



Core Bus Corridor 1: Clongriffin

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 Welcome Changes

There are a number of welcome changes along this corridor including:

- Map 11: the parking protected cycle track
- Map 14: the protected junction at Gracefield Road is a good Dutch-style protected junction with two minor tweaks
- Map 19: New cross over and two-way cycle track between Griffith Avenue and Brian Road as it reduces the number of traffic lights for people cycling
- Map 21: Including the Clontarf to City Centre City cycle route design at the Malahide Road junction
- Map 21: Traffic filtering on Haverty Road, which will end this rat run

3.0 Location Specific Comments

Discontinuous Cycle Route

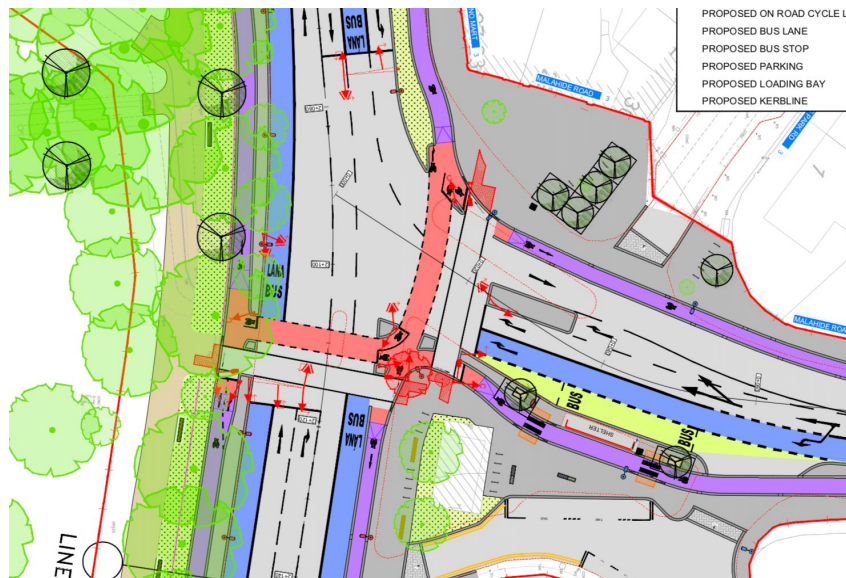
On map 1-2 there is no cycle link between Clongriffin Main Street's cycle lanes and the DART station.

Use Dutch-Style Protected Junctions

We strongly recommend that you use Dutch-style protected junctions along Malahide Road. Good examples include Griffith Avenue (CBC2, map 29) and Whites Cross on the N11 (CBC 13, map 27). The Gracefield Park junction on map 14 is very close to a high-quality Dutch-style protected junction.

Some of the non-Dutch-style junctions included on this CBC have issues. For example, Clarehall Avenue (map 6) it is unclear how anyone cycling into or out of that road makes a right turn.

At the Clarehall Shopping Centre junction (map 7) it is impossible for someone cycling out of the shopping centre to turn right up Malahide Road towards Clongriffin. The junction of Malahide Road / Marino Mart on the Clontarf to City Centre cycle route is a good example to follow here as it also only has pedestrian and cycle crossings on two arms of the T-junction. Another good example is Con Colbert Road (CBC7, map 18).



