REIMAGINE RATHMINES

Formerly The Rathmines Initiative

BusConnects and Rathmines

TRAFFIC FLOW, JUNCTION DESIGN and CIVIC REALM

The following are the main proposals of the BusConnect design as it relates to Rathmines, starting at the Rathgar end, and preceded by a Legend and brief explanation of the terminology where required.

LEGEND:

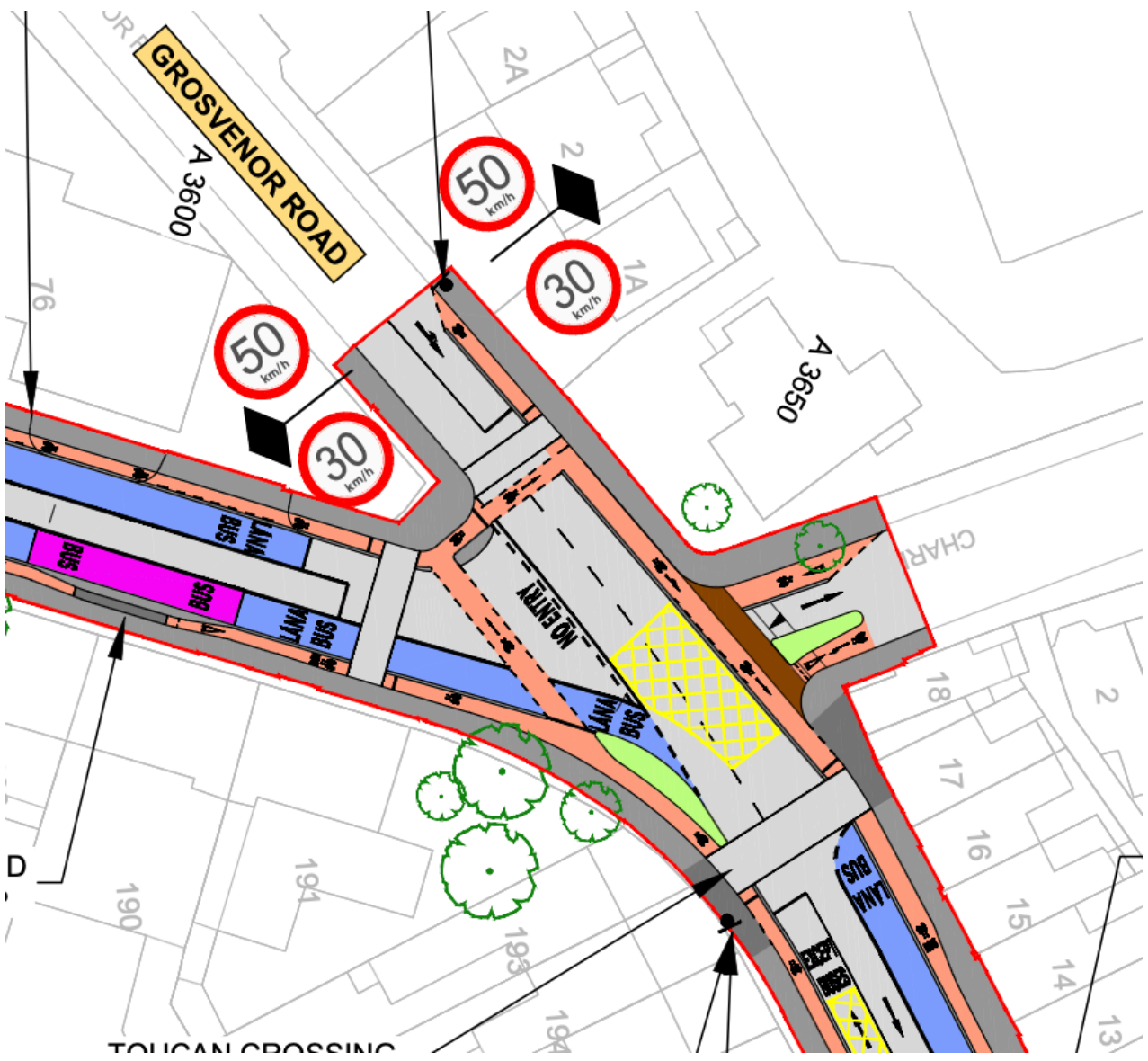
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)

Pedestrian Priority Zone: designed to standards that give priority to people waking or using mobility devices.

Raised Table: a flat-topped, elevated section of road built at the level of the adjacent footpath or cycle lane, giving precedence to these modes over vehicular traffic.

