## **Dodder Greenway**

### **Beatty's Avenue to Herbert Park**

Beatty’s Avenue to Herbert Park has been identified as a suitable location for interim measures along the Dodder Greenway corridor. It will provide 0.5km of walking and cycling facilities from Beatty’s Avenue to Herbert Park in advance of the Dodder Greenway project. When complete, the project will deliver high quality walking and cycling facilities along the Dodder River from the sea to the mountains through Dublin City Council, Dún Laoghaire Rathdown County Council and South Dublin County Council.

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### **Sheet 01 of 06 – Beatty’s Avenue-Herbert Cottages to No.34 Dodder View Cottages**

The scheme begins on Beatty’s Avenue at its junction with Herbert Cottages.

A mixed-traffic street where cyclists and vehicles share the carriageway will be provided along the existing low traffic volume road on Beatty’s Avenue between Herbert Cottages and Merrion Road. The priority of the cyclists over vehicles on the proposed mixed traffic street will be communicated by way of large cycle symbol road markings. Existing footpaths and parking will be unaffected along this section of roadway.

### **Sheet 02 of 06 – Beatty’s Avenue- No.34 Dodder View Cottages to No.2 Beatty’s Avenue Cottages**

A mixed-traffic street where cyclists and vehicles share the carriageway will be provided along the existing low traffic volume road on Beatty’s Avenue between Herbert Cottages and Merrion Road. The priority of the cyclists over vehicles on the proposed mixed traffic street will be communicated by way of large cycle symbol road markings. Existing footpaths and parking will be unaffected along this section of roadway.

### **Sheet 03 of 06 – Beatty’s Avenue-Merrion Road Junction to Merrion Road-Anglesea Road Junction**

A raised entry treatment is proposed at the entrance to Beatty’s Avenue and Granite Place from Merrion Road. An uncontrolled crossing with associated tactile paving will be provided across both Beatty’s Avenue and Granite Place.

A new Toucan Crossing with associated tactile paving will be provided across Merrion Road at a location approximately 8 metres to the east of Granite Place.

A shared area with associated tactile paving is proposed on the north side of Merrion Road from Beatty’s Avenue to the new Toucan Crossing on Merrion Road.

The existing accessible parking bay on the north side of Merrion Road just east of Granite place will be relocated east by approximately 11 metres. Two existing parking bays on the north side of Merrion Road will be removed.

Access to existing shop fronts and private landings on the north side of Merrion Road will be maintained.

A 3-metre wide, two-way segregated cycle track will be provided on the west side of Anglesea Road, starting from the junction of Anglesea Road with Merrion Road.

A shared area with associated tactile paving is proposed on the south side of Merrion Road from the new toucan crossing to the proposed two-way cycle track on Anglesea Road. The existing footpath width will be maintained on the south side of Merrion Road and continuing onto Anglesea Road.

All existing pedestrian crossings at the junction of Anglesea Road and Merrion Road will be maintained.

### **Sheet 04 of 06 – Anglesea Road between Merrion Road and Pembroke Library**

A 3-metre wide, two-way cycle track will be provided on the west side of Anglesea Road on the existing carriageway between Merrion Road and Herbert Park Bridge.

 One of the two existing left turn lanes from Anglesea Road to Merrion Road will be removed to facilitate the cycle track. The existing footpath and kerbs will remain in place.

The cycle track will be segregated from the carriageway by separator kerbs and the cycle track will be coloured red.

The existing accessible parking space on the eastern side of Anglesea Road outside Pembroke Library is unaffected. Eight parking spaces on the west side of Anglesea Road starting approximately 71 metres from Merrion road will be removed.

A new parking area will be provided on the east side of Anglesea Road outside Pembroke Library, the extent of which will be determined by tree root locations.

An out-of-service bus stop cage and pole on the west side of Anglesea Road approximately 50 metres from Merrion Road will be removed.

The existing trees on Anglesea Road are unaffected.

### **Sheet 05 of 06 –Anglesea Road between Pembroke Library to RDS Anglesea Entrance**

A 3-metre two-way cycle track will be provided on the west side of Anglesea Road on the existing carriageway between Merrion Road and Herbert Park Bridge. The existing footpath and kerbs will remain in place. The cycle track will be segregated from the carriageway by separator kerbs and the cycle track will be coloured red.

The existing pedestrian crossing on Anglesea Road which is approximately 140 metres from Merrion road will be converted to a Toucan Crossing with associated tactile provided. Shared areas will be provided on both sides of the Toucan crossing to allow pedestrians and cyclists to access the crossings. A jug turn and ramp will be provided on the east side of Anglesea Road north of the new Toucan crossing to allow cyclists access the Toucan crossing.

The existing trees on Anglesea Road are unaffected.

**Sheet 06 of 06 – Anglesea Road-Herbert Park Bridge Junction**

The proposed two-way cycle track on the west side of Anglesea Road ends at the junction of Anglesea Road- Herbert Park Bridge junction.

A raised entry treatment is proposed at the entrance to Herbert Park Bridge, an uncontrolled crossing with associated tactile paving will be provided.

A one-way northbound protected cycle track, approximately 20 metres long, will be provided on Anglesea Road on the southern approach to Herbert Park Bridge. The one-way cycle track is separated from the carriageway by way of a protective island which is approximately 20 metres long. The existing footpath width is maintained.

The scheme ends approximately 30 metres south of Herbert Park Bridge.