with ecological and heritage conservation, consultation should be initiated with relevant stakeholders.

Specific:

13. Bicycle Stairs: These are useful aids to cyclists for negotiating steps. Typically they are U-shaped metal channels at one or both sides of the steps. The cyclist rolls the wheels of the bicycle in the channel, up or down, with much less effort. They should be installed, if possible, at all steps within the Greenway.

Bicycle Stairs

Dog Waste Bin

14. Dog Waste Bins: These Bins (of the type illustrated with dispensers for biodegradable bags) should be installed at all entrances to Greenway routes and paths where they intersect with roads. This will ensure regular upkeep and promote a dog waste-free Greenway
Solar Compactor Bins: These should be installed in tandem with each Dog Waste Bin to promote a litter-free Greenway.

15. Recycling Facilities: In locations such as car parks adjacent to the Greenway paths, placement of recycling facilities (bottle-banks etc.) should be monitored and controlled. Existing practice has been to place these facilities nearest to the river, resulting in overflow littering of the paths and river, exacerbated by illegal dumping. Facilities should instead be placed nearest to the car park entry road, to facilitate collection and discourage dumping. In addition surround screens should be installed to contain overflows and improve visual amenity.

Bottle bank at Dropping Well car park, river in background

16. Distance Marker Posts: Distance markers are a useful aid for the fitness and training programmes of runners, joggers, cyclists and walkers and would be of general interest to all Greenway users. They should be installed at 500 m intervals, with a continuous distance indication in both directions and a single start and finish point (for example, the junction of the Dodder with the

Grand Canal, and the entrance to the Bohernabreena Reservoirs). Given the multiplicity of paths along the Greenway, the 'through cycle' route could be the reference route.

In addition, each marker post should also state its altitude with reference to sea-level (e.g. Malin Head)

17. Outdoor Gyms: As a further amenity to encourage fitness and exercise, the installation of outdoor gyms could be considered. These exercise machines can frequently be found in locations such as Sandymount Strand, Dun Laoghaire and the promenade in Skerries.

Outdoor 'gym' in Dun Laoghaire

Typically these machines are used by runners, joggers and walkers to add interest to exercise routines. Given their appearance and installation impact, their location should only be considered for higher usage sections of the Greenway such as parks and general open space, and away from natural riverbank and areas of visual amenity and landscape character.

EXPLANATORY NOTE

Methodology 'Measuring Stick' photos:

The FSR outlines in Section 4 a General Requirement for the width of the route of 4 m (13ft). In addition, Section 6.3 proposes the maintenance of grass verges 1-2 m each side of the paved surface. Such verges or 'margins' would imply a clearance of all bushes or trees, to a potential total width of 8m (26ft).

In locations where it is proposed to introduce lighting and CCTV poles this could require a 2 m 'verge' or margin, and construction/installation would result in loss of adjacent habitat.

As it is very difficult to assess the potential effects of these dimensions on the existing Greenway paths, a set of hinged measuring sticks has been used to provide some indication. Each stick is 1 m in length. The existing path is shown, with and without the sticks, and effects may be extrapolated. Since nearly all existing Greenway paths are less than 4 metres, only the 4 m stick is used, except in Fig. 2 below.

Format of Measuring Stick photo sets:

The format followed for each 'set' of measuring stick photos is to show, on one page, a photo of the path as is, with a photo below it of the same path with the measuring stick laid across it. Then, underneath, short notes are added.

First the existing path is described, with relevant comments on habitat, heritage etc. if appropriate, and a recommendation, such as to 'retain as is', 'upgrade with minor works' and so on.

Second, under 'FSR Design', reference is made to the photo with the measuring stick, and what it appears to indicate would be the effect of constructing in this location the 4 m wide design path proposed in the FSR. Reference is also made to the potential additional effects of the 1-2 m margins on both sides of the design path, also proposed in the FSR.

Additional comments refer to the introduction of lighting, railings etc.

Note: It is submitted that, when the preferred preliminary design route is presented in the Part 8s, it should be accompanied by a stand-alone volume of paired sets of photomontages, for the entire route, of the existing and proposed paths, to perform a similar function to the measuring stick.

They should be 'user-friendly", aimed at the most important people in this process, the existing and potential users of the Dodder Greenway, and the surrounding communities. Anyone should be able to see, at a glance, what is being proposed for the parts they are most interested in. It would encourage active participation in the consultation, and ownership of the project.

Example of application of measuring sticks in context of the Feasibility Study design

There is an example of the application of the Feasibility Study design in Firhouse where the Greenway overlaps the new Tallaght/Ballyboden Cycleway, which appears to closely resemble the design recommended in the FSR for the Dodder Greenway.
This cycleway is 4 m wide, and with poles and installation either side affects up to an 8 m width. As is, no bushes or trees have been left within 2 metres of either side in this location.

Fig. 1: 4 m stick on 4 m width Cycleway at Firhouse

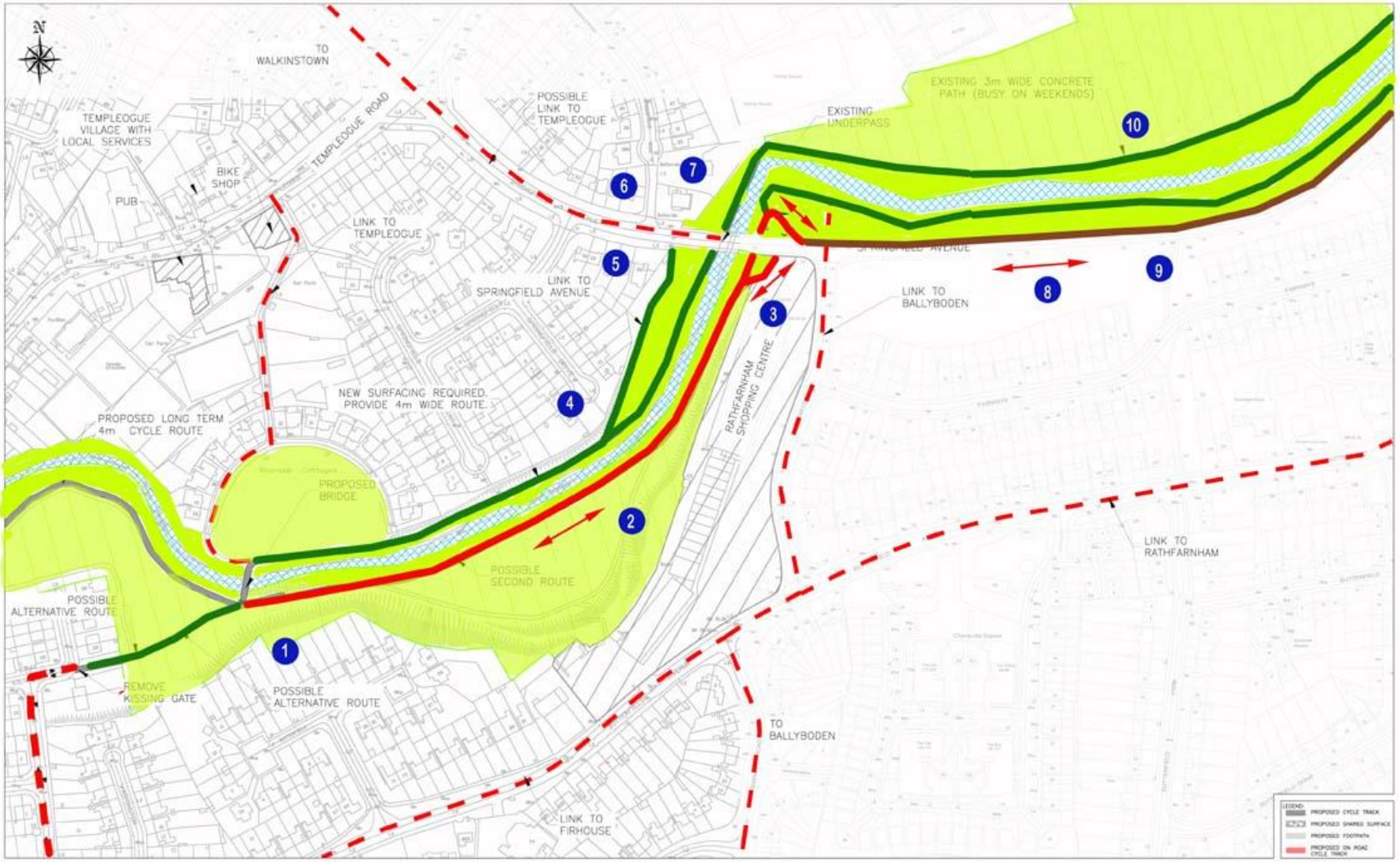
Fig. 2: 8 m sticks on 4 m width Cycleway at Firhouse

SECTION 1

Bushy Park Section: SDCC/DCC

(Riverside Cottages to Rathfarnham Rd. Bridge)

FSR Maps: 12 and 11



RIVER DODDER GREENWAY

Map 12

'from the mountains to the sea'

Proposal by Dodder Action, illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 12

DA Proposals (Linked to Map Nos.): (Ref. S1)

1 Install cycle bridge between Riverside Cottages and Kilvere Estate side of river
2 Recommended 'through cycle' route 2 way cycle and riverside path along existing path from cycle bridge on southern (Kilvere) bank of river. Path to be upgraded and widened to minimum necessary. Install more wooden benches. Approaching Springfield Avenue road bridge, the path divides, one path up to Shopping Centre, lower path through underpass, both to be upgraded for 2 way cycle (Ref.S1.1)
3 Recommended 'through cycle' route 2 way cycle paths connect from both sides of underpass up to existing cycle tracks along Springfield Ave./Dodder View Rd. Both paths to be upgraded, and reprofiled for a more gradual rise. A small rerouting is probably necessary on path from northern side of underpass up to the road. (Ref.S1.1)
4 Existing gravel path from Riverside Cottages on northern bank of river to be upgraded to a wheelchair accessible amenity path. The path then divides, one path up to Springfield Ave, lower path through underpass, both to be upgraded
5 Steps up to Springfield Ave. to be replaced by gradual ramp.
6 A toucan crossing of Springfield Avenue to be installed
7 Bicycle stair rail to be installed on steps down from Springfield Ave.
8* Recommended 'through cycle' route use existing cycle tracks along Springfield Ave./Dodder View Rd, preferably amended to 2-way on river side of the road (Ref.S1.1)
9* Existing path to be upgraded with minor works to consistent 2/2.5 m width (Ref. S1.2)
10* Existing path along wall of Bushy Park remains as is, same width with minor surface upgrade. Provide wheel 'bridges' for cycles, wheelchairs, buggies over path drainage channels (Ref. S1.2)

*Note: * denotes a proposal that is shared with adjoining map. For example, proposal 8 on map 12 is same as proposal 1 on map 11*

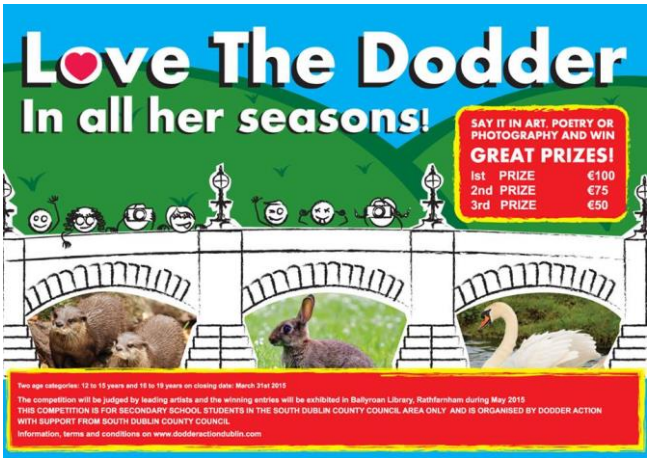
Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Bushy Park. c50 acres Originated 1700, named Bushy Park 1772, DCC took over 1951. Amenities include native tree trail, skate park, tennis courts, duck pond, football fields

Local communities Templeogue village.

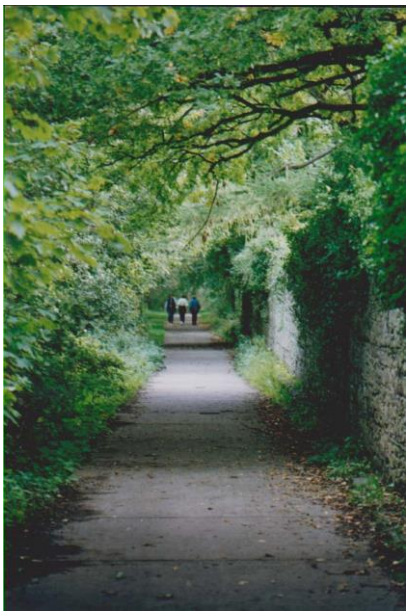
Templeogue tennis club

Templeogue College, Our Lady's School

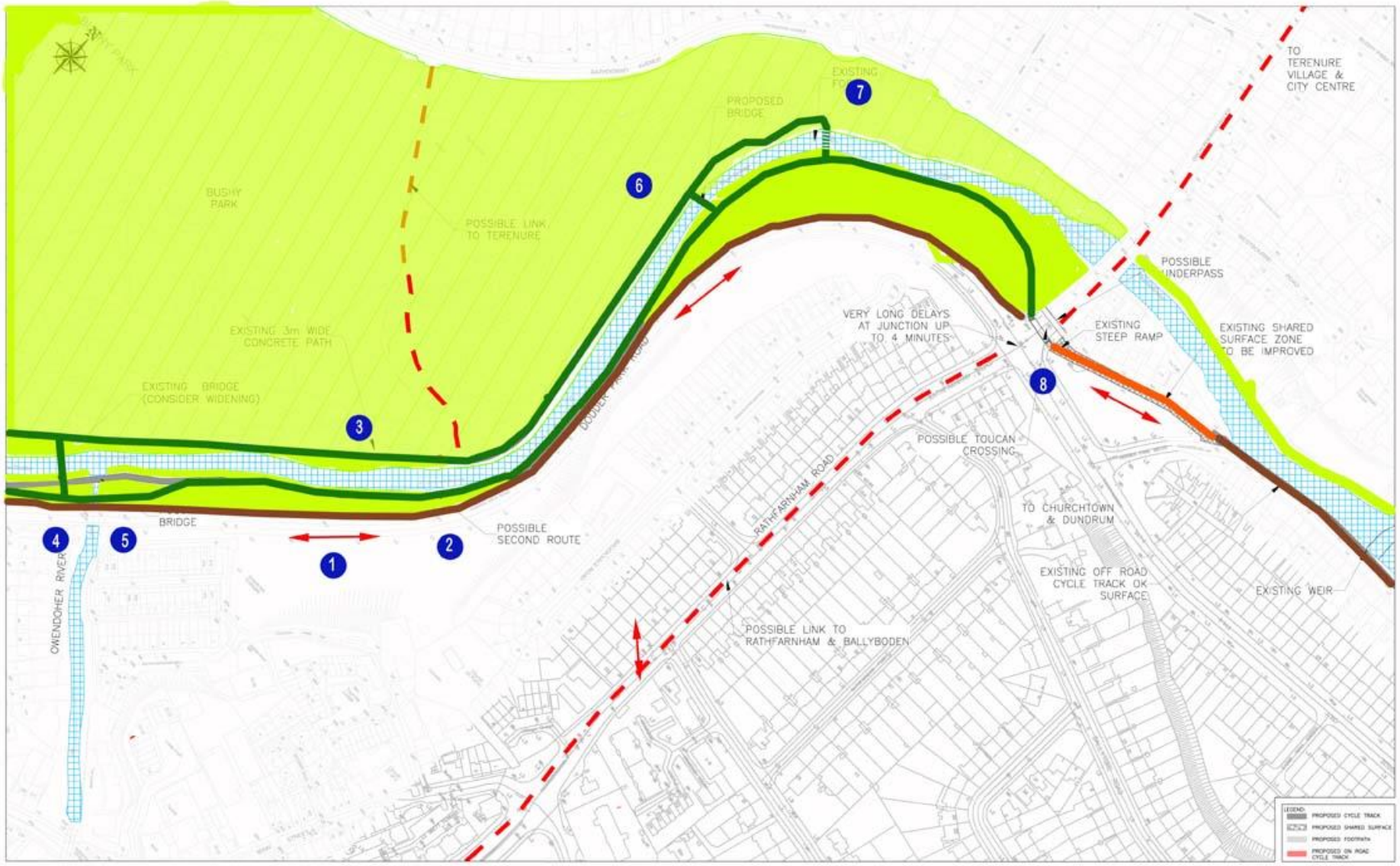


Bushy Park Pond

Tree Trail



Bushy Park River Walk



RIVER DODDER GREENWAY

Map 11

'from the mountains to the sea'

Proposal by Dodder Action, illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 11

DA Proposals (Linked to Map Nos.): (Ref. S1)
*Note: * denotes a proposal that is shared with adjoining map. For example, proposal 7 on map 12 is same as proposal 1 on map 11*

1* Recommended 'through cycle' route uses existing cycle tracks along Dodder View Rd, preferably amended to 2-way on river side (Ref.S1.1)
2* Existing riverside path on SDCC side to be upgraded with minor works to consistent 2/2.5 m width (Ref.S1.1)
3* Existing path along wall of Bushy Park remains as is, same width with minor surface upgrade. Provide wheel 'bridges' for cycles, wheelchairs, buggies over path drainage channels (Ref. S1.2)
4 New bridge over Owendoher connecting existing riverside paths on SDCC side (Ref. S1.5)
5 Bicycle stair rails to be installed on steps up to Dodder View Road (Ref. S1.5)
6 New bridge upstream of step stones, to be 2/2.5 m width, similar in design to ones at Owendoher tributary, minimally obtrusive
7 Existing stepping stones to be retained
8 New underpass of Rathfarnham Road, from beside St. Agnes Terrace (cul-de-sac) to northwestern side of junction to be given full design consideration. To connect routes detailed in 1 and 2 above to Lower Dodder Park Road, and bypass junction crossing for improved road safety.

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Rathfarnham Castle. Original castle from Elizabethan period c1583. Fortified house remodelled 18th century. Amenities include parkland, tearooms, art collection. National Monument

Bat resource within Bushy Park and along its riverside paths.

Pearse Museum. 18th c house, location of St Enda's School, set up by Patrick Pearse. Amenities include exhibitions, audiovisual display, nature study room, garden

Local communities Rathfarnham and Terenure villages.

Rathfarnham Castle

Pearse Museum

Stepping Stones

County Dublin

VENUE: The Depot (off Rathdown Avenue) *Bushy Park , Templeogue Rd., Dublin 6*

Organised in conjunction with Dublin City Council

DATE & Time: *Thursday 2nd July 2015 @ 8.30 pm*

DETAILS: *1 hour presentation, 1 hour discussion of sites followed by a visit to a local waterway to demonstrate the survey methodology.*

ALL ARE WELCOME

All Ireland Daubenton's Bat Waterways Survey

BAT CONSERVATION IRELAND

1.1: ROUTES AND PATHS

This section commences at the proposed pedestrian and cycle bridge across the Dodder beside Riverside Cottages in Templeogue, which will provide connectivity between Templeogue and Butterfield Avenue. Greenway users will access this point from 3 directions, the existing path from Kilvere Estate, from Templeogue, or along the route following the river downstream from Dodder Valley Park, pending land acquisition.

From the bridge there are two Greenway routes available as far as the road bridge at Springfield Avenue, a path on each side of the river. The 'through cycle' route for commuter cyclists and long-distance tourists should be provided on the existing path from Kilvere on the southern side of the river. This path is already shared by pedestrians and cyclists, and only requires minor widening and upgrade for 2-way cycling and a path. It is directly adjacent to the river and of high amenity.

The path divides approaching Springfield Ave. bridge, one path goes up beside the car park of Rathfarnham Shopping Centre to Springfield Ave., the other goes through the bridge underpass. The 'through cycle' route should now link up with the existing good quality cycle tracks along each side of Springfield Ave. and Dodder View Road. The path by the Shopping Centre would be for cyclists travelling upriver, the underpass path for cyclists travelling downriver on the northern side of the road. However, in the long term, a preferable option would be to reconfigure the single cycle tracks on each side of Springfield Ave. to a 2-way track on the river side of the road. In this option, the 'through cycle' route would be a 2-way cycle track from the Kilvere side of the bridge through the underpass, then looping up to join the 2-way cycle track on the northern side of Springfield Ave. Whichever option is chosen, some widening and upgrading of the access paths will be required on both sides of the bridge.

The 'through cycle' route now continues all the way to Rathfarnham Bridge along existing cycle tracks on Springfield Ave, and Dodder View Road, the most direct route and only a short distance away from and parallel to the river. It makes no sense to intrude on existing amenity paths. These tracks (one each side of the road) have good visual amenity, and should be preferably reconfigured to a 2-way track on the river side of the road. This could also eliminate the requirement to cross the road at either end.

From the bridge at Riverside Cottages there is at present a loose gravel path to Springfield Ave. on the northern side of the river. It should be upgraded to a suitable surface with minimal works. It has good visual amenity, and should be available for all other users. This path also divides approaching Springfield Ave. bridge, one path following the river to the bridge underpass, the other going to meet steps up to Springfield Avenue. These steps should be replaced by a gradual ramp to improve connectivity, with a toucan crossing also provided across Springfield Avenue.

From Springfield Avenue Bridge to Rathfarnham Road Bridge there are 3 Greenway routes available. As outlined, the first route is the 'through cycle' 2-way cycle track along the river side of the road. The second is an existing adjacent amenity path on the same SDCC side for almost the same length. It should be augmented with a small foot/cycle bridge over the Owendoher river. The third route is the existing high amenity path on the DCC side that runs between the old walls of Bushy Park and the Dodder for over a 1km. This is accessed from Riverside Cottages path through the underpass of Springfield Ave. bridge. These two amenity riverside paths on DCC and SDCC sides are available for all other users, and should be retained as is with minor upgrades. This would fully retain their existing amenity, with increased opportunity for sensitive maintenance and enhancement
Note: There are no flood defences required for this section of the Greenway

1.2: MEASURING STICK PHOTOS OF EXISTING PATHS .

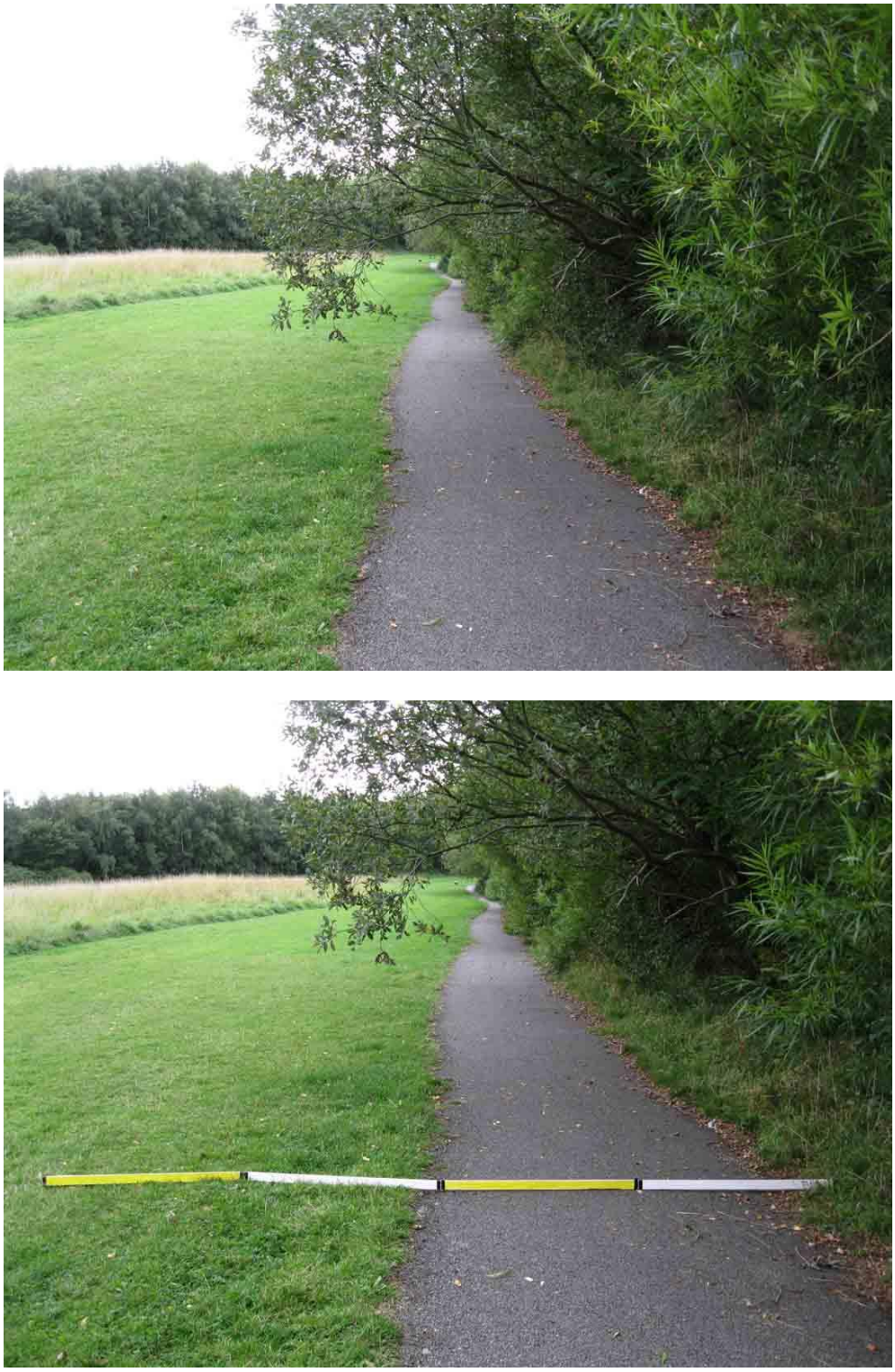


Fig. 3 SDCC: Existing path from Kilvere Estate to Springfield Ave. road bridge

Existing path could be widened to 3.5 m with minor upgrade: This amenity path is used extensively by local residents and by walkers and cyclists following the river as far as possible before the 'break' in the riverwalk of approximately 0.7 km to Cherryfield. The path runs between grassland on left, river to right, with extensive trees and hedgerow between river and path.
FSR Design: The 4 m stick indicates that the design path and 1-2 m margins both sides could result in unnecessary loss of existing character and visual amenity. A 3.5 m width would be sufficient for 2-way cycles and pedestrians. If lighting is introduced it should be bat-sensitive and minimal.

