

The background is a vibrant red color. It is decorated with several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right, a teal semi-circle in the bottom-right, and a blue vertical shape in the bottom-left containing a white circle. There are also smaller white circles and shapes in the bottom-left and bottom-right corners.

# **Appendix I**

## Accessibility Audit Report



# Accessibility Audit

Lucan to City Centre  
BCIDA-ACM-TRA\_SU-0006\_XX\_00-RP-TR-0003  
Client – National Transport Authority

Project reference: BusConnects Package A

BCIDA-ACM-TRA\_SU-0006\_XX\_00-RP-TR-0003

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# Executive Summary

This Disability Audit includes an assessment of the existing accessibility features and potential barriers to disabled people along the Lucan Route 6 as well as a review of the Stage 2 proposals. Each section includes a list of recommendations for consideration when developing the design to enable everyone to use and enjoy the environment on equal terms regardless of age or disability.

In general the scheme is likely to improve the street environment meeting current Universal Design good practice standards or at least make it no worse than the current situation. However, in a small number of cases where road space is limited, the improvements for cyclists have the potential to make the pedestrian environment more complex for vulnerable pedestrians, including people with vision impairments.

The scheme has the opportunity to address many of the existing barriers to accessibility. For example; although the majority of the footways appear to be in a reasonable state of repair and the majority of crossings have dropped kerbs and tactile paving there is the opportunity to address any gaps in the current provision within the scheme; in general there will be an increase in the number of controlled pedestrian crossings along the route improving the experience for pedestrians; a new at grade pedestrian crossing is proposed at the R148 / Kennelsfort Road junction as an alternative to using the pedestrian/cycle bridge which has steep curved ramps which would not meet good practice standards, although these are likely to have met the design standards when constructed. However, there are no alternatives proposed for the existing ramps on two other pedestrian/cycle bridges along the route, including the Liffey Shopping Centre bridge.

The proposed scheme includes a small number of bus stops with shared pedestrian/cycle areas on the approach to the bus boarding areas which could be problematic for vulnerable pedestrians. These bus stops are in the minority and are only proposed where the available space is limited, the majority of the bus stops are provided on bypass islands segregated from cyclists. Therefore, although this bus stop design meets the revised BC guidelines there is a recommendation to explore every opportunity to design out shared spaces and to carry out testing with disabled people on this bus stop type before adoption across the whole network. The ramps proposed to provide access to the new bus stops on the Chapelizod Bypass are unlikely to meet the needs of many disabled people. Therefore, there is a recommendation to revisit the potential access options at the next Stage. The cycle facilities proposed at the St John's Road West/Con Colbert Road roundabout potentially creates a complex pedestrian environment and the audit recommends designing out potential areas of conflict between pedestrians and cyclists at the next design stage.

# 1. Introduction

## 1.1 Background

This Disability Audit Report was compiled by People Friendly Ltd Accessibility and Inclusion Consultants as part of the AECOM led design team for Route 6 - Lucan to City Centre . The report considers the needs of a wide range of disabled people - people with sensory and cognitive impairments as well as those with mobility impairments, including wheelchair users. The report was produced in response to the Tender and Schedule requirement to produce “a report listing existing shortcomings and proposed recommendations for ensuring the scheme is designed in line with the requirements of the Disability Act 2005”

The Disability Act 2005 places a statutory obligation on public service providers to consider the needs of disabled people. On this basis the report includes an assessment of the existing environment along the scheme route with a description of the key accessibility features and potential barriers to disabled people based on the Universal Design standards of good practice listed below. The report also includes a review of the Stage 2 proposals for each section of the scheme based on these standards, with a commentary on the Universal Design features of the scheme within the context of the existing environment. Each section of the Audit ends with a list of recommendations on how the scheme should be developed to enable everyone to use and enjoy the environment on equal terms regardless of age or disability.

## 1.2 Universal Design Standards

The following relevant standards and guidelines have been identified within the report:

- Building for Everyone: A Universal Design Approach NDA CEUD
- How Walkable is Your Town, 2015 NDA CEUD
- Shared Space, Shared Surfaces and Home Zones from a Universal Design Approach for the Urban Environment in Ireland CEUD
- DfT Inclusive Mobility
- BS8300:2018 Volume 1

## 1.3 Universal Design

Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size or disability. This includes public places in the built environment such as buildings, streets or spaces that the public have access to; products and services provided in those places; and systems that are available including information and communications technology (ICT).

The seven Principles of Universal Design were developed in 1997 by a working group of architects, product designers, engineers and environmental design researchers, led by the late Ronald Mace in the North Carolina State University. The Principles “may be applied to evaluate existing designs, guide the design process and educate both designers and consumers about the characteristics of more usable products and environments.” These principles are as follows:

**1: Equitable Use** The design is useful and marketable to people with diverse abilities. Guidelines:

- a) Provide the same means of use for all users: identical whenever possible; equivalent when not.
- b) Avoid segregating or stigmatizing any users.
- c) Provisions for privacy, security, and safety should be equally available to all users.
- d) Make the design appealing to all users.

**2: Flexibility in Use** The design accommodates a wide range of individual preferences and abilities. Guidelines:

- a) Provide choice in methods of use.
- b) Accommodate right- or left-handed access and use.

- c) Facilitate the user's accuracy and precision.
- d) Provide adaptability to the user's pace.

**3: Simple and Intuitive** Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level. Guidelines:

- a) Eliminate unnecessary complexity.
- b) Be consistent with user expectations and intuition. Accommodate a wide range of literacy and language skills.
- c) Arrange information consistent with its importance.
- d) Provide effective prompting and feedback during and after task completion.

**4: Perceptible Information** The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities. Guidelines:

- a) Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
- b) Provide adequate contrast between essential information and its surroundings.
- c) Maximize "legibility" of essential information.
- d) Differentiate elements in ways that can be described (i.e., make it easy to give instructions or directions).
- e) Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

**5: Tolerance for Error** The design minimizes hazards and the adverse consequences of accidental or unintended actions. Guidelines:

- a) Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
- b) Provide warnings of hazards and errors.
- c) Provide fail safe features.
- d) Discourage unconscious action in tasks that require vigilance.

**6: Low Physical Effort** The design can be used efficiently and comfortably and with a minimum of fatigue. Guidelines:

- a) Allow user to maintain a neutral body position.
- b) Use reasonable operating forces.
- c) Minimize repetitive actions.
- d) Minimize sustained physical effort.

**7: Size and Space for Approach and Use** Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility. Guidelines:

- a) Provide a clear line of sight to important elements for any seated or standing user.
- b) Make reach to all components comfortable for any seated or standing user.
- c) Accommodate variations in hand and grip size.
- d) Provide adequate space for the use of assistive devices or personal assistance.

## 2. Section 1 of Route 6

### 2.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 1 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 1 of 32.

### 2.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Lucan Retail Park
- Homes

### 2.3 Existing Provision

#### **Pedestrian Facilities**

Pedestrian footways are provided on both sides of Lucan Road but there are only pedestrian facilities provided on the north side Ballyowen Road and a large section of this route is provided off the carriageway or segregated from the carriageway by a crash barrier. The footways appear to be at least 2m wide and in good condition.

The only pedestrian crossings are controlled crossings at the junctions. The nearest crossing to the bus stop on Lucan Road is at the junction between Lucan Road and Ballyowen Road, there is no crossing at the roundabout adjacent to the entrance to the retail park.

#### **Cycle Facilities**

To the east of Ballyowen Road cyclists share the bus routes, on the west section of this road dedicated cycle lanes are provided on the east and west bound carriageways.

Cyclists share the bus lanes on both Lucan Road and a cycle parking facility is provided next to the bus stop.

#### **Bus Facilities**

A bus stop is provided on the east bound carriageway but there is no west bound stop on this section of the route. The west bound stop is located to the south of junction with Ballyowen Road and outside the proposed scheme area. The bus stops appear to be a significant distance apart and do not appear to be convenient for the retail park, although there may be a greater bus passenger footfall from the community living to the west of the scheme. A bus stop is also provided on the west bound slip-road before the Ballyowen Road junction, but this is outside the scheme boundary.

The east bound bus stop has a shelter, seating, real-time display and boarding kerb.

#### **Parking & Drop off**

There are no homes or facilities accessed directly from this section of the route and there are no on-street parking spaces provided.

### 2.4 Proposed

#### **Pedestrian Facilities**

The majority of the pedestrian facilities remain unchanged but the pedestrian crossings at the Dutch/Cyclops junction proposed at the Lucan Road/Ballyowen Road junction are likely to be more complex for pedestrians travelling north/south, who must cross cycle routes to reach the controlled crossings over Ballyowen Road and share the crossing facilities with cyclists on the east/west crossings over Lucan Road.

