



Senior Executive Officer
Planning & Enterprise Department
Dun Laoghaire Rathdown County Council
County Hall
Marine Road
Dun Laoghaire
Co. Dublin

5th February 2015

Ref: PC/04/14 Proposed Development by Council - Greenway Cornelscourt to Cherrywood

Dear Sir / Madam,

I am writing on behalf of the Dublin Cycling Campaign (who operate through all Local Authorities in Dublin County) in support of the proposed Greenway from Cornelscourt to Cherrywood, which is currently open for public consultation.

As identified in Part VIII of the planning documents for the greenway, this is a strategic Greenway link between Cherrywood and Cornelscourt. However, we would stress that this is more than that. It is a strategic link in the overall greenway network in the Dun Laoghaire Rathdown County Council Area. Having studied the Cycle Network Map, on which Dun Laoghaire Rathdown County Council must be commended for producing, it is clear that the Cornelscourt to Cherrywood Greenway will provide a safe cycling facility running on the west side of, parallel to, the busy and unpleasant N11.. When extended on its full length to Cherrywood, it will provide a great commuting route to Cherrywood Business Park and St. Laurence College. However, this proposed greenway if connected in the future to the proposed greenway to Carrickmines and Leopardstown could also provide facilities for leisure cycling and looped Greenway cycles.

As an example of this possibility, the River Slang Greenway has been a success and is utilized by various groups, such as runners, commuter cyclists, family cyclists and dog walkers. This greenway has encouraged families to cycle to Marley Park as it provides cycle facilities suitable for those aged 8-80. While Dublin Cycling Campaign overall supports the development of the Cornelscourt to Cherrywood greenway, there are a number of concerns we have about the proposed design which are based on flaws in recently built cycleways in the Dun Laoghaire Rathdown County Council area. Below are listed our main concerns about the proposed greenway. Dublin Cycling Campaign is an entirely voluntary organisation made up of people who have a passion to create a better living environment in our city by promoting the increased use of the bicycle and by promoting a more enlightened approach to facilitating cycling. The campaign draws its membership from a broad spectrum of people who as regular cyclists and ultimately the end-users of any proposed infrastructure, have a very valid and relevant viewpoint.

1. 4m wide shared pavement

As the preferred alternative in the National Cycle Manual, a segregated footpath and cycle track should be considered. As there is ample space over most of this Greenway it would be a good area to trial such a design. Cyclists and pedestrians travel at different speeds therefore ideally need segregated spaces.

2. Width of Toucan Crossings

The crossings should be wider to ensure better separation of pedestrians and cyclists at these vulnerable locations. As some approaches to crossings are typically at 90 degree bends for cyclists, they need added space to manoeuvre. [to include above]

3. Proposed Traffic Signs.

On the drawings, signs are shown too close to the pavement edge and could present a hazard, particularly at night.

4. Absence of directional signing.

Along the River Slang Greenway there are directional signs at junctions which include distance markers. Similar signs should be designed for the Cornelscourt to Cabinteely greenway to notify people about how to access it, where it goes and to encourage its use.

5. Bus stop on Cornelscourt Hill Road.

There are no details in the design regarding the bus stop on Cornelscourt Hill Road. A cycle track should be designed to go behind this bus stop to avoid cyclists having to interact with busses. Designing a greenway encourages children to cycle. Cycle routes which give access to the Greenway must also be built with the target population in mind. Routing the cycle track behind the bus stop also avoids conflict with bus passengers alighting.



Proposed design below based on the National Cycling Manual:



6. Unnecessary removal of trees on Cornelscourt Hill Road.

Moving the greenway away from the road and closer to the concrete wall would allow retention of 6 no. mature trees earmarked for removal. Also the greenway will have to be at least 0.5m from the existing lamp standards anyway – the drawings suggest that this requirement is not satisfied. The two even more mature trees located near the proposed crossing could be retained by moving the crossing as per below. If these trees are in line with the greenway then the pavement can simply split around the trees, as was done on the Slang Greenway.