Fig. 4 SDCC: Existing path from Riverside Cottages to Springfield Ave. road bridge

Existing path could become a level 2.5 m width with minor works: This path is a high amenity walk beside the river. A carefully made, level, 2.5 m width path of a more organic composition than tarmac could be considered, suitable for leisure cycling, wheelchairs and buggies as well as walkers. The introduction of a gradual ramp in place of the steps up to Springfield Avenue would provide greatly increased flexibility for local circular routes using both sides of the river between the Bridge at Springfield Avenue and the cycle bridge at Riverside Cottages.
FSR Design: The 4 m stick indicates that the design path and 1-2 m margins both sides could result in unnecessary loss of existing character and visual amenity. A 2.5 m width with no 'margins' would be sufficient for general amenity users. If lighting is introduced it should be bat-sensitive and minimal.

Fig. 5 DCC: River walk between Bushy Park and the river (full length of Park)

Existing path should be retained as is: It is used intensively. It runs between the stone wall of the Park on left, river to right, with extensive mature trees and hedgerow along it. It is wide enough for pedestrians and other uses, and for leisure cyclists to pass. There are intermittent 'drainage channels' of some 0.4 m width along the path, and wheel 'bridges' over these channels should be designed to facilitate use by bicycles, wheelchairs and buggies.
FSR Design: The 4 m stick indicates that the design path and 1-2 m margins both sides would result in major loss of trees and bushes and unique visual amenity. There should be no lighting, as unsuitable for habitat (location is used for frequent bat talks and walks), while installation would cause loss of amenity.

Fig. 6 SDCC: Path from Springfield Ave. Bridge to the footbridge (to the Park)

Existing path should be retained as is: This is a pleasant walk also used by cyclists, and with minor improvements would be feasible for wheelchair use and tour groups. There are mature trees and hedgerow on right, with views to river.
FSR Design: Habitat and visual amenity loss from 4 m track, and margins would increase loss. It is unnecessary as there are dedicated commuter cycle lanes on the road just a short distance away. (See below Fig.11 where this path is visible to the right, similar cycle lane on opposite side of Springfield Avenue). Lighting should be bat-sensitive and minimal as ambient light already from road.

Fig.7 SDCC: Path from the footbridge (to the Park) to Rathfarnham Rd. Bridge

Existing path should be slightly widened to 2/2.5 m with minor works: This walk could be widened to match the path upstream of footbridge. It could then be used by cyclists, and with minor improvements would be feasible for wheelchair use and tour groups. There are mature trees and hedgerow on left, with views to river.
FSR Design: Habitat and visual amenity loss from 4 m track, and 1-2 m margin would increase loss. It is unnecessary as there are dedicated commuter cycle lanes on the road just a short distance away. Lighting should be bat-sensitive and minimal as ambient light already from road.

1.3: ENVIRONS OF EXISTING PATHS

Fig. 8: Riverside path (2 views) along Bushy Park, DCC side

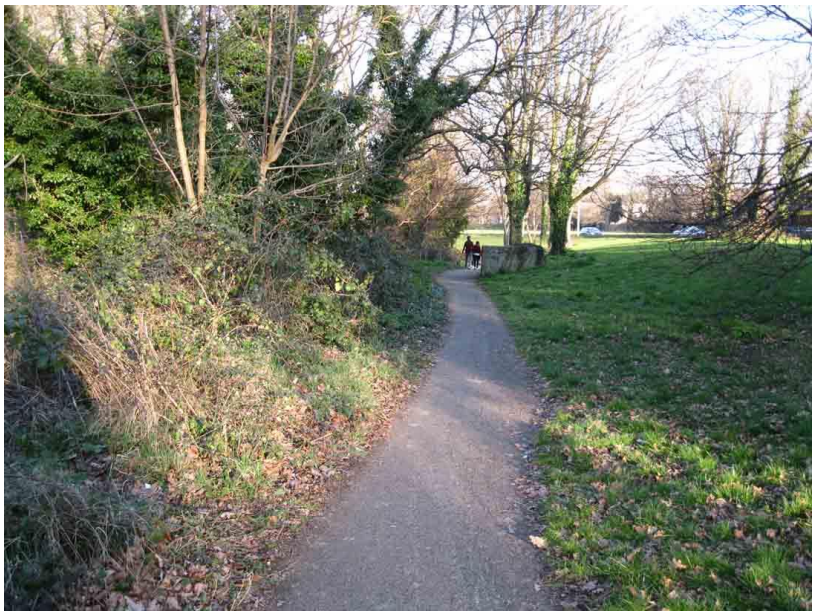


Fig. 9: Riverside path, SDCC side

1.4: 'THROUGH CYCLE' ROUTE

The 'through cycle' route from the cycle bridge at Riverside Cottages has been shown in Fig. 3 of Section 1.2. A 2-way cycle track could then use the existing underpass of Springfield Ave. (2.4 m width) from which it could connect to a reconfigured 2-way cycle track on the river side of Springfield Ave. and Dodder View Road.

Fig. 10: Existing Underpass of Springfield Ave.
(Underpass to be renovated and existing paths on both sides to be upgraded and widened)

Fig. 11: Existing cycle track on Springfield Ave. and Dodder View Road
- existing amenity path nearby, seen to the right
(Similar track on other side of road, which could be reconfigured for 2-way track on this side)

1.5: OTHER FSR OR DA PROPOSALS THIS SECTION

Gradual Ramp to replace Steps up to Springfield Ave. at the Road Bridge: The route on the northern side of the river from Riverside Cottages to Springfield Ave. can only be accessed from the road via a set of steps. These should be replaced by a gradual ramp, suitable for wheelchair use.

Fig. 12: Existing steps from path from Riverside Cottages up to Springfield Ave.
(Road Bridge and river is to the right)

Two New Foot/Cycle Bridges: Springfield Ave./Dodder View Road runs parallel to Bushy Park on the opposite side of the Dodder for the entire length of the Park. There is a foot/cycle bridge across the river at the midpoint of this length, beside where the Owendoher River joins the Dodder River. This should be retained as is.

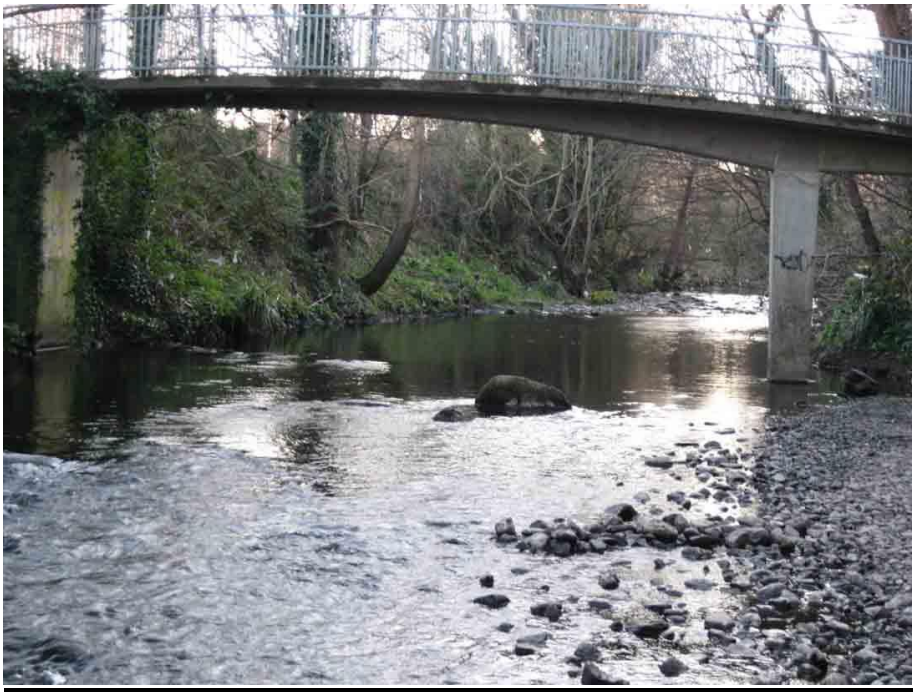


Fig. 13: Existing Foot/Cycle Bridge from Springfield Avenue to Bushy Park.

Two new foot/cycle bridges of similar scale and design, and suitable for wheelchairs, should also be constructed in two locations as outlined in the FSR (see also Map 11).

The first should bridge the Owendoher River, a tributary of the Dodder and connect the upper and lower amenity paths on the SDCC side. It would start adjacent to the existing foot/cycle bridge entrance.
The second should be just upstream of the existing stepping-stones at the Rathfarnham end of Bushy Park (stepping-stones should be retained).

Fig. 14: View of Springfield Ave./Dodder View Rd. bridge over Owendoher River
(Proposed foot/cycle bridge would span from right to left on the Dodder side of road bridge shown)

Stair-rails for steps: To facilitate connectivity for leisure cyclists and tourists, stair-rails (U-shaped metal channels for bicycle wheels at the side of steps) should be installed on the steps just beside the road bridge over the Owendoher.

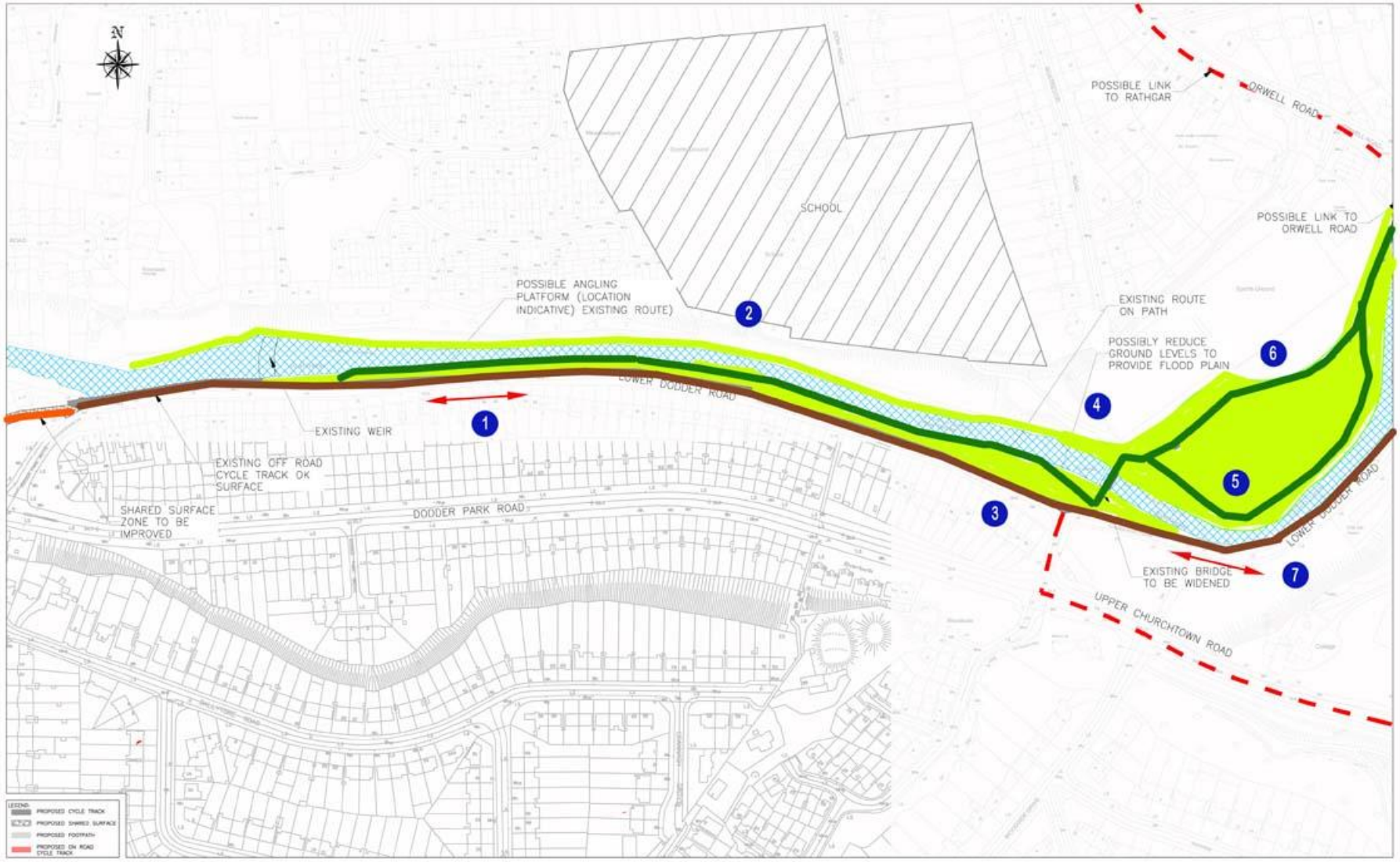
Fig. 15: Steps to Springfield Ave./Dodder View Rd, beside Owendoher, install stair-rails
(Existing road bridge over Owendoher River may be seen to the right)

SECTION 2

Orwell Park and Dartry Park Section

(Rathfarnham Rd. Bridge to Classon's Bridge)

FSR Maps: 10 and 9



RIVER DODDER GREENWAY

Map 10

'from the mountains to the sea'

Proposal by Dodder Action, Illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 10

DA Proposals (Linked to Map Nos.): (Ref. S2)

1 Recommended 'through cycle' route uses existing 2-way cycle tracks and path along Lower Dodder Park Rd. (Ref. S2.1)
2 Existing lower riverside walkway from weir to Orwell Park cycle/foot bridge to be retained as is. Angling platforms to be omitted as walkway better serves purpose. (Ref. S2.5)
3 Existing ground levels between Lower Dodder Park Rd and river beside bridge to be retained
4 Existing bridge to Orwell Park to remain as is (consider amendments either end for wheelchair access)
5 Riverside walk in Orwell Park to be restored as wheelchair accessible circular nature/heritage trail around park, with rest/viewing point. (Ref. S2.2)
6 Existing inner park path to remain as is, continues to park gate near Orwell Rd
7 Traffic system reconfiguration to provide cycle tracks (preferably 2-way on river side) for recommended 'through cycle' route along Lower Dodder Park Road (Ref. S2.4)

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Ely or Castle Gate, built of granite blocks c1770 as gateway to Rathfarnham Castle by Viscount Ely

Orwell Park, includes remains of 19th c lime kiln (for making quicklime). Became Jersey cow farm for Bewley family, acquired c1950 by DCC.

Local communities Rathgar Village

Rathgar Residents Association

Herzog Park, Rathgar Tennis and Bowling Club, nature area

Castle Golf Club

High School, Zion Road

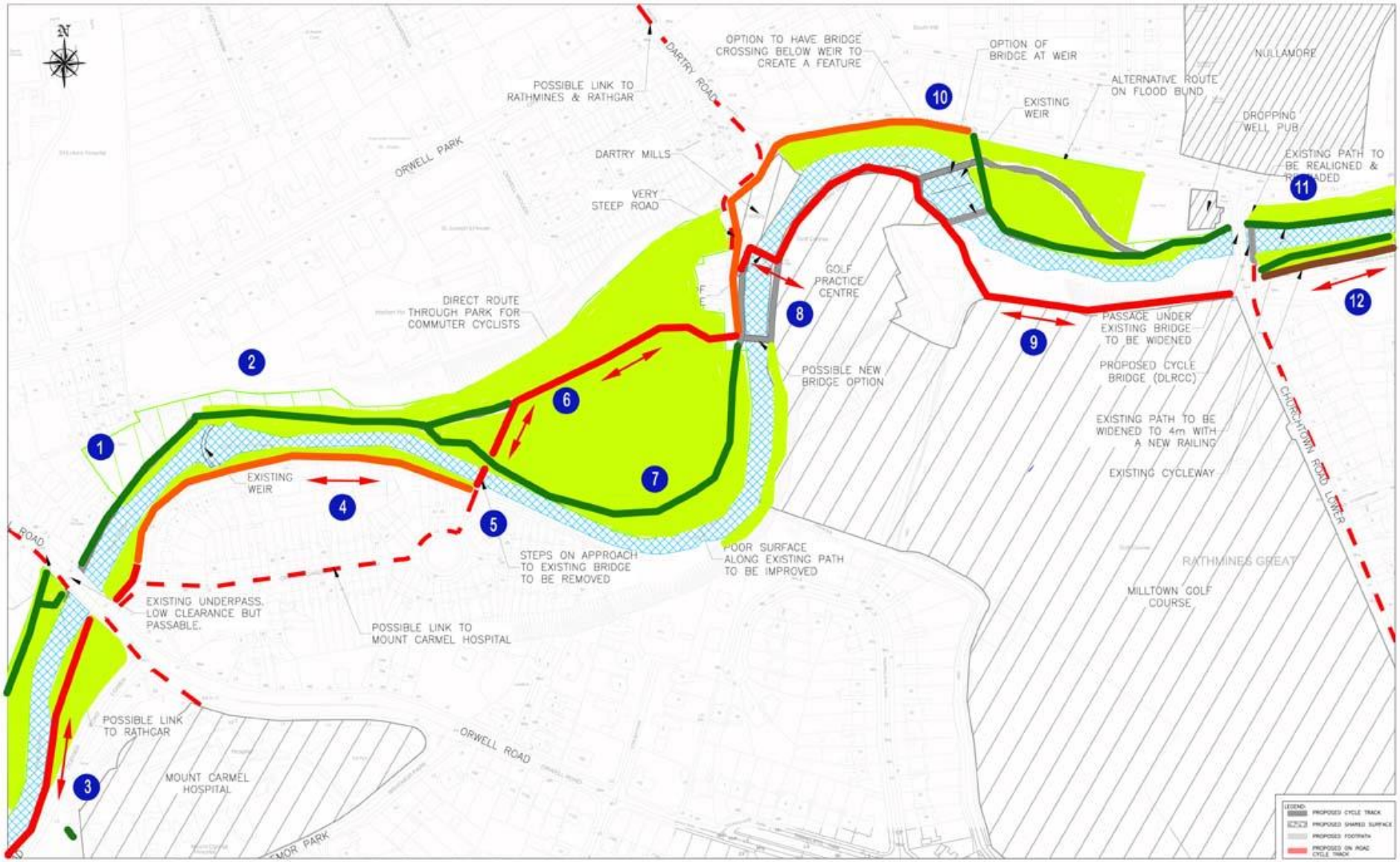
Stratford National School

Ely Gate

Lower Dodder Park Road Weir

Orwell Park Footbridge

Lime Kiln



RIVER DODDER GREENWAY

Map 9

'from the mountains to the sea'

Proposal by Dodder Action, Illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 9

DA Proposals (Linked to Map Nos.): (Ref. S2)

1 Existing path to remain as is with minor upgrade. It runs from gate of Orwell Park and through underpass of Orwell Rd. This traditional riverside path then goes past Orwell Weir to Dartry Park (Ref. S2.2)
2 Millrace works at Weir to be restored and millrace route to be delineated. Rest point/viewing point, wooden seats to be installed
3 Recommended 'through cycle' route along Lower Dodder Park Road now leaves the road and follows existing path to underpass of Orwell Road and up to Orwell Walk on downstream side. Existing path to be widened to minimum necessary, in a slope with steps removed (Ref. S2.4)
4 Recommended 'through cycle' route follows Orwell Walk and Dodder Vale cul-de-sac to existing footbridge (Ref. S2.4)
5 Existing footbridge to be modified or widened for foot/cycle/wheelchair access and use. Existing parapet design to be retained or replicated
6 Recommended 'through cycle' route meets existing inner path from Weir and continues on to Dodder Walk
7 Riverside walk in Dartry Park to be restored as wheelchair accessible circular nature/heritage trail around park, with rest/viewing point. (Ref. S2.2)
8 Recommended 'through cycle' route crosses existing restored iron bridge to land acquired from Milltown Golf Club (Ref. S2.4)
9 Recommended 'through cycle' route follows acquired riverside land at the side of the practice area of Milltown Golf Club, and rises to meet existing right-of-way from Churchtown Road
10 Exclude proposed bridges above and below Dartry Park East Weir (Ref. S2.5)
1**1*** Existing path through Dartry Park East remains as is and continues under the narrow arch of Classon's Bridge on the DCC side of the river
12* Install toucan crossing of Churchtown Road for recommended 'through cycle' route to join the existing cycle track along Patrick Doyle Road

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Orwell Weir, supplied water via millrace to former Cloth Mill at rear of Dartry Park, and later to Dartry Dye Works (on site of present Dartry Mills offices).

Dartry Park, football pitch, fishing

Dropping Well Weir, constructed on existing rapids c1760 by John Classon to supply Milltown Mill

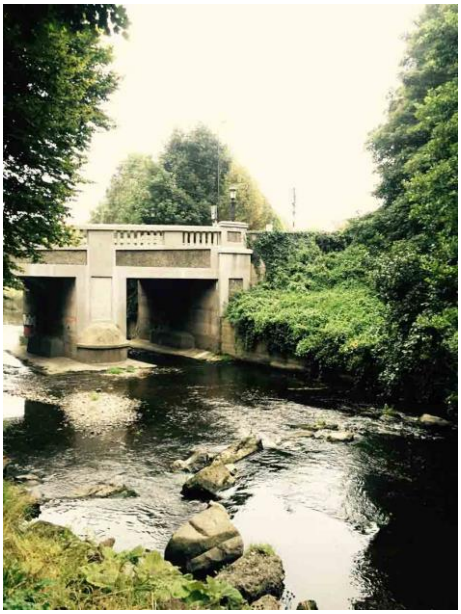
Classon's Bridge, constructed c1790 as a 3-arched limestone masonry bridge. Widened in 1928 when limestone was encased, but still partly visible. Retains 4 iron lamp standards

Local communities Churchtown Village

Milltown Golf Club



Dartry Park East Weir



Classon's Bridge

Dartry Park Footbridge

Orwell Weir

2.1: ROUTES AND PATHS

This section commences where the Rathfarnham Road from Terenure crosses the Dodder and meets its major junction with Springfield Ave./Dodder View Road and Dodder Park Road. Greenway users will access this junction at its northwest corner, where the 'through cycle' route along Springfield Ave./Dodder View Road meets the path from the stepping stones at the end of Bushy Park (see Map11). Greenway users now traverse the Rathfarnham Road to continue along the Lower Dodder Park Road opposite. Given the risk of Greenway users attempting to cross against the lights, an underpass of Rathfarnham Road should be given full design consideration on safety grounds.

