# Core Bus Corridor 4: Finglas - 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.

Much of the proposed Finglas to Phibsborough CBC provides a continuous 2m segregated cycle track along most of the route. This is generally positive, but we have a number of specific observations, which we make below in Section 3. We understand that the NTA is currently at preliminary concept design stage. We look forward to future engagement with the NTA to solve the major issues with this route and to refine the details in later stages.

## 2.0 General Observations

### 2.1 There are good changes already proposed

Though we are critical of parts of the concept design there are already huge improvements for pedestrians and cyclists within this concept design. These include:

- A segregated one way 2m cycle track is maintained along most of the route in both directions
- Most bus stops are by-passed, but we need greater consistency
- Segregation from coach parking at Glasnevin cemetery

#### 2.1.1 Previous Submissions on Bus Connects

Dublin Cycling Campaign have made submissions on all proposed Bus Connects designs in Phase 1 and Phase 2, where we have outlined general points on important design details that apply to all proposed routes. In this submission,

rather than reiterate all of these points in details we merely state them briefly below and reference our previous Phase1 and Phase 2 Bus Connects submissions.

## 2.2 Cycling for All

Dublin Cycling Campaign, unsurprisingly, advocates for better cycling facilities that will enable people of all ages and abilities to cycle. 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 and continuity in many places.

## 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. which outlines the desired width of primary one way cycle routes as 2.5m.

We recognise that achieving a 2.5m wide cycle track on all portions of any one way route may be challenging. In constrained areas a cycle track width of 2m is acceptable, but should be implemented with caution.

## 2.6 Buffer Space

The NTA's own National Cycle Manual (NCM), section 1.7.4, recommends that there should be a buffer space of either a hard paved area or grass verge between the cycle track and the roadway when the AADT and 85th percentile speeds are both high.  This needs to be considered and ideally adhered to.

## 2.7 Junction Design

It is important that the proposed junctions on this Core Bus Corridor meet the criteria in the NTA's National Cycle Manual. The use of streaming lanes (an orphaned cycle lane between two traffic lanes) at junctions should be avoided. Greater segregation for cyclists is needed at major junctions along the route in order to enable and encourage more people to cycle.

### 2.7.1 Protected Junction Design

This form of junction design has been achieved along the soon to be constructed North Strand/Fairview cycle route project from Dublin City Council and the NTA. It uses a modified version of the protected junction design. The protected junction design also allows for right hand turns for cyclists.


*5 Lamps Junction along North Strand - Junction Design Template*

There is a good explanation of the principles of this design at [www.protectedintersection.com](http://www.protectedintersection.com).

## 2.8 Side Roads

At side roads it should be clear that cyclists and pedestrians have priority over traffic exiting or entering to or from the main road.

### 2.8.1 Continuous Footpaths/Entry Treatment

Infrastructure treatments, such as entry treatment, or continuous footpaths/cycle tracks, encourage and promote priority for pedestrians and cyclists. They also encourage lower speeds. In general this would be exemplified by a raised table exit/entry from all side roads.

### 2.8.2 Buffer Space Design

An alternate method for providing for safer minor road junctions is to bend the cycle track away from the road at the junction, where space allows. This provides better visibility for cyclists by moving them out of the blind zones of turning vehicles. Priority for cyclists over minor roads needs to be reinforced with this design.



With this design the area between the road and the cycle track places the cyclist well outside the blind zone of trucsk and clearly visible to the driver without the use of mirrors.

## 2.9 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. Connecting routes need to be included in these designs.

## 2.10 Bus Stop Bypasses and Locations

Bus stop bypasses for cyclists should be the norm, as part of these designs. 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
- Bus Stop Bypasses allow pedestrians to alight and descend from buses without having to worry about conflict with cyclists

### 2.10.1 Bus Stop Locations

There is a strong case to be made for the rationalisation of bus stop locations. Are all of the stops shown in the design in optimal locations? Can any of bus stops be eliminated?

### 2.11 Opportunity for Multimodal Travel

Multi-modal travel between bike and bus should be encouraged as these designs progress. A first step would be to provide covered sheffield stands with CCTV coverage near bus stops along the route.

