



## Clonskeagh Road (UCD to Dodder): November 2020

Contact: [dlr@dublincycling.com](mailto:dlr@dublincycling.com)

Twitter: [@dlrcycling](https://twitter.com/dlrcycling)

Website: [dublincycling.com](http://dublincycling.com)

### 1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign is a member of Cyclist.ie, the Irish Cycling Advocacy Network. We want to make Dublin a safe and friendly place for everyone, of all ages, to cycle and walk.

We thank Dún Laoghaire-Rathdown for updating these proposals and thereby making them safer for people walking and cycling. We welcome the opportunity to give further feedback on the updated scheme.

### 2.0 Positive elements to the updates

#### 2.1 Removal of Beech Hill Road right turn lane

We are very happy to see that this right turn lane has been removed, and that the extra space has been used to provide cycling infrastructure through the junction. As we argued in our original submission, there isn't enough space to make this junction safe for people cycling without removing the right turn lane.

We recognise concerns that this change may lead to increased congestion. However, we believe that, should this extra congestion materialise, it can easily be managed with turning restrictions at the junction and/or filtered permeability on Beaver Row. We provide more detail about these suggestions later in the submission, but we strongly reject suggestions by some that the right turn lane should be retained in order to facilitate the movement of motor traffic through this junction.

## 2.2 Safer bus stop designs

We strongly welcome the decision to add island bus stops to this route. Traditional in-line bus stops force the smallest and most vulnerable road user to compete for space with double decker buses. This is hostile and dangerous, especially for children and less experienced cyclists. Island bus stops remove this risk, making cycling accessible to a larger group of people.

However, it is vital to get the details right with these bus stops. Many island bus stops in Dublin are badly designed, with poor sightlines, ambiguous priority, and other features which disproportionately affect people with disabilities. Among other things, there should be a 60 mm height differential between the cycle path and the footpath/bus stop, the crossing point should be clearly indicated with tactile paving, dropped kerbs and priority markings, and street furniture should be minimised.

## 2.3 Minor Road treatment

We are happy to see that measures have been proposed to substantially improve safety and comfort of pedestrians and cyclists around junctions with minor roads. The tightening of corner radii, especially on Clonskeagh Drive, will force motor traffic to slow down before turning, creating a much safer environment for all. We are also pleased to see raised crossings being proposed, further improving pedestrian safety.

The decision to make Whitebeam Road exit only will significantly improve cyclist safety. Presently, northbound cyclists on Clonskeagh Road are often obscured by stationary or slow-moving traffic, increasing the risk of a collision with right turning cars. Meanwhile, southbound cyclists are routinely endangered by drivers using the cycle lane to undertake drivers waiting to turn right. The proposed change will eliminate both of these dangers.

## 2.4 Wider footpaths

We welcome the footpaths being widened from 1.5m to 2m on both sides of the road between Beech Hill Road and Whitebeam Road. This will make walking safer and more comfortable for people, particularly families and local people.

## 2.5 Wider cycle tracks

We welcome the 2m cycle tracks through the Dodder Bridge junction. This is the necessary width for such an already busy route, which will become busier in the coming years as the Dodder Greenway is completed and the route through Ranelagh and into the city centre is completed.

The extra width makes the lanes safer. This is not to be "ideal". This is to keep people alive while cycling.

## 2.6 Safer crossings for pedestrians

The crossing distances for pedestrians on both sides of the Dodder bridge are now shorter, which benefits pedestrians who walk slower. The same is true of Whitebeam Road, Whitethorn Road and the other minor roads.

The crossings across minor roads are also made safer by the raised tables and narrower corners that reduce speeds.

These improvements will particularly benefit people who live locally and who walk or run on these footpaths.

## 2.7 Relocation of bus stops

The relocation of some of the bus stops to make more room for pedestrians is very welcome. The relocation of the bus stop to the public space in front of Clonskeagh Motors is very welcome.

Relocation of bus stops has no impact on no economic impact on commuters based on choice of bus stop.

