Appendix H
Preferred Route
Public Consultation
March 2020

- Brochure

Lucan to City Centre

6

Core Bus Corridor Preferred Route

Public Consultation
March 2020

Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.

P

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1. Introduction

1.1 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation on initial proposals for the Emerging Preferred Routes of sixteen Core Bus Corridors across the Greater Dublin Area (GDA). During this consultation phase thirteen thousand submissions were received in total. A Consultation Submissions Report for each corridor is available to view and download on our website www.busconnects.ie.

All of the submissions were reviewed and considered as part of the design preparation for the Preferred Route for each corridor. We have amended our initial proposals to address some of the issues raised in submissions, including incorporating suggestions and recommendations from local residents, community groups and stakeholders. We are now publishing the Preferred Routes for sixteen Core Bus Corridors and commencing a second round of public consultation.

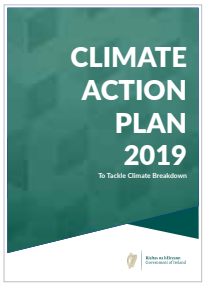
This document is one of a series of sixteen, each dedicated to a single Core Bus Corridor. The document provides a written description of the Preferred Route from start to finish with supporting maps and includes information on revisions made, if any, from the initial emerging preferred route.

The original brochures detailing each Emerging Preferred Route, published last year, are available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning application.

1.2 What is BusConnects?

BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. It is included within the following Government policy strategies:

- The National Development Plan 2018 - 2027;
- Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- The Climate Action Plan 2019.



Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is designed to provide a better, more reliable and more efficient bus service for everyone.

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable

200km of cycle lanes/tracks

Transitioning to a new
low emissions bus fleet

State of the art
ticketing system

Cashless payment system

Simpler fare structure

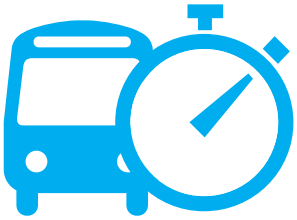
New Park & Ride
sites in key locations

New bus livery
providing a common style across all operators

New bus stops and shelters
with better signage and information

Dublin area bus network redesign
creating a more efficient network with high frequency spines, new orbital routes and increased bus services

1.3 What are the benefits of this project?

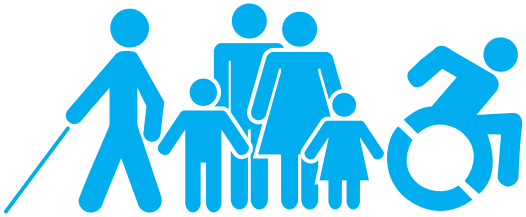


Journey Time Savings -

This project will deliver journey time savings of up to 40-50% on corridors. Dedicated bus and cycle lanes can significantly increase bus travel speeds and reliability.

Building a sustainable city and addressing climate change -

Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution.



Accessibility for all -

More bus shelters, with seating where possible, new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all, including the elderly and mobility impaired.

Better cycling facilities -

This project will see the provision of much needed cycling facilities around the city region with over 200kms of high quality cycle routes provided.

Pedestrians and Urban Realms -

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban realms with additional landscaping and outdoor amenities will be provided.

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial Core Bus Corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside general traffic and segregated cycle lanes/tracks where feasible.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the Core Bus Corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a second round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from the second round of public consultation and also subsequent examination in the context of Environmental Impact Assessment.

5. Bus Gate

A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street.

They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

Signal Controlled Priority (SCP)

1. Traffic proceeds as normal.

2. As the bus approaches, the light signal changes to halt general traffic.

3. The bus has priority to proceed.

4. When the bus has cleared the junction, general traffic proceeds.

1.5 Map of all 16 core bus corridors

Preferred Routes

1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre

2. Preferred Route Description

2.1 Overview

The Lucan to City Centre Core Bus Corridor (CBC) commences at Junction 3 on the N4 and it is routed via the N4 as far as Junction 7 (M50), and via the R148 along the Chapelizod Bypass, Con Colbert Road, St John's Road West and Frank Sherwin Bridge, where it will join the existing traffic management regime on the North Quays.

Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction, with alternative measures proposed at particularly constrained locations. Cycle facilities are provided along the length of the corridor between Junction 3 and Chapelizod village, at which point they will connect with other future cycle route schemes. Cycle facilities are also provided between Con Colbert Road and the end of the corridor at Heuston station.

The following paragraphs will describe each section of the CBC in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR) in November 2018.

2.2 N4 Junction 3 to M50 Junction (Junction 7) – N4 Lucan Road

It is proposed to commence this CBC at Junction 3 on the N4 Lucan Road. In the EPR the existing lane arrangement on the Ballyowen Road bridge over the N4 was maintained. It is now proposed to include cycle lanes in each direction in lieu of the right turning lane for the N4 westbound on-slip. However, the right-turn movement to the N4 westbound slip will still be permitted.

At the Ballyowen Road junction with the Lucan Road, the layout has been modified from that shown in the EPR to remove the left-turn lanes. Additionally, the location of the existing bus stop on the Lucan Road has been maintained. As a result, there is no longer a need for land acquisition from the Woodville Lawn estate.

On the N4 it is proposed to maintain the existing City Centre bound bus lane. Over the full length of this section of the CBC, a segregated two-way cycle track is proposed on the northern side of the N4. This represents a change from the EPR which primarily retained the existing one-way cycle lanes in each direction. In the vicinity of the Hermitage Golf Club land acquisition will be required to provide this cycle track which will connect to the existing foot/cycle bridge over the N4 adjacent to the Mount Andrew estate.

Eastwards of this location the two-way cycle track continues on the north side of the N4 and will require some additional land acquisition from the Hermitage Clinic lands. The two-way cycle track then runs along the eastbound off slip at Junction 2. From here the segregated two-way cycle track runs along the south side of the Old Lucan Road before connecting to the foot/cycle bridge that crosses the M50. The Old Lucan Road will be narrowed, and traffic calmed. The indicative extents of this land take associated with the proposals described above are shown on the drawings in the Appendix of this brochure.

On the south side of the N4 a Pedestrian Priority Zone (PPZ) is provided between existing foot/cycle bridge over the N4 adjacent to the Mount Andrew estate and Ballyowen Lane. From there a quiet cycle way is proposed along Hermitage Road to Ballyowen Road. The provision of the two-way segregated cycle track along the northern side of the N4 avoids the need for a segregated one-way cycle track on the southern side of the N4 and along the westbound off slip at Junction 3. As a result, there is no longer a need for land acquisition along the majority of the southern boundary of the N4 between Junctions 3 and 2.

When compared to the EPR, the latest proposals represent a significant improvement to the bus stop provision in the vicinity of the Liffey Valley Shopping Centre. The bus stops themselves are moved some 150m further west, segregated from the adjacent N4 carriageway and increased in length. To better serve the increased bus stop capacity the existing foot/cycle bridge will be removed and replaced by a new, similar bridge adjacent to the new bus stop locations, some 200m further west form the existing footbridge. The position of this new bridge aligns with the proposed public transport interchange

within the Liffey Valley Shopping Centre. The relocation of the bus stops allows for an increased weaving length for all eastbound traffic approaching the M50 interchange and for all westbound traffic exiting the M50 interchange.

On the M50 junction, it is proposed to maintain the bus lane with two general traffic lanes in both directions through the junction as per the EPR. Cyclists will be directed over the existing foot/cycle bridge over M50 on to the Old Lucan Road.

2.3 M50 Junction (Junction 7) to Con Colbert Road – Chapelizod Bypass

Between the M50 junction and Kennelsfort Road junction, it is proposed to maintain a single bus lane and two general traffic lanes on the city centre bound route, as well as one general traffic lane for through traffic & a bus lane on the outbound route, as per the EPR proposals.

A segregated two-way cycle track is proposed to run along the north side of the Old Lucan Road between the foot/cycle bridge crossing the M50 and Palmerstown village. This represents a change from the EPR. This proposed cycle track then runs along the east side of Kennelsfort Road Lower before crossing the R148 Palmerstown Bypass via a new Toucan Crossing on the east side of the junction. It then connects to a new Toucan Crossing on Kennelsfort Road Upper.

On the westbound carriageway of the R148 west of Kennelsfort Road a revised lane arrangement maintains two lanes for general traffic, whereas the EPR had proposed to restrict general traffic to a single lane.

At the R148 signalised junction with the Old Lucan Road/the Oval a new westbound, bus only, right turn lane is provided on the R148 to facilitate bus services serving Palmerstown Village. An additional strip of land acquisition will be required from the western edge of the petrol filling station at this location to accommodate this new bus movement which was not included in the EPR. In addition, new bus stops are provided on the Old Lucan Road to serve Mill Lane/Stewarts Hospital.

Between Kennelsfort Road junction and Con Colbert Road junction, it is proposed to maintain a single bus lane and two general traffic lanes in each direction, as per the EPR. The existing bus lane and public transport signals on the R112 Kylemore Road on-ramp will be retained. In the EPR a new at-grade signalised crossing of the R148 Chapelizod Bypass was proposed serving the new bus stops on the bridge over Chapelizod Hill Road. In the latest proposals a revised access ramp and steps arrangement avoids the need for any crossing of the R148 by making use of the existing Chapelizod Hill Road underpass. Additionally, the speed limit for the bus lanes along the full length of the Chapelizod bypass will be reduced from 80km/hr to 60km/hr.

2.4 Con Colbert Road to Frank Sherwin Bridge – St. John's Road West

As per the EPR, between the Con Colbert Road junction and the South Circular Road junction continuous bus lanes, two general traffic lanes and segregated cycle tracks will be maintained in their current configuration. In the EPR there was no change to the existing traffic movements at the junction between the Con Colbert Road and Memorial Road. In the revised proposals, an eastbound right-turning lane is proposed at this junction to facilitate the changes to Memorial Road included in Liffey Valley CBC. As a consequence of this additional turning lane the existing pedestrian crossing facility would be moved to the east side of the junction.

At the South Circular Road junction a short right turn lane on South Circular Road is provided in the northbound direction to compensate for restricted turns included in the Liffey Valley CBC.

Between the South Circular Road junction and the junction into the Heuston South Quarter Development, continuous bus lanes and two general traffic lanes will be maintained in their current configuration, as per the EPR. Between the Heuston South Quarter Development junction and the Frank Sherwin Bridge one bus lane and one single general traffic lane is proposed in each direction, also as per the EPR. Along St Johns Road West additional trees will need to be removed and replaced so that facilities for both taxis and bicycles can be provided on the approaches to Heuston Station. An Urban Realm landscaping improvement is proposed along the affected length of the road as far as the train station. This includes the removal of the pedestrian guard railing and new planting, which will result in a net increase in the number of trees along the road.

2.5 Key Changes from the Published EPR

- A two-way cycle track is proposed from the Lucan Road at Woodies inside the boundary of the Hermitage Golf Club. This track will run along the Old Lucan Road in Palmerstown where it connects to existing facilities leading to Chapelizod improving the cycle network.
- The existing bus stops at Liffey Valley Shopping Centre have been relocated 200m further west, with improved segregation from the existing carriageway and a new bridge over the N4 that links with the proposed bus interchange within Liffey Valley Shopping Centre. This will provide higher quality pedestrian facilities but also provide more weaving length for the buses to negotiate the M50 interchange more safely.
- A westbound, bus only, right turn lane has been introduced at the Oval junction to facilitate buses turning into Palmerstown village.
- At Memorial Road an eastbound right turn lane is proposed to facilitate movements that are being impacted by the revised traffic management measures associated with the Liffey Valley CBC in Inchicore.
- At the South Circular Road junction, a northbound right turn lane is being introduced to allow vehicles to turn right from the South Circular Road to St Johns Road West.
- Along St Johns Road West additional trees will need to be removed and replaced, so that facilities for both taxis and bicycles can be provided on the approach to the train station.

2.6 Key Facts

- Approximate number of properties that may be impacted **15**
- Approximate number of designated on-street parking spaces that may be removed: **53**
- Approximate number of roadside trees that may be removed: **509***
- Approximate route length: **10kms**
- Approximate new cycle route length: **7kms**
- Current bus journey time: **up to 50 mins**
- BusConnects journey time: **30-35 mins**
- Future Bus journey time without BusConnects: **60 mins +**

* 353 trees are associated with the proposed cycle track at Hermitage Golf Club lands

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this core bus corridor. These proposals are subject to a second non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

3.1 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to a dedicated Freephone – **1800 303 653** or by email to **cbc@busconnects.ie**

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:

cbc@busconnects.ie

Core Bus Corridor Project
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

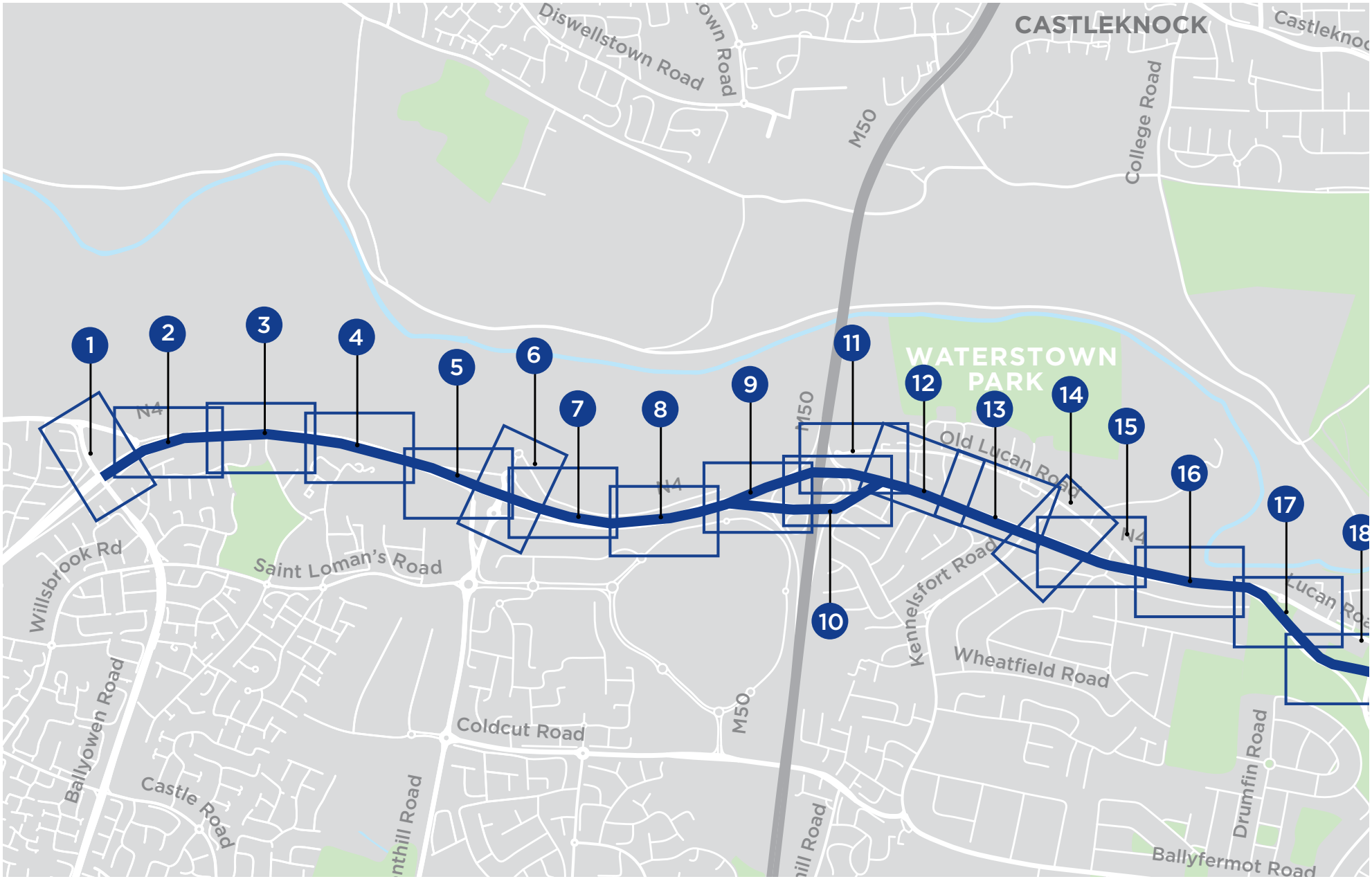
3.3 What happens next?

Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála during Q4 2020 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.

