



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

LOCAL AREA PLAN FOR KELLYSTOWN

INTRODUCTION

We are writing to you on behalf of the Fingal Cycling Campaign a subgroup of the Dublin Cycling Campaign which has been advocating for improved cycling infrastructure for Dublin for 26 years and a registered charity #20102029. Dublin Cycling Campaign is a member of Cyclist.ie (www.cyclist.ie), the Irish Cycling Advocacy Network, is the network in Ireland of Cycle Campaign, Bike Festival, and Greenway Groups, and is the Irish member of the European Cyclists' Federation (www.ecf.com). Our aim is to make Fingal a safe and friendly place for everyone, of all ages, to cycle and walk. Dublin and Fingal Cycling Campaign welcome Fingal County Council's intent to improve walking and cycling infrastructure on the Kellystown local area plan.

GENERAL COMMENTS

Fingal Cycling Campaign welcomes Kellystown overall vision for a sustainable development that enables more cycling and walking with connected and integrated routes around the development. These are main concerns with the development.

- The link road is a long straight road that runs through the development. It will be very difficult to ensure that vehicles will travel below the speed limit of 50 Kmph as with a long straight road drivers will tend to drive faster. The Ongar distributor road is a similar design and cars travel well beyond the listed speed limits as enforcement is rare and limited. A review of this design should be considered to enhance traffic calming in the area and push for lower speed limits which will also reduce noise and air pollution.
- The cycle friendly roundabout is a good design but a new version of the National Cycling manual is currently under review and will be published in March 2021. The new National cycling manual will have new guidance on roundabouts and we strongly recommend that the designers consider this into their next design phase when the plans go out to Part 8 consultation. If this can't be considered there is ample space to segregate cycling and walking at the roundabouts as it is not best practice to share cycling and walking at these pinch points and can lead to collisions.
- There will be further changes to the National Cycle Manual that might impact the designs used for the link roads.
- We welcome the proposed plans to install a cycling and walking bridge in the middle of the development to connect to Clonsilla village.
- Will the Local area plan consider the needs of cargo bike users? Cargo bikes will need wider spaces to move around the area but can create opportunities to reduce car usage and are very useful for households for shopping and dropping kids to schools for journeys that are linked. Women tend to have linked journeys to drop kids to school and

go to shops and creche. Electric cargo bikes can make these journeys easily and should be considered in the future plans especially linking to local villages etc.

We look forward to making submissions on the more detailed designs in the future

Regards

Paul Corcoran

Final Cycling Campaign

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