Submission on Clontarf to City Centre Cycle Route with signatures of 1,493 people

Route should use a fully segregated two-way cycle path

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Summary

This submission is accompanied by nearly 1,500 signatures (1,493 at the time of writing) from people who want the the Clontarf to City Centre Cycle Route to be a fully segregated cycle route. The council needs to live up to its commitments for a city for all ages and abilities -- not just have “cycling for the ages” as a PR slogan to attract cycling conferences. If cities like London and Amsterdam can provide for cycle paths suitable for children on its main roads, why can’t Dublin?

In pre-planning since 2012, the Clontarf to City Centre Cycle Route was supposed to provide a fully segregated two-way cycle path between the existing coastal path at Clontarf and the city centre, via Fairview and North Strand.

A consultant’s 2012 Options Report showed that a two-way route can be provided and is the best option. But, instead of proceeding with the two-way option, the council opted to pay a second consultant to debunk its first consultant’s report and then move forward with a non-continuous cycle route which mixes cycling with buses, heavy traffic and pedestrians.

The current design chosen by the city council is flawed -- cyclists are not protected at most junctions, by design cyclists are mixed with buses at most bus stops, and the design includes large sections where pedestrians and cyclists are mixed. It is clear that this design does not address key existing safety issues and it also creates new safety issues.

The solution is to return to a design with a continuous two-way cycle path on the east side of the road along the route. This is the safest, most space efficient, and most attractive option for most people who cycle now and those who will cycle when conditions are improved. It is for this reason **we are asking councillors to:**

A. Approve the route **ONLY** if councillors can make it a conditions that it must be redesigned to a two-way cycle path. Or, if that is not allowed for within the Part 8 process, to:

B. Reject the current Part 8 proposals and ask the council CEO to redesign the route as a two-way cycle path.

Minor adjustments will not address the many conflicts built into the current design -- approving this route without a condition of a major redesign would result in risk to public safety and a waste of public money.

	Council's plan	Two-way cycle path
Continuous?	No	Yes
Safe for all ages and abilities?	No	Yes
Protected at main junctions?	No	Yes
Protected at bus stops?	No	Yes
Can be kept separate from parking?	No	Yes

Main reasons for a two-way cycle path

(1) Cycling for all ages and abilities

Mixing cycling with buses and other motorists on a busy route does not fit with the idea of cycling for “all ages and abilities”: The route must be fully segregated.

The City Development Plan states: “With regard to the city centre, in particular, ease of access to persons of all ages and abilities is a significant indicator as to how inclusive Dublin is as a city,” and the National Cycle Policy states: “The bicycle will be the transport mode of choice for all ages” -- we need to stop these from becoming hollow words.

(2) Arguments against it don’t make sense

The council and their consultants have outlined a number of “issues” as to why the two-way path should not be chosen -- from safety of “cyclists taking chances” crossing away from official crossings to the idea that commuters won’t use the route. These, however, don’t make sense. Similar routes recently built in London prove that the “issues” can be fixed by good design.

The council’s arguments on safety are nonsensical -- they rate having a two-way cycle path across the entrances to low-volume side streets as more dangerous than their plan of mixing cyclists with buses at bus stops and with trucks and heavy traffic turning from one major road to another. For more see page 18 of this document.

(3) Connection to the S2S North

Even if other connections can be made between the Docklands and the coastal section S2S Dublin Bay route on the northside, the Clontarf to City Centre Cycle Route will be the most direct link between the coastal route and the city centre. It is of the utmost importance that a segregated route is provided to allow people to cycle from the costal section to the city centre and vice versa.

(4) Connection to the Liffey Cycle Route and southside

The council’s plan is to end the Clontarf to City Centre Cycle Route outside Connolly Station -- this means people cycling to/from the southside and planned Liffey Cycle Route will have to brave the many lanes of traffic around the Customs House and Busáras. Compared to any other design option, a fully segregated two-way path could be more easily extended between Connolly Station and the quays, allowing for a safe and attractive connection. This extension could take place at a later date if needed.

Image overview of major issues with planned design

The following is an overview using the Part 8 drawings:

Main junctions

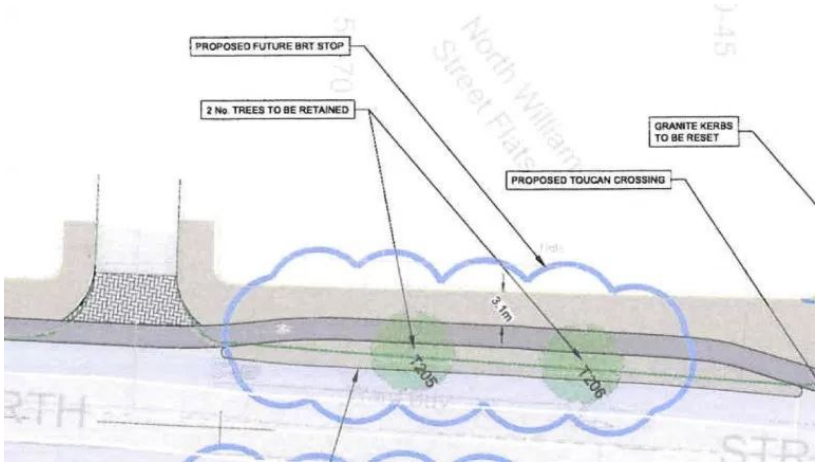
As above, the Five Lamps junction is an example of a main junction with no protection from turning cars, trucks or coaches (red = cycle lane) -- a two-way cycle path would remove the turning conflicts and provide safe space for cyclists turning to wait. There is enough space here using London-style or Dutch-style design.

Most of the junction designs go against advice in the Manual for Urban Roads and Streets -- and other junctions also leave cyclists exposed, even where there have been deaths in collisions relating to turning vehicles.

Image overview of major issues (continued #1)

Bus rapid transport design and cycling safety

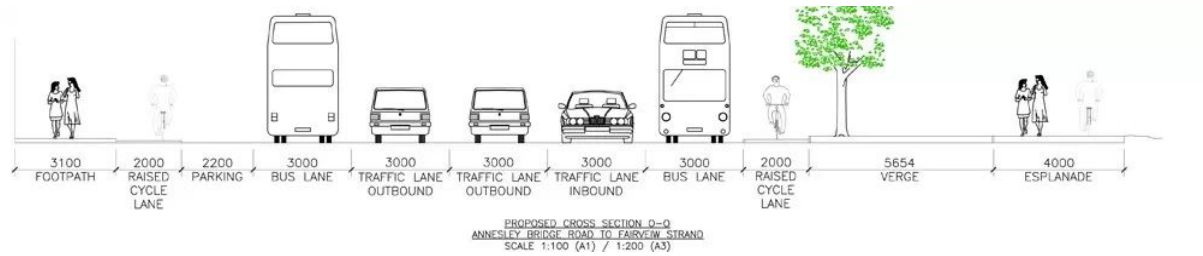
Nearly all along the route, areas for buses to pull in at bus stops (shown in lime green) interrupt the cycle route. The above image shows the bus stops in a lime green colour, but it also shows a future bus rapid transport (BRT) stop — where there are two green circles depicting two trees. We only know that it's a future BRT stop because we've seen pre-Part 8 drawings (partly shown below).



In the above image, the same two trees are shown in pre-Part 8 drawings — the text reads: "Proposed future BRT stop". This is not mentioned in the Part 8 public constitution drawings — which is completely unfair to the public and their understanding of the project as planned. As part of the process of making this submission we have talk to transport experts and a former MD of a private bus company -- it is unclear to them as it is to use why the NTA are pursuing a system where they will design conflict between conventional buses and cyclists to get the conventional buses out of the way of BRT, rather than giving all buses higher priority.

Image overview of major issues (continued #2)

Fairview and Fairview Park



Alongside Fairview Park it is proposed to remove trees to apparently provide for space for cycling but this space could be provided for a two-way cycle path on the park side of the road with far less interventions to the mature trees or to the roadway generally.

With a two-way cycle path on the park side and the addition of London-style or Dutch-style signalised bicycle crossings for safe and attractive access, the cycle route could be installed on the park side without much changes to the retail side of the street.

The council's plan to provide for a "esplanade" (translation: a shared walking and cycling path) inside the park will suffer from the issues mixing walking and cycling already causes in the park and elsewhere.

