Na Glaschnoic go Lár na Cathrach

9

Croíbhealach Bus Rogha Bealaigh

Comhairliúchán poiblí

Márta 2020

Project Ireland 2040
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1. Réamhrá

1.1 Cad a tharla go dtí seo?

Idir Samhain 2018 agus Bealtaine 2019, thug an tÚdarás Náisiúnta Iompair (ÚNI) faoin gcéad bhabhta den chomhairliúchán poiblí ar mholtaí tosaigh do na Bealaí is Dealraithí a Roghnófar don sé Chonair Bus Lárnacha déag ar fud Mhórcheantar Bhaile Átha Cliath (MBÁC). Le linn na céime comhairliúcháin seo, fuarthas trí chéad déag aighneacht ar an iomlán. Tá Tuarascáil ar Aighneachtaí Comhairliúcháin le haghaidh gach conaire ar fáil le féachaint uirthi agus lena híoslódáil ar ár suíomh gréasáin, www.busconnects.ie.

Rinneadh athbhreithniú agus plé ar gach aighneacht mar chuid den ullmhúchán deartha don Rogha Bealaigh le haghaidh gach conaire. Rinneamar leasú ar ár moltaí tosaigh chun aghaidh a thabhairt ar roinnt de na saincheisteanna a cuireadh in iúl in aighneachtaí, lena n-áirítear moltaí ó dhaoine áitiúla, ghrúpaí pobail agus pháirtithe leasmhara. Anois táimid ag foilsiú na Roghanna Bealaigh do na sé cinn déag de Chonairí Bus Lárnacha agus ag cur túis leis an dara babhta den chomhairliúchán poiblí.

Is doiciméad amháin é seo i sraith de sé dhoiciméad déag, agus gach ceann acu tiomnaithe do phríomhchonair bus ar leith.

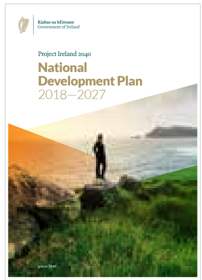
Soláthraíonn an doiciméad cur síos scríofa ar an Rogha Bealaigh ó thús go deireadh, agus léirscáileanna tacaíochta in éineacht leis sin, chomh maith le heolas faoi aon leasú a rinneadh, má rinneadh ceann ar bith, ar an mbealach is dealraithí a roghnófar.

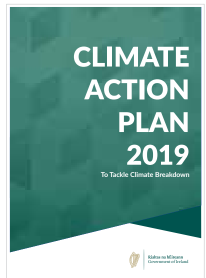
Tá na bróisiúir bhunaidh inar ndearnadh cur síos ar na Bealaí is Dealraithí a Roghnófar ar fáil le breathnú orthu agus le híoslódáil ar ár suíomh gréasáin, www.busconnects.ie. Tá eolas sna bróisiúir sin faoin bpróiseas maidir le húinéirí réadmhaoine a mbeidh tionchar orthu, faoi na sceidil tionscadail agus faoi na céimeanna atá ag teastáil don iarratas pleanála reachtúil.

1.2 Cad é BusConnects?

Is é BusConnects clár de chuid an Údaráis Náisiúnta Iompair chun feabhas mór a chur ar sheirbhísí bus. Is cuid lárnach de bheartais an Rialtais chun feabhas a chur ar iompar poiblí agus aghaidh a thabhairt ar an athrú aeráide i mBaile Átha Cliath agus cathracha eile é BusConnects. Tá sé san áireamh sna straitéisí beartais seo a leanas de chuid an Rialtais:

- An Plean Forbartha Náisiúnta 2018- 2027;
- Straitéis Iompair Mhórcheantar Bhaile Átha Cliath 2016 - 2035; agus
- An Plean Gníomhaíochta um an Athrú Aeráide 2019.





Tá Baile Átha Cliath ag fás agus tá gá aici le líonra bus a oibríonn do chathair atá ag forbairt. Tá sé mar aidhm ag BusConnects córas feabhsaithe bus a sholáthar atá níos fearr don chathair, dá daoine agus don chomhshaol. Tá BusConnects deartha le seirbhís bus atá níos fearr, níos iontaofa agus níos éifeachtaí a sholáthar do gach duine.

BusConnects: Spléachadh ar na fíricí

230km de chonairí bus nua a dhéanfaidh turais níos tapa agus níos iontaofa

200km de raonta rothar nua

Aistriú i dtreo
fhlít nua busanna le leibhéal íseal astaíochtaí

Córas ticéad
den chineál is úire

Córas Íocaíochta gan airgead tirim

Struchtúr táille níos simplí

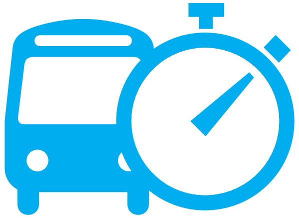
Suíomhanna nua Páirceála agus Taistil
in áiteanna tábhachtacha

Libhré busanna nua
a chur ar fáil i stíl choitianta thar na hoibreoirí ar fad

Stadanna agus foscadáin bus nua
le comharthaíocht agus eolas níos fearr

Athdhearadh an líonra bus i gceantar Bhaile Átha Cliath
a chruthóidh líonra níos éifeachtaí ina mbeidh dromlaigh ardmhinicíochta, cuarbhealaí nua agus níos mó seirbhísí bus nua

1.3 Cad iad na buntáistí a bhaineann leis an tionscadal seo?

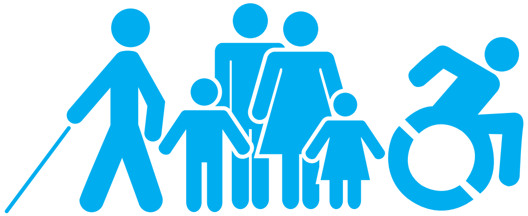


Am turais a shábhálfar -

sábhálfaidh an tionscadal seo 40-50% ar amanna turais ar na conairí. Féadfaidh lánaí bus tiomnaithe agus raonta rothar méadú suntasach a dhéanamh ar luas agus iontaofacht taistil ar bhusanna.

Cathair inbhuanaithe a thógáil agus dul i ngleic leis an athrú aeráide -

Is tosaíocht d'Éirinn é aghaidh a thabhairt ar dhúshlán an athraithe aeráide agus is príomhghné den réiteach atá aici daoine a spreagadh chun an córas iompar phoiblí a úsáid.



Inrochtaineacht do gach duine -

Níos mó foscadán bus, ina bhfuil suíocháin más féidir, cosáin nua agus eolas níos fearr ag stadanna bus; mar sin, beidh sé níos éasca orainn go léir, daoine scothaosta agus daoine a bhfuil mallachar gluaiseachta orthu san áireamh, úsáid a bhaint as an bhflít bus atá go hiomlán inrochtana.

Áiseanna rothar níos fearr –

Mar chuid den tionscadal seo, cuirfear ar fáil áiseanna rothar a bhfuil géarghá leo ar fud réigiún na cathrach agus beidh os cionn 200 km d'áiseanna ardchaighdeáin rothar curtha ar fáil.

Coisithe agus Réimsí Uirbeacha -

Cuirfear feabhas ar chosáin, ar shiúlbhealaí agus ar thrasrianta coisithe ar feadh gach bealaigh. Cuirfear maoiniú agus infheistíocht ar fáil do lárionaid uirbeacha áitiúla agus soláthrófar thírdhreachú agus taithneamhachtaí allamuigh breise.

1.4 Tuiscint a fháil ar an téarmaíocht

1. Conair Bus Lárnach (CBL):

Mar chuid den Chlár BusConnects, cruthófar 16 chonair bus lárnach (CBL) gathacha. Is éard is CBL ann ná bóthar atá ann cheana féin ar a dtugtar tús áite do bhusanna ionas gur féidir le busanna oibriú ar bhealach éifeachtúil, iontaofa agus poncúil. Den chuid is mó, is éard atá i gceist leis sin ná lánaí bus lánfhada tiomnaithe ar an dá thaobh den bhóthar ó thús go deireadh gach conaire, nó bearta eile chun a chinntiú nach gcuirtear moill ar bhusanna mar gheall ar ghnáthbhrú tráchta. Beidh na lánaí bus taobh le lánaí/raonta rothar scartha, más féidir, agus trácht ginearálta.

2. Raonta Rothar Scartha:

Is píosa ar leith den bhóthar é raon rothar scartha atá le húsáid ag rothair amháin. De ghnáth, baintear úsáid as colbha fisiciúil chun an spás seo a scaradh ó thrácht feithiclí. Murar féidir raonta rothar scartha a chur ar bun mar gheall ar spás, cuirfear bóithre ciúine agus rothaíocht roinnte ar bhóithre le luas laghdaithe ar fáil mar rogha do rothaithe.

3. An Bealach is Dealraithí a Roghnófar:

D'fhoilsigh an tÚdarás Náisiúnta Iompair pleananna achoimre do gach ceann de na 16 chonair bus lárnach (CBL) i bpróiseas comhairliúcháin phoiblí neamhreachtúil in 2018/2019. Tugadh Bealaí is Dealraithí a Roghnófar ar na roghanna sin, agus i gcásanna áirithe bhí níos mó ná fo-rogha amháin, chun eolas a chur ar fáil don phobal maidir leis an leagan amach is dócha a bheidh ar an mbóthar agus an bonneagar CBL riachtanach i bhfeidhm. Áiríodh leo sin na tionchair a d'fhéadfadh a bheith ar ghairdíní tosaigh agus na hathruithe is dócha a dhéanfar ar conas a fheidhmíonn an trácht chun éascaíocht a dhéanamh ar thús áite a thabhairt do bhusanna.

4. An Rogha Bealaigh Is Fearr Linn:

Tar éis scrúdú a dhéanamh ar na haighneachtaí poiblí faoi na 16 Bhealach is Dealraithí a Roghnófar, tá athbhreithniú agus leasú déanta ar na moltaí maidir leis na conairí bus lárnacha. Tá siad á gcur i láthair anois mar an Rogha Bealaigh Is Fearr Linn agus tá siad faoi réir dhara babhta den chomhairliúchán poiblí neamhreachtúil. Ní moltaí deiridh iad mar tá siad faoi réir plé bhreise tar éis an dara babhta den chomhairliúchán poiblí agus, ina dhiaidh sin, tá siad faoi réir scrúdaithe i gcomhthéacs an mheasúnacht tionchair timpeallachta.

5. Geata Bus

Is éard is Geata Bus ann ná píosa gearr de lána bus aonair ar a bhfuil cuaillí eolais. Níl cead ach ag busanna, tacsaithe agus rothaithe amháin, chomh maith le feithiclí éigeandála, úsáid a bhaint as an bpíosa gearr sin den bhóthar. Déanann sé éascaíocht ar thús áite do bhusanna trí thréthrácht ginearálta a bhaint ar an mbóthar ar a bhfuil an geata bus lonnaithe. Tabharfaidh comharthaí treoir don trácht ginearálta dul ar mhalairt slí chuig bóithre eile sula mbainfidh siad an geata bus amach.

6. Tosaíocht faoi Rialú Soilse Tráchta (TRST):

Le Tosaíocht faoi rialú Soilse Tráchta, baintear úsáid as soilse tráchta chun cur ar chumas busanna tús áite a fháil roimh thrácht eile ar phíosaí den bhóthar ar a bhfuil lánaí singile ach ní bhíonn sé sin éifeachtach ach ar feadh achar gearr. De ghnáth, úsáidtear iad áit nach féidir leanúint ar aghaidh leis an lána bus mar gheall ar bhacainní ar an mbóthar. Mar shampla, áit a bhfuil caolais bhóthair ann mar gheall ar fhoirgnimh nó struchtúir atá ann nach féidir iad a leagan chun an bóthar a leathnú ar mhaithe le lána bus. Oibríonn sé trí mheán rialuithe soilse tráchta (ag acomhail, de ghnáth) áit nach mór don lána bus agus don lána tráchta ghinearálta teacht le chéile agus an bóthar a roinnt ar feadh achar gearr go dtí go dtosaíonn an lána bus arís níos déanaí. Cuirfear stop leis an trácht ginearálta ag an acomhal chun ligean don bhus dul tríd an bpíosa cúng ar dtús, agus tar éis don bhus dul tríd an bpíosa sin ligfear don trácht ginearálta leanúint ar aghaidh.

7. Trasrian Túcánach:

Is trasrian bóthair é trasrian túcánach atá deartha chun cur ar chumas coisithe agus rothaithe an bóthar a thrasnú de réir soilse rialaithe atá deartha go sainiúil.

8. Úsáid Sráideanna Ciúine:

Murar féidir le leithead na conaire bus lárnaí (CBL) éascaíocht a dhéanamh ar rothaithe gan cur isteach go mór ar thosaíocht do bhusanna, déantar scrúdú ar rianta rothar eile amach ón mbealach bus CBL ar feadh achar gearr.I measc na roghanna as líne sin, d’fhéadfadh go dtreorófaí rothaithe chuig sráideanna ar a bhfuil líon an-bheag de thrácht ginearálta taobh amuigh d’úsáideoirí cairr a chónaíonn ar an tsráid. Tugtar Sráideanna Ciúine orthu mar gheall ar an líon beag de thrácht ginearálta a bhíonn orthu, agus meastar gur cuí go roinnfeadh rothaithe an bóthar leis an trácht ginearálta gan aon ghá raonta rothar scartha a thógáil ná lánaí rothar péinteáilte a chur ann. Má úsáidtear Sráideanna Ciúine, cuirfear comharthaí comhairleacha ar fáil d’úsáideoirí ginearálta bóthair agus rothaithe araon.

9. Réimse Uirbeach:

Déanann Réimse Uirbeach tagairt do spásanna sráide a úsáideann daoine gach lá chun bóithre a thrasnú, siopadóireacht a dhéanamh, bualadh le chéile le daoine, chun a bheith ag spraoi, agus le haghaidh gníomhaíochtaí cosúil le siúl, aclaíocht agus ag dul ag obair nó ag teacht abhaile ón obair. Clúdaíonn an Réimse Uirbeach gach sráid, cearnóg, acomhal, agus ceart bealaigh, cibé acu an úsáidtear iad chun críocha cónaithe, tráchtála nó sibhialta. Má tá sé deartha go maith agus leagtha amach go cúramach i suíomh an phobail, cuireann sé feabhas ar shaol laethúil na gcónaitheoirí agus na ndaoine a théann tríd an áit. De ghnáth, baineann sé le gach cuid den timpeallacht thógtha atá faoin aer a bhfuil saorchead isteach ag an bpobal ina leith. Áirítear leis suíocháin, crainn, plandáil agus gnéithe eile a chuireann feabhas ar an spás ar mhaithe le cách.

Tosaíocht faoi Rialú Soilse Tráchta (TRST):

1. 1. Téann trácht ar aghaidh de réir mar is gnách.

2. 2.Mar a thagann an bus i dtreo na soilse, athraíonn an solas tráchta chun stop a chur leis an trácht ginearálta.

3. 3.Tá cead bealaigh ag an mbus chun dul ar aghaidh.

4. Tar éis don bhus dul tríd an acomhal, téann an trácht ginearálta ar aghaidh.

1.5 Léarscáil de na 16 chonair bus lárnach go léir

Roghanna Bealaí

1. Cluain Ghrífín go Lár na Cathrach
2. Sord go Lár na Cathrach
3. Baile Munna go Lár na Cathrach
4. Fionnghlas go Baile Phib
5. Baile Bhlainséir go dtí An Lár
6. Leamhcán go Lár na Cathrach
7. Gleann na Life go Lár na Cathrach
8. Cluain Dolcáin go Droimeanach
9. Na Glaschnoic go Lár na Cathrach
10. Tamhlacht go Tír an Iúir
11. Camaigh go Lár na Cathrach
12. Ráth Fearnáin go Lár na Cathrach
13. Bré go Lár na Cathrach
14. UCD Droichead na Dothra go Lár na Cathrach
15. An Charraig Dhubh go Muirfin
16. An Rinn go Lár na Cathrach

2. Cur Síos ar an Rogha Bealaigh

2.1 Achoimre

Cuirfear tús le Conair Bus Lárnach (CBL) na nGlaschnoc ar Chearnóg Belgard Thiar ag an acomhal le Bealach Bhaile an Chócaigh. Beidh pointe cómhalartaithe bus suite sa limistéar seo agus beidh sé ina lárphointe le haghaidh na bealaí bus go léir i gceantar Thamhlachta, rud a chruthóidh cómhalartú socair idir seirbhísí bus,

Luas agus Lár an Bhaile. Uaidh sin, seolfar an CBL feadh Chearnóg Belgard Thiar agus Chearnóg Belgard Thuaidh chomh fada leis an acomhal le Cearnóg Belgard Thoir.

Moltar an CBL a sheoladh ó dheas feadh Chearnóg Belgard Thoir i dtreo Bhóthar Bhaile Coimín agus na Sráide Móire tríd an nGeata Bus faoi rialú soilse tráchta atá ann cheana ag an mbealach isteach go hOllscoil Teicneolaíochta Bhaile Átha Cliath (OTBÁC). Leanfaidh an CBL ar aghaidh feadh na Sráide Móire go Bóthar na nGlaschnoc, agus ar aghaidh feadh Bhóthar Bhaile an Mhóta, Bhóthar Calmount agus Bhóthar Bhaile Bhailcín chomh fada leis an acomhal le Bóthar an Mhíle Fhada. Moltar Bóthar na nGlaschnoc mar atá faoi láthair a athailíniú feadh limistéar tearmainn bóthair atá ann cheana idir Radharc na Páirce agus Bóthar Ghort na gCrann,

agus ar aghaidh trí Eastát Tionscail Bhaile an Mhóta trí Ascaill Bhaile an Mhóta agus Ascaill Calmount a shíneadh chun iad a nascadh le Bóthar na nGlaschnoc ag acomhail nua faoi rialú soilse tráchta. Ó acomhal Bhóthar an Mhíle Fhada agus Bhóthar Bhaile Bhailcín, seolfar an CBL feadh Bhóthar Dhroimeanaigh, Bhóthar Chromghlinne, an Charnáin, Shráid Chorcaí, Ascaill Lúcáis, an Choim agus Shráid an Déin go dtí an t-acomhal le Sráid Phádraig. Seolfar an CBL ansin feadh Shráid Phádraig agus Shráid Niocláis go dtí an t-acomhal le Plás Theampall Chríost, áit a nascfaidh sí leis an gcóras bainistíochta tráchta atá i réim i Lár na Cathrach.

Tabharfar tosaíocht do bhusanna ar feadh an bhealaigh ar fad, go príomha le lánaí tiomnaithe bus sa dá threo, agus moltar bearta malartacha ag áiteanna atá róchúng. Cuirfear áiseanna rothaíochta ar fáil feadh fhad na conaire de réir mar is féidir. Ag na háiteanna nach féidir é sin a dhéanamh, cuirfear bealach malartach comhthreomhar rothaíochta ar fáil ar leataobh ó bhealach na CBL. Moltar áiseanna rothar ar leataobh feadh Bhóthar Bunting, Bhóthar Chill Dara agus Bhóthar an Chlochair chun nascadh le bealach rothaíochta na Canálach Ríoga ag Bóthar Parnell.

Déanfar na deiseanna le haghaidh tírdhreachú nua bog agus feabhsuithe ar an Réimse Uirbeach a mheas i gcomhréir le forbairt an dearaidh le haghaidh fad na CBL.

Sna hailt seo a leanas, déanfar cur síos mionsonraithe ar gach píosa den CBL agus luafar na príomhleasuithe dearaidh atá curtha san áireamh sa dearadh ó foilsíodh an Bealach is Dealraithí a Roghnófar i mí Eanáir 2019.

2.2 Cearnóg Belgard Theas go Bóthar na nGlaschnoc – Cearnóg Belgard Thiar, Cearnóg Belgard Thuaidh, Cearnóg Belgard Thoir, Seanbhóthar Bhaile Choimín, an tSráid Mhór

Cuirfear tús le CBL na nGlaschnoc ag an acomhal timpealláin atá ar Chearnóg Belgard Theas. Tá sé beartaithe acomhal a bheidh go hiomlán faoi rialú soilse tráchta a dhéanamh den timpeallán, agus feabhas a chur ar na háiseanna do choisithe. Tá sé beartaithe nach mbeidh rochtain ach ag busanna ar Chearnóg Belgard Thiar, agus nach dtabharfar rochtain do thrácht ginearálta. Léirítear sa mholadh leasaithe pointe cómhalartaithe a bheidh ina lárphointe le haghaidh na bealaí bus go léir sa cheantar. Idir Cearnóg Belgard Theas agus Crois Thamhlachta Thiar/Halla an Ghoirt Leathain, beidh rochtain go fóill ar na foirgnimh agus na forbairtí in aice láimhe, agus uathu, ó Chearnóg Belgard Thiar. Déanfar trácht busanna trasna Sheanbhóthar Bhaile Choimín a bhainstiú le Tosaíocht faoi Rialú Soilse Tráchta. Ceadófar rochtain idir Seanbhóthar Baile Coimín agus Cearnóg Belgard Thiar.

Tá sé beartaithe an t-acomhal timpealláin ar Chearnóg Belgard Thuaidh ag an mbealach isteach go hOspidéal Thamhlachta agus Bealach Bhaile an Chócaigh a athrú ina acomhal go hiomlán faoi rialú soilse tráchta chun spás a dhéanamh do lána bus nua agus d'áiseanna nua do choisithe. Cuirfear socruithe nua faoi rialú soilse tráchta i bhfeidhm ag na hacomhail timpealláin ag Cearnóg Belgard Thoir freisin. Sa mholadh leasaithe, áfach, níl sé beartaithe a thuilleadh timpeallán Bhóthar Belgard a athrú ina acomhal faoi rialú soilse tráchta toisc go seolfar an chonair feadh Chearnóg Belgard Thoir anois. Moltar na háiseanna rothaíochta atá ann cheana féin agus na hacomhail a bhaineann leo ar Chearnóg Belgard Thuaidh a uasghrádú chun raonta rothar scartha a chur ar fáil go hOspidéal Thamhlachta agus uaidh. D'fhéadfaí

go mbeadh tionchar ag an leasú molta sin ar na crainn agus na toir atá ann faoi láthair feadh Chearnóg Belgard Thuaidh agus go mbeadh gá le talamh ar leith a thógáil ó láithreán nach bhfuil forbartha go fóill.

Ó Chearnóg Belgard Thoir, moltar bealach don CBL atá éagsúil leis an mBealach is Dealraithí a Roghnófar, bealach a rachaidh ar mhalairt slí timpeall OTBÁC Thamhlachta trí Bhóthar Bhaile Choimín agus an tSráid Mhór go Bóthar na nGlaschnoc. Tá an bealach sin ailínithe den chuid is mó leis an mbealach bus atá ann cheana don cheantar agus íoslaghdaíonn sé an tionchar ar bhonneagar agus ar nósanna imeachta oibríochta champas OTBÁC. Moltar acomhal nua ag a mbeidh Tosaíocht faoi Rialú Soilse Tráchta ar Sheanbhóthar na nGlaschnoc, áit a bhfuil an cul de sac faoi láthair, chun gluaiseachtaí casaidh busanna amháin go Bóthar na nGlaschnoc a éascú.

2.3 Bóthar na nGlaschnoc go Timpeallán Bhaile Bhailcín – Bóthar na nGlaschnoc, Ascaill Bhaile an Mhóta, Bóthar Calmount, chun filleadh ar Bhóthar na nGlaschnoc

Idir Seanbhóthar na nGlaschnoc agus an t-acomhal le Bóthar Mayberry, tá sé beartaithe lána bus amháin, lána tráchta amháin agus raon rothar a chur ar fáil sa dá threo feadh Bhóthar na nGlaschnoc. Chun spás a dhéanamh don trasghearradh bóthair, moltar úsáid a bhaint as tógáil talún feadh an phíosa sin ar an taobh thiar agus ar an taobh thoir de Bhóthar na nGlaschnoc mar atá. Is athrú é an t-athailíniú sin ata molta ar an mBealach is Dealraithí a Roghnófar chun go n-íoslaghdófar an tionchar ar na crainn fhásta agus an balla cloiche atá ann faoi láthair ar an imeall thiar ó thuaidh ón mbealach isteach go OTBÁC ar Bhóthar na nGlaschnoc. Beidh gá le talamh breise a thógáil taobh thoir den bhóthar.

Ag acomhal Bhóthar Airton, tá athrú déanta ar ailíniú an bhóthair freisin chun áiseanna do rothaithe a fheabhsú agus chun úsáid a bhaint as spás a coinníodh cheana le haghaidh leathnú an bhóthair amach anseo.

Chun feidhmiú an acomhail atá ann faoi láthair a fheabhsú agus an tógáil talún a íoslaghdú, moltar cosc a chur ar chasadh ar dheis ó Bhóthar na nGlaschnoc go dtí an bealach isteach go Harvey Norman agus cosc a chur ar chasadh ar dheis ó Bhóthar na nGlaschnoc go hEastát Tionscail Hibernian. Beifear ábalta rochtain a fháil ar Bhóthar na nGlaschnoc ó Harvey Norman ag an acomhal go fóill. Treorófar feithiclí ag casadh ar dheis go Harvey Norman go hacomhal Bhóthar Airton. Ag an acomhal sin, beidh feithiclí ábalta casadh ar dheis agus rochtain a fháil ar shiopa Harvey Norman ón mbóthar sin. Treorófar feithiclí ag casadh ar dheis go hEastát Tionscail Hibernian Insurance go dtí an chéad acomhal eile (ag Agnelli Motor Park), áit a mbeidh rochtain iomlán ann i gcónaí.

Idir Bóthar Mayberry agus Lána Thigh Motháin, beartaítear athruithe móra a dhéanamh ar ghréasán na mbóithre áitiúla. Tá an chuid seo de Bhóthar na nGlaschnoc sainaitheanta ag Comhairle Contae Bhaile Átha Cliath Theas le haghaigh athchóirithe ina Plean reatha Forbartha Contae. Tá sé beartaithe roinnt de na hoibreacha tógála bóithre a chur i bhfeidhm mar chuid den scéim seo. Déanfar Bóthar na nGlaschnoc a thógáil athuair ar an spás glas atá taobh ó dheas d'Ascaill Radharc na Beithe agus Bóthar Ghort na gCrann. Tá athrú déanta ar na socruithe a moladh roimhe seo sa Bhealach is Dealraithí a Roghnófar chun bainistíocht níos fearr tráchta a chur i bhfeidm maidir le busanna isteach agus amach. Moltar socrú le haghaidh

busanna amháin ar an mbealach bus ó dheas lena ligfear do bhusanna úsáid a bhaint as ailíniú Bhóthar na nGlaschnoc mar atá sé faoi láthar agus lena laghdófar leithead an bhóthair ceangail nua atá molta. Seolfar tréthrácht ag triall ar Thamhlacht agus trácht ar Bhóthar Chaisleán Thigh Motháin tríd an mbóthar ceangail nua sin. Coinneofar an t-acomhal agus an síneadh ar Bhóthar Chaisleán Thigh Motháin a moladh roimhe seo.

Coinnefor an droichead thar an M50 atá ann cheana, ach beidh srianadh leithid ag baint leis áfach. Tar éis athbhreithniú a dhéanamh ar fheidhmiú na conaire a bhfuiltear ag súil leis, cinneadh go bhfuil gá le droichead nua breise chun tosaíocht a choinneáil do bhusanna agus chun áiseanna rothaíochta d'ardchaighdeán a chur ar fáil trasna an M50 sa dá threo. Beidh gá le tógáil talún breise ar an dá thaobh den M50 chun spás a dhéanamh do thógáil an droichid sin.

Maidir le hacomhal Bhóthar Bhaile an Mhóta Thuaidh/Bhóthar na nGlaschnoc atá ann faoi láthair in aice leis an stáisiún peitril atá ann faoi láthair, moltar an t-acomhal a dhúnadh de réir mholtaí phlean forbartha Chomhairle Contae Bhaile Átha Cliath Theas le haghaidh an cheantair. Beidh trácht in ann triall ar an M50 tríd an acomhal nua agus an bóthar ceangail ag Páirc Chéidín.

Tá sé beartaithe gan trácht a ligean ar Bhóthar na nGlaschnoc ó Pháirc Chéidín ar aghaidh. Déanfar trácht a threorú chuig bóthar ceangail nua a nascfaidh an bóthar le hAscaill Bhaile an Mhóta. Ceanglófar an bóthar nua arís de na gréasáin bóithre atá ann ag Bóthar Calmount. Déanfar an t-acomhal idir Ascaill Bhaile an Mhóta agus Bóthar Calmount a uasghrádú: déanfar acomhal a bheidh faoi rialú soilse tráchta den timpeallán agus cuirfear áiseanna feabhsaithe do choisithe ar fáil. Treorófar an bealach bus síos Bóthar Calmount. Tá sé beartaithe an bóthar atá ann a leathnú le lánaí bus agus rothar a chur ar fáil . Moltar Bóthar Calmount agus Bóthar na nGlaschnoc a nascadh le bóthar ceangail nua. Moltar chomh maith an bealach a théann ó Bhóthar na nGlaschnoc go Bóthar Calmount a nascadh le bóthar ceangail nua trí Ascaill Calmount. Beidh gá le tógáil theoranta talún le timpeallán nua a thógáil ag an acomhal molta sin.

Idir Bóthar Calmount agus Timpeallán Bhaile Bhailcín, beartaítear lána bus amháin, lána tráchta amháin agus raon rothar a choinneáil sa dá threo agus beidh gá le tógáil talún áirithe feadh an taobh theas de Bhóthar na nGlaschnoc go príomha chun iad sin a chur i bhfeidhm. Rinneadh athbhreithniú ar an dearadh roimhe seo haghaidh Thimpeallán Bhaile Bhailcín ar mhaithe le rochtain a fheabhsú le haghaidh rothaithe agus coisithe. Moltar raon scartha rothar dhá threo chun Bóthar na nGlaschnoc a nascadh leis an mbealach rothaíochta atá molta ar Bhóthar Bunting. Moltar trasrianta comhthreomhar do choisithe/rothair faoi rialú soilse tráchta ar gach craobh den timpeallán.

2.4 Timpeallán Bhaile Bhailcín go Bóthar an Charnáin – Bóthar Bhaile Bhailcín, Bóthar Dhroimeanaigh, Bóthar Chromghlinne

Ar Bhóthar Bhaile Bhailcín, idir Timpeallán Bhaile Bhailcín agus Bóthar an Mhíle Fhada, tá sé beartaithe lána bus amháin agus lána amháin do thrácht ginearálta a chur ar fáil sa dá threo. Níl dóthain spáis ann le lánaí tiomnaithe rothar a chur ar fáil ar an bpíosa sin den bhóthar. Le spás a dhéanamh don trasghearradh seo, tá sé beartaithe úsáid a bhaint as tógáil talún ar an taobh thiar de Bhóthar Bhaile Bhailcín, idir Ascaill Bhaile Bhailcín agus Bóthar Chill na

Manach. D'fhéadfaí go mbeidh gá le tógáil talún ar an taobh thoir de Bhóthar Bhaile Bhailcín, idir Bóthar Chill na Manach agus Bóthar an Mhíle Fhada.

