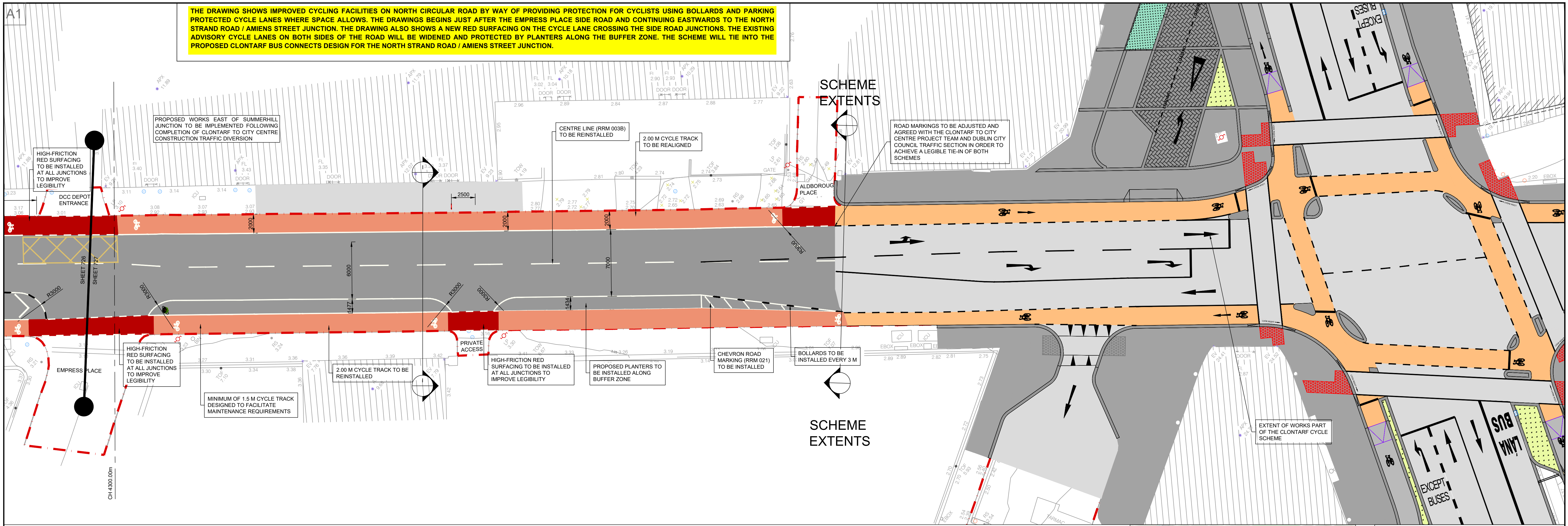
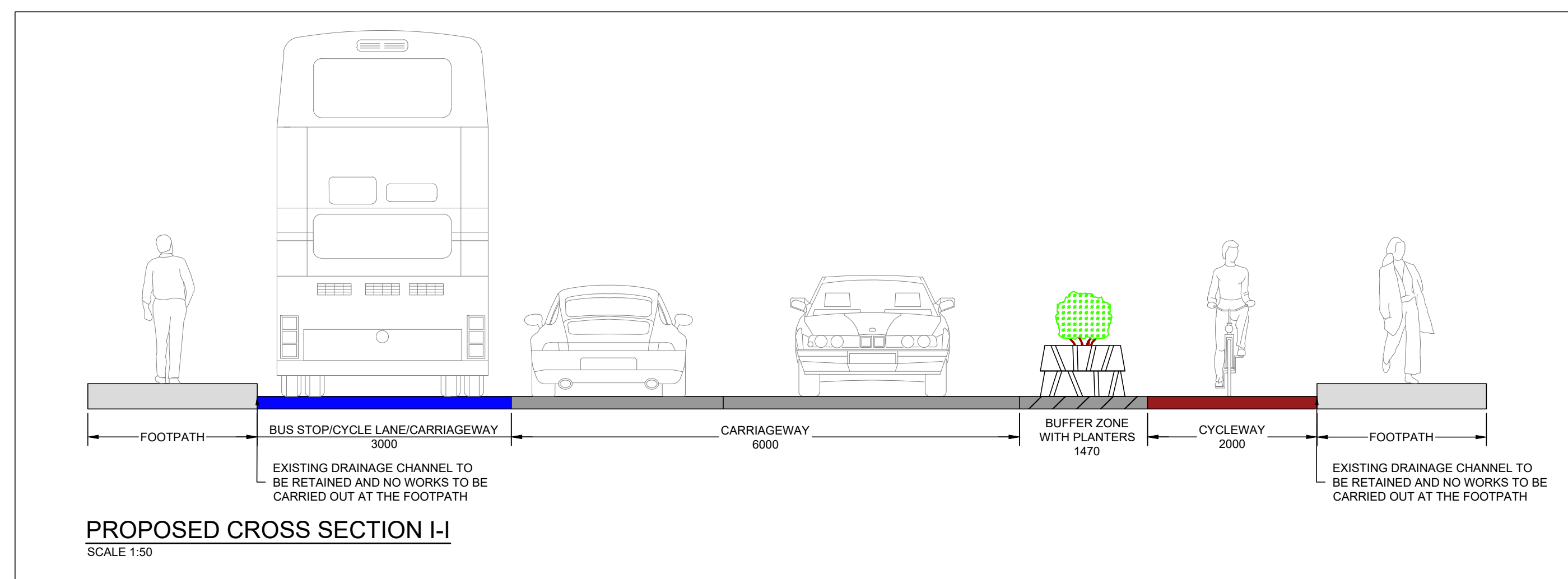


