# Appendix K1

Tallaght to Terenure Core Bus Corridor - 2nd Non-Statutory Public Consultation - Brochure

# K1 Tallaght to Terenure Core Bus Corridor – 2nd Non-Statutory Public Consultation – Brochure

The Tallaght to Terenure Core Bus Corridor – 2nd Non-Statutory Public Consultation Brochure is available from the NTA BusConnects Website, and can be accessed by clicking on the link below:

https://busconnects.ie/wp-content/uploads/2022/03/10-tallaght-to-terenure-preferred-route-180220-fa-web.pdf

# Tallaght to Terenure

10

## 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

# Contents

# 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.

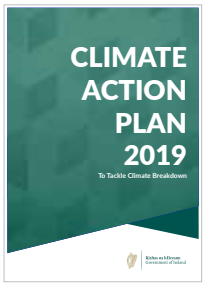
The original brochures detailing each Emerging Preferred Route, published last year, are available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning application.

## 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**

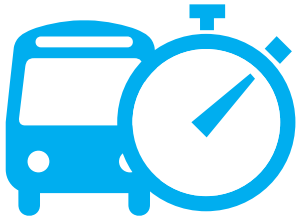
**New Park & Ride**
sites in key locations

**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?

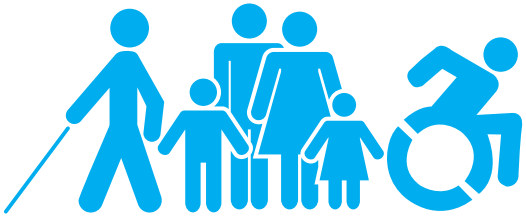


### Journey Time Savings -

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 Tallaght to Terenure Core Bus Corridor (CBC) commences on the Tallaght Road, east of the M50 interchange. From here, the CBC is routed via the R137 along Tallaght Road and Templeogue Road, through Templeogue Village, to Terenure Cross, where it joins the Rathfarnham CBC. 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.

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

## 2.2 Tallaght Road, Templeogue Road to Rathfarnham Road

The proposed CBC commences on the Tallaght Road adjacent to D'Arcy McGees, east of the M50 interchange. It is proposed to retain the existing bus lane configuration on the R137. The EPR proposed to maintain the cycle track on the outside of the footpath along this section, however it is now proposed to provide the cycle track on the carriageway side of the footpath to better tie in with proposals at the Wellington Lane Roundabout. The EPR also proposed to retain the Wellington Lane Roundabout, however as part of the updated design proposal it is now proposed to convert this junction to a signalised junction with kerb protection for cyclists.

Between the Wellington Lane Roundabout and Cypress Grove Road junction, a design revision on the EPR provides a cycle track on the carriageway side of the footpath, with existing bus lane provision maintained through this section. At the Cypress Grove Road junction, general through traffic may divert to Old Bridge Road for access to the City Centre via the R114 and R115. Significantly enhanced cycle facilities are also provided at this junction with the introduction of kerb protection.

Between Cypress Grove Road junction and the Ashfield Place development it is proposed to provide bus lanes and traffic lanes in each direction. Dedicated cycle facilities are provided on the approach to the Cypress Grove Road junction, as in the EPR proposals. To improve safety for cyclists, it is proposed to introduce a 30kph speed limit between Cypress Grove Road and Templeogue Village. Outside the Ashfield Place Development, there is insufficient space for a bus lane and a general traffic lane in each direction. Therefore, it is proposed to stop the outbound bus lane for a distance of approximately 80m and use Signal Controlled Priority along this section.

Between Ashfield Place and the Templeogue Tennis Club, it is proposed to provide a bus lane and a general traffic lane in each direction, as in the EPR. It is proposed to utilise a limited amount of landtake within this section to achieve the desired cross-section. The indicative extents of this land take are included in the Appendix of this brochure.

Within Templeogue Village, between Templeogue Tennis Club and the Templeville Road junction, it is proposed to manage bus priority through the use of Signal Controlled Priority and tie into South Dublin County Council plans for Templeogue Village. Accordingly, a single combined traffic lane in each direction is being proposed through the village which is a revision from the previous proposals.

North of Templeogue Village, the full cross section is resumed. It is proposed to utilise a limited amount of landtake within this section to acheive the desired cross-section. Between the village and the Springfield Avenue junction, the design has been developed to minimise the loss of trees – this has been achieved by narrowing the cycle lanes locally. At the junction with Templeville Road, general inbound through traffic may divert through Springfield Avenue to approach Terenure from the Rathfarnham side. It is proposed to introduce kerb protection at this junction which

will significantly improve cycle facilities and cyclist safety. These improvements will involve some limited land take on the northern side of the junction.

Between Templeville Road junction and Fortfield Road it is proposed to provide one bus lane, one general traffic lane and cycle tracks in each direction, as in the EPR proposals. However, cycle tracks have been narrowed to 1.5m along this section to significantly reduce tree impacts on the eastern side of the road. The Fortfield Road junction is intended to be upgraded to provide a direct cycle crossing for inbound cyclists to the two-way cycle facility on the eastern side of Templeogue Road north of the junction.

Between Fortfield Road and Terenure Road West, the Templeogue Road width is heavily constrained. On this section of the route, it is proposed to maintain one outbound bus lane, one outbound general traffic lane and one inbound general traffic lane. It was previously proposed to provide a footpath on the eastern side of Templeogue Road, however the topographical survey showed that this is not possible. The alternative proposal is to provide a footpath on the western side of Rathdown Drive which will provide a continuous footpath on the eastern side of Templeogue Road between Terenure and Templeogue.

It is intended to introduce the inbound bus lane for a shorter section north of Olney Grove compared to the EPR. Through the introduction of a Bus Gate with a short section of bus lane at the junction of Olney Grove, northbound general traffic on Templeogue Road will not be permitted to access Terenure Road West or Terenure Place during the hours of operation of the Bus Gate. A right turn ban is proposed from Fergus Road to Templeogue Road, and a left turn ban from Olney Grove to Templeogue Road. Some limited land take may be required at this junction to facilitate this configuration. Right turn bans are also proposed from Templeogue Road to Rathdown Park and to Rathdown Avenue. Traffic management measures such as turning restrictions at junctions or road closures will also be considered on adjoining residential streets at suitable locations to prevent through traffic diverting inappropriately. Traffic from Terenure Road West will not be restricted. A Quiet Street Treatment to Rathdown Crescent is intended to tie into the proposed Quiet Street Treatment on Rathdown Park as part of the Rathfarnham to City Centre CBC. This represents a design revision from the EPR.

This junction proposal will be facilitated by directing Terenure bound traffic through the following diversion routes:

- R817 Old Bridge Road;
- R114 Butterfield Avenue; and
- R114 Rathfarnham Road.

The proposed CBC ties into the Rathfarnham to City Centre CBC at the Rathfarnham Road / Terenure Road West junction.

## 2.3 Key Changes from the Published EPR

- It is proposed to convert Wellington Lane Roundabout to a signalised junction to improve bus and cyclist priority and provide enhanced pedestrian facilities.
- Signal Controlled Priority is to be provided at either side of Templeogue Village to facilitate bus priority through the village which reduces the need for road widening along this section. The proposals are intended to tie into the South Dublin County Council Templeogue Village scheme.
- A Quiet Street Treatment is to be introduced on Rathdown Crescent, tying into the Rathfarnham CBC to improve the cycling network.
- The construction of a new footpath is proposed along Rathdown Drive to improve pedestrian facilities.