Beartaítear cosc a chur i bhfeidhm ar chasadh ar dheis ó Bhóthar Bhaile Bhailcín go Bóthar Chill na Manach. Beifear ábalta go fóill rochtain a fháil ar Bhóthar Chill na Manach ó Bhóthar Bhaile Bhailcín trí Chéide Bhaile Bhailcín. Tá sé beartaithe chomh maith cosc a chur i bhfeidhm ar chasadh ar dheis ó Bhóthar Bhaile Bhailcín go dtí an bealach isteach ó dheas ar ollmhargadh SuperValu.

Chun freastal ar rothaithe ar an gcuid sin den bhealach, tá sé beartaithe bealach malartach rothar a chur ar fáil ar Bhóthar Bunting agus Bóthar Mhuire. Chuirfeadh sé sin bealach ciúin ar fáil idir Timpeallán Bhaile Bhailcín agus Bóthar Chill Dara.

Moltar an t-acomhal ag Bóthar an Mhíle Fhada agus Bóthar Bhaile Bhailcín a uasghrádú chun áiseanna do choisithe agus rothaithe a fheabhsú. Chun áiseanna rothaíochta a fheabhsú agus luas feithiclí a laghdú, tá an slioslána um chasadh ar chlé go Bóthar Bhaile Bhailcín a moladh bainte chun éadanas coisithe/cosán a fheabhsú agus coimhlintí idir rothair agus trácht ginearálta a íoslaghdú. Rinneadh athbhreithniú ar an tionchar ar pháirceáil in aice leis an éadanas siopaí ar Bhóthar an Mhíle Fhada agus moltar anois socrú ina gcuirfear páirceáil chomhthreomhar níos sábháilte ar fáil chomh maith le raon scartha rothar .

Ar Bhóthar Dhroimeanaigh, tá sé beartaithe lána bus amháin, lána amháin do thrácht ginearálta agus raon rothar amháin a choinneáil sa dá threo. Chun an trasghearradh leasaithe sin a éascú, beidh gá le tógáil theoranta talún ó réadmhaoin idir Bóthar an Bhailfigh agus Bóthar Chill Dara. Tá athrú déanta ar an acomhal ag Bóthar Chill Dara, Bóthar Mhuire agus Bóthar Dhroimeanaigh chun áiseanna rothaíochta níos fearr a chur ar fáil. Leis sin, beidh nascacht níos fearr ann do rothaithe idir Bóthar Dhroimeanaigh agus an bealach malartach rothar atá molta trí Bhóthar Chill Dara.

Ar Bhóthar Chromghlinne, moltar an dearadh sa Bhealach is Dealraithí a Roghnófar a athrú ó cheithre lána go trí lána agus Tosaíocht faoi Rialú Soilse Tráchta a chur i bhfeidhm chun tosaíocht a choinneáil do bhusanna tríd an bpíosa cúng seo den bhealach. Tá gá leis sin de bharr mhéid na ngairdíní tosaigh agus srianta mar gheall ar na grádáin ón mbóthar go dtí na doirse tosaigh i gcás roinnt de na tithe. Mar gheall air sin, tá i bhfad níos lú tógála talún ag teastáil ar an bpíosa seo den chonair. Mar gheall air an socrú a mholtar, beidh gá le Bóthar Chluain Ard agus Céide Bheannchair a dhúnadh chun bainistíocht tráchta a éascú taobh istigh den phíosa seo de Bhóthar Chromghlinne ionas go gcoinneofar tosaíocht do bhusanna. Beidh trácht in ann rochtain a fháil ar Chéide Bheannchair agus ar Bhóthar Chluain Ard ó Bhóthar an Mhuilinn Ghaoithe agus ó Sheanbhóthar an Chontae. De bharr na srianta leithid i limistéar Bhóthar Chromghlinne, níl go leor spáis ann chun lánaí tiomnaithe rothar a chur ar fáil. Dá bhrí sin, moltar rothaithe a chur ar mhalairt slí trí Bhóthar Chill Dara.

Chun an tsábháilteacht a fheabhsú ar Bhóthar Chill Dara, tá sé beartaithe comhartha cosc ar iontráil a chrochadh ag acomhal Bhóthar Chill Dara agus Bhóthar Chluain Aird le haghaidh tráchta sa dá threo. Cuirfeadh sé sin cosc ar thréthrácht ginearálta; ní bheidh srian, áfach, ar ghluaiseachtaí busanna, tacsaithe agus rothaithe feadh Bhóthar Chill Dara. Treorófaí trácht soir ar Bhóthar Chluain Ard, trí Bhóthar Dhún Pádraig go Bóthar Bheannchair. Treorófaí trácht siar suas Bóthar Chluain Ard freisin agus ar aghaidh go Seanbhóthar an Chontae. Mar

athrú ar an dearadh sa Bhealach is Dealraithí a Roghnófar, leanfaidh an bealach anois feadh Bhóthar an Chlochair, in ionad filleadh ar Bhóthar Chromghlinne. Leis sin, cruthófar nascacht níos fearr le bealach rothar molta na Canálach Ríoga ag Bóthar Parnell.

Ag an acomhal idir Bóthar Chromghlinne agus Bóthar Herberton, tá sé beartaithe an leagan amach atá ann a athrú le hailíniú na gcolbhaí a fheabhsú agus áiseanna trasrian coisithe níos fearr a chur ar fáil. Ar Bhóthar Chromghlinne idir Bóthar Herbeton agus Bóthar an Charnáin, tá sé beartaithe lána bus amháin agus lána amháin do thrácht ginearálta a choinneáil sa dá threo. Níl an bóthar leathan go leor ar an bpíosa sin le raonta rothar tiomnaithe a chur ar fáil.

2.5 Bóthar an Charnáin go Plás Theampall Chríost – An Carnán, Sráid Chorcaí, Ascaill Lúcais, Sráid an Déin, Sráid Phádraig, Sráid Niocláis, Plás Theampall Chríost

Idir Bóthar an Charnáin agus an Cuarbhóthar Theas, tá sé beartaithe lána bus amháin, lána amháin do thrácht ginearálta agus raon rothar amháin a chur ar fáil sa dá threo. Tá athbhreithniú déanta ar an gcosc ar chasadh ar chlé ag acomhal an Chuarbhóthair Theas a moladh roimhe seo, agus moltar anois trasrianta céimnithe chun áiseanna do choisithe a fheabhsú agus an tionchar ar an trácht a bheidh ag trasrian aonair ag a bhfanfaidh na soilse glas ar feadh tréimhse níos faide a laghdú. Moltar limistéar nua de thírdhreachú bog ag an gcoirnéal thoir theas den acomhal chun gnéithe de réimse uirbeach limistéar an acomhail, agus an tsábháilteacht, a fheabhsú.

Idir an Cuarbhóthar Theas agus Sráid Bhaile Átha Fhirdhia, moltar lána bus amháin, lána tráchta ghinearálta amháin agus raon rothar amháin sa dá threo. Tá sé beartaithe chomh maith acomhal Shráid Bhaile Átha Fhirdia a uasghrádú agus áiseanna níos fearr do choisithe a chur ar fáil. Beartaítear acomhal Shráid Chaoimhín/Shráid an Déin a athrú chun go bhféadfaí áiseanna feabhsaithe rotharbhealaigh a chur ar fáil. Níl Sráid an Déin leathan go leor le haghaidh lánaí bus ach coinneofar tosaíocht do bhusanna ó Ascaill Lúcáis le Tosaíocht faoi Rialú Soilse Tráchta. Idir acomhal Shráid an Déin agus Plás Theampall Chríost, tá sé beartaithe lána bus amháin, lána amháin do thrácht ginearálta agus raon rothar amháin a chur ar fáil sa dá threo. Rinneadh athrú ar an trasghearradh sa Bhealach is Dealraithí a Roghnófar chun an lárstráice agus na crainn atá ann a choinneáil. Coinneofar roinnt bánna lódála sráide idir Bóthar Bhríde agus Sráid Scabhat na dTarbh.

Moltar an t-acomhal ag Plás Theampall Chríost/Sráid an Fhíona/an tSráid Ard a athailíniú chun rochtain agus éadanas coisithe a fheabhsú ag Páirc na Síochána ó dheas agus ag Ardeaglais Theampall Chríost ó thuaidh. Is é is aidhm leis an athailíniú molta ná trácht a shraonadh ó Lár na Cathrach i dtreo na Sráide Airde.

2.6 Príomhathruithe ar an mBealach is Dealraithí a Roghnófar a Foilsíodh

- Moltar pointe cómhalartaithe bus ag Cearnóg Belgard Thiar chun cómhalartú idir busanna, Luas agus Lár an Bhaile a éascú.
- Moltar raon scartha rothar a chur ar fáil sa dá threo ar Chearnóg Belgard Thuaidh. Leis sin, beidh rochtain níos fearr ag rothaithe ar an Ospidéal ó Bhóthar Belgard.
- Tá bealach an CBL thraithe agus seolfar anois í trí Shráidbhaile Thamhlachta seachas trí OTBÁC Thamhlachta. Beidh gá le Seanbhóthar na nGlaschnoc a oscailt arís chun acomhal nua le Bóthar na nGlaschnoc a chruthú do bhusanna amháin.
- Ag Radharc na Páirce, tá athrú déanta ar an athailíníu molta chun lána ó thuaidh a chur isteach do thrácht ag casadh ar dheis go Bóthar Chaisleán Thigh Motháin agus chun tuilleadh spáis a chur ar fáil do thírdhreachú idir an bóthar molta agus na réadmhaoine in aice láimhe. Leanfaidh busanna agus rothaithe ó dheas de bheith ag úsáid an bhóthair atá ann.
- Moltar droichead nua a chur trasna an M50 chun lánaí leanúnacha bus agus lánaí rothar de chaighdeán níos airde a chur ar fáil ar Bhóthar na nGlaschnoc.
- Tá athrú déanta ar na moltaí le haghaidh Thimpeallán Bhaile Bhailcín agus moltar anois raon scartha rothar dhá threo a chur timpeall an acomhail. Leis sin, laghdófar coimhlintí le coisithe agus ligfear do rothaithe an bealach is giorra a thógáil timpeall an acomhail.
- Moltar trí lána agus Tosaíocht faoi Rialú Soilse Tráchta a chur feadh Bhóthar Chromghlinne idir an tIonad Sláinte agus Bóthar Chluain Aird chun an tionchar ar réadmhaoine a laghdú. Chun freastal ar an socrú sin, moltar na hacomhail le Bóthar Chluain Ard agus Bóthar Bheannchair ar Bhóthar Chromghlinne a dhúnadh. Déanfar feabhsuithe ar an Réimse Uirbeach ar an bpíosa sin den bhealach.
- Tá athrú déanta ar an dearadh le haghaidh Shráid Phádraig chun go gcoinneofar na crainn ar an lárstráice. Anuas air sin, tá cruth nua le cur ar acomhal Shráid Niocláis agus na Sráide Airde chun áiseanna níos fearr a chur ar fáil do bhusanna, rothaithe agus coisithe.
- Maidir leis an mbealach malartach rothar a mholadh ar Bhóthar Chill Dara, tá sé atreoraithe i dtreo na Canálach Ríoga trí Bhóthar an Chlochair agus cuirfear lánaí rothar feadh an bhóthair sin.

2.7 Príomhfhíricí

- Garlíon na réadmhaoine a bhféadfadh tionchar a bheith orthu **120**
- Garlíon na spásanna ainmnithe páirceála sráide a d'fhéadfaí a chailleadh: **25**
- Garlíon na gcrann ar thaobh an bhóthair a d'fhéadfaí a bhaint: **242**
- Fad measta an bhealaigh: **11.6kms**
- Fad measta an rotharbhealaigh nua: **11kms**
- Fad turais bus faoi láthair: **up to 80 mins**
- Fad turais BusConnects: **30-40 mins**
- Fad turais bus sa todhchaí gan BusConnects: **100 mins +**

3. Conas páirt a ghlacadh sa chomhairliúchán poiblí

Cuireann an bróisiúr seo sonraí ar fáil maidir leis an Rogha Bealaigh don chonair bus lárnach seo. Tá na moltaí seo faoi réir dara babhta de chomhairliúchán poiblí neamhreachtúil, chomh maith le haon mhionleasú deartha agus measúnacht tionchair timpeallachta a d'fhéadfadh tarlú ina dhiaidh sin, sula gcuireann an tÚdarás Náisiúnta Iompair iarratas foirmiúil reachtúil isteach chuig an mBord Pleanála lena cheadú.

3.1 Ceisteanna ginearálta

Tá rannán tiomnaithe ar shuíomh gréasáin an tionscadail www.busconnects.ie ina bhfuil eolas faoi Thionscadail na gConairí Bus Lárnacha. Tá gach ceann de na bróisiúir roimhe seo maidir leis na bealaí is dealraithí a roghnófar ar fáil ar an suíomh gréasáin.Féadfaidh úsáideoirí dul ar an suíomh chun tuilleadh a fhoghlaim faoin tionscadal agus cóipeanna de na príomhdhoiciméid a íoslódáil.

Is féidir ceisteanna ginearálta a dhíriú chuig líne fóin thiomnaithe Uimhir Shaorghlao - **1800 303 653** nó a chur ar ríomhphost chuig **cbc@busconnects.ie**

3.2 Conas páirt a ghlacadh

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

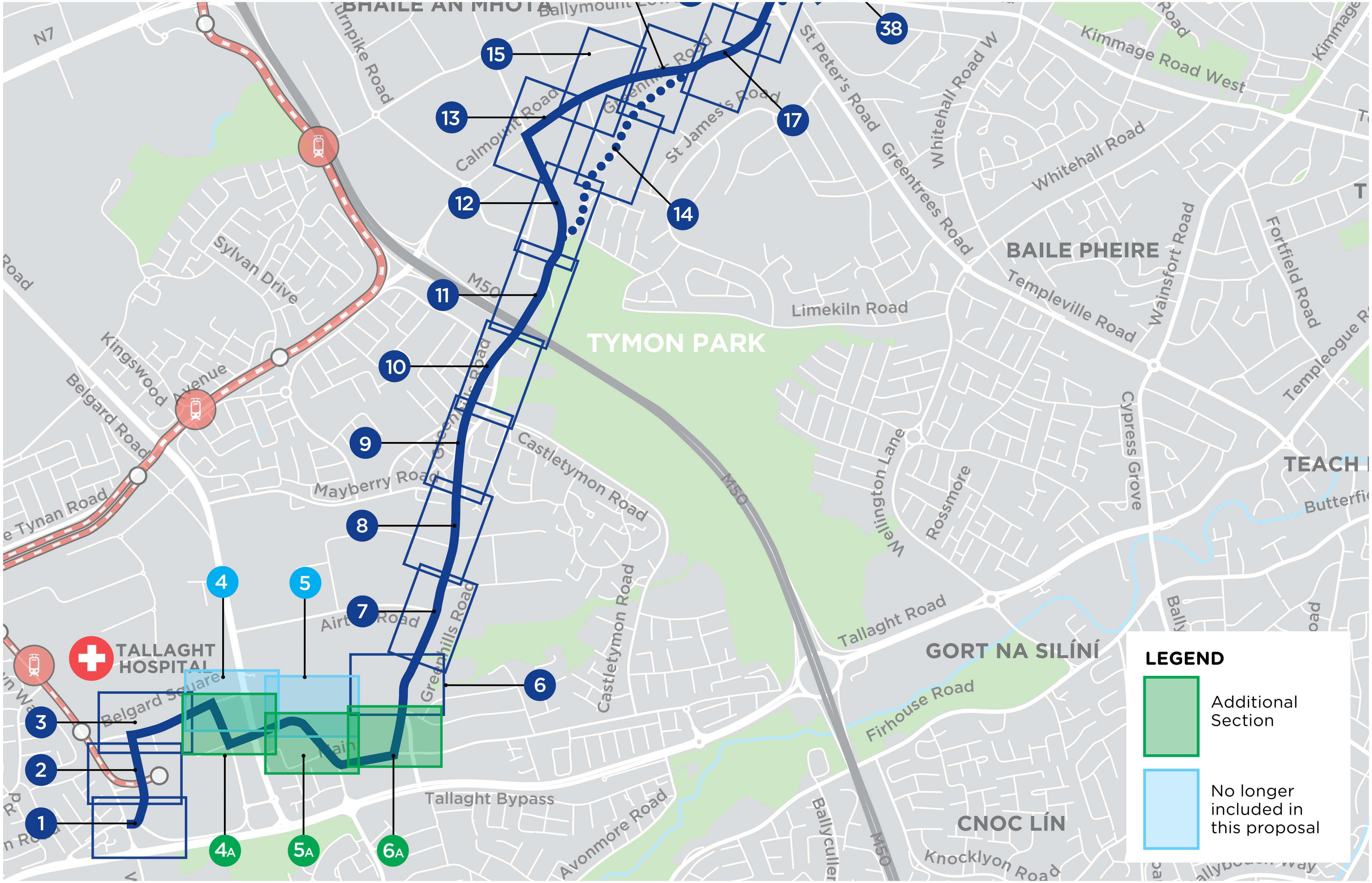
Core Bus Corridor Project
Údarás Náisúnta Iompair,
Dún Scéine,
Lána Fhearchair,
Baile Átha Cliath 2
D02 WT20

3.3 Cad a tharlóidh ina dhiadh sin?

Tar éis an dara babhta den chomhairliúchán poiblí, cuirfidh an tÚdarás Náisiúnta Iompair na Roghanna don Bhealach is Dealraithí a Roghnófar i gcrích le haghaidh gach ceann de na sé chonair déag. Críochnófar na dearaí scéime agus cuirfear na measúnachtaí tionchair iompair agus timpeallachta i gcrích. Sa deireadh, ullmhófar Tuarascáil ar Mheasúnacht Tionchair Timpeallachta (TMTT) don scéim in éineacht le sonraí faoin talamh a bheidh le fáil. Cuirfear isteach chuig an mBord Pleanála é sin le linn R4 2020 lena bhreithniú agus le cinneadh a dhéanamh faoi. Tabharfar faoi phróiseas comhairliúcháin fhoirmiúil reachtúil mar chuid den phróiseas sin.

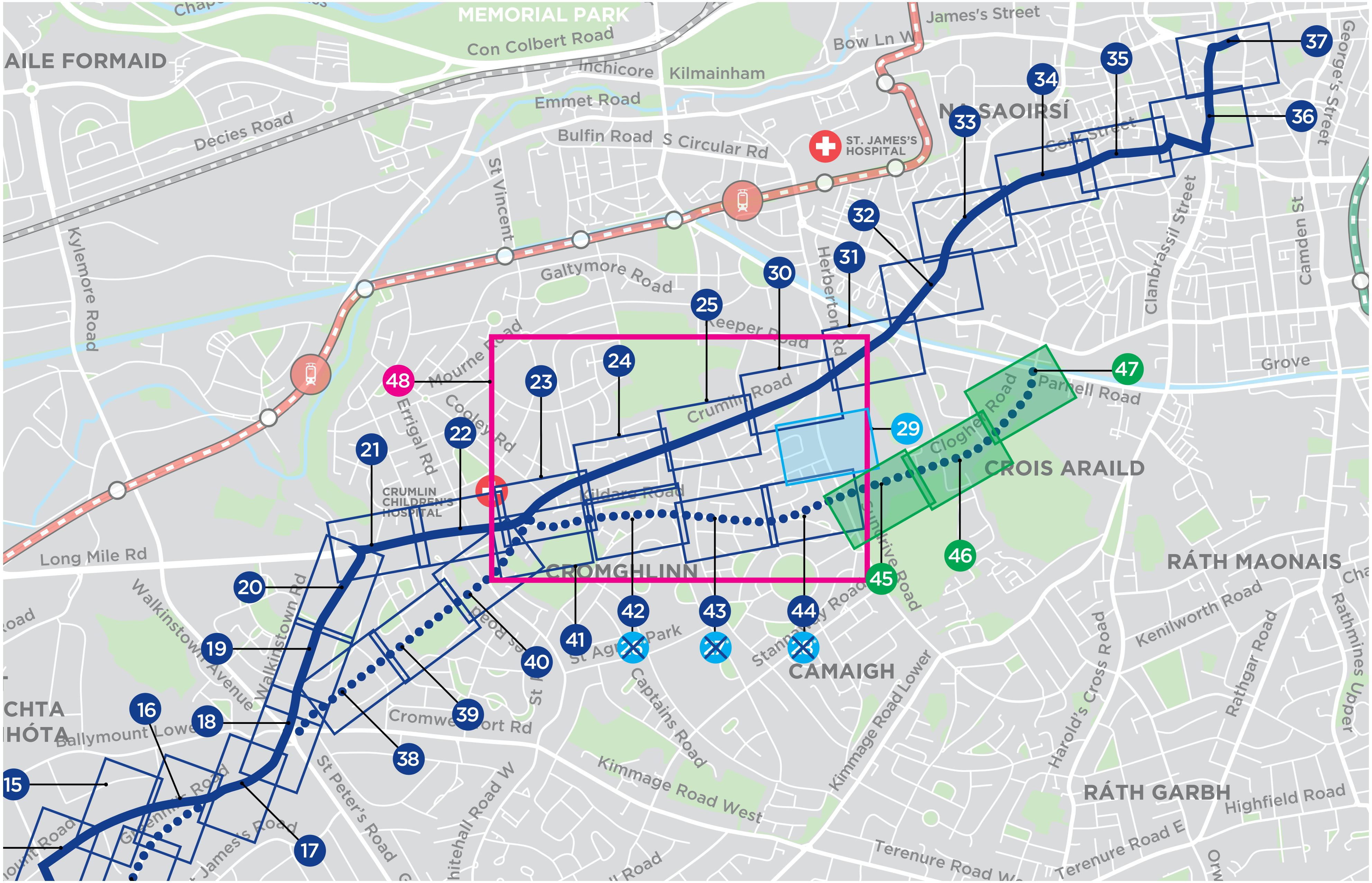
4. Aguisíní

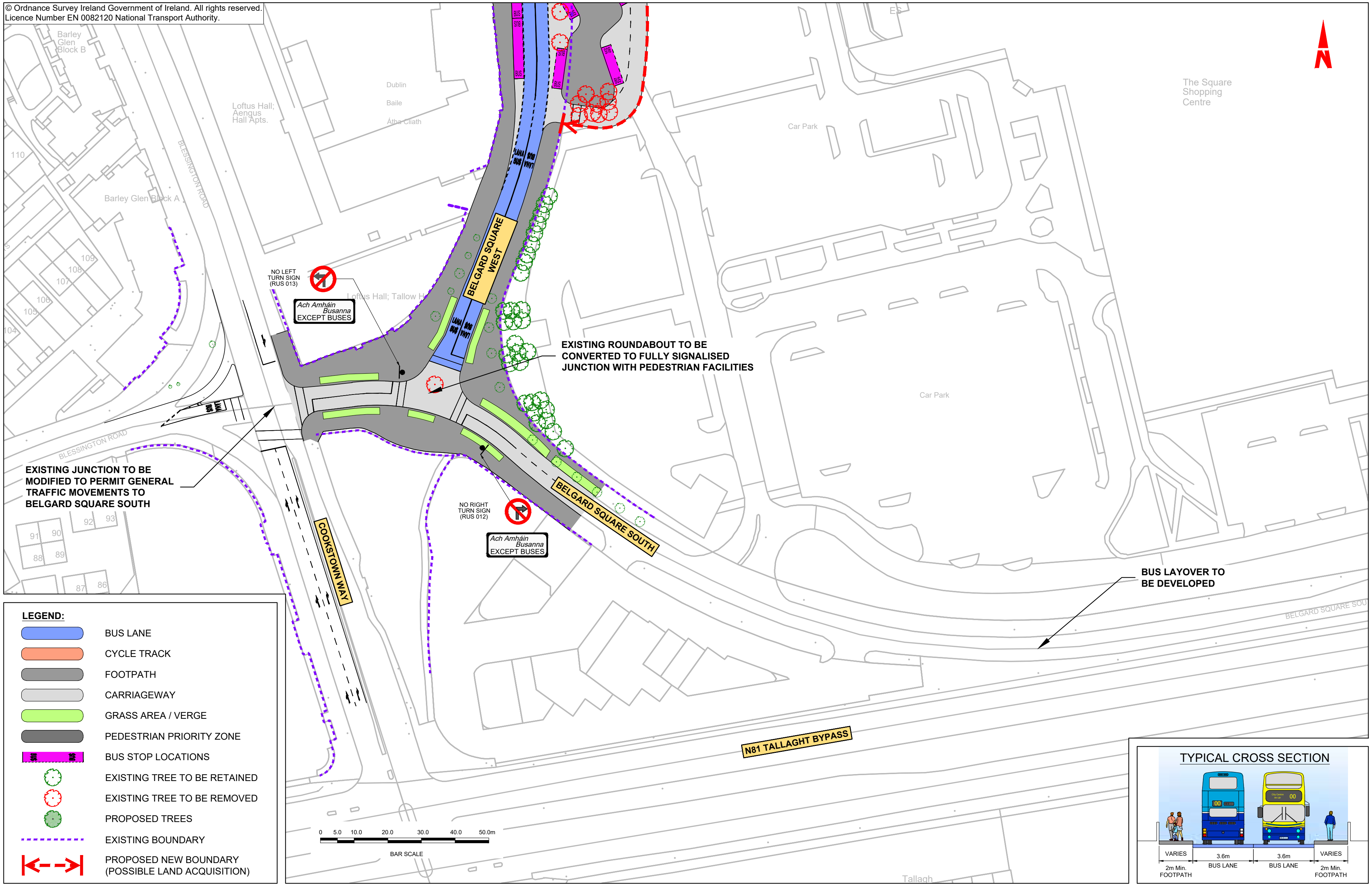
Treoir-léarscáileanna
Léarscáileanna bealaigh

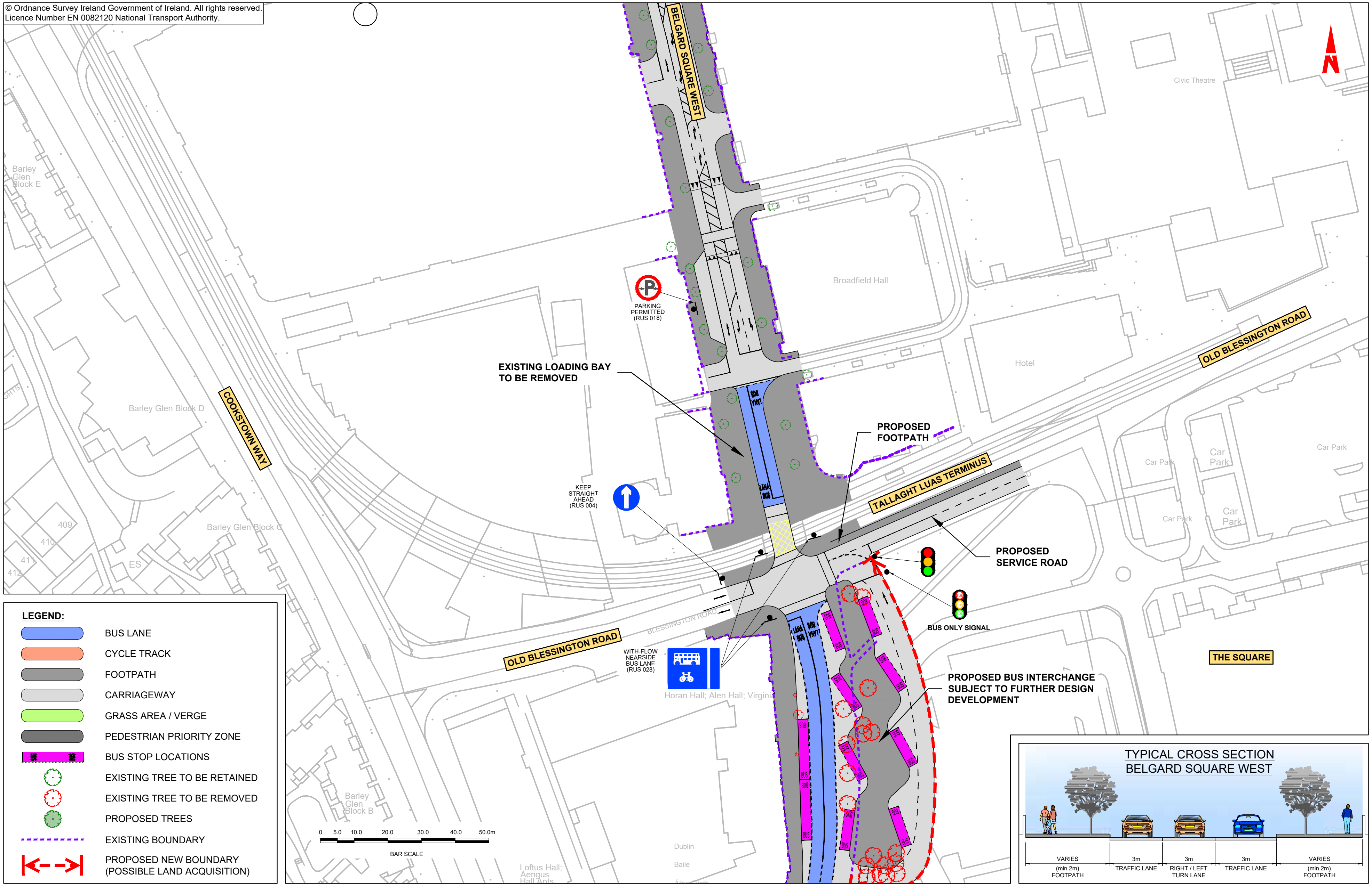


NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

Index Map Continued




© Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number EN 0082120 National Transport Authority.
BELGARD SQUARE WEST
BELGARD SQUARE SOUTH
COOKSTOWN WAY
N81 TALLAGHT BYPASS
BLESSINGTON ROAD
NO LEFT TURN SIGN (RUS 013)
Ach Amháin Busanna EXCEPT BUSES
NO RIGHT TURN SIGN (RUS 012)
Ach Amháin Busanna EXCEPT BUSES
EXISTING ROUNDABOUT TO BE CONVERTED TO FULLY SIGNALISED JUNCTION WITH PEDESTRIAN FACILITIES
EXISTING JUNCTION TO BE MODIFIED TO PERMIT GENERAL TRAFFIC MOVEMENTS TO BELGARD SQUARE SOUTH
BUS LAYOVER TO BE DEVELOPED
The Square Shopping Centre
Car Park
Loftus Hall; Aengus Hall Apts.
Barley Glen Block A
Barley Glen Block B
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 2m Min. FOOTPATH
3.6m BUS LANE
3.6m BUS LANE
VARIES 2m Min. FOOTPATH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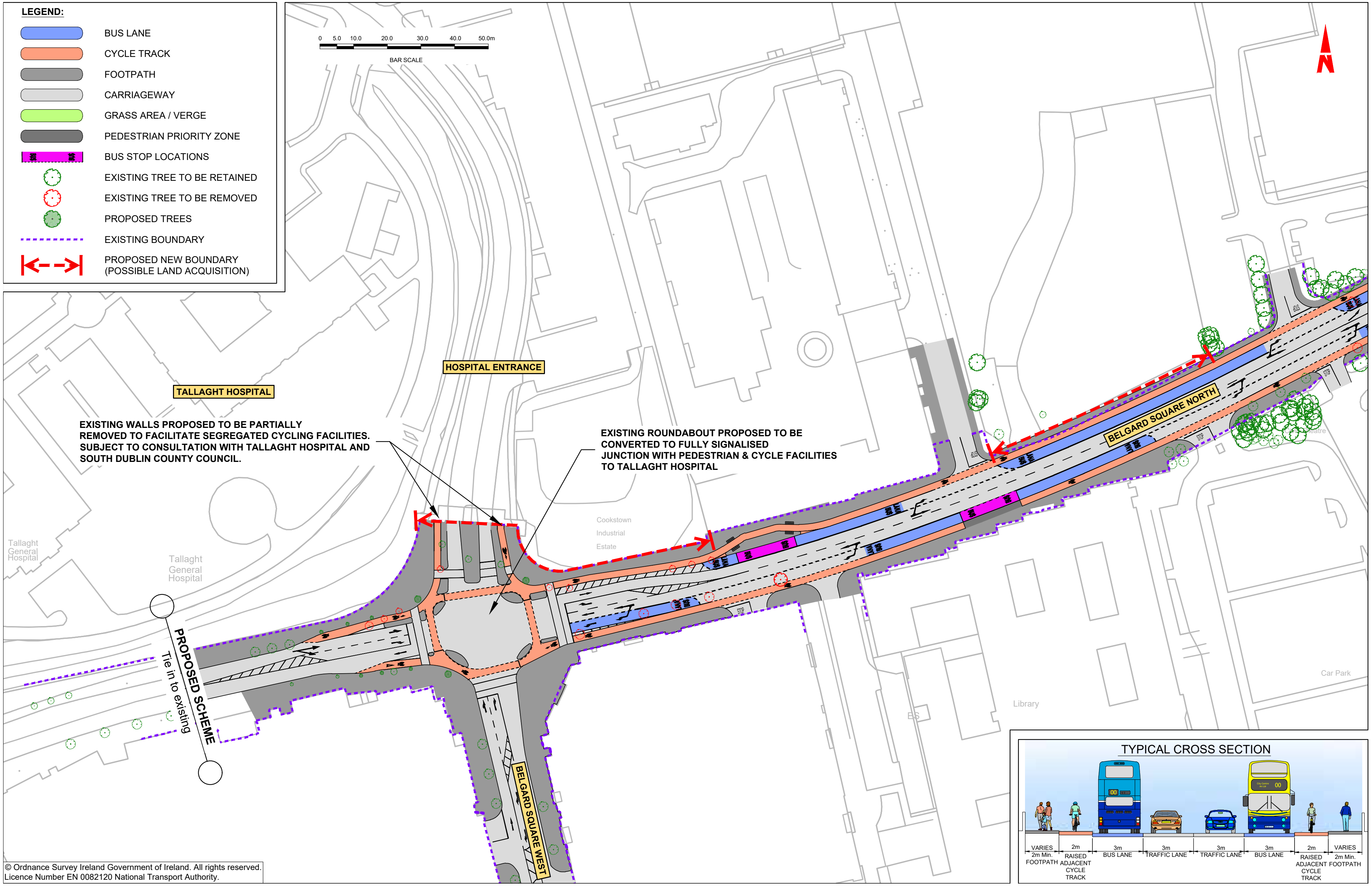
BELGARD SQUARE WEST
PARKING PERMITTED (RUS 018)
EXISTING LOADING BAY TO BE REMOVED
KEEP STRAIGHT AHEAD (RUS 004)
PROPOSED FOOTPATH
TALLAGHT LUAS TERMINUS
OLD BLESSINGTON ROAD
COOKSTOWN WAY
PROPOSED SERVICE ROAD
BUS ONLY SIGNAL
WITH-FLOW NEARSIDE BUS LANE (RUS 028)
PROPOSED BUS INTERCHANGE SUBJECT TO FURTHER DESIGN DEVELOPMENT
THE SQUARE
Broadfield Hall
Hotel
Civic Theatre
Car Park
Barley Glen Block D
Barley Glen Block C
Barley Glen Block E
Barley Glen Block B
Horan Hall; Alen Hall; Virginia
Loftus Hall; Aengus Hall Apts
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
BELGARD SQUARE WEST
VARIES (min 2m) FOOTPATH
3m TRAFFIC LANE
3m RIGHT / LEFT TURN LANE
3m TRAFFIC LANE
VARIES (min 2m) FOOTPATH



