

Reimagining Phibsborough

PRESENTATION TO MINISTER PASCHAL DONOHOE THE CASE FOR RETROFITTING PEDESTRIAN AND CYCLING INFRASTRUCTURE AND ROAD SAFETY MEASURES IN PHIBSBOROUGH

Fri 23 Jan 2015
RECOMMENDATIONS

Urgent Safety Concerns for Immediate Action

Cross Guns Bridge

Urgent provision of emergency funding for the implementation of vital pedestrian and cyclist safety measures at Cross Guns Bridge by the building of a parallel pedestrian/cycle bridge. The current path width is dangerous and unsuitable for the volume of pedestrian traffic, especially schoolchildren and senior citizens who use it every day.

Cross Guns Bridge/Doyle's Corner/Junction of Phibsborough Road and Connaught St

Installation of red-light enforcements cameras

Urban Road Design and Driver Behaviour

- 1 Provision of level-grade pedestrian crossings (pedestrian tables)
At all pedestrian crossings in the village. Effect: to raise driver awareness of pedestrian safety and increase sense of village space for drivers and pedestrians.
- 2 Reduce carriage way width where unnecessarily wide
("recommended 3m in busy urban centres")

Carriageways in many places are unnecessarily wide, beyond ideal specified for urban villages (3m). We propose a survey of carriageway widths leading to adjustment in accordance with recommendations to create extra space for pedestrians and cyclist facilities.

Example - the corner of NCR/Phibs Rd at Doyle's Corner beside the Old Bank – only one lane of traffic uses this carriageway at any time. The carriage way is much wider than 3m. Reclaiming this space would provide needed space for pedestrians and/or cyclists, shorten pedestrian crossing time, could host a tree and a bench and consequently signal entrance to village and influence driver behaviour.

3 Reduction of Forward Visibility

('reducing FV is one of most effective ways of increasing caution and reducing speed')

This is especially needed on Phibsborough Rd. Can be achieved through the use of planting, breaking the straight line of median and street furniture as per Design Manual.

Example - Talbot St near Connolly Station.

4. A sense of Entrance to a Village Space

- where the pedestrian and cyclist have priority
- change of road surface
- narrowing of carriage way
- gate-way treatment at all 4 main access points

5. Use of speed bumps not cushions

e.g. Connaught Street, to combat issue with boy racers.

Pedestrian Safety / Traffic Calming

1. Create a 30k zone throughout Phibsborough village

(Cross Guns to Broadstone / St Peter's Church to Phibsborough Library).

2. Pedestrian Lights

Review and action needed re Pedestrian lights at all junctions, in particular:

a) Installation of all around pedestrian phase crossings at Doyles Corner, Connaught St/Phibsborough Rd and Cross Guns junction

b) Urgent implementation of traffic-calming measures at filter light for right turn from Phibsborough Road onto Connaught St. Routine light breaking is bringing cars into blind-sided path of pedestrians crossing at green light.

- c) Urgent installation of pedestrian Countdown Timers at all crossings
- d) Red light enforcement cameras installed at all crossings
- e) Wait times at all Pedestrian lights to be reduced
Recommendation in Design Manual is max 90sec wait time – lights throughout the village exceed this.

f) Urgent correction of wait time at Phibsborough Road staggered crossing (at junction with Connaught St) where wait times at peak hours are 3 mins 40 secs to cross the road

g) Urgent correction of pedestrian lights to automatic green light whether pedestrian has touched light signal or not at Cross Guns Bridge, Junction at Botanic Rd/Mobhi Rd, End of Connaught St, Connaught St/Phibsborough Rd crossing.

h) Urgent amendment of all Pedestrian lights to automatically turn green when lights are red for traffic. There are pedestrian lights that don't change with the red lights for cars at the following junctions.

Connaught St/ Phibsborough Rd Junction

Cross Guns Bridge

Botanic Rd crossing at Botanic Rd/Mobhi Rd junction

i) Amendment of audible pedestrian signal at staggered lights at end Connaught St. Currently it applies to only one phase of the crossing. This causes confusion and is dangerous and unsafe, particularly for the visually impaired.

