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## FitzWilliam Cycle Route Consultation - October 2018

### 1.0 Introduction

Dublin Cycling Campaign is the advocacy group for cycling in Dublin. Dublin Cycling Campaign is the leading member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN). Dublin Cycling Campaign wants to make Dublin a safe and friendly place for everyone of all ages to cycle.

Dublin Cycling Campaign encourages the City Council to advance this scheme, with our comments below addressed, as it provides major benefits to both pedestrians and cyclists along the route. Our comments below might appear long. However, this should not be seen as criticism for the scheme. It is about ensuring that all of the tiny details of this scheme are the best possible.

### 2.0 Welcome Changes

There are many welcome elements to the proposed design. These include:

- The high-quality protected cycle lanes in both directions
- The large buffer between parked cars and cyclists, which will keep cyclists safe from dooring accidents and provide a safe space for car-users waiting to cross the cycle track
- Lots of new bike parking along the length of the scheme
- Improved pedestrian facilities such as new toucan crossings, narrower and safer pedestrian crossing points, pedestrian build outs at junctions and the improved traffic calming aspects of the scheme

- Improved junction designs at all junctions along the route, giving greater priority to, and safer designs for, pedestrians and cyclists
- Increased number of disabled parking bays
- New e-car charging points, which will enable the shift towards zero emissions vehicles

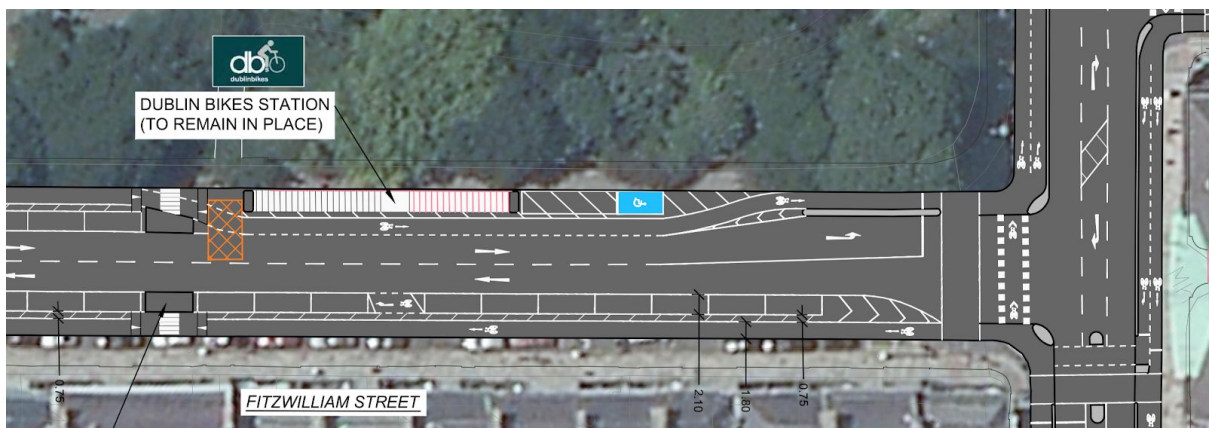
### 3.0 Observations & Recommendations

We have some observations and recommendations on parts of the scheme that we feel could be improved.

#### 3.1 Lack of Segregated Cycle Lane at Merrion Square East

The cycle lane along Merrion Square East closest to the park has no segregation between cyclists and motor traffic. This leaves people on bikes exposed to motor traffic at this point. It is also proposed to be an advisory cycle lane. It is disappointing as this is the only place in the entire scheme where the cycle lane is not protected.

Currently the speed limit of the road is 50km/h and there are no traffic calming measures. It is safe to assume the 85th percentile speed at or above the speed limit. A report to the South East Area Committee by AECOM engineering on 9th July 2018, shows that there are 12-hour traffic flows of 4,566 vehicles along Merrion Square East. This is a reasonably high traffic volume. The NTA's National Cycle Manual guidance from section 7.1 requires a segregated cycle lane given the high 85th percentile speeds and high traffic volumes.



