



## **Core Bus Corridor 3: Ballymun**

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.

Broadly we welcome the improvements in this CBC from the last round. There have been marked improvements in a number of locations. The goal for this cycle route must be that it is safe for people of all ages and abilities.

We understand that the designs are a work in progress. We have made a separate submission recommending design approaches to be taken across all corridors. This submission includes localised comments.

### 2.0 Welcome Changes

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

- Map 1A: the extension to St Margarets Road
- Map 1: a Dutch-style protected junction
- Maintaining the trees on St Mobhi Road
- The proposed two-way cycle track to the schools on Mobhi Road
- The two-way cycle tracks on the gyratories at Ballymun Road/Griffith Avenue and Hart's Corner, which somewhat improve the cycling offering
- The public realm improvements at Botanic Avenue
- The new bridge over the Royal Canal

- The underpass of North Circular Road at Royal Canal Bank
- The two-way cycle track on Constitution Hill
- Keeping Coleraine Street closed to through-motor traffic

### 3.0 Location Specific Comments

#### Traffic Reduction on Ballymun Road

Is it necessary to maintain the two general traffic lanes per direction along Ballymun Road? There will be a metro below ground, and a core bus corridor and a primary cycle route above ground. With the added bus gate on St Mobhi Road where is the traffic going towards? For the sake of climate action and the liveability of Ballymun this road should be reduced in size.

#### St Pappin Road Shops

There is a large crossing of the cycle track from Ballymun Road to the shops at the St Pappin Road junction (map 5). It is a large conflict point on this cycle track. Can this access be closed off or at least change to be an entrance only, with the exit onto St Pappin Road?

#### Prospect Way Crossing

We welcome the two-way cycle track on Prospect Way (map 11). It creates a much more legible cycle route with no gaps. However, we do not welcome the shared toucan crossing at Propsect Way/Botanic Road. This toucan crossing is a shared crossing with pedestrians, including people with disabilities, who don't want to be sharing space with people cycling, for understandable reasons. We strongly recommend that this crossing be re-designed to provide a separate parallel pedestrian and cycle crossing, with segregated landing zones.

#### Dominick Street Crossing

The cycle route from Royal Canal Bank to Constitution Hill crosses Dominick Street (map 15). Dominick Street is effectively a local access only road, with vehicles only able to turn left from Western Way onto it. However, the cycle track seems to yield to this local access traffic. Consider changing the priority here to people cycling by providing a raised crossing for people walking and cycling with yield signs for traffic on Dominick Street.

### Cycle Route Coleraine Street to the Liffey

We are surprised and disappointed with the new cycle route from Coleraine Street to the Liffey (map 16-17A). The agreed upon route in the GDA Cycle Network Plan is Greek Street and Chancery Place. These streets provide a more direct north-south connection to the north quays, and most importantly to the O'Donovan Rossa Bridge across the Liffey.

Greek Street and Chancery Place are currently used as a through-traffic route through a residential inner city community. This north-south through-traffic is much better suited to the parallel Church Street, which is a national road after all. Providing traffic filtering on Greek Street or Chancery Place would also create space on the O'Donovan Rossa Bridge and Winetavern Street for cycle lanes, providing a key north-south cycle route through the city.

### Connection to Core Bus Corridor 5: Blanchardstown

The Blanchardstown CBC is only 320m away from this CBC via King Street North (secondary route 2C). The CBC5 proposals for King Street North (CBC5, map 33) show King Street North with only one general traffic lane. Providing a two-way cycle track from CBC5 to the Church Street junction would link these two CBC2 together to form a strong cycle network in the north inner city.

At a minimum the junction design for Church Street / King Street North should consider the future cycle connection on King Street North.

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