# **Sandyford Clonskeagh to Charlemont Street Pedestrian & Cyclist Improvement Scheme (SC2C)**

## **Accessible Overview of Interim Scheme Designs**

### Drawing 01 – Harcourt Street to The Clayton Hotel on Charlemont Street

The scheme extents to the north of the scheme start at Harcourt Street (R811), where Charlemont Street intersects it at the Baxter and Greene Café. The area is majority office buildings and cafes with few residential properties. Companies such as EY, the National Transport Authority and WeWork occupy some of the large offices in the surrounding area.

Starting from Harcourt Street moving south down Charlemont Street, the two existing signalised pedestrian crossings and pedestrian landing area will remain as existing. The existing cycle lanes on both sides of Charlemont Street will be upgraded. The cycle lane will be widened to 2m with additional hatching between the carriageway and the cycle lane on the western side of Charlemont Street. There will also be the implementation of bollards spaced at two metre intervals, providing protection to cyclists from the carriageway. The left turn traffic lane from Charlemont Street onto Harcourt Street will be removed. This allows for space to be given to cyclists and to the hatching. Additionally the existing bus lane that runs along the east side of Charlemont Street will be removed to allow room for the proposed one-way protected cycle lane. This also allows room for one loading bay and one standard car parking space on the eastern side of Charlemont Street, approximately 20 metres south of the pedestrian crossing. Continuing further south along the scheme, the existing bus stops on both sides of the carriageway will remain as they are currently. Approximately 30 metres south of the bus stops, a signalised pedestrian crossing exists outside Giraffe Childcare and Structure tone office buildings, which will remain as it currently is. South of the pedestrian crossing, Albert Place West (running in a northeast to southwest direction) intersects with Charlemont Street on the eastern side and Charlemont Row (running in a southwest to northeast direction) intersects with Charlemont Street from the western side.

On the eastern side of Charlemont Street, at the junction with Albert Place West, the existing loading bay will remain as it currently is. The protected cycle lane will run behind this loading bay, providing greater protection from the carriageway from parked cars and bollards. Approximately 16 metres south of the loading bay, there will be more parking protected cycle lanes where parallel parking bays and a proposed disabled bay will provide additional segregation to cyclists between themselves and the carriageway. There is also additional hatching and bollards between the cycle lane and the parking bays. On the western side of Charlemont Street at this location, the 2m cycle lane continues with bollard protection before reaching the Grand Canal Bridge at the Barge Gastro Bar. Along this whole section of the design there will be approximately 15 parking spaces removed. Outside the Clayton hotel the existing drop off location will remain.

### Drawing 02 – Clayton Hotel on Charlemont Street to Northbrook Road

On the eastern side of Charlemont Street, prior to the Grand Canal Bridge, the parking protected cycle lane continues with hatching and bollards between the parking spaces and cycle lane for further protection. After the parking spaces on Charlemont Street, the cycle lane returns to bollard and hatching protection. The traffic lane travelling southbound reduces from two traffic lanes to one, providing one lane for traffic going straight ahead and traffic turning left onto Grand Parade. On the western side of Grand Canal Bridge, the one traffic lane travelling northbound remains however the existing cycle lane is widened with bollard protection to provide a right turn pocket for cyclists to join the two-way cycle track on Charlemont Place, travelling in an east – west direction. On the southern side of Grand Canal Bridge, the signalised pedestrian crossings on all arms of the junctions remain but traffic lanes on Ranelagh Road (R117) have been reduced down to one lane in both directions. There are 2m wide cycle lanes on both sides of the carriageway, with bollards providing protection between cyclists and the carriageway. Canal Road intersects on the western side of Ranelagh Road, just south of Grand Canal Bridge. On Canal Road, on approach to Grand Canal Bridge, the existing left turn lane to cross the bridge has been removed and the lanes have been reduced to one traffic lane for vehicles wishing to travel straight onto Grand Parade and vehicles turning left onto Grand Canal Bridge. This has allowed for room to widen the existing cycle lane and to provide greater protection through additional hatching between the cycle lane and traffic lane. Cyclists are able to continue travelling straight ahead onto Grand Parade or turn left onto the bridge.

Continuing south from Grand Canal Bridge along Ranelagh Road, the existing two lanes of traffic has been reduced to one to allow for hatching and bollard protection for cyclists. The northbound lane remains as existing, serving traffic travelling straight onto Grand Canal Bridge and left onto Canal Road. Approximately 38m south of the Grand Canal Bridge Athlumney Villas connects to the southwestern side of Ranelagh Road. At this location the cycle lane continues across the side road entrance however bollards are removed to provide access for vehicles.

