Rathfarnham to City Centre

12

Core Bus Corridor Preferred Route

Third Round of Public Consultation
November 2020

Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

Contents

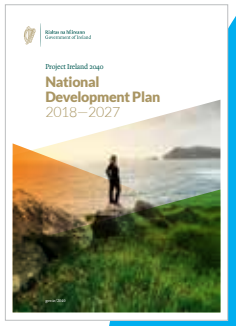
1. Introduction

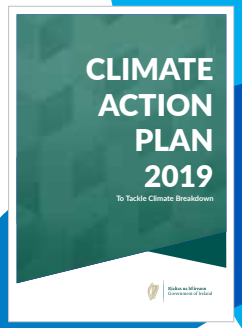
1.1 What is BusConnects?

BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus and sustainable transport services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. 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 included in the Programme for Government "Our Shared Future" 2020, as well as within the following Government strategies:

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

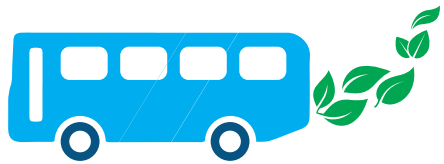




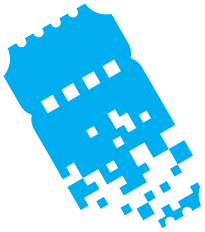
BusConnects Dublin is a programme of 9 elements

BUS **230km** of bus priority making journeys faster and more reliable

CYCLE **200km** of cycle routes



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

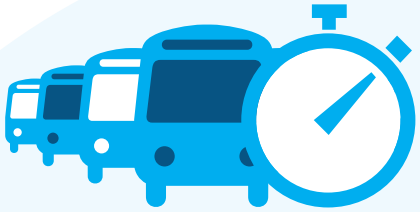
New bus stops and shelters
with better signage and information

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

1.2 What are the aims and objectives of BusConnects Core Bus Corridors?

Aims: The aim of BusConnects Core Bus Corridors is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

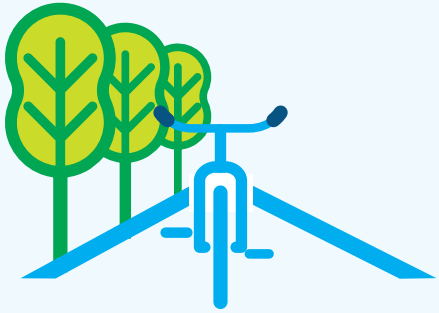
Objectives:



Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;

Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;

Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and



Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;

Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;

Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

1.3 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Routes of 16 Core Bus Corridors (CBC) across Dublin. During this first round of consultation we received 13,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Route option for each corridor.

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Not withstanding the Covid-19 pandemic and subsequent Government restrictions, the consultation continued due to the level of interest. The focus of public queries and submissions came through emails, post, phone conversations and online submissions as all the information was available on the BusConnects website for review.

It was decided in March that an additional third round of public consultation would take place in the latter part of this year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

1.4 What is in this brochure?

This document is one of 16, 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. It includes all revisions made, if any, since the last round of public consultation. It also includes a revised timeline for the progress of the programme due to Covid19 implications.

The brochures detailing the Emerging Preferred Route and the brochures from the second round of consultation earlier this year are available to view and download on our website **www.busconnects.ie**.

Definitions of the terminology used in the document can be found in chapter 4 of this this brochure.

1.5 A 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. What has been happening over the last number of months?

Considerable design work has been continuing since the last round of consultation. This work includes the following:

2.1 Technical Design

Designs have progressed with further refinements being made to elements of each corridor such as junctions, alignments, bus stops, cycling and walking facilities, and urban realm features. Engagement with stakeholders is continuing including engagement with individual householders directly impacted. The developing design has been, and continues to be, informed by stakeholder engagement and further detailed surveys. These include the identification of underground services and detailed assessment of trees along the routes.

Draft Preferred Route Option Reports have been prepared for each CBC detailing the development of each corridor from the Emerging Preferred Route through to the draft Preferred Route Option. These draft "Preferred Route Option Reports" are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie.**

2.2 Environmental Impact Assessment

As part of the intended planning application for each corridor, the NTA will be preparing an Environmental Impact Assessment Report (EIAR) in accordance with current Irish and European legislation. This document will identify the anticipated environmental effects of the scheme during both the construction and operational stages. This assessment is being undertaken by environmental specialists on behalf of the NTA. As part of this assessment, these specialists are undertaking studies of the current condition of the receiving environment within the identified corridor extents. This involves a combination of on-site surveys and desktop study of existing records. At the time of this public consultation, various surveys and studies are underway. The information collected will also be shared with the technical designers for consideration in the design decision making process for the infrastructure works.

Further details of the environmental assessment approach for each scheme are outlined in an individual corridor document called "Information on the Proposed Approach to Environmental Assessment". This document gives a more in-depth description of the determination of the extents of anticipated impacts and how the cumulative impacts of adjacent core bus corridors and other construction projects will be assessed. **These draft reports are available to view and download on the website www.busconnects.ie**.

2.3 Transport Impact

The transport assessment of the core bus corridor proposals is focussed on the "movement of people" rather than, solely, the "movement of vehicles". In order to adequately determine the impact on public transport, active modes (walking and cycling), and general traffic, a comprehensive suite of transport models have been developed.

An extensive set of traffic counts were undertaken in late 2019 and early 2020 and this data, along with other sources, has been used to calibrate and validate the models to assist in the evaluation of the core bus corridors. On a strategic level, the Eastern Regional Model has been used to forecast the modal split for future years. At a more refined level, a Local Area Model has been developed to examine the potential displacement of traffic. In addition, detailed modelling is ongoing in terms of junction and corridor analysis tests and to quantify the effect on the movement of people through each junction and along the corridor itself.

Each EIAR will contain a section on the potential traffic and transport impacts associated with the construction and operational phases of the core bus corridors. This assessment will be informed by the following reports:

- Transport Impact Assessment (TIA) – this will include the comprehensive assessment of each core bus corridor covering all modes and will include a cumulative assessment of all corridors; and

- Transport Modelling Report – this will detail the model development, data inputs, calibration and validation, and forecast model development for the set of models used to support the assessment.

A draft, work-in-progress version of the "Transport Modelling Reports" for each core bus corridor, together with a summary of the work-in-progress strategic modelling results to-date, are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie**.

2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban cross sections across the core bus corridors, planning has also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authorities to ensure tie-in to existing schemes and initiatives. The NTA is focusing on finishing the layout of spaces, considering desire lines (how people want to move through spaces) and the placement of urban furniture (trees, bins, bollards, benches, bike stands, railings, etc.)

Urban Realm improvement opportunities along the routes present themselves through the civil/physical works needed to reach the BusConnects objective to provide bus priority, along with improved cycling and pedestrian facilities. All put together, the core bus corridors provide an opportunity for lots of continuous interventions that, together, can give a general city-wide lift.

The Urban Realm improvement opportunities are spread out along the core bus corridors and need to respond to and reflect specific locality and context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as carbon footprint considerations.

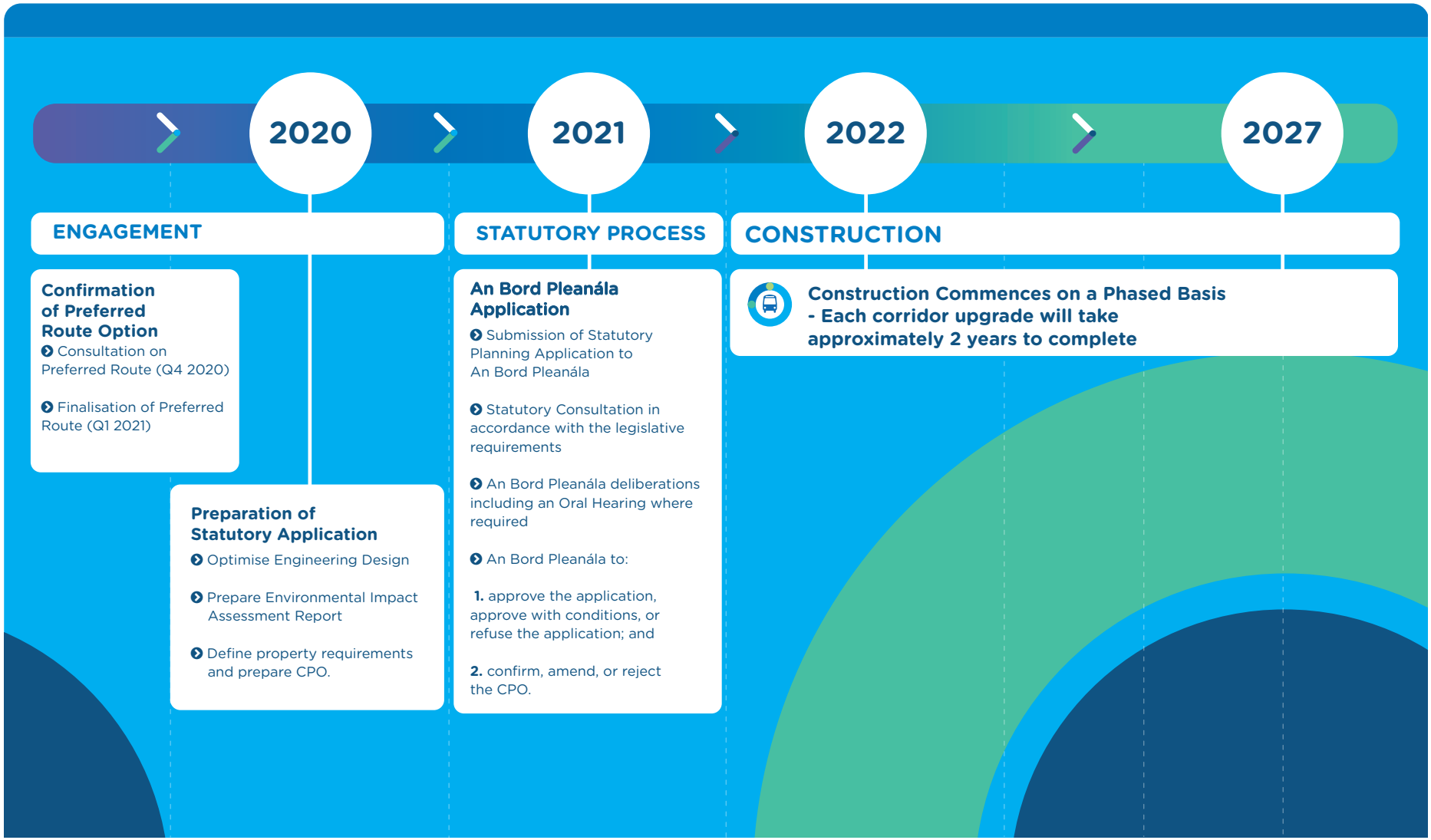
Further details of the urban realm design approach can be found in a document called "BusConnects Urban Realm Concept Design" published as part of the public consultation. **This document is available to view and download on the website www.busconnects.ie**.

2.5 Compulsory Purchase Maps & Schedules

In tandem with the technical design work the designers will be starting the work of preparing the various maps and schedules of areas that are proposed to be acquired under the statutory compulsory purchase order process (CPO). The attached Maps in this brochure indicate Proposed New Boundaries (Possible Land Acquisition) represented by broken red lines. These boundaries are indicative of potential areas for permanent CPO, and are not yet finalised. As detailed plots are finalised the designers will be continuing to seek to meet those with an interest in the impacted areas.

In some cases there may also be a need to realign driveways and/or redo the landscaping of property front gardens, or reorganise business accesses and/or loading areas. Some of these works may be outside the permanent CPO area, and consequently there may be a need to put in place temporary arrangements to ensure access during construction to carry out necessary accommodation works. Similar to the permanent CPO development, the designers will be continuing to seek to meet those with an interest in the impacted areas.

2.6 Timeline for the Core Bus Corridor Process



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 third 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.

Virtual consultation rooms for each Core Bus Corridor can be found on **www.busconnects.ie.** These rooms will provide a description of each Preferred Route from start to finish with supporting maps and include information of all revisions made, if any, since the last round of public consultation as well as other supporting documents.

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

BusConnects Core Bus Corridors
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

Following the third 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 in 2021 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.

4. Preferred Route Description

4.1 Overview

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

The 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 Preferred Route Option in March 2020.

4.2 Nutgrove Avenue to Terenure Road North – Grange Road, Rathfarnham Road

The CBC scheme commences at the junction of Grange Road and Nutgrove Avenue, where it will tie into the proposed Grange Road Cycle scheme. The extent of the CBC scheme along Grange Road has been altered slightly in order to provide better integration between the two schemes. In addition, modifications have been made to the northern side of the junction to facilitate improved cycle facilities which would utilise some additional landtake from the open area at the entrance to Rathfarnham Wood.

Between this junction and the Castleside Drive junction it is intended to provide a single bus lane, general traffic lane and cycle track in each direction. To accommodate the road layout, it is proposed to utilise limited landtake from the following properties:

- Private properties in Rathfarnham Wood development; and
- Green space in Rathfarnham Castle Park.

Previously landtake was proposed from the Rathfarnham Credit Union. However, through the design changes this landtake has been mitigated.

On the section of Rathfarnham Road between Castleside Drive and Dodder Park Road, the road is not wide enough to provide a cycle lane in either direction in addition to bus and traffic lanes. Instead, the proposal provides an alternative cycle facility linking to St. Mary's Avenue where a Quiet Street Treatment would be provided.

From here, two structures are proposed crossing the Owendoher River to facilitate a new shared pedestrian and cyclist track adjacent to the river, tying into the proposed Dodder Greenway. This facility would link to a new bridge structure crossing the Dodder River and connecting to Rathdown Park, where a Quiet Street Treatment would be provided. This facility is proposed to connect to Rathfarnham Road at the junction with Rathdown Park. In the earlier proposal, landtake was proposed from the rear of Village Court Apartments adjacent the new bridge over the Owendoher River. However, through the design development this landtake has been mitigated.

To accommodate new bus lanes on Rathfarnham Road between Main Street and Dodder Park Road, it is proposed to utilise land take from adjacent properties on both sides of the road. The topographical survey indicated that widening the road on one side only would create very steep driveways on the widened side. To mitigate this issue it is proposed to raise the level of the road to lessen driveway gradients. The appropriate solution splits this impact evenly between both sides of the road.

In the previous design, landtake was proposed from the approximately 7 private properties on Rathfarnham Road just north of Rathfarnham Park. However, through the design development, this landtake has been mitigated.

To maintain bus priority through the Dodder Park Road and Rathfarnham Road junction, it is intended to provide Signal Controlled Priority on the southern and northern approaches to the junction. The junction will be upgraded with Toucan Crossings at all four approaches.

Between Dodder Park Road and Rathdown Park, it is proposed to maintain a bus lane and a general traffic lane in each direction. Between

Rathdown Park and Bushy Park Road, it is intended to maintain bus priority by providing Signal Controlled Priority in both directions and managing traffic queues in this area. The layout in this area has been modified slightly and reduces the amount of land take utilised between Rathdown Park and Bushy Park Road.

From Bushy Park Road to Terenure Road North it is proposed to provide cycle tracks, bus lanes and traffic lanes in each direction. To accommodate these new bus lanes on this section of Rathfarnham Road, it is proposed to acquire land from adjacent properties, details of which can be found in the Appendix of this brochure. At the Terenure Road North junction it is intended to extend the existing bus lane and proposed cycle track as far as the junction stop line. Bus movements through this junction will be managed with Signal Controlled Priority.

4.3 Terenure Road North to Charleville Road – Terenure Road East, Rathgar Road

Between the Terenure Road North junction and St. Joseph's Church, it is proposed to provide a single general traffic lane in each direction. Bus priority will be provided through this section by Signal Controlled Priority.

Between St. Joseph's Church and the Rathgar Avenue junction it is intended to provide a bus lane and general traffic lane in each direction. Due to the width constraints along this section of the corridor it is proposed to provide an alternative cycle facility consisting of cycle tracks in each direction along Terenure Road North and Harold's Cross Road, connecting to the Kimmage to City Centre CBC at Harold's Cross. In addition, it is now proposed to provide an alternative east-west connection for cyclists moving between Rathfarnham Road and Rathgar Road using a route along Bushy Park Road, Wasdale Park, Wasdale Grove, Zion Road and Orwell Road.

At Rathgar Avenue, it is proposed to maintain bus priority through the junction with Signal Controlled Priority.

Along Rathgar Road it is proposed to provide bus lanes and cycle tracks in each direction and a one-way inbound general traffic lane only. Local access for residents on Rathgar Road and adjoining streets can be maintained through the surrounding road network via Rathgar Avenue or Rathmines Road Upper including Frankfort Avenue, Leicester Avenue, Garville Avenue, Garville Road, and Highfield Road. It is proposed to remove the current right turn ban from Rathmines Road Upper to Highfield Road as well as the right turn ban from Highfield Road onto Rathgar Road.

4.4 Charleville Road to Dame Street

Between Charleville Road and Castlewood Avenue it is proposed to provide a single inbound bus lane, two general traffic lanes and cycle tracks. Between Castlewood Avenue and Grove Road, a general traffic lane and a cycle track in each direction is proposed, with the provision of a bus gate between Richmond Hill and Lissenfield which will restrict general traffic movements. In addition, to remove the potential for motorists to bypass the bus gate via Mountpleasant Upper and Lower, it is proposed to close Mountpleasant Lower to traffic at the junction with Richmond Hill, while maintaining access for pedestrians and cyclists. This proposal was introduced to improve access for local residents to/from the Richmond Hill/ Mountpleasant areas while also restricting

vehicular through movements. This bus gate proposal generally allows for some increase to footpath widths through Rathmines and the provision of 2m wide cycle tracks in each direction through the village.

On Richmond Street South, it is proposed to maintain the outbound traffic lane with a bus lane and cycle tracks in each direction. Immediately south of the junction of Harrington Street/Harcourt Road/Richmond Street South, it is intended to have bus lanes in both directions with no general traffic lanes.

On Camden Street between Harcourt Road and Charlotte Way, one bus lane in each direction and two inbound general traffic lanes are proposed, with an inbound cycle track. Between Grantham Street and Cuffe Street it is proposed to provide bus lanes in each direction and a single outbound general traffic lane. Under this proposal, inbound traffic would reroute to Harcourt Street to get to Cuffe Street and beyond.

Between Cuffe Street and Dame Street it is proposed to provide one general traffic lane and one cycle lane in each direction. No bus lanes will be provided on this section of the route. Where possible, on-street parking bays and loading bays will be retained. The CBC ties into the existing road network on Dame Street.

Bus stop locations have been modified in this revised proposal – with some bus stops relocated or removed to achieve a better spacing between stops, while also ensuring that each stop is sited in the best location to serve surrounding neighbourhoods. These proposals will also ensure a more efficient bus network operation. The stops which have been identified for relocation are presented in drawings in the Appendix of this brochure.

Traffic management measures such as turning restrictions at junctions or road closures will also be considered on adjoining residential streets along the corridor at suitable locations to prevent through traffic diverting inappropriately.

4.5 Key Changes from the Preferred Route Published in March 2020

- It is now proposed to provide an alternative east-west connection for cyclists moving between Rathfarnham Road and Rathgar Road using a route along Bushy Park Road, Wasdale Park, Wasdale Grove, Zion Road and Orwell Road.

- It is proposed to provide a bus gate between in Rathmines to restrict general traffic movements and provide bus priority through Rathmines. The location of this bus gate has been revised from just south of Richmond Hill, to just north of it. In addition, to remove the potential for motorists to bypass the bus gate via Mountpleasant Upper and Lower, it is proposed to close Mountpleasant Lower to traffic at the junction with Richmond Hill, while maintaining access for pedestrians and cyclists. This proposal was introduced to improve access for local residents to/from the Richmond Hill/ Mountpleasant areas while also restricting vehicular through movements.

- A number of junctions along the route have been redesigned to provide enhanced cycle facilities including Grange Road/Rathfarnham Wood, Butterfield Avenue/ Rathfarnham Road, Rathgar Road/Grosvenor Road and Wexford Street/Cuffe Street/Kevin Street.

- Where car parking or loading bays are present adjacent to cycle facilities, these have now been provided behind the parking/loading bays to provide enhanced cyclist safety. Also, where space permits, a segregated cycle track has been provided to the rear of bus stops.

- It is proposed to relocate a number of bus stops along the route to facilitate improved access to the stops and improve the operation of services running along the CBC. The stops which have been identified for relocation are presented in drawings in the Appendix of this brochure.

