

**Uimhir Thagarta Uathúil:** LCC-C158-P8SCR-153

**Údar:** Margaret Okeeffe

**Stádas:** Submitted

**Aighneacht:** Suggested Improvements to Scheme

**Comhairliúchán:**

Part 8 - South Circular Road to City Centre Active Travel Scheme

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## Suggested Improvements to Scheme

**Caibidil:** Chapter 2 - Planning Report and Drawings

I generally support the principal of the scheme in providing segregated cycle facilities connecting Dooradoyle with the City Centre. However, have some suggestions to improve the proposed scheme, in particular the section from South Circular Road from Ballinacurra Road to New Street.

1) Consider introducing a one-way system along South Circular Road between Ballinacurra Rd and New Street. This will limit SCR to one lane of traffic and allow the cycle lane to be segregated from the roadway. The proposed shared street for cars and cyclists will limit the use of the cycle facility by younger children and those not comfortable with sharing the road with cars and trucks. The filtered permeability feature can still be retained in the scheme, so the road is not used as a rat run for traffic heading into or out of town.

2) The filtered permeability arrangement in the proposed scheme will not prevent vehicles driving on the wrong side of the road to avoid it and continue the use of SCR as a rat run, thus reducing the effectiveness of the scheme and leading to risks to all road users.

3) The proposed arrangement of the two-way cycle lane over the R526 bridge removes the outbound cycle lane over the bridge. Cyclists coming out of town along Ballinacurra Rd or from the Baggott Estate will not cross the R526 at the traffic lights at Ballinacurra Rd/SCR junction to travel a short distance along the two way cycle lane before crossing back at zebra crossing. They will continue on the R526 over the bridge either in the car lane or on the footpath which is not ideal for cyclists or pedestrians. The cycle lane should be split over the bridge with single direction cycle lane on either side of the road. Cyclists are particularly at risk as they often swerve a bit whilst climbing up the gradient over the bridge and are at risk of being struck by a passing vehicle.

4) Major safety concerns over vehicles turning right out of SCR onto R526 given location of junction at bottom of hill and limited openings in traffic to make such a turn, especially at peak times. If considering a one-way solution on SCR as per Point 1 above, then consider one-way system heading into town with left and right turns permitted into SCR. This is far safer than right turn movement from SCR.

### *Main opinion:*

Amend scheme to improve safety for all road users

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### *Main requests:*

One way system for SCR from Ballinacurra Rd to New St.

Amend filtered permeability arrangement to prevent cars passing it out.

Split cycle lane over R526 bridge.

No right turn movements from SCR onto Ballinacurra rd.

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*Main reasons:*

Road safety and improved usage of proposed cycle facility.

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**Documents Attached:** Níl