



## **Core Bus Corridor 5: Blanchardstown**

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. There have been some minor improvements along this route but serious improvements are needed in Blanchardstown, along the Navan Road and in Stoneybatter.

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 limited number of welcome changes along this corridor including:

- The horizontal grass buffer between the cycle track and the road (map 5)
- The continuous cycle track on Navan Road/Nelphin Road junction (map 25)
- The inbound bus gate on Prussia Street/Manor Street (map 32)
- Providing more landscaping in Stoneybatter (map 32)
- Dedicated cycle tracks on Manor Street in Stoneybatter (map 32-33)
- Traffic filtering on Brunswick Street (map 33)
- Reducing North King Street to one lane (map 33)

## 3.0 Location Specific Comments

We understand that the designs are a work in progress but we must make clear that some of the designs in this round are still in need of significant improvement before they are safe for all.

### Blanchardstown Junctions

Many of the junctions around Blanchardstown shopping centre are completely lethal or impossible to navigate safely by bike. The junction on map 1 should be replaced by a Dutch-style protected junction. There are great examples at Whites Cross on the N11 (CBC 13, map 27), Airside junction on the Swords Road (CBC2, map 3) and Cloghran Roundabout on the Swords Road (CBC2, map 6). An example from a more compact junction is Griffith Avenue / Swords Road (CBC2, map 29).

The unprotected 'murder strip' of a cycle lane on the N3 overpass (map 1) needs to be replaced. Consider replacing the cycle tracks on the overpass with a two-way cycle track on one side.

The new junction on map 3 provides huge motor traffic capacity but little in the way of pedestrian or cycle facilities. The minimum number of pedestrian crossings someone needs to navigate is 4 and the maximum is 9.

### Shared Space Designs

Dublin Cycling Campaign rejects all unnecessary shared space designs. Shared spaces lead to poor quality-of-service to people walking and cycling. Many people with disabilities particularly reject shared spaces for understandable reasons. Visually impaired people don't want to be sharing space with people cycling. These shared spaces areas must be re-designed.

There are a number of unnecessary shared spaces near the Blanchardstown Bus Hub (map 3). There will be a huge number of pedestrian and cycle movements at this large transport hub. The proposed shared spaces and shared toucan crossings will provide a huge number of unnecessary conflicts between people walking and cycling. Providing separate but parallel pedestrian and cycle crossings similar to Coachman's Inn (CBC2, map 7) will eliminate the shared spaces and shared crossings.

The shared space at the corner (map 5) is to provide a switch over point between the road-side footpath and the verge-side footpath. This problem is removed by swapping the cycle track and footpath on map 4 so that the cycle track is always beside the road.

#### Blanchardstown Village

There is still no cycle path being proposed for the 2 km gap between Snugborough Road and Auburn Avenue. This lack of provision means that Blanchardstown Village will still be inaccessible by bike for many people. Castleknock Manor

#### Castleknock Manor

On map 14-15 the two-way cycle track runs along the edge of the Navan Road. As we pointed out in our last submission this is not the desire line for people cycling. The GDA Cycle Network Plan shows this section of secondary route 4A follow Castleknock Manor instead of the busy and loud Navan Road. This also better lines people cycling up with the pedestrian and cycle crossing of the M50 on the Old Navan Road.

We recommend that the cycle route move parallel to Castleknock Manor way from the Navan Road.

#### Ashtown Roundabout

The Ashtown Roundabout (map 20) is the intersection of a number of key cycle routes. All four arms of the junction are part of the GDA Cycle Network Plan. Ashtown Road is the link to the Royal Canal Greenway, Tolka Greenway and residential area at Ashtown. Castleknock Road is the link to the Phoenix Park. It is an objective of Dublin City Council to [connect up all of these routes](#) via the Ashtown Roundabout.

The Ashtown Roundabout design needs to accommodate cycle infrastructure on all four arms of the junction. It might be worth considering grade separation for people cycling.

#### Our Lady of Help's Church

The proposed cycle route on the Navan Road outside Our Lady of Help's Church (map 24) is messy. There is no bus stop bypass for people cycling. There is a space left for parking/drop-off inside of the cycle track. This area should be re-designed to provide a parking protected cycle track and bus stop bypass.

### Cabra / Old Cabra Road Junction

The proposed junction in this round is an improvement on this previous round, however, it still falls seriously short of what is required. Similar to the Ashtown Roundabout, all arms of this junction are designated routes of the GDA Cycle Network Plan. This design needs to accommodate people cycling in all directions and not just from Navan Road to Old Cabra Road. For example, it is impossible to cycle from Old Cabra Road to Ratoath Road.

