



Submission:
Sandyford Clonskeagh to Charlemont Street
Pedestrian & Cyclist Improvement Scheme
(SC2C)



1 Introduction

Dublin Cycling Campaign is a registered charity, number 20102029, that advocates for better cycling conditions in Dublin. We are a member of Cyclist.ie the Irish Cycling Advocacy Network, which in turn is the Irish member of the European Cyclists Federation. We have a vision for Dublin as a vibrant liveable city where people of all ages and abilities choose to cycle as part of their everyday life.

Our main focus is on sustainable movement and transport, but these issues are inevitably linked to other headings such as Climate Action and the shape and structure of the city.

Dublin Cycling Campaign is happy to see progress being made on this important and highly congested main traffic spinal route in South Dublin City. We are delighted to see the projected timeline for the proposed interim scheme, and look forward to a quick build before development of the full permanent scheme. We have a number of comments on the displayed proposals, which we outline below, including some suggestions for improvement.

2 Contextual issues

This consultation is somewhat unique in that it outlines 2 separate schemes for this important spinal route; an interim scheme for quick build, and a permanent scheme to outline how the route will finally operate. We comment on both proposals separately below.

This outlined route is a critical commuter route and access, from the Clonskeagh/Sandyford area towards the City Centre. Dublin Cycling Campaign is disappointed that the proposed route, particularly the interim scheme, has not been developed all the way to the City Centre, as major safety problems for cyclists remain from Charlemont St into the City Centre, and the full Bus Connects project development is likely to be a number of years in the waiting. The Information Leaflet issued as part of both schemes asserts that the proposed route upgrade will provide access to the Royal College of Surgeons and Trinity College, where in fact this is not the case at all, as the proposed scheme terminates at Harcourt Road south of the City Centre.

We urge the City Council to include an extension to the interim scheme as part of this interim development, to ensure that cyclists can access the city centre in relative safety from the bottom of Charlemont St. This request is particularly relevant in the

context of ongoing major delays and obstructions to the rollout of the Bus Connects related cycling infrastructure.

3 Interim Scheme Comments

3.0 General Comment

We are conscious that many of the improvements we would wish to see will be included as part of the permanent scheme, and have commented on this interim scheme in that light. We look forward to the speedy development of the proposed interim scheme, as outlined in the project timelines.

3.1 Drawings 01 and 02

3.1.1 Scheme Truncation

As commented above, the truncation of this proposed scheme at the bottom of Charlemont Street leaves expectant cyclists in a difficult position where they are left high and dry in terms of safe infrastructure access from there towards the City Centre. This link needs to be included as part of this interim scheme.

3.1.2 Charlemont Street

We welcome the general proposed arrangements along Charlemont Street.

3.1.3 Charlemont St Bridge

The proposed widened cycle facility on the inbound lane on Charlemont St Bridge is a welcome development which will allow right and left turning cyclists on to the Grand Canal Route to queue and negotiate the turn in a safer manner.

The addition of the protected cycle lane on the outbound side of the Bridge is warmly welcomed, as it will provide much needed protection for outbound cyclists. This is an addition which the Dublin Cycling Campaign has been advocating for all Canal and River Bridges across the City.

The tightening of the Canal Road junction, which will help to slow turning traffic is to be welcomed as an important improved safety measure.

We welcome the improved arrangements around the small traffic islands on the Canal Cycle Track at the Bridge junction, but would welcome full clarification on the proposed changes and pedestrian movement.

3.1.4 Signal Sequencing on Charlemont Bridge

There is no mention in the text or on the accompanying drawing of any proposed improvement in the traffic signal sequencing process for the Canal Junction overall. The present signalling regime is deficient in that the outbound vehicle traffic is often shown an initial green light at Charlemont St while the south side of the Bridge shows a red light. This results in frequent blocking of both the pedestrian and cycle paths along the north side of the canal by heavy vehicular traffic. Clarification on this issue would be welcome.

3.1.5 Pedestrian Signalling on South Side of Charlemont Bridge

There is at present no guided pedestrian crossing on the south side of Charlemont Bridge along the Canal, despite a full pedestrian sequence being part of the signal cycle. This could be upgraded as part of the interim scheme, before its inclusion as part of the permanent scheme?