4. Appendices

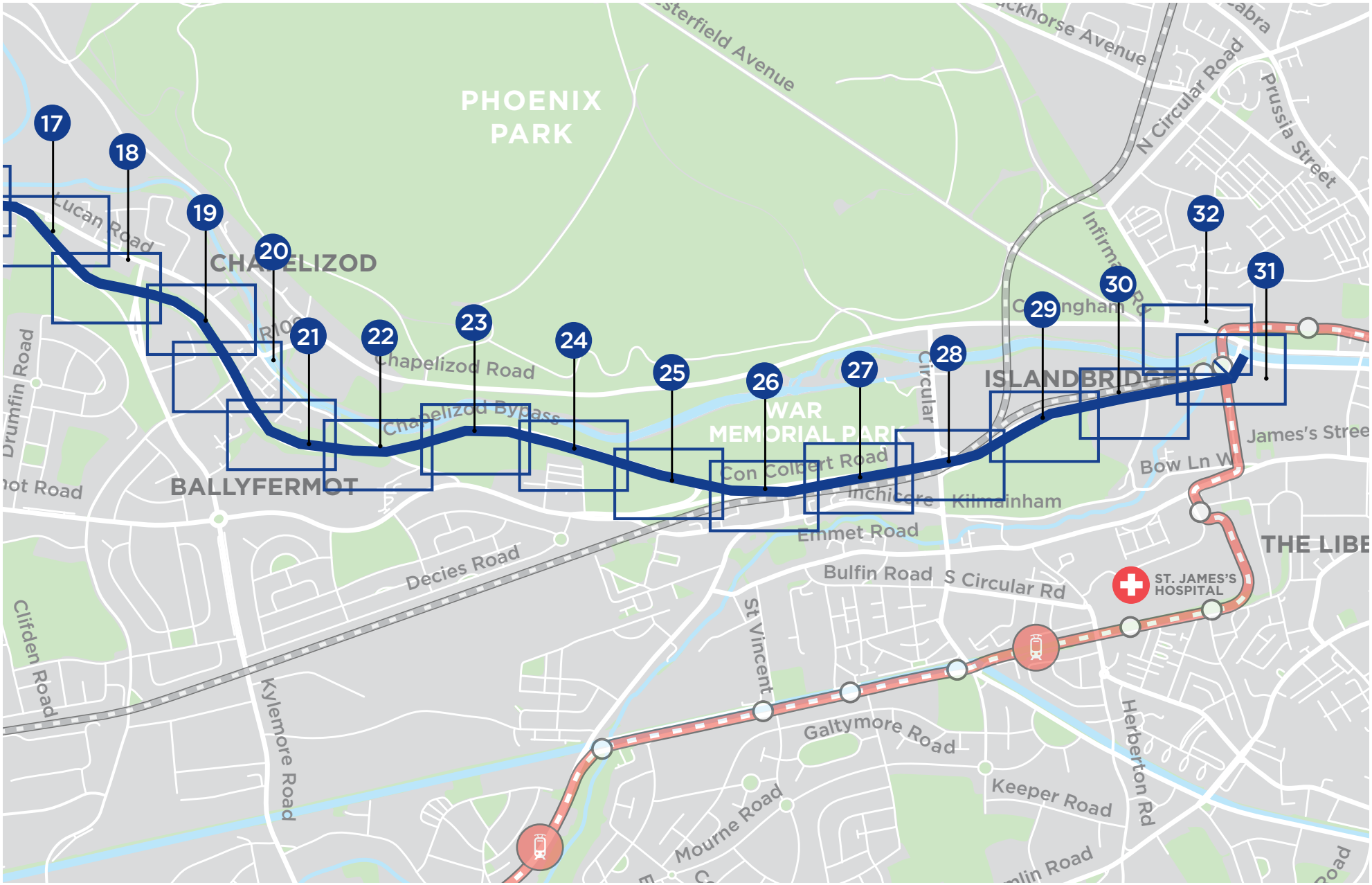
Index maps
Route maps

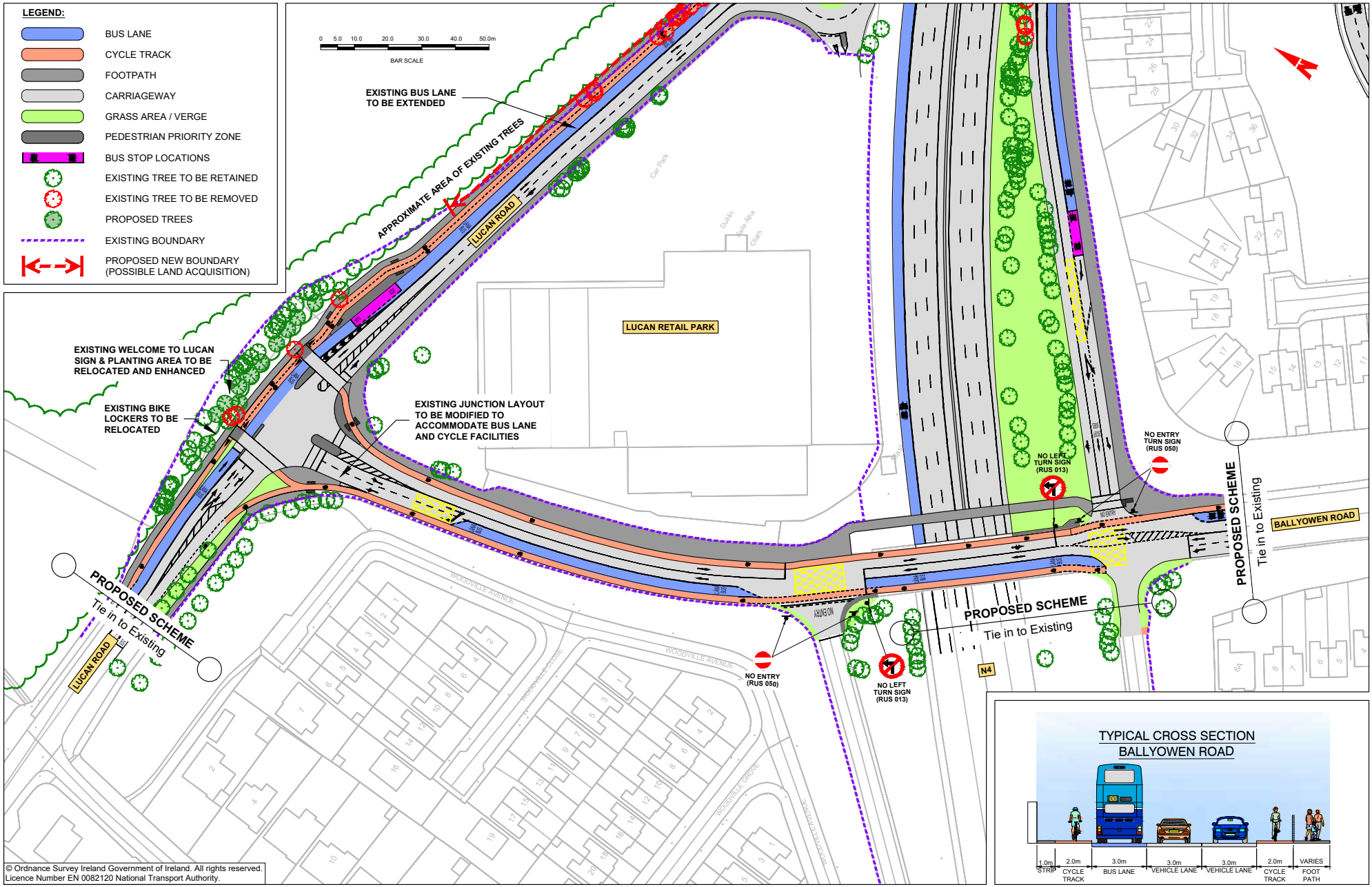
Index Map



NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

Index Map Continued





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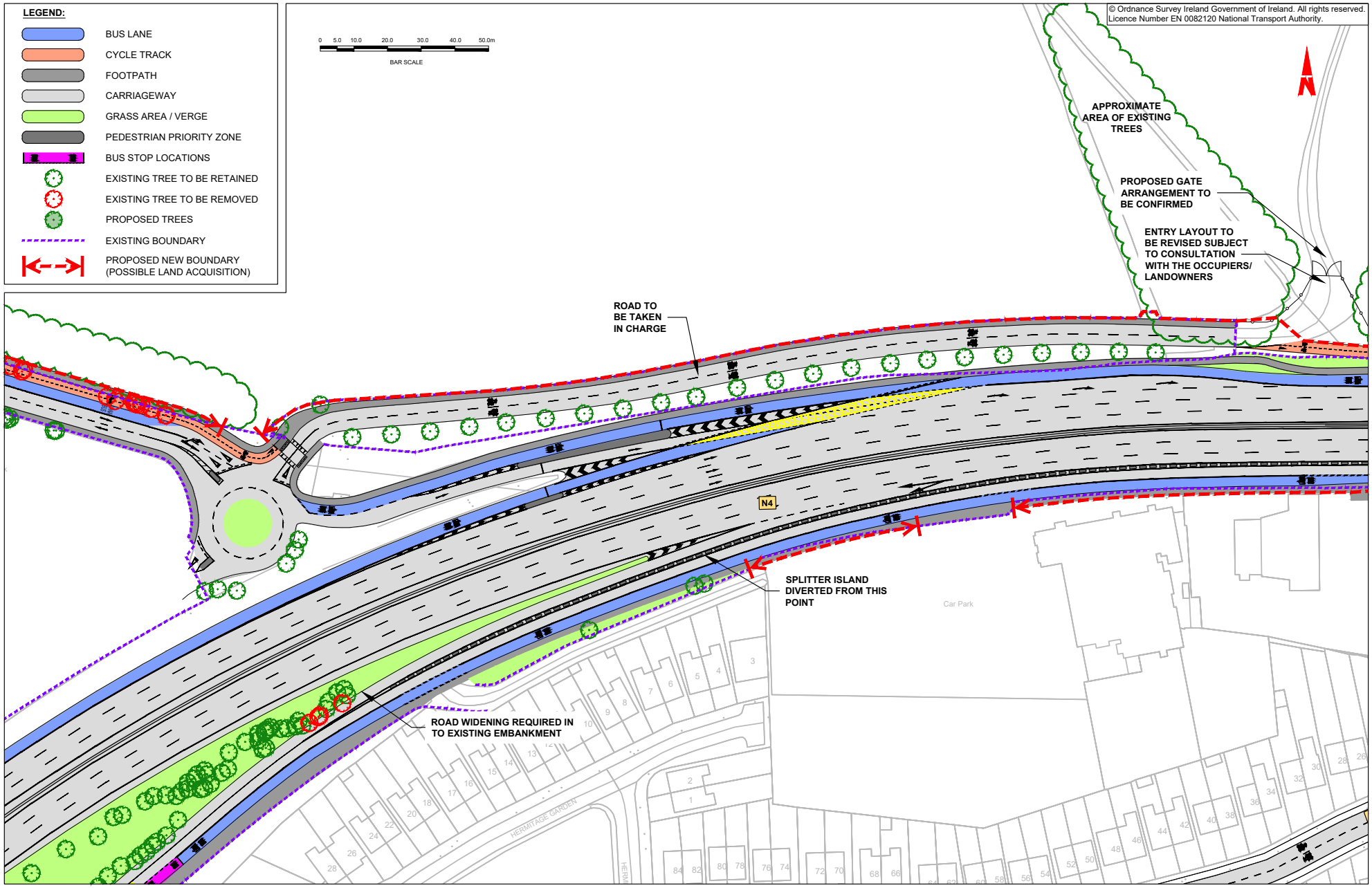
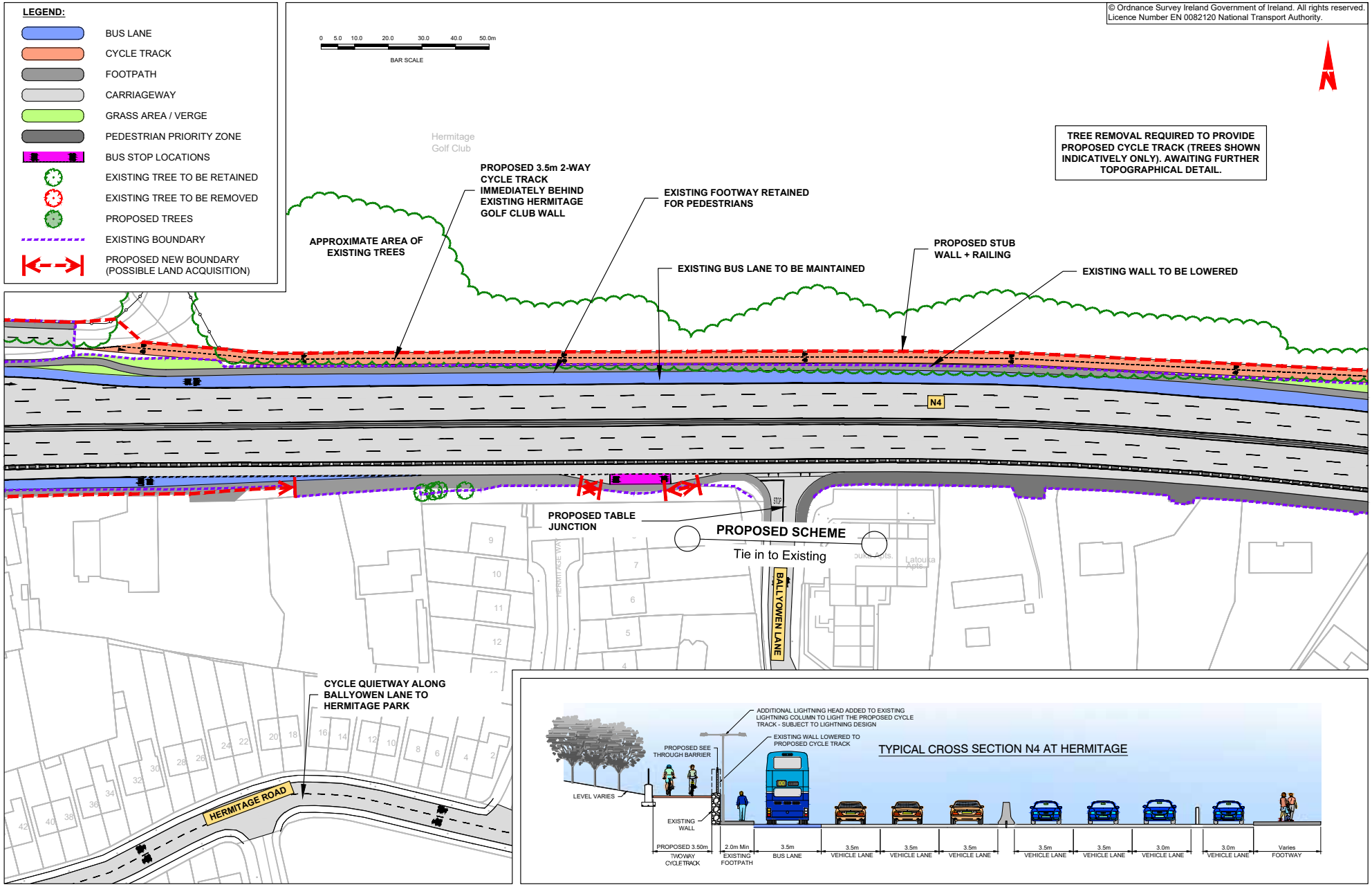

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
© Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number EN 0082120 National Transport Authority.
APPROXIMATE AREA OF EXISTING TREES
PROPOSED GATE ARRANGEMENT TO BE CONFIRMED
ENTRY LAYOUT TO BE REVISED SUBJECT TO CONSULTATION WITH THE OCCUPIERS/ LANDOWNERS
ROAD TO BE TAKEN IN CHARGE
N4
SPLITTER ISLAND DIVERTED FROM THIS POINT
Car Park
ROAD WIDENING REQUIRED IN TO EXISTING EMBANKMENT
HERMITAGE GARDEN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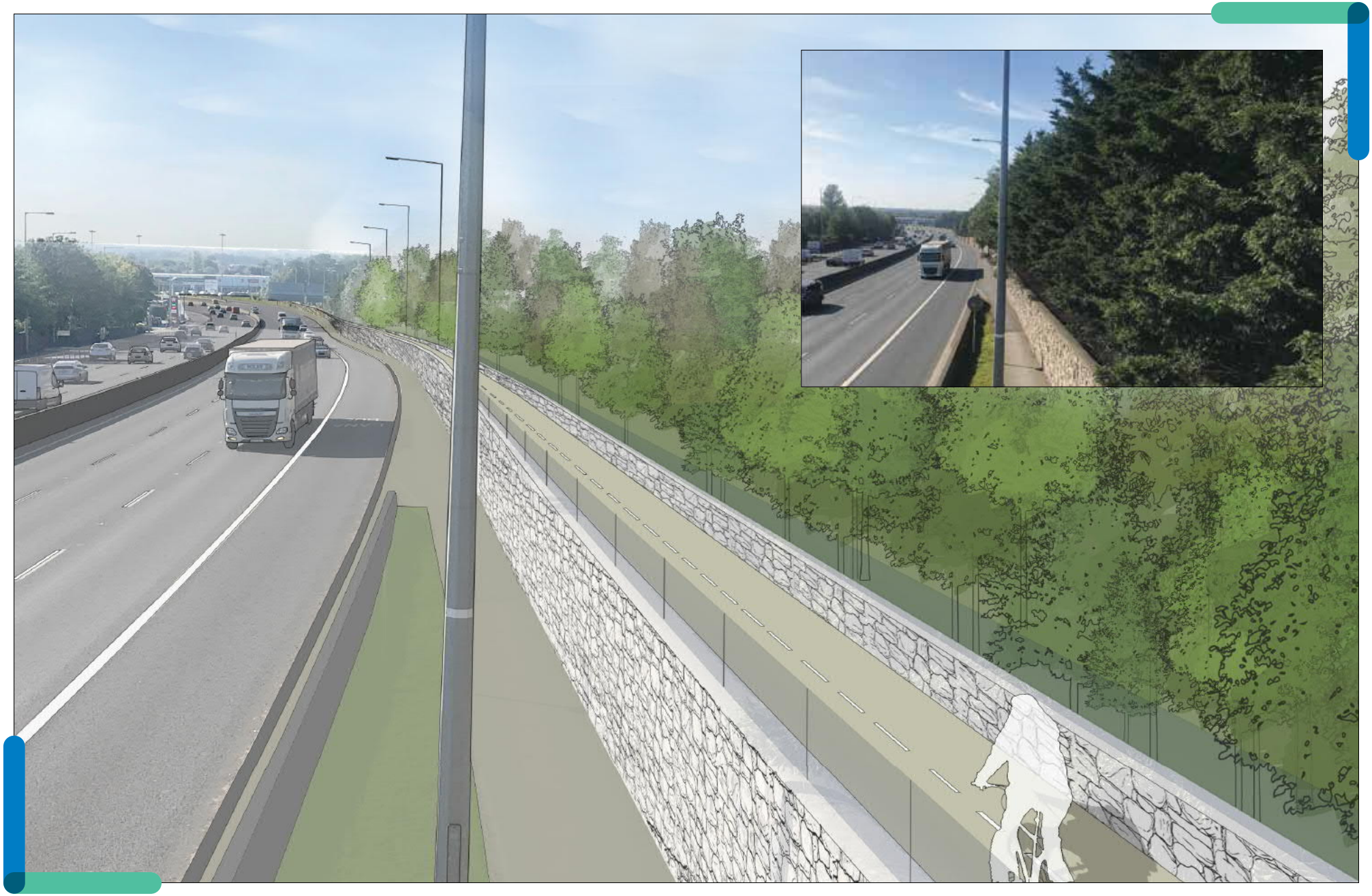
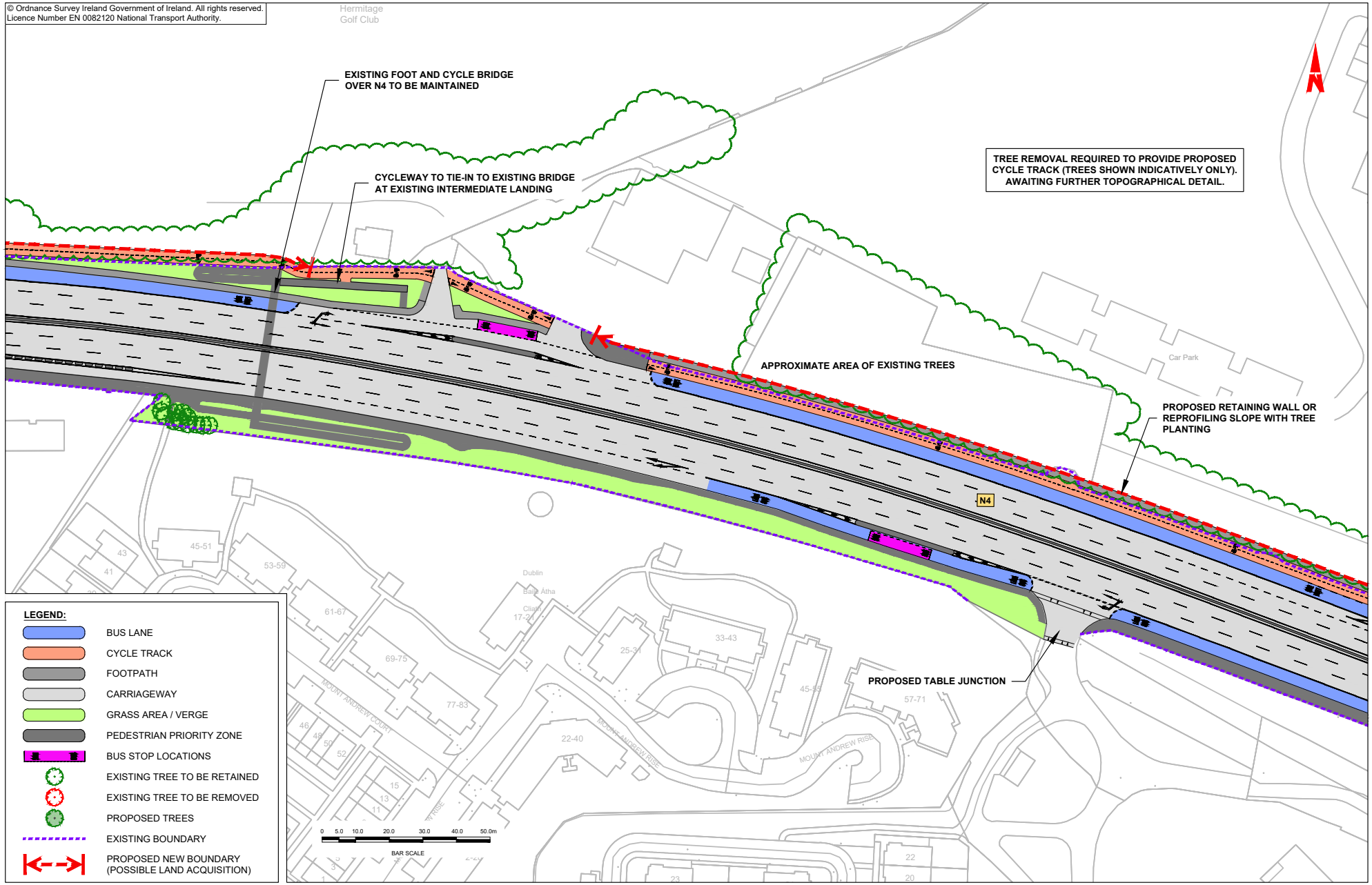
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
Hermitage Golf Club
TREE REMOVAL REQUIRED TO PROVIDE PROPOSED CYCLE TRACK (TREES SHOWN INDICATIVELY ONLY). AWAITING FURTHER TOPOGRAPHICAL DETAIL.
PROPOSED 3.5m 2-WAY CYCLE TRACK IMMEDIATELY BEHIND EXISTING HERMITAGE GOLF CLUB WALL
EXISTING FOOTWAY RETAINED FOR PEDESTRIANS
APPROXIMATE AREA OF EXISTING TREES
EXISTING BUS LANE TO BE MAINTAINED
PROPOSED STUB WALL + RAILING
EXISTING WALL TO BE LOWERED
N4
PROPOSED TABLE JUNCTION
PROPOSED SCHEME
Tie in to Existing
BALLYOWEN LANE
CYCLE QUIETWAY ALONG BALLYOWEN LANE TO HERMITAGE PARK
HERMITAGE ROAD
TYPICAL CROSS SECTION N4 AT HERMITAGE
ADDITIONAL LIGHTNING HEAD ADDED TO EXISTING LIGHTNING COLUMN TO LIGHT THE PROPOSED CYCLE TRACK - SUBJECT TO LIGHTNING DESIGN
EXISTING WALL LOWERED TO PROPOSED CYCLE TRACK
PROPOSED SEE THROUGH BARRIER
LEVEL VARIES
EXISTING WALL
PROPOSED 3.50m TWOWAY CYCLETRACK
2.0m Min EXISTING FOOTPATH
3.5m BUS LANE
3.5m VEHICLE LANE
3.5m VEHICLE LANE
3.5m VEHICLE LANE
3.5m VEHICLE LANE
3.5m VEHICLE LANE
3.0m VEHICLE LANE
3.0m VEHICLE LANE
Varies FOOTWAY