Buffer space

To provide buffer space between cycle paths on both sides of the road and elements of the street including bus stops and car parking would require extra space -- but, if the design used a two-way cycle path on one side of the road, then the parking could be focused on the other and only bus stops or parking on one side of the road would have to be buffered.

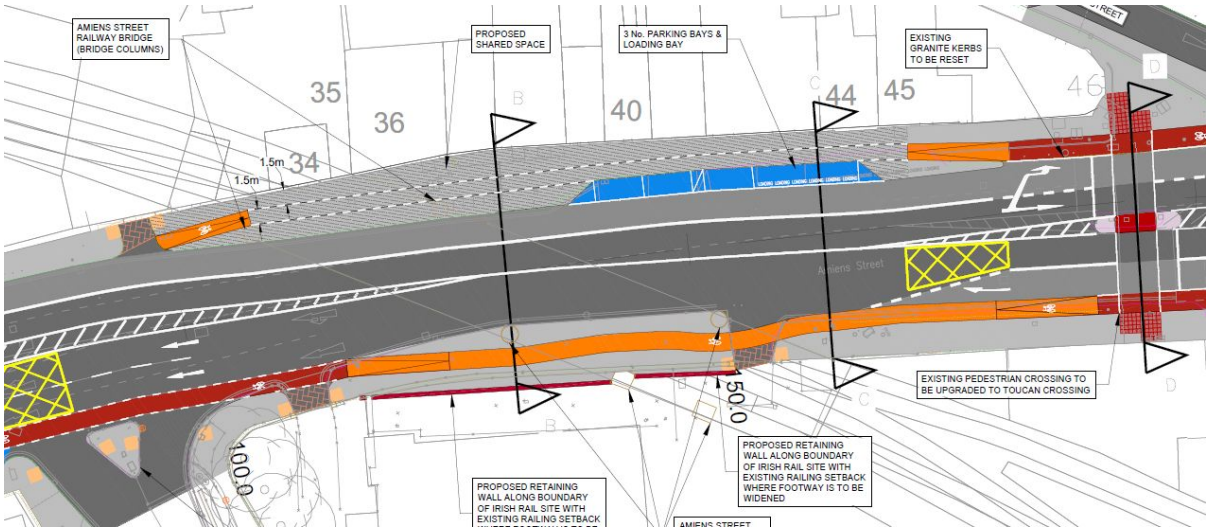
Buffer space of at least 0.5 metres could also be provided where the cycle path runs beside the carriageway.

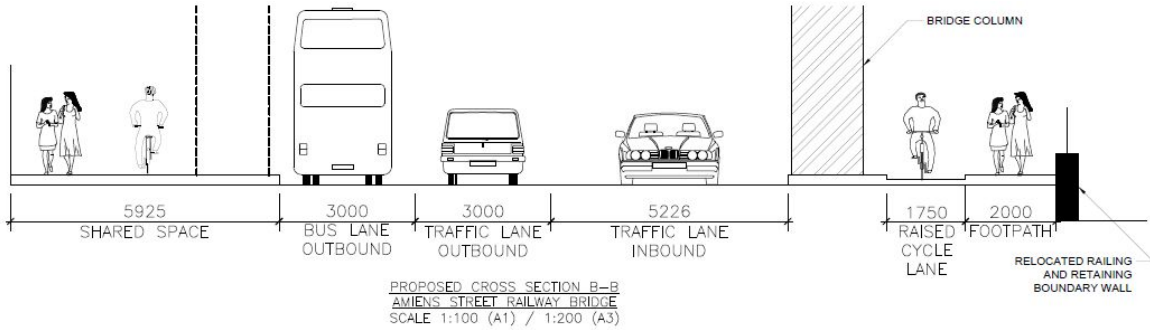
Cross-sections showing that there is space for a two-way cycle path

The following cross sections are examples, widths may vary, but a two-way path would allow for more space overall and a better overall quality of service.

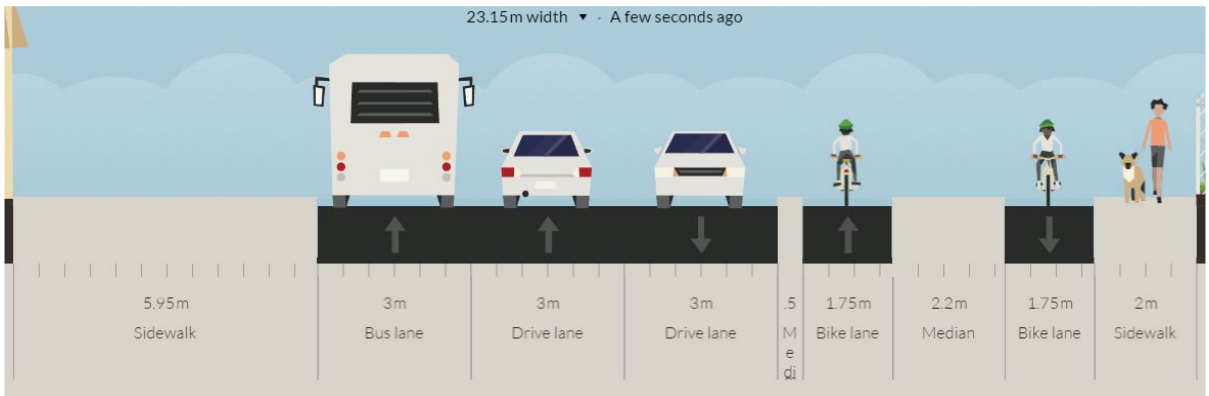
The format is: Map/drawing, proposed cross section, and alternative cross-section (Note: more than one cross-section with some map areas).

