



Dublin Area Bus Network Redesign Public Consultation - September 2018

1.0 Introduction

Dublin Cycling Campaign is the advocacy group for cycling in Dublin. Dublin Cycling Campaign wants to make Dublin a safe and friendly place for everyone of all ages to cycle.

We welcome this redesign of the Dublin area bus network, which will undoubtedly greatly improve public transport in Dublin. We accept that some adjustments to the present proposals will be required, but on balance we are in favour of them. The outcomes of the proposed network will make public transport a viable option for more people in Dublin. This will allow greater modal shift away from unsustainable transport towards public transport and active travel.

However, the NTA need to take care when implementing this new routing strategy to ensure that all roads that carry buses for the first time, or are loaded with a large increase in buses, have the appropriate cycling infrastructure to protect vulnerable road users such as cyclists and pedestrians. Many of these roads are outside the Core Bus Corridor Project remit.

2.0 Reasons Dublin Cycling Campaign supports the proposed design

There are many reasons why the Dublin Cycling Campaign supports the principles behind the proposed network design.

2.1 Encourages modal shift

This proposed network will provide more useful public transport to more people in the city. This is overwhelming clear from Chapter 8 of the report, which shows more people will live close to high-frequency and thus useful public transport. This will encourage more people to choose public transport and active travel over unsustainable private transport modes.

This has a huge benefit to pedestrians and the cycling community in Dublin. Traffic reduction is a key part of making our roads safer for vulnerable road users like pedestrians and cyclists. Improved public transport will reduce traffic.

It enables us to reallocate public road space away from private cars to more sustainable modes like walking, cycling and public transport.

2.2 Fewer buses in the core city centre

The proposed network design gives many people orbital route options that avoid the busy city centre core. This will mean fewer half empty buses in the city centre, which will reduce the number of conflicts between buses and cyclists in the city centre.

2.3 Supports College Green Plaza

The Dublin Cycling Campaign supports the College Green Plaza development. This new public plaza for pedestrians and cyclists will make Dublin a more liveable city. This new bus network design takes the College Green Plaza into account and enables it's development.

2.4 Buses run on fewer streets in the city centre

The rationalisation of bus routes particularly in the core city centre proposes to run bus services on far fewer streets in the city centre. This creates more streets in Dublin that are safer to cycle on because there are fewer large vehicles moving around and fewer streets with bus stops. Bus stops are a serious conflict point for cyclists and this proposed network will reduce the number of conflict points.

2.5 Fewer bus routes terminate in the city centre

Fewer buses will terminate in the city centre. There are many streets in the city that are full of parked buses. The proposed route structure reduces the need for city centre bus parking. This space can be reallocated to active travel modes like pedestrians and cyclists. This will be most notable in places like Merrion Square South and Eden Quay, where the current bus parking could be reallocated for better use, i.e. for cycle lanes.

3.0 Observations

We have some observations and comments we wish to share with the design for these new routes. Running buses on new streets or at higher frequencies will have an affect on other road users. The NTA need to take this into account before implementing the new route changes.

3.1 Buses running at higher frequencies on some streets

This has effects on vulnerable road users like cyclists. Due care needs to be given to all streets that are seeing increased bus frequencies to consider are the current conditions able to handle the current cycling traffic and increased bus frequencies without putting cyclists at risk.

The NTA's National Cycle Manual lays out what are the potential options for bus stops that are cycle friendly. The bus stop design required changes depending on the frequency of buses. The NTA should review the bus stop design used on each of these streets where bus frequencies increase to ensure they are the most appropriate design and if they are not upgrade the bus stop design where feasible.

3.2 Roads that need upgraded cycling facilities to enable BusConnects

We have analysed what roads are gaining and losing buses as part of the network redesign. We have calculated the current number of buses per hour per direction for every road in Dublin using existing Dublin Bus timetables and predicted buses per hour per direction based on the new routing and frequencies. It shows that there are many roads across the four local authorities in Dublin that will see large increases in buses per hour per direction at both peak and midday times.

We have attached a table of our analysis onto the end of this submission. The NTA need to work closely with the four local authorities and the Dublin Cycling Campaign to ensure that cycling facilities are upgraded on each of these roads before there are large increase in buses per hour per direction. The vast majority of these roads are also part of the NTA's GDA Cycle Network Plan so fit into the overall transport strategy for Dublin.

