



Public Consultation Submission **Wyattville Road (Phase 2)**

Context

DLR Cycle Advocacy Group is a branch of the Dublin Cycling Campaign, which is a registered charity (#20102029) that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign is a member group of Cyclist.ie, the Irish National Cycling Advocacy Network.

We have a vision of a Dublin where people of all ages and abilities feel safe to cycle as a mode of transport.

Dún Laoghaire-Rathdown published a [Public Consultation report](#) and [Layout Plans](#) for Wyattville Road cycling in July 2020. This follows the completion of the Phase 1 scheme in 2017. This is a non statutory consultation.

Summary

Dublin Cycling Campaign are supportive of projects where walking and cycling are placed at the top of the transport hierarchy. We welcome the opportunity to link up existing cycling facilities within this scheme. Unfortunately, we cannot fully support this project in its current format due to some of the design details. We would ask that the Council address the following improvements:

- The treatment at junctions needs more improvement to make people cycling safer. The provision of segregation at junctions is arguably more important than provision of segregation on straight sections of road.
- The retention of left turn slip lanes at junctions is not recommended in guidance (DMURS). People cycling should not be placed in conflict with left-turning vehicles with painted lines for protection.
- Traffic reduction: it is not clear how this scheme would propose to reduce volumes of private motor traffic, despite the objectives mentioning that the scheme aims to tackle car dominance.

- Despite the space available, no attempt has been made to provide bus lanes on this road. Converting a lane in each direction to bus lanes would be an improvement in reducing traffic volumes and encouraging modal shift.

Objectives of the scheme

We are concerned that the objectives of the scheme do not expressly state that the designs are intended to enable people of all ages and abilities to cycle. The objectives mention applying “modern design standards to a section of legacy car dominated high speed dual carriageway”. We would like this scheme to have had objectives such as:

- Enable people of all ages and abilities to walk and cycle on Wyattville Road. With a particular focus on enabling cycling from nearby residential areas to the primary school along the area.
- Reduce volumes of motor traffic on Wyattville Road, in order to tackle climate change, reduce noise pollution, reduce air pollution, reduce car dependence and reduce traffic congestion in the surrounding area.
- Improve public transport priority to enable modal shift.

The issues that Dublin Cycling Campaign have with many of the design elements (see below) originate in the objectives of the scheme being too vague, and not setting out to address the specific objectives above.

Positive aspects of layout

- The segregation, where it exists, is welcome.
- The presence of the island bus stops is a very positive aspect of this scheme and they appear to be designed well.
- Reduction of traffic lane widths to help reduce speed.
- The addition of a permeable link at the Churchview Road junction.
- Relocation of the southbound bus stop for enhanced passive surveillance.
- Addition of pedestrian crossings and allowing pedestrians to cross in one movement.
- Toucan crossings to enable people cycling to make safer right-turning movements.
- Preservation of wooded embankment.

