



Core Bus Corridor 16: Ringsend

16th December 2020

1.0 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.

Overall we are supportive of the concept of this project. However, there are a number of areas outlined in Section 3, particularly section 3.2, where we do not feel that enough space is being provided to people walking and cycling. As a result will force them into needless conflict.

2.0 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.

3.0 Location Specific Points

3.1 Lombard Street Junction

The proposed Lombard Street junction (map 1) is a significant improvement for people cycling as it removes the messy shared toucan crossings that exists with the current layout and previous CBC proposals. It is good to see proper provision for people cycling to wait for the light.

3.2 Two-way cycle track replacing existing footpath on North Wall Quay

Dublin Cycling Campaign cannot support the removal of the existing footpath on North Wall Quay opposite excise walk (map 2). Not only does this ignore the established transport hierarchy it will also likely lead to people walking in the two-way cycle track as there is no clear alternative.

We strongly recommend that the NTA use bus priority lights instead of continuous bus lanes on this one section of the north quays. That way the bus lane space can be reallocated for the two-way cycle track and the existing footpath can be maintained.

We will actively oppose this design if it is presented to An Bord Pleanála.

3.3 Existing Congestion on southside of Samuel Beckett Bridge

There is already heavy congestion for people walking and cycling in the narrow shared space on the southeast side of the Samuel Beckett Bridge (map 2). This was made worse by the recent flood defence works by OPW and DCC along here that narrowed the existing shared space. This does not appear to be reflected in the CBC drawings.



Street view of the footpath east of Samuel Beckett Bridge narrowed by the flood defences

More space is needed for people walking and cycling at this location and the existing shared space and shared crossings (toucans) are already congested. That is before the expected increase in people walking and cycling because of this project.

3.4 Cycle Connection to Forbes Street

Forbes Street (map 3) is Primary Cycle Route SO1. There needs to be a clearer cycling connection and waiting space between the two-way cycle track along the campshires and Forbes street. Space would be provided for people turning onto or off the busy campshire two-way cycleway by using a junction design similar to the ones at Blood Stoney Street or New Wrapping Street at Forbes Street.

3.5 Walking and Cycling Path in Ringsend Park

We continue to welcome the proposed walking and cycling route through Ringsend Park. The proposed cross-section is a 3m two-way cycle track and a 2m footpath (map 10-11). We see two problems with this proposed cross-section. There is no level clear divide, either horizontally or vertically, between the cycle track and the footpath. The two-way cycle track is only 3m wide when the desired minimum for a two-way cycle track is 3.25m.

We recommend that the NTA strongly consider using an approach similar to the Baldoyle to Portmarnock Greenway for the path through Ringsend by providing a minimum 0.5m grass buffer between the busy cycleway and the footpath.



Photo of Baldoyle to Portmarnock Greenway with a 3m cycleway, 2m footpath and grass buffer

A grass buffer between the two paths will provide three benefits:

1. It will separate what will feel like a shared path to visually impaired users into two separate paths. That way all users know what path they are on.
2. It will increase the effective width of the paths without adding more hard surfacing. People cycling and walking will be able to overhang the grass buffer space without encroaching on pedestrian or cyclist space.
3. It will break up the visual impact of having a 5m wide hard surface space in this park. It allows for the opportunity to plant wildflowers to counteract the visually unappealing tarmac path.

3.6 Complex Cycle Routing at Ringsend Stadium

The cycle route as it exits Ringsend Park, past the entrance of the stadium, to Kerlogue Road (map 11) is rather complex and includes a number of shared spaces. There is not enough space being provided to people walking and cycling at this location. We do admit it is a tricky spot with level differences and the old protected sea wall. Can we suggest that the low-volume vehicle entrance to the stadium be narrowed to a one traffic lane with a give-way markings to make space for a more legible cycling route?

3.7 Shared Space at Bremen Avenue

There is a complex shared space at the junction of Bremen Avenue and Bremen Road (map 12), which could be eliminated. At this location people cycling need to swap from a cycle track with pedestrians on the left to one where pedestrians are on their right, while crossing a minor junction. If the cycle track and the footpath between Bremen Road and the stadium were swapped. This feels overly-complex.

The complexity can be removed by swapping the cycle track and the footpath between Bremen Avenue and the stadium.

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