



Dublin Cycling Campaign
% Tailor's Hall,
Back Lane,
Dublin 8
5 April 2021

Registered Charity Number (RCN): 20102029

Dublin Cycling Campaign Submission on Lower Dodder Road

Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. We have a vision for Dublin that is a vibrant city where people of all ages and abilities choose to cycle as part of their everyday life.

Dublin Cycling Campaign warmly welcomes the proposed upgrade to the Dodder Greenway along Lower Dodder Road. There has been a huge increase in people using this stretch of the Dodder for walking, running, cycling, dog walking and bird-watching since lockdown, and this upgrade will help to ensure that this can continue in an enhanced environment post-lockdown.

We welcome in particular the following:

1. The proposed 5m path width will help deal with congestion on this very busy walking and cycling route.
2. The amendment to one-way vehicular traffic along with traffic-calming is welcomed and will restore some tranquility to an area frequented by nature-lovers.

However, we feel there are a few areas where the design could be improved.

Segregating Pedestrians and Cyclists

We question the wisdom of deciding not to segregate bicycle and pedestrian traffic on this path. As well as being a leisure facility, this is a commuting cycling route for those travelling to the city centre, and for students travelling to UCD. Shared paths do not serve either pedestrians or cyclists well and invariably lead to conflict and the potential for collisions. Increased sales of electric-assisted bikes (or e-bikes) in the locality will mean that average speeds of cyclists (especially those commuting) could be higher than observed previously. Furthermore, the flat, off-road route would be ideal for use by those on electric scooters, which will likely continue to increase in popularity with the introduction of legislation to regulate their use which is being drafted presently, so this is an additional variable that should be considered. Ultimately, we feel that providing a clear straight path is a better, more equal solution - it isn't easy for some people on cycles to keep stopping and turning, and also it isn't easy for some pedestrians (such as small children) to stay fully aware of others around them on a shared path.



Lower Dodder Road 17 March 2021 - pedestrians spreading out across full width of footpath and cycle lane

This stretch of the Dodder, in particular, is a meeting place for people fishing, and is a well established spot for observing and photographing wildlife. This should be accounted for when considering the benefits of segregating the path between people cycling and those on foot.

To ensure the safety of all users of this amenity, segregation should be advised. The National Cycle Manual (section 1.9) says “Shared facilities between pedestrians and cyclists generally result in reduced Quality of Service for both modes and should not be considered as a first option.” and “The Principles of Sustainable Safety, when applied to cyclists and pedestrians, would suggest that both modes should be segregated whenever possible”. An example of this approach is the new [Baldoyle to Portmarnock Greenway](#).

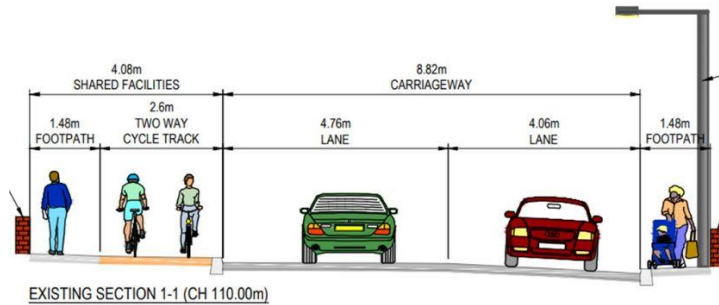
If the carriageway width is reduced to 3m there is enough space to provide a green vegetation strip between the footpath, cycle track and road. Note that this is wider than the width recommended by DMURS (section 4.4.1) which says “The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m)”.

Another concern is that the shared path will be used for short-term parking for drop offs and deliveries along the whole route. So it should be protected with a narrow, low height vegetated verge along its length where possible.

