

AN BORD PLEANÁLA
LDG- 056562-22
ABP- _____
25 AUG 2022
Fee: € 50 Type: Cash
Time: 9:15 By: Hand

Frank Walsh
Anthony Malone
6/7 Stoneybatter
Dublin 7

An Bord Pleanála
(Strategic Infrastructure Division)
64 Marlborough Street,
Dublin 1
D01 V902
(Delivered By Hand)

25th August 2022

RE: **Objection to 'Notice of restriction of, or interference with existing public right of way at Brunswick Street North'**

Dear Sir / Madam,

We (Frank Walsh and Anthony Malone) are the owners of 6/7 Stoneybatter, Dublin 7 and 40A Brunswick Street North, Dublin 7.

Please find €50 enclosed to cover the cost of this submission.

We are writing to you to lodge an **objection** to the Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022 - ' Notice of restriction of or interference with existing public right of way' at 'Brunswick Street North'. (Copy of Notice at **Appendix 1**)

We have had considerable engagement with the residents of Brunswick Street North in relation to the Bus Connects proposals and we attach a petition of 132 resident's signatures endorsing the objection set out in this submission. (Signatures at **Appendix 2**)

Bus Connects Proposal – Brunswick Street North

Bus Connects proposal for a 'Bus Gate' (between Blackhall Place and Stoneybatter) and a complex diversion 'loop' for general traffic at Blackhall Place (through North King Street, up Georges Lane and back up Brunswick Street North) is a major concern for residents. (**Map at Appendix 3**)

The knock-on effects are significant and what is essentially being proposed by Bus Connects is that:

- All northbound general city centre traffic, be re-routed onto Brunswick Street North, and
- All westbound general city centre traffic, be re-routed onto Brunswick Street North.

Per Bus Connects Proposal - In the northbound direction on Blackhall Place, the Proposed Scheme will provide a bus lane and a single general traffic lane, as far as the junction with King Street North. Northbound general traffic wishing to progress onto Manor Street will turn **right** onto King Street North (which will remain one-way eastbound), and then turn left onto George's Lane to travel westbound along Brunswick Street North. **(Map at Appendix 3)**

Per Bus Connects Proposal - Westbound general traffic from the City Centre on the eastern section of King Street North (east of George's Lane) will be restricted to left turns only, into Queen Street. From Queen Street, general traffic wishing to progress north onto Manor Street or west onto Arbour Hill, will turn right onto Blackhall Street and then turn right onto Blackhall Place before turning **right** onto King Street North (which will remain one-way eastbound), and then turn left onto George's Lane to travel westbound along Brunswick Street North to either turn right onto Manor Street northbound or straight-ahead onto Arbour Hill westbound. **(Map at Appendix 4)**

Impact of Proposed Traffic Management Proposal on Brunswick Street North.

In the main we support the objectives of Bus Connects to deliver better and more efficient public transport, safe cycles routes and enhanced pedestrian facilities. However, Bus Connects proposal for a Bus Gate and the 'diversion loop' at Blackhall Place is putting the Brunswick Street residential community at unnecessary risk of the following:

A) Road Safety

- Brunswick Street North has a current **3.5 tonne vehicle weight restriction in place**, and to ensure continued safety, the residents are adamant that this must be retained. The road is narrow, the footpaths are narrow, and it is a high-density residential street.
- We engaged a traffic management consultant to perform an 'Auto Track Swept Path Analysis Report' and it reports that Brunswick Street North is not roadworthy for vehicles over 3.5 tonne. The road and paths are so narrow that on occasion when HGVs or trucks illegally turn onto Brunswick Street North, it is possible to see 'black marks' on the footpath's created from the underbelly of these vehicles.
- Bus Connects Proposal to permit access to all north bound and west bound vehicles including HGV's (heavy commercial vehicles), trucks, lorries, and vans, puts the resident's safety and other road users of Brunswick Street North at risk. It is misguided and dangerous and if North Brunswick Street is to form any part of Bus Connects proposals, then we would strongly contend that the current 3.5 tonne restriction be retained.
- Brunswick Street North connects Stoneybatter residents to St Pauls Primary & Secondary Schools. There is a significant number of children that walk and cycle this road to & from local schools each day. It is also used by many children attending Educate Together Stoneybatter. The street is no place for HGV's, trucks, lorries, and vans
- With the advent of TU Dublin to the area, Brunswick Street North will become a major connector for student cyclists & pedestrians going to & from the Grangegorman campus and no consideration has been given to widen the pathways to accommodate this.
- There are properties on this street, that open out straight onto a 1.3 meter footpath and have no gardens or protection to buffer from the proposed additional traffic.

