

6 Appendix 1 Specific Body Submissions

LIFFEY CYCLE ROUTE PROJECT

Submission
From
Lowstrand Properties Ltd
To
Dublin City Council

May 2019

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Fleet Street Car Park

 **Waterman Moylan**
Engineering Consultants

LIFFEY CYCLE ROUTE

SUBMISSION BY FLEET STREET CAR PARK

Introduction

This submission has been prepared by Waterman Moylan on behalf of Lowstrand Properties Ltd, Fleet Street Car Park, 52 – 57 Fleet Street, Dublin D02 A375 on foot of the invitation from the Dublin City Council to provide submissions on proposals for the Liffey Cycle Route.

This submission should be read in conjunction with previous submissions from the Fleet Street Car Park in relation to earlier traffic management consultations:

- (a) *Dublin City Centre Transport Study*, August 2015
- (b) *Proposed Traffic Management Changes on North and South Quays*, March 2017.
- (c) *Civic Plaza at College Green and Ancillary Traffic Management Measures*, June 2017.

Fleet Street Car Park

The Fleet Street Multi-storey Car Park was opened by Lowstrand Properties about 1994 to serve the Temple Bar district. The car park has 393 spaces including 11 disabled spaces.

Access to the car park is either from Westmoreland Street via Fleet Street and Parliament Row or from Aston Quay via Aston Place and Parliament Row.

Background

Over the past decade, access to Fleet Street Car Park has been progressively restricted as road space in the City Centre has been transferred from general traffic to public transport and cycles. The transfer is particularly evident in the core City Centre and on the Liffey Quays.

Recent traffic management changes for College Green, Pearse Street, O'Connell Street, Parnell Street, Burgh Quay and Bachelors Walk have accelerated the restriction on access to these car parks.

It is submitted that the restrictions have not been accompanied by any of the promised mitigation measures such as the Car Park Signage Scheme.

Overview

The Scheme Benefits of the Liffey Cycle Route listed in the Overview of the proposal include

- *Car park access will continue to be maintained.*

This is the only reference in any of the documentation for the project to car park access.

Options Assessment Report

The Terms of Reference for the *Options Assessment Report* prepared for the Liffey Cycle Route highlighted the fact that '*the quays remain a critical element in Dublin's access, servicing and circulation network*'.

However, none of the five criteria in the Multi-Criteria Analysis used to assess the various options (Economy, Integration, Accessibility & Social Inclusion, Safety and Environment) included the impact on access traffic.

Impact on Other Modes of Transport

The *Options Assessment Report* advises that the Liffey Cycle Route '*can be delivered with limited impact on other road users*'.

However, these limited impacts are not defined or assessed anywhere in the *Options Assessment Report* notwithstanding the following commitment given in Section 5.6 that

'The impact of each option for the Liffey Cycle Route on other modes of transport in terms of diversion effects, capacity etc. will need to be assessed and minimised where possible. Access to premises will have to be maintained in line with Dublin City Council obligations.'

The Dublin City Council obligations are not defined anywhere in the documentation.

Recommended Option

The Recommended Option for the Liffey Cycle Route recognises *the need to maintain private car access to the core city centre but existing provision for car parking will be reassigned in favour of pedestrian, cycle, bus and public realm improvements in compliance with current transport planning policy.*

The removal of on-street parking increases the importance of the off-street car parking if the objectives of the Development Plan in relation to the essential car parking to serve short term shopping, business and leisure uses in the city centre are to be achieved.

City Development Plan

Notwithstanding the various policies and objectives set out in the Dublin City Development Plan, there would not appear to be a single coherent strategy in relation to where Dublin City Council envisage restrictions on access to off-street car parks in the City Centre.

While the Plan proposes *'adequate but not excessive parking provision for short-term shopping, business and leisure use'*, the policies and plans to implement this objective are conspicuous by their absence.

Locations of Car Parks

With a view to securing its transportation objectives, it would be expected that the Development Plan would include a map showing

- (a) The area within the City Centre where traffic would be restricted to public transport only.
- (b) The locations of off-street multi-storey car parks to serve short term shopping, business and leisure uses to which access would be guaranteed for the lifetime of the car park.

In the absence of such policy, objective, designation or map, it is not surprising that the City Council is continually firefighting in relation to maintaining ad-hoc access to the existing off-street car parks in the City Centre.

Submissions

Submission 1: Adequacy of Documentation for the Liffey Cycle Route

The documentation for the Liffey Cycle Route should be expanded to include the impact of each option on access to existing multi-storey car parks including the Fleet Street Car Park.

Reason: To ensure that all of the impacts of the project are fully assessed.

Submission 2: Public Transport Zone

Within a period of 12 months, Dublin City Council should delineate and issue for public consultation, a map showing the boundary limits of the area of the City Centre where the Council propose in the coming years to restrict vehicular traffic to public transport only.

Reason: To remove the existing uncertainty in relation to the future of the Fleet Street Car Park.

Submission 3: Access to Off-Street Car Parks

Within the same period, Dublin City Council should identify and designate adequate, suitable and sustainable access routes to the designated car parks located within the area where vehicular traffic is proposed to be restricted to public transport only.

Reason: To ensure that ongoing access to the Fleet Street Car Park is maintained.

Submission 4: Closure of Car Parks

If the Fleet Street Car Park is located within the area where vehicular traffic is proposed to be restricted to public transport only and to which adequate, suitable and sustainable access routes are not readily available, Dublin City Council should either

- (a) Compensate Lowstrand Properties Ltd for any loss in parking revenue attributable to the loss of access from the city street network brought about by traffic management restrictions introduced by Dublin City Council or
- (b) Alternatively, acquire the interests of Lowstrand Properties Ltd at market value based on the access which the car park enjoyed prior to the introduction of the recent traffic management restrictions.

Reason: To protect the viability and economic wellbeing of the off-street car parks in the City Centre including the Fleet Street Car Park from being destroyed by current and future proposals for traffic management restrictions on the street network.

Submission 5: Car Park Signage Scheme

Dublin City Council should complete the implementation of the Car Park Signage Scheme for the City Centre within a period of 12 months.

Reason: To ensure the sustainable operation of the traffic network and off-street car parks in the City Centre including the Fleet Street Car Park.

Conclusion

In recent years, Dublin City Council has been introducing traffic management measures in the City Centre which, while favouring public transport, cyclists and pedestrians have nevertheless had the side effect of restricting access by car to the Fleet Street Car Park

The documentation for the Liffey Cycle Route is deficient in that it does not assess the impact of the proposals on access to the Fleet Street Car Park.

If the negative impacts of these traffic management measures are to be mitigated, it is submitted that the Council needs to develop and implement long term policies in relation to access to the off-street multi-storey car parks in the City Centre particularly to the Fleet Street Car Park.

Brian McCann
Chartered Engineer
Waterman Moylan
31st May 2019

6.2 Car Parks-Irish parking Association

LIFFEY CYCLE ROUTE PROJECT

Submission
From
Irish Parking Association
To
Dublin City Council

May 2019

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LIFFEY CYCLE ROUTE

SUBMISSION BY IRISH PARKING ASSOCIATION

Introduction

This submission has been prepared by Waterman Moylan on behalf of the Irish Parking Association, Unit 3, Barrowside Business Park, Sleaty Road, Carlow on foot of the invitation from the Dublin City Council to provide submissions on proposals for the Liffey Cycle Route.

This submission should be read in conjunction with earlier submissions from the Irish Parking Association in relation to earlier traffic management consultations:

- (a) *Dublin City Centre Transport Study*, August 2015
- (b) *Proposed Traffic Management Changes on North and South Quays*, March 2017.
- (c) *Civic Plaza at College Green and Ancillary Traffic Management Measures*, June 2017.

Irish Parking Association

The Irish Parking Association co-ordinates industry relations on a wide range of policy issues affecting car parking, including car park design, staff training, quality standards, construction, finance, taxation and regulation at both local level and national level.

Background

Over the past decade, access to the car parks operated by members of the Irish Parking Association in the Dublin area has been progressively restricted as road space in the City Centre has been transferred from general traffic to public transport and cycles. The transfer is particularly evident in the core City Centre and on the Liffey Quays.

Recent traffic management changes for College Green, Pearse Street, O'Connell Street, Parnell Street, Burgh Quay and Bachelors Walk have accelerated the restriction on access to these car parks.

It is submitted that the restrictions have not been accompanied by any of the promised mitigation measures such as the Car Park Signage Scheme.

Overview

The Scheme Benefits of the Liffey Cycle Route listed in the Overview of the proposal include

- *Car park access will continue to be maintained.*

This is the only reference in any of the documentation for the project to car park access.

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The Terms of Reference for the *Options Assessment Report* prepared for the Liffey Cycle Route highlighted the fact that '*the quays remain a critical element in Dublin's access, servicing and circulation network*'.

However, none of the five criteria in the Multi-Criteria Analysis used to assess the various options (Economy, Integration, Accessibility & Social Inclusion, Safety and Environment) included the impact on access traffic.

Impact on Other Modes of Transport

The *Options Assessment Report* advises that the Liffey Cycle Route '*can be delivered with limited impact on other road users*'.

However, these limited impacts are not defined or assessed anywhere in the *Options Assessment Report* notwithstanding the following commitment given in Section 5.6 that

'The impact of each option for the Liffey Cycle Route on other modes of transport in terms of diversion effects, capacity etc. will need to be assessed and minimised where possible. Access to premises will have to be maintained in line with Dublin City Council obligations.'

The Dublin City Council obligations are not defined anywhere in the documentation.

Recommended Option

The Recommended Option for the Liffey Cycle Route recognises *the need to maintain private car access to the core city centre but existing provision for car parking will be reassigned in favour of pedestrian, cycle, bus and public realm improvements in compliance with current transport planning policy.*

The removal of on-street parking increases the importance of the off-street car parking if the objectives of the Development Plan in relation to the essential car parking to serve short term shopping, business and leisure uses in the city centre are to be achieved.

City Development Plan

Notwithstanding the various policies and objectives set out in the Dublin City Development Plan, there would not appear to be a single coherent strategy in relation to where Dublin City Council envisage restrictions on access to off-street car parks in the City Centre.

While the Plan proposes *'adequate but not excessive parking provision for short-term shopping, business and leisure use'*, the policies and plans to implement this objective are conspicuous by their absence.

Locations of Car Parks

With a view to securing its transportation objectives, it would be expected that the Development Plan would include a map showing

- (a) The area within the City Centre where traffic would be restricted to public transport only.
- (b) The locations of off-street multi-storey car parks to serve short term shopping, business and leisure uses to which access would be guaranteed for the lifetime of the car park.

In the absence of such policy, objective, designation or map, it is not surprising that the City Council is continually firefighting in relation to maintaining ad-hoc access to the existing off-street car parks in the City Centre.

Submissions

Submission 1: Adequacy of Documentation for the Liffey Cycle Route

The documentation for the Liffey Cycle Route should be expanded to include the impact of each option on access to the existing multi-storey car parks in Dublin City Centre.

Reason: To ensure that all of the impacts of the project are fully assessed.

Submission 2: Public Transport Zone

Within a period of 12 months, Dublin City Council should delineate and issue for public consultation, a map showing the boundary limits of the area of the City Centre where the Council propose in the coming years to restrict vehicular traffic to public transport only.

Reason: To remove uncertainty in relation to the future of off-street car parks in the City Centre.

Submission 3: Access to Off-Street Car Parks

Within the same period, Dublin City Council should identify and designate adequate, suitable and sustainable access routes to the designated car parks located within the area where vehicular traffic is proposed to be restricted to public transport only.

Reason: To ensure that ongoing access to off-street car parks in the City Centre is maintained.

Submission 4: Closure of Car Parks

For any existing multi-storey car park located within the area where vehicular traffic is proposed to be restricted to public transport only and to which adequate, suitable and sustainable access routes are not readily available, Dublin City Council should either

- (a) Compensate the owner / operator of the car park for any loss in parking revenue attributable to the loss of access from the city street network brought about by traffic management restrictions introduced by Dublin City Council or
- (b) Alternatively, acquire the interests of the owner / operator of the car park at market value based on the access which the car park enjoyed prior to the introduction of the current traffic management restrictions in 2015.

Reason: To protect the viability and economic wellbeing of the off-street car parks in the City Centre from being destroyed by current and future proposals for traffic management restrictions on the street network.

Submission 5: Car Park Signage Scheme

Dublin City Council should complete the implementation of the Car Park Signage Scheme for the City Centre within a period of 12 months.

Reason: To ensure the sustainable operation of the traffic network and off-street car parks in the City Centre.

Conclusion

In recent years, Dublin City Council has been introducing traffic management measures in the City Centre which, while favouring public transport, cyclists and pedestrians have nevertheless had the side effect of restricting access by car particularly to the multi-storey car parks in the City Centre.

The documentation for the Liffey Cycle Route is deficient in that it does not assess the impact of the proposals on access to off-street car parks.

If the negative impacts of these traffic management measures are to be mitigated, it is submitted that the Council needs to develop and implement long term policies in relation to access to the off-street multi-storey car parks in the City Centre.

Brian McCann
Chartered Engineer
Waterman Moylan
31st May 2019

LIFFEY CYCLE ROUTE PROJECT

Submission
From
Park Rite
To
Dublin City Council

May 2019

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LIFFEY CYCLE ROUTE

SUBMISSION BY PARK RITE

Introduction

This submission has been prepared by Waterman Moylan on behalf of Park Rite, 2 Custom House Plaza, Harbourmaster Place, IFSC Dublin 1 on foot of the invitation from the Dublin City Council to provide submissions on proposals for the Liffey Cycle Route.

This submission should be read in conjunction with earlier submissions from Park Rite in relation to earlier traffic management consultations:

- (a) *Dublin City Centre Transport Study*, August 2015
- (b) *Proposed Traffic Management Changes on North and South Quays*, March 2017.
- (c) *Civic Plaza at College Green and Ancillary Traffic Management Measures*, June 2017.

Park Rite

Park Rite are the largest commercial car park operator in the country with a diverse client base including retailers, financial institutions, real estate investment trusts and private investors.

Park Rite are responsible for the operation of a number of private off-street multi-storey car parks in the City Centre at Fleet Street, Parnell Street, IFSC and the ILAC Centre.

Background

Over the past decade, access to the car parks operated by Park Rite and others has been progressively restricted as road space in the City Centre has been transferred from general traffic to public transport and cycles. The transfer is particularly evident in the core City Centre and on the Liffey Quays.

Recent traffic management changes for College Green, Pearse Street, O'Connell Street, Parnell Street, Burgh Quay and Bachelors Walk have accelerated the restriction on access to these car parks.

It is submitted that the restrictions have not been accompanied by any of the promised mitigation measures such as the Car Park Signage Scheme.

Overview

The Scheme Benefits of the Liffey Cycle Route listed in the Overview of the proposal include

- *Car park access will continue to be maintained.*

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The Dublin City Council obligations are not defined anywhere in the documentation.

Recommended Option

The Recommended Option for the Liffey Cycle Route recognises *the need to maintain private car access to the core city centre but existing provision for car parking will be reassigned in favour of pedestrian, cycle, bus and public realm improvements in compliance with current transport planning policy.*

The removal of on-street parking increases the importance of the off-street car parking if the objectives of the Development Plan in relation to the essential car parking to serve short term shopping, business and leisure uses in the city centre are to be achieved.

City Development Plan

Notwithstanding the various policies and objectives set out in the Dublin City Development Plan, there would not appear to be a single coherent strategy in relation to where Dublin City Council envisage restrictions on access to off-street car parks in the City Centre.

While the Plan proposes *'adequate but not excessive parking provision for short-term shopping, business and leisure use'*, the policies and plans to implement this objective are conspicuous by their absence.

Locations of Car Parks

With a view to securing its transportation objectives, it would be expected that the Development Plan would include a map showing

- (a) The area within the City Centre where traffic would be restricted to public transport only.
- (b) The locations of off-street multi-storey car parks to serve short term shopping, business and leisure uses to which access would be guaranteed for the lifetime of the car park.

In the absence of such policy, objective, designation or map, it is not surprising that the City Council is continually firefighting in relation to maintaining ad-hoc access to the existing off-street car parks in the City Centre.

Submissions

Submission 1: Adequacy of Documentation for the Liffey Cycle Route

The documentation for the Liffey Cycle Route should be expanded to include the impact of each option on access to existing multi-storey car parks at Fleet Street, Parnell Street, IFSC and the ILAC Centre.

Reason: To ensure that all of the impacts of the project are fully assessed.

Submission 2: Public Transport Zone

Within a period of 12 months, Dublin City Council should delineate and issue for public consultation, a map showing the boundary limits of the area of the City Centre where the Council propose in the coming years to restrict vehicular traffic to public transport only.

Reason: To remove uncertainty in relation to the future of off-street car parks in the City Centre.

Submission 3: Access to Off-Street Car Parks

Within the same period, Dublin City Council should identify and designate adequate, suitable and sustainable access routes to the designated car parks located within the area where vehicular traffic is proposed to be restricted to public transport only.

Reason: To ensure that ongoing access to off-street car parks in the City Centre is maintained.

Submission 4: Closure of Car Parks

For any existing multi-storey car park located within the area where vehicular traffic is proposed to be restricted to public transport only and to which adequate, suitable and sustainable access routes are not readily available, Dublin City Council should either

- (a) Compensate the owner / operator of the car park for any loss in parking revenue attributable to the loss of access from the city street network brought about by traffic management restrictions introduced by Dublin City Council or
- (b) Alternatively, acquire the interests of the owner / operator of the car park at market value based on the access which the car park enjoyed prior to the introduction of the current traffic management restrictions in 2015.

Reason: To protect the viability and economic wellbeing of the off-street car parks in the City Centre from being destroyed by current and future proposals for traffic management restrictions on the street network.

Submission 5: Car Park Signage Scheme

Dublin City Council should complete the implementation of the Car Park Signage Scheme for the City Centre within a period of 12 months.

Reason: To ensure the sustainable operation of the traffic network and off-street car parks in the City Centre.

Conclusion

In recent years, Dublin City Council has been introducing traffic management measures in the City Centre which, while favouring public transport, cyclists and pedestrians have nevertheless had the side effect of restricting access by car particularly to the multi-storey car parks in the City Centre.

The documentation for the Liffey Cycle Route is deficient in that it does not assess the impact of the proposals on access to off-street car parks.

If the negative impacts of these traffic management measures are to be mitigated, it is submitted that the Council needs to develop and implement long term policies in relation to access to the off-street multi-storey car parks in the City Centre.

Brian McCann
Chartered Engineer
Waterman Moylan
4th June 2019

6.4 Dublin Town



Liffey Cycle Route submission – May 2019

DublinTown, the Business Improvement District (BID) for Dublin City Centre, welcomes the opportunity to make a submission on this proposed Liffey Cycle route.

Background

DublinTown has been involved with the consultation process for a Liffey Cycle route for several years, including taking part in the initial stakeholder workshops when the initial proposals were being developed back in 2013.

DublinTown recognises the importance of cycling to the city centre. Increases in the number of cyclists crossing the canal cordon and the success of schemes such as the Dublin Bikes and Bike to work initiatives shows an increasing public demand for cycling as a mode of transport and it is only right that infrastructure is developed to support this increasing demand. Encouraging greater use of bike transport along with wider improvement to the overall public transport network will be crucial in tackling Dublin's congestion problems and meeting the city's climate change targets.

DublinTown is supportive of a Liffey cycle route and company CEO Richard Guiney has been involved with these plans through his position on the Council's Special Planning Committee for Transport for a number of years.

We are pleased to note that the earlier, "option 8" proposal has been withdrawn as this version of the cycle route was the only proposal we felt that DublinTown could not support. We are pleased to note that suggestions made by DublinTown, including the increased use of river boardwalks are being adopted as part of the new proposals.

Cycle route proposals

DublinTown is supportive of the plan to keep the cycle lane at the river side of the carriageway during its busiest sections to avoid an impediment to passengers boarding or alighting from buses. Modelling for these plans should also assume potentially larger passenger numbers as the bus network grows, or as other changes to city traffic such as those being considered for College Green come into effect, as these are likely to increase the number of pedestrians and buses using the area.

We also believe that the change in lane configuration along Ormond Quay will benefit traffic seeking to turn north and journey up Swift's Row and Jervis Street. Despite several interventions and a significant amount of directional signage it has been noted that at present this turn can be difficult to make as traffic must cross two lanes in from the river side to make the turn at this corner.

Road markings and signals will be important for the safe operation of the cycle route and this must be considered in detail when approaching the design of the route signage, conflicts at turning points with other vehicles or pedestrians must be avoided, especially in relation to right turns south from the north quays and right turns north from the south quays. Lack of clarity in terms of routes and traffic changes is regularly cited under the broader theme of city access as reasons why Dubliners chose to avoid the city centre when planning to shop or socialise.

Consideration also needs to be given to other bicycle infrastructure along and adjacent to the route, secure and appropriate bicycle parking should be provided, the chaining of bikes to signposts and other street furniture where they may impede pedestrian or disability access along public footpaths should be discouraged. Consideration should be given to locations where the successful Drury Street car park cycle parking scheme could be replicated close to the cycle route.

To avoid traffic jams and backlogs at key locations adjacent to the Liffey cycle route the following changes to directional signage or traffic signals should be implemented:

- Jervis Street junction with Parnell Street.
- Traffic signals on Parnell Street at Jury's Inn.
- At Swift's Row.

Construction phase

It will be crucial to the economic well-being of the city that the development and construction of the proposed cycle routes are carried out in as unobtrusive a manner as possible with the least possible impact on the day to day movement of traffic through the city.

This should be clearly outlined when the project goes to contract tender and must include detailed traffic management plans. The timing of the works, so as not to

conflict with important trading periods such as Christmas will also be of the highest importance. DublinTown is happy to assist in providing feedback on other businesses needs during the construction and development of the route.

DublinTown

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6.5 Public Participation Network



Transport SPC representative

Submission on
Liffey Cycle route

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Acknowledgements

The PPN would like to thank the following for their assistance:

Mr. Martin Hoey P.P.N. Transportation representative

Members of the Transport linkage group

Members of the Disability Linkage group

Members of the PPN for input

Members at the Plenary and PPN events

The NTA for supplying details

Specific detail obtained from

National cycling manual

Trinity Haus

1.0 Background

This proposal came about after the NTA and Dublin City Council realised that cyclists needed a proper route through the city along the liffey.

Initially the nta and city council proposed various schemes all of which had issues and all failed.

In the meantime the NTA needed to start to improve the main river liffey corridor that would bring cyclists safely into the city centre.

Designers came up with a plan and this has been put out to consultation to give the public time to look at it and make observations.

As the PPN Transportation representative on the SPC I had the role of putting together a list of items that had been brought to the PPNs attention.

2.0 Main Points

In looking at the reports the main things noted have been in design and in Planning so all the items received have been sorted into their respective sections

In general the PPN is very supportive of the plan to improve cycling and walking services and realises that if the plan works that it will benefit all members of society.

The plans in general are very good and if they work as stated then it should be easier for residents to walk cycle and commute safely within the liffey area.

It is good to see that the NTA and city council are willing to engage with groups and individuals as this was one of the major let-downs of the original proposals.

2.1 Planning

In designing a quality bus corridor and cycle lane the NTA has gone away from what Dublin City council recommends for transport.

According to Dublin City Council all Transport planning should be done with the pedestrian at the top followed by the cyclist and then public transport. The private motor vehicle is last on the list although exceptions are made where the vehicle is an adapted vehicle used by a person with a disability.

Every one of the designs that the NTA has put forward are focused on the bus first followed by the cyclist then the pedestrian is considered which goes to create a bad design and plan. In fact as will be shown later the plans can actually endanger lives and lead to incidents.

2.2 Design

In looking at design the NTA needs to use their own guidelines for bus lanes for best cycle practices and also the relevant design documents for city living. The planners should also take into account any public realm works that are proposed in the areas and also to the needs of the area as well as the feeder routes into each area.

One of the most important documents for road and footpath design in Ireland would be DMURS which is the only guideline rules accepted as disability safe and proofed. How can this clearly Cyclist First approach be compatible with the Pedestrian First approach laid out in DMURS and elsewhere?

I have broken down the design into 3 key areas and have set out the major recommendations that the various groups within the PPN have looked for be they groups representing young or older residents and also Disability groups as well as those who represent residents living and working in an area.

2.2 Footpaths

In looking at this we have to look at how easy is it for any individual to move around easily and freely in the city environs. A major benefit for the pedestrian planner is to liaise with the disability groups as if a person with a disability can easily move around then a person who hasn't will also be able to. For example once a footpath and crossing is designed with a wheelchair user in mind then that route is open to prams buggies and every other person so by making your design easy for a wheelchair user than you makes it accessible to all users.

In fact the National Cycle Manual, 5.1.2 says that the needs of mobility-impaired persons must be taken into account when designing bus-stops (as per the Department of Environment Sectoral Plan (pursuant to the Disability Act 2005). This is very relevant to the design section below

The first design section should be to put the footpath first best practice would state that a footpath should be smooth even and have no damage or obstructions present .To look at this in context means this.

1. A footpath should be wide enough for 2 wheelchair users to pass approximately 2.2 metres minimum width
2. If trees, lamp posts or other poles are to be placed on a footpath then additional width needs to be added
3. Footpaths should be of one material only preferably a non-slip surface with a grainy feel so that guide dogs can use them easily.
4. Where a footpath meets the road or edge then a kerb needs to be there that is 100mm at least higher than the road surface and also it should be designed in such a way that a person with a cane or a guide dog can notice this can be done with either raised edging or else by using a different contrasting colour at the edge.

5. Where a bus stop is placed the path should have tactile paving inserted across the width of the footpath to indicate the position of the stop and also should be placed at the edge of the footpath. The bus stop pole should also be at the top edge of the bus stop and no other pole should be placed within the tactile area including real time poles.
6. At all crossing point's tactile paving should be used and the path should also slope gently to allow wheelchair users and prams to cross the road safely. Directional tactile paving should be used to show the direction of the crossing especially where the crossing is wide.
7. Where information poles or signage is placed on footpaths then these need to be placed at a height greater than 2.5 meters from the ground to prevent head injuries to individuals with visual impairments.
8. If access hatches must be installed on footpaths then these need to be flush with the paths and easily identified. They should be made of a non-slip or tripping material as well.
9. Where Bus shelters are provided they need to be as close to the edge of the path as possible and also they should not hinder the passing behind them of wheelchair and buggy users. Tactile paving should also be used to warn of their presence and their design should not allow too many obstructions or protrusions onto the footpath.
10. In no circumstances should a footpath be designed where the space is shared by other road users including cyclists.

2.3 Cycle Lanes

Cyclists are the second most vulnerable group in society.

I appreciate that the Dublin cycling campaign has put forward a report on all their issues so I will not repeat most of them but instead look at best practice.

The NTA has promised to provide a full segregated cycle track along the liffey. Whilst this would be great I extremely doubt the NTA will provide this unless it comes at the cost of pedestrians as will be shown in the plan.

At the moment cyclists in Dublin face different issues on their commute they may have a great segregated cycle lane for part of their journey and then have to mix with general traffic or pedestrians for the other part. This makes it difficult to cycle and can lead to incidents and road rage in the commuter routes.

Best practice would state the following

1. Cycle lanes should be wide enough for a fast cyclist to overtake a slow cyclist without impeaching on either the footpath or the roadway.
2. Cycle lanes should be made of a material that is oil resistant and easily maintainable

3. Cycle lanes should be clearly marked for direction of traffic and should only be directional or against the flow of traffic if there is space for a cycle lane on one side of the road only
4. At a traffic light a cycle lane should stop behind the pedestrian crossing but ahead of the vehicular stop line
5. Ideally the edge of a cycle track should be visible and if possible segregated from both traffic and pedestrians by some design be it a raised kerb or plastic flexible barriers.
6. Cycle lanes should operate at the same time as the bus lane and should be enforced for parking infringements as rigorously as the bus lanes.
7. As stated before a cycle lane should not enter the footpath at any time as this can lead to conflict and injury.
8. Where a cycle lane intersects at a bus stop location the best option is to have the cycle lane continue straight if no bus is at the stop otherwise the bus lane should be marked so that if a bus is stopped the cyclist can safely go around the bus in a marked pyramid shaped cycle lane at each stop. This would mean that when a cyclist is overtaking the bus in this lane that the bus would give way to the cyclist first before moving out. This also prevents the current issue where cyclists often cut across the inside of the bus causing injury to bus passengers alighting where the cycle lane goes onto the footpath at bus stops especially examples at Glasnevin and Stillorgan.
9. A new style design in South Dublin at Bancroft road has the bus shelter stop number 2595 in an island with no warnings to vulnerable pedestrians that they must cross a cycle lane to get to the footpath in fact if a visually impaired person gets off the bus and walks straight ahead they will end up walking along the cycle path as there is no tactile at all to warn them. This is important regarding another aspect of the Dept. of Environment Sectoral Plan in that was there and where is the 'Accessibility Audit' for these bus stops?
10. Another bus stop design which has recently appeared and is causing issues is along cycle tracks where the cycle track is raised off the road and then there is a slight raise to the footpath. a lot of the bus stops along the maps have this style and these stops are an issue for the blind and wheelchair users as they are not level from the path to the bus as there is a step down so wheelchair users cannot access either the bus from the path or the path from the bus. What is required here is that the cycle track be raised via a ramp to the height of the footpath at these locations so ensuring firstly safe access for bus users and secondly a means to slow cyclists down at bus stops.

A better system is if a separate cycle lane can be built away from footpaths and roads if space is available which would be for bicycles only. This makes the safest option and should be looked at in future town planning.

In fact The National Cycle Manual (2011, 1.9) itself says: Pedestrians and Cyclists Sustainable urban environments are for people who are living in, working in, moving

through or just visiting the area. Pedestrians are the most vulnerable of all road users, as they include children, blind and disabled people and the elderly, as well as able bodied people.

Urban design of town and city centres should aim for the optimum pedestrian Quality of Service consistent with the overall traffic plan. Shared facilities between pedestrians and cyclists generally result in reduced Quality of Service for both modes and should not be considered as a first option.

<https://www.cyclemanual.ie/manual/thebasics/1-9-pedestrians-and-cyclists/>

2.4 Stops and Crossings

In looking at this section planning is very important I have already touched on some sections but will highlight them more here in relation to the Pacific's.

I have already dealt with bus stops and shelters in detail above so will look more at pedestrian crossings and also road junctions.

Pedestrians will always look for the quickest route to cross the road that is human nature so in some of the designs current straight crossings are being replaced by long crossing times and awkward routes this will cause failure and also will be very confusing to the most vulnerable in society.

Crossings need in general to be straight and wide enough to allow wheelchairs and prams to pass safely. Whether they are traffic light controlled or a zebra crossing there should be no obstructions to the view of both the pedestrian and also the motorist at the crossing point.

If the crossing is at a major junction then the lead up to the crossing should be railled to prevent early crossings or access by children and then the crossing itself should be clutter free and well lit up.

The edging of all crossings should have tactile kerbing and if it is a pedestrian crossing on a long road then it should have a strip of tactile indicating it as well as a locator beacon fitted to the crossing.

Ideally the crossing section should be a different colour to the road and it should have a clearly marked edge point.

In high usage areas the footpath at the crossing should be able to safely hold enough the amount of people that would be observed as been the maximum daily usage for example if 30 people usually cross that junction then each side of the junction should have space to accommodate 30 people plus space for pedestrians to pass.

3.0 North side Liffey

3.1 Conyngham road

There is ample room here to add 2 cycle tracks as the outbound traffic lane is wide enough. There appears to be no changes to heights but if the cycle tracks are higher than the road and lower than the footpaths there will be issues with pedestrian access. The new cycle lane across the phoenix park entrance will help cyclists but traffic lights need to give cyclists enough time to cross before changing. The changing of traffic lanes from 3 to 2 should not cause many issues and indeed should insure that pedestrian safety is insured by not narrowing footpaths

3.2 Parkgate Street

To ensure 2 lanes of traffic here and 2 cycle lanes it looks like all parking will be removed which also means the removal of 2 cycle parking bays. It looks like the access to Benburb street is to be removed which may cause difficulties to Dublin bus who now turn route 46a buses around here as there is no longer a turning point on the north circular road for them. The changing of both north and south bound bus stops here to island stops will be problematic especially as cyclists have right of way at these island stops as they are uncontrolled.

3.3 Wolfe tone quay

On Wolfe tone quay it looks like trees will be removed and the footpath narrowed to allow the cycle tracks in. at the junction of Frank Sherwin bridge there is a major issue as the whole footpath will be a shared space with pedestrians and cyclists and this is a narrow enough junction and a pedestrian crossing. The only other change along here is that one traffic lane will be removed to allow the wider cycle track. The bus stop after liffey street west appears to be getting moved to before the turn and also been made into an island stop which is unacceptable.

3.4 Sarsfield Quay

There appears to be no provision for cyclists turning onto Rory O More Bridge and no proper filter lane for traffic to turn onto Ellis Street where the cycle lane could have been brought out.

3.5 Ellis quay

Ellis quay will lose 1 traffic lane to a bus lane this is very necessary along here to enable safe cycling and pedestrian access due to space limitations. There is no joining up for cyclists to the cycle lane on the James Joyce Bridge. A new boardwalk is to be built here for pedestrians and it needs to be more level with the footpath to prevent anti-social use and also to avoid tidal problems. Once again there is no provision for turning onto Mellowes Bridge.

3.6 Arran quay

Along here traffic lanes remain much the same as currently. The big change here is the introduction of an island bus stop at ocean house which is unnecessary. The bus

stops been removed at the junction of church street are only used by tour buses before turning onto church street so relocating to inns quay is impracticable here .Once again there is no provision for cyclists turning onto father Matthew bridge.

3.7 Inns quay

It looks like all parking here will be removed and the other big issue is the new long island bus stop in front of the four courts. At the end of the quay the cycle track turns to liffey side via a controlled crossing .this crossing will be before the pedestrian crossing and not a toucan and should have no effect on pedestrian crossings at the bridge as the cycle track stays on the road at the o Donovan Rossa Bridge. The removal of one traffic lane the entire length of the quay should slow traffic down along here as well.

3.8 Ormond quay upper

The removal of parking to allow the cycle track saves trees and the removal of a car lane allows buses to pass each other at stops which is badly required. Right turning cars and buses at Grattan Bridge will need a separate signal to the cycle track and pedestrian lights to avoid confrontation also buses may need a signal of their own back further from the junction so right turning buses can get across the traffic lanes to the right turn lane safely. Cyclists turning onto Grattan Bridge will only need to be mindful of pedestrians.

3.9 Ormond quay lower

The cycle lane remains on the liffey side with traffic moving to the left 3 trees are lost on the footpath near the bridge. A cycle crossing to enter Swift's row is good and makes sense but pedestrians need to be warned of oncoming cyclists here. It is good to see that both the Ha'penny bridge and the Millennium bridge will remain pedestrian only and not for cyclists.

3.10 Bachelors walk

Here the taxi rank and loading bays will be removed and the cycle track will utilise the current footpath on the liffey side with the loss of all trees here cars will have one lane as it is now and the bus priority lights will remain. To encourage pedestrians to use the boardwalk along here better security is required and also cameras. At the junction with O Connell bridge cyclists have to use the crossing to access O Connell Street whereas if they could share the bus lane from Litton lane down it would save a lot of possible cyclist versus cyclist incidents this could easily be facilitated by utilising the bus priority lights by adding a cycling section in. the right turn onto O Connell bridge should not be an issue although enforcement of cars turning has to get better and also the number of buses that turn here may have issues for cyclists turning and also going straight ahead unless a separate turn right filter is introduced.

3.11 Eden quay

There are no major changes here except the moving of the cycle lane to the liffey side. At the bus turn onto the Rosie Hackett Bridge a filter light will have to be installed to

allow buses cross the cycle track. After the bridge the cycle track will have to share the space with the footpath and the bus stops due to the bus contra flow. This could be prevented by continuing the cycle lane straight ahead on the roadway between the car lane and the contra flow lane and using fixed barriers to protect the cyclists. Then at the junction with Butt bridge cyclists going straight would have a priority green to go back onto the liffey side of Custom house quay.

3.12 Custom house quay

Along custom house quay there are no major changes except for the cycle lane running alongside the contraflow lane which causes no problems as there are no bus stops present. At the junction of Butt Bridge there are cycle priority's to cross onto both the bridge and onto both sides of the docklands area.

4.0 South side Liffey

4.1 City quay

The city quay section goes mainly under the ringsend maps but it must be noted that currently there can be confusion at the current pedestrian crossings due to the current cycle crossing off the path has no way of alerting a blind person that they are entering a road due to their been no warning tactile strips or raised edges.

4.2 Georges quay

On the quay the cycle lane goes along the liffey side footpath and appears to stay a good bit away from the footpath until the bridge. One lane of traffic is been removed until just before Butt Bridge

4.3 Burgh quay

The first thing to note is the bus lane starts earlier and the cycle lane follows the liffey at the loss of a traffic lane. at the Rosie Hackett bridge the cycle lane is well linked to the north south lanes and also straight ahead there is no issue with traffic here as it is all southbound only. The new pedestrian crossings creating a wraparound crossing here are welcomed. After the bridge the cycle track takes over from the current parking which is been removed including a disabled bay which must be replaced nearby. Once again we also remove a traffic lane to improve the bus lane. Cyclists may not be happy about dismounting at O Connell Bridge to join the north south lane.

4.4 Aston quay

After crossing O Connell Bridge the lights need to be timed to allow safe passage time for cyclists and also the traffic turning right onto o Connell bridge needs a filter light separate to the cycle straight ahead light. The cycle lane continues along the liffey side with the removal of the taxi rank and car parking including a disabled bay which must be relocated nearby. A new location must be found for the rank as otherwise the buses will have problems as taxis will park in the bus lane like they do currently on

Westmoreland Street and college green. The new boardwalks will be good for pedestrians and it must be made more level with the paths and have safety features.

4.5 Crampton quay

The main thing here is the closure of the liffey footpath which must be well signposted in advance but the boardwalk will suffice as the current path is very narrow. The major issue here will be the junction with the Ha'penny Bridge to ensure that pedestrians and cyclists do not meet as there is not much room here for gathering at the moment and the road narrows at this point.

4.6 Wellington quay

Once again the new boardwalks will help and the cycle lane been on the liffey side causes little issues. The moving of the bus stops from between the pedestrian bridges up further may not be allowed by the Gardaí as this was the site of a previous fatality involving buses and the numbers of routes stopping there was reduced. The loading bay Taxi rank appears to be also removed from the hotel area. The junction with Grattan Bridge should not be an issue as nothing turns right so pedestrians should not be affected.

4.7 Essex quay

The boardwalk continues along which will help pedestrians and the cycle lane continues on the liffey side. The road here is very narrow so the cycle lane will take over the current footpath. The current pedestrian lights will be moved further down to wood quay.

4.8 Wood quay

On wood quay the second traffic lane reappears but the cycle lane will remain on the liffey side until it reaches the O Donovan Rossa Bridge where it will then go back to the building side.

4.9 Merchants quay

On merchants quay the cycle lane returns to the bus lane side and causes the first island bus stop of this side which is unhelpful. It would appear that some of the parking on the building side is been removed to extend the footpath to make the island bus stop whilst all parking including cycle parking is been removed from the liffey side. The left turn filter road onto Bridge Street is also removed and replaced with an ordinary turn across the cycle track.

4.10 Ushers quay

Once again the cycle track is on the building side which leads to an island bus stop again. One lane of traffic is been removed to allow the cycle track which asks a question why couldn't the track be on the liffey side as trees would not be affected by this method. Also to build the island bus stop a lot of ground will have to be taken from the apartment complex which is unnecessary.

4.11 Ushers Island

A new bus stop is been placed here which while great is also an island stop which is useless. The road here is narrow and the cycle track will be on the building side

removing a loading bay and part of the footpath. The new boardwalk will help once properly secured. Unfortunately the cycle lane does not join up with the James Joyce bridge cycle lane but instead cyclists must cross at a crossing this will lead to cyclists going into traffic lanes to turn right as they currently do.

4.12 Victoria quay

Firstly the loading bays are been removed to allow the cycle lane on the building side. The bus stop is been moved closer to the Rory O More bridge and it would also appear that all the coach parking is been removed from the quayside. A new bus lane is been provided for buses entering heuston station and heading to Parkgate street but cyclists must keep left and use the crossing with pedestrians at heuston station which is already busy but will also cause problems for cyclists wishing to continue on as there is no room for passing awaiting cyclists. The problem also manifests on the frank Sherwin Bridge as cyclists and pedestrians fight to share the same crossing and footpath area even though a new boardwalk is been built the access points on both sides are shared space. Another issue that has been raised is the fact that it appears a cycle lane is been run across the front entrance to heuston station which will be dangerous with the amount of pedestrian traffic accessing luas and bus stops there.

5.0 Ringsend Corridor

In looking at this corridor the whole corridor lies within Dublin City.

Map 1

Whilst upgraded bus lane sand cycle lanes will be welcome here a question has to be asked on the new bus lane along city quay where currently there is no lane present or even a bus service. The bus lane indicates an outbound flow but the bus stop as indicated would be onto the roadway unless the bus lane is contra flow which is not indicated on the map clearly. There are also 2 areas of shared space shown where bus passengers will mingle with cyclists opposite jury's inn and a stranger one marked in at the end of Lombard street east where it appears traffic cyclists and pedestrians will share an area which would be very unusual. The widening of paths is welcomed and improved crossings.

Map 2

There are 3 areas of shared space shown first opposite the new hotel where bus passengers and cyclists mingle. Secondly at the exit to Samuel Becket Bridge there appears to be a cyclist and pedestrian shared area which we also object to. The removal of traffic along sir john Rogerson quay shouldn't be that detrimental and the new bus lanes will improve journey times. The loss of parking here shouldn't be too negative here.

Map 3

We once again have a shared space bus stop on the north quays. New footpaths are welcome. But I do note an island bus stop beside the diving bell which is not welcomed. The changes to car flows are minimal and mainly are current rat run routes.

Map 4

New footpaths will be welcomed but there appears to be a shared space island bus stop on north wall quay. On the end of sir john Rogerson's quay there appears to be an island bus stop as well. If the new Dodder bridge goes ahead it will benefit through bus traffic along the quays so is welcomed. The removal of car access shouldn't be an issue here either.

Map 5

Once again we have shared spaces the big ones are either side of the east link where it looks like pedestrians will share a pedestrian crossing with a cycle lane which could be dangerous. The removal of the roundabout at the point should make the junction safer especially for truck versus pedestrians and cyclists. The new bus lane across the dodder bridge needs enforcement cameras otherwise it will be abused.

Map 6

There is not much here except for the provision of a new cycle path but I believe a bus exit onto Thorncastle Street would benefit routes and give new route options.

Map 7

Once again no real changes here except the provision of a good cycle track which is welcomed.

Map 8

The cycle lanes here will be beneficial but there appears to be a shared space crossing which is not welcomed. The new cycle path along the existing walkway will be a bonus for cyclists especially onto Strand Street.

Map 9

There is not much to be said here except that it is a win situation for all and should not have any major effects the only thing would be to try segregating the cycle lane from the pathway.

Map 10

Once again a segregated cycle lane would be better here but it will certainly improve cycling into the city.

6.0 Recommendations

1. That the cycle track remains along the liffey side for its entire length as this reduces bus stop and pedestrian conflict at 8 locations.
2. That the shared space areas at Heuston and other bridges are revisited and removed.
3. That where traffic crosses cycle tracks that a filter is used and cyclists stopped.
4. That the cycle track at the front of heuston station be removed.
5. That the boardwalks be built securely against anti-social behaviour and tides.
6. That additional boardwalks be built at the full quay length to allow the cycle track continue on the river side.

7. That all disability parking spaces removed are replaced.
8. That a protected cycle way be built at the contraflow on Eden quay to prevent the bus islands on a busy area and to protect cyclists from traffic.

7.0 Information and Consultation

In looking at this area the NTA has done a reasonable job of getting the information out. They have held various road shows and made good quality booklets available. Their website has been well updated and information has been provided when requested.

I know an audio version of the report was done but the reports back are that it only reads from start to finish and is not searchable, also the voice used is synthesized and difficult to understand. A screen reader is used by a lot of visually impaired individuals and the technology is easily available to the NTA and other organisations to use.

Documents should be provided in a word format which screen readers find easy to read and if not a pdf copy needs to be meticulously tagged to be accessible although they are not recommended for screen readers.

What our members have said is that audio files and Browsealoud is only a box ticking exercises by the NTA and are not up to the standards required for meaningful and transparent consultations with individuals with visual and other impairments in society.

The major issue I have had said to me is the maps themselves are not very clear and also with the lack of approximate dimensions it is very hard to see what impacts will be had if any on each area.

The biggest shame in the booklets is they are very much centred on cyclists and bus passengers they do not seem to take into account that pedestrian numbers are rising in Dublin and that people like to walk. There is also increasing calls for pedestrianisation in Dublin and the plans do not seem to take this into account.

There is also a worry in areas that cars diverted through residential areas will make these areas dangerous so I would state that if the NTA makes an area car inaccessible that they also include traffic calming measures on the routes that the cars are forced onto and also that where commercial vehicles are diverted that the roads are suitable for these vehicles

Another area of consultation forgotten about by the looks of it is under the design requirements of the Disability Act 2005'. As per the Act itself, Section 27 (paraphrasing) states that where services are provided by a third party, then every effort should be made to ensure that disability stakeholders are consulted. Given the absence of the word disability in the initial design, it is highly unlikely that the NTA carried out its obligation

to S27 (i.e., disability stakeholders were not asked to advise on what aspects should be included in the specifications to facilitate accessibility)

8.0 Conclusion

Whilst all of these changes are welcome there is no universal agreement on these and here we hope to bring together a guideline which will promote best practice amongst all routes.

One of the biggest stigmas facing individuals with disabilities is having attention drawn to them as they are all members of society and wish to be treated as such but also at the same time they need to be listened to and to ensure best practice is always carried out.

I hope that the NTA takes note of some of the issues raised in the consultation both by ourselves and also other groups and individuals and learns from them to give Dublin a top rate transport service.

If the advice of the citizens is listened to then the NTA should have no problems delivering a comprehensive transport network that is beneficial to all pedestrian, cyclist, car user and public transport user.

The timeline of these changes is the biggest issue and hopefully it does not take long to implement as lives are been lost daily.

6.6 St James Hospital



June 6th 2019

Re: Liffey Cycle Route

To whom it may concern

Thank you for the opportunity to present a submission on the recently announced plans for the Liffey Cycle Route. The submission is on behalf of St. James's Hospital and Children's Health Ireland.

Construction of the children's hospital is ongoing at present; with an opening date for the new hospital in 2023 envisaged. The new hospital will accommodate an additional 3,000 employees, increasing the employment on campus to over 8,000 persons, with the potential to increase further to accommodate a maternity hospital and additional developments related to St. James's Hospital.

The campus also accommodates a number of other entities on the site including the Trinity Centre for Health Science, the Irish Blood Transfusion Board and St. Luke's Radiation and Oncology Centre. The campus will in future cater for over 520,000 out patients, 84,000 day cases and 53,000 inpatients per annum.

St. James's Hospital and the Children's Health Ireland actively support measures which would enhance cycling infrastructure in the city and encourage such active means of commuting. The continued delivery of improved cycling infrastructure will serve to support the aims and objectives of the campus Mobility Management Plan (MMP). Our campus MMP is being implemented with the objective of developing a sustainable transport strategy for the campus and we have ambitious targets to increase the mode share of cyclists and pedestrians.

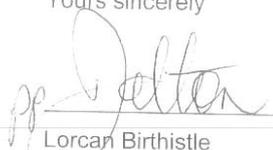
We aspire to be a cycle friendly campus and are committed to providing first class facilities for our cyclists. As leading healthcare institutions we actively support and

endorse the planned Liffey Cycle Route. The proposed route would serve to provide our cyclists with a safe, convenient and efficient means of accessing the city centre. Given the future growth in travel demand to and from the campus the plan is particularly welcome and significant as it will serve to:

- Reduce the reliance on the private car
- Increase cycling mode share
- Improve air quality
- Promotes "active travel"; important from a healthcare perspective

We look forward to the ongoing delivery of improved cycling infrastructure across the city as it enables us to deliver on the sustainable transport strategy objectives for the campus and it will serve to benefit the city as a whole.

Yours sincerely



Lorcan Birthistle
CEO St. James Hospital



Eilish Hardiman
Chief Executive Children's Health Ireland

6.7 Dublin Cycling Campaign

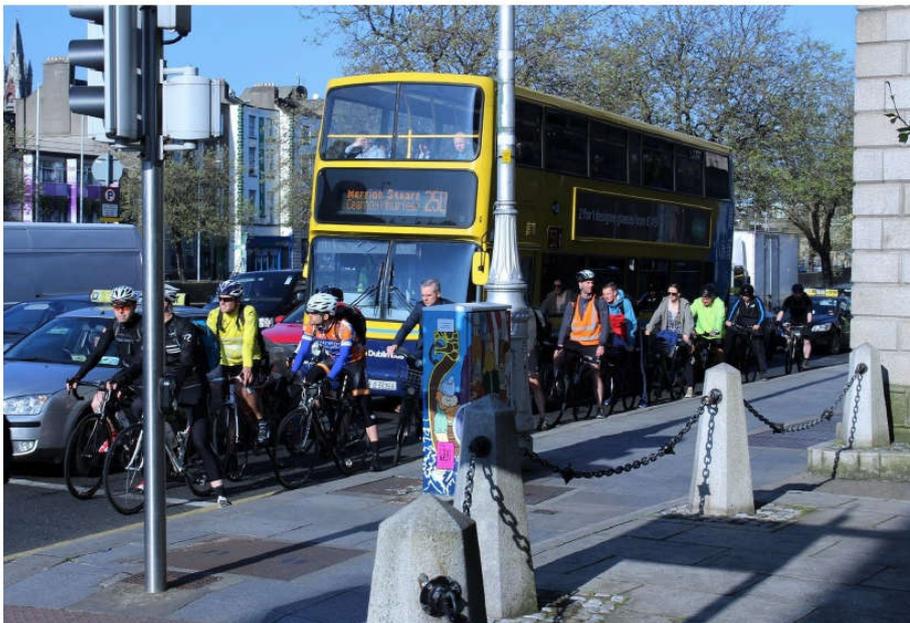


Liffey Cycle Route Consultation Submission June 2019

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). Our mission is to build a more liveable city where people of all ages and abilities can cycle.

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the braos thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below.



Morning Peak Cycle Traffic at Four Courts

But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design. We list them generally below in Section 2 and then address particular issues and queries in Section 3.

We look forward to future engagement with Dublin City Council on this.

2.0 General Comments

2.1 A Number of Positives and Some Negatives

There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

2.2 Bus Stop Bypasses and Locations

We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

2.3 Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety.

We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3

- Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City
- There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths

It is not clear that pedestrian needs have been fully taken into account in the design.

2.4 Segregated Cycle Path

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general

adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

2.5 Cycling Right Turns and Road Crossings

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

2.6 Cycling Facilities on Bridge Crossings

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

2.7 Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognised. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

2.8 Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

3.0 Specific Comments

3.1 Parkgate St Area

The link of the City Streets with the Phoenix Park is critical and there is much to commend in the design of this junction.

- Clarity is required on the cycle crossing of Conyngham Road - we assume it is a Toucan crossing, but this needs to be made clear, as applies to all other suggested crossings? The stacking area for right turning cyclists also needs to be made clearer.
- The section of cycle track directly outside the Criminal Courts needs to have some form of increased protection from drop-off vehicles, which is prevalent in this area.
- We wonder about the need for a right hand outbound general traffic turning lane

at the Infirmary Road junction. Does this volume need to be accommodated? Are there alternative routes? This would free up potential road space.

- We note and welcome the continuation of the outbound segregated cycle track through the Infirmary Road junction, but query how outbound right turning cyclists are facilitated here?

- We note, and welcome, the addition of a pedestrian (Toucan?) crossing on the west arm of the Infirmary Road junction on Parkgate St. This is a regularly busy pedestrian area.

- At present there is great demand for vehicle parking and delivery facilities along the north side of Parkgate St outside the shops, restaurants and businesses. This will not disappear with this new design. Some facility needs to be designed into the scheme to avoid vehicles clamming up the bus lane and cycle track.

3.2 Heuston/Frank Sherwin Bridge Complex

This is an area of multi complex movements by all transport modes

- We note, and welcome, the addition of pedestrian (Toucan?) crossings in this area north of the river, but also note the lack of crossings for any pedestrian coming along the riverside either northside or southside of the river, on Frank Sherwin Bridge itself. We would have expected that movement along the river banks, in both directions, is common, and thus should be catered for?

