



## **Core Bus Corridor 9: Greenhills**

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:

- The use of protected junction designs on many of the junctions across the route. Though we recommend that the details of these be altered to match a Dutch-style protected junction as it includes better managed conflict points with pedestrians and motor traffic
- The horizontal grass buffer between the cycle track and the busy Greenhills Road (map 9-10)
- Closure of the Ballymount Road Upper (map 11)

- Providing dedicated two-way cycle tracks around the Walkinstown Roundabout (map 18), though this can be improved further to reduce the amount of shared space
- The parking protected cycle track on Long Mile Road (map 21)
- Significantly improved junction at St Mary's Road (map 23), though there are still issues like being unable to cycle from Kildare Road to Drimnagh Road.
- Closing Clonard Road and Bangor Road at Crumlin Road (map 25), which will reduce rat running
- Continuous cycle tracks through Dolphin's Barn (map 32)
- Maintaining the median with trees on Patrick Street and Nicholas Street
- New continuous cycle route and bus gate on Clogher Road (map 44-47) that will provide a safe cycle route

### 3.0 Location Specific Comments

#### Bus Stop Designs

There are an increased number of bus stop bypasses included in this round, which is great to see. Bus stop bypasses remove a serious, and potentially fatal, conflict between buses and people cycling. They are necessary to remove one of the conflicts that frequently prevents people from taking up cycling.

However, there are still many bus stops (map 8, 13, 32, 34, 35, 36) that could be replaced by bus stop bypasses. Bus stop placements need to be considered along this route. Some of the un-bypassed bus stops are very close to the next bus stop. Consolidating or better spreading out the bus stops will also be a significant advantage for bus users.

#### Greenhills Road

The old sections of the Greenhills Road (map 12, 14, 16) is being closed off at both ends as the main road uses Calmount Road. Can the designs at each end (map 12, 16) be altered to make it easy for people to cycle in and out? It is a more direct route towards Tallaght so it is a potentially attractive option for people cycling.

#### Walkinstown Roundabout

The roundabout design is significantly improved from the previous design, but it is still far short of its potential. The amount of shared space could be further reduced. The pedestrian and cycle crossing points on many arms of the junction are set back quite

far from the roundabout. This makes walking and cycling journeys indirect. This is particularly true on the St Peter's Road arm of the roundabout.

#### Bunting Road to Walkinstown Roundabout

As we mentioned in our last submission, it isn't at all clear how someone cycling out of the city on Bunting Road (map 18) would navigate their way back to Greenhills Road by bike. The right turn out of Bunting Road isn't an easy manoeuvre, which makes this junction unsuitable for people of all ages and abilities.

#### Parking Bunting Road

The perpendicular parking on Bunting Road (map 18) should be reconsidered. Perpendicular parking has a bad safety record, particularly for people cycling who are not as visible for a reversing driver.

#### Dolphin Road / Crumlin Road Junction

The Dolphin Road / Crumlin Road junction (map 31) should be replaced with a Dutch-style protected junction. There is also a missing pedestrian crossing on the canal side of the junction.

#### Cork Street

The cycle tracks on Cork Street (map 33-35) will mostly be unsegregated painted cycle lanes given the number of inline bus stops and parking zones inside of the cycle lane. This will not provide a high-quality and safe cycle route for people of all ages and abilities.

Consider replacing the parking with a parking protected cycle track and the bus stops with island bus stops.

#### Patrick Street / Dean Street Junction

Under no circumstances should the design of that junction at Patrick Street / Dean Street (map 36) be built. It is neither a protected junction or an unprotected junction but a weird hybrid, similar to the equally dangerous junction on Lombard Street, recently installed by Dublin City Council.

