



## **Core Bus Corridor 11: Kimmage to City Centre**

17th April 2020

### 1.0 Introduction

Dublin Cycling Campaign is a membership-based charity that advocates for better cycling conditions in Dublin. We have a vision for Dublin that is a vibrant city where people of all ages and abilities choose to cycle as part of their everyday life.

Broadly we welcome the improvements in this CBC from the last round. There have been marked improvements in a number of locations. The goal for this cycle route must be that it is safe for people of all ages and abilities.

We understand that the designs are a work in progress. We have made a separate submission recommending design approaches to be taken across all corridors. This submission includes localised comments.

### 2.0 General Points and Summary

Dublin Cycling Campaign broadly welcomes the revised proposals for CBC 11 from Kimmage to City Centre. This CBC will provide significant improvements for cyclists and pedestrians compared to both the current situation and the previous Emerging Preferred Route (EPR).

The long stretches of *segregated* cycle tracks will provide a safe and direct route. Equally, the Poddle Cycleway will provide a quiet and attractive alternative cycle route - albeit a circuitous one which requires further tweaking. The retention of existing on-road cycle lanes along Lower Kimmage Road will facilitate experienced cyclists who want a more direct route. The reduction in traffic as a result of the bus gate and the introduction of the 30km/h speed limits along a significant stretch of the corridor will help to create a quieter and more attractive location for residents and those passing through.

We welcome the following:

- Revised Bus Gate location at Ravensdale Park

- Retention of existing cycle lanes on Kimmage Road Lower (north of Ravensdale Park)
- Poddle Cycleway
- Continuous segregated cycle tracks along Harold's Cross Road and Clanbrassil Street

We also welcome that the following proposals have been dropped:

- Offline cycle route via Hazelbrook Road, Derravaragh Road, etc.
- Offline cycle route via Greenmount Lane

We feel however that the following elements are not adequate:

- The approximately 400m long stretch of road from Harold's Cross Park to Harold's Cross Bridge is totally 'movement orientated' and will become even more grim, treeless and characterised by high vehicle speeds and traffic noise than at present. This needs a rethink, particularly in the context of the existing primary school and soon to be developed secondary school close to the 'apex' of Harold's Cross Park.
- The proposed re-configuring of Harold's Cross Bridge needs to be seized to allow for the future development of the Grand Canal Cycleway (GCC) from the Portobello area up to Suir Road on the northern side of the canal.

### 3.0 Location Specific Points

#### **Map 1 – KCR – Ravensdale Park**

We welcome:

- The junction upgrade to provide better pedestrian and cyclist facilities (particularly the single stage pedestrian crossings on each of the four arms)
- The toucan crossing which will enable outbound cyclists to join the cycle lane on Kimmage Road Lower
- The road closure at Poddle Park

In regard to the proposed two-way cycle track running through Ravensdale Park, we see the advantages of having a totally motor-vehicle free stretch - greenway style - through the park. However, we are also conscious of local concerns that the narrow stretch of green running between the Poddle and little wall bounding the park (Figure 1) will, for all intents and purposes, disappear with such an intervention. Additionally, given the root systems of the trees located here, many of the trees on that stretch will also need to go. In short, the tranquil ambiance of that stretch will be negatively affected. The impact on the park will be accentuated further by the Poddle Flood Alleviation Scheme (<http://www.poddlefas.ie/>). At this location, we are also struck by how wide the main carriageway is, especially when taking into account the large elongated central median and right-turn lane into Hazelbrook Road (Figure 2). Should the park greenway not proceed, an alternative is to build a high quality segregated cycle track, at least for inbound cyclists, *within the bounds of the current carriageway*.



*Figure 1 - Green stretch between the Poddle and the wall (looking N)*



*Figure 2 - Kimmage Road Lower (looking North from the KCR)*

North of Ravensdale Park, rather than adding a median island with trees, the space could be allocated to create a segregated cycle lane for this section of the road.

As noted in the summary section, we welcome the bus gate at its new location allowing only buses, taxis and bicycles through. We would stress though the need for careful thought around how it will operate in practice. We also welcome the 30km/h speed limit.

### **Map 2 Kimmage Road Lower**

As for map 1, rather than adding a median island with trees the space could be allocated to create a segregated cycle lane for this section of the road.

### **Map 3 – Kimmage Road Lower – Sundrive Road**

We welcome the toucan crossing and the Poddle cycleway proposals

The public realm improvements have resulted in the existing on road cycle lane being removed and the addition of parking spaces on both sides of the road. While the public realm improvements are very much welcome - that current space is far too car dominated and insufficiently pedestrian friendly - the impact on cyclists will be negative: they are at risk of being 'doored' and have to share the road with buses. By reducing the pavement area there is enough room to include both the public realm improvements and retain the on-road cycle lanes.

#### **Map 4 – Mount Argus Park**

We welcome the Poddle Cycleway proposals and the retention of existing on-road cycle lanes which will continue to be used by more experienced cyclists, and those living locally.

The inbound bus-stop at Mount Argus could be moved east and off the carriageway, so that cyclists would not be blocked by stopped buses.

