



Core Bus Corridor 8: Drimnagh

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 recognition that people cycling need to be kept safe from HGVs using the appropriate design decisions
- The Dutch-style protected junctions along the Nangor Road (map 3-4)
- The grade separation for people walking and cycling at the hamburger junction on the Naas Road (map 7). Though we strongly recommend that you examine high-quality examples from the Netherlands that show many of the subtle design decisions necessary for a high-quality walking and cycling bridge over traffic.

- The horizontal grass buffer between the the cycle track and the busy Naas Road (map 8)

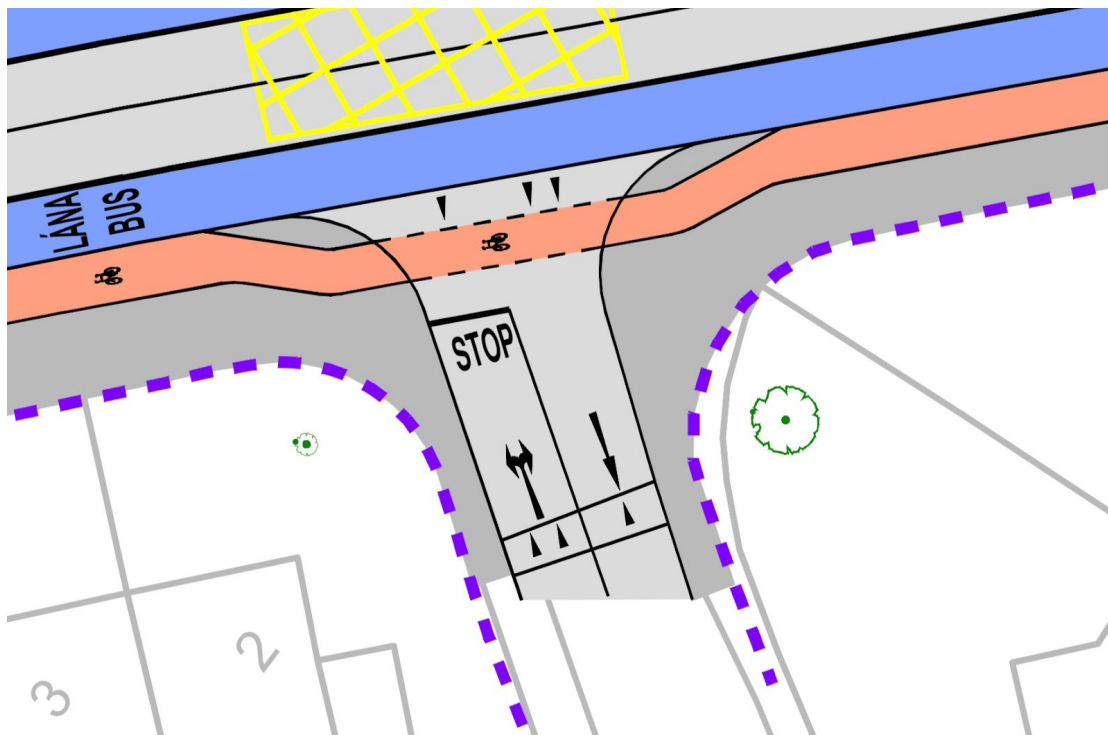
3.0 Location Specific Comments

Private Entrances and Minor Side Roads

We recommend that the design of private entrances and minor side roads be re-examined.