A similar arrangement to Athlumney Villas side road is in place 130m south of Grand Canal Bridge at its junctions with Dartmouth Road and Mountpleasant Terrace. Dartmouth Road connects onto the north eastern side of Ranelagh Road whilst Mountpleasant Terrace connects onto the southwestern side of Ranelagh Road. The existing bus lane on the west side of Ranelagh Road that ends where Ranelagh Road meets Mountpleasant Terrace will be removed.

Travelling further south on Ranelagh Road, the existing bus stops on both sides of the carriageway will remain as they are. On the western side of the carriageway, the cycle lane is protected from the carriageway by hatching and temporary islands at the existing pedestrian crossing as well as bollards. Approximately 15 car parking spaces will be removed on the west side of Ranelagh Road along this section. On the eastern side of the carriageway, approximately 13 metres after the pedestrian crossing, Northbrook Road connects onto the north eastern side of Ranelagh Road and the junction radii will be tightened using hatching and bollards, reducing the distance from footpath to footpath for crossing pedestrians.

### Drawing 03 – Northbrook Road, Ranelagh to Ranelagh Village

The scheme continues along Ranelagh Road heading southeast passed Northbrook Road on the east side of the road. The existing right turn traffic lane on Ranelagh Road for vehicles turning onto Northbrook Road from the southeast is proposed to be removed, resulting in one traffic lane northbound and one traffic lane southbound on Ranelagh Road. On the east side of the road the existing bollard protected cycle lane will remain and on the west the cycle lane will be protected by hatching and bollards. Approximately 35m south of Northbrook Road, Orchard Lane and Mountpleasant Square (North) both connect with Ranelagh Road. Orchard Lane connects with south eastern side of Ranelagh Road and Mountpleasant Square (North) connects with the north western side of Ranelagh Road. Just south of this junction, the carriageway will be 7.1m wide, the proposed protected cycle lane on the eastern side of the carriageway will be 2m wide and proposed protected cycle lane on the western side will be 2m wide segregated from traffic by hatching and bollards. Approximately 7 car parking spaces on the west side will be removed to facilitate the cycle lane. The existing bus stop at Mountpleasant Square will remain as it is on the eastern side of Ranelagh Road. At this location, Ranelagh Road begins to bend, running in a north western to south eastern direction.

On the bend on Ranelagh Road at Mountpleasant Square, there is a traffic lane for southbound traffic wishing to continue straight on Ranelagh Road and a right turn pocket for vehicles wishing to turn right off Ranelagh Road onto Mountpleasant Square or Mountpleasant Place. There is one traffic lane for vehicles travelling northbound on Ranelagh Road, which is a reduction from the existing arrangement where there is an existing bus lane and traffic lane. Travelling further south on Ranelagh Road, the existing cycle lanes and bollards will remain and the traffic lanes will also remain as they are. Approximately 100m south of the Ranelagh Road / Mountpleasant junction, just prior to the Luas bridge over Ranelagh Road, Mander’s Terrace connects to the south side of Ranelagh Road.

Approximately 40m south past Mander’s Terrace, the Luas bridge crosses Ranelagh Road overhead. Underneath this bridge, on Ranelagh Road, the existing cycle lanes and bollards will remain. The existing bollards will continue until the pedestrian crossing on Ranelagh Road outside the Blink Bar on the eastern side of the carriageway and Ranelagh Luas stop entrance on the western side of the carriageway. The existing cycle parking opposite the Ranelagh Luas stop entrance will remain. After the pedestrian crossing at the Ranelagh Luas stop entrance, the existing bus stop on the eastern side of the carriageway will remain. On the western side of Ranelagh Road in Ranelagh Village, two standard parking spaces are proposed outside Avril Gallagher & Co Solicitors and Project Black coffee shop. The cycle lane at this location will be 1.7m and protected by the two parking spaces and hatching with bollards.

### Drawing 04 –Ranelagh Village to Cinnamon, Ranelagh

The scheme continues through Ranelagh village. After the existing bus stop on Ranelagh Road opposite the Luas station the existing bollard protected cycle lane will remain as it currently is. On the west side there will be two disabled parking spaces, located outside of Locksmiths Cycles and Sound Hire. The proposed cycle lane here will be protected by these parking spaces and bollards. Beyond the disabled parking bays, there is a proposed temporary island build out at the existing bus stop. The cycle lane will run behind this temporary island build out, between the island and the footpath. There will be a crossing point and footway level for pedestrians across the cycle lane where pedestrians will have priorty over cyclists. The raised crossing and the slightly narrowing of the cycle lane (1.65m here) will help control speeds of cyclists. Along Ranelagh Village there is approximately 5 parking spaces being removed, however this is subject to further consultation. There is an existing loading bay after the bus stop outside Spar which will be maintained. There will be bollards and hatching segregating the cycle lane and loading bay.

