

The background is a vibrant red color. It features several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right, a teal semi-circle in the bottom-right, and a blue vertical shape in the bottom-left containing a white circle. There are also smaller white circles and curved lines in various colors scattered throughout the design.

**Appendix M2**  
Stage 1 Road Safety  
Audit

Arup

**BusConnects Core Bus Corridors  
- Templeogue to Terenure and  
Rathfarnham to City Centre**

**Stage 1 Road Safety Audit**

Arup

# BusConnects Core Bus Corridors - Templeogue to Terenure and Rathfarnham to City Centre

## Stage 1 Road Safety Audit

Document Ref: P20-138-PSW2-RP-001

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
4.0	AP	PJM	PJM	22 <sup>nd</sup> Jun. 2021	Revised Final
3.0	AP	PJM	PJM	18 <sup>th</sup> Jun. 2021	Revised Draft - Design Changes
2.0	AP	PJM	PJM	18 <sup>th</sup> Feb. 2021	Final Report
1.0	AP	PJM	PJM	8 <sup>th</sup> Jan. 2021	Draft Report

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# 1 Introduction

## 1.1 General

This report results from a Stage 1 Road Safety Audit on two of the proposed BusConnects Core Bus Corridors, from Templeogue to Terenure and from Rathfarnham to the City Centre, carried out at the request of Mr Denis Crowley of Arup.

The members of the Road Safety Audit Team are independent of the design team, and include: -

**Mr. Peter Monahan**

(BE MSc CEng FIEI RSACert)  
Road Safety Audit Team Leader

**Mr. Antonios Papadakis**

(MSc, MIEI)  
Road Safety Audit Team Member

The Road Safety Audit took place between December 2020 & June 2021 and comprised an examination of the documents provided by the designers (see Appendix B). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 9<sup>th</sup> December 2020. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were moderate and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix D. Where problems are general to the proposals sample drawing extracts are within the main body of the report where considered necessary.

This has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (December 2017), contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

## 1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit; therefore no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3: -

- Vehicle swept paths; and
- Visibility splays.

## 2 Project Description

### 2.1 General

BusConnects is the National Transport Authority's (NTA) programme to improve bus and sustainable transport services. It is a key part of the Government's policies to improve public transport and address climate change in Dublin and other cities. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is included in the Programme for Government "Our Shared Future" 2020, as well as within the following Government strategies:

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

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 segregated cycle lanes/tracks where feasible and general traffic.

The Rathfarnham to City Centre Core Bus Corridor (CBC) commences on the R821 Grange Road at the junction with Nutgrove Avenue. The CBC is routed along the Grange Road, Rathfarnham Road, Terenure Road East, Rathgar Road, Rathmines Road Lower, Richmond Street South, Camden Street Upper and Lower, and Wexford Street to its junction with Kevin Street Lower and Cuffe Street where priority bus lanes end. From Cuffe Street to Dame Street along Redmond's Hill, Aungier Street and South Great George's Street, the route will involve a traffic lane and a cycle track in both directions where it will join the existing traffic management regime in the city centre.

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.

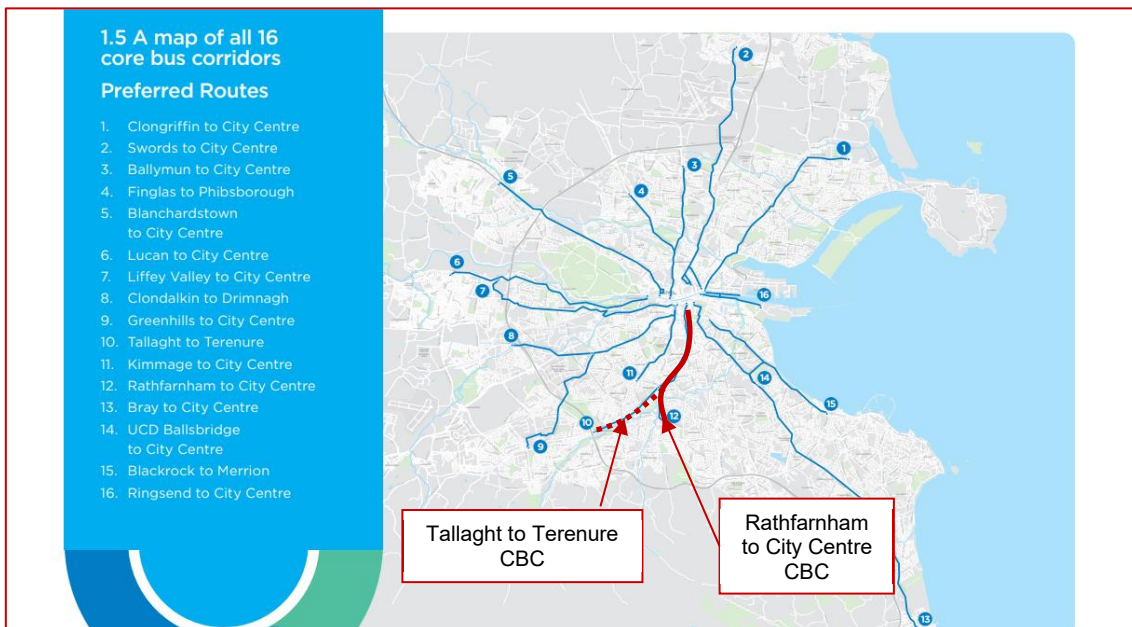


FIGURE 2-1: CORE BUS CORRIDORS PLAN

## 2.2 Collision History

The Audit Team were provided with historical collision data for the period 2005 to 2016, detailed in the Collision Analysis Report for the proposed Templeogue to Terenure and Rathfarnham to City Centre Core Bus Corridor.

This data contains information on 370 collisions occurring on the road network in the vicinity of the proposed scheme, 1 of which resulted in a fatality and 28 of which resulted in serious injuries. 5.1% of the collisions involved pedestrians and 8.6% of the collisions involved cyclists.

## 3 Main Report

### 3.1 Problem

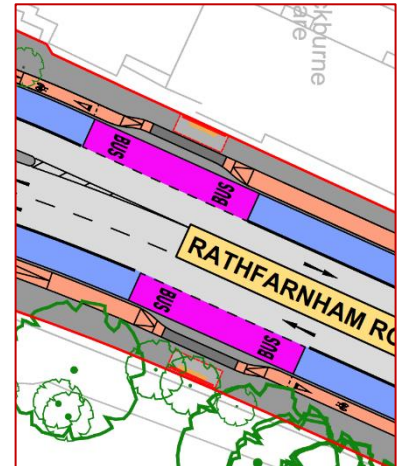
*Location: General Problem - Throughout the Scheme*

*Summary: Potential for cyclist/pedestrian collisions where bus passengers are required to cross the cycle track when accessing/leaving the floating/island bus stops.*

The general arrangement at bus stops involves extending a shared surface from the footpath to the edge of the traffic lane (e.g. a 'Pedestrian Priority' area catering for pedestrians, passengers and cyclists) with the cycle track joining the shared area through the bus stop location.

At this early stage in the design process no tactile paving (either warning or guidance) has yet been indicated. Should insufficient guidance be provided on the entry/exit to/from the shared surfaces, this could result in an increased risk of collisions between cyclists and pedestrians where cyclists may be insufficiently aware of the shared area and of the need to moderate their speed, or even come to a halt.

An absence of Guidance Tactile Paving could result in increased difficulties for the visually impaired who may be unaware of how to access or leave the area for embarkation.



### Recommendation

Guidance Tactile Paving should be provided to guide visually impaired pedestrians to/from the footpath & the bus stop.

Measures should be provided on the cycle track and footpath approaches/departures to/from these shared areas, for example Ladder & Tramline tactile paving & Yield road markings, so that cyclists and visually impaired pedestrians are aware that they are entering a Shared Area.

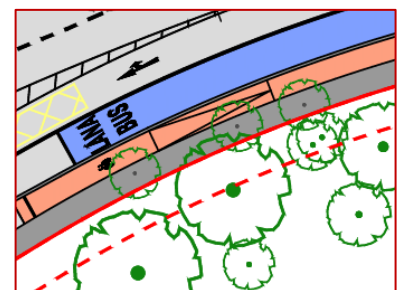
### 3.2 Problem

*Location: General Problem - Throughout the Scheme*

*Summary: Trees indicated within the footpath may present obstacles to pedestrians and cyclists.*

It is unclear from the drawings provided which trees are to be retained, and which are to be removed. A number of trees have been indicated positioned centrally within the proposed footpath in several locations such as along the eastern side of Grange Road.

If these are retained they would present an obstacle to mobility impaired road users, a hazard to the visually impaired or to cyclists on the adjacent cycle lane, resulting in pedestrians stepping into the cycle track, from the footpath, or cyclists entering the adjacent carriageway resulting in an increased risk of pedestrian/cyclist or vehicle/cyclist collisions.



### Recommendation

Ensure retained/new trees or other items of roadside furniture do not present obstacles/hazards to pedestrians or cyclists.



### 3.3 Problem

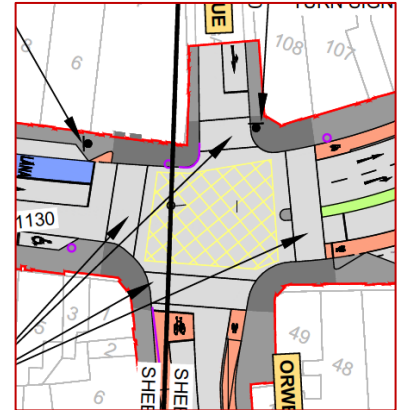
*Location: General Problem - Throughout the Scheme*

*Summary: Insufficient space within proposed Pedestrian Priority areas to accommodate the likely/anticipated volumes of pedestrians & cyclists safely.*

Shared surfaces (Pedestrian Priority) have been indicated at a number of locations throughout the scheme, generally at existing or proposed signalised junctions.

In most instances the road layout indicates that cyclists are to leave the carriageway and join the footpath at these locations, where they will undertake crossings alongside pedestrians at proposed signalised Toucan Crossings within the junction.

It is not clear from the information provided if all of these areas have sufficient width to safely accommodate the likely/anticipated volumes of pedestrians & cyclists at these locations, in particular during peak times.



Insufficient space at these locations could lead to cyclist/pedestrian collisions and minor injuries, or to congestion within the path resulting in some road users entering the carriageway in order to pass waiting pedestrians/cyclists and crossing, with a resulting increased risk of being struck by a passing vehicle.

### Recommendation

During the design development, review the proposed locations of Pedestrian Priority/Shared Surfaces to ensure that adequate space/width is provided to safely accommodate the anticipated volumes of pedestrians and cyclists.

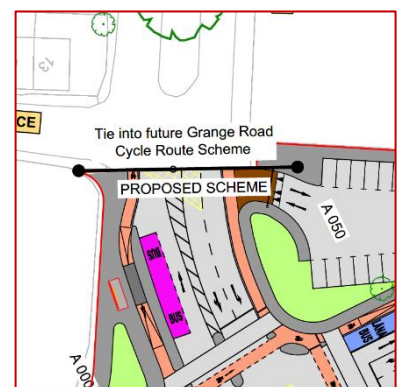
In addition, during the design development, appropriate tactile paving should be incorporated at these locations to adequately inform all road users that they are entering/leaving a shared area (Ref: Traffic Management Guidelines).

### 3.4 Problem

*Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0001*

*Summary: Tie-in with the Grange Road Cycle Route scheme.*

It is unclear if the Grange Road Cycle Route Scheme will be implemented in advance of this Scheme, or if there will be a period between the two schemes being constructed. The proposed tie-in arrangement onto the Grange Road North may be inappropriate in the absence of the adjacent scheme having been constructed.



### Recommendation

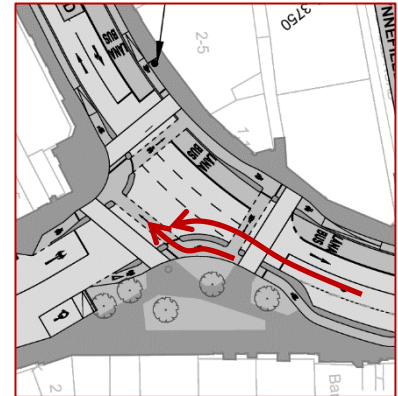
During the design development, should it become apparent that the adjacent scheme will not be in place prior to the construction of this Scheme, then alternative tie-in arrangements will be required which provide a safe transition for all road users entering/exiting the proposed road layout.

### 3.5 Problem

*Location: A number of junctions Throughout the Scheme*

*Summary: Left turning drivers may be insufficiently aware of cyclists proceeding straight at a number of the protected intersections/junctions within the Scheme.*

There is a risk that drivers turning left at some of the protected junctions within the scheme, when given a green signal, may not understand that there may be straight-through cyclists crossing their path. This could arise where a left-turning driver misinterprets the layout as a signalised/toucan crossing on a separate phase.



### Recommendation

Reduce the lateral displacement of the straight through cycle lanes from the left-turning traffic lane(s) to improve driver's awareness of possible straight through cyclists and amend the left turn signals so that left turns are on a flashing amber.

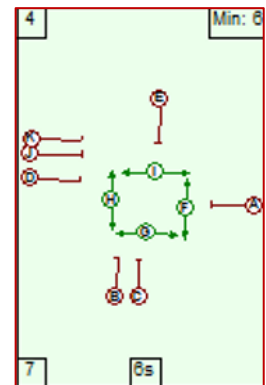
Alternatively, straight ahead cyclist movements at junctions should occur on a separate signal phase to vehicles.

### 3.6 Problem

*Location: General Problem - Throughout the Scheme*

*Summary: The timing proposed for pedestrian phases at a number of signalised junctions within the Scheme may not be sufficient to allow pedestrians, and in particular the mobility impaired, to complete a crossing safely.*

At a number of signalised junctions within the Scheme pedestrian phases have been indicated as being quite short (e.g. 6 seconds long). The Audit Team are concerned that this will not be sufficient time for non-motorised road-users, in particular the elderly & mobility impaired, to complete a crossing safely.



This could lead to pedestrians remaining within the carriageway when a subsequent green vehicular phase has been triggered increasing the risk of vehicle-pedestrian collisions.

### Recommendation

Ensure pedestrian green phases are of a sufficient length such that all non-motorised road users can complete the crossing safely.

### 3.7 Problem

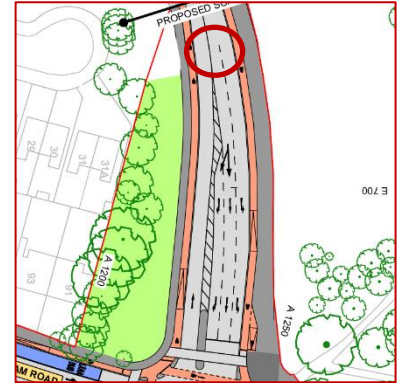
Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0004

Summary: Eastbound drivers may enter the incorrect lane on the Dodder Park Road approaching the junction with Rathfarnham Road.

Eastbound drivers on the Dodder Park Road approaching the junction with Rathfarnham Road may find themselves inadvertently in the left-turn lane resulting in an increased risk of late manoeuvres and side swipe collisions should drivers then attempt to re-enter the straight-ahead lane.

#### Recommendation

Eastbound drivers on the Dodder Park Road approaching the junction with Rathfarnham Road should be guided, by means of road markings, into the straight-ahead lane at the upcoming junction with drivers who wish to turn left at the junction having to consciously choose to enter the left-turn only lane.



### 3.8 Problem

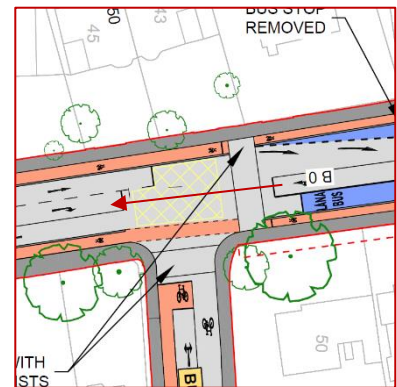
Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0005

Summary: Abrupt change in road layout at the junction of Rathfarnham Road & Bushy Park Road may lead to vehicles entering the opposing right-turn lane.

The indicated road layout at the junction of Rathfarnham Road & Bushy Park Road could result in southbound drivers misinterpreting the downstream lane position, and enter the opposing right-turn lane resulting in possible head-on collisions.

#### Recommendation

The road layout should be amended so that there is better alignment between the upstream & downstream southbound lanes through the junction, or additional guidance road markings or splitter islands provided to assist drivers in understanding the road layout.



### 3.9 Problem

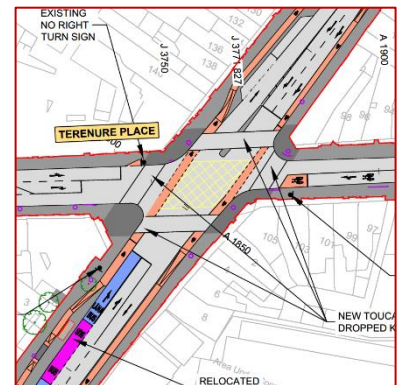
Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0006

Summary: Visibility to the proposed regulatory signs may be insufficient.

The indicated position of the "No Right Turn" regulatory sign on the Rathfarnham Road approach to its junction with Terenure Road may be insufficiently visible to drivers approaching the junction, resulting in inappropriate & unsafe turning manoeuvres.

#### Recommendation

Include the "No Right Turn" signs as 'Regulatory Illuminated Box Signs' within the signal aspects at this junction.

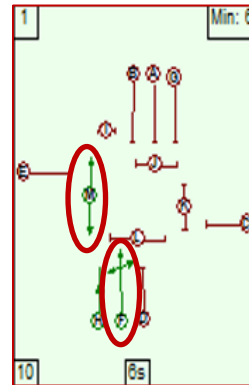
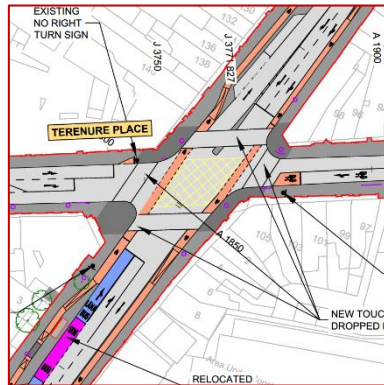


### 3.10 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0006

Summary: Risk of pedestrians crossing Terenure place being struck by left-turning vehicles.

The proposed signal phasing for the Rathfarnham Road/Terenure Rd, North junction indicates that left turns from the Rathfarnham Road onto Terenure Place occur at the same time as the pedestrian crossing of Terenure Place, resulting in possible vehicular/pedestrian collisions.



### Recommendation

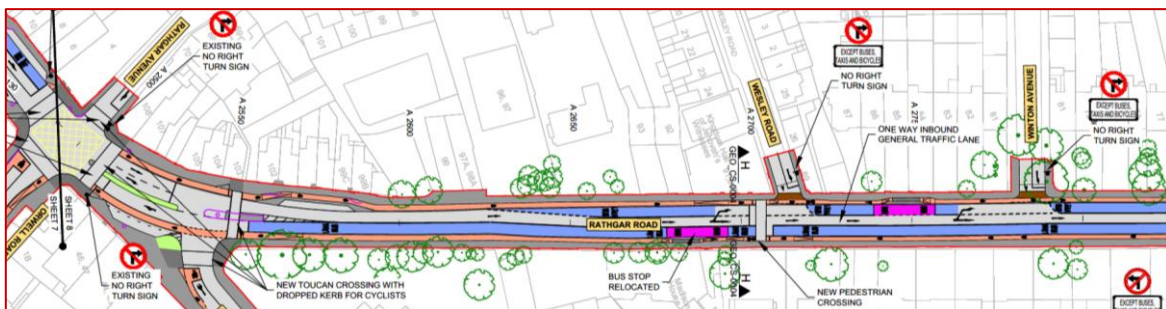
The pedestrian crossing of Terenure place should occur on a separate phase to left-turning vehicles from Rathfarnham Road.

### 3.11 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0008

Summary: Revisions to scheme layouts and permitted traffic movements at junctions within the Scheme may lead to capacity or safety issues at existing junctions outside the Scheme.

Proposed changes to the permitted direction of travel on Rathgar Road is likely to result in increased traffic volumes on the adjacent road network, for example Grosvenor Road & Rathmines Rd, Upper. It's unclear if the existing, adjacent, road network can safely accommodate the additional traffic safely, and whether additional measures are required along these routes as a result.



### Recommendation

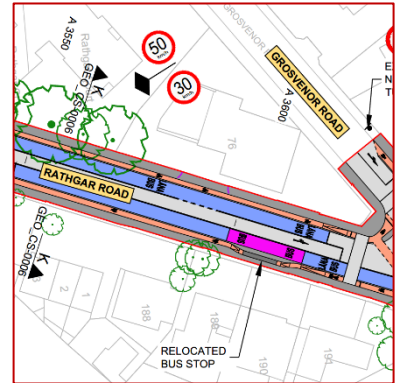
Ensure proposed amendments within the Scheme do not have a negative effect on traffic safety on the adjacent road network outside the Scheme extents. It may be necessary to consider additional measures, outside the Scheme extents, in order to ensure that the adjacent road network can safely accommodate displaced traffic.

### 3.12 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0011

Summary: Absence of regulatory signage may lead inappropriate turning manoeuvres.

No signage has been indicated on the exit from the existing petrol station at the Rathgar Road/Grosvenor Road junction advising drivers that they cannot turn right onto the Rathgar Road leading to unsafe exiting manoeuvres.



### Recommendation

Provide a "No Right Turn" regulatory sign for drivers exiting from the petrol station.

### 3.13 Problem

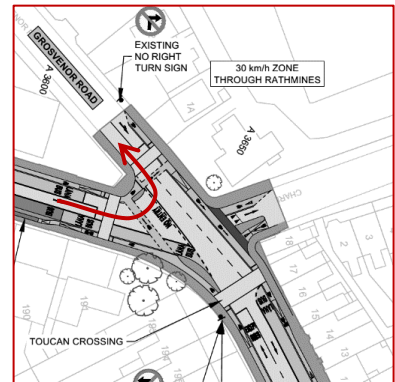
Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0011

Summary: Unclear if the swept path of large vehicles can be accommodated safely at the Rathgar Road/Grosvenor Road junction

It is unclear from the information provided whether the swept path of left turning large vehicles from Rathgar Road onto Grosvenor Road can be accommodated without encroaching into the opposing traffic lane at the stop line on Grosvenor Road.

### Recommendation

During the design development ensure that the proposed road layout can accommodate the swept path of all vehicles undertaking all permitted manoeuvres.