The owner of the retail park will be consulted on the crossings and pedestrian connections to the park.

### **Cycle Facilities**

Dedicated cycle facilities will be provided on both sides Ballyowen Road and a combined north/south facility will be provided on the west side of Lucan Road.

### **Bus Facilities**

The bus stop appears to be moved south, closer to the crossings improving pedestrian connections to the bus stops. The bus stop will be provided on a bus by-pass island.

### **Parking & Drop off**

There are no changes proposed to the parking and drop-off arrangements.

## **2.5 Recommendations**

The Dutch/Cyclops junction proposed for the Ballyowen/Lucan Road junction is likely to be an improvement for cyclists; but has the potential to add complexity to the pedestrian environment with pedestrians crossing cycle routes to reach crossings over the main vehicle carriageways. The design of the pedestrian/cycle crossings at the junction should be carefully considered to minimise the impact on vulnerable pedestrian. The arrangement meets the revised BC guidelines, but this junction type should be tested with a range of disabled people before being adopted across the network.

The north bound bus stop is located to the south of scheme area. Therefore, at the next stage the location of the north bound stop should be reviewed together with the south bound stop to ensure the optimum bus connectivity.

## **3. Section 2 of Route 6**

### **3.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 2 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 2 of 32.

### **3.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Retail park
- Garage
- Golf club
- Homes

### **3.3 Existing**

#### **Pedestrian Facilities**

The footway running parallel to the main east bound carriageway is designated as a shared footway/cycleway, although with one exception all of the homes, businesses and other facilities are accessed from the west bound carriageway on this section of the route minimising the likely pedestrian footfall on the east bound footway.

A footway is provided on one side of the side road up to the gates of Hermitage golf club but there are no dropped kerbs at the gate in the wall leading to the shared footway running parallel to the main carriageway. All footways appear to be at least 2m wide and in good condition.

#### **Cycle Facilities**

Cyclists share the footways with pedestrians on the east bound carriageway. A dedicated cycle lane is painted on the west bound carriageway.

#### **Bus Facilities**

A bus lane is provided on the east bound carriageway. No bus stops are provided on this section of the route.

#### **Parking & Drop off**

There is no on-street parking and there are no facilities accessed directly from the carriageway.

### **3.4 Proposed**

#### **Pedestrian Facilities**

The shared cycleway/footway running next to the carriageway on the north will become pedestrian only.

#### **Cycle Facilities**

A 2-way east/west cycle track will be provided off the main carriageway to the north of the route. The new cycle track will use an existing side road for the route and will be extended to the east. The cycle lane on the southern edge of the carriageway will be removed to provide space for a bus lane.

#### **Bus Facilities**

Dedicated bus lanes will be provided on both sides of the route but there will be no additional bus stops.

#### **Parking & Drop off**

The parking and drop-off arrangements will remain unchanged.

### **3.5 Recommendations**

There are no specific recommendations for this section of the scheme.

## **4. Section 3 of Route 6**

### **4.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 3 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 3 of 32.

### **4.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Garage
- Golf club
- Homes

### **4.3 Existing**

#### **Pedestrian Facilities**

The footway running parallel to the main east bound carriageway is designated as a shared footway/cycleway, although all of the homes, businesses and other facilities are accessed from the west bound carriageway on this section of the route minimising the likely pedestrian footfall on the east bound footway.

All footways appear to be at least 2m wide and in good condition. However, the footway narrows significantly at the west bound bus stop.

### **Cycle Facilities**

Cyclists share the bus lane on the eastbound carriageway. A dedicated cycle lane is painted on the west bound carriageway.

### **Bus Facilities**

A bus lane is provided on the eastbound carriageway. The only bus stop provided on this section of the route is in a layby off the westbound carriageway. The stop includes a shelter, seating and a boarding kerb.

### **Parking & Drop off**

There are no facilities accessed directly from the carriageway and there are no on-street parking spaces.

## **4.4 Proposed**

### **Pedestrian Facilities**

The shared cycleway/footway running next to the carriageway on the north will become pedestrian only and the footway will be widened by the westbound bus stop, both potentially improving the pedestrian experience.

### **Cycle Facilities**

A combined east/west cycle track will be provided off the main carriageway to the north of the route. The new cycleway will use an existing side road for the western section and the route will be extended to the east. The cycle lane on the southern edge of the carriageway will be removed to provide space for a bus lane.

### **Bus Facilities**

Dedicated bus lanes will be provided on both sides of the route but there will be no additional bus stops.

### **Parking & Drop off**

The parking and drop-off arrangements will remain unchanged.

## **4.5 Recommendations**

There are no specific recommendations for developing this section of the scheme.

# **5. Section 4 of Route 6**

## **5.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 4 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 4 of 32.

## **5.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Hospital
- Homes
- Businesses

## **5.3 Existing**

### **Pedestrian Facilities**

The footway running parallel to the main east bound carriageway is designated as a shared footway/cycleway, although with a few exceptions all of the homes, businesses and other facilities are accessed from the westbound carriageway on this section of the route, minimising the likely pedestrian footfall on the eastbound footway.

A cycle/pedestrian bridge links the footway/cycleway on the east and west of the N4. The bridge is ramped, but the rise is in excess of the 2m maximum for any series of ramps and would therefore not meet good practice. The bridge ramps would be difficult or impossible to negotiate for many older and disabled people, although they are likely to have met the design standards when the bridge was constructed.

All footways appear to be at least 2m wide and in good condition.

### **Cycle Facilities**

Cyclists share the bus lane on the east bound carriageway. On the west bound carriageway cyclists share the bus lane east of the cycle/pedestrian bridge and east of the bridge cyclist share the footway with pedestrians.

### **Bus Facilities**

A bus lane is provided on both sides of the carriageway. Bus stops are provided close to the start of the bridge ramp on the eastbound carriageway and close to the hospital access road on the westbound side of the carriageway. The bus stops are located in lay-bys and include a shelter and a boarding kerb but no seating.

### **Parking & Drop off**

There are no facilities accessed directly from the carriageway and there are no on-street parking spaces.

## **5.4 Proposed**

### **Pedestrian Facilities**

The scheme does not include any improvements to the cycle/pedestrian bridge.

The shared cycleway/footway will become pedestrian only, although there is a shared cycle/pedestrian area adjacent to the engineering works entrance on the north of the carriageway, where the cycleway changes from the carriageway side to the back of the footway. However, the design team have found no better alternative to this arrangement.

### **Cycle Facilities**

A combined east/west cycle track will be provided off the main carriageway to the north of the route.

### **Bus Facilities**

The bus facilities will remain relatively unchanged with dedicated bus lanes on both sides of the route. The bus stops are remaining in the same locations.

### **Parking & Drop off**

The parking and drop-off arrangements will remain unchanged.

## **5.5 Recommendations**

The existing pedestrian/cycle footbridge is not part of the scheme, but although the access ramps are likely to have met the design standards when constructed these are inaccessible to many older and disabled people. This is likely to prevent this group from accessing the bus stops. Therefore, accessibility improvements to the bridge should be considered at the next design stage.

## 6. Section 5 of Route 6

### 6.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 5 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 5 of 32.

### 6.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Hospital
- Homes
- Businesses

### 6.3 Existing

#### **Pedestrian Facilities**

The footway running parallel to the main east bound carriageway is designated as a shared footway/cycleway. The footway next to the west bound carriageway west of the hospital entrance is also shared. However, there does not appear to be a footway next to the west bound carriageway east of the hospital entrance, the route that would normally be a footway is designated a cycleway.

All footways appear to be at least 2m wide and in good condition.

#### **Cycle Facilities**

Cyclists share the footways with pedestrians next to the east bound carriageway and cyclists share the bus lane on the east bound carriageway. A designated cycleway is shown next to the west bound carriageway.

A cycle lane is marked on the R113 off-slip carriageway.

#### **Bus Facilities**

A bus lane is provided on both sides the carriageway on the N4 and the R113 off-slip. The only bus stop on this section of the route is located on the off-slip and it has no shelter, seat or boarding kerb.

#### **Parking & Drop off**

There are no facilities accessed directly from the carriageway and there are no on-street parking spaces.

### 6.4 Proposed

#### **Pedestrian Facilities**

The shared cycleway/footway running next to the carriageway on the north will become pedestrian only. However, the footway on R113 off-slip around the bus stop becomes more complex with all pedestrians using the bus by-pass island as part of the footway regardless of whether they wish to travel by bus.

