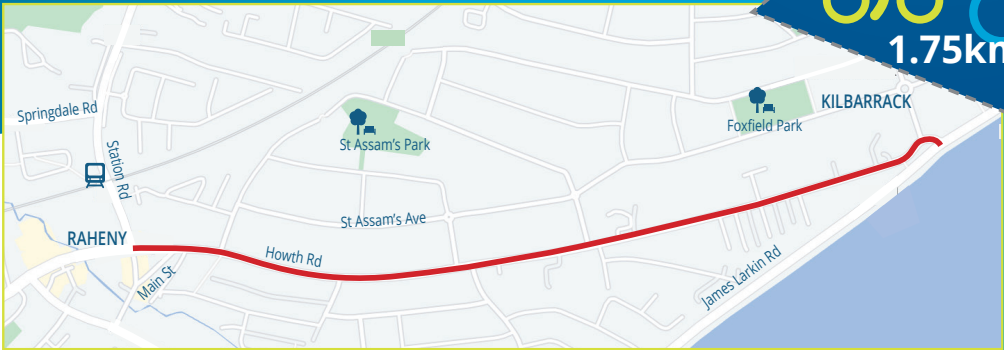


Raheny to Kilbarrack

Interim Scheme



INFORMATION LEAFLET



1 PROJECT OVERVIEW

Dublin City Council will deliver the Active Travel Network through a series of infrastructural projects over the next nine years. The Active Travel Network will grow from its existing 10km to a connected network of 310km across the city. This will offer a safer, inclusive and connected Active Travel Network that is sustainable. These projects will take some time to plan and design. In the meantime, it is proposed to design and implement interim schemes on these routes where it is feasible.

The Raheny to Kilbarrack Scheme has been identified as a suitable route for Interim measures. It will deliver a 1.75km cycle route along the Howth Road which extends from Raheny Village (junction of Howth Road, Station Road and Main Street) to the junction of Howth Road and James Larkin Road.

WHAT'S IN THIS LEAFLET?

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2 NEED FOR THE SCHEME

- Provide a segregated cycle route prior to the implementation of the permanent project
- Improve links to Raheny Village from a number of residential areas located on the Howth Road
- Provide a fully segregated cycling route from the existing coastal walking and cycling route to Raheny.

3 BENEFITS OF THE SCHEME

- Provide quality, protected cycling facilities to cater for cyclists of all ages and abilities.
- Facilitates a more active lifestyle for all ages bringing multiple benefits for physical and mental wellbeing
- Contribute to a reduction in transport emissions in line with the objectives of the Climate Action Plan by encouraging a modal shift to active travel use
- Provide a safer environment for cyclists and pedestrians in the short term in advance of the permanent scheme

4 KEY FEATURES

The interim scheme will be implemented in two phases:

Phase 1: This phase commences at Raheny Village (junction of Howth Road, Main Street and Station Road) and continues along the Howth Road for approximately 1km and finishes at Foxfield Road.

Phase 2: The remaining 0.75km section of Howth Road will continue on from Phase 1 at Foxfield Road until it ends at the approach to the junction of Howth Road and James Larkin Road. Due to the narrower road width at this section of the Howth Road it is proposed to use temporary kerbs and flexible bollards on the southern side of the road and on the northern side the cycle track will be off-road adjacent to the existing footpath.

Throughout the 1.75km interim scheme, it is proposed to use bollard protected and parking protected cycle tracks as well as a section of off-road cycle track between Foxfield Road and the end of the scheme approaching the junction of Howth Road and James Larkin Road.

Improved Cyclist Safety: Currently cyclists are positioned in a cycle lane adjacent to live traffic. It is proposed to provide segregation by positioning parked vehicles on the outside of the cycle track with a buffer space of 0.75m between the cycle track and parked cars. This will provide protection for cyclists as well as comfort for people entering and exiting their cars. This proposed arrangement will also help reduce vehicular speeds on the Howth Road due to proposed narrower traffic lane widths. The provision of bollards and improved road markings as well as off-road cycle tracks at the remaining locations will also greatly improve cyclist safety.



Improved Pedestrian Safety: It is proposed to reduce the corner radius at the following side roads St. Assam's Road West, Avondale Park, St. Assam's Road East, Maywood Road and Orchard Road. This will require a tighter turn which will decrease the turning speeds and provide a shorter and safer pedestrian crossing distance.

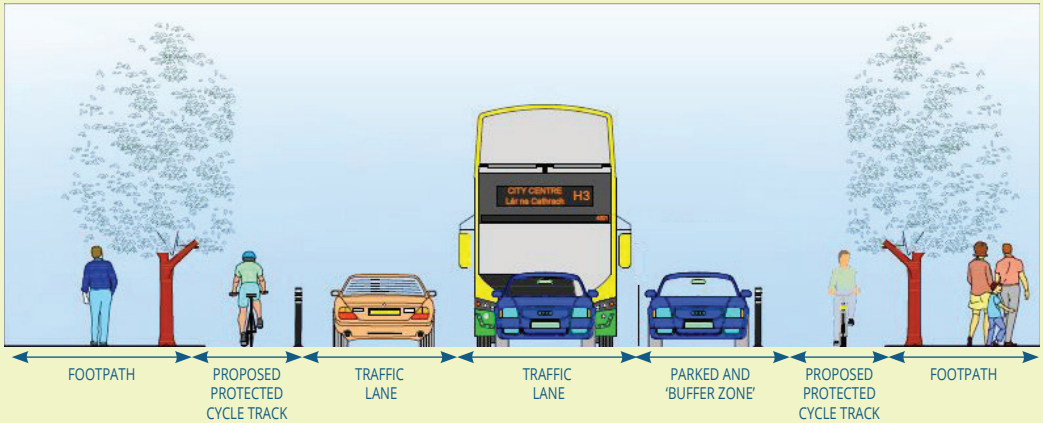
Bus Stops: The scheme will integrate the existing 11 no. bus stops located between Raheny Village and the junction of Howth Road and James Larkin Road. Of the existing 11 bus stops, 4 will be upgraded to incorporate an island bus stop layout to reduce conflict between buses and cyclists while still providing a suitable space for passengers to wait. A pedestrian priority arrangement using a raised crossing point, tactile paving and road markings will be provided to allow pedestrians cross the cycle track to access the bus stop waiting area.

Car Parking: Where existing on-street car parking is located, the majority of the car parking spaces are retained. The existing accessible car parking space located outside a pharmacy is to be retained and provided with a dropped kerb and increased space to allow users to enter and exit their vehicles. Existing access arrangements to driveways will not be affected.

Resurfacing Works: A new road surface will be required along a section of the Howth Road between Foxfield Road and James Larkin Road. The resurfacing works of the carriageway will be carried out under Phase 2.

Details of all the proposals above can be found at consultation.dublin.ie.

PARKING PROTECTED CYCLE TRACK CROSS SECTION



5 MINOR TRAFFIC DISRUPTION DURING INSTALLATION

It is anticipated that the installation works on this scheme will be carried out in 2023. . In order to deliver this scheme, there will be some minor temporary disruption to traffic to the area. Dublin City Council, in collaboration with our contractor will endeavour to minimise this as much as possible.

6 HOW TO CONTACT US

If you would like further information on the Raheny to Kilbarrack Interim Scheme please see the web site address below. Any comments/ observations you may have on the interim scheme can be submitted via the website, email or the postal address listed below:



<https://consultation.dublincity.ie/> (please scan QR code)



activetraveloffice@dublincity.ie with subject: Raheny to Kilbarrack: Interim Active Travel Scheme



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