



Core Bus Corridor 13: Bray

16th December 2020

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. We have a vision for Dublin that is a vibrant city where people of all ages and abilities choose to cycle as part of their everyday life.

2.0 Cycling for All

The goal of the cycle routes must be to enable people of all ages and abilities to cycle. Cycling can be an option for almost everyone if we design for it correctly.

If the cycle routes do not measure up to international best practices we will not see kids cycling to school with their parents, teenagers cycling to the cinema, commuters cycling to work or older people cycling to the shops.

Only by enabling many people to cycle, by making it a realistic choice, can we deliver the potential modal shift changes. Whenever a new person starts cycling society reaps the benefits of improved public health, reduced congestion, and better liveability for our urban places. The maximum benefits of cycling are only achieved by designing cycle routes that enable the largest cross-section of society to cycle.

3.0 General Points and Summary

1. The junction designs throughout this CBC are poorly designed and unsafe for people cycling. To avoid cluttering this submission, we have also provided a

detailed submission relating to junction design, which we would urge the design team to review.

2. With the exception of the biggest dual carriageway junctions, right turns by bike are almost never facilitated throughout this CBC. Map 6 best exemplifies this problem. Lots of space allocated for right turning cars at these junctions, but absolutely no provision for turning cyclists at any of them. Forcing people to cross multiple lanes of traffic in order to turn right is completely unacceptable and will not make cycling accessible to a broader group of people. Once again, the solution is to follow international best practice and install protected junctions throughout this scheme, not just on the dual carriageway. For more minor roads, a protected junction might not be necessary, but a dedicated space should be provided for cyclists waiting to cross. The current designs expect cyclists to awkwardly shuffle over to a pedestrian crossing and cross there. This is extremely inconvenient, especially for less mobile cyclists.
3. Bus stop design: The vast majority of bus stops along this CBC require bus passengers to step out of the bus directly into the cycle path. This is hazardous for bus users and cyclists alike, and especially for those with disabilities. By relocating some bus stops, removing a small amount of on-street parking, and/or reducing the number of traffic lanes, we are confident that the space can be found for proper island bus stops everywhere.
4. Cycle path buffer spaces: On high speed or high volume roads, a buffer space between the cycle path and the road is essential to making cycling safe and comfortable for all. On a road as large and hostile as the N11, a buffer space of 1-2 m should be used, and hedging should be planted to improve the sense of safety for people cycling and walking. A mere kerb separating a child cycling to school from three lanes of traffic moving at 60-80 km/h is not acceptable. The image below shows a design from Wicklow, which we would like to see emulated on the N11.



5. Cycle path width: Throughout this CBC (and indeed, BusConnects in general), all cycle paths are 2 m wide, or less. While 2 m is reasonable as a default, there are many reasons why cycle paths may need to be wider than this. Due to the fact that the N11 is such a long and major arterial, designers must consider the needs of people travelling longer distances by bike. It is therefore vital that there is enough space that people can cycle side-by-side and overtake one another. This is very difficult to do on a 2 m wide cycle path, especially if the buffer space mentioned in the previous point is not installed. Adding just 50 cm or so to the cycle paths would radically improve the comfort, convenience, and safety of people using them.
6. N11 width: It is disappointing that no fundamental change to the layout of the N11 or Stillorgan Road has been considered in this scheme. The dual carriageway between Donnybrook and the Loughlinstown Roundabout dates back to the 1970s. In the intervening years, much has changed, including the rollout of the N11 QBC in the 2000s, and generally a much greater emphasis on public transport, cycling and walking. Over the last decade, we have started seeing the fruits of this shift, with the canal cordon count consistently showing a reduction in the importance of car traffic, from 40% in 2010, to less than 30% today. Given all these changes over the last half century, and with BusConnects promising further radical improvements to public transport services, it is surely well past time to review the 1970s design of the N11. We would like to see the NTA seriously investigating the feasibility of reducing some or all of this dual carriageway from 6 to 4 lanes. BusConnects is a gargantuan project which will determine transport patterns for decades to come. Decisions should be made based on modern priorities and needs, not in order to preserve a road design from 50 years ago that would never be built today. Reducing the road by a

single lane in each direction would free up more than enough space to implement all of the vital improvements mentioned in the previous points.

4.0 Location Specific Points

4.1 Leeson Street (maps 3-5)

We welcome the introduction of the bus gate on Leeson Street. This will substantially improve bus flow on this road, and improve the safety of people cycling.

As we said in our previous submission, this road is too narrow for the existing four lane layout between Hatch Street and Fitzwilliam Place. The footpaths are inadequate, and the bus stop design is completely unacceptable for such busy bus stops. We believe that the bus gate will reduce traffic volumes enough to make the bus lanes redundant, allowing the road to be reduced to 2 lanes. Should that not be enough, then there are other measures that should be considered to reduce car traffic on Leeson Street, such as requiring/encouraging certain car trips to use Adelaide Road, Fitzwilliam Place, or the canal road instead of Hatch Street or Upper Pembroke Street.