- We question the need for the proposed boardwalks in this area on Sean Sherwin Bridge and Parkgate St. The main pedestrian movement in this area is to and from the main Heuston Station, and most of it is on Heuston Bridge, and back along the spine of the Liffey. A combination of clear signage and proper links will solve this issue. Elimination of these boardwalks would also remove the need for the large shared space on the north western corner of Sherwin Bridge, and facilitate a simpler crossing manoeuvre for cyclists.

- We are unhappy with the designed cycle crossings on both sides of Sean Sherwin Bridge, and the large curves on the bridge corners, which could be reduced.

We suggest that cycle crossing on south side for cyclists heading for Heuston Station needs to be more directly aligned with the path of travel. This facility could be achieved by stopping outbound traffic slightly further back than shown. It would also be useful to know what the proposed traffic light sequence is. Will cyclists get a full green phase?

The cycle crossing of Parkgate St in the northwest corner of Sherwin Bridge needs to be redesigned to cater clearly for cyclists heading inwards, in other words turning right. The large corner radius should be reduced, to facilitate a more direct link on and off the Bridge. It would also be useful to know what the proposed traffic light sequence is. Will cyclists get a full green phase?

- What appears to be some form of bollard protection is indicated on the drawings outside the cycle track on Sean Sherwin Bridge, but is not referenced in the Legend. Clarification is required?

- We welcome the new signalised entrance on the south bank to Guinness Brewery. This will increase safety for all vulnerable road users.
- We are unclear as to the status of entry into Temple St West on the north side, as this is shown as footpath colour on the drawings. Does this mean it is a raised crossing entrance? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.

3.3 Rory O More Bridge Area

- We note the proposed change on Watling St to a 2 way general traffic route, and have no objection, but query the reasoning, and also how this will affect signalling at the Victoria Quay/Usher's Island junction?
- No cycle facilities are provided on this bridge crossing, despite the desire line for cyclists heading to the Thomas St and Dublin 8 area?
- We are unclear as to the status of entries into Liffey St West and Ellis St on the north side, as this is shown as footpath colour on the drawings. Does this mean it is a raised crossing entrance? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.
- No pedestrian crossing feature is provided on the northside of the Bridge along the spine of the river?

3.4 Beckett and Mellowes Bridge Sections

- No right turn provision for outbound cyclists from Usher's Island on to Beckett Bridge
- No pedestrian crossing on south side of Beckett Bridge, but footpaths leading pedestrians into bridge on riverside
- What appears to be some form of bollard protection is indicated on the drawings outside the cycle track on Usher's Quay, on the approach to Beckett Bridge, but is not referenced in the Legend. Clarification is required?
- We note and welcome the banning of the left hand turn from Queen St on to Arran Quay
- We propose that removing the footpath from the west side of Mellowes Bridge and having the cycle track and footpath run along the east side of this bridge makes greater sense as the footpath then aligns with the pedestrian crossing on Usher's Quay.
- We welcome the contraflow proposals on Bridgefoot St, Mellowes Bridge, and query those proposed on Queen St? Is this an error in the drawing? The Bridgefoot St south to north link is important for cyclists connecting into the eastbound river route. Please clarify cyclist use of Queen St north to south?
- We note that the Bus Connects proposals for this junction differ?
- Ellis Quay section GG shows cycle track at 1.5metre. This should be increased to at least 2 metres and riverside footpath reduced in size, as proposed boardwalk is

provided. This will facilitate all modes.

- Entrance detail at John St North. Is it correct?
- We are unclear as to the status of all side road entries off Aran Quay and Usher's Quay, as these are shown as footpath colour on the drawings. Does this mean they are raised crossing entrances? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.

3.5 Father Matthew and O Donovan Rossa Area

This area is characterised by extremely heavy traffic levels and the particular design proposal to switch the cycle route from the building side to the riverside in both directions.

- At Father Matthew Bridge no cross bridge facilities are provided for cyclists, despite this busy traffic route being heavily used by cyclists. This is not a proposal that will encourage novice or nervous cyclists to use, despite the logic of it being an important cross city route. And the same comments apply to the streets leading in from both sides.
- Right turns for cyclists on to Father Matthew Bridge appear to be proposed to be made in a double manoeuvre, rather than trying to provide any advance cycling lights to enable this to happen. Clarification is sought?
- No pedestrian crossing on south side of Bridge on riverside. This is an intensely busy pedestrian area and full wraparound crossing is required. But we broadly welcome the improved pedestrian crossings and the removal of the left turn slip lane on to Bridge St.
- The switch of the cycle route from the building side to riverside on both sides of the river is of itself bound to be difficult. The design needs to be fully right, readable, and negotiable on the ground. It is important that traffic light phasing is got right and priority given to bikes.
- We commend the greater space given to pedestrians in the area of Four Courts and on Merchants Quay
- We question the need for 3 lanes of general traffic on O Donovan Rossa Bridge and on approaching and exiting streets. There is a major opportunity to review desired traffic levels on this bridge, which has become a release valve rat run to the main cross river Bridge St - Church St route. A reduction of traffic lanes in this area would enable significant public realm opportunities.

3.6 Capel St to O'Connell Bridge

- We welcome the general proposed arrangements in the Capel St area, as the riverside route on both sides allows good right turning conditions, and the new boardwalk on Wellington Quay helps to provide badly needed road space for all modes.

- While not strictly part of this design brief, we suggest that the proposal on the restriction of through traffic along Bachelor's Walk and on to Eden Quay needs to be revisited, in order to improve general public transport and cycling and pedestrian paths. It could also help to save the trees proposed to be removed?
- We understand that the proposed closure of Liffey St to through traffic has been agreed. This is not shown on the drawings. Clarification required
- The improved path widths on the building side of Bachelor's Walk and Aston Quay ensure that greater space is available at bus stops for queuing and alighting from buses
- The mechanism for cycling left turns at O Connell Bridge from the in both directions need to be clarified? What is a cyclist expected to do if turning from Bachelor's Walk into O Connell St or from Burgh Quay into D'Olier St?

3.7 O Connell Bridge to Talbot Memorial Bridge

- The long term links from the Liffey Cycle Route on to the developing North Strand/Amiens St Cycle Route need to be clearly defined, in particular from both Butt Bridge and Memorial Bridge
- There is no obvious cycle link from the Liffey cycle route into and from Tara St station, which of course will eventually become an even bigger transport hub. This needs to be factored in, even under present circumstances.
- The east to west crossing at the south of Memorial Bridge needs to be redesigned to ensure that cyclists heading westwards from City Quay are not discommoded as much as is indicated in these plans. For a start the curve radii need to be tightened, to generally slow southbound traffic making the turns on to the south quays, and the cycle route needs to have a more direct connection

4.0 Summary/Conclusion

Dublin Cycling Campaign broadly welcomes this step forward in the planning of the Liffey Cycle Route. Increased consideration has been given to pedestrians and cyclists, and to public transport users, which is a major positive for the City, and some new public realm features are added in the form of river boardwalks.

As stated above there are many positive aspects to the scheme, but also some aspects that raise queries and problems which we hope will be rectified in any future design iteration. We understand the problems that limited street widths and building lines can make for public realm designers, but overall this proposed solution should work reasonably well.

We have raised some points above related to the clarity of the drawings, and the Legend not including all features used throughout. We hope that these can be

easily clarified. We have also sought clarification on other points throughout. We trust that these will be forthcoming?

We are of course at the disposal of the City Council to discuss any of the issues raised in this submission at any time.

Yours
Colm Ryder
Secretary Dublin Cycling Campaign

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

Dublin Cycling Campaign,
Registered Charity Number (RCN): 20102029

6.8 Cycling without ages

What is Cycling Without Age?

Nobody chooses to get older, become disabled or mobility impaired, or lose their independence. When these things happen, life should not become boring or confined. Everyone should have the opportunity to get out and about, to share life in their community, to have fun, freedom and the chance to become an active citizen again. Carers and families also want to make these things possible.

Cycling Without Age is a sustainable, voluntary cycling initiative. Passengers do not pay and pilots do not get paid. With a Cycling Without Age trishaw, our less mobile citizens can become active again in the community.

The volunteer pilots give something back, create inter-generational links, and keep fit!

We invite companies, organisations, Local Sports Partnerships, nursing/care homes and community units in Ireland to join us in getting people out into their neighbourhoods, having fun and the freedom to enjoy the fresh air on these specially-designed trishaw bicycles.

We can provide information on: pilot-training, how to get your trishaw, insurance, and other queries.

CYCLING WITHOUT AGE

offers the opportunity to take residents of nursing and care homes out for free, slow-cycling spins, piloted by volunteer cyclists.

CONTACT US:

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Ltd. Co. No.: 638262.
Charity No. pending



Cycling Without Age - Ireland

CYCLING WITHOUT AGE.IE



THE RIGHT TO WIND
IN YOUR HAIR

CYCLINGWITHOUTAGE.IE



Launch of CWA Ireland, June 2017

Let's get you started!

Nursing and care home residents just want to have fun!

Sharing stories, exploring in the park, meeting friends for coffee – all via your own Cycling Without Age trishaw bike.

You can become the care home with that great trishaw bike, with volunteer pilots - who can be carers, staff, or local volunteers sharing time with residents.

What the Residents say:

"This is a great idea. We love to get out for a spin. It is something to look forward to. It's a great initiative and we are fund-raising for our own bike"

"Freedom! We love to get out cycling, as we are wheel-chair bound"

www.cyclingwithoutage.ie



Newtown School bike launch Waterford, March 2019

Nursing and care homes are now actively fund-raising to buy their own CWA bikes for their residents. Local suppliers, corporate and donors, school students, and family members can help to raise funds to give residents a chance to 'feel the wind in their hair!'



Canada Life Re-Insurance sponsored this bike for Sybil Hill Nursing Home, Raheny.

Clara Clark & Charles Mollan are volunteers who love cycling and brought this voluntary initiative to Ireland in 2017.

Company Sponsorship

Many companies now have CSR (Corporate Social Responsibility) programmes, getting their staff active in their communities. Your company can sponsor a bike, donate it to your local nursing/care home, and your staff can become pilots, and enjoy exchanging stories with residents – truly sharing in their communities.

- Become a corporate sponsor
- We can match you up with a care home
- We can give advice & support to sponsors and nursing homes

We are pleased to acknowledge support from Social Entrepreneurs Ireland.



Become part of the Cycling Without Age movement today!



CYCLINGWITHOUTAGE.IE

6.9 An Taisce



The Executive Manager,
Environment & Transportation Department,
Block 2 Floor 6,
Civic Offices,
Wood Quay,
Dublin 8.
LIFFEYCYCLEROUTE@dublincity.ie

06/06/2019

RE: Liffey Cycle Route Submission

The Travel theme as a part of Green-Schools Ireland is a behavioural change programme for school children and young people that focuses on a modal shift from a dependency on private individual cars to using sustainable transport on the school run. The investment in cycling and pedestrian infrastructure along the quays via the Liffey Cycle Route supports the ongoing work of Green-Schools Travel. As it stands now, many school children and parents are hesitant to use cycling as a primary mode of transportation to and from school due to the lack of safe, easy to use, and well connected cycling infrastructure. The hope would be that the Liffey Cycle Route would change the perception and reality of cycling as being unsafe. Segregated cycling infrastructure gives the streets back to the children and parents by creating a non-intimidating, functional space. The streets will also be a more pleasant place to be with less noise and air pollution with a higher standard of air quality. Not only will the Liffey Cycle Route infrastructure support parents and children on the school run, but also on the parent's and wider community's commute.

The Liffey Cycle Route is a brilliant investment in safety, sustainable transport, and congestion reduction within the city centre. Segregated cycle tracks on the river side along sections of the River Liffey protects vulnerable cyclists from motor vehicle traffic on dangerous road layouts; such as at the major left turn northward at Butt Bridge before the train bridge. The addition of leading cycle tracks behind bus stops reduces the risk of pedestrian-cyclist conflicts all along the quays. The additional cycle parking along the quays allows for easy access to amenities of the city centre and provides a safe dedicated place for cyclists to park; reducing the number of bikes locked to poles around the city centre blocking pedestrian traffic.

Some specific points in need of re-assessment along the route:

Bridges.

The Rory O'More Bridge and continuing on to Watling Street are missing dedicated cycle lanes or tracks. For connectivity across the city, it is essential to have bike infrastructure crossing all vehicular bridges. Cyclists will continue to use bridges even without dedicated cycle infrastructure but do so unprotected and unexpectedly. Over the James Joyce Bridge, the cycle proposal shows only maintaining the status quo cycle lane. As segregated cycle tracks offer more protection to the cyclist, this lane should be altered into a cycle track. Consideration of the safety of cyclists turning right on to the bridge also needs to be made. Similarly, the Father Matthew's Bridge is lacking in cyclist infrastructure. The Father Matthew's Bridge could be a direct crossing point for at least four inner-city schools. Children and young people as cyclists are incredibly vulnerable and need the extra protection

Environmental Education Unit, 5a Swift's Alley, Francis Street, Dublin 8 / www.greenschoolsireland.org / +353 (0)1 4002222
Limited Company Registered in Dublin, Ireland (No. 12469), Registered Office: Tailors Hall, Back Lane, Dublin 8, Charity Reference No: CHY 4741
Directors: J Harnett, J Leahy, M Mehigan, D Murphy, B Rickwood (British), P Howley, C Stanley Smith (British), A Uí Bhroin and Barry M'Mullin

afforded by segregated cycle tracks. Across the Rosie Hackett bridge, as it stands now and in the proposal there is no provision for cyclists to turn right on to the quays safely. The Rosie Hackett Bridge could be a direct crossing point for at least another four inner-city schools and these young cyclists should be afforded the safety of designated turning road markings or lanes. By not providing cycling infrastructure across specific bridges, the plan is neglecting accessibility and safety.

Parking.

Capel Street hosts a variety of amenities and as such cycle parking would be made good use of at the junction of Capel street. The Millennium Bridge is also an ideal location for cycle parking as the foot path widens to meet the bridge, it is a major tourist thoroughfare, and it is located in an area of dense use. More parking is necessary at the corner of Liffey Street Lower where Ormond Quay and Bachelors Walk meet. The current cycle parking is extremely overloaded, with large number of bikes forced to use sign poles, thus narrowing the usable pedestrian space.

Environment.

Along Bachelors Walk, the removal of all 15 large trees should be re-assessed as they provide a refuge for city wildlife; absorb Carbon Dioxide; supports better air quality, retain water in the soil; provide natural, softer elements to the built-up quays; allow for picturesque outlooks for tourists and locals alike supporting the image of Dublin City; and provide much needed shelter from the rain when waiting for buses.

Overall, Green-Schools is supportive of the Liffey Cycle Route project and the long-term investment in segregated cycling and walking infrastructure. We appreciate the magnitude of the project and thank you for considering the needs and safety of vulnerable road users such as children making their way to and from school.

Regards,



Allison Phillips
Cycling Development Officer
Green-Schools Travel,
Environmental Education Unit
An Taisce - the National Trust for Ireland

6.10 Dublin Bus

Dublin Bus welcome the published proposals on the Liffey Cycle Route and are fully supportive of the measures proposed and of the principles behind them.

The ongoing change to travel patterns, and modal shift to cycle and public transport seen in Dublin has been a long time goal, and is set to continue.

Supporting sustainable modes will both ease congestion and reduce emissions in the city, and the proposals go a long way towards helping rebalance infrastructure provision to allow that shift to take place.

Specifically welcome are the segregation of cycling and traffic which allows safer interaction between bus and cyclists; and the arrangement of island bus stops which again segregate cyclist and pedestrian traffic. This is particularly important when considering those with impaired mobility and offers a level of confidence in using public transport.

The increased bus priority measures along the quays will assist in greater journey time reliability which in turn will help encourage modal shift.

There are some points of detail we would like to review primarily in relation to traffic merges, lane widths, and turning arrangements, briefly as follows:

1. 3m Bus lane widths are minimal allowing very little flexibility in the path of the bus.
 - a. It is important that drainage gully design recognises the proximity of the wheel to the kerb and uses in kerb drainage where feasible to offer an improved road surface for greater customer comfort.
 - b. Anywhere traffic lane alignments change the 3m needs to increase to allow for the greater swept path of the bus. There are a number of locations where this may be an issue but the drawings are not detailed enough to be sure.
2. Map 4: Bus lane is caught between two converging movements at Liffey Street West: cycle lane onto road level from behind a stop, and left turning car traffic. Staggering these slightly will alleviate any potential conflict here.
3. Map 6 & 7: Cycle transition between buildings and quay wall – detail of operation will be key but the principle is fine.
4. Map 7: What provision will be in place for buses to access Grattan Bridge from Ormond Quay in the event of heavy traffic?
5. Map 9 & 10: The arrangements for buses leaving Bachelors Walk to go straight on to Eden Quay while crossing a lane of general traffic needs clarification. Will signal phasing deal with this?
6. Map 10: New stops at Burgh Quay (plus other locations) give welcome expansion to public transport provision in this area.
7. Map 11: Do the lane positions and markings on the Tara St /Burgh Quay junction allow a bus to take the turn without getting caught in queueing traffic? A similar query for buses moving from Butt Bridge to Eden Quay. The segregated cycle provision changes the road position of the bus on approach

to these turns – yellow box extensions may be required. Overall signalling arrangements to be detailed.

Dublin Bus are available to discuss details and review any developing proposals that arise from this consultation.

Ray Donnellan

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6.11 Dublin Chamber



Submission on the Liffey Cycle Route

June 2019

Dublin Chamber welcomes the opportunity to make this submission to Dublin City Council regarding the latest Recommended Option for the Liffey Cycle Route Project.¹ Dublin Chamber, which represents 1,300 businesses in the Dublin region, is a strong advocate of improved cycling infrastructure in the city. We recognise that there has been a sharp increase in the number of cyclists in Dublin city centre over the past decade, including on the quays. This rise has occurred in spite of the lack of attractive and safe cycle lanes. Investment in proper cycling infrastructure is essential in order to meet the goals of reduced traffic congestion, cyclist safety, improved quality of life, and a transition to a low carbon economy.

Dublin Chamber is therefore supportive of the overall objective of the Liffey Cycle Route, which is to develop a route which provides a safe and continuous segregated cycle route in both directions between the Phoenix Park / Heuston Station and the Tom Clarke East Link Bridge. Dublin Chamber believes that the Recommended Option is the best option that has been put forward so far. The proposal represents a good outcome for all road users and should result in enhanced bus prioritisation, a significantly improved environment for cyclists and pedestrians, and, crucially, maintenance of access for private vehicles. This remains essential in light of the significant improvements that are required to Dublin's public transport system.

The Need for Better Cycling Infrastructure

Dublin Chamber is a firm supporter of better cycling infrastructure in the city. A survey of Chamber members in the summer of 2018 found that 63% of businesses have noticed an increase in the number of staff cycling to work over the past year, while 88% are of the opinion that improved cycleways will make a positive difference to their staff and/or business.² The desire of Dubliners for a world-class network of safe cycling facilities was also a key finding of the Chamber's Great Dublin Survey in

¹ National Transport Authority, Liffey Cycle Route Project Recommended Option, https://consultation.dublincity.ie/++preview++/traffic-and-transport/liffey-cycle-route/supporting_documents/Liffey%20Cycle%20Route%20Summary%20Document.pdf

² Dublin Chamber Business Outlook Q2 2018

2017, which saw more than 20,000 people outline how they would like to see their city change and develop over the coming years.

Since 2008, the number of people commuting into Dublin by bike has doubled to 12,000. However, this took place in spite of the state of infrastructure in Dublin, not because of it. The rise in the number of cyclists using the Quays has been unsurprising given the lengthy delays and very inconsistent journey times which are regularly experienced by bus and car commuters travelling along the Quays.

There is significant potential to further increase the number of cyclists in Dublin over the coming years, including along the Quays. Around 6% of work commutes in Dublin are made by bike.³ In Copenhagen, that number exceeds 40%. Dublin Chamber believes that a 20% cycling share is possible in Dublin within 10 years, but only if we start investing properly in the cycling network.

Currently, many people are discouraged from cycling along the Quays as they do not feel safe. It is an area of the city in which cyclists are forced to mix with the other vehicles travelling along the quays, including buses, vans, cars, taxis and other large vehicles. This is a situation that requires urgent attention. It was concerning to note that, according to the most recent Canal Cordon figures, the number of people cycling into the city each morning stalled in 2018, following almost a decade of consistent year-on-year growth.

Dublin Chamber is proud to have partnered with the CyclingWorks Dublin campaign in July of 2018, to call for the Government to significantly increase the amount of money it is spending on cycling infrastructure.

The Liffey Cycle Route Recommended Option

Building the Liffey Cycle Route would represent an important milestone in the delivery of the Greater Dublin Area Cycle Network Plan. A fully segregated two-way cycle lane between Heuston Station and the Tom Clarke Bridge would have the potential to serve as the back-bone of a proper cycle network for the whole city centre, and a route which could be added to over the coming years. While the Recommended Option for the Liffey Cycle Route is not perfect, Dublin Chamber believes that the proposal represents a fair compromise for all of the city's users and will ensure the delivery of a safe and high-quality cycle route.

The Chamber's main concerns with previous incarnations of the Liffey Cycle Route plan related to: the removal of private car access from large sections of the North Quays; the need for access to all existing car parks; a lack of capacity at bus stops; and an apparent unwillingness to consider more ambitious alterations along the route including the modification of bridges and changes to the quay walls including the creation of more Boardwalk-type spaces for pedestrians. We are satisfied that the Recommended Option has recognised each of these aspects.

³ https://www.nationaltransport.ie/wp-content/uploads/2019/04/Canal_Cordon_Report_2018.pdf

Interconnectivity

Dublin Chamber would like to see more detail around how cycle lanes on streets in and around the Quays will link into the proposed Liffey Cycle Route. There is very little detail in the plan, for example, regarding cycle lanes on the various Liffey bridges along the route. Cycle lanes along many of the bridges are currently inadequate, particularly between Heuston Station and O'Connell Bridge. Dublin's cycle network needs to be closely and cleverly integrated with the public transport network. This will make it easy and attractive for people to switch between modes and to increasingly consider cycling as an option for at least part of their journey, if not all of it.

Trees

Dublin Chamber notes commentary around the possible need to remove trees along the route, particularly along the western sections between Heuston Station and O'Connell Bridge. While it would be unfortunate if some trees required removal, Dublin's overall transition to becoming a green and environmentally sustainable city should take priority. It should be noted that some trees along the north quays have now grown to the point of impacting upon access for pedestrians. Pedestrian movement along some sections of the riverside footpaths on the North Quays is already very restricted due to the eruptions of roots in the already narrow footpaths, which are now impassable for those with pushchairs, wheelchairs, and the infirm. However, Dublin Chamber suggests that Dublin City Council should seek to make up for the loss of trees by undertaking more appropriate forms of tree-planting in the city centre.

Delivery Timeframe

Dublin Chamber is disappointed by the slow progress in improving Dublin's cycle network, and is concerned about the timeframe for delivery of the Liffey Cycle Route, given that this route has already been in planning for 6 years. It is a source of frustration for the business community in Dublin that so little of the Greater Dublin Area Cycle Network Plan, launched in 2013, has come to fruition. Failure to prioritise delivery of necessary cycleway infrastructure within the M50 will seriously hamper Dublin's transition to being a more sustainable, environmentally friendly, and congestion-free city. With this in mind, we hope that the Recommended Route can be approved and taken through the planning process with urgency, and that construction work can begin as soon as possible.

6.12 Fighting Blindness



Submission on Proposed Liffey Cycle Route

Fighting Blindness is an Irish patient-led charity funding and enabling world-leading research into treatments and cures for blindness. We provide a free counselling service, and peer to peer support for people affected by sight loss and advocate on behalf of the estimated 246,000 adults and children in Ireland living with vision impairment and blindness.

We wish to raise concerns about the impact of the proposed Liffey Cycle Route on people with sight loss. We want a better city to travel around, but the needs of people with sight loss must be taken into account.

We are in favour of segregated cycle lanes as this is safer than having people cycling on the foot path. For some people with sight loss it is very difficult to hear oncoming cyclists as they do not make a lot of noise. For this reason we are worried about the proposals to have some bus stops situated in islands between cycle lanes and roads with no safe way for a person with sight loss to cross the cycle lane. E.g. Proposals for Wolf Tone Quay.

Because the cycle lanes are segregated, cyclists will be moving at speed and the positioning of the bus stops and the need to swerve around them will make it more likely that people with disabilities will be seriously injured.

We have learnt from the UK that shared spaces cause people with disabilities and older people to avoid the areas where these are in place, now we are bringing something similar into our bus system. This will mean people with sight loss may be afraid to use these bus stops. In a lot of cases it is not possible for a person with sight loss to cross a cycle lane without a signalled crossing or sighted assistance. This will massively reduce the ability of people with sight loss to navigate the city independently.

According to the National Cycling Manual [1], "Urban design of town and city centres should aim for the optimum pedestrian Quality of Service consistent with the overall traffic plan. Shared facilities between pedestrians and cyclists generally result in reduced Quality of Service for both modes and should not be considered as a first option."

It is very important that when a person with sight loss is walking around the city, they are walking on footpaths and not roads and cycle lanes. Every piece of cycle lane included in this plan must be clearly separated from pedestrians to avoid accidents where a person with sight loss steps out in front of a bike or car because they do not realise they are walking in a cycle lane. The kerb needs to be a minimum of 60

millimetres, but ideally 100 millimetres. This is so white cane users and guide dogs can easily identify the kerb. A shorter kerb is a serious trip hazard. Mountable kerbs, or kerbs with a slant so bikes can mount the footpath, are also dangerous and should not be included in this plan. For safety, flat facing kerbs need to be maintained.

Crossing points need to have clear signals and tactile paving and cyclists should stop when pedestrians are crossing a road or cycle path. It is in no way acceptable to force a person with sight loss to cross a cycle lane in an unsafe way. This will cause accidents.

Our concerns relate to a failure to follow the user priority set out in the Design Manual for Urban Roads and Streets [2]. The manual clearly states that pedestrians should be considered first. For this to include people with sight loss, it is necessary to make sure that every bus stop has a safe way for people to walk once they get off a bus. It is also necessary for cycle lanes to be truly separated from the footpath and for crossing points to be clearly signalled and enforced. It is also necessary for kerbs to be kept at a safe height.

[1] <https://www.cyclemanual.ie/manual/thebasics/1-9-pedestrians-and-cyclists>

[2] <https://www.housing.gov.ie/sites/default/files/migrated-files/en/Publications/DevelopmentandHousing/Planning/FileDownload%2C32669%2Cen.pdf>



Working for People with Sight Loss

Submission

from

NCBI

to

Dublin City Council

Regarding the proposed

Liffey Cycle Route.

3 June 2019

About NCBI – who we are and what we do

At NCBI we are working every day with people of all ages, from young babies to those reaching their 100th birthday. The majority of people we work with actually have some remaining vision, while only a small percentage are completely blind. In the last Census, almost 55,000 people self-identified as having impaired vision, and this number is rising.

We understand the impact of sight loss – the fear people may feel if they are having difficulties doing things like reading, writing, seeing road signs or recognising faces; the worries families have about their loved ones living alone safely; the dreams and desires parents have for their children born with partial sight to ensure that they enjoy their childhood.

We provide emotional and practical help so that people can live their lives fully with confidence and independence, now and into the future.

We also consult with people with impaired vision regularly, and are training and supporting Advocacy Groups nationwide.

Introduction:

NCBI appreciates the opportunity to make a submission on the proposed Liffey Cycle Route. It is of some concern to us that the original title: Liffey Walk and Cycle Route was changed. This seems to indicate a prioritisation of cyclists over pedestrians, which is against the protocol established by Dublin City Council, as set out below:

Priority rating of Road Users:

1. The most vulnerable members of society: people with disabilities and elderly people.
2. Pedestrians generally.
3. Cyclists.
4. Public Transport.
5. All other road users.

People with impaired vision do not have the option of cycling or driving. To get around the city they must walk or use public transport. Cyclists, on the other hand, are also pedestrians and public transport users, at times, and many are also drivers. Providing good facilities for pedestrians benefits everyone.

In order to walk in the city safely and independently, people with impaired vision need:

- smooth surfaces underfoot;
- reasonably wide pavements;
- change of level (kerb) between pedestrian area and area for cyclists and vehicles of minimum 60 mm in height;
- accessible road crossings – that is, pedestrian lights with audible signals, with tactile paving to lead them to the crossing, and to replace kerbs which are dished at crossing points (to facilitate people using wheels).

Key concerns for NCBI, on the overall plan:

A. With regard to cyclists:

- Cyclists on pavements are a major problem for people with impaired vision, who are often frightened by them, and sometimes actually hit by them. Therefore NCBI welcomes any initiative which encourages cyclists to keep off the pavements, which this scheme should do, by giving them a safe space for themselves.
- Bicycles parked in places and ways which cause obstructions and painful collisions, even falls, are also a problem. We therefore hope that this plan will include the provision of sufficient cycle parking bays, of a design which will be safe for people with impaired vision, who happen to come into contact with them, but preferably located on the road, not the footpath.
- If it is necessary to put cycle parking racks on footpaths, for example on a build-out, they should be surrounded by a change of colour and texture. (See photo below for an example of good practice).
- It is proposed, in this plan, to have cyclists sharing crossings with pedestrians, at one of the crossing points. (On the west side of Frank Sherwin Bridge) This is not acceptable to NCBI, because people with impaired vision are under enough stress, crossing roads, without having people cycling alongside, in front of and behind them, while they do so. If it is not possible to provide safe facilities for cyclists at a particular crossing point, then cyclists should be obliged to dismount, before using the pedestrian crossing. Again, this is a minor inconvenience for a cyclist, but makes all the difference for people with impaired vision. If their perception is that it's not safe to go out walking in the city, they are likely to give up doing so. Their physical, mental and emotional health then suffers, as they become housebound, physically unfit, and socially isolated. It's a small ask, for cyclists to get off and walk across a pedestrian crossing, considering the potential ill-effects on people with impaired vision, if they do not.

B. With regard to bus stops.

- It is unsafe for people with impaired vision to cross cycle lanes, even at light controlled crossings, unless the crossing is one at which cyclists must stop or risk being hit by vehicles. The reality is that cyclists do not stop for pedestrians, they just weave around them. That may be acceptable for many people, but can be terrifying for someone with impaired vision, especially if they have been hit by a cyclist before. The provision of a cycle track which runs between a bus stop and the pavement – making the bus stop into an island - is not acceptable, for this reason.
- Cyclists have three choices:
 1. they can overtake buses on the outside, while they stop for passengers;
 2. if they consider this too dangerous, they can wait behind buses, just as cars must;
 3. they can (and do) mount the pavement to overtake bus queues on the inside. This is unsafe for pedestrians and should be discouraged, rather than making it a legal option for them, by installing a track for them to do this.

Pedestrians using buses have no choice in the matter – they have to get from the footpath onto and off buses. They should be able to do so safely and without anxiety. Cyclists' convenience should not take precedence over pedestrians' safety. (See Priority Rating of Road Users, above.)

If this objection is over-ruled, and cyclists' convenience is given priority over the safety of elderly and disabled pedestrians, then can DCC at least assure us that the size of these islands - on which people must gather to get on and off buses - is adequate for the number of people who will be forced to use them?

There may not be enough physical space available, on an island bus stop such as those proposed in this plan, for all the people who will need to use it.

When a large crowd of people are jostling to get on and off buses, those on the edges of the available space are likely to stumble off, onto the cycle track.

Questions:

Have measurements been taken, to establish how many bus-loads of passengers boarding and disembarking could fit onto each island, at any one time?

What if several buses arrive together? Traffic problems can and do disrupt timetables.

Bus Connects.

NCBI recommends VERY good communication between the designers of this cycle route, and the designers of Bus Connects.

College Green pedestrianisation.

Assuming some plan will eventually be agreed upon, for the pedestrianisation of College Green, this will probably mean more bus stops will be needed on the quays.

If buses cannot stop in College Green, they will have to stop somewhere else instead.

Currently, there is always serious congestion on the footpaths at College Green, at peak times, on both sides of the road. This is caused by the numbers of people waiting for buses there. It is extremely difficult, and sometimes impossible, for pedestrians to pass along these footpaths when a bus pulls in, although the footpaths are quite broad. Passengers getting off, and those who are moving forward to get on, obstruct people who just want to pass by.

The footpaths on the quays vary in width, but even now there is congestion at bus stops along Aston Quay and Eden Quay. If more buses are expected to stop along the quays, in future, the situation is likely to become worse, there, than the current conditions on College Green.

Have planners/designers of the Liffey Cycle Route taken this issue into consideration, and consulted with those involved with the College Green proposal?

Comments on specific sections of the Route:

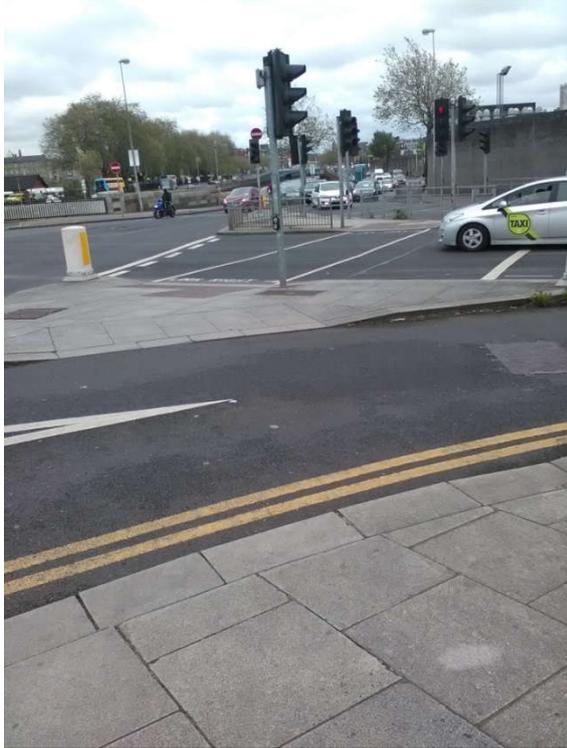
NCBI notes that the Route begins at the Phoenix Park. Currently, there are inadequate crossing facilities for pedestrians making their way to and from the quays and both the Phoenix Park and Heuston Station.

Examples:

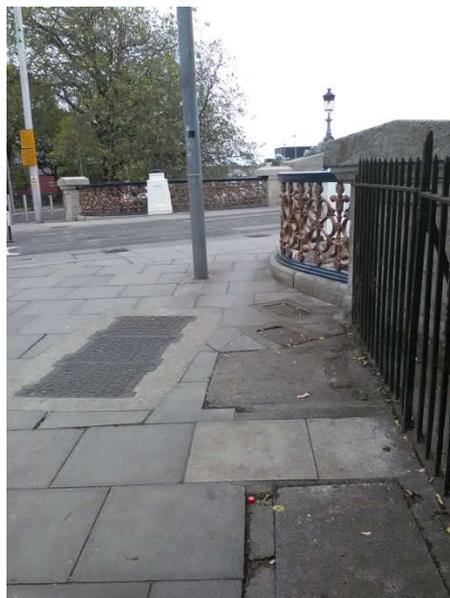
Audible signals at a crossing leading from Victoria Quay towards Heuston get pedestrians to a middle island – but no farther. On the island, a person with impaired vision who goes looking for a crossing to the pavement opposite will be walking on the road before they realise it, because **the kerb is dished** but there is **no tactile paving** installed to warn of this.

Left: looking towards Victoria Quay, Heuston Station behind you.

Right: looking towards Heuston after crossing from Victoria Quay.



People with impaired vision walking from Parkgate Street to Wolfe Tone Quay face dished kerbs with no tactile paving installed, and no pedestrian lights, on the left hand side of the road, (if you have your back to the Park), and on the right hand side, they are expected to cross the road at the junction with the “Luas only” bridge, which has no kerbs, no tactile paving, and no pedestrian signals – just a white track painted onto the road surface, with the symbol for the Luas painted onto it.



View across road from outer edge of footpath, and from inner edge.

This white track may be visible for people with impaired vision who are walking out near the edge of the road (very unusual for them to do so) but if they are walking

along near the wall and railings, (as most people with impaired vision tend to do) they are very unlikely to see it. And of course a person with no vision will not be able to see the white road marking, at all.

A cane user would find no kerb or tactile paving, to warn of the crossing, so would walk straight out without realising it, until the cane finds the first tram track. A guide dog is trained to stop at kerbs - but there are no kerbs, at this crossing.

NCBI asks that, as part of the installation of the Liffey Cycle Route, pedestrian access to Heuston and the Phoenix Park should be examined and improved.

Other concerns:

These plans include the provision of more boardwalks along the riverside, in order to provide enough space – for instance where tree roots have lifted the paving surface, and there is no flat surface to walk on, and very little room to pass pedestrians coming in the opposite direction.

NCBI is concerned that it may not be possible to provide boardwalks in some places – for instance, in the location of the photograph below, in Docklands. Note the very narrow footpath. It seems unlikely that a boardwalk could be provided along this section of the docks.

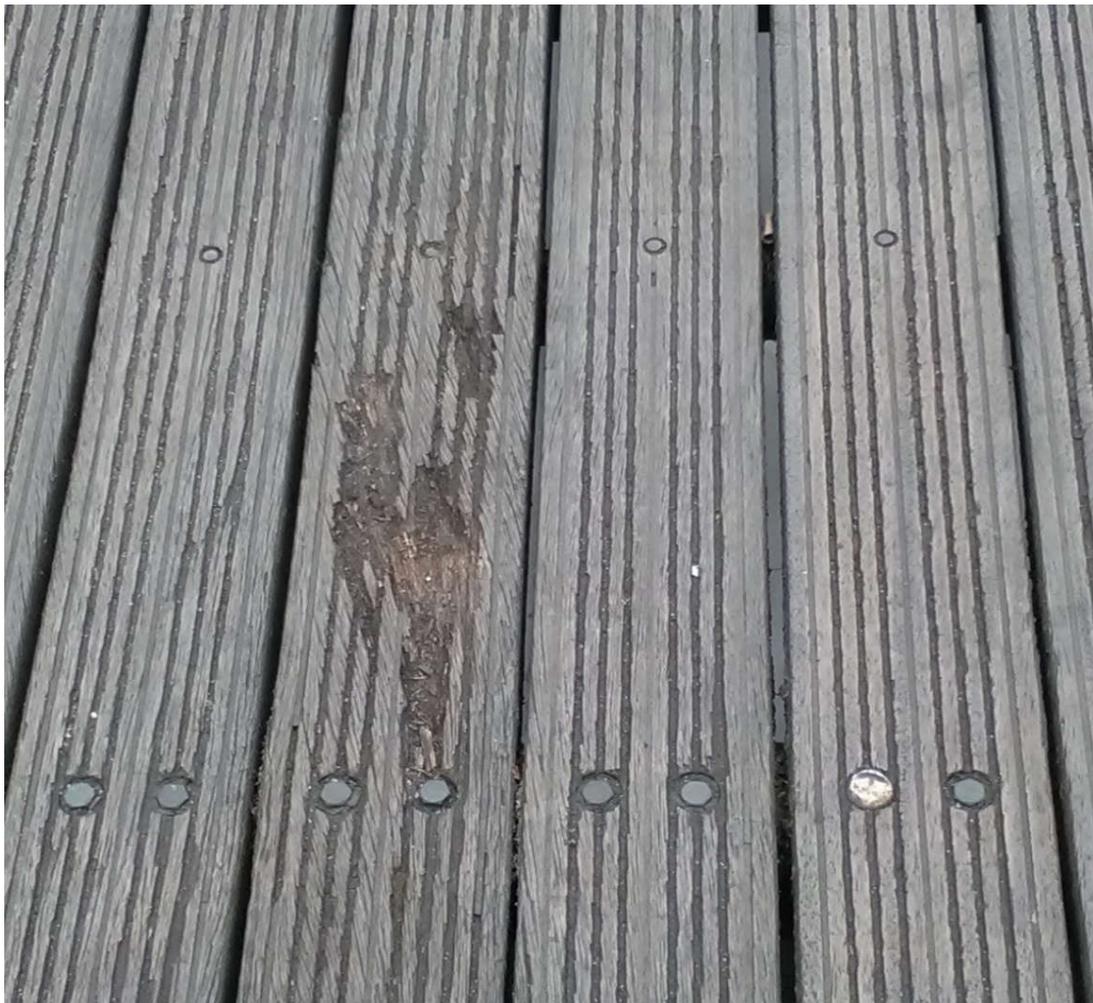


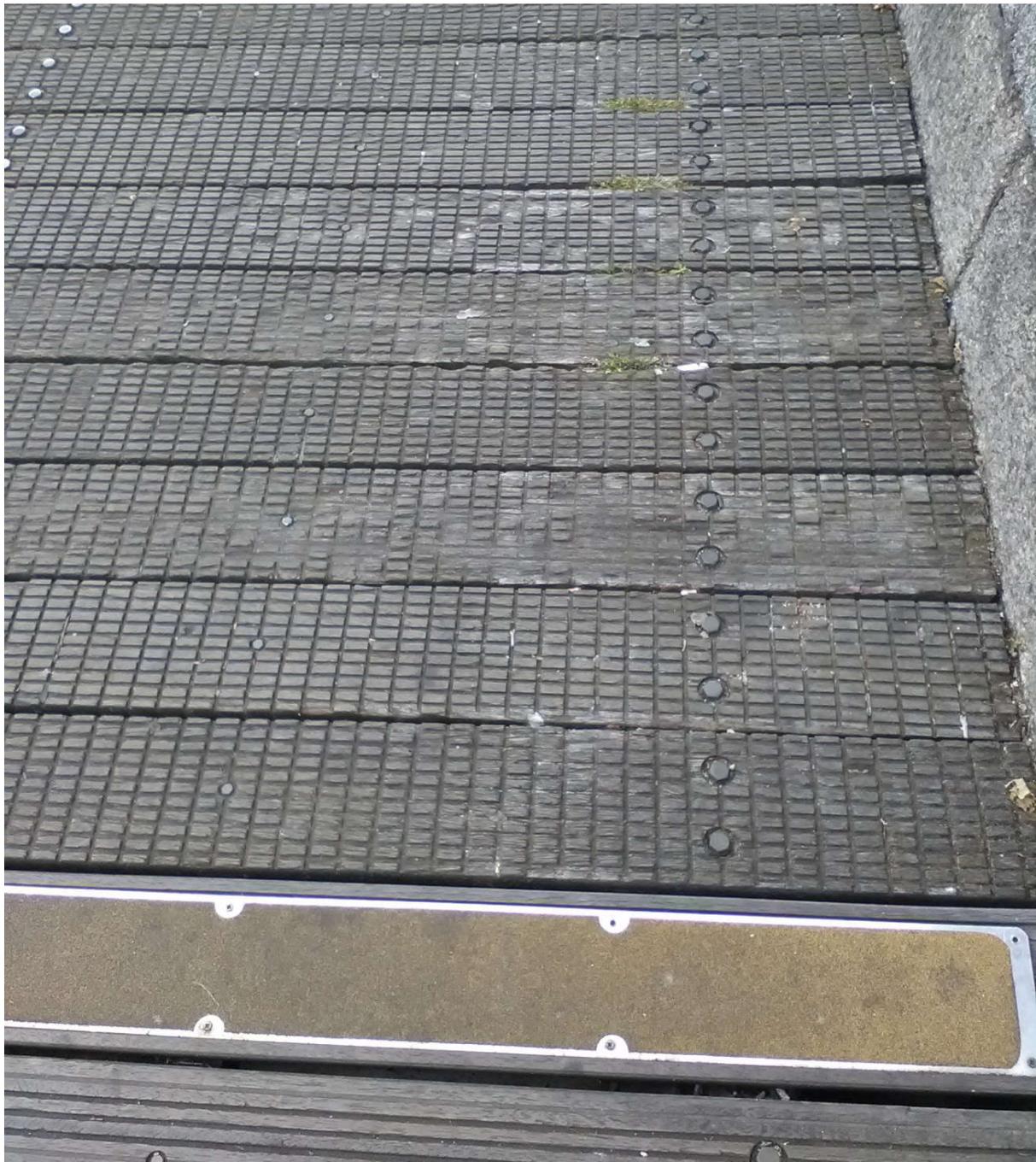
The idea of having the new boardwalks on the same level as the footpaths beside them is welcome. This may help to prevent the new boardwalks becoming areas where ordinary people are reluctant to go, for fear of being accosted or mugged.

NCBI has been assured that the material of the new boardwalks will be carefully selected. We would like to draw DCC's attention to the damage and wear to the existing boardwalks (see photographs below).

We also hope that the new boardwalks will meet the requirements for slip-resistance, and that the surface of the existing boardwalks will be improved to match.

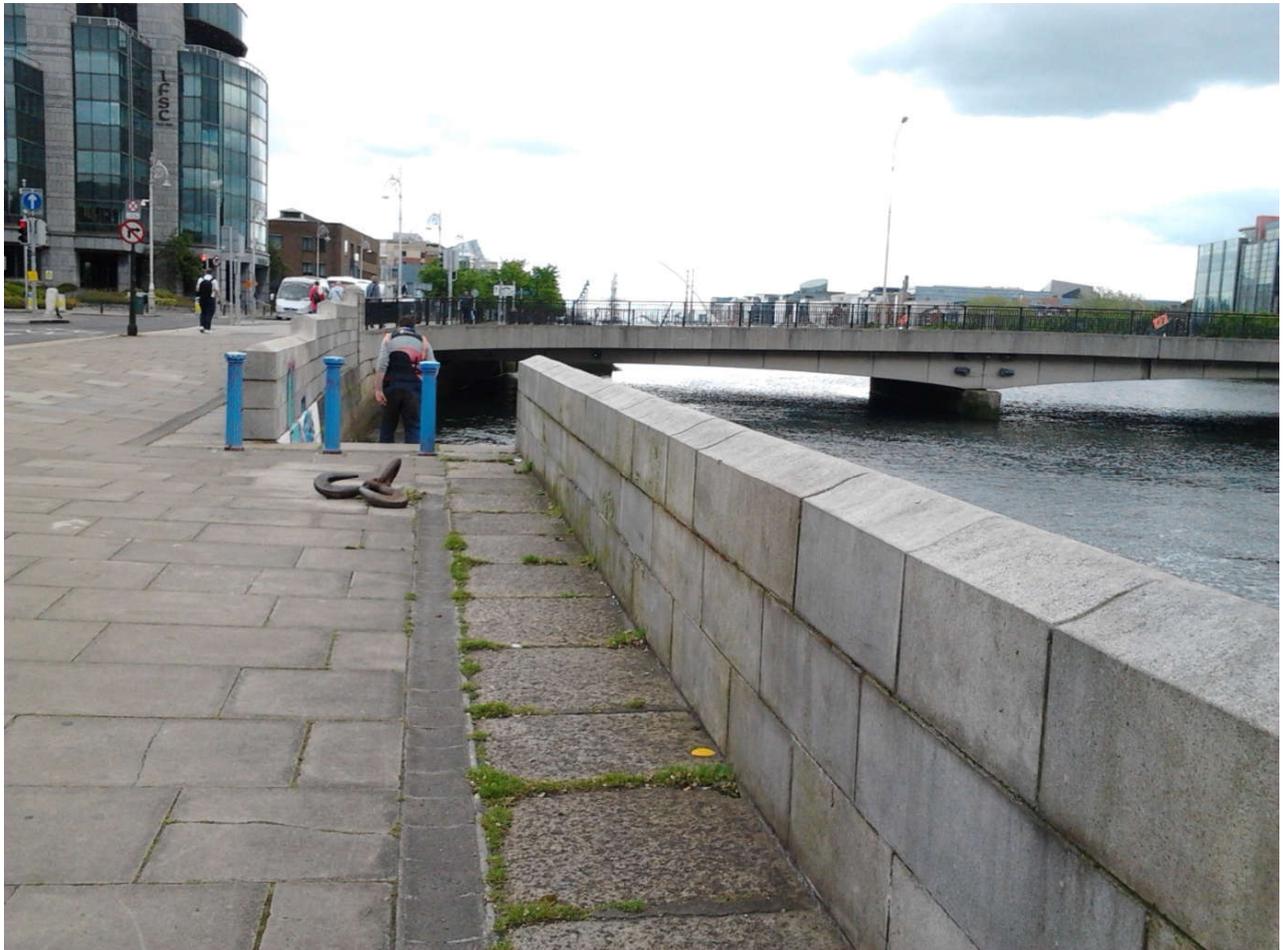
Photo of Boardwalk: some damage and wear to the current surface. How long has it been in place? As wood does not last forever, are there plans in place to replace it when it wears out, and is there a budget for this? The initial cost of adding boardwalks is not a once-off cost. A maintenance and / or replacement budget also needs to be set aside.





Pedestrians with impaired vision walking along the route, as it goes through Docklands, will also find themselves facing unusual hazards – which are necessary parts of that environment.

Below: mooring hooks attached to the footpath, a serious trip hazard for people with impaired vision – but an essential feature in a docking area.



There is also a steep flight of steps down to the water, just after these hooks. Obviously access is necessary, but a person with impaired vision could fall down these steps, as there is nothing to warn of them.



Providing footpaths which are wide and smooth is excellent, but they must be policed, or they will be used as free parking. (See photo below).



When heavy vehicles are allowed to mount the footpath, for whatever reason, the surface is damaged by their weight. The “Public Lighting” vehicle in the photograph below may well have been on the footpath to gain access to a street-light which needed repair. However, a smaller, lighter vehicle – or a ladder – could possibly have been used for this purpose.

Also in this photograph is a very low bollard, grey on the grey background. This is a trip hazard for anyone with impaired vision. Every bollard should be at least one meter in height. This is so that a Long Cane doesn’t swing over the top of it without finding it. A bollard should also contrast as strongly as possible with the background. This is so that people whose vision is impaired can see it.



Below is a photograph of a cycle path in the Docklands area, which will cross the proposed Liffey Cycle Route.

NCBI has grave concerns about this particular cycle path, as it is situated on the footpath, and stops short just before the tactile paving installed to lead people with impaired vision to a pedestrian crossing.

This seems likely to encourage cyclists to whizz past on the heels of people waiting to cross, or on either side of them as they follow the tactile paving to the pole with the push button.



We are hoping that as part of the installation of the Liffey Cycle Route, DCC can redesign this adjoining/connecting cycle path, preferably moving it completely off the footpath.

Below: good design: broad, smooth pavement, with a change of surface and trees between the footpath and the cycle path, which is also separated from the road. All obstacles/features are located off the pavement, but someone needing to sit and rest could find a bench by using a cane or low vision.



Conclusion:

NCBI welcomes the proposed Liffey Cycle Route, but has some reservations about the design, which we hope can be addressed through good communication.

Fiona Kelty, Access & Awareness Coordinator.

3 June 2019.

6.14 Transport Infrastructure Ireland



The Executive Manager
Environment & Transportation Department
Block 2 Floor 6
Civic Offices
Wood Quay
Dublin 8

LIFFEYCYCLEROUTE@dublincity.ie

Dáta Date	Ár dTag Our Ref.	Bhur dTag Your Ref.
31 May 2019	TII19-105890	

RE: LIFFEY CYCLE ROUTE OPTIONS ASSESSMENT REPORT SUBMISSION

Dear Sir/Madam,

Transport Infrastructure Ireland's (TII) function is to operate modern, efficient and safe national road and light rail networks.

TII welcome sustainable travel proposals compatible with the national road and light rail network. This submission seeks to uphold official policy and guidance as outlined in the *Spatial Planning and National Roads Guidelines for Planning Authorities (2012)*. The submission also has regard to other relevant guidance available at www.tii.ie and TII's "Code of engineering practice for works on, near, or adjacent the Luas light rail system".

TII recommends that Dublin City Council consider the following matters in the review of the Route Option Assessment Report and progression of a Liffey Cycle Route:

1. Parkgate Street

It is observed that;

- The proposed traffic configuration adjacent to the existing car dealership does not provide for access by car transporting vehicles which may impact the safety of Luas crossing Parkgate Street when car transporting vehicles are attempting to navigate the access as proposed.
- There is a very strong desire line across Parkgate Street servicing the route between the Ashling Hotel and Heuston Station. The proposed relocation of the existing pedestrian crossing does not appear to satisfy this demand. TII is concerned that pedestrians will cross Parkgate Street adjacent to the Luas alignment at a non signalised point which may impact on Luas operations and safety.

It is recommended that the above matters are reviewed.

2. Heuston Station Access Road

Dublin City Council has recently approved the installation of a pedestrian crossing to the west of, and adjacent to, the Luas alignment. It is recommended that this proposal is included in this scheme.