The cycleway next to the west bound carriageway will change to a footway.

The need to retain the pedestrian crossing shown on the R113 on-slip to the west bound carriageway will be considered at the next Stage. A decision on whether it will be a controlled or an uncontrolled crossing will also be taken at the next design stage.

#### **Cycle Facilities**

A combined east/west cycle track will be provided off the main carriageway and off the R113 off-slip to the north of the route.

## Bus Facilities

The bus facilities will remain relatively unchanged with dedicated bus lanes on both sides of the route and the existing bus stop on the R113 off-slip will remain in approximately the same location.

## Parking & Drop off

The parking and drop-off arrangements will remain unchanged.

## 6.5 Recommendations

At the next stage the design of the bus stop on R113 off-slip should minimise the potential interaction between pedestrians and cyclists. The revised BC guidelines shows a bus stop with a shared route to the bus boarding area, but the consultant recommends that this bus stop type should be tested with a wide range of disabled people before it is adopted across the network.

# 7. Section 6 of Route 6

## 7.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 6 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 6 of 32.

## 7.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses

## 7.3 Existing

### Pedestrian Facilities

A pedestrian only footway is provided on the east sides of the N4 carriageway, a cycle lane is provided next to the westbound N4 carriageway. A footway is provided on one side of the on and off-slip carriageways.

A controlled pedestrian crossing is provided by the roundabout at the bottom of the R113 off-slip. All the other pedestrian crossings around the R113 roundabout are uncontrolled.

### Cycle Facilities

A dedicated cycle lane is provided next to the west bound N4 carriageway segregated by a kerb.

### Bus Facilities

A bus stop is provided in a layby on the eastbound carriageway. There is no shelter, seating or pole but a boarding kerb is provided. There are no bus stops on the westbound carriageway but there are no businesses or homes close to the route on this section.

## 7.4 Proposed

### Pedestrian

The existing pedestrian only footways are retained within the scheme and the dedicated cycle lane on the west bound N4 carriageway will be changed to a pedestrian only footway. An additional footway will be added to the on-slip carriageway to improve connectivity to the east bound bus stop.

The proposals show a new Toucan crossing north off the R113 roundabout providing a pedestrian and cyclist crossing facilities.

### **Cycle Facilities**

The dedicated two-way cycle route will be continued next to the R113 off-slip and through this section.

### **Bus Facilities**

There are no significant changes to the bus facilities but as stated above the pedestrian route to the east bound bus stop will be improved.

## **7.5 Recommendations**

There are no specific recommendations for this section of the scheme.

# **8. Section 7 of Route 6**

## **8.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 7 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 7 of 32.

## **8.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses, including a restaurant
- Homes

## **8.3 Existing**

### **Pedestrian Facilities**

On the side road running parallel with the N4 there is a continuous footway provided where there are houses and businesses. Although the footway on the north side of the road is narrow (less than 2m wide) and there are a number of uncontrolled crossings where there are no dropped kerbs.

### **Cycle Facilities**

As stated above there is an off-carriageway cycle route next to the westbound N4 carriageway west of the on-slip. Cyclist share the bus lane on the east bound carriageway west of the on-slip. Cyclists also share the bus lane on both east and west bound routes, east of the slip-roads.

### **Bus Facilities**

The footway on the off-slip from the west bound carriageway links with the footway by the bus stop on the N4.

### **Parking and Drop-off**

Off street parking is provided associated with the businesses off the side road running parallel to N4.

## **8.4 Proposed**

### **Pedestrian Facilities**

All of the significant changes on this section will affect the side road running parallel to the N4. However, the pedestrian footways will remain unchanged.

### **Cycle Facilities**

The two-way cycle route will continue on the side road running parallel to the N4 on this section.

## **Bus Facilities**

There are no significant changes to the bus facilities proposed.

## **Parking and Drop-off Facilities**

There are no significant changes to the parking facilities proposed.

# 8.5 Recommendations

At the next stage the uncontrolled pedestrian crossings should be brought up to current standards with dropped kerbs and tactile blister paving. And where appropriate the speed tables should be designed as crossing points.

# 9. Section 8 of Route 6

## 9.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 8 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 8 of 32.

## 9.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Liffey Shopping Centre
- Homes
- School

## 9.3 Existing

### **Pedestrian Facilities**

Pedestrian only routes on the N4 are associated with the bus stops on both sides of the carriageway and to the west of the section next to the cycleway. The latter is only segregated by a white painted line.

A cycle/pedestrian bridge links the footway/cycle route on the east and west of the N4. The bridge provides a choice of steps and ramps but the rise to the bridge deck is in excess of the 2m maximum for any series of ramps. The distance between landings is excessive and it would therefore not meet good practice. The bridge ramps would be difficult or impossible to negotiate for many older and disabled people.

The main pedestrian routes around the Liffey Shopping Centre are shared with cyclists. Pedestrian routes are only segregated from cyclists by painted lines and a change in surface material (concrete pedestrians/tarmac cyclists). These shared routes are likely to be particularly problematic for people with visual impairments and other vulnerable pedestrians.

Pedestrian only footways are provided on the north side of the Old Lucan Road which runs parallel to the N4.

### **Cycle Facilities**

To the east cyclists share the bus lanes on the N4 and to the west cyclists are allocated a two-way route next to the west bound carriageway.

### **Bus Facilities**

Bus stops are provided on both sides of the N4 adjacent to the pedestrian and cycle bridge over the N4. The stops include shelters, seating and boarding kerbs.

### **Parking and Drop-off**

Parking is provided on the south side of Old Lucan Road adjacent to the pedestrian and cycle link to the Liffey Valley bridge over the N4.

## 9.4 Proposed

### Pedestrian Facilities

The pedestrian facilities remain relatively unchanged and there are currently no proposals to provide lifts on the pedestrian/cycle bridge over the N4. Therefore, there is currently no significant improvement of the accessibility for many older and disabled people.

### Cycle Facilities

The two-way cycle route will continue along Old Lucan Road running parallel with the N4. To the west of the section the cycleway connects to the existing shared route running close to the N4 westbound carriageway.

Additional shared pedestrian/cycle routes will be added around the Liffey Shopping Centre to provide access to the proposed interchange, but these are outside the scope of the scheme.

### Bus Facilities

Additional bus stops will be provided next to the Liffey Valley Shopping Center pedestrian/cycle bridge.

### Parking and Drop-off

The parking, authorised or unauthorised, on Old Lucan Road appears to be removed to make way for the new two-way cycle route.

## 9.5 Recommendations

Potential accessibility improvements to the Liffey Shopping Centre pedestrian/cycle bridge should be considered at the next Stage.

The Liffey Shopping Centre should be encouraged to follow Universal Design good practice in the design of their new pedestrian/cycle routes.

# 10. Section 9 of Route 6

## 10.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 9 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 9 of 32.

## 10.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Liffey Shopping Centre
- School

## 10.3 Existing

### Pedestrian Facilities

A segregated pedestrian footway adjoins the two-way cycle route next to the eastbound carriageway of the R148 but there is no footway next to the westbound carriageway. There are no footways next to the N4.

### Cycle Facilities

The two-way cycle route follows the side of the N4 and branches off towards the M50 (N) to the west of the section.

#### **Bus Facilities**

There are no bus stops in this section of the route.

#### **Parking and Drop-off**

There are no facilities accessed directly from the route and there is no on-street parking or drop-off provided.

## **10.4 Proposed**

#### **Pedestrian Facilities**

There are no significant changes proposed.

#### **Cycle Facilities**

There are no significant changes proposed.

#### **Bus Facilities**

A bus lane will be added on both the east and west bound carriageways.

#### **Parking and Drop-off**

There are no significant changes proposed.

## **10.5 Recommendations**

There are no specific recommendations for this section of the route.

# **11. Section 10 of Route 6**

## **11.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 10 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 10 of 32.

## **11.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses

## **11.3 Existing**

#### **Pedestrian Facilities**

A pedestrian footway adjoins the two-way cycle route next to the eastbound carriageway of the M50 (N) slip road but there is no footway next to the other carriageways. The cycle/pedestrian bridge over the M50 and the ramped approaches, is a shared section of the route. Shared routes particularly in urban areas can have a negative impact on vulnerable pedestrians including people with visual impairments.

#### **Cycle Facilities**

The two-way cycle route follows the M50 (N).

#### **Bus Facilities**

There are no bus stops in this section of the route.

### **Parking and Drop-off**

There are no facilities accessed directly from the route and there is no on-street parking or drop-off provided.