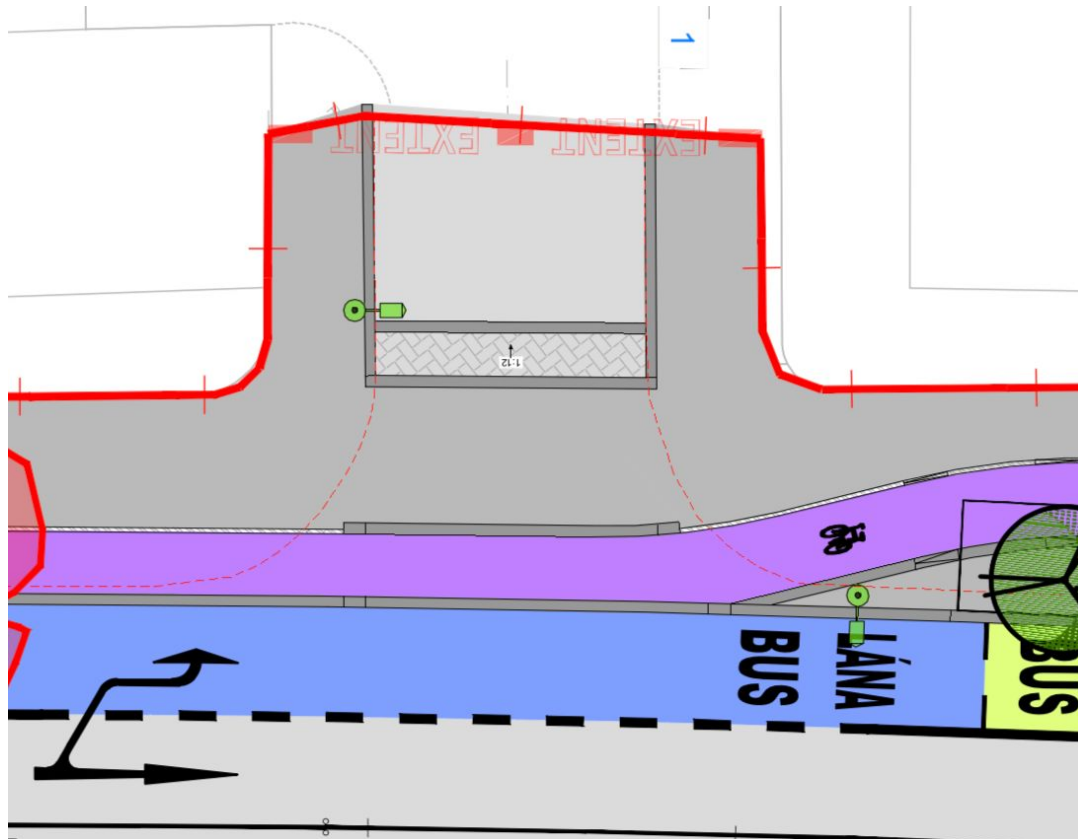
On map 4-5 the private entrances are large and the cycle track loses all segregation and reverts to a painted cycle lane. While the raised pedestrian crossing is welcome this design can be improved further to better protect people cycling. The key is the buffer space between the turning vehicle and the person cycling. This adds predictability and forgiveness to the design.

We recommend that this corridors uses the designs seen on Clontarf to City Centre Cycle Route or on the Rock Road (CBC15, map 4)



St Helen's Road junction on CBC15 map 4

This junction design includes a raised and continuous cycle track and footpath. The stop line for motor traffic is set back.



Clontarf to City Centre Cycle Route (AECOM/ROD, Dublin City Council)

The Clontarf to City Centre Cycle Route designs make it clear through the material used that the footpath and cycle track are continuous. The traffic entering or exiting this side road are crossing the footpath and cycle track.

Woodforth Walk Junction

We recommend using a Dutch-style protected junction at the Woodforth Walk junction (map 1). The current design doesn't make it clear how someone can turn right on a bike from Woodforth Walk onto either the Nangor Road or the Grand Canal Greenway.

Bus Stop Design

There are a large number of bus stops on this route without bus stop bypasses (map 1, 3, 5, 6). The proposed designs include more pedestrian and cycle conflicts that can be better managed using an island bus stop design. In many places the space for this kind of design exists in the grass verge or can be found by moving a bus stop 5-10m further away. Where the space does not readily exist consider a design similar to Con Colbert

Road (CBC6, map 28). It has a similar context to Nangor Road, with low volumes of people walking.

Two-way Cycle Tracks Ends Suddenly

The two-way cycle track on Nangor Road (map 6) ends suddenly with nowhere for people heading outbound to go. There is no crossing or continuation of the two-way cycle track.

Inverted Two-way Cycle Track

We reject any suggestion to create a two-way cycle track where people should cycle on the right instead of on the left, as is standard. There's an example on Nangor Road / Naas Road (map 6-8) where people will cycle on the right. These inverted cycle tracks are confusing. The majority of two-way cycle tracks in the BusConnects plans include people cycling on the left. Examples include Constitution Hill (CBC3, map 15), Rock Road (CBC15, map 2-5), and Lucan Road (CBC6, map 1).

Parking Protected Cycle Route

The parking on Long Mile Road (map 11) is inside of the cycle track. That means the curb protected cycle track is gone and traffic will cross over the cycle track to reach the parking. Consider replacing this with a parking protected cycle track similar to Drumcondra (CBC2, map 32) or Long Mile Road (CBC8, map 12)

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