

PEOPLE AT A CROSSROADS

The Case for the Retrofitting of
Pedestrian and Cyclist Infrastructure
and Road Safety Measures in
Phibsborough



Reimagining Phibsborough

Phibsborough Facts

- Local pop: 8,300 approx.
- LAP catchment: 14,000
- 15% children u/15
- Large working population
- **51.5%** homes do not own a car.
- Well-populated by large living and working population (Mater, Mountjoy, DIT)



A Village for Cars

- Doyle's Corner major traffic pinch point as traffic from N2/N3 converges
- Decades-long priority to traffic needs has led to decline in village
- **No self-regulatory traffic-calming measures – pedestrian tables, red-light enforcement cameras, limitations on forward visibility**
- Crossings long, no countdown timers, unsafe, often staggered
- No pelican crossings



Phizzfest Survey

- Every minute more than one car breaks a red light at Doyle's corner.
- No cycle lanes
- Pedestrians and cyclists feel unsafe because they are unsafe.



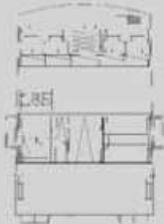
CONSIDER FIRST



1. PEDESTRIANS



2. CYCLISTS



3. PUBLIC TRANSPORT



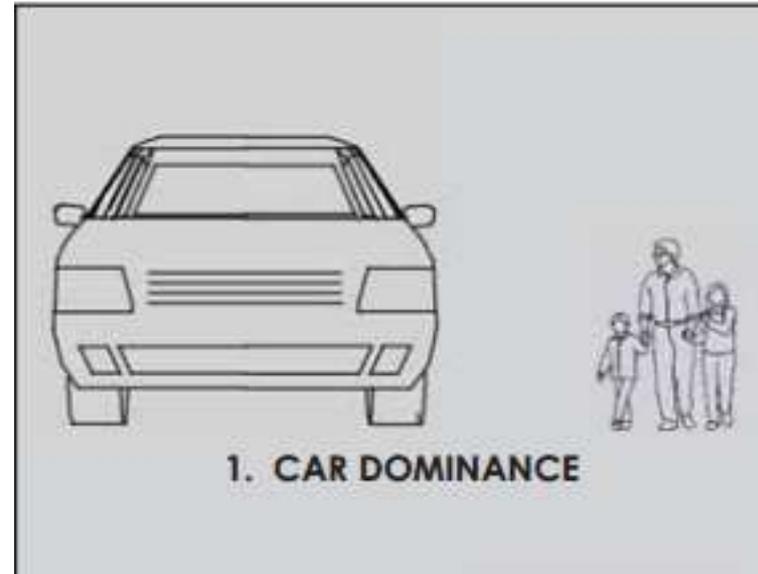
4. PRIVATE MOTOR VEHICLES

CONSIDER LAST



The Ideal: 'Hierarchy promoting sustainable forms of transport' (Dept of Transport Design Manual for Urban Roads and Streets)

In Phibsborough, the diagram is inverted.



Safety Implications for children

- Children report feeling unsafe at crossings – Cross Gun's a particularly vulnerable spot
- Responsible footpath cycling only way to get to school – now outlawed with no added cycling facilities in its stead → increased traffic pressures plus health effects on children
- Pedestrians pitted against cyclists blurs the issue: both should be supported
- Rift growing away from instead of moving towards sustainable model



Pedestrian wait times

A sample trip from Connaught St to Royal Canal Bank

- Distance 300 m
- At average walking pace 300m can be walked in less than 3.5 mins.
- In Phibsborough?
- Up to 10 mins
- **Cumulative wait time 8 mins, 6 mins to cross just 20 m**
- Staggered junctions lead to a total of 5 crossings for 3 roads

6 mins cumulative wait time across 2 staggered junctions to traverse the distance (diagonal) below



Pedestrian Lights

Traffic Light Timings - Pedestrian Wait Times (PWT)

