**Dodder Greenway**

**Milltown Road – Dodder Walk to Dundrum Road Active Travel Scheme.**

**Accessible Description of Drawings.**

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## **Milltown Road- Dodder Walk to Dundrum Road Active Travel scheme**

Milltown Road has been identified as a suitable location for improved walking and cycling infrastructure along the Dodder Greenway corridor. It will facilitate a continuous route along the Dodder corridor between Dartry Park and the Dodder Trail.

When complete, the Dodder Greenway will deliver 24 kilometres of high-quality active travel 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

## **Sheet 01 of 07 – Dodder Walk –South Hill**

The scheme begins on Dartry Road approximately 30 metres west of Dodder Walk, a new toucan crossing (pedestrian and cyclist crossing) with associated tactile paving to National Cycle Manual standards will be provided across Milltown Road 15 metres west of the Dodder Walk junction. This crossing will allow cyclists and pedestrians from Dartry Road to access the proposed two-way cycle facility on the south side of Milltown Road.

The junction of Dodder Walk and Milltown Road will be reconfigured with the provision of a raised entry treatment, 1 uncontrolled crossing for cyclists and 2 separate uncontrolled crossings for pedestrians. Additional greening will also be provided at the junction. The existing tree on the central island at the top of Dodder walk will be maintained. Approximately 4 parking spaces will be removed to facilitate the junction reconfiguration, 2 outside the Dartry Mills building and the 2 spaces which are currently located adjacent to the Orwell Woods development boundary wall.

The existing eastbound bus stop No 1026 on the north side of Dartry Road, west of Dodder Walk will be maintained as is.

The existing in-line bus stop no. 1063 on the south side of Milltown Road will be converted to an Island bus stop facility with cyclists required to yield to pedestrians accessing the bus stop. Two crossing points with associated tactile paving in line with the National Cycle Manual will be provided to allow access the bus stop island.

A two-way 3 metre kerb separated cycle facility will be provided on the south side of Milltown Road from Dodder Walk to the South Hill junction. A 1.9 metre footpath will be maintained on the south side of Milltown Road between Dodder Walk and South Hill. There will be a 60 millimetres kerb height between cyclists and pedestrians.

The South Hill-Milltown Road junction will be reconfigured, the existing central triangular island will be removed and a raised entry treatment will be provided at the junction, the existing radii of the junction will be tightened with greening provided either side of the entrance. An uncontrolled crossing with associated tactile will be provided across the South Hill arm of the Junction. The existing heritage lamp standard located on the central island at the South Hill junction will be relocated to the western side of the junction.

Eleven existing trees along the footpath on the northern side of Milltown Road, between the South Hill junction and the Dropping Well will be removed and replaced with mature native species within a new landscaping area where achievable.

The existing bus stop No 1027 on the north side of Milltown Road, approximately 30 metres east of South Hill will be maintained as is.

Existing overhead ESB cables along the northern footpath of Milltown Road between the South Hill Junction and the Dropping Well will be laid underground while existing lamp standards will be replaced and relocated to the back of a new footpath.

Footpaths of minimum width 1.8 metres will be maintained on both sides of Milltown Road. Due to space constraints there will be a section just east of the South Hill entrance where the footpath will be reduced to 1.5 metres in width over a length of approximately 6 metres.

## **Sheet 02 of 07 – South Hill Junction to the Dropping Well**

A two-way kerb separated cycle facility will continue on the south side of Milltown Road from the South Hill junction to the Dropping Well, the two-way facility will vary between 2.5 metres and 3.0 metres. Due to localised width constraints, a short section of the two way cycle track will be 2.5 metres wide. A 1.8 metre footpath will be maintained on the south side of Milltown Road between South Hill and the Dropping Well. There will be a section just east of the South Hill entrance where the footpath will be reduced to 1.5 metres in width over a length of approximately 6 metres. There will be a 60 millimetres height kerb between cyclists and pedestrians.

A 1.8 metre footpath will be maintained on the north side of Milltown Road between South Hill and the Dropping Well.

Eleven existing trees along the footpath on the northern side of Milltown Road between the South Hill junction and the Dropping Well will be removed and replaced with mature native species within a new landscaping area where achievable

Existing overhead ESB cables along the northern footpath along Milltown Road between the South Hill Junction and the Dropping well will be grounded and existing lamp standards will be replaced and relocated to the back of a new footpath.