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3. O'Connell Bridge

TII advises that the proposed junction configuration appears to prohibit cyclists from using the north-bound right turn bus lane and subsequently encourage the use of the jug turn on Bachelor's Walk. This may impact on Luas operation and safety. Therefore, clarification is required regarding design and operation of the junction.

4. Rosie Hackett Bridge (Marlborough Street)

TII observes that the proposed junction configuration appears to facilitate southbound cyclists from Marlborough Street who wish to turn right from Rosie Hackett Bridge onto Burgh Quay. Therefore, clarification is required regarding the design and operation of this junction.

5. Hawkins Street

It is not clear if it is intended to facilitate westbound cyclists on the south quays who wish to turn left onto Hawkins Street to access the southern side of the city. Clarification is therefore required regarding the operation of the junction in order to avoid potentially conflicting movements with Luas.

6. Dublin Tunnel

It is observed that the Liffey Cycle Route Options Assessment Report refers at section 8.4 to cycle options related to the BusConnects proposal. TII advises that consultation should continue in regard to monitoring potential impacts on the Dublin Tunnel.

TII look forward to the assessment of the matters raised in this correspondence. The Authority would facilitate and welcome an opportunity to engage on these matters with the City Council and the NTA.

Yours sincerely,

Tara Spain
Head of Land Use Planning



6.15 C+W O Brien Architects

My support of the Liffey Cycle Route & feedback below:

Overall: a huge improvement with lots of great ideas.

The use of bus stop bypasses is excellent and a very welcome move.

At junctions, designs need to take into account the reality of what cycling is like: clear priorities need to be incorporated by the use of raised surfaces; cycle traffic lights; placement of stop lines in positions which are several metres in front of those for other traffic lanes.

It would be nice to see the superfluous general traffic lanes removed. Despite **walking, cycling and public transport being the priority**, private motoring is still granted a disproportionate amount of the road space in many cases. By reducing this to one lane in many locations (e.g. Victoria Quay), footpaths and cycle tracks can be widened and kept far away from the road by distance. It also presents opportunities to introduce more flora, which should be important, given that Ireland is on the verge of ecological collapse.

Wolfe Tone Quay

There is a pinch-point for general traffic at BM 2.56. As such, there is little point in having two lanes on the approach and it should be possible to reduce the number of general traffic lanes on Wolfe Tone Quay to one. This would allow the footpaths to be widened and for the cycle track to be segregated from the bus lane by distance. I do not believe that the current design of the cycle track would be usable by young children; the speed of passing buses on Wolfe Tone Quay is high and the wakes generated by such kinetic energy are enough to cause wobbles. Increasing the gap between the bus lane and the cycle track will vastly increase safety for all involved.

St. James's Gate Brewery

Place stop line and lights for cycle track several metres ahead of those for the other lanes so as to prevent left-hooks and blind-spot issues. Have a light sequence that allows cycle traffic to proceed when left-turning traffic cannot. These simple measures may save a life, especially as this is a left turn that would be heavily used by HGV traffic.

At the same junction, raise the cycle track off the level of the road to emphasise priority for cycle traffic and to force motor traffic to slow down before attempting to proceed.

Ellis Street junction

Place the bus lane stop line several metres back to prevent left-hooks. The cycle track puts people into the “blind spot”.

Ellis Quay / Blackhall Place

The left-turn lane to Blackhall Place here presents a very serious danger of vulnerable road users being run over. Instead, consider keeping the cycle track to the left with a design such as this:



James Joyce Bridge

The cycle lanes seem to get narrower towards the middle of the bridge. It seems as though motor traffic will be invading them as the general lanes are not wide enough.

Solution: reduce general traffic lanes to one in each direction and segregate the cycle tracks with a standard width.

Bridgefoot Street

The junction with the quays presents a left-hook risk. Put the left-turn lane’s stop line further back.

Ushers Quay

The stretch along here with all of the left-turns presents a very serious risk of injury/death. The solution may be to place the cycle track further south, segregate it from the bus lane and move it further into each junction, ensuring that left-turning

motorists end up closer to a 90-degree angle to the cycle track as they turn. The proposed design puts vulnerable road users in blind spots and as almost no driver obeys the speed limit on this quay, the risk is even higher for swerving around the corners.

Church Street

Like with the Blackhall Place junction above, the cycle lane here first puts vulnerable road users in dangerous situation as motorists turn left across their path and then has them sandwiched in between motor vehicles on the left and fast-moving buses on their right.

The solution is the same: move the cycle track to be adjacent to the footpath, as illustrated in the above image.

Bridge Street

The usual left-hook risk is present here, especially since the left turn movement is retained. Check above for potential solutions.

Winetavern Street

Murder strip sandwiched in between two general traffic lanes. Lights must ensure that cycle traffic can turn left while general traffic cannot. A recommendation would be to remove one of the straight-ahead general traffic lanes and introduce segregation between the cycle track and the general traffic lanes:

- Cycle track on left (left-turn).
- Segregation barrier.
- Left-turn traffic lane.
- Segregation barrier.
- Cycle track (straight ahead).
- Straight ahead general traffic lane.

Or some variation thereof.

Section M-M Wood Quay

Remove remnant of footpath next to quay wall until boardwalk ends. Widen cycle track and put barrier between cycle track and general traffic lane.

Grattan Bridge / Ormond Quay

Put cycle track stop line ahead of that of the right-turn lane.

Aston Quay

I love this. :)

Bachelor's Walk / O'Connell Bridge

Put the stop line for the right-turn lane back several metres. Ensure cycle traffic lights such that right turns are not possible while cycle traffic is moving.

O'Connell Street

This is an extremely wide street. Surely, a segregated cycle track is long overdue here...?

Rosie Hackett Bridge

Why no segregated cycle track on this bridge? Please fix this.

Paul Murphy

Head of Interiors

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6.16 Cllr Ciarán Cuffe

Madam/Sir,

I write to indicate my support for the Liffey Cycle Route Project.

Regarding the detailed design I request the following:

-consultation with disability groups to ensure that the scheme achieves an excellent standard of Universal Design, particularly in the design of 'floating' bus stops

-retention of more of the mature trees along the route. It is simply not necessary to maintain full recommended widths for general traffic/buses/bikes and pedestrians on all parts of the route, and greater emphasis must be placed on safeguarding older 'heritage' trees

-an appraisal of all boardwalks from a cost-benefit perspective as it appears that many new sections of boardwalk are being provided to maintain car access through the city. Significant savings appear feasible if through car access via the city centre is not required

-greater emphasis on increasing green infrastructure through Sustainable Drainage Systems and other measures

-incorporation of speed limits of 40 km/h or lower along the length of the route

-green lights for cyclists ahead of motorised vehicles at junctions

-appointment of a design team with strong urban design, planning, placemaking and landscaping strengths

Many thanks for considering my views.

All the best,

Ciarán

Councillor Ciarán Cuffe 087 265 2075

Green Party : Comhaontas Glas

City Councillor and MEP for Dublin

50 Montpelier Hill, Stoneybatter D07 F8H2

Cuirim Fáilte Roimh Ghaeilge - Irish Welcome

[@CiaranCuffe](https://www.CiaranCuffe.ie) www.CiaranCuffe.ie

Oifigeach Poiblí Ainmnithe faoin Acht um Brústocaireacht a Rialáil 2015

Designated Public Official under the Regulation of Lobbying Act 2015

--

All the best,

Ciarán

Councillor Ciarán Cuffe 087 265 2075

Green Party : Comhaontas Glas North Inner City Ward

50 Montpelier Hill, Stoneybatter D07 F8H2

Cuirim Fáilte Roimh Ghaeilge - Irish Welcome

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6.17 IrishCycle.com

Given all that we know about liveable cities, the health effects of inactivity, climate breakdown, biodiversity collapse, air pollution, and the cost of congestion, it's time for our capital city to be bold, be brave.

Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays — add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays.

Despite spending millions on new boardwalks and cutting down trees, the cycle route designs released by the National Transport Authority and Dublin City Council are not safe and far from the standards of Cycling For All.

Main problems with the project:

— The 'politics of space' — maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.

— New boardwalks will cost €7.6 million — because of an unwillingness to remove cars from the quays boardwalks are needed to make space.

— The new Boardwalks will likely add €7.6 million or more to the cost of the project and add complications due to working over the river, digging or drilling into quay walls and historical impacts.

— Overly focused on transport — the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country.

— Cutting down trees — the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.

— Removal key space from pedestrians — while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.

— Removal and not including pedestrian crossings — because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.

— Junction designs proven to be deadly to cyclists — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.

— Narrow cycle paths — despite spending millions on new boardwalks and cutting down trees, the cycle paths are too narrow for existing never mind an increased amount of people cycling.

Dublin City Council and the NTA should be providing for cycling for all and follow the elements of CyclingForAll.ie.

6.18 | Bike

General comments

Overall: a huge improvement with lots of great ideas.

The use of bus stop bypasses is excellent and a very welcome move.

At junctions, designs need to take into account the reality of what cycling is like: clear priorities need to be incorporated by the use of raised surfaces; cycle traffic lights; placement of stop lines in positions which are several metres in front of those for other traffic lanes.

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Rosie Hackett Bridge

Why no segregated cycle track on this bridge? Please fix this.

6.19 Acra Residential Association

For the attention of the Cycle lane team on the Quays.

My name is Tom Newton Transport Officer for ACRA the national body for Residence's Association.

I have on behalf of my Association drawn up a transport plan for the Greater Dublin Area. Cycling is a very important part of any solution for Dublin but it must fit into an overall plan to ensure all modes of transport can play their part in a city solution.

Space is key issue in Dublin city and it must be utilized to its best potential. Car takes up too much, The design of the bus network through the city centre also takes up too much space. Most of this addressed in our transport plan.

Your team are doing great work with cycle lanes in Dublin. I take a different approach to the Quays in order to maximize space for most users but especially for cyclist, pedestrians and users with disabilities.

Cycling is expected to more than double and even more on the Quays. One cycle lane will not be sufficient to cater for this rising numbers of cyclists in future. My option is to take the buses away from cyclists with the Quay Bus Contra-flow. This maximizes space and reduces bus space waste. It also creates a transport interchange in the city centre, the city badly needs. This will also facilitate the city plaza that is vital for any city. It also maximizes footpath space by spreading out usage of this space. Most important this interchange is vital for users with disabilities (which there are many). Space for at least two more Luas lines in the centre to complete the full Luas network to meet growing demand.

This plan creates a new concept for cycling on Quays called Cycle Headway Box. This means the cyclist has top priority on the Quays with the single lane, the difference is there will be a headway box just before each traffic lights like a yellow box about two cycle lengths with motorist having to stop behind this cycle box. This means while the traffic lights are red, cyclists stroll up and spread out on the cycle box. When the lights go green the cyclists keep full control of the lane as motorist won't be allowed or can't overtake due to the welcome 30 Kph speed limits and cycle priority on the Quays. I also proposed an off Quay cycle way for safety and to encourage more cycle use.

This plan may seem difficult to you. I would like a meeting with your team to explain it more clearly at your convenience. We have the one aim to make Dublin a great city. You can look at our overall transport plan for Dublin on our website www.acratu.com and click on Metro Dart.

Looking forward to hear from your team.

7 Appendix 2 Private individual's comments via email

7.1 No 1

London have recently moved their planning criteria for cycle lanes to be that an "11 year old could cycle them". The design for the Liffey cycle route is not good enough for this. Would you let your 11 year old cycle it with the level of interaction with cars that is still apparent in this. We are still designing cycle paths and lanes that would not be accepted across large chunks of Europe (As seen at Velo city)

7.2 No 2

Dublin will at some point become a lot more like Amsterdam/Copenhagen/Utrecht at some point. Our current love affair with cars has no choice but to ease off, the list of reasons are obvious; congestion, pollution, obesity, quality of life & sustainability. Dublin is currently the 6th most congested city in Europe - if we keep going as we are our current trajectory will mean we will continue up that ranking - more pollution and noxious gases and particulates creating more and more health issues for those who live and work in the city. The cost to the economy in terms of drain on the limited resources to the already failing health system, productivity lost due to time in traffic jams, deterioration of quality of life for our citizens.

Most cars are single occupancy - we are sacrificing so much just to facilitate a small portion of people who can't fathom any other method of commuting instead of driving from door to door.

For Ireland to continue to attract business and investment we need infrastructure to facilitate it's workforce - already we are faltering here with the cost of accommodation, congestion is high on the list of issues here to.

Cycling infrastructure that is designed properly (by people who *actually* cycle!!) offers cheap cost effective solution - it has been proven time and time again as having so many positive effects on cities and it is so cheap to do.

The transition to properly embracing cycling will be difficult and painful but it will happen, it is inevitable...the alternative is for Dublin to further falter.

The proposal with the Liffey Cycle route to avoid removing cars and instead to remove trees and build an expensive boardwalk for the cycle path, which has substandard design is bananas. Not to mention that this boardwalk will itself have complications due to working over the river, digging or drilling into quay walls and historical impacts.

It's evidence of the how much influence the motor lobby, car park owners and stores are having on the decision process (dublintown.ie I'm looking at you).

It is time to commit to a design which embraces the future and the future is to get people out of cars and reduce congestion - cycling offers an incredibly cost effective method.

Remove/reroute the cars - embrace buses and properly designed cycle lanes. The decision will be tough of course but like many difficult to decisions when people look back in the future they will ask themselves why this wasn't done sooner.

7.3 No 3

Dear Sir/Madam,

Will it is great to finally see some momentum on this project I have some issues surrounding the sustainability of the road layout.

- Too much space is taken away from sustainable modes for the access of private vehicles. Which do not bring people into the city in significant numbers and add to noise and air pollution. Please give more space for bus, pedestrian and bike lanes.
- Trees are vital for minimising noise pollution and add a great beauty to the area, please do not remove this trees in order to make space for cars.
- Please include more segregation on the road for cyclists, there are many points in the plans were cyclists have to cross over the full traffic lane. This is very intimidating and will not encourage new cyclists.
- And finally with all the above do not add unnecessary cost or installation time by installing the boardwalks. Push cars out of the city centre, not people.

7.4 No 4

Dear Dublin city council.

I would like to to re think your plans for the Liffey Cycle for the following reasons.

- **The 'politics of space'** — maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.
- **New boardwalks will cost €7.6 million** — because of an unwillingness to remove cars from the quays boardwalks are needed to make space. The new Boardwalks will likely add €7.6 million or more to the cost of the project and add complications due to working over the river, digging or drilling into quay walls and historical impacts.
- **Overly focused on transport** — the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country. **YOU NEED TO FOCUS ON REMOVING TRAFFIC AWAY FROM THE QUAYS**

- **Cutting down trees** — the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.
- **Removal key space from pedestrians** — while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.
- **Removal and not including pedestrian crossings** — because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.
- **Junction designs proven to be deadly to cyclists** — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.
- **Narrow cycle paths** — despite spending millions on new boardwalks and cutting down trees, the cycle paths are going to be too narrow.

Please consider these points in your decision

Regards

7.5 No 5

Dear DCC,

I support this proposal for the Liffey Cycle Route. There have been too many deaths & life-altering injuries for cyclists along the quays. I do not understand how this route was delayed for so long.

Cars have been prioritised in Dublin for decades & that has led to aggressive, entitled driving, obesity, mental health issues & poor air quality.

Good quality pedestrian and cycling infrastructure will transform the quays & the city. Active transport leads to better social cohesion, increased footfall for businesses & lower crime rates. This section of the city is badly in need of all these benefits.

Best regards,

7.6 No 6

A chairde,

As a lifetime cyclist in Dublin, I'd like to support very strongly the comments made by the Dublin Cycling Campaign on the proposed Liffey Cycle Route. This route has been so badly needed for so long that I hope progress is finally in sight. The urgent needs for action on climate pollution and air pollution, along with the convenience and health benefits of cycling, mean that all possible measures should be taken to make cycling safer and more attractive in the city.

I'm very glad to hear that the cycle path will be segregated from vehicles and from pedestrians along almost 100% of the route, and urge you to make the path wider than 2 metres for as much of the length as possible. Cyclist numbers will increase in years to come and provision should be made for that.

I'm also very glad that the route will run along the riverside, avoiding conflict with buses and bus stops, and that many bus stops will be changed to optimise that.

The proposed boardwalks for pedestrians are a great response to the difficulties of the narrowest stretch of the quays, and again, I urge you to provide as much of this facility as possible and to make them attractive and well-lit.

It's crucial that the situation for cyclists and vehicles making righthand turns onto bridges is satisfactory and safe for all, and that this is specified in the plans. There should also be a continuous cycle lane on each bridge.

I hope too that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. It would help greatly to have some advance green lights at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design.

I look forward very much to see this route come into being – and after long years of being at a great disadvantage as a cyclist in Dublin, hope to see Dublin catching up with so many progressive cities in Europe in which cyclists thrive.

Beir beannacht,

7.7 No 7

To whom it may concern,

I am delighted to see that a continuous and segregated Liffey Cycle Route design is finally being progressed. I am particularly happy to see bus stop bypasses all along the route. There are, however, a number of design elements which I feel require further consideration:

- The 2 metre or less width of the cycling track is simply not enough for such a busy cycling route. This should be increased to ideally 3 metres in all areas.
- Significantly more cycle parking facilities need to be provided at Heuston Station. The existing 20 or so Sheffield stands represent only a fraction of the required parking capacity, and are often fully occupied by 7am.
- At a number of junctions, there is no provision made for cyclists wishing to turn right, particularly onto bridges. This is a hugely dangerous oversight which needs to be rectified.
- No trees should be removed at the expense of maintaining motor traffic access. Pollution from motor vehicles is already killing the city, and we need to provide as much greenery as possible to support any remaining wildlife. On Bachelor's Walk, motor/bus traffic must either be reduced to two lanes and the trees maintained as they are, or else all of the existing trees should be replanted on the new boardwalk. Similar should be considered for Eden Quay and Ormond Quay.
- Traffic signals should prioritise pedestrians and cyclists along the entire length of the route, with sensors embedded in the cycle tracks to ensure that green lights are provided to cyclists instead of motor traffic and buses. Advance green lights should be given to cyclists at a number of locations where there is a risk of traffic turning across the cycle track or where cyclists need to cross traffic lanes to turn left or right off the Quays.

I trust you will take my concerns into account and look forward to seeing your updated proposal.

7.8 No 8

Hi. My name is ***** and I cycle to work almost every day and am also an employee of Dublin City Council. I am happy to see the cycle track on the riverside of the roadway especially on Aston Quay where there is a big issue with bus stops. It is also good to see extra boardwalks for pedestrians which would be nice if they went the full length of the quays. it is sad to see some sections of riverside path removed.

The segregated path for cyclists is great but is too narrow considering that 49% of traffic on the northside of the quays are cyclists during rush hour in the mornings.

I hope all traffic lights will have cycling activators to help the recognition of cyclists as traffic.

There are some excellent cycling lanes on some bridges and none on others. this needs to be addressed. Cyclists need some level of protection.

Tree retention is a great thing and I would like to see the planting of new trees along the route. Especially nut trees such as hazel(filbert) and heart nuts(which are a type of walnut suitable for our climate)

Great to see some movement at last and hope to see more segregated cycle paths in the future to remove the fear a lot of people have about cycling.

7.9 No 9

Dear Madam/Sir,

I cycle along the quays each morning to work, and therefore welcome DCC's attention to this busy route with regard to cyclist safety. I will keep this submission short by saying that I have read the [Dublin Cycling Campaign's submission](#), and endorse its comments and queries.

Yours faithfully,

7.10 No 10

I support the Dublin Cycling campaigns observations. I feel I take my life in my hands cycling to Heuston station from time to time.

7.11 No 11

Hi,

I am delighted to see that a continuous and segregated Liffey Cycle Route design is finally being progressed. I am particularly happy to see bus stop bypasses all along the route. There are, however, a number of design elements which I feel require further consideration:

- The 2 metre or less width of the cycling track is simply not enough for such a busy cycling route. This should be increased to ideally 3 metres in all areas.
- Significantly more cycle parking facilities need to be provided at Heuston Station. The existing 20 or so Sheffield stands represent only a fraction of the required parking capacity, and are often fully occupied by 7am.
- At a number of junctions, there is no provision made for cyclists wishing to turn right, particularly onto bridges. This is a hugely dangerous oversight which needs to be rectified.
- No trees should be removed at the expense of maintaining motor traffic access. Pollution from motor vehicles is already killing the city, and we need to provide as much greenery as possible to support any remaining wildlife. On Bachelor's Walk, motor/bus traffic must either be reduced to two lanes and the trees maintained as they are, or else all of the existing trees should be replanted on the new boardwalk. Similar should be considered for Eden Quay and Ormond Quay.
- Traffic signals should prioritise pedestrians and cyclists along the entire length of the route, with sensors embedded in the cycle tracks to ensure that green lights are provided to cyclists instead of motor traffic and buses. Advance green lights should be given to cyclists at a number of locations where there is a risk of traffic turning across the cycle track or where cyclists need to cross traffic lanes to turn left or right off the Quays.

I trust you will take my concerns into account and look forward to seeing your updated proposal.

7.12 No 12

Hi,

I would just like to say that I am supportive of the cycle route generally and think it will be a great asset to the city providing much safer facilities for vulnerable road users.

The bus stop bypasses are a very good plan and avoiding conflict between cyclists and buses is very much welcomed.

There are some small issues regarding right turns for cyclists which remain unclear and should be optimised if possible.

Regards,

7.13 No 13

Hello,

it is great that progress is being made on this key part of the city, that will become a destination in it's own right, and become an important part of the the cycle network in the city centre.

The north quays are already some what of a destination for a wider mix of people than many realise. The boardwalk sees a lot of different people enjoying the open air and sunshine when it comes out.

There are already considerable number of people choosing this west east route as they go about their business by bike.

It is great to see additional provision of space for pedestrians, who don't always get the amount of space we deserve within the city.

Hopefully this will become a place the draws people to visit, and to take their time at. Some detailing regarding crossings and space on the riverside for people walking will make it more permeable for people of a greater range of abilities.

Huge credit for providing actual separated cycling space cannot be welcomed enough, and hopefully will be the start of a wider network that will be of a quality to allow people young and old, with less confidence to venture out and about on two wheels.

Is more detailing required for right hand turns at certain junctions and bridges? This could make the difference between only the hardest feeling up to the challenge, to people of a much wider range of abilities and confidence being able to include this stretch on their route, it might even be the difference for some people being up to cycling their route at all.

The fabric of the public realm along such an iconic part of the city must get the investment the citizens and visitors to Dublin deserve. This includes all planting and

trees, as well as pavements, railings, street furniture and lighting, to really bring out the improvements for everyone to enjoy across a greater range of times of the day.

Thank you sincerely for seeing this through, looking forward to enjoying walking and cycling along the quays with friends, in a city of which to be proud

7.14 No 14

Hi,

I am writing to highlight some concerns over the proposed Liffey Cycle route.

Firstly I am delighted that plans for a safe cycle route are finally progressing after so many years. As a daily cyclist on the grand canal cycle route, and regular cyclist on the quays, I have lost count of the number of close calls and incidents I have experienced. A lot of my friends have stopped cycling on the quays due to the danger involved.

The majority of these incidents can be explained by the high number of fellow cyclists, and having to share the path with cars, taxis, HGVs and other potential dangers.

Irish driving (and cycling) education is not at a high enough standard to expect people to know how to travel safely - the routes must be engineered in a segregated fashion. Bus lane & traffic light enforcement is non-existent, investment must be made in smart technology like speed/red light cameras.

Unfortunately the proposed design does not feel anywhere near enough to future proof our city for the next 20-50 years. Removing private single occupant cars from the city centre should be the number one priority. As proposed the scheme seems to be focused on maintaining the status quo for cars, and cyclists and pedestrians are an afterthought.

For the proposed route, I wish to highlight the comprehensive review done by Cian Ginty of irishcycle.com

<https://irishcycle.com/2019/06/05/greenthequays-act-now-tell-dublin-city-council-to-remove-cars-not-trees/>

<https://irishcycle.com/2019/05/29/a-detailed-look-at-the-liffey-cycle-route-option-9-eastbound-part-1/>

<https://irishcycle.com/2019/06/04/a-detailed-look-at-the-liffey-cycle-route-option-9-eastbound-part-2/>

This review has highlighted some huge concerns for pedestrians and cyclists - which is worrying for a project which has been in the planning stage for 8 years.

The main proposal is to

- Remove all motor traffic from the north quays
- Build wide 2 way cycle path from Heuston to the Docklands
- Greening and pedestrian facilities of north quays
- 2 way bus corridor on the south quays
- Remove private car access from the quays entirely
- Invest in park and ride facilities with bike share schemes to get workers to their offices in the city centre

Let's get rid of the short term thinking and really try to design the city for the people, not machines. If cities like Valencia, Utrecht...even major cities like London & Paris can make these changes then surely we can at least match and hopefully beat their efforts. By getting this plan right it also opens up other schemes such as the College Green plaza and greatly helps BusConnects.

Looking forward to cycling safely in the city in the near future.

Thanks

7.15 No 15

Hi there,

A note to say that I broadly support the proposal - particularly in it's ambition for good continuous cycling, and it's support of great bus lanes.

I would like to see improvements on it in these areas:

- More segregated + raised cycle tracks (rather than cycle lanes, which Irish motorists all too easily drive into. Painted lines ≠ safe)
- The cycle tracks should be wider, to accommodate future increased numbers of cyclists (or electric scooter users) who will be attracted to this great piece of infrastructure
- Improvements to the pedestrian facilities

All of the above requests come at a functional cost - while I by no means advocate complete removal of private cars from the quays, I do think the current plans' provision for private motoring can be trimmed, in order to deliver the above requests.

Best regards, and many thanks

7.16 No 16

To whom it concerns,

I believe this is an opportunity to lay down an example of infrastructure for the future and not just catching up where we are terribly behind, as such, I think the one way sections of this path should be wide enough for cyclists to overtake more safely. Two metres and less in some points is just too narrow for a route that is going to be extremely popular from the day it opens.

I also believe the pedestrian crossings and paths should be integrated better.

I commend the overall vision and am desperate for the day when Dublin starts to mature as a more liveable and safely navigable city for its inhabitants.

I broadly agree with the comments and input of the Dublin Cycling Campaign.

DUBLIN CYCLING CAMPAIGN RESPONSE

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the braos thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

We look forward to future engagement with Dublin City Council on this.

General Comments A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

Bus Stop Bypasses and Locations We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate

pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3 Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths It is not clear that pedestrian needs have been fully taken into account in the design.

Segregated Cycle Path

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

Cycling Right Turns and Road Crossings

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

Cycling Facilities on Bridge Crossings

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor,

retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

Regards,

7.17 No 17

Hello. I am student at Technological University Dublin Bolton street and I am studying planning.

I have been disappointed with the continuous delays with the Liffey Cycle route and am delighted to see some progress on it. However I am disappointed with the fact that cars are still being given priority, to the point where trees are going to be removed and a boardwalk will have to be built. All of these gymnastics being performed just to maintain priority for cars should have been setting alarm bells ringing with the designers of this plan but this doesn't seem to have happened. Following best practice urban design and the design manual for urban roads and streets is a must as far as I am concerned. This means prioritizing pedestrians by widening footpaths. I don't see any logical reason for building a boardwalk and ripping up trees. If the space is that limited then reallocate the car space. This should be the duh response but it isn't. There is a reason cars are at the bottom of the transport hierarchy. They are too inefficient.

The near fully segregated bicycle lane looks fantastic but a small criticism would be to keep it at 2 meters or wider for the full length. There is no reason this can't be achieved other than refusing to follow best practice. The traffic lights should also have a five second head start for bicycles so they can get ahead of the large and dangerous vehicles that could turn in on them etc.

Overall I think the project is looking good except for the insistence of cars being given an unwarranted amount of space and priority which is encouraging the removal of trees. This is pure insanity and reeks of weak willed people. Creating a better urban environment for everybody is more important.

Thank you for taking the time to read this, regards,

7.18 No 18

Well done to all in city council.

I currently bring three toddlers on a bike to preschool and use the bike as my primary means of transport.

Although I live in Ranelagh which is poor in terms of cycle infrastructure and very dangerous fighting for space with cars, the Liffey cycle off road track is a great step forward.

Well done City Council and to all your wonderful staff.

Yours sincerely

7.19 No 19

Just go and build it now please. But if you really want to do things properly and make a liveable city just take the cars out of the city centre and off the quays.

From your own document:

" Cycling numbers now exceed 1,000 users during the AM peak (even in the absence of formal cycling facilities), and now constitute a greater percentage of road users than car drivers "

So why are car drivers being given a much greater proportion of the limited available space?

As someone who cycles this route every day, the most horrendous section is the South Quays past Guinness (Victoria Quay?) heading towards the Phoenix Park where one has to cross 4 lanes of traffic. From the diagrams it appears that cyclists are meant to bear left then cross the traffic (presumably at a signal?) to cross Seán Heusten Bridge. Or can they follow the bus lane to the right - it is not clear?. anyway, my submission is please make this part safe and convenient - if it is not convenient cyclists will take the more convenient option.

My other submission is that I support the Dublin Cycling Campaign submission.

Best regards,

7.20 No 20

Dear Dublin City Council,

2.0 General Comments

2.1 A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

2.2 Bus Stop Bypasses and Locations We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

2.3 Pedestrian Facilities The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3

- Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City
- There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths

- It is not clear that pedestrian needs have been fully taken into account in the design.

2.4 Segregated Cycle Path The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present

cycling levels in the City. Where possible, and there are a number of locations, the one way

route width should be increased in line with the best recommendations of the National

Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

2.5 Cycling Right Turns and Road Crossings At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

2.6 Cycling Facilities on Bridge Crossings We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection.

2.7 Traffic Signal Activators We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognised. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

2.8 Tree Retention and Planting We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

3.0 Specific Comments

3.1 Parkgate St Area The link of the City Streets with the Phoenix Park is critical and there is much to commend in the design of this junction.

Clarity is required on the cycle crossing of Conyngham Road - we assume it is a Toucan crossing, but this needs to be made clear, as applies to all other suggested crossings? The stacking area for right turning cyclists also needs to be made clearer.

The section of cycle track directly outside the Criminal Courts needs to have some form of increased protection from drop-off vehicles, which is prevalent in this area.

We wonder about the need for a right hand outbound general traffic turning lane at the Infirmary Road junction. Does this volume need to be accommodated? Are there alternative routes? This would free up potential road space.

We note and welcome the continuation of the outbound segregated cycle track through the Infirmary Road junction, but query how outbound right turning cyclists are facilitated here?

We note, and welcome, the addition of a pedestrian (Toucan?) crossing on the west arm of the Infirmary Road junction on Parkgate St. This is a regularly busy pedestrian area.

At present there is great demand for vehicle parking and delivery facilities along the north side of Parkgate St outside the shops, restaurants and businesses. This will not disappear with this new design. Some facility needs to be designed into the scheme to avoid vehicles clamming up the bus lane and cycle track.

3.2 Heuston/Frank Sherwin Bridge Complex

This is an area of multi complex movements by all transport modes

We note, and welcome, the addition of pedestrian (Toucan?) crossings in this area north of the river, but also note the lack of crossings for any pedestrian coming along the riverside either northside or southside of the river, on Frank Sherwin Bridge itself. We would have expected that movement along the river banks, in both directions, is common, and thus should be catered for?

We question the need for the proposed boardwalks in this area on Sean Sherwin Bridge and Parkgate St. The main pedestrian movement in this area is to and from the main Heuston Station, and most of it is on Heuston Bridge, and back along the spine of the Liffey. A combination of clear signage and proper links will solve this issue. Elimination of these boardwalks would also remove the need for the large shared space on the north western corner of Sherwin Bridge, and facilitate a simpler crossing manoeuvre for cyclists.

We are unhappy with the designed cycle crossings on both sides of Sean Sherwin Bridge, and the large curves on the bridge corners, which could be reduced.

We suggest that cycle crossing on south side for cyclists heading for Heuston Station needs to be more directly aligned with the path of travel. This facility could be achieved by stopping outbound traffic slightly further back than shown. It would also be useful to know what the proposed traffic light sequence is. Will cyclists get

a full green phase?

The cycle crossing of Parkgate St in the northwest corner of Sherwin Bridge needs to be redesigned to cater clearly for cyclists heading inwards, in other words turning right. The large corner radius should be reduced, to facilitate a more direct link on and off the Bridge. It would also be useful to know what the proposed traffic light sequence is. Will cyclists get a full green phase?

What appears to be some form of bollard protection is indicated on the drawings outside the cycle track on Sean Sherwin Bridge, but is not referenced in the Legend. Clarification is required?

We welcome the new signalised entrance on the south bank to Guinness Brewery. This will increase safety for all vulnerable road users.

We are unclear as to the status of entry into Temple St West on the north side, as this is shown as footpath colour on the drawings. Does this mean it is a raised crossing entrance? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.

3.3 Rory O More Bridge Area

We note the proposed change on Watling St to a 2 way general traffic route, and have no objection, but query the reasoning, and also how this will affect signalling at the Victoria Quay/Usher's Island junction?

No cycle facilities are provided on this bridge crossing, despite the desire line for cyclists heading to the Thomas St and Dublin 8 area?

We are unclear as to the status of entries into Liffey St West and Ellis St on the

north side, as this is shown as footpath colour on the drawings. Does this mean it is a raised crossing entrance? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.

No pedestrian crossing feature is provided on the northside of the Bridge along the spine of the river?

3.4 Beckett and Mellowes Bridge Sections

No right turn provision for outbound cyclists from Usher's Island on to Beckett Bridge

No pedestrian crossing on south side of Beckett Bridge, but footpaths leading pedestrians into bridge on riverside

What appears to be some form of bollard protection is indicated on the drawings outside the cycle track on Usher's Quay, on the approach to Beckett Bridge, but is not referenced in the Legend. Clarification is required?

We note and welcome the banning of the left hand turn from Queen St on to Arran Quay

We propose that removing the footpath from the west side of Mellowes Bridge and having the cycle track and footpath run along the east side of this bridge makes greater sense as the footpath then aligns with the pedestrian crossing on Usher's Quay.

We welcome the contraflow proposals on Bridgefoot St, Mellowes Bridge, and query those proposed on Queen St? Is this an error in the drawing? The Bridgefoot

St south to north link is important for cyclists connecting into the eastbound river route. Please clarify cyclist use of Queen St north to south?

We note that the Bus Connects proposals for this junction differ?

Ellis Quay section GG shows cycle track at 1.5metre. This should be increased to at least 2 metres and riverside footpath reduced in size, as proposed boardwalk is provided. This will facilitate all modes.

Entrance detail at John St North. Is it correct?

We are unclear as to the status of all side road entries off Aran Quay and Usher's Quay, as these are shown as footpath colour on the drawings. Does this mean they are raised crossing entrances? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.

3.5 Father Matthew and O Donovan Rossa Area

This area is characterised by extremely heavy traffic levels and the particular design proposal to switch the cycle route from the building side to the riverside in both directions.

At Father Matthew Bridge no cross bridge facilities are provided for cyclists, despite this busy traffic route being heavily used by cyclists. This is not a proposal that will encourage novice or nervous cyclists to use, despite the logic of it being an important cross city route. And the same comments apply to the streets leading in from both sides.

Right turns for cyclists on to Father Matthew Bridge appear to be proposed to be made in a double manoeuvre, rather than trying to provide any advance cycling

lights to enable this to happen. Clarification is sought?

No pedestrian crossing on south side of Bridge on riverside. This is an intensely busy pedestrian area and full wraparound crossing is required. But we broadly welcome the improved pedestrian crossings and the removal of the left turn slip lane on to Bridge St.

The switch of the cycle route from the building side to riverside on both sides of the river is of itself bound to be difficult. The design needs to be fully right, readable, and negotiable on the ground. It is important that traffic light phasing is got right and priority given to bikes.

We commend the greater space given to pedestrians in the area of Four Courts and on Merchants Quay

We question the need for 3 lanes of general traffic on O Donovan Rossa Bridge and on approaching and exiting streets. There is a major opportunity to review desired traffic levels on this bridge, which has become a release valve rat run to the main cross river Bridge St - Church St route. A reduction of traffic lanes in this area would enable significant public realm opportunities.

3.6 Capel St to O'Connell Bridge

We welcome the general proposed arrangements in the Capel St area, as the riverside route on both sides allows good right turning conditions, and the new boardwalk on Wellington Quay helps to provide badly needed road space for all modes.

While not strictly part of this design brief, we suggest that the proposal on the restriction of through traffic along Bachelor's Walk and on to Eden Quay needs to

be revisited, in order to improve general public transport and cycling and pedestrian paths. It could also help to save the trees proposed to be removed?

We understand that the proposed closure of Liffey St to through traffic has been agreed. This is not shown on the drawings. Clarification required

The improved path widths on the building side of Bachelor's Walk and Aston Quay ensure that greater space is available at bus stops for queuing and alighting from buses

The mechanism for cycling left turns at O Connell Bridge from the in both directions need to be clarified? What is a cyclist expected to do if turning from Bachelor's Walk into O Connell St or from Burgh Quay into D'Olier St?

3.7 O Connell Bridge to Talbot Memorial Bridge

The long term links from the Liffey Cycle Route on to the developing North Strand/Amiens St Cycle Route need to be clearly defined, in particular from both Butt Bridge and Memorial Bridge

There is no obvious cycle link from the Liffey cycle route into and from Tara St station, which of course will eventually become an even bigger transport hub. This needs to be factored in, even under present circumstances.

The east to west crossing at the south of Memorial Bridge needs to be redesigned to ensure that cyclists heading westwards from City Quay are not discommoded as much as is indicated in these plans. For a start the curve radii need to be tightened, to generally slow southbound traffic making the turns on to the south quays, and the cycle route needs to have a more direct connection

4.0 Summary/Conclusion

Dublin Cycling Campaign broadly welcomes this step forward in the planning of the Liffey Cycle Route. Increased consideration has been given to pedestrians and cyclists, and to public transport users, which is a major positive for the City, and some new public realm features are added in the form of river boardwalks.

As stated above there are many positive aspects to the scheme, but also some aspects that raise queries and problems which we hope will be rectified in any future design iteration. We understand the problems that limited street widths and building lines can make for public realm designers, but overall this proposed solution should work reasonably well.

We have raised some points above related to the clarity of the drawings, and the Legend not including all features used throughout. We hope that these can be easily clarified. We have also sought clarification on other points throughout. We trust that these will be forthcoming?

We are of course at the disposal of the City Council to discuss any of the issues raised in this submission at any time.

Regards,

7.21 No 21

It is great to finally see some progress on this. I have been cycling the quays twice a day , five days a week for 15 years. It is an extremely dangerous commuting route. The behavior and attitude of professional drivers and the general public has become much more aggressive over this time.

Please get this built as soon as possible. I support the Dublin Cycling submission as follows:

General Comments A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to

cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

Bus Stop Bypasses and Locations We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3 Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths It is not clear that pedestrian needs have been fully taken into account in the design.

Segregated Cycle Path ** The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

****Cycling Right Turns and Road Crossings ****

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

****Cycling Facilities on Bridge Crossings **** We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

****Traffic Signal Activators **** We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognised. We would also wish to see some advance green lights being used at a number of locations in this design,

for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

Regards,

7.22 No 22

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further details

https://www.dublincycling.com/sites/dublincycling.com/files/liffey_submission_201906.pdf

7.23 No 23

Hello,

I cycle week along the quays, and I welcome the improvement that your plan means.

However:

- at some bridges cycle lane disappears, please make sure cyclists are included and protected in all bridges.
- right turns at bridges seem unclear when cycling.
- even in the busy centre, the golden standards must be to put the focus first on most vulnerable (people on wheelchairs, pedestrians, cyclists, scooters, minivans and buses, then cars)
- all cycle lanes and crossings should be treated to the 6year old on a bike test. Is she safe?

Thank you for your hard work,

7.24 No 24

Hi

I'm a cyclist and I would love for it to be safer to cycle around the city.

I cycled from Rathmines to Stoneybatter at rush hour in November and I felt like I was taking my life in my hands along the quays, especially turning right over the bridge.

I would not cycle that way again without major changes. It was terrifying.

Thanks

7.25 No 25

I am delighted to see that a continuous and segregated Liffey Cycle Route design is finally being progressed. I am particularly happy to see bus stop bypasses all along the route. There are, however, a number of design elements which I feel require further consideration:

- The 2 metre or less width of the cycling track is simply not enough for such a busy cycling route. This should be increased to ideally 3 metres in all areas.
- Significantly more cycle parking facilities need to be provided at Heuston Station. The existing 20 or so Sheffield stands represent only a fraction of the required parking capacity, and are often fully occupied by 7am.
- At a number of junctions, there is no provision made for cyclists wishing to turn right, particularly onto bridges. This is a hugely dangerous oversight which needs to be rectified.
- No trees should be removed at the expense of maintaining motor traffic access. Pollution from motor vehicles is already killing the city, and we need to provide as much greenery as possible to support any remaining wildlife. On Bachelor's Walk, motor/bus traffic must either be reduced to two lanes and the trees maintained as they are, or else all of the existing trees should be replanted on the new boardwalk. Similar should be considered for Eden Quay and Ormond Quay.
- Traffic signals should prioritise pedestrians and cyclists along the entire length of the route, with sensors embedded in the cycle tracks to ensure that green lights are provided to cyclists instead of motor traffic and buses. Advance green lights should be given to cyclists at a number of locations where there is a risk of traffic turning across the cycle track or where cyclists need to cross traffic lanes to turn left or right off the Quays.

I trust you will take my concerns into account and look forward to seeing your updated proposal.

7.26 No 26

Dear Sir/Madam,

I would like to put in a 2nd. submission on the above if that's OK? This does not negate my 1st. - it just adds to it. I also support Dublin Cycling Campaign's views which I've included below.

DUBLIN CYCLING CAMPAIGN RESPONSE

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the braos thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

We look forward to future engagement with Dublin City Council on this.

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arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3 Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths It is not clear that pedestrian needs have been fully taken into account in the design.

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Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

Thanks & regards,

7.27 No 27

Hi,

I would like to express my support for the project, however I have a number of comments:

1. I question the need to retain private car access at all on the quays.
2. Pedestrian crossings: there should be 4-way pedestrian crossings at all junctions. These should be toucan crossings.
3. There should be raised tables at side road crossing to make cyclist and pedestrian priority clear to vehicles entering/exiting.
4. Where the cycle track cross from the north to south side, there should be a diagonal crossing with a phase for this incorporated in to the traffic light sequence.
5. The cycle track should be segregated from traffic by a level change and a horizontal buffer (perhaps with planting). Cars will park in it if it is not. It should also be clearly separated from pedestrian areas.
6. The width of the cycle track should be increased to accommodate future increased numbers of cyclists.
7. Left-turning slip lanes seem unnecessary for the small volume of car traffic, and increase danger for cyclists on the 'murderstrip' lane between. These junctions should be re-designed.
8. There should be protection at all junctions.

Thanks,

7.28 No 28

Dear Sir or Madam:

I wish to put to submit my points of issue with National Transport Authority and Dublin City Councils plan for The Liffey Cycle Route.

The NTA and DCC have ignored the National Disability Authority's Trinity Haus report on shared space completely and totally.

They have also ignored best international practice with the kerb size and design for segregation between cycle routes and pedestrian areas. The practices have been given to both NTA and DCC on numerous occasions. By various organizations and are being ignored totally by the planners and designers.

It has been proven that the design of bus stop and cycle lanes preferred in this design have led to massive increases in accidents in Copenhagen and the documentation is freely available. The same design is used in London and neither the cyclists nor pedestrians or bus drivers are happy with them as there is constant issues.

Separation of pedestrians and vehicles by white lines does not work. This has been proven in the UK with Exhibition Road which previously has been used by the Dublin City Planners and Chief Architect as a perfect example of shared space. The council in London are tearing it up and starting again with a fresh design.

There are numerous incidents of shared space on the design that are dangerous for vulnerable pedestrians.

The Bus Islands, comically called floating Bus stops, I have watched they do not float, are extremely dangerous for vulnerable pedestrians.

Where the Boardwalk and the cycle lane meet is another issue as cyclists already abuse this space as it is presently set up. Where the pedestrian and cyclist meet will be an area of dispute.

Shared space on corners is not acceptable as it will lead cyclists to bully pedestrians as they already do in pedestrian areas already.

Toucan crossings are shared space and the one I have used in Patrick Street is constantly abused by cyclists going out of lane and cutting across the pedestrian zone.

At bridges particularly pedestrians will be vulnerable to cyclists both in collisions and from suffering abuse.

As is seen daily on the north quays and the East Wall Road, cyclists do not obey white lines as dividers between pedestrians and themselves and constantly use pedestrian crossings while still mounted. I have photographic evidence of this.

The Dublin City Councils own plans for Urban Planning, puts Pedestrians firmly on top of the priority list in all designs. This design ignores this completely as does all the NTA designs as seen to date. College Green Plaza being a similar example.

Demurs which the DCC planners constantly refer also puts pedestrians first which once again, the NTA and DCC and forgotten in their rush to push cycle lanes in to spaces no matter what the cost to pedestrians.

Map 1, Two bus Islands which are dangerous for pedestrians

Map 2, Sean Hueston Bridge will be abused by cyclists as is done already daily. Shared Space on west side of Frank Sherwin Bridge iat boardwalk and cycle lane as it is unworkable and will become an area of conflict and accidents.. Cycle track in front of Hueston Station is putting cyclist above pedestrians as the footfall there is extremely large, and you are pushing a cycle lane through it. The marked crossing is not big enough for the footfall nor is the space at the Luas and Bus Stops if all arriving passangers have to wait together.

Map 4, Rory O'Connor, James Joyce and Mellows bridges all will be abused by cyclists taking the shortest route possible as they do already across the city. It also jas another dangerous bus island in place. Relocation of bus stop means another busy junction that persons with Disabilities must now cross that they did not need to do before. Disability unfriendly again,

Map 5, Another two unacceptable Bus Islands.

Map 6, Father Matthew Bridge footpaths will be used by cyclists which puts vulnerable pedestrian in danger. Large Bus Island outside four courts, it just makes the issues bigger and more dangerous as more pedestrians must cross a cycle path to be on a supposed save footpath. As per normal there is no indication how these will be segregated I assume it will be a white line or a mountable undersized kerb as with other NTA/DCC designed stops. O'Donovan Rossa bridge will be abused by cyclist using the footpath without having to stop coming from Wood Quay.

Map 7, The exit from the boardwalk to footpath will be a conflict point on Wood Quay and Wellington Quay. Particularly at Grattan bridge where cyclists do not follow the cycle lane and cut the corner on top of pedestrians.

I could continue on with every map but I feel my points have been made.

- 1, The plan is against the stated hierarchy of pedestrians first
- 2, The plan at no time takes into consideration Vulnerable Pedestrians particularly Persons With Disabilities
- 3, That cyclists are saint like and will not break the rules of the road.
- 4, That cyclists will not abuse people who have the right of way when they cross cycle lane and onto bus island and drive through bis stops. Which happens everywhere else this dangerous design has been used.

5, That the transport Authority report from Denmark which showed over 1900% increase in accidents when this system was implemented. 1900% was not a typo but a hard fact from a cycling nation .

Once again a badly thought out cycling plan is being shoved down the throat of people who do not want it. One again it is unreadable by Persons With Disabilities.

Once again no consultation with shareholders bar the ones that agree with DCC policy of cycle lanes and routes everywhere.

7.29 No 29

Hi There,

I have the following observations. As a daily user of this route, it's important that the route is proper and correct for the thousands of cyclists who use it and in some cases outnumber single occupant cars:

- There's too much space allocated for cars. A lot of these are single occupant and add to congestion. Accommodating these is driving other elements of the project, like the boardwalks, narrow cycle lanes and tree removal.
- The new boardwalk that's required will cost over €7m. This is being driven by the requirement to accommodate cars
- Maintaining the quays as a community for residents, rather than a transport corridor.
- There's too many trees been cut down. This again is to maintain vehicle routes.
- Pedestrian space is being decreased. Pedestrians crossings are also being removed.
- Junction designs are dangerous and unsuitable for cyclists. Cyclists are still exposed to vehicular traffic at these junctions. Based on current experience, motorized vehicles will occupy these spaces and squeeze cyclists out.
- The cycle paths are too narrow.

Regards

7.30 No 30

To whom it may correspond,

Ever since I saw this I was excited! A Liffey Cycle Route like that ones in Paris or Amsterdam but I was quickly disappointed to learn this route has cycling as an afterthought. If we are calling a project Liffey CYCLE Route then pedestrians and bicycle should be front and center then Public Transport, and then Private Cars. The amount of expenditure and planning to accommodate cars in a place they have no place to be it's insane. Private cars should be removed entirely from the Liffey. If this it's too much then at least remove them from the city center quays entirely.

Some junctions consider a cyclist to cross 3 traffic light to cross the river, only to accommodate cars and in some cases cyclist will be forced to dismount to continue this journey. If you've been to really cycling cities this is considered as poor design.

Here bellow are some recommendations we have thought with different organisations:

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A pedestrian walking around the quays must suffer cars illegally parking, illegally stopping on pedestrians crossing, not respecting the pedestrian right of way and so on.

I consider cars have burnt they allowance of space to roam freely in the city center seeing the disregard they hold for every other road user and pedestrian.

Please be bold. Remove cars entirely.

Sincerely,

7.31 No 31

To Whom it may concern

I am a citizen of the North Inner city and a long time bike user, competitor and commuter. I would like to show my support for the Liffey cycle route development, but provide you with the following comments, which are in line with the views of the Dublin cycling campaign group. The following is an excerpt from the Dublin cycling campaign's general comments on the route, which I fully support

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At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

Cycling Facilities on Bridge Crossings

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme."

Best wishes

7.32 No 32

To Whom It May Concern:

DUBLIN CYCLING CAMPAIGN RESPONSE

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We look forward to future engagement with Dublin City Council on this.

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Yours sincerely,

7.33 No 33

Could I urge you to please take the brave but necessary steps for the future of our city.

We are at a critical juncture worldwide - we must be bold in the face of all that threatens our sustained life on this planet.

Please add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays. This will send a message about how committed our city is to our long term future.

Sincerely,

7.34 No 34

Hi,

I would like to add my voice to the 'Dublin Cycling Campaign' response to the 'Liffey Cycle Route' plans.

DUBLIN CYCLING CAMPAIGN RESPONSE

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Sincerely Yours

7.36 No 36

Dear council members,

It's time for brave decisions. Cycling will come, it has to because our city can no longer support the density, the pollution, the carbon emissions of cars and trucks. We are way behind Europe, it's time we started to take environmental decisions, not short term economic decisions. We can no longer bow to the car park owners and to those citizens who enjoy the luxury of private car parking to the detriment of the majority of our citizens. Please after so many long years of waiting we deserve a proper safe bicycle route the length of the Liffey. We do not deserve a second rate poorly designed path. The pedestrian streets in Dublin have been a great success for both the shops and for the citizens. When it was introduced there were strong objections which proved groundless, the same will be true for a proper safe bicycle route along the Liffey. It is the future, please don't miss this opportunity to help build a livable modern city.

Best regards

7.37 No 37

Dear Sir or Madam,

As a resident and voter, living on Cork Street, I would like to submit the following comments in response to the Liffey Cycle Route public consultation.

I am delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall I welcome the broad thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented. But, I have some comments to make, which I feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

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7.38 No 38

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Yours sincerely

7.39 No 39

Hi there,

Please DO NOT cut down any trees along the Quays for this plan. You and the NTA need to be brave and start removing space for the private car instead of always catering for it in your plans. If you have decent public transport and good cycling infrastructure both the people and the environment will benefit greatly. Do not cater for the private car- I have one myself as do most people and I am more than happy to have it banned from the city centre.

Many thanks

7.40 No 40

Dear Sir or Madam,

We are delighted to see progress on the proposed design for this core traffic corridor and already heavily cycled route.

We'd like contribute by pointing out a few positives and negatives of the proposal from a cyclist's and pedestrian's perspective. We hope that this helps to improve the design, or at the least to raise potential considerations for similar plans in the future. We very much look forward to future engagement with Dublin City Council on this.

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users.

In particular, we support the proposed relocation of bus stops along the proposed eastward and westward routes as it benefits both public transport users and cyclists.