## 2.8 More cycle track segregation

The segregation of the cycle tracks right up to the entrance to minor roads is very important for cycling safety and we strongly welcome this.

# 3.0 Addressing concerns

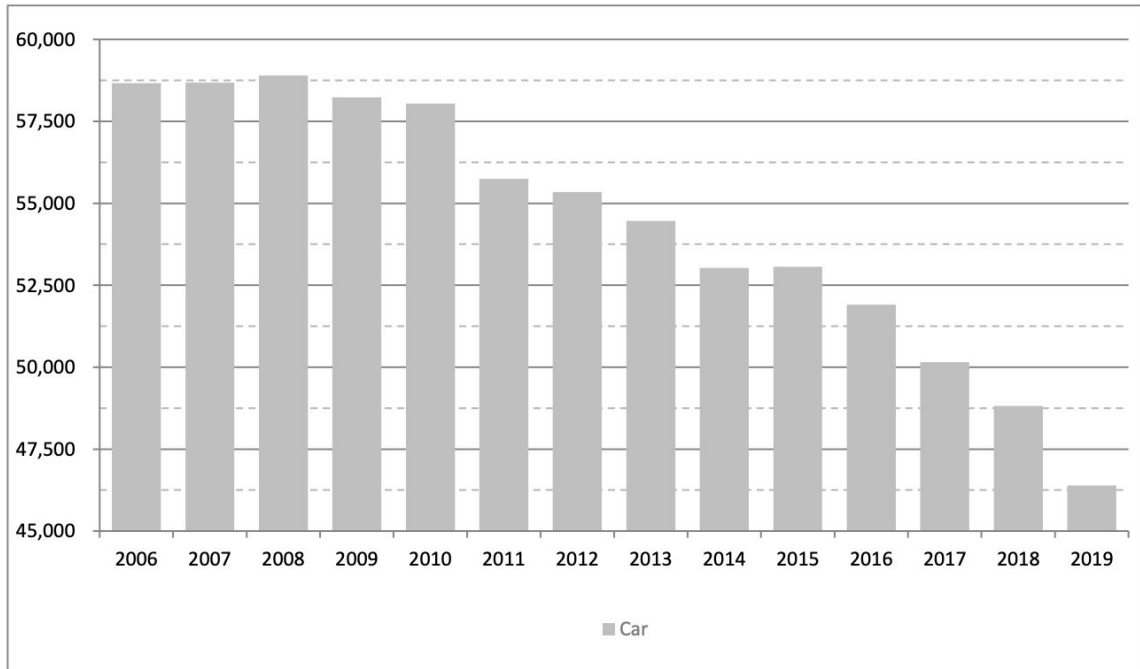
Safety of the new infrastructure and the perceived safety of it are necessary to bring about the necessary modal shift towards walking and cycling. This is a once in 30 years opportunity to re-prioritise public road space to efficient modes of transport.

## 3.1 Traffic flow

Any negative effects of the removal of the right turn lane onto Beech Hill Road will be offset by traffic evaporation - through modal shift and drivers switching to different routes such as the N11.

Additionally, the long-term effects of Covid-19 have accelerated the year on year decline of private cars entering Dublin city centre during morning peak.

**Number of Cars Crossing Cordon in AM Peak Period, 2006-2019**



[NTA/Dublin City Council Canal Cordon Count report 2019](#)

Notwithstanding this, the safety of sustainable transport users and the necessity for modal shift are higher priorities at local and national government than “traffic flow”. Therefore, if traffic on Clonskeagh Road does get worse, the issue must be addressed without reinstating the turning lane. One option would be to install bollards to prevent northbound traffic on Beech Hill Road from continuing onto Beaver Row. This would have a number of benefits:

1. It would ensure that the only traffic turning onto Beech Hill Road is local traffic bound for the business park, not through traffic bound for Ballsbridge or the city centre. This would mean less pressure on the Beech Hill Road junction, and lower volumes of northbound traffic on Clonskeagh Road in general.
2. It would also improve traffic flow on Beaver Row, which is currently far too narrow for the large volumes of traffic it carries in both directions.
3. Finally, it would tie in with the Dodder Greenway, by allowing Beaver Row to be made southbound only between Beech Hill Avenue and the business park, with the northbound lane converted into a cycle path.