## **11.4 Proposed**

### **Pedestrian Facilities**

There are no significant changes proposed.

### **Cycle Facilities**

There are no significant changes proposed. Widening and provision of physical segregation over the pedestrian/cycle bridge and its approaches would require extensive structural works and likely a new bridge across the M50 which is not proposed as part of this scheme. Although this section of the route is a significant distance from homes, businesses and other facilities.

### **Bus Facilities**

A bus lane will be added on both the east and west bound carriageways.

### **Parking and Drop-off**

There are no significant changes proposed.

## **11.5 Recommendations**

The need for segregation over the M50 pedestrian/cycle bridge and its approaches should be considered further during local consultation.

# **12. Section 11 of Route 6**

## **12.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 11 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 11 of 32.

## **12.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses
- Homes

## **12.3 Existing**

### **Pedestrian Facilities**

A shared pedestrian/cycle bridge is provided over the M50. The only delineation between the cyclists and pedestrians is a painted line. To the west of the access route to the bridge pedestrian only footways are provided on both sides of Old Lucan Road.

### **Cycle Facilities**

Cyclists use the carriageway on Old Lucan Road.

### **Bus Facilities**

Bus stops are provided on Old Lucan Road, these are the only bus stops on this section of the route.

### **Parking and Drop-off**

Old Lucan Road is a residential street with driveways accessed over the footway. There are no designated-on street parking spaces but parking on the street and on the footways is prevalent.

## **12.4 Proposed**

### **Pedestrian Facilities**

There are no significant changes proposed, although the speed tables introduced to help calm traffic speeds have the potential to also provide pedestrian crossings. The potential location for pedestrian crossings will be considered at the next Stage.

### **Cycle Facilities**

A designated two-way cycle route will be provided on Old Lucan Road.

### **Bus Facilities**

Bus lanes will be provided on both the east and westbound carriageways on the R148 Chapelizod Bypass. The bus stops on Old Lucan Road will be removed from this section of scheme, since the bus service will no longer serve this part of the road.

### **Parking and Drop-off**

There are no significant changes proposed.

## **12.5 Recommendations**

The potential location for pedestrian crossings should be considered at the next design stage.

# **13. Section 12 of Route 6**

## **13.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 12 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 12 of 32.

## **13.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses, including shops
- Church
- Homes

## **13.3 Existing**

### **Pedestrian Facilities**

Pedestrian only footways are provided on both sides of Old Lucan Road. Dropped kerbs are provided at the side road crossing points but there are no obvious designated crossings over the main carriageway and there is no obvious tactile paving. There are no footways associated with the R148.

### **Cycle Facilities**

Cyclists use the carriageway on Old Lucan Road and cyclists share the bus lanes on the east and westbound carriageway of the R148 to the east of the section.

### **Bus Facilities**

Bus stops are provided on Old Lucan Road, these are the only bus stops on this section of the route.

### **Parking and Drop-off**

Old Lucan Road is a residential street with driveways accessed over the footway. There are no designated-on street parking spaces but there is obvious parking on the street and footways. The latter is particularly problematic for disabled and older people.

## **13.4 Proposed**

### **Pedestrian Facilities**

There are no significant changes proposed, although the speed tables introduced to help calm traffic speeds have the potential to also provide pedestrian crossings.

### **Cycle Facilities**

A designated two-way cycle route will be provided on Old Lucan Road

### **Bus Facilities**

The bus lanes will be extended on both the east and westbound carriageways of the R148 Chapelizod Bypass. The bus stops on Old Lucan Road will be removed in the proposed scheme with the withdrawal of the bus service from this section of Old Lucan Road.

### **Parking and Drop-off**

There are no changes proposed to the current provision.

## **13.5 Recommendations**

The pedestrian facilities should be improved as part of the scheme, ensuring there is a suitable provision of crossings with dropped kerbs and tactile paving.

The scheme cannot fully address parking on the footway; therefore, an effective enforcement/public education is required on Old Lucan Road.

# **14. Section 13 & 14 of Route 6**

## **14.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 13 & 14 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheets 13 & 14 of 32.

## **14.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses, including shops and a restaurant
- Bank
- Homes

## 14.3 Existing

### Pedestrian Facilities

Old Lucan Road is a residential street with driveways accessed over the footway. Pedestrian only footways are provided on both sides of Old Lucan Road. Dropped kerbs are provided at the crossing points but the only obvious designated crossings over the main carriageway is near the junction with Kennelsfort Road (an uncontrolled crossing) and there is no obvious tactile paving on the side road crossings.

A pedestrian bridge is provided over the R148 at the junction with Kennelsfort Road and an at grade-controlled crossing is provided over Kennelsfort Road at this junction. The bridge has long curved ramps on both sides which would be difficult or impossible to negotiate for many older and disabled people, exceeds the 2m maximum rise and these ramps would not meet good practice standards. There is no at grade crossings over the R148 and there are no footways associated with the R148.

### Cycle Facilities

Cyclists use the carriageway on Old Lucan Road and cyclists share the bus lanes on the east and west bound carriageway of the R148.

### Bus Facilities

Bus stops are provided on Old Lucan Road and Kennelsfort Road and the stops on these streets do not include any shelters, seating or boarding kerbs. Bus stops are also provided on both sides of the R148 east of the junction with Kennelsfort Road. These stops include shelters, seating and boarding kerbs.

### Parking and Drop-off

On Old Lucan Road designated on street parking spaces are provided on both sides of the road and the only obvious blue-badge space is provided close to the bank. The cafe at the corner of Mill Lane east of the bank is the only other facility on this section of road where a blue-badge space may be helpful. A blue-badge spaces is also provided adjacent to the shops on Kennelsfort Road.

There is no parking on the R148.

## 14.4 Proposed

### Pedestrian Facilities

On Old Lucan Road there are no significant changes proposed to the pedestrian facilities, although the speed tables introduced to help calm traffic speeds have the potential to double as pedestrian crossings. A new toucan crossing is proposed at the junction with Kennelsfort Road which should improve connections for pedestrian as well as cyclists.

Kennelsfort Road is shown as a raised area with pedestrian priority and a two-way cycle track with a dedicated footway on the eastbound side of the road. There are no obvious pedestrian crossings over Kennelsfort Road. It will be important to consider the needs of visually impaired people when developing this scheme to ensure there is enough delineation between where it is safe to walk. A raised shared area could potentially have an impact on access to the residential properties on the street.

A new at grade crossing over the R148 at the junction with Kennelsfort Road is included which will help many older and disabled people who would otherwise be unable to use the pedestrian bridge. The bridge ramps are likely to have met the design standards when constructed but they do not meet current Universal Design standards.

### Cycle Facilities

A designated two-way cycle route will be provided on Old Lucan Road and Kennelsfort Road. To the east on Old Lucan Road cyclists have priority on both lanes of the carriageway.

### Bus Facilities

The bus lanes will be extended on both the east and westbound carriageways of the R148 Chapelizod Bypass. The bus stops on the R148 are retained in their current location east of the Kennelsfort Road junction.

The bus stops to the west of Old Lucan Road and on Kennelsfort Road will be removed in the proposed scheme with removal of the bus service from this part of the scheme. A new bus stop is shown on Old Lucan Road near the junction with Kennelsfort Road on the west bound carriageway to the east of the junction close to the shops and other amenities.

### **Parking and Drop-off**

On Old Lucan Road there are no significant changes proposed to the on-street parking spaces next to the westbound carriageway, but the spaces provided next to the eastbound carriageway will be removed to provide the two-way cycle route. On Kennelsfort Road Lower the parking spaces next to the shops will be removed to provide the two-way cycle route. Therefore, the only designated blue-badge space will be removed. It is not clear whether the spaces adjacent to the homes will be retained within the raised pedestrian priority area. However, parking space locations and numbers will be considered further in the development of the design at the next stage.

## **14.5 Recommendations**

The pedestrian facilities on Old Lucan Road and Kennelsfort Road should be brought up to current good practice as part of the scheme, ensuring there are appropriate dropped kerbs and tactile paving.

At the next design stage, it will be important to consider the needs of visually impaired people when developing the Kennelsfort Road scheme to ensure there is enough delineation between where it is safe to walk. A raised shared area could potentially have an impact on access to the residential properties on the street.

Blue-badge spaces should make up a proportion of the parking spaces (on and off street) and these should be located as close as possible to shops and other amenities.

# **15. Section 15 of Route 6**

## **15.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 15 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 15 of 32.

