



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

31 January 2022

Submission on Wellington Lane Walking and Cycling Scheme

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Our vision for Dublin is a place with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.

We broadly welcome these proposals for Wellington Lane, following on from the temporary scheme put in place last year. This area is a critical trial area for the development of safe routes to school, due to the number of nearby schools, and it is important that the proposed scheme is built to the highest standard in order to attract greater numbers of school going children to walk and cycle, as well as the general public, and particularly those who do not yet cycle regularly. It is also an area with a major park and a number of sports clubs. Designing for safe and comfortable access to these facilities is critical.

We welcome the presentation of the proposals digitally, and the 3D visualisations, both in video and still images. All of this makes it easier for the public to review and understand what is been presented

The drawings displayed should be easily readable with clear instructions on how to manipulate them, increase the size, and identify any adjacent drawing. All street names and feature names should be included, for ease of identification. Some of the street and feature names are missing on a number of the drawings. This can result in confusion for the reader.

The Dublin Cycling Campaign has an active sub-group (South Dublin Cycling Campaign) in the South Dublin local authority area and we would welcome a meeting between South Dublin County Council and this group in advance of any further detailing or approvals on this scheme.

2.0 General Comments

2.1 Segregation

This area has wide roads with grass verges and footway so there is ample room along most sections to provide safe, segregated cycle tracks that are a minimum of 2m wide or 4m (two-way / overtaking cycle track). Consistency in the scheme design will provide for a safer and better on-road experience. Where the recommended 2 metre one way width is not being provided for cycle tracks or footways, the reasons should be explained clearly.

2.2 Buffer Space

Provision of buffer space (preferably vegetated verges with trees) and kerb protection between the cycle facility and general traffic should be the norm. Buffer space increases safety, gives an enhanced feeling of safety and comfort, reduces and prevents casual illegal car parking and provides space for people crossing the roads on foot or bicycle. Most importantly, it provides forgiveness to novice and young cyclists, ensuring if a mistake is made they are not ejected from the cycle track directly into the dangerous car lane. Where it is not possible to provide a buffer space, the reasons should be explained clearly.

2.3 Tree Planting

We encourage tree planting. While a welcome feature in providing traffic calming and attractive and adequate barrier from vehicular traffic, care needs to be taken with tree planting close to the cycle tracks - both species type and root protection - to ensure

that the roots will not interfere with the surface in future years, and that foliage is not an obstruction. It is also important to bear in mind that a cyclist is several cms higher than the tallest pedestrian.

2.4 Maintenance

Regular cleaning/maintenance of the cycle tracks and footpaths will be needed to ensure a safe and comfortable surface.

2.5 Permeability

We are disappointed that the proposed scheme has not included any of the multiple opportunities to improve permeability for pedestrians and cyclists along the full route, for example in the Orwell Park estate opposite the Sports Clubs, College and Tymon Park and also routes being used to access schools in Greenhills area. We recommend that simple permeability options be further explored before any final decisions are made.

2.6 Design Consistency

We look forward to seeing further detail applied to the scheme. We would like to see consistency applied throughout the proposed scheme in relation to all elements. It is not clear to us that this has been applied. For instance, raised tables at side road junctions and their alignment, the surface colour and texture of the cycle lanes and tracks throughout, the accommodation of cycle lanes and tracks off-road (particularly at side junctions), the application of right of way to vulnerable road users, the clear identification of road crossing types, the design of signal controlled junctions and roundabouts, and the design of bus stop bypasses and pedestrian crossings.

2.7 Signage

Directional or recommended directional signage should be included, particularly for cyclists travelling in the direction of Spawell along Wellington Lane, who wish to access the various services on the Tymon Park side of the route.

2.8 Emergency Access

The introduction of a two-lane cycle track increases the use classes for such infrastructure. Emergency services can also make use of this track as the width is now 4 metres across. Alongside allowing cyclists to pass each other comfortably, it will also allow emergency vehicles unhindered access along the route. We recommend this be allowed in both directions of the proposed scheme.

Appendix A gives some ideas on how to create safe and attractive walking and cycling routes to schools and other amenities in the Orwell Road area.

3.0 Detailed Comments

Sheet 1

We welcome

- The proposed two-way cycle track on the Spawell side between Spawell and Orwell roundabout, particularly as it improves active travel access to a number of important facilities. But, we would welcome an explanation of the right sided travel direction configuration, which may cause confusion for cyclists
- The inclusion of a grass verge with trees between the cycle track and the road, which increases the perception of safety, as well as the actual safety of cyclists.
- The proposed bus stop bypasses, which in general make the area safer for all road users, but the nature of the crossings of the cycle track by bus passengers needs to be fully clarified, as this is an area of potential conflict.

