



Core Bus Corridor 11: Tallaght to Terenure

17th April 2020

Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. We have a vision for Dublin that is a vibrant city where people of all ages and abilities choose to cycle as part of their everyday life.

Cycling for All

The goal of the cycle routes must be to enable people of all ages and abilities to cycle. Cycling can be an option for almost everyone if we design for it correctly.

If the cycle routes do not measure up to international best practices we will not see kids cycling to school with their parents, teenagers cycling to the cinema, commuters cycling to work or older people cycling to the shops.

Only by enabling many people to cycle, by making it a realistic choice, can we deliver the potential modal shift changes. Whenever a new person starts cycling society reaps the benefits of improved public health, reduced congestion, and better liveability for our urban places. The maximum benefits of cycling are only achieved by designing cycle routes that enable the largest cross-section of society to cycle.

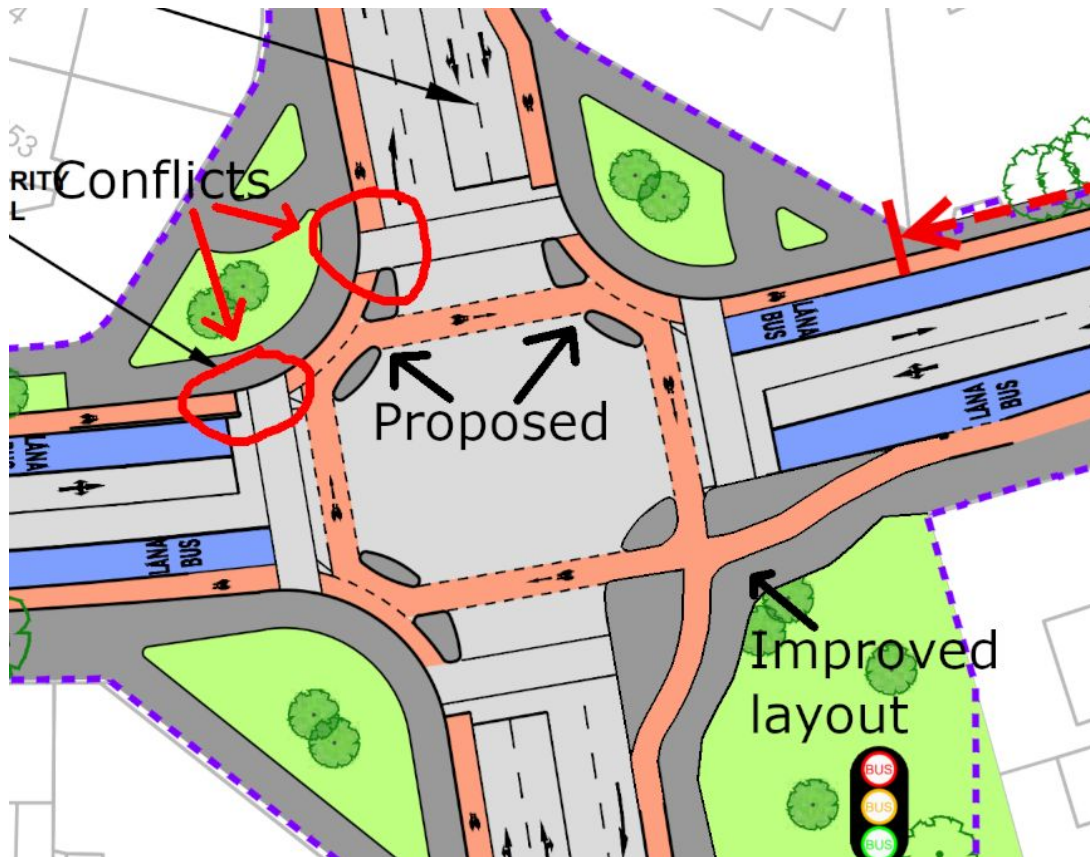
General Points and Summary

Many of the changes to the proposals will make it substantially safer for people of all ages and abilities to cycle in this part of the city. In particular, we welcome the following changes:

- The bus gate on Templeogue Road will significantly improve the safety and comfort of cyclists by reducing traffic volumes and speeds through this pinch point. Due to the absence of a cycle path on this stretch of road, it is important that this bus gate is retained and not time plated.
- The large junctions have been redesigned with Dutch design principles in mind. We are particularly happy to see the Spawell Roundabout being replaced with a signalised junction, as multi-lane roundabouts are very dangerous for people cycling.