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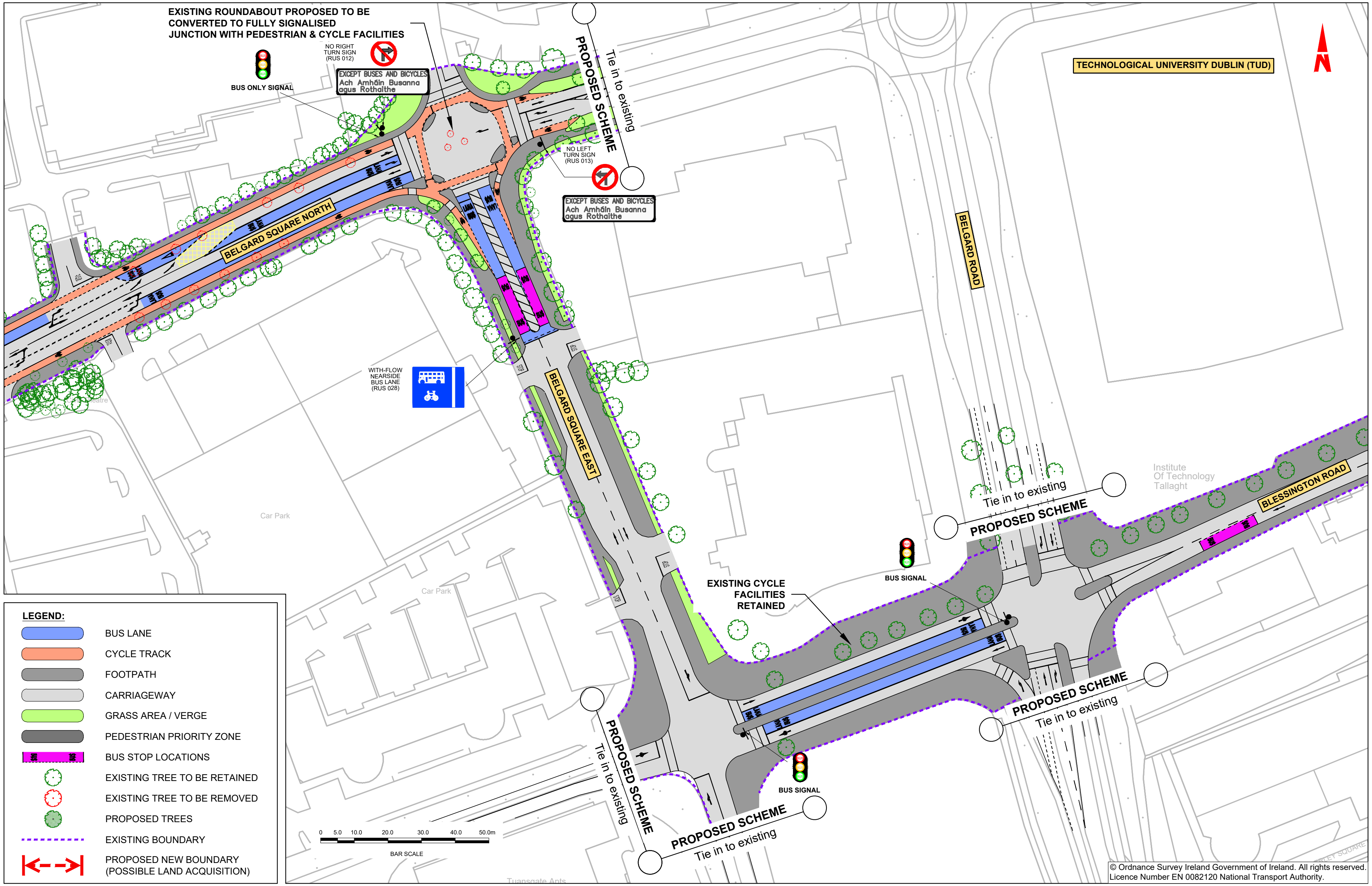
EXISTING ROUNDABOUT PROPOSED TO BE
CONVERTED TO FULLY SIGNALISED
JUNCTION WITH PEDESTRIAN & CYCLE FACILITIES
NO RIGHT TURN SIGN (RUS 012)
EXCEPT BUSES AND BICYCLES
Ach Amháin Busanna agus Rothaithe
BUS ONLY SIGNAL
PROPOSED SCHEME
Tie in to existing
NO LEFT TURN SIGN (RUS 013)
EXCEPT BUSES AND BICYCLES
Ach Amháin Busanna agus Rothaithe
TECHNOLOGICAL UNIVERSITY DUBLIN (TUD)
BELGARD SQUARE NORTH
BELGARD ROAD
WITH-FLOW NEARSIDE BUS LANE (RUS 028)
BELGARD SQUARE EAST
Car Park
Institute Of Technology Tallaght
BLESSINGTON ROAD
EXISTING CYCLE FACILITIES RETAINED
BUS 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
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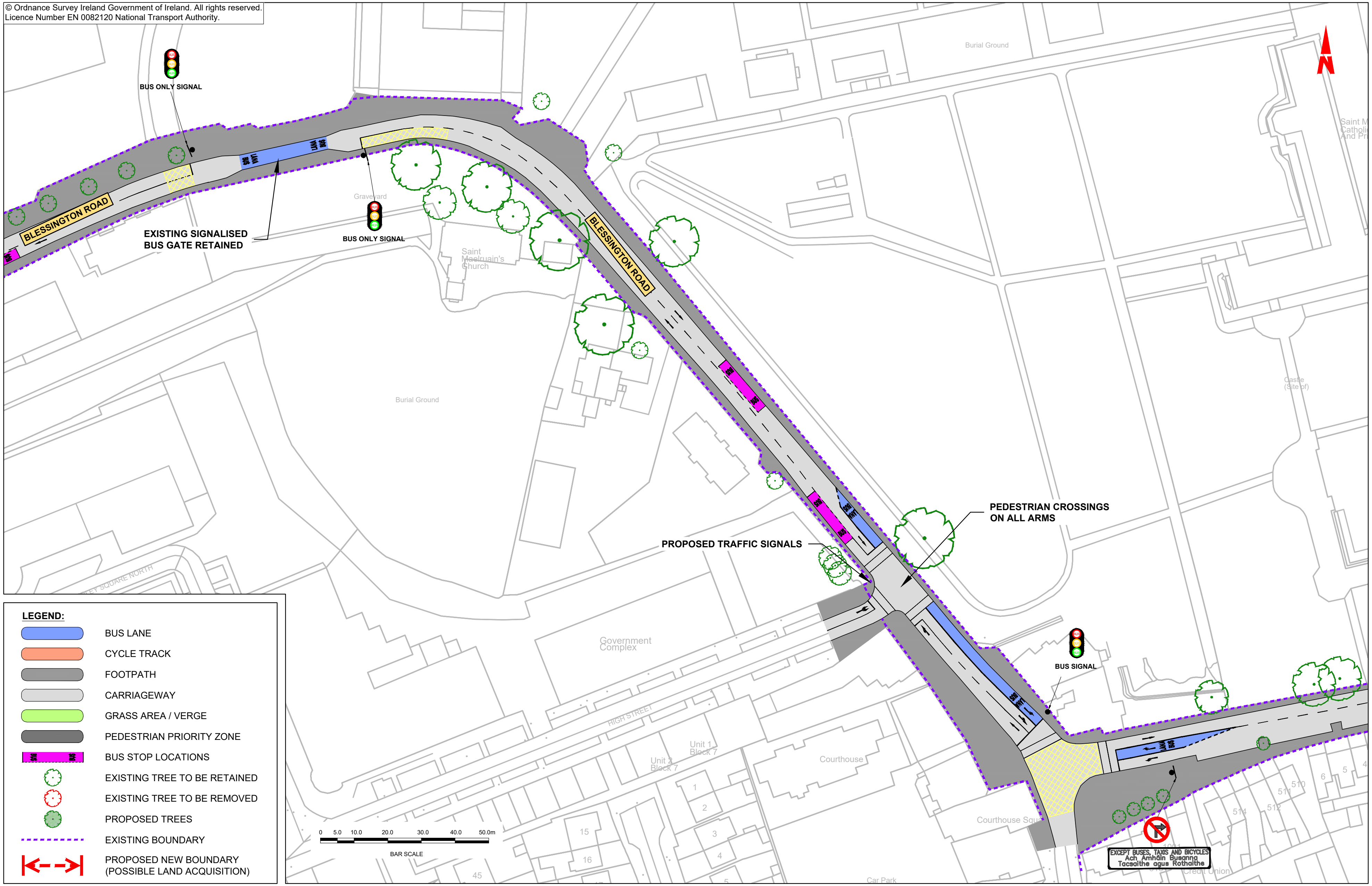
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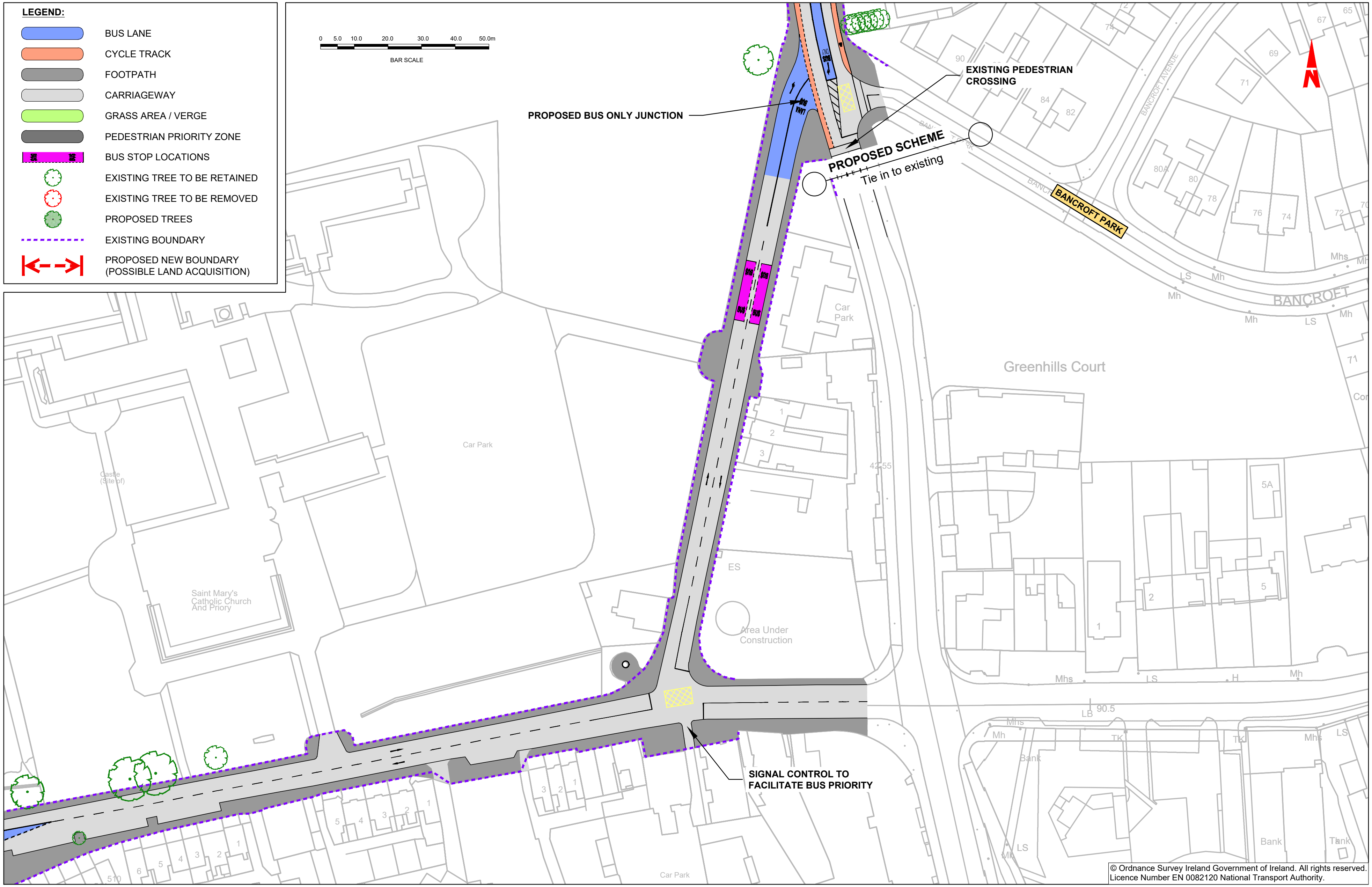
BUS ONLY SIGNAL
BLESSINGTON ROAD
EXISTING SIGNALISED
BUS GATE RETAINED
Graveyard
BUS ONLY SIGNAL
Saint Maelruain's Church
BLESSINGTON ROAD
Burial Ground
Burial Ground
Castle (Site of)
PEDESTRIAN CROSSINGS
ON ALL ARMS
PROPOSED TRAFFIC SIGNALS
Government Complex
HIGH STREET
BUS SIGNAL
Courthouse
Courthouse Sq
Car Park
EXCEPT BUSES, TAXIS AND BICYCLES
Ach Amháin Busanna
Tacsaithe agus Rothaithe
Credit Union
BAR SCALE
0 5.0 10.0 20.0 30.0 40.0 50.0m
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)

MAP 6A: Preferred Route



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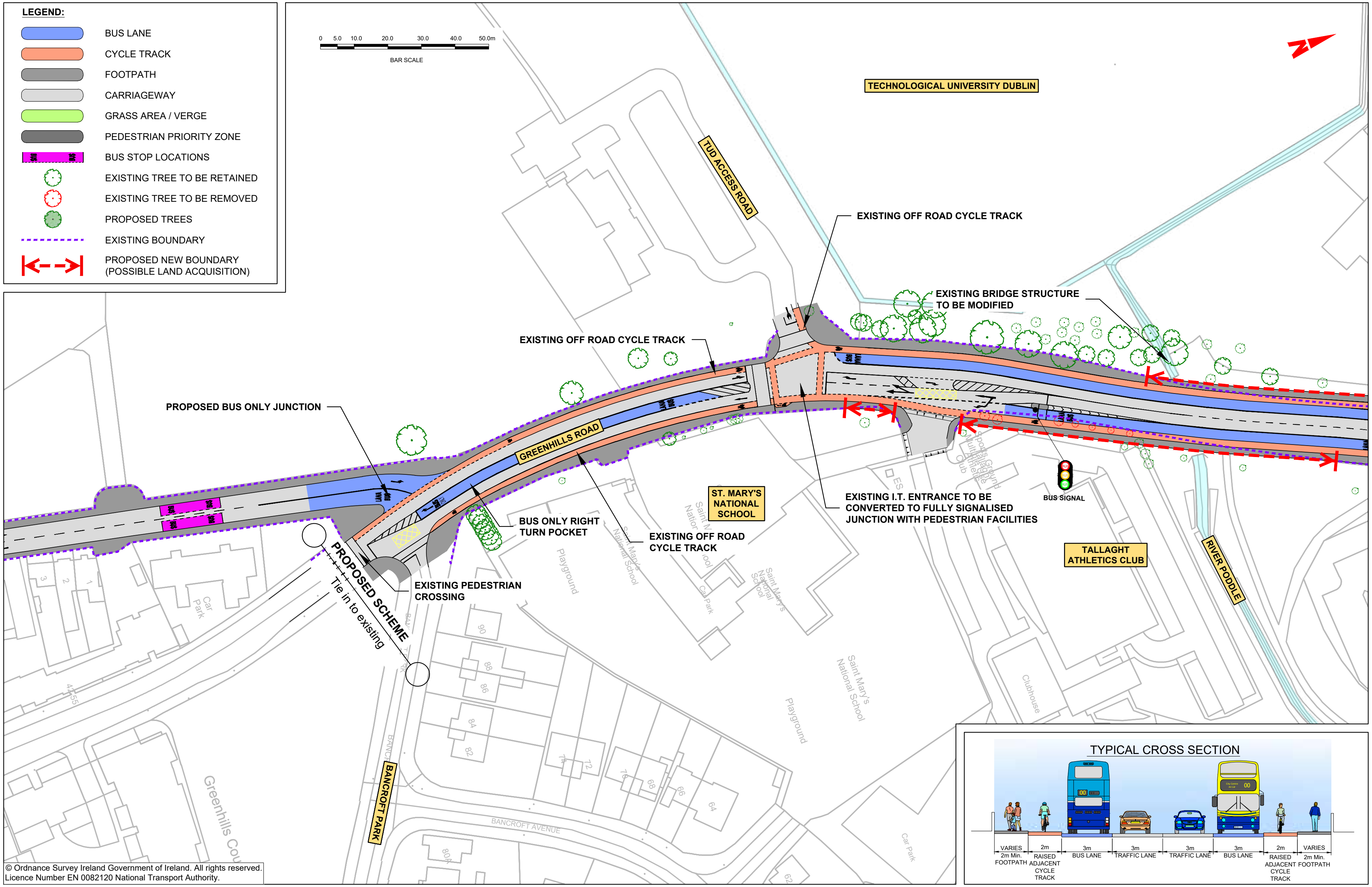

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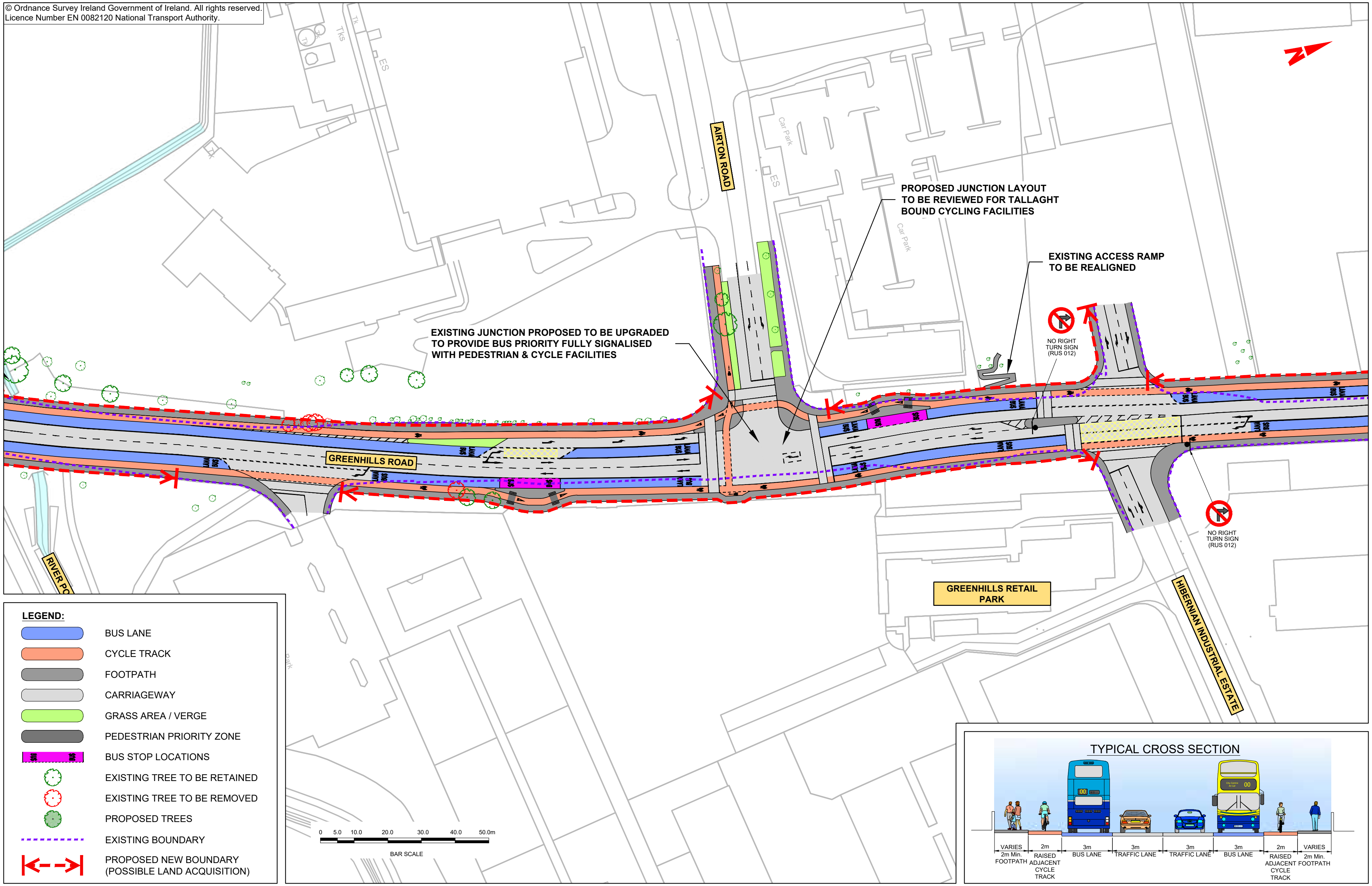
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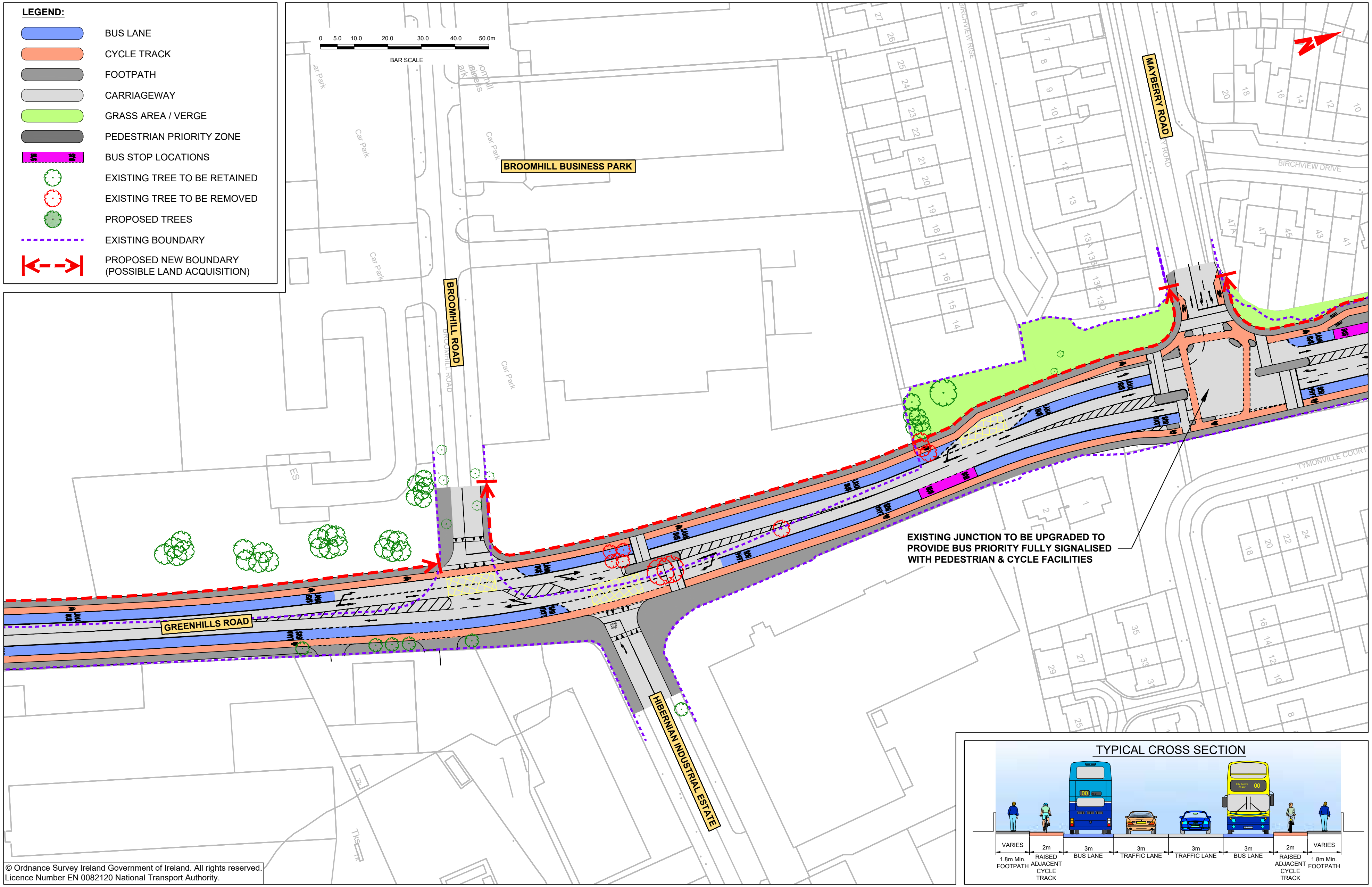
AIRTON ROAD
GREENHILLS ROAD
RIVER PO
HIBERNIAN INDUSTRIAL ESTATE
GREENHILLS RETAIL PARK
PROPOSED JUNCTION LAYOUT TO BE REVIEWED FOR TALLAGHT BOUND CYCLING FACILITIES
EXISTING ACCESS RAMP TO BE REALIGNED
EXISTING JUNCTION PROPOSED TO BE UPGRADED TO PROVIDE BUS PRIORITY FULLY SIGNALISED WITH PEDESTRIAN & CYCLE FACILITIES
NO RIGHT TURN SIGN (RUS 012)
NO RIGHT TURN SIGN (RUS 012)
Car Park
Car Park
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 2m Min. FOOTPATH
2m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
2m RAISED ADJACENT CYCLE TRACK
VARIES 2m Min. FOOTPATH



