

UCD Ballsbridge to City Centre Route 14 – Pembroke Road **Work in Progress**

Pembroke Road Resident Association Meeting

Wednesday 27th November 2019

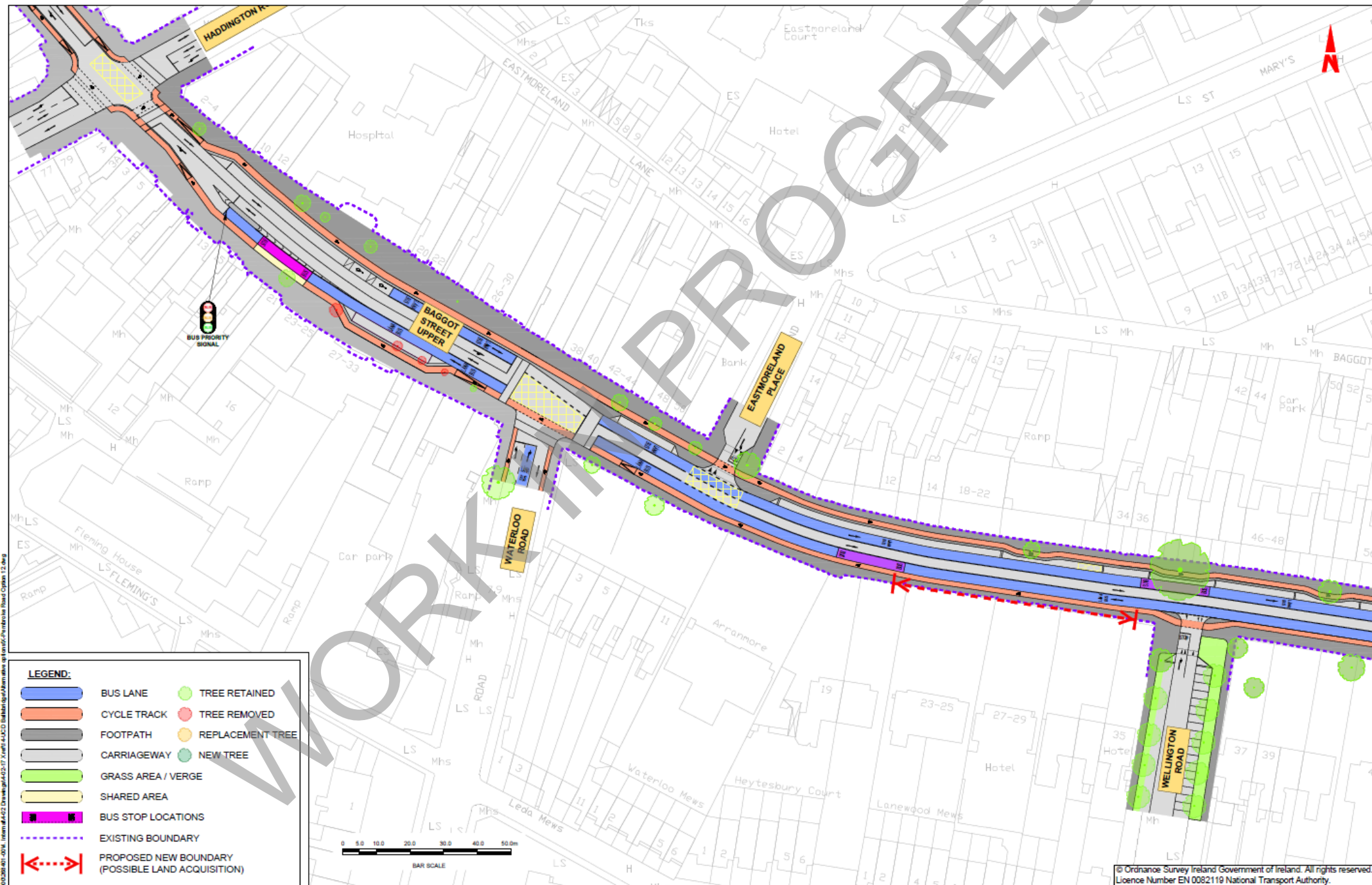
Pembroke Road – One-Way Option

WORK IN PROGRESS

Pembroke Road Residents Association

WORK-IN-PROGRESS

Option – Two-Way Bus Lanes + One-Way General Traffic



LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
- TREE RETAINED
- TREE REMOVED
- REPLACEMENT TREE
- NEW TREE

0 5.0 10.0 20.0 30.0 40.0 50.0m

BAR SCALE

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Client
NTA
Udairís Náisiúnta Iompair
National Transport Authority

