



Core Bus Corridor 11: Kimmage - Preliminary Submission

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign is the leading member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN). We want to make Dublin a safe and friendly place for everyone of all ages to cycle.

This is a busy cycling route that currently has an on-road cycle lane or bus lane for the full route. There are some welcome improvements for cyclists on the route, in particular the new crossing point over the Grand Canal, and the traffic restrictions on Bride Street. However the proposed off-line routes from the KCR to Parnell Road are in general less safe, less coherent, less direct and less comfortable than the current route.

A preferable approach would be to limit access to Lower Kimmage Road from the KCR or Ravensdale Park as far as Harolds Cross at peak times. A small land take of up to approximately 2m from some gardens on Kimmage Road Lower (South) would enable an upgrade of the cycle lanes to a segregated 2m wide cycle tracks.

There is a need for cycling facilities along Clanbrassil Street, as many cyclists bound for the Western end of the City, eg Christchurch, Four Courts, Phibsboro etc will continue down Clanbrassil Street.

2.0 General Observations

2.1 Something to love

The proposed new crossing point over the Grand Canal for pedestrians and cyclists is a welcome improvement. Also the traffic restrictions on Bride Street will make this street quieter and safer for cyclists.

2.2 Scheme Objectives - Pedestrian Inclusion

The scheme objectives, included in this CBC Route Selection Report, mention bus priority provision, and implementing the GDA Cycle Network Plan along this corridor to the specified quality of service. There is no mention of pedestrians in the scheme objectives. Pedestrians are, more often than not, bus users in the end.

We note that there are many pedestrian improvements already contained in the proposals. However, there are a number of pedestrian issues within these designs like staggered pedestrian crossings, which hinder efficient pedestrian movement. We recommend that pedestrians also be included in the scheme objectives in later rounds of this process. This is to ensure that pedestrians are not disadvantaged by the proposals. It should be noted that both the Dublin City Council Development Plan (section 8.4) and DMURS (section 2.2.2), include a transport mode hierarchy that places pedestrians first, cyclists second, public transport third, goods vehicles fourth and general traffic fifth. This also applies to all other Dublin Local Authorities.

2.4 Cycling for All

Dublin Cycling Campaign advocates for better cycling facilities that will enable people of all ages and abilities to cycle. Currently, the people who cycle in Dublin are not representative of the general population. Cyclists tend to be adult, male and brave. This is a result of the relatively poor quality of cycling infrastructure, and no coherent cycle network in Dublin. Without a doubt the Bus Connect's proposals, if implemented, will make cycling safer in Dublin. However, they will not enable people of all ages and all abilities to cycle their full length because of the lack of segregation in many places.

The proposals for this route are largely to divert cyclists to off-line routes. While these off-line routes are quieter, they still carry a significant amount of traffic (which is likely to increase due to traffic restrictions), including bin lorries on certain days. They require a certain level of skill to negotiate parked cars, junctions and traffic, and cannot be considered safe cycling infrastructure for all ages and abilities.

2.5 Primary Cycle Route Width

This CBC will deliver on part of the GDA Cycle Network Plan (CNP). The target quality of service for primary routes in CNP is A+/A. Below is an extract from section 2.3 of the Written Report of the CNP, which outlines the desired width of primary cycle routes as

2.5m.

Basis for Target Quality of Service

ROUTE TYPE	PRIMARY / NATIONAL	PRIMARY	SECONDARY
Cycle Volume Existing (3 hour peak period)	n/a	200 -1000	100-500
Target QoS - Width Factor	A+ Two abreast + overtaking Width = 2.5m	A+/A Two abreast + overtaking Width = 2.5m	A/B Single file + overtaking Width = 1.75m
Target QoS - Other Factors	A	B	B

We recognise that achieving a 2.5m wide cycle track on all portions of this route may be challenging, however it is possible to achieve this width along large segments of the route by using grass verges beside the proposed cycle track. In constrained areas a cycle track width of 2m is acceptable, but should be implemented with caution.

2.6 Integration with GDA Cycle Network Plan

A single cycle route is only useful to people if their origin and destination are on or near the cycle route. A cycle network, where many cycle routes are connected together is far more useful to people. Similar to how a bus network is more useful than a single bus route.