### 2.12 Development of Public Realm

Part of the benefits of the Bus Connects project, according to the supplied documentation, is to 'enhance and improve local areas', and to 'provide additional landscaping and outdoor amenities'. We urge the Bus Connects team to clearly indicate where these benefits will arise along all the newly designed routes, as these positive developments will be critical in 'selling' the project.

### 2.13 Bus Lane Hours of Operation

All bus lanes should be 7 day 24-hours. This is particularly important where there is no dedicated cycle infrastructure proposed. In these places the operational bus lanes will provide low-levels of protection to cyclists.

### 2.16 Advance Stop Lines (ASLs)

ASLs should be clearly indicated at all junctions where it is appropriate, to ensure continued increased safety for vulnerable road users. The drawings do not clearly indicate this standard agreed facility.

## 3.0 Specific Route Observations

### 3.1 Finglas Area details

The first section of the route (maps 1-4) no segregated bike lanes are provided. This is despite the fact that cycle routes in this area have been designated under the GDA Cycle Network Strategy as major and secondary routes. For example, secondary route 3B on McKee Avenue.

### 3.2 Connection Mellowes Park

The potential to widen the slip road heading northwards to the Mellowes Road junction, to cater for both bus lane and cycle track has not been availed of. This would provide a pleasant park cycle link through the park to north Finglas.

The St Margaret's Road roundabout details are particularly poor for both cyclists and pedestrians. The designers need to decide how priority and safety is allocated across this junction, why 3 legs have only a pedestrian crossing while the St Margaret's Road one has a Toucan crossing?

## 3.3 Bus Stop Locations and Bypasses

We have regularly raised this issue in previous submissions for Bus Connects, and we require the Bus Connects team to work assiduously to ensure consistency across this route and all other proposed Bus Connects routes to ensure that there are logical reasonings behind bus stop locations and spacings, and that all bus stops are designed to avoid conflict between buses, pedestrians and cyclists. While most bus stops show cycling bypasses this is not always the case, even with new proposed bus stop locations, and the distances between sus stops varies significantly?

There are 9 bus stops that are not by-passed on the route. Alternative locations should be sought, or design improved.

## 3.4 Upgraded Junctions

We note the number of junctions that will be '*upgraded signalised junctions with improved pedestrian and cycle facilities'* and look forward to discussing final details on these junctions in due course with the Bus Connects team.

## 3.5 Junction Removal Suggestions

In the immediate vicinity of the Finglas Road dual carriageway there are a number of opportunities to consider the closing of some junctions access on to the main Finglas Road. This would also improve general traffic, reduce the number of required traffic signals, and improve bus and cycle continuity.

We suggest that one of the two junctions, either Finglas (North?) Road or Finglas Place be closed to traffic access and ingress. This will reduce potential junction conflicts.

We also suggest the closure of the the Griffith Road junction on to Finglas Road. Residents and businesses on this road can continue to have vehicular access via Tolka Valley Road.

## 3.6 Junction Improvement Suggestions

In general we wish to see clear cycle access details provided at all junctions on to the main artery. This has not been given in the outlined plans. This would of course include pedestrian and cyclist priority across all side roads at unsignalised junctions. Most of the minor junctions do give cyclists priority, but without a buffer, cyclists are still vulnerable to blind spots and left-turning motor vehicles. Raised crossings at these minor junctions should be installed wherever possible to encourage caution from drivers. For instance see some specific suggestions below:

3.6.1 Wellmount Rd / Finglas Rd junction provide lead-in cycle facilities including ASL at this junction

3.6.2 Clearwater Junction - We would like to see cycle track extended to Clearwater Centre to and from Finglas Road, and, while noting the improved proposed junction design, ideally avoid using a slip lane on northbound approach from Clearwater. But, if the slip lane remains it should be clear from final junction design that vehicles must yield to cyclists and pedestrians along the Finglas Road. This proposal demands that pedestrians heading along the main Finglas Road are required to make 3 separate crossing at this one junction. This is not acceptable. Would also like to ensure traffic exiting Clearwater is controlled so as to slow cars crossing the bike lane to access carriageway
Bicycle crossing should be cycleable and should be able to complete crossing on one go