Engineering Designer
ARUP

Project Title
BUSCONNECTS INFRASTRUCTURE DUBLIN

Drawing Title
ROUTE 14
UCD, BALLSBRIDGE TO CITY CENTRE
PEMBROKE ROAD
OPTION 2

Date
NOV 2019

Scale
1:500 @ A1
1:1000 @ A2

Project Code
X-PEMBROKE ROAD OPTION 12

Sheet Number
01 of 02

Status
Rev P01

Rev
P01

Date
NOV 19

Dr
BM

Chkd
SB

App'd
BS

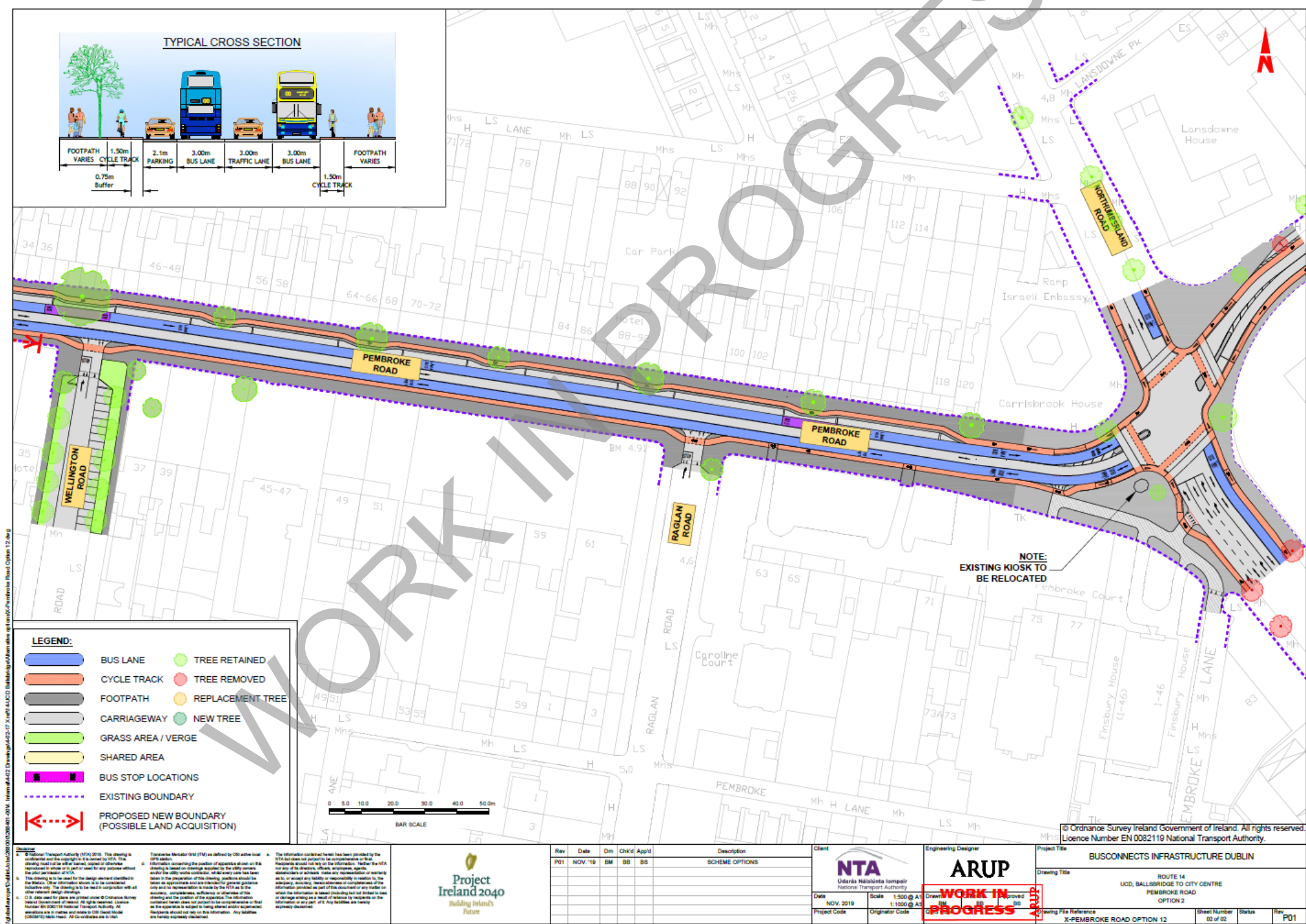
Description
SCHEME OPTIONS

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

Pembroke Road Residents Association

WORK-IN-PROGRESS

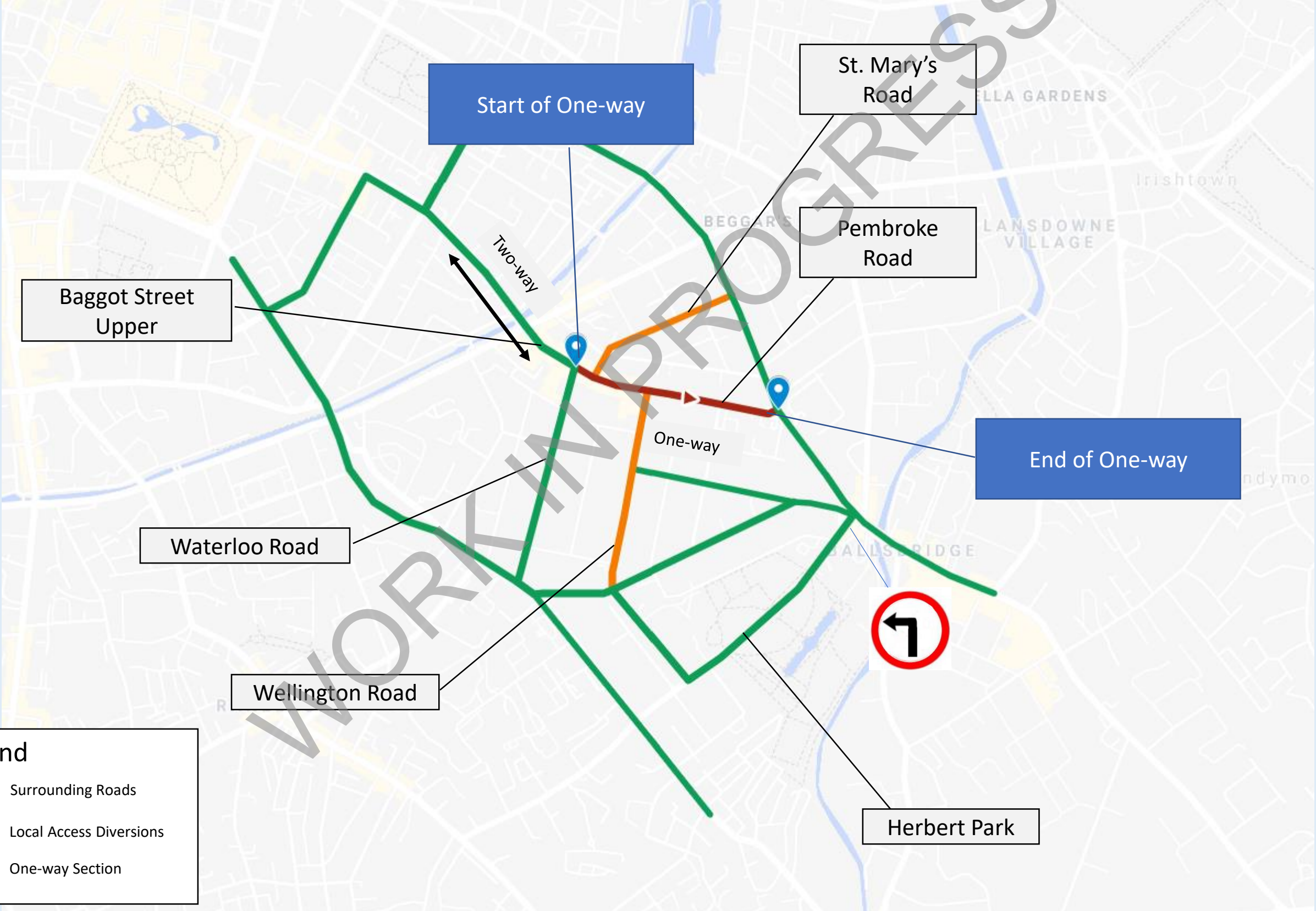
Option – Two-Way Bus Lanes + One-Way General Traffic





Pembroke Road Residents Association

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Legend

Surrounding Roads

Local Access Diversions

One-way Section

Pembroke Road – Potential Alternative Cycle Routes

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The GDA Cycle Network Plan suggests some alternative possibilities for cycle routes that avoid busy bus corridors particularly within the City Centre. One of which being Alternative Routes for Cyclists on Quiet Streets. The Environmental Traffic Cell system provides quiet streets that are suitable for integrated cycling without need for segregated cycling facilities, however this is advised only within the Dublin City Centre sector, whereas Pembroke Road and Baggot Street Upper are within the Dublin South East sector.

In order to assess the appropriateness of the two potential alternative routes, consideration has been given to the 'Five Needs of a Cyclist' as outlined in the National Cycle Manual. These are defined as follows:

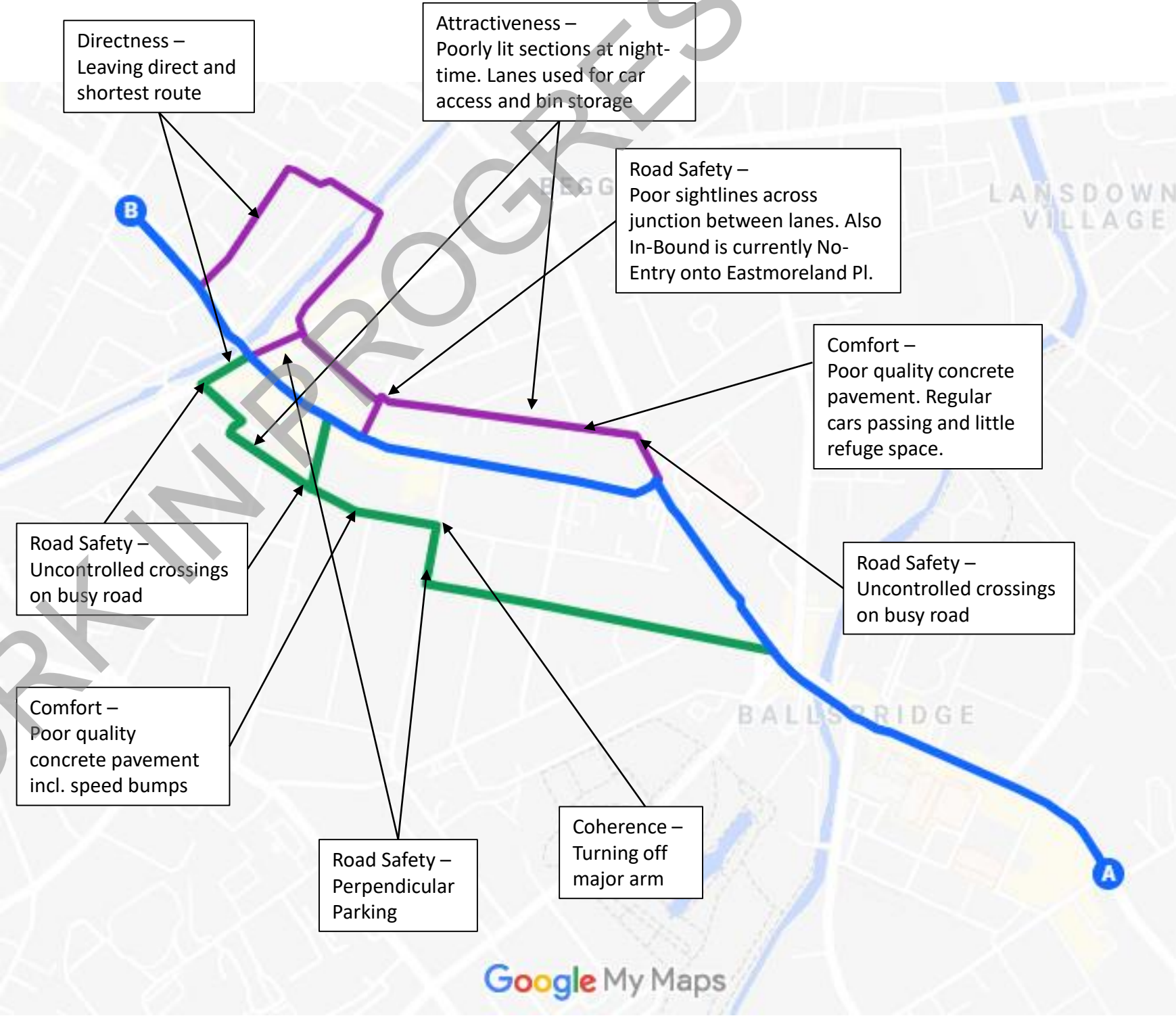
- **Road Safety** – The extent of **segregation and the number of junctions** along the route can be used as a proxy for road safety. The number of junctions is effectively a measure of the number of potential conflicts on the route and therefore a measure of the potential for a collision. The **type of movement required by the cyclist** at junctions on the route is also considered with routes where turning movements (either left or right) are required being assigned a lower ranking in terms of safety.
- **Coherence** – A cycle route should **link all main origin and destination zones / centres for cyclists**. Cycling routes within the network should be logical and continuous. Delays, detours, gaps or interruptions should be avoided. **Markings and signage should be clear and consistent**. Providing cycle facilities continuously on a Primary Cycle Route increases coherency of the route.
- **Directness** – Cycling infrastructure should be **as direct as possible**, minimising any delays or detours. A well designed urban cycle network should confer an advantage in terms of average distance or journey time when compared with other transport networks. The number of junctions, length of the route and the number of **detours & gaps from the main route** can be used as a proxy for directness.
- **Attractiveness** – The cycling environment along a route should be **pleasant and interesting**. This is particularly important for beginners, tourists and recreational cyclists. Monotony and exposure to the elements are unattractive to cyclists, as are litter, uncontrolled animals and poorly maintained environments. Cycle routes should also be **adequately lit so as not to deter evening and night time use**.
- **Comfort** – Cycling infrastructure should be designed, built and maintained for ease of use and for comfort. This is particularly important for beginners, tourists and recreational cyclists. Anything that causes discomfort or delay, or requires a disproportionate amount of effort, is likely to result in the cycling facility not being used. Improved cycling comfort can be achieved through providing **effective width for cycling links**; well-drained **high-quality surfacing**; improving shelter; **minimising stopping, delays, detours** etc.