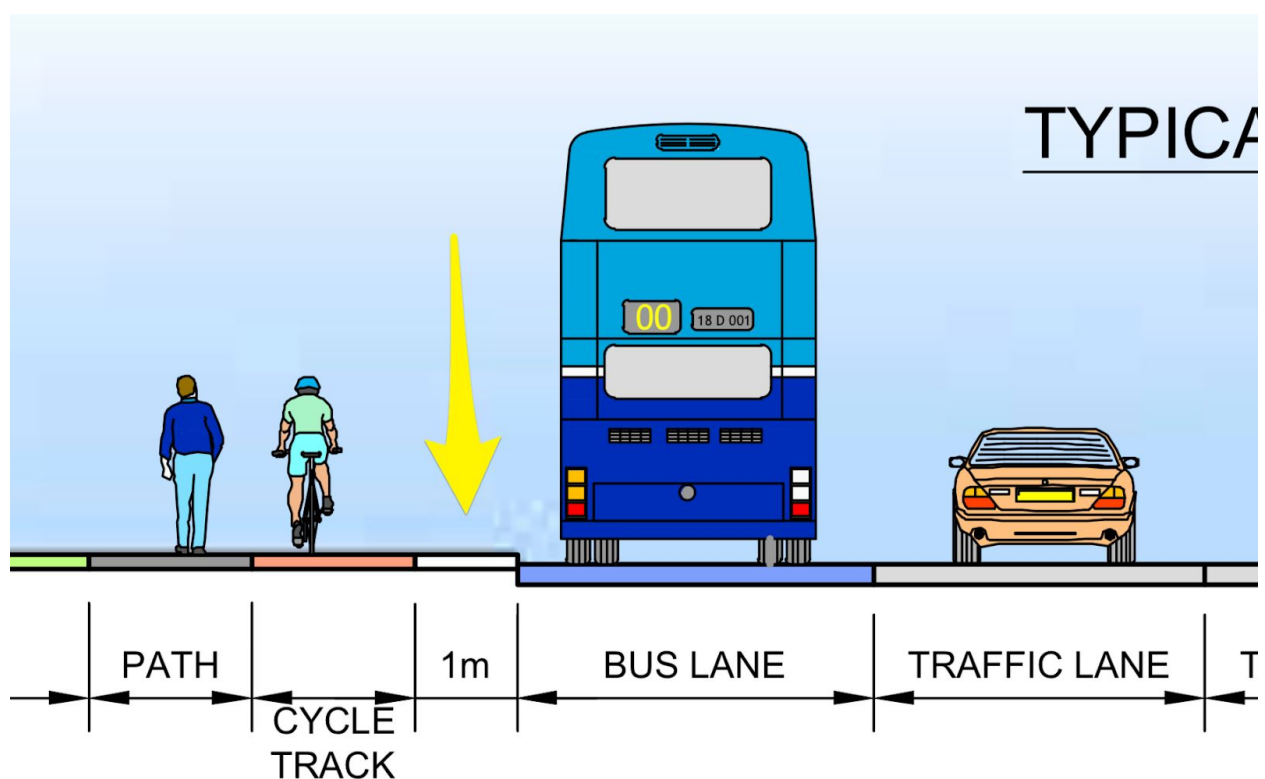
*Malahide Road / Marino Mart junction on Clontarf to City Centre Cycle Route
(AECOM/ROD, Dublin City Council)*

Bus Stop Conflicts

For the most part CBC1 uses bus stop bypasses effectively across the corridor. There are some exceptions. Map 12 doesn't use a bus stop bypass design. Could the cycle route move onto the adjoining service street before the bus stop to avoid this bus stop conflict? On the Clontarf to City Centre Cycle Route by moving a few bus stops closer to where people needed them they were able to convert all bus stops to include bus stop bypasses.

Horizontal Buffer

One technique for increasing the safety and comfort of people cycling is a horizontal buffer between the cycle track on the road. Safety and comfort are two of the five needs of a cyclist from the National Cycle Manual. This is normally just a simple grass or paved strip of 50-100cm between the cycle track and the adjacent bus lane.



