

Proposals for protecting the cycle lanes in the vicinity of DCU on Collins Avenue Ext were published on our Public Consultation Hub on 28th of June and comments were requested to be submitted by Friday 9th of July.

The comments received were overwhelmingly positive with over 80% of submissions received broadly in favour of the scheme. A summary of the submissions received and our response are summarised below. Suggestions and modifications to the scheme were considered in developing the final design drawings which are now also published on the hub.

No.	Issue/Comment	Response
1	Provide parking protected cycle lane between Shanowen Avenue and Albert College Park (x5- 5 submissions requested this)	It is not proposed to move the car parking outside the cycle lane in this location. The existing car parking is indented and for the cycle lane to pass inside the car parking spaces the cyclists would need to divert from the direct line that they currently take, pass inside the cars and then divert again out towards the live traffic once they had past the parked cars. It is considered preferable to take cyclists on a direct route past the parked cars especially as there is plenty of space to provide generous buffers on either side of the cycle lane. The cycle lane will have a red surface in this area to further highlight its presence.
2	Reduce corner radii at Albert College Park and Collins Avenue (x2)	The corner radii will be reduced at Albert College Park / Collins Avenue and Shanowen Avenue / Collins Avenue.
3	Remove Indented car parking near Bus Stop 1646 (x4)	The unregulated parking will be removed to allow for protection to the cycle lane to be continued past this location.
4	More protection outside St Aidan's CBS (x5). Illegal parking practices here	The protection has been maximised. A typical bus requires a minimum overall clearance of 37m of unimpeded access to a bus stop. Immediately west of the existing bus stop access to the school is also required. Additional parking enforcement will be requested to establish the new scheme.
5	Removal / relocation of disabled parking spaces (x2)	The disabled parking bays have been installed at this location to serve the neighbouring Bus Eireann stop. While these bays are not heavily used it is

		considered that rescinding these bays is an unnecessary inconvenience to disabled drivers. Even if these bays were rescinded the protection to the cycle lane in this area would need to be broken to allow the bus access the stop.
6	Reduce carriageway width to 6m	It is considered that a minimum width for a two lane carriageway of 6.5m is appropriate to a route with buses and a 50kph speed limit. The protection on either side of the road give the perception that the road is narrower.
7	Consider using bus stop islands (x2)	The bus stops along Collins Avenue are generally not busy and under these circumstances the design team is proposing that the simplest and safest solution is for cyclists to yield to buses at bus stops, waiting for them to load/unload passengers before continuing their journey in the protected cycle lane.
8	Concern over reduced traffic lanes. Grass verges should be used instead of placing the cycle lanes on the carriageway.	A minimum width of 6.5m is being retained for the inbound / outbound traffic lanes, which is considered the appropriate width in these circumstances. It is not possible to provide continuous cycle lanes along the verges without impacting on the trees.
9	No provision for safe right turn from DCU Entrance	The Traffic Department will contact DCU and suggest they alter the road markings on their property to provide an Advance Stop Line (ASL) to make it easier for cyclists to turn right from this entrance.
10	Extend the kerb approaching left turn at DCU (x3)	The current arrangement ensures that the lanes line up correctly on either side of the junction. The length of extruded kerb will be maximised while still allowing cars to access the left turn into DCU. Coloured surfacing will be provided on the cycle lane and will change from buff (adjacent to the kerb) to red to highlight the conflict point.
11	Remove left turn lane into bring centre. (x3)	Removing the left turn lane into the bring centre will not reduce conflict

		between left turning vehicles and cyclists heading straight but will only move that conflict point into the junction. It is instead proposed to reduce the width of the left turn lane and provide a widened protected cycle lane outside the left turn lane. Any areas of potential conflict will be highlighted in red asphalt.
12	Redistribute central hatching space between Crestfield Drive – DCU to adjacent to cycle lanes (x1)	Physical protection is provided along this section with 2.0m wide cycle lanes provided on both sides of the carriageway. The existing central hatching ensures vehicles are kept away from the traffic island as DCU. The hatching will be extended eastwards towards Crestfield Drive to visually narrow the carriageway further.
13	Provide cyclists with a head start at lights (x2)	New cycle signals will be installed at all major junctions to provide cyclists with a head start.
14	Provide coloured surfacing through the junctions	Coloured surfacing will be provided along the scheme.