Two potential opportunities for alternative routes in adjacent side-streets and lanes have been identified and assessed:

- **Route A:** via Elgin Road – Wellington Road – Pembroke Lane – Fleming Place (with potential connection to Route 13A via Waterloo Road)
- **Route B:** via Baggot Lane – Eastmoreland Lane* – Percy Place – Mount Street Upper – Herbert Street (with potential connections back to Route 13A via Eastmoreland Place or Haddington Road)

*Currently no entry allowed inbound

Route 13A also shown between Sandymount Avenue ('A') and Miesian Plaza ('B') on Baggot Street Lower.



Pembroke Road Residents Association

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**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES

Elgin Road/Raglan Road - northbound (c. 7pm)



Pembroke Lane/Waterloo Road - northbound (c. 7pm)



Eastmoreland Lane - northbound (c. 3pm)



Baggot Lane - southbound (c. 7pm)



Eastmoreland Lane/St. Mary's Place/Eastmoreland Place/Baggot Lane - southbound (c. 3pm)



Baggot Lane - southbound (c. 3pm)

Pembroke Road – Bus Gates Option

WORK IN PROGRESS

TRANSFORMING CITY BUS SERVICES

LEGEND:

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- CYCLE TRACK
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Project Ireland 2040
Building Ireland's Future

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WORK IN PROGRESS

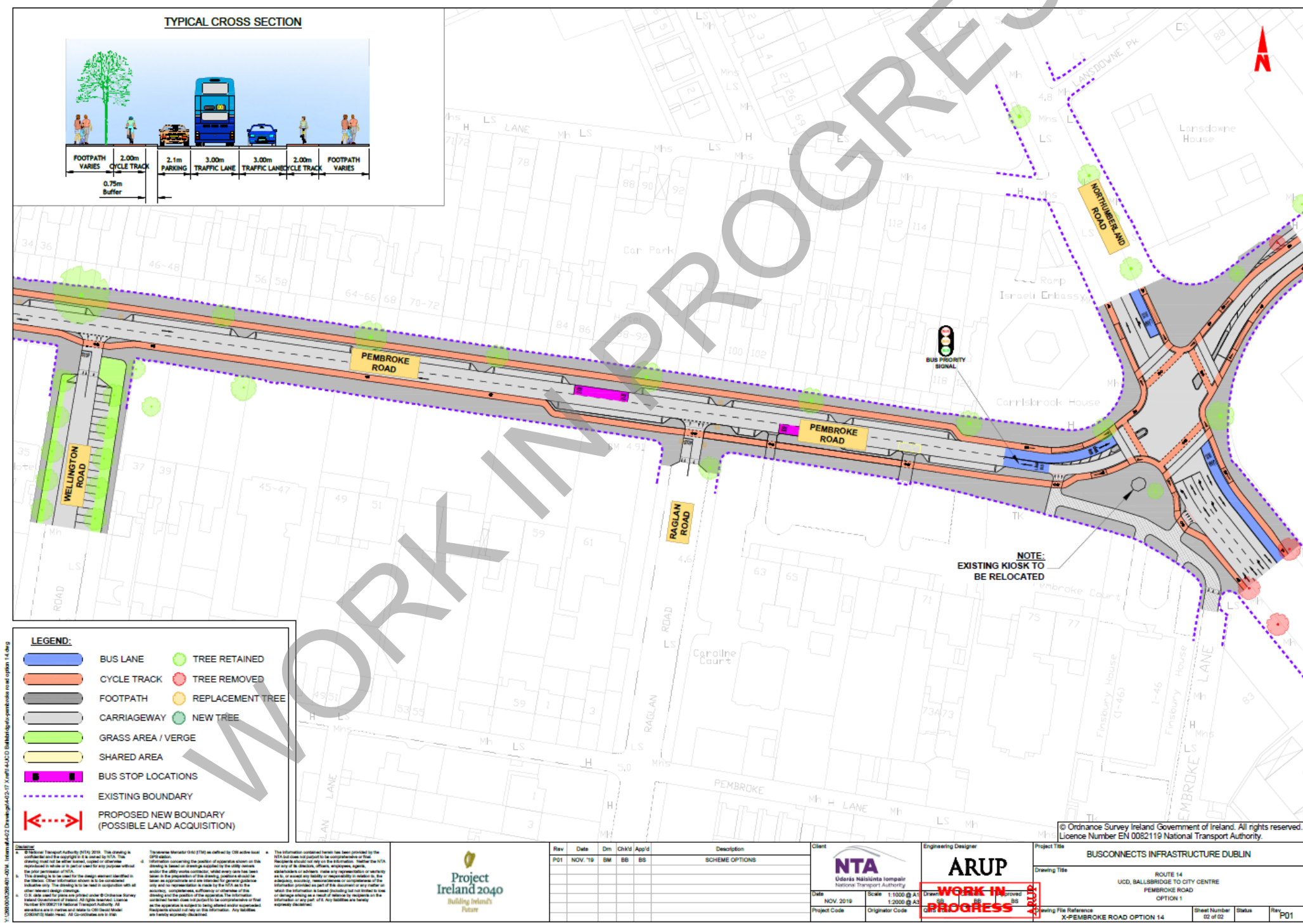
BUSCONNECTS INFRASTRUCTURE DUBLIN
ROUTE 14
UCD, BALLSBRIDGE TO CITY CENTRE
PEMBROKE ROAD
OPTION 1

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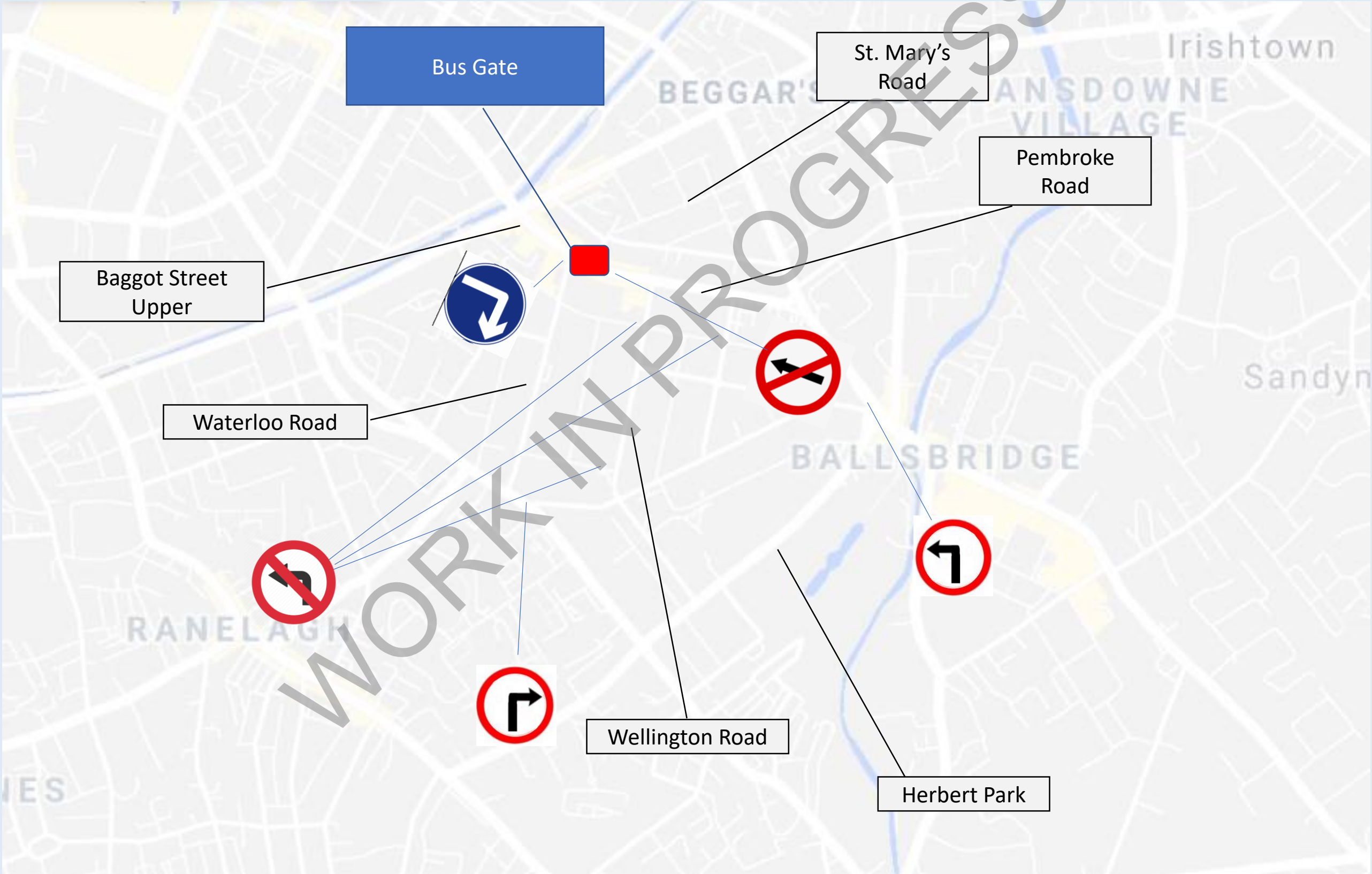
Option – Bus Gates