Dublin Cycling Campaign recommends that the proposed configuration is reconsidered. Our proposed solution is to relocate the Dublin Bikes stand inline with the proposed car parking. This will use the Dublin Bikes stand as a protective barrier similar to proposed Dublin Bike stand on Merrion Square South. This will also provide more space for car parking as the horizontal transition space for cyclists can

be reallocated. It will also remove the conflicts between people on bikes and vehicles crossing the cycle lane.

### 3.2 Lack of Design Clarity at Leeson St/Fitzwilliam St Junction

The volume of cyclists that will be encouraged to avail of this proposed route, coming off the Grand Canal route or along the Leeson St spine in the am peak, and at other times in the day, will be very high, but this issue does not seem to have been properly considered in the proposed design. Special attention needs to be given to the myriad of cycling and pedestrian movements in this area, and greater protection given to cyclists making right turns from Leeson St inbound on to Fitzwilliam St, in order to avail of the new proposed protected Fitzwilliam St cycle route.

### 3.3 No Raised Table at FitzWilliam Lane

There is no raised table for vehicles as they cross from FitzWilliam Street into FitzWilliam Lane. FitzWilliam lane might appear as just a tiny bin lane however, there are surprisingly large volumes of traffic entering Fitzwilliam Lane. FitzWilliam Lane is the only access to many surface car parking areas and a 6-story private car parking building. It is also a through one-way road.

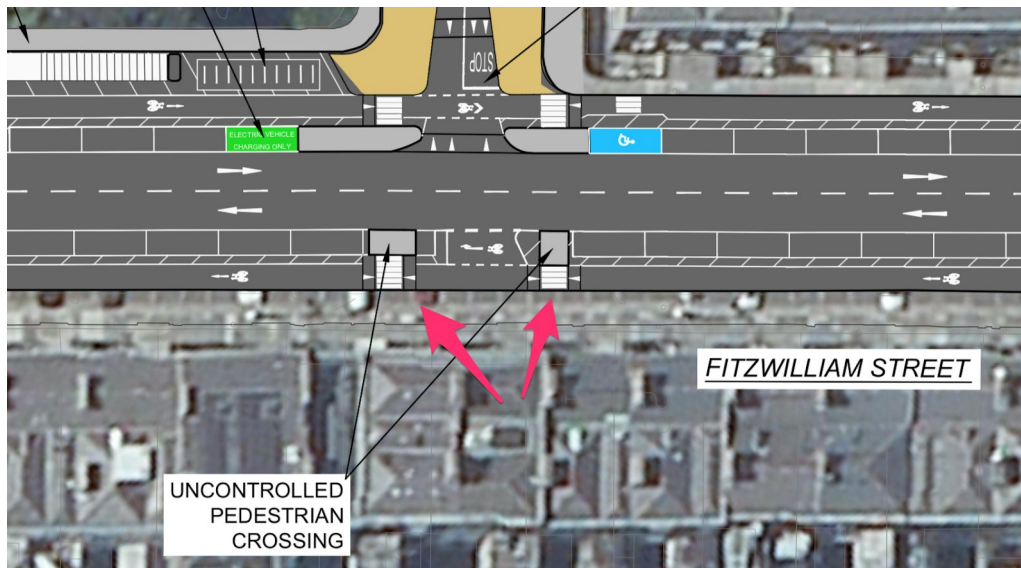
The current design suffers from poor legibility. It isn't clear that vehicles crossing the cycle lane are required, under the rules of the road, to yield to cyclists. Adding a raised table here, like the other crossing points, will improve the legibility of the road inline with the principles of sustainable safety. Research from London by TfL shows that adding raised crossings like this reduces turning collisions with cyclists by 20%<sup>1</sup>.

### 3.4 Rationalise the number of raised crossings of cycle lane

The raised crossings of the cycle lane will make it easier for pedestrians to cross the cycle track and provide a traffic calming effect to people on bikes. However, in some locations these raised areas are paired together in close proximity. This will cause people on bikes to go up and down twice within a space of 10 metres. This will be uncomfortable for people on bikes and a deterrent to using the proposed route. Comfort is one of the five needs of a cyclist listed in the NTA's National Cycle Manual for cycle route design.

