



## **Core Bus Corridor 14: UCD**

16th December 2020

### 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

Add bullet points of the major issues here, potentially reference details in main general comments submission

## 4.0 Location Specific Points

### Fitzwilliam Street (map 1A)

Fitzwilliam Street is an example of a road which definitely does not need four lanes of traffic. The well defined grid system in this part of the city centre means that Fitzwilliam Street could easily be made one way with almost no inconvenience to drivers. The extra space could be used to plant trees, widen footpaths, and install a much higher quality of cycling infrastructure, including island bus stops.

### Baggot Street

Similar to Fitzwilliam Street, it is impossible to believe that on a 26 m wide road, there isn't space to install island bus stops. Proper bus stop design is an absolute red line for us. We do not wish to prescribe a solution here, since the road is more than wide enough that space can easily be found without any restrictions to car traffic. However, we would encourage the design team to seriously consider whether all the traffic lanes are really necessary. Baggot Street is not a particularly congested road today, so perhaps it would be possible to put some of that space to better use, such as tree planting or public seating.

As we have said in previous submissions, we welcome the reduction of Baggot Street bridge to two lanes to accommodate cycle paths. We are also happy to see the proposed cycle paths on Mespil Lane, though it is unclear how effective these will be, given that they are basically tacked onto the existing layout.

We have some serious reservations about the Waterloo Road junction, and we believe this design could very easily prove to be lethal. Because of the very narrow width of the Waterloo Road cycle lanes, there is a serious risk of left-turning drivers knocking over cyclists. At a junction like this, the cycle lanes need to be at least 2 metre wide, and the junction must be fully protected. However this junction is most dangerous for cyclists trying to turn right onto Pembroke Road, since they are provided with no safe space to wait. It appears that these people will be expected to uncomfortably stand in the narrow cycle path, while large volumes of traffic turn left around them.

As we see it, there are a few potential solutions for this junction. One option would be to ban people from exiting Waterloo Road at the Baggot Street end, effectively creating a traffic loop involving Baggot Street, Waterloo Road, Burlington Road, and

Mespil Road. This would allow Waterloo Road to be reduced to two lanes, with ample space for a proper junction. With this design, the northbound bus lane could also be removed from Baggot Street Upper, creating more space for pedestrians and cyclists through the village.

Alternatively, the left and right turn lanes could be merged on Waterloo Road. And finally, should these other options be unviable, some of the land on the corner of Pembroke Road and Waterloo Road should be acquired, in order to realign Waterloo Road, and make space for the protected junction that people cycling need here.

Another minor issue with this junction is that there needs to be a bike crossing beside the pedestrian crossing on Pembroke Road to enable people to turn right onto Waterloo Road by bike.

## Pembroke Road

The Pembroke Road/Northumberland Road junction has numerous serious flaws. It is likely that many people cycling will choose not to use it because it will be so inconvenient, and it is not at all obvious that it will improve safety, even for those who do use it. There is no marked space for cyclists to wait before continuing straight or turning right, which will result in large numbers of cyclists trying to squeeze past one another in a narrow bike path. This junction also requires a lot of sharp turns and awkward maneuvers, which can be challenging for less experienced cyclists. The design team should redesign this junction from scratch. Rather than insisting that the cycle path must be beside the carriageway at all times, the design team should consider the desire lines of people cycling, and design a new junction with smooth bends and a safe, comfortable experience.

What is the justification for the large turning lane for traffic turning right onto Lansdowne Road? We recognise that the right turn onto Shelbourne Road will be prohibited, but that does not mean extra capacity must be provided elsewhere. The right turns onto Haddington Road and Clanwilliam Place are both permitted, so this should be sufficient for access to Shelbourne Road. There certainly isn't a need to widen Pembroke Road to 5 lanes, leaving no space for adequate cycling infrastructure, or other improvements like tree planting.

Based on the length of the right turn lane for Anglesea Road, it is clear that there is no plan to rethink the use of this residential road as a major arterial. The current arrangement on Anglesea Road is clearly not working. Every weekday evening, traffic backs up the whole way from the dual carriageway, often as far as the RDS. That's a 1

km queue. The narrow width of the road makes it difficult and dangerous for people on bikes to filter through the heavy traffic. An extended right turn lane will only make the daily chaos on Anglesea Road even worse. We would encourage the design team to develop a traffic management strategy that does not rely on narrow residential streets like Anglesea Road, and does not require a 120 m right turn lane on a narrow and congested bridge.

## Nutley Lane

In the last round of consultation, we objected to both options for Nutley Lane due to fundamental design flaws which would make them dangerous and inconvenient for pedestrians and cyclists alike (these objections are repeated in the next paragraph). We also noted that we were being presented with a false and incomplete choice. The design team never even considered an option which would have retained the existing two lane layout (perhaps using a bus gate). Additionally, road widening was proposed exclusively for the benefit of car drivers. Road widening was not considered in order to retain the footpath, or to prevent the felling of trees. Effectively, the design team decided, without consultation, that the footpath must be removed, and the trees must be cut down. Of course it is not reasonable to expect every possible option to appear in the information brochure. However, proposing to remove a footpath in a well populated urban area is extremely radical, and to treat it as a minor background decision makes a mockery of the consultation process. These designs are also completely at odds with the stated goals of BusConnects, the NTA, and Dublin City Council.

Fundamentally, the reason we object to the proposed designs for Nutley Lane is because this infrastructure will not be used as the design team intends, and it will prove dangerous. It is not reasonable to expect people to cross the road twice in 400 m just to accommodate more space for cars. Many people will end up using unsafe infrastructure not designed for them, simply because crossing the road twice is too slow and inconvenient. A lot of eastbound cyclists will cycle on the road, while pedestrians will just walk on the cycle path, creating 400 m of pedestrian/cyclist conflict. These sorts of conflicts are very hazardous to both pedestrians and cyclists, and they are the reason why Dublin Cycling Campaign, along with many prominent disability groups, consistently opposes the use of shared spaces in urban areas.

As we have said in previous submissions, the obvious solution is to work within the existing carriageway to install two traffic lanes and two cycle paths. This would retain the footpath, it would avoid anyone needing to repeatedly cross the road, and it would

cut construction costs by avoiding the need for land acquisition. If necessary, a bus gate could be installed somewhere along the road to improve bus priority.

In fact, installing a bus gate would have the added benefit of disentangling different modes, which is a central feature of road design in countries like the Netherlands which have high levels of cycling. Basically, what this means is that different modes of transport use different routes to get from A to B. In this case, Nutley Lane is a very important cycling link, because it provides a connection from UCD (via the Greenfield Park entrance) to places like the Dart, and Sandymount Village. By contrast, Ailesbury Road is a much more suitable through route for cars because it is much wider, the houses that are further set back from the road, and it connects to other major roads such as Beaver Row, Eglinton road, and Sydney Parade Avenue, rather than merely the N11 and the Merrion Road.

Kevin Baker,  
Chairperson

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

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