



Hollyhill to City

Sustainable Transport Corridor

Public Consultation March 2023

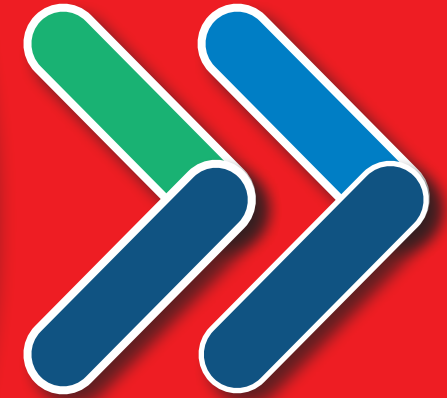


Rialtas
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2040

**BUS
CONNECTS
CORK**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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1. Introduction

1.1 What has happened so far?

Between June 30th 2022 and October 3rd 2022, the National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total.

All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

We are now publishing those revised proposals, referred to as Preferred Route Options, for the eleven remaining Sustainable Transport Corridors and commencing a second round of public consultation in relation to the plans.

This document is one of a series of eleven information booklets, each dedicated to a single corridor. The document provides a written description of the Preferred Route Option from start to finish with supporting maps and includes information on any revisions and key changes made from the initial Emerging Preferred Route.

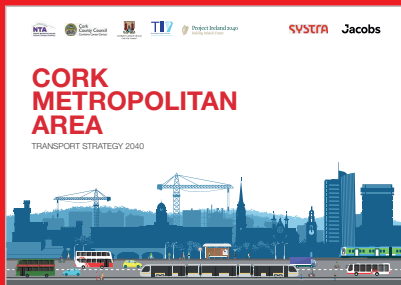
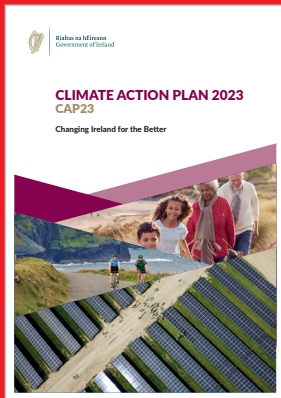
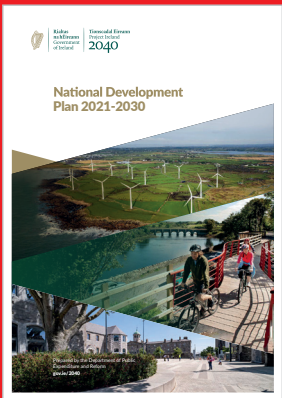
The original brochures detailing each Emerging Preferred Routes, published last year, remain available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning 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 policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies:

- The National Development Plan 2021 - 2030;
- Cork Metropolitan Area Transport Strategy 2040; and
- The Climate Action Plan 2023.

Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.



BusConnects Cork: At a glance



91km of new bus lane / bus priority

making journeys faster and more reliable

96km of cycle facilities

(one direction)
delivering 48km
of the cycle network.



Redesigning the bus network



State-of-the-art ticketing system

Cashless payment system



Simpler fare structure



New Park & Ride sites
in key locations



Transitioning to a new
Zero emissions bus fleet



New bus stops and shelters
with better signage
and information

1.3 What are the benefits of this project?



Faster, more reliable journeys

By removing buses from traffic congestion, the punctuality and reliability of the bus system is vastly improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable.



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. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.



Cork's carbon neutral target

Cork has been selected by the European Commission to become one of Europe's first climate neutral cities by 2030 under the EU's Cities Mission Programme. Through enabling more people to use public transport, cycling and walking, the development and delivery of BusConnects Cork will be essential to achieve that climate neutral city ambition.



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 to use, 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 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.



Pedestrians and Urban Realm

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.

1.4 Understanding the terminology

1. Sustainable Transport Corridor (STC):

Part of the overall BusConnects Programme is to create eleven Sustainable Transport Corridors (STCs) along existing roads across Cork city, representing key bus and cycling routes. The development of these Sustainable Transport Corridors will enable efficient bus movement along these routes, together with the provision of safe, segregated cycling facilities, where feasible, in addition to accommodating general traffic movement.

The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates (described later), such that buses will no longer be delayed by traffic congestion.

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 lanes/tracks, there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route:

The NTA published outline plans for each of the Sustainable Transport Corridors in a non-statutory public consultation process in June 2022. The options were called Emerging Preferred Routes to inform the public of the indicative layout of the roadways with the necessary infrastructure in place, at that stage of the design process. They included indications of potential impacts on gardens and other land

areas, and potential changes to how traffic would operate to facilitate bus priority.

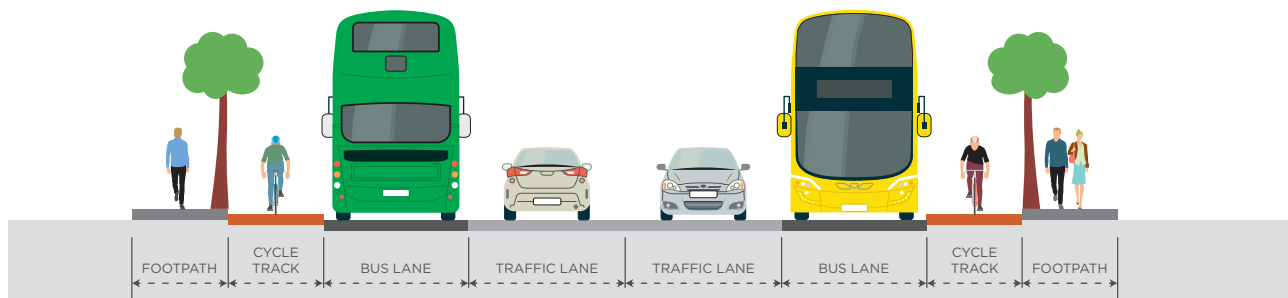
4. Preferred Route Option:

Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Each of the revised proposals is now referred to as a Preferred Route Option (PRO) and these will be the subject of a second round of non-statutory public consultation.

These are not final scheme proposals as they are subject to further consideration of the feedback from the second round of public consultation and are also to subsequent examination in the context of environmental impact assessment.

5. Bus Gate

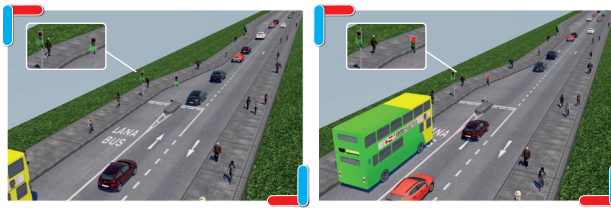
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road 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. Further information on how a Bus Gate would work is detailed in Section 1.5.

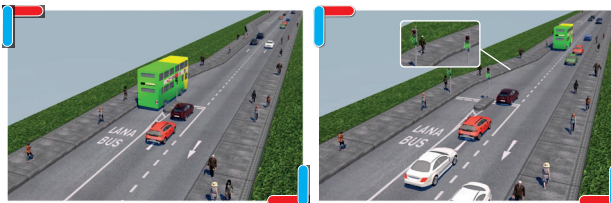
6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of traffic where both buses and traffic are sharing the same lane, but it is only effective for short distances. This arrangement typically arises where a bus lane cannot be continued 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 prevent widening of the road to make space for a bus lane.



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.

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 traffic 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 roadway widths along a Sustainable Transport Corridor cannot facilitate cyclists in addition to bus facilities, alternative cycle links have been explored along nearby routes. 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

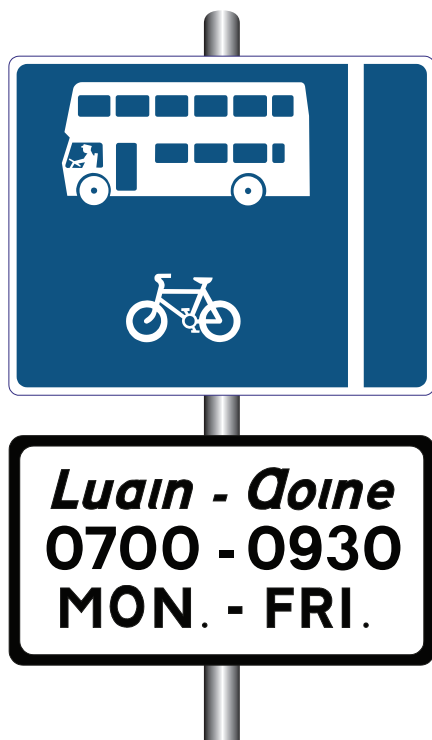
the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street treatment would involve appropriate advisory signage for both general road users and cyclists.

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. 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.

1.5 Understanding how a Bus Gate would work

As you study the brochures and examine the detail in our Preferred Route Option proposals, you will notice that we are proposing the use of Bus Gates to deliver the desired improvement in bus reliability at various locations across the city.



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 during the hours of operation of the Bus Gate. 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.

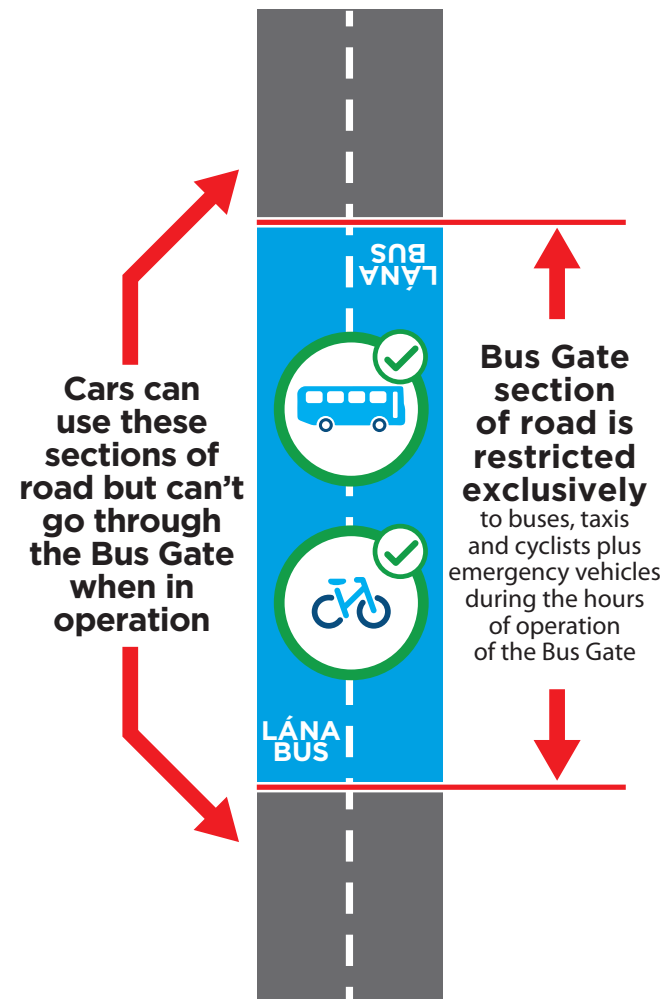
As part of the BusConnects Cork project, one and two-way Bus Gates are currently being considered at various locations along the proposed Sustainable Transport Corridors.