Planned Amiens Street at railway bridge - cross-section B-B

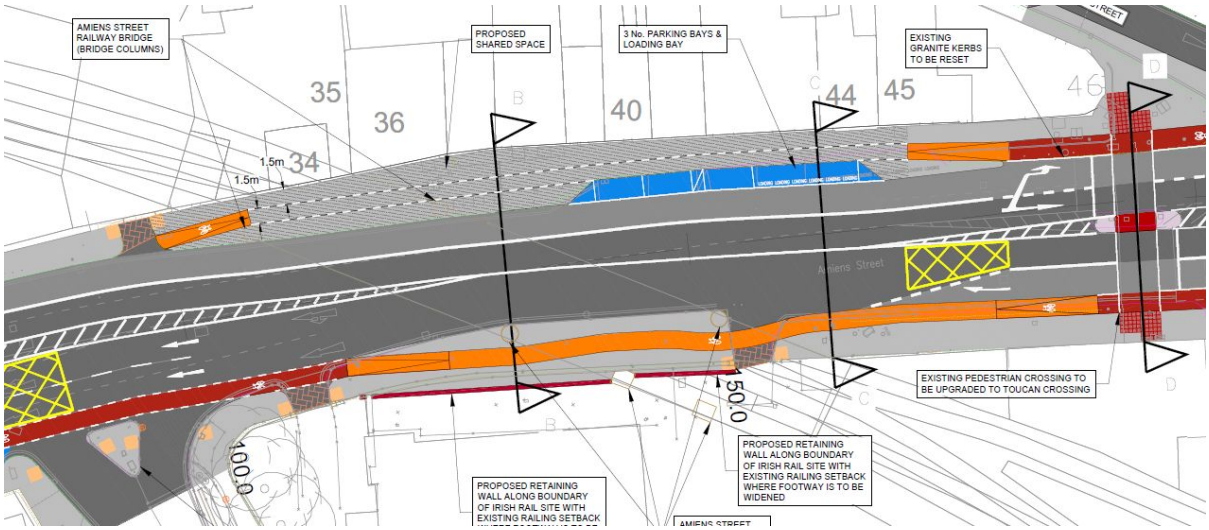


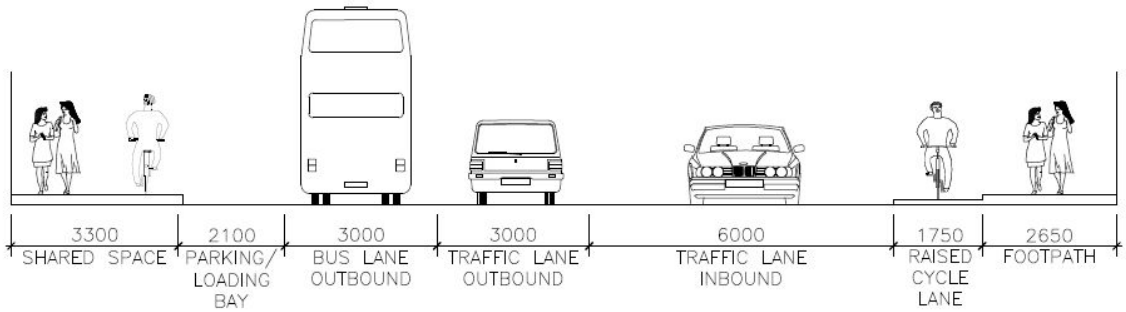


Possible two-way cycle path



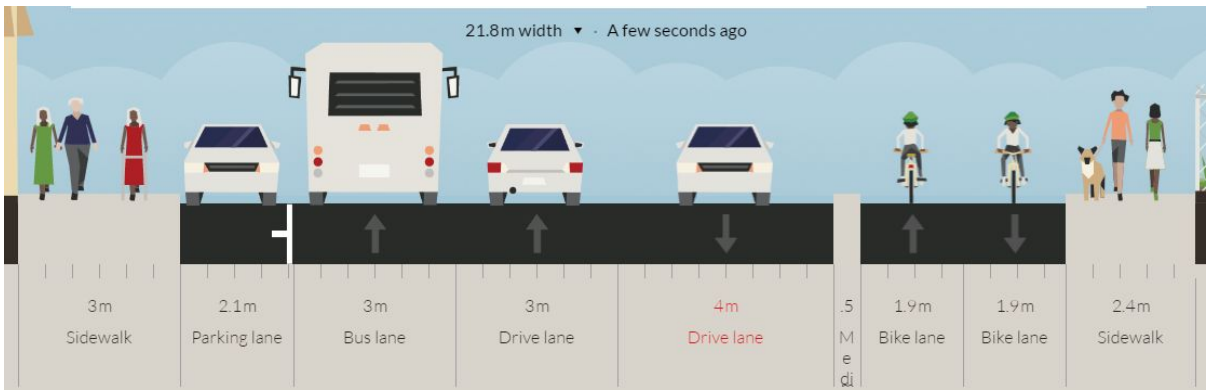
Planned Amiens Street at railway bridge - cross-section C-C



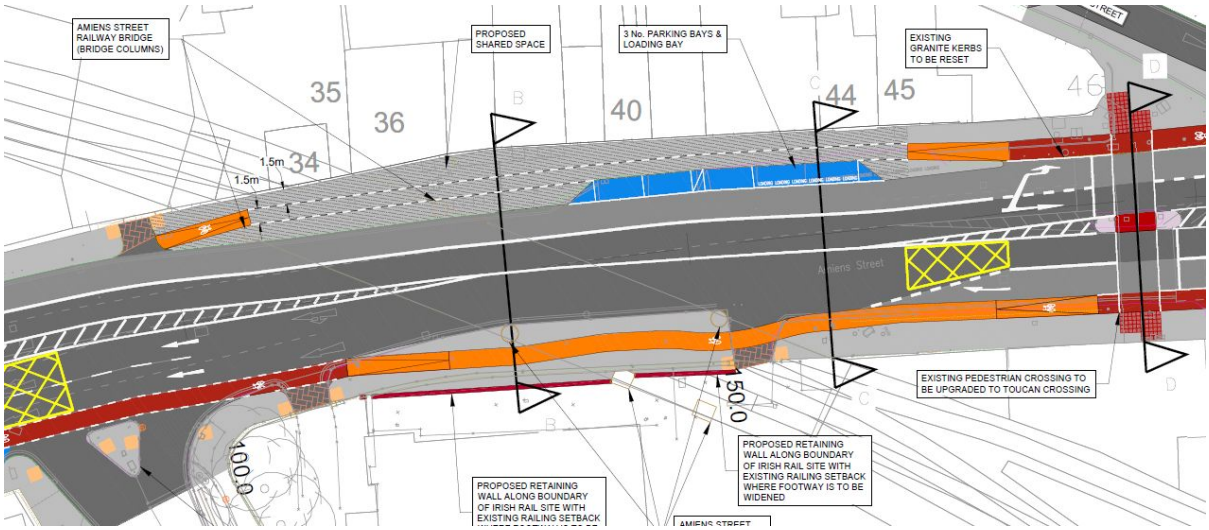


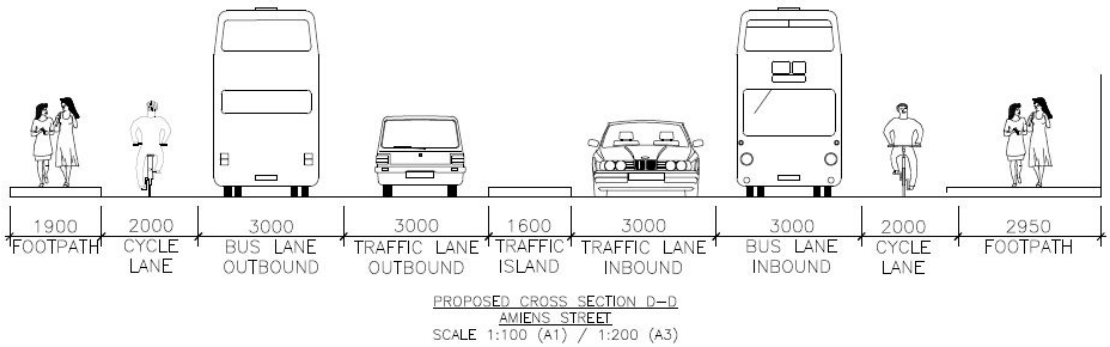
PROPOSED CROSS SECTION C–C
AMIENS STREET
SCALE 1:100 (A1) / 1:200 (A3)

Possible two-way cycle path



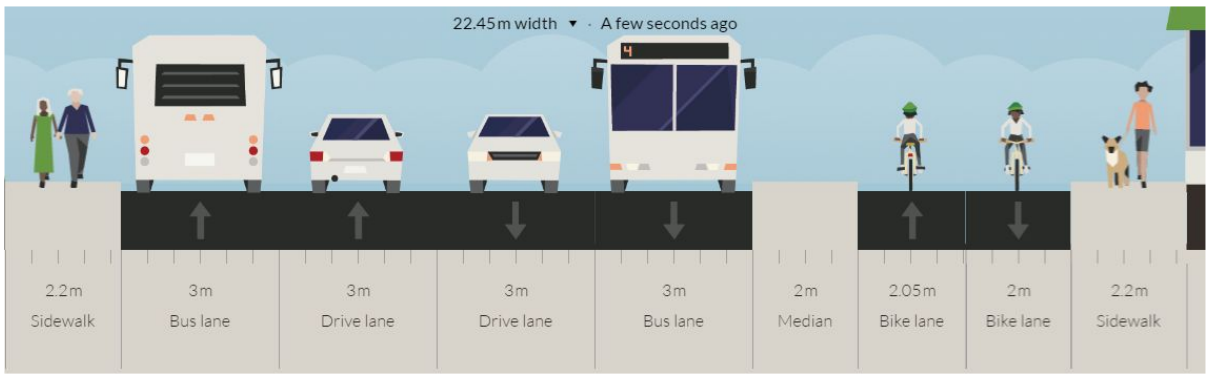
Planned Amiens Street at railway bridge - cross-section D-D



