



Core Bus Corridor 1: Clongriffin

16th December 2020

1.0 Introduction

Dublin Cycling Campaign is a registered 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.

2.0 Cycling for All

The goal of the cycle routes must be to enable people of all ages and abilities to cycle. Cycling can be an option for almost everyone if we design for it correctly.

When cycle routes measure up to international best practices we will see kids cycling to school with their parents, teenagers cycling to the cinema, commuters cycling to work and older people cycling to the shops.

Only by enabling many people to cycle, by making it a realistic choice, can we deliver the potential modal shift changes. Whenever a new person starts cycling society reaps the benefits of improved public health, reduced congestion, and better liveability for our urban places. The maximum benefits of cycling are only achieved by designing cycle routes that enable the largest cross-section of society to cycle.

3.0 General Points and Summary

This corridor has the potential to be a great high-quality cycling route but it is falling short because of a number of design decisions.

3.1 Junctions

Along the corridor the junction designs are poor. We strongly recommend using Dutch or Cyclops style junctions, particularly for the larger multi-lane junctions on the dual carriageway sections of the Malahide Road. For the full information on junction design please see the main Dublin Cycling Campaign submission on junction design.

3.2 Buffer Space

There is no buffer space between the cycle track and the adjacent bus lane, particularly along the 60km/h sections of the Malahide Road. This buffer space is vital for making the cycle route feel more comfortable

3.3 Width of Cycle Tracks

The width of the cycle track is never more than two metres. This is primary cycle route 7A in the Cycle Network Plan. It will be handling large volumes of people cycling at peak times. We recommend expanding the cycle tracks to 2.25m in areas where there is extra space.

3.4 Cycle Tracks on All Major Junction Arms

There are a number of major junctions along the route that do not include cycle tracks on all arms of the junction including: Blunden Drive (map 8); Tonlegee Road (map 11); Collins Avenue (map 17). Adding cycle tracks to all major junction arms is vital so that people cycling can safely make it through the junction, and future-proofs the junction for tie-ins with future cycling infrastructure schemes on perpendicular roads.

4.0 Location Specific Points

4.1 Cycle Tracks to Clongriffin Train Station

There are no cycle tracks along main street to Clongriffin train station (map 1-2). These are vital for connecting people to the train station and the town centre in Clongriffin.

4.2 Buffer Space by Petrol Station

We are concerned about the lack of buffer space between the cycle track and the adjacent traffic lane particularly at the petrol station on the Malahide Road (map 9). The cycle track should be beside the footpath with the grass buffer between the cycle track and the road. This extra space between the cycle track and the road provides an

element of forgiveness and makes it clearer for people cycling if someone driving is going to pull into the petrol station. The entrances into the petrol station should be raised treatments to slow vehicles entering or exiting the petrol station so that this conflict can be better negotiated between people driving and people cycling.

4.3 Size of the Crown Paint Decor Centre Entrance

The entrance to the Crown Paint Decor Centre on the Malahide Road (map 10) is exceptionally large. While we welcome the raised treatment at this junction we also recommend trying to reduce the size of the junction as much as possible. A tighter crossing will reduce traffic speeds providing a safer crossing for people cycling.

4.4 Brookville Park Junction

We have strong concerns about the proposed Brookville Park junction (map 13) with the Malahide Road. The existing junction is an exit only junction. The proposed layout is for a two-way entrance. We have two concerns about this being a two-way entrance for motor traffic:

1. In order to support two-way traffic it must be wider than just a one-way traffic entrance. This leaves people cycling exposed to a larger junction than necessary.
2. The current arrangement to allow traffic in this junction means that Brookville Park will effectively act as a second general traffic lane outbound along this section of the Malahide Road. It is creating a new rat run up Brookville Park and main street to the Tonleage junction bypassing congestion on the Malahide Road. It isn't clear why this change is needed.

We strongly oppose the proposed change to this junction as it provides more motor traffic capacity, creates a new rat run and endangers people cycling.

4.5 Elm Road Junction

We again recommend that you close the Elm Road junction (map 17) with Malahide Road. This is another entrance off the Malahide Road that creates another conflict point with people cycling. Elm Road also acts as a rat run for traffic turning left onto Collins Avenue wishing to skip the traffic lights.

There would still be easy local access from Collins Avenue and Donnycarney Road.

4.6 Brian Road

The transition for people cycling from the two-way cycle track onto Brian Road (map 20) is still a little complicated. Given that the NTA is proposing to ban the right turn off the Malahide Road into Brian Road to stop rat-running, why not also close the left turn into Brian Road? This would make Brian Road exit only onto Malahide Road.

Not only would this help to further reduce rat running on this residential street it would also make the right turn for people cycling into town much simpler as they only need to negotiate traffic from one direction.

4.7 Malahide Road / Fairview Junction

The latest version of the Clontarf to City Centre scheme by DCC includes a cycle lane outbound on Malahide Road. Even this short section of cycle lane is useful for people to connect into St Aidan's Park (map 21) and into the quiet streets of Marino. In the Clontarf to City Centre scheme and this Core Bus Corridor there is a dedicated right-turn lane into St Aidan's Park from the Malahide Road. Should space be allocated to this right-turn lane ahead of a safe cycle lane?

There are many other ways to provide adequate local access to Marino without using valuable space at an extremely busy junction for this right-turn lane when there is no cycle lane.

Summary

The cycle route along the Malahide Road is still falling short of where it could and should be. We strongly recommend that more focus be applied to the junctions, both big and small, and to provide more comfort for people cycling along the 60km/h dual carriageway sections of the Malahide Road.

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