Improvements needed in layout

Overall points

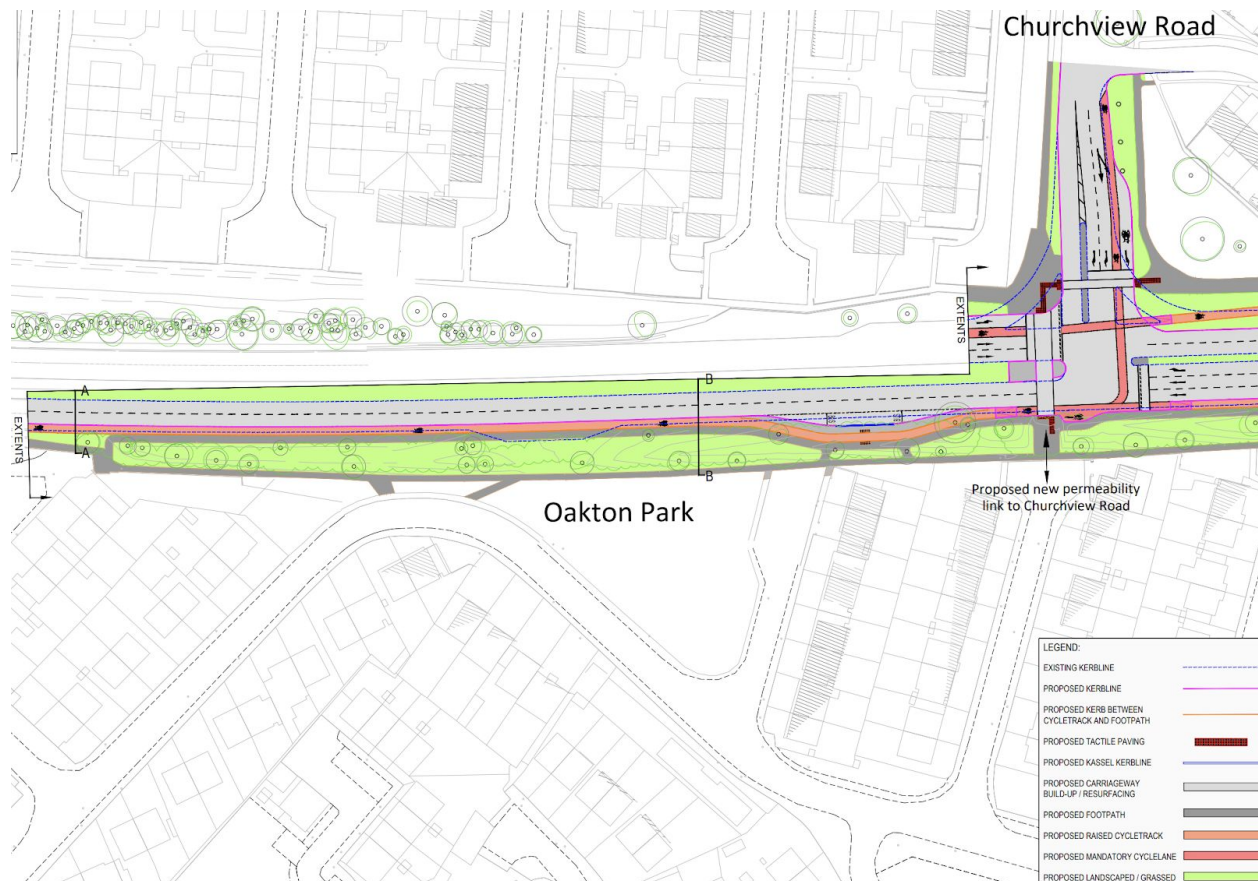
A continuous, uniform, segregated cycle route is needed to achieve modal shift. This is not provided for here so this is a missed opportunity to add a high quality cycle facility to provide safety for users of all ages and abilities. By not providing segregation at junctions will mean people less confident cycling will not feel comfortable cycling this route. We would like the Council to use the protected junction designs shown in the latest Bus Connects proposals.



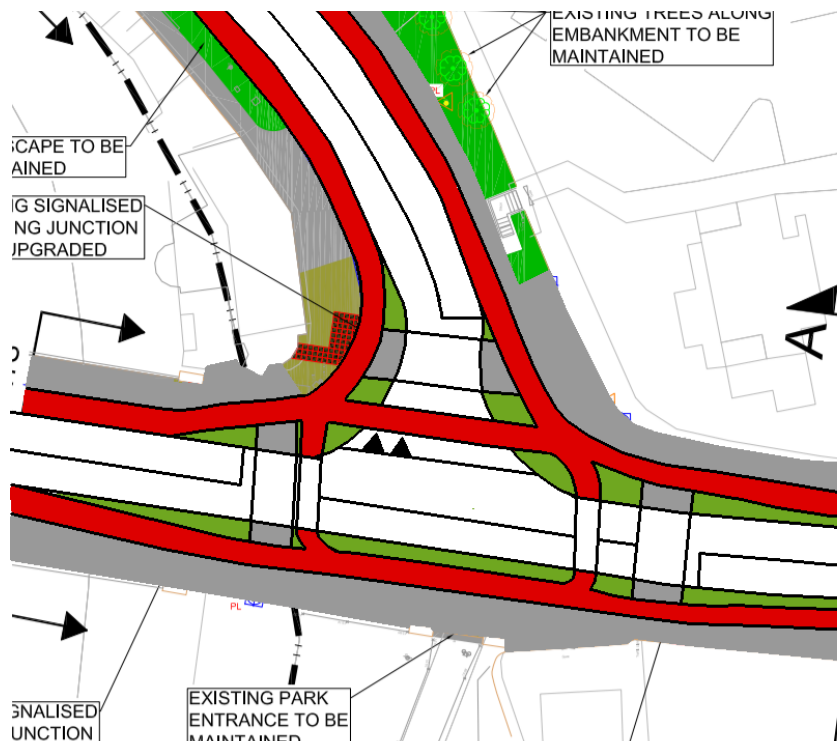
There is an opportunity here to reduce the volumes of motor traffic along this road, thereby creating a more pleasant, comfortable and safe environment to walk, cycle or wait for a bus. The road narrows in a dangerous merge in Layout drawing 3. We would ask the Council and designers to consider reducing the road to 1 general traffic lane from the junction at Churchview Road to the end of the scheme where the road narrows to one single lane. The existing design of having 6 general traffic lanes (including turning lanes) at some points of the road will encourage high volumes of traffic meaning higher noise and air pollution.