However, we still have some serious reservations about these junction designs.

- At the Spawell junction, cyclists cannot turn right anywhere, and only inbound cyclists can even continue straight. Asking cyclists to cycle on the footpath and cross at the pedestrian crossing is unsafe and unreasonably inconvenient.
- We are also concerned that this design will result in unreasonable wait times for people cycling. At present, pedestrians and cyclists are expected to wait 30+ seconds for each crossing, and we fear that the new design will exacerbate this problem. One solution to this issue would be to retain the roundabout, but install grade segregation for people cycling and walking. With such high traffic volumes and speeds, and a large amount of space, this is a worthwhile proposal.
- There are major safety issues at the Old Bridge Road junction. It is good to see corner kerbs being proposed, but these are much too small to ensure that cyclists have a safe space to wait. In particular, cyclists turning right onto Cypress Grove Road don't seem to have anywhere to wait at all. It is clear that Old Bridge Road and Cypress Grove Road are not wide enough for the number of lanes proposed. Reducing both to a single lane in each direction would make space for a much safer junction design.
- The Springfield Avenue junction is certainly the best of the lot, but even here, there are confusing and unnecessary pedestrian/cyclist conflicts. Using the green space to set the cycle lanes back from the carriageway. The drawing below shows the difference between what has been proposed and what could be achieved with the space available.



- We also have concerns about the minor junction treatment. At some of these junctions, cyclists on the main road are expected to yield to traffic on the minor road. At others, the cycle path becomes a footpath/shared space before and after the junction for no obvious reason. It is important that these minor junctions are standardised, with clearly marked priority for people cycling and walking. The best way to achieve this is with a continuous footpath made from the same material as the rest of the footpath. Where possible, the cycle path should be set back from the road in order to make cyclists more visible.

We are also very disappointed that proposals for Templeogue Village have not been included in this consultation. At the community forum in September, an excellent design for the Village was proposed. That design would have delivered high quality cycle paths and major public realm improvements for the village, all while retaining much/all of the car parking by increasing the capacity of the car parks to the rear. It is not fair or reasonable to abandon this proposal without giving the wider public an opportunity to comment in a public consultation.

Specific Remarks

Maps 1 & 2: R137

We are pleased to see that the recommendation in our previous submission to swap the cycle track and pedestrian path between the M50 and Templeogue Bridge has been accepted, and the footpath has been widened to 2.8 m.

However, we are disappointed that there is still no grade segregation between the pedestrian path and the cycle path. A line of paint on a footpath is unsafe for pedestrians and cyclists alike, but particularly so for people with disabilities

We believe there is a need to provide a cycle track or footpath on the south side of the road from Spawell Junction to connect to the existing cycle/walkway just west of the service station. People walk/cycle in the bus lane or grass verge beside it (there is a "desire line" worn in the grass verge). People want to access the segregated walk/cycleway, local businesses, playing pitches and the service station (e.g. walk there and get picked up; it is also the local 24 hr shop).

Map 4: R137

At the national monument (arch) space should be provided for the segregated cycleway to continue. The motor lanes could be realigned slightly into the median to provide sufficient space.

Map 5: Old Bridge Road to Templeogue Village

This stretch of road needs to have a cycle path in both directions. It is currently extremely dangerous with traffic coming from the dual carriageway at high speeds. Bus priority could be preserved with bus priority lights, or by limiting through traffic in the village to one direction only.

Map 7: Our Lady's School

This stretch of road is extremely constrained with very little space for people cycling or walking. Given that there is a bus gate proposed just up ahead, we are not convinced that an inbound bus lane is really necessary here. Reducing the road to three lanes would make space for full cycle path segregation, an island bus stop, and an appropriately wide footpath.

We welcome the improvements at the Fortfield Road junction, especially the diagonal crossing for cyclists.

Map 8: Bushy Park

The proposed narrowing of the footpath in order to squeeze in the bidirectional cycle path is not necessary. The space could easily be widened to provide sufficient space for both modes. If possible, the cycle path and footpath should be physically separated, perhaps by moving one to the other side of the trees.

Map 10: Terenure Village

There are no cycle facilities proposed for Terenure Place, where there are existing advisory cycle lanes, albeit narrower than is recommended. Without cycle facilities here this will become a missing link between the cycle routes of this Core Bus Corridor and CBC12: Rathfarnham.

We have attached an alternate concept design as Appendix C to the end of this submission. With some work, a protective corner island could be installed in this plan, which would better protect cyclists from vehicles invading the cycle lane.

