



Core Bus Corridor 13: Bray - Preliminary Submission

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign is the leading member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN). We want to make Dublin a safe and friendly place for everyone of all ages to cycle.

This proposed Bray Bus Corridor is the longest proposed CBC within the Bus Connects project, and we in Dublin Cycling Campaign broadly welcome the proposals, both for bus users, but also for other road users, in particular cyclists and pedestrians. But, we have a significant number of specific observations on the plans, which we outline below in Section 3.

We look forward to future engagement with the NTA to refine the details in later stages so that we can produce a high-quality result.

2.0 General Observations

2.1 There's a Lot to Love

Though we are critical of parts of the concept design there are huge improvements for pedestrians and cyclists within this concept design. These include:

- The inclusion of island bus stops at every bus stop from UCD to the Loughlinstown Roundabout, although as noted below we would seek greater consistency in their application and location.

- The removal of traffic lanes in places to facilitate the installation and widening of cycle tracks.
- The removal of slip roads at a number of locations along the CBC, although there is a lack of consistency in the design approach for these features.
- General junction improvement to ensure efficient bus mobility, and improve conditions for vulnerable road users.

2.1.1 Previous Submissions on Bus Connects

Dublin Cycling Campaign have made submissions on all proposed Bus Connects designs in Phase 1 and Phase 2, where we have outlined general points on important design details that apply to all proposed routes. In this submission, rather than reiterate all of these points in details we merely state them briefly below and reference our previous Phase 1 and Phase 2 Bus Connects submissions.

2.2 Cycling for All

Dublin Cycling Campaign, unsurprisingly, advocates for better cycling facilities that will enable people of all ages and abilities to cycle. Without a doubt the Bus Connect's proposals, if implemented, will make cycling safer in Dublin. However, they will not enable people of all ages and all abilities to cycle their full length because of the lack of segregation and continuity in many places.

2.5 Primary Cycle Route Width

This CBC will deliver on part of the GDA Cycle Network Plan (CNP). The target quality of service for primary routes in CNP is A+/A. which outlines the desired width of primary one way cycle routes as 2.5m.

We recognise that achieving a 2.5m wide cycle track on all portions of any one way route may be challenging. In constrained areas a cycle track width of 2m is acceptable, but should be implemented with caution.

2.6 Buffer Space

The NTA's own National Cycle Manual (NCM), section 1.7.4, recommends that there should be a buffer space of either a hard paved area or grass verge between the cycle track and the roadway when the AADT and 85th percentile speeds are both high. This needs to be considered and ideally adhered to.

2.7 Junction Design

It is important that the proposed junctions on this Core Bus Corridor meet the criteria in the NTA's National Cycle Manual. The use of streaming lanes (an orphaned cycle lane between two traffic lanes) at junctions should be avoided. Greater segregation for cyclists is needed at major junctions along the route in order to enable and encourage more people to cycle.

2.7.1 Protected Junction Design

This form of junction design has been achieved along the soon to be constructed North Strand/Fairview cycle route project from Dublin City Council and the NTA. It uses a modified version of the protected junction design. The protected junction design also allows for right hand turns for cyclists.



5 Lamps Junction along North Strand - Junction Design Template

There is a good explanation of the principles of this design at www.protectedintersection.com.

2.8 Side Roads

At side roads it should be clear that cyclists and pedestrians have priority over traffic exiting or entering to or from the main road.

2.8.1 Continuous Footpaths/Entry Treatment

Infrastructure treatments, such as entry treatment, or continuous footpaths/cycle tracks, encourage and promote priority for pedestrians and cyclists. They also encourage lower speeds. In general this would be exemplified by a raised table exit/entry from all side roads.

2.8.2 Buffer Space Design

An alternate method for providing for safer minor road junctions is to bend the cycle track away from the road at the junction, where space allows. This provides better visibility for cyclists by moving them out of the blind zones of turning vehicles. Priority for cyclists over minor roads needs to be reinforced with this design.



With this design the area between the road and the cycle track places the cyclist well outside the blind zone of trucks and clearly visible to the driver without the use of mirrors.

2.9 Integration with GDA Cycle Network Plan

A single cycle route is only useful to people if their origin and destination are on or near the cycle route. A cycle network, where many cycle routes are connected together is far more useful to people. Similar to how a bus network is more useful than a single bus route. Connecting routes need to be included in these designs.

2.10 Bus Stop Bypasses and Locations

Bus stop bypasses for cyclists should be the norm, as part of these designs. There are many reasons we'd encourage the design team to include bus stop bypasses at all bus stop locations:

- Bus stop bypasses are recommended by the NTA's National Cycle Manual, given the frequency of buses along this route
- Bus stop bypasses remove conflict between buses and cyclists. There is nothing more terrifying, particularly for a beginner or tentative cyclist than a 30 ton bus pulling into a bus stop on top of you
- Buses will operate more efficiently at stops because bus drivers will not need to wait for a slow cyclist to pass the bus stop before pulling in
- Bus Stop Bypasses allow pedestrians to alight and descend from buses without having to worry about conflict with cyclists

2.10.1 Bus Stop Locations

There is a strong case to be made for the rationalisation of bus stop locations. Are all of the stops shown in the design in optimal locations? Can any of bus stops be eliminated?

2.11 Parking Inside Cycle Lanes

Car parking should ideally not be located inside a proposed cycle track. This implies that the cycle track will convert into a painted cycle lane and cyclists will lose segregation from traffic. Best practice is to route the cycle track on the inside of the car parking and to provide a buffer space between the car parking and the cycle track for the 'door zone'.

2.12 Opportunity for Multimodal Travel

Multi-modal travel between bike and bus should be encouraged as these designs progress. A first step would be to provide covered Sheffield stands with CCTV coverage near bus stops along the route.

2.13 Development of Public Realm

Part of the benefits of the Bus Connects project, according to the supplied documentation, is to 'enhance and improve local areas', and to 'provide additional landscaping and outdoor amenities'. We urge the Bus Connects team to clearly

indicate where these benefits will arise along all the newly designed routes, as these positive developments will be critical in 'selling' the project.

2.14 Bus Lane Hours of Operation

All bus lanes should be 7 day 24-hours. This is particularly important where there is no dedicated cycle infrastructure proposed. In these places the operational bus lanes will provide low-levels of protection to cyclists.

2.16 Advance Stop Lines (ASLs)

ASLs should be clearly indicated at all junctions where it is appropriate, to ensure continued increased safety for vulnerable road users. The drawings do not clearly indicate this standard agreed facility.

3.0 Route Observations

3.1 Nassau Street

We have particular difficulties with the proposed arrangements around Nassau St and Kildare St, as we feel it does not recognise the present reasonable arrangements for bus usage along Dawson St and the western end of Nassau St, which will continue regardless. Nassau St is also the key C2 East West cycle link in the GDA Cycle Network plan, and we understand that plans are being developed within the NTA/Dublin City Council for a contraflow cycle route along Nassau St.

These issues need to be recognised in any proposed design. We recommend that the proposed bus route design in this area be reviewed and improved, and NTA colleagues in the Cycle Design unit be consulted. There is also a need to consider further restrictions on private vehicle movements in this area, in order to facilitate sustainable transport efficiency. It goes without saying that we in Dublin Cycling Campaign would be happy to engage in any proposed design workshops.