There is one Greenway route available for all users along Lower Dodder Park Road, the existing combined pedestrian and two-way cycle path. This continues as far as Ely Gate and the footbridge to Orwell Park. For two-thirds of this stretch, from the weir, there is also a lower river-level walk (not suitable for cycling).

From Ely Gate to Classon's Bridge there are 2 Greenway Routes available. The first remains on the SDCC/DLR side along Lower Dodder Park Road and down Orwell Walk, while the second crosses to the DCC side through Orwell Park. They meet in Dartry Park for a short distance to Dodder Walk before dividing again. The first crosses the existing bridge and continues via the Milltown Golf Club Practice Area and access road to the Churchtown Road. The second is 'shared' use up Dodder Walk to the Milltown Road and past North House before turning into Dartry Park East. It then joins the riverside path past the Dropping Well and under Classon's Bridge. On the DCC side there are additional paths in all three Parks.

The 'through cycle' route for commuter cyclists and long-distance tourists should be provided along the first, more direct route almost entirely on the SDCC/DLR side. It is a direct continuation of the existing two-way cycle track from Rathfarnham Bridge. The route follows Lower Dodder Park Road for some 200 m, and the existing roadway and paths should preferably be reconfigured to provide a 2-way cycle track on the river side. It then follows the existing riverside path (to be amended) through the underpass of Orwell Road into Orwell Gardens. From there it follows Orwell Walk and Dodder Vale and over the footbridge (to be amended) into Dartry Park. It then recrosses the river on the existing bridge that connects Dartry Mills to the Golf Club (access to be acquired and the structure restored). The route , for pedestrian and 2-way cycle use, follows the river around the edge of the Golf Club Practice Area (to be acquired), exiting on the Churchtown Road beside Classon's Bridge. It is directly adjacent to the river for almost all its length and of high visual amenity.

The second route, entirely on the DCC side, goes through Orwell Park, under Orwell Road through a similar underpass, and past Orwell Weir to Dartry Park. It then follows the existing route into and through Dartry Park East to Classon's Bridge. It would be available for all other users, and should be retained as is with minor upgrades. This would fully retain existing major amenity, with increased opportunity for sensitive maintenance and enhancement. There is no requirement for the new cycle bridge proposed in the FSR from Lower Dodder Park Rd. into Orwell Park, which would visually obtrude on the Dodder landscape and is unnecessary.

Note: The only flood defence planned for this section is a short moderate floodwall at the start of Orwell Walk

2.2: MEASURING STICK PHOTOS OF EXISTING PATHS.

Fig. 16 SDCC: Pedestrian and 2-way cycle paths along Lower Dodder Park Road

Existing paths should remain as is: These paths have been in constant use by walkers and cyclists for a number of years. They run beside and above the river on the left, with high visual amenity and views of the weir and mature trees on the opposite riverbank.
FSR Design: These paths are more than adequate in width for existing and potential use, even adjacent to a narrow two lane roadway. The measuring stick appears to indicate that the design path proposal of 4 m width for combined pedestrian and 2-way cycle use is excessive and unnecessary.

Fig. 17 DCC: Path (inner) through Orwell Park from footbridge to gate

Existing path could be widened to 3 m with minor works: this path is used by walkers and cyclists, beside a high amenity expanse of parkland. It could be widened to 3 m.
FSR Design: The 4 m stick indicates that the design path and 1-2 m margins both sides would diminish the parkland for existing users and visual amenity, with potential loss of trees shown to right. With another more direct riverside route option available for commuting cyclists on the far side of the river along Lower Dodder Park Road and Orwell Walk, there is no need for a cycleway route here.

Fig. 18 DCC: Path (riverside) through Orwell Park from footbridge to Main Gate

Existing path could become a level 2 m width with minor works: this path is a high amenity walk through valuable habitat near the river (on the right). A carefully made, level, 2 m path with minimal foundations and of a more organic composition than tarmac should be considered. This would enable wheelchairs and buggies to use it, and complete a circular route around the Park, and take in the remains of an industrial heritage structure (lime kiln) near the footbridge.
FSR Design: The 4 m stick indicates that the design path and 1-2 m margins both sides would seriously diminish the amenity and habitat of this path for existing and potential users.

Fig. 19 DCC: Path from underpass of Orwell (Waldron's) Bridge to Orwell Weir

Existing path should be retained as is with minor upgrade: This is a high amenity traditional path, in continuous use in its present form for over a hundred years (see OSI map c1900). So close and level with the river, the water framed on both sides by trees and shrubs, it is in constant use and a favourite place for anglers and the local community to stop and talk.
FSR Design: The 4 m stick indicates that the design path is entirely unfeasible here (let alone 1-2 m margins both sides). Any widening would result in a major loss of landscape character, habitat and visual and social amenity within the Conservation Area of the Dodder.

Fig. 20 DCC: Path from Orwell Bridge to Dartry Park at Orwell Weir

Existing path should be retained as is with minor upgrade: As above, this is a high amenity traditional path, in continuous use for over a hundred years. Beside the picturesque weir, it adapts to the heritage millrace structures, which should be restored. It is in constant use and a favourite place for the local community to stop and talk.
FSR Design: The 4 m stick indicates that the design path is unfeasible here (let alone 1-2 m margins both sides). Any widening would result in a major loss of landscape character, heritage and visual and social amenity within the Conservation Area of the Dodder

Fig. 21 DCC: Path from Orwell Weir to Dartry Park

Existing path should be retained as is with minor upgrade: This is a high amenity traditional path, intensively used. A millrace ran to the left of this path, and its path should be determined to see how it could be highlighted with minimal disturbance of existing trees and shrubs.
FSR Design: Habitat, landscape character and visual amenity loss from 4 m track, and 1-2 m margin would increase loss.. Lighting should be bat-sensitive and minimal.

Fig. 22 DCC: Path from Orwell Weir in Dartry Park

Existing path should be retained as is with minor upgrade: This is a high amenity path, in constant use. Beyond the trees it meets the path from the amended footbridge to Dodder Vale, the 'through cycle' route for commuter cyclists and long-distance tourists as the more direct and wider route, with less requirement to give way to pedestrians.
FSR Design: Habitat, landscape character and visual amenity loss from 4 m track, and 1-2 m margin would increase loss, in particular of the trees shown. Lighting should be bat-sensitive and minimal.

Fig. 23 DCC: Main Inner Path through Dartry Park

Existing path could be widened to 3.2 m with minor upgrade: This is a high amenity path, in constant use. It would be a 'combined' route for all users, serving the 'through traffic' route across the amended footbridge to Dodder Vale, and the predominantly pedestrian route to Orwell Park To the left is a frequently used playing field, and any encroachment should be limited as much as possible
FSR Design: Parkland landscape character and visual amenity loss from 4 m track, and there should be no 'margins'. Existing lighting is sufficient.

Fig. 24 DCC: Path (riverside) in Dartry Park

Existing path could become a level 2 m width with minor works: this path is a high amenity walk beside the river. The existing footbridge to Dodder Vale may be seen to the left. A carefully made, level, 2 m path with minimal foundations and of a more organic composition than tarmac should be considered. This would enable wheelchairs and buggies to use it, and complete a circular route around the Park.

FSR Design: The 4 m stick indicates that the design path would seriously diminish the amenity and habitat of this path for existing and potential users. There should be no 'margins', and no lighting installed as inappropriate for habitat, particularly bats.

Fig. 25 DCC: Path beside weir in Dartry Park East

Existing path should be retained as is: This path is in a high amenity location, beside the weir and river in a popular park. It is in constant existing use, by walkers, anglers, people sitting on the edge or climbing around the gravel on left, picnickers on the grass. Cyclists pass through, giving way to other users, but it is inappropriate for a 'through cycle' route.
FSR Design: Landscape character and visual amenity loss from 4 m track, and 1-2 m margin would increase loss. Lighting should be bat-sensitive and minimal.

Fig. 26 DCC: Path between Dropping Well and river just above Classon's Bridge

Existing path should be retained as is with minor upgrade: This is a high amenity traditional path, So close and level with the river, with views of the river, the mature riverbank opposite and Classon's Bridge with its extant heritage arch, it is in constant use and a favourite amenity path for users of all ages and mobility.
FSR Design: The 4 m stick indicates that the design path is entirely unfeasible here (let alone 1-2 m margins both sides). Any widening would result in a major loss of landscape character, visual and social amenity within the Conservation Area of the Dodder.

2.3: ENVIRONS OF EXISTING PATHS

Fig. 27: View downstream from Orwell (Waldron's) Bridge
(Trees to left would be lost with FSR proposed cycleway)

Fig. 28: Detail of existing river wall beside underpass Waldron's Bridge DCC side
(At risk with FSR proposed cycleway)

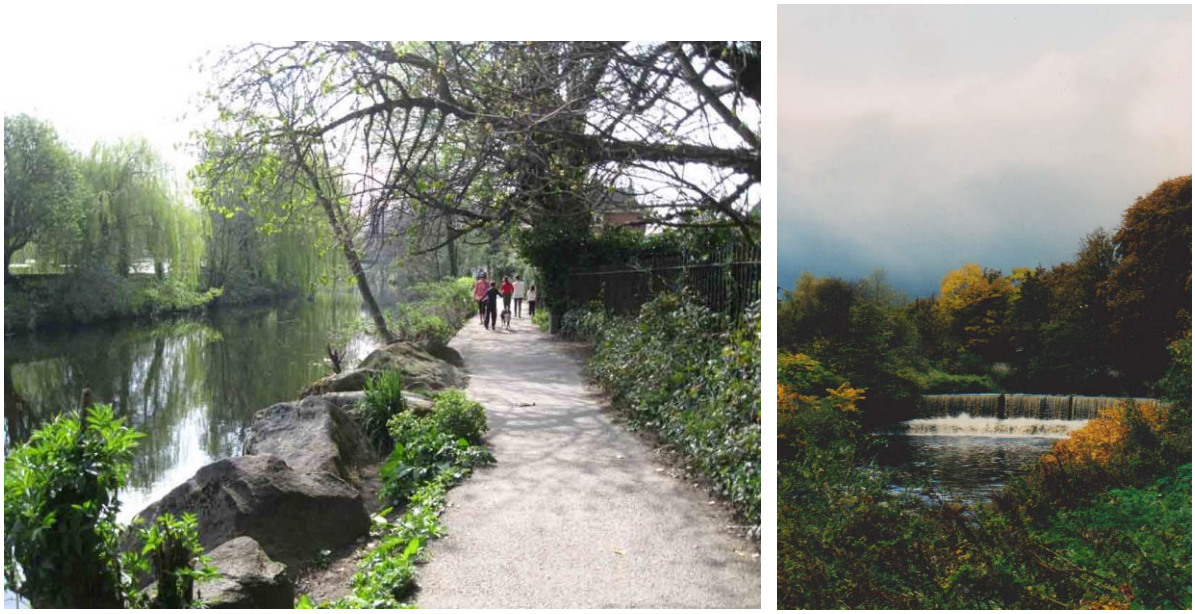


Fig. 29: Orwell Weir and path from weir towards Waldron's Bridge

2.4: 'THROUGH CYCLE' ROUTE

Fig. 30 SDCC: From Ely Gate 200 m approx. along Lower Dodder Park Road
(Consider reconfiguring existing paths/road to provide pedestrian and 2-way cycle path by river wall)

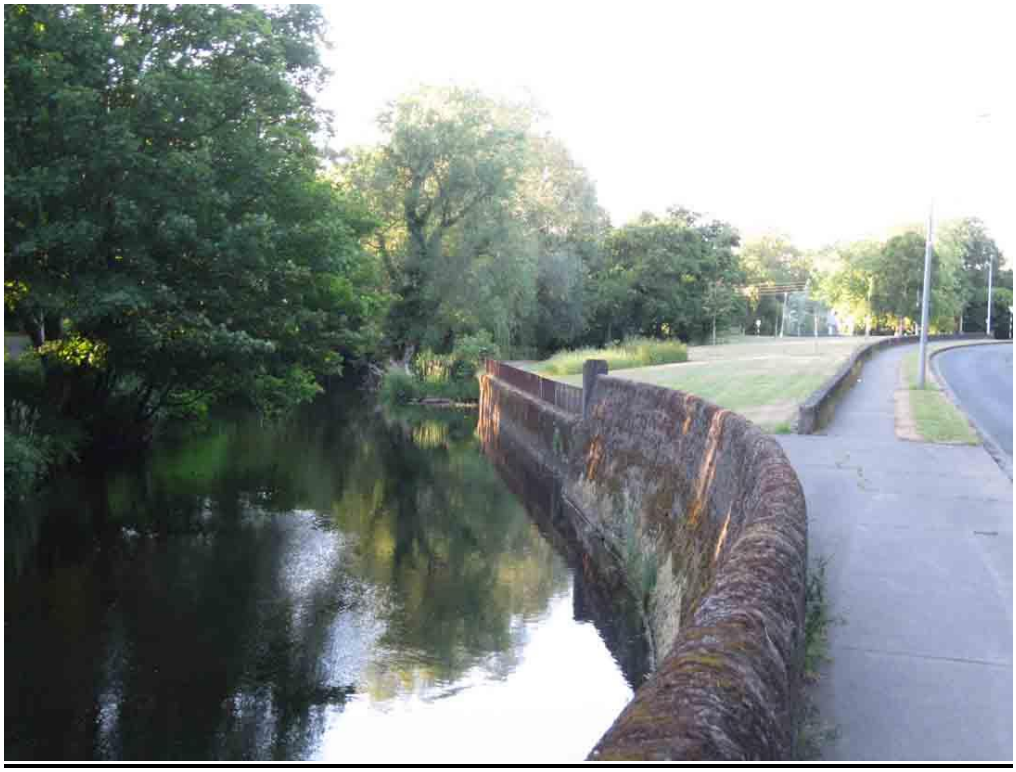


Fig. 31 DLR: Route follows existing path to underpass of Orwell Road
(Could widen path to 3 m with minor upgrade and removal of steps)

Fig. 32 DLR: Existing path through underpass of Orwell Road to Orwell Walk
(Underpass dimensions similar to those on DCC side)

Fig. 33 DLR: Orwell Walk towards Dodder Vale and existing footbridge to Dartry Park
(This is a 300 m long cul-de-sac with minimal vehicle movement suitable for shared use.
. Footbridge to be amended for cycles to 2 m width and steps removed)

Fig. 34 DCC/DLR: Existing bridge behind Dartry Mills to Milltown Golf Club
(To connect Dodder Walk to route around edge of Club Practice Area)

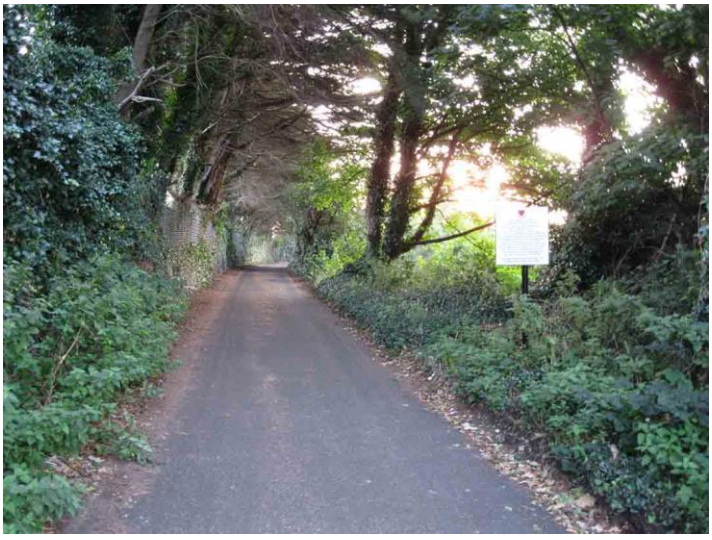


Fig. 35 DLR: Access road from Churchtown Road to Golf Club Practice Area

2.5: OTHER FSR OR DA PROPOSALS THIS SECTION

Lower Riverside Walk: Page 21 and Map 10 of the FSR appear to be suggesting removal for 'flood capacity' reasons of the lower riverside walk that runs parallel Lower Dodder Park Road from the weir. This walkway is high amenity (see Fig. 36), in constant use by pedestrians and anglers, and must be retained. In the context of typical flood volumes, the extra 'capacity' suggested would be negligible. The suggested 'angling platforms' would be of little practical use to anglers.

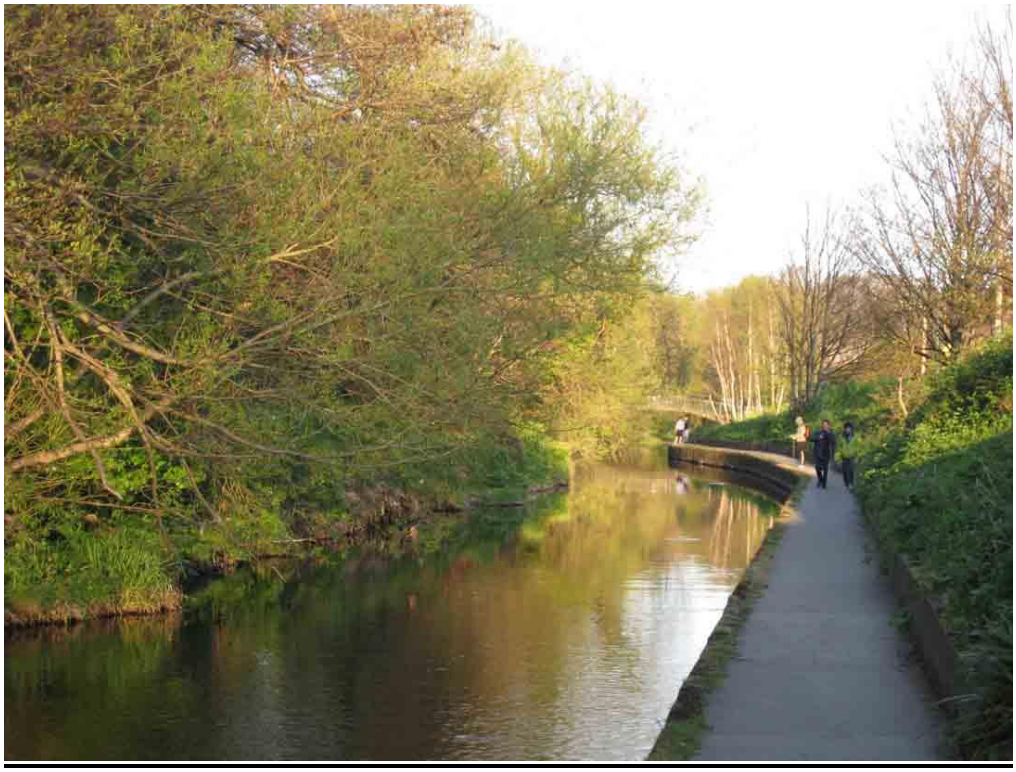


Fig. 36 SDCC: Two views of the lower riverside walk below Lower Dodder Park Road.

Pedestrian/Cycle Bridge from Dodder Walk to Milltown Golf Club: The FSR proposes two possible locations for a pedestrian/cycle bridge to connect Dartry Park to the Golf Club. The existing bridge from Dartry Mills (see below Fig.37 and above Fig. 34) should be used, with access/acquisition sought and appropriate restoration. It is part of the existing landscape. The other proposed location would be in the foreground of Fig. 37, and would visually obtrude on the landscape. Its construction would diminish habitat on both banks, and if a greater span, would be more costly.

Fig. 37 DCC/DLR: Existing bridge from Dartry Mills to Golf Club should be used

Pedestrian/Cycle Bridge from Milltown Golf Club to Dartry Park East: The FSR proposes two possible locations for a pedestrian/cycle bridge above or below the weir at Dartry Park East. Both should be omitted as either would be visually obtrusive and seriously diminish the existing amenities of this historic weir, built c1760. They are unnecessary as the 'through cycle' route continues on Golf Club land, while all other users can follow the existing route around North House. However, stepping stones below the weir should be reinstated in their traditional location (see OSI map c1900).

Fig. 38 DCC/DLR: Proposed bridges above or below Dartry Park East weir should be omitted

SECTION 3

Milltown Section

(Classon's Bridge to Milltown Green/Strand Terrace)

FSR Map: 8

RIVER DODDER GREENWAY

Map 8

'from the mountains to the sea'

Proposal by Dodder Action, Illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path		2 or 1 way cycle beside/on road	
Shared Use		2 way cycle + path away from road	
Riverbanks/ Public Space		Recommended 'Through Cycle' Route	↔

Map 8

DA Proposals (Linked to Map Nos.): (Ref. S3)

1* Existing path under Classon's Bridge remains as is and continues along willow walk, no railings to be installed. Continues as is from 9 arch past Shanagarry to Packhorse Bridge
2* Recommended 'through cycle' route uses existing 2-way cycle track along Patrick Doyle Road
3 New lower pedestrian path to be introduced from Classon's Bridge to 9 arch viaduct. No railings to be installed. (Ref. S3.5)
4 Recommended 'through cycle' route to follow existing path to Packhorse Bridge, widened on side away from river to minimum necessary
5 Packhorse Bridge is a link only, not part of a route. No change in Greenway proposal. Restoration to await work planned as part of flood works (Ref. S3.5)
6 Existing path between Packhorse and Milltown Bridges to remain as is, to continue to underpass Milltown Road with no modifications.
7 Existing riverside path along Milltown Green and past Strand Cottages to remain as is
8 Stepping stone crossing to be installed in river at site of old Ford (Ref. S3.5)
9 Recommended 'through cycle' route passes Al Hussain House Islamic Centre, crosses Milltown Road. As location of existing crossing is in a hazardous location where vehicles frequently break the lights, an underpass should be given full design consideration. This could connect the existing low path elevations both next to Al Hussain House and on the far side of Milltown Road. It should be considered with reference to the flood defence design, and must not impinge on either existing riverbank or millrace (Ref. S3.1)
10 Recommended 'through cycle' route follows existing path widened to minimum width for pedestrians and 2-way cycle track runs alongside Dodderbank Apartments towards Aqueduct

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Milltown Viaduct, completed 1854 for Harcourt St. Railway line. With 9 arches, it is faced with rectangular limestone blocks. Lime stalactites are visible under the arches. It now carries the LUAS line.

Packhorse Bridge, protected structure dating from mid-17th c. Double-arched masonry built on a limestone outcrop. Stub half-width wall added c1890

Historic river Ford opposite Milltown Church (National Monument)

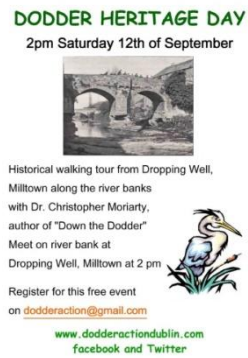
Local communities Milltown village

Milltown Parish Centre

Al Hussain House Islamic Centre

Milltown Viaduct *or* Nine-Arch Bridge

Mill Race at Al Hussain House



c 2004

c 1904

Packhorse Bridg

3.1: ROUTES AND PATHS

Greenway users will access this section from two sides of the river at Classon's Bridge, where the Churchtown Road crosses the Dodder and meets the Milltown Road at the Dropping Well. The 'through cycle' route on the DLR side across the Milltown Golf Club Practice Area and access road exits on the southern side of the bridge. The route for all other users through Dartry Park East on the northern DCC side goes under the original arch of the bridge.

There are 2 Greenway Routes available for the length of this section. The first is the route on the DLR southern side of the river from Classon's Bridge along Patrick Doyle Road to the Nine-Arch Bridge, from where it follows the river past the Packhorse Bridge and crosses the Dundrum Road at Milltown Bridge. It then continues along the riverbank at the rear of Whitebeam Road to the weir beside Strand Terrace on the opposite riverbank. The second route remains on the DCC side, following the existing riverside path from Classon's Bridge, under the Nine-Arch, past the Packhorse and under the Dundrum Road at Milltown Bridge. It then continues past Milltown Green to Strand Terrace. There is also a proposal for a new short pedestrian path below Patrick Doyle Road between Classon's and the Nine-Arch Bridges.

