



Dublin Cycling Campaign
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Senior Executive Officer, Forward Planning Section,
Land Use, Planning & Transportation,
South Dublin County Council,
County Hall, Tallaght,
Dublin 24.

Public Consultation - Dodder Greenway Route Scheme

Dear sir/madam

I am writing on behalf of the Dublin Cycling Campaign to give our views on the proposed Dodder Greenway route from Bohernabreena to Rathfarnham. In general we broadly welcome the proposed upgrade of the facilities but we have reservations that a world-class Greenway will be achieved with the present proposed design. If the route is designed to a high standard it can provide a safe, quiet and scenic route for cyclists, walkers and joggers of all ages. And, since much of the route is close to residential areas, it will provide an alternative route to encourage commuters to switch from driving to cycling, and students to cycle to college. We urge the Council to review the proposed design thoroughly, before proceeding with the work.

Dublin Cycling Campaign has been campaigning for better facilities for cyclists since 1993. Our vision for Dublin is a city where people of all ages can safely enjoy cycling and walking as part of everyday life.

Below are our considered comments and observations on the draft design of the scheme. We look forward to your response to each of the comments and we would be happy at any stage to engage with South Dublin County Council to discuss any or all of the issues raised.

Yours sincerely

Muireann O'Dea
Vice-Chairperson, Dublin Cycling Campaign

General Points

1. SDCC state that 'The proposed Dodder Greenway is being developed to be a Greenway of international renown and to be on a par with the best greenways in the world'. And yet, even when compared to the Irish Standards set down by TII in Rural Cycleway Design (<http://www.tiipublications.ie/library/DN-GEO-03047-02.pdf>) it falls down on the standards in an area where commuter numbers are likely to grow in the coming years. TII recommends a 'Desirable Minimum' of 5m wide Cycleway, where cycling volumes are expected to be high. The proposed widths along the route are only between 3 and 4 metres.
2. The Dodder Route, particularly in built up areas has the potential, as outlined in the GDA Cycle Network Study, to be a major commuter cycling artery. The 'shared use principle' as applied throughout this proposed section from Bohernabreena to Orwell Park should not be applied where the route meets this criterion. We recommend that cycling and walking be separated where possible, at the very least from the Firhouse area towards the City.
3. There is no doubt that a fully developed cycle/pedestrian route along the Dodder corridor will be a great attraction, both for commuters and general cyclists seeking safe traffic free routes, and for pedestrians out walking and exercising. While the documentation states it is to be 'a pedestrian priority environment', the excessive use of shared areas will provide a sub-standard experience for both pedestrians and cyclists. There is ample room along most sections of the river to provide separate, safe, segregated tracks for pedestrians and cyclists which will allow both groups to enjoy the Greenway without conflicts.
4. We welcome the proposed new bridges linking communities on both sides of the Dodder, and encouraging easier and more direct active travel between these communities, but we urge the Council to ensure that work on the 'Dodder Falls Bridge' (Layout 22) and the north bank existing routes, which link the proposed Greenway with the cycle link between Tallaght and Templeogue, and further onward links to Crumlin/Kimmage be urgently included in the scope of the project. We would also urge the Council/NTA to ensure that high quality aesthetically pleasing designs are built in order to encourage buy-in to the project and greater usage.
5. We suggest that anywhere shared running of bikes and vehicles is proposed, such as on Kiltipper Road and Mount Carmel Park that a 30 km/h speed limit be imposed, to protect cyclists, and encourage safer driving. This applies in particular on Kiltipper Road, which at present is a fast traffic route and dangerous for cyclists.
6. We recommend that in all areas where cycle facilities run alongside vehicle lanes, that these vehicle lanes be reduced to the minimum acceptable width of 3 metres. This encourages lower vehicle speeds.
7. We are disappointed in the cycling and pedestrian unfriendly nature of a number of the junction designs and would point to the design of the Rathfarnham Road/R112 junction as an example of a good design. The vast majority of junction designs give greater priority to

vehicle movement rather than cyclists and pedestrians, and are unsuitable for families with young children who typically use Greenways.

