



## **Core Bus Corridor 9: Greenhills to City Centre**

16th December 2020

### 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.

### 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.

If the cycle routes do not measure up to international best practices we will not see kids cycling to school with their parents, teenagers cycling to the cinema, commuters cycling to work or 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.

### Welcome Changes

There have been a number of welcome changes along this corridor, including:

1. The continued recognition that people cycling need to be kept safe from motorised traffic, such as heavy goods vehicles, buses and cars, i.e. people on cycles being kept safe using appropriate design decisions. However, this seems to have been fundamentally disregarded at the bus interchange at Belgard Square West until it joins the route on Belgard Square North (maps 1-3) and on to Old Blessington Road (map 5A).
2. We welcome the improvements in design such as that of the protected junctions along Belgard Square North (maps 3-4), and Airtown Road (map 7) allowing more visibility of both pedestrians and people on cycles to motorists.

We recommend though that the details of these be altered to match Dutch-style protected junctions as they include better managed conflict points with pedestrians and motor traffic.

3. Although previous improvements were welcome, Walkinstown Roundabout has not been improved since the last round of consultation. Thus, it is still short of its potential to be safe for all users. The roundabout design does not allow for direct transit through on cycles and as such will take too long for many cyclists who will continue to use the main road, with potential for incidences, collisions and perhaps fatalities. We believe a deeper review must be carried out on this landmark junction, to avoid the above.

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Current Proposed	Houten RoundaboutÁ

4. We welcome bus stop by-passes as they provide for continuous safe cycling.

5. We welcome signalised junctions but believe that these junctions need to be enhanced to full Dutch junctions or Cyclops to provide maximum safety to pedestrians and cyclists whilst affording maximum throughput. At both junctions on map 3 the location of pedestrian crossing and cycling crossing should be reversed to allow continued flow of cycling traffic with main flow of traffic. The junctions have long distances to cross with no refuge, as they stand.

However, in some places, particularly where roundabouts already exist we query why not use a 'Dutch' style roundabout? As below for the junction at Tallaght Hospital (map 9).

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<p>Current roundabout</p>	<p>Consider 'Dutch' roundabout</p>



6. We welcome protected parking introduced along the route, specifically that on map 18 at the junction of Bunting Road to Cromwellsfort Road. We note however that no safe right turn has been provided for people on cycles looking to access the Walkinstown Roundabout from Bunting Road.

## Specific Comments

1. We welcome the improvements in junction design but request that the recommendations in our separate submission on junctions be applied to all the junctions on this route.

2. The re-direction of cyclists in favour of motorised traffic lanes, off Walkinstown Road, Drimnagh Road, and Crumlin Road are of great concern to the Dublin Cycling Campaign. The maximum benefits of cycling are only achieved by designing cycle routes that enable the largest cross-section of society to cycle. By not providing safe cycling infrastructure on desired routes we are not providing for the weakest in our society. It is not acceptable that people on cycles may follow another, potentially longer route simply because they are requested to do so. As such we can expect people on cycles to continue to use Walkinstown, Drimnagh, and Crumlin Roads and these people will be forced into conflict with people in motorised traffic. Further to this Kildare Road, the alternative route for Crumlin Road, directs people on bicycles to 'share' the road with motorised traffic; much of which traffic will be using the wider Crumlin area roads to avoid traffic build up on the Crumlin Road, along with additional buses. This is not a coherent or safe solution for cycling for all ages and abilities.
3. While it is noted that the locations of bus stops have been reviewed to locate closer to signalised crossing points. We believe additional attention should be provided to how people walking and on cycles will cross the EPR road from secondary roads across the major corridors and to ensure they are accommodated safely.
4. As stated in previous submissions what continues to be a major issue is the effect of large vehicles and heavy traffic volumes on cyclists safety. Special attention needs to be given to ensure that cyclists are not placed in HGV blind spots at junctions or entrances to secondary roads / entrances (instances on all maps along the route).

Raised tables across junctions and side roads should be extended to accommodate the cycle lane also and give right of way priority to people cycling and walking, from traffic turning on or off the main road.

	
Existing (typical type)	Preferred

5. Although previous improvements are welcome, Walkinstown Roundabout has not been improved since the last round of consultation. Thus, it is still short of its potential. The roundabout does not allow for direct transit through on cycles and as such will take too long for many cyclists who will continue to use the main road, with potential for incidences, collisions and perhaps fatalities. We believe a deeper review should be carried out on this landmark junction, to avoid the above.

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Current Proposed	Houten Roundabout <sup>Á</sup>

6. Access to the route from Bancroft Park is impeded by a “kissing gate”. This type of gate is difficult and time-consuming to negotiate for able bodied cyclists on standard bikes and impossible for cyclists on disability

bikes, trikes, bikes with children on board, cargo bikes, etc. and equally impossible for people on wheelchairs and those pushing buggies. Access to Bancroft Park could potentially provide access to Castletymon Road and on to Tymon Lane (Tymon Park) and CBC 7 (Tallaght) creating greater cycling links and network in the area.