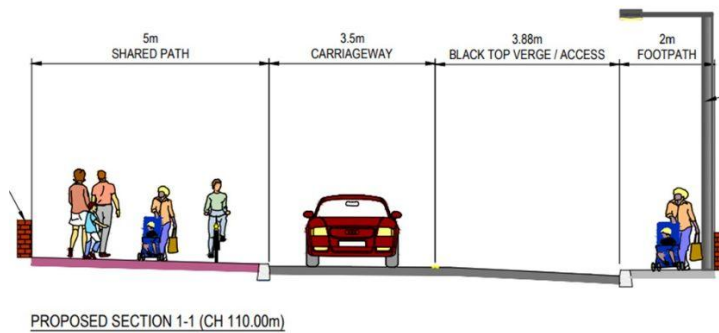
Below are diagrams to show how this can be achieved on each section of the road.

DODDER ROAD LOWER PART 8 SECTION 1-1 COMPARISON

Existing Section 1-1

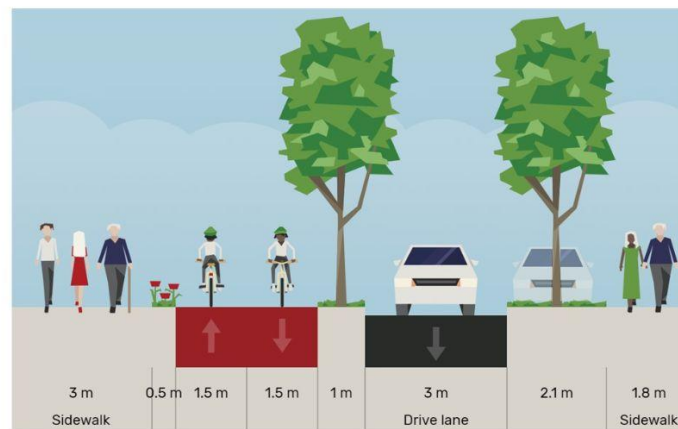


SDCC Part 8 Section 1-1



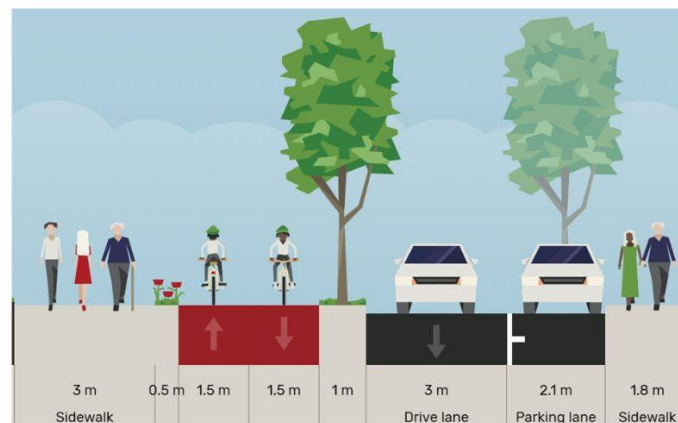
Alternative Section 1-1 A

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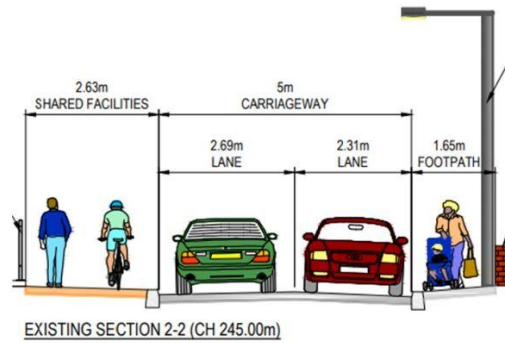
Alternative Section 1-1 B

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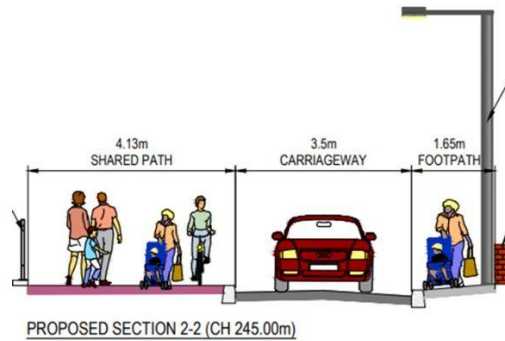


