



Core Bus Corridor 7: Liffey Valley - Preliminary Submission

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign is the leading member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN). We want to make Dublin a safe and friendly place for everyone of all ages to cycle.

There are many welcome improvements along this Core Bus Corridor, particularly along the Ballyfermot Road. However, there are some disappointing sections too. In particular the roundabouts near Liffey Valley, Con Colbert Road, James' Street and Thomas Street where cycle tracks disappear and at Christchurch. Improvements need to be made in order to enable and encourage people of all age and abilities to cycle.

We look forward to future engagement with the NTA to refine the details in later stages so that we can produce a high-quality result.

2.0 General Observations

2.1 There's a Lot to Love

Though we are critical of parts of the concept design there are already huge improvements proposed for pedestrians and cyclists within this concept design. These include:

- High-quality segregated cycle tracks from Liffey Valley to Sarsfield Road
- Making space for cycle tracks by diverting traffic through-traffic near Ballyfermot Village
- Removal of some slip lanes and tightening of corner radii, which improves pedestrian and cyclists safety
- Addition of 17 new pedestrian crossing along the route

2.2 Cycling for All

Dublin Cycling Campaign advocates for better cycling facilities that will enable people of all ages and abilities to cycle. Currently, the people who cycle in Dublin are not representative of the general population. Cyclists tend to be adult, male and brave. This is a result of the relatively poor quality of cycling infrastructure, and no coherent cycle network in Dublin.

Without a doubt the BusConnect's proposals, if implemented, will make cycling safer in Dublin. However, they will not enable people of all ages and all abilities to cycle because of the lack of segregation in many places. This will prevent cycling from realising its full potential as a transport solution in Dublin.

Many of our observations refer to the lack of segregation provided by the current designs at various locations. Along the routes there are segregated cycle tracks, but at some locations segregated cycle tracks become painted cycle lanes in order to allow for on-street parking or inline bus stops. At junctions cyclists are mixed back in with traffic. This loss of segregation will not enable people of all ages and all abilities to move to cycling. There are design solutions to these problems, like parking-protected cycle tracks, bus stop bypasses for cyclists, or using fully segregated junction designs like the Dutch-style protected junction.

2.3 Scheme Objectives - Pedestrian Inclusion

The scheme objectives, included in this CBC Route Selection Report, mention bus priority provision, and implementing the GDA Cycle Network Plan along this corridor to the specified quality of service. There is no mention of pedestrians in the scheme objectives. Pedestrians are, more often than not, bus users in the end.

We note that there are many pedestrian improvements already contained in the proposals. However, there are a number of pedestrian issues within these designs like staggered pedestrian crossings, which hinder efficient pedestrian movement. We recommend that pedestrians also be included in the scheme objectives in later rounds of this process. This is to ensure that pedestrians are not disadvantaged by the proposals. It should be noted that both the Dublin City Council Development Plan (section 8.4) and DMURS (section 2.2.2), include a transport mode hierarchy that places pedestrians first, cyclists second, public transport third, goods vehicles fourth and general traffic fifth. This also applies to all other Dublin Local Authorities.

2.4 Primary Cycle Route Width

This CBC will deliver on part of primary route 7A of the GDA Cycle Network Plan (CNP). The target quality of service for primary routes in CNP is A+/A. Below is an extract from section 2.3 of the Written Report of the CNP, which outlines the desired width of primary cycle routes as 2.5m.

Basis for Target Quality of Service

ROUTE TYPE	PRIMARY / NATIONAL	PRIMARY	SECONDARY
Cycle Volume Existing (3 hour peak period)	n/a	200 -1000	100-500
Target QoS - Width Factor	A+ Two abreast + overtaking Width = 2.5m	A+/A Two abreast + overtaking Width = 2.5m	A/B Single file + overtaking Width = 1.75m
Target QoS - Other Factors	A	B	B

We recognise that achieving a 2.5m wide cycle track on all portions of this route may be challenging, however it is possible to achieve this width along large segments of the route by widening into the median or using grass verges beside the proposed cycle track. In constrained areas a cycle track width of 2m is acceptable, but should be implemented with caution.