Where the cycle track and pedestrian routes intersect, there should be a small pedestrian zebra crossing in order to clearly designate a crossing point where pedestrians have priority.

Layout sheet 1



- We welcome the addition of the permeability link to Oakton Park. We request that this link be protected from vehicle access with a single bollard in order to facilitate all users including mobility scooters, cargo bikes and double buggies. The barriers typically installed by the Council at laneways and permeability links may not be compliant with the Disability Act.
- The junction design at Churchview Road does not enable or encourage cycling for all ages and abilities. We strongly request that the designers are instructed to design a protected junction as has been proposed in other cycle schemes recently. E.g. Bus Connects. An example of a 3-way protected junction below.

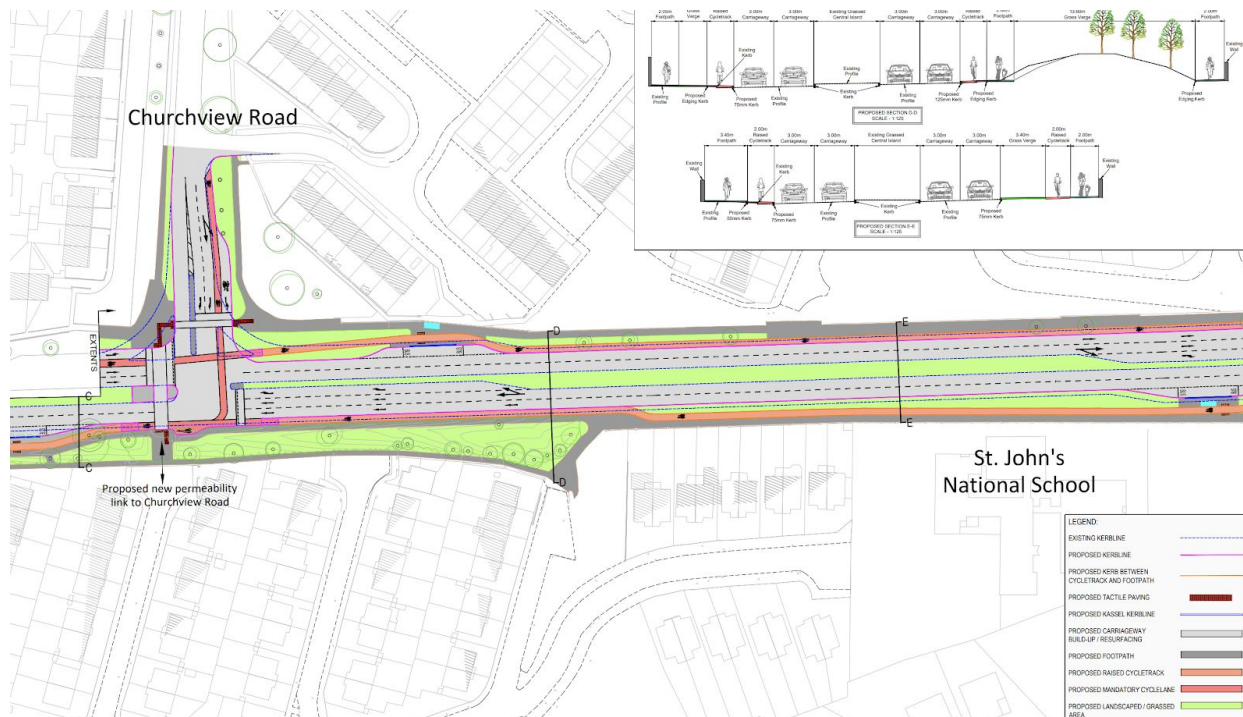


- At a very minimum, cycle lanes that split between 2 traffic lanes are not safe. Rather than hoping for plastic traffic wands to retro-fit the junction later, Dublin Cycling Campaign would like to see full segregation through the junction, using cyclist traffic lights if necessary. Cyclists should be kept on the left of all traffic lanes, not lane splitting. The (staged) image below illustrates the design planned for this scheme's junctions and how it will not encourage people of all ages and abilities to cycle.



- The designs currently have 3 general traffic lanes coming from Churchview Road onto Wyatville Road. This has no effect on increased junction capacity as just 50 metres back on Churchview Road, the road has just one lane going towards the junction. The Council should ask the designers to reduce this to one traffic lane and one protected cycle track. This would have benefits of making the crossing shorter for pedestrians and increase safety for all road users on approach to the junction by minimising lane-changing. Reducing lanes would mean removing the traffic island too, further decreasing crossing distance for pedestrians.

