Ballymun to City Centre

3

Core Bus Corridor Preferred Route

Public Consultation
March 2020



Project Ireland 2040
Building Ireland's Future

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



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1. Introduction

1.1 What has happened so far?

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

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

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

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

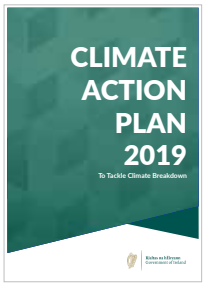
1.2 What is BusConnects?

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

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



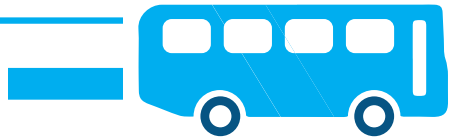




Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is designed to provide a better, more reliable and more efficient bus service for everyone.

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable



200km of cycle lanes/tracks





Transitioning to a new
low emissions bus fleet

State of the art
ticketing system

Cashless payment system





Simpler fare structure



New Park & Ride
sites in key locations

New bus livery
providing a common style across all operators



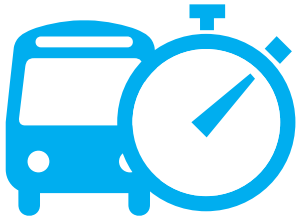


New bus stops and shelters
with better signage and information



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

1.3 What are the benefits of this project?



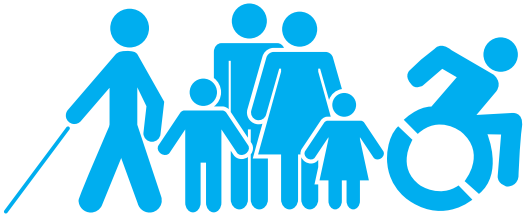
Journey Time Savings -

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



Building a sustainable city and addressing climate change -

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



Accessibility for all -

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



Better cycling facilities -

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



Pedestrians and Urban Realms -

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

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

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

2. Segregated Cycle Tracks:

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

3. Emerging Preferred Route (EPR):

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

4. Preferred Route Option (PRO):

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

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

5. Bus Gate



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

6. Signal Controlled Priority:

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

7. Toucan Crossing:

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

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

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

Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.



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



3. The bus has priority to proceed.



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

1.5 Map of all 16 core bus corridors

Preferred Routes

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



2. Preferred Route Description

2.1 Overview

The Ballymun to City Centre Core Bus Corridor (CBC) commences on the Ballymun Road at its junction with St. Margaret's Road just south of M50 Junction 4. It is routed along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as Arran Quay, where it will join the existing traffic management regime on the North Quays.

Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions, with alternative measures proposed at particularly constrained locations along St. Mobhi Road and Botanic Road in Glasnevin.

Segregated cycle tracks will be provided along the full length of the route from the northern end to the Royal Canal just south of Hart's Corner in Phibsborough. An alternative cycle route is proposed along a part of the corridor in the southern half from Hart's Corner through Phibsborough to the Markets area of the western City Centre.

The following paragraphs will describe each section of the CBC in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR) in February 2019.

2.2 St. Margaret's Road to Collins Avenue – Ballymun Road

At the northern end the CBC commences on the Ballymun Road at its junction with St. Margaret's Road, just south of M50 Junction 4. This starting point is located almost 0.5km further north than the previous starting point at Santry Cross.

Between St. Margaret's Road and Collins Avenue, a bus lane, a general traffic lane, and a segregated cycle track will be provided in each direction.

2.3 Collins Avenue to Griffith Avenue – Ballymun Road

Between Collins Avenue and Griffith Avenue, it is proposed to maintain the existing bus and general traffic lanes in each direction and to upgrade the cycling facilities to segregated cycle tracks. Some small areas of land take will be required for bus stops in a few locations along this section. The indicative extents of this land take are included in the Appendix of this brochure.

A design revision on the EPR allows for the retention of all traffic movements at the junction of St. Canice's Road and traffic signals will be provided with pedestrian crossings.

It is proposed to introduce a right-turn movement ban from Hampstead Avenue on to the Ballymun Road, traffic turning left would not be impacted.

2.4 Griffith Avenue/St. Mobhi Road/Ballymun Road – One-way System

On the outbound arm of this one-way traffic system along Ballymun Road, it is proposed to retain the existing number of general traffic lanes and to provide an additional bus lane and segregated cycle track.

On the inbound arm of the one-way system along St. Mobhi Road Upper, it is proposed to reduce the number of traffic lanes from three to two which will allow for the accommodation of a bus lane. It is intended to retain the existing trees on this section of the route and the proposed cycle track will be located behind these trees where the existing footpath will be narrowed as necessary.

On the Griffith Avenue arm of the one-way traffic system, it is proposed to convert one existing traffic lane to a bus lane which will avoid the need for road widening and removal of all existing trees as previously shown. A contra-flow cycle track will be provided in the eastbound direction along this section of road to avoid the need for cyclists to follow the one-way system around the central island.

2.5 Griffith Avenue to Finglas Road (Hart's Corner) – St. Mobhi Road, Botanic Road

In the previously published proposals two alternative arrangements for St. Mobhi Road were presented for consultation and feedback:

Option A to divert northbound through traffic from St. Mobhi Road to Botanic Road, Glasnevin Hill and Ballymun Road Lower through the provision of a Bus Gate on St. Mobhi Road at the junction with Griffith Avenue.

Option B proposed widening of St. Mobhi Road to provide an additional northbound bus lane, which would entail removal of all the existing mature trees.

It is now proposed to proceed with a modified version of Option A, which will retain almost all of the existing mature trees along St. Mobhi Road. The proposed works along St. Mobhi Road between Griffith Avenue and the River Tolka will be limited, consisting of additional cycle tracks to be provided behind the existing trees which will all be retained. To accommodate this, the existing footpath will be narrowed as necessary.

The traffic diverted by the proposed northbound Bus Gate at St. Mobhi Road will be directed westward along Glasnevin Hill, Old Finglas Road, Cremore Villas and Griffith Avenue to rejoin Ballymun Road.

Some amendments are proposed to the previously published road layout on the southern part of St. Mobhi Road as follows:

a) Between the River Tolka Bridge and the junction of Botanic Avenue the existing car parking and trees on the eastern side of the road will be retained. This will require road widening on the western side to accommodate an additional southbound cycle track, with the removal of four existing trees. These trees will be replaced by new trees planted in the adjoining green area.

b) From the junction with Botanic Avenue to the junction with Botanic Road and Fairfield Road, the revised proposals will provide cycle tracks behind the existing trees which will allow for most of the existing trees to be retained. The existing wide footpaths will be narrowed to accommodate the cycle tracks. In a change from the EPR, there will be a general traffic lane northbound instead of a bus lane. This will avoid the need for local access traffic to re-route onto other local streets.

2.6 Traffic Diversion Route away from St. Mobhi Road

For northbound through traffic which will be diverted away from St. Mobhi Road by the proposed Bus Gate at the Griffith Avenue junction, the alternative route will be designated from Hart's Corner at Phibsborough along the Finglas Road. The route will continue along orbital route R102 via Old Finglas Road, Tolka Estate and Griffith Avenue to join the Ballymun Road over a distance of 3.3km. This represents an increased length of 1.5km when compared to the existing direct route along St. Mobhi Road. This diversion route follows the most suitable alternative regional roads that can accommodate the diverted traffic.

2.7 Glasnevin Village to Ballymun Road

Additional proposals have been developed for Glasnevin Hill and Ballymun Road Lower. At the junction of Botanic Road, Botanic Avenue and Glasnevin Hill, there will be Urban Realm improvements to widen the pedestrian areas by narrowing the road junction. In addition to improving the pedestrian arrangements, this

will provide an enhanced setting for Glasnevin Village at Glasnevin Church and a row of commercial premises.

To the west of St. Mobhi Road, a short section of Ballymun Road Lower between Claremount Avenue and Church Avenue will be restricted to a one-way southbound general traffic lane where the road is too narrow for two-way traffic alongside on-street parking, which will now be formalised to accommodate the parking needs of residents.

2.8 Fairfield Road to Prospect Way

On Botanic Road the existing cycle lanes will be upgraded to segregated cycle tracks instead of the previous proposal to remove the cycle lanes to accommodate a northbound bus lane. Using Signal Controlled Priority, a shorter length of northbound bus lane will be provided at the southern end where the road can be widened at a former industrial premises on the eastern side. Bus priority in the southbound direction will be maintained as shown in the previous proposals using Signal Controlled Priority.

2.9 Prospect Way (Hart's Corner) to North Circular Road (Doyle's Corner)

On Prospect Way, it is proposed to retain the bus lane and reduce from two general traffic lanes to a single traffic lane. This will accommodate a two-way cycle track on the northern side outside of the existing trees which will be retained. This cycle track will allow cyclists to bypass the Hart's Corner one-way traffic system, and also to link westward to the Finglas CBC.

A two-way segregated cycle track will continue along the eastern side of Prospect Road to the Royal Canal where the cycle route will extend to Royal Canal Bank bypassing Phibsborough Village. This will allow cyclists to circulate around the northern and eastern sides of Hart's Corner fully segregated from traffic. The existing layout with a bus lane and two traffic lanes will be reduced to a bus lane and a single traffic lane along Prospect Road from Prospect Way to Lyndsay Road.

Between Lindsay Road and North Circular Road, the Phibsborough Road will accommodate a bus lane and a general traffic lane in each direction, but there is insufficient space for cycle tracks. Instead, cyclists can use the Royal Canal Bank route to avoid sharing the bus lane.

The existing northern railway bridge on Phibsborough Road will be widened on the eastern side and a new footbridge will be provided across the Docklands Railway Line between Whitworth Road and the Royal Canal. At Cross-Guns Bridge the road layout will be adjusted to widen the footpath on the western side.

A new footbridge will be provided over the Royal Canal at Royal Canal Bank to connect the cycle routes at this location.

A new bridge will be provided under North Circular Road where previously there had been an old bridge over the Royal Canal spur to Broadstone. This will allow cyclists and pedestrians to pass under the street and avoid the need for a road crossing.

In Phibsborough Village Urban Realm improvements are proposed, which will widen the street at the shopping centre on the

western side for bus lanes in both directions, wider footpaths and new street trees. Along Phibsborough Road between the Royal Canal at Cross Gun's Bridge and Connaught Street, an island will be provided in the middle of the road with a row of new street trees.

2.10 North Circular Road (Doyle's Corner) to Arran Quay

Due to width restrictions south of the North Circular Road/Phibsborough Road junction (Doyle's Corner), the northbound bus lane will not be continuous over a short section where Signal Controlled Priority will be provided on the approach. Further south of this junction, Phibsborough Road will accommodate two bus lanes and two general traffic lanes.

Along Constitution Hill a two-way cycle track will be provided along the eastern side of the street to connect from Western Way and Broadstone to Coleraine Street. This will allow the cycle route to continue southward along quiet streets through the Markets Area to reach the River Liffey east of Church Street Bridge.

At the junction with North King Street the southbound bus lane will be terminated. Bus priority will be maintained through Signal Controlled Priority. The southbound bus lane will be reinstated at the junction with Mary's Lane. The proposed CBC will tie back into the existing road network at Arran Quay.

2.11 Interaction with MetroLink

The proposed MetroLink Scheme will interact with this bus corridor at 5 locations: Whitworth Road (Proposed Glasnevin Metro Station), St. Mobhi Road (Proposed Griffith Park Metro Station), and at three locations along Ballymun Road (Proposed Collins Avenue, Ballymun Metro Station and Northwood Metro Station). The proposed changes to the street layouts in these locations will be coordinated with the proposed Metro Stations.



2.12 Key Changes from the Published EPR

- The corridor has been extended further north to St. Margaret's Road. This facilitates better public transport interchange between bus and the future MetroLink.
- In the Glasnevin area Option A was selected with a northbound Bus Gate at the junction of St. Mobhi Road and Griffith Avenue. This significantly reduces the requirement for road widening on St. Mobhi Road, and allows for the retention of trees.
- During the period of operation of the Bus Gate on St Mobhi Road, northbound traffic will be directed to Ballymun via Finglas Road, Old Finglas Road, Tolka Estate and Griffith Avenue. A more localised diversion will operate via Glasnevin Hill, Cremore Villas and Griffith Avenue.
- Enhanced cycling and pedestrian facilities are proposed at Glasnevin Hill, with Urban Realm improvements planned for Glasnevin Village.
- Signal Controlled Priority is proposed for Botanic Road to give priority to buses and cyclists.
- Significant Urban Realm enhancements are proposed for Phibsborough Village from the proposed Glasnevin MetroLink Station to North Circular Road.
- New cycle/pedestrian bridge is proposed over the Royal Canal and new underpass is proposed under North Circular Road.
- A two-way cycle track is proposed on Constitution Hill with a Quiet Street Treatment link to the Liffey Cycle Route in order to improve the cycle network.

2.13 Key Facts

- Approximate number of properties that may be impacted **13**
- Approximate number of designated on-street parking spaces that may be removed: **95**
- Approximate number of trees that may be removed: **56**
- Approximate route length: **6.8kms**
- Approximate cycle route length: **7.5kms**
- Current bus journey time: **up to 45 mins**
- BusConnects journey time: **20-25 mins**
- Future Bus journey time without BusConnects: **55 mins +**

3. How to take part in the public consultation

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

3.1 General queries

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

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

3.2 How to engage

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

Written submissions and observations may be made by:

cbc@busconnects.ie

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

3.3 What happens next?

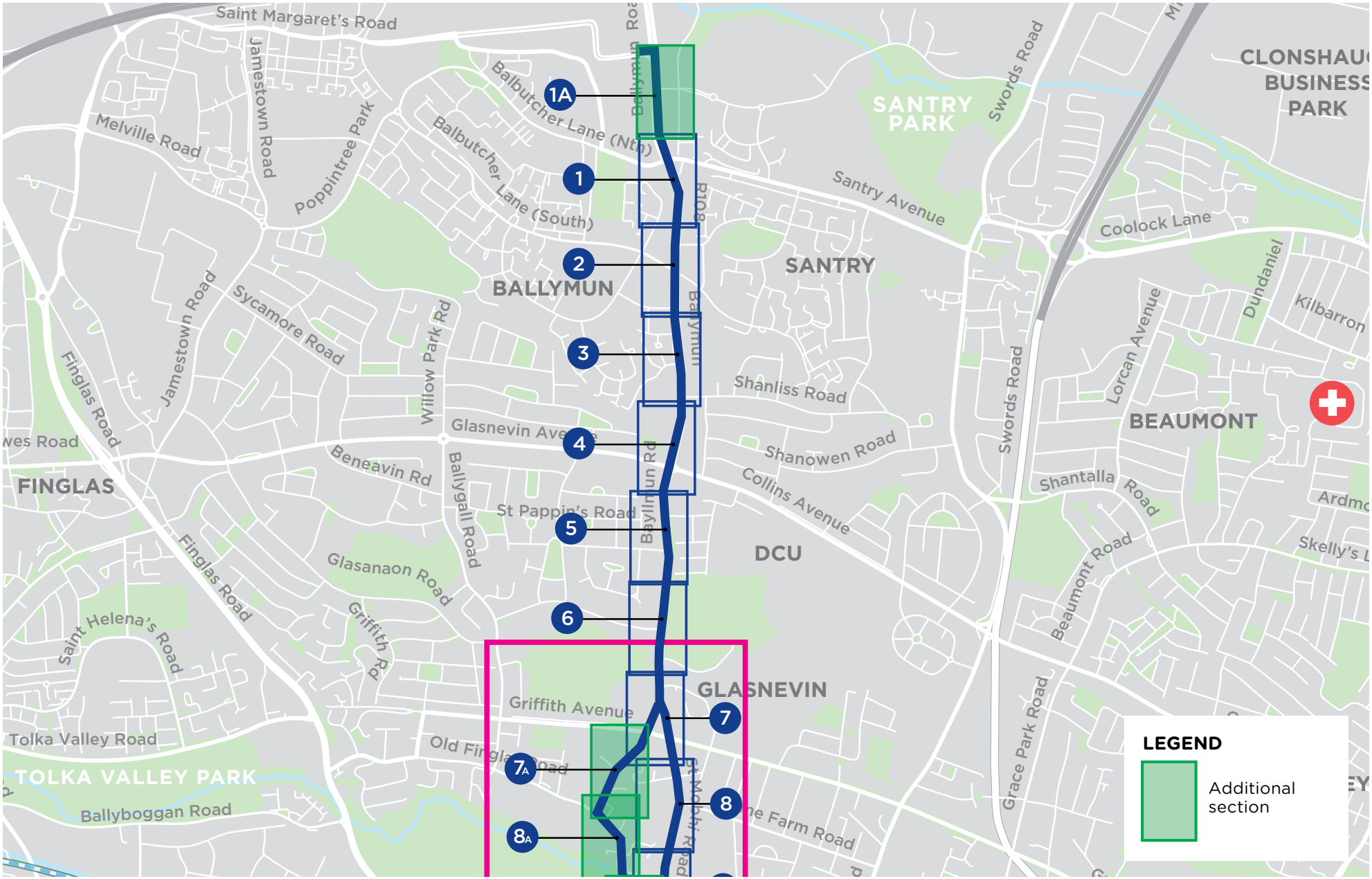
Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment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