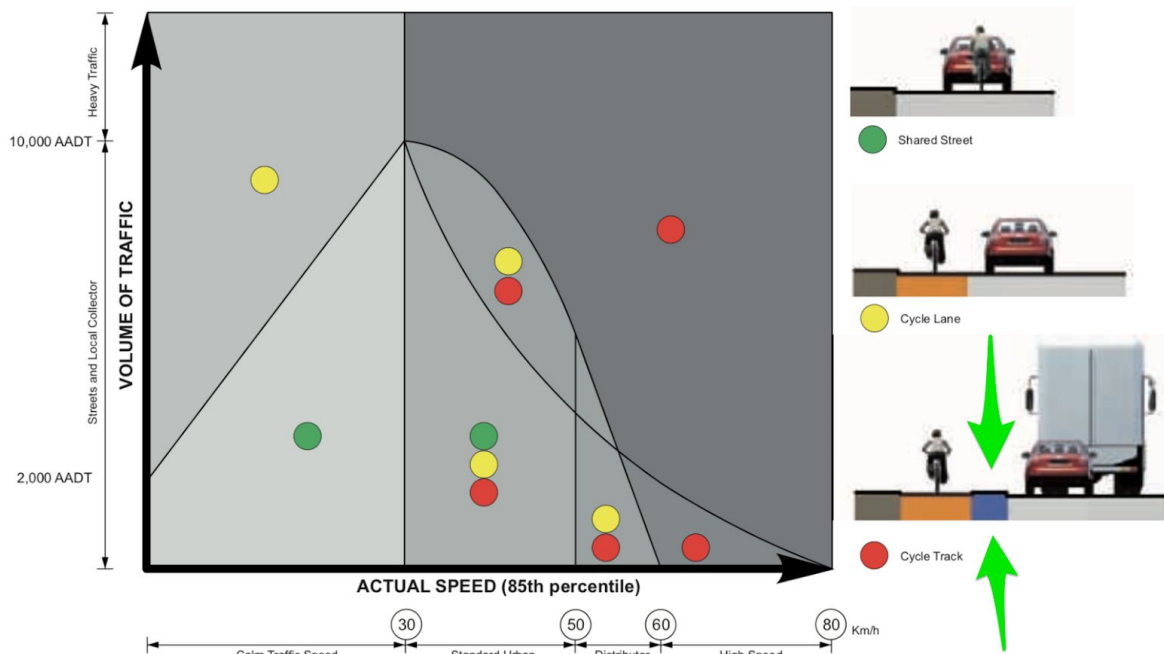
2.5 Buffer Space

The NTA's own National Cycle Manual (NCM), section 1.7.4, recommends that there should be a buffer space of either a hard paved area or grass verge between the cycle track and the roadway when the AADT and 85th percentile speeds are both high.

This buffer space increases the comfort level for cyclists (one of the five needs of a cyclist). It also allows for overtaking using the full width of the cycle track, without partially overhanging the adjacent traffic lane. It is important to point out that the buffer space is not an area that should be cycled on and it should not be included in the width of the cycle track.

We encourage the design team to, where possible, match the design of "Cycle Track Behind Verge" in the NCM, which has grass/planted buffer between the cycle track and the road.

Rationalising the number of right turn locations could allow for the central median to be narrowed so that a grass verge buffer space can be provided between the cycle track and the road.



There is no guidance within the NCM for the size of this buffer space (the area marked in blue in the cycle track image above). However, this design guidance from the UK maybe useful:

Speed Limit (km/h)	Desirable Minimum Horizontal Separation (m)	Absolute Minimum Horizontal Separation (m)
50	0.5	N/A
60	1.0	0.5
80	2.0 (including any hard strip)	1.5 (including any hard strip)
100	2.5 (including any hard strip)	2.0 (including any hard strip)
120	3.5 (including any hard strip)	3.0 (including any hard strip)

UK Interim Advice Note 195/16 for Cycle Traffic and the Strategic Road Network

2.6 Junction Design

Many of the proposed junctions on this Core Bus Corridor do not meet the criteria in the NTA's National Cycle Manual. There is use of streaming lanes (an orphaned cycle lane between two traffic lanes) at junctions along this route.

In section 4.4.4, on junction approaches the NCM states that:

- Streaming cycle lanes can only be used in low traffic speed environments where there is minimal speed differential between cyclists and adjacent traffic
- Streaming is not suitable along HGV routes
- Streaming cycle lanes should only be used beside right or left hand pockets (i.e. distinct lanes dedicated to turning movements) and should not exceed 30.0m in length

In essence the use of streaming cycle lanes at junctions goes against the manual advice. These concept junction designs are also not suitable for all ages and abilities.