3.1.6 Ranelagh Road

The proposed right turn facility for inbound bikes at Northbrook Road is an innovative move, but we query why this was not also replicated at the Dartmouth Road junction by rejigging the widths of the main traffic lanes?

While broadly welcoming the proposed upgrade of the crossing at Price's Place to a Toucan Crossing it is hard to see the logic behind the upgrade unless it is moved closer to Northbrook Road to facilitate right turning cyclists and pedestrians emerging or heading to Northbrook Road?

We warmly welcome the protected cycle lanes all along this stretch of road, and the proposed general narrowing of the main traffic lanes and tightening of the Northbrook Road junction..

3.2 Drawing 03 Ranelagh Road

We note the welcome removal of time-plated car parking on Ranelagh Road at Mount Pleasant Square, which has not been referenced in this drawing.

We are happy to see this section of the cycle route being fully protected, but we suggest that the main carriageway could be narrowed to 6 metres in places to provide improved width for the cycle lane, particularly close to the LUAS Bridge in Ranelagh, as is proposed along other sections of the Ranelagh Road?

We note the addition of a Toucan Crossing of the Ranelagh Road at the Oxford Road junction safer access to the school, as part of the proposed permanent scheme. Some form of interim safe crossing facility at this location would be welcome.

3.3 Drawing 04 Ranelagh Village

Overall we welcome the proposed layout for this section of Ranelagh Village in a very constrained environment. But we note the particular severe narrowing of the cycle track behind the 'MOBILITY IMPAIRED PARKING BAY' at approximately Chainage 940. We also note that priority access to the footpath from the proposed mobility bays does not seem to be designed in, as recommended?

We also welcome the ASL proposed on the Ranelagh Road at the Cullenswood Road junction.

3.4 Drawing 05 Ranelagh Village South

We note the overall constrained environment, and the welcome proposed protected cycle lane.

3.5 Drawing 06 Sandford Road

We note the narrow cycle tracks along much of this section due to constraints, but welcome the continued inclusion of the ASLs at the Marlborough Road junction complex.

3.6 Drawing 07 Sandford Road to Eglinton Road Junction

Dublin Cycling Campaign supports the continuation of the present arrangement at Belmont Avenue which is a no entry to Belmont Avenue for main traffic from Sandford Road.

We welcome the temporary added protection at all cycle lane entrances to the Milltown/Eglinton junction, but fail to understand the role of the proposed bollards on the inside of the protected cycle lane on the Milltown Road approach? They appear superfluous?

3.7 Drawings 08 & 09 Clonskeagh Road

3.7.1 Drawing 08

The general available carriageway width is limited here, resulting in below acceptable cycle lane widths. This is generally acceptable in this interim phase, but where possible we recommend constricting the main road carriageway width in order to improve the available cycle lane width.

The proposed protection of the cycle lane is to be welcomed.

3.7.2 Drawing 09

This final section of the Dublin City section, linking to the DLR Clonskeagh Road scheme is disappointing in that it fails to give adequate width to cyclists in a number of areas, despite the available kerb to kerb roadway width.

We would wish to see this section re-examined with a view to removing all of the car parking areas on the hospital side of the Clonskeagh Road, and transplanting the 4 small trees on this side up to the green grass area close to Chainage 2250. This would enable reconfiguration of the carriageway and cycle lane widths to a reasonable standard. The upward slope on the inbound cycle lane ideally requires extra width to allow for wobbling cyclists. And similarly on the outbound downhill lane allowance for faster cycle speeds need to be factored into the design?

4 Permanent Scheme Comments

4.0 General Comments

4.0.1 General Improvement

Overall Dublin Cycling Campaign welcomes the many proposed improvements throughout this scheme, and there is no doubt that the overall walking and cycling environment will be improved once the scheme is completed.

4.0.2 Side Road Design Details

We particularly welcome the detailed design and inclusion of side road entries and exits along the proposed routes, which will help to make these junctions safer for pedestrians and cyclists by slowing vehicle exit and entry speeds.

4.0.3 Toucan Crossings

We welcome the upgrading of existing crossings to Toucan Crossings, and the proposed new Toucan Crossings, which will provide safer crossing access for both bikes and pedestrians, and for the many schoolchildren around this area.