B) Air Quality

- We appreciate that Bus Connects will play a role in reducing overall emission in achieving targets set out in the Climate Action Plan.
- However, the latest Bus Connects proposal will significantly increase traffic on Brunswick Street North and will impact negatively in terms of the degradation of air quality.
- Under Bus Connects Proposals, increased air pollution and emissions will be inevitable on this residential street
- As our urban air quality declines from the additional HGV's, Trucks, Lorries & cars, the risk of stroke, heart disease, lung cancer and chronic & acute respiratory diseases, including asthma increase. WHO guidelines.

C) Noise Pollution

- HGV's Trucks, Lorries and Vans from both north & west bound city traffic will significantly increase noise levels in this residential street.
- If Bus Connects proposals are accepted, Brunswick Street North will become a main road with heavy traffic, as opposed to a 'rat-run' to be used on occasion by people looking for shortcuts.

D) Tailbacks

- Under the proposal, Brunswick Street North will essentially become a 'holding pen' for all northbound traffic wanting to re-join Stoneybatter and all westbound traffic wanting to travel across the main Stoneybatter thoroughfare up Arbour Hill.
- Bus Connects are proposing a signal-controlled priority for buses at the Stoneybatter/Brunswick Street North junction which will hold all HGV's Trucks, Van's, Cars etc on Brunswick Street North until such time buses pass north onto Manor Street. This is going to cause delays & tailbacks and cause congestion on our street.
- It would be much better served if the signal-controlled priority was at Blackhall Place, therefore eliminating any requirement for general traffic to be on Brunswick Street North in the first instance.

E) Opportunity loss

- The initial Bus Connects 'green zone' proposal would have widened footpaths and made Brunswick Street North safer for pedestrians, cyclists, and other road users. This proposal was in keeping with Bus Connects objectives and it focused on the needs of all road users. The residents feel this was a missed opportunity and they are at odds to understand why Bus Connects abandoned their initial proposal.

What are BusConnects achieving with this Proposal?

The proposed Bus Gate at Blackhall Place is effectively trying to prevent 'general traffic' from using circa 15 meters of road between Blackhall Place & Stoneybatter, only to allow this 'general traffic' to re-join northbound traffic onto Stoneybatter at the junction of Brunswick Street North.

The ramifications of implementing a Bus Gate on this 15-meter stretch of road are hugely significant for Brunswick Street North residents and Bus Connects have not taken this into consideration.

Bus Connects have made significant proposals to prevent general traffic from traveling southbound through Manor Street/Stoneybatter.

In all other respects, Bus Connects are advocating general traffic to travel northbound up Stoneybatter/Manor Street. The residents don't see why there should be any exception for general traffic to travel north in this 15-meter stretch of road between Blackhall Place and Stoneybatter.

As mentioned, in the initial consultant stages, Bus Connects proposal for Brunswick Street North was a green zone (see their artists impression below) which we very much welcomed.

It provided an opportunity to widen pathways for pedestrians, incorporate safe cycle routes and offered a green space for all Stoneybatter residents, while at the same time accommodating the transformation of the main thoroughfare into a bus corridor.



The latest Bus Connects proposal or U-turn to re-route all northbound and westbound traffic down Brunswick Street North is an afterthought, perhaps out of pressure to concede on other aspects of Bus Connects or simply to accommodate the newly proposed 'bus stop' on Stoneybatter between Blackhall Place and Brunswick Street North.

On preliminary review, if this proposed new bus stop was located further up Manor Street northbound (as it is now) at widest part of the street, both 'bus traffic' and 'general traffic' would flow freely from Blackhall place to Manor Street, without any requirement for the diversion loop.

There needs to be balance and Bus Connects must acknowledge the existence of the vibrant residential community in Brunswick Street North.

While the residents welcome the proposal for a two-way cycle lane on Brunswick Street North, we strongly object to re-routing of all north bound and west bound general traffic (including HGV vehicles, trucks, lorries & van's) onto Brunswick Street North.

The residents of Brunswick Street North & greater Stoneybatter are of the view that the initial green zone proposal on Brunswick Street North supported Bus Connects objectives, and we suggest Bus Connects revisit this.