3. Installation of Zebra or Pelican crossings to replace existing Pedestrian only crossings on Phibsborough Road (outside McDonald's) and on the NCR (outside the Library) – effect: to create two pedestrian crossings in the current time frame for one, reduce pedestrian risk-taking behaviour and increase sense of place.

4. Increase Footpath Widths

Recommendations in Design Manual is 1.8-4m from light to heavy use.

There is potential for footpath widening in many parts of Phibsborough. A review of this should be done in conjunction with the review of the carriageway width (refer example given under Point 2 in “Urban Road Design and Driver Behaviour” above)

5. Crossing needed between Cross Guns Bridge and Connaught St Junction

' Design must balance needs of all users...'

The 5 lane width of this road, coupled with the extensive forward visibility creates a motorway type effect in the heart of our village.

Cycling

- 1 Extend Dublin Bike scheme to Phibsborough
There is a marked disparity between the number of stations on the north v south side of the river.

- 2 Contra flow for Bikes on Leinster and Munster Sts
This will formalise an existing situation in which all cyclists coming from the Shandon area and many from Cabra use the quiet streets of Shandon and Leinster St to avoid the traffic congestion on Connaught St which has no cycle lanes. Many of these are children heading for local schools.

Local examples - cycle entry-only treatment on Villa Bank and contra flow on Bolton St/Capel St.

- 3 Bicycle parking bays
More bicycle parking bays are needed in all parts of Phibsborough village.

- 4 Provision of separated cycle tracks to enable circulation through and around the village of Phibsborough extending into Dublin City Centre and to all local schools.

- 5 Review of underutilised public spaces
Although heavily congested, Phibsborough has a significant number of underutilised public spaces. In addition to cycle tracks on main arterial routes, we propose a survey be undertaken to assess the suitability of using other spaces: quiet roads, lane ways, parks, alleys and the canal tow path to develop a cycling and pedestrian network for commuting and leisure purposes. Countries such as the Netherlands use such spaces to provide their extensive cycling infrastructure.

The key to these alternative routes being effective would be signposting, resurfacing and lighting to create clearly marked attractive routes that are easy to identify and follow.

Linear and Circular Routes

There are a number of potential Routes and Loops on our doorstep with huge potential for commuting, leisure and tourism. The infrastructure for these routes is 60 – 80% in place. A modest investment would reap great rewards.

- a) Royal Canal Towpath at Phibsborough - Ashtown - Tolka Greenway - Finglas Rd

A usable attractive cycle track to link back to Phibsborough is needed to complete this route.

- b) Royal Canal Towpath at Phibsborough – Ashtown – Phoenix Park

A link from Ashtown to the Phoenix Park needs to be created.

Cycle tracks to Phoenix Park from Phibsborough, Cabra, Glasnevin areas also need to be created. This would greatly increase access to this wonderful amenity on our doorsteps and complete the loop.

SENSE OF PLACE IMPROVEMENTS

- Appropriate effective planting
- Gateway infrastructures on approach to village
- Creation of civic spaces
- Footpath surface improvement
- De-cluttering of signage
- DCC to ensure upkeep of premises by business owners, in particular the dilapidated, ill-kept, NAMA-controlled Phibsborough Shopping Centre
-
- DCC to implement higher aesthetic standards to shop fronts going forward and implement a Shop Front Grant Scheme similar to that introduced by South Dublin CC
- DCC to appoint a Civic Ambassador for the area

Two issues that greatly affect the residents of Phibsborough while lying outside the Phibsborough boundaries are

- Harts Corner is treacherous for cyclists on all sides and all pedestrian road crossings are two phase (three sets of staggered pedestrian lights). Its current design almost exclusively favours the use of motorised traffic. It is objectively and subjectively an unsafe place for pedestrians and cyclists.
- The amenity value of the Phoenix Park would be greatly advanced if it was made predominately car free (except Chesterfield Ave) at weekends

We are asking that physical infrastructure of place matches and supports the aspirations, enthusiasm, energy and achievements of Phibsborough's inhabitants. This is an opportunity to re-imagine Phibsborough and create a living village – for people.

*All the ideas and recommendations in this presentation come from people who live and work in

Phibsborough, those who participated in 'Put Yourself in the Picture' art project (Phizzfest 2014) and from the Design Manual for Urban Roads and Streets issued by the Department of Transport Tourism and Sport