# North Circular Road (Dorset Street Lower to Amiens Street) Walking and Cycling Scheme.

# Text Description of Design Drawings.

## **1 Introduction.**

The North Circular Road (Dorset Street Lower to Amiens Street) Active Travel Scheme will improve walking, cycling and bus stop facilities along a section of North Circular Road and Portland Row. The project is in Dublin’s North Inner City, between the junction of North Circular Road and Dorset Street Lower and the junction of Portland Row and Amiens Street. The project is 1.1 kilometres long.

Both North Circular Road and Portland Row are urban streets with a mixture of residential and commercial properties. There are no public transport services currently operating along Portland Row or the section of North Circular Road in question. However, a new bus route is expected to start along the route in 2025 and bus stops are included in the walking and cycling scheme for this future bus route.

This document is in plain English and is for all members of the public. Its wording, structure and design are intended to be clear and straightforward.

The project design is presented across three drawings. Each drawing shows a different area of the project. Chapters two to five of this document are descriptions of the drawing locations and the proposed design changes at each location. Descriptions have been completed on a drawing by drawing basis.

All references to The Project or The Scheme in this document describe the North Circular Road (Dorset Street Lower to Amiens Street) Walking and Cycling Scheme only.

All distances and measurements quoted throughout this document are approximate, and the drawings are described moving from West to East.

Further details, including audio descriptive videos on the following items which are described in this accessible description document can be found on Dublin city Council’s website, they are:

1. [Continuous Footways](https://www.dublincity.ie/residential/travel-and-transport/active-travel/improvement-works/new-road-features/continuous-footpaths-side-roads).
2. [Island Bus Stops](https://www.dublincity.ie/residential/travel-and-transport/active-travel/improvement-works/new-road-features/island-bus-stops).

**2 Drawing 1.**

### **2.1 Drawing 1 Location.**

Drawing 1 is the westernmost section of the scheme. The western edge of the drawing is the junction of North Circular Road and Dorset Street Lower.

Moving west to east, the drawing illustrates the proposed design for 360 metres of North Circular Road. The eastern edge of the drawing is at 510 North Circular Road, a residential property next door to Phil Ryan’s Hogan Stand pub.

There are five junctions between the drawing’s western and eastern edges. These are outlined below, with junctions listed from west to east as shown on the drawing.

* The junction of North Circular Road and Dorset Street Lower.
* The six-arm junction at the intersection of North Circular Road, Belvidere Road, Sherrard Street Lower, Belvidere Place and Sherrard Street Upper.
* The junction of North Circular Road and Belvedere Avenue.
* The junction of North Circular Road and Fitzgibbon Lane.
* The junction of North Circular Road and Portland Street North.

Further information about the changes proposed at each junction is available in Section 2.2.

### **2.2 Drawing 1 Description of Changes.**

The layout of Drawing 1 has been described across four separate sub-headings. Each sub-heading represents a different portion of Drawing 1.

#### 2.2.1 The junction of North Circular Road and Dorset Street Lower.

The junction of North Circular Road and Dorset Street Lower is the western edge of both the project and Drawing 1. The project includes the eastern arm of the junction only, with the rest of the junction being outside of the scheme boundary.

The road at the junction arm has a width of 14.5 metres, with one traffic lane for eastbound traffic and two traffic lanes for westbound traffic. The proposal will reduce the width of the eastbound traffic lane from 5.5 to 4 metres. The remaining space will be used to provide 1.5-metre wide kerb-protected cycle lanes between the traffic lane and the footpath in both directions.

The cycle lanes will be at the same level as the traffic lanes.

The existing signalised pedestrian crossing will remain in its current position.

#### 2.2.2 North Circular Road, between Dorset Street Lower and the six-arm junction.

East of the junction with Dorset Street Lower, North Circular Road is straight and has no side roads for 145 metres.

The road throughout this section of North Circular Road has an average width of 14.5 metres. The road also has a five metre wide footpath on its northern side and a four metre wide footpath on its southern side. Both footpaths are lined with mature trees along the kerb line. There is also parking located on both sides of the road.

