



Core Bus Corridor 14: UCD - Ballsbridge

17th April 2020

1.0 Introduction

Dublin Cycling Campaign is a membership-based 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.

Broadly we welcome the improvements in this CBC from the last round. There have been marked improvements in a number of locations. The goal for this cycle route must be that it is safe for people of all ages and abilities.

We understand that the designs are a work in progress. We have made a separate submission recommending design approaches to be taken across all corridors. This submission includes localised comments.

General Points

2.0 Welcome Changes

There are a number of welcome changes along this corridor including:

- The bus gate proposal for Pembroke Road. This makes space for a high quality cycle path without removing trees, narrowing footpaths, or compromising on bus priority.
- Many of the large junctions offer significantly more protection for cyclists than they did in the first round of consultation.
- The use of parking protected cycle paths at a number of locations throughout this scheme.

- Efforts have clearly been made to reduce the number of trees being felled, particularly on Merrion Road, and cycling provision has not been removed to achieve this.

3.0 Major Outstanding Issues

Unfortunately, there are still major issues with the proposals.

Junction Design

While the junctions have been improved, they are still not safe for all ages and abilities. The lack of corner kerbs means that cyclists have no safe space to wait for a green light. Corner kerbs also prevent drivers from cutting the corner and invading the cycle path. In most cases, corner kerbs can be added to the junctions without major changes to the currently proposed designs, and without extra space being required.

We are also concerned that not all turning movements are possible for people cycling. For example people cycling from Waterloo Road or Anglesea Road have no obvious way to turn right.

Bus Stops

We are pleased to see more island bus stops being proposed in this design, with most of these on Pembroke Road. However, we are disappointed that there are not being proposed everywhere. The current proposal using shared spaces at bus stops is dangerous for cyclists and bus users alike, particularly for people with visual impairment. Even where space is constrained, we believe it is possible for the cycle paths to bypass every bus stop.

4.0 Location Specific Comments

Fitzwilliam Street

The design proposed here is not the same as the Fitzwilliam Cycle Route proposal by DCC. Road widening within the city centre should be avoided in favour of good traffic management. The on-street parking on FitzWilliam street provides a better public realm and nicer cycling experience than further road widening.

Baggot Street Lower

Given that this road is over 30 m wide, it is difficult to understand why the cycle paths are so narrow, and why island bus stops have not been proposed. The road could be substantially improved by re-allocating space to walking, cycling, and public realm improvements like trees and benches.

Pembroke Road (map 4)

The stretch of Pembroke Road outside the Ballsbridge Hotel is being substantially widened under this design, while proposing extremely narrow cycle paths on both sides. As the number of people driving into the city centre at peak hours is in decline, it makes no sense to continue to widen roads to accommodate private cars. This is a busy cycling corridor, and the cycle paths need to be at least 2 m wide.

Ballsbridge

The road through Ballsbridge is still too chaotic, with narrow footpaths and cycle paths. This is a busy employment area with heavy footfall throughout the working day. We would like to see the main road being reduced to no more than four motor lanes between Herbert Park and Anglesea Road. One way to achieve this would be to ban the right turn onto Anglesea Road, with traffic directed to Simmonscourt Road instead.

This could also be an opportunity to make Shelbourne Road one way, which would simplify the Herbert Park junction. Currently, there is significant congestion on Shelbourne Road in the evenings since the road is not wide enough for cars to pass each other when the parking bays are occupied. Making the road one way would improve traffic flow and make space for a contraflow cycle path.

Nutley Lane

Neither option for Nutley lane is acceptable for the following reasons:

1. The shared spaces at junctions show that cycling and walking have barely been squeezed into this design.
2. The lack of a footpath on the westbound side of the road means that people will walk on the cycle path instead. This is dangerous for pedestrians and cyclists alike.
3. Requiring cyclists in both directions to cross the road twice in half a kilometre is completely unreasonable.
4. Shared spaces at bus stops are bad enough with unidirectional cycle paths, but they're especially dangerous with bidirectional paths.

The only realistic option for Nutley Lane is to opt for a two lane layout. This could be achieved by diverting all through traffic down Ailesbury Road must be considered.

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