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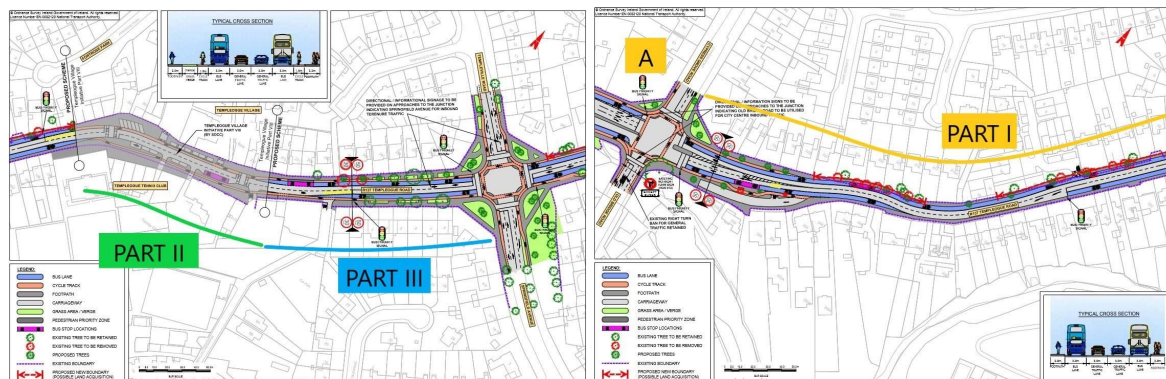
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Appendix A: Templeogue Bridge to Springfield Avenue

CBC10 Templeogue Bridge to Springfield Avenue

The cycling proposals between Templeogue Bridge junction (Junction A) and the Springfield Avenue junction (Junction B) are poor but with scope to improve. The latest Busconnects plan essentially breaks this A to B link road into 3 parts:

- I. Templeogue Bridge [A] to just west of Templeogue Village (~380m)
 - Mostly bus lane cycling. No alternative route is specified for cyclists.
- II. Templeogue Village (~140m)
 - The NTA's improved public realm design has unfortunately been shelved in favour of pursuing a previous SDCC improvement plan. The SDCC plan involved retaining the existing cycle tracks in the Village, but did not address the fundamental issues.
- III. East of Templeogue Village to Springfield Avenue Junction [B] (~145 m)
 - 1.5m cycle tracks are proposed on either side of the bus lanes.



There is a space allocation problem in Part I, which results in a break in the cycling network due to prioritisation of motor traffic congestion and buses over cycling. This is detrimental to the route, which has potential for local cycling trips as well as a through commuter route. Among other problems, this route suffers with high vehicle speeds, with the majority of vehicles entering from a dual-carriageway. Increasing the road corridor width by adding bus lanes will not help.

Overview of Potential Solution

This solution involves prioritising walking, cycling, public transport and motor traffic (in that order) by providing segregated cycling tracks and using bus gates to provide priority for buses.

Between Junctions A to B, there are no other roads introducing new motor traffic, therefore what goes into the link road at A, must go out at B (excluding limited local traffic) and vice versa.

Looking at the route as a whole, Templeogue Road will be closed to inbound motor traffic before Terenure Village, which should result in less vehicles using this A-B link road. Inbound through motor traffic using the CBC route will inevitably end up at one of the junctions marked with the purple circles on the map below. Alternative connecting routes are highlighted in blue and demonstrate the various options available to drive to the purple nodes. Some blue lines are rat-runs but not all rat-runs are shown.