Possible improvements

- On the Rossmore Road side: move the grass verge between the cycle track and the footpath to between the cycle track and the road
- Raised crossing ramps to side junction roads (Rossmore Grove etc.) be extended so the cycle track is also protected on top of the ramp.
- Add a new bus stop on the outward route of the 150 bus to service McDara College, the local sports clubs, and the major public park
- A raised table crossing across Rossmore Road junction should be provided at the entrance to Rossmore Road
- The on-road cycle track should be continued across the Rossmore Road junction
- Cross sections with dimensions should be supplied on all individual drawing sheets for full clarity on proposals.

Sheet 2

We welcome

- The proposed two-way cycle track on the Spawell side, particularly as it improves active travel access to a number of important facilities
- The raised ramps at the entrances to the GAA clubs and Tymon Park and the Stop lines at the exits, which provide clear priority for cyclists and pedestrians

- The bus stop bypass proposal but seek clarity on detail
- The detail on the cross section indicating vertical and horizontal separation between the cycle tracks and pedestrian path.

Possible improvements

- On the Orwell Park side: split the grass verge to include a narrower grass verge between the cycle track and the footpath and another grass verge between the cycle track and the road.
- Include barriers to prevent illegal parking outside the GAA clubs, and Tymon Park
- Entrances to Faughs GAA Club & Tymon Park should be tightened as much as possible (i.e. by reducing corner radii), so that cars cannot make careless or high-speed manoeuvres through the cycle tracks at these locations.
- This section of the route is ideal for the introduction of permeability openings from the Orwell Park and Rossmore housing estates for pedestrians and cyclists.

Sheet 3

We welcome

- The general Orwell Roundabout design, which provides good protection for cyclists and pedestrians, but see comments below re possible improvements
- The positioning of the pedestrian/cyclist crossings close to the roundabout / desire lines
- The narrow main vehicle lanes into the roundabout, which should have a limiting effect on average vehicle speeds

Possible improvements

- Long vehicle overrun space should be provided in the central space to prevent these vehicles encroaching on the buffer space protecting cyclists
- Cyclists wanting to turn right from any leg of the roundabout face an extra length of journey. We suggest that the 2 way cycle route be continued and built into the roundabout design to enable easier navigation of the roundabout for these cyclists
- It is not clear what works are proposed on Osprey Road (name not indicated on drawing) for the cycle track, beyond the limit of the exhibited drawing.
- There appears to be no dipping of the cycle track opposite Orwell Park Lawns (name not indicated on drawing) to enable access for cyclists to and from Orwell Park Lawns.

- The bus stop accesses to both the Osprey and Orwell estates have been removed. This is a reduction in the sustainable transport service to the area.
- No cross sections are supplied

Sheet 4

We welcome

- The cycle track on both sides of the road
- The bus stop by-passes, but clearer design details should be supplied
- The narrowing of the Willington Green junction, which makes it safer and easier for pedestrians and cyclists to use.
- The right turn holding bay for southbound cyclists turning right into Willington Green

Possible improvements

- It is far safer for cyclists (especially novice cyclists and children) if there is a grass verge between the cycle track and the road
- It appears from the drawing that cyclists heading south need to stop at the Willington Green junction. This should not be the case
- The Willington Green junction should have a raised table at the entrance, and be designed similar to the other major entrances, around Tymon Park on Wellington Lane with extension so the cycle track is also protected on top of the ramp.
- Further cross sections should be supplied to clarify details along the route.

Sheet 5

We are concerned about the possible sequencing and timing of the signals at Templeville Junction, and have some detailed questions we would like to raise at a meeting with the Council and design team, to ensure safe and economic operation of the new junction.

We welcome

- The basic reconfiguration of the Templeville Roundabout, into a signalised junction. This will increase the safety and comfort of both pedestrians and cyclists,

Possible improvements

- The inclusion of 2 lanes of vehicular traffic onto the roundabout is a backward step. The existing configuration has only 1 lane of approaching traffic on all

junction legs which makes it easier for cyclists and pedestrians to safely cross the junction.