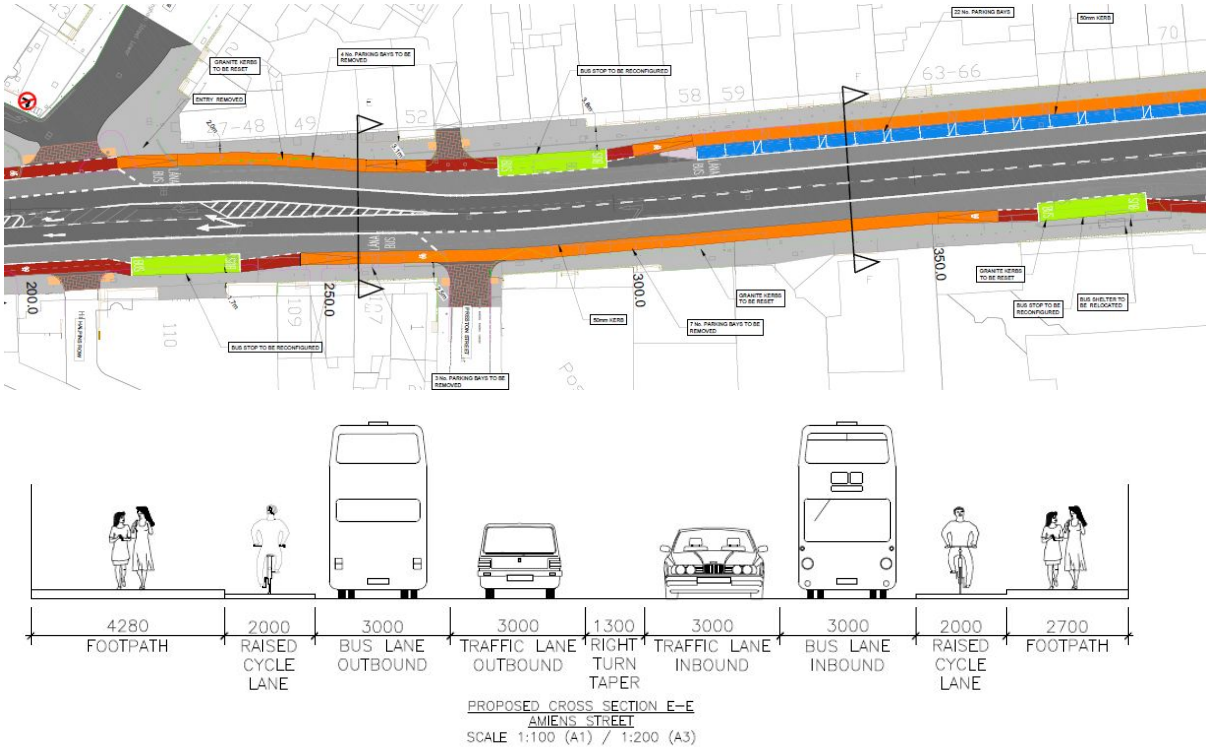


PROPOSED CROSS SECTION D–D
AMIENS STREET
SCALE 1:100 (A1) / 1:200 (A3)

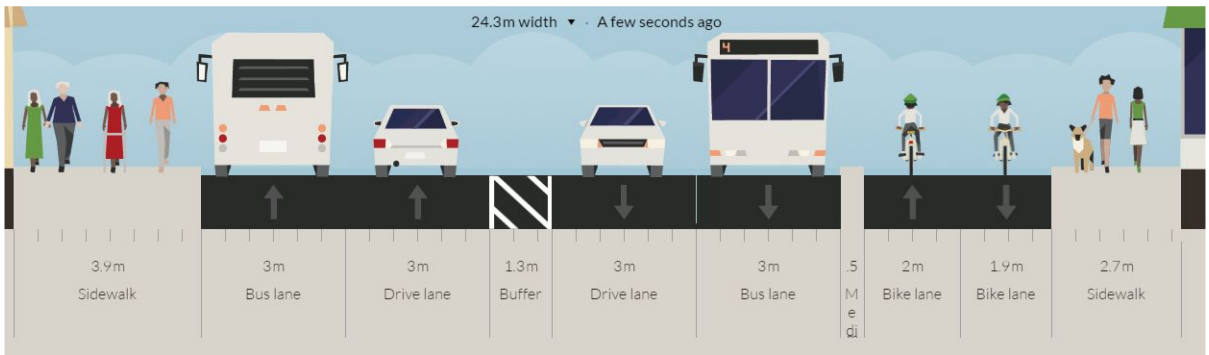
Possible two-way cycle path



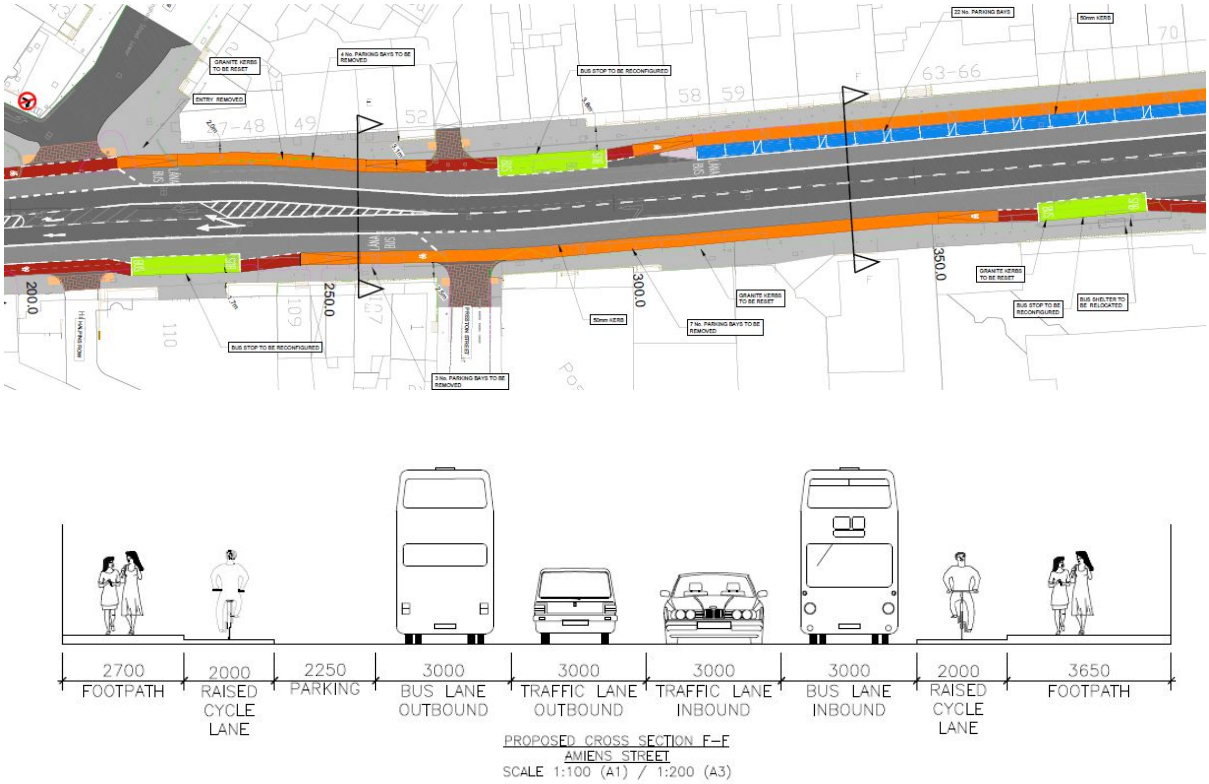
Planned Amiens Street north of railway bridge - cross-section E-E



