10th March 2023

Our ref: HA018

**Meath Street Public Realm Improvement Project**

Preliminary design report for DPO

**Text Description of drawings**

**Summary of changes**

The aim of the project is to create an **enhanced public realm** and a coherent vision for the environmental development of Meath Street.

Specifically:

* Widened footpaths providing more generous pedestrian space
* More space for a range of street uses including markets and outdoor seating
* Traffic calming and easier cycling
* Improved design for ease of movement
* Introduction of street trees and landscaping
* Revisions to parking and loading arrangements
* New public lighting for a brighter street
* Meath Street to become a destination and not a transport corridor

**Drawing S001**

This plan drawing describes the full extent of the street from Thomas Street in the north to the Coombe in the south. The redline around the site (which determines the extent of the scheme) is tight to the street-building edge but also includes the crossing points (from north to south) at Hanbury Lane, Earl Street South, Engine Alley, Meath Place, Gray Street, Carman’s Hall and allows for the crossing of the Coombe and Brabazon Street. Street lighting is positioned in the pavement edge to the western side of the street.

The three site notices are proposed to be positioned at the Thomas Street end, Meath Place junction and at the Coombe junction.

The following plan drawings run from north to south.

**Drawing GA100**

This plan drawing describes the section of the street from Thomas Street to Hanbury Lane. Meath Street starts with a dipped signalled pedestrian crossing of its junction with Thomas Street. Moving in a southerly direction from Thomas Street; the east side of Meath Street sees an expansion of the pavement width to c 5metre from the existing 2.5metre however, within this width is accommodated firstly a 2.5metre wide loading bay 12metres long, followed by a new tree and then an accessible parking bay of 3.3metre wide and 6.2metre long. In front of the entrance to the Steiner School within the 5metre wide pavement is a bench. Just north of the Hanbury Lane junction is a 2metre wide dished pedestrian crossing point of the street and further southwards on the east side is a street-level bay with 5 bike stands. The west side of Meath Street is widened from 1.8metres to 2.3metres at its narrowest point and widening to 4.5metres before the junction with Hanbury Lane. The pavement edge is protected from cars by a line of bollards whilst a tree is planted in the widest section of this pavement. The pedestrian crossing of Hanbury Lane is a 2metre wide dished crossing.

**Drawing GA101**

This plan drawing describes the section of the street from St Catherine’s Church to Earl Street South. On the east side of the street again the pavement is widened from 3metres to 4.5metres and within this space, just to the north of St Catherine’s, is a parking space which would be utilised by a hearse or wedding car. To the front of the church a line of bollards will protect the pavement. Further southwards, on the same side of the street, a tree is to be planted and just north of the Lark Inn Public House, set within the pavement zone, is a 2.5metre wide loading bay. Outside the Lark Inn is a street-level bay with 7 bike stands and a tree and a bench. On the western side of the street, the pavement is to be widened from 2.8metres to 5metres and opposite the St Catherine’s Church are three tree pits which can potentially be used as soak aways for surface water, depending on ground conditions. To the south of the trees is a loading bay with additional tree beyond that. Proposed smart boxes are to be incorporated with a bollard here in order to facilitate any future market stall. The dished pedestrian crossing of Earl Street South is 2metre wide.

**Drawing GA102**

This plan drawing describes the section of the street from Earl Street South to the Liberty Market. Again, pavements are widened from c 2.8metres wide to between 4.5metres and 5.5metres wide with a corresponding decrease in the width of the vehicle carriageway from c. 7metres to 3.6metres. Both sides of the street are protected from car encroachment by bollards with lighting columns to the western side, some bollards incorporate smart boxes to facilitate any future market stall. The east side of the street incorporates an accessible parking bay of 3.3metre wide and 6.2metre long just to the south of Lucky’s Pub House and beyond this a planted tree is proposed. Further south again the pedestrian crossing of Engine Alley is a 2metre wide dished crossing. To the south of this junction a further tree is proposed and in front of Liberty Market a 4metre wide signalled dished pedestrian crossing is planned. On the west side of the street a planted tree is proposed adjacent to Legit Café. The dished pedestrian crossing of Meath Place is a 2metre wide. A bench is proposed to the south of the pedestrian crossing.

**Drawing GA103**

This plan drawing describes the section of the street from the Liberty Market to Carman’s Hall. Pavements to both sides are widened from c 2.7metres wide to between 4.5metres and 4.9metres wide with a corresponding decrease in the width of the vehicle carriageway from c 7metres to 3.6metres. On the eastern side within this pavement width is a 2.4m wide 3 car parking space, followed by a slight dip and change in paver for the entrance to the pedestrian Crostick Alley. Just to the south of this is a 2.8metre wide by 12metre long loading bay. This side of the street is protected from car encroachment by bollards and just to the north of the Carman’s Hall junction is a street-level bank of 6 bike stands. The raised pedestrian crossing of Carman’s Hall is 2metre wide. On the west side both a 2.8metre wide by 12metre long loading bay followed by a 2.4m wide 3 car parking space are provided in the width of the pavement zone. Lighting columns mark and protect the pavement on this side of the street. The dished pedestrian crossing of Gray Street is 2metre wide, to the south of this a planted tree is proposed and again opposite the entrance to Carman’s Hall.

**Drawing GA104**

This plan drawing describes the section of the street from the Carman’s Hall to the Coombe. The slightly wider portion of this lower end of Meath Street allows the pavement zone to be expanded from c 3metres to between 5.4metres wide on the eastern side and up to 7metres wide on the western side and corresponding continuity of the 3.6metre wide vehicle carriageway. On the eastern side there is a proposed planted tree and beyond a further carriageway-level bank of 8 bike stands; the southern end of the street – within the pavement width – finishes with a tree planter and a 2.4m wide 3 car parking space with a planted area before a 3.5m wide signalled dished pedestrian crossing of Meath Street. On the western side there is a 2.4m wide 2 car parking space followed by a 3.3metre wide and 6.2metre long accessible parking space and to the south - again within the pavement width – Meath Street finishes with a tree planter and a 2.4m wide 2 car parking space with a planted area before a 3.5m wide signalled raised pedestrian crossing of Meath Street. The dished pedestrian signalled crossings continue on both sides of the Meath Street junction with the Coombe and again over Brabazon Street.

Ends