

5.6 Dundrum Road (Milltown) to Lower Dodder Road (Section 6)

(1) Dundrum Road to Classon's Bridge on Lower Churchtown Road

The existing greenway continues along the southern side of the River from Dundrum Road as far as Classon's Bridge (Lower Churchtown Road). The section nearest to Dundrum Road is only 3m wide and is dark as a result of overhanging vegetation. This should be widened to 4m, as should the continuation of the route to Lower Churchtown Road at Classon's Bridge.



Existing Greenway Route along Southern Side of River at Milltown

The existing path along the northern side of the river should also be widened to provide a continuous 4m wide route from the underbridge at Dundrum Road to Classon's Bridge. This will provide an extended cycle loop along both banks of the river. The greenway on either side of the river is already linked by the old Pack Horse Bridge just upstream of the Dundrum Road Bridge in Milltown. This bridge is of adequate width for shared use by cyclists and pedestrians, but the historic cobbles would require some treatment to make the surface comfortably passable on a bike. There is also a stub wall on the northern side that would need to be removed to widen the passage onto the bridge.



Old Bridge at Milltown

Stub Wall at Northern End

The route would then follow the path behind the Shanagarry Apartment Complex. Widening of this section is feasible without acquiring land from Shanagarry and would not require the removal of existing trees.



Existing Footpath behind Shanagarry to be Widened

The route would continue past the old Chimney and under the Nine Arches Railway Bridge which carries the LUAS Green Line light railway over the river valley. There may be an opportunity to provide another feature sheltered tourist signboard adjacent to the chimney and the Nine Arches Bridge, describing the history of the railway and the subsequent construction of the Luas. The signboard could also describe the history of the Chimney and the former industry on the site.

The River Dodder Greenway route would then follow the existing path along the river to Classon's Bridge. Careful consideration would be required of the section approaching Classon's Bridge, where existing Willow Trees provide an attractive feature but will need management to provide adequate headroom. Some form of railing would also be required adjacent to the river to protect cyclists from the drop at the edge, similar to that provided on the opposite bank.



Existing Footpath along River (Note Willow Trees).

The path from Milltown Road to the riverbank on the south-eastern corner of the Milltown Road / Lower Churchtown Road Junction should be realigned to allow lowering of the eastern approach to the pathway under Classon's Bridge. It would also facilitate a link from the cycle bridge proposed by Dún Laoghaire - Rathdown County Council (see below). The linking path should be widened to 4m and should loop around to pass from the proposed cycling bridge around and under the same bridge, continuing under Classon's Bridge.

Branch Route to City via Dartry

There is potential for a new cycle route towards the city centre via quiet roads along Palmerston Road and Mountpleasant Avenue. The most attractive direct linkage to this route from the Dodder Greenway would be via Richmond Hill next to Milltown Luas Stop.

A link should be provided just west of the Nine Arches Bridge from the Greenway to Milltown Road. A toucan crossing should be constructed to the bottom of Richmond Hill. As Milltown Road curves under the bridge, the lights on the westbound carriageway should be located east of the bridge to avoid being obscured by the bridge itself. It would be desirable to reconfigure the cross section of Richmond Hill to provide for southbound cycling, which is currently prohibited due to the narrow one-way northbound road carriageway.

(2) Classon's Bridge to Dartry Cottages

Dún Laoghaire - Rathdown County Council plans to develop a new cycle bridge immediately downstream of Classon's Bridge in 2013 as a connection from the Windy Arbour area across the river towards Dartry that avoids the narrow road bridge.

The land immediately west of Classon's Bridge on the southern side of the river is in private ownership and is heavily vegetated. Beyond that the land is used by Milltown Golf Club for a practice area. There is a park (Dartry Park) and the Dropping Well pub on the opposite side of the river. There is also an existing path on the northern bank of the river that passes under the northern arch of Classon's Bridge (overflow flood channel). As it is more feasible, it is recommended that the greenway route should switch to the northern bank of the river at Classon's Bridge, at least in the short term. The scope to continue a route along the southern bank should also be investigated. This could be achieved by gaining a right of way along the existing access avenue just south of Classon's Bridge and across the lands of Milltown Golf Club.

Classon's Bridge



Classon's Bridge (North-East)

Classon's Bridge (North-West)

There are three arches conveying the Dodder under Classon's Bridge. The northern archway currently accommodates a footpath through. This climbs steeply to the east at present to connect to the linking path to Milltown Road.

