# Drawing #1 General Arrangement - 220176-X-0100-Z00-DTM-DR-DBFL-CE-1201

## Overview of Proposals

The drawing entitled General Arrangement, reference number 220176-X-0100-Z00-DTM-DR-DBFL-CE-1201, shows an overview of the new arrangement proposed as part of the Suir Road – Davitt Road Junction Upgrade. The drawing is orientated northwards to the top of the page and includes Suir Road (to the north-west), Grand Canal View (to the north-east), Dolphin Road (to the south-east), Slievenamon Road (to the south), and Davitt Road (to the west).

The proposed designs are shown overlain on an OS Map background – and the existing kerb lines are highlighted in dashed red line to relate the proposed design to the existing arrangement.

Along Suir Road the drawing extends to the northern side of the Luas Line and Grand Canal bridge. The entire extents of Grand Canal View are shown, including the connection to St. James’ Linear Park and the entrance to the gated residential development. Along the south-eastern end of Dolphin Road, the drawing extends to cover house numbers 158 to 154. Along the eastern side of Slievenamon Road the drawing extends to cover house numbers 1A to 7. Along Davitt Road the drawing extends to cover the approximate length of the Suir Road Luas Stop platform.

The overall emerging design proposal shown is to convert this junction from a 5-arm junction and associated traffic island to a consolidated 3-arm junction with the Slievenamon Road arm approaching northwards closed off to general traffic. The existing slip road from Dolphin Road to Slievenamon Road would be retained for all traffic, however the exit from Slievenamon Road onto Dolphin Road would be converted to a bus gate (allowing on public transport and emergency vehicles through). Improved pedestrian and cycling provisions are shown throughout and described in more detail in the sections below.

The drawing includes a legend to differentiate various interventions and surfaces such as Roadways, Footpaths, Proposed Cycle Tracks, Proposed Shared Active Travel Facilities (where pedestrians and cyclists would use the same surface), Proposed Shared Road Surface (where cyclists and vehicles would use the same surface), and Proposed Grass / Sustainable Urban Drainage System (SuDS) areas – as well as other elements such as proposed tactile paving, road signage and traffic signal annotations.

## Proposals on Suir Road

On the Suir Road arm, coming from the north, the existing Advisory Cycle Lanes (dashed road markings) are shown to be converted to Cycle Track which shall be separated from the roadway by a new kerb. Due to space constraints these would likely be c. 1.4m wide at the narrowest section across the bridge, alongside 3m wide traffic lanes. As a result, consideration will be given to providing a solid white road marking in place of a raised kerb at these pinch points.

A new signalised toucan crossing (for both pedestrians and cyclists) is shown extending from the connection to/from the greenway route to the west. This would reorientate and widen the existing pedestrian only crossing at this location, to allow cyclists cross safely at this location as well as pedestrians.

Traffic and cyclists would be directed by these new traffic signals on the northern side of the Luas crossings, with the existing yellow box markings retained on this side.

The existing footpaths across the bridge, approaching the junction, would be retained.

## Proposals on Grand Canal View

On the eastern end of Grand Canal View, at the entrance to St. James’ Linear Park, additional tactile paving would be provided to define the connection to the existing shared pedestrian and cycling path through the park. On the northern side of the road, the existing circa 1.2m wide footpath is shown widened to 2m from the park entrance southwards across the canal bridge.

The roadway alongside would be narrowed to circa 5m, and large cycle symbol road markings would be added to designate the road as being shared by cyclists and vehicles. Over the canal bridge the road would be narrowed to circa 4.7m wide, with yield markings for traffic entering Grand Canal View to allow oncoming traffic to exit.

The drawings show Grand Canal View in a buff colour to indicate the proposed buff yellow coloured surface treatment that would be applied, with the intention of creating a traffic calmed environment, allowing for safer on-road cycling.

The junction of Grand Canal View onto Dolphin Road would continue to allow only a left turn out and a left turn in. A smaller traffic island would be constructed in between the two lanes of Grand Canal View connecting to Dolphin Road to define this, while the large existing traffic island on Dolphin Road would be removed. The junction would include a raised table (minor ramp) crossing for both pedestrians and cyclists – set back 5m from Dolphin Road. This arrangement would result in cars leaving Grand Canal View yielding to pedestrians and cyclists, then crossing over the raised table, before waiting at the Stop Line to turn left onto Dolphin Road. Conversely, cars turning left into Grand Canal View would wait in the 5m section to yield to pedestrians and cyclists, then cross over the raised table.

The cycle crossing at this priority junction is proposed to be a two-way crossing to allow connectivity to/from the proposed signalised junction and Grand Canal View as well as the existing shared path along the canal to the east.

New grassed / landscaped areas shown in green are proposed on the corners of this junction which would allow for low level planting, improving the biodiversity and drainage of the area.

## Proposals on Dolphin Road

Along Dolphin Road, the proposed scheme is shown tying into the existing on-road cycle facilities – which would become segregated cycle tracks from house number 158, on the bottom of the drawing, westwards towards the main junction on both sides of the road.