4. Appendices

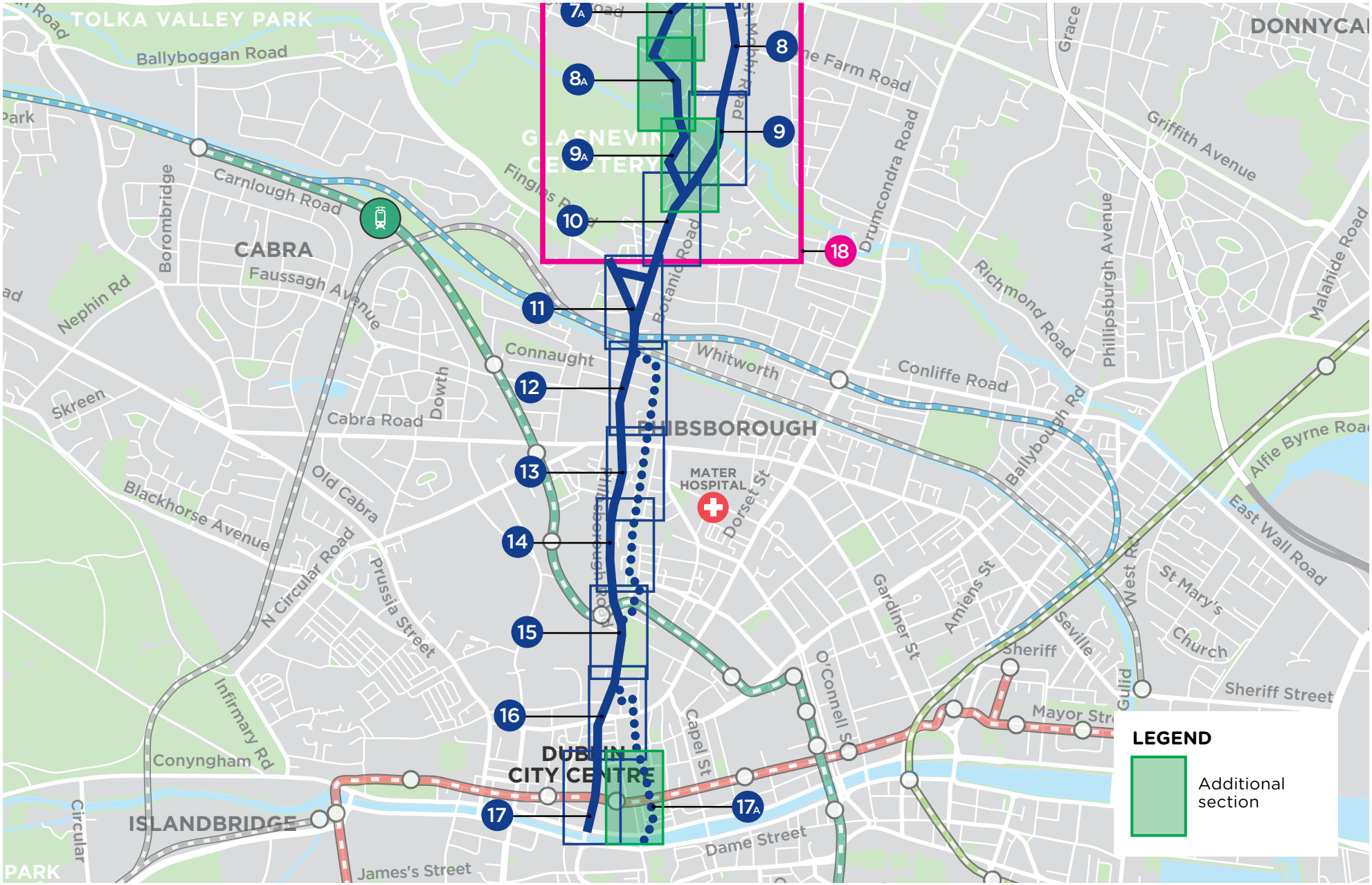
Index map
Route maps

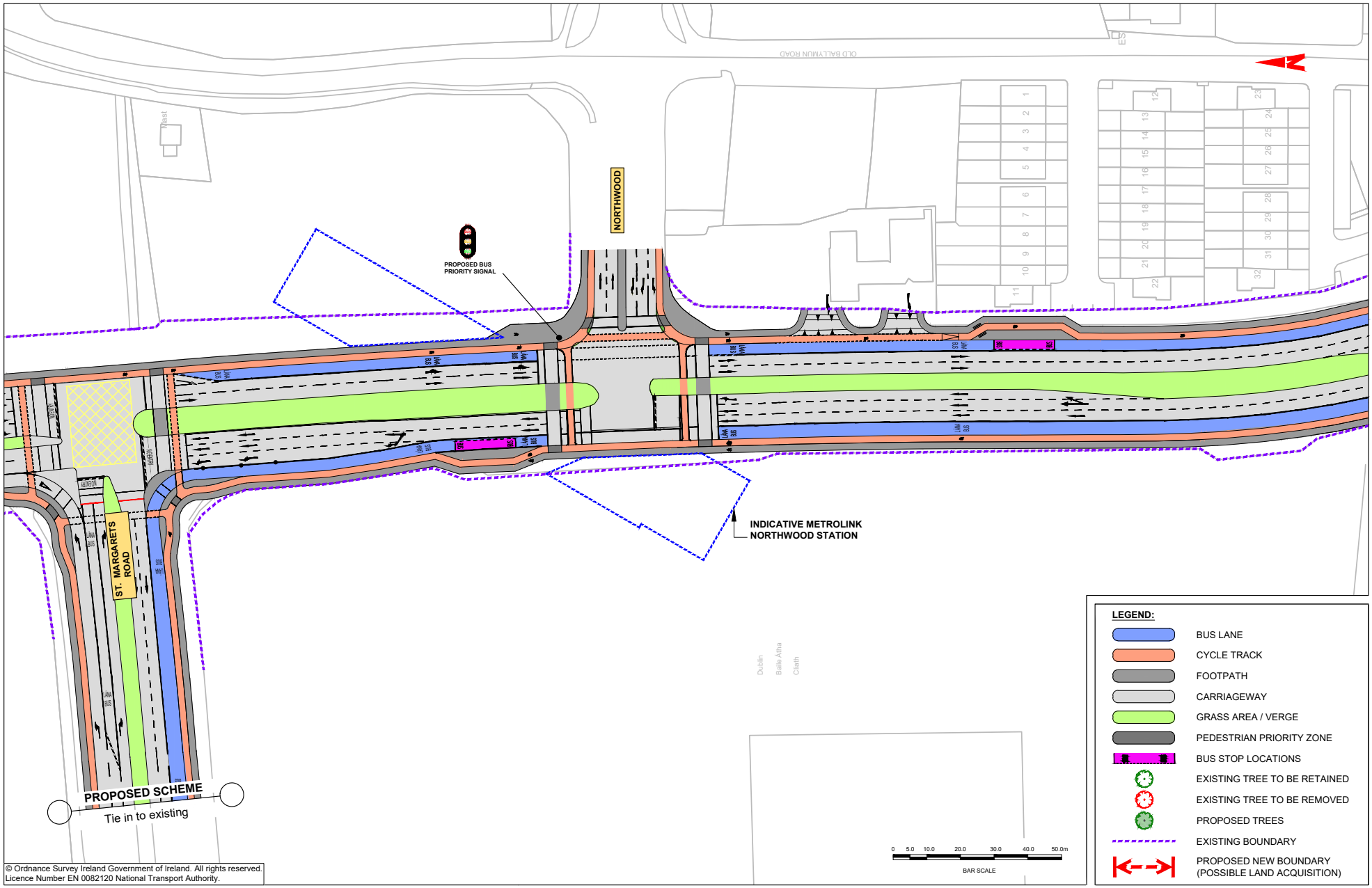
Index Map



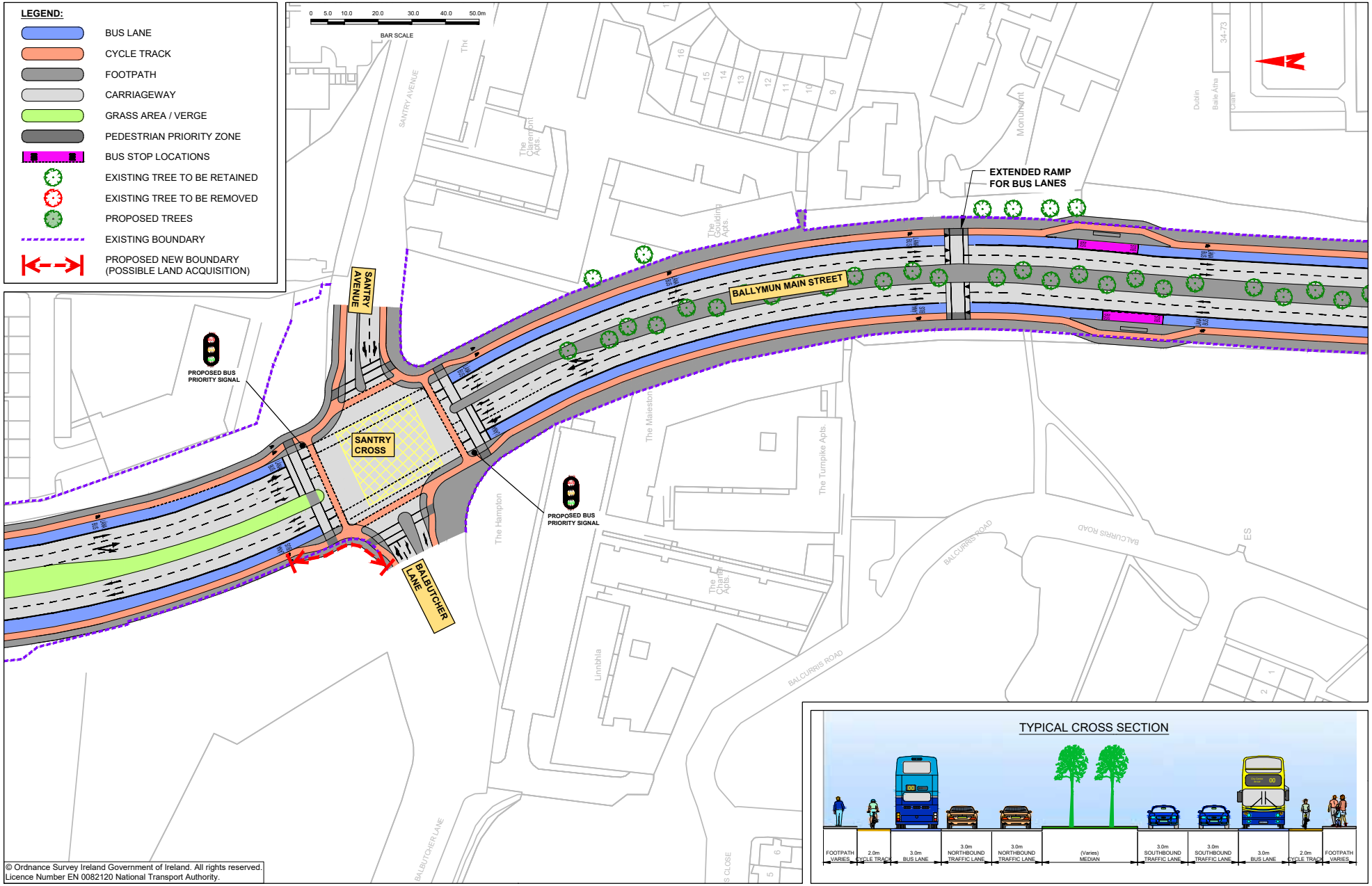
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

