



**Orwell Road to Dodder Road Lower Rapid
Deployment Scheme
(Section 38 Non- Statutory Consultation)
Public Consultation Report**

Background:

Dún Laoghaire-Rathdown County Council, in conjunction with the National Transport Authority, is proposing sustainable transport improvements along Dodder Road Lower as part of the Dodder Greenway.

The scheme is being prepared in accordance with Section 38 of the Road Traffic Act 1994. The scheme has been designed in accordance with national guidance including the Design Manual for Urban Roads and Streets (DMURS) and the Cycle Design Manual. The scheme is funded by the National Transport Authority (NTA).

Scheme Details:

The scheme proposes to:

- Introduce a two-way cycle facility on Dodder Road Lower. This is facilitated by making Dodder Road Lower one way. The introduction of the one-way system is being carried out within South Dublin County Council's administrative area.
- Provide a new crossing point on Orwell Road and link Dodder Road Lower and Orwell Gardens.
- Signalise the junction of Braemor Park and Orwell Road.

Plans and Policy Objectives:

The proposed scheme aligns with several existing plans and policies:

➤ **Greater Dublin Area Transport Strategy (2022 - 2042)**

- **Measure PLAN15** – Urban Design in Walking and Cycling Projects
In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage and considering how greater biodiversity could be fostered.
 - **Measure PLAN16** – Reallocation of Road Space
The NTA, in conjunction with the local authorities, will seek the reallocation of road space in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.
- ### ➤ **Cycling Infrastructure**
- Expansion of the Urban Cycle Network supported by secondary routes (in line with the Cycle Network Plan) to provide a quality of service sufficient to attract new cyclists, as well as catering for the increasing numbers of existing cyclists.

➤ **Land Use Integration**

Planning at the local level should promote walking, cycling and public transport by maximizing the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools.

➤ **DLR Cycle Network**

These routes form part of the DLR Cycle Network (as part of the County Development Plan).

➤ **National Investment Framework for Transport in Ireland (2040)**

The route aligns with the National Investment Framework for Transport in Ireland (NIFTI). In an effort to cater for rising travel demand as well as decarbonising the transport sector, there will be a significant investment in sustainable mobility including cycling and pedestrian infrastructure.

➤ **National Cycle Policy Framework 2023**

- **Objective 2:** Ensure that the urban road infrastructure (with the exception of motorways) is designed/retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist-friendly.
- **Objective 8:** Ensure proper integration between cycling and public transport.

➤ **DLRCC Cycling Policy:**

CP 1.3 Cycling and Existing Developments

Undertake retrofit projects within existing urban areas and developments, both residential and commercial, to create cycle-friendly permeable routes that are attractive to cyclists of all ages and abilities.

➤ **DLR County Development Plan 2022-2028**

• **Policy Objective T11: Walking and Cycling**

It is a Policy Objective to secure the development of a high-quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.

• **Policy T13: County Cycle Network**

It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.

5.6.3 "The Council supports the continuing development of the Dodder Greenway (Grand Canal to Bohernabreena)."

➤ **Dún Laoghaire Rathdown Climate Action Plan 2024-2029:**

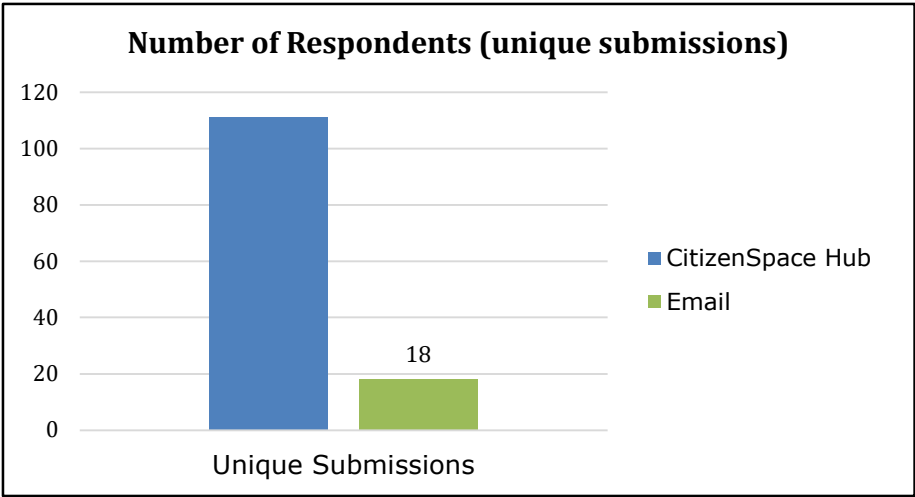
- T1 – Deliver a safe and active travel network for people of all ages and abilities by implementing the County and Greater Dublin Area Cycle Network.
- T8 – Reallocate Road space to provide for sustainable travel alternatives.
- T9 – Identify opportunities to implement permeability and connectivity in the planning process.
- T17 – Expand the number of controlled crossings and zebra crossings.
- T23 – Explore the use of sustainable methods of road surfacing that minimise the use of raw materials.

