Bray to City Centre

13

Core Bus Corridor Preferred Route

Public Consultation
March 2020



Project Ireland 2040
Building Ireland's Future

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


P

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1. Introduction

1.1 What has happened so far?

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

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

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

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

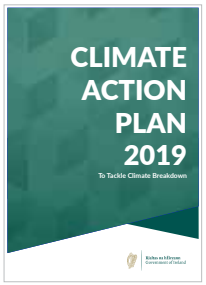
1.2 What is BusConnects?

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

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







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

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable

200km of cycle lanes/tracks

Transitioning to a new
low emissions bus fleet

State of the art
ticketing system

Cashless payment system

Simpler fare structure

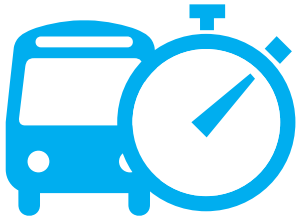
New Park & Ride
sites in key locations

New bus livery
providing a common style across all operators

New bus stops and shelters
with better signage and information

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

1.3 What are the benefits of this project?



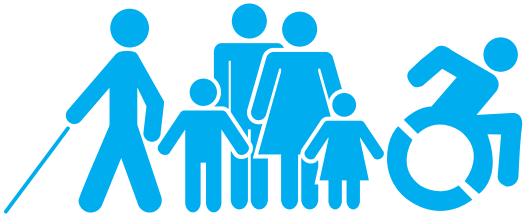
Journey Time Savings -

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



Building a sustainable city and addressing climate change -

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



Accessibility for all -

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



Better cycling facilities -

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



Pedestrians and Urban Realms -

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

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

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

2. Segregated Cycle Tracks:

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

3. Emerging Preferred Route (EPR):

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

4. Preferred Route Option (PRO):

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

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

5. Bus Gate



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

6. Signal Controlled Priority:

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

7. Toucan Crossing:

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

8. Quiet Street Treatment:

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

9. Urban Realm:

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

Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.



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



3. The bus has priority to proceed.



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

1.5 Map of all 16 core bus corridors

Preferred Routes

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



2. Preferred Route Description

2.1 Overview

The Bray Core Bus Corridor (CBC) commences at the junction of Leeson Street Lower and St. Stephens Green. The CBC runs along Leeson Street Lower and Upper including the existing one-way system on Sussex Road. It continues on Morehampton Road and Donnybrook Road through Donnybrook Village, and on to the Stillorgan Road. It intersects with the UCD to City Centre CBC at Nutley Lane and includes the Belfield Interchange at the entrance to University College Dublin (UCD). It continues south on Stillorgan/Bray Road as far as the Loughlinstown Roundabout. The route then proceeds along the Dublin Road through Shankill and on to Bray through the Wilford Roundabout (M11 Access Roundabout) and Castle Street. The CBC terminates at the Dargle River Crossing where it ties into the proposed Bray Bridge Scheme.

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

2.2 Leeson Street Lower, Leeson Street Upper including the one-way system on Sussex Road, Morehampton Road, Donnybrook Road through Donnybrook Village, Stillorgan Road

Nassau Street, Kildare Street and St. Stephens Green have been removed from the scope of the Bray to City Centre CBC, this is a change from the EPR. The CBC now commences at the junction of Leeson Street Lower and St. Stephens Green. The corridor runs along Leeson Street Lower and Upper with continuous bus priority and segregated cycle tracks in each direction, including the one-way system on Sussex Road. A full segregated cycle track is now provided on the northbound approach to the St. Stephens Green junction along Leeson Street Lower, which is an amendment from the EPR.

The Wellington Place/Morehampton Road junction has been realigned.

A right turn ban is proposed from Morehampton Road onto Auburn Avenue to reduce crossing point conflicts.

Continuous bus priority and segregated cycle tracks are proposed in each direction along Morehampton Road and Donnybrook Road through Donnybrook Village and the Stillorgan Road to UCD through a combination of bus lanes and Signal Controlled Priority. A dedicated left-turn lane from Donnybrook Road to Anglesea Road has been provided, and the northbound straight-ahead and left-turn lane to Beaver Row from the Stillorgan Road have been combined to reduce land impacts on the Church of the Sacred Heart in Donnybrook. These are changes to the EPR to ensure priority for buses and cyclists.

To accommodate this improved infrastructure, limited land take will be necessary at the following locations:

- Between Brookvale Road Junction and Eglinton Road Junction; and
- between Anglesea Road and Nutley Lane. Shopping Centre;

The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

2.3 UCD Entrance to Lower Kilmacud Road

At the Belfield Interchange UCD Entrance, it is proposed to retain a bus lane on the southbound on-ramp, northbound off-ramp and northbound on-ramp, and to provide a new bus lane on the southbound off ramp and Stillorgan Road Overbridge, plus segregated cycle tracks on each of the junction arms and on the overbridge.

On the Stillorgan Road between Seafield Road and Fosters Avenue it is intended to provide a bus lane, a one-way segregated cycle track, and two general traffic lanes in each direction. A short length of two-way segregated cycle track will be provided on each side of the road on this section due to its proximity to UCD. This will run from the Stillorgan Road Overbridge and Fosterbrook by the southbound carriageway, and from Fosters Avenue and the newly proposed cycle entrance into UCD (opposite Seafield Rd) by the northbound carriageway.

Between Belfield Park and Lower Kilmacud Road it is proposed to provide a bus lane and two general traffic lanes, as well as a one-way segregated cycle track in each direction. The existing left-turn slip road to Trees Road Lower has been removed. A new Toucan Crossing is planned between Patrician Villas and St. Laurence Park. A new dedicated footpath is proposed between the Lower Kilmacud Road, the Old Dublin Road, and Trees Road Lower junctions on both sides of the Stillorgan Road.

To accommodate this improved infrastructure, limited land take will be necessary at the following location:

- The Talbot Hotel

The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

2.4 Lower Kilmacud Road to Loughlinstown Roundabout – Stillorgan Road, Bray Road

It is proposed to maintain one bus lane and two general traffic lanes in each direction. Improved segregated cycle tracks and pedestrian footways will be provided along this section of the route where appropriate.

At the junction with Westminster Road it is proposed to remove the existing U-turn filter lane to facilitate a new Toucan Crossing. It is intended to provide a new pedestrian link from the Stillorgan Road to South Park.

Footpaths are no longer proposed between the Old Bray Road and Cornelscourt Shopping Centre pedestrian bridge, and between Clonkeen Road and Johnstown Road junctions, as preferable alternative walking routes exist adjacent to the Stillorgan Road, which is a change from the EPR. A new footpath is proposed on either side of the Stillorgan Road between the new junction on the N11 at Druids Glen Road and Wyattville Road. At the Wyattville Road junction it is intended to provide a new off-road two-way cycle track towards Shankill.

The existing adjacent northbound Bray Road slip towards Cherrywood Road will be retained as a one-way northbound road and cycle route.

At the Loughlinstown Roundabout it is proposed to signalise the existing roundabout on three arms and to provide a continuous bus lane southbound through the junction towards Shankill.

To accommodate this improved infrastructure, limited land take will be required at the following locations:

- South of Brewery Road on the northbound carriageway;
- North of Kill Lane on the southbound carriageway;
- St Laurence College;
- Around Wyattville Road junction; and
- On the approach to Loughlinstown Roundabout.

The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

2.5 Loughlinstown Roundabout to Dargle River Crossing – Dublin Road through Shankill to Bray, and Castle Street

Between Loughlinstown Roundabout and St Anne's Church it is intended to provide a bus lane and general traffic lane in each direction. Where bus lanes are not continuous, Signal Controlled Priority will be provided.

Segregated cycle tracks, previously proposed in the EPR, have been omitted between Loughlinstown Roundabout and Stonebridge Road. The alternative cycle route via Lower Road, Stonebridge Close, Mountainview and Beech Road has also been omitted, in order to minimise the property impacts along the Dublin Road, and to reduce the community impacts in the offline streets. An alternative Cycle Route will be considered, outside the scope of the BusConnects infrastructure project, in the future. It is intended to provide a two-way cycle track from the Shanganagh Road Junction along the Dublin Road and Stonebridge Road as far as Stonebridge Close, to provide a cycle link to the two schools on Stonebridge Road. These are changes from the EPR having considered the submissions and consulted locally.

This section of the CBC will still require road widening on both sides of the road at different locations but the extents have been reduced from the EPR. The indicative extents of this land take are shown on the drawings in the Appendix of this brochure.

The junction between Dublin Road and Shanganagh Road is proposed to be upgraded to a signalised junction with new pedestrian crossing facilities and Signal Controlled Priority for buses. Following feedback from the previous consultation, the closure of Corbawn Lane in the EPR proposal has been revised to provide an exit only onto Shanganagh Road. A dedicated right-turn lane is proposed from Shanganagh Road onto Beechfield Manor.

As a result of ongoing community engagement, the design between the Shanganagh Road Junction and the Quinn's Road/Cherrington Road junction has been revised. It is now proposed to retain the existing general traffic lanes with no bus or cycle lanes through this section. Using Signal Controlled Priority between the junction of Dublin Road and Shanganagh Road and at Quinn's Road junction enables the removal of bus lanes and cycle tracks through Shankill Main Street while still ensuring that busses are not delayed by traffic congestion in this section.

Quinn's Road roundabout is to be upgraded to a signalised junction. Feedback from the local community during the previous round of consultation indicated a strong desire to retain the roadside tree canopy along this section of road. Consequently as a change from the EPR from Cherrington Road to Crinken Lane, a northbound bus lane is proposed alongside the general two-way traffic and the southbound bus lane from Quinn's Road junction to south of Crinken Lane junction is removed. Where widening is required to accommodate the bus lane and improved footpaths, the intention is to maintain the tree line along the Dublin Road

where possible and provide the footpath behind the roadside tree line. From Crinken Lane to the Wilford Roundabout it is still proposed to provide a bus lane, segregated cycle track and a general traffic lane in each direction.

At Shanganagh Park, the design has been revised to move the proposed southbound footpath and cycle lane into the park. Consequently, a newly proposed boundary fence will be installed to enable the retention of the roadside tree line. The playground areas will also be relocated further back from the roadside. Development of this area will continue in co-ordination with the emerging Shanganagh Park and Cemetery Masterplan. Land take may be required on both sides of the road.

From the Wilford Roundabout to the Dargle River Crossing, it is proposed to continue with a bus lane, general traffic lane and a segregated cycle track in each direction. This will require the relocation of a number of footpath sections behind the current roadside tree line to reduce impact on trees. It is proposed to replace the Wilford Roundabout with a new signalised junction. The left-turn filter lane from Dublin Road to the Upper Dargle Road is to be removed. Limited land take will be required on both sides of the road. The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

It is proposed to provide a southbound bus lane and two general traffic lanes on Castle Street to the Fran O'Toole Bridge, where the CBC will end. The end of the CBC has been changed from the EPR to terminate at the Lower Dargle Road and Ravenswell Road Junction with Castle Street, and the Fran O'Toole Bridge.



2.6 Key Changes from the Published EPR

- A full segregated cycle track is now provided on the northbound approach to the St. Stephens Green junction along Leeson Street Lower to improve cycling facilites.
- Continuous bus priority and segregated cycle tracks are proposed in each direction along Morehampton Road and Donnybrook Road through Donnybrook Village and the Stillorgan Road to UCD. This will be facilitated through a combination of bus lanes and Signal Controlled Priority.
- The northbound straight-ahead and left-turn lane to Beaver Row from the Stillorgan Road have been combined to reduce land impacts on the Church of the Sacred Heart in Donnybrook.
- In order to reduce the impact on properties on the Dublin Road between Loughlinstown Roundabout and Stonebridge Road, online cycle facilities are no longer proposed and off-line cycle tracks will be pursued separately.
- A two-way cycle track has been added to link Corbawn Lane to the two schools on Stonebridge Road.
- The closure of Corbawn Lane has been revised to provide an exit only onto Shanganagh Road. A dedicated right-turn lane is proposed from Shanganagh Road onto Beechfield Manor.
- The introduction of Signal Controlled Priority removes the need for a bus lane through Shankill Main Street, therefore reducing the impact on properties, parking and trees between the junction of Dublin Road and Shanganagh Road, and the Quinn's Road junction. Urban realm improvements will be provided along this section.
- The southbound bus lane from Quinn's Road junction to after Crinken Lane junction is removed and Signal Controlled Priority is proposed to achieve bus priority and reduce the impact on properties and trees.
- Between Quinn's Road and the Wilford junction it is proposed to relocate sections of footpath and cycle tracks behind the existing roadside tree line and therefore retain a tree lined vista.

2.7 Key Facts

- Approximate number of properties that may be impacted **71**
- Approximate number of designated on-street parking spaces that may be removed: **54**
- Approximate number of roadside trees that may be removed: **390**
- Approximate route length: **18.6kms**
- Approximate new cycle route length: **17.3kms**
- Current bus journey time: **up to 55 mins**
- BusConnects journey time: **40-45 mins**
- Future Bus journey time without BusConnects: **70 mins +**

3. How to take part in the public consultation

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

3.1 General queries

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

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

3.2 How to engage

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

Written submissions and observations may be made by:



cbc@busconnects.ie



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

3.3 What happens next?

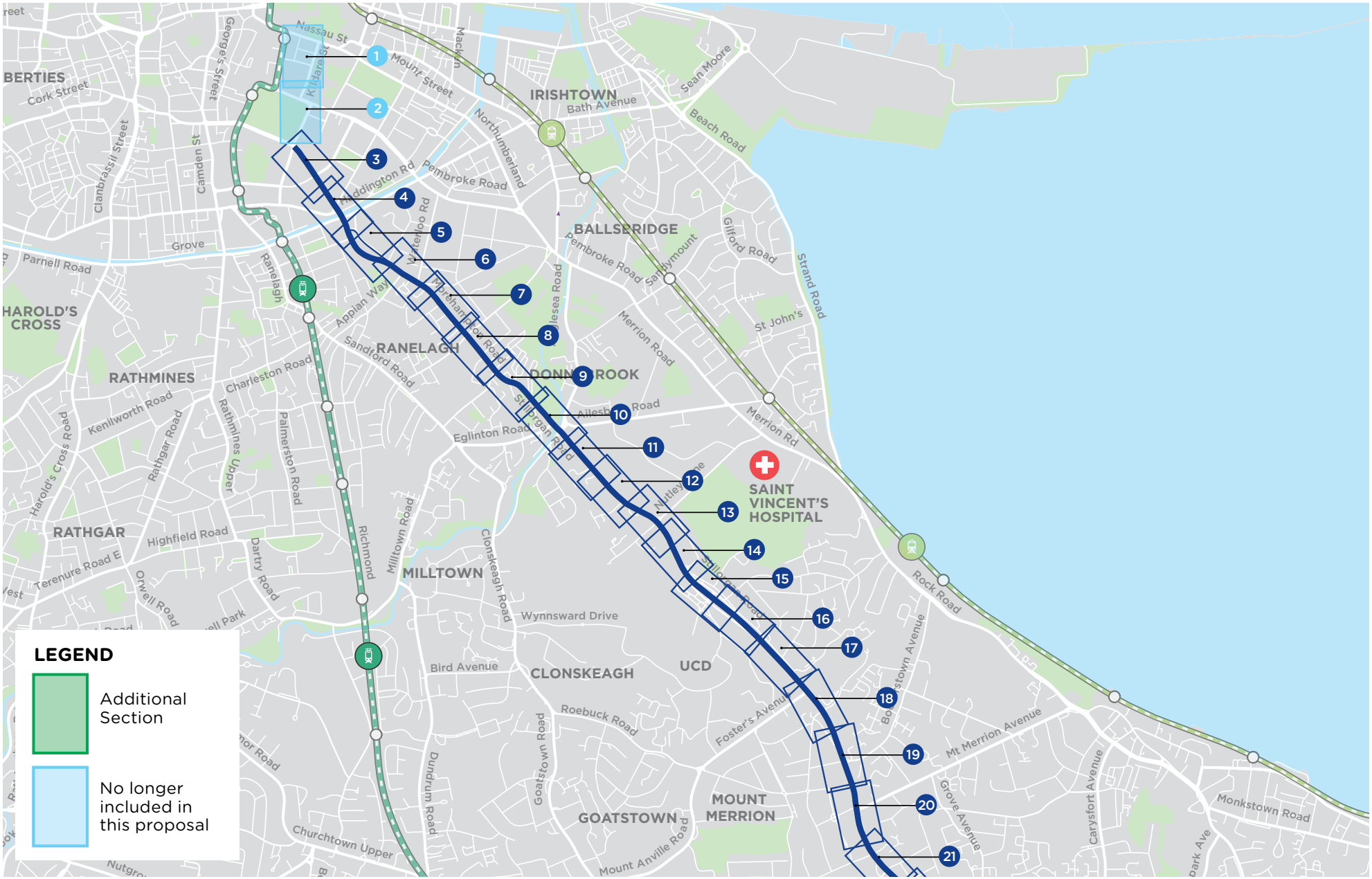
Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment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



4. Appendices

Index maps
Route maps

Index Map

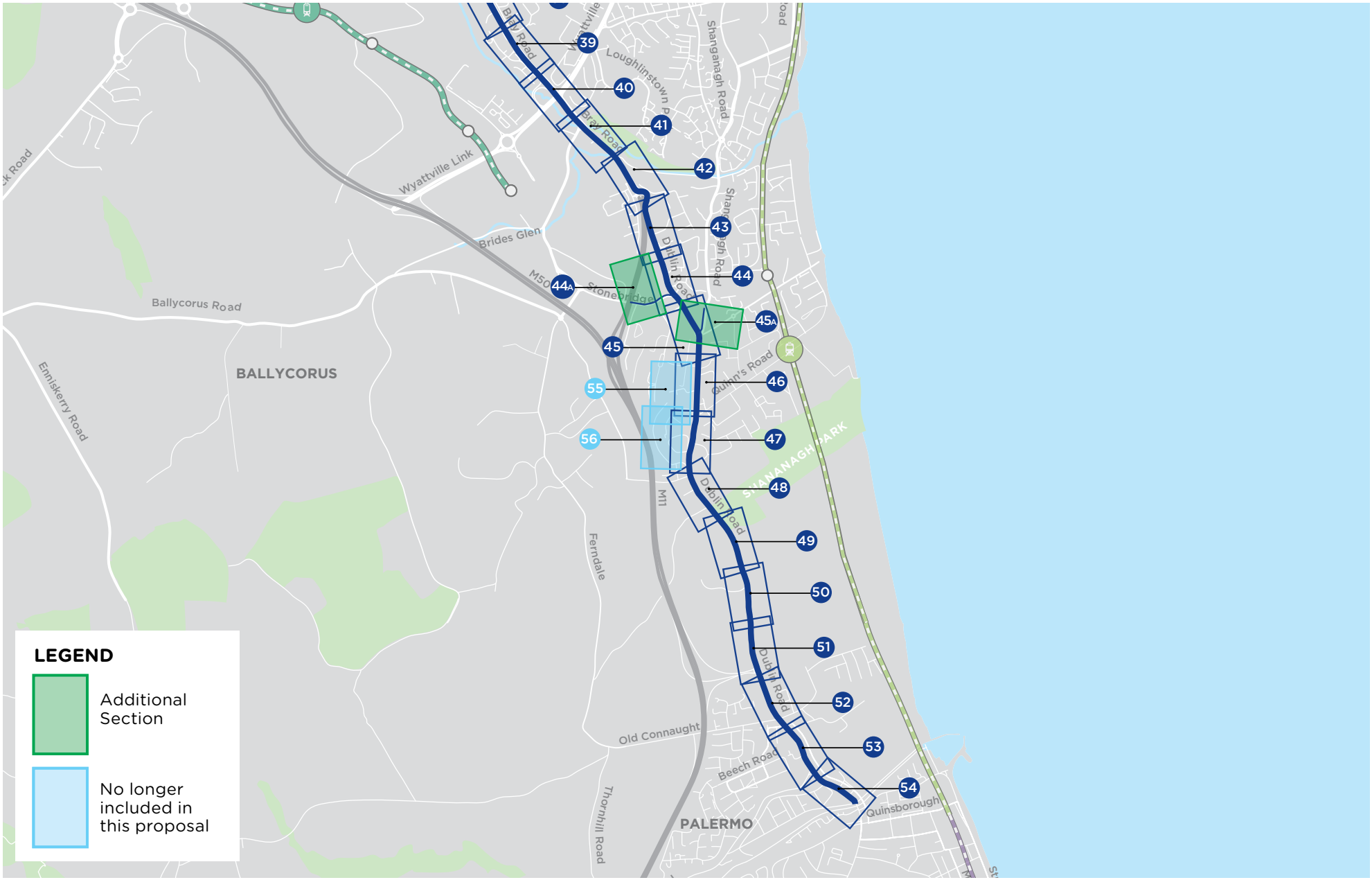


NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

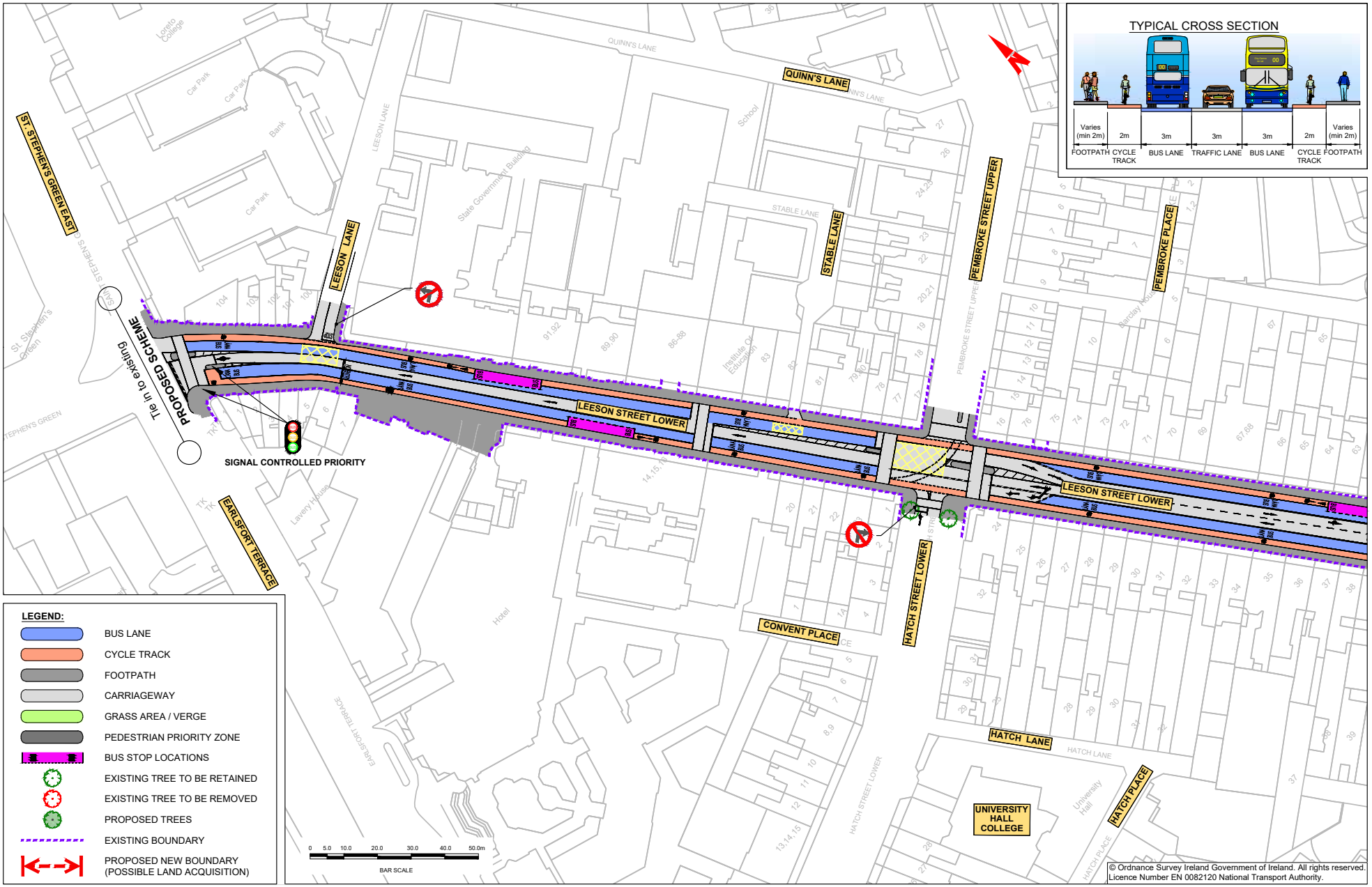
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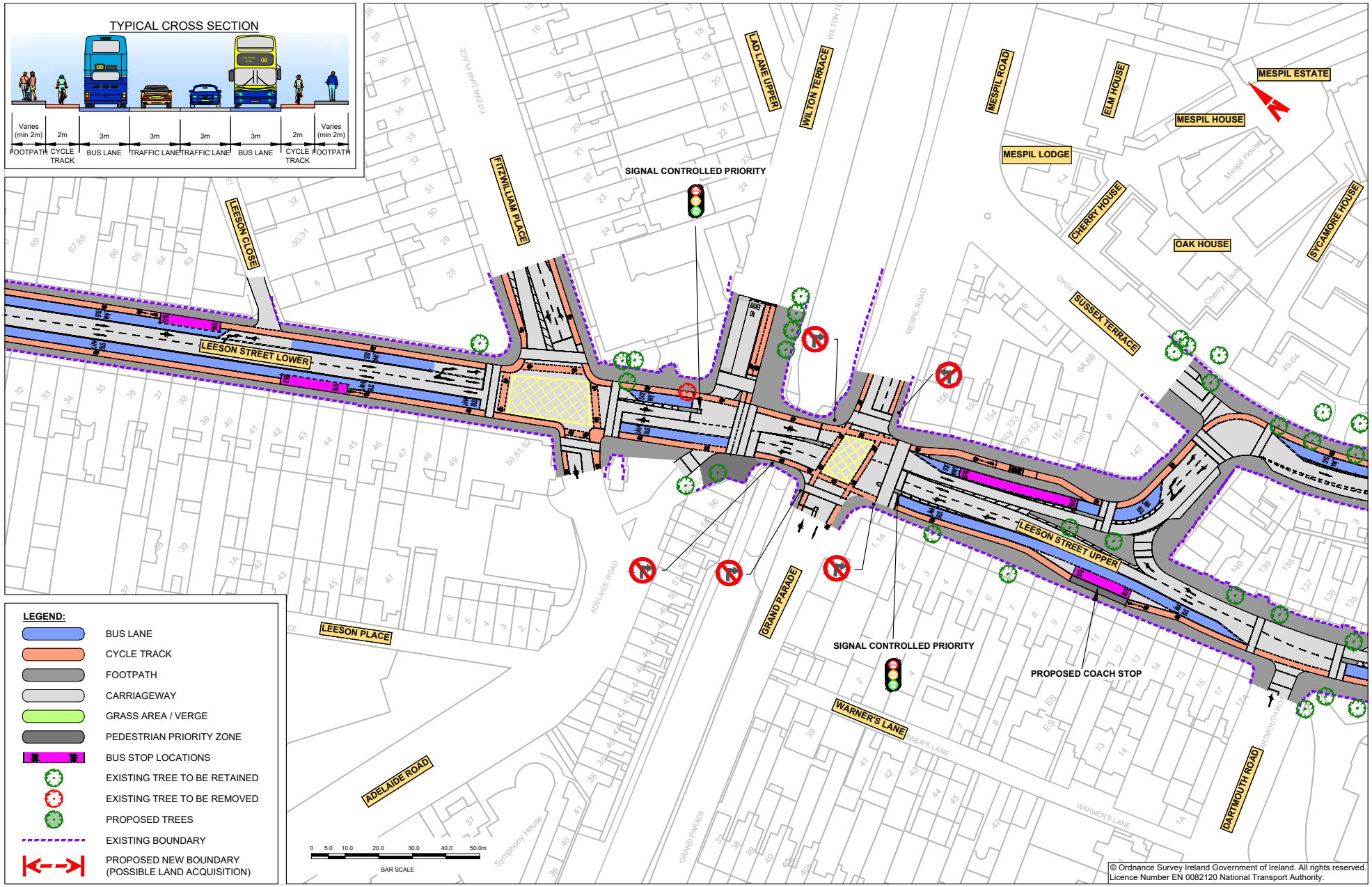


