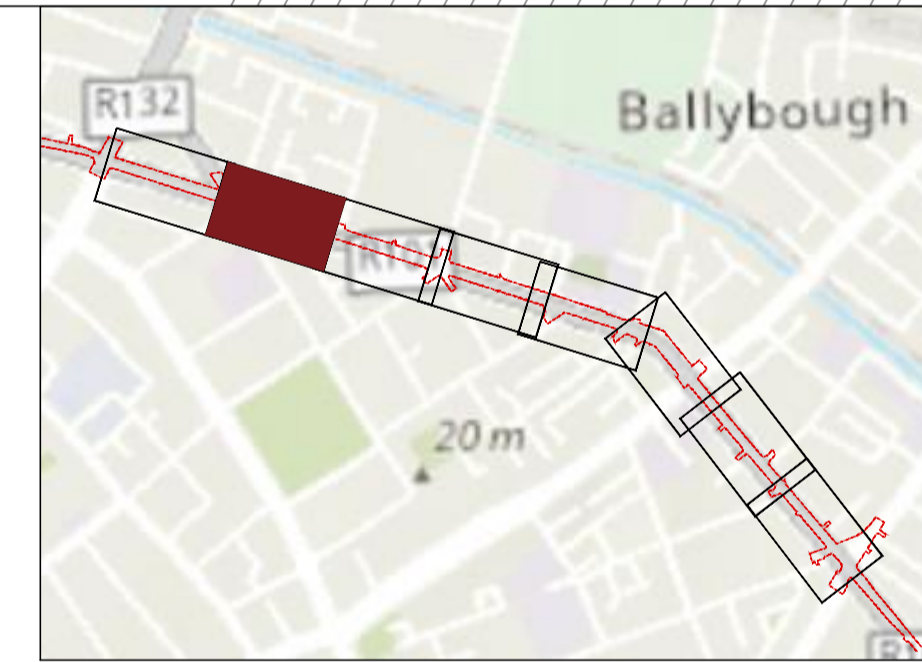


THE DRAWING BEGINS AT THE BELVEDERE ROAD / NORTH CIRCULAR ROAD JUNCTION AND CONTINUING EASTWARDS TO THE PORTLAND STREET NORTH SIDE ROAD (DIRECTION ON A CLOCK FACE: FROM 9 O'CLOCK TO 3 O'CLOCK). THE DRAWING SHOWS IMPROVED CYCLING FACILITIES ON NORTH CIRCULAR ROAD BY PROVIDING PROTECTION FOR CYCLISTS USING BOLLARDS AND PARKING PROTECTED CYCLE LANES WHERE SPACE ALLOWS. THE PROPOSALS ALSO INCLUDE THE TIGHTENING UP OF THE CORNERS ENTERING JUNCTIONS TO REDUCE VEHICLE SPEEDS INTO BELVEDERE AVENUE AND FITZGIBBON LANE WHICH WILL IMPROVE PEDESTRIAN SAFETY.

THE DRAWING SHOWS A NEW RED SURFACING ON THE CYCLE LANE CROSSING THE BELVEDERE ROAD JUNCTION. FOLLOWING BELVEDERE JUNCTION, THE CYCLE LANE ON BOTH SIDES OF THE ROAD WILL NOW BE RELOCATED BEHIND ON-STREET CAR PARKING SPACES AND A 0.75M WIDE BUFFER ZONE (ROAD MARKING). THE DRAWING INDICATES A SLIGHT REDUCTION IN OVERALL QUANTITY OF PARKING SPACES.

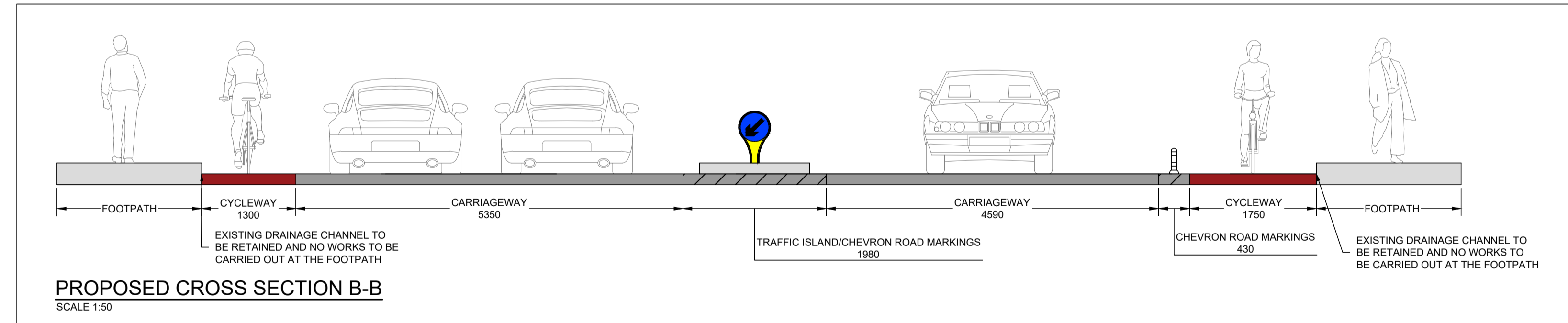
02 PROPOSED CYCLE TRACK LAYOUT
SCALE: 1:200