Urban Realm concept Hermitage Golf Course Boundary

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Hermitage Golf Club
EXISTING FOOT AND CYCLE BRIDGE OVER N4 TO BE MAINTAINED
CYCLEWAY TO TIE-IN TO EXISTING BRIDGE AT EXISTING INTERMEDIATE LANDING
TREE REMOVAL REQUIRED TO PROVIDE PROPOSED CYCLE TRACK (TREES SHOWN INDICATIVELY ONLY). AWAITING FURTHER TOPOGRAPHICAL DETAIL.
APPROXIMATE AREA OF EXISTING TREES
Car Park
PROPOSED RETAINING WALL OR REPROFILING SLOPE WITH TREE PLANTING
N4
PROPOSED TABLE JUNCTION
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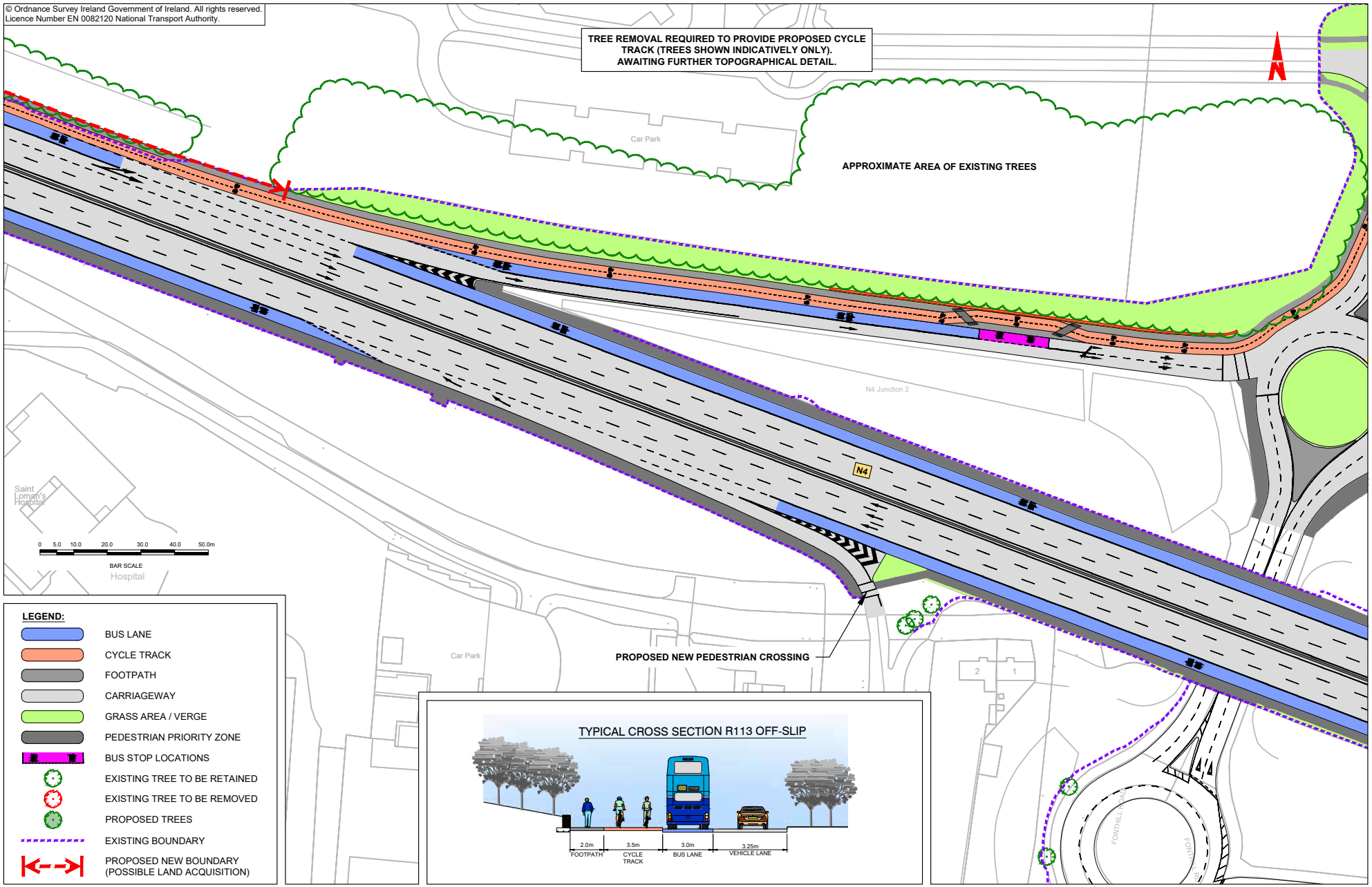
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE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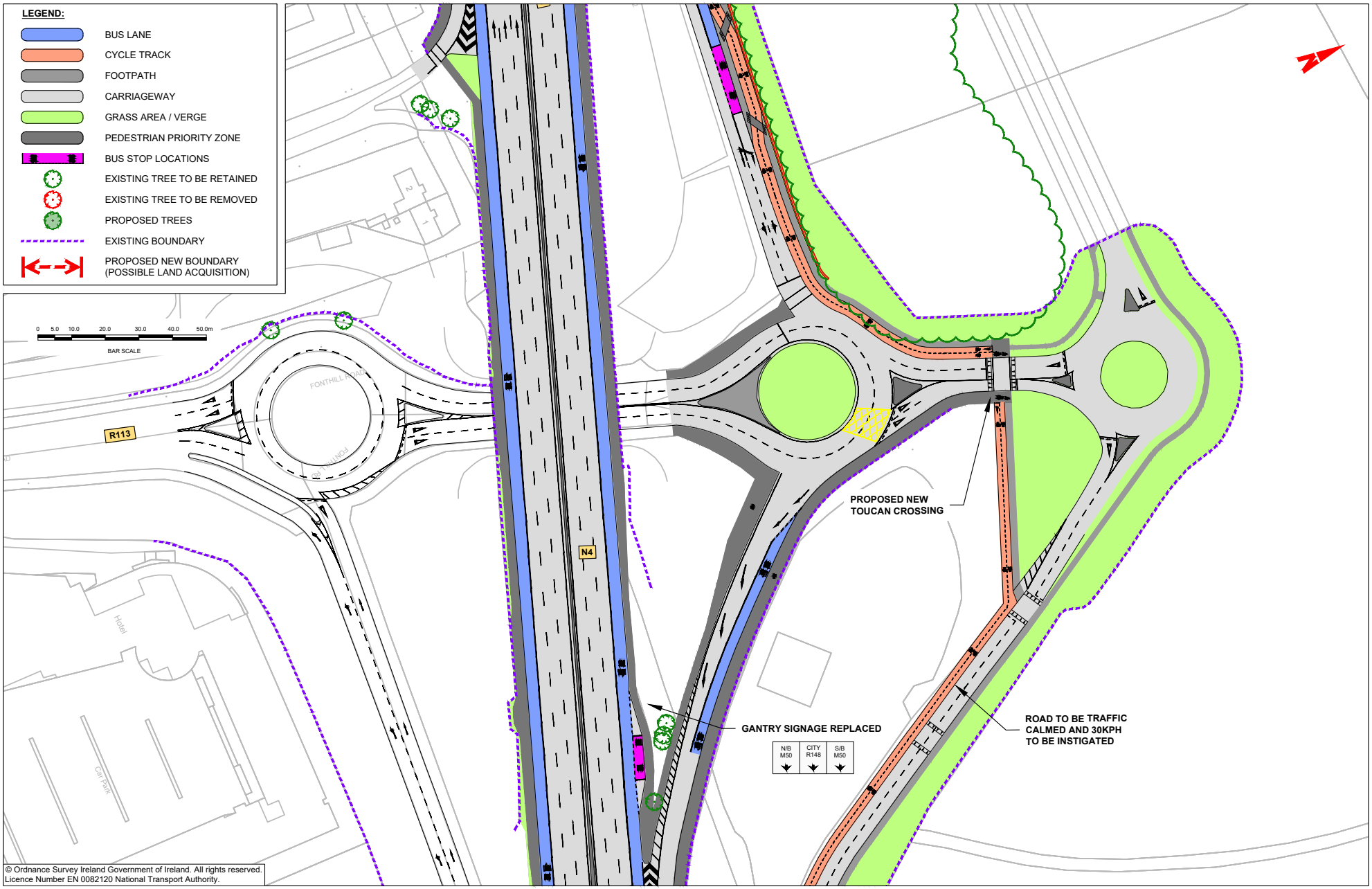
Licence Number EN 0082120 National Transport Authority.
TREE REMOVAL REQUIRED TO PROVIDE PROPOSED CYCLE TRACK (TREES SHOWN INDICATIVELY ONLY). AWAITING FURTHER TOPOGRAPHICAL DETAIL.
APPROXIMATE AREA OF EXISTING TREES
Car Park
N4 Junction 2
N4
Saint Loman's Hospital
Hospital
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
PROPOSED NEW PEDESTRIAN CROSSING
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION R113 OFF-SLIP
2.0m FOOTPATH
3.5m CYCLE TRACK
3.0m BUS LANE
3.25m VEHICLE LANE


LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
R113
N4
PROPOSED NEW TOUCAN CROSSING
GANTRY SIGNAGE REPLACED
N/B M50
CITY R148
S/B M50
ROAD TO BE TRAFFIC CALMED AND 30KPH TO BE INSTIGATED
Hotel
Car Park
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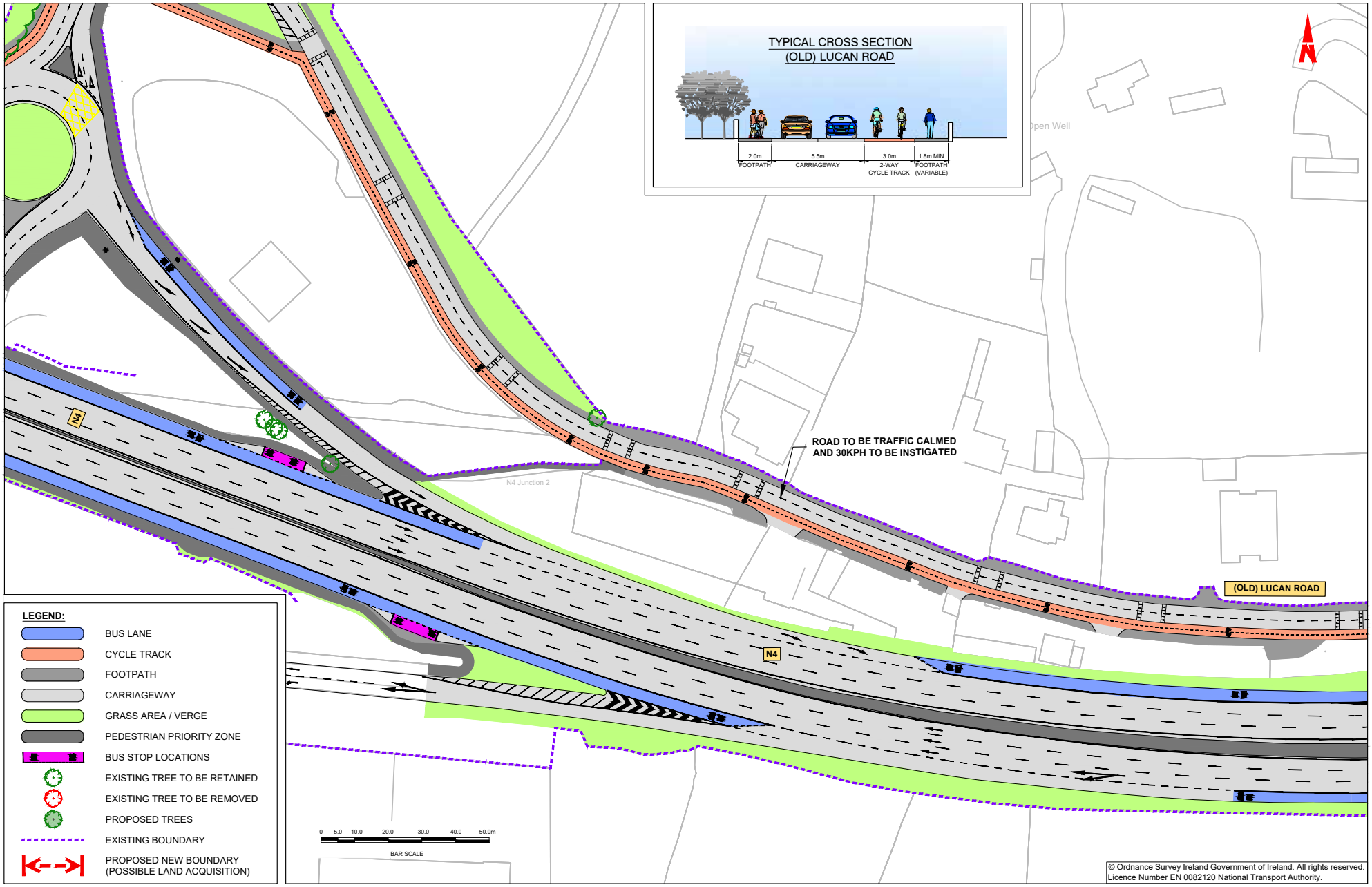
MAP 7: Preferred Route