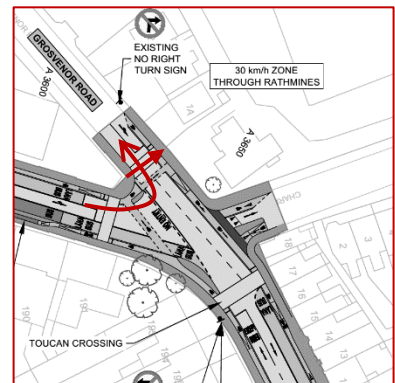
### 3.14 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0011

Summary: Potential for conflicts between left-turning vehicles and northbound cyclists.

The proposed layout for cyclists wishing to proceed northbound at the junction of Rathgar Road and Grosvenor Road is such that left-turning drivers from Rathgar Road northbound onto Grosvenor Road may be unprepared for a cyclist proceeding across Rathgar Road at the same time as they are permitted to turn left, likely misinterpreting the layout as a toucan crossing of the side road, resulting in an increased risk of cyclists being struck by left turning vehicles at this location.

In addition, the route for northbound cyclists may be an attractive to cyclists, who may choose to cross the junction diagonally in line with the path of northbound vehicles.



### Recommendation

Review the proposed signal phasing or the cycle lane layout to remove possible conflicts between cyclists and vehicles turning left onto Grosvenor Road, and to better reflect the likely cyclists desire lines through the junction. In addition, consider providing a flashing-amber left-turn signal for this manoeuvre.

### 3.15 Problem

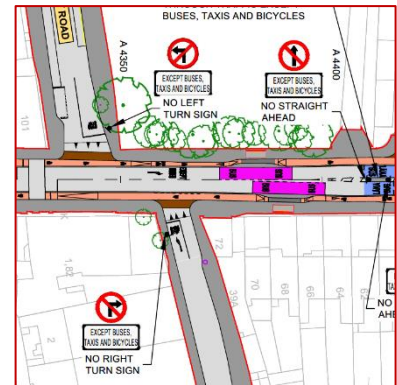
Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0013

Summary: Visibility for drivers turning right from Rathmines Road onto Richmond Hill might be impeded by stationary buses.

The proximity of the northbound bus stop to the junction of Rathmines Rd, Lower & Richmond Hill may make it difficult for drivers of following vehicles, who must turn right onto Richmond Hill, to see approaching vehicles where a bus is stationary at the bus stop in order to know if it is safe to turn right.

#### Recommendation

Ensure sufficient inter-visibility between drivers wishing to turn right and approaching southbound vehicles at this location.



### 3.16 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0015

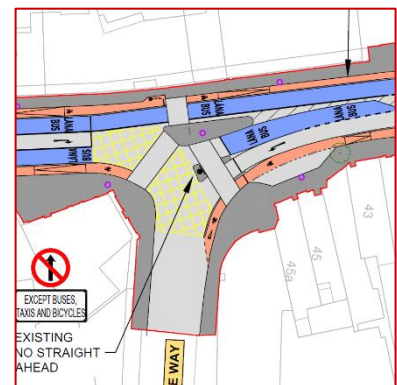
Summary: Discontinuous cycleway facilities.

The proposed layout of the cycle facilities at the junction of Camden Street Upper and Charlotte Way does not appear to cater for southbound cyclists wishing to proceed south at the junction.

A lack of cycle lane continuity at this location may lead to unsafe manoeuvres by cyclists and possible cyclist/vehicle collisions.

#### Recommendation

The road layout should be amended to include connectivity for southbound cyclists through the junction.



### 3.17 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0016

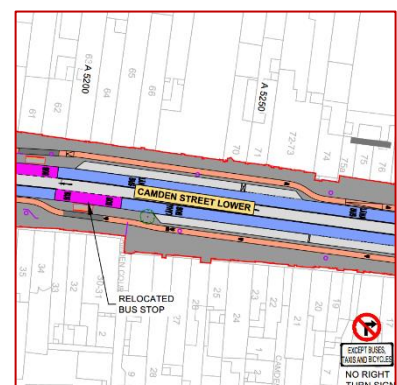
Summary: Vehicles using the proposed parallel parking on the western side of Camden St may have difficulty in safely exiting the parking spaces due to insufficient visibility towards approaching southbound vehicles in the general traffic lane.

Car parking has been indicated along the western side of Camden St, Lower, adjacent to the northbound bus lane. General traffic is only permitted southbound on Camden St, Lower & Wexford Street.

Consequently, the only vehicles who can park along the western side of Camden St, Lower will be southbound vehicles. Drivers exiting from these parking spaces will have to pull across the northbound bus lane and enter the southbound general traffic lane at an acute angle, which may be difficult to achieve safely with restricted visibility towards approaching southbound vehicles in the general traffic lane due to the driver's position within the vehicle.

#### Recommendation

Ensure the proposed car parking spaces can be safely used by drivers.



### 3.18 Problem

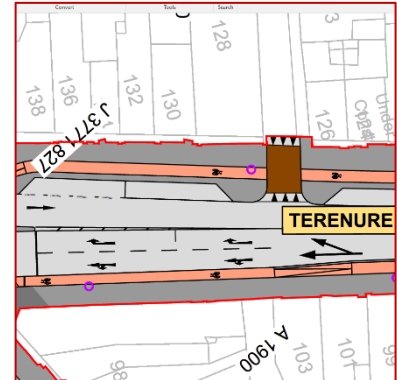
Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0019

Summary: Visibility for drivers turning left onto Yewlands Terrace might be impeded by parked vehicles.

Vehicles parked in the loading area/parallel parking spaces on Terenure Rd, North, immediately north of the junction with Terenure Rd, East, may block visibility towards straight-ahead northbound cyclists on the cycle lane for drivers of vehicles turning left onto Yewlands Terrace, resulting in possible vehicular/cyclist collisions.

### Recommendation

Ensure sufficient inter-visibility between drivers and cyclists at this location.



### 3.19 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0031

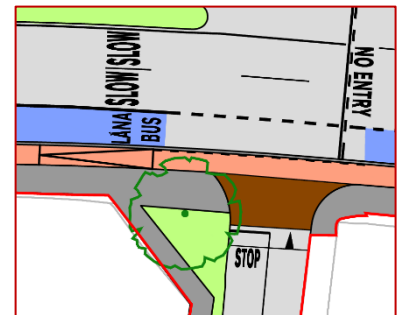
Summary: Low tree canopies.

A number of trees have been indicated as overhanging the proposed cycle lanes, however at this early stage in the design process it is unclear whether these trees will provide sufficient vertical clearance to the cycle lane.

Trees with low canopies can present a hazard to cyclists who may be unaware of low branches which could lead to sudden avoidance manoeuvres leading to loss of control or collisions with vehicles in the adjacent lane.

### Recommendation

Ensure adequate vertical clearance for tree canopies which overhang footpaths/cycle tracks.



### 3.20 Problem

Location: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0037

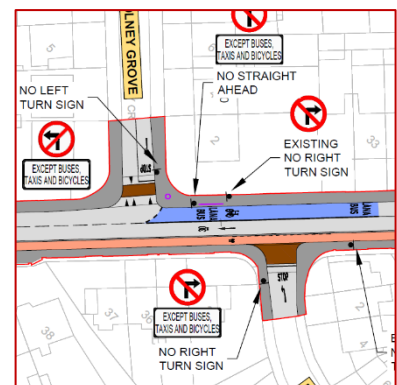
Summary: Northbound drivers may be insufficiently aware of the bus gate when on Templeogue Road resulting in unsafe u-turn manoeuvres at the junction between Templeogue Road and Olney Grove.

An advance sign advising drivers of the upcoming bus gate has been indicated at the junctions of Templeogue Road with Cypress Grove Road and with Templeville Road. Similar signage has not been indicated at the junction with Fortfield Road or Rathdown Avenue.

The absence of signage in some locations in advance of the bus gate may result in some drivers incorrectly entering Templeogue Road and having to undertake possibly unsafe u-turn manoeuvres.

### Recommendation

Additional advance signage should be provided at the Fortfield Road & Rathdown Avenue junction is advising drivers of the bus gate & associated restrictions and providing directions for alternate routes for intended/likely destinations.



## 4 Observations

- 4.1 At this early stage in the design development no information has been provided in relation to the proposed dropped kerb locations, tactile paving provisions & transitions for cycle tracks between on-road and off-road locations. Possible safety issues can arise at these locations, for example for visually impaired pedestrians may inadvertently enter a carriageway at a dropped kerb location should no tactile warning paving be provided (e.g. at uncontrolled crossing locations, or raised table crossing of side roads).

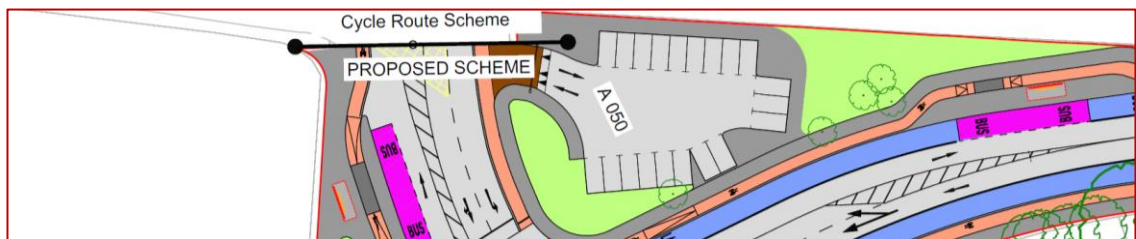
During the design development ensure that dropped kerbs are provided where necessary to facilitate mobility impaired road users, and that tactile paving is provided at these locations and where cycle tracks transition between on-carriageway and off-road locations, to advise visually impaired pedestrians of the carriageway hazard.

Where shared surfaces are provided, Ladder & Tramline tactile paving will be required in order to advise visually impaired pedestrians that they are entering a location shared with cyclists, and to prevent them from inadvertently exiting the shared space onto the cycle lane which could result in them entering the carriageway further downstream.

- 4.2 There is no existing cycle track along the southern side of Nutgrove Avenue, on the eastern arm of its junction with Grange Road/Rathfarnham Wood. An appropriate tie-in should be provided with the existing road layout at this location.

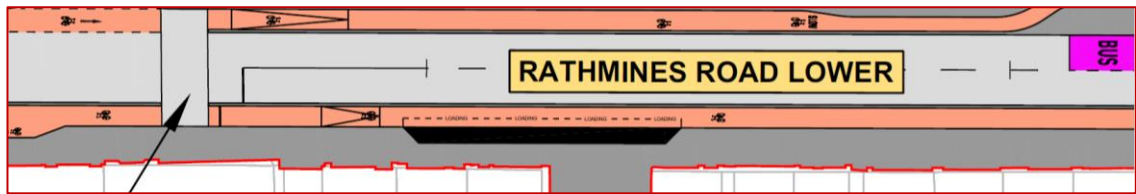


- 4.3 It is unclear if the existing recycling bins are to be retained within the amended car park layout at the junction between Grange Road & Nutgrove Avenue. During the design development ensure that the use and operation of these recycling bins is considered and amend the location or the access arrangements where necessary. In particular, allowances for HGV access during routine collection should be catered for.
- 4.4 There is a potential for vehicles parking on some of the spaces within the amended car park layout at the junction between Grange Road & Nutgrove Avenue to overhang the adjacent footpath along Nutgrove Avenue. During the design development include measures to prevent/deter vehicles from overhanging the footpath.



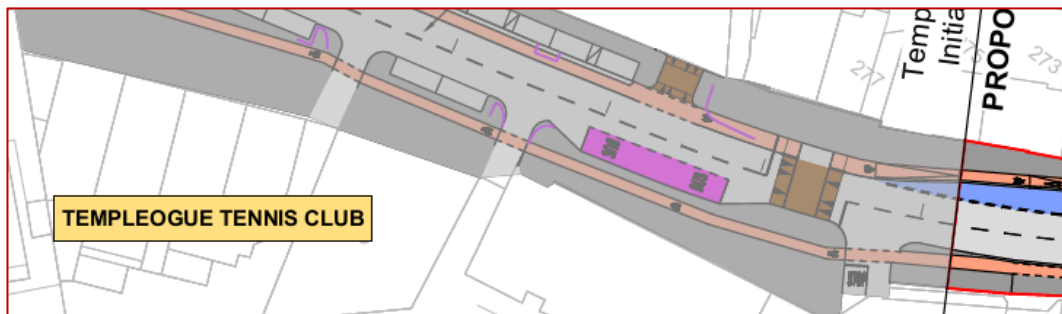
- 4.5 On the eastern side of Rathmines Rd, Lower, at approximate Chainage A4050, an area of the cycle track and footpath has been shaded black. It is unclear what this area is intended for, and consequently whether any safety issues arise.





4.6 It is unclear how drivers who inadvertently proceed up to the proposed bus gates to be provided as part of the Scheme can safely perform U-turn manoeuvres where they are not permitted to proceed.

4.7 The partially indented bus stop in Templeogue Village could entice some drivers to attempt to pass a stationary bus where there may be insufficient room for this manoeuvre to be completed safely. It may be preferable for the bus cage to be positioned fully within the traffic lane width with a continuous centreline between the opposing traffic lanes at this location, requiring following drivers to wait until the bus moves off.



## 5 Road Safety Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

### ROAD SAFETY AUDIT TEAM LEADER

Peter Monahan

Signed:

Peter J. Monahan

Dated:

22<sup>nd</sup> June 2021

### ROAD SAFETY AUDIT TEAM MEMBER

Antonios Papadakis

Signed:

Antonios Papadakis

Dated:

22<sup>nd</sup> June 2021

## **Appendix A – Road Safety Audit Brief Checklist**

Have the following been included in the audit brief?: (if 'No', reasons should be given below)

	<b>Yes</b>	<b>No</b>
1. The Design Brief	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Departures from Standard	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Scheme Drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Scheme Details such as signs schedules, traffic signal staging	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Collision data for existing roads affected by scheme	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Traffic surveys	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Previous Road Safety Audit Reports and Designer's Responses/Feedback Form	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Previous Exception Reports	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Start date for construction and expected opening date	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Any elements to be excluded from audit	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Any other information?**

(if 'Yes', describe below)

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## **Appendix B – Documents Submitted to the Road Safety Audit Team**

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0001	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0002	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0003	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0004	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0005	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0006	L02.1
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CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0010	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0011	L02.1
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CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0028	L02.1

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
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CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0034	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0035	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0036	L02.1
CBC 1012 TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	BCIDC-ARP-GEO_GA- 1012_XX_01-DR-CR-0037	L02.1

## Appendix C – Feedback Form



## Road Safety Audit Feedback Form

Scheme: BusConnects Core Bus Corridors

Route No.: R114, R137

Audit Stage: Stage 1 Road Safety Audit Date Audit Completed: 17<sup>th</sup> Jun. 2021

To Be Completed By Designer				To Be Completed By Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Y	Y	Measures, including tactile paving, are proposed at in line bus stops to mitigate potential for conflicts by controlling these crossing points. These were not presented on drawings submitted for RSA. See Section 11.2 of Preliminary Design Guidance Booklet for details.	
3.2	Y	Y	Positioning of new trees and retention of existing trees is still under review. Cognisance will be given to pedestrian requirements and 1.2m clear footpath will be maintained at all locations in line with DMURS.	
3.3	Y	Y	Measures are proposed at pedestrian priority zones at junctions to mitigate potential for conflicts. These were not presented on drawings submitted for RSA. See Section 7.5 of Preliminary Design Guidance Booklet for details.	
3.4	Y	Y	Liaison with Grange Road design team is ongoing and tie ins will be coordinated as appropriate. If BusConnects is delivered first, it will be redesigned to tie into the existing Grange Road arrangement	
3.5	Y	Y	Managing the potential conflict between cyclists and left turning vehicles is still under review but the current proposal proposes use of a flashing amber signal to alert motorists to the potential conflict. Consideration will be given to phase separating these movements if the left turning vehicles is high (e.g. greater than 150vph). Further details are presented in Section 7 of the Preliminary Design Guidance Booklet	

## Road Safety Audit Feedback Form

**Scheme:** BusConnects Core Bus Corridors

**Route No.:** R114, R137

**Audit Stage:** Stage 1 Road Safety Audit **Date Audit Completed:** 17<sup>th</sup> Jun. 2021

To Be Completed By Designer				To Be Completed By Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.6	Y	Y	Green times assigned to pedestrians are still under review but all green times allow for sufficient intergreens for pedestrians, including mobility impaired pedestrians, to clear the road they are crossing.	
3.7	Y	Y	Road markings indicating lane arrangement to be located where one lane develops to 2.	
3.8	Y	Y	Additional guidance road markings to be provided at this junction.	
3.9	Y	Y	Drawings do not indicate positioning of signs but rather that there will be a turn ban at this junction. However, regulatory Illuminated box sign or multiple 'No Right Turn' signs to be considered at detailed design stage	
3.10	Y	Y	Proposed junction staging to be updated to remove this conflict	
3.11	Y	Y	Adjacent roads which will carry additional traffic have been assessed for suitability to carry additional traffic volumes	
3.12	Y	Y	'No Right Turn' sign to be provided at exit from petrol station	
3.13	Y	Y	Swept path analysis has shown that required movements cannot be undertaken without encroaching on adjacent lane. Layout amended to suit.	

## Road Safety Audit Feedback Form

Scheme: BusConnects Core Bus Corridors

Route No.: R114, R137

Audit Stage: Stage 1 Road Safety Audit Date Audit Completed: 17<sup>th</sup> Jun. 2021

To Be Completed By Designer				To Be Completed By Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.14	Y	Y	Managing the potential conflict between cyclists and left turning vehicles is still under review but the current proposal proposes use of a flashing amber signal to alert motorists to the potential conflict. Consideration will be given to phase separating these movements if the left turn vehicle is high (e.g. greater than 150vph).	
3.15	Y	Y	Location of Bus Stop to be reviewed to ensure sufficient visibility for right turners	
3.16	Y	N	Outbound cyclists are to be provided with a separate signal stage at this junction allowing them to safely continue south.	Yes
3.17	Y	Y	Car parking on Camden Street to be reviewed	
3.18	Y	Y	Visibility to cyclists to be improved - shorten parking bay bay 2-3m	
3.19	Y	Y	Vertical clearance to tree canopies to be reviewed at detailed design stage	
3.20	Y	Y	Advance signage to be provided advising motorists of the upcoming Bus Gate and directing them to other appropriate routes.	

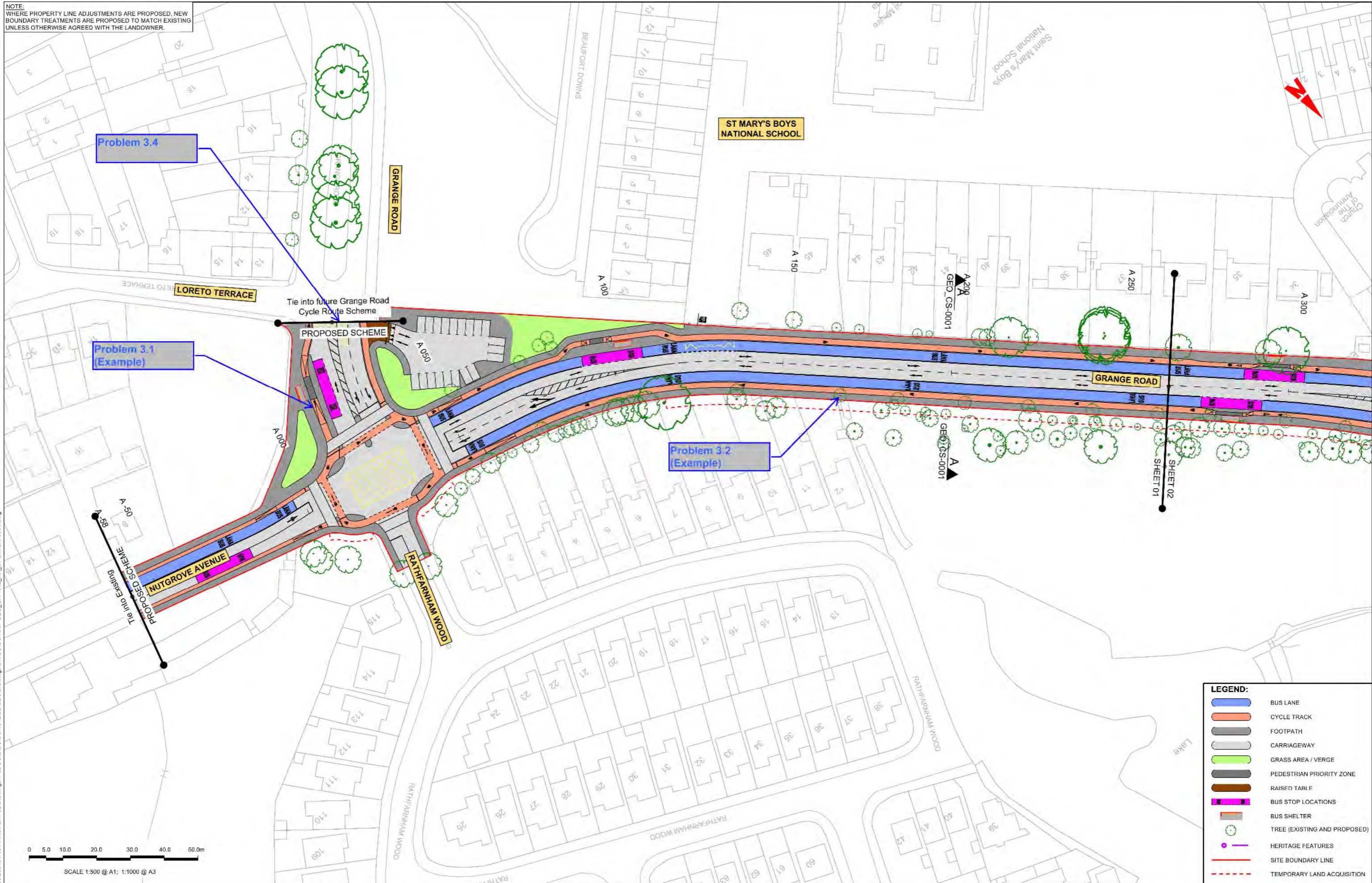
Signed: *David Callum* Designer Date 23rd June 2021

Signed: *Peter J. Monahan* Audit Team Leader Date 22<sup>nd</sup> June 2021

Signed: *Colm Griffin* Employer Date 14th April 2022

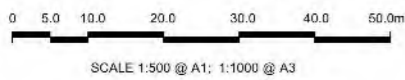
## Appendix D – Problem Locations

NOTE:  
WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW  
BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION



1. This drawing is to be used for the design elements identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

2. It is the user's responsibility to ensure that the information provided in this drawing is used in accordance with the relevant standards and specifications.

3. The information contained herein has been provided by the client and is for their use only. It is not to be used for any other purpose without the prior written consent of the client.

