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

## **Accessible Overview of the Interim Scheme Design**

### Drawing 1 – Mander’s Terrace to Gigi, Ranelagh

Approximately 40 metres 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, one standard parking space and two disabled parking spaces are proposed outside Avril Gallagher & Co Solicitors and Project Black coffee shop. The cycle lane at this location will be 1.7 metres and protected by the two parking spaces and hatching with bollards.

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 number 2900. 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 priority over cyclists. The raised crossing and the slightly narrowing of the cycle lane to 1.65 metres here will help control speeds of cyclists.

Along Ranelagh Village approximately 5 parking spaces will be removed. 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 vehicles 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 to the west of Cullenswood Road will be maintained.

To the east of Cullenswood Road, one disabled parking space and time plated taxi/loading bay is proposed to replace the existing taxi parking outside Quillsen and Wowburger. 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 15 metres 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.

50 metres 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.

All cycle lanes along this section will have red epoxy surfacing.

### Drawing 2 – Ranelagh Road, Beechwood Avenue Lower to the junction of Sandford Road and Woodstock Gardens

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 8.6 metres. 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 between 1.8 to 2 metres 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 6.9metres.

The bus stop on the east side of Ranelagh 10 metres in advance of Chelmsford Lane and the bus stop 15 metres 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 10 metres 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.

There are proposed protected cycle lanes on both sides of Ranelagh Road after Sallymount Avenue (runs northeast to southwest) meets Ranelagh Road. Approximately 14 parking spaces on the West side of the road will be removed 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, 55 metres north of where Ranelagh Road meets Anna Villa, the existing on-road loading cage will be removed.

Along this section there will be two traffic lanes with a total width of 6metres and the proposed protected cycle lanes vary in width along the section with a small area of cycle lane at 1.35 metres to 1.4 metres wide between Sallymount Avenue and Tesco on Ranelagh Road and the rest of the cycle lane will be approximately 1.6 metres wide. The footway will remain as existing.

The existing loading bay outside Oslo and New Bamboo Chinese Takeaway will be relocated to Sallymount Avenue to replace 3 existing parking spaces.

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. This scheme ends at the junction of Sandford Road and Woodstock Gardens.

All cycle lanes along this section will have red epoxy surfacing.

End of Scheme Extents.