## 2.4 Key Facts

- Approximate number of properties that may be impacted: **25**
- Approximate number of designated on-street parking spaces that may be removed: **0**
- Approximate number of trees that may be removed: **46**
- Approximate route length: **3.6kms**
- Approximate cycle route length: **3.4kms**
- Current bus journey time: **Up to 32 mins**
- BusConnects journey time: **10-12 mins**
- Future Bus journey time without BusConnects: **45 mins +**

# 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?

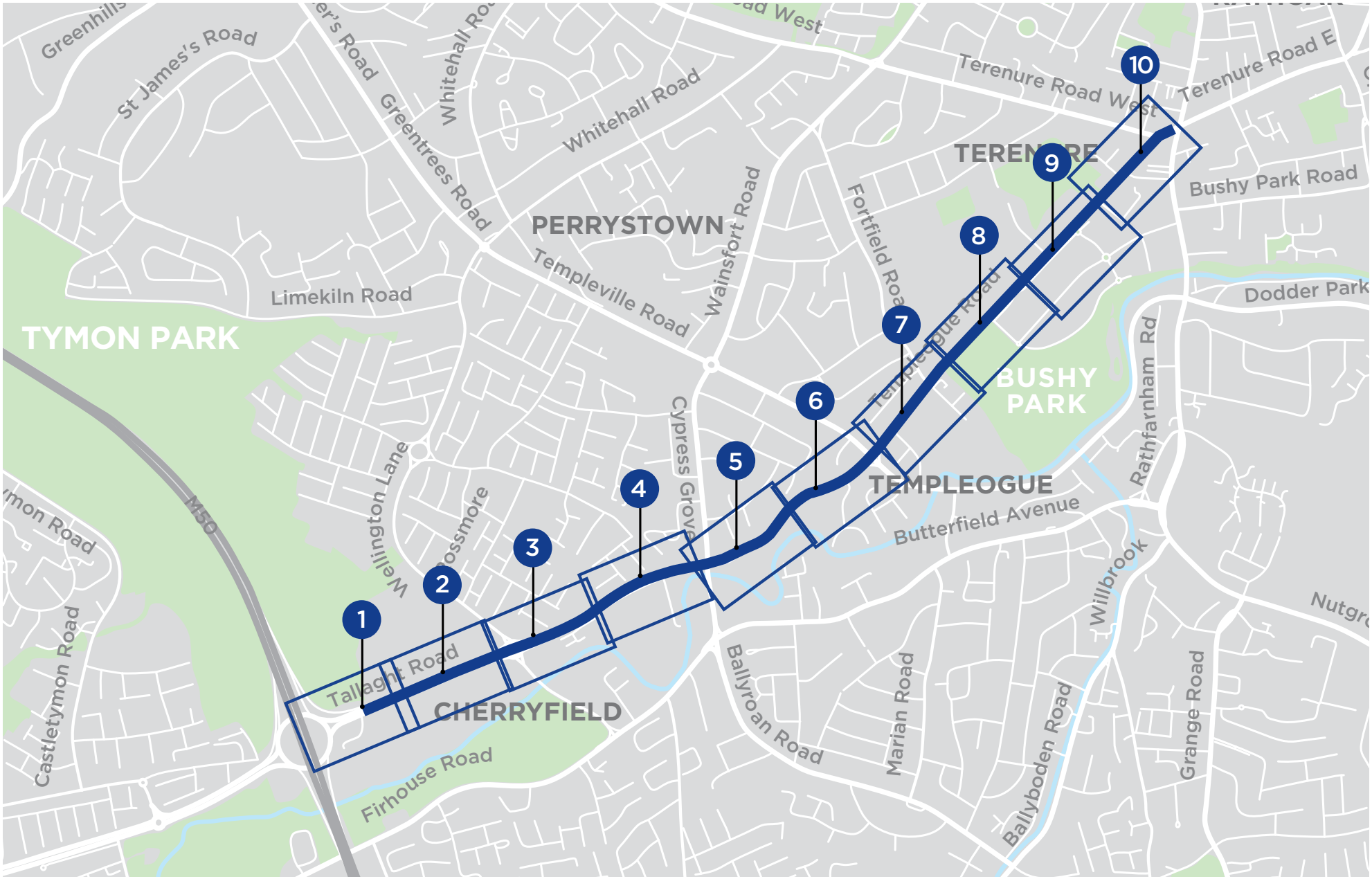
Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment 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

