



Core Bus Corridor 16: Ringsend

17th April 2020

1.0 Introduction

Dublin Cycling Campaign is a membership-based 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.

The goal for this cycle route must be that it is safe for people of all ages and abilities. It must also recognise that road widening in our city centre will not produce a liveable city where sustainable transport is encouraged.

This is one of the few corridors that has become significantly worse between this round and the last round of public consultation. There are a few minor positive changes in Ringsend but the suggested changes to the North Quays are hugely disappointing.

2.0 Welcome Changes

There are a small number of welcome changes along this corridor including:

- Separate walking and cycling crossing on the south side of the Samuel Beckett Bridge (map 2)
- The Castleforbes Road junction design (map 4), which separates people walking and cycling and removes the shared spaces
- Relocating some bus stops on the north quays to remove pedestrian and cycle conflicts
- Traffic calming in Ringsend
- The more direct cycle route in Ringsend Park

3.0 Negative Changes

Overall this corridor is significantly worse for people walking or cycling from the previous round. This includes:

- Narrowing and squeezing the footpaths and cycle tracks on the north quays in order to accommodate another bus lane on the north quays
- The large number of pedestrian and cycle conflicts in shared spaces or areas where people will walk in the cycle track created as a result (map 2)
- Road widening on the North Quays to relocate the Scherzer Bridges and install new bridges.

All of these negative changes for people walking and cycling are as a result of the removal of the right turn from East Link Bridge onto the Dodder Public Transportation Bridge (map 5). This right turn enabled buses coming from the Port Tunnel to use the south quay into the city centre, which significantly reduced the need for a continuous bus route on the North Quays.

We understand it is a complex engineering challenge, especially given the positioning of the access shaft for the Liffey Service Tunnel near the proposed bridge abutment. An engineering solution must be found otherwise the resulting pedestrian and cycle situation on the north quays in particular is completely unacceptable.

You'll also avoid the expensive and architecturally dubious need to relocate the Scherzer Bridges on the North Quays, which are protected structures.

The right turn from East Link Bridge onto the South Quays must be re-introduced.

4.0 Location Specific Comments

Shared Spaces

We reject any unnecessary shared space designs as it puts people walking and people cycling into unnecessary conflict. Examples like the New Wrapping Street junction (map 3) should be used instead of examples like the Forbes Street junction (map 3). The extra buffer space between the cycle track and the road provides pedestrian landing zones that are not shared spaces.

Thorncastle Street

Thorncastle Street in Ringsend (map 6) is the preferred route of the Dodder Greenway. Consider how the connection between this Core Bus Corridor and the Dodder Greenway should be included at York Road (map 6) and Cambridge Road (map 10)

Pigeon House Road

We welcome a properly designed quiet street treatment for Pigeon House Road. At the Ringsend Community Forum last year many residents of Pigeon House Road complained about rat running. A shared street environment is not appropriate if the rat running in this location hasn't been dealt with.

Kevin Baker
Chairperson

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

Registered Charity Number (RCN): 20102029