The full bus stop bypasses for bicycles are great. Locating of the new cycle track on the riverside of the roadway for much of its length is also a good decision as it will totally avoid the usual conflict between buses and cyclists. The general adherence to a 2 metre (or even narrower) cycle track throughout the one way route sections, however, is unsustainable. Where possible, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - https://scanmail.trustwave.com/?c=6600&d=8fr43OLWu7BJe7fdaFifpxUC6dYj8fDST4kP6HP_vQ&s=342&u=https%3a%2f%2fwww%2ecyclemanual%2eie%2fmanual%2fthebasics%2fwidth%2f

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The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement is great and will lead to increased usage and safety. Some sections of riverside path for pedestrians are removed on a number of quays, however. This breaks a major desire line. Also, while we commend the number of new additional pedestrian crossing areas, a number of crossings are not facilitated for pedestrians following the proposed or existing paths (please refer to Section 3 in <https://scanmail.trustwave.com/?c=6600&d=8fr43OLWu7BJe7fdaFifpxUC6dYj8fDST9INsSr3vQ&s=342&u=https%3a%2f%2fwww%2edublincycling%2ecom%2fsites%2fublincycling%2ecom%2ffiles%2fliffey%5fsubmission%5f201906%2epdf> for details). Unfortunately, it is not clear that pedestrian needs have been fully taken into account in the design.

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7.41 No 41

Hello,

It seems that at Hueston station the cycle lanes get complex and would be subject to control by traffic signals. Would you be able to estimate (for each cycle traffic light) the length of time the traffic light is green as opposed to in another state?

Best Regards,

7.42 No 42

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7.43 No 44

To whom it concerns,

I strongly agree with the comments and recommendations of the Dublin Cycling campaign, pasted below. I am a regular bicycle commuter in the city and cycle along the quays often. I look forward to the completion of these plans!

Removal of any trees should be minimised, with strong justification demonstrating the lack of viable alternative options supplied where tree removal is proposed.

Kind regards,

DUBLIN CYCLING CAMPAIGN RESPONSE

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7.44 No 45

I'm very keen for this project to proceed, albeit with safer designs.

Why I care:

All members of my extended family cycle, walk and use public transport in Dublin (some drive but none regularly drive into the city centre). I want myself and all of them to be safe in their day to day lives. We take the train on family holidays in Ireland and the inaccessibility of Heuston Station is a major obstacle for us and others to do that. I would love to take my daughter safely to Phoenix Park and the zoo, without worrying about mixing with heavy motor traffic on our bikes.

Here is my feedback on the Liffey Cycle Route:

- There is a problem maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour. With more climate action measures coming over next few years, building infrastructure that still tries to squeeze in cars and motorised delivery vehicles will be a cast waste of money and deliver a lower quality scheme for all other modes of transport.
- The new boardwalks will cost €7.6 million - because of an unwillingness to remove cars from the quays, boardwalks are needed to make space. The boardwalks will also add huge unnecessary delays to the project, with work over the river, digging or drilling into quay walls and historical impacts.
- Overly focused on transport -- the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country. The area needs to be treated like a neighbourhood as well with space made for linear parks, play areas for kids, exercise machines etc.
- Cutting down trees: the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the best option is to remove cars.
- Removing key space from pedestrians -- while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.
- Removing and not including pedestrian crossings - because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations. If the quays are 30kph, surely some zebra crossings can be considered.
- Junction designs proven to be deadly to cyclists - the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point

Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians. Please use junction design similar to what is planned along Fairview and at Fitzwilliam Place.

- Narrow cycle paths -- despite spending millions on new boardwalks and cutting down trees, the cycle paths are too narrow. As proven by the Grand Canal cycle path and the Clontarf Greenway, these cycle lanes get over capacity very quickly. An extra 50cm of space could make all the difference to accommodate the growth in cargo bikes (for families and businesses).
- Car use and ownership is projected to nosedive over the coming 10years. Especially car use into the city centre. This must be recognised in this scheme. There is no use having 2 lanes for general traffic anywhere on the Quays and many places are too narrow for even one.
- Deliveries: There should be a system to allow deliveries at certain off-peak hours, but every effort to encourage deliveries via smaller vehicles such as cargo bikes should be encouraged.
- Expansion of, and stricter enforcement of the 30kph speed limits.

Kind regards,

7.45 No 45

Dear Sir/Madam

I am a regular commuter cyclist in Dublin city centre, and have significant experience of cycling along the north and south quays.

I am delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall I welcome the general thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. I have the following comments, which I feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

Bus Stop Bypasses and Locations

I note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between

buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally, which is a big positive.

Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety.

I also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience.

However, I note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas. Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City. There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing footpaths. It is not clear that pedestrian's needs have been fully taken into account in the design.

It will be critical that the new boardwalks are appropriately maintained and policed, as some of the existing boardwalks along the quays have become unattractive and due to anti-social activities are unsafe and undesirable for pedestrians and tourists.

Segregated Cycle Path

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. Unfortunately, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Additionally, it makes overtaking of slower moving cyclists difficult. Where possible, and there are a number of locations, the one way route width should be increased in width in line with the best recommendations of the National Cycle Manual

- <https://www.cyclemanual.ie/manual/thebasics/width/>

Cycling Right Turns and Road Crossings

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

Cycling Facilities on Bridge Crossings

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. In reality cyclists will still continue to use those bridges without facilities, if they are the optimum route to their destination, and therefore they should receive some level of protection.

Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design, and also expanded to junctions across the city.

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme. I note there are objections from some environmental groups to the tree removals, but I would encourage the Council to stick to their plans, as ultimately, the cycle route and new tree planting will greatly enhance the quays for all users.

Traffic Reductions

Finally, I work on City Quay and daily see the heavy level of traffic, including, cars, taxi, buses, etc on the north quays. It strikes me that there has to be a more efficient and environmentally friendly way of handling all the bus traffic (public and private) in particular heading east along the north quays. Why for example are bus passengers not entitled to get the Luas down to the Point or Dublin docks, to a bus depot, where the buses can await passengers. The Luas already runs parallel to the north quays and this would remove a significant level of traffic from the quays.

I eagerly await the completion of this exciting investment in the future of Dublin's transport infrastructure.

Kind regards

7.46 No 46

- To whom it may concern

I welcome the plans and should be transformative for the city. I think the cycle lane widths should be future proofed for the increased uptake in cycling when the Liffey quays become a lot safer with this design. The current design is the minimum and will reach capacity very quickly. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at these locations, so, the obvious answer is to remove cars.

I want to reiterate some of the major comments by Dublin Cycling Campaign.

Cheers

General Comments A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

Bus Stop Bypasses and Locations We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

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crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths. It is not clear that pedestrian needs have been fully taken into account in the design.

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Tree Retention and Planting

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7.47 No 47

To whom it may concern,

I am a daily cyclist in dublin and it is my main mode of transport.

I feel that it is not the responsibility of cyclists alone to be safer on the road but for every road user to be as safe and respectful as each other.

I think the idea of making special lanes for cycling is a good idea if this does not impinge on any other road user. There is a road infrastructure there now and it just needs for everyone to be aware of the extent of the road on which they are travelling whether by bike or hgv.

I advocate and promote cycling as much as possible but people always have the same opinion that it's too dangerous for them. This is where road use etiquette needs to be taught. Not to be in a rush when setting out on any journey regardless of mode, concentrating on road conditions, give and take in traffic, control of vehicle, not taking any chances and realising that everybody needs to be individually responsible.

Cycling is a way to change our city's traffic problem with the side effect of increasing peoples health and sense of freedom.

Regards,

7.48 No 48

Hi I have been a cyclist on the quays for a number of years so would like to voice my support for the Liffey Cycle route as a transformational project for Dublin City. In terms of the latest proposal I hope it actually gets built but would like to advocate for improvement to the design. My comments stem from a firm belief that design of any thoroughfare/public space in the city center should be based on a hierarchy of users with pedestrians at the top followed by cyclists, then public transport, followed by all other road users. Dublin City needs to be redesigned with pedestrian and cyclists at the apex of the hierarchy as space in the city allocated to pedestrians and cyclists is long past the point where it can handle the increased volume. Do we want a city center that encourages more people to shop or socialise in or do we want to continue to force people to compete with motor traffic?

In general the latest design proposal tries too hard to fit the cycle route into the space available with as few knock on effects as possible. The result is a compromised design that has multiple issues a lot of which could be solved by reallocating the available space. The elephant in the room here is maintaining space for cars. A lot of the tree cutting, the narrowing of sections of footpath, the removal of/lack of new pedestrian crossings, the unacceptably narrow sections of cycle lanes, the junction designs that are dangerous to cyclists and the sections

with unsegregated cycle lanes, could be avoided or mitigated if the allocation of space for cars was treated as a much lower priority in the hierarchy.

In terms of how to achieve the reallocation of space, the best detailed analysis I have come across is set out in the analysis carried out by irishcycle.com [Part One](#) and [Part Two](#)

To avoid having to re-engineer the route at some point in the future I respectfully urge you to consider the broader points above and the detailed improvements suggested by Irish Cycle.com, which could be easily done in a way that would not further delay or add to the cost of the route.

Regards

7.49 No 49

Very much in favour of the published plans, as someone who cycles north and south quays every day.

7.50 No 50

****General Comments**** A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. I highlight these general positive issues below, but also address some areas where I feel improvements are required

****Bus Stop Bypasses and Locations**** I note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally**.

****Pedestrian Facilities**** The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. I also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However I note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas. Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City. There are a number of crossings not facilitated for pedestrians, despite being led to the location along

proposed or existing paths. It is not clear that pedestrian needs have been fully taken into account in the design.

****Segregated Cycle Path **** The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

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At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

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****Traffic Signal Activators **** I presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognised. I would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

****Tree Retention and Planting**** I am delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

7.51 No 51

DUBLIN CYCLING CAMPAIGN RESPONSE

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the broad thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

We look forward to future engagement with Dublin City Council on this.

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Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay

7.53 No 53

Hi,

Would like like to mention that I agree with the comments made by the Dublin cycling campaign below.

Best regards,

DUBLIN CYCLING CAMPAIGN RESPONSE

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the braos thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

We look forward to future engagement with Dublin City Council on this.

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Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

7.54 No 54

Hi,

Thanks for the opportunity to make a submission on the proposed Liffey Cycle Route.

The proposals are a step in the right direction but sacrifice too much for the sake of maintaining road space for private cars. Instead of spending millions of euros on a boardwalk and cutting down trees, the city needs to acknowledge that the only sustainable approach is to take space away from cars and to encourage public transport and active travel. If we are serious about tackling congestion, climate change, air pollution, noise, and public safety, we need to completely rethink our approach to urban transport and move away from the failed policies of the past.

It is also essential that the new cycle lanes are:

- * wide enough to accommodate future growth in cycling
- * segregated at all places
- * safe and clear at all points, especially right turns, pedestrian crossings and all bridges

Above all, the Liffey Cycle Route must proceed without any further delays. It is long overdue and the delays are unacceptable.

Thanks,



Liffey Cycle Route Consultation Submission June 2019

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). Our mission is to build a more liveable city where people of all ages and abilities can cycle.

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the braos thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below.



Morning Peak Cycle Traffic at Four Courts

But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design. We list them generally below in Section 2 and then address particular issues and queries in Section 3.

We look forward to future engagement with Dublin City Council on this.

2.0 General Comments

2.1 A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

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- There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths

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2.8 Tree Retention and Planting We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

3.0 Specific Comments

3.1 Parkgate St Area The link of the City Streets with the Phoenix Park is critical and there is much to commend in the design of this junction.

- Clarity is required on the cycle crossing of Conyngham Road - we assume it is a Toucan crossing, but this needs to be made clear, as applies to all other suggested crossings? The stacking area for right turning cyclists also needs to be made clearer.
- The section of cycle track directly outside the Criminal Courts needs to have some form of increased protection from drop-off vehicles, which is prevalent in this area.
- We wonder about the need for a right hand outbound general traffic turning lane at the Infirmary Road junction. Does this volume need to be accommodated? Are there alternative routes? This would free up potential road space.
- We note and welcome the continuation of the outbound segregated cycle track through the Infirmary Road junction, but query how outbound right turning cyclists

are facilitated here?

- We note, and welcome, the addition of a pedestrian (Toucan?) crossing on the west arm of the Infirmary Road junction on Parkgate St. This is a regularly busy pedestrian area.
- At present there is great demand for vehicle parking and delivery facilities along the north side of Parkgate St outside the shops, restaurants and businesses. This will not disappear with this new design. Some facility needs to be designed into the scheme to avoid vehicles clamping up the bus lane and cycle track.

3.2 Heuston/Frank Sherwin Bridge Complex This is an area of multi complex movements by all transport modes

- We note, and welcome, the addition of pedestrian (Toucan?) crossings in this area north of the river, but also note the lack of crossings for any pedestrian coming along the riverside either northside or southside of the river, on Frank Sherwin Bridge itself. We would have expected that movement along the river banks, in both directions, is common, and thus should be catered for?

- We question the need for the proposed boardwalks in this area on Sean Sherwin Bridge and Parkgate St. The main pedestrian movement in this area is to and from the main Heuston Station, and most of it is on Heuston Bridge, and back along the spine of the Liffey. A combination of clear signage and proper links will solve this issue. Elimination of these boardwalks would also remove the need for the large shared space on the north western corner of Sherwin Bridge, and facilitate a simpler crossing manoeuvre for cyclists.

- We are unhappy with the designed cycle crossings on both sides of Sean Sherwin Bridge, and the large curves on the bridge corners, which could be reduced. We suggest that cycle crossing on south side for cyclists heading for Heuston Station needs to be more directly aligned with the path of travel. This facility could be achieved by stopping outbound traffic slightly further back than shown. It would also be useful to know what the proposed traffic light sequence is. Will cyclists get a full green phase?

The cycle crossing of Parkgate St in the northwest corner of Sherwin Bridge needs to be redesigned to cater clearly for cyclists heading inwards, in other words turning right. The large corner radius should be reduced, to facilitate a more direct link on and off the Bridge. It would also be useful to know what the proposed traffic light sequence is. Will cyclists get a full green phase?

- What appears to be some form of bollard protection is indicated on the drawings outside the cycle track on Sean Sherwin Bridge, but is not referenced in the Legend. Clarification is required?

- We welcome the new signalised entrance on the south bank to Guinness Brewery. This will increase safety for all vulnerable road users.

- We are unclear as to the status of entry into Temple St West on the north side, as this is shown as footpath colour on the drawings. Does this mean it is a raised

crossing entrance? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.

3.3 Rory O More Bridge Area

- We note the proposed change on Watling St to a 2 way general traffic route, and have no objection, but query the reasoning, and also how this will affect signalling at the Victoria Quay/Usher's Island junction?
- No cycle facilities are provided on this bridge crossing, despite the desire line for cyclists heading to the Thomas St and Dublin 8 area?
- We are unclear as to the status of entries into Liffey St West and Ellis St on the north side, as this is shown as footpath colour on the drawings. Does this mean it is a raised crossing entrance? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.
- No pedestrian crossing feature is provided on the northside of the Bridge along the spine of the river?

3.4 Beckett and Mellowes Bridge Sections

- No right turn provision for outbound cyclists from Usher's Island on to Beckett Bridge
- No pedestrian crossing on south side of Beckett Bridge, but footpaths leading pedestrians into bridge on riverside
- What appears to be some form of bollard protection is indicated on the drawings outside the cycle track on Usher's Quay, on the approach to Beckett Bridge, but is not referenced in the Legend. Clarification is required?
- We note and welcome the banning of the left hand turn from Queen St on to Arran Quay
- We propose that removing the footpath from the west side of Mellowes Bridge and having the cycle track and footpath run along the east side of this bridge makes greater sense as the footpath then aligns with the pedestrian crossing on Usher's Quay.
- We welcome the contraflow proposals on Bridgefoot St, Mellowes Bridge, and query those proposed on Queen St? Is this an error in the drawing? The Bridgefoot St south to north link is important for cyclists connecting into the eastbound river route. Please clarify cyclist use of Queen St north to south?
- We note that the Bus Connects proposals for this junction differ?
- Ellis Quay section GG shows cycle track at 1.5metre. This should be increased to at least 2 metres and riverside footpath reduced in size, as proposed boardwalk is provided. This will facilitate all modes.
- Entrance detail at John St North. Is it correct?
- We are unclear as to the status of all side road entries off Aran Quay and Usher's Quay, as these are shown as footpath colour on the drawings. Does this mean they

are raised crossing entrances? If this is so then the cycle path should also remain segregated? Clarification is required on this, which also occurs at other junctions along.

3.5 Father Matthew and O Donovan Rossa Area This area is characterised by extremely heavy traffic levels and the particular design proposal to switch the cycle route from the building side to the riverside in both directions.

- At Father Matthew Bridge no cross bridge facilities are provided for cyclists, despite this busy traffic route being heavily used by cyclists. This is not a proposal that will encourage novice or nervous cyclists to use, despite the logic of it being an important cross city route. And the same comments apply to the streets leading in from both sides.
- Right turns for cyclists on to Father Matthew Bridge appear to be proposed to be made in a double manoeuvre, rather than trying to provide any advance cycling lights to enable this to happen. Clarification is sought?
- No pedestrian crossing on south side of Bridge on riverside. This is an intensely busy pedestrian area and full wraparound crossing is required. But we broadly welcome the improved pedestrian crossings and the removal of the left turn slip lane on to Bridge St.
- The switch of the cycle route from the building side to riverside on both sides of the river is of itself bound to be difficult. The design needs to be fully right, readable, and negotiable on the ground. It is important that traffic light phasing is got right and priority given to bikes.
- We commend the greater space given to pedestrians in the area of Four Courts and on Merchants Quay
- We question the need for 3 lanes of general traffic on O Donovan Rossa Bridge and on approaching and exiting streets. There is a major opportunity to review desired traffic levels on this bridge, which has become a release valve rat run to the main cross river Bridge St - Church St route. A reduction of traffic lanes in this area would enable significant public realm opportunities.

3.6 Capel St to O'Connell Bridge

- We welcome the general proposed arrangements in the Capel St area, as the riverside route on both sides allows good right turning conditions, and the new boardwalk on Wellington Quay helps to provide badly needed road space for all modes.
- While not strictly part of this design brief, we suggest that the proposal on the restriction of through traffic along Bachelor's Walk and on to Eden Quay needs to be revisited, in order to improve general public transport and cycling and pedestrian paths. It could also help to save the trees proposed to be removed?
- We understand that the proposed closure of Liffey St to through traffic has been

agreed. This is not shown on the drawings. Clarification required

- The improved path widths on the building side of Bachelor's Walk and Aston Quay ensure that greater space is available at bus stops for queuing and alighting from buses
- The mechanism for cycling left turns at O Connell Bridge from the in both directions need to be clarified? What is a cyclist expected to do if turning from Bachelor's Walk into O Connell St or from Burgh Quay into D'Olier St?

3.7 O Connell Bridge to Talbot Memorial Bridge

- The long term links from the Liffey Cycle Route on to the developing North Strand/Amiens St Cycle Route need to be clearly defined, in particular from both Butt Bridge and Memorial Bridge
- There is no obvious cycle link from the Liffey cycle route into and from Tara St station, which of course will eventually become an even bigger transport hub. This needs to be factored in, even under present circumstances.
- The east to west crossing at the south of Memorial Bridge needs to be redesigned to ensure that cyclists heading westwards from City Quay are not discommoded as much as is indicated in these plans. For a start the curve radii need to be tightened, to generally slow southbound traffic making the turns on to the south quays, and the cycle route needs to have a more direct connection

4.0 Summary/Conclusion

Dublin Cycling Campaign broadly welcomes this step forward in the planning of the Liffey Cycle Route. Increased consideration has been given to pedestrians and cyclists, and to public transport users, which is a major positive for the City, and some new public realm features are added in the form of river boardwalks.

As stated above there are many positive aspects to the scheme, but also some aspects that raise queries and problems which we hope will be rectified in any future design iteration. We understand the problems that limited street widths and building lines can make for public realm designers, but overall this proposed solution should work reasonably well.

We have raised some points above related to the clarity of the drawings, and the Legend not including all features used throughout. We hope that these can be easily clarified. We have also sought clarification on other points throughout. We trust that these will be forthcoming?

We are of course at the disposal of the City Council to discuss any of the issues raised in this submission at any time.

7.56 No 56

Dear sir/madam,

I fully support the submission by Dublin Cycling Campaign. I copy below their main comments:

are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the braos thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

We look forward to future engagement with Dublin City Council on this.

General Comments A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

Bus Stop Bypasses and Locations We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3 Some sections of riverside path for pedestrians are

removed on a number of quays. This breaks a major desire line, particularly for visitors to the City There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths It is not clear that pedestrian needs have been fully taken into account in the design.

Segregated Cycle Path

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

Cycling Right Turns and Road Crossings

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

Cycling Facilities on Bridge Crossings

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

7.57 No 57

Dear Sir/Madam,

I cycle to work each work day and cycle along the quays from Capel Street to Talbot Bridge section each day. I know from first hand experience how dangerous the current arrangement is where cars, buses and bicycles all share the same space.

My main Comments are as follows;

1. There should be vertical separation of bicycles from bus and car lanes in all locations. Bicycle lanes should not be threaded between two lanes of traffic. It is inexcusable to provide this type of cycle infrastructure for a new project. Novice cyclists using Dublin bikes will use this route to access the Phoenix Park and should not have to share the road with buses and cars.
2. Minimum cycle lane widths have not been achieved in many locations
3. There should be more pedestrian crossings provided
4. Traffic light cameras and bus mounted cameras are essential to prevent speeding, red light breaking and to prevent cars from using the bus lanes. Taxis should be allowed to use bus lanes outside peak times only as a private mode of transport
5. The tie in to the Amien St cycle route to Clontarf should be detailed further and progressed as soon as possible to deal with the increased volume of cyclists which these projects will generate.
6. There is still too much of a focus on providing space for cars when the volume of car traffic using the quays is now very low.

Kind Regards,

7.58 No 58

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Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

Kind Regards

7.59 No 59

I urge you, the planners of this city, to think and act boldly.

You have a chance to radically alter the way people move about this city. You can choose footpaths, safe segregated cycle lanes and trees over cars. Dublin has a chance to be a leading example, to act on Ireland's promise to radically reduce emissions and tackle climate change. That begins with encouraging public transport, planting MORE trees (not removing them) and building bigger, better, wider, longer footpaths and cycle lanes.

Dublin can join cities like Copenhagen, Amsterdam, Paris and Manchester and be a leader in urban planning that prioritizes the walker and cyclist. The Liffey Cycle Route should not be a compromise, it should be radical and it should focus on buses, pedestrians and cyclists. Scrap the boardwalk, the ones that are there already are a menace, it doesn't work.

Remove the car lanes instead. Imagine the car free quays? Trees and pedestrians, cyclists and calm. Environmentally friendly, aesthetically pleasing, healthy and SAFE. Again, I urge you to put this in to action and be radical. Thank you

7.60 No 60

Hi

My suggestions for the Liffey cycle route follow

Cycle lanes should be a minimum 2.2metres to cater for all the cyclists who will be using it

Time the light so that cyclists travelling at 20k/h get to cross side at the lights without having to wait

Ban all HGVs currently there can be a steady stream of them along the quays. This will remove all ambiguity as to which vehicles are permitted on the quays as currently they are flouting the rules.

The quays should only have green vehicles which will provide an incentive for people to switch.

Move all traffic behind the custom house and turn this area into a park with playground. This area is missing green area and this will draw families back into the area. There's no reason why there couldn't be a continuous bus lane going behind the custom house.

Convert the extra lane into green areas with greenway type playgrounds for kids. This will give a greenway type feel to the cycle route and make it a lot more attractive.

Can you also redesign these junctions to provide safer access for cyclists

Parkgate street entrance to Phoenix Park

Junction with backhall place

Junction with watling street

Junction with bridgefoot street

Junction with church street

Junction with bridge street

Thanks

7.61 No 61

Hello,

First of all, well done on getting to round 1 of this proposal. Obviously not all of it will stay as it currently is, so, as somebody who's fit, athletic and cycles everywhere about the city - forget the lycra, I want to see people cycling here in normal clothes and as a mode of transport, like in the Netherlands and Nordic countries - my thoughts are as follows.

- Bypass bus stops / island bus stops are always a good thing to see. They need to become the standard in the city.
- It's still far too car- and bus-focussed. Yep, car- and bus-focussed. Bus priority has become the focus of the design, and this project is called the Liffey CYCLE route. Buses outrank car use on the quays already, and with outright dangerous bike lanes, bikes still outnumber both buses and cars at rush hour.
- There's a lot of pedestrian crossings missing at key junctions and crossing points.
- Cycle lanes overall are too narrow and in many cases, not segregated enough.
- Some of the junction designs are downright dangerous and will cause fatalities from left hooks by general traffic.
- Cutting down trees means the DCC and NTA puts greater value on bus and car lanes. Remove cars please.
- Ultimately, will you cycle down here on a normal day with your 8 year old kid, niece or nephew? Will it be usable by a 12 year old riding alone? Not a chance.

So, my general solutions are -

- The bike lanes are not segregated enough. Copenhagen-style segregation is the lazy way of doing thing. Cars and private transport WILL park up on the lanes - they already do this in other parts of the city. This needs to be prevented with concrete bollards or steel poles, which will also act as some manner of protection should a car, bus or truck driver loose control and crash.
- Harder, higher curbs between general traffic/buses and bikes.
- We need to see buffer space between the road and the bike lane as much as possible.
- We need proper, curb-protected and segregated junctions installed at every possible location, similar to what is used in the Netherlands. This video covers everything - <https://www.youtube.com/watch?v=FIApbxLz6pA> - the right turn at onto Infirmary Rd can be easily changed into a Dutch junction. - this is extremely important to deploy properly at spots like O Connell Bridge, James Joyce Bridge, Capel Street Bridge, Rosie Hackett Bridge, Butt Bridge, Matt Talbot Bridge and James Joyce Bridge.

- Make the bike lanes wider - given the number of cyclists using these lanes, they need to be wide to accommodate them now and in the future. When you've got 150-750 bikes per hour, you need to have a segregated, buffered lane at least 2.5 - 3m wide, minimum.
- Get rid of any bike lanes between bus and general traffic lanes - this is affectionately known as a murder strip as there's not a chance in hell that some paint on the road will help any cyclist riding in the middle of traffic and a bus., like at the junction with Church St. [In a nutshell, this is what you're proposing](#)
- Switching sides for the bike lanes at O'Donovan Rossa bridge - not sure about that. Personally, I'm more inclined to do this at Hueston Station on the north side and George's Quay on the southside. However, if plans stay as they are, the turn over the junction for bikes should be made less than 90degrees, make it wide and have large bike lights/priority in place. Otherwise, you'll be picking up dead bodies here on a daily basis.
- The bike lanes and pavements need to stay raised at minor junctions. The speed ramps/tables calm and slow traffic, making it better for all.
- The less shared space, the better. This only creates unnecessary conflict between cyclists and pedestrians and is never a good idea.
- However, banning bikes from riding across Sean O Casey Bridge is foolish, counterproductive and always to be ignored.
- More pedestrian crossings - this makes both quays easy for VRUs and takes the emphasis away from cars.

All the best,

7.62 No 62

- **The 'politics of space'** -- maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.
- **New boardwalks will cost €7.6 million** -- because of an unwillingness to remove cars from the quays boardwalks are needed to make space. The new Boardwalks [will likely add €7.6 million or more to the cost of the project](#) and add complications due to working over the river, digging or drilling into quay walls and historical impacts.
- **Overly focused on transport** -- the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country.
- **Cutting down trees** -- the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.
- **Removal key space from pedestrians** -- while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.
- **Removal and not including pedestrian crossings** -- because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.
- **Junction designs proven to be deadly to cyclists** -- the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.

7.63 No 63

I would like to amend my submission with the following:

We are in a climate emergency. Some estimations reckon that our very civilisation is at risk within the next thirty years. We must act now to eliminate private motoring as much as possible. There is no longer time for politics; the evidence is clear and the public has made their concern about climate change known in the recent election. We must act now.

- **Main problems with the project:**
 - **The ‘politics of space’** — maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.
 - **New boardwalks will cost €7.6 million** — because of an unwillingness to remove cars from the quays boardwalks are needed to make space. The new Boardwalks [will likely add €7.6 million or more to the cost of the project](#) and add complications due to working over the river, digging or drilling into quay walls and historical impacts.
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 - **Junction designs proven to be deadly to cyclists** — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.
 - **Narrow cycle paths** — despite spending millions on new boardwalks and cutting down trees, the cycle paths are excessively narrow in many places and do not meet recommended widths as outlined in the National Cycle Manual, nor in international best practices.

7.64 No 64

Dear Sir/Madam,

I would like to make a submission on the above cycle route. I fully support the points made by Cian Ginty of IrishCycle.com:

Impacts wider than just sub-standard cycling infrastructure, including removal of trees and pedestrian crossings and narrowing footpaths.

Pre-planning on the Liffey Cycle Route has lasted nearly 8 years and after many delays the council a substandard project is now proposed -- consultation ends tomorrow (Thursday June 6th). Given all that we know about liveable cities, the health effects of inactivity, climate breakdown, biodiversity collapse, air pollution, and the cost of congestion, it's time for our capital city to be bold, be brave. Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays -- add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays. Despite spending millions on new boardwalks and cutting down trees, the cycle route designs released by the National Transport Authority and Dublin City Council are not safe and far from the standards of [Cycling For All](#).

- **Main problems with the project:**
 - **The 'politics of space'** -- maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.
 - **New boardwalks will cost €7.6 million** -- because of an unwillingness to remove cars from the quays boardwalks are needed to make space. The new Boardwalks [will likely add €7.6 million or more to the cost of the project](#) and add complications due to working over the river, digging or drilling into quay walls and historical impacts.
 - **Overly focused on transport** -- the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country. **Cutting down trees** -- the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.

- **Removal key space from pedestrians** -- while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.
- **Removal and not including pedestrian crossings** -- because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.
- **Junction designs proven to be deadly to cyclists** -- the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.
- **Narrow cycle paths** -- despite spending millions on new boardwalks and cutting down trees, the cycle paths are too narrow. I would prefer a segregated two-way cycle route on the North quays as originally planned.

Thanks & regards,

7.65 No 65

Please could the proposed cycle route go ahead. Please prioritise active transport on the Quays. Less cars. More room for bus and cyclists and walking. I would love to see a congestion charge brought in. Cars have taken over the city. It is gridlocked most of the day. what's the point in adding more car lanes. I say remove them. You don't cure obesity by buying a bigger belt!!

Please could DCC and all the councils add Way more park-and -ride facilities at a very reasonable cost to give people a chance who are coming from out of Dublin to take alternative forms of transport that they can afford.

We need to stop allowing fuel guzzling, polluting cars belch out CO2 and noxious particles that breach air quality limits. Allow people the choice to travel in safety and comfort by public transport or bicycle. Also it is incredible that our roads are not safe for pedestrians and children on bike and foot due to the optimisation fro motorized vehicles.

Thank you

Good luck to all the councillors who signed up to Allocate for cycling. Don't forget, our City needs leadership. There is plenty of evidence where cycling and public transport is promoted that people spend more in shops. See shop by bike!! Retailers should begin to understand that a pedestrianized city is a healthy and wealthy option.

7.66 No 66

Dear Sir/Madam

I support of the Liffey Cycle Route, please see my feedback below:

It's a huge improvement with lots of great ideas.

The use of bus stop bypasses is excellent and a very welcome move.

At junctions, designs need to take into account the reality of what cycling is like: clear priorities need to be incorporated by the use of raised surfaces; cycle traffic lights; placement of stop lines in positions which are several metres in front of those for other traffic lanes.

It would be nice to see the superfluous general traffic lanes removed. Despite **walking, cycling and public transport being the priority**, private motoring is still granted a disproportionate amount of the road space in many cases. By reducing this to one lane in many locations (e.g. Victoria Quay), footpaths and cycle tracks can be widened and kept far away from the road by distance. It also presents opportunities to introduce more flora, which should be important, given that Ireland is on the verge of ecological collapse.

Wolfe Tone Quay

There is a pinch-point for general traffic at BM 2.56. As such, there is little point in having two lanes on the approach and it should be possible to reduce the number of general traffic lanes on Wolfe Tone Quay to one. This would allow the footpaths to be widened and for the cycle track to be segregated from the bus lane by distance. I do not believe that the current design of the cycle track would be usable by young children; the speed of passing buses on Wolfe Tone Quay is high and the wakes generated by such kinetic energy are enough to cause wobbles. Increasing the gap between the bus lane and the cycle track will vastly increase safety for all involved.

St. James's Gate Brewery

Place stop line and lights for cycle track several metres ahead of those for the other lanes so as to prevent left-hooks and blind-spot issues. Have a light sequence that allows cycle traffic to proceed when left-turning traffic cannot. These simple measures may save a life, especially as this is a left turn that would be heavily used by HGV traffic.

At the same junction, raise the cycle track off the level of the road to emphasise priority for cycle traffic and to force motor traffic to slow down before attempting to proceed.

Ellis Street junction

Place the bus lane stop line several metres back to prevent left-hooks. The cycle track puts people into the “blind spot”.

Ellis Quay / Blackhall Place

The left-turn lane to Blackhall Place here presents a very serious danger of vulnerable road users being run over. Instead, consider keeping the cycle track to the left with a design such as this:

James Joyce Bridge

The cycle lanes seem to get narrower towards the middle of the bridge. It seems as though motor traffic will be invading them as the general lanes are not wide enough.

Solution: reduce general traffic lanes to one in each direction and segregate the cycle tracks with a standard width.

Bridgefoot Street

The junction with the quays presents a left-hook risk. Put the left-turn lane’s stop line further back.

Ushers Quay

The stretch along here with all of the left-turns presents a very serious risk of injury/death. The solution may be to place the cycle track further south, segregate it from the bus lane and move it further into each junction, ensuring that left-turning motorists end up closer to a 90-degree angle to the cycle track as they turn. The proposed design puts vulnerable road users in blind spots and as almost no driver obeys the speed limit on this quay, the risk is even higher for swerving around the corners.

Church Street

Like with the Blackhall Place junction above, the cycle lane here first puts vulnerable road users in dangerous situation as motorists turn left across their path and then has them sandwiched in between motor vehicles on the left and fast-moving buses on their right.

The solution is the same: move the cycle track to be adjacent to the footpath, as illustrated in the above image.

Bridge Street

The usual left-hook risk is present here, especially since the left turn movement is retained. Check above for potential solutions.

Winetavern Street

Murder strip sandwiched in between two general traffic lanes. Lights must ensure that cycle traffic can turn left while general traffic cannot. A recommendation would be to remove one of the straight-ahead general traffic lanes and introduce segregation between the cycle track and the general traffic lanes:

- Cycle track on left (left-turn).
- Segregation barrier.
- Left-turn traffic lane.
- Segregation barrier.
- Cycle track (straight ahead).
- Straight ahead general traffic lane.

Or some variation thereof.

Section M-M Wood Quay

Remove remnant of footpath next to quay wall until boardwalk ends. Widen cycle track and put barrier between cycle track and general traffic lane.

Grattan Bridge / Ormond Quay

Put cycle track stop line ahead of that of the right-turn lane.

Aston Quay

I love this. :)

Bachelor's Walk / O'Connell Bridge

Put the stop line for the right-turn lane back several metres. Ensure cycle traffic lights such that right turns are not possible while cycle traffic is moving.

O'Connell Street

This is an extremely wide street. Surely, a segregated cycle track is long overdue here...?

Rosie Hackett Bridge

Why no segregated cycle track on this bridge? Please fix this.

7.67 No 67

12th April 2019

Dear sirs,

LIFFEY CYCLE ROUTE PROJECT

CONSULTATION

I wish to submit some comments on the proposed Liffey Cycle Route Project. I'm a local resident (Collins Square, Benburb Street) and I have cycled the Quays on a daily basis for the past 15 years or more. I also have experience in cycleway design and construction in the UK and I've cycled numerous urban cycle paths (good, bad, and lethal) from the US to Asia and between.

In my comments below, I will reference to the National Cycle Manual (**NCM**) and the Design Manual for Roads and Streets (**DMURS**).

To summarise my comments, I welcome the proposals and I consider the design to be very much superior to the previous efforts by Dublin City Council, all of which were clearly deeply flawed. I do however consider that the proposal could be significantly improved both in design and conception. In particular, there is little recognition within the design that thousands of users are not using the Quays as a route in and out to the city – they live or are staying as tourists on either side of the quays and are moving in a variety of directions east and west, north and south, either crossing the Liffey or using short sections for their journeys. The design of both the existing traffic system and the Luas line has ensured that numerous simple journeys by bike within this part of the city are almost impossible to do safely without breaking the Rules of the Road (i.e. using one way streets or taking short cuts on paths). The proposed development represents an opportunity to significantly improve matters for all bike users (and increasingly, those using electric scooters, etc).

In summary my key points are:

- The proposal is welcomed, but needs to address locally generated traffic, not just commuters.**
- The proposed cycle tracks need physical separation (such raised kerbing and bollards) at key points.**
- The Boardwalks at Ellis Quay/Ushers Island should be dropped.**
- A two-way cycle track should be provided at Wolfe Tone Quay utilising Croppers Acre.**
- Additional provision should be made for right turning bike traffic on the south Quays.**
- The decision to dismiss a bus gate at Sarsfield Quay/Wolfe Tone Quay should be reconsidered.**

To elaborate on my submission, I would make a few general points first:

1. For long sections of the route, **it is vital that the cycle paths be physically demarcated from the road** either through a raised curb or other barrier such as soft bollards. At present, in particular the section on both sides of the quays east of the Four Courts there is widespread incursion by taxis and delivery vans on the existing marked cycle lanes. **I have never once witnessed the Gardai enforcing the Rules of the Road to protect cycle lanes.** The situation is if anything worse where there is a left turn lane with a 'straight ahead' indicative bike lane. These are universally ignored by drivers and will continue to be until they are physically demarcated (as indicated in Section 5.6 of the NCM). I also note that some sections, such as on Bachelors Walk, close to the Ha'penny Bridge, are prone to flooding even in quite moderate rainfall.
2. There are numerous opportunities for **simple cycling counterflows** on one way streets (NCM 4.3.5). These would increase the permeability of the street network (DMURS, Section 3.4.1) and would be a low cost method of legalising existing desire lines. Examples would be Arran Street, the only easy way to get from the Quays onto Smithfield Square without a substantive and unnecessary (and dangerous) loop and Watling Street, and important route for tourists visiting the Guinness and Jameson visitor centres.
3. The design has been created purely from a traffic engineering perspective and does not address the design and aesthetic issues of the public realm. **Such details as paving, street furniture design and signage needs to be carefully designed and integrated** into what is still, despite the best efforts of the City Council to destroy it, one of the finest urban river thoroughfares in Europe. In particular, care needs to be taken to minimise impacts on the existing physical quays and bridges, and to **prevent the inevitably proliferation of yet more random signage and street furniture** favoured by successive generations of City Council engineers. Often the street furniture has itself become a hazard.

To add a few points specific to my neighbourhood, which I know very well having observed comings and goings daily over the past decade and a half:

- I. The crudeness of the design of the original Luas Red line has created numerous points of conflict for cyclists either coming into the city from the Phoenix Park direction or those going from the Smithfield area to Huston Station or the Park. On a daily basis I witness confused tourists on Dublin bikes unsure where they can cycle safely. Numerous riders opt for the footpaths for their own safety and so endanger others.
- II. The route runs past only one section of open space – Croppies Acre Park (and the associated smaller Anna Livia Park). I would argue that the designers should liaise carefully with the City Parks service to see how these open spaces can be enhanced through safe design. I will address this in more detail further below.
- III. **The lack of any safe through-routes avoiding the Quays** has created a strong culture of cyclists simply ignoring the Rules of the Road and using their initiative to save their own lives. The Liffey Quay route will help, but only in 'one' direction. For example, someone cycling from Smithfield Square is unlikely to cross the quays to cycle to the Phoenix Park. **The design needs to address natural cycle desire lines**, in particular in the area between St. James Gate,

Heuston Station and Smithfield/Stoneybatter. It can do this by incorporating sections of two-way route between Benburb Street and Heuston.

- IV. The **design needs to address the issue of left turn lanes on the quays** and their interface with cycling. The existing layouts – often more or less reproduced in the new proposed design – ignore the safety issue created by vehicular traffic simply ignoring bike tracks and advance stop signs at these points (this can be observed any day of the week at any time).
- V. There are a number of **very difficult right hand turns for cyclists** on both sides, but especially on the south quays to the west – especially at Ushers Island. The weight of traffic (which speeds up substantially at this point) means that it can be very difficult for less confident cyclists to make their way to the right side, and when traffic lights are green they often have to stop on the track, blocking cyclists behind them, creating another hazard. It must be recalled that many cyclists on the Quays are tourists and are very unfamiliar with their surroundings.

My specific requests for design changes follow from the above points, in particular with reference to improving movement and permeability in the city west of the Four Courts.

- a) Strong consideration should be **given to converting all one-way streets in the area that connect to the quays to cycling counterflows** – i.e. permit (even if just by way of signage with no road markings as is done widely in France) that cyclists are permitted to cycle counter the one-way system. There is a (quite poorly designed) example on Capel Street, but the Paris cycle network makes very good use of this very simple and cheap design feature (NCM 4.3.5).
- b) **Cycling should be permitted on Luas lines**, including on the **bridge next to Heuston Station**. This would formalise general practice by nearly all local cyclists, but changing the rules here would greatly facilitate inexperienced cyclists and those making short distance trips and would facilitate cyclists using the Liffey Quays for short rides.
- c) Consideration should be given to constructing a **two-way cycle track between Frank Sherwin Bridge and Liffey Street West** parallel to Wolfe Tone Quay. This could be done by way of a c.3 metre land take on the Croppies Acre and the Civil Defence Depot (without needing demolition of the buildings, this part of the Depot is generally unused) and possibly part of the Anna Livia Park. A ‘spur’ cycleway could then connect to Benburb Street at the park corner next to the main Museum entrance (note that many cyclists use the Museum grounds as a convenient short cut from Arbour Hill to the Quays). This would greatly improve permeability in the entire area, result in a safer design by way of removing the awkward ‘loop’ around the proposed new bus stop, and would help bring more people into the park, something that would be very much welcomed by local residents to help reduce anti-social activity. It would also create a cycle path safe for children with parents wishing to ride to the Phoenix Park from any part of the Smithfield/Stoneybatter/Dorset Street area.
- d) Consideration should be given to **reducing Rory O’More Bridge to single lane traffic, and providing a 2-way cycle lane connecting Ellis Lane to Watling Street across this bridge**. This could help improve movements between the St. James Gate and Stoneybatter parts of the city. This would in particular aid the many tourists who cycle in this area.
- e) Consideration should be given to providing **an additional cycle lane on the north side of Ushers Island between Mellows Bridge and James Joyce Bridge**. This would allow cyclists making a right turn from the south Quays to avoid the very dangerous intersection where this bridge meets Ushers Island. I would invite the designers to stand and observe the conflicts

here on any busy evening between 5pm and 7pm and you will clearly see the conflicts I mean. This junction is unquestionably one of the most hazardous and hostile sections of the Quays to cycle and deserves very careful design and analysis.

- f) While on the subject of James Joyce Bridge, **the bizarre cycle tracks on this bridge need to be redesigned**. They provide transition curves in the wrong direction. And the junction with Blackhall Place needs improvement – ideally northbound traffic needs to be reduced to one lane to prevent the situation where cyclists are squeezed out as they go from the relatively wide junction on the bridge to the narrower entrance of Blackhall Place. This junction is exceptionally dangerous due to this design flaw. At the very least, the street furniture at the corner needs to be removed to provide ‘bail out’ space for cyclists when buses and cars simply ignore the tight space and squeeze cyclists out. Ideally, northbound traffic on this bridge should be reduced to one lane (as Blackhall Place is effectively one lane for much of its length anyway), with the remainder of space given over to cyclists and pedestrians who prefer not to walk on slippery designer glass.
- g) **The proposed Boardwalks on Ellis Quay and Ushers Island should not be built**. They are a pointless waste of money and will only attract anti-social behaviour. They will only be used by unwary tourists who will get a close up look at Dublin’s drug and alcohol problem. The footpaths at the riverside here are almost never used and will not be missed. There are precedents for new infrastructure leaving out double sided footpaths – an example being within a few hundred metres of this point, along the Luas line at Arran Quay Terrace and Benburb Street east of Queen Street, where in some sections footpaths were only provided on one side, and this in areas with far higher foot traffic.
- h) **The designers should reconsider their decision not to pursue the bus gate at Wolfe Tone Quay**. Such a bus gate would greatly simplify dealing with the narrowing of the quays east of this point. I do not believe the conclusion in p.24 of the Options Report that it would slow down bus movements has been justified and I note there is no evidence that this has been modelled. At present, buses are frequently blocked and unable to get around other buses at stops or taxis stopping due to congestion in the main traffic lane. A bus gate arrangement could create a far better free flow of traffic, including for public transport, and would push the pollution problem along the quays away from the very densely populated apartment blocks at Sarsfield Quay, Ellis Quay, and Arran Quay.
- i) **The junctions with Blackhall Place and Church Street need to be reconsidered**. Both these are very hazardous where left turning drivers simply ignore the existing cycle tracks for ‘straight ahead’ cyclists. The proposed designs do not seem to incorporate the recommendations for such junctions in section 4.5.3 of the NCM. Consideration should be given at these junctions to providing cycle lights that allow cyclists to move before the main traffic. Consideration should also be given to removing one of the left turn junctions.

Thank you for your time.

Yours sincerely,

8.2 No 2

COMMENTS:

*I think if people are old
enough to get the work that
are people with no qual laws
so I think the money could
be spent else west (expend)
Horrors Drug addiction had
the drug crack cocaine business
which is only getting going*



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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

8.3 No 3

COMMENTS:

I'd like more information on the junction in front of Heuston Station. I currently cycle from St John's Road West to Wolf Tone Quay and find the junction difficult to navigate.
Outside Heuston station the cycle lane is on the left hand side of the 3 lanes. To move to the a right hand lane to turn turn on to Wolf Tone Quay you need to cross in front of cars which can be quite difficult. If there any proposal to improve junctions like this. An earlier cycle green light to allow cyclist to cycle before the cars may be beneficial?
Would like to hear whether junctions like this are considered dangerous for cyclist.
Thanks.

8.6 No 6

Cycle route is long overdue, but why is the width of the cycle lane only 1.75/1.5m where there appears to be a very wide footpath e.g. :

	Path	Cycle Lane
Section A-A	2.6m	1.75m
Section L-L	6.94m	1.75m
Section R-R	4.46m	1.75
Section G-G	1.6m and 1.5m	1.5m

On Section G-G why can't the second path be eliminated as there is a boardwalk of 4m at that point?

The Dutch are the leaders in the design and construction of cycling infrastructure and their model has a minimum width of 2m and 2.5m when over 150 bikes an hour use the lane. In the options assessment survey "over 1000 cycles" use the quays in the AM peak (Page 8 of report) so why is the design sub-optimal for current cycle volume and not designed for current and future trends?

The design is not optimal for current and future requirements of cycling. Dublin's current cycling infrastructure is way behind current trends and this proposal is not forward thinking enough to unlock the current suppressed potential for cycling — and the transport, health, and environmental benefits, and also more wide-ranging positives of mass cycling.

Non-public vehicles should be banned completely from large parts of the North and South quays and the roads designed properly to cope with public transport, cycling and walking (and not a limited number of people using cars). The city center should be given back to the tens of thousands of non-polluting pedestrians and cyclists who live in and around and visit the city center every day. It would be good for health, business, tourism, and the environment. Dublin needs to learn from progressive cities such as Paris and Amsterdam and build proper pedestrian and cycling infrastructure while also investing in public transport infrastructure designed for anticipated future population increases.

8.7 No 7

COMMENTS:

It is about time this was implemented.
Am totally in favour of scheme. Am a keen cyclist myself.

Did I read some trees to be removed??
Not totally happy about that if true.



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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

COMMENTS:

why not use the space
 for (some limits) - Bus stop
 with some from
 dedicated Bus stops
 Then build separate Bus
 stops in - Streets
 - along Don
 - Bus stop area
 etc
 This Ban all buses from
 city centre

This Bicycles can free flow etc.



8.14 No 14

COMMENTS:

It is fantastic to finally see the proposed plans for the Hiffey Route. I fully support the proposal and hope that the segregated cycle route can be further extended to the Wak Memorial Gardens.
Well done in finally (a decade later) getting it to this stage. Let's get it built fast.



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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

8.15 No 15

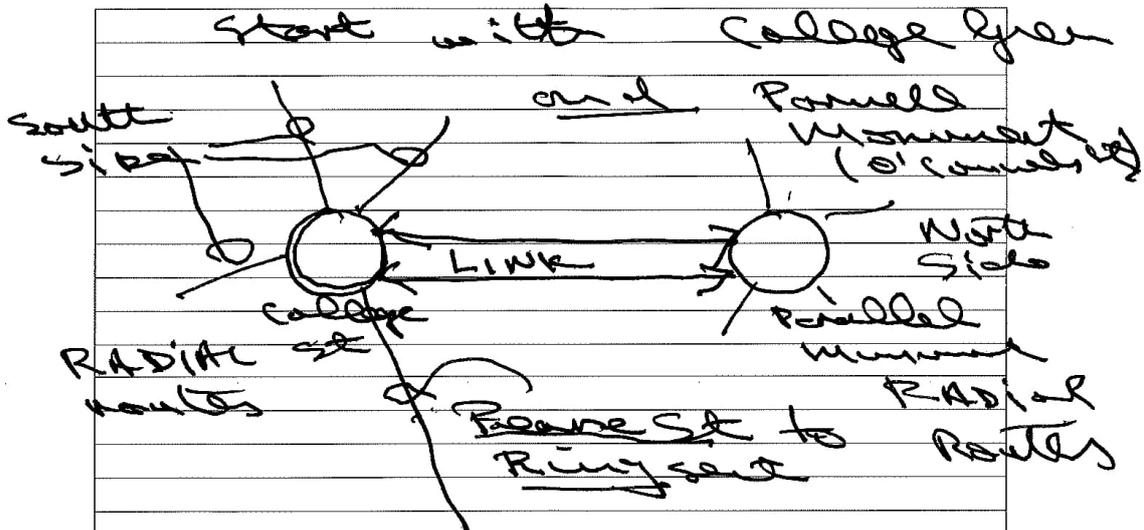
COMMENTS:

This is my commute to work
From J Connell Bridge to
Heuston South Quarter.

Congratulations ~~for~~ on this
proposal, it looks fantastic.

Best of luck, I hope it gets
approved A.S.A.P.

COMMENTS:



Your approach is of North South Axis only - Not adequate solution - Do North South Bifurcations linked strongly and radial spokes routes



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Comhairle Cathrach
 Bhaile Átha Cliath
 Dublin City Council

solving each of these
 centres. - Address the
 problem in a holistic way!!
 get this done 4-6-2019

COMMENTS:

I'M IN FAVOUR OF THE PLAN.
WILL THE CYCLIST HAVE
RIGHT OF WAY WHEN ENCOUNTERING
MINOR ROADS? OR WILL THEY
HAVE TO STOP FOR EVERY
MINOR ROAD OR ENTRANCE?

- IF A CYCLIST HAS TO GIVE
WAY, NO ONE WILL USE IT

- MAKE IT LIKE SPAIN -
CYCLIST HAS RIGHT OF WAY
WHEN ENCOUNTERING MINOR ROADS
THEN PEOPLE WILL USE IT
ELSE THEY HAVE MORE RIGHTS
STAYING ON THE ROAD.



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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

COMMENTS:

As a daily cyclist through the city centre, I welcome and completely support this proposal.

The safer we can make our city for cyclists, the more people of all ages will be encouraged to leave their cars at home in favour of this healthier means of public transport.



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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

COMMENTS:

This is a great idea, but the cycle lanes will need to be properly segregated, even if its only with the use of bollards.
As a regular cyclist, the quays were the one place I wouldn't wish cycling, that buses would pass too close & you felt you'd be sucked in under the wheels.
Here's hoping this happens soon!



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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

LIFFEY CYCLE ROUTE

Comment Sheet:

generally supportive
but
how does a cyclist coming from Custom House side
cross onto the south quays heading west
safely??

LIFFEY CYCLE ROUTE

Comment Sheet:

ANDATE A FARE IN CULO TUTTI
IRLANDESI DI MERDA.
RAZZISTI, IGNORANTI, ROVERACCI, STUPIDI
E MAIALI.
DOVETE SOLO MORIRE SOMMERSI DA
UNA RIGANTESCA NEVICATA DI MERDA



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

8.31 No 31

LIFFEY CYCLE ROUTE

Comment Sheet:

Make it easier and allow
it to be feasible as Transport
throughout the county

Great plan, lets progress faster

LIFFEY CYCLE ROUTE

Comment Sheet:

Yes, please do it.

