



Core Bus Corridor 2: Swords

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.

2.0 Welcome Changes

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

- The proper Dutch-style protected junctions in many places along this route (map 3, 6, 15, 29) . The quality of these junctions is so high that we are recommending that all other Core Bus Corridors adopt this design as standard
- The parallel pedestrian and cycle crossing that includes no shared space (map 7)
- The new alternate cycle route in Santry along Lorcan Road. This route is both more direct and includes more passive surveillance than the previous route via the Santry Bypass
- Maintaining the trees on Dorset Street Lower

- Parking protected cycle route in Drumcondra (map 32)

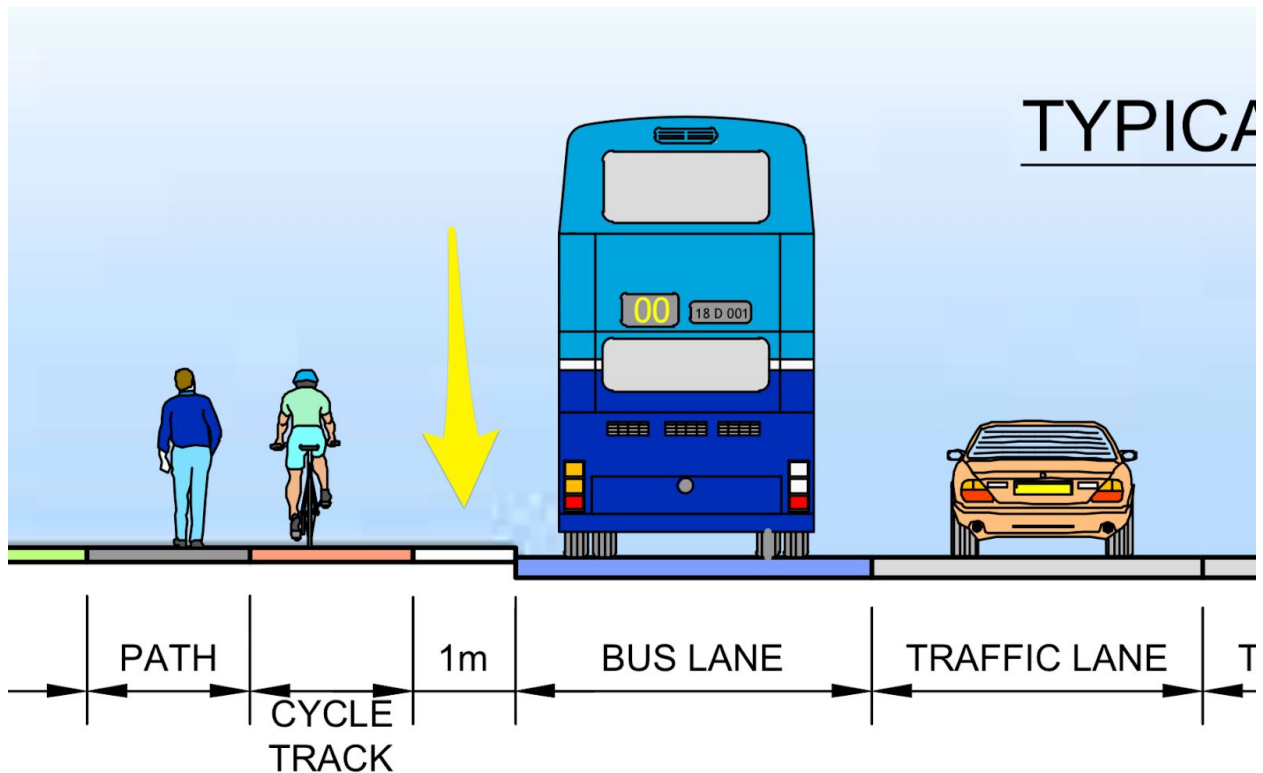
3.0 Location Specific Comments

Remaining Junctions

We understand the designs are a work-in-progress. We hope to see similar high-quality Dutch-style protected junctions along this route, particularly on the Swords Road and at Collins Avenue.

Horizontal Buffer

One technique for increasing the safety and comfort of people cycling is a horizontal buffer between the cycle track on the road. Safety and comfort are two of the five needs of a cyclist from the National Cycle Manual. This is normally just a simple grass or paved strip of 50-100cm between the cycle track and the adjacent bus lane.



Example cross section with buffer from CBC2: Swords (map 10-11)

There is one short example of this on map 10-11. Where possible along the Swords Road a horizontal buffer should be included to add more safety and comfort.

Interchange with MetroLink

This CBC passes the Fostertown MetroLink station on map 2. In order to encourage people to walk and cycle to the metro station, consider reducing the number of general traffic lanes to one in each direction and reallocate the space to wider footpaths and a two-way cycle track on the east side of the road. Providing a two-way cycle track outside the station will reduce travel distance and the number of traffic lights someone must use to cycle to or from the station.

Shanrath Road Connection

On map 25 is where the cycle route changes from one minor street to another. The current design includes a two-way cycle track through the trees and bushes to Shanrath Road. This will provide little passive surveillance making the route less safe particularly for children or women at night.

Does Shanrath Road really need two turn lanes at the exit. Could one of these turn lanes be replaced by one-way cycle lanes on either side of the road.

We also reject the use of shared spaces and toucan crossings at this junction. Shared spaces are strongly objected to by people with disabilities for very good reasons. People with reduced mobility or a vision impairment do not want to share space with people cycling. We strongly recommend that this area be redesigned to provide separate spaces and crossings, similar to Coachman's Inn (CBC2, map 7).

Collins Avenue Junction

Replace this junction (map 27) with a Dutch-style protected junction design. This should include two-way cycle tracks on some arms in order to make it easy for people cycling to access the quiet service street with the cycle route on it. Currently it is unclear how someone cycling into the city would navigate the Collins Avenue junction in a legible way.

There is a good example of a Dutch-style protected junction with two-way cycle tracks on Coldcut Road (CBC7, map 5).

Left Turn Conflict Binn's Bridge

There is a dangerous left-turn conflict on Binn's Bridge outbound (map 34). People cycling northbound and left-turning traffic onto Whitworth Road. This conflict should

be resolved by installing traffic lanes for people cycling. People cycling should get a green light while left-turning traffic is held on a red filter light.

North Frederick Street Contra-Flow

It is unclear how the contra-flow cycle track on North Frederick Street (map 38) would be accessed from O'Connell Street. How will people cycling safely cross the Luas tracks at this location?

Granby Row

While not cycling related the proposals for Granby Road (map 38) are extremely disappointing. The current footpath there is far too narrow for the number of people walking or waiting for the bus. The footpath needs to be doubled or tripled in width. Is there a need for on-street car parking, a dedicated bus stop lane or a dedicated bus lane?

Dorset Street Upper

Dorset Street Upper (map 36-37) is part of Primary Cycle Route 2A of the GDA Cycle Network Plan. The current proposals include no cycle tracks on this section of road. This will be the key link between the cycle tracks on CBC2, CBC3 and CBC5 in the North Inner City. It needs cycle tracks.

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