

MOVEMENT HIERARCHY



1



2

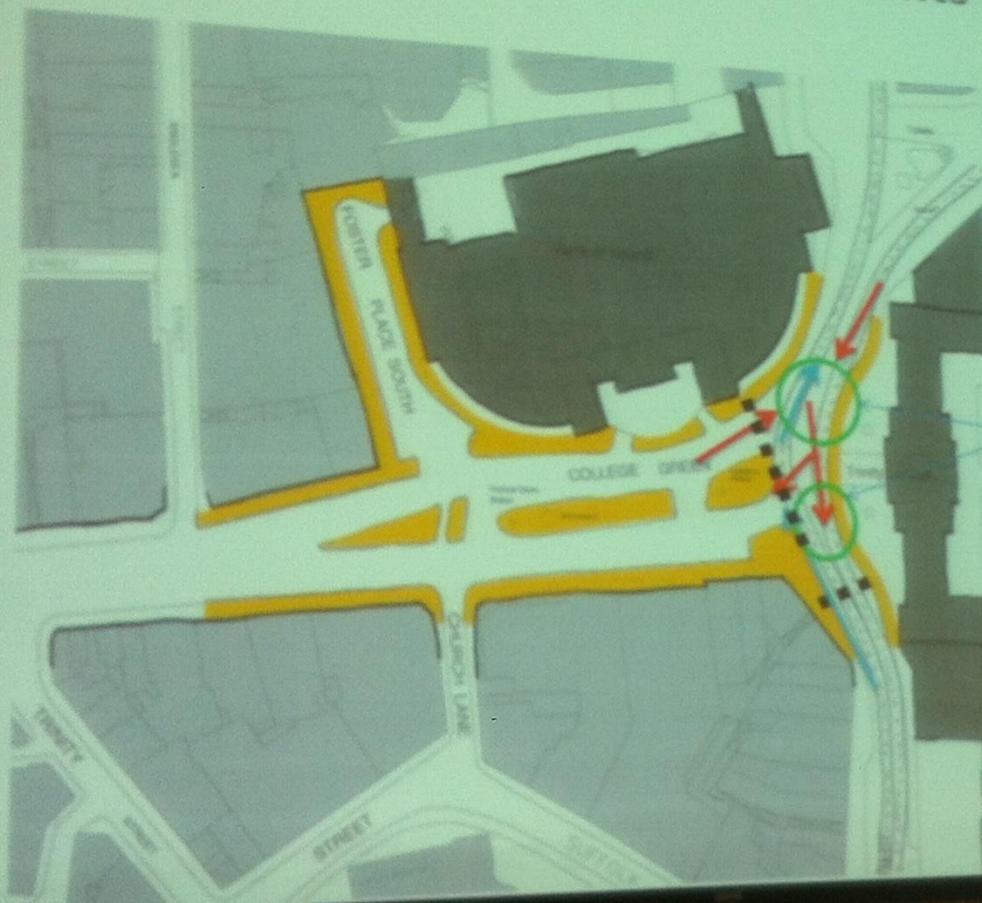


3





College Green Conflicting Movements



Red = Buses
Black = Pedestrians
Blue = Tram

Peak Hour
380 buses
625 taxis
1,000 cyclists
6,000 pedestrians
40 Trams

Conflict Points

- Conflict points
- Tram ———
