



## Carysfort Avenue Cycle Route Options

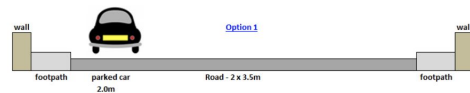
### Context

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 welcome the progression of the [Carysfort Avenue cycle scheme](#). We proposed it to Councillor Deirdre Kingston in March 2019 followed by her successful motion at the April 2019 Dún Laoghaire Area Committee to progress to options. There's huge potential to make cycling safer along Carysfort Avenue to connect residential areas with local amenities and other cycle routes. People in the area want to shift to cycling, if only it was safe to do so.

The options, as presented by Dún Laoghaire-Rathdown County Council are below:

Option 1 - Leave the road as it is. Cyclists mix with traffic. No change to car parking arrangements.



Option 2 - 1.5m wide on-road cycle track each side of the road and 2 x 2.75 to 3.0m traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



Option 3 - 2.0m wide on-road cycle track on one side of the road towards Blackrock (downhill) and 2 x 3.5m wide traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



Option 4 - 2.0m wide on-road cycle track on one side of the road towards Stillorgan Park Road (uphill) and 2 x 3.5m wide traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



Option 5 - 2.5m wide on-road two-way cycle track on one side (towards Blackrock-downhill) and 2 x 2.75m wide traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



## Summary

Dublin Cycling Campaign are overwhelmingly in favour of Option 5. This is the only option that offers a fully segregated cycling track suitable for all ages and abilities in both directions on Carysfort Avenue. The western side of Carysfort Avenue has the fewest number of entrances/side roads and thus least potential for conflicts with turning vehicles. It is also on the same side of the road as amenities such as Carysfort Park, UCD Graduate School and Carysfort N.S.

## Detailed considerations

There are a number of issues we would like to note in consideration of the different options:

- On the Western side of the section of Carysfort Avenue, there are 6 driveways (with good sightlines), 3 side roads (one of which contains only 9 houses) and the entrance to UCD Graduate School. This makes the Western side a safer option for adding a cycle track.
- On the Eastern side of the section of Carysfort Avenue, there are ~60 driveways (all with bad sightlines), 4 side roads (all with quite large amounts of housing), a church, a doctor's surgery and approximately ~30 parking bays. This makes the Eastern side a much less safe option for adding a cycle track on that side.
- There are vastly more conflict points on the Eastern side of the road, making any cycle lane on that side more dangerous to use, and more complex to design.
- There are existing signalised junctions at either end of the road which can aid in transitioning users from a 2 way cycle track to other designs.

In relation to the removal of unofficial/informal parking spaces:

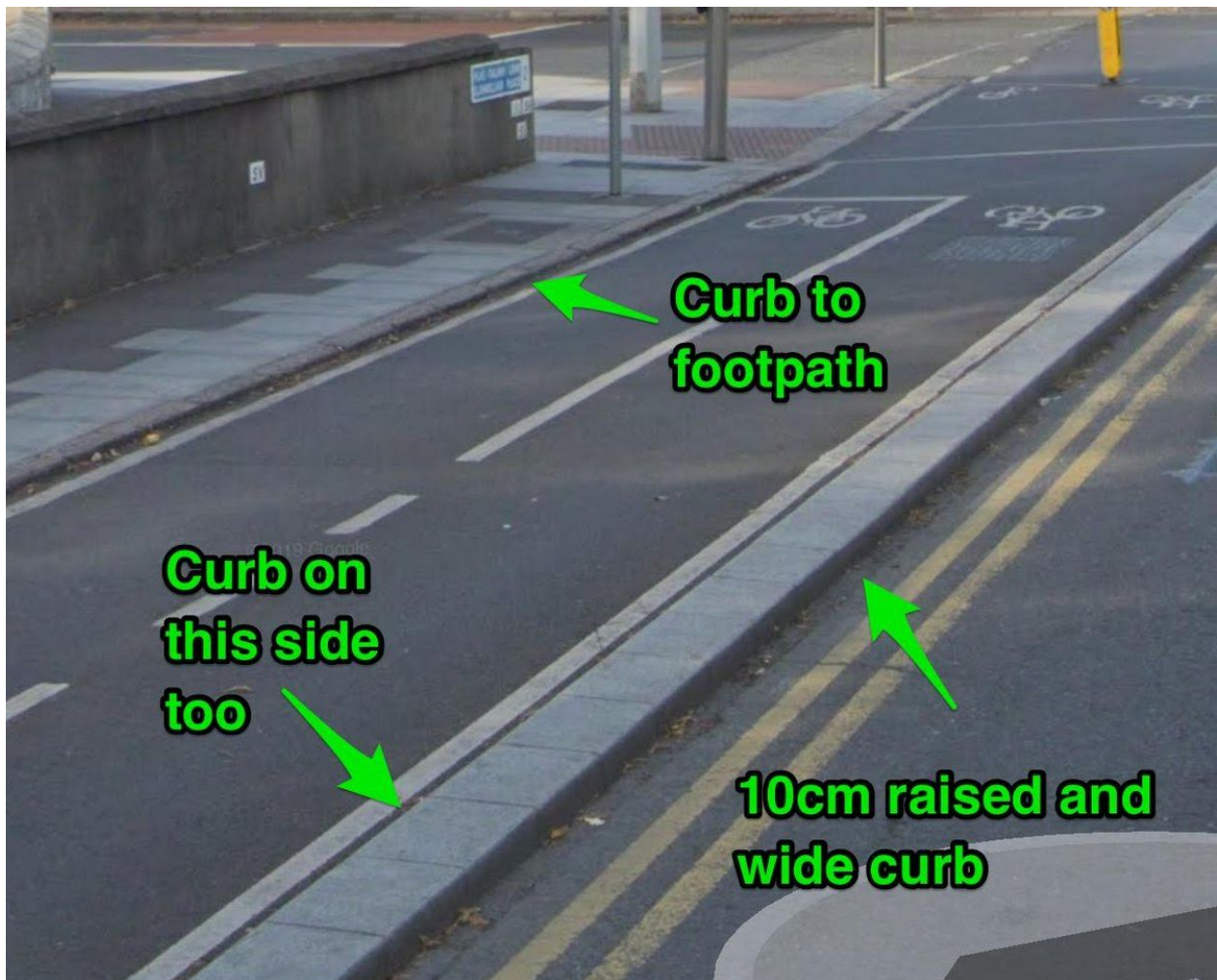
- Making cycling safer and easier, as well as making walking more pleasant (distance between footpath and vehicle traffic) will encourage some people to switch modes, which may actually result in less overall all-day parking across the whole area.
- Making parking slightly more difficult, discourages people from driving or encourages them to find alternative parking arrangements.

We'd like to see the following aspects included in the next design phase of Option 5:

- Sufficient protection for cyclists along the whole route. Switching to painted lanes at junctions does not make cycling attractive to people of all ages and abilities.

- Sufficient priority for cyclists at all junctions. Clear obligation on vehicle drivers turning onto/off Carysfort Avenue at Elm Grove, Cloister Avenue, Carysfort Park and UCD Graduate school to yield to people cycling on the cycle track.
- Use of advance traffic lights for cyclists at the Convent Road and Stillorgan Park Road junctions.
- Removal of the right turn filter lane from Carysfort Avenue onto Stillorgan Park Road in order to make room for the 2 way cycle track all the way up to the junction.

Spending time, energy and money on changes that do not deliver high quality cycling infrastructure, would not achieve intended results. If high quality infrastructure, as proposed in Option 5 can't be achieved at this time, Option 1 would be preferable until such time as Option 5 can be achieved. If Option 5 can't be achieved, we would prefer to see high quality schemes explored elsewhere.



*Example of a 2 way cycle track on the Grand Canal with curb segregation*

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