8. While the Part 8 report refers to a 'comprehensive signage policy' for the proposed route, there is no indication in the documentation exhibited of where any signs will be placed, and what form they will take. This information should have been included, as the orientation along this sometimes winding route will be critical for users, and even more so for tourists/visitors. Signage is needed along the full route and in particular where there are secondary cycle tracks, e.g. Layout 13.
9. The plans show extensive planting of trees along the Greenway. Unless a comprehensive track maintenance plan is put in place this will lead to leaves on the track which will make it slippery and dangerous. Some of the existing footpaths along the Dodder are not maintained so this needs to be considered.
10. Bike parking should be included at suitable locations along the Greenway, e.g. at the GAA clubs along the Firhouse Road, and at Bohernabreena where people may want to explore on foot.

Specific Comments - with Drawing and Layout References

Layout 1

- a. The final gate entrance to the Bohernabreena reservoir needs to be upgraded to a cyclist friendly design in line with other gate entrances along the route.
- b. The road crossing detail shows no warning signage for oncoming traffic, and does not comply with Figure 7.2 of TII Rural Cycleway Design
- c. Bike parking should be included here.
- d. The Greenway should be extended to include the reservoir as this is a spectacular area that is already suitable for cycling. It would greatly enhance the attractiveness of the Greenway.

Layout 2

- a. This section of the route has a fine open view. Planting of trees will spoil the view and require maintenance to keep the track clear.

Layout 5

- a. A lower speed limit (of 30 km/h or less) should be set along the road that leads to the nursing home.

Layout 6

- a. We query whether the design of the 'Deerpark Roundabout' is appropriate for this location. Is the traffic volume per day less than 6,000 vehicles? Is there an option for cyclists to share with traffic? Can vehicle speeds be reduced – see below comments in

relation to Kiltipper Road. Note National Cycle Manual Roundabout options - <https://www.cyclemanual.ie/manual/designing/4-8-roundabouts/>

Layout 7/8

- a. The section of the route along Kiltipper Road is proposed as a shared route with traffic. This road is at present a hazardous route for cyclists, with relatively high and often above limit speeds. While welcoming any proposed improvements we urge South Dublin County Council to examine a fully off road alternative from the Old Bawn junction to the 'Deerpark' roundabout. This will undoubtedly involve some necessary land purchase, or possible land swaps, but would ensure that the quality of the proposed route is maintained along this section.
- b. If the Council persists with a shared traffic route proposal on this section we seek the introduction of a variety of traffic calming measures, such as planters and ramps, the critical vertical design of the proposed traffic ramps, and a speed limit of 30 km/h limit, clear 30 km/h intermittent road markings and signage, and rigorous follow-up speed monitoring after construction, to verify that cyclists are safe on the new route.



Figure 1 - Kiltipper Road

Layout 10

- a. We are very disappointed with the overall design of the cycle route link section along the length of Old Bawn Road, and in particular the lost opportunity to improve both junctions at Kiltipper Road and at Firhouse Road West, in line with best practice, particularly through

the removal of left turn slip lanes, the inclusion of straight through and on-road cycle lanes, and the reduction of separate crossing manoeuvres required by pedestrians.

- b. The kissing gate from the Old Bawn Road into Dodder Valley Park needs to be upgraded to a design that is suitable for all bicycle types, including cargo bikes.

Layout 13

- a. Signage is needed to clearly show the Greenway route as there are a number of alternative routes here.

Layout 18

- a. We are delighted to see a further bridge crossing proposed for this location, linking the Dodder Route directly with the residential areas west of the N81 and the new Tallaght-Templeogue cycle route.

