

## **Monkstown Road Cycle Route – Public Consultation Report Addendum**

### **Additional issues raised by the Dublin Cycling Campaign**

#### **1. Footpath extensions should be provided at junctions**

Item 11 in the public consultation report indicates that junction radii will be reduced at many junctions along the route that will reduce entry speeds. On this scheme, reduced junction radii are deemed to be more appropriate than footpath extensions for drainage and other reasons. It should be noted that the crossing width for pedestrians at most of the side roads will be reduced further by the tightening up of the junction radii.

#### **2. Reconfiguring the Temple Hill Junction to prioritise cyclist safety over traffic flow by removing a turning lane and installing two mandatory cycle lanes in each direction**

Two lanes were maintained on Monkstown Road approaching Temple Hill for the following reasons:

1. Removing a traffic lane would have a high impact on the bus service on Monkstown Road causing significant delays to bus users, in particular during peak hours.
2. Removing a traffic lane would have a serious impact on the overall road network due to follow on traffic congestion on all roads in the vicinity of Monkstown Road.

This matter was discussed at the Dún Laoghaire Area Committee meeting in July 2018 and the general consensus was to keep two traffic lanes on Monkstown Road approaching the junction with Temple Hill.

#### **3. Safety concerns around the pinch point**

It was stated in the report that width constraints existed in the design of the scheme and from time to time, buses may have to drive into the advisory cycle lane. Introducing a flexible bollard could result in other safety issues as there is inadequate road width available for two buses to pass each other when a flexible bollard is installed.

#### **4. Reconfiguring the eastbound bus stop near the Temple Hill Junction**

The current design of the inline bus stop is deemed adequate and in accordance with Option 1 of the National Cycle Manual. Option 1 provides for less pedestrian/cycle conflict than option 2 where the potential for bus passengers and cyclist conflict is higher.

#### **5. Increasing the effective width of the cycle lane through side gullies and reducing curb height**

Maintenance issues arise with the introduction of side gullies and they are generally not used by the Council.

#### **6. Clearway/double yellow lines to be introduced**

Under traffic regulations, an advisory cycle track has the same meaning as a double yellow line and thus parking restrictions have been introduced on the scheme.