## Ratoath Road Drawing Description

Introduction

* The following 12 drawings show improved cycling facilities on Ratoath Road.
* All drawings are rotated to best fit the design.
* On the southern half of the scheme along Ratoath Road, the drawings show protection for cyclists using flexible bollards. Along the northern half of the scheme, the drawings show off road cycle tracks, transitioning into a “Quiteway” through Kilshane Road and Kilshane Drive, before returning onto Ratoath Road and Cappagh Road.
* 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.

### Proposed Cycleway: Sheet 01 of 12

The drawing begins at the Navan Road / Ratoath Road Junction and continues northwards along Ratoath Road to house number 95 Ratoath Road, 80m north the Drumcliffe Road roundabout with Ratoath Road. The Ratoath Road approach to the Navan Road junction will be modified reducing the southbound entry lanes from two to one.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. To accommodate the cycle track provision, the unregulated parking along the southbound lane between the Drumcliffe Road roundabout and the Nephin Road, Faussagh Avenue roundabout has been removed. The existing parking bay along the northbound lane circa 70m north of Pine Hurst Road will be retained. There will be a short break in the cycle lane provision at the Swilly Road roundabout and the Drumcliffe Road roundabout due to space constraints.

The current kerb lines and build outs on Ratoath Road at Swilly Road and Drumcliffe Road will be modified and cut back to accommodate the cycle lane. The existing traffic island on the Ratoath Road northern arm of the Drumcliffe Road roundabout will be removed and replaced with a new island.

New traffic calming, pedestrian crossing ramps going from south to north, will cross the side roads; Swilly Road, Drumcliffe Road and the access into Deaf Village Ireland directly opposite Drumcliffe Road. The priority controlled crossing at the Pine Hurst side Road will be unchanged.

### Proposed Cycleway: Sheet 02 of 12

The drawing begins at house number 87 Ratoath Road, 70m north the Drumcliffe Road roundabout and continues northwards along Ratoath Road to the Nephin Road, Faussagh Avenue roundabout with Ratoath Road, known locally as the Bogies Roundabout.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. To accommodate the cycle track provision, parking along the southbound lane between the Drumcliffe Road roundabout and the Nephin Road, Faussagh Avenue roundabout has been removed. There will be a short break in the cycle lane provision at the Nephin Road, Faussagh Avenue roundabout due to space constraints.

The existing traffic islands on the Ratoath Road northern and southern arms of the Nephin Road / Faussagh Avenue roundabout will be removed and replaced with a new island. No additional changes to the footway and kerbline are proposed in this section.

New traffic calming, pedestrian crossing ramps going from south to north, will cross the Nephin Road and Faussagh Avenue arms of the roundabout. The existing signalised pedestrian crossing the Ratoath Road southern arm at the roundabout will be retained, with the traffic signal head removed on the splitter island. The priority controlled crossing at the Colaiste Mhuire side Road will be unchanged.

### Proposed Cycleway: Sheet 03 of 12

The drawing begins directly after the Nephin Road, Faussagh Avenue roundabout with Ratoath Road and continues northwards along Ratoath Road to the St. Catherine’s School entrance.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. There will be a short break in the cycle lane provision for 40m on the northbound lane at Convent View Cottages due to lane width constraints. No changes to the footway and kerbline are proposed in this section.

The existing signalised pedestrian crossing the Ratoath Road at the Pope John Paul II Park and St. Catherine’s School will be retained and unchanged. The priority controlled crossing at the Ventry Drive and Convent View Cottages side roads will be retained and unchanged.

### Proposed Cycleway: Sheet 04 of 12

The drawing begins directly at the St Dominic's College entrance on Ratoath Road and continues northwards along Ratoath Road to the beginning of the Ratoath Road railway bridge.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. The existing bus stops will be unchanged and there will be a short break in the cycle lane protection to accommodate the bus stops. No changes to the footway and kerbline are proposed in this section.

The existing signalised pedestrian crossing the Ratoath Road at the Pope John Paul II Park and St. Catherine’s School will be retained. The priority controlled crossing at the Ratoath Estate side road will be unchanged.

### Proposed Cycleway: Sheet 05 of 12

The drawing begins at the beginning of the Ratoath Road railway bridge and continues northwards over the bridge along Ratoath Road to the Ballyboggan Road signalised junction.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. No changes to the footway and kerbline are proposed in this section. The existing signalised pedestrian crossing Ballyboggan Road signalised junction unchanged. The priority controlled crossing at the Ventry Drive and Convent View Cottages side roads will be unchanged.

### Proposed Cycleway: Sheet 06 of 12

The drawing begins at the Ballyboggan Road signalised junction with Ratoath Road and continues northwards along Ratoath Road to 140m north of the River Road side road.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. No changes to the footway and kerbline are proposed in this section. The existing bus stops will be unchanged and there will be a short break in the cycle lane protection to accommodate the bus stops.

The existing right pocket turn into the River Road side road will be removed to accommodate the cycle track on both sides of the road. The priority controlled crossing at River Road side roads will be unchanged.

### Proposed Cycleway: Sheet 07 of 12

The drawing begins 140m north of the River Road side road and continues northwards along Ratoath Road to 80m north of the Scribblestown Road side road.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. From Scribblestown Road northbound, there will be a new off-road cycle tracks on both sides of the road with a width of 1.5m. The northbound off-road cycle track will also include a new pedestrian footpath and grass verge separating cyclists from traffic. The northbound off-road cycle track will be outside the pedestrian footpath, while the southbound off-road cycle track will be on the inside of the pedestrian footpath.