As a commuter I used to cycle up the quays to town. It was frustrating, and terrifying.

The new plans are welcome.

I like the thinking outside the box solution of cycle lane replaces footpath and pedestrians move to boardwalk.

— The boardwalks on south quay will be full of homeless people + drug users. If it is to be a real alternative for pedestrians there will need to be police presence on the boardwalk at regular intervals (every 30 mins).

In general, I am in favour of segregated, safe cycling. Clear signage to show where the cycle track is/ goes to + proper investment in cycling infrastructure. min 10% of transport budget.

It is criminal that this has taken so long. Please push forward with changes based on best practice. If there is an issue the changes can always be rolled back.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

COMMENTS:

Totally pointless waste of taxpayers' money.

In my experience — EVEN when available — cyclists DO NOT use the sidepath.

In MY experience & opinion, cyclists ought to have INSURANCE & LICENSE & BE FORCED TO RESPECT THE LAW. This would include respecting others, like pedestrians - the sick and tired of continuous hypocrisy, where cyclists assume NO RESPONSIBILITY



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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

9 Appendix 4 Documents uploaded to Consultation Hub

9.1 No 1

The proposed Liffey Cycle route is to be welcomed. At last we'll have something! However, there are a number of concerns, one of which I'll address here; and that's the proposed width of the cycle-lanes. The recently published plans indicate that the cycle-route will be 2 meters wide over the vast majority of its length, on both sides of the Liffey, and actually narrows to as little as 1.5m on some stretches.

A count last year showed that there were 900 people per hour commuting by bikes on the north quays. As experience shows, when segregated bike infrastructure is created, the numbers of people on bikes increases dramatically. I seriously doubt a 2m wide lane will cope with the current bike traffic at peak hours, let alone any dramatic increase in numbers.

See the attached photos. The first one is from the S2S north at its narrowest point, which is 2.25 meters wide. Granted, this is a 2-way cycle-lane, but it still feels awfully narrow when trying to overtake someone (even if there's no-one coming from the opposite direction). The numbers on the S2S north are far less than on the Liffey quays. I did a couple of counts of the S2S north last year and there were 420 people on bikes during morning peak hours and 410 during evening peak hours. This is far less than the current 900 at peak hours on the Liffey Quays.

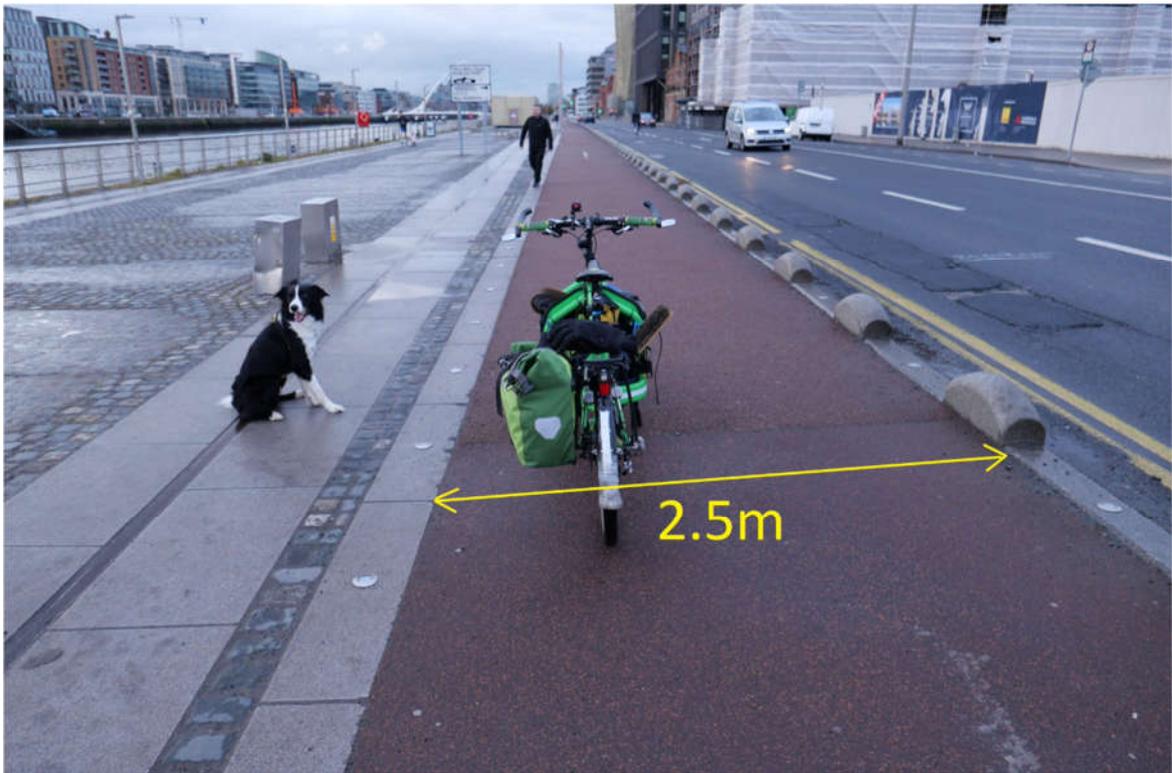
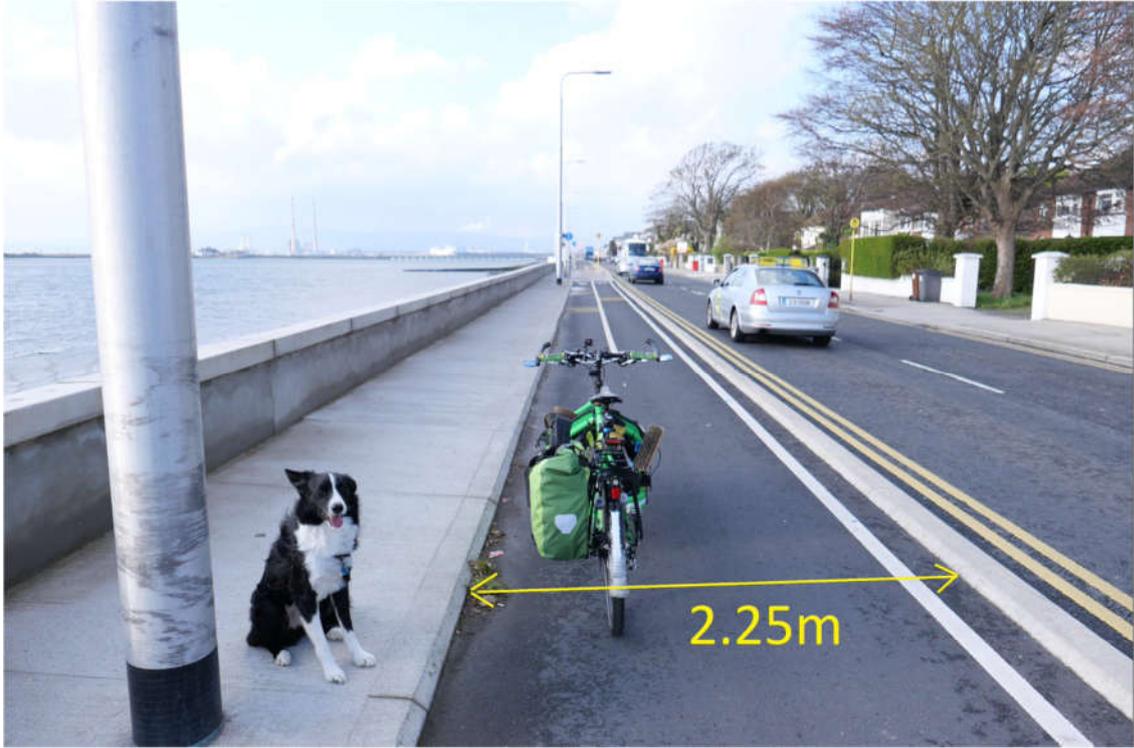
At peak hours on the S2S north, the narrowest points result in bunching of bikes as people slow and try to overtake. However, the narrow points don't last very long, and when the lane widens open up again it allows much easier and frequent passes. This won't be the case on the proposed Liffey cycle-route which appears to be at maximum 2 meters for almost the entire length (there is 3m wide segment at the start of the eastern end of the south section).

I've also added another photo of the existing cycle-lane on the Liffey quays near the East-link bridge / 3-Arena. The lane here is 2.5 meters. That 25cm of extra space (compared to the narrowest point of the S2S north) actually makes a difference to overtaking. However, it's still not enough, in my opinion, for a route that will be as busy as the western ends of the Liffey cycle-route.

Just to point out that even if they can't make the entire cycle-lane 2.5 or 3 meters wide, they should have some areas that are wider than 2 meters to facilitate unblocking of the inevitable log-jams and snarl-ups that will occur with large numbers of people on bikes.

Because of our car-dominated roads, we don't yet have the type of cycling culture that exists in places such as the Netherlands, where masses of people on bikes tend to prevent the more reckless and faster commuters on bikes. In the current car-dominated and dangerous roads we have here, the younger, faster and more defensive (some say aggressive) people on bikes are more numerous than in the Netherlands.

If snarl-ups are frequent, which they definitely will be on a cycle-lane only 2 m wide, then without doubt some of the faster bike commuters may just take to the bus and general traffic lanes. And if that starts happening frequently, you can imagine the general back-lash against all people on bikes.



9.2 No 2

SUBMISSION IN RELATION TO LIFFEY CYCLE ROUTE OPTIONS

Context

I am resident of the north Inner city and work on the south side of the city. I cycle to and from work. I use the north and south quays primarily for driving as a means of accessing my home from and to the west on a weekly basis. I do this for convenience but believe it is entirely inappropriate that as a car user the most convenient route for me is through the city centre. At the same time, I occasionally cycle to and from Heuston train station along the quays and find it the most frightening aspect of cycling in Dublin.

Summary

I believe that the proposal is flawed and fails to follow the Dublin City Development plan in that it prioritises cars over public transport and cycling. More particularly, it seeks to accommodate cycling as a secondary mode of transport to private cars. The priority should be to accommodate pedestrians, public transport, cyclists and improvements to the public realm in that order and only then should consideration be given to cars.

Background

As outlined in the Dublin City Development plan (p. 119) *Changing the mode share of commuters towards sustainable options is a key requirement, and during the period 2006–2014, use of the private car decreased by 17% and the proportion of cyclists entering the city increased by 114%.*

The strategic approach outlined in the Dublin City Plan (p. 120) In accordance with the National Transport Authority strategy, is to *support a hierarchy of transport users, with pedestrians, cyclists and public transport users at the top of this hierarchy, having their needs considered first in the planning of transport provision.*

At the same time, the development plan seeks to:

- Taking a **pro-active approach** to influencing travel behaviour and effective traffic management.
- **Prioritising transport and movement schemes, particularly those that increase the use of public transport, walking and cycling**, that can be implemented in the short term, bearing in mind that major schemes take longer to deliver and will not by themselves provide the capacity to achieve transport targets.
- **Restricting through-traffic and calming traffic generally within the city centre, and to give increased levels of priority for pedestrians, cyclists and public transport, along with associated improvements to public realm.**

Unfortunately, the Liffey Cycle Route Assessment Report was conducted by a consulting firm, who (whilst well respected) are car focussed with their website highlighting their success in delivering €2.3billion in construction value of motorways designed.

This follows through in the design principles and assumption, which at point 5.6 on p.9 of the Assessment Report indicates that:

The impact of each option for the Liffey Cycle Route on other modes of transport in terms of diversion effects, capacity, etc. will need to be assessed and minimised where possible.

At the same time, at point 6.6 the assessment report flags, *The maintenance of access and circulation, both during and after construction, are significant constraints to the delivery of the proposed Liffey Cycle Route. The Liffey quays are a critical artery for transport into and out of the city, particularly public transport. In recent years, the priority afforded to private cars along the Liffey quays has diminished. However, the quays remain a critical element in Dublin's access, servicing, and circulation network.*

No consideration is given to why this is or has to be? It is simply taken as a granted that cars must be accommodated.

Accordingly, it is clear that accommodating private cars was at the focus of the design and not per the Dublin Development plan, the need to *prioritise a hierarchy of transport users, with pedestrians, cyclists and public transport users at the top of this hierarchy.*

In this respect none of the options considered banning private cars from the quays or limiting their access to certain hours (e.g. 10PM to 7AM). Indeed, several of the options were discounted because of either *Dublin City Council's obligations to maintain access and loading to premises; or It has a significant additional complication, in that traffic access cannot be maintained to the Jervis Street area except via O'Connell Street and Parnell Street. Given the number of large shopping centres and private car parks in that part of the city, and capacity limitations on O'Connell Street due to Luas Cross City, this option is not considered further.*

Neither of these conclusions is reasonable at the expense of the prioritisation of the *hierarchy of transport users*. The development plan cannot be sacrificed because of the interests of private car park owners.

As a simple example, there is no reason to suggest that loading cannot be accommodated by means of an appropriate permit system and arranging deliveries outside of daytime hours. There is no absolute right of any business to have continued vehicular access.

All of such approaches pre-suppose that such considerations and car traffic are at the top of the hierarchy and not per the Dublin Development Plan at the bottom of such hierarchy.

Helpfully, the Assessment report (p. 9) highlights that *the default preference arrangement should therefore be to locate the cycle track along the left side of the traffic route, especially where the traffic flows, including buses and taxis, are high and there is more than one lane to cross.*

Unfortunately, this is not followed throughout the report and in fact entirely abandoned.

Thus in the consideration of Ellis Quay, it is flagged that it is noted that *An alternative, considered in the earlier studies of the Liffey Cycle Route, involved rerouting general traffic via Blackhall Place, North Brunswick Street and Church Street. This proposal also had the disadvantage of requiring general traffic to cross the bus lane at each end of the diversion, potentially causing delays to all road users.*

However, this presupposes that a conventional junction is employed. The approach taken on the North Quay at O'Connell Bridge where traffic flow between cars and buses is modulated by traffic

lights in advance of the junction, whilst not ideal has significantly improved the flow for buses. Such an approach could clearly be taken in the context of *re-routing traffic* from Ellis quay.

Clearly, the timing of any such lights could be arranged to minimise the delays to cyclists and public transport to the detriment of private car users, but this is not a negative, this is the entire aim of placing **pedestrians, cyclists and public transport users at the top of this hierarchy.**

It would also achieve another desired aim of the development plan namely *Restricting through-traffic and calming traffic generally within the city centre, and to give increased levels of priority for pedestrians, cyclists and public transport, along with associated improvements to public realm.*

It is in this context that the overall plan is entirely founded on flawed foundations. The premise should have been to prioritise pedestrians, public transport and cyclists where possible with improvements to the public realm and ONLY then consider private car usage where it could be accommodated.

Turning to consider the proposal – having at its aim that *the default preference arrangement should therefore be to locate the cycle track along the left side of the traffic route, especially where the traffic flows, including buses and taxis, are high and there is more than one lane to cross.*

The plan fails entirely in that forces cyclists to cross the road at Chancery place and enter a new Boardwalk at the following bridge. Simply put this ignores the default preference and is insane for so many reasons. But the simplest is best expressed as the following question – would you allow a six year old to follow this route? – because if the answer is no, the design is wrong.

The answer to the question I get from people in our company as to why they won't cycle in Dublin, is always the same – it is too dangerous. The proposal will do nothing to calm their fears. Removing conflict with other traffic users will.

At the same time, cutting down trees so that private car use can be accommodated is simply wrong and sends entirely the wrong message in a climate emergency.

The focus should be on eliminating private cars from the city centre in favour of all other users. Paris is an example of a city which has transformed its quays, I recently spent time there with my parents in law who are in the 70's. Neither of them would contemplate cycling in Dublin but who were both delighted to be able to cycle along the quays in Paris.

Maintaining access for cars so that car parks can flourish is the entire opposite to plans which are being adopted by progressive cities elsewhere throughout Europe with Amsterdam announcing plans to systematically strip its centre of 11,000 parking spaces in the coming years, making way for bike lanes, sidewalks, and more trees.

This nonsense of trying to accommodate private cars within the city has been going on long enough, I urge the council to realise that the solution is not try and accommodate cyclists within the existing framework of road users but instead to provide a new framework, where pedestrians, cyclists and public transport users are at the top of this hierarchy, the public realm is improved and then and **only** then is consideration given to accommodating private cars and even then only where it is possible.

Ireland has declared a climate emergency, whilst at the same time clearly falling short of its climate action plan. Dublin City has an opportunity to take the lead where all other state agencies have clearly fallen behind.

A useful starting point would be an entire re-think on the proposed Liffey route cycle plan with priority given to accommodate pedestrians first, public transport second, cyclists third and improvements to the public realm fourth. Once and only when this has been achieved should consideration be given to cars.

Sincerely,

9.3 No 3

5 June 2019

By email (LIFFEYCYCLEROUTE@dublincity.ie)

The Executive Manager,
Environment & Transportation Department,
Block 2 Floor 6,
Civic Offices,
Wood Quay,
Dublin 8.

RE: Proposed Liffey Cycle Route: Submission

Dear Sir/Madam,

I write in relation to the [proposed Liffey Cycle Route](#) (LCR). Please find my submissions below.

1. Introduction

The construction of safe and segregated cycling infrastructure in Dublin city is long overdue. The prolonged delays affecting the progression of the Liffey Cycle Route, and which continue to obstruct the implementation of the Greater Dublin Area Cycle Network Plan, are a serious cause for concern.

A city with the physical scale and population size of Dublin can quite readily sustain, and would benefit greatly from, a cycling infrastructure on a par with Amsterdam in the Netherlands. As it is, Dublin lacks cycling infrastructure of any real worth, despite the demonstrable positive effects of small sections of segregated cycle routes along a short part of the Grand Canal and along 3-4km of the coast at Clontarf.

Thus, in the absence of any safe, segregated cycling infrastructure through the centre of Dublin city, the proposal for the Liffey Cycle Route must be welcomed in principle. However, this is a cautious welcome: the proposals as currently presented fall far short of best international practice, and far short of anything resembling safety for road users, including those who may use the proposed Route.

Below are my submissions in relation to the flaws of the proposed Liffey Cycle Route, as I see them, and my recommendations for improvements.

2. Cross-cutting issues

In all instances, I urge Dublin City Council to adhere to the NTA's [National Cycle Manual](#), the government's [Design Manual for Urban Roads and Streets](#), and international best practice as exemplified by The Netherlands. In respect of the latter, I urge Dublin City Council to also follow this best practice in the regular reviews, upgrades and continuous improvements implemented by the Dutch authorities in respect of their cycling - and wider - infrastructure.

2.1 Junction design

Failures at junctions will render whole cycle paths useless or effectively useless. Dublin city has the opportunity to avoid the failures which already plague much of Irish and UK attempts at cycle infrastructure to date:

"[We] build things that cost lots of money, take a decade to complete, stretch for a kilometre or two, look good to the uninitiated, and then they aren't used... and we dig a hole for ourselves in regard to future developments." (Weetman 2017)

Already in Dublin city and environs, junctions are plagued with errors which are repeated in the proposed Liffey Cycle Route. A notable and highly dangerous example of this is where a segregated cycle path ends at a junction, and there a person cycling is forced onto the main carriageway.

Robert Weetman recently (2017-2018) published a series of articles which comprised of a comparison of infrastructure in the Netherlands and Denmark, and a comparison of both to the UK - see especially '*Part 2 - Basic junction anatomy*' where Weetman examines in detail the features of major junction design and side road junction from the Netherlands, and then compares it with Danish and UK examples:

- [Part 1 – Basic urban cycle track anatomy](#)
- [Part 2 – Basic junction anatomy](#)
- [Part 3 – Who wins? Which approach is better?](#)

Weetman elaborated on these themes further with a more recent article, accompanied by illustrative animations comparing Dutch and UK examples (2019):

- [I want my street to be like this](#)
- [Dutch versus UK residential streets - animation](#)

In 2014, Mark Wagenbuur published an article on the Dutch experience:

- [Junction design in the Netherlands](#)

I urge Dublin City Council to amend the proposed Liffey Cycle Route design and follow the examples and principles of Dutch junction design. The amended junction design should include dedicated and separately timed traffic lights for pedal cycles at junctions, particularly at major junctions.

2.2 Continuous cycle tracks and continuous footpaths

Continuous cycle tracks and continuous footpaths here refer to wide, clear continuous cycle tracks and footway over side roads.

As detailed in the reference materials linked in the previous section, continuous cycle tracks and footpaths are highly preferable along as much of the roadway as possible, particularly at side-road junctions.

In particular, continuous cycle tracks and footpaths represent much more accessible design for people with impaired mobility and, with the incorporation of tactile paving, can be accessible for people with impaired or no vision.

I urge Dublin City Council to amend the proposed Liffey Cycle Route design to incorporate continuous cycle tracks and footpaths throughout the route.

I urge Dublin City Council to consult widely with representative bodies for people with disabilities - including organisations representing people with impaired mobility and impaired/no vision.

2.3 Bus stops

I urge Dublin City Council to amend the proposed Liffey Cycle Route to implement 'bus bypasses' to the maximum extent possible. (See also below sections on 'On-street parking', 'Carriageways and traffic lanes' and 'Trees.')

In respect of the potential conflicts which may arise in relation to 'bus bypasses', I note that in Copenhagen, "the expectation is that where the bus picks up or offloads people immediately onto a cycle lane those on bikes are obligated to give way – not through local signs, but by basic rules of the road." (Robert Weetman (2017): [Copenhagen bus stops](#))

I further urge that Dublin City Council implement a public awareness campaign in relation to the new design of the Quays and the Liffey Cycle Route to educate all road users, including people walking, people cycling, and people driving.

2.4 Carriageways and traffic lanes

I urge the Council to amend the proposed Liffey Cycle Route to restrict to a minimum the numbers of traffic lanes allocated to private motor traffic. Where the proposal drawings show two such lanes, these should be reduced to one. The resulting space should be allocated to footpaths and cycle track widths.

I urge the Council to amend the proposed Liffey Cycle Route to remove all left filter lanes allocated to private motor traffic. Such traffic lanes are a hazard to the safety of people cycling.

As recently noted [by Cian Ginty](#):

The price of new boardwalks — needed to avoid removing cars off any section of the quays — is likely to add the guts of €8 million onto the cost of the project.

Footpaths in some already narrow spots will be narrowed further and trees will be cut down. It should be said that the footpaths will be significantly widened in other spots, but the narrow spots are at key places like junctions, and limit not only pedestrian flows but city life in some of the highest density areas in the country.

All of this for a compromised cycle route design which will leave cyclists exposed at junctions and include an average width of cycle paths which is not suitable to existing numbers of cyclists, never mind the higher numbers which will use the route once it is improved.

This isn't the safe and continuous cycle route envisaged back in 2011.

2.5 Traffic capacity: all modes and motor traffic

Bicycles are already carrying more people than cars on the quays at rush hour. Outside rush hour there's capacity on public transport.

([Ginty 2019](#))

In respect of the above section urging the restriction of allocation of traffic to one lane, I refer to 'traffic evaporation' and the [Braess paradox](#) (see also [Trace 2017](#)).

Traffic evaporation is consequence of road design, when allocation of road space to motor traffic is reduced or where 'road diets' are implemented.

Where traffic is restricted, modal shifts occur with users moving away from motor vehicle use where alternatives are available; and different travel routes are chosen

by those who continue to travel by motor vehicle. The overall result is that motor traffic is reduced and distributed, and traffic flows improve.

2.6 Trees

Further to the above calls which will result in a fairer and safer distribution of road space, I welcome the addition of new trees, and I call on Dublin City Council amend the proposed Liffey Cycle Route to instead retain all existing trees.

In particular, on Bachelor's Walk, the allocation and layout of road space to traffic lanes should be redistributed so that there is a single lane for buses and a single lane for private motor traffic. The resulting distribution of space will allow for retention and build-out of existing footpaths and accommodation of the cycle path. The cycle path should be retained on the left, and junctions amended accordingly, and a 'bus bypass' implemented.

Bus priority and cycle priority traffic lights should also be implemented to overcome any potential conflicts with private motor traffic.

2.7 Sustainable and systematic safety

Safety of vulnerable road users should be the priority in constructing the Liffey Cycle Route, with the highest priority given to pedestrians and the next highest priority given to people cycling.

I refer again to international best practice, the government's DMURS and the NTA's NCM. I also refer to [Weetman 2019](#) and to [Furth 2017](#) (see also [Northeastern University / YouTube](#)), and in particular the following as set out by Furth:

Values:

- Safe mobility as of right
- The road system authority is responsible for ensuring road safety
- Traffic safety programmes must be pro-active: eliminating safety risks before they cause serious injury or death

Principles:

- Speed control and separation
- Functional harmony
- Predictability and simplicity
- Forgivingness and restrictiveness
- State awareness

Action plan:

- (a) Speed control
- (b) Road diets
- (c) Separation and recognisability for pedal cycles
- (d) Safe crossings
- (e) Long-term policies for reducing use of motor vehicles

3. Conclusion

To conclude, I refer to Weetman (2018):

Good design, in terms of a liveable city, prioritises the needs of those on foot and on bicycles OVER those driving.

This is as true at major junctions as elsewhere. Prioritisation means that those on foot and on bicycles will have to wait for less time than those driving. It means that their need to be safe wins over any need to allow for the flow of traffic. It means that their need for space trumps any need for space for the flow of traffic.

If we're designing something that doesn't recognise these things then the design is flawed.

Good design for walking and cycling does not provide protection at the expense of efficiency and simplicity.

Good design for cycling makes it safe for children or those who are new to cycling AND AT THE SAME TIME allows for efficient cycling by adults.

Except for at very specific locations any design which asks people on bicycles to mix with people on foot simply to cross a junction – while motor traffic has dedicated space – is deeply flawed.

[...]

*We can't implement good junction designs without taking space away from the traffic? **Then we need to take space away from the traffic.***

Should you require any further information from me, please don't hesitate to contact me.

Yours sincerely,

9.4 No 4

"The wide junction when accessing Temple Street West from Wolfe Tone Quay is a hazard to cyclists and pedestrians. The access is far wider than is necessary for a quiet one way street, and it

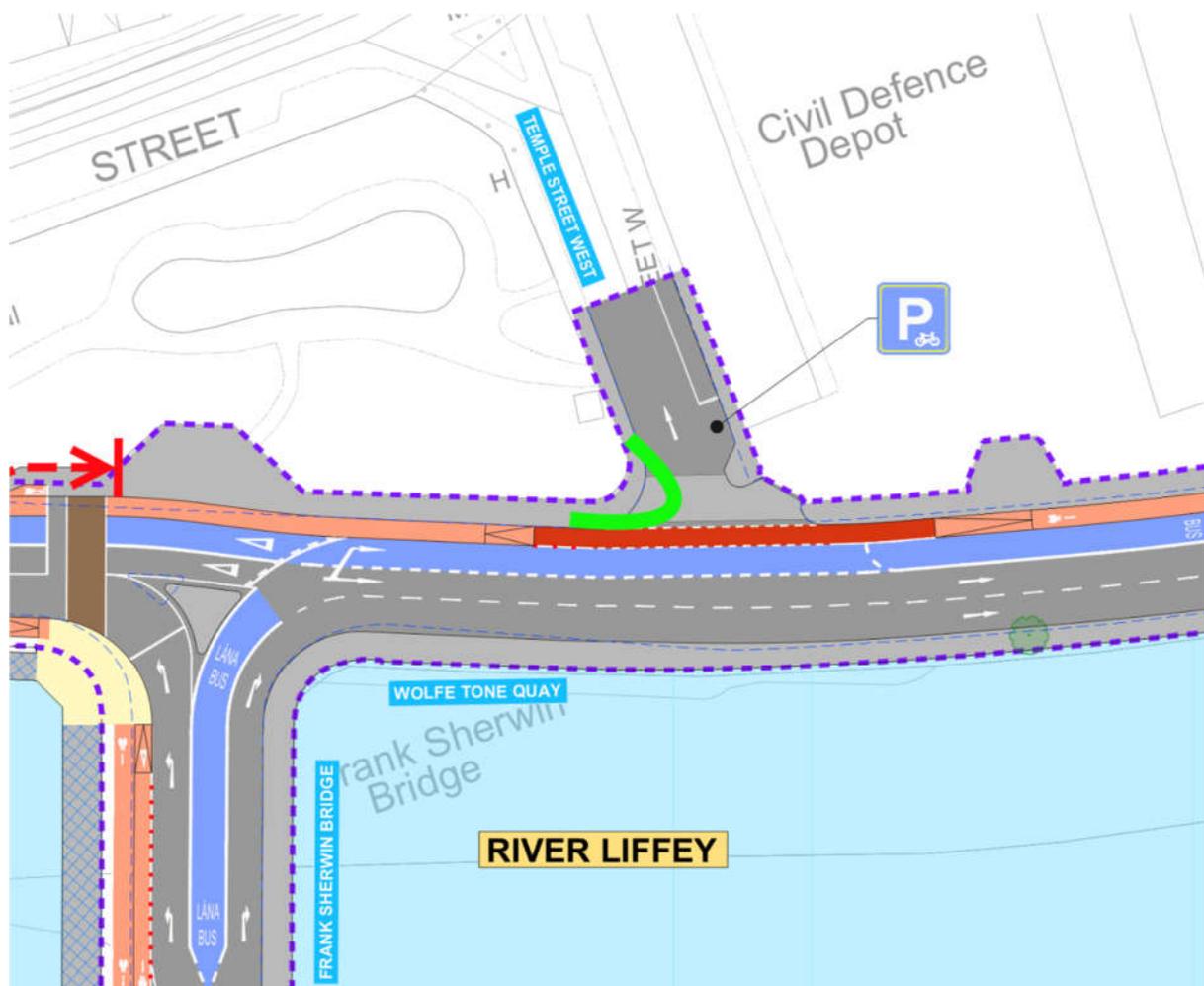
allows vehicles to turn left onto Temple Street West at speed due to the wide width. This makes it dangerous for cyclist travelling east and for pedestrians trying to cross this junction.

Many other junctions in this scheme are proposed to be narrowed, slowing turning traffic and

shortening the crossing distance for pedestrians. I propose that this junction should also be narrowed for the safety of cyclists and pedestrians.

The area in question, is shown in the attached file with an indicative extension of the path way shown in green.

Kind regards,



9.5 No 5

Dear Sir/Madam,

Firstly, the aim to provide segregated, safe cycling facilities for cyclists of all abilities along the quays is welcome and I thank the City Council and the NTA for bringing the proposal forward. However, I have a number of significant issues with the proposal to achieve this aim that I outline below.

This is already one of the busiest cycle routes in the country and it is in the highest category of usage in the National Cycle Manual. Further to this, it would not be unreasonable to assume that the number of cyclists would double or triple once proper cycling facilities are provided (as has been seen on the Grand Canal Greenway).

A+ quality of service at this level of usage requires 2+1 number of adjacent cyclists which means 2.50 metre minimum width for the cycle track (National Cycling Manual, Quality of Service evaluation, page 211). This means that almost nowhere does the proposed scheme provide A+ quality of service, while spending over €20m for 5km. Given the huge number of cyclists using the route, this is completely wrong. Section 5.5 of the Route Options Assessment Report addresses this, and states that 2.0 metre width for one way is the minimum width for the scheme. It is unacceptable that widths above this minimum are non-existent in the proposal between Phoenix Park and the Custom House.

With 3.0 metre general traffic lanes and 2.0 metre cycle tracks, private cars will have 50% more space along the quays than cyclists in most places, even as car number are decreasing and cyclists now outnumber cars on the quays. We're facing a need to rapidly decarbonise our transport sector. Given the bus priority and boardwalks this has become a mobility project rather than a cycling project: to spurn the chance to drive forward further traffic evaporation (https://www.engineersireland.ie/EngineersIreland/media/SiteMedia/groups/societies/roads-transport/where-will-the-traffic-go_1.pdf?ext=.pdf) by removing private cars from the quays is a massive waste. Serious consideration should be given to removing all general traffic from the quays.

Per page 40 of the Route Options Assessment Report, "physical activity" wasn't considered in Stage 3 appraisal as "all routes would deliver the same benefits" - however it should be considered that options that reroute traffic or even reduce general traffic lanes would lead to traffic evaporation more so than other options, increasing participation in public transport and active travel.

The cycle track along the custom house, 3.0 metre wide and segregated with a kerb of decent mass vertically and horizontally (1.0 metre wide) should be the standard all along the route. If this standard cannot be met while maintaining car access at certain pinch points, then cars and general traffic should be removed from these pinch points. Deliveries can be made by cargo bike and car access can be accommodated in areas where space is available after proper space has been

allocated for cycling. In spaces where car access is kept, these general traffic lanes could be reduced in width from 3.0 metre to allow for extra cycle track width.

Trees should be maintained at the expense of general traffic lanes where possible.

Proper, protected junctions for cycling, providing segregation between cars and bicycles should be installed at all junctions where feasible. On all four arms of junctions, pedestrian crossing should be provided. Similarly, the design of the route should use Dutch design principles to enable cycling turns in all directions (including right turns) to be made easily and safely by cyclists of all ages and abilities.

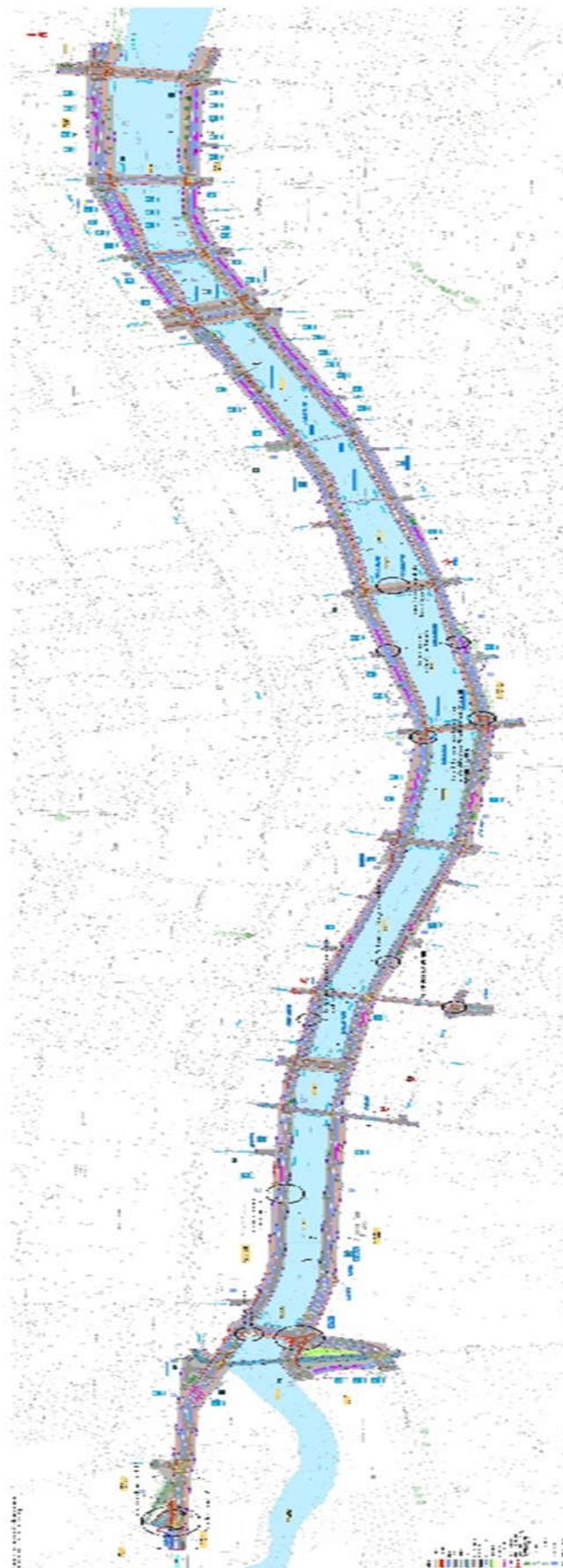
Proper segregation with a proper curb is needed along the entire length of the route on both quays, otherwise the route will be blocked by parked cars and feel less safe for cyclists. I would feel less safe without a proper curb with a decent vertical height and horizontal width providing segregation (similar to the proposed 1.0 metre wide curb at the Custom House). The aim of the project, as stated in the report, is to cater for cyclists of all abilities; would parents of primary school children feel safe cycling with their children along this route if proper kerb segregation is not provided along the route's entire length? Where this poses issues at pinch points, general traffic lanes should be reduced in width or removed.

Segregated cycle tracks in both directions should be provided on all non-pedestrianised bridges along the route, these bridges have multiple traffic lanes and should have safe cycle tracks. Road space should be reallocated from general traffic to provide these cycle tracks.

I also broadly support Cian Ginty's assessment of the detail of the route here: <https://irishcycle.com/2019/05/29/a-detailed-look-at-the-liffey-cycle-route-option-9-eastbound-part-1/> and here: <https://irishcycle.com/2019/06/04/a-detailed-look-at-the-liffey-cycle-route-option-9-eastbound-part-2/> and I hope that all his points are taken on board to improve the scheme.

Kind regards,

9.6 No 6



10 Appendix 6 Consultation Hub Comments

Make a Submission / Observation - Milestone

Strongly in favour of the proposed cycleway -- it's time to get it done even if the proposal is not perfect, improvements can be made later.

I have concerns about the crossing the traffic lanes at O Donovan Rossa Bridge -- this needs to be carefully designed to reduce conflicts between cars and cyclists. Cyclists need a dedicated green light with reasonable timing here so they are not forced across lanes of rapidly moving cars.

Also the existing cycleway along the north quay campshires is awful -- disappears randomly, spitting you back out into traffic at right angles. This should be improved as part of the scheme.

I am in full support of this project and the sooner it can be fully delivered and operational, the better.

I am fully supportive of this infrastructure, please build as soon as possible.

Dear Madam/Sir,

I just wanted to make a very brief submission in favour of this scheme.

I have looked at the plans and am not in a position to make detailed comments on the proposed layout of the route or changes to the public realm. However, I did want to express my support for the plan in general terms. At present Dublin city centre is effectively a hostile environment for cyclists and the quays in particular are also not a pleasant space for pedestrians. Anything that can be done to improve this situation is very welcome. As a cyclist, I would be very keen to have the opportunity to cycle between Phoenix Park and the Docklands on either side of the quays. I hope that the plans are carried through. I would also very strongly support improved cycle access from S Dublin into the city centre, particularly through Rathmines and Ranelagh to the Liffey. The area between the canal and College Green is at present very difficult for cyclists, particularly at the Great George St entrance to College Green.

kind regards

I'm delighted that progress is finally being made on this project. I have been cycling since I was 5 years old and from the first time I arrived at the quays with my mother then up till this day I get off my bike and do not cycle on the quays it is too dangerous. one of my friends has been in three separate accidents on the quays.

More cycle lanes need to be put in the city. The cities streets need to be changed dramatically. The original idea for the whole of the quays should go ahead. I would even go as far as a congestion charge for cars. The money generated could be out into public transport alone.

I would love to see the Liffeside Quays become a cycling route.
The objections have focussed more on perceived losses of priority than the positive effect of giving priority to cycling.
I welcome the proposals. I personally would use the route if it is developed. At present I would not feel safe cycling on the quays.
The creation of more safe cycling routes in Dublin is an urgent public health concern. Through my work as a medical doctor, I have had the regrettable experience of encountering multiple patients who have been seriously injured while cycling in Dublin city centre. A number of these cases have occurred along the quays. This is an area where cyclists at present are very vulnerable and urgently require safer cycle paths. The numerous other health benefits of cycling (role in tackling our obesity crisis, creating a cleaner environment for us to live in, etc.) should also add weight to the necessity and value of this project.
I fully support the proposed Liffey Cycle Route. We need to make Dublin a cleaner, greener, attractive and more people focused and user friendly urban space. Facilitating and encouraging citizens and visitors to cycle, walk and use public transport will go some way to achieving this objective. Let's look to European cycle focused urban spaces, as opposed to the car centric cities of the United States.
I live in Dublin 7 and am terrified to cycle along the North (or South) Quays, while the Docklands also lack adequate cycling infrastructure. Safe, segregated and well maintained cycle routes must be developed - particularly the Liffey Cycle Route! I have a car, but would prefer to cycle for shorter journeys, alas this is not safe or feasible until promised routes such as this are implemented.
The liffey cycle route is greatly needed and will improve cycling and tourism in the city centre and should be started as soon as possible.
Fantastic to have a dedicated cycleway through the City Centre We need more smart technology to keep our bus lanes free at peak time
We need safe roads for cyclists!
Get the fuck on with it for christ sake, the city is a mess, its pure gridlock, get cars out of the e city
My submission is attached as a PDF.
Thank you.
- full support for Liffey Cycleway - consideration has to be given as to how the cycleway starts, ends & interacts with cross traffic though - too many times some fantastic cycle facilities are built, but with no clear way to actually access the facility, or losing priority at every junction - the planners should actually consult cycling groups before planning this
The cycle lane should be segregated with contiguous physical barrier to motorized vehicles. Mopeds etc should not be allowed. Pedestrians should not. Be allowed. Cyclists should get a 5 second head start on cars at traffic lights, as in Germany. The cycle lanes should be one way only with enforcement. No scooters.
A very good and practical suggestion. I occasionally travel in from Castleknock on bike along the quays. As buses pull in to stops there is no room for bikes force cyclist to either stop, overtake on the right, or mount the footpath. This suggested

change is an obvious fix to that and would be welcomed tomorrow. Good to see practical improvements to make healthy commutes easier

I usually don't bother to comment on consultations but PLEASE bring in this cycle route. Dublin should be a wonderful city for cycling but particularly along the Quays I don't feel safe. It's too easy for taxis and buses to go too fast - and the issue of buses pulling in, cyclists having to overtake them whilst pulled in and therefore cyclists having to move out into oncoming traffic is a particular problem. I feel this would hugely benefit the city and increase cycling participation especially for commuters - much like in London where the Cycle Superhighways are very well used. Thank you for considering my views.

Amidst a climate emergency (Wicklow County Council has declared it this week), segregated cycle routes are essential.

- segregated cycle routes safe enough for four years old to cycle is the factor that will motivate people to leave the car.
- reduce parking spaces in town
- pedestrianize all centre (if you are thinking footfall, think Grafton Street)

I am a fully licenced and insured driver who works in the city centre.

I fully support the plans for a liffey cycle route. Safe cycle routes such as this one are key to allow people to commute to their jobs by active transport (not only cyclists, but it also makes it safer for pedestrians).

Increasing the number of cyclists and decreasing the number of private cars is key to making a Dublin a safer city, our citizens healthier and happier, and allowing Ireland to meet its obligations under the Paris Agreement.

I am happy to lose any amount of city centre private parking or private car road share in order to meet these objectives.

I commend the DCC's ambition in the above plans and hope it continues to make Dublin safer, cleaner and more sustainable.

I fully support all Dublin City Council efforts to increase space allocation for pedestrians, cyclists, public transport, taxis and for high quality city living, throughout the city but particularly along the quays.

No plan is perfect. Almost anything will be an improvement on the current situation.

Thank you.

The segregated cycle lanes sound great. My worry is that they wont get priority at traffic lights. The grand canal cycle lane is great but the cycling lights dont last very long so you see probably more cyclists on the (I think south) painted cycle lane rather than the segregated cycle lane because its quicker .

Hi I think this is a great idea and what is needed and has been needed for a long time - a safe and segregated cycle lane to cater for the ever increasing number of cyclists - hopefully it can get opened ASAP thanks

This is a fantastic initiative, and I give my broad support to it. Very well done on tackling this difficult problem and putting forward a pragmatic and mostly elegant solution to it. I would be very happy if it were built, and would use it when cycling in the city centre.

As an owner-occupier living just off Ormond Quay, who is both a driver and a daily cyclist, let me offer my strong support for the Liffey Cycle Route being implemented as soon as practicable. Benefits would include significantly reducing danger of cyclist death, making cycling attractive more commuters and leisure cyclists alike, and radically improving the pedestrian and shopping experience and environment along the Liffey.

My primary suggestion is that for cyclists coming onto the quays from smaller roads such as Charles Street West (where I live but this applies to any minor road feeding onto the quays), can you please ensure that the design includes some well placed (say slightly east of where the side road meets the quay) gaps in the barrier between the general lane and the cycle lane to allow these cyclists easily enter the bike lane when the quay is clear?

My other suggestion is to keep the cycle lane as wide as possible at all points to allow cyclists to overtake reach other as obviously there are varying speeds observed eg along the Grand Canal cycle route.

Many thanks

The plans look good. Please just get on with it at this stage.

My support for the Liffey Cycle route is longstanding and uninterrupted through all the iterations and politics. Having attended almost all campaign cycles along the route, I know the broad backing for cycling improvement across generations and communities in Dublin, but also the practical issues related to making space in this part of the city for bikes. Please get on with it. Myself, my family, and my Liberties neighbours are not getting any younger, and practical improvement in how we negotiate moving through the city matters. A lot.

I fully support the proposal. I live in lower Ballyfermot and have commuted to work in the city centre by bicycle in the past. I would feel much safer on a segregated bicycle path along the quays. I would also support segregated cycling infrastructure along Con Colbert Road (where I have had several near misses) and through Islandbridge.

I use the Liffey daily to cycle to work. You take your life into your own hands with cars speeding up bus lanes and merging left right and centre. A cycle route would be a very safe, welcome change.

Hi,

My workplace is by the Quay at the Grattan bridge. I am a cyclist myself. It is really important to have a segregated cycle pathway. Currently, the path we have is shared with HGV and Busses which is very dangerous.

Second, can there be filtered permeability? This way cycling will be more of free flow and not a stop and go experience.

Third, if there needs to be an elevated cycle corridor with lifts to get on to the pathway, then please explore that possibility. It can make the entire experience of cycling great and be a shining example to the rest of the world of how well Dublin has adopted Cycling as a mass means of transport.

Thanks

General comments

Overall: a huge improvement with lots of great ideas.

The use of bus stop bypasses is excellent and a very welcome move.

At junctions, designs need to take into account the reality of what cycling is like: clear priorities need to be incorporated by the use of raised surfaces; cycle traffic lights; placement of stop lines in positions which are several metres in front of those for other traffic lanes.

It would be nice to see the superfluous general traffic lanes removed. Despite walking, cycling and public transport being the priority, private motoring is still granted a disproportionate amount of the road space in many cases. By reducing this to one lane in many locations (e.g. Victoria Quay), footpaths and cycle tracks can be widened and kept far away from the road by distance. It also presents opportunities to introduce more flora, which should be important, given that Ireland is on the verge of ecological collapse.

Wolfe Tone Quay

There is a pinch-point for general traffic at BM 2.56. As such, there is little point in having two lanes on the approach and it should be possible to reduce the number of general traffic lanes on Wolfe Tone Quay to one. This would allow the footpaths to be widened and for the cycle track to be segregated from the bus lane by distance. I do not believe that the current design of the cycle track would be usable by young children; the speed of passing buses on Wolfe Tone Quay is high and the wakes generated by such kinetic energy are enough to cause wobbles. Increasing the gap between the bus lane and the cycle track will vastly increase safety for all involved.

St. James's Gate Brewery

Place stop line and lights for cycle track several metres ahead of those for the other lanes so as to prevent left-hooks and blind-spot issues. Have a light sequence that allows cycle traffic to proceed when left-turning traffic cannot. These simple measures may save a life, especially as this is a left turn that would be heavily used by HGV traffic.

At the same junction, raise the cycle track off the level of the road to emphasise priority for cycle traffic and to force motor traffic to slow down before attempting to proceed.

Ellis Street junction

Place the bus lane stop line several metres back to prevent left-hooks. The cycle track puts people into the "blind spot".

Ellis Quay / Blackhall Place

The left-turn lane to Blackhall Place here presents a very serious danger of vulnerable road users being run over. Instead, consider keeping the cycle track to the left with a design such as this:

James Joyce Bridge

The cycle lanes seem to get narrower towards the middle of the bridge. It seems as though motor traffic will be invading them as the general lanes are not wide enough.

Solution: reduce general traffic lanes to one in each direction and segregate the cycle tracks with a standard width.

Bridgefoot Street

The junction with the quays presents a left-hook risk. Put the left-turn lane's stop line further back.

Ushers Quay

The stretch along here with all of the left-turns presents a very serious risk of injury/death. The solution may be to place the cycle track further south, segregate it from the bus lane and move it further into each junction, ensuring that left-turning motorists end up closer to a 90-degree angle to the cycle track as they turn. The proposed design puts vulnerable road users in blind spots and as almost no driver obeys the speed limit on this quay, the risk is even higher for swerving around the corners.

Church Street

Like with the Blackhall Place junction above, the cycle lane here first puts vulnerable road users in dangerous situation as motorists turn left across their path and then has them sandwiched in between motor vehicles on the left and fast-moving buses on their right.

The solution is the same: move the cycle track to be adjacent to the footpath, as illustrated in the above image.

Bridge Street

The usual left-hook risk is present here, especially since the left turn movement is retained. Check above for potential solutions.

Winetavern Street

Murder strip sandwiched in between two general traffic lanes. Lights must ensure that cycle traffic can turn left while general traffic cannot. A recommendation would be to remove one of the straight-ahead general traffic lanes and introduce segregation between the cycle track and the general traffic lanes:

Cycle track on left (left-turn).

Segregation barrier.
Left-turn traffic lane.
Segregation barrier.
Cycle track (straight ahead).
Straight ahead general traffic lane.
Or some variation thereof.

Section M-M Wood Quay

Remove remnant of footpath next to quay wall until boardwalk ends. Widen cycle track and put barrier between cycle track and general traffic lane.

Grattan Bridge / Ormond Quay

Put cycle track stop line ahead of that of the right-turn lane.

Aston Quay

love this. :)

Bachelor's Walk / O'Connell Bridge

Put the stop line for the right-turn lane back several metres. Ensure cycle traffic lights such that right turns are not possible while cycle traffic is moving.

O'Connell Street

This is an extremely wide street. Surely, a segregated cycle track is long overdue here...?

Rosie Hackett Bridge

Why no segregated cycle track on this bridge? Please fix this.

Great idea!

As a cyclist, pedestrian and driver I support this concept. My observations are:

Cycle lanes should be wide enough to accommodate 4 abreast cycling for the majority of the length of the quays.

Cycles lanes must be physically separated from roadway to prevent ingress and clearly separated from pathway.

Cycles lanes must not end abruptly and where they are forced to end clear priority should be given to cyclists exiting.

Consideration of how cyclists will turn across traffic must be engineered in.

Dismount and cross is not enough.

Stop lines should be set back from junctions to allow cyclists on the road a safe advance stop location.

The provision for management of anti-social behavior on the Boardwalk - as existing boardwalks exhibit.

Parking spaces along the quays should be removed.

I fully support the intended Liffey Cycle route along the quays. I use my bicycle to drop my two children to school/childcare. I use it to go to and from work. I use it to do the weekly shop.

The first great step forward for cycling on the quays was the removal of trucks with the advent of the Port Tunnel.

The 30kmph speed limit has also been a boon for cyclists.

The recent upgrades to the lane layout on the North Quays has also made this route much more viable and safe for cycling.

I see the proposed Liffey Cycle route as the logical next step in this process and I wholeheartedly support it.

I cycle this route each work day from Heuston to 3 Arena or Customs House. It is mayhem, dangerous for experienced riders, novices, assertive and nervous cyclists alike.

Key observations.

There is no safe place to cycle. The cycle lanes are not safe anywhere on the entire route.

They end abruptly usually at a bus stop.

They are used by busses as a 'runway' or 'hard shoulder' as they approach their stops.

I have observed and I am often the victim of the bus drivers overtaking and bullying cyclists to get to their stops.

Goods vehicles, taxis, construction, beer deliveries park anywhere on the route in the bike lanes. No enforcement.

Most of the parking spaces are empty in bound in the mornings.

There should be ZERO parking spaces on this narrow route.

Don't bother routing cyclists off the quays. I won't go any route other than the quickest line.

No goods deliveries during rush hour on quays.

Enforce the ban on 5 ax artics. They are lethal. They can't see any part of the road.

Cyclists need segregated cycling, early light change to get away, possible continuous flashing amber for cyclists. Yield only.

Best of luck.

This scheme is exactly what Dublin City needs and is a progressive choice of placing the use of the city centre by green forms of transport at the very heart of the city. It will also greatly improve the appearance of the quays which at present are a serious eyesore and therefore make much better use of a substantial asset of Dublin City

The proposed cycle lane is a big improvement over the current system and I would like to have my support for the proposal counted.

Great to see this much needed development being brought forward .

It's not entirely clear from the summary document (although implied by the images in it) that the segregation of the cycle route will be physical, ie by placing a reasonably high curb between the cycle lane and the road or bus-lane.