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<sup>1</sup> Effect of side raised entry treatments on road safety in London



Dublin Cycling Campaigns recommends a rationalisation of these raised areas. In some locations such as outside Kingram Place and FitzWilliam Lane we recommend that the pair of raised areas are merged together into one raised table (see section 3.3 above). For the pairs like on the east side of FitzWilliam Square heading south, we recommend that the raised area before the pocket turn is eliminated. This will improve the comfort of the route for people on bikes without impacting on other road users.

### 3.5 Extend traffic calming ramps across carriageway

At certain locations the proposed raised areas across the cycle lane should be continued across the entire carriageway. This will make these proposed uncontrolled pedestrian crossing points much safer for pedestrians. This will reduce vehicle speeds to a more appropriate level allowing for safer uncontrolled crossings of the road by pedestrians.

Remember the dangers and risks faced by pedestrians from motorised traffic are far higher and far more deadly than from bikes. Given the increased level of risk from motor traffic these raised areas should also extend across the full carriageway.

Dublin Cycling Campaign recommends that at least the raised areas at the South East corner of FitzWilliam Square and the raised area marked by 'cross-section B' be a continuous raised area from curb to curb. Both of these locations are outside any current or proposed bus routing and provide good mid-block informal crossing points for pedestrians.

### 3.6 Traffic Calming on Lad Lane Upper & Cumberland Road

There is no traffic calming proposing along the link via Lad Lane and Cumberland Road. We recommend that additional traffic calming measures are added to both of

these 30km/h roads. This will encourage appropriate speeds suitable for an integrated cycling environment in line with the NTA's National Cycle Manual, Design Manual for Urban Roads and Streets, and policy MT10 of the city development plan.

The footpaths are also too narrow along Cumberland Road. The council should investigate widening the footpaths along this road, inline with policy MT12 and objective MTO21 of the city development plan.

Dublin Cycling Campaign recommends that speed ramps and footpath build-outs are considered in this area. This will improve pedestrian and cyclist safety.

### 3.7 Details of the protected corner junction designs

We welcome the City Council adding protected corner junction designs to Irish cycle routes. Continuing segregation through junctions is vital for making cycling safe for people of all ages and abilities. However, we feel that the council haven't adapted the details of these protected corner designs.

We recommend that the design team check out [www.protectedintersection.com](http://www.protectedintersection.com), which is a website from a US transport planner about how to adapt the Dutch protected corner junction and the principles behind protected corner junction designs.

#### 3.7.1 Size of corner islands

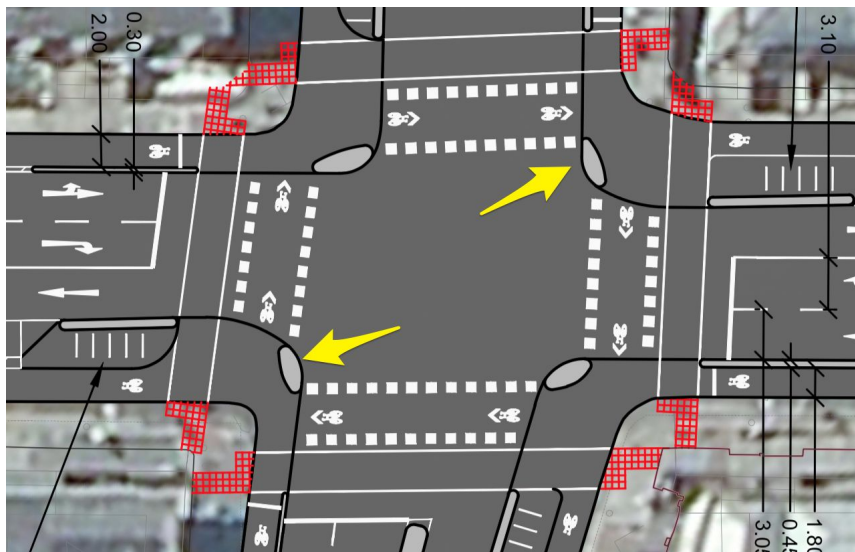
The size of some of corner islands are too small to achieve the benefits of a protected corner island design. One of the key parts of the this design is that a turning vehicle and a straight moving cyclist meet at a right angle. This provides good line-of-sight between the cyclist and the driver.