4. The information contained herein has been provided by the client and is for their use only. It is not to be used for any other purpose without the prior written consent of the client.

Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMcT | Checked: DC | Approved: DC

Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

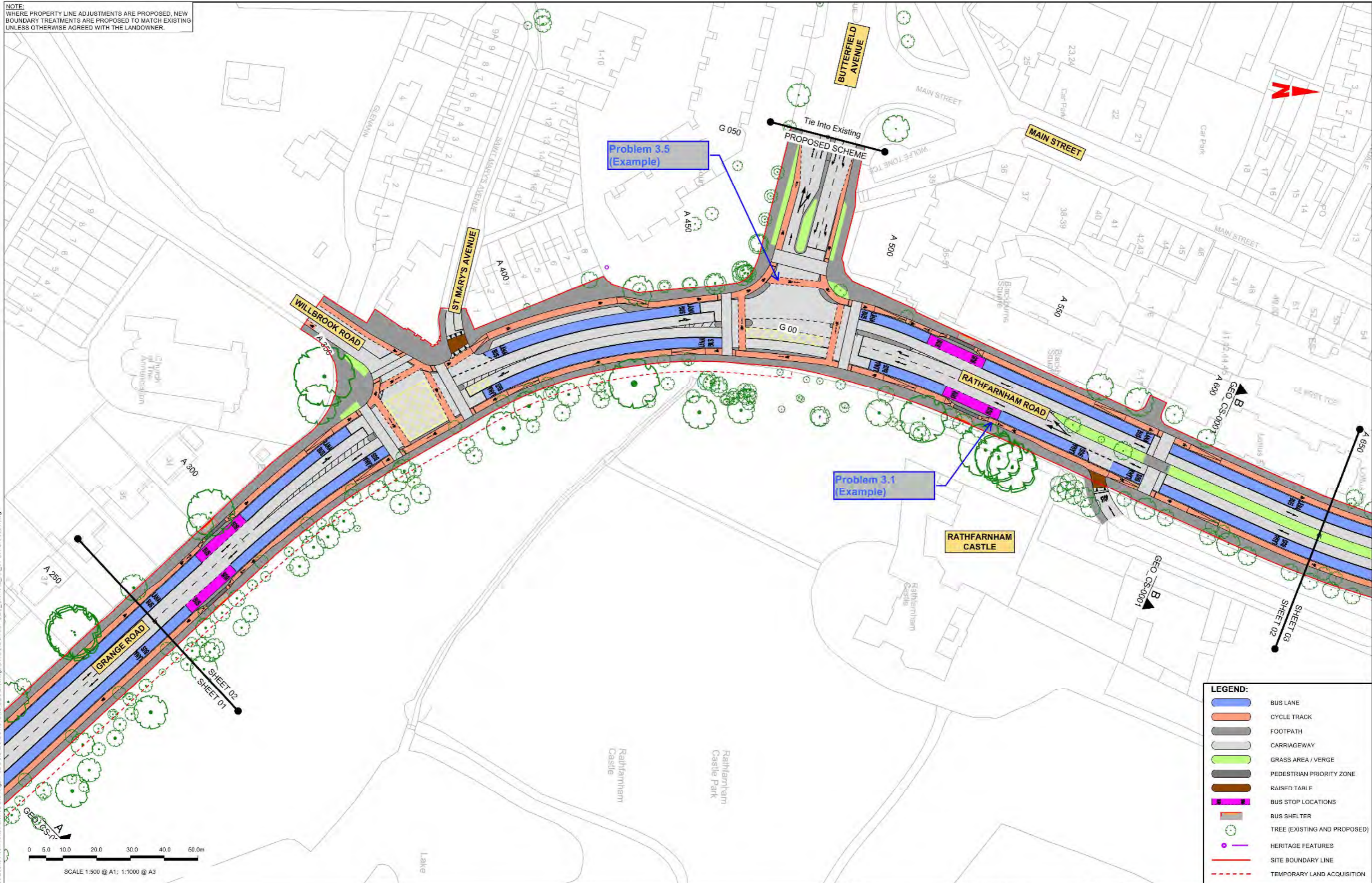
Programme Title: **BUSCONNECTS DUBLIN**  
**CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing Title: CBC 1012  
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE  
GENERAL ARRANGEMENT

Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0001	Sheet Number: 01 of 37	Status: S3	Rev: L02.1
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DO NOT SCALE USE FIGURED DIMENSIONS ONLY

NOTE:  
WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW  
BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION

1. This drawing is to be used for the design elements identified in the title block. Other information shown is to be considered and called out only. The drawing is to be read in conjunction with all other relevant design drawings.

2. This drawing is to be used for the design elements identified in the title block. Other information shown is to be considered and called out only. The drawing is to be read in conjunction with all other relevant design drawings.

3. This drawing is to be used for the design elements identified in the title block. Other information shown is to be considered and called out only. The drawing is to be read in conjunction with all other relevant design drawings.

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**Project Ireland 2040**  
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Engineering Designer

Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GMcT	DC	DC

Project Code: BCIDC  
Originator Code: ARP  
QMS Code: 268401-00

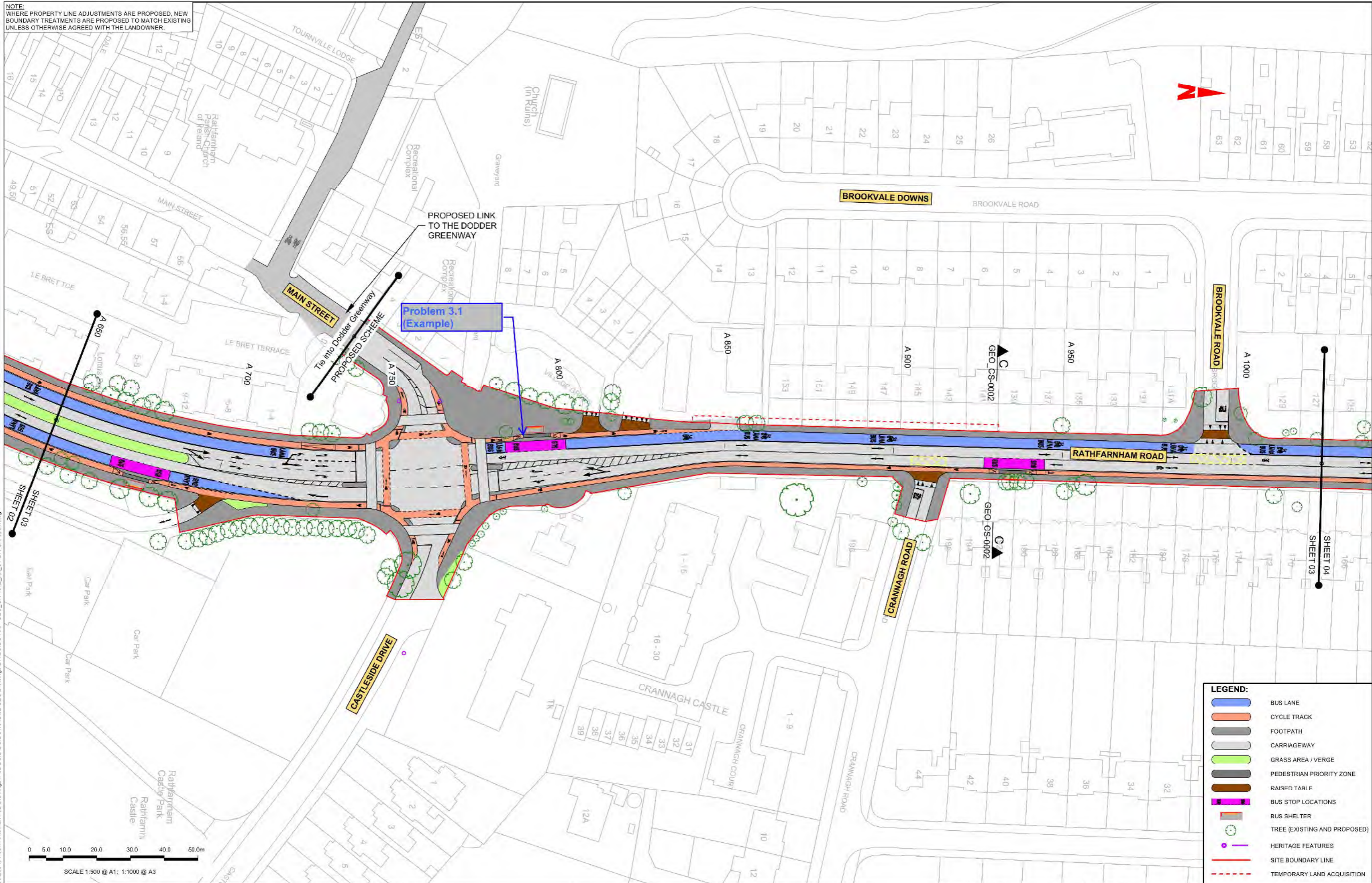
Programme Title: **BUSCONNECTS DUBLIN**  
**CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing Title: CBC 1012  
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE  
GENERAL ARRANGEMENT

Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0002	02 of 37	S3	L02.1

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NOTE:  
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BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

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Rev	Date	Drn	Chkd	App'd	Description
L01	13/10/2020	GMCT	DC	DCBS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMCT	DC	DC	ISSUED FOR EIAR

Date	Scale	Drawn	Checked	Approved
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Project Code	Originator Code	DMS Code		
BCIDC	ARP	268401-00		

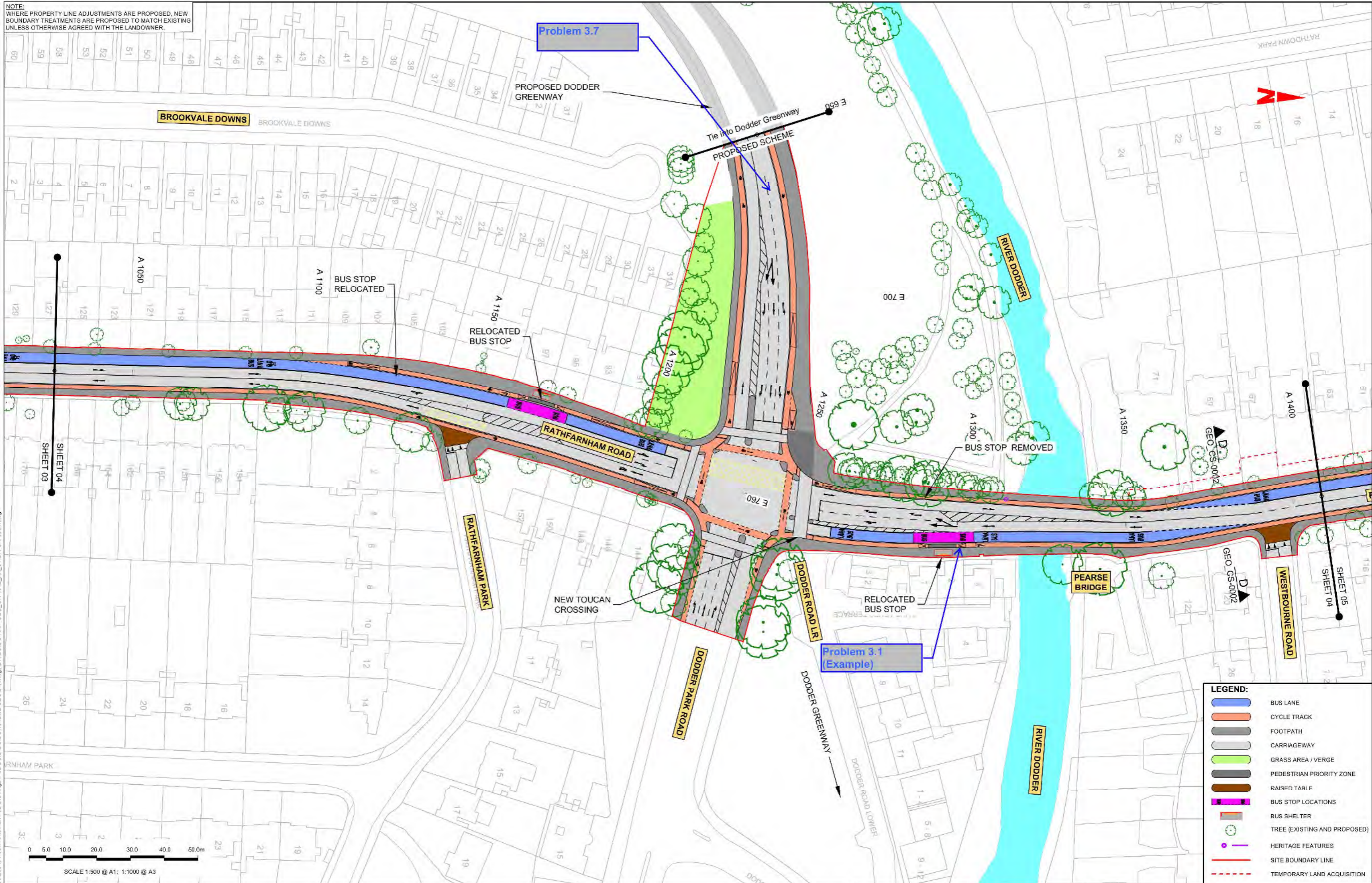
<b>Engineering Designer</b>	
<b>ARUP</b>	

<b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0003	03 of 37	S3	L02.1

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NOTE: WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



Problem 3.7

Problem 3.1 (Example)

**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

Scale: 1:500 @ A1; 1:1000 @ A3  
 SHEET 03 | SHEET 04 | SHEET 05

Project Ireland 2040  
 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMCT	DC	DCBS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMCT	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
 Údarás Náisiúnta Iompair  
 National Transport Authority

Engineering Designer: **ARUP**

Programme Title: **BUSCONNECTS DUBLIN**  
 CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Drawing Title: CBC 1012  
 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE  
 GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GMCT	DC	DC

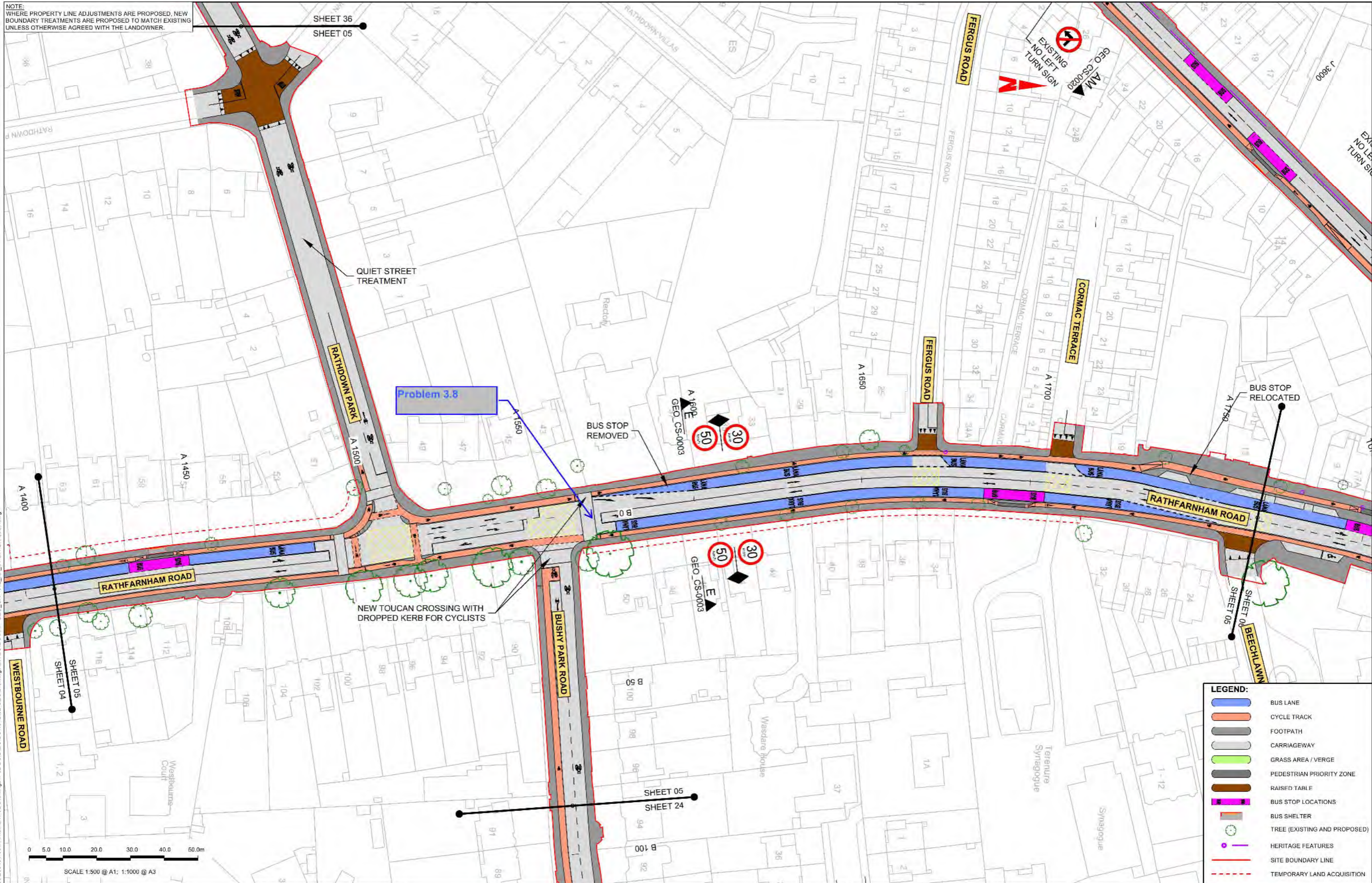
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0004	04 of 37	S3	L02.1

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SHEET 36  
SHEET 05



**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
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- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GmCt	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GmCt	DC	DC	ISSUED FOR EIA/R

Client: **NTA** (Údarás Náisiúnta Iompair - National Transport Authority)

Engineering Designer: **ARUP**

Programme Title: **BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GmCt | Checked: DC | Approved: DC

Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

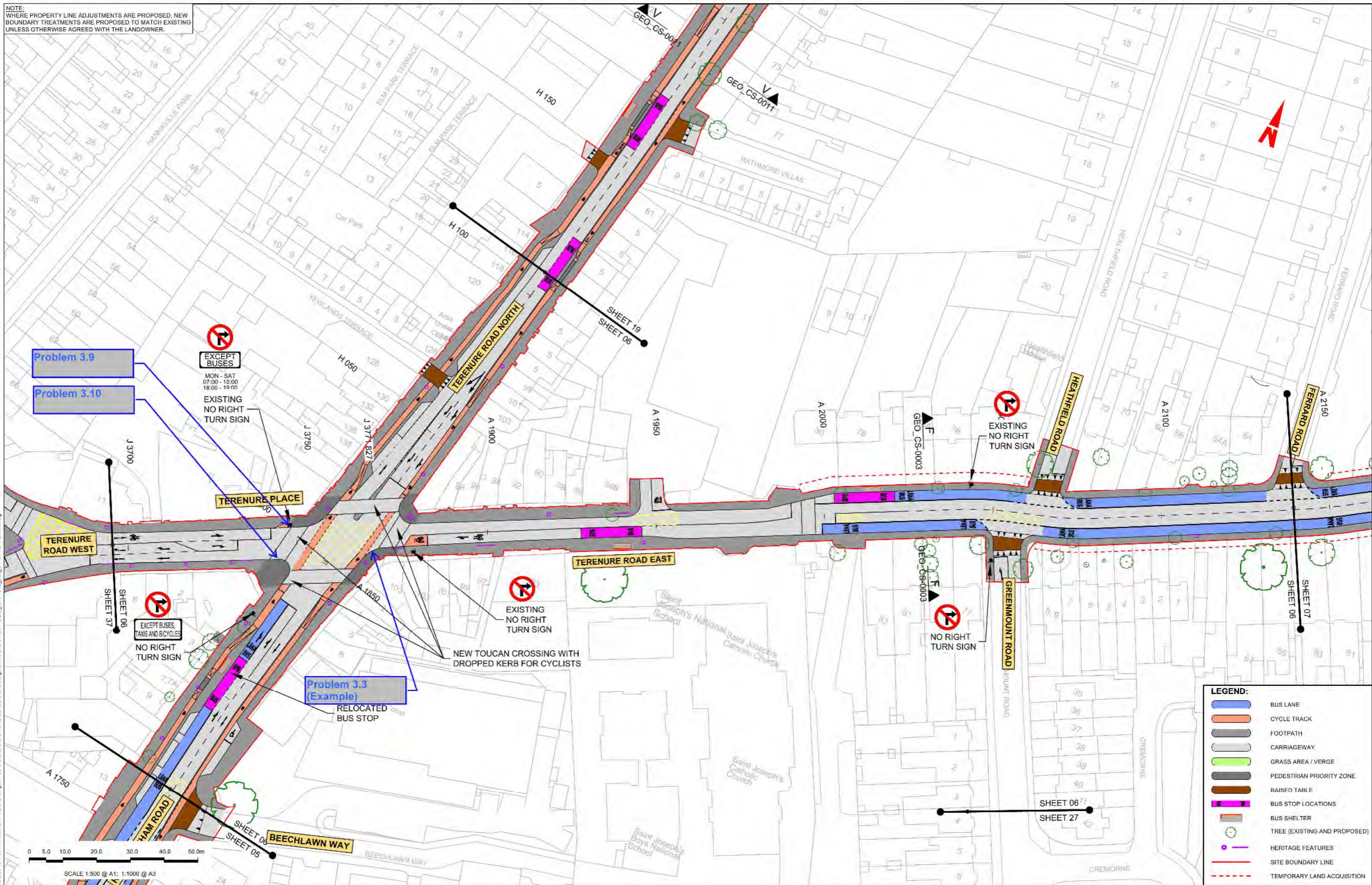
Drawing File Name: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0005 | Sheet Number: 05 of 37 | Status: S3 | Rev: L02.1

**Project Ireland 2040**  
Building Ireland's Future

**W.I.P.**

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

NOTE: WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



Problem 3.9  
Problem 3.10



EXCEPT BUSES  
MON - SAT  
07:00 - 10:00  
18:00 - 19:00

EXISTING  
NO RIGHT  
TURN SIGN

J 3700

TERENURE PLACE



EXCEPT BUSES,  
TAXIS AND BICYCLES  
NO RIGHT  
TURN SIGN

SHEET 37

Problem 3.3  
(Example)

RELOCATED  
BUS STOP



EXISTING  
NO RIGHT  
TURN SIGN

NEW TOUCAN CROSSING WITH  
DROPPED KERB FOR CYCLISTS



NO RIGHT  
TURN SIGN

SHEET 06

SHEET 07

0 5.0 10.0 20.0 30.0 40.0 50.0m

SCALE 1:500 @ A1; 1:1000 @ A3

**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

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<p>Rev L01 13/10/2020 GMcT DC DC/BS ISSUED FOR REVIEW</p> <p>Rev L02.1 18/05/2021 GMcT DC DC ISSUED FOR EIA/R</p>		<p>Date: 18/05/2021</p> <p>Scale: 1:500 @ A1 1:1000 @ A3</p> <p>Project Code: BCIDC Originator Code: ARP</p>		<p>Drawn: GMcT</p> <p>Checked: DC</p> <p>Approved: DC</p> <p>QMS Code: 268401-00</p>		<p>Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT</p>		<p>Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0006</p> <p>Sheet Number: 06 of 37</p> <p>Status: S3</p> <p>Rev: L02.1</p>			

W.I.P.

