

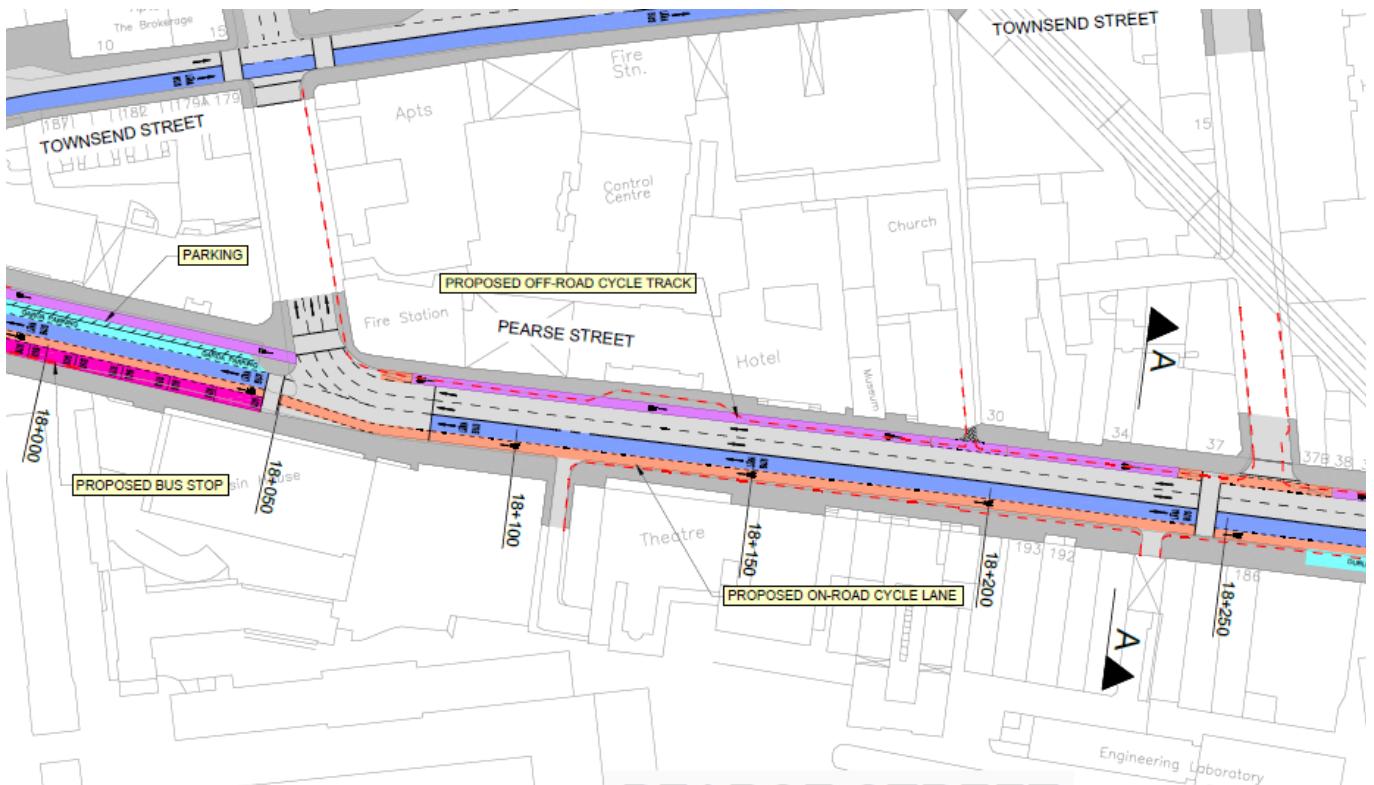
DÓT - Friday, 05 December 2014

### Submission on Swords to City Centre “Bus-Rapid-Transit” Proposals.

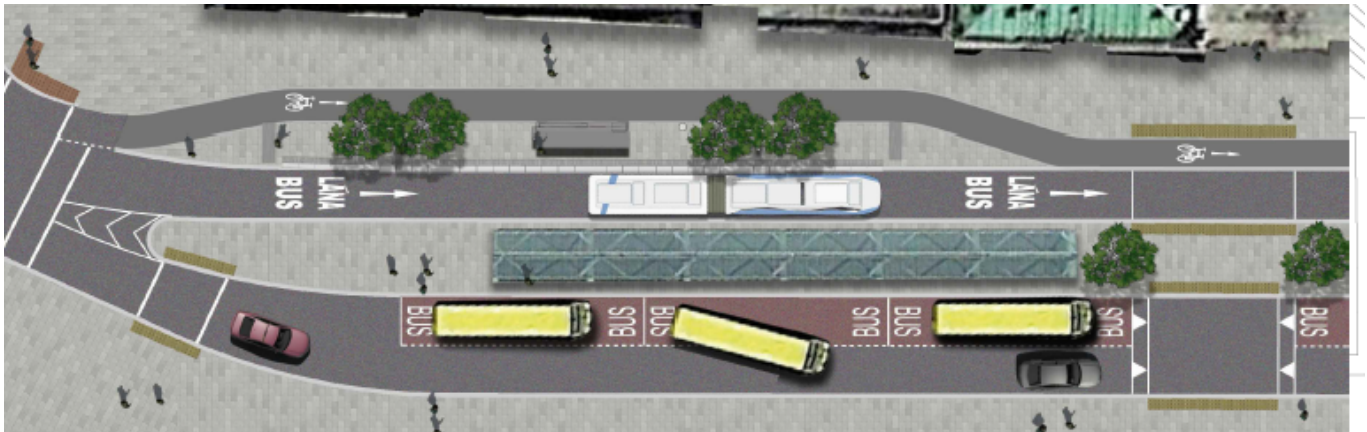
Cyclist.ie in collaboration with An Taisce and Dublin Cycling Campaign made a detailed submission on the NTA’s proposals to build a “Bus Rapid Transit” (BRT) line from Swords to the City Centre. (The NTA’s proposals can be seen here <http://www.nationaltransport.ie/consultations/public-consultation-on-swiftway-bus-rapid-transit-swordsairport-to-city-centre/>).