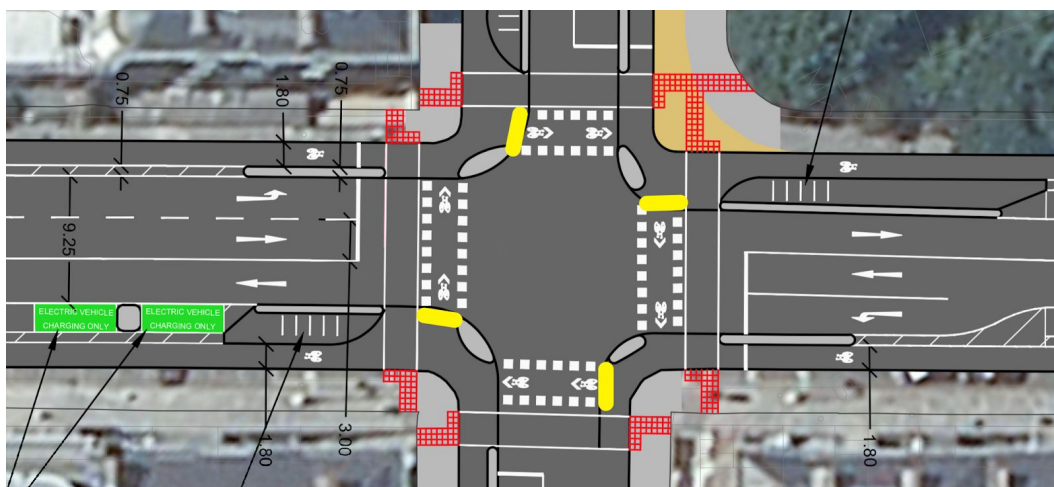
There are two ways that this design could be altered to increase the size of these corner islands so that motor traffic and cyclists meet at an appropriate angle. Turning lanes for motor traffic could be removed. This allows for a large buffer space and increases the size of the turn for motor vehicles. Where this is not possible the council should consider setting back the pedestrian and bike crossing from the junction. This provides more space, which can be used to increase the size of the corner islands.

The image below is of the Baggot Street junction. All of the corner islands are too small.



### 3.7.2 Missing stop lines for cyclists

There are also missing stop lines. This gives cyclists the wrong impression that they can continue on through the junction. In the image below we have added the four missing stop lines to the junction. These stop lines are for cyclists making turns.



### 3.7.3 Advanced Stop Lines for Cyclists

A key part of this design is that cyclists should have an advanced stop location ahead of the vehicle stop line. Cyclists will be in front of drivers and in clear view. This means that most cyclists will have cleared the junction ahead of any motor traffic if they are on the same green phase. This substantially reduces the likelihood of left-hook collisions.

### 3.7.4 Pedestrian Waiting and Crossing Point

Where a buffer space exists, there should be a pedestrian waiting location across the cycle track. In the image below this is marked in yellow. Providing an uncontrolled zebra crossing of the cycle track, with pedestrian priority, allows cyclists to move up to the advanced stop lines (section 3.7.3 above) and for shorter pedestrian crossings.



### 3.7.5 Traffic Light Phasing

Good traffic light phasing is a key part of the protected corner designs. There are many options that ensure safety for all road users. We would encourage the council to separate out the cyclist and pedestrian phases. Pedestrians shouldn't have to share with cyclists.

## 3.8 Construction at ESB

We understand that the construction of this route will happen before the construction on the ESB site is finished. ESB currently have hoarding out onto the road, reducing the effective road width.

We highly recommend that temporary traffic measures are put in place to allow for a protected bike lane and two traffic lanes be put in place at this location until the ESB construction is complete.

Currently cyclists heading south east have no space. They must mix with general traffic in a narrow lane.

## 4.0 Conclusion

We recommend that Dublin City Council advance this project forward. It will greatly improve conditions on this street for pedestrians and cyclists. However, there are details that we have raised during this submission that the City Council need to resolve and improve upon.

Yours,

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