- The southbound cycle lane on Wellington Road from the roundabout should be upgraded to a cycle track
- There is plenty of green space to include a southbound bus stop bypass near the roundabout on Wellington Road
- We note the omission of the existing bus stop close to Limekiln Road. Is this deliberate?
- Maintain the southbound cycle track through the Limekiln Rd junction (it seems dangerous to force cyclists into road traffic here)
- In the absence of an appropriate cyclist priority roundabout or junction, include an adequate timed advance stop light ASL at the Limekiln Road traffic stop to enable right turning cyclists to advance safely on Green
- Limekiln Road Junction should include a raised table to clearly prioritise pedestrians and cyclists, and slow vehicular traffic
- Maximise the crossing time for active travel and give a combined all green light for pedestrians and cyclists, that allows for right turns to be made in one movement
- While providing a free left turn for cycling is welcome, we ask that this movement be accommodated by providing a cycle track rather than shared space, with pedestrian priority crossing of the track (e.g. zebra crossings).
- Wider buffer space (preferably vegetated verge + kerb) should be provided between the cycle lanes/tracks and general lanes at the junction.

Sheet 6

We welcome

- The widening of the footpath at the Pines
- The parallel parking spaces (rather than reverse out) at the Pines

Possible improvements

- If there isn't sufficient space for off road cycle tracks then the road must be equalised for traffic and pedestrians. In this instance the road will need to be ramped at entrance and exit with a different colour and texture to slow traffic down. A chicane, and road narrowing (with safe refuge for cyclists and pedestrians) will need to be introduced to the scheme in the Whitehall Road area.

- The inbound cycle lane simply disappears just after the protected junction. The transition shown is very dangerous. Any transition needs to ensure the safety and maintain priority of people cycling.
- The cycle lanes from the roundabout to Whitehall Road West should be upgraded to cycle tracks and they should continue up to Whitehall Road West / Whitehall Close.
- Measures are required to prevent illegal parking on the large footpath at the business along The Pines.
- The shared space near the junction with Whitehall Road West, the shops and the Pines Pub should have 30 km/h speed limit; another possibility is signal controls at the Whitehall Road junction
- The Greater Dublin Cycling Network included a cycle route along Rockfield Avenue. Was any consideration given to using this, or providing a connection to it?

Sheet 7

We welcome

- The introduction of cycle lanes and bollards and the reduction of traffic lanes to 3m wide

Possible improvements

- There is room to upgrade the cycle lanes to 2m wide segregated cycle tracks by using some of the grass verge on each side of the road
- No cross section or dimensions provided

Sheet 8

- The introduction of cycle lanes and bollards and the reduction of traffic lanes to 3m wide

Possible improvements

- There is room to upgrade the cycle lanes 2m wide segregated cycle tracks by using some of the grass verge on each side of the road

Sheet 9

We welcome

- The introduction of cycle lanes and bollards and the reduction of traffic lanes to 3m wide

- Raised table at entrance to Whitehall Gardens
- ASL at junction with Kimmage Road West

Possible improvements

- A cross section and dimensions are not given on this sheet. If there isn't enough room for a cycle lane of at least 1.5m on both sides, with bollards as shown on the sheet, you could consider installing a 2.5-3m two-way cycle track on one side of the road.

Limekiln Road

We welcome

- The segregated cycle tracks along the eastern end of the road
- The widening of the footpaths outside the school
- Raised table at Limekiln Park junction

Possible improvements

- The segregated cycle tracks need to continue all the way to the school, in both directions so that children can safely cycle all the way to the school
- The traffic lanes outside the school need to be reduced in width to $\leq 3\text{m}$ to slow down the traffic.
- Two-lane cycle tracks should be provided on each side of Limekiln Road, or at minimum upgraded to 2m wide segregated cycle tracks along each side of the road
- Physical barriers, such as bollards or tree planting are needed to protect the cycle tracks near the school to prevent illegal parking at school drop-off and pick-up times
- Raised crossing ramps to side junction roads (Limekiln Park, Mountown Park etc.) be extended so the cycle track is also protected on top of the ramp.
- Improved permeability for walking and cycling should be provided from adjoining areas such as Tymon and Greenhills Park and neighbouring estates.
- The design should include a Park & Stride location for parents who drive their children to/from school (Tymon Park car park could be considered)
- Outside the school the road will need to be ramped at entrance and exit with a different colour and texture to slow traffic down and provide priority to cyclists and pedestrians. A chicane, and road narrowing (with safe refuge for cyclists and pedestrians) will need to be introduced to the scheme here.

Rossmore Road

This sheet covers Orwell Rd, Rossmore Rd and Templeogue Wood at Bishop Galvin and Shanahan National Schools.