Will Bus Gates be 24-hours?

24-hour Bus Gates are an option in areas where it is considered necessary. However, in most cases 24-hour Bus Gates are not necessary and Bus Gates can be timed to operate only during peak traffic periods when traffic congestion is most significant.

Will there be physical infrastructure at the Bus Gate?

A Bus Gate is simply markings on the road that delineates where a short section of bus lane starts and finishes. It will be sign-posted to



LÁNA BUS

inform drivers that that section of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during its operational hours. A sign-post at either end of the bus lane will include the details of the operational hours.

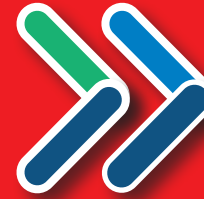
What happens if I am driving towards a Bus Gate during the hours of operation?

Adequate signage will be placed along the route to redirect general traffic away from the bus gate prior to arrival at the bus gate.

How will the Bus Gate affect residents who live near one and wish to use their private car?

This short length of road, as described above, is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation. This means residents who live near to a Bus Gate may, depending on the journey direction, have to seek alternative route options,

similar to other drivers. The Bus Gate restrictions will only apply to the short section of road that is clearly highlighted with road markings and sign-posts. During operational hours, accessing the road beyond the Bus Gate in a private car will still be possible, once you use alternative routing options.



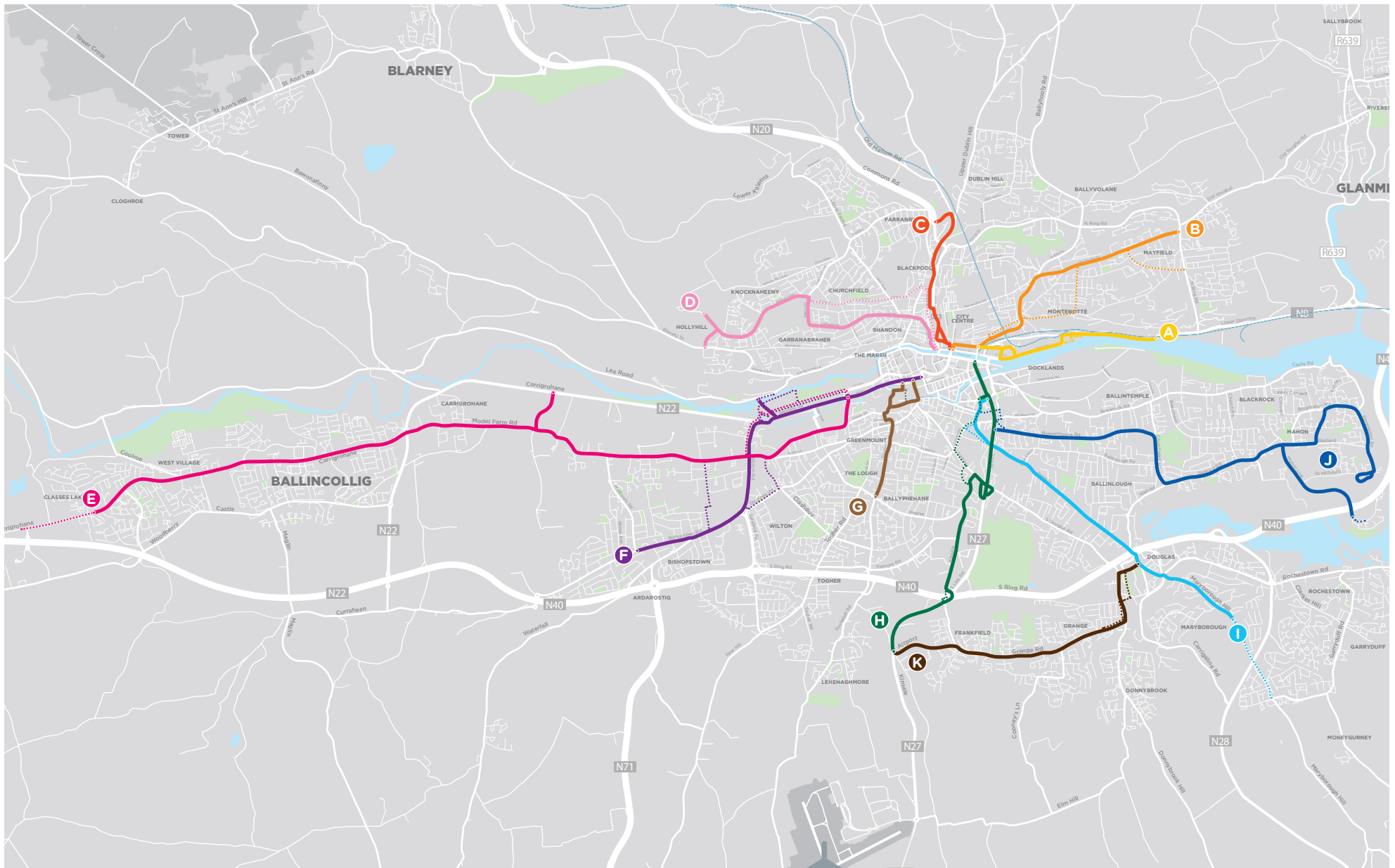
1.6 Sustainable Transport Corridors

- A** Dunkettle to City
- B** Mayfield to City
- C** Blackpool to City
- D** Hollyhill to City
- E** Ballincollig to City
- F** Bishopstown to City
- G** Togher to City
- H** Airport Road to City
- I** Maryborough Hill to City
- J** Mahon to City
- K** Kinsale Road to Douglas

———— Sustainable Transport Corridor

..... Alternative Cycle Facilities





2. Preferred Route Option Description

2.1 Hollyhill to City Overview

The Hollyhill to City Sustainable Transport Corridor (STC D) commences at the Apple Campus on Tadhg Barry Road. A short extension has been added to STC D, along Harbour View Road between the junction with Blarney Road and the junction with Tadhg Barry Road. The corridor proceeds on Tadhg Barry Road, Harbour View Road Baker's Road and Cathedral Road.

From Cathedral Road the corridor proceeds on Cathedral Street, Roman Street, Upper John Street, John Redmond Street and Mulgrave Road to Camden Quay. The proposed corridor also connects in with Sustainable Transport Corridor C (STC C) - Blackpool to City at the intersection of O'Connell Street and Watercourse Road.

Priority will be provided for buses on STC D using dedicated bus lanes on Tadhg Barry Road, Harbour View Road and Baker's Road as far as the junction with St. Mary's Health Campus. Cathedral Road, Cathedral Street, Roman Street, Upper John Street, John Redmond Street and Mulgrave Road are physically constrained. A series of bus priority traffic signals and bus gates at key locations will remove through traffic and deliver bus priority along this section of the STC.

Connectivity for cyclists includes dedicated cycle tracks on Tadhg Barry Road, Harbour View Road and Baker's Road as far as the junction of Baker's Road and St. Colmcille's Road. From here dedicated cycle tracks are provided on St. Colmcille's Road, Sunvalley Drive, North Monastery Road and O'Connell Street as far as the junction of O'Connell Street and Watercourse Road. Cycling facilities then connect into the proposals for Sustainable Transport Corridor C (STC C) - Blackpool to City, where it overlaps along Watercourse Road, from

O'Connell Street to Cathedral Walk. From here it is proposed that STC D cycleway follows a quiet street route along Upper John Street, Lower John Street and Knapp's Square.

The following paragraphs will describe each section of STC D in more detail, identifying the measures proposed so that sustainable transport is prioritised.



2.2 Route Description

2.2.1 Tadhg Barry Road to Baker's Road via Harbour View Road

The corridor commences at the Apple Campus on Tadhg Barry Road and travels east onto Harbour View Road as far as the junction with Baker's Road. It is proposed to provide continuous cycle tracks in both directions from the Apple Campus to the junction with Baker's Road.

Along Harbour View Road between Blarney Road and Tadhg Barry Road, northbound bus priority is proposed through a short section of bus lane and by using bus priority traffic signals at the junction of Harbour View Road with Tadhg Barry Road, which means that buses will get a 'head-start' over cars.

Along Harbour View Road between Blarney Road and Tadhg Barry Road, southbound bus priority is proposed through a short section of bus lane and by using bus priority traffic signals at the junction of Harbour View Road

with Blarney Road, which means that buses will get a 'head-start' over cars.

It is proposed to provide continuous bus lanes in both directions from the Apple Campus to the junction with Courtown Drive.

Along Harbour View Road between Courtown Drive and Baker's Road, inbound (towards the city) bus priority is proposed through a section of bus lane and by using bus priority traffic signals at the junction of Harbour View Road and Baker's Road, which means that buses will get a 'head-start' over cars.

Over this section, outbound (towards Hollyhill) bus priority is proposed through a section of bus lane and by using bus priority traffic signals at the junction of Harbour View Road and Courtown Drive, which means that buses will get a 'head-start' over cars.

To facilitate these sustainable transport improvements, it is proposed that land take would be required at the following approximate locations:

- Lands of Apple and Hollymount Industrial Estate on Tadhg Barry Road;
- Lands to the north of Harbour View Road adjacent to the reservoir and Applegreen/Burger King; and
- Lands of St Mary's on the Hill Church and Hollyhill Shopping Centre.

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



Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Tadhg Barry Road, Harbour View Road	Continuous segregated cycle lanes on both sides of the road.
Tadhg Barry Road, Harbour View Road	Junction upgraded to prioritise pedestrian and cycle friendly design.
Harbour View Road/Courtown Drive /Terence MacSwiney Community College roundabout	Converted to a signalised junction to provide bus priority and to prioritise pedestrian and cycle friendly design. Signalised crossings for pedestrians provided on all arms of the junction.
Knocknaheeny Avenue/ Harbour View Road	Junction upgraded to prioritise pedestrian and cycle friendly design.
Harbour View Road/Baker's Road	Junction upgraded to prioritise pedestrian and cycle friendly design.

2.2.2 Baker's Road to City - Buses

It is proposed to provide bus lanes in both directions along Baker's Road as far as the junction with St. Mary's Health Campus.

Cathedral Road, Cathedral Street, Roman Street, Upper John Street, John Redmond Street and Mulgrave Road are physically constrained. A series of traffic signals and bus gates (short section of bus/cycle only roadway) at key locations will remove through traffic yet facilitate local traffic movements and deliver bus priority along this section of the STC.

Specifically, it is proposed that Cathedral Road between Baker's Road and Wolfe Tone Street will remain open to local access traffic, buses, taxis and cyclists with the following restrictions:

Bus gates (short section of bus/cycle-only roadway) are proposed at the following locations:

- ▶ Wolfe Tone Street (inbound)
- ▶ Roman Street (outbound)

These bus gates will reduce traffic volumes on Cathedral Road, which will allow buses to move more freely.