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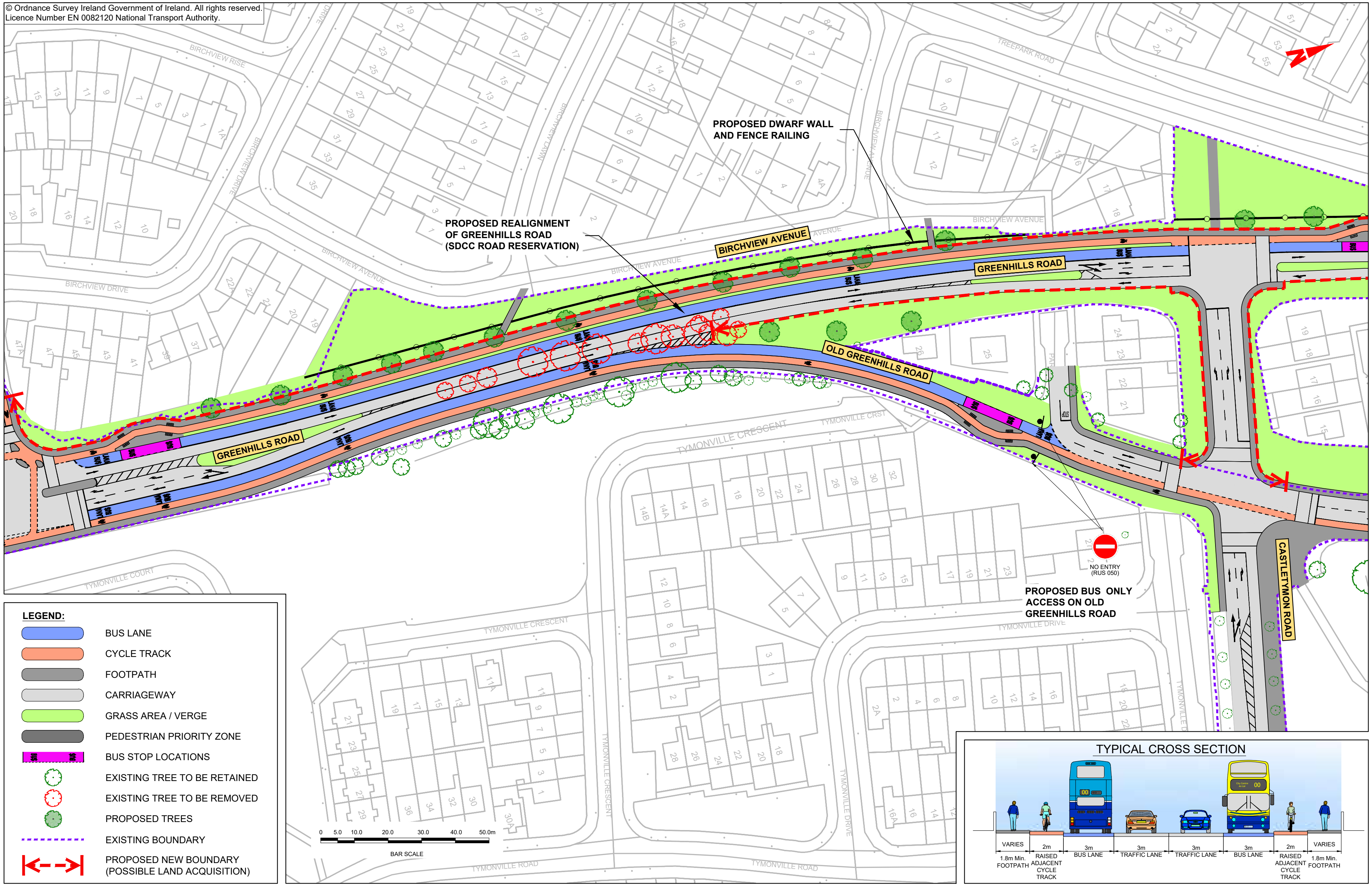
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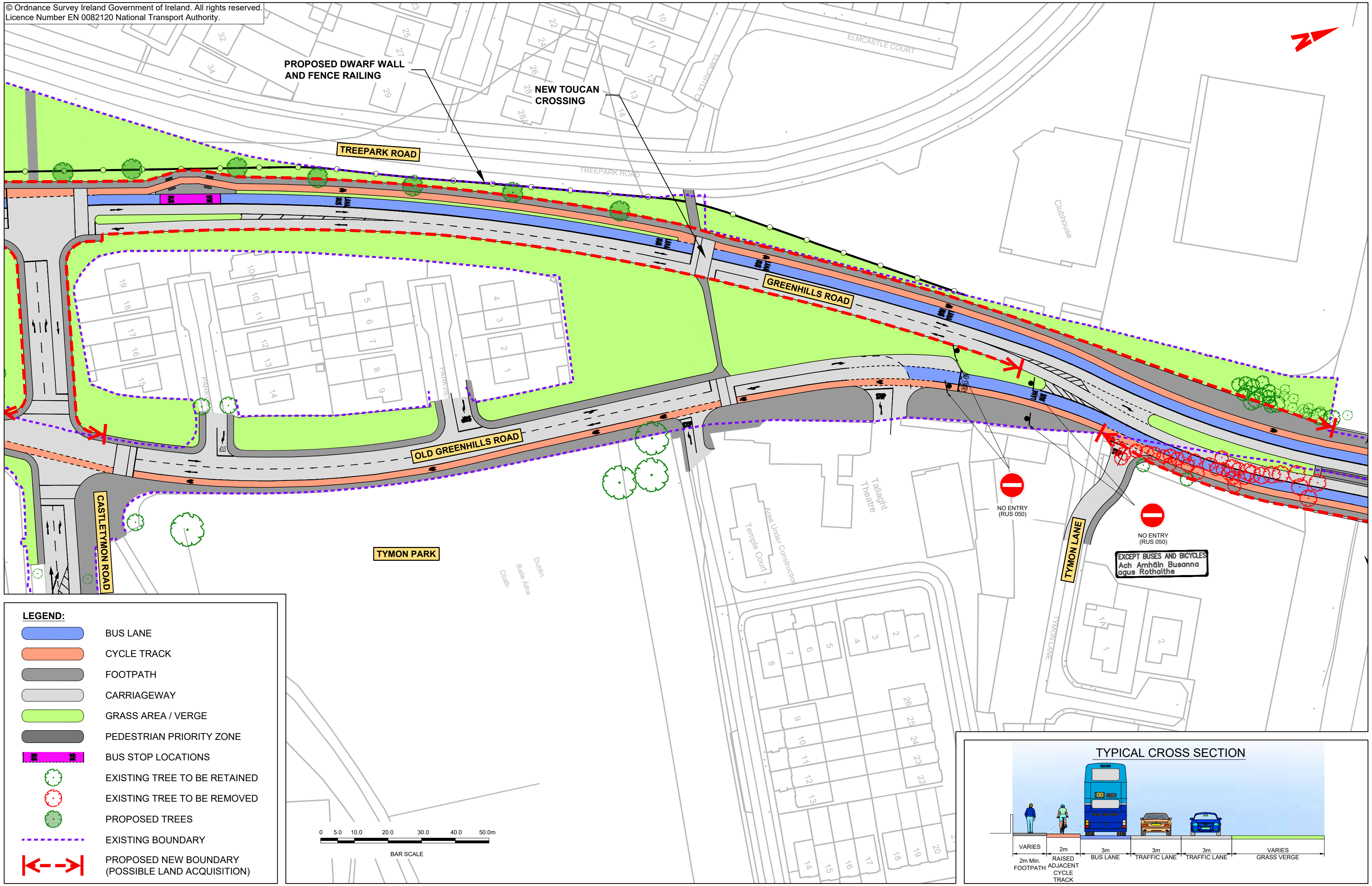
Licence Number EN 0082120 National Transport Authority.
PROPOSED DWARF WALL AND FENCE RAILING
PROPOSED REALIGNMENT OF GREENHILLS ROAD (SDCC ROAD RESERVATION)
BIRCHVIEW AVENUE
GREENHILLS ROAD
OLD GREENHILLS ROAD
TREEPARK ROAD
BIRCHVIEW RISE
BIRCHVIEW DRIVE
BIRCHVIEW LAWN
TYMONVILLE CRESCENT
TYMONVILLE CRST
TYMONVILLE COURT
TYMONVILLE DRIVE
TYMONVILLE ROAD
CASTLETYMON ROAD
NO ENTRY (RUS 050)
PROPOSED BUS ONLY ACCESS ON OLD GREENHILLS ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 1.8m Min. FOOTPATH
2m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
2m RAISED ADJACENT CYCLE TRACK
VARIES 1.8m Min. FOOTPATH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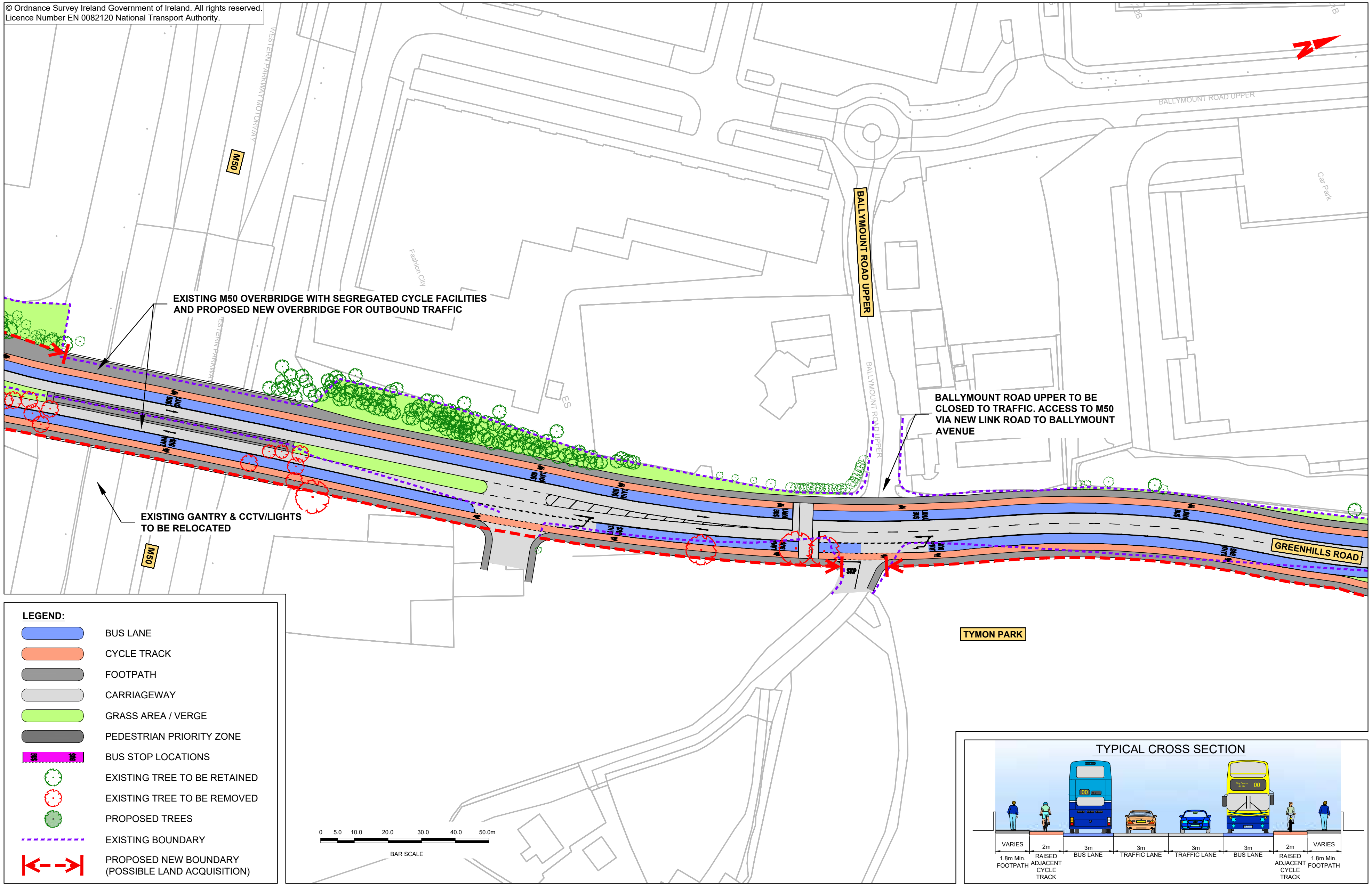
PROPOSED DWARF WALL AND FENCE RAILING
NEW TOUCAN CROSSING
TREEPARK ROAD
ELMCASTLE COURT
Clubhouse
GREENHILLS ROAD
OLD GREENHILLS ROAD
CASTLETYMON ROAD
TYMON PARK
Tallaght Theatre
Temple Court
Area Under Construction
TYMON LANE
NO ENTRY (RUS 050)
NO ENTRY (RUS 050)
EXCEPT BUSES AND BICYCLES
Ach Amháin Busanna agus Rothaithe
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 2m Min. FOOTPATH
2m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
VARIES GRASS VERGE



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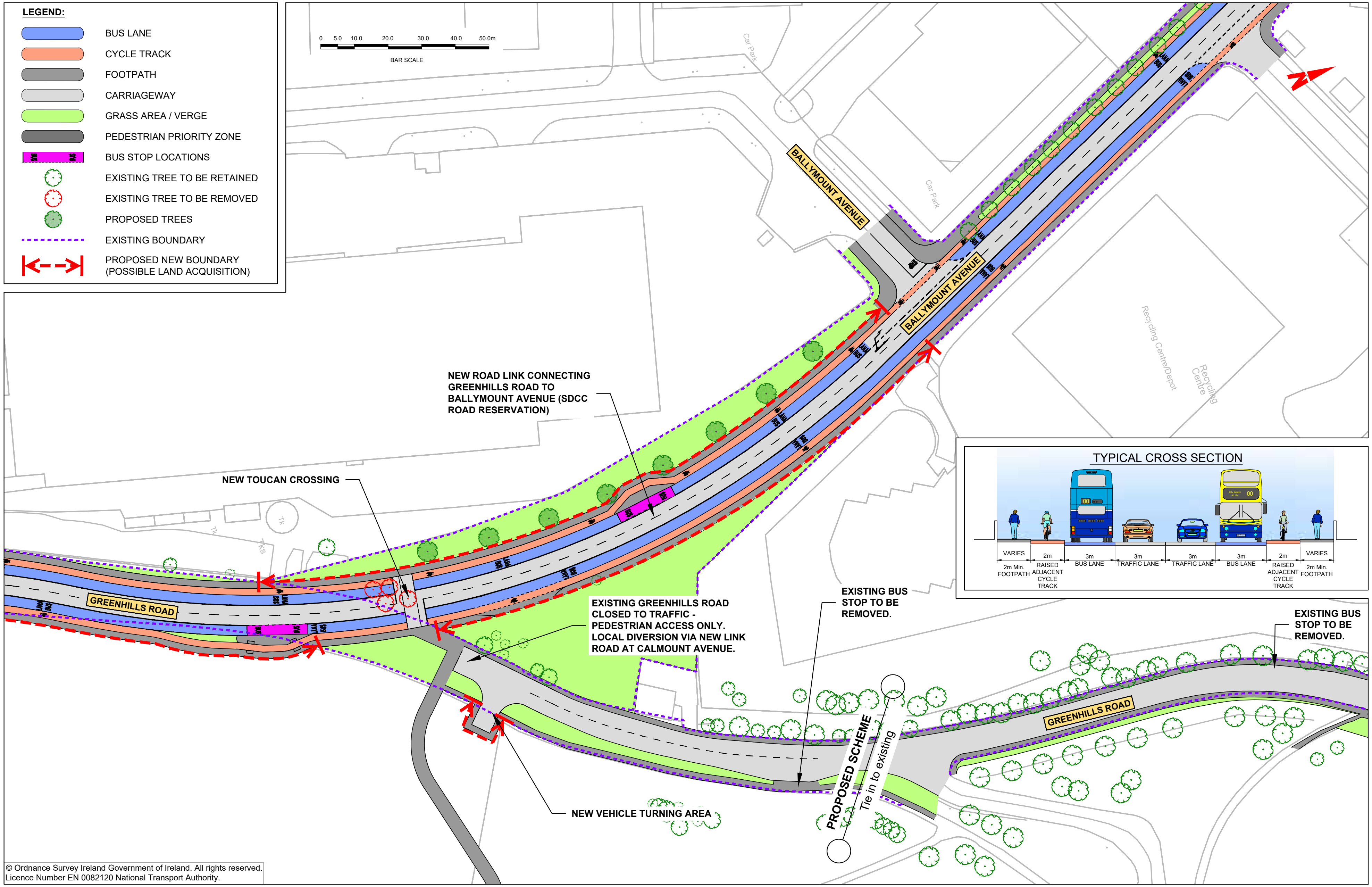
M50
WESTERN PARKWAY MOTORWAY
Fashion City
BALLYMOUNT ROAD UPPER
BALLYMOUNT ROAD UPPER
Car Park
EXISTING M50 OVERBRIDGE WITH SEGREGATED CYCLE FACILITIES AND PROPOSED NEW OVERBRIDGE FOR OUTBOUND TRAFFIC
BALLYMOUNT ROAD UPPER TO BE CLOSED TO TRAFFIC. ACCESS TO M50 VIA NEW LINK ROAD TO BALLYMOUNT AVENUE
EXISTING GANTRY & CCTV/LIGHTS TO BE RELOCATED
M50
GREENHILLS ROAD
TYMON PARK
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES
1.8m Min. FOOTPATH
2m
RAISED ADJACENT CYCLE TRACK
3m
BUS LANE
3m
TRAFFIC LANE
3m
TRAFFIC LANE
3m
BUS LANE
2m
RAISED ADJACENT CYCLE TRACK
VARIES
1.8m Min. FOOTPATH


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
Car Park
BALLYMOUNT AVENUE
Car Park
BALLYMOUNT AVENUE
Recycling Centre/Depot
Recycling Centre
NEW ROAD LINK CONNECTING GREENHILLS ROAD TO BALLYMOUNT AVENUE (SDCC ROAD RESERVATION)
NEW TOUCAN CROSSING
GREENHILLS ROAD
TYPICAL CROSS SECTION
VARIES
2m Min. FOOTPATH
2m
RAISED ADJACENT CYCLE TRACK
3m
BUS LANE
3m
TRAFFIC LANE
3m
TRAFFIC LANE
3m
BUS LANE
2m
RAISED ADJACENT CYCLE TRACK
VARIES
2m Min. FOOTPATH
EXISTING GREENHILLS ROAD CLOSED TO TRAFFIC - PEDESTRIAN ACCESS ONLY. LOCAL DIVERSION VIA NEW LINK ROAD AT CALMOUNT AVENUE.
EXISTING BUS STOP TO BE REMOVED.
EXISTING BUS STOP TO BE REMOVED.
GREENHILLS ROAD
PROPOSED SCHEME
Tie in to existing
NEW VEHICLE TURNING AREA
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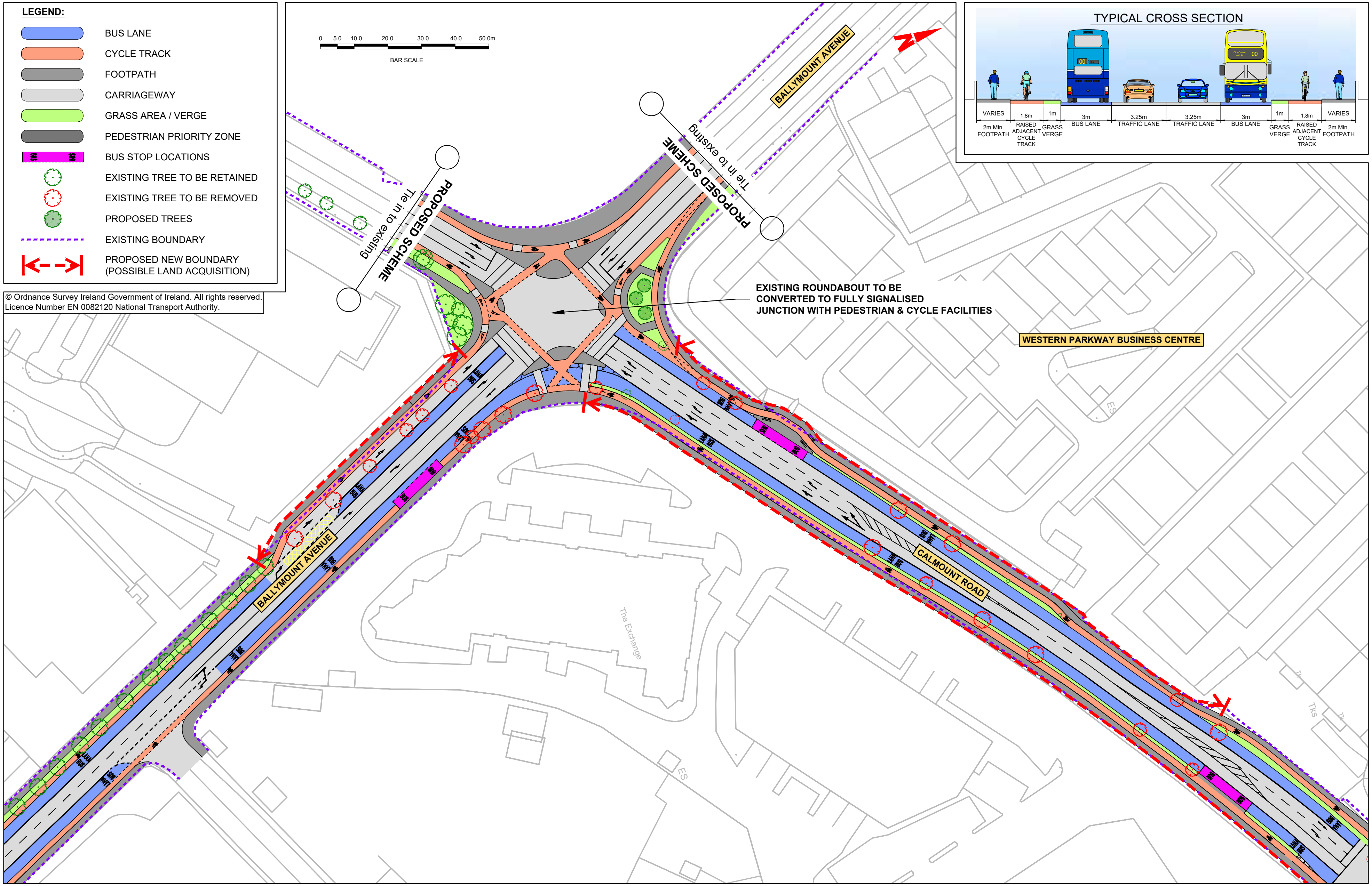
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY
(POSSIBLE LAND ACQUISITION)
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0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES
2m Min. FOOTPATH
1.8m
RAISED ADJACENT CYCLE TRACK
1m
GRASS VERGE
3m
BUS LANE
3.25m
TRAFFIC LANE
3.25m
TRAFFIC LANE
3m
BUS LANE
1m
GRASS VERGE
1.8m
RAISED ADJACENT CYCLE TRACK
VARIES
2m Min. FOOTPATH
BALLYMOUNT AVENUE
PROPOSED SCHEME
Tie in to existing
PROPOSED SCHEME
Tie in to existing
EXISTING ROUNDABOUT TO BE
CONVERTED TO FULLY SIGNALISED
JUNCTION WITH PEDESTRIAN & CYCLE FACILITIES
WESTERN PARKWAY BUSINESS CENTRE
BALLYMOUNT AVENUE
CALMOUNT ROAD
The Exchange
ES
ES

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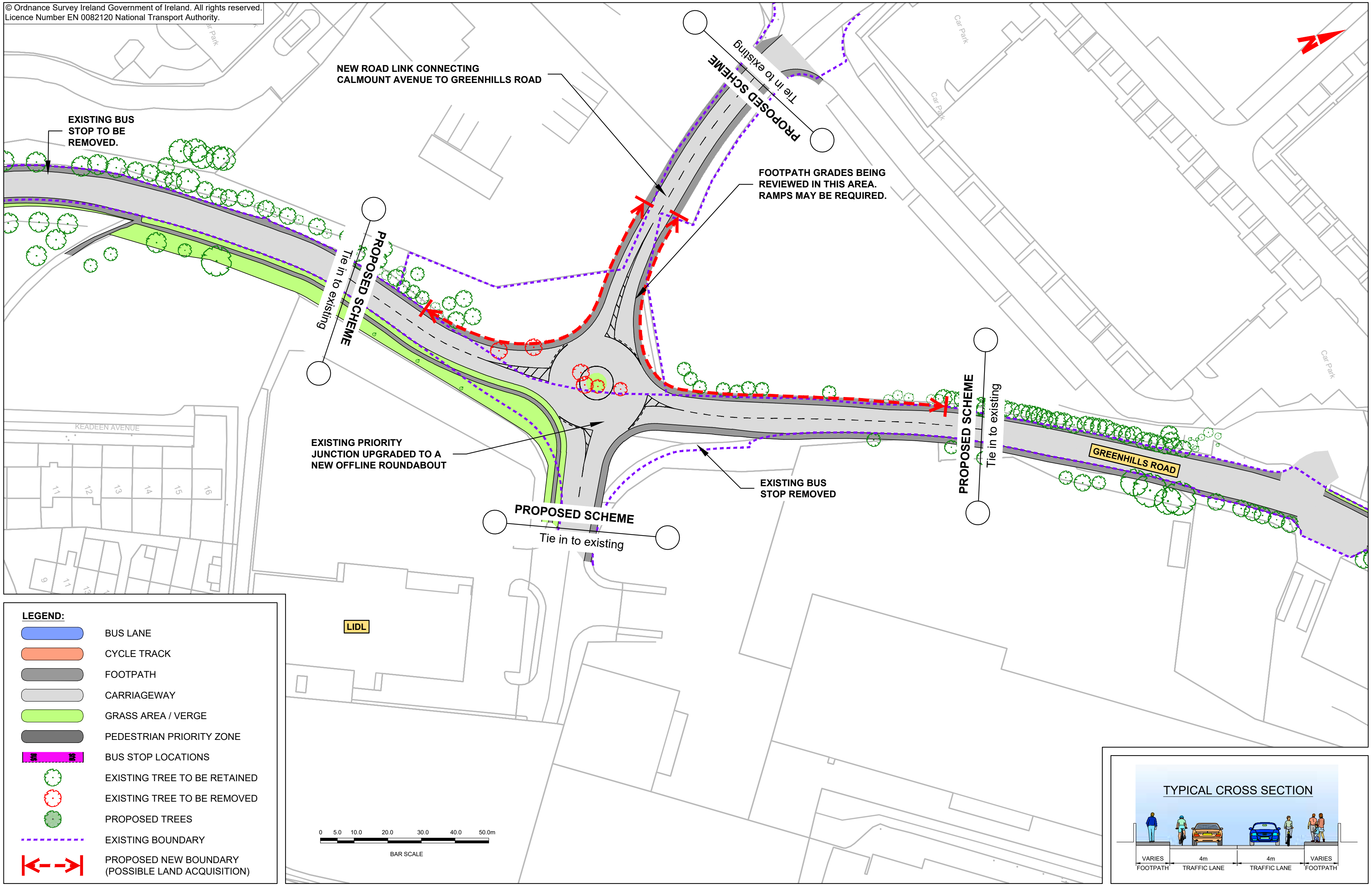