The existing in-line bus stop no. 1062 on the south side of Milltown Road at the Dropping Well will be converted to an Island Bus stop facility with cyclists required to yield to pedestrians accessing the bus stop. One crossing point with associated tactile paving in line with the National Cycle Manual will be provided to access the bus stop island. The existing bus shelter will be relocated to the new bus island.

The existing eastbound in-line bus stop no. 1028 and shelter on the northern side will be maintained as is.

The existing entrance and exit from the Dropping Well Car Park will be maintained and upgraded to a continuous footpath across the entrance giving pedestrians priority.

The existing right turn lane on Milltown Road towards Churchtown Road Lower will be maintained.

Existing cycle stands on the south of Milltown Road 10 metres east of the exit from the Dropping Well car park will be relocated to a location 5 metres east of the exit from the car park at the back of the footpath. A new 5 metre long green space will be provided just east of the exit from the Dropping Well.

## **Sheet 03 of 07 – DROPPING Well to East of the Churchtown Road Lower Junction.**

The existing westbound in-line bus stop no. 1062 on the south side of Milltown Road at the Dropping Well will be converted to an Island Bus stop facility with cyclists required to yield to pedestrians accessing the bus stop. One crossing point with associated tactile paving in line with the National Cycle Manual will be provided to access the bus stop island.

The eastbound in-line bus stop no. 7948 on the northern side will be maintained as is.

The existing entrance and exit from the Dropping Well Car Park will be maintained and upgraded to a pedestrian priority entrance giving pedestrians priority.

The existing right turn lane on Milltown Road towards Churchtown Road Lower will be maintained.

The junction of Milltown Road and Churchtown Road Lower will be reconfigured, dedicated pedestrian crossings will be provided across all three arms of the junction. A two way cycle track on the south side of Milltown Road will continue through the junction of Churchtown Road Lower.

A new 10 metre loading bay will be provided on the south side of Milltown Road approximately 10 metre west of the junction of Churchtown Road Lower outside the Dropping Well.

A two-way 3.1 metre wide kerb separated cycle facility will continue on the south side of Milltown Road from Churchtown Road Lower eastwards towards the Nine Arches Bridge. There will be a 60 millimetres kerb height between cyclists and pedestrians.

The existing eastbound bus stop No 7926 will remain as is.

A new toucan crossing with associated tactile paving will be provided across Milltown Road on the west side of the existing Shanagarry Park entrance which is 43 meters west of the nine arches Bridge. The two way cycle track transitions from a two way track to a one way east and west bound track at the location of the new toucan crossing.

A one way stepped cycle tracks will be provided on the north and south side of Milltown Road from the new toucan crossing west of the Shanagarry Park entrance 43 meters west of the Nine Arches Bridge east to the Dundrum Road Junction. There will be a 60 millimetress kerb height between cyclists and pedestrians and a 90-100 millimeters kerb height between cyclists and vehicles

The existing westbound bus stop No 7953 will remain, a shared landing zone bus stop in line with the National Cycle Manual will be provided at the bus stop. Cyclists will be required to yield to pedestrians accessing the bus stop.

The existing left turn ban except for cyclists from Milltown Road to Richmond Avenue South between the periods Monday to Saturday 07.00am-10.00am will be maintained.

## **Sheet 04 of 7 Nine arches bridge**

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The existing westbound bus stop No 7953 will remain, a shared landing zone bus stop in line with the National Cycle Manual will be provided at the bus stop. Cyclists will be required to yield to pedestrians accessing the bus stop.

A one-way stepped cycle track of varying widths between 1.6 metres and 1.8 metres will be provided on the south side of Milltown Road from the existing Shanagarry Park entrance 43 meters west of the Nine Arches Bridge .There will be a 60 millimetres height kerb between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles.

A one-way stepped cycle track of varying widths between 1.5 metres and 1.8 metres will be provided on the north side of Milltown Road from the new toucan crossing which will be located on the western side of the existing Shanagarry Park entrance 43 meters west of the nine arches Bridge. There will be a 60 millimetres height kerb between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles.

A continuous footpath will be provided at the entrance to Richmond Avenue South giving pedestrians priority at the junction.

1.7 metre to 1.9 metre footpaths will be maintained between the proposed toucan crossing and the Nine Arches Bridge. Just west of Richmond Avenue South, on the northern side of the road a section of footpath will be 1.5 metres in width for a distance of approximately 3 metres. A 1.3 metre footpath pinch point will occur on the northern footpath over a section of 3 metres at the eastern exit from the archway.

