



Light Protection Suggestions

9th March 2020

The advantages of this project is to quickly reallocate space towards cycling and to deliver quick win results. This is in response to how long full street re-designs take to deliver (7-10 years). However, because of the need for simplicity, such as not redesigning bus stops or junctions, these projects will not be safe for all ages and abilities.

That is acceptable to Dublin Cycling Campaign because it will better protect those who are already cycling and encourage people who gave up cycling to start cycling again and encourage some new people to start cycling.

Growing the number of people cycling in Dublin makes it easier to make the case for further investment in cycling or the re-allocation of more space towards sustainable transport.

The interventions proposed in this project can only be temporary measures until a high-quality street upgrade can be delivered. These final schemes, that must be safe for people of all ages and abilities to cycle.

For these suggestions the Dublin Cycling Campaign has focused on the following constraints:

- Light protection of sections of cycle routes, without major interventions at intersections
- The preference is for:
 - Longer sections of routes
 - Sections that connect to the existing high-quality cycle network
 - Occasional pinch points
- Avoid the BusConnects Core Bus Corridors or other major planned routes including Clonskeagh to City Centre and Ballsbridge to Nassau Street
- Avoid long sections of orcas that would be too narrow to allow for overtaking by people cycling
- Focus on the city centre, preferably within the canal cordon
- Focus on sections of the Greater Dublin Area Cycle Network Plan
- Connect existing or planned routes together to form a cycle network

We understand the following interventions are within scope:

- Changing the hours of existing cycle lanes to 24/7
- Painting in new mandatory cycle lanes and advanced stop line (ASLs), ideally in red asphalt
- Light protection for the lane using orcas and wands and the occasional concrete island

Suggestions

There is a map of all of these suggestions on the final page.

Protecting Existing Mandatory Lanes

There are a number of existing mandatory cycle tracks within the city centre that could be protected and the hours of operation increased

#1 Westland Row

Southbound there is an existing mandatory cycle track that is only in operation between 7-10 and 12.30-7 Monday to Saturday. Protecting this section would be an expansion of the existing protected lanes from Lombard Street.



Route Length: 240m

GDA CNP Route: Primary 13

Recommendation:

1. Convert the cycle track timeplating to 24/7
2. Consider changing the existing clearway times
3. Add light protection using orcas to this lane

#2 Inchicore Road Two-way Contra-Flow Lane

There is an existing two-way contra-flow cycle lane on the Inchicore Road (R839). This lane is 0.5km long and links into the quiet cycle route through the grounds of the Royal Hospital Kilmainham.



Route Length: 550m

GDA CNP Route: Primary 7A

Recommendation:

1. Add light protection using orcas to this lane
2. Identify and remove car parking space that cause pinch points

#3 Richmond St South to Camden Street existing mandatory lane

There is an existing 24h mandatory cycle lane from Lennox Street to Grantham Street. This lane is 0.3km long and is one of the busiest in the city. Illegal parking is common here among commercial vehicles in particular despite ample loading bays nearby.