As the Slievenamon Road exit onto Dolphin Road is proposed to be a signalised bus gate, a new set of traffic signals would be provided on Dolphin Road at this location as shown on the drawings. This traffic signal would hold traffic back on Dolphin Road to allow a bus to exit Slievenamon Road – but would otherwise generally be a green light, allowing the flow of traffic to be constant through this portion of Dolphin Road. A yellow box is proposed to prevent queuing traffic blocking the exit from Slievenamon Road. All traffic would be able to travel south by turning left or right from Dolphin Road into Slievenamon Road at this location.

The existing arrangement of two lanes approaching the junction traveling north on Dolphin Road would be retained, with the right lane shown as Straight ahead towards Suir Road. The road markings indicating that the right lane route would bring traffic to the N4. The other lane, on the left, would remain a Left turn towards Davitt Road with the road markings indicating that this route would bring traffic to the N7 to also be retained.

A new grassed / landscaped areas (shown in green) are proposed on the corner of this junction which would allow for low level planting, improving the biodiversity and drainage of the area. This would not prevent access to / from the driveway of house 1A on Slievenamon Road.

## Proposals on Slievenamon Road

This section describes what is proposed on Slievenamon Road, both in terms of the section which currently goes through the main junction and the slip-road section which currently connects to Dolphin Road.

The drawing shows that the layout of the slip-road section would largely remain as existing, although new road markings would be provided along with a new traffic island and traffic signals to form a new bus gate for traffic going northwards.

[Definition: A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate].

While not shown on the drawing, appropriate signage would be installed at the junction of Galtymore Road to the south and Slievenamon Road to inform general traffic of the restriction and to divert through traffic away. In the case where a vehicle has approached the end of the Slievenamon Road, unaware of the bus gate, the layout has been designed to allow for a turnabout movement.

As noted, all traffic would be able to turn onto Slievenamon Road from Dolphin Road, and likewise all houses on this section (house numbers 1A to 7) would be able to turn in from Dolphin Road and enter their driveways. The drawing also shows vehicle tracking from these driveways to demonstrate that they can turn out of their houses across the concrete footpath and continue south onto Slievenamon Road.

On approach to Dolphin Road, public transport vehicles would be controlled by the new traffic signals and stop line, with an uncontrolled pedestrian crossing provided with associated dropped kerbs and tactile paving (largely reflecting the existing, recently constructed, arrangement). This junction would include No Right Turn signage from Slievenamon Road onto Dolphin Road, so traffic passing through the bus gate would need to turn left on Dolphin Road. This is in order to avoid conflicts with traffic travelling east along Dolphin Road.

With the closure of the signalised section of Slievenamon Road approach the junction, there is the opportunity to provide a large public realm and landscaped area as shown on the drawing, in the space created between Dolphin Road, Slievenamon Road slip lane, and the Good Counsel Liffey Gaels GAA & Camogie Club pitches.

Around the proposed landscaped area, the drawing shows a 2m wide pedestrian path to the north along Dolphin Road continuing from the crossing of Slievenamon Road, a 2m wide pedestrian path alongside Slievenamon Road opposite houses 1A to 7, and a third 2m wide pedestrian path providing an amenity route with benches proposed for those who may wish to rest. Between these three paths there are two large, landscaped areas shown which are proposed to provide opportunities for new planting, recreation activities, as well as water retention and drainage in heavier rain events. This will expand upon the existing grassed island at this location, connecting it back to the GAA club boundary.

Continuing northwards from Slievenamon Road, it is also proposed to widen the existing 3m wide footpath to a 4.5m wide shared active travel facility, shown in yellow to the east of the landscaped area, which can be used by both pedestrians and cyclists. This allows cyclists to continue to/from Slievenamon Road and the main junction without needed to divert onto Dolphin Road. It is proposed that this will act as a Share with Care area, where cyclists are permitted but would need to yield to pedestrians. The drawing also shows a short, segregated section at the southern end where cyclists would leave or enter the shared link in a safe manner, with protection from traffic on Slievenamon Road.

## Proposals on Davitt Road

Along Davitt Road from the west, the existing arrangement is largely being retained, with the exception of the removal of the existing concrete islands housing traffic signals. This allows for a short section of protected cycle track to be provided on the northern side of the road approaching the junction.

The current arrangement of a left turn and right turn traffic lane is proposed to be retained as shown on the drawing.

# Drawing #2 Slievenamon Road Arrangement - 220176-X-0100-Z00-DTM-DR-DBFL-CE-1202

The drawing entitled Slievenamon Road Arrangement, reference number 220176-X-0100-Z00-DTM-DR-DBFL-CE-1202, shows a closer view of the new arrangement proposed on Slievenamon Road at houses 1A to 7, as part of the Suir Road – Davitt Road Junction Upgrade. The drawing is orientated northwards to the top of the page and includes a short section of Dolphin Road (in the north-east) and Slievenamon Road (coming from the south and turning north-east).