The re-grading of the eastern approach to the pathway under the northern arch of Classon's Bridge would remove a restriction to water flow in flood events. It would then be feasible to widen the path through the provision of a shelf over the water channel through this arch, which would in turn provide a path through the full width of the bridge arch. There is already a shelf at the western entry, and, in conjunction with the re-grading, this would not further restrict capacity for water flow in flood events.

While the vertical clearance under the bridge, at 2.2m is slightly below the desirable clearance for cyclists, it was found to be adequate for the cyclists undertaking the route audit and is considered to be satisfactory, perhaps subject to the addition of some warning signage.

The existing river bank pathway at the Dropping Well pub, which is located just west of Classon's Bridge will also require widening to 3m minimum to accommodate the proposed greenway. It is unlikely that much more than 3m can be achieved along this short section due to flood considerations. The existing pathway through the park west of the Dropping Well would also be widened to 4m as far as the weir.



Existing Path past Dropping Well Pub



Pathway along River

Milltown Weir

It is understood that the trees past the Dropping Well will be removed to accommodate a new flood defence wall and that widening of this section will be towards the pub rather than into the river. A railing is likely to be required along the riverside - the implications of which for accumulating debris in flood conditions will require consideration.

Dartry Mills

The Dartry Mills complex is a significant barrier along the northern side of the river as the building immediately abuts the river. As such, it will not be possible to construct a boardwalk past (as flood considerations would prevent a new structure within the river corridor and it would be extremely complex to cantilever off the existing buildings). It is undesirable to retain the existing alternative arrangement whereby cyclists and pedestrians are required to negotiate steep inclines on either approach. Therefore, it is

recommended that a new bridge be constructed near the weir to gain access across to the south bank of the river, and that a 4m wide strip of land is acquired from the Milltown Golf Club Practice Area along the river frontage.

The greenway route would then re-cross the river to the north bank so as to gain access to Dartry Park for the continuation westward. There is an existing old access bridge on the western side of Dartry Mills that could accommodate the route or alternatively a second new bridge could be provided to link across to Dartry Cottages.



Buildings adjacent to River

Old Access Bridge

(3) Dartry Cottages to Lower Dodder Road

The oxbow features of the course of the River Dodder in Milltown are the nearest such features on any river to Dublin City Centre. These represent the natural alignment of the river and have not been artificially removed here as they have elsewhere on other rivers (through the construction of quay walls etc.). These physical features should be highlighted on an information board with a rest area in the small park at Dartry Weir.

Dartry weir is a barrier to salmon in the River Dodder and forms the upper reaches of salmon habitat as a result. There is opportunity in this location to provide fish passage at the weir thus extending the salmonid habitat upstream.

There are two routes through Dartry Park; a direct route along the back of the park and a second route along the river bank. Both of these should be widened and properly surfaced to accommodate the proposed greenway. The route through the park is likely to be more attractive to commuter cyclists, while the route along the river emphasises its oxbow alignment.



Western End of Dartry Park

Route west of Dartry Park

The linking route to Rathmines via Dartry Cottages and Dartry Road should be signposted from the Greenway Route. While there is a steep gradient on approach to Dartry Road, the hill is relatively short and it is possible to cycle up.

There is an existing narrow footbridge from the western end of Dartry Park to Orwell Park. This is used by patients at and visitors to Mount Carmel hospital nearby. The existing steps should be removed on each side of this bridge to facilitate the passage of wheelchairs and buggies. This will require the localised raising of the greenway levels on the northern bank of the river. It is not considered necessary to widen the bridge to accommodate cyclists, as the bridge is lightly used and occasional cyclists can yield to pedestrians on rare occasions when both meet at the bridge.

The route continues along the river bank and passes under Orwell Road. The route should be widened to 4m along this section where it is currently less than 2m wide.



Approach to Orwell Road Underbridge

The route then continues into Orwell Park and should be widened to 4m. Orwell Park is currently gated and closed in hours of darkness. Public lighting should be provided and security arrangements should be revisited to accommodate 24 hour use of the route through this park. There is a link to Orwell Road at this location. Signposting towards the Greenway Route should be provided on Orwell Road and vice versa northwards to Rathgar and southwards to Churchtown and Dundrum.



