



## **Core Bus Corridor 6: Lucan**

16th December 2020

### 1.0 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.

### 2.0 Cycling for All

The goal of the cycle routes must be to enable people of all ages and abilities to cycle. Cycling can be an option for almost everyone if we design for it correctly.

When cycle routes measure up to international best practices we will see kids cycling to school with their parents, teenagers cycling to the cinema, commuters cycling to work and older people cycling to the shops.

Only by enabling many people to cycle, by making it a realistic choice, can we deliver the potential modal shift changes. Whenever a new person starts cycling society reaps the benefits of improved public health, reduced congestion, and better liveability for our urban places. The maximum benefits of cycling are only achieved by designing cycle routes that enable the largest cross-section of society to cycle.

## 3.0 Location Specific Points

### 3.1 Welcome improvements to the two-way cycle tracks

We welcome the continued improvement of the two-way cycle route from Lucan to Palmerstown. In particular we welcome the improvements on map 1 and the new sections of two-way cycle track in Palmerstown village (map 14-15). In particular, the two-way cycle track across the N4 is most welcome.

We believe this will increase the amount of cycling and walking across Palmerstown as the N4 severed communities and most people currently will drive for small journeys to Waterstown park from Woodfarm Acres. This new design will enable people to make the short journey by bicycle to public places like Waterstown Park and beyond.

The two separate walking and cycling bridges over the N4 to connect with the cycle tracks on CBC7 are also welcome (map 8).

### 3.2 Shared Spaces at Roundabouts

At the roundabout entrance to Woodies and Hermitage Golf Club (map 2) the cycle lanes disappear and go onto a shared surface and then onto a cycle lane. This section of path is very narrow and will increase conflicts between pedestrians and cyclists. It might also force cyclists to ignore the shared surface and rejoin the road at the roundabout. It is incoherent and dangerous.

### 3.3 Barrier between two-way cycle track and N4

We are quite concerned about the lack of a barrier between the cycle-track and footpath, and the heavy traffic of the N4 along the Hermitage Golf course (map 3-5). We had previously suggested maintaining the wall in its current position or moving it towards the Bus lane so there is noise protection for people cycling and walking inside the boundary wall. The current design does not adhere to 3 of the 5 needs of cycling, safety, comfort and attractiveness. If you proceed with this design with the cycle lane alongside an 8 lane carriageway it will be very loud and possibly beyond safe exposure limits, dangerous as there is no protection against fast moving traffic, and also exposure to large amounts of air pollution.

We strongly recommend that more protection is needed to make this route safe, attractive and comfortable for people walking and cycling.

### 3.4 Width of two-way cycle track to M50 overbridge

The width of the two-way cycle track from outside Kings Hospital school to the N4 overbridge (map 9) is too narrow. This two-way cycle track is the primary cycle route into the city centre. It is also an uphill section where more space is required. Can this two-way cycle track be widened into the grass space.

### 3.5 Shared Space into Chapelizod Village

We recommend that the shared space on Chapelizod Hill (map 17-17) be converted into segregated space. This is a primary cycle route 6 of the GDA Cycle Network Plan and this is a downhill section where people cycling will pick-up speed. It isn't an appropriate location for a shared space.

The traffic lane adjacent to the shared space on map 17 is way more than 3.5m. This space could be reallocated to provide the necessary space for segregated walking and cycling facilities.

The proposed Toucan crossing on Map 17 close to West County Hotel is welcomed as it can be difficult at times to cross here going uphill against fast flowing traffic coming down the N4 slip road/R148. It's important that this section is designed to slow vehicles travelling downhill and also to improve the shared space for cycling and walking as mentioned earlier.

### 3.6 Con Colbert Road

As part of CBC7 the decision has been made to move primary cycle route 7A away from Sarsfield Road onto Con Colbert Road and follow CBC6 into the city. The proposed cycle tracks along Con Colbert Road are too narrow if this is to be the replacement primary cycle route. The cycle tracks are only 1.5m with no buffer to the adjacent 3m bus lane in a 60km/h zone (map 24-26). The bus stops along Con Colbert are a bus stop bypass design that forces conflict between people cycling and walking along the road. The proposals don't meet the basic standards of the National Cycle Manual.

All of this is to say that not enough space is being provided to people walking, cycling or using public transport. There is lots of space here but it is being used to provide two general traffic lanes instead of providing adequate space for people walking, cycling or using public transport.

We cannot support the current road space allocation on the Con Colbert Road.

### 3.4 South Circular Road / Con Colbert Road Junction

The junction at South Circular Road / Con Colbert Road (map 28) is a disaster for all transport modes and really needs a complete overhaul. Even improvements from the first round of public consultation this junction is still a nightmare to navigate for people walking and cycling.

We cannot support the current junction design at this location.

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