Index Map

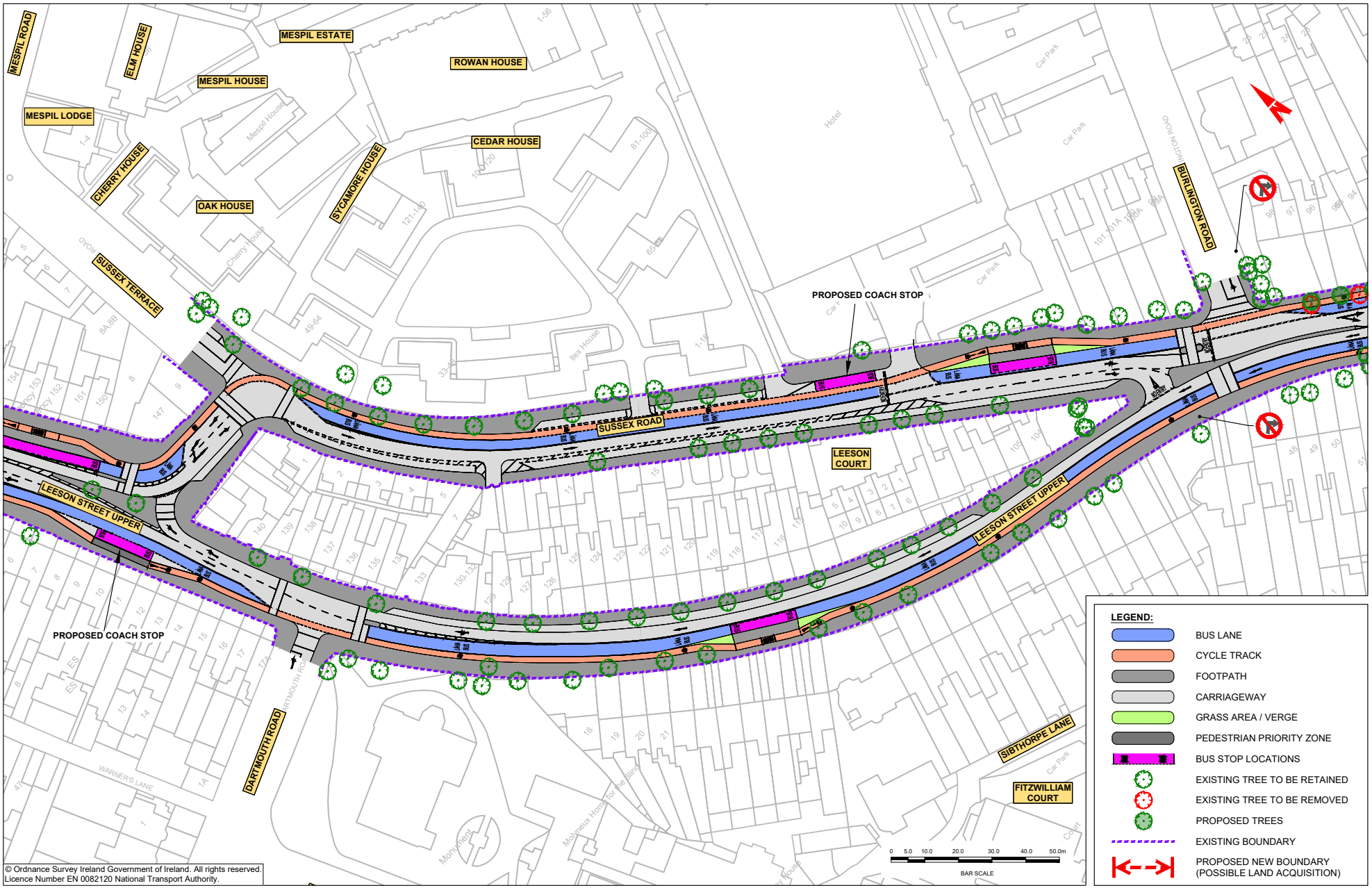


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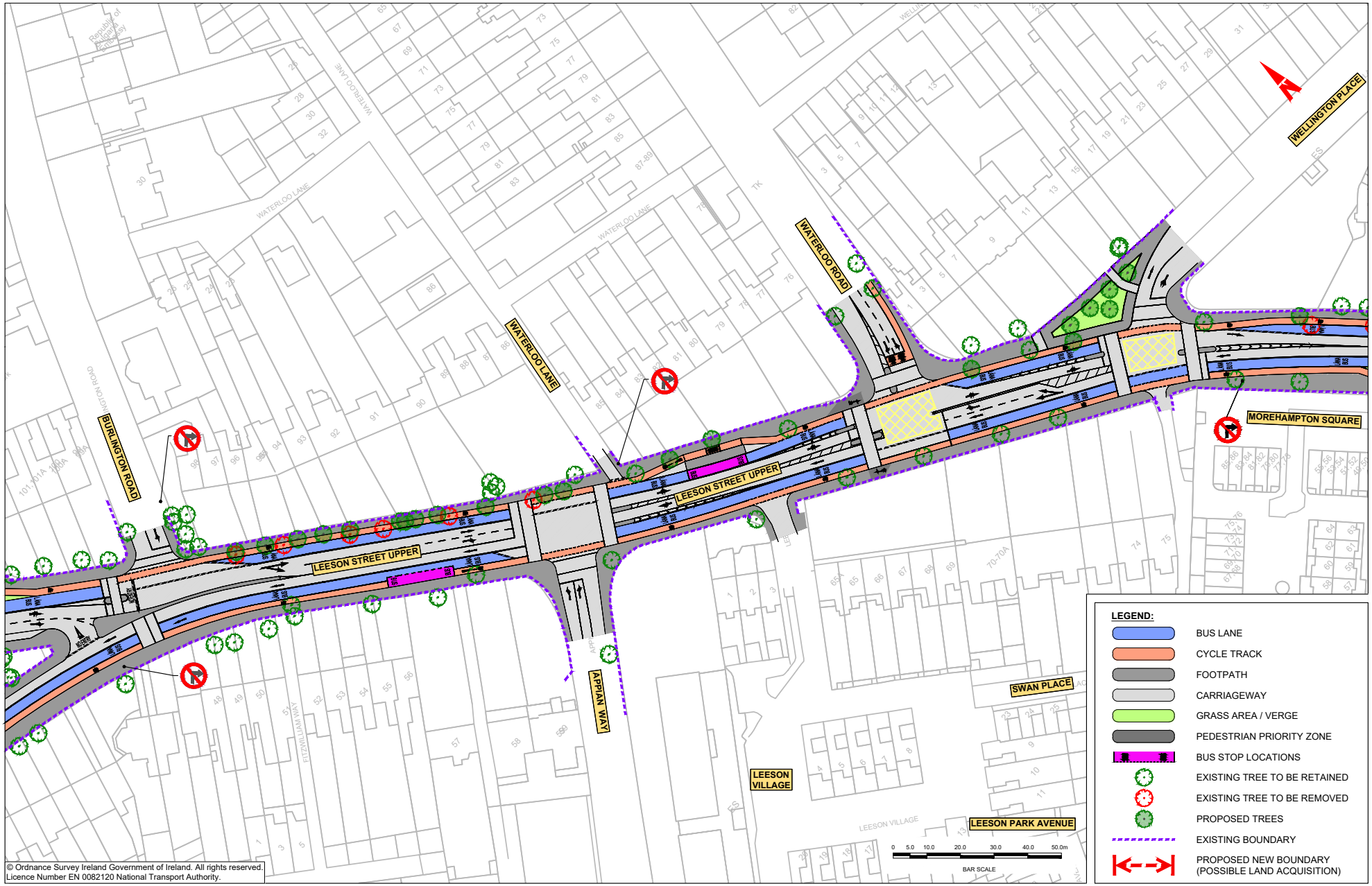

TYPICAL CROSS SECTION
Varies (min 2m)
2m
3m
3m
3m
2m
Varies (min 2m)
FOOTPATH
CYCLE TRACK
BUS LANE
TRAFFIC LANE
BUS LANE
CYCLE TRACK
FOOTPATH
ST. STEPHEN'S GREEN EAST
QUINN'S LANE
LEESON LANE
STABLE LANE
PEMBROKE STREET UPPER
PEMBROKE PLACE
PROPOSED SCHEME
Tie in to existing
SIGNAL CONTROLLED PRIORITY
LEESON STREET LOWER
EARLSFORT TERRACE
CONVENT PLACE
HATCH STREET LOWER
HATCH LANE
HATCH PLACE
UNIVERSITY HALL COLLEGE
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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TYPICAL CROSS SECTION
Varies (min 2m)
2m
3m
3m
3m
3m
2m
Varies (min 2m)
FOOTPATH
CYCLE TRACK
BUS LANE
TRAFFIC LANE
TRAFFIC LANE
BUS LANE
CYCLE TRACK
FOOTPATH
SIGNAL CONTROLLED PRIORITY
SIGNAL CONTROLLED PRIORITY
PROPOSED COACH STOP
LEESON CLOSE
FITZWILLIAM PLACE
LEESON STREET LOWER
LEESON STREET UPPER
LEESON PLACE
GRAND PARADE
ADELAIDE ROAD
WARNER'S LANE
DARTMOUTH ROAD
LAD LANE UPPER
WILTON TERRACE
MESPIL ROAD
ELM HOUSE
MESPIL ESTATE
MESPIL HOUSE
MESPIL LODGE
CHERRY HOUSE
OAK HOUSE
SYCAMORE HOUSE
SUSSEX TERRACE
LEGEND:
BUS LANE
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0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
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MAP 5: Preferred Route



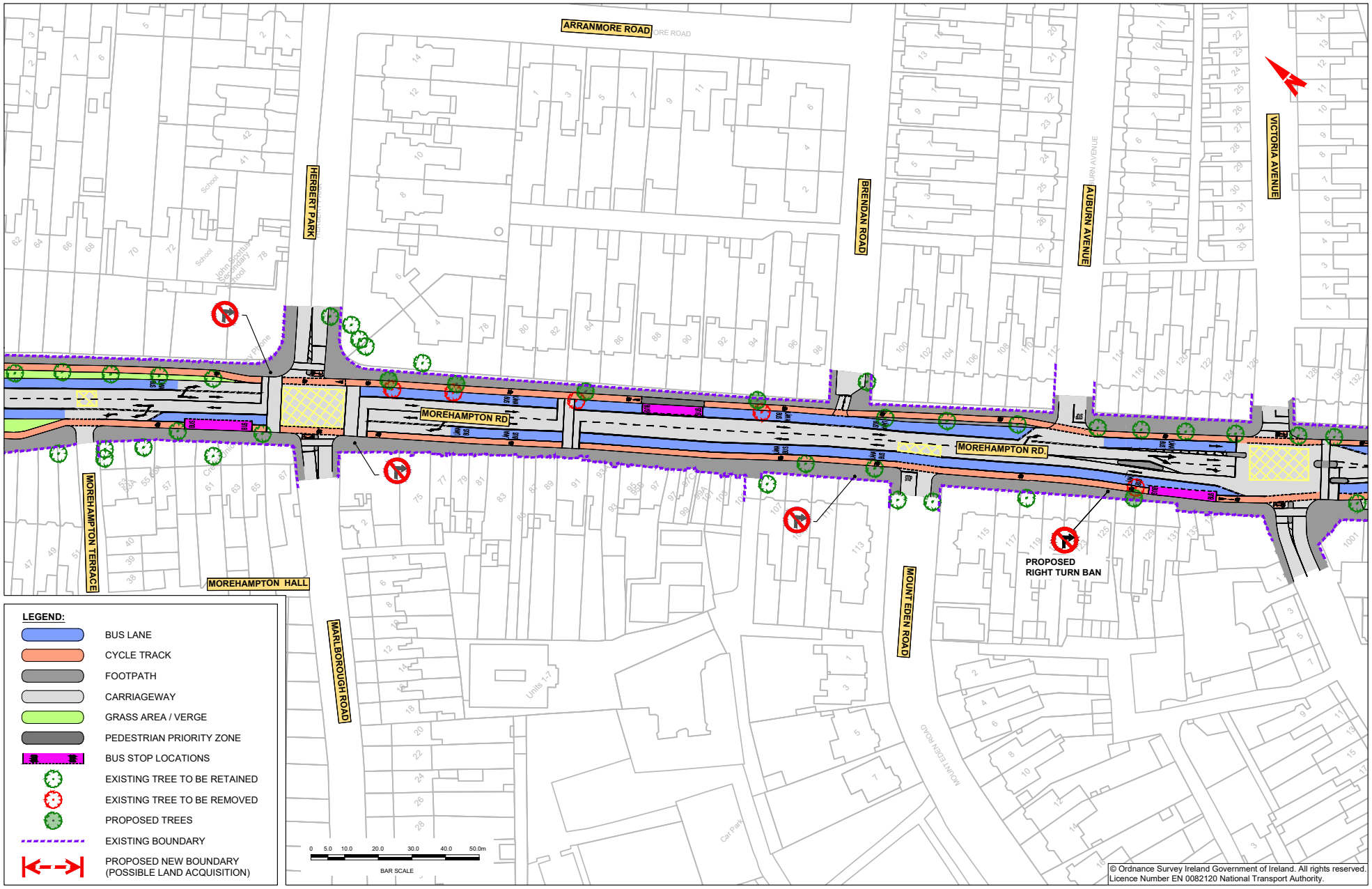
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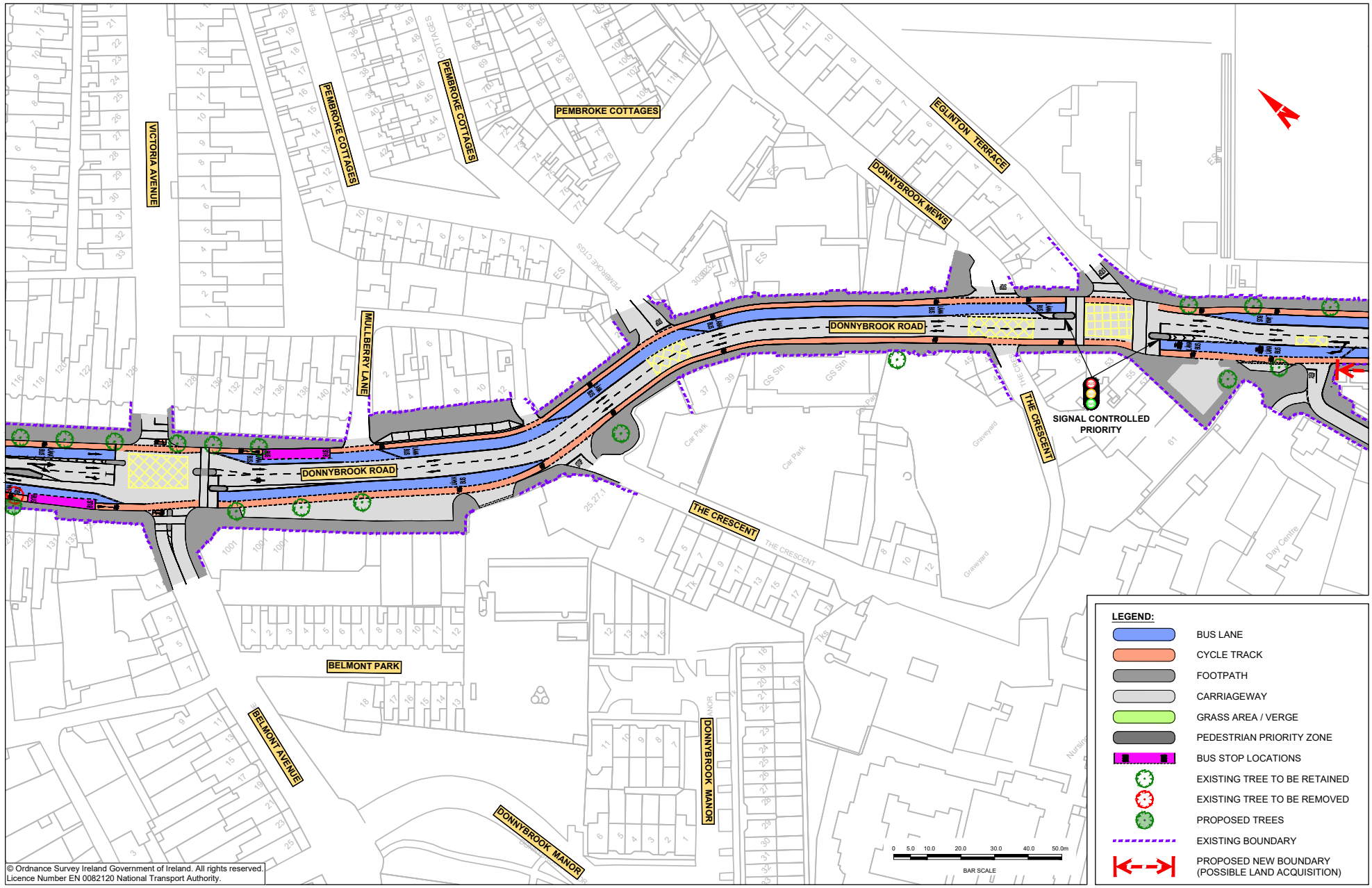
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MOREHAMPTON LANE
WELLINGTON PLACE
MOREHAMPTON RD
MOREHAMPTON SQUARE
BLOOMFIELD AVENUE
PROPOSED COACH STOP
MOREHAMPTON TERRACE
MOREHAMPTON ROAD
MOREHAMPTON COURT
BLOOMFIELD PARK
EDWARD SQUARE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / 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