DODDER ROAD LOWER PART 8 SECTION 2-2 COMPARISON

Existing Section 2-2

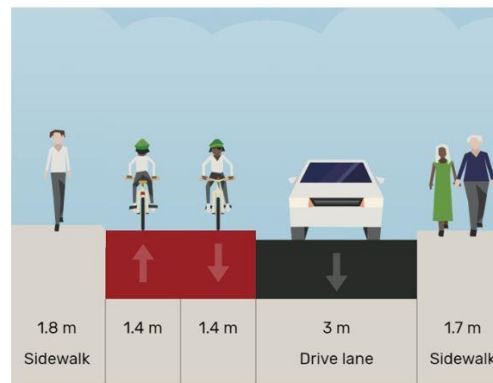


SDCC Part 8 Section 2-2



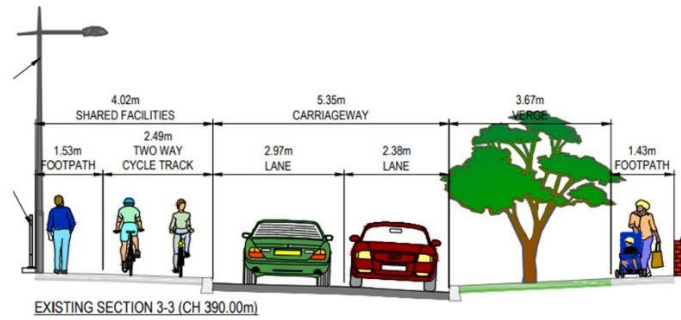
Alternative Section 2-2

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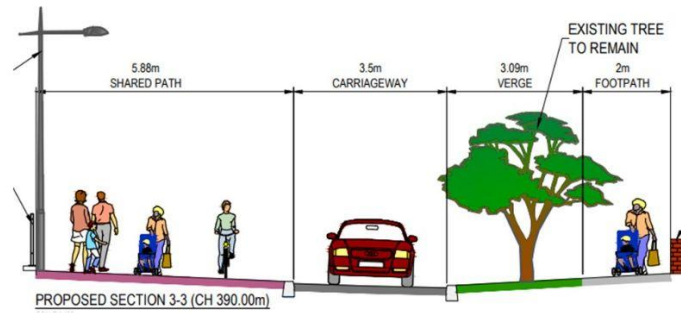


DODDER ROAD LOWER PART 8 SECTION 3-3 COMPARISON

Existing Section 3-3

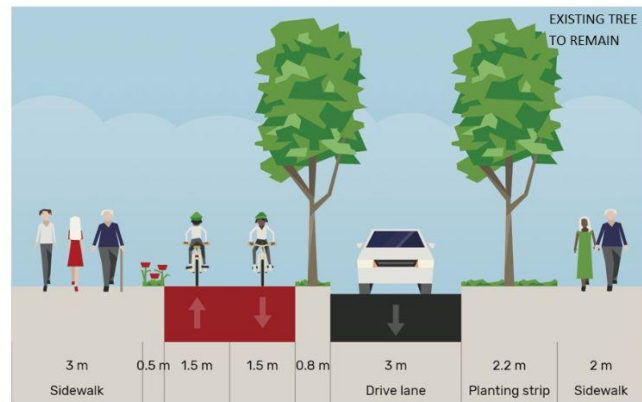


SDCC Part 8 Section 3-3



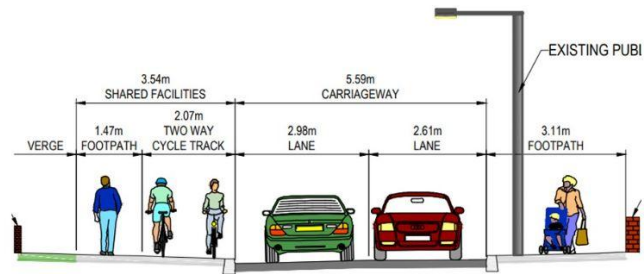
Alternative Section 3-3

[Created using Streetmix]



