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Appendix: 6.2

1.1 Walking Infrastructure

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Section 1									
Dublin Road/ Woodlands Campus unsignalized junction	0+55	Pedestrian Routing	Raised table/flush paving on minor arm only.	✘	Same as Do Minimum.	✘	Medium	Medium	Positive Significant and Long-Term
		Pedestrian Directness	Crossing is direct	✓	Crossing is direct.	✓			
		Vehicular Speeds	No particular constraints on vehicle speeds.	✘	Ramp added to reduce vehicle speeds.	✓			
		Accessibility	Dropped kerbs present, however no tactile paving.	✘	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths	Footpath is minimum 1.8m.	✓	All footpaths are a minimum of 2.0m wide and crossing is compliant.	✓			
		Overall LoS	2 indicators met	D	4 indicators met	B			
Dublin Road/ Renmore Park unsignalized junction	0+375	Pedestrian Routing	Unsignalized crossing on minor arm only.	✘	Same as Do Minimum.	✘	Low	High	Positive Moderate and Long-Term
		Pedestrian Directness	Crossing is direct.	✓	Same as Do Minimum.	✓			
		Vehicular Speeds	No particular constraints on vehicle speeds.	✘	Ramp added to reduce vehicle speeds.	✓			
		Accessibility	Dropped kerbs present, with tactile paving.	✓	Same as Do Minimum.	✓			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath and Crossing Widths	Footpath is minimum 1.8m.	✓	All footpaths are a minimum of 2.0m wide and crossing is complaint.	✓			
		Overall LoS	3 indicators are met	C	4 indicators are met	B			
Dublin Road/ Access to Connaught Hotel	0+475	Pedestrian Routing:	Unsignalized crossing on minor arm only.	✘	Same as Do Minimum.	✘	Low	Medium	Positive Moderate and Long-Term
		Pedestrian Directness:	Crossing is direct.	✓	Same as Do Minimum.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Ramp added to reduce vehicle speeds.	✓			
		Accessibility:	Dropped kerbs present, with tactile paving.	✓	Same as Do Minimum.	✓			
		Footpath and Crossing Widths:	Footpath is minimum 1.8m.	✓	All footpaths are a minimum of 2.0m wide and crossing is complaint.	✓			
		Overall LoS	3 indicators are met	C	4 indicators are met	B			
Dublin Road/ Renmore Road signalised junction	0+605	Pedestrian Routing:	Signalised crossing on all arms.	✓	Same as Do Minimum.- eastern and western arm upgraded to toucan crossing/	✓	Low	High	Positive Moderate and Long-Term
		Pedestrian Directness:	All crossings direct.	✓	Same as Do Minimum.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Cycle lanes and priority slows vehicle speeds down.	✓			
		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:	All footpaths are a minimum of 2.0m wide and crossing are over 2.4m.	✓	All footpaths are a minimum of 2.0m wide and crossing are over 2.4m, with toucan crossing being 4m.	✓			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Overall LoS	4 indicators are met	B	5 indicators are met	A			
Dublin Road/ Michael Collins Road signalised junction	0+815	Pedestrian Routing:	Signalised crossing on all arms.	✓	Same as Do Minimum,	✓	Low	Medium	Positive Moderate and Long-Term
		Pedestrian Directness:	All crossings direct.	✓	Same as Do Minimum.	✓			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✗	An additional bus lane is to be added along the eastbound length of the junction. Formalised cycle lanes are to be added, across the north, east and western arms of the junction reducing radii of junction for vehicles - all slowing down traffic.	✓			
		Accessibility:	Dropped kerbs and tactile paving present	✓	Same as Do Minimum.	✓			
		Footpath and Crossing Widths:	All footpaths are a minimum of 2.0m wide and crossings are over 2.4m in width.	✓	The east and western crossings are to be expanded to a Toucan Crossing, whilst the signalised crossings across the minor arms are to remain Pelican Crossings.	✓			