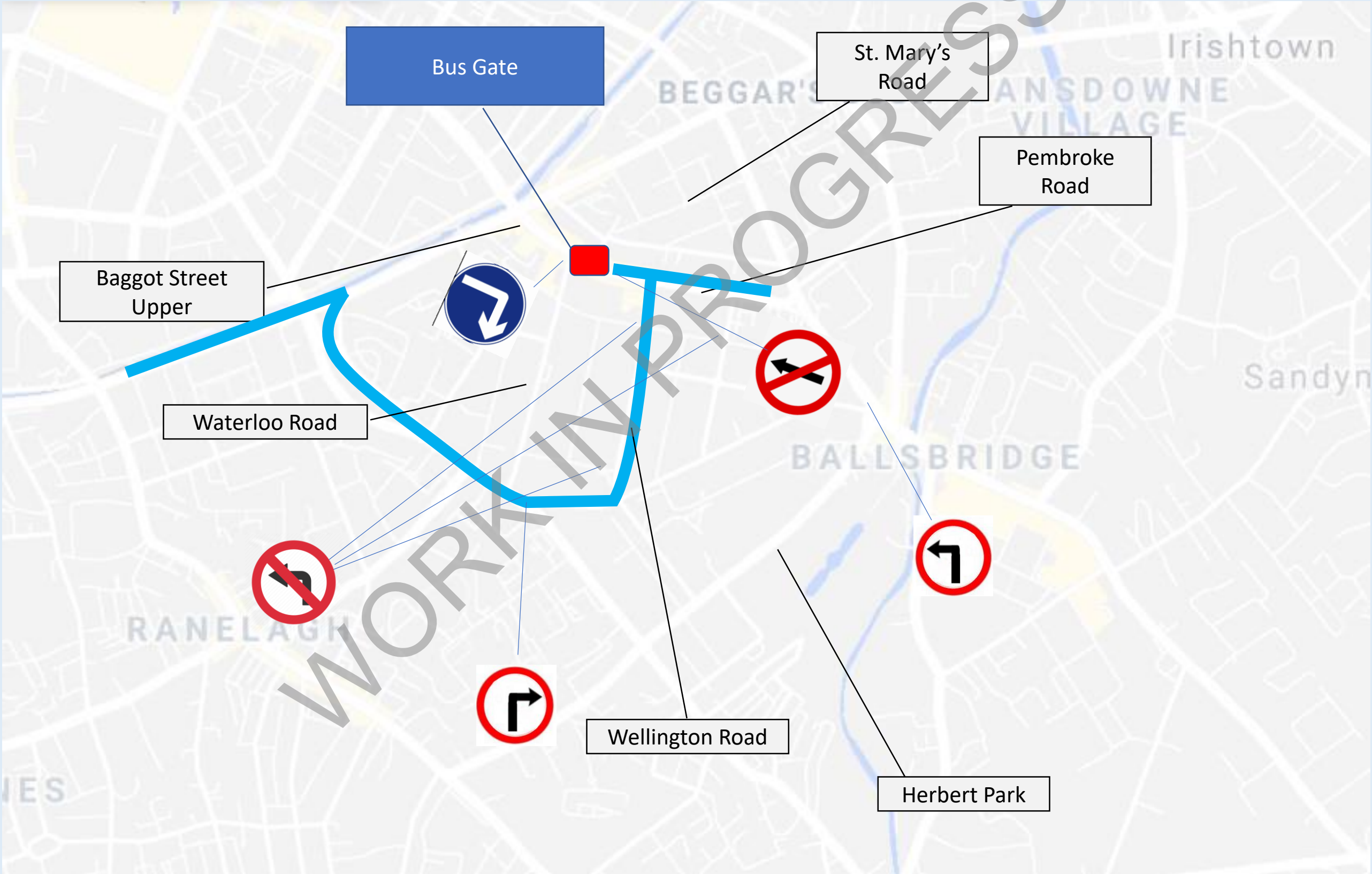
One Bus Gate Option

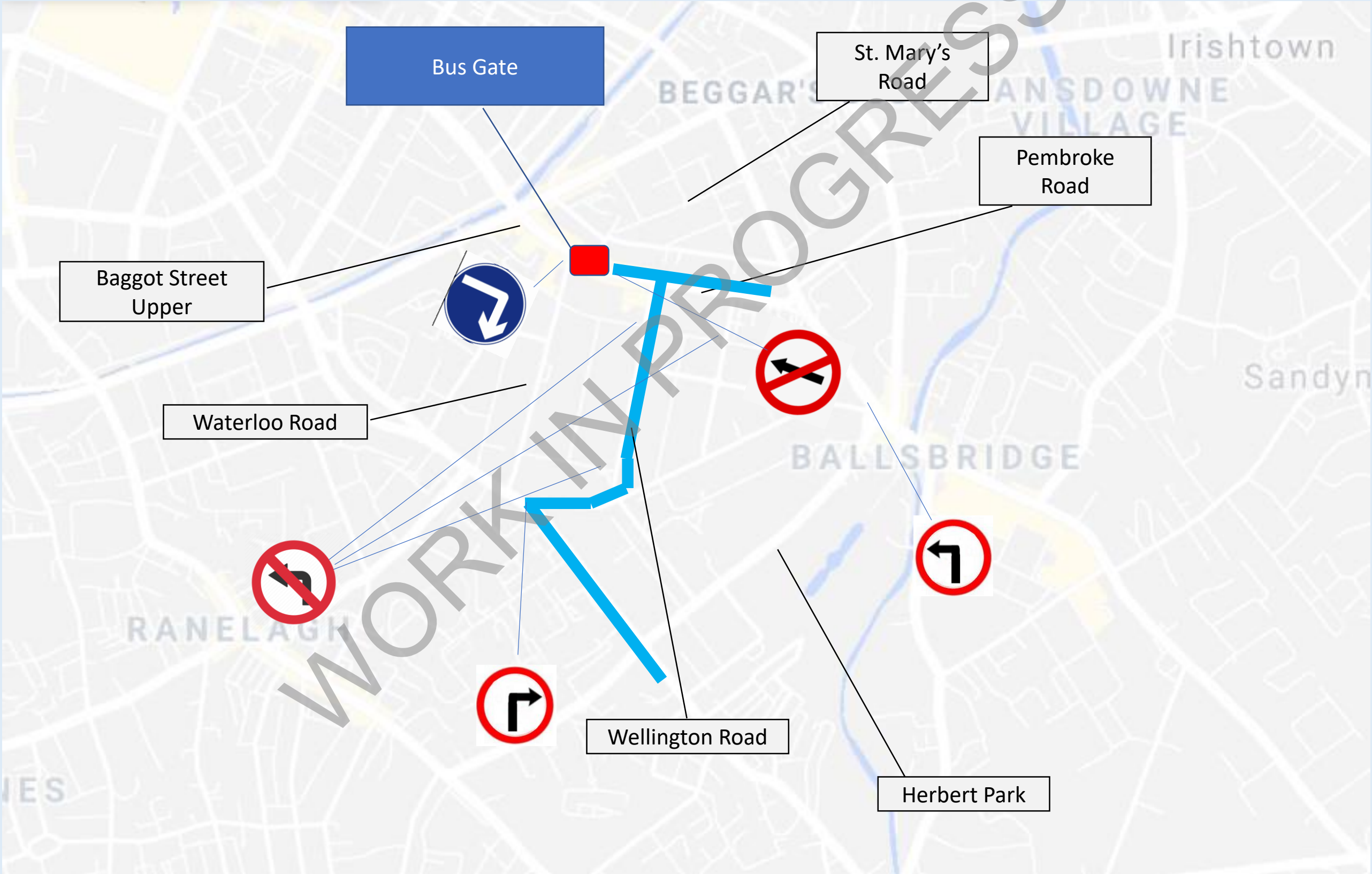
WORK IN PROGRESS

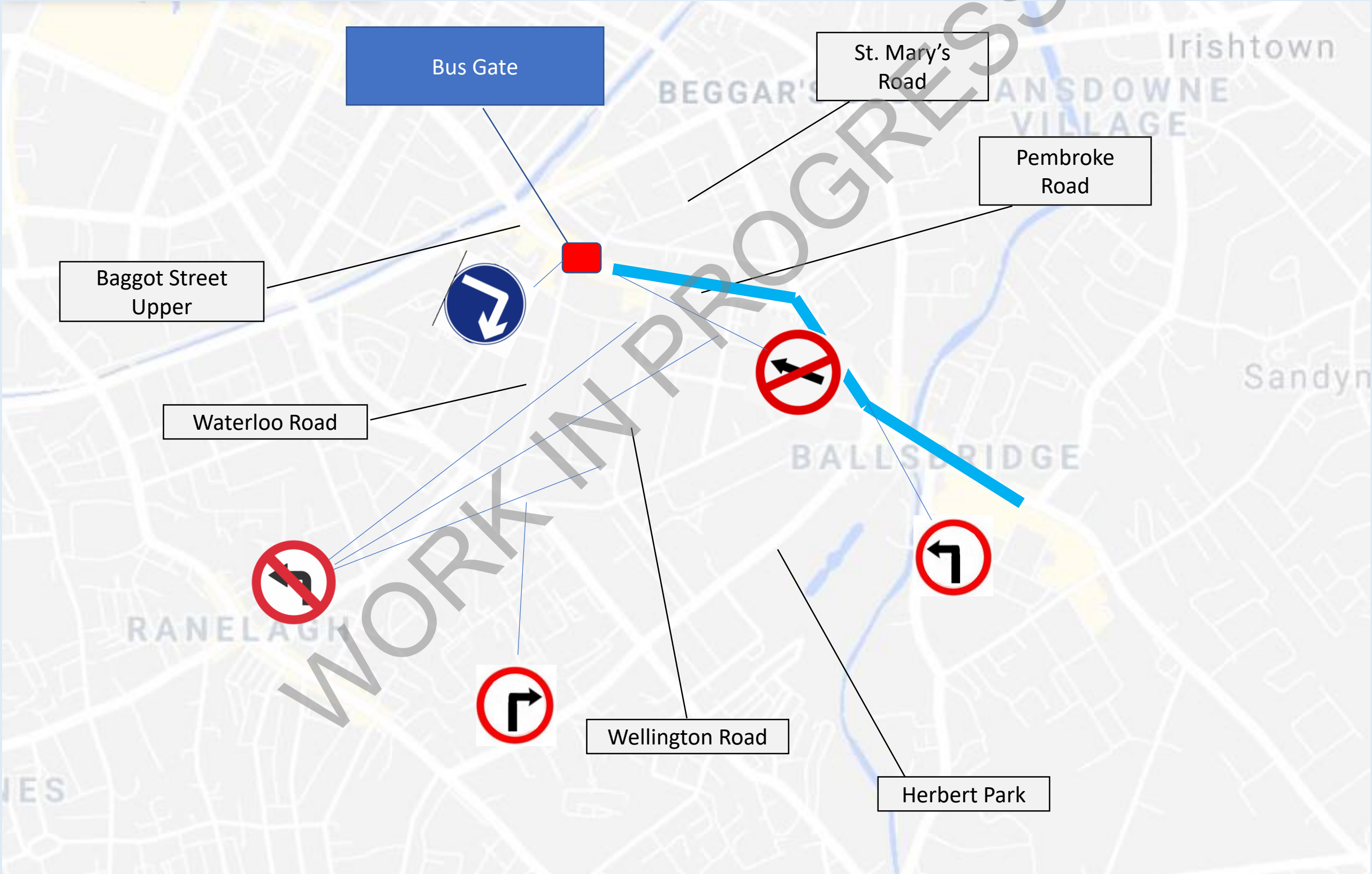


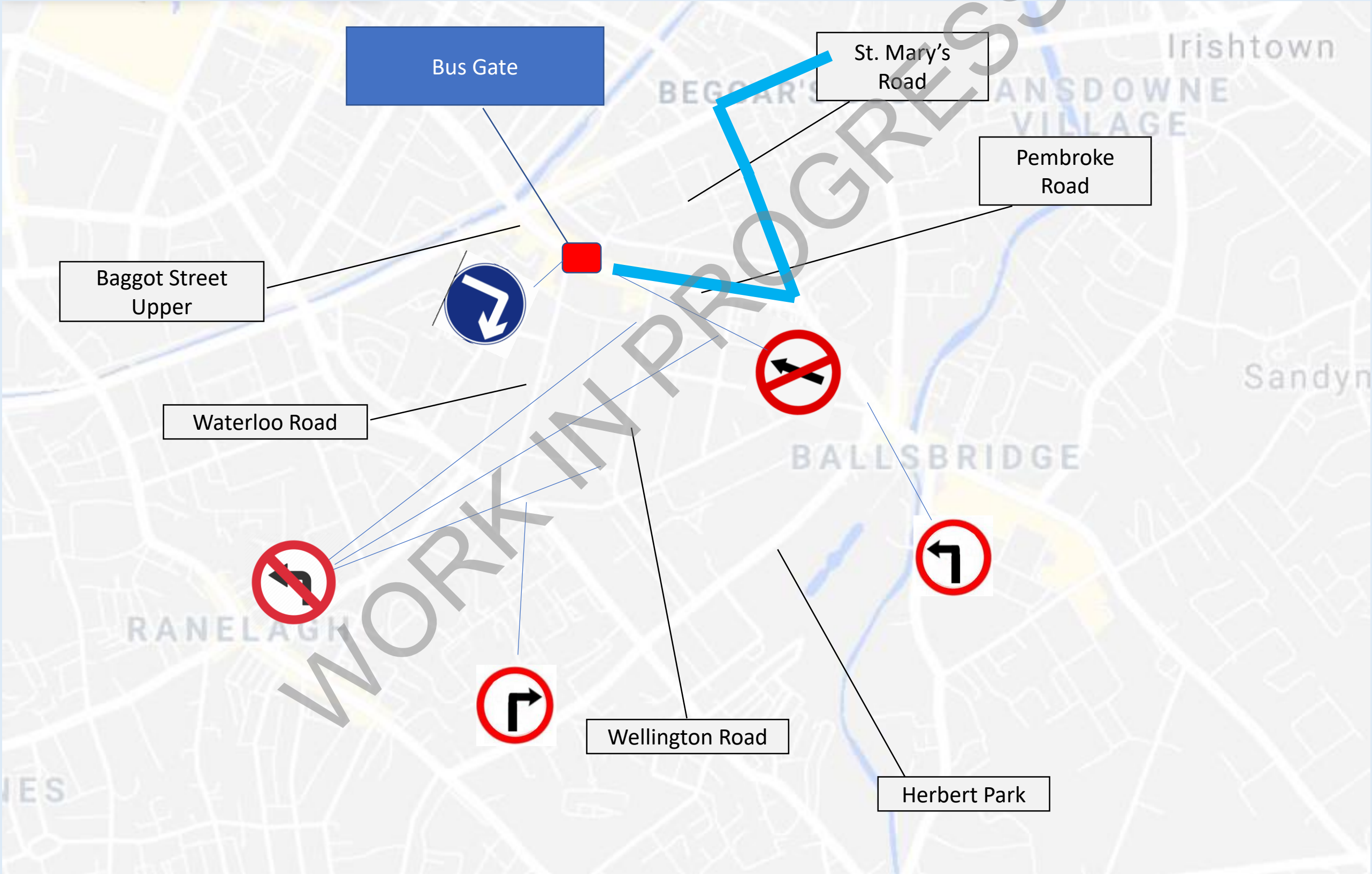