The section of North Circular Road in question has existing on-road cycle lanes between the traffic lane and the on street car parking, in both directions. The proposal will relocate the cycle lanes between the on street car parking and the footpath.

A 0.75 metre-wide painted buffer will also be provided between the relocated cycle lanes and on street car parking. Where there is no on street car parking throughout the section, a kerb will be provided between the cycle lane and traffic lane.

The cycle lanes will remain at the same level as the traffic lane and will vary in width from 1.5 to 1.75 metres.

Two new bus stops are proposed on this section of North Circular Road. The westbound bus stop is 50 metres east of the junction with Dorset Street Lower, on the southern side of the road. The eastbound bus stop is 95 metres east of the junction with Dorset Street Lower, on the northern side of the road.

Both bus stops will be island bus stops and will be constructed between the cycle lane and the traffic lane. The bus stop islands will be 10 metres long and range between 2.4 to 2.6 metres wide. Where the cycle lane continues between the footpath and the island bus stop, the cycle lane will be narrowed to 1.5 metres and ramped up to the same level as the footpath. A four-metre-wide zebra crossing will be provided for pedestrians to cross the cycle lane and access the bus stop island.

Fifty metres east of the junction with Dorset Street Lower, there is an existing Dublin Bikes Station on the northern side of the road, in front of the Dublin One hotel. This is to remain as is.

The existing signalised pedestrian crossing, at the eastern edge of this section of North Circular Road, will be relocated five metres westwards.

#### 2.2.3 The six-arm junction on North Circular Road.

145 metres east of the junction with Dorset Street Lower, there is a six-arm junction on North Circular Road. The six arms of the junction are made up of the following streets:

* North Circular Road (western arm).
* Belvidere Road.
* Sherrard Street Lower.
* North Circular Road (eastern arm).
* Belvedere Place.
* Sherrard Street Upper.

All junction arms have two way vehicular traffic except for Sherrard Street Upper, which is a one-way road heading away from the junction in a south-westerly direction.

The proposed design will reduce the six-arm junction to a four arm junction for vehicular traffic. This will be achieved by allowing only pedestrians and cyclists to enter the junction from Sherrard Street Upper and Sherrard Street Lower and not vehicles. The proposal also includes pedestrian crossing points on all junction arms.

The proposed changes to each junction arm are described individually below.

##### North Circular Road (western arm).

North Circular Road (western arm) is where the straight section of North Circular Road described in Section 2.2.2 meets the six arm junction.

The junction arm will be changed from two traffic lanes eastwards and one traffic lane westwards to one traffic lane in each direction. The remaining space will be used to provide cycle lanes between the traffic lane and the footpath in both directions.

The existing signalised pedestrian crossing will be relocated five metres westwards. The pedestrian island at the midpoint of the crossing will also be removed.

##### Belvidere Road.

Belvidere Road approaches the six arm junction from a north westerly direction. The road has a traffic lane and a cycle lane in each direction. The road also has designated car-parking areas on both sides of the road.

As Belvidere Road approaches the junction, the traffic lanes will be narrowed, and the existing on-road cycle lanes will become kerb protected for ten metres. The existing footpath to the northeast of Belvidere Road will also be slightly widened on approach to the junction.

The existing signalised pedestrian crossing will remain in its current position. The pedestrian island at the midpoint of the crossing will be removed.

##### Sherrard Street Lower.

Sherrard Street Lower approaches the six arm junction from a north-easterly direction and connects North Circular Road with several residential streets, including Sherrard Avenue and Portland Place. The road has vehicle traffic in both directions.

The proposed design will ban vehicles, except for emergency services, from entering or exiting Sherrard Street Lower from North Circular Road. Vehicular access to Sherrard Street Lower will be via Portland Street North and Portland Place.

A new footpath across the full width of the existing road where Sherrard Street Lower meets the junction will be provided. The proposed footpath will be over 5 metres wide.