The 'through cycle' route for commuter cyclists and long-distance tourists should be provided along the first route, the more direct and developed pedestrian/cycle paths on the DLR side. It is a direct continuation of the proposed 2-way cycle and pedestrian route from Dartry Park across Milltown Golf Club lands. It exits from their access road onto the Churchtown Road beside Classon's Bridge and directly opposite Patrick Doyle Road. Using a toucan crossing it now joins the existing pedestrian and two-way cycle track along Patrick Doyle Road. From the Nine-Arch Bridge it follows the existing riverside path to the Packhorse Bridge. There is then a short section past Al Hussain House/Mosque to the Dundrum Road, with elements of a heritage mill race on both sides and natural riverbank. There is an existing pedestrian crossing of the road, but there are concerns as to its hazardous location, since vehicles coming from Dundrum direction frequently break the lights. Given the risk to Greenway users, an underpass of the Dundrum Road should be given full design consideration on safety grounds. This could connect the existing low path elevations next to Al Hussain House and on the far side of Dundrum Road. It should be considered with reference to the flood defence design, and must not impinge on either existing riverbank or millrace. From there the route continues past Dodderbank towards Clonskeagh Bridge. This path is already shared by pedestrians and cyclists, and only requires minor widening and upgrade. It is directly adjacent to the river and of high amenity.

The route on the DCC side for all other users should be along the second route. It exits under Classon's Bridge, and from there it follows the existing riverside paths all the way on the same side to Strand Terrace. This route is of exceptional variety and interest, and should be retained as is with minor upgrades. This would fully retain existing visual amenity, heritage and landscape character, with increased opportunity for sensitive maintenance and enhancement.

Note: Flood defences planned for this section include:

LR side: short embankment at Bankside Cottages, floodwall along wall of Al Hussain House: embankment from Milltown Bridge to entrance of Dodderbank Apartments: reinforced boundary wall on river side of Apartments

DCC side: floodwall along railings of Shanagarry Apartments: floodwall along Milltown Rd. from Packhorse to Milltown Bridge: embankment at rear of Milltown Green: floodwall around Strand Terrace.

3.2: MEASURING STICK PHOTOS OF EXISTING PATHS

Fig. 39 DCC: River walk between Classon's Bridge and the Nine-Arch Bridge

Existing path should be retained as is: It is used intensively. It is of high visual amenity with stone river walls both sides, a hedgerow to left and framed by weeping willows. It is wide enough for pedestrians and other uses, and for leisure cyclists to pass.
FSR Design: The 4 m stick indicates that the design path would result in major loss of trees and habitat and unique visual amenity. Lighting is unnecessary as there is sufficient ambient light, and as unsuitable for habitat. Railings are unnecessary and a visual obtrusion.

Fig. 40 DCC: River walk past protected chimney and under the Nine-Arch Bridge

Existing path should be retained with increase to 2 m width with minor works: It is in constant use. It is of high visual and heritage amenity passing beside and under protected structures, a hedgerow and river to left. It is wide enough for pedestrians and other uses, and for leisure cyclists to pass.
FSR Design: The 4 m stick indicates that the design path would result in loss of trees and habitat and unique landscape character and visual amenity. and there should be no 'margins' as they would increase loss, Lighting is unnecessary as there is sufficient ambient light, and is unsuitable for habitat.

Fig. 41 DCC: River walk between Shanagarry Apartments and the river.

Existing path should be retained as is: It is used intensively. It is of high visual amenity with views of the river, the protected Packhorse Bridge and the weir (visible to left). It is wide enough for pedestrians and other uses, and for leisure cyclists to pass.
FSR Design: The 4 m stick indicates that the design path would occupy half of the existing total width of 8 m between the river wall and the railings of the apartments. Given that this will be narrowed by a flood wall proposed along the railing side, the design path would turn this into an urban roadway. Lighting is unnecessary as there is sufficient ambient light, and as unsuitable for habitat.

Fig. 42 DCC: River walk between the Packhorse Bridge (to left) and Milltown Bridge

Existing path should be retained as is: It is used intensively. It is of high visual and heritage amenity and unique landscape character and runs along the top of a stone river wall. There are mature trees and hedgerow to right, with view to mature trees and habitat on the opposite riverbank. It is wide enough for pedestrians and other uses.
FSR Design: The 4 m stick indicates that the design path would result in major loss of trees and habitat and unique visual amenity. Lighting is unnecessary as there is sufficient ambient light and unsuitable for habitat. Railings are unnecessary and a visual obtrusion. Proposed floodwall is along the road up to the right behind the trees, to conserve this unique pathway.

Fig. 43 DLR: River walk from Classon's Bridge to Packhorse Bridge

Existing path should be increased to 3.5 m width with minor works: It is in constant use. It is of high visual and heritage amenity passing under the protected structure of the Nine-Arch Bridge, a hedgerow and trees on river side to left. At present it is wide enough for pedestrians and a cycle lane.
FSR Design: The 4 m stick indicates that an increase to 3.5 m width would provide space for a 2nd cycle lane. To protect the trees and bushes it should be widened sensitively into the slope on the right. Lighting is unnecessary as there is sufficient ambient light from Patrick Doyle Road, is unsuitable for habitat and lighting poles would be visually obtrusive.

Fig. 44 DLR: River walk from Classon's Bridge to Packhorse Bridge

Existing path should be increased to 3.5 m width with minor works: It is in constant use. It is of high visual and heritage amenity with views to the Packhorse Bridge, river and weir. At present it is wide enough for pedestrians and a cycle lane.
FSR Design: The 4 m stick indicates that an increase to 3.5 m width would provide space for a 2nd cycle lane. To protect the trees and bushes it should be widened sensitively into the slope on the left. Lighting is unsuitable for habitat and lighting poles would be visually obtrusive.
It is unnecessary as there is sufficient ambient light from Bankside Cottages and the road and apartment complex on the opposite bank.

Fig. 45 DLR: River walk between Milltown Bridge and Packhorse Bridge

Existing path should be retained as is at 3 m width: It is in constant use. It is of high visual and heritage amenity. To the right are the mature trees and bushes of the natural riverbank, as well as part of the historic millrace from the weir to Clonskeagh Iron Works. At present it is wide enough for pedestrians and two cycle lanes.
FSR Design: The 4 m stick indicates that the FSR design path if widened to the right would result in major loss of trees, habitat and heritage structures. To the left is the wall of Al Hussain house, which strengthened is to form the proposed flood defence between the bridges. Sufficient ambient lighting and more would be unsuitable for habitat.

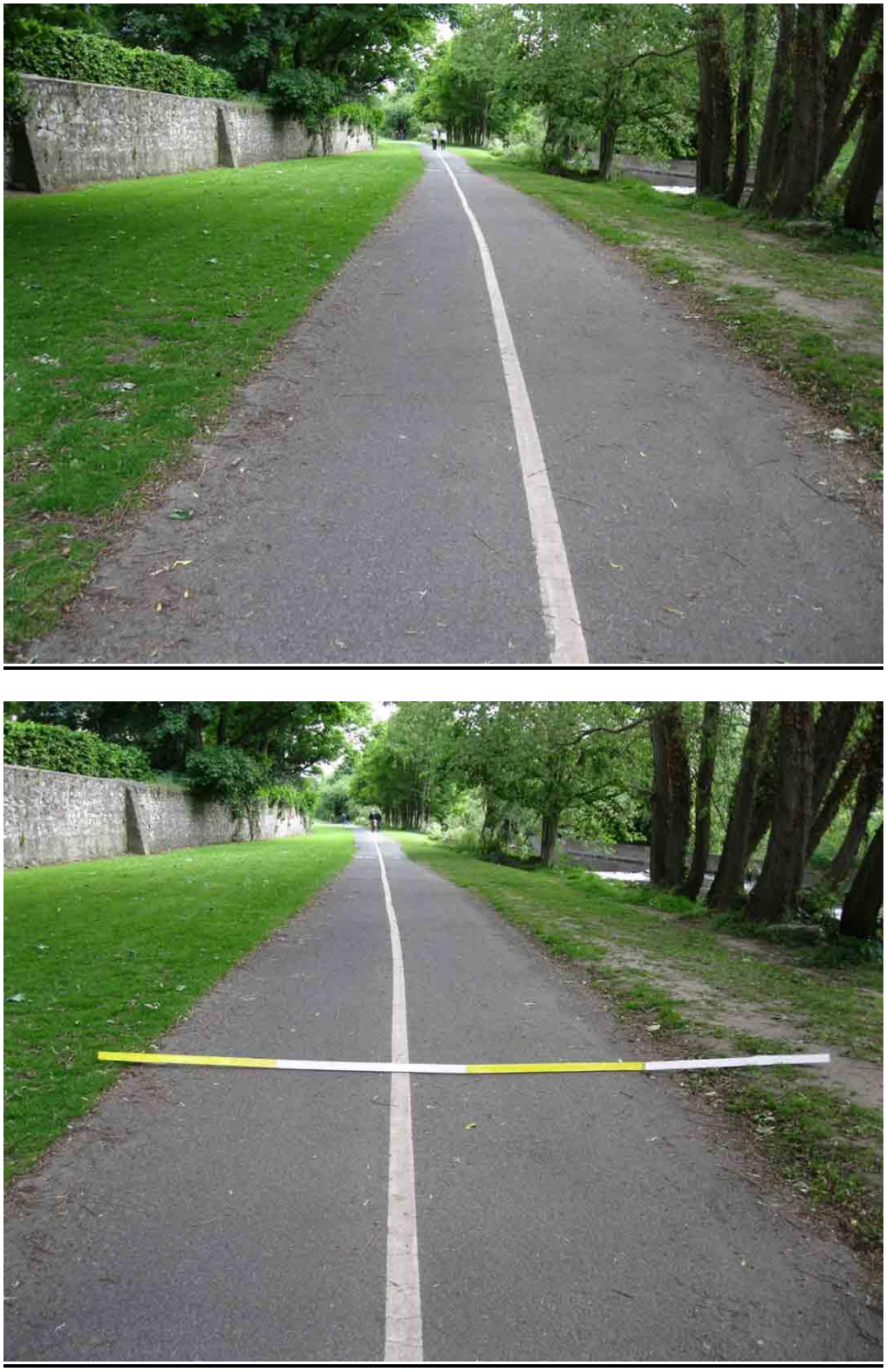


Fig. 46 DLR: River walk between Milltown Bridge and towards Aqueduct at river bend

Existing path could be widened to 3.4 m width Existing path is in constant use and of high amenity. It already occupies a significant proportion of total riverbank width. To the right are the mature trees and bushes of the natural riverbank,. At present it is wide enough for pedestrians and two cycle lanes.
FSR Design: The 4 m stick indicates that the design path would result in significant loss of landscape character and amenity. The walls to the left, when strengthened, are to form the proposed flood defences here. Lighting should be bat-sensitive and minimal as there is ambient light already from Milltown Green and Strand Terrace across the river.

3.3: ENVIRONS OF EXISTING PATHS

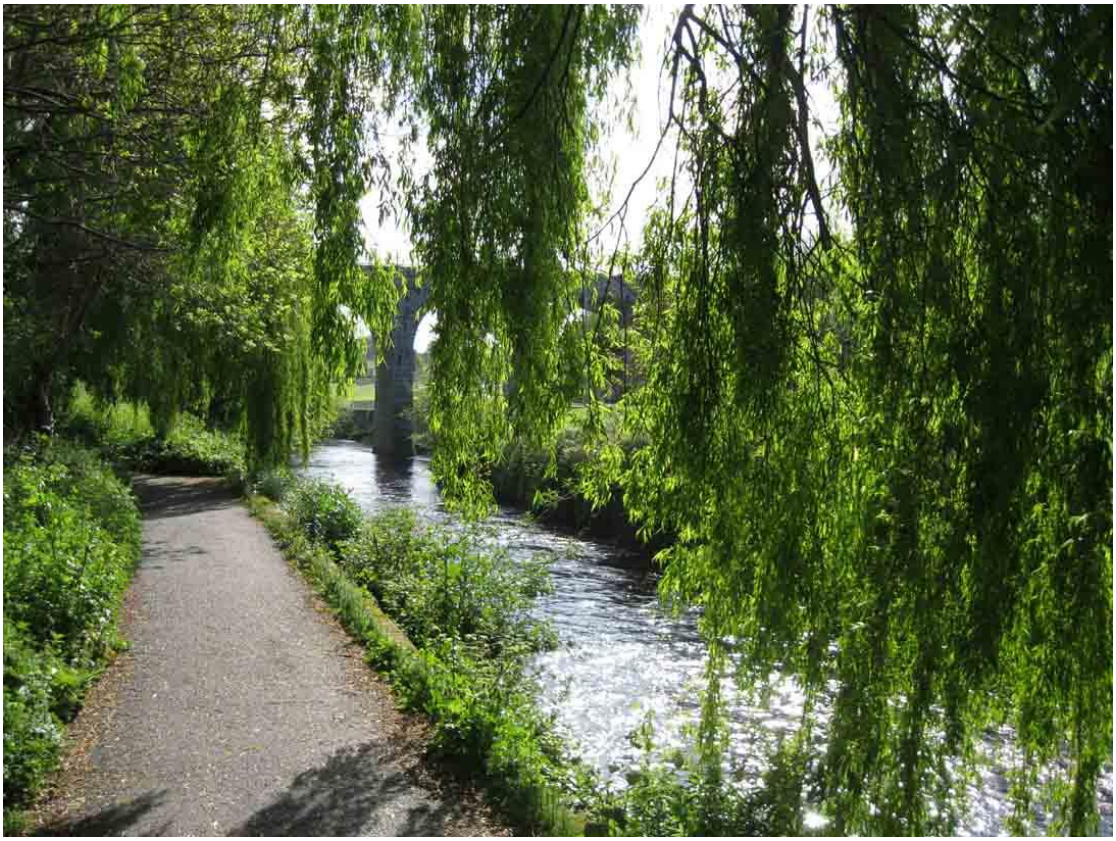


Fig. 47 DCC: River walk from Classon's Bridge to Nine-Arch Bridge (built 1854)
(Nine-arch Bridge: DCC Protected Structure Ref. 886: DLR Protected Structure Ref.20)

Fig. 48 DCC/DLR: Nine-Arch Bridge from Classon's Bridge

Fig. 49 DCC: View from Shanagarry river walk of Packhorse and Bankside Cottages

Fig. 50 DCC: River walk between Milltown and Packhorse Bridges
(Note riverbank trees and bushes on opposite DLR side)

Fig. 51 DLR: Path beside Al Hussain House/Mosque up to crossing at Dundrum Road
(Riverbank on left, heritage millrace on right leading to original tunnel under road)

Fig. 52 DCC: Milltown Green, river on left. Milltown Road on right
(Proposed flood defence is a small embankment along inside of low wall to road)

3.4: 'THROUGH CYCLE' ROUTE

As this route is entirely along existing paths, it has been outlined already in Section 3.2: (Measuring Stick Photos Figures 43 to 46 above)

3.5: OTHER FSR OR DA PROPOSALS THIS SECTION

New footpath proposal: It is proposed that a new riverside footpath be introduced on the DLR side of the river between Classon's Bridge and the Nine-Arch Bridge (see Fig. 53 and 54 below). There is an existing pedestrian path and 2-way cycle track alongside Patrick Doyle Road, but this footpath would branch down the grass bank from just beside the bridge, to an existing flat grass plateau running alongside the river. It would then run along this plateau and meet the cycle track just where it divides from the road before the Nine-Arch. There should be a gradual slope down at the Classon's end to facilitate wheelchairs and buggies. As a footpath it should be 1.5 m width approx. and set back from the river wall edge. There should be no railings as they introduce a separation of the user from the river, are a visual obtrusion and are unnecessary for reasonable use. No lighting is required as it would be lit from the road above.

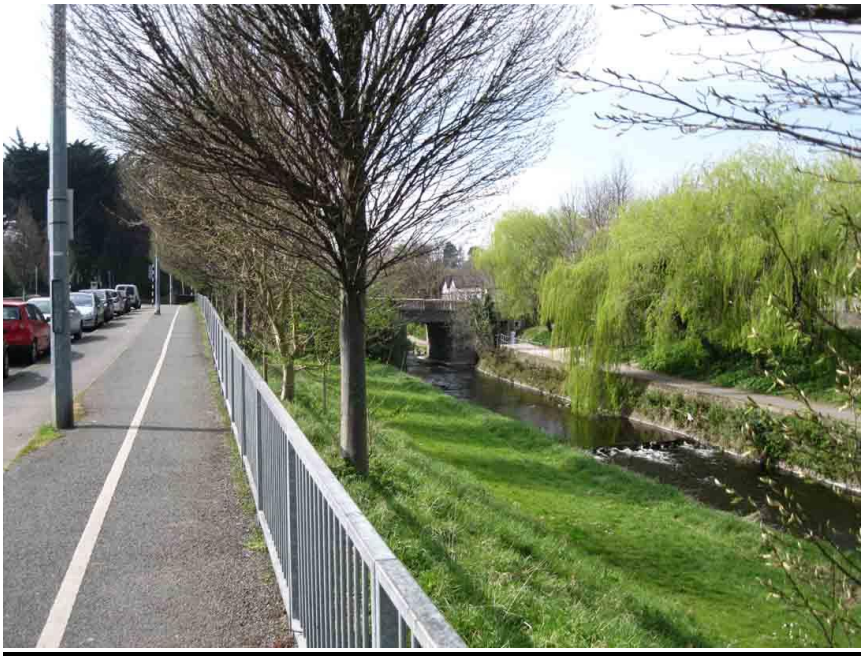


Fig. 53 DLR: New footpath from Classon's Bridge on grass plateau below to right
(2-way cycle track on left along Patrick Doyle Road)

Fig. 54 DLR: New footpath from Classon's Bridge on grass plateau below to left

Packhorse Bridge: As outlined already in Section 3, the two routes on each bank pass by the Packhorse Bridge. There is no requirement whatsoever for any Greenway works on this 17th c Protected Structure such as those outlined in the FSR. The stub wall and the existing cobbled surface should remain as is.

Fig. 55 DLR/DCC: Packhorse Bridge
(DCC Protected Structure Ref. 892: DLR RMP 022-004001)

New Stepping Stones: It is proposed that a set of stepping stones across the river, similar to those at Bushy Park, be installed at the low wall behind the car park of Milltown Green. This was the historic crossing point or ford of the river (National Monument 022.093), for those wishing to avoid the toll in former times at the Packhorse Bridge, and would reproduce that facility. It would be negotiable only at usual shallow water levels.

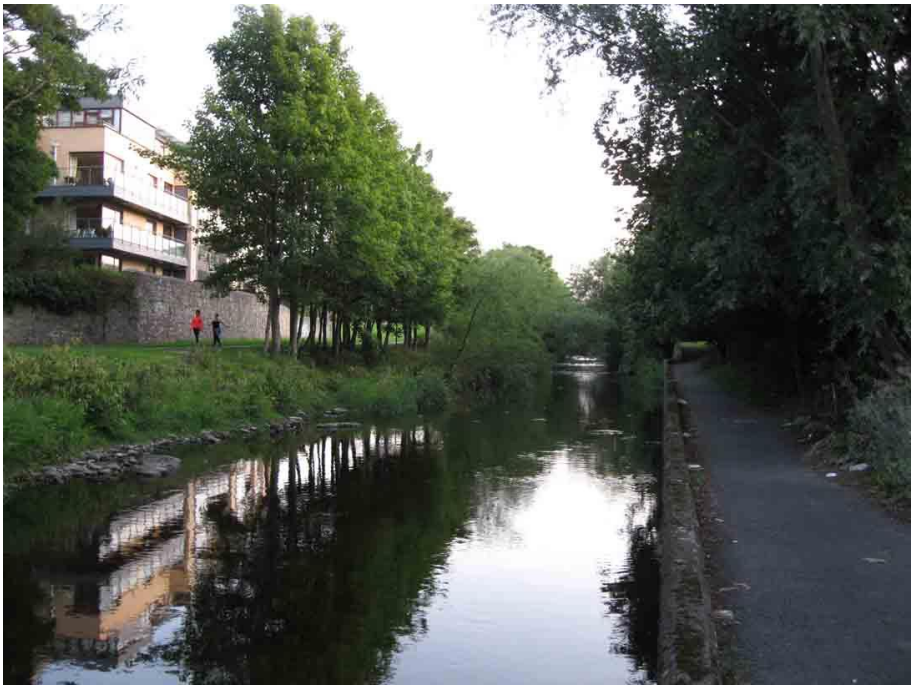


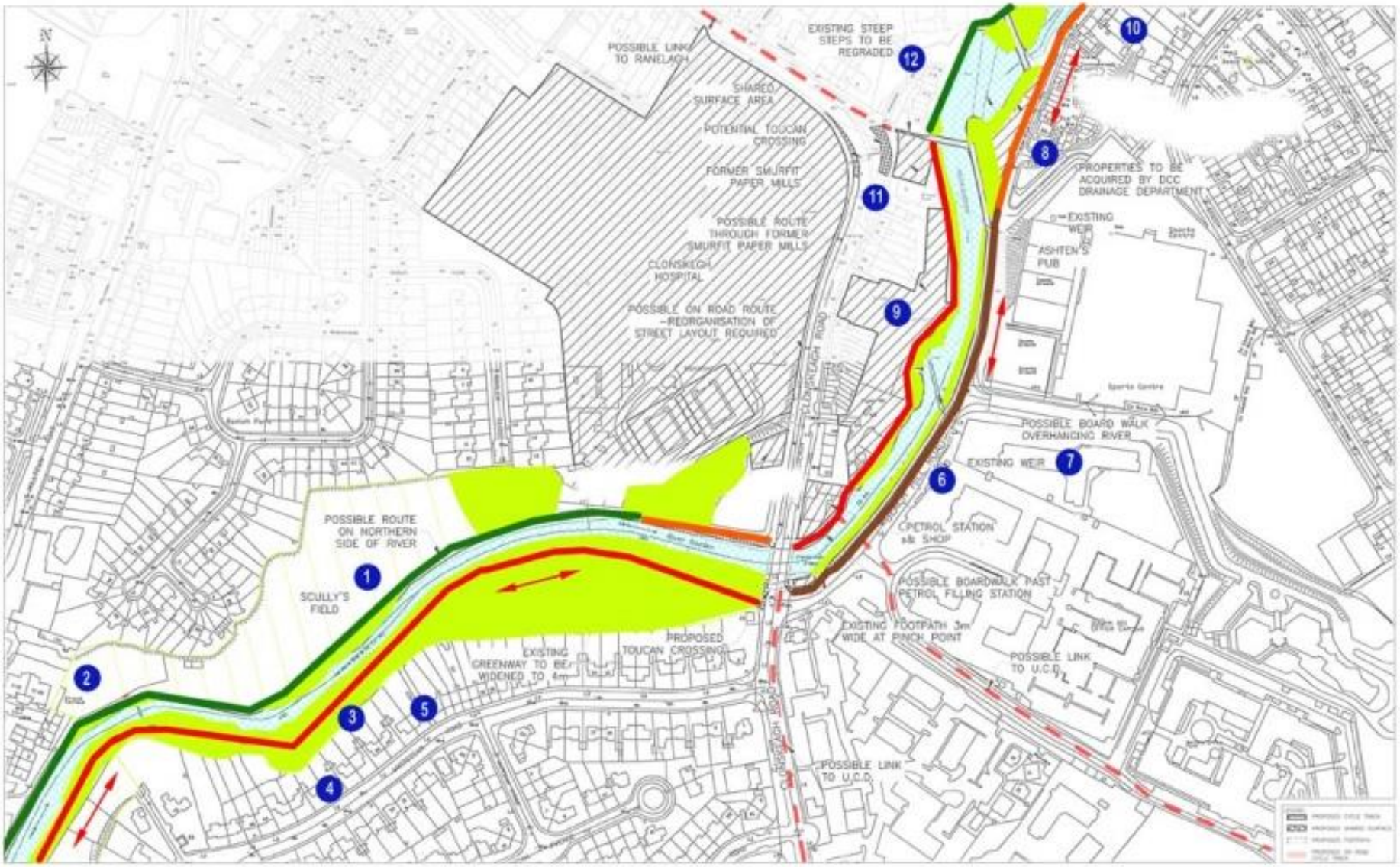
Fig. 56 DLR/DCC: Stepping stones proposed at Milltown at historic Ford site
(Dodderbank across river, Milltown Green to right of path

SECTION 4

Clonskeagh and Donnybrook

(Milltown Green/Strand Terrace to Herbert Park)

FSR Maps: 7 and 6



RIVER DODDER GREENWAY

Map 7

'from the mountains to the sea'

Proposal by Dodder Action, illustrated by Cllr Francis Noel Duffy

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 7

DA Proposals (Linked to Map Nos.): (Ref. S4)

1 Existing path beside Scully's Field to remain as is from Milltown Green to cottages near Clonskeagh Bridge. Hedgerow to Field to be enhanced where in ownership DCC. Riverbank habitat to be maintained and enhanced.
2 Stepping stone crossing to be installed in river at foot of steps below weir downstream of Strand Terrace (Ref. S4.5)
3 Recommended 'through cycle' route of pedestrian path and 2-way cycle track continues from Aqueduct to Clonskeagh Bridge
4 Aqueduct to be designated rest and viewing point. Wooden seats to be installed
5 Steps down from Whitebeam Road to be reconfigured, lower section to be rotated 90^0, probably upstream for minimum tree removal, (so users do not exit onto cycle track without warning) (Ref. S4.5)
6 Traffic system reconfiguration to provide cycle tracks (preferably 2-way on river side) for recommended 'through cycle' route along Beech Hill Road as far as Donnybrook Court apartments
7* Exclude boardwalk over river along Beech Hill Road (Ref. S4.5)
8* Traffic system reconfiguration for safe 'shared use' cyclist zone between Donnybrook Court apartments and proposed cycle bridge to Brookvale Road (Ref. S4.1)
9 Linear Riverside Walk along boundary of Smurfit's site. Configuration to be determined by DCC as part of grant of permission
10* Exclude bridges above and below Beaver Row Weir (Ref. S4.5)
11* Install bicycle stair rails on steps beside Ashton's (Ref. S4.5)
12* Existing path behind Riverside Walk to remain same width and level (as per flood works condition).