3.2 Stephen's Green

We query how much of Stephen's Green East will need to change given the proposed MetroLink station will be provided in this area? Are the proposed plans Metrolink proofed?

3.2.1 Stephen's Green North

Between Kildare St and Stephens Green East the section of Stephens Green north needs to be redesigned to cater for difficult cycling manoeuvres, that leave cyclists quite vulnerable in both directions. The need for cyclists to turn right from Kildare St on to Stephens Green North also needs to be catered for.

3.2. Stephen's Green East

3.2.2.1 Bus Stops

There is ample space to consider upgrading the bus stops on this section to island bus stops.

3.2.2.2 Inbound Traffic

The inbound cycle lane could be upgraded to a parking protected cycle track. Indeed, we would encourage the design team to review the need for parking on this section of Stephens Green East. All private parking spaces have already been removed from Stephens Green North and West to facilitate public transport. This also needs to be considered in the light of the proposed MetroLink station.

3.2.2.3 Outbound Traffic

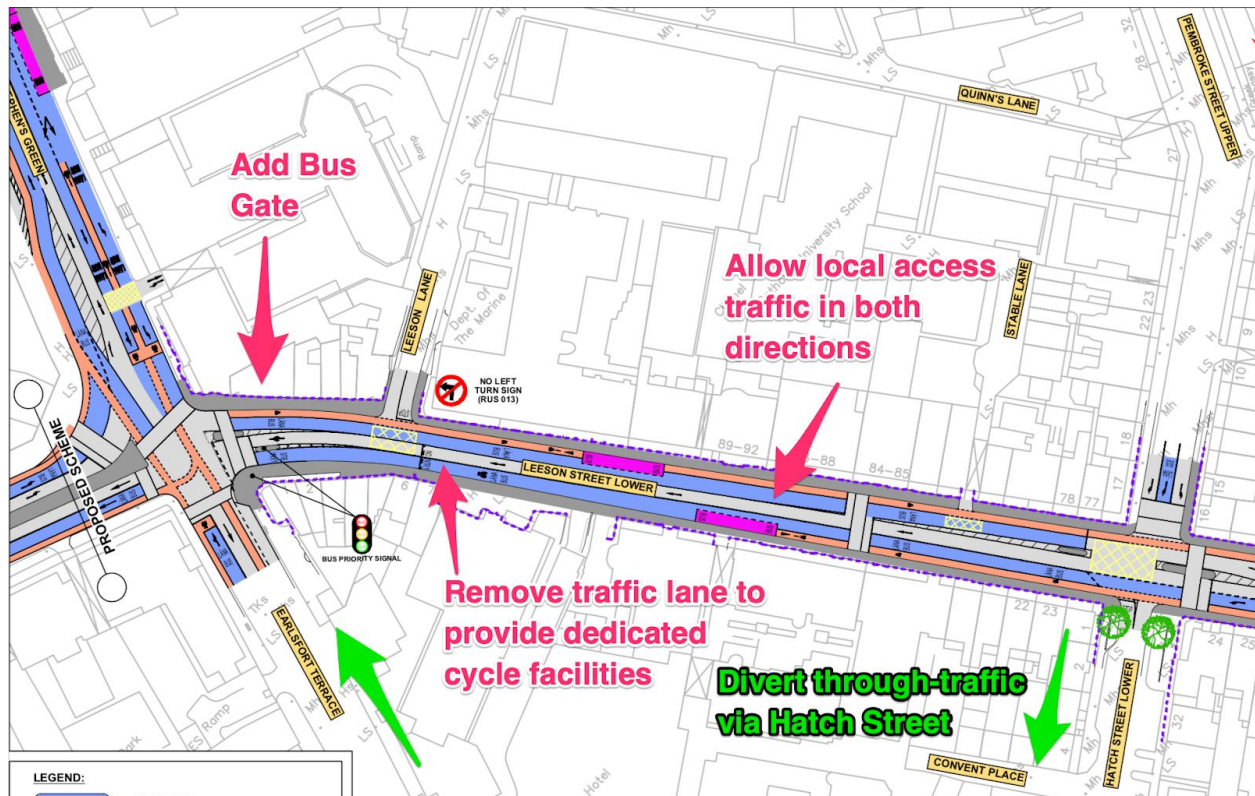
The narrow streaming lane for cyclists leading to the Leeson St junction is extremely dangerous for cyclists, and we believe that it requires safer access to it and greater protection for cyclists. The fact that flexible bollards had to be installed at this junction not long after it was installed should be sufficient evidence that this design is not safe for cyclists. A possible alternative design for this cycle route would be to keep the cycle track to the left of the bus lanes, provide greater lane width, and give cyclists continuing straight or turning right a separate green phase to buses turning left.

3.3 Leeson Street Lower

3.3.1 Approach to Stephen's Green Junction

Leeson Street Lower (map 3) is a great example of trying to squeeze in too many things in too little space. The loss of dedicated cycle facilities is disappointing, given Dublin City Council's recent intervention at this junction to better segregate cyclists here, particularly the loss of the west to east bicycle lane from Stephens Green South to Leeson St.

We recommend the consideration of the removal of the general traffic lane on this lower end of Leeson St and suggest that inbound general traffic be diverted via Hatch Street Lower - which could be made one way - and Earlsfort Terrace. The existing bus lanes could become local access only, in order to provide vehicle access to the Department of Transport off Leeson lane. A bus gate could be installed at the junction of Leeson Street and Stephen's Green. These changes would allow for high levels of bus priority and allow space for dedicated cycle facilities.



Alternate proposals for Leeson Street Lower

3.3.2 Leeson Street Lower/Stephen's Green Junction

We recommend that this junction be redesigned to facilitate all turning movements for cyclists without requiring lane merges or cyclist/pedestrian conflicts. Ideally, such a redesign would result in a fully protected junction with corner kerbs, dedicated cycle lights, and free left turns for cyclists. The recently installed west to east cycle lane from Stephens Green South to Leeson St also needs to be reinstated in the design.

3.3.3 Leeson Street Bridge

The retention of the slip road onto Adelaide Road, besides being a danger for inbound cyclists encourages drivers to take this turn at speed. Removal of the slip lane would allow the present island area to be extended, increase safety for pedestrians, and

enable a larger stacking area for cyclists at this busy junction on the Grand Canal cycle route. We welcome the proposals for the actual bridge section.