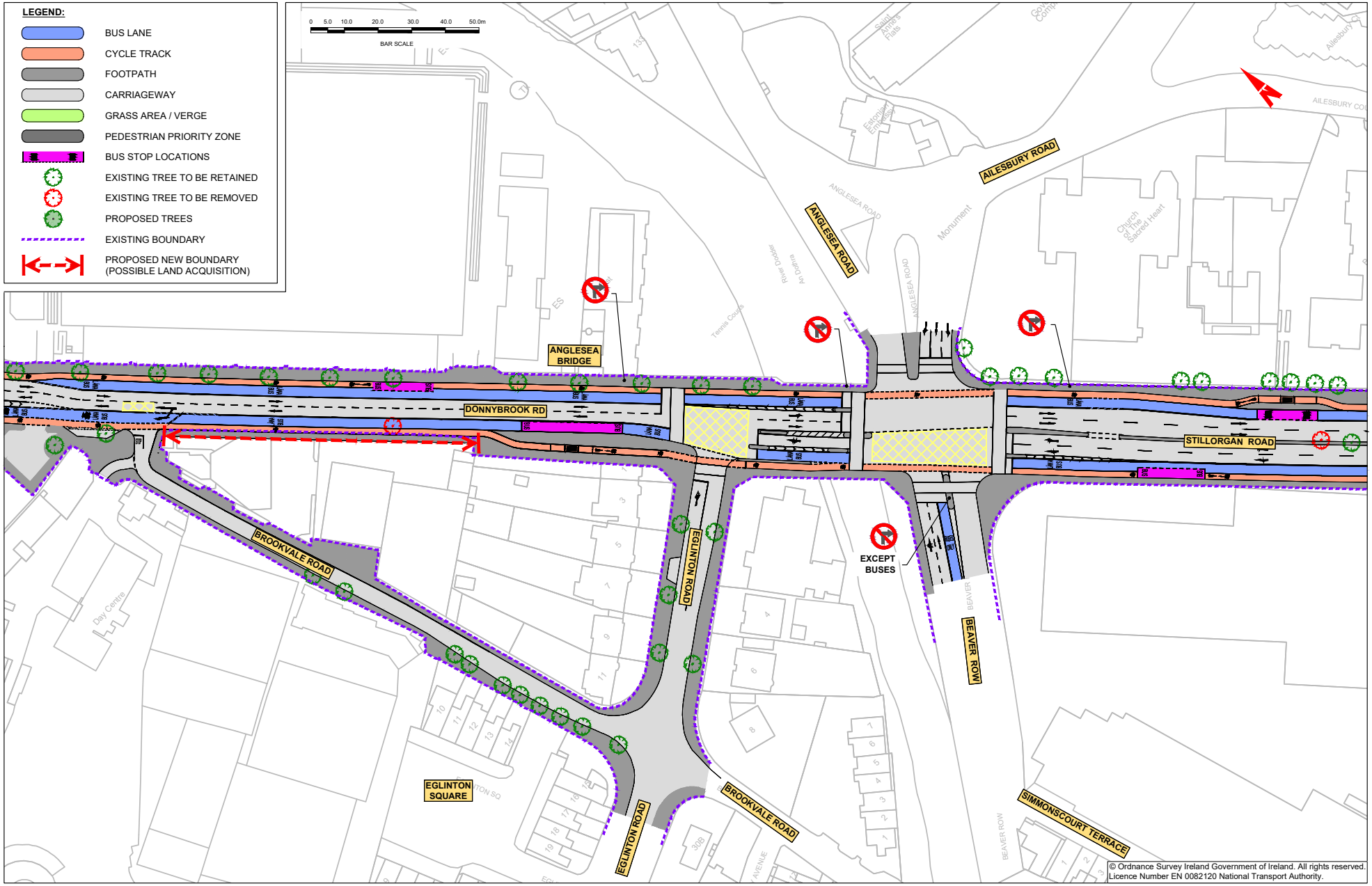
MAP 8: Preferred Route

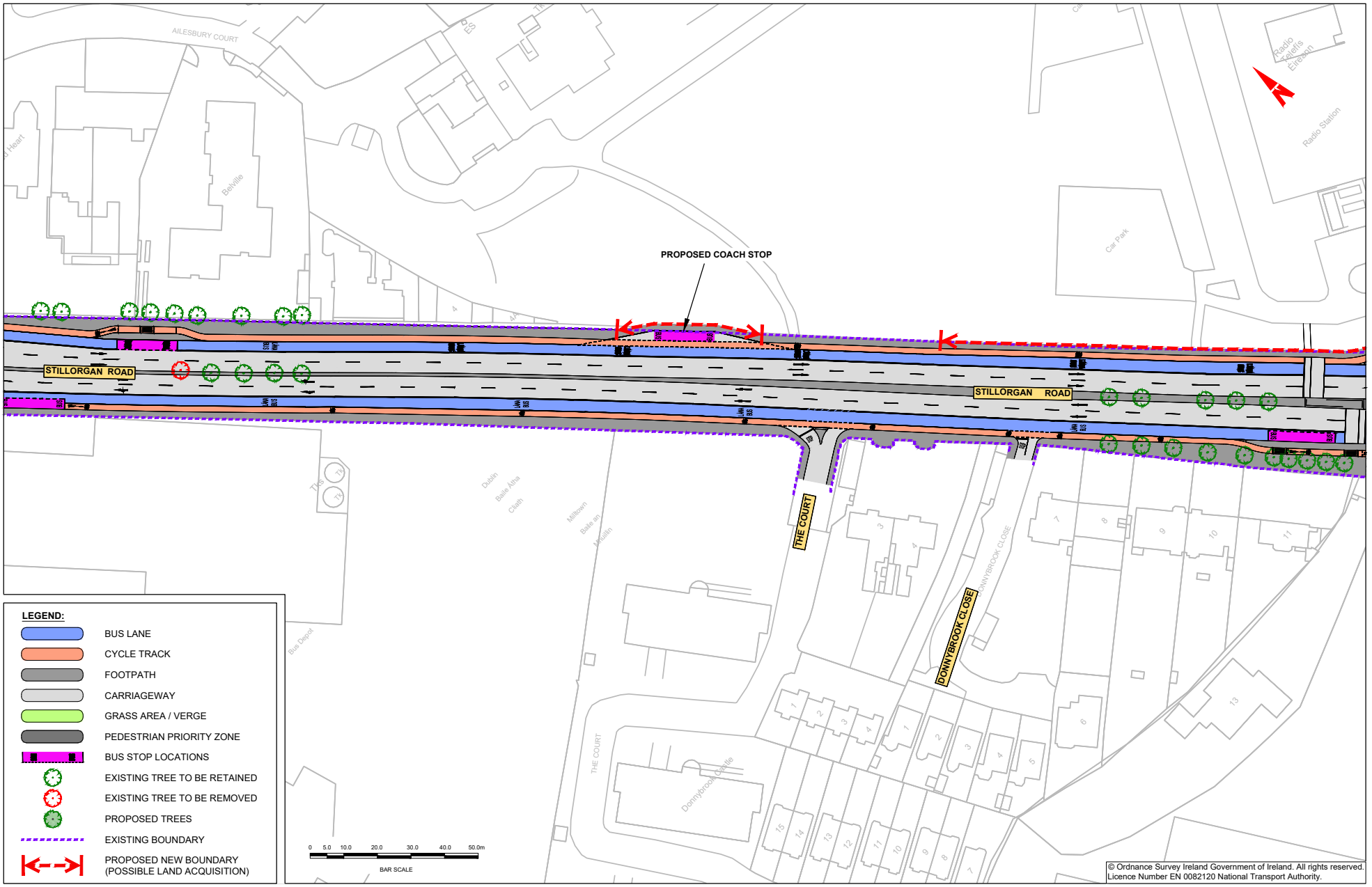


MAP 9: Preferred Route

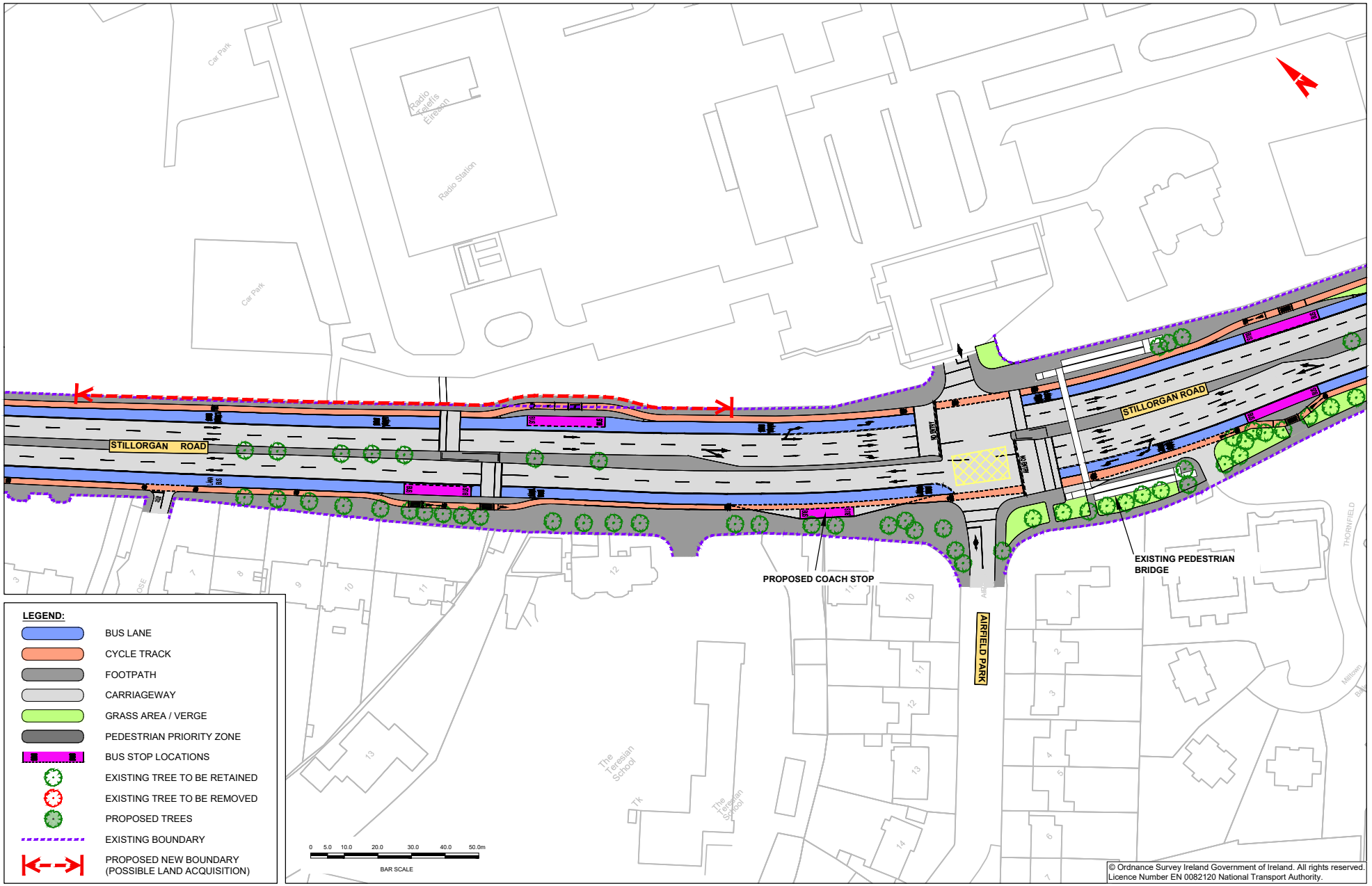


MAP 10: Preferred Route

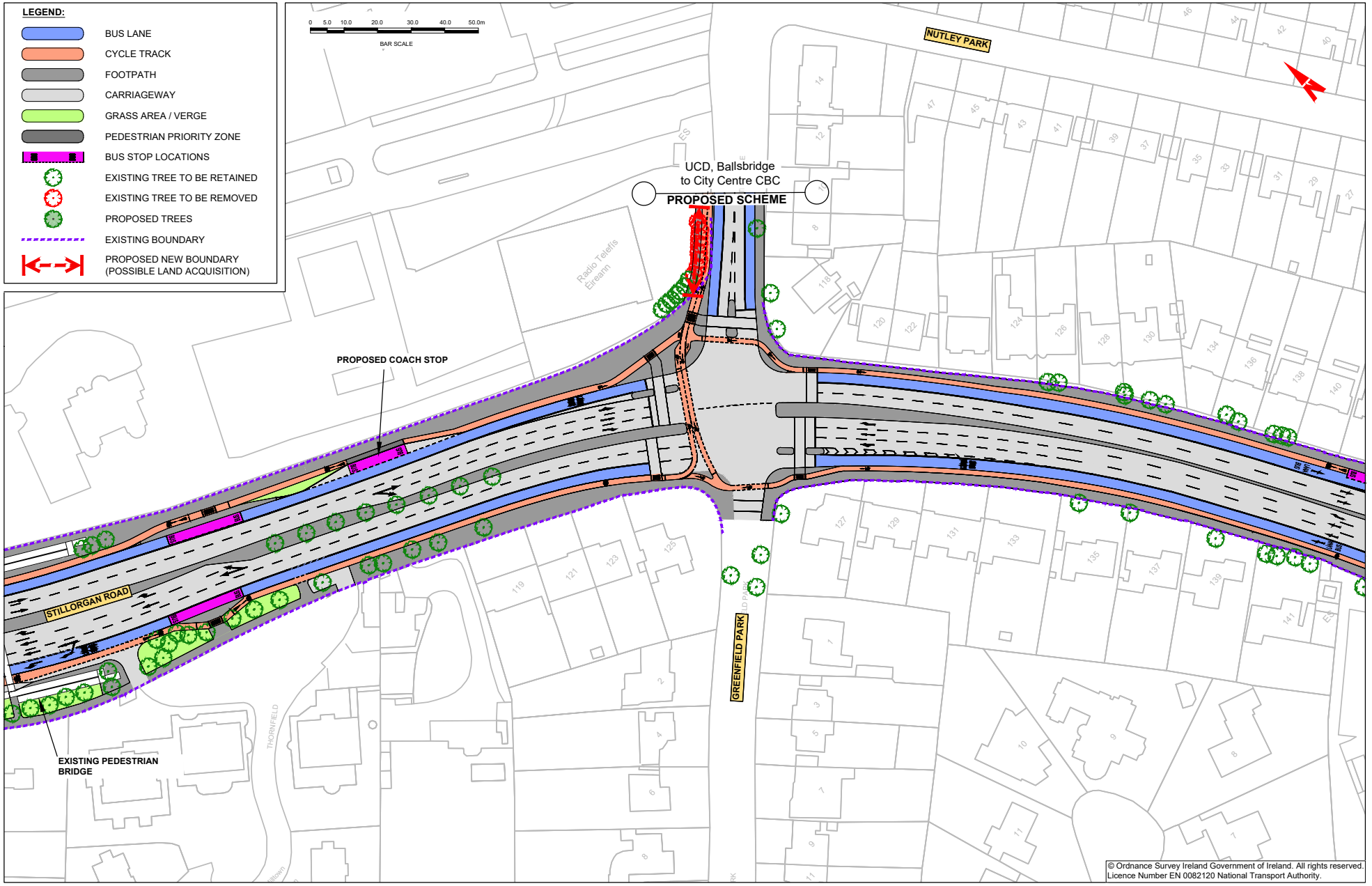


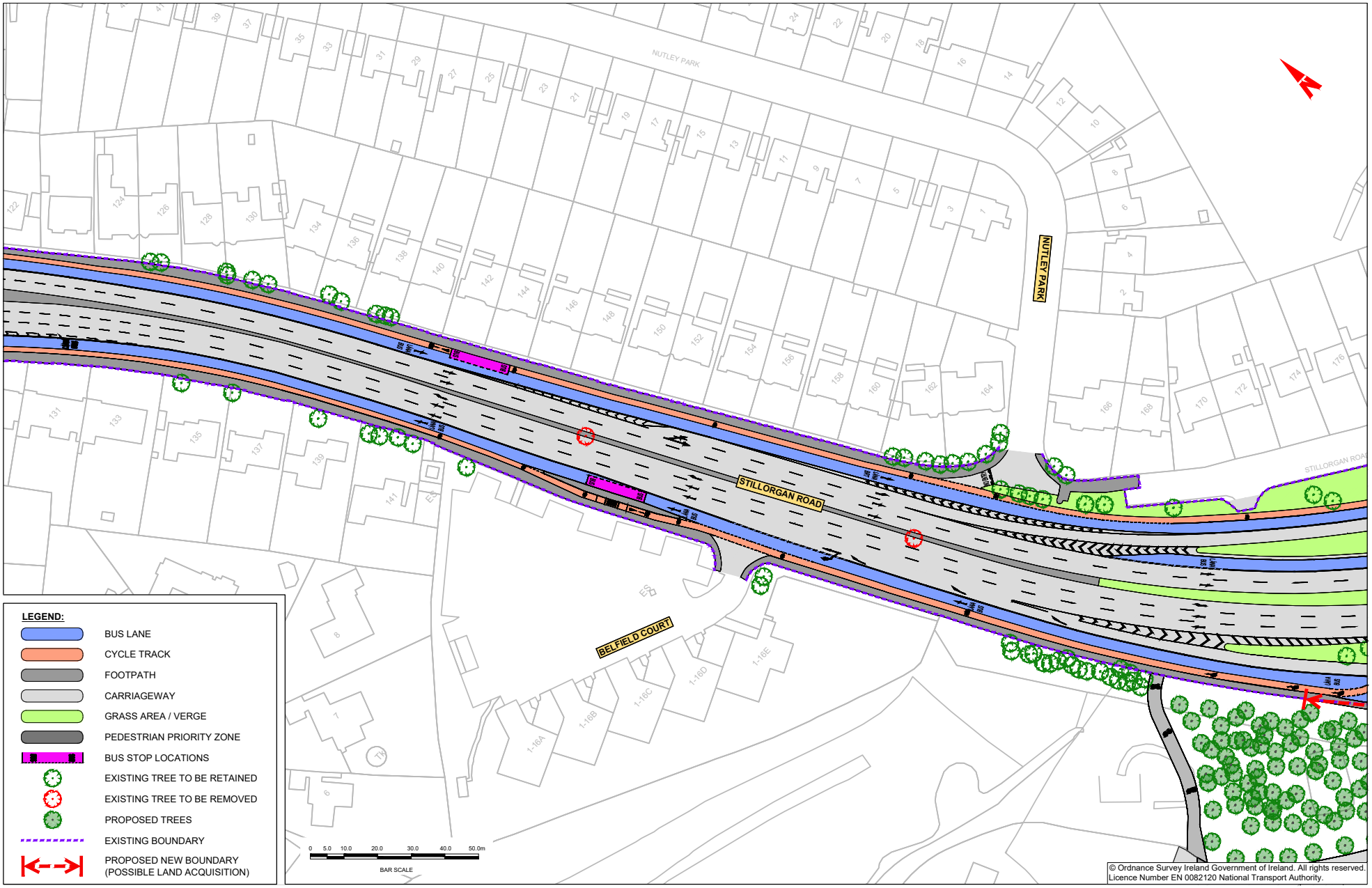


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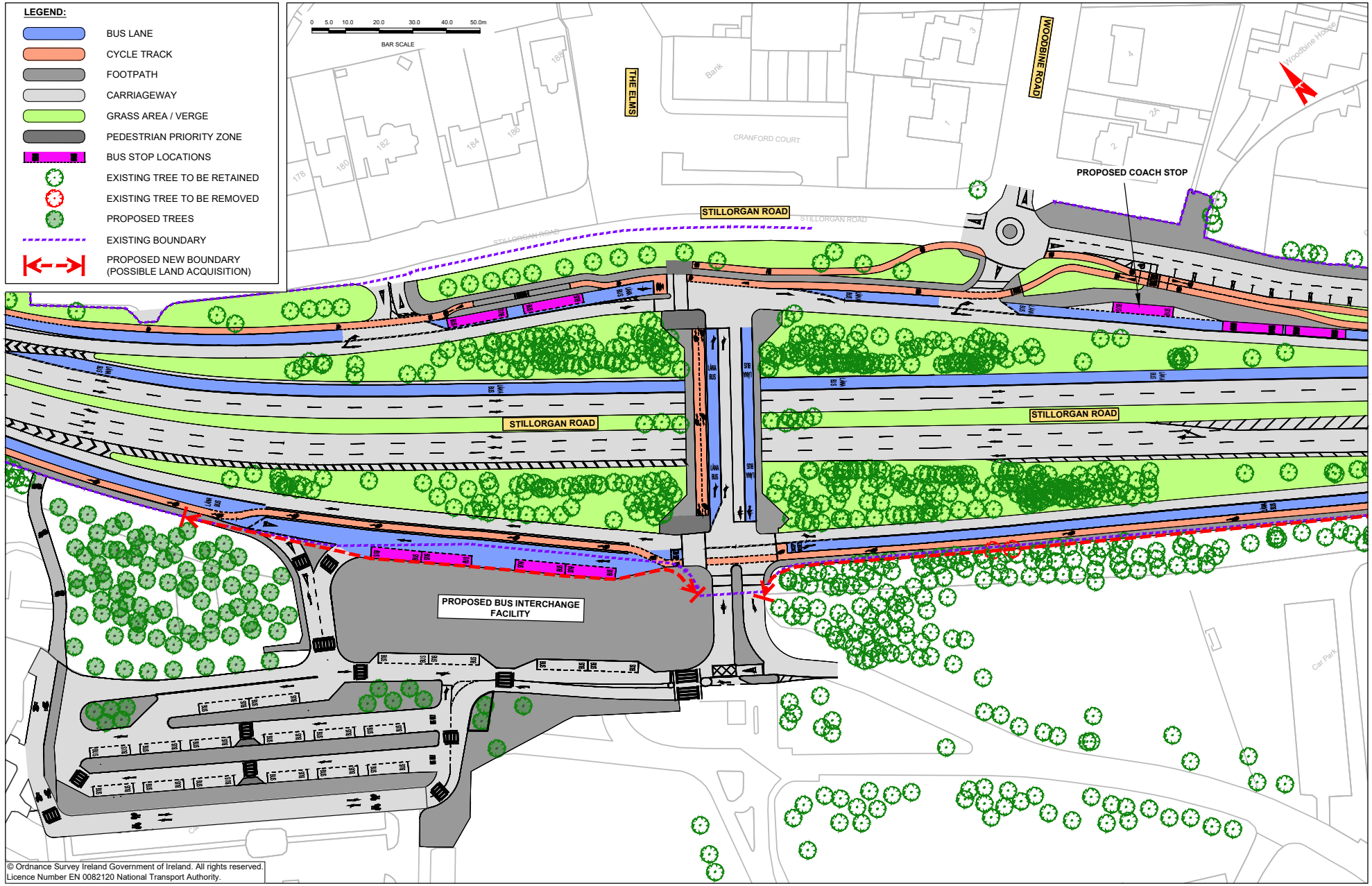


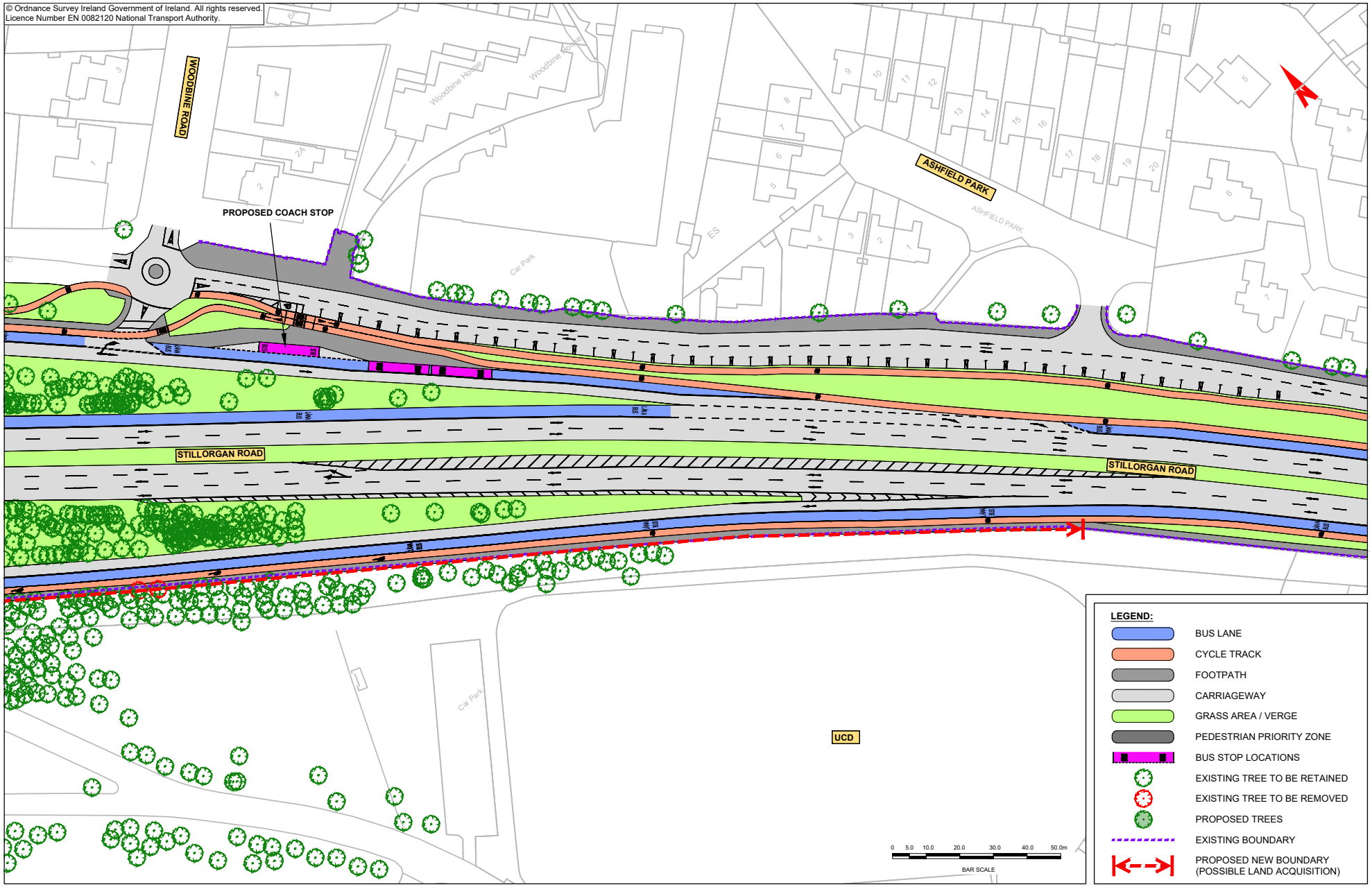
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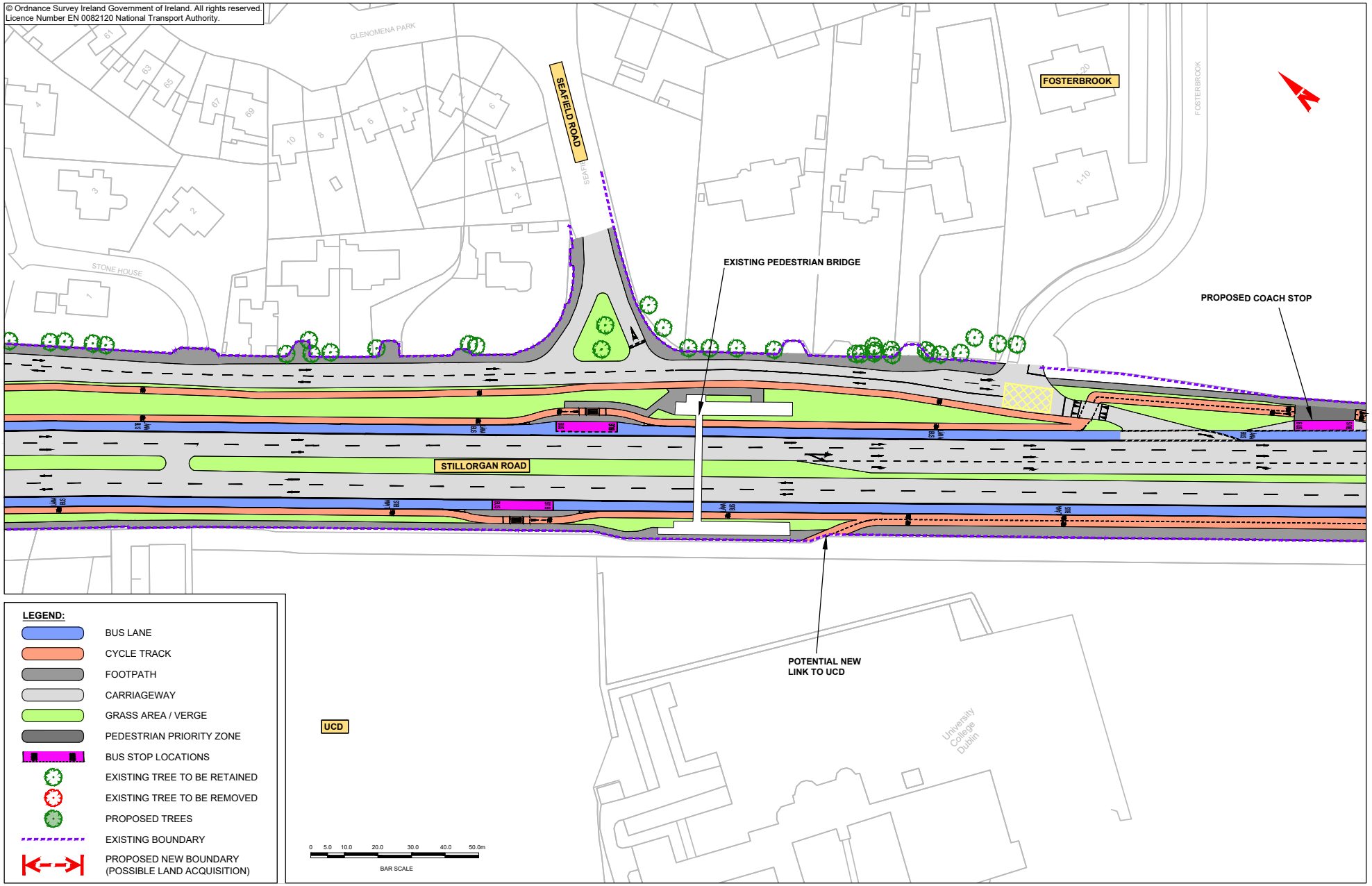

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
NUTLEY PARK
UCD, Ballsbridge to City Centre CBC
PROPOSED SCHEME
PROPOSED COACH STOP
STILLORGAN ROAD
GREENFIELD PARK
EXISTING PEDESTRIAN BRIDGE
THORNFIELD
Radio Telefís Éireann
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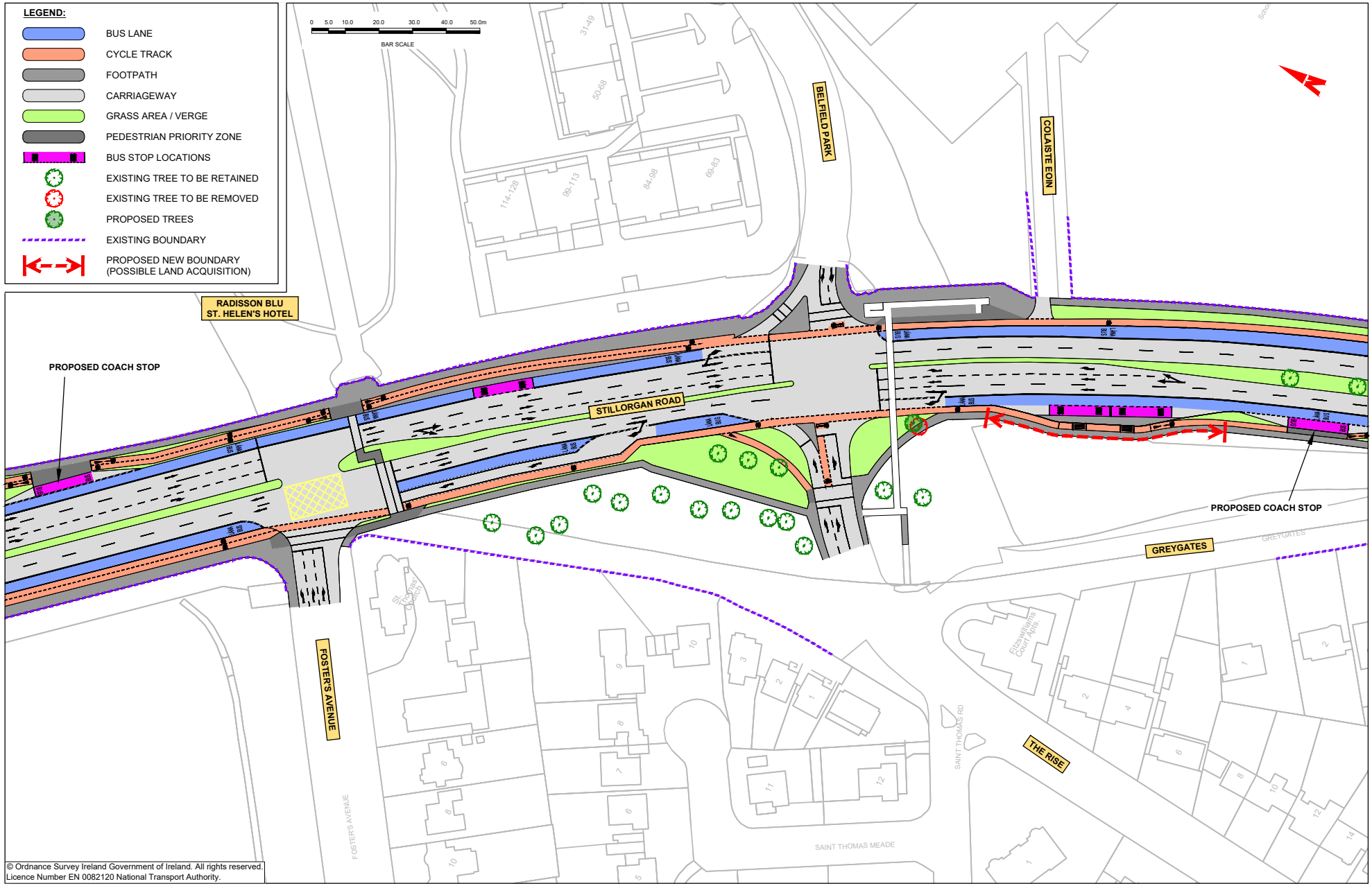


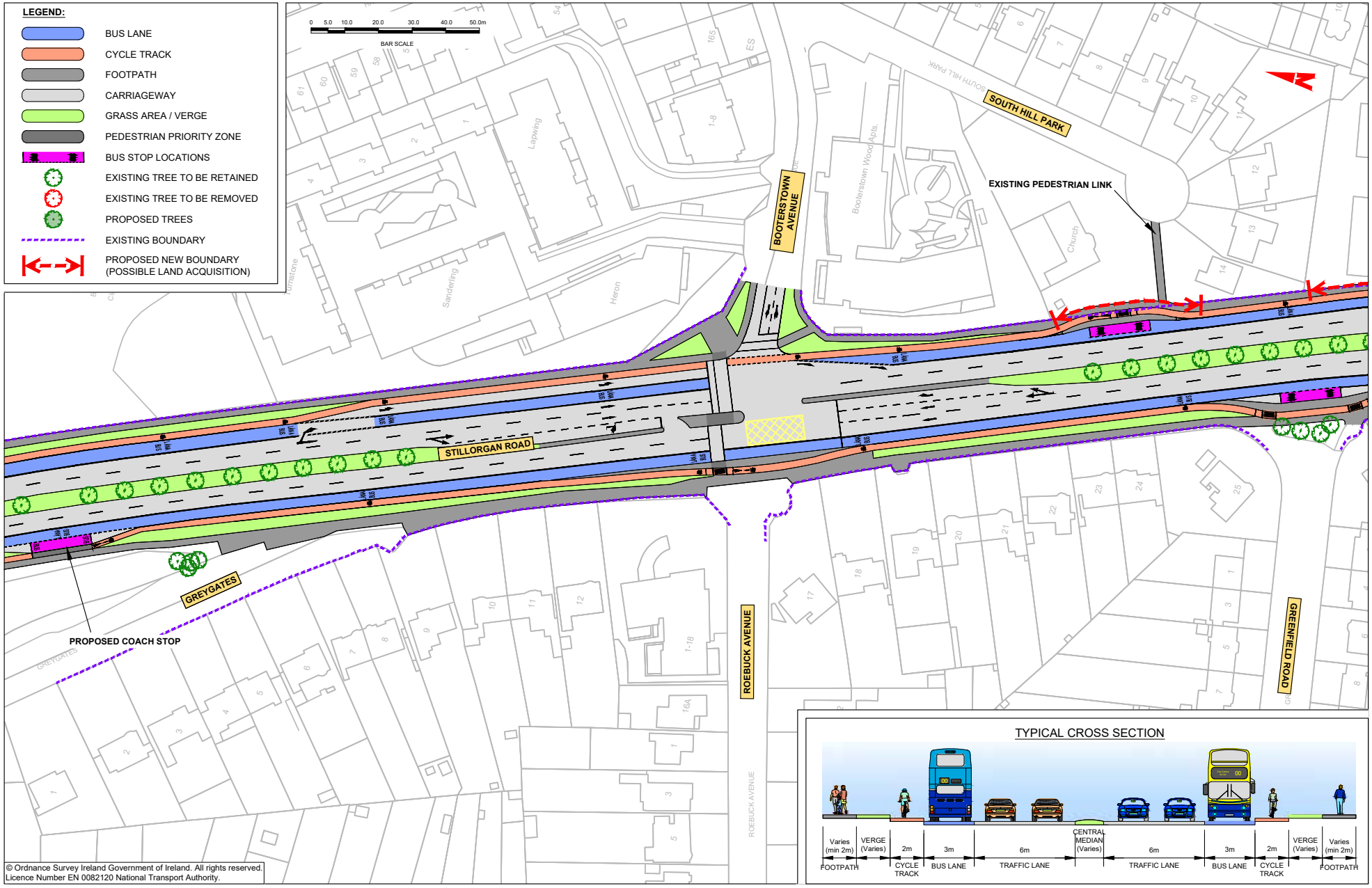
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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
BAR SCALE
THE ELMS
WOODBINE ROAD
CRANFORD COURT
STILLORGAN ROAD
PROPOSED COACH STOP
PROPOSED BUS INTERCHANGE FACILITY
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WOODBINE ROAD
PROPOSED COACH STOP
ASHFIELD PARK
STILLORGAN ROAD
STILLORGAN ROAD
UCD
Car Park
Car Park
Woodbine House
Woodbine House
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)

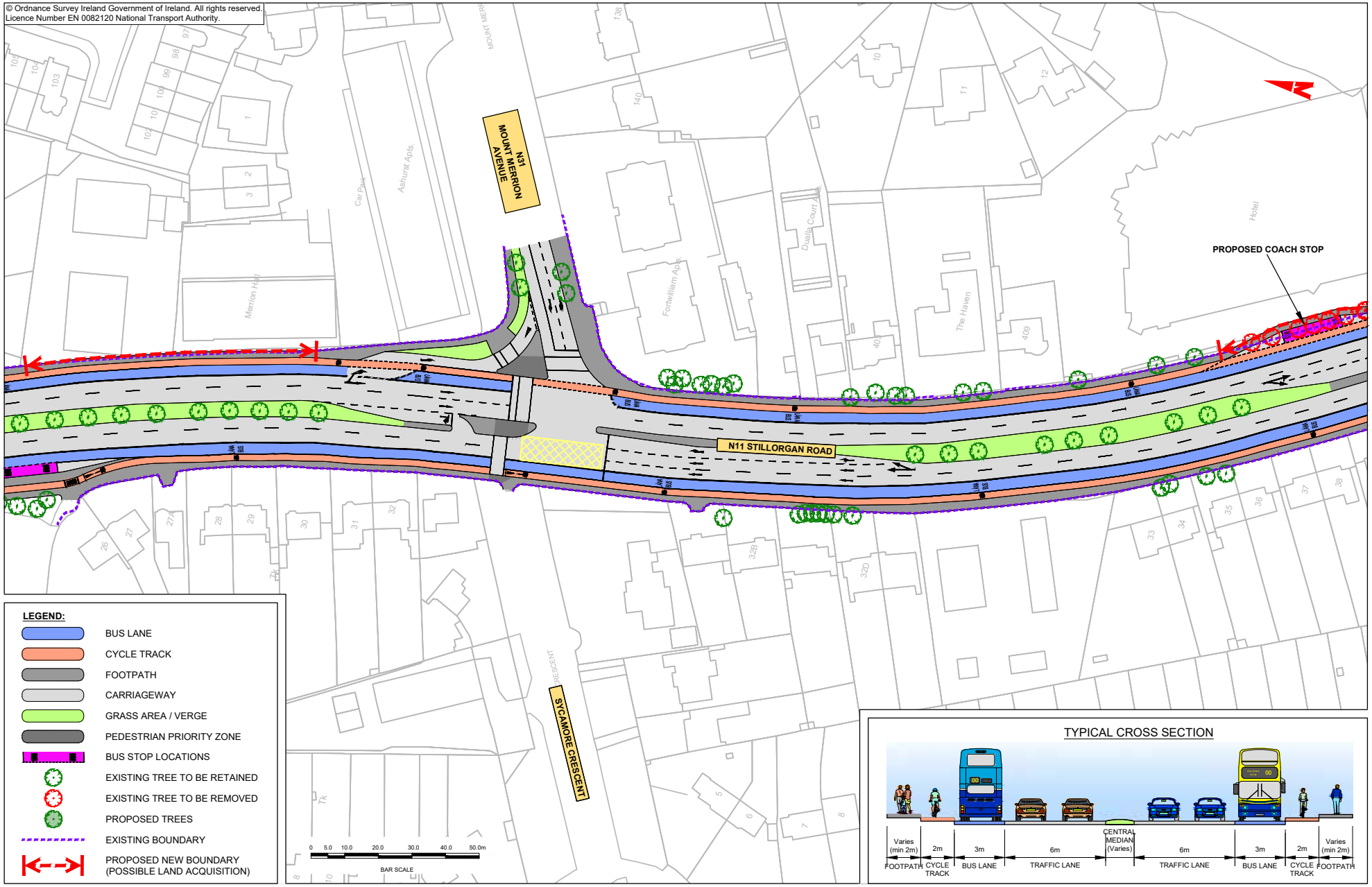

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GLENOMENA PARK
SEAFIELD ROAD
FOSTERBROOK
FOSTERBROOK
STONE HOUSE
EXISTING PEDESTRIAN BRIDGE
PROPOSED COACH STOP
STILLORGAN ROAD
POTENTIAL NEW LINK TO UCD
UCD
University College Dublin
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
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