The EPR indicated that inbound (towards the city) and outbound (towards Hollyhill) bus gates were proposed at Gurranabraher Road. These bus gates are not included in the current design but, but may be required in the future depending on future traffic volumes and congestion.

Inbound (towards the city) through traffic will be facilitated on:

- ▶ Sunvalley Drive, North Monastery Road, O'Connell Street, Watercourse Road and N20.

Outbound (towards Hollyhill) through traffic will be facilitated on:

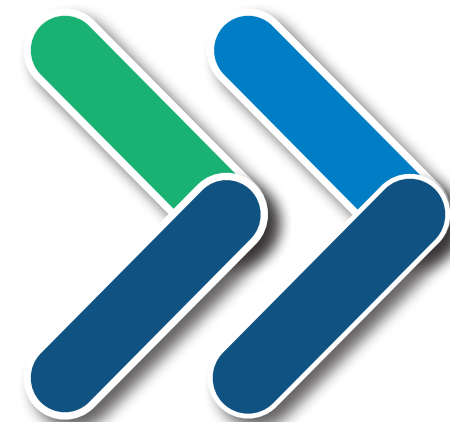
- ▶ N20, Watercourse Road, O'Connell Street, North Monastery Road and Sunvalley Drive.

Inbound (towards the city) bus priority is proposed on Mulgrave Road through a short

section of bus lane and by using a bus priority traffic signal allowing buses to go ahead of general traffic. This means that buses will get a 'head-start' over cars.

No land take is required to facilitate these sustainable transport improvements.

Along Cathedral Road (from Presentation Road to Mary Aikenhead Place) no physical works are proposed except for bus stop upgrades and improved pedestrian facilities at junctions.



Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Cathedral Road	<p>Improved bus stops and new pedestrian /toucan crossing locations to facilitate easy access to bus stops and generally improved permeability for pedestrians.</p> <p>A traffic calmed environment will provide a safer and more attractive environment for pedestrians.</p>
Cathedral Road/ Baker's Road	<p>Junction upgraded to prioritise pedestrian friendly design.</p>
Cathedral Road/ Gerald Griffin Street	<p>Left turn slip from Cathedral Road to Saint Mary's Road removed to facilitate easy pedestrian crossing.</p> <p>Additional planting proposed in this location and has potential to be used as an urban pocket park.</p>
Baker's Road	<p>New signalised toucan crossings to facilitate easy access to bus stops and generally improved permeability for pedestrians.</p>

2.2.3 Baker’s Road to City - Cyclists

Due to the constrained road width of the existing Cathedral Road, a two-way continuous cycle track is proposed along St Colmcille’s Road, Sunvalley Drive, North Monastery Road and O’Connell Street on the northern side of the road. This will include new cycle crossing facilities at the junction of Churchfield Way Lower, Gurranabraher Road, Fairhill, Redemption Road and Great William O’Brien Street.

The EPR indicated that cycle tracks would be provided on both sides of the road along this route, however the proposed design provides for a two-way cycling track on the north side of this route, which reduces the impact on trees at the junction with Sprigg’s Road, and requires fewer junction crossings, compared to the southern side.

The proposed cycle provision for STC D will link in the works currently being implemented as part of the Knapp’s Square and Lower John’s Street Area Pedestrian and Cycle Measures.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Sunvalley Drive/ Gurranabraher Road Roundabout	Converted to a signalised junction to provide bus priority and to prioritise pedestrian and cycle friendly design. Signalised crossings for pedestrians provided on all arms of the junction.
St Colmcille’s Drive, Sunvalley Drive, North Monastery Drive, O’Connell Street	A two-way continuous cycle track is proposed along the northern side of the road.
St Colmcille’s Drive, Sunvalley Drive, North Monastery Drive, O’Connell Street	Two new signalised toucan crossings to facilitate easy access to bus stops and generally improved permeability for pedestrians.
St Colmcille’s Drive/ Churchfield Way Lower	Junction upgraded to prioritise pedestrian and cycle friendly design.

2.3 Key changes from the Published EPR

- The proposed cycle tracks on both sides of the carriageway along Sunvalley Drive, North Monastery Road and O’Connell Street have been replaced with a two-way cycle track along the northern side of the carriageway, which reduces the impact on mature trees and reduces the number of junction crossings.
- The proposed bus gates at the junction of Gurrabraher Road and Cathedral Road have been removed, and the existing road layout is retained.
- The length of segregated bus lanes along Harbour View Road has been reduced, which reduces the impact on private properties.

2.4 Key Facts

Approximate number of properties that may be impacted:	8
Approximate number of on-street parking spaces that may be removed:	35
Approximate number of roadside trees that may be removed:	51
Approximate route length:	4.2km
Approximate cycle route length: <i>Inbound - (Segregated Cycle Track 3.2km + 1.0 km Quiet street)</i> <i>Outbound - (Segregated Cycle Track 3.2km + 1.0 km Quiet street)</i>	4.2km 4.2km

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this Sustainable Transport Corridor. These proposals are subject to a second round of public consultation and, depending on the public's feedback, subsequent design refinement 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 Sustainable Transport Corridor element of the BusConnects Cork 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:



Freephone
1800 303 653



or by email to
corkstc@busconnects.ie

3.2 How to engage

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

Written submissions and observations may be made by:



Click on "Public Consultation" section of the Sustainable Transport Corridor page on our website:
<https://consult.nationaltransport.ie>



Post:
Sustainable Transport Corridor Project
NTA Cork Office, Suite 427, 1 Horgan's Quay
Waterfront Square, Cork
T23 PPT8

3.3 What happens next?

Following the second round of public consultation the NTA will finalise the Preferred Route Options for all eleven corridors. The scheme designs will be finalised in tandem with the undertaking of transport and environmental assessments. This is likely to culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme, together with details of land to be acquired, which will be submitted to An Bord Pleanála during 2024-2025 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.



3.4 Anticipated Project Timeline

2022

2023

2023-2026

ENGAGEMENT

Consultation on Emerging Preferred Route Q2/Q3

Consultation on Emerging Preferred Route Proposals.

Further Consultation on Preferred Route Q1/Q2

Preparation of Draft Preferred route Q1/Q2. Having taken account of feedback received, publication of Preferred Routes for the Sustainable Transport Corridors - 2 month period of public consultation.

STATUTORY PROCESS

Preparation of Statutory Application

- Optimise Engineering Design
- Prepare Environmental Impact Assessment Report
- Define property requirements and prepare CPO

2024-2025

An Bord Pleanála Applications

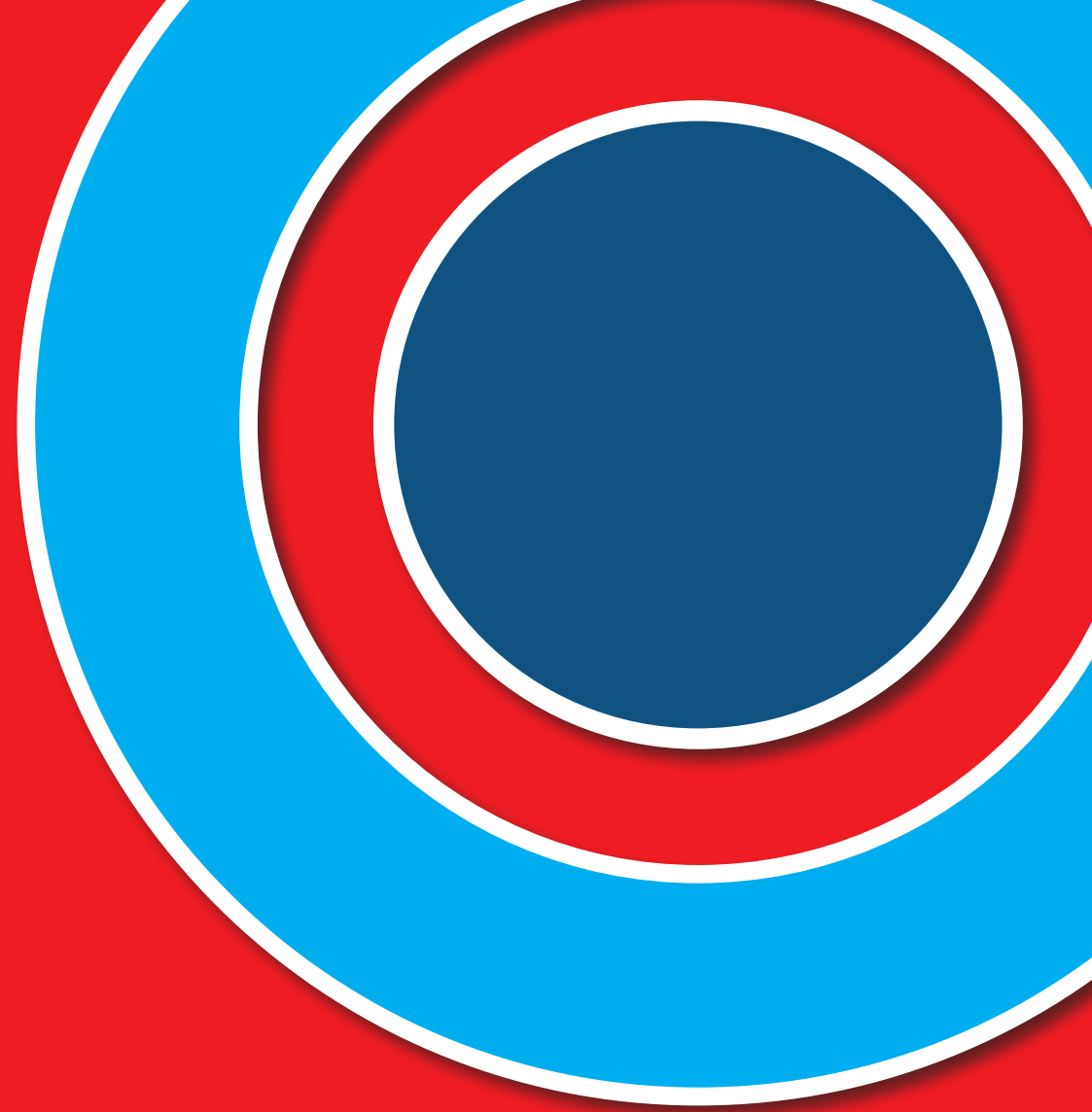
- Submission of Applications to An Bord Pleanála to approve the Proposed Scheme and to confirm the associated CPO
- Statutory Consultation in accordance with the legislative requirements
- An Bord Pleanála deliberations including an Oral Hearing where required
- An Bord Pleanála may:
 1. Approve the Proposed Scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the Proposed Scheme; and
 2. confirm the CPO or any part thereof with or without conditions or modifications, or annul the CPO or any part thereof.