7 Further Tree Issues

The fact that a large number of trees are to be planted as part of the scheme, which will enhance the general profile, has not been highlighted adequately within the scheme layout. The cross sections shown for the route should have shown the planting of trees as part of the graphics. The presented cross sections give a wrong impression of the final proposal. We would hope that, where mature trees are removed purely for scheme purposes, they will be replaced with some form of greenery in the vicinity. This is not clarified in the scheme drawings.

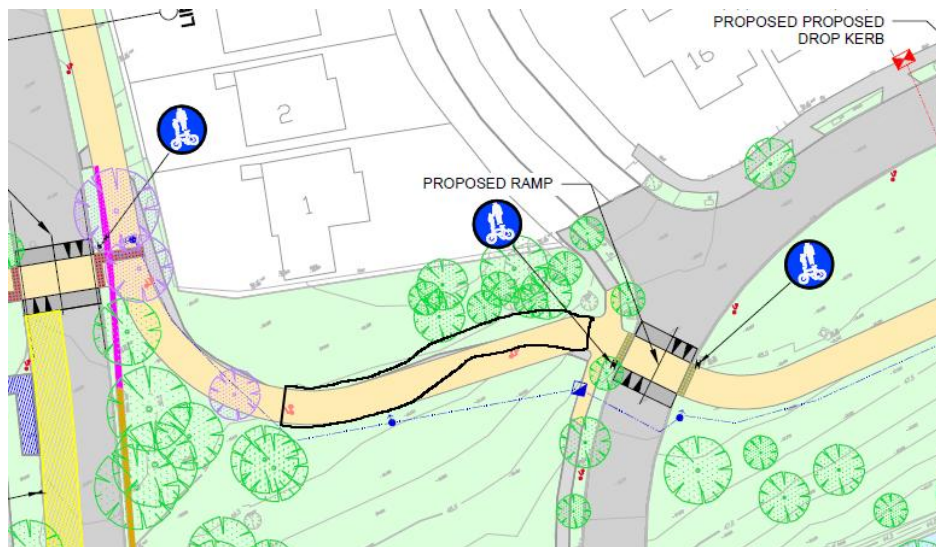
8. Surface markings needed to remind pedestrians of the presence of cyclists.

This is essential for reducing pedestrian/cycle collisions. A roundel marking, similar to sketch below, and as used for South Dublin County Council schemes, is suggested.



SHARED SURFACE MARKER

9. Opportunity to improve horizontal alignment.



10. Within housing estates, at crossing points with roads, the greenway should take precedence over the roadway.

In line with the government policy on sustainable transport, in order to encourage mode shift towards walking and cycling and in order to maximise functionality of the Greenway, priority at crossings should favour the Greenway and not motorists on local roads. Motorists should be compelled to yield to pedestrians and cyclists at the crossing points on Glen Lawn Drive and Glen Drive and there should be clear marking on approach to make motorists aware of this. This would raise the level of service and hierarchy for the greenway, act as a traffic calming measure and be in compliance with DMURS and the National Cycle Manual by providing an advantage to cyclists.

The greenway should have an overriding importance over an access road for an estate and the scheme should be engineered so that a driver is very aware that they are crossing a greenway. This issue has been a major failing point for the Slang Greenway scheme at the Ballinteer end and it is disappointing to see that lessons have not been learnt from this scheme.

11. Road crossings should be wider.

This would create greater visual impact and as crossings in general on the scheme require cyclists to make a sharp change in direction, there should be more space for cyclists to manoeuvre while avoiding pedestrians.

