



## **Blackrock village Phase 1 feedback**

### Context

DLR Cycle Advocacy Group is a branch of the Dublin Cycling Campaign, which is a registered charity that advocates for better cycling conditions in Dublin. We have a vision for Dublin that is a vibrant city where people of all ages and abilities choose to cycle as part of their everyday life.

The goal for Blackrock village must be that it is safe and comfortable for people of all ages and abilities to walk or cycle in.

### Summary

We welcome the reallocation of space to walking and cycling in Blackrock village. It has already made the village a safer and more pleasant place to move around and to stop in. We have some feedback on Phase 1 that we hope can be incorporated into Phase 2 of the project.

### Positives

We are supportive of aspects of the improvements to Blackrock village including:

- Contra-flow cycle lane: the continuous contra-flow cycle lane is of good width and is already getting good use. It is safe to cycle in for people of all ages and abilities as it is physically protected from motor traffic.
- Pedestrian space: pedestrians have much more space which creates a much more relaxed atmosphere in the village.
- One-way traffic lane: the width of this lane and the painted bicycle symbols make it relatively safe to cycle in and generally discourage overtaking.
- Reduced vehicular traffic: the reduction in motor traffic has reduced noise and air pollution, making Blackrock village somewhere to linger, rather than just pass through.

## Contra-flow cycle lane

The shared space of the pedestrian/cycling contra-flow lane is not safe. Painting pedestrian symbols on the contra-flow lane is confusing for both pedestrians and cyclists and likely to lead to conflict. The footpath widths have already been extended by taking road space and this should be considered sufficient pedestrian space. We note that disability groups also share this view that shared spaces are not safe for all pedestrians.



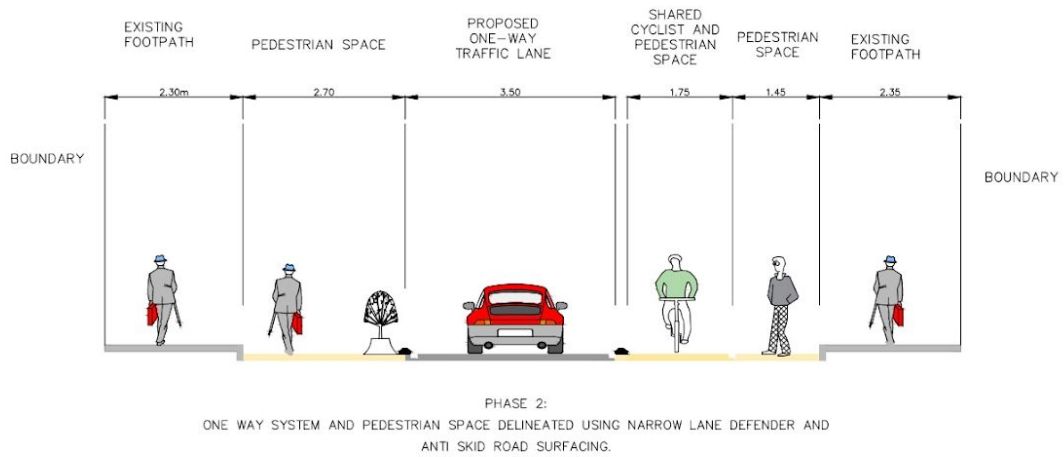
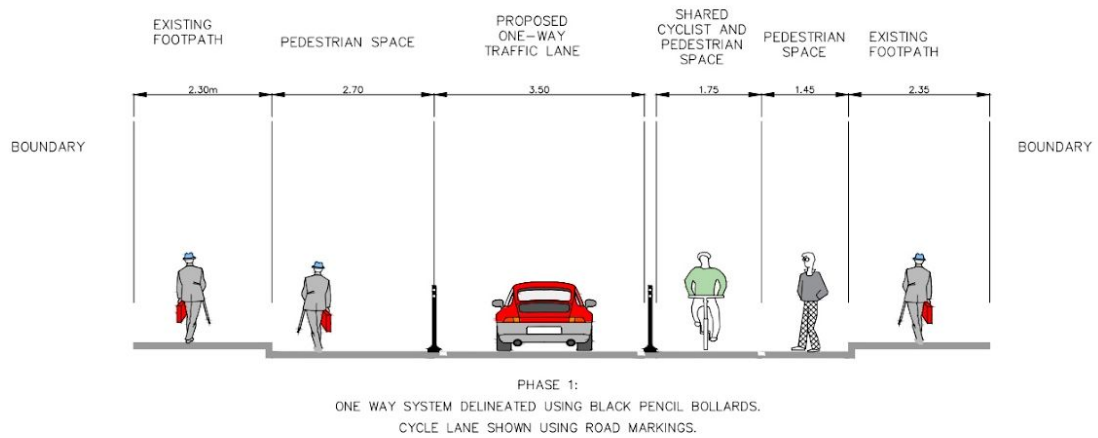
*Confusing road markings*

The contra-flow lane is currently narrowed by the wands installed. Please keep the full width of the cycle lane by placing any physical protection on or outside the white line.