Toucan Crossing: an arrangement whereby both pedestrians and cyclists can cross the road at the same time . . from Two-Can.

"Pedestrian Scramble" Crossings, where pedestrians can cross all directions at the same time, are not confirmed to be used at each junction.



A - Junction of Rathgar Road with Grosvenor Road

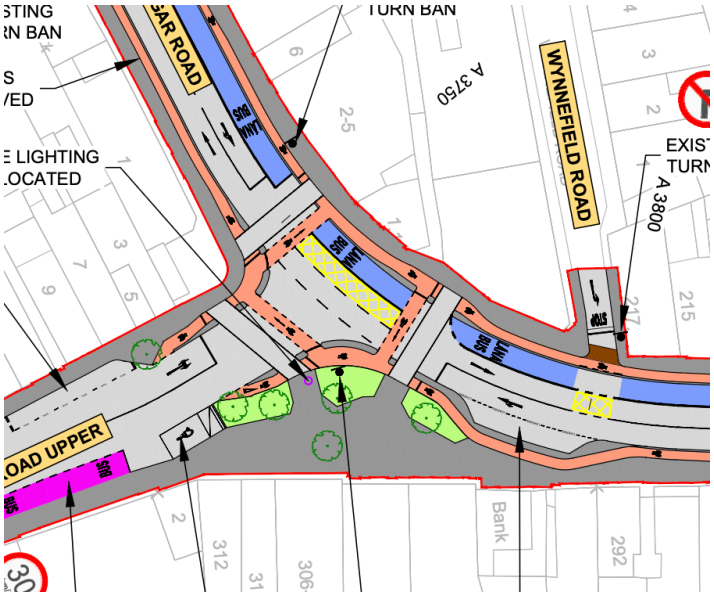
Traffic Flow: On the Rathgar side of the junction, the Rathgar Road will have a bus lane going each direction, and one lane only, inbound, (city direction), for private traffic. On the Rathmines side, there will be a bus lane inbound only and lanes going both directions for private traffic.

Pedestrians: Signal-controlled crossings on three of the roads at the junction and a Raised Table across Charleville Road.

Cyclists: Cycle lanes both directions on three of the roads but inbound only in the case of Grosvenor Road, with crossings over Rathgar Rd and Grosvenor Rd.

Civic Realm: Historic granite kerbstones on Rathgar Road to be retained.

B - Junction of Rathmines Roads Lower and Upper

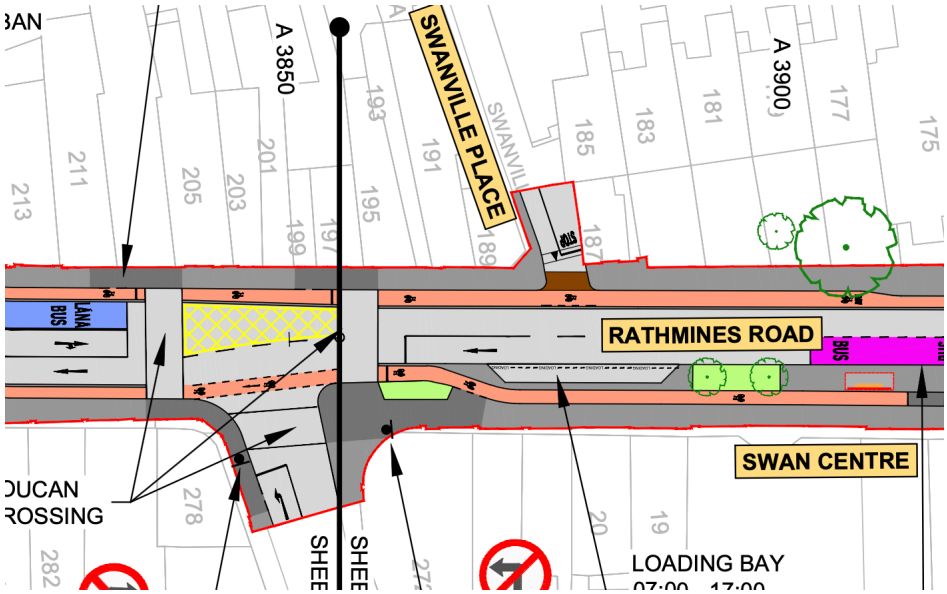


Traffic Flow: On the city side of the junction, there will be an inbound only bus lane, and private traffic lane lanes going both directions. On the Dartry side, there will private traffic lanes going in both directions.