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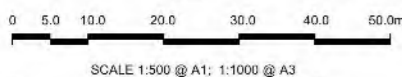
NOTE:  
WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW  
BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



Problem 3.3  
(Example)



- LEGEND:**
- BUS LANE
  - CYCLE TRACK
  - FOOTPATH
  - CARRIAGEWAY
  - GRASS AREA / VERGE
  - PEDESTRIAN PRIORITY ZONE
  - RAISED TABLE
  - BUS STOP LOCATIONS
  - BUS SHELTER
  - TREE (EXISTING AND PROPOSED)
  - HERITAGE FEATURES
  - SITE BOUNDARY LINE
  - TEMPORARY LAND ACQUISITION



SCALE 1:500 @ A1; 1:1000 @ A3

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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMcT | Checked: DC | Approved: DC

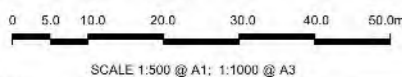
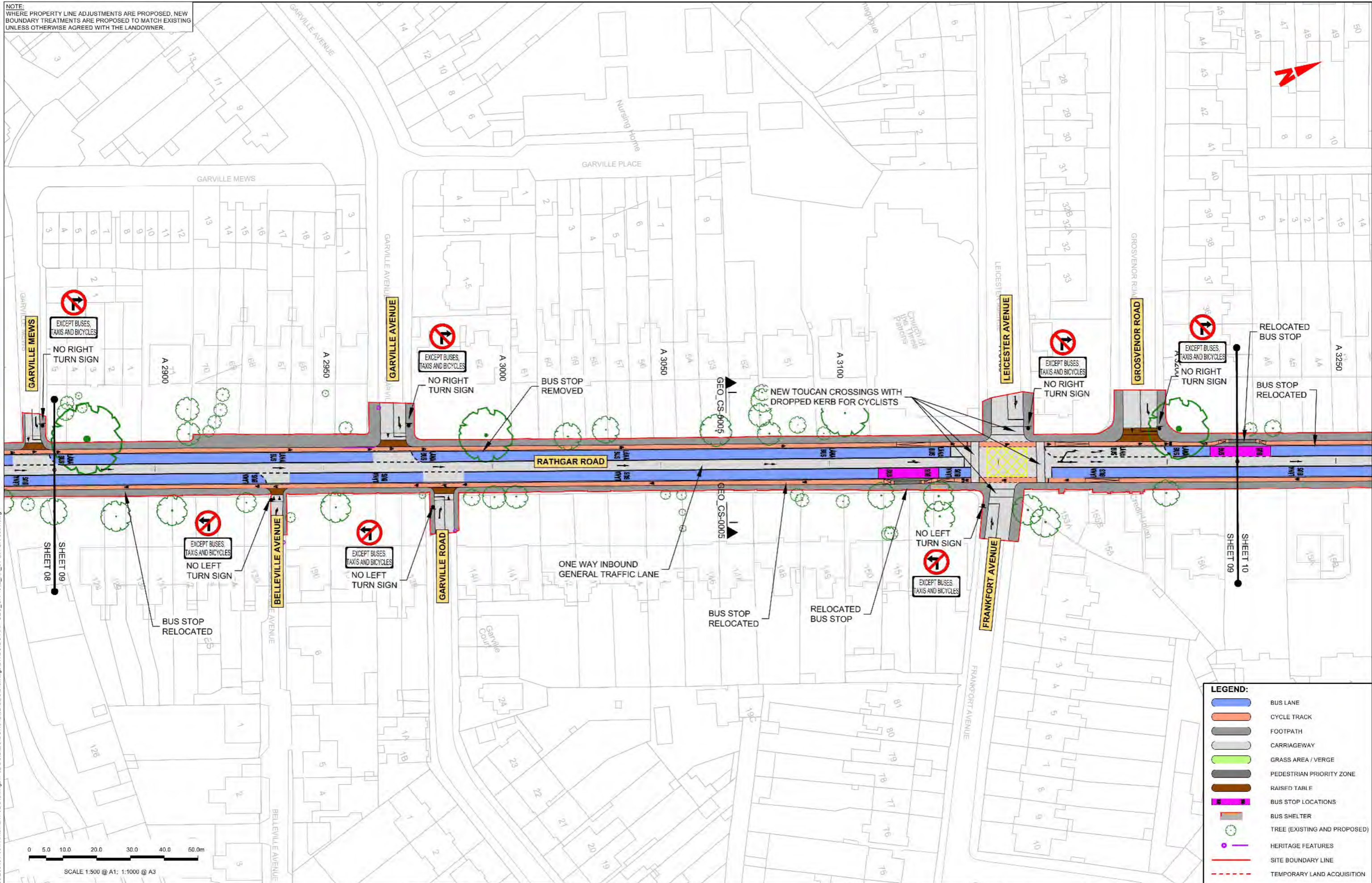
Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Programme Title			
<b>BUSCONNECTS DUBLIN</b>			
<b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title		CBC 1012	
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0007	07 of 37	S3	L02.1

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NOTE: WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION

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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GmT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GmT	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GmT	DC	DC

Project Code: BCIDC  
Originator Code: ARP  
QMS Code: 268401-00

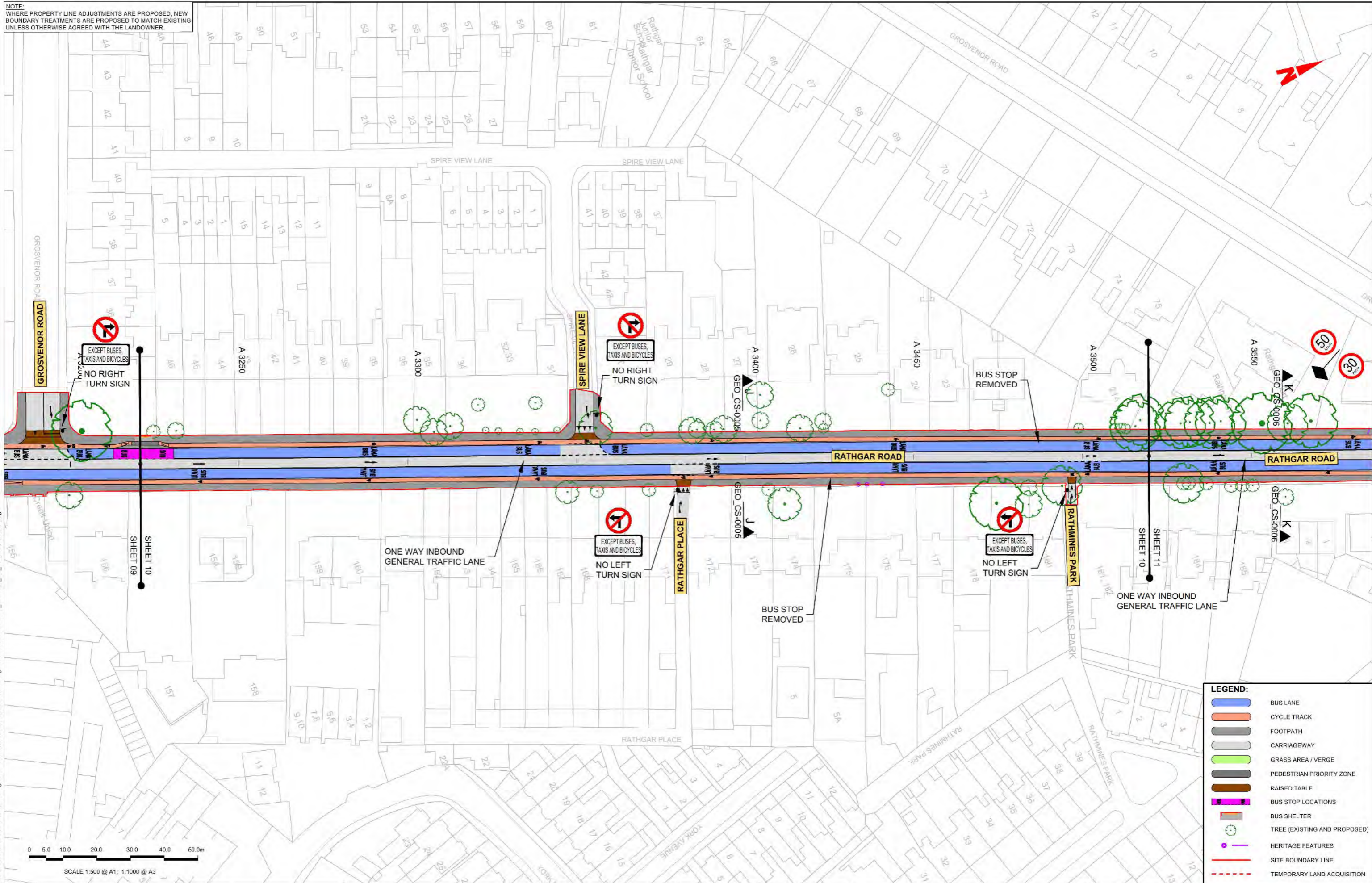
Programme Title: **BUSCONNECTS DUBLIN  
CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing Title: CBC 1012  
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE  
GENERAL ARRANGEMENT

Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0009	09 of 37	S3	L02.1

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

NOTE:  
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\\global\oupe\p\01\004 - Internal\4-02 Drawings\4-02 BCID\BCIDC\1012\02 GEO\Drawings\DRBC\DC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0001.dwg

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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMt	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMt	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
 Údarás Náisiúnta Iompair  
 National Transport Authority

Engineering Designer: **ARUP**

Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GMt	DC	DC

Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

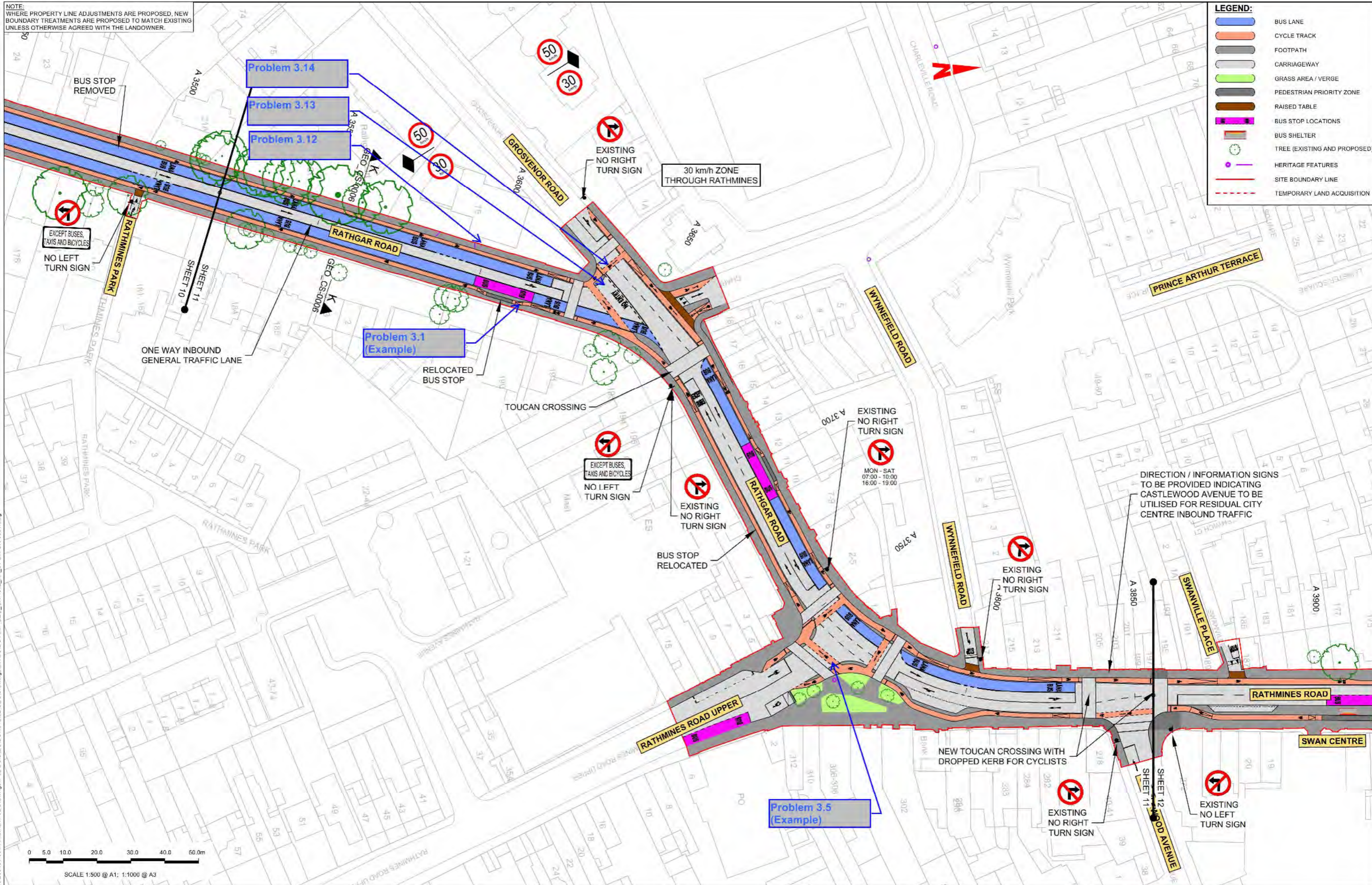
<b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0010	10 of 37	S3	L02.1

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NOTE: WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE AGREED WITH THE LANDOWNER.

**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**Project Ireland 2040**  
Building Ireland's Future

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMcT | Checked: DC | Approved: DC

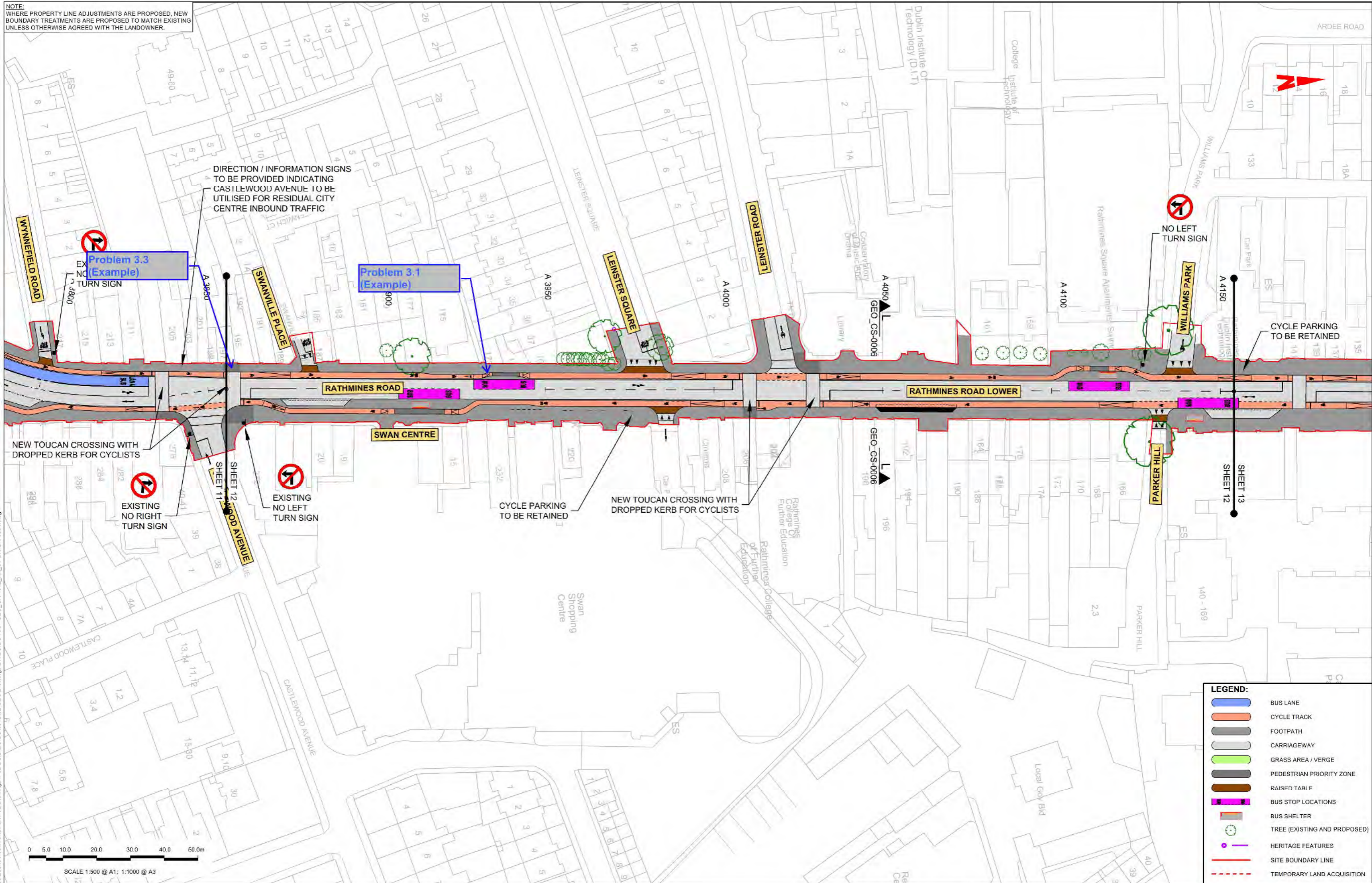
Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Drawing Title		Programme Title	
CBC 1012		BUSCONNECTS DUBLIN	
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE		CORE BUS CORRIDORS INFRASTRUCTURE WORKS	
GENERAL ARRANGEMENT			

Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0011	11 of 37	S3	L02.1

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**LEGEND:**

	BUS LANE
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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Engineering Designer: ARUP

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMcT | Checked: DC | Approved: DC

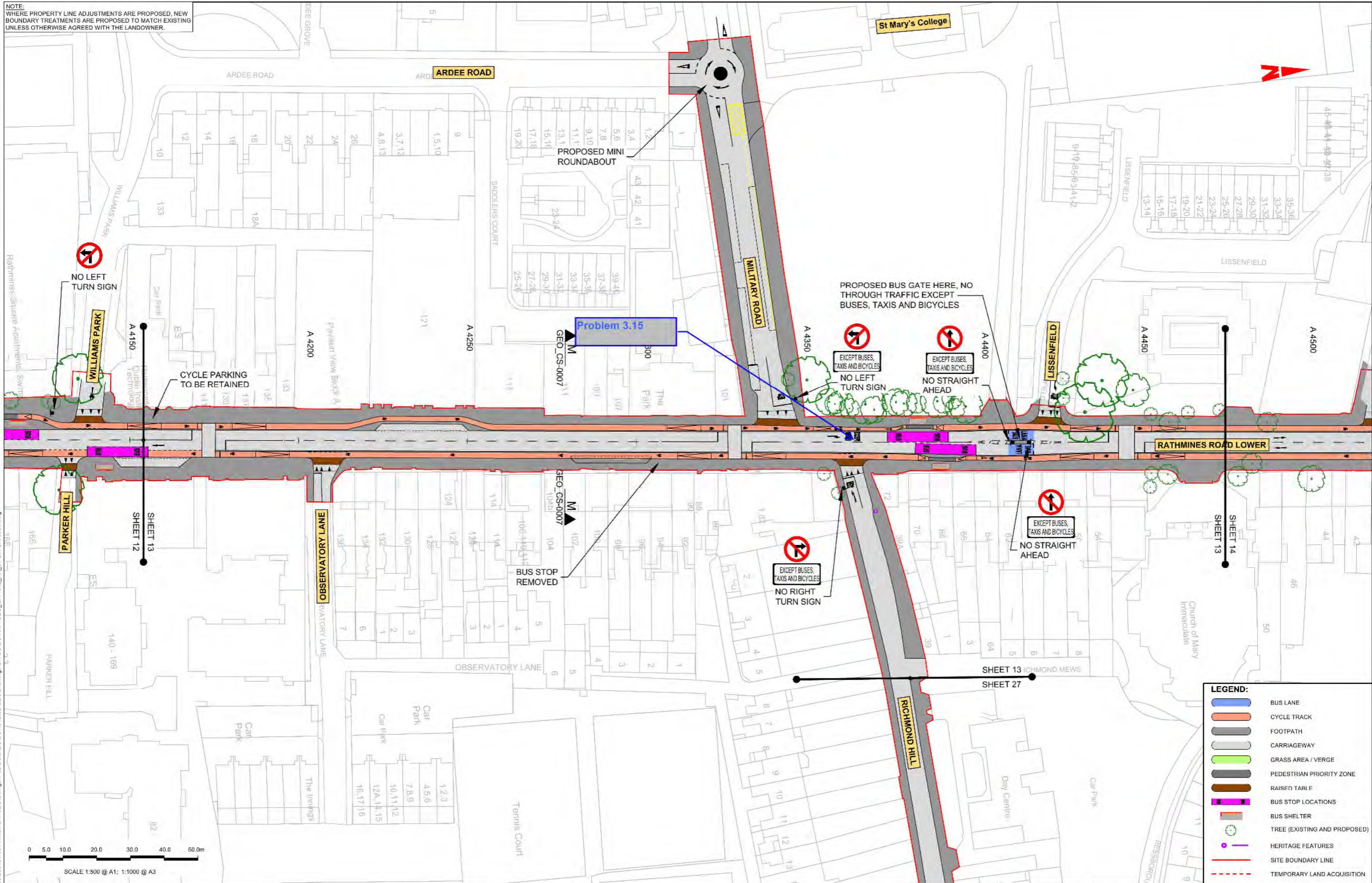
Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

<b>BUSCONNECTS DUBLIN</b>			
<b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: CBC 1012		Programme Title: TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT	
Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0012	Sheet Number: 12 of 37	Status: S3	Rev: L02.1

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L02.1	18/05/2021	GMt	DC	DC	ISSUED FOR EIA/R