The proposed designs are shown overlain on both an OS Map background as well as aerial photography – and the existing kerb lines are highlighted in dashed red line to relate the proposals to the existing arrangement.

The section above describes what is proposed on Slievenamon Road, both in terms of the section which currently goes through the main junction and the slip-road section which currently connects to Dolphin Road. In addition to what was described above, there is some additional information shown on this drawing.

The drawing includes an annotation at the junction with Dolphin Road which clarifies that all traffic would be permitted to turn left and right into Slievenamon Road from Dolphin Road, whereas it would be a bus only exit via the bus gate, and that a right turn would be prohibited.

As noted, all traffic would be able to turn onto Slievenamon Road from Dolphin Road, and likewise all houses on this section (house numbers 1A to 7) would be able to turn in from Dolphin Road and enter their driveways. The drawing also shows vehicle tracking, shown in blue of private cars and dashed black lines indicating direct routes from the driveways of house numbers 1A to 7 to the main roadway. This shows that they can turn out of their houses across the concrete footpath and continue south onto Slievenamon Road.

Vehicle tracking of a typical double decker bus is also shown to demonstrate how such a vehicle would navigate northwards through the bus gate.

There is a slight off set between the driveway extents represented by the OS Mapping and the aerial photography backgrounds however the location of driveway routes shown has been verified with detailed topographical surveys which were carried out.

# Drawing #3 Landscape Plan - 22D13-DR-0200

The drawing entitled Landscape Plan, reference number 22D13-DR-0200, shows an overall view of the landscape proposals. The drawing is orientated northwards to the top of the page and includes Suir Road (to the north-west), Grand Canal View (to the north-east), Dolphin Road (to the south-east), Slievenamon Road (to the south), and Davitt Road (to the west). The proposed designs are shown overlaid on an OS Map background with a solid red line around the area of intervention. The drawing includes a legend to differentiate various interventions and surfaces such as Hard Landscaping surfaces (including Road, Concrete Path, Resin Bound Gravel Path, Tactile Paving, and Cycle Lanes), Soft Landscaping surfaces (including Planting, SuDS, and proposed trees), and Site Furniture in the form of benches.

In the area created through the closure of the northbound Slievenamon Road approach to the junction, there are 3 individual landscaped areas located between Dolphin Road and the sports pitches to the west. These are separated by two paths that run from west to east. The most northern landscaped area is approximately 165 square metres, the middle-planted area is approximately 406 square metres, and the southern-most planted area is approximately 33 square metres. The two larger of the landscaped areas will be used for water retention in heavy rain events, with the smaller of them being a planted area. The two detention basins are lower in the middle to form a gentle slope at the edges – and will be designed with accessible gradients. There are proposed trees that will be located at the centre of the detention basins. Some proposed tree species include Betula pendula (Silver birch), Alnus glutinosa (Black alder) and Quercus robur (English oak). Some of the proposed planting mixes include species such as Lavendula angustifolia (Lavender), Rudbekia (Black-eyed Susan), Primula vulgaris (Primrose) and Erica carnea (Winter heath). The planting mixes include species that provide seasonal interest all year round, are listed on the All-Ireland Pollinator Plan and enhance the overall biodiversity of the area.

Two paths separate the three landscaped areas which will be concrete material with a brushed finish.

A new public realm hardscape shall run adjacent to the Good Counsel Liffey Gaels GAA & Camogie Club pitches and will be proposed Resin Bound Gravel. This is a smooth surface finish that is a buff colour with small stones and pebbles added to it to provide aesthetic interest. This area will be designed to be shared by both cyclists and pedestrians with appropriate signage and tactile paving. The concrete and resin bound gravel meet at the western side of the landscaped area with appropriate tactile paving designating the transition to shared space. The extent of the resin bound gravel will run from Davitt Road to the Slievenamon Road bus gate.

The path that separates the northern and middle landscape area will provide seating opportunities in the form of bench seating.

Located at the T-junction between the bus gate at Slievenamon Road and Dolphin Road, a new planted area is proposed. The planted area is approximately 40 square metres. It is located right next to the cycle lane at Dolphin Road and is directly adjacent from house number 01 on Slievenamon Road and house number 158 Dolphin Road. The same planting species will be used as above. The planted area still allows for a 2.5 metre path to between it and the boundary wall of the houses. Further along Dolphin Road are two narrow strips of planting, again, the same planting mix species will be proposed. The strips of planting are 800 millimetres wide and are located opposite the T-junction between Dolphin Road and Grand Canal View. The planting strips provide a separation between cyclist and vehicles and allow safe passage for cyclists who are on Dolphin Road coming to the main junction.

At the T-junction between Dolphin Road and Grand Canal View there are two proposed planting areas either side of Grand Canal View. The planted area closer to Suir Road is approximately 55 square metres and the planted area further away from Suir Road is approximately 70 square metres. The same planting mix species will be proposed.