12. Ramped crossings should have alternative surfacing colour.

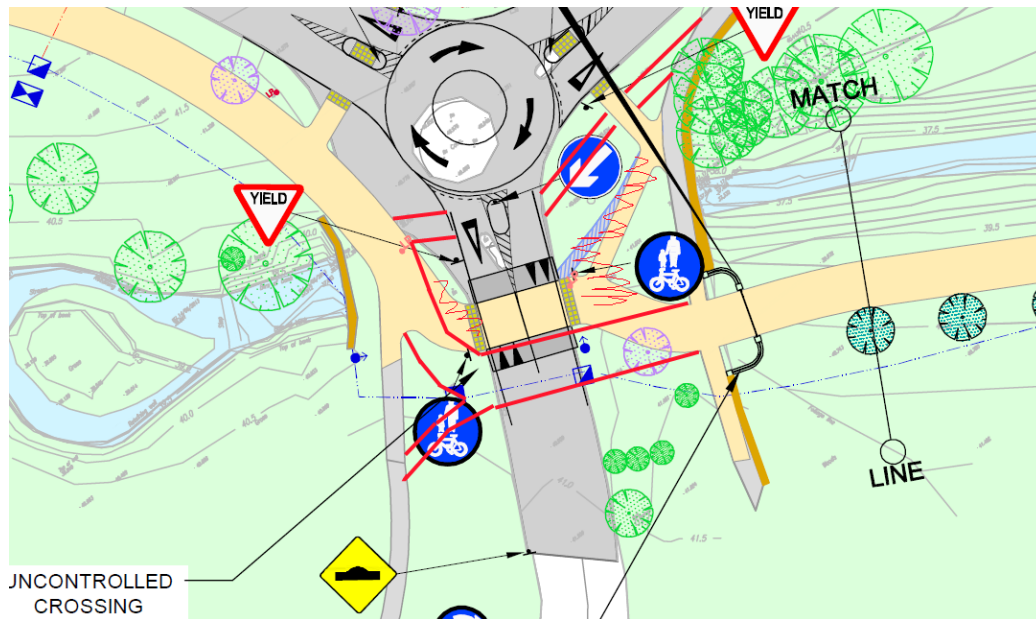
This would create greater visual impact and mark out the greenway crossing as being different from the road.

13 The crossing at Glen Drive is very disjointed for cyclists and will involve unnecessary weaving.

A minor realignment of the crossing south would remove the "switchback" effect.

14. The Toucan crossing on Brennanstown Road is ideal for advance traffic signal induction loops set into the greenway pavement for picking up cycle traffic.

Such a feature would be in compliance with DMURS and the National Cycle Manual by providing an advantage to cyclists.



15. Avoid Sharp Bends

The design of the greenway should avoid sharp bends as these pose dangers to both cyclists and pedestrians. On the recently constructed UCD to Luas cycle route, for example, at the redesigned Toucan crossing on the Dundrum road, a steep wall exists beside the entrance to the shared path on the east side of the road. This makes it dangerous for pedestrians as they cannot see cyclists coming on the cycle route. It is also dangerous for cyclists as they cannot see northbound traffic on the Dundrum Road or pedestrians on the footpath until immediately before the Toucan crossing. Such dangerous designs must be avoided in the future.

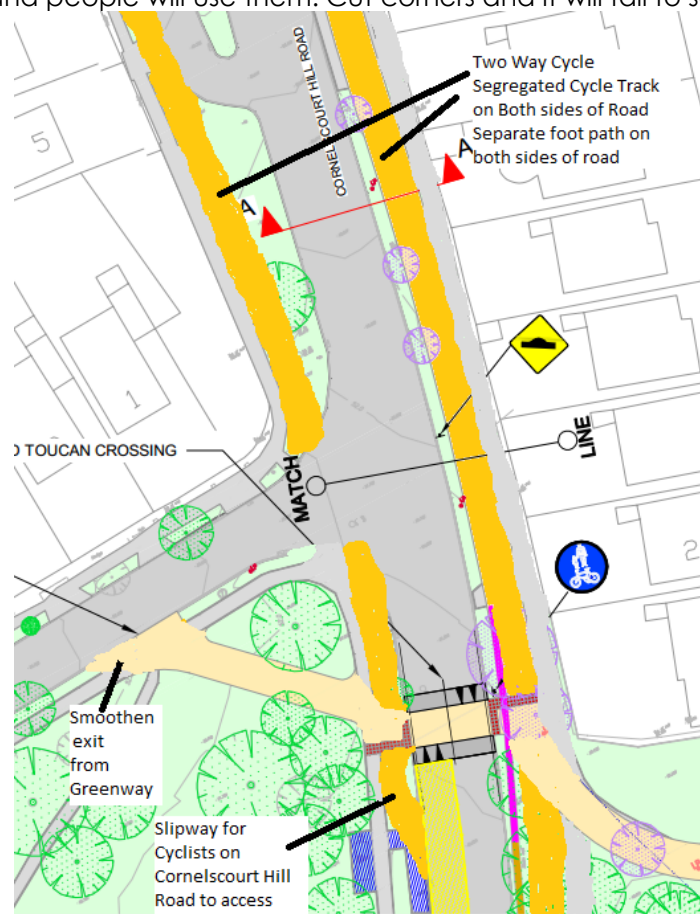
There also needs to be consideration given to the design of the Toucan crossing such that it facilitates cyclists approaching from the adjoining roads and not just the greenway or cycle route itself. The reason we wish to highlight this is that in the design of the Cornelscourt to Cabinteely greenway there is a similar type of junction, at the Cornelscourt Hill Road. The Toucan crossing at this location needs to be designed so that cyclists travelling along the Cornelscourt Hill road can have easy slip ramp access off the road to the toucan crossing. This ramp access needs to have a gradual arc so that cyclists have sufficient space to turn 90 degrees to cross the road. (see figure illustration below in section 16)