Orwell Park at Orwell Bridge

Gates of Orwell Park



Link from Orwell Road

Route through Orwell Park

The route continues along the northern bank of the river as far as a narrow footbridge link to Lower Dodder Road beside the ornamental arch gateway (Ely Gate) at Braemor Road which once was an entrance to Rathfarnham Castle to the southwest. This bridge will need to be widened to accommodate a 4m wide route for pedestrians and cyclists. It is a fine example of a 20th Century haunched beam concrete structure and should be retained intact. A second bridge could be provided for cyclists alongside the existing bridge which would be used by pedestrians. A new cycle bridge should have a flat alignment instead of the humped profile of the existing bridge.



Existing Bridge to Lower Dodder Rd

Lower Dodder Road

Angling is a popular activity along Lower Dodder Road and anglers could provide an obstacle to cyclists along the greenway route. It is recommended that (a) cantilever platform(s) be provided for anglers along this section. The location of these platforms should have regard to the location of Dipper boxes that Dublin City Council has installed along this section of the river in recent years. The angling platform(s) should be located an appropriate minimum distance from the nearest Dipper box.



Route west of Orwell Park

Existing Bridge to Lower Dodder Rd



Existing Bridge at Lower Dodder Road

Ely Gate

There is an existing off-road two-way cycletrack and footpath adjacent to Lower Dodder Road that continues the route as far as Rathfarnham Road. While there is one pinch-point in this section of two-way cycle track, it is considered suitable for incorporation in the overall Greenway scheme, as pedestrian flows are low. There may be scope to locally widen into the green river bank in places. The best arrangement would be to narrow the road beside the cycle track with a single track shuttle section, which would enhance the traffic calming effect on the road. The greenway could then be widened suitably.

It has been suggested by South Dublin County Council that a review should be taken at preliminary design stage to investigate the possible scope for lowering of the river bank outside the boundary wall to provide greater flood capacity.

5.7 Lower Dodder Road to Springfield Avenue (Section 7)

(1) Crossing of Rathfarnham Road

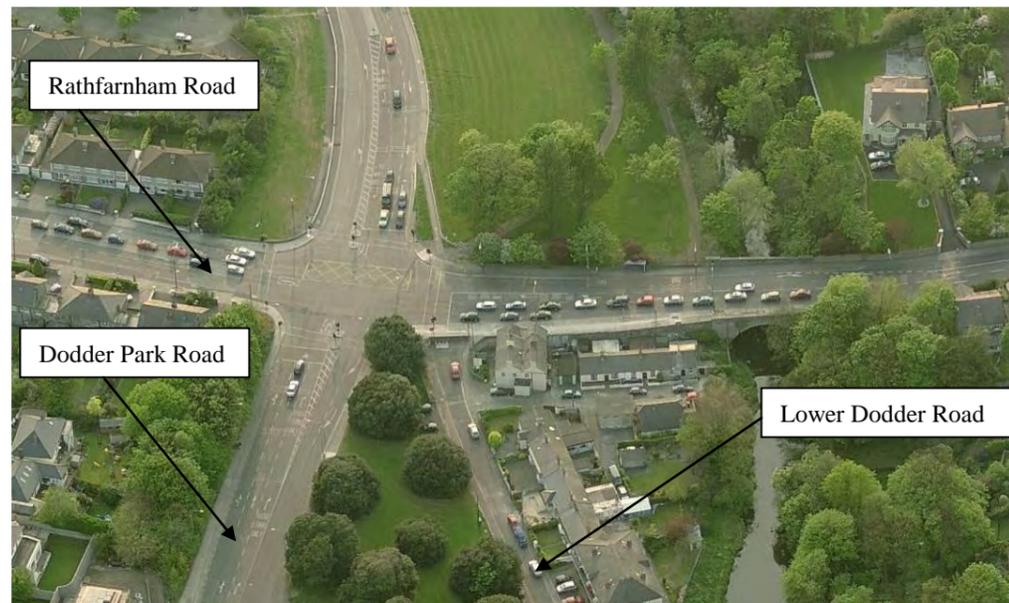
The route along Lower Dodder Road continues to just short of Rathfarnham Road. The western end is a cul de sac but there are steps for pedestrians and a ramp for cyclists and the mobility impaired to the junction of Rathfarnham Road and Dodder Park Road. The surface is poor along the cul de sac section and the cycle route is designated westbound only. Some revisions will be required to the road layout within the cul de sac to improve the standard of the route for two-way cycle traffic.