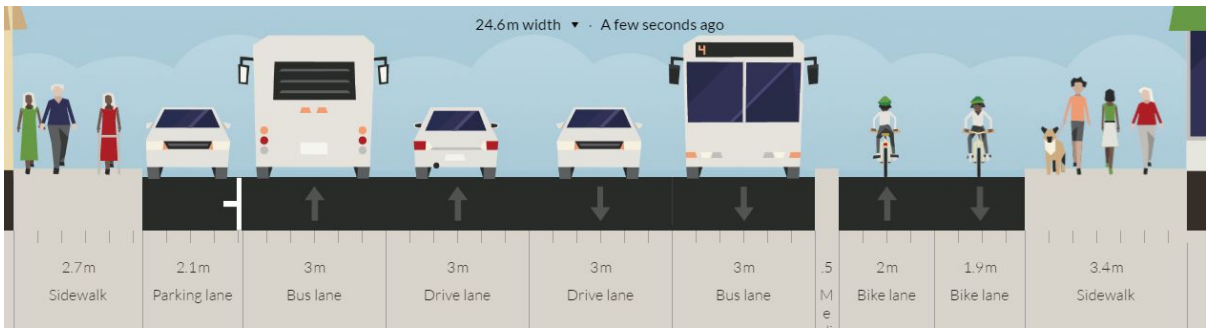
Possible two-way cycle path



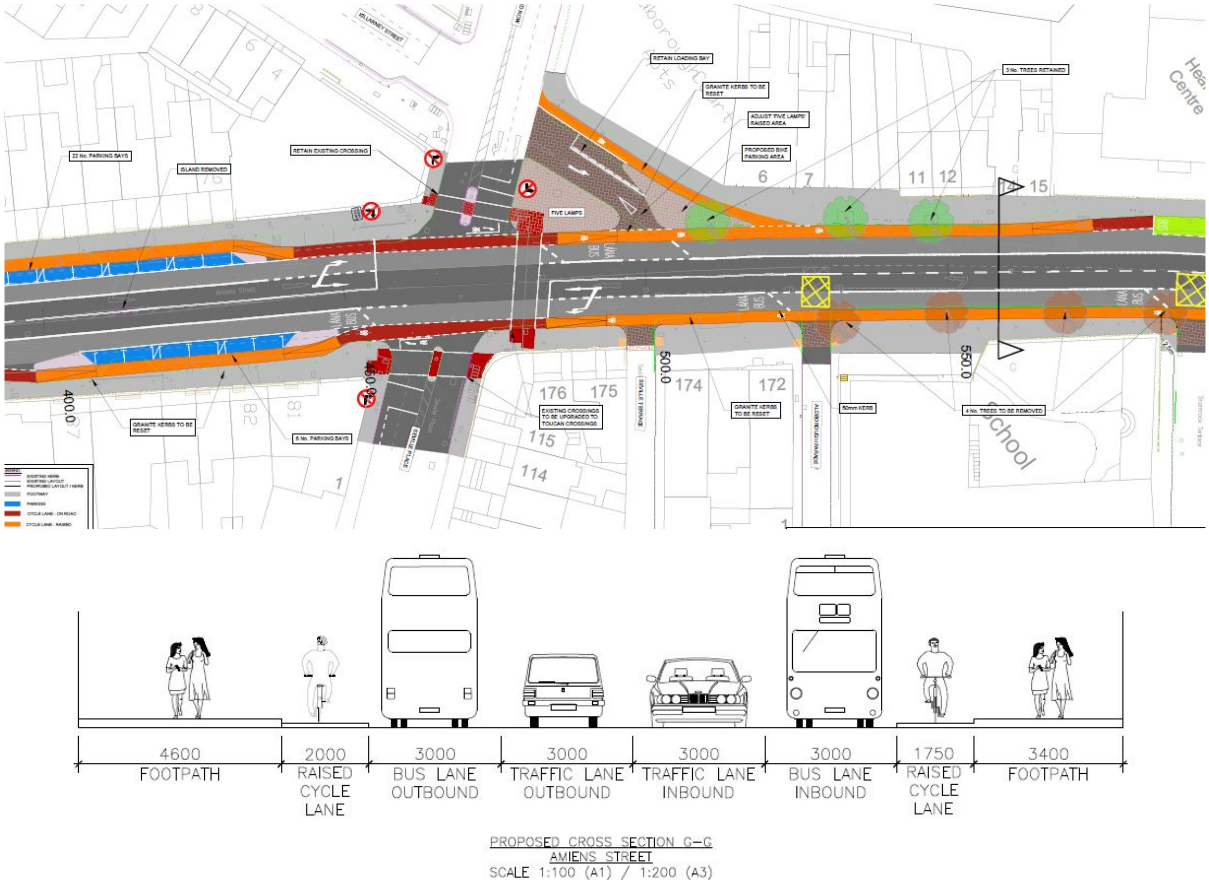
Planned Amiens Street north of railway bridge - cross-section F-F



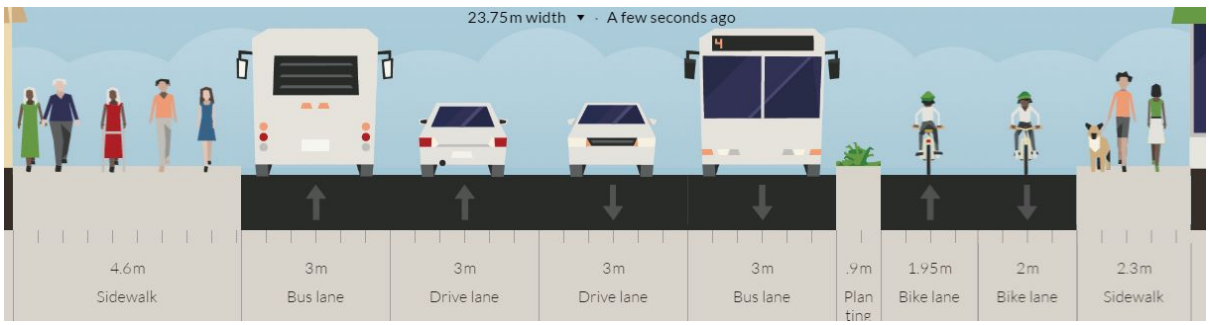
Possible two-way cycle path



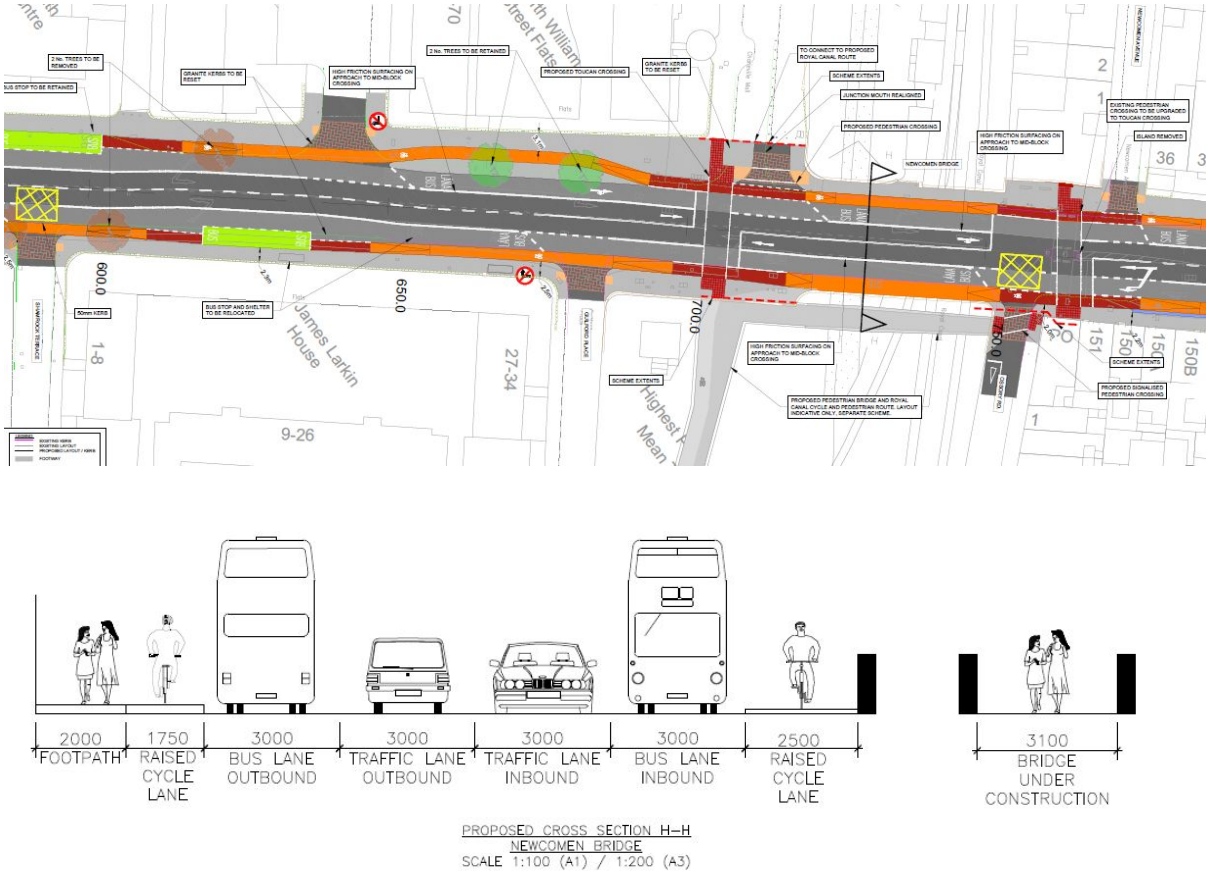
Planned Five Lamps / North Strand Road - cross-section G-G