3.4 Leeson Street Upper/Sussex Road

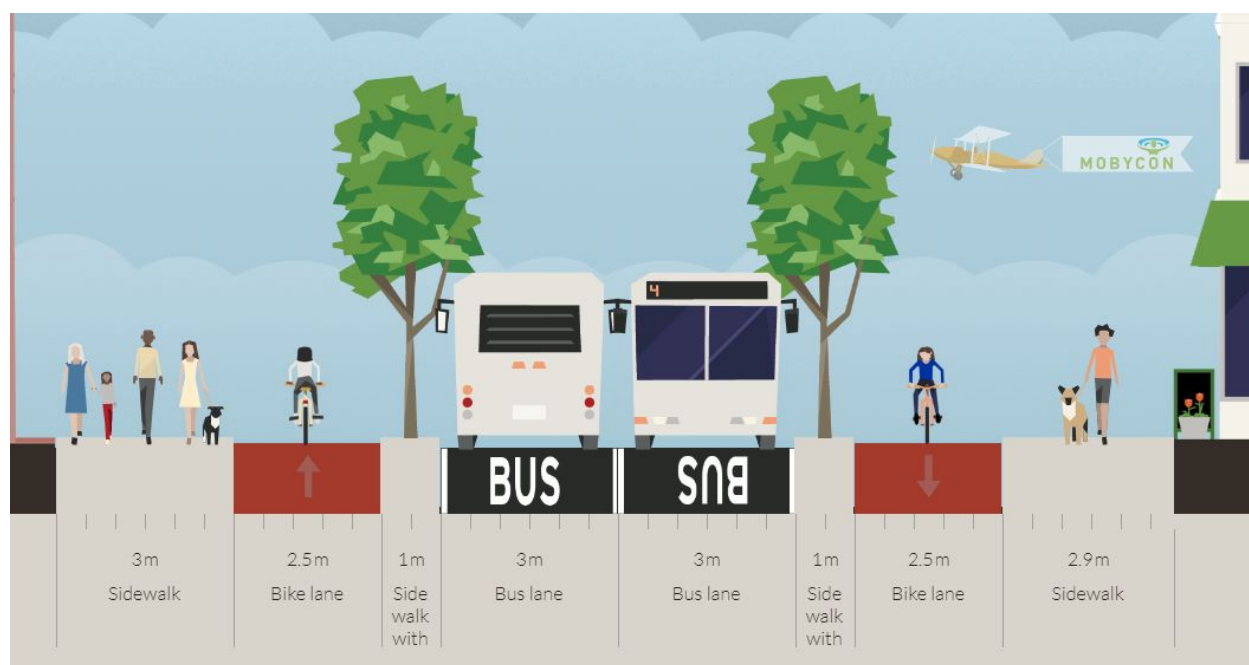
The removal of a traffic lane on this stretch of road is a welcome proposal, but it is disappointing that this extra space is not being effectively used to deliver high quality cycle tracks, including island bus stops, buffer area, and parking protected cycle tracks.

Options Report Issues

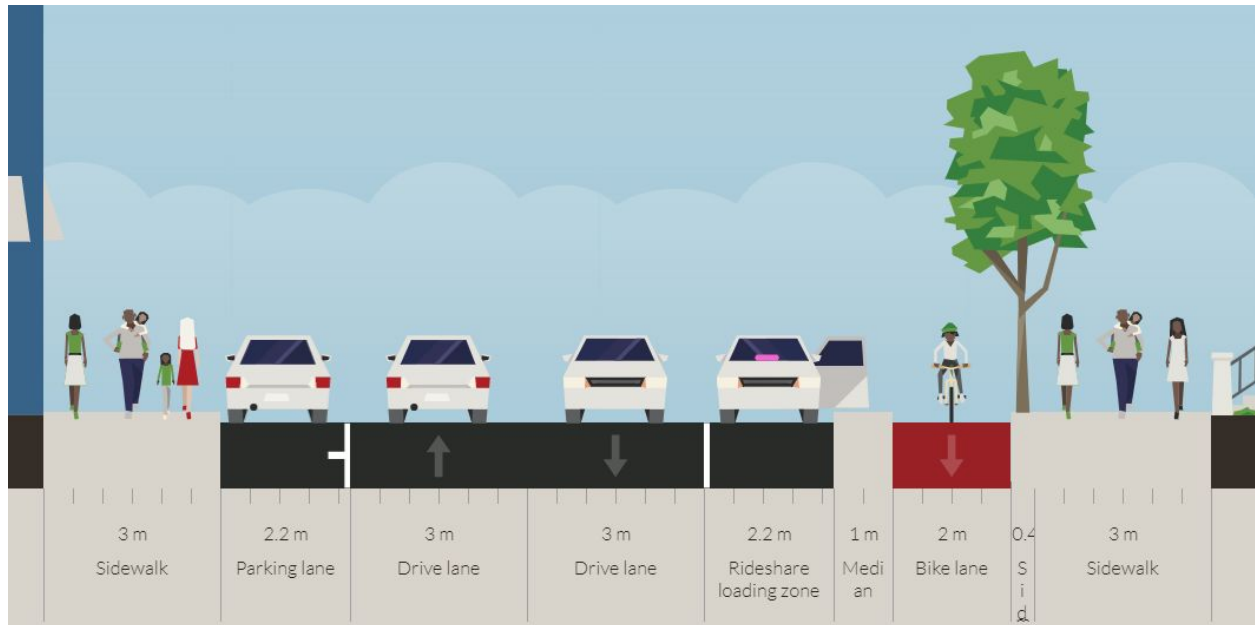
Reading the options report makes it abundantly clear that cycling was not given serious consideration during this process. All three options propose cycle lanes only 1.8 m wide, even though two of the three options include substantial footpath widening. Further, the report did not consider parking protected cycle tracks options.

For example, on the A-A section of option 1E2, the footpath could be widened a little less, and the cycle lanes could be upgraded to fully segregated cycle tracks behind the trees. On the B-B section, the cycle track could be widened and placed between the taxi rank and the footpath. For option 1E3, similar improvements could be made.

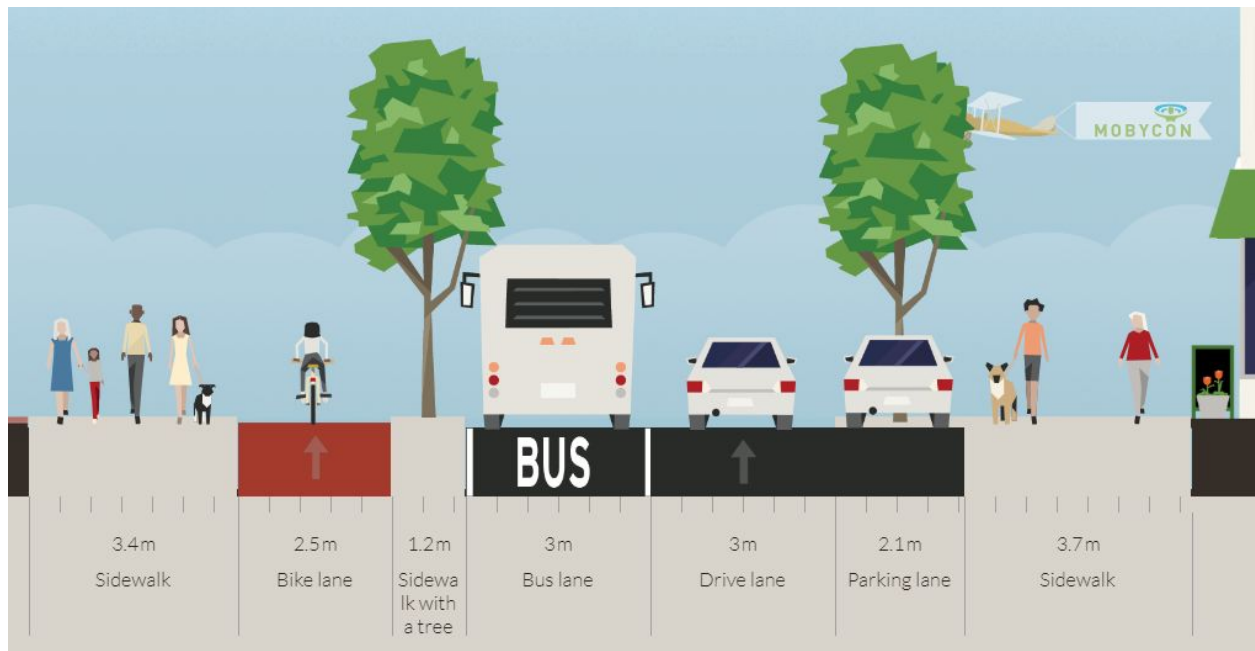
The cross sections below show how options 1E2 and 1E3 should be designed to provide high quality cycling infrastructure. With very minimal changes to the designs, these cross sections are superior to any of those proposed in the options report.