Pembroke Road Residents Association

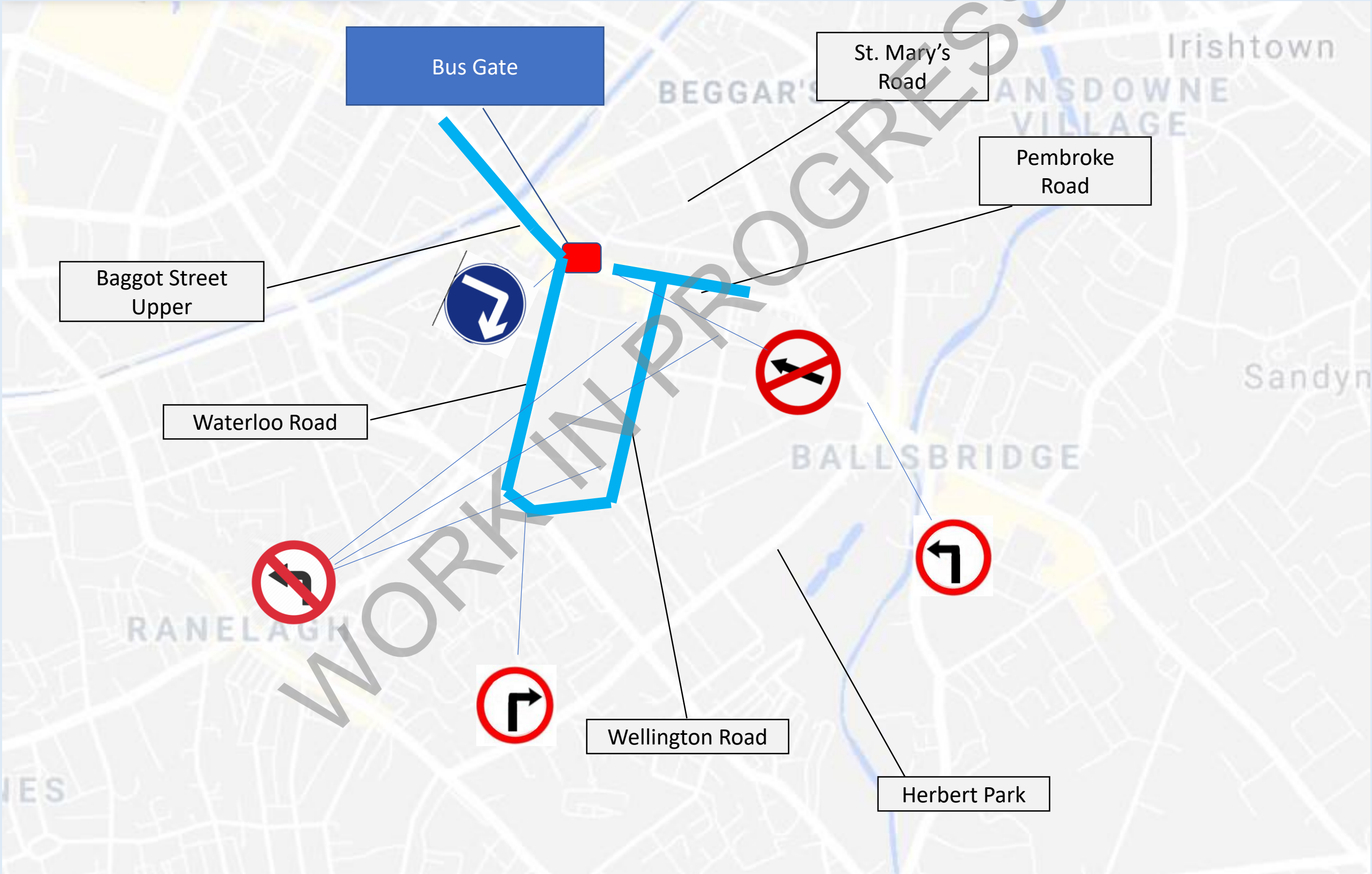
WORK-IN-PROGRESS





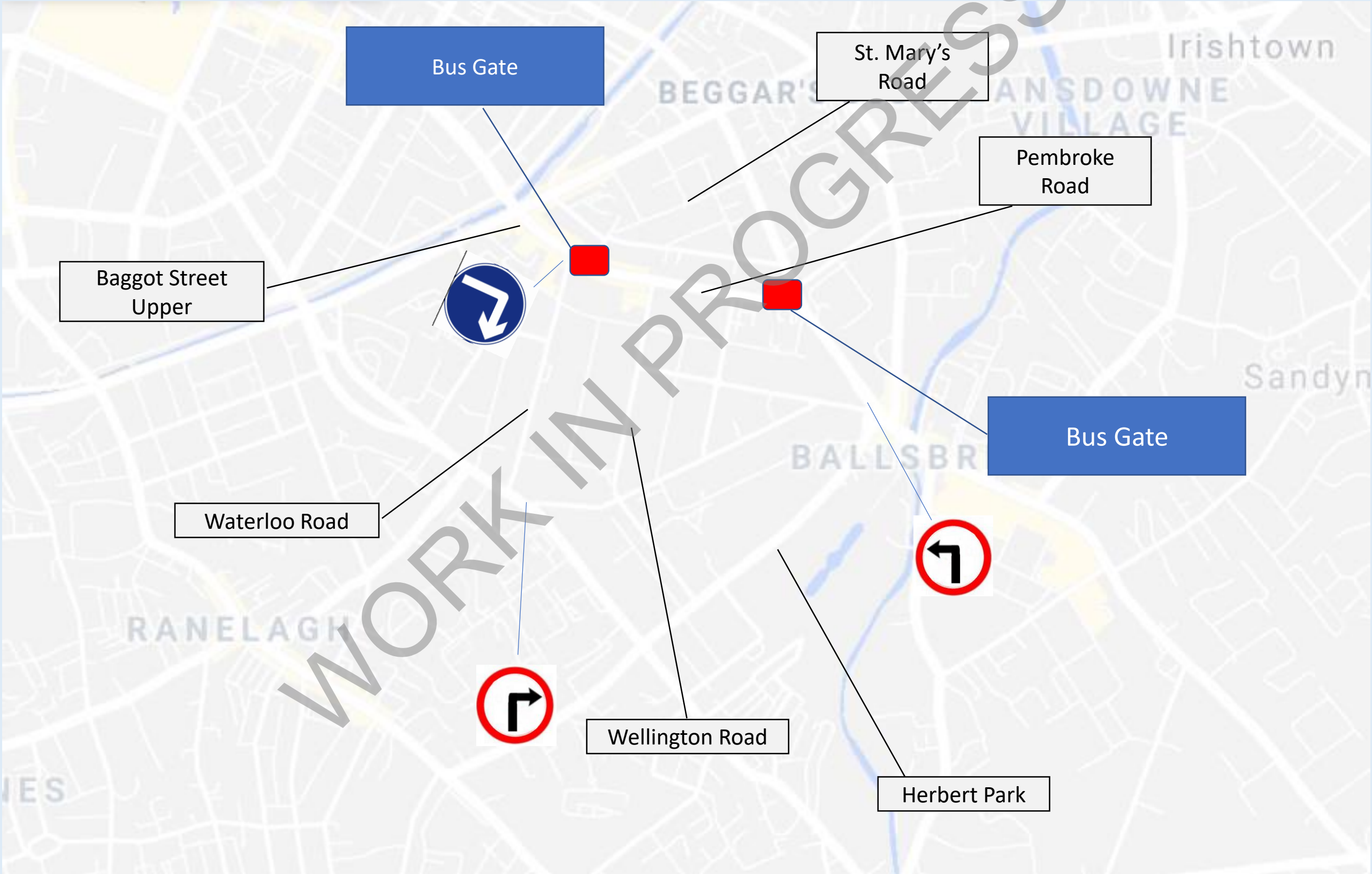


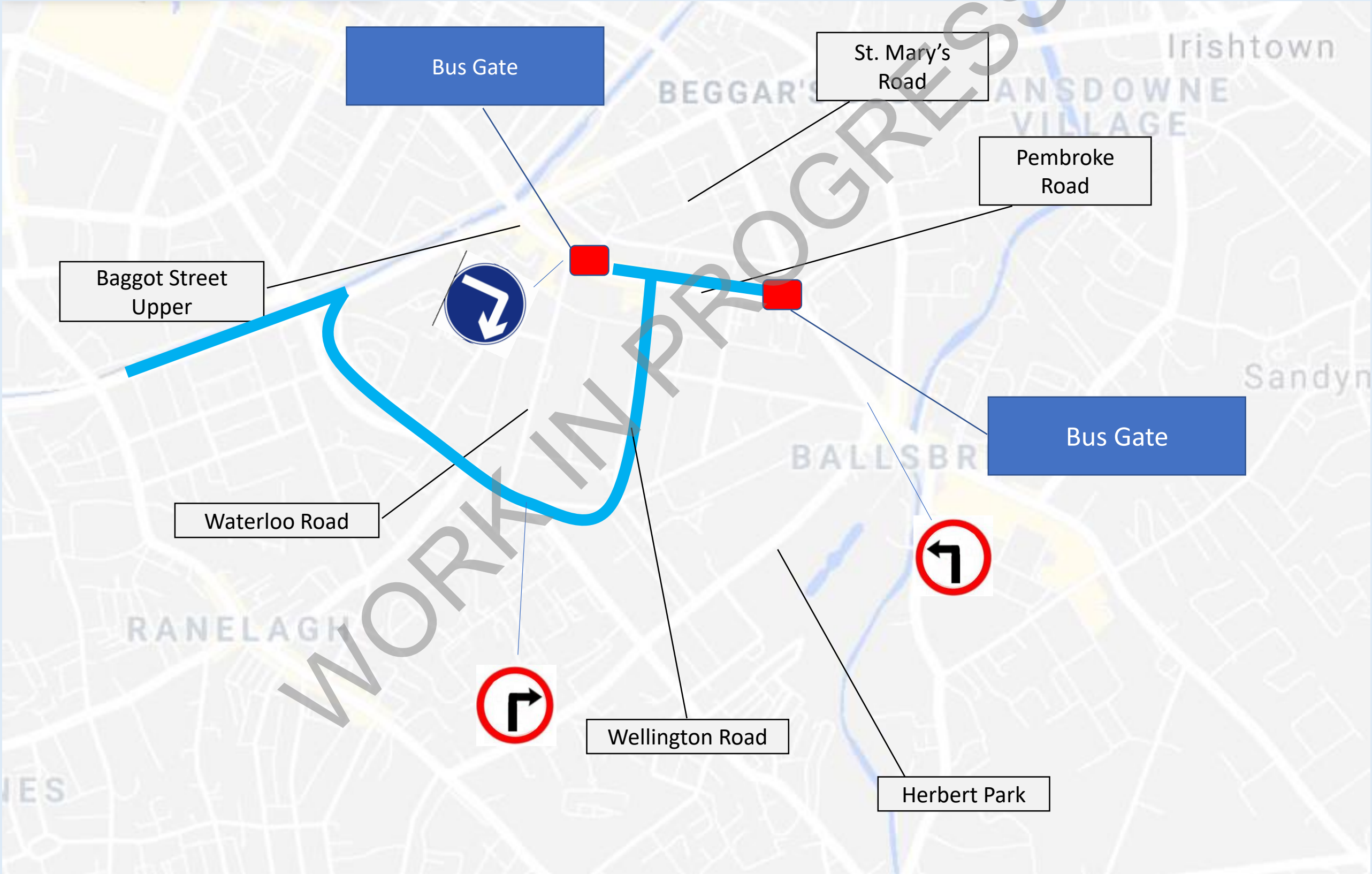


