



Core Bus Corridor 4: Finglas

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.

The goal for this cycle route must be that it is safe for people of all ages and abilities. The quality-of-service proposed in this design is lower than the previous round.

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:

- Opening in wall to Finglas Village and towards the future primary cycle route (map 5)
- The almost Dutch-style protected junctions (map 6-7)
- Parking protected cycle track at Glasnevin Cemetery (map 14)
- The two-way cycle track on Prospect Way (map 15) at the Hart's Corner Gyratory, that provides a legible cycle route to the Royal Canal Greenway and Royal Canal Bank cycle route (with the exception of the Prospect Way / Botanic Road shared toucan crossing mentioned in CBC3 submission)

3.0 Location Specific Comments

Width of Cycle Tracks

This cycle route is Primary Cycle Route 3B of the GDA Cycle Network Plan. The cycle network plan lays out the quality-of-service level required for Primary Cycle route as A+/A. The National Cycle Manual states that to achieve a quality of service level of A+/A the cycle track should be wide enough to support either one to two people cycling abreast with room for one person to overtake. This will require a cycle track of 2-2.5m according to the National Cycle Manual.

The vast majority of the cycle tracks in this route at 1.5m wide (map 6-12). The lane widths have been reduced in order to reduce the impact on trees along the Finglas Road. In order to allow for overtaking on these cycle tracks consider widening short sections of the cycle route to 2m where this will not affect trees. This is particularly important on any uphill sections or near junctions.

Localised widening or narrowing of cycle tracks is the approach being taken on Mobhi Road (CBC3, map 8).

For example at the Tolka Valley Road junction (map 9) the cycle tracks are quiet narrow and beside double-width footpaths on the northbound side of the road. This section of road currently has a cycle lane with a painted buffer. The BusConnects cycle track appears narrower than the current cycle lane (see below).



Finglas Village Connection

The Primary Cycle Route leaves the Finglas Road towards Finglas Village (map 5). It isn't obvious from the design that the primary cycle route heads that direction. Consider providing a right turn lane for people cycling north (similar to CBC11, map 8) and a separate pedestrian and cycle crossing instead of a toucan crossing (similar to CBC2, map 7).

A dedicated right turn cycle lane and separate cycle crossing will make it clear that the main cycle route breaks off the Finglas Road at this location.

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