**Drawing 01 – North Road to Jamestown Road along Seamus Ennis Road.**

This drawing presents the western extents of the scheme along Seamus Ennis Road between the junctions with North Road and Jamestown Road. The junction with Jamestown Road is commonly known as the 5-arm junction.

On the northern side of the road is the Alpha Care hardware shop, the Shamrock Lodge Bar and Super Valu. On the southern side of the road is the Drogheda Mall car park and shopping centre and Bank of Ireland. The junction with Main St is also on the southern side of the road.

At the North Road/Seamus Ennis Road junction, the proposed scheme removes the existing slip lanes on the North Road arm of the junction. This will allow pedestrians to cross the road in a single crossing stage. The footpath will be built out to accommodate this with the traffic signals moved as a result and new landscaping proposed. It will also result in a change in how the traffic signals run at the junction.

Moving east from the North Road junction towards Jamestown Road, it is proposed to provide a one-way cycle track on the northern side of the road. The cycle track will be segregated from the carriageway by a 120mm high kerb, with the footpath segregated from the cycle track by a 60mm high kerb. On the roadway, a single traffic lane runs in each direction. The existing right-turn pocket along Seamus Ennis Road that provides access into the Drogheda Mall car park is removed. Car parking along the northern side of the road is also removed. The accessible parking bays are relocated to the Drogheda Mall car park.

Just west of the access to Super Valu, a new island bus stop is proposed. A bus shelter will be provided on the island. The cycle track runs behind the island bus stop at this location and raises to the same level of the footpath and bus stop island for a short section. A crossing is proposed to allow for safe pedestrian access between the footpath and the bus stop.

West of this bus stop, a new landscaped area is proposed where the car parking was previously located. New trees will be planted within it and separate the footpath and cycle track. It is proposed to remove the existing trees found within the footpath outside of SuperValu.

On the southern side of the road, moving west from Jamestown Road towards North Road, it is also proposed to provide a one-way cycle track. The segregation between the carriageway, cycle track and footpath are as described previously. New trees are proposed outside of the Bank of Ireland within the pavement.

Continuing to move west, across the road from the access to Super Valu car park, a new island bus stop is proposed. The island is 1m in width and as a result, the shelter is proposed to be provided on the footpath. The cycle track runs behind the bus stop island at this location and raises to the same level of the footpath and bus stop island for a short section. At this location, a crossing is proposed to allow for safe pedestrian access between the footpath and the bus stop.

The pavement will be raised at the junction with Main Street and the kerb changed to shorten the crossing distance and to slow down vehicles.

Within the Drogheda Mall car park, the car park layout will be altered to provide a mobility hub. This hub will have 2 new electric charging bays, 5 accessible car parking bays and covered bicycle parking (approximately 16 bike spaces).

**Drawing 02 – The junction of McKee Avenue, Jamestown Road and Seamus Ennis Road, commonly known as the 5-arm junction. Also include 100m east of the junction along Seamus Ennis Road.**

This drawing presents the changes proposed at the 5-arm junction which consists of McKee Avenue, Jamestown Road (north and south) and Seamus Ennis Road. It also includes the area east of the junction.

Jamestown Road (south) is currently a one-way road northbound. The proposed scheme will close this approach to the 5-arm junction and convert the street to two-way. As a result, this will create a new car free space on the Jamestown Road (south). The car free space will be between the 5-arm junction and the Euro Car Park’s access. This car-free area will have new trees, raised planters, seating and pavement.

Moving east through the junction along Seamus Ennis Road, the cycle track continues with protective islands provided at the junction. The existing traffic island at the junction will be removed and a single stage pedestrian crossing provided on all arms.

Moving west through the junction along Seamus Ennis Road, a short, dedicated right-turn traffic lane is proposed to address issues currently experienced with straight through traffic, including buses, being blocked by right-turners. The cycle track on the southern side of the road continues with kerb protection.

Pedestrian crossings continue to be provided across Seamus Ennis Road on both sides of the junction. Dedicated cycle crossings are also proposed.

At the north-western corner of the junction, the pavement area in front of Super Valu is proposed to be changed. A new ramp and steps will be provided to give access to the crossing points. A new pedestrian crossing is also proposed across McKee Avenue from this corner. A new artwork piece is proposed in this area, along with new seating and planting. The existing statue is proposed to be moved to the southern side of the junction.

