**Finglas Village Improvement Scheme**

**Accessible Description of Drawings.**

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## **Overview**

This communication is in plain English, intended for members of the public of all abilities. Its wording, structure, and design are intended to be clear and straightforward so that readers can easily find what they need, understand what they find, and use that information.

The Finglas Village Improvement Scheme forms part of a wider active travel route, Finglas to Killester Active Travel Scheme. The project includes changes to the walking and cycling infrastructure along the route. The scheme design drawings are described in the following document.

All references to “The Project” or “The Scheme” in this document describe the Finglas Village Improvement Scheme only.

The scheme covers an area between the junction of Seamus Ennis Road/North Road (to the west) and the junction of Seamus Ennis Road / Clune Road / Glasanaon Road (to the east). It also includes Jamestown Road between the junction with Main Street (to the south) and the junction with Seamus Ennis Road (to the north). The scheme length is 650 metres.

The drawing pack includes five drawings of the Finglas Village Improvement Scheme. The drawings show new walking and cycling infrastructure along the route. The cycle tracks along the route will be a red asphalt.

## **Drawing Number 1 North Road to Jamestown Road along Seamus Ennis Road.**

Drawing 1 presents the western extents of the scheme along Seamus Ennis Road between the junctions with North Road and Jamestown Road. The junction with Jamestown Road is commonly known as the 5-arm junction.

On the northern side of the road is the Alpha Care hardware shop, the Shamrock Lodge Bar and SuperValu. On the southern side of the road is the Drogheda Mall car park and shopping centre and Bank of Ireland. The junction with Main St is also on the southern side of the road.

At the North Road/Seamus Ennis Road junction, the proposed scheme removes the existing slip lanes on the North Road arm of the junction. This will allow pedestrians to cross the road in a single crossing stage. The footpath will be built out to accommodate this with the traffic signals moved as a result and new landscaping proposed. It will also result in a change in how the traffic signals run at the junction.

Moving east from the North Road junction towards Jamestown Road, it is proposed to provide a one-way cycle track on the northern side of the road. The cycle track will be segregated from the carriageway by a 120 millimetres high kerb, with the footpath segregated from the cycle track by a 60 millimetres high kerb. On the roadway, a single traffic lane runs in each direction. The existing right-turn pocket along Seamus Ennis Road that provides access into the Drogheda Mall car park is removed. Standard and accessible parking bays on the northern section of Seamus Ennis Road, specifically in front of The Shamrock Lodge Bar and just east of the SuperValu car park entrance, have been removed. The accessible parking bays are relocated to the Drogheda Mall car park.

Just west of the access to SuperValu, a new island bus stop is proposed. A bus shelter will be provided on the island. The cycle track runs behind the island bus stop at this location and raises to the same level of the footpath and Bus Stop Island for a short section. A crossing is proposed to allow for pedestrian access between the footpath and the bus stop.

West of this bus stop, a new landscaped area is proposed where the car parking was previously located. New trees will be planted within it and separate the footpath and cycle track. It is proposed to remove the existing trees found within the footpath outside of SuperValu.

On the southern side of the road, moving west from Jamestown Road towards North Road, it is also proposed to provide a one-way cycle track. The segregation between the carriageway, cycle track and footpath are as described previously. New trees are proposed outside of the Bank of Ireland within the pavement.

Continuing to move west, across the road from the access to SuperValu car park, a new island bus stop is proposed. The island is 3 metres in width and as a result, the shelter is proposed to be provided on the footpath. The cycle track runs behind the bus stop island at this location and raises to the same level of the footpath and Bus Stop Island for a short section. At this location, a crossing is proposed to allow for pedestrian access between the footpath and the bus stop.

The pavement will be raised at the junction with Main Street and the kerb changed to shorten the crossing distance and to slow down vehicles.