		Overall LoS	4 indicators are met	B	5 indicators are met	A			
Dublin Road/ Ballyloughane Road signalised junction	0+1150	Pedestrian Routing:	Unsignalized crossing on the minor arm, and a signalised crossing on the western arm of Dublin Road- three arm junction so direct.	✓	Converted to four arm junction. An additional Toucan crossing is in place to the east of the junction on Dublin Road.	✓	Low	Medium	Positive Moderate and Long-Term
		Pedestrian Directness:	All crossings direct.	✓	Same as Do Minimum.	✓			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Vehicular Speeds:	No particular constraints on vehicle speeds.	✘	Cycle lanes mean reduction of junction radii, slowing down vehicles.	✓			
		Accessibility:	Dropped kerbs and tactile paving is present at both the unsignalized and signalised pedestrian crossings.	✓	Same as Do Minimum.	✓			
		Footpath and Crossing Widths:	All footpaths are a minimum of 1.8m in width. Signalised Crossing is a width of 3.3m	✓	Same as Do Minimum.	✓			
		Overall LoS	4 indicators are met	B	5 indicators are met	A			
Dublin Road/ Skerritt Roundabout (upgraded to signalised junction)	0+1490	Pedestrian Routing:	Unsignalized crossings across all four arms.	✓	Upgraded to toucan crossings on all arms.	✓	Medium	Medium	Positive Significant and Long-Term
		Pedestrian Directness:	Crossings in two stages due to roundabout.	✘	Crossing are direct.	✓			
		Vehicular Speed:	No particular constraints on vehicle speeds.	✘	Upgrade to signalised junction - slows vehicles down	✓			
		Accessibility:	Dropped kerbs and tactile paving is present across all of the unsignalized junctions.	✓	Fully compliant tactile paving, dropped kerbs, road markings at all crossing points at the junction.	✓			
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m in width.	✓	4m toucan crossings on all arms.	✓			
		Overall LoS	3 indicators are met	C	5 indicators are met	A			
Section 2									
Dublin Road/ Woodhaven unsignalized junction	0+1718	Pedestrian Routing:	Unsignalized crossing located across the minor arm only.	✘	Same as Do Minimum.	✘	Low	Low	Positive Slight and Long-Term
		Pedestrian Directness:	Crossing is direct.	✓	Same as Do Minimum.	✓			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Vehicular Speed:	No particular constraints on vehicle speeds.	✗	Ramp added on minor arm to reduce vehicle speeds.	✓			
		Accessibility:	Dropped kerbs and tactile paving is present at the crossing.	✓	Same as Do Minimum.	✓			
		Footpath and Crossing Widths:	Existing footpaths are in excess of 2m wide.	✓	Same as Do Minimum.	✗			
		Overall LoS	3 indicators met	C	4 indicators met	B			
Dublin Road/ Merlin Meadows (upgraded to signalised junction)	0+1750	Pedestrian Routing:	Unsignalized island crossing located to the west of the junction across Dublin Road.	✗	Toucan Crossings are to be added to the east, west and north of the junction - significant improvement.	✓	High	Medium	Positive Very Significant and Long-Term
		Pedestrian Directness:	Crossing is two staged	✗	Direct crossings/	✓			
		Vehicular Speed:	No particular constraints on vehicle speeds.	✗	Signalisation reduced vehicles speeds.	✓			
		Accessibility:	No dropped kerbs or tactile paving is present across the junction.	✗	Dropped kerbs and tactile paving is to be provided across all of the pedestrian crossings.	✓			
		Footpath and Crossing Widths:	Existing footpaths on the eastbound side of the highway drop below ta width of 1.8m.	✗	The footpaths on the eastbound side of the road are to be extended to meet the intersection with Merlin Park access. The footpaths are to be a minimum of 2 metres.	✓			
		Overall LoS	0 indicator met	F	5 indicators met	A			
	0+1850	Pedestrian Routing:	Signalised crossings on all arms.	✓	Same as Do Minimum-upgraded to toucan crossings.	✓	Medium	Low	Positive Moderate and Long-Term

