



Core Bus Corridor 11: Kimmage

16th December 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 design of this CBC route and we welcome the alternative cycle route along the Poddle river.

2.0 General Points and Summary

Dublin Cycling Campaign broadly welcomes the proposals for CBC 11 from Kimmage to City Centre. This CBC will provide significant improvements for cyclists and pedestrians compared to both the current situation and the previous Emerging Preferred Route (EPR).

As noted in our previous submission, the long stretches of *segregated* cycle tracks will provide a safe and direct route. Equally, the Poddle Cycleway will provide a quiet and attractive alternative cycle route. The retention of existing on-road cycle lanes along Lower Kimmage Road will facilitate experienced cyclists who want a more direct route. The reduction in traffic as a result of the bus gate and the introduction of the 30km/h speed limits along a significant stretch of the corridor will help to create a quieter and more attractive location for residents and those passing through.

In relation to the changes since the design published in March 2020, we welcome:

- The shortening of the cycleway through Ravensdale Park that will reduce impact on trees and the amenity value of the park
- The additional footbridge at Robert Emmet Bridge to provide additional space for pedestrians and cyclists

However, we feel that the following elements need to be reconsidered:

- The addition of parking spaces on the Eastern side of Kimmage Road Lower (near Sundrive Road) with no buffer zone for cyclists will make this section less safe for cyclists than the current situation
- Considerable thought has been given to car parking spaces, but no space has been allocated for cycle parking. The design of the route will make it more attractive to do local trips and shop by bike, so space should be allocated for cycle parking, including larger bikes, e.g. cargo bikes, along the route.

We also feel that the plans need to take account of changes to travel patterns as a result of the pandemic, including:

- reduced capacity on buses and more people cycling
- more short local journeys, often by bicycle, as a result of working from home
- reduced traffic volumes, but unfortunately an increase in speeds, leading to more serious collisions

Even when the pandemic is over, many people will continue to work from home. This means the design must consider not just the route into the city centre, but connectivity with other routes along the way. And serious consideration is needed on how compliance with speed limits will be achieved, in order to make the routes safe for pedestrians and cyclists of all ages.

3.0 Location Specific Points

Map 1 – KCR – Ravensdale Park

We welcome:

- The junction upgrade to provide better pedestrian and cyclist facilities (particularly the single stage pedestrian crossings on each of the four arms)
- The shortening of the cycleway through Ravensdale Park that will reduce impact on trees and the amenity value of the park
- The toucan crossing which will enable outbound cyclists to join the cycle lane on

As noted in the summary section, we welcome the bus gate at its new location allowing only buses, taxis and bicycles through. We also welcome the 30km/h speed limit.

We question the need for bus lanes along this section as the bus gate further on will reduce the traffic volumes. The removal of the bus lanes from the plans would provide space to plant trees along a median island, and would allow the segregated cycle lane to continue up to the bus gate, rather than going through the park.

Map 2 Kimmage Road Lower

We note that you did not adopt our suggestion of creating a segregated cycle lane for this section of the road, rather than adding a median island with trees. However the trees will have the effect of visually narrowing the road and hopefully lead to a reduction of traffic speeds along this section.

Map 3 – Kimmage Road Lower – Sundrive Road

We welcome the toucan crossing on Sundrive Road and the Poddle cycleway proposals.

Our comments from our previous submission still stand:

“The public realm improvements have resulted in the existing on road cycle lane being removed and the addition of parking spaces on both sides of the road. While the public realm improvements are very much welcome - that current space is far too car dominated and insufficiently pedestrian friendly - the impact on cyclists will be negative: they are at risk of being ‘doored’ and have to share the road with buses. By reducing the pavement area there is enough room to include both the public realm improvements and retain the on-road cycle lanes.”

We also note that no space has been allocated to cycle parking at this location.

Map 4 – Mount Argus Park

We welcome the quiet street treatment in Mount Argus.

We note that our suggestion of moving the inbound bus-stop at Mount Argus was not adopted.

Map 5 – Kimmage Road Lower

We welcome the Poddle Cycleway proposals and the retention of existing on-road cycle lanes

Map 6 – Harold’s Cross Park

We welcome the cycle track along Harold’s Cross Road (South-East).

Consideration needs to be given to how children cycling to the new Educate Together School will travel to/from the Poddle Greenway or Lower Kimmage Road, by providing toucan crossings, and possibly a route through Harolds Cross Park.

The footpath along the western side of the park is very narrow, so options to widen it should be considered.

Map 7 – Harold’s Cross Road

We welcome the segregated cycle lanes and bus stop by-passes along this section. However we are concerned that the width of the cycle lane is 1.25m-2m. The minimum acceptable cycle lane width from a safety perspective is 1.5m, and given the volume of cyclists using this route, a wider cycle lane would be desirable.

At the junction at Harolds Cross Park, the outbound cycle route on the inside of on-street parking spaces. We note that there is no buffer zone between the cycle lane and the parking spaces. This design is not safe for cyclists, so we ask that the on-street parking spaces are removed at this location. The alternative parking locations that are under consideration would be far preferable.

As noted in our previous submission, this section of road is a busy cycling route, and heavily used by parents and children attending the current primary and new secondary school, so a speed limit of 30 km/h is needed.

Map 8 – Harold’s Cross Bridge

We welcome the addition of a second footbridge to provide space for cyclists and pedestrians. We suggest that contraflow be permitted along Windsor Terrace as far as Bloomfield Terrace so that cyclists travelling from Rathmines can access the CBC11 route.

We welcome the segregated cycle track on both sides of the road and the bus-stop bypasses.

As noted in our previous submission, the design needs to connect with the future development of the Grand Canal Cycleway (GCC) from the Portobello area westwards up to Suir Road on the northern side of the canal.

Map 9 – Clanbrassil Street Lower

We welcome the 2m wide segregated cycle tracks, the bus stop bypasses, and the addition of a median line of trees. This will make the road much more pleasant for residents and safer for cyclists than the current layout.

Some space should be allocated to cycle parking outside the shops, cafes and takeaways along this section.

Map 10 - Clanbrassil Street Lower

We welcome the 2m wide cycle tracks and the bus stop bypasses.

We are disappointed that our suggestion in our previous submission, to reallocate one of the traffic lanes at the Kevin Street junction to cyclists has not been adopted.

Map 11 - Derravaragh Road

We welcome the traffic closure with bicycle gates which will reduce traffic and give permeability to cyclists, and the addition of trees along this section.

Map 12 – Poddle Park

We welcome the Poddle Cycleway proposals.

As noted in our previous submission, there are no details given of the Quiet Street Treatment.

Map 13 – Blarney Park

We welcome the Poddle Cycleway proposals.

We welcome the cycle tracks on the section of Sundrive Road. The cycle lanes along the length of Sundrive Road should be upgraded to provide connectivity to people living here, and to other Bus Connects routes.

Map 15 – Rathgar Avenue

We welcome the proposed bus gate at Kenilworth Square.

I would be grateful if you could acknowledge receipt of this submission.

Kevin Baker

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