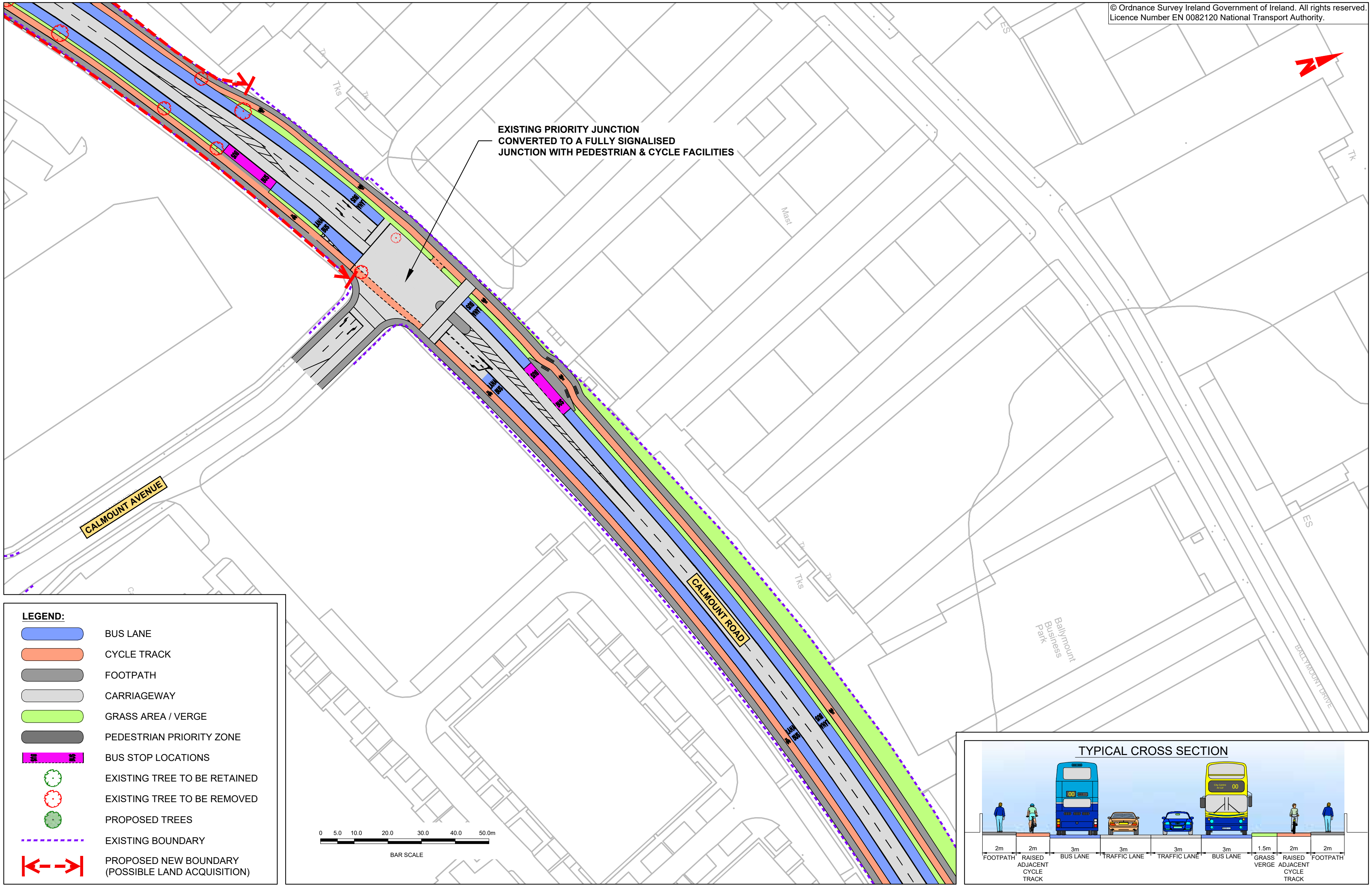
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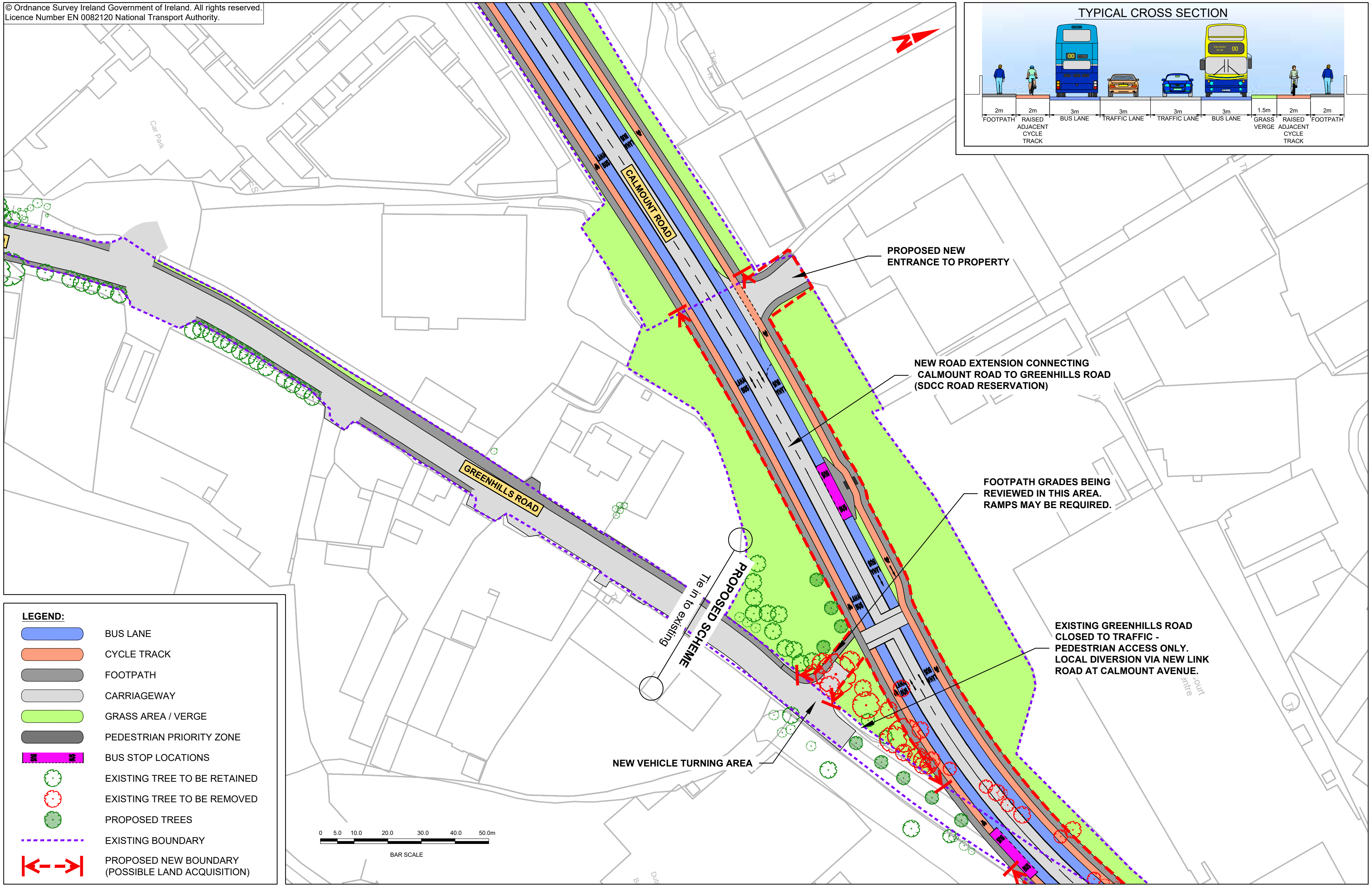
EXISTING PRIORITY JUNCTION
CONVERTED TO A FULLY SIGNALISED
JUNCTION WITH PEDESTRIAN & CYCLE FACILITIES
CALMOUNT AVENUE
CALMOUNT ROAD
Ballymount Business Park
BALLYMOUNT DRIVE
Tks
Mast
ES
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY
(POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
2m FOOTPATH
2m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
1.5m GRASS VERGE
2m RAISED ADJACENT CYCLE TRACK
2m FOOTPATH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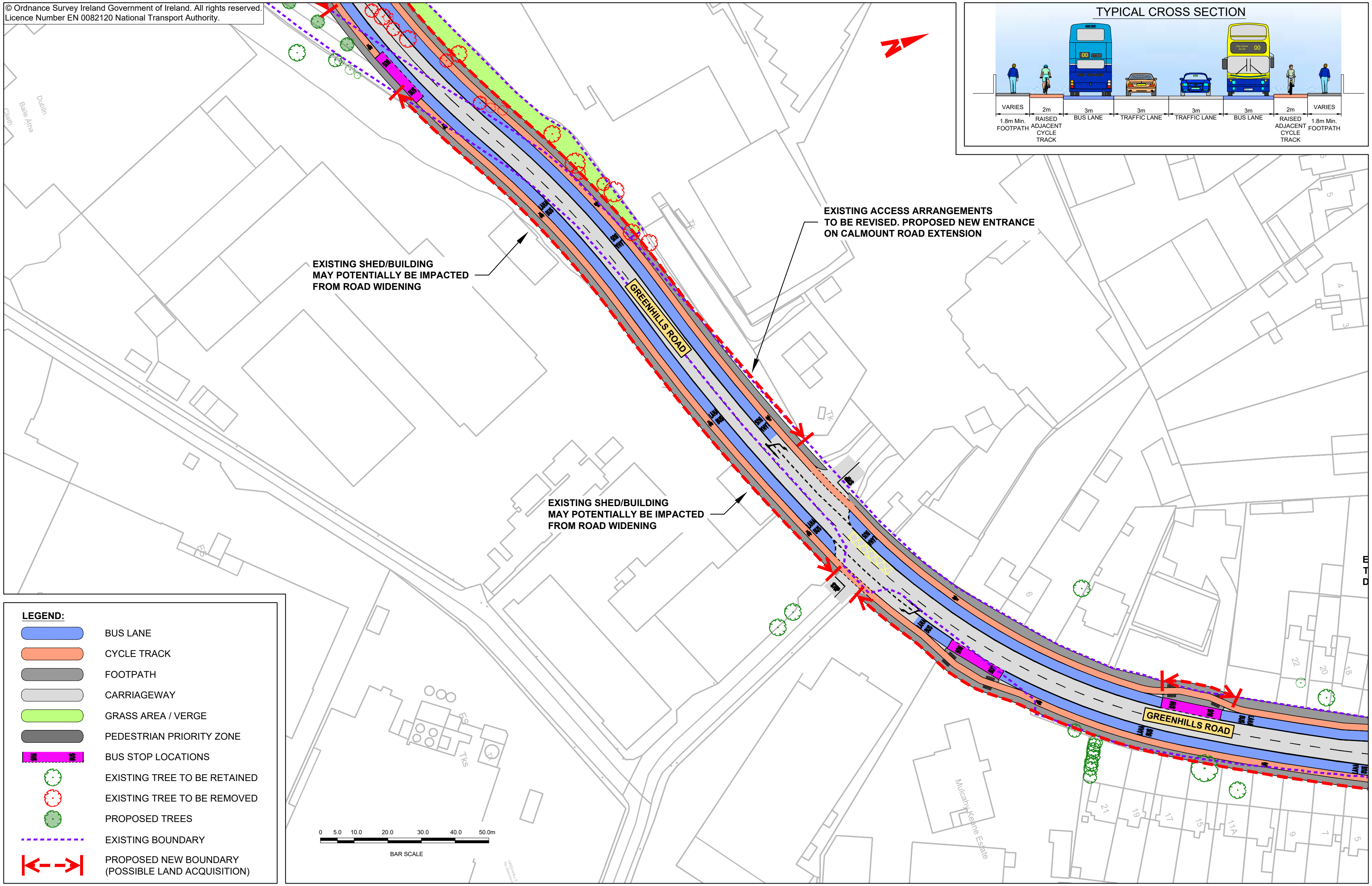
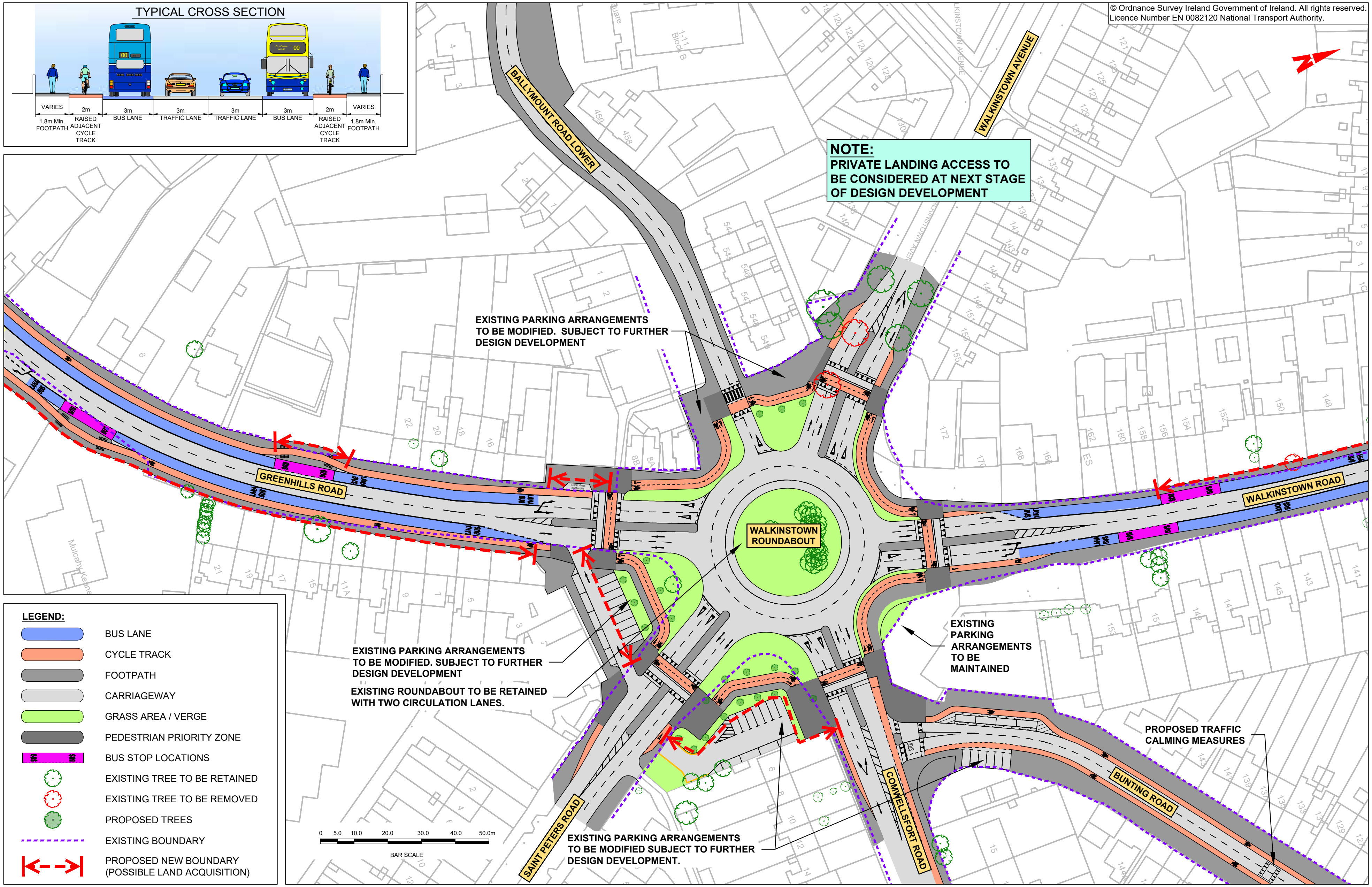
TYPICAL CROSS SECTION
2m FOOTPATH
2m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
1.5m GRASS VERGE
2m RAISED ADJACENT CYCLE TRACK
2m FOOTPATH
CALMOUNT ROAD
GREENHILLS ROAD
Car Park
PROPOSED NEW ENTRANCE TO PROPERTY
NEW ROAD EXTENSION CONNECTING CALMOUNT ROAD TO GREENHILLS ROAD (SDCC ROAD RESERVATION)
FOOTPATH GRADES BEING REVIEWED IN THIS AREA. RAMPS MAY BE REQUIRED.
EXISTING GREENHILLS ROAD CLOSED TO TRAFFIC - PEDESTRIAN ACCESS ONLY. LOCAL DIVERSION VIA NEW LINK ROAD AT CALMOUNT AVENUE.
PROPOSED SCHEME
Tie in to existing
NEW VEHICLE TURNING AREA
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE

MAP 17: Preferred Route




TYPICAL CROSS SECTION
VARIES
1.8m Min. FOOTPATH
2m
RAISED ADJACENT CYCLE TRACK
3m
BUS LANE
3m
TRAFFIC LANE
3m
TRAFFIC LANE
3m
BUS LANE
2m
RAISED ADJACENT CYCLE TRACK
VARIES
1.8m Min. FOOTPATH
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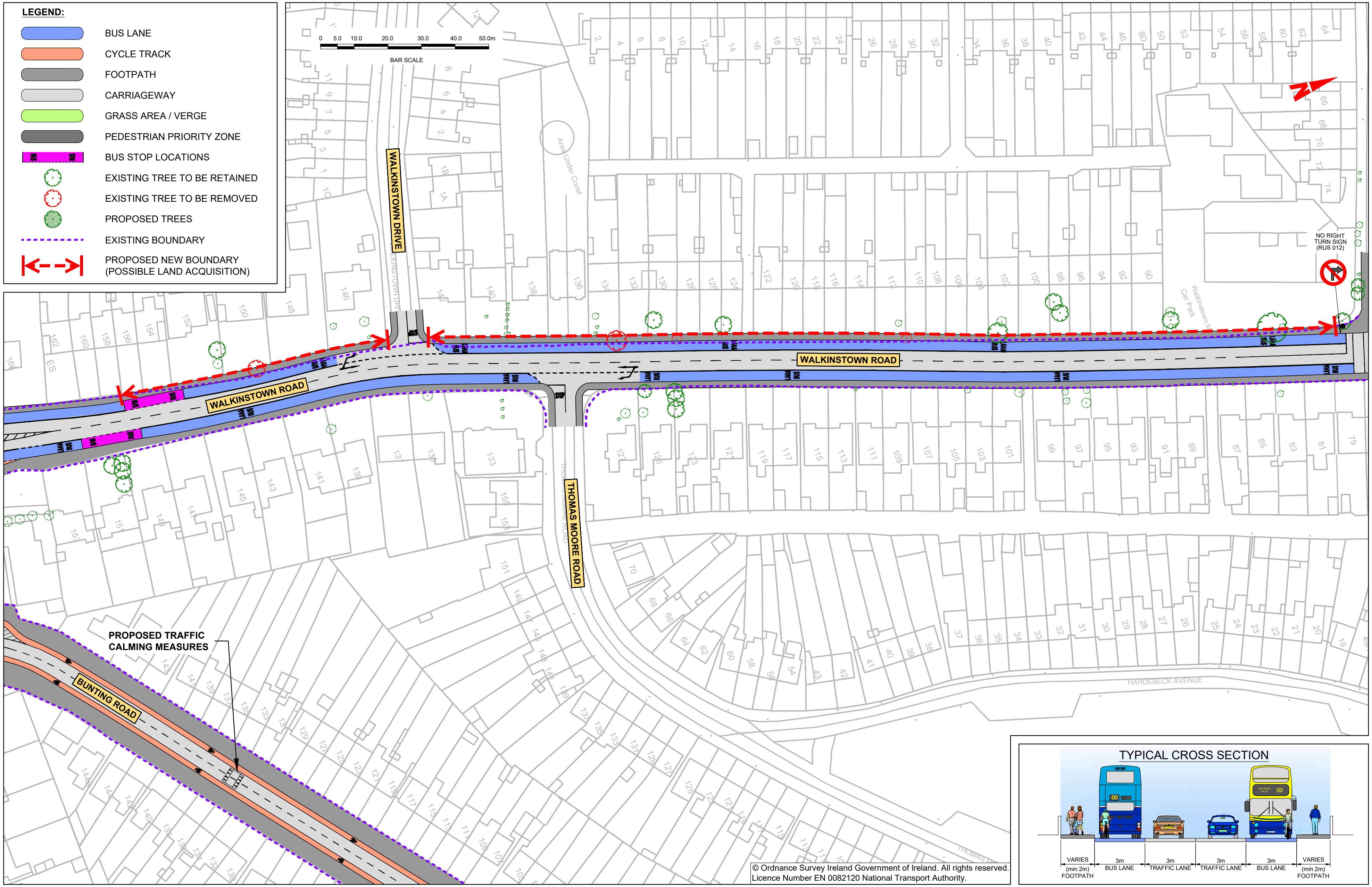
BALLYMOUNT ROAD LOWER
WALKINSTOWN AVENUE
NOTE:
PRIVATE LANDING ACCESS TO BE CONSIDERED AT NEXT STAGE OF DESIGN DEVELOPMENT
EXISTING PARKING ARRANGEMENTS TO BE MODIFIED. SUBJECT TO FURTHER DESIGN DEVELOPMENT
GREENHILLS ROAD
WALKINSTOWN ROUNDABOUT
WALKINSTOWN ROAD
EXISTING PARKING ARRANGEMENTS TO BE MODIFIED. SUBJECT TO FURTHER DESIGN DEVELOPMENT
EXISTING ROUNDABOUT TO BE RETAINED WITH TWO CIRCULATION LANES.
EXISTING PARKING ARRANGEMENTS TO BE MAINTAINED
PROPOSED TRAFFIC CALMING MEASURES
BUNTING ROAD
SAINT PETERS ROAD
COMWELLSFORT ROAD
EXISTING PARKING ARRANGEMENTS TO BE MODIFIED SUBJECT TO FURTHER DESIGN DEVELOPMENT.
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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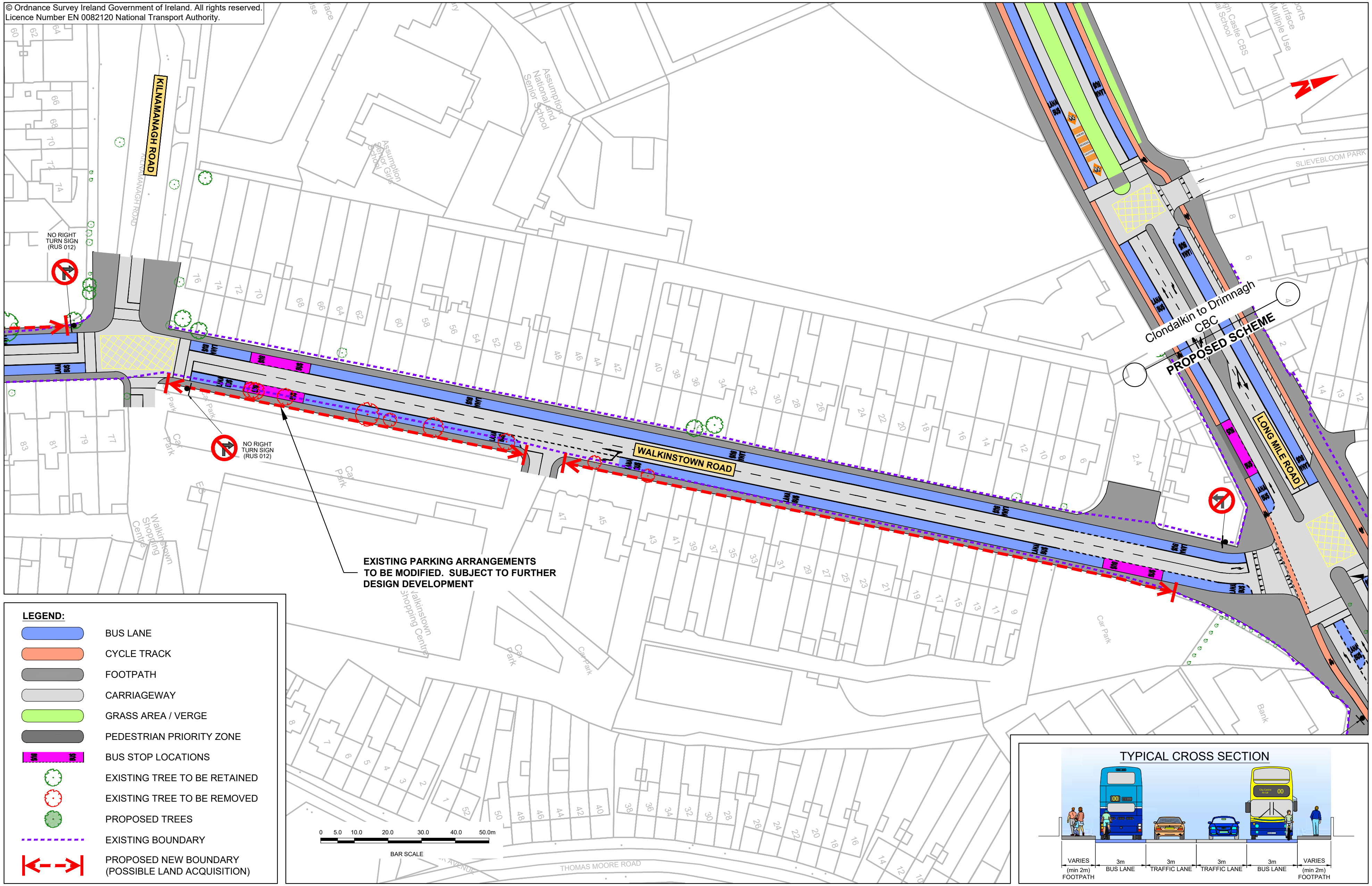
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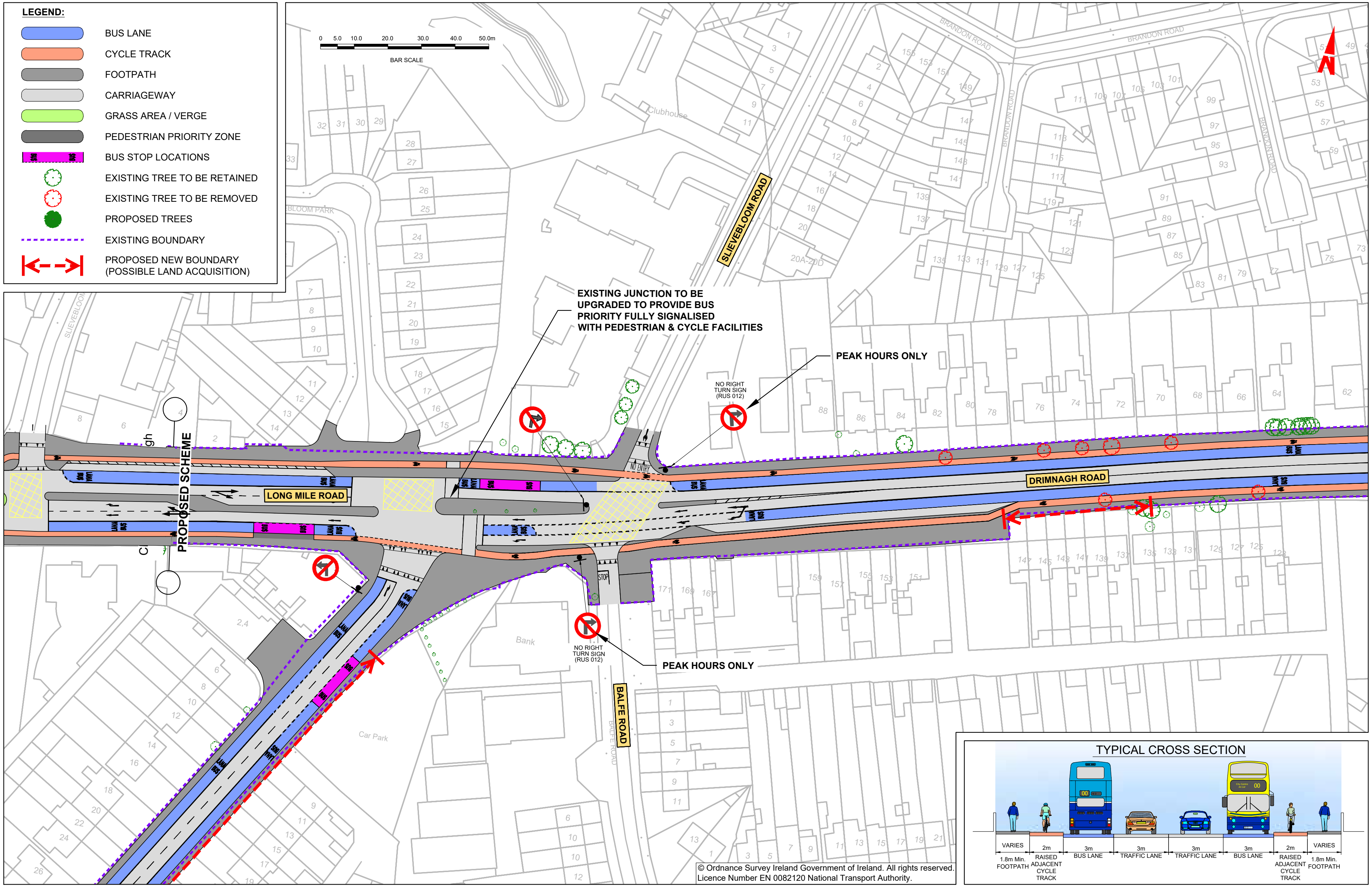
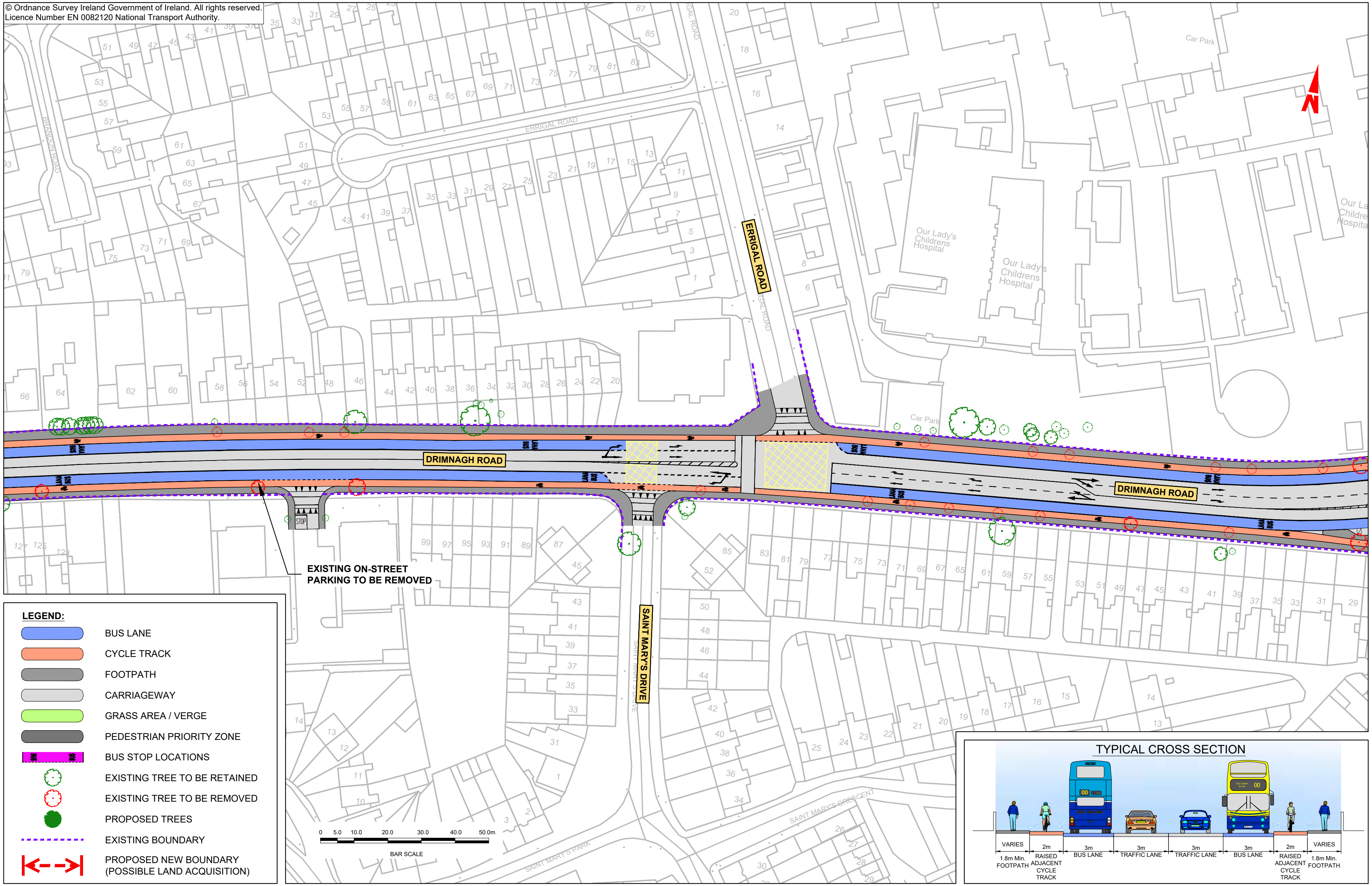
Licence Number EN 0082120 National Transport Authority.
KILNAMANAGH ROAD
WALKINSTOWN ROAD
LONG MILE ROAD
SLIEVEBLOOM PARK
THOMAS MOORE ROAD
NO RIGHT TURN SIGN (RUS 012)
Clondalkin to Drimnagh CBC PROPOSED SCHEME
EXISTING PARKING ARRANGEMENTS TO BE MODIFIED. SUBJECT TO FURTHER DESIGN DEVELOPMENT
Assumption National and Senior School
Walkinstown Shopping Centre
Car Park
Bank
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES (min 2m) FOOTPATH
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
VARIES (min 2m) FOOTPATH

