

# L1018 & KEW PARK MERGE TO N4

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South Dublin County Council (SDCC), in conjunction with Transport Infrastructure Ireland (TII) are working with AtkinsRéalis consulting engineers on a design to facilitate improved safety features along the N4 J4a slip lane.

## Background

The proposed scheme is located along the N4 off ramp at two separate locations, specifically the L1018 junction and the Kew Park Junction. The existing approach lane towards the junctions were noted to be relatively wide in nature and allows vehicles to approach at high speeds. The junction exits also join the N4 slip at a poor angle which may lead to difficulty when looking out for other drivers and cyclists oncoming from the southeast (right).

## Scheme Objectives

- To reduce the likelihood of collisions occurring at this location by reducing the approach speed of vehicles towards the junctions
- To improve the angle at which vehicles join the slip road from the minor road in order to improve visibility of oncoming vehicles
- To improve safety of cyclists travelling along the slip road.
- Enhance pedestrian safety at all junctions by reducing operational speeds along the slip road and turning from the minor road.



Map showing site location of N4J4a slip road, highlighting the L1018 and Kew park Junctions.



View of approach towards the N4J4a slip road from the L1018 Junction, illustrating additional road markings and bollards.



More information including the scheme drawings can be found at <https://consult.sdublincoco.ie/en/browse> Or by scanning the QR code to access.



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View of approach towards the L1018 junction from the slip lane, illustrating proposed bollards and red surface treatment to existing cycle lane.



View of approach towards the N4J4a slip lane from the motorway, illustrating proposed hatch markings to narrow lane widths

## Proposed Design

Additional road markings and bollards are to be provided as indicated in the illustrations. This will include the narrowing of the diverge lane width on approach to the L1018 junction and also the tightening of the radii of the two junctions, both via hatch markings.

It is proposed to provide red thermoplastic surface treatment onto the existing cycle lane to highlight cyclist presence, along with provision of delineation bollards to improve segregation of cyclists and reduce the carriageway to encourage slower vehicle speeds. Other minor sign adjustments as part of the proposals are also included to improve visibility of the signage.

The proposed works in this scheme will all remain within the existing road boundary - no land take will be necessary.

## Next Steps

Following public consultation, and the conclusion of the Section 38 process, the detailed design of the 'L1018 & Kew Park Merge to N4' will commence, with construction anticipated to start in Q3/Q4 2024



Queries and comments on the project can be submitted to <https://consult.sdblincoco.ie/en/browse>  
Or scan the QR code to access.



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Transport Department, South Dublin County Council



View of approach towards the N4J4a slip road from the L1018 Junction, illustrating additional road markings and bollards.



View of approach towards the L1018 junction from the slip lane, illustrating proposed bollards and red surface treatment to existing cycle lane.



View of approach towards the N4J4a slip road from the Kew Park Junction, illustrating additional road markings and bollards.



View of approach towards the Kew Park Junction from the slip lane, illustrating proposed bollards and red surface treatment to existing cycle lane.