## **15.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses, including shops and a bank
- Centre for people with learning disabilities
- Garage
- Homes

## **15.3 Existing**

### **Pedestrian Facilities**

On Old Lucan Road pedestrian only footways are provided on both sides of the road, dropped kerbs are provided at the side road and crossing points are provided at regular intervals along the main carriageway. All crossings are uncontrolled and only the crossings over the main carriageway adjacent to the bank appears to have tactile paving.

Footways are provided on both sides of the R148 east of the Palmerstown Drive junction, but only next to the westbound carriageway, west of the junction.

A controlled crossing is provided on the east side of the Palmerstown Drive junction. The dropped kerbs on the side road crossings at this junction are badly aligned and do not have tactile paving. The footways from Old Lucan Road to the Palmerstown Drive junction are narrow and may pose a barrier to some wheelchair users.

### **Cycle Facilities**

Cyclists use the carriageway on Old Lucan Road and share the bus lanes on the east and westbound carriageway of the R148.

### **Bus Facilities**

The only bus stops on this section of the route are located east and west of the Palmerstown Drive/R148 junction.

### **Parking and Drop-off**

Old Lucan Road is a residential street with driveways accessed over the footway. There are designated on street parking spaces on both sides of the road but no obvious blue-badge spaces on this section of route. Although there are no obvious shops or other amenities accessed directly from the road.

There is no parking on the R148.

## **15.4 Proposed**

### **Pedestrian Facilities**

The uncontrolled crossing adjacent to the bank will be moved to the east of Mill Lane close to the proposed new bus stops.

The proposals include widening the footway leading from Old Lucan Road to the Palmerstown Drive junction next to the garage.

### **Cycle Facilities**

Cyclists will have priority on both the east and westbound carriageway on Old Lucan Road on this section of the route, and cyclists share the bus lanes on the east and westbound carriageway of the R148.

### **Bus Facilities**

New east and westbound bus stops are shown on Old Lucan Road east of Mill Lane. The stops are close to the bank, cafe and centre for people with learning disabilities.

The existing bus stops on the R148 will be reinstated in similar locations to the current provision.

### **Parking and Drop-off**

There are no significant changes to the provision.

## **15.5 Recommendations**

The pedestrian facilities should be brought up to current standards as part of the scheme including; ensuring there is appropriate use of tactile paving and dropped kerbs at crossings, specifically the Mill Lane crossing.

At the next design stage, the side road crossings at the Palmerstown Drive junction with the R148 should be brought up to current standards.

# **16. Section 16 of Route 6**

## **16.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 16 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 16 of 32.

## 16.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Garage
- Homes

## 16.3 Existing

### Pedestrian Facilities

Pedestrians and cyclists share the footway next to the east bound carriageway of the R148, east of the Palmerstown Drive junction. The shared route narrows significantly at the end of the grass verge to the east, although the width of the route does increase at the start of the R112 off-slip. The footway next to westbound carriageway is pedestrian only, but this footway ends after the garage, approximately in the middle of the section east of the bus stop.

The crossing at the Palmerstown Drive junction is the closest crossing over the R148 to the bus stop

### Cycle Facilities

Cyclists share the footway next to the eastbound carriageway and have access to the bus lanes on both the east and westbound R148 carriageways.

### Bus Facilities

Bus lanes are provided on both the east and westbound carriageways of the R148. The only bus stop on this section of route is on the westbound carriageway approximately in the middle of this section. The stop has a shelter, seat and bus boarding kerb.

### Parking and Drop-off

There are no on-street parking bays and no amenities accessed directly from the R148.

## 16.4 Proposed

### Pedestrian Facilities

The scheme shows a segregated pedestrian/cycle route with two-way cycle route for the widest section of what is currently a shared route next to the eastbound carriageway. The scheme also shows widening of the shared route where it is at its narrowest by reducing the width of the median strip between the east and westbound R148 carriageways.

The shared section of the route will still be too narrow to create a segregated pedestrian/cycle route. The proposed scheme is not ideal, but it optimises the use of the available space.

### Cycle Facilities

As described above.

### Bus Facilities

There are no significant changes to the current arrangements.

### Parking and Drop-off

There are no changes to the current provision.

## 16.5 Recommendations

There are no specific recommendations for this section of the scheme.

# 17. Section 17 of Route 6

## 17.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 17 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 17 of 32.

## 17.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including a hotel
- Garage
- Homes

## 17.3 Existing

### Pedestrian Facilities

The only pedestrian facilities on this section of the route are the shared cycle/footway next to the R112. An uncontrolled crossing is shown where the R112 becomes a two-way road. The crossing is conveniently located for cyclists to join the carriageway from the shared route. However, the crossing is on the edge of a conurbation and a significant distance from homes, bus stops and other facilities. Therefore, the crossing location is unlikely to be convenient for most pedestrians especially given there are no other obvious pedestrian crossings over the R112 for more than 1km but this crossing is at the edge of the scheme area.

A short strip of tactile paving is provided but this does not extend for the full width of the dropped kerb on the table crossing.

### Cycle Facilities

Cyclists can use the shared cycle/pedestrian route or the ramp to access the carriageway. Cyclists also share the bus lanes on the R148.

### Bus Facilities

Bus lanes are provided on both sides of the R148.

There are no bus stops on this section of the scheme.

### Parking and Drop-off

There are no on-street parking spaces and no facilities accessed directly from the carriageway.

## 17.4 Proposed

### Pedestrian Facilities

The scheme includes upgrading the existing crossing to a toucan crossing.

### Cycle Facilities

As stated above the crossing provided where cyclists have the opportunity to join the carriageway will be upgraded to a toucan-controlled crossing.

### Bus Facilities

There are no changes proposed to improve bus services on this section of the route.

### Parking and Drop-off

There are no changes proposed to the current provision.

## 17.5 Recommendations

There are no specific recommendations for this section of the scheme.

# 18. Section 18 & 19 of Route 6

## 18.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 18 & 19 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheets 18 & 19 of 32.

## 18.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Homes

## 18.3 Existing

### **Pedestrian Facilities**

There are no footways on this section of the route.

### **Cycle Facilities**

Cyclists share the bus lanes.

### **Bus Facilities**

Bus lanes are provided on both sides of the R148. There are no bus stops on this section of the route.

### **Parking and Drop-off**

There are no amenities accessed directly from the carriageway, vehicles are not permitted to stop.

## 18.4 Proposed

### **Pedestrian Facilities**

There are no additional pedestrian facilities proposed.

### **Cycle Facilities**

There are no additional cycle facilities proposed.

### **Bus Facilities**

There are no additional bus facilities proposed.

### **Parking and Drop-off**

There are no changes proposed.

## 18.5 Recommendations

There are no significant recommendations for this section of the route.

## 19. Section 20 of Route 6

### 19.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 20 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 20 of 32.

### 19.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses, including shops and a restaurant
- Homes
- Training Centre

### 19.3 Existing

#### **Pedestrian Facilities**

There are no footways on this section of the R148. Footways are provided on both sides of Chapelizod Hill Road which runs below the R148.

#### **Cycle Facilities**

Cyclists share the bus lanes on the R148 and there are no cycle facilities provided on Chapelizod Hill Road.

#### **Bus Facilities**

Bus lanes are provided on both sides of the R148. There are no bus stops on this section of the route.

#### **Parking and Drop-off**

There are no amenities accessed directly from the carriageway, vehicles are not permitted to stop on the R148. A small number of on-street parking spaces are provided at the north end of Chapelizod Hill Road adjacent to the homes.

### 19.4 Proposed

#### **Pedestrian Facilities**

There will be no changes to the provision for pedestrians on either the R148 or Chapelizod Hill Road.

Pedestrian ramps and steps are proposed on both sides of the R148 embankment to provide access to new bus stops on the east and westbound carriageways providing a choice of route. Most disabled people find well designed steps with handrails, safer and easier to use than ramps. On the south route to the bus stop it is likely to be possible to achieve suitable ramp gradients, distance between landings and overall rise. However, the change in level between Chapelizod Hill Road and the R148 is greatest on the north of the embankment and likely to be significantly in excess of the 2m maximum for any series of ramps. Therefore, the only way of achieving an accessible solution on the north of the embankment is to provide a lift. One must also bear in mind that the longitudinal gradients on Chapelizod Hill Road from the village to the start of the proposed ramps is unlikely to meet good practice standards and cannot be altered.

#### **Cycle Facilities**

Cyclists will continue to be permitted to share the bus lanes on the R148.

A two-way cycle route will be provided at carriageway level on Chapelizod Hill Road. Chapelizod Hill Road will be reduced to one-way traffic to achieve this.

