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The Senior Executive Officer,
Roads and Water Services,
South Dublin County Council,
County Hall,
Town Centre,
Dublin 24.

7th February 2014

**Submission from the Dublin Cycling Campaign on the proposed N81
(Fortunestown to N82) cycle track scheme**

General

The Dublin Cycling Campaign (DCC) in general welcomes the proposal for improvement to facilities for cyclists and pedestrians on this route which is recognised as being particularly hazardous for all road users in the Section west of Fortunestown Road. We note, though, the omission of a North/South directional arrow on the drawing, which we assume is an oversight.

We recommend that the design is complemented by the installation of directional signage to encourage the use of the cycle paths as many cyclists and potential cyclists are unaware of cycle routes in their area.

We expect that many experienced leisure cyclists travelling from Tallaght towards Blessington will continue to use the main road. Has any consideration been given to signage so that motorists continue to expect cyclists on the main road?

The proposed scheme will deliver cyclists to the N82 junction at Citywest where they rejoin roads with speed limits of 60kph (both the N82 and the N81 westbound). There are (almost) no segregated facilities for cyclists, and many roundabouts to negotiate in the Citywest Business Campus. We would like to see speed limits reduced to 50kph throughout the Campus as the current speed of traffic is unsafe and threatening to cyclists. While this may be outside the scope of the scheme, the uptake on the proposed cycling facilities will be considerably reduced if cyclists travelling to Citywest do not have safe facilities when they arrive at the Campus. This has unfortunately been exemplified by the recent cyclist fatality at the Brownsbarn roundabout near Citywest.

Members of Dublin Cycling Campaign would be happy to cycle the route with the design team (consultants and Local Authority engineers) at a mutually agreeable time, so as to discuss the points raised in this submission.

Bus Stops at 200, 600 and 850 (inbound)

There is potential for conflicts between cyclists and people waiting for the bus at these bus stops. Island bus stops would be preferable if there is sufficient room (see Cycle Manual (<http://www.cyclemanual.ie/manual/detailsright/busstops/>)).

Newhall Court Junction

We recommend clarity on priority for cyclists travelling along the Main Road from west to east be provided by inclusion of a Yield line for exiting cars. It is not clear from the existing drawings.

Kiltalown Park

We note the shared use proposals in Kiltalown Park and, while we recognise that this is a major step forward in improved cycle provision, we suggest that usage levels and possible conflicts be monitored post-construction.

Mairéad Forsythe,
Dublin Cycling Campaign