INNER GATEWAY TO CONSIST OF A RAISED TABLE PEDESTRIAN CROSSING TO REDUCE SPEEDS ON APPROACH TO CASTLETOWNBERE AND FOR DIRECT ACCESS TO THE EXISTING LANDSCAPED AREA

EXISTING LANDSCAPED AREA TO REMAIN PEDESTRIAN CROSSING

2.1m PARKING BAY TO BE PROVIDED FOR EXISTING RESIDENTS

START/END OF SHARED USE PATH, RAMP PROVIDED FOR ACCESS TO SHARED USE PATH/CARRIAGEWAY

3m SHARED USE PATH

6.5m CARRIAGEWAY

2m FOOTWAY

CARRIAGEWAY WIDTH VARIES

3.00m SHARED USE PATH

3.25m CARRIAGEWAY

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2.1m PARKING BAY TO BE PROVIDED FOR EXISTING RESIDENTS

3m SHARED USE PATH

6.5m CARRIAGEWAY

3.00m SHARED USE PATH

3.25m CARRIAGEWAY

1. An Existing Boundary

Notes:
1. LIGHTING DESIGN TO BE CONSIDERED AT DETAILED DESIGN.
2. 3m SHARED USE PATH PROVIDED WHERE LAND AVAILABLE AND LOCALISED PINCH POINTS EXIST ON THE NETWORK.
1. **Lighting Design**
   - To be considered at detailed design.

2. **3m Shared Use Path**
   - Provided where land available, localised pinch points exist on the network.
1. Lighting design to be considered by detailed design.

2. 3m Shared Use Path provided where land available.

Localised pinch points exist on the network.

Existing change in speed limit to remain unchanged.
1. LIGHTING DESIGN TO BE CONSIDERED AT DETAILED DESIGN.

2. 3m SHARED USE PATH PROVIDED WHERE LAND AVAILABLE, LOCALISED PINCH POINTS EXIST ON THE NETWORK.
Clusters of shrubs within the verges at 10m C/C on approach to the outer gateway. The purpose is to reduce the speed of traffic on approach to the outer gateway from the rural fringe.

2m footway

3.25m Carriageway

6.5m Carriageway

Existing change in speed limit to 60km/h/100km/h

Clusters of shrubs within the verges at 10m C/C on approach to the outer gateway. The purpose is to reduce the speed of traffic on approach to the outer gateway from the rural fringe.