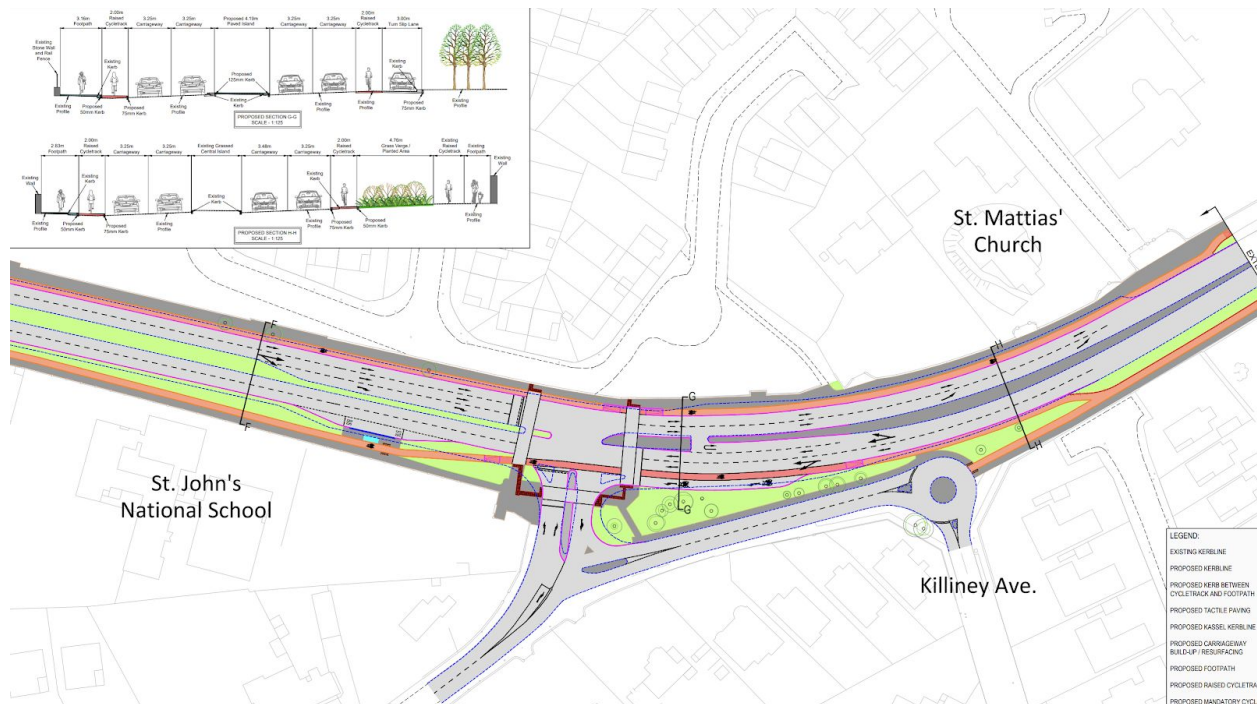
Layout sheet 2



- There should be clearer cycling links to/from St John's National School. The route could go through the gap in the wall at Oakton Park to access Oakton Green where the entrance to St John's is.
- A buffer (not just a small kerb) between the cycle lane and traffic lanes on both sides of the road would greatly increase Comfort for people cycling. Space could be taken from the overly wide median.
- The island bus stop on the western side of the road is designed differently to the others. The cycle track should go behind the bus stop so as not to conflict with passengers as they board/alight/signal/wait for the bus.
- There is no permeability link on the western side of the road between the Churchview Road junction and Denville Court. A distance of 450 metres. The ideal place for such a new link would be directly opposite the Church Road

junction, for the same reasons as the Oakton Park link is being proposed (i.e. direct access to the crossing at the Church Road junction).

Layout sheet 3



- The junction with Church Road should be a protected junction (same principle as the Churchview Road junction above). Traffic exiting from Church Road should have a single general traffic lane and a cycle lane that links the cycle lane without a signal (yielding to pedestrians).
- There should be an extra pedestrian crossing going directly from the Killiney Avenue roundabout to the other side of the road. This would link Killiney Avenue more directly with the Denville Court pedestrian link and St Mathias Church. There is already a pedestrian desire line to cross directly opposite Killiney Avenue. Pedestrians come from the Denville Court pedestrian link and cross straight over to the Killiney Avenue roundabout, pictured below. It is an extra 200 metre walk to walk back to the Church Road crossing, which is also currently a wider road.



- If the Council refuse to facilitate safe crossing along this desire line, a short bi-directional cycle track should link the Denville Court exit and the Church Road junction. This is in order to provide a safe, legal way for pupils of St John's National School to make this journey.

Traffic reduction measures

One of the objectives of the scheme per the report is "Modern design standards applied to a section of legacy, car dominated, high speed, urban dual carriageway". The designs as it stands, with retention of all existing general traffic lanes means that this road will remain car dominated, albeit at slightly lower speeds thanks to reduced lane widths.