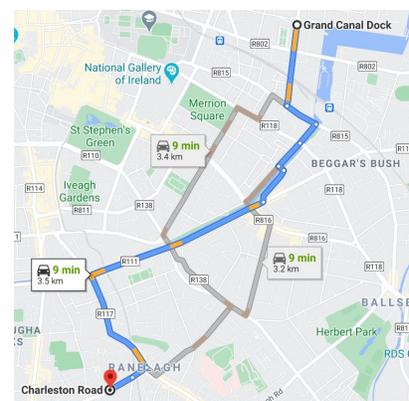
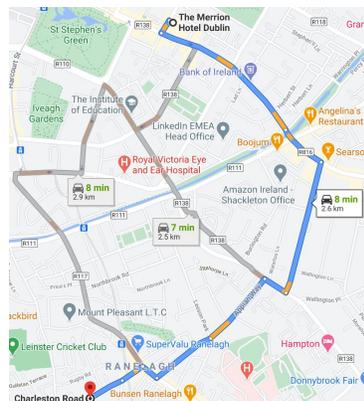
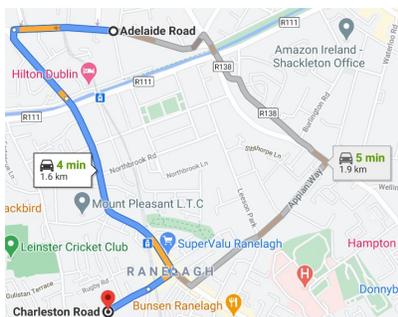
The junction with Fitzwilliam Place needs to be completely redesigned. This layout is fundamentally the same as the Lombard Street junction which has proven so dangerous and difficult to use that Dublin City Council have been forced to rebuild it entirely. On Leeson Street, northbound cyclists will be guided straight into a concrete kerb, while cyclists on Adelaide Road will need to go 15 m in the wrong direction to make a right turn or continue straight. Fundamentally, the problem is that there simply isn't enough space for a protected junction without any reduction in the number of traffic lanes. As already mentioned, the number of lanes to the north could be reduced from 4 to 2. To the south, changes should be considered to reduce the number of lanes from 5 to 3. Perhaps the right turn lane onto Fitzwilliam Place could be removed and one or both of the bus lanes could be removed for this short stretch.

The slip lane onto Adelaide Road needs to be closed. These are already being phased out elsewhere in the BusConnects plans because they are so dangerous, so it's hard to believe that a slip lane could possibly be suitable on a crowded road right in the heart of the city.

Map 5 - On Sussex Road, the 120 m stretch of unprotected cycle lane sandwiched between moving traffic and parked taxis/coaches is extremely unsafe. The cycle path

should be on the other side of the parked vehicles, and the coach stop should be fully bypassed.

We have serious concerns about the preliminary design for the Appian Way junction. The footpath on the southbound side of the road is already quite narrow, and further narrowing is not a reasonable proposal. Reducing the number of lanes to 3 would allow the trees and footpaths to be retained, while also creating space for an island bus stop. For example, a northbound bus priority light could facilitate the removal of the northbound bus lane. The right turn lane could also be removed by banning the right turn onto Appian Way. As the maps below show, most trips made using this right turn could just as easily go via Waterloo Road or Ranelagh Road.



4.2 Morehampton Road/Donnybrook Road

We welcome the decision to run the cycle path behind the tree line for this stretch of road. This will create a much more pleasant environment for people cycling, and it facilitates high quality bus stop designs. Unfortunately without accurate dimensions, it is difficult to know if this is a design we can fully support. Between Clyde Road and Herbert Park (map 8), there seems to be about 4 m to work with, which is likely sufficient. But south of Herbert Park, the available space drops to 3 m or less. This is simply not enough for both a footpath and cycle path. If this is the case, then the design team must come up with an alternative plan that provides adequate space for walking and cycling. One option would be to reduce the road to 3 lanes (either with a bus priority light or a one way bus gate) between Herbert Park and Belmont Avenue, allowing the outbound cycle lane to move to the other side of the trees.

We also notice that there are no plans to close off any of the roads turning onto Donnybrook Road. Between maps 8 and 9, outbound cyclists pass 8 minor roads in the space of 500 m. Each of these is another opportunity for a collision. As many as possible of these minor roads should be closed to cars. Access to these roads should

be limited to the places where there is most space to provide good protection for people cycling.