Option 1E2, A-A Cross Section



Option 1E2, B-B Cross Section



Option 1E3, A-A Cross Section

3.4.1 Waterloo Road/Appian Way

Waterloo Road and Appian Way are both part of Secondary Route SO2 in the GDA Cycle Network Plan, so it is important that these roads are accessible by bike from the

CBC. Unfortunately, the proposals make it extremely difficult for cyclists to turn right at either junction.

Further, it appears that the inbound cycle lane on Waterloo Road will be removed. There is no clear need for this, given that no new lanes are being added.

3.4.2 Wellington Place

The removal of the slip road here is greatly appreciated, and will make the junction significantly safer.

3.5 Morehampton Road

The level of segregation on parts of Morehampton Road is welcome, and particularly with the retention of the mature trees. We also welcome the proposal to use raised entry treatment for the entrance to the Hampton Hotel, and we would encourage the NTA to adopt the approach for all side roads throughout the CBC.

We feel there is also an opportunity to improve the overall design further by eliminating on street parking along this stretch, where extensive off street parking is available.

3.6 Donnybrook Village

3.6.1 Pinch Point

While we appreciate the constraints through Donnybrook Village, and that the proposed new 30kph zone might manage to ameliorate existing traffic speeds, it is concerning that no major improvements are being proposed. Given the very high traffic volumes of both local and national buses on this road, segregation between cyclists and traffic should be aimed for. There are options that would maintain bus priority and provide space for dedicated cycle tracks, and these must be seriously considered. If one of the bus lanes were removed and bus priority lights used for queue reallocation, then cycle tracks could be provided in each direction and bus priority could be maintained. This would also reduce the traffic dominance in Donnybrook Village improving the public realm.

3.6.2 Removal of Mature Trees

The proposed road widening outside Tesco Express will necessitate the removal of a number of mature trees. This could be avoided by locating the car parking to the tree line, and putting a parking protected cycle track inside the trees and parked cars. The

trees would be retained, and the safety of the cycle track would be substantially improved.

3.6.3 Perpendicular Parking Hazard

The retention of the perpendicular parking opposite the fire station (map 9) poses a continued hazard for cyclists and other traffic when emerging onto roadway. Consideration should also be given to making the parking parallel rather than perpendicular, to free up space for the cycle track/improved pedestrian space. But the relocation of the bus stop to this area should also be assessed.

3.7 Brookvale Road

Ideally Brookvale should be closed to through traffic.

3.8 Eglinton Road/Anglesea Bridge

We welcome the removal of the left inbound slip-turn onto Eglinton Road.

The emerging preferred route for the Dodder Greenway has detailed plans for this junction and runs along Eglinton Road. These should be factored into these plans.

The inbound bus stop on Anglesea Bridge really needs to be an island bus stop. Volumes of cyclists will be quite high, leaving buses with little opportunity to pull out of the lay-by. As the front of the Fast Fit premises is proposed for CPO already, it would make sense to put that CPO to good use with an island bus stop.

3.9 Beaver Row/Anglesea Road Junction

These are very important commuter routes, so the design should accommodate cyclists leading into the junction from all arms, and who wish to turn right also. The present layout, and that proposed, is severely limiting and unsafe for cyclists, and difficult for pedestrians, due to wide and staggered crossings. We suggest a full wraparound design for this junction be developed and the junction crossing widths be reduced.

3.10 Donnybrook Church to Nutley

We recommend removing the inbound bus stop at Donnybrook Bus Garage due to its proximity to other bus stops and the pinch point it creates for cyclists and pedestrians.

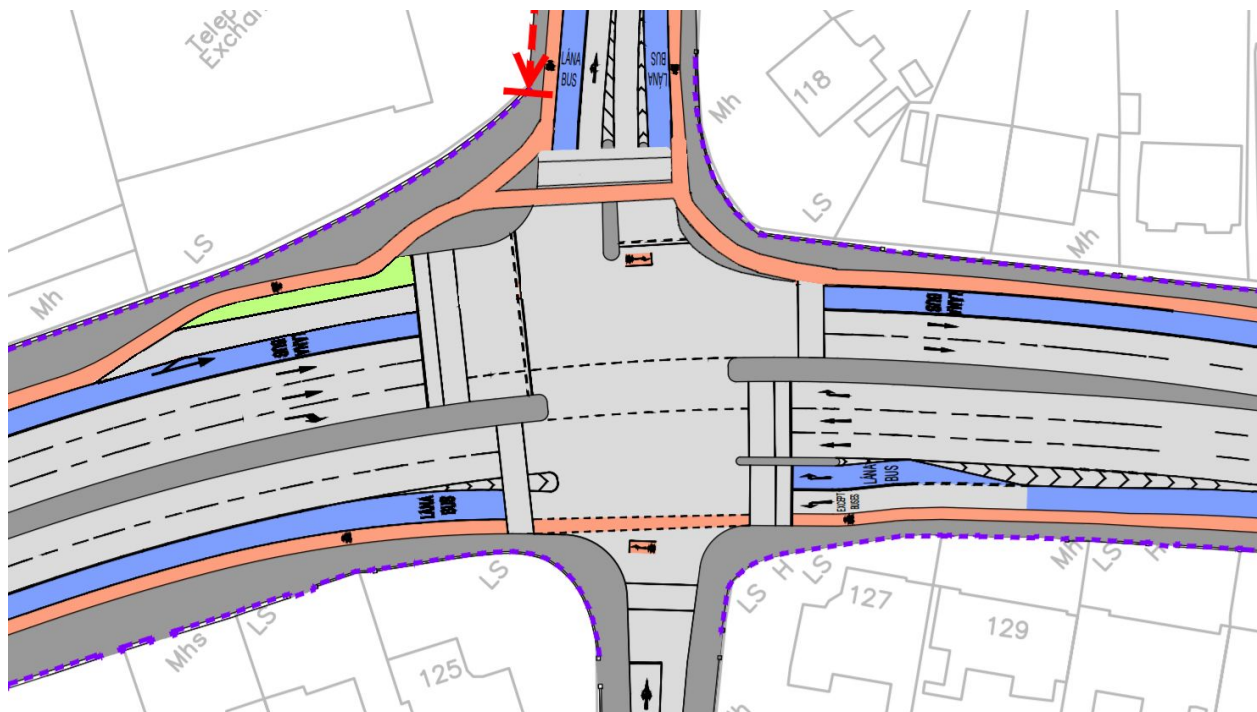
The slip lane at The Court on map 11 should be removed and replaced with a standard T-junction. This slip lane encourages motorists to exit across the cycle track at speed. The slip lane also increases pedestrian crossing distance.

Currently, the inbound cycle track crosses these minor roads. We recommend that the cycle track remain level, without dips across these roads, specially as the cycle track is downhill.

