



## **Collins Avenue Extension Protected Cycle Tracks**

9th July 2021

### 1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. We have a vision for Dublin that is a vibrant liveable city where people of all ages and abilities choose to cycle as part of their everyday life.

We have reviewed the drawings on the consultation hub to see if they will provide a high-quality cycle route for people of all ages and abilities. We welcome the project. We wish to provide feedback on certain elements of the project that we think could be improved.

### 2.1 On-Street Car Parking

There is a long line of on-street car parking (drawing 3) between Shanowen Avenue and Albert College Park. This leaves people cycling very exposed to traffic movements from both sides. In general, children and families do not find cycle lanes like this safe or comfortable as you need a large amount of awareness to manage potential conflicts in all directions. This car parking is rarely full because of the number of driveways along this section.

We recommend converting this into a parking protected cycle lane.



*Collins Avenue with the cycle lane squeezed between parked cars and moving cars.*

## 2.2 Albert College Park Junction

We recommend that DCC investigate narrowing the corner radii of Albert College Park and Collins Avenue (drawing 3). We estimate the corner radii are about 8-9m. DMURS would recommend 1-3m corner radii for a small residential street such as this (section 4.3.3). DLRCC have successfully reduced the corner radii of a number of junctions on the Goatstown Road using simple bollards and line markings to tighten up the corners.

These smaller corners reduce the crossing distances for pedestrians and slow turning vehicles, which increases safety for all road users.



*Photo showing wands and line markings used to narrow a side road junction along Goatstown Road, DLRCC. Photo credit: Taney Area Residents' Association*

## 2.3 Indented Car Parking before Bus Stop 1646

We recommend removing the three indented car parking spaces just before bus stop 1646 (drawing 2). There is no door zone buffer between these car parking spaces and the cycle lane, which puts people cycling in danger when someone opens their car door. These car parking spaces also means that there is no kerb protection for this section of the cycle lane. We recommend removing these three free car parking spaces. Policies MT14 and MT15 of the city development plan would support removing these car parking spots to provide improvements for sustainable transport.



*Existing car parking spaces by bus stop 1646*

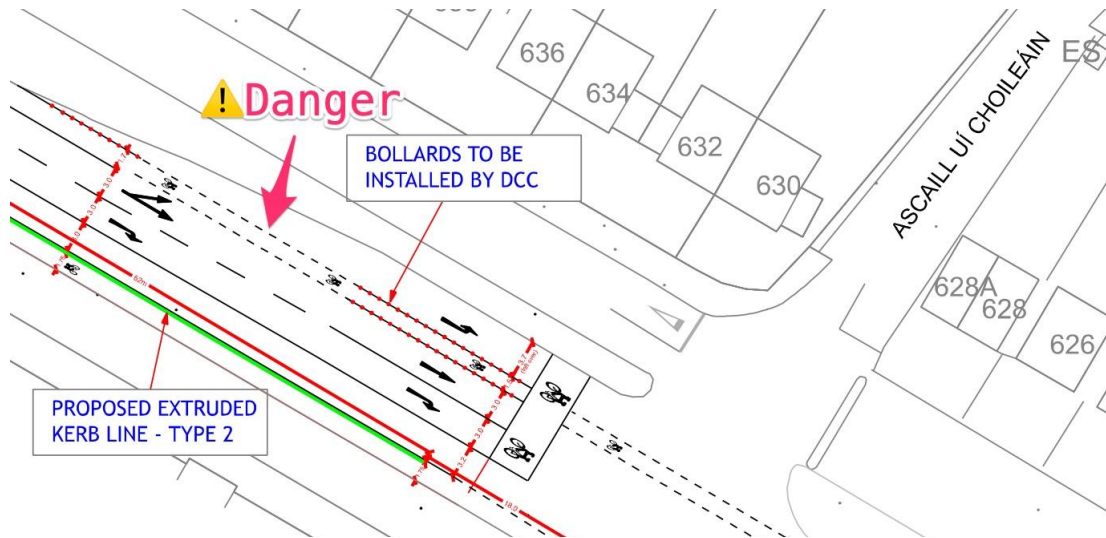
## 2.4 Left-turn lane for Collins Avenue Bring Bank

We recommend the removal of the dedicated left-turn lane from Collins Avenue Extension in towards Collins Avenue Bring Bank.

The cycle lane provided is only 1.5m wide streaming/orphaned cycle lane. In the cycling community these cycle lanes are know as "*murder strips*" as people cycling are exposed to traffic cutting across them.

Are there enough left-turning movements here to justify a dedicated left-turning lane? If not, we strongly recommend removing that lane. If the left-turning lane must be kept, then we recommend widening the cycle lane to at least two meters and reducing the width of the proposed 3.7m wide left-turn lane.





*Extract of drawing 2 showing the left-turning lane into the bring center*

## 2.5 Hatching in Middle of Carriageway

On drawings 1-2 the drawings propose new hatching in the middle of the carriageway between Crestfield Drive and DCU's main entrance. We suspect this is to reduce the general traffic lanes to standard width (3.25m). Instead we recommend placing the hatching between the cycle lane. This would be similar to the cycle lane on Griffith Avenue Ext. This will move the two opposing traffic lanes closer together, which will provide a better traffic calming effect. It will also provide buffer space between the cycle lane and adjacent motor traffic. This will increase comfort for people cycling and allow people cycling to use the whole cycle lane width to overtake without overhanging a live general traffic lane.

## 2.6 Cycle Lane Protection Outside St Aidan's CBS

The cycle lane outside of St Aidan's CBS is frequently blocked in the morning by parents dropping off their kids by car. While this proposal does protect some of the cycle lane around here, there is still a chunk of cycle lane that isn't protected. Can more of this cycle lane directly outside the school be protected?

### 3.0 Conclusion

This project is most welcome. We thank the staff in Dublin City Council for moving this and other projects forward. We hope you can take on-board our recommendations.

Kevin Baker  
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