Example cross section with buffer from CBC2: Swords (map 10-11)

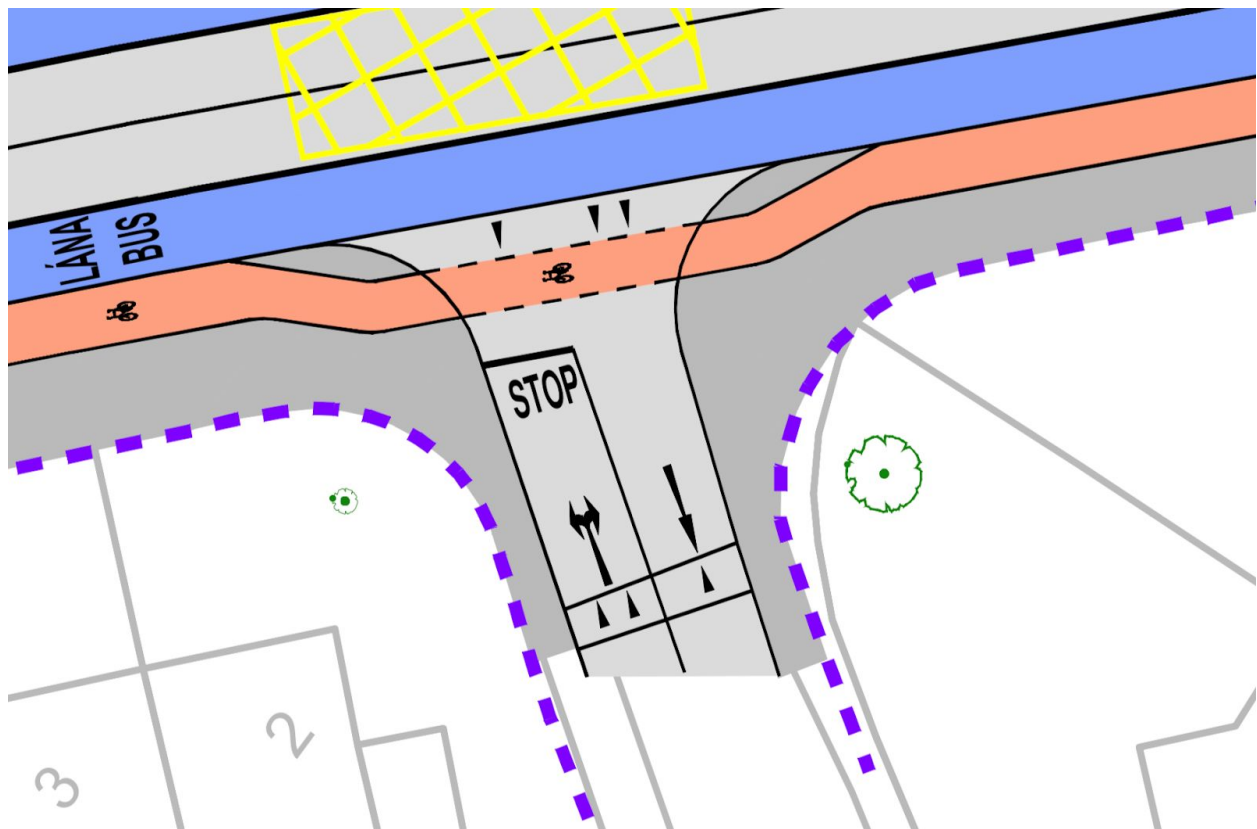
This should be done where the space is available and the speeds on the adjacent road are high. We recommend it be included on map 6-11 on this corridor where doing so would not require the removal of trees.

Private Entrances and Minor Side Roads

We recommend that the design of private entrances and minor side roads be re-examined.