16. Section of the Greenway on Cornelscourt Hill Road

There is a major flaw with the section of the greenway along the Cornelscourt Hill Road. Greenways are by their definition are routes away from roads and motorised vehicles and do not run adjacent to regular traffic roads. The section along the Cornelscourt Hill road needs to be amended to be a separate footpath and cycle lane. At present cyclists travelling along the Cornelscourt Hill road before or after the greenway have difficulty accessing the greenway section and will most likely stay on the road. As this section of the greenway is near to a school, it is likely to be busy at school start and finish hours. When there reaches a critical mass of pedestrians or cyclists, footpaths and cycles tracks need to be segregated. While we commend the council for extending the greenway, this section needs to be redesigned to reflect future installation of cycle tracks along the full length of Cornelscourt Hill road and reflect the likely critical mass of pedestrians and cyclists surrounding the school during school starting and finishing times.

The creation of a shared space in this area, while it improves the facilities for cyclists, reduces the quality of the facility for pedestrians, since previously they did not have to share the space with

cyclists and after installation it will be a shared pedestrian cycle facility. While shared spaces along a greenway can be effective, when placed alongside a roadway they can cause confusion for pedestrians and cyclists as it blurs the line between footpath and cycleway. There should be a two way cycle path and footpath on both sides of the road since there is ample space. Provide appropriate facilities and people will use them. Cut corners and it will fail to serve its purpose.



17. Width of bridge in section C

The bridge in section c is identified as being 3.5m wide whereas the greenway itself is described as 4m. All bridge should be a minimum of 4m wide to prevent pinch points at the bridges and to allow for the same space comfort between cyclists and pedestrians even on the bridges. Failure to provide bridges of at least 4m would be short-sighted. If the traffic both pedestrian and cyclists increases over time this will no doubt be the minimum required.

18. Greenway Surface

A major design flaw with the new Greenway in Rathfarnham is that the surface gets extremely icy in cold weather. With a lack of cars to heat the road, a different type of road surface needs to be considered (i.e. a free-draining pavement surface such as porous asphalt) as this was dangerous recently for both pedestrians and cyclists in cold weather. Alternately, the council needs to regularly ensure such paths are gritted or salted in cold weather.

19. Hours of Operation of the Greenway

It is not clear from the displayed designs, if parts of the route will be closed at Park closing times. The park gate design shown (Drawing 000-GA-010) does not appear to allow access, once the gates are closed

20. Public Lighting

Public lighting appears to be only along the roadway sections. This would suggest that the park route will not be open after dusk. If this is so it reduces its effectiveness as a commuter/school route, particularly during the winter months.

As an entirely voluntary organisation made up of people who have a passion to create a better living environment by promoting the increased use of the bicycle and by promoting a more enlightened approach to facilitating cycling, we look forward to your response to our concerns and suggestions for this scheme.

Yours Sincerely,

Colm Ryder

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