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Dublin Road/ Merlin Park Lane		Pedestrian Directness:	All crossings are direct, but two stages.	✘	All crossing direct.	✓			
		Vehicular Speed:	No particular constraints on vehicle speeds.	✘	Cycle lanes reduces corner radii of junction, reducing speeds.	✓			
		Accessibility:	Dropped kerbs and tactile paving is present at all of the crossings.	✓	Same as Do Minimum.	✓			
		Footpath and Crossing Widths:	Footpaths are a minimum of 1.8m in width. The two crossings on the main arm are Pelican Crossings at a width of 2.4m, whereas the crossing located on the minor arm is uncontrolled, at a width of 2m.	✓	All three signalised crossings are proposed to be increased in width to 4 metres, thus being seen as Toucan Crossings. Additional footpaths are to be provided on the eastbound side of the highway surrounding the cycle lane.	✓			
		Overall LoS	3 indicators met	C	5 indicators met	A			
Dublin Road/ Rosshill Road (upgraded to signalised junction)	0+2515	Pedestrian Routing:	Unsignalized crossing located across the minor arm.	✘	Signalised crossings are to be provided across all three arms.	✓	Medium	Low	Positive Moderate and Long-Term
		Pedestrian Directness:	Crossing is direct.	✓	All crossings are direct.	✓			
		Vehicular Speed:	No particular constraints on vehicle speeds.	✘	Traffic signalisation is proposed on all three arms, cycle lanes are proposed along all arms. Signalisation reduced vehicle speeds.	✓			
		Accessibility:	Dropped kerbs and tactile paving is present at the unsignalized crossing.	✓	Dropped kerbs and tactile paving are to be present at all three crossings at the junction.	✓			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
		Footpath and Crossing Widths:	No footpath is present on the eastbound side of the highway, whereas the footpath located on the westbound side of the road is narrow, at approximately 1.4m in width.	✘	An additional footpath is provided on the eastbound side of the highway, and on the westbound side the existing footpath is widened. The two crossings on Dublin Road are Toucan Crossings, whereas the proposed crossing on the minor arm is a Pelican Crossing.	✓			
		Overall LoS	2 indicators met	D	5 indicators met	A			
Dublin Road/ Coast Road (signalised junction)	0+3275	Pedestrian Routing:	Signalise on all arms, however only the minor arm has dropped kerbs for crossing/	✘	Signalised crossings are proposed across Dublin Road on the east and west arms in addition to the existing crossing on the minor arm.	✓	Medium	Low	Positive Moderate and Long-Term
		Pedestrian Directness:	Crossing is direct.	✓	All crossing direct.	✓			
		Vehicular Speed:	No particular constraints on vehicle speeds.	✓	Adding signalised crossing reduces vehicle speeds alongside tightened corner radii due to cycle lanes.	✓			
		Accessibility:	Dropped kerbs and tactile paving is present at the unsignalized crossing.	✓	Same as Do Minimum.	✓			
		Footpath and Crossing Widths:	The footpath on the westbound side of the highway is a minimum of 1.8m in width, and there is no footpath on the eastbound side.	✘	An additional footpath is provided on the eastbound side of the highway. All crossings are proposed to be 4m in width, thus qualifying as Toucan crossings.	✓			
		Overall LoS	3 indicators met	C	5 indicators met	A			