2025-2030

ACQUISITION & CONSTRUCTION



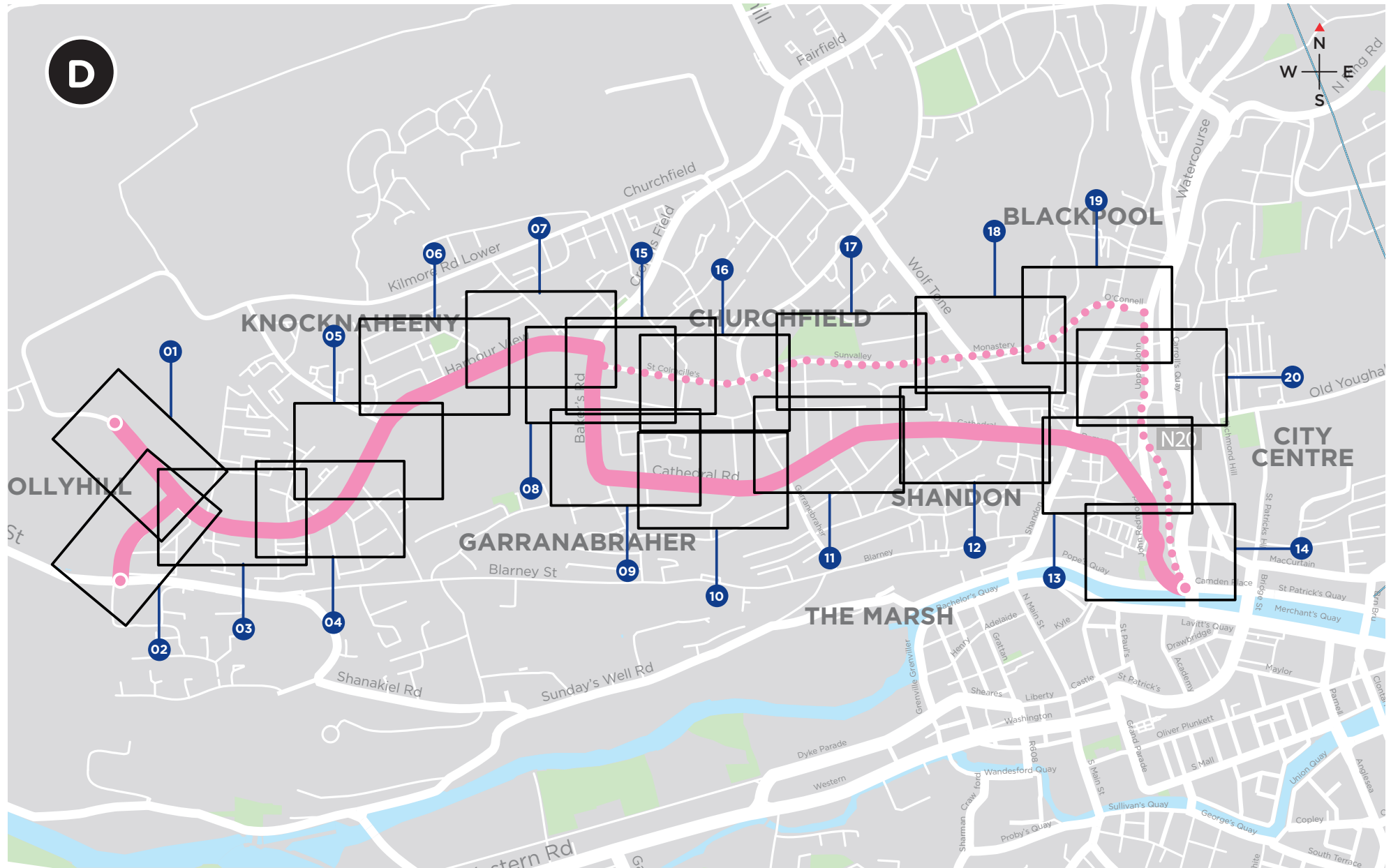
Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete



4. Appendices

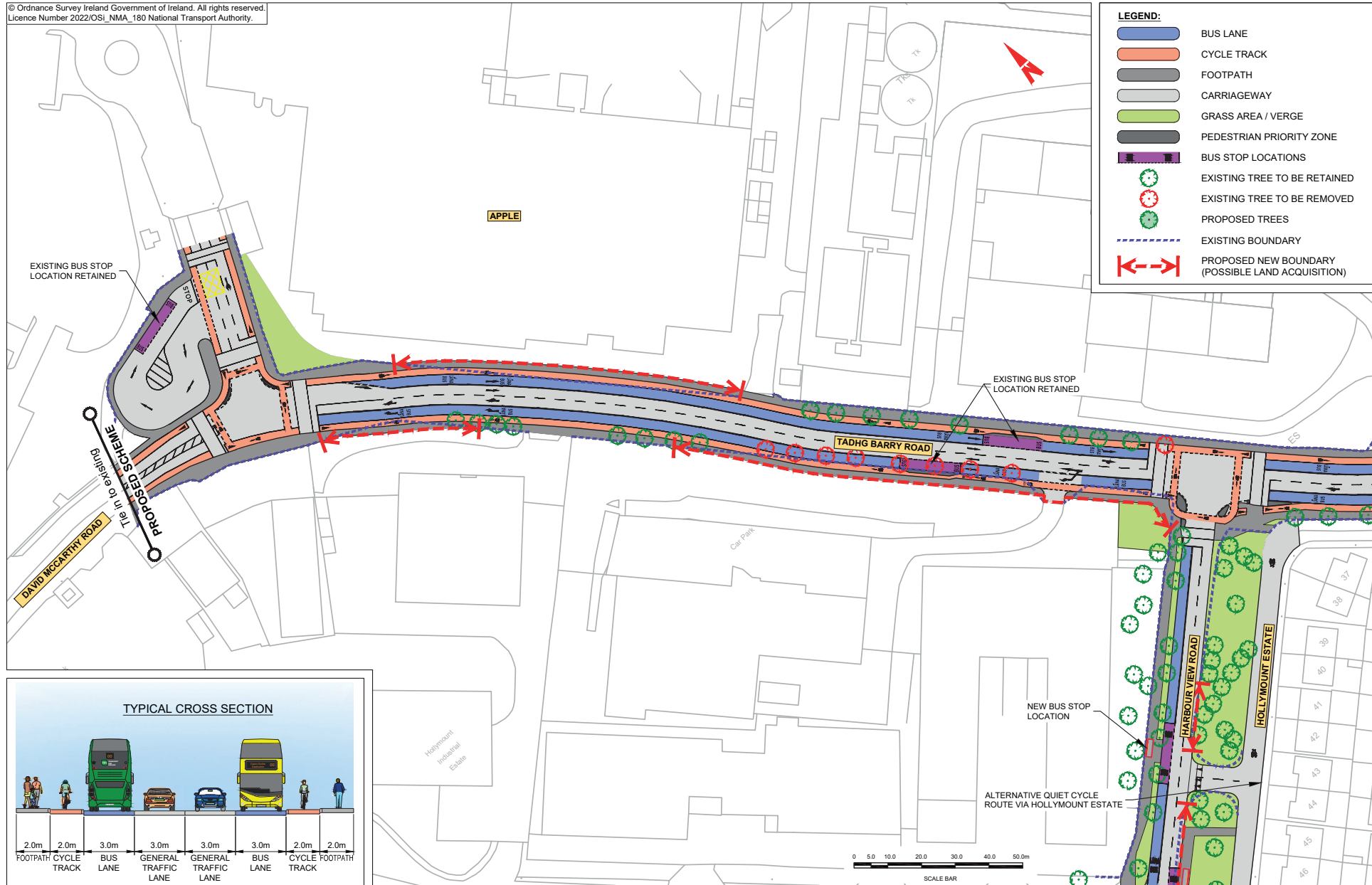
4.1 Index maps

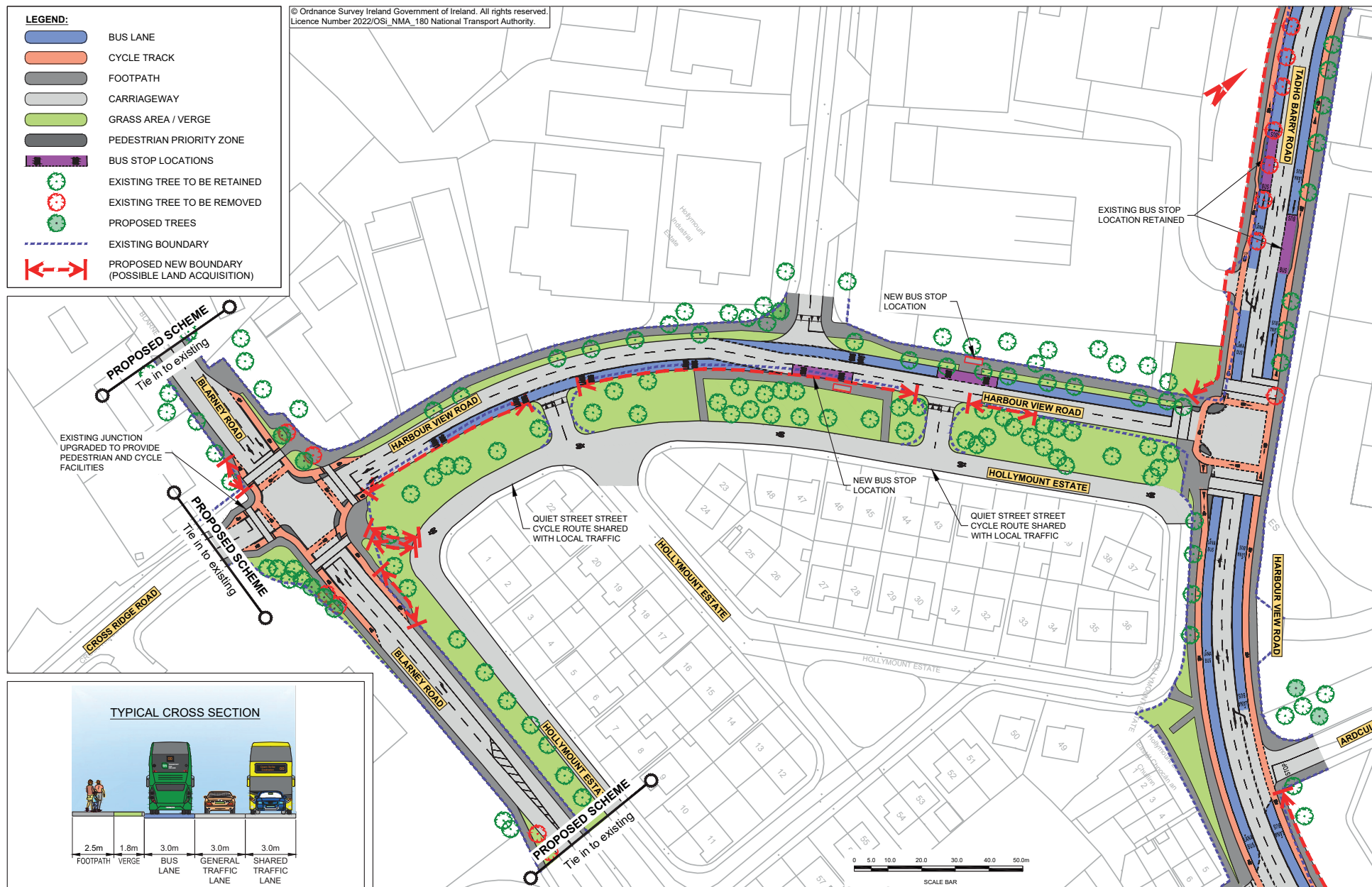
4.2 Route maps



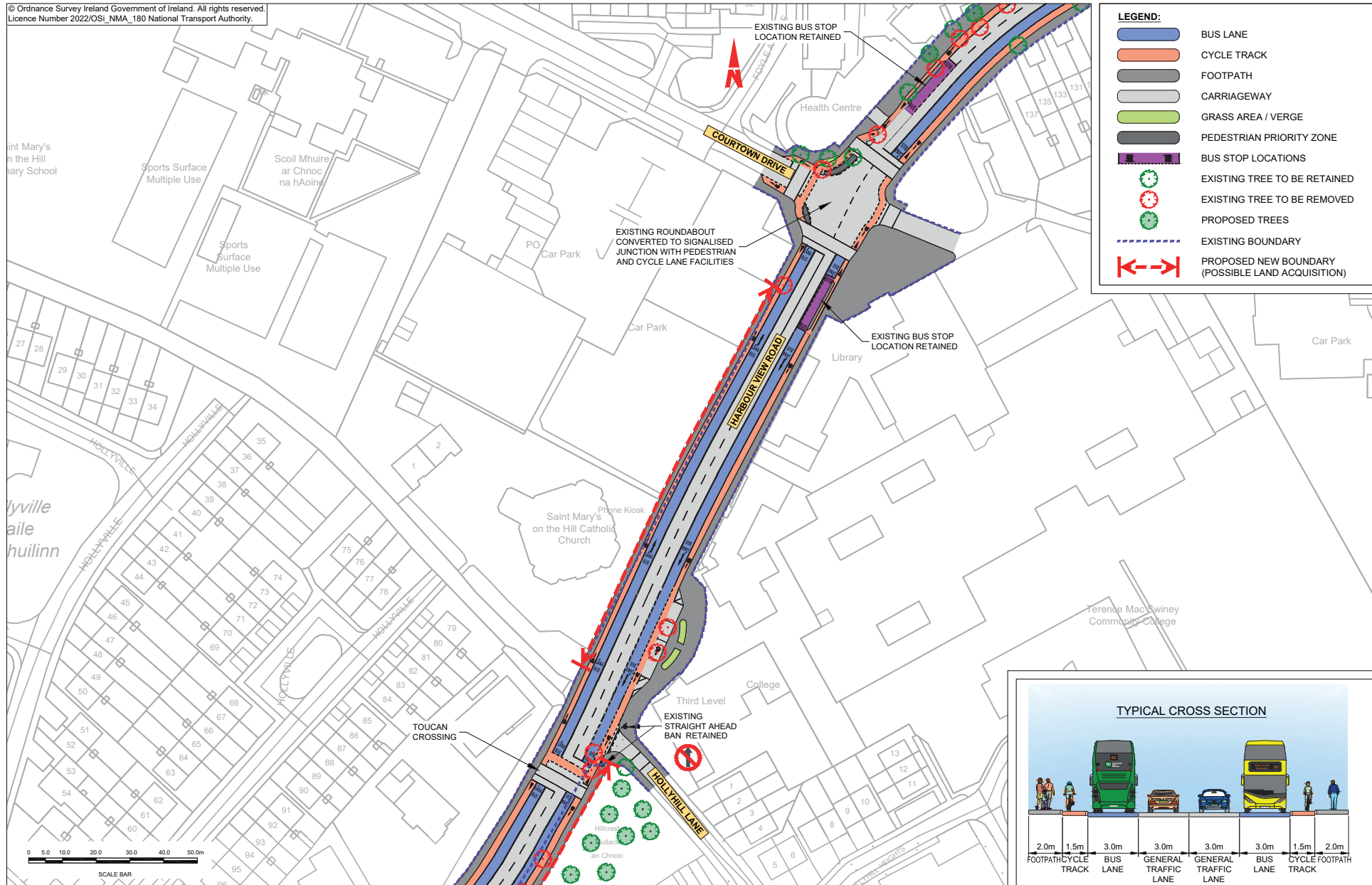
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

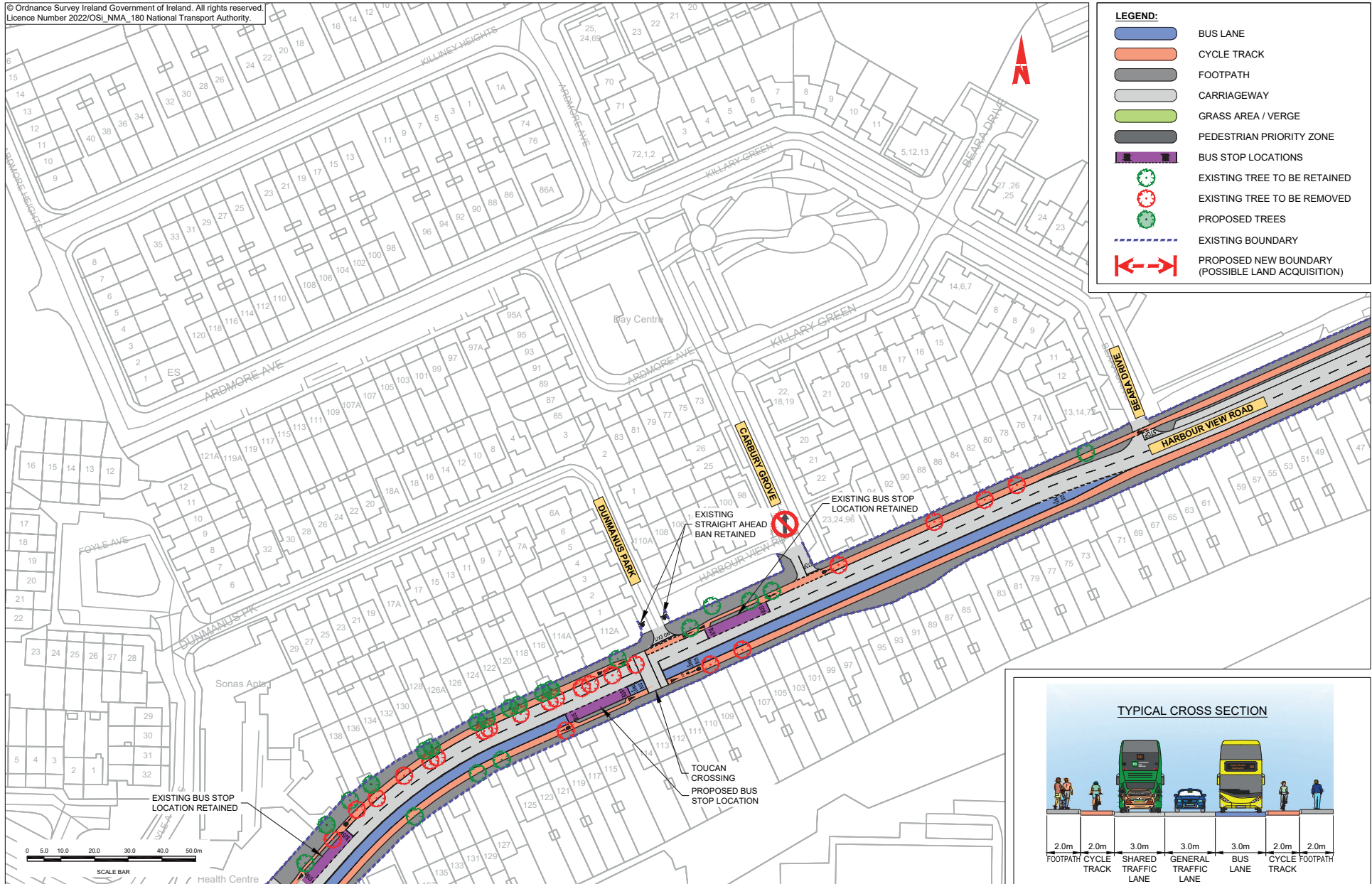
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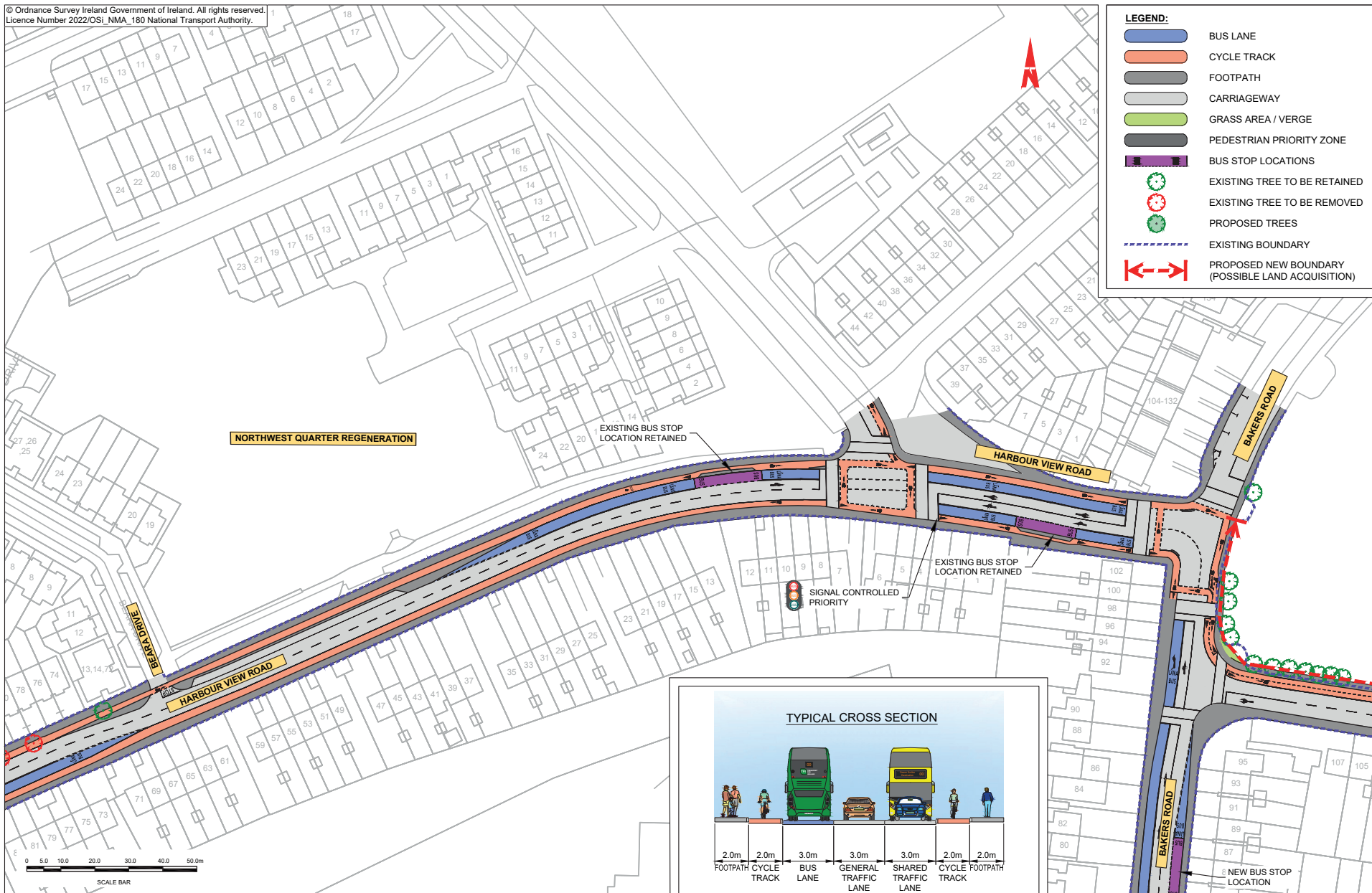


