



Dublin Cycling Campaign

% Tailor's Hall

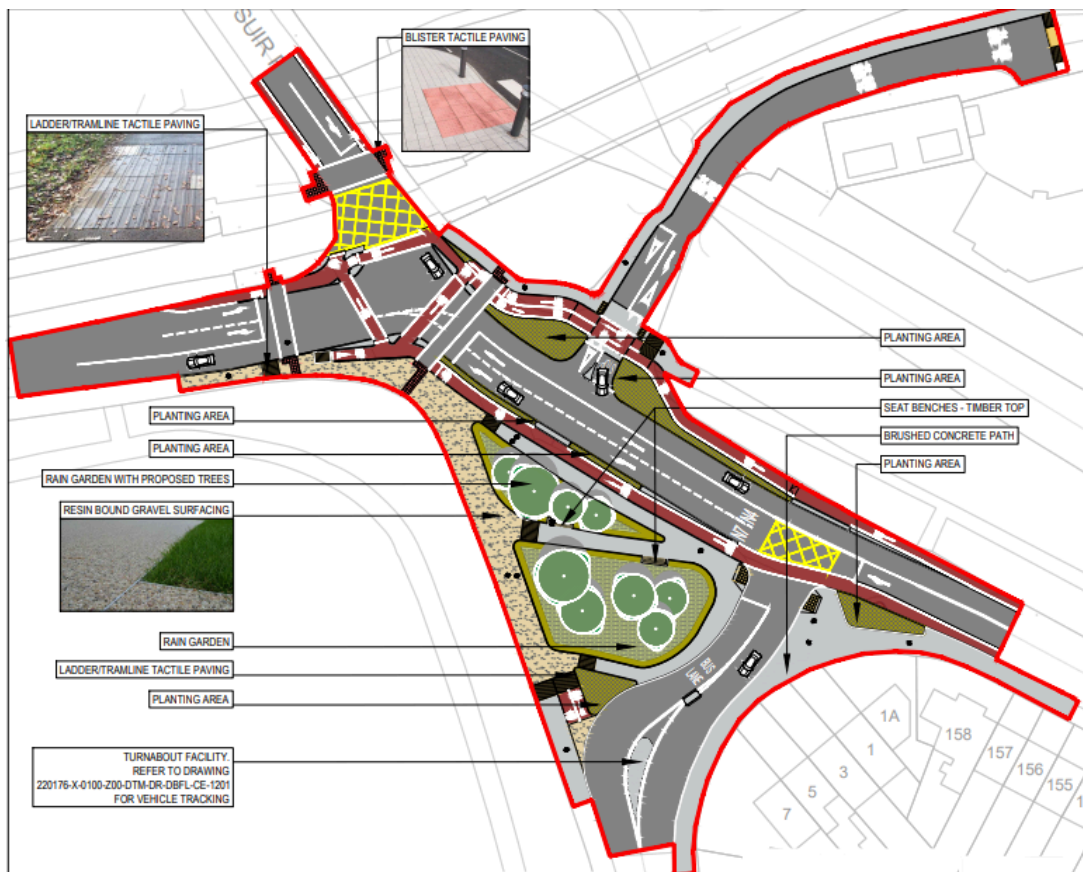
5 Foster Place

Dublin

D02 V0P9

25th July 2024

Suir Road - Davitt Road Upgrade



Outline of proposed works at Suir/davitt Road Junction

1 Introduction

Dublin Cycling Campaign advocates for better cycling conditions in Dublin. We are part of the Irish Cycling Campaign (formerly Cyclist.ie), a registered charity (RCN 20102029). In

turn, the Irish Cycling Campaign is the Irish member of the European Cyclists' Federation. We have active sub-groups in all four Dublin Local Authorities.

We have a vision for Dublin as a vibrant liveable city where people of all ages and abilities choose to cycle as part of their everyday life.

Dublin Cycling Campaign welcomes this scheme as part of the wider Kilmainham to Thomas St active travel route. The present junction is inhospitable for cyclists and pedestrians. We support the improvements proposed for this scheme with some minor comments for amendments and further proposed improvements.