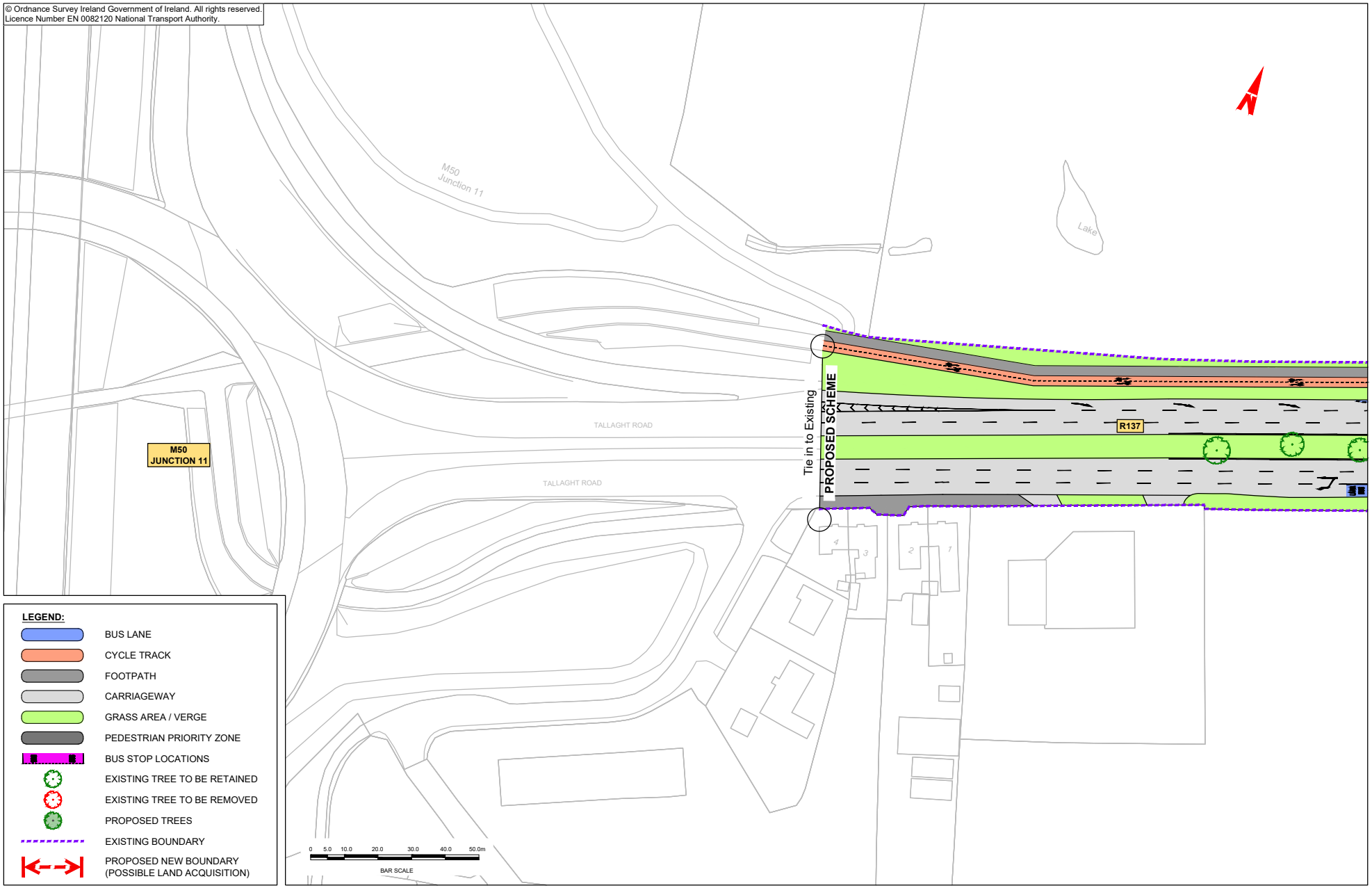
Index map
Route maps

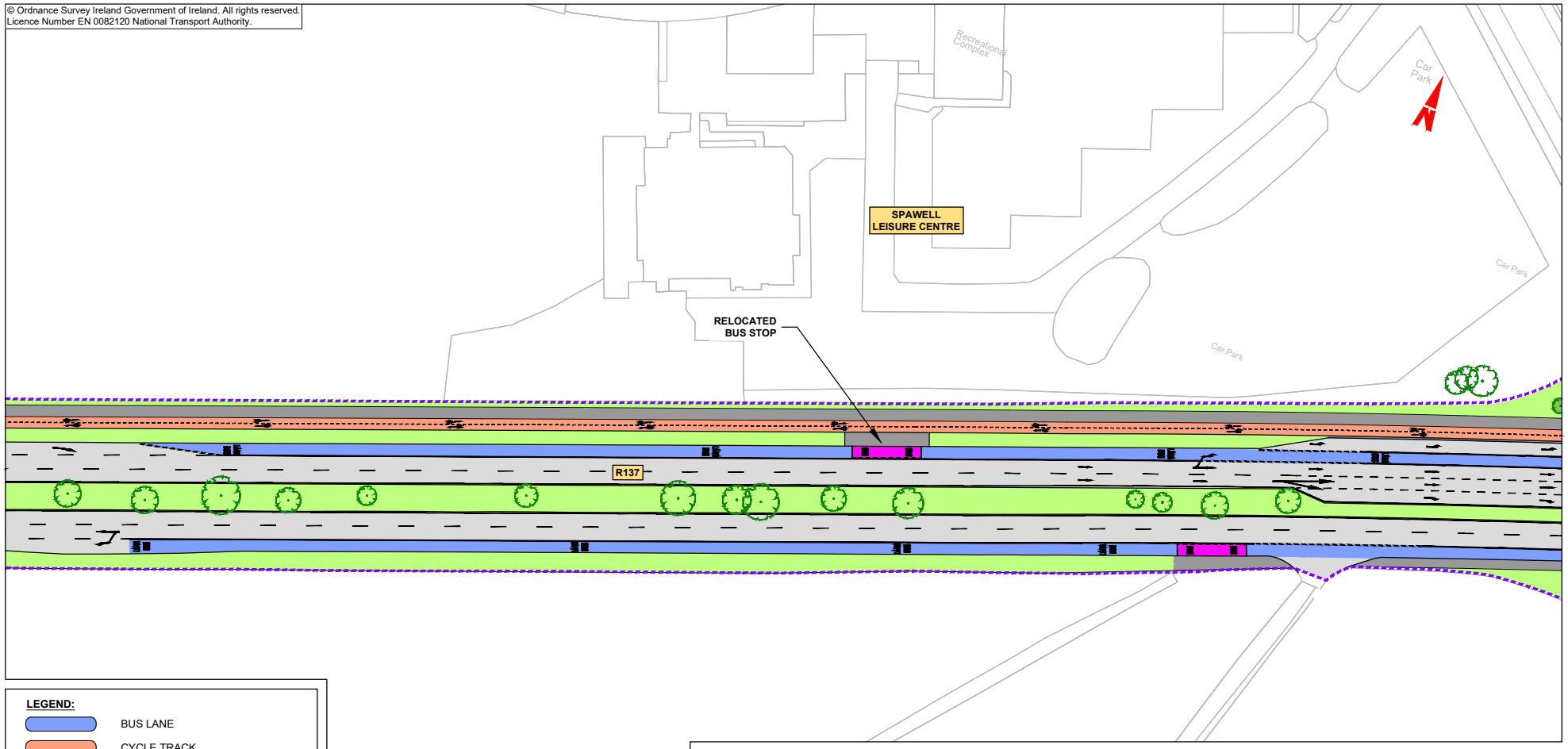
# Index Map






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.


© Ordnance Survey Ireland Government of Ireland. All rights reserved.
Licence Number EN 0082120 National Transport Authority.
M50 Junction 11
Lake
TALLAGHT ROAD
TALLAGHT ROAD
M50 JUNCTION 11
Tie in to Existing
PROPOSED SCHEME
R137
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