4.0.4 Bus Stop Upgrades

We welcome the proposed rationalisation of bus stop locations, and the widespread inclusion of bus stop bypasses, which will improve the general movement and safety of bicycles along the route.

However, we are disappointed that there still remain 2 inline bus stops and a further bus stop at chainage 2750, which will result in pedestrian/cyclist conflict.

We note that no CPO of private property has been instituted along the route, and we recommend that this option be considered around the locations of these 3 bus stops to increase the general quality and safety of the route design.

4.0.5 Cycle Track Width

Similarly there are a number of areas along the route where the width of the cycle track has been compromised to be less than the optimum 2 metres, and dipping down to an unacceptably low 1.4 metres wide, particularly on the Clonskeagh Road section, south of the Eglinton/Milltown Road junction. This is unacceptable for the permanent scheme, and will compromise the operation of certain large bikes and special disability bikes to operate on these sections.

Once again we recommend that the option of CPO of parts of adjacent property be examined, and an acceptable design developed, which will not compromise the overall effectiveness of the proposed scheme.

4.0.6 Legend Clarifications

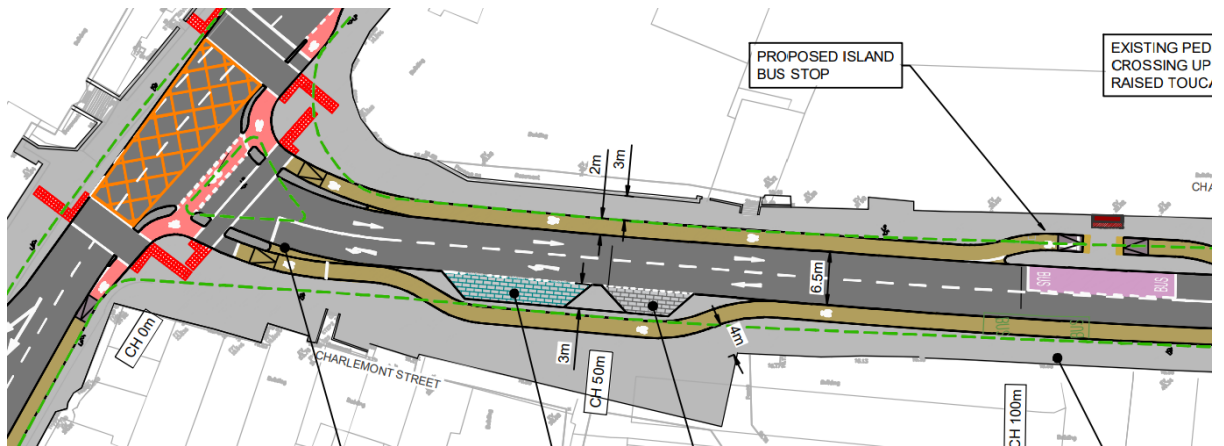
There are a number of confusing Legend items and terminology in the exhibited drawings that require further explanation:

- It appears that the legend items for tactile paving have been juxtaposed? This creates some confusion in relation to what crossings are controlled or uncontrolled?
- There is a Legend Item for 'proposed delineation surface', which appears on a number of the drawings but it is not clear what exactly it means? It is notable that not a single cross section is provided on the drawings for any of these 'proposed delineation surface' areas. This requires clarity.
- The Legend Table uses the term 'Cycle Lane', when in fact the term used should be 'Cycle Track' for any cycle route above and off road level. A 'Cycle Lane' normally refers to an onroad route at road level.
- The Legend table is missing references to the different types of crossings. Clarity needs to be given on this issue throughout the scheme.