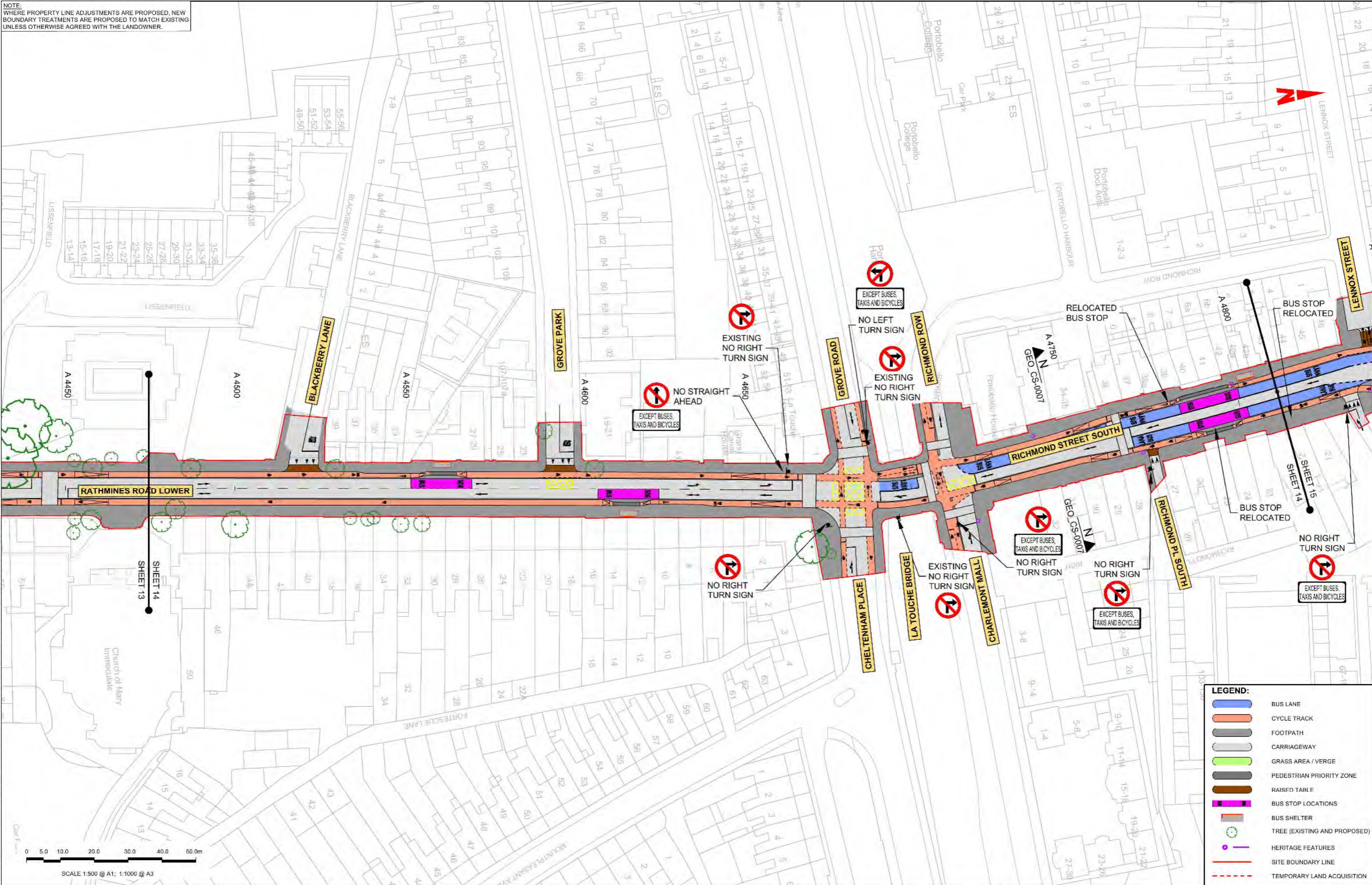
Project Ireland 2040  
Building Ireland's Future

Client		Engineering Designer	
<p>NTA Údarás Náisiúnta Iompair National Transport Authority</p>		<p>ARUP</p>	
Date	Scale	Drawn	Checked
18/05/2021	1:500 @ A1 1:1000 @ A3	GMt	DC
Project Code	Originator Code	QMS Code	Approved
BCIDC	ARP	268401-00	DC

Programme Title			
<b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title			
CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0013	13 of 37	S3	L02.1

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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
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- PEDESTRIAN PRIORITY ZONE
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Rev	Date	Drn	Chkd	App'd	Description
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W.I.P.

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMcT | Checked: DC | Approved: DC

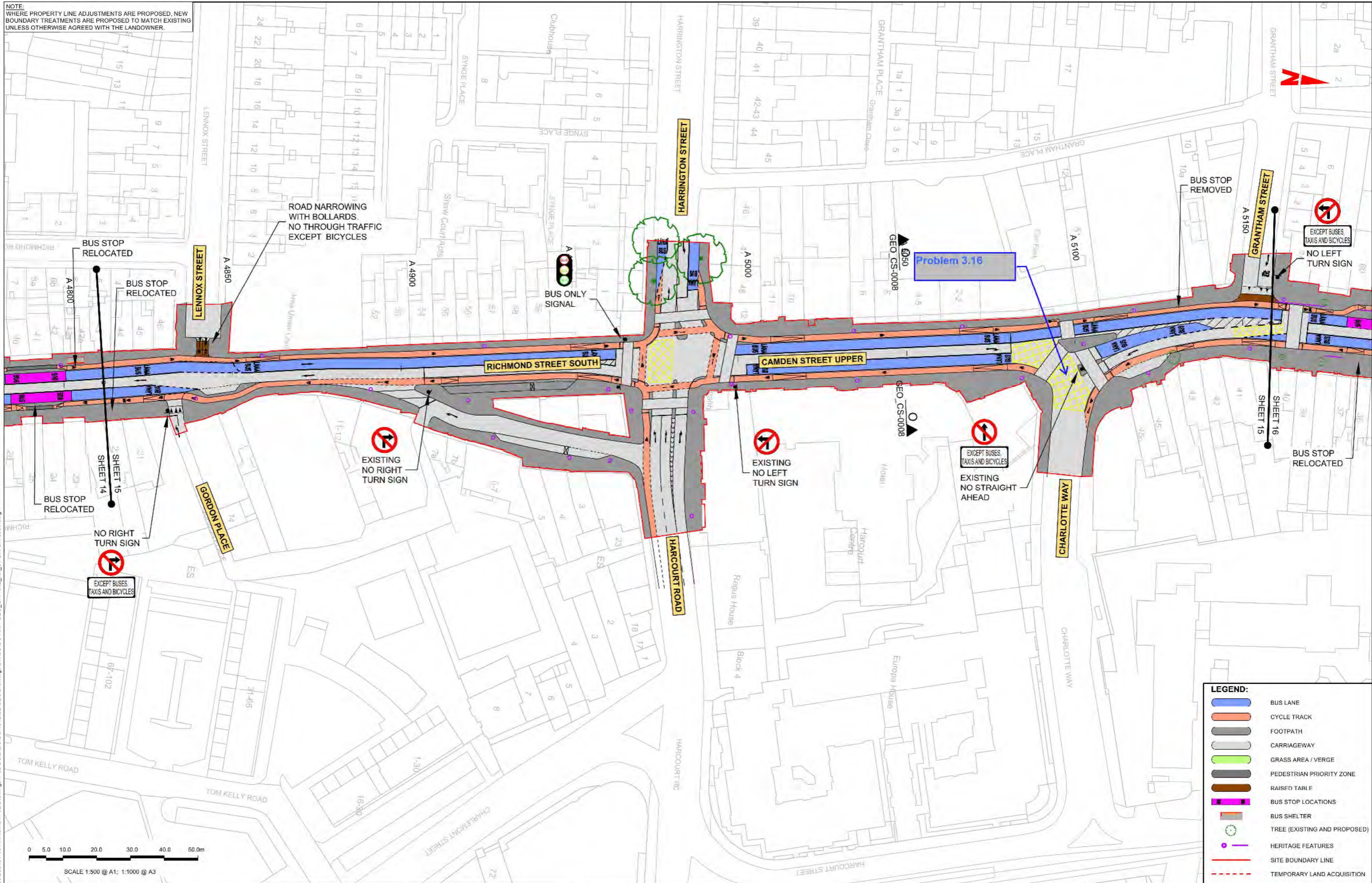
Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Programme Title: **BUSCONNECTS DUBLIN**  
**CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing Title: CBC 1012  
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE  
GENERAL ARRANGEMENT

Drawing File Name: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0014 | Sheet Number: 14 of 37 | Status: S3 | Rev: L02.1

NOTE:  
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BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



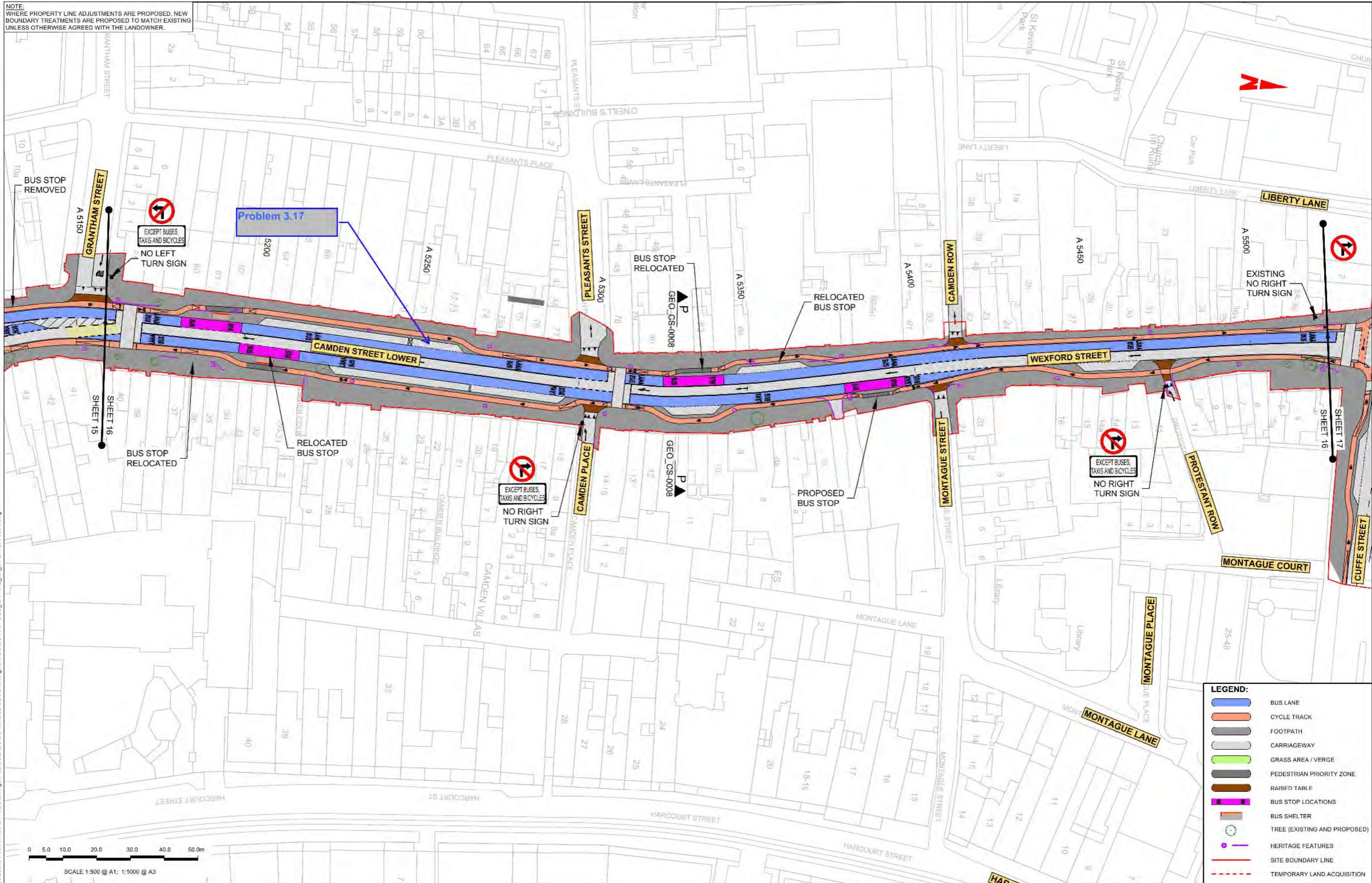
**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

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Rev	Date	Drn	Chk'd	App'd	Description																																				
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW																																				
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BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0015	15 of 37	S3	L02.1																																						

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Problem 3.17

EXCEPT BUSES, TAXIS AND BICYCLES  
NO LEFT TURN SIGN

EXCEPT BUSES, TAXIS AND BICYCLES  
NO RIGHT TURN SIGN

EXCEPT BUSES, TAXIS AND BICYCLES  
NO RIGHT TURN SIGN

- LEGEND:**
- BUS LANE
  - CYCLE TRACK
  - FOOTPATH
  - CARRIAGEWAY
  - GRASS AREA / VERGE
  - PEDESTRIAN PRIORITY ZONE
  - RAISED TABLE
  - BUS STOP LOCATIONS
  - BUS SHELTER
  - TREE (EXISTING AND PROPOSED)
  - HERITAGE FEATURES
  - SITE BOUNDARY LINE
  - TEMPORARY LAND ACQUISITION

0 5.0 10.0 20.0 30.0 40.0 50.0m  
SCALE 1:500 @ A1; 1:1000 @ A3

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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Date: 18/05/2021 Scale: 1:500 @ A1, 1:1000 @ A3  
Project Code: BCIDC Originator Code: ARP QMS Code: 268401-00

Drawn: GMcT Checked: DC Approved: DC

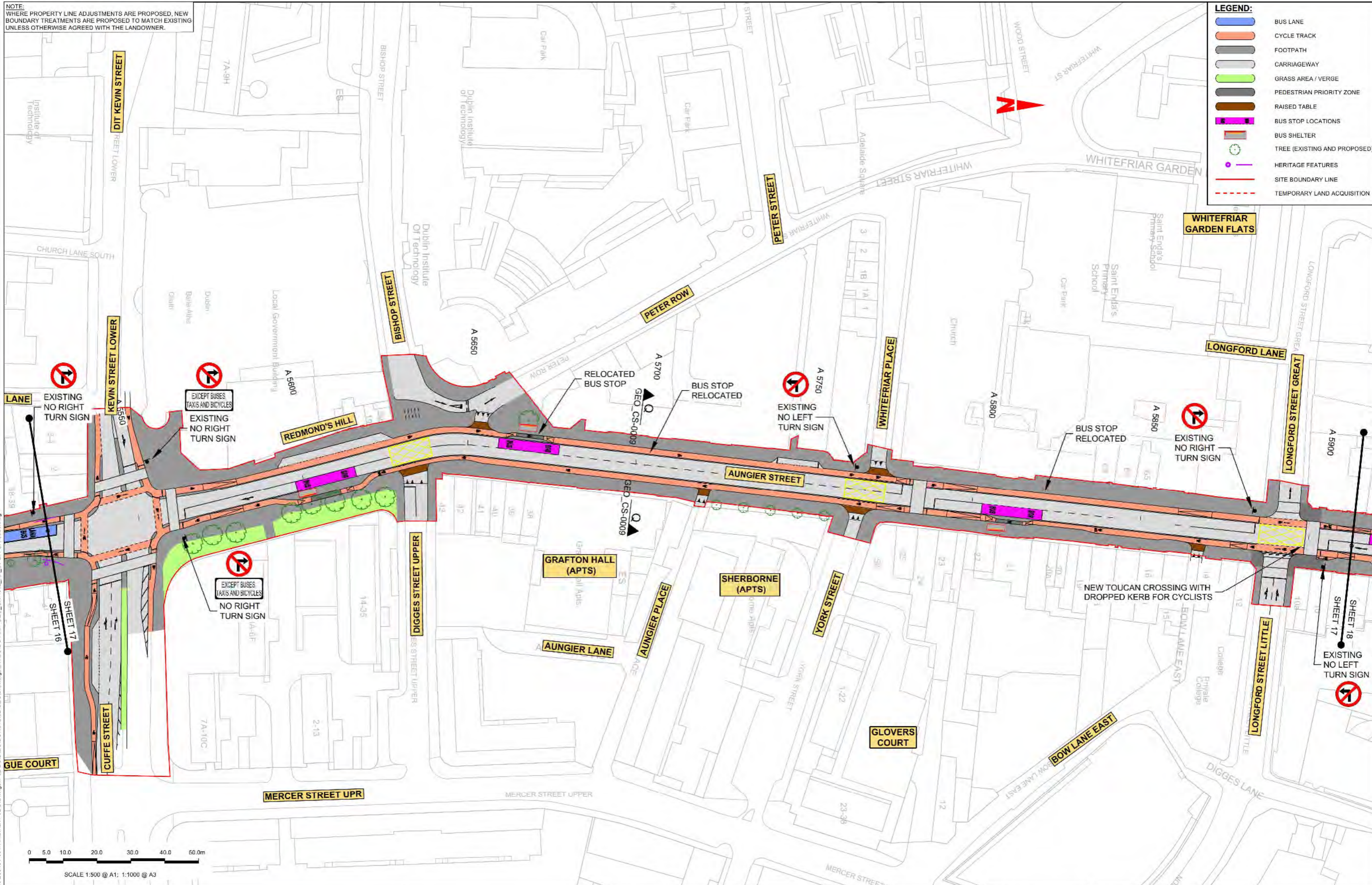
BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title	CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT		
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0016	16 of 37	S3	L02.1

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**LEGEND:**

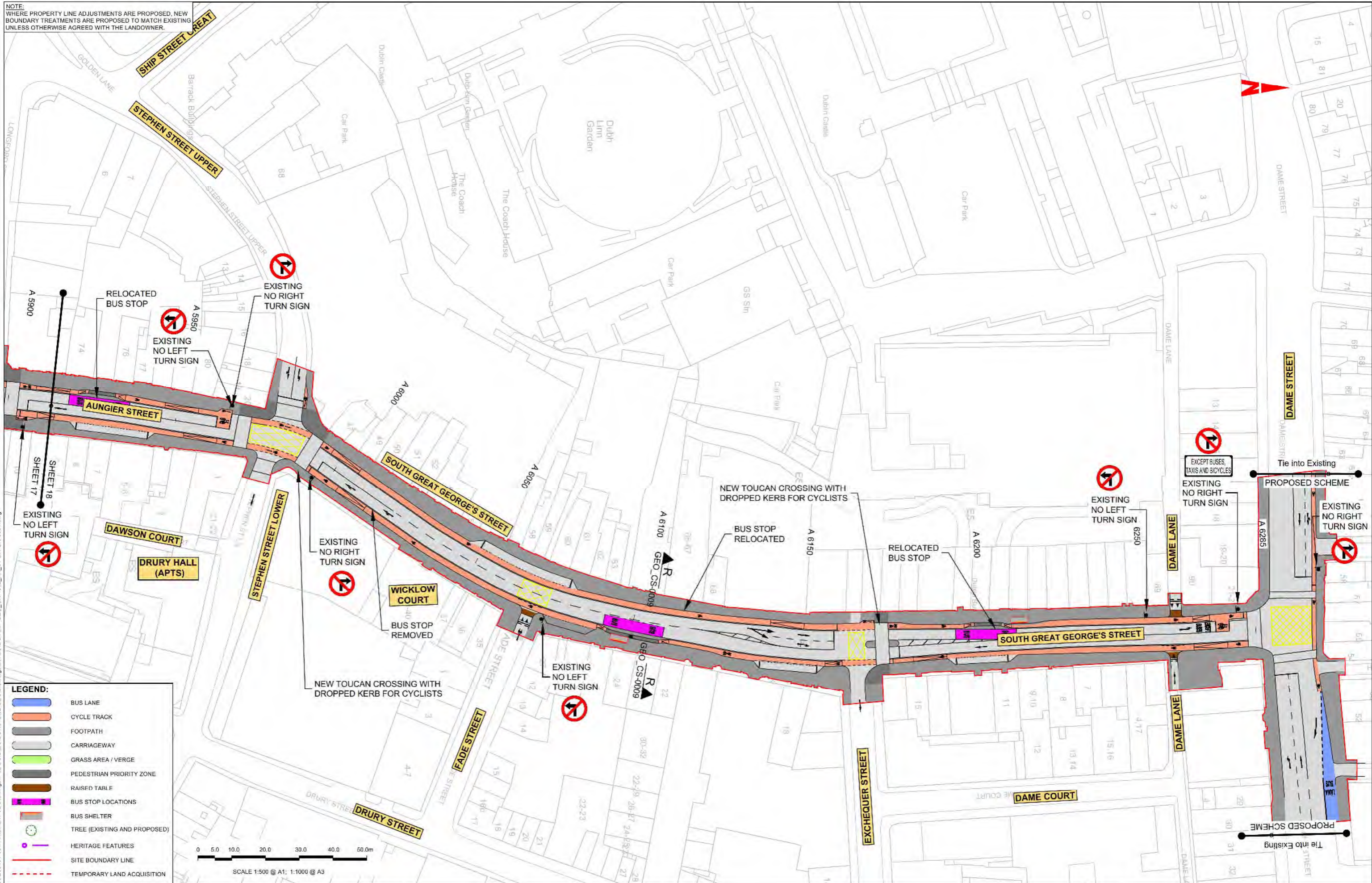
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
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	<p>Scale 1:500 @ A1; 1:1000 @ A3</p>	<p>Date</p> <p>18/05/2021</p>	<p>Scale</p> <p>1:500 @ A1 1:1000 @ A3</p>	<p>Drawn</p> <p>GMcT</p>	<p>Checked</p> <p>DC</p>	<p>Approved</p> <p>DC</p>
<p>Project Code</p> <p>BCIDC</p>	<p>Originator Code</p> <p>ARP</p>	<p>QMS Code</p> <p>268401-00</p>	<p>Drawing File Name</p> <p>BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0017</p>	<p>Sheet Number</p> <p>17 of 37</p>	<p>Status</p> <p>S3</p>	<p>Rev</p> <p>L02.1</p>

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

NOTE:  
WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW  
BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMtC	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMtC	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMtC | Checked: DC | Approved: DC

Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Programme Title			
<b>BUSCONNECTS DUBLIN</b>			
<b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title			
CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name			
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0018			
Sheet Number			
16 of 37			
Status			
S3			
Rev			
L02.1			

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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
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Problem 3.18

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L01	13/10/2020	GmT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GmT	DC	DC	ISSUED FOR EIAR

<b>NTA</b> Údarás Náisiúnta Iompair National Transport Authority	Date	Scale	Drawn	Checked	Approved
	18/05/2021	1:500 @ A1 1:1000 @ A3	GmT	DC	DC
Project Code	Originator Code	QMS Code			
BCIDC	ARP	268401-00			