Alternative Solutions

Instead of diverting general traffic to turn right onto King Street North and then turn left onto George's Lane to travel westbound along Brunswick Street North, **we propose three alternatives:**

Option 1

Consider a priority system for buses (signal-controlled priority) at the Bus Gate at Blackhall Place (north direction) which would give priority to buses travelling north. General Traffic would wait until buses have cleared the route before proceeding north.

This would allow general traffic to continue straight up Stoneybatter in the northbound direction at Blackhall Place and it would remove the proposal for general traffic to be on Brunswick Street North.

Option 2

Consider the creation of both a northbound 'bus lane' and northbound 'general traffic lane' from Blackhall place straight through Stoneybatter.

It is worth noting that the pathways are significantly wider in the section between Blackhall Place & Stoneybatter, than on Brunswick Street North.

- On the Lloyds Pharmacy side of Stoneybatter the pathway is 3.82 meters wide.
- On Brunswick Street North, the pathway is 1.3 meters wide.

With some minor adjustments to the path, it is possible to have both a 'bus lane' and 'general traffic lane' northbound. This option would elevate the requirement for bus signal-controlled priority at option 1 above, and would remove the proposal for general traffic to be on Brunswick Street North.

Option 3

Consider lifting out-of-peak restrictions on the proposed Bus Gate at Blackhall Place. Permit Bus Connects to operate the Bus Gate Monday to Friday 7am to 10am and 4pm to 7pm.

We propose that this option only be considered in conjunction with a 'trickled bollard system' installed on Brunswick Street North (both ends) to ensure Brunswick Street North is off limits to general traffic outside of the above hours. This would ensure that only residents, pedestrians & cyclists have access to Brunswick Street North in the evenings (post 7pm) & weekends, which could provide some respite from the busy periods.

All alternative options above would require moving the newly proposed bus stop between Blackhall Place & Stoneybatter, further northbound on Manor Street (as it is now) at widest part of the street. This would also avoid traffic congestion from buses pulling into 'stop' on Stoneybatter between Blackhall place and Brunswick Street North.

Conclusion

With minor amendments to Bus Connects latest proposals, there are alternative solutions, that would help:

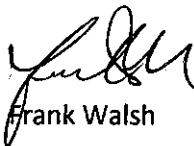
- satisfy and alleviate residents' concerns on Brunswick Street North,
- satisfy and alleviate residents' concerns on Kirwan Steet,
- facilitate direct northbound access to the village for 90 independent business owners who are concerned that Bus Connects will reduce Stoneybatter to mere bus corridors.
- provide an opportunity for Bus Connects to revisit their initial 'green zone' proposal for Brunswick Street North.

As already outlined, we support the objectives of Bus Connects to deliver better and more efficient public transport, safe cycles routes and enhanced pedestrian facilities.

However, what is being proposed for Brunswick Street North, puts residents at risk and is essentially trying to turn our residential street (with an existing 3.5 tonne restriction in place) into a traffic gridlocked holding pen.

It is not beyond the realms of possibility that an alternative could be agreed and accepted by the local Stoneybatter community, but in its current state, the residents strongly object to the Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022 - ' Notice of restriction of or interference with existing public right of way' at 'Brunswick Street North'

Kind Regards,


Frank Walsh


Anthony Malone.

APPENDIX 1

SITE NOTICE

**BLANCHARDSTOWN TO CITY CENTRE
CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2022**

**NOTICE OF RESTRICTION OF OR INTERFERENCE
WITH EXISTING PUBLIC RIGHT OF WAY**

SITE NOTICE

NOTICE IS HEREBY GIVEN THAT THE NATIONAL TRANSPORT AUTHORITY HAS MADE:

**BLANCHARDSTOWN TO CITY CENTRE CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2022**

WHICH IS BEING SUBMITTED TO AN BORD PLEANÁLA FOR CONFIRMATION

IF CONFIRMED, THIS ORDER WILL AUTHORISE THE NATIONAL TRANSPORT AUTHORITY TO RESTRICT OR OTHERWISE INTERFERE WITH THE FOLLOWING PUBLIC RIGHT OF WAY AS DESCRIBED IN PART III (SECTION B) OF THE SCHEDULE (EXTRACT BELOW).

