**Text description for Merrion Gates to DCC boundary design**

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## Drawing 1 – Merrion Gates and approach

The right turn to Merrion Gates has been removed. There are two lanes coming from Merrion Gates, a new right turn towards the city and a left turn southbound. The slip lane for vehicles becomes the two way cycle lane. The outbound bus stop is moved to the island at the slip lane. A new pedestrian crossing across the cycle lane will facilitate access to the bus stop. There is a new pedestrian crossing proposed accriss the Merrion gates. Outbound there will be the two way cycle lane, a bus lane and a general traffic lane. Inbound there is a traffic lane, bus lane and city bound cycle lane.

## Drawing 2 – Merrion Gates to Elm Park

Outbound there will be the two way cycle lane, a bus lane and a general traffic lane. Inbound there is a traffic lane, bus lane and city bound cycle lane. There is no change to existing kerbs or footpaths.

## Drawing 3 – Approach to Elm Park

From the city side there is two way cycle lane, a bus lane and a general traffic lane. The general traffic lane is for both straight ahead and right turn into Elm Park. On the approach to Elm Park from the south side there is one traffic lane with the bus lane towards the city starting at Elm park. There is no change to existing kerbs or footpaths.

## Drawing 4 - Elm Park to Bellevue Avenue

Outbound there is a two way cycle lane, a bus lane and a general traffic lane. It is proposed to remove the outbound bus stop 425 at Bellevue avenue. Inbound there is one general traffic lane. There is no change to existing kerbs or footpaths.

## Drawing 5 - Bellevue Avenue to the DCC boundary (just before Trimlestown Avenue)

Outbound there is a two way cycle lane, a bus lane and a general traffic lane. Inbound there is a bus lane for a short stretch which merges with the one general traffic lane. There is no change to existing kerbs or footpaths.