Lower Dodder Road Cul-de-Sac

Ramp to Rathfarnham Road

The River Dodder crosses under Rathfarnham Road through a single arch structure. It doesn't appear feasible to run the greenway through this arch as the clearance on either side of the river is limited. Therefore, it is likely that the greenway route will have to cross Rathfarnham Road at the junction.



Rathfarnham Road / Dodder Park Road Junction



Arch Bridge over Dodder at Rathfarnham Road

During the route audit, the team experienced unacceptably long delays at the Rathfarnham Road crossing, particularly coming eastbound. The wait time for pedestrians and cyclists will have to be significantly reduced at the junction to ensure the attractiveness of the greenway route relative to other on road options if the scheme is to achieve its objectives. This may require alterations to the junction layout to allow different traffic movements be separately signalled, thus releasing capacity for the greenway crossing.

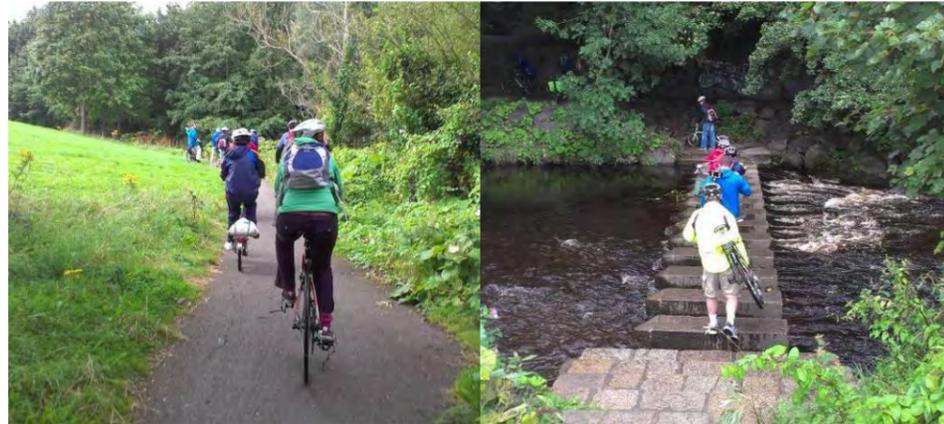
It would be preferable to construct an underpass under Rathfarnham Road from the cul-de-sac at the end of Lower Dodder Road to the green area on the northwestern corner of the Rathfarnham Road / Springfield Road junction. If this option is pursued, connectivity should also be retained to Rathfarnham Road via ramps on either side of the junction to provide for linkage towards Rathfarnham and Terenure Villages with appropriate directional signs. A tourist information signboard should be provided on the western side of the junction with details of the local parks and villages with available amenities.

(2) Rathfarnham Road to Springfield Avenue

There are off road cycle lanes on each side of Springfield Avenue from the junction with Rathfarnham Road as far as Rathfarnham Shopping Centre. However, the westbound route is relatively difficult to access across the Rathfarnham Road junction and is unlikely to be attractive to commuter or leisure cyclists. These off-road tracks are shared with pedestrians in a number of areas and are insufficiently wide for a cyclist to pass a buggy. A route along the river corridor itself is preferable, feasible and substantially in place and therefore this route is proposed to form part of the proposed greenway.

Along Springfield Avenue about 300m west of Rathfarnham Road, the river and road converge with a retaining wall separating the two. This constriction precludes a route for the greenway along the southern bank of the river, and the route must therefore once again cross to the northern bank.

There is a pathway from the Rathfarnham Road junction down to the riverbank that would need to be widened to 4m to achieve the standard desirable. There is a ford crossing across the river for pedestrians about 100m west of Rathfarnham Road. A new bridge would be required to make this crossing suitable for cyclists. The Bushy Park Masterplan proposes a new bridge upstream of the ford, which is considered to be a suitable location for the greenway route crossing. It is therefore recommended that this bridge be constructed as part of the Greenway scheme.



West of Rathfarnham Road

Ford across Dodder

From the ford crossing westwards there is a reasonable standard concrete path along the outside of Bushy Park on the northern bank of the river as far as the Springfield Avenue bridge. If possible, this path should be widened to 4m. There are a few 100mm wide breaks in the concrete surface (for minor drainage runs) that require attention to make the route smoother for cyclists but it is generally an attractive route. It is proposed, as part of the Bushy Park Masterplan, to open the park up more towards the river by introducing sections of railing within the existing 2m high wall. This would be complementary to the proposed greenway.

