



Core Bus Corridor 7: Liffey Vally

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 on the outer portions of this route. There is still a large amount of work needed from South Circular Road inbound. 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 number of welcome changes along this corridor including:

- Dutch-style protected junction Coldcut Road (CBC7, map 5)
- The increased use of bus stop bypasses, particularly in Ballyfermot
- The parking protected cycle tracks (map 8-9)
- Changes to the side road treatment to provide a continuous raised footpath and cycle track across many roads (map 9)

- The improved junction layout at the Ballyfermot Roundabout (map 13) with an almost Manchester-style protected junction layout that works very well at this location.
- Saving the mature trees on Grattan Crescent (map 19-20) using a one-way system

3.0 Location Specific Comments

Roundabouts at Liffey Valley

The roundabout designs near Liffey Valley shopping centre (map 1-5) include a large amount of shared space, shared pedestrian and cycle crossings (toucans) and missing crossing points.

We recommend that the design of many of these roundabouts be reconsidered to improve the pedestrian and cycle facilities on all sides of the roundabout. Options should consider replacing these roundabouts with signalised crossings.

Cloverhill Road Junction

We recommend that this junction be replaced with a Dutch-style junction as that would allow people cycling to travel in all directions. Currently it isn't possible to turn-right from Coldcut Road onto Cloverhill Road.

Mount Brown

Mount Brown (map 23-24) is primary cycle route 7A of the GDA Cycle Network Plan. The current proposals, as a primary bus route without dedicated infrastructure will not provide the high-quality cycling environment needed for a primary cycle route. Consider adding more traffic calming to Mount Brown or provide an alternative primary cycle route on Kilmainham Lane and Bow Lane West.

James's Street and Thomas Street

The proposals for James's Street and Thomas Street (map 25-27) have only changed a small amount from the previous round. We really hope they are still work in progress because the current proposals are completely unacceptable.

The biggest issue then and now is the lack of a continuous cycle route. The current cycle lanes stop and start whenever the corridor width narrows. This is unacceptable and will not provide a high-quality and safe cycle route. We strongly recommend that

the NTA investigate any necessary traffic management changes like bus gates, one-way systems or bus priority lights needed to free up the space needed for a continuous dedicated cycle route. In our previous submission we highlighted, at length, how it is possible to achieve continuous bus priority and a continuous cycle route from High Street to James's Hospital.

On-street Trades on Thomas Street

On Thomas Street (map 27) the outbound bus lane past the Meath Street junction is used by the on-street traders on Thomas Street. They are a Liberties institution and a core part of the community. The current proposal for a 24hr bus lane at this location will force the traders to relocate.

Introducing a one-way system between Bridgefoot Street and High Street would free up the space to provide the wide footpaths needed for this urban centre and the on-street traders.

The current road widening to provide dedicated bus lanes doesn't suit the context of the site.

Cornmarket and High Street

Serious work is needed on Cornmarket and High Street (map 28). The junction proposals do not allow people cycling to travel in all directions. There are gaps in the cycle track on High Street, despite it being a primary cycle route and there being two adjacent general traffic lanes.

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