MAP 21: Preferred Route

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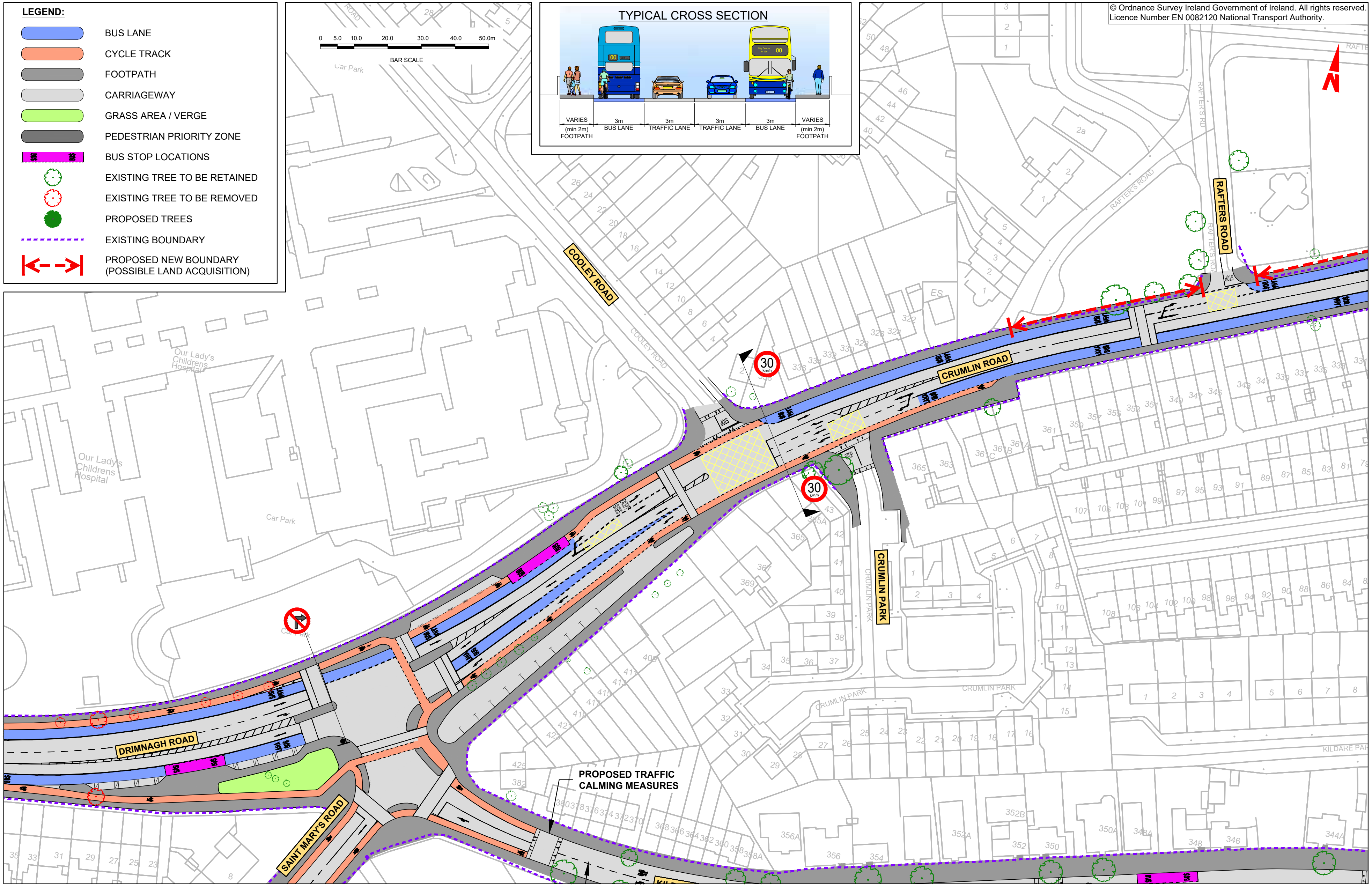
Licence Number EN 0082120 National Transport Authority.
ERRIGAL ROAD
DRIMNAGH ROAD
SAINT MARY'S DRIVE
Our Lady's Childrens Hospital
Car Park
EXISTING ON-STREET PARKING TO BE REMOVED
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 1.8m Min. FOOTPATH
2m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
2m RAISED ADJACENT CYCLE TRACK
VARIES 1.8m Min. FOOTPATH


LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY
(POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES (min 2m) FOOTPATH
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
VARIES (min 2m) FOOTPATH
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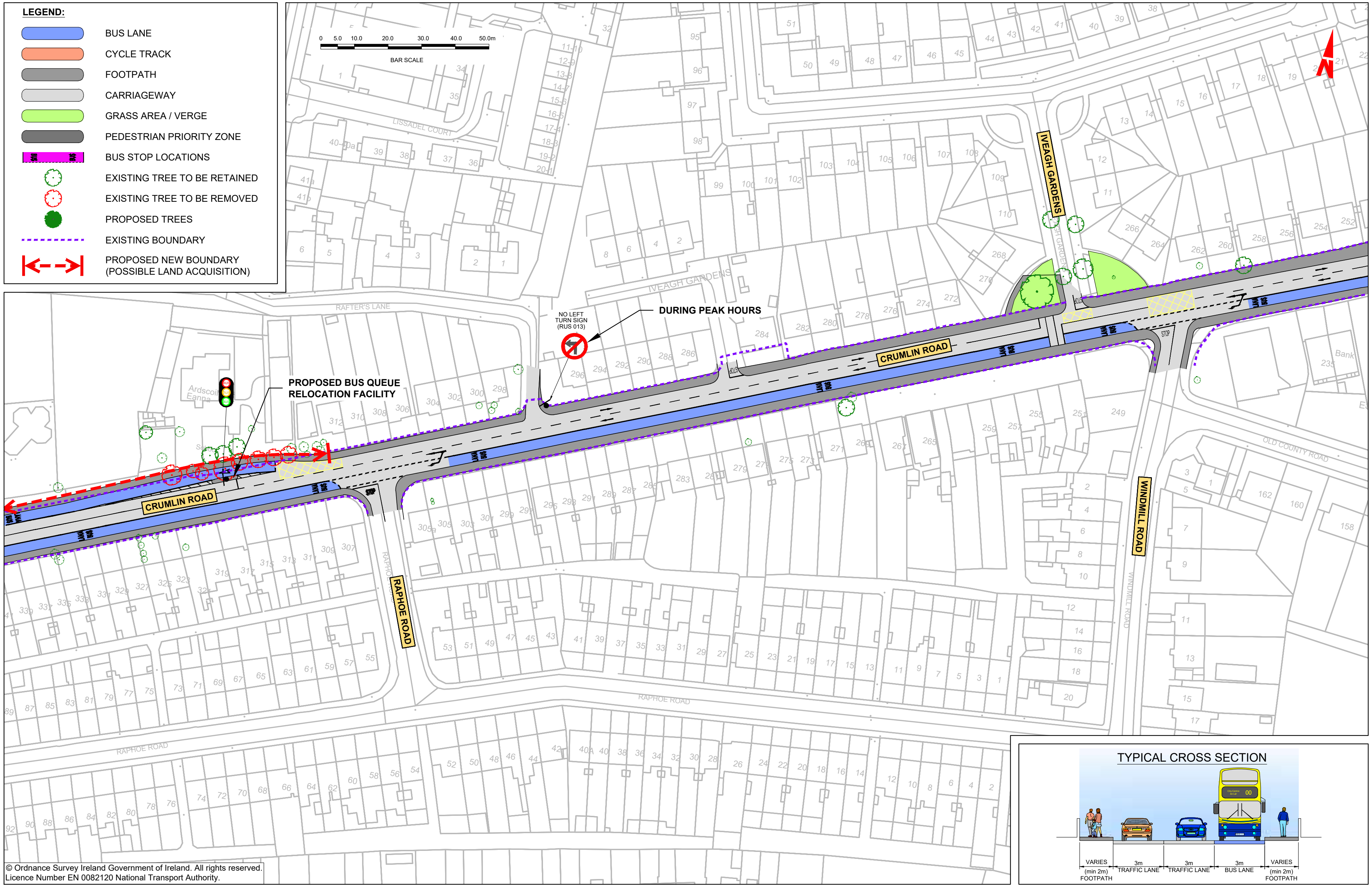
Licence Number EN 0082120 National Transport Authority.
COOLEY ROAD
CRUMLIN ROAD
RAFTERS ROAD
CRUMLIN PARK
DRIMNAGH ROAD
SAINT MARY'S ROAD
Our Lady's Childrens Hospital
Car Park
30
PROPOSED TRAFFIC
CALMING MEASURES



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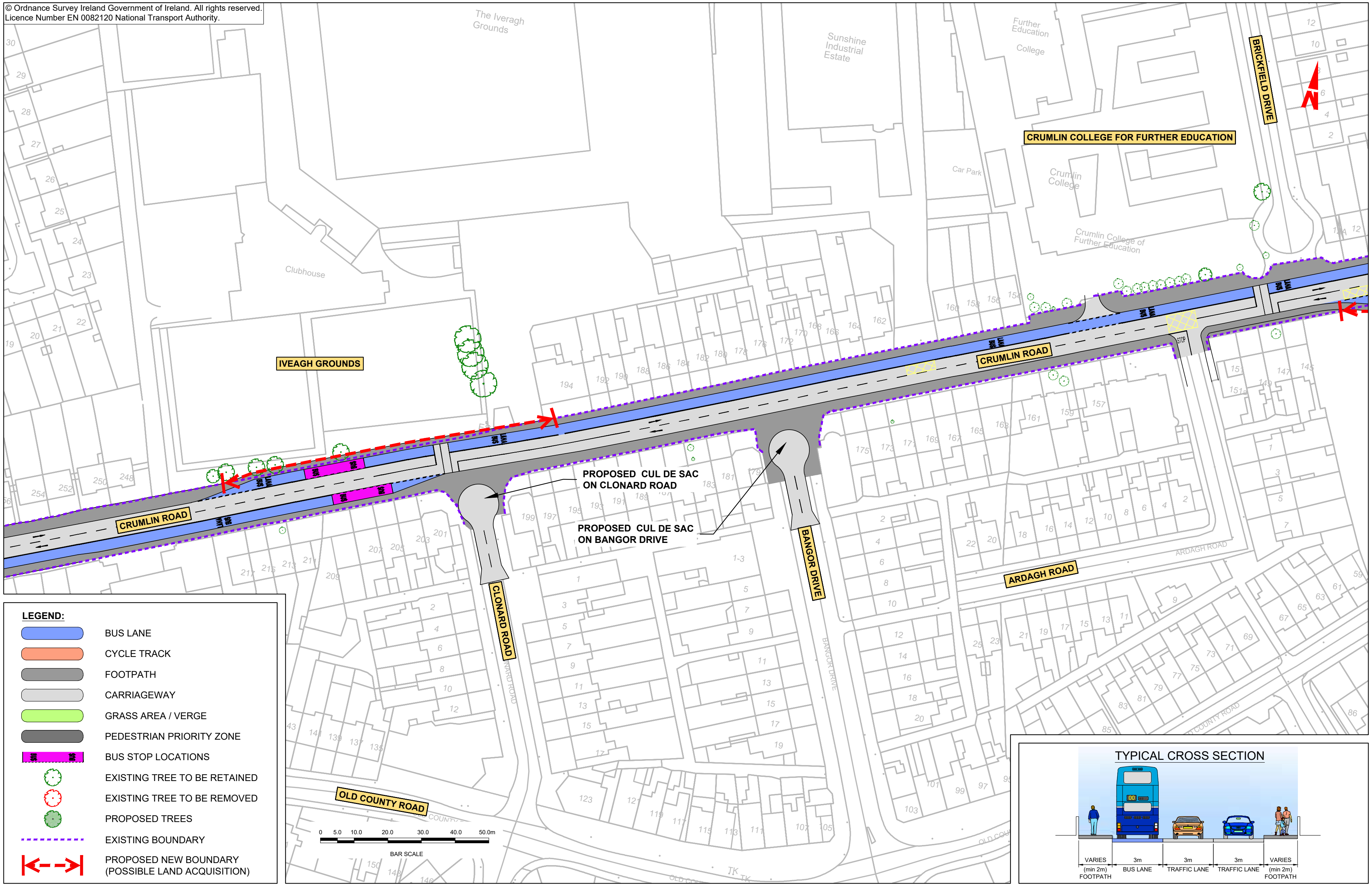

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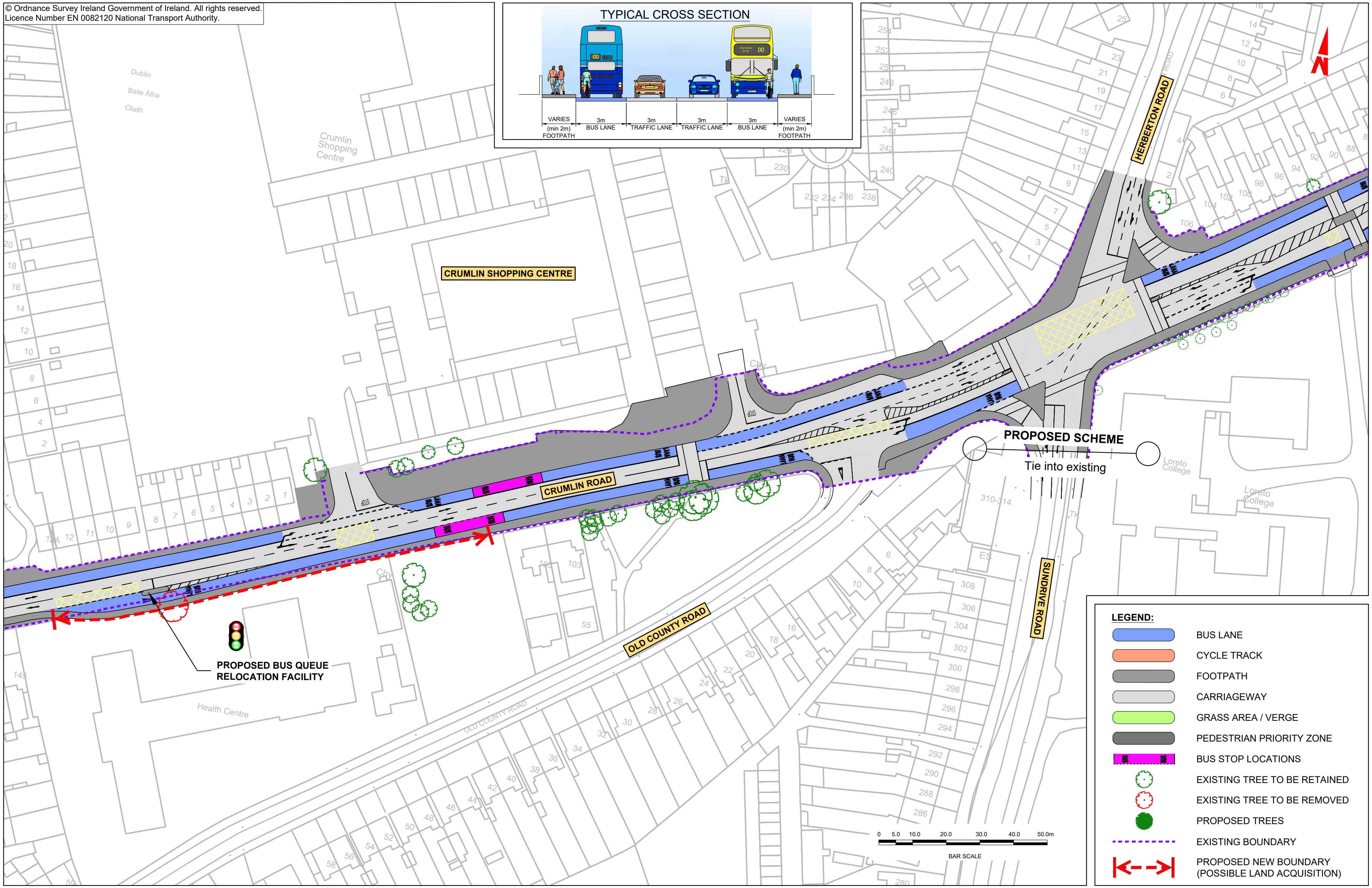
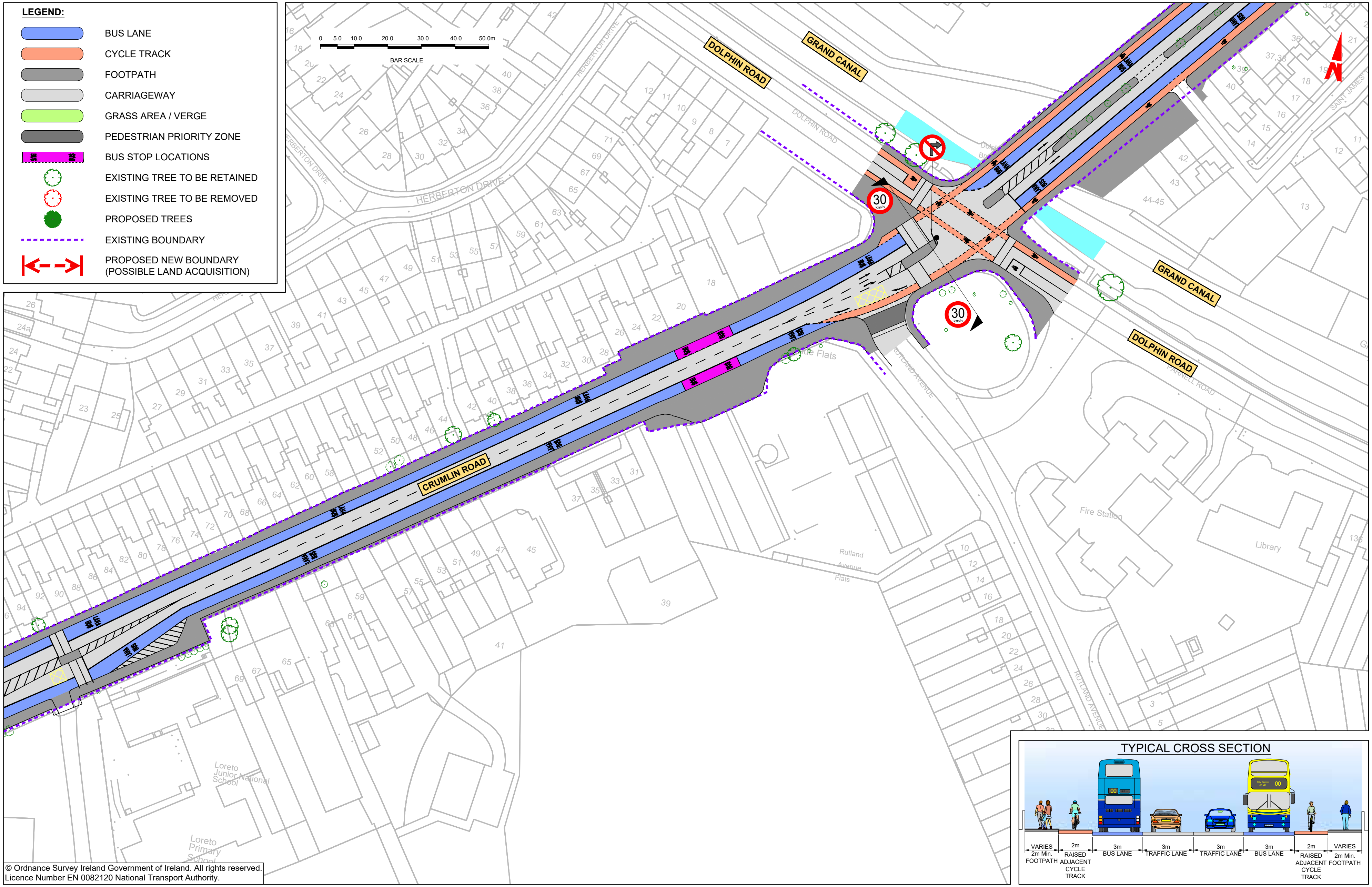
Licence Number EN 0082120 National Transport Authority.
The Iveagh Grounds
Clubhouse
IVEAGH GROUNDS
Sunshine Industrial Estate
Car Park
Further Education College
Crumlin College
Crumlin College of Further Education
CRUMLIN COLLEGE FOR FURTHER EDUCATION
BRICKFIELD DRIVE
CRUMLIN ROAD
PROPOSED CUL DE SAC ON CLONARD ROAD
PROPOSED CUL DE SAC ON BANGOR DRIVE
CLONARD ROAD
BANGOR DRIVE
ARDAGH ROAD
OLD COUNTY ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES (min 2m) FOOTPATH
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
VARIES (min 2m) FOOTPATH

MAP 30: Preferred Route



MAP 31: Preferred Route



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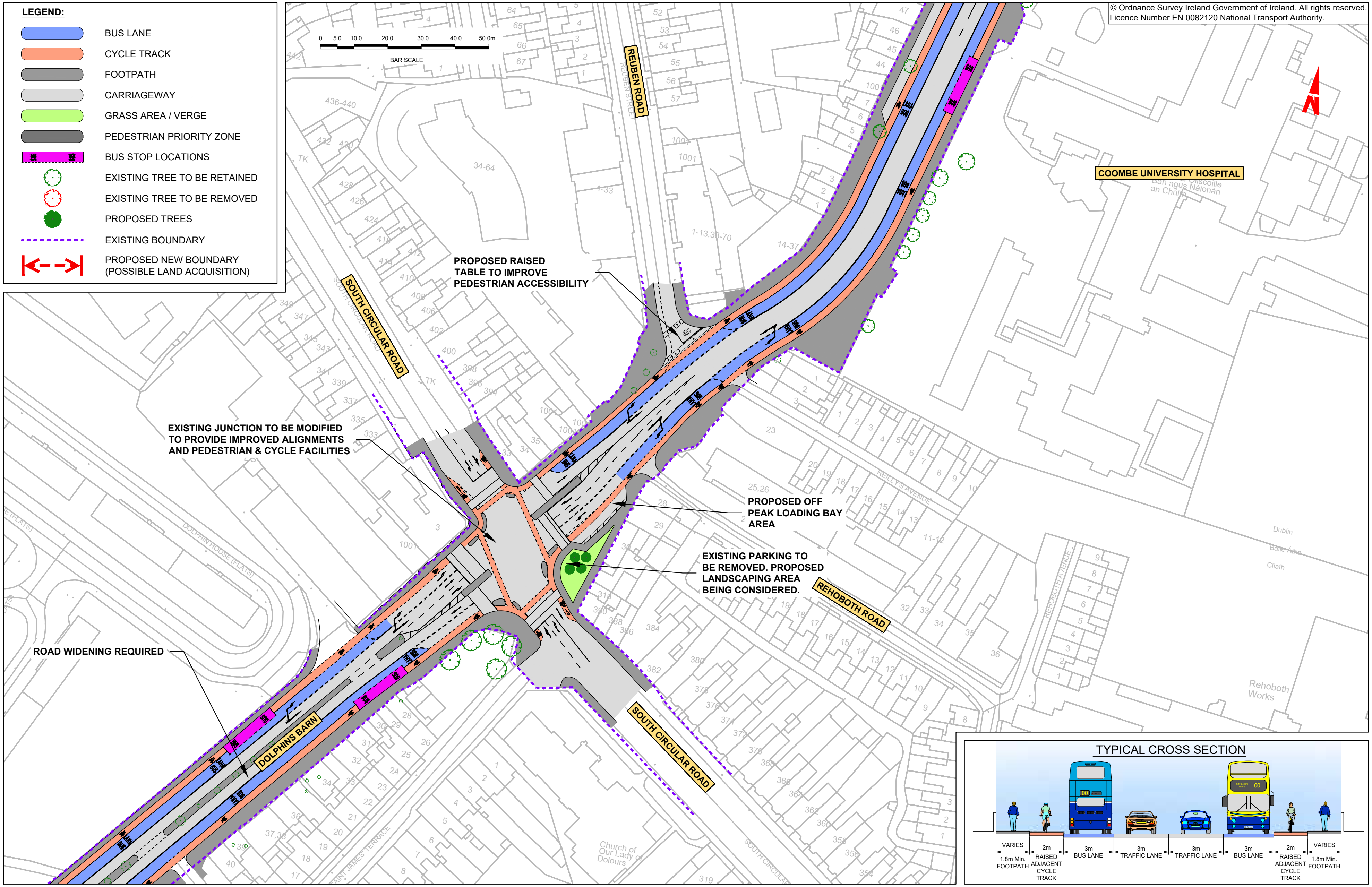
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY
(POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
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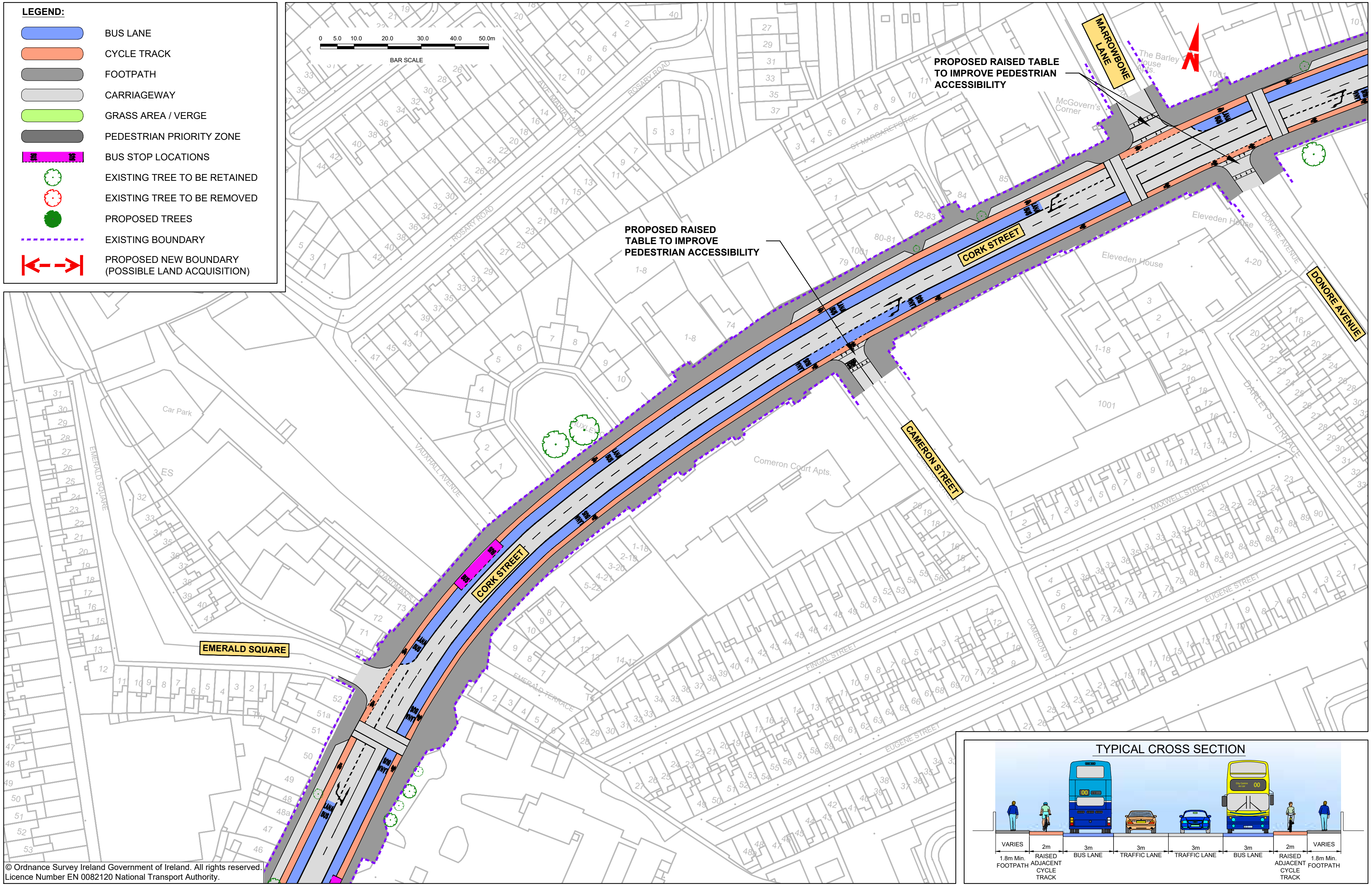
REUBEN ROAD
COOMBE UNIVERSITY HOSPITAL
SOUTH CIRCULAR ROAD
PROPOSED RAISED
TABLE TO IMPROVE
PEDESTRIAN ACCESSIBILITY
EXISTING JUNCTION TO BE MODIFIED
TO PROVIDE IMPROVED ALIGNMENTS
AND PEDESTRIAN & CYCLE FACILITIES
PROPOSED OFF
PEAK LOADING BAY
AREA
EXISTING PARKING TO
BE REMOVED. PROPOSED
LANDSCAPING AREA
BEING CONSIDERED.
REHOBOTH ROAD
ROAD WIDENING REQUIRED
DOLPHINS BARN
SOUTH CIRCULAR ROAD
TYPICAL CROSS SECTION
VARIES
1.8m Min.
FOOTPATH
2m
RAISED
ADJACENT
CYCLE
TRACK
3m
BUS LANE
3m
TRAFFIC LANE
3m
TRAFFIC LANE
3m
BUS LANE
2m
RAISED
ADJACENT
CYCLE
TRACK
VARIES
1.8m Min.
FOOTPATH