Route Length: 280m

GDA CNP Route: Primary 7A

Recommendation: Add light protection using orcas to this lane

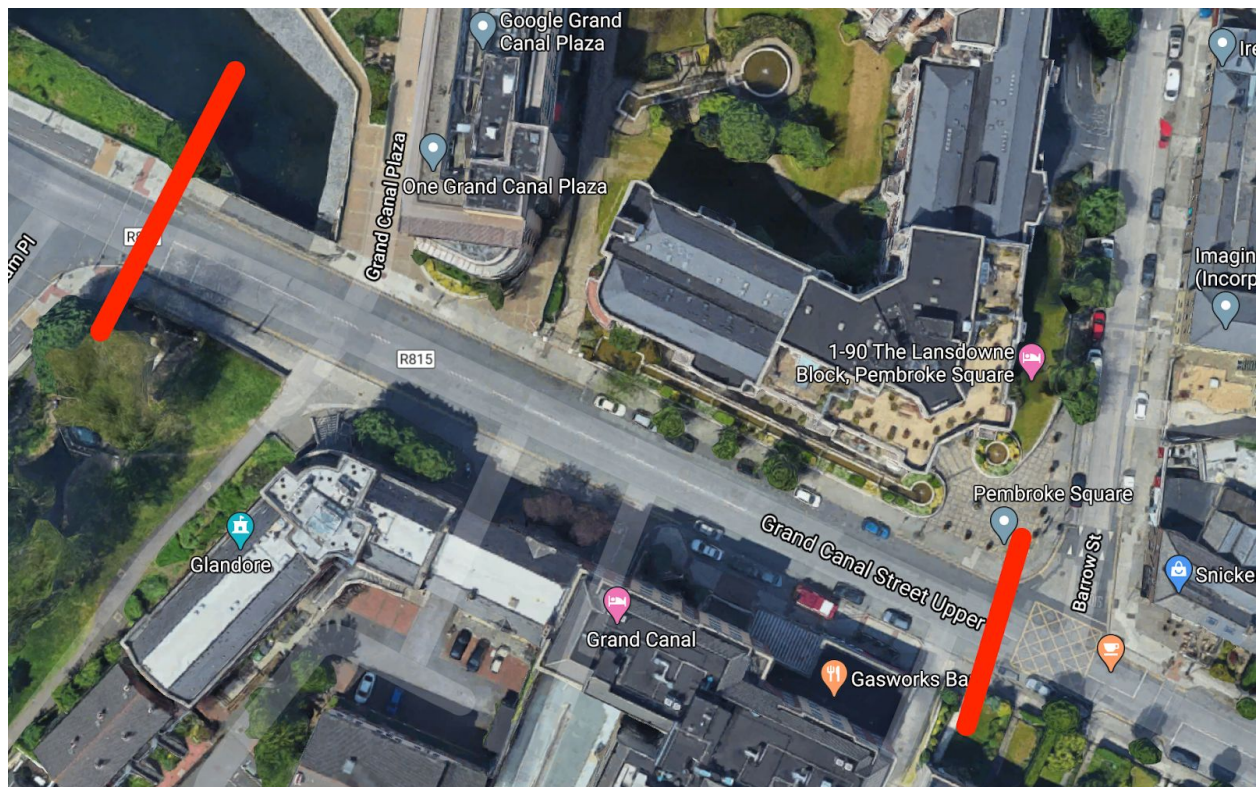
New sections that connect to existing high-quality cycle network

There is a large opportunity to add reasonably short sections of cycle track that connect up to the existing high-quality cycle network in Dublin.

#1 Grand Canal Street Upper to Barrow Street

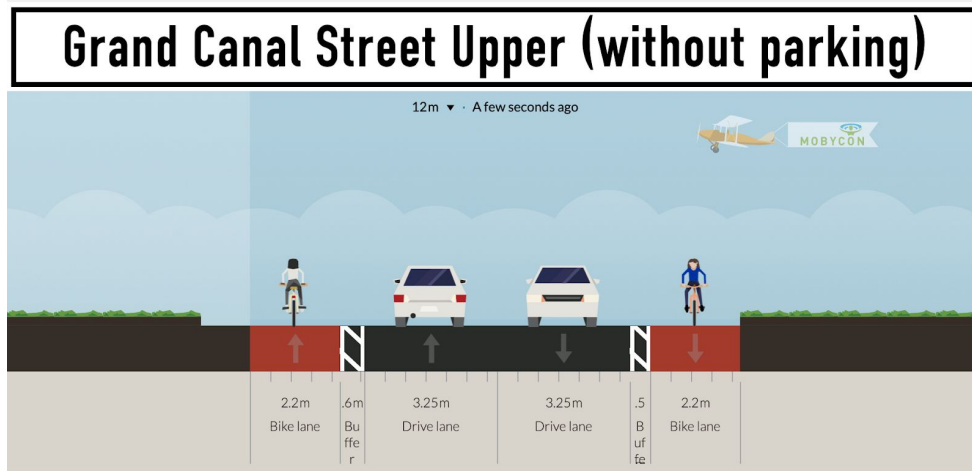
There is an opportunity to re-assign some existing space on Grand Canal Street Upper. This section is only 130m long but it will connect up the high quality cycle tracks of the Grand Canal Green Cycleway with Barrow Street. Barrow Street is a reasonably quiet street that links to many offices and the residential streets around South Dock.

The curb to curb width is a little over 12m. There are 9 pay and display and permit car parking spaces on the northside of the road and a set down area for the Grand Canal Hotel.