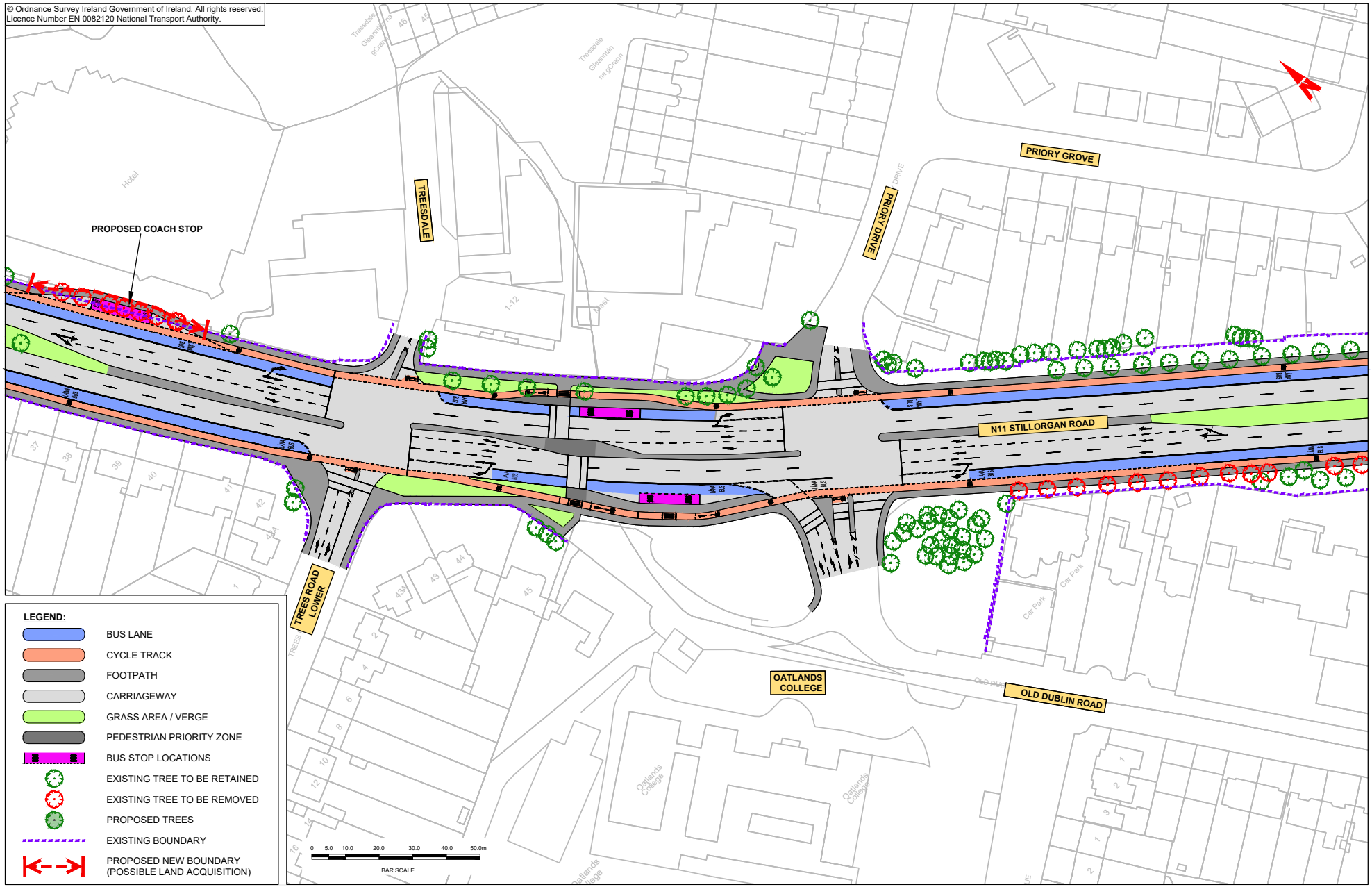

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
RADISSON BLU ST. HELEN'S HOTEL
PROPOSED COACH STOP
STILLORGAN ROAD
BELFIELD PARK
COLAISTE EOIN
PROPOSED COACH STOP
GREYGATES
FOSTER'S AVENUE
THE RISE
SAINT THOMAS MEADE
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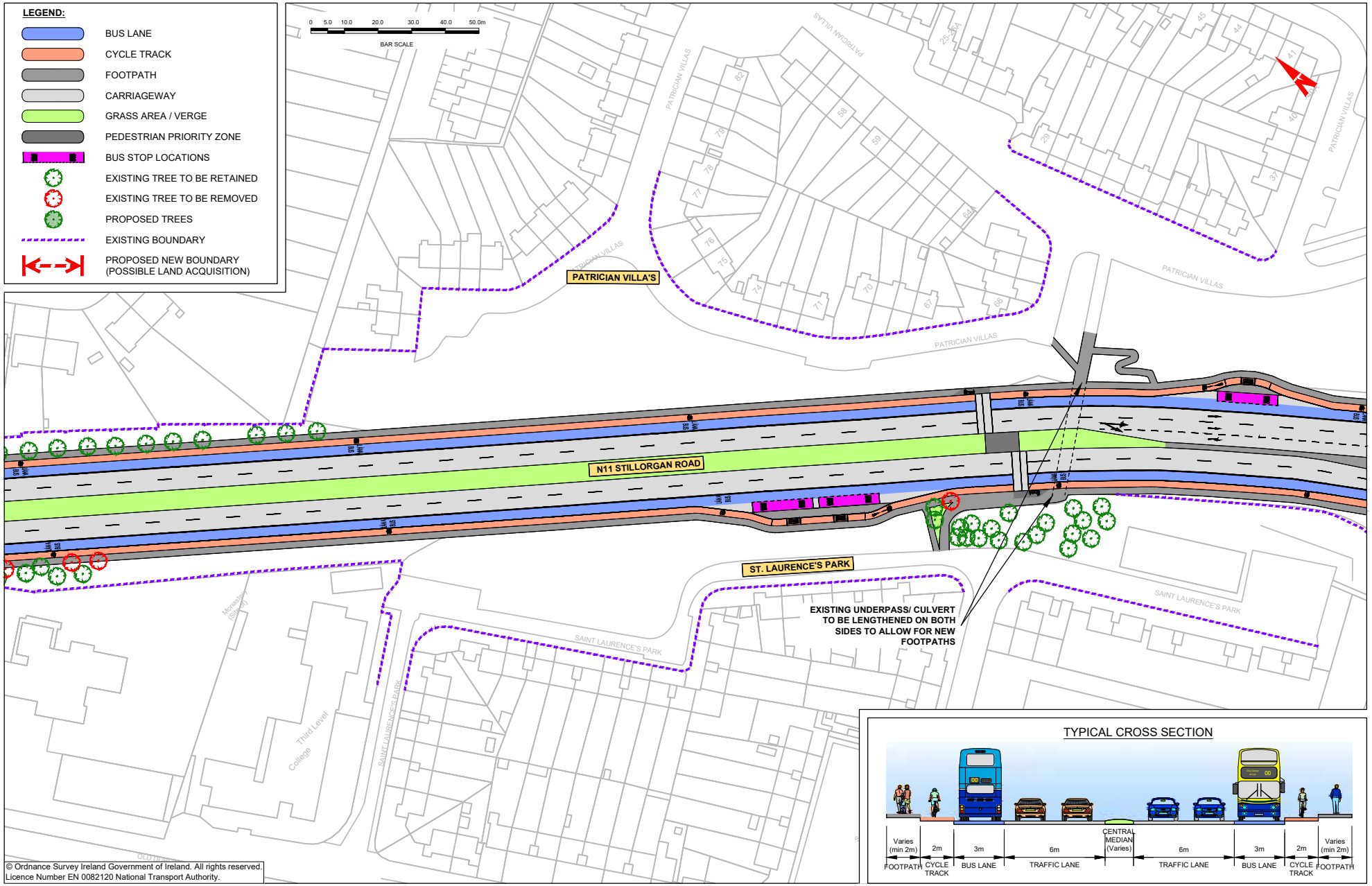


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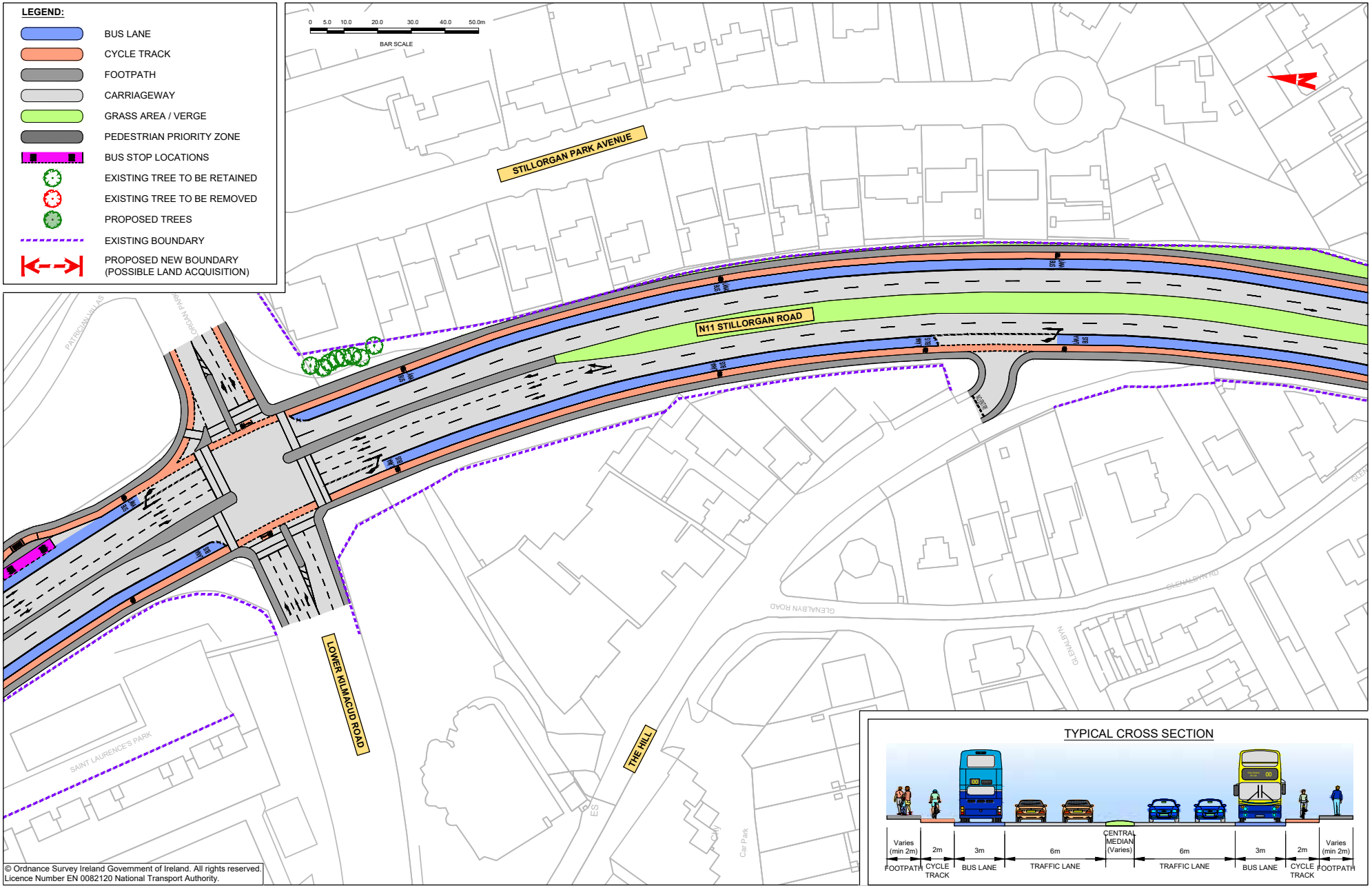
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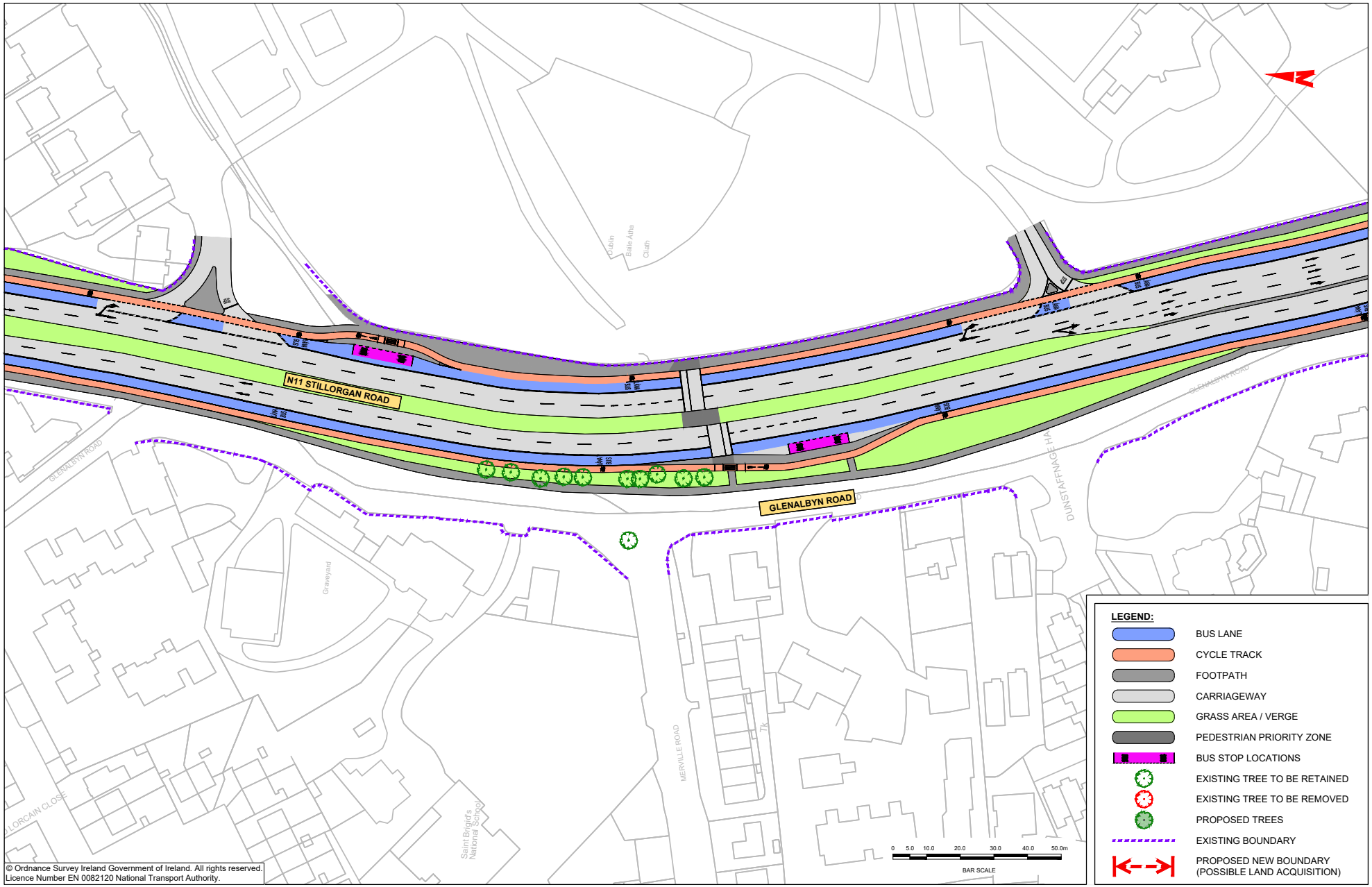

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PROPOSED COACH STOP
TREESDALE
PRIORY DRIVE
PRIORY GROVE
N11 STILLORGAN ROAD
TREES ROAD LOWER
OATLANDS COLLEGE
OLD DUBLIN ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING 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



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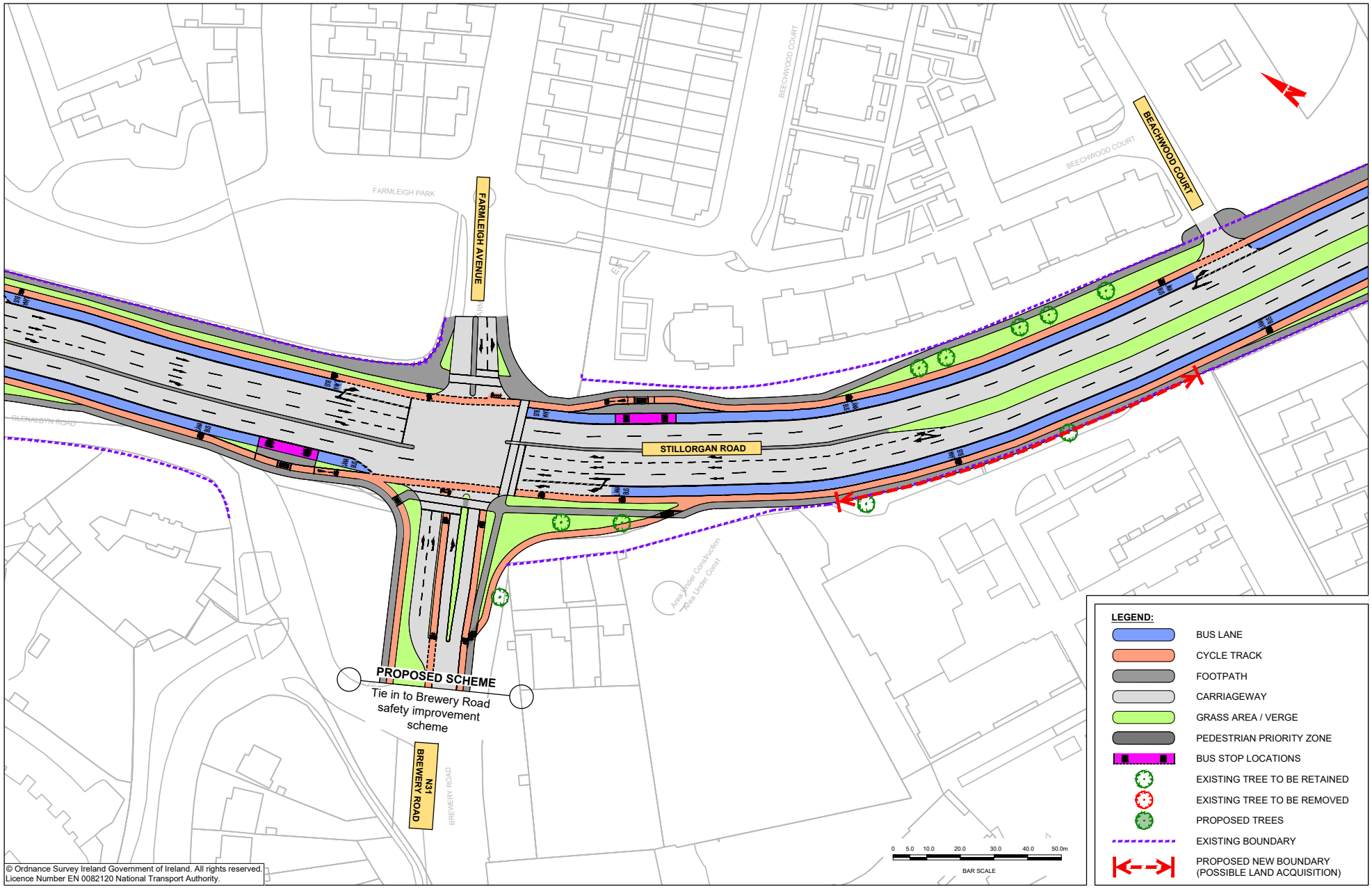


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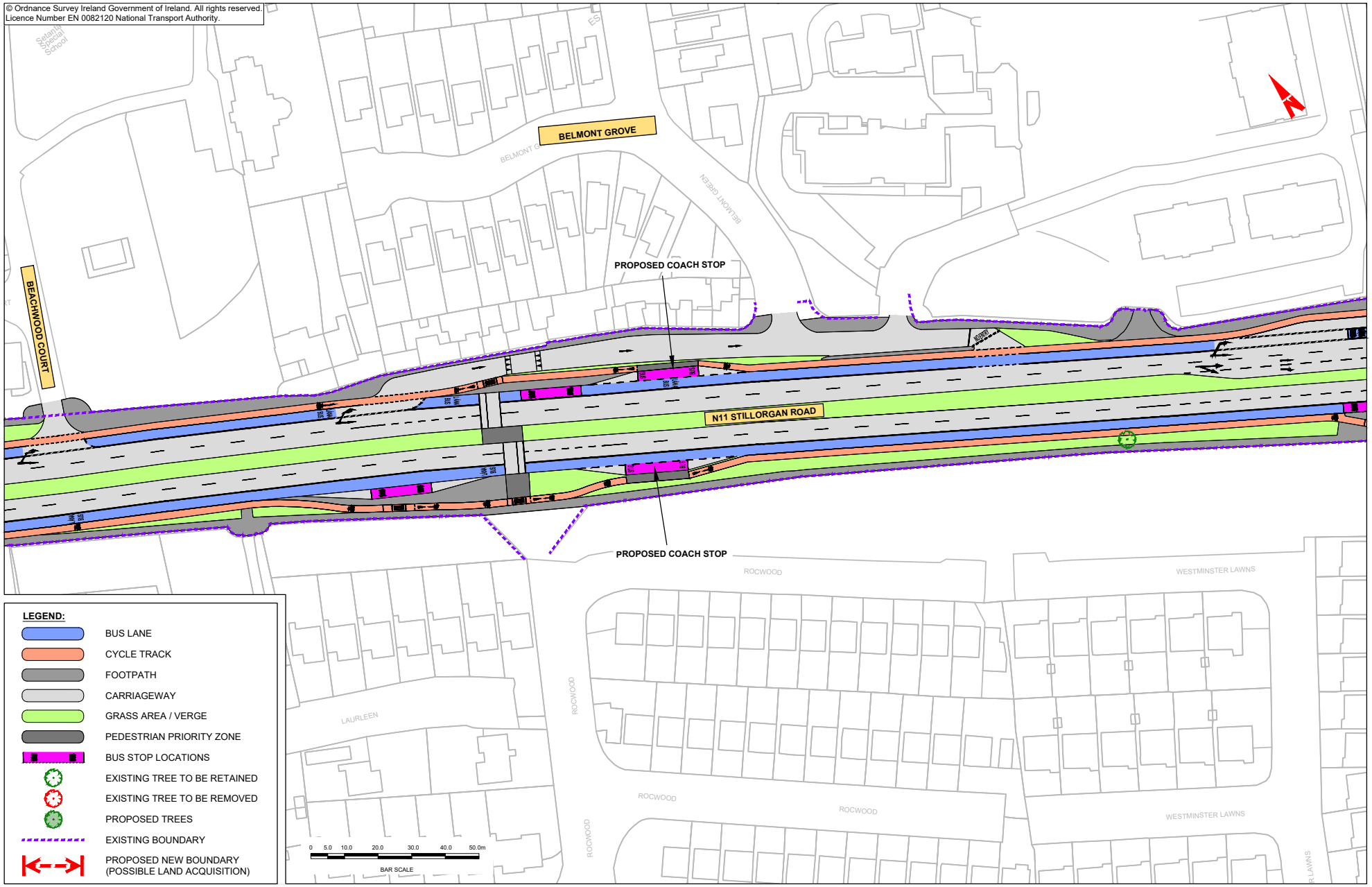


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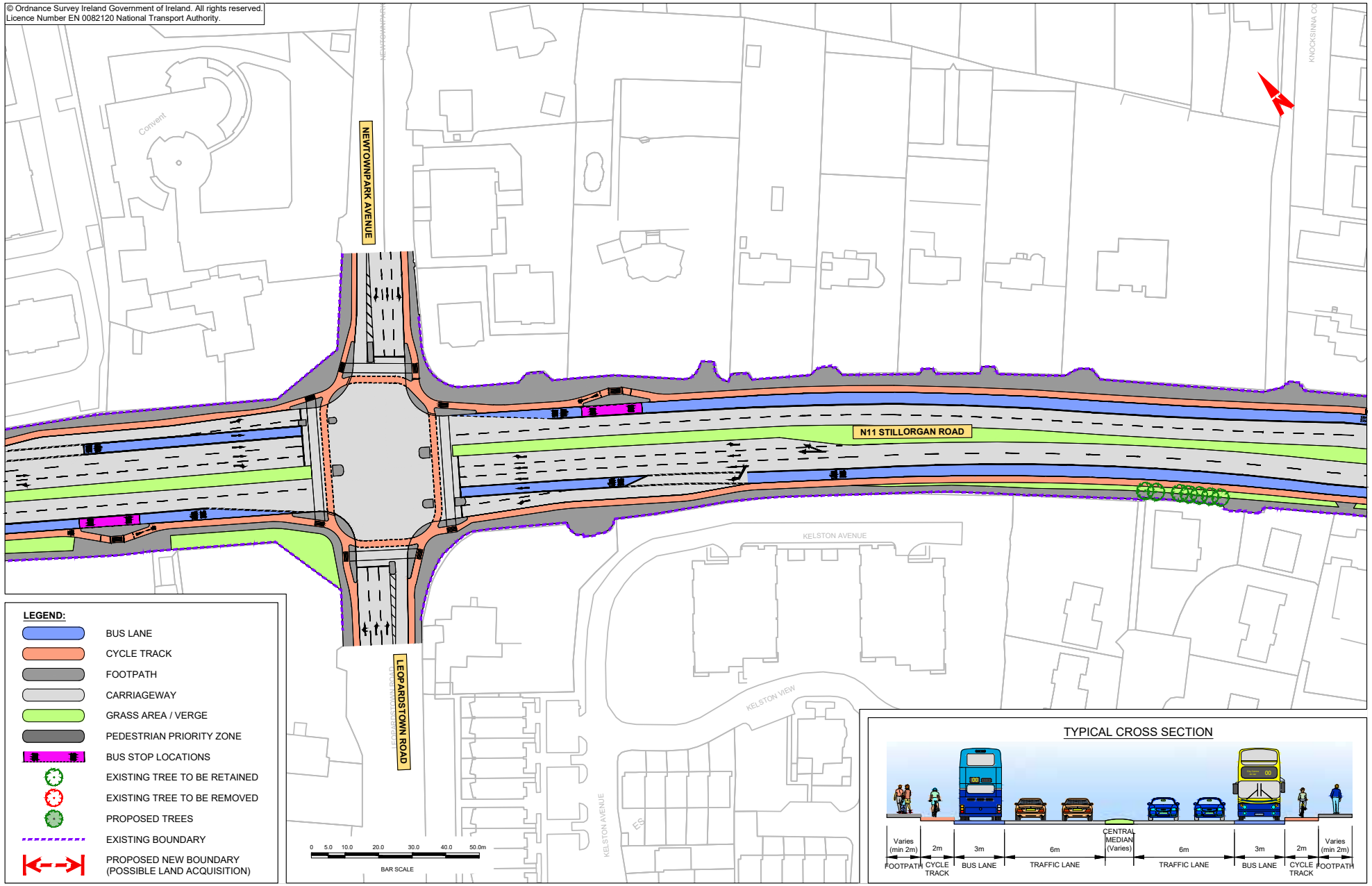
MAP 25: Preferred Route



