**Dodder Greenway**

**Fitzwilliam Quay to Londonbridge Road**

**Walking and Cycling Scheme.**

**Accessible Description of Drawings.**

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### **Fitzwilliam Quay to Londonbridge Road-Overview.**

The Fitzwilliam Quay to Londonbridge Road scheme will provide walking and cycling facilities along a 0.5 kilometre section of the Dodder Greenway, the Greenway when complete 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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### **Site Location Map Description.**

The site location map shows the extents of the scheme from the junction of Bridge Street and Fitzwilliam Quay in Ringsend to the junction of Londonbridge Road at the entrance to Lansdowne Tennis Club. The scheme runs along the road on Fitzwilliam Quay, the existing green space outside the Dodder Park Wall and back on road at the Pump house apartments

### **Drawings Described.**

### **Sheet 01 of 05 – Fitzwilliam Quay/Ringsend Road/Bridge Street junction.**

The scheme begins at the junction of Fitzwilliam Quay and Ringsend Road / Bridge Street, this junction will be signalized. A separate dedicated crossing phase for pedestrians and cyclists will be introduced at the junction. Cyclists and pedestrians cross Bridge Street from Fitzwilliam Quay in separate light signals.

A three meter wide two-way cycle track is proposed along the length of Fitzwilliam Quay on the western side of the road, from Ringsend Bridge for 216 metres to the junction of Dermot O Hurley Avenue. The cycle track will be located on the existing carriageway with the existing kerb line and height remaining in place. The cycle track itself will be coloured red and will be separated from the roadway carriageway by separator kerbs. Gaps of 1.5 metres will be provided at intervals in the separator kerb to facilitate drainage.

The existing footpaths and kerb heights on the east and west of Fitzwilliam Quay are largely unaffected, footpath widening occurs at the start of the scheme only at the junction with Ringsend Road / Bridge Street. The footpath will be widened on the Fitzwilliam Quay side at the new pedestrian crossing across the eastern side of Ringsend Bridge, and at both sides of the new pedestrian crossing across Fitzwilliam Quay.

An existing 18 metres long taxi rank, which is currently located on the west side of Fitzwilliam Quay approximately 10 meters from the junction with Ringsend Road, will be relocated to the eastern side of Fitzwilliam Quay, approximately 60 metres south of the junction with Ringsend Road.

Existing undesignated car parking spaces on the western side of Fitzwilliam Quay from a point approximately 32 metres south of the junction with Bridge St to Dermot O Hurley Avenue will be removed.

One undesignated parking space will be removed on the eastern side of Fitzwilliam Quay from a point 5 metres south of the junction with Bridge street south.

Existing trees on Fitzwilliam Quay are unaffected.

**Sheet 02 of 05 –Fitzwilliam Quay.**

A three metre wide two-way cycle track is proposed along the length of Fitzwilliam Quay, on the western side of the road. The cycle track will be located on the existing carriageway with the existing kerb line and height remaining in place. The cycle track itself will be coloured red and will be separated from the roadway carriageway by separator kerbs. Gaps of 1.5 metres will be provided at intervals in the separator kerb to facilitate drainage.

The existing footpaths and kerb heights on the east and west of Fitzwilliam Quay are largely unaffected, footpath widening occurs at the start of the scheme only at the junction with Ringsend Road / Bridge Street. The footpath will be widened at the new pedestrian crossing across the eastern side of Ringsend Bridge on the Fitzwilliam Quay side, and at both sides of the new pedestrian crossing across Fitzwilliam Quay.

An existing 18m long taxi rank, which is currently located on the west side of Fitzwilliam Quay approximately 10 metres from the junction with Ringsend Road, will be relocated to the eastern side of Fitzwilliam Quay, approximately 60 metres south of the junction with Ringsend Road.

Existing undesignated car parking spaces on the western side of Fitzwilliam Quay from a point approximately 32 metres south of the junction with Bridge St to Dermot O Hurley Avenue will be removed.

One undesignated parking space will be removed on the eastern side of Fitzwilliam Quay from a point 5 metres south of the junction with Bridge Street. The existing speed ramps on Fitzwilliam Quay will be retained and renewed to fit the new road width

Existing trees on Fitzwilliam Quay are unaffected.

**Sheet 03 of 05 –Fitzwilliam Quay @ Dermot O Hurley Ave.**

A three metre wide two-way cycle track is proposed along the length of Fitzwilliam Quay, on the western side of the road. The cycle track will be located on the existing carriageway with the existing kerb line and height remaining in place. The cycle track itself will be coloured red and will be separated from the roadway carriageway by separator kerbs. Gaps of 1.5 metres will be provided at intervals in the separator kerb to facilitate drainage.