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Local communities Clonskeagh and Ranelagh

UCD (University College Dublin), Founded 1854 by JH Newman as Catholic University, became UCD in 1998, moved to 330 acre campus in 1960s, 32,000 students, sports facilities, swimming pool, walks

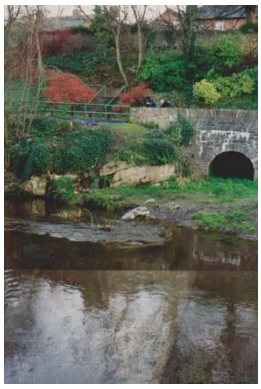
David Lloyd Riverview, tennis and swimming

Sandford Park School, Gonzaga College, Muckross Park College

Islamic Cultural Centre of Ireland

Beaver Row Weir

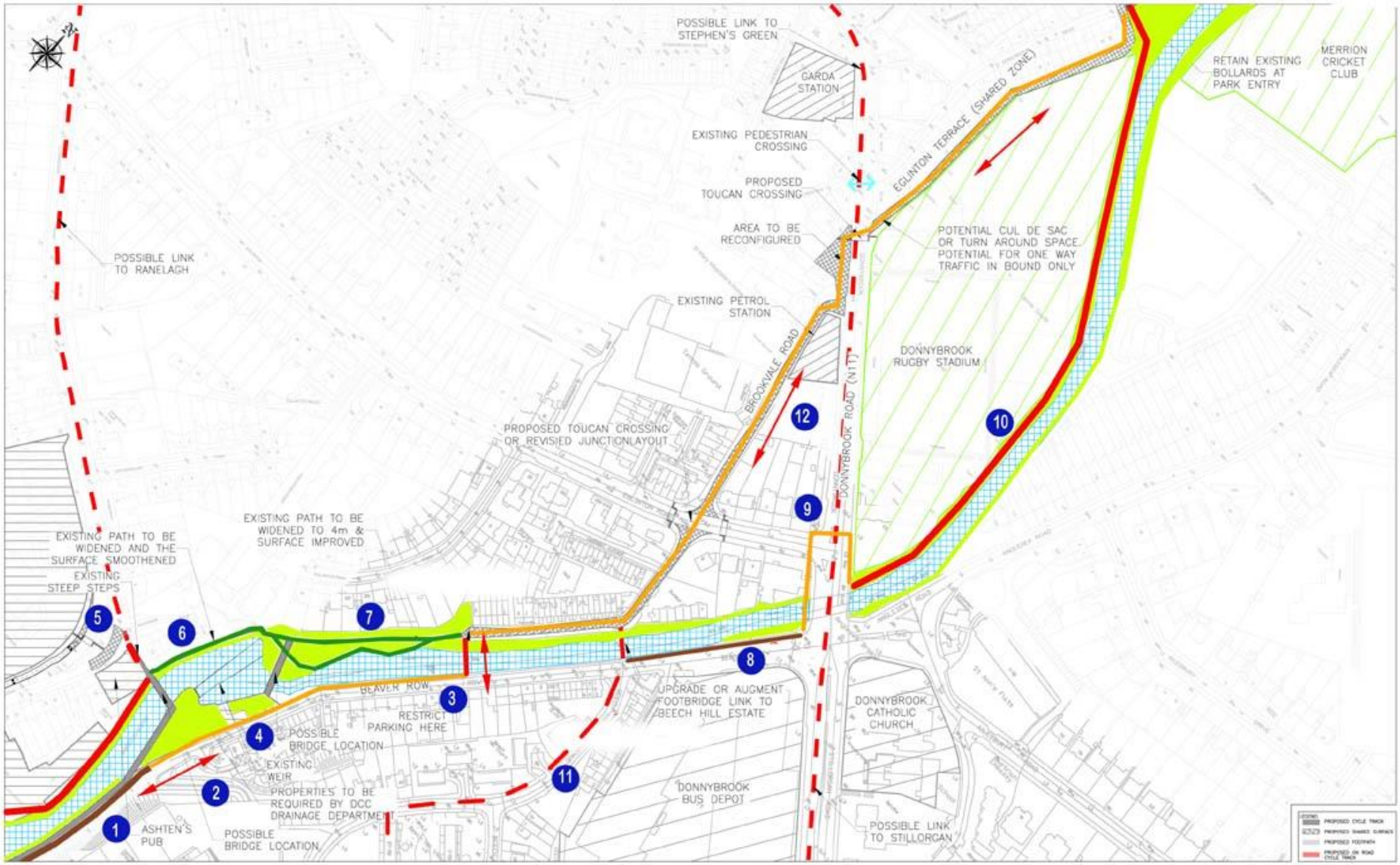

Lower and Upper Rampart Paths opposite Beaver Row



Aqueduct **Scully's Field path**


Riverbank Trees below Beech Hill Road


Clonskeagh Bridge



RIVER DODDER GREENWAY

Map 6

'from the mountains to the sea'

Proposal by Dodder Action, Illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 6

DA Proposals (Linked to Map Nos.): (Ref. S4)

1* Exclude boardwalk over river along Beech Hill Road (Ref. S4.5)
2* Traffic system reconfiguration for safe 'shared use' cyclist zone between Donnybrook Court apartments and proposed cycle bridge to Brookvale Road (Ref. S4.1)
3 Proposed two-way cycle bridge from Beaver Row to Brookvale Road (Ref. S4.5)
4* Exclude bridges above and below Beaver Row Weir (Ref. S4.5)
5* Install bicycle stair rails on steps beside Ashton's (Ref. S4.5)
6* Existing path behind Riverside Walk to remain same width and level (as per flood works condition). Millrace works and route to be restored and delineated
7 Existing Upper Rampart path to remain as is with upgrade restoration. Lower riverside path to be restored as wheelchair accessible nature trail, with rest point and opening to upper path. Riverbank habitat to be conserved and enhanced.(Ref. S4.5)
8 Install two-way cycle tracks on Beaver Row between Iron Footbridge and Anglesey Bridge
9 Incorporate toucan crossing of Donnybrook Road from Donnybrook side of junction with Eglinton Road, to opposite Donnybrook Rugby Stadium side and access to Linear Riverside Walk. (Ref. S4.5)
10 Inclusion of Linear Riverside Walk along Donnybrook Rugby Stadium boundary
11 Possible link to UCD Campus through Beech Hill Estate
12 Recommended 'through cycle' route is 'shared use' along Brookvale Road, then crossing the Donnybrook Road and along Eglinton Terrace to Herbert Park

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Beaver Row cottages and Methodist Meeting Hall, built c 1815 by Wright family (of Beech Hill House and Floraville). The cottages and Hall were to house felters brought from Yorkshire to work in a beaver hat factory across the Dodder behind Brookvale Road.

Iron Footbridge c1880. Recently restored by DCC Roads and Traffic in cooperation with Conservation Architects of DCC, replaced previous wooden footbridge used by felters to get to and from work.

Laburnum Cottage, Harmony Ave. c1710

Beaver Row Weir and Millrace. Weir a likely reconfiguration of existing waterfall, part of series of weirs installed in mid 1800s to serve some 50 mills along the Dodder. Millrace followed Rampart path before turning towards Donnybrook and on towards Ballsbridge.

Stone river wall opposite weir supporting Nos 1 & 2 Beech Hill Road. Archaeological interest (may be 17/18th century
Donnybrook Graveyard, earliest recorded burial Sir R Fitzwilliam 1595. Heritage tours

Donnybrook Fair, original charter granted 1204 by King John, ended c1855. Located (approximately) on site of current Donnybrook Rugby Stadium

Local communities Donnybrook village.

Donnybrook Boy Scouts, Brookvale Road

National School, Belmont Ave.

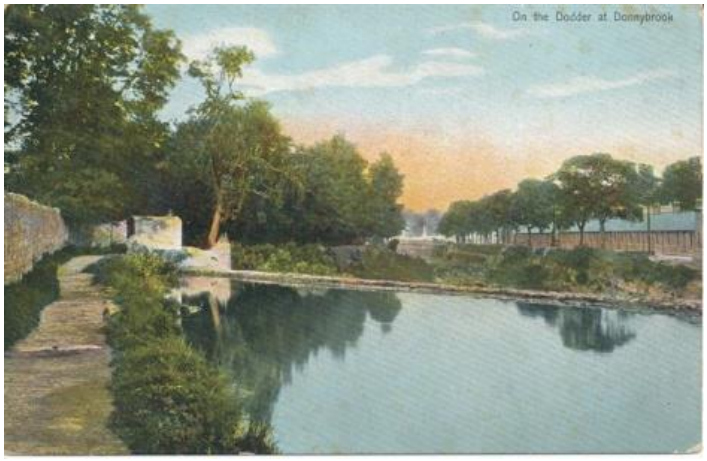
Donnybrook Bus Garage. Originally a quarry, it became a tram depot c1873-1940. Modern garage built 1952 features first known use of concrete shell roof, ideal for providing natural light for its garage function.

Donnybrook Tennis Club

Elm Park Golf Club

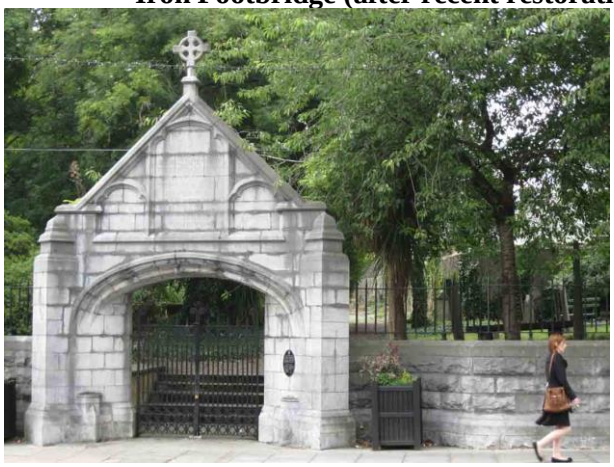
RTE Studios, Stillorgan Road

Donnybrook Rugby Stadium, home of Bective Rangers and Old Wesley Rugby clubs



Beaver Row Weir c 1900

Iron Footbridge (after recent restoration)



Donnybrook Graveyard

Donnybrook Bus Garage c1955

4.1: ROUTES AND PATHS

Greenway users will access this section as a direct continuation of the two existing routes on either side of the river outlined in Section 3 above, past Strand Terrace at the end of Milltown Green on the northern DCC side, the other directly opposite on the southern DLR side.

There are 2 Greenway Routes available for the length of this section. The first route on the DLR side continues along the existing path from Milltown Bridge to Clonskeagh Bridge. This path only requires minor widening and upgrade for pedestrian and 2-way cycle use. It passes the heritage aqueduct, part of the old millrace from Milltown weir, and then passes the former millpond of Clonskeagh Ironworks before reaching Clonskeagh Bridge. After crossing Clonskeagh Road it remains on the DLR side down Beech Hill Road, (and into DCC), and onto Beaver Row. Halfway down Beaver Row (opposite No. 9 Beaver Row) it crosses a proposed new cycle bridge over the river to meet the end of Brookvale Road. From there it follows the proposed FSR route away from the river, on 'shared use' roads. This runs along Brookvale, crossing Eglinton and Donnybrook Roads onto Eglinton Terrace to Herbert Park. The second route remains on the DCC side starting at Strand Terrace and follows the traditional high amenity path between the Dodder and Scully's Field, ending beside the former O'Sheas Pub at Clonskeagh Bridge. It crosses the Clonskeagh Road to join the riverside walkway to be constructed as part of the development of the Smurfit site, as far as Ashton's public house. It then continues along the existing paths, past the weir and along the Rampart path to Brookvale Road. It crosses the Iron Footbridge to Beaver Row, and follows the river wall to Anglesea Bridge. It then crosses Donnybrook Road at reconfigured traffic lights at the bottom of Eglinton Road, and continues to Herbert Park along the riverside walkway to be constructed as part of the development of Donnybrook Rugby Stadium.

The 'through cycle' route for commuter cyclists and long-distance tourists should be provided along the first route on the DLR side to Clonskeagh Bridge. It should then follow the most direct route to Herbert Park, via Beech Hill Road, the cycle bridge to Brookvale Road, and Eglinton Terrace. The route down Beech Hill Road is some 300 m as far as Donnybrook Court Apartments, and the existing roadway and paths should be reconfigured to provide a 2-way cycle track and path on the river side. There is then a narrower section of 200 m to the proposed cycle bridge on Beaver Row. This 200 m length should be reconfigured for safe 'shared use' by cyclists (traffic calming, etc.) There is already a limit in place on heavy vehicles. The cycle bridge would be of similar span to the Iron Footbridge and should match its design, though wider for cyclists. This route is directly adjacent to the river and of high visual amenity as far as Brookvale Road. The rest of the route is 'shared use' along roads away from the river as outlined in the FSR.

The route for all other users should be the second route on the DCC side, starting from Strand Terrace. It runs close to and beside the river at all parts all the way to Herbert Park It would be of exceptional visual amenity and landscape character, with a variety of natural habitats and riverbanks, heritage buildings, structures and weirs, and areas of archaeological interest.

Note: Flood defences planned for this section include:

DCC only: short transverse embankments each end of Scully's Field: floodwall from end of Scully's Field to Clonskeagh Bridge: floodwall along Smurfit site boundary: low floodwall to rear of Ashton's: reinforced wall along path to rear of Riverside Walk: raising and restoration of short length of stone wall along Beech Hill Road opposite Riverview complex: restoration of river wall to rear of Nos. 1 and 2 Beech Hill Road: embankment along Donnybrook Rugby Stadium site boundary (in process)

4.2: MEASURING STICK PHOTOS OF EXISTING PATHS

Fig. 57 DLR: River walk at Aqueduct between Clonskeagh and Milltown Bridges

Existing path should be retained as is at 3 m width:. This location is of high visual and heritage amenity, with a view point in both directions along the river, and places to sit. There are trees and bushes down to the river edge. As well as the aqueduct, there are other preserved parts of the historic millrace from the weir to Clonskeagh Iron Works. The existing path is wide enough for pedestrians and two cycle lanes.

FSR Design: The 4 m stick indicates that the FSR design path and its 1-2 m margins would result in major loss of trees, habitat and heritage structures. This part of the river has never been lit on either side, and should remain as a ‘dark corridor' for the benefit of bats, birds and other wildlife.

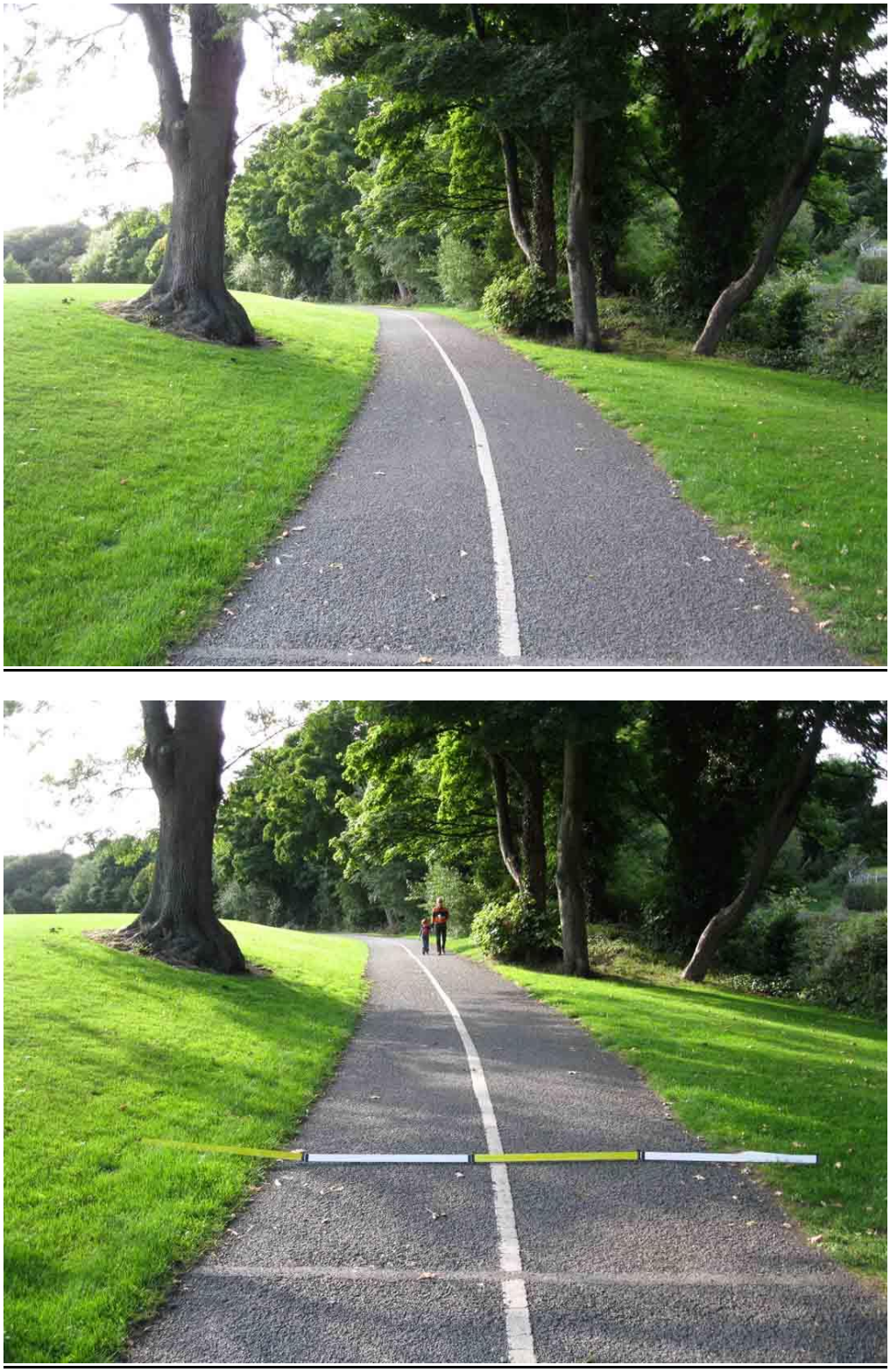


Fig. 58 DLR: River walk between Clonskeagh Bridge and Aqueduct at river bend

Existing path could be increased to 3.4 m width with minor works: It is of high visual amenity with views across grassland to the left, trees and riverbank to right. This grassland was previously the mill pond for the Iron Works, and is still soggy in winter. At 3.4 m width the path would provide for pedestrians and a 2-way cycle track.
FSR Design: The 4 m stick indicates that FSR design path and its 1-2 m margins would result in major loss of trees and habitat. To protect the riverbank trees it should be widened sensitively into the slope on the left, but should narrow past tree on left. Lighting is unnecessary with ambient light from street lights on the far bank and Clonskeagh Road.

Fig. 59 DCC: River walk along Scully's Field, from Strand Terrace to Clonskeagh Bridge

Existing path should be retained as is: This is a traditional path in use for over a hundred years (see OSI map c1900). It runs between 19th century river wall and stone retaining wall to Scully's Field with extensive mature trees and hedgerow along it. It is of unique and significant landscape character, habitat and visual amenity within the Conservation Area of the Dodder. Leisure cyclists may negotiate if they give way to pedestrians.

FSR Design: The 4 m stick indicates that the design path is unfeasible here (let alone 1-2 m margins both sides). Any widening would result in amenity loss. Lighting is unnecessary and unsuitable for habitat. This part of the river is one of the last remaining 'dark corridors' on the urban Dodder that is important for the bat population. Unaffected by proposed flood embankments (except at each end).

Fig. 60 DCC: Path from Ashton's to Brookvale at rear of Beaver Row Weir

Existing path should be retained as is after flood reinforcement of wall to right: This is a high amenity traditional path, in continuous use in its present form for over a hundred years (see OSI map c1900). Also see Fig. 77 below, taken c1905. The Flood Defence Part 8 conditions the conservation of this path in its existing form and width in planned works on retaining wall of Riverside Walk Apartments.
FSR Design: The 4 m stick indicates that the design path is entirely unfeasible here. Any widening would result in a major loss of landscape character, habitat and visual and heritage amenity within the Conservation Area of the Dodder. Ambient lighting is probably sufficient.

Fig. 62 DCC: Rampart path from Beaver Row Weir to end of Brookvale Road

Existing path should be retained as is with sensitive restoration of environs: This is a high amenity traditional path, in continuous use in its present form for over a hundred years. To the right is the heritage amenity of the millrace which should be restored and defined. This millrace from the weir turned left at the end of the Rampart and supplied mills in Donnybrook and Ballsbridge. The railings should be restored To the left is unique riverbank at a lower level, which should be conserved.
FSR Design: The 4 m stick indicates that the design path is entirely unfeasible here (let alone 1-2 m margins both sides). Any widening would result in a major loss of landscape character, habitat and visual and heritage amenity within the Conservation Area of the Dodder. Lighting should be minimal and bat-sensitive.