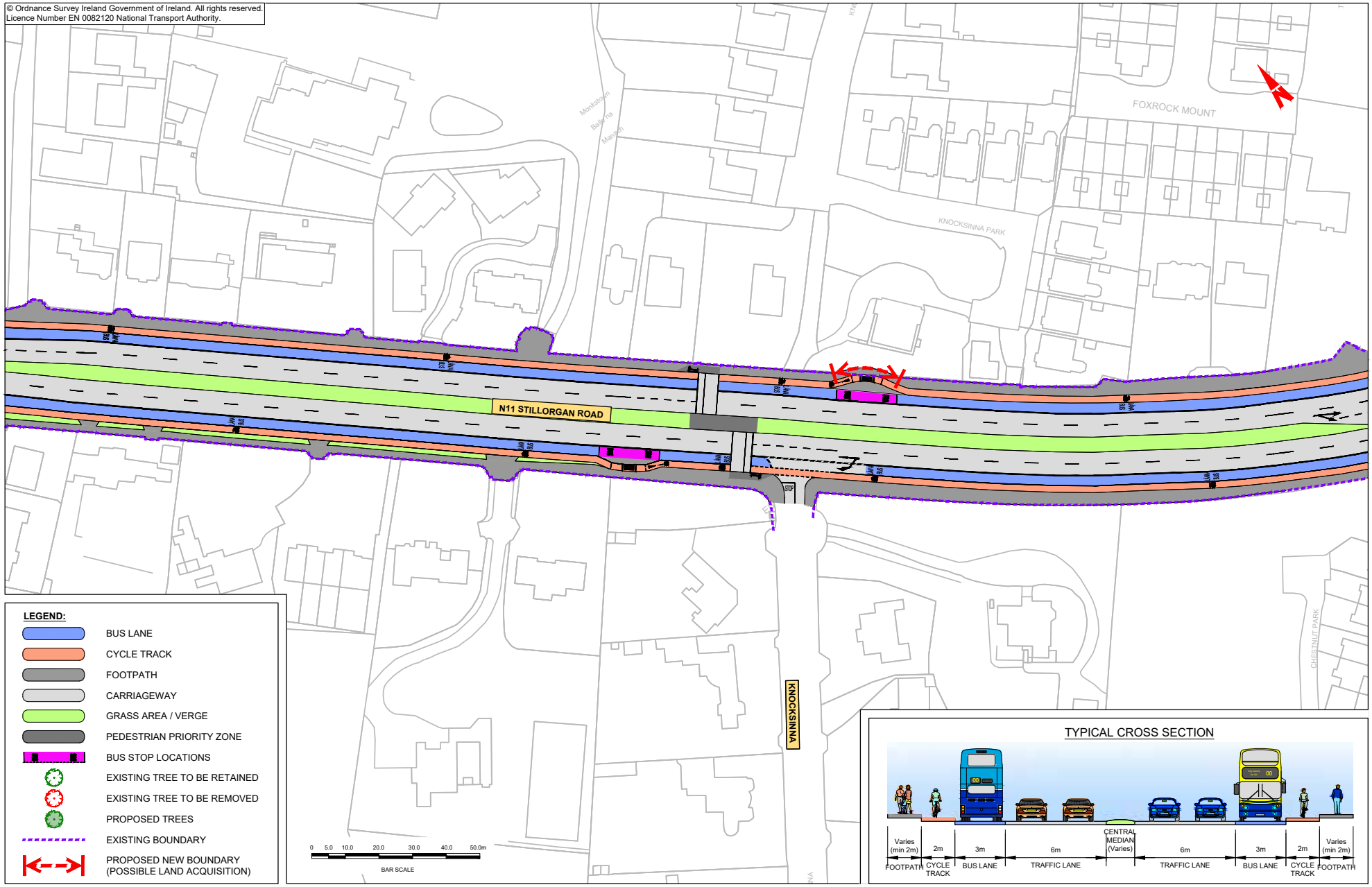
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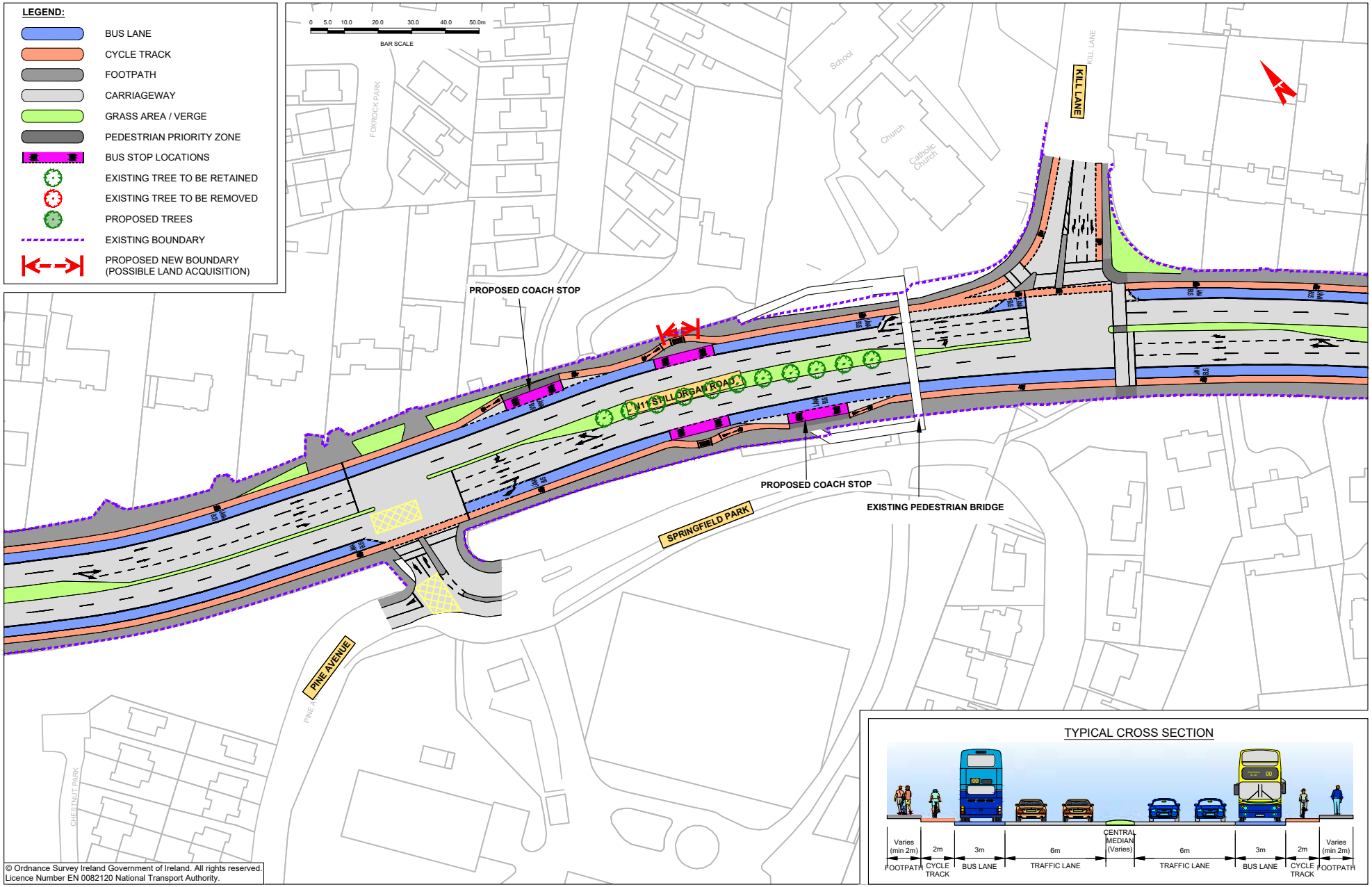

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BELMONT GROVE
BEACHWOOD COURT
PROPOSED COACH STOP
N11 STILLORGAN ROAD
PROPOSED COACH STOP
ROCWOOD
WESTMINSTER LAWNS
LAURLEEN
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE 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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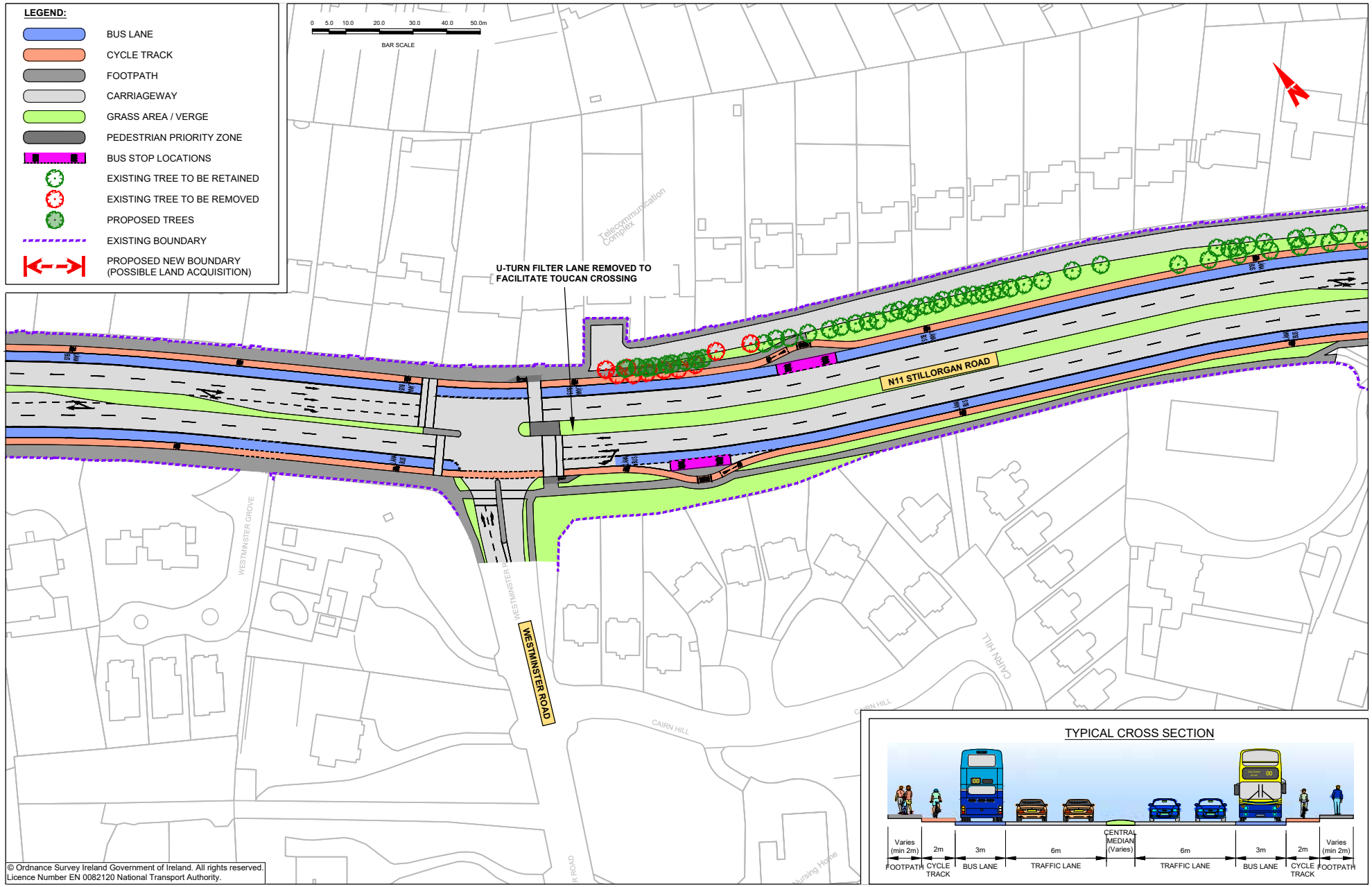
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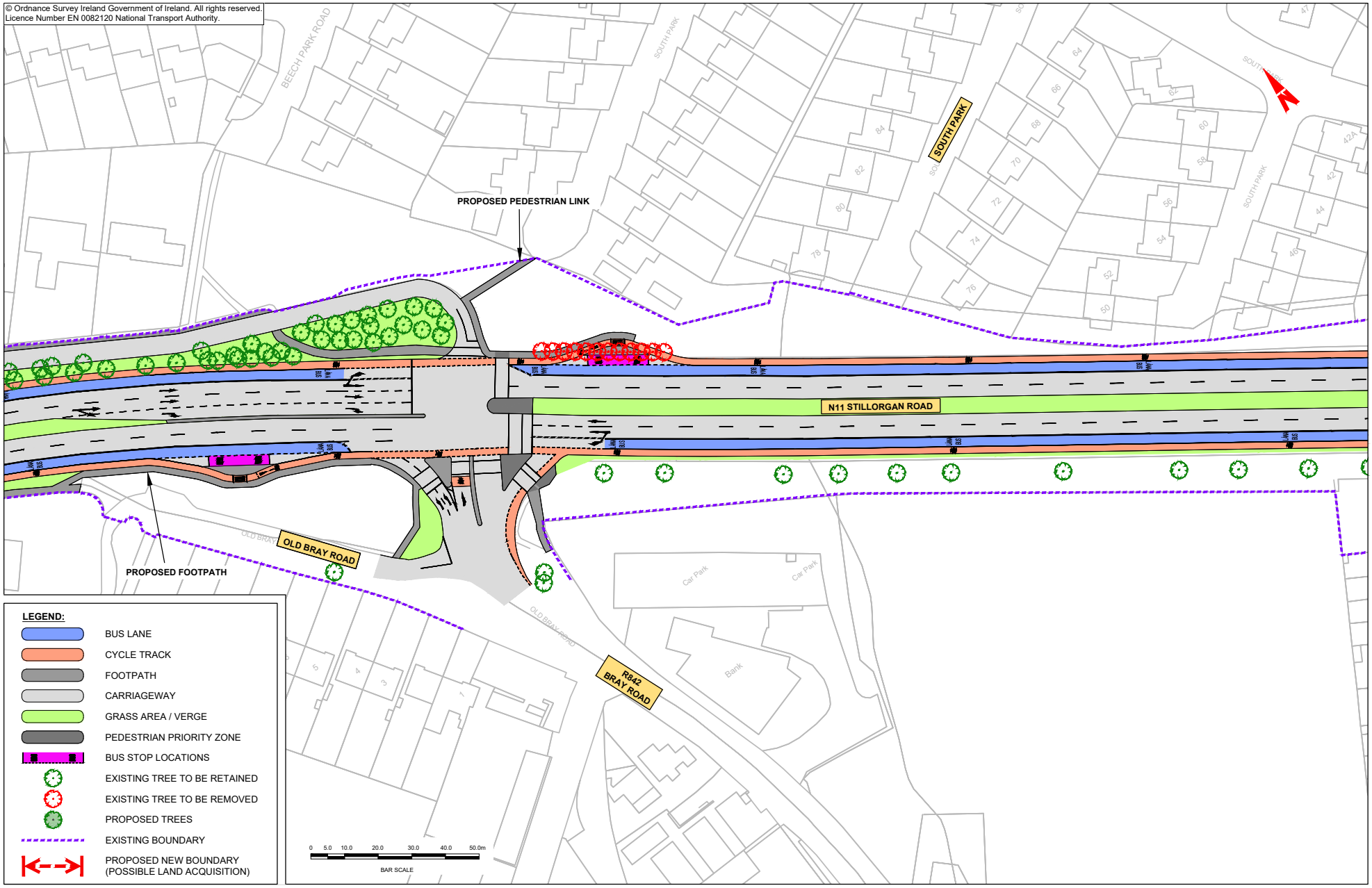
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MAP 30: Preferred Route

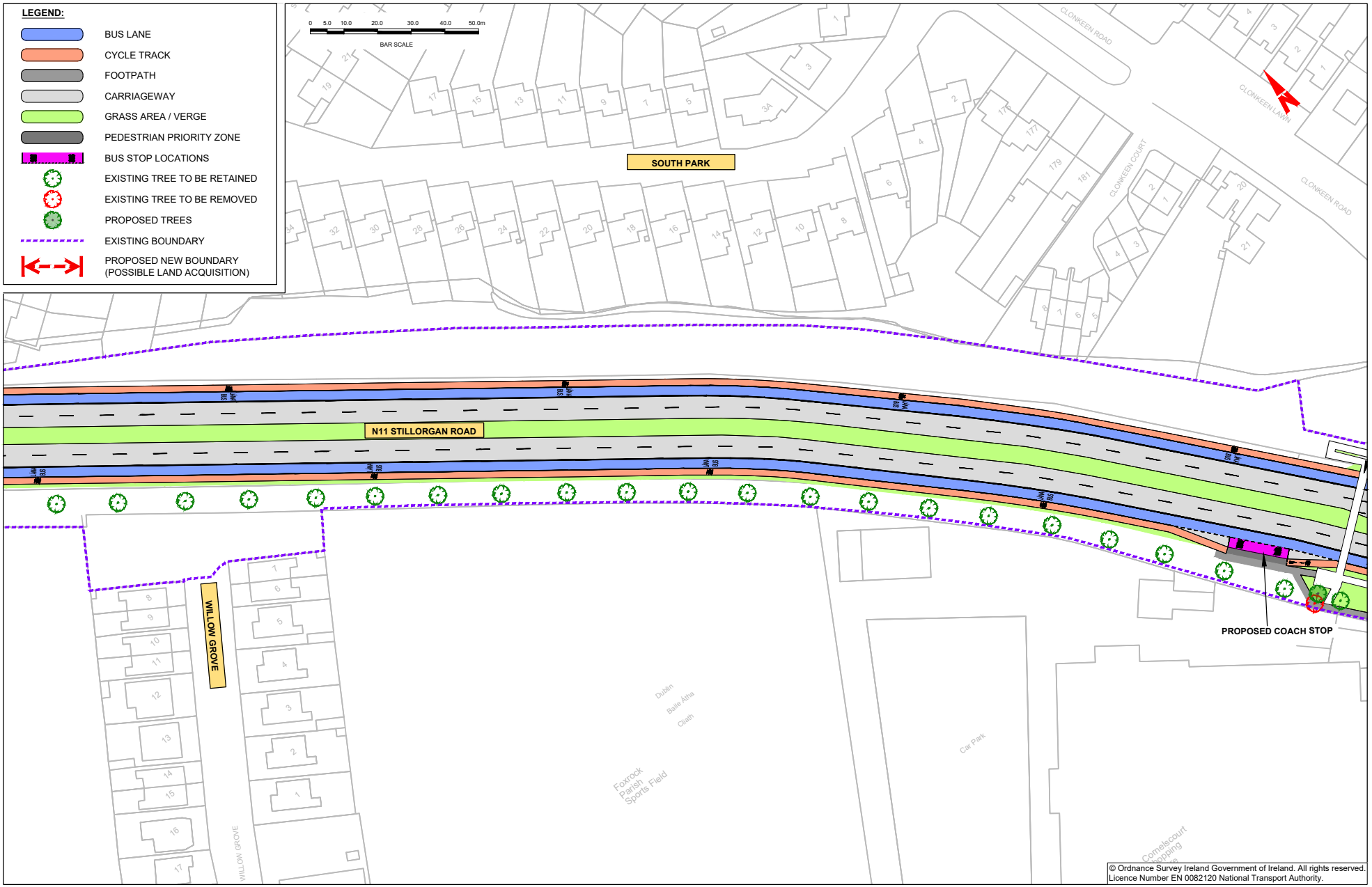


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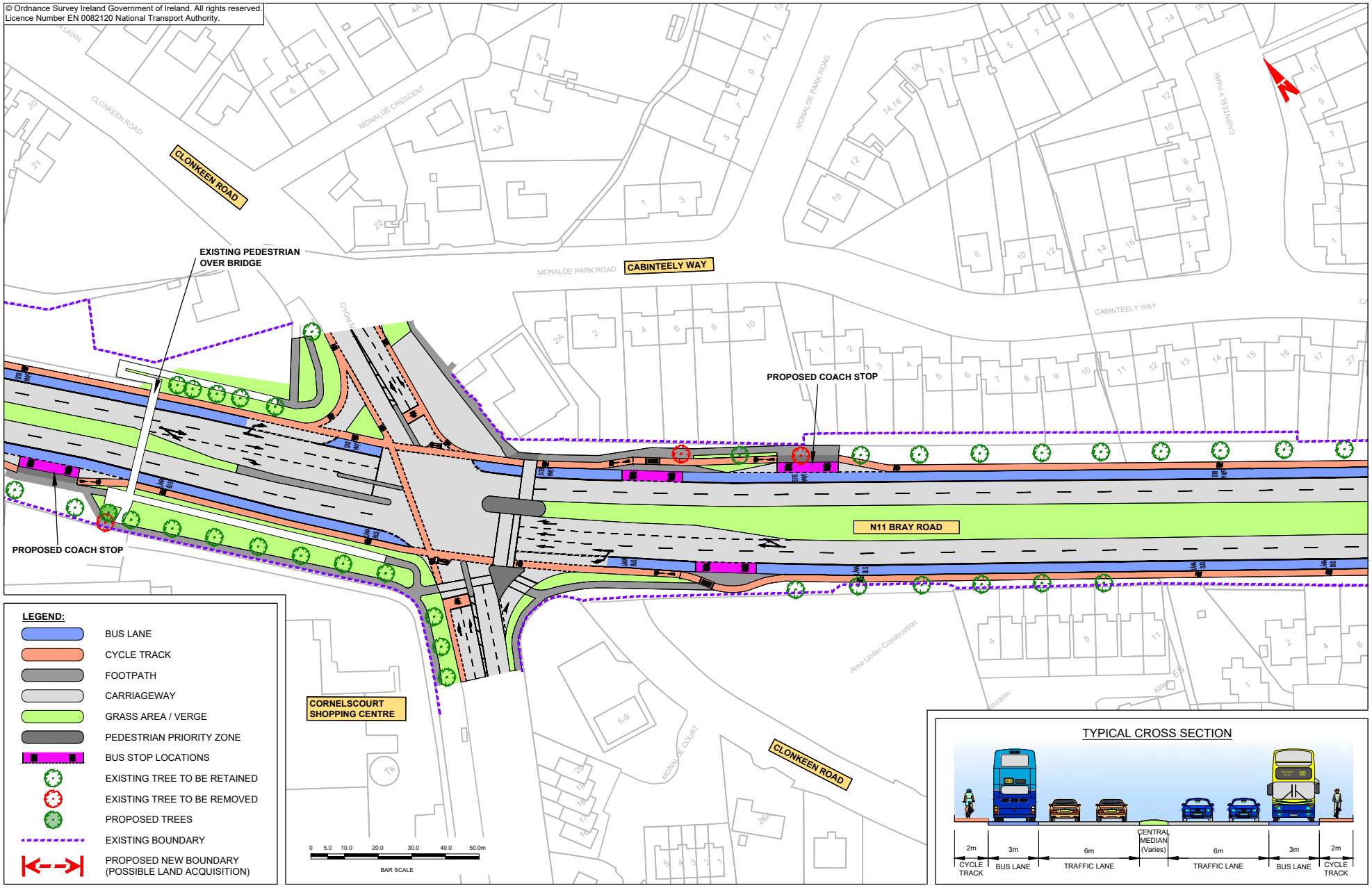
MAP 31: Preferred Route