There are roads that are part of the Core Bus Corridor Project that will see significant increases in buses per hour per direction (bphpd). Many of these roads currently have poor cycling infrastructure. Most notably Nutely Lane (CBC 14; 0 to 12 bphpd), Clanbrassil Street (CBC 10; 4 to 16 bphpd), Terenure Road East (CBC 12; 11 to 28 bphpd). The NTA should prioritise planning and construction of these routes.

Some examples of roads outside of the Core Bus Corridor Project that have no/poor cycling facilities but see large increases in buses per hour per direction:

- *Cuffe Street* will change from zero to 24 buses per hour per direction (bphpd) at peak. There are only poor advisory cycle lanes on this road that are far

outside the recommendations of the NTA Cycle Manual. This is Secondary Route C3 in the GDA Cycle Network

- *Cromwellsfort Road* will see a 200% increase in buses per hour per direction from 4 to 12. It currently has no cycling infrastructure. It is Secondary Route SO3 of the GDA Cycle Network
- *Walkinstown Avenue* will increase from 3 to 12 buses per hour. It currently has no cycling infrastructure and it is Secondary Route SO4 of the GDA Cycle Network
- *Taney Road* goes from no buses to 8 bphpd. There is no cycling infrastructure currently and it is Secondary Route SO4 of the GDA Cycle Network
- *Mount Anville* will go from no buses to 4 bphpd. It has no cycling infrastructure despite having a school and wide enough carriageway to facilitate good cycling infrastructure. It is Primary Route SO4 of the GDA Cycle Network
- *Ballyogan Road* will go from 0 to 6 bphpd. It has no cycling infra but it has hatching area down the middle that could be re-allocated to cycle lanes
- *Collins Avenue* will go from 1 to 10 bphpd outside DCU. This is a dramatic increase. In places there is good cycling infrastructure but in other places there is none. This discontinuous nature puts cyclists at risk. It is Primary Route NO4 of the GDA Cycle Network

This is just a small number of many roads with poor or no cycling infrastructure that will see a large increase in bus movements. The NTA needs to work with local authorities to improve cycle facilities on these roads before implementing the new network design. Appendix One of this submission contains a full breakdown of roads seeing increases.

3.3 Single decker buses on O Orbital Route

We understand that the O orbital bus route will be using single-decker buses because of the low railway bridge at Macken street. We encourage the NTA to use non-articulated buses on this route. Articulated buses have a poor safety record around vulnerable road users like pedestrians and cyclists. This poor safety record is why articulated buses were previously removed from the Dublin Bus fleet, and from the London bus fleet. The NTA should only introduce articulated buses if there are segregated cycle tracks with segregated junctions, and pedestrian safety improvements provided on the route.

3.0 Summary

We welcome the proposed bus network redesign and encourage it's implementation with detailed consideration of the needs of cyclists. We encourage

the NTA to work with local authorities to improve cycling conditions on roads where bus frequencies will increase. Many of the streets that will see higher frequencies are not affected by the proposed Core Bus Corridor Project so must be handled through separate initiatives.

We look forward to the public consultation on the infrastructure improvements as part of the Core Bus Corridor Project at the end of October.

Yours

Kevin Baker/Colm Ryder
Dublin Cycling Campaign
% Tailor's Hall,
Back Lane,
Dublin 8

Dublin Cycling Campaign,
Registered Charity Number (RCN): 20102029

Appendix 1:

Increases on roads covered by the Core Bus Corridor Project

This is a list of roads in Dublin that will see an increase in bus per hour per direction after the new network design and are covered under the Core Bus Corridor Project. We encourage the NTA to prioritise the upgrade of cycling facilities on these routes to protect cyclists from the increased heavy traffic volume.

