# DCC 21 0019: Raheny to Kilbarrack

## Plain English Text

### Initial Corridor Assessment Overall Plan: Sheet 01 of 01

The drawing shows the overall plan of the Howth Road; Raheny to Kilbarrack Walking and Cycling scheme. The drawing shows the two phases of the scheme.

Phase 1 begins at the Station Road / Main Street junction and continues eastwards along Howth Road to the Foxfield Road / Orchard Road staggered junction. Phase 1 begins at the Foxfield Road / Orchard Road staggered junction and continues eastwards along Howth Road to the James Larkin Road junction.

### General Arrangement Layout: Sheet 01 of 07 (Phase 1)

The drawing shows improved cycling facilities on Howth Road by way of providing protection for cyclists using bollards where possible, beginning at the Station Road / Main Street Junction and continuing eastwards to 140m after the St Assam's Road West junction with Howth Road. The proposals also include the reduction of corner radii at junctions to reduce vehicle speeds entering Main Street (east) and St. Assam’s Road West to improve pedestrian safety.

No changes are proposed to the existing taxi rank. The drawing shows a new red surfacing on the cycle lane approaching the Station Road junction as well as on the cycle lane at the other side of the road leaving the Station Road junction which will also be protected by low height bollards. Eastwards from the taxi rank to St Assam’s Road West, the existing cycle lanes on both sides of Howth Road will be protected by full height bollards. The bus stops will be retained an unaffected.

Following St Assam's Road West the cycle lane on the northern side will be protected using bollards and on the southern side of Howth Road will now be relocated behind on-street car parking spaces and a 0.75m wide buffer zone (road marking). The car parking spaces protecting the cycle lane will be re arranged and formalised as to not block driveways. Existing footpaths will be unaffected.

### General Arrangement Layout: Sheet 02 of 07 (Phase 1)

The drawing shows improved cycling facilities along Howth Road, 150m east and west of the Avondale Park side road. The proposals also include the reduction of corner radii at Avondale Park to reduce vehicle speeds entering the side road to improve pedestrian safety.

The existing cycle lanes located on both sides of Howth Road will be protected by full height bollards. The bus stop on the southern side of the road will be retained an unaffected. A new island bus stop design will be implemented for the bus stop on the northern side of the road. The island bus stop will permit cyclists to cycle behind the bus stop waiting area and will allow pedestrians able to cross the cycle lane via a raised pedestrian crossing where cyclists are required to yield to pedestrians. The drawing indicates that a detailed design of the island bus stop will be developed at detailed design stage.

Formal car parking spaces will be introduced here before and after the bus stop. The car parking spaces protecting the cycle lane will be arranged as to not block driveways.

### General Arrangement Layout: Sheet 03 of 07 (Phase 1)

The drawing shows improved cycling facilities along Howth Road, 100m east of St. Assam’s Road East and 200m west of the Maywood Road. The proposals also include the reduction of corner radii at St. Assam’s Road East and Maywood Road to reduce vehicle speeds entering the side roads to improve pedestrian safety.

The existing cycle lanes located on both sides of Howth Road will be protected by full height bollards. The bus stop on both sides of the road will be retained an unaffected. For a short section between houses 535 to 547, on the southern side of Howth Road, the cycle lane will now be relocated behind on-street car parking spaces and a 0.75m wide buffer zone (road marking). The car parking spaces protecting the cycle lane will be re arranged and formalised as to not block driveways.

### General Arrangement Layout: Sheet 04 of 07 (Phase 1 and Phase 2)

The drawing shows improved cycling facilities along Howth Road east and west of the Foxfield Road and Orchard Road side roads.

Phase 1 of the scheme will finish just before Foxfield Road. The new (protected with bollards) cycle lanes located on both sides of Howth Road will transition into the existing advisory cycle lanes, with no protection.

Phase 2 of the scheme, to be constructed at a later date, begins just before Foxfield Road. The existing cycle lanes located on the southern side of Howth Road will be protected by full height bollards. The bus stops east and west of Orchard Road will be retained an unaffected. The cycle lane on the northern side of Howth Road will transition off road onto the existing footpath. The new on road cycle lane will utilise part of the existing paved areas and grass verges. The off road cycle lane will be separated from the road by grass verges and paved areas. The proposals also include the reduction of corner radii at Foxfield Road and Orchard Road to reduce vehicle speeds entering the side roads to improve pedestrian safety.

A new island bus stop design will be implemented for the bus stop on the northern side of the road. The island bus stop will permit cyclists to cycle behind the bus stop waiting area and will allow pedestrians able to cross the cycle lane via a raised pedestrian crossing where cyclists are required to yield to pedestrians. The drawing indicates that a detailed design of the island bus stop will be developed at detailed design stage.

### General Arrangement Layout: Sheet 05 of 07 (Phase 2)

The drawing shows improved cycling facilities along Howth Road, from the Berehaven Place apartment access to the Lonsdale development access. The existing cycle lanes located on the southern side of Howth Road will be protected by full height bollards. The bus stops on the southern side of Howth Road will be retained an unaffected.

The cycle lane on the northern side of Howth Road will continue off road utilising part of the existing paved areas and grass verges. The off road cycle lane will be separated from the road by grass verges and paved areas. In addition to the island bus stop outlined on Sheet 4, a new island bus stop design will be implemented for the bus stop on the northern side of the road next to the Lonsdale Development access. The island bus stop will permit cyclists to cycle behind the bus stop waiting area and will allow pedestrians able to cross the cycle lane via a raised pedestrian crossing where cyclists are required to yield to pedestrians. The drawing indicates that a detailed design of the island bus stop will be developed at detailed design stage.

### General Arrangement Layout: Sheet 06 of 07 (Phase 2)

The drawing shows improved cycling facilities along Howth Road, from the Lonsdale development access to the Greendale Road side road. The existing cycle lanes located on the southern side of Howth Road will be protected by full height bollards. The bus stops on the southern side of Howth Road will be retained an unaffected.

The cycle lane on the northern side of Howth Road will continue off road utilising part of the existing paved areas and grass verges. The off road cycle lane will be separated from the road by grass verges and paved areas. In addition to the island bus stop outlined on Sheet 5, a new island bus stop design will be implemented for the bus stop on the northern side of the road near the end of Howth Road. The island bus stop will permit cyclists to cycle behind the bus stop waiting area and will allow pedestrians able to cross the cycle lane via a raised pedestrian crossing where cyclists are required to yield to pedestrians. The drawing indicates that a detailed design of the island bus stop will be developed at detailed design stage.

The new off road cycle lane will finish at the existing pedestrian crossing, connecting to the two-way cycle track on the southern side of the road.

### General Arrangement Layout: Sheet 07 of 07 (Phase 2)

The drawing shows improved cycling facilities along Howth Road finishing at the existing pedestrian crossing, connecting to the two-way cycle track on the southern side of the road. The pedestrian crossing will be widened to 4m to accommodate cyclists and pedestrians. The existing two way cycle track will be unchanged and will connect with the James Larkin Road two-way cycle way.