We propose the following traffic reduction measures that all have safety benefits for people walking and cycling, as well as reducing air and noise pollution:

- Where the road has 2 general traffic lanes, convert one of these to a bus lane.
- One of the cross-sections has a traffic lane of 3.48m. All of the traffic lanes should be at most 3.2m in order to reduce speeds.
- Consider narrowing or removing the central median on long straight stretches to reduce the sense that this is a motorway-like road.

Public engagement

We welcome the addition of the permeability link but are concerned that the Council have not engaged in full with the community and educated local residents as to the benefits of a permeability link.

Furthermore, Dublin Cycling Campaign would welcome earlier involvement and engagement with the Council in schemes such as this, as interested members of the

Cycling Forum and the Transport & Marine and Climate Action SPCs. This can help iron out any major issues that cycling campaigners have with the schemes, before they are in the public domain.

Design standards

Spending time, energy and money on changes that do not deliver high quality cycling infrastructure is not a good use of scarce resources. The designers appear to be committed to using some of the low quality concepts advised in the National Cycle Manual.

Projects such as Bus Connects, Fitzwilliam cycle route and Clontarf cycle route use high quality design principles that are not contained in the National Cycle Manual and are supported by Dublin Cycling Campaign. If DLR County Council cannot propose similarly high quality infrastructure designs at this time, we propose that this scheme be delayed until such time as the National Cycle Manual is updated or until the Council are prepared to match the high quality designs of the aforementioned projects.

Revision of Phase 1

Phase 1 has a number of deficiencies, including unprotected junctions, retention of long left turn lanes and confusing pedestrian/cycling signalling at the Wyatville junction to the Kilbogget Park entrance. It would appear that Phase 1 has also done little to reduce traffic speeds.

We would welcome a meeting with the designers and DLRCC officials to discuss, and elaborate on, any of the above points.

Reference

- [Public consultation report](#)
- [Layouts](#)

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