### North Circular Road Junction

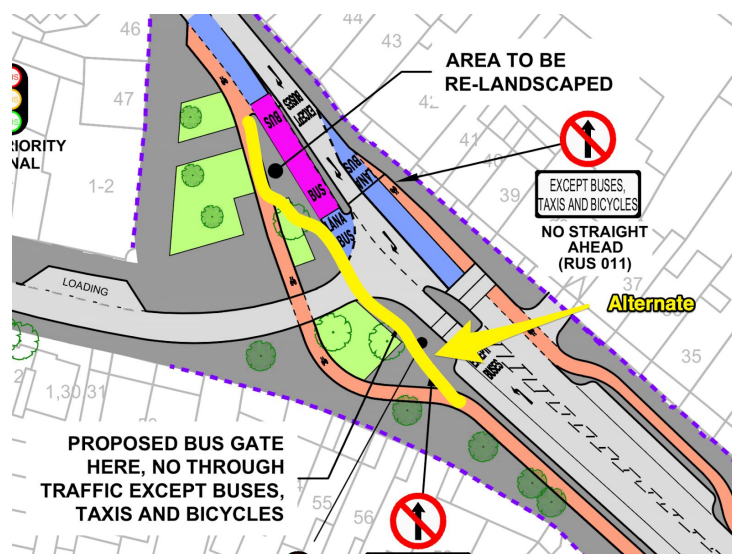
The proposed North Circular Road junction (map 30) is a minor improvement on the previous round but falls well short of the best possible design. The Griffith Avenue / Swords Road junction (CBC2, map 29) provides a great template to follow at this location. It provides a high-quality Dutch-style protected junction.

### Prussia Street

The proposals for Prussia Street (map 30), particularly between the shopping centre and North Circular Road have disimproved significantly. The previous proposals included dedicated cycle facilities from North Circular Road to the shopping centre, which is a trip destination. The current proposals include no inbound cycle track.

### Aughrim Street Junction

The proposed Aughrim Street junction (map 32) is confusing and could be simplified to reduce confusion. We appreciate the effort made to bypass the bus stop on Prussia Street (map 32).



*An alternate localised routing of the Aughrim Street junction cycle track*

## Manor Street

We welcome the proposed dedicated cycle facilities on Manor Street (map 32-33). It is vital that people can cycle safely to their local urban village. However, we don't welcome the approach of narrowing the footpaths in Stoneybatter village to provide the space.

Dublin Cycling Campaign would much prefer if a full bus gate was implemented in Stoneybatter, similar to the Rathmines (CBC12) or Kimmage (CBC11) proposals on the southside. The full bus gate allows for the number of traffic lanes to be reduced to two for local access and buses. This would allow for much more generous footpaths in Stoneybatter.

Narrowing the footpaths in Stoneybatter is unacceptable as the current footpath widths hardly provide enough space for the current numbers of people walking in Stoneybatter.

## George's Lane

The proposal for George's Lane (map 33) is two traffic lanes northbound. This is excessive given that only local access traffic will come from Stoneybatter and limited traffic will come from Blackhall Place. Consider re-allocating this space to wider footpaths, tree planting, or wider cycle tracks.

## King Street North

We welcome King Street North (map 33) being reduced to one traffic lane. CBC3 on Church Street is only 350m away at this point. King Street North is identified by the GDA Cycle Network Plan as the link between these two cycle routes. We strongly recommend that how that future link will connect into this two-way cycle track be considered as part of this project.

## Queen Street

In the previous round the two-way cycle track on Queen Street (map 34-35) was 3m wide and the two general traffic lanes were 3.5m wide. Queen Street is a 30km/h road. The lane widths should be reduced to 3m with the excess space reallocated to people walking and cycling.

There's no cross-section provided for Queen Street but the traffic lanes appear wider than the two-way cycle track.

## Blackhall Street

The design for Blackhall Street remains unchanged from the previous round. The right hand lane is much wider than necessary. Narrowing this to 3 m would facilitate a greatly improved design including wider footpaths and parking protected cycle paths in both directions. We also do not believe that two traffic lanes are needed on this road, and we would like to see one removed with the space reallocated for people, trees and on-street parking.

## Blackhall Place

There is no clear need for a southbound general traffic lane between Blackhall Street and the Quays, given that southbound traffic is already being diverted to Queen Street. Removing this lane would allow for wider footpaths, tree planting, or cycle paths.

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