4.6 Key Facts

- Approximate number of properties that may be impacted **106**
- Approximate number of designated on-street parking spaces that may be removed **55**
- Approximate number of roadside trees that may be removed **125***
- Approximate route length: **6.2kms**
- Approximate new cycle route length: **9kms**
- Current bus journey time: **up to 75 mins**
- BusConnects journey time: **25-30 mins**
- Future Bus journey time without BusConnects: **90 mins +**

*These figures do not include areas with significant tree coverage where topographical survey is not available, including trees potentially impacted at the proposed Owendoher River and Dodder River Crossings.

5. 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 segregated cycle lanes/tracks where feasible and general traffic.

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 is it 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 further round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from this 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. To see an animation of a how a Bus Gate will work, please visit our website **www.busconnects.ie**.

6. Signal Controlled Priority (SCP):

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is typically only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be when a road has pinch-points where it narrows due to existing buildings or structures that cannot be removed 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 will be stopped at the signal to allow the bus pass through the narrow section first, when the bus has passed the general traffic will then be allowed through the lights. To see an animation of a how Signal Controlled Priority will work, please visit our website **www.busconnects.ie**

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 cyclist 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 commuting to/from work. The Urban Realm encompasses all streets, squares, junctions and other rights-of-way in residential, commercial and civic use areas as well as seating, trees and other enhancements. When well designed and laid out with care in a community setting, it enhances the everyday lives of residents and those passing through.

Signal Controlled Priority (SCP)

1. Traffic proceeds as normal.

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

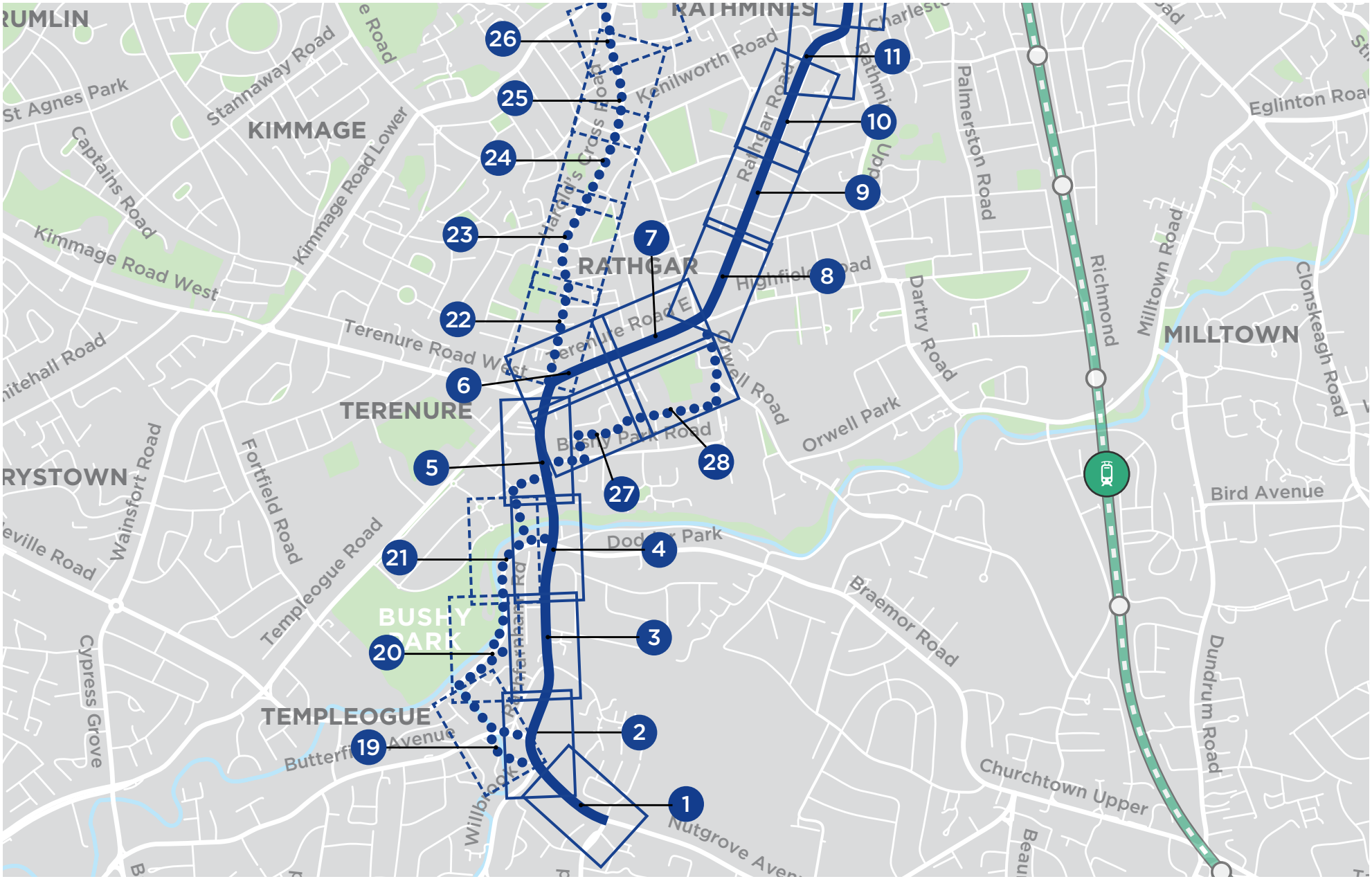
3. The bus has priority to proceed.

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

6. Appendices

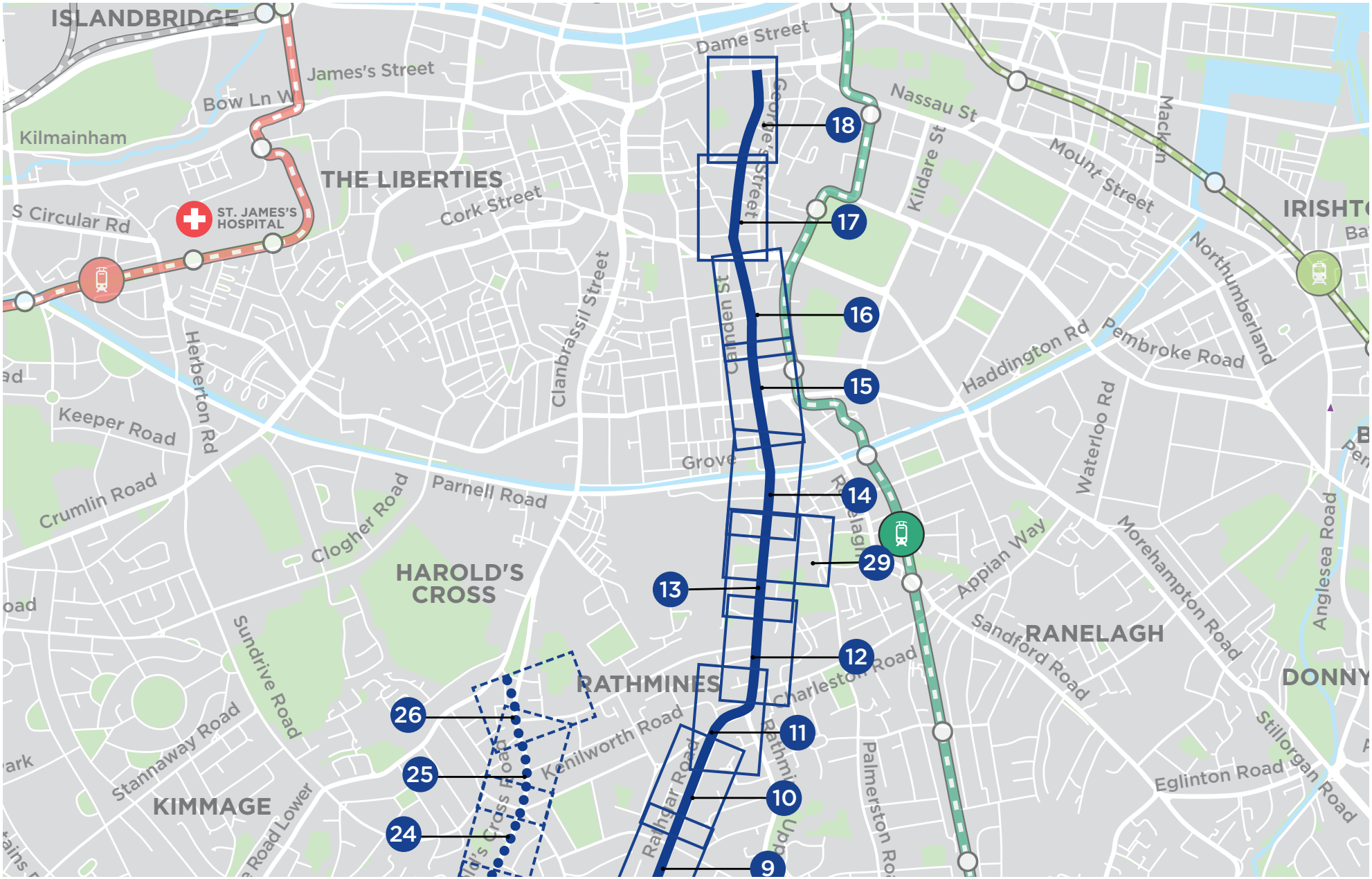
Index maps
Route maps

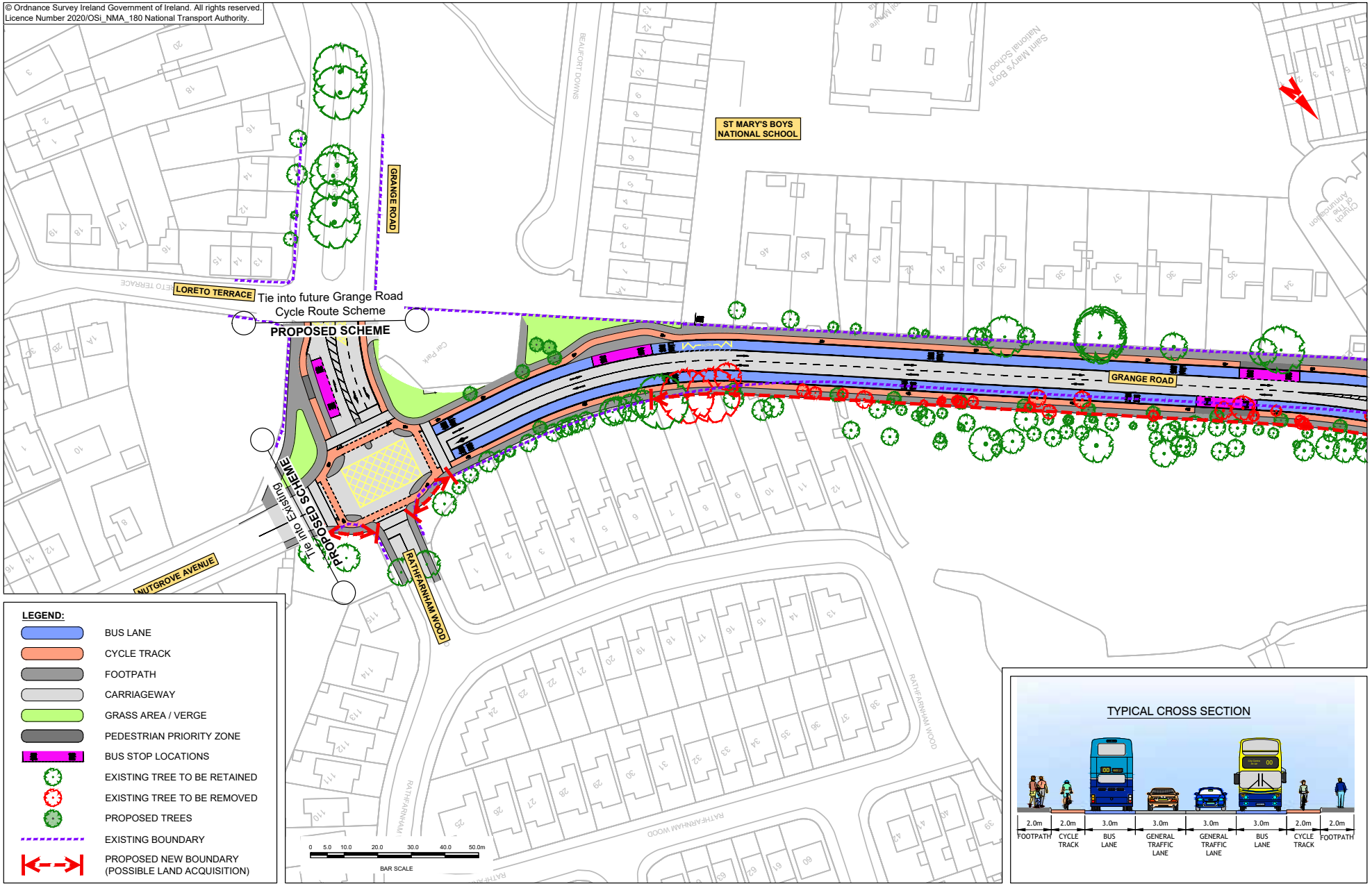
Index Map

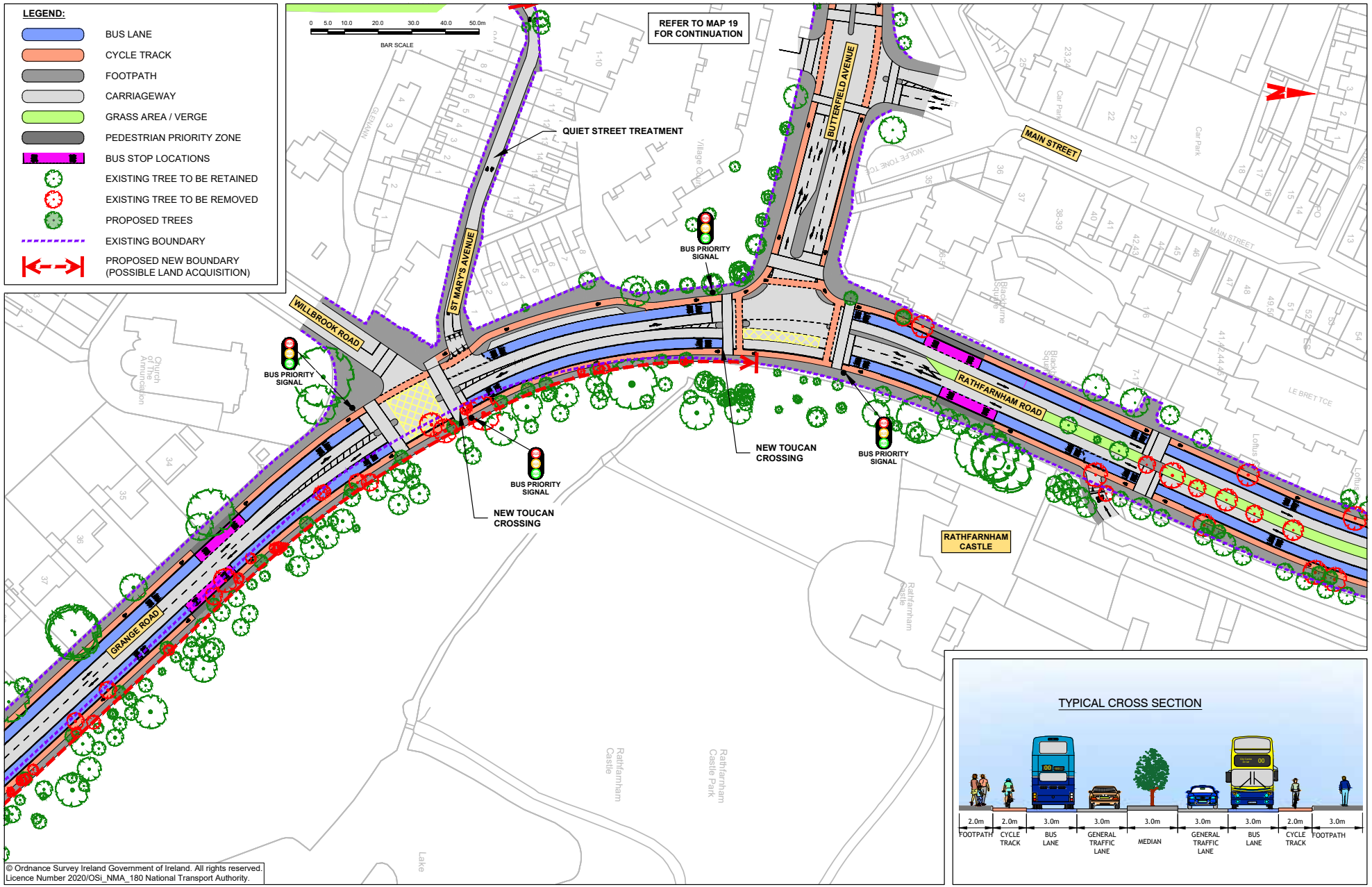


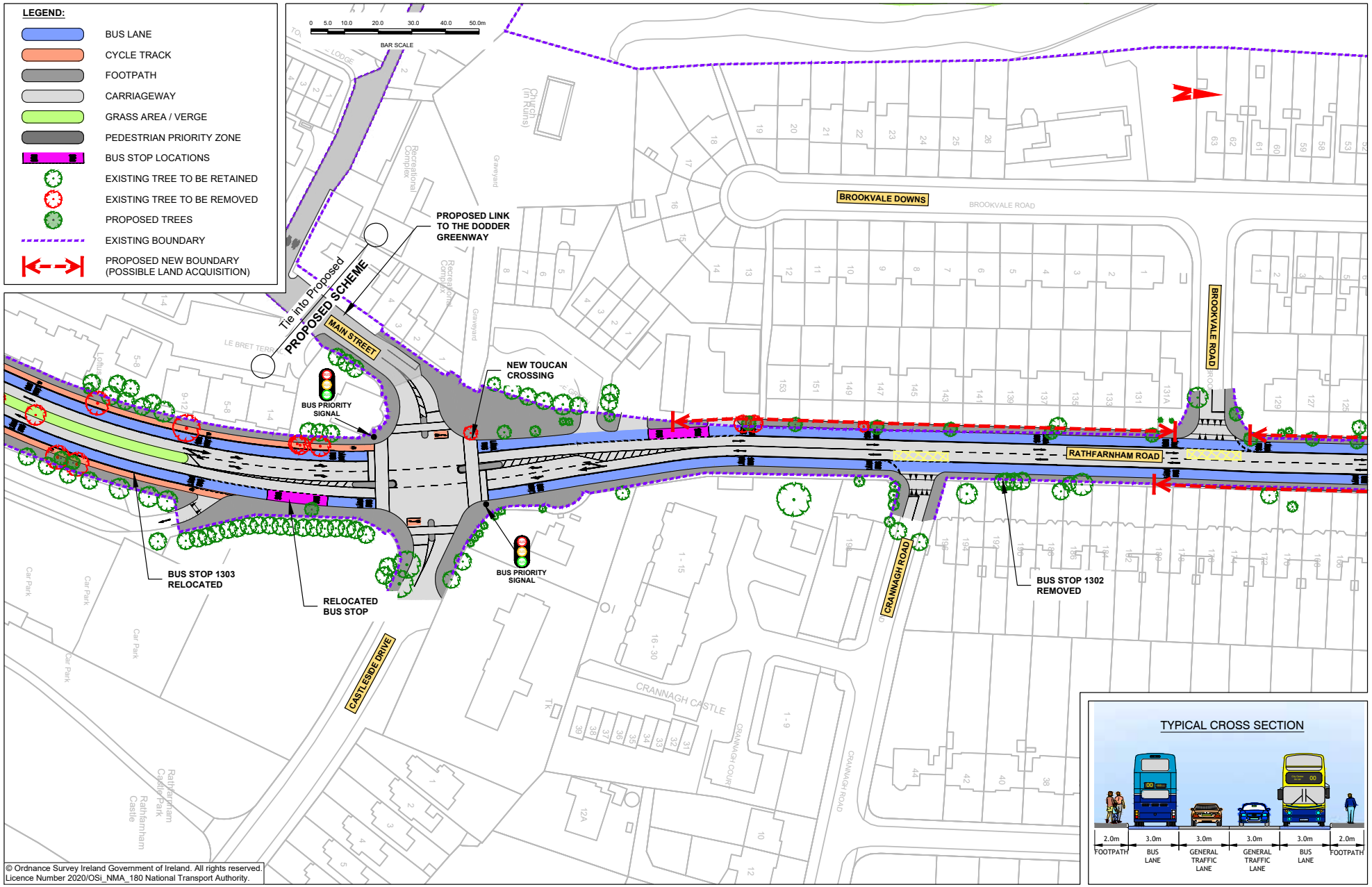
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

