



Registered Charity Number (RCN): 20102029

Dublin Cycling Campaign
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21 September 2020

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Observations on the South Dublin County Development Plan 2022-2028 Strategic Issues Consultation

Dublin Cycling Campaign (DCC) is a voluntary independent group that works to bring about improved conditions for cyclists and greater recognition of the benefits of cycling. Dublin Cycling Campaign is a member of Cyclist.ie the national network of cycling advocacy organisations. Our vision for Dublin is a liveable city where people of all ages can enjoy everyday walking and cycling.

We welcome this opportunity to comment on the Development Plan 2022-2028 Strategic Issues Consultation, and not that a comprehensive, safe, segregated cycling network is a key enabler for at least four of the strategic issues: Sustainable Movement, Placemaking, Climate Action, Natural Heritage and Biodiversity. Given that cycling provides the best Return on Investment of

all transport modes, the enhancement of cycling infrastructure should form an important element of the plan.

While the Grand Canal and Dodder Valley Greenways are significant achievements from the 2016-2022 plan, we note that many of the cycling initiatives listed in the plan have not been completed. Therefore, it is essential that funding to develop a safe, segregated cycling network is ring-fenced, if the plan is to be realistic and achievable.

To achieve the goal of creating 'high-quality, well designed and well-planned neighbourhoods' the County Development Plan 2022-2028 must:

- include a comprehensive network of connected cycle routes suitable for all ages, that link places where people live, work and play.
- Set targets for modal share for cycling and sustainable transport
- Prioritise cycling, walking and public transport as ways for people to move around
- Consider how any new developments can be best utilised by pedestrians and cyclists i.e. cycle-proof all developments
- Include retrofitting of existing residential, commercial and retail areas to increase permeability by foot and bike.

Below are our observations on each of the Strategic Issues.

BUILT ENVIRONMENT & PLACEMAKING

Creating more liveable urban areas through investing in cycling will help to achieve 'Compact Growth', a key objective of the National Development Plan. As described in the NDP, investment in sustainable transport can play a crucial role in 'creating more attractive places for people to live and work'.

- High-quality walking, cycling, and public transport infrastructure should be embedded in all housing developments and area plans.
- New developments should be connected to employment, education, retail and other local services directly through high-quality cycling and walking routes and networks
- Car use and parking should be managed effectively to reduce reliance upon the private car
- More people are likely to walk and cycle for more of their journeys if the quality of the spaces they travel through are attractive.
- Enabling more cycling will reduce air pollution in urban areas and create cleaner and healthier neighbourhoods.

CLIMATE ACTION & ENERGY

Transport accounts for 20% of Ireland's overall emissions with 52% of overall transport emissions coming from private cars. Given the urgency of the climate crisis, the County Development Plan must actively encourage a significant modal shift to cycling, by building a comprehensive network of cycling routes and building it quickly. Other cities have shown that this is possible. For example, Seville built a network of 80km of segregated cycle routes in 5 years and saw an 11-fold increase in cycling.

One of the lessons of the COVID-19 lockdown is that there is a huge latent demand for cycling. When traffic was reduced at the start of the lockdown, the streets were filled with children and adults cycling. A recent Sustrans study showed that a quarter of adults in Dublin cycle once a week or more, and a further 21% would cycle if segregated cycle routes were available ([Sustrans Report July 2020](#)).

The Department of Education is advising that students should walk or cycle to school as a key social distancing measure to protect parents, teachers and students from COVID-19. However, South Dublin County has one of the highest rates in Ireland of students travelling to school via private car so measures must urgently be put in place to ensure our children can cycle and walk safely to school.

POPULATION GROWTH & HOUSING

Growth centres need to be well serviced by public transport and cycling and walking routes, otherwise they will lead to increased congestion.

Some comments on specific key Growth Centres:

- Adamstown

Currently Adamstown has a railway and bus connection to the city and Liffey Valley Shopping centre. However bus travel times are poor with up to an hour journey time to Liffey Valley. Car parking is also an issue in Adamstown, with insufficient car parking leading to conflict among residents. The cycling infrastructure within Adamstown is poor. However Adamstown has good cycling connectivity via Adamstown Ave which connects to the cycling lanes on the Outer Ring Road and R120. Improved cycling infrastructure within Adamstown could reduce the burden on buses, and remove the need for more car parking. Additional off-road cycling infrastructure within Adamstown is needed. Signage which informs cyclists of journey times to various locations such as Liffey Valley, schools and railway stations would be beneficial. For leisure cyclists, there

is the Grand Canal Greenway. However kissing gates and unfinished sections from Adamstown to Hazelhatch inhibit its full potential.

