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|  <p>The Member for Ireland of:</p>  | <p>Cyclist.ie - the Irish Cycling Advocacy Network</p> <p>The Tailors' Hall, Back Lane, Dublin, D08 X2A3.</p> <p>www.cyclist.ie</p> <p>RCN 20102029</p> |
| <p>Addressee: An Bord Pleanála</p> | |
| <p>Date: 2022- October 28th</p> | |
| <p>Re: DART+ West Electrified Railway Order 2022</p> | |

1 Introduction

[Cyclist.ie](http://cyclist.ie), the Irish Cycling Advocacy Network (ICAN), is the Federation of Cycling Advocacy Groups, Greenway Groups and Bike Festivals on the island of Ireland. We are the Irish member of the [European Cyclists' Federation](http://www.ecf.eu).

Our vision is for an Ireland with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.

Cyclist.ie broadly support the granting of this Order by An Bord. Enhancement of heavy rail provision, by reducing short car trips and car dependence, supports our goal of improving the environment on the roads for people using bikes.

2 General Comments

Increases in frequency of public transport will result in demand reduction for on-street vehicle use. The significant investment in electrification and improvement to the railways seen in this challenging and complex project represents a

long-awaited step away from discredited 20th century transport planning which relied on private car use. Dart + West will contribute to Cyclist.ie's goals, and the public good, under at least two major headings–

1. The replacement of short private car trips with cycling offers substantial health benefits arising from increased physical activity levels. Robust scientific studies inform the many Government policies which support this, particularly the National Physical Activity Plan, the Irish Heart Foundation's 'Building Young Hearts', and the National Investment Framework for Transport Infrastructure.
2. In climate terms, the recent OECD report 'Redesigning Ireland's Transport for Net Zero' calls for drastic reduction of private car use, including electric cars, replacing such journeys with sustainable ones. The 2021 Climate Action Plan likewise supports a shift towards active and public transport modes.

We would agree with and welcome the conclusions of the applicants' Traffic Impact Assessment that the... ' proposed project will assist in reducing traffic and congestion on the road network in the vicinity of the line and where increases are identified, improvements are proposed to junctions and facilities for encouraging trips by sustainable mode.'

To move to more specific comments across the scheme designs, Cyclist.ie calls for–

1. Careful design and inclusivity for cycle parking at railway stations, particularly the railhead in North Wall;
2. Improvement at the junctions modified as part of the Order;
3. Replacement of the inadequate extended ramp designs at overpasses with wide, shallow and well-lit underpasses.

3 Specific Comments

It is extremely important that multi-modal travel be supported by high-quality secure bike parking. A commuter catchment of 5km (or much longer by e-bike) to stations by bicycle is likely for Dart +. These commuters must be able to leave bikes all day, every day without fear of theft or excessive weathering. CCTV monitoring is essential.

Cycle **parking** must be designed to the principles of Universal Design, with inclusivity, flexibility, and simplicity allowing use by cyclists of all abilities. Network member Dublin Cycling Campaign provide detailed guidance for parking design [here](#). Calculations of cycle parking numbers, including provision for cargo bikes, trikes, ebike charging, long-tail bikes and secure lockers for long-term parking, in accordance with the National Cycle Manual and local authority development plans and current best practice, should be required by An Bord.

The proposed **Spencer Dock Station** appears to have only 180 outdoor parking bays in the form of Sheffield stands, and no enclosed/ bunker/ locker storage. In contrast,

the indoor parking at Connolly Station, accessed from Preston Street, is to be commended.

Iarnród Éireann will have substantial information on demand for parking from its existing station use, particularly for such nodes as Heuston and Kent Stations.

Comments on the scheme from east to west–

The lengthy ramps with hairpin bends at **Ashtown, Coolmine and Clonsilla Stations** and at **Porterstown Road** (Kennan Bridge replacement) offer a very poor quality of service for people using bikes. They must be omitted and replaced with underpasses of less than 5% gradient and lane width that allows two people on bikes to travel side-by-side. Artificial lighting must ensure a higher lux level than surrounding areas, to discourage anti-social behaviour.

At **Barberstown** and other underpass locations, people walking, wheeling and using bikes are to share an underpass with motor traffic. The required headroom for motor vehicles, including e.g. double-decker buses, is considerably greater than that for people on foot or bike. To require active travel users to drop at gradient and then climb again out of a motor-vehicle underpass puts such users at a disadvantage and thus conflicts with the NIFTI hierarchy for investment. Separate underpasses with minimal level changes, or revisions to the underpass designs, must be required by An Bord.

At **Navan Road Parkway**, an underpass should be constructed allowing users of the Royal Canal Greenway to access the station from either side. The Greenway has a catchment population of many thousands and will be a busy commuter route. Allowing multi-modal transport in this suburban area will yield significant benefits.

The replacement of the roundabouts at the **Clonsilla Road/ Diswellstown Road** junction and **Porterstown Link Road/ Diswellstown Road** with signalised junctions will enhance the environment for people on bikes and assist the encouragement of modal shift to sustainable transport. However the junction designs appear to synchronise straight-ahead cycling traffic with left-turning motor traffic, which offers real and significant risks. Further analysis of the junction design proposed can be found in linked documents [here](#).

The junction of **Luttrellstown Road with Porterstown Link Road** is to be upgraded, but for people westbound on bikes, a safe method of turning right onto Porterstown Link Road (e.g. 'left-hook box' and cycle-specific right-turning signal) should be included.

The existing extended ramp arrangement at **Hansfield Station** is inadequate and should be improved as part of the Order.

At **Dunboyne Station** the opportunity should be taken to provide cycle infrastructure to both sides of the L2228, rather than only on the north side as at present. Requiring

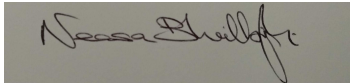
people on bikes to cross a narrow road of this nature offers an inadequate level of service.

Permanent physical segregation of cycle lanes should be included at the **R148 at Leixlip Louisa Bridge**.

Connections between the rail and Royal Canal Greenway at **Maynooth Station** are rudimentary and the opportunity should be taken to improve them.

4 Conclusion

Cyclist.ie warmly welcome this substantial and progressive investment in sustainable transport. Cyclist.ie support the granting of this Order subject to the above submissions.



Signed- Neasa Bhelibigh

Chairperson, Cyclist.ie

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