Within the Drogheda Mall car park, the car park layout will be altered to provide a parking hub. Currently, there are 52 standard parking bays in this hub, but this number has been reduced to 41 standard parking bays to allow for optimum vehicle circulation within the car park and to accommodate the new cycle parking area. The number of accessible parking bays has increased from 3 accessible parking bays to 5, with 2 accessible parking bays removed from the northern section of Seamus Ennis Road and relocated to the car park. Additionally, the proposed project includes the addition of a new bicycle parking area with a capacity for 16 cycles, where none existed previously.

## **Drawing Number 2 The junction of McKee Avenue, Jamestown Road and Seamus Ennis Road, commonly known as the 5-arm junction. Also include 100m east of the junction along Seamus Ennis Road.**

Drawing 2 presents the changes proposed at the 5-arm junction which consists of McKee Avenue, Jamestown Road (north and south) and Seamus Ennis Road. It also includes the area east of the junction.

Jamestown Road (south) is currently a one-way road northbound. The proposed scheme will close this approach to the 5-arm junction and convert the street to two-way. As a result, this will create a new car free space on the Jamestown Road (south). The car free space will be between the 5-arm junction and the Euro Car Park’s access. This car-free area will have new trees, raised planters, seating and pavement.

Moving east through the junction along Seamus Ennis Road, the cycle track continues with protective islands provided at the junction. The existing traffic island at the junction will be removed and a single stage pedestrian crossing provided on all arms.

Moving west through the junction along Seamus Ennis Road, a short, dedicated right-turn traffic lane is proposed to address issues currently experienced with straight through traffic, including buses, being blocked by right-turners. In the existing condition, the carriageway and the footpath are separated by a 120 millimetre kerb, the cycle track on the southern side of the Seamus Ennis Road continues with kerb protection. The cycle track will be segregated from the carriageway by a 120 millimetres high kerb, with the footpath segregated from the cycle track by a 60 millimetres high kerb.

Since the 5-arm junction has been reorganized, the existing pedestrian crossings have been revised, and the concrete centre island has been removed. Pedestrian crossings continue to be provided across Seamus Ennis Road and Jamestown Road (south) on both sides of the junction. Dedicated cycle crossings are also proposed on both sides of the junction.

At the north-western corner of the junction, the pavement area in front of Super Valu is proposed to be changed. A new ramp and steps will be provided to give access to the crossing points. A new pedestrian crossing is also proposed across McKee Avenue from this corner. North of the 5-arms junction, in the section of the SuperValu car park located on McKee Avenue, the existing four perpendicular parking spaces have been removed and replaced with two parallel wheelchair-accessible parking bays. The existing statue will remain in this area along with new seating and planting.

The north-eastern corner of the junction where the clock tower is presently found, will also have new landscaping, raised planters and seating. The clocktower will remain at its existing location. A higher quality pavement, specifically natural granite aggregate paving slabs, is proposed in this area to replace the existing cobblestone footpath pavement.

East of the junction, on the northern side of the road, the one-way cycle track continues eastbound. In the area outside of the Credit Union, the footpath will be reduced to 2 metres in width with 3 trees removed. The 4 existing parking spaces on the northern side of the road will be maintained with a buffer provided between them and the cycle track. The cycle track will be segregated from the footpath by a 60 millimetres high kerb but is flush with any landscaped areas or car parking buffer zone.

Continuing to move east on the northern side of the road, across from the school, it is proposed to replace the hard landscaped area with a grass verge.

East of the junction, on the southern side of the road, the one-way cycle track continues westbound. A new bus stop island is proposed close to where the existing bus stop is found. A bus shelter will be provided on the island. The cycle track runs behind the bus stop island at this location and raises to the same level of the footpath and the island for a short section. A crossing is proposed to allow for pedestrian access between the footpath and the bus stop. Just west of this bus stop, two car parking spaces will be removed and replaced with a grass verge.

The vehicle access to the school will be kept as per the existing situation.

## **Drawing Number 3 Seamus Ennis Road between St Canice’s National School and the junction with Clune Road.**

Drawing Number 3 presents the changes proposed along Seamus Ennis Road, east of the 5-arm junction. The drawing extents are from St Canice’s National School to the west and up to the signalised junction with Clune Road junction to the east.