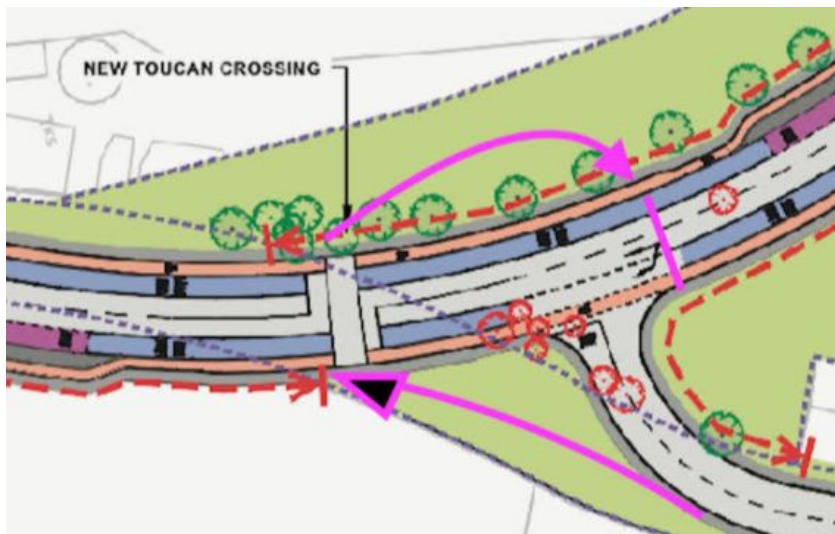


'Kissing Gate' access to Bancroft Park, Greenhills Road



Bancroft Park entrance (to left) off Greenhills Road, route through to Tymon Park South

7. Dublin Cycling Campaign supports the additional submission suggesting a rethinking of the Greenhills Birchview realignment\*. Additionally, points have been made that people on cycles will cycle on the existing Greenhills Road as it will be a cul-de-sac, and as such, much quieter, as below (map 12). Therefore the layout should be adjusted to allow people walking and on cycles to access or leave the EPR directly along the line of the pink arrows below. And the Toucan crossing should be brought closer to the junction



Also, to allow northbound people travelling to local estates and shops on cycles the Toucan crossing could be moved to the east side of the junction, or perhaps a short two-way cycle lane to the junction.

Also, map 16 shows a 90 degree join to Greenhills Road from Calmount Road. People walking and cycling will travel the straight line over the green area, and as such this should be formalised.



(\*Greenhills Road Realignment Alternative Proposal; Kevin Cannon, 2020;  
<https://app.pitch.com/app/presentation/8b708b36-81eb-4e5f-87c0-4df0bcb92396/323a6931-66f1-461b-9709-fff9680f15a2>)

8. It is disappointing that a number of bus stop bypasses are not included or islands reduced, particularly where there appears to be adequate space (map 8, 13, 15, for example). We recommend a review of bus stop locations along the route and greater introduction of bus stop by-passes in general to reduce incidences of conflict between cyclists and pedestrians.
9. As raised in previous consultation we continue to have grave concerns over junctions on Crumlin Road, Dolphins Road, Cork Street, Patrick Street and Christchurch. Minimal to no safe separation is provided to people on cycles at these junctions and we consider them dangerous and an inherent risk to life.
10. Although proposed in the last submission, parking protected cycle lanes and bus stops with island bus stops have not been introduced in many areas. Specifically, Dolphins Barn (map 28), Cork Street (map 30) and Patrick Street (map 32) amongst others.
11. 30km/h speed limits should be introduced. In addition, as there is currently poor compliance with existing speed limits, consideration should be given to road design features to encourage compliance. For example, textural differences to road surfaces, particularly at junctions with secondary and/or minor roads, raised table junctions and crossings on the main route, and at pedestrian and cycle crossings particularly. Narrowing of lanes on approach to junctions and intersections.
12. Shared cycle paths, segregated by paint only are not welcome. All cycle paths should be minimum 2m width in any one direction of travel.
13. We would welcome improvements in the Urban Realm concept, with introduction of bio-diverse wildflower, grass buffers and trees in favour of keeping existing low value infrastructure. We recommend a minimum 600mm bio-diverse wildflower & tree buffer between motorised traffic and cycling and pedestrian areas on all maps.
14. In further, developed design we would like to see the introduction of secure cycle parking so that people can secure cycles at stops and use the



service in and out of town. This would have the double benefit of increasing the catchment area of people accessing the Bus Connects system.

## Conclusion

Core Bus Corridor 9, along with the Bus Connects project is a huge opportunity to help develop a safe cycling network for all. It is for this reason that we want to see the Core Bus Corridors built. As within the points raised above though we feel real consideration needs to be provided to how people locally are also accessing, and crossing, the Core Bus Corridor in order for it to work within the communities it serves and ensure safety for people on cycles.

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