Bonneagar Iompair Éireann
Transport Infrastructure Ireland

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Luas Finglas

Environmental Impact Assessment Report 2024

Appendix A18.2: Pedestrian and Cycle Infrastructure Impact Assessments

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Appendix: 18.2

1.1 Walking Infrastructure

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
Area 31								
Broombridge Road/Broombridge Station Depot unsignalised junction	Pedestrian Routing:	Unsignalised crossing on minor arm but no crossing on major arm	x	Unsignalised crossing on minor arm but no crossing on major arm	x	Negligible	Medium	Not significant
	Pedestrian Directness:	Crossing is direct.	✓	Crossing is direct.	✓			
	Vehicular Speeds:	Signalised control of vehicular speed on major arm	✓	Protected footpath with bollards and existing signalised control of vehicular speed along major arm retained. Narrowing of corner radii on minor arm.	✓			
	Accessibility:	Dropped kerbs and tactile paving present	✓	Raised table and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpath is minimum 1.8m.	✓	Footpath is minimum 1.8m.	✓			
	Overall LoS	4 indicators Met	B	4 indicators Met	B			
Broombridge Road/ Royal Canal Way signalised junction	Pedestrian Routing:	Signalised toucan crossing present across Broombridge Road.	✓	Signalised toucan crossing retained.	✓	Negligible	Low	Not significant
	Pedestrian Directness:	Crossing is direct.	✓	Crossing is direct.	✓			

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
	Vehicular Speeds:	Signalised crossing constrains vehicular speed	✓	Signalised crossing constrains vehicular speed	✓			
	Accessibility:	Dropped curves and tactile paving present	✓	Dropped curves and tactile paving retained	✓			
	Footpath and Crossing Widths:	Footpath is minimum 1.8m, crossings are 2.8m.	✓	Footpath is minimum 1.8m, crossings are 2.8m.	✓			
	Overall LoS	5 indicators met	A	5 indicators are met	A			
Broombridge Road/ Speedy Services access unsignalised junction (converted from mini roundabout)	Pedestrian Routing:	No pedestrian crossings present.	x	Unsignalised crossing on minor arm. No crossings on major arm.	×	Medium	Low	Positive Moderate
	Pedestrian Directness:	No pedestrian crossings present	x	Crossing is direct.	✓			
	Vehicular Speeds:	Mini roundabout and yield sign to slow traffic speeds.	✓	Raised table present to reduce traffic speeds.	✓			
	Accessibility:	No pedestrian crossings present	×	Fully compliant tactile paving and raised table present	✓			
	Footpath and Crossing Widths:	Footpath is minimum 1.8m.	✓	Footpath is minimum 1.8m, crossing is 2.8m.	✓			
	Overall LoS	2 indicators met	D	4 indicators are met	B			
Broombridge Road/ Lagan Road signalised junction (converted from unsignalised junction)	Pedestrian Routing:	Unsignalised crossing on the minor arm only. However, there is no pedestrian footpath on the western side of Broombridge Road, so the routing is in agreement with pedestrian desire lines.	x	Signalised crossing on two out of three arms.	✓	Medium	Medium	Positive Significant

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
	Pedestrian Directness:	Crossing is direct	✓	Crossings are direct	✓			
	Vehicular Speeds:	No constraints on vehicle speeds.	x	Signalisation reduces vehicle speeds.	✓			
	Accessibility:	Dropped kerbs and tactile paving present.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
	Footpath and Crossing Widths:	Footpath is minimum 1.8m.	✓	Footpath is minimum 1.8m, crossings are 2.8m.	✓			
	Overall LoS	3 indicators met	C	5 indicators are met	A			
Broombridge Road/ Ballyboggan Road signalised junction (converted from unsignalised junction)	Pedestrian Routing:	Unsignalised crossing on eastern side of major arm and southern minor arm.	x	Signalised crossings on all arms of junction/ northern arm pedestrian only.	✓	Medium	Medium	Positive Significant
	Pedestrian Directness:	Crossings are direct.	✓	Crossings are direct	✓			
	Vehicular Speeds:	No constraints on vehicle speeds.	x	Narrowing of corner radii and signalised crossings to constrain vehicular speed	✓			
	Accessibility:	Tactile paving and dropped kerbs present	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
	Footpath and Crossing Widths:	Minimum footpath width 1.4m	x	Footpath is minimum 1.8m, crossings are 2.8m.	✓			
	Overall LoS	2 indicators are met	D	5 indicators are met	A			

