

From: **Damien O'Tuama** <[damien.otuama@antaisce.org](mailto:damien.otuama@antaisce.org)>  
Date: Mon, Feb 23, 2015 at 11:56 AM  
Subject: Naas - Dublin Road Corridor  
To: Mary Ryan <[Mryan@kildarecoco.ie](mailto:Mryan@kildarecoco.ie)>

Dear Sir / Madam,

I refer to the above public consultation process.

Cyclist.ie – The Irish Cycling Advocacy Network wishes to contribute to this process with our points below. We are an independent group working to recreate a strong cycling culture in Ireland (see [www.cyclist.ie](http://www.cyclist.ie)) and we are the member for Ireland of the European Cyclists' Federation ([www.ecf.com](http://www.ecf.com)).

We strongly support the overall aim of making the Dublin Road more cycling and walking friendly. This aim is consistent with that of the government's National Cycle Policy Framework (Department of Transport, 2009) which has a target of 10% of all trips to be taken by bicycle by 2020. We broadly support the overall scheme and, in particular, the creation of a paved pedestrian plaza with the planting of more trees in this vicinity. The idea of the two-way sections is also highly commendable.

There are however too many compromises with the design: there are many elements that we think could be enhanced further so as to produce a scheme which will lead to even greater walking and cycling levels in the town and hence to a more vibrant and business friendly atmosphere. These are discussed briefly here.

- There is no mention of introducing 30kph to the corridor despite the recommendations of the Design Manual for Urban Roads and Streets (Department of Transport and Department of Environment, 2013). There is a great opportunity here to transform the corridor into a much calmer corridor with lower speeds which would support a more vibrant and business friendly street. This in turn would encourage more people to choose to cycle and walk for their local journeys.
- Crucially, there is no change in the basic roundabout design at Naas Industrial Estate. There are still major issues with the potential high speeds of motorised vehicles turning at roundabout. This needs to be addressed as a matter of urgency.
- There are large variations in main traffic lane widths along route. Why not go for consistency in the interest of driver safety!?
- There is at least one side road with a STOP line right in cycle track.
- There are cycle tracks crossing house entrances in a number of places. Clarity is needed in regard to priority.
- No information was provided on traffic/pedestrian/cyclist volumes has been provided in the Part 8 report.
- The (off-road) cycle track is downgraded to cycle lane where there are bus stops and plenty of space. Cf. the other options presented in the National Cycle Manual (National Transport Authority, 2011) in regard to designing cycle tracks around bus-stops.
- On other sections, the opportunity is not taken to provide wide quality segregated cycle tracks.
- The idea of the two-way sections is very commendable but the detailing of these elements need to be revisited. It is a pity that the two-way sections could not be continued as far as junction of the The Gallops and roundabout at the next junction signalised (or keep the roundabout and have crossings priority at side roads but not on the main road).
- The crossing and road layout around it at the north east end of the scheme seems a bit on the risky side given the proximity of a motorway.

In spite of these points above, we support the broad approach to reconfigure the Naas Road corridor so as to create a more cycling and walking friendly environment.

I trust the above points will be helpful as you advance the scheme to the next stage.

Yours faithfully,  
Damien

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