



Core Bus Corridor 16: Ringsend - 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.

These proposals are most welcome and include some good-quality cycle facilities. There are a few details to be worked out as this progresses to the next design phase, such as cyclist turning movements and bus stop bypasses.

We have some concerns over the cycleway marked as the East Coast Trail, this is not the agreed upon route. The proposed cycleway is the primary cycle route for the Poolbeg SDZ.

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

- Two-way cycle tracks either side of the Liffey, which will give cyclists great flexibility
- The proposed two-way cycle track for Lombard Street. Allowing contra-flow cycling here will greatly increase permeability for cyclists in the area
- The inclusion of a cycleway towards the Poolbeg SDZ

2.2 Cycling for All

Dublin Cycling Campaign advocates for better cycling facilities that will enable people of all ages and abilities to cycle. Currently, the people who cycle in Dublin are not representative of the general population. Cyclists tend to be adult, male and brave. This is a result of the relatively poor quality of cycling infrastructure, and no coherent cycle network in Dublin.

Without a doubt the BusConnect's proposals, if implemented, will make cycling safer in Dublin. However, they will not enable people of all ages and all abilities to cycle because of the lack of segregation in many places. This will prevent cycling from realising its full potential as a transport solution in Dublin.

Many of our observations refer to the lack of segregation provided by the current designs at various locations. Along the routes there are segregated cycle tracks, but at some locations segregated cycle tracks become painted cycle lanes in order to allow for on-street parking or inline bus stops. At junctions cyclists are mixed back in with traffic. This loss of segregation will not enable people of all ages and all abilities to move to cycling. There are design solutions to these problems, like parking-protected cycle tracks, bus stop bypasses for cyclists, or using fully segregated junction designs like the Dutch-style protected junction.

2.3 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. Below is an extract from section 2.3 of the Written Report of the CNP, which outlines the desired width of primary cycle routes as 2.5m.

Basis for Target Quality of Service

ROUTE TYPE	PRIMARY / NATIONAL	PRIMARY	SECONDARY
Cycle Volume Existing (3 hour peak period)	n/a	200 -1000	100-500
Target QoS - Width Factor	A+ Two abreast + overtaking Width = 2.5m	A+/A Two abreast + overtaking Width = 2.5m	A/B Single file + overtaking Width = 1.75m
Target QoS - Other Factors	A	B	B

We recognise that achieving a 2.5m wide cycle track on all portions of this route may be challenging, however it is possible to achieve this width along large segments of the route by widening into the median or using grass verges beside the proposed cycle

track. In constrained areas a cycle track width of 2m is acceptable, but should be implemented with caution.

2.4 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.

This cycle route intersects with a number of other cycle routes included in the GDA Cycle Network Plan. This route should plan for the connection with these current or future cycle routes. Where possible, the ends of cycle lanes/tracks on these routes linking into the CBC cycle route should be constructed as part of the Core Bus Corridor. That will ensure that these junctions don't need to be re-designed when future cycle network projects are progressed.

2.5 Bus Stop Bypasses

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

2.5.1 Bus Stop Locations

There is a strong case to be made for the rationalisation of bus stop locations. We strongly urge the review of bus stop locations and frequency. This will ensure greater efficiency of the bus service but also allow for greater consideration of the preferred bus stop bypass design for safety of all commuters.

3.0 Route Observations

3.1 Lombard Street Two-way

The proposed two-way cycle track on Lombard Street is very welcome. The existing two-way cycle track along the South Campshires includes two small jug turns for cyclists waiting to turn onto Lombard Street. This keeps turning cyclists out of the way of straight ahead cyclists. We recommend this is included in the final design.

3.2 Bus Stop Conflicts

The bus stops on North Quays on maps 1, 2 and 3 create huge pedestrian and cycle conflicts because of the use of shared space. This is made worse as these are two-way cycle tracks. Relocating some of these bus stops to nearby locations where bus stop by passes could be provided would reduce these pedestrian and cycle conflicts.

3.3 Samuel Beckett Bridge

On the southbound side of Guild Street and Samuel Beckett Bridge (map 2) the cycle track is currently two-way. This is a key link between the Royal and Grand Canal Cycleways. These cycleways are part of National Route 10 and Primary Route NO1 of the GDA Cycle Network Plan. We hope that this is a mapping error, as page 11 of the public consultation document says that the "*cycle facilities on Samuel Beckett Bridge will be maintained*".

