



Core Bus Corridors Overall Summary Submission

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign is the leading member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN). Our mission is to build a more liveable city where people of all ages and abilities can cycle.

Overall we are broadly supportive of the Core Bus Corridors project. The BusConnects Core Bus Corridors is a once in a lifetime opportunity for public transport and cycling in Dublin. If constructed it would deliver a large number of the primary routes of the GDA cycle network. However, it is not without its risks.

2.0 Concerns

We have [reviewed and submitted feedback](#) on all 16 routes. This submission is an overall summary of the trends. We are heavily invested in this project and we want to see it succeed. However, we have concerns that need to be addressed as the project develops. Without these concerns addressed the cycle infrastructure will not encourage everyone of all ages and abilities to cycle.

2.1 Discontinuity of cycle routes

Our biggest concern is that the cycle routes are non-continuous. To enable more than just the brave and confident to cycle the cycle routes need to be continuous.

Continuous cycle tracks are sacrificed at many locations across the project in favour of continuous bus lanes. A continuous cycle track provides safety to it's users. A

continuous bus lane provides improved journey times. As a Roads Authority, the National Transport Authority has a duty of care to all road users and should be prioritising safety over journey times, where there is a conflict.

Where there are short pinch points we'd encourage the NTA to prioritise the space for continuous cycle tracks. Bus priority can be provided through other means, such as bus priority lights.

One example where the continuous cycle track is lost in order to improve bus priority is Dolphins Barn (CBC9: Greenhills, map 39). There is no inbound cycle track provided, but instead a new right turn lane is added for general traffic, in order to bring the bus lane to the junction. The junction of Rathgar Road and Leicester Avenue (CBC12: Rathfarnham, map 9) is a good example of a continuous cycle track with bus priority through lights.

The proposals to reduce the speed limit to 30km/h in areas where cyclists must use bus lanes do not create a suitably safe environment if the traffic volumes are high (e.g. CBC9: Greenhills, map 30-31). It is not consistent with the National Cycle Manual.

2.2 Level of segregation

The majority of the concerns in our 16 route submissions are about the level of segregation provided to cyclists. Full segregation from heavy traffic is key to providing a safe environment for cyclists, which will encourage the largest number of people to cycle.

The gold-standard in cycle route design is the Clontarf to City Centre Cycle Route. It will provide a 100% fully segregated cycle route. It is what that the BusConnects routes should emulate. The design's use of protected junctions, parking protected cycle tracks, buffer spaces, priority over side roads and bus stop bypasses are key to its quality.

We are delighted to see curb protected cycle tracks along these core radial routes. However, it is disappointing to see no horizontal buffer space between cycle tracks and fast moving traffic and to see cyclists mixed back in with heavy fast moving traffic at junctions. There is good guidance in the National Cycle Manual on these topics and it should be followed.

2.3 Shared Spaces

We reject all of the shared space designs that mix pedestrians and cyclists. Shared spaces provide a low quality-of-service and produce unnecessary conflict. Shared spaces are particularly distressing to people with disabilities who do not want to be sharing space with cyclists. These areas must be redesigned.

2.4 Bus Stop Bypasses

Bus stop bypasses (island bus stops) are a key element of segregation that needs to be added across many of the routes in order to encourage more people to cycle. Mixing cyclists with buses at bus stops leads to serious and potentially fatal conflicts. The principles of sustainable safety in the National Cycle Manual should be followed with cyclists and buses separated at stops, wherever possible.

We'd like to see a review of existing bus stop bypass designs in Ireland. Too many existing bus stop bypasses are poorly designed. Getting the details of bus stop bypasses right is key to making them safe for both pedestrians and cyclists.

2.5 Quality of diversions

Diversions for cyclists should only be done where a high-quality, safe and direct cycle route is provided. Some of the detours proposed are either unsafe or indirect. Getting these diversions right will be essential to convincing cyclists to use them.

The diversions need to be actively designed to be low-speed and low-traffic. There is good guidance in the National Cycle Manual and DMURS on how to achieve this. Some proposed diversions have 50km/h speed limits, wide carriageways and medium levels of through-traffic (e.g. Kildare Road, CBC9: Greenhills).

2.6 Urban Places

We campaign to make Dublin a more liveable city, which cycling will play a large part. However, transport is not the sole function of streets. Streets are places too.

The current Core Bus Corridor proposals do little to recognise the value of our urban places. Road widening, tree felling and footpath narrowing will not improve our urban villages. If more space needs to be found then more through-traffic restrictions need to be introduced. That way buses and local access traffic can share the same lane. This will free up space for larger footpaths, save mature trees and better public realm. The public realm improvements in Marino have been key to selling the Clontarf to City

Centre Cycle Route to local stakeholders. Multi-disciplinary teams, with international experts, will be key to delivering holistic a project.

