



**May 2018**

DLR County Council,  
Senior Executive Officer, Transport Department  
Dublin

*Submission by Dublin Cycling Campaign on Drummartin Link Road Scheme*

## **Summary**

Dublin Cycling Campaign welcomes the objective to improve this section linking across the M50 to help encourage people to choose cycling. It is a hostile and difficult section of roadway linking Stepside to Sandymount / Dundrum and the city.

Even though the intention of this scheme is to improve cycling conditions, it fails to deliver by being too restrictive on cycling movements in favour of keeping motor traffic moving at junctions. We don't think this scheme will achieve its objective of increasing cycling.

We believe there are too many problems with the current design to accept it with minimal changes. The root of the problem appears to be trying to design for 2 different classes of cyclists at the same time that will use the extent of the scheme in 2 different ways. These being existing faster cyclists who feel somewhat comfortable cycling amongst traffic, and children who will use each and every crossing along with their increased wait times and complexity. There needs to be a rethink of how cycling is integrated into these major junctions and to design for a much more simple design that all types of cycle users can operate and respect.

We cannot accept that this design represents the best value for money for the medium to long term. We don't see it as attractive for many to use. We believe that the people who cycle this route today will still represent the vast majority of the people who will cycle this post implementation. We don't see many people making modal shifts towards cycling or inviting family / leisure cycling on to this design.

We hope the option of a dedicated walking and cycling bridge will be looked at again in the future.

### **Key points**

- The use of off road cycle tracks is great to see, especially given the high speeds of the roads involved
- Upgrading the existing crossings to Toucan crossings is welcomed, but still too many crossings in place with staggered use which suggests extra long crossing times to cross each specific crossing. This is against the advice in DMURS.

- The retention of the slip turns is also unfriendly to cyclists and using 2 options of one very slow use of crossing and one on road is not an acceptable way to retain a slip turn and make cycling safe. This is also against the advice stated in DMURS.
- The traffic modelling mentioned in the scheme doesn't make clear that it was modeled on cyclists using all of the designed cycling infrastructure. The times of 6 minutes to travel from Kilgobbin Road to Blackthorn Drive mentions up to 60 seconds delay at crossings on the rotary. The modelling of transit times through the scheme doesn't highlight the use of the junction with Blackthorn Drive. We believe that this junction is too complex for cyclist to want to use the multiple crossings.
- The use of painted stay left to turn right on the junctions is not a design standard to use. This is merely a cycling skill to navigate junctions that poorly accommodate cycling. It should not be an acceptable to design for this maneuver into a junction that is meant to improve cycling facilities.
- The junction of Blackthorn Drive and Drummartin Link Road is too complex for cycling especially due to the slip roads and the staggered crossings. This in essence fails to deliver quality cycling for everyone to use and makes no good of the overall scheme.
- It is not clear how an inbound cyclist travelling on the off road cycle track would continue past the Blackthorn Drive junction when going in any direction. The junction is too complex for cycling. Going straight to city, left to Dundrum and right to Sandyford are all too complex to expect a cyclist to do this.
- All of the off road two way cycle tracks use inverted cycling which is not acceptable. We don't see why the expectation that cyclists will cycle on the right hand side has progressed to this design. These need to be redesigned along with the entry and exit points to expect cyclists to stay left in the 2 way cycling tracks. It is understood that there are challenges with transitioning between on road to off road that may make it somewhat logical to place an inverted design, however, it's counter intuitive and represents a poor standard for cycling.
- The off road shared walking and cycling track on the roundabout needs to be a consistent 3m and curb separated. There are sections that are not curb separate even though there is space. The design needs to allow for a city bound cyclist to join from on road to the off road refuge after the slip turn, otherwise on road cyclists would only be able to stay on road around the whole rotary.
- The off road cycle tracks on the city side of Blackthorn Drive junction of the scheme don't appear to be protected by buffers / good curbing. This is particularly important as we see the potential for motor vehicles to park in this space and completely block the cycle track making it unsafe to the cyclists looking to use it.
- The document also mentions a 30 second delay at the Bracken Link Road. This suggest that the cycling lights used for the crossing will only be operated by stopped cyclists.
- Cross Section G-G on Kilgobbin Road shows the cycle track at 3.0m on the label on the main drawing road, but just 2.5m in the cross section box. 2.5m here would be too narrow for two way cycling, as the gradient means that cyclists travelling towards the rotary on this section are likely to be travelling at speed. Similarly, faster cyclists will need space to be able to overtake slower cyclists when travelling in the uphill direction.
- We are concerned about the potential for motorists to break red lights at the Toucan Crossings in the vicinity of the Rotary at times when motorised traffic is lighter, as the overall road design and features in this area give the impression to motorists of a relatively high speed environment. We request that the feasibility of any possible options to help mitigate

this risk should be investigated including the potential use of raised tables at the crossings, additional flashing lights on the road surface, red light enforcement cameras etc.

## References

<https://dlrcoco.citizenspace.com/transportation/sandyford-cycle-route-kilgobbin-drummartin-link-ro/>

Yours sincerely,

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