4.3: ENVIRONS OF EXISTING PATHS

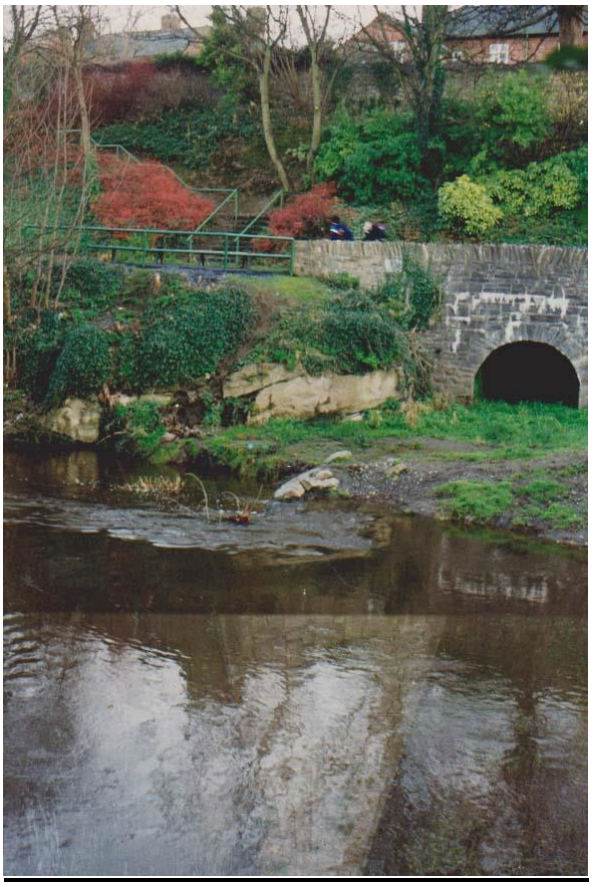


Fig. 63 DCC/DLR: Aqueduct behind Whitebeam Road from Scully's Field path

Fig. 64 DLR: River walk 'rest' place at Aqueduct at river bend, Scully's Field opposite

Fig. 65 DLR: View towards Milltown of Riverwalk from Clonskeagh Bridge
(River to right)

Fig. 66 DCC: View from top of Beaver Row Weir towards Beaver Row

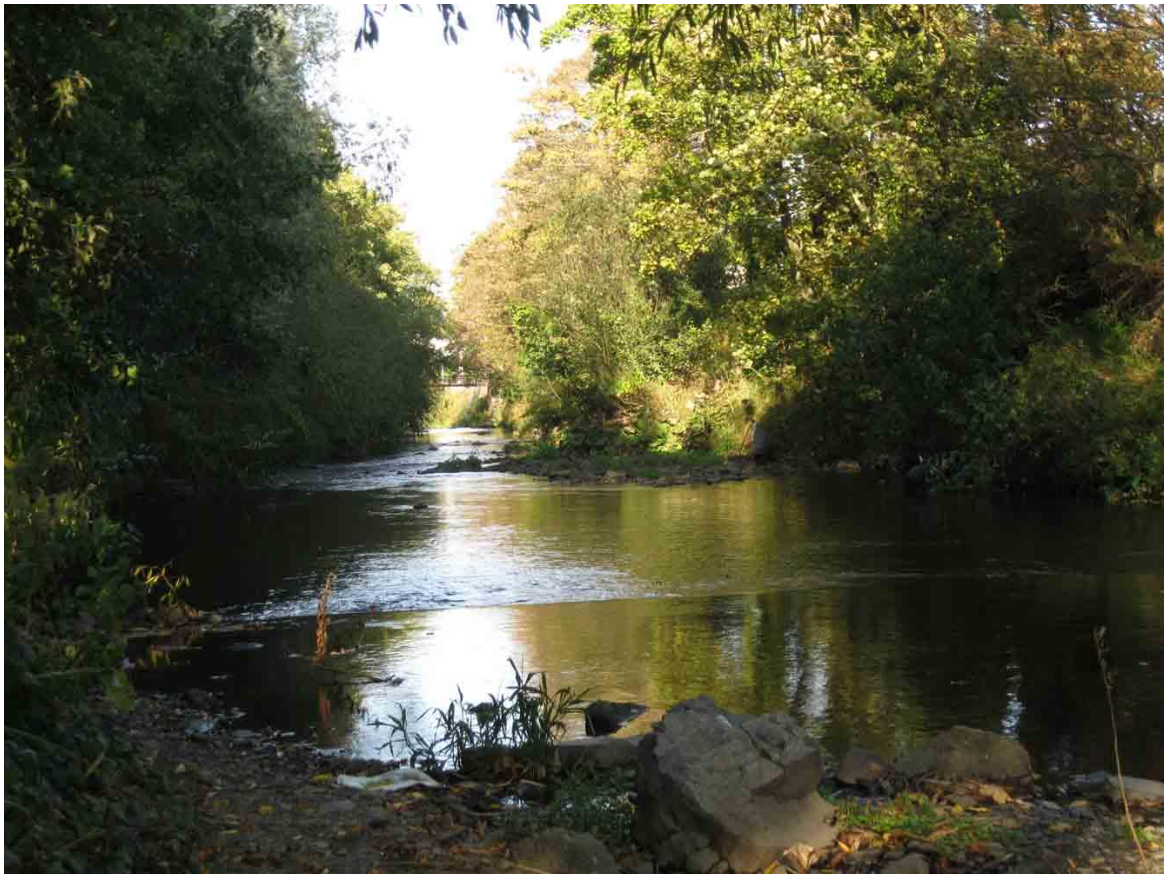


Fig. 67 DCC: View from bottom of Beaver Row Weir towards Iron Footbridge

Fig. 68 DCC: Pool at rear of Beaver Row Weir, path to Ashton's at left

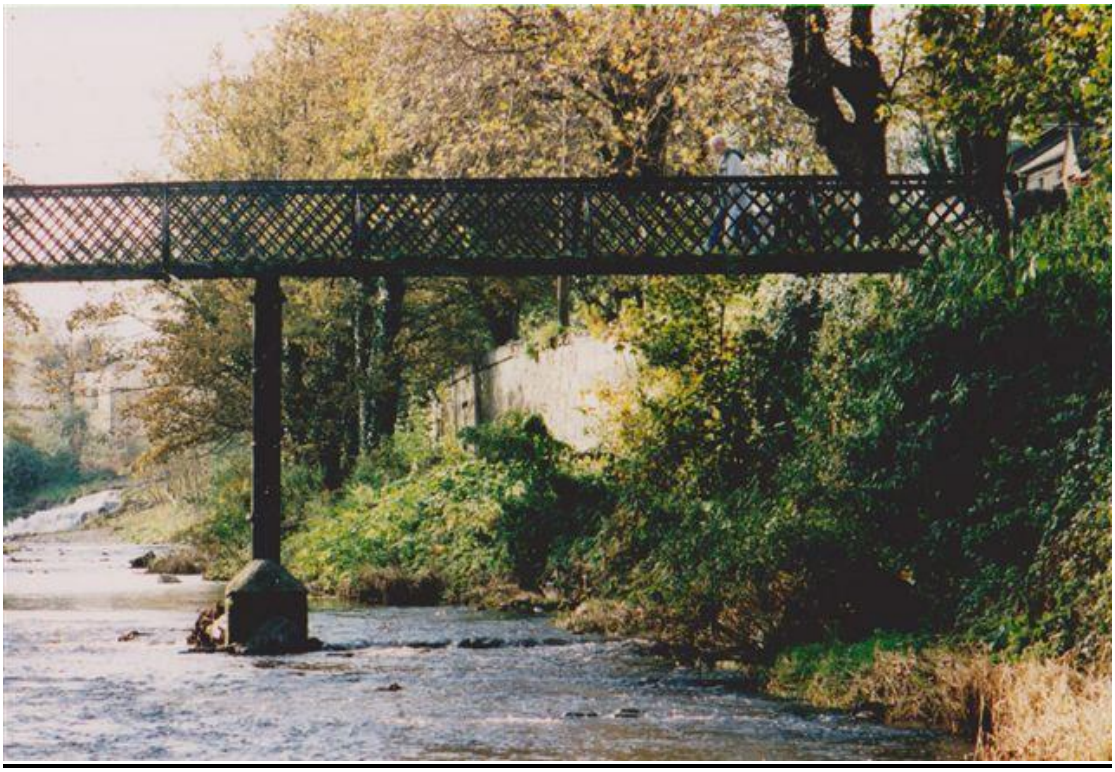


Fig. 69 DCC: Iron Footbridge (built c 1880)
(DCC: Protected Structure Ref. 891, photo before recent restoration)

4.4: 'THROUGH CYCLE' ROUTE

The first part of the route in this section to Clonskeagh Bridge has been outlined already in Section 4.2: (Measuring Stick Photos Figures 57 and 58 above)

Fig. 70 DLR: Beech Hill Road past Ericsson's, river on left
(Consider reconfiguring existing paths/road to provide pedestrian and 2-way cycle path by river wall)

Fig. 71 DCC: Beech Hill Road opposite Riverview Complex
(Consider reconfiguring traffic to provide safe 'shared use' for 200 m to new cycle bridge)

Fig.72 DCC: Brookvale Road from beside new cycle bridge to Eglinton Road
(FSR proposal is for 'shared use' along Brookvale Rd)

Fig. 73 DCC: Brookvale Road between Eglinton Road and Donnybrook Road
(FSR proposal is for 'shared use' along Brookvale Rd)

Fig. 74 DCC: Eglinton Terrace between Donnybrook Road and Herbert Park
(FSR proposal is for 'shared use' along Eglinton Terrace)

4.5: OTHER FSR OR DA PROPOSALS THIS SECTION

New Stepping Stones: It is proposed that a second set of stepping stones across the river be installed at Milltown, similar to those at Bushy Park. As shown in Fig. 75 below, they would be accessed from the far riverbank, and connect to existing steps up to the path alongside Scully's Field. This would provide added interest and connectivity for walkers and pedestrians. It would be negotiable only at usual shallow water levels.

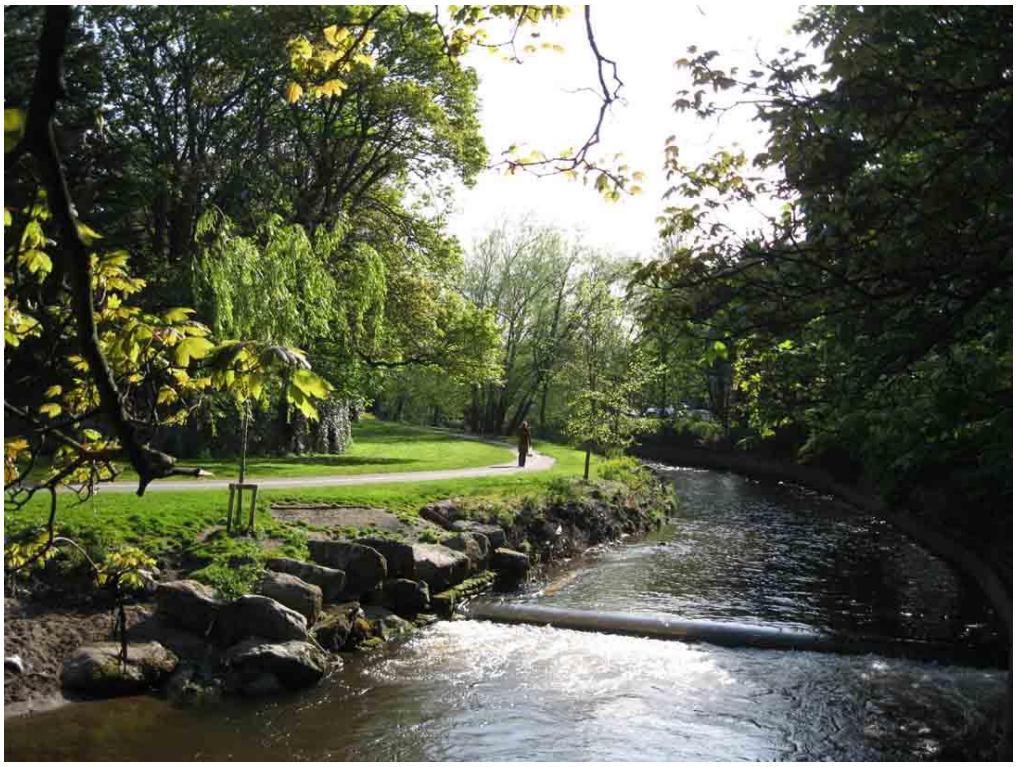


Fig. 75 DLR/DCC: Stepping stones proposed at Milltown below small weir
(Stones to be just below weir shown, there are existing steps up to path on bank to right)

Reconfigure Steps from Whitebeam Road: There is a set of steps down from Whitebeam Road that opens directly on to the cycle path, and users may not see approaching cyclists. The lower section of the steps should be reconfigured, to remedy this safety issue. For example, the section could be rotated in direction by some 90^0, (preferably upstream for minimum tree removal),

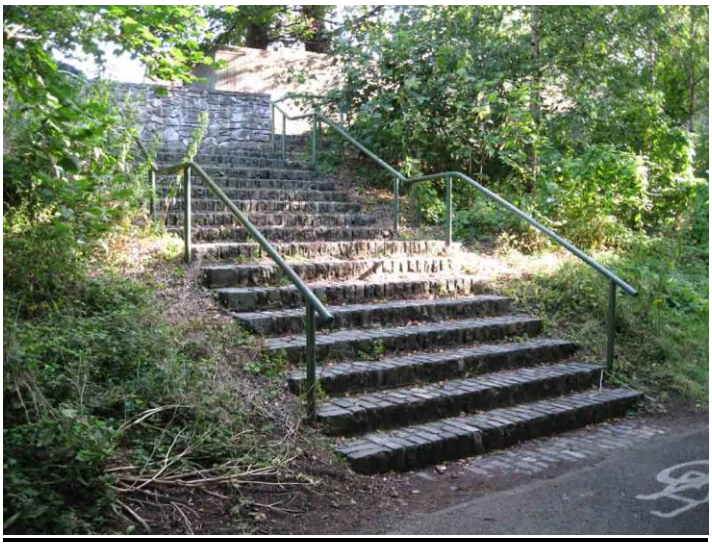


Fig. 76 DLR: Steps down from Whitebeam Road onto path to be realigned

Proposed New Cycle Bridge: It is proposed that a new cycle bridge spans the Dodder from Beaver Row to Brookvale Road as part of the route from Clonskeagh Bridge to Herbert Park.

Fig. 77 DCC: Location of new cycle bridge from end of Brookvale Road to Beaver Row
(No. 9 Beaver Row, with a listed Meeting Hall (Ref. 499, built c1815) may be seen across the river)

The span directly across the Dodder at this point is 25 m, just 2/3 m longer than the listed Iron Footbridge some 150 m downstream to left. Given the extensive heritage in this sensitive part of the Conservation Area, it is proposed that the cycle bridge matches the design and materials of the footbridge as much as practically feasible. It would have to be wider at some 2.2 m, and the railings higher at some 1.2 m, but there would be little difference in the strength required.

The recent restoration work on the footbridge has used a horizontal steel box section for the base path support, retaining the original wrought iron lattice sides and curved rail supports. It is self-supporting without the cast-iron central support column, which was restored as part of the protected structure. This would not apply to the cycle bridge, so it would be reasonable (and less costly) to omit a similar central column. However, similar wrought iron lattice sides and curved rail supports could be manufactured (given the expertise recently demonstrated in the footbridge restoration). Such a cycle bridge would minimally impinge on the existing landscape character and visual amenity, with no flooding implications (unlike the bridges proposed in the FSR adjacent to Beaver Row Weir).

FSR Proposals for new bridges above or below Beaver Row Weir: Page 15 and Map 7 of the FSR proposes new bridges across the river at Ashton's (25 m span), and/or to Nos 1 and 2 Beech Hill Rd (40 m span). These bridges should be excluded from the Greenway, on the grounds they are unnecessary, and would diminish the Conservation Area of the Dodder. They would be visually obtrusive and significantly alter and diminish the existing landscape character. In particular the bridge of 40 m span across the downstream pool below the weir would directly block the historical view that still remains essentially unchanged since 1905 (see Fig. 78).

In addition, the bridges could be a flood risk, with flood rates in excess of 100 m^3/s (or tonnes/sec) at this location in a 100-year flood. The bridge above the weir would be just above normal river level, so would be a hazard for catching flood debris, with issues for the proposed development on the Smurfit site upstream. The bridge below would be at risk of overtopping and collapse from the higher flow rates and turbulence due to the weir. These issues would not arise at the cycle bridge outlined above, which would be of similar design and height to the footbridge that has survived previous 100-year floods.

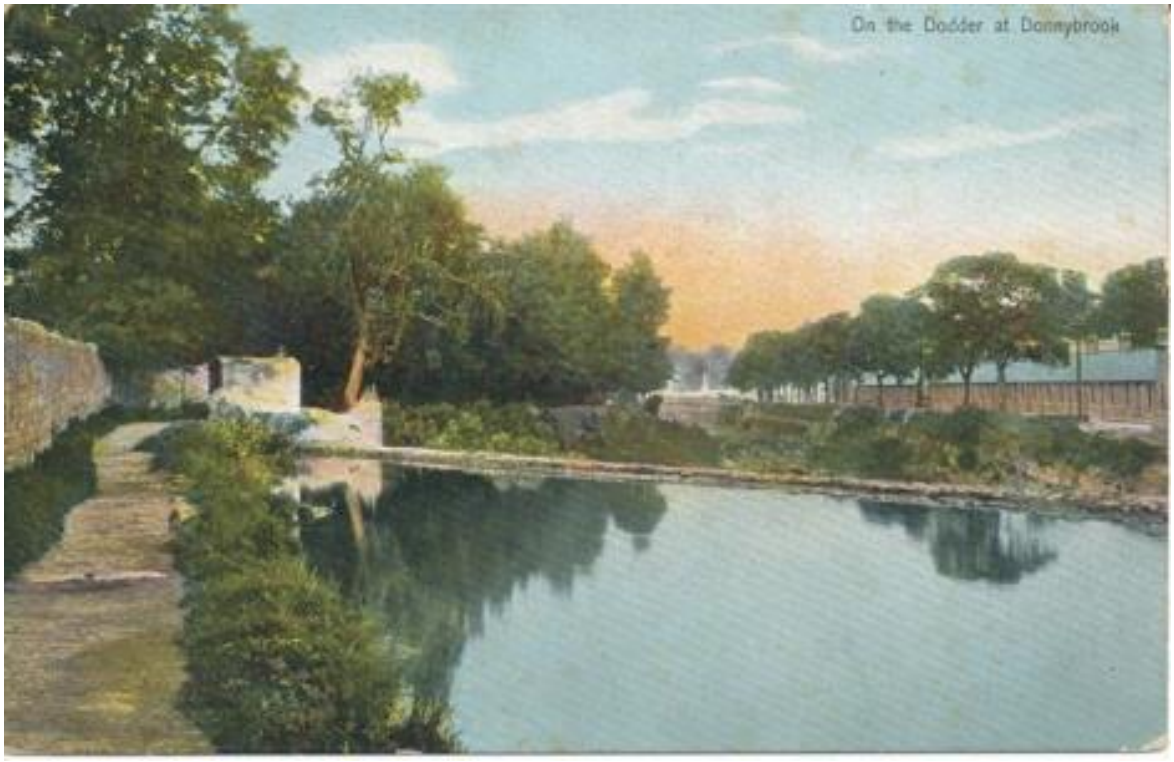


Fig. 78 DCC: View from rear of Beaver Row Weir (1905 postcard)
(Note the traditional path behind the weir on left, still in use, discussed in Fig. 50 above)

FSR Proposal for a Boardwalk overhanging the river along Beech Hill Road: Page 16 and Map 7 of the FSR proposes a boardwalk the length of Beech Hill Road, to be cantilevered over the river. The construction of such a boardwalk should be excluded from the Greenway as it would result in a significant loss of heritage, habitat and amenity, in contravention of the Development Plans of both DCC and DLR. The existing stone wall along the road has been in place for over a hundred years (see OSI map c1900) and would be at risk from the major construction and foundation works required..

Fig. 79 DCC/DLR: View from Smurfit's site of Dodder riverbank below Beech Hill Road

The existing trees and bushes of the riverbank below Beech Hill Road have been undisturbed for at least the same period and would be a major loss of habitat. There would be a major loss of existing landscape character and visual amenity along Beech Hill Road (see Figs. 70 and 71), and from the opposite river bank (see Fig.79).

This proposed boardwalk would contradict the Lille Declaration on Greenways that:

"Commits to the development of greenway networks

- ***by enhancing the natural, cultural and built heritage along the line or in the vicinity of greenways***
- ***by promoting, in their area, greenways as a high quality, environmentally friendly infrastructure"***

The Dodder at Beaver Row as a Greenway location of heritage, habitat and amenity interest:
The part of the Dodder at Beaver Row has many aspects which should be developed as part of the Greenway, of unique rural character in the City, of interest to all users. There is the heritage aspect of the protected structures connected with the Hat Factory from which the Row gets its name, as well as the industrial heritage of the weirs and millraces and river walls. It is also the last significant area of accessible natural riverbank of the Dodder within the urban area, as others downstream have unfortunately been lost to essential flood defences. This riverbank, neglected in recent years, should now be sensitively restored to provide a 'rest' place along the Greenway.

Fig. 80 DCC: Upper Rampart and Lower riverside paths from Brookvale Road to Weir
(As it would be with proper maintenance and enhancement)

Fig. 80 shows the riverbank as it was in 2000, and should be now. It requires the local authority to assign clear responsibility for the riverbanks to the Department of Parks and Biodiversity, to work with the Depts. of Engineering and Drainage and Roads and Traffic as part of an overall Dodder River Authority, with the funding to implement an ongoing Maintenance Plan. The photo shows a few small trees on left of the lower path just planted. These are now fairly large but the rest could be easily uncovered. The riverside path could be reconfigured so wheelchairs could access a natural 'rest' area beside the river. Although the heritage steps at the weir would prevent a throughway, the path does rise at one section to the same level as the Rampart, and an access opening could be made in the railings.

Inclusion of Dodder Riverside Walk along Donnybrook Rugby Stadium Site in the Greenway: The DCC Development Plan (2011-17) specifically conditions that a Riverside Walk be provided along the boundary of the Donnybrook Rugby Stadium. There is an existing planning permission for the Stadium site that conditions the inclusion of a Riverside Walk, which would run for some 750 m from Anglesea Bridge to Herbert Park. This will be a high amenity walk through tree-lined habitat, once properly restored subsequent to ongoing essential flood works.

However this Walk has been omitted from the Greenway on Page 14 of the FSR, where it states it is *"unlikely that a toucan crossing affording sufficient priority to pedestrians and cyclists could be accommodated at the extremely busy and complex Donnybrook Cross Junction".* It is granted that crossing may be slow so may not be appropriate for the 'through cycle' route, but a reasonable solution to the crossing time appears to be feasible

For example, all other users could be facilitated to continue the Greenway route along this Riverside Walk with a pedestrian crossing of the Donnybrook Road on the Donnybrook side of the Eglinton Road junction.

As is, vehicular traffic down Eglinton Road can exit onto the Donnybrook Road turning either left or right, with a time allocation of some 20 seconds. It is noted that very few vehicles turn left towards Donnybrook, the vast majority turn right onto the Donnybrook Road. Those few who wish to turn left could do so along Brookvale Road instead.

If a left turn is prohibited from Eglinton Road onto Donnybrook Road, then a pedestrian crossing could use that same 20 seconds to safely cross the Donnybrook Road, at the same time as vehicles are exiting Eglinton Road and turning right over the Bridge.

"

Fig. 81 DCC: Riverbank behind Rugby Stadium to left, location of planned walkway
(Walkway is part of an existing grant of planning permission for Stadium site)

Stair-rails for steps at Ashton's: To facilitate connectivity for leisure cyclists and tourists, stair-rails (channels for bicycle wheels at side of steps – there are also twin-rail versions for buggies) could be installed on steps beside Ashton's down to the traditional path behind the weir. The slope should not be regraded but a handrail on the Ashton's side would assist.

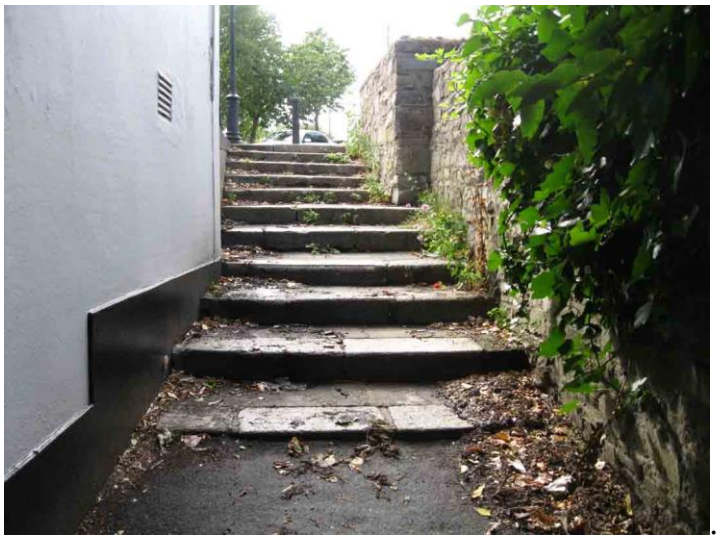
 .