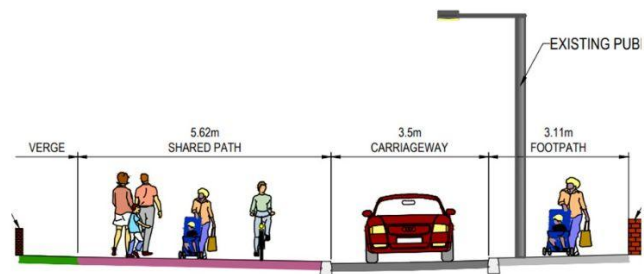
DODDER ROAD LOWER PART 8 SECTION 4-4 COMPARISON

Existing Section 4-4



EXISTING SECTION 4-4 (CH 660.00m)

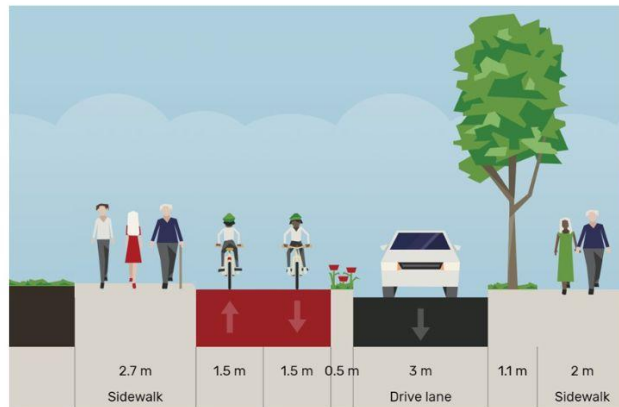
SDCC Part 8 Section 4-4



PROPOSED SECTION 4-4 (CH 660.00m)

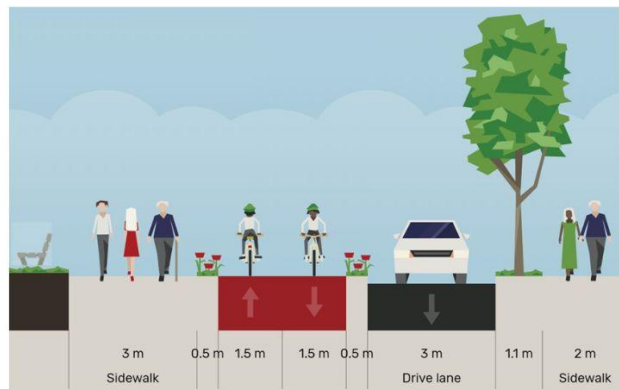
Alternative Section 4-4 A

[Created using Streetmix]



Alternative Section 4-4 B

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Drop-off Parking

The eastern end, near the footbridge to Orwell Park, is used by parents as a drop-off point for students attending the High School in Rathgar. While we hope that the enhanced walking and cycling facilities will encourage more students to walk or cycle, we recognise that a significant number of parents will continue to drive their children to school. Therefore we suggest that the walking/cycling path is moved closer to the river, and a small number of parking spaces provided, at this end.

Bicycle Parking and Benches

Cycle parking facilities (catering for cargo bikes, trikes, hand cycles and other adaptive cycles) at the western end of the road would cater to the needs of bird-watchers who frequent this exact spot. These visitors typically arrive by car (in order to transport camera equipment), so it makes sense to make the location convenient for their needs should they decide to cycle instead.

This would be a good opportunity for some public realm improvements, such as benches, along this section of the Dodder Greenway.

Conclusion

In summary, we welcome the proposals for Lower Dodder Road, which is an important component of the Dodder Greenway and Cycle South Dublin, and hope the council will take note of our suggestions to segregate pedestrians and cyclists and protect the cycle track, to provide bicycle parking and benches, and a small number of drop-off parking spaces.

Yours sincerely

The Dublin Cycling Campaign South Dublin Group:

Muireann O'Dea, Mairéad Forsythe, Martin Quinn, Liz Hickey, Eoin Ahern, Ciarán Ahern, Aoife Kearney, Aodhán King, James Lynch