Overall, we are strongly in favour of the concept of BRT and generally in favour of the proposed BRT public transport preferred route between Swords and City Centre. We are of the view that the provision of high quality BRT is an essential strand to an efficient and more sustainable transport system where car commuting is de-prioritised. However, as the designs currently stand, they present a mixed picture for cyclists with some benefits and some potential threats created. Our full submission is viewable [HERE](#) but we have summarized some of our main points below.

The proposals for the city centre parts of the line generally contain some very positive and progressive measures which should lead to some of the most cyclist-hostile junctions and one-way street (gyratory) systems being completely reconfigured. For example, we strongly endorse the proposal to have an eastbound contra-flow cycle lane on Pearse Street. However, linkages with adjacent streets and junctions need far more attention.

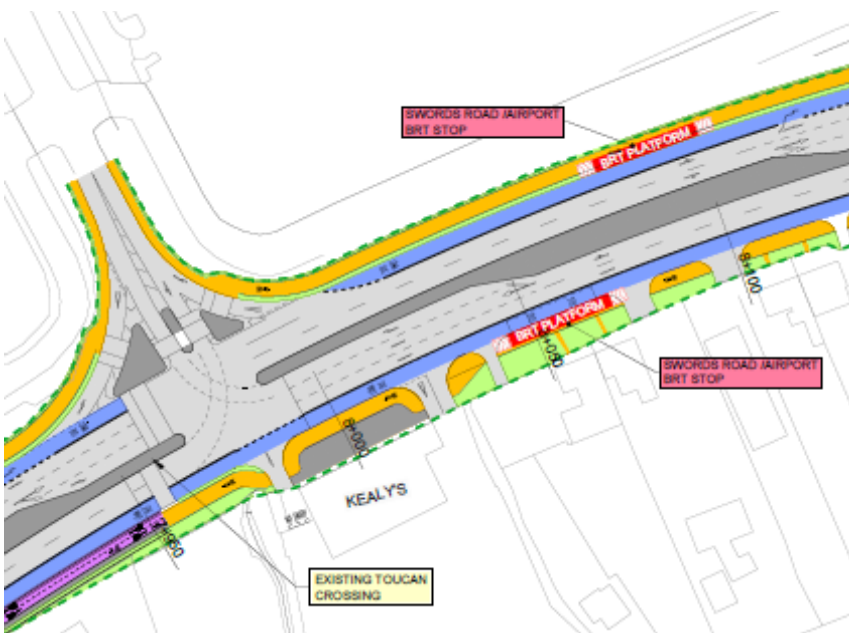


**Pearse Street showing proposed contra-flow cycle-lane (in purple) - see map 681**



***D'Olier Street Proposals with cyclists routed behind bus-stops (see map 672)***

We pointed out that on many of the four arm / more complex junctions and especially those north of the canal cordon, there are serious short-comings. These include inadequate treatment for cyclists emerging from local roads to get onto the main route (and vice versa). We stressed the point that “it is totally inadequate for bicycle users to have to take right hand turns in 4-5 stages.” We recommended that “for every junction, all right turn and straight-ahead movements need to be checked. In too many cases, these manoeuvres are far too convoluted and disjointed. It seems that it is only the left-turn manoeuvre for cyclists that appears to have been considered!”



***Poor quality proposals for cyclists on the Swords Road (Map 58)***

In regard to safer 30km/hr speeds for the city centre, we made the following point: “There are many parts of the route in which:

- (a) there is a very narrow cycle-lane on the inside of the BRT & Bus Lane, and/or

(b) there are (multiple) left-turn movements across the cycle-lane, and/or  
(c) the cycle-lane is positioned on the outside (i.e. the right-side) of bus-stops and/or left-only lanes. Therefore, one can expect there to be weaving of one type or another across the paths that cyclists will be taking.

For these weaving movements to occur safely, speeds need to be low. We strongly recommend that for all of the BRT route within the canal cordon area and for those other parts passing through narrow and/or pedestrian heavy corridors, that the speed limit is set as 30km/hr. We expect this will have minimal impact on journey times as bus speeds would rarely rise above 30 km/hr in these streets. This will also have a positive urban design impact in conjunction with good detailing of the infrastructure.”

When reading the DCC-Cyclist.ie-An Taisce submission, please bear in mind that there was a huge number of detailed drawings for us to review before drafting our response, so some parts of our submission could have benefited from reworking/re-editing. Hopefully though, we have captured the most important points of concern to cyclists. We also expect to have further opportunities to reshape the designs through meeting the design consultants and making more detailed submissions on amended designs. Watch this spot!