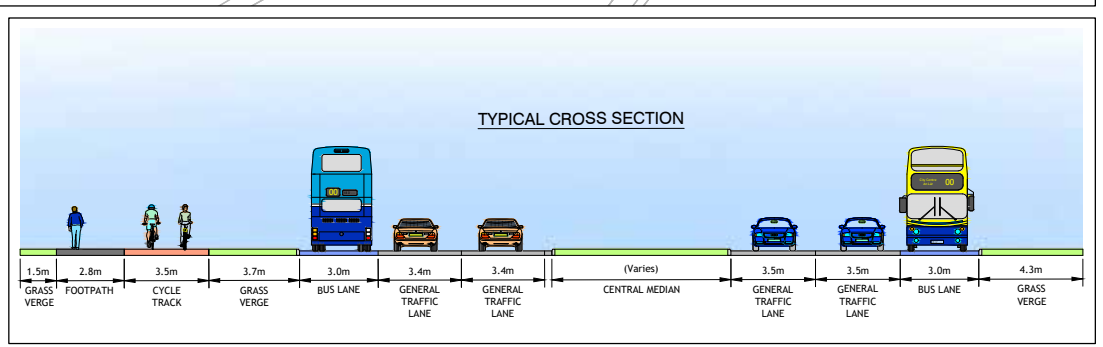


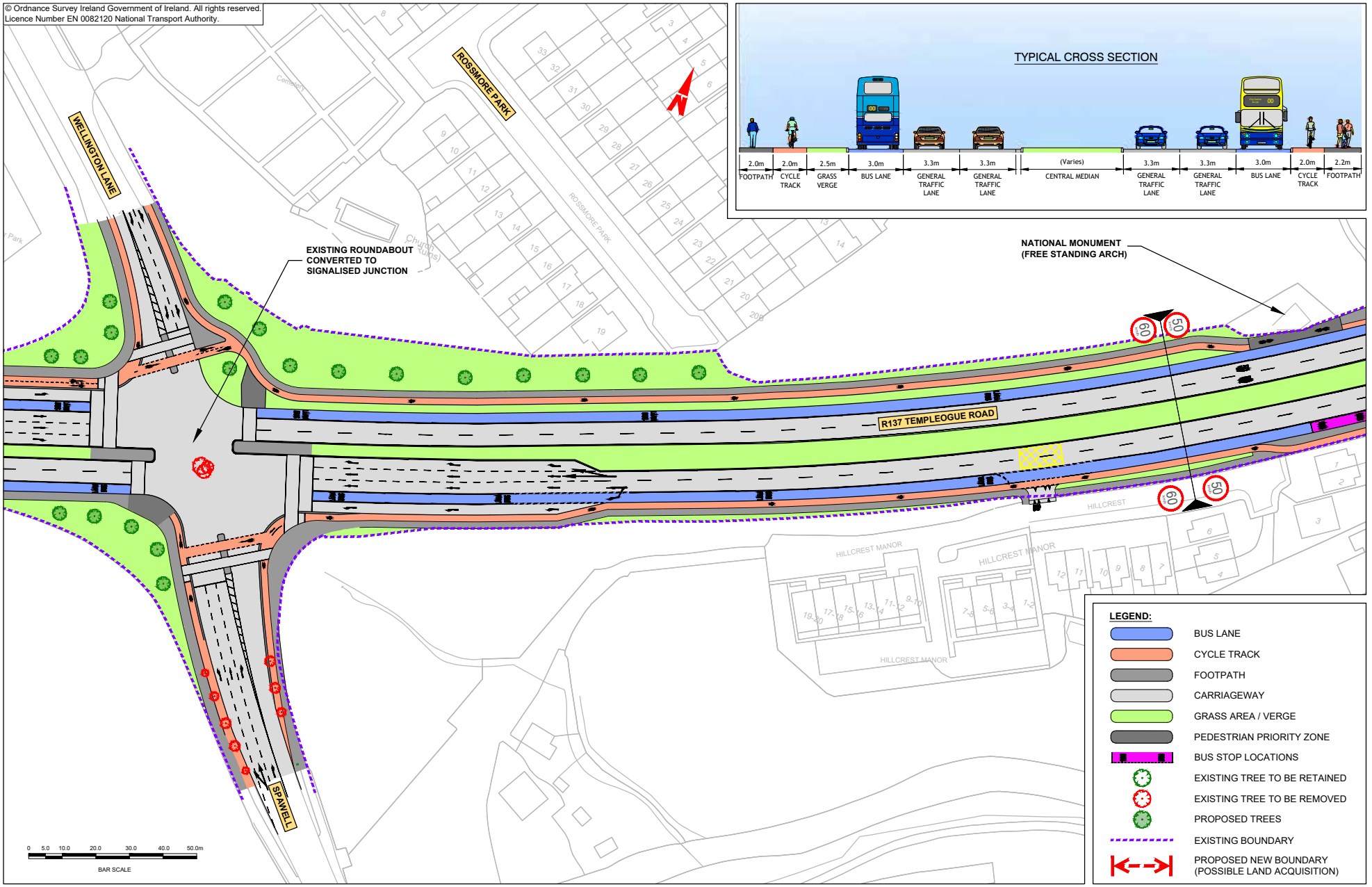

**LEGEND:**

- 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.
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
2.5m GRASS VERGE
3.0m BUS LANE
3.3m GENERAL TRAFFIC LANE
3.3m GENERAL TRAFFIC LANE
(Varies) CENTRAL MEDIAN
3.3m GENERAL TRAFFIC LANE
3.3m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.2m FOOTPATH
ROSSMORE PARK
WELLINGTON LANE