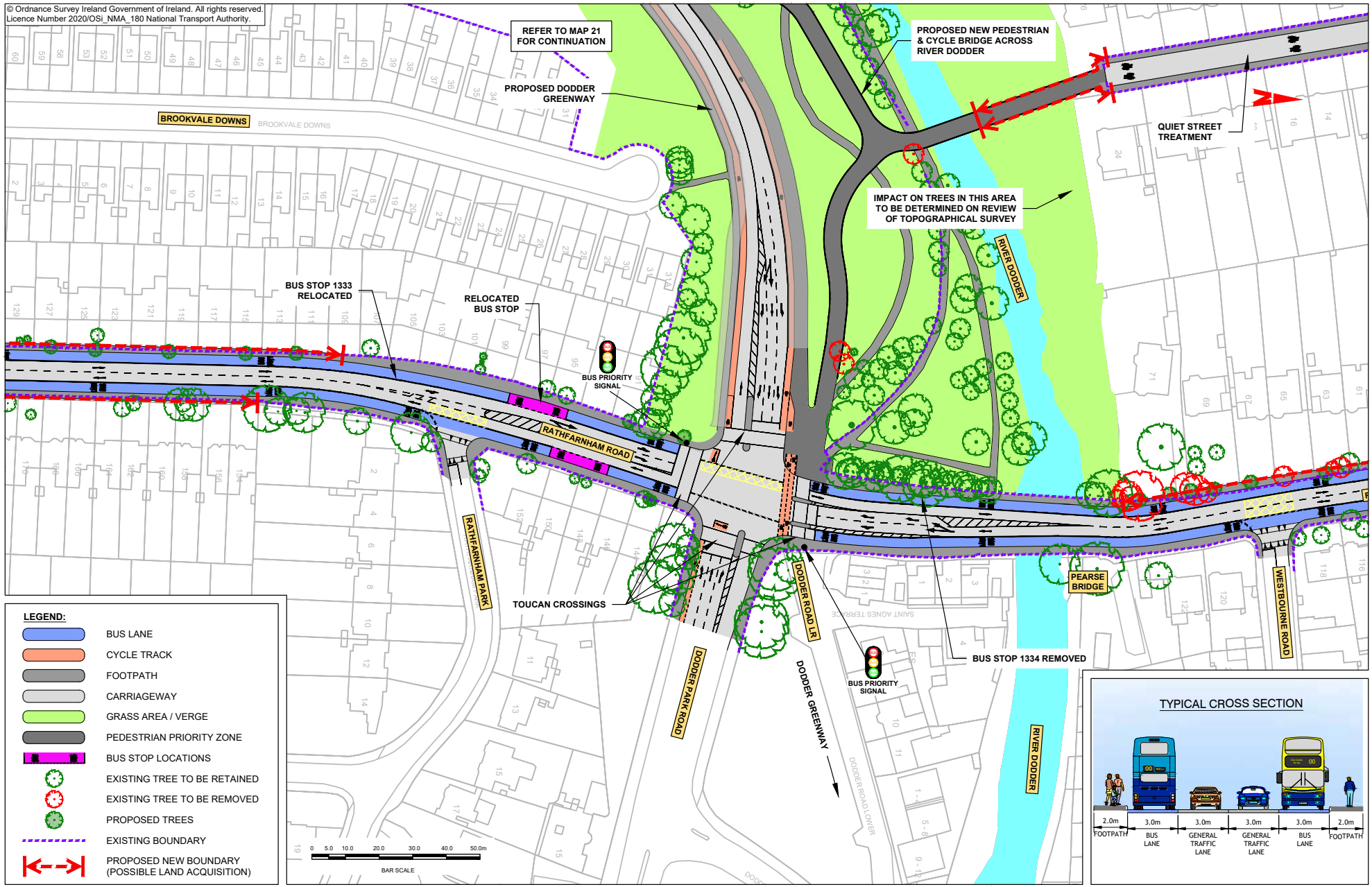
Index Map Continued







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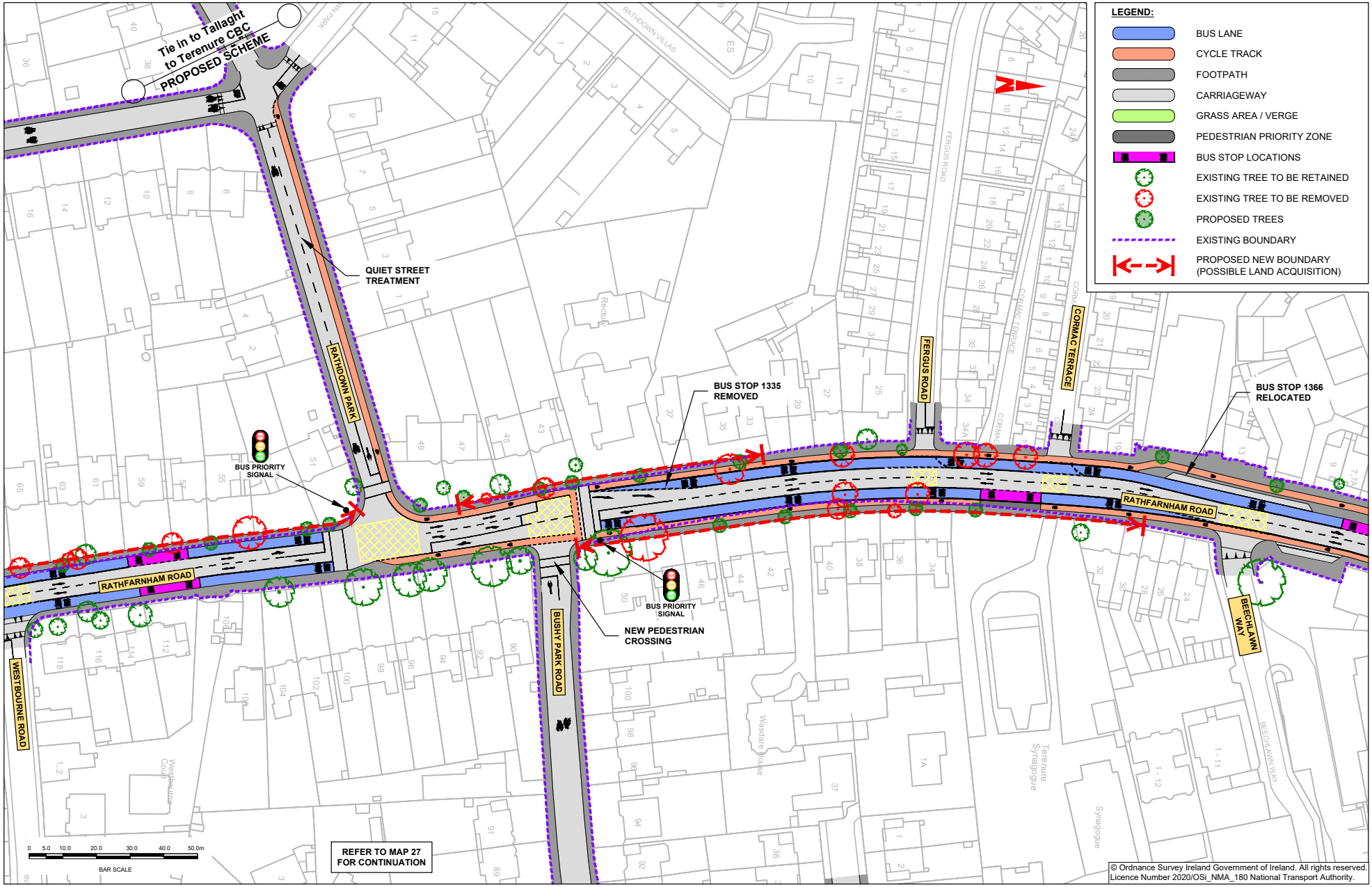
REFER TO MAP 21 FOR CONTINUATION
PROPOSED DODDER GREENWAY
PROPOSED NEW PEDESTRIAN & CYCLE BRIDGE ACROSS RIVER DODDER
QUIET STREET TREATMENT
IMPACT ON TREES IN THIS AREA TO BE DETERMINED ON REVIEW OF TOPOGRAPHICAL SURVEY
BROOKVALE DOWNS
BUS STOP 1333 RELOCATED
RELOCATED BUS STOP
BUS PRIORITY SIGNAL
RATHFARNHAM ROAD
RIVER DODDER
RATHFARNHAM PARK
TOUCAN CROSSINGS
DODDER ROAD LR
DODDER PARK ROAD
DODDER GREENWAY
BUS PRIORITY SIGNAL
BUS STOP 1334 REMOVED
PEARSE BRIDGE
WESTBOURNE ROAD
RIVER DODDER
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
2.0m FOOTPATH
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m 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)
Tie in to Tallaght to Terenure CBC PROPOSED SCHEME
QUIET STREET TREATMENT
RATHDOWN PARK
BUS PRIORITY SIGNAL
BUS STOP 1335 REMOVED
FERGUS ROAD
CORMAC TERRACE
BUS STOP 1366 RELOCATED
RATHFARNHAM ROAD
BUS PRIORITY SIGNAL
NEW PEDESTRIAN CROSSING
BUSHY PARK ROAD
BEECHLAWN WAY
WESTBOURNE ROAD
REFER TO MAP 27 FOR CONTINUATION
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
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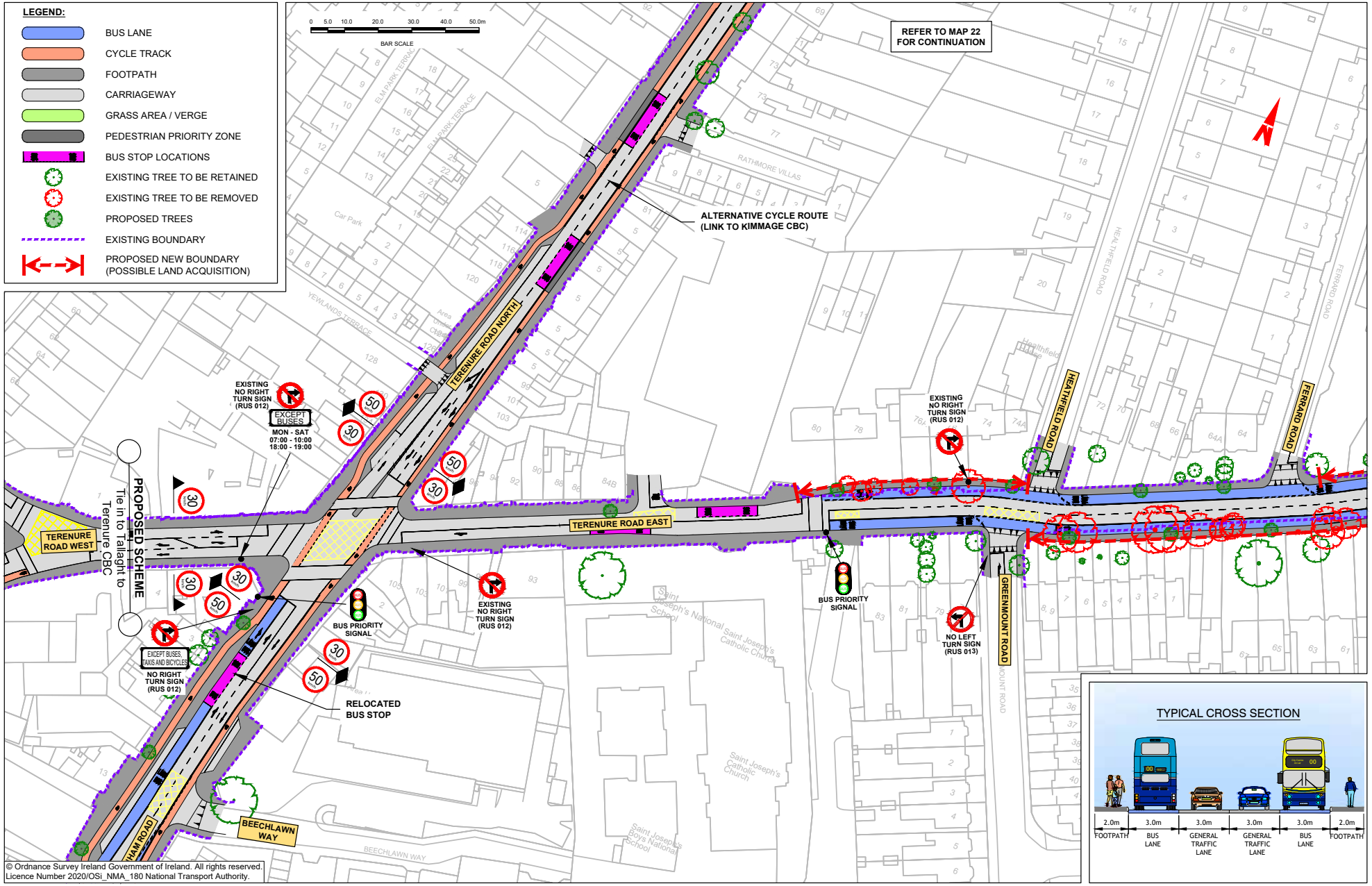
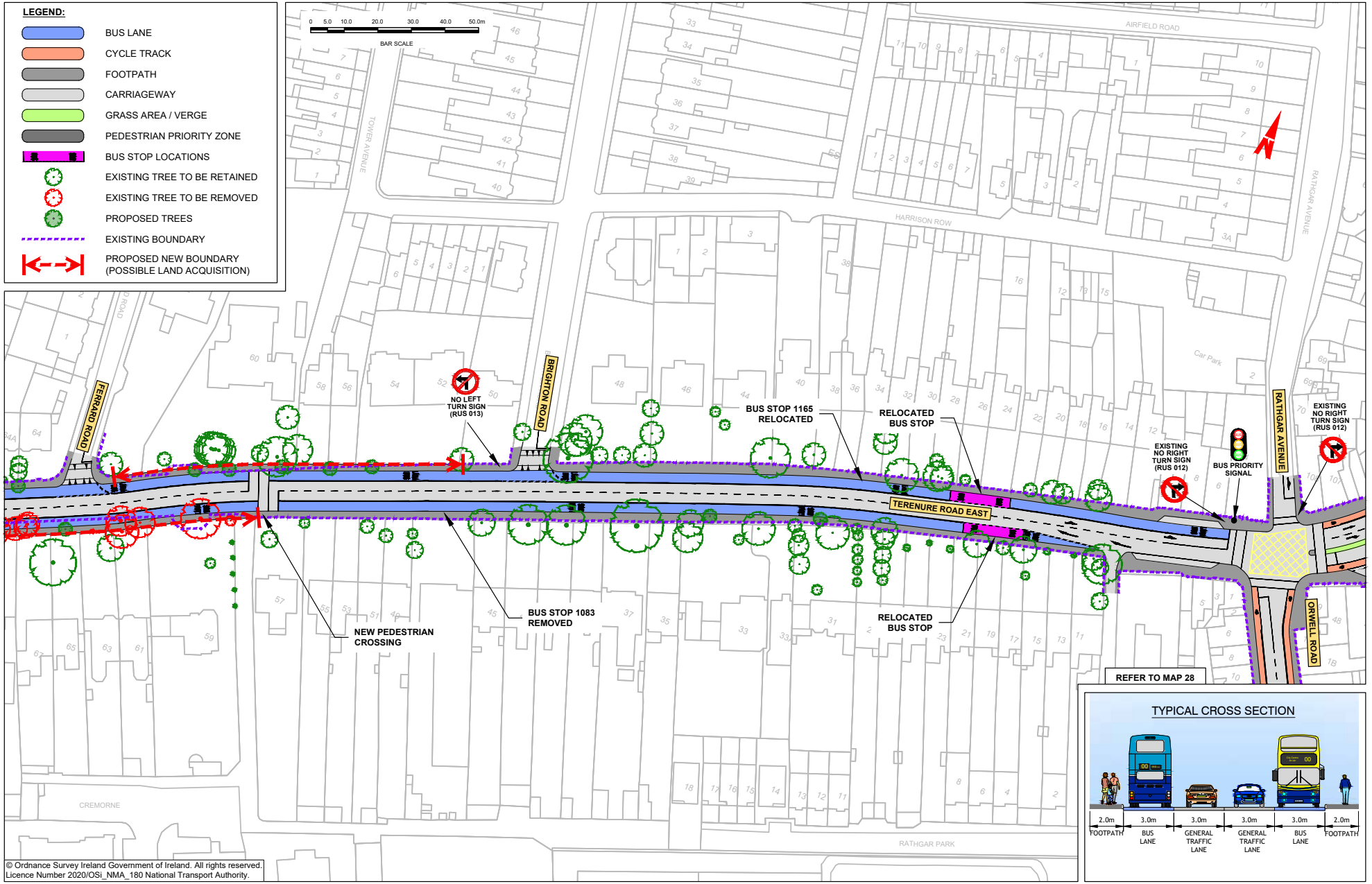
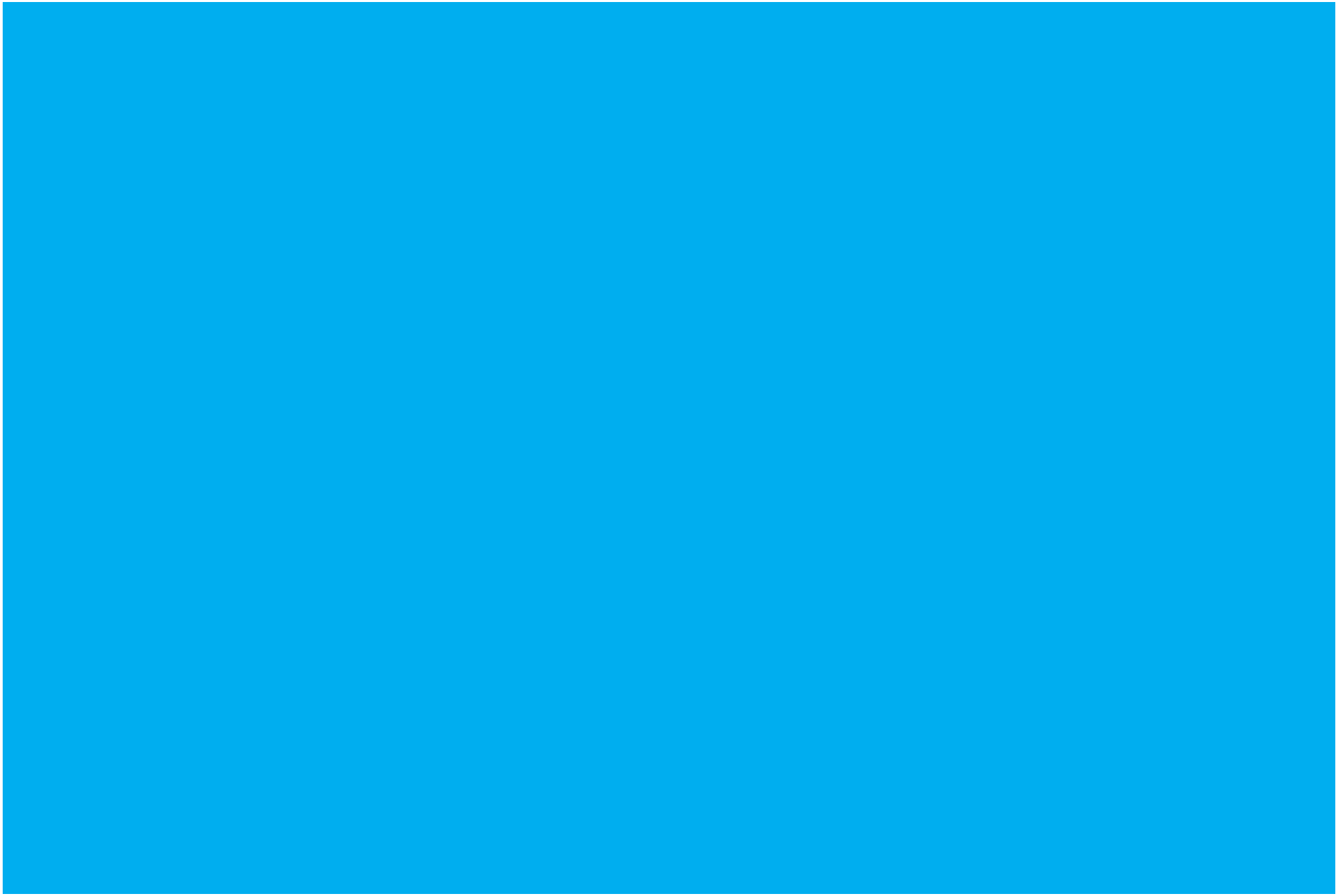
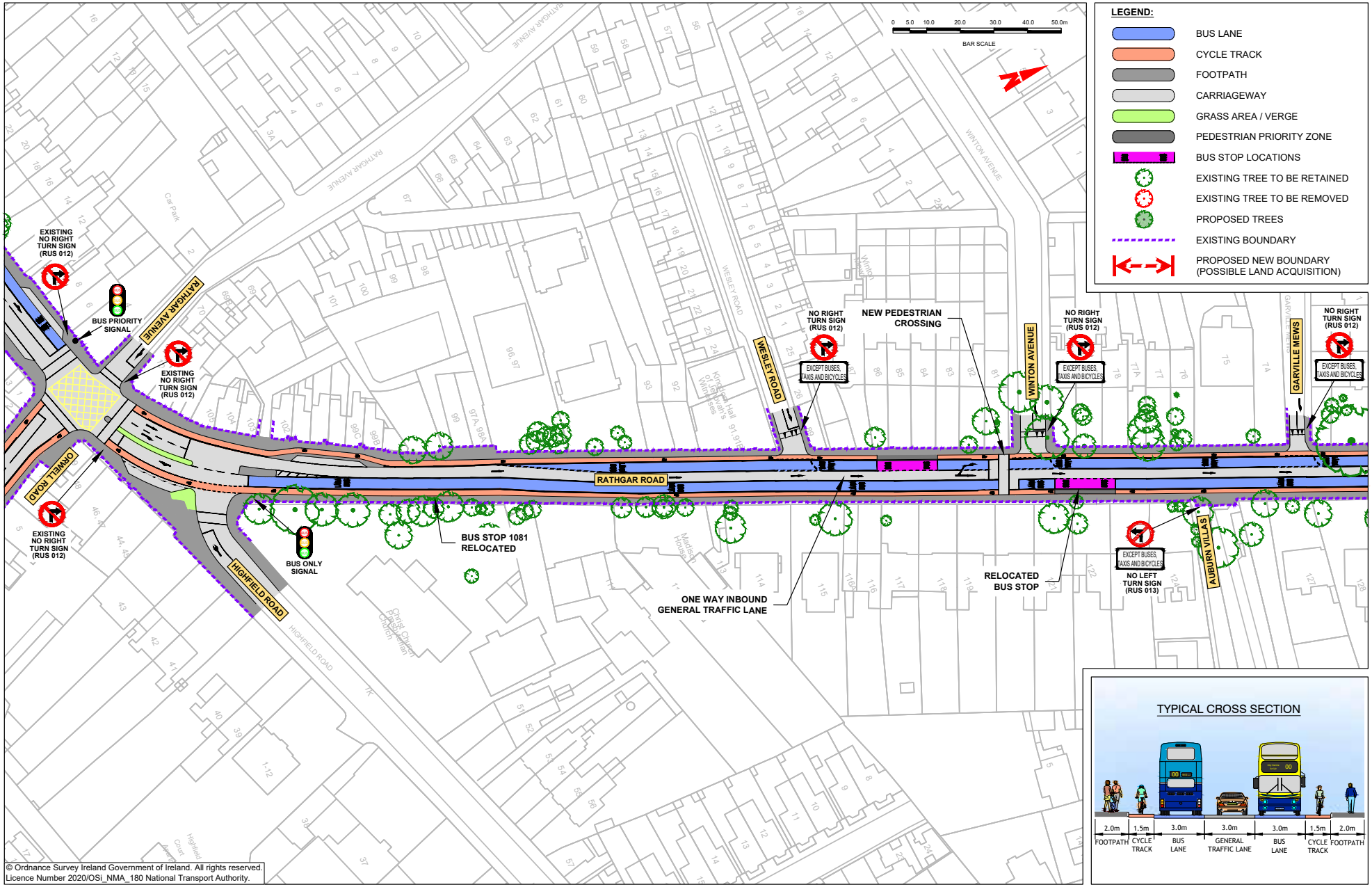