**SCHEDULE (EXTRACT)
PART III (Section B)**

| Reference on the deposited map at the nominated office locations or NTA website | Description of public rights of way to be restricted or otherwise interfered with |
|---|---|
| BD | All rights of vehicular traffic (except pedal cycles and other bicycles) over that section of the public right of way travelling eastbound on Brunswick Street North in the County of Dublin and between the lines BD1 and BD2, shown coloured green on the deposit map reference 0005-DM-0033. |

A copy of the order and of the maps referred to in it are also available on the National Transport Authority website for the Blanchardstown to City Centre Core Bus Corridor Scheme at: www.blanchardstownscheme.ie

Any objection to the order should be made in writing to **An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902**, so as to reach the said Board before **5.30pm on the 30th day of August 2022**.

Additional information in relation to the Blanchardstown to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report (EIAR) and the Natura Impact Statement (NIS) are also available at the above location for inspection and/or purchase (in the case of the EIAR/NIS) and for inspection and downloading on the above mentioned website. Submissions/observations may be made in writing to An Bord Pleanála in relation to (i) the likely effects on the environment of the proposed road development, if carried out, (ii) the implications of the proposed road development, if carried out, for proper planning and sustainable development in the area in which it is proposed to situate the proposed road development, and (iii) the likely significant effects of the proposed road development on a European site between **Tuesday 5th July and Tuesday 30th August 2022**. Any submissions/observations must be accompanied by a fee of €50 (except for certain prescribed bodies) and must be received by the Board not later than 5.30 p.m. on the 30th August 2022.

Such submissions/observations must also include the following information:

- The name of the person making the submission or observation, the name of the person acting on his or her behalf, if any, and the address to which any correspondence relating to the application should be sent,
- The subject matter of the submission or observation, and
- The reasons, consideration and arguments on which the submission or observation is based in full (Article 217 of the Planning and Development Regulations 2001, as amended, refers)

Submissions/observations can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>. Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01-8588100).

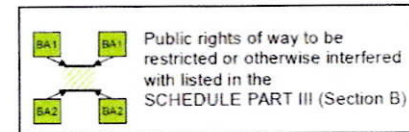
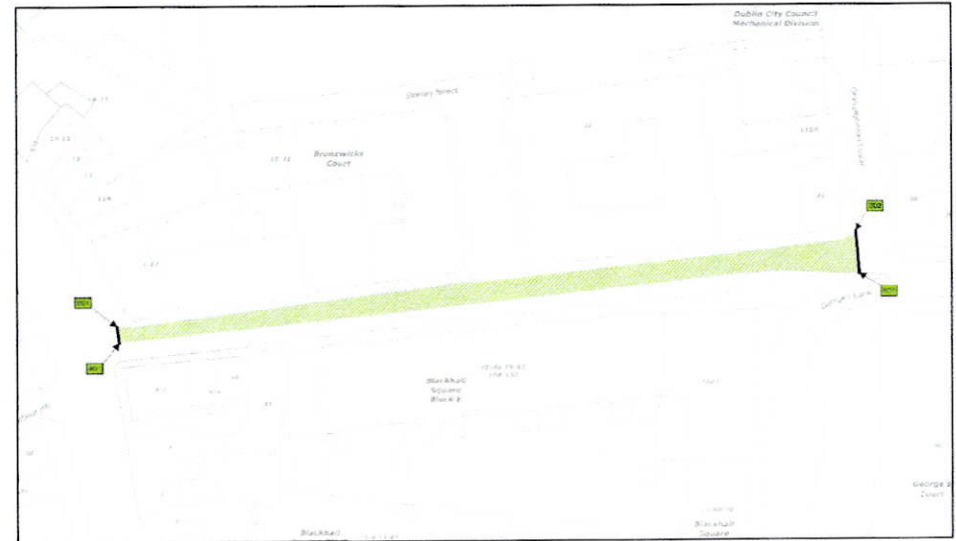
A person may question the validity of any decision by the Board on a proposed road development by way of an application for judicial review under the Rules of the Superior Courts (and in particular Order 84 of the Rules of the Superior Courts contained in S.I. No. 15 of 1986 as amended) and in accordance with sections 50, 50A and 50B of the Planning and Development Act 2000 (as amended).

Practical information on the review mechanism can also be accessed under the heading: "Legal Notices - Judicial Review Notice" on An Bord Pleanála website www.pleanala.ie. This information is also available on the Citizens Information Service website www.citizensinformation.ie.