- Bus ———
- Cyclists ———
- Pedestrians





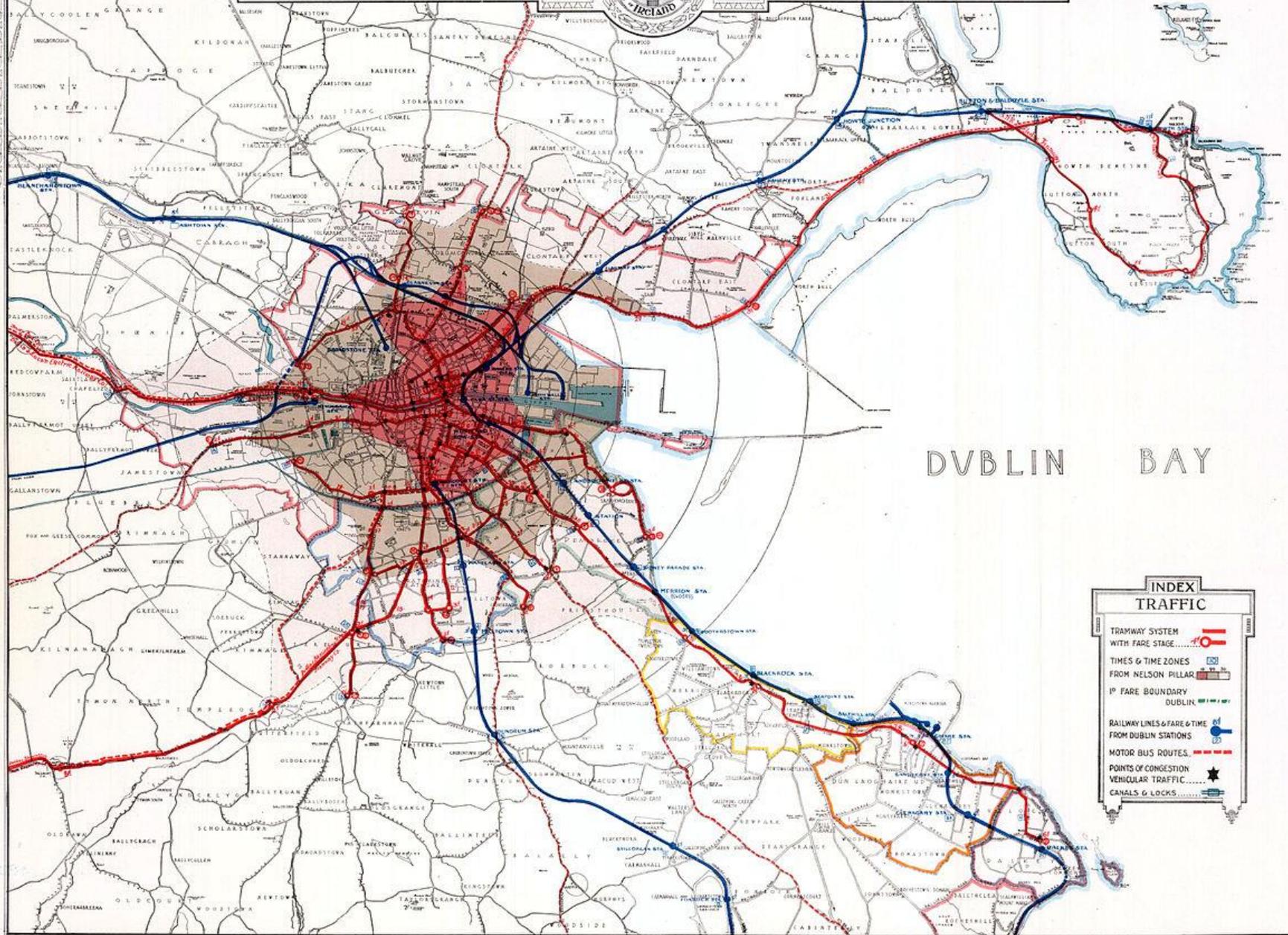




THE CIVIC SURVEY



DUBLIN AND ENVIRONS



DUBLIN BAY

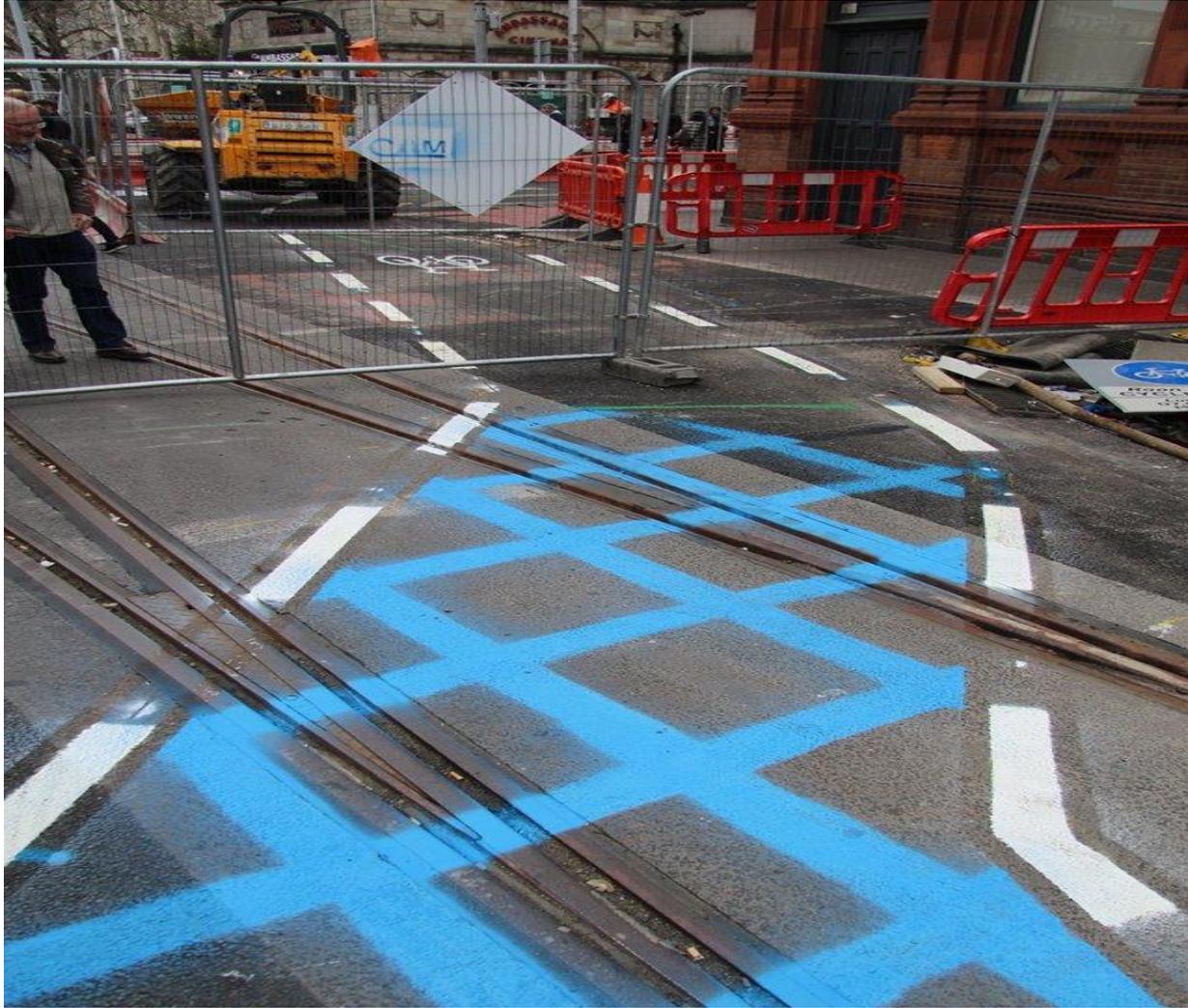
INDEX TRAFFIC

- TRAMWAY SYSTEM WITH FARE STAGE
- TIMES & TIME ZONES FROM NELSON PILLAR
- 1st FARE BOUNDARY DUBLIN
- RAILWAY LINES & FARE & TIME FROM DUBLIN STATIONS
- MOTOR BUS ROUTES
- POINTS OF CONGESTION VEHICULAR TRAFFIC
- CANALS & LOCKS













Complaint emails

Hi there , saw an article about the luas track last week, and felt compelled to tell you our story.