A demonstration of how the proposed junction design does not enable cycling for people of all ages and all abilities

Greater segregation for cyclists is needed at major junctions along the route in order to enable and encourage more people to cycle. Segregated cycle tracks alongside roads provide segregation through space. 'At junction' segregation should be provided through specific allocated crossing time instead. Cyclists should be provided with their own set of traffic lights and their own phase, sometimes combined with the pedestrian phase on parallel crossings. This means that cyclists are never moving at the same time as traffic that would cross their path.

2.6.1 Protected Junction Design

This form of junction design has been achieved along the soon to be constructed North Strand/Fairview cycle route project from Dublin City Council and the NTA. It uses a modified version of the protected junction design. The protected junction design also allows for right hand turns for cyclists.



5 Lamps Junction along North Strand - Junction Design Template

The junction design also segregates pedestrians and cyclists by providing parallel crossings and designated spaces. This would eliminate shared spaces for pedestrians and cyclists. Shared spaces are disliked by pedestrians, cyclists and by people with disabilities. Parallel crossings also mean that cyclists don't have to use islands in the middle of the road that frequently are too small for bikes to easily manoeuvre around.

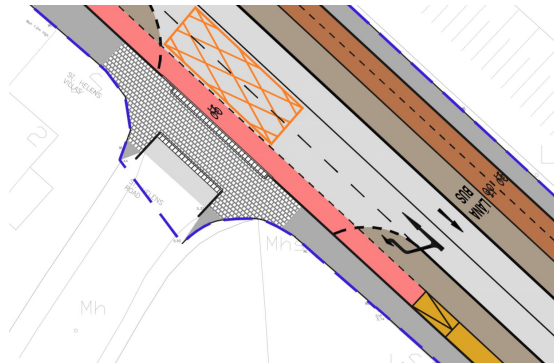
There is a good explanation of the principles of this design at www.protectedintersection.com.

2.7 Side Roads

At side roads it should be clear that cyclists and pedestrians have priority over traffic exiting or entering to or from the main road.

2.7.1 Continuous Footpaths/Entry Treatment

Infrastructure treatments, such as entry treatment or continuous footpaths/cycle tracks, encourage and promote priority for pedestrians and cyclists. They also encourage lower speeds. In general this would be exemplified by a raised table exit/entry from all side roads.



A raised continuous footpath over a side road as part of the proposed Merrion Gates to Blackrock Scheme - AECOM/ROD for NTA

2.7.2 Buffer Space Design

An alternate method for providing for safer minor road junctions is to bend the cycle track away from the road at the junction. This provides better visibility for cyclists by moving them out of the blind zones of turning vehicles. It can also provide space for turning vehicles to wait for cyclists to pass by. Priority for cyclists over minor roads needs to be reinforced with this design. The cycle track should also be clear to motorists, the use of red surface treatment to mark the conflict area is a must.



With this design the area between the road and the cycle track places the cyclist well outside the blind zone of the truck and clearly visible to the driver without the use of mirrors. The use of different surface treatment, in this case block paving, helps to

highlight the conflict, indicates a change in driving conditions from main road to side road, and acts as a traffic calming measure.

This kind of design could be suitable on some of the outer sections of the Malahide Road where the cycle track will cross over entrances to industrial areas or garages. It's important at these locations to ensure the cycle track does not place cyclists in HGVs' blind zones.

2.8 Integration with GDA Cycle Network Plan

A single cycle route is only useful to people if their origin and destination are on or near the cycle route. A cycle network, where many cycle routes are connected together is far more useful to people. Similar to how a bus network is more useful than a single bus route.

This cycle route intersects with a number of other cycle routes included in the GDA Cycle Network Plan. This route should plan for the connection with these current or future cycle routes. Where possible, the ends of cycle lanes/tracks on these routes linking into the CBC cycle route should be constructed as part of the Core Bus Corridor. That will ensure that these junctions don't need to be re-designed when future cycle network projects are progressed.