3.9 Nutley Lane Junction

The Greenfield Park Junction (map 13) includes a dedicated left-turn lane with a cycle track outside. This junction is the location of a recent cycling fatality caused by a left-turning truck. More should be done here to reduce the likelihood of left-hook collisions such as providing a kerb-protected lozenge island or an advanced stop line for cyclists.

Greenfield Park is also an access route to and from UCD. The design of this junction needs to cater for right turning cyclists from all arms.

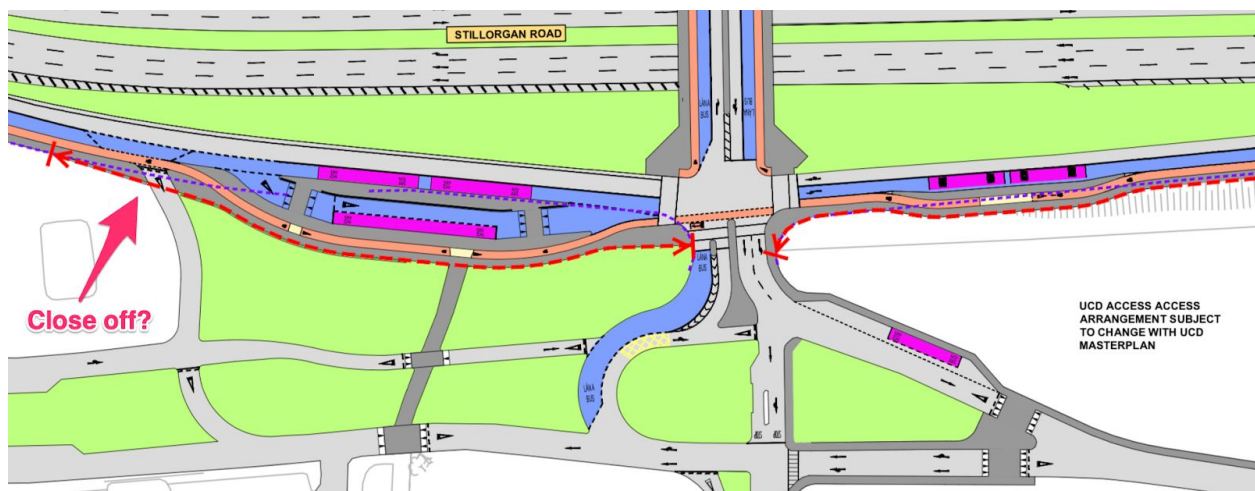


Possible improvements for cyclists on the outbound side of the road

3.10 UCD Flyover

We welcome the significant improvements to the bus stops at this junction, but the junction designs can be improved further.

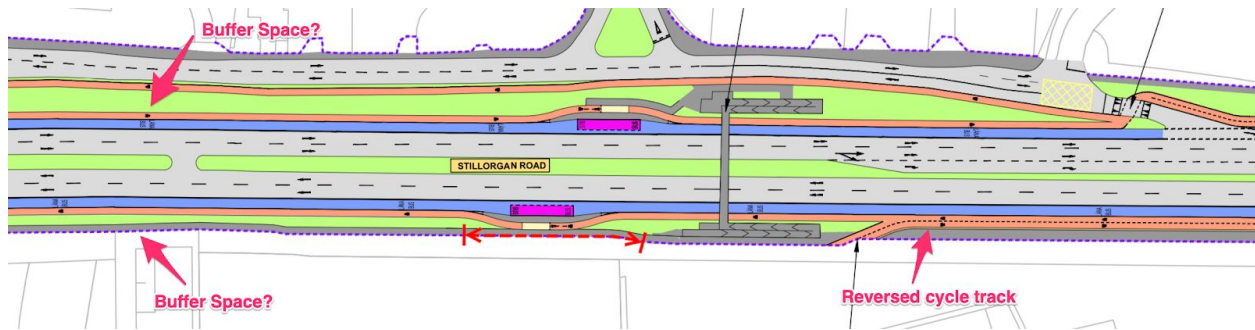
1. The cycle tracks on the flyover should continue into the junction and be more direct, rather than merging into shared space. Shared space is dangerous for cyclists and pedestrians, and there is more than enough space to avoid using it here.
2. Ideally, the UCD exit lane to the north of the flyover should be closed off to motor traffic. This would remove a conflict point between cyclists and motor vehicles and provide an intuitive route for cyclists to exit UCD and join the inbound cycle track



Extract of map 15

3.11 Maps 16 and 17

The 2 separate cycle tracks on the East side of Stillorgan Road between UCD flyover and Fosterbrook should ideally be merged into a single 2 way cycle route. This would allow more economic use of the available green space. There is also an opportunity to provide a buffer space between the cycle track on the western side and the Stillorgan Road on map 16 and map 17. This buffer space would increase the safety of the route and the two-way cycle track from Fosters Avenue to the new UCD entrance could be un-reversed so that cyclists can cycle on the left.



Extract of map 17

Fosterbrook Junction

The Fosterbrook junction design forces cyclists to make two sharp bends. This is especially dangerous because the cycle track is bidirectional, and these bends increase the risk of head on collisions. The solution is to reconfigure Fosterbrook to meet the N11 at a right angle. This would allow the cycle track to cross Fosterbrook at right angles without sharp bends.



3.12 Fosters Avenue Junction

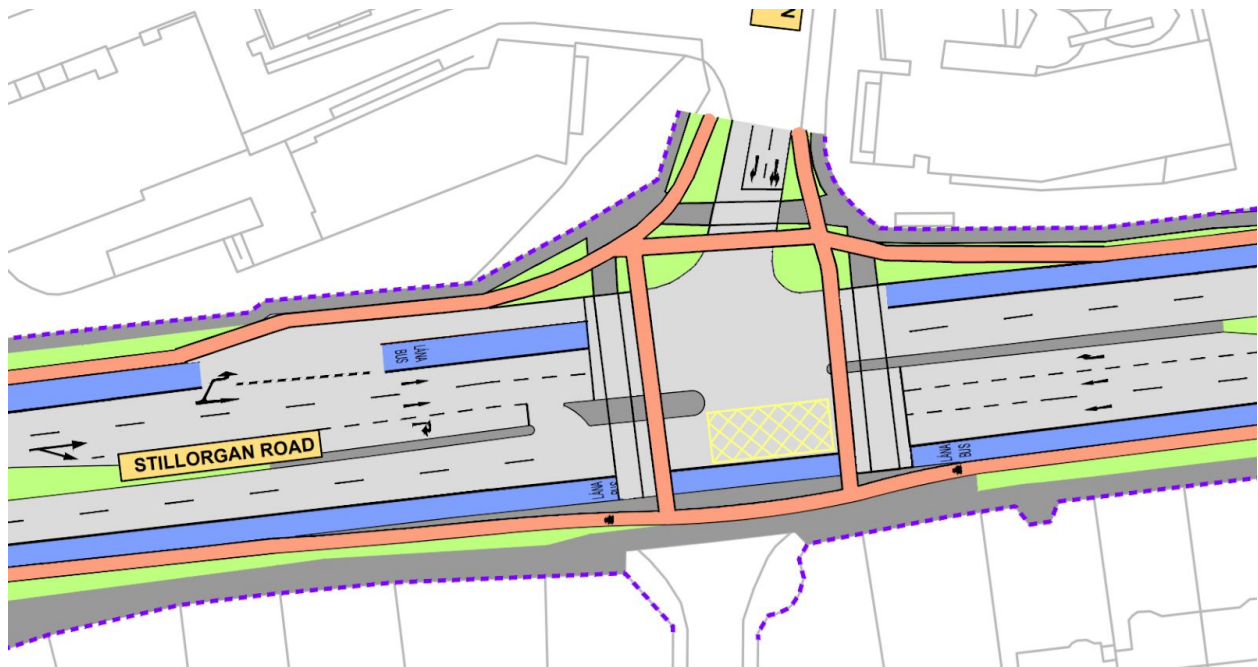
The Foster's Avenue/The Rise junction area has recently gone through a comprehensive Part 8 design, and is proposed to be upgraded with improved cycling and pedestrian facilities. We suggest that this Part 8 is the design that should be used and not the one proposed here. The cycle track should stay to the left of general traffic, and left turning cars should get a different green phase to traffic continuing straight.