2.7 Cycle Network

If all of the Core Bus Corridors were built tomorrow they would not join together to form a network of connected cycle routes. There are a number of missing links that should either be built as part of this project or handed off to Dublin City Council for implementation. (Map in Appendix A) For example:

1. Bridgefoot Street - links CBC5, CBC7, Liffey Cycle Route
2. Bolton Street & King Street North - links CBC2, CBC3, CBC5
3. Blessington Street - links CBC2, CBC3
4. Fishamble Street - links CBC7, CBC9, CBC11, Liffey Cycle Route
5. Kevin Street Upper/Lower - links CBC9, CBC11, CBC12
6. Merrion Row & Baggot Street Upper - links CBC13, CBC15, FitzWilliam Cycle Route

2.8 Traffic Reduction

There are many traffic reduction measures proposed as part of the Core Bus Corridors. Unfortunately this opportunity has been missed within the Canals. The Dublin City Transport Study 2016 states that there are inappropriate levels of through-traffic in Dublin City centre.

On the map Appendix B, we mark all of the general traffic restrictions proposed. There are a number of locations within the canals where cycle tracks are discontinuous. Adding more general traffic restrictions in the city centre would free up more space for wider footpaths, continuous cycle tracks, save mature trees, build a better public realm and provide better public transport priority. More general traffic restrictions, particularly within the canals are needed.

2.9 Design Consistency

Throughout our submissions on all of the Core Bus Corridor proposals we have regularly had to comment on inconsistent approaches to some basic design elements. These include side road design, signalised junction designs, bus stop designs, slip lanes, closing side roads and other common design elements. Some sections of the Core Bus Corridors are better than others.

We'd encourage the NTA to agree a set of design principles with relevant stakeholders, including the Cycling Unit of the NTA. That way if we can all agree we can focus on delivering the best possible complete cycle routes as part of the CBC project.

3.0 Conclusion

The Core Bus Corridors are a huge opportunity for the whole city. We want to see the Core Bus Corridors built. We look forward to engaging with the NTA as the project develops.