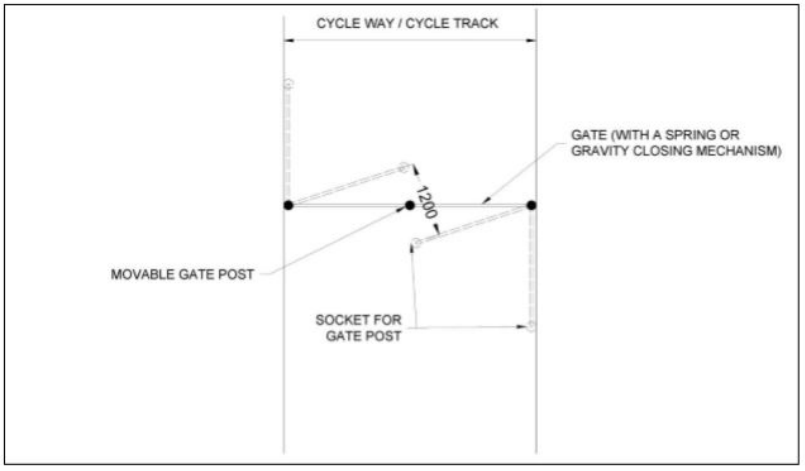
3.6.3 Glenhill Road Junction - consider banning the right turn from Glenhill Road on to Finglas Road, which would once again increase traffic movement along the main artery and reduce delays.

3.6.4 Tolka Valley Road junction
Similar to statements above, we would like to see bike lanes extended to Tolka Valley Road on both sides, but particularly under this project close to the main junction.

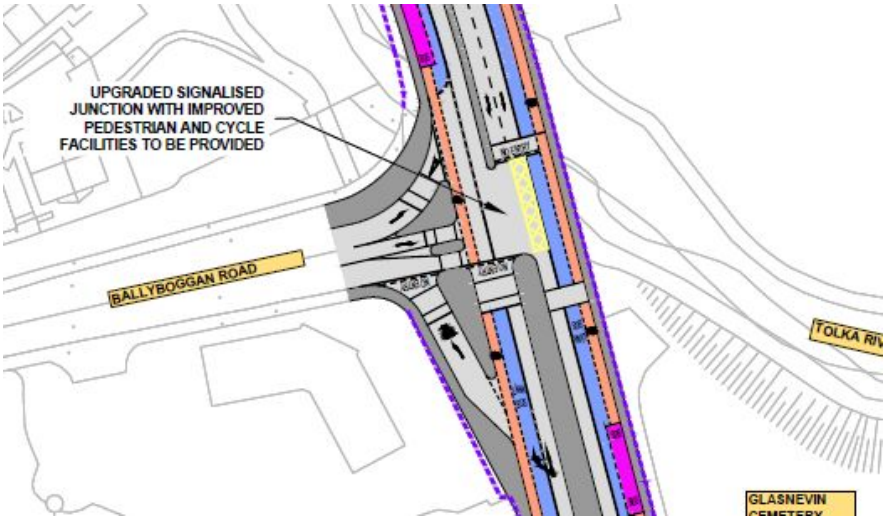
3.6.5 Old Finglas Road junction - Reduce sweeping turn from old Finglas Road southbound and similar to statements above, we would like to see bike lanes extended on to Old Finglas Road to provide protection to vulnerable cyclists. In this particular instance wand protected cycle lanes on Old Finglas road may be required.

3.6.6 Tie-in with Tolka Valley cycle route - The details of the links with the Tolka Valley Greenway route are critical, as this, together with the CBC improvements will undoubtedly lead to greater cycling. At the very least the access gate area to the present route westwards needs easier negotiation, and TII draft design - see below - should be considered.

