

Harcourt Lane, Dublin 2

Dún Scéine, Baile Átha Cliath 2

tel: 01 879 8300

fax: 01 879 8333

email: [info@nationaltransport.ie](mailto:info@nationaltransport.ie)

web: [www.nationaltransport.ie](http://www.nationaltransport.ie)

An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1.

15<sup>th</sup> August 2011

**Re: Proposed South Campshire Flood Protection Project**

Dear Sir,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the proposed South Campshire Flood Protection Project.

The Dublin Transport Authority Act 2008 provides that the Transport Strategy shall be taken into consideration when a local authority is carrying out any relevant function under or transferred by Part II, X, XI or XIV of the Planning and Development Act 2000. The Authority has published a draft Transport Strategy and the consultation process for the draft Transport Strategy is complete. The final document has been submitted to the Minister for Transport for his consideration. An integrated implementation plan, which will guide investment decisions over a six year period, will follow the adoption of the Transport Strategy.

The draft Transport Strategy outlines a number of policies which are relevant to the proposed project. Measures WCY3, WCY4, WCY5, WCY6, WCY11 and WCY12 of the draft Transport Strategy outline the walking and cycling measures which deal with issues such as:

- The reconfiguration of residential street space to create a safer and more attractive environment for pedestrians and cyclists;
- The widening of existing footpaths, where these are too narrow to comfortably and safely cater for pedestrians wishing to use them, including wheelchair users and those with buggies and prams;
- The provision of tactile paving and the raising of carriageways or lowering of kerbs at pedestrian crossing points to assist mobility impaired people and those with buggies and prams;
- Placing an emphasis on improving the cycling environment in town centres and their inner approaches before other areas of the network; and
- Improving cyclist priority and safety at junctions.

Furthermore Measure OVR 1 – transport user hierarchy, considers transport user needs in the following order; Pedestrians (including those accessing public transport), cyclists, public transport users, freight, delivery and waste vehicles, private vehicle users. This hierarchy would be important in terms of improving the public realm for pedestrians and cyclists within the proposed scheme and its wider catchment and subsequently achieving a modal shift towards the more sustainable modes of transport.

The Authority fully supports the primary objective of the proposed scheme to provide flood protection whilst also enhancing and improving cyclists and pedestrian services within the South

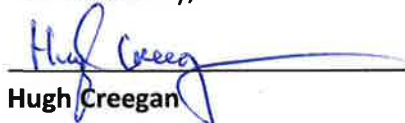
Campshire area. The Authority has examined and reported only on the walking and cycling accessibility implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

The Authority welcomes and supports the proposed cycle and walking infrastructure improvements which will promote and encourage walking and cycling within the area. However there are a number of design details, which the Authority considers will not have any environmental impact, which need to be further developed at the detailed design stage. For your convenience, a number of these design issues are listed in the attached appendix.

It is the view of the Authority that the design issues are details which are most appropriately addressed at the detailed design stage and which would then ensure consistency between the proposed scheme and the recently published National Cycle Manual. The Authority would welcome the opportunity to discuss and agree these final design details with Dublin City Council prior to commencement of development.

In summary, the Authority reiterates its support for this proposal and trusts that its views will be taken into consideration

Yours sincerely,



**Hugh Creegan**

Director of Transport Planning and Investment

## **Appendix: Issues to be considered at detailed design stage**

- Consideration to be given to reducing the vehicular lane width (currently 3.375 metres in sections) to 3 metres in accordance with Section 4 *Designing for the Bicycle* of the National Cycle Manual. This could be achieved by providing an area of 'hatched' road marking adjacent to the cycle lane;
- The proposed two way cycle track is at grade level with no physical segregation between cyclists and motorised traffic. It would be desirable if consideration could be given to segregating the proposed cycle track by a level change from the vehicular carriageway as recommended in Section 4.3.4 *Standard Cycle Tracks* of the National Cycle Manual;
- Consideration should be given to the potential for further cycling environment enhancement on the south side of the scheme including, in particular along Georges Quay. Increasing the existing on road cycle track width at Georges Quay from approximately 1.5 metres to 2.5 metres in width would align with the recommendations set out in Section 1.5.2 *Width Calculator* of the National Cycle Manual. The bus stops along George Quay represent potential conflict points between cyclists and buses and additional design development at the detailed design stage, utilising recommendations set out in Section 5.1.5 of the *National Cycle Manual* would facilitate reducing these conflicts;
- There is no explicit provision for cyclists turning right from Prince's Street South and attempting to enter the proposed cycle lane. If the proposed cycle lane is segregated by a level change then this raised kerb should be dropped to ensure a smooth transition for the cyclist. Similarly the raised kerb should be dropped to allow for cyclists turning right at Creighton Street, Windmill Lane and Lime Street. In addition, appropriate tactile paving should be provided, as necessary;
- The proposed scheme requires some further design development to fully address the integration of the proposed cycle lane into the existing cycling infrastructure at Samuel Beckett Bridge;
- Similarly, the proposed scheme requires some further design development to fully address the integration of the proposed cycle lane with the existing cycling infrastructure where it terminates on Sir John Rogerson's Quay;
- The location of Push button units (PBUs) at toucan crossings will need to be determined at the detailed design stage and all PBUs should be accessible for both pedestrians and cyclists;
- The connections between the proposed cycle lane and the cycling infrastructure on Matt Talbot Memorial Bridge will require further development at the detailed design stage, including in particular, the interaction between the end of the cycle lanes (to the west of City Quay) and the pedestrian crossing at the existing signal control junction; and
- All signal controlled junctions should incorporate tactile paving in order to reduce the conflict between cyclists, pedestrians and other road users and to ensure that adequate guidance for mobility impaired road users is provided.