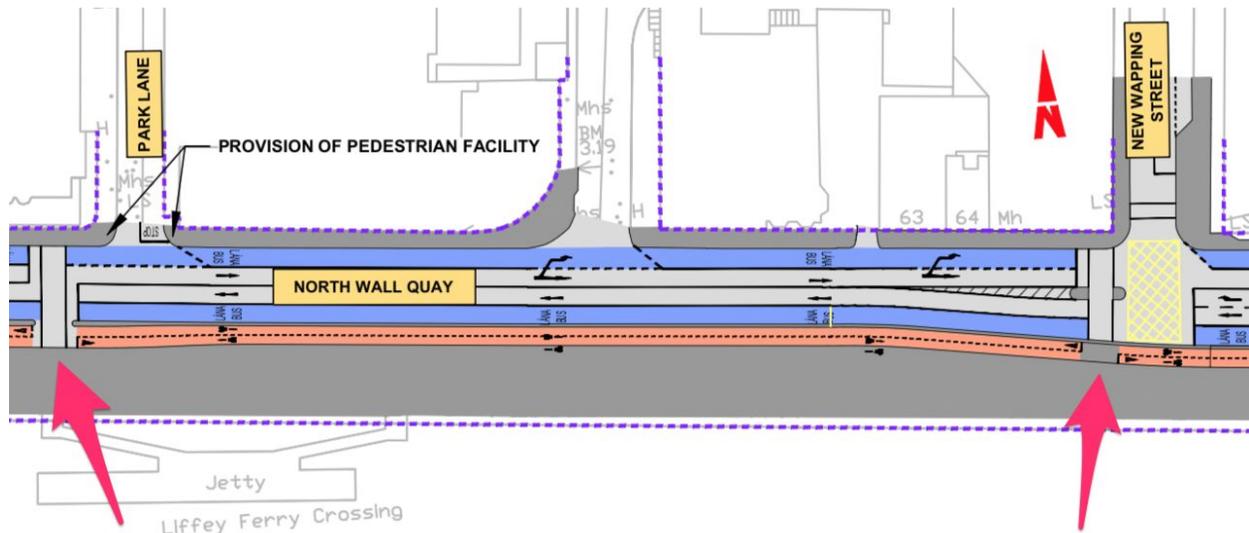
3.4 Shared Space around Samuel Beckett Bridge

We encourage the design team to come up with a better design for the shared space on the south side of the Samuel Beckett Bridge. Shared spaces are disliked by both pedestrians and cyclists and should be avoided according to the National Cycle Manual (section 1.9.3). A parallel crossing for bikes and pedestrians would provide a better quality-of-service to both pedestrians and cyclists

3.5 New Wapping Street

New Wapping Street (map 3) is secondary route 1E of the GDA Cycle Network Plan. It is not clear how a cyclist will be able to connect from New Wapping Street onto the two-way cycle track on the North Campshires. An additional pedestrian/toucan crossing should be considered across North Wall Quay to create a full wrap around crossings. This will also make it easier for cyclists to safely cross onto the two-way cycle track.

We also encourage the design team to remove the shared space (or the mapping error) at the New Wapping pedestrian crossing. Pedestrians should not be forced to wait on the path of the two-way cycle track. This crossing should match the one near Park Lane.



Extract of map 3 showing differing pedestrian crossing designs (or mapping errors)

3.6 South Campshires Buffer Space

The two-way cycle track on the north quays has a 0.5m buffer between it and the road. The South Campshires two-way cycle track should have a similarly sized buffer between it and the road.

3.7 Shared Spaces near Tom Clarke Bridge

Better designs should be investigated on both the north and south sides of Tom Clarke Bridge (Eastlink) in order to remove the shared spaces.

