



Core Bus Corridor 15: Blackrock - Merrion

17th April 2020

Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign. 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.

Cycling for All

The goal of the cycle routes must be to enable people of all ages and abilities to cycle. Cycling can be an option for almost everyone if we design for it correctly.

If the cycle routes do not measure up to international best practices we will not see kids cycling to school with their parents, teenagers cycling to the cinema, commuters cycle to work or older people cycle to the shops.

Only by enabling many all people to cycle, by making it a realistic choice, can we deliver the potential modal shift changes. When every new person starts cycling society reaps the benefits of improved public health, reduced congestion, and better liveability of our urban places. The maximum benefits of cycling are only achieved by designing cycle routes that enable the largest cross-section of society to cycling.

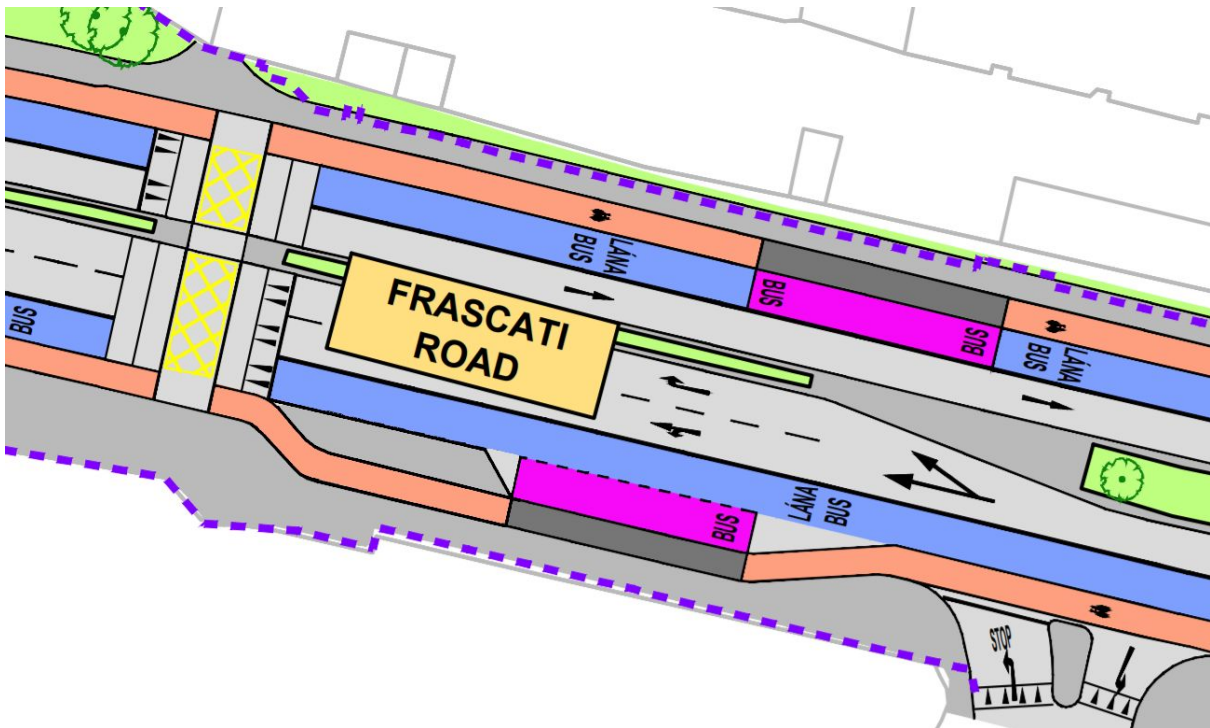
General Points

On the whole, we are extremely happy to see this proposal. It is clear that the safety and comfort of cyclists has been considered throughout this design, and as a result, we have no major objections.