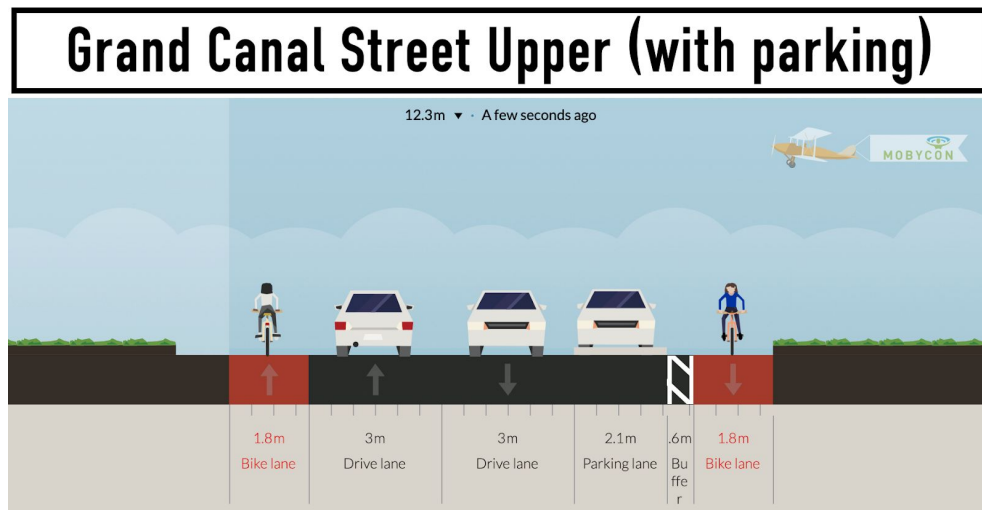


We're recommending adding lightly protected cycle lanes between these two red lines.

Below is an option with the on-street car parking removed:



This option maintains the existing on-street car parking using a parking protected cycle track:



Route Length: 130m

GDA CNP Route: Secondary 13B

Recommendation:

1. Install mandatory 24/7 cycle tracks
2. Add light protection using orcas to these new lanes. On the inbound side only add orcas after the hotel lay by

#2: Sheriff Street Upper

Sheriff Street Upper between Seville Place and East Road. This section of road is 400m long. It will connect the Royal Canal Cycleway to offices and housing in the Docklands area.

There are a large number of on-street pay and display car parking spaces. There are no residential permit spaces. The max allowed time to park is two hours. Re-assigning space on this street to sustainable transport will be easier to do now before more infill development is completed in this area.

If the whole length isn't considered possible then consider doing just the section from the pedestrian build-outs outside the Docklands Station to Seville Place. The pinch point over the bridge is hazardous. The 9m cross-section of the bridge would allow for short sections of 1.5m cycle lanes and 3m general traffic lanes.



Route Length: 400m

Recommendation:

