# Gracefield Road to Vernon Avenue Walking and Cycling Scheme

# *(DCC 21 0009 Coolock to Clontarf)*

# Plain English Text

#### Location Plan

The drawing shows an aerial overview of the Gracefield Road to Vernon Avenue Walking and Cycling Scheme. The drawing indicates sections of the area which have been proposed for Active Travel measures highlighted in red. The sections of the scheme heighted, begins on the Gracefield Road arm of the Malahide Road roundabout, continues east on Gracefield Road before turning right onto Brookwood Avenue. The scheme extents continues along Brookwood Avenue, Sybill Road and onto Vernon Avenue. The scheme terminates at the Vernon Avenue and Seafield Road junction.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 01 of 08

Sheet 01 starts on the eastern arm of the Gracefield Road / Malahide Road roundabout outside house number 12 on the Gracefield Road. The drawing continues eastwards on Gracefield Road before turning right / south onto Brookwood Avenue. The drawing then continues southwards on Brookwood Avenue, and finishes outside of house number 35 Brookwood Avenue.

Sheet 01 shows improved cycling facilities along both sides of Gracefield Road and Brookwood Avenue. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. The bus stops on both sides of the road will be retained an unaffected. Trees along the route are also unaffected. Improved crossing facilities for pedestrians on the Brookwood Drive side road is shown by was of a concrete buildout tightening junctions. The tie-in to the Bus Connects design at the Gracefield Road / Malahide Road roundabout at the beginning of the scheme has not been shown.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 02 of 08

Sheet 02 starts at house number 25 Brookwood Avenue. The drawing continues south-eastwards on Brookwood Avenue, and finishes outside of house number 105 Brookwood Avenue.

Sheet 02 shows improved cycling facilities along both sides of Brookwood Avenue. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. Trees along the route are unaffected. Improved crossing facilities for pedestrians on the Brookwood Grove, Brookwood Road and Brookwood Meadow side roads are shown by was of a concrete buildout tightening junctions.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 03 of 08

Sheet 03 starts at house number 101 Brookwood Avenue. The drawing continues south-eastwards on Brookwood Avenue, and finishes at the Railway Bridge on Brookwood Avenue.

Sheet 03 shows improved cycling facilities along both sides of Brookwood Avenue. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. Trees along the route are unaffected. Improved crossing facilities for pedestrians on the Brookwood Park and Brookwood Rise side roads are shown by was of a concrete buildout tightening junctions.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 04 of 08

Sheet 04 starts at the Railway Bridge on Brookwood Avenue. The drawing continues southwards on Brookwood Avenue and continues onto Sybill Hill Rd, and finishes at the northern entrance of the Sacred Heart Residence on Brookwood Avenue.

Sheet 04 shows improved cycling facilities along both sides of Brookwood Avenue. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. Trees along the route are unaffected. Improved crossing facilities for pedestrians on the Brookwood Glen side road are shown by was of a concrete buildout tightening junctions.

The right turn pocket on Brookwood Avenue and Sybill Road approaching the Howth Road junction has been removed to facilitate the cycle track on both sides of the road. A new “school zones” is shown outside St Brigid’s Boys National School. The “school zones” includes interventions such as colour themed road markings, pencil shaped pencil bollards and high friction buff surfacing.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 05 of 08

Sheet 05 starts at the Sacred Heart Residence on Sybill Hill Road. The drawing continues southwards on Sybill Hill Rd, and finishes 70m south of the St. Anne’s Park Main Gate.

Sheet 05 shows improved cycling facilities along both sides of Sybill Hill Road. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. Trees along the route are unaffected.

A new “school zones” is shown outside St Paul’s College. The “school zones” includes interventions such as colour themed road markings, pencil shaped pencil bollards and high friction buff surfacing. On-street parking is shown on the eastern side of Sybill Hill Road via a parking protected cycle lane. A buffer is provided in-between the cycle lane and car parking. Parking on the western side of the road is not shown due to the off road cycle track. On Sheet 05, the disabled parking bays and the bicycle parking at the St. Anne’s Park entrance have been relocated to the other side of the road, opposite the park gate. There are three disabled bays and 20 bicycle parking spaces.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 06 of 08

Sheet 06 starts 70m south of the St. Anne’s Park Main Gate on Sybill Hill Road. The drawing continues southwards on Sybill Hill Rd, transitioning into Vernon Avenue and finishes at the Vernon Heath side road on Vernon Avenue.

Sheet 06 shows improved cycling facilities along both sides of Sybill Hill Road. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. Trees along the route are unaffected.

The drawing shows on-street parking on the eastern side of Sybill Hill Road via a parking protected cycle lane. A buffer is provided in-between the cycle lane and car parking. Parking on the western side of the road is not shown due to the off road cycle track. Improved crossing facilities for pedestrians on the Vernon Heath side road are shown by was of a concrete buildout tightening junctions.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 07 of 08

Sheet 07 starts at the Vernon Heath side road on Vernon Avenue. The drawing continues south on Vernon Avenue, and finishes at the Blackheath Park side road on Vernon Avenue.

Sheet 07 shows improved cycling facilities along both sides of Vernon Avenue. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. Trees along the route are unaffected. Improved crossing facilities for pedestrians on the Vernon Heath and Oakley Park side roads are shown by was of a concrete buildout tightening junctions.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### GENERAL ARRANGEMENT: Sheet 08 of 08

Sheet 08 starts at the Blackheath Park side road on Vernon Avenue. The drawing continues south on Vernon Avenue, and finishes at the Seafield Road junction with Vernon Avenue.

Sheet 08 shows improved cycling facilities along both sides of Vernon Avenue. This is by way of existing wide footpaths and grass verges will be cut back slightly and narrowed. A dashed blue line indicates the existing kerb line along the route, with the proposed new set-back kerb line just behind. The additional space allows protected one-way cycle tracks, a minimum of 1.5m on both sides of the road with extruded kerbs. Trees along the route are unaffected. Improved crossing facilities for pedestrians on the Vernon Park and Castilla Park side roads are shown by was of a concrete buildout tightening junctions. The bus stops on both sides of the road will be retained an unaffected. The drawing shows the Seafield Road / Vernon Avenue junction will be improved by removing the vehicle left slip. The corner radii at the junctions are also tightened using concrete buildouts.

#### GRACEFIELD ROAD - VERNON AVENUE RAPID BUILD SCHEME

#### Typical Cross Sections

The drawings shows typical cross sections for Gracefield Road, Brookwood Avenue, Sybill Hill Road and Vernon Avenue. All four cross sections indicate a typical existing cross section with a circa. 9m carriageway, with a grass verge and footpath on both sides of the carriageway. Underneath this, a typical proposed cross section is shown. The typical proposed cross section on all four roads shows, existing wide grass verges cut back slightly and narrowed, with a new off road cycle track 1.5m to 2m wide with the extruded kerbs.