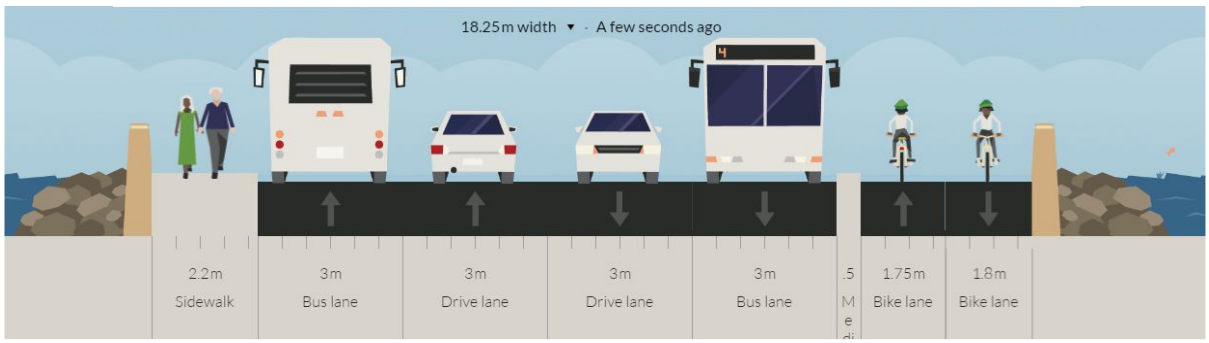
Possible two-way cycle path



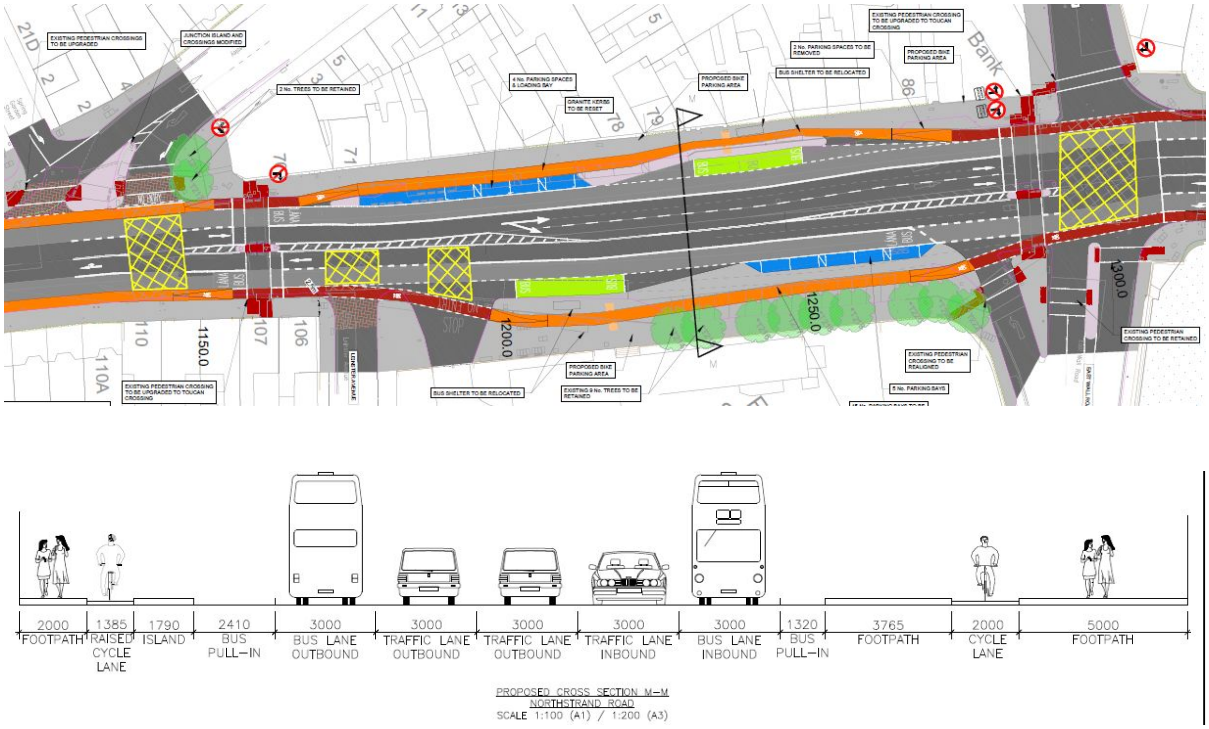
Planned North Strand Road at Royal Canal - cross-section H-H



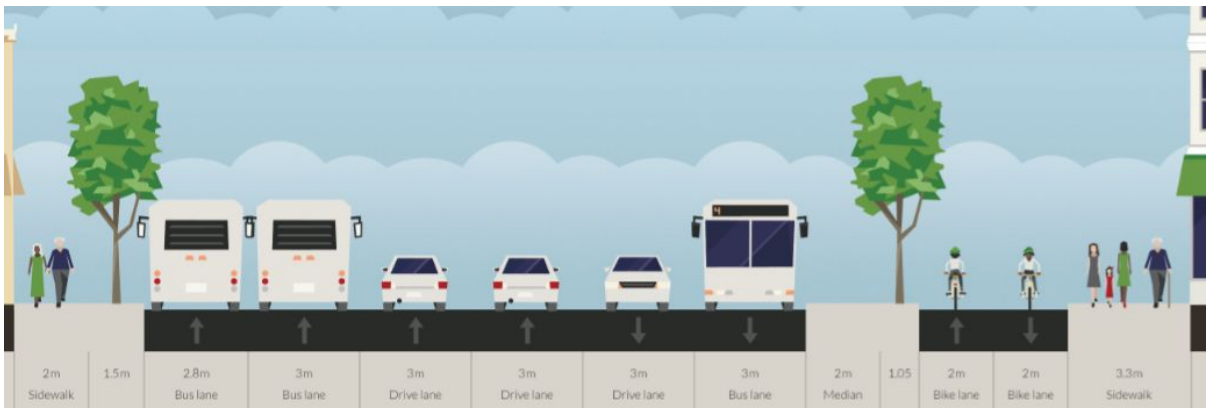
Possible two-way cycle path



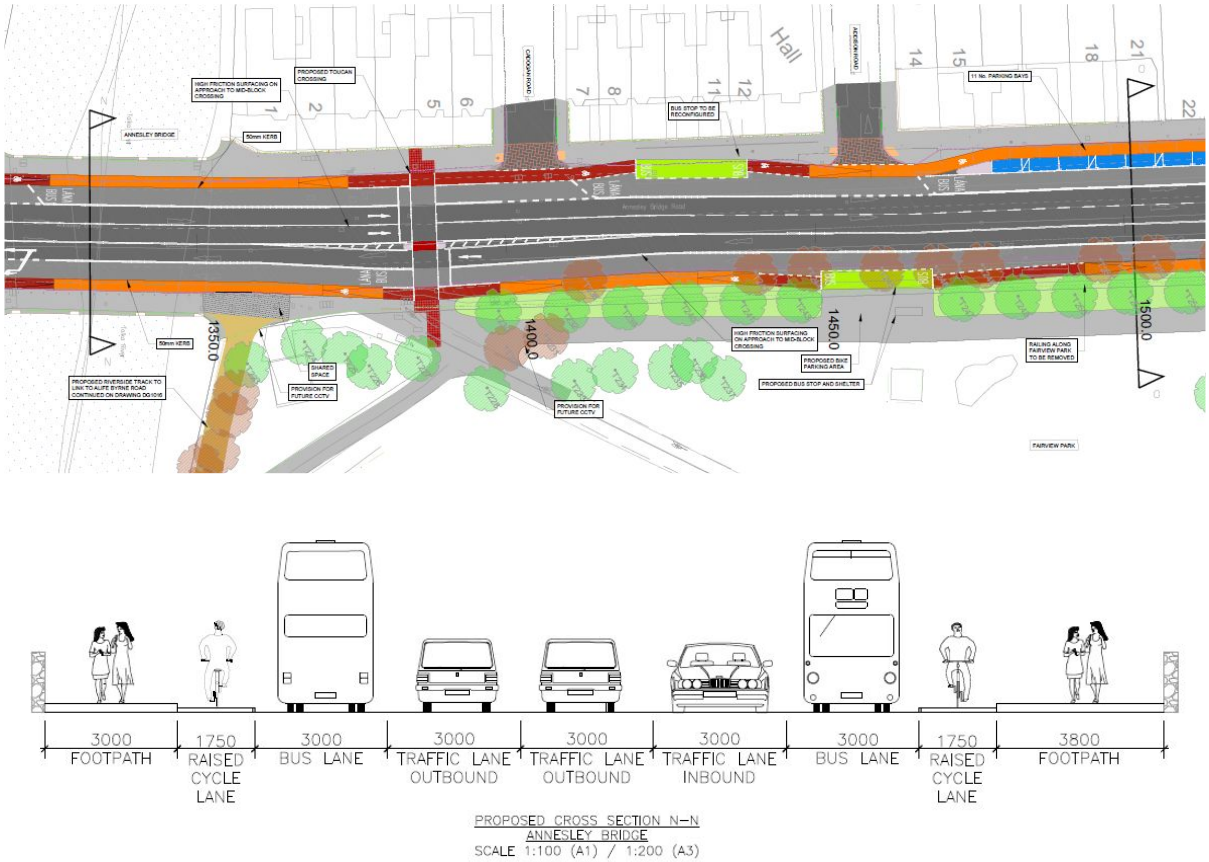
Planned North Strand Road at Royal Canal - cross-section M-M