2.9 Bus Stop Bypasses

Bus stop bypasses for cyclists should be the norm, as part of these designs. There are many reasons we'd encourage the design team to include bus stop bypasses at all bus stop locations:

- Bus stop bypasses are recommended by the NTA's National Cycle Manual, given the frequency of buses along this route
- Bus stop bypasses remove conflict between buses and cyclists. There is nothing more terrifying, particularly for a beginner or tentative cyclist, than a 30 ton bus pulling into a bus stop on top of you
- Buses will operate more efficiently at stops because bus drivers will not need to wait for a slow cyclist to pass the bus stop before pulling in

Only 4 of the 53 bus stops on this route have bus stop bypasses, despite there being ample space for them along the route.

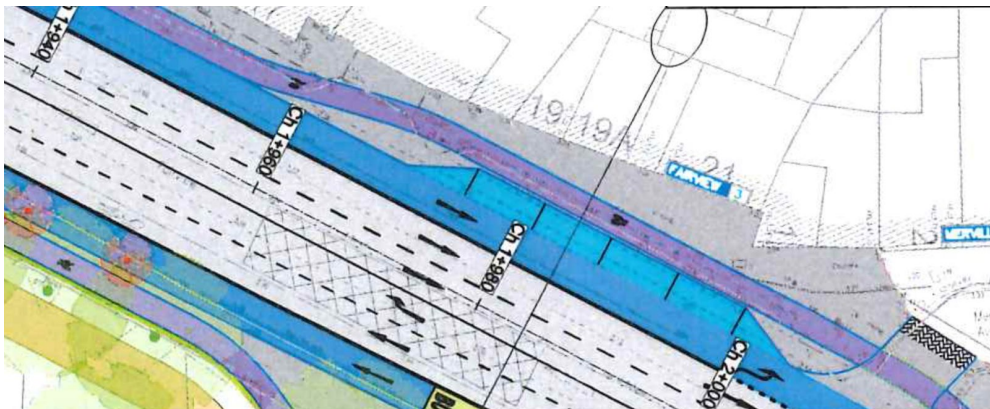
2.9.1 Bus Stop Locations

There is a strong case to be made for the rationalisation of bus stop locations. We strongly urge the review of bus stop locations and frequency. This will ensure greater efficiency of the bus service but also allow for greater consideration of the preferred bus stop bypass design for safety of all commuters.

2.10 Parking Inside Cycle Lanes

Car parking should ideally not be located inside the proposed cycle track. This implies that the cycle track will convert into a painted cycle lane and cyclists will lose segregation from traffic.

Best practice would be to route the cycle track on the inside of the car parking and to provide a buffer space between the car parking and the cycle track for the 'door zone'. A parking protected cycle was the design used for the recent Fitzwilliam Street cycle route by Dublin City Council, and the North Strand/Fairview cycle route at Marino Mart.



An example parking protected cycle track in the North Strand/Fairview cycle route AECOM/ROD for Dublin City Council/NTA. Cycle track in purple. Parking in light blue.

2.11 Opportunity for Multimodal Travel

Multi-modal travel between bike and bus could be encouraged as these designs progress. A first step would be to provide covered sheffield stands with CCTV coverage near bus stops along this route, giving a particular focus to where orbital network cycle routes intersect with this Core Bus Corridor. As the CBC will host a super high-frequency bus route it makes it more likely that people will cycle to the spine, and avail of an efficient bus service.

2.12 Development of Public Realm

We urge the Bus Connects team to clearly indicate where these benefits will arise along all the newly designed routes, as these positive developments will be critical in 'selling' the project, as was the case for the North Strand/Fairview cycle route.

3.0 Route Observations

3.1 Roundabouts near Liffey Valley

The roundabout near the start of the route as proposed provide a poor option for both pedestrians and cyclists. The crossings are hard or placed too far away from the roundabout leading to detours and delays. Problem 3.2.3 of the Desktop Safety Review also found many issues with the complexity of these roundabouts and recommended their replacement with signalised junctions.

If the roundabouts are not to be replaced with junctions then they should be replaced by the fully segregated roundabout design on page 127 of the National Cycle Manual. This will provide high-quality crossing points, with central refuge islands, for pedestrians and cyclists.

3.2 Fonthill Road

A buffer space should be provided between the cycle tracks and the 3 lanes of traffic along the route (map 2 & 3). There is an existing buffer space (grass verge) here between the existing 2 traffic lanes and the cycle lanes. A justification should be given for why this road is being widened from two general traffic lanes to three (including one bus lane).