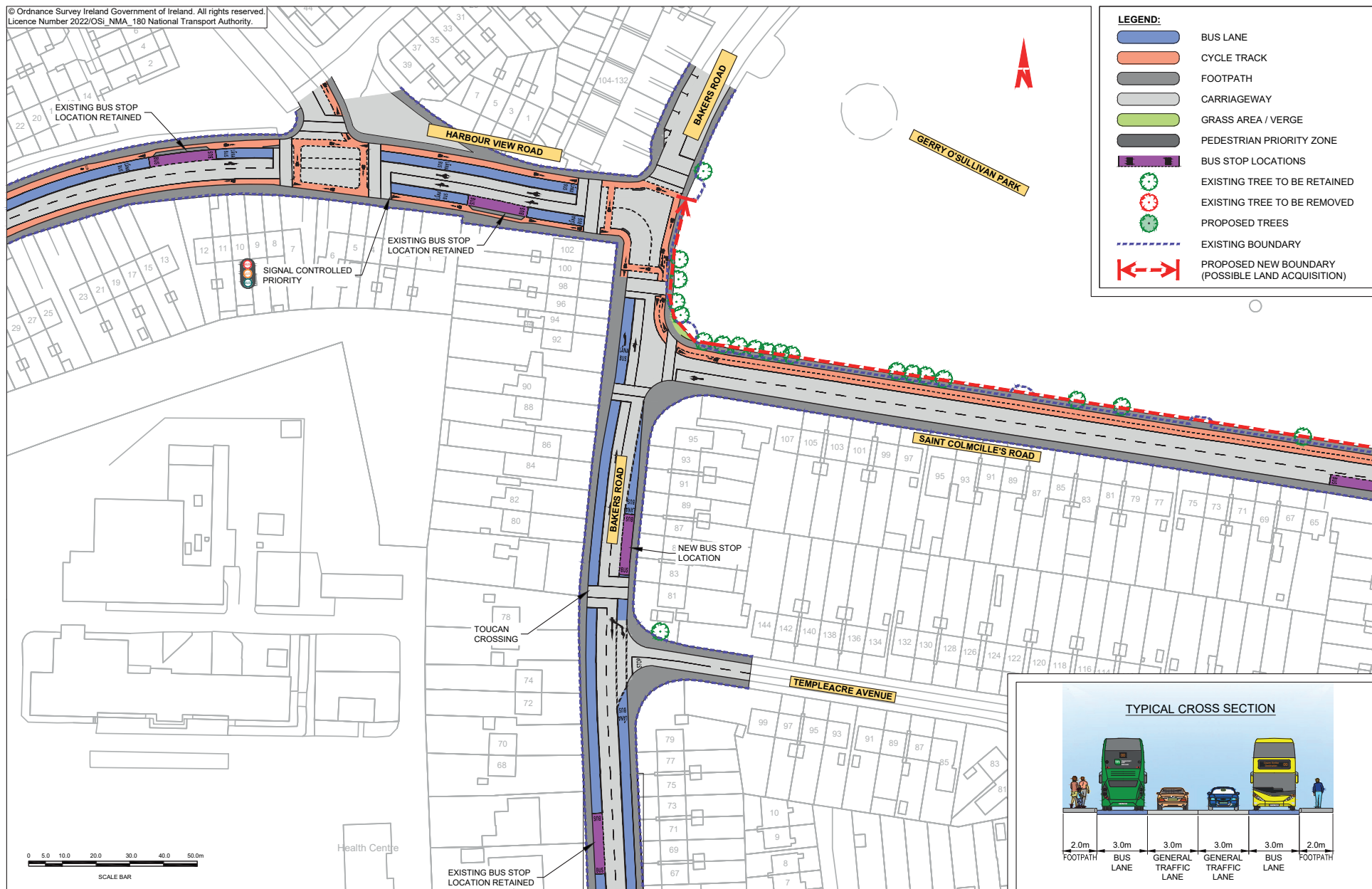
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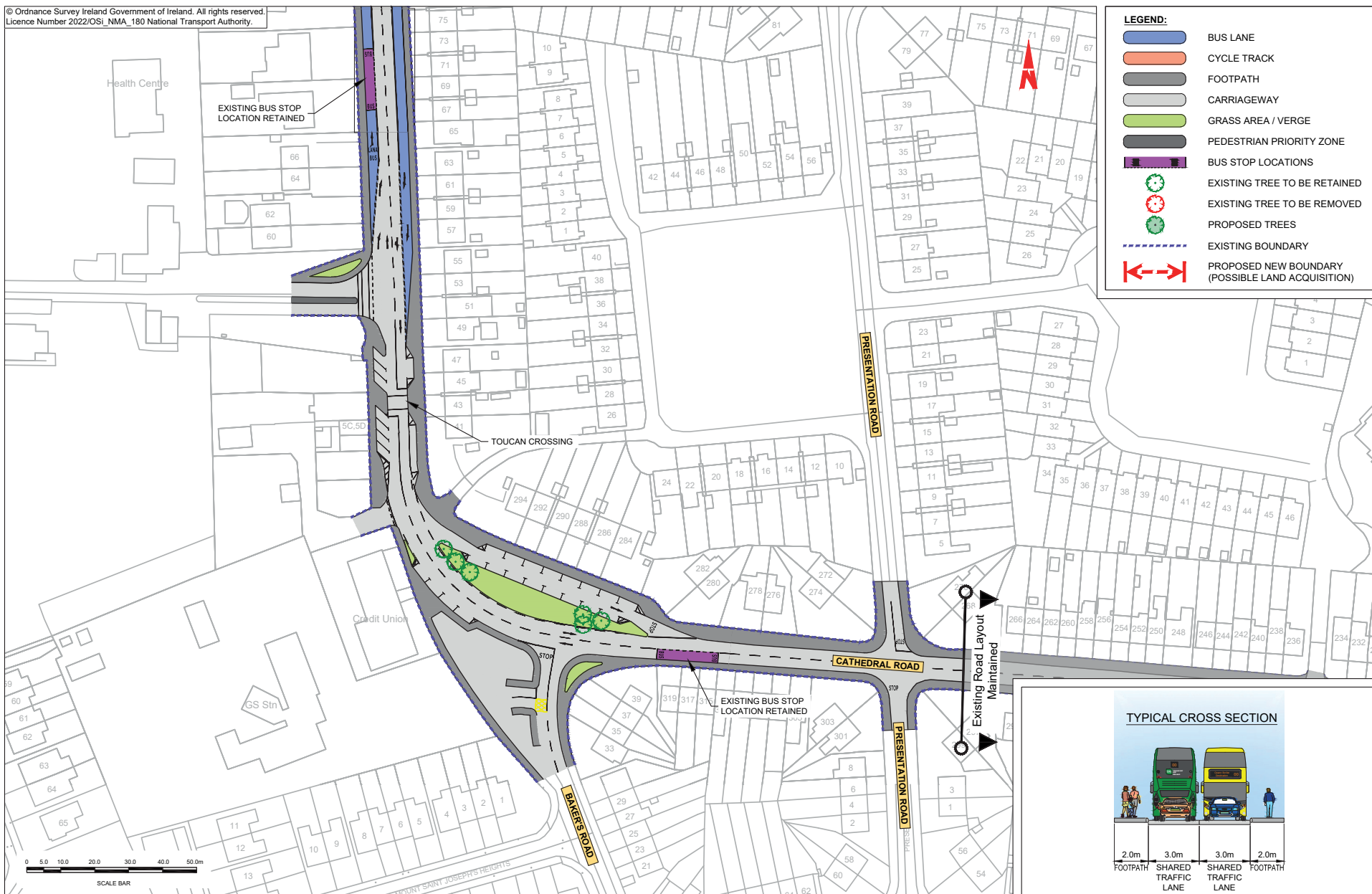