KEY PLAN
NOT TO SCALE

- NOTES:**
1. ALL DIMENSIONS IN MILLIMETERS OTHERWISE STATED
 2. ALL TRAFFIC SIGNS, INTERNAL ROAD MARKINGS SHALL BE IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL BY THE DEPARTMENT OF TRANSPORT, TOURISM AND SPORTS
 3. FOOTPATH TO BE KEPT CLEAR AND ENSURE THAT THE POLES DO NOT IMPEDE FREE MOVEMENT OF VISION OR MOBILITY OF IMPAIRED PEOPLE.
 4. SIGNS SHOULD BE CLEARLY VISIBLE TO ROAD USERS. STEPS SHOULD BE TAKEN TO DEAL WITH ANY OBSTRUCTIONS. OVERHANGING TREES AND SHRUBS SHOULD BE CUT BACK TO ALLOW APPROACHING DRIVERS TO SEE THE SIGN.
 5. THE SIGN SHOULD NOT BLOCK THE SIGHTLINE OF ANY VEHICLE, PEDESTRIAN OR OTHER ROAD USERS.
 6. THE PLACEMENT OF A SIGN POST FROM ROAD EDGE SHOULD BE MINIMUM 450CM-POSITION TO BE CONFIRMED FOR PATHS LESS THAN 1200mm WIDE
 7. POST FOUNDATION TO BE 600mmx600mmx600mm DEEP C25 CONCRETE

- SYMBOL:**
- SIGN RUS 009: PEDAL CYCLES ONLY
 - SIGN RUS 068: SHARED TRACK FOR PEDESTRIANS AND CYCLISTS



PROPOSED CROSS SECTION B-B
SCALE: 1:50

PARKING - BELVEDERE ROAD TO RUSSEL STREET/EMMET STREET

LOCATION	EXISTING PARKING	EXISTING CONDITIONS	PROPOSED PARKING TO BE RETAINED	DIFFERENCE BETWEEN PROPOSED AND EXISTING PARKING
SOUTH SIDE	30 PARKING BAYS	NO PAID PARKING RESTRICTIONS ALONG THE SECTION	23 PERPENDICULAR FORMAL PARKING BAYS	REDUCTION OF 7 PARKING BAYS
NORTH SIDE	24 PARKING BAYS & 2 LOADING BAYS		12 PARKING BAYS & 2 LOADING BAYS	REDUCTION OF 12 PARKING BAYS

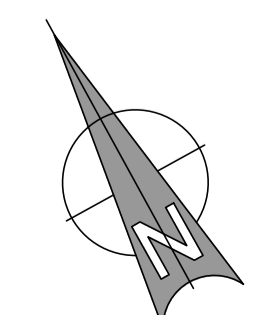
- LEGEND:**
- EXISTING ROADWAY
 - EXISTING FOOTPATH AND TRAFFIC ISLAND
 - EXISTING DUBLIN BIKES STATIONS
 - PROPOSED FOOTPATH BUILD OUT
 - PROPOSED RAMP AT EITHER END OF PROPOSED FOOTPATH
 - PROPOSED CYCLE TRACK
 - PROPOSED CYCLE TRACK SURFACE
 - PROPOSED BLUE SURFACE CONFLICT POINT CYCLE TRACK
 - PROPOSED BUFFER ZONE AT BUS STOPS
 - PROPOSED 160 MM KASSEL KERB
 - PROPOSED 125 MM KERB
 - PROPOSED 50 MM KERB
 - PROPOSED TRANSITION KERB
 - PROPOSED BUS STOP POLE
 - SCHEME EXTENTS

WORK IN PROGRESS

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Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.

REV NO:	DATE:	REVISION NOTE:	DWN BY:	CKD BY:
P01	15/07/2022	ISSUED FOR INFORMATION	TC	AP
P02	21/07/2022	ISSUED FOR INFORMATION	TC	AP
P03	02/09/2022	ISSUED FOR INFORMATION	TC	AP
P04	22/11/2022	ISSUED FOR INFORMATION	TC	AP
P05	07/12/2022	ISSUED FOR INFORMATION	LS	AP



CLIENT:	DUBLIN CITY COUNCIL								
PROJECT:	NORTH EAST INNER CITY GREENING STRATEGY								
TITLE:	PUBLIC CONSULTATION GENERAL ARRANGEMENT SHEET 02 OF 08								
DRAWN:	TC	CHECKED:	AP	APPROVED:	DMC	JOB NO:	220588	REV:	P04
DATE:	15/07/2022	SCALE:	1:200	DRAWINGS NO:	220588-ORS-Z0-00-DR-TR-721				

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