No changes to the footway and kerbline are proposed on Ratoath Road up until Scribblestown Road. North of Scribblestown Road when the cycle track transitions off-road, the kerbline will be modified slightly to accommodate the new arrangement.

The existing right pocket turn into the Tolka Valley side road will be removed to accommodate the cycle track on both sides of the road. A new signalised junction with pedestrian crossing is proposed for the Tolka Valley Road side road with Ratoath Road. A new traffic calming, pedestrian crossing ramp going from south to north, will cross the Scribblestown Road side road. The priority controlled crossing at the Scribblestown Lane side road will be unchanged. The signalised pedestrian crossing on Ratoath Road at the Tolka Valley pedestrian entrance, south of Scribblestown Lane will be retained.

### Proposed Cycleway: Sheet 08 of 12

The drawing begins 80m north of the Scribblestown Road side road and continues northwards along Ratoath Road to 40m south of the Kilshane Road side road.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. There will be a new off-road cycle tracks on both sides of the road with a width of 1.5m. The northbound off-road cycle track will also include a new pedestrian footpath and grass verge separating cyclists from traffic. The northbound off-road cycle track will be outside the pedestrian footpath, while the southbound off-road cycle track will be on the inside of the pedestrian footpath. The kerbline on the southbound lane will be modified and set back 1m to accommodate the new arrangement. Directly between the Rathvilly Road and Westwood Road staggered junction, the off road cycle will transition into a new 3m wide two-way off-road cycle track on the eastern side of Ratoath Road.

The existing signalised pedestrian crossing the Rathvilly Road and Westwood Road staggered junction will be upgraded to a Toucan crossing to allow cyclists transition on and off the two-way cycle track on the eastern side of Ratoath Road. The other two signalised pedestrian crossings, crossing Westwood Road and Ratoath Road will be unchanged. A new traffic calming, pedestrian crossing ramp going from south to north, will cross Rathvilly Road side road.

### Proposed Cycleway: Sheet 09 of 12

The drawing begins 40m south of the Kilshane Road side road and continues northwards along Ratoath Road turning east into Kilshane Road, finishing at house 39 Kilshane Road.

The drawing shows the proposed layout for a new 3m wide two-way off-road cycle track on the eastern side of Ratoath Road. The two-way cycle track will transition into a “quietway” along Kilshane Road and Kilshane Drive. The quietway is a walking and cycling route away from main road where people cycling mix with motorists, in a low traffic, low speed road. The quiteway along Kilshane Road include large cycle symbols on the carriageway to indicate shared with cyclists.

A new traffic calming, pedestrian crossing ramp going from south to north, will cross Kilshane Road. The ramp will help safely transition cyclists on/off Kilshane Road. A new crossing ramp will also be introduced crossing Westwood Road replacing the existing ramp on the road. The drawing also shows a proposed 2m wide footpath between Westwood Road and Dunsink Lane. No further changes to the footway and kerbline are proposed in this location.

### Proposed Cycleway: Sheet 10 of 12

The drawing begins at house 45 on Kilshane Road and continues northwards along Kilshane Road before turning west into Kilshane Drive, finishing behind house no. 15 Kilshane Court.

The drawing shows the proposed layout for a new “quietway” along Kilshane Road and Kilshane Drive. The quietway is a walking and cycling route away from main road where people cycling mix with motorists, in a low traffic, low speed road. The existing pedestrian gate between Kilshane Road and Kilshane Drive will be replaced with a new gate to accommodate cyclists. The paving at the gate will also be modified to accommodate the transition between roads. The quiteway along Kilshane Road and Kilshane Drive includes large cycle symbols on the carriageway to indicate shared with cyclists. No further changes to the footway and kerbline are proposed in this location.

### Proposed Cycleway: Sheet 11 of 12

The drawing begins behind house no. 15 Kilshane Court and continues northwards along Kilshane Drive, before turning onto Ratoath Avenue and transitioning back onto Ratoath Road. The drawing continues northwards on Ratoath Road finishing at Dunsoughly Avenue side road.

The drawing shows the proposed layout for a new “quietway” along Kilshane Drive. The quietway is a walking and cycling route away from main road where people cycling mix with motorists, in a low traffic, low speed road. The quiteway along Kilshane Drive includes large cycle symbols on the carriageway to indicate shared with cyclists. The quiteway transitions into a new 3m wide two-way off-road cycle track on the southern side of Ratoath Avenue. The existing iron fence at the southern side of Ratoath Avenue is to be set back behind the cycle path. A new traffic calming, pedestrian crossing ramp crossing at Kilshane Drive and Ratoath Avenue will be introduced to facilitate the two way cycle track crossing.

The two-way cycle track will transition back onto Ratoath Road north of Ratoath Avenue. North of Ratoath Avenue the drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. A new signalised toucan crossing is shown north of Ratoath Avenue to facilitate cyclists crossing Ratoath Road onto the new cycle tracks. No further changes to the footway and kerbline are proposed in this location.

### Proposed Cycleway: Sheet 12 of 12

The drawing begins at the Dunsoughly Avenue side Road with Ratoath Road and continues northwards along Ratoath Road and Cappagh Road to the Avila Park junction with Cappagh Road.

The drawing shows the proposed layout for new cycle tracks on both sides of Ratoath Road and Cappagh Road. Cycle lanes are 1.5m wide and the carriageway lanes are a minimum of 3m wide. A physical buffer consisting of flexible bollards is shown between the cycle lane and traffic lane. North of Cappagh Road, the kerbline will be modified slightly to accommodate the new cycle lane on both sides of the road.