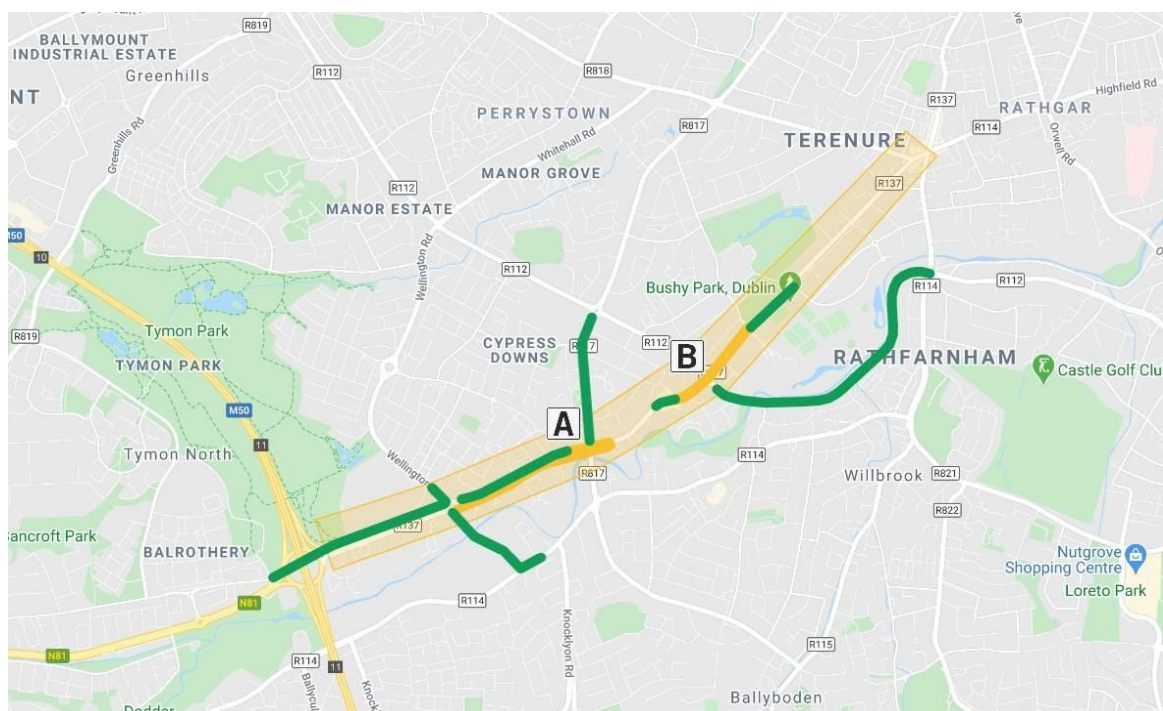
While the point is to show that some drivers will inevitably take other routes, it also highlights an important issue for cyclists locally (refer to the cycling infrastructure map below). There will be increased motor traffic on other routes with poor cycling provision (note two recent cyclist fatalities are marked in red signs below).

Outbound traffic management on CBC10 remains as currently, but with a continuous bus lane from Terenure to Templeogue.

It should be possible to throttle the through traffic at Junctions A and B in order to assign space for cycling on approach to the Village. Junctions A and B could be looked at as simply the same junction, but stretched apart and linked either side of the Village.



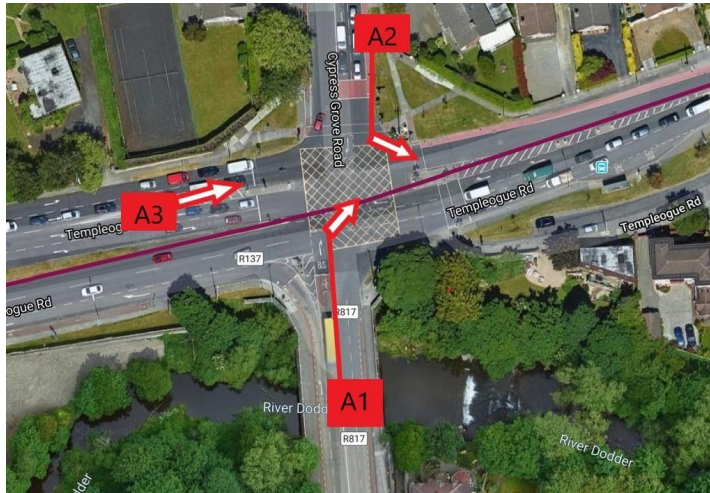
Inbound motor traffic [purple], inevitable destination junctions if driving through Templeogue Village [purple circles], bus gate [C], destination affected by bus gate is Terenure Village [D]. Alternative routes to purple circles and Terenure Village shown in blue.



Current and proposed CBC10 Busconnects segregated cycling infrastructure on the above purple and blue roads. Existing [green] and proposed [yellow]

Inbound Motor Traffic Management - Junction A

Consider motor traffic inbound at Junction A.