Signed:

Aidan Gallagher
Head of Bus Connects Dublin Infrastructure,
National Transport Authority

Date of erection of site notice: 30/06/2022



APPENDIX 2

RESIDENTS SIGNATURES

Objection to:

Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022
'Notice of restriction of, or interference with existing public right of way at Brunswick Street North'

Signature

John McA
Martin Ryan
Finlay O'Reilly
Michael Murphy
John O'Reilly
Ross O'Toole
Caron McDonnell
Dun O'Reilly
Choko O'Reilly
~~John O'Reilly~~
~~John O'Reilly~~
Edel O'Reilly
Dag Br
Dun O'Reilly
Sinead McFadden
Carol O'Reilly
Dag Br
Dag Br
Thomas O'Reilly
Liam Hough
Dag Br
JANET MANER

Objection to:

Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022
'Notice of restriction of, or interference with existing public right of way at Brunswick Street North'

Signature

Philip Maher

Lukas Doran

CONOR SMITH-O'MARA

Michael Moore.

Kevin Hogan

Niamh Casey

Oella Hubbard

CONRAD ANDERSON

Rosalee Kelly

Eugene Quinn

Alan Kelly

Cian Kelly

Fred Kelly

Mark Leahy

Conor Kelly

Deirdre Patton

Gae Sheehan

Peter Dooly

John Crane

Elena Rodriguez

Rubén Crane

Howell

Objection to:

Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022
'Notice of restriction of, or interference with existing public right of way at Brunswick Street North'

Signature

JOHN FRENCH

Colm Doyle

Tara Evans

Patrick Conzeely

Ciara O'Connaire

GILLIAN McCLUSKEY

AULSON MARSHALL

ERIC MARSHALL

Niam O'Sullivan

Al Gally

Catherine Kehoe

Jonny Hagan

Tommy O'Connell

Shanna May

Michael McKeown

GER STAUNTON

Martin Angelo

P. B. O'Connell

Larry Masterson

Atheline Quinn, Ardagh rd.

Dermot Quinn

Anne Quinn

Objection to:

Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022
'Notice of restriction of, or interference with existing public right of way at Brunswick Street North'

Signature

Mary [unclear]

[unclear]
Frank [unclear]

Ronan [unclear]

[unclear]

Michael Kerry.

Walter Walsh

Joe Muldoon

Molly Muldoon

Brian Gallagher

Maitha Kirby

Patrick Dalton

Gea [unclear]

Justine
Paul [unclear]

[unclear]

John [unclear]

[unclear]

Paul
Gow [unclear]

Wittah

X

Objection to:

Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022
'Notice of restriction of, or interference with existing public right of way at Brunswick Street North'

Signature



Alice Johnson

Fiona Johnson

Dermot Johnson

Terish McCabe

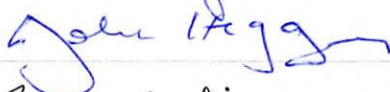
Joe McCabe

Pat Doogal

Marian Claffey

Joe Claffey

Flo. Lynch



Billy Crossin

Barry Collins

John Bermingham

Barbara Tacey

Deborah Fyfe

Stephie Keenleyside



Denise Cole

Shela Smith

Conor O'Neil

Rachel M'Conville

Aurora Pivropia

Objection to:

Bus-Connects Blanchardstown to City Center Core Bus Corridor Scheme Compulsory Purchase Order 2022