It is disappointing to see no change to the design of the parking bays outside the Donnybrook Tesco (map 9). We have repeatedly stressed how important it is that cycle paths run between parking bays and the footpath, and this is especially true with perpendicular parking. The cycle paths on both sides of the road at this location must go between the parking bays and the footpath.

We welcome that the road has been reduced to 3 lanes at the pinch point outside the Garda station. However, we still have serious concerns about this layout. The road is still very constrained, and there continues to be a substantial risk of a bus driver inadvertently mounting the cycle path as they go around the bend. With such narrow cycle paths, an unlucky cyclist will have no space to maneuver should this happen. We think a second bus gate should be added in the southbound direction, so the road can be reduced to two lanes through this pinch point. The extra space can be used to widen the footpaths and cycle paths, which are dangerously narrow, widen the traffic lanes at the bend if necessary, and install robust concrete kerbs to protect cyclists from traffic through the bends.

4.3 Stillorgan Road/N11

It is not at all clear why the Beaver row/Anglesea Road junction (map 10) is not being changed in any way. This is an extremely large and hostile gyratory which is wholly unsuitable for an urban environment like this. Anglesea Road is also a major route for people cycling to places like Ballsbridge, Grand Canal Dock, and the city centre. As an absolute minimum, a full protected junction should be provided here. If we are to achieve the modal shift that BusConnects should be aiming for, then there also needs to be a substantial redesign of the Anglesea Road/Ailesbury Road gyratory to make it smaller, simpler, and safer for people cycling.

At the Nutley Park junction (map 15), southbound cyclists should have the option to join the access road, which would provide more direct access to the homes and businesses in the area.

The design of the UCD bus interchange facility is extremely dangerous. Forcing cyclists to cross a busy bus lane on a dual carriageway should never be considered. There is a wealth of space behind the bus stops where a high quality cycle path and covered cycle parking can be provided.

On the UCD flyover itself (map 15), there is no need for two bus lanes, since traffic volumes are vastly less than the junction capacity. This space should be used to widen the cycle path and footpaths.

Between Fosterbrook and The Rise (map 18), we note that the ambiguous shared space for inbound cyclists is to be replaced with a clearly defined cycle path, which will greatly improve safety and clarity for pedestrians and cyclists. However, not extending the bidirectional cycle path to Coláiste Eoin seems like a significant oversight.

We are also happy to see the Foster's Avenue junction (map 18) being substantially streamlined from its current form. But the reluctance to provide cycle paths in both directions is disappointing. The number of lanes should be reduced from 3 to 2.

It is unclear why such a large junction is required at the Old Dublin Road (map 21). Most traffic using this junction should really be using the main junction on Kilmacud Road Lower. This junction should be substantially reduced in size, and if possible, closed off entirely.

The large junction on map 37 is completely unacceptable. The facilities for cycling are incredibly inadequate. It is disappointing that a new development was able to design such a car centric junction in the first place. But BusConnects should be treated as an opportunity to correct this mistake, rather than making it worse.

4.4 Shankill

Between Loughlinstown Roundabout and Shankill Village (maps 42-45), it is imperative that proper cycling infrastructure is provided. This stretch of road is far too busy to expect cyclists to mix with traffic. We believe the best solution would be an alternative route using quiet residential roads to connect to a segregated cycle path on Shanganagh Road. The green line on the map below shows our proposed route, with the orange lines being extra connections which would further improve permeability. This route would start at the Loughlinstown Roundabout by opening a gap in the wall into Seaview Wood. At the end of Seaview Park, there is space to provide a walking and cycling link into Hazelwood, using the gap between numbers 25 and 26 Hazelwood. From Hazelwood to Shankill Church, a segregated cycle path could be provided using the green spaces on the east side of Shanganagh Road, which would also connect to the local primary school. This proposal would radically improve permeability in the area, and make it easier and safer for people to make local trips by

bike or on foot, such as trips to school, Shankill Village, or the Dart station. Additionally, this design could easily be expanded in the future to provide a coherent cycling network for Shankill, mostly using quiet residential streets.



Map 44A - We are very pleased to see that a cycling link is being proposed to connect the village to St. Anne's National School. This will enable kids to cycle to school who currently don't have the option due to the high traffic volumes and speeds on the Dublin Road. If possible, this cycle link should also connect to Library Road.

In Shankill Village (maps 46-47), Dublin Cycling Campaign has consistently agreed with residents that road widening would substantially damage the character of the village, and should not be considered. However, in the absence of cycling infrastructure on a busy road, it is crucial that the designers incorporate significant traffic calming into the scheme. Unfortunately, it appears there are no plans for ramps, raised tables, chicanes, or carriageway narrowing anywhere in the village. We would like some clarification about exactly what design changes have been proposed compared to the current layout, and how these changes will reduce traffic volumes and speeds. Simply posting a lower speed limit will not reduce speeds through the village.

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

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