Junction A

- Traffic A1: no right turn except buses (existing arrangement)
- Traffic A2: very limited traffic input (NB potential "rat run" through Cypress Downs may need to be cut off)
- Traffic A3: vast majority of through traffic input to the junction

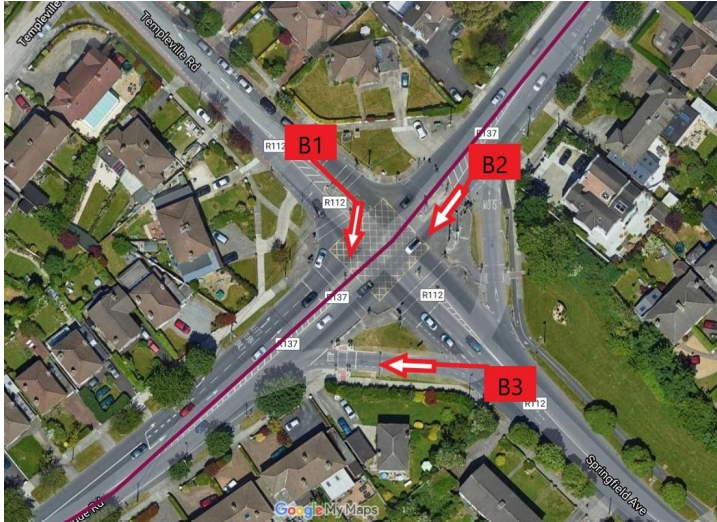
A3 traffic inbound needs to be throttled back at Junction A. Rather than stacking congestion along the 350m to the Village, vehicles would be stacked westward on the dual carriageway from Junction A toward the Spawell Roundabout. For example:

- Junction A to Spawell 0.75km x2 lanes = 1.5km of motor congestion space
- Junction A to M50 1.35km x2 lanes = 2.7km of motor congestion space

As there would be no congestion on approach to the Village, the Part I bus lane would then be redundant and could be repurposed as a cycle track to complete the inbound cycle route. The traffic lights at Junction A should only let in enough motor vehicles that can clear Junction B. This will allow the bus to access Junction B unobstructed. The NTA proposed bus gate located west of Templeogue Tennis Club would have to perform a similar function anyway.

Between A-B the bus should not be overtaken when stopped to pick up passengers, so it should block the general lane fully, with perhaps a central median physically preventing overtaking (something similar was envisaged in the NTA public realm plan). The bus stop east of Templeogue Village should be moved out so the bus retains control of the general lane when stopped. This would also allow space for a bus stop bypass.

Outbound Motor Traffic Management - Junction B



Junction B

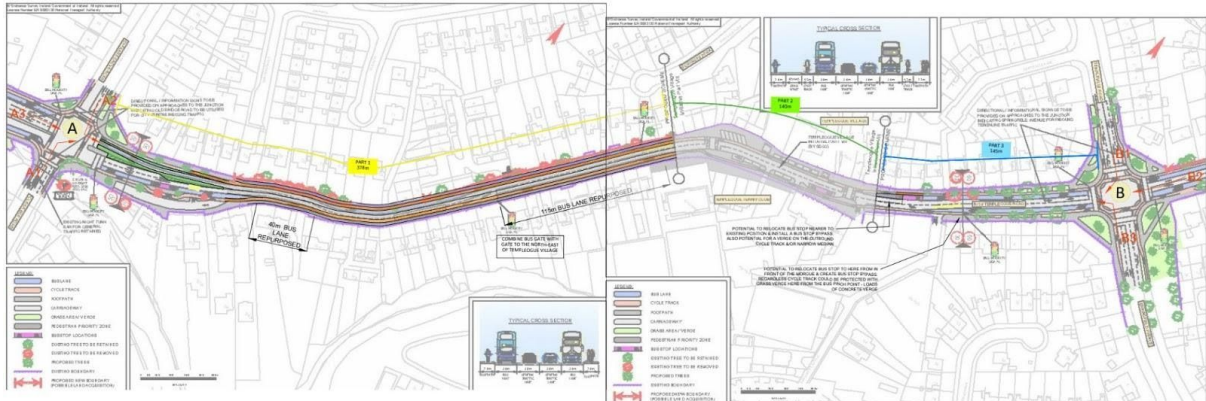
At Junction B outbound, 3 different bus gates are proposed with short spacing in between. They could benefit from rationalisation.

Considering a B-A link, input traffic at B could be controlled to limit congestion along the link road thereby allowing space to be allocated to cycling infrastructure.