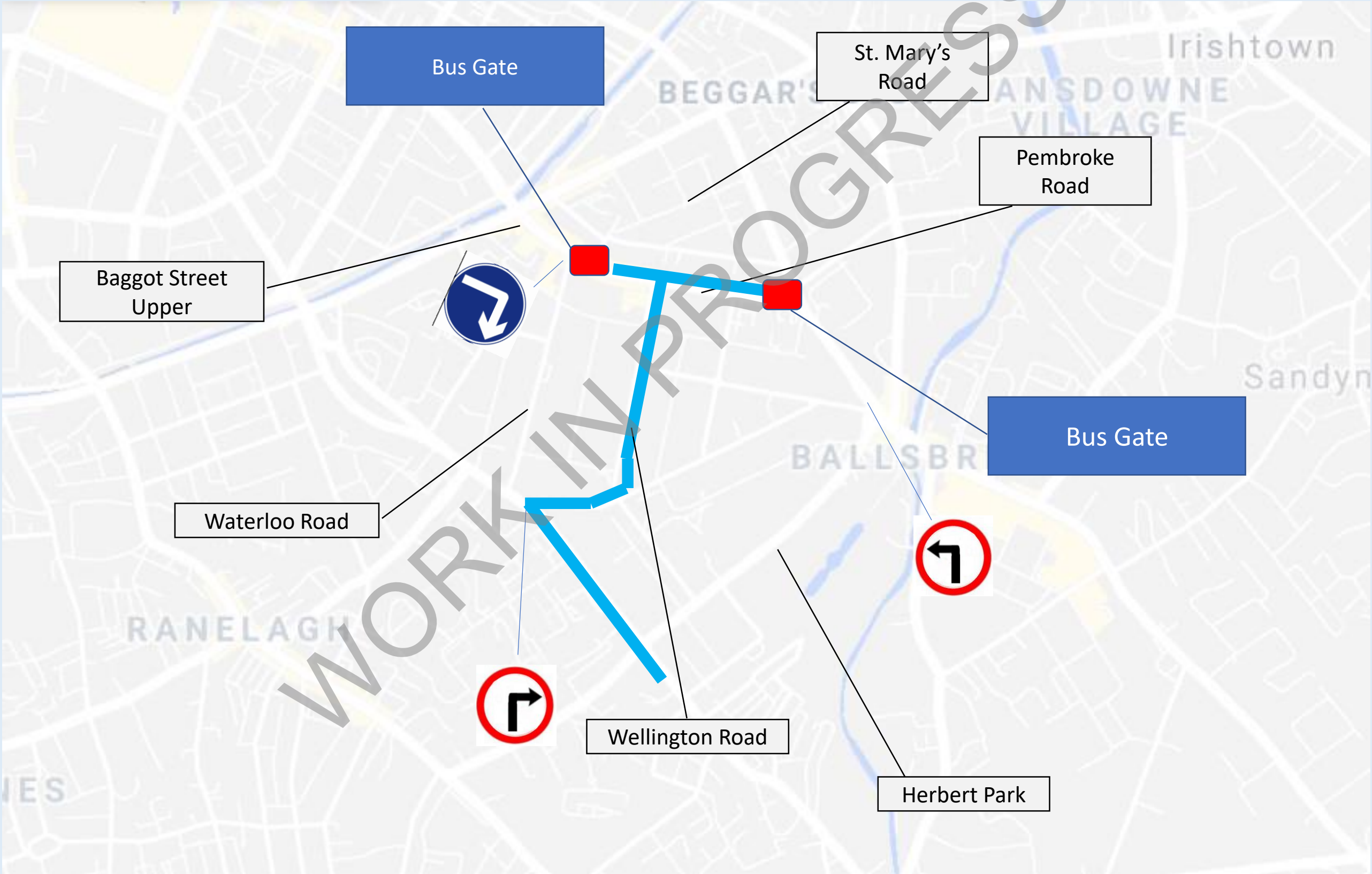


Two Bus Gates Option

WORK IN PROGRESS

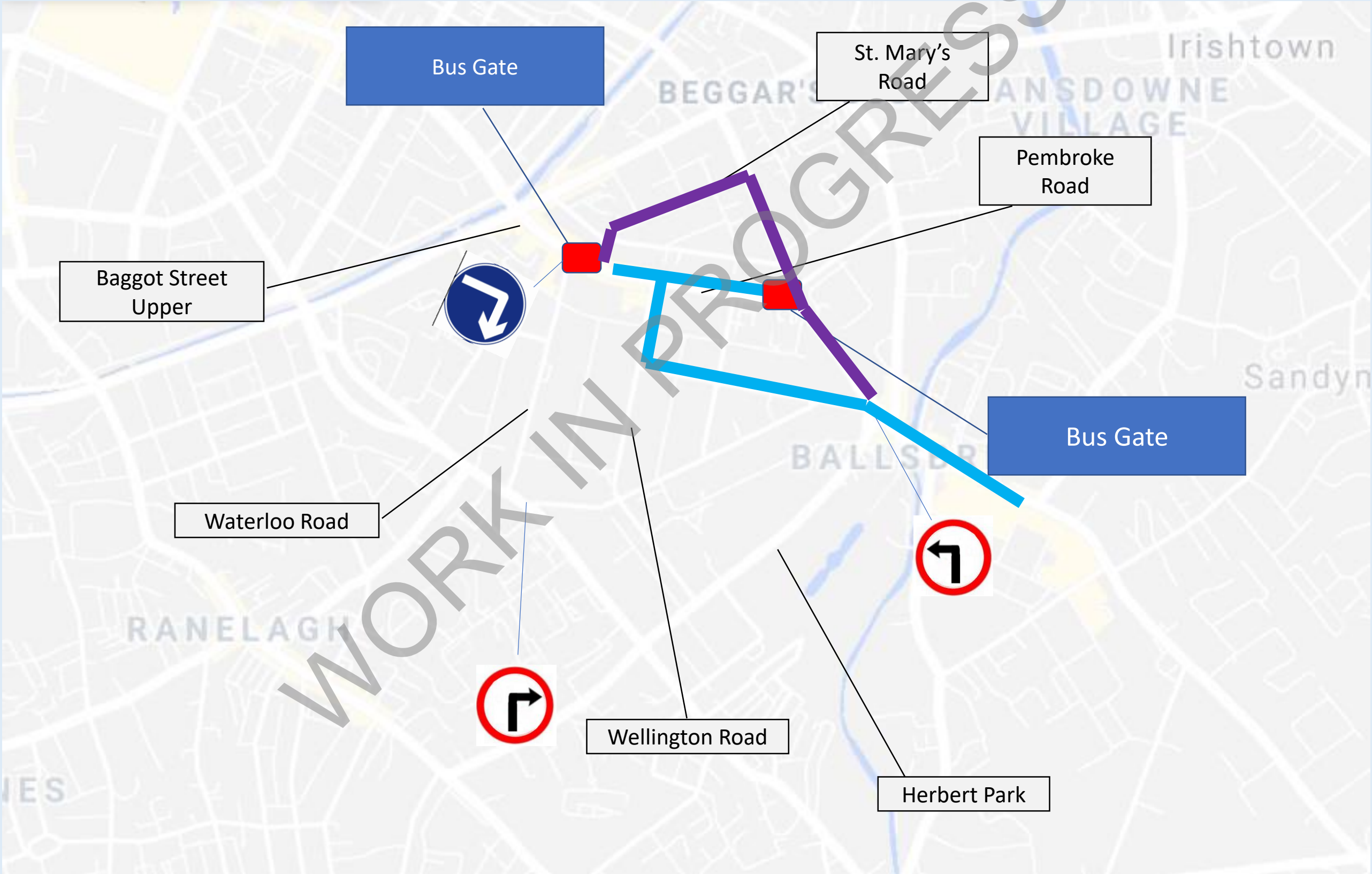




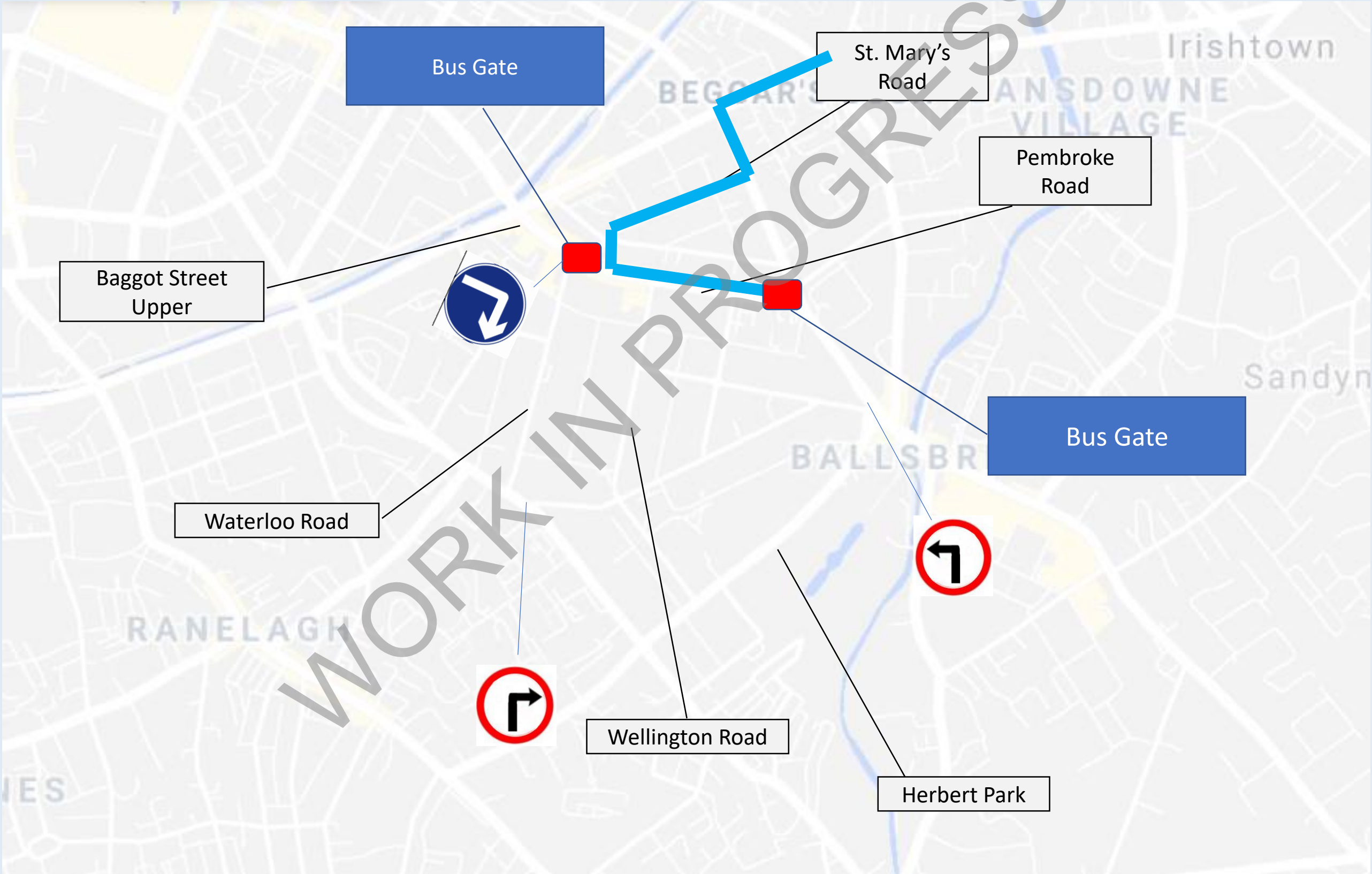


