

Connecting Cabra CBC05 BusConnects Observation (Case: 313892)

1.0 Introduction

Connecting Cabra is a community group seeking to empower and engage as many as possible to create a sustainable, low-carbon community in Cabra, Dublin 7.

There are approximately 10,000 motor vehicles cutting through our community on a daily basis. This traffic hurts our community and makes it unsafe for residents to walk and cycle. We warmly welcome the multi million euro public transport project in our community. Easy access to the bus and safer walking and cycling are required to encourage the modal switch desired by the NTA (Transport Strategy for the Greater Dublin Area 2016-2035). Interventions such as "Bus Gates," "Continuous Cycle Lanes" are most welcome. These interventions could have an enormously beneficial impact on the traffic chaos currently in our community.

We are conscious that the Bus Gate on Old Cabra Road may have some impact on travel by car in Cabra, and some concern has been raised about increased traffic in adjoining streets. However, on balance, we believe the benefits outweigh the negatives for a community where over 30% of households do not have access to a car, and where there have been several fatalities among pedestrians and cyclists. The Bus Gate and continuous cycle lanes will lead to increased safety for pedestrians and cyclists, better public transport, lower carbon emissions and air pollution, and ultimately a more liveable community.

However, we have some serious reservation regarding the shortcomings of the project for Cabra. We have detailed our feedback, supporting evidence and proposed solutions in the proceeding sections

2.0 Annamoe Rd & Annamoe Terrace Junction

The Annamoe Rd & Annamoe Terrace Junction (as shown in Figure 1) is dangerously wide for two local roads. The width Annamoe Rd itself is 8.5m. The width of one carriageway on Annamoe Rd at this junction is 7.26m (Displayed in Figure 1). It is far too large for a local road. The proposed junction design violates several DMURS and BusConnects own design requirements.

- **Chapter 04 of the application "Proposed Scheme Description" Section 5.1 Traffic Lane Width states:** *"Traffic lane widths will follow the guidance outlined in DMURS"*
- **Carriageway widths as per DMURS Section 4.4.1 Carriageway Widths:** *"The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m)."*
- **DMURS Section 4.3.3 Corner Radii:** *"Where design speeds are low and movements by larger vehicles are infrequent, such as on Local streets, a maximum corner radii of 1-3m should be applied."*
- **DMURS Section 4.4.3 Junction Design:** *"Omit staggered crossings in favour of direct/single phase crossings (see Section 4.3.2 Pedestrian Crossings)."*

This junction should build out the existing footpath kerb to the pedestrian island. The current width of the carriageway here is 7.26m at its narrowest (as shown in Figure 1). This carriageway should be the new two way ingress and egress for vehicular traffic.

Finally, there should also be an at grade pedestrian "courtesy crossing" as this is the primary crossing point for pedestrians to the shops on Annamoe Terrace, which is a focal point in the community as per **DMURS Section 4.3.2 Pedestrian Crossings:**

"courtesy crossing should be considered where pedestrian demands are higher such as around Focal Points."

Finally, further supporting evidence for delivering an improved junction and public realm at Annamoe Rd & Annamoe Terrace is outlined in the **objective of Chapter 02 of the application "Need for the Proposed Scheme" which states:**

"Ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible."

The proposed solution to extend the footpath and enhance the public realm through greening, out to the traffic island would fulfil the DMURS design requirements (outlined above) of:

- Carriageway widths,
- Significantly reduce corner radii,
- Prioritise pedestrians,
- Increase pedestrian and cyclist safety.



Figure 1 Above: Schematic showing Annamoe Rd & Annamoe Terrace Junction. Below: Measurement from Google Maps showing 7.26m wide for a single carriageway on Annamoe Rd