There is an existing narrow bridge from Bushy Park to Springfield Avenue from the eastern part of Bushy Park that serves as a link southward to Rathfarnham Village and the westbound cycle track along Springfield Avenue. This bridge is of the same design as the one further downstream at Lower Dodder Road as mentioned previously. It should be replicated with a cycleway bridge so as to improve the connectivity of the greenway route to the surrounding area.

The two route options should be developed in this area. The most direct route is to continue on the northern bank behind Templeogue Village. The other route option is along the northern side of the river by widening the path behind Rathfarnham Shopping Centre. The steep escarpment behind Rathfarnham Shopping Centre may prove difficult to regrade. Both routes pass under Springfield Avenue Bridge and are narrow in places and requires widening.



Route along Bushy Park

Crossing under Springfield Avenue

In terms of ecology, Bushy Park is recognised for a rich and varied birdlife with Sparrowhawk and Kingfisher nesting observed in 2007. Dippers, Grey Wagtails, Moorhens and Grey herons were also observed. Six species of bat have been recorded foraging within the park. Evidence of Badger activity were recorded within the park in 2012 and otter sprats are frequently found along the riverbank. Important habitats within the park include calcareous springs.

The design of the Greenway route will need to ensure minimal disturbance to habitats and wildlife along the route. There may also be an opportunity to provide enhanced habitat in the form of landscaping, nesting boxes, bat boxes etc. as part of or in parallel with the Greenway scheme. Measures should also be considered to restrict the spread of invasive species such as Japanese knotweed and Himalayan Balsam.

5.8 Springfield Avenue to M50 (Section 8)

The route from Springfield Avenue to Spawell is problematic in that no path exists along the northern river bank west of Riverside Cottages, or between Kilvere and the St. Brendan's complex on the southern bank. There are private properties extending to the river bank on either side along this section.



North Bank Path to Riverside Cottages

End of path at Riverside

The preferred option along this section is to follow the river corridor all the way to Spawell rather than to divert to the road system so as to get around the bottleneck. This will require the acquisition of portions of the riverbank at the end of very long back gardens on the northern side of the river behind Templeogue Village. The section on the northern river bank opposite Kilvere is problematic from an ecological perspective and there is also an oxbow in the river alignment. It is therefore recommended that the route crosses the river twice at the oxbow to both avoid the area of greatest ecological sensitivity and to achieve a straighter route. This will require two new bridges on either side of the Kilvere Estate. The first of these will span from Riverside Cottages to the east side of Kilvere.

On the southern bank east of Kilvere, there are existing paths through the parkland beside and behind the housing estate. The area is sensitive ecologically and includes calcareous grassland and badger setts. Therefore, the route should follow one of the existing paths through the parkland to minimise ecological disturbance. The path through the parkland should be widened to 4m.

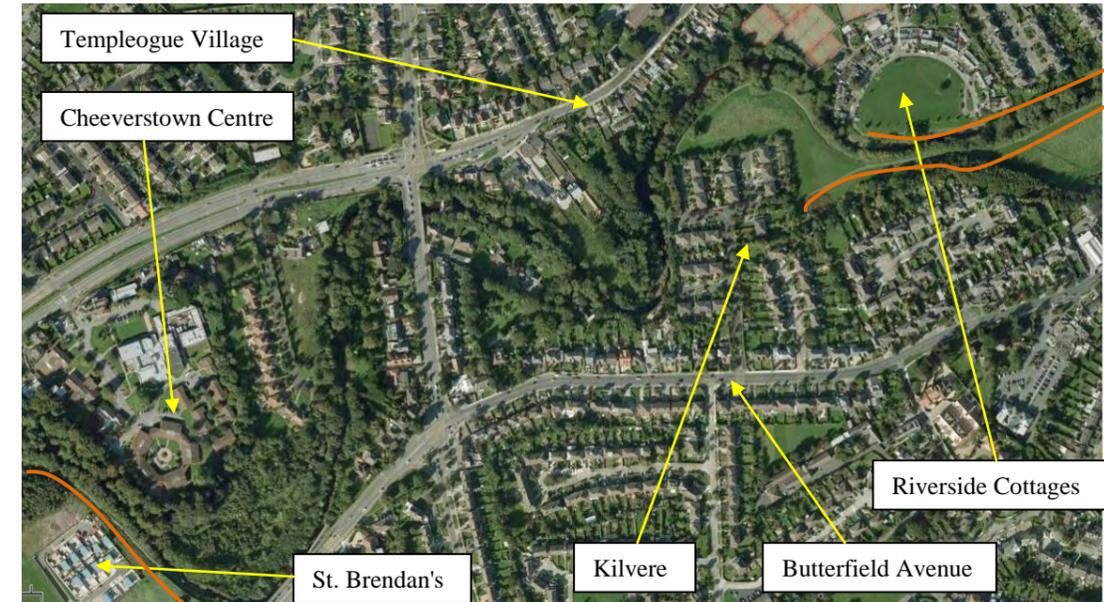
The route would continue behind Kilvere following the Dodder's oxbow alignment which is potentially home to rare flora broad leaved helleborine which will require survey to identify the least intrusive alignment through. At the western side of Kilvere, the route will cross back to the northern side of the river. A strip of land should be acquired from the long back gardens of the properties which front onto Templeogue Road between Kilvere and Old Bridge Road. This will likely require a compulsory purchase order.