At the end of Ranelagh Village, the existing bollard protected cycle lane on the east side of Ranelagh Village will continue across Ranelagh Avenue (which runs northeast to southwest) onto Ranelagh. There will be two traffic lanes heading southeast, as existing with one for those heading straight and one right turn lane for vehciles turning into Cullenswood Road (which runs northeast to southwest). The existing pedestrian crossings from outside OHO and PaddyPower, just after Ranelagh Avenue to a traffic island on Cullenswood Road is maintained. There is a junction here where Ranelagh Village meets Cullenswood Road and Ranelagh (which runs northwest to southeast). On Cullenswood Road the existing left slip lane turning into Ranelagh Village and a right turn lane turning on to Ranelagh will be maintained. These lanes are split by an island. There is also a traffic lane heading southwest along Cullenswood Road. The taxi parking will be maintained on both sides of Cullenswood Road. To the west of Cullenswood Road there is a public realm area outside a row of shops including: Urban Health, HSSCU AND Gray& Co.

Cyclists turning right from Cullenswood Road onto Ranelagh can join the protected cycle lane on Ranelagh. After the Cullenswood Road junction on Ranelagh there are protected cycle lanes on both sides of the road. On the east side of Ranelagh there is a wide hatch with existing bollards next to the traffic lane segregating the cyclists from motor traffic for approximately 15m until Ranelagh meets Westmorland Park (which runs northeast to southwest). The existing protected cycle lane will then continue segregated by bollards. On the west side of Ranelagh the proposed protected cycle lane will be segregated by bollards. There will be advisory cycle lanes at junctions. In this section to allow for the proposed protected cycle lane facility, the northern lane which heads towards the city centre will be removed and there will be one lane for those travelling left onto Cullenswood Road or straight onto Ranelagh Village.

50m southeast of the Cullenswood Road, Ranelagh junction there is a pedestrian crossing on Ranelagh which will be maintained just in advance of where Ranelagh meets Chelmsford Road (which runs northeast to southwest) on the east of Ranelagh and Beechwood Avenue Lower on the west of Ranelagh (which runs northeast to southwest). This crossing serves many local businesses including Dillinger’s on the west side of Ranelagh and Zaytoon on the east. In advance of the junction with Chelmsford there are two traffic lanes heading southeast and one traffic lane heading northwest. The total width of the 3 traffic lanes is 8.8m. Heading southeast to northwest the right turn lane will be removed. Along Ranelagh between Chelmsford Road and Beechwood Avenue Lower the protected cycle lanes will be 1.8-2m wide and will be segregated by hatching and bollards. In this section there will be one traffic lane in both directions with a total width of 6.9m.

The bus stop on the east side of Ranelagh 10m in advance of Chelmsford Lane and the bus stop 15m south of Ashfield Road on the west side will be maintained. The existing protected cycle lanes continue on both sides of Ranelagh in this section of the design.

The existing pedestrian crossing on Ranelagh is maintained between Chelmsford Lane (runs northeast to southwest) and Sallymount Avenue (runs northeast to southwest). This is next to I-service on the east side of Ranelagh and Humphreys Pub on the west, approximately 10m northwest of Sallymount Avenue.

The existing bollard protected cycle lanes continue along the eastern side of Ranelagh Road and protected cycle lanes with bollards are proposed on the west.

### Drawing 05 – Ranelagh Road, Sallymount Avenue to Sandford Road (just before Marlborough Road junction)

There are proposed protected cycle lanes on both sides of Ranelagh Road after Sallymount Avenue (runs northeast to southwest) meets Ranelagh Road. There will be proposed removal of approximately 14 parking bays on the West side of the road to allow for the continual provision of the protected cycle lanes from here until Anna Villa (which runs northeast to southwest). Outside Tesco on the west side of Ranelagh Road, 55m north of where Ranelagh Road meets Anna Villa, an on-road loading cage is proposed. This is subject to further consultation.

Along this section there will be two traffic lanes with a total width of 6m and the proposed protected cycle lanes vary in width along the section with a small area of cycle lane at 1.3-1.4m wide between Sallymount Avenue and Tesco on Ranleagh Road and the rest of the cycle lane will be approximately 1.6m wide. The footway will remain as existing.

The scheme continues onto Sandford Road (which runs northeast to southwest) just after Ranelagh Road meets Anna Villa. Here the existing pedestrian crossing will be maintained outside R.McSorley.