##### North Circular Road (eastern arm).

Road users travelling eastward along the scheme will continue through the junction and remain on North Circular Road.

The junction arm includes a left turn slip lane for westbound vehicles turning from North Circular Road to Belvedere Place. The existing road layout of the left turn slip lane creates an island within the junction that contains footpaths and a planted area.

The junction arm will remain as one traffic lane eastwards and two traffic lanes westwards, with the cycle lanes relocated between the traffic lane and the footpath in both directions.

The left-turn slip lane will be replaced with a pedestrian space at the corner of North Circular Road and Belvedere Place. A vehicle will not be permitted to turn left from North Circular Road onto Belvedere Place. Vehicular access to Belvedere Place will be via Fitzgibbon Street.

A new signalised pedestrian crossing will be installed across this junction,185 metres from Dorset Street Lower.

##### Belvedere Place.

Belvedere Place approaches the six arm junction from a south-easterly direction and connects North Circular Road with Mountjoy Square Park. The road has three traffic lanes: two heading towards the junction and one heading away from the junction. The street also has designated car parking areas on both sides of the road.

The junction arm will be changed to one traffic lane heading in each direction. There will also be kerb protected cycle lanes between the footpath and the traffic lane, at the junction. These changes to the road layout will continue 30 metres south east on Belvedere Place before tying in with the existing road layout.

The existing signalised pedestrian crossing on Belvedere Place will remain in its current position.

##### Sherrard Street Upper.

Sherrard Street Upper approaches the six arm junction from a south-westerly direction and connects North Circular Road with Gardiner Street Upper. The road has one way traffic heading away from its junction with North Circular Road. The street also has designated car-parking areas on both sides of the road.

The proposed design will ban vehicles, except for emergency services, from entering or exiting Sherrard Street Upper from North Circular Road. Vehicular access to Sherrard Street Upper will be via Gardiner Street Upper

A new footpath across the full width of the existing road where Sherrard Street Upper meets the junction will be provided. The proposed footpath will be over 5 metres wide. Sherrard Street Upper will also be converted into a two way street with sufficient space to ensure vehicles are able to turn around.

#### 2.2.4 North Circular Road, between the six-arm junction and 510 North Circular Road.

The eastern section of Drawing 1 is a 140 metre long straight section of North Circular Road, directly east of the six arm junction.

The road throughout this section of North Circular Road has an average width of 16.1 metres. The road also has a six-metre wide footpath on its northern side and a five-metre wide footpath on its southern side. Both footpaths are lined with mature trees along the kerb line. There is also parking located on both sides of the road.

The section of North Circular Road in question has existing on-road cycle lanes between the traffic lane and the on-street parking, in both directions. The proposal will relocate the cycle lanes between the on street car parking and the footpath.

A 0.75 metre wide painted buffer will also be provided between the relocated cycle lanes and on street car parking. Where there is no on street car parking throughout the section, a kerb will be provided between the cycle lane and traffic lane.

The cycle lanes will remain at the same level as the traffic lane and will have an average width of two metres.

The section of North Circular Road in question also includes three side road junctions. The proposed changes at each side road junction are described below.

##### Belvedere Avenue.

The side road junction of North Circular Road and Belvedere Avenue is on the northern side of North Circular Road, 235 metres east of Dorset Street Lower

Pedestrians currently step down to road level when crossing Belvedere Avenue to continue along North Circular Road. The proposal includes the addition of a continuous footpath across the junction.

The eastbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction.

##### Fitzgibbon Lane.

The side-road junction of North Circular Road and Fitzgibbon Lane is on the southern side of North Circular Road, 265 metres east of Dorset Street Lower

Pedestrians currently step down to road level when crossing Fitzgibbon Lane to continue along North Circular Road. The proposal includes the addition of a continuous footpath across the junction.

The westbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction.

Fitzgibbon Lane will be changed from a two-way lane to one way with vehicles only allowed to enter from North Circular Road.