#### **Bus Facilities**

New bus stops will be provided on the east and westbound carriageways of the R148.

As described above the ramped access route to the westbound bus stop from Chapelizod Hill Road is likely to meet standards of good practice but the ramp leading to the eastbound stop is likely to be too long to meet these standards. A lift would be the only accessible solution but the gradients on Chapelizod Hill Road are also likely to be in excess of good practice standards.

#### **Parking and Drop-off**

The cycleway on Chapelizod Hill Road does not appear to reduce the number of designated parking spaces.

## **19.5 Recommendations**

Further studies should be carried out at the next stage in the design process to establish the most appropriate access arrangement from Chapelizod Hill Road to the proposed bus stops on the R148.

# **20. Section 21, 22, 23 & 24 of Route 6**

## **20.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Sections 21, 22, 23 & 24 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheets 21, 22, 23 & 24 of 32.

## **20.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses
- Homes

## **20.3 Existing**

### **Pedestrian Facilities**

There are no footways on this section of the route (R148) covered by the scheme.

### **Cycle Facilities**

Cyclists share the bus lanes.

### **Bus Facilities**

Bus lanes are provided on both sides of the R148. There are no bus stops on this section of the route.

### **Parking and Drop-off**

There are no amenities accessed directly from the carriageway and vehicles are not permitted to stop.

## **20.4 Proposed**

### **Pedestrian Facilities**

There are no additional pedestrian facilities proposed.

### **Cycle Facilities**

There are no additional cycle facilities proposed.

### **Bus Facilities**

There are no additional bus facilities proposed.

### **Parking and Drop-off**

There are no changes proposed.

## **20.5 Recommendations**

There are no significant recommendations for this section of the scheme.

# **21. Section 25 of Route 6**

## **21.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 25 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 25 of 32.

## **21.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses
- Park/Liffey Gaels GAA Club
- Homes

## **21.3 Existing**

### **Pedestrian Facilities**

There are no footways next to the Chapelizod by-pass.

There is a shared cycle/pedestrian bridge over the Chapelizod By-pass to the west of this section. The by-pass appears to be in a cutting at this point and therefore the gradients on the bridge approach route could potentially meet current requirements, although it is not possible to establish from the information available on google maps. The bridge is not within the scope of the scheme.

A continuous footway is provided next to the westbound carriageway of Con Colbert Road. The footway next the eastbound carriageway ends at a park/Liffey Gaels GAA Club .

### **Cycle Facilities**

A cycle lane is provided next to the west bound carriageway of Con Colbert Road and the By-pass but there is no lane next to east bound carriageway. Cyclists share the bus lane on the east bound carriageway.

### **Bus Facilities**

Bus lanes are provided on both sides of the route. There are no bus stops on this section of the route.

### **Parking and Drop-off**

There are no amenities accessed directly from the carriageway and vehicles are not permitted to stop.

## **21.4 Proposed**

### **Pedestrian Facilities**

There are no proposals to change the shared cycle/footway bridge and there are no other changes proposed to the pedestrian facilities.

### **Cycle Facilities**

Cycle tracks will be provided next to both the east and westbound carriageways on Con Colbert Road and on the by-pass, east of the Con Colbert Road junction.

#### **Bus Facilities**

There are no obvious changes.

#### **Parking and Drop-off**

There are no obvious changes.

## **21.5 Recommendations**

There are no specific recommendations for this section of the scheme.

# **22. Section 26 of Route 6**

## **22.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 26 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 26 of 32.

## **22.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses
- Memorial Park
- Homes

## **22.3 Existing**

#### **Pedestrian Facilities**

A continuous footway is provided next to the westbound carriageway of Con Colbert Road. The footway next to the eastbound carriageway begins at the pedestrian entrance to Memorial Park opposite the junction with Memorial Road which extends eastwards. Footways are provided on both sides of Memorial Road.

Controlled pedestrian crossings are provided over Memorial Road and Con Colbert Road at their junction. On Con Colbert Road there is only a crossing (with a staggered island) on the western side of the junction and not on the east. This could potentially increase the detour for pedestrians to reach the park.

#### **Cycle Facilities**

Cyclists share the bus lanes on both sides on Con Colbert Road. There is no provision made for cyclists on Memorial Road.

#### **Bus Facilities**

Bus lanes are provided on both sides of Con Colbert Road. East and westbound bus stops are provided to the east of the park entrance. The bus stops do not have shelters or seats and do not appear to have bus boarding kerbs.

#### **Parking and Drop-off**

There are no amenities accessed directly from the carriageway and vehicles are not permitted to stop.

## 22.4 Proposed

### Pedestrian Facilities

The controlled crossing over Con Colbert Road will be moved to the east side of the junction and the crossing on the west will be closed. The location of this new crossing is likely to be more convenient but ideally the existing crossing on the west should also be retained. However, the pedestrian crossing has been relocated due to a reduction in the median on the west side and a right-hand turn lane has been proposed on to Memorial Road.

### Cycle Facilities

The scheme provides cycle routes on both sides of Con Colbert Road.

### Bus Facilities

The east and westbound bus stops will remain in the same locations. However, the proposed cycleways are shown sweeping from the kerb side to the rear of the footway at the bus stops creating shared areas of footway. This increases the complexity of the pedestrian routes which could be particularly problematic for vulnerable pedestrians. Land availability in these locations is limited, but the design of the bus stop is to be developed at the detailed design stage.

### Parking and Drop-off

There are no changes proposed.

## 22.5 Recommendations

At the next stage consider the potential for providing crossings on all arms of the Con Colbert Road/Memorial Road junction if the road space permits.

The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout that comprises of a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first, since these are potentially problematic for vulnerable pedestrians and this shared bus stop design should be tested with disabled people before adoption across the network.

## 23. Section 27 of Route 6

### 23.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 27 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 27 of 32.

### 23.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Memorial Park
- Homes

### 23.3 Existing

#### Pedestrian Facilities

A continuous footway is provided next to the east and westbound carriageways of Con Colbert Road.

#### Cycle Facilities

Cyclists share the bus lanes on both sides of Con Colbert Road.

### **Bus Facilities**

Bus lanes are provided on both sides of Con Colbert Road. One east and one westbound bus stop is provided near the middle of the section. The bus stops do not have shelters or seats and do not appear to have bus boarding kerbs.

### **Parking and Drop-off**

There are no amenities accessed directly from the carriageway and vehicles are not permitted to stop.

## **23.4 Proposed**

### **Pedestrian Facilities**

At the bus stop the proposed cycleway is shown sweeping from the kerb side to the rear of the footway creating shared areas of footway increasing the complexity of the pedestrian routes which could be particularly problematic for vulnerable pedestrians. However, the design of the bus stops will be developed to meet the revised BC guidelines at the next stage.

### **Cycle Facilities**

The scheme includes providing cycle routes on both sides of Con Colbert Road.

### **Bus Facilities**

Both bus stops will move east closer to the St John's West junction. The eastbound bus stop will be to the east of this section. As stated above the proposed cycleway is shown sweeping from the kerb side to the rear of the footway creating shared areas of footway increasing the complexity of the pedestrian routes, which could be particularly problematic for vulnerable pedestrians.

### **Parking and Drop-off**

There are no changes proposed.

## **23.5 Recommendations**

The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout that comprises of a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first, since these are potentially problematic for vulnerable pedestrians and this shared bus stop design should be tested with disabled people before adoption across the network.

# **24. Section 28 of Route 6**

## **24.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 28 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 28 of 32.

## **24.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses
- Swimming Pool
- 'Special' school
- Homes

## 24.3 Existing

### Pedestrian Facilities

A continuous footway is provided on both sides of the carriageways of Con Colbert Road, the South Circular R111 and St John's Road West.

Controlled pedestrian crossings are provided over Con Colbert Road and the South Circular R111 at the St John's West/South Circular roundabout. All crossings have dropped kerbs and tactile paving.

However, there is no crossing over St John's Road West to the east of the roundabout.

### Cycle Facilities

Cyclists share the bus lanes on both sides of Con Colbert Road and St John's Road West. Cycle lanes are marked around the St John's West roundabout.

### Bus Facilities

Bus lanes are provided on both sides of Con Colbert Road. There are no bus stops provided within this section of the scheme.

### Parking and Drop-off

There are no amenities accessed directly from the carriageway and vehicles are not permitted to stop.

## 24.4 Proposed

### Pedestrian Facilities

As stated earlier, at the bus stops the proposed cycleway is shown sweeping from the kerb side to the rear of the footway, creating shared areas of footway increasing the complexity of the pedestrian routes. This could be particularly problematic for vulnerable pedestrians.