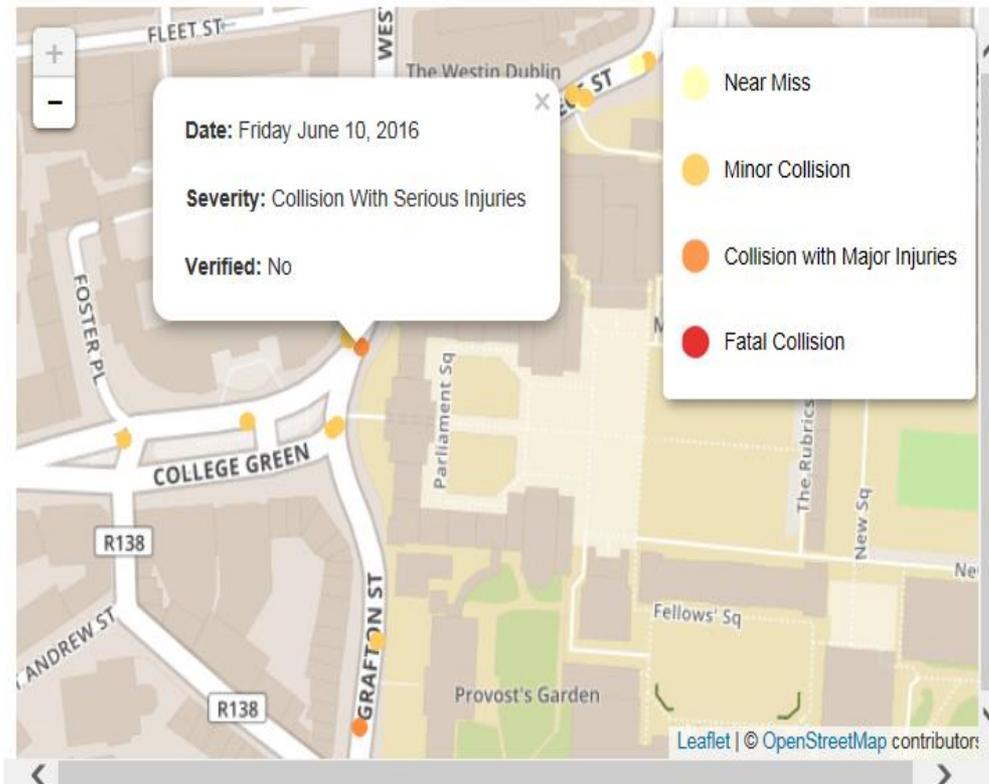
My husband was permanently injured as a result of his tyre becoming lodged in the luas track. He spent 3 weeks in the matter and had/has a grade 6 tibia plateau fracture, broken fibula. He spent 6 months with external fixation and will need a full knee replacement in the near future.... All because of the tracks.....there's not enough being done to prevent others from having their lives destroyed.. :(

Collision Tracker- Dublin Inquirer

Home

HOME CITY DESK UNREAL ESTATE CULTURE DESK THE DISH OPINION ON THE MEDIA GET INVOLVED

Here are all the collisions reported so far.



Dublin Inquirer

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International Experience of Cyclist/Tram Integration (TO29)



Report: Co-existence of Cyclists and Trams

Date: Jan 2012
Client: National Transport Authority (NTA)
Document Ref: NTA-TO29-JEA-000001

4.9 Recommendations

- *Separated routes are universally preferred, usually in the form of a grade-separated cycle way, but sometimes in the form of a parallel low-traffic bicycle route.*
- *Bicycles must be integrated into tramway planning processes from the earliest stages*
- *Facilities should where possible facilitate right-angle turns by cyclists*
- *Additional cyclists and motorist education (in terms of safety warning and alternative routes)*
- *Leave sufficient space between tram track and platform curb such that bicycles can proceed safely or provide sufficient advanced warning and opportunity for the cyclist to cross the rail.*
- *Cycle lane detours behind the tram stop are not generally a preferred facility type, but if they are used care must be taken on downhill alignments to keep bicycle speeds low and avoid conflicts with pedestrians.*
- *Lowering vehicle volumes and speeds on tram routes can create safer conditions for cyclists when crossing the rail as they have more time and feel less threatened by the traffic flow.*