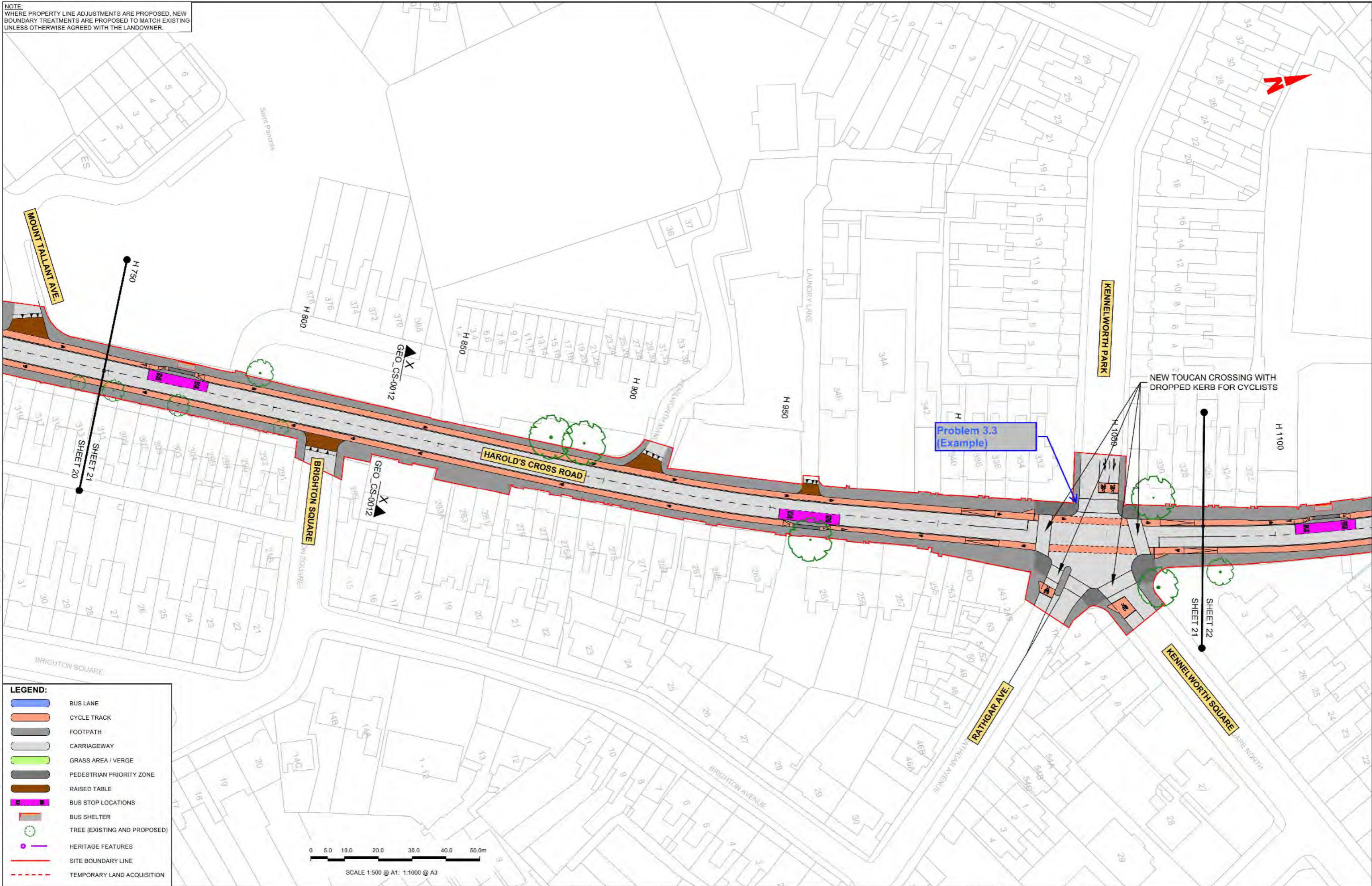
Client	Engineering Designer	Programme Title
NTA	<b>ARUP</b>	<b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>
Date	Scale	Drawing Title
18/05/2021	1:500 @ A1 1:1000 @ A3	BCI012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT
Project Code	Originator Code	Drawing File Name
BCIDC	ARP	BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0019
QMS Code	DMS Code	Sheet Number
268401-00	268401-00	19 of 37
Status	Rev	Status
S3	L02.1	S3

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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
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Transverse Monitor (TM) as defined by OS active local GPS station.

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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Engineering Designer

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMcT | Checked: DC | Approved: DC

Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Programme Title			
<b>BUSCONNECTS DUBLIN</b>			
<b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title			
CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name		Sheet Number	Status
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0021		21 of 37	S3
Rev			L02.1

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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
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L01	13/10/2020	GMt	DC	DC/BS	ISSUED FOR REVIEW
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W.I.P.

Údarás Náisiúnta Iompair  
National Transport Authority

ARUP

Date: 18/05/2021	Scale: 1:500 @ A1 1:1000 @ A3	Drawn: GMt	Checked: DC	Approved: DC
Project Code: BCIDC	Originator Code: ARP	QMS Code: 268401-00		

<b>BUSCONNECTS DUBLIN</b>	
<b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>	
Drawing Title: CBC 1012	
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE	
GENERAL ARRANGEMENT	
Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0022	Sheet Number: 22 of 37
Status: S3	Rev: L02.1

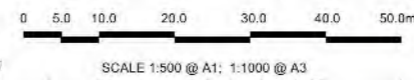
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**LEGEND:**

- BUS LANE
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Client: **NTA** (Údarás Náisiúnta Iompair - National Transport Authority)

Engineering Designer: **ARUP**

Date: 18/05/2021	Scale: 1:500 @ A1 / 1:1000 @ A3	Drawn: GMcT	Checked: DC	Approved: DC
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Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Programme Title: **BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT

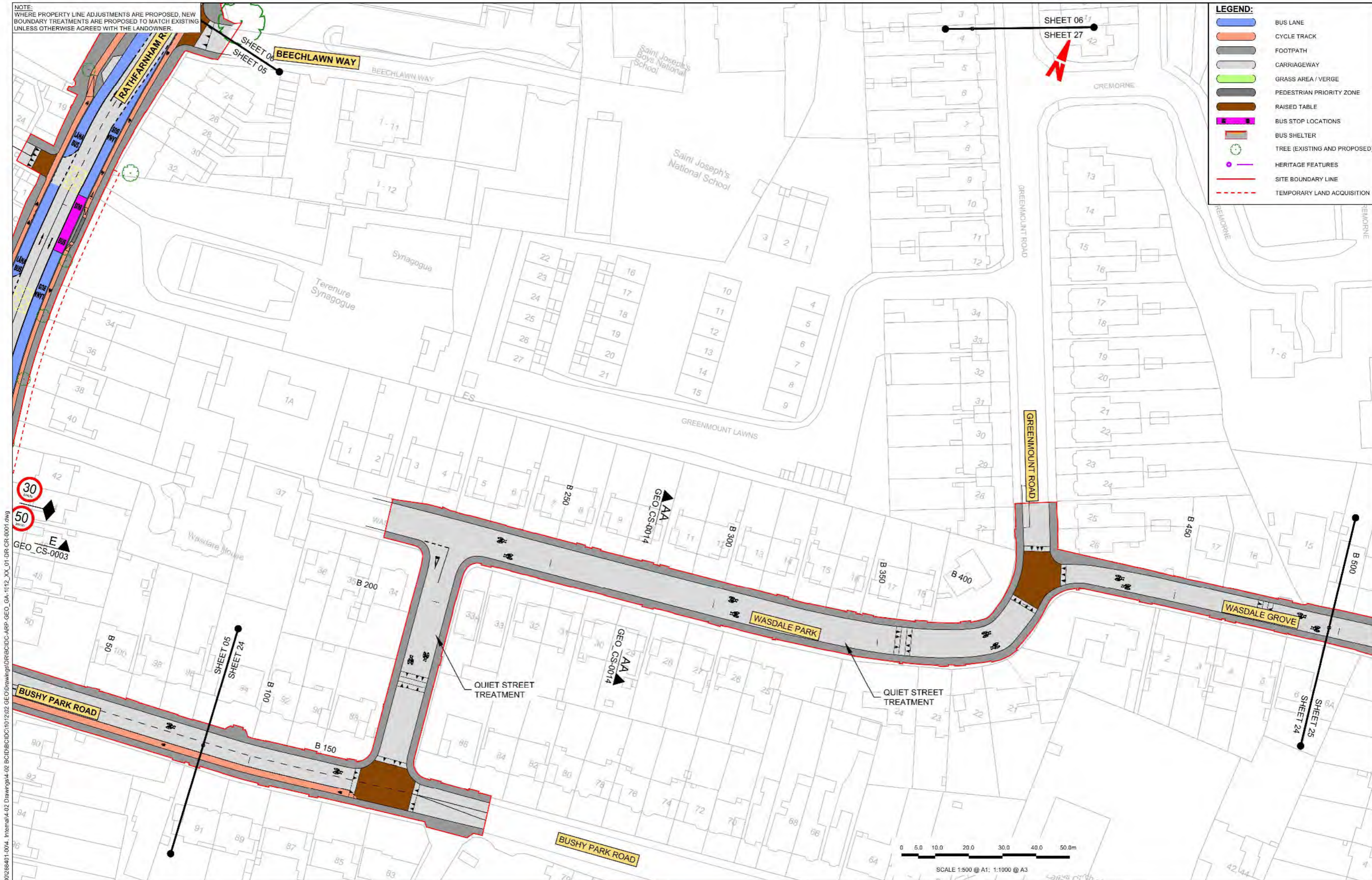
Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0023	Sheet Number: 23 of 37	Status: S3	Rev: L02.1
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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION



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 SHEET 05  
 SHEET 24  
 SHEET 06  
 SHEET 27  
 SHEET 25  
 SHEET 24  
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 Project Ireland 2040 Building Ireland's Future  
 Client: NTA Údarás Náisiúnta Iompair National Transport Authority  
 Engineering Designer: ARUP  
 Programme Title: BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS  
 Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT  
 Drawing File Name: BCIDC-ARP-GEO\_GA-1012\_XX\_01-DR-CR-0024  
 Sheet Number: 24 of 37  
 Status: S3  
 Rev: L02.1  
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L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**Project Ireland 2040**  
 Building Ireland's Future

Údarás Náisiúnta Iompair  
 National Transport Authority

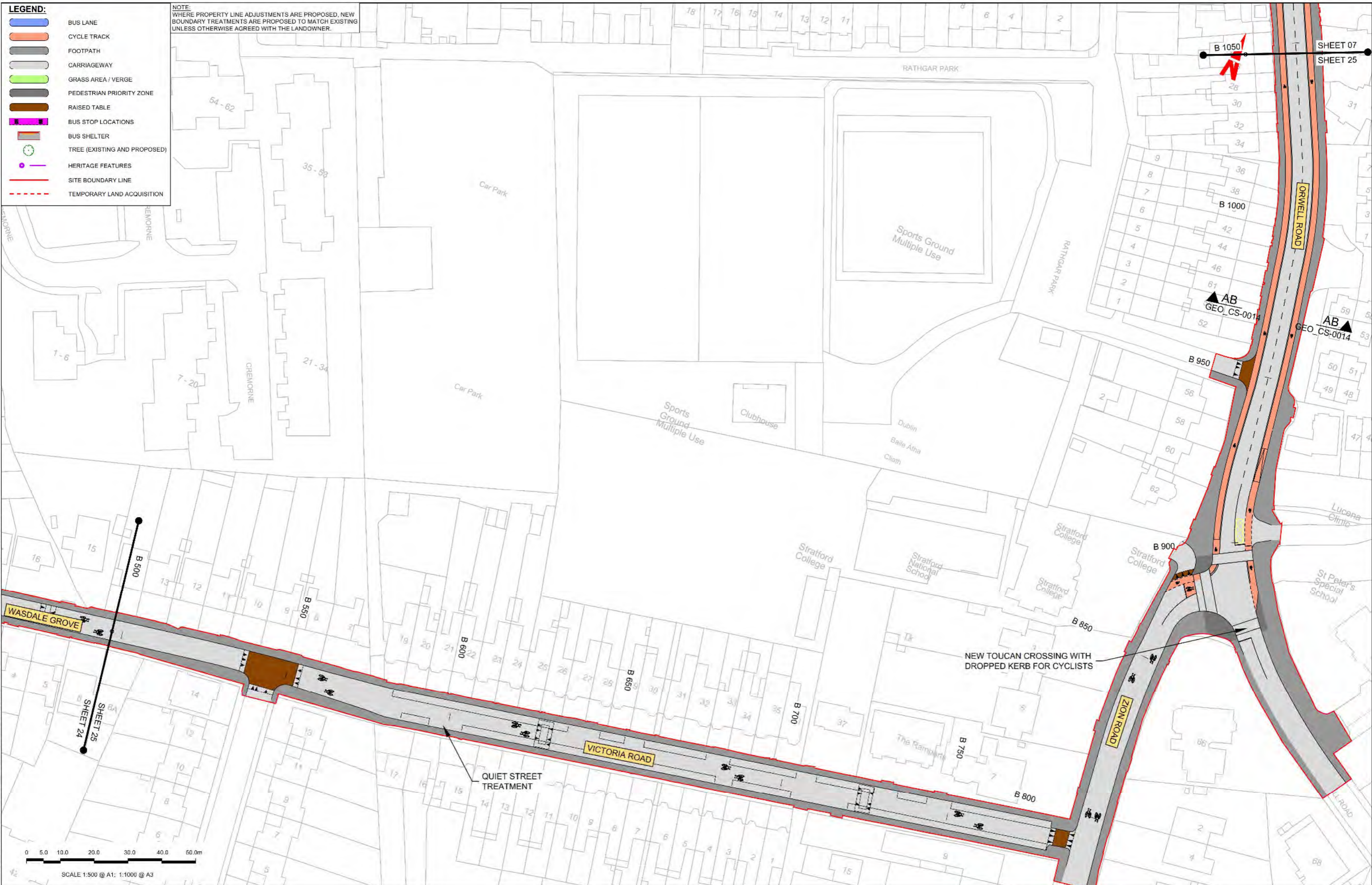
**ARUP**

Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GMcT	DC	DC
Project Code	Originator Code	QMS Code		
BCIDC	ARP	268401-00		

Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0024	24 of 37	S3	L02.1

- LEGEND:**
- BUS LANE
  - CYCLE TRACK
  - FOOTPATH
  - CARRIAGEWAY
  - GRASS AREA / VERGE
  - PEDESTRIAN PRIORITY ZONE
  - RAISED TABLE
  - BUS STOP LOCATIONS
  - BUS SHELTER
  - TREE (EXISTING AND PROPOSED)
  - HERITAGE FEATURES
  - SITE BOUNDARY LINE
  - TEMPORARY LAND ACQUISITION

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**Project Ireland 2040**  
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Rev	Date	Drn	Chk'd	App'd	Description
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L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Engineering Designer

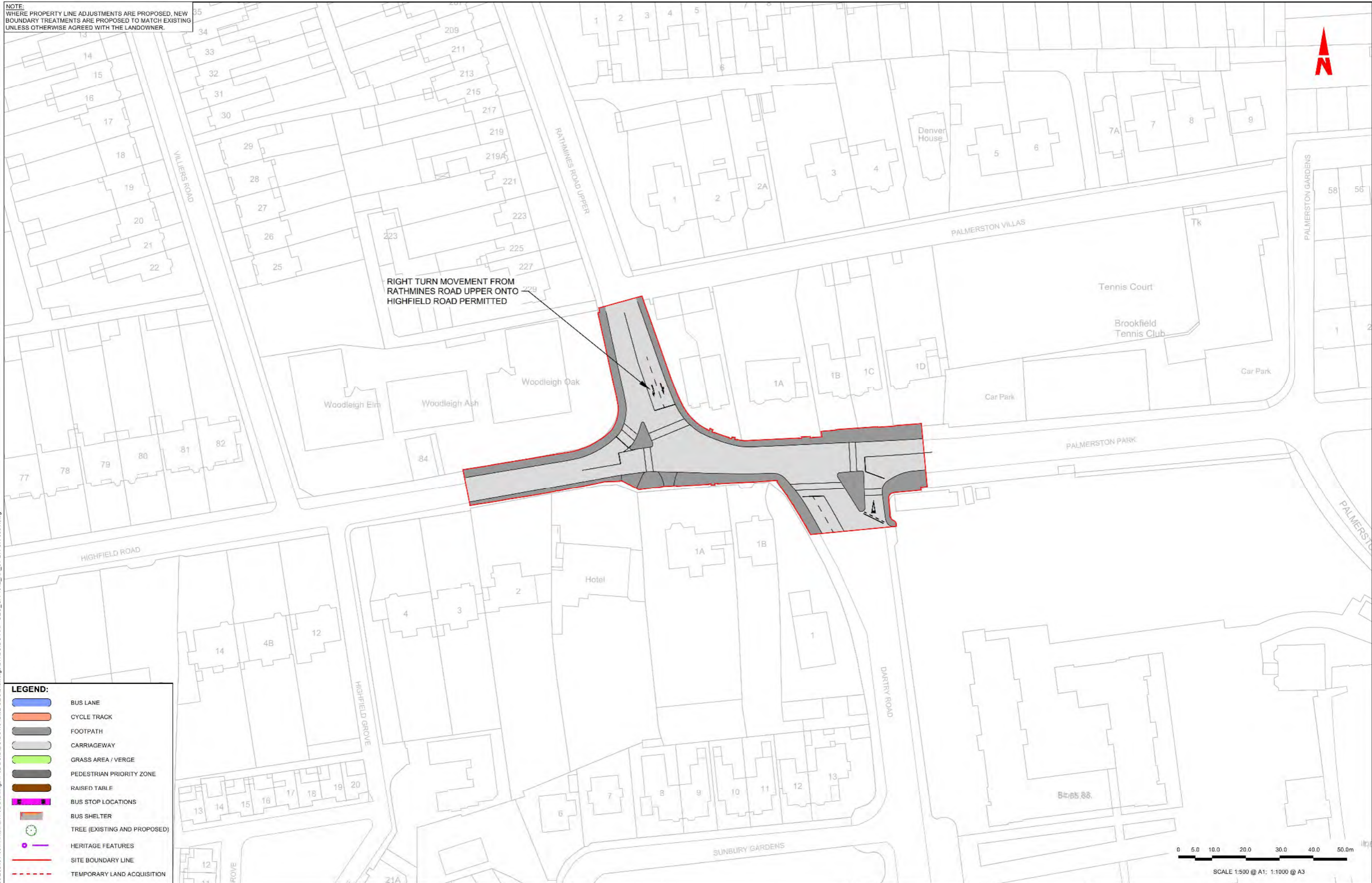
Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GMcT	DC	DC

Project Code: BCIDC  
Originator Code: ARP  
QMS Code: 268401-00

Programme Title			
<b>BUSCONNECTS DUBLIN</b>			
<b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title			
CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
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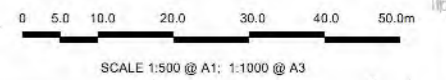
DO NOT SCALE USE FIGURED DIMENSIONS ONLY

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**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION



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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

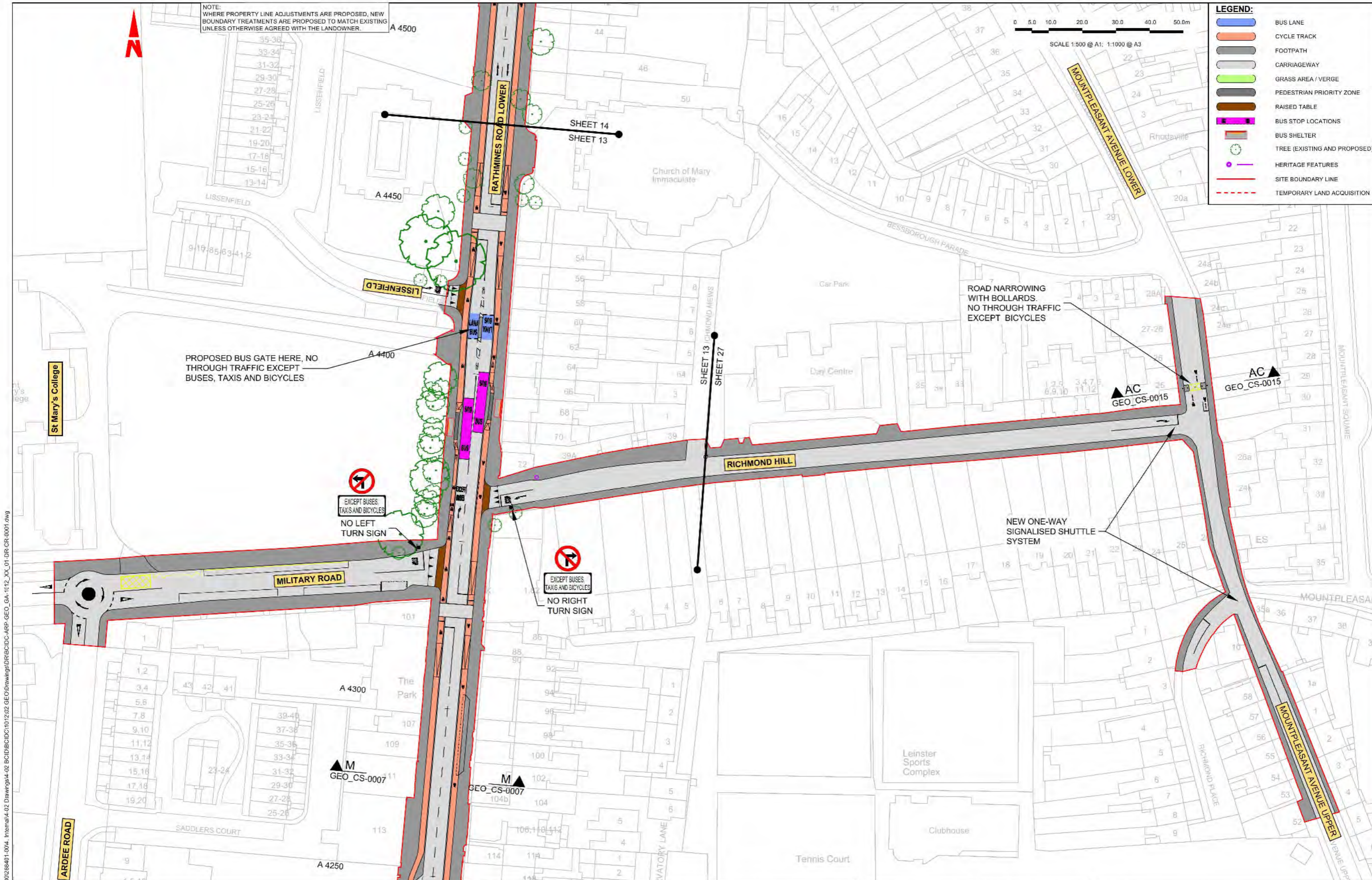
Engineering Designer: **ARUP**

Date	Scale	Drawn	Checked	Approved
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Project Code	Originator Code	QMS Code		
BCIDC	ARP	268401-00		