We welcome

- The bus stop bypasses
- The cycle lane with bollards along Rossmore Road

Possible improvements

- The cycle lanes need to be upgraded to 2m wide segregated cycle tracks along Rossmore Road, Orwell Rd and Templeogue Wood in order to provide a safe cycling route to the schools. Cycle tracks should be fully segregated with kerbs and not lightly segregated with bollards.
- Given the volumes of traffic going in and out of the shops, we feel it would be better to provide a fully segregated off-road cycle track in the grass on the opposite side of the road to the shopping centre.
- A green verge between the cycle track and the traffic lane would also improve safety and comfort of users.
- Cycle tracks should extend to the Bishop Galvin NS school gates along Templeogue Wood. Provide facilities to enable cyclists to make a right turn from Orwell Rd to Rossmore Road. Safe crossings should be provided on all arms of the Rossmore Road/Orwell Road/Templeogue Wood T-junction.
- A lot of children walk and cycle to the schools through the small roundabout at the entrance to Templeogue Wood (near to the scout den), please include safe crossings on each arm of this junction.
- Glendown Avenue is a key route to the schools and we request that this road is included in the scheme. Segregated cycling tracks should be provided and there is adequate room in the green areas to accommodate off-road tracks. Away from the green areas there is plenty of road width available that can be repurposed.

Conclusion

We trust that our observations will be taken into account as the design for this scheme progresses from a concept design to a preliminary design. We would be happy to engage with the Council on any of the points raised above and to cycle the existing route with members of the design team. And we look forward to engaging with the council as the design progresses.

Yours sincerely

Muireann O'Dea
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South Dublin Sub-Group

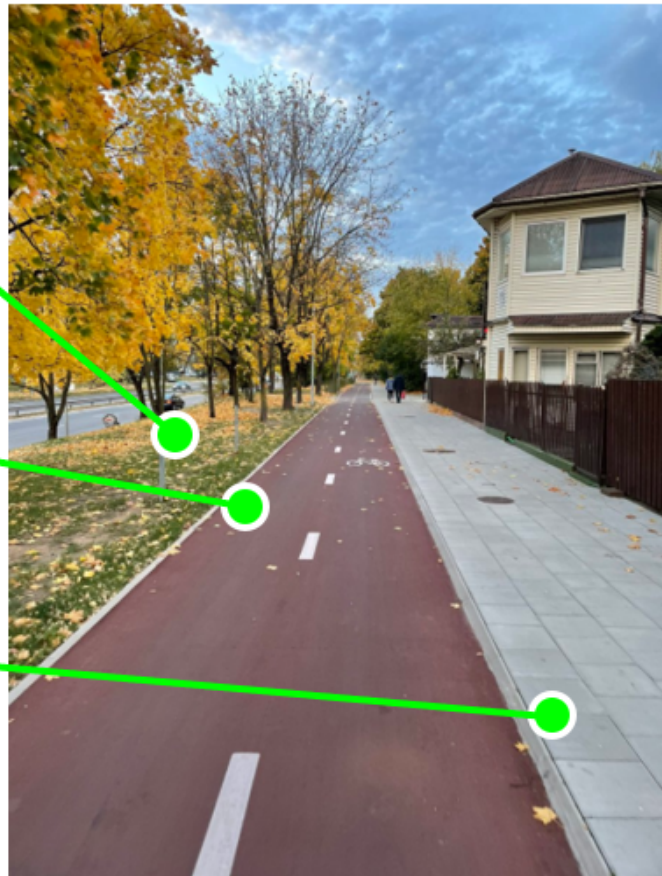
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Appendix A - Ideas for Walking and Cycling Routes

This appendix gives ideas on how the existing road space and grass verges in this area could be reconfigured to provide safe and attractive routes for children to walk and cycle to and from school, sports clubs and other amenities.

Segregated and protected cycle tracks

1. Green verge provides a buffer space to the cycle track & footpath
2. Segregated & protected cycling track
3. Separate & suitably wide footpath with kerb (& ideally a green verge)



Advantages:

- Suitable for all ages & abilities
- Mistakes are forgiven
- Protected from parking & opening doors
- Attractive
- Comfortable
- Social - cycle side by side having a chat
- Obvious & easy to follow
- Allows children to be children in perfect safety.

But connectivity/network, junctions and road crossings are important to get right too

Concept Ideas - Orwell Road



Concept Ideas - Rossmore Road



Concept Ideas - Glendown Avenue



Park & Stride Options

The map below shows potential Park & Stride locations in the vicinity of Bishop Galvin and Bishop Shanahan National Schools.