### 3.2 Whitethorn Road & Whitebeam Road

Whitethorn Road should receive traffic calming treatment to reduce rat-running. Including footpath build-outs and junction narrowing en route to Milltown Bridge Road.

No resident on Whitebeam Road will have longer than a 100 metre detour for car journeys. This should not be considered a sufficient diversion to warrant putting people’s safety at risk.

### 3.3 Emergency services

Emergency services are permitted to drive through a no entry sign or the opposite way up a one way street. Adding a filter on Whitebeam Road will have no impact whatsoever on emergency services.

### 3.4 Kerbs do not materially impact people from driving out of their driveways

People can still exit driveways when there is a kerbed cycle lane on the public road outside their house. Mild inconvenience for drivers does not outweigh safety needs of people taking sustainable modes of transport.

### 3.5 Neighbourhood serenity

“Neighbourhood serenity” does not outweigh safety needs of people taking sustainable modes of transport.

### 3.6 Parking/commercial vehicles

The current practice of commercial vehicles and private vehicles parking on grass verges, footpaths and cycle lanes on Clonskeagh Road should be dealt with by the Gardai. There are sufficient parking spaces on Whitebeam and Whitethorn Roads. There are sufficiently large driveways on this road to accommodate visitors and commercial vehicles.

## 4.0 Improvements requested

### 4.1 Beech Hill Road junction

While improvements to this junction are very welcome, there are still a number of significant hazards which will make this revised junction design hostile to less experienced cyclists. We believe that many of these issues can be addressed without major changes.

1. This design creates a significant risk of southbound cyclists being caught in vehicle blind spots and left hooked by turning cars. This conflict can be avoided by bending the cycle path away from Clonskeagh Road, and installing a corner kerb to make cyclists more visible to drivers. An example of this can be seen on Lombard Street in Dublin 2.
2. The layout of Beech Hill Road is proposed to be left unchanged. This is a missed opportunity. This road poses a major hazard for cyclists, with a number of dangerous pinch points. For example, in heavy traffic, it is extremely difficult for outbound cyclists to filter through the queue, with mere centimetres between stationary cars and the footpath. A poorly timed green light signal can easily leave a filtering cyclist at high risk of being clipped as cars start to pull away. A better design would reduce Beech Hill Road to one lane in each direction, and use the extra space to install cycle paths in each direction, at least as far as the business park. These cycle paths should have their own signals at the junction to eliminate all conflict between cyclists and turning drivers.

3. Cyclists are unable to turn right onto Beech Hill Road without pulling out in front of fast moving traffic. This is not safe for all ages and abilities. There needs to be a dedicated space for right turning cyclists to wait, with cycling traffic light to connect to the new cycle lane proposed in the previous point.
4. This design relies on plastic wands to prevent drivers from encroaching on the cycle paths. These wands are great for retrofitting legacy junctions that were previously poorly designed. However, their effectiveness is limited and they should not be part of any permanent scheme. Instead, concrete kerbs should be used, and the cycle paths should remain raised through the junction.

#### 4.2 Whitebeam Road & Whitethorn Road

The yellow box junction should also extend to cover the cycle-only entrance to Whitebeam Road.

Closing off the Whitebeam Road junction entirely would be preferable. Drivers nosing out onto Clonskeagh Road or blocking up the junction while turning left onto Clonskeagh Road during busy traffic times is still commonplace and presents a risk for all who cycle along this road.

## 5.0 Conclusion

Dublin Cycling Campaign look forward to the implementation of this improved scheme on Clonskeagh Road.

We hope that Dún Laoghaire-Rathdown County Council will take on board our suggestions to improve the proposals. We are happy to meet at any stage to discuss the details.

On behalf of Dublin Cycling Campaign (DLR group):

Oisín O'Connor  
Roebuck Castle,  
Clonskeagh

Arran Bolger  
Annsbrook,  
Clonskeagh