

**Item No.**

**Report to the Chairperson and Members  
of the Central Area Committee.**

**Update on Proposed Two Way Cycle Lanes linking Alfie Byrne  
Road with East Road**

**January 2022**

## **Overview**

At the presentation to the Central Area Committee in December 2021 the local area Councillors raised a number of concerns regarding the proposed two way cycle lane linking Alfie Byrne Road and East Road, including:

- 1) The status of the site development at the corner of Alfie Byrne Road and East Wall Road and whether it would impact on the proposed two way cycle route.
- 2) General safety concerns regarding the proposed provision of an Island Bus Stop to the east of Aldi
- 3) Whether consideration had been given to routing cyclists, using land to the north of East Wall Road, instead of along East Wall Road
- 4) Whether the scheme could be extended to provide facilities to improve safety in the vicinity of St Joseph's Primary School
- 5) Whether all guard rails in the vicinity of the scheme would be removed as part of the works
- 6) General concerns regarding increased traffic congestion as part of these proposals

This update will address each of these concerns and propose the next steps for the project.

### **1. Development at the Corner of Alfie Byrne Road and East Wall Road**

The current hoarding arrangement of the site development at the corner of Alfie Byrne Road and East Wall Road does not impact on the proposed scheme. DCC has written to the developer to inform them that due to the imminent introduction of a two way cycle lane on the northern side of East Wall Road, limitations will be placed on the encroachment of the developers site hoarding onto the northern public footpath along East Wall Road immediately adjacent to their site and that any future changes to the current hoarding line will need to be agreed in writing with the Traffic Section of the Environment and Transportation Department. This will allow DCC to ensure that any future changes to the hoarding do not impact on the proposed scheme.

## 2. General Concerns regarding the provision of an Island Bus Stop to the east of Aldi

In situations where there is a one way cycle lane travelling in the same direction as a bus, a common arrangement is to have cyclists yield, to allow buses pull into the kerbside to pick up passengers.



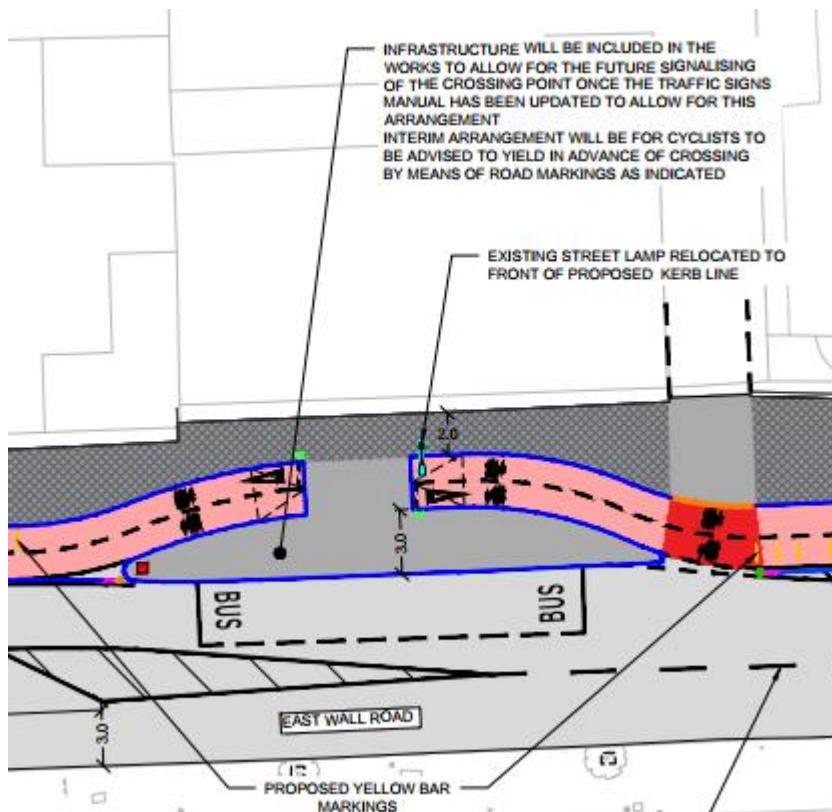
However in the case of two way cycle lanes this arrangement would be unsafe. Buses pulling across two way cycle lanes to access the kerbside would not only require cyclists behind the buses to yield but would also require cyclists approaching from the opposite direction as the bus to yield as well. This gives rise to the very serious safety concern of a head-on collision between a cyclist and a bus. This is the reason an island bus stop is required on the East Wall Road.

Various types of Island Bus Stop arrangements have been used across the city including:

- On the S2S cycle route at Clontarf
- Balbutcher Lane
- Along the Stillorgan Road
- In South Dublin County Council- most recently at Grange Road

In response to the concerns raised by the councillors at the December meeting the designers have reviewed the island bus stop with a view to highlighting pedestrian priority.

The current design proposed is as follows:



The current design includes for:

- Ramping up the cycle lane to footpath level, in advance of the crossing point to the island bus stop, to highlight the fact that pedestrians have priority in this area and to make access to the island bus stop easier for those with impaired mobility
- The top of the ramp will be formed in concrete to further highlight that cyclists are crossing a footpath and that pedestrians have priority
- Infrastructure will be included in the works to allow for the signalling of the crossing point once the TSM has been updated to allow for this. In the meantime cyclists will be instructed to yield in advance of the crossing point by means of road markings.
- Rumble strips will be installed on both approaches to the island bus stop to slow cyclists on approach
- Buses are not due to start running on this route until May 2022 at the earliest. This will allow for a comprehensive Road Safety Audit to be conducted in advance of it becoming operational. Once it is operational it will be actively monitored to determine how it is performing. The design team will be happy to meet with representatives of disability groups during this time and make any adjustments considered necessary.

### **3. Whether consideration had been given to routing cyclists through land to the north of East Wall Road, instead of along East Wall Road**

A preliminary examination of this request would lead the design team to conclude that there are no lands in public ownership that would provide an alternate route for cyclists to take and for a rapid deployed interim scheme it is not feasible to consider this option any further.

#### **4. Whether the scheme could be extended to provide facilities to improve safety in the vicinity of St Joseph's Primary School**

The NTA has been approached and has indicated its willingness to fund interventions in the vicinity of St Joseph's Primary School to improve safety as part of the overall project. These measures will be consistent with those proposed nationally under the Safe Routes to School scheme and will include measures like flashing school warning signage, coloured road surfacing and road markings to alert motorists to the presence of the school.

#### **5. Whether all guard rails in the vicinity of the scheme would be removed as part of the works**

As part of the scheme it is proposed to remove all guard rails.

#### **6. General concerns regarding increased traffic congestion as part of these proposals**

It is to be expected that with the re-allocation of road space that there will be some increase in traffic congestion in the area. However currently the traffic lanes approaching the city reduce from two to one just east of Aldi and the current proposals just introduce this reduction at an earlier stage. Any increase in traffic congestion will be monitored during operation and adjustments made as necessary.

### **Next Stages**

It is now proposed to publish the scheme drawings on our Public Consultation Hub and request comments from the general public.

In parallel we would propose to finalise our drawings and tender package to take account of any changes we have detailed in this report. We would propose to go to tender as early as possible in Q1 of 2022 as this is an important link in the cycle network and will substantially improve cycle safety in this area.

Should any new issues or concerns need to be addressed in response to the Public Consultation these can be addressed during the tender process.