The escarpment on the northern side of the river is very steep and vegetated just east of Old Bridge Road. A complex structural solution is likely to be required to connect to the existing path under the bridge. The complex nature of the structural intervention required is such that significant temporary land acquisition may also be required to accommodate its construction.

West of Old Bridge Road, a recent planning permission for the Ladyswell site included a requirement for ceding a 10m corridor along the river. Should this development not proceed in the short term, this strip of land should be acquired through the compulsory purchase process. It would be desirable to also include for a link to Templeogue Road at the Ladyswell site.

There is scrubland behind the Cheeverstown complex which provides an important habitat for Otters, Badgers and Kingfishers. The least sensitive area is immediately behind the Cheeverstown Centre and the greenway route should therefore follow the rear boundary wall of the centre. The route should continue along the river's meandering alignment and cross to the back of the St. Brendan's complex on a new bridge to join the pathway through parkland to the M50.

The connection to Firhouse Road beside the St. Brendan's complex should be improved and widened to connect the greenway to the surrounding area. The kissing gate at Firhouse Road should be removed.



If the route along the river cannot be developed in the short term, there are two other possible options that might be investigated:

- 1) Via Riverside Cottages, Templeogue Village, Cypress Grove Road / Old Bridge Road and Firhouse Road; or
- 2) Via a new bridge, Kilvere, Butterfield Avenue and Firhouse Road.

Templeogue Village is very constrained and the existing cycle facilities through are substandard at best. The route is circuitous and is unlikely to be attractive to commuter cyclists in particular.



Riverside Cottages

Templeogue Village

The latter option is preferable, as it provides a more direct route. There is an existing path along the southern side of the river connecting to the eastern end of the Kilvere Estate. If this option is developed, the gate at the entrance to the park from Kilvere should be removed. The quiet estate roads link to Butterfield Avenue.



Kilvere

Entry to Riverside Path

The cross section of Butterfield Avenue and Firhouse Road could be reconstructed to provide a 4m wide cycleway / footpath along the northern side. This would require revisions to the layout of the junction of Butterfield Avenue / Old Bridge Road and Firhouse Road. From there, the route would continue along the northern verge / footpath (again, widened to 4m) to connect to the existing path along the river behind the St. Brendan's complex.



Butterfield Avenue

Firhouse Road

The first section of path behind the St. Brendan's complex is narrow and overgrown with vegetation. This would need to be widened and improved. However, the path soon opens up into parkland and widens to 2.8m. It is probably unnecessary to widen this section, as flows along the route here are likely to be considerably lower than further east towards the city centre.

The route then continues through parkland along the river and crosses under the Spawell Link Road and under the M50 just south of Junction 11 to Firhouse Weir. The path narrows in places and should be widened to provide a consistent width. The path from the crossing under the M50 to Firhouse Weir is quite steep and should be regraded to provide a maximum gradient of 5% if possible.

There are a number of kissing gates along this section of the route, all of which should be removed. The link towards Tallaght Village East alongside the M50 should also be developed.



Path at St. Brendan's



Path behind Cherryfield Way



Bridge under Spawell Road



Route through Parkland



Crossing under M50



Firhouse Weir

5.9 M50 to Old Bawn Road (Section 9)

The route will continue westward from Firhouse Weir along the river banks through Dodder Valley Park as far as Old Bawn Road. The route will then cross Old Bawn Road and continue along the banks of the Dodder.