Foster's Avenue makes up part of Primary Route SO4, and an important link to Dundrum and SW Dublin. Therefore, the junction design should include segregated

cycle tracks at the start of Foster's Avenue to facilitate a future upgrade of the road. All turning movements should be possible for cyclists without mixing with traffic.

3.13 Booterstown Avenue & Mount Merrion Avenue

The junctions with Booterstown Avenue (map 19) and Mount Merrion Avenue (map 20) leave cyclists over-exposed to left-turning traffic. These are also both Secondary Routes in the GDA Cycle Network Plan, so it is important that the full range of turning movements is possible for cyclists at these junctions. A better solution would be to keep cyclists left of all traffic and provide cyclists with their own traffic light phase probably at the same time as pedestrians as this is a parallel crossing.



Please take the above points into account for the following junctions:

- Newtownpark Avenue/Leopardstown Road
- Kill Lane
- Old Bray Road
- Clonkeen Road/Cornelscourt
- Johnstown Road

3.14 Talbot Hotel

The drawings appear to suggest that the N11 entrances to the Talbot Hotel will be closed off and motor traffic will be required to access the hotel from Treesdale. This will make cycling on this stretch much safer and we welcome the change.

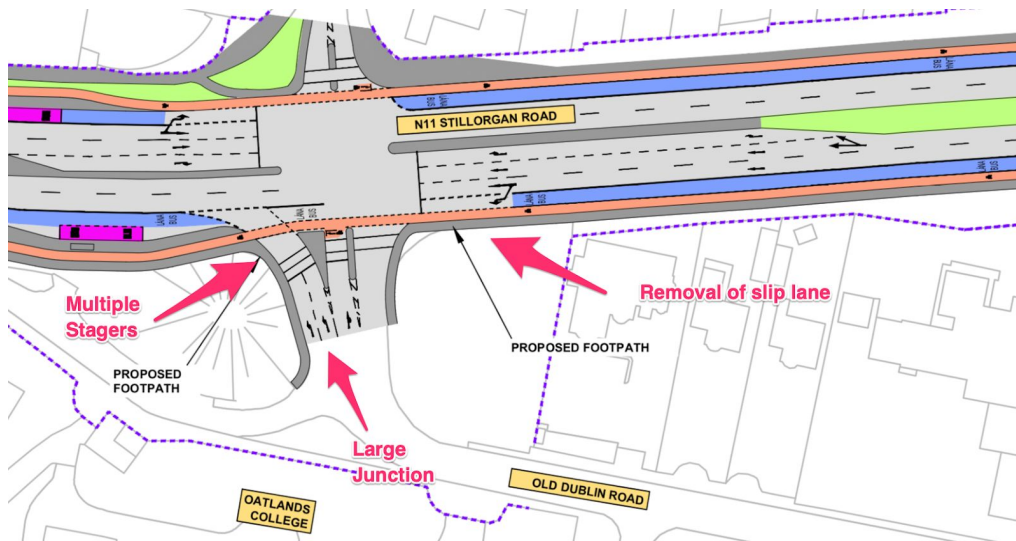
3.15 Old Dublin Road Junction

We recommend that this junction (map 21) be closed to traffic and all traffic be diverted via Lower Kilmacud Road. As well as reducing the number of junctions along the main route, it will help to improve traffic flow on the main Stillorgan Road

The Old Dublin Road junction (map 21) is a huge improvement from what is there now. We wholeheartedly welcome the removal of the long slip lane, which left cyclists over-exposed to left-turning traffic. We also welcome the installation of footpaths south of the Old Dublin Road. This will eliminate a dangerous pedestrian/cyclist conflict that currently exists.

However, if this design is persisted with, the junction could be improved further. The junction is still too large. This leaves pedestrians with 3 staggered crossings. It is unclear why left-turning traffic needs two turn lanes.

We would also encourage the design team to investigate the nature of traffic using this junction. Given the proximity of this junction to the Lower Kilmacud Road junction, it might be feasible to close off the Old Dublin road junction and turn the road into a cul de sac.



Extract of map 21

3.16 Underpass

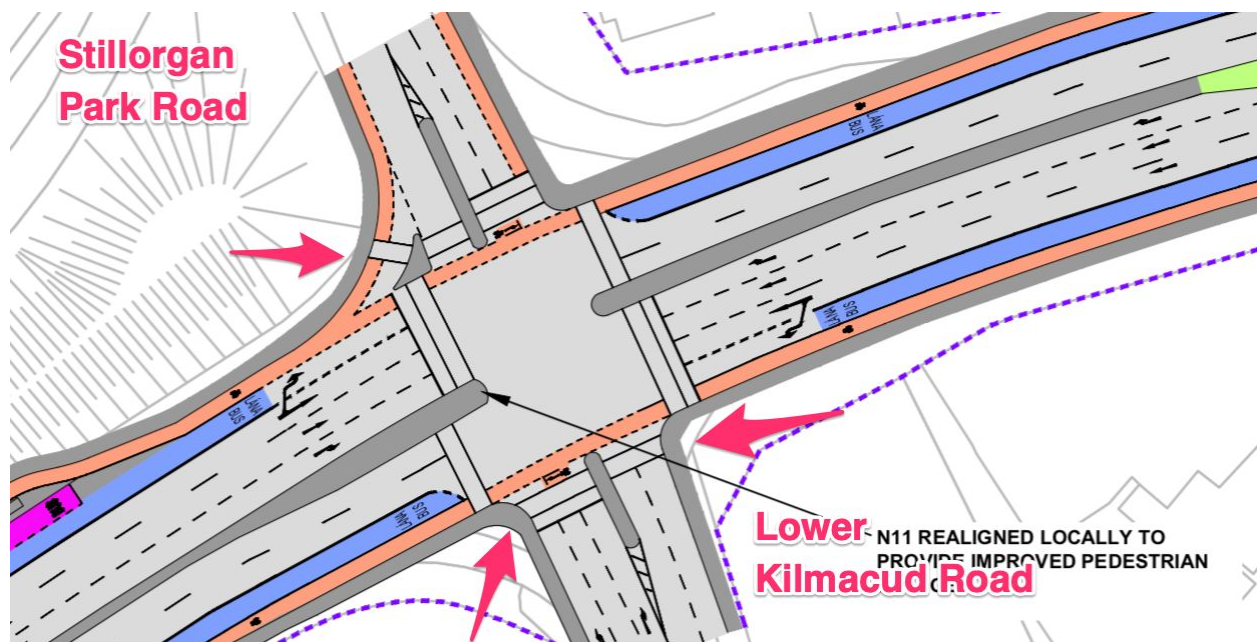
We recommend working with Dún Laoghaire Rathdown county council on their planned upgrade of library facility and public realm around the underpass. It should be made easily accessible by bike from both sides.