Junctions	Chainage	Criteria	Do Minimum		Do Something		Impact	Sensitivity	Significance of Effect
			Comment	Criteria Met	Comment	Criteria Met			
Dublin Road/Doughiska Road signalised junction	0+3820	Pedestrian Routing:	Signalise on all arms, however only the three arms have a dropped kerbs for crossing.	✘	Signalised crossings on all arms.	✓	Medium	Medium	Positive Significant and Long-Term
		Pedestrian Directness:	Crossing on major arm is in two stages.	✘	All crossing direct.	✓			
		Vehicular Speed:	No particular constraints on vehicle speeds.	✓	Adding signalised crossing reduces vehicle speeds alongside tightened corner radii due to cycle lanes.	✓			
		Accessibility:	Dropped kerbs and tactile paving is present at the unsignalized crossing.	✓	Same as Do Minimum.	✓			
		Footpath and Crossing Widths:	All footpaths where present are a minimum of 2m in width.	✓	Same as Do Minimum, with the footpaths on the western arm altered to the north in order to accommodate the proposed cycle lanes.	✓			
		Overall LoS	3 indicators met	C	5 indicators met	A			

1.2 Cycling Infrastructure

Junctions	Chainage	Cyclist Impact	Do Minimum		Do Something		Impact	Sensitivity of Environment	Significance of Effect
			Comment	LoS	Comment	LoS			
Section 1									
	0+55 – 0+475	Segregation	No specific bicycle facilities	D	High degree of separation. Minimal delay	A+	High	High	

Junctions	Chainage	Cyclist Impact	Do Minimum		Do Something		Impact	Sensitivity of Environment	Significance of Effect
			Comment	LoS	Comment	LoS			
R338 Dublin Road/ Brothers of Charity to R338 Dublin Road /Connaught Hotel		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			Positive Profound and Long-Term
		Junction Treatment	No specific bicycle facilities at junctions.	C	Cyclists has priority across uncontrolled junctions.	A+			
		Overall LoS		D		A			
R338 Dublin Road /Connaught Hotel to R338 Dublin Road to /Michael Collins Road	0+475 – 0+815	Segregation	Bicycles share traffic or bus lanes	C	High degree of separation. Minimal delay	A+	Medium	High	Positive Very Significant and Long-Term
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall LoS		C		A			
R338 Dublin Road to /Michael Collins Road to R338 Dublin Road/Belmont/Ballyloughane Road	0+815 – 0+1150	Segregation	No specific bicycle facilities	D	High degree of separation. Minimal delay	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 (1.25 - 1.75m, 1+0)	C	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 priority across uncontrolled junctions.	A+			
		Overall LoS		D		A			

Junctions	Chainage	Cyclist Impact	Do Minimum		Do Something		Impact	Sensitivity of Environment	Significance of Effect
			Comment	LoS	Comment	LoS			
R338 Dublin Road/Belmont/Ballyloughane Road to Skerritt Junction	0+1150 – 0+1490	Segregation	No specific bicycle facilities	D	Well separated at mid-link with some conflict at intersections	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 (1.25 - 1.75m, 1+0)	C	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 priority across uncontrolled junctions.	A+			
		Overall LoS		D		A			
Section 2									
Skerritt Junction to Merlin Park Hospital Access	0+1490 – 0+1850	Segregation	No specific bicycle facilities	D	High degree of separation. Minimal delay	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 (1.25 - 1.75m, 1+0)	C	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	Toucan crossings at signalised junctions for cyclists along CBC / Protected junctions not already classified as A+ for junction treatment.	A			
		Overall LoS		D		A			
Merlin Park Hospital Access/ to R338 Dublin Road/Rosshill Road	0+1850 – 0+2515	Segregation	Bicycles share traffic or bus lanes	C	High degree of separation. Minimal delay	A+	Medium	Low	Positive Moderate and Long-Term
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			

Junctions	Chainage	Cyclist Impact	Do Minimum		Do Something		Impact	Sensitivity of Environment	Significance of Effect
			Comment	LoS	Comment	LoS			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall LoS		C		A			
R338 Dublin Road/Rosshill Road to R338 Dublin Road/Doughiska Road	0+2515 – 0+3820	Segregation	Bicycles share traffic or bus lanes	C	Well separated at mid-link with some conflict at intersections	A	Medium	Low	Positive Moderate and Long-Term
		Number of Adjacent Cyclists / Width	Each one-way cycle lane has capacity for cycling one cyclist only (1.25 - 1.75m, 1+0)	C	Each cycle lane has capacity for cycling two abreast and / or overtaking (2.0 - 2.5m, 1+1)	A			
		Junction Treatment	Cyclists share green time with general traffic with cycle facilities (advanced stacking locations / cycle lanes) available up to the junction but don't continue through.	C	Cyclists get green signal priority at signalised junctions / has priority across uncontrolled junctions.	A+			
		Overall LoS		C		A			