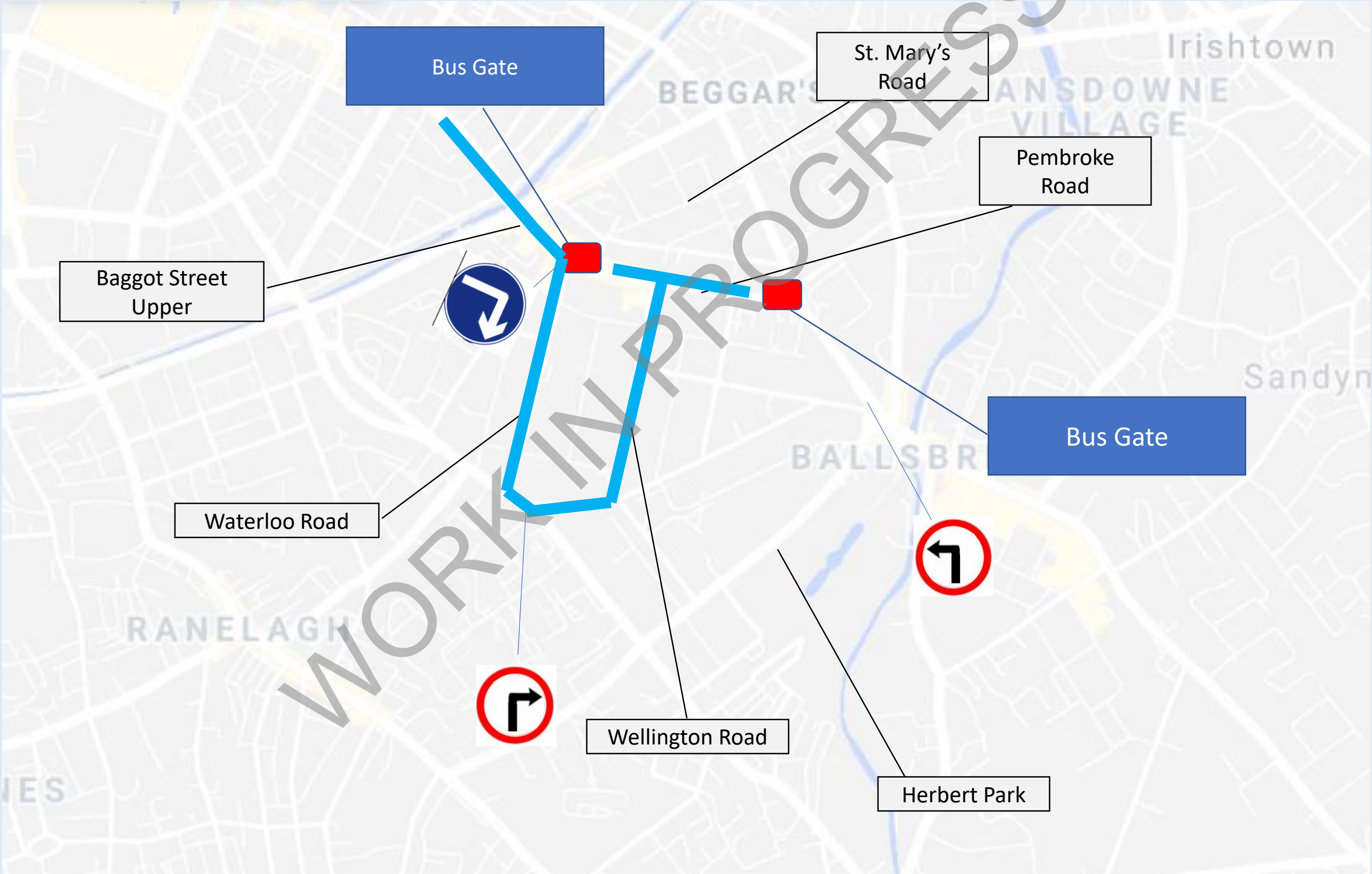
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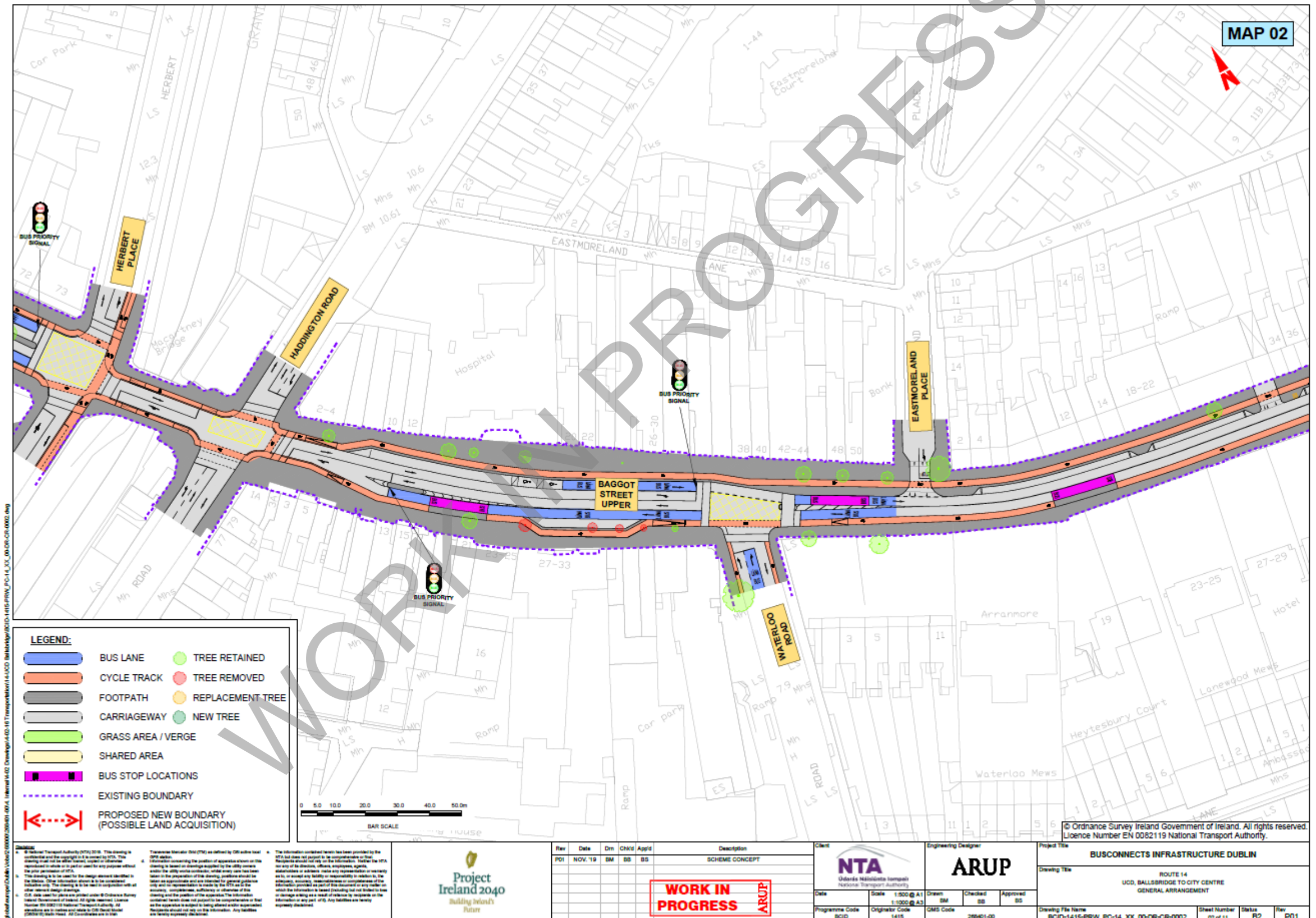






Baggot Street Upper Proposed Layout

WORK IN PROGRESS



Baggot Street Traders
WORK-IN-PROGRESS

BUS
CONNECTS

TRANSFORMING CITY BUS SERVICES



Baggot Street Traders
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BUS
CONNECTS

TRANSFORMING CITY BUS SERVICES