Index Map Continued



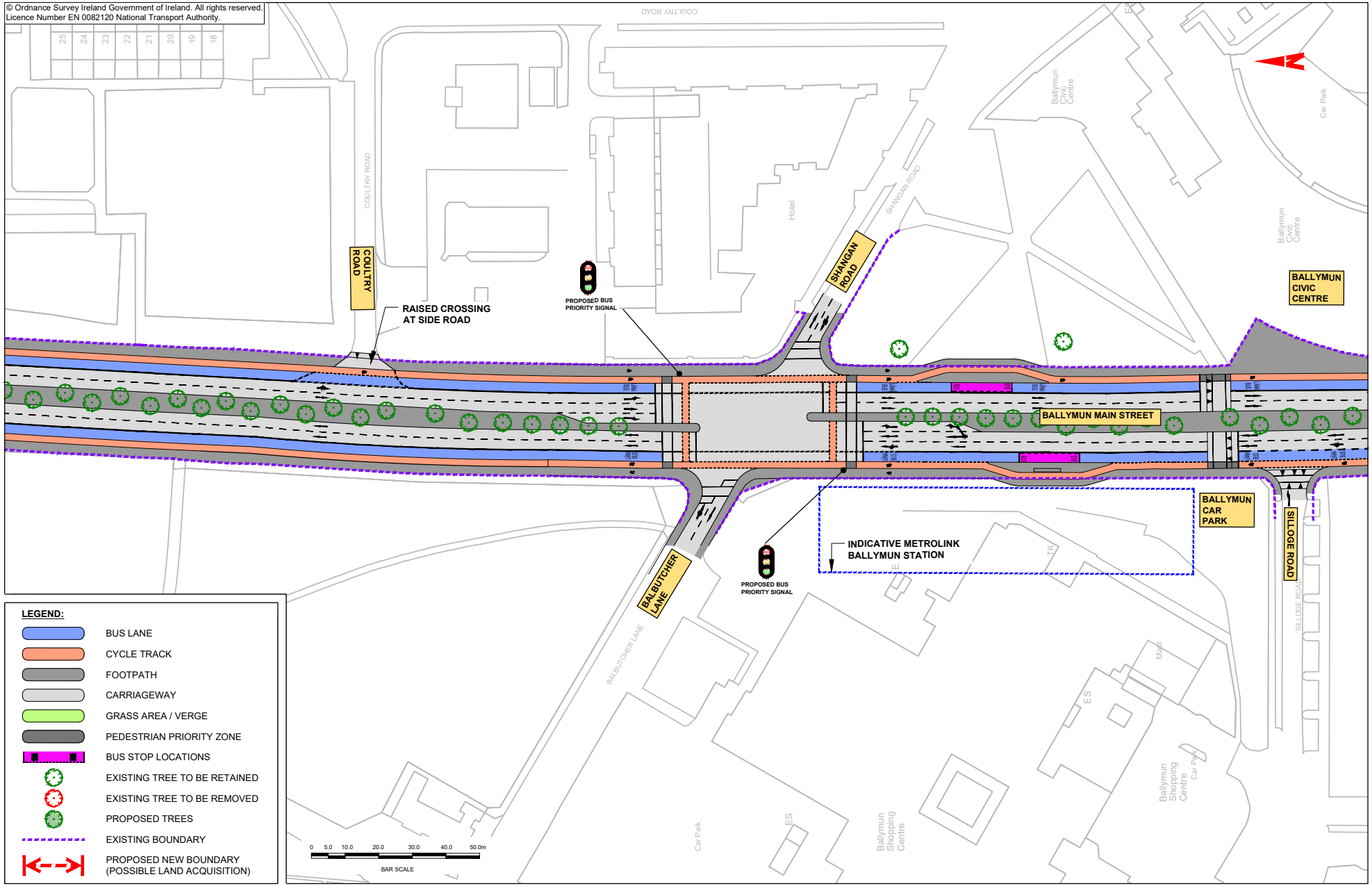


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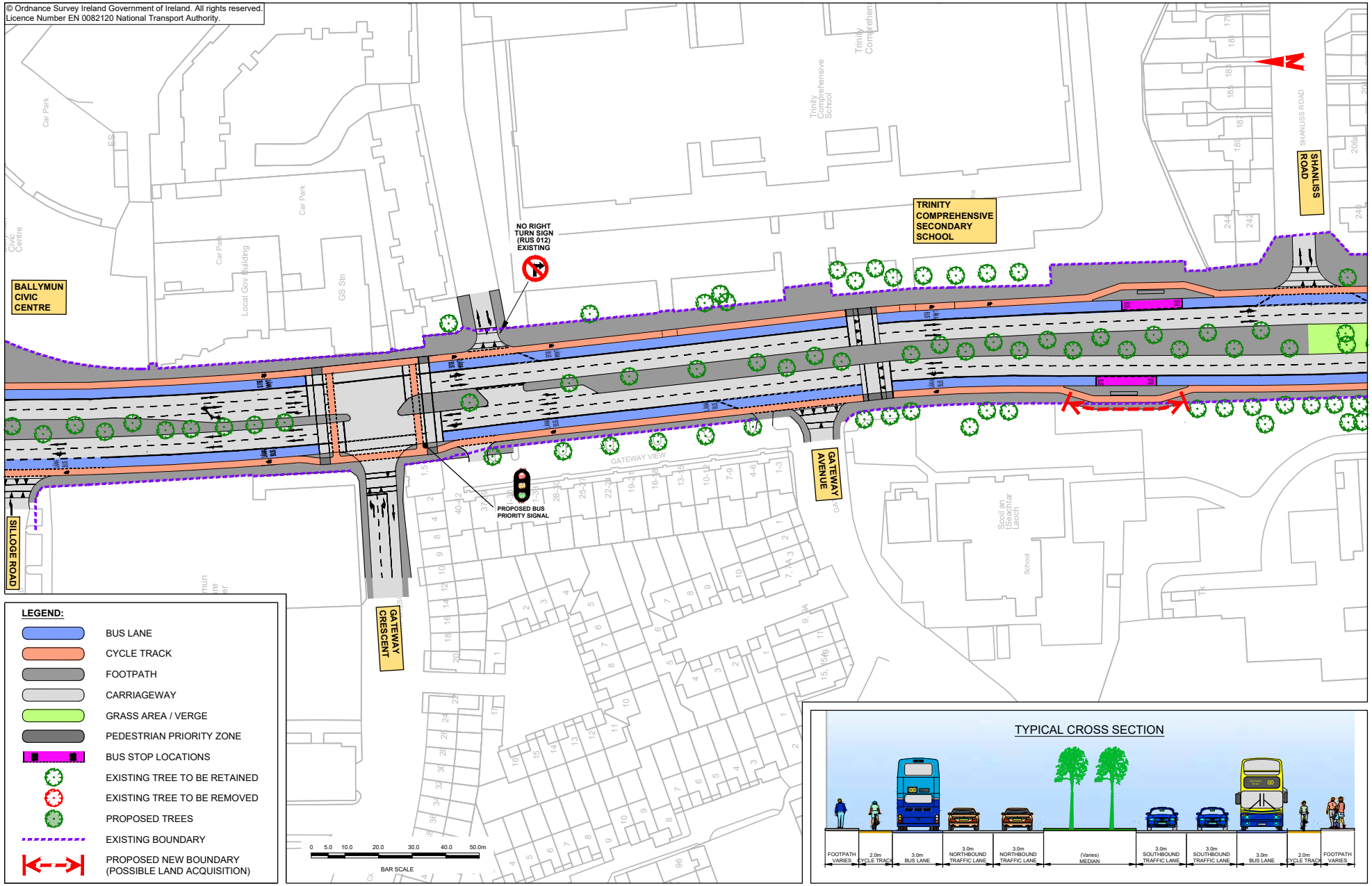


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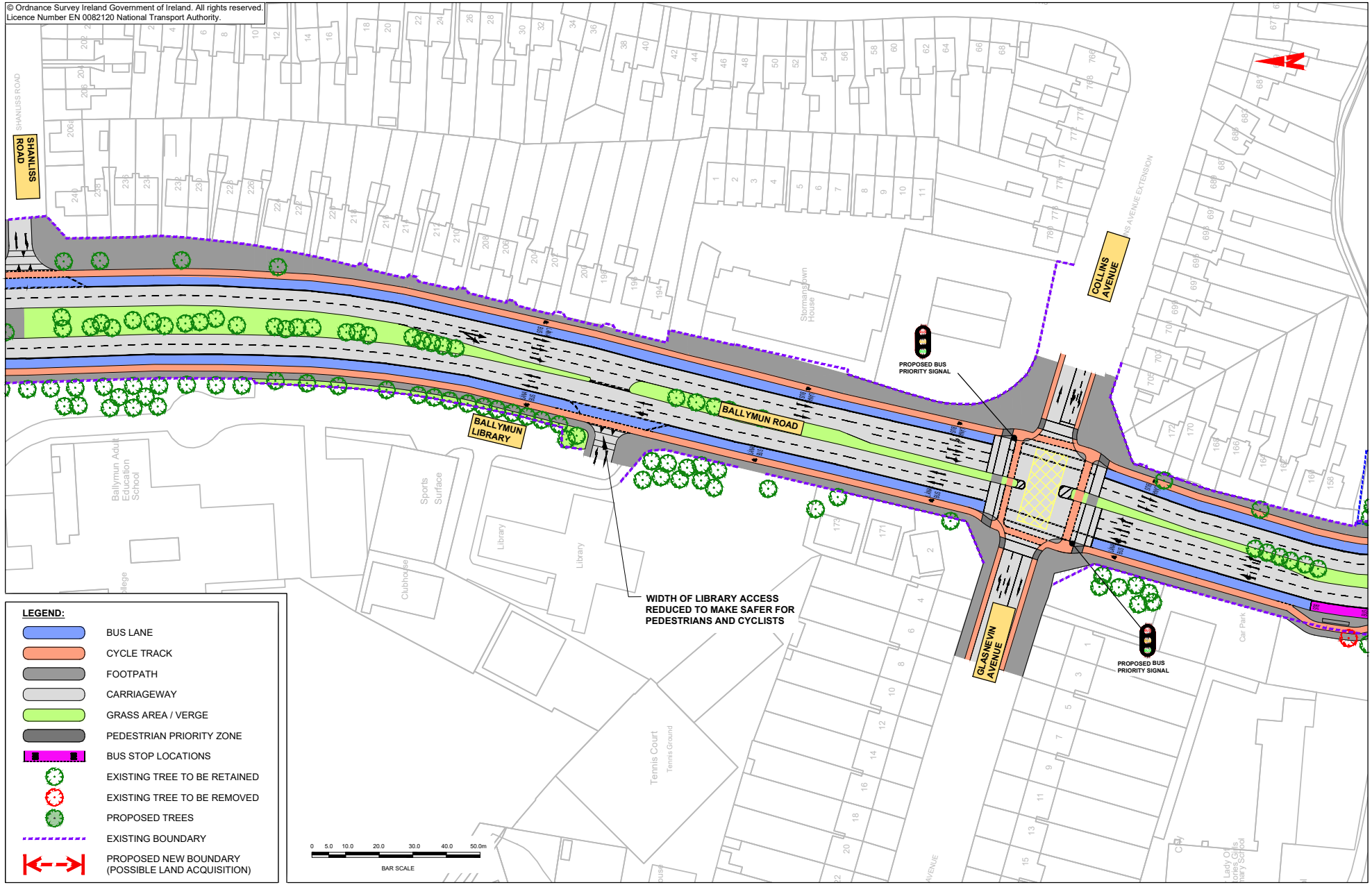
MAP 2: Preferred Route