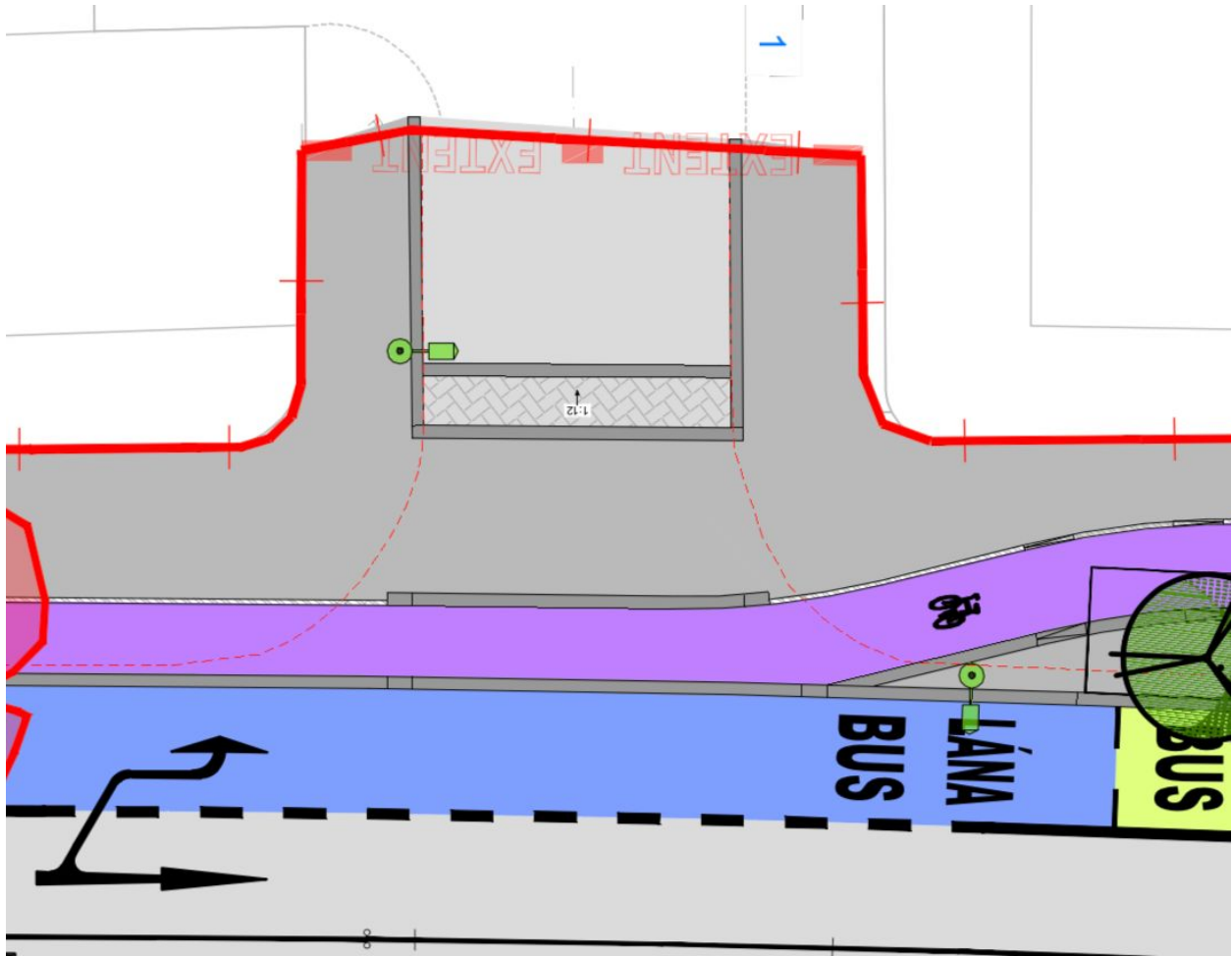
On maps 9-11 the side road entrances are large and the cycle track loses all segregation and reverts to a painted cycle lane. On maps 17-19 there are examples of minor side roads where the pedestrian crossing is raised but the vehicle stop line is too far forward.

We recommend that this corridors uses the designs seen on Clontarf to City Centre Cycle Route or on the Rock Road (CBC15, map 4)



St Helen's Road junction on CBC15 map 4

This junction design includes a raised and continuous cycle track and footpath. The stop line for motor traffic is set back.



Clontarf to City Centre Cycle Route (AECOM/ROD, Dublin City Council)

The Clontarf to City Centre Cycle Route designs make it clear through the material used that the footpath and cycle track are continuous. The traffic entering or exiting this side road are crossing the footpath and cycle track.

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