



Core Bus Corridor 6: Lucan

17th April 2020

1.0 Introduction

Dublin Cycling Campaign is a membership-based 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.

We welcome the improvements in this CBC from the last round. There have been marked improvements in a number of locations. The goal for this cycle route must be that it is safe for people of all ages and abilities.

We understand that the designs are a work in progress. We have made a separate submission recommending design approaches to be taken across all corridors. This submission includes localised comments.

2.0 Welcome Changes

There are a significant number of welcome changes along this corridor including:

- Dedicated cycle lanes across the N4 overbridge (map 1)
- An improved junction layout near Woodies (map 1)
- The proposed two-way cycle track on the north side of the N4 (map 1- 6)
- Replacing the wide shared street design on the Old Lucan Road with a two-way cycle track and traffic calming (map 6-8).
- A new two-way cycle track on the Old Lucan Road in Palmerstown (map 11-13). This adequately addresses our concerns about traffic volumes and speeding reported in our last submission.

- The proposed two-way cycle track on Kennelsford Road Lower in Palmerstown Village. This layout is significantly better than the previous round.
- The contra-flow cycle track on Chapelizod Hill Road (map 20)
- Removing the left-turn conflict and 'murder-strip' cycle lane at the Con Colbert Road / Chapelizod Bypass junction (map 25)
- Some improvements for people cycling at the massive junction of Con Colbert Road and South Circular Road (map 28)
- Bus stop bypasses outside Heuston Station (map 31)

3.0 Location Specific Comments

Overall we're really impressed with how this corridor has improved between rounds. Though we do have a limited number of comments.

Cycle Track to M50 Bridge

What is the proposed width of the cycle track from Old Lucan Road to the M50 bridge (map 8-9)? It appears narrower than the 3m wide two-way cycle track on map 8. This is primary cycle route 6 of the GDA Cycle Network Plan, which requires an A+/A quality-of-service cycle route. The cycle route is also heading uphill to the bridge. Can this section of two-way cycle track be widened to a minimum of 3m.

Palmerstown Village

Again we welcome the significant improvements in Palmerstown Village. The main cycle route into the city centre continues along Old Lucan Road via a shared road environment. Does the current design make it clear that the primary cycle route goes straight (map 14)?

Con Colbert Road / South Circular Road Junction

The changes to this junction (map 28) are welcome. The number of unprotected 'murder strip' cycle lanes has been significantly reduced in this plan. However, there is still one unprotected cycle lane on South Circular Road turning left onto St John's Road West.

There appears to be some pedestrian and cycle conflicts that could be reduced or clarified. Providing a Dutch-style junction with pedestrian islands and zebra crossings over the cycle tracks will provide a more legible road layout with fewer conflicts.

Kevin Baker
Chairperson

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

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