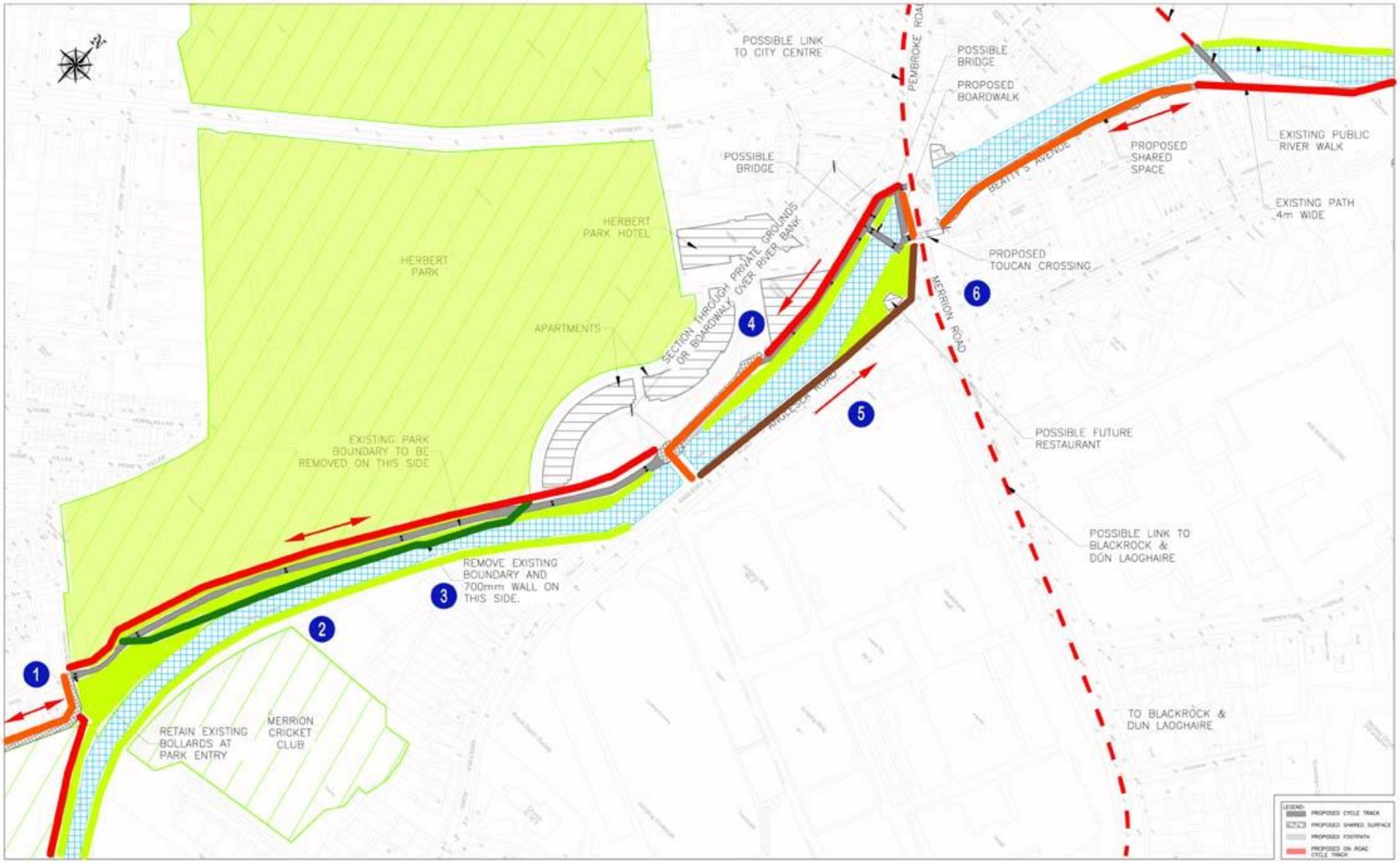
Fig. 82 DCC: Steps beside Ashton's from Clonskeagh Road to the weir

SECTION 5

Ballsbridge and Ringsend

(Herbert Park to the Liffey River)

FSR Maps: 4 & 5 (duplicates), 3, 2 and 1



RIVER DODDER GREENWAY

Map 4 & 5

'from the mountains to the sea'

Proposal by Dodder Action, Illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 4 & 5

DA Proposals (Linked to Map Nos.): (Ref. S5)

1 Recommended 'through cycle' route along Eglinton Terrace and Linear Riverside Walk by Donnybrook Rugby Stadium meet at Herbert Park.
2 Install wooden seats on lower riverside path
3 Install cycle stair rails on steps from lower to upper existing paths between Herbert Park and Dodder at Ballsbridge end
4 Existing path between Herbert Park Hotel Bridge and Ballsbridge Bridge along Ballsbridge Terrace to be recommended 'through cycle' route travelling upstream (Ref. S5.1)
5 Cycle tracks to be installed along Anglesea Road between Herbert Park Hotel Bridge and Ballsbridge Bridge. To be recommended 'through cycle' route travelling downstream (Ref. S5.1).
6* Ballsbridge Bridge: exclude both proposals for adjacent boardwalk and cycle bridge (Ref.S5.5)

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Herbert Park. 32 acres donated by Pembroke Estate. Site of Dublin International Trades Exhibition of 1907 (2 to 3 million visitors). Edwardian-style park opened in 1911. Tennis, croquet, football, bowls club facilities. Amenities include duck pond, walks, floral schemes, a Native Tree Trail and a 1.57 km Walk/Jog Trail

RDS (Royal Dublin Society), 15 acre site used for exhibitions, concerts, talks, and Dublin Horse Show since 1881

Pembroke Town Hall Designed by E.H. Carson 1879

Pembroke Library constructed c 1927 (with assistance of Carnegie Foundation)

St. Bartholemews Church of Ireland, Clyde Road. Gothic Revival church constructed c 1864

Local Communities Donnybrook and Ballsbridge.

Foreign Embassies: (approx. 50% of international embassies in Ireland)

Merrion Cricket Club, beside the Dodder, founded c1900

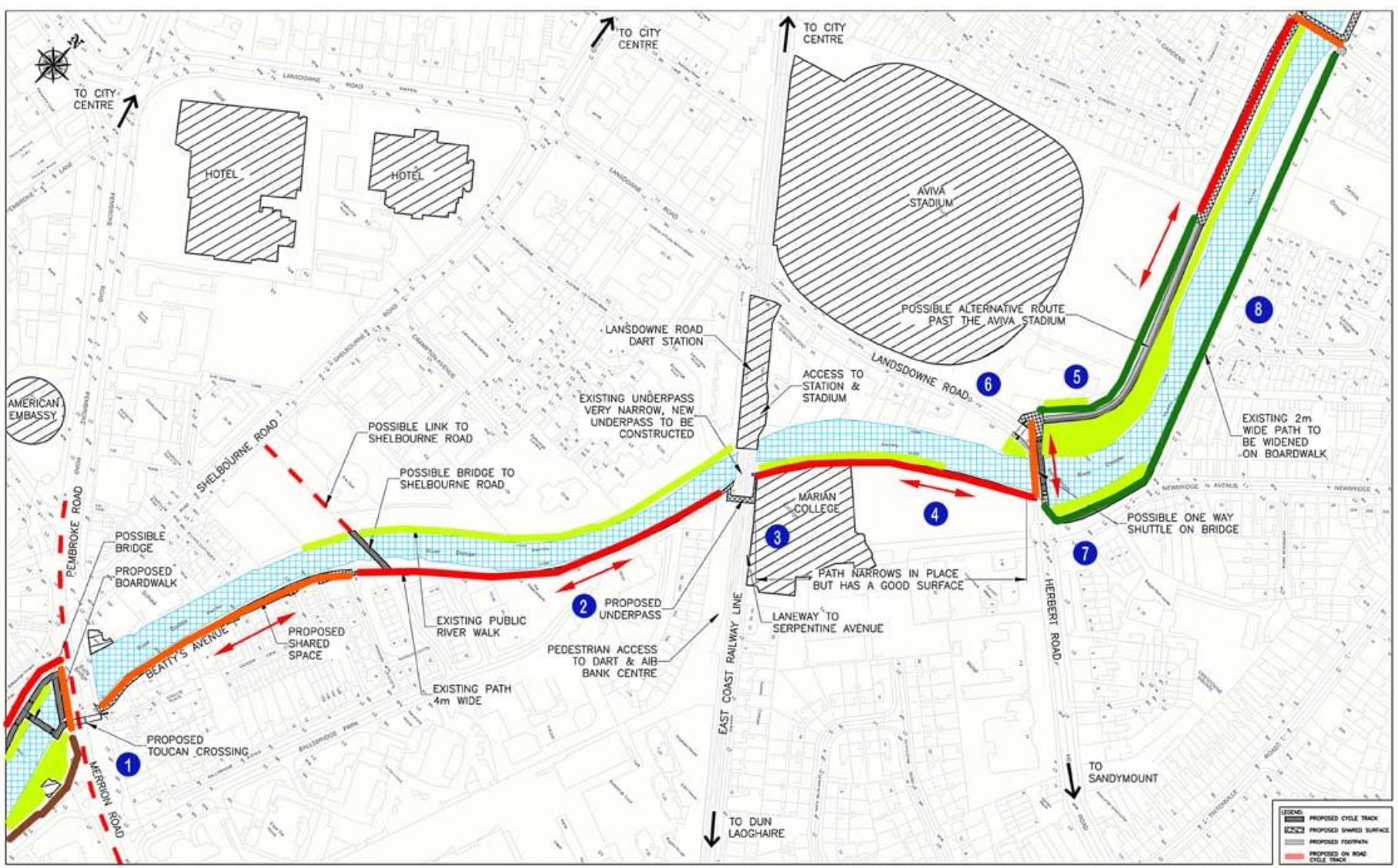
Herbert Park

Herbert Park 

St Bartholemews

Pembroke Library 

Ballsbridge Bridge



RIVER DODDER GREENWAY

Map 3

'from the mountains to the sea'

Proposal by Dodder Action, illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Map 3

DA Proposals (Linked to Map Nos.): (Ref. S5)

1* Ballsbridge Bridge: exclude both proposals for adjacent boardwalk and cycle bridge (Ref.S5.5)
2 Install wooden seating as rest point between Beatty's Ave. and Railway Bridge
3 Exclude new underpass. Install CCTV and Screen system both sides existing underpass to facilitate safe and considerate passage (Ref.S5.5)
4 Exclude boardwalk between Railway Bridge and New Bridge or intrusion on existing riverbank (Ref.S5.2) Install wooden seating as rest point for users of lesser ability.
5 Existing path along flood embankment to remain same width between New Bridge and access path to Aviva Stadium (Ref.S5.2).
6 Provide riverbank access (after completion flood works on New Bridge)
7 Develop rest and viewing point in a mini-park.
8* Existing path remains as is. If boardwalk is feasible, it becomes recommended 'through cycle' route

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Lansdowne Road Stadium 1st International Rugby match 1878.
Now Aviva Stadium, home ground of Irish Rugby and Soccer teams.

Gandon Villa, Roslyn Park, Sandymount, built 1790, restored 1991

St. Matthew's Church, Irishtown, constructed 1704, tower built 1713, main church 1879

New Bridge construction date unknown, is of similar design and materials to Londonbridge, and likely same era (c1857). As with Londonbridge its parapets are to be reconstructed and faced with sections of original stone and capstones as part of ongoing flood works.

Ballsbridge Bridge, three arches cut stone. Constructed c1791 rebuilt 1835.

Estate Cottages (off Shelbourne Road), built by Pembroke Estate in 1884

Local Communities Ballsbridge and Sandymount.

Sandymount Green Park

Marian College Secondary School next to the river below Railway Bridge

Lansdowne Road Railway and DART Station.

Sandymount Strand Amenity Walk

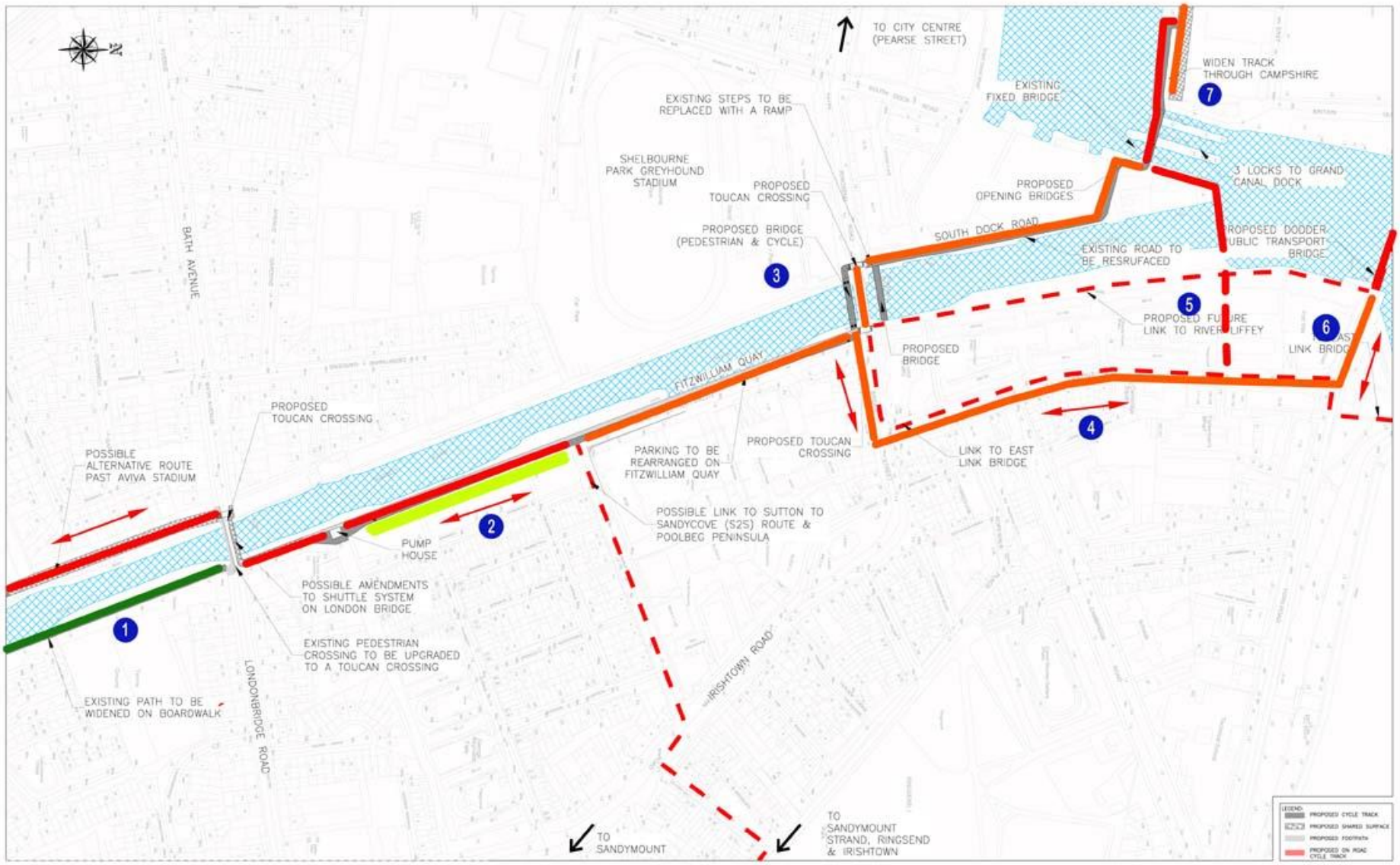
Lansdowne Lawn Tennis Club

Tidal fishing location.

Sandymount Strand

Sandymount Green

Gandon House



RIVER DODDER GREENWAY

Map 2

'from the mountains to the sea'

Proposal by Dodder Action, Illustrated by Cllr Francis Noel Duffy.

Dodder Action Key

Existing Path		2 or 1 way cycle beside/on road	
Shared Use		2 way cycle + path away from road	
Riverbanks/ Public Space		Recommended 'Through Cycle' Route	

Map 2:

DA Proposals (Linked to Map Nos.): (Ref. S5)

1* Existing path remains as is. If boardwalk is feasible, it becomes recommended 'through cycle' route
2 Existing path width remain as is, with surface upgrade
3 Ringsend Bridge provides 'shared use' link between Fitzwilliam Quay and Grand Canal Docks in the short-term. Exclude adjacent cycle bridges (Ref. S5.5). Install stair rails on steps to South Dock Rd. until ramp construction.
4 Long term Greenway routes use Thorncastle St.
5 Possible long term cycle bridge from grounds of Ringsend Irishtown Community Centre to end of Camden Lock peninsula (Ref. S5.4)
6 Long term 'through cycle' route uses proposed Dodder Public Transport Bridge (Ref. S5.5)
7 Redesign of lock gates for improved crossing could replicate existing elements of appearance as much as possible. (First lock gates in this location opened 1796 connecting the then new Grand Canal to Liffey).

Places of Interest: (Heritage, Habitat, Amenity, Community: to promote tourism and leisure use, community and educational links and use)

Londonbridge: Constructed 1857. Reconstructed as part of Dodder flood works 2013, using sections of original stone and capstones

Ringsend Library: constructed c 1936 (with assistance Carnegie Foundation)

Ringsend Park: 13 acre park on reclaimed land c 1910 by Pembroke Urban Council

Shelbourne Greyhound Stadium

Local Communities Ringsend and Irishtown

Ringsend and Irishtown Community Centre, Thorncastle St.

Ringsend College (formerly Pembroke Technical and Fisheries School, c 1892)

Stella Maris Rowing Club. St. Patrick's Rowing Club.

Poolbeg Yacht, Boat and Marina Club

Irishtown Stadium: includes 400 m running track, gym, full-size Astropitch

Irishtown Nature Park Nature Trail

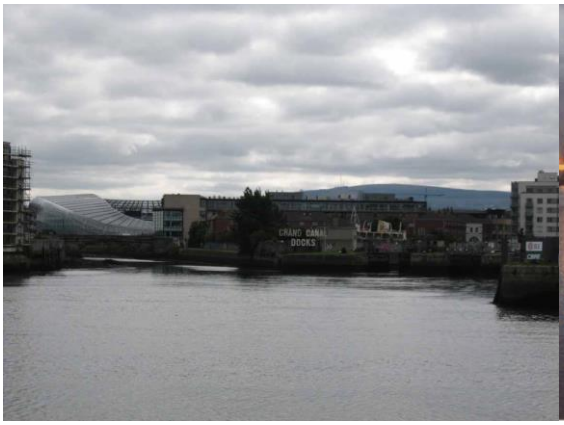
Poolbeg peninsula Heritage Trail
Great South Wall constructed c 1795 approx. 1.8 km long walk and Poolbeg Lighthouse constructed commenced 1768


Londonbridge Foundation Stone

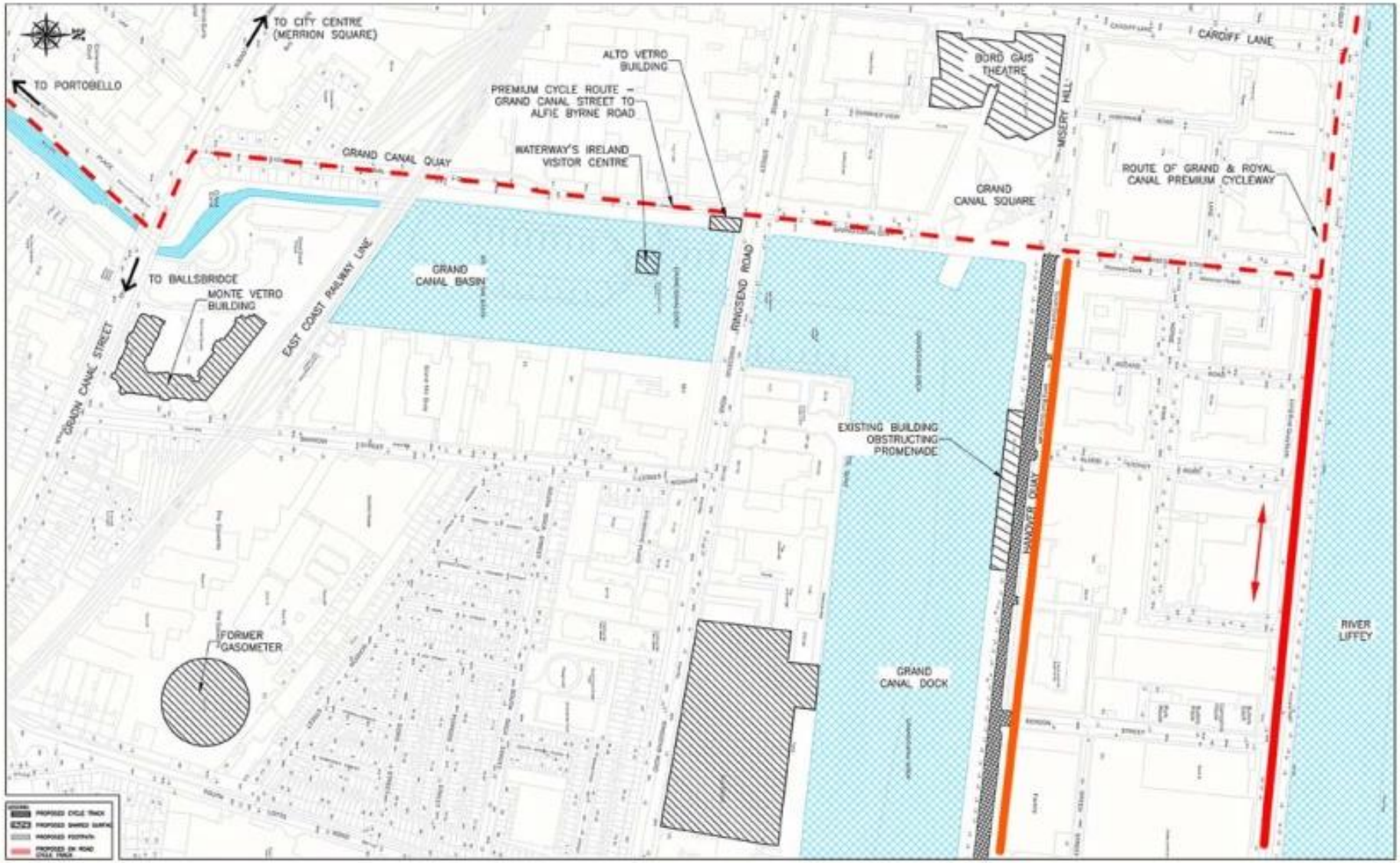

Grand Canal Docks

Ringsend Bridge

Great South Wall



Dodder joins the Liffey



RIVER DODDER GREENWAY

Map 1

'from the mountains to the sea'

Dodder Action Key

Existing Path	2 or 1 way cycle beside/on road
Shared Use	2 way cycle + path away from road
Riverbanks/ Public Space	Recommended 'Through Cycle' Route

Proposal by Dodder Action, Illustrated by Cllr Francis Noel Duffy

5.1: ROUTES AND PATHS

Greenway users will access this section from two separate routes, which come close together beside the end of Eglinton Terrace. The first is the 'through cycle' route along Eglinton Terrace from Donnybrook village, the second is the River Walk along the boundary of the Donnybrook Rugby Stadium. They then join on the existing wide path beside Herbert Park, between the new low flood wall to the Park, and the heritage railings on the river side. There is a second, existing lower riverside path with steps back up at the Ballsbridge end to the main path, which continues a short distance to the Herbert Park Hotel Bridge.

For most of this section to the end of the Dodder there is effectively only 1 Greenway Route available. The exceptions are three stretches, between Herbert Park and the Merrion Road, between New Bridge and Londonbridge, and below Ringsend Bridge. This first stretch commences at the Herbert Park Hotel Bridge. There are two routes available from the Hotel Bridge to the Merrion Road and Ballsbridge Bridge. The first is an existing right of way on the same side of the river as the Park, along the wide footpath between an office block and the new floodwall, then along Ballsbridge Terrace to Ballsbridge Bridge at the Shelbourne Road end.. The second crosses the Hotel Bridge and is 'shared use' along Anglesea Road to the RDS end of Ballsbridge Bridge. The proposed boardwalk outside the new flood wall on the Ballsbridge Terrace side should be excluded, as it would diminish the minimal amount of riverbank remaining downstream of Herbert Park.

The 'through cycle' route for this stretch should vary with direction. Whichever route is taken, Greenway users will cross the Merrion Road to Beatty's Avenue via the toucan crossing proposed in the FSR from Beatty's Avenue to the Anglesea Road end of Ballsbridge Bridge. Going downstream the cyclist should cross the Hotel Bridge, and turn left down Anglesea Road to the toucan crossing. Going upstream the cyclist should use the toucan crossing from Beatty's Avenue, cycle over Ballsbridge Bridge and turn left onto Ballsbridge Terrace. Pedestrians can use either route. The proposals for a boardwalk along the outside of Ballsbridge Bridge or a new cycle bridge are not only unacceptable in terms of visual obtrusion, they offer no better practical solution. They are unnecessary and should be excluded.

From Beatty's Avenue, there is a single route for all users beside the river, through the railway underpass as far as New Bridge. From there to Londonbridge there are also two routes, one either side of the river. As the proposed boardwalk on the eastern side may not be feasible, the 'through cycle' route should be across New Bridge and along the western side to recross at Londonbridge. All other users use the narrow existing path on the eastern side to Londonbridge. There is then a single route along Fitzwilliam Quay to Ringsend Bridge. This Bridge is protected as a unique heritage structure that must remain free of any visual obstruction. The proposed cycle bridges on either side should be excluded, although there may be a feasible alternative site at the Community Centre some 200 m downriver. The 'through cycle' route should carry on down Thorncastle Street to Port View House and cross the proposed Dodder Public Transport Bridge to Sir John Rogerson's Quay. The route for all other users crosses Ringsend Bridge with steps to the South Dock Road and on to Grand Canal Locks. The steps should have stair rails in the short term, replaced with a gradual ramp in the longer. The existing traditional bridges over the locks should be replicated in design if possible in the proposed replacement swing bridges over two of the three locks.