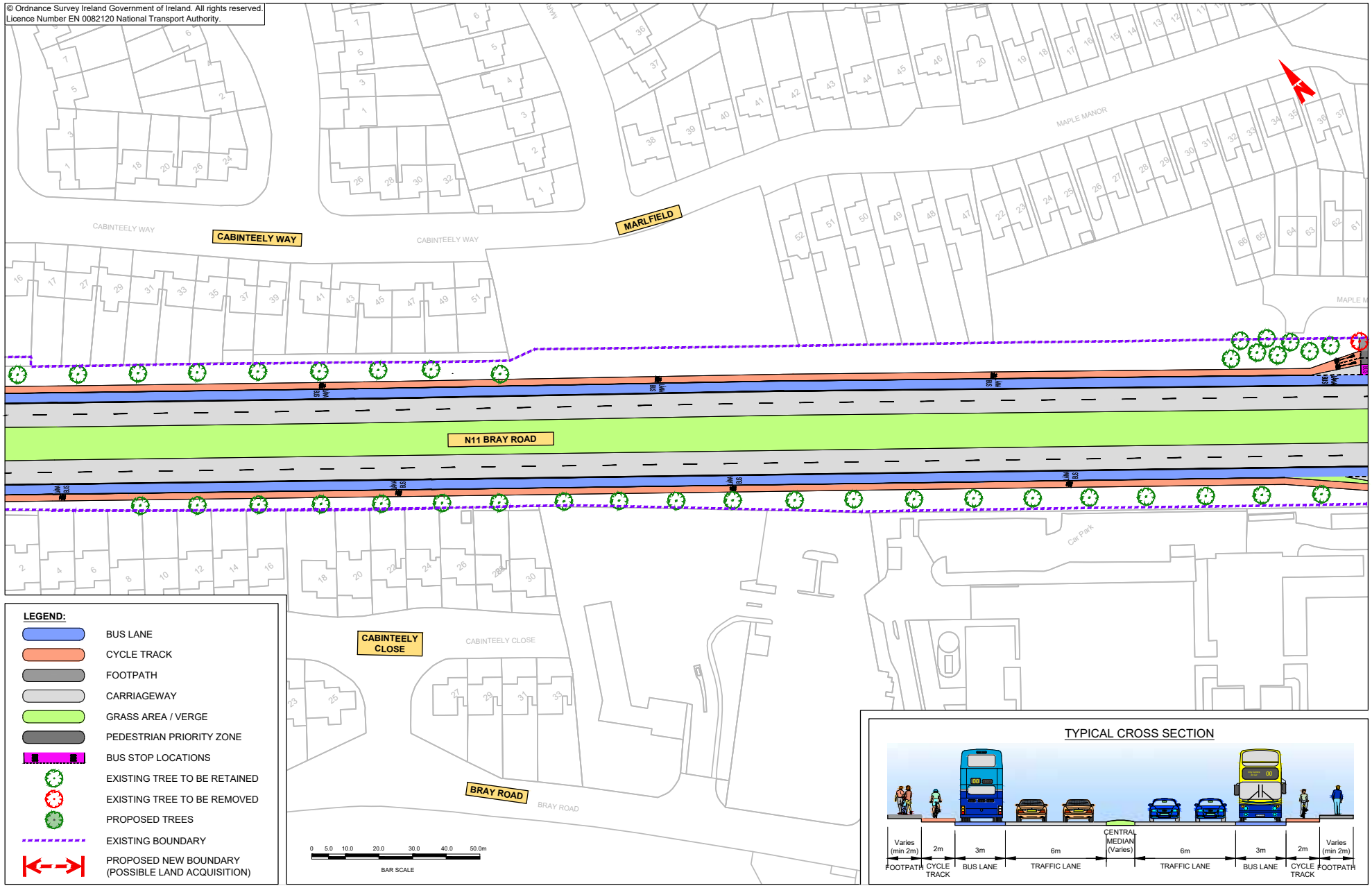
MAP 32: Preferred Route

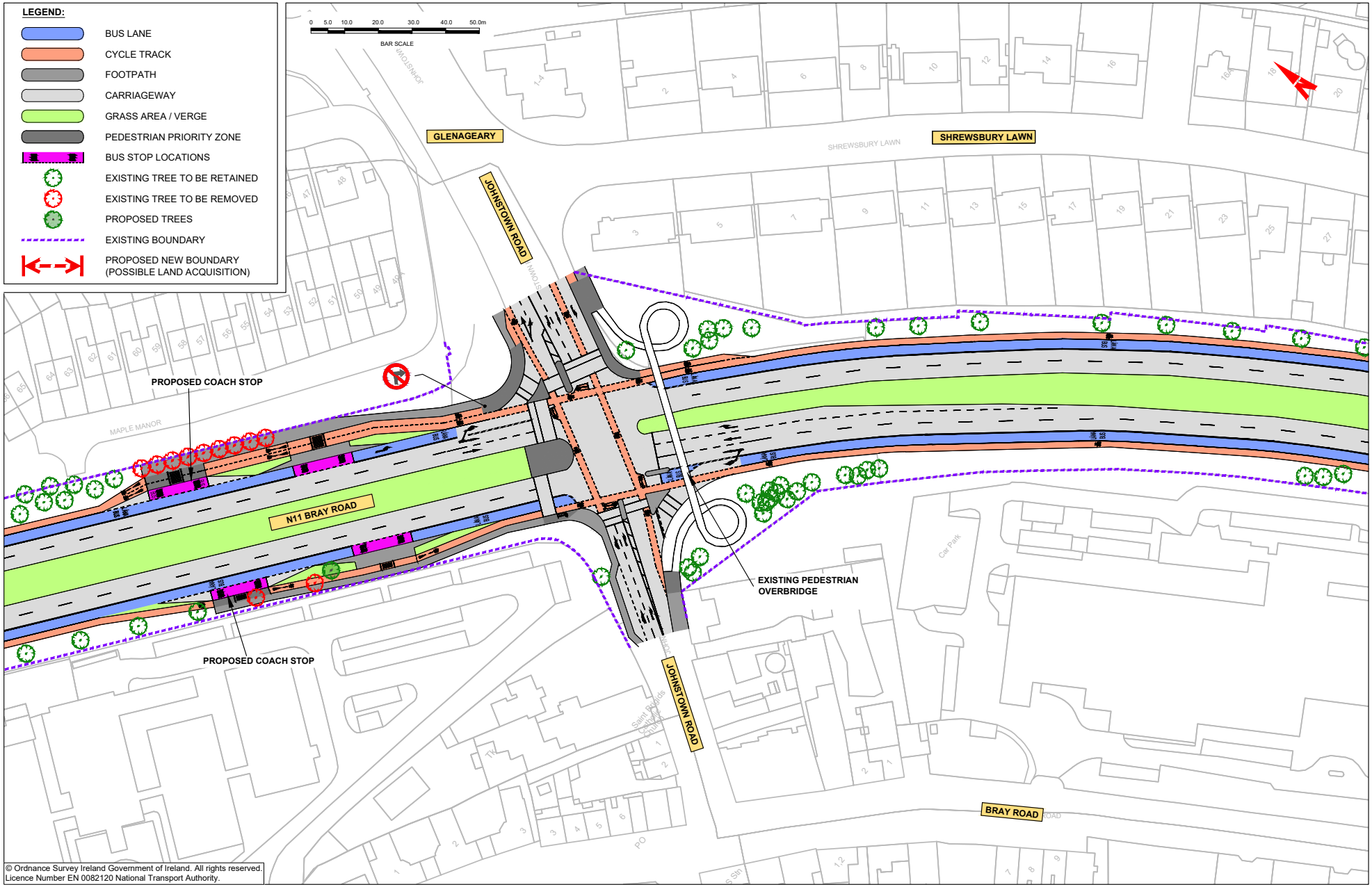


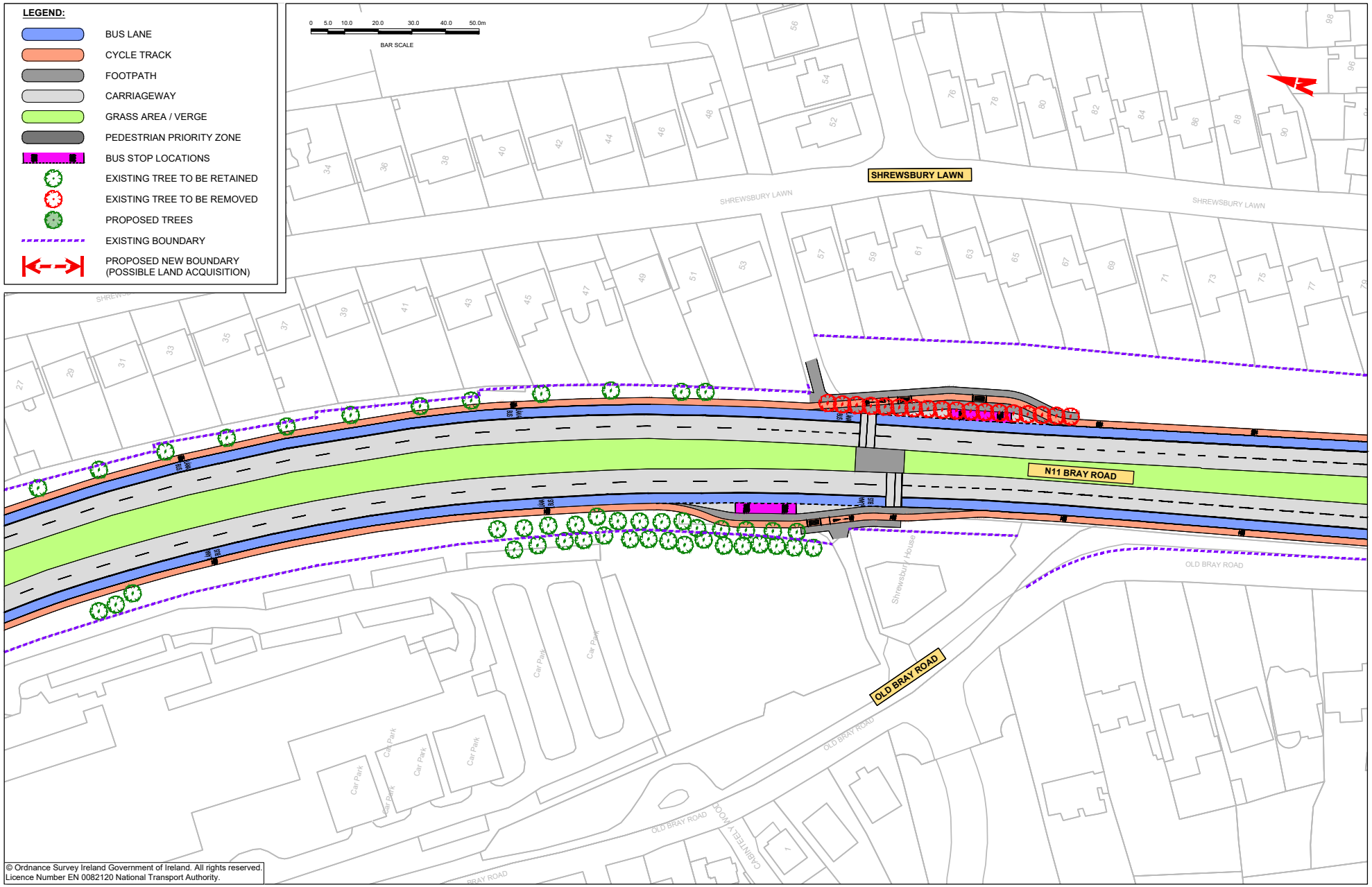
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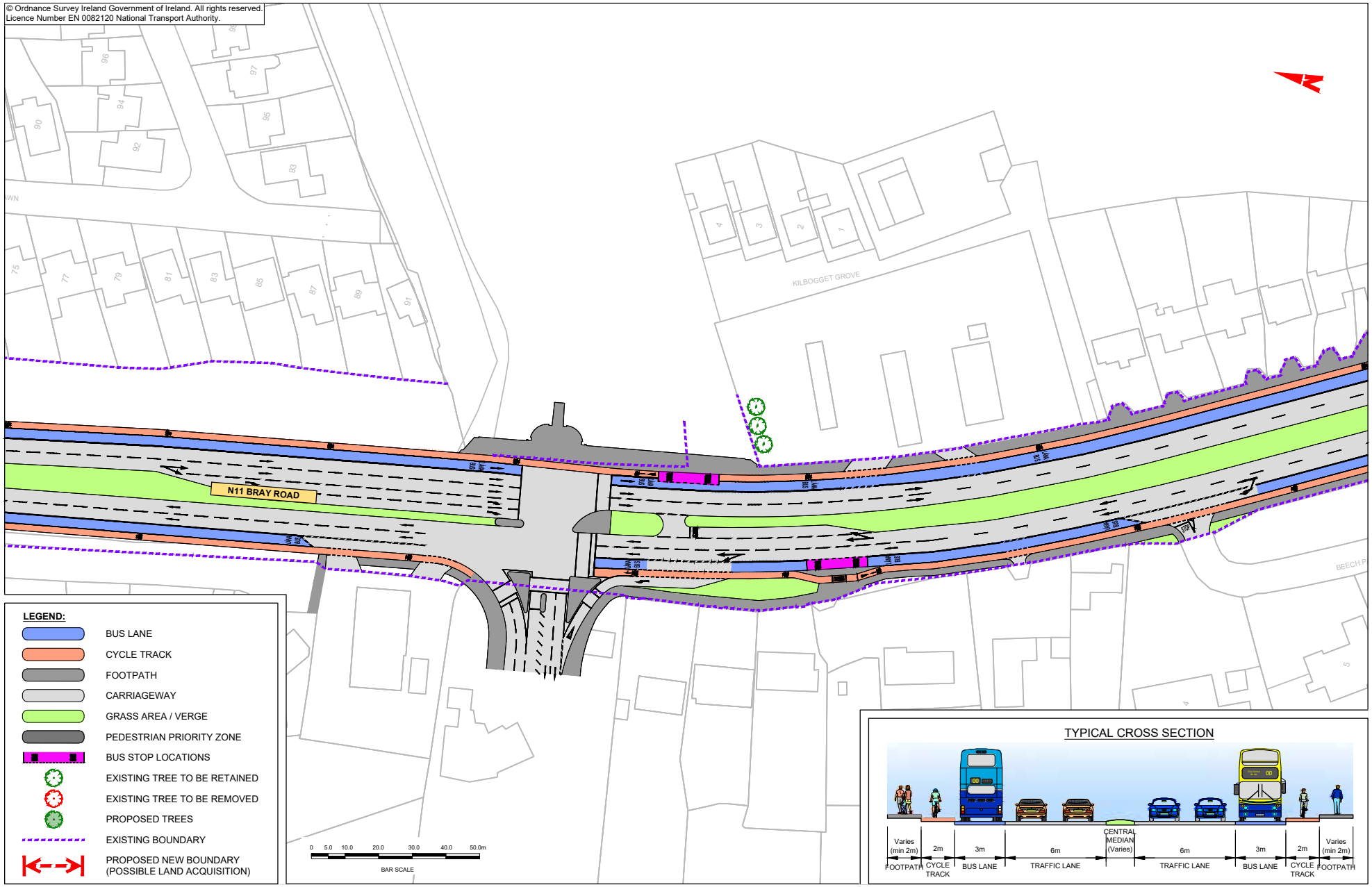
MAP 34: Preferred Route



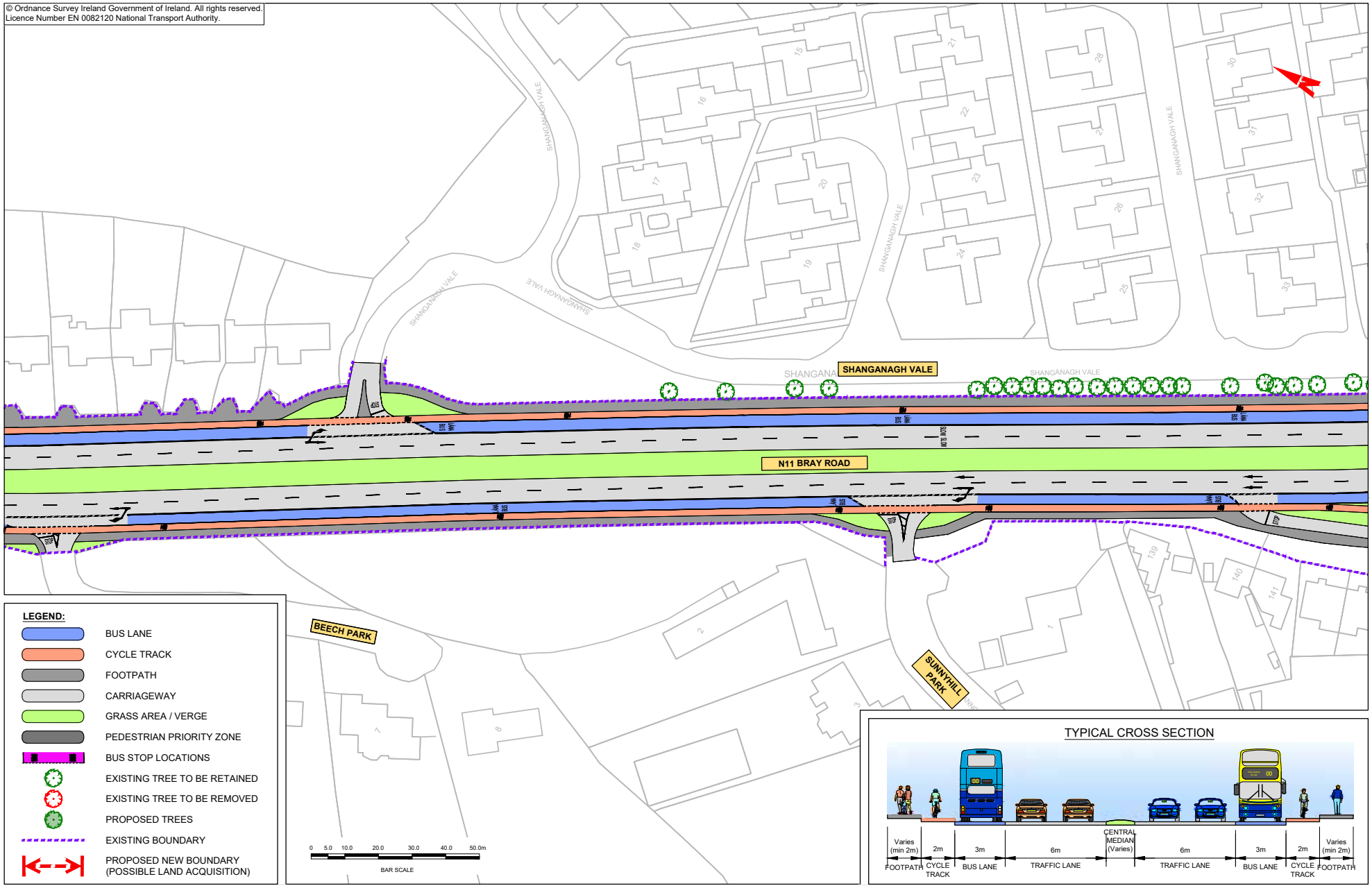

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
GLENAGEARY
SHREWSBURY LAWN
JOHNSTOWN ROAD
PROPOSED COACH STOP
MAPLE MANOR
N11 BRAY ROAD
PROPOSED COACH STOP
EXISTING PEDESTRIAN OVERBRIDGE
JOHNSTOWN ROAD
BRAY ROAD
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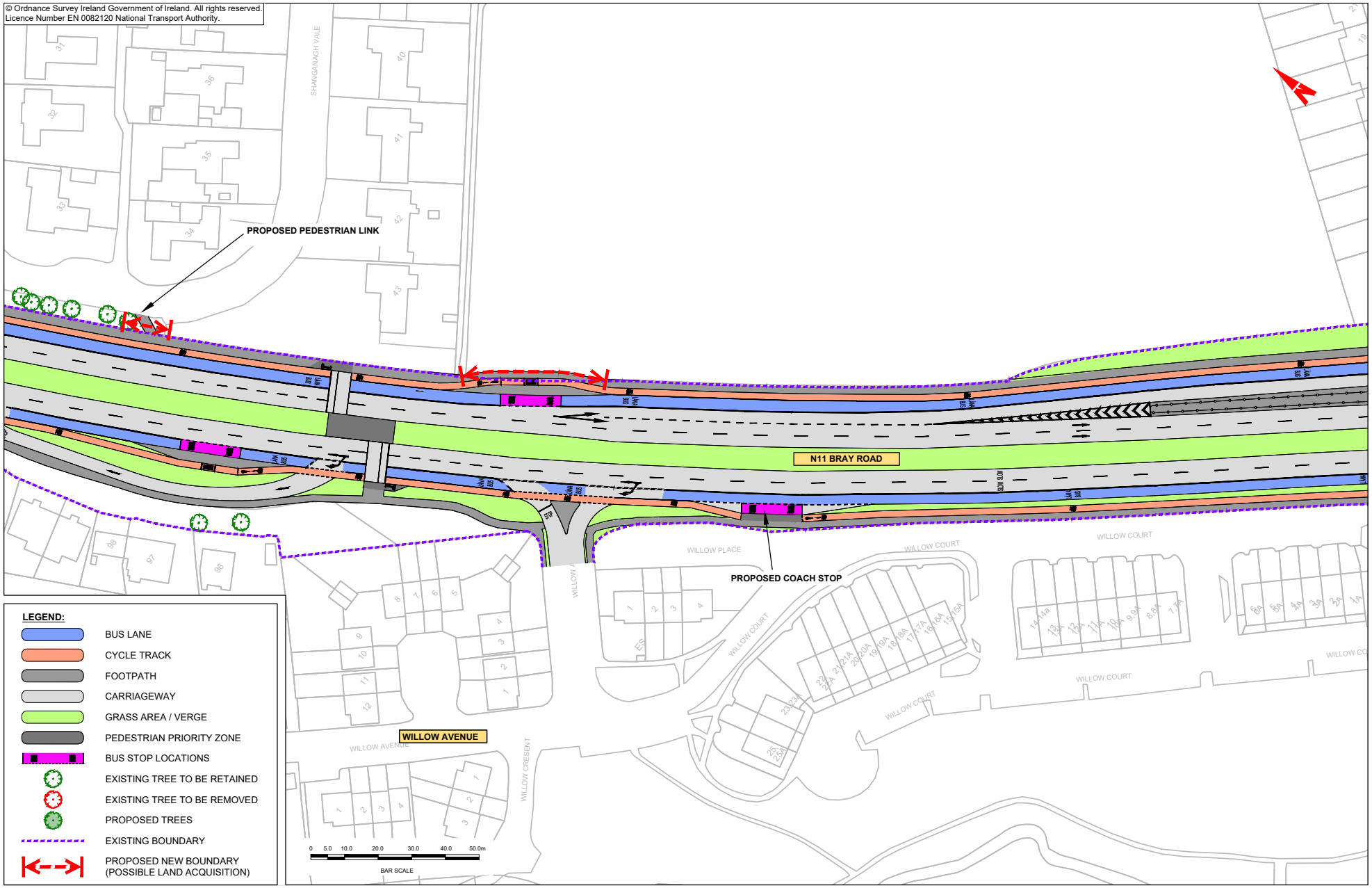

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
SHREWSBURY LAWN
N11 BRAY ROAD
OLD BRAY ROAD
Car Park
CRAMPTEEY WOOD
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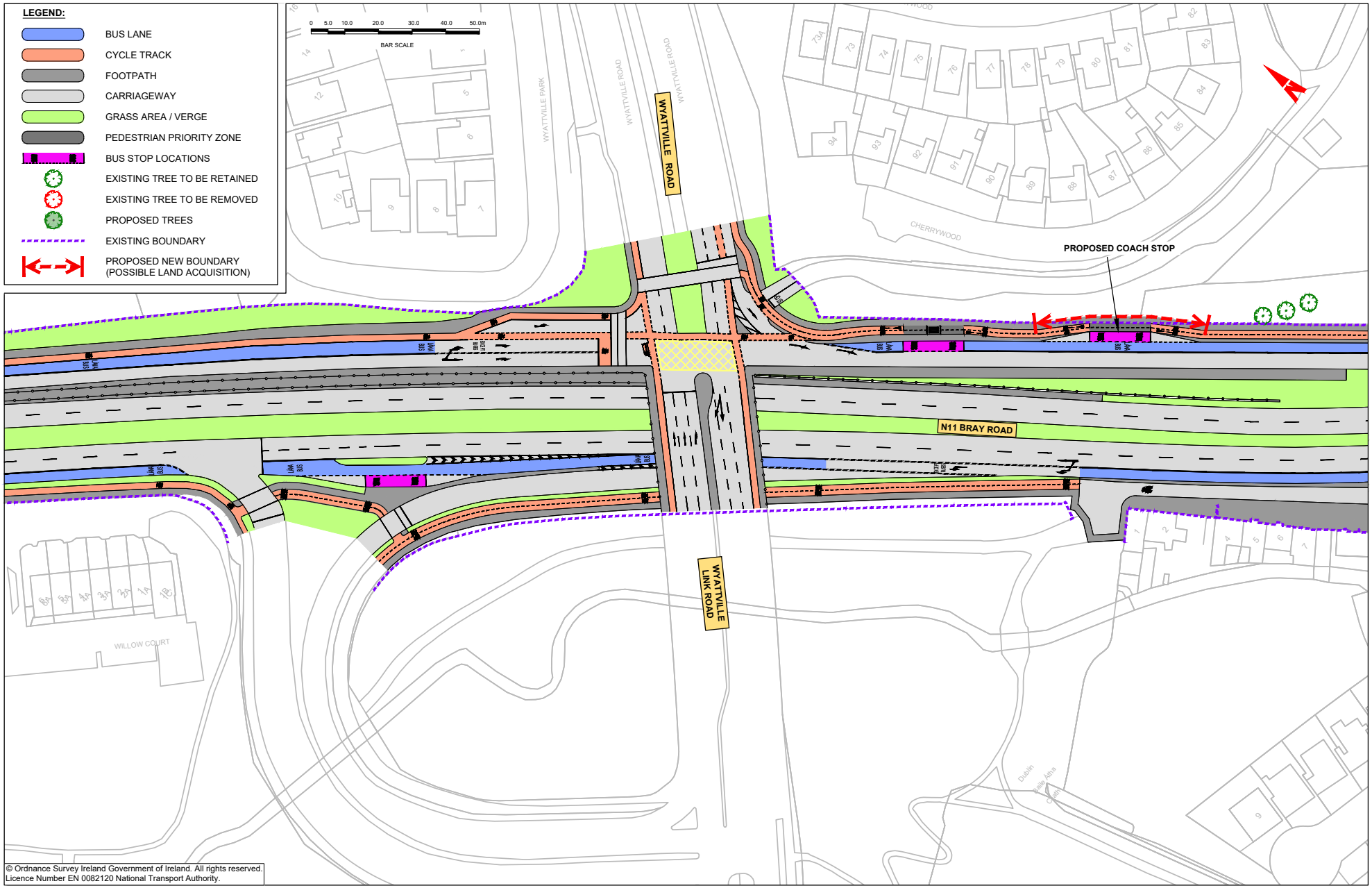
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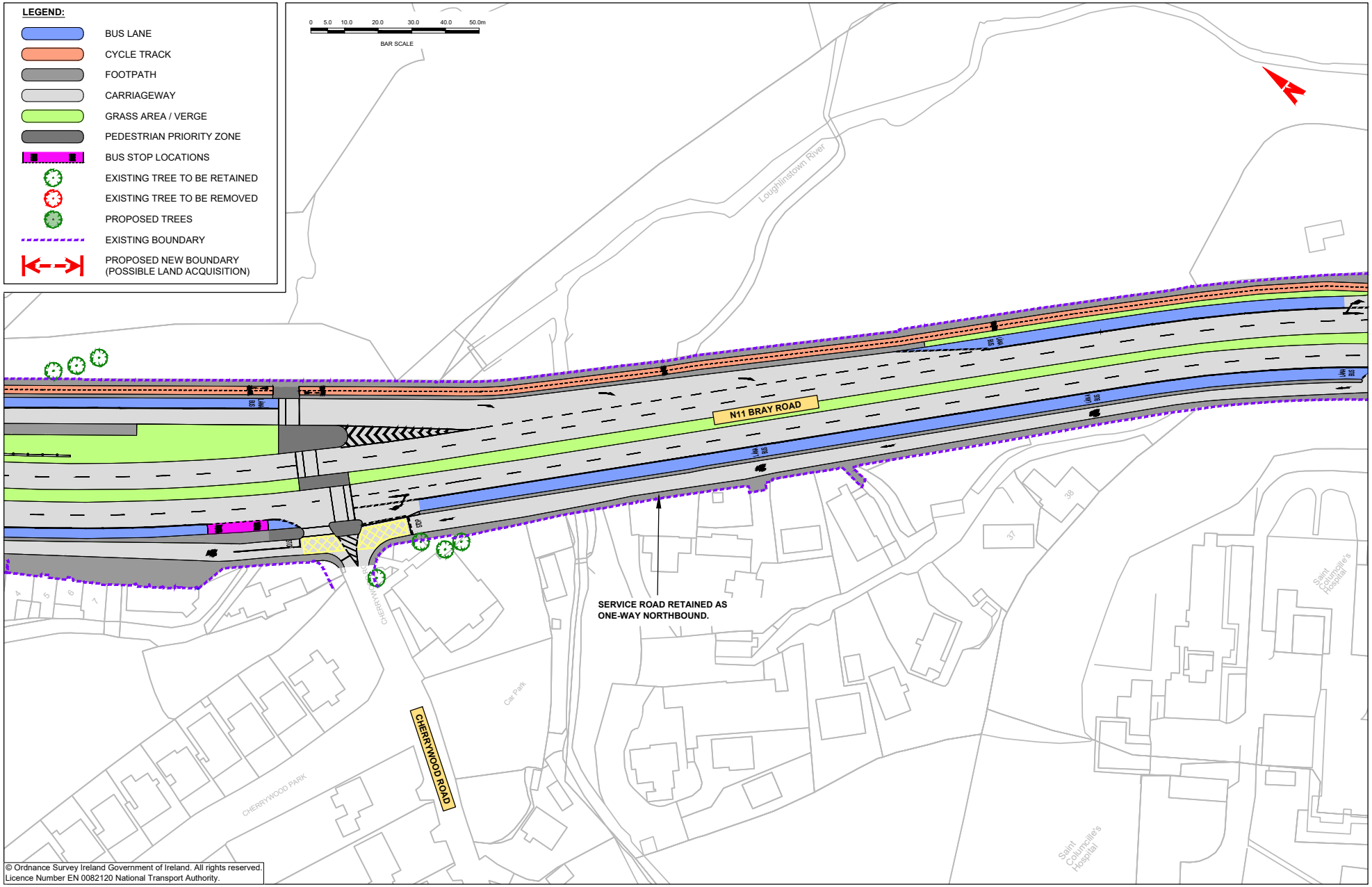
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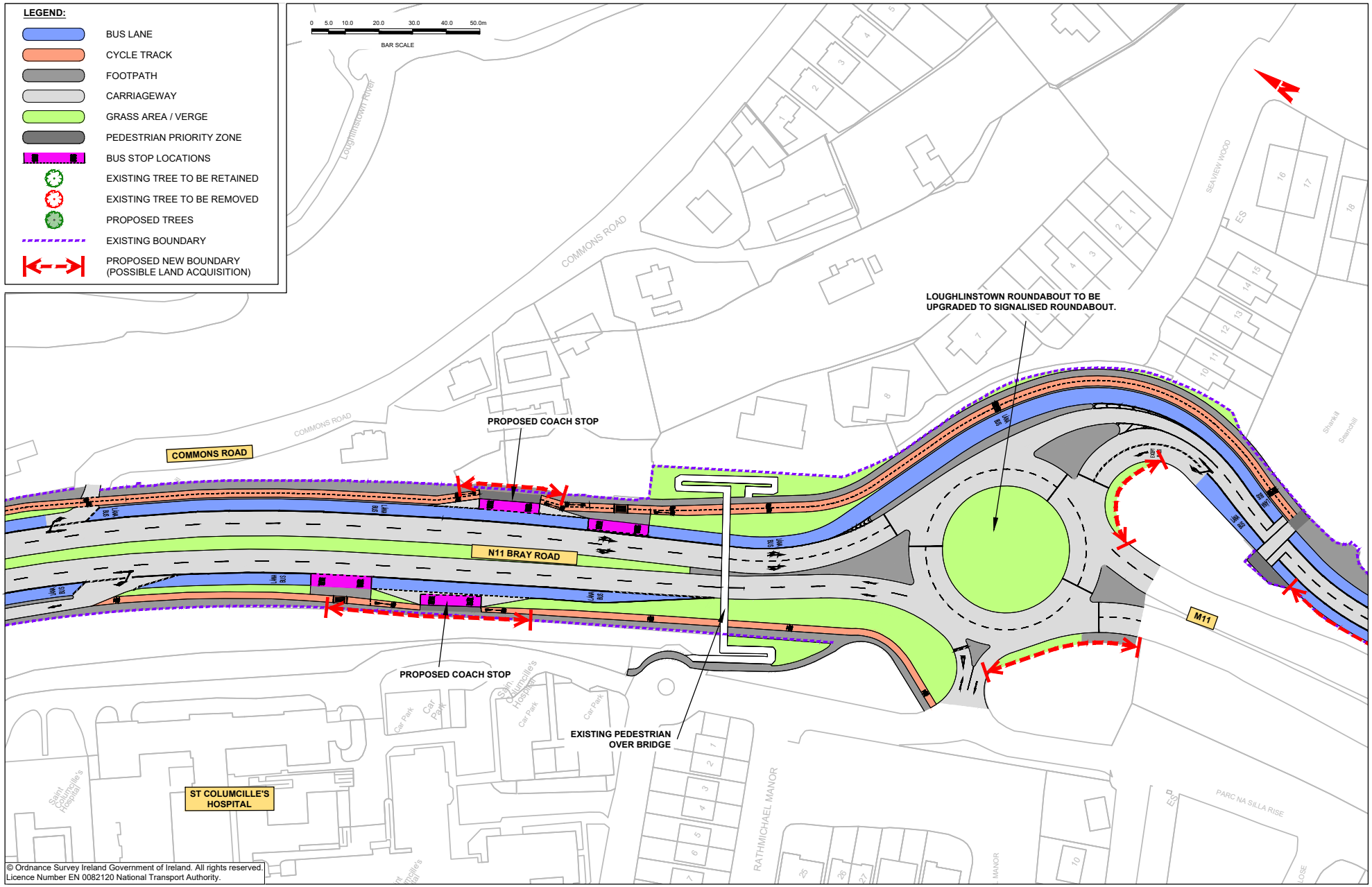


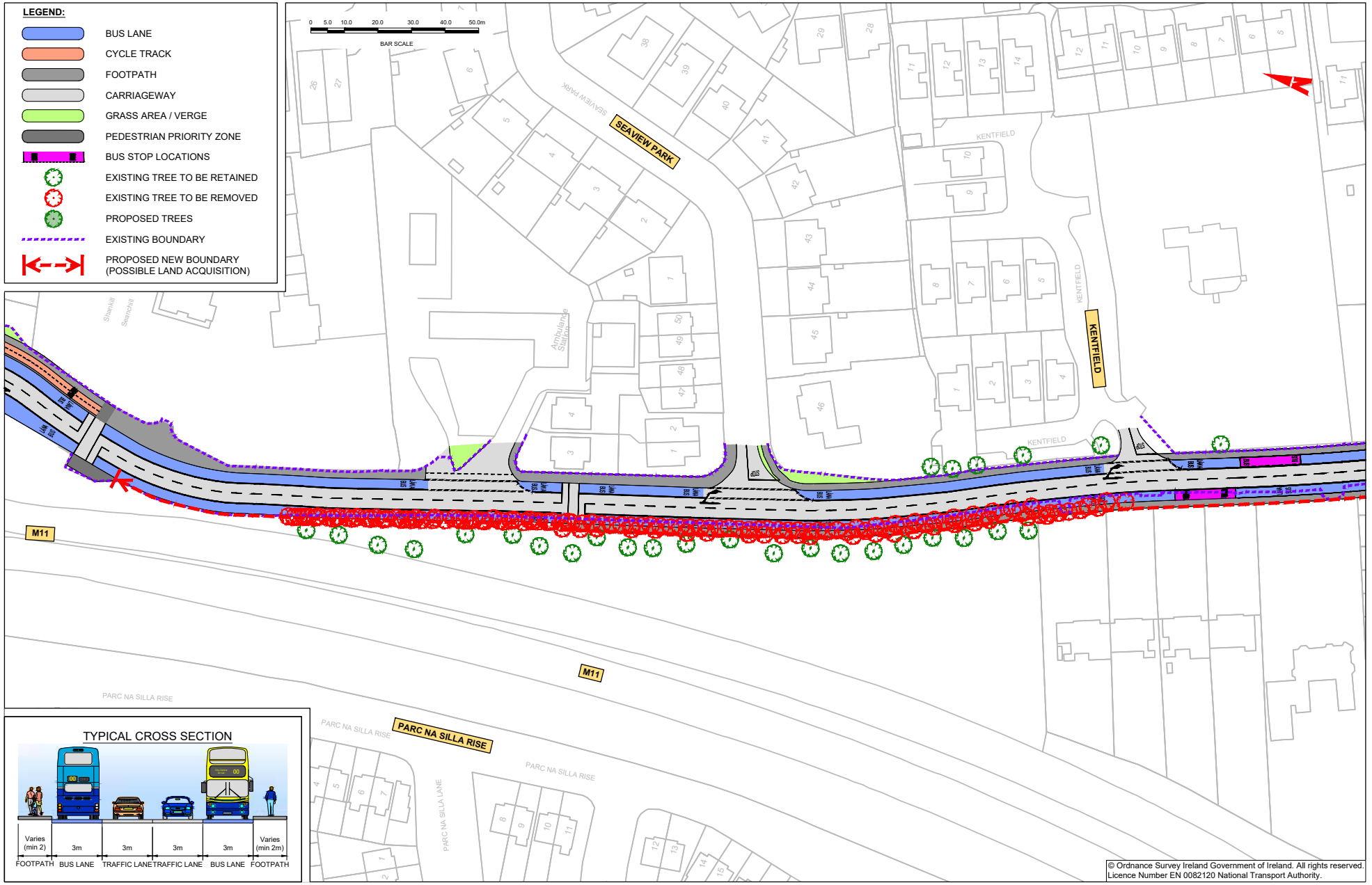

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PROPOSED PEDESTRIAN LINK
N11 BRAY ROAD
PROPOSED COACH STOP
WILLOW AVENUE
WILLOW PLACE
WILLOW COURT
WILLOW CRESENT
SHANGANAGH VALE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING 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
WYATTVILLE ROAD
WYATTVILLE LINK ROAD
N11 BRAY ROAD
PROPOSED COACH STOP
CHERRYWOOD
WILLOW COURT
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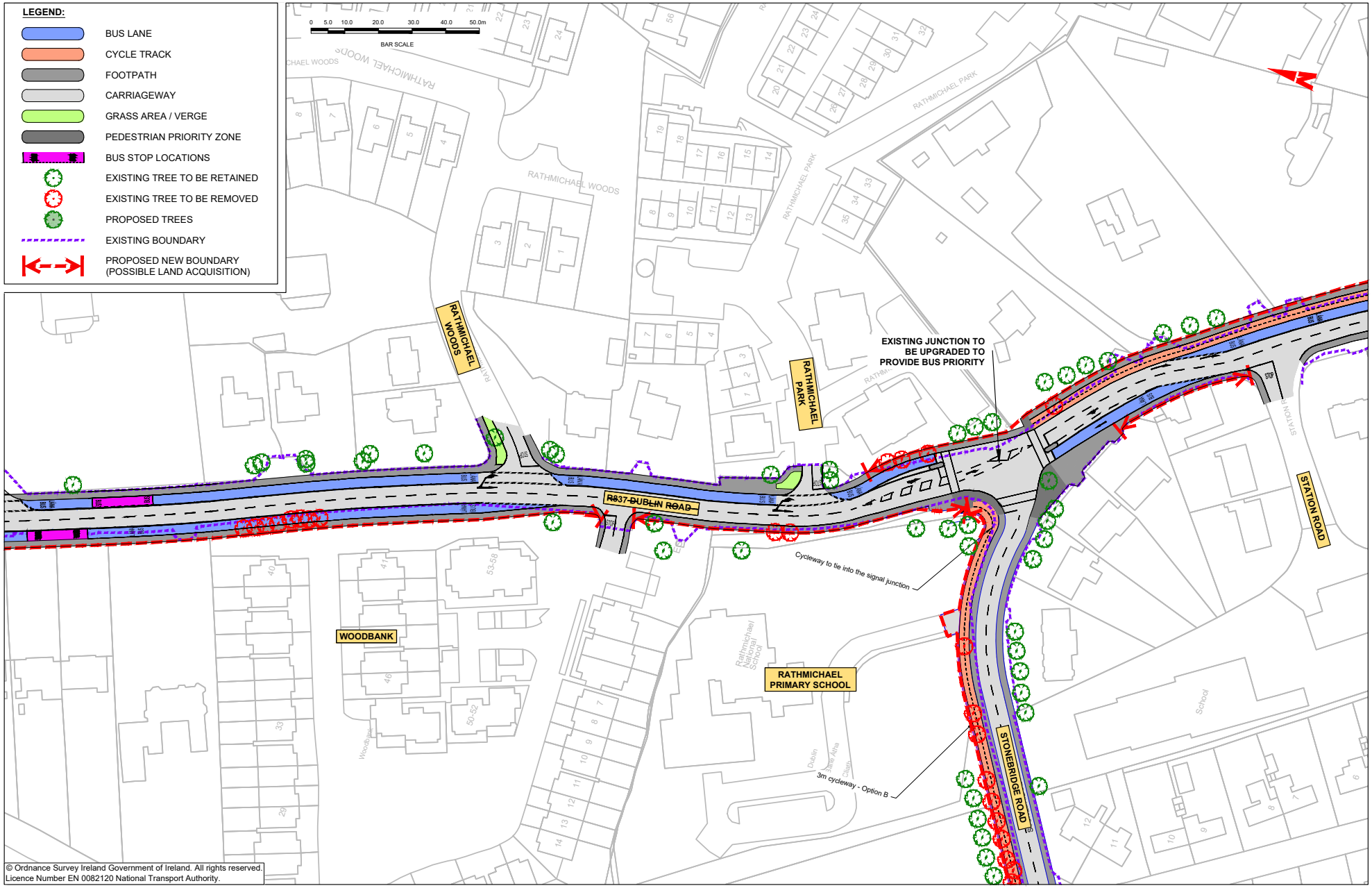
MAP 41: Preferred Route