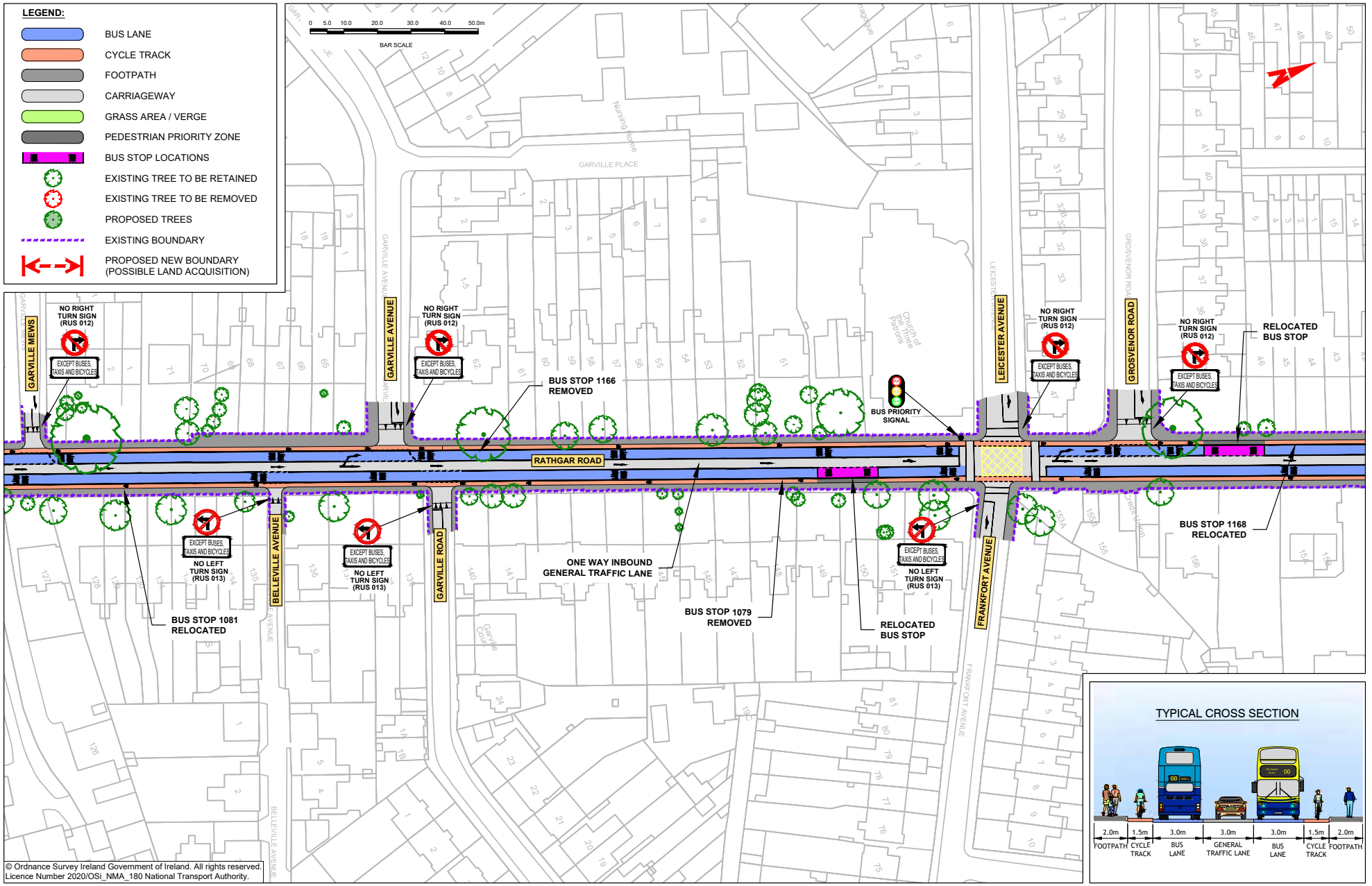

Hoathick Opticians

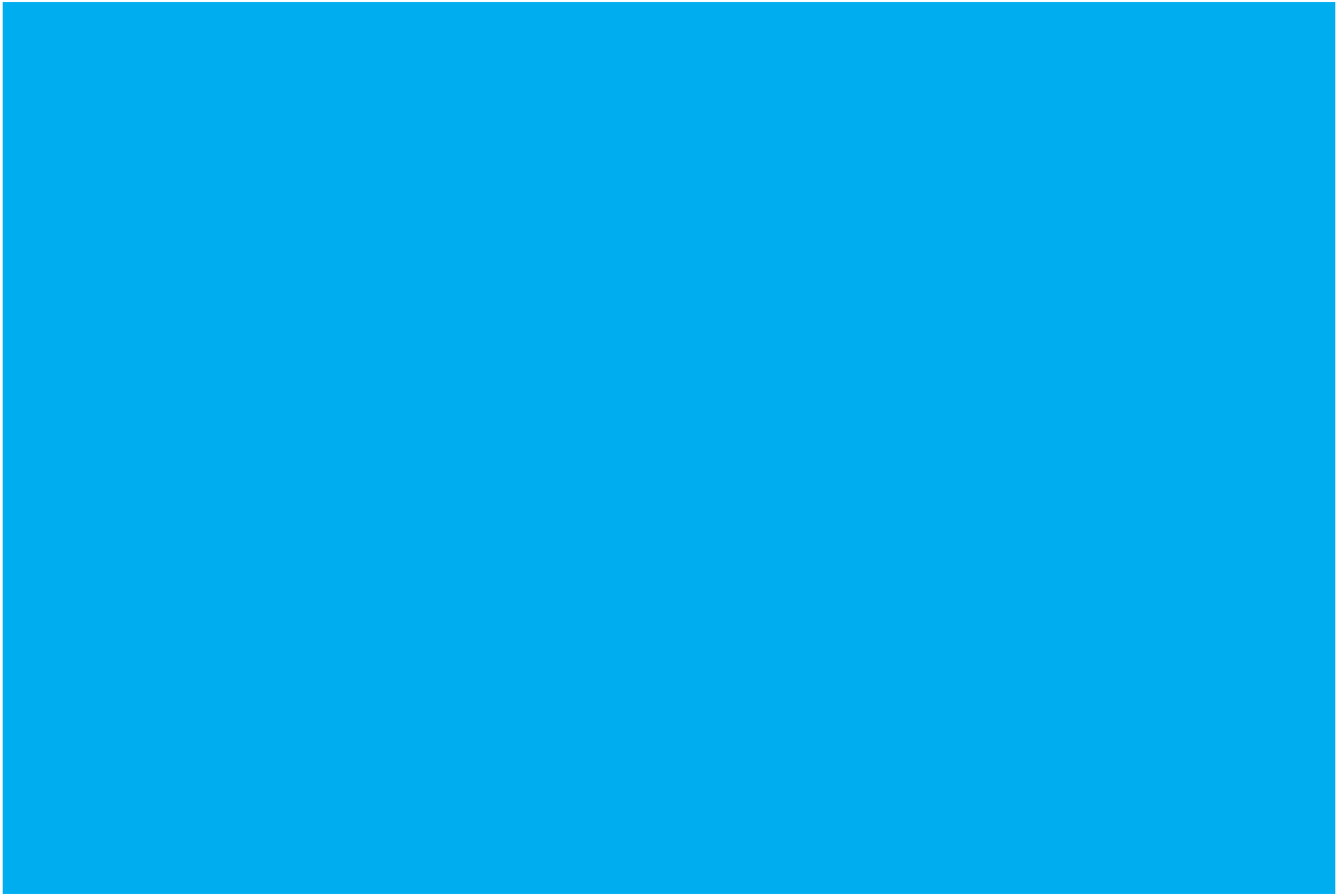


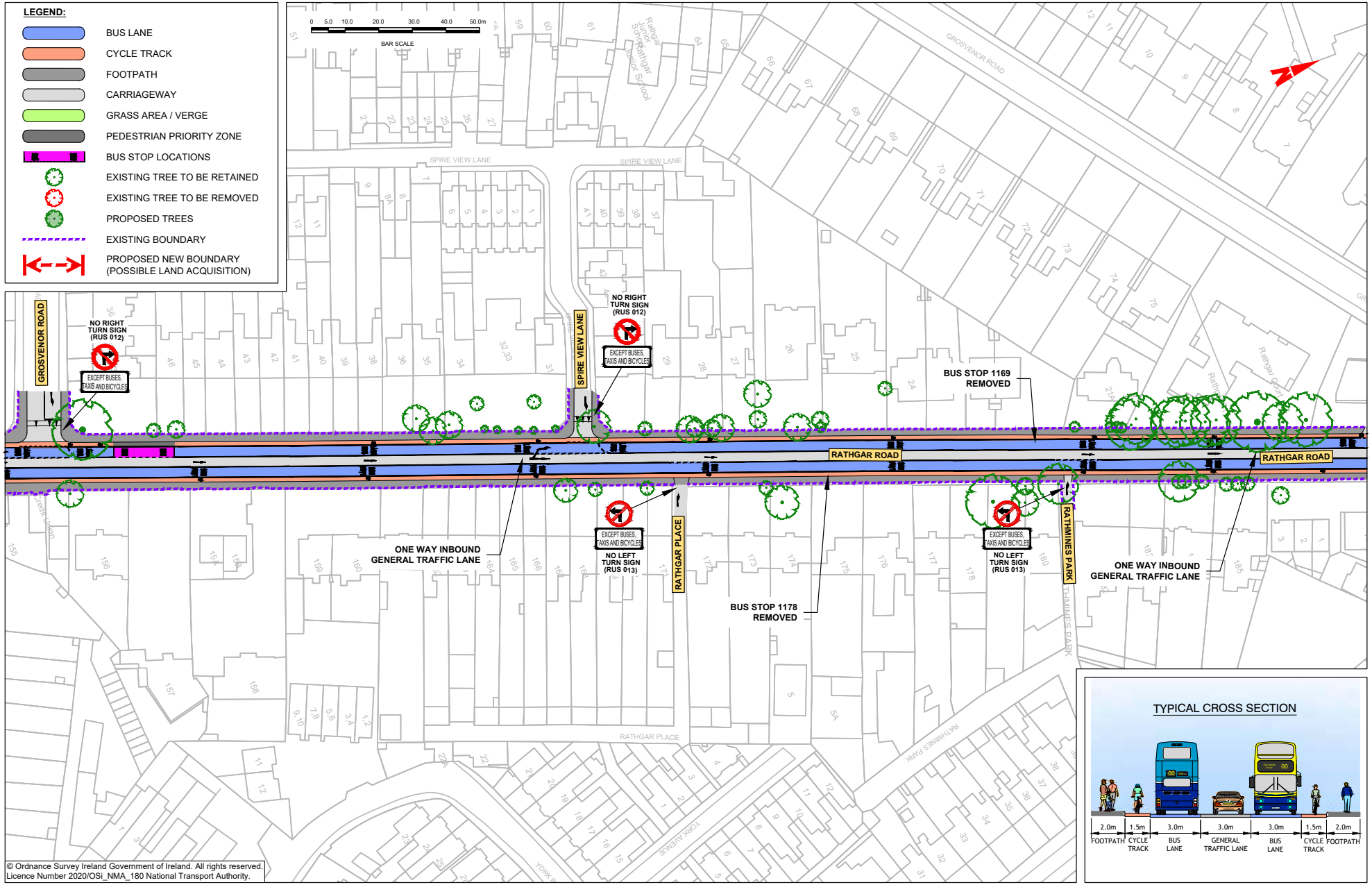




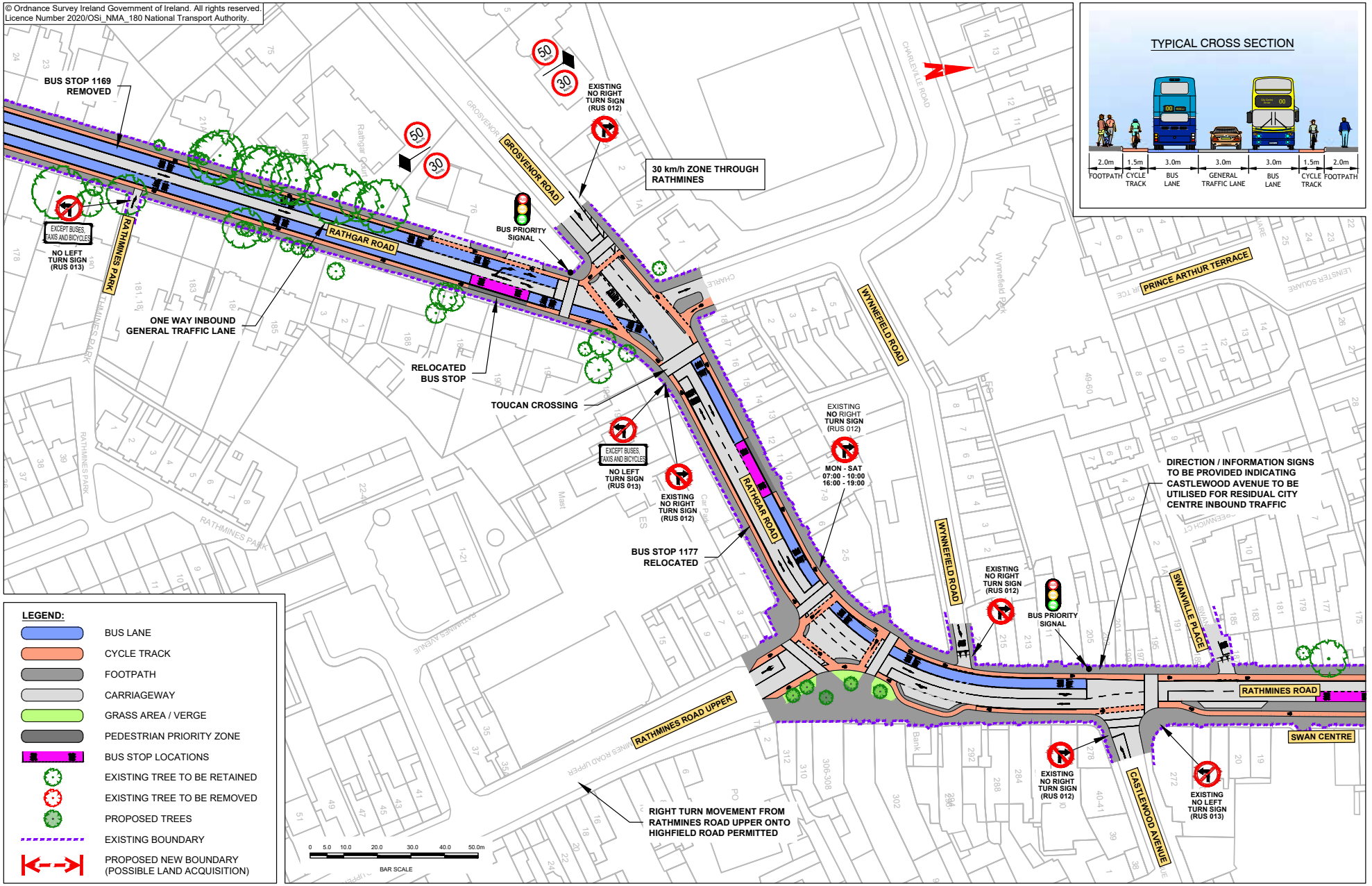

SuperValu
BEEP
LOVE IT!








