



Core Bus Corridor 15: Blackrock to Merrion - 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 route includes some great improvements along the Rock Road. However, the quality is reduced in places from the NTA's previous Sandymount to Blackrock Scheme. We'd also encourage the NTA to use this as an opportunity to improve some of the junctions of the existing Blackrock cycle scheme.

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.

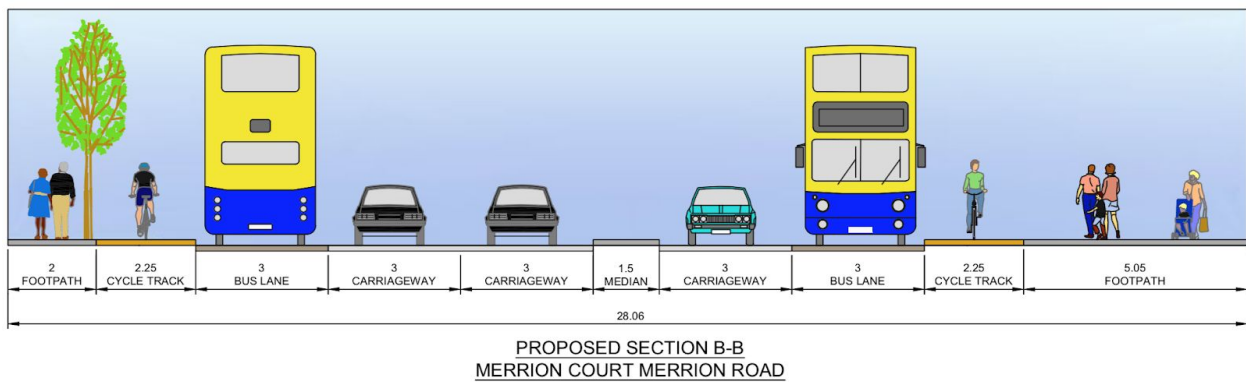
2.0 General Observations

<coming soon>

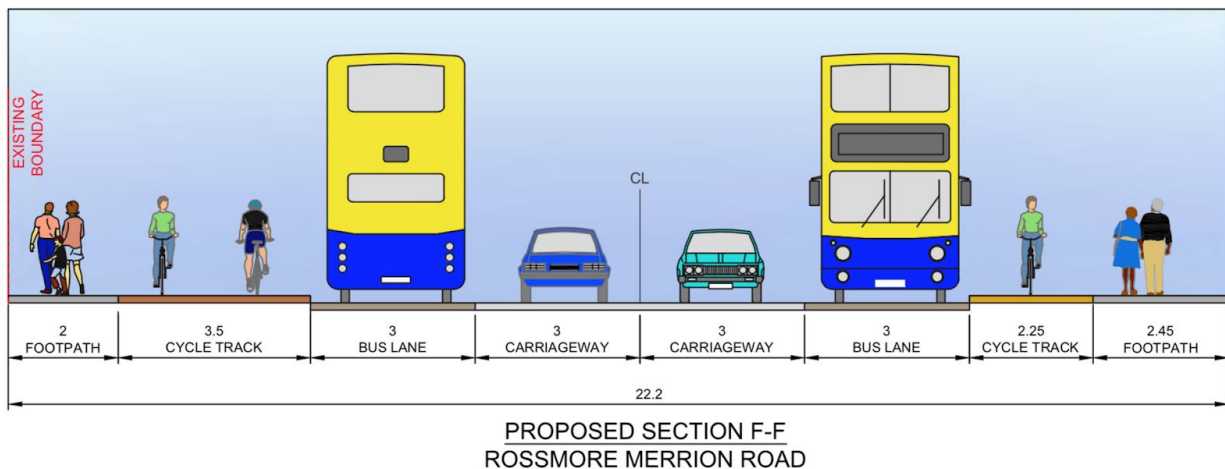
3.0 Route Observations

3.1 The Sandymount to Blackrock Scheme

These proposals are an altered version of the Sandymount to Blackrock Cycle Scheme that the NTA put out to public consultation in October 2016. Those proposals included higher-quality cycle proposals than this Core Bus Corridor. The cycle tracks in that scheme were 2.25m wide where possible in many locations. Given that this is Primary Route 13A of the GDA Cycle Network Plan the cycle track should aim to be more than 2m, where possible.



