



## **Royal Canal Phase 4a - Broombridge**

### 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. We want to make Dublin a safe and friendly place for everyone of all ages and abilities to cycle.

Fundamentally the proposed scheme is good to see. However, we request that a number of minor changes are made in order to improve safety and comfort levels for people on bikes. Currently the scheme does a good job facilitating bus movements but doesn't provide much for people on bikes. It also contains one serious danger to people on bikes that must be fixed.

### 2.0 Welcome Changes

There are a number of welcome changes including:

- Access for buses and bikes southwards across Broombridge
- New toucan crossing for Royal Canal Greenway
- Traffic calming ramps on Broombridge

### 3.0 Requested Changes

We recognise that Broombridge is a historic and protected bridge. There are many constraints that prevent a perfect solution. However, a few minor changes could greatly improve the safety and comfort of people on bikes given they must share the lane with motor traffic.

### 3.1 Inconsistent Lane Width on Bridge

The width of the single lane on the bridge is inconsistent. On the southern end it is 5.11m and on the northern end it narrows to 3.85m. Inconsistent lane widths can lead to a situation where a person on bikes be squeezed out as the lane narrows.

For example, heading north the lane starts at 5.1m wide, which is wide enough for a vehicle and a bicycle to be side by side. The bridge narrows as they travel north, which could lead to sideswipe collisions or an uncomfortable close pass.

Given this is a single-lane bridge we'd recommend a consistent lane width of 3-3.5m in line with guidance in the NTA's National Cycle Manual for integrated cycling environments. This will encourage cyclists to take the lane and prevent sideswipe collisions. It will, in combination with the traffic calming ramps, control traffic speeds.

Recommendation: The footpath should be widened to provide a consistent traffic lane width on the bridge.

### 3.2 Reduce Carriageway Width

The carriageway width north of the bridge is 6.5m. South of the bridge it is inconsistent and appears to be more than 6.5m (unmarked in provided drawings). Given that this is a 30km/h zone on both sides of the bridge we'd recommend reducing the carriageway width to 6m in order to traffic calm the area, but adding a northbound cycle lane up to stop line - see 3.3 below.

### 3.3 South of the Bridge

We recommend installing an advanced stacking location (ASL) on Broombridge Road south of the bridge. This will help cyclists get themselves into the middle of the lane for the bridge. It also gives cyclists an advantage by allowing them to skip queueing traffic. An ASL should be fed by a cycle lane (NTA Cycle Manual, pg.77).

In combination with an ASL an advanced green-light for cyclists would give them some time and space to get moving ahead of general traffic crossing north.

The hatched area on Broombridge Road could be repurposed for a feeder cycle lane for the ASL or it should be built out.

### 3.4 Toucan Crossing Width

The width of the toucan crossing is not provided in the drawings. It appears to be 4m wide. The cross-section of the Royal Canal Greenway is 4.5m at Broombridge (Part 8 Drawing: 004 - GA - 007). The toucan crossing should be at least 5m wide. The traffic calming ramp is 6m wide. This will give pedestrians and cyclists more space to cross the road. Otherwise the lamp posts for the toucan crossing will narrow the effective crossing width.

### 3.5 Corner Radii

The corner radii at the junction of Broombridge Road and Bannow Road are nearly 10m. This is far outside the guidelines in DMURS (section 4.3.3) for a 30km/h residential/local street. Given that a team will be onsite moving kerbs, these corner radii should be reduced to reflect the function of the street..

### 3.6 Restrict Bridge Traffic

If Broombridge was restricted to bus and cycle traffic only in both directions it would be far safer for people on bikes. Broombridge is a rat-run that's not suitable to through-traffic. South of Broombridge is a residential area that should not be subjected to rat-running traffic. North is an industrial area that will be redeveloped for housing. Through-traffic and traffic accessing the Dublin Industrial estate are better suited to the Ratoath Road crossing.

The bridge crossing and the whole area would be much safer for people on bikes if Broombridge was restricted to bus and cycle only traffic in both directions.

### 3.7 Improve Link and Gates Access to Tolka Valley Park and Greenway

Although this proposed scheme essentially relates to the Royal Canal Greenway, and access to Broombridge Luas terminus, we urge that the opportunity be taken to connect this route directly into the Tolka Valley Greenway, in Tolka Valley Park. The new [Dublin City Parks Strategy](#) recognises the role of Greenways within the City and the City's parks, and specifically references the Tolka Valley and Royal Canal Greenways in the Strategy, Section 4.1.4. This is an opportunity to link the 2 greenways directly.

The works boundaries of this proposal extend down to Ballyboggan Road. This is a prime opportunity to improve the cycling experience along the full length of Broombridge Road down to Ballyboggan Road, and connect the Royal Canal to Tolka

Valley Park. An improved road crossing on Ballyboggan Road and the upgrade of the Park entrance, to facilitate easy bicycle access could also part of this project.

### 3.8 Remove Restrictive Gates on Royal Canal towpath

The council should work with Waterways Ireland to remove the restrictive kissing gates on the Royal Canal. These gates restrict many kinds of legitimate users like cargo bikes, bikes with trails, recumbents, as well as people hard or impossible to use for people with disabilities.

## 4.0 Conclusion

A number of minor changes would improve the safety and comfort of this scheme for people on bikes:

- Widen footpath on Broombridge to provide a more consistent lane width. This will reduce the likelihood of side-swipe collisions between motor traffic and people on bikes.
- Reduce main carriageway widths to a standard 6m
- Provide an ASL south of the bridge
- Widen the toucan crossing to a minimum of 5m
- Reduce the corner radii at the junction of Broombridge Road and Bannow Road
- Restrict Broombridge to bus and cycle traffic in both directions.
- Include direct link from Royal Canal to Tolka Valley Park to connect the two greenways
- Remove restrictive gates on Royal Canal towpath

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