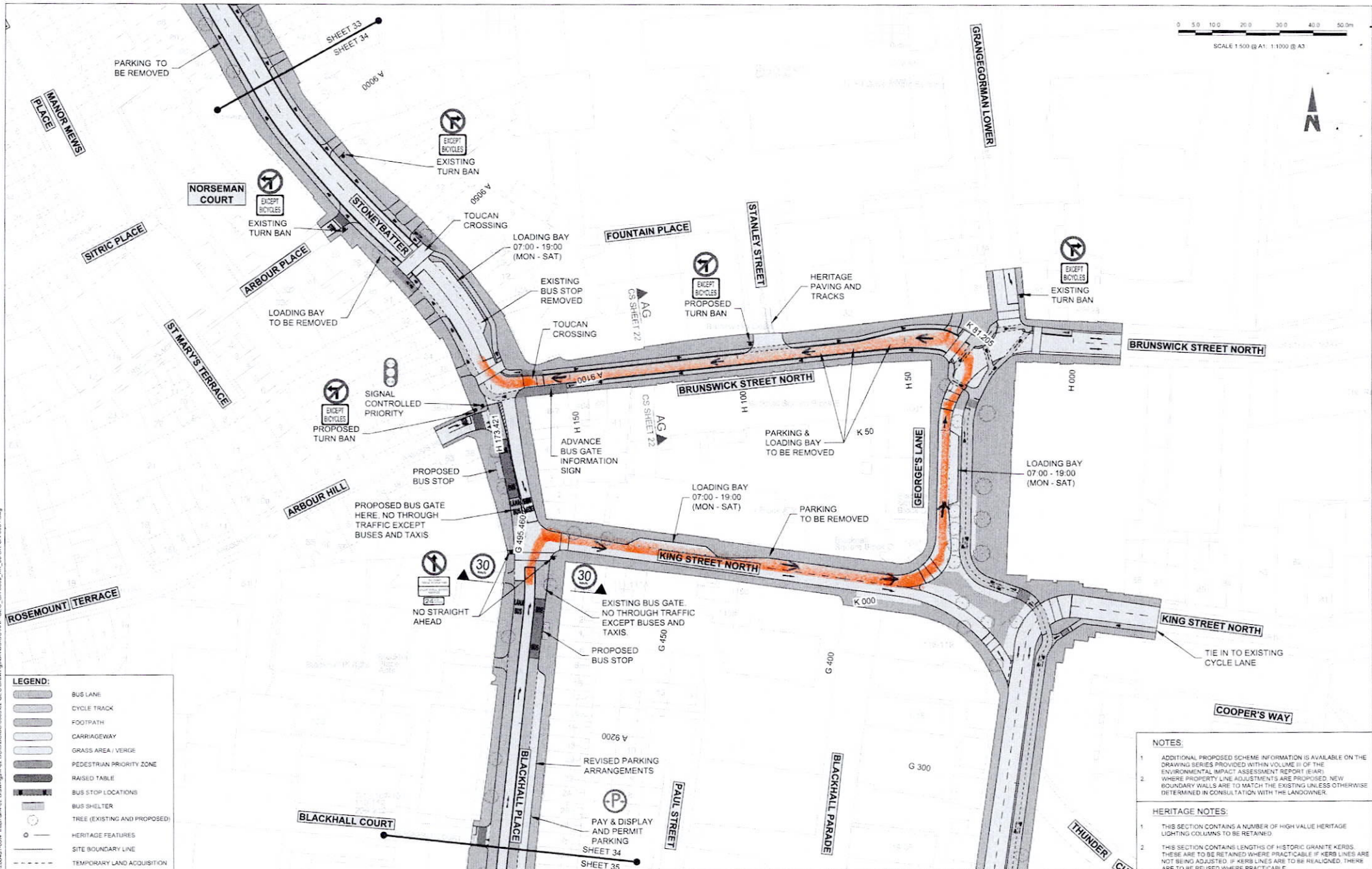
'Notice of restriction of, or interference with existing public right of way at Brunswick Street North'

Signature

Pat Nolan
Pat Lillis
Alex Delaney
Deanne Robinson
Liam Nychter
Roy Hanberg
Michael McSpencer
Mark Kelly
Mayra Anup
Christo Cordara
Dhara Cefzira
Padraig Ryan
Justyne Voitechovic
Kate Weber
Peter Dempsey
Desiree Samuels
Michael O'Connell
Neil Donnell
Damian
Karin Burke
Catherine Kennedy
Richie Van Tray

APPENDIX 3

NORTHBOUND MAP



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

- NOTES:**
- ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SERIES PROVIDED WITHIN VOLUME III OF THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EAP).
 - WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY WALLS ARE TO MATCH THE EXISTING UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER.
- HERITAGE NOTES:**
- THIS SECTION CONTAINS A NUMBER OF HIGH VALUE HERITAGE LIGHTING COLUMNS TO BE RETAINED.
 - THIS SECTION CONTAINS LENGTHS OF HISTORIC GRANITE KERBS. THESE ARE TO BE RETAINED WHERE PRACTICABLE IF KERB LINES ARE NOT BEING ADJUSTED. IF KERB LINES ARE TO BE REALIGNED, THERE ARE TO BE REUSED WHERE PRACTICABLE.

© National Transport Authority (NTA) 2022. This drawing is confidential and the copyright is owned by NTA. This drawing shall not be further copied, altered or otherwise reproduced in whole or in part or used for any purpose without the prior written consent of NTA.

This drawing is to be used for the design and construction of the proposed scheme. It is to be used in conjunction with all other relevant drawings and specifications.

NTA data used for plans are derived from Ordnance Survey (Irish) National Grid (OS) data. All rights reserved. Licence Number 2022/001. (Map, 1:25,000). (Irish) National Grid. All data is subject to change without notice. All data is subject to change without notice. All data is subject to change without notice.