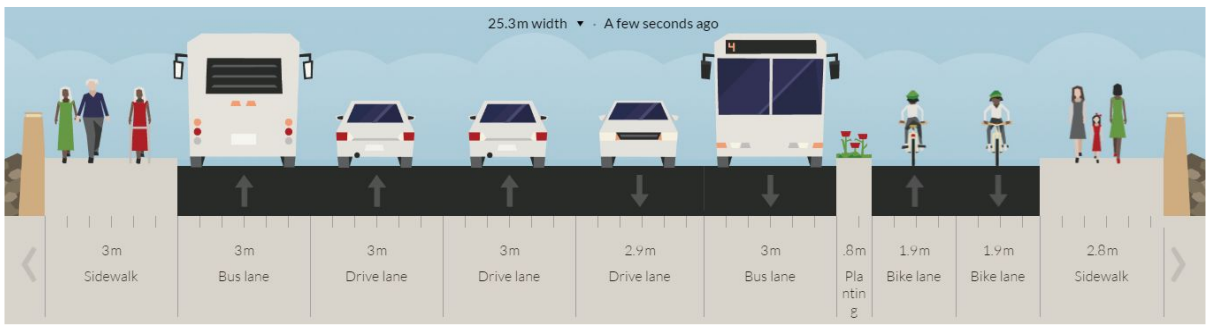
Possible two-way cycle path



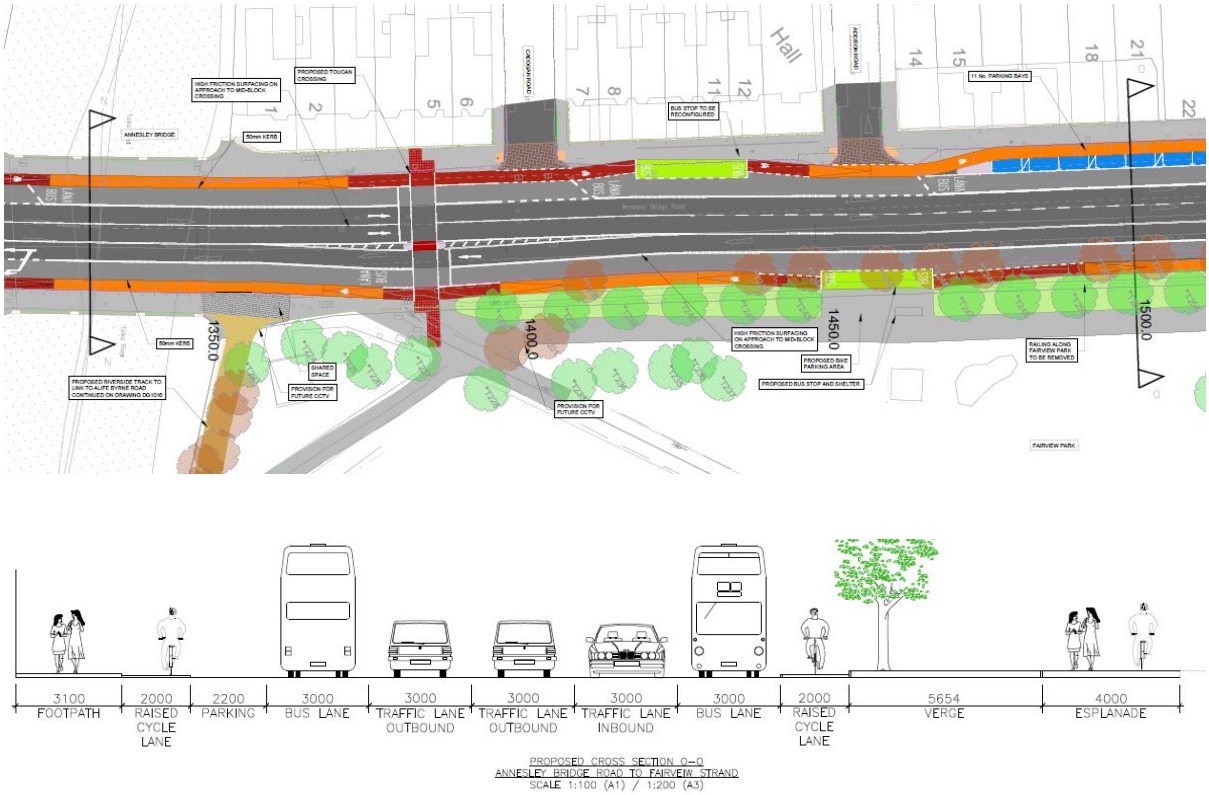
Planned at Tolka River - cross-section N-N