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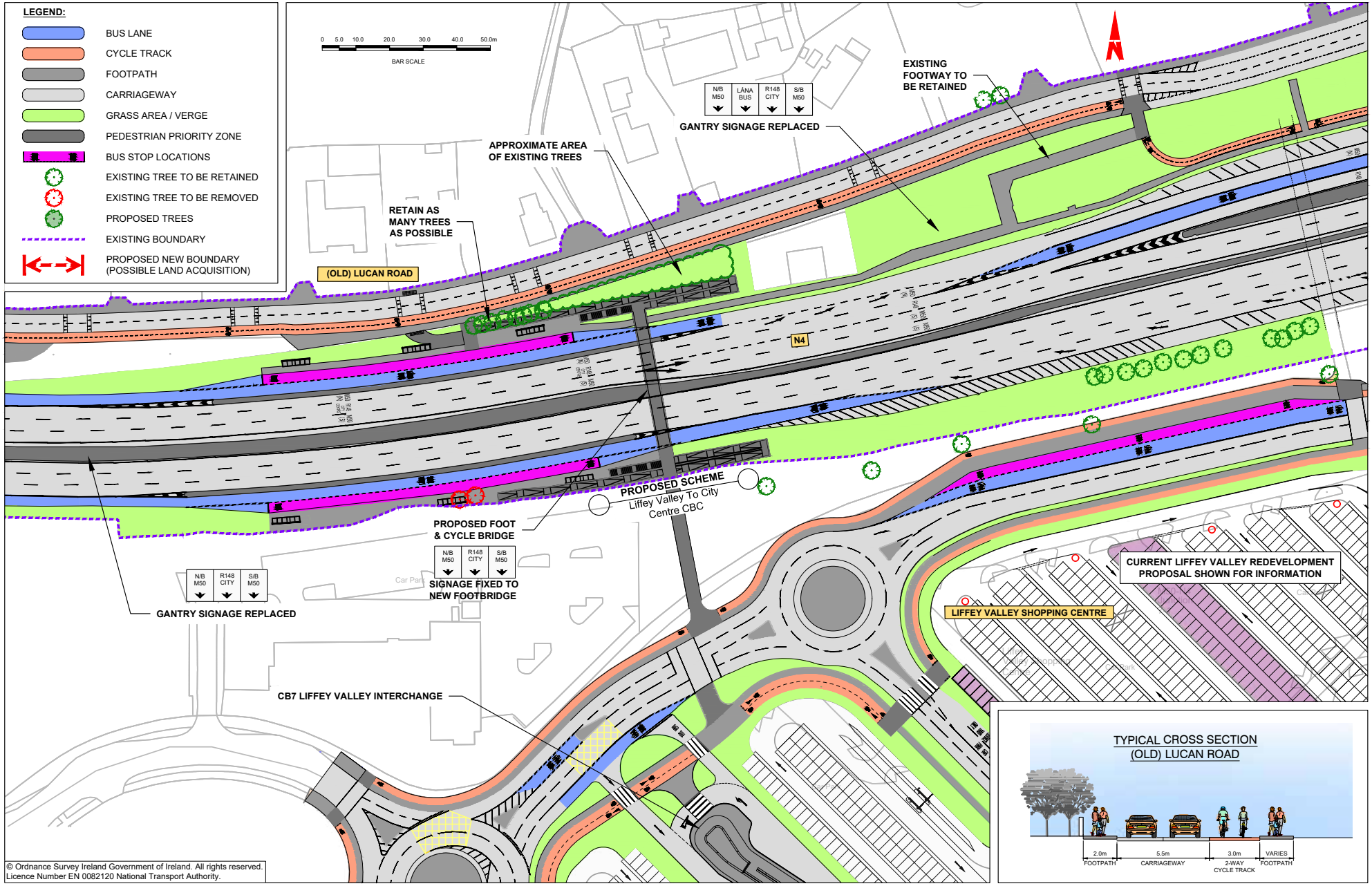

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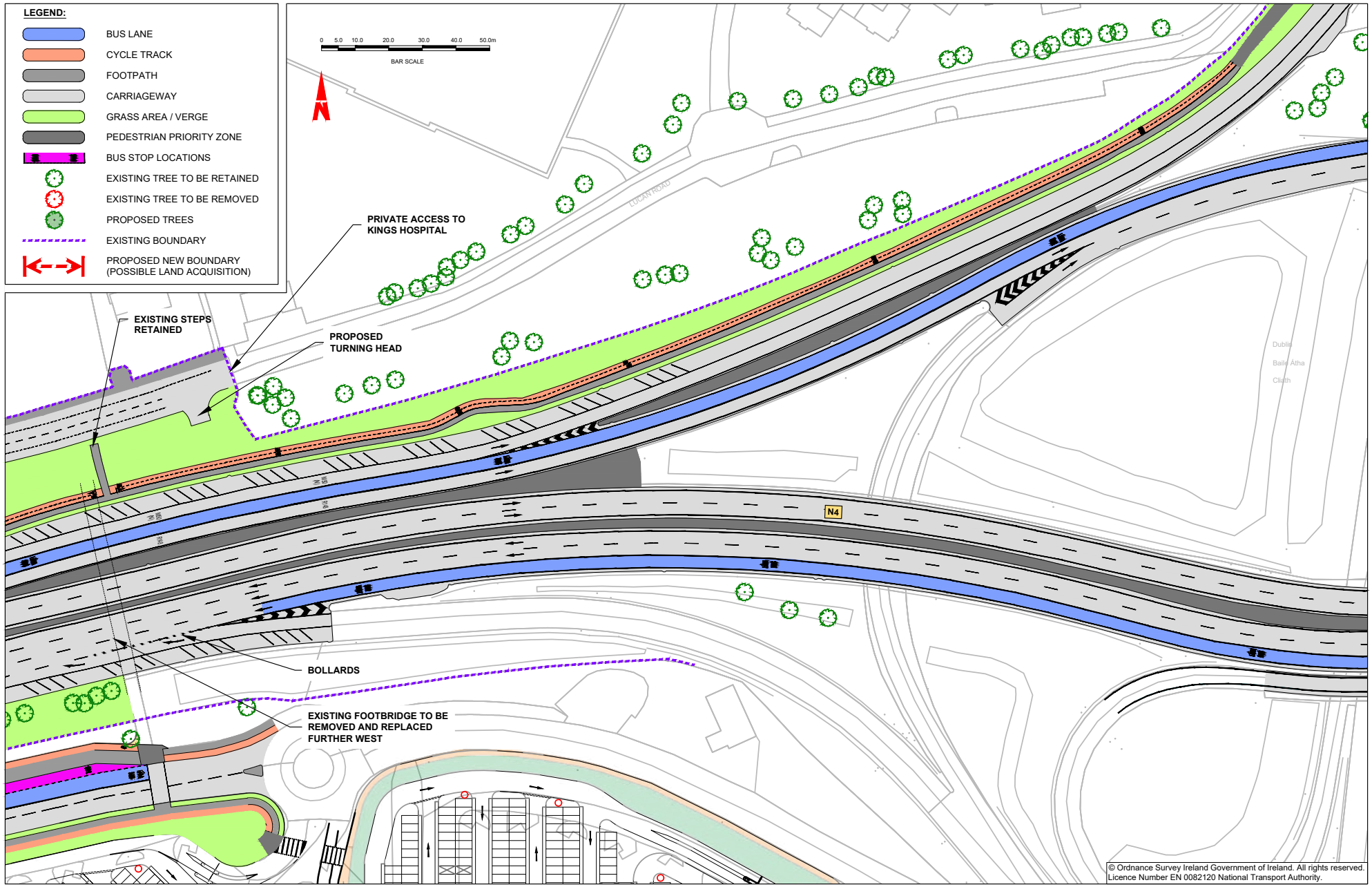
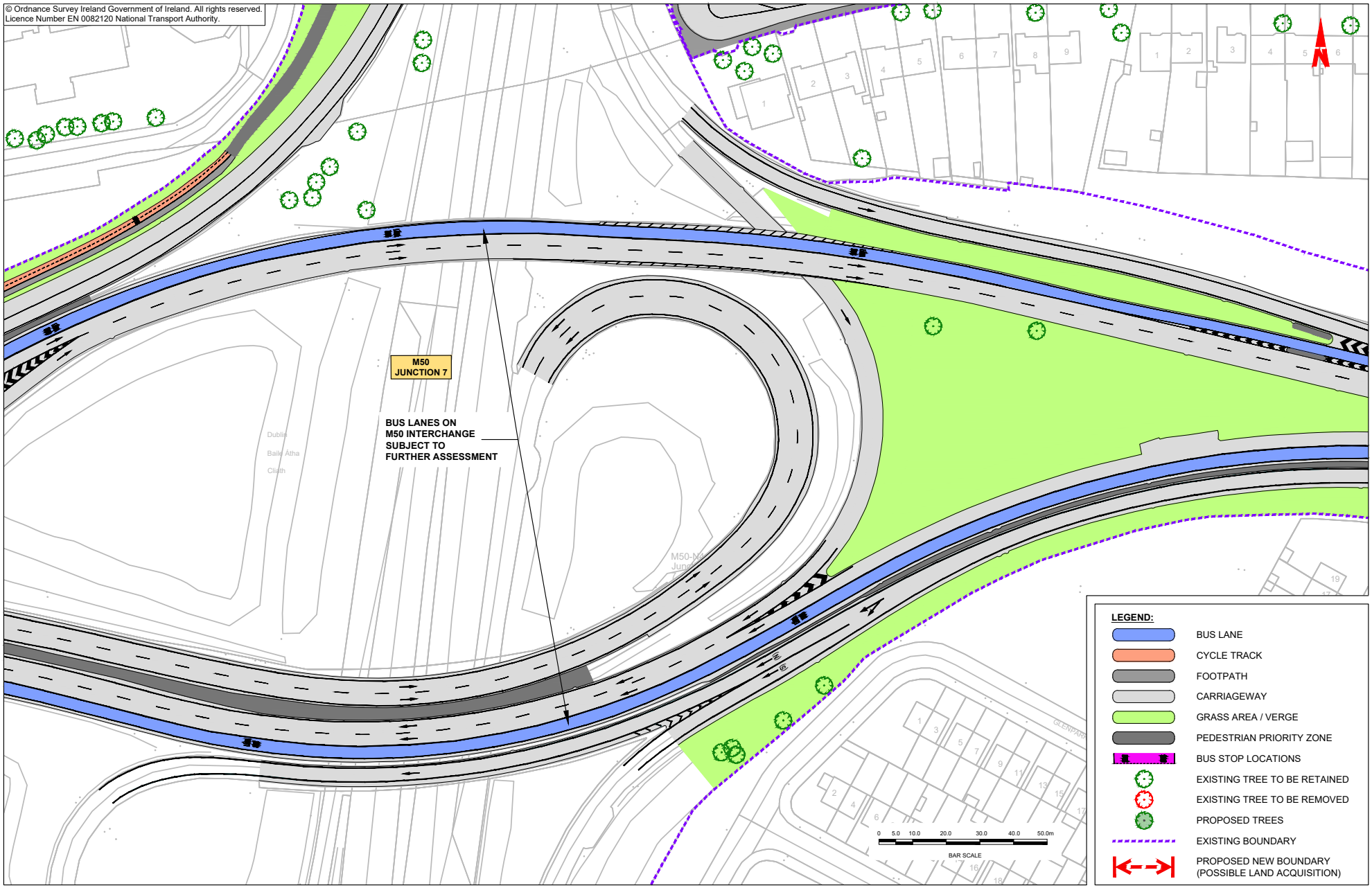
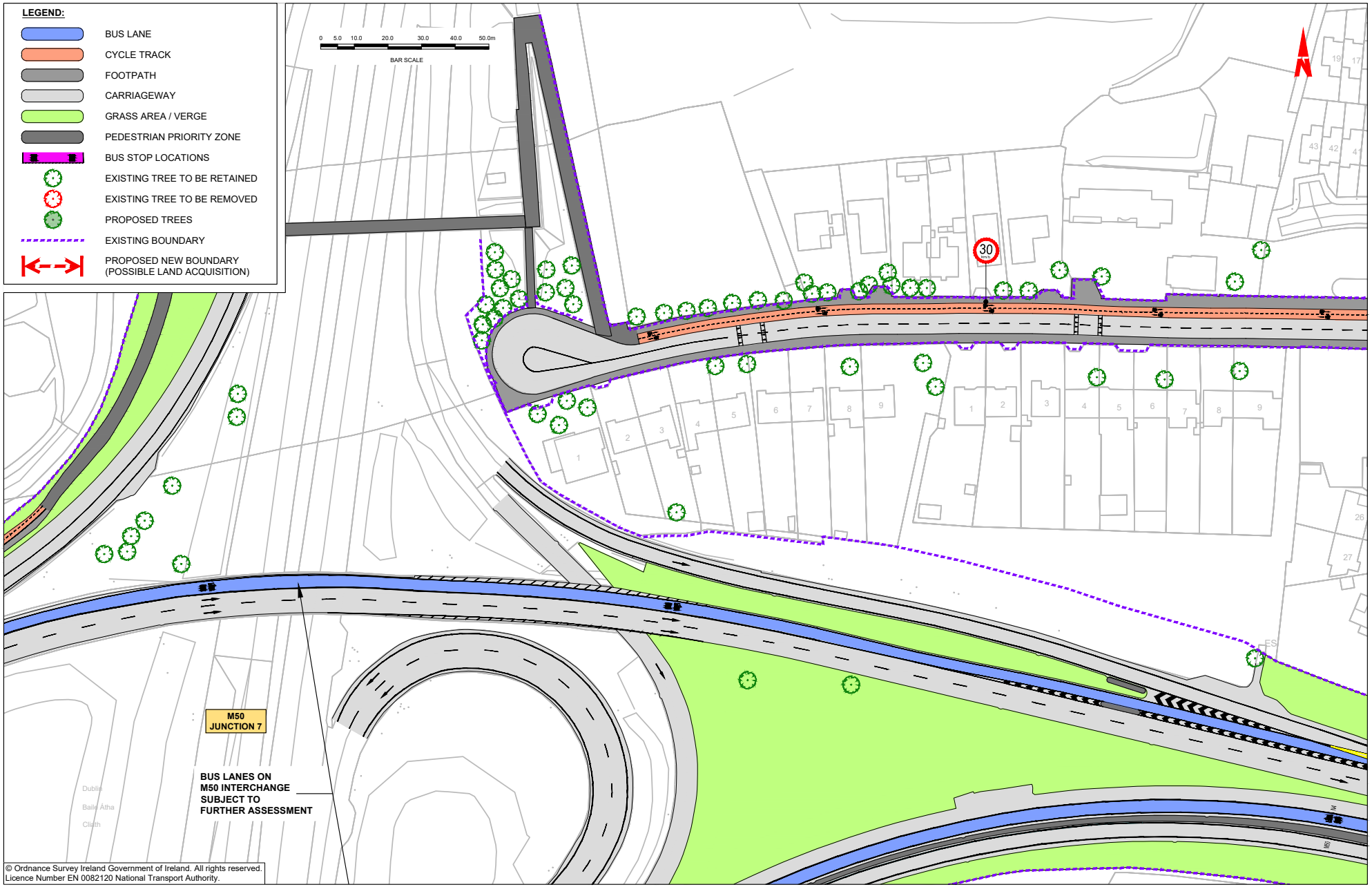
MAP 9: Preferred Route