Information concerning the position of materials within the drawing is issued on drawings issued by the client. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided.

The information contained herein has been provided by the NTA but does not constitute a warranty or guarantee. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided.

| Rev | Date | Drn | Chk'd | App'd | Description |
|-----|------------|-----|-------|-------|----------------------------|
| M01 | 04/04/2022 | BM | GE | BD | ISSUE FOR PHASE 4 PLANNING |

Client: **NTA**
Udara Náisiúnta Iompar
National Transport Authority

Engineering Designer: **ARUP**

Date: 04/04/2022 Scale: 1:500 @ A1
Project Code: BCICD Original Code: ARP

| | | |
|-------|---------|----------|
| Drawn | Checked | Approved |
| BM | GE | BD |

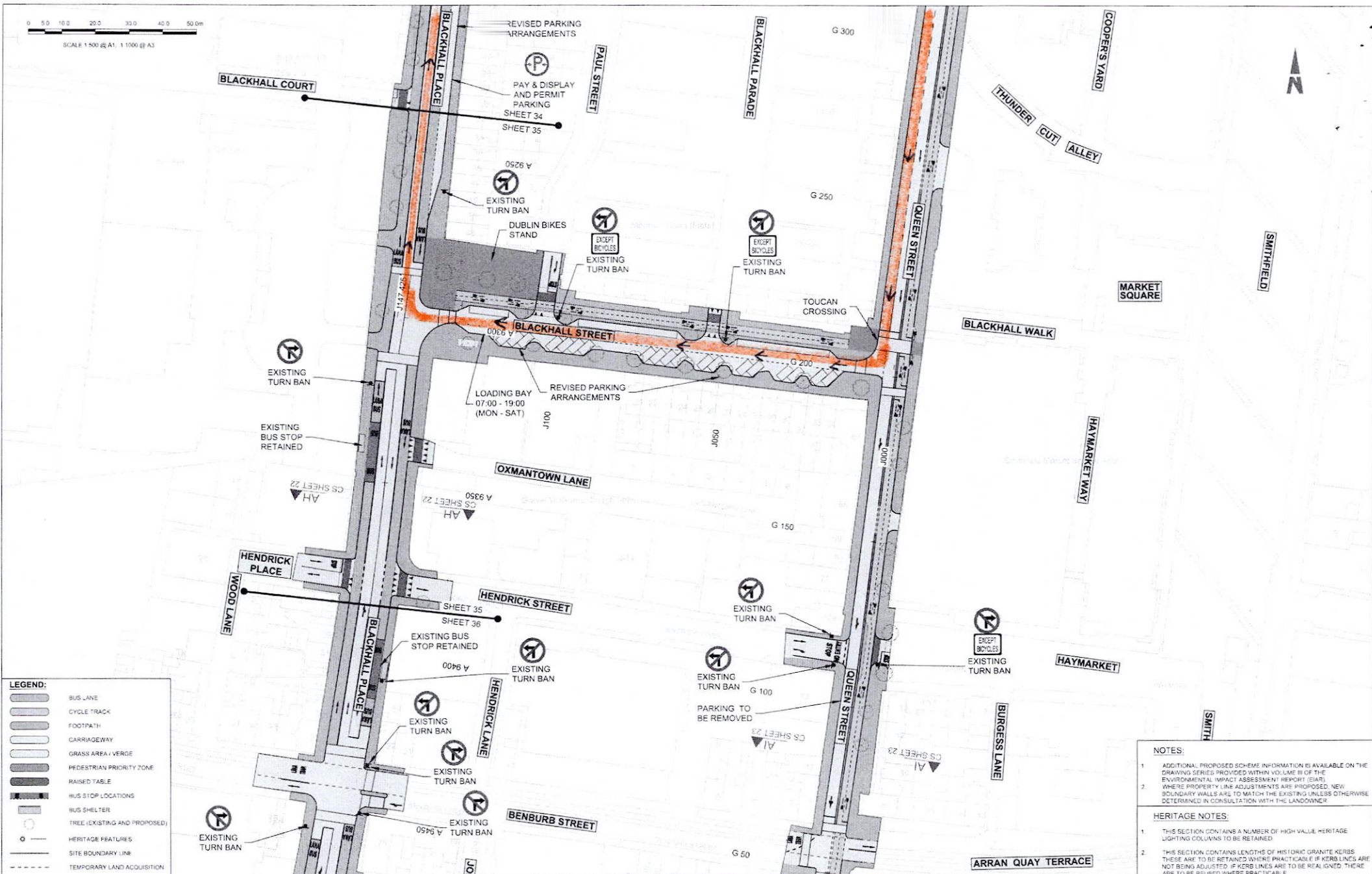
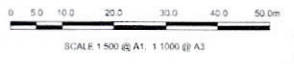
Programme Title: **BUSCONNECTS DUBLIN**
CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Drawing Title: **BLANCHARDSTOWN TO CITY CENTRE CORE BUS CORRIDOR SCHEME**
GENERAL ARRANGEMENT

