## Accessible Document (Plain English)

Introduction

* The following 8 no. drawing shows improved cycling facilities on North Circular Road by providing protection for cyclists using bollards and parking protected cycle lanes where possible.
* Bollard protected cycle lanes are a common interim or temporary solution to provide protection for cyclists by introducing flexible bollards at 2 – 3m spacing which are fixed to the road surface on the cycle lane road marking.
* Car protected cycle lanes are where car parking spaces are located out from the kerb line to provide protection for cyclists using the cycle lane. An additional space of 0.75m is marked out on the ground to allow driver/passengers enter and exit the car safely on the cycle lane side of the parking space.

Drawing 720 - Sheet 01 of 08, Dorset St Lower to Belvedere Road

The drawing begins at the Dorset Street Lower / North Circular Road Junction and continuing eastwards to the Belvedere Road junction with North Circular 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.

No changes are proposed to the existing Dublin Bikes station and adjacent loading bay on the northern side of the road. The drawing shows on the northern side of the road, the cycle lane will be protected by low height bollards approaching and passing the Dublin Bike Station which is located 40m east of The Big Tree pub. Following the loading bay, the cycle lane will be relocated behind on-street car parking spaces and a 0.75m wide buffer zone (road marking). The existing car parking spaces are shown relocated to protect the cycle lane. A new red surfacing and low level bollard protection on the cycle lane approaching the Belvedere Junction is also shown.

On the southern side of the road, the cycle lane which travels west to east or from 3 O’ Clock to 9 ’O Clock on a clock face, will now be relocated behind on-street car parking spaces and a 0.75m wide buffer zone (road marking). The existing car parking spaces are shown relocated and moved out from the kerb line provide protection for cyclists using the cycle lane. A new red surfacing and low level bollard protection on the cycle lane approaching the Dorset Street Junction from the east is also shown. Existing footpaths will be unaffected. The drawing indicates a slight reduction in overall quantity of parking spaces.

The drawing shows a bus stop island located on the southern side of the north circular road, opposite the existing Dublin Bikes stand. The bus stop island allows pedestrians to cross the cycle lane to access the bus stop waiting area (island) while also allowing a cyclist travelling west bound without conflicting with a bus. Pedestrian priority (i.e. a cyclist is required to yield to a pedestrian) onto the island is indicated by the raised crossing, road marking and tactile paving.

Drawing 721 - Sheet 02 of 08, Belvedere Road to Portland Street North

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.

Drawing 722 - Sheet 03 of 08, Portland Street North to Russell Street

The drawing begins at the Portland Street North side road and continuing eastwards to the Russell Street / Fitzgibbon Street junction with North Circular 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 includes the tightening up of the corners entering junctions to reduce vehicle speeds into Portland Street North which will improve pedestrian safety.

The drawing shows the cycle lane on both sides of the road i.e. in both directions, will now be relocated behind on-street car parking spaces and a 0.75m wide buffer zone (road marking). The drawing shows on the northern side of the road, the cycle lane will be protected by low height bollards before and after the loading bays. The drawing indicates a slight reduction in overall quantity of parking spaces. No changes are proposed to the existing loading bay on the northern side of the road.

The drawing shows a bus stop island located on the southern side of the north circular road, just west of Fitzgibbon Street. The bus stop island allows pedestrians to cross the cycle lane to access the bus stop waiting area (island) while also allowing a cyclist travelling west bound without conflicting with a bus. Pedestrian priority (i.e. a cyclist is required to yield to a pedestrian) onto the island is indicated by the raised crossing, road marking and tactile paving.

Drawing 723 - Sheet 04 of 08, Russell Street to Charles Street Great

The drawing begins at the Russell Street / Fitzgibbon Street junction and continuing eastwards to the Charles Street Great 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 includes the tightening up of the corners entering junctions to reduce vehicle speeds into St Margaret's Ave and Charles Street Great which will improve pedestrian safety.

