

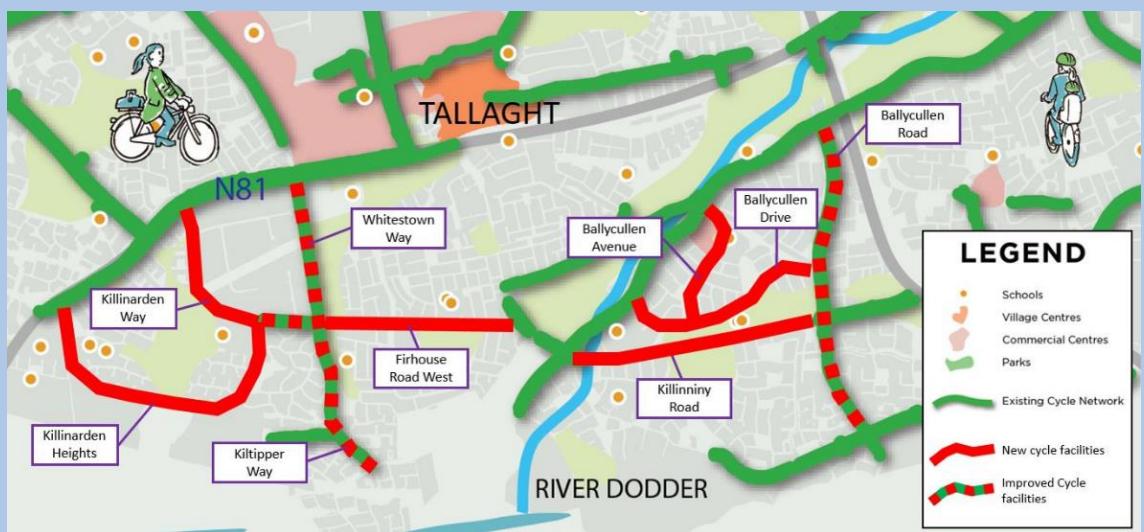
# D24 Neighbourhood Cycle Network

## What is it?

The D24 Neighbourhood Cycle Network is an interim cycle scheme which aims to quickly implement a comprehensive and connected network of protected cycle facilities, suitable for cyclists of all ages and abilities, in the D24 area. The scheme will be executed under Section 38 of the Road Traffic Act 1994 and funded by the National Transport Authority. Recent surveys show that 68% of SDCC residents support the construction of segregated cycle tracks, so the goal is to deliver a safe and functional network which will provide a safer cycling environment linking schools, communities and providing access to the Dodder Greenway and other amenities.

The proposed network will connect into the existing cycle facilities in the area e.g., Dodder Greenway and Firhouse Road, and will also complement future SDCC cycle schemes being progressed separately e.g., Killinarden Park and Citywest to Rathfarnham Cycle Scheme. It will be the largest neighbourhood cycle scheme in the country and forms part of the Cycle South Dublin strategy. The network will consist of the provision of protected cycle facilities on the following roads:

- Killinarden Heights
- Killinarden Way
- Whitestown Way
- Kiltipper Way
- Firhouse Rd West
- Killinny Road
- Ballycullen Road
- Ballycullen Drive
- Ballycullen Avenue



The majority of these roads do not have cycle facilities at present however there is surplus space within the existing carriageways which can be repurposed to introduce protected cycle lanes without impacting the number of traffic lanes. Cycle facilities do exist on a number of the above roads at present, and these will be improved as part of the D24 Network to provide protected cycle facilities suitable for all.

This network amounts to an additional approximately 11km of protected cycle facilities in the D24 area and will provide direct links to 12 schools, parks, sports clubs and local amenities. It is estimated there are 46,000 people living within ½ km of the network and it will amount to an estimated €3-4 million investment.

## How?

It is intended that the majority of the network will be implemented via quick build measures, e.g., bolt down kerbs with bollards at junctions, planters and line markings. This will allow the network to be implemented as quickly and efficiently as possible and will minimise any potential disruption during construction works. Some hard infrastructural measures, e.g., alteration of kerb lines and provision of improved crossing facilities, will also be required however these will be kept to a minimum.

It is envisaged that a very small number of trees may need to be removed as part of the scheme, primarily to facilitate connecting the network back into existing infrastructure. The exact number will be determined during the next stage of the design process and for every tree removed at least 3 replacements will be planted locally.

## Why?

Now more than ever we need to help people to choose to walk and cycle especially for short trips, for our health, our economy and our climate. This will help reduce traffic volumes which in turn will improve air quality, reduce noise levels and make our neighbourhoods more enjoyable spaces to live in.

The proposed interim cycle network will provide protected cycle facilities that offer a credible alternative for local trips to schools, shops and amenities. Providing people with access to improved cycle infrastructure will encourage more people to choose cycling as a mode of transport and thereby reduce unnecessary car trips.



Importantly, the proposal will also benefit pedestrians by providing new/improved crossing points and the anticipated reduction in traffic speeds due to narrower carriageways will improve the safety and attractiveness of the pedestrian environment.