Space for a buffer space (grass verge) to make the cycle track safer should be a priority over added another traffic lane. This buffer space would also reduce the number of pedestrian and cycle conflicts at signalised crossing points.

3.3 Toucan Crossing Design

On maps 1-4 there are many locations where the cycle track disappears into a shared space for a toucan crossing. This is not the optimal design for both pedestrians and cyclists. The cycle track should continue straight through the toucan crossing with a jug turn provided for cyclists who wish to use the toucan crossing. This allows cyclists heading straight to continue on without conflicting with pedestrians.

3.4 Coldcut Road Fonthill Road Junction

The junction of Coldcut Road and Fonthill Road needs to be improved for both pedestrians and cyclists. A cyclist making a right turn from Coldcut Road onto Fonthill Road must use four toucan crossings in order to continue on.

Adding a one-step toucan crossing on the west side of the junction would reduce the number of crossings a pedestrian or cyclist needs to make. This new toucan on the west side of the junction could be timed to coincide with the right filter turn for vehicle heading from Coldcut Road onto Fonthill Road.

Another issue is that a cyclist heading straight ahead on Coldcut Road to the east cannot rejoin the cycle track because of the placement of the island and the slip lane design. This slip lane should be removed under DMURS section 4.4.3.

3.5 Coldcut Road M50 Overbridge

If feasible the bridge should be widened in order to improve the quality-of-service for all transport modes.

3.6 Cloverhill Road Junction

Cloverhill Road is secondary route 8C1 of the GDA Cycle Network Plan, so cycle facilities should be provided at the redesigned junction. It is also not possible for a cyclist heading east on Coldcut Road to make a right turn onto Cloverhill Road. A jug turn should be provided.

3.7 Kennelsfort Road Upper Junction

Kennelsfort Road is a feeder route, upgraded cycle facilities should be provided at that junction, including facilities that allow cyclists to make a right turn from Kennelsfort Road onto Coldcut Road.

At this junction, on Ballyfermot Road there is a cycle track on the outside of a dedicated left-turn lane. This places cyclists and left-turning traffic into conflict and it is not recommended by the NTA's National Cycle Manual. Re-designing this junction as a protected junction would allow cyclists to make the left-turn without stopping at the traffic lights, removing a delay and increasing quality-of-service. It would also remove the conflict between left-turning traffic and a straight ahead cyclist.

3.8 Ballyfermot Road

There are lots of opportunities for improvement along Ballyfermot Road (map 7-11). In many locations there is significant width footpaths. The current proposals in places reduce the provision for cyclists. There are some bus stop bypasses at present and a buffer zone between the cycle lanes and the road.

As this is primary route 7A consideration should be given to providing a 2.5m wide cycle track where possible, as this would provide A+ quality-of-service on the width criteria.

A buffer space should be introduced between the cycle track and the road. This will provide more comfort and safety for cyclists.

In some locations it might be appropriate to add loading bays or on-street car parking, particularly near the shops. Otherwise there is a risk that fly-parking on the cycle track will become an issue.

Many of the proposed bus stops could be converted into bus stop bypass designs. The significant width of footpaths (+6m) could also allow for significant tree planting or greening.

3.9 Perpendicular Parking on Ballyfermot Road

The perpendicular car parking on map 11 should be reconsidered. Perpendicular parking, particularly on a busy main road like this is not appropriate. Vehicles will be forced to reverse out into traffic with poor visibility over the cycle lane. Some of the parking is quite close to the junction too. The car parking should be converted to parallel with a parking protected cycle track. Nearby alternate locations could be used to supplement car parking in the area.