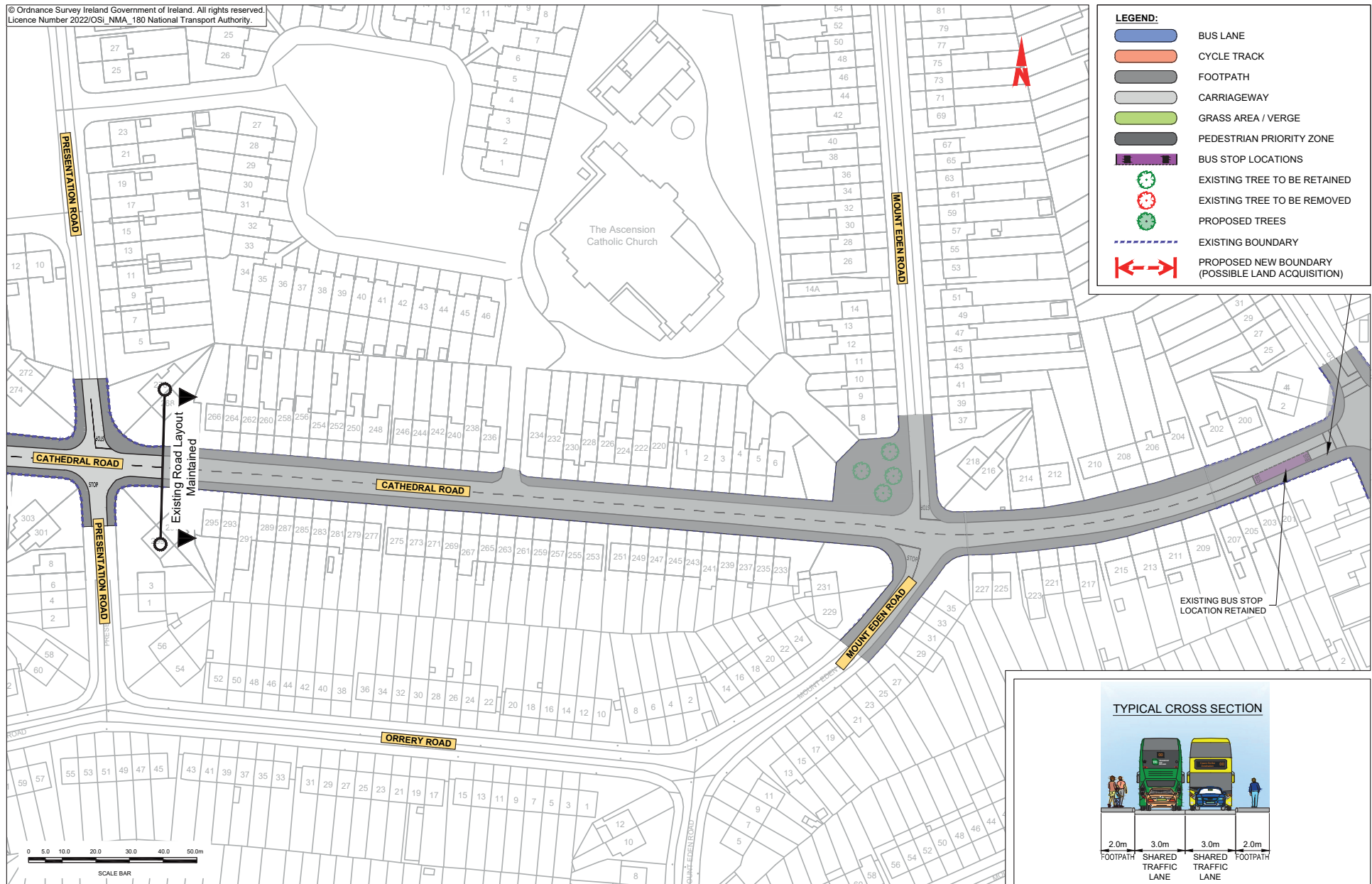


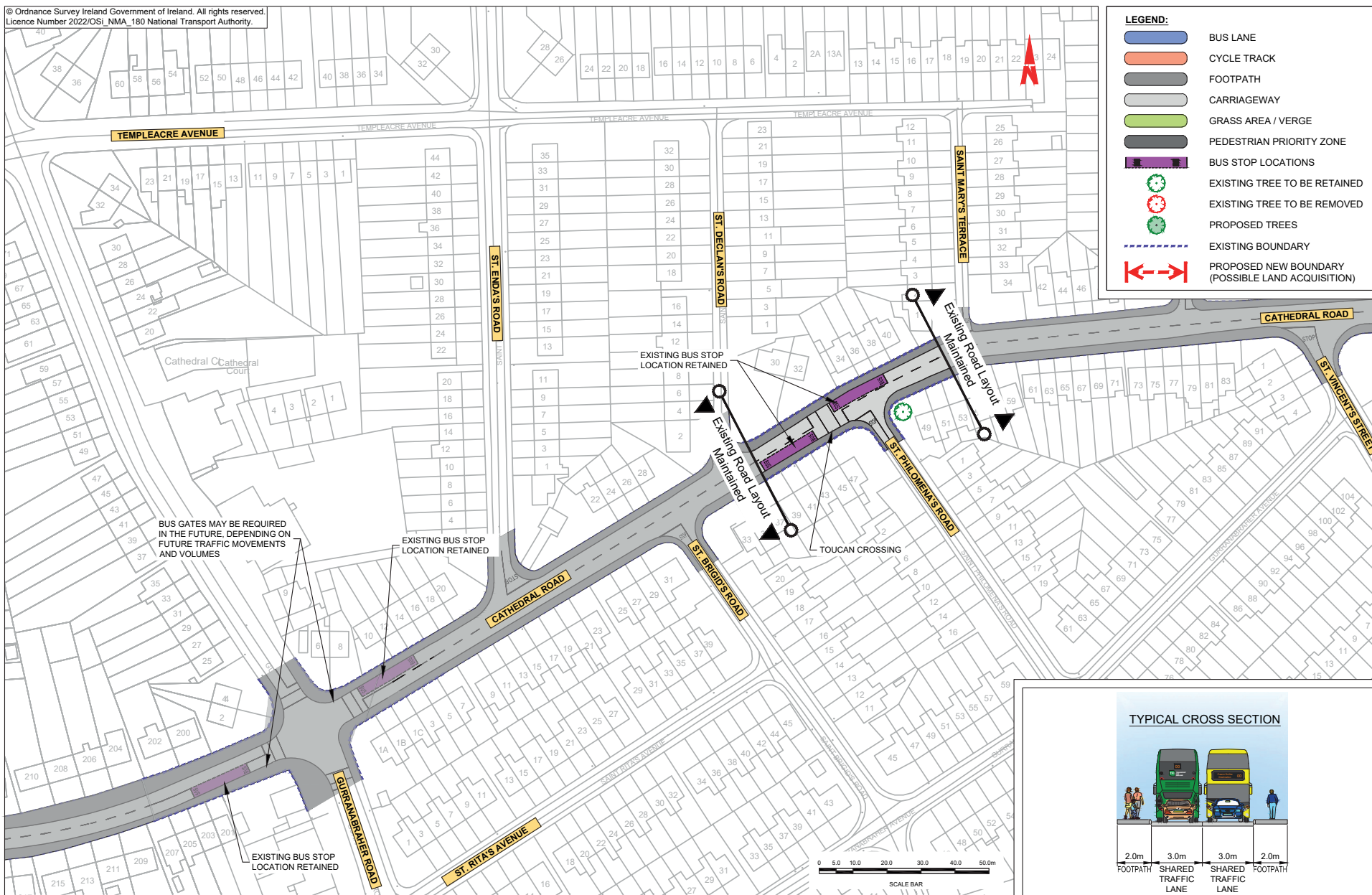
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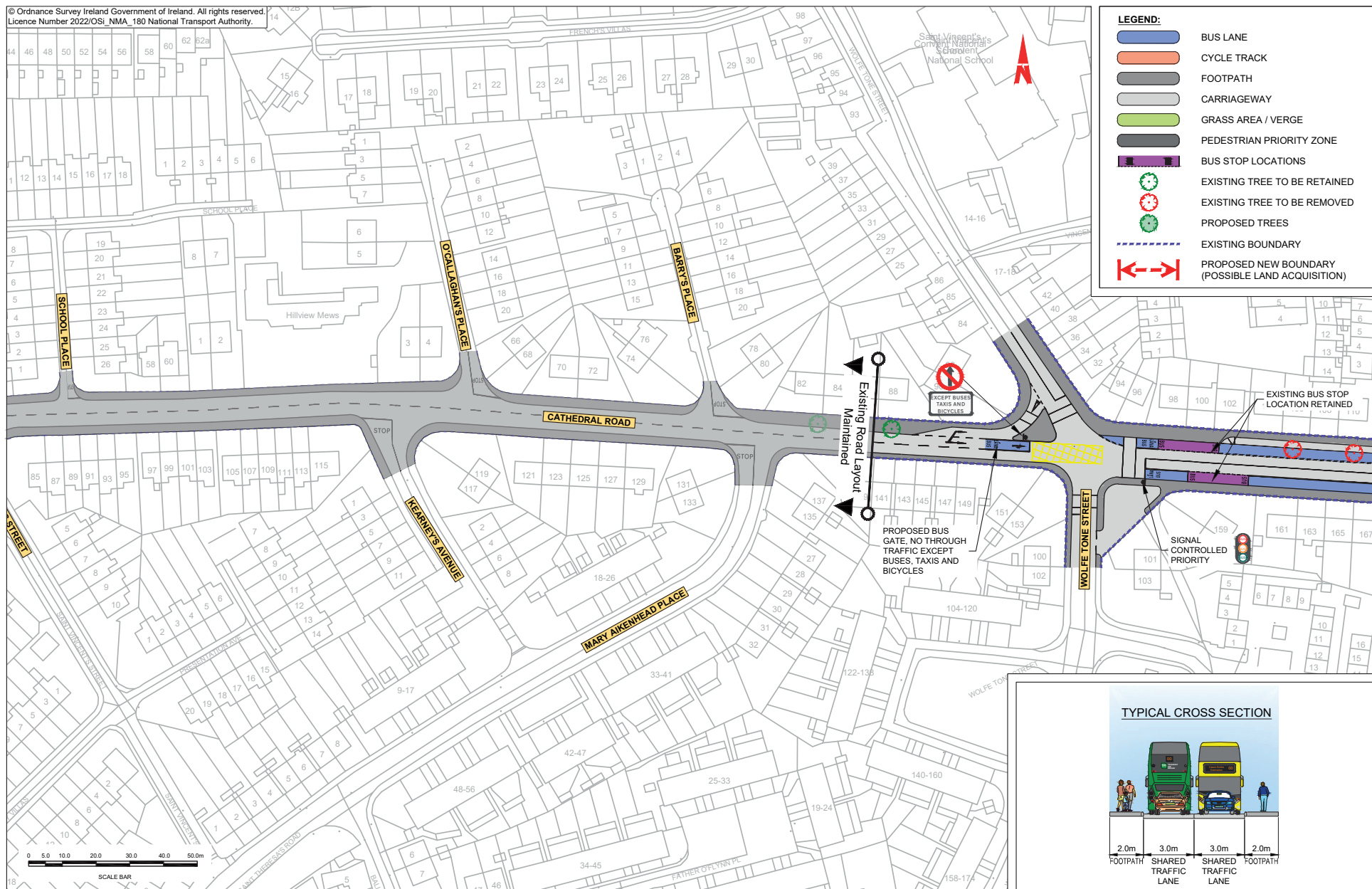