Pedestrians & Cyclists: the roads will be narrowed to provide for island-free Toucan crossings on all three sides of the junction.

Civic Realm: the narrowing of the roads at the junction will allow for a substantial increase in the civic realm area in front of Boots, etc. Planted areas and six new trees are shown on the plans.

C - Junction of Rathmines Road Lower and Castlewood Avenue



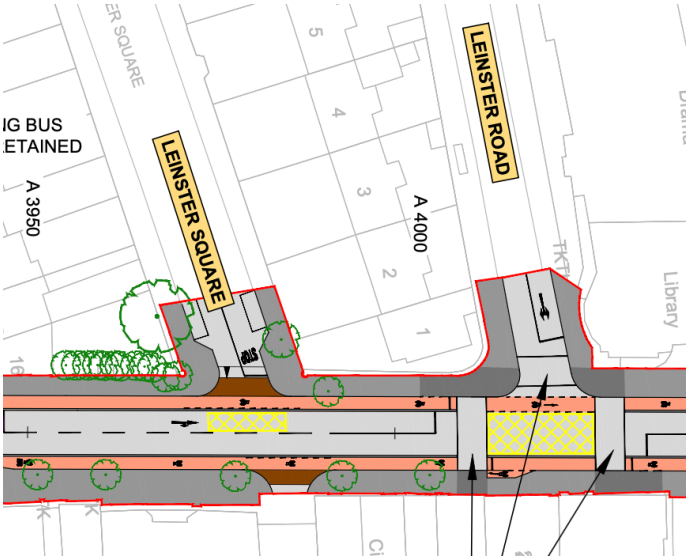
Traffic Flow: There will be lanes each way for private traffic on all three sides of the junction. However, because of the Bus Gate to be in operation between 06:00 and 20:00 each day, beside Lissenfield, local access only will be provided between these hours on the Rathmines Road as far as La Touche bridge. Because of this restriction, there is no need for a bus lane on this stretch of road.

Pedestrians: there will be crossings on all three sides of the junction and a raised table at the junction of Swanville Place.

Cyclists: inbound and outbound cycle lanes

Civic Realm: as there will be only two traffic lanes on the city side of the junction, the pavement in front of Butler's Café, etc, will be substantially wider, allowing for planted areas and two trees as shown on the plans.

D - Junctions of Rathmines Road with Leinster Square and Leinster Road



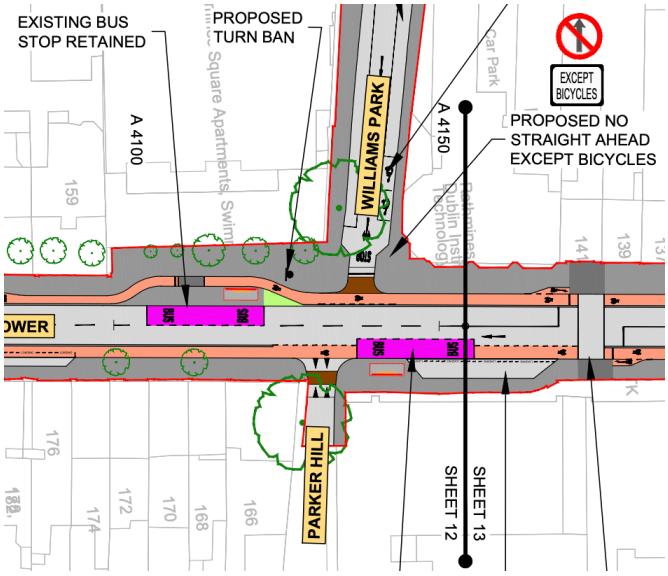
Traffic Flow: there will be lanes for all traffic going both directions on all three roads, with the Rathmines Road being local access only.

Pedestrians: there will be Toucan crossings on all three sides of the junction with Leinster Road, and raised tables at the junction with Leinster Square and opposite at the entrance into the Swan Centre car park.

Cyclists: inbound and outbound lanes continue to La Touche bridge and beyond.

Civic Realm: nine new trees are shown on the East side of the street between Parker's Hill and Flying Tiger and six are shown between Leinster Square and Williams Park on the West side.