Consider the inputs to Junction B:

- B1 very limited volume and tends to be local traffic.
- B2 and B3 both feed the vast majority of through traffic into the Village.
- B2 motor congestion can be stacked back toward Terenure Village. There is 1.1km of general lane back to the start of the bus lane near Terenure.
- For B3, on Springfield Avenue there is at least a 250m corridor from the rear of Tesco up to the junction to allow for a designated left turn lane if required. There is then a further 1.3km general lane along the Dodder to Rathfarnham.
- The proposed bus gate at Hollingsworth could potentially be retained.
- The bus gate just west of the Tennis Club would be removed and the 150m of bus lane/congestion lane repurposed to extend the cycle tracks west of the village.
- Nearer to Templeogue Bridge at the narrow point, the bus lane start would be moved slightly to the west by 43m, thus allowing the outbound cycle route to be completed and continuous.

Advantages



Marked up NTA drawings showing potential continuous cycling route

- Segregated cycling infrastructure would be accommodated without reducing bus priority.
- Speed is currently an issue on this road, with many vehicles having entered off a dual/triple carriageway and/or M50 previously. Adding a bus lane to create a widened street will only make this issue worse, even if a 30kph limit is specified. By repurposing the space for the bus lane there would be space to landscape the road entrance to lower speeds, e.g. green verges, narrowed lanes. It would improve the area visually and make pedestrian crossings safer.
- Designing in space for cyclists would increase the reliability for bus travel times.
- Required land take and tree felling may also be reduced.

Appendix B: Dublin Cycling Campaign

Submission to South Dublin County Council public consultation on the Templeogue Village Initiative



To; SEO, Roads Dept
South Dublin County Council

Re: Templeogue Village Initiative

Dublin Cycling Campaign are pleased to make a submission on the proposed improvements to Templeogue Village Centre. However, we are unhappy overall that the proposed scheme does not change much from what exists currently. There are a number of areas of conflict that need to be redesigned in any revisions of this proposal.

General

The current plans rely heavily on existing cycle facilities through the village and are not fit for purpose. Most cyclists do not use the cycle tracks preferring to stay on the main thoroughfare because of the poor design of the cycle tracks. South Dublin County Council should consider redesigning the cycle paths before they reline and resurface them.

Current Issues and Conflicts

- In general, pedestrians are unaware of the cycle tracks and walk on them. This is exacerbated at the outbound bus stop outside the Morgue pub at the Eastern end of the Village where conflict arises between between cyclists and bus passengers.
- The exit from the car park at the rear of the Morgue pub has poor sight lines and exiting motor vehicles present a risk to both cyclists and pedestrians.

- In the section outside O'Brien's Off Licence and the Post Office there is poorly positioned street furniture. For example, the postbox is in close proximity to the cycle track with pedestrians forced to stand in the cycle track to access it.
- Cars parking outside the shops (as maintained in the proposed designs) cross the cycle track with no awareness of its existence and with poor appreciation of their proximity to cyclists. Cars regularly park on the cycle track (illegally) and results in cyclists being forced either onto the road off of the footpath or into pedestrian area.
- Entering the village from the West, the cycle track commences abruptly without indication. Furthermore, the cycle track comes to a sudden end outside the barber's without indication that cyclists should rejoin the carriageway.
- The West Gateway courtesy crossing at Templeogue Tennis Club should be converted to a zebra or toucan crossing. The current layout gives pedestrians the impression that they have the right of way to cross the road but motorists do not generally stop.
- In the past year a number of deaths have occurred in the Templeogue area. These occurred at areas where there was poor consideration given to the cyclists in the road design. It is regrettable that these deaths may have been prevented with greater separation between cyclists and motor vehicles. Greater protection for cyclists and pedestrians should therefore be a priority in the design of any improvement scheme for Templeogue Village.

Comments

These suggestions would require new design elements in the proposed scheme. Key issues which should be addressed in revisions of this scheme for the benefit of all village users include:

- Positioning of the cycle track closer to the road.
- Bollards should be erected to reinforce the cycle track and address many of the difficulties highlighted above (e.g. prevent illegal parking).
- Signposting should be used liberally to indicate the cycle track.
- Introduction of a 30 km/h speed limit between the two gateways in order to provide necessary traffic calming.
- Provision of cycle parking facilities outside the shops and the restaurants.

Conclusion

Dublin Cycling Campaign welcome that the proposed scheme to improve access to Templeogue Village is being considered. In the context of recent high quality infrastructure put in place by the council along the Tallaght Village to Templeogue cycle route, we believe a redesign of the cycle track and pedestrian area layouts would be of hugely beneficial. We look forward to considering the revised scheme plans when available.

Appendix C - Terenure Place alternative design