EXISTING ROUNDABOUT CONVERTED TO SIGNALISED JUNCTION
NATIONAL MONUMENT (FREE STANDING ARCH)
R137 TEMPLEOGUE ROAD
SPAWELL
HILLCREST MANOR
HILLCREST
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
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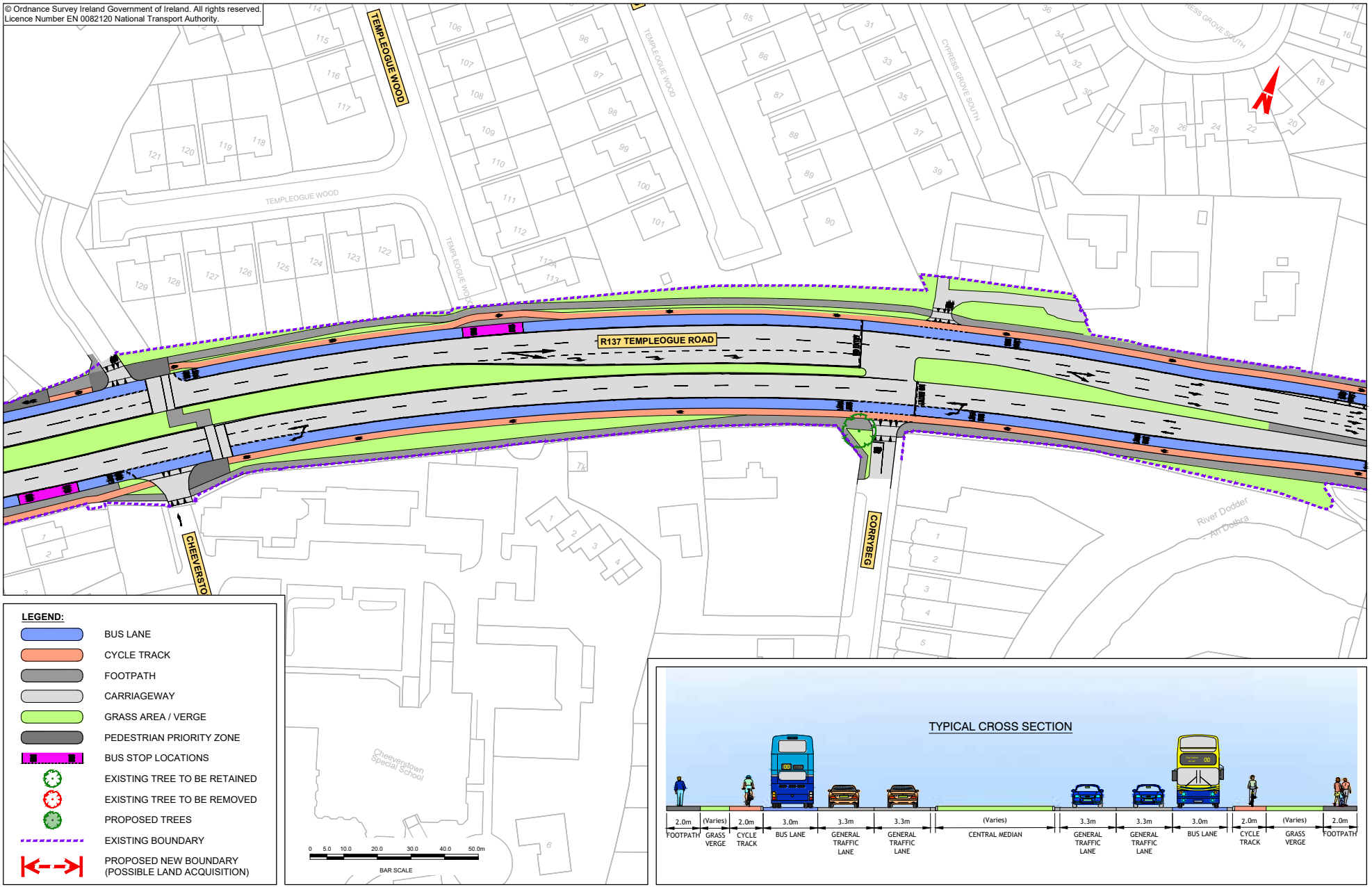
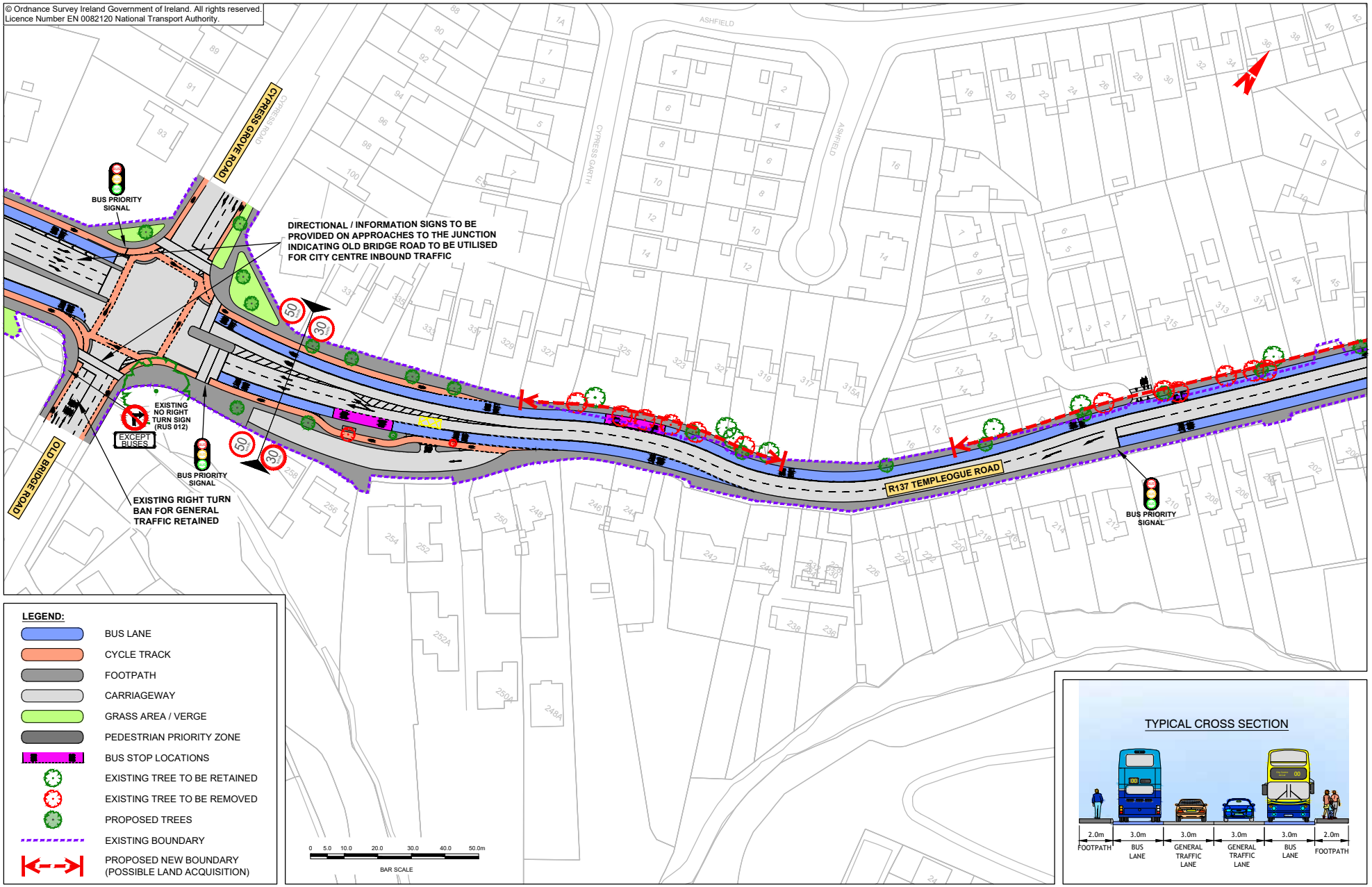
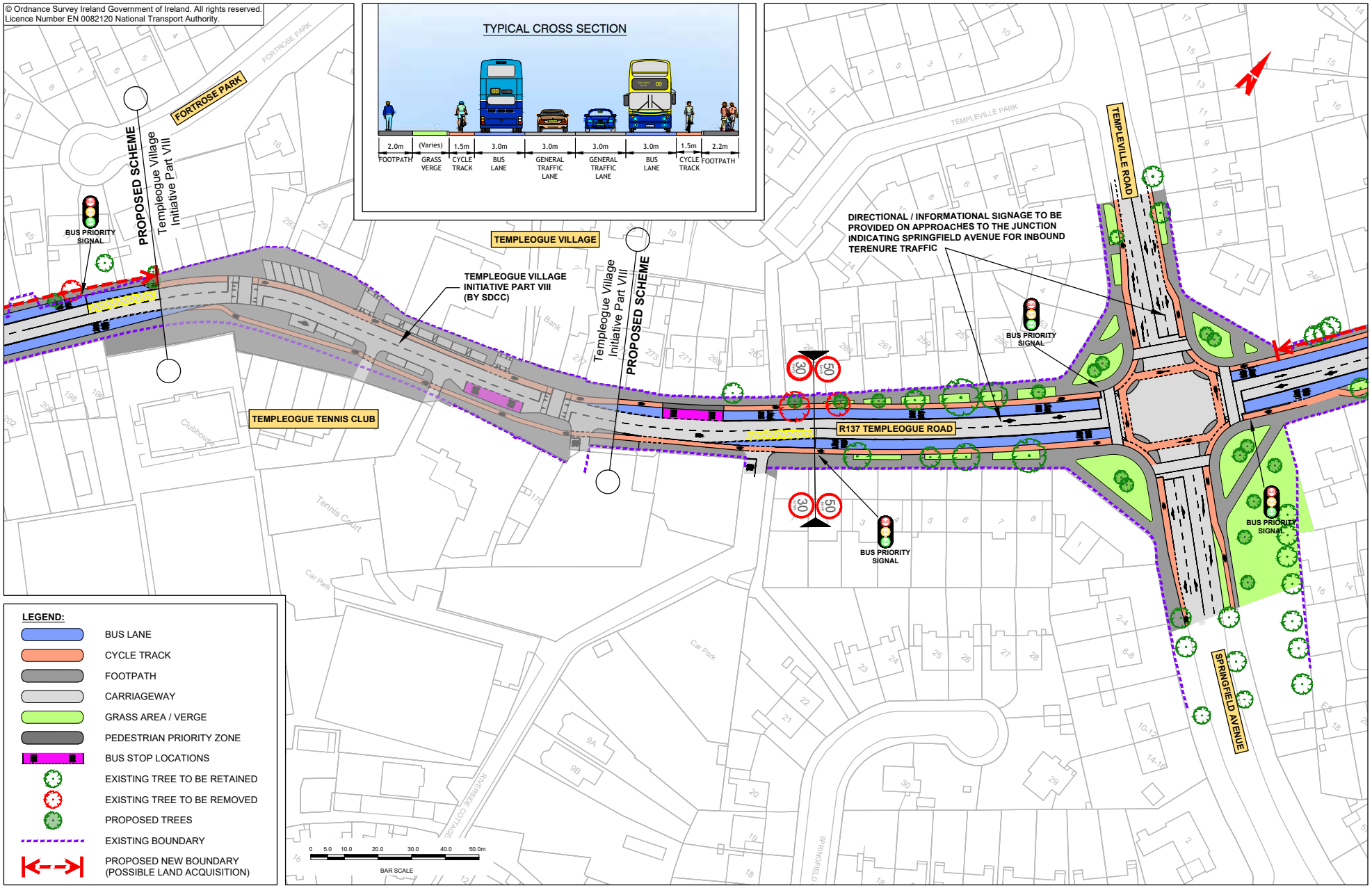
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)






