

The background of the central text area is a photograph of a city street. It shows a wide, paved road with a dedicated cycle lane on the left side, separated from the main road by a white curb and a white line. The cycle lane has a white bicycle symbol painted on it. In the background, there are modern buildings, trees, and a clear sky. The overall scene is bright and sunny.

Covid-19 Stimulus Package For Segregated Cycle Tracks in Baldoyle/Howth

Fingal County Council
Active Travel Department

Segregated Cycle Tracks to be installed





Grange Rd

Existing



Warrenhouse Rd



Dublin Rd

5 Schools on the line of the
new PCL's
7 in the vicinity of these
schemes
3 sports clubs in the vicinity
of the scheme



Potential Options



Segregated Cycle Lanes



Example of Information Booklet to be Provided

NTA FCC PROTECTED CYCLE LANES

R809 Grange Road
R105 Howth Road
R809 Baldoyle Road / Warrenhouse Road

What Is Proposed?

Upgrading the existing cycle tracks on R809 Grange Road, R105 Howth Road and R809 Baldoyle Road / Warrenhouse Road R809 by providing delineators to protect cyclists from vehicular traffic.

Why?

- Now more than ever, we need more people to choose cycling and walking for local and commuting trips.
- Cycle tracks physically separated from traffic and pedestrians by kerbs encourage people, particularly less confident cyclists, to cycle more, and to make cyclist feel more comfortable and therefore more likely to cycle rather than drive.
- Recent surveys show 72% of residents in Fingal support building more protected on-road cycle lanes even if it means reduced lane widths for other traffic and
- To provide a safe space for people aged 8 to 80 to choose a sustainable form of travel, particularly for local trips to schools, clubs, amenities and work.

Initial Impacts

The significant changes drivers will experience are listed below

- Reduced radius to corners at side roads
- Reduced carriageway width to running lanes

The lane widths and corner radius are provided in accordance with the Design Manual for Urban Roads and Streets.

Initially, the above may cause frustration / concerns for drivers - but note the advantages this will provide are:

- Slow traffic down when approaching the junctions to make the turn into the junction.
- Slowing the general traffic and therefore making it safer for pedestrians and cyclists.
- Shorten crossing distance and facilitate eye contact between drivers and pedestrians / cyclists improving safety for all road users.

These measures are particularly important for children, mobility impaired people, elderly and less experienced cyclists by slowing down general traffic movements.

Where Is The Scheme?

- Protected / enhanced cycle facilities on both sides of R809 Grange Road from the bridge over the Dublin to Belfast railway line ending at Willie Nolan junction including the interface upgrade of key junctions - a distance of 1.1km in each direction.
- Protected / enhanced cycle facilities on both sides of R105 Howth Road from Church Road junction to Howth Railway Station including the interface upgrade of key junctions - a distance of 2.1km in each direction.
- Protected / enhanced cycle facilities on both sides of R809 Baldoyle Road / Warrenhouse Road from Dublin Road junction to The Mall / Dublin Street junction including the interface upgrade of key junctions - a distance of 900m in each direction.

How Will It Be Built?

A range of measures are proposed for the scheme to provide a suitable solution at each location throughout. These measures will be a combination of flexible bollards, kerb units, and low level delineators as appropriate.

See range of measures provided in the graphic overleaf.



Commencement Date
TBC...

Scheme Benefits

Safer cycle facilities, linking the area to schools, shops, amenities and workplaces

Safer pedestrian environment

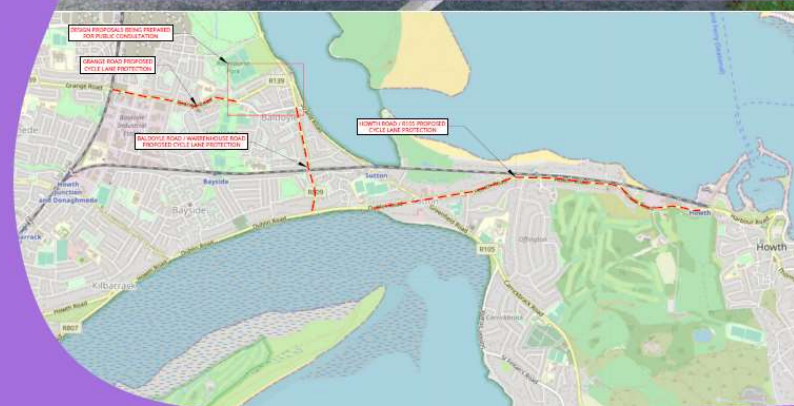
Improved air quality, reduced traffic speeds and associated noise