**Figure 7.6 Cycle Gate**

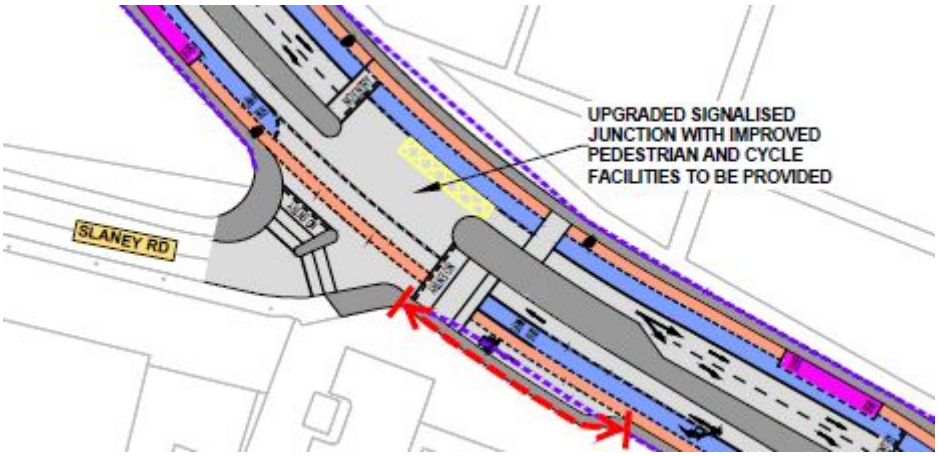



3.6.7 Ballyboggan Road junction - similar to statements above, we would like to see bike lanes extended on to Ballyboggan road, ASL at junction, and clear protection for cyclists from left turning outward bound traffic.




*Bike filter to Ballyboggan rd*

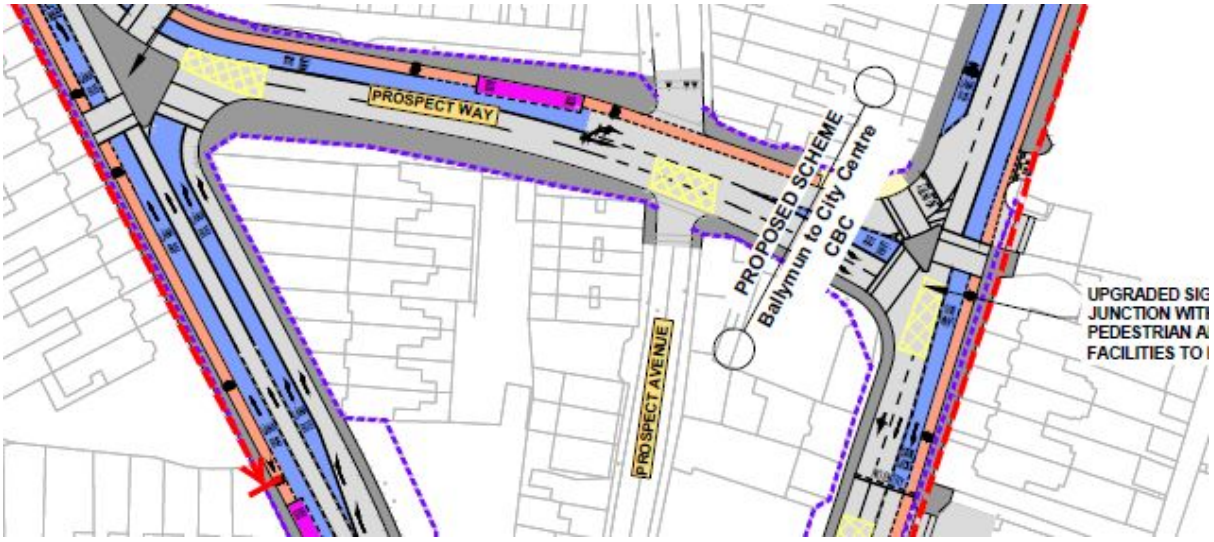
3.6.8 Slaney Road junction - similar to statements above, we would like to see bike lanes extended on to Slaney rd and ASL at junction, and clear protection for cyclists from left turning outward bound traffic.




## 3.7 Botanic Road/Prospect Way Area

This area needs serious protection for cyclists, in a very tricky fast flowing traffic situation. We suggest a number of ideas for consideration:

1. Remove 5 parking bays south of Dalcassian Downs to ensure continuity of bus and cycle facilities through this area.
2. Consider contra flow cycling route through Prospect Avenue northwards to link with Botanic Road/Ballymun Scheme
3. This contra flow route to be complemented by well designed toucan crossings at Prospect Way, and at the southern Phibsborough end



## 4.0 Conclusion

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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