**Slide 1**

Introduction slide - Griffith Avenue Mobility Measures | Proposal Presentation.

**Slide 2**

Shows a summary of comments made from the workshop held on the 24th November 2021.

**Slide 3**

Three initial concept designs are shown. In the three images displayed a number of different materials are shown, that include different surface colours for the cycle lane. Different materials and colours used for the separator between the cycle lane and the carriageway.

Image 1 shows a typical example of low level planting between the carriageway and the cycle lane.

Image 2 shows a typical example of a buff coloured surface on the cycle lane and alternative more attractive bollards used.

Image 3 shows a typical example of a soft profile separator mound between the carriageway and the cycle lane.

**Slide 4**

An overall Masterplan drawing is shown outlining the full extents of the scheme from St Mobhi Road to the Malahide Road.

**Slide 5**

A typical extract taken from the Masterplan is shown, between Lambay Road and Bantry road. The drawing shows indicative buff coloured cycle lanes on both sides of Griffith Avenue, protected with a physical kerb. The cycle lane is coloured red through the junctions. Planting is shown on either sides of the floating parking arrangements. A buffer between the parking and cycle lane is shown. The cycle lane is broken where it meets a bus cage and continues after the bus cage.

**Slide 6**

Two typical plan arrangements for the scheme are shown.

Image 1 shows a typical cycle lane arrangement, varying in width from 1.5m to 2.0m wide. Outside the cycle lane a 200mm wide ellipse kerb is shown, the kerb is broken across a driveway entrance. A buff coloured cycle lane is shown.

Image 2 shows a typical example of a floating parking bay with level cycle lane. There is a 2.1m wide parking bay adjacent to the carriageway. Inside the parking bay a 750mm wide buffer is shown and a 1.5m wide buff coloured cycle lane. Rumble strips are shown in the cycle lane in advance of the parking. Planting is shown at the start of the parking, a reflective keep right arrow is included.

**Slide 7**

An image is included of a cyclist using the cycle lane with a soft profile mound separator provided between the cycle lane and carriageway.

Six profile separator variations are shown that vary in height and slope severity.

**Slide 8**

Six photos are included that show two trails carried out in constructing a sample of the soft profile separator.

Trial 1 carried out in March 2022 shows a Contractor extruding the mound profile.

Trial 2 carried out in May 2022 shows a street cleaning vehicle straddling the kerb.

**Slide 9**

An image is included of a cyclist using the cycle lane with an ellipse kerb profile separator provided between the cycle lane and carriageway.

A detail is shown with the dimensions of the kerb profile which is 200mm wide and 100mm high. There is a 40mm upstand and the top of the kerb is an ellipse shape.

**Slide 10**

Four images are included.

Image 1 shows an extruded ellipse kerb with a round end piece that contains a reflective cat’s eye.

Image 2 shows an extruded ellipse kerb with a round end piece that contains a short reflective flexible bollard.

Image 3 shows a close up of a reflective cat’s eye.

Image 4 shows a reflective cat’s eye and the fixing unit.

**Slide 11**

A photo of the proposed end piece including upstand is shown. The model is made from cardboard and is a 1:1 scale.

Six smaller images show detailed sections/plans of the end piece and fixing details. The dimensions and notes included are too small to be legible.

**Slide 12**

A drawing shows the typical temporary kerb arrangement. The extruded ellipse concrete kerb has reflective Shergan lane separators on either end of the kerb. The lane separator shown is 650mm long, 200mm wide and 100mm high.

An image of a Shergan bollard is included.

**Slide 13**

A typical example of a section of Griffith Avenue between Lambay Road and Bantry road is shown. The drawing is an extract from the overall Masterplan. The drawing shows indicative locations for standard yellow bollards to be installed at road junctions and to mark the beginning of planters.

**Slide 14**

Two examples of proposed materials to house planting are shown.

Example 1 displays a low level planter made from Corten Steel.

Example 2 displays a low level planter made from Concrete.

**Slide 15**

Two elevation drawings and a plan drawing show the low level planter made from Corten Steel.

A number of images show examples of the colour and texture of the planters. An image is shown of a cut out arrow detail with a reflective backing material incorporated into the Corten steel.

**Slide 16**

Two elevation drawings and a plan drawing show the low level planter made from Concrete.

A number of images show examples of the colour and texture of the planters. An image is shown of a cut out arrow detail with a reflective backing material incorporated into the Concrete.

**Slide 17**

Two images are shown.

Image 1 displays a low level planter made from Corten Steel.

Image 2 displays a low level planter made from Concrete.

**Slide 18**

Shows a photograph of an existing arrangement, from Valentia Road looking toward Walnut Rise. The image shows a floating parking bay with 4 reflective keep right arrows on approach. The southern side cycle lane is protected with reflective flexible bollards.

**Slide 20**

Shows a photograph of a proposed arrangement, from Valentia Road looking toward Walnut Rise. Elements of the proposed permanent arrangement are overlaid onto the photograph. These include buff coloured cycle lanes on both sides of Griffith Avenue. Planters on both ends of a floating parking arrangement. An ellipse kerb with round end pieces, including small reflective bollards. A single keep right bollard on approach to the parking arrangement.

**Slide 20**

Two images are included of bus stop arrangements.

Image 1 shows the proposed temporary arrangement. The cyclist must yield to the bus. Rumble strips and a yield symbol are shown in advance of the bus cage. The cycle lane has a coloured buff surface and is protected from the carriageway with an ellipse kerb. The kerb is broken to allow access to the bus cage.

Image 2 shows the proposed future island bus stop arrangement – to be discussed with the National Transport Authority. The cycle lane is continuous through the bus stop but reduced in width. A platform between the cycle lane and carriageway is provided for people using the bus stop. The cycle lane is ramped either side of the bus stop with rumble strips and a yield symbol are shown in advance of the bus stop. The cycle lane has a coloured buff surface and is protected from the carriageway with an ellipse kerb. Some planting is shown either side of the pedestrian platform.

**Slide 21**

A timeline with six stages for the sequence of Works is shown.

Stage 1 Trial Ellipse kerb (Tuesday 28th June 2022)

Stage 2 Implement kerb with Shergan end pieces between St Mobhi Road and Charlemont

Stage 3 Agree design and manufacture details with NTA/DCC for precast end pieces and planters

Stage 4 Install precast end pieces and planters

Stage 4 Agree details with NTA for island bus stops

Stage 6 Implement island bus stops

**Slide 22**

Final slide containing the contact email address for Robert Bourke Architects – studio@rba.ie