**Drawing Four**

This drawing shows a section of East Wall Road from a point approximately 50 metres west of Church Road, through the junction with Church Road and extending east towards East Road for approximately 140 metres.

The existing arrangement shows two general inbound traffic lanes quickly reducing to one inbound traffic lane in advance of Church Road with a right turn pocket developing ahead of the right turn onto Church Road. A single outbound lane from East Road, allows for the provision of a right turn pocket into Aldi. After the junction with Church Road two outbound lanes develop with a right turn lane onto Alfie Byrne Road and a straight ahead lane towards Annesley Bridge.

The drawing show the proposals to reallocation one of the inbound traffic lanes with the existing inbound traffic lane closest to the kerb being converted into a two way cycle lane. A new extruded concrete kerb or concrete islands are shown between the new cycle lanes and the remaining inbound traffic lane. The extruded kerb and islands have regular gaps in them to cater for existing entrances and drainage along its length.

At the junction with Church Road provision is made for a cycle lane from Church Road to join the new two way cycle lanes on the north side of the East Wall Road.

The existing footpath directly opposite the Church Road Junction is shown to be narrowed to allow for the two way cycle lanes to pass through the junction. The existing pedestrian crossing on East Wall Road to the east of Church Road is shown being retained.

Approximately 80 metres east of Church Road a new island bus stop is shown on the inbound carriageway. This bus stop is to cater for a new bus route that is due to become operational later this year.

The island bus stop is located outside the new two way cycle lanes. Pedestrians access the island bus stop by crossing from the existing footpath by means of a concrete walkway. The existing footpath, walkway and island bus stop are all formed with concrete and are at the same level.

Where the walkway crosses the cycle lanes, the cycle lane is ramped up to footpath level with clear road marking indicating that cyclists must yield to crossing pedestrians. In advance of the walkway on both approaches horizontal deviation is incorporated into the cycle lanes to help slow approaching cyclists. In addition rumble strips are provided on the cycle lanes on both approaches. Infrastructure will be included in the works to allow for the future signalisation of this crossing point should the current Traffic Signs Manual be amended in the future to allow for this.

The drawing shows a 2.5m wide two way protected cycle track on the north side of East Wall Road with a 125mm wide kerb. Red coloured surfacing is provided at conflict points at entrances. Modification of the junction of East Road and East Wall Road to accommodate the cycle lane including a new pedestrian crossing at the northern end of East Road and a new pedestrian/bicycle crossing on East Wall Road on the eastern side of this junction.

The provision of a new island bus stop on the northern side of East Wall Road to the east of Church Road. The pedestrian access to the island bus stop platform is shown at the same level as the cycle track with priority for pedestrians. Rumble strips are provided in the cycle lanes on the approach to the crossing point, in additional to cycle yield road markings.