(1) Dodder Valley Park

From the Firhouse Weir the route passes behind Mount Carmel Park and links into Dodder Valley Park. Mount Carmel Park provides for potential links to Firhouse, Ballycullen and Knocklyon/Scholarstown at this location. The access route to Dodder Valley Park is extremely narrow and should be widened to 3m or 4m to accommodate the proposed greenway. The existing surface is poor and will require replacement to form part of the cycle route. This will only be required over a short length as the majority of the existing route through the Park is approximately 3m wide and the existing surface would not require any additional treatment.



Access to Dodder Valley Park Route through Dodder Valley Park

The first significant obstacle to this section of the route is the pedestrian gateway, as shown in the picture below. At present, it is possible to navigate this gate but it requires the cyclist to dismount the bicycle. This gate would need to be removed or replaced with an alternative method of deterring access for vehicles and motorcyclists.

Overgrown vegetation along the route would need to be cut back and maintained. Trimmer kerbs should be installed to prevent vegetation re-invading the pathway in future.



Pedestrian gate in Dodder Valley Park Overgrown vegetation along the route

The route continues along the southern bank of the river as far as the back of the Bolbrook Enterprise Centre where the river is at its narrowest. There is potential to provide a bridge at this point which would accommodate a cycle route between the Tallaght Bypass to the North and Firhouse Road to the South. If provided, it could link to a possible

Greenway link and/or Cycle way to Tallaght Village to the North and a potential link along Avonmore Road.

The route continues through the Dodder Riverbank Park along the river bank. It is of sufficient width and properly surfaced to accommodate the proposed greenway. There are two other routes through the Dodder Riverbank Park, both of which lead to the pedestrian entrance to the park on Firhouse Road. A Toucan crossing should be provided at this location to link into the residential areas to the south east.

All three routes through the Dodder Riverbank Park meet at the back of the Victory Centre. At this location, it is proposed to link to the proposed Tallaght to Ballyboden Cycleway Scheme (being separately progressed by South Dublin County Council) and which will commence at Firhouse Road opposite Ballycullen Avenue, crossing the River Dodder on a new bridge, continuing behind the Victory Centre for approximately 280m and crosses the River Dodder again on another proposed bridge. Here it links into existing routes through the park on the northern side of the river and along the boundary of the Bawnville Estate. The route will also link to Firhouse Road at this location.

The Dodder Greenway Route will, continue along the southern bank of the river as far as Old Bawn Road. The route should be widened to 4m to accommodate the proposed greenway. The existing surface is poor and will also require replacement to form part of the cycle route.



Dodder Valley Park South Existing Route on Northern Bank

The Dodder Valley Park is designated as a proposed Natural Heritage Area from Firhouse Bridge to Oldbawn Bridge due to evidence of species including:

- Early purple orchid along with a diversity of other plant species;
- Forty-eight bird species including Little Grebe, Kingfisher, Dipper and Grey Wagtail;
- Active Otter holts;
- Badgers;
- Bat roosts,
- Habitats included dry calcareous grasslands, dry meadows and woodlands;
- Tufa forming calcareous springs along the northern bank of the Dodder.

As such, the design of the route will have to be sympathetic to these ecological sensitivities

(2) Crossing of Old Bawn Road

Well established cycling facilities currently exist along Old Bawn Road. Toucan crossings should be provided across Old Bawn Road either side of the bridge over the River Dodder. This will require amendments to the current traffic signal cycle to create an

additional phase for the crossing. As in the case of other public road crossings proposed as part of the Dodder Greenway Scheme, the balance of priority should heavily favour the greenway route.

Links and signage should be provided to the hinterland around Old Bawn Road and towards Tallaght.



Exit onto Old Bawn Road

Old Bawn Road

5.10 Old Bawn Road to Kiltipper Woods Cafe (Section 10)

It is not considered feasible to follow the river on the east bank or follow Bohernabreena Road for the following reasons:

- 1) There is a large HGV content on Bohernabreena Road; and
- 2) There are large tracts of privately owned land abutting the river corridor.

The Greenway Route should continue along the northern bank of the river as far as Kiltipper Woods Cafe. This will require land acquisition from a small number of private landowners along Kiltipper Road.

There is an area of high ecological sensitivity along the riverbank, where habitats include both wet grasslands, riparian woodland and areas of caclareous grassland. Tufa forming springs are present on the northern bank of the river and continue through the length of Kiltipper Park to the north of Fort bridge. This area should be avoided by the route deviating from the riverbank to run alongside the pitch and putt club boundary along this section.