The proposed protected cycle lanes continue along Sandford Road, widening to 1.6m after Woodstock Gardens (which meets the east side of Sandford Road and runs northeast to southwest). The existing bus stops on both sides of the road between Woodstock Gardens and Merton Drive (which meets the west side of Sandford Road and runs northeast to southwest) will be maintained.

### Drawing 06 – Sandford Road, (just before Marlborough Road junction) to Sandford Road, Cherryfield Avenue Lower

There will be a protected cycle lane, segregated from traffic by bollards on both sides of the road in advance of the junction where Sandford Road meets Merton Drive (which meets the western side of Sandford Road and runs northeast to southwest), Marlborough Road (which meets the east side of Sandford Road and runs east to west) and Sandford Close (which meets the west side of Sandford Road just after Sandford Parish Church and runs northeast to southwest). At this junction there is an existing pedestrian crossing across Sandford Road approximately 5m southeast of Merton Drive, outside Sandford Parish Church which will be maintained.

On approach to this junction from the northwest there is one traffic lane proposed in both directions. From the southwest to this junction there are two traffic lanes heading northwest one for those going straight and left and one right turn lane for those going to Marlborough Road. The traffic lanes here are 9.3m wide and the cycle lane is pinched at some points to 1.4m and 1.5m for most of the section. Across junctions and side streets there will be a red advisory cycle lane.

The existing bus stop on the east of Sandford Road 11m north of where Larch Grove (which runs east to west) meets Sandford Road will be maintained.

After Larch Grove there will be protected cycle lanes on both sides of the road segregated from vehicles by hatching of varying width and then bollards. There will be an existing bus stop maintained on the west side of Sandford Road approximately 45m northwest of where Sandford Road meets Hollybank Ave Lower (which runs northeast to southwest). After this bus stop the proposed protected cycle lanes on both sides of the road will be segregated by bollards. Along this section the protected cycle lanes will be 1.42- 1.5m wide and there will be one traffic lane in each direction approximately 3m wide.

### Drawing 07 – Sandford Road, Cherryfield Avenue Lower to Clonskeagh Road, Eglington Road Junction

Proposed protected cycle lanes of 1.7m-2m width continue along this section of Sandford Road, segregated by bollards. Approximately 45m southeast of where Sandford Road meets Cherryfield Avenue (which runs northeast to southwest) the existing bus stop will be maintained on the west side of the road.

The protected cycle Lanes continue until a junction where the east side of Sandford Road meets Belmont Avenue (which runs northeast to southwest and is currently one way in this direction) and the west side meets the entrance to Beckett College. Just before the Sandford Road, Belmont Avenue Junction there is Circle K Belmont Ranelagh and Parcel Motel Collection Point on the east side of Sandford Road. The existing pedestrian crossing across Sandford Road at this junction to Beckett College will be maintained. After this crossing there is an existing protected contra flow cycle lane for cyclists turning left from Sandford Road onto Belmont Avenue which is protected by a temporary island build out at the junction on Belmont Avenue and then hatching and bollards further along Belmont Avenue. For cyclists coming from the southeast the cycle lane is protected by hatching and bollards in advance of the junction with Belmont Avenue. There is one traffic lane in both directions proposed. The existing right turn lane on Sandford Road onto Belmont Avenue will be removed.

Heading in the direction of Clonskeagh, 25m after this junction on the east of Sandford Road the existing bus stop will be maintained. Along this section there will be protected cycle lanes segregated by proposed bollards on both sides of the road. There are two traffic lanes heading south and one heading north with a total width of 9.1m. The scheme passes Circle K Belmont Ranelagh on the eastern side on Sandford Road. Here the existing protected cycle lane on the west side of Sandford Road will be maintained and the same proposed on the east side.

Sandford Road ends and meets Clonskeagh Road (which runs northwest to southeast) at a junction with Milltown Road (which lies to the west of Sandford Road and runs northeast to southwest) and then Eglinton Road (which lies to the east of Sandford Road and runs east to west) approximately 15m further southeast than Milltown Road. There will be advisory cycle lanes across the junction which will be red in colour. On Milltown Road the existing two traffic lanes in advance of the junction will be maintained and approximately 10m before Milltown Road meets Sandford Road the existing left turn slip will be shortened to allow for a proposed protected cycle lane along the north side of Milltown Road. This proposed cycle lane is protected by bollards and stops at the existing pedestrian crossing across Milltown Road where it meets Sandford Road. This crossing will be upgraded and the junction radii narrowed on the south east side of Milltown Road to slow down vehicles and provide a shorter crossing distance for pedestrians across Milltown Road.

