

Parnell Square Contraflow: Summary of Feedback and Responses

Responses to Feedback Received.

Over a hundred responses were received to the proposals for the contra-flow that were published on our consultation hub in September. The vast majority of the responses were positive. A summary of some of the specific concerns are outlined below:

Issue: To consider removing parking on North Frederick Street so that a fully protected cycle track could be provided on the northbound carriageway and, failing that, to prioritise protecting the northbound cycle lane over the southbound cycle lane as the northbound lane is uphill.

Response: North Frederick Street is within the 30kph zone of the city centre. The current traffic management arrangements on North Frederick Street are such that the southbound lane provides an important link for public transport from Dorset Street to O'Connell Street while the northbound lane only provides a limited route for local businesses and residents onto Dorset Street. The left turn only restriction for northbound traffic on North Frederick Street at Dorset Street means that it attracts very little through traffic with most northbound traffic, including buses, using Granby Row. The decision was made to provide a protected cycle lane on the southbound carriageway of North Frederick Street to segregate cyclists from the high volumes of buses and coaches using this route. Given the low volumes of northbound traffic and the fact that it's within a 30kph zone, it was decided that removal of the on-street parking to provide a northbound protected cycle track was unwarranted in this situation.

Issue: Concerns were raised regarding the provision of a section of non-mandatory cycle lane on North Frederick Street

Response: As outlined above, in light of the low volumes of traffic and the fact that it's within a 30kph zone, it is considered appropriate to install a non-mandatory cycle lane on this section.

Issue: Concerns were raised regarding the layout at the junction of North Frederick Street and Dorset Street and in particular the requirement for cyclists to move from the left hand side of the road to access the right hand turning pocket.

Response: As outlined above, in light of the low volumes of traffic and the fact that it's within a 30kph zone it is considered that access to the right hand turning pocket will not be a difficult manoeuvre for cyclists.

Issue: Concerns were raised regarding access to the contra-flow from O'Connell Street to Cavendish Row and interaction with the Luas in particular.

Response: This interaction between cyclists, the Luas and general traffic will be controlled by a new traffic signal arrangement.

Issue: A request was received that the cycle lane be protected by tall wands as opposed to the shorter wands.

Response: It is the preference of Dublin City Council to use tall wands to protect cycle lanes where possible. Where occasional vehicular access must be maintained to the kerb-side shorter wands are used. It is expected that the protected cycle lanes on this scheme will be protected mostly using the taller bollards.

Issue: Concerns were raised regarding the removal of the disabled parking bays close to the Gate Theatre.

Response: In order to provide a contra-flow all parking on the west side of Cavendish Row/Parnell Square East must be removed. The design allows for the provision of two new disabled parking spaces in the closest available location which is on Parnell Square North. In addition there are disabled parking spaces in the Rotunda Car Park close to the lift which can be used by disabled pedestrians to access the Gate Theatre.

Issue: Concerns were raised regarding general access to the Gate Theatre for people arriving by Taxi or being dropped off by private car at the main entrance. In addition there is an occasional requirement for the loading of sets to articulated trucks on Cavendish Row and delivery vehicles.

Response: The design team will give further consideration to the proposals in the vicinity of the entrance to the Gate Theatre.

Issue: A request was received to provide physical separation between cyclists and vehicles turning left from O'Connell Street to Parnell Street.

Response: The design has been reviewed and additional physical protection has been provided.

Issue: A request was considered to apply Shared Street Principles to the design.

Response: Due to the volume of south-bound traffic and the number of buses it is not considered appropriate to treat North Frederick Street of Parnell Square as a Shared Street.

Issue: A request was received to allow for northbound cyclists to turn right at Cathal Brugha Street, Parnell Street and Gardiner Row

Response: While it is recognised that there is a desire for cyclists to turn right from O'Connell Street onto Cathal Brugha Street and Parnell Street, enabling these turns would require extensive civil works and is beyond the scope of this project. However consideration will be given to allowing cyclists turn right onto Gardiner Row.

Issue: Concerns were raised regarding the appropriateness of using plastic bollards in an architecturally sensitive area like Parnell Square East.

Response: The project team has engaged the assistance of the City Architects and is examining alternatives to using plastic bollards.

Issue: Parking close to the Gate Theatre and schools and crèches in the area needs to be maintained.

Response: While it is necessary to remove the parking on the western side of Parnell Square East to facilitate the introduction of a contra-flow, parking will be maintained on Parnell Square North and Parnell Square West. In addition the public car park at the back of the Rotunda Hospital provides access to the Gate Theatre.

Issue: The coach parking bay outside the cycle lanes on O'Connell Street could lead to conflict between cyclists and people boarding or alighting from the coaches.

Response: It is now proposed to rescind this coach parking bay.

Issue: Concerns were raised regarding the potential for cyclists to be hit by opening car doors as they passed the parking on North Frederick Street

Response: Where possible generous buffers have been provided between the cycle lanes and the parked cars on North Frederick Street.

Issue: The sequencing and timing of traffic signals should take account of the uphill gradient of Parnell Square East and North Frederick Street

Response: The ITS section is aware of this issue and will take it into consideration when optimising the sequencing and timing of the signals.

Issue: The turning radius into Hardwick Street could be tightened to reduce traffic speeds into this street

Response: This junction will be re-examined and the radii tightened.

Issue: Access for northbound cyclist wishing to access Hardwick Street needs to be provided.

Response: As outlined earlier it is not proposed to provide a protected northbound cycle lane in this area. It is therefore not anticipated that turning into Hardwick Street will present a challenge.

Issue: Additional Cycle Parking is required is required on North Frederick Street

Response: There are proposals to install additional cycle parking on North Frederick Street as part of the next batch of On-Street Cycle Parking.

Issue: There would appear to be no Disabled Parking Spaces on North Frederick Street.

Response: Consideration will be given to installing a new disabled parking space outside Chime on North Frederick Street.