THE DRAWING SHOWS IMPROVED CYCLING FACILITIES ON NORTH CIRCULAR ROAD BY WAY OF PROVIDING PROTECTION FOR CYCLISTS USING BOLLARDS AND PARKING PROTECTED CYCLE LANES WHERE SPACE ALLOWS. THE DRAWINGS BEGINS JUST AFTER THE EMPRESS PLACE SIDE ROAD AND CONTINUING EASTWARDS TO THE NORTH STRAND ROAD / AMIENS STREET JUNCTION. 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 SCHEME WILL TIE INTO THE PROPOSED CLONTARF BUS CONNECTS DESIGN FOR THE NORTH STRAND ROAD / AMIENS STREET JUNCTION.

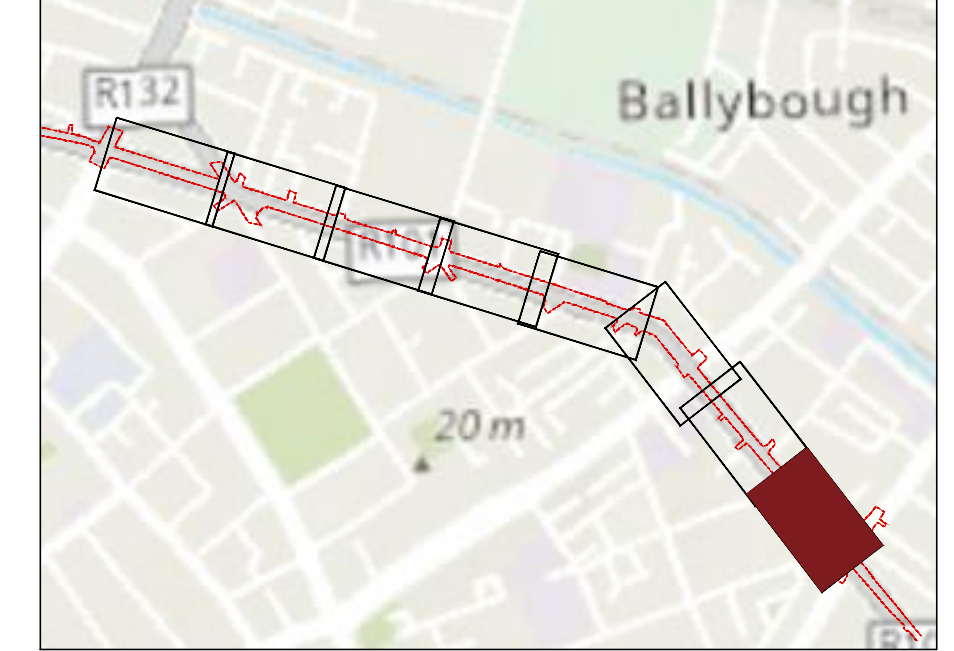


08 PROPOSED CYCLE TRACK LAYOUT
SCALE: 1:200



PROPOSED CROSS SECTION I-I
SCALE 1:50

TOTAL PARKING		
TOTAL EXISTING PARKING	PROPOSED PARKING TO BE RETAINED	DIFFERENCE BETWEEN PROPOSED AND EXISTING PARKING
156 PARKING BAYS & 4 LOADING BAYS	101 PARKING BAYS & 4 LOADING BAYS	REDUCTION OF 55 PARKING BAYS



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

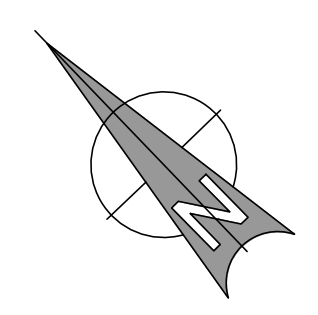
- SYMBOL:
- SIGN RUS 009: PEDAL CYCLES ONLY
 - SIGN RUS 058: SHARED TRACK FOR PEDESTRIANS AND CYCLISTS

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

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:	THE NORTH CIRCULAR ROAD WALKING AND CYCLING PROJECT - INTERIM SCHEME		
TITLE:	PUBLIC CONSULTATION GENERAL ARRANGEMENT SHEET 08 OF 08		
DRAWN:	CHECKED:	APPROVED:	JOB NO:
TC	AP	DMC	220588
DATE:	SCALE:	DRAWING NO:	REV:
15/07/2022	1:200	220588-ORS-Z0-00-DR-TR-727	P04

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