

## Clontarf-Amiens St Cycle Route - Part 8 Consultation

### **Introduction**

- The Clontarf to City Centre cycle route has consistently been among the busiest bike commuter routes, since counts were initiated. It is earmarked as Primary Route 1 in the GDA Cycle Network Plan.
- A portion of this route is also earmarked as part of the iconic Sutton to Sandycove (S2S) coastal route, which will be a major leisure cycling and family cycling route as well. The concept of a 2 way cycle route is the basis of the S2S vision, and is reinforced by the GDA Cycle Network Plan statements on the North Strand section of this route.
- A 2 way cycle route was proposed in the Roughan O Donovan Options Report of 2012. The RPS Options Report 2015 rejected a 2 way segregated cycle route along the North Strand, due to design considerations. I do not agree with this conclusion, as the reasons for rejection have not been clearly enunciated.
- The designed route must provide a safe and comfortable route for the existing large number of cyclists that use the route, as well as for the future growth in people who the city needs to choose to cycle. This in my view is not the case.
- The route should be designed to encourage cyclists of all ages and abilities in line with Dublin City Development Plan objectives, and the theme of Dublin City's hosting of the upcoming Velo City 2019 conference.

### **Context**

This present project sets out a proposed design from Clontarf seafront to Amiens St/Talbot St junction. In the long term the design of the connection from Talbot St to the proposed 2 way Liffey cycle route on the North Quays needs to be considered and factored in, as it will also determine the approach to the present design, and is the continuation of the same route. Will this be 2 way or separate with-direction routes? The GDA network plans suggest a direct connection to the Liffey Route. A 2 way option would appear to be the optimal solution.

The design for this first major proposed 'on road' city cycle route will set a benchmark for future design of major cycle routes within the draft Dublin cycle network. It needs to be rigorous in its consideration of all the options available, to ensure that the greatest growth in cycling share is achieved into the future. In line with the policies, as outlined in the Dublin City Development Plan of priority for sustainable modes of travel, the long-term promotion and safety of cyclists needs to be given top priority, along with good public transport. Certain design elements in the present DRAFT design do not do this, in particular the following:

- No development and critical assessment of 2 way cycling option along the route
- No detailed outline of side road exit/entry details to protect cyclists
- In-Line bus stop designs, where full 'island' options are possible
- Poorly located bus stops – no updated assessment appears to have been made on optimal locations for bus stops.
- Limited (in the context of potential) segregated cycling space along the proposed route
- Proposed shared space locations on what is and will be a very busy cycle route
- Wide slip turning traffic features at a number of junctions endangering cyclists
- No segregation/protection space at some car parking locations for car door openings
- No consideration of possible traffic calming or a 30kph speed limit along any part of the route.
- Extra lanes for private traffic in some locations – has future traffic capacity been assessed?
- Sub-standard cycle lane widths in some locations
- No obvious updated assessment of existing and potential traffic movements, particularly traffic flows in and out of side streets.

### **Conclusion**

In light of the above major design issues with this proposed route, I urge Dublin City Council to completely review the present design for this important route. The design needs to be reviewed in full, as it does not meet the best design standards necessary to ensure safe cycling and cycling for all into the future.