Layout 19

- a. The omission of a toucan crossing at the Avonbeg Road junction is to be regretted and should be included. There is a potentially substantive cycle and pedestrian volume from the Avonbeg Road area to link in with the Dodder Route.
- b. We would also like to see this proposed connection to the N81 crossing and the link to the Tallaght-Templeogue cycle route included in the final design, as it is a critical piece of the active travel jigsaw.

Layout 22

- a. The omission of the potential upgrading of the existing Dodder River crossing at this 'Dodder falls' location is inexplicable, as an important northwards link to the new Tallaght-Templeogue route already exists and can be upgraded at relatively little expense.

Layout 24

- a. The proposed route is 3.5m wide which is sub-standard. There is ample room to include a 4m cycle track and a separate pedestrian path.

Layout 25

- a. The existing riverside paths should be maintained for pedestrians and a separate cycle track built.

Layout 26

- a. The opportunity to include the upgrade of the Wellington Lane/Firhouse Road junction in line with best practice should be included in this project to improve the facilities for eastbound cyclists along Firhouse Road. This needs to be done through the removal of left turn slip lanes, the inclusion of straight through and on-road cycle lanes, and the reduction of separate crossing manoeuvres required by pedestrians.

Layout 28

- a. We welcome the upgrade of the pedestrian junction to a toucan crossing.
- b. Where the Greenway re-joins the park there is ample room for a pedestrian path and a 2-way cycle track, with a gap between. This would lead to a more pleasant walking and cycling experience and reduce the number of conflicts.
- c. The lighting along this section needs to be improved.

- d. The existing on-road cycle lane on this approximately 250m Firhouse Road section must be upgraded to a separated cycle track, to maintain the projected high standard of this proposed Greenway route. It is also critical that the cycling connections to and from Knocklyon Road are included within the design parameters

Layout 29/30

- a. The design details of the Firhouse Road/Ballyroan Road junction fall short of what is required by best practice design. The design must include the full junction, and must have clear legible routing for cyclists travelling in both west-east and east-west directions, as well as cyclists coming on to and leaving the Dodder Greenway route. This junction should have the removal of left turn slip lanes, the inclusion of straight through and on-road cycle lanes, and the reduction of separate crossing manoeuvres required by pedestrians.

Layout 31

- a. There is no provision for cyclists for the initial section where the Greenway joins Butterfield Avenue. This is a busy road with fast moving traffic and as shown on the plans it is not suitable for families and children.
- b. We welcome the proposed raised off road cycle track, but this needs to be extended as far as Kilvere.

Layout 33

- a. We fully support the proposed bridge connection/link to Templeogue Village via Riverside Cottages, and regard this as a vital and important cross river link to a commercial hub and further housing estates.

Layout 34/35

- a. At Rathfarnham Shopping Centre the existing 2m wide shared surface is too narrow and needs to be widened. We do not understand why a small section of the Tesco complex car park has not been annexed into the route along Springfield Avenue to improve the existing shared path between Fairways Junction and the Dodder Bridge. The proposed short section is sub-standard.
- b. A new pedestrian/crossing is needed at the bridge (Southside).
- c. The point at where the shared path joins the bridge is dangerous for pedestrians and cyclists as there is poor visibility for both.
- d. The path to the underpass should be upgraded so that it is not necessary to cross the road to continue on the Greenway.



Figure 2 - Underpass at Rathfarnham Shopping Centre

Layout 36

- a. There is no reason why pedestrian and cycling movement cannot be separated along this stretch of Springfield Avenue. This is easily done and there is a need to create a clear 2-way cycle only route on the north side of Springfield Avenue, which should be separated totally from pedestrians, and the pedestrian route accommodated closer to the river along the existing track. This may necessitate a small bridge across the River Owendoher for the pedestrian link, or alternatively a very short shared stretch along the existing north side footpath area.
- b. The existing tracks near the river are not shown. These are overgrown and not well maintained, but they should be maintained to provide an alternative route for pedestrians and joggers that is quieter (less traffic noise) and one that does not have the risk of conflict with cyclists.