2 General Comments

2.1 Innovation and Landscape

Dublin Cycling Campaign welcomes the innovative proposals outlined in this non statutory consultation, to improve traffic flow and overall safety at this complex junction, as well as providing improved public realm for public use.. In particular we welcome the closure of the Slievenamon Road direct link, and the introduction of the proposed small green landscaped area, which will give an overall uplift to the area, while at the same time managing traffic flows in a more coherent way.

The incorporation of this area into the adjoining park might be considered as the project develops?

2.2 Bus Gate?

We cautiously welcome the proposal of the bus gate, and the right turn ban from Slievenamon Road into Dolphin Road, but suggest that this might warrant further investigation, due to the relatively low bus numbers at present taking this route. Is it necessary to ban general traffic? Is the volume of general traffic inhibiting bus flows in this area? Would a simple bus priority facility not work as well?

From the exhibited drawings it would also appear that general traffic can still turn right from Dolphin Road into Slievenamon Road. Is this the case?

2.3 Shared Pathway

The proposed 4 metre wide shared pathway is proposed to provide a direct cycle route for people travelling between Slievenamon and Suir Road. Shared routes with pedestrians are a source of conflict and should be avoided. However, we also note that the proposed southbound cycle exit onto Slievenamon Road feeds directly into oncoming general traffic. This overall section should be reviewed.

2.4 Preferred Cycle Route - Remove Barrier

Due to the fact that Davitt Road is very narrow, has no cycle facilities, and is not very safe for cyclists, the vast majority of cyclists choose the Grand Canal southside pathway, which acts as a shared cycleway/greenway (though not designated), as their preferred route travelling eastwards or westwards.

We note from the exhibited drawings that there is no easy route for cyclists to access this shared path, when travelling westwards, due to the existing barrier on the north side of the LUAS track. This barrier needs to be removed to provide access to and from the canal track for cyclists.

2.5 Main Junction Arrangement

The logical relocation of the Suir Road pedestrian crossing and its conversion to a Toucan crossing, to align with the existing Grand Canal pathway/cycleway is to be welcomed. However the routing of some cyclists across this new proposed junction needs to be re-evaluated and could be more intuitive?

We suggest that all cycle crossings on the main Davitt Road/Dolphin Road junction be made 2 way, to facilitate more direct movement of cyclists in their desired directions. Take for example cyclists emerging from the new Grand Canal View route wanting to access the Canal Cycleway going westwards. The layout arrangement proposed suggests that this cyclist must make 2 separate crossings (three if the LUAS track crossing is taken into account?). If 2 way cycle crossings are included instead, this could be reduced to a single crossing?

Similarly if other putative cycle journeys are considered, there would be a major benefit to cyclists, without any loss of functioning of the overall junction?

2.6 Junction and Carriageway Narrowing

The narrowing of all of the junction approaches is a major safety benefit to all road users, but particularly pedestrians, in line with DMURS and local policy. But we seek clarification on the crossings of the side road junctions at Grand Canal View, and Slievenamon Road. These should be ideally raised table crossings to support safer pedestrian movement. This is not indicated on the posted drawings.

3 Summary and Conclusions

Dublin Cycling campaign welcomes and supports this proposed re-alignment of the Suir Road junction, to make it safer and more logical for all road users, with improved signal sequencing. However we have a number of suggestions for overall improvement

- Make cycle pathway to Grand Canal route west clearer by removing (part of) existing barrier on canal adjacent to LUAS line
- Make main junction crossings 2 way for cyclists
- Re-align cycle exit from shared pathway on to Slievenamon Road to avoid oncoming traffic
- Include raised tables on side road crossings
- Consider if the role of the Bus Gate is justified?
- Consider the incorporation of the new landscape area into the existing Good Counsel park?

As usual Dublin Cycling campaign is happy to meet with the designers to discuss or clarify any of the above issues.

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<https://www.dublincycling.com/>