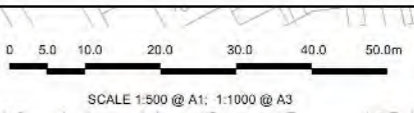
Programme Title <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0026	26 of 37	S3	L02.1

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NOTE: WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

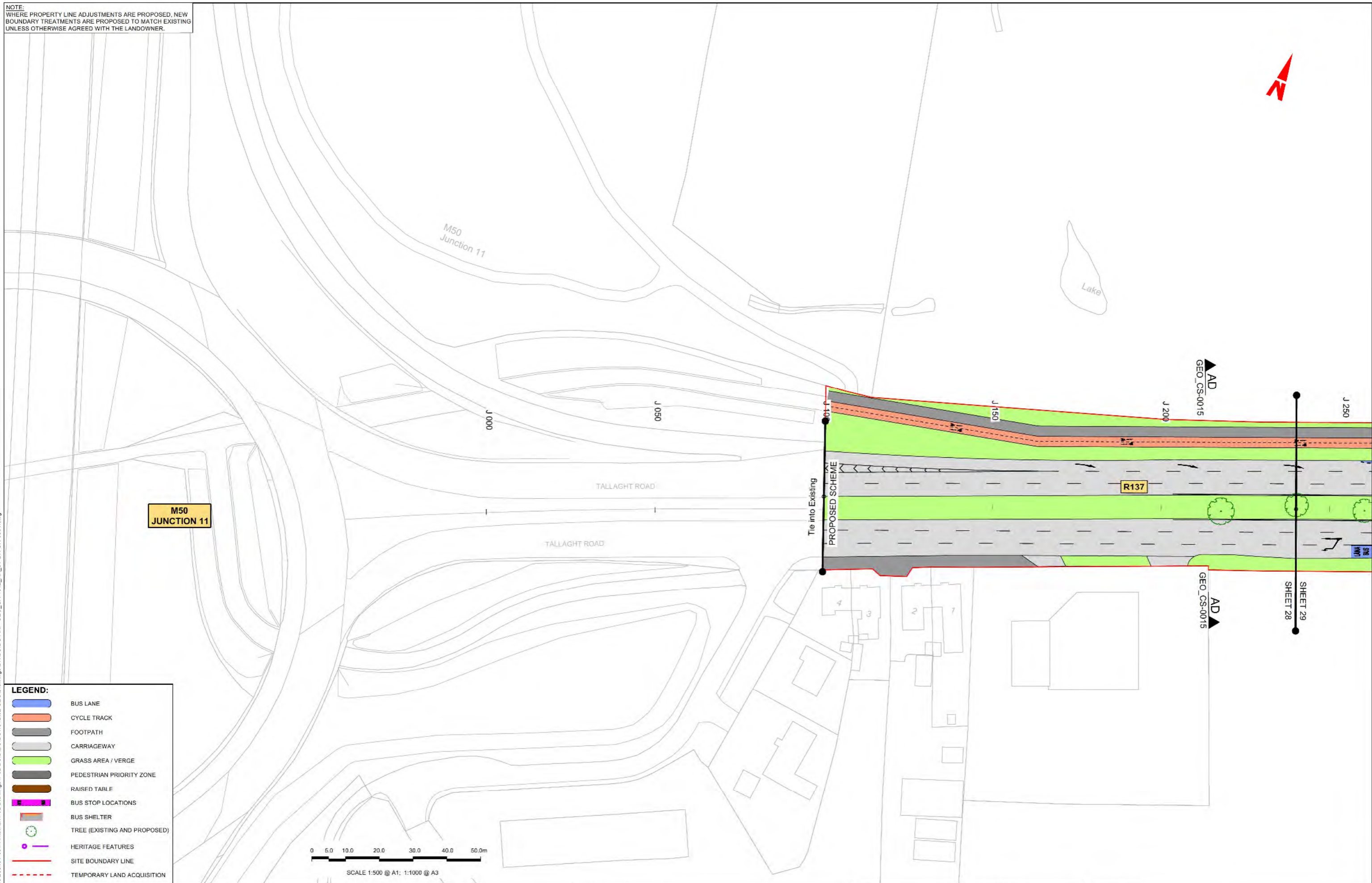
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Rev	Date	Drn	Chk'd	App'd	Description																	
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW																	
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR																	
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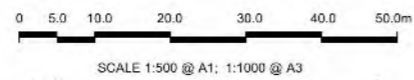
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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION



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Client

Engineering Designer

Programme Title: **BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT

Date	18/05/2021	Scale	1:500 @ A1 1:1000 @ A3	Drawn	GMcT	Checked	DC	Approved	DC
Project Code	BCIDC	Originator Code	ARP	QMS Code	268401-00				

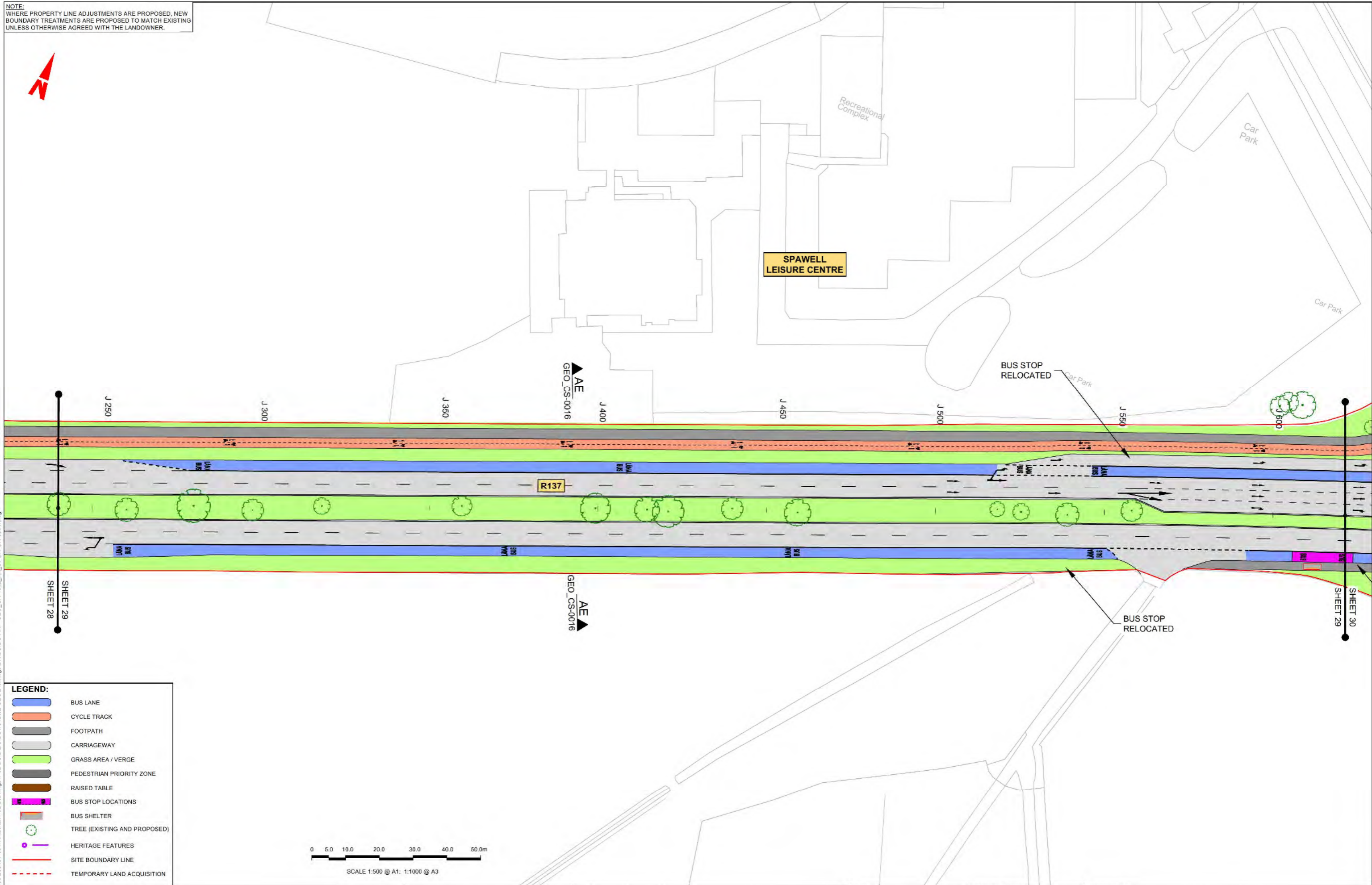
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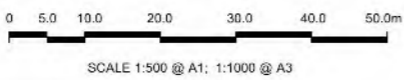


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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
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Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date	18/05/2021	Scale	1:500 @ A1 1:1000 @ A3	Drawn	GMcT	Checked	DC	Approved	DC
Project Code	BCIDC	Originator Code	ARP	QMS Code	268401-00				

Programme Title: **BUSCONNECTS DUBLIN  
CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

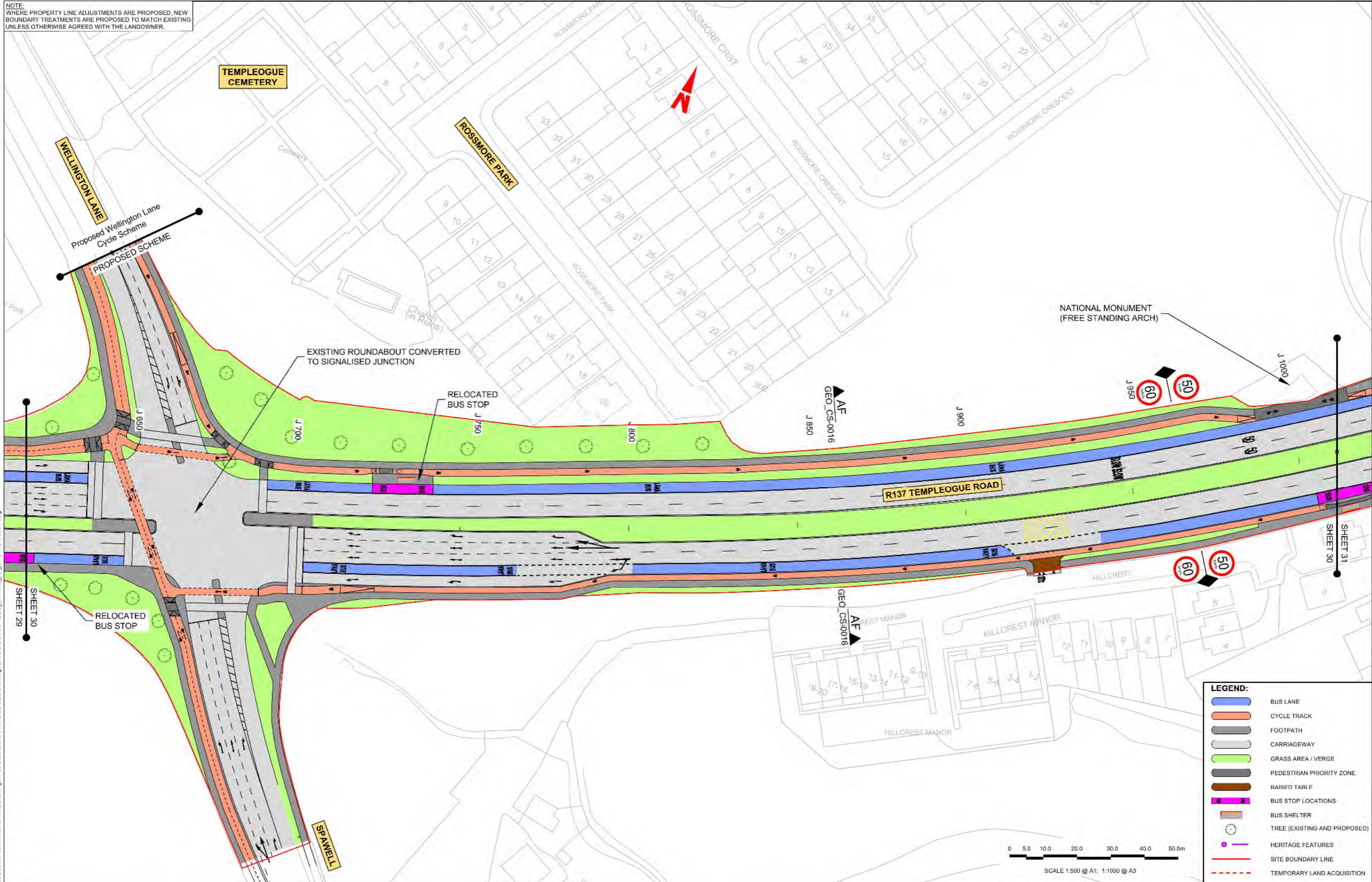
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TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE  
GENERAL ARRANGEMENT**

Drawing File Name	BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0029	Sheet Number	29 of 37	Status	S3	Rev	L02.1
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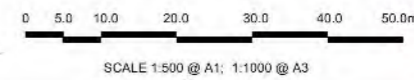
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**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION



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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GMcT	DC	DC

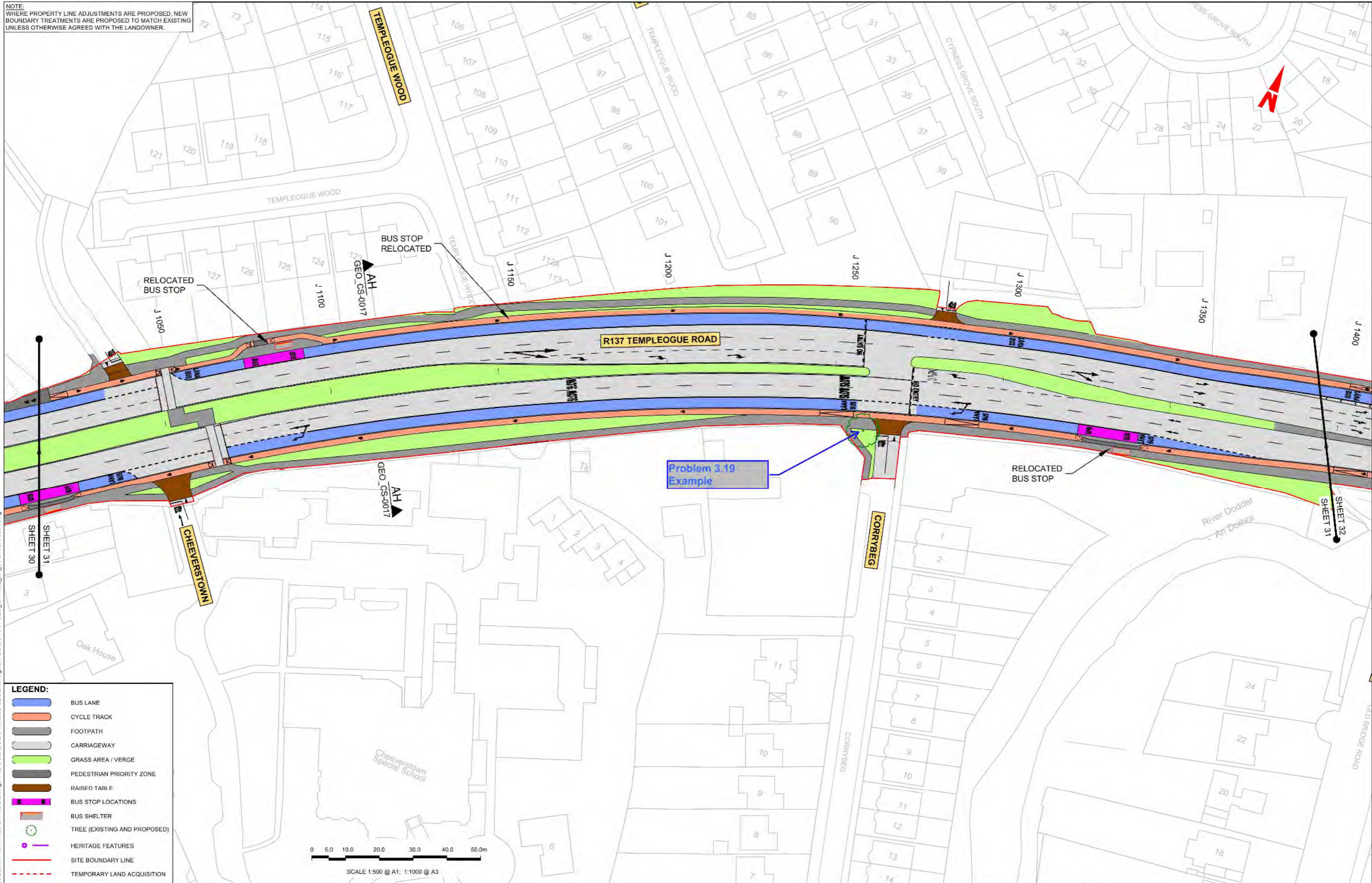
Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

<b>BUSCONNECTS DUBLIN</b>			
<b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0030	Sheet Number: 30 of 37	Status: S3	Rev: L02.1

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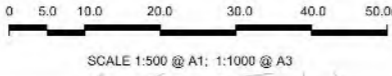
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**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
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L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date: 18/05/2021 | Scale: 1:500 @ A1, 1:1000 @ A3 | Drawn: GMcT | Checked: DC | Approved: DC

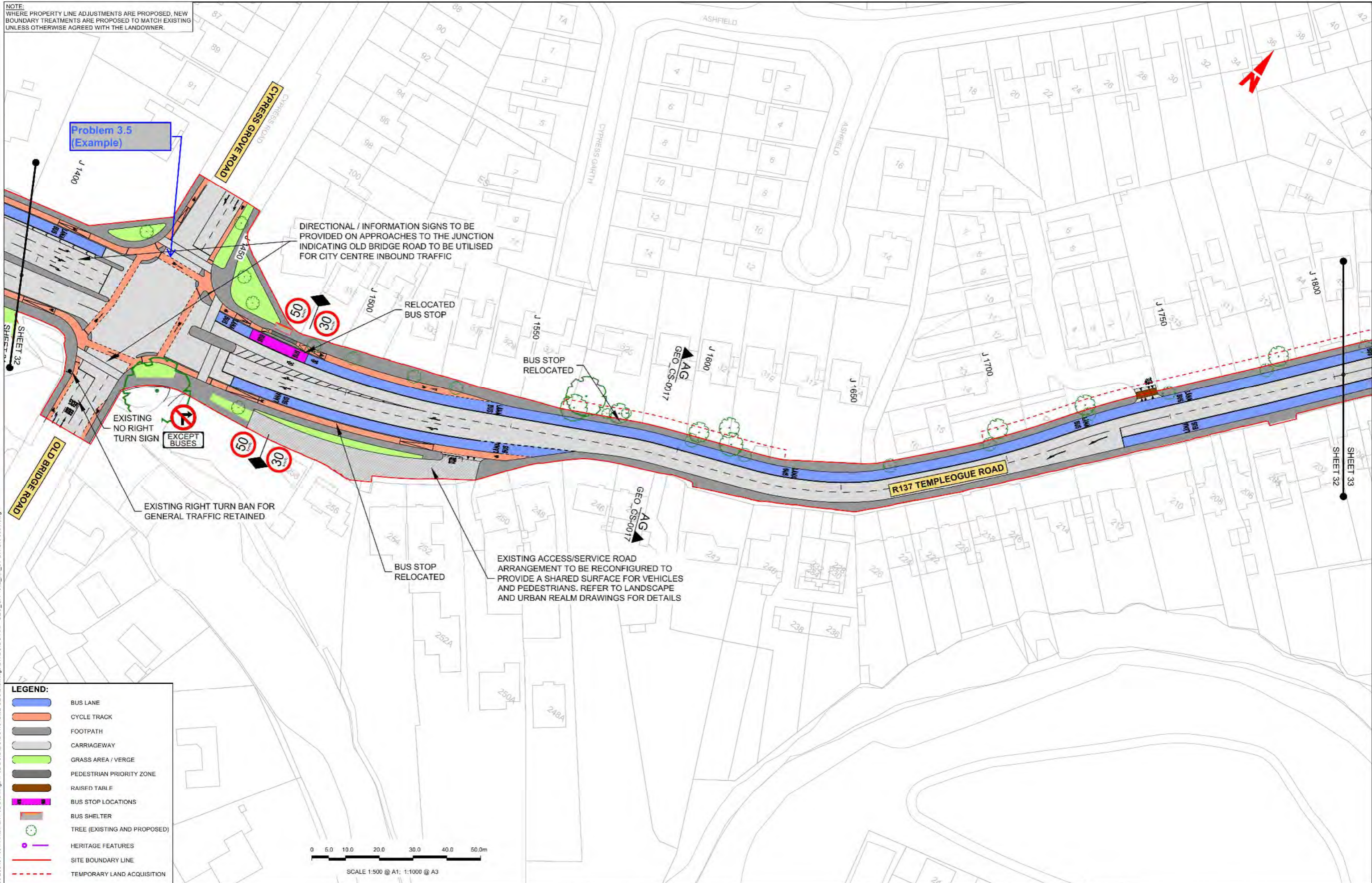
Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Programme Title: <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0031	Sheet Number: 31 of 37	Status: S3	Rev: L02.1

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

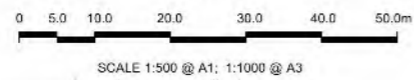
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NOTE: WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION



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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR E.I.A.R.