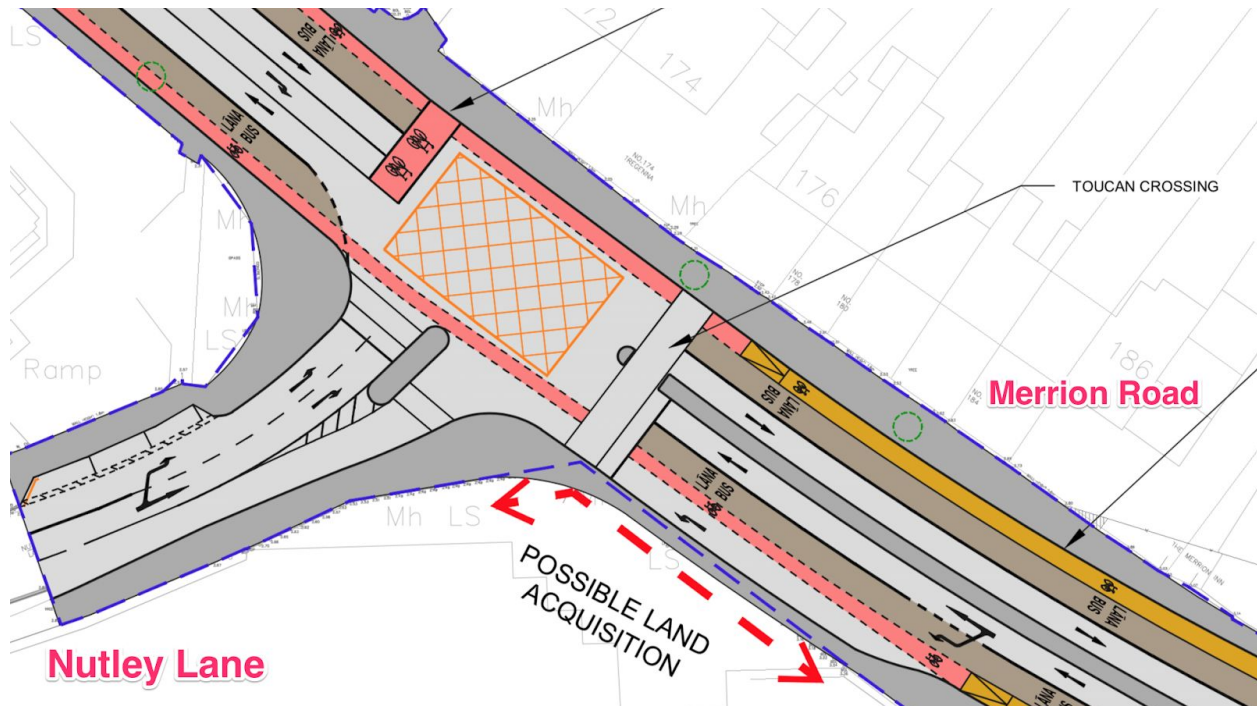
Extract of the Sandymount to Blackrock Public Consultation, October 2016, showing 2.25m one-way cycle tracks



