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Layout A

The drawing shows the provision of a new island bus stop on the existing 2 way cycle facility on the eastern side of Alfie Byrne Road, north-eastwards of the existing Toucan crossing.

The pedestrian access to the island bus stop platform is shown at the same level as the cycle track with a controlled crossing for pedestrians. Red L-shaped red tactile is provided at the crossing point.

Currently there are 2 inbound traffic lanes which is reduced to a single traffic lane to facilitate a new bus cage on the carriageway. Beyond the bus stop 2 inbound traffic lanes are provided, with a dedicated left turn lane into Eastpoint Causeway.

The corner radii into Eastpoint Causeway has been tightened to slow left turning traffic.

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Layout B

The drawing shows a 3.0m wide two way protected cycle track on the eastside of Alfie Byrne Road protected by a physical kerb. Currently there are 2 inbound traffic lanes which is reduced to a single traffic lane.

The corner at the junction of Alfie Byrne Road / Eastpoint Causeway has been built out reducing the pedestrian crossing point.

Layout C

The drawing shows a 3.0m wide two way protected cycle track on the eastside of Alfie Byrne Road protected by a physical kerb and continuing along the north side of East Wall Road. Currently there are 2 inbound traffic lanes which is reduced to a single traffic lane.

A new toucan crossing across the Alfie Byrne Road is shown approximately 80 metres north of East Wall Road. It is shown linking with the proposed facility being developed as part of the Clontarf to City Centre (C2CC) scheme. The location of the bottle bank configuration and a new set down area for vehicles on the carriageway is shown.

The existing cycle facility have been adjusted and no longer pass in front of the bottle bank. The outbound cycle lane on the western side of the Alfie Byrne Road is shown starting north of the new set down area.

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Layout D

The drawing shows a 3.0m wide two way protected cycle lane on the northside of East Wall Road between the Alfie Byrne Road junction and the Aldi supermarket. This cycle lane is protected with a physical kerb and bollards. The cycle lane reduces in width to 2.5m to accommodate the development of right turning lanes onto Church Street and into the Aldi supermarket. Red coloured surfacing is provided at conflict points at entrances. A shared straight and right turn lane to Church Rd is shown.

Layout E

The drawing shows the two way protected cycle lanes continuing on the northside of East Wall Road between the entrance to the Aldi and as far as Forth Road. This cycle lane is protected with a physical kerb and bollards. The cycle track reduces in width to 2.5m to allow for the provision of parking on the southside of East Wall Road.

The drawing shows 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 a controlled crossing for pedestrians. Red L-shaped tactile is provided at the crossing point.

New parking spaces are provided on the Southside of East Wall Road, West of the junction with Fourth Road.

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Layout F

The drawing shows the two way protected cycle lane continuing on the northside of East Wall Road between Forth Road and East Road. This cycle lane is 3m wide and is protected with a physical kerb and bollards. Red coloured surfacing is provided at conflict points at entrances.

The two way cycle track ends at the junction of East Road. A right turn facility is provided to allow cyclists to turn from East Wall Road to East Road. A new toucan crossing is provided on East Wall Road, east of the junction with East Road.

New parking spaces are provided on the southside of East Wall Road, east of the junction with Forth Road.

Layout G

The drawing shows a 1.5m wide one way protected cycle track on the northside of East Wall Road protected by a physical kerb and bollards. On the southern side of East Wall Road between East Road and St Joseph's Primary School a new two way 2.5m wide protected cycle track is shown adjacent to the school.

A new School Zone treatment for St Joseph's Primary School is provided. This includes the installation of flashing school warning signage, coloured road surfacing and road markings.

The new works finish to the east of St Joseph's Primary School.