



SDCC Draft Development Plan 2022-2028

This submission is made on behalf of the Lower Kimmage Road Residents' Association (LOKRA)

15th September 2021

Chapter 7 Sustainable Movement

Introduction:

As a gateway to the city from the greater South Dublin area, Kimmage Road Lower (a long established, historical residential neighbourhood), suffers the effects of excessive traffic congestion daily in terms of air pollution, safety of our children and vulnerable neighbours. We also experience disturbing noise pollution at night.

As such, we strongly support the aims and vision of this document to ***'Increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact'***.

We believe however that many of the objectives are under ambitious (eg. a reduction of only 12% in private car use and an increase of 3% in bus usage) and are not in line with the ambitions stated in ***Policy SM3: to promote a significant shift from car-based travel.***

Comments and Recommendations:

We believe in the development of a fully integrated public transport system, that supports the aims of this document across many of its pillars. A key challenge however, is ***'a decrease in use of the private car'***, while acknowledging that ***'new developments both residential and commercial will lead to additional trips being generated... Challenge to ensure this does not add to the existing level of congestion or saturation of the road network.'***

LOKRA contends however, that the existing level of congestion and saturation are already unsustainable and that the bar to simply maintain them at this level is under ambitious. Much more needs to be done therefore to encourage people to move from their cars to public transport, where journeys are not possible by walking or bike.

Bus Connects:

Park & Ride:

We are very disappointed to see the omission of ***'Park and Ride'*** facilities as one of the 'Key Elements' of the Bus Connects strategy in this document. This is particularly puzzling as elsewhere

in this document it is stated that *'Park and Ride provides the opportunity for modal transfer from the private car to the public transport network'* and the concept of *Transport Hubs* is deemed essential in the connection of orbital and radial routes.

We believe affordable bike, car Park and Ride and micro mobility options are essential to provide viable alternatives and incentives to encourage citizens to avail of public transport options – assuming an integrated, attractive, efficient and reliable public transport system is available.

Orbital Routes:

We are glad to see the enhancement of orbital public transport to support interconnectivity between local urban villages, but this should take into account POWSCAR data and community views in the assessment of service requirements. If Covid has taught us anything it is that these interconnections are becoming increasingly important and essential to support the 15 minute city concept.

Metro:

Ireland is a serious outlier in Europe in the lack of a Metro system for its capital city. A Metro would complement and feed into efficient Bus, Luas and DART networks, provide real and sustainable alternatives for an ever growing residential and commercial population into the future.

The Metro South West Group (MSWG) has carried out extensive analysis that supports the viability and value of a Metro service to this long neglected and rapidly growing quadrant of SDCC between the Red and Green LUAS lines. LOKRA supports the aims and objectives of this group along with 38 other Residents' Associations in the Dublin South West area. (*See the separate MSWG Submission for details*). This objective is reflected in SM3 - Objective 7 of this document and it is essential it remains under active consideration.

Metro has the unique capacity by virtue of being underground to release currently congested residential roads back to their just characteristic as residential neighbourhoods. In reducing largely commuter vehicular congestion from residential roads such as e.g. Kimmage Rd Lower, Metro offers a potential contribution towards a just restoration of neighbourhoods to residents and children in particular. Community connection becomes more possible leading to greater social and cultural capital generally.

Cycling:

LOKRA supports the development and improvement of cycling infrastructure throughout the county and it is important to capitalise on existing natural infrastructure to provide green / blue safe cycleways, particularly for children and leisure cyclists wherever possible.

We also support road design that prioritises pedestrian and cyclist safety.

Shared Mobility Options:

While private car ownership is unlikely to disappear, there is certainly a place for significantly increased access to shared mobility options (eg. bikes, scooters and other micro-mobility devices) and these should not be restricted solely to city locations. Micro mobility devices are essential to facilitating and supporting a just transition and to providing genuine choice for everyone.

Other forms of shared mobility such as Micro-Mobility, should be included in any Development Plan. Micro mobility whole-of-neighbourhood consideration practically could include e.g.

- e-charging bicycle/scooter storage included in designs for public realm
- e-mobility chairs at micro-mobility points across the neighbourhood for local mobility, allowing mobility impaired people to transport local journeys to amenities, services, retail, bottle banks etc.
- small e-mobility carriers for small groups such as e.g. children for schools/clubs with equipment to and from designated pick up points
- e-carrier mobility carts for distribution of goods for businesses from networks of distribution points, reflecting the shopping local/shopping from home trends

Micro mobility devices (a broad range as this exciting field develops) are core to enabling the reality of reduced private vehicular traffic initiatives for all citizens and to supporting our ambitions in meeting climate change and sustainability goals. These must network with DCC so that mobility choices really are within grasp for all of us and underpin the vital investment committed to in the implementation of Bus Connects

Conclusion:

While acknowledging that this is a process generated by SDCC, we are very conscious of SDCC as neighbours and partners and are grateful for the opportunity to contribute to this process. We hope to see the different council regions within Dublin County who live side by side and the NTA working in a collaborative manner on the finalisation of a mutually beneficial Development Plan for the City and County of Dublin and achieve the ***objectives for healthy placemaking and sustainable movement*** for all as outlined in the Development Plan.

Joan Moore
Secretary
On behalf of LOKRA Core Group