Exemptions from Part 8 Procedure:

It is considered that Section 38 of the Road Traffic Act 1994 and Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, is the correct legislative process under which the proposed works will be carried out. This is set out in the Decision Record of Determination of Appropriate Procedure for the Orwell Road to Dodder Road Lower Rapid Deployment Scheme

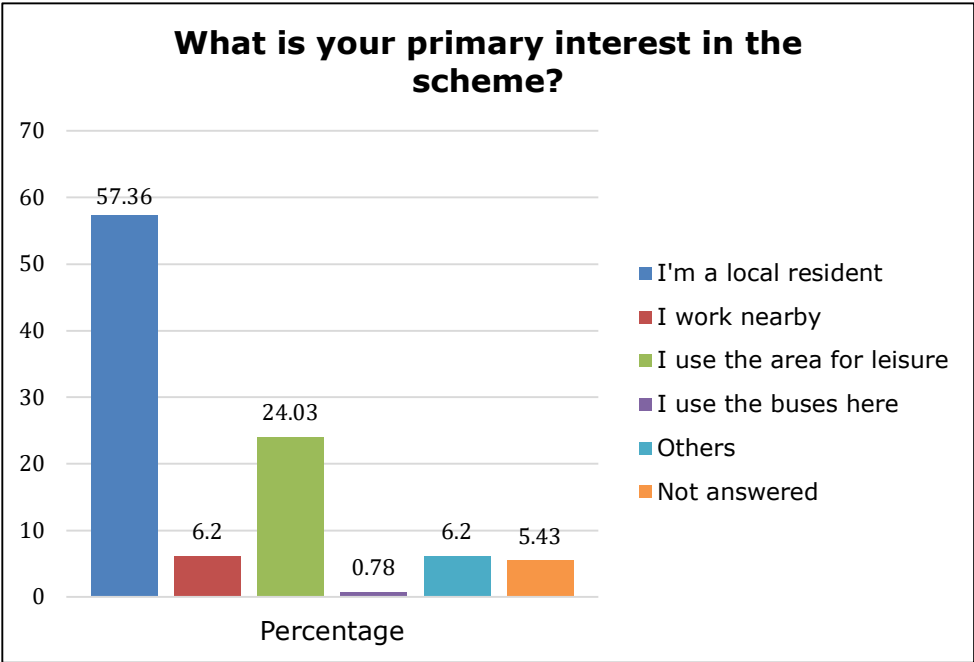
Summary of Non-Statutory Public Consultation:

The public consultation was held from 29th May 2024 for over a period of four weeks. At the closing date of 25th June 2024 of the consultation, we received a total of **139** submissions. These comprised of **119** submissions through Dún Laoghaire Rathdown County Council’s CitizenSpace Hub and **20** written submissions by email. It should be noted that **10 duplicate submissions** were identified and there are **129** unique submissions received.



Primary Interest in the Scheme:

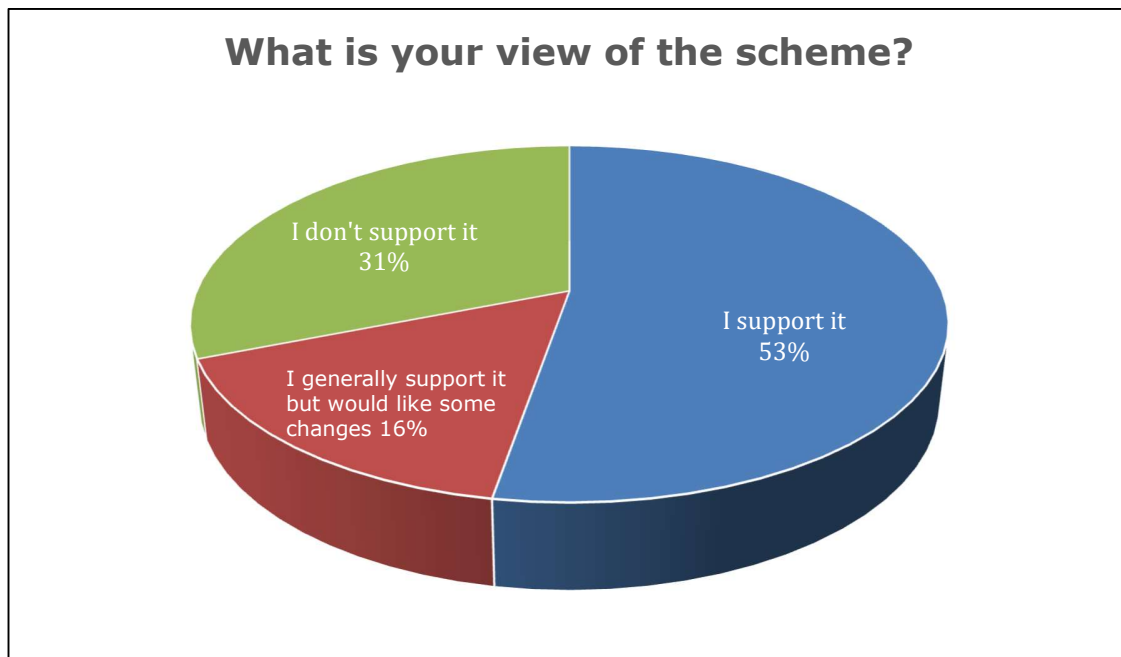
The survey gave us the opportunity to understand the nature of respondents’ interests in the scheme. The chart below provides insights into people’s interests in the scheme. Around 57% of respondents are local residents and 24% use the area for leisure activities. Others use the area for work, bus services and some use it for multiple activities. Only 5% did not answer the question.



View of the Scheme:

In summary the following preference was indicated as part of the feedback:

- 53% were in favour of the scheme proceeding as proposed.
- 16% were in favour of the scheme proceeding but had comments / queries / suggestions
- 31% did not want the scheme to proceed citing several different reasons.



Detailed feedback received:

We received various comments and suggestions as part of the submissions. These are summarised and responded to in the table below. Please note that some submissions commented on issues outside of this scheme e.g. other projects, issues around enforcement etc. These did not relate to this project and have not been included.

	Common Themes	Number of times received	Response
1	Inconvenience and extra travel time if made one way road for traffic	40	The current local and national policy is to prioritise the sustainable travel modes. The proposed scheme will provide high quality cycle facilities that connects recently completed works along the Dodder in SDCC and future planned works in the DCC areas. The additional travel distance results in less than 60 seconds of additional journey times for vehicles (at 30kph)
2	This plan will move traffic from non-residential to residential road (Braemor Park)	40	The proposed scheme will have minimal impact on Braemor Park. It is predicted that if there is no modal shift (which we would expect) and in the worst case scenario during the morning peak there would be 5 additional vehicles per minute. In the evening peak, 2 vehicles per minute.
3	Removal of the northbound lane will make Braemor Park a through road for all traffic coming from Braemor Rd making it difficult for the residents to access their houses, by car.	38	It is proposed to signalise the junction of Braemor Park and Orwell Road which will allow for more efficient traffic management. This includes allowing a green phase for vehicles exiting from Braemor Park onto Orwell Road and reduce any potential queuing at this location. The predicted impact on traffic volumes on Braemar Park is minimal
4	Traffic congestion will make this road unsafe for residents and school children (many cycling) & nearby hospitals.	35	As outline above the predicted impact on traffic volumes on Braemar Park is minimal. Providing high quality walking and cycling facilities allows for more modal options, that do not currently exist
5	Braemor Park has narrow footpaths, making it difficult and inaccessible for wheelchair users	15	Improvements to the pedestrian infrastructure on Braemor Park can be considered as part of a future scheme
6	Traffic calming infrastructure,	12	Improvements to the pedestrian

