Griffith Avenue Mobility Measures | Masterplan

June 2022
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Mobhi Road and The Rise it shows there is two way traffic and 2.0m cycle lanes on both sides of the carriageway.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between The Rise and Griffith Lawns it shows there is two way traffic. 2.0m wide cycle lanes are provided on both sides of the carriageway between The Rise and Lambay Road.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

Floating parking is provided on the northern side of Griffith Avenue just east of the junction with Lambay Road. The cycle track is narrowed locally at this point. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Griffith Lawns and Walnut Rise it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

2 sections of floating parking are provided on the northern side of Griffith Avenue between Griffith Lawns and Banty Road. The cycle track is narrowed locally at this point. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Walnut Rise and the Corpus Christi Church it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

Floating parking is provided on the northern side of Griffith Avenue 50m east of the junction with Walnut Rise. The cycle track is narrowed locally at this point. A 750mm wide buffer is provided between the parking and the cycle lane.

The existing parking arrangement outside the Church is retained. The cycle lane is coloured red adjacent to the parking.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Corpus Christi Church and Sherkin Gardens it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

Floating parking is provided on the northern side of Griffith Avenue outside no. 311 and on the southern side outside no. 284. The cycle track is narrowed locally at this point. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Sherkin Gardens and Drumcondra Road it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

Floating parking is provided on the northern side of Griffith Avenue outside the Post Office. The cycle track is narrowed locally at this point. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Drumcondra Road and circa 170m east of the junction it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

The cycle track is narrowed on the southern side approaching the Drumcondra Road junction to facilitate 2 turning lanes.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between house no. 208 and Beresford Avenue it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

Floating parking is provided on the southern side of Griffith Avenue from house no.1 - 4. Floating coach parking is provided on the southern side of Griffith Avenue from house no. 4 - 6.

The cycle track is narrowed locally adjacent to the parking. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Beresford Avenue and Grace Park Road it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

The cycle track is narrowed on the northern side approaching the Grace Park Road junction to facilitate 2 turning lanes.

Floating parking is provided on the southern side of Griffith Avenue east of Beresford Ave. The cycle track is narrowed locally adjacent to the parking. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Grace Park Road and Calderwood Road it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

The cycle track is narrowed on the northern side approaching the Grace Park Road junction to facilitate 2 turning lanes.

Floating parking is provided on the northern side of Griffith Avenue west of Calderwood Rd. The cycle track is narrowed locally adjacent to the parking. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between Calderwood Road and Glandore Road it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

The cycle track is narrowed on approaching the Glandore Road junction to facilitate 2 turning lanes (eastbound).
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue. Between 50m west of Calderwood Road and 100m east of Charlemont it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions.

1.5m wide cycle lanes are provided on both sides of Griffith Avenue for this section.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue.

This section is currently under construction, Cairn Homes are currently building a new entrance to the site on the northern side of Griffith Avenue. The drawing will be updated once there works are complete.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue adjacent to Scoil Mhuire, it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions. 1.5m wide cycle lanes are provided on both sides of Griffith Avenue for this section.

Floating parking is provided on the northern side of Griffith Avenue adjacent to the school. A 750mm wide buffer is provided between the parking and the cycle lane. Buff coloured surfacing is shown on the full width of the carraigeway adjacent to the school zone.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue adjacent to St Vincents De Paul, it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions. 1.5m wide cycle lanes are provided on both sides of Griffith Avenue for this section.

2 sections of floating parking are provided on the northern side of Griffith Avenue adjacent to the school. A 750mm wide buffer is provided between the parking and the cycle lane.
Drawing showing the proposed layout for new protected cycle lanes on Griffith Avenue adjacent to Ardscoil Ris, it shows there is two way traffic.

The cycle lanes are protected by a physical kerb with gaps at entrances. The cycle lane has a buff coloured surfacing and is coloured red through the junctions. 1.5m wide cycle lanes are provided on both sides of Griffith Avenue for this section.

Floating parking is provided on the northern side of Griffith Avenue west of the school entrance. A 750mm wide buffer is provided between the parking and the cycle lane. Buff coloured surfacing is shown on the full width of the carriageway adjacent to the school zone.