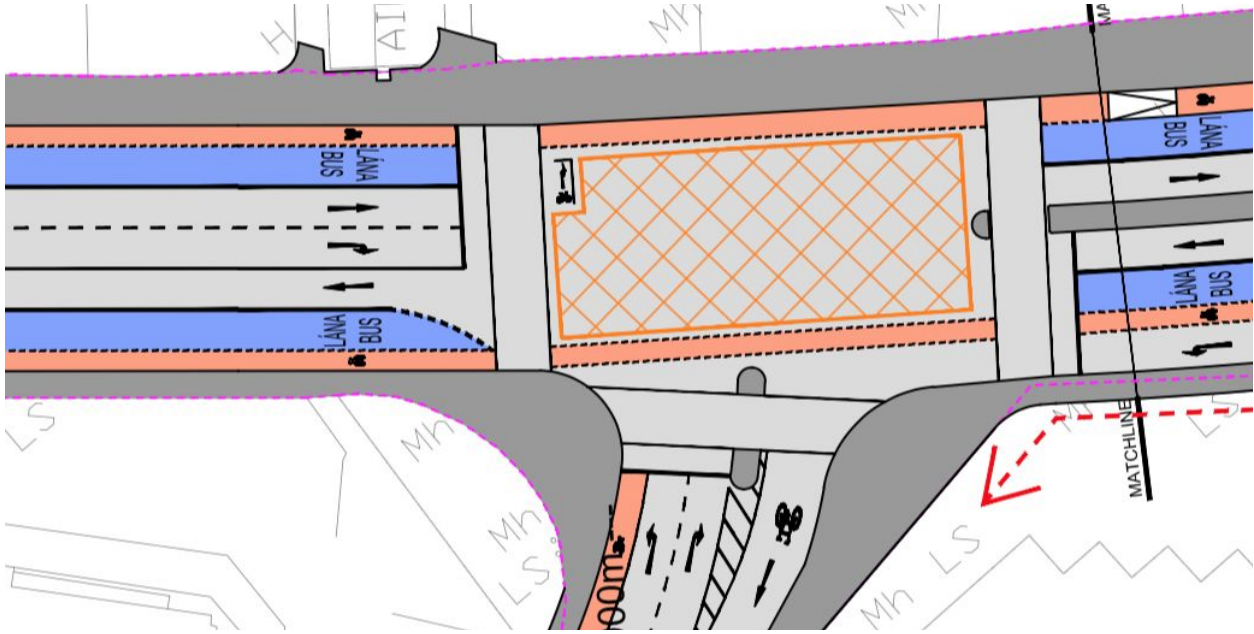
Extract of the Sandymount to Blackrock Public Consultation, October 2016, showing 2.25m one-way cycle tracks and a 3.5m two-way cycle track

3.2 Nutley Lane Junction

Although the Nutley Lane Junction is just outside this CBC on CBC14: UCD we will comment on it here too. The previous public consultation and the feasibility designs from AECOM include continuous dedicated cycle lanes through the junction.

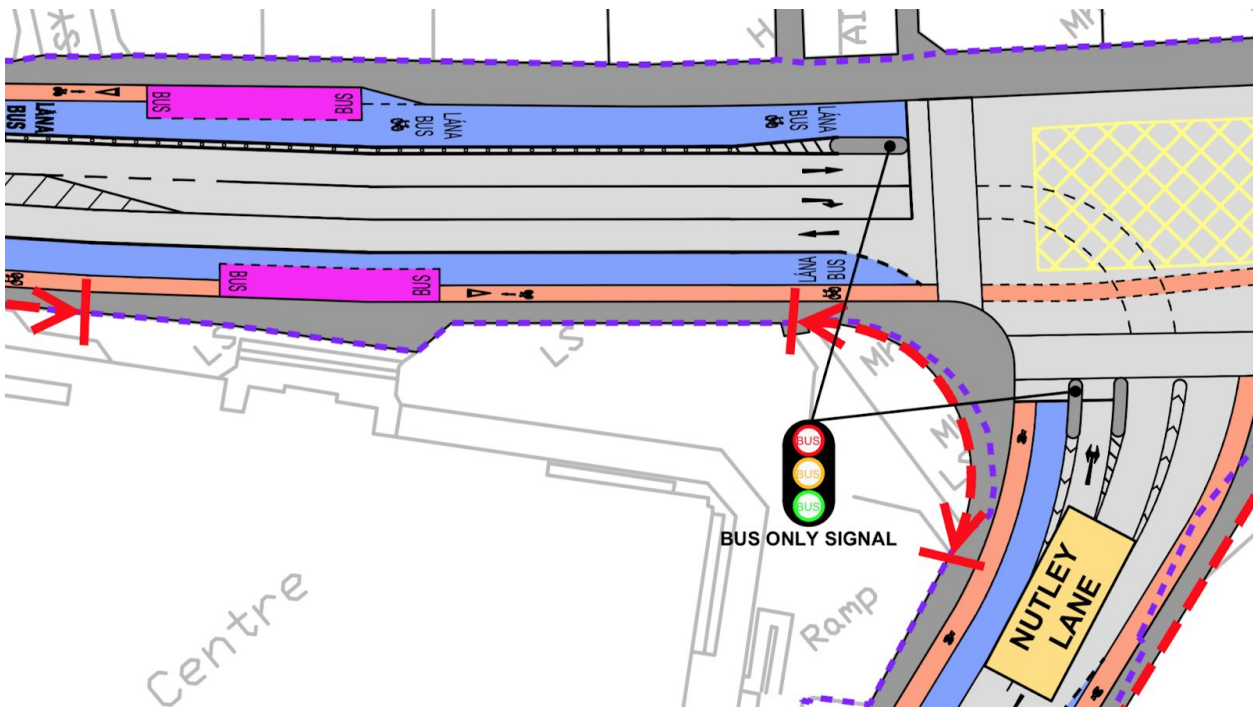


Extract of the Sandymount to Blackrock Public Consultation, October 2016, with continuous dedicated cycle facilities