E - Junction of Rathmines Road with Williams Park



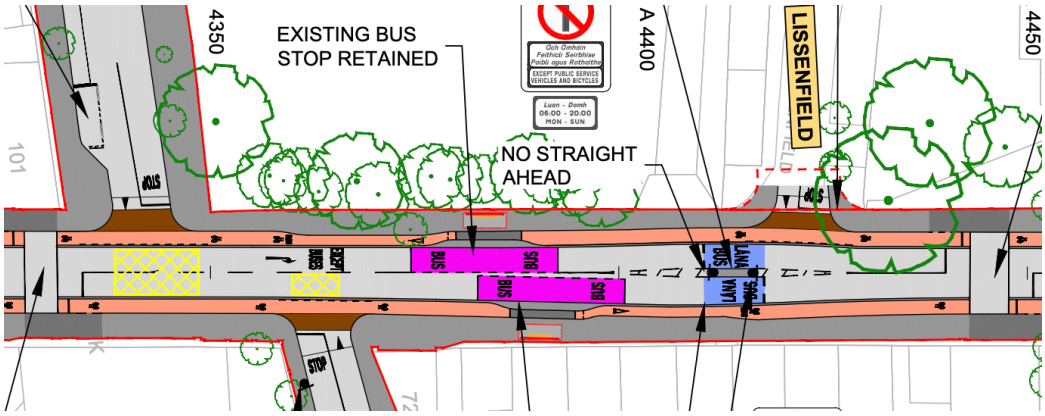
Traffic Flow: Williams Park will be one-way only, towards the main road, traffic having entered the loop at Military Road.

Pedestrians: there will be crossing where the existing one is, between Aldi and Lidl and raised tables at the junctions with Williams Park, Parker Hill and Observatory Lane (not shown).

Cyclists: inbound and outbound cycle lanes. The inbound cycle lane will divert around the back of the pedestrian area around the bus stop.

Civic Realm: the current layby at the bus stop will be removed and a small planted area is shown beside the bus shelter.

E - Junction of Rathmines Road with Military Road

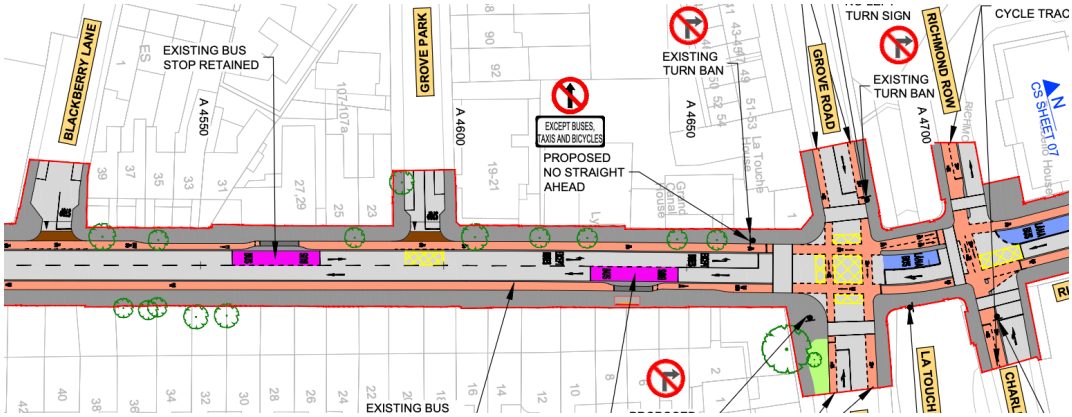


Traffic Flow: There will be a Bus Gate just south of the entrance to Lissenfield, which means that no private traffic can pass through between 06:00 and 20:00, making Rathmines Rd. Lr. local access only for private traffic. Beyond La Touche bridge, the overall BusConnects plan provides that the Camden St /South Richmond St axis will be one-way southwards for private traffic, which means that if all the provisions are enacted at the same time, there will be no demand from private traffic coming from South of Rathmines to use Rathmines Rd. Lr. as a route to the city centre.

Pedestrians: there will be crossings beside Military Rd. and the Church, as at present, and raised tables at the junctions of Military Rd, Richmond Hill and Lissenfield.

Cyclists: The inbound and outbound cycle lanes will be required to give precedence to pedestrians at the two bus stops.

F - Blackberry Lane to La Touche Bridge on the Canal



Traffic Flow: the principal change for private traffic will be that Richmond St South and the bridge will be one-way Southbound only, along with a Northbound bus lane. Thus city bound traffic on Rathmines Rd will have to turn left on to Grove Road, and traffic on the South bank of the Canal will not be allowed to turn on to the bridge.

Pedestrians: crossings around La Touche bridge will follow the current pattern, and there will be raised tables and narrowed carriageways at the junctions at Blackberry Lane and Grove Park.

Cyclists: the inbound and outbound cycle lanes will be required to give precedence to pedestrians at the two bus stops.