##### Portland Street North.

The side road junction of North Circular Road and Portland Street North is on the northern side of North Circular Road, 305 metres east of Dorset Street Lower.

Pedestrians currently step down to road level when crossing Portland Street North to continue along North Circular Road. A raised crossing point will be added across the junction. The footpath will not be continuous.

The eastbound cycle lane will be ramped up to the same level as the new crossing point when crossing the junction.

## **3 Drawing 2.**

### **3.1 Drawing 2 Location.**

Drawing 2 is immediately east of Drawing 1. The western edge of the drawing is at 510 North Circular Road, a residential property next door to Phil Ryan’s Hogan Stand pub.

Moving west to east, the drawing illustrates the proposed project design for 370 metres of North Circular Road. The eastern edge of the drawing is at the side road junction of North Circular Road and Rutland Place North

There are six junctions between the drawing’s western and eastern edges. These are outlined below, with junctions listed from west to east as shown on the drawing.

* The five-arm junction outside James Gill’s pub, at the intersection of North Circular Road, Russell Street, Emmet Street, and Fitzgibbon Street.
* The junction of North Circular Road and St. Margaret’s Avenue.
* The junction of North Circular Road and Charles Street Great.
* The junction of North Circular Road and Summer Street North.
* The junction of North Circular Road and Richmond Street North.
* The junction of North Circular Road and Rutland Place North.

Further information about the changes proposed at each junction is available in Section 3.2.

### **3.2 Drawing 2 Description of Changes.**

The layout of Drawing 2 has been described across three separate subheadings. Each subheading represents a different portion of Drawing 2.

#### 3.2.1 North Circular Road, between Phil Ryan’s Hogan Stand pub and the five-arm junction.

East of Drawing 1, North Circular Road continues straight in an easterly direction for 80 metres.

The road throughout this section of North Circular Road has an average width of 16 metres. The road also has a four-metre wide footpath on its southern side and a footpath on its northern side that varies in width between 1.2 metres and 5 metres.

The existing 1.2 metre wide section of the footpath will be widened to 3.36 metres as part of the proposal.

The section of North Circular Road in question has existing on-road cycle lanes between the traffic lane and the on street car parking, in both directions. The proposal will relocate the cycle lanes between the on street car parking and the footpath.

A 0.75 metre-wide painted buffer will also be provided between the relocated cycle lanes and on street car parking.

A new westbound bus stop is proposed on this section of North Circular Road. The bus stop will be located 10 metres east of Phil Ryan’s Hogan Stand pub, on the southern side of the road.

The bus stop will be an island bus stop and will be constructed between the cycle lane and the traffic lane. The bus stop island will be 10 metres long and 3 metres wide. Where the cycle lane continues between the footpath and the island bus stop, the cycle lane will be narrowed to 1.5 metres and ramped up to the same level as the footpath. A four-metre-wide zebra crossing will be provided for pedestrians to cross the cycle lane and access the bus stop island.

Opposite Phil Ryan’s Hogan Stand pub, on the northern side of the road, there is an existing vehicular entrance to Distillery Court (537 North Circular Road). Pedestrians currently step down to road level when crossing Distillery Court to continue along North Circular Road. The proposal includes the addition of a continuous footpath across the junction.

#### 3.2.2 The five arm junction outside James Gill’s pub.

250 metres east of the six-arm junction described in Drawing 1, there is a five-arm junction on North Circular Road. The five arms of the junction are made up of the following streets:

* North Circular Road (western arm).
* Russell Street.
* North Circular Road (eastern arm).
* Emmet Street.
* Fitzgibbon Street.

All junction arms have two-way vehicular traffic except for Emmet Street, which is a one-way road heading away from the junction in a south-easterly direction. Cycle lanes will be provided through the junction.

The proposed design will reduce the five-arm junction to a four-arm junction for vehicular traffic. This will be achieved by allowing only pedestrians and cyclists to enter the junction from Emmet Street. The proposal also includes pedestrian crossing points on all junction arms.

The proposed changes to each junction arm are described individually below.