3.17 Stillorgan Park Road / Lower Kilmacud Junction

The proposed outbound slip lane turn at Stillorgan Park Road (map 23) leaves straight ahead cyclists very exposed to left-turning traffic. Where does a straight-ahead cyclist wait for the traffic light that isn't in the way of left-turning traffic? This slip lane turn should be removed.

It is also not clear how a cyclist is facilitated to turn right from Stillorgan Park Road onto the N11/Stillorgan Road.

Lower Kilmacud Road and Stillorgan Park Road is part of Primary Route SO5. This junction should be upgraded to include better cyclists facilities. It is also an objective of the Stillorgan Local Area Plan 2018-2024 to provide cycle tracks at this junction.



Extract of map 23

3.18 The Hill

The junction of The Hill and Stillorgan Road (map 23) should be closed off to motor traffic. The Hill is a local access road. Traffic bound for Stillorgan Village should use Lower Kilmacud Road. Local traffic can also be accommodated using St Brigid's Church Road or Lower Kilmacud Road.

Closure of The Hill slip turn from the Stillorgan Road was recommended in on page 66 & 92 of '*Stillorgan Village Area MFP Preliminary Design and Options Report*' prepared by Clifton Scannell Emerson Associates as part of the Stillorgan LAP 2018-2024.

3.19 Brewery Road Junction

We welcome the fact that cyclists on Brewery Road and inbound cyclists on the N11 will be able to turn left without waiting for a green light. However, there are a number of design elements that make this junction unacceptably hazardous.

The streaming cycle lane on Brewery Road has two traffic lanes to its left. As mentioned in the general overview, streaming lanes are not appropriate for this CBC, but this example is particularly dangerous. This should be replaced with a kerb protected junction.

Given the large volume of traffic turning left onto Brewery Road, inbound cyclists continuing straight are at high risk of being hit by a left turning vehicle. The grass verge should be used to install a buffer between the cycle track and the carriageway.

3.20 Beechwood Court

Beechwood Court is another example of a minor road which does not need a direct connection to the N11. Requiring traffic to access Beechwood Court via Farmleigh Avenue would reduce the number of conflict points for all traffic on the N11. The grass verge in this location could also be used to install a buffer between the cycle track and the carriageway in line with best practice

3.21 Newtownpark Avenue Junction

See 3.13 above.

The design similar to the one proposed for Booterstown Avenue in section 3.13 would be the ideal layout.

3.22 Kill Lane

See 3.13 above. Kill Lane is also a major GDA Secondary Cycle Route SO5.

3.23 Old Bray Road Junction

See 3.13 above.

3.24 Clonkeen Road Junction/Cornelscourt

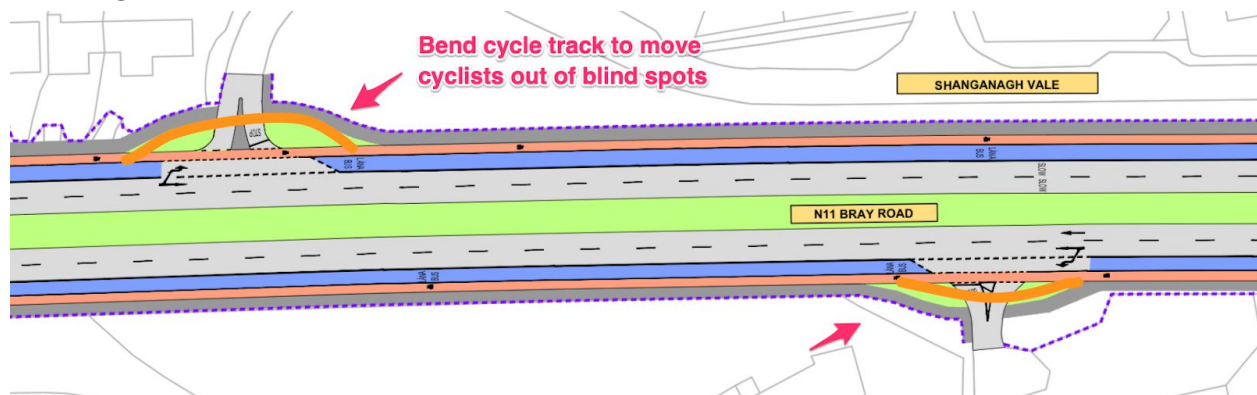
See 3.13 above. Clonkeen Road is part of GDA Cycle Network Route 13C.

3.25 Johnstown Road Junction

See 3.13 above. This is an ideal location to easily and effectively design a Dutch junction as there's plenty of space and 90 degree turns. It is also a connection for GDA Cycle Network route 13H.

3.26 Further Side Entrances

There are a number of side entrances on maps 38 and 39 that would be ideal for a buffered turned design (section 2.7.2 above) given there is a large amount of space. See diagram below.



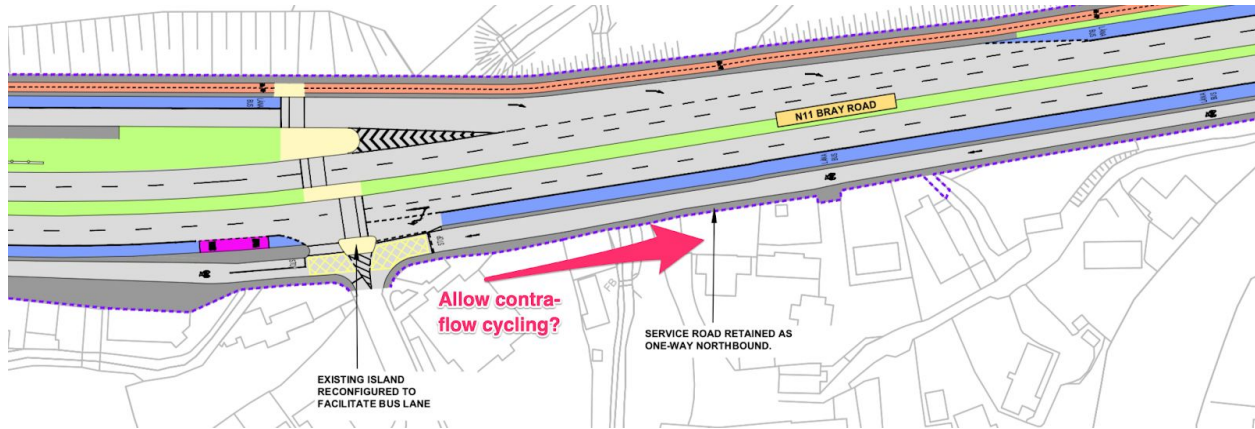
Extract of map 38 showing alternate cycle track location that provides a buffer space between left-turning traffic and the cycle track

3.27 Wyattville Junction (Map 40)

This overall junction configuration is very difficult for cyclists to navigate and it is unclear how inbound cyclists from Shankill are expected to cross from the 2 way route to the east of the N11 over to the inbound western side

3.27.1 Access to Loughlinstown Hospital

It is also unclear how someone on a bike heading south can safely access Loughlinstown Hospital or the residential estates of Rathmichael Manor and White Gables. This requires design clarification and a possible contraflow cycle route



3.29 St Anne's Church Junction, Shankill

While we welcome the proposed increased land take on the approach to this junction, which will provide improved bus and cycle facilities, we are disappointed that the proposed CPO does not include enough land to extend the cycle track into the new junction. This should ideally be rectified.