MAP 33: Preferred Route



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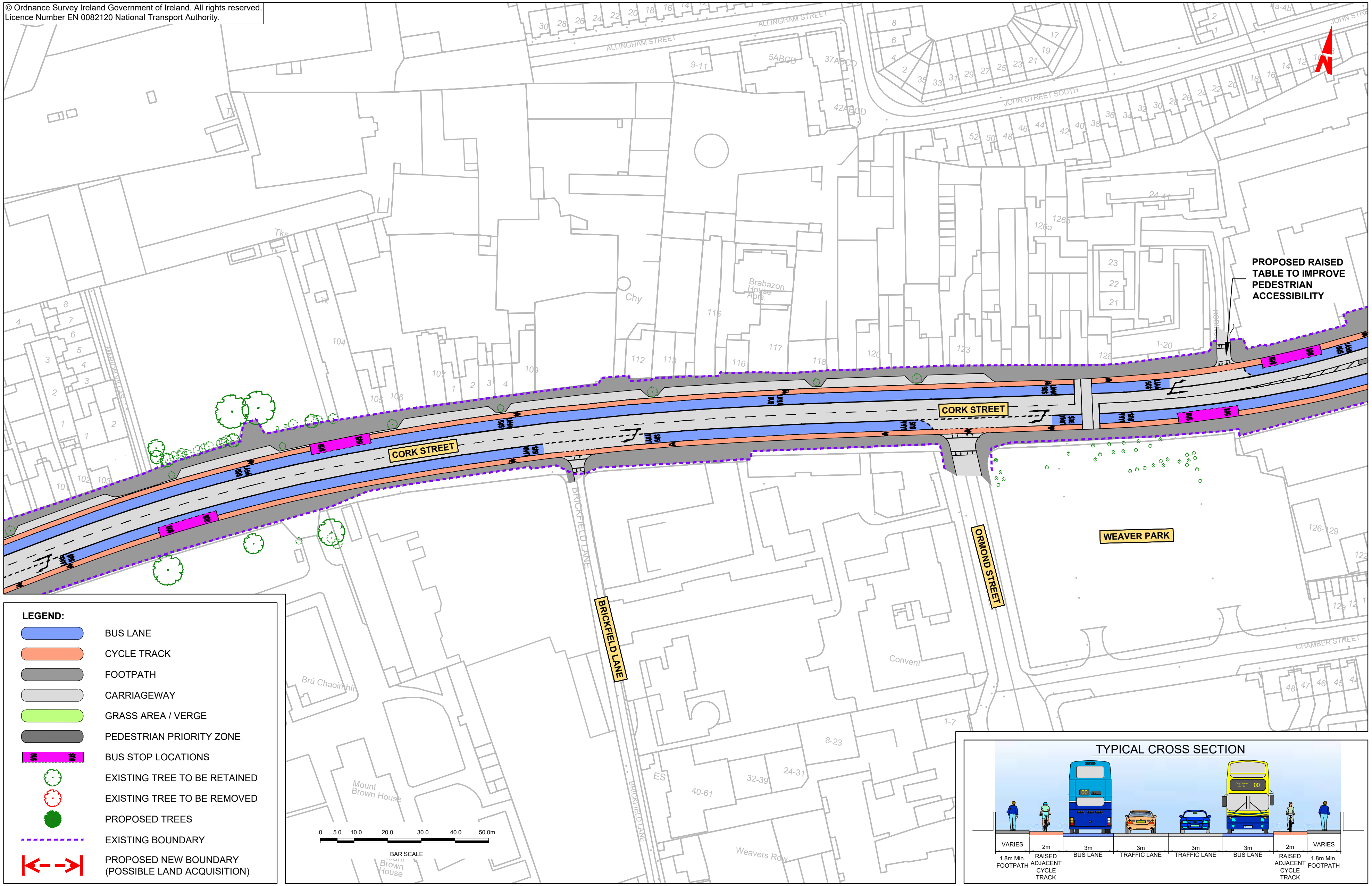
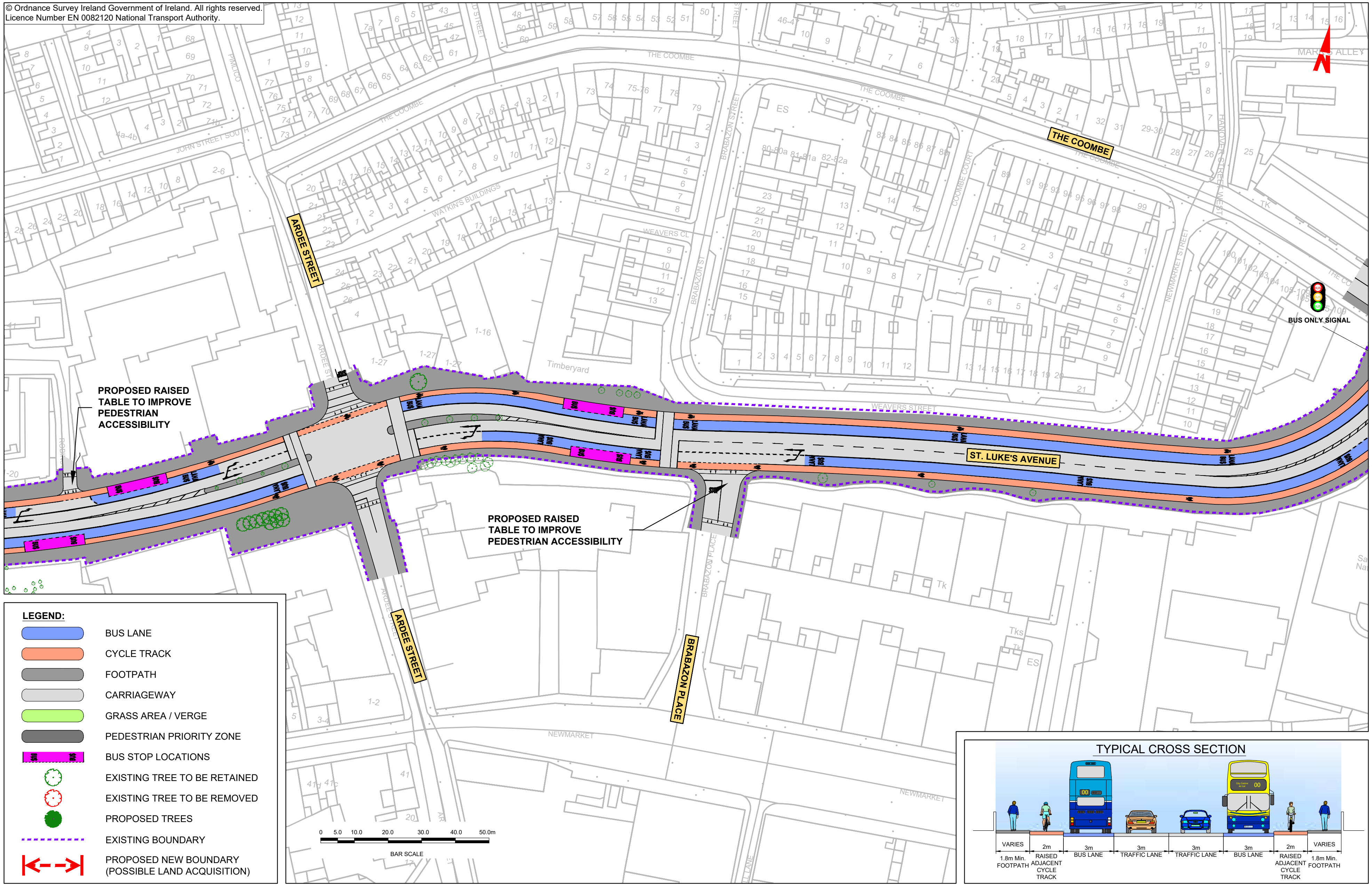
MAP 34: Preferred Route

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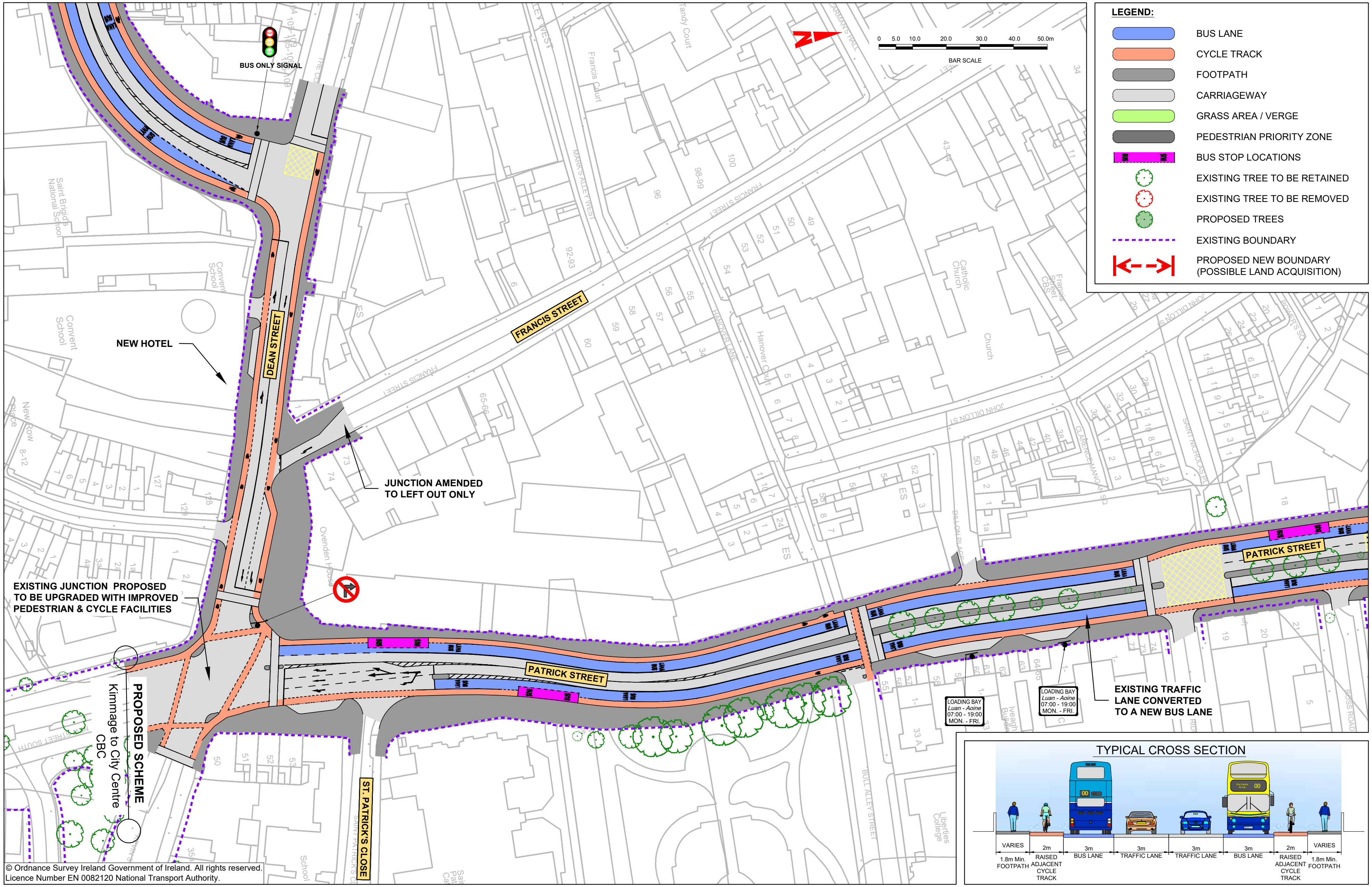
Licence Number EN 0082120 National Transport Authority.
THE COOMBE
ARDEE STREET
ST. LUKE'S AVENUE
BRABAZON PLACE
BUS ONLY SIGNAL
PROPOSED RAISED TABLE TO IMPROVE PEDESTRIAN ACCESSIBILITY
PROPOSED RAISED TABLE TO IMPROVE PEDESTRIAN ACCESSIBILITY
WEAVERS STREET
NEWMARKET
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 1.8m Min. FOOTPATH
2m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
2m RAISED ADJACENT CYCLE TRACK
VARIES 1.8m Min. FOOTPATH



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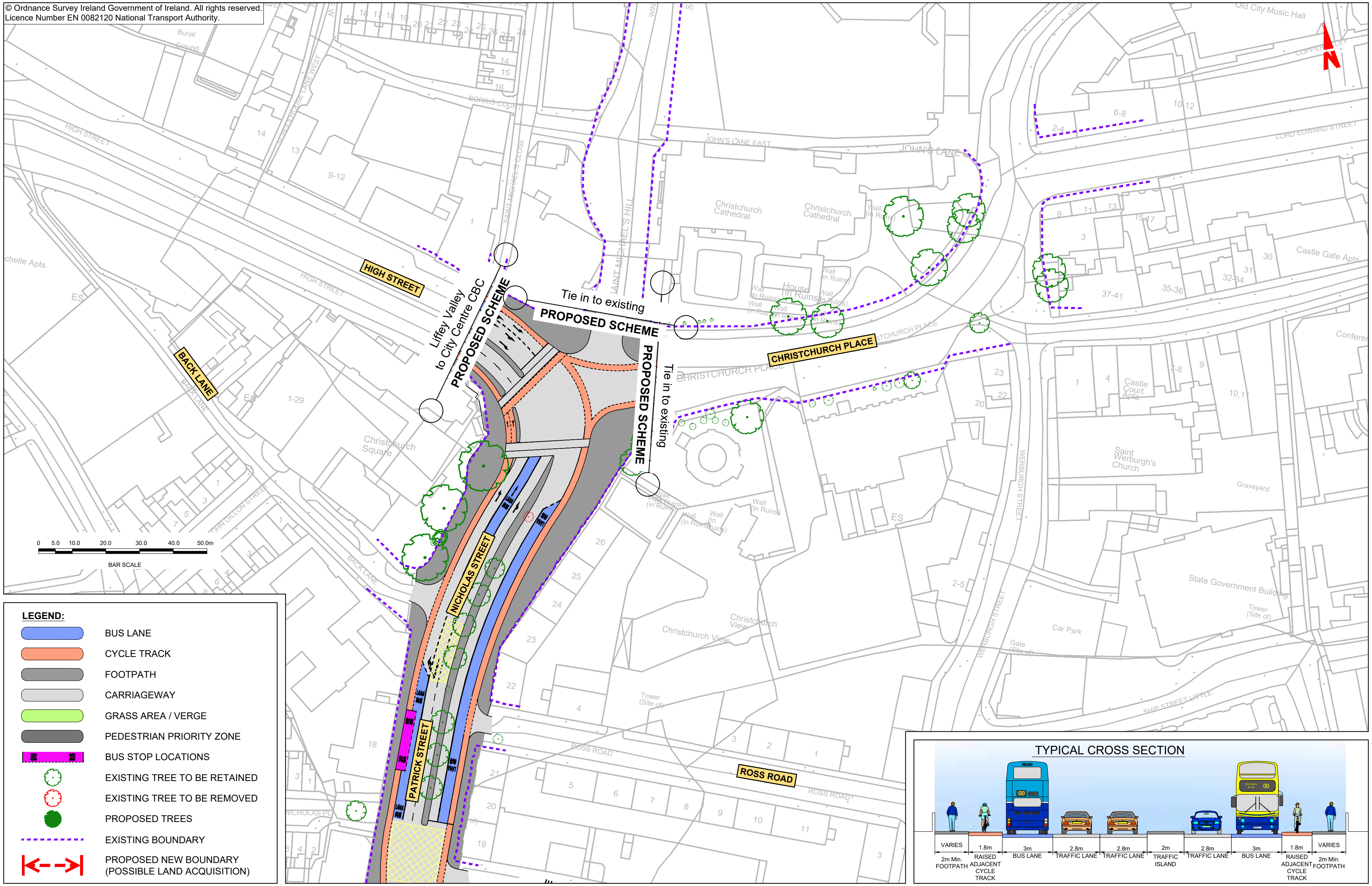
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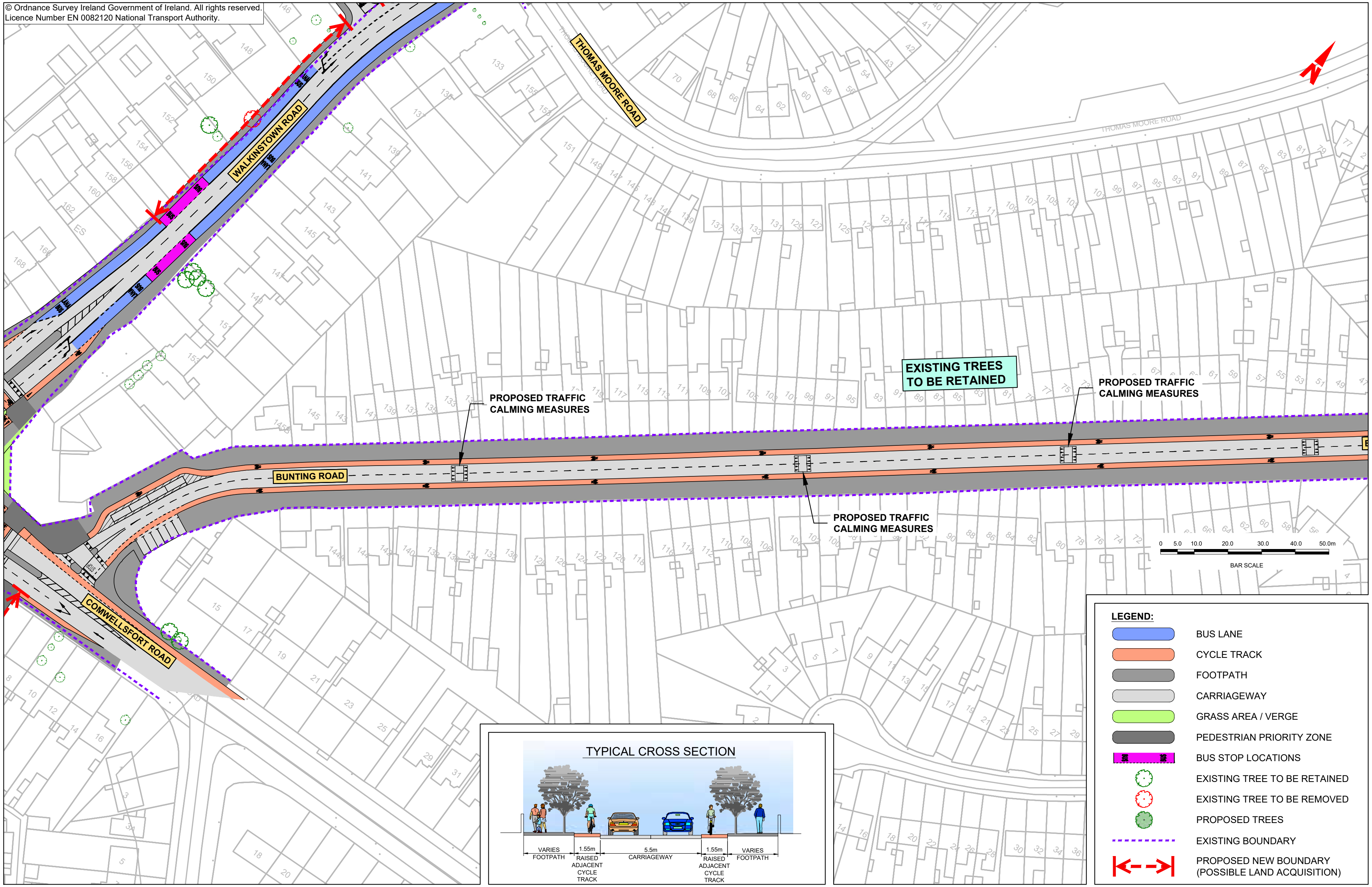
Licence Number EN 0082120 National Transport Authority.
HIGH STREET
BACK LANE
Liffey Valley to City Centre CBC PROPOSED SCHEME
Tie in to existing
PROPOSED SCHEME
Tie in to existing
PROPOSED SCHEME
CHRISTCHURCH PLACE
NICHOLAS STREET
PATRICK STREET
ROSS ROAD
Christchurch Cathedral
Saint Werburgh's Church
State Government Building
WERBURGH STREET
LORD EDWARD STREET
JOHN'S LANE
Castle Gate Apts.
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)
TYPICAL CROSS SECTION
VARIES 2m Min. FOOTPATH
1.8m RAISED ADJACENT CYCLE TRACK
3m BUS LANE
2.8m TRAFFIC LANE
2.8m TRAFFIC LANE
2m TRAFFIC ISLAND
2.8m TRAFFIC LANE
3m BUS LANE
1.8m RAISED ADJACENT CYCLE TRACK
VARIES 2m Min. FOOTPATH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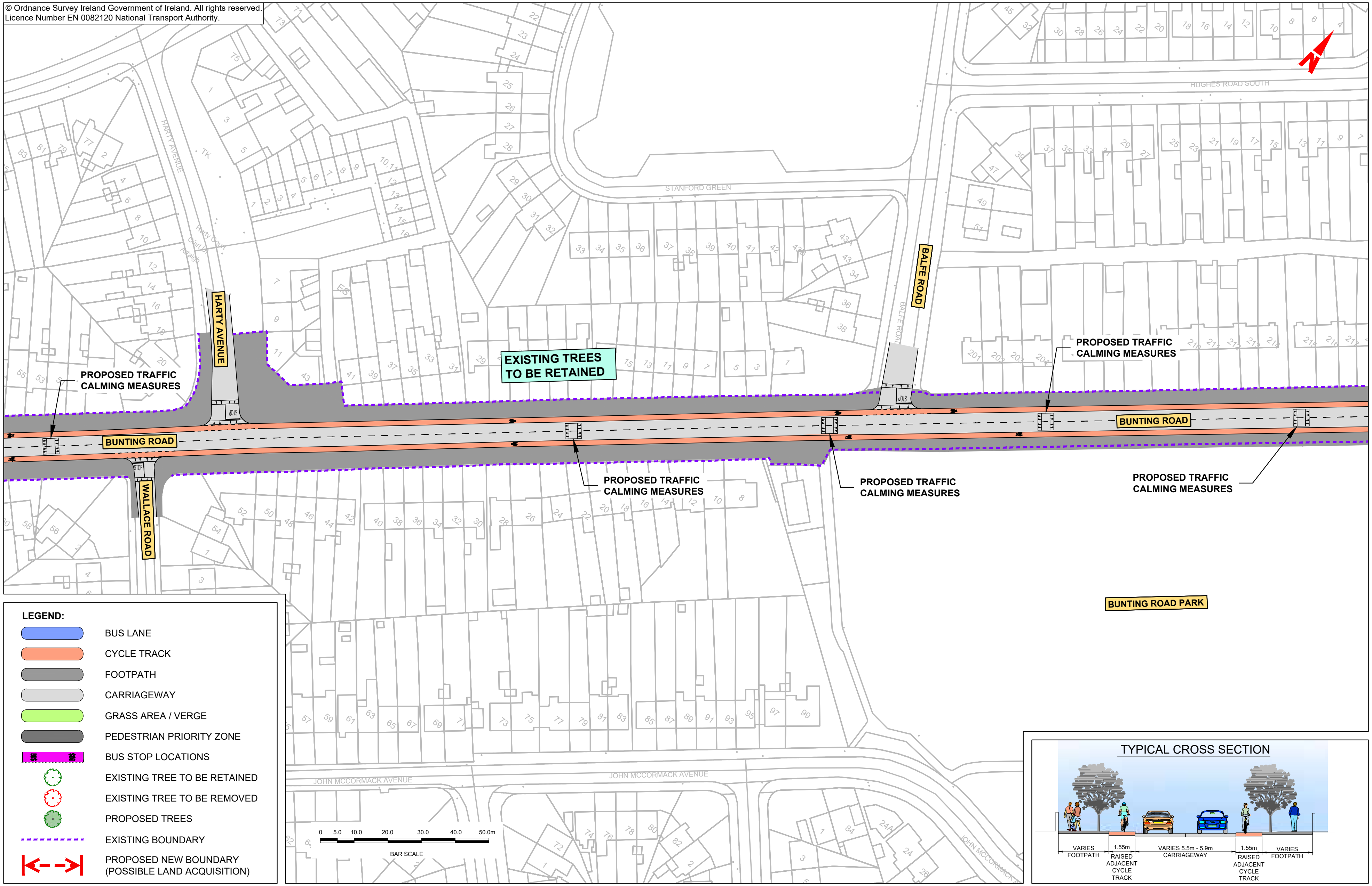
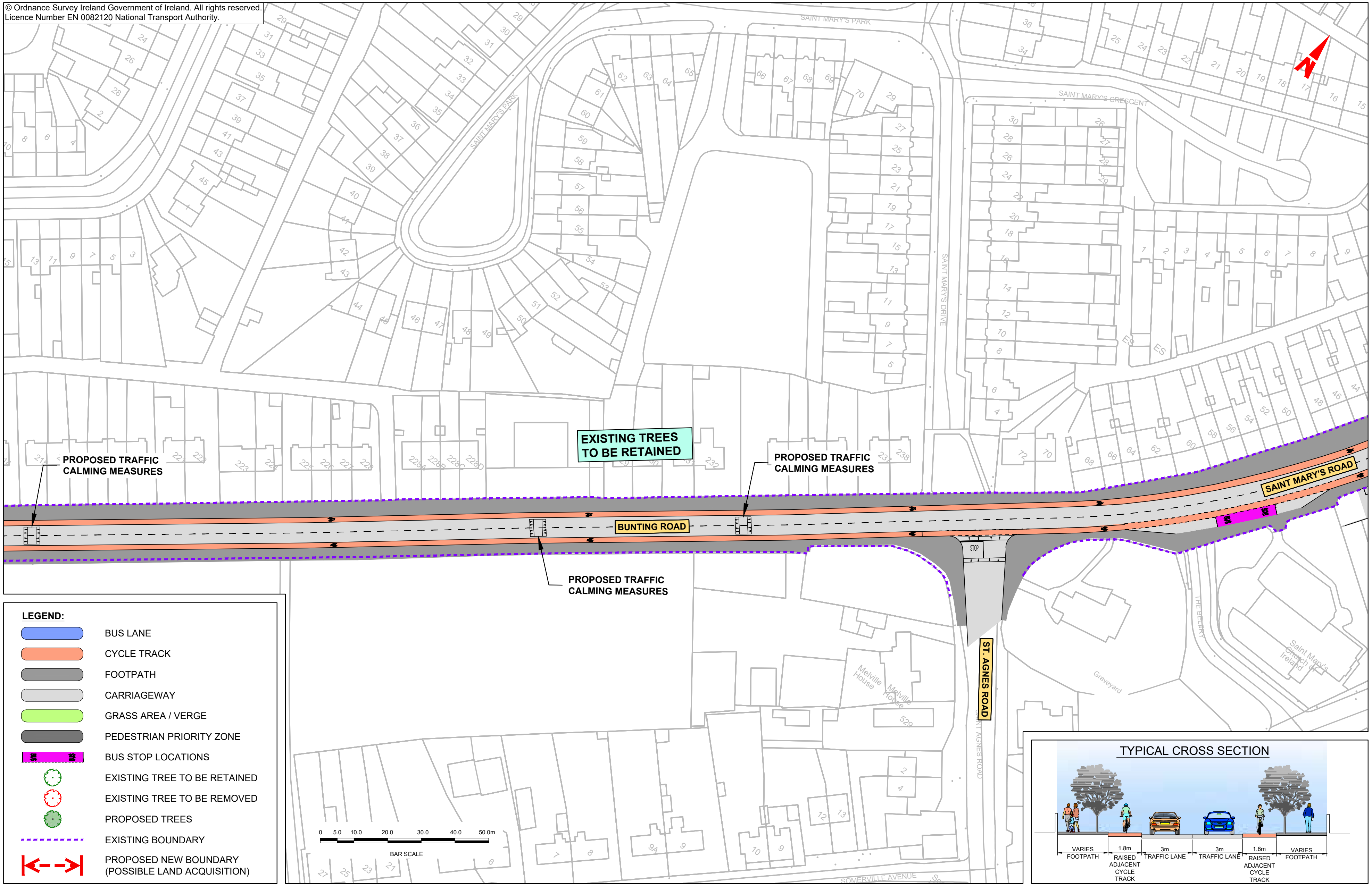
THOMAS MOORE ROAD
WALKINSTOWN ROAD
BUNTING ROAD
COMWELLSFORT ROAD
EXISTING TREES TO BE RETAINED
PROPOSED TRAFFIC CALMING MEASURES
PROPOSED TRAFFIC CALMING MEASURES
PROPOSED TRAFFIC CALMING MEASURES
BAR SCALE
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
VARIES FOOTPATH
1.55m RAISED ADJACENT CYCLE TRACK
5.5m CARRIAGEWAY
1.55m RAISED ADJACENT CYCLE TRACK
VARIES FOOTPATH
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)