Extract of Dun Laoghaire to City Centre CBC Sheet 9 of 20 - background information, with continuous dedicated cycle facilities

These dedicated cycle facilities have been compromised for a traffic island for bus priority lights. We understand the need for bus priority lights for right turning buses however, it must not come at the cost of dedicated cycle facilities at this location.



Extract of CBC14: UCD public consultation document showing loss of the outbound dedicated cycle facility in order to make space for a bus priority light

3.3 End of Two-way Cycle Track

At the end of the two-way cycle track on map 2 where is an inbound cyclists supposed to go? We understand that this is only a larger section of the East Coast Trail but cyclists need a legal location to go before the next segment of the East Coast Trail is constructed?

3.4 Reversed Two-Way Cycle Track

The two-way cycle track is reversed with cyclists cycling on the right. This is confusing for cyclists who will naturally want to cycle on the left. The intent behind the recommendation in the National Cycle Manual for on-road two-way cycle tracks to reverse the cycling direction was about mitigating the risk of side roads and re-establishing cyclists on road again. None of these situations arise in this circumstance. A buffer should be included between the two-way cycle track and the bus lane and cyclists should cycle on the left.

3.5 Bus Stops Map 4

The outbound bus stops on map 4 are very close together. The outbound bus stop on map 4 beside the Booterstown Marsh also seems to have the bus shelter on the other side of the two-way cycle track to the bus island. This create lots of conflicts between waiting bus passengers and cyclists as bus passengers want to run out to wave down an approaching bus. Given that these two bus stops are very close together and there are unnecessary conflicts these two bus stops should be merged and relocated slightly away from the Booterstown Marsh so that the appropriate amount of space can be found to provide the right solution for pedestrians and cyclists.

3.6 Proposals Map 6-7

The proposals for maps 6-7 are a good improvement from the previous Sandymount/Blackrock scheme as there is full bus lanes and full cycle lanes.

There are a few detailed issues. What are the proposed bus stops designs on map 6? The bus stops are indented and so is the cycle lane. We recommend these are converted to island bus stops with a bus stop bypass. The parking outside Emmet Square (map 7) overhangs the cycle track. Can extra space be CPO'd from the opposite site of the road to remove this conflict? It is also unclear what type of bus stop is proposed inbound on map 7.

3.7 Cycle Track Width Map 8

The width of the cycle tracks on map 8 look narrower than 2m. Can the detail here be improved to make better use of the available space.

3.8 Junction with Rock Hill

Can the junction of the Rock Road and Rock Hill be improved for cyclists. This is not an approved design in the NTA's National Cycle Manual. The long turn off lane leaves cyclists over-exposed to weaving traffic. Minor kerb-line alterations would drastically improve safety for cyclists at this junction.

3.9 Bus Stops Map 9

We're disappointed that none of the existing bus stops will be upgraded in order to provide a better quality-of-service for cyclists. The proposed bus stop at the junction of Carysfort Avenue and Frascati Road is an inline bus stop very close to a junction. Can this be improved?

3.10 Bus Stops Map 10

Can the existing indented bus stop and the proposed inbound bus stop on map 10 be converted to island bus stops with bus stop bypasses. This would remove the bus and cyclists conflicts.

3.11 Indented Bus Stop Map 11

The proposed indented bus stop is unusual. There are no buses terminating here currently or under the network redesign. Why is an indented bus stop proposed at this location? Instead of an indented bus stop this could be an island bus stop with a bus stop bypass.

3.12 Proposed St Teresa's Junction

There is a proposed junction improvement scheme for the St Teresa's development lands. This opportunity should be taken to close off the St Vincent's access road and require access via the proposed signalised junction. This will remove the number of conflict points for pedestrians and cyclists, improving safety.