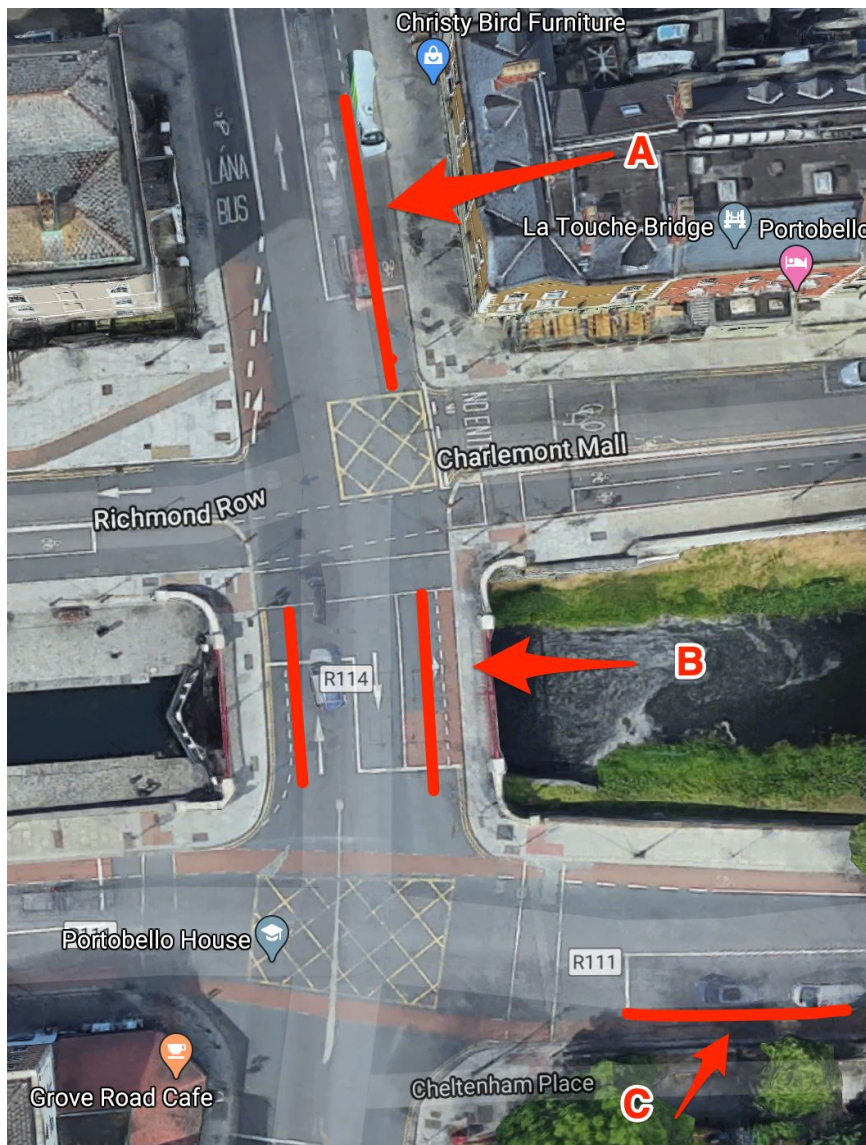
1. Create new mandatory cycle tracks by removing on-street car parking
2. Protect new cycle tracks using light protection

Particular Pinch Points

There are a number of existing pinch points that are on major planned routes, which are many years away from delivery. These pinch points are particularly dangerous and should be considered for minor changes now.

#1 LaTouche Bridge (Portobello Bridge)

LaTouche Bridge over the Grand Canal is on CBC12, which is many years away from delivery. There are multiple issues at this bridge and its outbound approach.



Issue A: The existing wide advisory cycle lane on Richmond Road should be made a mandatory 24/7 cycle lane and protected. It is frequently used as a loading bay or as a second lane for queueing motor traffic.

Issue B: The bridge itself is a pinch point. Currently there are two outbound traffic lanes with only one lane feeding in. The bridge doesn't provide much stacking space either. Reallocating the space of this second lane would allow for segregated cycle lanes on LaTouche Bridge.

Issue C: The cycle lane on Canal Road south of the bridge is an advisory lane though it could be widened to a mandatory lane and protected using orcas. Creating an advanced stop line would lessen the risk

of left-hook collisions at this junction.

#2 Rathgar Road at Highfield Road

The mandatory cycle track on Rathgar Road at the junction with Highfield Road is frequently illegally used as a left-turn filter lane for motor traffic. A few bollards/orcas along here would help to reduce this illegal use and keep people cycling safer.