3.0 Cabra Rd, Old Cabra Rd & Glenbeigh Rd

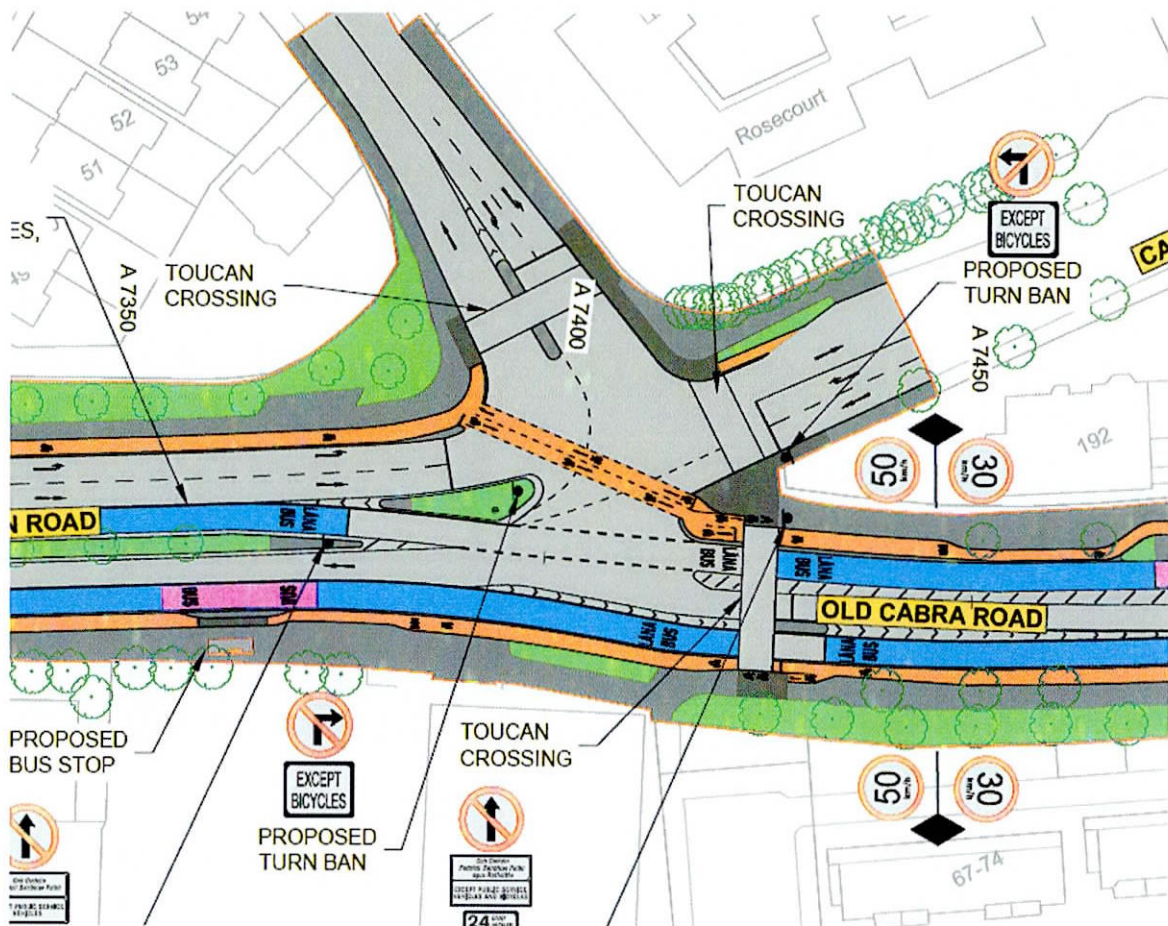


Figure 2 Schematic of Navan Rd, Cabra Rd, Old Cabra Rd & Ratoath Rd Junction.

We strongly support the introduction of a 30km/hr speed limit on the Old Cabra Rd (R805). We would like to see this extended to the Cabra Rd (R147).