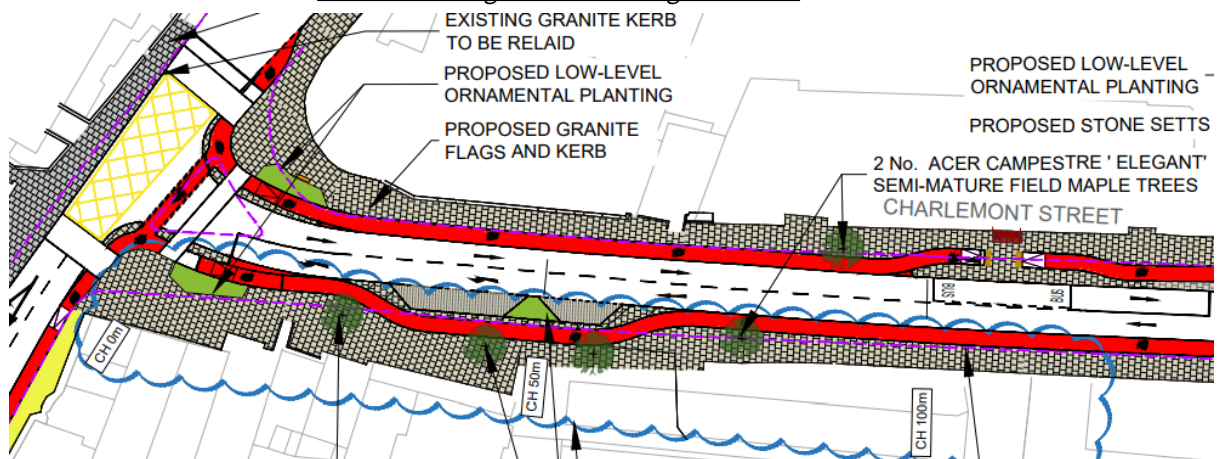
- While appreciating that colours, representing specific features, may sometimes be distorted on screen, confusion is created in a number of areas where colours appear which are not clearly represented in the Legend, or appear to be misplaced.
- Confusion is also created in a number of the General Arrangement drawings as the arrows indicating where a cycle track drops down or up appear to be wrongly indicated in some locations? This requires clarification.

4.0.7 Matching Landscape Plans

We welcome the detailed landscape plans as outlined in the Landscape Permanent Scheme drawings which are exhibited separately as a subset of the main drawings. But, the Legend Item for 'proposed landscape' on the Permanent Scheme Drawings does not match that outlined in the Landscape Permanent Scheme Drawings. This dichotomy fails to give the full picture in the Permanent Scheme Drawings, where landscape proposals can be a major factor in 'selling' the project? See below examples from both sets of drawings, outlining the difference in detail.



General Arrangement Drawing 1 Section



Landscape General Arrangement Drawing 1 Section

4.0.8 Speed Limits

Nowhere in the accompanying documentation, as far as we can ascertain, is the issue of potential speed limit changes along the route discussed. For instance, reduction of the speed limit, and extra narrowing of the main carriageway in places

could result in increased space being allocated to pedestrians and cyclists? In the near future there is a likelihood of a default 30kph speed limit being implemented nationally for urban areas. This should be considered, and ideally implemented, as part of the design?

4.0.9 Signal Cycles

Signal cycles and timings at the major junctions along this proposed scheme will be a critical element in providing pedestrian and cycling priority and general safety. We have failed to note any discussion or reference to this issue in the posted documentation. This needs to be addressed.

4.0.10 City Centre Access

As indicated above in Section 3.1.1, the truncation of this scheme at Harcourt Road is unacceptable within the overall context of cycle safety in the City and development of a connected network. At the very least an interim scheme needs to be implemented to guide the cyclist in and out of the City Centre.

4.1 Specific Comments

4.1.1 Permanent Scheme Drawing 2

The addition of full pedestrian crossings on all legs of both sides of the Grand Canal Bridge is to be welcomed, and will improve overall safety and movement for pedestrians and cyclists.

There is no indication that the outbound cycle lane on the canal bridge is protected, as for the interim scheme. This needs to be addressed

As referenced in our comments above in 3.1.4 on the interim scheme, the signal sequencing needs to be addressed to reduce vehicular conflict with crossing pedestrians and cyclists.

As referenced above in 3.1.6 on the interim scheme, we recommend moving the Toucan Crossing at approximate chainage 570 closer to Northbrook Road junction, particularly to support cyclists turning right into Northbrook.

4.1.2 Permanent Scheme Drawing 3

While we welcome the additional controlled pedestrian crossings at the Oxford Road/School junction we are unsure of the proposed layout, in particular for bicycles, and in consideration of its use by potentially large numbers of schoolchildren. We are also unclear whether the crossings proposed are Toucan or not? We would welcome discussion on how the cycling manoeuvres are proposed to be operated.

