# DCC 21 0031 Bayside to Northside Shopping Centre Cycling Scheme

## Plain English Text

### Overview Drawing

The drawing shows an aerial overview of the Bayside to Northside Shopping Centre Cycling Scheme along the Oscar Traynor Road, Tonglee Road and Kilbarrack Road. The drawing indicates sections of the scheme with sufficient carriageway width for a protected cycle track, coloured Green. Sections of the scheme with reduced carriageway width for a protected cycle track, coloured Orange. Sections of the corridor with a width constraint, coloured red.

### Proposed Cycleway: Sheet 01 of 09

The drawings begins at the Barryscourt Road / Oscar Traynor Road Junction and continuing eastwards to the Beechlawn Avenue junction with Oscar Traynor Road. The drawing shows improved cycling facilities along both sides of Oscar Traynor Road by way of providing protection for cyclists using bollards and Orca Kerbs. No changes or cycle lane facilities are proposed along Oscar Traynor Road directly at the Barryscourt Road junction. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 02 of 09

The drawings begins at the Beechlawn Avenue / Oscar Traynor Road Junction and continuing eastwards to the Main Street side road to Coolock Village. The drawing shows improved cycling facilities on Oscar Traynor Road by way of providing protection for cyclists using bollards and Orca Kerbs.

No changes or cycle lane facilities are proposed along Oscar Traynor Road directly at the Coolock Drive junction. The right turn lane will be unchanged at this location. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 03 of 09

The drawings begins at the Brookville Crescent / Oscar Traynor Road Junction and continuing eastwards to the Springdale Road / Tonlegee Road Junction. The drawing shows improved cycling facilities on Oscar Traynor Road and Tonlegee Road by way of providing protection for cyclists using bollards and Orca Kerbs.

Following the new cycle tracks on approach to the Brookville Crescent junction, no further cycle tracks are proposed on Oscar Traynor Road. The drawing shows the proposed Bus Connects layout of the Malahide Road junction to be undertaken as part of the Clongriffin to City Centre core bus corridor scheme.

East of the Malahide Road junction, the new cycle tracks return along both sides of Tonlegee Road which will be protected by low height Orca Kerbs. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 04 of 09

The drawings begins at the Springdale Road / Tonlegee Road Junction and continuing eastwards to the Limewood Avenue junction with Tonlegee Road. The drawing shows improved cycling facilities on Tonlegee Road by way of providing protection for cyclists using bollards and Orca Kerbs. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 05 of 09

The drawing begins after the Limewood Avenue junction with Tonlegee Road and continues eastwards to 70m before the Millbrook Drive junction with Tonlegee Road. The drawing shows improved cycling facilities on Tonlegee Road by way of providing protection for cyclists using bollards and Orca Kerbs. The new cycle track terminates prior to the Milbrook Road junction and returns after the Milwood Villas junction. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 06 of 09

The drawing begins at house 330 Tonlegee Road and continues eastwards to house 303 Kilbarrack Rd on Kilbarrack Road. The drawing shows improved cycling facilities on Tonlegee Road by way of providing protection for cyclists using bollards and Orca Kerbs. The new cycle track terminates 100m prior to the Raheny Road junction junction. The new protected cycle tracks return 90m after the Grange Road junction with Kilbarrack Road. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 07 of 09

The drawings begins at house 303 Kilbarrack Rd on Kilbarrack Road and continuing eastwards to the 177 Howth Junction Cottages off Kilbarrack Road. The drawing shows improved cycling facilities on Kilbarrack Road by way of providing protection for cyclists using bollards and Orca Kerbs. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 08 of 09

The drawings begins at house 177 Howth Junction Cottages off Kilbarrack Road and continuing eastwards to house 69 Kilbarrack Road. The drawing shows improved cycling facilities on Kilbarrack Road by way of providing protection for cyclists using bollards and Orca Kerbs. The bus stops on both sides of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Proposed Cycleway: Sheet 09 of 09

The drawings begins at house 69 Kilbarrack Road and continuing eastwards to the Kilbarrack Road / Howth Road junction. The drawing shows improved cycling facilities on Kilbarrack Road by way of providing protection for cyclists using bollards and Orca Kerbs. The cycle facilities finish at Kilbarrack Road / Howth Road junction. The parking and loading bays on the southern side of the road will be retained an unaffected. Existing footpaths will be unaffected.

### Typical Cross Sections

The drawings shows two typical cross sections of the Bayside to Northside Shopping Centre Scheme. The “Orange Area” indicates a 3m wide traffic lane in each direction, a 1.5m cycle track in each direction protected by Orca kerbs, and a footpath with verge separation in both directions. The “Green Area” alternatively indicates a 1.75m cycle track in each direction.