



Dublin Cycling Campaign
% Tailor's Hall,
Back Lane,
Dublin 8
15 November 2023
Registered Charity Number (RCN): 20102029

Submission on R136 GRANGE CASTLE ROAD SECTION 38 – CONSULTATION

1 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. Dublin Cycling Campaign is a member of Cyclist.ie the national cycling advocacy body.

Dublin Cycling Campaign welcomes this Section 38 non statutory consultation, in advance of proposed works to re-allocate road space before the formal opening of the Kishoge railway station. We welcome the proposal to open Kishoge Railway station as this will provide a public transport alternative for commuters and general travellers alike. In addition we welcome the traffic calming measures proposed on the R136, which is currently a high speed dual carriageway, although it does have relatively good active travel infrastructure (with the exception of junction treatment). We are conscious that this project proposal is an interim project prior to the full development of the station area.

But, we are very disappointed with the level of presentation of this proposal at this non-statutory consultation phase, which is not at all in keeping with the normal high standards displayed by SDCC. Initially the very title of the project alluding to Grange Castle Road, is misleading. Surely the R136 at Kishoge railway station should have been used as a title? There is a less than full description of the existing situation and accesses to the Kishoge station. And the quality of the drawings, which are not clearly labelled, makes it very difficult for a non-technical person to begin to assess. SDCC can do better, as they have done in the past.

2 General Commentary on Cycling and Multi-Modal Travel

The proposed opening of this station can be seen in the context that late last year the Oireachtas adopted the Climate Action Plan 2023 which set out legally binding targets for the reduction of greenhouse gas emissions. The plan includes a requirement to reduce transport emissions by 50% by the year 2050, from a 2018 baseline.

We have the following comments on the proposals for the upgrading of the public realm around Kishoge train station as follows:

2.1 Bike Access to new Kishoge Station

We note from the documentation the paucity of references to active travel, and in particular travel by bike to the Kishoge station. At the very least this documentation and maps/drawings should have made it clear how exactly bikes will be able to access the station. The pedestrian access routes from the R136 should also ensure that cycles of all varieties, including but not limited to tricycles and handcycles, have easy access to platforms.

This area has major housing complexes to the north and south of the station, and industrial estates in particular to the south. The upgrading of both roundabouts to the north and south of the station should be included within the boundaries of this project. The present roundabout layouts are very unfriendly to bike users and need to be upgraded even if only on an interim basis. The actual 'pedestrian' accesses to the station may also need upgrading to facilitate bike access directly to the station?

2.2 Bike Parking Facilities at the Train Station

If you visit many mainland European cities it is striking how a large percentage of their populations use bicycles and rail to get around. Bike parking facilities are an integral part of their railway infrastructure. This is recognised as having benefits not just for the environment but also for people who use these 'active travel' modes of getting around; there are very clear health benefits. This station in Kishoge needs to provide for safe parking facilities for bicycles to allow those who are commuting to park their bike and then ride the train. These parking facilities need to be of good quality and near the station entrance where there is most 'passive

surveillance’. Note bike shelters, providing weather cover for bikes, could help to encourage greater use of these facilities. See image below taken from ‘Google street view’ of Maynooth train station showing bike parking in a prominent position



Google 'Street View' of Maynooth train station - with bike parking being well used



Bicycle parking at the train station in Sassenheim, Holland - with easy access to the train

2.3 Car ‘Set Down’ Areas

We would suggest that any vehicle access, especially close to the gates of the train station, be clearly restricted, to avoid any congestion issues, and to provide safety for foot passengers and bike travellers. Any vehicle drop off points should ideally ensure ease of passenger movement close to the station . Note that this approach works very well in Terminal 2 of Dublin airport, as shown below, where cars come along, taking out baggage, or possibly bikes, and then take a minute or two to bid farewell to family and friends. See image below which illustrates use of this feature.



Set down area at Dublin Airport - this is very effective

2.4 Bikes on Trains

In many EU countries bike carriages are increasingly part of the rolling stock and this is a trend that is happening also in Ireland. EU legislation will soon come into force recommending a minimum [8 bike spaces per train](#). The advantage of this is that it allows commuters to cycle to a station and then travel to their final destination from their chosen station using the bike to complete the last part of the journey.

Plans for this new roadway should allow for bikes to easily access the train station platforms so as to encourage commuting with a bike. Note also that as this is the Kildare line and the DART is to be extended to this line in the next few years, with a doubling of frequency of services, as well as its electrification, this will mean that more commuters will want to use this service



2.5 Use by Children and Schools in the Area

Many children in this area go to nearby Adamstown schools and with the opening of this stop it will allow them to take the one stop necessary to Adamstown which is the next station on the line. Note to walk this distance, at approx 1.5km, could take over half an hour but by train it would only take a few minutes.

Also there is an increasing trend for cargo bikes and 'longtail' bikes in Ireland which allow parents to carry children by bike and so this station should include spaces for some larger bikes and then for example families could go on to the city centre to do shopping or to visit cultural attractions.

In summary, we request that good quality bike parking be provided and it should follow guidance provided in the 'Cycle Design Manual' as well as 'Bike Parking Infrastructure guidance' published by Dublin Cycling Campaign



Photo of Longtail bike



Google 'Streetview' image of schools in Adamstown

3 Other Issues

3.1 Wheelchair/Disability Access

We have been unable to detect any broad reference in the project documentation to wheelchair/disability access to the actual station itself, beyond the provision of the 4 universal access parking spaces shown on the proposed layout. This needs to be clarified that the pedestrian accesses will enable wheelchair use.

3.2 Toucan Crossings

We welcome the addition of toucan crossings, and their positioning close to the proposed pedestrian entrances. These crossings should ideally be quick-response for crossing pedestrians. They will also help to slow vehicle speeds in the area.