Client: **NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

Engineering Designer: **ARUP**

Date	Scale	Drawn	Checked	Approved
18/05/2021	1:500 @ A1 1:1000 @ A3	GMcT	DC	DC

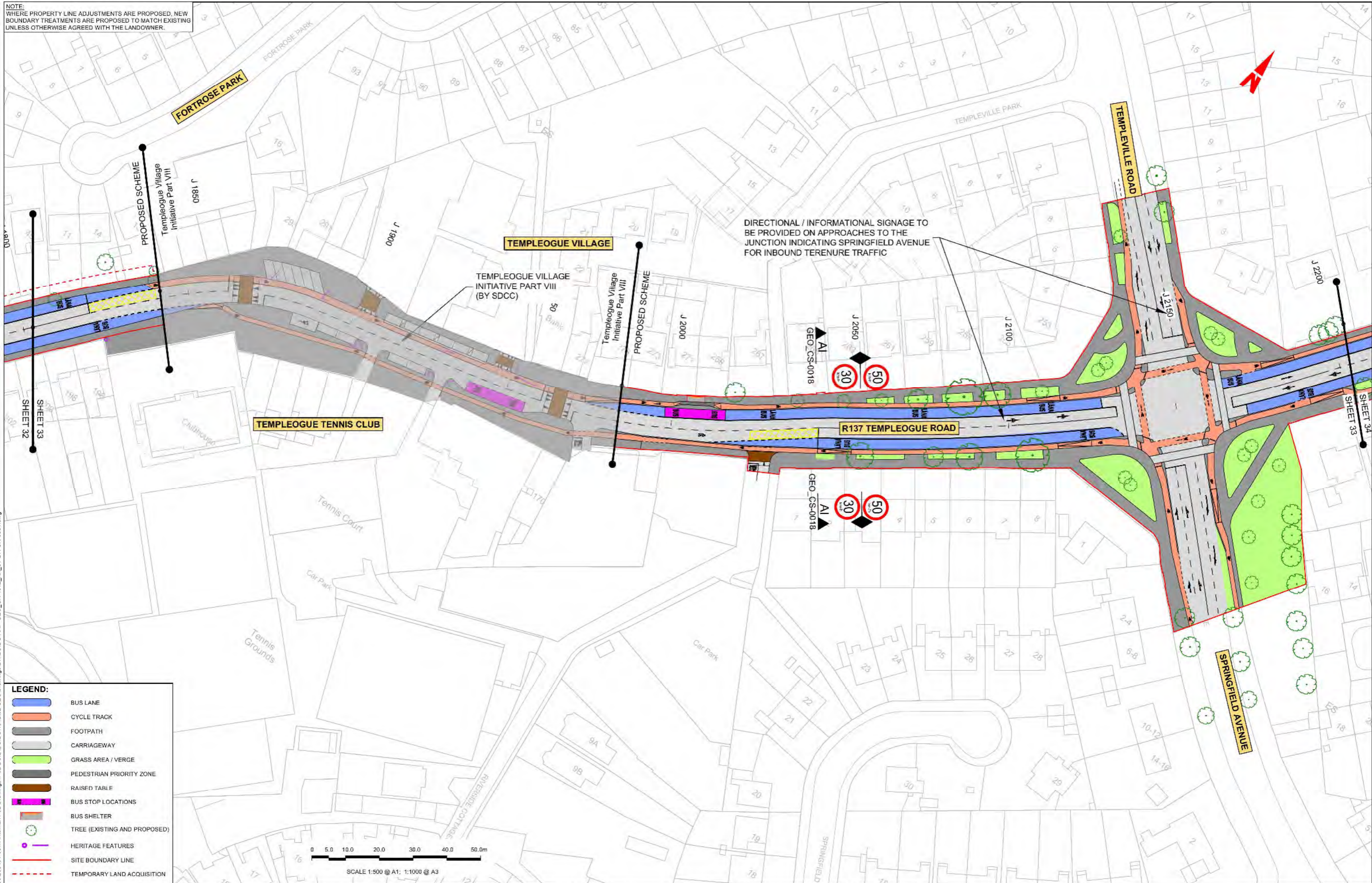
Project Code: BCIDC | Originator Code: ARP | QMS Code: 268401-00

Programme Title: <b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0032	Sheet Number: 32 of 37	Status: S3	Rev: L02.1

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

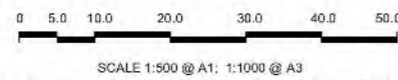
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NOTE:  
WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW  
BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION



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3. No liability is accepted for any error or omission in this drawing and the contractor is to be responsible for all other relevant design elements.

4. The contractor is to be responsible for all other relevant design elements.

5. The contractor is to be responsible for all other relevant design elements.

6. The contractor is to be responsible for all other relevant design elements.

7. The contractor is to be responsible for all other relevant design elements.

8. The contractor is to be responsible for all other relevant design elements.

9. The contractor is to be responsible for all other relevant design elements.

10. The contractor is to be responsible for all other relevant design elements.

11. The contractor is to be responsible for all other relevant design elements.

12. The contractor is to be responsible for all other relevant design elements.

13. The contractor is to be responsible for all other relevant design elements.

14. The contractor is to be responsible for all other relevant design elements.

15. The contractor is to be responsible for all other relevant design elements.

**Project Ireland 2040**  
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMCT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMCT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Engineering Designer

Date: 18/05/2021  
Scale: 1:500 @ A1, 1:1000 @ A3  
Project Code: BCIDC  
Originator Code: ARP  
DMS Code: 268401-00

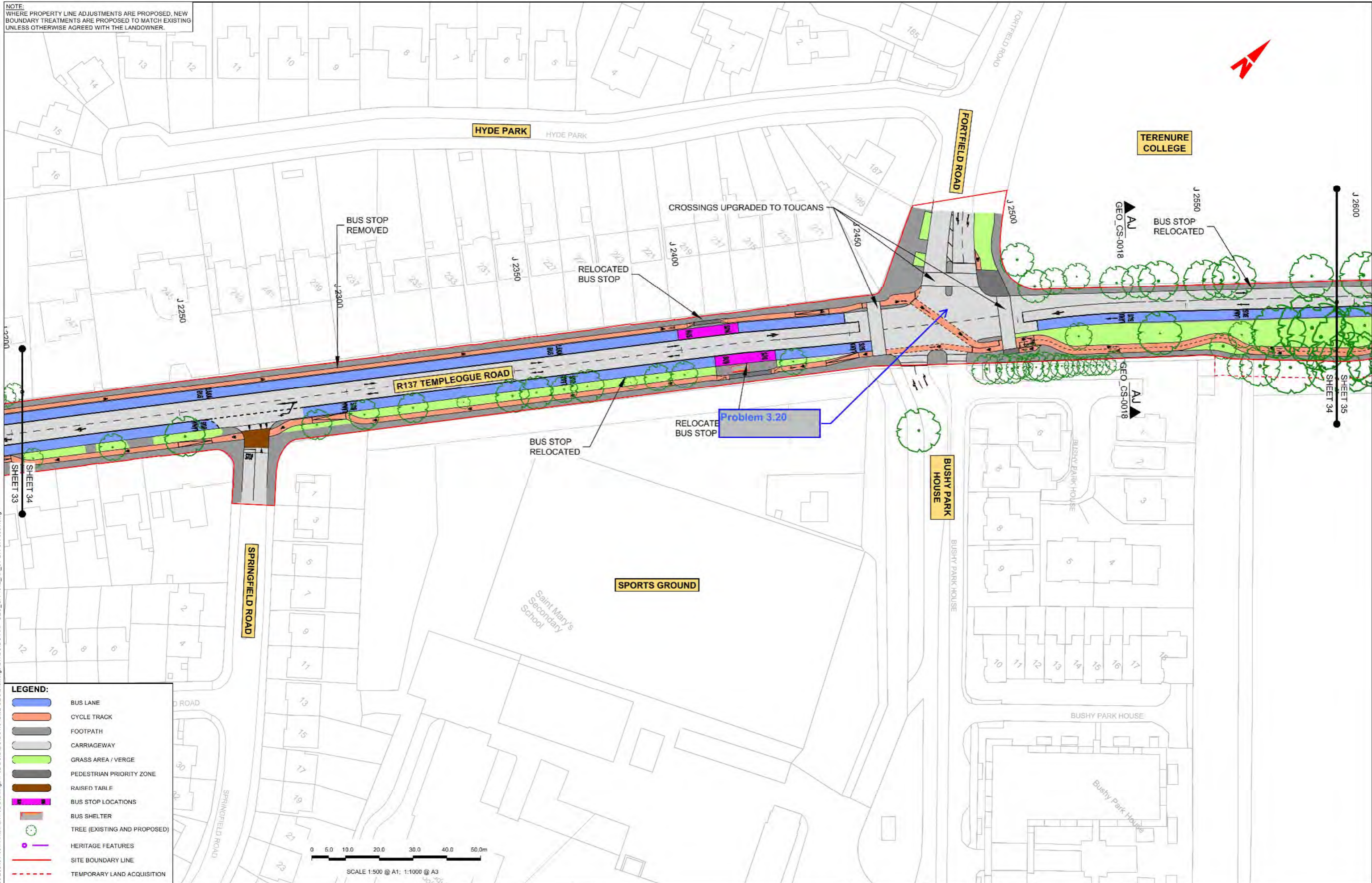
Drawn: GMCT  
Checked: DC  
Approved: DC

<b>Programme Title</b> BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
<b>Drawing Title</b> CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
<b>Drawing File Name</b> BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0033	<b>Sheet Number</b> 33 of 37	<b>Status</b> S3	<b>Rev</b> L02.1

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

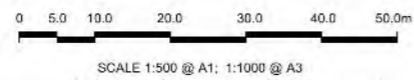
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NOTE:  
WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW  
BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION



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Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**Client:**  
NTA  
Údarás Náisiúnta Iompair  
National Transport Authority

**Engineering Designer:**  
ARUP

Date: 18/05/2021  
Scale: 1:500 @ A1, 1:1000 @ A3  
Project Code: BCIDC  
Originator Code: ARP  
QMS Code: 268401-00

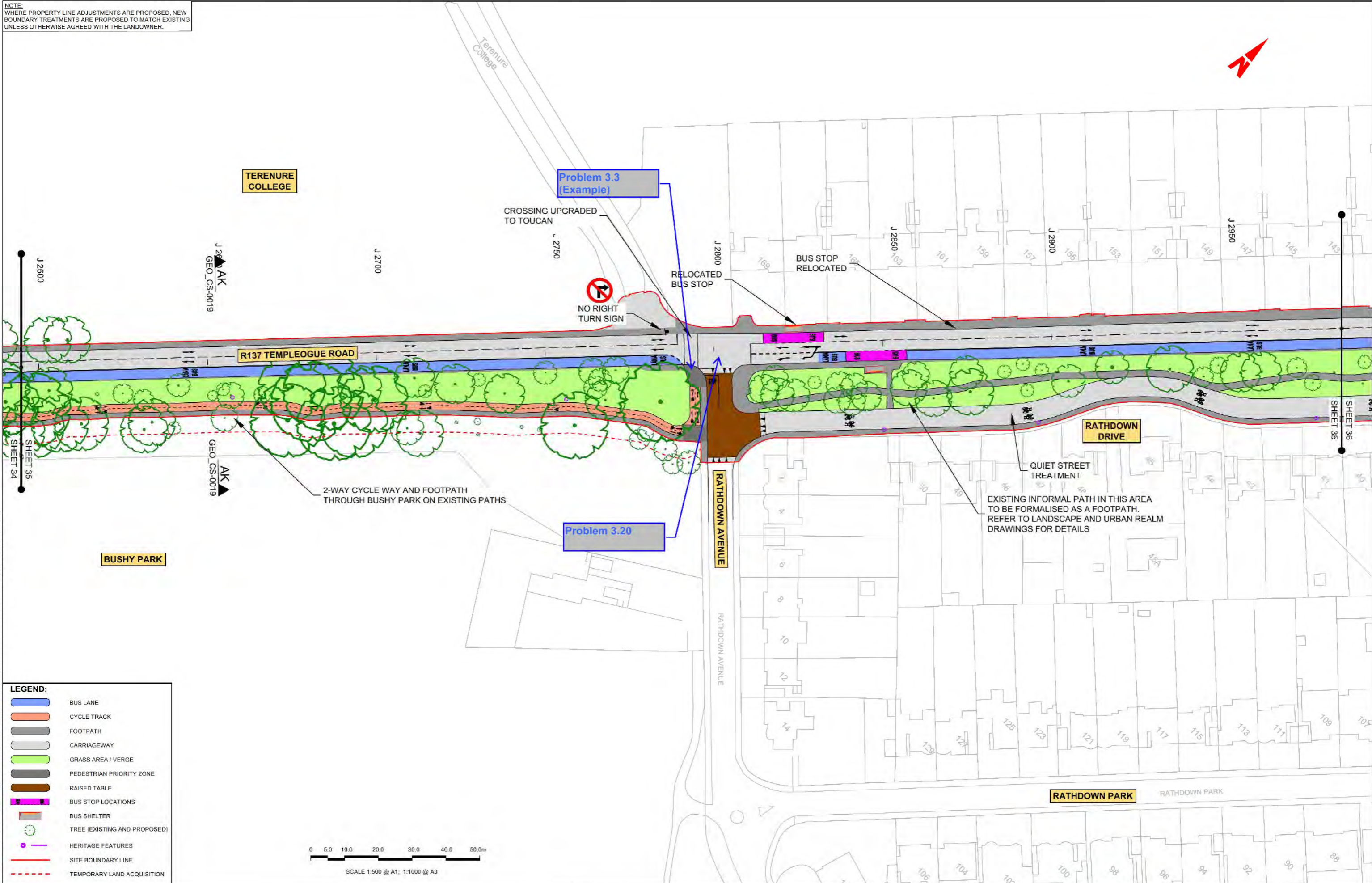
Drawn: GMcT  
Checked: DC  
Approved: DC

Programme Title			
<b>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title			
CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0034	34 of 37	S3	L02.1

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

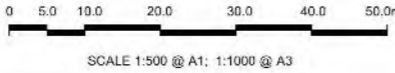
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NOTE:  
WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW  
BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION



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**Project Ireland 2040**  
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Date: 18/05/2021  
Scale: 1:500 @ A1  
1:1000 @ A3

Drawn: GMcT  
Checked: DC  
Approved: DC

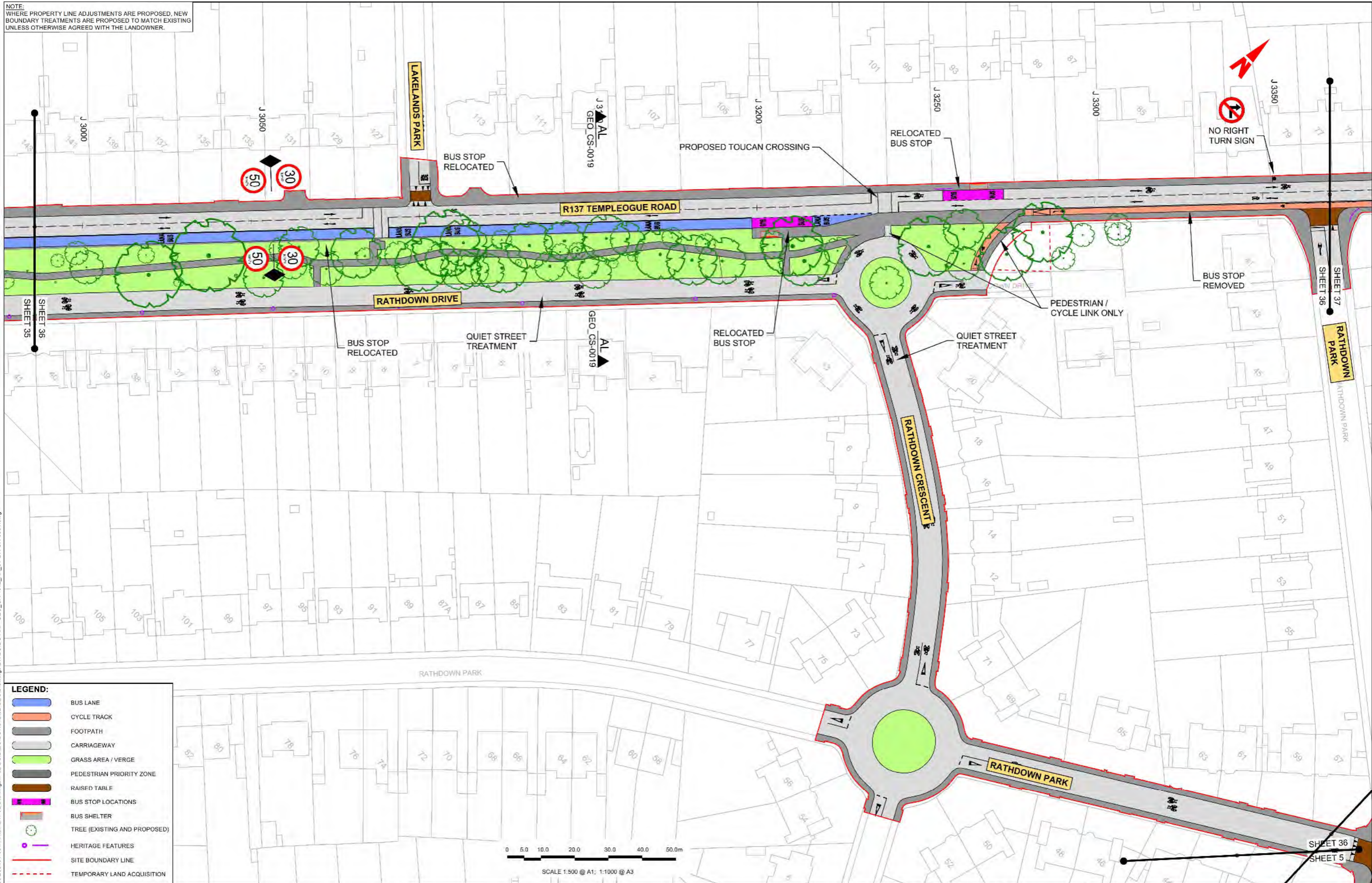
Project Code: BCIDC  
Originator Code: ARP  
QMS Code: 268401-00

Client: <b>BUSCONNECTS DUBLIN</b>			
Programme Title: <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: <b>CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT</b>			
Drawing File Name: BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0035	Sheet Number: 35 of 37	Status: S3	Rev: L02.1

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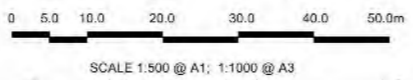
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NOTE: WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE AGREED WITH THE LANDOWNER.



**LEGEND:**

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	TREE (EXISTING AND PROPOSED)
	HERITAGE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION



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		Rev	Date	Drn	Chk'd	App'd	Description
		L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
		L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIA

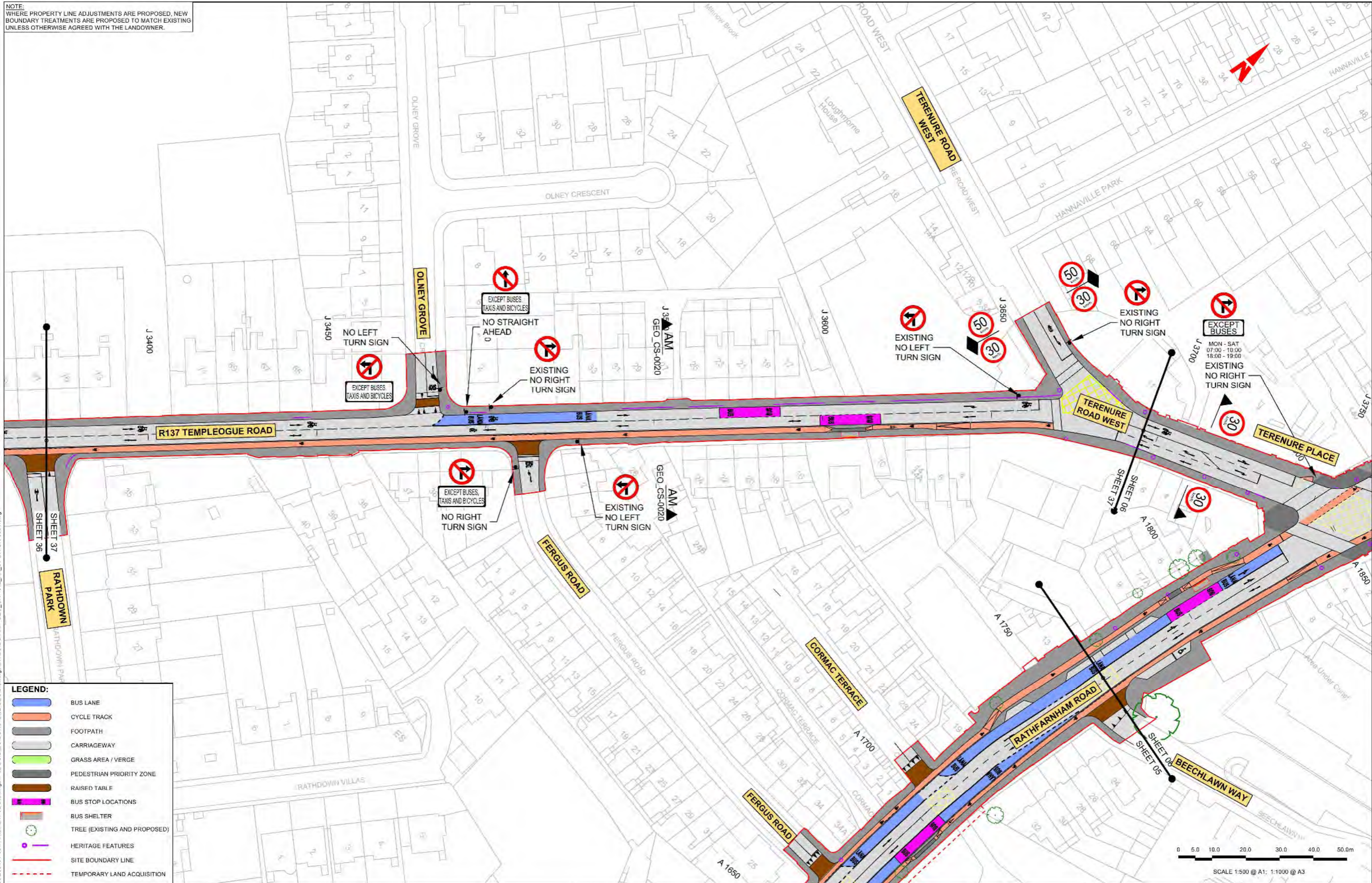
Date	18/05/2021	Scale	1:500 @ A1 1:1000 @ A3	Drawn	GMcT	Checked	DC	Approved	DC
Project Code	BCIDC	Originator Code	ARP	QMS Code	268401-00				

<b>BUSCONNECTS DUBLIN</b> <b>CORE BUS CORRIDORS INFRASTRUCTURE WORKS</b>			
Drawing Title: CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name	BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0036	Sheet Number	36 of 37
Status	S3	Rev	L02.1

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BOUNDARY TREATMENTS ARE PROPOSED TO MATCH EXISTING  
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**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

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Rev	Date	Dwn	Chkd	App'd	Description
L01	13/10/2020	GMcT	DC	DC/BS	ISSUED FOR REVIEW
L02.1	18/05/2021	GMcT	DC	DC	ISSUED FOR EIAR

**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

**ARUP**

Date: 18/05/2021  
Scale: 1:500 @ A1, 1:1000 @ A3

Project Code: BCIDC  
Originator Code: ARP  
QMS Code: 268401-00

Drawn	Checked	Approved
GMcT	DC	DC

Programme Title			
BUSCONNECTS DUBLIN			
CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title			
CBC 1012 TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE GENERAL ARRANGEMENT			
Drawing File Name			
BCIDC-ARP-GEO_GA-1012_XX_01-DR-CR-0037			
Sheet Number	Status	Rev	
37 of 37	S3	L02.1	

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