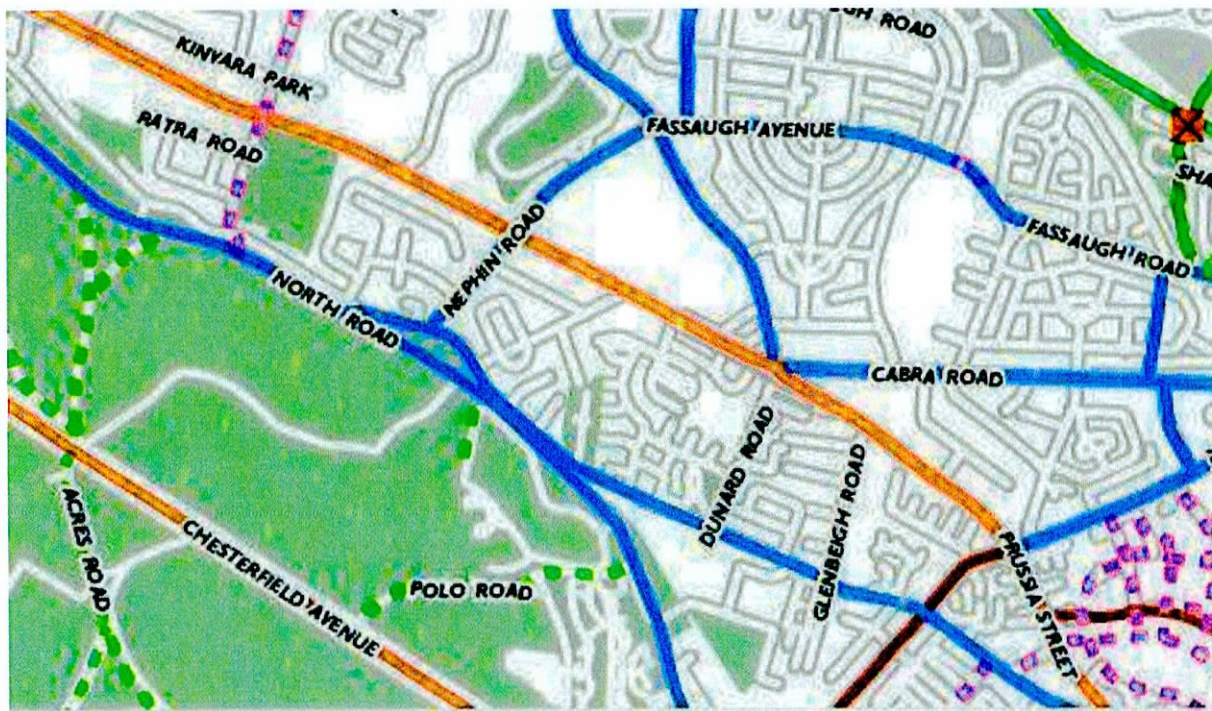
There are serious shortcomings in fulfilling a fundamental design principle of cycling infrastructure: **Legibility (National Cycling Manual 4.4.1.2 Principles of Sustainable Safety)**. Cyclists proceeding from the Navan Rd to the Eastbound (R147) cycle lane do not have a clear and legible path to continue cycling to the Cabra Rd (R147). Cyclists are forced to stop and wait at a Toucan crossing to continue onto Cabra Rd (R147). This is to facilitate left turning vehicular traffic. A clear, legible lane should be developed to facilitate the movement of cyclist continuing straight from Navan Rd to Cabra Rd (R147).

Cabra Rd (R147) does not have an westbound cycle lane nor does Ratoath Rd have any cycle lane integration for future schemes. These roads are future secondary radial routes of the GDACN (Figure 3). Appendix A6.3 Junction Design of the EIR regarding Navan Road / Old Cabra Road, one of the "Reason for Change" states:

1. Connect to and from Ratoath Road cycle route (Radial Route 4b)

However this tie in to the future GDACN on Ratoath Rd (R147) is not present. Furthermore, the junction of Old Cabra Rd (R805) and North Circular Rd (R101) does not have an integration for the future GDACN route on the North Circular Rd. These cycle lanes should be included as outlined in

Chapter 04 of the application “Proposed Scheme Description” Section 4.6.6 Integration “Greater Dublin Area Cycle Network Plan (GDACNP) (NTA 2013).”



Project:

2022 GREATER DUBLIN AREA CYCLE NETWORK PLAN

Title:

Figure 3 Schematic showing Secondary Cycle Routes for Ratoath Rd and Cabra Rd as part of the Greater Dublin Area Cycle Network Plan, 2022.

Connecting Cabra surveyed everyone on the Cabra Road (R147). All 120 houses, between Clarke’s Bakery and McDonald’s restaurant, were surveyed about whether they’d support protected cycle lanes on their road.