McGeoughs to Doyles Pub	1m 54s
Old Bank to Empty Bookies	1m 41s
McGeoughs to empty bookies	2m
Doyles Pub to Old Bank	1m 40s
Connaught St/Phibsborough Rd Junction - staggered	2m 20s
Phibs Rd - Shopping Centre/McD's crossing	1m 48s
Phibs Rd shopping centre staggered junction	3m 40s!!!
NCR Library to Royal Canal Bank	1m 50s

Unregulated traffic + pedestrian risk-taking behaviour = deadly combination

- Jay-walking as standard plus
- Lack of traffic-calming measures → risk of accidents high
- Phibsborough Road filter to Connaught St (right-turn) danger zone, cars regularly run red filter light into path of pedestrians crossing at the green light
- Safety is psychological as well as physical – if people feel unsafe, this has knock on effects for village life
- Survival-of-the-fittest environment which reinforces the sense of being secondary for pedestrians

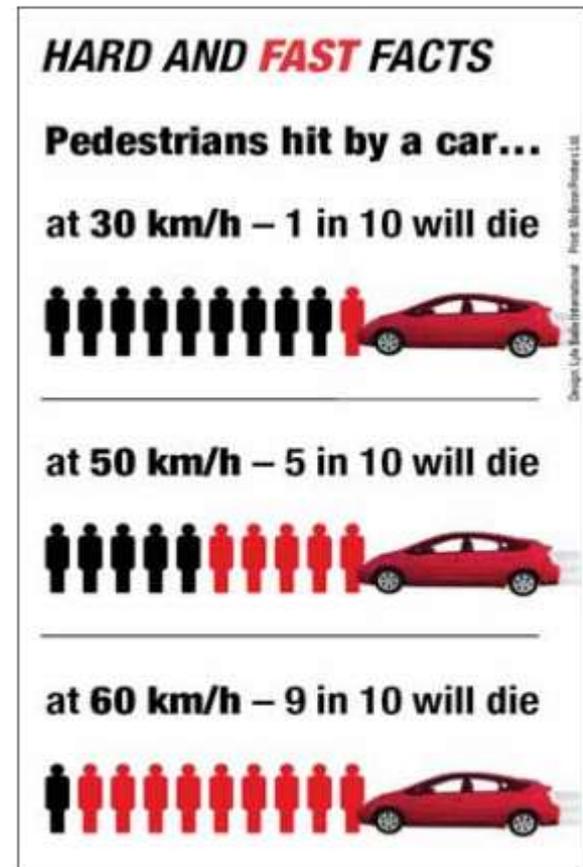
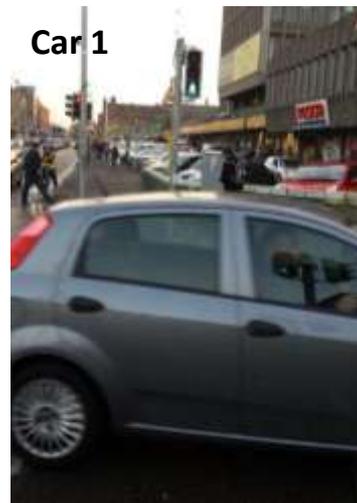


Figure 4.2: Illustration from the Road Safety Authority showing the impact of vehicle speeds on pedestrian fatalities. This is of primary consideration when considering appropriate speeds and levels of pedestrian activity.

Social, environmental and economic effects

Depleted sense of place reflected in:

- Lack of shop-front regulation
- Run down shopping centre
- Empty premises
- Lack of planting
- Lack of civic spaces
- Entrepreneurial spirit discouraged → little business diversity

Right circumstances → ready market for array of businesses



Paying for a problem not of our making

- Cycling and pedestrian infrastructures as alternative means transport: Northern European model shows BUILD IT AND THEY WILL COME
- Car ownership in area less than 50%
- Where is compensation for problem not of our making?
- People of Phibsborough are asking State and its agencies to consider them and their village



The opportunity for a sustainable future!



- Phibsborough as a model of successful retrofitting of sustainable, people-centred urban design.
- Long-term social, cultural, environmental and, importantly, economic benefits to ensure its future prosperity
- It is time to put the people of Phibsborough back in the picture

Phibsborough: it's time to put people in the picture