If the curb is not present, or is not sufficiently high, then the current issues with cycle lanes in the city will continue- cars and buses will drift into the cycle lanes, and equally cyclists will weave in and out of the lanes for other modes of traffic.

Given the propensity of motorists to park illegally in cycle lanes in the city (and the refusal of the Gardai and City Council to enforce the restrictions at certain locations, particularly near courts and Garda stations), and the fact that taxi drivers and delivery vehicles all over the city ignore parking restrictions, the use of bollards to physically prevent illegal parking on they cycle lane would be necessary for many stretches along the route.

Please bring it in as soon as possible. The current proposal is fine.

Great proposal, badly needed

This looks great

Overall I am very supportive of this scheme. It is a vital piece of infrastructure to be built in the city and must be built ASAP. It ties in all the cycle routes and has fantastic gains for public transport. I have a number of observations however:

1) The bus stop bypasses are excellent, thank you for implementing this design.

2) I have concerns about the left turn lane at Blackhall Place. This gives effective priority to motor traffic over buses and cyclists in free flowing traffic. I am worried that motorists will be concentrating on bus lane and fail to spot cyclists and know them over.

3) Fully support the footpath extending over side streets which gives clear priority to pedestrians rather than the vehicles crossing them. I would love to see this implemented all over the city and at more junctions here.

4) Ushers Quay is perfect!

5) Left turn lane onto Church Street has similar concern to Number 2

6) Crossover should work but I would like to see the cycle priority for this. It needs to be significant lights time or it will cause tailbacks on the cycle lane and potentially dangerous crossing the lanes by cyclists who do not want to wait.

Public transport should come first at this junction followed by cycling.

7)From there to O'Connell street is perfect!

8) O'Connell Street is a very wide street, please consider adding a protected cycle lanes the full length as part of this scheme (or in the very near future if possible).

9) The original planning permission for the Rosie Hackett bridge had a protected 2 way cycle lane where the hatching is. Why has this not been built as designed?

And can it please be added to this scheme

10) From the bridge out the rest of the way...perfection :)

Thank you for the design of this scheme. I am excited to see how this gets built but most importantly that it is built. Looking forward to using it regularly.

This is an excellent idea! All for it!

This is a great idea, desperately needed.

I write in support of the proposed Liffey cycle route proposal. As a frequent user of the route, the proposed paths will provide a vital East-West link through the city.

The proposed level of segregation is also very welcome, as it allows for families to make the trip by cycle.

Every single improvement to our cities infrastructure should be welcomed with open arms. This particular improvement has the potential to change the lives of 1,000s of commuters every day, and will certainly be responsible for the preservation of lives too.

Segregated cycle tracks have been proven time and time again across cities worldwide to make a difference to those using them, and even to those who are not using them.

Connecting the phoenix park to the docklands and vice versa will have a huge impact on business and tourism in Dublin city.

This WILL result in people moving from cars to bicycles and with the bus lane improvements, it should also result in people moving from cars to buses.

Hi there,

As a citizen of Dublin and a daily commuter, cycling across the city from Inchicore, Tallaght and now Crumlin, I'm delighted to see an increasing trend in the number of people cycling in Dublin every day. It's free, it's green and it contributes towards public health while making our city more liveable and less congested.

It's a welcome development to see a number of initiatives discussed and planned, aimed at increasing our safety and development of the cycling infrastructure for young and old.

Please see some comments regarding the Liffey Cycle below.

General comments

Overall: a huge improvement with lots of great ideas.

The use of bus stop bypasses is excellent and a very welcome move.

At junctions, designs need to take into account the reality of what cycling is like: clear priorities need to be incorporated by the use of raised surfaces; cycle traffic lights; placement of stop lines in positions which are several metres in front of those for other traffic lanes.

It would be nice to see the superfluous general traffic lanes removed. Despite walking, cycling and public transport being the priority, private motoring is still granted a disproportionate amount of the road space in many cases. By reducing this to one lane in many locations (e.g. Victoria Quay), footpaths and cycle tracks can be widened and kept far away from the road by distance. It also presents opportunities to introduce more flora, which should be important, given that Ireland is on the verge of ecological collapse.

Wolfe Tone Quay

There is a pinch-point for general traffic at BM 2.56. As such, there is little point in having two lanes on the approach and it should be possible to reduce the number of general traffic lanes on Wolfe Tone Quay to one. This would allow the footpaths

to be widened and for the cycle track to be segregated from the bus lane by distance. I do not believe that the current design of the cycle track would be usable by young children; the speed of passing buses on Wolfe Tone Quay is high and the wakes generated by such kinetic energy are enough to cause wobbles. Increasing the gap between the bus lane and the cycle track will vastly increase safety for all involved.

St. James's Gate Brewery

Place stop line and lights for cycle track several metres ahead of those for the other lanes so as to prevent left-hooks and blind-spot issues. Have a light sequence that allows cycle traffic to proceed when left-turning traffic cannot. These simple measures may save a life, especially as this is a left turn that would be heavily used by HGV traffic.

At the same junction, raise the cycle track off the level of the road to emphasise priority for cycle traffic and to force motor traffic to slow down before attempting to proceed.

Ellis Street junction

Place the bus lane stop line several metres back to prevent left-hooks. The cycle track puts people into the "blind spot".

Ellis Quay / Blackhall Place

The left-turn lane to Blackhall Place here presents a very serious danger of vulnerable road users being run over. Instead, consider keeping the cycle track to the left with a design such as this:

James Joyce Bridge

The cycle lanes seem to get narrower towards the middle of the bridge. It seems as though motor traffic will be invading them as the general lanes are not wide enough.

Solution: reduce general traffic lanes to one in each direction and segregate the cycle tracks with a standard width.

Bridgefoot Street

The junction with the quays presents a left-hook risk. Put the left-turn lane's stop line further back.

Ushers Quay

The stretch along here with all of the left-turns presents a very serious risk of injury/death. The solution may be to place the cycle track further south, segregate it from the bus lane and move it further into each junction, ensuring that left-turning motorists end up closer to a 90-degree angle to the cycle track as they turn. The proposed design puts vulnerable road users in blind spots and as almost no driver obeys the speed limit on this quay, the risk is even higher for swerving around the corners.

Church Street

Like with the Blackhall Place junction above, the cycle lane here first puts vulnerable road users in dangerous situation as motorists turn left across their path and then has them sandwiched in between motor vehicles on the left and fast-moving buses on their right.

The solution is the same: move the cycle track to be adjacent to the footpath, as illustrated in the above image.

Bridge Street

The usual left-hook risk is present here, especially since the left turn movement is retained. Check above for potential solutions.

Winetavern Street

Murder strip sandwiched in between two general traffic lanes. Lights must ensure that cycle traffic can turn left while general traffic cannot. A recommendation would be to remove one of the straight-ahead general traffic lanes and introduce segregation between the cycle track and the general traffic lanes:

Cycle track on left (left-turn).

Segregation barrier.

Left-turn traffic lane.

Segregation barrier.

Cycle track (straight ahead).

Straight ahead general traffic lane.

Or some variation thereof.

Section M-M Wood Quay

Remove remnant of footpath next to quay wall until boardwalk ends. Widen cycle track and put barrier between cycle track and general traffic lane.

Grattan Bridge / Ormond Quay

Put cycle track stop line ahead of that of the right-turn lane.

Aston Quay

I love this. :)

Bachelor's Walk / O'Connell Bridge

Put the stop line for the right-turn lane back several metres. Ensure cycle traffic lights such that right turns are not possible while cycle traffic is moving.

O'Connell Street

This is an extremely wide street. Surely, a segregated cycle track is long overdue here...?

Rosie Hackett Bridge

Why no segregated cycle track on this bridge? Please fix this.

This is a great project that will create a . much better city to live in.

Projects like this should be our number 1 priority, even over things like BusConnect. We need more green, more greenways, less roads, less cars.

Build it. Build it now.

Oh, you want more than that?

Okay, well, there are clear deficiencies in this proposal that have been widely covered by Irish Cycle and others. One of the big pain points for us is the compromises being made in order to accommodate private cars-this has happened time and time again with the previous Bachelor's Walk car ban, the College Green plaza, etc. All of these areas are interconnected, and it's very disappointing to see car access being maintained at the expense of everyone else. At some point DCC will need to grab the hornet's nest and dispose of it, and this Liffey Cycle Route seemed like a good moment to push for it.

Otherwise, please consider us fully supportive of this proposal, our only other concern is that it gets done asap.

As someone who cycles in Dublin regularly, I wholeheartedly welcome the proposal for the Liffey Cycle Way which would be a huge benefit to the city. I appreciate that segregation is provided along the majority of the scheme, which is crucial on busy city roads.

However, I'd like to see the route stay on the river side along the entire length of the scheme. I understand that keeping it building-side makes inter-connectivity with side streets easier, but if a workable solution for left turning cyclists can be designed I think keeping it river-side for the entire length would be a safer and more elegant solution. There are a few reasons for this:

-It removes the need for island bus stops, so decreases the potential for collision with pedestrians who are bound to end up congregating on the cycle lane, particularly at the busier bus stops.

-It decreases the potential for delivery vehicles or taxis to park in the cycle lane, particularly in areas without segregation.

-It removes the potential for conflict with vehicles entering/exiting the smaller side streets in places such as Ushers quay, where there are 4 collision points in quick succession.

-It removes the potential for weaving conflict on left turn slips, such as the westbound approach to the Church Street junction.

-It removes the awkward point at which the route crosses from building-side to river-side, which breaks up the flow of the route, and decreases the perceived directness for cyclists.

-It would generally be a more pleasant cycle, making the route more attractive for cyclists. Looking at somewhere like Merchants, cycling alongside the river under the canopy of the trees (where the current car parking is) would be a lot more pleasant than on the building-side, navigating the island bus stop and side streets.

So while I know there may be some design issues with connectivity to side streets etc. I think the pros in terms of safety and attractiveness of keeping the route river-side outweigh the cons of decreased inter-connectivity.

Regards,

Just get on with it..

Overdue, a massive benefit to the city, the people, the air, climate change, tourism etc. What's not to like? Bring it on. I say all this as a driver, cyclist and commuter. My main concern is enforcement will be lacking as it is now on protecting against abuse with motor vehicles, illegal parking there despite the lane segregation as happens on the grand canal.

If Dublin City council is going to take climate change seriously then this is a vital start on a greener, healthier and safer infrastructure for Dublin. The benefits are countless.

I support the scheme. Cycling (and walking) the quays is fantastically dangerous and a blight thanks to the 'trunk' nature of the route.

I feel however that the scheme is over engineered, namely the crossovers to riverside from buildings side at approximately the council buildings. I believe a bi directional lane, like the one recently completed between John Robersons quay and city quay, should run the entire length of the South quays (city quay to Heuston) which is for most of it's length at least one bus lane and one vehicle lane. Pinchpoints at Grattan bridge and at merchants arch can be mitigated by using the same boardwalk solutions as proposed in this scheme and/or by narrowing the bi directional lane somewhat (useful in any case so as to reduce speed on the approach to the busy pedestrian crossings there).

The scheme is long overdue and represents a significant improvement in cycling infrastructure. The current quays are dangerous and intimidating and the redesign should proceed as soon as possible. I strongly support the provision of dedicated cycle paths along the quays.

The scheme is a big improvement but not perfect. In particular I feel that junction design could be improved for cyclist safety. The turn left lanes at Blackhall Place and Church St, positioned inside of the cycle lane, are poor. Cycling in between lanes of traffic, and having traffic merge across a cycle lane, is scary and risky, in particular for younger and inexperienced cyclists. If the goal of the project is to provide a facility suitable for all ages then these design elements should be revised. Similarly cycle paths should remain elevated and separated to the traffic lane right the way up to the junction.

I would have concerns about the width of the cycle lane in several parts. Where Dublin has provided segregated cycle lanes in the past these quickly become busy. Narrow cycle lanes make the use of wider cargo bicycles or overtaking of slower cyclist or younger cyclists difficult. If cycle lanes are not sufficiently wide I would fear that a widening scheme would be needed in the near future.

Overall I support the scheme and with a few tweaks it could be an excellent facility for Dubliners and visitors alike. Please deliver it as soon as possible.

I am in favour of the plan and hope it is progressed rapidly.

As a very long time cyclist I very much welcome the proposals. It will make the quays a lot safer for cyclists and more pleasant for all.

A fully segregated cycle route is needed urgently the full length of the quays which is designed with a focus on the cyclist to enable safe, segregated, efficient trips to be made. Too much space is already allocated to motorized vehicles so this needs to be adjusted if sustainable modes of transport are to ever have a chance of making Dublin a better city to live in. This cycle route is urgently needed.

This is such a huge improvement with lots of great ideas and will make cycling in Dublin a lot safer for all. In particular, the bus stop bypasses are a very welcome idea.

However, the plan could still be more ambitious. The removal of the general traffic lanes from the quays altogether would be a welcomed move. Like Amsterdam, a ring route around the city could be planned instead. Like Paris, the removal of general traffic lanes along the river has been a huge success and has enhanced the urban living environment significantly as well as reducing traffic dramatically. Remove cars and plant trees, prioritise walking and cycling - it is that simple. The private car can't continue to block up our city, we are past that now. The benefits of reducing cars significantly impact the health and well being of citizens, the environment and the aesthetics of the city. Dublin has the chance to be forward thinking on this, to be radical and to be a leading example.

Overall, the width of cycle lanes should be the same and wider throughout the proposed plan. The gap between the cycle lane and bus lanes should also be an area of concern.

Raised, wide, segregated cycle tracks are the only way forward.

Don't make this a plan that needs to be fixed in 5 years because people are injured using it.

Thank you for your hard work on this, it is going to be a brilliant addition to Dublin. It will be a great impetus to increase the number of safe, segregated cycling lanes in Dublin and will encourage more people to cycle - I thoroughly welcome that.

I really welcome the liffey cycle way as a great addition to the sustainability and ease of movement within Dublin City, and an excellent way to promote and environmentally sustainable and health promoting form of transport, and an excellent way of encouraging and safeguarding cyclists, and a very good use of limited space to help people freely and safely move within Dublin City, and while not perfect, the current proposals will be a huge positive development for Dublin City.

As someone cycling in to town everyday for work (along with being a car owner) , this route is badly needed to help make Dublin much safer and ultimately reduce overall traffic.

All cities will always have objections to change before the new normal kicks in and people see the benefits, hoping to hear the project goes ahead as described.

Thanks

I thoroughly support this proposal. While I love cycling, I am too afraid to cycle in this city. There's simply not enough room on our roads for the trucks, the cars, the buses, the taxis and the bikes. So I am delighted to see this proposal and look forward to actually feeling safe while cycling in Dublin. I'd love to see the day where cycling is the main method of transport used in the city.

Badly needed!

I would prefer a plan which removes Car lanes from the Quays. It's simply too costly to keep motor traffic along these routes. Priority should be given to Bus and Cycle lanes. In general a step in the right direction though.

Well done to all concerned for getting this proposal to this point. It's vital that we build safe cycling infrastructure on this key route into the city. If there are pinch points then you should consider restricting car traffic and have priority for pedestrians and cyclists. On street car parking is very wasteful of space. Good luck with implementing this!

You will have succeeded when families and kids are cycling on the quays!

Regards,

Looks good

Please build this as soon as possible. The quays are clogged with traffic and puts off cycling in the city. Too many people have been killed or injured along the quays (not just cyclists).

This appears to be the best option of the limited ones available. As someone who cycles a significant proportion of this route daily and has done for over a decade, this is an important project to both deliver and deliver correctly.

Particular emphasis needs to be given to minimising advisory lanes (which offer little to no protection, particularly around junctions) and transition areas between stages.

Over the bank holiday weekend i cycled with my two children (8 & 5 respectively) from Artane (red stables entrance in St annes park) to Howth (9.1 km) through a mixture of cycle path, footpath and road (sutton to howth road side cycle track) it was a nervous cycle (for me).

If i could cycle with my kids to Phoenix park(or anywhere in Dublin for that matter) with my kids in a less stressful manner it would be good (i.e. segregated from traffic)as the park has many fun things to do with kids.

I felt that that the sense of achievement and pride that my kids felt as they had calamari and chips on the green was a experience that will stand them in good stead going forward in life.

I welcome the Liffey Cycle Route. If Dublin is ever going to eliminate congestion and reduce our carbon output we need to invest in sustainable modes of transport. Complete segregation of cycle lanes along the entire route is absolutely fundamental to enabling people of all ages and abilities to cycle the proposed route.

I fully support the Liffey Cycle Route, however I do have concerns regarding the lack of cyclist segregation at junctions along the route.

One of the objectives of the Liffey Cycle Route is to provide "safer cycling which is suitable for cyclists of all ages and abilities". The question then needs to be asked - would you allow a child to cycle along the Liffey Cycle route given the lack of segregation from buses and cars at the junctions?

Junctions along the Liffey Cycle Route must adopt the Dutch style junction segregation, it would be totally counter-intuitive to segregate cycle lanes along the route only to mix cycle traffic and motor traffic at every junction.

Separation should be maintained through the junction with the allocation of dedicated space for cycling continuing through the junction, so that people experience a joined-up route that avoids unnecessary mixing with motor traffic. Please see the following website for more details:
<http://www.protectedintersection.com>

The following junctions do not provide proper segregation of motor traffic and bicycle traffic - painted cycle lanes on the road are totally unacceptable and do not cater for cyclists of all ages and abilities.

1. Phoenix Park/Chesterfield Avenue
2. Victoria Quay/Frank Sherwin Bridge
3. Parkgate Street/Infirmary Road
4. Victoria Quay/Watlung Street
5. BlackHall Place/James Joyce Bridge/Ellis Quay [private vehicles must cross bus lane and cycle lane to turn left onto BlackHall place creating conflict - poor design]
6. Queen Street/Mellowes Bridge
7. Bridgefoot Street/Mellowes Bridge
8. Usher Street/Bridgefoot Street
9. Arran Quay/Church Street/Father Mathew Bridge [private vehicles must cross bus lane and cycle lane to turn left onto Church Street creating conflict - poor design]
10. Father Mathew Bridge/Bridge Street
11. O'Donovan Rossa Bridge/Wine Tavern Street/Chacery Place
12. Parliament Street/Capel Street/Grattan Bridge
13. Swift Row
14. O'Connell Bridge/O'Connell Street/Westmorland Street/D'olier Street
15. Rosie Hackett Bridge
16. Georges Quay/Moss Street
17. Custom House Quay/Talbot Memorial Bridge

The cycle track elevation should be maintained - any cycle infrastructure that runs

alongside a road must be continuous: in other words, it must maintain priority over every sideroad. The cycle track and footpath must not change height across this junction, good examples in the drawings include the St.James Gate Brewery Entrance, and John Street North.

The following junctions fail in this regard.

1. Conygham Road
2. Temple Street West
3. Parkgate Street
4. Liffey Street West
5. Ellis Street
6. Arran Street
7. Usher Street
8. Saint Augustine Street
9. Petrol Station Ushers Quay

Thank you.

The north quays are unworkable at present. To start out with roadwork's on this stretch of road is scandalous.

Why not extend the boardwalk and make it purpose built on the south quays?

I commute down the north quays many mornings, and the south quays many evenings. I would gladly welcome dedicated cycling infrastructure, but only if designed and built to a high specification - as set out in DMURS.

We are facing a climate change catastrophe, and we must accept that the private car is no longer the first choice for any journey. Dublin is the third most congested city in the world, and we must remove private car traffic to alleviate that. Our nation's health is also at risk due to inactivity, and active travel should be encouraged and protected.

Therefore I believe that this plan does not go far enough in providing cycling infrastructure. Car traffic should be taken off the quays entirely, with the space given back to pedestrians, cyclists and public transport. Deliveries can be made outside peak hours if necessary.

Apart from that general flaw, it is encouraging in principle to see the Liffey Cycleway finally progress. Switching from riverside to building-side is laughable however, and will lead to a significant number of cyclists choosing to use the main lane instead. Creating pinch points in lanes which are already narrower than advised in DMURS is a terrible idea.

The engineers designing this need to look at how congested the Grand Canal cycle track is to get an idea of how many people will be using this track, and then build it to accommodate twice that number as more people make the smart, sustainable, healthy choice to commute, shop and travel by bike.

I'm a 'used to commute by bicycle' commuter who no longer feels safe on two wheels in the city center. I wish the city didn't feel so hostile to cyclists. I would like to commute by bicycle again and the proposed Liffey Cycle route would substantially improve the infrastructure, safety and ease of cycling in the city center. (Granted I'm still not sure I like the idea of crossing the luas up at Trinity to get up to Dublin 2, but that is another project, for the future, I am sure).

I know there will be lots of well-reasoned and resourced submissions both for and against, but as a private citizen I wanted to offer a note of encouragement to continue to make the public realm more cycle and pedestrian and public transport friendly. The current proposals are modest enough, and I would have welcomed a more radical proposal to remove more traffic from the city center, but nonetheless any infrastructure will provide safety where there is none at present and is therefore welcome.

Keep up the good work, and remember, just because the public do not write to you about how important these proposals are, does not mean that they will not be a roaring success. Be brave!

It disgusts me to see this is even a necessity! Politicians in Dublin know their city is expensive for Expats. (thanks to whom many Irish businesses thrive and survive!) Cycling is a mandatory way to commute for many! (again, thanks to extreme rent and road/vehicle tax prices)

So how is it even possible a discussion such as this needs to be held? LEARN from The Netherlands, LEARN from Denmark etc.

Introduce safe, sensible and environment friendly commuting BY DEFAULT, so that everyone can get about comfortably and without spending tons of money they don't have.

Cycling is not like driving a car. (which only wealthy Irish can afford anyway) So when you do create cycling lanes, have 1 road for cyclists that goes both ways (2 lanes combined). Don't opt to have a single lane on each side. Prevents a lot of deaths and dangerous crossings.

And now that I am on the infrastructure subject anyway, What's with cars given priority at all times?! Pedestrians waiting half an hour to cross! of course people get injured.

Then there are incredibly beautiful Luas bridges constructed WITHOUT an adjacent cycling lane?! So Cyclists need to commute 10+ extra minutes, again using road space that could have otherwise be used for pedestrian lanes or even a nice strip of green, wouldn't hurt to have those solutions won't you agree?

But I have learned, after 2,5 years of living in Dublin, that this is due to Irish mentality. Rather a quick fix or the easy way out, than a proper, future proof solution to a known, long term problem.

I would cycle more often in town but I simply do not feel safe all the time which puts me off. I know of many friends who have accidents - some of which were very close to being very serious. Along with the segregated cycle path proposed from Connolly to Fairview, this route along the quays will make a huge difference to promoting cycling and feeling safer in the city centre. The quicker it is implemented the better. The only concern is moving to the right hand side cycle path on the northside quay route. It needs to be properly setup with limited delays for cyclists otherwise people will continue to cycle straight on and not move across. Otherwise the plan looks good and the best compromise.

I very much welcome this proposal to improve cycling facilities in the city. Important to ensure the cycle lane is properly segregated from pedestrians as otherwise they will inevitably use it leading to accidents with cyclists as happens in other cycle lanes like the one in the phoenix park. Thanks
Peter

I think it is a good idea and we should focus on increasing segregated cycle track along cyclist / motorist routes through-out the city. I also think we should preserve as many trees as possible that exist along the Liffey.

I think your submission says it best "cyclists are up 50%, cars are down 50%"

I have cycled from Coolmine to TCD (and back) daily for 15 years, along both north and south quays. On a bike this takes 30 mins. By car it takes 1 hour 20 minutes. I welcome the cycle route along the quays, and hope that it is just the beginning. The benefits are obvious and well known. It is the right thing to do. The only remaining question is how quickly can it be done.

I would also invite every planner and councillor in Dublin to cycle from Bachelor's Walk to Nassau St. via d'Oilear St and College Green during rush hour. As near-death experiences go, this is up there with Russian roulette. Whoever decided to make the city this hostile to cyclists should be arrested for harassment and forced to cycle this route every morning.

It's absolutely mandatory to change the way bike lanes are designed in Ireland. Cycle side by side, in front and behind buses is one of the most dangerous things to do.

If safety for cyclist is something the government is finally ready to solve it independent bike lanes are the main step.

Is it necessary to retain the right hand turn from the south quays onto O'Connell Bridge? It is my understanding that Dublin Bus will no longer use this turn once Bus Connects has been implemented. Currently the majority of vehicles making this turn are private coaches. This is a problematic as these coaches are very long and often block the pedestrian crossing when trying to turn right onto bridge and into turning right lane to continue east bound on the north quays. This creates a dangerous situation when the traffic lights change and pedestrians are forced to walk into traffic in order to navigate the coach which is blocking the junction. I would suggest that this right hand turn is not retained.

I fully support these proposals, on the condition that proper facilities are made - cyclist-only traffic lights - at the points where the cycle lane changes from one side of the road to the other

Worried about all the right hand turns but would work if delayed traffic lights for traffic so bikes would have a 5 second head start maybe..... Definately would use this on a daily basis to get to work.... Thank you very much.

Dublin need a improved up cycling infrastructure.

It need totally segregated cycling, pedestrian and motor lanes on all routes.

It need access on all public transit for bikes
bus with cycle racks

<https://www.mbta.com/bikes/using-bus-bike-racks>

DART / LUAS / mainline trains

<https://www.soundtransit.org/ride-with-us/know-before-you-go/bringing-your-bike/how-to-bring-your-bike-link>

<https://www.soundtransit.org/ride-with-us/know-before-you-go/bringing-your-bike/how-to-bring-your-bike-sounder>

we need to do this to

- encourage healthy lifestyles
- meet our climate targets
- meet the newly declared Climate Emergency
- provide a cleaner city for all in terms of vehicle emissions

Great idea, should have been done years ago.

The very best cities around Europe have evolved their city centres to be pedestrian and cyclist friendly backed up by efficient public transport. Please get cracking ASAP.

As someone who regularly has to run the gauntlet cycling up and down the quays I welcome the Liffey Cycle route after years of waiting. I urge DCC to now get on and build the route so myself and the hundreds of other cyclists who use this route can at last do so without feeling like we are risking our lives every time.

Overall, I am hugely supportive of the scheme however I do have some reservations regarding the proposal up for public consultation which I will outline below page by page based on Irish Cycle screenshots as PDF tends to crash on me :

1. Parkgate st. links the Phoenix Park to the Quays so ideally there should be some sort of visual connection between the two. I would suggest the provision of a central median of trees similar to Dorset St.

2. The lack of a yellow box where general traffic merges at the end of the bus lane will lead to buses being ignored.

3. The provision of a boardwalk on Sherwin bridge is debatable given the majority of pedestrians use Heuston Luas bridge.

Busconnects is proposing the O bus route uses the Heuston bridge, has this been included in this design? I am totally against that proposal as a Heuston bridge footpaths are too narrow for buses. Consideration should be given to contra flow bus lane on Sherwin bridge and a signalised junction on north quays. This would also facilitate pedestrian movements without boardwalk.

Junction at south quays is extremely poor from a pedestrian point of view. Why can't this be converted to 90 degree turn for traffic creating more space for pedestrians and cyclists?

4. Again please refer to Busconnects route O proposals. Has the Luas junction at St. John's Rd. been designed to accommodate this? Is the bus lane in front of Heuston to become 2 way as part of route O?

5. Welcome the new junction at St. James Gate.

6. No comment

7. Welcome the proposal to amalgamate Victoria Quay bus stops. Lack of pedestrian crossing at Walting St. This is even more important if it goes two way.

8. No comment

9. No comment

10. Lack of pedestrian crossing at Bridgefoot st.

11. No comment

12. Lack of pedestrian crossing at Usher St.

13. Suggest moving bus stop to in front of petrol station as there is more room on footpath and making petrol station one entrance in and one exit.

14. Extremely happy about removal of filter lanes on lower bridge st. But would question why pedestrian island is maintained?

15. Would suggest the provision of raised table junctions at either end of O'Donovan Rossa bridge and cyclist priority across the junction rather than around it. Why can't traffic be reduced to 2 lanes and two way cycle lanes be provided on bridge? Would suggest two way cycle lane continues up winetavern st. to connect with Christchurch.

16. No comment

17. Are parliament st. and Gratton bridge not becoming 2 way under

Busconnects?

18. No comment

19. No comment

20. No comment

21. No comment

22. Extremely happy about removal of filter lane onto D'Olier St.

23. Is there space for north bound cycle lane on west side of Rosie Hackett bridge?

24. No comment

25. Can city Quay and Talbot bridge junction be made 90 degree to give more space for pedestrians

Additionally, some overall comments:

- Assume all footpaths along the route will be replaced/fixed as part of this project?
- There does not appear to be any additional Dublin Bikes stations planned. This is would be a great opportunity to increase network coverage as provision along quays is quite poor. Example of possible location is Usher St.
- Naturally there is a number of trees planned for removal as part of the scheme. Is there provision to replace them at more suitable locations?

Again, want to emphasise my support for the project and hope it goes ahead

My submission consists of 2 parts. Firstly, I rant about conceding to cars and car parks. Then I go through some technical observations about layout of the

This is a good first step to improving cycle infrastructure. However, I'm concerned it does not go far enough to curtail the use of cars in the city centre and all the pollution that go along with them. The website lists access to car parks as a benefit of this design choice. For whom? People who own car parks. Not people who breathe. Also, by sacrificing space for cyclists to cars, you increase costs, make a less space efficient system, and a more dangerous and less comfortable cycle path that will be deemed not fit for purpose in no time.

I have some technical concerns about layout.

1. Re: Cyclists on Wood Quay who are turning right on O'donovan Rossa Bridge
Is there a way to help them take the right turn without having to stop or yield to traffic (even if they'll have to stop for pedestrians). It looks to me like a continuous cycle track could be facilitated around that corner in the dutch style. Would necessitate a lane on the eastern side of O'donovan Rossa Bridge.

2. Turning left from Merchant's Quay onto bridge street. It seems like quite a lot of space on the corner dedicated to footpath. Would it be possible to carve out a bike lane in that space? A slip way inside the car lane. And leave a protective island for pedestrians to wait on and to protect cyclists from being side swiped by cars turning left.. Similar to the Left turn from Inns Quay to Chancery Place. Even if there is no bike lane on Bridge street, just some extra protection taking the corner would be welcome.

3. On Grattan bridge, from a cyclist's perspective, I think it makes more sense to have the bike lane on the west side of the bridge. Then a cyclist turning right from Ormond Quay wouldn't have to cross two lanes of traffic to get on the bridge and again to turn right off it (to go along the south quays). A two-stage turn like that seems inefficient and less safe.

4. It would be nice if there was an island between hapenny bridge and the building-
roadside for pedestrians to wait on. There is quite a high volume of people usually and they take up a lot of space on the footpath.

5. Cyclists on Burgh Quay who want to turn left onto D'Olier st. How do they do that? Looks like cyclists waiting to turn would be in the way of those going straight on. Maybe a left turn box. Same goes for a lot of the riverside path. How can turning cyclists stay out of the way of those going straight?

6. Width. The tracks look to be fairly uniform in width. Could they get wider at junctions where cyclists will naturally bunch? We'll have traffic jams otherwise especially if trends of cycling continue to go up.

7. Extra safety and convenience. Have you seen those railings that copenhagen installed. That's be the cherry on top of the cake.

I live in Islandbridge and only use public transport. I own a bike and would dearly like to use it, but cycling up the quays and Conyngham rd frightens the life out of. The traffic on Conyngham rd in the morning is ridiculous, at a standstill, sometimes the bus takes 20 mins to get from Bridgewater Quay to Heuston. As this whole area is developed more (Clancy Quay etc) that will put even more pressure on transport around here. If there was a safe cycle lane all the way into town (properly safe - segregated from buses and motor bikes not sharing the space at any point!) I could cycle to work in half the time, and I know many young professionals living around here would do same. I would love to cycle, but the current set up on the north quays is life threatening. Your proposals make sense - safe cycle lanes will free up buses & Luas for people coming from further out, and ppl in D8 and D7 areas will certainly cycle more. Also people coming into Heuston may be more inclined to cycle into town instead of squeezing onto the packed Luas every morning (which is what I currently do only to travel to Jervis..cycling would be a better option, but too dangerous). Extend Dublin Bikes outside Heuston and you'll get great pick up. Please please make this happen it would transform Dublin city centre and people's quality of life.

I believe this is a plan that can be progressed to conclusion, but it is not perfect. Adding boardwalks and altering historic bridges will obviously add time to the planning and construction process, and might yet delay or scupper the plan. These modifications are essentially to maintain unfettered private car access on the quays, clearly going against the aims of the City Council and Government to reduce car dependence and lower our transport emissions. However, previous iterations of the plan - which took car access away on some parts of the quays - have been aggressively and successfully lobbied against by car park owners among other vested interests. Nonetheless, let's not let the perfect be the enemy of the good - this new plan broadly provides segregated and safe access for pedestrians and cyclists.

However, a cycle route is only as strong as its weakest link. In the next iteration of the plan, particular attention needs to be paid to pinch points and junctions keeping in mind the safety of pedestrians first and cyclist second, at the expense of motorised traffic convenience. This means removing any slip turns or unnecessary lefts turns for private cars and giving peds and cyclist's priority at traffic lights to move away from traffic where space is shared. Where minor road join the quays, the footpath should be the same level right across the junction to show the pedestrians have priority to cross and that cars are visitors in the city centre. Also cycle lanes must be maintained at least 2 metres in width and preferably 2.5 m, and completely separated by use of concrete kerbs from bus and traffic lanes. Finally, the bus lane bypasses are a very welcome addition and must be maintained for safety of cyclists. Some specific points:

1. Conyngham Road and Chesterfield Avenue junction – potential conflict between cyclist and buses turning left. The left turn requires better separation such as a Dutch style concrete bollard to require traffic turning left to yield to cyclists travelling straight on and to see them properly. Also, cyclists travelling from the East on Conyngham road, turning towards Chesterfield Avenue need to be given priority in crossing the road and segregated from pedestrians. Again, adopting a Dutch style junction which clearly demonstrates to motorists that cyclists have priority at this point will improve safety for everyone. If this is not done, cyclists

may decide to veer right into traffic to cross the junction quicker, potentially creating conflicts.

2. South Quays junction with Hueston – this junction looks complex and again, pedestrians and cyclist must be prioritised and given alternative lights to protect from fast moving traffic. Signposts must be clear on Frank Sherwin Bridge to highlight the cycle lanes are the “wrong way around” for this crossing.

3. Guinness Entrance on Victoria Quays – Is this a bus lane and left turn for general traffic also? IF so it is vital to raise the level of the footpath and cycle lane above the road to show that motor traffic must yield, if turning. This is vital across all turns off the quays – footpath heights must be consistent in height not falling to road level.

4. Wolf Tone Quay – cross section appears to show no kerbing separating bus lane from cycle lane – this is completely unsafe and must be changed in the next iteration.

5. Blackhall Place and Church St junctions – Are left slip turns shared by motor vehicles and by cyclists? If so they should be redesigned with proper separation and priority for cyclists in the Dutch style – allowing free flow for cyclist crossing the James Joyce and Fr Matthews Bridges. Ideally, motor traffic should be banned from turning left at both junctions, but at the very least demoted in the hierarchy below peds, cyclists and buses.

6. O'Donovan Rossa Bridge – The crossing of the lane to the river side needs priority for peds and cyclists. Ideally, this crossing should be green at all times, and only be triggered to turn red for cyclist and peds if a bus approaches. Motor cars should have a much longer wait to if they trigger a sensor to cross. This strategy of peds and cyclist first is used in many cities and should be introduced here as a signal of intent and hierarchy. One further issue is the apparent sharp, perhaps 90 degree, angle of the crossing point – this might prove dangerous for slow and faster moving cyclists.

7. Ormond Quay & Wood Quay – concrete kerbing needed to separate cycle lanes from traffic – this is not a safe cycle track otherwise, and will no doubt attract cars to park in the cycle lane at will.

8. Capel Street – Beyond scope perhaps, but contra flow cycle lane should be provided with safe turn left from the quays for cyclists.

9. Bachelors Walk – Trees are being removed to accommodate cars – this should not be the case. While these trees aren't very mature, they should be prioritised over cars. Unfortunately, I accept this will have to be the case for the scheme to proceed. Ideally, cars could be banned from Swifts Row onwards to Custom House.

10. O'Connell Bridge – Very complex junctions – but same rule should apply – pedestrians and cyclist first. In particular, cyclist travelling north over the Bridge who are turning right, have to veer to the left and wait for signal to cross onto Eden

Quay? Some will just ignore and cross within the right lane – this is not a safe design. Again, please borrow from the Dutch style design here.

11. Rosie Hackett Bridge – Should have two way cycle lanes.

Overall, a welcome plan which can become a world class cycle route with attention to detail at pinch points and junctions.

I strongly support this proposed project.

I would request that further consideration be given to protection of cyclists at junctions including eliminating turns for motorists.

You need to insure that drivers cannot park in this cycle lane, as they do all along the city without any repercussions. Cyclist safety should be paramount. There need to be clear signs labelling which way cyclists should ride. The quays are a nightmare to cycle on as is. I can only imagine this improves it.

I support the Liffey Cycle Route, and wish to see it go ahead.

Boardwalks:

I welcome the joining of the boardwalks at the Millenium Bridge. In their current state the boardwalks seem separated from the street, aside and unused.

The boardwalks at Mellows Bridge seem to dump the pedestrian at rather narrow corners, especially on Ushers Island where there is no pedestrian junction.

In the case that the boardwalks do not go ahead, then car traffic should be restricted, not pedestrians/cyclists/public transport.

Junctions:

I worry about the safety of cyclists at certain junctions.

- Chesterfield Ave/Parkgate St - wide junction with no cyclist protection
- Ellis Quay/Blackhall Place - left turn
- Arran Quay/Church St - left turn
- Merchant's Quay > Ushers Quay - Possible squeeze

At the "lane-switch" on Inns Quay and Wood Quay, give consideration to cyclists who reach the junction during a green signal. Do they have to stop and wait, can they use the bus lane?

Provide for access to/from the dublinbikes station on Ormond Quay. Some cyclists will wish to cycle down Ormond Quay, especially if coming from Inns quay to the station, or from the station on towards Swift Row.

Incorporate the pedestrianisation of Liffey Street into the plans.

Lane improvement/extension:

Extend the cycle track from Frank Sherwin Bridge to the DublinBikes station at Heuston Station, and reconfigure the pedestrian crossing to remove shared-space element. I see no need for two left turn lanes here, as there is only one lane coming from the Heuston Station car park.

Connect cycle track in front of Heuston Station with East/West cycle tracks on St. John's Rd. Extend yellow box or bus lane to prevent junction blockages.

Protect cycle lane with kerb/orcas/wands on

- Ushers Quay in front of petrol station
- O'Connell Bridge (esp. North)

Upgrade cycle track on Memorial Rd/R802 as it is narrow, regularly floods and gets full of broken glass.

Provide for cycle crossing from City Quay to George's Quay

Please find enclosed the DublinTown submission in relation to the Liffey Cycle route.

Kind regards

Hi, I walk up and down the quays every day, and every day I see a number of trucks/vans parked illegally on either a foot path, cycle lane or bus lane presumably loading/unloading endangering other road users. With the new Liffey redesign, are there any plans or provisions to prevent such thing from happening? I couldn't notice any loading bays in the design, which would mean that trucks/vans will continue parking illegally.

If provision of loading bays not possible due to space limitation, are there any plans in place to only allow unloading in early hours (before 6am)? Thanks

As a regular public transport user and pedestrian, I would like to give my support to the concept of a Liffey cycle route. However, I feel that this plan is a great opportunity for the city that is being wasted.

With the rejection of the pedestrianisation of College Green on the grounds of the quays not having wide enough footpaths to support more bus stops, it's

undeniable that we should be prioritising the mobility of pedestrians. With recent counts showing the number of cyclists on the quays outstrip the number of private vehicles, and the general vulnerability of cyclists, it is similarly undeniable that cycling infrastructure should be prioritised too. In fact, under government plans, road users should be catered to in the descending order of pedestrians, cyclists, public transport, and THEN private vehicles.

With the recent surge in green activism, movements to save trees on BusConnects CBCs, and the well documented improvements to the public realm that mature trees provide, I would also argue that the removal of trees along the quays is a short-sighted move, and certainly should not be considered above the removal of parking spaces, or even private vehicle access. Further, the construction of boardwalks massively increases the cost of the project, and increases the risk of it being hampered by different planning processes to protect waterways, and the width of the cycle track is, in places, at the minimum permissible width, which is unacceptable for such a major artery. I would conclude that limiting the ability of private vehicles to access the quays at certain points, in order to reduce the number of motor vehicle lanes and provide more space for pedestrians, cyclists and trees without impacting on public transport would be a better approach than what is proposed. The removal of private vehicles will also make cycling more attractive, improve air quality, reduce noise pollution, and generally improve the appearance of the quays.

With regards to the cycling infrastructure shown on plans, the proposals leave a lot to be desired. The switch of cyclists from one side of the quays to the other is unacceptable in the given format, and even in a more cyclist-prioritised form would make the cycle tracks far less attractive for less confident cyclists. Again, I also point out the extremely narrow width of the cycle lanes - considering that this route could become the most heavily used route cycle route in the country, this is aggressively short-sighted. The width at Custom House Quay is ideal, and should be the case for the entire route.

The use of floating/island bus stops is excellent. However, cyclists require MORE protection at junctions. All slip-roads and cycle lanes between straight-ahead and turning traffic in the plans should be removed, as their use is contrary to established government guidelines - Church Street / Arran Quay junction is especially unacceptable and dangerous. The junction at Swift Row is also substandard. Junctions should be designed to replicate Dutch-Style junctions, similar to the Clontarf cycle route. Pedestrian crossings should also be provided at ALL arms of a junction, with a simultaneous green phase if possible. It's also worth noting that Bridgefoot Street and Mellows Bridge should have a two-way segregated cycle track to continue the proposed one on Queen Street under BusConnects.

In conclusion, this plan requires a lot of improvements to pedestrian and cyclist infrastructure, and ought to protect trees already existing on the quays, and these changes should be made at the expense of private motor vehicle access, without impacting bus services.

A) I would prefer if the cycle track was on the river side on both sides of the cycle route. I think a cycle track were you cross from the land side (left lane) to the river side (right lane) will lead to dangerous cycling maneuvers. This is Arran Quay east bound and Merchants Quay west bound. I think this design is potentially dangerous. Cyclists will go with the general green traffic phase and not wait for the cycle green light.

B) Path build out Burgh Quay - Bus stops at Burgh Quay just before O'Connell Bridge- Buses will need to pull out before proceeding straight on. This just appears to delay buses due to the complete and utter over amount of bus traffic on this road. This will lead to bus delays.

My submission is contained within the PDF document attached.

Fully supportive of Liffey Cycle Route - at long last! Build safe and segregated cycling infrastructure across Dublin

Dear Sir/Madam,

Please see below comments. I am excited for the Liffey Cycle route as segregating cyclists and buses will be much safer on the quays and it will also improve bus efficiency, as they are normally slowed by cyclists in the mornings since both share the same lane.

General observations:

1. I am worried that the cycle lanes will not be sufficiently wide for the cycling capacity, particularly in the summer, and this will discourage use of the new paths. The bus lanes are nice to cycle in because they are so wide and allow people to pass easily when there are no buses/ taxis, please keep this under consideration.
2. If special bicycle traffic lights are used on the track then please make them long enough to allow cyclists to cross junctions since the path seems designed for cycling single file. If the lights delay cyclists' commutes then they will not use the cycle paths.
3. The purpose of this scheme is to encourage cycling into town. Please consider that this may develop into a second phase, where cycling paths are widened again to accommodate the increase in cycling and a decline of private cars in the city centre.
4. Please consider more protection of the cycle paths along the quays, to deter people parking/ pulling onto the paths. Could upright posts be introduced along the path?
5. The new boardwalks should be done as the last part of the project so it doesn't delay the cycle track. It is nice to keep the connection between pedestrians and the river but it is more important to keep cyclists safe and encourage cycling in town.

Drawings Observations:

Map 1: Please consider fixing the bicycle path at the Phoenix Park gates beside

the Criminal Courts, as this is in such poor condition that cyclists do not use it. People also park in the cycle path.

Map 2: Please provide good protection for cyclists using the middle bus lane on the south quay, beside the Guinness Factory. People always speed on this road and it is dangerous for cyclists trying to turn right at the junction. Can upright posts be used to separate the bus/cycle lane and the left turn lane?

Map 6: The section where cyclists transition from one side of the Liffey to the other side should be bigger if cyclists will need to go in single file. This junction will be chaos in the mornings, just think of how all the cyclists gather at the lights on the Liffey during the summer mornings.

Thank you for putting the time into making the Liffey Cycle proposal, I'm really excited that the quays will become safer for cyclists and bus drivers.

Kind regards,

Please implement a segregated cycle lane to allow me and my colleagues to commute safely.

Great to see more initiatives to make Dublin City more cycle friendly. Would push for further cycle routes, as well as for more pedestrianised streets closer to the city centre!

Option 6 is the best one.

I want more cycling infrastructure. This project can only be the start of more. It is essential that if revisions are needed to the proposed scheme they do not hold up the construction.

People need to be able to cycle in safety along the Quays. Long past time for the proposed Liffey Cycle Route to actually happen. Please get on with the plan.

It is long overdue that segregated cycle tracks are provided along the Quays. Cycling in Dublin can be treacherous with such poor cycling infrastructure that currently existing. By making it safer, more attractive and convenient for people to cycle, congestion will be reduced, emissions and pollution from cars will fall, people will be healthier and overall the city will benefit from being more vibrant. Therefore, the provision of infrastructure such as this will benefit everybody in the city. I cycle into work every day and I strongly support this Liffey Cycle Route and hope that many more like it are introduced across the city.

Thanks you for the invitation to provide feedback on this consultation. I support the design; it achieves a high level of segregation between cyclists and general traffic without a negative impact on residential areas nearby.

While it is disappointing the process took so long, I am happy that the final outcome appears to satisfy the needs of all key stakeholders: local communities, pedestrians, cyclists, public transport users, and businesses. General car traffic should be discouraged from traveling through the city.

Please deliver this infrastructure as soon as possible; we have been waiting long enough for it to get to this point.

Good plan. Needs to be fastracked. No more delays.

Great to hear you are prioritising cyclists in the city, thank you.

In general, as a very frequent cyclist across Dublin city centre, I very much welcome the changes to the north and south Quays.

Some points that worry me:

1. Removal of trees, especially longer runs of trees such as at Bachelor's Walk: As we're seeing with BusConnects, plans to remove trees are a gift to those who want to keep things the way they are. The much better solution is to remove cars, if at all possible, and keep the trees – e.g., don't let cars along Bachelor's Walk.
2. Dublin City Council and the Guards have an appalling record of enforcement, in terms of keeping bus and bike lanes clear. Without much enhanced enforcement, this scheme will achieve half what it could.
3. Apart from the need to go medieval on those who park in the lanes, there should also be ample provision of loading bays on the side streets, so that businesses can take deliveries, etc. Supply free trollies, and lessons in their use, to the bewildered.
4. Grattan Bridge: cyclists on DublinBikes going along the south Quays need to be able to get to the station at the bottom of Capel Street. The footpaths on Grattan Bridge are very wide, meaning that there is ample room for a cycle lane north across the bridge.
5. Where cyclists are supposed to shift from one side of the road to the other, e.g. at O'Donovan Rossa Bridge, they'll do it their way, not the indicated way which seems to potentially involve being stopped twice at the traffic lights. Is there no better design?
6. Talbot Memorial Bridge: Traffic currently charges across this bridge, making it a hostile environment for cycling. Can a way be found to slow the traffic down, or to reduce it to two lanes?
7. Beresford Place: currently hostile to cyclists; traffic barrels across Butt Bridge into a strange mix of lanes. The traffic needs to be slowed down, and the provision for cyclists needs to be made much safer.
8. Custom House Quay: is the cycle lane bidirectional? It should be.
9. Keep taxis out of the bus and cycles lanes (here and everywhere in Dublin). They're a menace. They slow down / block buses with abandon, and cut across cyclists whenever suits.
10. College Green: The pedestrianisation of College Green was scuppered, as I understand it, primarily because the Quays could not handle the increased load of buses and pedestrians. I really hope this scheme for the Quays is in harmony with a revised plan for pedestrianising College Green.

Good luck!

Too little, too late. It is inevitable that cycling infrastructure needs to be rapidly added to this city for more than the obvious reasons. Pollution levels are unsustainable, climate change obligations are being roundly ignored, basic vulnerable road user safety is flaunted with the idiotic car centric design mentality that is still been promulgated. But the viability of employment and commerce is being treated extremely short sightedly. No one wants to come to a polluted car choked hostile environment for pleasure or shopping, and given the choice, no one wants to work in such an environment either. As other cities in Europe push forward with strategic agendas to remove traffic from their most productive and busy areas, planning in Dublin still sees cars as king. Relying only on a tax competative advantage for employment, and not on the working and living environments of the required employees is a short sighted and failed strategy. Without a city worth living in we'll be left with a car crushed museum to 1980's stupidity, and probably little else as other cities attractiveness becomes a more compelling magnet.

This tiny and poorly integrated cycle path you are building will be inadequate for the already existing numbers of cyclist immediately it is built, for the expense of not inconveniencing cars. If you can't think strategically, citywide and long term then you should not be in charge of this. Joining a model train club would more suit these designers ambitions.

I feel that the proposal would be a vast improvement over the current situation although, even taken on its merits, there is scope for improvement. Generally, the design of junctions leaves something to be desired. To me, it makes no sense that modal segregation will stop before junctions, the most dangerous area of any route, to facilitate the movement of taxis and private cars - both of which are lower on the transport hierarchy.

While I do believe that the proposal would be an improvement, I think this is a once in a lifetime opportunity to create a liveable public space in the heart of our capital city. This can be achieved by making the quays, or at least one of them, pedestrian and cycle only. If one quay was pedestrian and cycle only and the other was 2 way public transport with pedestrian and cycle routes, the opportunities for public realm improvements would be vast. To achieve this, private cars and taxis must be banned from the quays. The hegemony of the private car has led to increased commuting times and emissions; has impacted on the health and safety of the people of the city - people are literally dying due to the predominance of private cars in our city; and the transition of some of the most desirable areas of the city into little more than highways and express routes to private car parks.

If a city of the size and grandeur of Paris can remove car traffic from its quays, please do not tell me that Dublin cannot do the same. A progressive, ambitious, brave step like this would be a huge shift towards our city achieving its potential.

Hello,

I cycle in the city on a daily basis. I would urge the council to restrict the number of vehicles entering the city especially along the quays and to get on with building fully segregated cycle lands not only on the city quays but all over the city.

Overall I'm very supportive of this plan.

However, there is a lot wrong with it as it currently stands:

- There is far too much priority given to cars, especially at junctions. You need to stop focussing on moving as many cars as fast as possible. Why are you including filter lanes for cars, which only serve to allow drivers move as fast as possible, while seriously endangering cyclists? The junction with Chesterfield Avenue is a particular awful example. There's a reason the Belgians call cycle lanes that are crossed by filter lanes for cars are called "Murder Strips" (Eg the junction with Church St). This is an awful design flaw.

- Junction designs overall are extremely poor for cyclists and go completely against the NTA's own guidance. Junctions are where cyclists are in most danger, which is why it's so vital to ensure good designs are used here. Segregated, Dutch-style junctions are necessary. These are what is planned for both Clontarf and Fitzwilliam cycle routes, so I'm not sure why this route is so poorly designed in comparison.

- The bike lanes are too narrow in places.

- Pedestrians are really punished in this plan. There are very few pedestrian crossings in this plan. Every single junction should have a pedestrian crossing. Instead of that, crossings are actually being removed!

- The southside section near Heuston Station is an absolute mess, and needs to be completely rethought.

- Shared space for pedestrians and cyclists needs to be removed - This is simply poor design.

- A number of perpendicular streets/bridges are poorly designed for cyclists. For example James Joyce Bridge. Why on earth are there 4 lanes for cars and zero segregated bike lanes?! This must be two private car lanes and two segregated bike lanes.

- Similar issue on Father Matthew Bridge. I cannot believe how poor this is for cyclists.

- O'Donovan Rossa Bridge is also awful for cyclists. How do northbound cyclists turn right? Through two lanes of fast moving traffic? This should be a protected/segregated junction with car lanes reduced if necessary.

- There is 'light segregation' in places (ie low kerbs). This is pointless and will result in fast moving busses crossing into the bike lane or delivery vans parking in the bike lanes. A higher kerb is needed!