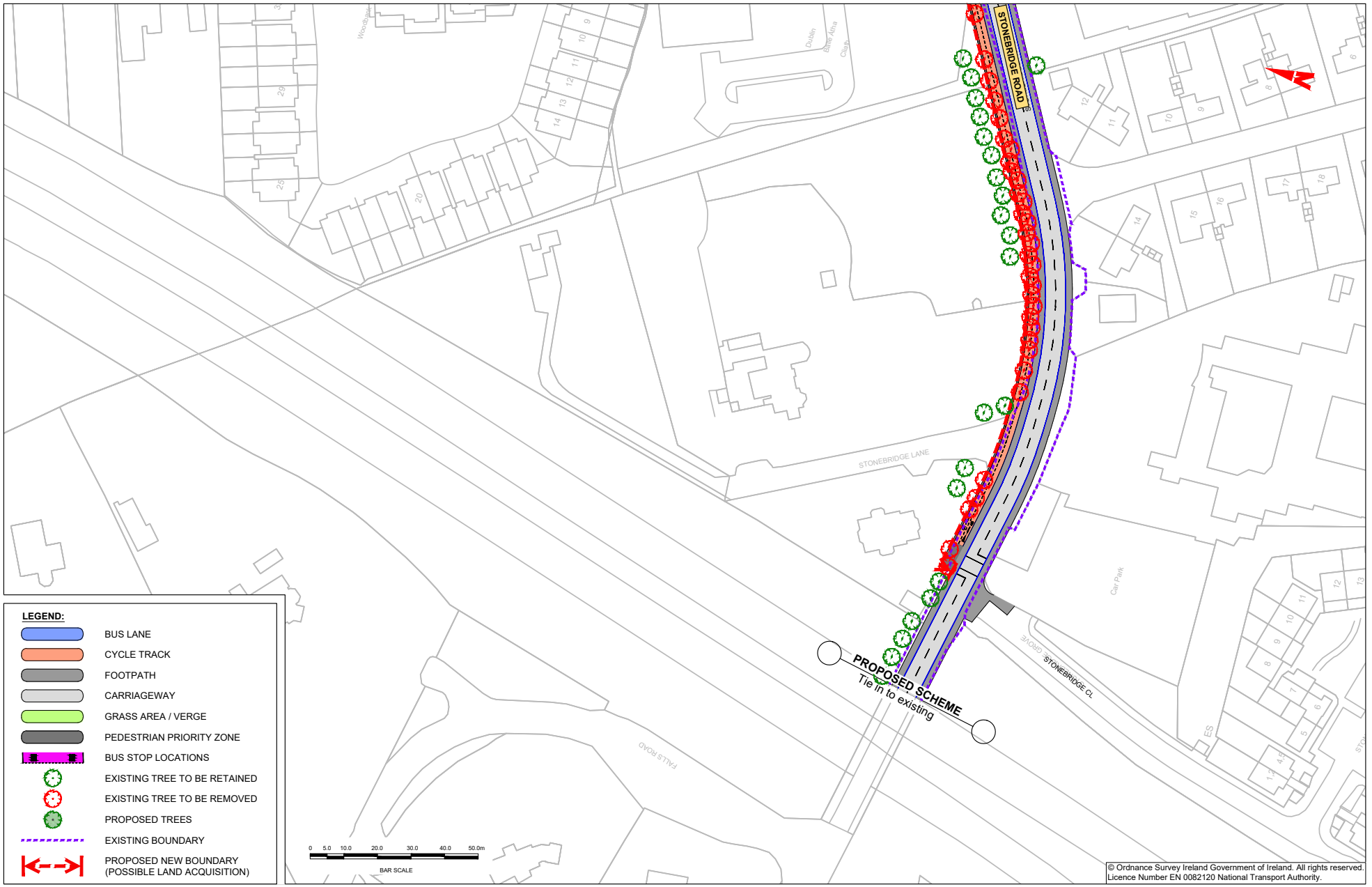

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
LOUGHLINSTOWN ROUNDABOUT TO BE UPGRADED TO SIGNALISED ROUNDABOUT.
PROPOSED COACH STOP
COMMONS ROAD
N11 BRAY ROAD
PROPOSED COACH STOP
EXISTING PEDESTRIAN OVER BRIDGE
M11
ST COLUMCILLE'S HOSPITAL
RATHMICHAEL MANOR
PARC NA SILLA RISE
SEAVIEW WOOD
Loughlinstown River
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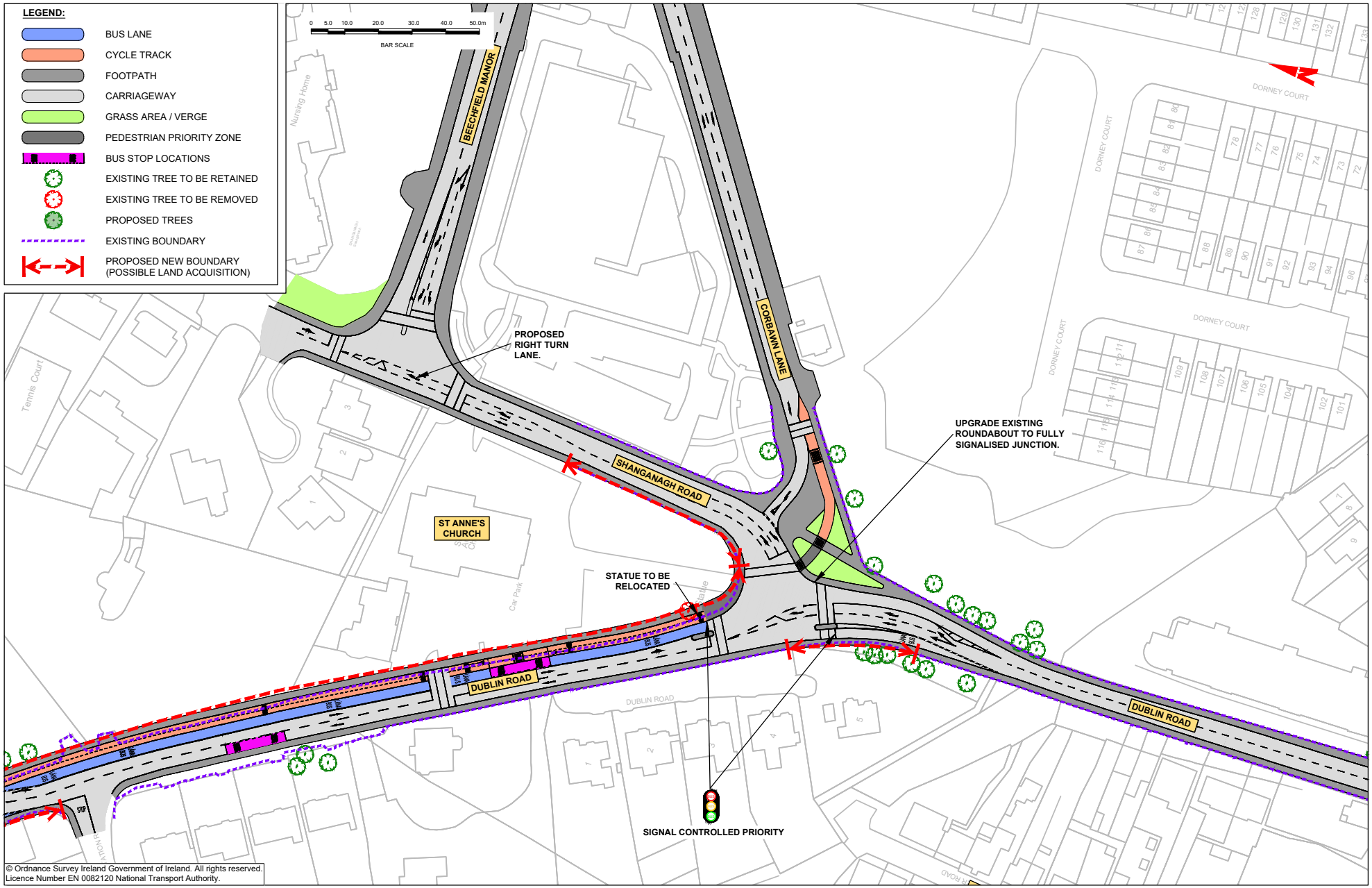
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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
RATHMICHAEL WOODS
RATHMICHAEL PARK
EXISTING JUNCTION TO BE UPGRADED TO PROVIDE BUS PRIORITY
R837-DUBLIN ROAD
STATION ROAD
Cycleway to tie into the signal junction
WOODBANK
RATHMICHAEL PRIMARY SCHOOL
3m cycleway - Option B
STONERIDGE ROAD
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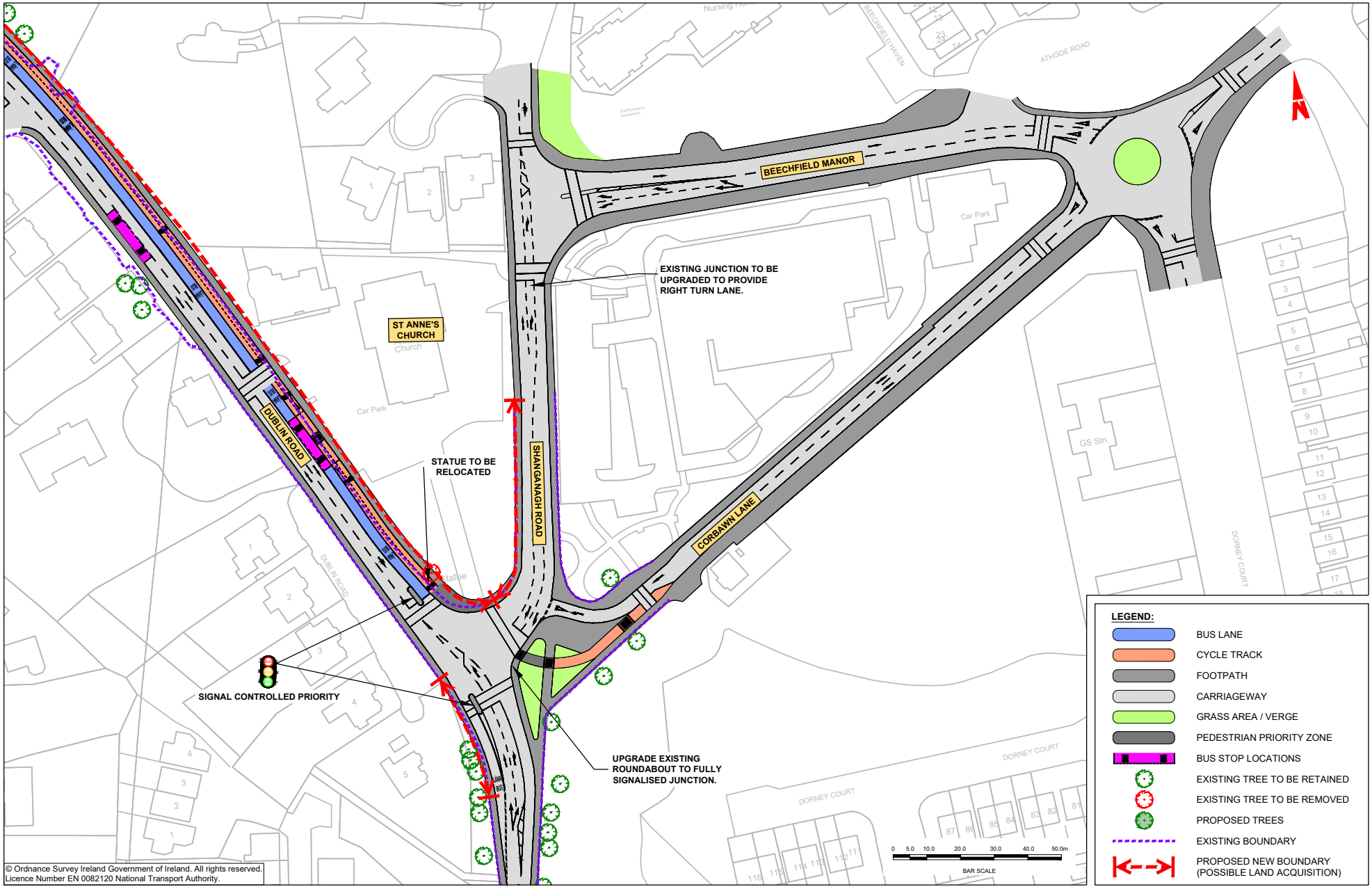
MAP 44A: Preferred Route



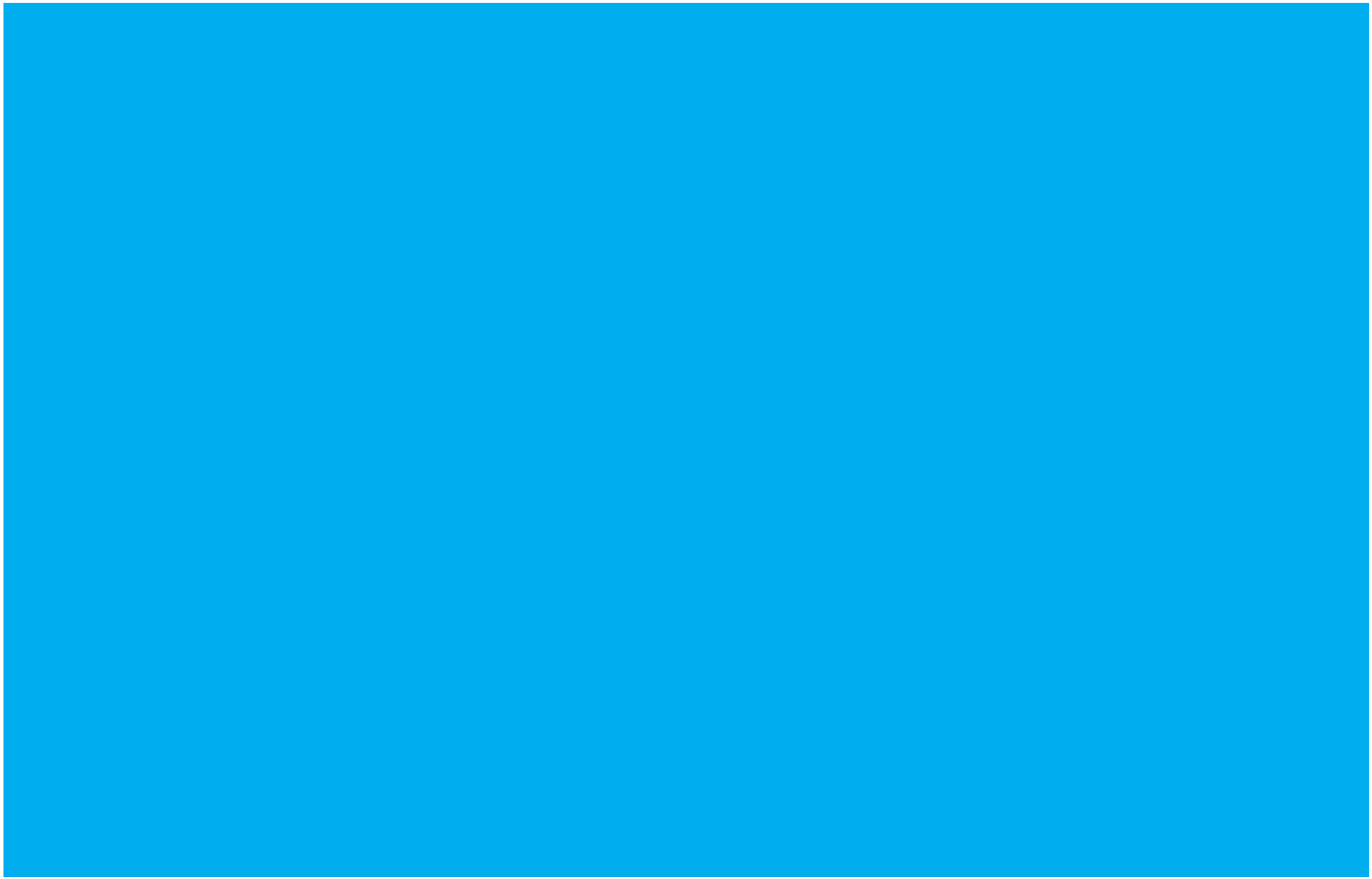
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LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
BAR SCALE
BEECHFIELD MANOR
CORBAWN LANE
SHANGANAGH ROAD
DUBLIN ROAD
DORNEY COURT
ST ANNE'S CHURCH
PROPOSED RIGHT TURN LANE.
UPGRADE EXISTING ROUNDABOUT TO FULLY SIGNALISED JUNCTION.
STATUE TO BE RELOCATED
SIGNAL CONTROLLED PRIORITY
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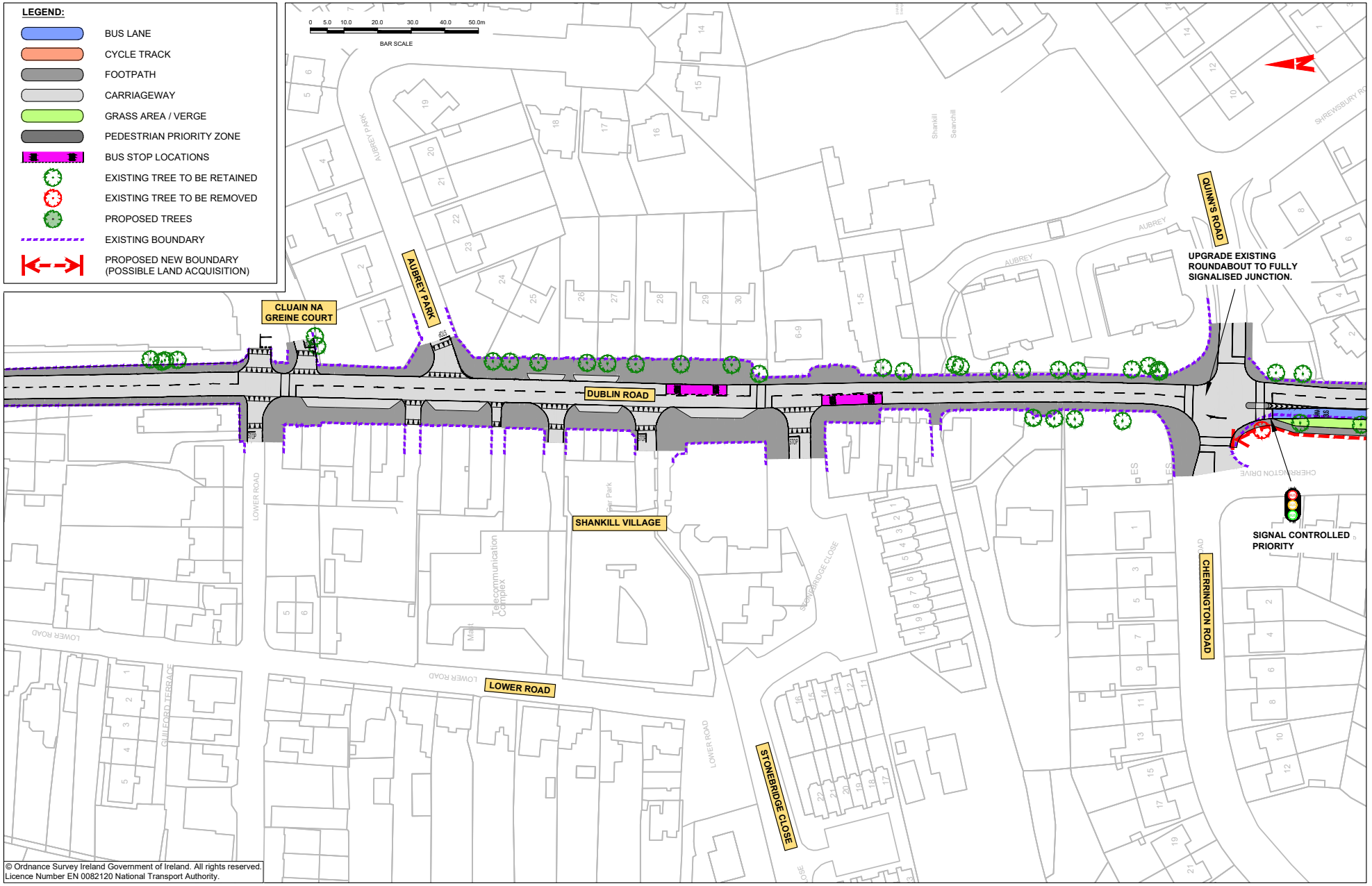
MAP 45A: Preferred Route



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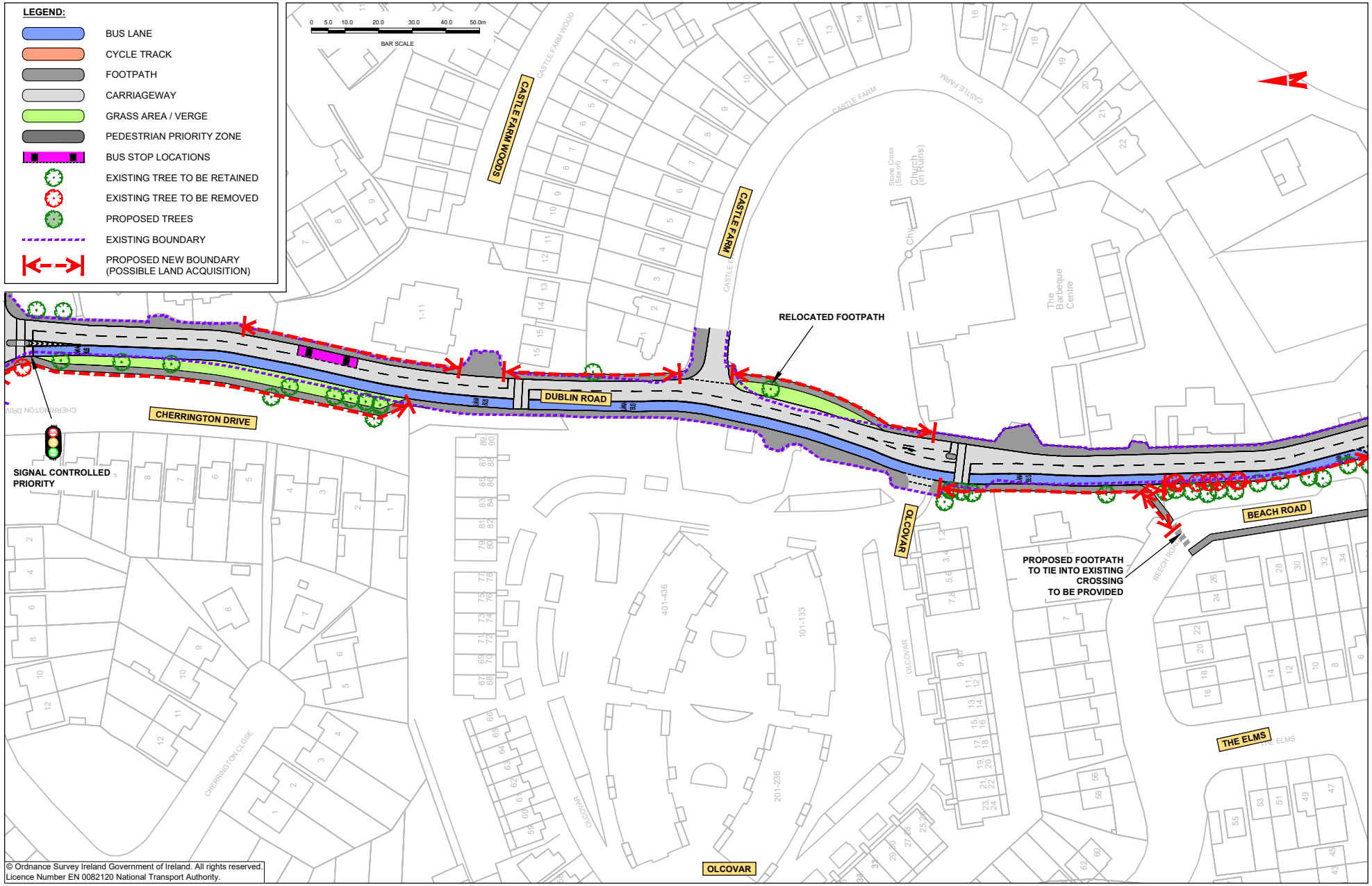