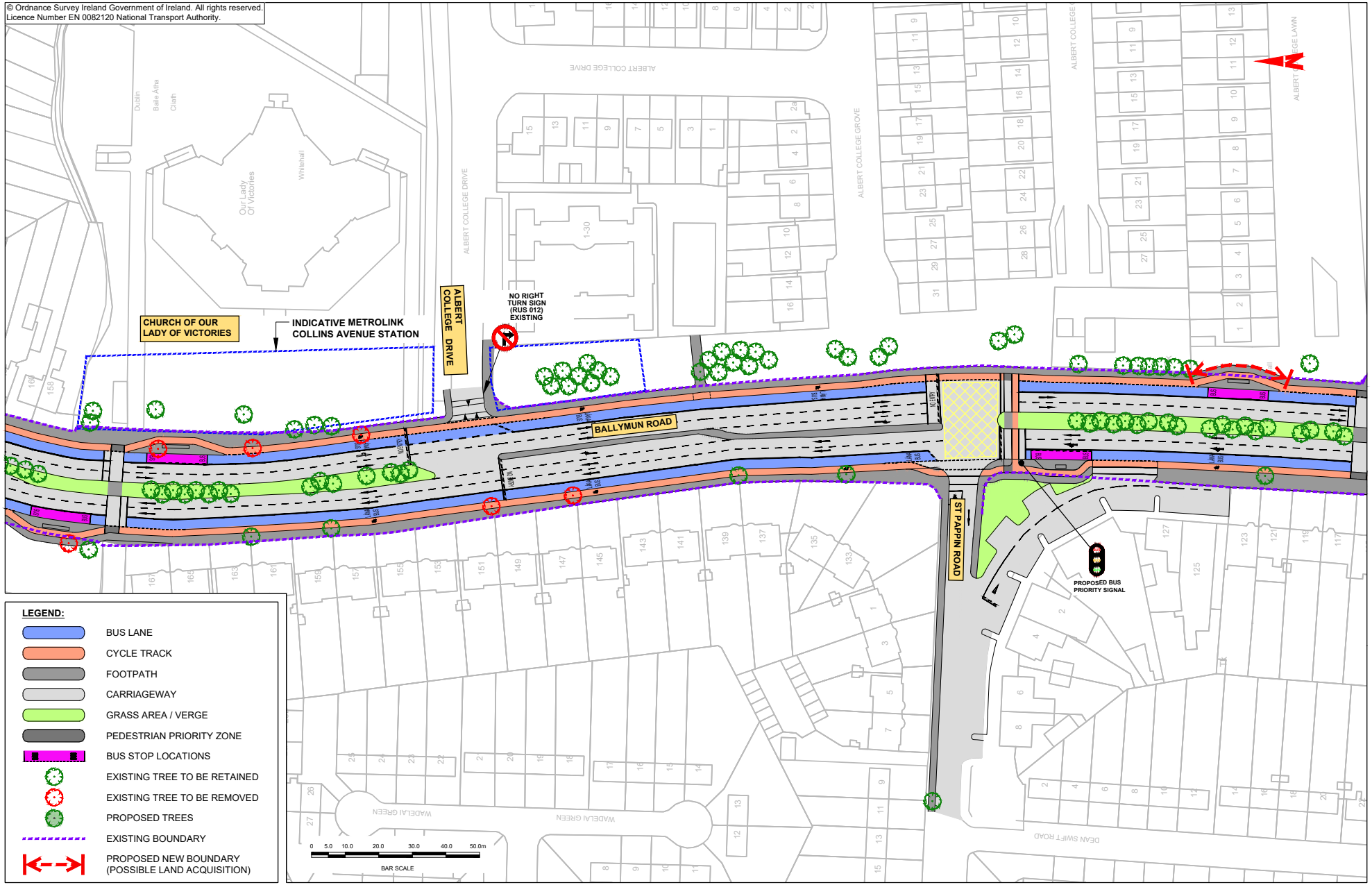


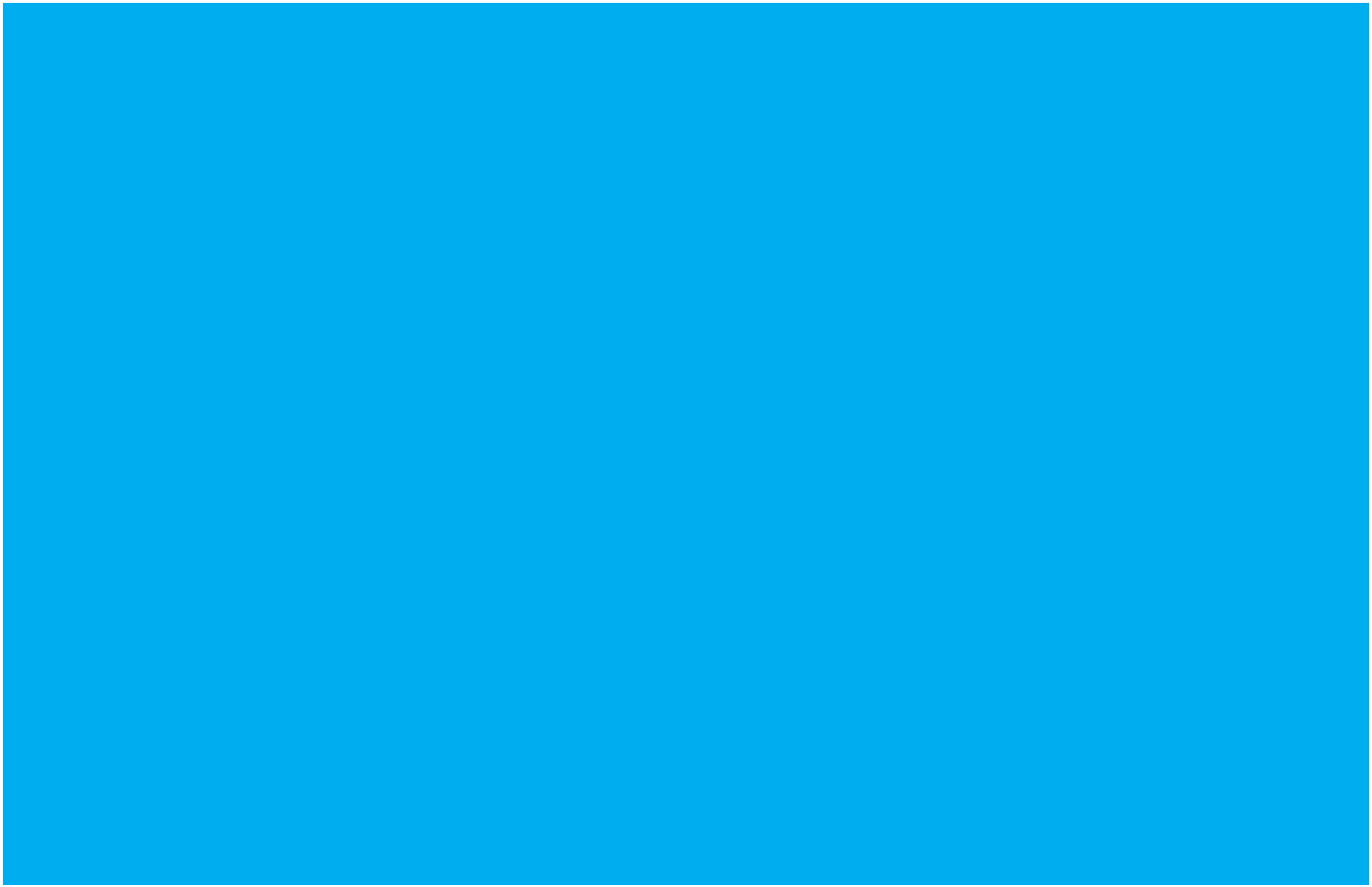
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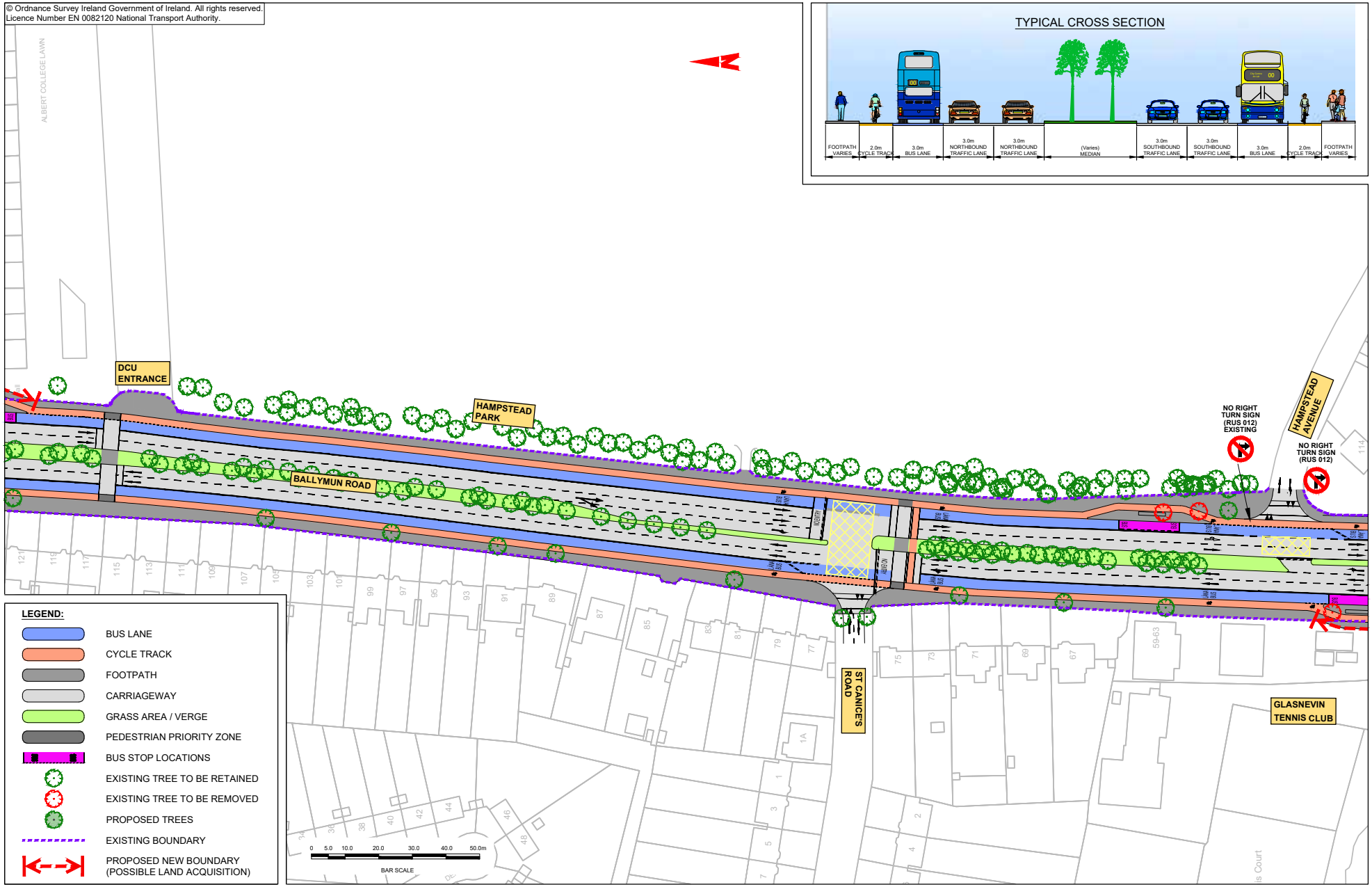
MAP 4: Preferred Route



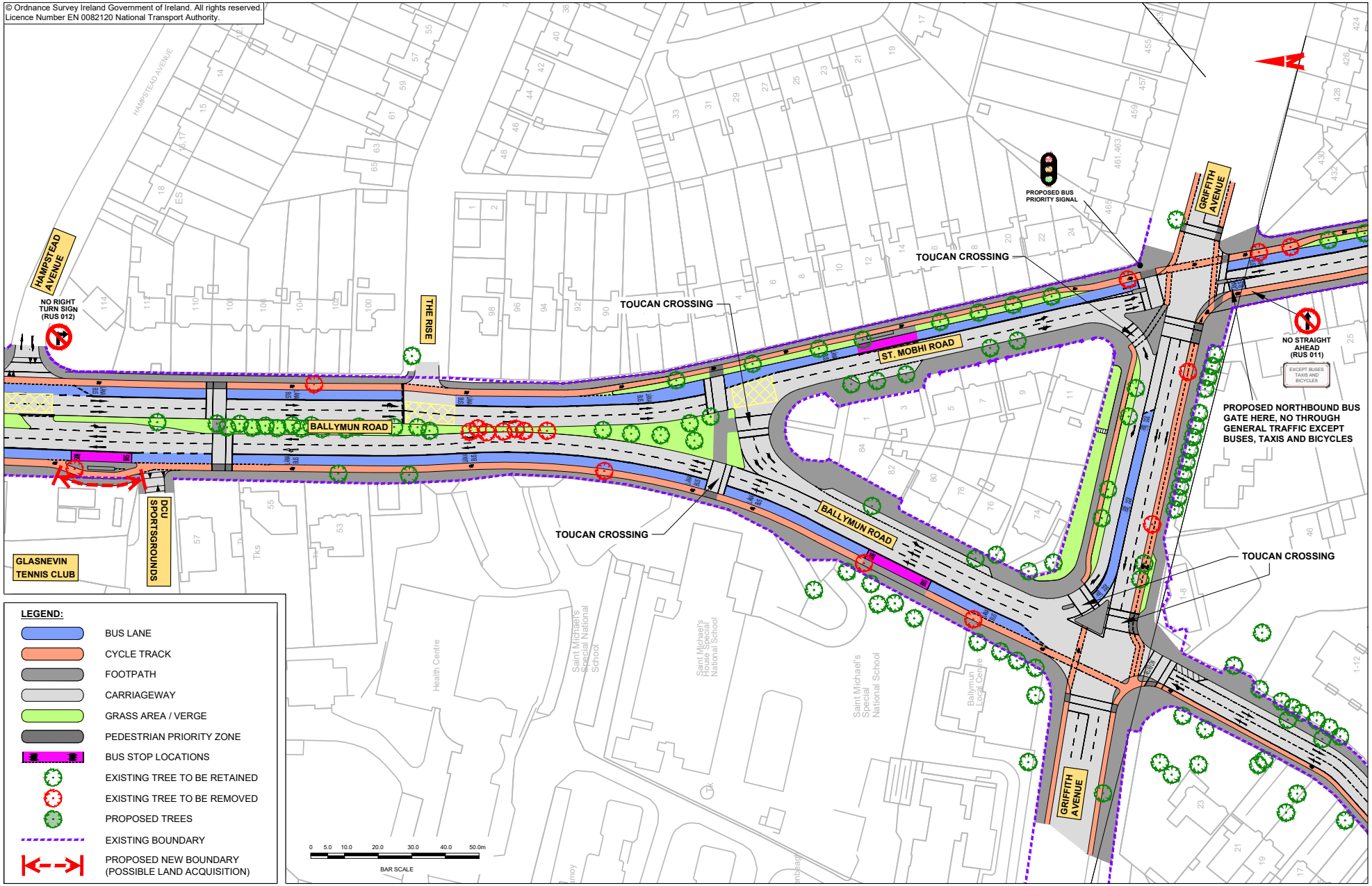

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CHURCH OF OUR LADY OF VICTORIES
INDICATIVE METROLINK COLLINS AVENUE STATION
ALBERT COLLEGE DRIVE
NO RIGHT TURN SIGN (RUS 012) EXISTING
BALLYMUN ROAD
ST PAPPIN ROAD
PROPOSED BUS PRIORITY SIGNAL
ALBERT COLLEGE DRIVE
ALBERT COLLEGE GROVE
WADELAI GREEN
DEAN SWIFT ROAD
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

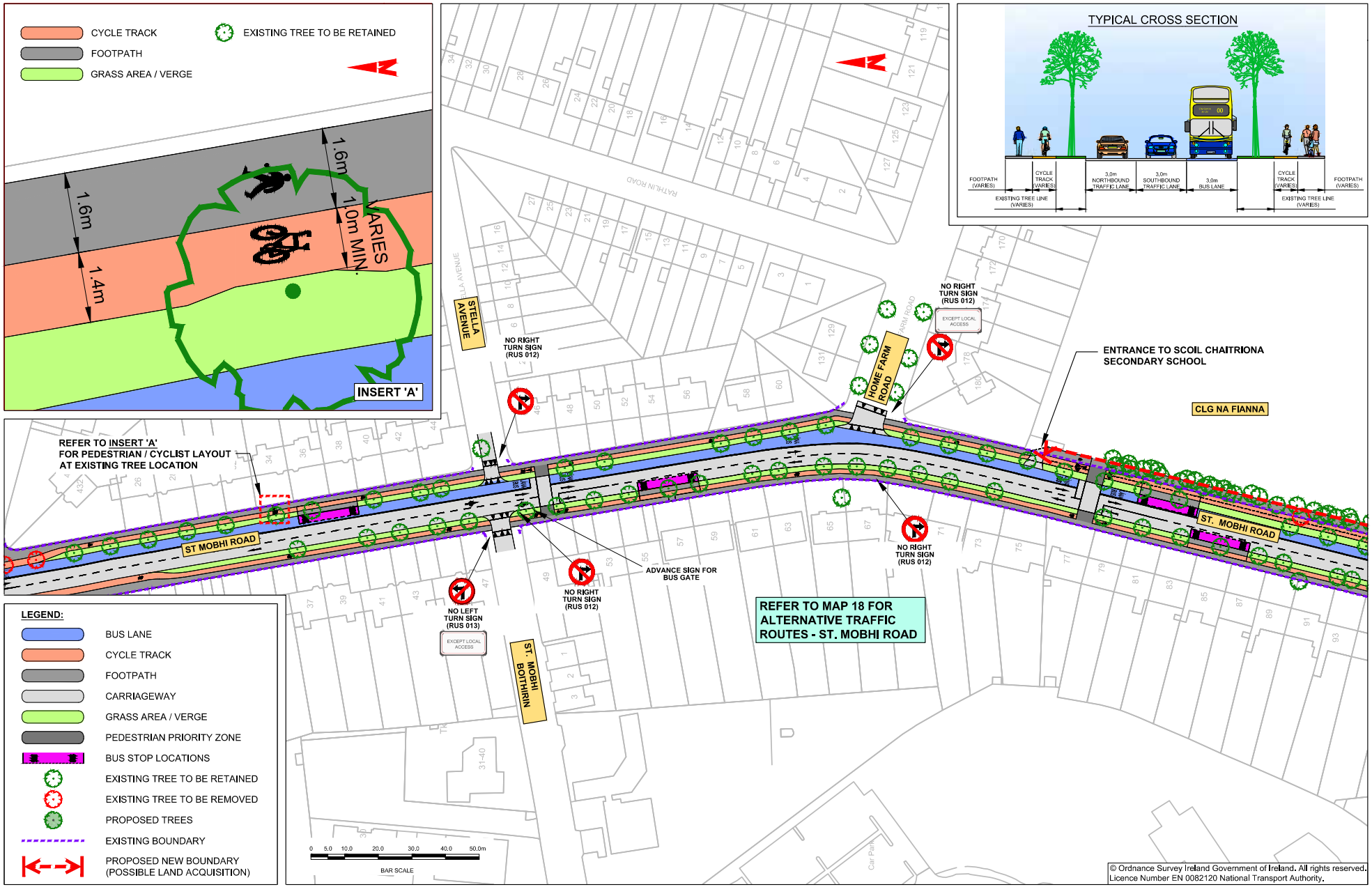


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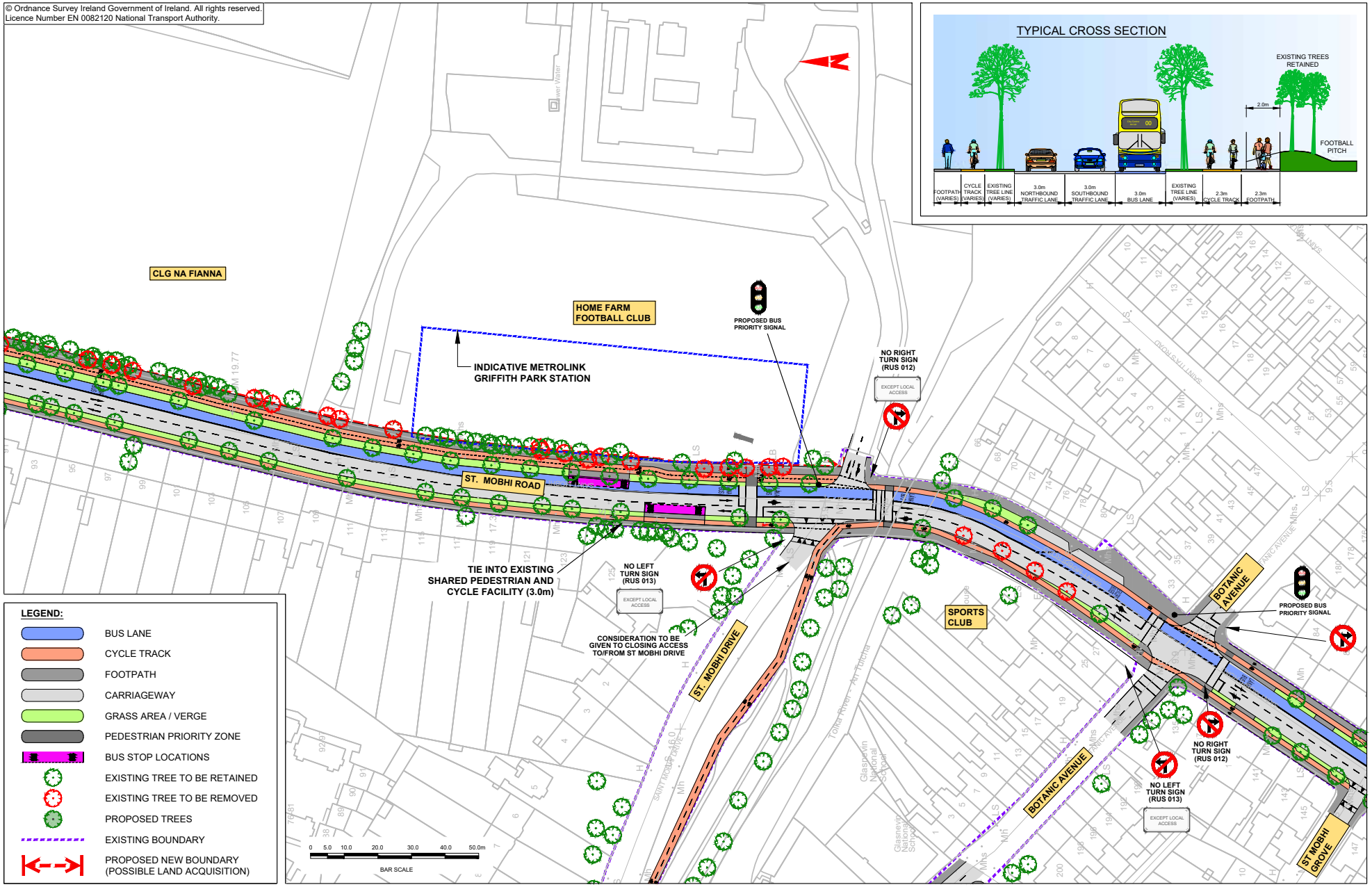