Additionally there are pedestrian crossings across the slip road from the footway on Milltown Road to an island between the traffic lanes which will be maintained. There is another pedestrian crossing from this island across Sandford Road and another from the island across Milltown Road. All of these will be maintained.

On Eglington Road where it meets Sandford Road there is a proposed hatch build out protected by bollards which will protect cyclists turning left onto Eglington Road from Sandford Road. There is protected cycle lanes proposed on both sides of the road protected by bollards until approximately 45m from the junction. After this, the existing advisory cycle lanes continue. There are two traffic lanes on Eglington Road which are maintained and a left turn slip road for those turning left onto Clonskeagh Road. The advisory cycle lane will be maintained on this slip road. The Handmaids of the Scared Heart of Jesus lies on the north side of Eglington Road 30m from the junction with Sandford Road.

There is an existing pedestrian crossing which will be maintained at the start of Clonskeagh Road, across Clonskeagh Road onto the island on Eglington Road between the left turn slip road and the two traffic lanes.

The scheme continues along Clonskeagh Road where there will be protected cycle lanes on both sides of the road, segregated from traffic by bollards. For this small section the cycle lanes will be 1.2-1.3m wide due to existing width constraints. There will be two traffic lanes, one in each direction with a total width of 6m.

### Drawing 08 – Clonskeagh Road, just after the Eglington Road Junction to Vergemount

The protected cycle lanes continue along Clonskeagh Road. The existing bus stops on Clonskeagh Road will be maintained. There will be advisory cycle lanes at side roads and in front of a row of shops on the east side of Clonskeagh Road between Tramway Lane (which runs northeast to southwest) and Vergemount Ct (which runs northeast to southwest). The businesses here include: OROKO Travel, Independent Theatre Workshop, ITW Dance Studios and SureSkills Training. The protected cycle lanes outside at this section are 1.5m-1.7m wide, the traffic lanes are 6m and the footways are 1.8m-1.6m wide.

On the west side of Clonskeagh Road, opposite Vergemount Park the existing bus stop will be maintained. 5m after Vergemount park on Clonskeagh Road there is a pedestrian crossing which will be maintained which serves Clonskeagh Hospital. On the east side of Clonskeagh Road approximately 10m after the pedestrian crossing there is a bus stop which will be maintained. The bollard protected cycle lane widens on this side of the road after this bus stop to 2.2m. On the west side of the road the proposed cycle lane will be 2m wide. There is a break for 20m in the bollards on the east side of Clonskeagh Road to allow for the entrance to Vergemount. On the west side of the road the protected cycle lane is 1.8m wide. There are two traffic lanes with a total width of 6.6m. At this point Clonskeagh Road bends to run north to south.

### Drawing 09 - Clonskeagh Road, Vergemount to Clonskeagh Bridge (end of scheme extents)

At this point in the scheme Clonskeagh Road runs north to south. One-way protected cycle lanes, segregated from motor traffic by bollards are proposed along this section. The protected cycle lanes will be 1.6m-2m wide and there will be two traffic lanes with a total width of 6.3-7.5m in total. The east side of the road meets Vergemount. After Vergemount on the east side of the road 20m of existing parking bays will be maintained. Then there will be a parking protected cycle lane for 100m (approximately 24 parking bays) where the layout has the existing footway, then the 1.6m wide cycle lane. There is then a 0.8m buffer between the cyclist and the parking bays. The parking bays are 2.1m wide. There are two traffic lanes along this section with a width of 6.5m-7m in total. On the west side of the road opposite the junction with Vergemount the protected cycle lane changes to an advisory lane with intermittent bollards out with the existing pay and display parking bays until approximately 20m from Clonskeagh Bridge which will be retained. The parking bays and advisory cycle lane will continue for approximately 130m until an existing bus stop which will be maintained.

There is an existing 10m wide loading bay outside 105 café, Chaar&co, and Harry’s Nike followed by an existing bus stop opposite Farmer Brown’s which will be maintained. After the bus stop there is pay and display and permit only parking bays outside Mr Fahrenheit. Along this seciton there will be a 1.5-1.6m advisory cycle lane on the east side of the road. There will be a 2m protected cycle lane on the west side of the road protected by hatching and bollards until the end of the scheme extents. The footway heading downhill to farmer Browns will stay as is and there is no footway along the rest of this section at road level after Farmer Browns until Clonskeagh Bridge.

There is a break in the protected cycle lane to allow for movements in and out of the side road leading down to the Farmer Brown’s car park next to the River Dodder.

This scheme ends on Clonskeagh Bridge and ties into existing and future walking and cycling schemes at the River Dodder.

End of Scheme Extents.