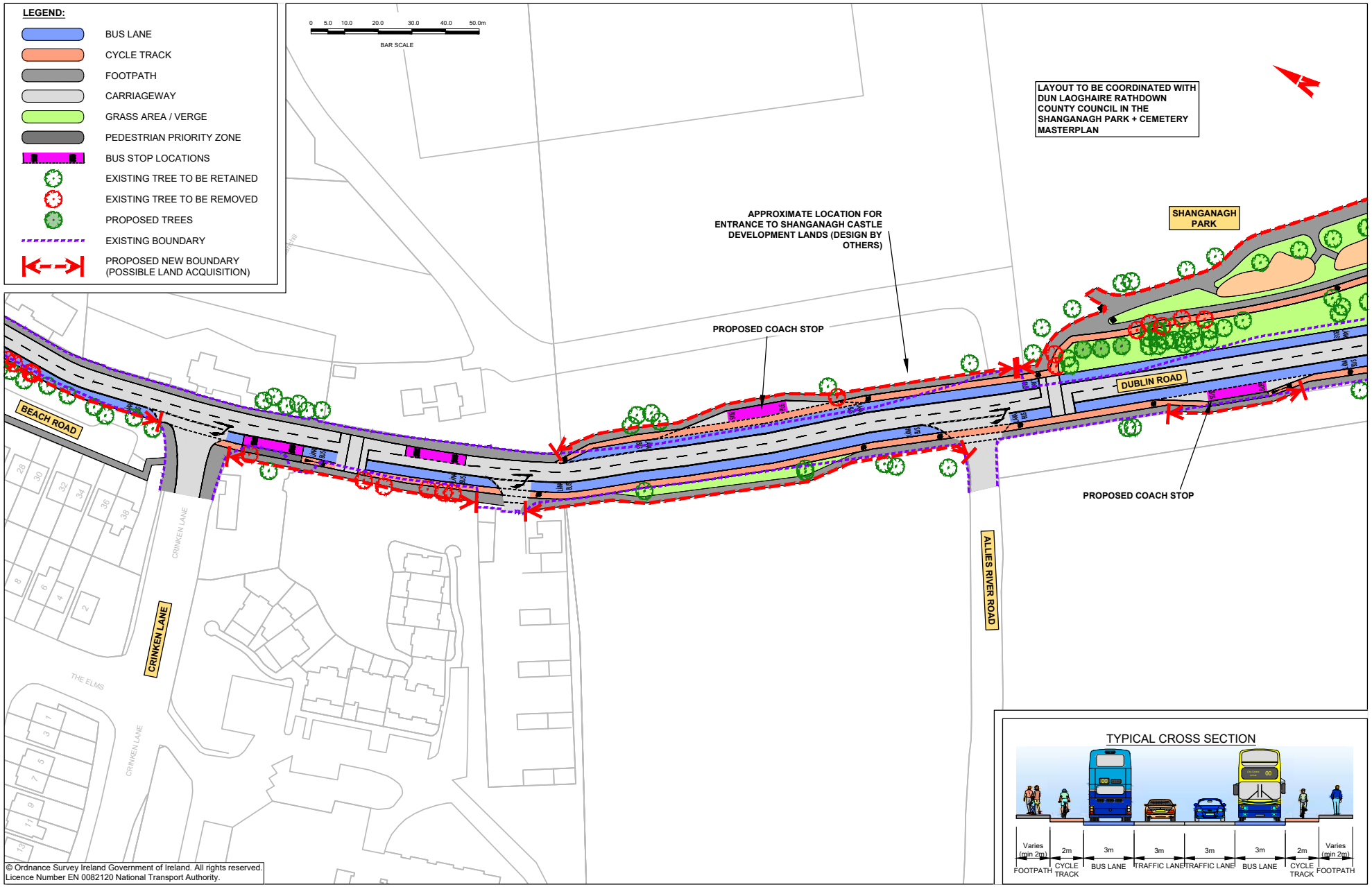
MAP 46: Preferred Route




DUBLIN ROAD

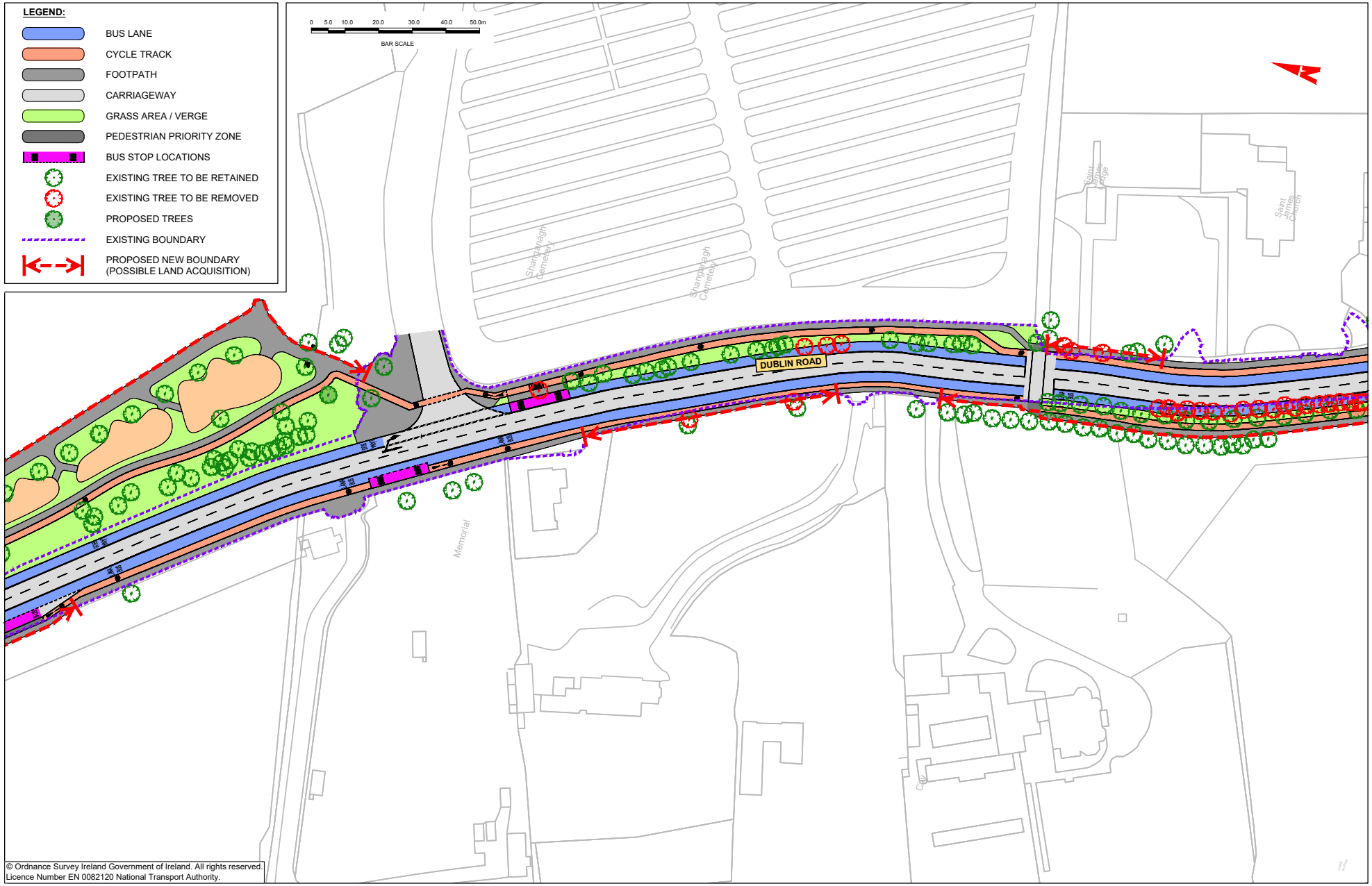
MAP 47: Preferred Route



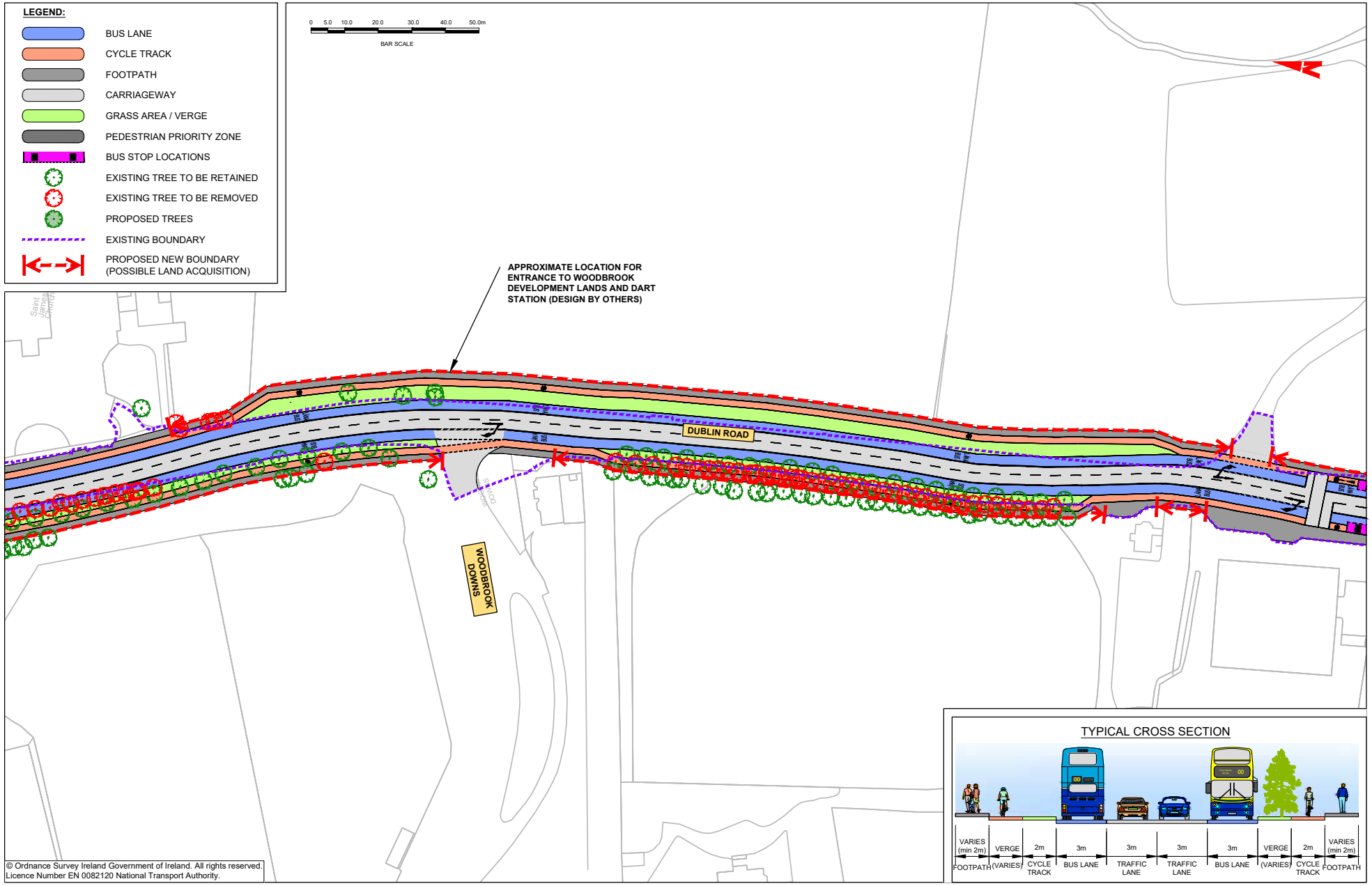


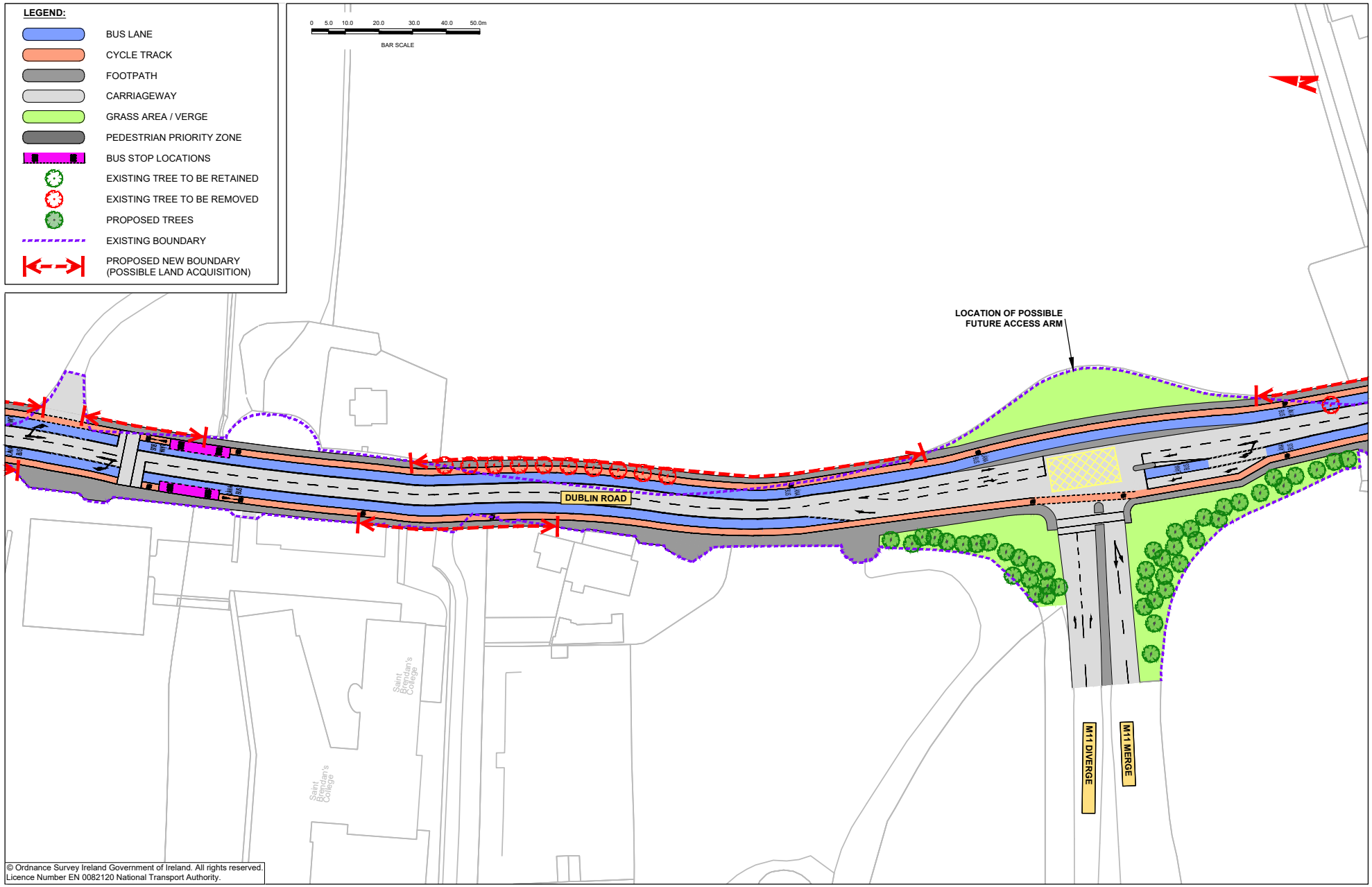
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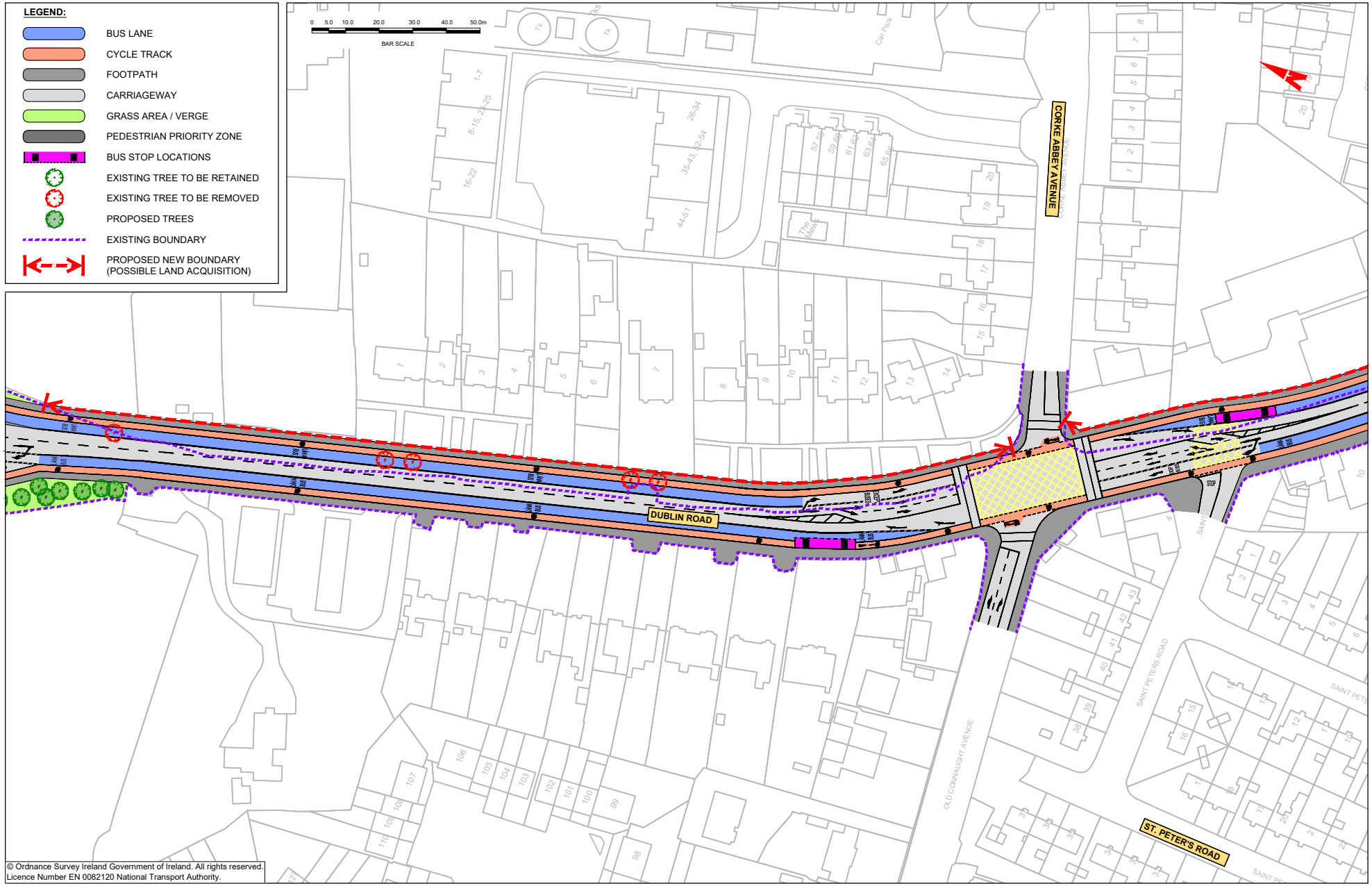
MAP 49: Preferred Route

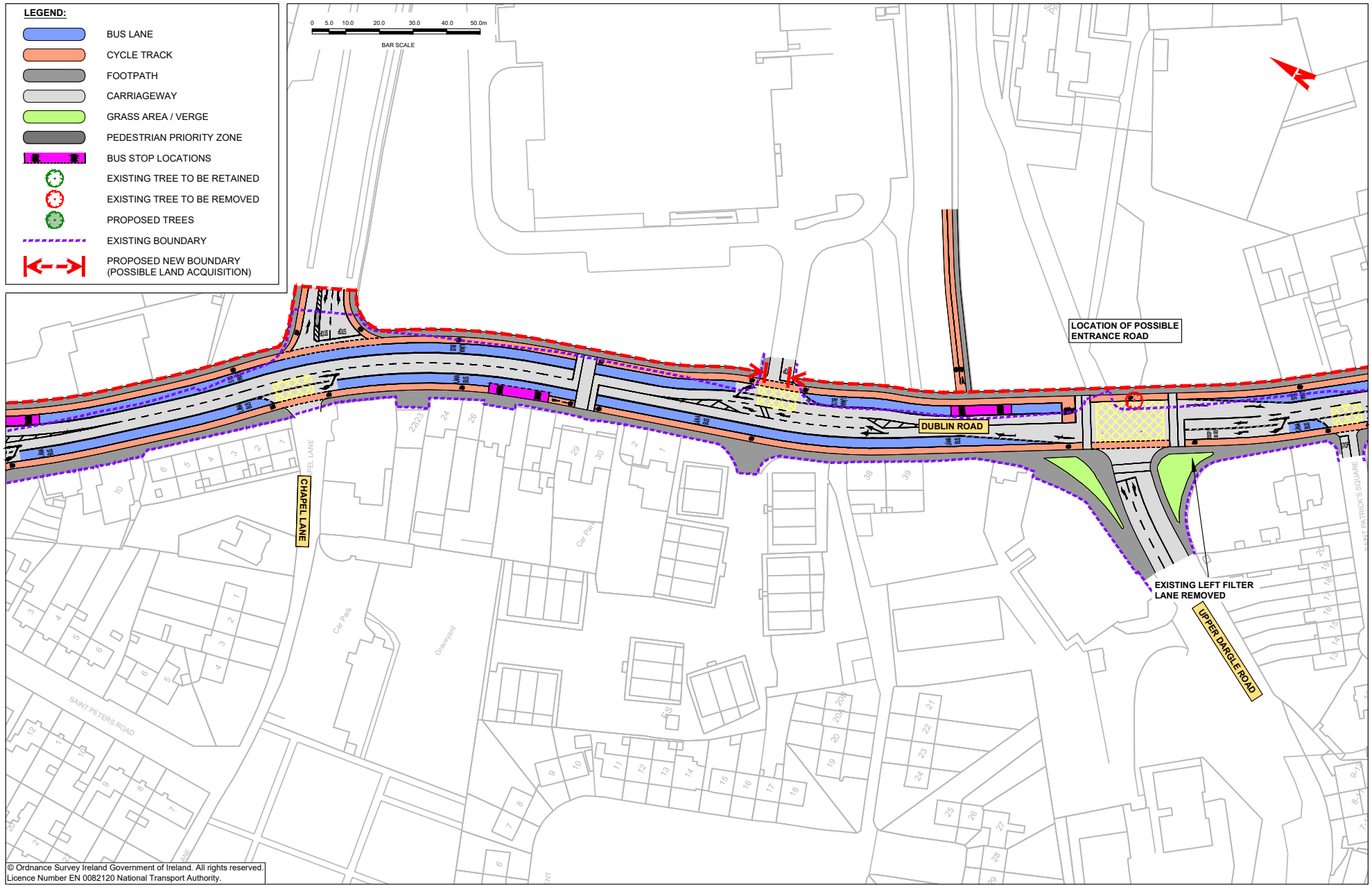


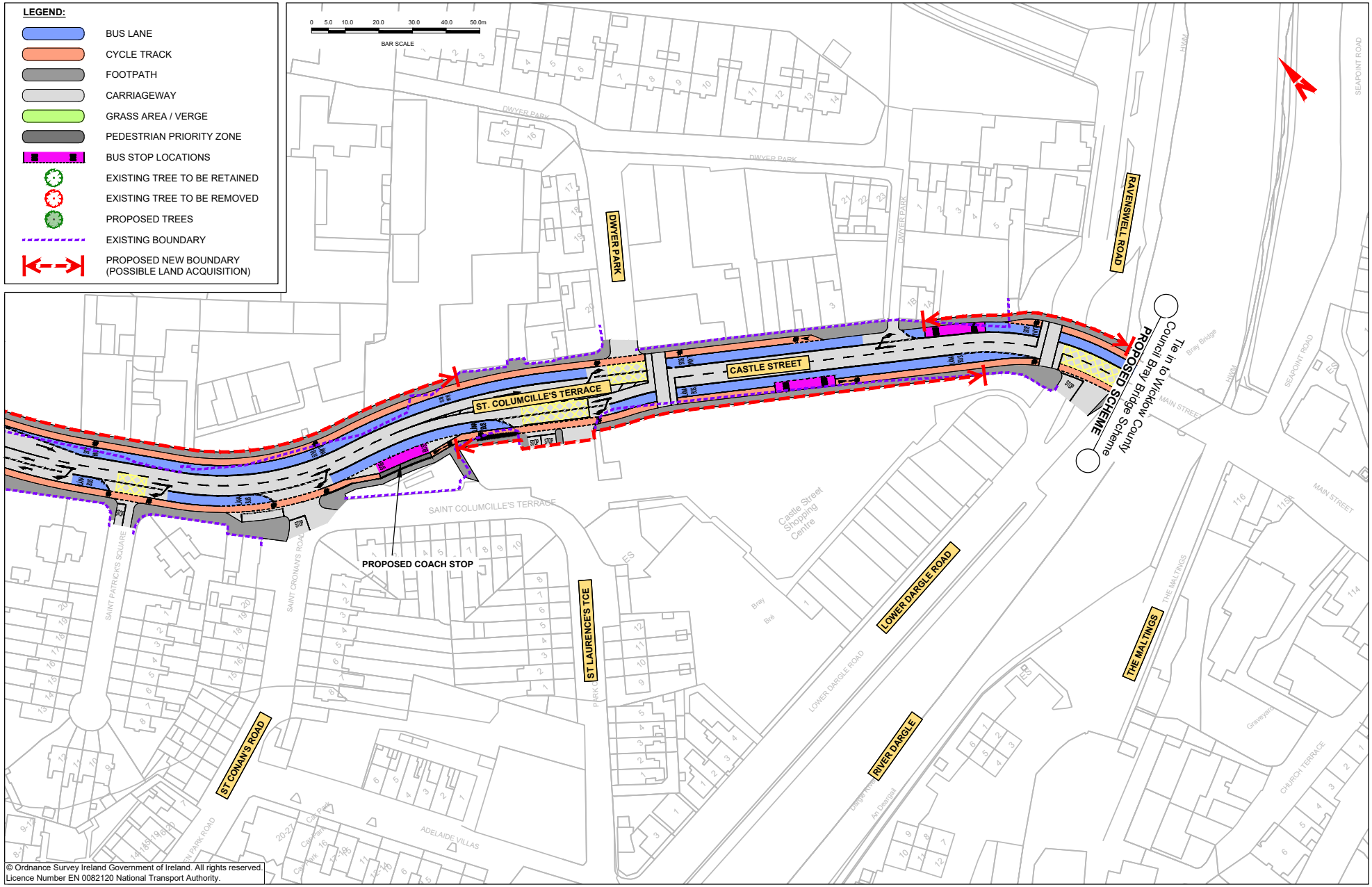

Dublin Bus
Bus

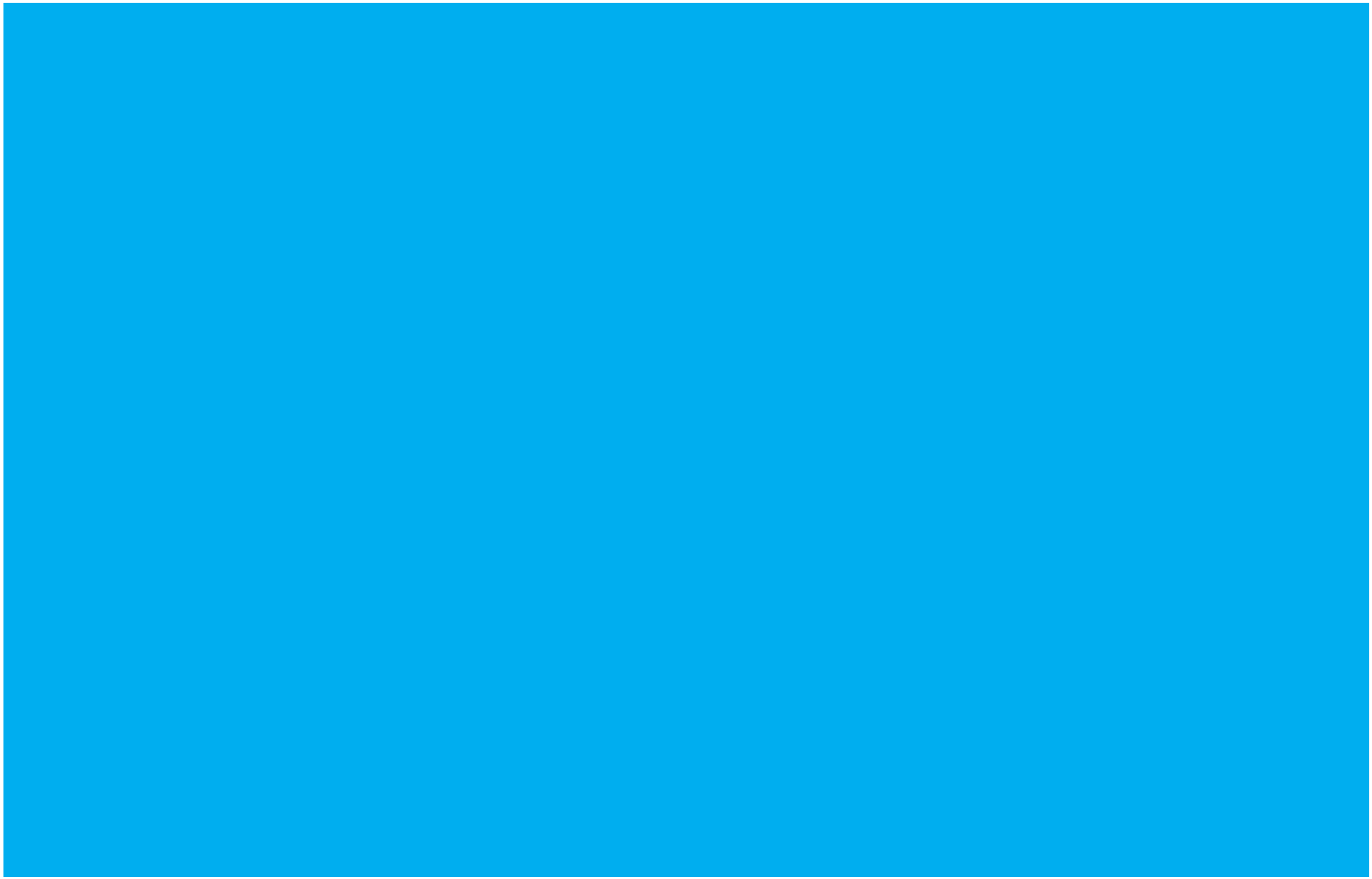

LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
APPROXIMATE LOCATION FOR ENTRANCE TO WOODBROOK DEVELOPMENT LANDS AND DART STATION (DESIGN BY OTHERS)
DUBLIN ROAD
WOODBROOK DOWNS
TYPICAL CROSS SECTION
VARIES (min 2m) FOOTPATH
VERGE (VARIES)
2m CYCLE TRACK
3m BUS LANE
3m TRAFFIC LANE
3m TRAFFIC LANE
3m BUS LANE
VERGE (VARIES)
2m CYCLE TRACK
VARIES (min 2m) 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)
0 5.0 10.0 20.0 30.0 40.0 50.0m
BAR SCALE
N
LOCATION OF POSSIBLE FUTURE ACCESS ARM
DUBLIN ROAD
M11 DIVERGE
M11 MERGE
Saint Brendan's College
Saint Brendan's College
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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
CORKE ABBEY AVENUE
DUBLIN ROAD
OLD CONNAUGHT AVENUE
SAINT PETERS ROAD
ST. PETER'S ROAD
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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
LOCATION OF POSSIBLE ENTRANCE ROAD
DUBLIN ROAD
CHAPEL LANE
EXISTING LEFT FILTER LANE REMOVED
UPPER DARGLE ROAD
SAINT PETERS ROAD
SAINT PATRICK'S SQUARE
Car Park
Graveyard
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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)
BAR SCALE
DWYER PARK
RAVENSWELL ROAD
CASTLE STREET
ST. COLUMCILLE'S TERRACE
PROPOSED SCHEME
The In to Wicklow County Council Bray Bridge Scheme
PROPOSED COACH STOP
SAINT COLUMCILLE'S TERRACE
Castle Street Shopping Centre
ST LAURENCE'S TCE
LOWER DARGLE ROAD
THE MALTINGS
RIVER DARGLE
ST CONAN'S ROAD
SAINT PATRICK'S SQUARE
SAINT CRONAN'S ROAD
ADELAIDE VILLAS
MAIN STREET
SEAPOINT ROAD
CHURCH TERRACE
Graveyard
Bray Bridge
Bray Bré
An Dearnal
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National Transport Authority

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Harcourt Lane,
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