##### North Circular Road (western arm).

North Circular Road (western arm) is where the straight section of North Circular Road described in Section 3.2.1 meets the five arm junction.

The junction arm will be changed from two traffic lanes eastwards and one traffic lane westwards to one traffic lane in each direction. The remaining space will be used to widen the footpaths and provide cycle lanes between the traffic lane and the footpath, in both directions.

The existing signalised pedestrian crossing point will be straightened and upgraded to a toucan crossing. The pedestrian island at the midpoint of the crossing will also be removed.

##### Russell Street.

Russell Street approaches the five-arm junction from a north-easterly direction and connects North Circular Road with Croke Park. The road has three traffic lanes: 2 heading towards the junction and 1 heading away from the junction.

The junction arm will be changed to one traffic lane heading in each direction. The footpaths will also be widened at the junction arm. These changes to the road layout will continue 20 metres north east on Russell Street before tying in with the existing road layout.

The existing signalised pedestrian crossing will be upgraded to a Toucan Crossing on Russell Street and will be widened by two metres and remain in its current position.

##### North Circular Road (eastern arm).

Road users travelling eastward along the scheme will continue through the junction and remain on North Circular Road.

The number of traffic lanes at the junction will remain as 1 traffic lane eastwards and 2 traffic lanes westwards. However, the traffic lanes will be narrowed to a minimum of 3 metres. The remaining space will be used to widen the northern footpath and provide cycle lanes between the traffic lane and the footpath, in both directions.

A new signalised toucan crossing will be installed across this junction arm.

##### Emmet Street.

Emmet Street approaches the five-arm junction from a south-easterly direction and connects North Circular Road with Charles Street Great. The road has one-way traffic heading away from its junction with North Circular Road. The street also has designated car-parking areas on both sides of the road.

The proposed will ban vehicles, except for emergency services, from entering or exiting Emmet Street from North Circular Road. Vehicular access to Emmet Street will be via Charles Street Great.

A new footpath across the full width of the existing road where Emmet Street meets the junction will be provided. The proposed footpath will be over 5 metres wide. Emmet Street will also be converted into a two-way street with sufficient space to ensure vehicles are able to turn around.

##### Fitzgibbon Street

Fitzgibbon Street approaches the five-arm junction from a south-westerly direction and connects North Circular Road with Mountjoy Square. The road has one traffic lane in each direction. The road also has designated car-parking areas on both sides of the road.

As Fitzgibbon Street approaches the junction, the road’s traffic lanes will be narrowed and the footpaths on either side of the road widened. These changes to the road layout will continue 15 metres south west on Russell Street before tying in with the existing road layout.

The existing signalised pedestrian crossing on will be upgraded to a Toucan Crossing Fitzgibbon Street and will be widened by two metres and reoriented to be more in line with North Circular Road.

#### 3.2.3 North Circular Road, between the five-arm junction and Rutland Place North.

The eastern section of Drawing 2 is a 270 metre long straight section of North Circular Road, directly east of the five-arm junction.

The road throughout this section of North Circular Road has an average width of 17 metres. The road also has a footpath on its northern side that varies between 2 metres and 4.5 metres wide, and a footpath on its southern side that varies between 4 metres and 8 metres wide. Both footpaths are lined with mature trees along the kerb line. There is also parking located on both sides of the road.

The section of North Circular Road in question has existing on-road cycle lanes between the traffic lane and the on-street parking, in both directions. The proposal will relocate the cycle lanes between the on-street car parking and the footpath.

A 0.75 metre wide painted buffer will also be provided between the relocated cycle lanes and on-street car parking.

The cycle lanes will remain at the same level as the traffic lane and will have an average width of two metres.

A new eastbound bus stop is proposed on this section of the road. The bus stop will be located 90 metres east of the five-arm junction, on the northern side of the road.

The bus stop will be an island bus stop and will be constructed between the cycle lane and the traffic lane. The bus stop island will be 10 metres long and 3.5 metres wide. Where the cycle lane continues between the footpath and the island bus stop, the cycle lane will be narrowed to 1.5 metres and ramped up to the same level as the footpath. A four-metre-wide zebra crossing will be provided for pedestrians to cross the cycle lane and access the bus stop island.