	more pedestrian crossing on Braemor Park		infrastructure on Braemor Park can be considered as part of a future scheme
7	A two-way cycle lane, vehicle carriageway and pedestrian paths on both sides.	10	It is not possible to fit all of these facilities within the current footprint of Dodder Road Lower
8	The plan would lead to increased traffic impacting patients and delay in ambulances coming in/out of the hospital	10	As outline above the predicted impact on traffic volumes on Braemar Park is minimal
9	Braemor Park is already unsafe for pedestrians and hospital patients (who often utilize the footpath outside Mount Carmel sometimes via wheelchair) with a poor-quality footpath narrowing in places to less than 70cm. In most places it is not possible to walk two-abreast which is an issue when accompanying elderly and young people.	10	Improvements to the pedestrian infrastructure on Braemor Park can be considered as part of a future scheme
10	Separate lanes for pedestrians and cyclists	5	This is proposed as part of this scheme
11	The biggest obstacle was the footbridge from Orwell Walk / Gardens into the park. As this bridge is approached on both sides by steps, you have to lift your bike up and down the steps.	4	The replacement of this bridge is outside of the scope of the quick build scheme
12	Proposal going through Orwell Park where there is already an existing cycle lane and bridge	3	Orwell Park is in DCC administrative area
13	Restoration of cycle pathways	3	DLRCC have a cycleway maintenance programme
14	Query relating to the measurement of traffic and when surveys were carried out	3	The project team utilised the National Transport Authorities Eastern Regional Model to test the implications of this scheme. Two baseline traffic surveys were carried out to validate the NTA ERM.
15	Dodder roads needs to be widened to accommodate the cycleway and 2 way traffic.	2	This is outside of the scope of the quick build scheme
16	Signal crossing to Dodder Park	1	Dodder Park Road is within SDCC administrative area

17	Cyclists heading westbound on Orwell Road, wanting to enter the proposed cycle track on Lower Dodder Road to head southwest. Cyclists seem to be forced to make a very sharp turn. Make the feeder cycle perpendicular to the main cycle track. Another solutions would be create a gap in the kerb further south. This would allow cyclists to enter the cycle track from the general traffic lane.	1	This will be considered as part of the detailed design
18	Can anything be done in the short term to replace the existing steps with ramps?	1	Replacing the steps is outside of the scope of the quick build scheme
19	The crossing point from Orwell Walk to Dodder Road lower could be improved (safer and less delays) by placing the cycle lane next to the footpath along the dodder and utilising the underpass under Orwell Road adjacent to the Dodder.	1	This would require the existing underpass to be widened which is outside of the scope of this scheme
20	Why the pedestrian walkway under the bridge is not been enhanced which would keep children and people away from the Orwell Road. This would add to their safety by not crossing a roadway?	1	This would require the existing underpass to be widened which is outside of the scope of this scheme. Connections would still be required onto Orwell Road to provide access on and off the greenway.
21	The current plan has decided not to use the underpasses at Orwell Bridge and instead, proposes to route cyclists down Orwell Gardens/ Walk to the footbridge to access the park.	1	This scheme proposed a quick build solution to provide access along the Dodder while a more comprehensive permanent scheme is developed. The permanent scheme will consider options like replace / upgrading the bridges along the route
22	Have air pollution levels on Braemor Park been measured? (this is necessary to compare air quality to any subsequent change of traffic routing)	1	There are no air quality sensors on Braemor Park
23	Cycle paths badly damaged by Irish Water during the recent repairs of leak, on Braemor Road.	1	This is outside of the scope of this scheme

24	Braemor Park is served by a bus route – therefore there is constant footfall – there is no bus on Lower Dodder Road. Therefore, bus times will be affected – are Dublin Bus aware of the plans here?	1	This plan has been approved by the NTA who are the bus authority for Ireland
25	The cycle path should go through Orwell Park rather than reducing the flow of traffic on lower Dodder Road. We already have major issues with traffic increased traffic due to the development of Marianella estate, this reduces options further and causes more traffic jams for no good reason when the park would be an improved/shorter route in any case. Improved surfacing and lighting in the park would be a better use of limited financial resources here.	1	Development of Orwell Park is outside of the scope of this scheme. It can be considered as part of the permanent project

Conclusions and recommendations:

The proposed scheme strong engagement and support. This scheme aligns with all relevant national, regional and local policies and objective (including the Dún Laoghaire Rathdown County Development Plan 2022-2028)

It is proposed that the scheme proceed to detailed design and construction.