Quick efficient construction

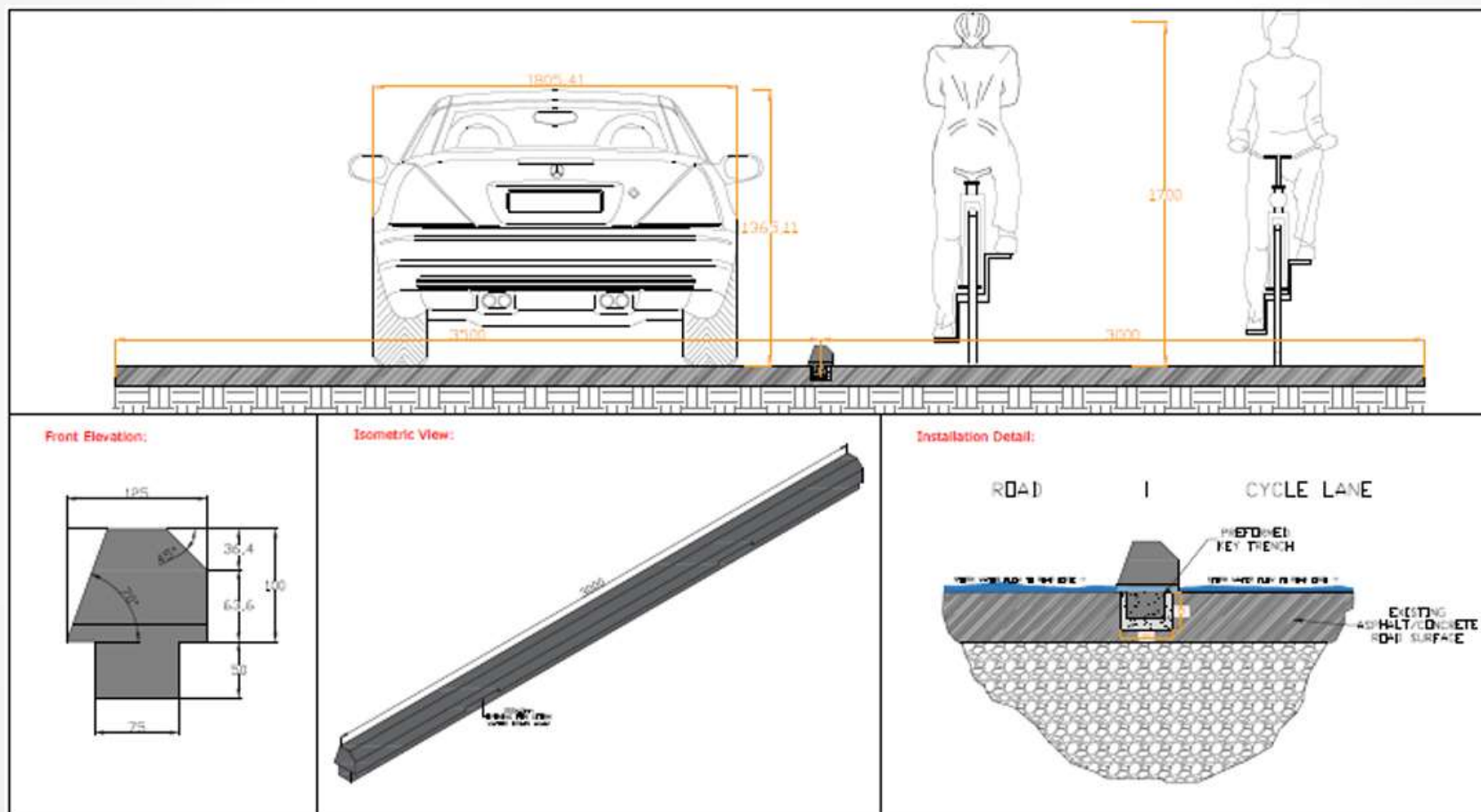
Traffic calming measure

Improvements to junctions for pedestrians and cyclists

Cycle Lane Protection Measures



Insitu Concrete Extruded Kerb



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General Notes:

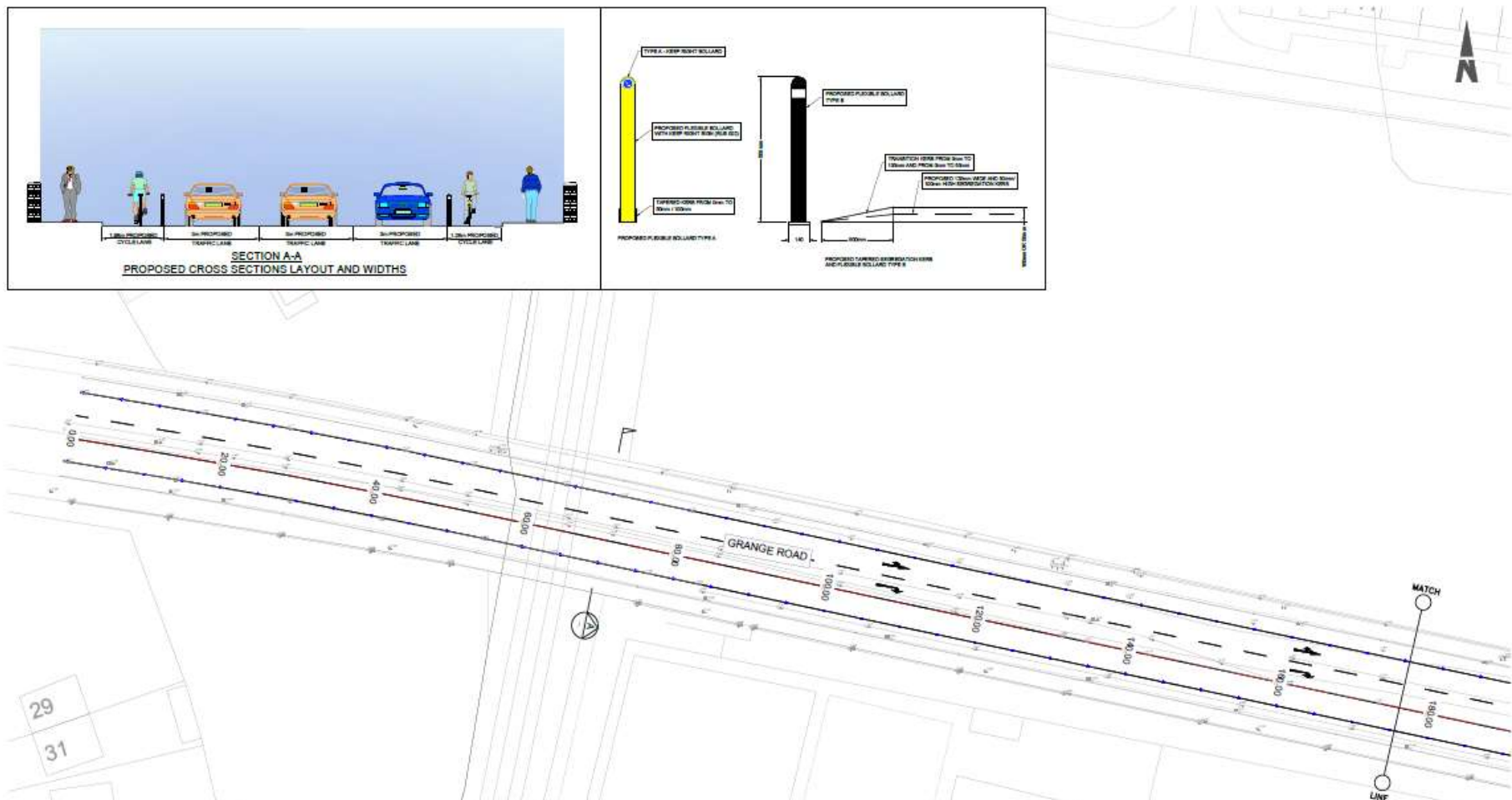
1. All dimensions are in millimetres unless otherwise stated. Use SI units unless otherwise stated.