LÁNA
BUS


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HAMPSTEAD AVENUE
NO RIGHT TURN SIGN (RUS 012)
THE RISE
TOUCAN CROSSING
ST. MOBHI ROAD
PROPOSED BUS PRIORITY SIGNAL
GRIFFITH AVENUE
NO STRAIGHT AHEAD (RUS 011)
EXCEPT BUSES TAXIS AND BICYCLES
PROPOSED NORTHBOUND BUS GATE HERE, NO THROUGH GENERAL TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
BALLYMUN ROAD
DCU SPORTSGROUNDS
GLASNEVIN TENNIS CLUB
TOUCAN CROSSING
BALLYMUN ROAD
TOUCAN CROSSING
GRIFFITH AVENUE
Health Centre
Saint Michael's Special National School
Saint Michael's House Special National School
Saint Michael's Special National School
Ballymun Local Centre
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE

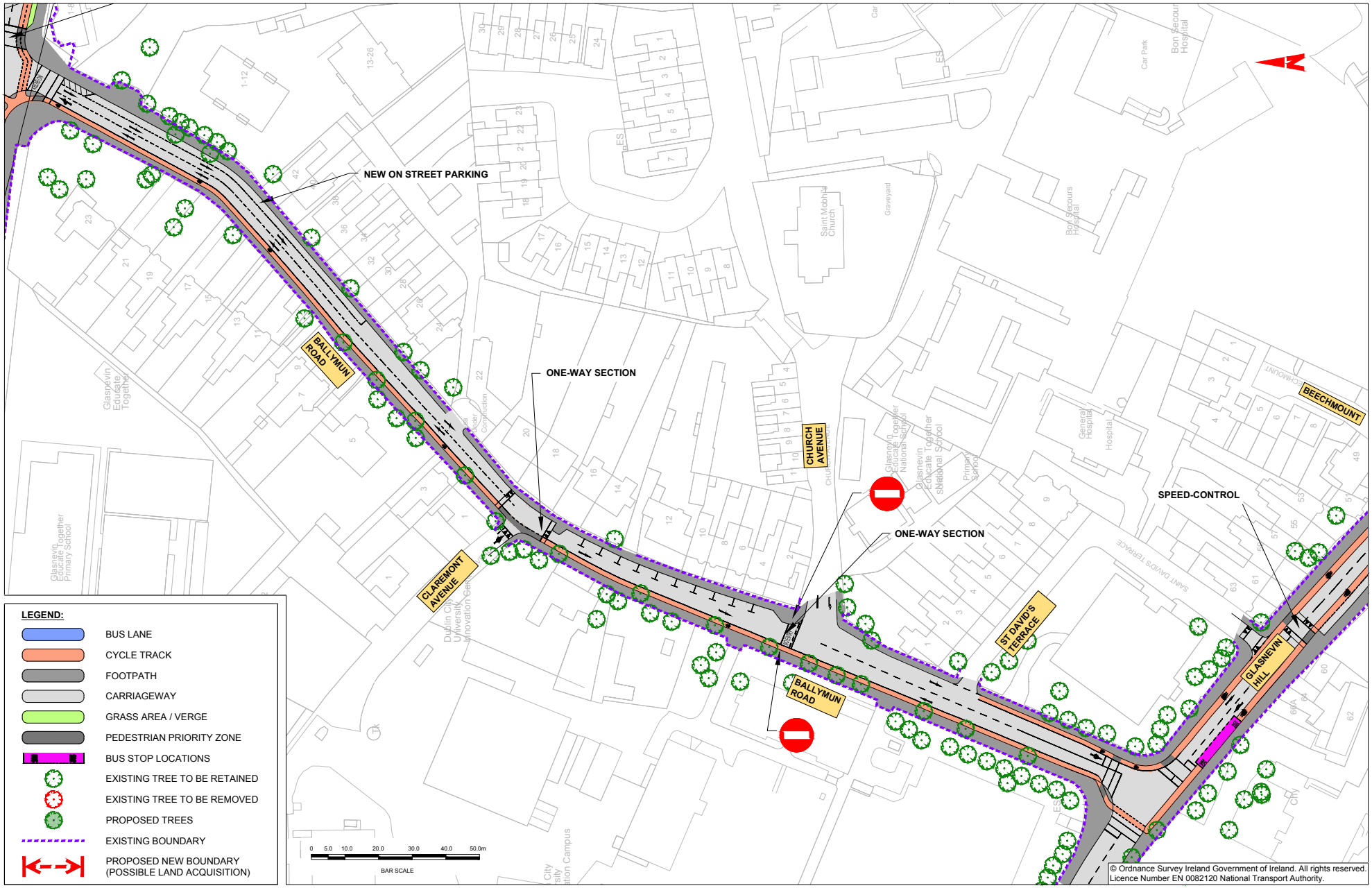

CYCLE TRACK
FOOTPATH
GRASS AREA / VERGE
EXISTING TREE TO BE RETAINED
1.6m
1.4m
1.6m
1.0m MIN.
VARIES
INSERT 'A'
TYPICAL CROSS SECTION
FOOTPATH (VARIES)
CYCLE TRACK (VARIES)
3.0m NORTHBOUND TRAFFIC LANE
3.0m SOUTHBOUND TRAFFIC LANE
3.0m BUS LANE
CYCLE TRACK (VARIES)
FOOTPATH (VARIES)
EXISTING TREE LINE (VARIES)
STELLA AVENUE
NO RIGHT TURN SIGN (RUS 012)
HOME FARM ROAD
EXCEPT LOCAL ACCESS
ENTRANCE TO SCOIL CHAITRIONA SECONDARY SCHOOL
CLG NA FIANNA
REFER TO INSERT 'A' FOR PEDESTRIAN / CYCLIST LAYOUT AT EXISTING TREE LOCATION
ST MOBHI ROAD
ADVANCE SIGN FOR BUS GATE
NO LEFT TURN SIGN (RUS 013)
ST. MOBHI BOTHIRIN
REFER TO MAP 18 FOR ALTERNATIVE TRAFFIC ROUTES - ST. MOBHI ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
BAR SCALE
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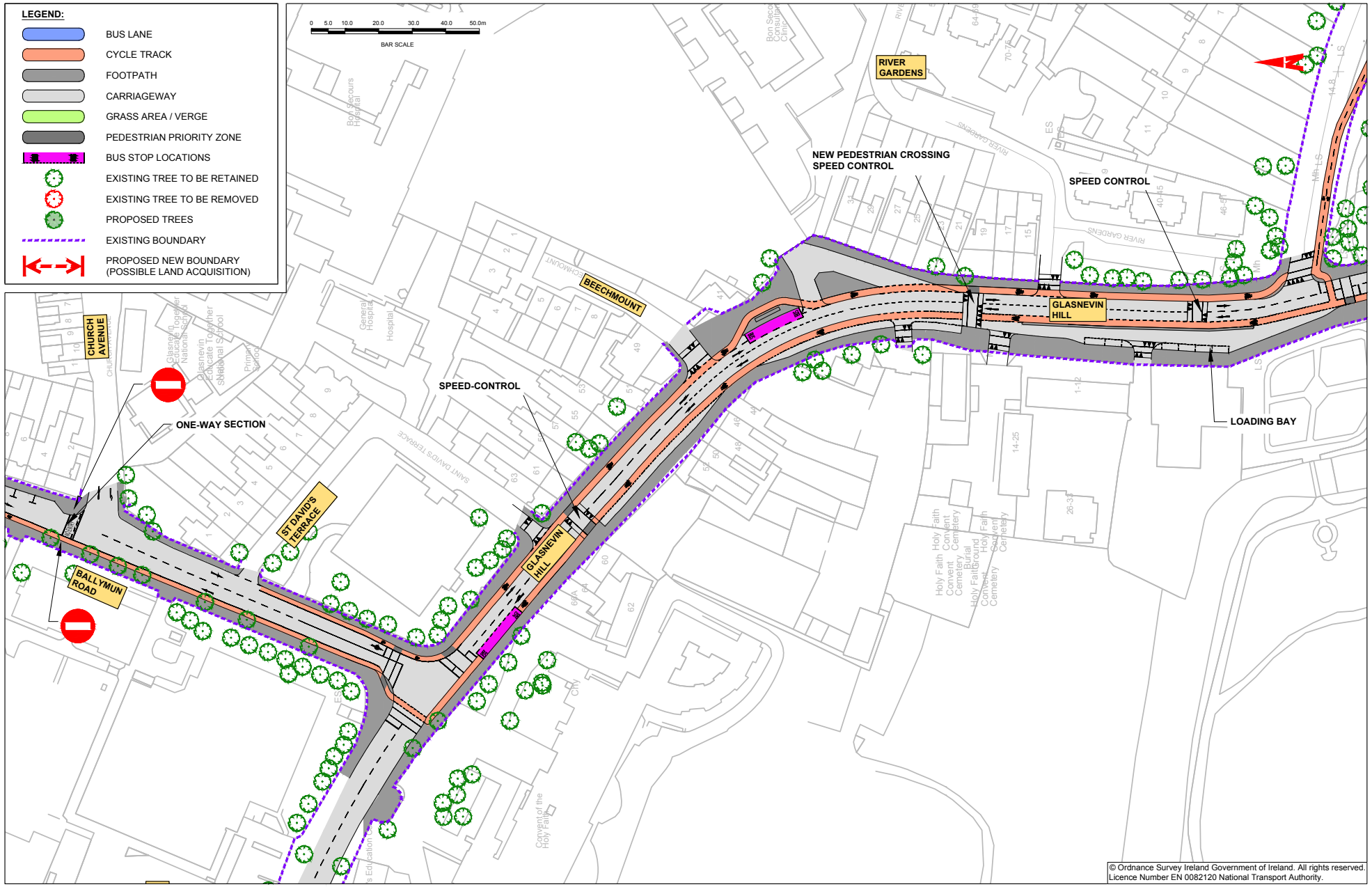
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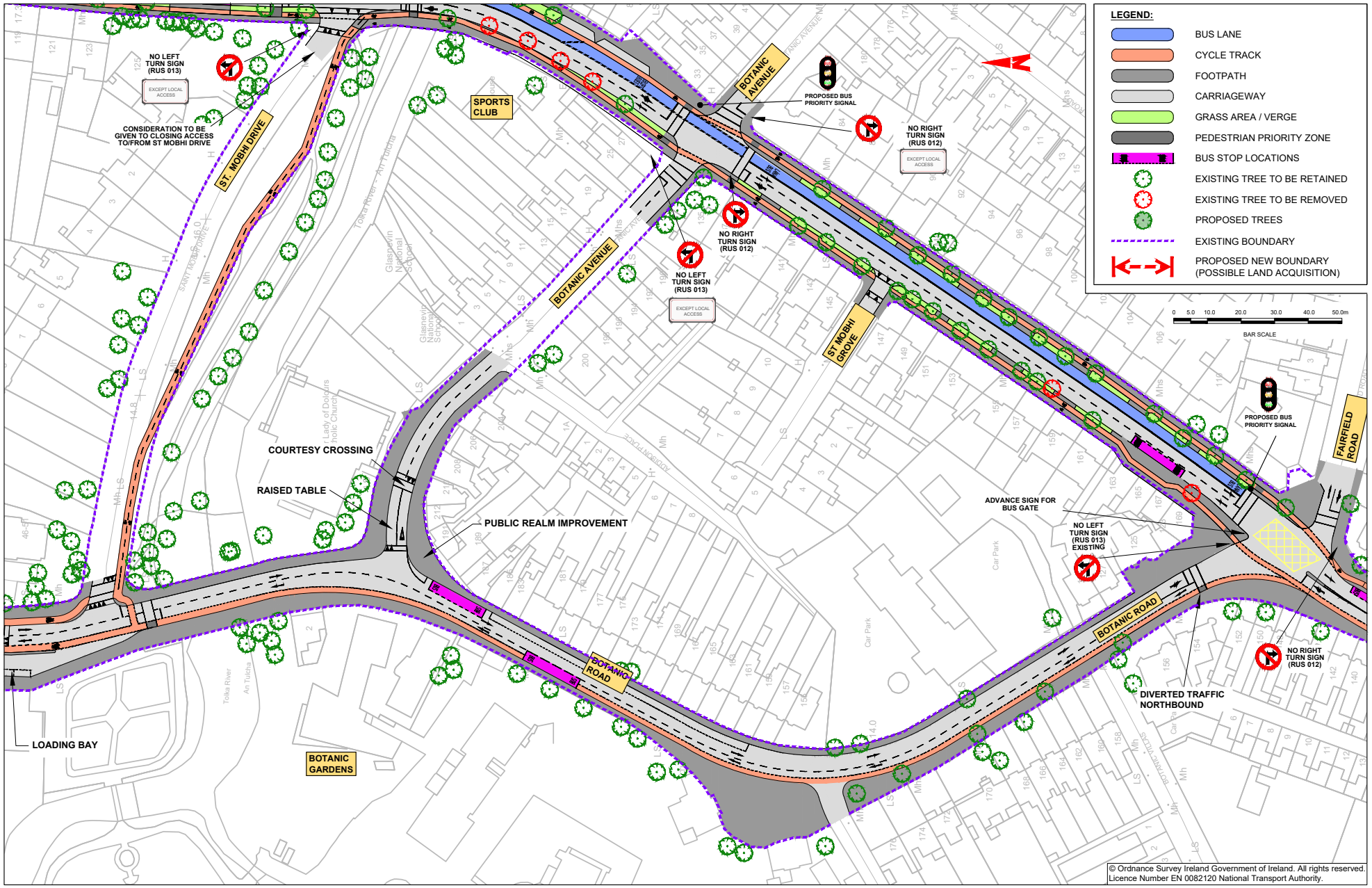