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
Area 32								
Tolka Valley Road/ Tolka Valley Park entrance	Pedestrian Routing:	No crossing present across Tolka Valley Road.	x	Signalised crossing on Tolka Valley Road.	✓	High	Medium	Positive Very Significant
	Pedestrian Directness:	No pedestrian crossings present	x	Crossing is direct	✓			
	Vehicular Speeds:	Raised tables along Tolka Valley Road to control speed.	✓	New raised table along Tolka Valley Road, further reducing vehicle speeds.	✓			
	Accessibility:	One dropped kerb present on south side of major arm however this does not lead anywhere across the carriageway.	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Minimum footpath width is less than 1.8m	x	Minimum width of 1.8m, crossing is 2.8m.	✓			
	Overall LoS	1 indicator met	E	5 indicators met	A			
St Helena's Road/ Dunsink Road unsignalised junction with raised table	Pedestrian Routing:	Unsignalised crossing present on the minor arm. While there is a dropped kerb on the major arm, this does not lead the pedestrian safely and directly to another dropped kerb.	x	Unsignalised crossings on two out of three arms, with raised table on major arm. Crossings follow pedestrian desire lines.	✓	Medium	Low	Positive Moderate
	Pedestrian Directness:	Crossing is direct.	✓	Crossings are direct	✓			

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
	Vehicular Speeds:	Raised tables along St Helenas Road to control vehicular speed.	✓	Raised tables along St Helenas Road to control vehicular speed moved closer to junction.	✓			
	Accessibility:	Dropped kerbs not on all arms. No tactile paving.	x	Dropped kerbs, raised table and tactile paving present.	✓			
	Footpath and Crossing Widths:	Minimum width is less than 1.8m	x	Minimum width of 1.8m.	✓			
	Overall LoS	2 indicators met	D	5 indicators met	A			
St Helena's Road/ Farnham Drive unsignalised junction with raised table	Pedestrian Routing:	Unsignalised crossing present on the minor arm. While there is a dropped kerb on the major arm, this does not lead the pedestrian safely and directly to another dropped kerb.	x	Unsignalised crossings on all arms, with raised table present.	✓	Medium	High	Positive Very Significant
	Pedestrian Directness:	Crossing is direct.	✓	Crossings are direct	✓			
	Vehicular Speeds:	Speed bumps present along major and minor arms to constrain vehicular speed. School zone on major arm which encourages lower vehicle speeds.	✓	Full raised tables junction to control vehicular speed	✓			
	Accessibility:	Dropped kerbs not on all arms. No tactile paving.	x	Dropped kerbs and tactile paving present - raised table is compliant.	✓			

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
	Footpath and Crossing Widths:	Minimum width of 1.8m.	✓	Minimum width of 1.8m.	✓			
	Overall LoS	3 indicators met	C	5 indicators met	A			
Wellmount Road/ Patrickswell Place unsignalised junction (converted from mini roundabout)	Pedestrian Routing:	Unsignalised crossing on Patrickswell Place arm of roundabout. No crossings present on other two arms.	x	Unsignalised crossing across all arms with raised table present.	✓	Medium	High	Positive Very Significant
	Pedestrian Directness:	The crossing is direct.	✓	Crossings are direct	✓			
	Vehicular Speeds:	Mini roundabout with yield signs on all arms to slow vehicle speeds. Central islands on all arms which narrow the carriageway. Speed ramp on eastern arm reducing vehicle speeds on entry to junction	✓	Raised table to constrain vehicular speed	✓			
	Accessibility:	Dropped kerbs not on all arms. No tactile paving.	x	Dropped kerbs and tactile paving present - raised table is compliant.	✓			
	Footpath and Crossing Widths:	Footpaths minimum width of 1.8m	✓	Footpath minimum width of 1.8m	✓			
	Overall LoS	3 indicators met	C	5 indicators met	A			
Patrickswell Place/ Wellmount Parade unsignalised	Pedestrian Routing:	Unsignalised crossing present on the minor arm. While there is a dropped kerb on the major arm, this does not lead the	✓	Crossing only present on minor arm, however this follows the pedestrian desire line.	✓	Medium	High	Positive Very Significant

