



Core Bus Corridor 15: Blackrock

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

The major junctions on this route need to see serious improvements. We are not in favour of the Dublin-style junction design being used on this corridor and would

strongly encourage the NTA not to use this experimental junction design. The Dublin-style junction designs in this corridor seem to take special pleasure in moving people cycling off a straight-line route particularly the junctions with St Vincent's Hospital (map 1) and Elm Park (map 3).

You can find more information why the NTA should stop using these Dublin-style junctions, particularly the style in this corridor, in the Dublin Cycling Campaign's main junction design submission.

4.0 Location Specific Points

4.1 Layby Bus Stop

The new layby bus stop outside St Vincent's Hospital (map 1) includes a shared space. We recommend that this bus stop is removed or replaced with the bus stop layby design used along the N11 corridor.

4.2 Width of Cycle Tracks along Merrion Road

The width of the cycle tracks along Merrion Road between Merrion Avenue and Merrion Gates (map 1-2) appear to be too narrow at only 1 metre wide. This is below the desired minimum of 2m and far below the minimum required width of many types of cycles including tri-cycles and cargo bikes.

There is a new dedicated right-turn lane for motor traffic into Merrion Avenue (map 1), a small residential street, that is contributing the super narrow cycle tracks and long pedestrian crossings.

4.3 Removal of slip lanes

In our last submission we asked for the removal of slip lane turns at St Vincent's (map 1) and Elm Park (map 3). We are delighted to see this suggestion taken on board as this will increase safety for people walking and cycling.

4.4 Potential Impact of Strand Road Cycle Route Trial

Dublin City Council are conducting a trial of a two-way cycle route on Strand Road that will make the road one-way outbound for motor traffic. If this trial is a success it will mean the junction can be down-scaled and long-right turn lane to Merrion Gates (map

2) can be removed. This extra space can be used to provide more space for people walking and cycling, or more green space.

4.5 St Helen's Road

St Helen's Road (map 4) is a looped housing estate with two bi-directional entrances onto the Rock Road. Are both entrances necessary to be accessible to motor traffic in both directions? Closing one entrance (even in one direction) would reduce the number of conflict points for people walking and cycling and would increase safety.

4.6 Mount Merrion Avenue Junction

The Mount Merrion Avenue junction (map 8) is an important junction to get right. It is the connection point in the GDA Cycle Network Plan between primary cycle route 13 along this core bus corridor and secondary route SO4. There are two separate issues with this junction (ignoring that it is a Dublin-style junction).

1. It is not clear where someone cycling outbound along the Rock Road can wait for the turn right onto Mount Merrion Road.
2. The southbound cycle lane on Mount Merrion Road disappears into nothing a few metres past the junction. It seems like no future scheme could fix this issue without reducing the right turn lane on Mount Merrion Road or re-designing the junction again.

4.6 Width of Cycle Tracks outside Blackrock College

The width of the cycle tracks outside Blackrock College (map 7) are too narrow. They appear to be only one metre wide, which is far below the two metre desired minimum and too narrow to accommodate many different types of cycles including tri-cycles and cargo-bikes.

The cycle provision along here is far below the standards in the National Cycle Manual. The proposals are unacceptable and wider cycle tracks are required.

4.7 Rock Hill Junction

The Rock Hill junction (map 9) is over-sized after recent changes by DLRCC to Blackrock Village. Rock Hill and Blackrock Main Street are now one-way streets southbound. There isn't the need for dedicated left and right turn lanes on Rock Hill at this junction, as the only motor traffic on this section of road is traffic leaving the

Blackrock Shopping centre car-park. Instead consider making space to extend the contra-flow cycle lane that is currently on Rock Hill to the junction at Frascati Road.



Photos of the contra-flow-cycle lane on Rock Hill (left) merging into the two dedicated turn-lanes at the junction with Frascati Road (right)

4.8 Bus Stop outside Frascati Shopping Centre

The bus stop outside the Frascati Shopping Centre on the Frascati Road inbound (map 9) is far too busy to be suitable for a shared space bus stop. It is by far the busiest bus stop in Blackrock.

We strongly recommend that the bus layby be removed and a cycle bypass be provided. This will provide more space for boarding / alighting bus passengers and better regulate many of the conflicts with people cycling.

4.9 Newtown Avenue

Newtown Avenue (map 11) is the link point between the cycling infrastructure on Temple Hill and DLRCC's Coastal Mobility Route (two-way cycle track) on Seapoint Avenue.

We recommend adding cycle lanes at the junction of Temple Hill and Newtown Avenue to future-proof this link into the design of this corridor.

5.0 Summary

Overall this corridor has huge potential to provide a high-quality cycling route. There are a number of recommendations above that we feel if taken into account will make this a high-quality cycle route that is safe for people of all ages and abilities.

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