



## **Core Bus Corridor 7: Liffey Valley**

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.

### 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.

When cycle routes measure up to international best practices we will see kids cycling to school with their parents, teenagers cycling to the cinema, commuters cycling to work and 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 General Points and Summary

The provision for cyclists on this route is generally good. We welcome the long stretches of segregated cycling. We welcome the removal of roundabouts and their

replacement with signalised junctions but see our separate submission on junction design. We welcome the many bus stop bypasses but recommend that the design of other bus stops be reconsidered to ensure maximum safety for cyclists and bus passengers.

In the Thomas Street area we welcome the new continuous cycle tracks. However, we recommend stronger general traffic restrictions in order to free up more space for wider footpaths, cycle lanes and better bus stop designs.

## 4.0 Specific Remarks

### Map 3:

We welcome the conversion of the roundabout to a signalised junction. We welcome the bus stop bypasses but recommend the continuation of the cycle track on the eastern side of the road; there is plenty of space to facilitate this continuation.

### Map 4:

We welcome the bus stop bypasses and the removal of the roundabout and replacement with a signalised junction but recommend that this junction needs to be enhanced to full Dutch junction or Cyclops to provide maximum safety to pedestrians and cyclists whilst affording maximum throughput.

### Map 5:

We recommend tightening the angle of the sweeping curves in and out of the junction of the Dublin City Service Sport and Social Club, to slow access and egress. We welcome the bus stop bypasses.

### Map 6-8:

We welcome the bus stop bypasses.

## Map 9:

On this section and on Maps 10 and 11, images of the proposed layout would be helpful. The current cycle route is continuously blocked by parked cars. Measures to prevent this abuse need to be designed into the scheme if this section is to operate successfully as a cycle route.

## Map 10:

At the inbound bus stop between Drumfin road and Le Fanu Road it seems there will be conflict between cyclists and bus passengers alighting and descending. We suggest that the design of this bus stop be re-examined with a view to removing this conflict.

## Map 11:

See above re design of inbound bus stop.

See Dublin Cycling Campaign's general submission regarding the junction designs for the junction of Ballyfermot Rd and Le Fanu Road

## Map 12:

We note that cyclists have not been granted right of way at the junction of Kylemore Road and Convent Lawns and ask that this be rectified.

## Map 13:

We welcome the removal of the roundabout at the junction of Ballyfermot Road and Kylemore Road and replacement with a signalised junction as this was an intimidating and dangerous roundabout for people cycling. However, we believe that this junction needs to be enhanced to full Dutch junction or Cyclops to provide maximum safety to pedestrians and cyclists whilst affording maximum throughput. Please see Dublin Cycling Campaign's separate submission on junctions.

The bus stop designs are not ideal. We recommend that these designs be reconsidered and replaced with a safer design

## Map 16: Cycling Access to St Laurence's Road

There is no easy way for people cycling outbound along Sarsfield Road to turn right onto St Laurence's Road (map 16). St Laurence's Road is a key link for people to cycle

from Chapelizod village to Inchicore and Kilmainham. There are also two bus stops near this junction without a crossing point for people walking and cycling. We recommend that a toucan crossing be added here.

#### Map 25: Right-turn to Bow Lane West

It isn't clear how someone cycling would be able to make a right turn from James' Street outbound onto Bow Lane West.

#### Map 25-28: Continuous Cycle Tracks on Thomas Street

In previous submissions we have been very critical of the lack of continuous cycle tracks along James Street and Thomas Street. It is fantastic to see the use of bus priority lights to free up the necessary space for continuous cycle tracks.

#### Map 27: Public Realm and Impact on Street Traders

Between Bridgefoot Street and Vicar Street (map 27) is the centre for commercial life along Thomas Street. It is the place with the greatest need for wider footpaths, larger bus stops and good cycling infrastructure. The street traders outside 37-46 Thomas Street use the existing bus lane for their street stalls. It is not clear from these plans where space would be provided for them.

There is a much greater need for more space for people walking, cycling and shopping along this section of Thomas Street. We need to reallocate more space to generous footpaths and a strong public realm.

To find the necessary space while still maintaining bus priority we strongly recommend a bus gate along Thomas Street near this location. Thomas Street / James Street is no longer through route for motor traffic because of the bus gate at Mount Brown. Adding a bus gate on Thomas Street will provide the necessary space.

#### Map 28: Junction at Cornmarket

This junction has a huge number of issues for people cycling. For example it is impossible to safely turn right from Bridge Street onto Thomas Street.

#### Map 28: Width of Cycle Tracks

The width of the cycle tracks along Cornmarket and High Street (map 28) are too narrow and look far below the 2 metre minimum required in this location. These streets

make up primary cycle route 7 of the GDA Cycle Network Plan. Higher-quality cycling provision is required on these streets.

Wider cycle tracks could be provided on Thomas Street (map 28) if a bus gate was included somewhere on Thomas Street as we recommended on map 27.

Kevin Baker  
Chairperson  
Dublin Cycling Campaign  
% Tailor's Hall,  
Back Lane,  
Dublin 8

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