#### **Map 5 – Kimmage Road Lower**

We welcome the Poddle Cycleway proposals and the retention of existing on-road cycle lanes

#### **Map 6 – Harold's Cross Park**

We welcome the cycle track along Harold's Cross Road (South-East)

We propose a cycle track through the park to provide access from Mount Argus Road to the new Educate Together School located at the old Greyhound Track.

#### **Map 7 – Harold's Cross Road**

We welcome the cycle track on both sides of the road, and the bus-stop bypasses. The cycle tracks must have a minimum width of 1.5m to be useful. A small reduction in the other lane widths would achieve this.

As per the plans, the approximately 400m long stretch of road from Harold's Cross Park to Harold's Cross Bridge will essentially become a wide, tree-less and barren corridor - even more so than at present - and is likely to attract high motor vehicle speeds given the clear sight-lines both from near the park or near the hospice entrance looking north (Figure 3) and from Harold's Cross bridge looking south (Figure 4). This stretch of road is currently grim and noisy, which is especially palpable if sitting outside the HX46 café on Harold's Cross Road. What this stretch of road needs, more than anything, is some type of carefully considered arboreal intervention *to radically change the atmosphere of the road* - it is screaming out for trees! For most of this road there are houses, apartments or offices adjacent to the road, as well as (crucially!) the primary school close to the park. This particular stretch of road needs a rethink so that it does not end up feeling like a 1960s style treeless urban highway (albeit one with a bus and cycle-lane in either direction).



*Figure 3 - Harold's Cross Road (looking North)*



*Figure 4 - Harold's Cross Road (looking South)*

Additionally, thinking about the movement of people on bikes travelling southwards from the main HX Road and up onto the section of HX Road directly alongside and to the west of the park and on towards Kimmage, we notice that the existing traffic island is proposed to be removed. This island currently acts as something of a mini-sanctuary for cyclists as they wait for the (often fast moving) traffic travelling inbound (from Terenure say) to pass through the junction (Figure 5). While we notice a new arrangement is proposed for cyclists travelling to Kimmage via a new signalised crossing, *it appears to be via a cycle track which (for part of it) sits directly within the 'door zone' of the car parking spaces shown* (on the east side of the road). The design also needs to acknowledge and cater for the large volumes of cyclists heading towards Kimmage - the current small waiting space and requirement to take a sharp 90-degree turn are not consistent with high-quality cycling

provision. This junction needs a further rethink so that cyclists are neither exposed as a result of the currently helpful traffic island being removed or exposed to car doors opening in their path.



*Figure 5 - Harold's Cross Road, showing the existing traffic island (looking S)*

Finally and crucially, at the very least, a 30km/h limit should be introduced for all of Harold's Cross Road, *especially considering the location of the current primary school, the planned new secondary school and the difficulties of creating a safe junction design at the apex of Harold's Cross Park.*

### **Map 8 – Harold's Cross Bridge**

We generally welcome the cycle track on both sides of the road, the widening of the bridge which will enable a continuous cycle track and the cycle track on the inside of the parking spaces.

In regard to the proposed widening and re-configuring of Harold's Cross Bridge, the opportunity needs to be seized to allow for the future development of the Grand Canal Cycleway (GCC) from the Portobello area westwards up to Suir Road. It is understood that preliminary design drawings were developed for Dublin City Council in recent years covering this stretch, and the recommended alignment of the GCC was *on the northern side of the canal*. Therefore it is essential that as part of any land acquisition research and proceedings relating to the parcel of land immediately to the north-west of the bridge, that the future alignment of the GCC is carefully borne in mind. This is a once-off opportunity to get this right.

### **Map 9 – Clanbrassil Street Lower**

We welcome the 2m wide cycle tracks, the bus stop bypasses and the removal of parking spaces. Overall, this will make the road much more pleasant for residents and safer for cyclists than the current layout.

### **Map 10 - Clanbrassil Street Lower**

We welcome the 2m wide cycle tracks and the bus stop bypasses.

However, we feel that the design of the inbound stretch of New Street South (nearest to Kevin Street junction) does not appear to cater properly for the expected high flows of people on bikes travelling inbound. As currently presented, the width of the cycle-lane, directly adjacent to three general traffic lanes, appears to be far too narrow. Surely one of the three lanes can be reallocated so as to create a high-quality environment for pedestrians and cyclists at the most potentially hostile element of the corridor? Otherwise we are repeating the mistakes of old of 'solving' the problems along links, but leaving problems at the most challenging locations.

### **Map 11 - Derravaragh Road**

We welcome the traffic closure with bicycle gates which will reduce traffic and give permeability to cyclists.

### **Map 12 – Poddle Park**

We welcome the Poddle Cycleway proposals.

There are no details given of the Quiet Street Treatment.

### **Map 13 – Blarney Park**

We welcome the Poddle Cycleway proposals. However, there are no details given of the Quiet Street Treatment.

We welcome the cycle tracks on the section of Sundrive Road

### **Map 15 – Rathgar Avenue**

We welcome the proposed bus gate at Kenilworth Square.

I would be grateful if you could acknowledge receipt of this submission.

Kevin Baker

Chairperson

Dublin Cycling Campaign

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