- Jervis St could include a two-way cycle route

- The junction with O'Connell Bridge/Street is an absolute mess. This also needs to

be completely redesigned. Surely one of the wider streets in Europe should have space for good cycle lanes. How do Northbound cyclists on O'Connell Bridge turn right? By crossing two lanes of cars? This is crazy dangerous. There are FIVE lanes for private cars crossing O'Connell Bridge. Far too excessive. This is currently THE most dangerous area in Dublin to cycle through and your plan possibly makes it even worse. Segregated junctions are needed here, with a reduction in lanes for cars.

I could go on. There is not much right with this plan at the moment (Bus stop bypasses are one positive). Most of it needs to be completely rethought. The devil is in the detail and right now the detail is way off. This is a hugely significant project, but I don't see the point in doing it at all if it's going to be done this poorly. I hope you will redesign with far less priority for cars and far more priority for both cyclists and pedestrians.

Thanks.

Please remove car traffic from the quays and improve it for walking, cycling and public transport.

We have a chance now to make a stand as a city, it will be a hard decision, but people won't stop coming to Dublin because they can't drive their personal car.

Make our city better for people.

Thank you.

Please just remove cars and motorised vehicles from the north quay and make the south quay two way and then the north quay can be a linear park, no need for boardwalks or cutting down trees, plenty of room for cycle paths and pedestrians and terrace cafes and clean air

I think it's really important to have cycling infrastructure along the quays, but I don't think it's necessary to remove the lovely old trees. I strongly believe that cars should be removed from the quays which would enable faster transit by public transport and a considerably safer commute for both pedestrians and cyclists. I also think we need to disincentivise driving as a form of transport and prioritise sustainable methods of transport.

I would prefer you removed cars from the Quays than trees.

A few observations:

1. Private car traffic needs to be blocked from entering the city centre and the streets given back to the people.
2. The private car traffic lanes should be removed. There is evidence in other cities (most recent being Paris) that removing lanes for private traffic does not increase congestion. It moves people to other more sustainable forms of transport.
3. The 7.6 million euro to be spent on the boardwalk is not required. By removing private vehicles from the quays provides the space for wider footpaths along the river and saves the trees.
4. More pedestrian crossings need to be provided.
5. There should be no 90 degree bends on cycle lanes. They are dangerous.
6. The cycle lanes proposed are not wide enough. By providing segregated cycling infrastructure, the use will increase. Currently, 900 bikes per hour use the quay inbound at rush hour. This will dramatically increase with safe infrastructure.

Therefore, the infrastructure should be in place in advance to cope.
7. Be green, give the city back to the people, and provide the safest infrastructure possible for pedestrians, cyclists and public transport users.

Hello,

I live (Townsend Street) and work (Pleasants Place) in Dublin City, and I regularly walk, cycle and sometimes drive in the city. I believe it is essential for the cities development and economy that the city provide quality facilities for pedestrians and people using bikes, as well as those using public transport.

It is clear from the Grand Canal Cycle lane that when quality bike infrastructure is built it will be used. The Liffey cycle route is long over due and I believe it will be very popular when built. So I broadly support the project, but I do have concerns that the NTA and the city council is overly focused on accommodating private cars to the detriment of other elements, such as the loss of trees, narrowing footpaths, removal pedestrian crossings, substandard junction design for bikes and generally cycle lanes that are not wide enough for the level of traffic it will likely receive.

I recently visited Paris where vast sections of the Quays of the Seine have been closed to car traffic. There the quays are packed with families on foot and bike, to the benefit of them, the city and local business.

Thanks for taking the effort to build this project, it will be around for a long time so please build it to the best standards for pedestrians and cyclists rather than having the primary focus on accommodating private cars.

Regards,

The removal of trees should not come at the expense keeping an extra lane of traffic.

Pedestrians, then cyclists, then public transport.

Giving the city some air is more important than the few who feel the need to drive to town.

International standard cycle lanes required

Cut cars not trees

With good public transport single occupied vehicles should not be in the city centre

Ban cars from city centre.

The cycleway is so long overdue, please proceed as fast as possible. However, please also ensure it is built to accommodate the largest volume of traffic that it will inevitably attract. If this means taking away a private motor traffic lane, so much the better for congestion, the environment and climate change. Please keep the trees!!

I think in the wider interest of the community and our younger generation we need to remove cars where ever possible and not cut down trees. There are plenty of options and indeed examples world wide where solutions have been found

See attached word file.

Given all that we know about liveable cities, the health effects of inactivity, climate breakdown, biodiversity collapse, air pollution, and the cost of congestion, it's time for our capital city to be bold, be brave.

Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays — add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays. Despite spending millions on new boardwalks and cutting down trees, the cycle route designs released by the National Transport Authority and Dublin City Council are not safe and far from the standards of Cycling For All.

Main problems with the project:

- The 'politics of space' — maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.
- Overly focused on transport — the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country.
- Cutting down trees — the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.
- Removal key space from pedestrians — while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.
- Removal and not including pedestrian crossings — because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.
- Junction designs proven to be deadly to cyclists — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.
- Narrow cycle paths — despite spending millions on new boardwalks and cutting down trees, the cycle paths are not to the width recommended for the volume of cyclists.

I urge you, the planners of this city, to think and act boldly. You have a chance to radically alter the way people move about this city. You can choose footpaths, safe segregated cycle lanes and trees over cars. Dublin has a chance to be a leading example, to act on Ireland's promise to radically reduce emissions and tackle climate change. That begins with encouraging public transport, planting MORE trees (not removing them) and building bigger, better, wider, longer footpaths and cycle lanes. Dublin can join cities like Copenhagen, Amsterdam, Paris and Manchester and be a leader in urban planning that prioritizes the walker and cyclist. The Liffey Cycle Route should not be a compromise, it should be radical and it should focus on buses, pedestrians and cyclists. Scrap the boardwalk, the ones that are there already are a menace, it doesn't work. Remove the car lanes instead. Imagine the car free quays? Trees and pedestrians, cyclists and calm. Environmentally friendly, aesthetically pleasing, healthy and SAFE. Surely

everyone benefits from that? Again, I urge you to put this in to action and be radical. Thank you.

Remove car lanes from the quays. Buffered, protected, wide cycle lanes. If locals object pay cash compensation. Use a congestion charge to pay compensation.

Remove car traffic from the quays (and wider city centre) and promote safe cycling. Make it easy for the kids who'll be on those streets in the years to come.

Thanks

From a daily bike commuter who wants his kids (3&5) to be excited and feel safe to cycle all their lives in our great city

There is too much priority given to keeping cars on the quays. We could save the trees and the cost of boardwalks if we can cars, and prioritize pedestrians, cyclists and public transport.

Hi There

Ireland & the united kingdom have declared climate emergencies - there are children protesting in the streets in fear for their future every week for over 3 months (around the world). Now is the time for brave decisions for the future of Dublin - we have the opportunity to STAND OUT - and stand up to the way out city has been evolving in support of car fueled travel and transport.

Of course we need to be able get buses around & for some cars , vans & transport to get through our streets but it is far more important for our city to grown & support the trend in cycling, encourage its citizens to use these and cargo bikes, electric cars - & those electric mo--peds, scooters etc.

Why are you not looking to cities like Oslo - they are using measures to take the city back for their central citizens - they are standing up & leading the way in making healthier streets for communities. So what if there is a back lash - who said that we shouldn't lead the way and design the city to lead it's citizens in a more integrated friendly, slower pace - with smart design.

I drive and I cycle - I started cylcing in London only because all my colleagues did and I would never go back. I've learned new things along the way - it has been great for my mental health as well as physical well being.

Cycling is accessible for everyone - my bike is a hand me down and I am in no way a cycling nut.

When I cycle through the city - you feel more involved in it's streets. At the traffic lights when pedestrians cross you can make eye-contact. You'll notice the birds sing and can interact with friends if you notice them as you cycle by.

Listen I didn't mean for this email to come across as a rant but more of an enthusiastic plea for you to reconsider disconnected design & put the citizens of Dublin first in a more future thinking plan than what exists already.

We are having an international festival of planning for cylcists this summer in the city - the perfect opportunity for you to redraw / reconsider the plans and make a more wholesome plan for pedestrians, cyclist, families in our beautiful city, please.

Kind regards,

Please take cars entirely off the quays - only bicycles and buses - totally segregated cycle lanes please.

Many great moves. 99% in favour. Will take any improvement over ideal. Do consider we don't need so many car accommodations. Reduce onstreet parking.
Looking all over Europe space is being cleared and local business win, people win. Help manage change.
PS I drive a lot; make it easier to avoid city centre inside M50

As a student who comes to Dublin via train and via car, it's imperative that you encourage public transport and biking over the car.

Our town should be hard to drive through. Our town should be easy to cycle through. If I come to Dublin, it should be safe enough for me to cycle with the children I teach in secondary school from Heuston to any point in Dublin. At the minute it is not safe enough for me a 28 year old male to cycle from the main train station in the city to Dublin City Centre.

The bike lanes proposed in the Liffey Cycle Route are not wide enough, and as a result are not good enough. We need to remove all on street parking on the quays and remove all car traffic if it is impacting on safety. The car is a dangerous and polluting piece of infrastructure to plan for; it is time to remove them from our city centres. You guys can do that now, please do.

Please, please, please just get on with this.

Cycling along the quays involves taking your life in your hands. Squeezed out by buses and sharing lanes with taxis speeding past our handlebars.

We've waited long enough.

Let's move forward and restrict cars, promote walking, cycling and public transport with a safe, segregated cycle route along the quays. And let's green the quays in the process too!

I am a frequent cyclist on this route from Heuston to the city centre. I agree with irishcycle's submission. Specifically cars should be prohibited from using the quays if the alternative is building a boardwalk and cutting down trees.

Please considering cutting down on car lanes as part of this plus including segregated cycling infrastructure. The quays currently are not a safe prospect for cyclists and this makes it worse for both cyclists and pedestrians. This plan highlights how the council values cars, mostly single occupancy cars, over public and sustainable transport.

A selection of my observations on this plan, largely adapted from irishcycle.com :

-"Footpaths in some already narrow spots will be narrowed further and trees will be cut down... and limit not only pedestrian flows but city life in some of the highest density areas in the country."

-"All of this for a compromised cycle route design which will leave cyclists exposed at junctions and include an average width of cycle paths which is not suitable to existing numbers of cyclists, never mind the higher numbers which will use the route once it is improved."

-the light segregation of cycle lanes offered here is not adequate. It is not simply not suitable in close proximity for sharing with high volumes of motor traffic . It will not be attractive to people of all ages and abilities. It will suffice for those already willing to cycling in Dublin, but is this worth €30M?

-failure to provide pedestrian crossings at key junctions, eg Frank Sherwin bridge

-left turning lanes with a straight ahead painted cycle lane to the right ("murder strips"), as at Father Matthew bridge are terrifying

-"as car capacity is cut further and further it begs the question: Why is some much valuable street space in the core city centre being left to cars when they are becoming less and less efficient? Why is Dublin wasting space, cutting into the space of people walking, cutting down trees and spending an €7.6 million extra just to keep cars on the quays?"

-"what's planned is an expensive way to pretend car access is being maintained while more and more space and junction time will be taken away from cars with this project and other planned projects... The city just won't bit the bullet and remove cars from the central quays when it's clearer and clearer now that the effects are overwhelming positive for the entire area."

"Given all that we know about liveable cities, the health effects of inactivity, climate breakdown, biodiversity collapse, air pollution, and the cost of congestion, it's time for our capital city to be bold, be brave.

Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays — add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays."

As the climate becomes an ever more serious issue, we must focus our efforts on sustainable modes of transport. Therefore for this project we must prioritise walking, cycling and buses (in that order) over cars and taxis. The only option is to reduce cars as much as possible, and remove them entirely from the central sections of the quays. Add trees and greenery, and develop proper public space that can be enjoyed by the people who actually live in the city, instead of a highway for those driving into the city. Look at what has been done along the Seine in Paris recently, and you can see the enormous benefits.

As a long time commuter along the quays both bicycle and car the main issue with the proposed route is one of safety, specifically at Victoria Quay.

Section 9.2.4 says "it (the preferred route) is considered that all routes can be designed and implemented to satisfy the safety criterion" but makes no mention of how. If you have ever cycled on a rainy night down Victoria quay while long distance coaches hurtle past while you are trying to cross lanes across to Frank Sherwin Bridge you will wonder how this can be done. In point of fact without slowing traffic to 30kph at the very least will it be feasible.

Expecting Cyclists who are turning right to remain in lane just will not happen - you need to get in lane far beforehand or you will be killed by traffic .

Was any evidence given - none is mentioned - that this route can be safely implemented in light of what cyclists actually do ? Even as a hardened commuter cyclist this is the hardest turn in Dublin - even the Walkinstown roundabout on a bike is easier. I suggest the author take a bike out for a spin at six pm and give it a go. Expecting leisure cyclists to tip up on Dublin bikes to the Phoenix park using this route is , lets face it a bit silly.

Best regards

Great to see something being done to improve cycling, however I think you need to be bolder in your approach. Remove cars from central quays altogether, thus retaining trees and providing space for public transport, cycle lanes and pedestrians. It will pay off in the long run. Please please don't cut down any trees.... the north inner city is a bleak enough place as it is.

Route seems sensible, however I believe you continue to make provision for car parking over everything. The proposed removal of trees is not required . I would be interested in understanding how much feedback is from cycling interests vs. Car interest.

Remove the cars and not the trees. The city needs to think forward and not be stuck in the 50s.

Please limit car provision, retain trees, prioritise public realm quality improvement, pedestrians and cyclists, and please please GET ON WITH IT....!

I seriously believe I'll be retired before i get to cycle it at this stage, and I use the quays every single week, ...a LOT. I'm feeling very, very angry that nobody seems to be able to action this, and nobody seems accountable.

Murder-strips are included in the plan and this is extremely dangerous. Painted lines AKA murder-strips are not force fields. Unless there is something solid, vehicles will drift into and cut across cyclists and there will be deaths caused by design.

Hi,

My name is *****. I am a recent Regional & Urban Planning graduate from UCD, and have recently started work as a graduate transport planner. I would like to make the following comments to the Liffey Cycle Route Public Consultation:

1. Overall, I strongly support this project. This is a heavily used route for cyclists (with potential to be used a lot more heavily) and the cyclists along this route NEED to be able to cycle in safety and in comfort. The current conditions for the many cyclists using this route are unsafe and unacceptable, and this project needs to be delivered without further delay and to the highest possible standard.

2. The Liffey Route connects together the various corridors of the BusConnects Core Bus Corridor Project, and forms a very important role for efficient bus movement through the city centre. I am delighted to see the improvements in bus priority proposed along the quays as part of this. This project needs to be fully integrated with the BusConnects Core Bus Corridor Project. While some of the corridors connect directly onto the Liffey Quays, there are gaps between some of the corridors and the quays, for example Core Bus Corridors 7 to 10 end at Christchurch and do not connect to the quays. These gaps should be addressed as part of either the Liffey Cycle Route or the Core Bus Corridor Project, to ensure continuous bus priority for cross-city routes through the city centre.

3. Under the BusConnects Draft Network Redesign, O'Connell Bridge is proposed to become a major central interchange between the A, B, C and D Spines, running east-west along the quays, and the E and F Spines, running north-south along O'Connell Street and Westmoreland/D'Olier Streets. This area will become the busiest transport interchange in the city, and the O'Connell Bridge junction needs to be designed to facilitate this. Please liaise with the Network Redesign team within the NTA, to ensure that the design of this junction allows for easy interchange between the different Spines routes, and that the bus stops at this junction can be best located to minimise the walking distances when interchanging.

4. The Draft Network Redesign also intentionally arranged the Spines to avoid the need for any left or right turns at this junction, with all buses running on either a north-south or east-west alignment. This provides an opportunity to remove left and right turning movements, and reduce the number of traffic signal phases required, which would improve the efficiency of the traffic flow through this very busy junction. The initial design does not appear to have taken this opportunity, with all existing movements retained. This should be seriously reconsidered, I would strongly question the necessity of retaining these movements when they are no longer required for bus services and will be solely used by private vehicles.

5. One of the reasons the College Green Pedestrian Plaza was refused by An Bord Pleanála was due to concerns of the carrying capacity of the quays to accommodate rerouted bus services and increased pedestrian numbers. These concerns need to be fully addressed as part of this project, to ensure they will not create a barrier to any future attempts to deliver this Plaza. (It is also worth mentioning that removing left and right turn movements at O'Connell Bridge, as

already discussed in point 4 above, would significantly improve the capacity of this junction, and help to address some of these concerns.)

6. There is a long line of trees proposed to be removed along Bachelors Walk and Eden Quay, which is not ideal. Is there potential to move the cycle track onto the boardwalk, to avoid the removal of these trees? Running the cycle track along the boardwalk would also generate more activity on the boardwalk at this location, and help to address some of the safety issues which have become associated with the boardwalk.

Thank you for your consideration.

Kind Regards,

To truly make Dublin a tourist/commuter/family friendly city, cars should not be in the city centre. The bottlenecks of the north and south quays should be for buses, cyclists and pedestrians only.

Great to see Liffey cycle route going ahead. Points for consideration/improvement for North Quay:

The proposed switching of cycle lane from building to river side at four courts junction will surely result in bunches of cyclists clogging up traffic on red lights or attempts made to cross three lanes of traffic on green lights creating frustrations/dangers for all forms of traffic.

Instead, begin entire route on river side as you join quays at Sean Heuston bridge. Traffic is naturally slower here due to Luas crossing/ traffic lights and lane filtering. Lots of room here to create larger safer 'holding area' for cyclists between where Luas track crosses main road and where bridge joins north quay. Existing traffic lighting just before Luas crossing could be adapted to allow cyclists to advance into this area and if again synchronised with existing traffic lights on bridge, allow for pedestrians and cyclists to get from there to river side safely while cars await green light.

Placing cycle route on river side negates the need for it to veer behind bus stops as planned on building side.

It also resolves danger areas at Blackhall Place and Church St junctions where left turning traffic must cross existing cycle route.

If car parking must be retained for revenue generation at four courts it can be easily accommodated at building side where offloading of goods/drivers will be easier and safer.

Change of existing car parking spaces on river side to cycle route would also mean retention of existing trees and no need for construction of expensive boardwalk

Please simplify this project, and just remove non-active travel and non-mass transit (mostly, cars) from the central quays. Active travel and mass transit already carry the vast majority of people down the quays, and these modes should be prioritised.

While some positives such as segregated bus stops and some counter flow bridge crossings, the overall scheme and design is not up to a high enough standard and needs further review, ie better segregation of cycle lanes, omission of dangerous junctions (church st), provision of more pedestrian crossings, and so on.. also far too many trees removed.

I'm in favour of the cycle lane but believe there is room for improvement.
Physical separation of the cycle lane from cars either by grade difference or planters.
Advance green lights for cyclists and reduced right / left turns across cycle lane.

In addition I believe the possibility of two way cycle lanes on each side of the river should be looked at. I understand this would be at the expense of car traffic. The proposed one way system will work well for commuters but won't work for people out on there bikes going between shops and cafes. In this scenario a cyclist is more similar to a pedestrian and will look to take the shortest route as opposed to travel the opposite direction to the one they want to go in order to cross the river and loop back. One way systems don't work for cycling just as we couldn't imagine them working for walking.

Hello,

I am writing to express both my support and concern regarding the planned BusConnects and cycle route along the River Liffey.

I am hugely supportive of the project in general. It is long overdue that the quays get a refresh.

However the current design proposed by the NTA is utterly substandard and, if implemented, will negatively affect the city centre for decades. It seems as though the plan is being viewed as merely a public transport upgrade but this is the city's most valuable vista that is being changed.

The council and NTA are in a unique position to revitalise the centre of Dublin and reconnect the city with its riverfront.

The decision to cut down numerous trees, narrow or remove footpaths and install expensive new boardwalks all to retain private motor traffic access seems incredibly short sighted and misguided.

Given what is now known about climate breakdown, biodiversity loss, air pollution, the dangers of sedentary lifestyles, the obesity epidemic, it is imperative that we be brave and build a city sustainably and for the future.

It has been proven by numerous cities around the world that removing cars leads to great economic and social benefit for all.

Paris, Seattle and San Francisco, to name just a few, have completely removed motor traffic from their waterfronts to huge support.

Oslo, Utrecht, Amsterdam, Seville, Vancouver and many other world class cities have become what they are from brave decisions to remove cars and

accommodate for pedestrians, cyclists and public transport.

Given the data available from traffic counts, pedestrians, cyclists and public transport users already vastly outnumber motorists along the quays.

Even with the substandard walking and cycling infrastructure planned in this draft, thousands more will move out of their cars and onto foot, bikes or busses.

For all these reasons, I propose that the scheme be rethought from a future-proofing perspective. In line with national guidelines and international best practice, the project should prioritise transport in order of pedestrians, cyclists, public transport and lastly cars.

Removing cars and building world class walking and cycling infrastructure, keeping the trees and add further greening to the quays will make Dublin City centre a fantastic destination not just somewhere to travel through.

All the best,

Remove cars not trees. Until we recognise the damage cars do, and the social costs they impose we won't solve the traffic problem. Almost no one should be driving into the city centre or between population centres.

I am against the proposed plan for the Liffey Cycle Route.

Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays — I support adding trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays.

I am very unhappy with some of the Liffey cycle route plan. It is very clear that the only way forward for Dublin is the removal of the car from city streets and promotion of cycling, walking and public transport. We need a living, beautiful city, cutting down trees is a completely retrogressive step. Please listen to the people of Dublin who care about their city and don't want it destroyed. Cars are an inefficient form of transport in a modern city and a significant contributor to carbon emissions, we should be planning for a massive reduction in their use and in people's need to use them. We need public transport, safe paths, more pedestrian crossings and more cycle lanes and amenities. We shouldn't be cutting down trees (which are positive to the environment) in favour of the car

It is sub standard at a time of great climate change cars must be removed not trees. As long as cars are an available option there will always be congestion.

We need to prioritise cycling, walking and public transport over cars. Dublin needs the removal or massive reduction of cars from its streets, they have no place in a modern city and it's time to grasp this nettle, introduce congestion charges and develop safe cycling, walking and increased public transport. We need a city that works for its people into the future that means fewer cars (significant polluters) and shading our amenities such as trees (which clean our air). Time to wake up Dublin City Council, cars don't work for Dublin

I'm very supportive of the Liffey cycle route, but let's take this opportunity to follow the example in other capitals by taking cars off the quays. There would then be no need for an extensive pedestrian boardwalk. The solution is simple, remove the cars and you have now space for people. A single lane could be retained for busses, with the objective of full pedestrianisation in the future. The lack of courage shown in the current plan is concerning as it shows the council's will to still prioritise cars over everything else.

I live in Cork but visit Dublin regularly for work and pleasure. I normally cycle in Cork, but I'm afraid of cycling in Dublin as sharing the road with cars and buses in city I'm not too familiar with makes me very nervous.

I see that the current proposal seeks to retain space for cars in the quays at the expense of trees. It's 2019, we have a climate emergency and can't afford to keep space for cars at the expense of trees. Trees add so much to the city, we need more of them, not fewer. We need to be ambitious if we really want people to leave the car at home and enjoy the city.

It would be great to see an innovative approach to the development of the quays. Developing a green corridor along the quays would put Dublin in the same category as Paris and New York in terms of greenspace, pedestrian health and safety, cyclist health and safety, green infrastructure. By removing the car lane and retaining the trees it would vastly improve the liveability of Dublin City centre.

It would be great to make the Quays a clean, living heart of the city where people can walk, cycle and congregate in a clean, leafy environment, accessible via public transport.

Cars add no benefit to the city centre or to the majority of people. They ruin any city centre. Paris has shown what can be achieved with some lateral thinking. Copenhagen and Amsterdam have been showing this for years.

Cars can easily be re-routed away from the quays where they have less visual and health repercussions on the people of Dublin.

Thanks

Cycling Without Age, www.cyclingwithoutage.ie and S2S, www.S2S.ie plead with Dublin City Council to consider the future of Dublin city as a sustainable and liveable space for its citizens and visitors. The car has been given priority over all other forms of transport for the past 50 years. A consequence is that people are pushed to the edges to live elsewhere, to shop elsewhere, to have to commute long distances, to see the city as an obstacle to their living. As a cyclist, I will not cycle from my home in Blackrock to the city, as it is neither pleasant nor safe, due to too much traffic. I cycle to the Luas or the DART to access the city when I have to. I brought Cycling Without Age to Ireland in 2017, and we have grown from one trishaw to 20, with more on the way. But, there is no joy to take our older or mobility-impaired residents through the city, where many of them once lived.

The solution: reduce city centre access, parking and ease of use for private car owners. Create cycling and bus corridors, leave all the trees as they help to clear the air and make Dublin look beautiful. Less cars will reduce pollution, noise, stress, and danger to citizens. Allow us to cycle and walk, and to see our city as a calm, clean and human-welcoming place.

Dublin is a Bay City. But, a visitor or even a country person would never know that,

as we have no direct access or view of the sea. Create the S2S route all though the city, across the Liffey and onto the southside, and people will then be able to traverse and access the city off-road, away from cars and trucks. We could then safely bring our older and mobility-impaired residents for spins to the sea and for a coffee and bring fun and joy to these hard-working people in their retirement. As our population ages, we need to care for our environment or we will not have a future for our children. Save Dublin City for our children's and our planet's sake.

Please retain what little greenery and trees there are in Dublin. Double down on reducing single car transport, encouraging increased cycling, more diverse bus routes that cross the city at different central points, and leveraging the amazing public transport that exists in Dublin.

Without green space, mental well-being falls in urban areas. Green spaces and trees help bring nature into the city which is vital for enjoyment of an urban environment by people who live and visit there.

Designing cities for people, and not for cars, results in a happier population, with more people spending time in the city and spending more money on the local businesses in those areas.

Look to other European cities and how they facilitate people to move around the city without cars, and how they embrace trees and green space and public spaces designed for people to want to be in the city. This year alone I've been blown away by how people and cyclist friendly Barcelona and Lisbon are. Last year I saw the same in Copenhagen and Stockholm. Dublin is failing to look to Europe for better design that works for cities as old as ours. Other cities have figured this stuff out already, let's learn from them instead of just taking a North American "more cars" approach.

Fewer cars, more trees = healthier, happier, better mentally well population.

As a resident of Dublin who cycles to work daily and who has chosen to live car-free for environmental, health and economic reasons, I am delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall I welcome the broad thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented. But I have some comments to make which I feel could help to improve the design, or at least raise potential considerations in the future iteration of this design.

General Comments

A Number of Positives and Some Negatives

There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also bus facilities. I highlight these general positive issues below, but also address some areas where I feel improvements are required

Bus Stop Bypasses and Locations

I note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. I also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However I note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which I will outline in detail below. Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City. There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths. It is not clear that pedestrian needs have been fully taken into account in the design.

Segregated Cycle Path

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

Cycling Right Turns and Road Crossings

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

Cycling Facilities on Bridge Crossings

I note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection.

Traffic Signal Activators

I presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognised. I would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

I am delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

I have studied the effects of utilitarian cycling as a transport solution pretty extensively during my time as a postgrad. It is not a panacea for problems experienced by a city, but it is absolutely some of the best 'bang for buck' in terms of investment (economic, societal and environmental). The wealth of academic literature is completely decided on the matter.

The current situation at the quays in Dublin is not sustainable. I used to cross the Liffey twice a day on my bike for years to get to work. People already are willing to cycle in Dublin in daft and dangerous conditions due to motor traffic. Dublin absolutely needs a proper Liffey cycle route. If you try to please everyone, you will end up pleasing no one. There has come a stage (long since passed I believe) where public transport and bicycles must be prioritised over cars in our city centre. This has been the case in city after city. Dublin City Council must do the right thing.

(BTW, fun fact: it rains less in Dublin than in either Amsterdam or Copenhagen, which are both cycling havens).

My observation is that the DCC (as well as the NTA) lack long term vision and realism when it comes to their plans to improve the traffic infrastructure in the city (and country). In the case of the Liffey cycle route - though an obvious improvement of the current situation - motorised traffic is still emphasised far too strongly. To sacrifice greenery to introduce - still often sub-optimal cycling and walking infrastructure - does not reflect the fact that - for environmental reasons - cars (likely including electric ones) will have to become a much less prominent part of transportation, already in the next 20 years. The way the current planning process goes, by the time the updated infrastructure which includes the Liffey Cycle route, the space dedicated to cars will be largely obsolete, and the sacrifices in terms of the quality and suitability of the bike lanes and foot paths and in terms of cutting down trees, will be for nothing (the same is the case for the

BusConnects infrastructure). Please show some vision and courage and opt for a much more drastic overhaul, largely banning cars from the city center.

I would like cycles prioritised over cars
Also tress prioritised over cars
If necessary the quays could become a car free area

Private motor vehicles need to be removed from the quays. Its time Dublin became a modern city, with transport fit for purpose. In order for this to happen, the council needs to make brave decisions.

The cost of allowing private car use to be maintained is resulting in a number of negative impacts:

increased cost to this project

the removal of mature trees

a sub standard cycling facility, with the cycle track being too narrow in places

pedestrians being forced onto a boardwalk

The cost of the boardwalk alone is 7.6 million. This project can be delivered quicker and more cost effectively by removing cars from the quays.

I would like the scheme to focus on a healthy urban environment.

For me this means more green space and trees; safe cycle lanes with space for people to sit, walk and cross roads.

Public transport should be prioritised at the cost of cars and service/delivery vehicles should be given restricted access .

I'd just like to give further backing to the Dublin Cycling Campaign's detailed and well thought through submission which I've uploaded here for reference.

Dublin needs to greatly increase it's investment in active travel and cycling in particular. Please proceed with this and plan for much more.

Regards,

The proposed cycle lane is too narrow and doesn't allow for much increase in cycling numbers, I think this is a mistake. Even without safe infrastructure the amount of people cycling on the quays has risen to outnumber private vehicles in places, so logic would suggest that a safer route will entice even more.

The addition of boardwalks to retain lanes for private vehicles is a costly and short-sighted plan. We should be discouraging the use of private vehicles through our already-congested city as much as possible. These boardwalks will add an estimated 7.6 million to the cost and add complications due to working over the river, digging or drilling into quay walls and historical impacts.

The proposal is overly-focused on transport given that the quays contain some of the highest-density housing in the country. I used to live on the quays near Heuston and can attest to the fact that walking home along a three-lane highway is anything but pleasant.

The plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.

While the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings, this is less-than ideal. Removal and not including pedestrian crossings — because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.

Junction designs proven to be deadly to cyclists — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed to left-hooks at junctions and many crossings will be shared with pedestrians.

It is not environmentally sensible to remove trees while promoting car traffic through the city. From my understanding, in the proposed changes the lanes are also narrower than the existing lanes. This is not a positive change and will only serve to make the road less safe and more crowded. Consider already the traffic along this route. Cars should not be prioritised here, only public transport, pedestrian and cycling options. Improved infrastructure will make these options more attractive. People do not drive into town, they drive through it. A tiny minority of people need cars to purchase large or heavy goods from the city centre as either these are available in designated shopping developments outside the city centre or online with delivery. Continuing to promote consumerism and excessive shopping also goes against best practices for environmentally friendly living. Fast fashion is a huge pollutant. Something this incredibly destructive to the environment should not be encouraged.

Keep the trees, remove the cars

Hi, I am a regular commuter cyclist and also a car driver in Dublin. I have three young kids and would like to be able to use the new Liffey cycle route with them. However, having looked at the proposed plans I think the route falls short of providing safe 'cycling for all'.

The route is not fully segregated and the treatment of junctions, especially where cars/buses are turning left across cycle lanes that are going straight is very poor. I use similar junctions everyday in Dublin and they are terrifying. There is simply no way that I could or would allow my children to use them.

I think the final scheme is too compromised. Enough priority has not been given to pedestrians and cyclists. Where space is limited, cars should be removed from the quays. I think the removal of trees should also be avoided, car lanes should be removed first.

Removing trees the the city centre would have a detrimental impact. With the current climate and climate issues we need to be making more effort to make Dublin greener and more environmentally friendly. We need to be encouraging people to cycle and/or use public transport.

No need to cut down trees, just reduce the space given to vehicular traffic. If there's a choice between trees and proper cycle routes, pick the cycle routes.

Hi,

The cycle lanes need more segregation and there needs to be more pedestrian crossings - for example at the entrance to the phoenix park.

Parkgate street layout is very similar to what it is like at the moment. Given the near constant parking on the cycle /bus lane at this point. Something needs to be included in the proposed plan to tackle this issue. Cycle lanes being parked on means there is no cycle lane.

Shared space between cyclists and pedestrians which happens in a number of areas such as around heuston station. This can only work safely if they are segregated. Given that it is a train station - you will get lots of pedestrian tourists who are unfamiliar with the area encountering turning cyclists.

Where possible the cycle lanes proposed should be raised above car lane level to discourage driving and stopping in it. This improves flow and safety for all.

Kind regards

I live in Stoneybatter and cycle daily. I really welcome the plans to make the quays more cycle-friendly.

I am concerned that the current plan still gives too much priority to cars on the quays, and does not take into account the volume of cyclists and pedestrians already using the space, or anticipate the increase in the number of people walking and cycling once the new layout is in place. There are already pinch-points for both pedestrians and cyclists at junctions and the new design should expand these spaces to allow for more people walking and cycling, and provide more designated places for pedestrians to cross.

The quays are too often seen as a throughway, rather than somewhere where people live and a nice place for people to walk and take in views of the city. Anything and everything that can be done to reduce car traffic, retain trees and make the quays feel like a liveable place rather than a busy road would add a lot to the city.

Green-schools supports the development of cycling infrastructure throughout the city especially in key locations along the Liffey. The Liffey Cycle Route is a key piece of infrastructure for all cyclists in the city centre, however it is a critical piece of infrastructure for children and families that live in the city centre. The cycle route would open up the Phoenix Park to families as well as allowing commuters to access the city centre safely by bike. However the proposed removal of trees on the route is contrary to the current biodiversity and climate crisis we are facing. In order to properly develop the route cars must be removed and traffic flow must come secondary to moving people. The proposal to reduce the width of footpaths and remove pedestrian crossings is also a retrograde step and impacts greatly on children travelling to school in the area. There is a real need to green the city and reduce car journeys in the city centre especially in light of our poor air quality. Therefore the proposed development of additional boardwalks is not supported as car lanes should be removed instead. Planning for children would allow a more egalitarian approach to how our city works, it is not just for traffic but it is a community of people and families.

I urge the council to put in cycle lanes in line with the recommendations of the greater Dublin area cycle network plan, in particular the recommendations regarding appropriate widths for the forecast number of users.

Cycling Right Turns and Road Crossings

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

Cycling Facilities on Bridge Crossings

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

DUBLIN CYCLING CAMPAIGN RESPONSE

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the braos thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

We look forward to future engagement with Dublin City Council on this.

General Comments A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

Bus Stop Bypasses and Locations We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3 Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths It is not clear that pedestrian needs have been fully taken into account in the design.

Segregated Cycle Path

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

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A Chara,

I welcome the proposals regarding the Liffey Cycle Route, and urge the Council to push ahead with them now as this project has been unreasonably delayed already.

I welcome the idea of moving the cycle lanes to the river side, this will make for more pleasant and safe cycling by reducing conflict with the buses. It simply doesn't work to have that many bus stops and buses sharing space with such a high volume of cyclists.

It's vital that this plan goes ahead with as much as fully segregated lanes and riverside lanes as possible as it is really dangerous to cycle on the quays at present. I'm a confident cyclist who's been cycling in Dublin for nearly 15 years now but I genuinely stopped cycling to work when it became necessary to travel along the quays because it just isn't safe, you feel like you're playing a law of averages game cycling there; if you do it often enough you will be in an accident.

From a non-cycling point of view the proposal to extend the boardwalk is very welcome (although security will be even more of an issue further up the river than it has been down by Liberty Hall) as is anything that will reduce the number of privately owned vehicles on the streets of the city centre.

Le meas,

Would just like to state that I welcome the liffey cycle route.

However I am concerned that you're allowing too much space for cars. I would urge you to think of pedestrians, cyclists, buses, trees and then cars in that order. I believe the public have come a long way and are more convinced now more than ever that this is what we need for our city. It makes sense from a carbon, environment, economic and livability point of view. Why are we still tiptoeing around the issue!?

I have another issue with the boardwalk design. While in theory it seems great, in practice I'm not so sure. Dublin city has an anti-social behaviour problem, primarily because those that engage in such behaviour have been allowed to do so for so long that they now operates with impunity. So due to such behaviour it's likely that pedestrians will be forced off the boardwalk quite a bit. Due to real or perceived danger. Cold bright lighting, lack of benches and cameras might go some way to mitigate this perhaps?

However this too could be solved with a further reduction or elimination of the private car. Especially in the city, the older I get the more I realize it's the primary impediment to us having one of the greatest cities in the world. We need to start somewhere and I believe this project offers the perfect opportunity!

Cutting down trees — the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at these locations, so, the obvious answer is to remove cars.

As a long term resident on the quays I can see first hand every day the environmental and public impact that cars have on the quays.

We need to remove the cars on the quays, not the trees. Although more boardwalks do sound lovely, we need to properly police and maintain the current ones we have before making more. The spaces are ill looked after and are not pleasant to walk along a lot of the time due to high and constant levels of anti social behaviour.

This proposal would maintain far too much space for cars in a location where public transport use far outstrips car use (and should, considering we are hurtling towards a climate crisis) and, although in current poor conditions, bicycles outnumber cars at rush hour. We need to allocate more space to both public transport, and cycling infrastructure, at the expense of car space.

We are making too many concessions on 18th century roads for 21st century vehicles. The cars have got to go.

Please make the cycle lanes wide enough and completely protected from motor vehicles by high kerbs.

Junctions:

The junctions are currently dangerous for cyclists. Junctions with left turn lanes for cars that go to the left hand side of the bike lane are dangerous. Cyclists need to be fully segregated through junctions.

Trees:

Cutting down trees to maintain access for cars should be avoided. The city should be a place for people, not for cars. People in cars are already a minority along the quays. This project should be about improving the public realm along the quays. Access for cars to the city should be restricted.

Boardwalks:

The cost of the boardwalks is likely to millions. A better solution would be to restrict space for cars.

Cycle Path width:

The cycle lanes need to be wide enough for people to cycle and for other cyclists to overtake. There are already significant amounts of cyclists along this route, this aim of this project should be to increase the number of people cycling, therefore the cycle lanes need to be wide enough to accommodate this.

Dublin City is over-run with cars.

The city should be a place for people to be in, and not a thoroughfare for cars. We should remove a car lane from the quays to provide a direct large cycle lane and have a large foot path for pedestrians. This would help improve the air quality of the area, and attract people to the area to walk along the river (as happens on the south quays near lombard street. This area is full of people walking at lunch time.

The additional foot fall would help business in the area as well. Drivers in cars do not stop to buy things. Most drivers drive straight to their office, and straight home, and don't contribute to shops in the way people walking (from bus stops) or cyclists (who can easily stop in a shop as they go past) do.

Spending 7 million euro for a boardwalk to maintain a car lane is a folly. If the air is full of diesel fumes, people won't want to walk on it.

I currently wouldn't dream of bringing my family into the city. I can't hear what my kids could say due to the traffic noise. The air quality is awful with all of the diesel fumes, and the footpaths are too narrow because we are allocating too much room to cars.

To get people into the city we need to prioritise public transport, walking and cycling rather than cars.

Many Thanks

Please do not remove the trees, air quality in cities is now a huge issue. There may only be a small amount of trees along the quays but it sets a precedent that this is ok. We want a liveable city that feels good. I walk 80 minutes a day on the Kylemore Road/longmile road where there is heavy pollution and little trees. It is a horrible walk, when I come home I have black smog on my face and in my nose! I walk the quays a lot and it is a dismal area of Dublin as it is, a cycle path with trees and less cars will do a lot to endear Dublin to tourists but most importantly the people who have to live here 24/7 and commute around the city. Please do not remove the trees. Car users will make arrangements - the Dutch did in the 70s and look where they are now. You watch Diamonds Are Forever and when Bond goes to Amsterdam the city is thick with smog, less trees and NO BIKES. Now look at it! Please don't regress Dublin

My office is by Ormond Quay, by Grattan bridge.

I cycle in from Sandyford which is 10 kms away from work.

This stretch of quays is beautiful because of the water and the trees. The four courts have plenty of parking inside the campus. there is no need for parking for cars on the street.

Please do not remove the trees, we will not something beautiful to show to our children.

We will not have something beautiful for all the tourists that visit our island.

Currently, it is very dangerous for a cyclist since buses pass at a much higher speed close to a cyclist which is a terrifying experience

Let us make this Quay with all its beautiful bridges a place for people, children, differently abled, pets not for cars.

Thanks

My observations on the proposed Liffey cycle route are:

The 'politics of space' — maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.

New boardwalks will cost €7.6 million — because of an unwillingness to remove cars from the quays boardwalks are needed to make space. The new Boardwalks will likely add €7.6 million or more to the cost of the project and add complications due to working over the river, digging or drilling into quay walls and historical impacts.

Cutting down trees — the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.

Removal key space from pedestrians — while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.

Removal and not including pedestrian crossings — because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.

Junction designs proven to be deadly to cyclists — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.

Narrow cycle paths — despite spending millions on new boardwalks and cutting down trees, the cycle paths are too narrow.

Kinds Regrds

We do not need more boardwalks instead prioritise public transport and cycling and reduce/stop car usage in the proposed areas. This and keeping the environment enhancing trees of the city center will go a long way to our reduction in carbon emissions and increase the health of visitors and Dublin city dwellers alike, with improved air quality.

In general I strongly support the proposed Liffey Cycle Route. The length of time it has taken to even get to this point is quite shocking.

The use of mainly segregated cycle track is to be applauded, and the use of bus bypasses should be of great assistance to both bus drivers, bus users and cyclists.

However, I have concerns about the proposed route.

Firstly, the proposed 2m width of the cycle track is not sufficient. It is the bare minimum required and at best only caters for current numbers of cyclists. With the projected increase in the number of people choosing to cycle capacity will be quickly exceeded at the current proposed width. The National Cycle Manual recommends 2.5m, a significant difference. The 2m of the proposed plan, does not give sufficient space for overtaking recognising the different abilities and speeds of cyclists from children to the elderly and everyone in between.

From the current plan it is hard to see how a cyclist can safely turn right at certain junctions and bridges.

I can't see any mention of advanced traffic lights for cyclists giving them a few seconds to proceed before motorised traffic when waiting at traffic lights. International best practice is to provide cyclists with a few seconds green light priority to motorised vehicles at traffic lights.

In conclusion, the proposed route is very welcome, although there are certain aspects that could be improved, in particular cycle track width.

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In conclusion, the proposed route is very welcome, although there are certain aspects that could be improved, in particular cycle track width.

Hi,

I think too much space is given to private cars.

They are a very inefficient use of precious space and are terrible for the environment.

We should look to remove car lanes before cutting down trees.

We need to make Dublin a more people friendly cities with as little cars as possible.

We also need cycle lanes to be enforced. All over the country people park in them with impunity because they know nothing will be done about it. We could build the nicest infrastructure in the world but it will be useless if cars block it.

Thanks,

Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays — add trees and greenery, add public space, and give sustainable transport priority by removing most if not all cars at least from the central quays.

Despite spending millions on new boardwalks and cutting down trees, the cycle route designs released by you are not safe and far from the standards of the Cycling For All campaign.

There are a number of problems with the project. Foremost among them are:

- Too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.
- New boardwalks will cost at least €7.6 million — because of an unwillingness to remove cars from the quays boardwalks are needed to make space. I am not against new boardwalks per say, but object to how they are included in this project; again to accommodate cars.
- This area is overly focused on transport. A large number of people live in the area. The feeling from the plans is purely a transport corridor.
- Under no circumstances should the trees be cut down. Especially as there is no need to do so. It so clearly goes against the concept of a liveable city and environmental worries. For more space, public transport is important at this locations, so, the obvious answer is to remove cars.
- Removal key space from pedestrians — while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.
- The planners have bizarrely removed or not provided for adequate crossing spots. They have also actually and almost unbelievably narrowed footpaths at portions.

- Bikes are still very venerable at points. The junctions especially are dangerous and fully segregated paths are needed.
- Narrow cycle paths — despite spending millions on new boardwalks and cutting down trees, the cycle paths are ridiculously narrow.

Please stop prioritizing cars and prioritise the use of green spaces which are proven to add to the quality of life for city dwellers especially with recent reports on air quality and the effect of pollution on our health. #greenthequays

I'm concerned at the less than best standard of the cycle lanes in this present proposal. For example best practice here would be a fully segregated cycle path from the Phoenix Park to the Point but the current plan leaves cyclists exposed at junctions and also has many crossings shared with pedestrians. Pedestrians will be negatively impacted by narrowing of paths in some places. There are pedestrian crossings being removed also which will decrease the permeability of the city north to south. All of the users will be impacted by removal of trees along Bachelors walk and Eden quay (unless there is a definite replacement plan in place). Air pollution is a major issue and removing trees -urban air filters - is counter intuitive. Building better infrastructure for bikes and people on foot is fantastic but something has to give in a narrow space such as the quays corridorwith the move towards improved sustainable travel it'll have to be cars. The plan for the quays as it stands still provides loads of space for cars however even now public transport use is above car use and, EVEN IN CURRENT POOR CONDITIONS, bikes outnumber cars at rush hour.
Dublin - be bold, be brave, be a leader

Every day I cycle along the quays and encounter huge potholes that nearly buckle my wheel - these can only be caused by massive vehicles sharing the bike lane. We need a safe and segregated bike lane, not just a white line but a raised lane. This would help prevent taxis and other cars from illegally pulling in over solid white lines and completely blocking the cycle lane, causing a serious hazard to overcome. You need to prioritise pedestrians and cyclists, we are the most vulnerable road users, take up the least amount of space and are the most sustainable - some of the junctions are ridiculous (for example crossing the quays on the Talbot Memorial Bridge and trying to turn right onto George's Quay or cars turning left for Jervis on Ormond Quay). Air pollution is another concerning factor. If cyclists and big diesel buses are to share a lane - think of what we are breathing in when buses overtake us and sharply cut us off to pull in at a bus stop and block the bike lane. Please ensure that a cyclist actually plans this route because if you're not cycling in the city centre every day, you don't know what it's like and can't possibly be expected to deliver what we need in terms of safety and efficiency. An incredible idea would be to green the quays and create a soft barrier of native trees and hedgerows that separate pedestrians and cyclists from the buses. I would be massively in favour of a car-free city centre, but I do understand you probably won't be that radical. I think everything else I have requested is very reasonable and should be fairly considered and acted upon. Thank you for taking the time to read this short submission.

I feel this project is still heavily focused on motorized transport and brings little benefits to pedestrians and cyclists. Footpath crossings are still very narrow, cars and buses are prioritised over trees, junctions are still very dangerous to cyclists. When will the City Council start taking tougher decisions like reducing the number of cars in city center to bring back the city to pedestrians?

Please please prioritize the Liffey Cycle Route. Look at the success of the Grand Canal cycle route. People crave proper cycling infrastructure.

However, people who have done far more research than me will have pointed out the flaws in the current proposal, so I will just go with a more broad plea - stop prioritising private car use in the city centre. We won't have a functional city centre or indeed public transport when every single major project is hamstrung by trying to accommodate private cars.

*South William St & Drury St for example, should be pedestrianised but aren't - because of private car parks.

*Bus Connects is getting milled in some parts, because people won't give up their access with cars

*Metro gets binned because people want to drive from Ranelagh to Mortons despite the fact the green luas is already over capacity in the mornings.

Dublin Bikes & Luas are two great success stories (not without their problems but still overall very good) but faced huge opposition from vested interests during the planning and construction stages. This cycle route needs to be built and it will be used.

The quays are incredibly dangerous and stressful to cycle on at the moment.

Please remove the car lane along the quays. We are facing an existential climate emergency at a catastrophic sense. The planet's carbon emissions hit record peaks in May (1) and there are dire consequences if we do not drastically reduce our carbon use (2). 41% of Irish carbon emissions come from private cars. We need to be looking towards ways we can drastically reduce our carbon emissions across the country, and most carbon is emitted from cities.

Not only is my life and children's lives in danger from the risks of future global warming catastrophe, but I risk my life every day cycling to work due to inadequate or nonexistent cycle lanes. This is the same for many, many cyclists on the roads and is completely unacceptable.

Currently the BusConnects plans outlined are maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.

Please reward cycling and use of public transport and punish use petrol vehicles which have been collectively horrendously damaging the planet for 25 years. We need to stop now before it is too late. Petrol cars need to be an ancient past if we are to have a future.

(1) <https://scripps.ucsd.edu/news/carbon-dioxide-levels-hit-record-peak-may>

(2) <https://www.independent.co.uk/voices/climate-change-crisis-warning-human-civilisation-global-warming-a8945136.html?fbclid=IwAR0O4FPChzDN4SRIE60uUkmY76eyowt1dvdR17zUKfOljSnesQnxPZ6LmFA>

Hi there

I think there should be a uninterrupted, continuous cycle lane along the river liffey through Dublin city center.

This would add to the fantastic amenity of the river liffey for the capital city of Dublin

Many thanks and best regards,

Don't cut down existing trees for bus lanes, cut down on private cars commuting

I cycle around our city every day and have done for 30 years. I also have experience of other European cities. So far there is very little safe usable cycle infrastructure in Dublin. My home backs on to the royal canal at Phibsboro and I cannot understand why this has not been made a proper cycle way. Please consider the green quays option for cycle safety.

Hi,

Please pursue a policy of removing cars from the quays in Dublin.

Do not cut down trees to make room for cars. Space for public transport and cycling needs to be prioritised. Many major European capital cities are involved in initiatives which discourage cars from entering the city centre - and there are good reasons for doing this, environmental and economic. We should not be the outliers in spending money on a project which makes it easier for cars to travel to and through the centre of our capital city.

Proper cycle lanes need to be constructed. A strip of paint does not keep cyclists safe. Any new cycle lanes constructed or any upgrade of existing cycle lanes need to include the erection of 'orcas' to protect cyclists. These protection devices are already present on the north quays near the Custom House.

Kind Regards,

Save the trees, no cars on the quays.

Make the quays car-free and leave the trees in situ. We need carbon sequestration, and ways to get around without oil. As part of the Climate and Biodiversity Emergency, this is a crucial action to take.

The Liffey cycle route should include addition of flora and also have an overall aim of removing personal motorised traffic as much as possible. The Dublin bikes scheme has been the most successful of these in the world. When the severe lack of cycling infrastructure is taken into consideration, this shows the appetite that is there for active travel. Capital investment in infrastructure to support active travel needs to be prioritised in order to make Dublin City truly liveable.

Having studied the current proposals for the Liffey Cycle Route, I feel that it does little to remove the car from the city and continues to adversely affect the lives of residents who live along the route. Cutting down trees seems to be totally counter intuitive to what this route project aims to achieve - to discourage car use and 'green' the cities. I believe it will also reduce public space overall, and prevent public transport infrastructure development from achieving its real potential as the

way to move people around the city. Furthermore the poor and narrow design of cycleways are not truly segregated in the way that they should be.

I wish to express my support for the Liffey cycle route, proper segregated cycling infrastructure is the answer to ensuring safe cycling in the city.

However, I wish to add the following observations:

This plan still maintains too much space for cars in a location where public transport use far outstrips car use.

The cycle paths are arguably too narrow and many crossings will be shared with pedestrians. Please less cars and keep the trees!

Overall:

It's great to see this moving ahead after such a long wait. This is already a busy cycle route, despite not being a comfortable cycle. As an example, my boss, (a mother of 3 kids who hasn't cycled in years), takes train to Heston and cycles north quays to get to work in Grand Canal dock. She doesn't feel safe doing it but it's the quickest way. For people like her and for the huge latent demand for safe, segregated cycling on that route, it needs to be built quickly.

Below are the comments from Dublin Cycling Campaign of which I'm a member. General Comments A Number of Positives and Some Negatives: There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

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The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3 Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths It is not clear that pedestrian needs have been fully taken into account in the design.

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We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

Dublin will at some point become a lot more like Amsterdam/Copenhagen/Utrecht at some point. Our current love affair with cars has no choice but to ease off, the list of reasons are obvious; congestion, pollution, obesity, quality of life & sustainability.

Dublin is currently the 6th most congested city in Europe - if we keep going as we are our current trajectory will mean we will continue up that ranking - more pollution and noxious gases and particulates creating more and more health issues for those who live and work in the city. The cost to the economy in terms of drain on the limited resources to the already failing health system, productivity lost due to time in traffic jams, deterioration of quality of life for our citizens.

Most cars are single occupancy - we are sacrificing so much just to facilitate a small portion of people who can't fathom any other method of commuting instead of driving from door to door.