200 metres east of the five-arm junction, there is an existing Dublin Bikes Station on the northern side of the road, in front of O’Connell School. The proposal will relocate some of the Dublin Bikes stands to the western end of the bike station to allow the footpath to the east of the new Dublin Bikes stand location to be widened.

215 metres east of the five arm junction, immediately to the west of the existing signalised pedestrian crossing outside O’Connell School, a cycle crossing point will be added parallel to the pedestrian crossing. The pedestrian island and lighting pole at the midpoint of the pedestrian crossing will be removed.

The section of North Circular Road in question also includes five side road junctions. The proposed changes at each side road junction are described below.

##### St Margaret’s Avenue.

The side road junction of North Circular Road and St Margaret’s Avenue is on the northern side of North Circular Road, 70 metres east of the five arm junction.

Pedestrians currently step down to road level when crossing St Margaret’s Avenue to continue along North Circular Road. A raised crossing point will be added across the junction. The footpath will not be continuous.

The eastbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction. The cycle lane will continue at footpath level until it passes through the new eastbound bus stop.

##### Charles Street Great.

The side-road junction of North Circular Road and Charles Street Great is on the southern side of North Circular Road, 150 metres east of the five-arm junction. The side road junction has three traffic lanes, separated by two traffic islands.

The side road junction will be reduced to one lane in each direction, with no island in-between. The footpaths on either side of the side-road will be widened.

A raised crossing point will also be added across the junction. The footpath will not be continuous.

The westbound cycle lane will be ramped up to the same level as the new crossing point when crossing the junction. The cycle lane will also be set back 5 metres from North Circular Road as it crosses Charles Street Great.

##### Summer Street North.

The side road junction of North Circular Road and Summer Street North is on the southern side of North Circular Road, 245 metres east of the five-arm junction.

Pedestrians currently step down to road level when crossing Summer Street North to continue along North Circular Road. The proposal includes the addition of a continuous footpath across the junction.

The westbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction. The cycle lane will remain at footpath level for the 25 metres between the Summer Street North and Rutland Street North side roads.

##### Richmond Street North.

The side-road junction of North Circular Road and Richmond Street North is on the northern side of North Circular Road, 255 metres east of the five arm junction.

Pedestrians currently step down to road level when crossing Richmond Street North to continue along North Circular Road. A raised crossing point will be added across the junction. The footpath will not be continuous.

The eastbound cycle lane will be ramped up to the same level as the new crossing point when crossing the junction.

##### Rutland Place North.

The side-road junction of North Circular Road and Rutland Place North is on the southern side of North Circular Road, 270 metres east of the five arm junction.

Pedestrians currently step down to road level when crossing Rutland Place North to continue along North Circular Road. The proposal includes the addition of a continuous footpath across the junction.

The westbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction. The cycle lane will remain at footpath level for the 25 metres between the Summer Street North and Rutland Street North side roads.

## 4 **Drawing 3.**

### 4.1 Drawing 3 Location.

Drawing 3 is immediately south-east of Drawing 2 and is the easternmost section of the project. The north western edge of the drawing is at the junction of North Circular Road and Rutland Place North.

Moving north-west to south-east, the drawing illustrates the proposed project design for 80 metres of North Circular Road and 300 metres of Portland Row. The south-eastern edge of the drawing is at the eastern edge of the project, where Portland Row meets the Five Lamps junction.

There are five junctions between the drawing’s north-western and south eastern edges. These are outlined below, with junctions listed from west to east as shown on the drawing.

* A four-arm junction at the intersection of North Circular Road, Summerhill Parade, Portland Row and Summerhill, known as Summerhill Junction.
* The junction of North Circular Road and Portland Close.
* The junction of North Circular Road and Dunne Street.
* The junction of North Circular Road and Empress Place.
* The junction of North Circular Road and Aldborough Place.