MAP 39: Preferred Route

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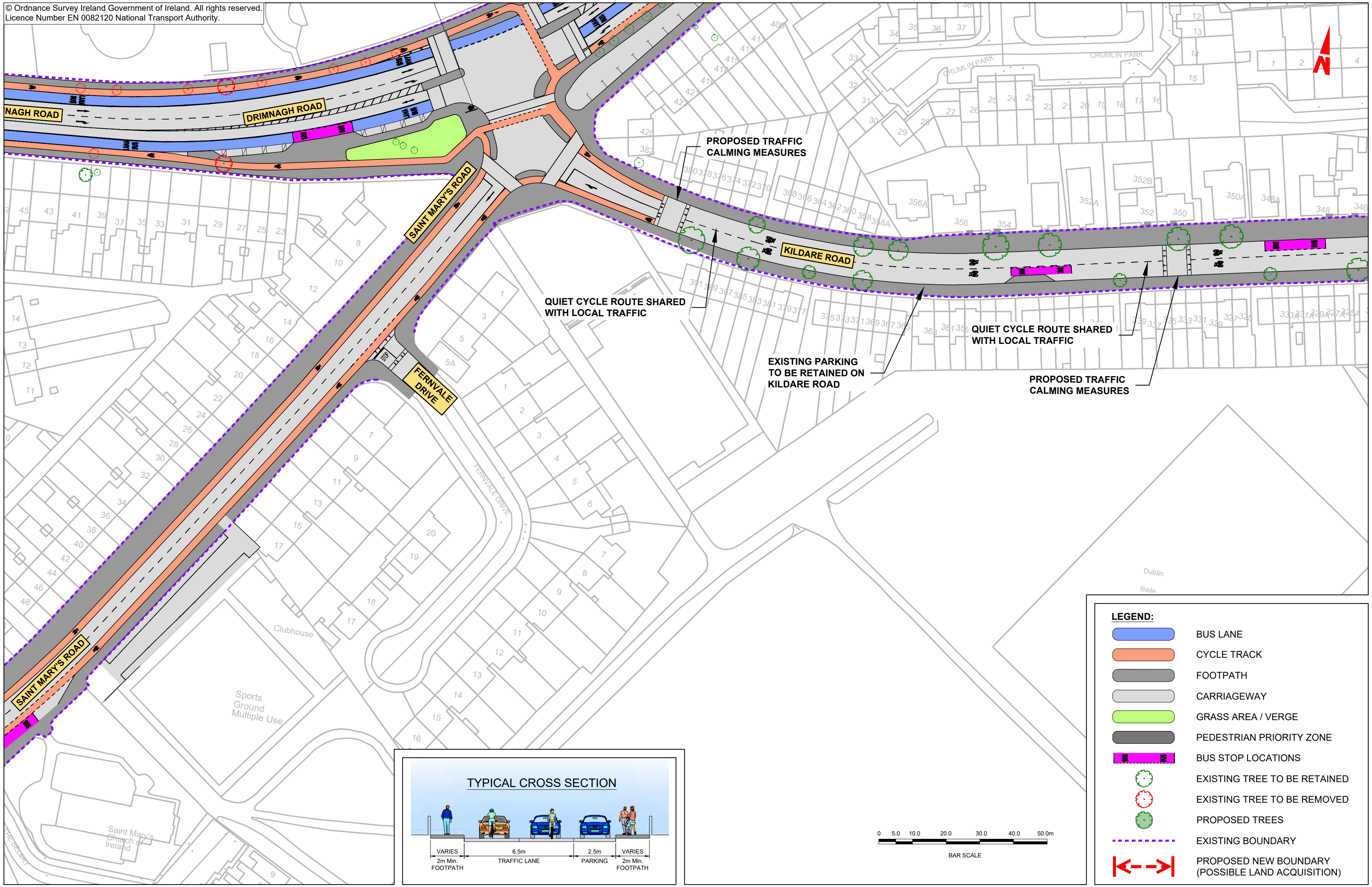
Licence Number EN 0082120 National Transport Authority.
SAINT MARY'S PARK
SAINT MARY'S CRESCENT
SAINT MARY'S DRIVE
EXISTING TREES TO BE RETAINED
PROPOSED TRAFFIC CALMING MEASURES
PROPOSED TRAFFIC CALMING MEASURES
PROPOSED TRAFFIC CALMING MEASURES
BUNTING ROAD
SAINT MARY'S ROAD
STOP
ST. AGNES ROAD
THE BELFRY
Graveyard
Melville House
SOMERVILLE 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
TYPICAL CROSS SECTION
VARIES FOOTPATH
1.8m RAISED ADJACENT CYCLE TRACK
3m TRAFFIC LANE
3m TRAFFIC LANE
1.8m RAISED ADJACENT CYCLE TRACK
VARIES FOOTPATH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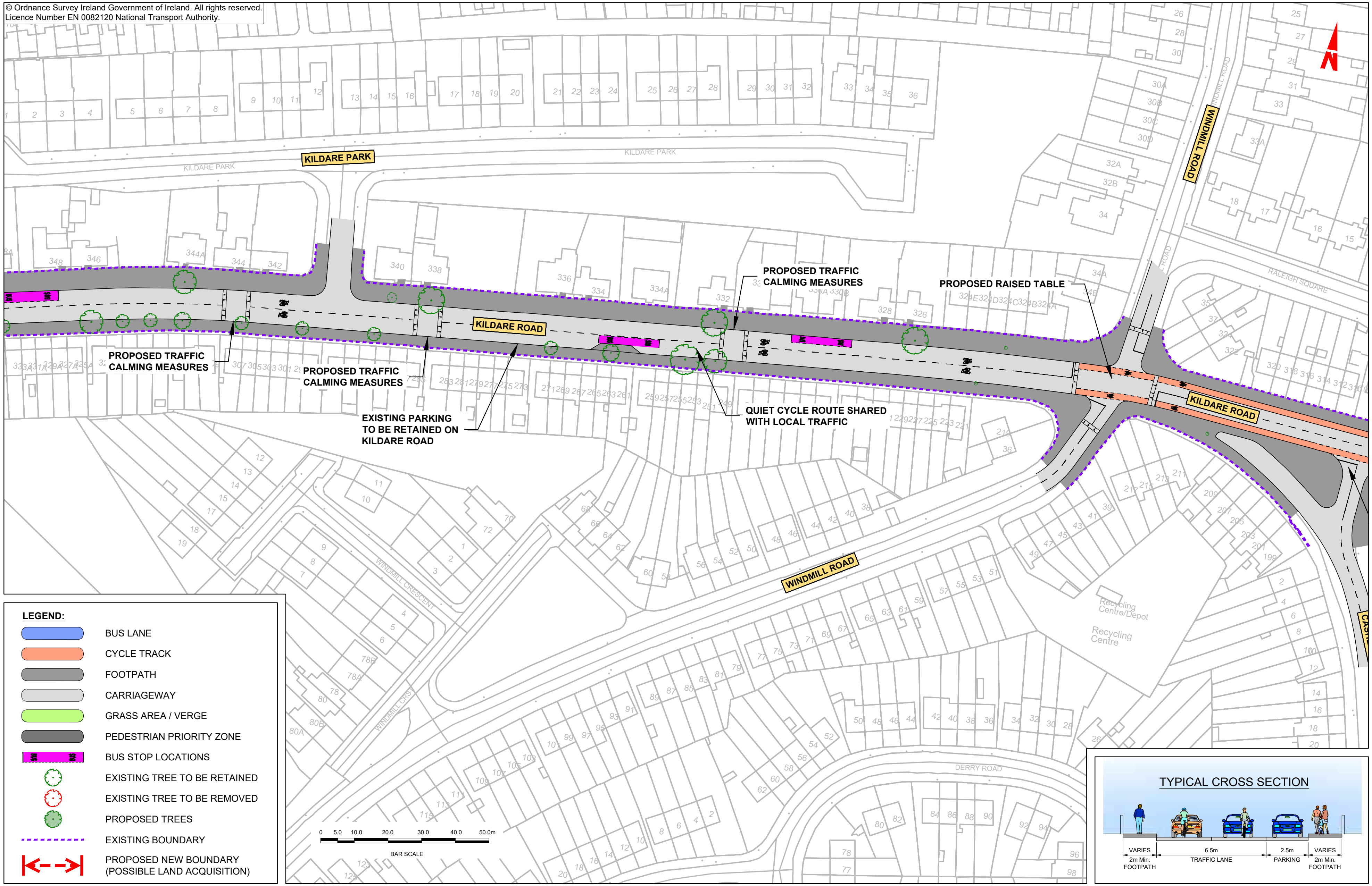
Licence Number EN 0082120 National Transport Authority.
NAGH ROAD
DRIMNAGH ROAD
SAINT MARY'S ROAD
KILDARE ROAD
FERNVALE DRIVE
CRUMLIN PARK
PROPOSED TRAFFIC CALMING MEASURES
QUIET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
EXISTING PARKING TO BE RETAINED ON KILDARE ROAD
QUIET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
PROPOSED TRAFFIC CALMING MEASURES
Clubhouse
Sports Ground Multiple Use
Saint Mary's Church of Ireland
TYPICAL CROSS SECTION
VARIES
2m Min.
FOOTPATH
6.5m
TRAFFIC LANE
2.5m
PARKING
VARIES
2m Min.
FOOTPATH
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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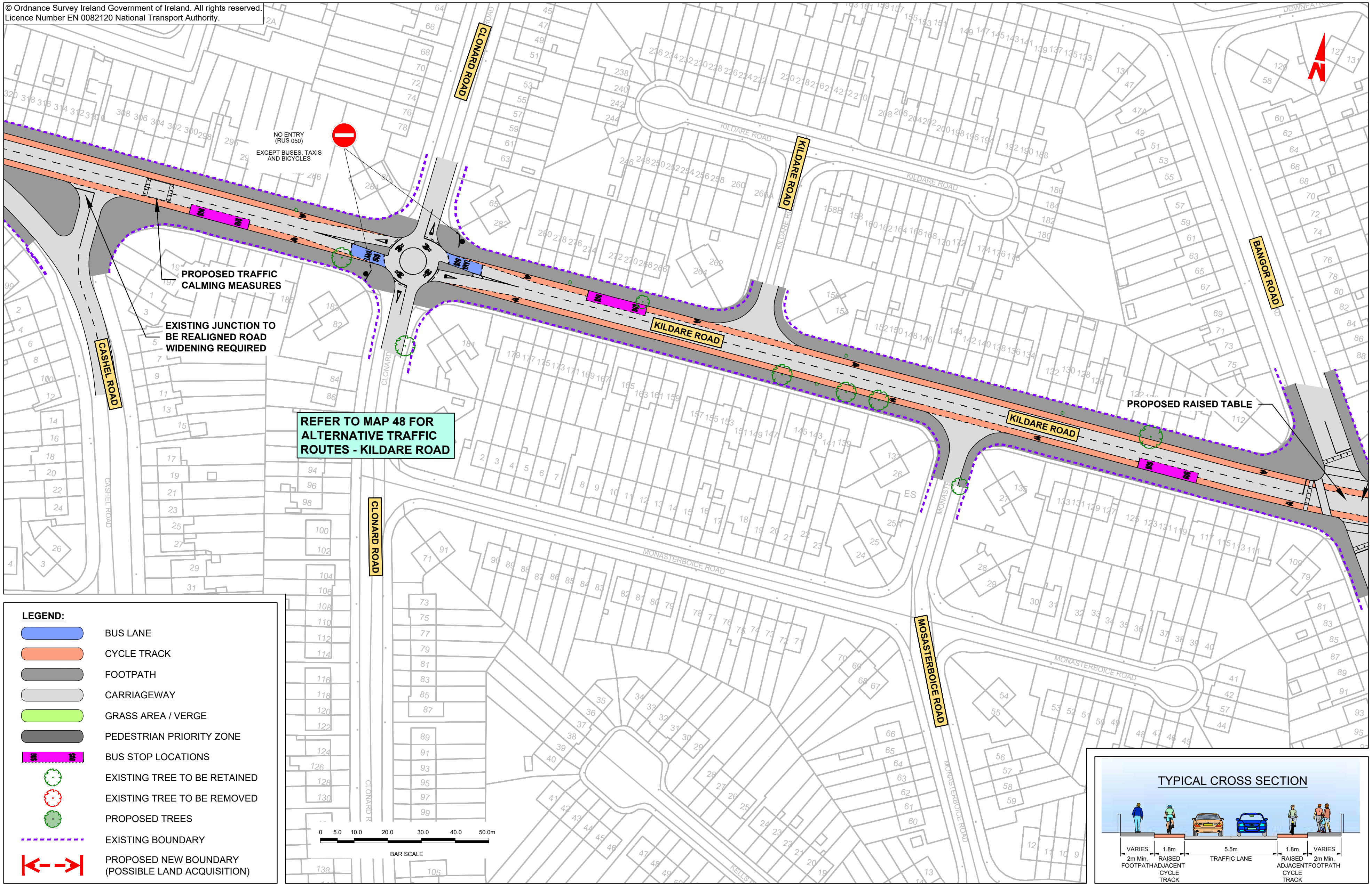
Licence Number EN 0082120 National Transport Authority.
KILDARE PARK
KILDARE ROAD
WINDMILL ROAD
PROPOSED TRAFFIC CALMING MEASURES
PROPOSED TRAFFIC CALMING MEASURES
PROPOSED TRAFFIC CALMING MEASURES
PROPOSED RAISED TABLE
EXISTING PARKING TO BE RETAINED ON KILDARE ROAD
QUIET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
RALEIGH SQUARE
WINDMILL CRESCENT
DERRY ROAD
Recycling Centre/Depot
Recycling 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
TYPICAL CROSS SECTION
VARIES 2m Min. FOOTPATH
6.5m TRAFFIC LANE
2.5m PARKING
VARIES 2m Min. FOOTPATH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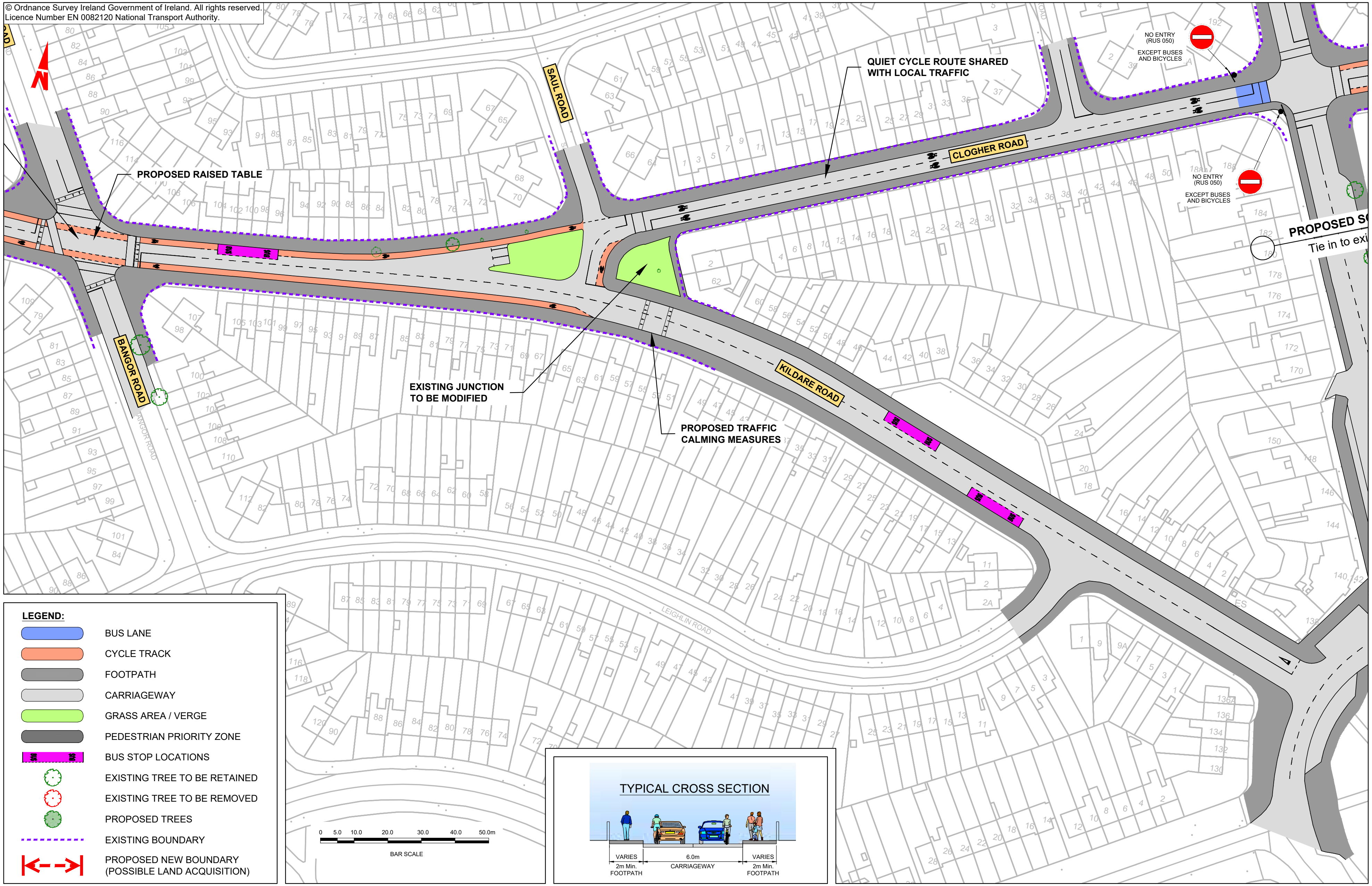
CLONARD ROAD
KILDARE ROAD
BANGOR ROAD
CASHEL ROAD
MOSASTERBOICE ROAD
MONASTERBOICE ROAD
NO ENTRY (RUS 050) EXCEPT BUSES, TAXIS AND BICYCLES
PROPOSED TRAFFIC CALMING MEASURES
EXISTING JUNCTION TO BE REALIGNED ROAD WIDENING REQUIRED
PROPOSED RAISED TABLE
REFER TO MAP 48 FOR ALTERNATIVE TRAFFIC ROUTES - KILDARE ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 2m Min. FOOTPATH
1.8m RAISED ADJACENT CYCLE TRACK
5.5m TRAFFIC LANE
1.8m RAISED ADJACENT CYCLE TRACK
VARIES 2m Min. FOOTPATH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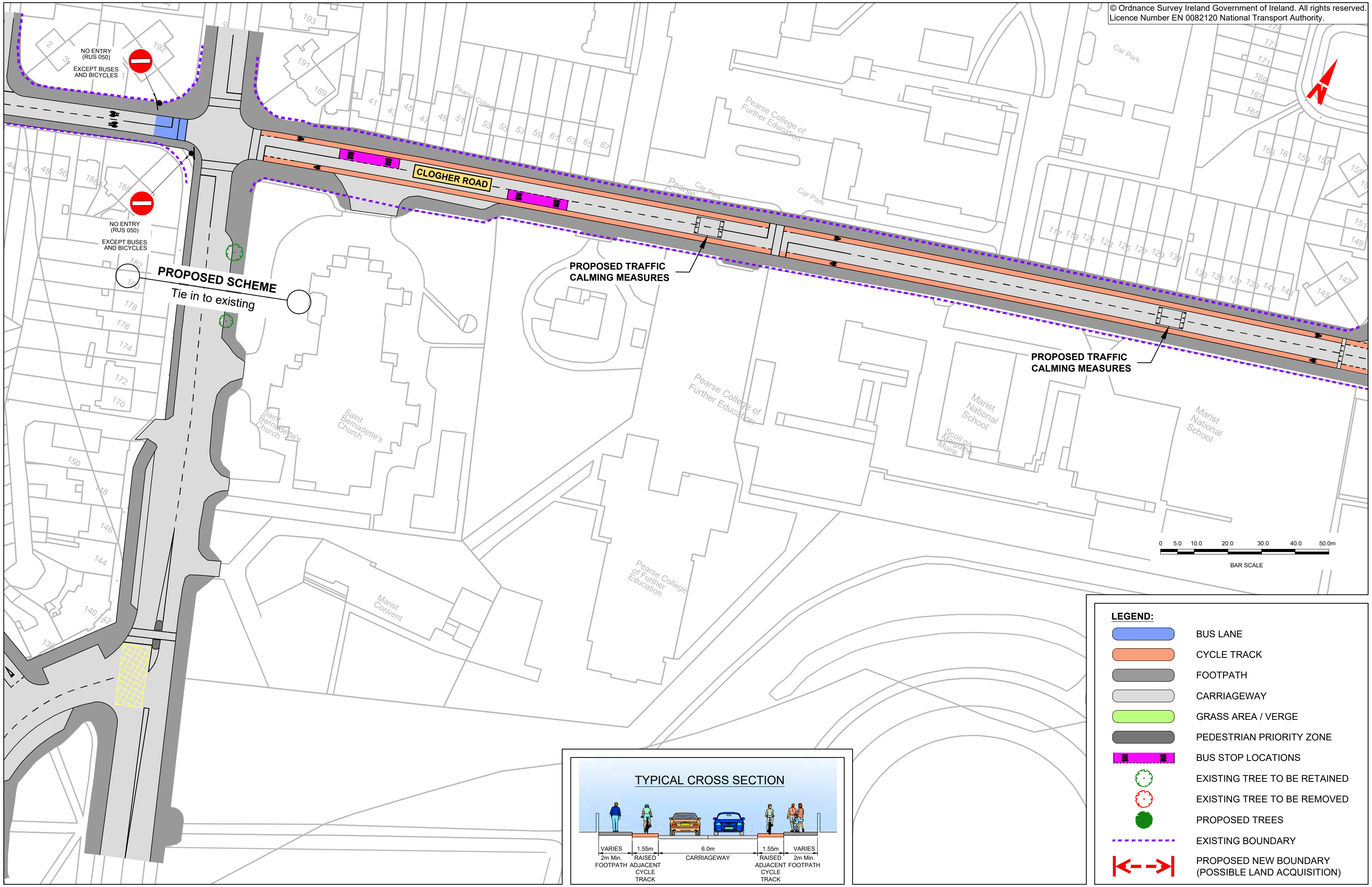
Licence Number EN 0082120 National Transport Authority.
PROPOSED RAISED TABLE
SAUL ROAD
QUIET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
CLOGHER ROAD
NO ENTRY (RUS 050)
EXCEPT BUSES AND BICYCLES
NO ENTRY (RUS 050)
EXCEPT BUSES AND BICYCLES
PROPOSED S
Tie in to exi
BANGOR ROAD
EXISTING JUNCTION TO BE MODIFIED
PROPOSED TRAFFIC CALMING MEASURES
KILDARE ROAD
LEIGHLIN ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES 2m Min. FOOTPATH
6.0m CARRIAGEWAY
VARIES 2m Min. FOOTPATH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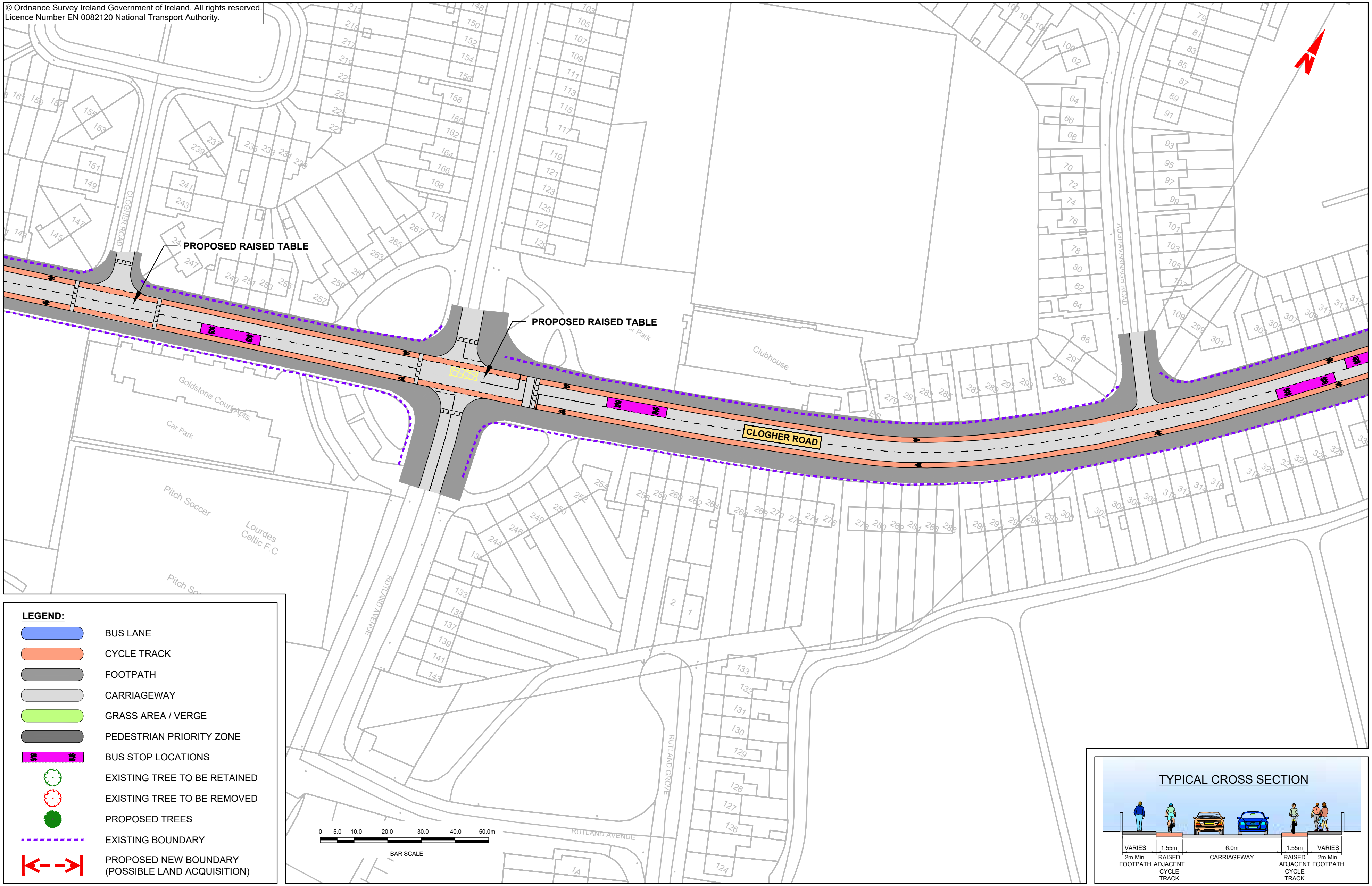
Licence Number EN 0082120 National Transport Authority.
NO ENTRY
(RUS 050)
EXCEPT BUSES
AND BICYCLES
NO ENTRY
(RUS 050)
EXCEPT BUSES
AND BICYCLES
CLOGHER ROAD
PROPOSED SCHEME
Tie in to existing
PROPOSED TRAFFIC
CALMING MEASURES
PROPOSED TRAFFIC
CALMING MEASURES
Pearse College of Further Education
Saint Bernadette's Church
Marist National School
Marist Convent
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES
2m Min.
FOOTPATH
1.55m
RAISED
ADJACENT
CYCLE
TRACK
6.0m
CARRIAGEWAY
1.55m
RAISED
ADJACENT
CYCLE
TRACK
VARIES
2m Min.
FOOTPATH
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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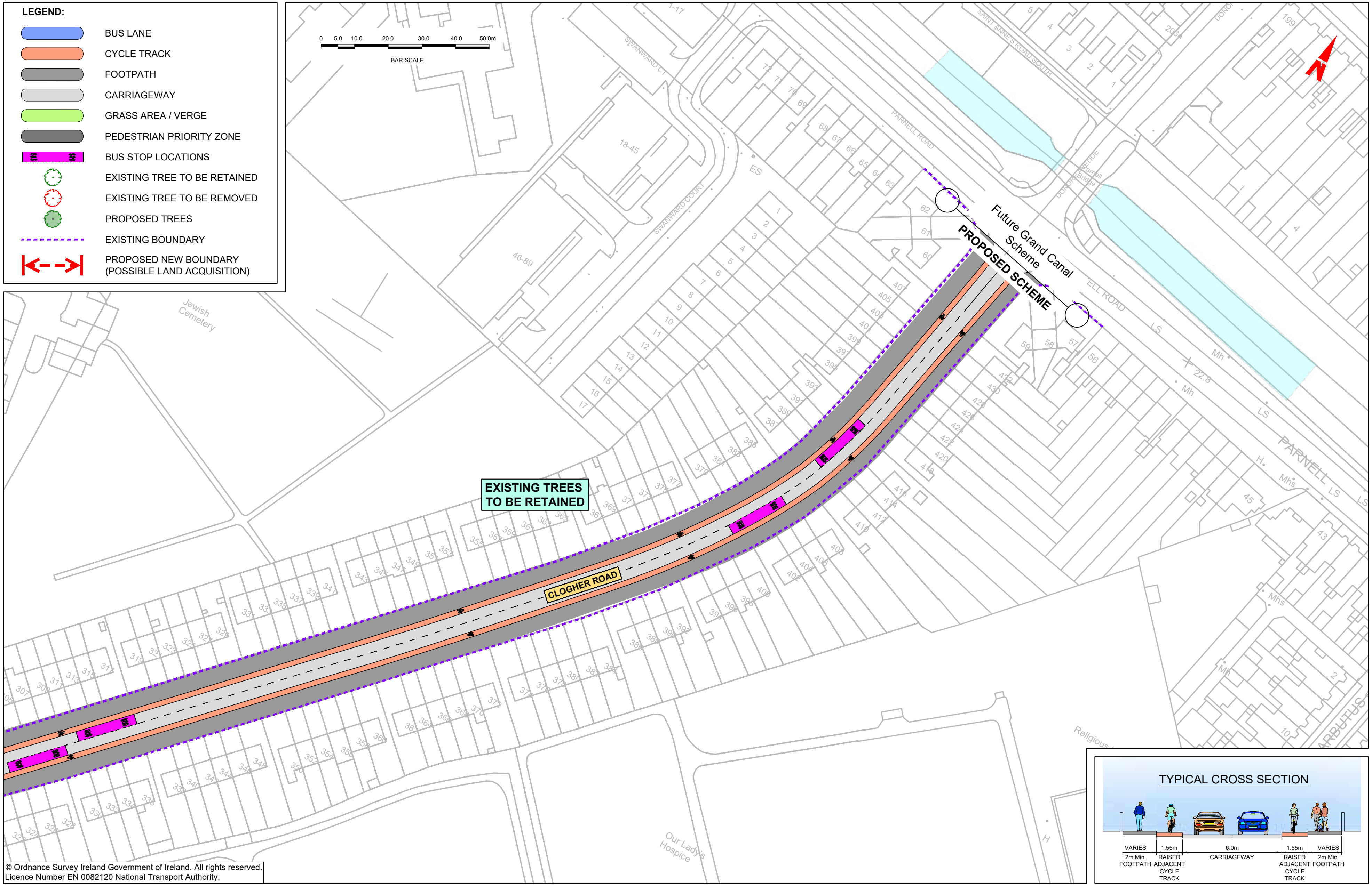
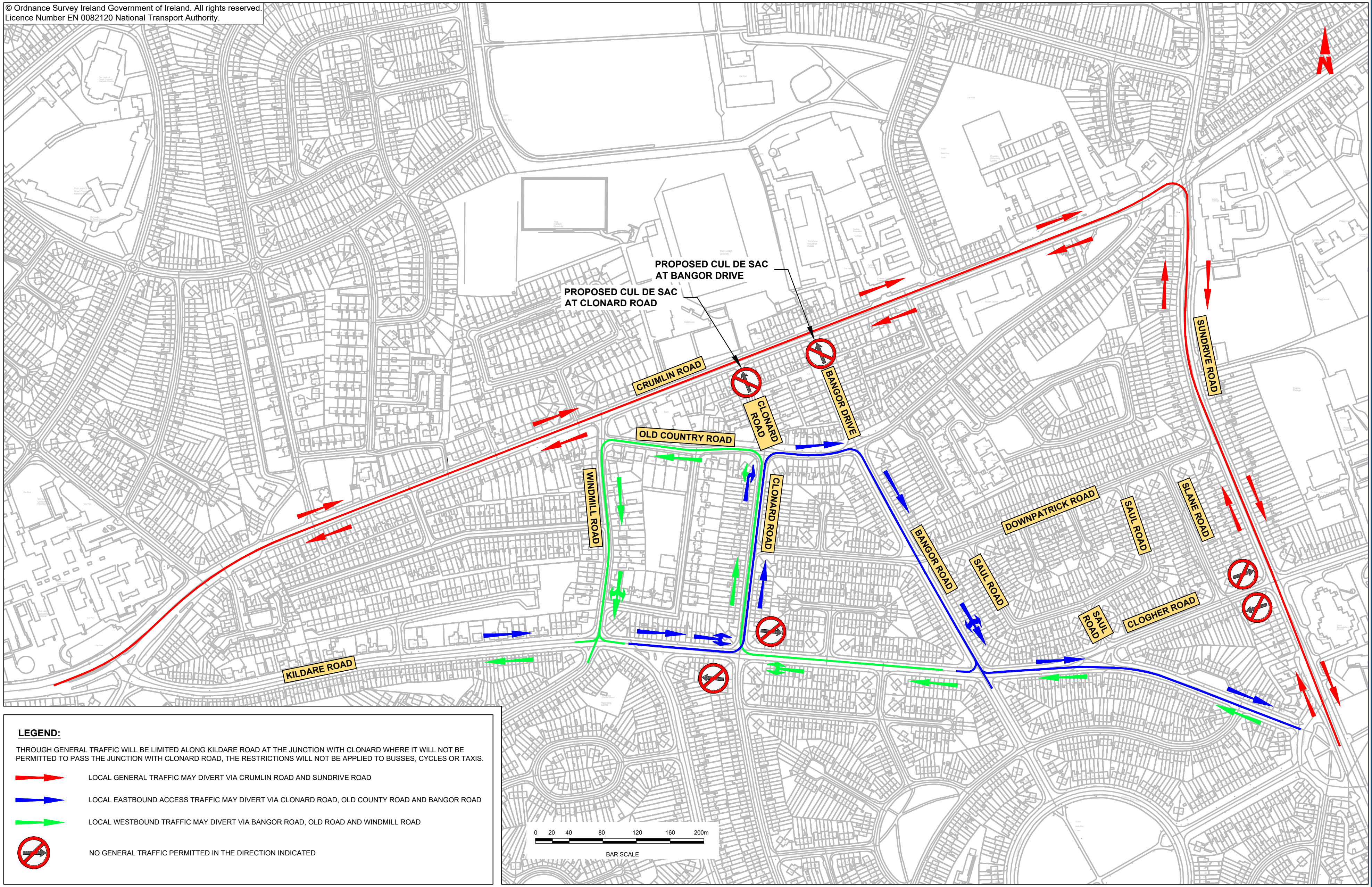
Licence Number EN 0082120 National Transport Authority.
PROPOSED RAISED TABLE
PROPOSED RAISED TABLE
CLOGHER ROAD
Clubhouse
Goldstone Court Apts.
Car Park
Pitch Soccer
Lourdes Celtic F.C
RUTLAND AVENUE
RUTLAND GROVE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY
(POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
TYPICAL CROSS SECTION
VARIES
2m Min. FOOTPATH
1.55m
RAISED ADJACENT CYCLE TRACK
6.0m
CARRIAGEWAY
1.55m
RAISED ADJACENT CYCLE TRACK
VARIES
2m Min. FOOTPATH

MAP 47: Preferred Route

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N
PROPOSED CUL DE SAC AT BANGOR DRIVE
PROPOSED CUL DE SAC AT CLONARD ROAD
CRUMLIN ROAD
CLONARD ROAD
BANGOR DRIVE
OLD COUNTRY ROAD
WINDMILL ROAD
BANGOR ROAD
DOWNPATRICK ROAD
SAUL ROAD
SLANE ROAD
SUNDRIVE ROAD
CLOGHER ROAD
KILDARE ROAD
LEGEND:
THROUGH GENERAL TRAFFIC WILL BE LIMITED ALONG KILDARE ROAD AT THE JUNCTION WITH CLONARD WHERE IT WILL NOT BE PERMITTED TO PASS THE JUNCTION WITH CLONARD ROAD, THE RESTRICTIONS WILL NOT BE APPLIED TO BUSSES, CYCLES OR TAXIS.
LOCAL GENERAL TRAFFIC MAY DIVERT VIA CRUMLIN ROAD AND SUNDRIVE ROAD
LOCAL EASTBOUND ACCESS TRAFFIC MAY DIVERT VIA CLONARD ROAD, OLD COUNTY ROAD AND BANGOR ROAD
LOCAL WESTBOUND TRAFFIC MAY DIVERT VIA BANGOR ROAD, OLD ROAD AND WINDMILL ROAD
NO GENERAL TRAFFIC PERMITTED IN THE DIRECTION INDICATED
0 20 40 80 120 160 200m
BAR SCALE

Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Harcourt Lane,
Dun Sceine,
Dublin 2.

D02 WT20

Project Ireland 2040
Building Ireland's Future