Street	Current Buses Per Hour		Proposed Buses Per Hour		Difference		Existing Cycle Facilities	LA	Core Bus Corridor #	GDA Cycle Network	GDA Cycle Route
	Peak	Midday	Peak	Midday	Peak	Midday					
Terenure Road East	11	10	28	22	17	12	Bus Lane/Advisory	DCC	12	Primary	10
Christchurch Place	32	29	46	37	14	8	Advisory	DCC	9	Primary	7
Pembroke Road to Lesson Street Bridge	3	3	16	11	13	8	Nothing	DCC	14	Primary	13A
Nutley Lane	0	0	12	8	12	8	Nothing	DCC	14	Secondary	13E
Merrion Road (Sandymount Ave to Pembroke)	12	11	24	17	12	6	Bus Lane/Advisory	DCC	14	Primary	13
Clanbrassil Street	4	4	16	11	12	7	Bus Lane/Advisory	DCC	10	Secondary	9B
Merrion Road (Nutley to Sandymount Ave)	9	8	20	14	11	6	Bus Lane/Mandatory Cycle Lane	DCC	14	Primary	13
St Johns Road West	10	10	20	10	10	0	Advisory	DCC	6	Secondary	6A
Swords Road	10	8	20	15	10	7	Bus Lane/Advisory	DCC	2	Primary	2A
Walkinstown Roundabout	13	11	22	18	9	7	Nothing	SDCC/ DCC	9	Secondary	SO3/SO4
Church Street	4	4	12	10	8	6	Advisory	DCC	3	--	--
Patrick Street	16	14	23	17	7	3	Advisory	DCC	10	Secondary	9B
James Street	16	10	23	20	7	10	Advisory	DCC	7	Primary	7A

Dublin Cycling Campaign Analysis of Buses Per Hour on All Dublin Roads Post-Network Redesign - September 2018

Saint Mobhi Road	8	8	15	12	7	4	Nothing/Bus Lane	DCC	3	Primary	3A
Main St (Clongriffin)	6	6	13	11	7	5	Bus Lane	DCC	1	--	--
Kimmage Road Lower	6	6	12	8	6	2	Advisory	DCC	10	Secondary	9D
Rathfarnham Road	11	10	16	12	5	2	Bus Lane/Advisory/Mandatory Cycle Lane	SDCC	12	Primary	10
Tallaght Hospital	14	12	19	16	5	4	Nothing/Cycle Lane	SDCC	9	Primary	SO5
Grange Road (Rathfarnham)	11	10	14	12	3	2	Bus Lane/Segregated Cycle Track	SDCC	12	Secondary	SO4
Crumlin Road	12	10	15	12	3	2	Bus Lane/Mandatory Cycle Lane (super narrow)	DCC	9	Primary/Secondary	8/8A
Cork Street	12	10	15	12	3	2	Advisory	DCC	9	Primary	8
Nangor Road	3	3	6	4	3	1	Bus Lane	SDCC	8	Secondary	8C2
Ballymum Road	12	11	15	12	3	1	Bus Lane	DCC	3	Primary	3A
Swords Road (north of airport)	10	9	13	12	3	3	Advisory	FCC	2	Primary	2A
Harolds Cross Road (Triangle to Canal)	14	13	16	11	2	-2	Advisory	DCC	10	Secondary	9B

Increases on Roads NOT covered by the Core Bus Corridor Project

This is a list of roads in Dublin that will see an increase in bus per hour per direction after the new network design and are NOT covered under the Core Bus Corridor Project. We encourage the NTA to engage with each of the local authorities to increase the cycling facilities provided on each of these roads. The NTA should prioritise the roads that will see bus traffic for the first time and roads that are seeing dramatic increases where the existing cycle facilities are also poor.