A westbound one-way stepped cycle track will be provided on Milltown Road from Dundrum Road to the Nine Arches Bridge, its width will vary between 1.5 metres and 1.8 metres. There will be a 60 millimetres kerb height between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles

An eastbound one-way stepped cycle track will be provided on Milltown Road from the Nine Arches Bridge east to Dundrum Road, its width will vary between 1.5 metres and 1.8 metres. There will be a 60 millimetres kerb height between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles. The eastbound cycle track will transition to the road level through the existing entrance just east of the Nine Arches Bridge.

Existing footpaths will be maintained on the north and south of Milltown Road from the Nine Arches Bridge East to the Dundrum Road.

The existing median will be maintained along Milltown Road.

## **Sheet 05 of 7 Shanagarry apartments-Packhorse Bridge**

The existing eastbound bus stop No 7947 will remain, it will be converted to an island bus stop facility with cyclists required to yield to pedestrians accessing the bus stop. One crossing point with associated tactile paving in line with the National Cycle Manual will be provided to access the bus stop island.

A westbound one-way stepped cycle track will be provided on Milltown Road from Dundrum Road to the Nine Arches Bridge, its width will vary between 1.5 metres and 1.8 metres. There will be a 60 millimetres kerb height between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles

An eastbound one-way stepped cycle track will be provided on Milltown Road from the Nine Arches Bridge east to Dundrum Road, its width will vary between 1.5 metres and 1.8 metres. There will be a 60 millimetres kerb height between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles.

A new toucan crossing with associated tactile will be provided across Milltown Road at the existing entrance to the Packhorse Bridge, a shared area for cyclists and pedestrians of approximately 7metres in length will be provided on the south side of the new toucan crossing.

The existing westbound bus stop No 7952 will remain, a shared landing zone bus stop in line with the National Cycle Manual will be provided at the bus stop. Cyclists will be required to yield to pedestrians accessing the bus stop.

A continuous footpath will be provide on the south side of Milltown Road at the entrance to Shanagarry Apartments.

Existing footpaths will be maintained on the north and south of Milltown Road from the Nine Arches Bridge east to the Dundrum Road.

The existing median will be maintained along Milltown Road.

## **Sheet 6 of 7 Milltown Road-Dundrum ROAD junction at Alexandra College.**

The junction of Dundrum Road and Milltown Road will be reconfigured to provide a protected junction with dedicated space and green time provided for all pedestrian and cycle movements around the junction. All three arms of the junction will have dedicated crossings. The existing left turn slip lane from Dundrum Road onto Milltown Road will be removed. The right turn lane from Milltown Road onto Dundrum Road will be maintained.

A westbound one-way stepped cycle track will be provided on Milltown Road from Dundrum Road to the Nine Arches Bridge, its width will vary between 1.5 metres and 1.8 metres. There will be a 60 millimetres kerb height between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles

An eastbound one-way stepped cycle track will be provided on Milltown Road from the Nine Arches Bridge east to Dundrum Road, its width will vary between 1.5 metres and 1.8 metres. There will be a 60 millimetres kerb height between cyclists and pedestrians and a 90-100 millimetres kerb height between cyclists and vehicles.

A one-way segregated cycle track will be provided to the west side of the Milltown Road from the Dundrum Junction to the entrance to Alexandra College, the cycle track will be segregated from traffic by a green landscaped buffer and have a 60 millimetres kerb height between cyclists and pedestrians

The existing in-line bus stop no. 2898 on the west side of Milltown Road outside Alexandra College will be converted to an Island Bus stop facility with cyclists required to yield to pedestrians accessing the bus stop. The existing bus shelter will be relocated to the new bus island. One crossing point with associated tactile paving in line with the National Cycle Manual will be provided to allow access the bus stop island.

The existing bus stop no. 2817 on the east side of Milltown Road, north of the Milltown Road -Dundrum Road junction will be maintained as is.

The existing accessible parking bay on the west side of Milltown Road adjacent to the Pharmacy approximately 97 metres north of the Dundrum Road junction will be maintained as is.

The scheme ends approximately 103 metres north of the Dundrum Road junction at the exiting pedestrian crossing outside the Pharmacy on Milltown Road.

## **Sheet 7 of 7 Dodder Walk.**

Dodder Walk is proposed to be a shared street for vehicles and cycling. Cycle logos will be installed at the entrance from Milltown Road and at the exit from Dartry park.

The existing parking in the front of the cottages will be maintained.

Existing footpaths will be maintained as is.