Further information about the changes proposed at each junction is available in Section 4.2.

### **4.2 Drawing 3 Description of Changes.**

The layout of Drawing 3 has been described across three separate sub-headings. Each sub heading represents a different portion of Drawing 3.

#### 4.2.1 North Circular Road, between Rutland Place North and the Summerhill junction.

East of Drawing 2, North Circular Road turns in a south-easterly direction for 80 metres.

The road throughout this section of North Circular Road has an average width of 21 metres. The road also has a 2.5 metre wide footpath on its northern side and a 4 metre wide footpath on its southern side. Both footpaths are lined with mature trees along the kerb line. There is also parking located on both sides of the road.

The section of North Circular Road in question has existing on-road cycle lanes between the traffic lane and the on-street car parking, in both directions.

On the northern side of the road, the cycle lane will be relocated between the on-street car parking and the footpath. A kerb will also be installed between the cycle lane and the on-street parking.

On the southern side of the road, the on-street parking will be replaced with a segregated concrete kerb with the cycle lane relocated between the segregation kerb and the footpath.

Both cycle lanes will remain at the same level as the traffic lane and will have an average width of 1.75 metres.

The footpaths on both sides of the road will be widened between 0.5 and 2.5 metres.

As North Circular Road approaches Summerhill Junction, at the south-eastern edge of this section, the parking on the northern side of the road will be removed and a kerb will be provided between the cycle lane and the traffic lane.

#### 4.2.2 The four-arm junction, known as Summerhill Junction.

360 metres south-east of the five-arm junction described in Drawing 2, there is a four-arm junction, known as Summerhill Junction. The four arms of the junction are made up of the following streets:

* North Circular Road.
* Summerhill Parade.
* Portland Row.
* Summerhill.

All junction arms have two-way vehicular traffic. All junction arms also have signalised pedestrian crossings.

The proposed changes to each junction arm are described individually below.

##### North Circular Road.

The North Circular Road arm is where the section of North Circular Road described in Section 4.2.1 meets Summerhill Junction.

The junction arm will be changed from three traffic lanes east bound and one traffic lane west bound to two traffic lanes east bound and one west bound. The proposal will ban right turn vehicle movements from NCR onto Summerhill. The remaining space will be used to provide cycle lanes between the traffic lane and the footpath in both directions.

The existing signalised pedestrian crossing will remain in its current position.

##### Summerhill Parade.

Summerhill Parade approaches the junction from a north-easterly direction and connects North Circular Road with the Royal Canal.

The junction arm will be changed from two traffic lanes in both directions to two traffic lanes heading towards the junction and one traffic lane heading away from the junction.

The existing signalised pedestrian crossing will remain in its current position.

##### Portland Row.

Road users travelling south-eastward along the scheme will continue through Summerhill junction onto Portland Row.

The junction arm will remain as one traffic lane east bound and two traffic lanes west bound. However, the traffic lanes will be narrowed to a minimum of 3 metres.

The existing signalised pedestrian crossing will remain in its current position.

##### Summerhill.

Summerhill approaches the junction from a south-westerly direction and connects North Circular Road with Parnell Street.

The junction arm will be changed from two traffic lanes in both directions to two traffic lanes heading towards the junction and one traffic lane heading away from the junction.

The remaining road space at the junction will be used to provide cycle lanes between the road and the footpath in both directions. The cycle lanes will continue south west on Summerhill for 20 metres before tying in with the existing road layout.

The existing signalised pedestrian crossing will remain in its current position.

#### 4.2.3 Portland Row, between Summerhill Junction and the Five Lamps Junction.

The south-eastern section of Drawing 3 is a 275 metres long straight section on Portland Row, directly south east of Summerhill Junction.

The road throughout Portland Row has an average width of 13.5 metres. The road also has a footpath on its north eastern side that varies between 2.5 metres and 3.5 metres wide, and a footpath on its south western side is approximately 2 metres with some localised sections of over 5 metres in width. There is also on street parking located on the south-western side of the road.