© Ordnance Survey Ireland Government of Ireland. All rights reserved.
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TYPICAL CROSS SECTION
2.0m FOOTPATH
(Varies) GRASS VERGE
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
1.5m CYCLE TRACK
2.2m FOOTPATH
FORTROSE PARK
PROPOSED SCHEME
Templeogue Village Initiative Part VIII
BUS PRIORITY SIGNAL
TEMPLEOGUE VILLAGE
TEMPLEOGUE VILLAGE INITIATIVE PART VIII (BY SDCC)
TEMPLEOGUE TENNIS CLUB
Clubhouse
Tennis Court
Car Park
DIRECTIONAL / INFORMATIONAL SIGNAGE TO BE PROVIDED ON APPROACHES TO THE JUNCTION INDICATING SPRINGFIELD AVENUE FOR INBOUND TERENURE TRAFFIC
TEMPLEVILLE ROAD
TEMPLEVILLE PARK
R137 TEMPLEOGUE ROAD
SPRINGFIELD AVENUE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
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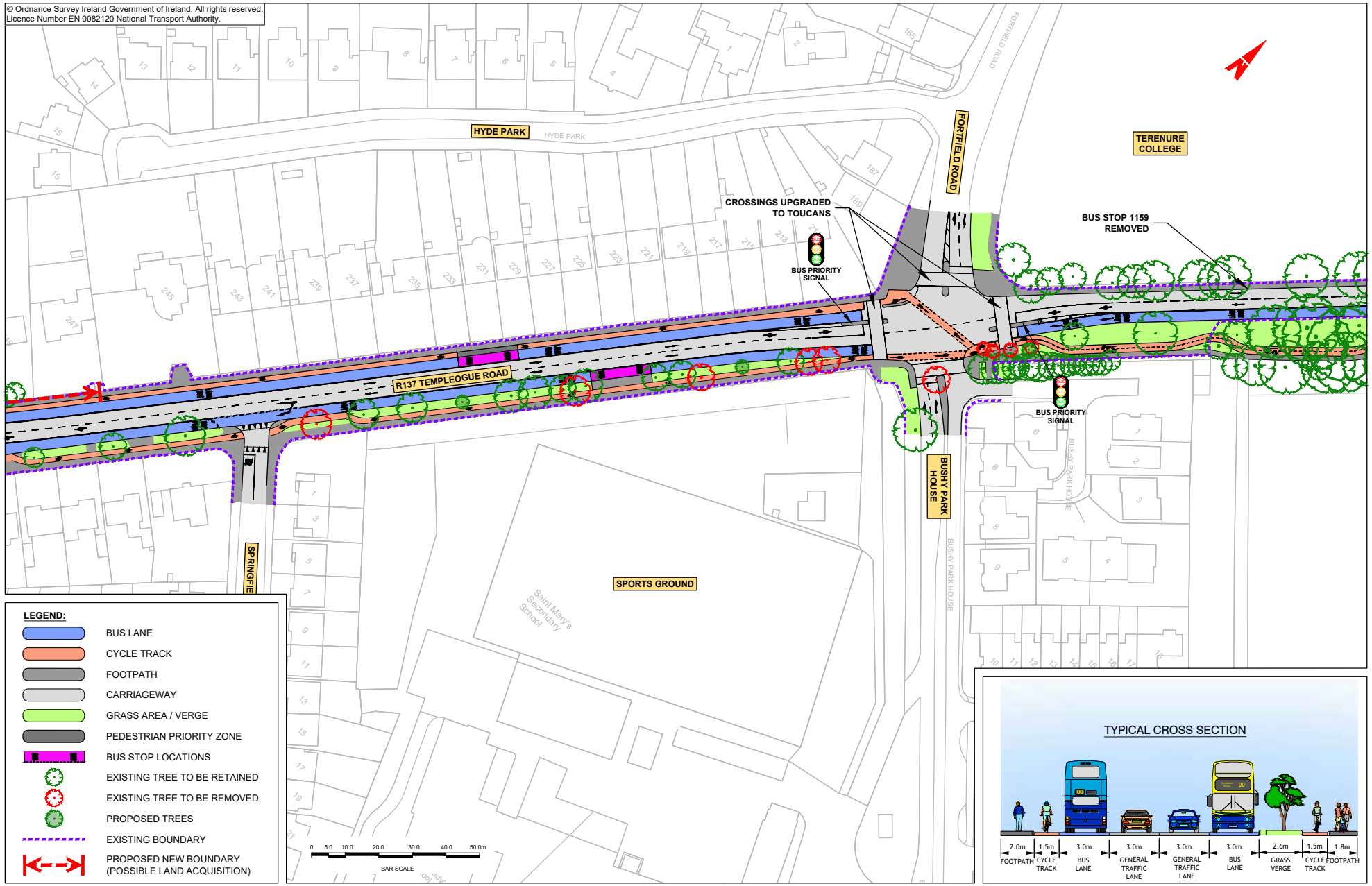
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HYDE PARK
HYDE PARK
FORTFIELD ROAD
TERENURE COLLEGE
CROSSINGS UPGRADED TO TOUCANS
BUS PRIORITY SIGNAL
BUS STOP 1159 REMOVED
R137 TEMPLEOGUE ROAD
BUS PRIORITY SIGNAL
BUSHY PARK HOUSE
SPRINGFIE
SPORTS GROUND
Saint Mary's Secondary School
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
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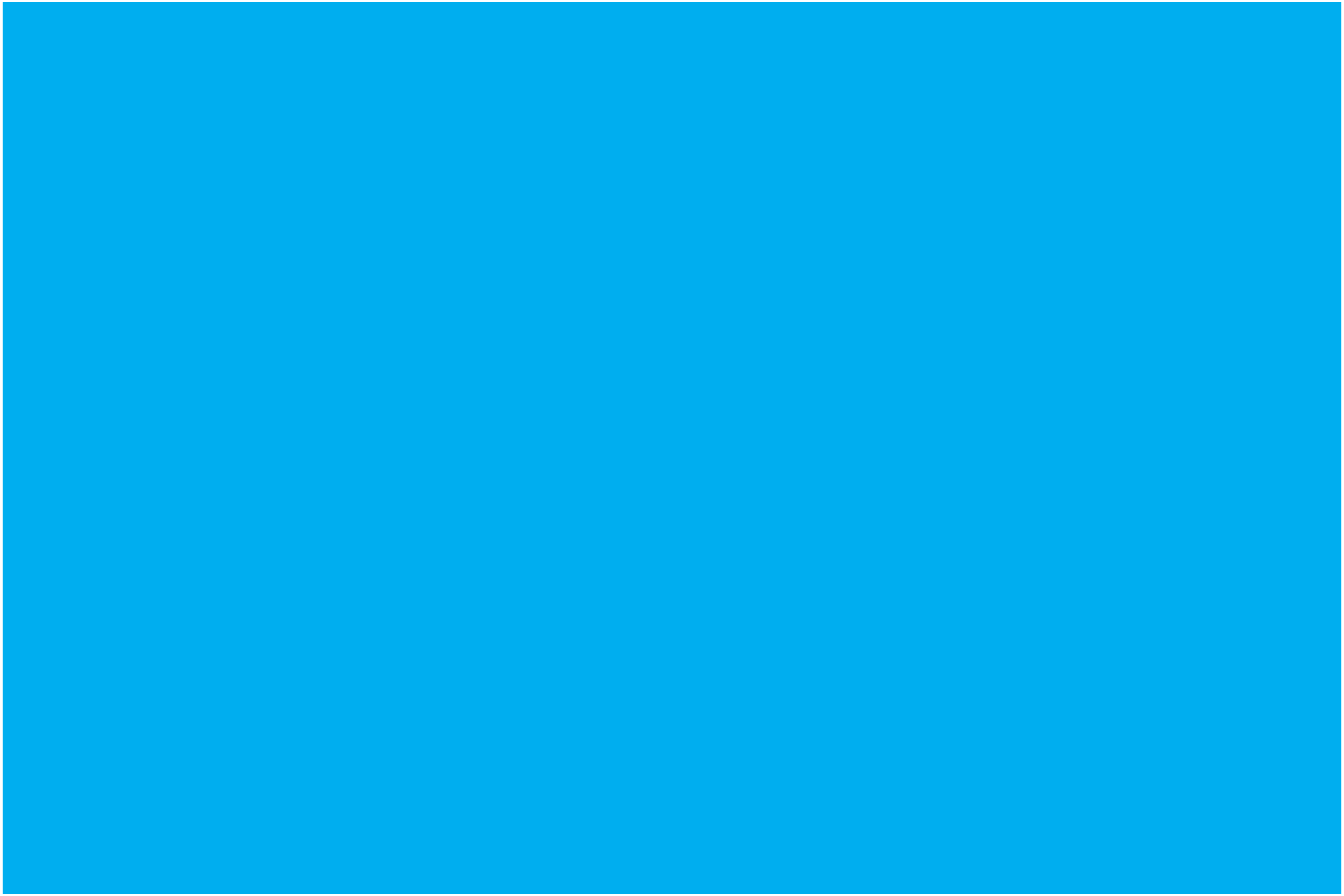
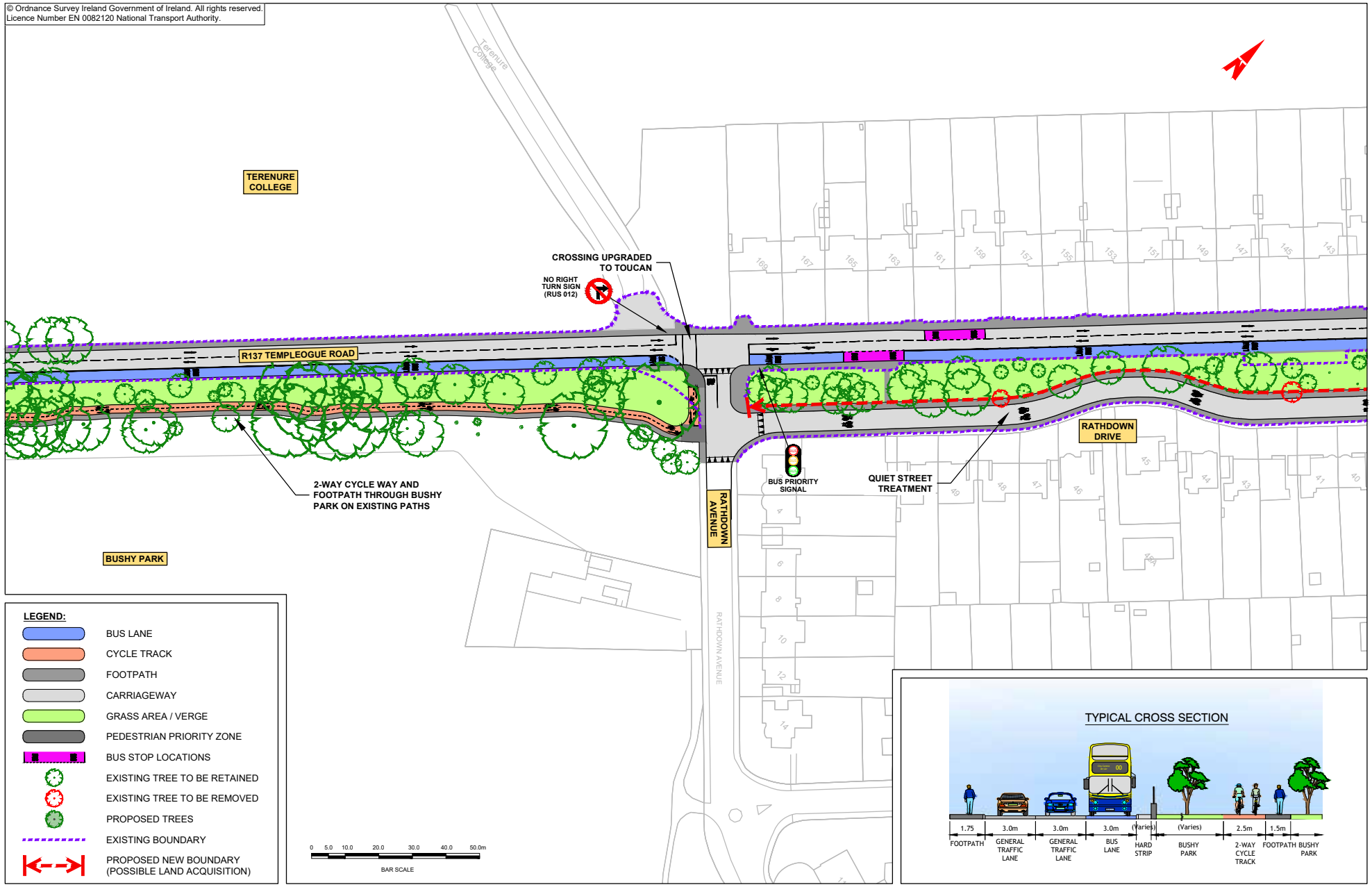
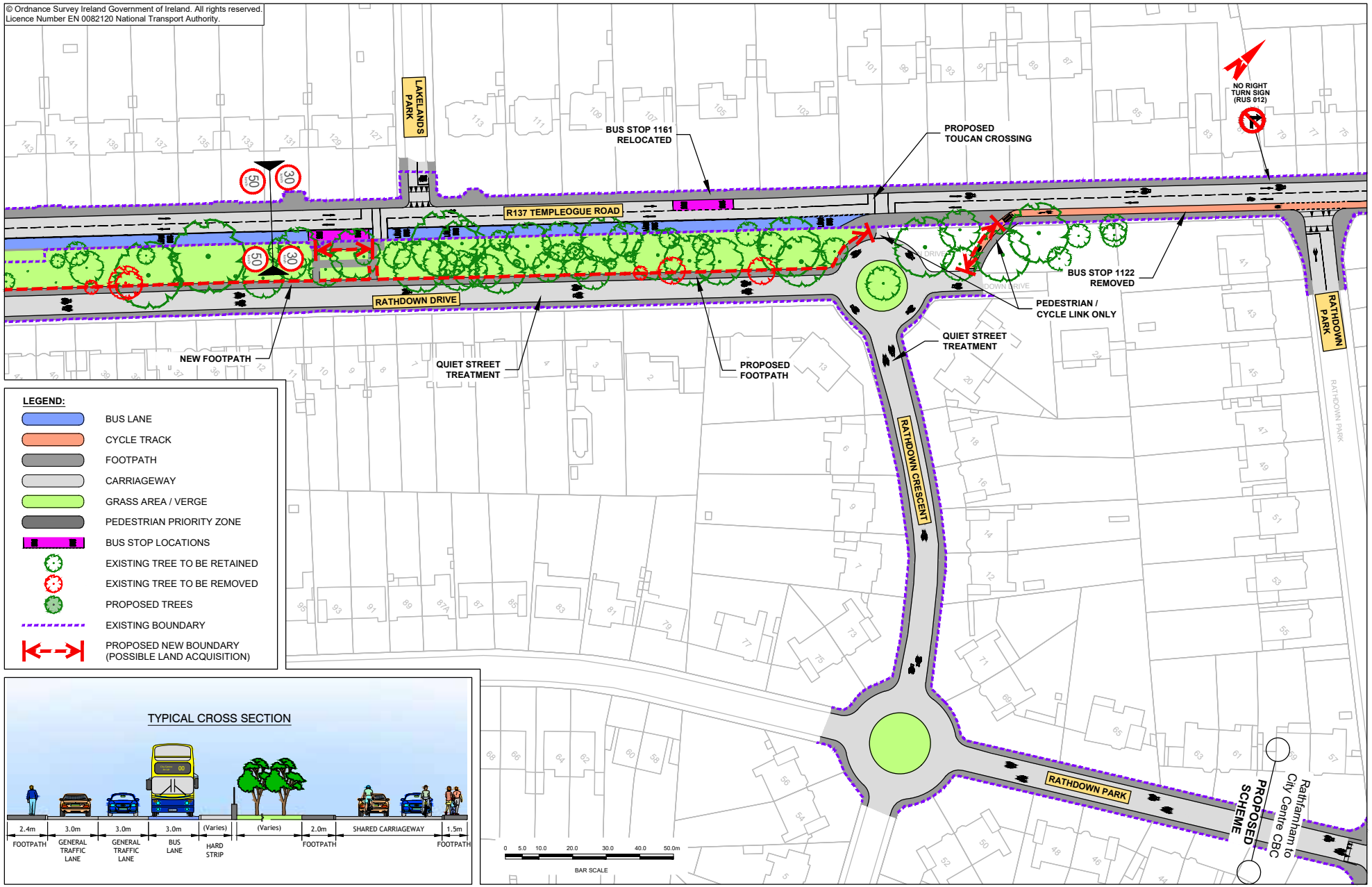
2.0m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.6m GRASS VERGE
1.5m CYCLE TRACK
1.8m FOOTPATH