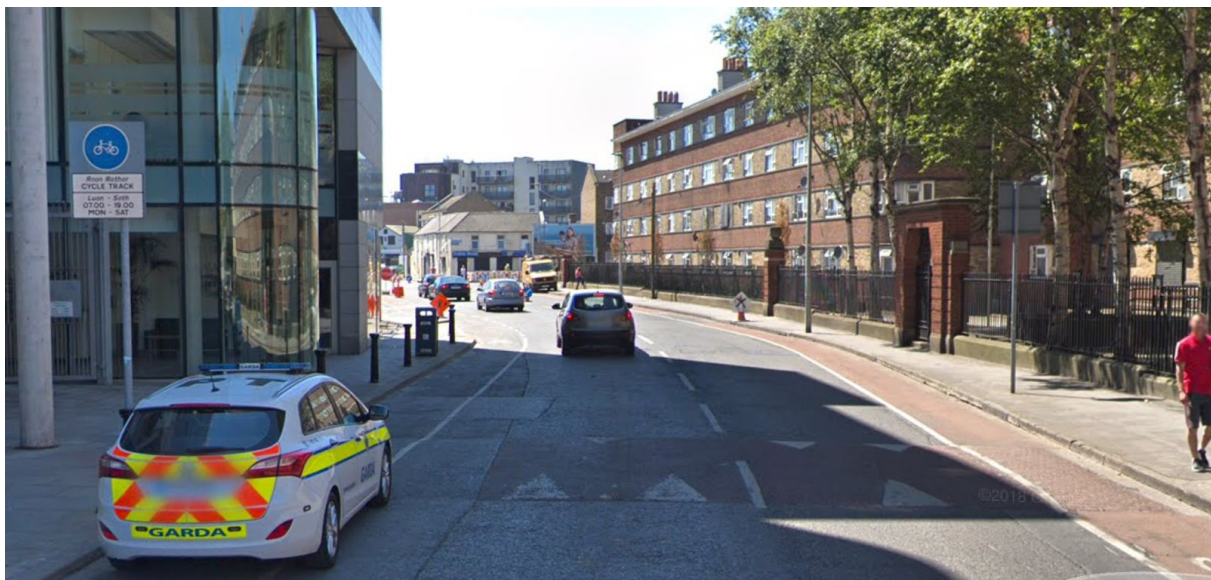
New Routes

BusConnects Core Bus Corridors (CBCs) will deliver the backbone of the future Dublin cycle network plan. There are still many opportunities even avoiding the major project routes.

#1 Rialto to Meath Street

This 2km cycle route from Rialto via Marrowbone Lane to Meath Street is Primary 7B of the GDA Cycle Network Plan. This section will connect the existing Grand Canal Cycleway at Suir Road Luas Stop to the Liberties and in future Core Bus Corridor 7 on Thomas Street. This quietway cycle route can be built using a number of sections:

- Section 1 along the Luas track's through the linear park (existing)
- Section 2 is along St James' Walk from South Circular Road to Fatima Luas Stop. This section could be traffic reduced by filtering out through traffic to produce a quiet safe street for cycling.
- Section 3 is from Fatima Luas Stop to Forbes Lane along James' Walk. This section is a through route for motor traffic. It is notorious for free commuter car parking. Removing parking on one side of the road creates space for lightly protected cycle lanes.
- Section 4 is along Forbes Lane. Forbes Lane is particularly narrow beside the DCC depot. Closing this street to through-traffic using a modal filter would create a safe route.
- Section 5 along Marrowbone Lane already includes dedicated mandatory cycle lanes that operate 7-19 Monday to Saturday. These lanes can be lightly protected and made 24/7.
- Section 6 along Earl Street South is a quiet one-way. Allowing contra-flow on this street would improve permeability for people cycling



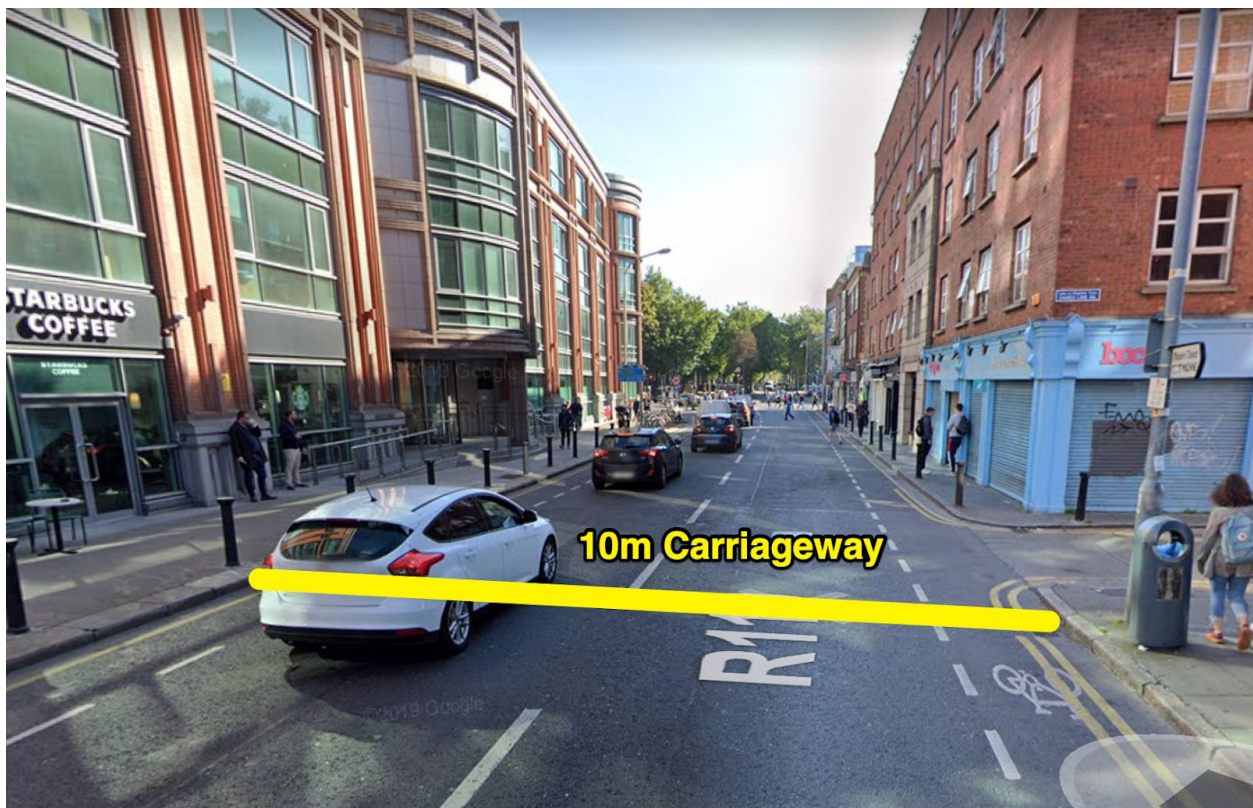
The existing mandatory cycle tracks on Marrowbone Lane