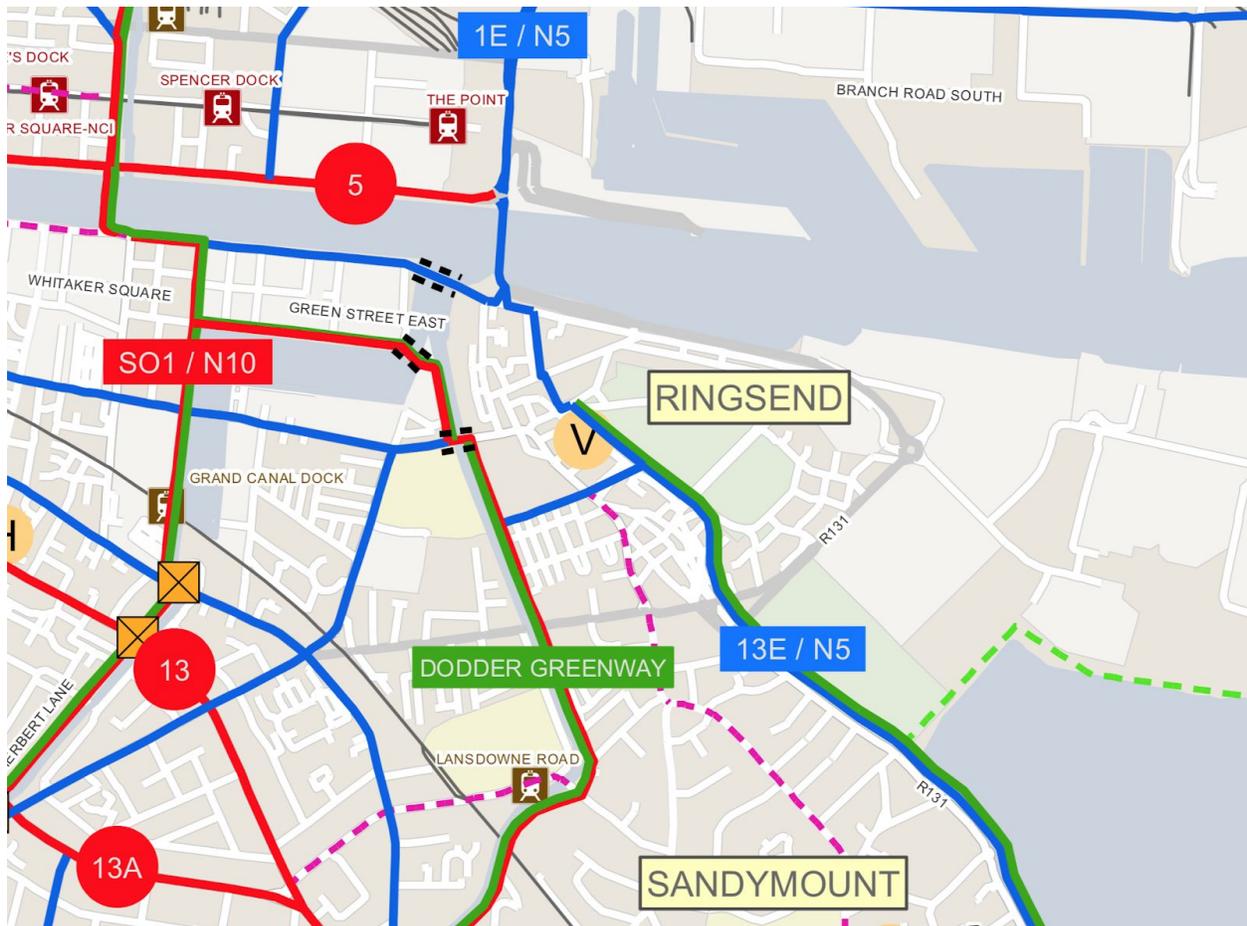
3.8 Dodder Greenway Tie-in

The emerging preferred route for the Dodder Greenway includes Thorncastle Street (map 6). It is important that a connection to this important cycle scheme is made.

3.9 Cycleways East of Dodder Bridge

Map 6-10 shows the proposed East Coast Trail. We question why the East Coast Trail is continuing along York Road and runs parallel to Sean Moore Road through Ringsend Park. The proposed route is 1.45km long. The indicative route in the GDA Cycle Network Plan is a more direct through Pembroke Cottages the southern edge of

Ringsend Park to Sean Moore Road is 950m long (50% shorter than the proposed route). We understand the the emerging preferred route in the options report included bus and cycle lanes all to Sean Moore Road and this may have influenced cycle route choice.



Extract of the GDA Cycle Network Plan for the Ringsend area

The indicative route in the GDA Cycle Network Plan uses Pembroke Cottages. Since the emerging preferred route of the Dodder Greenway will use Thorncastle street it be easier to continue the route along the wide Cambridge street to the dedicated cycle facilities planned for Thorncastle Street as part of the Dodder Greenway.

The written statement for the Poolbeg SDZ included this figure 6.2 showing the strategic cycle network for the area. The East Coast Trail follows the route laid out in the GDA Cycle Network Plan. The proposed cycleway as part of CBC16 better matches the primary route for the SDZ.

We're obviously not opposed to building this primary route to link the Poolbeg SDZ with the city, however it should not be called the East Coast Trail.

6.2 Strategic Cycle Network



Extract of Poolbeg SDZ Written Statement

The 3m width of the proposed cycleway, as either a primary route for the Poolbeg SDZ or as the East Coast Trail is disappointing. The width requirement in order to provide the necessary quality-of-service for a national/primary route would indicate a 3.5-4m wide track, where possible.

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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