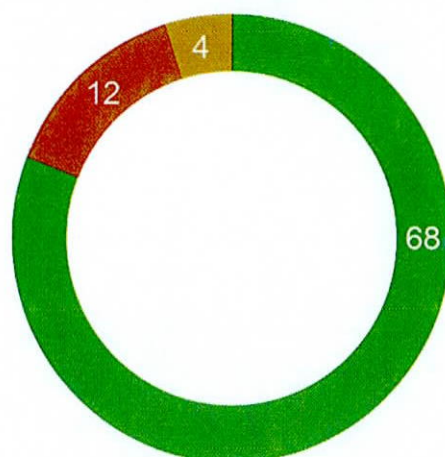
70% responded with 81% in favour.

Many businesses on the street, local councillors and resident’s groups in the area support this infrastructure too. The road is 9.6 metres wide. It is sufficiently wide to accommodate to DMURS standard cycle lanes without discommoding existing traffic.

In terms active transport initiatives, if there was ever low hanging fruit, the Cabra Road is surely one of them.

Would you support the installation of protected cycle lanes on the New Cabra Road?

120 homes on the New Cabra Road



Survey results of Cabra Road residents

Figure 4 Survey results from Connecting Cabra Survey of residents on Cabra Road (R147)

Glenbeigh Rd will see an increase in traffic as a result of BusConnects (former traffic from Old Cabra Rd will be directed down Glenbeigh Rd). Glenbeigh Rd should have traffic calming interventions to reduce the speed of this traffic, furthermore extra courtesy crossings should be provided to allow pedestrians to safely cross a busier carriageway. We recommend installing several courtesy crossings similar to those already in place in Dublin City as shown in Figure 5 below.



Figure 5 Courtesy Crossing on Heytesbury Street, Portobello, Dublin 8.

4.0 Wider Footpaths & Consistency of Design on Swilly, Charleville & Annamoe Rd

The Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors (PDGB) (NTA 2021) – refer to Appendix A4.1 in Volume 4 of the EIAR– stipulates that designers should adhere to the Design Manual for Urban Roads and Streets (DMURS) for Design Guidance. We hope by highlighting the failure of the BusConnects team to meet their own design requirements (**Chapter 04 of the application “Proposed Scheme Description” Section 4.4 Design Principles**) of adhering to the guidance documents such as DMURS and National Cycling Manual and suggesting solutions, a satisfactory resolution to these design shortcomings can be found.

Traffic calming measures should be delivered on these roads and footpaths expanded for pedestrians. Furthermore, the BusConnects team are not fulfilling the following recommendation in DMURS, Section 4.4.1

“When carrying out upgrades, or traffic-calming works on existing streets, the first priority of authorities should be to narrow existing carriageways where they exceed those standards listed above.”

The roads and their widths, Swilly Rd (7.5m), Charleville Rd (10m wide) and Annamoe Rd (8.5m) have too much space allocated to cars. These widths far exceed recommended carriageway widths as recommended in DMURS Section 4.4.1

“The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m).”

Wider footpaths are extensively supported in DMURS, Section 4.3.1 Footways, Verges and Strips states:

“In a retrofit situation increasing footpath widths should be a priority for designers and where appropriate, accommodated by narrowing vehicular carriageways (see Section 4.4.1 Carriageway Widths).”