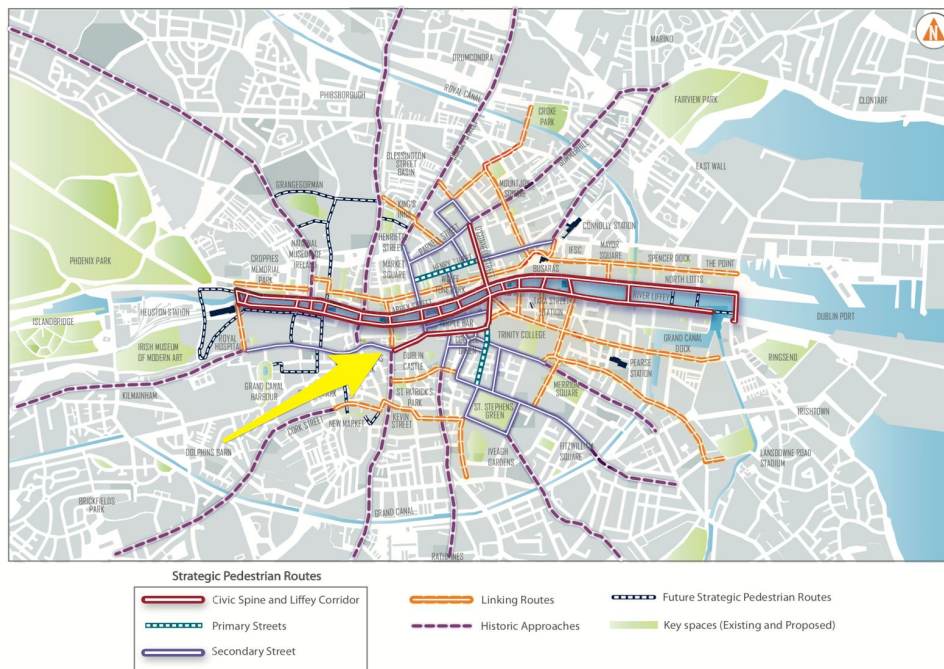
Instead replace this with a Dutch-style protected junction. There is a good example on Drumcondra Road (CBC2, map 29) that would be worth copying into this location.

## Christchurch Junction

The Christchurch junction (map 37) is not an easy junction to design but it is good to see the 'murder strip' cycle lanes proposed in the last round removed in this round. The design of this junction depends hugely on the traffic demands on Winetavern Street and Christchurch Place/Lord Edward Street, which is affected by a potential bus gate on Parliament Street and traffic filtering on Greek Street as part of Core Bus Corridor 2.

This junction is massively oversized, given that this is part of the core of Dublin. The Dublin City Development Plan identifies this junction as a key connection between a number of strategic pedestrian routes.

**Fig.3 Making a Legible City – Key Spaces and Connections**



*Extract of Dublin City Development Plan, Chapter 4, pg 56*

Consider more traffic management on the adjoining roads, such as turning restrictions or removing through-traffic, in order to reduce the size and complexity of this junction.

It isn't at all clear how someone cycling from Christchurch Place would currently cycle to High Street. It might make sense to include two-way cycle tracks on some arms of a Dutch-style protected junction similar to Coldcut Road (CBC7, map 5).

Dublin Cycling Campaign strongly believes that the cycle track layout on Christchurch Place, Lord Edward Street, Fishamble Street and Werburgh Street needs to be considered in order to arrive at the right design for the Christchurch junction. Our preferred solution includes a bus gate on Parliament Street, a two-way cycle track on Lord Edward Street/Christchurch Place and a cycle modal filter at the junction of Christchurch Place and Werburgh Street.

#### Bunting Road Cycle Track Width

The width of the cycle tracks on Bunting Road are 1.55m (map 38-41). This is too narrow for a secondary cycle route. A secondary cycle route should have cycle lanes in the 1.5-2m range. Long sections of 1.55m wide cycle tracks will make it difficult for people to overtake other people cycling. We understand the constraints, including the existing trees. The NTA should consider localised widening of the cycle tracks to 2m to allow for overtaking.

This could be similar to the approach being taken on St Mobhi Road (CBC3, map 8), where the cycle track narrows at each tree pit and then widens again between trees. This compromise will provide a wider cycle track that is closer to the quality-of-service level required on Bunting Road.

#### Kildare Road

The quiet street treatment on Kildare Road (map 41-42) needs significantly more detail and changes. The current proposal includes a 6.5m wide shared street with 2.5m allocated for on-street car parking on one side. This is too wide given the proposed layout. Speed ramps are one of the least effective methods of traffic calming.

Dutch cycle streets rely on two aspects in order to be successful:

1. The ratio of people cycling to driving, otherwise the number of people cycling will not regulate the speed of those driving.
2. The design elements of the street including the use of different surfacing, optical narrowing, raised central bumps to discourage overtaking.

Kildare Road should narrow the carriageway from 6.5m, which will reduce speeds and still allow for two-way bus movements. Kildare Road should consider more build-outs and alternating the car parking in order to create chicanes to further slow traffic.

## Clogher Road Quality-of-Service

Clogher Road (map 45-47) is being used as the replacement Primary Cycle Route for Crumlin Road. Primary cycle routes should have a quality-of-service of A+/A using the National Cycle Manual.

The number of bus stop conflicts on Clogher Road mean this route cannot be A+/A. With a few design changes the bus stops on Clogher Road could be changed to bus stop bypasses, which would remove the conflicts and significantly improve the safety and quality of this cycle route.

The width of the proposed cycle tracks are 1.55m. This is too narrow to allow for easy overtaking without overhanging the adjacent traffic lane. Consider widening the cycle tracks to a minimum of 2m, even in localised areas to allow for overtaking.

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