Note: Flood defences planned for this section include:
DCC only: flood defences to rear of Anglesea Road opposite Herbert Park: completion of works below Ballsbridge Bridge: raising/restoration of RDS wall: raising/strengthening of New Bridge parapets.

5.2: MEASURING STICK PHOTOS OF EXISTING PATHS

Fig. 83 DCC: Path from Herbert Park Hotel Bridge to Ballsbridge Bridge

Existing path to be retained as is: This should be shared by pedestrians and cyclists travelling upstream. Going downstream, cyclists would have to dismount to cross Ballsbridge Bridge to access the toucan crossing to Beatty's Avenue. Instead, those cyclists should go via the Hotel Bridge and Anglesea Road. The proposed boardwalk on the riverbank outside the floodwall shown would cause loss of trees and habitat and visual amenity. It is noted there are no access points in the floodwall.
FSR Design: The 4 m stick indicates that the design path is unfeasible here. Any widening would not be permitted. Wide enough for cyclists but should give way to other users.

Fig. 84 DCC: Path from Ballsbridge Bridge to Railway Bridge

Existing path to be retained as is: This is the only path available from Ballsbridge and Beatty's Avenue to the Railway Bridge. It is defined by the new flood defences. There is a view of the far riverbank and river but the path side is now an urban environment with most of former landscape character and visual amenity lost. Flood defences were essential but works did not adapt to the river and disregarded the existing user amenity. The former stone river wall was replaced by inappropriate railings. It is now an uncomfortable walk, particularly for the elderly, with no rest places or seats.
FSR Design: The 4 m stick indicates that there is room for a 2-way cycle track and path, but design is essentially urban and unattractive. The curved railings should be replaced by vertical straight railings with wooden tops to lean on. Wooden benches should be installed.

Fig. 85 DCC: Path from Ballsbridge Bridge to New Bridge

Existing path to be retained as is: This is the only path available from the Railway Bridge to New Bridge. It is defined by the new flood defences. There is a view of the far riverbank and river but the path side is still an urban environment with most of former landscape character and visual amenity lost. Some mitigation was achieved with retention of the existing natural riverbank and trees.
FSR Design: The 4 m stick indicates the design path is not feasible but it is more pleasant than the previous section upstream. Any widening should not be permitted as it would cause loss of riverbank and the few trees and bushes remaining. There is enough space for two-way cycling and pedestrians. There are no places to rest or sit and wooden benches should be installed. The curved railings should be replaced by vertical straight railings with wooden tops to lean on.

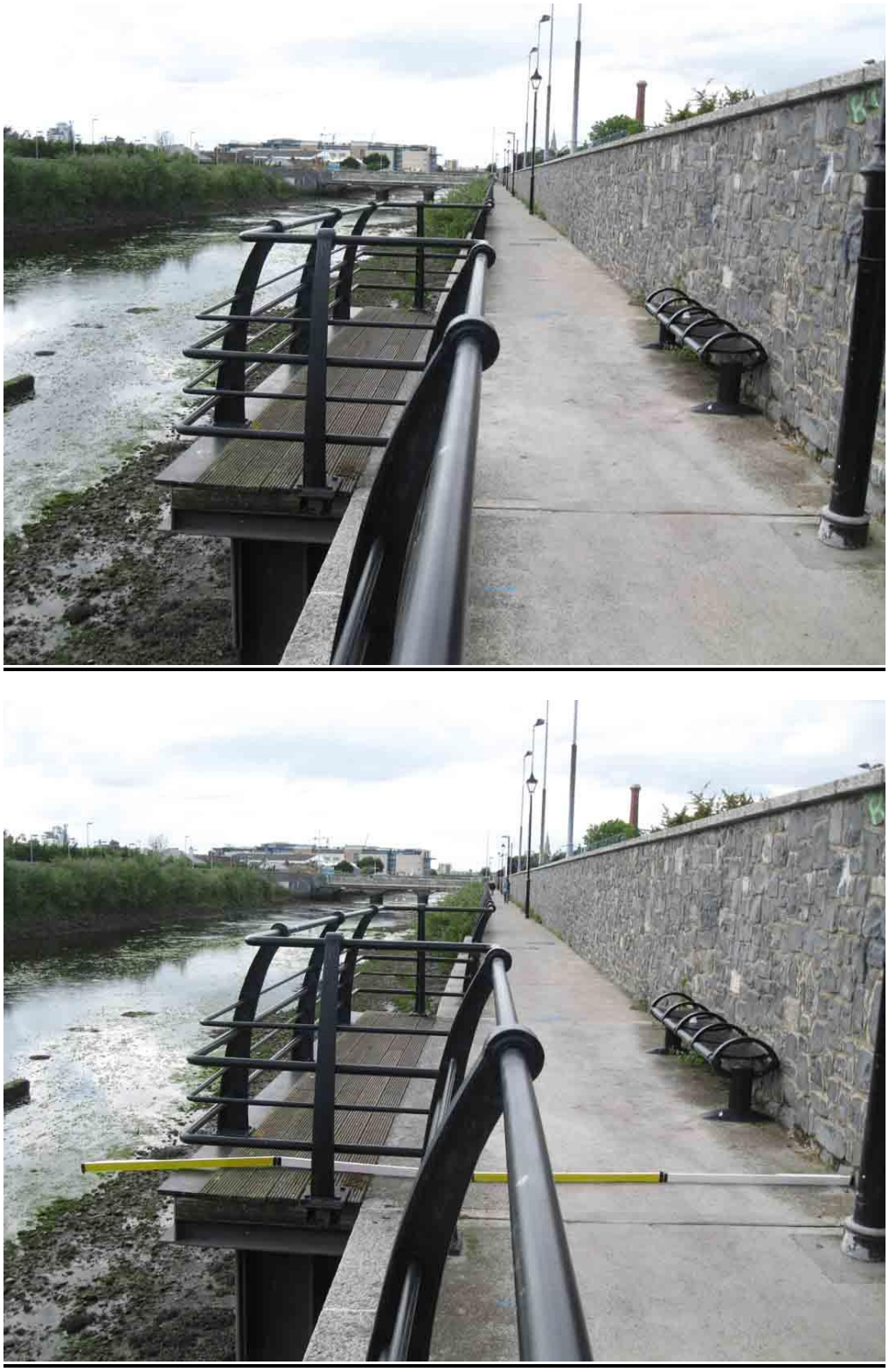


Fig. 86 DCC: Path from New Bridge to Londonbridge (eastern side of river)

Existing path to be retained as is: This path is defined by the new flood defences. There is a view of the far riverbank and river but this side is an urban environment with much of former landscape character and visual amenity lost. Cyclists must give way to other users

FSR Design: The 4 m stick indicates the design path is not feasible. A cantilever boardwalk is proposed but could cause flooding issues. As seen on the left, the platform is mounted on steel girders and may be feasible to give a 3 m width. However, it is understood that services are laid under the path, so a boardwalk construction supported by the river wall could compromise these and integrity of the flood defences.

Fig. 87 DCC: Path from New Bridge to Londonbridge (western side of river)

Existing path to be retained as is: This path runs on top of a flood embankment. The Aviva Stadium development to right has already annexed half of the former riverbank, but there is still some 300 m length of riverbank trees and bushes remaining, (inaccessible) and some visual amenity.
FSR Design: The 4 m stick indicates the design path is not feasible here. It is proposed that 'through cycle' route is on this side as more flexible and easier for users to bypass each other, The FSR proposes 4 m but would cause loss of habitat and amenity. Given that this is an off-road safer route, with natural amenity, any reasonable cyclists, commuter, tourist or leisure, will accept compromise and be prepared to give way to other users for this stretch, as in other places.

Fig. 88 DCC: Path from Londonbridge via Fitzwilliam Quay to Ringsend Bridge

Existing path to be retained as is: The path shown starts at Londonbridge and runs between Stella Gardens to the left and the floodwall. It then joins 'shared use' roadway along Fitzwilliam Quay. It is traditionally part of the amenity area of the residents of Stella Gardens. The grass to left is used for play, the low wall for sitting and talking.
FSR Design: The 4 m stick indicates the design path is not feasible here without impinging on this community asset. The path is wide enough for two-way cycling and pedestrians to share.

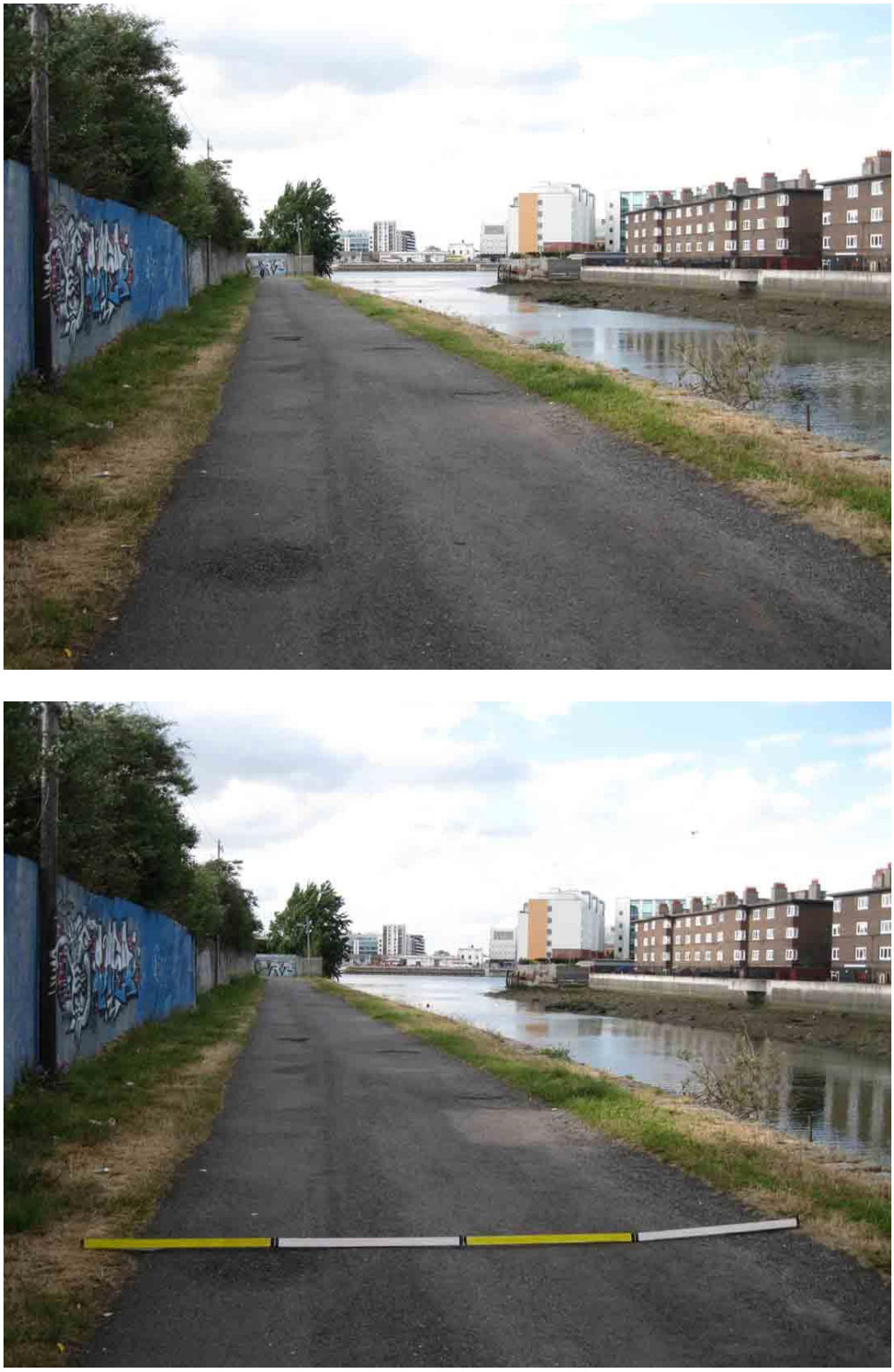


Fig. 89 DCC: Path along South Dock Road to Grand Canal Locks from Ringsend Bridge

Existing path to be upgraded as is: This path turns left at the end to the Locks. It could be of much greater amenity with resurfacing, planting of trees, and provision of wooden benches
FSR Design: The 4 m stick indicates the design path is feasible here without impinging on this potential community asset. The path is more than wide enough for two-way cycling and pedestrians to share.

5.3: ENVIRONS OF EXISTING PATHS

Fig. 90 DCC: View towards Ballsbridge Bridge from Anglesea Road

Fig. 91 DCC: View from Ballsbridge Bridge towards Anglesea Road
(This view would be blocked by FSR proposed boardwalk or cycle bridge)

Fig. 92 DCC: View from Railway Bridge towards New Bridge
(Existing retained riverbank and cycle/pedestrian path to right
Note inadequate riverbank restoration/mitigation to left)

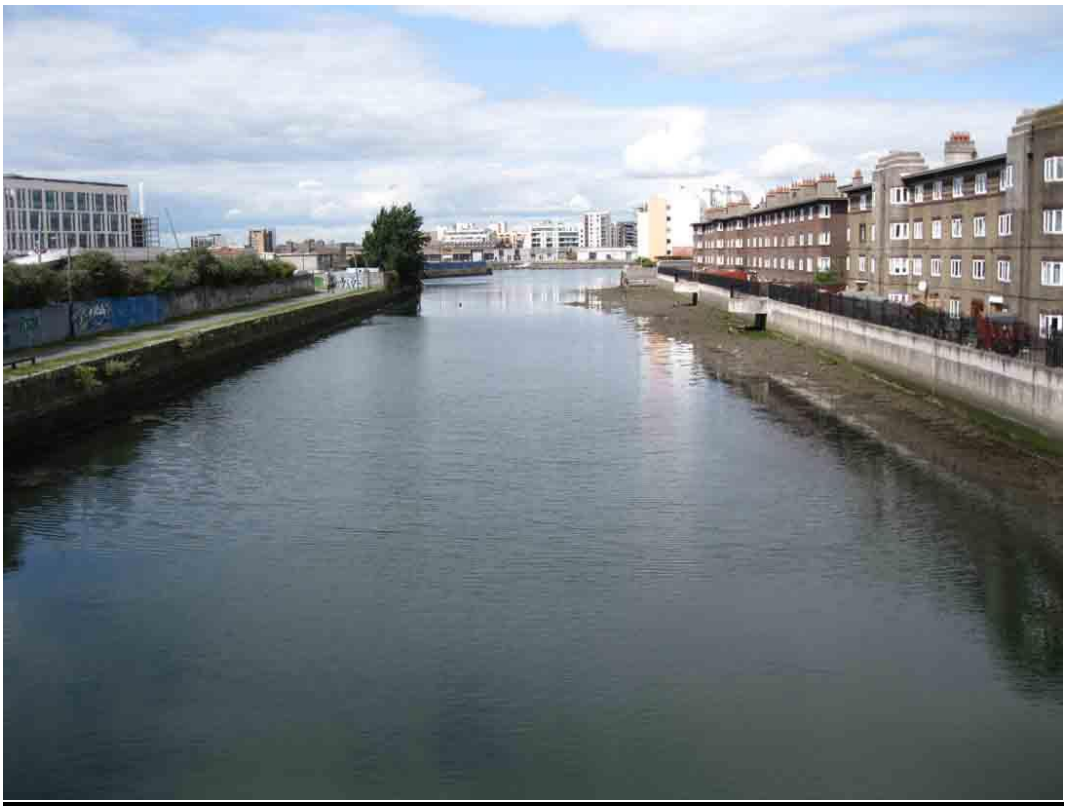


Fig. 93 DCC: View from Ringsend Bridge towards junction with Liffey

5.4: 'THROUGH CYCLE' ROUTE

As this route is entirely along existing paths, it has been mainly outlined already in Section 5.2: (Measuring Stick Photos Figs. 83 to 89 above)

As outlined in Section 5.1, this route should continue past Ringsend Bridge down Thorncastle St. to Port View House, site of proposed Public Transport Bridge to Sir John Rogerson's Quay. Although this may be some years from completion, it could take less time than the proposed land acquisitions upstream, so if it is appropriate to include those acquisitions in this Greenway proposal, so should this Bridge be included

Fig. 94 DCC: View from Port View House up Thorncastle St. to Ringsend Church
(Low traffic usage. Community Centre and river to right)

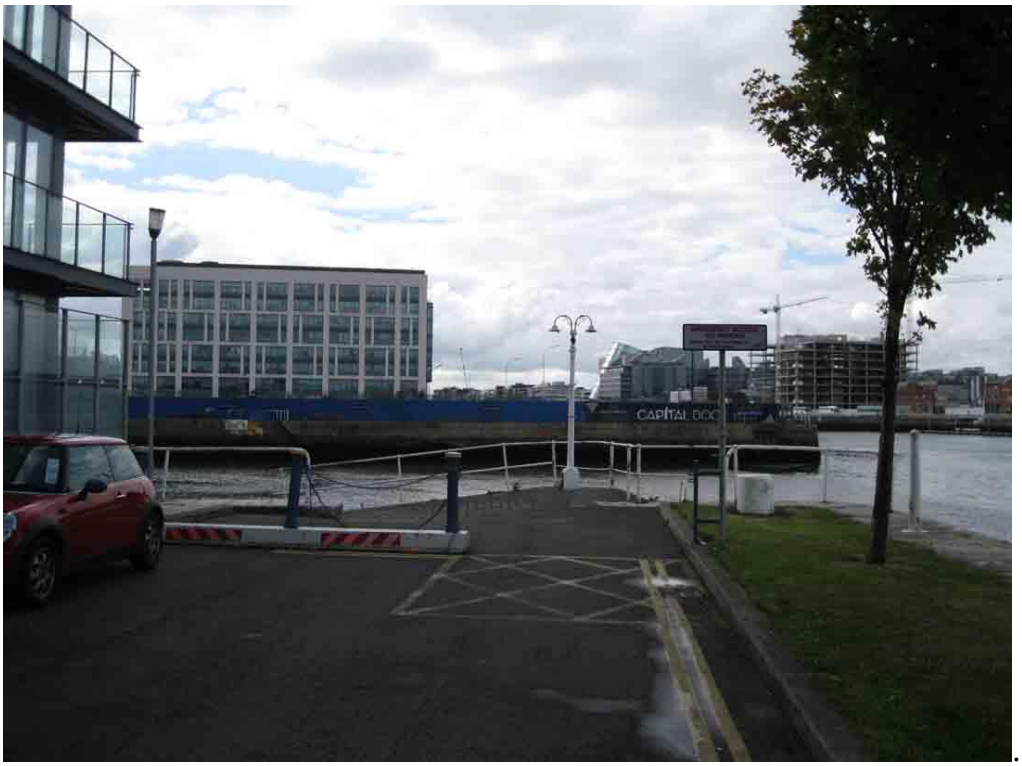


Fig. 95 DCC: View from Port View House towards Sir John Rogerson's Quay
(Site of proposed Public Transport Bridge)

5.5: OTHER FSR OR DA PROPOSALS THIS SECTION

FSR Proposal for cycle bridge in front of, or boardwalk along, Ballsbridge Bridge: These measures would result in unacceptable loss of visual amenity, and are unnecessary, as there are already two existing alternative river crossing routes, at this bridge, and at the Herbert Park Hotel Bridge a short distance upstream.

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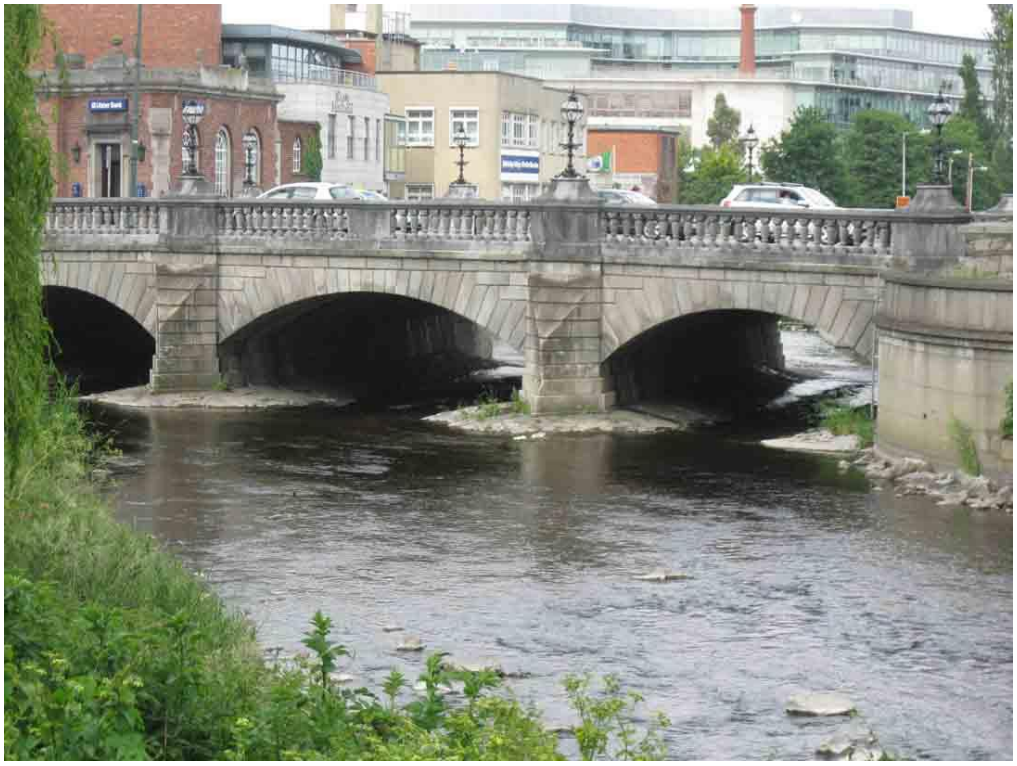

Fig. 96 DCC: View from Ballsbridge Terrace of Ballsbridge Bridge

FSR Proposal for new underpass of Railway Bridge:

Fig. 97 DCC: View upstream through underpass of the Railway Bridge.

This is an underpass in use for many decades, and negotiated easily for all those years. It is a short distance and cyclists need to dismount and walk through. A new underpass proposed in the FSR a short distance to the left of the existing underpass would be circuitous and of no benefit. Given that any new or widened underpass would be prohibitively expensive, costing money better spent elsewhere on the river (on a Maintenance Programme for example), all users should simply adapt and walk through. What would be of benefit would be a two-way CCTV system with high mounted screens each side to show persons approaching what is on the other side or if someone is coming (and might deter graffiti artists).

FSR Proposal for new cycle bridges each side of Ringsend Bridge:

Fig. 98 DCC: View upstream of the Protected Structure of Ringsend Bridge
(Note curved underside of span that is mirrored underwater to form a complete oval)

Ringsend Bridge is a fine 19th century bridge protected in the DCC Development Plan list (RPS Ref. 893). Apart from the unique stonework of the pillars and the curved underside, it is further unique for the continuation or mirroring of that curve with a similar stone curve underwater between the pillars (an inverted arch). This gives a complete oval shape and added strength, and is understood to spread the load on the sand beneath. Reports state that up to four earlier bridges on the site were all swept away in flood events, including one completed 1789, but destroyed in 1802. Ringsend Bridge commenced construction in 1802/3 using Wicklow granite, opened to traffic in 1812, and is still in use to this day. (Ref. Records of DCC Heritage Dept., Water and Drainage Dept. and D. McEntee/M. Corcoran)

The cycle bridges proposed in the FSR, on either or both sides of Ringsend Bridge, would irrevocably obtrude on its visual and heritage amenity, and contravene its protected status. It should be highlighted by the Greenway, not diminished. If an alternative crossing point of the river is required, it must be sought elsewhere, at sufficient distance.

For instance, one possible location for a cycle bridge would be from the grounds of Ringsend Irishtown Community Centre on Thorncastle Street to the end of Camden Lock peninsula. This was the location used successfully for a temporary Bailey Bridge some years ago during a Tall Ships Festival.

Any bridge in this location would be modest in width and scale for a span of some 30/40 m, but from a construction perspective it is less problematic than those proposed, and would not diminish Ringsend Bridge. The point is, better alternatives exist than the FSR proposal, and like the Public Transport Bridge downstream, must be part of this Greenway proposal. It is all very well to cite possible future traffic planning needs as a basis for proposals, but it is far more important to plan to protect and conserve the actual existing heritage and habitat of the Dodder for future generations to enjoy.