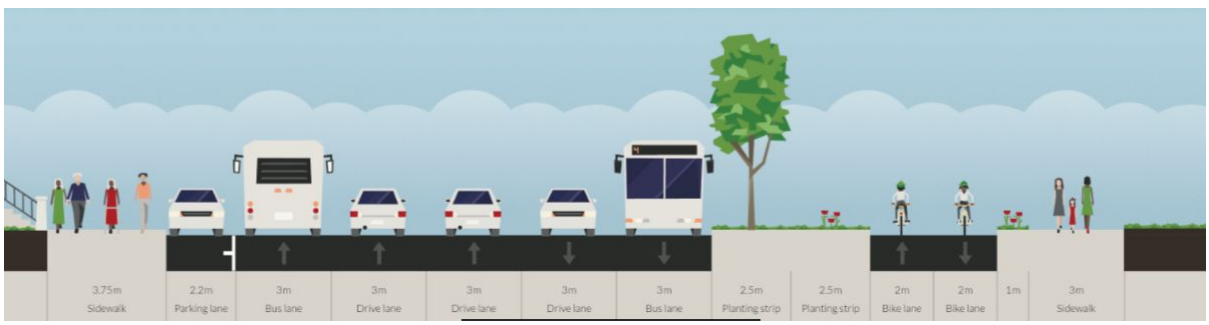
Possible two-way cycle path



Planned at Fairview / Fairview Park - cross-section O-O

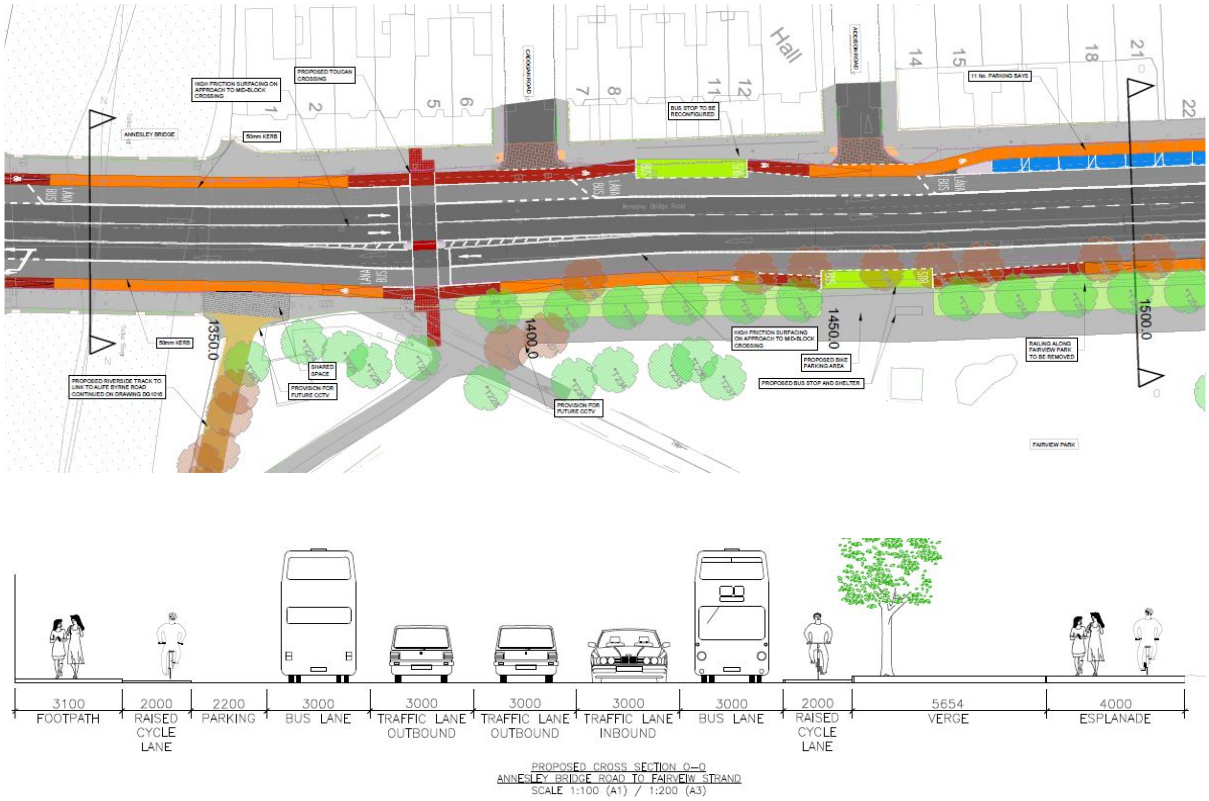


Possible two-way cycle path



Note: This is just an example cross-section, exact location of trees etc would need to be determined.

Planned at Fairview outside shops / Fairview Park - cross-section O-O



Possible two-way cycle path
+ possible bicycle street / cycling-friendly service street on shop side

Note: This design would include removing mature trees, but only with a vision of adding trees to both sides of the main carriageway and providing separation between the main carriageway and the access and parking to shops.

2015 Options Review and Feasibility Report vs case studies

2015 report:	**Case studies show:**
The route caters for a high proportion of commuting cyclists. Will commuter cyclists be reluctant to use a cycle track on the opposite side to which they are travelling?	Recently built routes in London and routes elsewhere have shown that this issue does not materialise when there is a high-quality two-way path and connections to it are good.
Does the route provide the same QoS for both inbound and outbound cyclists?	Even if users have to cross a road, for most potential users a fully segregated route is better than mixing with buses at stops and at junctions.
A safety concern would be cyclists taking chances and crossing the live traffic lanes, outside of crossings, to get access to the two-way cycle track. The carriageway width is wide and varies between 13m to 19m.	This is not the experience in London where new high-quality segregated two-way cycle paths were places along a number of different types of large roads.
There is potential conflict with emerging traffic from side roads and a two way cycle track, whereby the traffic is not prepared for cyclists coming from both directions and hence another safety issue,	The side roads where there are not traffic lights are all or nearly all low-volume -- users of these streets would quickly get used to the two-way cycle path. Good design with clarty can also prevent issues.
There will be a need for extensive facilities for cyclists to cross from other routes and make use of the two-way cycle track.	Even with single directional cycle tracks on both sides of the road, the council should still be providing “facilities for cyclists to cross from other routes”.
Is connectivity and accessibility adequately served along the route for both inbound and outbound cyclists?	It can be with crossing and, in any case, many people’s ending or starting point is on the east side of the street (Connolly Station, Docklands, East Point, S2S, Point Village, East Wall, etc)
In accordance with the NTA National Cycle Manual 2011, segregated cycle tracks are generally not recommended: Where there are obstacles, frequent entrances or junctions that will impair cycling momentum, Where there is a strong demand for frequent local access and egress by cyclists, At junctions, unless there are specific issues such as turning HGVs,	From the 2012 report: “These accident statistics [for this route] show a very high proportion involving vulnerable road users with 85% of all recorded accidents involving pedestrians and 15% involving cyclists. This compares to national average values for ‘built up areas’ obtained from the Road Safety Authority publication ‘Road Collision Facts 2009’ of 21% involving pedestrians and 6% involving cyclists.” How many people have to be killed at a junction before it is viewed to need segregation? Examples in Dublin, London, and across many city across the Netherlands show that segregation can work at junctions.

APPENDIX 1

Images of two-way cycle paths on main roads:

Two-way cycle path integrated with side road with single-directional cycle path:

Two-way cycle path with protected junction:

Two-way cycle path with trees acting as buffers between cycle path and main carriageway:

Two-way cycle path behind busy bus stop:

Two-way cycle path split by trees:

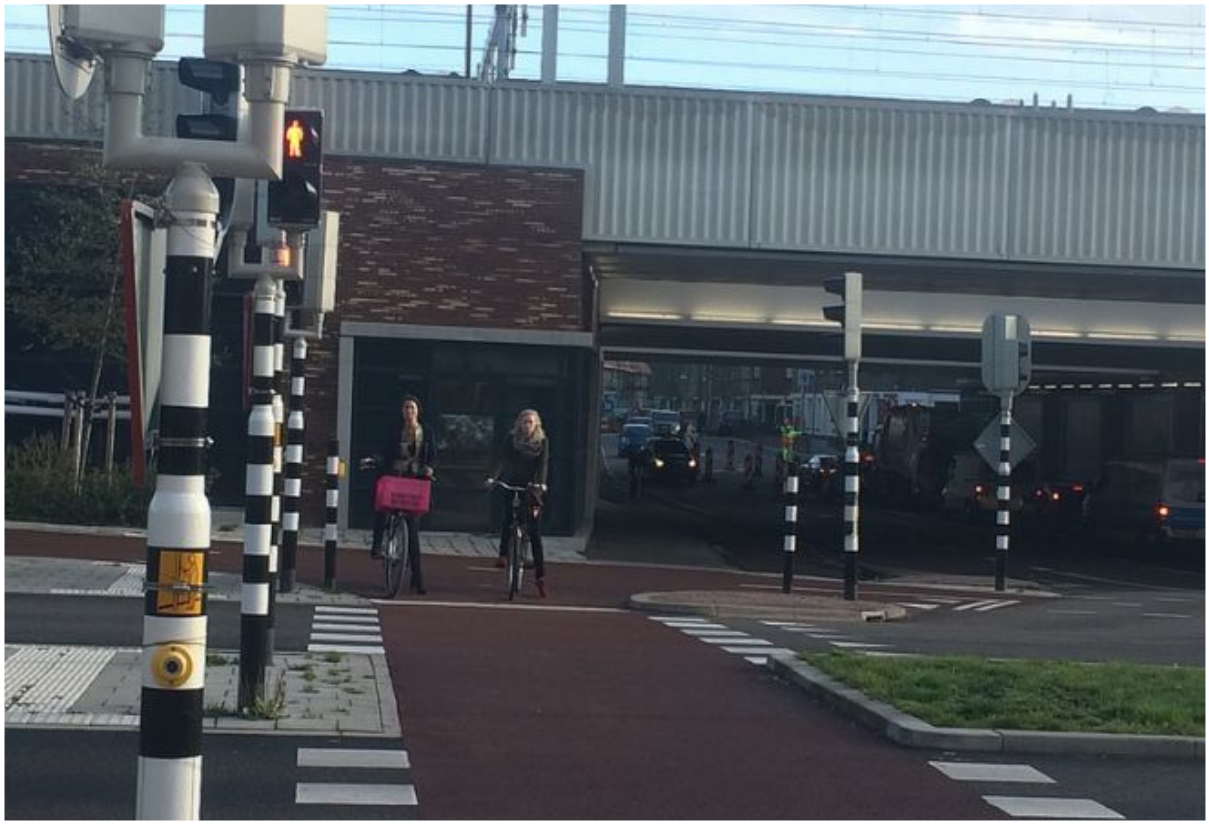
Two-way cycle path with”floating” bus stop and bay used by tourist coaches:

Two-way cycle path with crossing waiting areas for walking and cycling:

Two-way cycle path outside Irish ambassador's residence in the Netherlands:

Two-way cycle path with coach parking at "floating" bus stop/ loading bay island:

Two-way cycle path with clear view of segregated walking and cycling crossings:



A two-way cycle path with a raised crossing over it:

This submission also includes:

APPENDIX 2

Petition signatures

APPENDIX 3

Council's 2012 Concept Design / Option Selection Report