For Ireland to continue to attract business and investment we need infrastructure to facilitate it's workforce - already we are faltering here with the cost of accommodation, congestion is high on the list of issues here to.

Cycling infrastructure that is designed properly (by people who *actually* cycle!!) offers cheap cost effective solution - it has been proven time and time again as having so many positive effects on cities and it is so cheap to do.

The transition to properly embracing cycling will be difficult and painful but it will happen, it is inevitable...the alternative is for Dublin to further falter.

The proposal with the Liffey Cycle route to avoid removing cars and instead to remove trees and build an expensive boardwalk for the cycle path, which has substandard design is bananas. Not to mention that this boardwalk will itself have complications due to working over the river, digging or drilling into quay walls and historical impacts.

It's evidence of the how much influence the motor lobby, car park owners and stores are having on the decision process (dublintown.ie I'm looking at you).

It is time to commit to a design which embraces the future and the future is to get people out of cars and reduce congestion - cycling offers an incredibly cost effective method.

Remove/reroute the cars - embrace buses and properly designed cycle lanes. The decision will be tough of course but like many difficult to decisions when people look back in the future they will ask themselves why this wasn't done sooner.

Regards

In line with the comments articulated by IrishCycle.com I would hope that the National Transport Authority and Dublin City Council reconsider the plan as currently proposed.

Given its location - it should be treated as a key amenity as well as a key transport route. It should provide an enjoyable and safe access to the city centre for those users currently massively underserved - cyclists, pedestrians and public transport users. Specifically;

- It over-prioritises car transport in terms of the allocation of road space, leaving very narrow bike lanes and pedestrian paths. It should be a specific segregated cycleway.

- Shared infrastructure with pedestrians - as can be seen at the crossings on the Grand Canal cycleway are dangerous to both users.

- The design address the purely functional aspect of getting cyclist into and out of the city centre. The plan does not take account of the cycle experience itself and any landscaping / greenery .

Given Dublin's size it has the potential to be a enjoyable city to live and work in. Part of this is providing wide, safe and visually appealing cycling, walking and public transport infrastructure - which benefits the people who live and work there.

As is well established from various studies, the number of people using the Quays with Bicycles and Bus far, far exceeds the number in private cars. Therefore the public realm must be adjusted to fairly reflect this established fact.

What is important as a cyclist is that no unnecessary restriction is place on cyclists and their sharing of the road with buses and cars.

Please ensure that Bus-stops take correct account of cyclist actual behaviour.

Please ensure that turning off the Quays is properly executed and consistent with normal cyclist behaviour.

Segregation of the road to facilitate cyclists is a massively important point to increase numbers using bikes lanes. Many studies have shown the benefits for usage, when the less experienced cyclist feels safer in a segregated lane.

Plant trees. As many as you can. As you are no doubt aware from the protest about Bus Connect, removing trees to facilitate bus/bike lanes is not popular. Please try and mitigate, wherever possible.

Finally - on a separate but related point, can you please move on to resolving College Green Plaza Plan, asap.

Thanks and keep up the good work.

On reviewing the Liffey cycle route proposals, I feel that it is less of a cycle route and more of a Bus Connects corridor. It should be advertised as such, as the cycle route seems a bit of an afterthought, rather than the purpose of the design.

I would prefer to see a cycle route designed to the quality seen in the Netherlands. I would prefer to see a removal of private car traffic from the quays, so that they may be seen as an asset to the city and used by people for leisure. The removal of trees to facilitate retention of a general traffic lane seems counter to proper climate friendly policies.

The design for the junctions is poor for cyclists. too much priority is being given to the cars and the cycle lanes will still interact with traffic in a way that will not encourage parents with children to cycle. If a cycle path is not usable by 8 year olds then its not much of a cycle path. The cyclerroute has been watered down so much because of an inability to take on the car lobby/vested interests in driving. the cycle paths themselves when they are put in will be too small to carry the envisaged cycle traffic. we should be aiming to reduce driving space more

Hi,

Currently I use public transport to get around the city and to work but I would love to cycle as it would be faster.

The liffey cycle route would make this transition much easier and safer for new and less experienced cyclists like myself. I fully support the route but there are a few thing I would like to see changed

- * Cycle lane width seems to be compromised to allow private car usage. I think cars should be banned from the quays where it is narrower.

- * Removal of trees in order to accommodate private cars. The cars should be banned from these sections instead of the cutting down the trees.

- * Addition of more trees and greenery. I would like to see more trees planted where possible eg Custom house quay.

- * Usage of "Murder strips" for turning cars from the quays,. The cycle lane must be completely separate the entire length of the route with separate signals/lights. One bad junction would make me not use or trust the route.

I do fully support the rest of the proposals and all the issues I have listed are solvable.

Thanks

The retention of private motorised transportation on Dublin's quays is no longer feasible, which is why the NTA's Liffey Cycle route option doesn't work. Maintaining space for private cars on the quays means the loss of trees and space for people. Walking and cycling must be the priority along this route, with public transport next. Private cars ought not to be considered at all.

Why are we still putting the car and the bus first? These are some of the least efficient modes of public transport, ban all cars from Dublin city centre including taxis!

Why invest in car and bus infrastructure or why protect car or bus infrastructure which will have a limited shelf life.

Public transport & the environment need to be prioritised. Remove / restrict cars & car lanes. More access for cyclists & public transport as well as trees. Don't let this turn into another college green which is an embarrassment to the city, poles everywhere, traffic, gridlock, mess. Design a nice clean cycle route the full length of the quays, be brave, take a leap of faith, look at Danish, French, Belgian, Dutch cities at what can be achieved.

The proposed Liffey cycle route is below the standard required. Removing trees instead of removing or restricting car movement on the quays seems to me to be a retrograde step in light of the Irish government declaring a climate emergency. Why don't the council and the NTA revert to one of the original proposals and have a two way cycle route on the north side of the quays and then make the southside side two way for cars where possible.

In addition the use of slip lanes to the left on two occasions cutting across the cycle lane has proved to be unsafe in counties such as Holland and Denmark and never be used. Considering the amount of time that has been spent on this so far the current proposal seems to be a total waste of money as it will not attract the required number of new cyclists due to it's design and lack of capacity for future expansion.

Regards

We definitely need more dedicated cycle lanes in dublin. The traffic is insane and it's simply dangerous sharing a road with car drivers who are not aware of cyclists. Ive lived in Amsterdam before Dublin and they don't even have the same type of traffic issue that Dublin has - cyclists have the right of way.

For a city to thrive it needs people, and people need to know they'll be safe. Greening the quays achieves that in so many ways. And cycle safety is essential at all ages.

I support the proposal

Having reviewed the proposed Liffey cycle route, I feel that cycling as a mode of transport in Dublin is still not seen as a viable alternative to the private motor car. The Liffey cycle route should offer cycle traffic a clear, easy to follow, free-flowing safe and continuous route along Dublin's quays. Instead it appears that bus and car traffic continues to be prioritised over cycle and pedestrian traffic. The junction designs expose cycle traffic to conflicts with motor traffic and the cycle lanes themselves are too narrow to allow two people cycle side by side and have a chat with each other as they go from A to B. As a regular business visitor to Dublin from Limerick, my preferred mode of transport is always a combination of train and bike, despite the unpleasantness of the overall cycling experience in Dublin.

Considering the need to reduce our reliance on fossil fuels and private cars as a mode of transport, it would make sense for once to take a bold and progressive decision that would make people sit up and take note, not just nationally but internationally also, of a commitment to creating a more modern, progressive, liveable, attractive and sustainable environment for those who live, work and socialise in Dublin.

This will be a great improvement to the city. It can be hard to navigate the quays on a bike, especially in bad weather or when the traffic is congested, so the addition of a segregated cycle path is very reassuring. It should help encourage more people to cycle through the city, as it feels safer.

Dublin needs better public transport and cycling infrastructure but we do not need removal of trees especially with increasing problems with air quality in our city. Removal of a lane for cars would be a better option.

Keep the trees loose the cars.

I have lived in Dublin for 30 years and cycle the quays every day to work. They have remained during that period a death trap, smelly, polluted and disgusting. Why are we surrendering our quality of life to the requirements of retailers and commuters who demand unsustainable and environmentally damaging car access? There has been talk about a liffey cycle way for years but it has been blocked at every turn. Please DO SOMETHING !!! it's not rocket science, we need to restrict car access, introduce congestion charges, put in proper segregated cycle lanes.

1. Commitments to combat climate change would necessitate a rationalisation of the use of private vehicle transport. Single occupancy vehicles are inefficient in their use of resources, such as fuel and public space. They produce particulate matter that affects air quality, which is recognised as having a significant impact on public health in general and on the development of children in particular. In addition, a significant percentage of the costs associated with private vehicle transport are externalised and borne by society as a whole. Considering this, it is incumbent upon us to change the prioritisation of transport forms to one that reduces these harms while making the most effective and efficient use of public space and resources.

2. The Quays are a public amenity that is not being used to its full potential. In many other European capitals, private vehicle transport is restricted in riverside areas. This promotes economic activity that is currently lacking on the Quays in Dublin due to excessive traffic on the quays, and an imbalanced distribution of available public space in favour of vehicular transport.

In general I strongly support the proposed Liffey Cycle Route. The length of time it has taken to even get to this point is quite shocking.

The use of mainly segregated cycle track is to be applauded, and the use of bus bypasses should be of great assistance to both bus drivers, bus users and cyclists.

However, I have concerns about the proposed route.

Firstly, the proposed 2m width of the cycle track is not sufficient. It is the bare minimum required and at best only caters for current numbers of cyclists. With the projected increase in the number of people choosing to cycle capacity will be quickly exceeded at the current proposed width. The National Cycle Manual recommends 2.5m, a significant difference. The 2m of the proposed plan, does not give sufficient space for overtaking recognising the different abilities and speeds of cyclists from children to the elderly and everyone in between.

From the current plan it is hard to see how a cyclist can safely turn right at certain junctions and bridges.

I can't see any mention of advanced traffic lights for cyclists giving them a few seconds to proceed before motorised traffic when waiting at traffic lights. International best practice is to provide cyclists with a few seconds green light priority to motorised vehicles at traffic lights.

In conclusion, the proposed route is very welcome, although there are certain aspects that could be improved, in particular cycle track width.

having seen the visual of how the new cycle route would look like along the quays, I couldn't help noticing of why the cycle lane is not left of the road. Would the cycle lane next to the footpath on the left, and the main road for vehicles being on the right hand side of the cycle lane, make more sense?

Also with the current layout, drivers could be more confused that cyclists are turning right, when they are only going straight.

Please prioritise pedestrians, cyclists, and public transport over cars. Don't cut down trees to make space for cars. Where space is limited, we should remove cars to make a more livable space that's more user friendly to those on foot. Very few private cars need to travel down the quays. We should be moving away from seeing the quays as a transport route and instead as a space for people to enjoy.

Thanks,

I am very glad to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall welcome the broad thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented. The following comments relate to improvements which could help to improve the design, or at the least raise potential considerations in the future versions of this design.

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I am delighted to see so many of the existing trees along the Liffey Corridor retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

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I live in Co Armagh and travel to Dublin by train as part of my cycling round Ireland's coastline both North and South and in courage my friends to join me but they have a fear of biking in the city , so I hope your proposals will increase the safety of all road users ,
Bert Lavery Lurgan Co. Amagh

I think the Liffey cycling plan is a positive approach to supporting cycling in the city. I do not like when HGVs and Buses and other large vehicles mix with cyclists in cycle lanes and there are right hand turns - this leads to tragedies.

Great plan. This would be a very welcome development. The quays are treacherous for cyclists, and there are very few alternative route options.

I am unhappy with the allocation of space dedicated to private vehicles in the proposed Liffey Cycle Route. The authorities in cities demonstrating leadership and vision such as Oslo, Paris and Madrid are reallocating space from cars and you should be joining them .

In line with recent calls by health professionals, active modes – walking and cycling - and public transport should be prioritised in accordance with DMURS. A reduction in the high level of car dependency and the urgent need to decarbonise the transport system to mitigate the effects of climate change while at the same time simultaneously reducing air and noise pollution is long overdue.

Dublin needs high quality cycle infrastructure to enable mass cycling. Minimum standards have failed to attract high levels of cycling. Even in Dublin region, the level of cycling is nowhere near the target of 10% set out in the National Cycle Policy Framework some ten years ago. It is not going to change with half measures.

Recommended option

Changing sides detracts from consistency and thus quality of the entire route. A continuous route along the water would have the additional advantage of removing potential conflicts with alighting bus passengers.

Width of cycle track/path

The planned cycle tracks/lanes should be wider in all locations to provide a comfortable and safe cycling experience. Ideally there would be segregated (physically) facilities with a width of 2.5 m.

General points of attention for further design:

- Provide space to accommodate comfortable turns (prevent perpendicular turns)
- Provide plenty of space for turning/waiting cyclists to stand still without blocking other (crossing) flows
- Consider appropriate curb options. Elevated curbs are best for separating modes. Diagonal or grade curbs however allow for overtaking/turning outside the designated lane by experienced cyclists.

The provision of the liffey cycle route and city wide upgrades to cycling provision has and is progressing far too slowly. The liffey cycle route should be delivered as a matter of absolute priority. Potential for connectivity with the o' devaney garden redevelopment and TUD Grangeegorman should be considered.

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I am delighted to see some progress on this long-awaited and desperately-needed project so thank you for your work on it. I am strongly in favour of the project but there are some details that need attention.

The solution is not perfect but proposes to do a lot for people on bicycles. I would prefer to see the removal of more private car traffic from the quays, similar to recent highly successful changes in Paris. This would allow for world class active travel infrastructure in the heart of our city. This would be both delightful as an urban space and enable the modal shifts necessary to allow Ireland to cut its emissions.

I would urge you to consider primary school children as a primary user when designing such infrastructure. If we get it right for them, and we should, then it will work for everyone. This means:

- full segregation with a buffer + kerb between people on bikes and motor traffic
- bus bypasses as a rule
- protected junctions (<https://bicycledutch.wordpress.com/2014/02/23/junction-design-in-the-netherlands/>)
- a joined-up network of such infrastructure
- enforcement of parking and speeding offences

Some specific points I would like to raise:

- Bus stops should be re-organised along the route to allow for safe bus bypasses as a rule. Otherwise, children and many adults will be excluded from taking advantage of this
- The width of paths and cycle tracks are not sufficient in all locations - please follow the national cycle manual (or do better): <https://www.cyclemanual.ie/manual/thebasics/width/>. This is important for families cycling with children, cargo bike users and other cycles. I will use this route with my family in order to get to Heuston, Phoenix Park and the Museum, both with a cargo bike in the nearer future and on individual bikes in the longer term.
- all tracks should be properly segregated
- all junctions should be properly protected
- please make sane connections to other relevant bicycle and public transport infrastructure (eg Heuston Station)

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I am delighted to see so many of the existing trees along the Liffey Corridor retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

As someone who cycles in both sides of the quays daily at rush hour I very much welcome this proposal. This project has the potential to greatly increase the number of trips made by bicycle in Dublin City Centre. Providing segregated cycle tracks as opposed to cycle lanes protected only by white paint makes cycling an option for many who want to cycle but are not confident or do not want to share the road while on a bike with buses/trucks/cars travelling up to 50kmph. Whilst I welcome this project I would like to request the following:

-that some level of protection is offered to cyclists at junctions wherever possible (such as is proposed in the Fairview Part 8 Cycle Scheme)

-that due consideration is given to the width of the cycle track particularly at junctions as this track will likely experience high traffic volumes

-that segregated cycle tracks are provided on all bridges wherever possible as at present the scheme appears to not propose any amendments to the cycling facilities on many of the bridges including the James Joyce Bridge which currently can be unsafe for cyclists

In conclusion, I welcome this development and hope it can be developed without

delay should it be granted permission but would request that more attention is given to the points raised above.

Many thanks,

For god's sake, please please make our city a nicer place to live, with cleaner air, abundant greenery (NEEDED for physical AND mental health), and unbroken protected cycle lanes. We do not need cars in the city centre. We need pedestrian streets, lots of pedestrian crossings on roads (which allow an actual human walking at humanly possible speeds to cross in time), green spaces, trees and protected cycle paths. Do something we can be proud of. Thank you.

Cycling infrastructure needs to make cycling safe for all ages and abilities, this means that lanes should be of adequate size and that junctions should be safe. In doing this, we should not be cutting down trees or impacting on pedestrian space, but moving away from having cars (unless for those with disabled access) in the city centre. Our current air quality is unacceptable, and removing cars from the city centre is an important step in improving it.

Dear Sir/Madam,

Firstly, the aim to provide segregated, safe cycling facilities for cyclists of all abilities along the quays is welcome and I thank the City Council and the NTA for bringing the proposal forward. However, I have a number of significant issues with the proposal to achieve this aim that I outline below.

This is already one of the busiest cycle routes in the country and it is in the highest category of usage in the National Cycle Manual. Further to this, it would not be unreasonable to assume that the number of cyclists would double or triple once proper cycling facilities are provided (as has been seen on the Grand Canal Greenway).

A+ quality of service at this level of usage requires 2+1 number of adjacent cyclists which means 2.50 metre minimum width for the cycle track (National Cycling Manual, Quality of Service evaluation, page 211). This means that almost nowhere does the proposed scheme provide A+ quality of service, while spending over €20m for 5km. Given the huge number of cyclists using the route, this is completely wrong. Section 5.5 of the Route Options Assessment Report addresses this, and states that 2.0 metre width for one way is the minimum width for the scheme. It is unacceptable that widths above this minimum are non-existent in the proposal between Phoenix Park and the Custom House.

With 3.0 metre general traffic lanes and 2.0 metre cycle tracks, private cars will have 50% more space along the quays than cyclists in most places, even as car number are decreasing and cyclists now outnumber cars on the quays. We're facing a need to rapidly decarbonise our transport sector. Given the bus priority and boardwalks this has become a mobility project rather than a cycling project: to spurn the chance to drive forward further traffic evaporation (https://www.engineersireland.ie/EngineersIreland/media/SiteMedia/groups/societies/roads-transport/where-will-the-traffic-go_1.pdf?ext=.pdf) by removing private cars from the quays is a massive waste. Serious consideration should be given to removing all general traffic from the quays.

Per page 40 of the Route Options Assessment Report, “physical activity” wasn’t considered in Stage 3 appraisal as “all routes would deliver the same benefits” - however it should be considered that options that reroute traffic or even reduce general traffic lanes would lead to traffic evaporation more so than other options, increasing participation in public transport and active travel.

The cycle track along the custom house, 3.0 metre wide and segregated with a kerb of decent mass vertically and horizontally (1.0 metre wide) should be the standard all along the route. If this standard cannot be met while maintaining car access at certain pinch points, then cars and general traffic should be removed from these pinch points. Deliveries can be made by cargo bike and car access can be accommodated in areas where space is available after proper space has been allocated for cycling. In spaces where car access is kept, these general traffic lanes could be reduced in width from 3.0 metre to allow for extra cycle track width. Trees should be maintained at the expense of general traffic lanes where possible.

Proper, protected junctions for cycling, providing segregation between cars and bicycles should be installed at all junctions where feasible. On all four arms of junctions, pedestrian crossing should be provided. Similarly, the design of the route should use Dutch design principles to enable cycling turns in all directions (including right turns) to be made easily and safely by cyclists of all ages and abilities.

Proper segregation with a proper curb is needed along the entire length of the route on both quays, otherwise the route will be blocked by parked cars and feel less safe for cyclists. I would feel less safe without a proper curb with a decent vertical height and horizontal width providing segregation (similar to the proposed 1.0 metre wide curb at the Custom House). The aim of the project, as stated in the report, is to cater for cyclists of all abilities; would parents of primary school children feel safe cycling with their children along this route if proper kerb segregation is not provided along the route’s entire length? Where this poses issues at pinch points, general traffic lanes should be reduced in width or removed.

Segregated cycle tracks in both directions should be provided on all non-pedestrianised bridges along the route, these bridges have multiple traffic lanes and should have safe cycle tracks. Road space should be reallocated from general traffic to provide these cycle tracks.

I also broadly support Cian Ginty’s assessment of the detail of the route here: <https://irishcycle.com/2019/05/29/a-detailed-look-at-the-liffey-cycle-route-option-9-eastbound-part-1/> and here: <https://irishcycle.com/2019/06/04/a-detailed-look-at-the-liffey-cycle-route-option-9-eastbound-part-2/> and I hope that all his points are taken on board to improve the scheme.

Kind regards,

Overall I am delighted that there is actions being taken to improve cycling along the quays. While I personally believe that the idea situation is to that no cars or taxi's at all along the quays I am encouraged that the designs do integrate floating bus stops and segregated cycle tracks (as opposed to painted lanes). I also think that the removal of car parking spaces along the liffey is a long awaited step and am glad to see it incorporated into these designs.

Some observations where i think the current plans are lacking and potentially dangerous to the lives of cyclist.

++ At numerous junctions the segregated cycle tracks turns into a painted cycle lane, which cars turning left will cut across. This is a seriously concerning and potentially deadly plan. These junctions I believe should have the cycle lane extending to the junction and separate lights for cycling proceeding straight ahead and cars turning left on the north to avoid any conflicts.

**Examples I have spotted include: Map 2 - Temple Street West; Map 4 -junction with Blackhall, Map 5 - Junctions at Church St

++ Map 4 - junction with liffey st west looks dangerous. If a bus is pulled over, car driver viability would be impaired and there isn't a lot of space for a car turning left to pull in in front of the bus. I believe from experience that drivers would accelerate to make this turn and thereby risk the safe of cyclist now in a unprotected cycle lane.

**Similar protection need at Map 5 Lincoln Lane junction as well as multiple left turns around watergate house and the petrol station.

++ Map 2, after the luas tracks at the Heuston Bridge junction the sudden end of the painted bike lane looks concerning.

Thank you,

I live in Chapelizod and commute regularly into the city by bike and by bus and occasionally by car.

I think the plan needs to stay true to the original vision of a fully segregated cycle lane from the Phoenix Park into the city centre.

As a cyclist, some of the junctions planned look dangerous and I am not convinced by the architecture for crossing from the building side to the river side.

I would prefer to see Dublin follow other European cities and embrace more drastic change and reduce the preference given to low occupancy vehicles

I fully support redeveloping the quays to accommodate more sustainable modes of transport, however the current plan has some serious flaws. Chief among the is the unnecessary spending of €7.6 million on new boardwalks to accommodate car lanes and the lack of adherence to the national standards for cycle lane and pedestrian crossing designs. Initially I had starting out my own wording for this submission, but I found the following taken from an article online to be in line with my views, it seemed unnecessary to rehash it.

* Given all that we know about liveable cities, the health effects of inactivity, climate breakdown, biodiversity collapse, air pollution, and the cost of congestion, it's time for our capital city to be bold, be brave. Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays — add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays.

* Despite spending millions on new boardwalks and cutting down trees, the cycle route designs released by the National Transport Authority and Dublin City Council are not safe and far from the standards of Cycling For All.

The main problems with the project are:

1. Bad use of space - Maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.

2. New boardwalks will cost €7.6 million — because of an unwillingness to remove cars from the quays boardwalks are needed to make space. The new Boardwalks will likely add €7.6 million or more to the cost of the project and add complications due to working over the river, digging or drilling into quay walls and historical impacts.

3. Overly focused on transport — the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country.

4. Cutting down trees — the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.

5. Removal key space from pedestrians — while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.

6. Removal and not including pedestrian crossings — because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian

crossings at a number of locations.

7. Junction designs proven to be deadly to cyclists — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.

8. Narrow cycle paths — despite spending millions on new boardwalks and cutting down trees, the planned cycle paths are too narrow in many places.

Rather than chopping down trees and squeezing in people walking and cycling Dublin should add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays.

I really think that the most recent local government elections have shown that there is the public will to make string changes to tackle climate change. To that end, now is the time to make bold choices, and stop trying to squeeze too much traffic into too small a space along the quays. I think we should give priority to the pedestrian, and - I say this as a car driver who drops people to Heuston Station regularly - make the quays slower for general traffic. There's no need to have two general traffic lanes at any point - let's let people turning queue with people going straight, and vice versa. This should allow more space to be made available to pedestrians and cyclists, as well as allowing more of the existing trees to be maintained.

To whom it may concern

Please find attached a submission regards the proposed Liffey Cycle Route from the CEO's of St James's Hospital and Children's Health Ireland (the new Children's Hospital).

Many thanks

We need to re-organise travel along the Quays to prioritise active travel and public transport. Trees do not need to be removed, cars do, particularly those with a single occupant. Cycling and walking are the only solutions to our environmental issues and brave choices will have to be made.

Improving cycling infrastructure should be a top priority for DCC. I know many many people who would love to cycle to work in Dublin but they are too afraid of the motor traffic. The quays is a particularly dangerous route and I, and many others I know, go to great lengths to avoid the quays when cycling. I regularly drive in Dublin as well but would be happy to cycle instead if it was safer.

Would be ideal if cars could be removed from the quays altogether to make it a pleasant civic space.

Hello,

I am extremely happy to finally see progress for this cycle route. This is already a heavily cycled route, even before any major design improvements are implemented. I share some opinions with members of the Dublin Cycling Campaign and wish to bring them to your attention for consideration.

We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However some sections of riverside path for pedestrians are removed on a number of quays. There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths. It is not clear that pedestrian needs have been fully taken into account in the design.

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection.

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design.

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

Sincere thanks for your progress with this plan. I hope you can take the above into consideration.

Kind regards,

Given all that we know about liveable cities, the health effects of inactivity, climate breakdown, biodiversity collapse, air pollution, and the cost of congestion, it's time for our capital city to be bold, be brave.

Rather than chopping down trees and squeezing in people walking and cycling Dublin should #GreenTheQuays — add trees and greenery, add public space, and give sustainable transport priority by removing cars at least from the central quays.

Despite spending millions on new boardwalks and cutting down trees, the cycle route designs released by the National Transport Authority and Dublin City Council are not safe and far from the standards of Cycling For All.

Main problems with the project:

— The 'politics of space' — maintaining too much space for cars in a location where public transport use far outstrips car use and, in current poor conditions, bicycles outnumber cars at rush hour.

— New boardwalks will cost €7.6 million — because of an unwillingness to remove cars from the quays boardwalks are needed to make space.

— The new Boardwalks will likely add €7.6 million or more to the cost of the project and add complications due to working over the river, digging or drilling into quay walls and historical impacts.

— Overly focused on transport — the quays are not just a transport corridor. It's the centre of our capital city and includes some of the highest density housing in the country.

— Cutting down trees — the plans include cutting down rows of trees on some of the widest quays because the city council and the NTA puts a larger value on having bus and car traffic lanes. Trees will be removed on Bachelor's Walk where there will be two bus lanes and a car lane and also Eden Quay where there will be four bus lanes and a car lane. Public transport is important at this locations, so, the obvious answer is to remove cars.

— Removal key space from pedestrians — while the project includes larger footpaths at some points, it also includes narrowing other footpaths including at crossings.

— Removal and not including pedestrian crossings — because the planners of the project are overly concerned with traffic flow they have removed pedestrian crossings and not followed best practice and guidance on including pedestrian crossings at a number of locations.

— Junction designs proven to be deadly to cyclists — the Liffey Cycle Route was supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but after years of chopping and changing people cycling will now be left exposed at junctions and many crossings will be shared with pedestrians.

— Narrow cycle paths — despite spending millions on new boardwalks and cutting down trees, the cycle paths are too narrow for existing never mind an increased amount of people cycling.

Dublin City Council and the NTA should be providing for cycling for all and follow the elements of CyclingForAll.ie.

Hi,

I take the quays from Smithfield to Grand Canal daily and use Dublin City Bikes. In certain parts it is dangerous and I feel uncomfortable but it's the quickest way to get to work. I know of many people who would cycle from Smithfield/Phoenix Park area if the route was segregated and safer. I have 2 kids and while too young to cycle at present I would not let them on quays even when older.

I am aware of the Dublin Cycling Campaign and agree with the submission below.

DUBLIN CYCLING CAMPAIGN RESPONSE

We are delighted to see progress at last on the proposed design for this core traffic corridor and iconic cycle route, after such a long wait, and overall we welcome the broad thrust of the proposal. This is already a heavily cycled route, even before any major design improvements are implemented, as can be seen from the photo below. But, we have some comments to make, which we feel could help to improve the design, or at the least raise potential considerations in the future iteration of this design.

We look forward to future engagement with Dublin City Council on this.

General Comments A Number of Positives and Some Negatives There are a large number of positive things to complement within this proposed design, in relation to cycle infrastructure, pedestrian issues, and also actual bus facilities. We highlight these general positive issues below, but also address some areas where we feel improvements are required

Bus Stop Bypasses and Locations We note the relocation of many of the bus stops along the proposed eastward and westward routes in such a way as to optimise the stops, along with the added feature of these all being full bus stop bypasses for bicycles, thus avoiding conflict between buses and cyclists. And by locating the new cycle track on the riverside of the roadway for much of its length this conflict is avoided totally.

Pedestrian Facilities

The inclusion of extra boardwalks along certain sections of the river to facilitate pedestrian movement, while costly, will greatly enhance the river for the average pedestrian and overall will lead to increased usage and safety. We also note and commend the number of new additional pedestrian crossing areas, which will enhance the walking experience. However we note a number of negative issues arising along the proposed corridor for pedestrians in a number of areas, which we will outline in detail in Section 3 Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths It is not clear that pedestrian needs have been fully taken into account in the design.

Segregated Cycle Path

The facility of having a virtually fully 100% segregated cycle track along the spine of the Liffey is a major positive, which will encourage more users. But, the general

adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual - <https://www.cyclemanual.ie/manual/thebasics/width/>

Cycling Right Turns and Road Crossings

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

Cycling Facilities on Bridge Crossings

We note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection..

Traffic Signal Activators

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design

Tree Retention and Planting

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

Regards,

Reduce the amount of space given to cars coming into the city and provide quality bus and cycle lanes. There is absolutely no need to cut down trees and build a boardwalk.

I strongly feel that where possible existing trees should be maintained, and instead private car access should be limited to a single lane throughout the Liffey cycle route, in order to encourage active travel, and maintain a liveable city for pedestrians and residents.

I am delighted to see progress at last on the proposed design for this core traffic corridor.

I share the concerns raised by the DUBLIN CYCLING CAMPAIGN under a separate submission.

I am also concerned that any restriction in lanes will simply push traffic to the nearby roads like Stoney Batter and in and around Smithfield.

I appreciate this will be difficult dilemma but as much as possible consideration ought to be given to mitigating the impact of extra traffic in the areas in the vicinity

of the route.

Many thanks for all your work,

Dear Sir/Madam,

as a cyclist and user of public transport in Dublin, I was very excited to hear about the Liffey Cycle Route finally getting underway. However, I have some concerns with the plans as published now, mainly related to the amount of space allocated to bikes vs cars etc., often at the price of removing trees as is the case in Eden Quay and Bachelor's Walk.

When I cycle to work in Dublin, often past the quays, it's often enough that I find myself in a "traffic jam" of bikes. Cycling in Dublin has exploded over recent years, and that is with the current poor cycling infrastructure. Yet, many commuters in Dublin refrain from cycling over other forms of transport simply because they find it too stressful or unsafe. The Liffey Cycle Route is a chance to change, not sustain this issue. Segregated cycle tracks as planned will help this, but the added benefit is limited because the planned tracks are narrow, and the cycle lanes are often only one-way, which makes navigating the quays much more difficult and takes from the big advantage of being more flexible in terms of taking direct routes by bike. I think that the goal should be two-way segregated cycle tracks like on parts of City Quay.

Space is limited, so choices have to be made to take away space from some kinds of transport in the favour of others. As a cyclist and a young worker in my 20s concerned about climate change, I fully support taking space from private cars along the quays to enable sufficiently wide, two-way, segregated cycle lanes as well as bus lanes. I believe that giving the needed space to active transport such as cycling and walking, and sustainable transport such as buses, can't come at the detriment to trees, and shouldn't be done half-heartedly with narrow cycle lanes and retaining space for cars.

I also believe that a seemingly drastic step such as scrapping private car access to the quays to enable public transport is now a lot more acceptable for the public than it was even just two years ago, as public support for climate action has skyrocketed. Dublin City Council should lead on climate action, and a multi-million Euro endeavor such as rebuilding and restructuring roads on the Quays should be future-oriented and shape the inner city as enabling sustainable and emission-free transport, such as cycling.

I am also concerned with the reduced space for pedestrians and the removal of some crossings for pedestrians -- again, emission-free, active modes of transports is what I would like to see prioritised.

Another aspect are the junctions: though this is certainly very complicated to plan, one of the most important aspects for the safety of cycling is the design of junctions, from looking at the plans I was disappointed to see that in many junctions, no curbs or pillars are in place to protect turning cyclists, or cyclists from turning cars, additions which can transform the cycling experience into a much

safer and hence, more attractive one.

Thank you in advance for your consideration and for all your work on this project. As a passionate cyclist and environmentalist, I appreciate the planned action to provide cycle lanes, I just believe that as these changes are meant to provide safe and sustainable transport long-term, the points I have mentioned will be necessary to reach said goal.

Kind regards,

Dublin is one of the most congested cities in the world and reducing unnecessary traffic is vital to ensuring it is recognized as the great place that it is. It is a flat cycle friendly city - until the physical arrangements of where cyclists are expected to place themselves comes into play. Placing cyclists with buses and large vehicle traffic is nonsensical. It makes it dangerous to cross lanes, make right hand turns and navigate the city.

The quays could be a cycling city artery that would encourage green transport. Putting cycle lanes in non-privileged places without any barrier between them and large vehicles is not a forward thinking plan. Instead it repeats the poor design of the city that emphasizes Dublin's place as a dangerous place to cycle, a difficult and expensive city to get around and a place where environmental concerns are not taken seriously. That is pretty frustrating from the capital of a county that lauded its devaluation of a climate emergency. Be the better planner and make dublin safe and future friendly !

Hi there

I don't have a very specific observation to make. Rather, I wish to record my support for the prioritisation of cycling, public transport and greenery along the quays over that of retaining private car access. Should there be an irreconcilable conflict between these due to space or safety, car access ought to be discarded first.

Kind regards

I am very disappointed to see junction designs which leave cyclists sandwiched between lanes of motor traffic, with motorists crossing the cycle lane to access another lane. These junctions are often referred to as "Murder Strips" because of the danger they pose to cyclists.

I also note that some of the bike lanes are very narrow. Narrow bike lanes have been shown to encourage close passing of bikes by motorists, thus endangering cyclists.

Poor cycling infrastructure can be worse than none at all and these two elements of the plan are examples of this. People will die because of this design, if it is built as is.

I personally don't cycle nor do I have any intention of starting, it's an unsuitable mode of transport for my family. Therefore, from a personal perspective I would urge against moves to privilege cycling infrastructure over the needs of public transport. This is particularly the case along the quays. I would also hope that cycle infrastructure would be separated from footpaths, as a pedestrian I have had three instances of a "near miss" with cyclists who clearly felt the rules of the road, the need to exercise basic situational awareness or apply brakes at any point do not apply to them. I would go so far as to suggest banning cyclists from the quays altogether, as they present a hazard to pedestrians and are a risk when sharing a road with busses.

As a regular bicycle commuter in Dublin city, I consider that the Liffey cycle route is a long overdue and absolutely critical project that should be progressed as rapidly as possible: but that must be done right. Half-hearted compromise - which is what I see in the current design proposal - with not support Dublin's aspirations to be a liveable city, and will frustrate cyclists, pedestrians and motor vehicle users alike.

I strongly encourage the Council to be bold and courageous and bring forward a proposal that will genuinely meet the needs of Dublin's large, and rapidly growing, cycling community. I specifically support and endorse the criticisms of the current plan identified by irishcycle.com and summarised here:

<https://irishcycle.com/2019/06/05/greenthequays-act-now-tell-dublin-city-council-to-remove-cars-not-trees/>

In summary, the Council needs to clearly and decisively move away from the misguided and obsolete addiction to motor traffic in general, and cars in particular (including taxis) as having a privileged and prioritised access to street space in the city. There is an opportunity to build something new and enlightened with this project: but this can only be done by clearly and unambiguously prioritising personal urban mobility: pedestrian, bicycle, e-scooter etc. This is the only way to deliver a safe, comfortable, and reliable Liffey cycle route.

The sooner this gets done the better

The preservation of access for primarily single occupancy private cars seems to take precedence over all else. As the primary polluters, it is wrong that trees (which absorb pollution) are removed to allow for private cars. Footpaths are too narrow and dangerous in places.

Cycle paths are too narrow much of the time, and dangerous in places, particularly at junctions where most collisions occur with cyclists and pedestrians.

Cycling, walking, trees and public transport should be prioritised.

I'm not sure there's great value in mainly keeping the quays car centric. Lots of cities are moving away from it and I think we should do the same. Keep trees, have nice big wide cycling paths, nice pedestrian friendly wide footpaths and cater for public transport too. Lots of zebra crossings and remove the private car from the water front. It has so much potential as a citizen space

I'm in favour of a dedicated cycle path but not at the expense of cutting trees.

Instead why don't we remove the private car and keep the trees.

The private car is the problem here and we will never solve our climate crisis and air pollution problem if the private car remains the focus of our cities. We must introduce a congestion charge and reduce parking for cars also.

Hello,

I am a cyclist, pedestrian and a car owner living in Dublin's Inner city around Stoneybatter. Please do not cut down trees on the liffy to make room for cars and a cycle lane. Please just take cars off the quays and create a segregated cycling path. This will make the city centre's river a safe, vibrant and people friendly area. Thank you,

Please ban motorized vehicles along the quays, thank you.

Please ensure proper cycling infrastructure for all, including children and those with mobility issues for whom cycling provides independence and exercise. Cars and bicycles should never be forced to share road space, it is a recipe for accidents and road rage, and is not conducive to increasing the uptake of cycling and encouraging children to cycle. Dublin is a city that is very amenable to cycling and we should be doing everything we possibly can to encourage safe cycling in this city.

I believe more road space should be taken from the private motorcar and allocated for pedestrian and cycling facilities. I do not believe the plan goes far enough to break the dominance of private cars in the city. The quays should be a place of amenity for the people of Dublin and visitors alike, not the congested, dangerous, polluted place it is today. Do better Dublin City Council!

It's quite frankly silly that nearly half the budget of a cycling project is going to keep an ever declining number of car users happy.

Ban cars , Build a proper cycle lane!

Segregated cycling along the quays must happen. It is very dangerous as it currently exists. The no. of cars needs to be reduced driving along the quays aswell. And through the city as a whole. The trees must remain protected. Just make it happen already.

Some points for improvement:

Some sections of riverside path for pedestrians are removed on a number of quays. This breaks a major desire line, particularly for visitors to the City. There are a number of crossings not facilitated for pedestrians, despite being led to the location along proposed or existing paths. It is not clear that pedestrian needs have been fully taken into account in the design.

The general adherence to a 2 metre (and sometimes narrower) cycle track throughout the one way route sections is at best sufficient for present cycling levels in the City. Where possible, and there are a number of locations, the one way route width should be increased in line with the best recommendations of the National Cycle Manual.

At a number of junctions it is not clear how a cyclist will make a right turn, usually to cross a bridge. The design also needs to clearly indicate if all marked crossing points are Toucan crossings, or simply pedestrian crossings thus enabling cyclists to legally use these crossings.

I note the inconsistency of the provision of excellent cycling lanes on some bridges but none on others. The reasoning for this needs to be made clear. And in reality cyclists will still continue to use those without facilities, but should receive some level of protection.

We presume that all junctions will include cycling activators for traffic lights, to ensure that cyclists are recognized. We would also wish to see some advance green lights being used at a number of locations in this design, for what is a very heavily trafficked corridor. These features should be indicated in the design.

We are delighted to see so many of the existing trees along the Liffey Corridor, retained in this proposal, other than those on Bachelor's Walk and part of Eden Quay. A proposed planting regime will also help to enhance any final scheme.

To finish, this proposal does not go far enough. All roads and public spaces should no longer give first priority to cars, and should be designed firstly for active travel, then public transport, and cars should be given last consideration, and only permitted where it is possible to fit them (no longer the other way around).

This plan is a mess and totally uncyclist friendly, it would be better to leave things as they are rather than squander money on this.

It is a typical Irish compromise solution that focused too much on not annoying car drivers but ends up leaving no one satisfied. It will damage existing amenities such as trees to facilitate cars which from my experience cycling the quays are usually single occupant. It would be better to start dealing with that problem across the city which has serious public health and climate change associations before wasting any more effort on compromised cycling facilities that fail to properly prioritize vulnerable road users.

I am a local and cyclist. I'm also a car user but the city is not made for cars now with all the one way systems. Cars need to be discouraged to be used in the city centre. Cycling down and Quays and College Green is already absolutely frightening.

There is no need to build boardwalks. Remove cars and create safe cycling conditions. Please don't consider removing trees. This is not necessary.

Make people aware that Ireland cares about our environment and wants to reduce carbon emissions. Get the public to use the bus and luas. At the minute college green on a bus is even a mess and takes far too long to pass.

Fix the roads and make them safer for all. Prosecute those breaking lights and the law.

The wide junction when accessing Temple Street West from Wolfe Tone Quay is a hazard to cyclists and pedestrians. The access is far wider than is necessary for a quiet one way street, and it allows vehicles to turn left onto Temple Street West at speed due to the wide width. This makes it dangerous for cyclist travelling east and for pedestrians trying to cross this junction.

Many other junctions in this scheme are proposed to be narrowed, slowing turning traffic and shortening the crossing distance for pedestrians. I propose that this junction should also be narrowed for the safety of cyclists and pedestrians.

The area in question, is shown in the attached file with an indicative extension of the path way shown in green.

Kind regards,

Please prioritise pedestrians and cyclists in terms of the width of cycle lanes and footpaths, the safety for both at junctions, the segregation of the lanes from one another and the quality of the visual environment and air quality through the maintenance of existing trees. Please place less priority on the use of private cars even if this means compromising parking spaces, their own flow through the city and their use of the quays themselves. Please consider the needs of cyclists not in terms of those that already use the north and south quays but also in terms of those who currently do not because of the poor quality of cycling infrastructure including those from the age of 6 who are competent cyclists.

All cycle lanes need to be separated from vehicle traffic, so protected by kerbs or barriers. I don't like cycling Dublin streets alongside motors; it's dangerous and frightening.

Please don't remove any trees. The city should be planting more, not chopping them down.

We should be removing private cars from the quays and prioritising pedestrians, bicycles, green areas and public transport.

The Liffey Cycle Route is supposed to be a fully segregated cycle path from the Phoenix Park to the Point Village but the initial images of the design indicate multiple areas where this is not the case. This is unacceptable if the aim is to enable a safe environment for all ages and capabilities.

The design for the junction with Blackhall Place is simply the incredibly dangerous existing set up.

If the designers actually cycled this route every day for a week/month they would understand that this proposal is criminally negligent and wholly unacceptable.

The whole concept of this project is to remove these types of barriers to cycling and offer a safe route for cyclists.

It's incredibly disappointing that after 8 years this is considered the best design for this already dangerous junction.

In an ideal world cycling consultants from Copenhagen and/or Netherlands would be brought in to review and build on the current proposal to ensure there is sufficient protection for all ages along the entire route.

The design also looks like much of the space for cyclists is too narrow even in sections where there is ample space available to provide appropriate widths of segregated lanes.

The junctions and roads intersecting with the Liffey Route also need to have segregated cycle path feeding in and out of the route and the design images seem to ignore this vital aspect.

The designers need to look at the plan in terms of a connective inner-city network and not a stand alone piece of basic infrastructure.

Please make more space for bikes, buses, and trees along the quays, and less space for cars. Ideally get rid of cars altogether on the quays. It would be great to have a two way bus lane on one side of the Liffey and a two way cycle lane on the other side.

There should be full segregation of cycle paths. Some of the junction designs are dangerous. The cycle paths in the design are not wide enough. Given the amount of cyclists and buses that use these routes why are they not prioritised? A decision should be made to remove cars at key points. The lack of pedestrian crossings means people will be crossing the road randomly.

As a motorist, pedestrian and a cyclist who cycles along the Liffey quays every morning and evening to and from work, I was eager to read about the proposed Liffey Cycle Lane.

The current proposals to create cycle lanes on the quays appeared a first to be positive, however the manner in which these are to be delivered is concerning.

The current Liffey Cycle design proposals to remove mature trees from the quays is appalling. The reason for this is that the delivery of the cycle lane appears to work on the basis of removal of mature trees and the retention of car parking all along the quays.

I would respectfully suggest that these designs do not appear to be thinking in a sustainable or holistic way. Removal of mature trees along the river is a poor proposal. These trees are essential to the intrinsic value of the river Liffey.

The idea of chopping these down does not appear to take into account issues such as animal, insect or bird biodiversity, environmental or ecological issues which would be affected by the removal of the trees. It does not appear to explore the potential for noise and carbon reduction in the protection of the trees.

Mature trees along the banks of the principal river in a capital city is a feature of most European cities. It elevates the city of Dublin to its rightful place, on par with other, high value, world class, historic cities, both on the European continent and further afield.

It seems reasonable to expect that instead of removing mature trees, Dublin City Council would instead refer to good practice and suitable precedents from abroad and instead remove the car parking from along the Liffey quays.

In conclusion, as a motorist, cyclist and pedestrian, I feel I am balanced in my viewpoint on this. The removal of car parking spaces along the Liffey quays would make more sense than the removal of its mature trees.

I'm in favour of a cycle route along the liffey and it is badly needed for cyclists if Dublin is to become a green city. It will inevitably actually improve traffic congestion, far too many cars commute to Dublin with drivers that could easily cycle to the city centre if they felt safe to do so,

I believe the current proposal does not go far enough from an environmental aspect. As Paris closes motorways and roads around its rivers we are keeping the quays open to cars.

With space so constrained in the city and the government recently declaring a climate emergency we need to think bigger with our plans. By greening the quays we can avoid cutting down trees, providing better pedestrian and cycling facilities while still retaining bus only access, but we need to make a big decision and decide that cars aren't the future of our city.

Private cars continue to be prioritized over pedestrians and cycle traffic. Please reconsider removing trees and reducing the width of pavements in order to accommodate cars. The center of the city would be enhanced if private car use were reduced or excluded

I am totally in favour of a cycle route along the Liffey and it could be a fantastic asset to the city and improve the experience for growing numbers of cyclists in the city. However, the proposed plan has a number of major flaws which will seriously undermine the cycle route and compromise its effectiveness.

The cycle lanes are not wide enough and should allow space for comfortable overtaking in the cycle lane. One slow cyclist will hold up everyone and just lead to frustration and cyclists using the general traffic lanes, creating more problems with drivers. There will be huge numbers of people using this facility, particularly as ebikes and e-scooters become more popular. It seems to be sized on the number of people cycling when this proposal was first mooted, not the significantly increased number of people who will be using these new technologies in the very near future. What is the point of spending such money to create something which those it is intended for will not use?

Having the cycle lanes switch from river side east of O'Donovan Rossa Bridge to building side west of it is a terrible idea. I don't believe that the switch over will work. Waiting for lights to get to the other side of the road and the sheer numbers of people jostling for position will just result in people using the road lanes, particularly if they are approaching a red cyclist light and the general traffic light is green.

The switch from river side to building side can happen much easier to Frank Sherwin Bridge where numerous other traffic movements have to be accommodated. Having the cycle lanes on the river side which would be much better for all concerned. It removes conflicts with buses and as right turns for traffic from the north quays onto James Joyce Bridge and Liam Mellows Bridge are already banned, there will be no conflicts at these points. There is space for a general traffic right turning lane to the right of the cycle lane at Fr Mathew Bridge. Same for south quays at O'Donovan Rossa Bridge, where the road widens to two general traffic lanes in front of DCC Civic Offices, the right lane should be for right turning general traffic with the cycle lane continuing to the left of it. The same applies at Burgh Quay with traffic turning onto O'Connell Bridge and George's Quay with traffic turning onto Butt Bridge.

Where a board will be provided at Ellis Quay, there is no need for a footpath inside the quay wall. Instead, a wider cycle lane should be provided and pedestrians use the boardwalk. I would also question the need for additional boardwalks on the south quays which seem like they will cause unnecessary hassle and controversy at the Millennium Walkway and, in particular the Ha'penny Bridge, not to mention adding substantial cost. Do people need to be able to walk along the river all the way?

Hello,

The proposed single cycle lane each way doesn't account for the current or potential demand for cycle traffic along the quays. The proposed single lane should be expanded to incorporate the car lane with the car route being moved to a road further away from the river.

Regards,

Firstly the section on Conyngham road needs a review in relation to the junction into the Phoenix Park. This is a dangerous junction as cars currently encroach the bus and bike lane to turn left into the park. More protection needs to be afforded to cyclists on this section and more protection given to the bus lane to stop cars encroaching on it. Given there is minimal enforcement being carried out, enforcement should be built into these designs.

Secondly cars and vans are regularly parked in front of the criminal courts and the shops/bars/hotel on the eastbound lane of Parkgate St. Enforcement of the bus and cycle track needs to be built into the design here.

I am concerned at the design to covert segregated cycle track to unsegregated cycle lanes at all junctions. This forces traffic and cyclists to mix at the most dangerous point and due to the softening of turning angles for cars, allows and induces vehicles to speed up while turning. I would encourage you to revisit the design of junctions entirely and keep the traffic modes segregated at all times by extending the tracks to the junction and by ensuring a slower turning junction for vehicles.

Also the unsegregated cycle lanes are narrower than the segregated lanes which is ironically where cyclists will need more space and protection.

Furthermore I feel that the design still retains, in many sections, 4 road lanes, 2 on each river bank, for cars. This is the mode which is consistently decreasing in use, which is causing the most environmental damage and creating the most congestion. It continues to defy logic that a transport mode such as cars is prioritised over public and active transport in a route so confined and congested as the quays. This is an opportunity to restrict car use to one lane only on each bank of the river and allocate the remaining lanes to busses and widening the cycle lane to 2.5m.

The sections of cycle lane at below 2m are simply not feasible or logical for a mode that will undoubtedly increase dramatically on completion of this project. You are designing for volumes that are already being surpassed and this will present problems within a very short timeframe of completion. The overflow of cyclists will end up back in the bus and car lanes.

On Aaran quay the filtering of left turning traffic into the leftmost lane enables cars to block busses and to force cyclists and vehicles to interact. A better approach would be to have a cycle track in the leftmost lane with a bus lane outside it. Traffic can then have a short left turning lane from the centre with a filter to stop busses and bicycles. Otherwise the most densely used lanes, in terms of people moved per sq m of road space are being blocked by cars trying to cross left into the leftmost lane.

On Ushers quay the mixing of busses and cyclists and left turning cars is of significant concern to me. This is already a dangerous pinch point causing delays for busses and danger for cyclists and needs to be redesigned with more space and protection and segregation for both. If a person wishes to drive then it should be drivers of cars that suffer the congestion caused by cars not busses and cyclists. Left turning vehicles should not be filtered into the bus and cycle lanes until as late as possible.

The crossover sections on Inns quay and Wood quay are not suitable junctions for cyclists busses or cars. Firstly cars always encroach on the advance cycle space at traffic lights therefore I would recommend moving the vehicle traffic lights back several meters from this junction. Secondly traffic coming north on O Donovan Rossa brudge consistently blocks overreaches into the yellow box space at the beginning of Ormund quay. This in turn blocks cyclists, busses and pedestrians from proceeding across this junction from other directions. This design will do nothing to remedy that and will result in a backlog of mixed traffic (cyclists on right of Inns quay and cars) in the same lane for approx 100m. This junction is very dangerously designed.

Once as the cycle track crosses to the river bank side of both North and South quays there are very few cross back points which is going to cause issues where people will want to stop and cross to workplaces etc. There needs to be more pedestrian crossings at these sections.

Overall I feel that since enforcement of segregation of traffic modes is so poor in Dublin that enforcement needs to be built into the design. Too much space is still being given to cars which are a low density high damage mode. The cycle lanes are too narrow in many parts to meet future volumes. Cars being forced to cross the bus and cycle lane to get into a left filter lane is a recipe for congestion and accidents. Leave them in the centre lane and filter them using traffic lights. Finally I want to reiterate my significant concern for the junction designs which offer no protection to cyclists at the points where accidents are most likely to happen and where blind spots are most pronounced. These need to be segregated right up to the point of crossing and facilitate cyclists to turn left safely even on a red light.

Dear all,

Please find attached my submissions (in Word document format).

Should you require any clarification, or have any difficulty in opening this attachment, please don't hesitate to contact me.

Kind regards,