Segregated cycleways will be provided next to pedestrian routes around the roundabout. Pedestrian routes cross cycle routes and there are a number of shared areas increasing the complexity of the pedestrian routes, which could be particularly problematic for vulnerable pedestrians. In addition, the tactile paving layout for an uncontrolled crossing, for example over a cycle route, could have the knock-on effect for people with visual impairments as it will make it harder to find controlled crossings over the vehicle carriageway.

### Cycle Facilities

The scheme includes providing cycle routes on both sides of Con Colbert Road, St John's Road West and the South Circular R111. The cycle routes extend through the roundabout connecting with the surrounding facilities.

### Bus Facilities

Bus lanes will be extended over the roundabout.

East and westbound bus stops will be provided on Con Colbert Road to the west of the roundabout. However, as stated above the proposed cycleways is shown sweeping from the kerb side to the rear of the footway in these locations creating shared areas of footway increasing the complexity of the pedestrian routes. This could be particularly problematic for vulnerable pedestrians.

### Parking and Drop-off

There are no changes proposed.

## 24.5 Recommendations

The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout which includes a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first; since these are potentially problematic for vulnerable pedestrians and this shared bus stop design should be tested with disabled people before adoption across the network.

The cycle and pedestrian routes around the roundabout should be developed at the next design stage to avoid conflicts between the two groups. The need for an additional pedestrian crossing to the east of the roundabout on Saint Johns Road West should also be considered at the next stage.

## 25. Section 29 of Route 6

### 25.1 Introduction

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 29 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 29 of 32.

### 25.2 Local Amenities (within 500m)

The following facilities were identified within a 500m radius of the route:

- Businesses
- Heuston Railway Station
- Museum of Modern Art
- Homes

### 25.3 Existing

#### **Pedestrian Facilities**

A continuous footway is provided on both sides of St John's Road West.

Controlled pedestrian crossings are provided at the junction with the side road to the east of this section. All crossings have dropped kerbs and tactile paving but there is only a crossing on the east of the junction not on the west.

#### **Cycle Facilities**

Cyclists share the bus lanes which are provided on both sides of St John's Road West for much of length of the route covered by this section. Cycle lanes are marked where bus lanes are not provided.

#### **Bus Facilities**

Bus lanes are provided on both sides of St John's Street West for much of its length. There are no bus stops provided within this section of the scheme.

#### **Parking and Drop-off**

There are no amenities accessed directly from the carriageway and vehicles are not permitted to stop. A large taxi rank is provided next to the eastbound carriageway.

### 25.4 Proposed

#### **Pedestrian Facilities**

The proposals do not alter the continuous footways on both sides of this section of the scheme.

#### **Cycle Facilities**

Continuous cycle tracks will be provided on both sides of St John's Road West.

#### **Bus Facilities**

Continuous bus lanes will be provided on both sides of St John's Road West.

### **Parking and Drop-off**

The taxi rank appears to be reduced in length. However, the capacity of the rank will be considered further at the next design stage.

## **25.5 Recommendations**

The pedestrian crossings should be considered further at the next design stage.

# **26. Section 30 of Route 6**

## **26.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 30 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 30 of 32.

## **26.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses
- Heuston Railway Station
- Museum of Modern Art
- Homes

## **26.3 Existing**

### **Pedestrian Facilities**

A continuous footway is provided on both sides of St John's Road West.

Controlled pedestrian crossings are provided at the junction with Military Road near the east of this section of the scheme. All crossings have dropped kerbs and tactile paving but there is only a crossing to the east of the junction not the west. However, there is limited room to provide crossing facilities in front of the Eire Building due to the buildings ramp configurations. The median at this location would also not be sufficient and requires additional width for safe crossing, this could not be provided in this constrained area.

### **Cycle Facilities**

Cyclists share the bus lanes which are provided on both sides of St John's Road West for much of the length of the route covered by this section. Cycle lanes are marked where bus lanes are not provided.

### **Bus Facilities**

Bus lanes are provided on both sides of St John's Street West for much of its length. There are no bus stops provided within this section of the scheme.

### **Parking and Drop-off**

On-street parking is provided next to the Eire Building on the westbound carriageway of St John's Road West but there are no designated blue-badge spaces. A large taxi rank is also provided on the eastbound carriageway.

## **26.4 Proposed**

### **Pedestrian Facilities**

The proposals do not alter the continuous footways on both sides of this section of the scheme.

### **Cycle Facilities**

Continuous cycle lanes will be provided on both sides of St John's Road West.

#### **Bus Facilities**

Continuous bus lanes will be provided on both sides of St John's Road West.

#### **Parking and Drop-off**

All of the existing on-street parking spaces will be removed as part of the scheme. The taxi rank on this section of the route appears to be maintained.

## **26.5 Recommendations**

There are no specific recommendations for this section of the scheme.

# **27. Section 31 & 32 of Route 6**

## **27.1 Introduction**

The following overview of the existing and proposed facilities is based on google maps information and a review of the AECOM proposals for Section 31 & 32 shown on Drawing BCD-0000-PRW\_PC-06\_XX\_0000-DR-CR-0002 sheet 31 & 32 of 32.

## **27.2 Local Amenities (within 500m)**

The following facilities were identified within a 500m radius of the route:

- Businesses
- Heuston Railway Station
- Homes
- Museums and historic buildings

## **27.3 Existing**

#### **Pedestrian Facilities**

A continuous footway is provided on both sides of St John's Road West.

On St John's Road West staggered controlled pedestrian crossings are provided opposite the side entrance to Heuston Station, which provides access to the taxi rank and bus stops east of St Stephen's Lane and around the junction with Victoria Quay. The staggered islands appear to be relatively small/narrow given the potential volume of users at peak times.

The environment in front of the station is likely to be particularly confusing to people with visual impairments, with the bus stance, LUAS platforms and road junction all in close proximity. The Sean Heuston bridge shared by the LUAS trams and pedestrians has no kerb between the carriageway and the footways. There are also a number of uncontrolled crossings with no tactile paving on the road between Heuston Station and the river and the crossings at the ends of the bus stance . Also, the LUAS platforms have no tactile blister paving.

#### **Cycle Facilities**

Cyclists share the bus lanes which are provided on both sides of St John's Road West for the majority of the route length in this section. Cycle lanes are marked where there are no bus lanes.

#### **Bus Facilities**

Bus lanes are provided on both sides of St John's Street West for much of its length. Bus stops are provided on both sides of St John's Road West adjacent to the side entrance to Heuston Station and at the bus stance outside the main entrance to the station. All stops have shelters, seating and boarding kerbs.

LUAS platforms are provided in front of the main station entrance.

### **Parking and Drop-off**

A taxi rank is provided on the east bound carriageway on St John's Street West adjacent to the station entrance. Car charging points are provided east of the entrance on the opposite side of St John's Road West, but none of these bays is designated for blue-badge holders.

## **27.4 Proposed**

### **Pedestrian Facilities**

A cycle track is shown sweeping from the kerb line to the back of the footway at the west bound bus stop on St John's Street West opposite the side entrance to the station. The arrangement creates a complex footway arrangement with pedestrians crossing the cycle lane regardless of whether they wish to board a bus. The arrangement is potentially problematic for vulnerable pedestrians. The continuous footways on the rest of the scheme are likely to be maintained relatively unchanged.

The pedestrian crossing opposite the side entrance to Heuston Station appears to be a straight crossing rather than a staggered. However, all of the crossings and other pedestrian facilities will be reviewed at the next design stage.

### **Cycle Facilities**

Continuous cycle tracks will be provided on both sides of St John's Road West.

### **Bus Facilities**

Continuous bus lanes will be provided on both sides of St John's Road West.

The eastbound bus stop on St John's Street West next to side entrance to the station will be located on a bus bypass island. However, as stated above the pedestrian/cyclist arrangement at the westbound stop is potentially problematic for vulnerable pedestrians.

### **Parking and Drop-off**

The taxi rank appears to be maintained but the car charging points will be relocated to make way for the scheme.

## **27.5 Recommendations**

The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout which comprises of a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first. Since these are potentially problematic for vulnerable pedestrians, the shared bus stop design should be tested with disabled people before adoption across the network.

At the next design stage all of the existing pedestrian facilities within the scheme area should be brought up to good practice standard, including providing tactile paving where appropriate and integrated clear directional signage.