The existing footpaths and kerb heights on the east and west of Fitzwilliam Quay are largely unaffected, footpath widening occurs at the start of the scheme only at the junction with Ringsend Road / Bridge Street. The footpath will be widened at the new pedestrian crossing across the eastern side of Ringsend Bridge on the Fitzwilliam Quay side, and at both sides of the new pedestrian crossing across Fitzwilliam Quay.

The three metre two-way cycle track ramps up from the Fitzwilliam Quay carriageway at the junction with Dermot O Hurley Avenue to a new two-way cycle track which will be constructed with permeable asphalt in the existing green area between the Dodder Park Wall and the Dodder River Wall. The existing footpath along the Dodder Park section will remain with a 60mm kerb height separation between the cycle track and the footpath, the cycle track will be coloured red.

Uncontrolled pedestrian crossings with buff (brown) tactile as standard are proposed at locations where pedestrians are required to cross the cycle track such as the junction of Dermot O Hurley Avenue and at two existing entrances to Dodder Park which are located approximately 35 metres and 116 metres south of the junction with Dermot O Hurley Avenue.

The cycle track will ramp up 60 millimetres to footpath level and reduce in width to 2.5 metres approaching the pedestrian crossing points with yield markings placed on the cycle tracks requiring cyclists to yield to pedestrians.

A grass verge of 1 metres will be retained between the cycle track and the Dodder Park Wall, the grass verge will increase to 1.5 metres on the approach to pedestrian crossing locations which are at two existing entrances to Dodder Park which are located approximately 35 metres and 116 metres south of the junction with Dermot O Hurley Avenue.

The existing heritage vent located in the green area approximately 150 metres south of the junction with Dermot O Hurley Ave will remain in place.

**Sheet 04 of 05 –Along Dodder Park.**

The three metre two-way cycle track on Fitzwilliam Quay’s carriageway is linked via a 5% gradient ramp to a new two-way 170 metre long permeable asphalt two way cycle track, which is constructed in the existing green area between the Dodder Park Wall and the Dodder River Wall. The existing footpath along the Dodder Park section will remain with a 60mm kerb height separation between the cycle track and the footpath, the cycle track will be coloured red.

Uncontrolled pedestrian crossings with buff (brown) tactile as standard are proposed at locations where pedestrians are required to cross the cycle track such as the junction of Dermot O Hurley Avenue and at two existing entrances to Dodder Park which are located approximately 35 metres and 116 metres south of the junction with Dermot O Hurley Avenue.

The cycle track will ramp up 60 millimeters to footpath level and reduce in width to 2.5 metres approaching the pedestrian crossing points with yield markings placed on the cycle tracks

A grass verge of 1 metres will be retained between the cycle track and the Dodder Park Wall, the grass verge will increase to 1.5 metres on the approach to pedestrian crossing locations.

**Sheet 05 of 05 –Along Dodder Park.**

The three metre two-way cycle track on Fitzwilliam Quay’s carriageway is linked via a 5% gradient ramp to a new two-way 170 metre long permeable asphalt two way cycle track, which is constructed in the existing green area between the Dodder Park Wall and the Dodder River Wall. The existing footpath along the Dodder Park section will remain with a 60mm kerb height separation between the cycle track and the footpath, the cycle track will be coloured red.

A shared space,13.5 linear metres by 3.5 to 7 metres wide will be provided for pedestrians and cyclists 13m north of the entrance to the Pump house Apartments north for 13.5 metres, this is the area of constrained space at the east side of the Pump house building. Cyclists will be permitted to travel along the east of this stone building in this shared area. Tactile paving will be provided at the entrance/exit from the shared area. The existing footpath on the western side of the Pump House along the Dodder river wall is unaffected.

Kerb alterations and a new ramp of 5% gradient for cyclists to access the carriageway will be provided at the southern end of the shared space 13m north of the entrance to the pump house Apartments

8 metres of hatched road markings will be provided on the eastern side of the road just north of the exit from the Pump House Apartments to direct cyclist to remain on the western side of the road away from vehicles exiting the apartments.

A quiet street which is described as mixing cyclists and vehicles will be provided along the existing low traffic volume road section which links the Pump House Apartments to Londonbridge Road, this will be achieved by way of road markings. Existing footpaths and parking will be unaffected along this section of road way.

The scheme ends at the junction of Londonbridge Road near the entrance to Lansdowne Tennis Club.