BUS LANE
BUS LANE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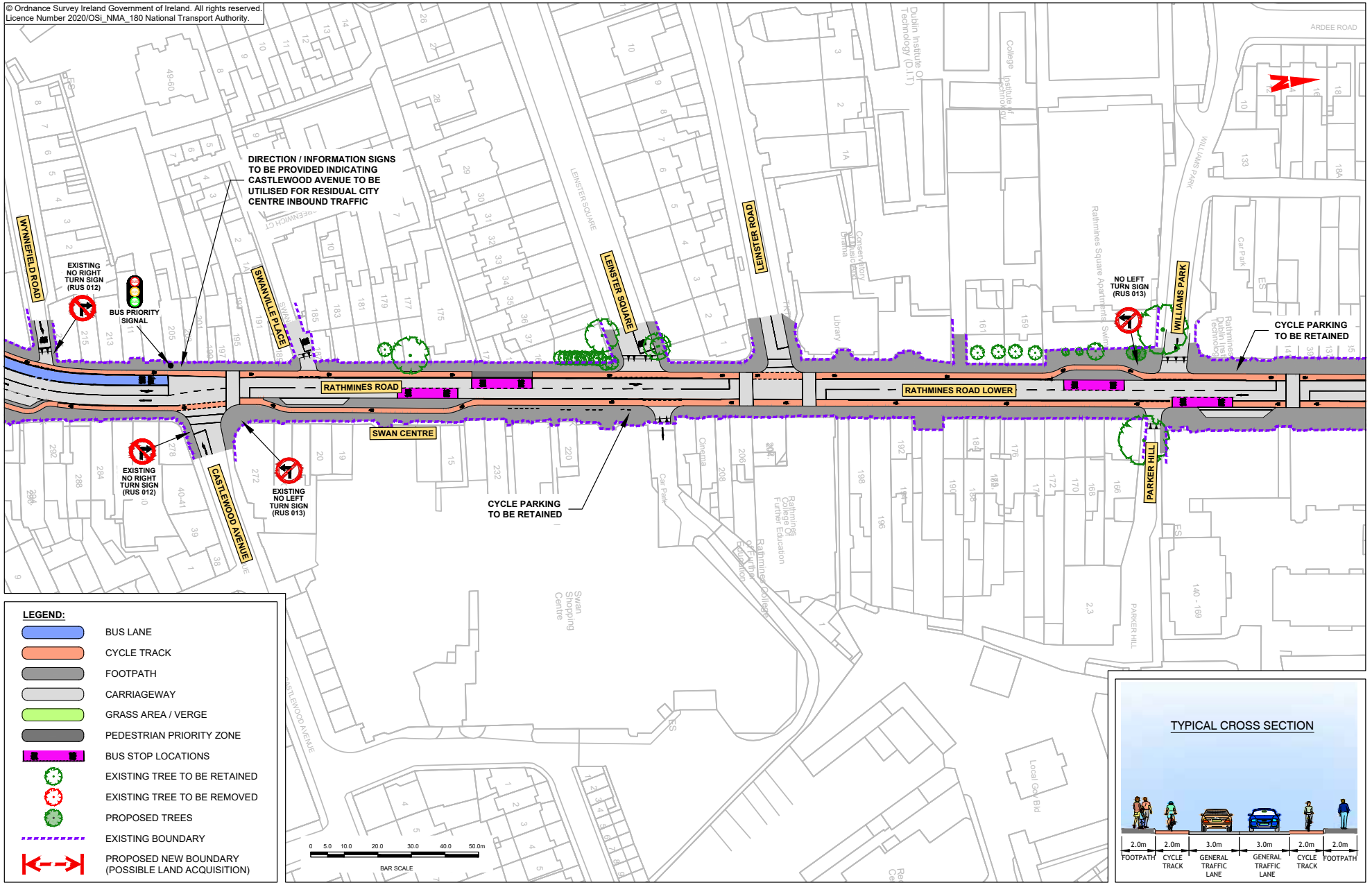
TYPICAL CROSS SECTION
2.0m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
1.5m CYCLE TRACK
2.0m FOOTPATH
BUS STOP 1169 REMOVED
EXCEPT BUSES, TAXIS AND BICYCLES
NO LEFT TURN SIGN (RUS 013)
RATHMINES PARK
RATHGAR ROAD
ONE WAY INBOUND GENERAL TRAFFIC LANE
RELOCATED BUS STOP
TOUCAN CROSSING
EXISTING NO RIGHT TURN SIGN (RUS 012)
BUS PRIORITY SIGNAL
GROSVENOR ROAD
30 km/h ZONE THROUGH RATHMINES
WYNNEFIELD ROAD
PRINCE ARTHUR TERRACE
MON - SAT 07:00 - 10:00 16:00 - 19:00
BUS STOP 1177 RELOCATED
DIRECTION / INFORMATION SIGNS TO BE PROVIDED INDICATING CASTLEWOOD AVENUE TO BE UTILISED FOR RESIDUAL CITY CENTRE INBOUND TRAFFIC
SWANVILLE PLACE
RATHMINES ROAD
SWAN CENTRE
RATHMINES ROAD UPPER
CASTLEWOOD AVENUE
RIGHT TURN MOVEMENT FROM RATHMINES ROAD UPPER ONTO HIGHFIELD ROAD PERMITTED
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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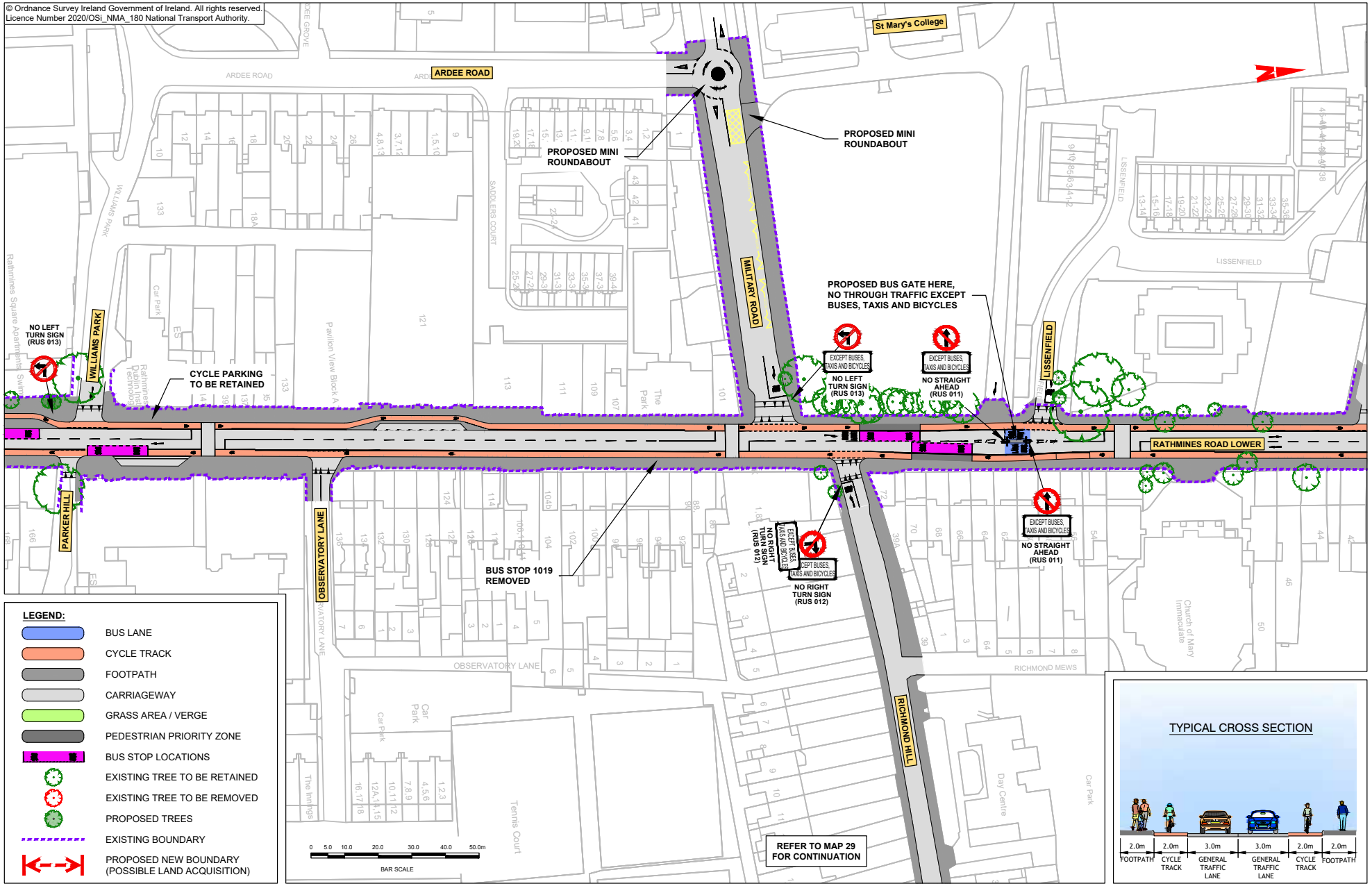
DIRECTION / INFORMATION SIGNS TO BE PROVIDED INDICATING CASTLEWOOD AVENUE TO BE UTILISED FOR RESIDUAL CITY CENTRE INBOUND TRAFFIC
WYNNEFIELD ROAD
EXISTING NO RIGHT TURN SIGN (RUS 012)
BUS PRIORITY SIGNAL
SWANVILLE PLACE
LEINSTER SQUARE
LEINSTER ROAD
NO LEFT TURN SIGN (RUS 013)
WILLIAMS PARK
CYCLE PARKING TO BE RETAINED
RATHMINES ROAD
RATHMINES ROAD LOWER
SWAN CENTRE
EXISTING NO RIGHT TURN SIGN (RUS 012)
CASTLEWOOD AVENUE
EXISTING NO LEFT TURN SIGN (RUS 013)
CYCLE PARKING TO BE RETAINED
PARKER HILL
ARDEE 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
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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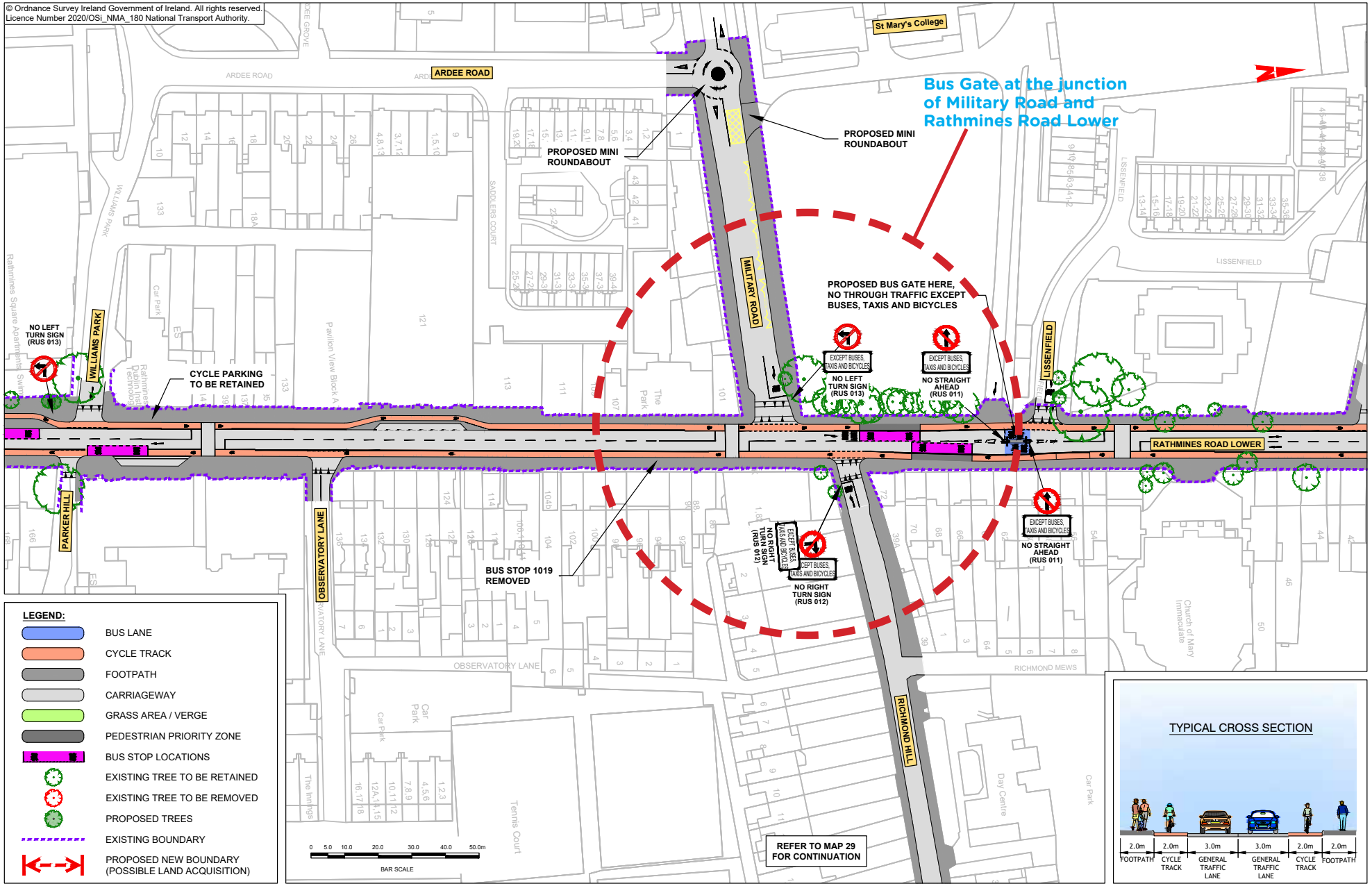
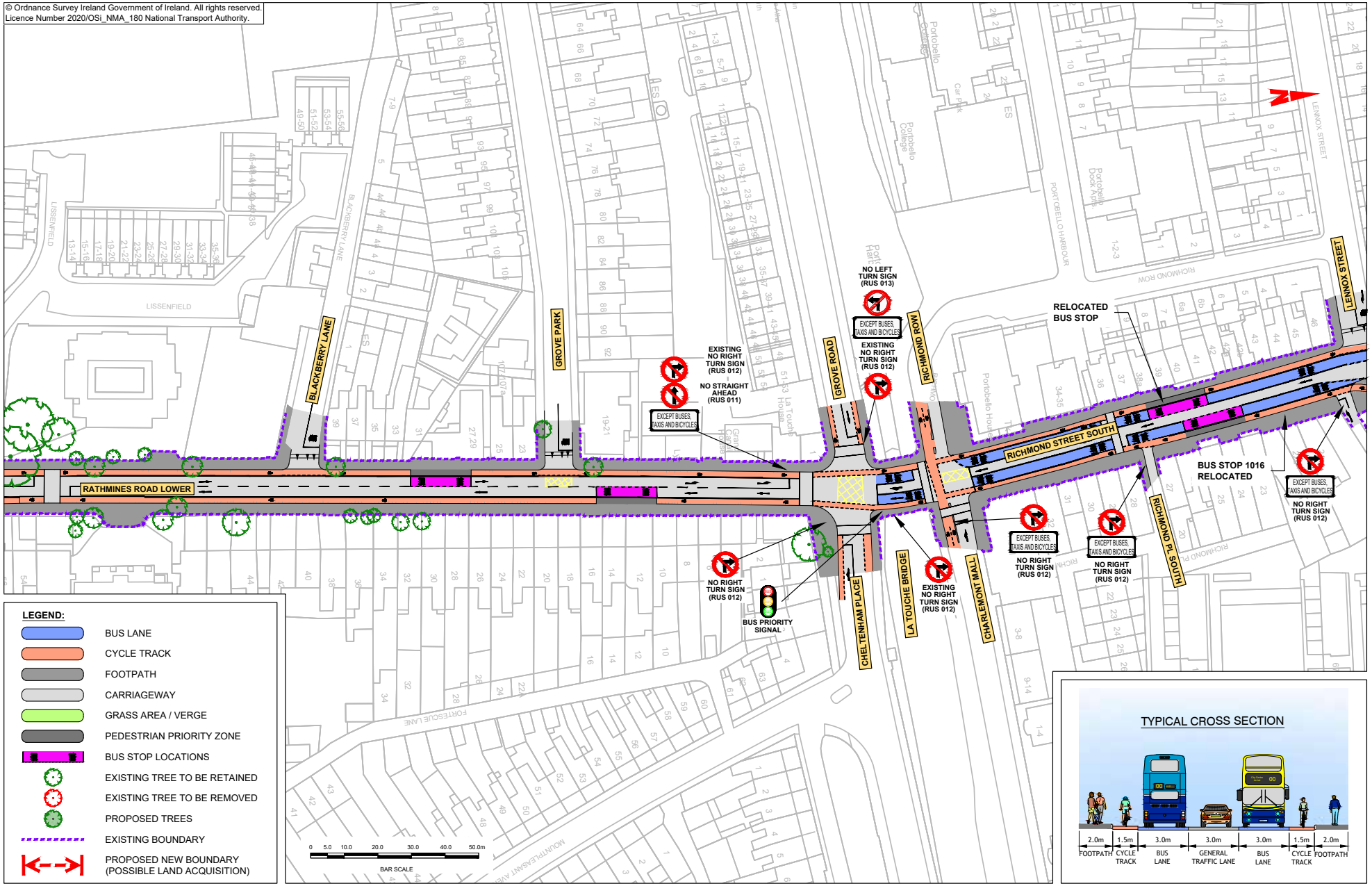
ARDEE ROAD
St Mary's College
PROPOSED MINI ROUNDABOUT
PROPOSED MINI ROUNDABOUT
MILITARY ROAD
PROPOSED BUS GATE HERE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
EXCEPT BUSES, TAXIS AND BICYCLES
NO LEFT TURN SIGN (RUS 013)
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD (RUS 011)
LISSENFIELD
NO LEFT TURN SIGN (RUS 013)
WILLIAMS PARK
CYCLE PARKING TO BE RETAINED
RATHMINES ROAD LOWER
PARKER HILL
OBSERVATORY LANE
BUS STOP 1019 REMOVED
EXCEPT BUSES, TAXIS AND BICYCLES
NO RIGHT TURN SIGN (RUS 012)
EXCEPT BUSES, TAXIS AND BICYCLES
NO RIGHT TURN SIGN (RUS 012)
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD (RUS 011)
RICHMOND HILL
RICHMOND MEWS
REFER TO MAP 29 FOR CONTINUATION
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
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH

MAP 13: Preferred Route




BUS
LANE
BUS
LANE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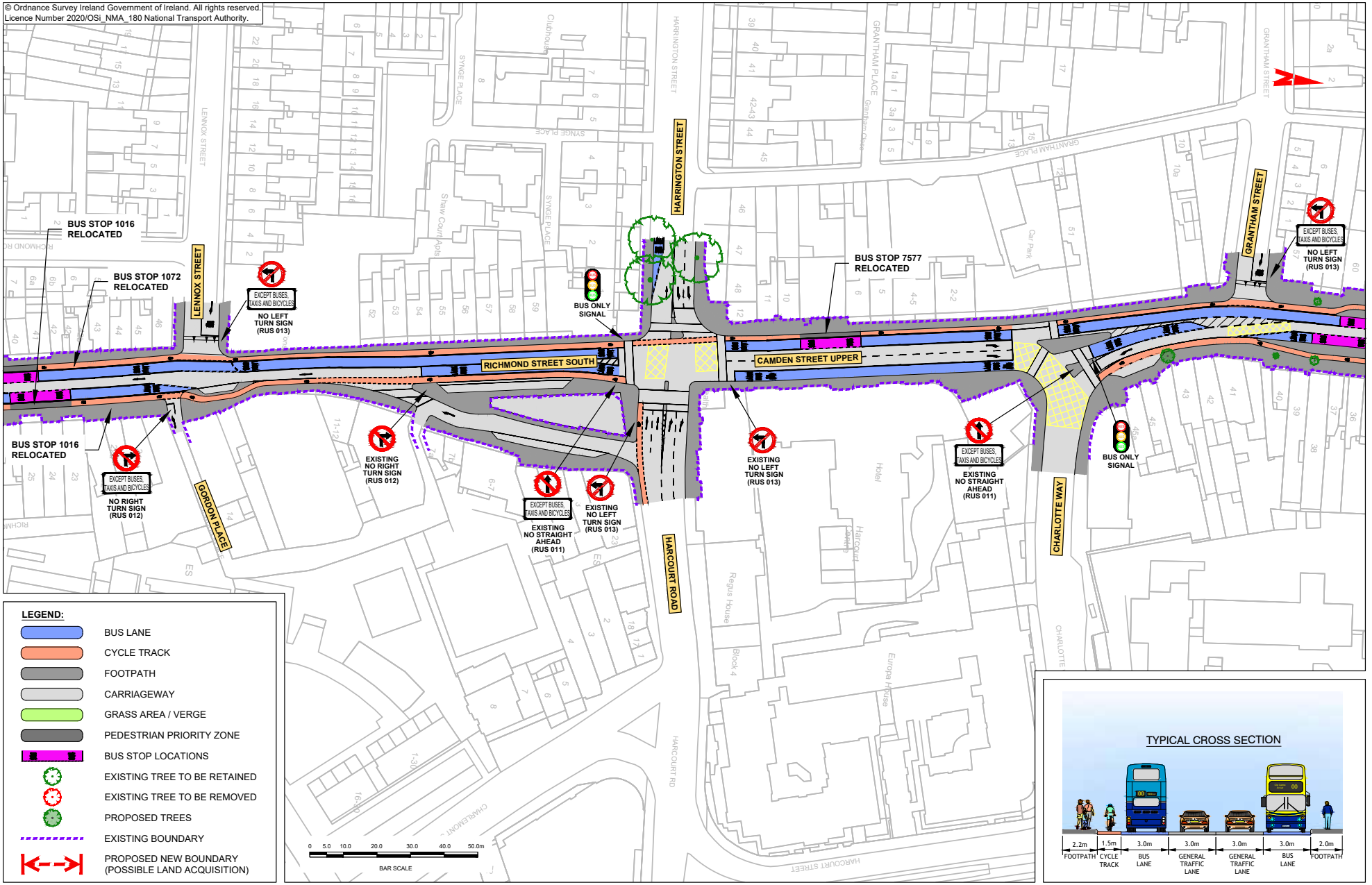
RATHMINES ROAD LOWER
BLACKBERRY LANE
GROVE PARK
GROVE ROAD
RICHMOND ROW
RICHMOND STREET SOUTH
RICHMOND PLACE SOUTH
LENNOX STREET
CHELTENHAM PLACE
LA TOUCHE BRIDGE
CHARLEMONT MALL
RELOCATED BUS STOP
BUS STOP 1016 RELOCATED
EXISTING NO RIGHT TURN SIGN (RUS 012)
NO STRAIGHT AHEAD (RUS 011)
NO LEFT TURN SIGN (RUS 013)
EXCEPT BUSES, TAXIS AND BICYCLES
NO RIGHT TURN SIGN (RUS 012)
BUS PRIORITY SIGNAL
LISSENFIELD
PORTOBELLO HARBOUR
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
2.0m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
1.5m CYCLE TRACK
2.0m FOOTPATH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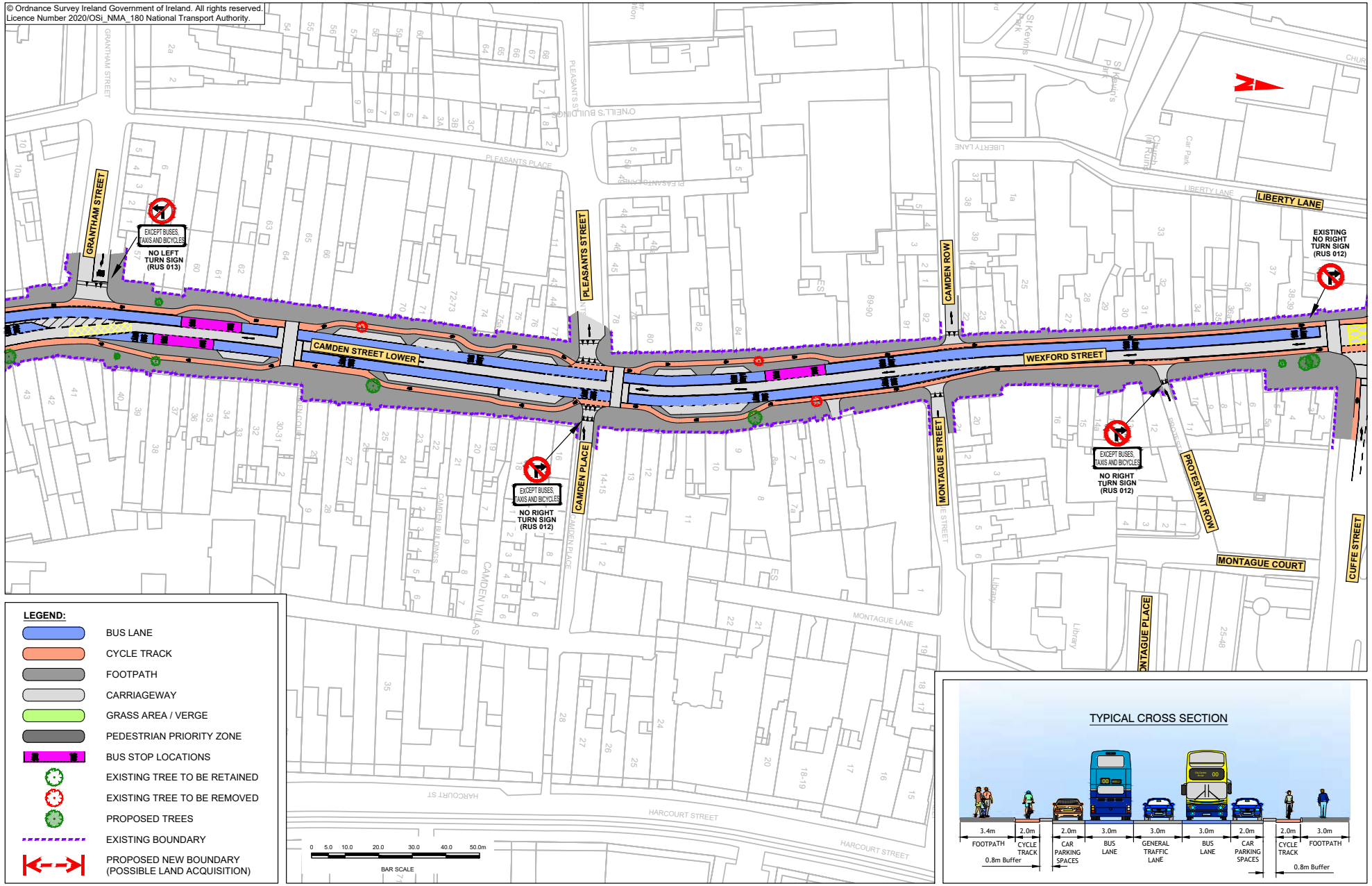
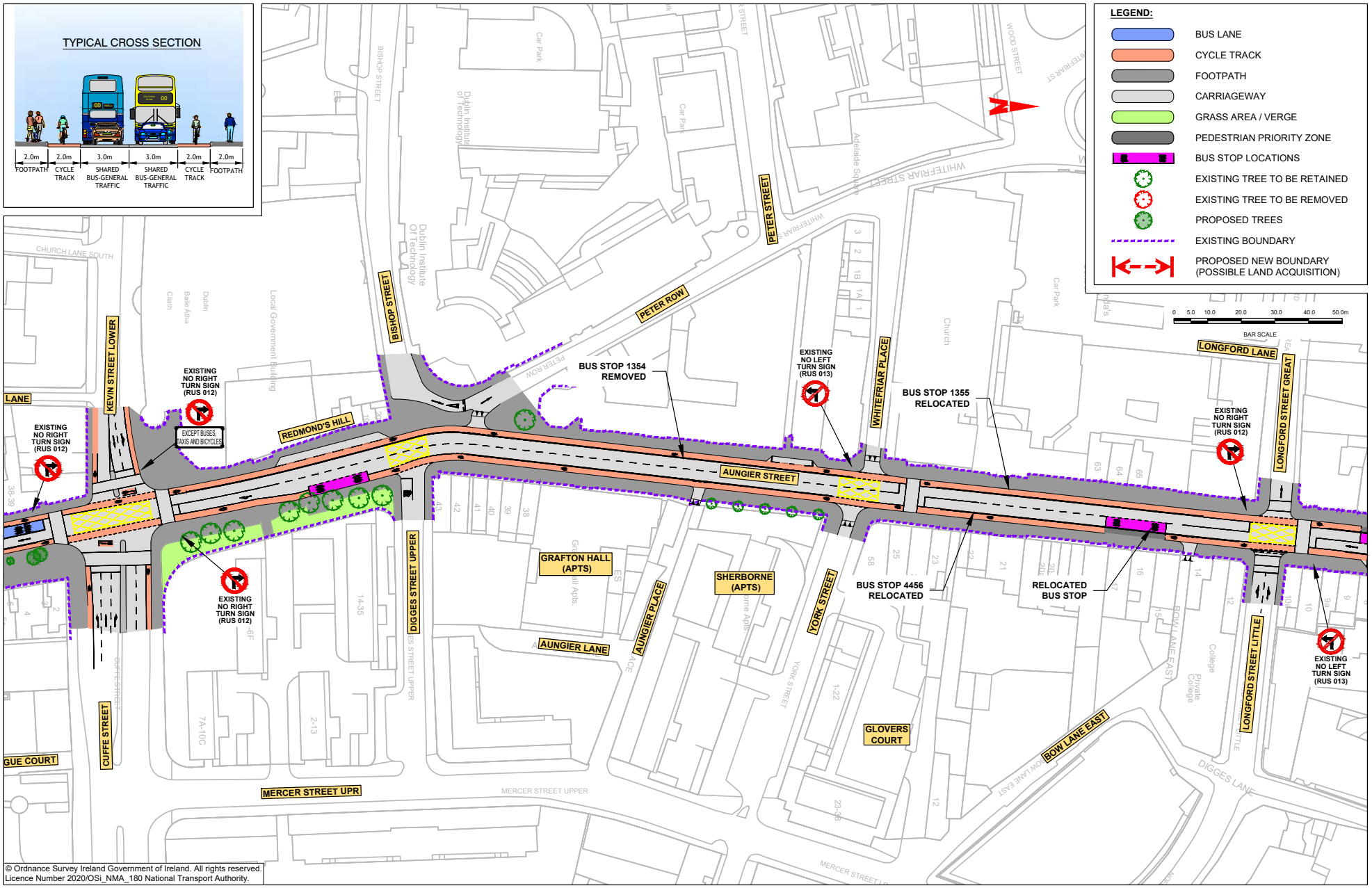
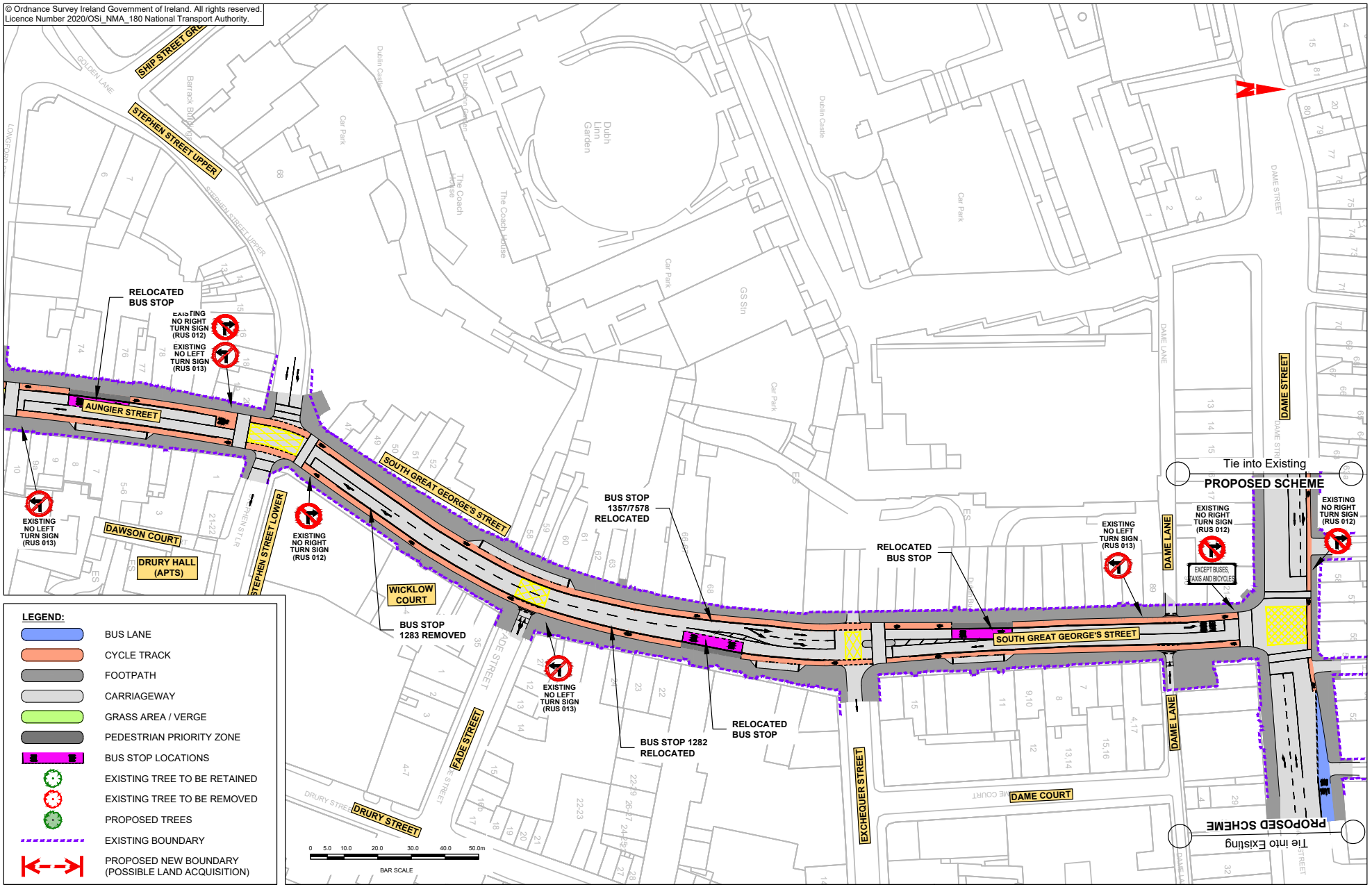
BUS STOP 1016 RELOCATED
BUS STOP 1072 RELOCATED
LENNOX STREET
EXCEPT BUSES, TAXIS AND BICYCLES
NO LEFT TURN SIGN (RUS 013)
BUS ONLY SIGNAL
HARRINGTON STREET
BUS STOP 7577 RELOCATED
GRANTHAM STREET
RICHMOND STREET SOUTH
CAMDEN STREET UPPER
BUS STOP 1016 RELOCATED
NO RIGHT TURN SIGN (RUS 012)
GORDON PLACE
EXISTING NO RIGHT TURN SIGN (RUS 012)
EXISTING NO STRAIGHT AHEAD (RUS 011)
EXISTING NO LEFT TURN SIGN (RUS 013)
HARCOURT ROAD
EXISTING NO LEFT TURN SIGN (RUS 013)
EXISTING NO STRAIGHT AHEAD (RUS 011)
CHARLOTTE WAY
BUS ONLY 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
TYPICAL CROSS SECTION
2.2m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m 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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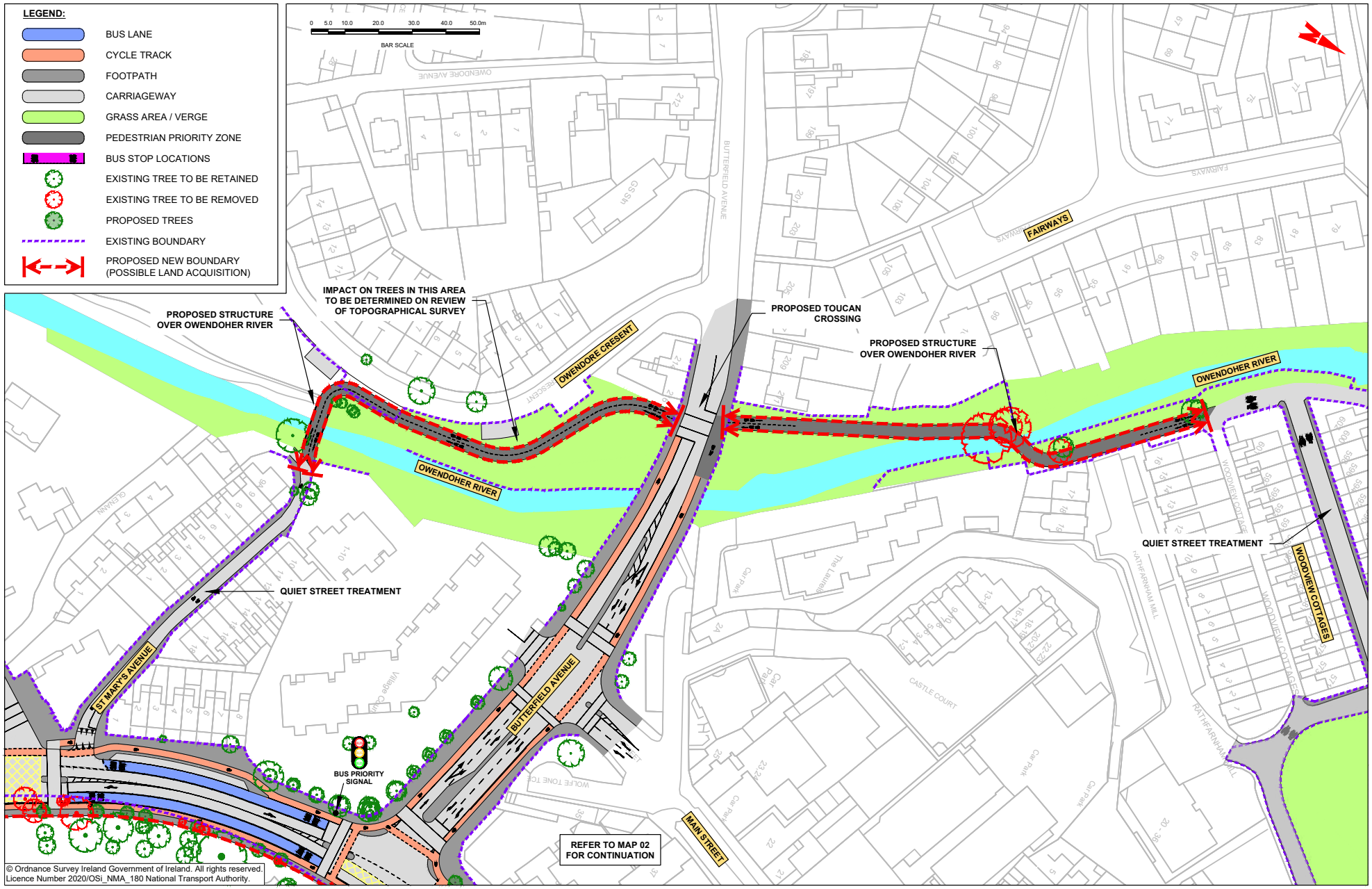
SHIP STREET GRE
STEPHEN STREET UPPER
RELOCATED BUS STOP
EXISTING NO RIGHT TURN SIGN (RUS 012)
EXISTING NO LEFT TURN SIGN (RUS 013)
AUNGIER STREET
EXISTING NO LEFT TURN SIGN (RUS 013)
DAWSON COURT
DRURY HALL (APTS)
STEPHEN STREET LOWER
EXISTING NO RIGHT TURN SIGN (RUS 012)
SOUTH GREAT GEORGE'S STREET
WICKLOW COURT
BUS STOP 1283 REMOVED
BUS STOP 1357/7578 RELOCATED
EXISTING NO LEFT TURN SIGN (RUS 013)
BUS STOP 1282 RELOCATED
RELOCATED BUS STOP
FADE STREET
DRURY STREET
RELOCATED BUS STOP
EXISTING NO LEFT TURN SIGN (RUS 013)
SOUTH GREAT GEORGE'S STREET
EXCHEQUER STREET
DAME COURT
DAME LANE
DAME STREET
Tie into Existing
PROPOSED SCHEME
EXISTING NO RIGHT TURN SIGN (RUS 012)
EXCEPT BUSES, TAXIS AND BICYCLES
EXISTING NO RIGHT TURN SIGN (RUS 012)
Tie into Existing
PROPOSED SCHEME
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE


LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
IMPACT ON TREES IN THIS AREA TO BE DETERMINED ON REVIEW OF TOPOGRAPHICAL SURVEY
PROPOSED STRUCTURE OVER OWENDOHER RIVER
PROPOSED TOUCAN CROSSING
PROPOSED STRUCTURE OVER OWENDOHER RIVER
OWENDORE CRESENT
OWENDOHER RIVER
OWENDOHER RIVER
QUIET STREET TREATMENT
QUIET STREET TREATMENT
ST MARY'S AVENUE
BUTTERFIELD AVENUE
BUS PRIORITY SIGNAL
MAIN STREET
REFER TO MAP 02 FOR CONTINUATION
FAIRWAYS
WOODVIEW COTTAGES
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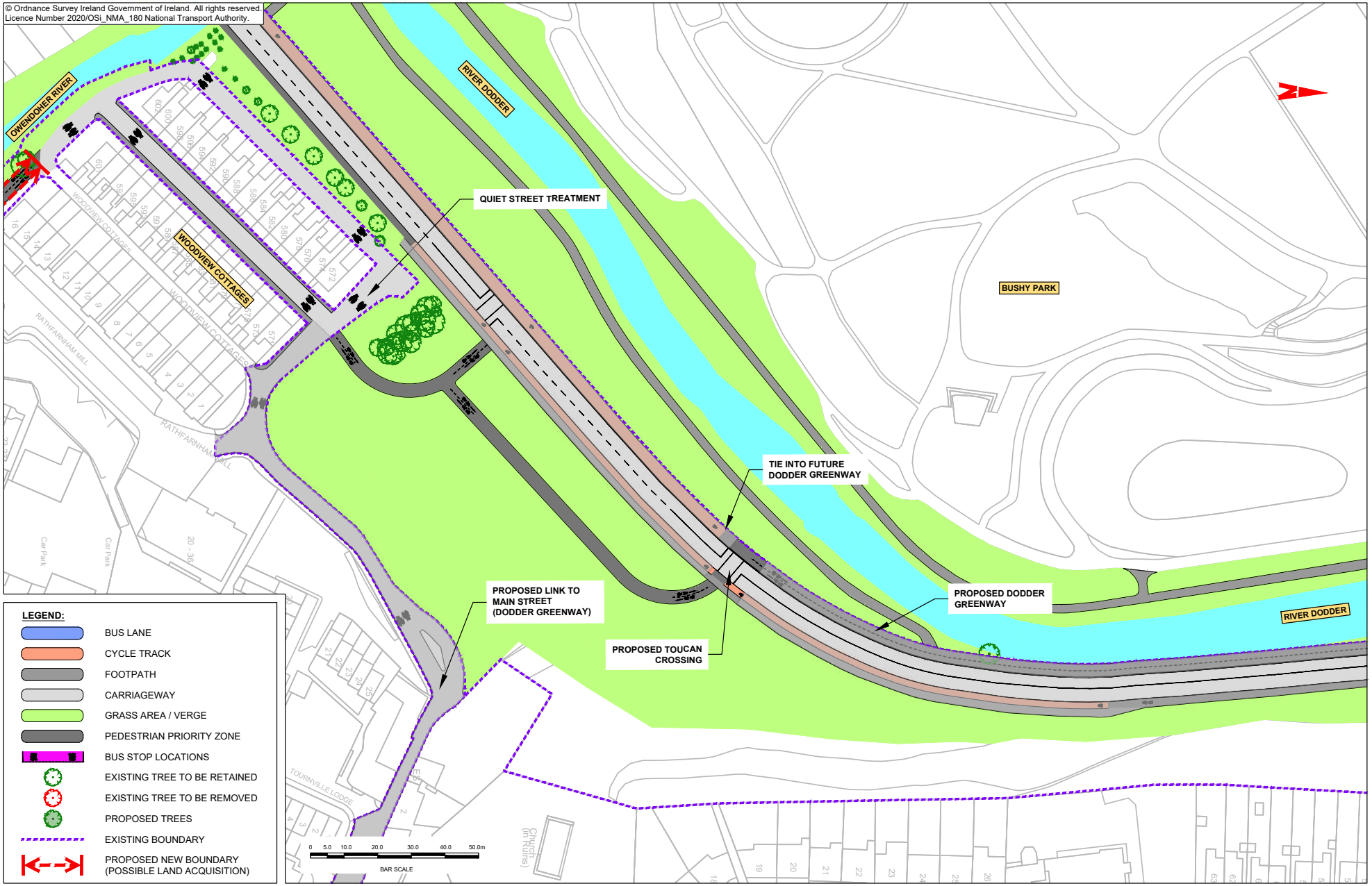
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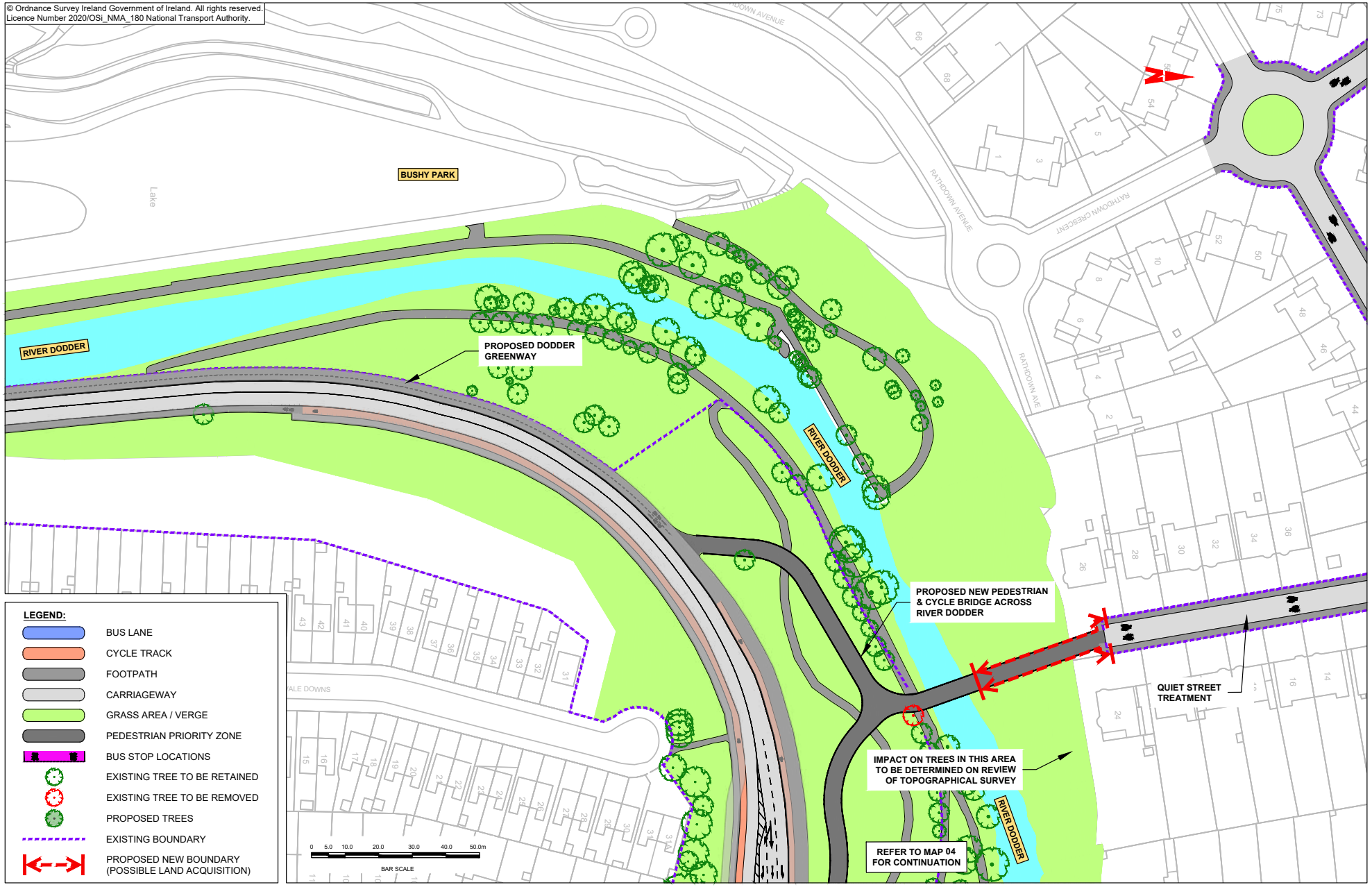
OWENDOHER RIVER
RIVER DODDER
WOODVIEW COTTAGES
QUIET STREET TREATMENT
BUSHY PARK
TIE INTO FUTURE DODDER GREENWAY
PROPOSED LINK TO MAIN STREET (DODDER GREENWAY)
PROPOSED DODDER GREENWAY
PROPOSED TOUCAN CROSSING
RIVER DODDER
RATHFARNHAM MILL
TOURNVILLE LODGE
Church (in Ruins)
LEGEND:
BUS LANE
CYCLE TRACK
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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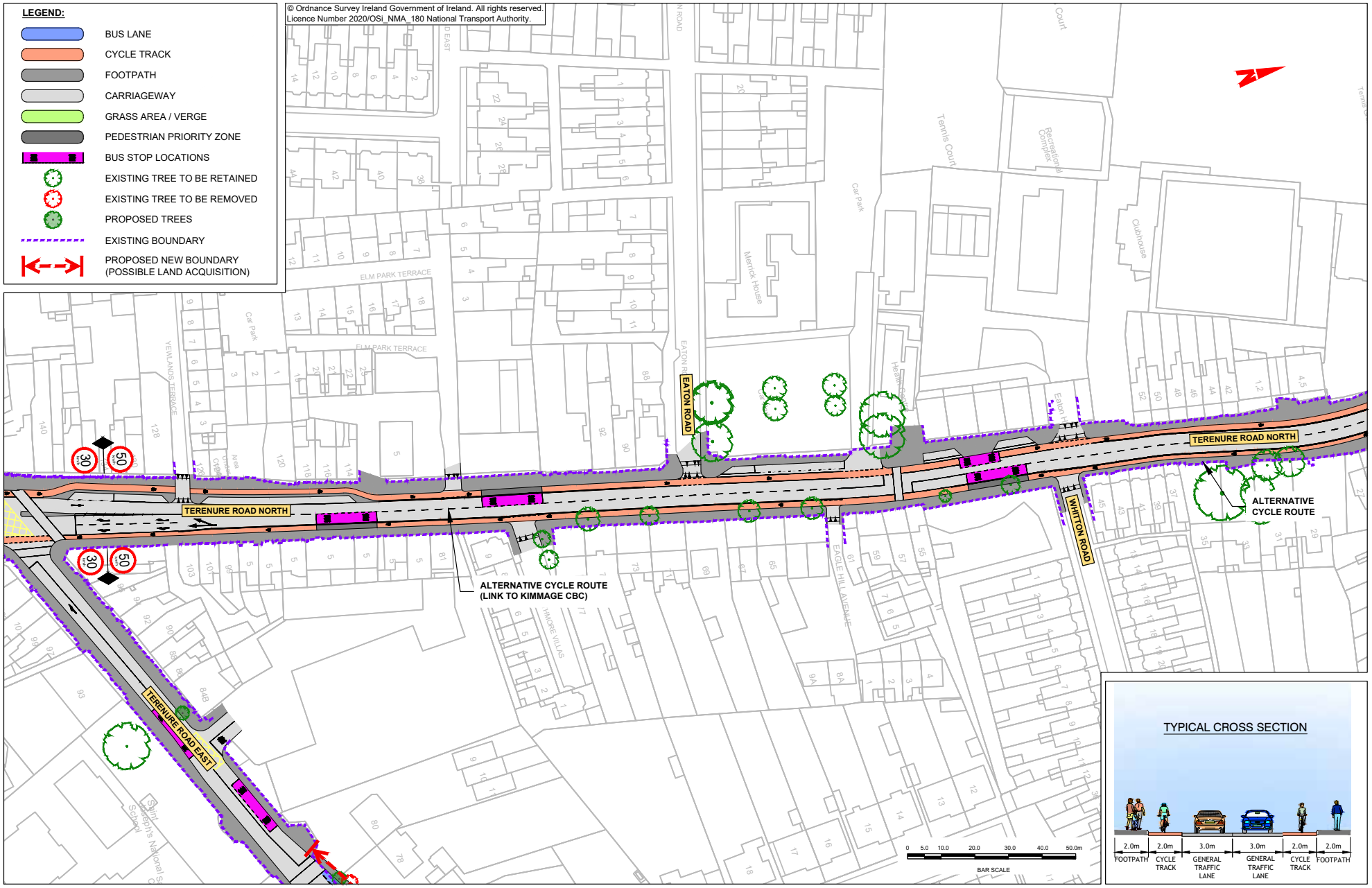
BUSHY PARK
Lake
RIVER DODDER
PROPOSED DODDER GREENWAY
RIVER DODDER
RATHDOWN AVENUE
RATHDOWN CRESCENT
RATHDOWN AVE
PROPOSED NEW PEDESTRIAN & CYCLE BRIDGE ACROSS RIVER DODDER
QUIET STREET TREATMENT
IMPACT ON TREES IN THIS AREA TO BE DETERMINED ON REVIEW OF TOPOGRAPHICAL SURVEY
RIVER DODDER
REFER TO MAP 04 FOR CONTINUATION
N
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE


LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
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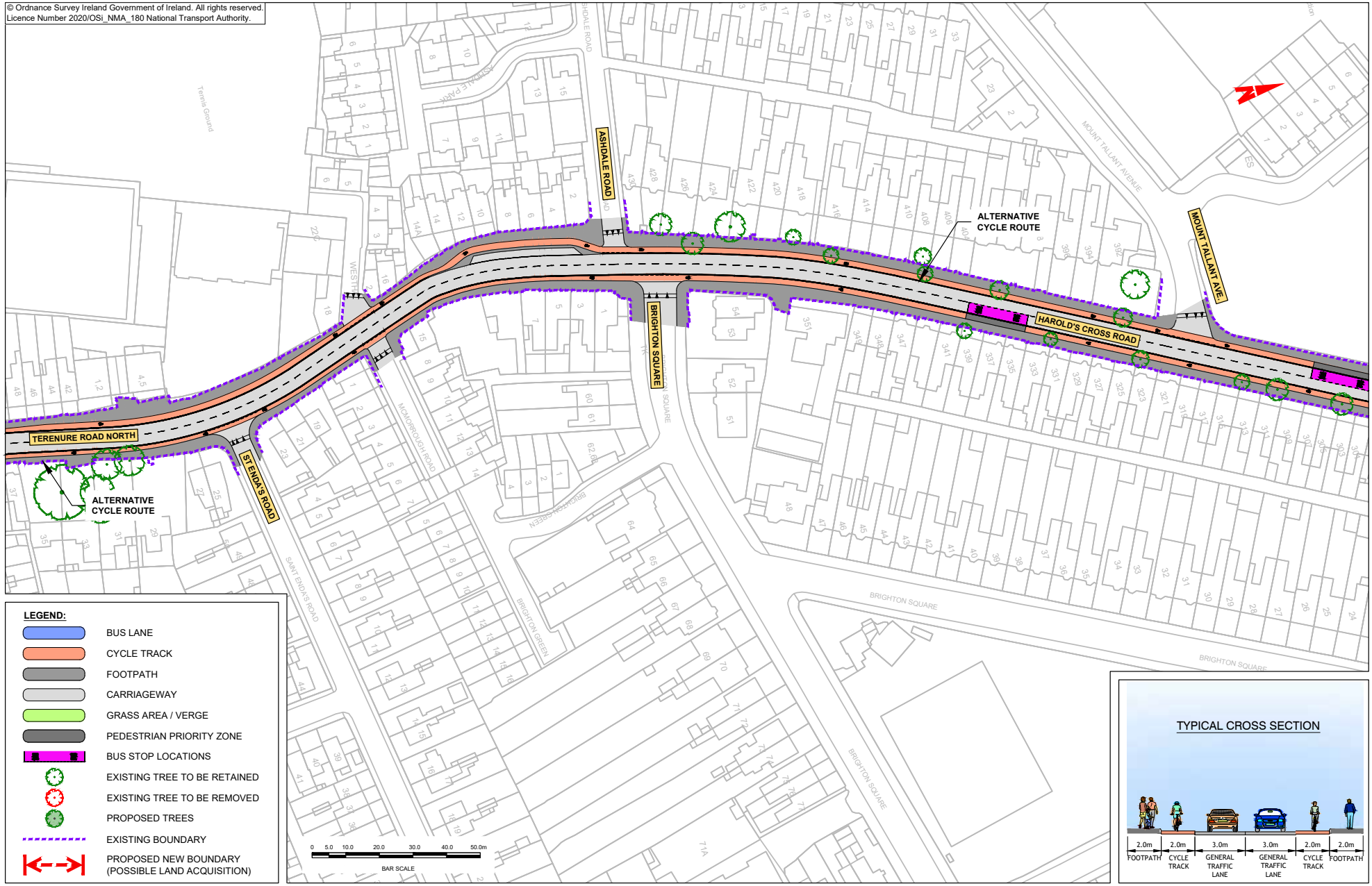
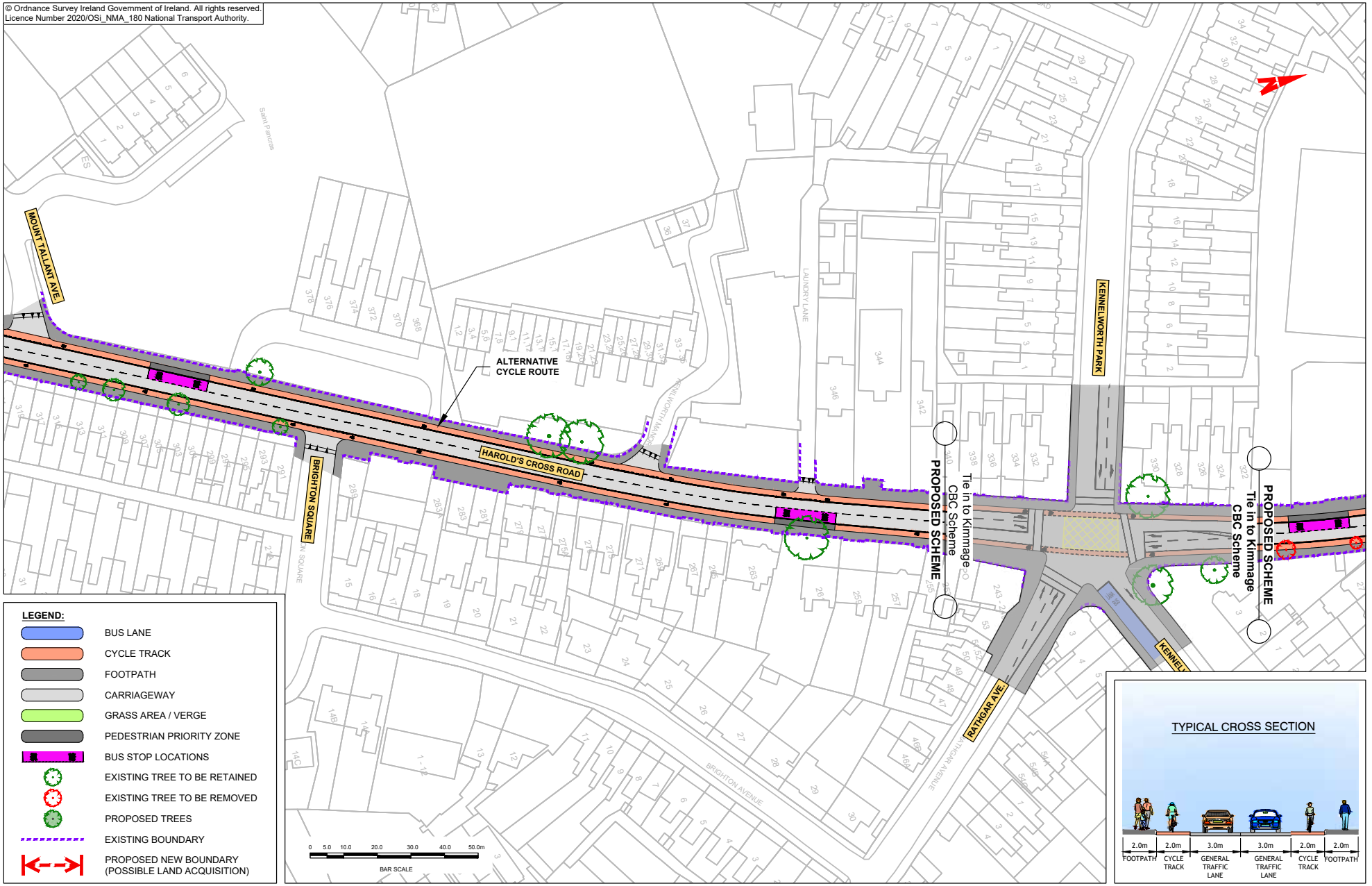
TERENURE ROAD NORTH
TERENURE ROAD EAST
EATON ROAD
WHITTON ROAD
ALTERNATIVE CYCLE ROUTE
ALTERNATIVE CYCLE ROUTE (LINK TO KIMMAGE CBC)
ELM PARK TERRACE
YEWLANDS TERRACE
EAGLE HILL AVENUE
HIMORE VILLAS
Tennis Court
Recreational Complex
Clubhouse
Merrick House
Car Park
30
50
BAR SCALE
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH

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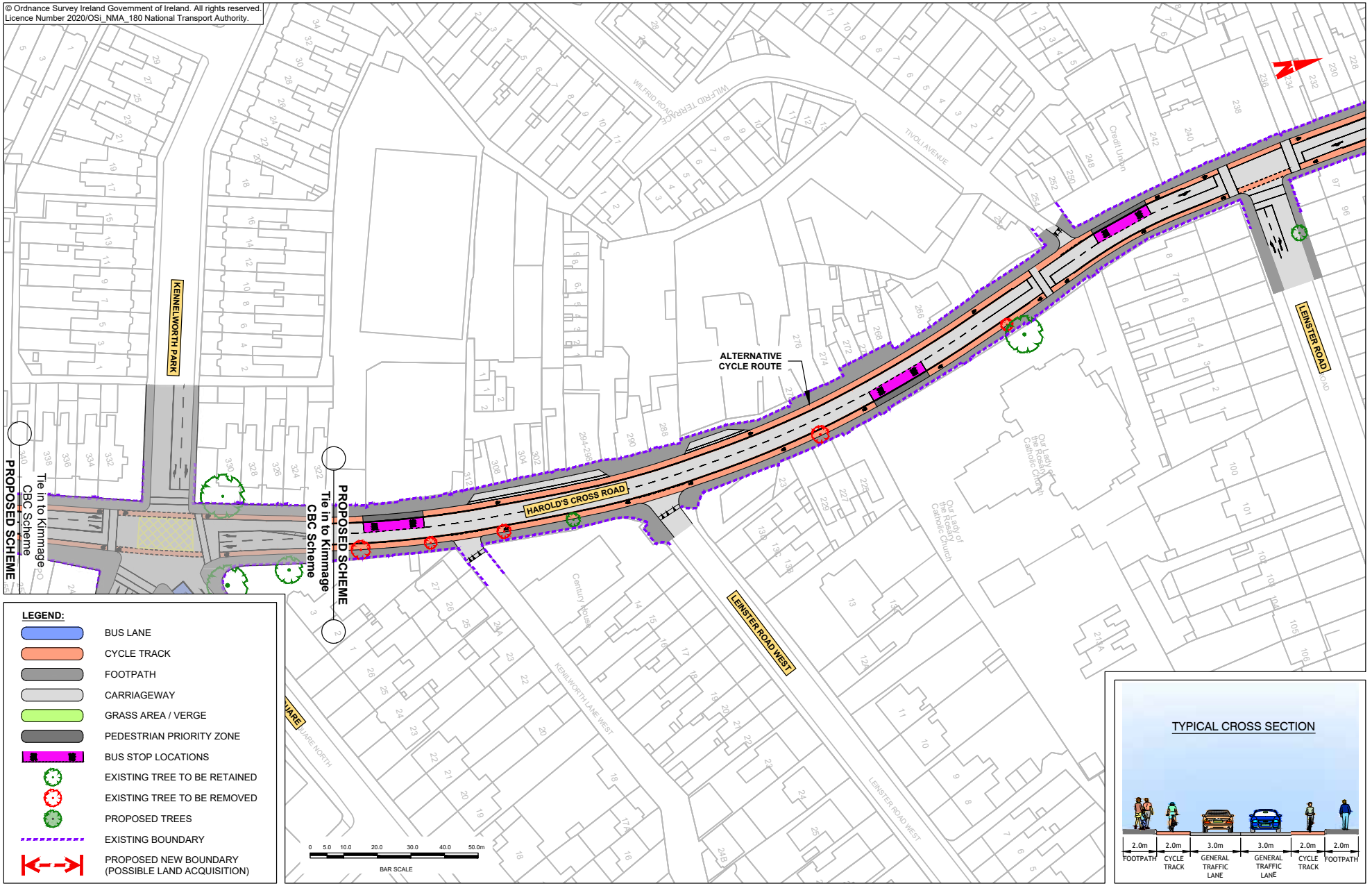
MOUNT TALLANT AVE.
ALTERNATIVE CYCLE ROUTE
HAROLD'S CROSS ROAD
BRIGHTON SQUARE
PROPOSED SCHEME
Tie in to Kimmage CBC Scheme
KENNELWORTH PARK
RATHGAR AVE.
BRIGHTON AVENUE
LAUNDRY LANE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING 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
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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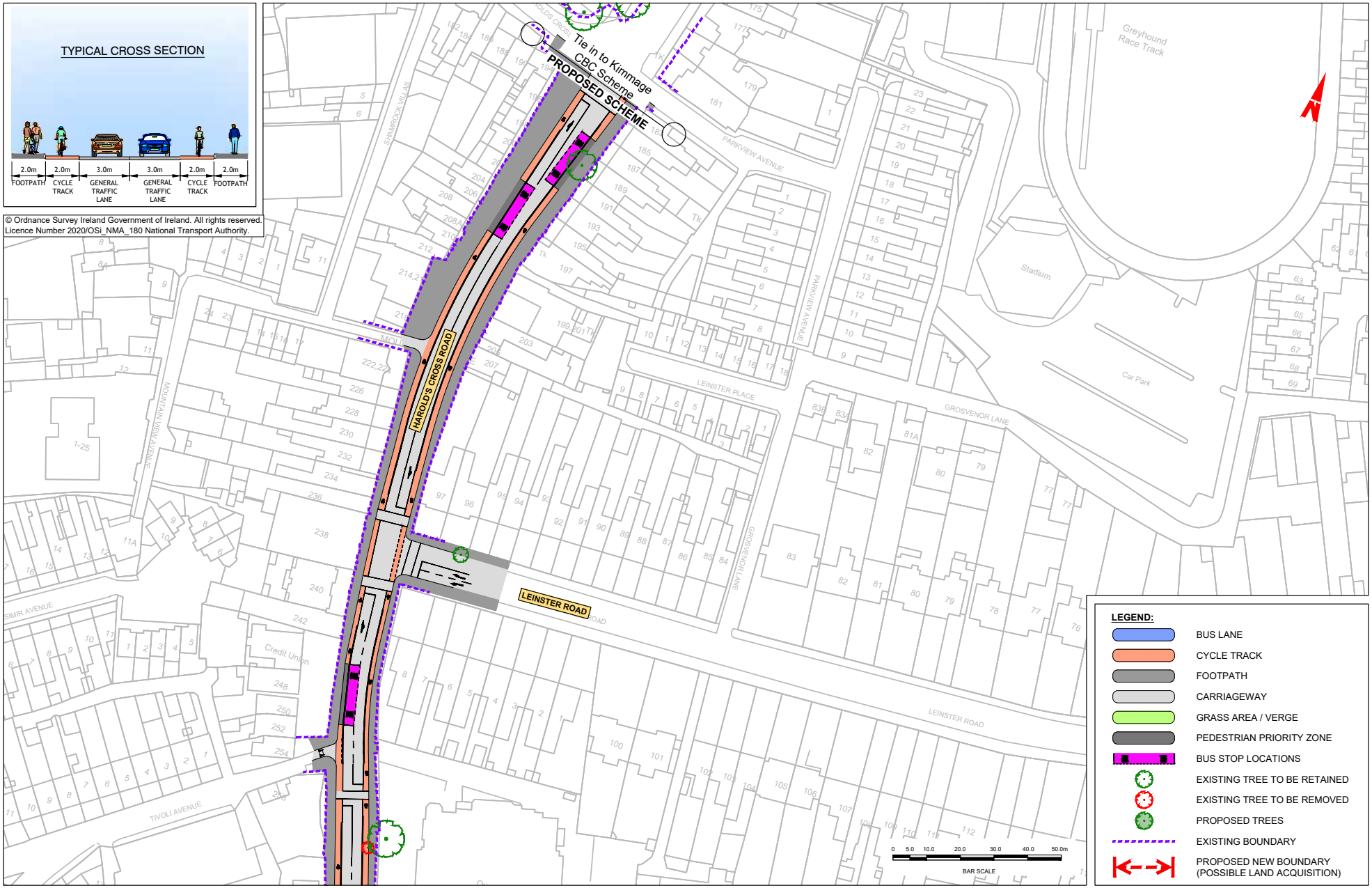
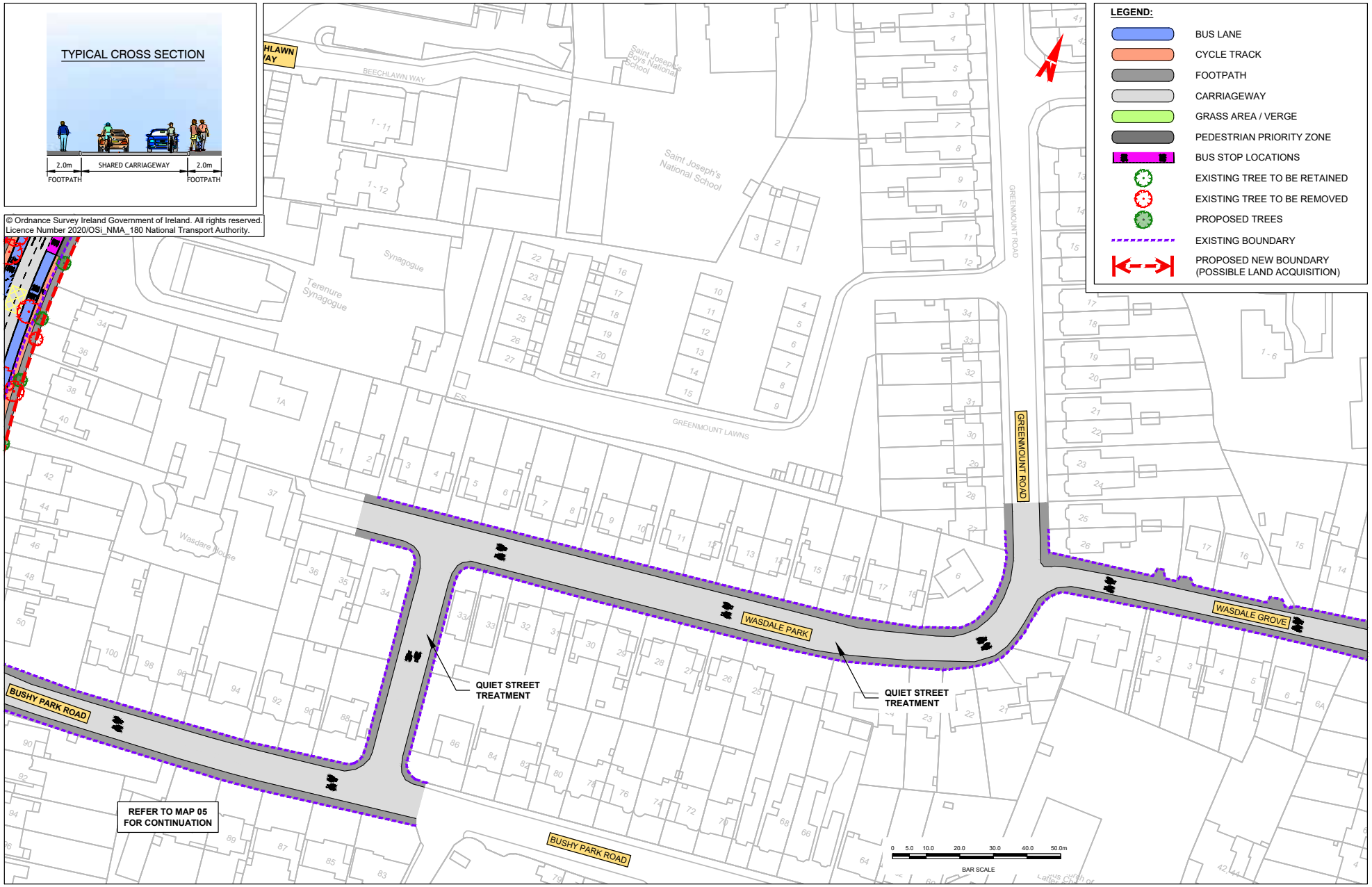
KENNELWORTH PARK
HAROLD'S CROSS ROAD
ALTERNATIVE CYCLE ROUTE
LEINSTER ROAD
LEINSTER ROAD WEST
PROPOSED SCHEME
Tie in to Kimmage CBC Scheme
PROPOSED SCHEME
Tie in to Kimmage CBC Scheme
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING 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
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH




TYPICAL CROSS SECTION
2.0m
FOOTPATH
SHARED CARRIAGEWAY
2.0m
FOOTPATH
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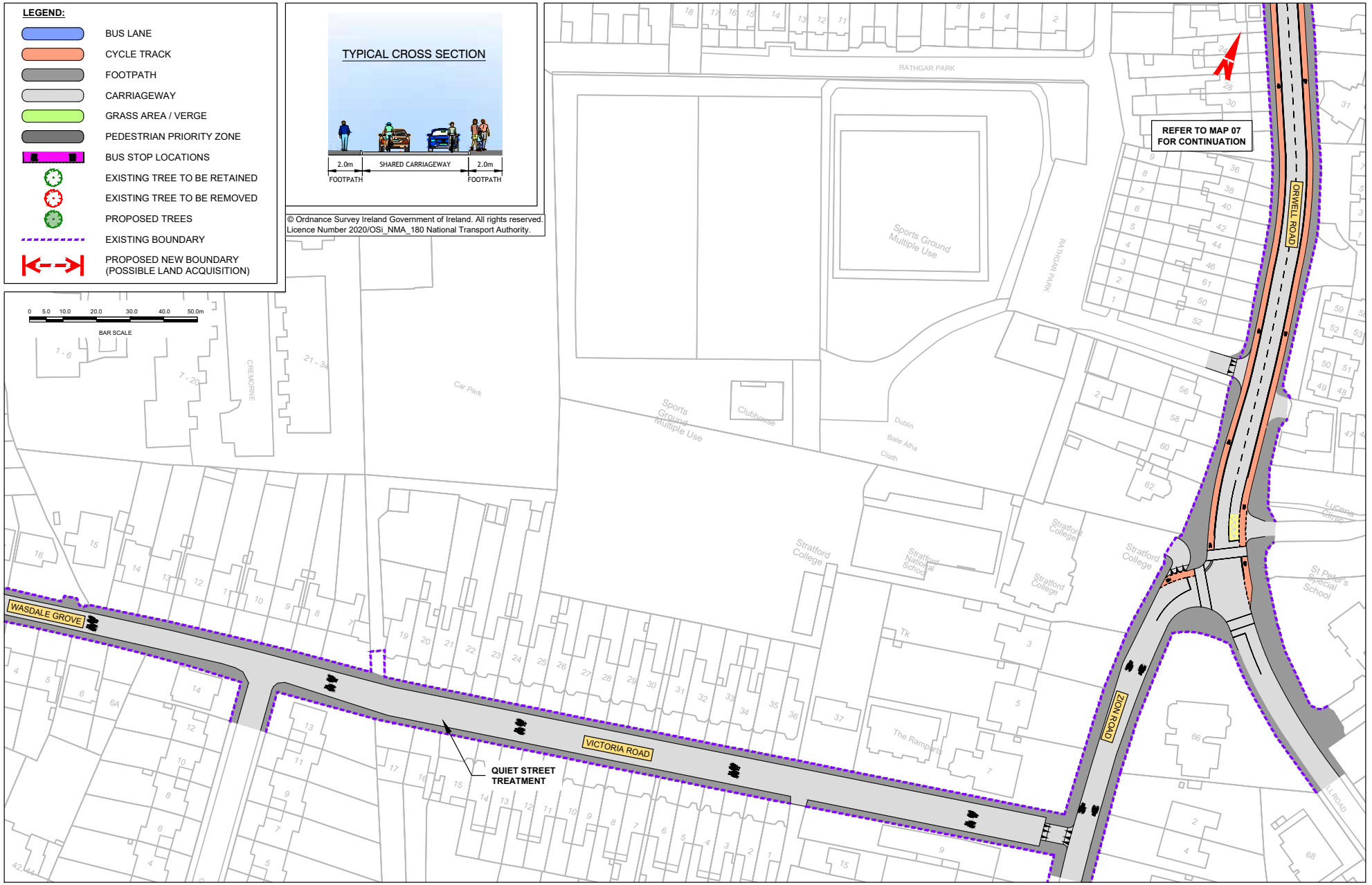
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
BEECHLAWN WAY
Saint Joseph's Boys National School
Saint Joseph's National School
Synagogue
Terenure Synagogue
GREENMOUNT LAWNS
GREENMOUNT ROAD
WASDALE PARK
WASDALE GROVE
BUSHY PARK ROAD
QUIET STREET TREATMENT
QUIET STREET TREATMENT
REFER TO MAP 05 FOR CONTINUATION
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
2.0m FOOTPATH
SHARED CARRIAGEWAY
2.0m FOOTPATH
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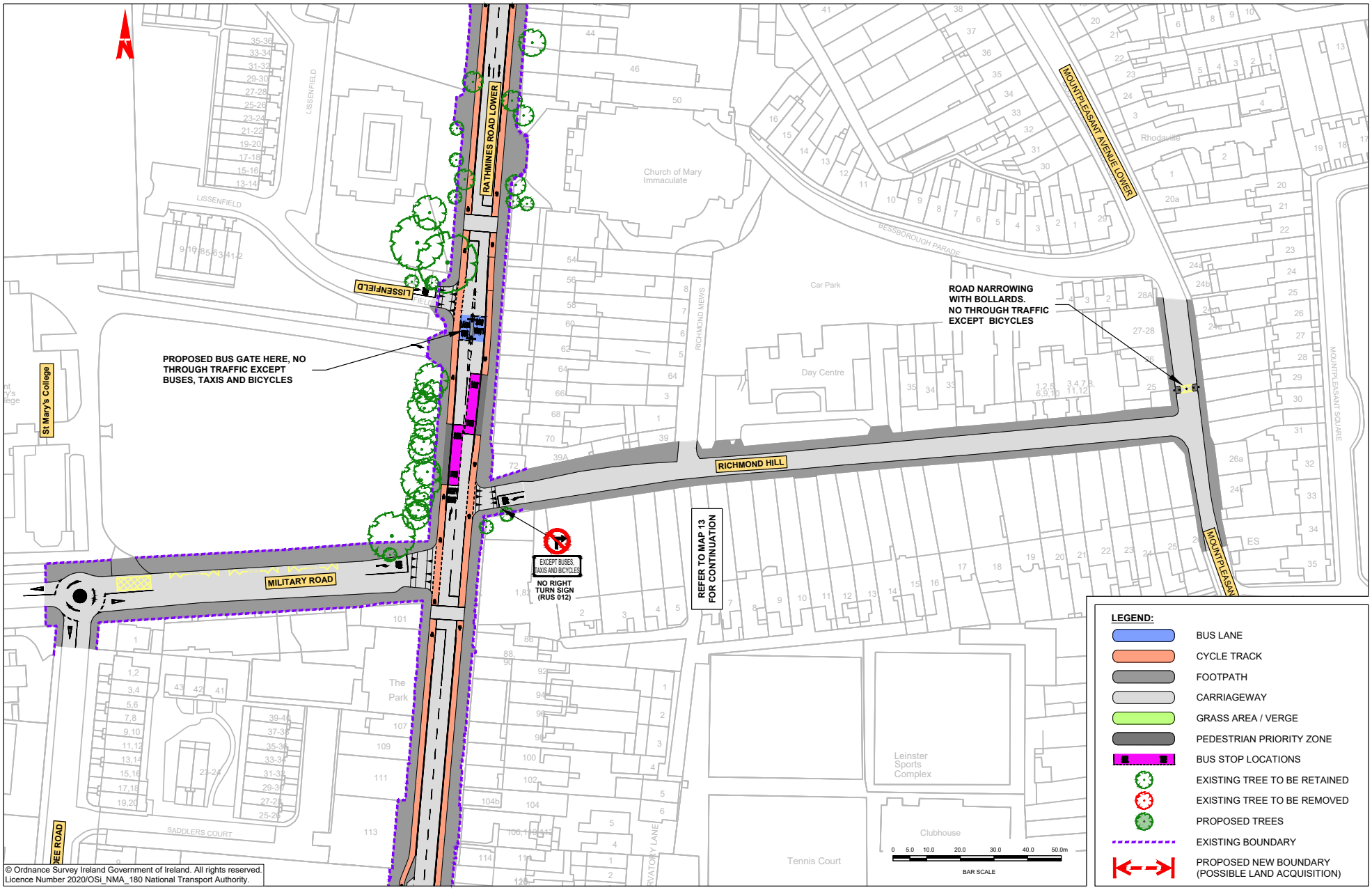
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
REFER TO MAP 07 FOR CONTINUATION
ORWELL ROAD
WASDALE GROVE
VICTORIA ROAD
ZION ROAD
QUIET STREET TREATMENT
RATHGAR PARK
Sports Ground Multiple Use
Clubhouse
Car Park
CREMORNE
Stratford College
Stratford National School
The Ramparts
Lucena Clinic
St Paul's Special School



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Údarás Náisiúnta Iompair
National Transport Authority

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