Scheme: Lucan to City Centre  
 Accessibility Audit Stage - Preferred Route Option  
 Date Audit Completed: 27/06/2022

Drawings	Assessment Comments	To Be Completed By Designer		
		Problem/Observation Accepted (yes/no/n/a)	Recommended measure accepted (yes/no/n/a)	Designers Comments June 2022
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0001	The Dutch/Cyclops junction proposed for the Ballyowen/Lucan Road junction is likely to be an improvement for cyclists; but has the potential to add complexity to the pedestrian environment with pedestrians crossing cycle routes to reach crossings over the main vehicle carriageways. The design of the pedestrian/cycle crossings at the junction should be carefully considered to minimise the impact on vulnerable pedestrian.	Yes	Yes	The design has been reviewed and updated with segregated crossings now considered to minimise interactions between pedestrians and cyclists
	The north bound bus stop is located to the south of scheme area. Therefore, at the next stage the location of the north bound stop should be reviewed together with the south bound stop to ensure the optimum bus connectivity.	Yes	Yes	The locality of the bus stops has been reviewed and optimised to balance the local residential catchment and retail key trip attractors in this area.
	There are no specific recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0002	There are no specific recommendations for developing this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0003	There are no specific recommendations for developing this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0004	The existing pedestrian/cycle footbridge is not part of the scheme, but although the access ramps are likely to have met the design standards when constructed these are inaccessible to many older and disabled people. This is likely to prevent this group from accessing the bus stops. Therefore, accessibility improvements to the bridge should be considered at the next design stage.	n/a	n/a	Works to the existing bridge currently not considered under this scheme, may be considered as part of future design phases.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0005	At the next stage the design of the bus stop on R113 off-slip should minimise the potential interaction between pedestrians and cyclists.	Yes	Yes	Design has been updated to minimise interaction between pedestrians and cyclists with two way cycle track to rear of footpath, cross over points at bus stops no longer required.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0006	There are no specific recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0007	At the next stage the uncontrolled pedestrian crossings should be brought up to current standards with dropped kerbs and tactile blister paving. And where appropriate the speed tables should be designed as crossing points.	Yes	Yes	The design of dropped kerbs and tactiles will be considered during the detailed design stage.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0008	Potential accessibility improvements to the Liffey Shopping Centre pedestrian/cycle bridge should be considered at the next Stage.	Yes	Yes	The design has considered a series of accessible ramps to access the to and from the bridge.
	The Liffey Shopping Centre should be encouraged to follow Universal Design good practice in the design of their new pedestrian/cycle routes.	n/a	n/a	not applicable to this scheme
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0009	There are no specific recommendations for this section of the route	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0010	The need for segregation over the M50 pedestrian/cycle bridge and its approaches should be considered further during local consultation.	n/a	n/a	Works to the existing bridge currently not considered under this scheme, may be considered as part of future design phases.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0011	The potential location for pedestrian crossings should be considered at the next design stage.	Yes	Yes	The design has considered the locations for raised table crossings along this section.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0012	The pedestrian facilities should be improved as part of the scheme, ensuring there is a suitable provision of crossings with dropped kerbs and tactile paving	Yes	Yes	The design of dropped kerbs and tactiles will be considered during the detailed design stage.
	The scheme cannot fully address parking on the footway; therefore, an effective enforcement/public education is required on Old Lucan Road.	Yes	Yes	To be considered as part of future stages of the scheme
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0013 & BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0014	The pedestrian facilities on Old Lucan Road and Kennelsfort Road should be brought up to current good practice as part of the scheme, ensuring there are appropriate dropped kerbs and tactile paving.	Yes	Yes	The design of dropped kerbs and tactiles will be considered during the detailed design stage.
	At the next design stage, it will be important to consider the needs of visually impaired people when developing the Kennelsfort Road scheme to ensure there is enough delineation between where it is safe to walk. A raised shared area could potentially have an impact on access to the residential properties on the street.	Yes	Yes	The design has considered a change in surface texture/material selection for raised table areas as shown on the landscaping drawing series. Further details and tactiles will be considered during detailed design stage.
	Blue-badge spaces should make up a proportion of the parking spaces (on and off street) and these should be located as close as possible to shops and other amenities.	Yes	Yes	2 number blue badge parking spaces provided on Old Lucan Road.

BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0015	The pedestrian facilities should be brought up to current standards as part of the scheme including: ensuring there is appropriate use of tactile paving and dropped kerbs at crossings, specifically the Mill Lane crossing.	Yes	Yes	Raised table crossings have been proposed in these locations to improve pedestrian crossings. The design of dropped kerbs and tactiles will be considered during the detailed design stage.
	At the next design stage, the side road crossings at the Palmerstown Drive junction with the R148 should be brought up to current standards	Yes	Yes	The design accommodates an improved pedestrian crossing facility on the Palmerstown Drive arm of the junction with the removal of the existing left turn slip lane, resulting in more direct crossing and compact junction.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0016	There are no specific recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0017	There are no specific recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0018 & BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0019	There are no specific recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0020	Further studies should be carried out at the next stage in the design process to establish the most appropriate access arrangement from Chapelizod Hill Road to the proposed bus stops on the R148.	Yes	Yes	Further studies and design development have been undertaken and determined the ramp/step access is best located on the southern side of Chapelizod Hill Road to the R148 for inbound buses and on the northern side of Chapelizod Hill Road to the R148 for outbound buses.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0021, BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0022, BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0023 & BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0024	There are no significant recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0025	There are no specific recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0026	At the next stage consider the potential for providing crossings on all arms of the Con Colbert Road/Memorial Road junction if the road space permits.	Yes	No	Provision for pedestrian crossings on all arms has been considered but deemed not feasible due to the requirement for a dedicated right turn lane from the R148 Con Colbert Road to R839 Memorial Road.
	The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout that comprises of a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first, since these are potentially problematic for vulnerable pedestrians and this shared bus stop design should be tested with disabled people before adoption across the network.	Yes	Yes	This arrangement has been developed along this section of the Proposed scheme based on the existing site constraints including level differences, railway embankments, heritage features. Noted that a similar arrangement already exists on the N11 at bus stop number 2060 (Foxrock Church). The detailed design stage will consider additional measures including tactiles and other measures to improve legibility and accessibility through use of contrasting pavement surface textures and pedestrian priority signalling measures where appropriate.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0027	The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout that comprises of a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first, since these are potentially problematic for vulnerable pedestrians and this shared bus stop design should be tested with disabled people before adoption across the network.	Yes	Yes	This arrangement has been developed along this section of the Proposed scheme based on the existing site constraints including level differences, railway embankments, heritage features. Noted that a similar arrangement already exists on the N11 at bus stop number 2060 (Foxrock Church). The detailed design stage will consider additional measures including tactiles and other measures to improve legibility and accessibility through use of contrasting pavement surface textures and pedestrian priority signalling measures where appropriate.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0028	The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout which includes a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first; since these are potentially problematic for vulnerable pedestrians and this shared bus stop design should be tested with disabled people before adoption across the network.	Yes	Yes	This arrangement has been developed along this section of the Proposed scheme based on the existing site constraints including level differences, railway embankments, heritage features. Noted that a similar arrangement already exists on the N11 at bus stop number 2060 (Foxrock Church). The detailed design stage will consider additional measures including tactiles and other measures to improve legibility and accessibility through use of contrasting pavement surface textures and pedestrian priority signalling measures where appropriate.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0029	The pedestrian crossings should be considered further at the next design stage.	Yes	Yes	The pedestrian crossings have been reviewed and considered in line with the existing site constraints. Future detailed design stage will also review the pedestrian crossing provision in line with any future development proposals for the area.
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0030	There are no specific recommendations for this section of the scheme.	n/a	n/a	No action
BCIDA-ACM-GEO_GA-0006_XX_00-DR-CR-0031	The design of the bus stops will be developed to meet the revised BC guidelines. The guidelines include a bus stop layout which comprises of a shared cycle/pedestrian approach to the bus boarding area. However, every option to avoid shared areas should be explored first. Since these are potentially problematic for vulnerable pedestrians, the shared bus stop design should be tested with disabled people before adoption across the network.	Yes	Yes	This arrangement has been developed along this section of the Proposed scheme based on the existing site constraints including buildings, walls and mature trees. Noted that a similar arrangement already exists on the N11 at bus stop number 2060 (Foxrock Church). The detailed design stage will consider additional measures including tactiles and other measures to improve legibility and accessibility through use of contrasting pavement surface textures and pedestrian priority signalling measures where appropriate.

	At the next design stage all of the existing pedestrian facilities within the scheme area should be brought up to good practice standard, including providing tactile paving where appropriate and integrated clear directional signage.	Yes	Yes	To be considered as part of future stages of the scheme
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