Drawing File Name: BCICD-ARP-GEO_GA-0005_XX_00-DR-CR-0034 Sheet Number: 34 of 40 Status: A Rev: M01

APPENDIX 4

WESTBOUND MAP



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

NOTES:

- ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SERIES PROVIDED WITHIN VOLUME III OF THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIA).
- WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY WALLS ARE TO MATCH THE EXISTING UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER.

HERITAGE NOTES:

- THIS SECTION CONTAINS A NUMBER OF HIGH VALUE HERITAGE LIGHTING COLUMNS TO BE RETAINED.
- THIS SECTION CONTAINS LENGTHS OF HISTORIC GRANITE KERBS THESE ARE TO BE RETAINED WHERE PRACTICABLE IF KERB LINES ARE NOT BEING ADJUSTED, IF KERB LINES ARE TO BE REALIGNED, THERE ARE TO BE REUSED WHERE PRACTICABLE.

1. This drawing is the property of NTA and shall remain the property of NTA. It is not to be used for any other purpose without the written consent of NTA. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of NTA. NTA is not responsible for any errors or omissions in this drawing. The user of this drawing is advised to verify all information and to ensure that it is up to date. The user of this drawing is advised to verify all information and to ensure that it is up to date. The user of this drawing is advised to verify all information and to ensure that it is up to date.

2. The information contained herein has been prepared by the NTA for the use of the client and is not to be used for any other purpose without the written consent of NTA. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of NTA. NTA is not responsible for any errors or omissions in this drawing. The user of this drawing is advised to verify all information and to ensure that it is up to date. The user of this drawing is advised to verify all information and to ensure that it is up to date. The user of this drawing is advised to verify all information and to ensure that it is up to date.

3. The information contained herein has been prepared by the NTA for the use of the client and is not to be used for any other purpose without the written consent of NTA. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of NTA. NTA is not responsible for any errors or omissions in this drawing. The user of this drawing is advised to verify all information and to ensure that it is up to date. The user of this drawing is advised to verify all information and to ensure that it is up to date. The user of this drawing is advised to verify all information and to ensure that it is up to date.

| Rev | Date | Des | Chkd | App'd | Description |
|-----|------------|-----|------|-------|------------------------------|
| M01 | 04/04/2022 | BM | CE | RD | ISSUE FOR PHASE 4 - PLANNING |

Client: NTA
Udarás Náisiúnta Iompair
National Transport Authority

Engineering Designer: ARUP

| Date | Scale | Drawn | Checked | Approved |
|------------|---------------------------|-------|---------|----------|
| 04/04/2022 | 1:500 @ A1 1:1000 @ A3 | BM | GE | BD |

| Programme Title | | | |
|---|--|--|--|
| BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS | | | |
| Drawing Title | | | |
| BLANCHARDSTOWN TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT | | | |
| Drawing File Name | | | |
| BCIDC-ARP-GEO_GA-0005_XX_00-DR-CR-0035 | | | |
| Sheet Number | | | |
| 35 of 40 | | | |
| Status | | | |
| A | | | |
| Rev | | | |
| M01 | | | |



NTA
Udarás Náisiúnta Iompair
National Transport Authority

ARUP

| Date | Scale | Drawn | Checked | Approved |
|------------|---------------------------|-------|---------|----------|
| 04/04/2022 | 1:500 @ A1 1:1000 @ A3 | BM | GE | BD |

| Programme Title | | | |
|---|--|--|--|
| BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS | | | |
| Drawing Title | | | |
| BLANCHARDSTOWN TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT | | | |
| Drawing File Name | | | |
| BCIDC-ARP-GEO_GA-0005_XX_00-DR-CR-0035 | | | |
| Sheet Number | | | |
| 35 of 40 | | | |
| Status | | | |
| A | | | |
| Rev | | | |
| M01 | | | |

DO NOT SCALE USE FIGURED DIMENSIONS ONLY