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
junction with raised table		pedestrian safely and directly to another dropped kerb.						
	Pedestrian Directness:	Crossings is direct	✓	Crossing is direct	✓			
	Vehicular Speeds:	No measures to control vehicular speed are present	x	Raised tables present to constrain vehicular speed	✓			
	Accessibility:	Dropped kerbs are present. No tactile paving	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpaths minimum width of 1.8m	✓	Footpath minimum width of 1.8m	✓			
	Overall LoS	3 indicators met	C	5 Indicators met	A			
Patrickswell Place/ Patrickswell Crescent/ Laneway unsignalised junction with raised table	Pedestrian Routing:	Unsignalised crossing present on the minor arm. While there is a dropped kerb on the major arm, this does not lead the pedestrian safely and directly to another dropped kerb.	x	Unsignalised raised crossing on minor arm. Uncontrolled pedestrian crossing of major arm, cycle track and tramline to be provided.	✓	Medium	High	Positive Very Significant
	Pedestrian Directness:	Crossing is direct	✓	Crossings are direct	✓			
	Vehicular Speeds:	No measures to control vehicular speed are present	x	Raised tables present to constrain vehicular speed	✓			
	Accessibility:	Dropped kerbs present on one arm. No tactile paving.	x	Dropped kerbs and tactile paving present	✓			

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
	Footpath and Crossing Widths:	Footpaths minimum width of 1.8m	✓	Footpath minimum width of 1.8m	✓			
	Overall LoS	2 indicators met	D	5 Indicators met	A			
Patrickswell Place/ Cappagh Road signalised junction (converted from unsignalised junction)	Pedestrian Routing	Unsignalised crossing on minor arm only	x	Signalised crossings along on all three arms	✓	Medium	High	Positive Very Significant
	Pedestrian Directness:	Crossing is direct	✓	Crossings are direct	✓			
	Vehicular Speeds:	Raised tables present along major arm to constrain vehicular speed	✓	Signalised crossings on all 3 arms and a raised table on major arm to the east reduces vehicle speeds.	✓			
	Accessibility:	Dropped kerbs present at crossing on minor arm, however, no tactile paving on any crossing	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpaths minimum of 1.8m	✓	Footpath minimum width of 1.8m, crossings are 2.8m	✓			
	Overall LoS	3 indicators met	C	5 indicators met	A			
Cardiff Castle Road/ Ravens Court unsignalised junction with raised table	Pedestrian Routing:	No pedestrian crossings present	x	Unsignalised crossing across major arm and tramline.	✓	High	Low	Positive Moderate
	Pedestrian Directness:	No pedestrian crossings present	x	Crossing is direct	✓			
	Vehicular Speeds:	No measures to control vehicular speed are present	x	Raised table junction to constrain vehicular speed	✓			
	Accessibility:	No dropped kerbs or tactile paving present	x	Raised table and tactile paving present	✓			

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
	Footpath and Crossing Widths:	Footpath minimum width of 1.8m	✓	Footpath minimum width of 1.8m	✓			
	Overall LoS	1 indicator met	E	5 indicators met	A			
Mellowes Road signalised crossings (relocation of Finglas Garda Car Park Access)	Pedestrian Routing:	No pedestrian crossings present	x	Signalised crossings on all arms	✓	High	High	Positive Profound
	Pedestrian Directness:	No pedestrian crossings present	x	Crossings are direct	✓			
	Vehicular Speeds:	No measures to control vehicular speed are present	x	Signalised crossing reduces vehicle speeds	✓			
	Accessibility:	No dropped kerbs or tactile paving present	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpaths are minimum width 1.8m	✓	Footpath minimum width of 1.8m, crossings are 2.8m	✓			
	Overall LoS	1 indicator met	E	5 indicators met	A			
Area 33								
North Road/ Finglas Bypass/ Casement Road/ St Margaret's Road signalised junction (converted from roundabout)	Pedestrian Routing:	Crossings are not present on all arms of the junction1. Unsignalised crossing present on St Margaret's Road.	x	Signalised crossings present along all arms of the junction	✓	Medium	High	Positive Very Significant
	Pedestrian Directness:	Crossing that is present is in two stages. Pedestrian	x	Crossings are not direct on all arms of junction - in two stages	x			

[1] A pedestrian overpass is currently provided on the southern arm of the R135 / St Margaret's Road junction providing a completely segregated crossing from vehicular traffic. However, there are no pedestrian crossing facilities on any of the other junction arms. The proposed junction upgrade will provide signalised pedestrian crossings on all arms of the junction improving safety and directness for all pedestrian movements.