This cycle route intersects with a number of other cycle routes included in the GDA Cycle Network Plan. This route should plan for the connection with these current or future cycle routes. Where possible, the ends of cycle lanes/tracks on these routes linking into the CBC cycle route should be constructed as part of the Core Bus Corridor. That will ensure that these junctions don't need to be re-designed when future cycle network projects are progressed.

2.7 Bus stop bypasses

Given that the cyclists that currently use the Lr Kimmage Road route are unlikely to be enticed to use the alternative off-line route, and the increase in bus frequency, it is essential that bus stop bypasses for cyclists are included as standard wherever possible, e.g. at the bus stops near Ravensdale Park and Mount Argus.

There are many reasons we'd encourage the design team to include bus stop bypasses at all bus stop locations:

- Bus stop bypasses are recommended by the NTA's National Cycle Manual, given the frequency of buses along this route

- Bus stop bypasses remove conflict between buses and cyclists. There is nothing more terrifying, particularly for a beginner or tentative cyclist than a 30 ton bus pulling into a bus stop on top of you
- Buses will operate more efficiently at stops because bus drivers will not need to wait for a slow cyclist to pass the bus stop before pulling in

2.10.1 Bus Stop Locations

There is a strong case to be made for the rationalisation of bus stop locations. For example the two bus stops between the KCR and Ravensdale Park could be merged, to allow for a bus stop bypass. St Martin's Park is another potential location for a bus-stop bypass. We strongly urge the review of bus stop locations and frequency. This will ensure greater efficiency of the bus service but also allow for greater consideration of the preferred bus stop bypass design for the safety of all commuters.

2.8 Parking Inside Cycle Lanes

Car parking should ideally not be located inside the proposed cycle track. This implies that the cycle track will convert into a painted cycle lane and cyclists will lose segregation from traffic. If our proposal to introduce traffic restrictions at peak times and upgrade the cycle lanes is accepted, then consideration needs to be given to removing some of the existing on-street parking along Lower Kimmage Road and Harold's Cross Road.

2.9 Opportunity for Multimodal Travel

Multi-modal travel between bike and bus could be encouraged as these designs progress. A first step would be to provide covered sheffield stands with CCTV coverage near bus stops along this route, giving a particular focus to where orbital network cycle routes intersect with this Core Bus Corridor. As the CBC will host a super high-frequency bus route it makes it more likely that people will cycle to the spine, and avail of an efficient bus service. One possible location for bike parking is the green space north of the KCR.

2.10 Speed Limits

Given the residential nature of the route and the mix of pedestrian, cyclist and motorised traffic we expect and ask for a speed limit of 30 km/h for much of this route. This speed limit is particularly appropriate for the section from the KCR to Sundrive Road, and also from Sundrive Road to Harold's Cross, where there is a shared surface for buses, cyclists, taxis and local traffic. Technology to automatically enforce these speed limits is also required.

3.0 Route Observations

Map 1:

The junction at KCR should have toucan crossing on all four arms to make it safe for pedestrians and cyclists. The slip lane at this junction should be removed (DMURS section 4.4.3). Some cycle infrastructure should be included on Kimmage Road West and Terenure Road West as they are Secondary Route SO2 of the GDA Cycle Network Plan.

The land acquisition should extend along the green space to allow a continuous cycle lane as far as Ravensdale Park, which would facilitate cyclists heading to Ravensdale Park / Poddle Park.

Map 3:

Turning half of Lower Kimmage Road into local access may result in more traffic on Sundrive Road and Larkfield Park which are narrow and residential. A preferred approach is to restrict traffic to cyclists, buses and taxis at peak time, from the KCR to Harolds Cross.

Map 4:

While most commuting cyclists will continue to cycle along Lower Kimmage Road, an attractive off-line route could be created as well, from Mount Argus View through Mount Argus Park and Mount Argus Road. This would be ideally suited to children and would connect with the new school that is planned for Harolds Cross.

The proposed local traffic access will increase traffic on Priory Road and other roads that are designated as an off-line route for cyclists.

Additional traffic lights are needed on the outbound side of the Priory Road/Lr. Kimmage Rd to protect inbound cyclists emerging from Priory Rd onto Lr. Kimmage Rd.