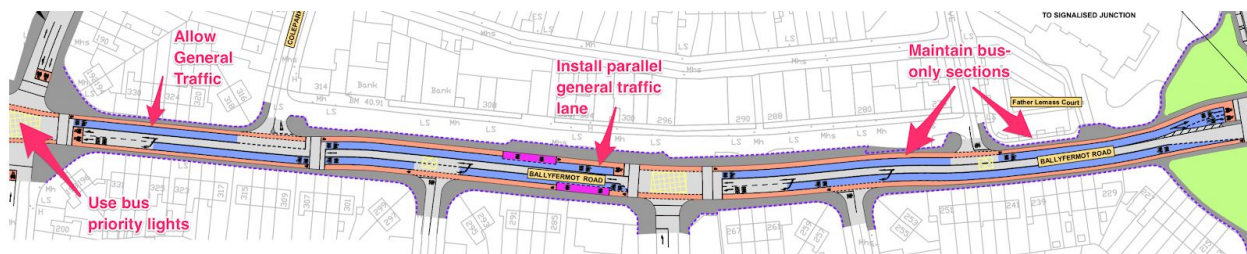
3.10 Le Fanu Road to Kylemore Road

We welcome the proposal to keep the cycle tracks on Ballyfermot Road from Le Fanu Road to Kylemore Road. This is a great example of the NTA prioritising sustainable transport modes. We'd like to see this repeated more often across the Core Bus Corridors.

3.10.1 Alternate

If there is a lot of push back on this location we suggest a compromise could be introduced that would provide a much greater level of local access for motorised traffic without allowing through-traffic thus maintaining good levels of bus priority. This could likely alleviate many of the concerns.

The current placement of the bus gate means that accessing the large retail centres in this area by private vehicle from the Le Fanu Road side of Ballyfermot Road requires a long diversion around to Kylesmore Road.



One option that would improve local access would be to have a bus-only section inbound from the Tesco entrance to Kylesmore Road to prevent through-traffic. This would allow local access by motor traffic to shops and the Tesco in Ballyfermot. Bus priority could potentially be improved by providing a bus and general traffic lane inbound from Colepark Avenue to the Tesco entrance, where it would continue as a bus only section. Bus priority could be improved again using bus priority lights at the junction of Ballyfermot Road and Le Fanu Road.

This alternative would provide the space for a continuous cycle track the whole way through and an inbound bus lane for all but 95m of Ballyfermot Road, which would only be shared with local traffic, managed by bus priority lights.

3.11 Kylesmore Road Junction

We welcome the conversion of this roundabout to a signalised junction. This is a big win for pedestrian and cyclist safety. This junction would be ideal for as a protected junction design as there is lots of space where the roundabout is now.

Kylesmore Road to the south of the junction (secondary SO4) has a single carriageway through road with two local service roads. These local service roads would make a good cycling alternate to the main carriageway. Consideration should be given to how the junction of Kylesmore Road and Ballyfermot could allow cyclist movements from the local service roads on Kylesmore Road.

3.12 O'Hogan Road Junction

At O'Hogan Road junction (map 15) there is another case of a dedicated-left turn lane with a straight ahead cycle track outside it. This places cyclists in the blind zone of many left turning vehicles. It also places cyclists and left-turning traffic into conflict. In order to fix the blind zone issue is to use a set-back vehicle stop line (page 79 of the

National Cycle Manual). This places stop cyclists out ahead of stop left-turning traffic out of the blind zone and allows straight ahead cyclists to clear the junction ahead of traffic.

3.13 Sarsfield Road Junction

The junction of Sarsfield Road and Con Colbert Road on map 18 is not safe for cyclists. There are two slip lanes that encourage vehicles to join or leave the road at speed. These also leave cyclists over-exposed to weaving traffic. The slip lanes should be removed (DMURS 4.4.3) and replaced with cornered turns instead of smooth curves.

3.14 Memorial Road

As noted in as problem 3.2.40 of the Desktop Safety Review the cycle facilities on Inchicore Road and Memorial Road do not connect. This should be rectified.

3.15 Kilmainham Lane

Kilmainham Lane could become a rat run because of the bus gate on Mount Brown. Kilmainham Lane is a narrow road that is not wide enough for two-way traffic and unsuitable for through-traffic. Given it's unsuitability, traffic restrictions should be applied to Kilmainham Lane to prevent it becoming an even bigger rat run.

One suggestion is to require all traffic inbound from Kilmainham Lane to turn-left onto Military Road. This removes Kilmainham Lane as an inbound route to avoid the bus gate on Mount Brown.

Another option is to just close it off to through traffic entirely. There is enough space at the junction of Irwin Street, Kilmainham Lane and Bow Bridge to provide a turning circle for vehicles.

3.16 Irwin Street

Because of the traffic restrictions on Mount Brown outbound traffic will use Bow Lane West and Military Road. This route is mostly quiet safe for cyclists with the exception of Irwin Street, which joins Bow Lane West to Military Road. Irwin Street has a steep hill, which significantly slows cyclists heading to Military Road, which increases the likelihood of overtakes on a steep hill with a blind bend. Can an uphill cycle lane be provided at this location to reduce this safety issue?