On the northern side of the road moving east, the one-way cycle track continues. A minimum 2 metres wide footpath is kept. There is a 60millimetres segregation between the footpath and cycle track. The cycle track is flush with the grass verge.

The existing bus shelter and bus stop located in front of Finglas Library has been relocated approximately 50 meters to the east and upgraded to meet the island bus stop standards outlined in the Cycle Design Manual (CDM). The existing accessible parking bay, situated immediately to the west of the library entrance, has been shifted approximately 30 meters to the west, and its dimensions have been adjusted to comply with the Design Manual for Urban Roads and Streets (DMURS) and Cycle Design Manual requirements. Additionally, a dished kerb has been added to ensure proper footpath connectivity. The cycle track will run behind it, creating a bus stop island. The cycle track raises to the same level of the footpath and island for a short section. At this location, a crossing is proposed to allow for pedestrian access between the footpath and the bus stop.

On the southern side of the road moving west, a one-way cycle track is proposed. This is provided by reducing the traffic lane widths to approximately 3 metres each. The cycle track will be segregated from the carriageway by a 120 millimetres high kerb and be flush with the grass verge. Continuing to move west towards the school, the cycle track runs behind the on-street car parking. A buffer is provided between the on-street car parking outside of the school and the cycle track. Also, a signalized pedestrian and cyclist crossing has been added immediately west of the school entrance. As a result, the existing 6 parking spaces directly in front of the school entrance have been reconfigured to create 2 standard parking bays and 2 wheelchair-accessible parking bays. The cycle track will be segregated from the footpath by a 60 millimetres high kerb but is flush with the car parking buffer zone. One tree will need to be removed from the footpath on the southern side of the road.

## **Drawing Number 4 The junction of Seamus Ennis Road, Clune Road and Glasanon Road.**

Drawing 4 presents the changes proposed at the junction of Seamus Ennis Road, Clune Road and Glasanon Road. It is eastern extent of the proposed scheme.

On the northern side of Seamus Ennis Road, the cycle track ramps back down to carriageway level before the junction. The cycle lane continues through the junction and ends just before the residential access road. With the cycle lane extending across Clune Road, the existing footpath boundary on the western side of the junction along Seamus Ennis Road has been slightly narrowed inward. The existing pedestrian crossing has been shifted further north towards the footpath and extended by approximately 1.4 meters as a result.

On the southern side of the road, the one-way cycle track is depicted beginning westbound. It is provided by reducing the traffic lane widths which are wide at this location. The cycle track will be segregated from the carriageway by a 120 millimetres high kerb and will be level with the adjacent verge. The existing bus stop on Seamus Ennis Road, just before the Clune Road junction, has been retained. A 1 meter wide and 60 millimetres high buffer separates the bus stop from the cycle track. The cycle track continues directly behind the bus stop and terminates just before the existing pedestrian crossing.

The rest of the junction is unaltered.

## **Drawing Number 5 Jamestown Road (south) and the junction of Main Street and Jamestown Road.**

Drawing 5 presents the southern extents of the scheme. On the eastern side of Jamestown Road (south) is the Finglas Village Centre and car park while on the western side is the Drake Inn pub which is now closed down.

As described earlier, Jamestown Road (south) is proposed to become a two-way street with a single lane in each direction. Traffic exiting from the Finglas Village Centre car park will need to turn left when exiting. The existing bus stop and layover area on Jamestown Road (south) will be removed. The footpaths and traffic lanes widths along Jamestown Road (south) will remain as per the existing situation.

At the junction of Jamestown Road (south) and Main Street, the traffic island on Main Street is cut back. This is to allow vehicles to turn right from Jamestown Road (south) onto Main Street. The existing CCTV pole on the island will be moved on the island as a result.

At the junction, the pavement will be raised across the Jamestown Road (south) arm and the kerb changed. This will shorten the crossing distance from approximately 11.5 meters to 8.5 meters and help slow down vehicles. A similar treatment is proposed across Church Street on the opposite side of the road.

The junction will work as a priority junction. No changes to the signalised pedestrian crossing or the pedestrian bridge is proposed.