Street	Current Buses Per Hour Per Direction		Proposed Buses Per Hour Per Direction		Difference Buses Per Hour Per Direction		Existing Cycle Facilities	LA	GDA Cycle Network	GDA Cycle Route
	Peak	Midday	Peak	Midday	Peak	Midday				
Cuffe Street/Stephen's Green South	0	0	24	17	24	17	Advisory	DCC	Primary/Secondary	12/C3
Mounttown Road Upper	0	0	12	9	12	9	Advisory	DLRCC	Primary	SO5
High Street	0	0	12	8	12	8	Nothing	DCC	--	--
FitzWilliam Street Lower	0	0	12	8	12	8	Nothing (in progress)	DCC	Secondary	C7
Rowanbayrn	0	0	10	7	10	7	Bus Lanes/Segregated Cycle Track	DLRCC	Primary	SO5
Fluerville	0	0	10	7	10	7	Segregated Cycle Track/Advisory	DLRCC	Primary	SO5
Broombridge Road	0	0	10	9	10	9	Nothing	DCC	--	Feeder
Collins Avenue (outside DCU)	1	1	11	10	10	9	Nothing/Mandatory Cycle Lane	DCC	Primary	NO4
Bridge Street (Ringsend Village)	3	3	12	5	9	2	Advisory	DCC	--	--
Walkinstown Avenue	3	3	12	10	9	7	Nothing	DCC	Secondary	SO4
Adamstown Station	6	2	15	10	9	8	Nothing	SDCC	Secondary	SO8
Taney Road	0	0	8	8	8	8	Nothing	DLRCC	Secondary	SO4
Herbert PI/Warrington PI	0	0	8	8	8	8	Segregated Cycle Track	DCC	Primary	SO1
Grand Canal Street Lower	0	0	8	8	8	8	Nothing	DCC	Secondary	13B

Dublin Cycling Campaign Analysis of Buses Per Hour on All Dublin Roads Post-Network Redesign - September 2018

Macken Street	0	0	8	8	8	8	Nothing	DCC	--	--
Cromwellsfort Road	4	4	12	10	8	6	Nothing	SDCC/ DCC	Secondary	SO3
Infirmary Road	0	0	8	8	8	8	Nothing	DCC	Secondary	NO1
Blackthorne Avenue (Sandyford Luas)	1	1	8	7	7	6	Nothing	DLRCC		Feeder
Old Bawn Road	5	5	12	10	7	5	Nothing/Segregated Cycle Track	SDCC	Primary	SO5
York Road	13	13	19	16	6	3	Nothing	DLRCC	Primary	SO5
Link Road TEK to Brookville Park	4	4	10	9	6	5	Mandatory	DLRCC	Primary	SO5
Highfield Road	0	0	6	6	6	6	Nothing	DCC	Secondary	10E
N81 (from R136 to Square)	11	10	17	14	6	4	Segregated Cycle Track (with large danger)	SDCC	Secondary	9C/9D
North Circular (Phibsborough)	14	10	20	16	6	6	Nothing	DCC	Secondary	C8
Ballybogan Road (west of Broombridge)	0	0	6	6	6	6	Nothing/Bus Lane	DCC	--	--
Poppintree Park	0	0	6	6	6	6	Nothing	DCC	Secondary	NO5
Alfie Byrne Road	0	0	6	6	6	6	Segregated Cycle Track	DCC	Secondary	1E
Marsfield Avenue	0	0	6	4	6	4	Nothing (wide carriageway)	DCC	--	--
Church Road (Blanch)	0	0	6	6	6	6	Nothing	FCC	Secondary	5E
Monkstown Avenue	4	4	9	8	5	4	Nothing	DLRCC	Secondary	13E
Wynnsward Drive	1	1	6	6	5	5	Nothing	DLRCC	Primary	UCD
Nutgrove Avenue	3	3	8	6	5	3	Cycle Track	DLRCC	Primary	SO5
Milltown Road	1	1	6	6	5	5	Nothing/Mandatory Cycle Lane	DCC	Secondary	SO3/11B
Dundrum Road (Bird Ave to Dodder)	3	3	8	8	5	5	Nothing	DLRCC	--	--
Taylor's Lane	1	1	6	4	5	3	Mandatory Cycle Lane	SDCC	Secondary	SO6
Main St (Swords)	14	13	19	16	5	3	Nothing	FCC	Primary	SW1
R118 (Sallynoogin Roundabout to Graduate Roundabout)	2	2	6	4	4	2	Segregated Cycle Track	DLRCC	Secondary	13G
Stillorgan Park Road	0	0	4	4	4	4	Segregated Cycle Track	DLRCC	Primary	SO5

Dublin Cycling Campaign Analysis of Buses Per Hour on All Dublin Roads Post-Network Redesign - September 2018