Legend:

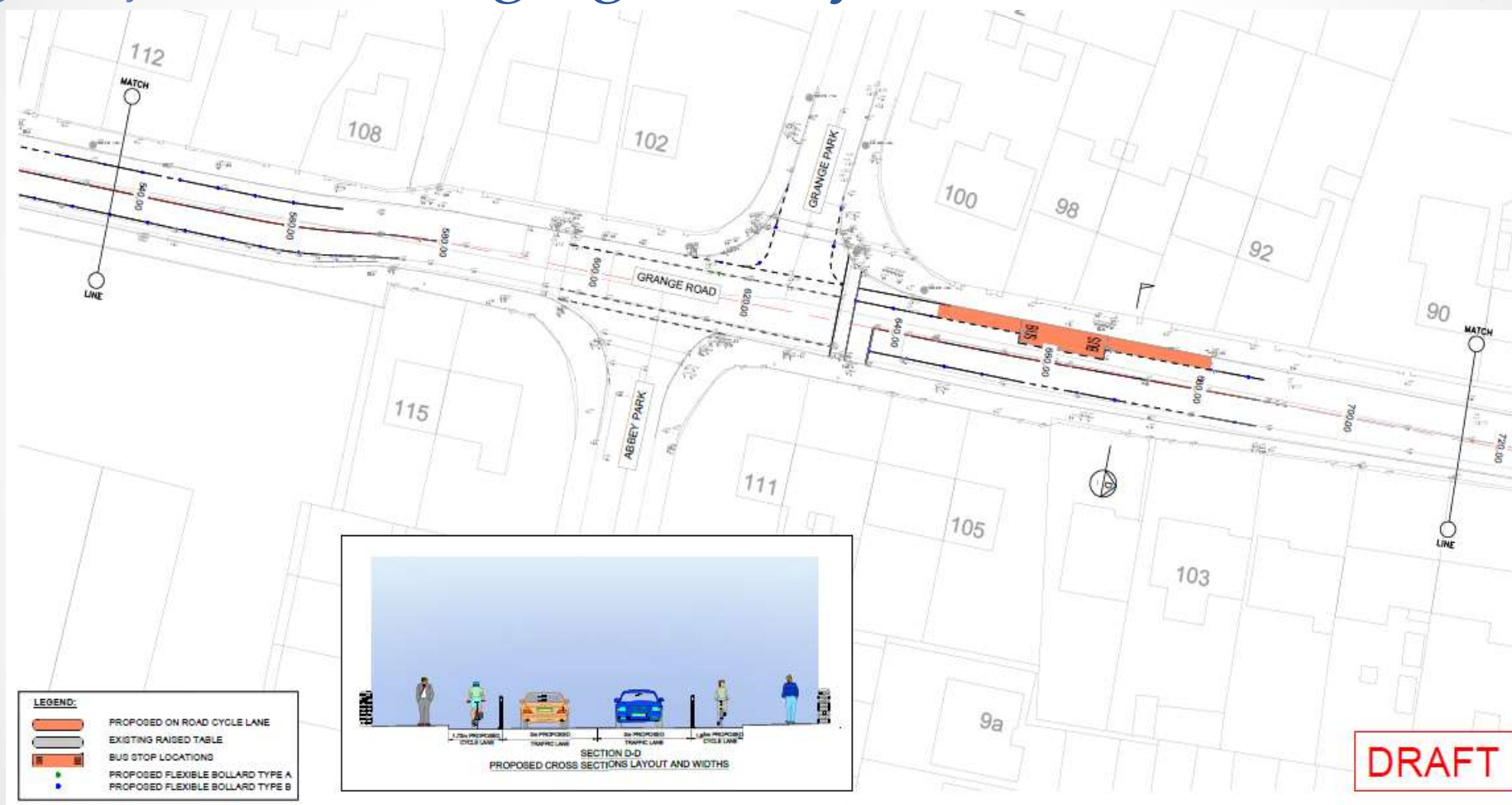
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| Project: | |
| Client: | |
| Drawn by: | |
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| Approved by: | |