BUS

MAP 7A: Preferred Route

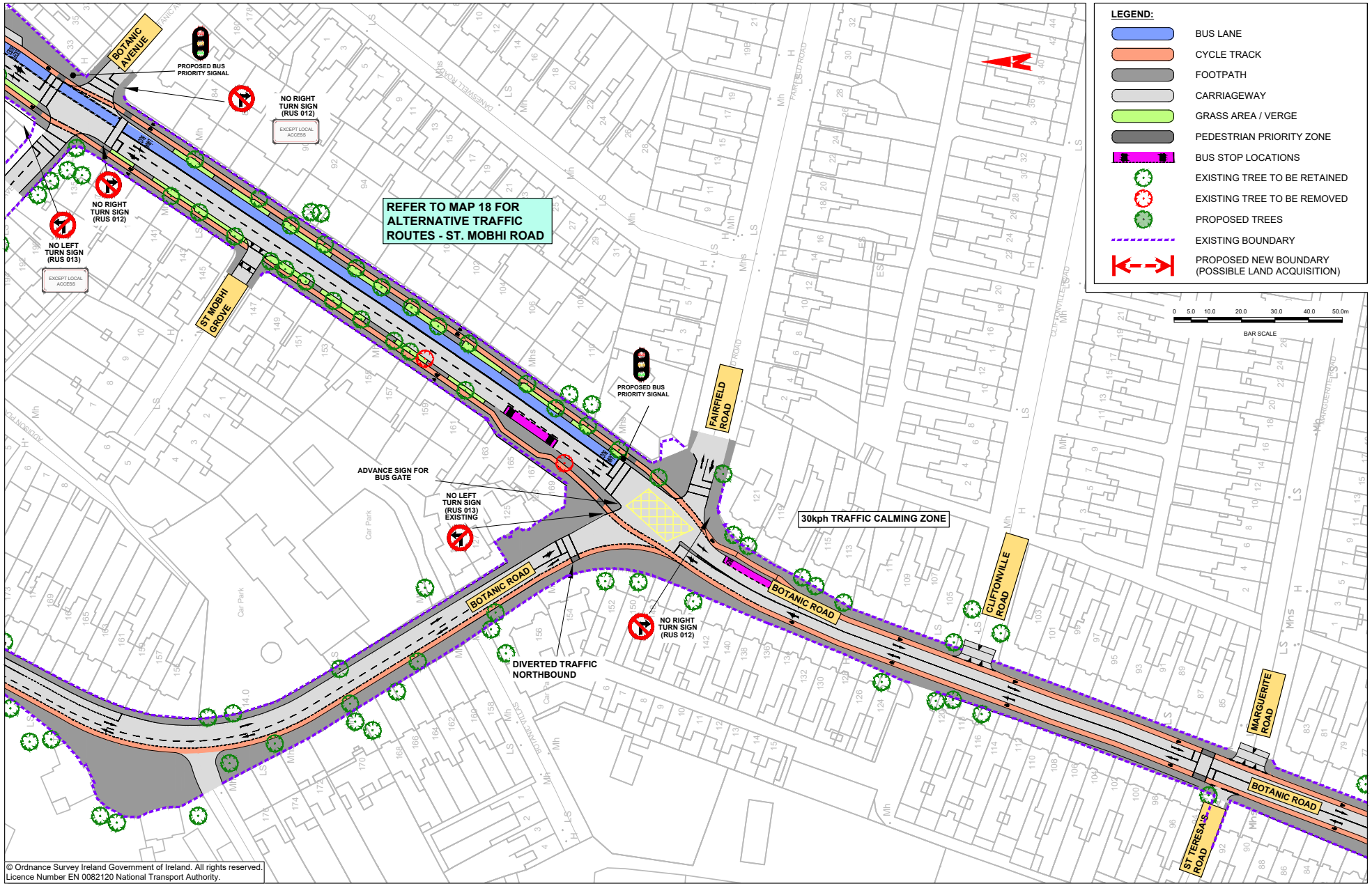


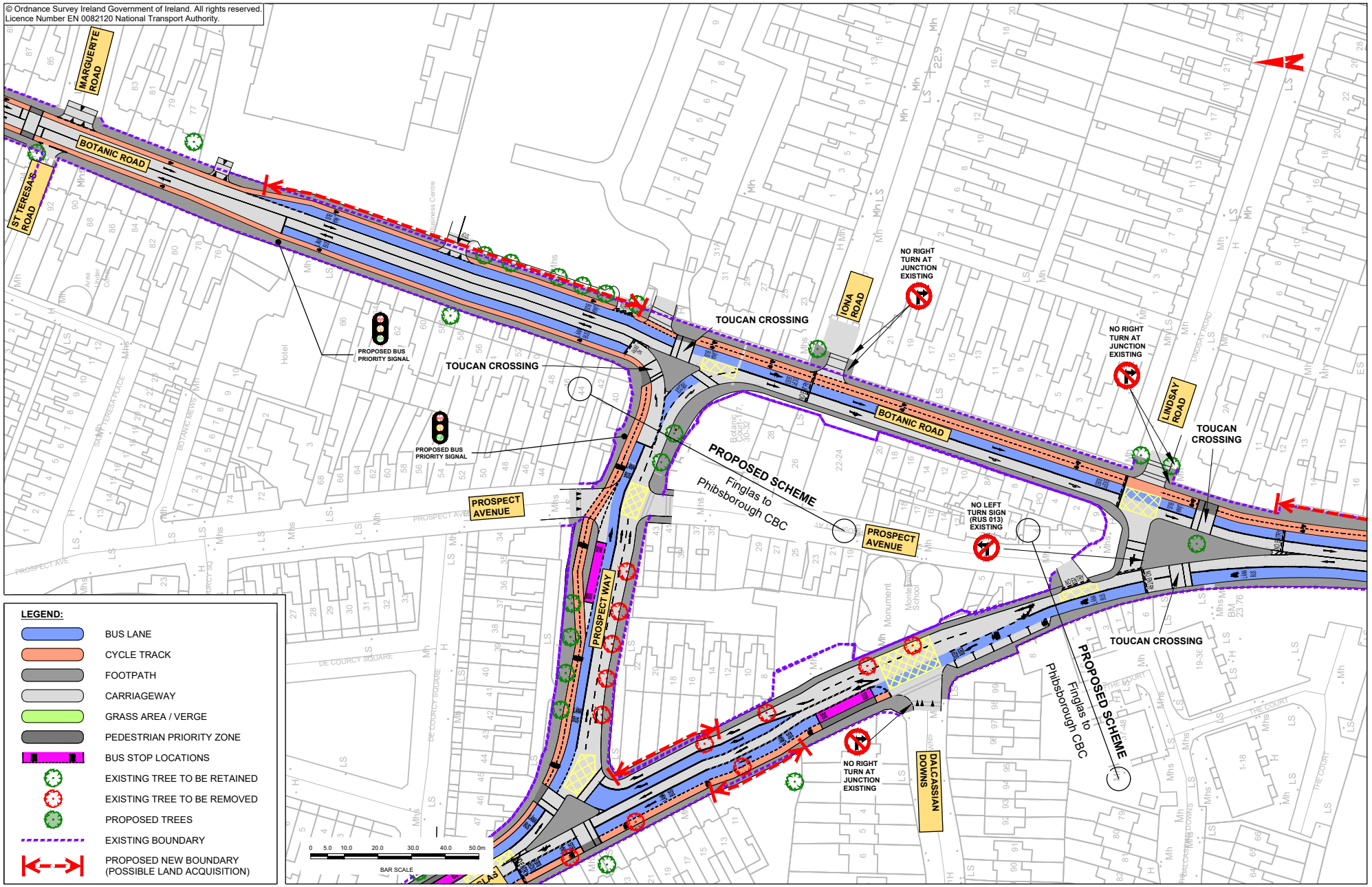

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
RIVER GARDENS
NEW PEDESTRIAN CROSSING SPEED CONTROL
SPEED CONTROL
BEECHMOUNT
GLASNEVIN HILL
LOADING BAY
CHURCH AVENUE
ONE-WAY SECTION
SPEED-CONTROL
ST DAVID'S TERRACE
BALLYMUN ROAD
GLASNEVIN HILL
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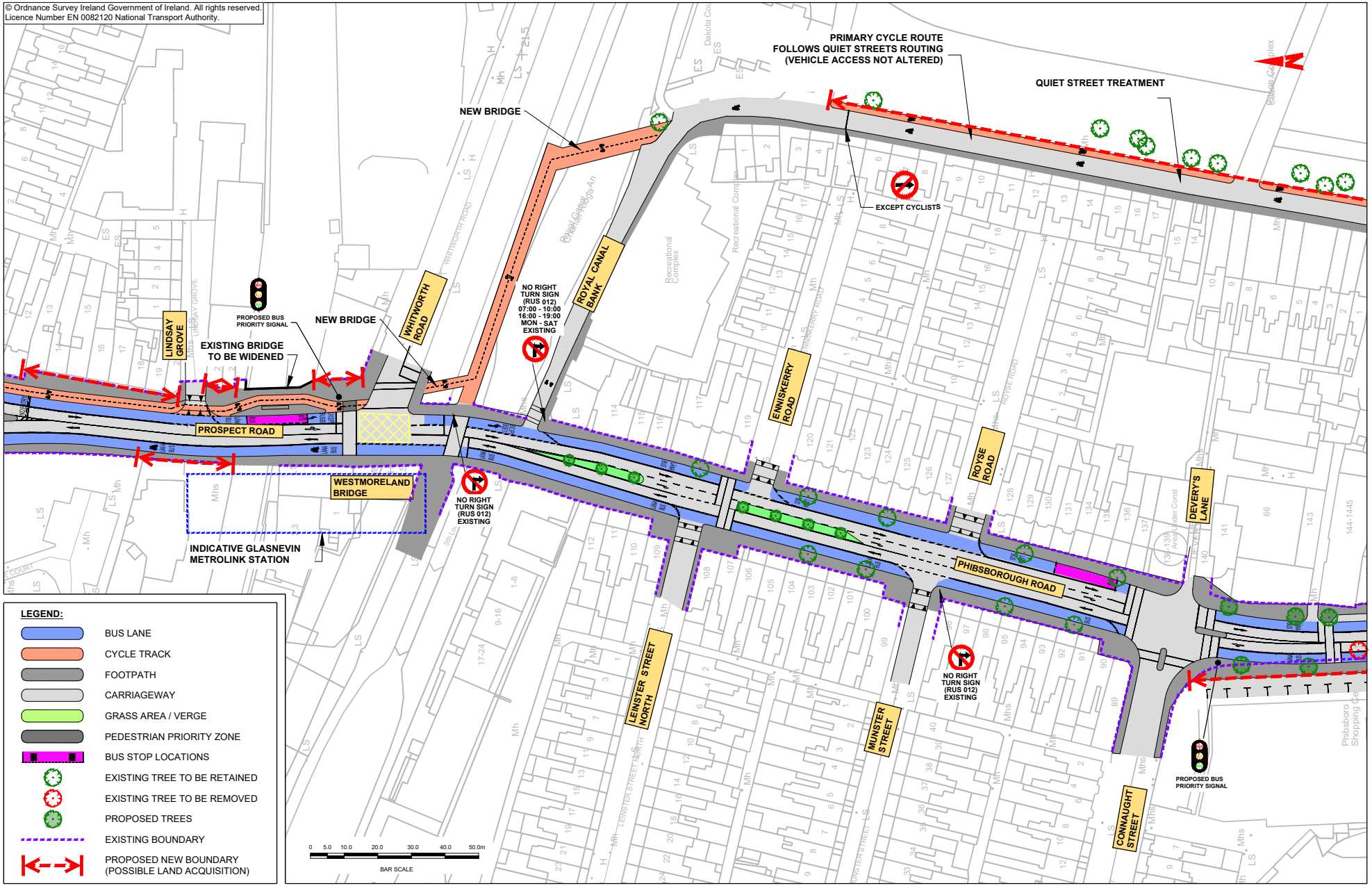


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McMahon's
BARBER

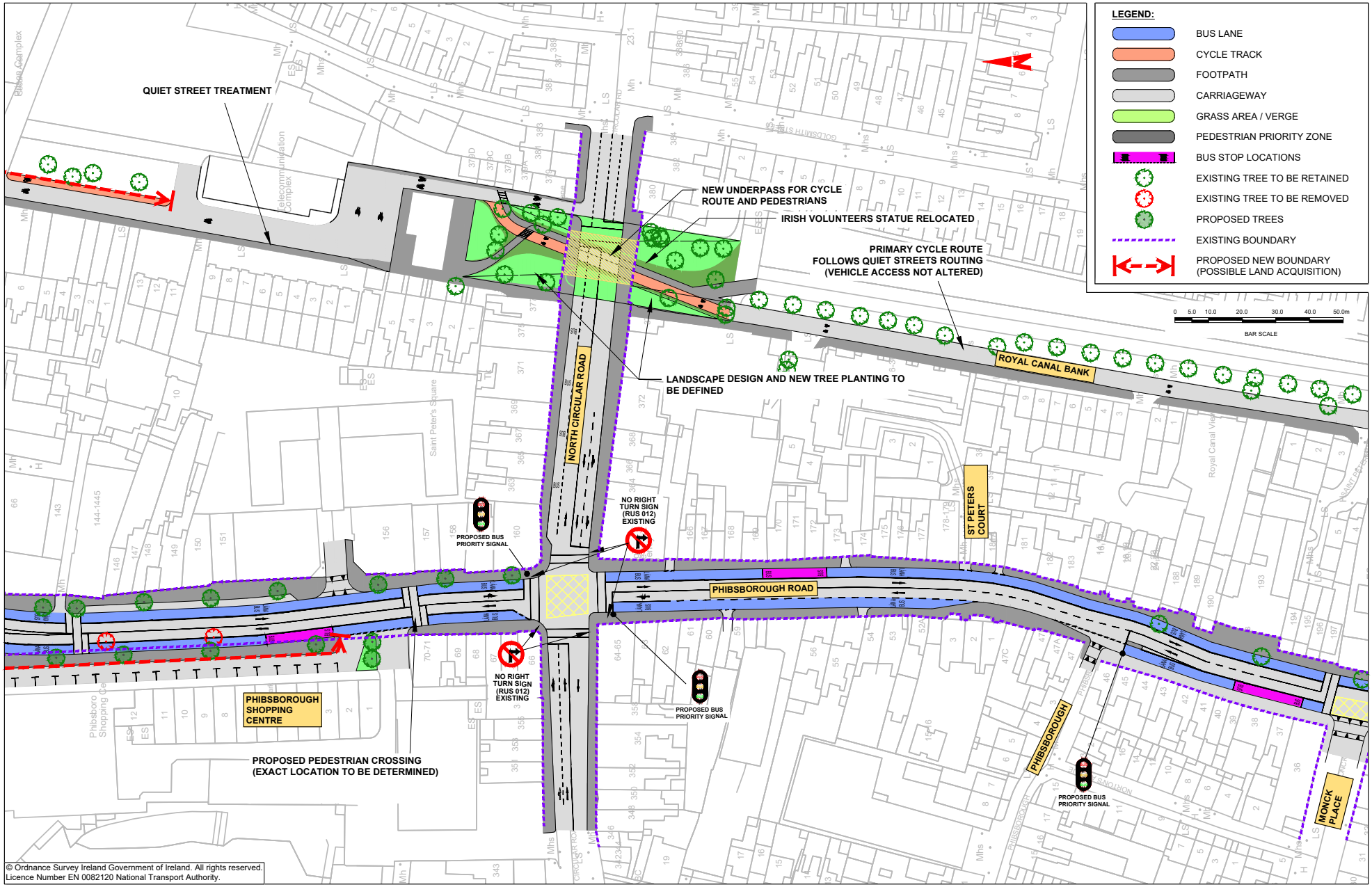

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
BAR SCALE
BOTANIC AVENUE
PROPOSED BUS PRIORITY SIGNAL
NO RIGHT TURN SIGN (RUS 012)
EXCEPT LOCAL ACCESS
NO LEFT TURN SIGN (RUS 013)
ST MOBHI GROVE
REFER TO MAP 18 FOR ALTERNATIVE TRAFFIC ROUTES - ST. MOBHI ROAD
FAIRFIELD ROAD
ADVANCE SIGN FOR BUS GATE
NO LEFT TURN SIGN (RUS 013) EXISTING
30kph TRAFFIC CALMING ZONE
BOTANIC ROAD
CLIFTONVILLE ROAD
DIVERTED TRAFFIC NORTHBOUND
MARGUERITE ROAD
ST TERESAS ROAD
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MARGUERITE ROAD
BOTANIC ROAD
ST TERESAS ROAD
PROPOSED BUS PRIORITY SIGNAL
TOUCAN CROSSING
IONA ROAD
NO RIGHT TURN AT JUNCTION EXISTING
LINDSAY ROAD
PROPOSED SCHEME
Finglas to Phibsborough CBC
PROSPECT AVENUE
PROSPECT WAY
NO LEFT TURN SIGN (RUS 013) EXISTING
DALCASSIAN DOWNS
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE


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PRIMARY CYCLE ROUTE FOLLOWS QUIET STREETS ROUTING (VEHICLE ACCESS NOT ALTERED)
QUIET STREET TREATMENT
NEW BRIDGE
EXCEPT CYCLISTS
ROYAL CANAL BANK
NO RIGHT TURN SIGN (RUS 012) 07:00 - 10:00 16:00 - 19:00 MON - SAT EXISTING
WHITWORTH ROAD
PROPOSED BUS PRIORITY SIGNAL
NEW BRIDGE
LINDSAY GROVE
EXISTING BRIDGE TO BE WIDENED
PROSPECT ROAD
WESTMORELAND BRIDGE
NO RIGHT TURN SIGN (RUS 012) EXISTING
INDICATIVE GLASNEVIN METROLINK STATION
ENNISKERRY ROAD
ROYSE ROAD
DEVERY'S LANE
PHIBSBOROUGH ROAD
NO RIGHT TURN SIGN (RUS 012) EXISTING
LEINSTER STREET NORTH
MUNSTER STREET
CONNAUGHT STREET
PROPOSED BUS PRIORITY SIGNAL
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE

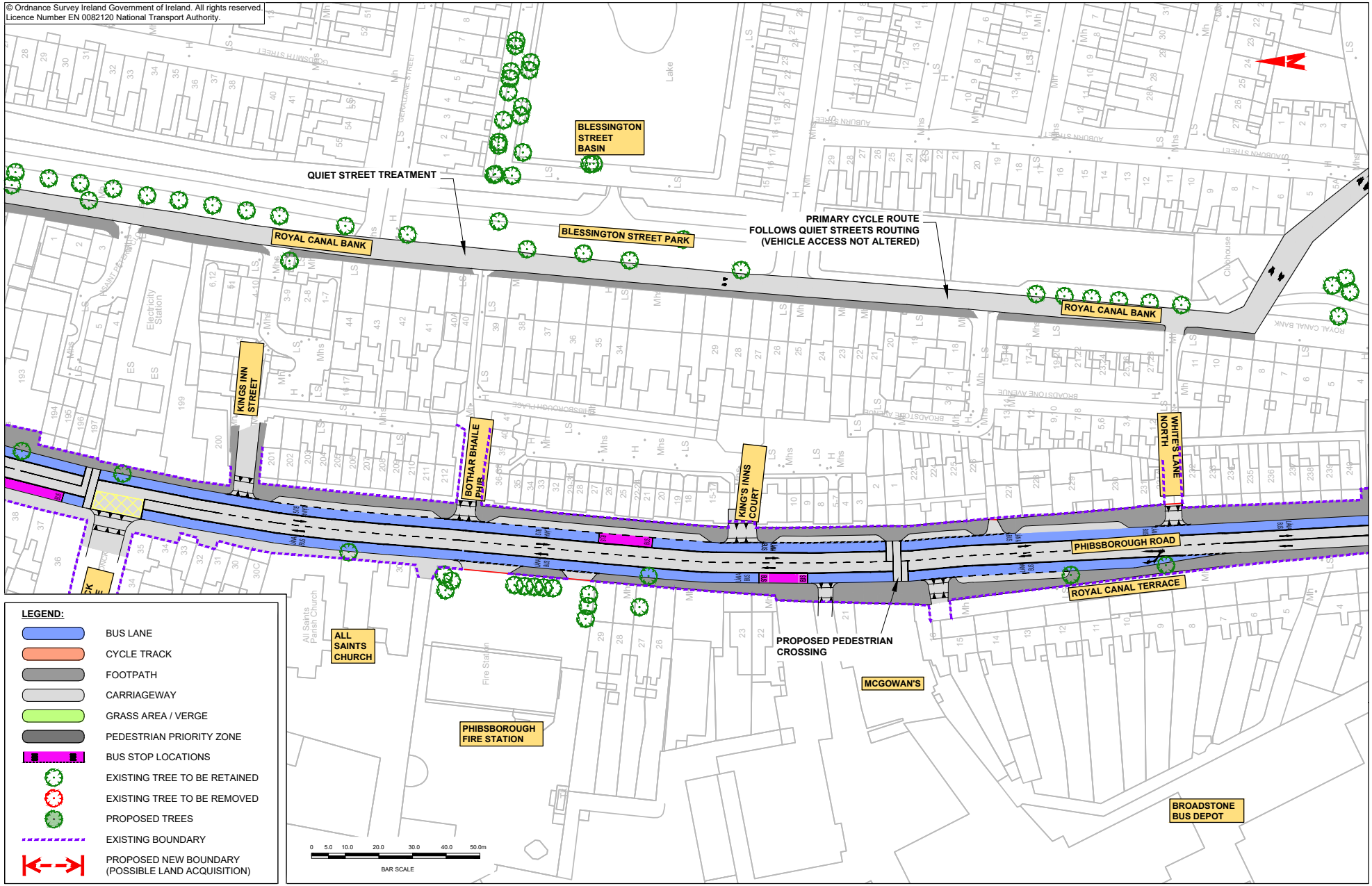

Phibsboro
BUS

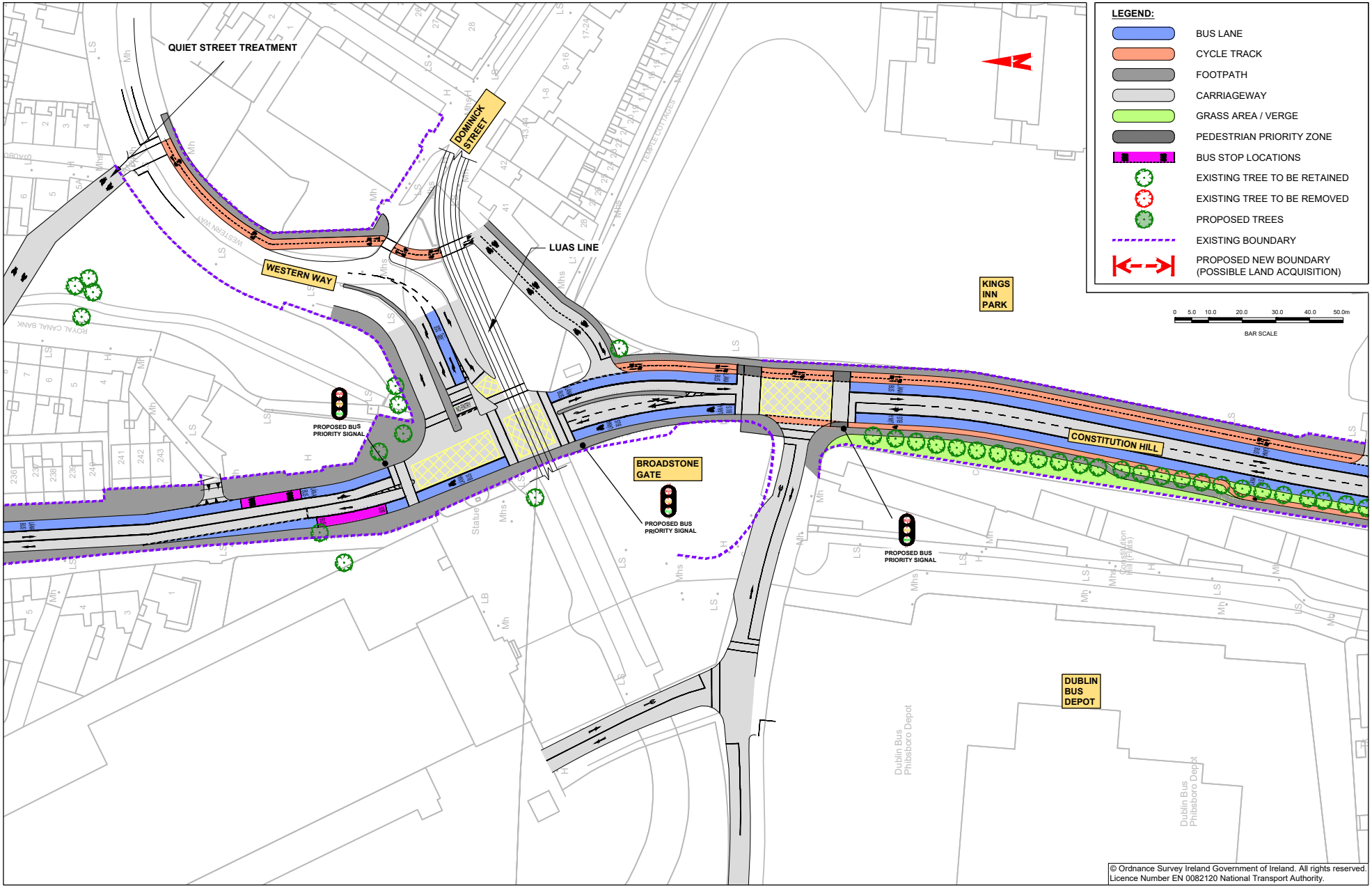
MAP 13: Preferred Route



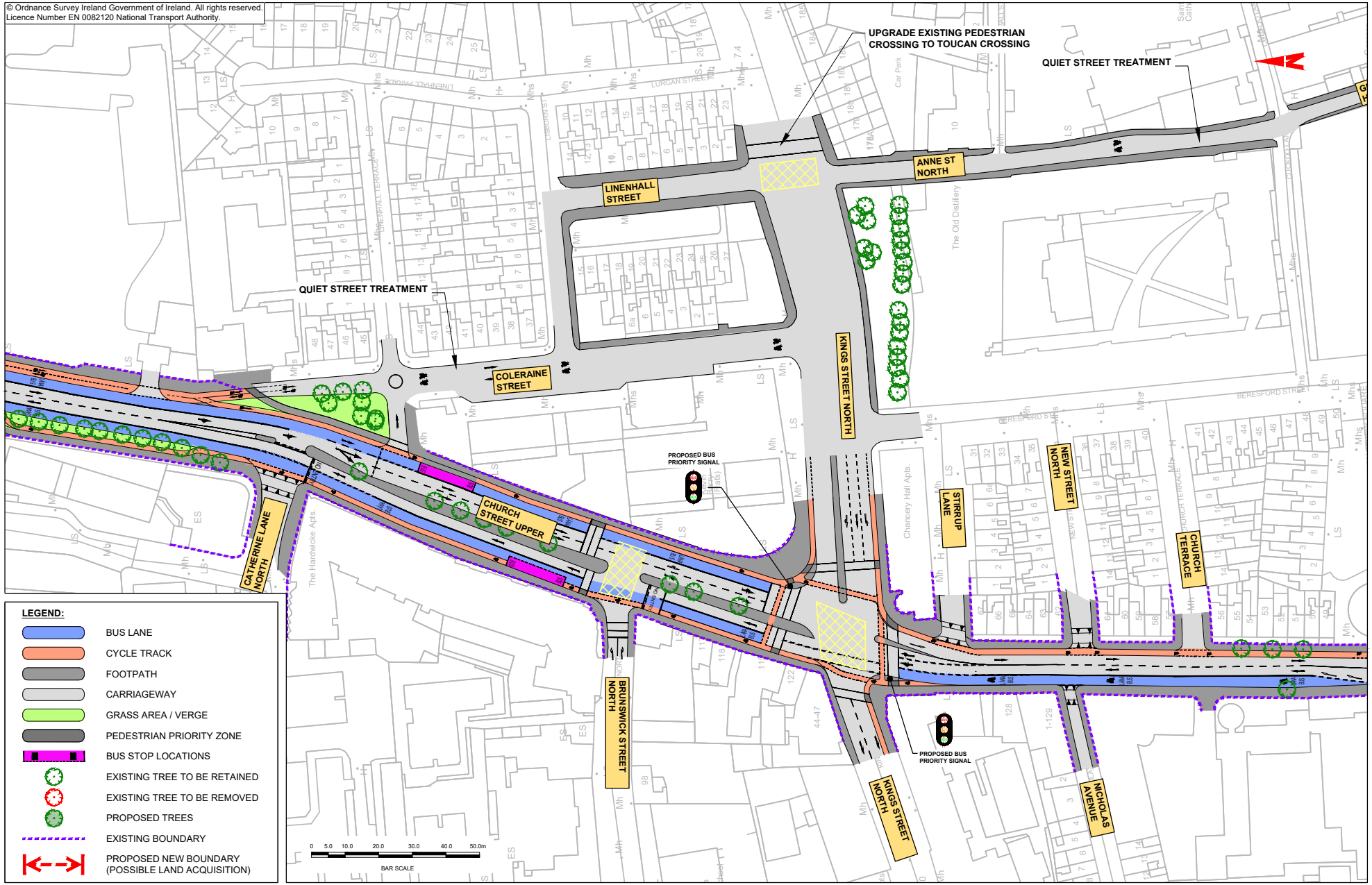
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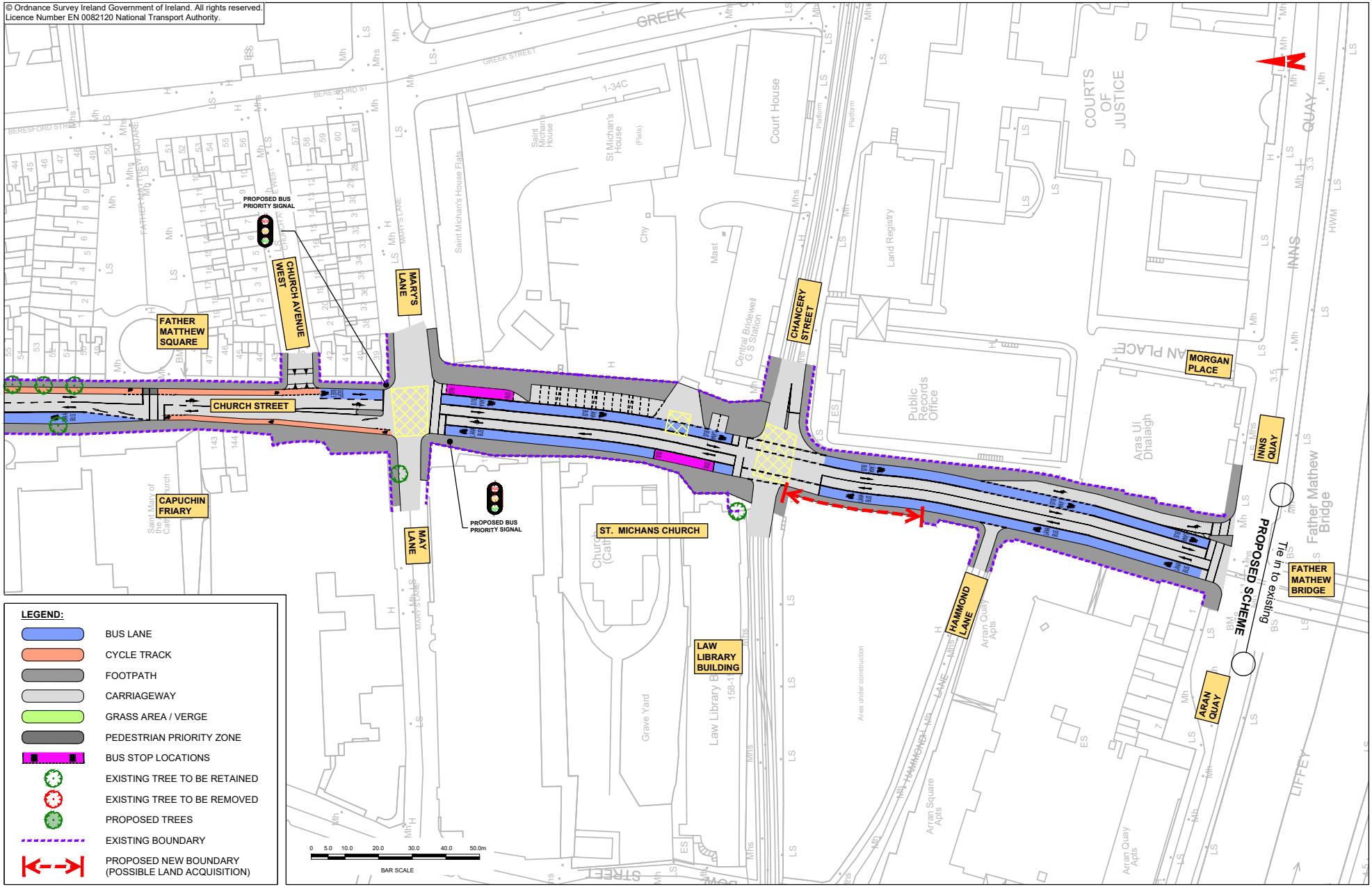


