



## **Core Bus Corridor 3: Ballymun**

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

The one of the most pervasive issues on this corridor is the junction designs, particularly along the Ballymun Road. The Ballymun Road is a heavily-trafficked dual

carriageway with large junctions. The proposed Dublin-style junction designs will lead to either long waits for people cycling or a high-likelihood of left-hook collisions from motor traffic. We strongly recommend that this corridor use Dutch-style or Cyclops-style junctions. There are more details in the Dublin Cycling Campaign junction design submission.

## 4.0 Location Specific Points

### 4.1 Number of Traffic Lanes on Ballymun Road

We welcome the reduction in the number of traffic lanes along some sections of Ballymun Road (map 2-3), as we requested in the last public consultation. This has created much needed space for trees and on-street car parking in the centre of Ballymun.

However, we'd encourage you to go even further and consider removing the second general traffic lane along the entire road, particularly between Ballymun and Mobhi Road (map 3-7). This space could be reallocated to provide more trees, wider footpaths, wider cycle lanes, more generous bus stops, dedicated left-turn lanes for motor traffic at junctions or even two-way cycle tracks near DCU and the future MetroLink station.

There isn't the need for two general traffic lanes considering the potential for modal shift to active travel and public transport along this corridor as a result of this project and MetroLink.

### 4.2 Changes to Ballymun Road / Griffith Avenue Junction

We welcome the changes to the Ballymun Road/Griffith Avenue junction to provide better cycling facilities (map 7) and a more coherent junction generally.

### 4.3 Unclear Crossing

It is unclear how people cycling along the two-way cycle track on Mobhi Road (map 9) would cycle onto Mobhi Drive. Is there a toucan crossing? Where do people cycling wait for the light?

#### 4.4 Traffic Lane Widths

We strongly encourage the design team to reduce motor traffic lane widths as much as possible as this is a proven way to reduce speeds. The traffic lane widths on Ballymun Road (map 7A) appear to be quite large for motor traffic.

We recommend that motor traffic lanes be kept at a fixed width (3-3.25m) and that if there is extra space it is used for wider footpaths or wider cycles.

#### 4.5 Left-hook collisions at Botanic Road Junction

We are concerned about the potential for left-hook collisions for people cycling at the Junction of Botanic Road and Fairfield Road (map 9A). For people cycling out of the city, many of them will want to continue straight at this junction towards Mobhi Road. The through-motor-traffic is being diverted left to continue onto Botanic Road.

This is a location with a strong-left turn for cars and a straight-ahead for cycle traffic. This increases the likelihood of left-hook collisions. We would recommend that the design team investigate using traffic lights to give people cycling an advanced start and give people cycling more protection at this junction with a concrete island.

#### 4.6 Prospect Way / Botanic Road Junction

While we are supportive of the concept of the two-way cycle track around the gyratory at Prospect Way / Botanic Road (map 11) we are concerned about the current design details.

The two-way cycle track on Botanic Road ends abruptly at the toucan crossing with no waiting space for people cycling. The outbound cycle lane is actually aligned head-on with the inbound cycle lane.

We also don't feel that toucan crossings are appropriate at this location given this is a busy pedestrian and cycle route.

This junction needs to be re-designed to give people walking and cycling their own crossings and to provide enough waiting space for people cycling. More space is needed than the current design offers.

#### 4.7 Double Bus Stop on Prospect Road

There are two inline bus stops Prospect Road (map 12). Can the bus stop with the large amount of shared space be deleted please.

#### 4.8 Road widening in Phibsborough Village

We strongly agree with the 'Beyond the Junction' campaign run by Phibsborough residents that Phibsborough village should be re-thought under BusConnects so that it isn't just a busy junction but a good liveable village. The current BusConnects plans do not offer a liveable village. It offers road widening and footpath narrowing (map 13). It offers no cycle lanes in the village, despite that being a key destination for many people.

#### 4.9 Reduce Rat Running on Royal Canal Bank

Royal Canal Bank (map 12-13) is currently a rat-run being used to avoid the no-right turn ban at the main junction in Phibsborough village. This extra traffic decreases safety for people cycling on this primary cycle route.

We recommend that this rat-running traffic be tackled.

#### 4.10 Connection to CBC5: Blanchardstown

As we mentioned in our last two submissions we strongly recommend that thought is given to how the cycle route on CBC5 at Queen Street can be connected to the cycle route on this corridor. The two cycle-routes are only 300m apart. There are only two options: North Brunswick Street and North King's Street (map 16).

We're not saying that BusConnects needs to build the connection but the junction designs for this corridor should consider how these two cycle routes will connect in future.

Our preference would be for a contra-flow cycle lane or two-way cycle track on North King's Street. That is the secondary cycle route in the GDA Cycle Network Plan and it would provide a good link onwards up to CBC2 on Dorset Street.

#### 4.11 Alternative Cycle Route to Quays

We still don't understand why the alternative cycle route to Church Street is using St Michan's Street (map 17A) instead of Greek Street and Chancery Place. Greek Street and Chancery Place are the route in the GDA Cycle Network Plan. These streets also

connect to O'Donovan Rossa Bridge, which would allow connections across the Liffey and not just to the North Quays.

Kevin Baker  
Chairperson  
Dublin Cycling Campaign  
% Tailor's Hall,  
Back Lane,  
Dublin 8

Registered Charity Number (RCN): 20102029