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| Project: | CMC Lifford Group Ltd |
| Client: | |
| Drawn by: | |
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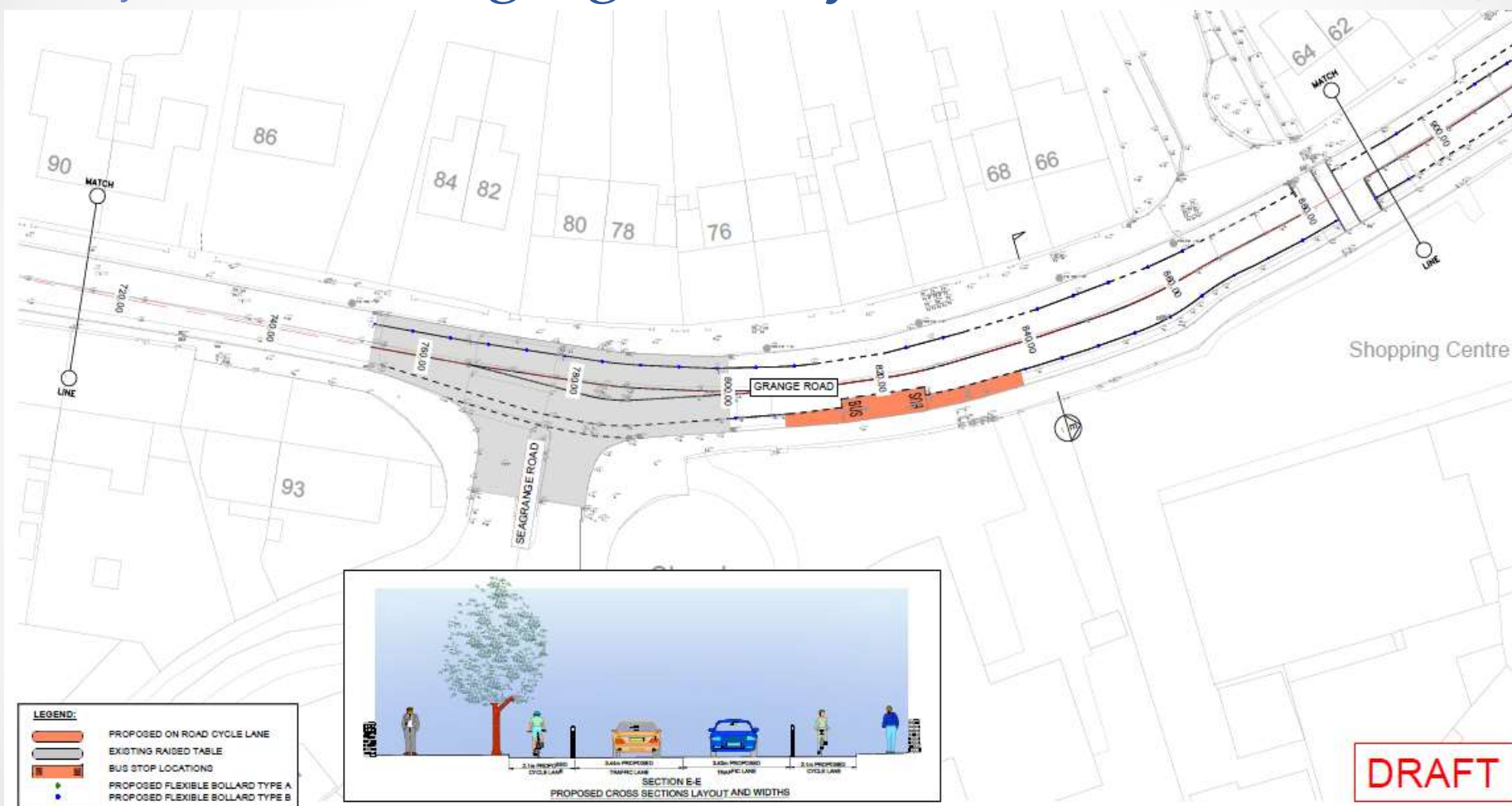
Segregated Cycle Facilities



Segregated Cycle Facilities



Segregated Cycle Facilities



Segregated Cycle Facilities



Phasing of Works, Roads:

1. Grange Rd 2. Warrenhouse Rd/Baldoyle Rd 3. Dublin Rd 4. Howth Road

Phasing of Works, Tasks:

1. Treatment of existing damaged carriageway, such as longitudinal utility trench failures, local failures at bus stops, drainage issues and Changes/repairs to gullies.
2. Installation of bollards to provide segregation to cycle lanes on carriageway
 - Linear bollards and/or kerb, treatment of minor junctions,
3. Assessment of bollard locations – receive and assess feedback from Cllrs/public etc.
4. Amend as necessary, installation of longitudinal kerb protection to cycle lanes
5. Further works: Treatment of major junctions – Options being developed
 - Treatment of bus stops



Thank you – Any Questions