We note also the different configuration of the crossing at Chainage 900, for which there is no Legend reference?

4.1.3 Permanent Scheme Drawing 4

We broadly welcome the new proposed arrangement for the main Ranelagh Junction at Cullenswood Road and the improved landscaping arrangements as laid out in the Landscape Permanent Scheme drawings. In particular the removal of the left turn slip lane will increase overall safety of pedestrians and cyclists. However we

recognise that further consultation and/or proposals may occur on this stretch. We note the constrained cycle track width in the drawing and that no protected access appears to be provided for mobility impaired drivers from their designated parking bays?

4.1.4 Permanent Scheme Drawing 5

We welcome the upgrading of the crossings at the Sallymount Avenue Junction, but we remain confused, as referenced above, as to what the blue 'PROPOSED DELINEATION SURFACE' actually means?

4.1.5 Permanent Scheme Drawing 6

We suggest that the Marlborough Road/Sandford Close junction requires extra protection and consideration of turning cyclists. This area has a number of schools in the vicinity and the large number of potential cyclists using this junction complex to turn in and out of both sides of the main road needs to be factored into the design?

4.1.6 Permanent Scheme Drawing 7

As referred to above in Section 3.6, Dublin Cycling Campaign supports the continuation of the present arrangement at Belmont Avenue which is a no entry to Belmont Avenue for main traffic from Sandford Road, but we await the final decision on design before final comment.

We like the proposed outline of the Eglinton/Milltown junction, which has removed the left turn slip lane, and reduced the crossing distances for both pedestrians and cyclists, but we would welcome clarification on the proposed signal cycle and the operation of cycling right turns.

4.1.7 Permanent Scheme Drawing 8

As referenced above in section 4.0.6 the proposed permanent cycle track width falls below recommended standards on this section in particular. We would request that a critical analysis be carried out of the options in this area including possible CPO of adjacent property and/or reduction in the main carriageway width.

The upgrade of the crossing at the Clonskeagh Hospital to a raised crossing is to be welcomed.

4.1.8 Permanent Scheme Drawing 9

The addition of a new pedestrian crossing at approximate Chainage 2630 south of Ashton's Pub, is welcome.

The addition of new tree and green planting will upgrade the overall public realm look in this section, despite the removal of a number of trees on the west - south side - of the Clonskeagh Road.

The removal of the present seldom used car parking on the west side of the road and the rationalisation and greening of the car parking area on the east side of the Clonskeagh Road adds to the public realm layout of the area.

We are unsure as to why a driveway/ramp has been added to the southern end of Farmer Brown's establishment, when there is a clear vehicle exit available along the Dodder River?

5 Conclusion/Summary

Dublin Cycling Campaign welcomes the broad thrust of these schemes, and the proposed improvements in cycling and walking provision in particular and the added safety factors. We look forward to a speedy construction of the interim measures, with some suggested modifications, as we have outlined above, and a review of a number of the elements of the permanent scheme as indicated in our commentary above.

In particular we would highlight the following issues:

1 Addition of a safe cycle route design from Harcourt Road to the City Centre, even on an interim basis, due to the likely delays in the permanent scheme in this area, needs to be factored into this project.

2 Clarification on the signal cycles at junctions, the use of advance green cycle lights, and detailed provision for cycling right turns is not available in the consultation documentation, and needs to be, in particular at a number of complex junctions.

3 The permanent scheme drawings need to be clearer on outlining what are Toucan Crossings and what are simple pedestrian crossings, though we welcome the general upgrading of crossings?

4 We welcome the rationalisation of bus stops and the inclusion of bus stop bypasses for cyclists, but urge that all bus stops in the permanent scheme be reviewed to ensure they all provide safe bypasses for cyclists.

5 We urge that the permanent scheme be designed in the context of the likely future introduction of a 30kph default urban speed limit, which will enable consideration of narrowing the main carriageway in constrained environments. This in turn will help to upgrade the proposed widths of the cycle tracks to meet the high level NTA standards.

Dublin Cycling Campaign is happy to meet with the scheme designers at any stage to discuss any of the design issues raised above, and we look forward to the speedy implementation of the proposed interim scheme scheme, and the further follow-on of the permanent scheme..

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