Portland Row has existing on-road cycle lanes, in both directions. Where there is existing on-street parking, the cycle lane is located between the traffic lane and the parking. The proposal will relocate the cycle lanes between the on-street parking and the footpath. This includes outside 28, 28A and 29 Portland Row, where on-street parking will be added on the north-eastern side of the road.

A 0.75 metre wide painted buffer will also be provided between the relocated cycle lanes and on-street car parking. A 0.75 metre wide painted buffer will also be provided between the cycle lane and the traffic lane on the north-eastern side of the road, between Summerhill Junction and the side-road junction of Portland Row and Dunne Street. In other locations throughout the section, a kerb will be provided between the cycle lane and the traffic lane.

The cycle lanes will remain at the same level as the traffic lane and will have an average width of two metres.

Portland Row has two existing bus stops that are proposed to be upgraded. The southbound bus stop is 80 metres south east of Summerhill junction, on the north eastern side of the road. The northbound bus stop is 65 metres south east Summerhill junction, on the south-western side of the road.

The southbound bus stop will be a shared bus stop landing zone. Where the cycle lane continues through the bus stop, the cycle lane will be narrowed to 1.5 metres and ramped up to the same level as the footpath. Rumble strips will also be constructed across the cycle lane on approach to the bus stop and an eight-metre wide zebra crossing will be provided for pedestrians to cross the cycle lane when boarding or alighting a bus.

The northbound bus stop will be an island bus stop and will be constructed between the cycle lane and the traffic lane. The bus stop island will be 10 metres long and 2.85 metres wide. Where the cycle lane continues between the footpath and the island bus stop, the cycle lane will be narrowed to 1.5 metres and ramped up to the same level as the footpath. A four-metre-wide zebra crossing will be provided for pedestrians to cross the cycle lane and access the bus stop island.

The existing signalised pedestrian crossing on Portland Row, 135 metres from the Summerhill junction, is to remain as is.

Portland Row also has five side road junctions. The proposed changes at each side road junction are described below.

South-east of the Aldborough Place side road, the proposal on Portland Row will tie into the existing road layout at the Five Lamps junction.

##### Bailey’s Row.

The side road junction of Portland Row and Bailey’s Row is on the south-western side of Portland Row, 70 metres south-east of Summerhill junction.

Pedestrians currently step down to road level when crossing Bailey’s Row to continue along Portland Row. The proposal includes the addition of a continuous footpath across the junction.

The northbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction.

##### Portland Close.

The side road junction of Portland Row and Portland Close is on the south-western side of Portland Row, 115 metres south-east of Summerhill junction.

Pedestrians currently step down to road level when crossing Portland Close to continue along Portland Row. The proposal includes the addition of a continuous footpath across the junction.

The northbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction.

##### Dunne Street.

The side road junction of Portland Row and Dunne Street is on the north-eastern side of Portland Row, 140 metres south-east of Summerhill junction.

The existing raised pedestrian crossing point across Portland Street North for pedestrians continuing along Portland Row will be renewed. The footpath will not be continuous.

The southbound cycle lane next to the footpath will remain at the same level as the traffic lane on Portland Row when crossing the junction.

##### Empress Place.

The side-road junction of Portland Row and Empress Place is on the south-western side of Portland Row, 185 metres east of Summerhill junction.

Pedestrians currently step down to road level when crossing Empress Place to continue along Portland Row. The proposal includes the addition of a continuous footpath across the junction.

The northbound cycle lane will be ramped up to the same level as the new footpath when crossing the junction.

##### Aldborough Place.

The side-road junction of Portland Row and Aldborough Place is on the north-eastern side of Portland Row, 260 metres east of Summerhill junction.

Pedestrians currently step down to road level when crossing Aldborough Place to continue along North Circular Road. A raised crossing point will be added across the junction. The footpath will not be continuous.

The southbound cycle lane next to the footpath will remain at the same level as the traffic lane on Portland Row when crossing the junction.