3.17 Primary Route 7A - Old Kilmainham, Faulkner's Terrace

This section of road will be shared by cyclists and motor traffic. It will see traffic reduction when the bus gate is installed. However, this section still has a 50km/h speed limit and a 6-10m wide carriageway. The carriageway should be standardised in order to control the speed of traffic to make mixing bicycles and motor traffic safer. Bus friendly speed ramps might also be necessary. The necessity for this is reduced if Kilmainham Lane is closed to through-traffic (section 3.15 above).

3.18 Primary Route 7A - Mount Brown, James' Street, Thomas Street

On Mount Brown, James's Street and Thomas Street cycle tracks must be provided. The road is 50km/h with a high AADT, and will continue to do so even after the introduction of the bus gate at Mount Brown. This is primary route 7 of the GDA Cycle Network Plan and a key link for the inner city. It links key destinations like Royal Hospital Kilmainham, St James' Hospital, St Patrick's Hospital, Guinness Storehouse, the Digital Hub to the city centre.

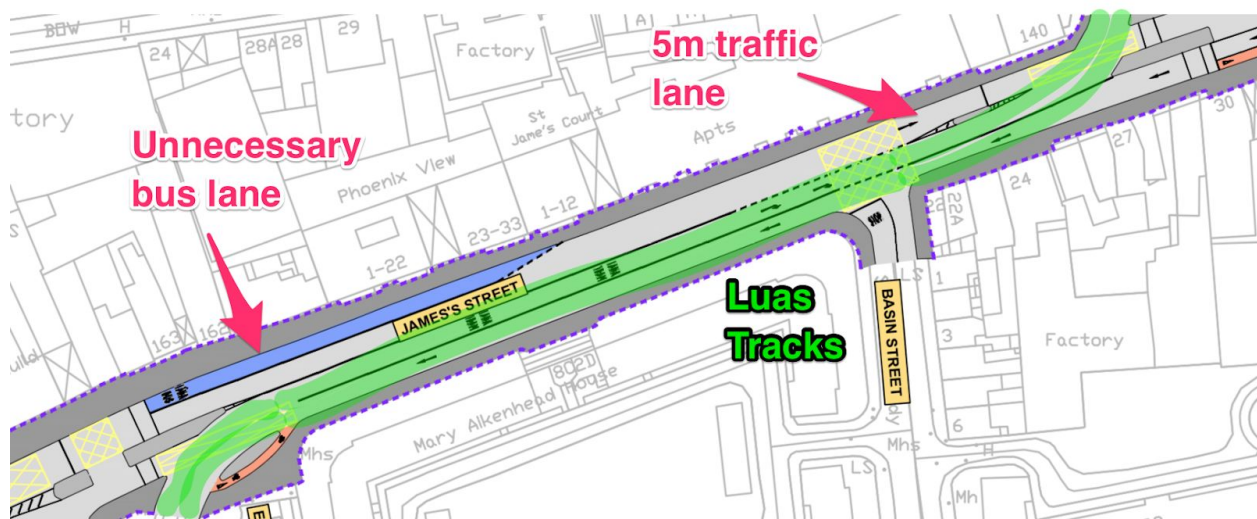
In the following sections we will show that it is possible to find the space for cycle tracks in both directions while maintaining both general traffic lanes and good levels of bus priority.

3.18.1 Mount Brown

There is the width to provide segregated 2m wide cycle tracks on Mount Brown from the petrol station onwards (or from the entrance of James' Hospital at least). This would require the remove of the parking outside Manor Hall, but they have underground car parking. There is one pinch point between the retaining wall of St James' Hospital that would need modification.

3.18.2 James's Street Part 1

There is adequate width to provide cycle track heading eastward on James's Street. There short 60m section of historical bus lane provides no bus priority because of the bus gate on Mount Brown. Reallocating this space and parts of the 5m traffic lane at the junction there is space for a 2m cycle track heading eastward.



Heading west it is a little trickier to provide a cycle track but it is important to try as this will allow cyclists to avoid the embedded Luas tracks, which are a frequent cause of accidents. Some element of sharing is required outside 22 James' Street. However, setting back the footpath outside Mary Aikenhead House on James' Street would provide space for a narrow cycle track to the entrance of James' Hospital. This would keep cyclists away from the Luas tracks and cyclists out of the way of the Luas.