R825 (through Stillorgan Village)	2	2	6	6	4	4	Nothing	DLRCC	Primary	SO5
Mount Anville	0	0	4	4	4	4	Nothing	DLRCC	Primary	SO4
Scholarstown Road	0	0	4	3	4	3	Nothing	SDCC	Secondary	SO6
Ballybogan Road (east of Broombridge)	0	0	4	3	4	3	Nothing (large hatching in middle)	DCC	--	--
Old Finglas Road	4	4	8	6	4	2	Nothing (wide lanes)	DCC	--	Feeder
Griffith Avenue (West of Ballymum Road)	0	0	4	3	4	3	Nothing	DCC	Secondary	NO3
Howth Road (Collins Avenue to city)	8	7	12	10	4	3	Bus Lane/Advisory	DCC	Primary	1B
Griffith Avenue (Drumcondra Rd to Philipsburgh Ave)	0	0	4	3	4	3	Nothing (wide carriageway)	DCC	Primary	NO3
R139 (Balgrffen)	12	8	16	13	4	5	Bus Lane (huge hatching)	DCC	Secondary	1A
Bolton Street	0	0	4	4	4	4	Bus Lane/Advisory	DCC	Primary/Secondary	2A/2C
Monkstown Road	5	4	8	6	3	2	Advisory	DLRCC	Secondary	13E
Newtown Park Ave	1	1	4	3	3	2	Nothing	DLRCC	Secondary	SO6
Leopardstown Road	1	1	4	3	3	2	Segregated Cycle Track	DLRCC	Secondary	SO6
Bird Ave	3	3	6	6	3	3	Nothing	DLRCC	Secondary	SO3
Butterfield Avenue	5	5	8	7	3	2	Nothing	SDCC	Secondary	10A
Grange Road (outside Marlay)	6	5	9	7	3	2	Segregated Cycle Track	DLRCC	Secondary	SO6
Belgard Road	1	0	4	4	3	4	Bus Lane/Advisory/Segregated Cycle Track	SDCC	Primary	SO5
Kylemore Road	3	3	6	6	3	3	Nothing/Advisory	DCC	Secondary	SO4
Ballygall Road East	0	0	3	2	3	2	Nothing	DCC	Secondary	3D
Santry Ave	3	3	6	6	3	3	Nothing	DCC	Secondary	NO5
East Road	4	4	7	7	3	3	Nothing	DCC	Secondary	1E
Kilbarrack Road	3	3	6	6	3	3	Mandatory Cycle Lane	DCC	Secondary	NO5
Tonlegee Road	3	3	6	6	3	3	Nothing	DCC	Secondary	NO5
Snugborough Road	3	3	6	6	3	3	Bus Lane/Segregated Cycle Track	FCC	Secondary	NO5

Dublin Cycling Campaign Analysis of Buses Per Hour on All Dublin Roads Post-Network Redesign - September 2018

Cournelscourt Road Hill / Glenamuck Distributor	2	2	4	4	2	2	Nothing/Cycle Track	DLRCC	--	Feeder
Lower Kilmacud Road	4	2	6	6	2	4	Advisory	DLRCC	Primary	SO5
Mount Merrion Road	2	2	4	4	2	2	Advisory/Some Segregated	DLRCC	Secondary	SO4
Drummartin Link Road (Goatstown to Kilmacud Rd Lower)	4	2	6	6	2	4	Segregated Cycle Track	DLRCC	Primary	11C
Rathgar Road	18	16	20	15	2	-1	Bus Lane/Mandatory Cycle Lane	DCC	Primary	10
South Circular (Rialto to Clanbrassil St)	6	6	8	8	2	2	Nothing	DCC	Secondary	C7
Ranelagh Road	2	2	4	4	2	2	Advisory	DCC	Primary	11
Dublin Rd (Swords)	5	4	7	6	2	2	Segregated Cycle Track	FCC	Primary	2A
Rathbeale Road	4	3	6	6	2	3	Nothing	FCC	Primary	SW4
Malahide Road (DART Station)	5	4	7	7	2	3	Nothing	FCC	Primary	M1
Harolds Grange	0	0	1	1	1	1	Nothing	DLRCC	--	--
Rochestown Avenue (from Baker's to Rochestown Lodge)	0	0	1	1	1	1	Nothing	DLRCC	Secondary	13D