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
		overpass is not along direct desire line						
	Vehicular Speeds:	Roundabout constrains vehicular speeds	✓	Signalised crossings present along all arms of the junction to control vehicular speed	✓			
	Accessibility:	Dropped kerbs present on one arm. No tactile paving.	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpath minimum width of 1.8m	✓	Footpath minimum width of 1.8m, crossings are 2.8m	✓			
	Overall LoS	2 indicators met	D	4 indicators met	B			
St Margaret's Road/ McKee Avenue signalised junction (converted from roundabout)	Pedestrian Routing:	Unsignalised crossings present on three arms of junction.	✓	Signalised crossings present along all arms of the junction	✓	Medium	High	Positive Very Significant
	Pedestrian Directness:	Crossings are not direct - in two stages	x	Crossings are direct on all arms of junction	✓			
	Vehicular Speeds:	Mini-roundabout constrains vehicular speeds	✓	Signalised crossings present along all arms of the junction to control vehicular speed	✓			
	Accessibility:	Dropped kerbs present on three arms. No tactile paving	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpath minimum width of 1.8m	✓	Footpath minimum width of 1.8m, crossings are 2.8m	✓			
	Overall LoS	3 indicators met	C	5 indicators met	A			
St Margaret's Road/ McKelvey Road/ Jamestown	Pedestrian Routing:	Signalised pedestrian crossing on major arm. Unsignalised crossings	✓	Signalised crossings along all arms of the junction which is now a three-arm junction	✓	Low	Medium	Positive Moderate

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
Business Park signalised junction (converted from unsignalised junction)		present on minor arms. (3 out of four arms have crossing present).		(vehicular access to/from McKelvey Road has been removed at the junction)				
	Pedestrian Directness:	Crossings are direct	✓	Crossings are direct	✓			
	Vehicular Speeds:	Signalised pedestrian crossing slows vehicle speed on major arm.	✓	Signalised junction to constrain vehicular speeds	✓			
	Accessibility:	Tactile paving and dropped kerbs on signalised crossing. Unsignalised crossings have dropped kerbs but no tactile paving.	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpath minimum width of 1.8m, signalised crossing is 2.8m	✓	Footpath minimum width of 1.8m, crossings are 2.8m	✓			
	Overall LoS	4 indicators met	B	5 indicators met	A			
St Margaret's Road /McKelvey Avenue unsignalised junction with raised table	Pedestrian Routing:	Unsignalised pedestrian crossing present at minor arm only.	x	Crossings present on two out of three arms. Signalised pedestrian crossing at major arm, and unsignalised crossing on minor arm.	✓	Medium	Medium	Positive Significant
	Pedestrian Directness:	Crossings are direct	✓	Crossings are direct	✓			
	Vehicular Speeds:	Speed bump present on major arm to constrain vehicular speed.	✓	Raised table and signalised crossing present to constrain vehicular speed	✓			

Junctions	Criteria	Do Nothing		Do Something		Impact	Sensitivity	Significance of Effect
		Comment	Criteria Met	Comment	Criteria Met			
	Accessibility:	Dropped kerbs present on one arm. No tactile paving	x	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpath minimum width of 1.8m	✓	Footpath minimum width of 1.8m, crossings are 2.8m	✓			
	Overall LoS	3 indicators met	C	5 indicators met	A			
St Margaret's Road/ Charlestown Place/ Melville Road signalised junction	Pedestrian Routing:	Signalised crossings are present along all arms of junction	✓	Signalised crossings are present along all arms of junction	✓	Low	High	Positive Moderate
	Pedestrian Directness:	Crossings are not direct - in two stages	×	Crossings are direct on all arms of junction	✓			
	Vehicular Speeds:	Signalised junction to constrain vehicular traffic	✓	Signalised junction to constrain vehicular traffic	✓			
	Accessibility:	Dropped kerbs and tactile paving present	✓	Dropped kerbs and tactile paving present	✓			
	Footpath and Crossing Widths:	Footpath minimum width of 1.8m, crossings are 2.8m	✓	Footpath minimum width of 1.8m, crossings are 2.8m	✓			
	Overall LoS	4 indicators met	B	5 indicators met	A			