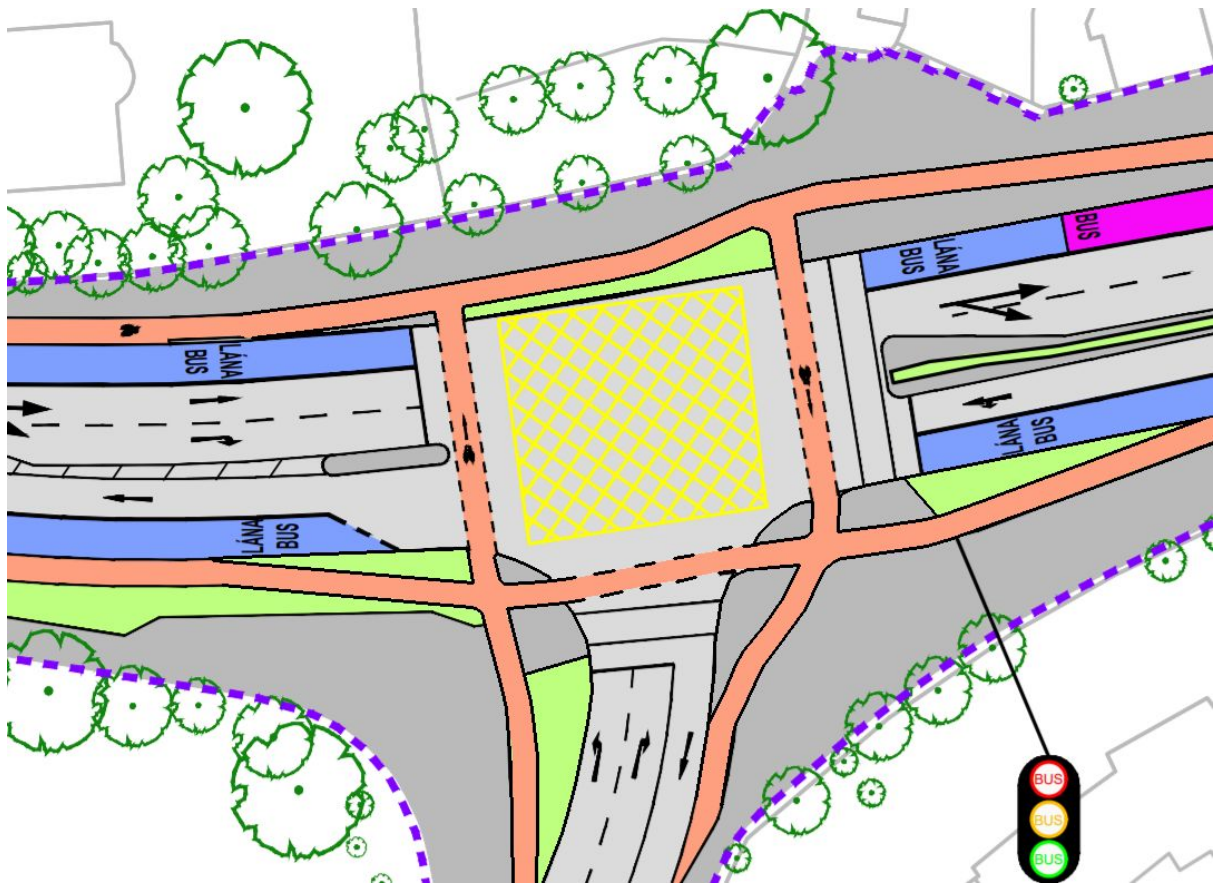
1. Junction designs are nearly perfect, and will create an environment that is safe for cyclists of all ages and abilities.
2. Minor junction treatment is also very good. Cyclist priority is abundantly clear, and the inclusion of buffers will reduce the risk of a turning driver not noticing someone on a bike continuing straight.
3. The bidirectional cycle path on the Rock Road is a great design feature. This will give northbound cyclists the option to cycle on the coastal side of the road where there are far fewer conflict points.

We have some criticism of the proposals:

1. The use of shared footpaths at bus/coach stops is concerning. These designs are dangerous for people cycling and for bus passengers. We would like to see efforts being made to replace these shared spaces with island bus stops.



2. Some of the side roads on the non-coastal side of the road are difficult to access for people cycling. Adding crossing points to connect these side roads to the bidirectional cycle path would greatly improve these designs. Alternatively, if space permits, a bidirectional cycle path could be added to the non-coastal side of the road to connect the side roads to the main crossing points.
3. There are also some junctions where there is space to better manage conflicts between cyclists, pedestrians, and turning vehicles. For example, the Mount Merrion Avenue junction could be improved by bending the cycle path on both sides further to the left, as shown below..



4. The junction layout at St Vincent Park is dangerous. The junction is at an extremely shallow angle, and it tends to back up onto the cycle path. Also, some people currently use this as a mini rat run to bypass the red light, which encourages even more dangerous behaviour.

These very minor criticisms aside, we are extremely enthusiastic about this proposal, and we would like to see it being brought to ABP as soon as possible.

Kevin Baker
Chairperson

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Registered Charity Number (RCN): 20102029