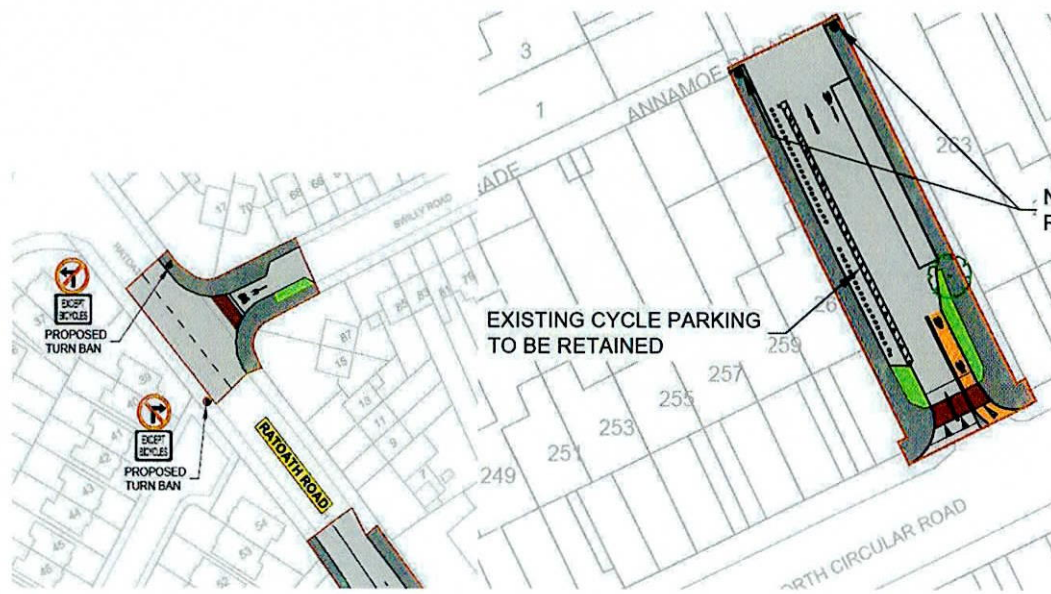


Figure 6 Left schematic showing wide corner radii on Swilly Rd. Right schematic showing smaller corner radii on Charleville Rd

The corner radii on Swilly Rd & Ratoath Rd junction should be significantly reduced, and align with corner radii on Charleville Rd and North Circular Rd (see Figure 6 for comparison), as per DMURS Section 4.3.3 Corner Radii

“Where turning movements occur from an Arterial or Link street into a Local street corner radii may be reduced to 4.5m.”

The substantial corner radii proposed is a danger to pedestrians and cyclist whilst it encourages drivers to take the corner at speed. Supported by DMURS 4.3.3 Corner Radii:

“Reducing corner radii will significantly improve pedestrian and cyclist safety at junctions by lowering the speed at which vehicles can turn corners and by increasing inter-visibility between users”

5.0 Quiet Street Treatment: Swilly Rd, Charleville and Annamoe Rd

We welcome the reduction of rat running through traffic on Swilly Rd, Charleville Rd and Annamoe Rd through implementing one-way systems. These changes to the right of way on these roads should be accompanied by improvements to the carriageways. “Quiet Street Treatment” like that given to

Castleknock Manor should similarly be considered for Swilly, Charleville and Annamoe Rd. We recommend that Quiet Street Treatment for Side streets should be similar to Figure 7 below.



Figure 7 Example of optical narrowing of the road. The different colour bricks encourage everyone into the middle of the road, which tends to slow all traffic down.

Optically narrowing the road is used frequently in The Netherlands and Belgium to slow motor traffic down and providing a safer environment for people walking or cycling. Carriageway narrowing is supported in DMURS Section 4.4.1 Carriageway Widths:

Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic [...] The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m).

6.0 Ratoath Rd

In November 2021 Connecting Cabra carried out a survey of local residents to identify if walking and cycling could become the preferred modes of travel for Cabra Residents. 283 local residents responded. Many respondents commented on the lack of safe cycle to school options on the Ratoath Road. This 1km stretch has 7 schools (preschool, primary and secondary) yet no cycling infrastructure whatsoever.

Safe walking and cycling options for school goers on this street simply must be a priority.

7.0 Enforcement

We have grave concerns regarding the enforcement of turning bans from Ratoath Rd to Swilly Rd, Phibsboro Rd onto Monck Place, Charleville Rd onto North Circular Rd, Navan Rd onto Old Cabra Road, in addition to the Bus Gate on Old Cabra Rd. There needs to be some sort of effective enforcement put in place to ensure these changes are obeyed.

The bus gate currently on Broombridge bridge at the Broombridge Luas & train interchange is regularly ignored by motorists without penalty. Turning bans and in particular Bus Gates only

succeed when there is enforcement to support these changes. We call for an enforcement plan to be developed as a planning condition pending a successful application.

8.0 Conclusion

We urge An Bord Pleanála to take on board our feedback and suggestions regarding the serious shortcomings in design for aspects of the project. We warmly welcome this multi million euro public transport project for Cabra. It is vital that the shortcomings outlined are resolved before the project is delivered and not retrofitted at great expense in years to come.

Brian Gormley

(Secretary) Connecting Cabra

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