The north-eastern corner of the junction, the area where the clock tower is presently found, will also have new landscaping, raised planters and seating. The clocktower will remain at its existing location.

A higher quality pavement is proposed in this area to replace the existing footpath pavement.

East of the junction, on the northern side of the road, the one-way cycle track continues eastbound. In the area outside of the Credit Union, the footpath will be reduced to 2m in width with 3 trees removed. The 4 existing parking spaces on the northern side of the road will be maintained with a buffer provided between them and the cycle track. The cycle track will be segregated from the footpath by a 60mm high kerb but is flush with any landscaped areas or car parking buffer zone.

Continuing to move east on the northern side of the road, across from the school, it is proposed to replace the hard landscaped area with a grass verge.

East of the junction, on the southern side of the road, the one-way cycle track continues westbound. A new bus stop island is proposed close to where the existing bus stop is found. A bus shelter will be provided on the island. The cycle track runs behind the bus stop island at this location and raises to the same level of the footpath and the island for a short section. A crossing is proposed to allow for safe pedestrian access between the footpath and the bus stop. Just west of this bus stop, two car parking spaces will be removed and replaced with a grass verge.

The vehicle access to the school will be kept as per the existing situation.

**Drawing 03 – Seamus Ennis Road between St Canice’s National School and the junction with Clune Road**

This drawing presents the changes proposed along Seamus Ennis Road, east of the 5-arm junction. The drawing extents are from St Canice’s National School to the west and up to the signalised junction with Clune Road junction to the east.

On the northern side of the road moving east, the one-way cycle track continues. A minimum 2m wide footpath is kept. There is a 60mm segregation between the footpath and cycle track. The cycle track is flush with the grass verge.

The existing bus stop and shelter on the northern side of the road will remain at its current location. The cycle track will run behind it, creating a bus stop island. The cycle track raises to the same level of the footpath and island for a short section. At this location, a crossing is proposed to allow for safe pedestrian access between the footpath and the bus stop.

On the southern side of the road moving west, a one-way cycle track is proposed. This is provided by reducing the traffic lane widths to approximately 3.5m each. The cycle track will be segregated from the carriageway by a 120mm high kerb and be flush with the grass verge. Continuing to move west towards the school, the cycle track runs behind the on-street car parking. A buffer is provided between the on-street car parking outside of the school and the cycle track. The cycle track will be segregated from the footpath by a 60mm high kerb but is flush with the car parking buffer zone. One tree will need to be removed from the footpath on the southern side of the road.

**Drawing 04 – The junction of Seamus Ennis Road, Clune Road and Glasanon Road**

This drawing presents the changes proposed at the junction of Seamus Ennis Road, Clune Road and Glasanon Road. It is eastern extent of the proposed scheme.

On the northern side of Seamus Ennis Road, the cycle track ramps back down to carriageway level before the junction. The cycle lane continues through the junction and ends just before the residential access road. The pedestrian crossing across Seamus Ennis Road (western side of the junction) is slightly altered as a result.

On the southern side of the road, the one-way cycle track is shown beginning westbound. It is provided by reducing the traffic lane widths which are wide at this location. the cycle track will be segregated from the carriageway by a 120mm high kerb and will be level with the adjacent verge.

The rest of the junction is unaltered.

**Drawing 05 – Jamestown Road (south) and the junction of Main Street and Jamestown Road.**

The drawing presents the southern extents of the scheme. On the eastern side of Jamestown Road (south) is the Finglas Village Centre and car park while on the western side is the Drake Inn pub which is now closed down.

As described earlier, Jamestown Road (south) is proposed to become a two-way street with a single lane in each direction. Traffic exiting from the Finglas Village Centre car park will need to turn left when exiting. The existing bus stop and layover area on Jamestown Road (south) will be removed. The footpaths and traffic lanes widths along Jamestown Road (south) will remain as per the existing situation.

At the junction of Jamestown Road (south) and Main Street, the traffic island on Main Street is cut back. This is to allow vehicles to turn right from Jamestown Road (south) onto Main Street. The existing CCTV pole on the island will be moved on the island as a result.

At the junction, the pavement will be raised across the Jamestown Road (south) arm and the kerb changed. This is to shorten the crossing distance and to slow down vehicles. A similar treatment is proposed across Church Street on the opposite side of the road.

The junction will work as a priority junction. No changes to the signalised pedestrian crossing or the pedestrian bridge is proposed.