



## **Core Bus Corridor 4: Finglas**

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

Given the nature of this corridor along the Finglas Road the most important aspect to get right is the junction design. We are concerned with the proposed Dublin-style

junction design and strongly recommend that either Dutch or Cyclop-style design is used along the Finglas Road. Please see the Dublin Cycling Campaign submission on junctions for more information.

## 4.0 Location Specific Points

### 4.1 Extension of Cycle Track to Mellows Road

We welcome the extension of the cycle track along the Finglas Road outbound to Mellows Road (map 4). This small but vital extension provides such an important final link for so many cycling journeys.

### 4.2 Width of Cycle Track before Tolka Valley Road

The width of the outbound cycle track before Tolka Valley Road (map 9). Can this cycle track be widened at this location without affecting the trees?

### 4.3 Side Entry Treatment for Claremount Lawns

Can side entry treatment be provided at the Claremount Lawns side road junction (map 14) to provide better protection to people walking and cycling?

### 4.4 Sharp Bend before Glasnevin Cemetery Car Park

There is a sharp bend in the outbound cycle track before the new Glasnevin cemetery car park (map 14). It is close to a 90 degree turn for people cycling. Can this bend in the cycle track be smoothed out to provide a straighter cycling path? This will provide a more direct and comfortable path for people cycling.

### 4.5 Junction at Prospect Way

We are very supportive of the concept at Prospect Way to provide a two-way cycle track around the gyratory (map 15). However, the current proposals need some significant work. The two-way cycle track outbound on prospect way ends abruptly without a clear space for people cycling to wait. We would also like to see the toucan crossings replaced with separate walking and cycling crossings as we suspect these will be too busy for comfortable shared use.

### 4.6 General Traffic Lanes on Prospect Way

There are two general traffic lanes on Prospect Way (map 15). Is this absolutely necessary? The three total traffic lanes on Prospect Way lead to a large and complex

junction with Botanic Road, where there is a shortage of space for people walking and cycling. We recommend removing the second general traffic lane and the splitter island to Botanic Road in order to free up more space at this junction for people walking and cycling to wait to cross the road.

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