SDCC Owned Lands



Thomas Davis GAA Club

Alternative Route along Kiltipper Road

If the land acquisition process causes delays, an alternative route along Kiltipper Road might be considered in the short term. Kiltipper Road is too narrow to accommodate two traffic lanes and a 4m pedestrian and cycle corridor. However, it is a quiet traffic calmed road, with a speed limit of 50kph, which is suitable for on-road cycling in a shared environment.



Kiltipper Road

Kiltipper Road at Glenville Pitch & Putt

The route would turn off Kiltipper Road along the private avenue to Kiltipper Woods Care Centre, There is an agreement already in place for hillwalkers to use this private avenue and the owners of the complex should be consulted to confirm that this could be extended to permit cyclists to use the route. Of course, it would generate additional custom for the café within the complex, which would provide an attractive stopping point for tourists along the route.



Private Avenue through Kiltipper Woods Dublin Mountain Way Signage

5.11 Kiltipper Woods Cafe to Bohernabreena Reservoirs (Section 11)

The Greenway Route will continue along the existing Dublin Mountain Way Route through Kiltipper Park from Kiltipper Cafe. The greenway will cross the R114 and continue along a new path for a short section as far as the entrance to the Bohernabreena Reservoirs.

(1) Kiltipper Woods Cafe

There is an existing well surfaced pathway route along the Dublin Mountain Way from Kiltipper Cafe Car Park as far as the entrance to Kiltipper Park.



Access to Dublin Way at Kiltipper Cafe Dublin Mountain Way at Kiltipper Cafe

(2) Kiltipper Park

The first significant obstacle to this section of the route is the bicycle barrier, as shown in the picture below. It is possible to navigate this gate but it requires the cyclist to dismount the bicycle. This gate should be removed and replaced with an alternative method of deterring access for vehicles and motorcyclists.

A good quality, 4m wide route currently exists along the Dublin Mountain Way in Kiltipper Park. The route has sufficient width to accommodate the proposed greenway, is well surfaced and the well maintained. The provision of public lighting through the park should be considered, although this westernmost section of the route is likely to be used by recreational cyclists and strollers only and public lighting may be an unnecessary intrusion into the local environment.



Bicycle Barrier at Kiltipper Park Existing Route through Kiltipper Park

(3) R114 Bohernabreena Road

There is another bicycle barrier obstructing the western end of the route through Kiltipper Park. This gate should be removed and replaced with an alternative method of deterring access for vehicles and motorcyclists.

The route will cross the road at the R114 at the western access to Kiltipper Park. A zebra crossing should suffice at this location, as the crossing would be very visible on approach from the west and the existing sharp bends on the R114 at Fort Bridge immediately to the east control traffic speeds along that approach.

The greenway should then continue along the path that is currently being improved as part of flood defence works in the vicinity of Fort Bridge.



Bicycle Barrier at exit to Kiltipper Park **Existing Path along the R114**

The route is generally adequate as far as the boundary of the private dwelling located at the entrance to Bohernabreena Reservoirs. It will be necessary to acquire a strip of land from or a right of way across Dublin City Council which owns this property to provide a continuous route along the south side of the R114.



R114 **Entrance to Bohernabreena Reservoirs**

5.12 Bohernabreena Reservoirs (Section 12)

The existing Dublin Mountain Way route through the Bohernabreena reservoirs complex which is within the Glenasmole Valley Special Area of Conservation has been assessed as part of this study. The existing route consists of a 4m wide, well surfaced shared use road that is open to the public for walking and cycling.

The road to the lower reservoir is approximately 1.3km long. Just prior to arriving at the reservoir there is a very steep but short hill, approximately 100m that might require cyclists to dismount their bicycle. It is recommended that Dublin City Council considers the development of a better graded cycle route up to the reservoirs in the lands alongside the road, although this may prove contentious, given the environmental designation of the area.

It is a further 1km to the upper reservoir. At the upper reservoir the Dublin Mountain Way continues to the east, ultimately as far as Shankill. There are links from Bohernabreena to Military Road at Featherbed and Glencree / Sally Gap / Enniskerry in the Wicklow Mountains and a walking route to Kippure Mountain.



Route through Bohernabreena Reservoirs **Bohernabreena Reservoirs**