*Traffic lane has sufficient width for buses to pass - traffic wands do not need to be inside the cycle lane*

The safety of the contraflow will be compromised if drivers can drive or park on it. There should be some more segregation than just a kerb. As noted above the vertical protection needs to be placed outside the cycle lane. The Maretimo Terrace contra-flow lane was driven on regularly (despite having a kerb) until vertical protection was installed.



*Black pencil bollards that keep vehicles out of the contra-flow lane due to be removed*





*Before the Maretimo Terrace contra-flow was protected, it was driven on/parked on regularly*

In order to improve access to the contra-flow, please add a cycle lane on Carysfort Avenue in front of the Credit Union to allow people cycling to safely filter. The single traffic lane is sufficiently wide to allow this and the only turning movement available to vehicles coming from Carysfort Avenue is a right turn onto Temple Hill.



*Carysfort Avenue to join with contra-flow*

Where possible in the phase, please consider flashing amber lights for the contra-flow at junctions where bicycle lights are installed.

The contra-flow cycle lane should continue, protected, up Rock Hill all the way to the junction with Frascati Road. 1 general traffic lane here is more than sufficient to cater for vehicles exiting the Shopping Centre car park.



*Rock Hill*

## One-way shared lane

Observed behaviour is cyclists sticking to the left-hand kerb and motorists overtaking them with less than 1 metre to spare.

There should be a "no overtaking cyclists" sign on the Rock Hill one-way into the village. Alternatively a temporary variable message sign advising cyclists to use the centre of the lane and advising motorists not to overtake.

It might be necessary to have a local education campaign to remind motorists not to overtake in narrow lanes and reminding cyclists to take the full lane.

## Access and permeability for cycling

George's Avenue could be made contra-flow for cycling given the low traffic volumes, without addition of paint and signage. Additionally, the pedestrian crossing on Frascati Road could be a toucan crossing for better access. See example of contra-flow below.





*Leinster Street North in Dublin City*

The light sequences at the junction of Main Street, Temple Road and Carysfort Avenue could be better adjusted to improve access/egress to/from the village. This could include cyclist advance lights.



In the short-term, contra-flow cycling to be allowed from the Bank of Ireland to the start of Maretimo Terrace (similar as requested on George's Avenue above). In the long-term, a dedicated contra-flow cycle lane along this stretch would greatly improve village connectivity.

## General safety

The speed limit on Rock Hill, Main Street, Maretimo Terrace, Temple Road, George's Avenue and Carysfort Avenue should be 30kph.

Motorists coming from Maretimo Terrace are driving through red lights with regularity at the junction of Main Street, Temple Road and Carysfort Avenue. They are also stopping on the pedestrian crossing. The stop line and pedestrian crossing paint have faded. Please place the stop line back 1-2 metres and paint an advanced stop line for cyclists. We would also ask that the Council request some Garda enforcement as this would be mostly local traffic.



*The black and blue car have both broken the red light on the same sequence here*

An advanced stop line at the lights exiting Main Street will enable people cycling to get ahead of motorised traffic before the lights go green.

## Bike parking

Additional bike parking is required in the village and by the seafront as there are already capacity issues. There have been reports of thieves using angle grinders in the village during broad daylight so please place the bike parking in the centre of the village. Some suggested locations:

- Outside Eir
- 2 parking spaces on coast-side of Idrone Terrace closest to existing bike stands
- In front and behind the 2 car parking spaces opposite the Post Office

- In front of existing car parking spaces outside Brian Roberts on Temple Road



*Bikes being parked on railings/trees on an overcast day in Blackrock due to insufficient numbers of bike racks*



*Bike parking locations opposite the Post Office*

## Pedestrians

Zebra crossings or continuous footpaths should be used across minor entrances such as George's Avenue and both Shopping Centre car park entrances on Rock Hill.





*Opportunity for a zebra crossing to show pedestrian priority*

Vehicles have been observed parking in the expanded pedestrian area outside Eir and Conways. Placing bike parking outside Eir would help to stop this. If it is normalised, then drivers will start to park here regularly.



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