#2 Patrick Street to Leeson Street

There is a huge opportunity to fill in one of the missing orbital cycle routes in the city using Kevin Street and Stephen's Green South. This 1.1km section from Leeson Street to Patrick Street is a key cycling route. It makes up part of primary cycle route 12.

There are existing narrow advisory cycle lanes along this entire route. In all locations these narrow advisory cycle lanes could be widened to 1.5-2m by narrowing the existing traffic lanes.

This is especially true even on the narrower sections of Kevin Street Lower where the curb to curb distance is still 10m. Reducing the existing traffic lanes to 3m allows for 2m one-way cycle lanes in both directions. This simple change would remove one of the worst pinch points on the south side of the city.





The above section of Kevin Street Lower heading eastbound. It is a notorious pinch point for people cycling as cars frequently cut across the cycle lane when veering left around the corner. The existing narrow advisory cycle lane could be widened to a mandatory lane and protected.

#3 Grand Canal to Christchurch

Primary Cycle Route 9 runs from the Grand Canal at Portobello to Christchurch using Heytesbury Street, Bride Street and Werburgh Street. This is a distance of 1.5km. It intersects with the above suggestion at Kevin Street.

From the Grand Canal to Heytesbury Street there is a network to traffic-light and traffic calmed residential streets to South Circular Road.

Heytesbury Street should be a quiet residential street, instead it is currently used as an arterial route for the city. BusConnects CBC11 was proposing to add traffic filtering on Heytesbury Street in order to create a safe quiet cycle street arrangement. BusConnect is no longer touching Heytesbury Street.

After Heytesbury Street Bride Street from the junction with Kevin Street to Lord Edward Street is a distance of 550m. There is an existing mandatory cycle lane inbound on Bride Street. The existing outbound bus lane on Bride Street will not be used by any buses after the bus network redesign is implemented. This creates the opportunity to remove the bus lane and reallocate the space to walking and cycling.

There are existing mandatory cycle lanes on Bride Street and Werburgh Street, however the hours are limited to 7am - 10am and 12pm - 7pm Monday to Saturday. Making these cycle tracks 24/7 and protecting them would be beneficial.



Existing mandatory lanes on Bride Street

The upper end of this route is currently one-way southbound. In order to keep things simple it might make sense to maintain this arrangement, particularly until there are no buses running down these streets post the BusConnects network redesign implementation.

#4 Lord Edward Street

Lord Edward Street is part of primary route 7 of the GDA Cycle Network Plan. It is the missing gap between the BusConnects CBC7 scheme and George's Street. It has a wide carriageway and narrow advisory cycle lanes. The carriageway is more than 12m throughout. During normal traffic conditions there is one lane. However, at busy times because of the width of the traffic lane, motor traffic forms two queues that squeeze the advisory cycle lane.

We think particular focus should be given to the section between Parliament Street and Christchurch. This section has low-levels of curb side activity, existing double yellow lines and clearways.