3.18.3 James Street Part 2

On this section of James' Street there is enough width to create cycle tracks in both directions. There is no through-traffic except from Bow Lane West, if Kilmainham Lane is closed to inbound through-traffic (section 3.15 above), then the only traffic from Bow Lane West will be local traffic as there is no right-turn from St John's Road West onto Military Road. This reduces the need for bus lanes until after the junction of Echlin Street.

On the east side of the junction there is a pinch point caused by the building beside the bank. On both sides of the pinch point the buildings are protected structures. At this location cycle tracks could be provided on both sides if the bus lane was removed for a short 40m stretch. Using bus priority lights like on at the junction of Rathgar Road and Leinster Avenue on map 9 of CBC12: Rathfarnham would maintain good levels of bus priority and provide a continuous cycle tracks through the junction.

Further down James's Street outside the Digital Hub, removing the hatching and traffic islands from the middle of the road would also allow the cycle tracks to continue to the junction at Watling street. This pedestrians crossing has a pre-existing safety issue where vehicles frequently take a right turn out of Crane Street through the green light of the pedestrian crossing. A better location for this pedestrian crossing would be at the junction with Watling Street or the junction with Bridgefoot Street. Alternately traffic lights synced with this pedestrian crossing should be installed for Crane Street.

3.18.5 Bridgefoot Street

Bridgefoot Street is secondary 7A of the GDA Cycle Network Plan. The two-way cycle track on Queen Street as part of CBC5: Blanchardstown is only 380m away via Bridgefoot Street. Connecting up these two cycle routes would help build a strong cycle network in the city centre.

This junction should also be upgraded to be more pedestrian friendly. The two-stage pedestrian crossing on Bridgefoot Street should be replaced with a single stage crossing. A pedestrian crossing should also be provided on the west side of the junction as this is also a pedestrian desire line.

3.18.6 Meath Street Pinch Point

The pinch point on Thomas Street near Meath Street is poorly handled. The NTA have ignored their safety responsibilities and the NTA's own National Cycle Manual. You cannot just post a 30km/h speed limit and declare cycling in a bus lane as safe. The National Cycle Manual states that traffic volumes and actual 85th percentile traffic speeds determine if a road is safe for mixing cycling and motor traffic not the posted speed limit.

Currently at this location there is an inbound cycle track and an outbound bus lane. The proposals remove facilities for cyclists in favour of bus lanes. This is unacceptable and contrary to the Dublin City Development Plan to prioritise walking and cycling ahead of public transport.

We need a cross-section of 19.1m in order to provide the minimum width of a footpath (1.8m), cycle track (1.75m), bus lane (3m) and general traffic lane (3m) in each direction. The length of road without this cross-section is only 80m long. The feasibility study did not examine alternate arrangements for this pinch point. An option should be investigated to see if a continuous cycle track could be provided in both directions by removing one bus lane for the 80m stretch but maintaining the bus priority through bus priority lights.

3.19 High Street

The note on High Street (map 28) says that: “existing all westbound traffic lane to be removed to accommodate bus and cycle tracks”. This is not true. There are three traffic lanes (plus an advisory cycle lane) there now. There will be three traffic lanes and a cycle track afterwards. No traffic lane has been removed, what has been removed is some loading bays.

However, on the westbound side the option presented is poor for cyclists. A continuous cycle track could be provided by reducing the length of the right-turn lane. There are only two-traffic lanes on Christchurch Place and one left-turn lane from Patrick Street so there is no need for three traffic lanes at the start of High Street. A short section of two traffic lanes (one general and one bus lane) on High Street widening into three traffic lanes past the pinch point would allow space for a continuous cycle track.

3.20 Christchurch Junction

Although just outside the bounds of this Core Bus Corridor the junction at Christchurch needs to be redesigned. The cycling provision is poor. There are inappropriate streaming lanes for cyclists. There is no safe or National Cycle Manual approved way for a cyclist on High Street to turn right (a triple lane ASL is not allowed). The junction is also pedestrian hostile, requiring multiple crossings with narrow traffic islands. It is crying out for significant improvement.

4.0 Conclusion

We trust that our observations will be taken into account as the design for this scheme progresses from a concept design to a preliminary design. We look forward to engaging with the NTA as the design progresses.

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