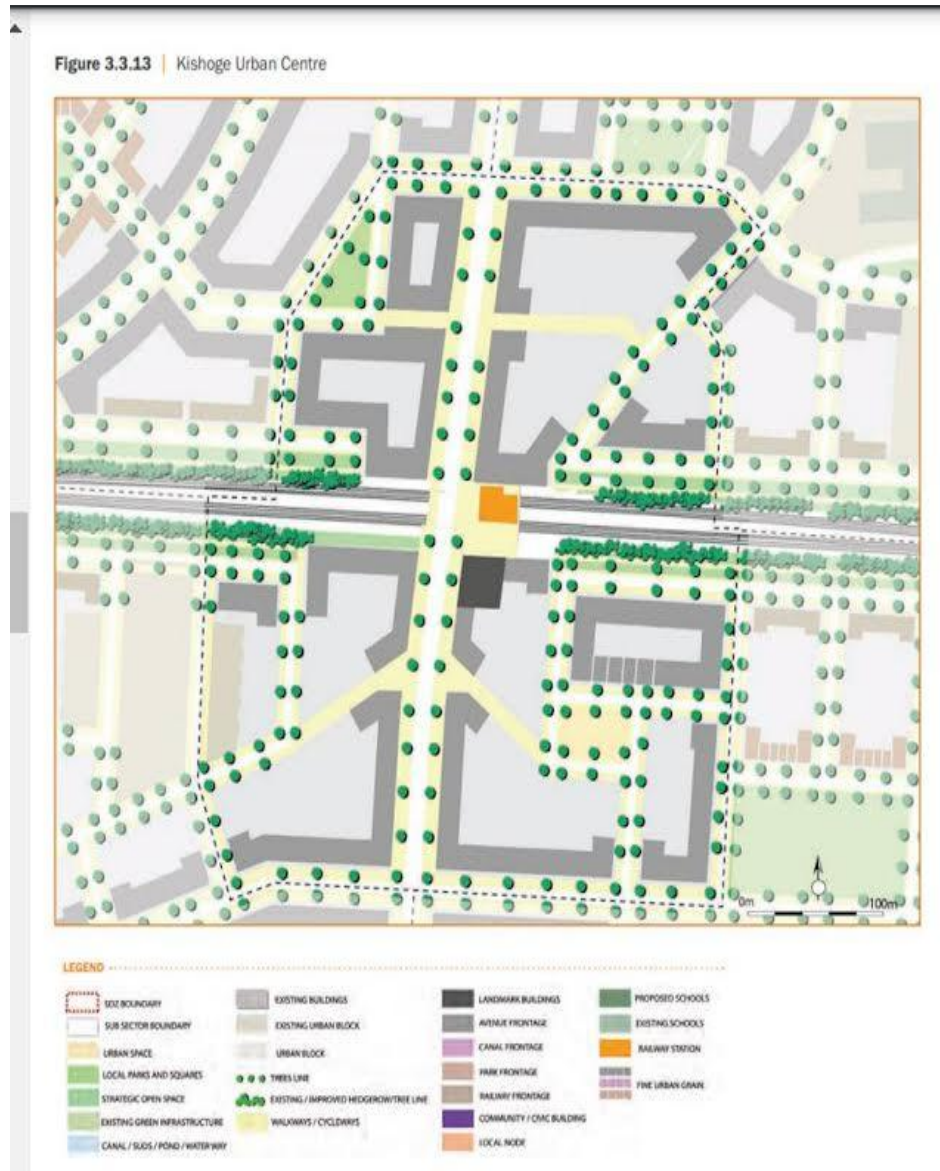
3.3 Landscaping

It is hard to ascertain from the consultation if there will be a significant removal or addition of greenery, which currently removes the harshness of this connecting route. The enhancement of the public realm with the addition of greenery could also have a beneficial effect in terms of the attractiveness of the station. This might be particularly considered on the railway bridge itself, even if only in the form of planter boxes?

3.4 Masterplan of Clonburris

Kishoge station is a designated 'Urban Centre' in the Clonburris Masterplan with outline plans suggesting residential buildings of 8 or more stories and commercial and office buildings of over 6 stories. This area is to have a public plaza for pedestrians and cyclists. This type of space would also be important to allow proper entrance to the train station and its surrounding amenities. SDCC needs to do a more thorough examination of this area including examining the

fact that the entry to the train station is currently elevated above the train tracks. Possibly in the longer term general car and truck traffic could be diverted away from this immediate area to allow this important urban centre to develop into an attractive and vibrant centre. See preliminary layout for this area below in extract from Clonburris Masterplan



4 Summary/Conclusion

Dublin Cycling Campaign particularly welcomes the proposed opening of the Kishoge railway station, as it will facilitate greater levels of sustainable transport to and from the area. However we are critical of a number of aspects of this proposed interim scheme:

- There is no clear outline of the role of the bicycle within the context of the proposal
- The upgrading of the roundabouts to the north and south of the station, to facilitate easier bike access, has not been included in the project outline, despite their unsafe design and the deterrence for cyclists.
- There is no clear explanation or drawings of how bikes will actually access the new station
- There is no mention of bike parking at the station, which should be a given
- There is no clear explanation or drawings of universal access to the actual station itself.
- There is no proposal to 'soften' the hard landscaping, even if only on an interim basis

We look forward to the opening of this vital sustainable transport link and to the monitoring of its usage. We would hope that the points raised above will be taken on board, and Dublin Cycling Campaign is happy to meet with the Council at any stage to discuss any of the above raised points

Yours Sincerely

Patrick Dowling
Dublin Cycling Campaign, South Dublin Group
patrickdowling45@gmail.com