- Clonburris

Clonburris is currently a green field site. There are plans to have extensive cycling infrastructure with Clonburris. This will reduce reliance on cars and encourage cycling for shorter trips. The Grand Canal Greenway runs through the site. However, antisocial behaviour and bad lighting discountage cycling on the greenway, particularly at night. Kishoge Railway Station is currently mothballed. The train station lies adjacent to the Greenway and the Outer Ring Road cycling path. Opening the train station would encourage users to cycle to the train station. However secure cycling parking would be needed.

- Kilcarbery

Kilcarbery is currently at an early stage. With approx 1000 homes planned. The new housing development as Kilcarbery must include in the detailed design provision for cyclists and pedestrians to move around safely. The site runs adjacent to the Outer Ring road. This road has good off-road cycling paths going towards Tallaght and Lucan. However off-road cycling infrastructure connections to Clondalkin Village are non-existent. It is suggested that a dedicated cycling path pass through Corkagh Park. This path would run from the Outer Ring Round through Corkagh Park and finish at the Mill Shopping Centre. This would connect Kilcarbery with safe cycling infrastructure to shopping facilities, Social Welfare offices and entertainment.

- Naas Road / Ballymount

Currently, Ballymount is a very dangerous place for cycling so safe cycle infrastructure is needed. Also, the cycle/walking route to negotiate the Red Cow roundabout is very convoluted and probably not a safe place after dark.

- SDZs in Ballyboden and Cosgrave Lands

We need high standards for bicycle movements in and around these high density developments to local village centres and along commuting routes to Tallaght, Sandyford and Dublin City Centre. Secure bicycle parking must be provided as a planning condition in such developments.

SUSTAINABLE MOVEMENT

The council should produce a mobility plan for the county that prioritises active travel and public transport. This should include a network of safe, segregated cycle routes that are suitable for people of all ages (8 to 80+).

An estimated 12,000 bikes are stolen in Dublin each year, and many of the people affected do not return to cycling. Therefore it is essential that the plan includes safe, secure and sheltered bike parking that meets the [Dublin City Bike Parking Guidance](#). This means

- Adequate bike parking at all villages, major buildings, shopping areas, and schools, including at locations that are not owned by the council.
- A range of bike parking options, e.g. cycle lockers and covered “Sheffield” stands at transport hubs, secure, sheltered and observable bicycle parking in apartment developments, bike bunkers for terraced houses and duplexes, and cargo bike parking at shopping locations.

The plan should include:

- A list of key cycle routes that will be completed in the timeframe of the plan
- Reallocation of some existing road space to cycling, e.g. by making some roads one-way and dedicating one lane to cycling
- Intermodal connections between cycling and public transport with cycle connections / pedestrian routes to Luas and adequate safe bike parking at Luas / bus connectors (especially hubs with Bus Connects)
- Introduction of one or more bike sharing schemes within the county
- Interconnectivity on cycle routes to other Local Authority infrastructure (SDCC to Fingal, DCC and DLR)
- Emphasis on safe cycling routes to Schools, Community buildings / sporting venues, shops and large areas of employment e.g. Citywest and Grange Castle.
- A comprehensive signposting system showing the best routes for walking and cycling to destinations within the County and neighbouring Local Authority areas so that people become aware of the walking and cycling infrastructure.
- In any scheme to improve existing roads or build new ones, consideration must be given to how cyclists and pedestrians can negotiate the route safely.
- Increasing permeability throughout the county for pedestrians and cyclists. Where possible new routes and short cuts through large housing developments to local amenities should be made available for pedestrians and cyclists.

COMMUNITY SERVICES

Cycling is an affordable mobility option for all and it promotes social interaction. Improving provision for cycling will reduce transport-related social exclusion amongst many individuals who do not have access to a car by improving their access to employment, education, shopping and social activities.

Bike share schemes and free cycle training for adults and children would provide access to cycling for marginalised groups.

ECONOMIC DEVELOPMENT & EMPLOYMENT

Active travel contributes towards economic performance by reducing congestion, supporting local businesses and villages, and through job creation and supporting the leisure and tourism industry.

A permeable network of cycling and walking routes will:

- Enhance villages so that they offer local retail experience and provide employment.
- Allow for true public space enjoyment in the villages and cultivate a village feel such as local restaurants etc.

Cycle tourism will be enabled by completion of:

- The Dodder Greenway and link to villages
- The Grand Canal route into Kildare (Hazelhatch)
- The link routes between the Grand and Royal Canals

The plan could also include imaginative schemes such as e-bike rental to access tourist amenities such as Hellfire Club / Massey's Wood.

NATURAL HERITAGE & BIODIVERSITY

Cycling and walking are low impact ways of engaging with the natural heritage and should therefore be promoted in the plan.

INFRASTRUCTURE & UTILITIES

As noted above the plan should put in place a comprehensive network of safe, segregated, well lit and integrated cycle infrastructure supported by secure parking and services. New cycling routes and retrofitting of existing residential, commercial and retail environments are needed.

Yours sincerely

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