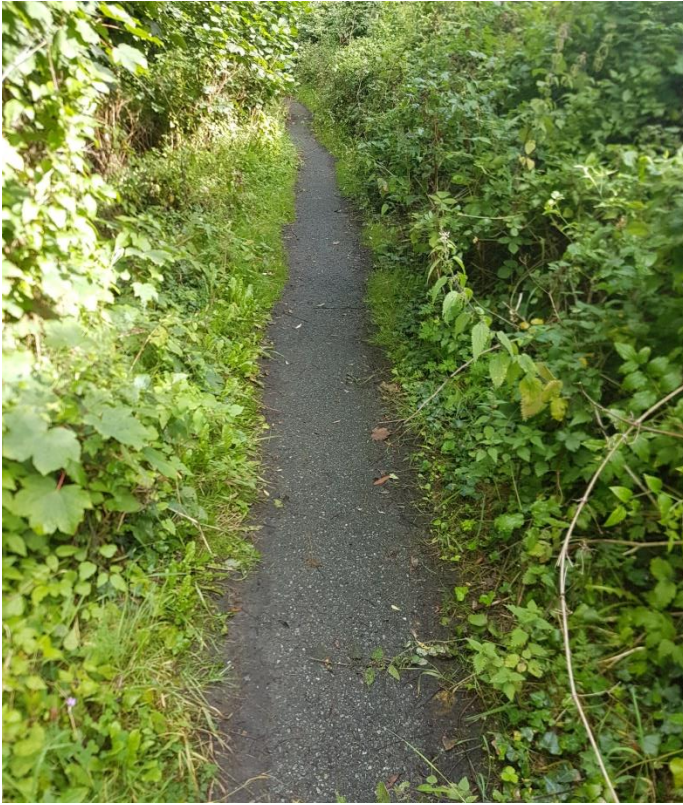


Figure 3- Overgrown riverside path at Springfield Avenue

- c. We fully support the proposed links to Rathfarnham Village and to Bushy Park, which should encourage greater and easier access between these two hubs.
- d. The existing path from Butterfield Avenue (at Butterfield Park) through Fairways to Springfield Avenue is not highlighted. With some minor upgrades to the surface this would create another link for cyclists and pedestrians between Rathfarnham and the Greenway.



Figure 4 - Path from Fairways to Springfield Avenue

Layout 40

- a. The junction details at the Rathfarnham Road/Springfield Avenue junction are good, and we welcome in particular the alteration of kerblines to provide tight turning radii for vehicles, and the protection of cyclists travelling north-south and vice versa on Rathfarnham Road. But it is not clear if crossings are to be toucan crossings, to enable cyclists to join or leave the proposed 'Greenway' route at this point.
- b. We hope the proposed ramp upgrade includes replacing the steps leading to Lower Dodder Road with a ramp, as these are a hazard for cyclists who are unfamiliar with the route.
- c. We also suggest a clearer connection link along the Greenway across the Rathfarnham Road into and from Dodder Road Lower through the use of different materials that signal to the cyclist which direction to move.
- d. We welcome the reduction in the width of the carriageways.

Layout 41/42

- a. We are disappointed with the sub-standard shared footpath proposals along the Lower Dodder Road, which are not acceptable. There are a number of potential solutions within the constraints of this quiet roadway, which would be a big improvement on that proposed, e.g.
 - Restrict the entry details at both ends of Lower Dodder Road between Woodside and Dodder Park Drive, to signal that this section is restricted vehicle access, and make all of this section of roadway a 30 km/h zone with a designed shared traffic and cycling environment.
 - Make the above section of roadway a one-way vehicle route, and include a segregated 2-way cycle route with the inclusion of appropriate staggered residential vehicle parking bays to slow traffic speeds.

Layout 43 and Subsequent Sketches/Layouts

- a. We are very happy with the proposed iconic cycling bridge over the Dodder River as shown here, which will undoubtedly become a major attraction in itself.