1.2 Cycling Infrastructure

Junctions / Links	Cyclist Impact	Do Nothing		Do Something		Impact	Sensitivity of Environment	Significance of Effect
		Comment	LoS	Comment	LoS			
Area 31								
Broombridge Road/Royal Canal Way - Broombridge Road/Ballyboggan Road	Segregation	No specific bicycle facilities, cyclists share road with vehicular traffic	D	Cyclists use fully segregated, two-way cycle track with width of 2.5m.	A+	High	Medium	Positive Very Significant and Long-Term
	Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (</=1.25m, 1+0)	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (>/= 2.5m, 2+1)	A+			
	Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists share signals with pedestrian. Cycle lane runs through north/south, but not east to west.	A			
	Overall LoS		D		A			
Broombridge Road/Ballyboggan Road - Tolka Valley Road	Segregation	Fully Segregated cycle path through green space	A+	Fully Segregated cycle path through green space	A+	Low	Medium	Positive Moderate and Long-Term
	Number of Adjacent Cyclists / Width	Cycle lane has a minimum width of 2.6m, each cycle lane has capacity for two abreast and / or overtaking (>/= 2.5m, 2+1)	A+	Cycle lane has a minimum width of 2.6m, each cycle lane has capacity for two abreast and / or overtaking (>/= 2.5m, 2+1)	A+			
	Junction Treatment	Cyclists share traffic on Tolka Valley Road	C	Cyclists share signals with pedestrian. Cycle lane runs through north/south, but not east to west.	A			
	Overall LoS		B		A			

Junctions / Links	Cyclist Impact	Do Nothing		Do Something		Impact	Sensitivity of Environment	Significance of Effect
		Comment	LoS	Comment	LoS			
Area 32								
Tolka Valley Road- St Helena's Road	Segregation	Fully Segregated cycle path through green space	A+	Fully Segregated cycle path through green space	A+	Negligible	Medium	Not Significant
	Number of Adjacent Cyclists / Width	Minimum width of track 2.0m	A	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			
	Junction Treatment	No junctions to assess	N/A	No junctions to assess	N/A			
	Overall LoS		A		A			
St Helenas Road - Wellmount Road	Segregation	Cyclists initially can use paths on greenspace, but then share traffic or bus lanes	C	Cyclists initially can use paths on greenspace, but then share traffic or bus lanes	C	Negligible	High	Not Significant
	Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (</=1.25m, 1+0)	D	Each one-way cycle lane has capacity for cycling one cyclist only (</=1.25m, 1+0)	D			
	Junction Treatment	No specific bicycle facilities at junctions.	D	No specific bicycle facilities at junctions.	D			
	Overall LoS		D		D			
Wellmount Road - Cappagh Road/Patrickswell Place	Segregation	Bicycles share traffic or bus lanes	C	Segregated protected cycle track along both sides of road.	A+	High	High	Positive Profound and Long-Term
	Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (</=1.25m, 1+0)	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			
	Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists have priority at minor junctions.	A+			
	Overall LoS		D		A			

Junctions / Links	Cyclist Impact	Do Nothing		Do Something		Impact	Sensitivity of Environment	Significance of Effect
		Comment	LoS	Comment	LoS			
Cappagh Road/Patrickswell Place - Finglas Village Stop	Segregation	Bicycles share traffic or bus lanes	C	Cycles share traffic initially on Cardiff Castle Road, however a segregated cycle track on Mellows Road is present.	A	High	High	Positive Profound and Long-Term
	Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (</=1.25m, 1+0)	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			
	Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists share green time with general traffic and cycle lanes continue through the junction.	B			
	Overall LoS		D		A			
Area 33								
Finglas Village Stop - End of Casement Road / Mellowes Park/ Finglas Bypass	Segregation	Fully Segregated cycle path through green space	A+	Fully Segregated cycle path through green space	A+	Negligible	Low	Not Significant
	Number of Adjacent Cyclists / Width	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			
	Junction Treatment	No junctions to assess	N/A	No junctions to assess	N/A			
	Overall LoS		A		A			
End of Casement Road / Mellowes Park/ Finglas Bypass (R135/R014 roundabout) - Charlestown Place/ Melville Road/ St Margaret's Road	Segregation	No specific bicycle facilities	D	Fully segregated cycle track along length of the section	A+	High	High	Positive Profound and Long-Term
	Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (</=1.25m, 1+0)	D	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			
	Junction Treatment	No specific bicycle facilities at junctions.	D	Cyclists get green signal priority at signalised junctions / has	A+			

Junctions / Links	Cyclist Impact	Do Nothing		Do Something		Impact	Sensitivity of Environment	Significance of Effect
		Comment	LoS	Comment	LoS			
				priority across uncontrolled junctions.				
	Overall Comment		D		A			

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