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## **Public Consultation - Lucan Canal Loop**

Dear Sir/Madam

I am writing on behalf of the Dublin Cycling Campaign to give our views on the proposed Lucan Canal Loop.

Dublin Cycling Campaign has been campaigning for better facilities for cyclists since 1993. Our vision for Dublin City and County is a place where people of all ages can safely enjoy cycling and walking as part of everyday life.

In general we broadly welcome the proposed scheme but we have reservations about some aspects and some improvements to suggest. As much of the route is close to residential areas and several schools, it will provide an alternative route to encourage people to switch from driving to cycling, and will enable schoolchildren to cycle to school, thus helping to relieve the chronic traffic congestion in the Lucan area. The route will also encourage recreational cycling and will encourage people to visit Lucan Village.

Below are our considered comments and observations on the draft design of the scheme. We would be happy at any stage to engage with the design team to discuss any or all of the issues raised.

We are disappointed that it is not proposed to segregate bicycle and pedestrian traffic on the route through Griffeen Park. The use of shared space will provide a substandard experience for both pedestrians and cyclists and will give rise to conflict between cyclists and pedestrians. There is ample room along most sections in Griffeen Park to provide separate, safe, segregated paths for pedestrians and cyclists which will allow both groups to enjoy the Greenway without conflicts. In many areas of the Park there are already several paths going in the same direction. It would be a simple matter to clearly designate some of these for walking and others for cycling. Where there are no existing paths we recommend the creation of cyclist and pedestrian paths separated by a green vegetation strip.

We note that consideration is being given to the design of the gates and barriers along the route. At present, there are several “kissing gates” and it is imperative that an alternative design be implemented as part of the development of the route. Any barriers should allow all types of cycles, especially mobility cycles, to access the route without difficulty. Likewise the route should be fully accessible to wheelchair users and childrens’ buggies.

The design shows the route crossing the Griffeen close to Arthur Park. We recommend that the crossing of the Griffeen river should be somewhat earlier, somewhere near Johnsbridge.

We are disappointed that some sections of the route will be on-road and that cyclists will be obliged to share roadspace with motor vehicles. Some of the residential roads proposed are quite busy and have many cars parked. This aspect will prevent the use of the route by young children and inexperienced cyclists.

For security reasons the proposed ramp should be close to the existing footpath on Lucan Road. It should be well-lit to ensure that everybody, especially women, can feel safe using it after dark.

We have heard that people living locally have concerns about the removal of trees in the area of the proposed ramp. We recommend that the number of trees to be removed be kept to the absolute minimum and that consideration be given to planting some replacement trees in a nearby area.

We are disappointed that the proposed route does not visit Lucan Village. This is a serious defect in the plans. We recommend the development of at least one high quality link between the route and Lucan Village to compensate and to encourage visitors to frequent the Village and its many businesses. This should be accompanied by plenty of high-quality signs encouraging passersby to visit the Village.

We are of the view that it is not practicable for cyclists to share the Liffey Bridge with motor traffic. Equally we do not believe it would be feasible to control access to the bridge by traffic lights that would allow motorists and cyclists to cross in separate phases. We appreciate the concerns that a new cycle and pedestrian bridge could impede the view of the existing bridge but we believe that these aesthetic concerns could be addressed by an iconic design that would enhance the view of the existing bridge.

Bike parking should be provided at several points along the route and in Lucan Village. All parking should be of a high standard, preferably of the Sheffield type and there should be some spaces provided for disability and cargo bikes.

It is important that public toilets be installed at a number of locations along the route. Having some public toilets in Lucan village could be an added incentive for people to visit the Village.

Signposting is vital to the success of the route. There should be lots of directional signs along the route and lots in areas adjacent to the route. The directional signs should be reinforced by signs on the ground showing where to cycle and where to walk.

Yours sincerely

Martin Quinn,

Dublin Cycling Campaign, South Dublin Group