We welcome the closure of Corbawn Lane (map 45), at this junction and the new junction arrangement, which will make it safer for all users. However, a direct cycling route from the junction down Corbawn Lane should be included and designed, as this is the route down to Shankill DART station.

This junction is also the link to GDA Cycle Network Route 13C on the Shanganagh Road

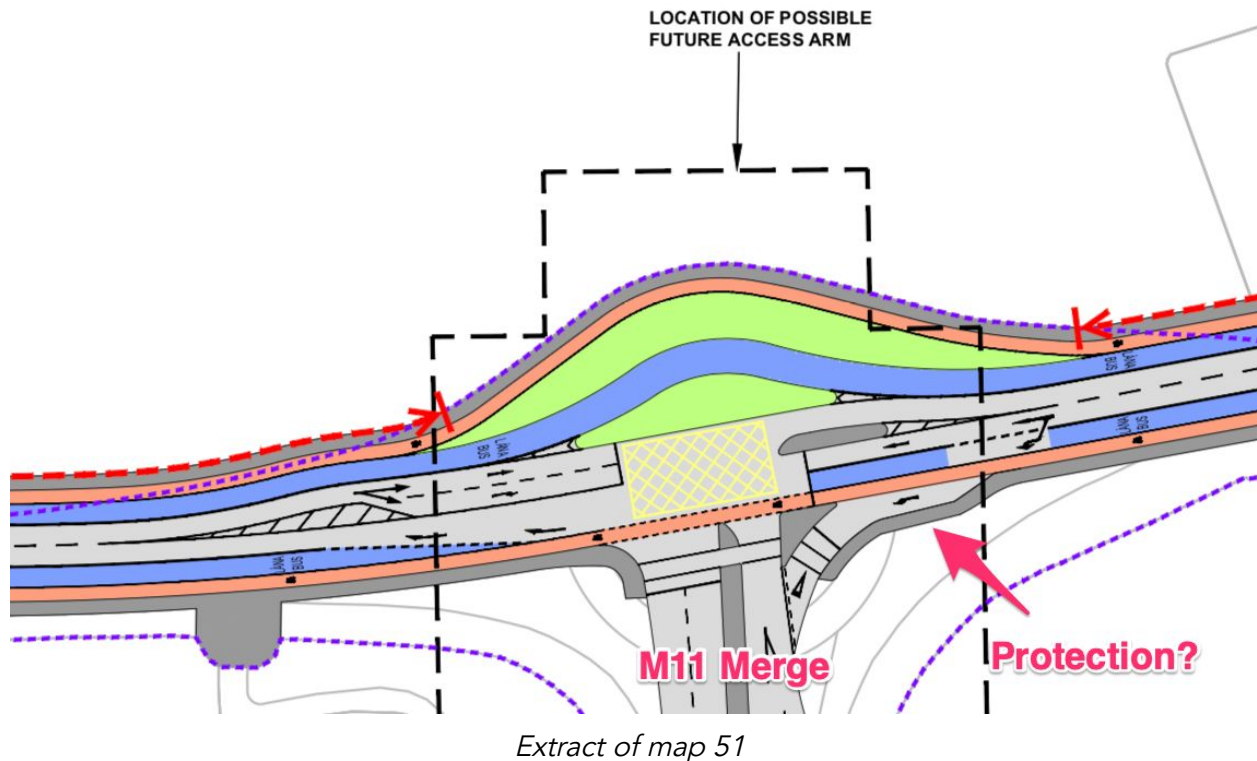
3.30 Shankill Village and Cycling Diversion

The Shankill cycling diversion fails to meet the five needs of a cyclist particularly directness and coherence. The proposed diversion is indirect particularly along Beach Road and Mountain View, and is unlikely to be used. The section between Lower Road and Stonebridge Close could be acceptable if more details are provided on the ramp from Lower Road to Dublin Road and what traffic calming measures are proposed.

The area through Shankill Village from St Annes Junction to Crinkeen Lane should be made into a 30kph zone similar to the Donnybrook Village proposal, with suitable clear notices and ideally some traffic calming and reduction measures. This will enable cyclists to use the area safely.

3.31 M11 Merge

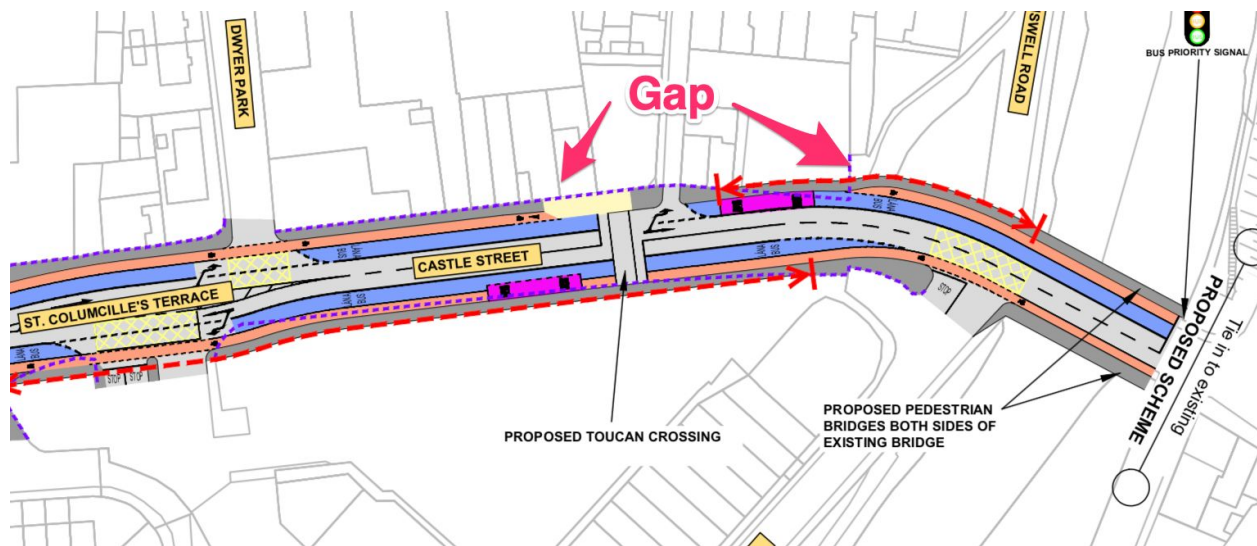
What protection is proposed for cyclists around the M11 Merge? It is also unclear why the outbound cycle lane and bus lane have a large bend in them.



3.32 Gap in Cycle Track on Castle Street

There is an unfortunate gap in the proposed southbound cycle track on Castle Street (map 54). This seems unnecessary as there is proposed CPO of the car park on the opposite side of the road. The CPO should be extended to include enough space to build a continuous cycle track. This might have implications on access arrangements to the shopping center, but this access could be made one-way if necessary.

We welcome the proposal to widen the bridge over the River Dargle in order to provide dedicated cycle facilities full facilities for pedestrians cyclists and buses.



Extract of map 54 showing gap in cycle track

4.0 Conclusion

We trust that our observations will be taken into account as the design for this scheme progresses from a concept design to a preliminary design. We look forward to engaging with the NTA as the design progresses.

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