MAP 10: Preferred Route



MAP 11: Preferred Route



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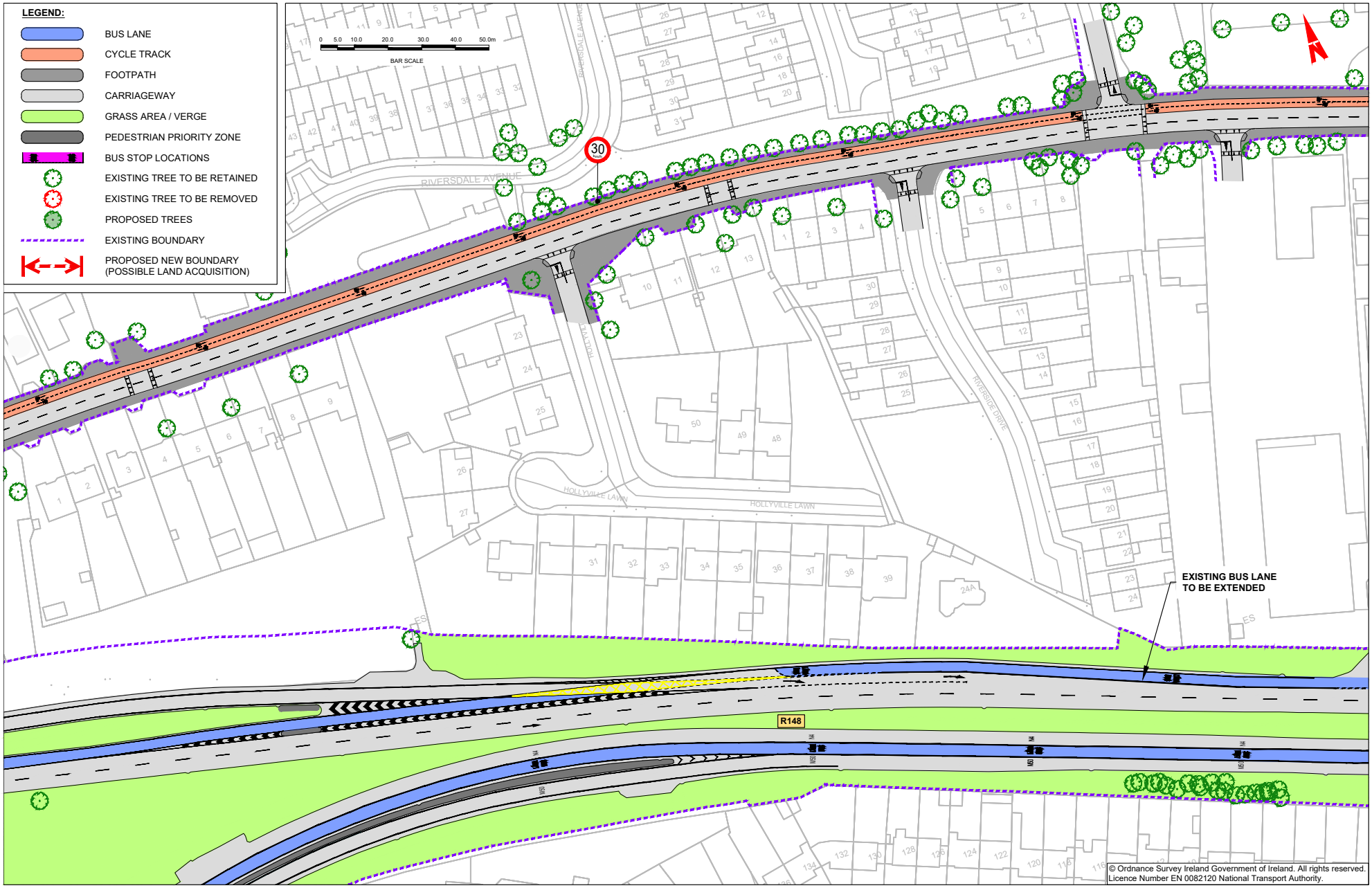
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
RIVERSDALE AVENUE
HOLLYVILLE LAWN
RIVERSIDE DRIVE
30
R148
EXISTING BUS LANE TO BE EXTENDED
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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
30
TYPICAL CROSS SECTION R148
3.0m BUS LANE
3.75m VEHICLE LANE
3.75m VEHICLE LANE
3.5m VEHICLE LANE
LANDSCAPED MEDIAN VARIES
3.75m VEHICLE LANE
3.75m VEHICLE LANE
3.0m BUS LANE
KENNELSFORD RD LOWER
R148
ROSE VIEW
Car Park
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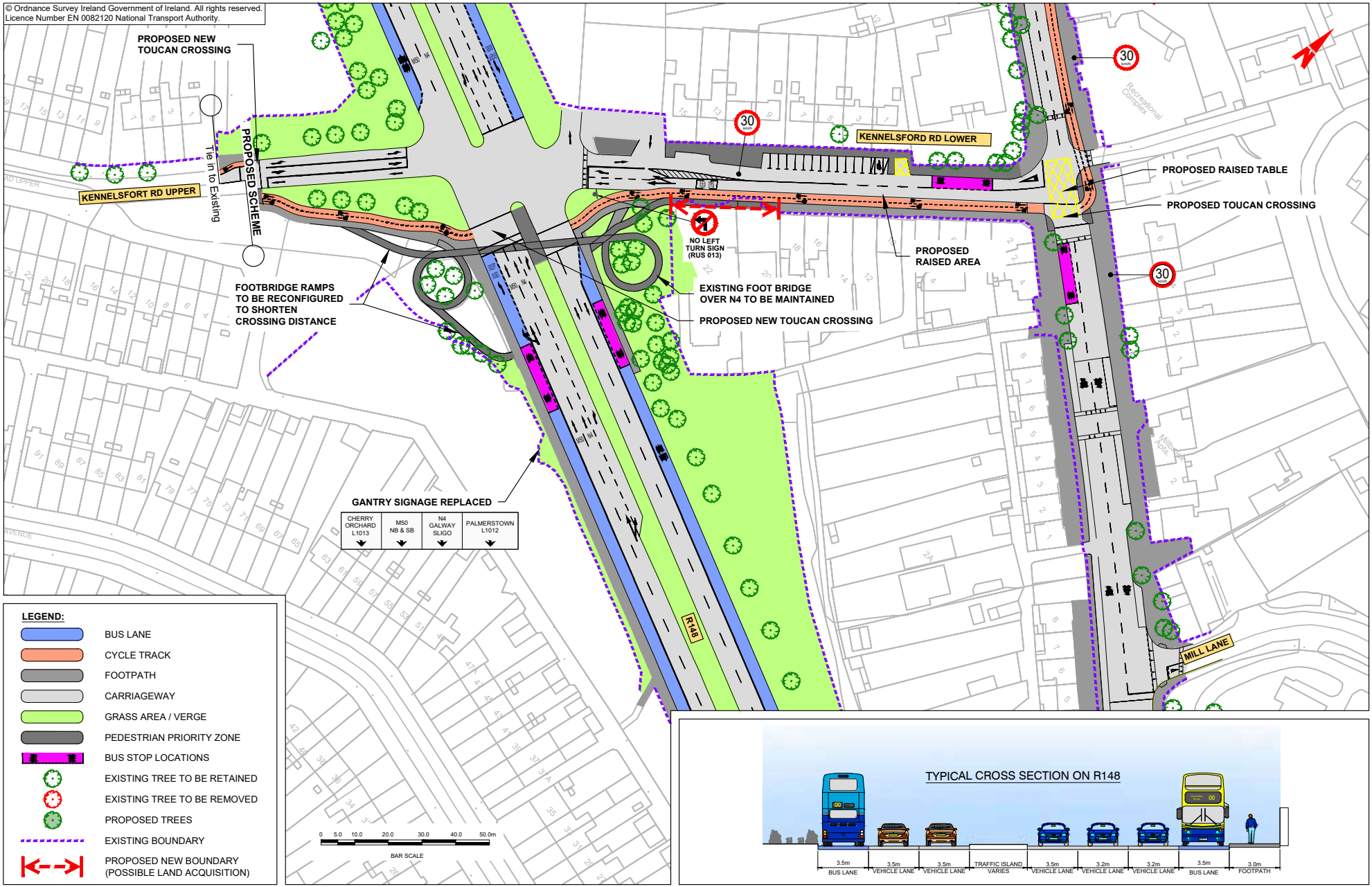
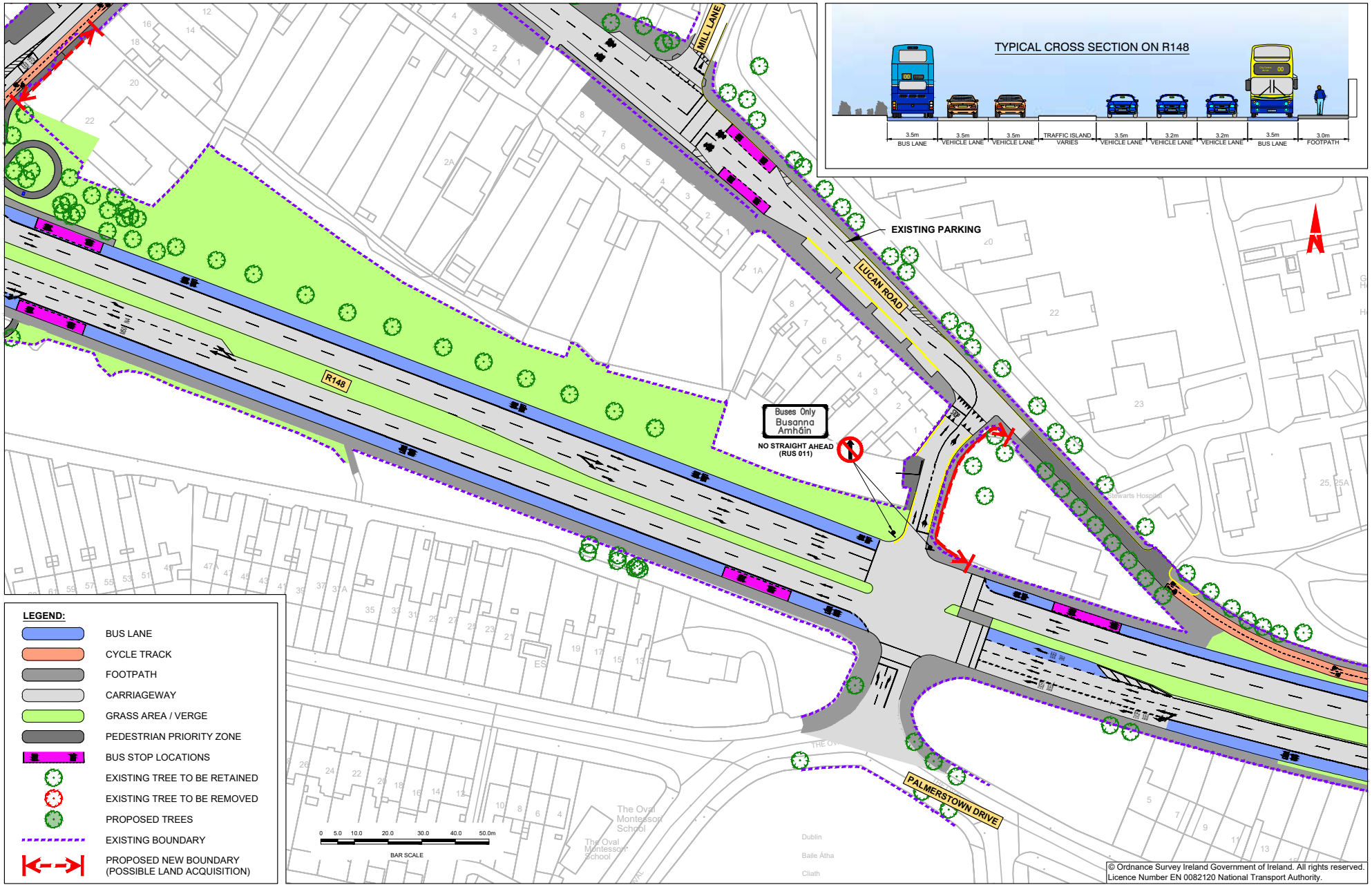
MAP 14: Preferred Route




TYPICAL CROSS SECTION ON R148
3.5m BUS LANE
3.5m VEHICLE LANE
3.5m VEHICLE LANE
TRAFFIC ISLAND VARIES
3.5m VEHICLE LANE
3.2m VEHICLE LANE
3.2m VEHICLE LANE
3.5m BUS LANE
3.0m FOOTPATH
EXISTING PARKING
LUCAN ROAD
MILL LANE
R148
Buses Only
Busanna Amháin
NO STRAIGHT AHEAD (RUS 011)
PALMERSTOWN DRIVE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
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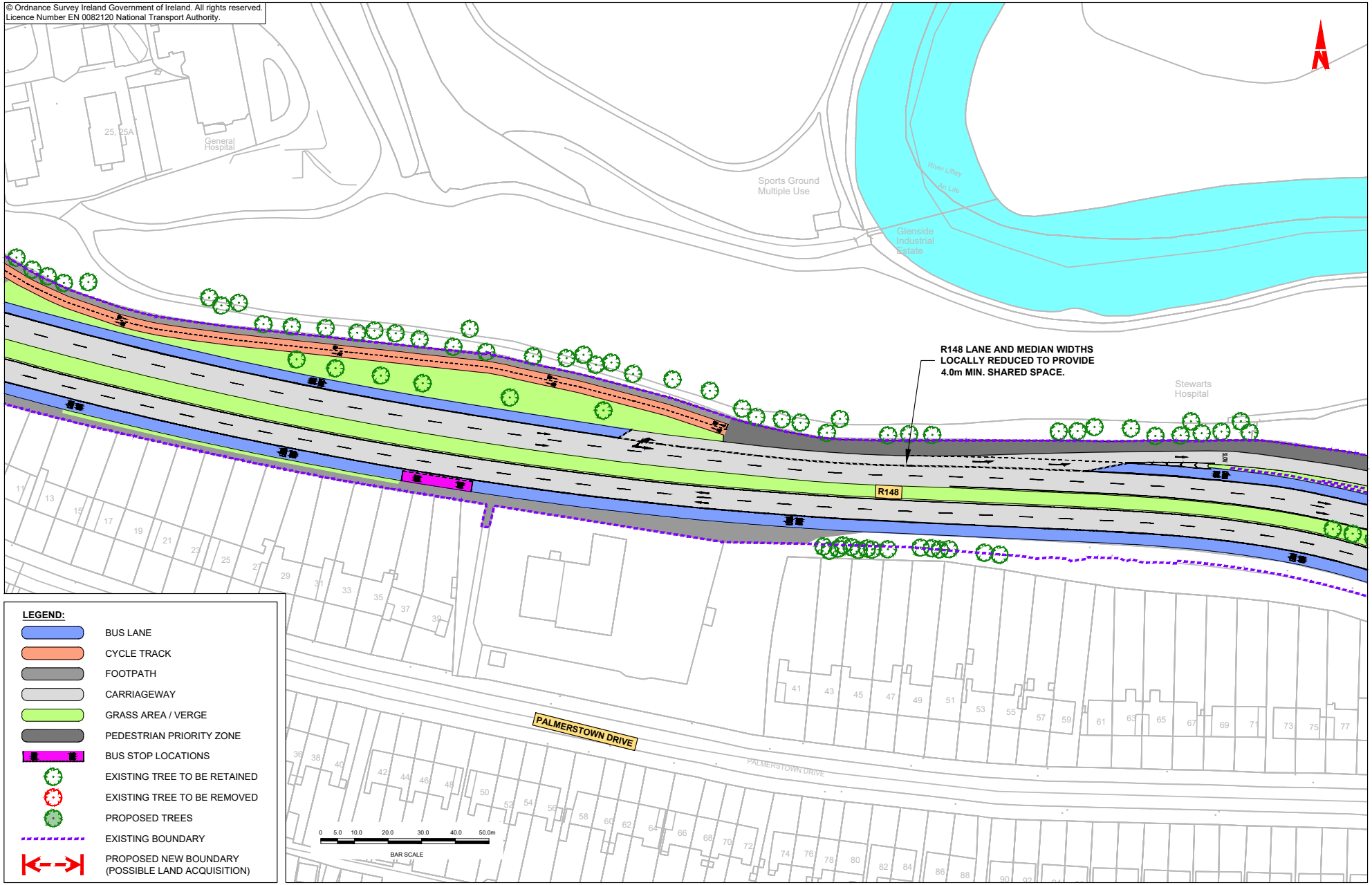
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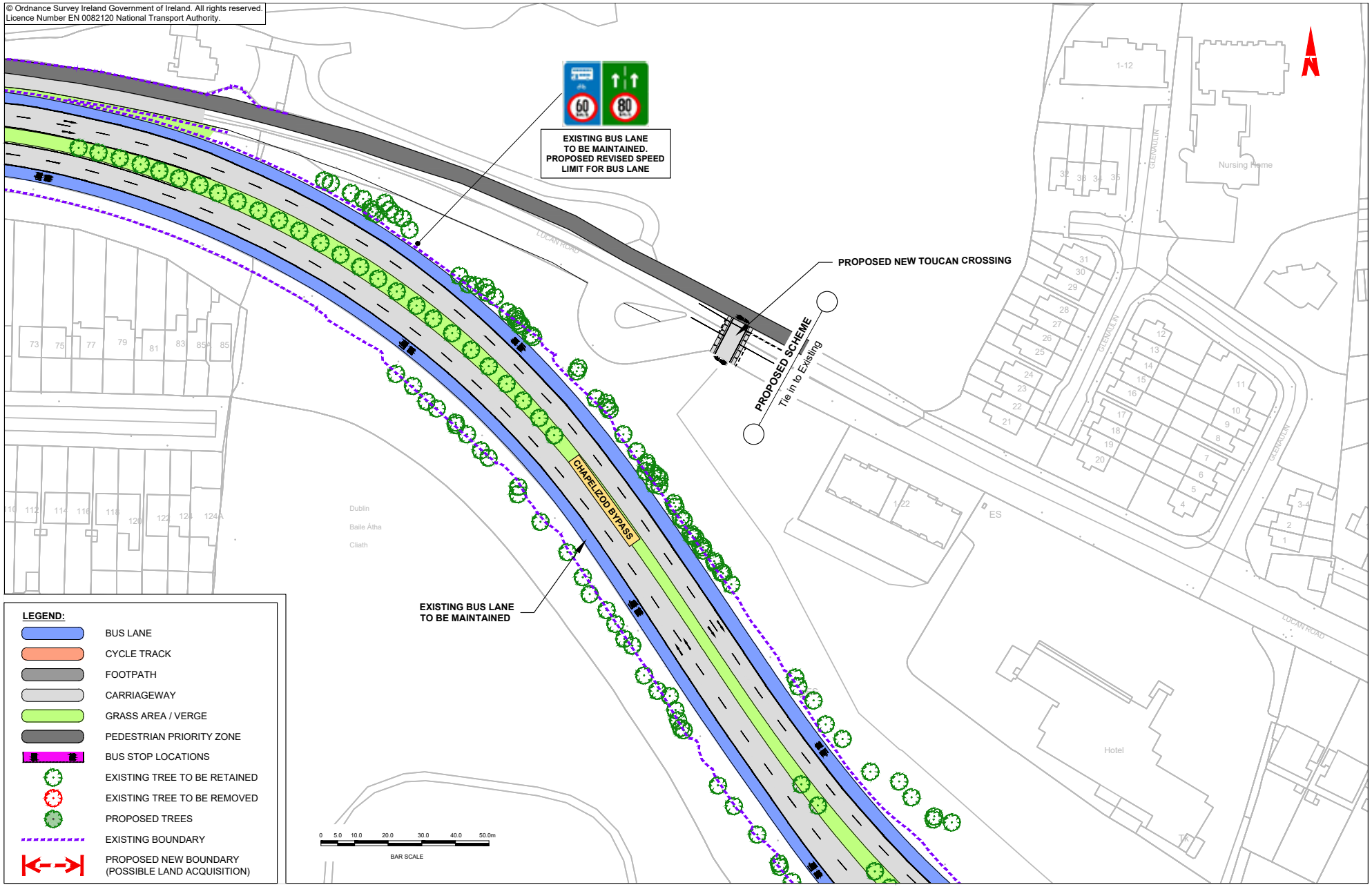
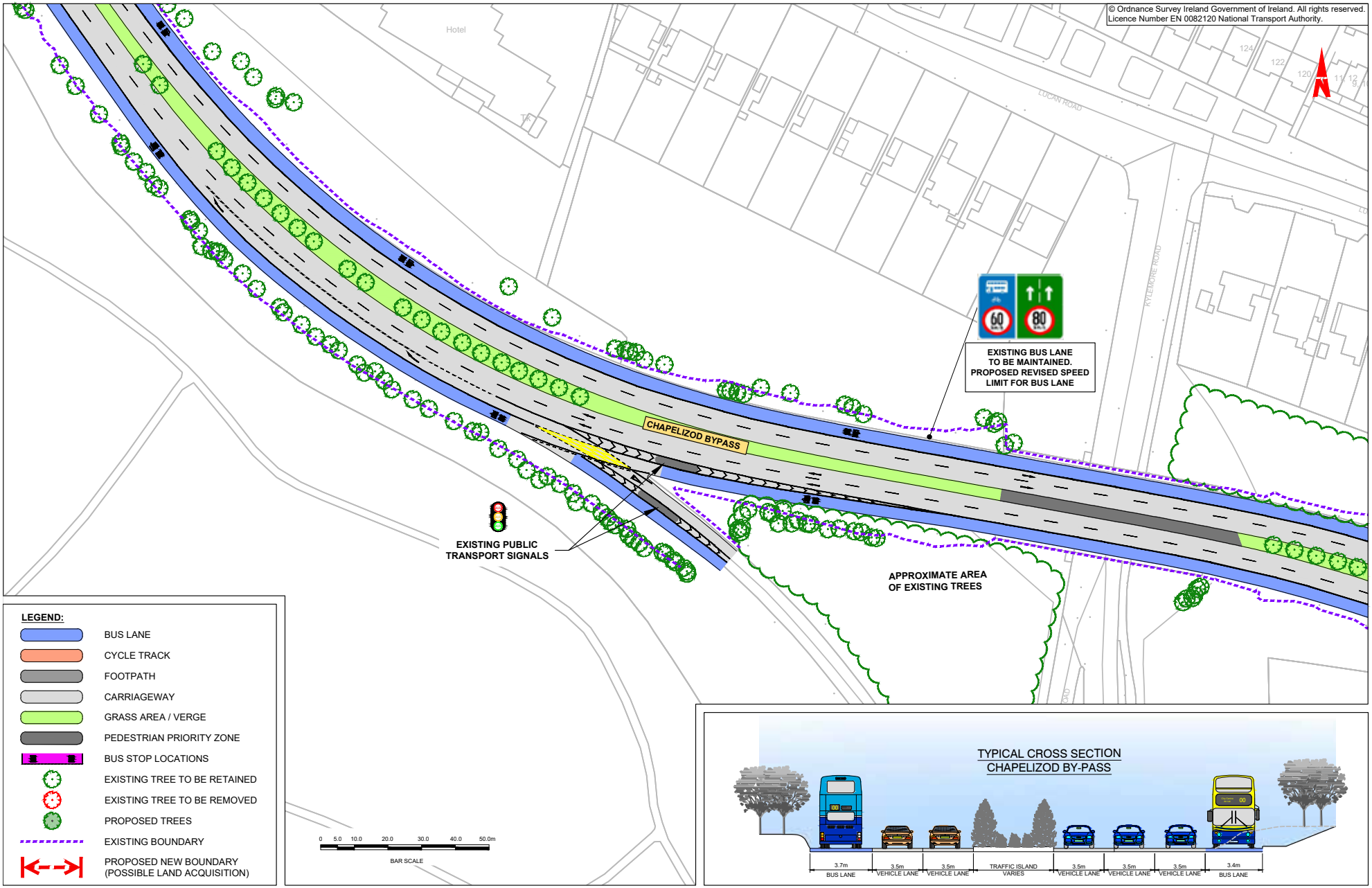
N
25, 25A
General Hospital
Sports Ground Multiple Use
River Liffey
An Life
Glenside Industrial Estate
R148 LANE AND MEDIAN WIDTHS LOCALLY REDUCED TO PROVIDE 4.0m MIN. SHARED SPACE.
Stewarts Hospital
R148
PALMERSTOWN DRIVE
PALMERSTOWN DRIVE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE

MAP 17: Preferred Route

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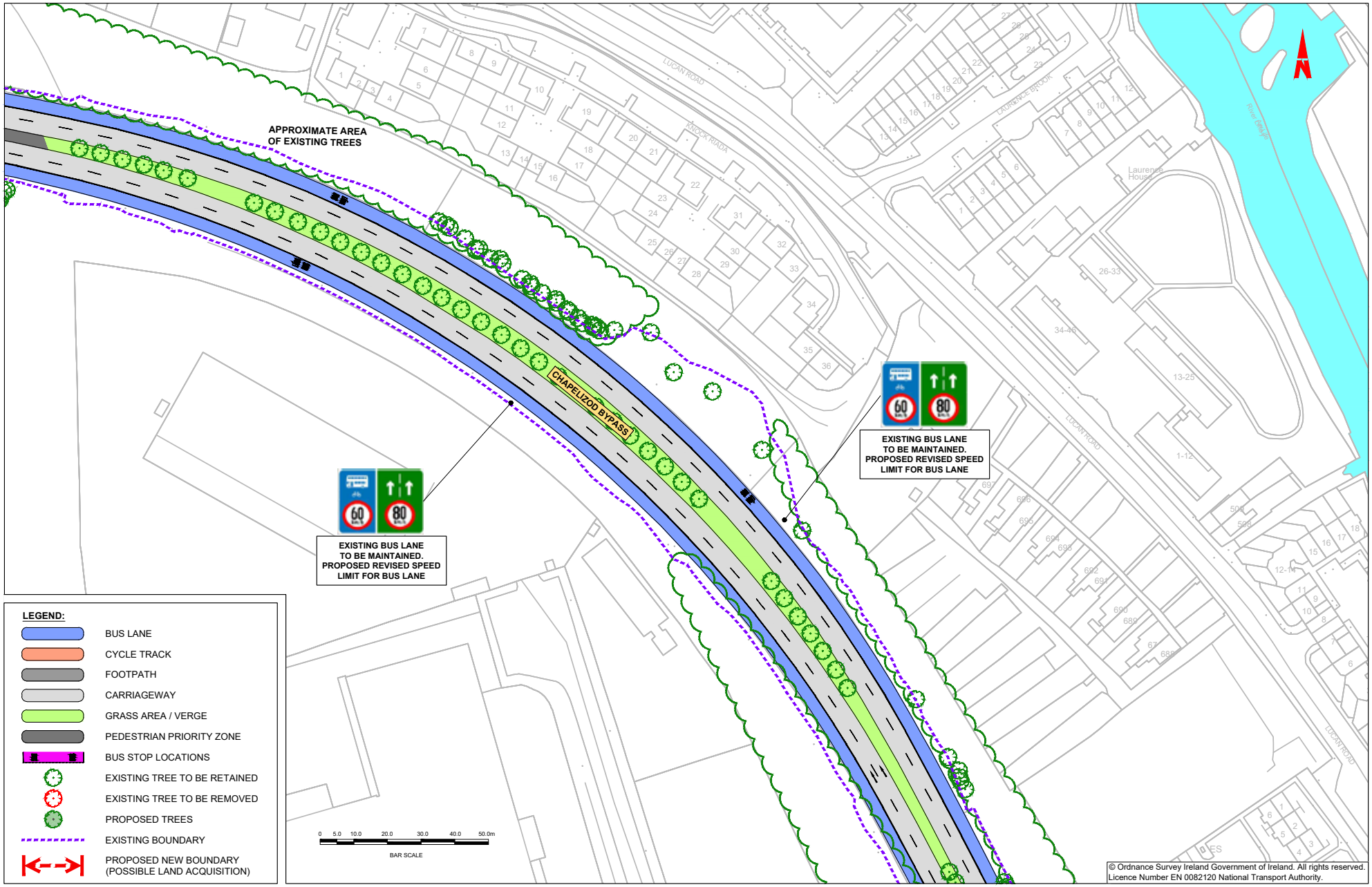
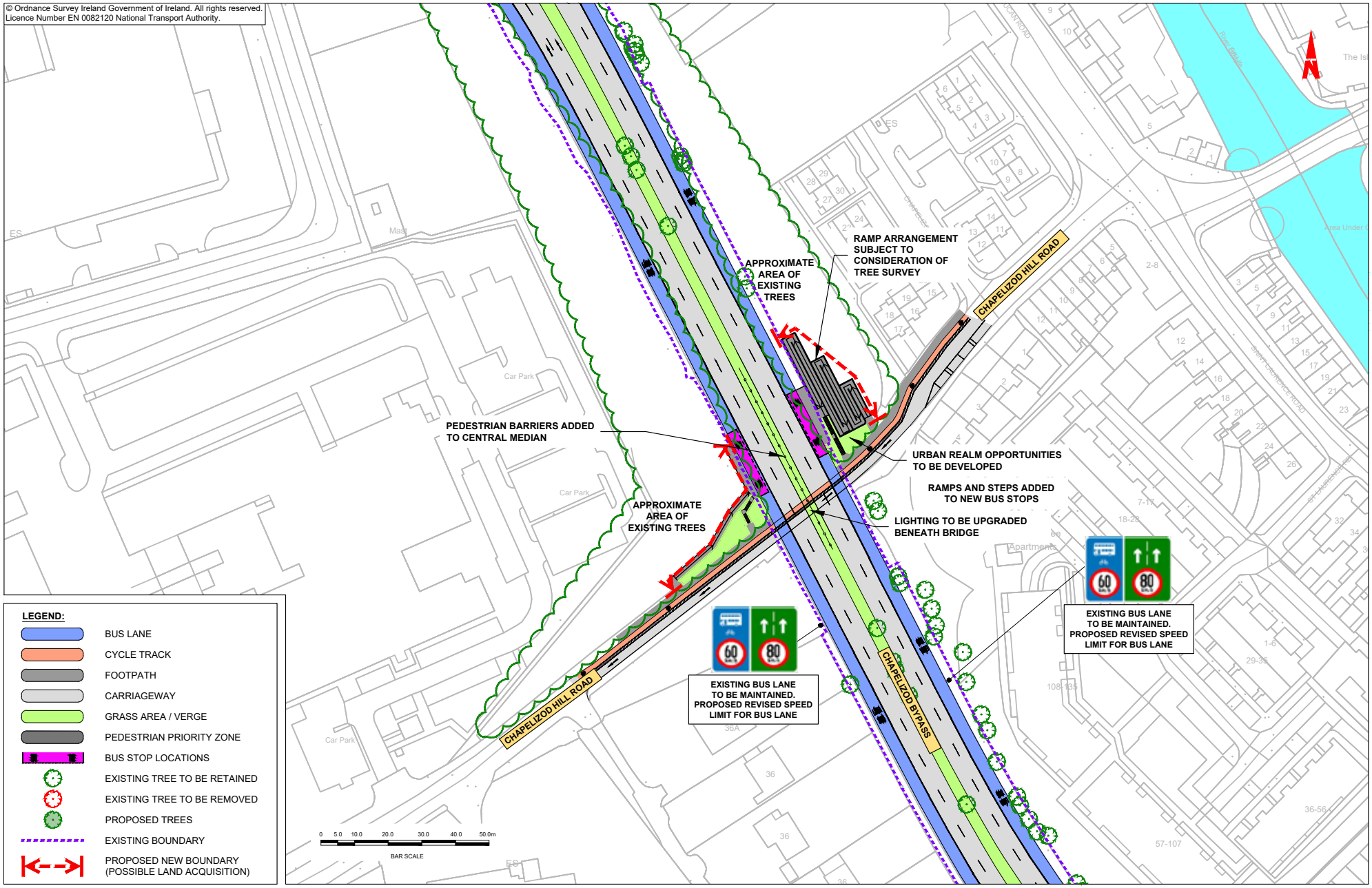
Hotel
LUCAN ROAD
KYLEMORE ROAD
CHAPELIZOD BYPASS
EXISTING BUS LANE TO BE MAINTAINED. PROPOSED REVISED SPEED LIMIT FOR BUS LANE
60
80
EXISTING PUBLIC TRANSPORT SIGNALS
APPROXIMATE AREA OF EXISTING TREES
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
CHAPELIZOD BY-PASS
3.7m BUS LANE
3.5m VEHICLE LANE
3.5m VEHICLE LANE
TRAFFIC ISLAND VARIES
3.5m VEHICLE LANE
3.5m VEHICLE LANE
3.5m VEHICLE LANE
3.4m BUS LANE

MAP 19: Preferred Route

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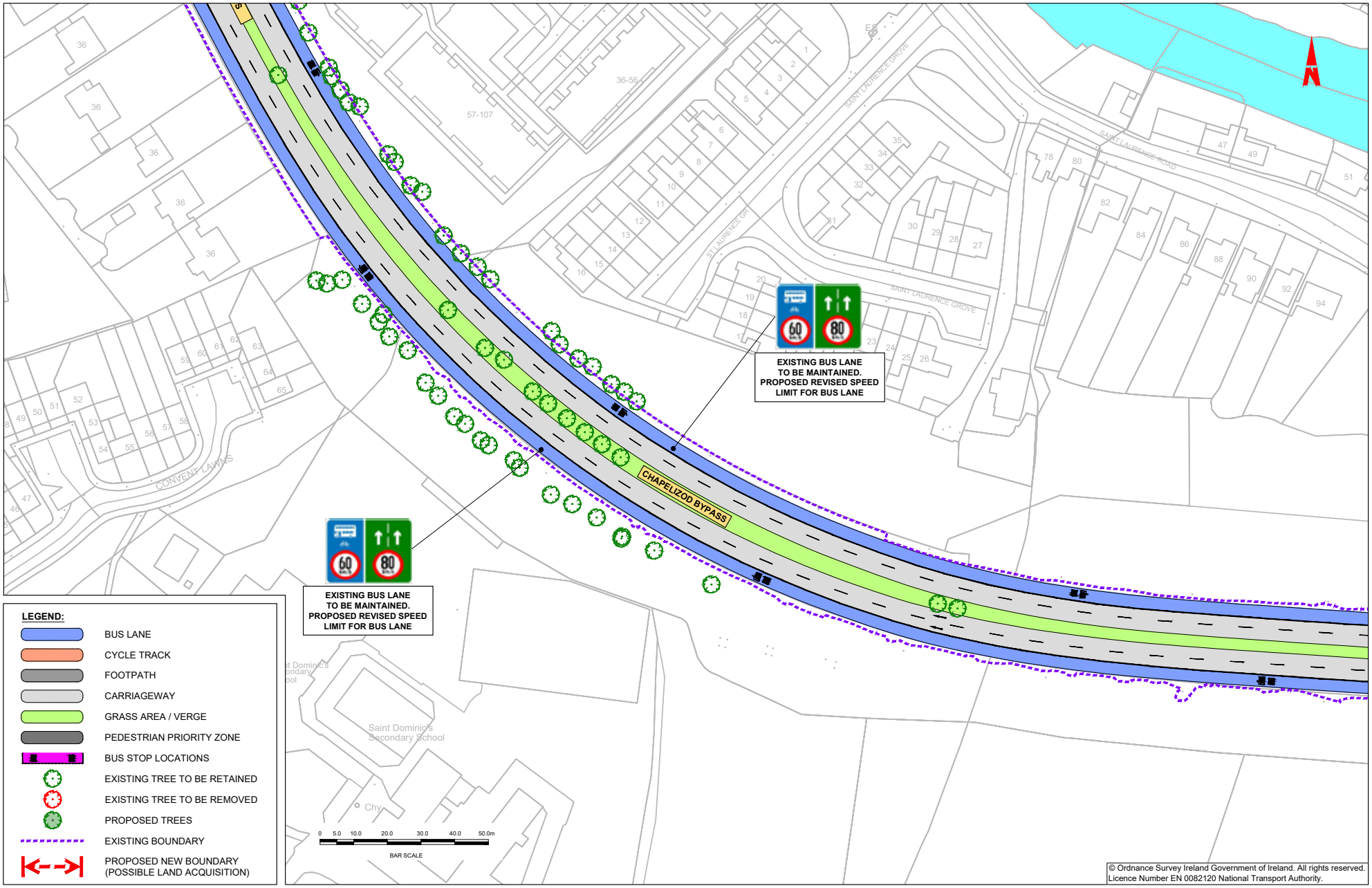
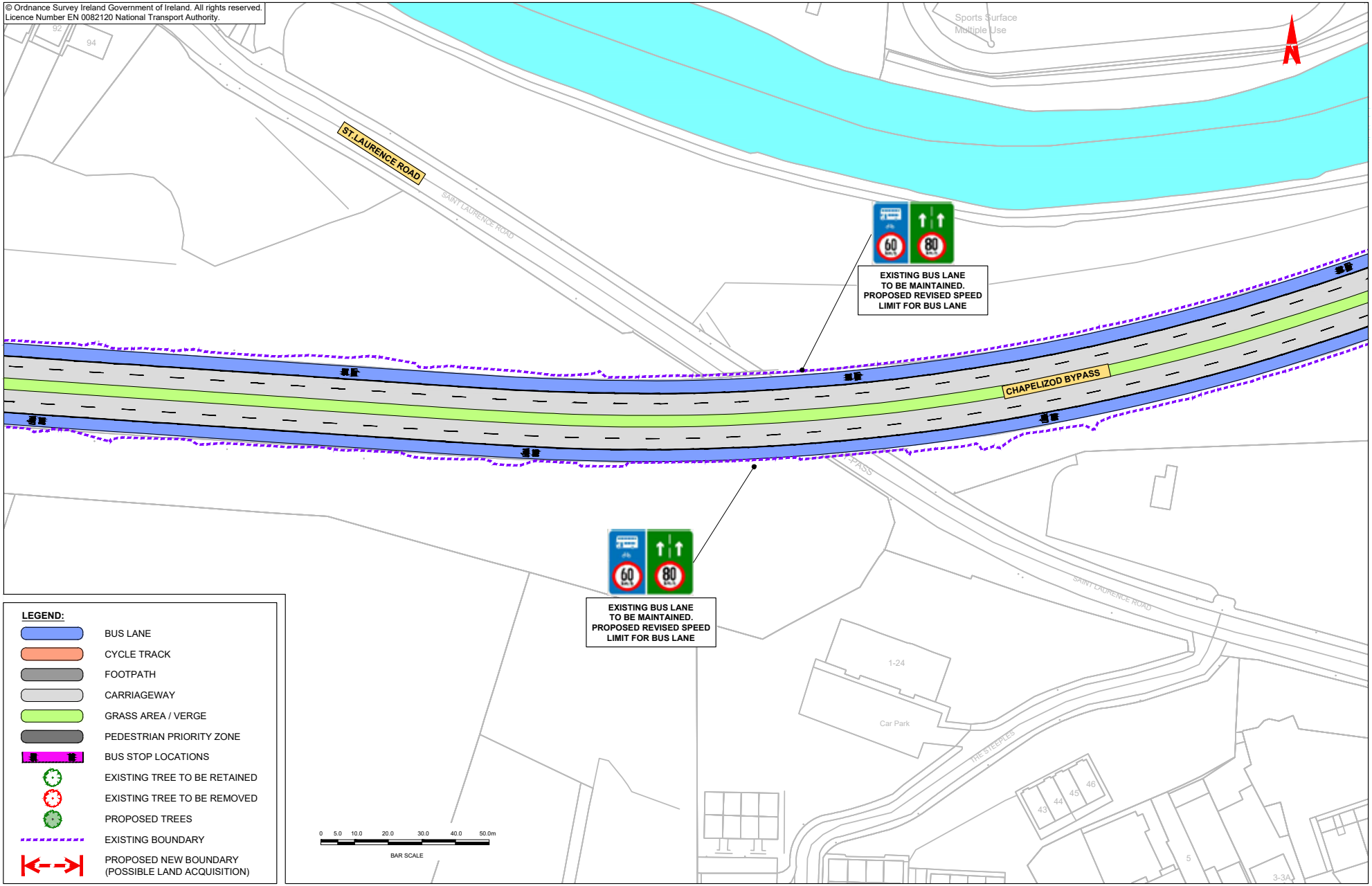
Licence Number EN 0082120 National Transport Authority.
RAMP ARRANGEMENT SUBJECT TO CONSIDERATION OF TREE SURVEY
APPROXIMATE AREA OF EXISTING TREES
CHAPELIZOD HILL ROAD
PEDESTRIAN BARRIERS ADDED TO CENTRAL MEDIAN
URBAN REALM OPPORTUNITIES TO BE DEVELOPED
RAMPS AND STEPS ADDED TO NEW BUS STOPS
LIGHTING TO BE UPGRADED BENEATH BRIDGE
APPROXIMATE AREA OF EXISTING TREES
EXISTING BUS LANE TO BE MAINTAINED. PROPOSED REVISED SPEED LIMIT FOR BUS LANE
EXISTING BUS LANE TO BE MAINTAINED. PROPOSED REVISED SPEED LIMIT FOR BUS LANE
CHAPELIZOD BYPASS
CHAPELIZOD HILL ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE

MAP 21: Preferred Route

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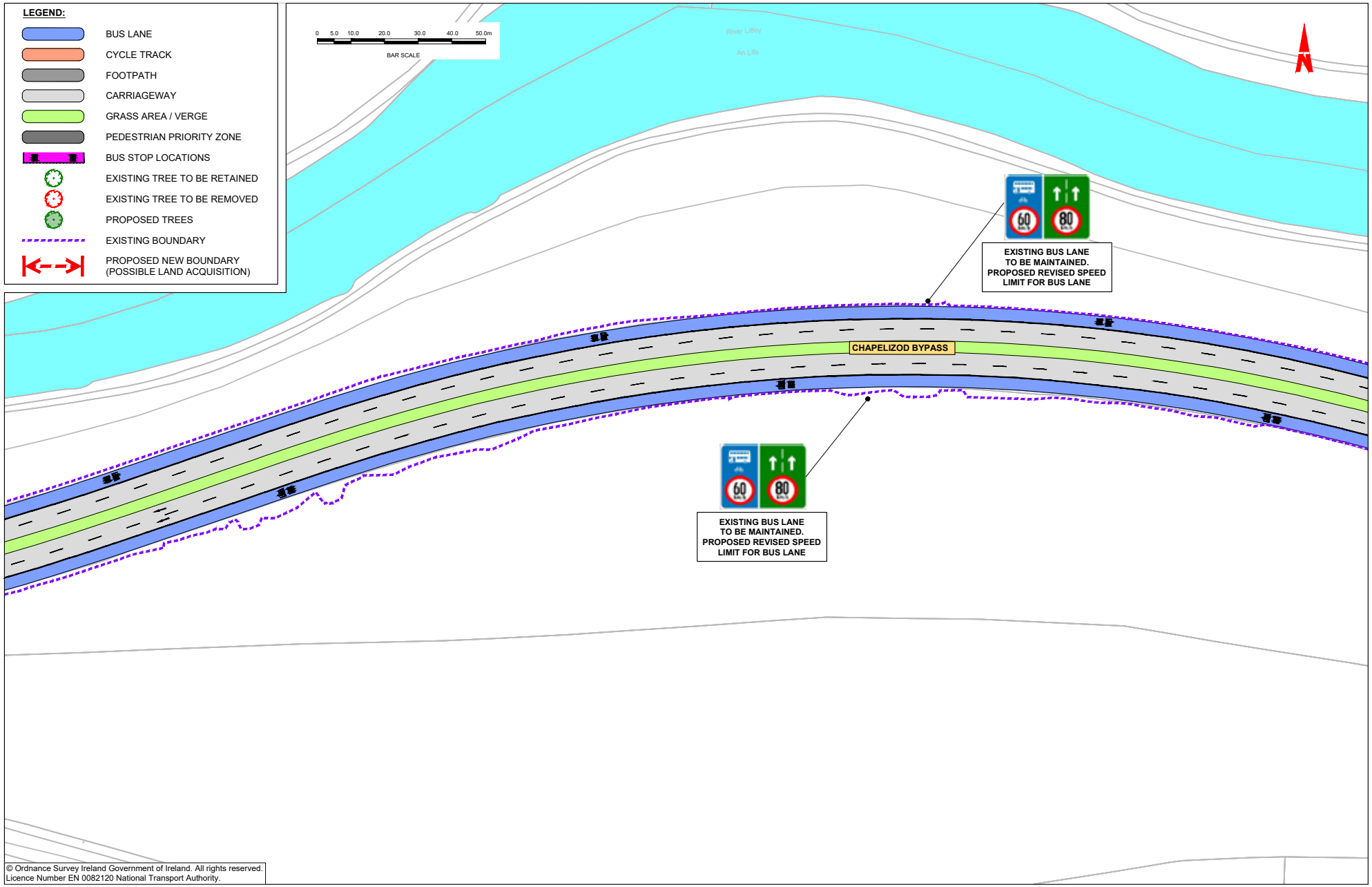
ST. LAURENCE ROAD
SAINT LAURENCE ROAD
Sports Surface
Multiple Use
EXISTING BUS LANE
TO BE MAINTAINED.
PROPOSED REVISED SPEED
LIMIT FOR BUS LANE
CHAPELIZOD BYPASS
EXISTING BUS LANE
TO BE MAINTAINED.
PROPOSED REVISED SPEED
LIMIT FOR BUS LANE
SAINT LAURENCE ROAD
1-24
Car Park
THE STEEPLES
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY
(POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE

MAP 23: Preferred Route



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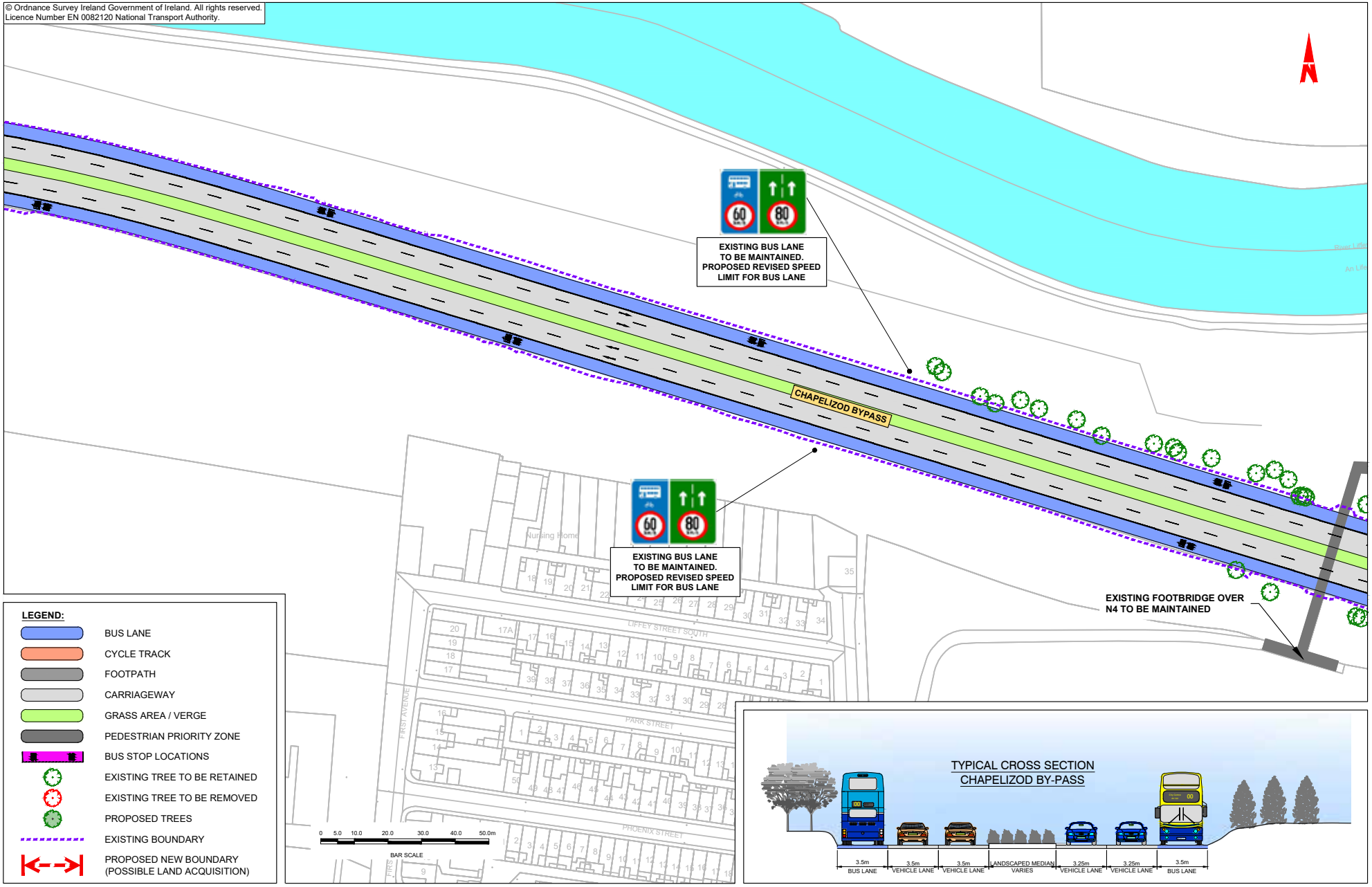
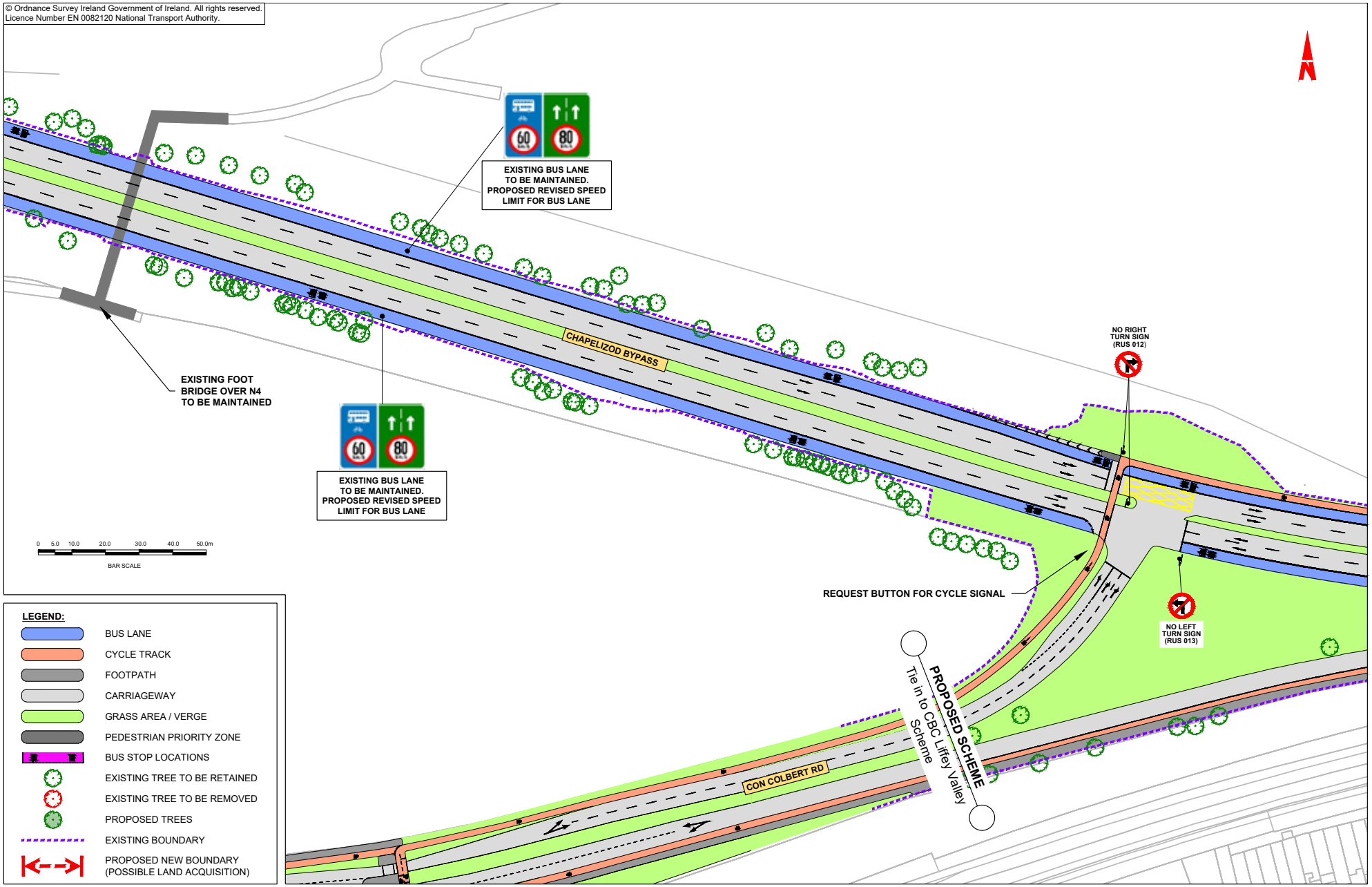
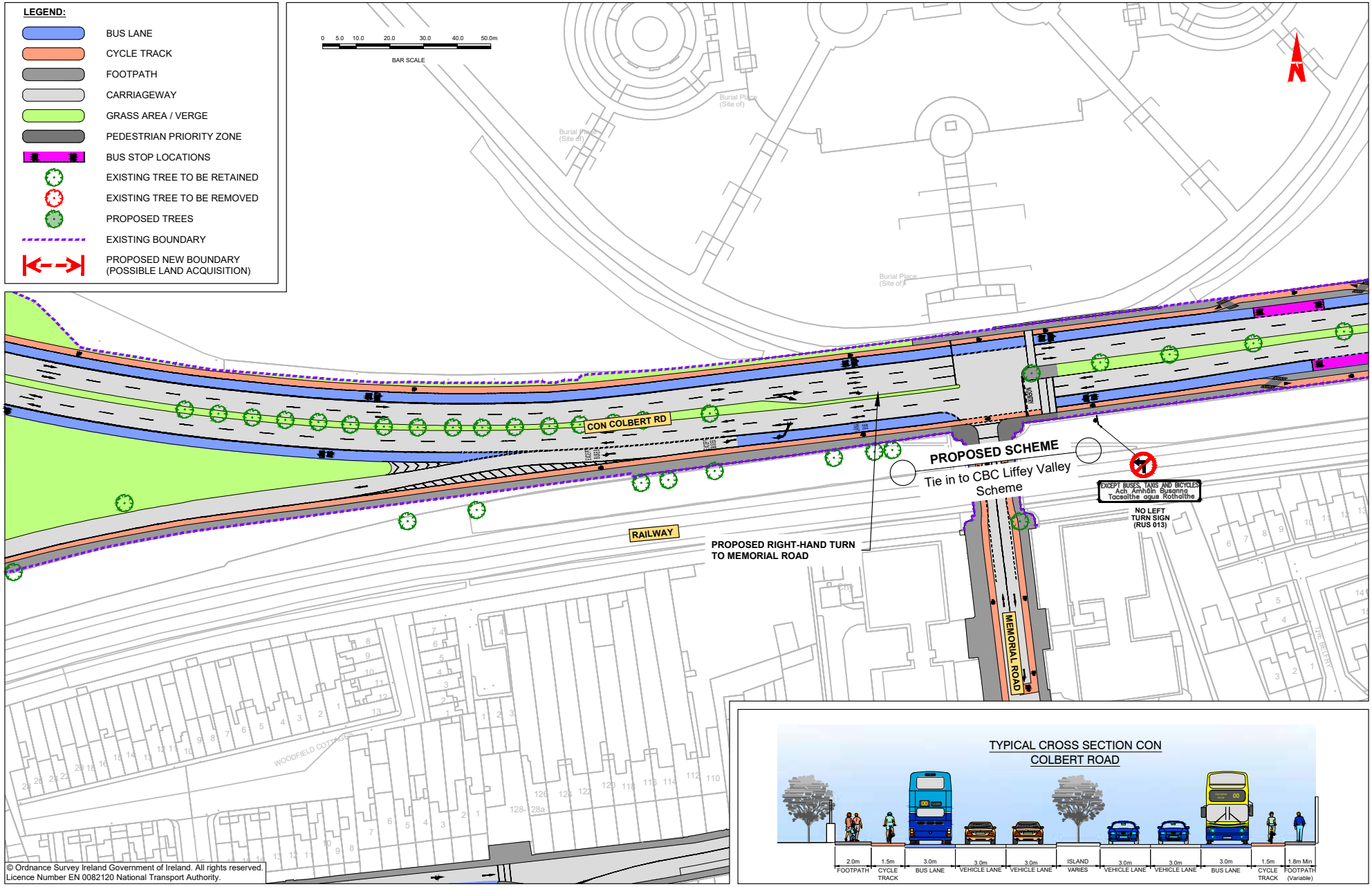