Recommendations:

- Widen the existing advisory cycle track to a minimum of 2m by narrowing the general traffic lane
- Lightly protect the uphill cycle track
- Lightly protect the downhill cycle track after bus stop 2002

#5 Lord Edward Street (2)

After the junction with Fishamble Street the existing outbound advisory cycle track is frequently over-driven by motor traffic or used as a loading bay. This is incredibly difficult for people cycling because of the hill and heavy traffic flows.



Lord Edward Street looking towards the Lord Edward Pub and Jurys Hotel

Recommendations:

- Widen the existing outbound cycle track to 2m by narrowing the general traffic lane
- Lightly protect the uphill cycle track for no more than 20m as many people cycling straight-on merge out of the advisory cycle lane to avoid a left-hook collision by traffic turning into Werburgh Street

#6 Golden Lane, Stephen Street Upper, Longford Street Little

These streets make up primary route 10 of the GDA Cycle Network Plan. They connect up the cycle facilities on George's Street and the quiet shopping streets in the Grafton Quarter with the proposals on Bride Street / Werburgh Street. There is currently construction work adjacent to Stephen Street Upper and Longford Street Little. The hoarding for these sites has reduced the normal two lane one-way streets to one lane. When the hoarding is removed dedicated mandatory cycle tracks could be installed in the reclaimed space.

#7 Bridgefoot Street

Bridgefoot Street is a secondary cycle route of the GDA Cycle Network Plan. It will link the proposed two-way cycle track on Queen Street (CBC5) across the Liffey Cycle Route to the proposed cycle tracks on Thomas Street (CBC7). It is a missing link cycle route up a reasonably steep hill. There is tons of space on this dual-carriageway street that could be reallocated to cycling.

#8 Merrion Street and Ely Place

We're not sure if Merrion Street and Ely Place are currently included in a planned cycle route under development by the NTA's National Cycle Design Office. If not then these streets are primary cycle route C5 East to SW.

Merrion Street is a wide street with under-used space. Installing a cycle track right outside of Leinster House and Government Buildings will make a statement that Dublin City Council is serious about cycling.

Ely Place needs a contra-flow cycle track and a widening of the overly narrow footpath on the west side of the street. This contra-flow cycle track will provide cycling permeability for the office workers on Ely Place.



Merrion Street looking towards Merrion Square

#9 Bolton Street to King Street North

This is secondary cycle route 2C of the GDA Cycle Network Plan. This route would also link together three core bus corridor plans (CBC2, CBC3 and CBC5). There is a mix of existing advisory and mandatory cycle lanes on these streets already. All of the lanes need to be widened. This is one of the trickier suggestions with large junctions that might this suggestion non-viable given the project constraints.

#10 Sean McDermot Street, Killarney Street and Buckingham Street Lower

These streets are a secondary route of the GDA Cycle Network Plan. They link O'Connell Street to Five Lamps. These streets are reasonably low traffic because of good traffic management. Killarney Street is currently a one-way street. Allowing contra-flow cycling on this very wide street is doable.



Killarney Street is a multi-lane one-way street

Buckingham Street Lower is also a wide street that could allow for contra-flow cycling from Ballybough Road down to the Clontarf to City Centre cycle scheme.



Buckingham Street is a multi-lane one-way street up a hill

These last two suggestions probably require too much work to be in scope.

#11 Conyngham Road

Conyngham Road is route Primary 6, a radial cycle route into the city that is not handled by BusConnects. There are some narrow but well segregated cycle tracks along Conyngham Road. However, from the Islandbridge gate of the Phoenix Park the cycling provision is poor. The junction of South Circular Road and Conyngham Road is particularly dangerous given it's size, reducing the size of the junction probably falls outside of the scope of the project though.

The section from Islandbridge Gate to Parkgate Street, where it will connect in with the Liffey Cycle Route interim proposals is about 1km. Given the space constraints it might be only be possible in the short term to make the inbound bus lane 24/7 and to widen and lightly protect the outbound cycle lane.

#12 Blessington Street

Blessington Street is primary route 3 of the GDA Cycle Network Plan. It connects the cycle route along Royal Canal Bank towards the BusConnects cycle route on Dorset Street Upper and Parnell Square down to O'Connell Street.

The route is only 180m long. It would require large-scale changes to car parking and the introduction of a contra-flow cycle lane. This suggestion might not be possible within the scope of the project.

