



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

28th October 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. Dublin Cycling Campaign is a member of Cyclist.ie the Irish Cycling Advocacy Network, which in turn is affiliated to the European Cyclists Federation (ECF). 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 the thrust and design of these proposals for the Wellington Lane/Orwell/Whitehall Road area, following on from the non-statutory consultation and the temporary scheme put in place last year. We welcome the responses resulting from the non-statutory consultation, but are disappointed that a number of issues, particularly that of increased permeability in the area of the scheme, are not being dealt with until the detailed design process.

This submission has been developed by the South Dublin sub group of Dublin Cycling Campaign and we would be happy to meet with South Dublin County Council to discuss or elaborate on any of the issues raised below.

2.0 General Comments

2.1 Previous Submission Issues

We refer to our previous submission of January 2022, and the general issues raised, which in general have been addressed. Those which have been addressed were:

Segregation, Buffer Space, Tree Planting, Design Consistency,

Those which have yet to be addressed are:

Future Maintenance, Permeability, Signage

We would hope that these issues will be addressed at the detailed design stage

2.2 Cross Section Details

We are disappointed that more cross section details are not supplied as part of each drawing in the General Arrangement drawings. Cross section details are critical to the full understanding of the proposals outlined, otherwise we have to make assumptions about the design arrangements.

2.3 Tree Removal & Replacement

We welcome the overall sensible removal and planting arrangement for trees as part of the scheme that will see a positive increase in tree numbers. However, we refer to our previous submission earlier this year which highlighted the need to critically look at tree roots development and overhanging branches as they affect cycle tracks.

2.4 Two Way Cycle Tracks

We welcome the design solutions encompassing two way cycle tracks on certain parts of the scheme, and the rationale for their inclusion. However, at the detailed design stage it is essential that options are provided at critical junctures to enable cyclists to leave these tracks to cross to desired destinations.

2.5 Side Road Crossings

We are delighted to see the general consistency of provision of raised crossings at all side road junctions, to prioritise pedestrians and cyclists and to slow general traffic.

We note some exceptions, which we refer to in our detailed comments below.

3.0 Detailed Comments

3.1 Rossmore Road/Wellington Lane Junction - Sheet 1

We are disappointed that the clear option of a tighter straight run-through cycle lane travelling towards Spawell has not been included, although this may be related to the

traffic signalling arrangements. This should be clarified. But we welcome the proposed buffer protection at this junction.

We particularly welcome the two-way 4m wide cycleway on the west side of Wellington Lane, which provides ample space for safe and protected cycling, and will undoubtedly attract new people to cycling in the area.

3.2 Orwell Roundabout - Sheet 3

In our previous submission of January 2022 we suggested '*a full 2 way cycle route around the roundabout, instead of the proposed 1 way system*'. We still feel that this would be a preferred solution due to the size of this roundabout, and the distance and crossings that would need to be traversed by cyclists making a right hand turn. We urgently request review of this option as there is ample room at this roundabout. In the context of a two way route option on this roundabout the access cycle tracks will need to be revised.

We welcome the provision of clear priority for cyclists and pedestrians at this major junction.

3.3 Wellington Green Junction - Sheet 4

Similar to other signalised junctions we are disappointed that the clear option of a tighter straight run-through cycle lane feature travelling towards Limekiln Road has not been included, although this may be related to the traffic signalling arrangements. This should be clarified? But we welcome the proposed buffer protection at this junction.

3.4 Limekiln Road Junction - Sheet 5

Similar to other junctions we are disappointed that the clear option of a tighter straight run-through cycle lane feature travelling towards Templeville Roundabout has not been included, although this may be related to the traffic signalling arrangements. This should be clarified?

At Templeville Roundabout we suggest that there are opportunities for further public realm improvement, with the new proposed arrangements.

3.5 Wellington/Whitehall Transition - Sheet 6

While we welcome the principle of the shared roadway design, and tightened junctions in this tight area, we are unhappy with a number of features:

- The sharp transition from the eastbound cycle lane into the shared space with vehicles is unsafe and likely to lead to collisions.

- The side road junctions should all have raised crossings to facilitate pedestrian priority. This feature is inconsistent with the design of the rest of the scheme.
- The proposed shared space between cyclists and pedestrians close to the dedicated cycle crossing is undesirable. There would appear to be the possibility for segregated facilities, but as no detailed cross section is supplied it is difficult to assess.

The issue of the appropriate speed limit for these design arrangements needs to be addressed, and a speed limit of 30kph should be considered.

3.6 Whitehall Road - Sheets 7, 8 & 9

We tentatively welcome the proposed alternative bus stop, but need to see more detail on how it will operate safely.

The poor quality of the drawing text, and the paucity of cross sectional detail makes it difficult to ascertain what length of the two way proposed cycleway is to be 2.1m wide. This proposed 2.1m wide 2 way cycle track does not meet any recognised standard, and must be upgraded, or an alternative design sought. We suggest that a carriageway of 5.5m be put in place, in line with DMURS recommendations, and the cycleway widened to at least 2.6m on average.

We are not clear how the signalised junction at Rockfield Drive will work, particularly for right and left turning cyclists in contra flow. This should be explained.

It is not clear from the drawings how the junction with Kimmage Road West will operate for cyclists. We note the text on this junction in Section 6.1.29 of the Part 8 report, but greater clarity is required. As this is crossing into Dublin City territory we assume there is liaison with Dublin City Council?

3.7 Limekiln Road Drawing

We welcome the overall arrangement outlined for this section of Limekiln Road, and in particular the raised table and zebra crossing feature outside the Riverview Educate Together School. However, as stated previously we urge the removal of the nearby Kissing Gate entrance to Tymon Park, as this is a major discouragement to potential cyclists to and from the neighbouring housing estates. This kissing gate lies on the pathway of a school cycle bus, and should be removed in line with NTA directions.

3.8 Rossmore Road - Sheets 1&2

At both Glendown & Orwell Road junctions we are disappointed that the clear option of a tighter straight run-through cycle lane feature travelling has not been included, although this may be related to the traffic signalling arrangements. This should be clarified. But we welcome the proposed buffer protection at this junction.

We are also disappointed that the cycle track/lane widths have not been upgraded to the recommended 2m width. This is eminently possible in this area.

We welcome the raised table treatment at the Bishop Galvin school on both Rossmore Road and Templeogue Wood.

The design for the Domville Road Roundabout is incoherent and unacceptable from a cycling point of view, and there is a complete lack of clarity for cyclists either entering or exiting the area. This needs improvement.

4.0 Conclusion/Summary

We trust that our observations will be taken into account as the design for this scheme progresses to detailed design and construction. We would be happy to engage with the Council on any of the points raised above.

In general we welcome this proposed scheme, but we seek clarity on a number of issues raised above, particularly in relation to:

- Sub-standard cycle track provision in some areas, in particular Whitehall Road
- Areas of proposed shared space
- The Domville Road Roundabout design
- New proposed bus stop arrangement
- The Whitehall Road transition zone
- Orwell Roundabout two way option clarity

Yours sincerely

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