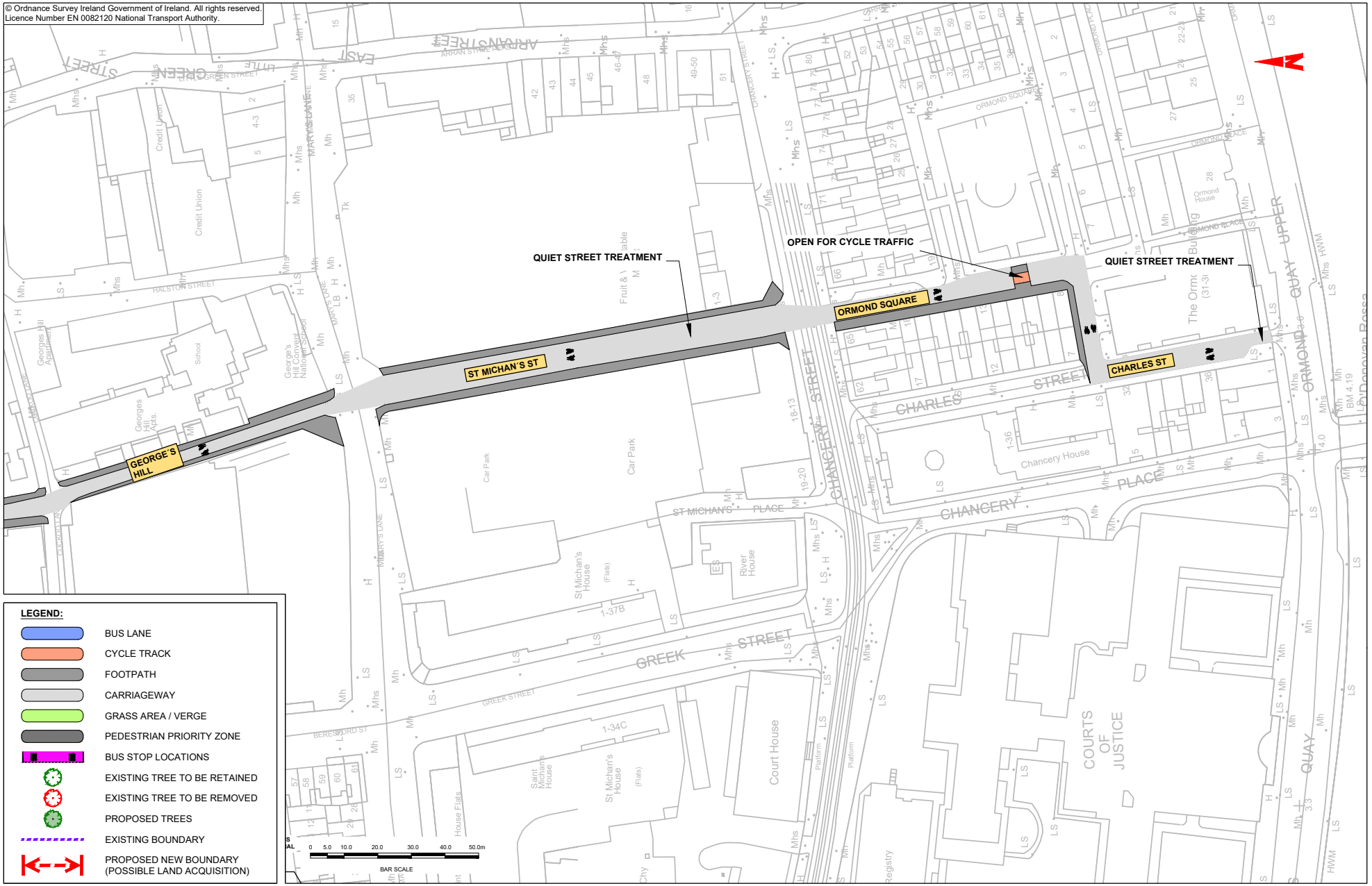

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BLESSINGTON STREET BASIN
QUIET STREET TREATMENT
BLESSINGTON STREET PARK
ROYAL CANAL BANK
PRIMARY CYCLE ROUTE FOLLOWS QUIET STREETS ROUTING (VEHICLE ACCESS NOT ALTERED)
ROYAL CANAL BANK
KINGS INN STREET
BOTHAR BHAILE PHIB
KING'S INNS COURT
WHITE'S LANE NORTH
PHIBSBOROUGH ROAD
ROYAL CANAL TERRACE
ALL SAINTS CHURCH
PROPOSED PEDESTRIAN CROSSING
MCGOWAN'S
PHIBSBOROUGH FIRE STATION
BROADSTONE BUS DEPOT
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE

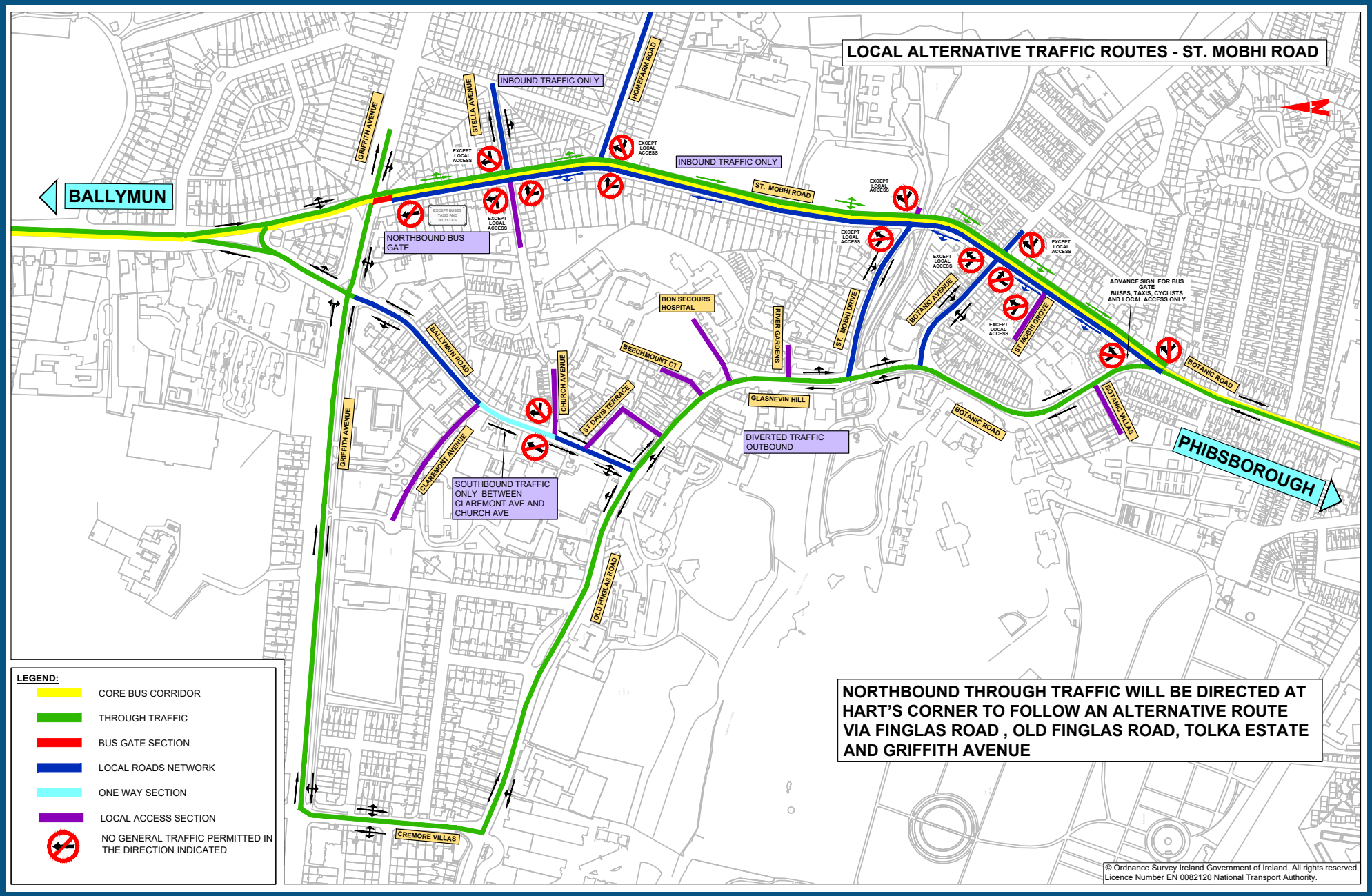


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UPGRADE EXISTING PEDESTRIAN CROSSING TO TOUCAN CROSSING
QUIET STREET TREATMENT
QUIET STREET TREATMENT
LINENHALL STREET
ANNE ST NORTH
COLERAINE STREET
KINGS STREET NORTH
PROPOSED BUS PRIORITY SIGNAL
CHURCH STREET UPPER
CATHERINE LANE NORTH
STIRRUP LANE
NEW STREET NORTH
CHURCH TERRACE
BRUNSWICK STREET NORTH
PROPOSED BUS PRIORITY SIGNAL
KINGS STREET NORTH
NICHOLAS AVENUE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE


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PROPOSED BUS PRIORITY SIGNAL
CHURCH AVENUE WEST
MARY'S LANE
FATHER MATTHEW SQUARE
CHURCH STREET
CHANCERY STREET
MORGAN PLACE
INNS QUAY
CAPUCHIN FRIARY
MAY LANE
PROPOSED BUS PRIORITY SIGNAL
ST. MICHANS CHURCH
HAMMOND LANE
LAW LIBRARY BUILDING
ARAN QUAY
PROPOSED SCHEME
Tie in to existing
FATHER MATHEW BRIDGE
COURTS OF JUSTICE
Court House
Land Registry
Public Records Office
Aras Ui Dhalaigh
Central Bridewell G S Station
Saint Michan's House Flats
St Michan's House (Flats)
Arran Quay Apts
Arran Square Apts
Grave Yard
Area under construction
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE


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Licence Number EN 0082120 National Transport Authority.
QUIET STREET TREATMENT
OPEN FOR CYCLE TRAFFIC
QUIET STREET TREATMENT
ORMOND SQUARE
ST MICHAN'S ST
GEORGE'S HILL
CHARLES ST
CHARLES STREET
CHANCERY PLACE
ST MICHAN'S PLACE
GREEK STREET
QUAY
COURTS OF JUSTICE
Court House
Chancery House
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE


LOCAL ALTERNATIVE TRAFFIC ROUTES - ST. MOBHI ROAD
BALLYMUN
PHIBSBOROUGH
INBOUND TRAFFIC ONLY
INBOUND TRAFFIC ONLY
NORTHBOUND BUS GATE
ST. MOBHI ROAD
HOMEFARM ROAD
STELLA AVENUE
GRIFFITH AVENUE
BON SECOURS HOSPITAL
BEECHMOUNT CT
RIVER GARDENS
ST. MOBHI DRIVE
BOTANIC AVENUE
ST. MOBHI GROVE
ADVANCE SIGN FOR BUS GATE
BUSES, TAXIS, CYCLISTS AND LOCAL ACCESS ONLY
BOTANIC ROAD
BOTANIC VILLAS
BALLYMUN ROAD
CHURCH AVENUE
ST DAVIS TERRACE
GLASNEVIN HILL
DIVERTED TRAFFIC OUTBOUND
CLAREMONT AVENUE
SOUTHBOUND TRAFFIC ONLY BETWEEN CLAREMONT AVE AND CHURCH AVE
OLD FINGLAS ROAD
CREMORE VILLAS
EXCEPT LOCAL ACCESS
EXCEPT BUSES TAXIS AND BICYCLES
LEGEND:
CORE BUS CORRIDOR
THROUGH TRAFFIC
BUS GATE SECTION
LOCAL ROADS NETWORK
ONE WAY SECTION
LOCAL ACCESS SECTION
NO GENERAL TRAFFIC PERMITTED IN THE DIRECTION INDICATED
NORTHBOUND THROUGH TRAFFIC WILL BE DIRECTED AT HART'S CORNER TO FOLLOW AN ALTERNATIVE ROUTE VIA FINGLAS ROAD , OLD FINGLAS ROAD, TOLKA ESTATE AND GRIFFITH AVENUE
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National Transport Authority

National Transport Authority

Harcourt Lane,
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