The drawing shows a bus stop island located on the northern side of the north circular road, east of Fitzgibbon Street. The bus stop island allows pedestrians to cross the cycle lane to access the bus stop waiting area (island) while also allowing a cyclist travelling east bound without conflicting with a bus. Pedestrian priority (i.e. a cyclist is required to yield to a pedestrian) onto the island is indicated by the raised crossing, road marking and tactile paving.

The drawing shows a new red surfacing on the cycle lane crossing the Russell Street / Fitzgibbon Street junction. The drawing shows the cycle lane on both sides of the road i.e. in both directions, will now be relocated behind on-street car parking spaces and a 0.75m wide buffer zone (road marking). The existing car parking spaces are shown relocated and moved out from the kerb line provide protection for cyclists using the cycle lane. The drawing shows a slight reduction in overall parking spaces.

Drawing 724 - Sheet 05 of 08, Charles Street Great to Rutland Place North

The drawing begins at the Charles Street Great side road and continuing eastwards to the Richmond 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 drawing shows a new red surfacing on the cycle lane crossing the side roads coming onto North Circular Road. The drawing shows 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 existing car parking spaces are shown relocated and moved out from the kerb line provide protection for cyclists using the cycle lane. The drawing shows a slight reduction in overall parking spaces. No changes are proposed to the existing Dublin Bikes station on the northern side of the road. The cycle lane will be protected by low height bollards while passing the Dublin Bike Station.

Drawing 725 - Sheet 06 of 08, Rutland Place North to Portland Row

The drawing begins at the Richmond Street North side road and continuing eastwards to the Summerhill Parade junction with North Circular 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 drawing shows a new red surfacing on the cycle lane on both approaches to the Summerhill Parade junction which will also be protected by low height bollards.

The drawing shows a new red surfacing on the cycle lane crossing the Summerhill Parade junction. The drawing shows 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 existing car parking spaces are shown relocated and moved out from the kerb line provide protection for cyclists using the cycle lane. The drawing shows a slight reduction in overall parking spaces.

Drawing 726 - Sheet 07 of 08, Portland Row to Empress Place

The drawing begins just after the Summerhill Road junction and continuing eastwards to the Empress Place 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 reduction of corner radii at junctions to reduce vehicle speeds entering the side roads to improve pedestrian safety. The drawing also shows a new red surfacing on the cycle lane crossing the side road junctions.

The drawing shows the cycle lane on the southern side of the road will now be relocated behind on-street car parking spaces and a 0.75m wide buffer zone (road marking). The existing car parking spaces are shown relocated and moved out from the kerb line provide protection for cyclists using the cycle lane. There will be a slight reduction in overall parking spaces. The drawing also shows a new pedestrian buildout at the southern side of the road. The pedestrian buildout will allow for a shorter crossing for pedestrians. Cyclists will cycle across the buildout, where cyclists are required to yield to pedestrians. The cycle lane on the northern side of the road is unprotected due to the number of driveways along the section.

The drawing shows a bus stop island located on the southern side of the north circular road. The bus stop island allows pedestrians to cross the cycle lane to access the bus stop waiting area (island) while also allowing a cyclist travelling west bound without conflicting with a bus. Pedestrian priority (i.e. a cyclist is required to yield to a pedestrian onto the island is indicated by the raised crossing, road marking and tactile paving.

Drawing 727 - Sheet 08 of 08, Empress Place to Amiens Street

The drawing begins just after the Empress Place side road and continuing eastwards to the North Strand Road / Amiens Street junction (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 drawing also shows a new red surfacing on the cycle lane crossing the side road junctions. The existing advisory cycle lanes on both sides of the road will be widened and protected by planters along the buffer zone. The drawing shows a standard bus stop where passengers board a bus from the existing footpath. The scheme will tie into the proposed Clontarf Bus Connects design for the North Strand Road / Amiens Street junction.