LANA BUS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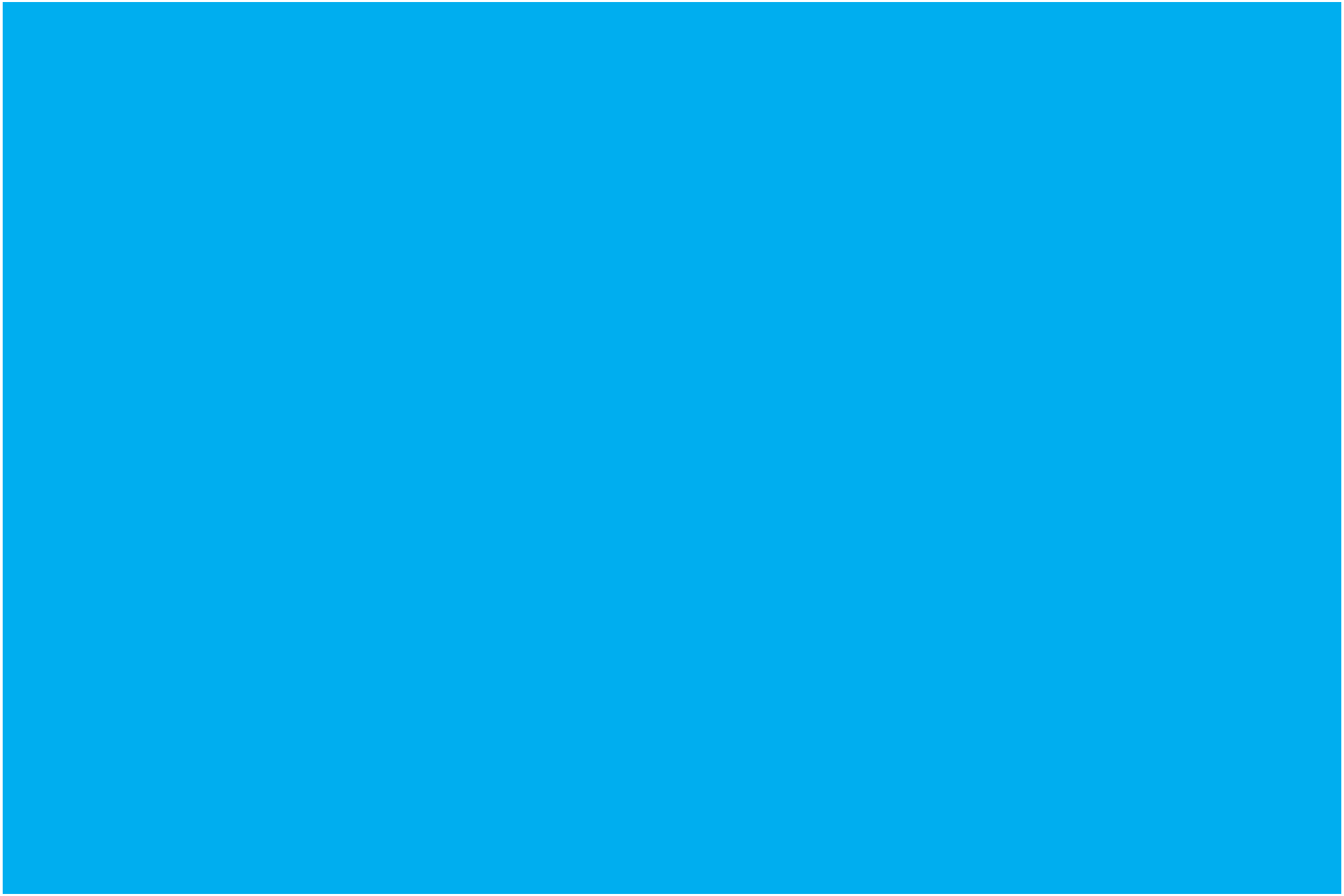
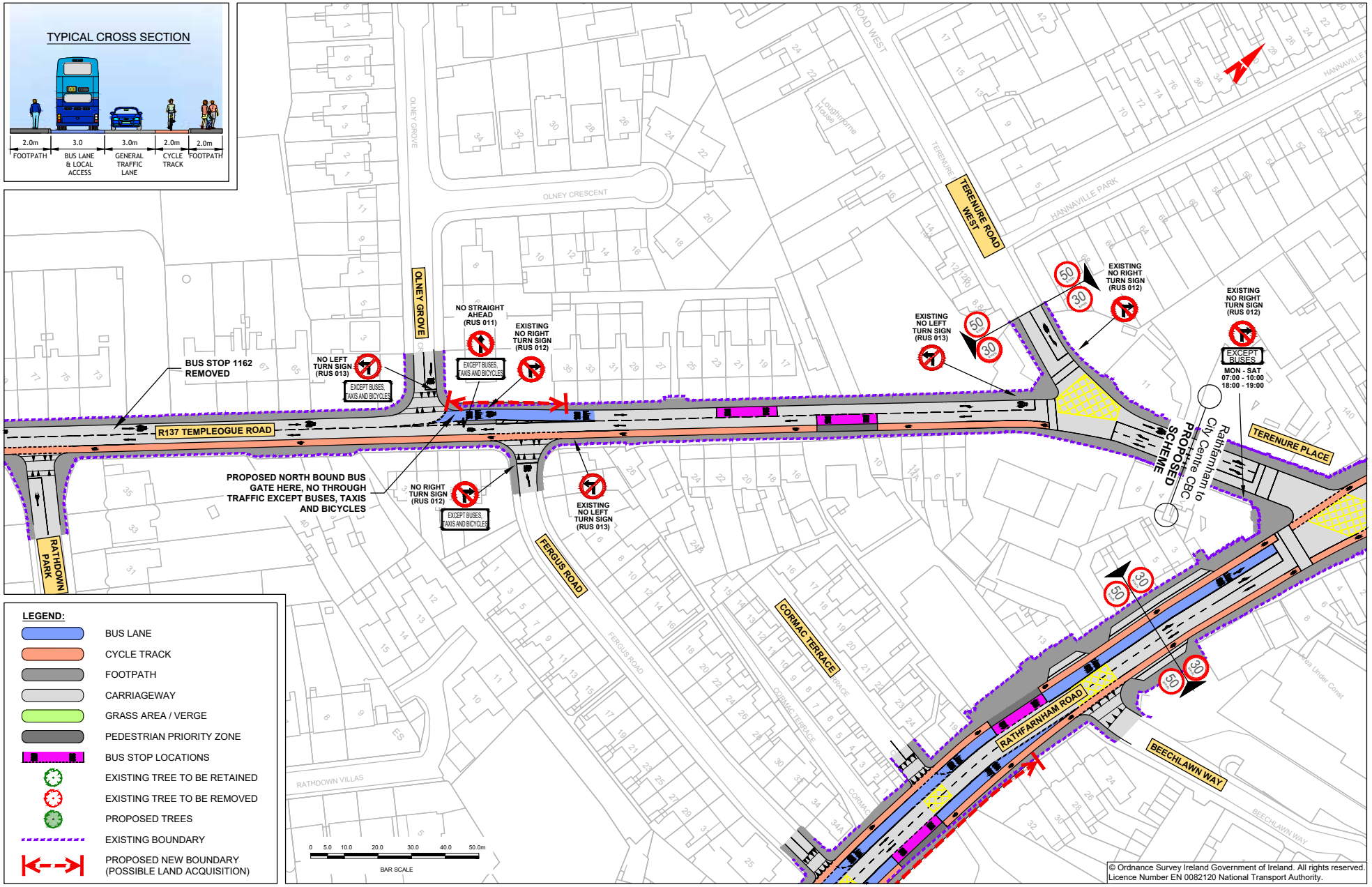
LAKELANDS PARK
BUS STOP 1161 RELOCATED
PROPOSED TOUCAN CROSSING
NO RIGHT TURN SIGN (RUS 012)
R137 TEMPLEOGUE ROAD
RATHDOWN DRIVE
BUS STOP 1122 REMOVED
PEDESTRIAN / CYCLE LINK ONLY
RATHDOWN PARK
NEW FOOTPATH
QUIET STREET TREATMENT
PROPOSED FOOTPATH
QUIET STREET TREATMENT
RATHDOWN CRESCENT
RATHDOWN PARK
PROPOSED SCHEME
Rathfarnham to City Centre CBC
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
2.4m FOOTPATH
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
(Varies) HARD STRIP
(Varies)
2.0m FOOTPATH
SHARED CARRIAGEWAY
1.5m FOOTPATH
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE




TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0 BUS LANE & LOCAL ACCESS
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH
OLNEY GROVE
OLNEY CRESCENT
TERENURE ROAD WEST
HANNAVILLE PARK
NO STRAIGHT AHEAD (RUS 011)
EXISTING NO RIGHT TURN SIGN (RUS 012)
NO LEFT TURN SIGN (RUS 013)
EXCEPT BUSES, TAXIS AND BICYCLES
BUS STOP 1162 REMOVED
R137 TEMPLEOGUE ROAD
EXISTING NO LEFT TURN SIGN (RUS 013)
EXISTING NO RIGHT TURN SIGN (RUS 012)
EXCEPT BUSES
MON - SAT 07:00 - 10:00 18:00 - 19:00
TERENURE PLACE
PROPOSED SCHEME
Rathfarnham to City Centre CBC
PROPOSED NORTH BOUND BUS GATE HERE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
NO RIGHT TURN SIGN (RUS 012)
EXISTING NO LEFT TURN SIGN (RUS 013)
FERGUS ROAD
CORMAC TERRACE
RATHFARNHAM ROAD
BEECHLAWN WAY
RATHDOWN PARK
RATHDOWN VILLAS
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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LANA
BUS


**Údarás Náisiúnta Iompair**
National Transport Authority

**National Transport Authority**

**Harcourt Lane,**
**Dun Sceine,**
**Dublin 2.**

**D02 WT20**

Project Ireland 2040
*Building Ireland's Future*