Map 5, 6:

Lower Kimmage Road currently has a cycle lane and carriageway. The map shows shared surface, which is a reduction in the level of service for cyclists.

The CBC plans do not appear to have considered access to the new schools, planned for the former Greyhound Stadium, for cyclists and pedestrians from Mount Argus

Road, Lower Kimmage Road and Harolds Cross Road. Toucan crossings need to be added at both sides at the southern end of Harold's Cross Park to allow enable parents and children access the new schools.

Map 7:

The junction at the entrance to the Hospice and the 2-way cycle track on Harold's Cross Road could be dangerous for cyclists. Motorists, especially those trying to turn right off Harold's Cross Road will not be anticipating cyclists.

For cyclists travelling from Greenmount Lane to Parnell Road the pedestrian crossing should be at the junction with Parnell Road and not offset. We note that this route is longer than the current route for cyclists, and that Greenmount Lane is so narrow that cyclists will be in conflict with traffic going in either direction.



Greenmount Lane - no room for cyclists

Map 8:

Could a toucan crossing be created at Harolds Cross bridge to link up with Windsor Terrace (with contra-flow cycling permitted along Windsor Terrace)?

Could the path under Harolds Cross bridge be made safe for cyclists, so that cyclists travelling Eastbound would not need to stop?

Map 9:

Many cyclists bound for the Western end of the City, e.g. Christchurch, Four Courts, Phibsboro, etc. will continue down Clanbrassil Street. There is a need for cycling facilities along Clanbrassil Street.

Map 10:

The two bus stops should be converted to bus stop bypasses. Consideration should be given to re-adding the loading bay at the junction of Kevin Street Upper and New Street South. Otherwise it is likely that loading vehicles will just park on the cycle track.

Map 11:

We have many concerns about the proposed "off-line" route from the KCR to Mount Argus:

- It has 10 junctions, compared to 2 junctions + 1 pedestrian crossing on current the route
- There is no cycle lane or track
- It has poor, ridged, road surface
- There are many ramps in the path of cyclists
- It is longer than current route.

At the junction of Hazelbrook road and Hazelbrook Drive, cyclists and motorists going to/from Hazelbrook Drive should have right of way. That end of Hazelbrook Road is a cul-de-sac with a small number of houses.

At the junction of Derravaragh Rd and Corrib Road priority should be given to cyclists and motorists on Derravaragh Road. Another option is a mini-roundabout.

The bollards at the junction of Derravaragh Rd and Neagh Road should have ramps to facilitate cyclists, wheelchairs and buggies.

Map 12:

At the junction of Larkfield Gardens and Larkfield Grove cyclists and motorists on Larkfield Grove should have right of way. This may necessitate some redesign of the junction.

Map 13:

The junction of Larkfield Park and Larkfield Grove will be challenging for cyclists. Ramps are required on both sides of the proposed cycle track through the green area on Priory Road.

Map 15:

We welcome the proposals for Option B from the Grand Canal to the City. These proposals are shared by the Kimmage Core Bus Corridor and would deliver sections of

Primary Route 9 of the GDA Cycle Network Plan. We especially welcome the closure of Heytesbury Street/New Bride Street to through traffic.

On New Bride Street we have two recommendations. To close off the two traffic lanes outside DIT Kevin Street or reduce it to one-traffic lane. Closure would allow for a increase in the public realm at this location. We'd also recommend that an advanced stop location (ASL) and associated feeder cycle lane be installed on New Bridge Street inbound. This will give cyclists a minor advantage by allowing them get to the head of the junction. It will also optically narrow the traffic lane reducing speeds.

We are a little disappointed that the cycle route is not continued up Bride Street to complete primary route 9, or at least as far as Bulley Alley Street/Golden Lane, which is primary route 8. Under the proposed BusConnects Network Redesign there are no buses operating on Bride Street. This would allow for the existing bus lane to be reallocated to segregated cycle tracks and wider footpaths.

4.0 Conclusion

In summary, we believe it is possible to provide high-quality bus services AND accommodate cyclists on segregated cycle tracks along Lower Kimmage Road and Harolds Cross Road.

We trust that our observations will be taken into account as the design for this scheme progresses from a concept design to a preliminary design. We look forward to engaging with the NTA as the design progresses.

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