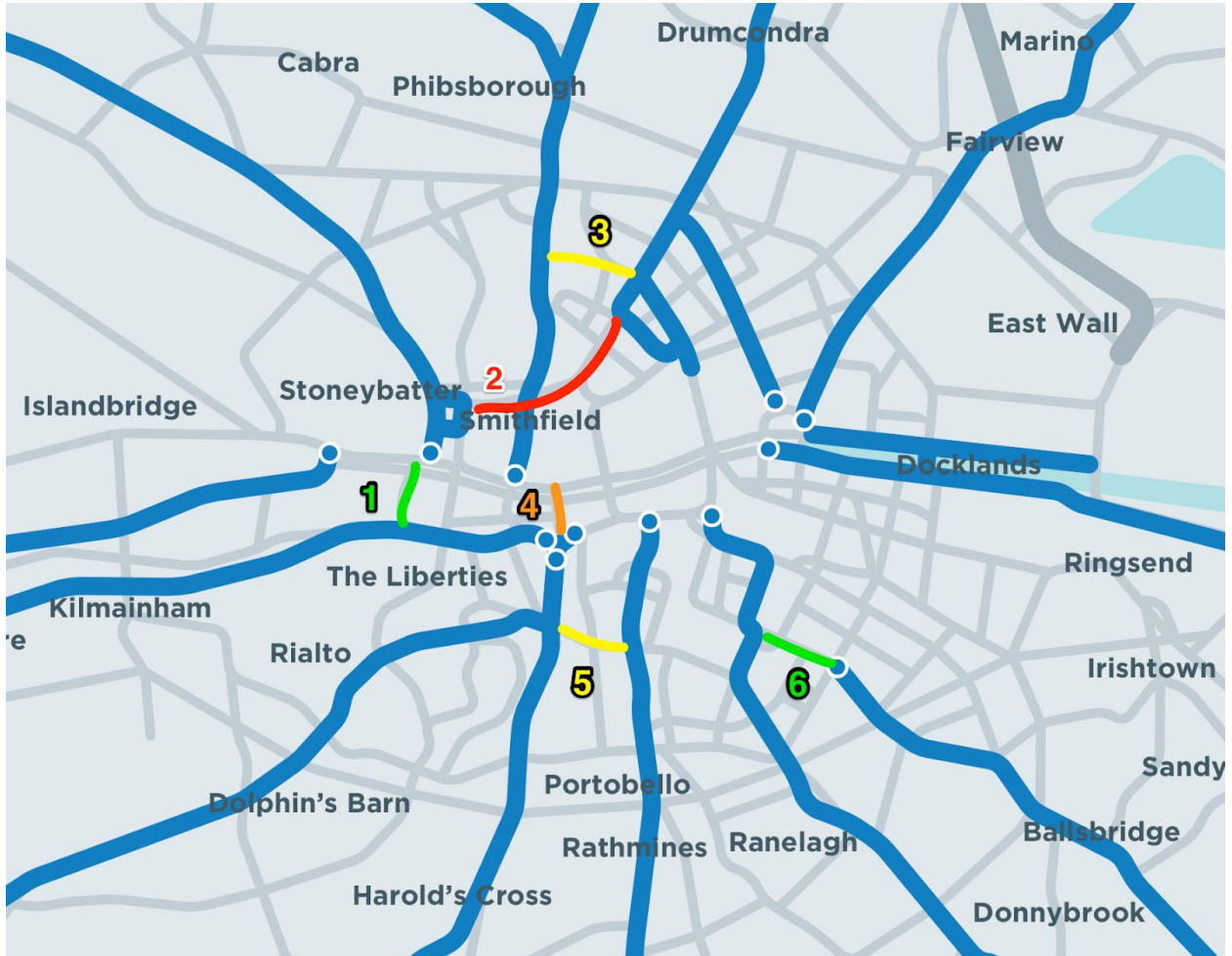
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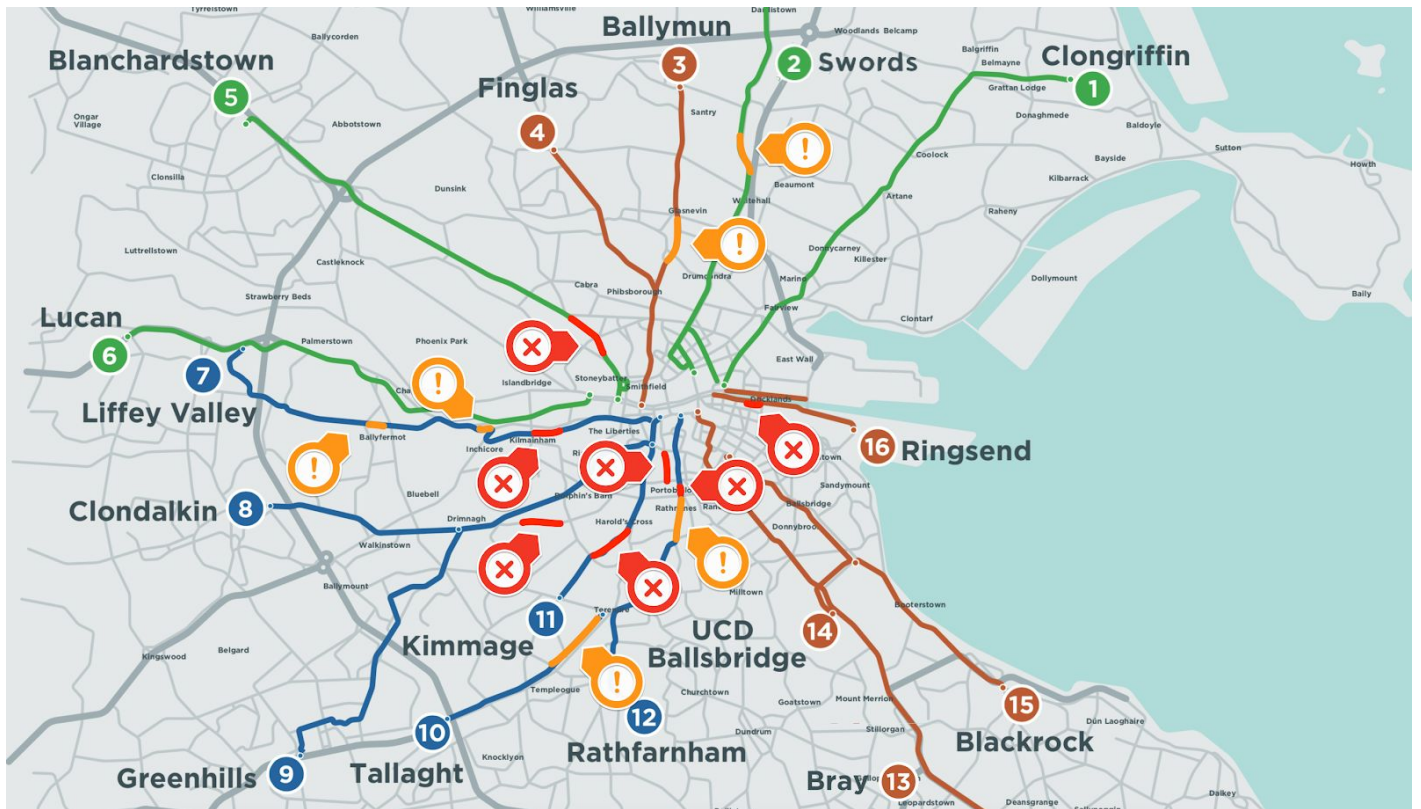
Registered Charity Number (RCN): 20102029

Appendix A



The map shows some of the potential missing links that need to be filled in to create a cycle network. These should be included as part of this project to given over to the Dublin City Council for priority implementation

Appendix B



Areas marked in red show locations that ban general traffic in both directions. Orange shows proposed general traffic restrictions in one direction. There are no traffic restrictions proposed on the northeast or southeast side of the city.