MAP 25: Preferred Route





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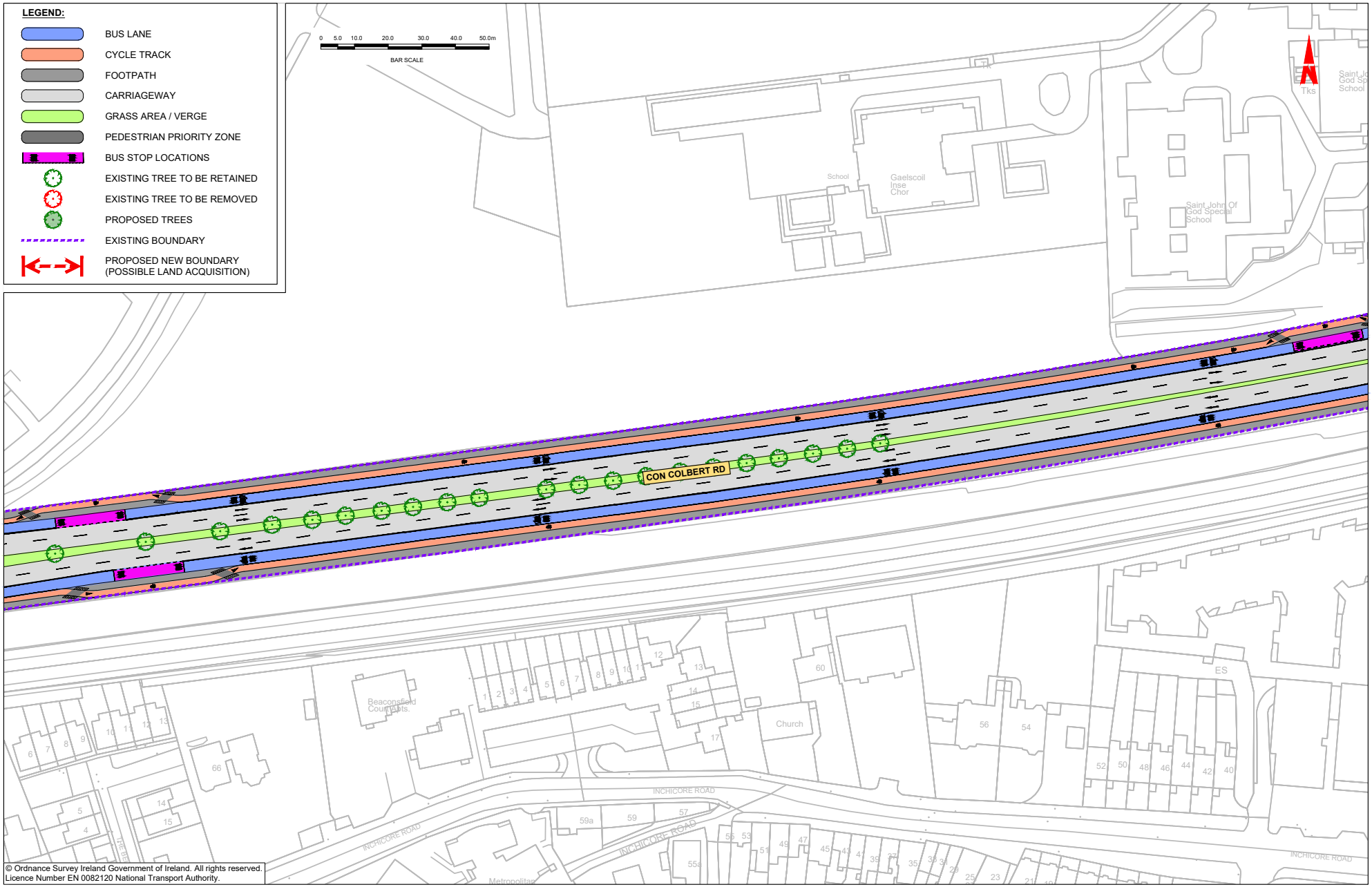
MAP 27: Preferred Route



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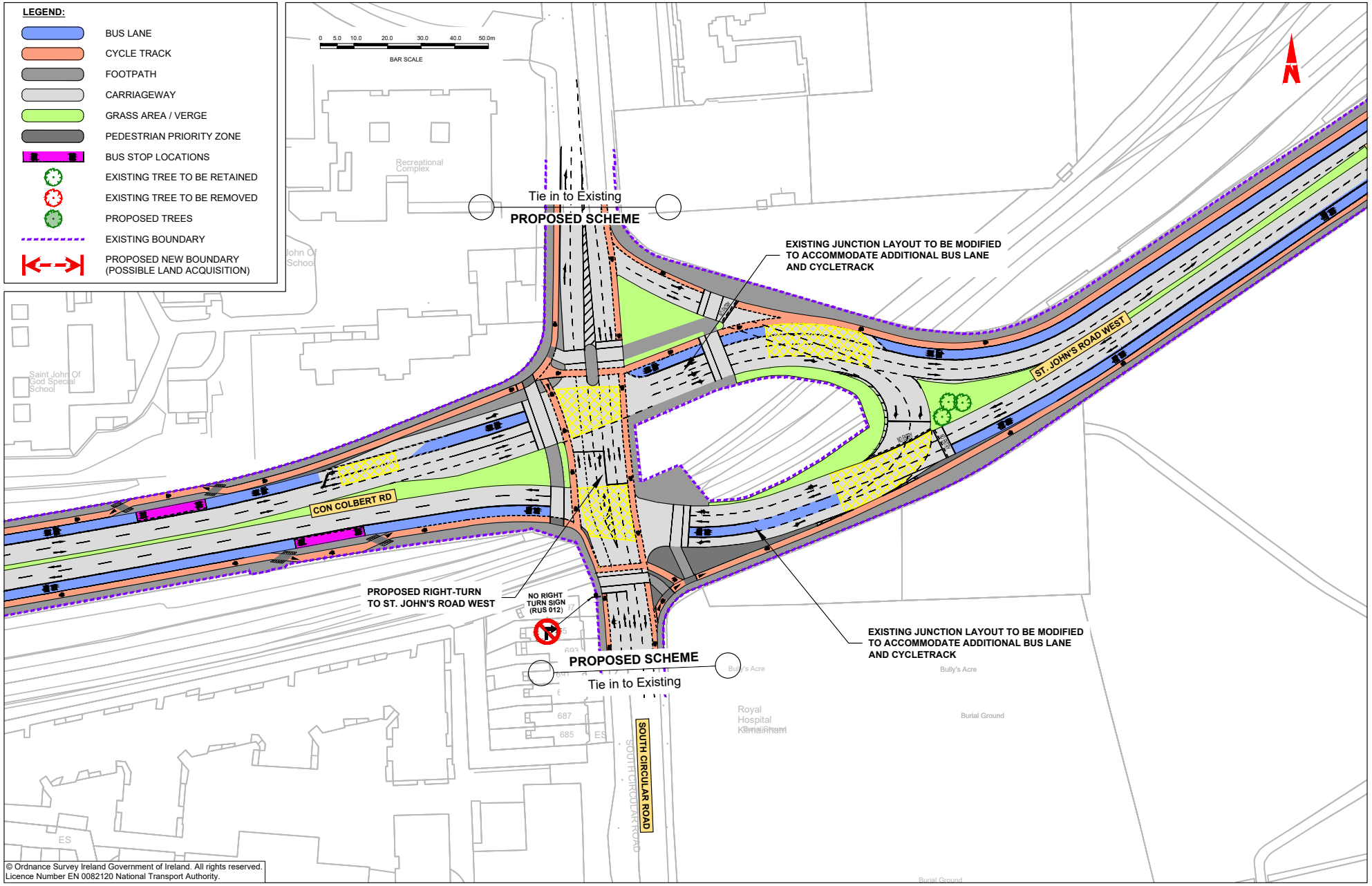
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
N
Recreational Complex
Tie in to Existing
PROPOSED SCHEME
EXISTING JUNCTION LAYOUT TO BE MODIFIED TO ACCOMMODATE ADDITIONAL BUS LANE AND CYCLETRACK
ST. JOHN'S ROAD WEST
CON COLBERT RD
Saint John Of God Special School
PROPOSED RIGHT-TURN TO ST. JOHN'S ROAD WEST
NO RIGHT TURN SIGN (RUS 012)
PROPOSED SCHEME
Tie in to Existing
EXISTING JUNCTION LAYOUT TO BE MODIFIED TO ACCOMMODATE ADDITIONAL BUS LANE AND CYCLETRACK
Bully's Acre
Royal Hospital Kilmainham
Burial Ground
SOUTH CIRCULAR ROAD
687
685
ES
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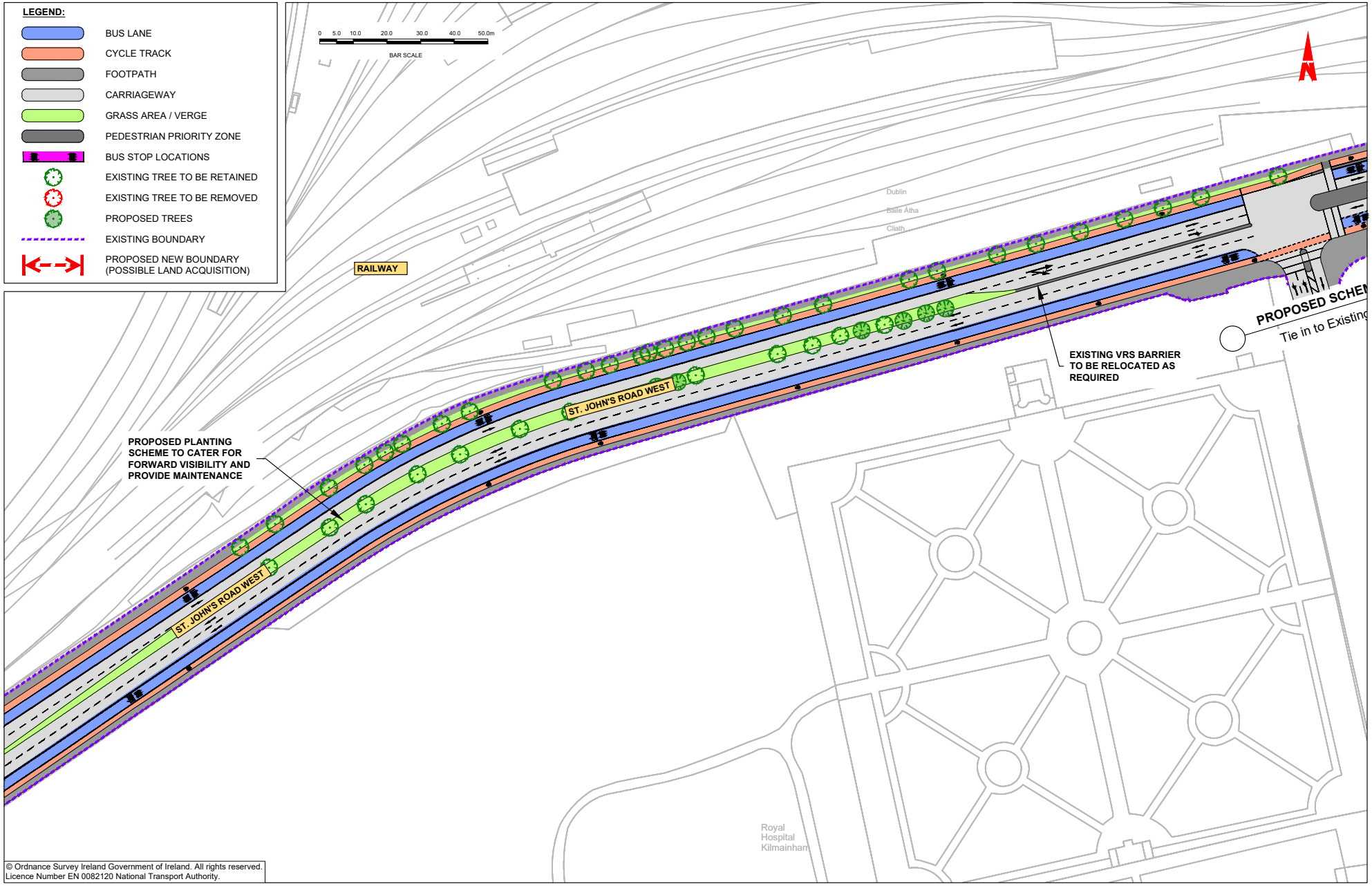

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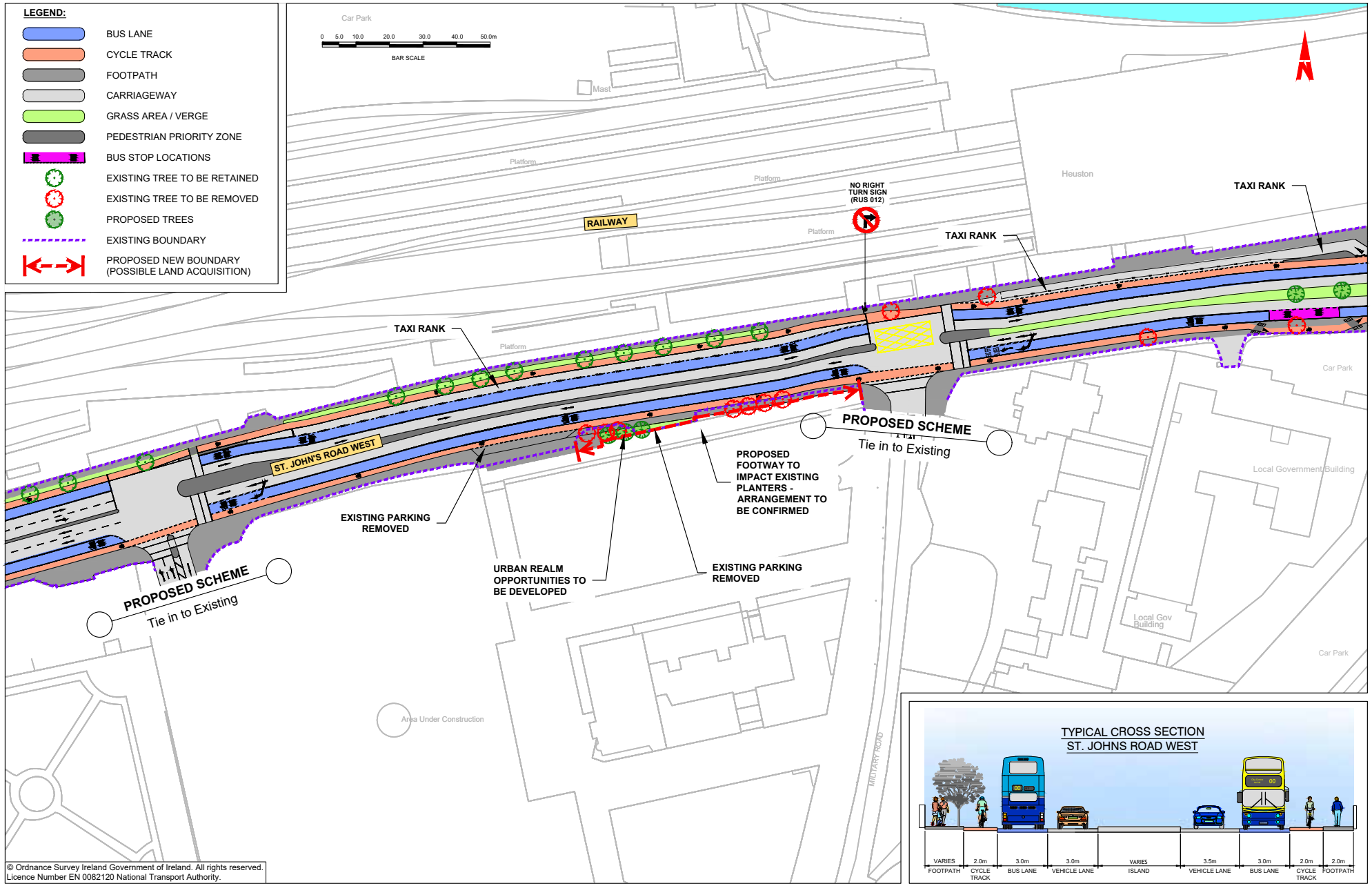
MAP 30: Preferred Route



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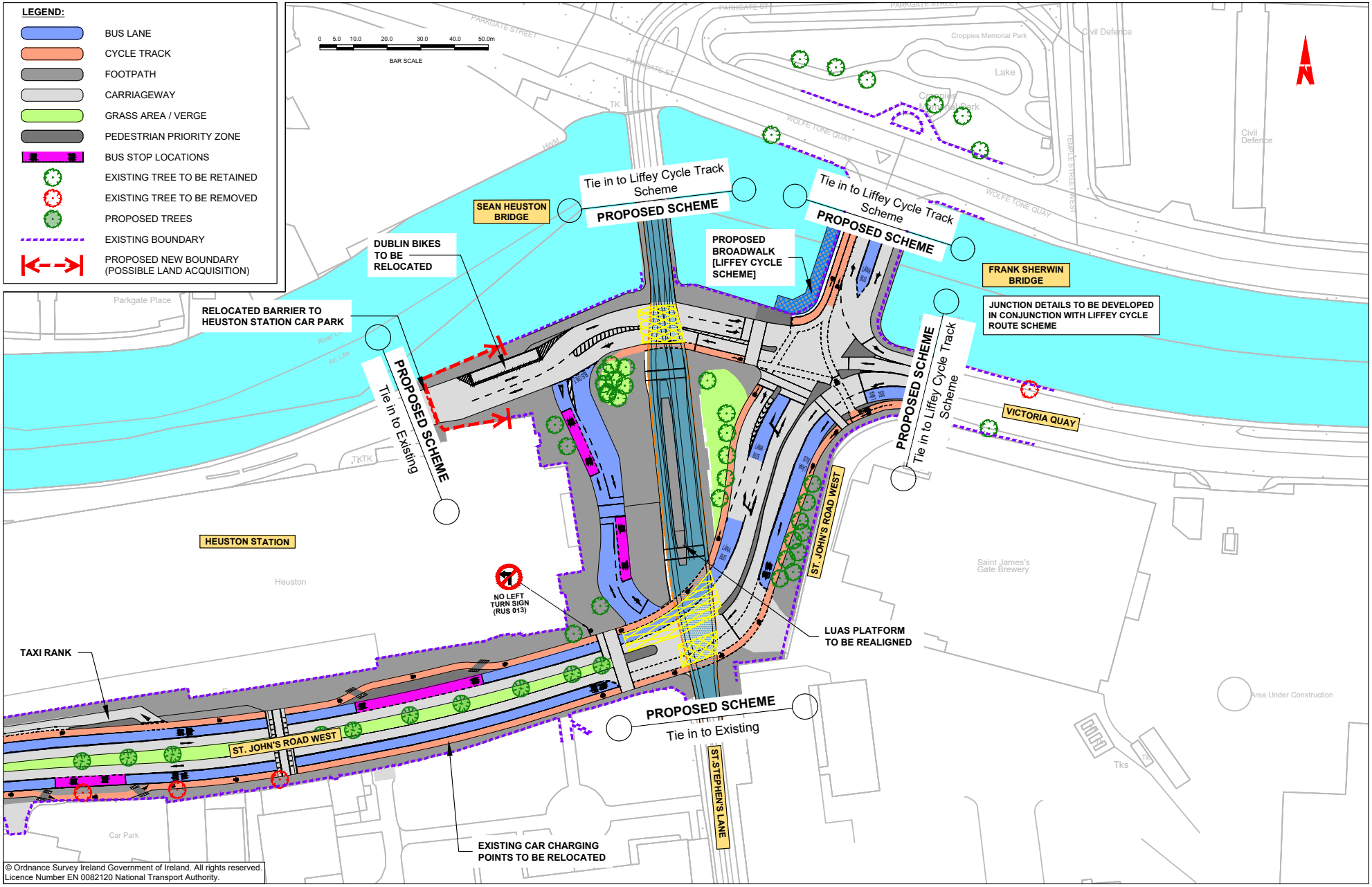
MAP 31: Preferred Route



LÁNA
BUS

NTA

Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Harcourt Lane,
Dun Sceine,
Dublin 2.

D02 WT20

Project Ireland 2040
Building Ireland's Future

NTA

Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

Project Ireland 2040
Building Ireland's Future