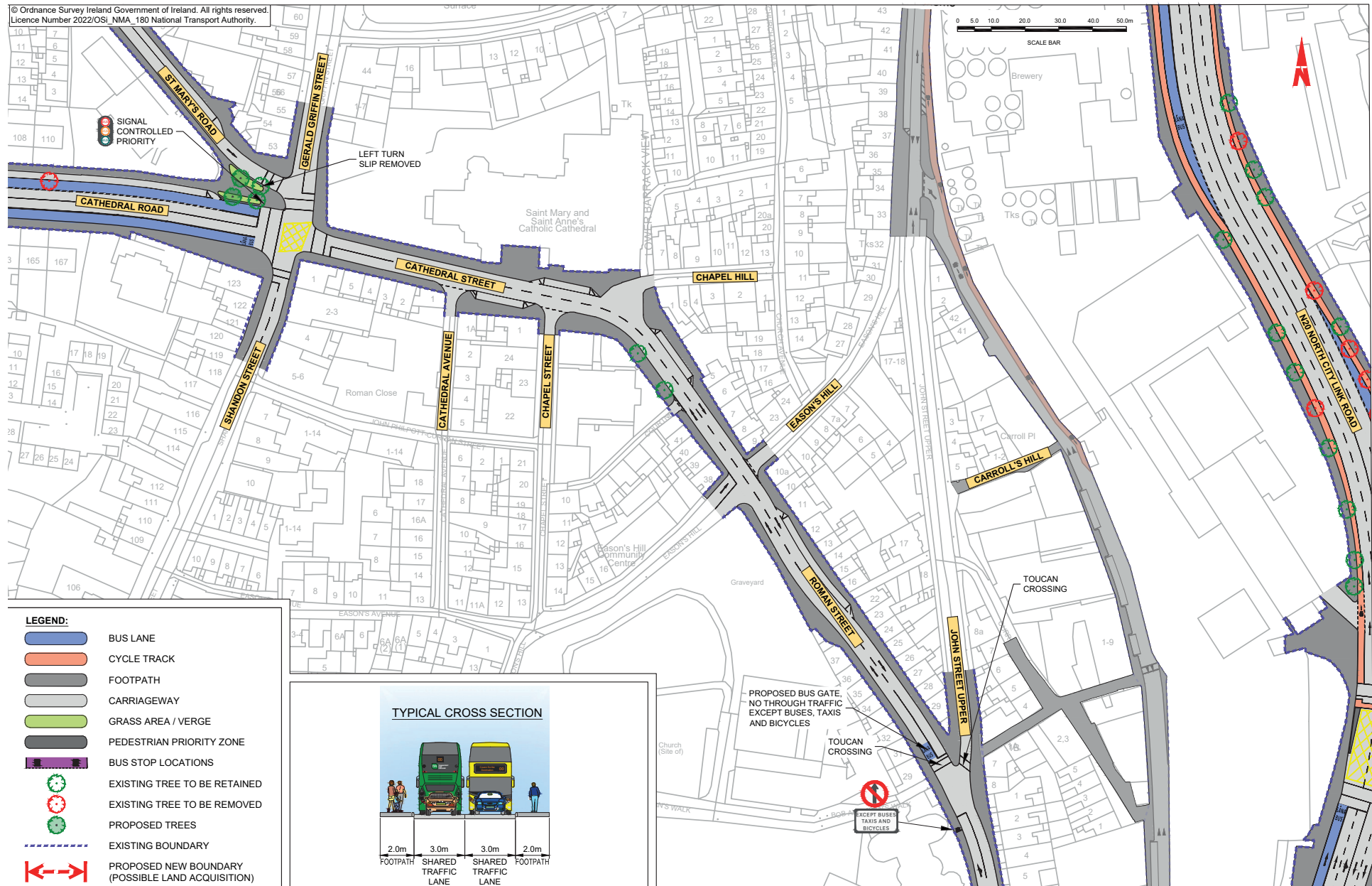


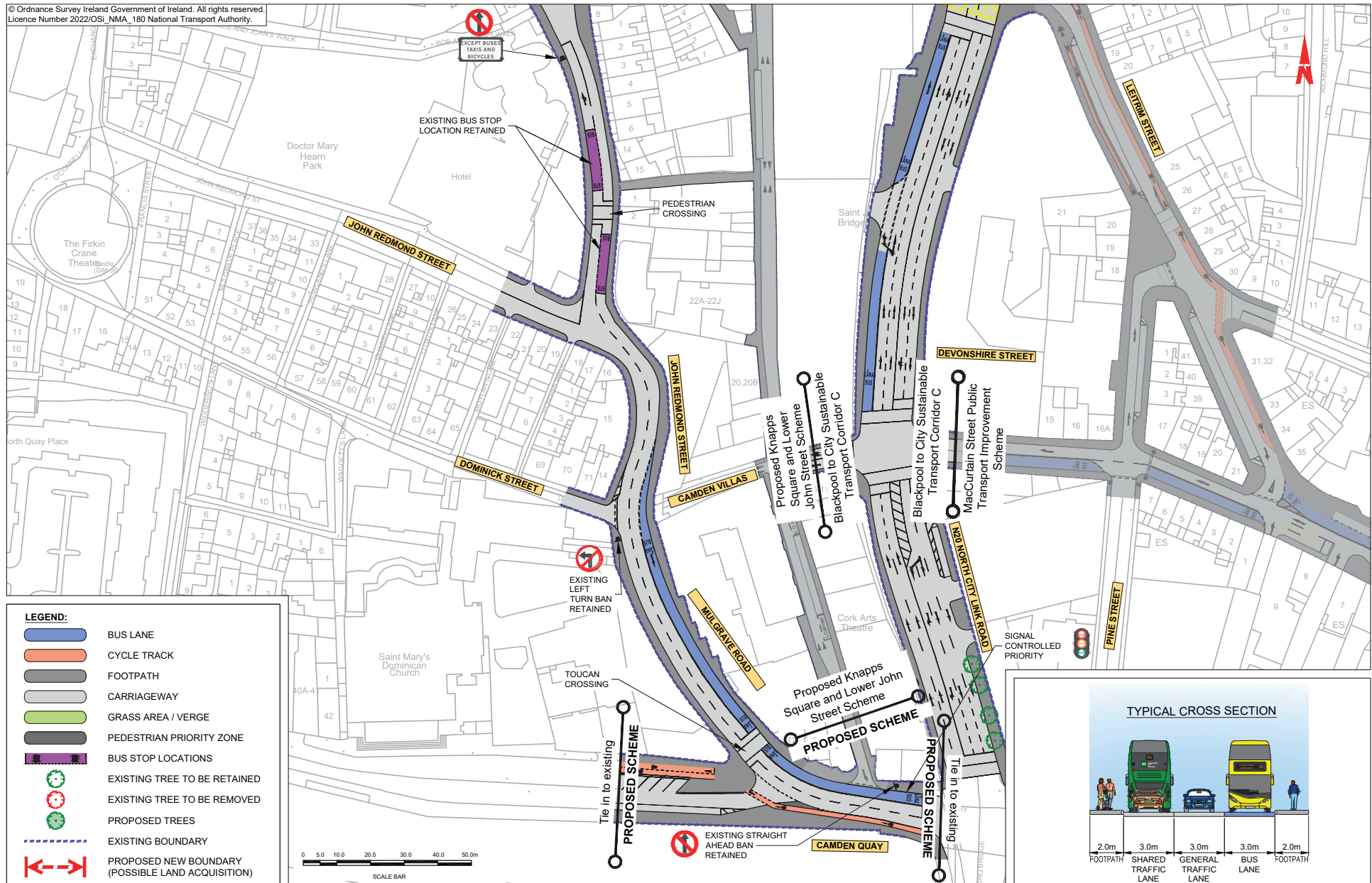


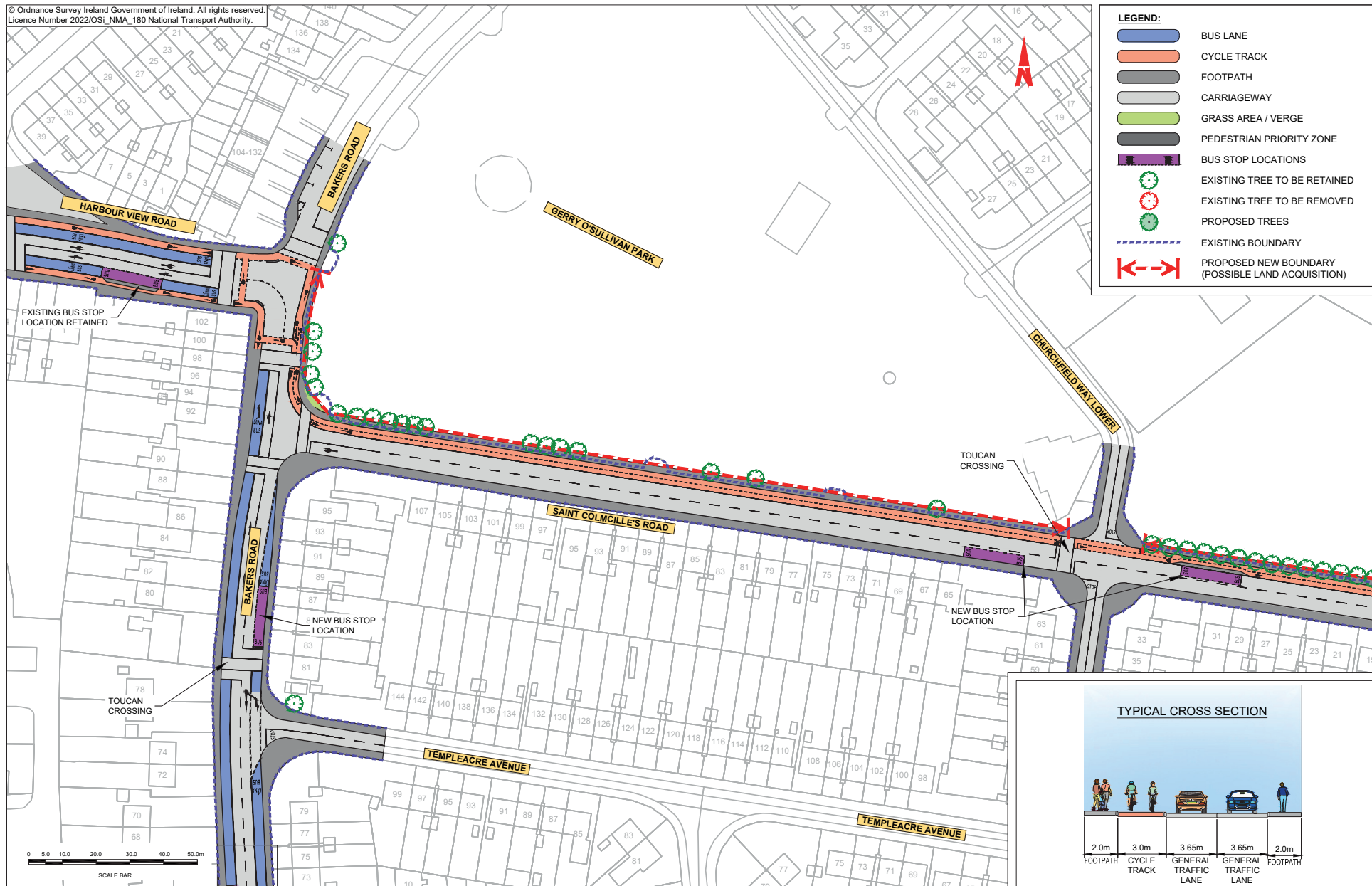


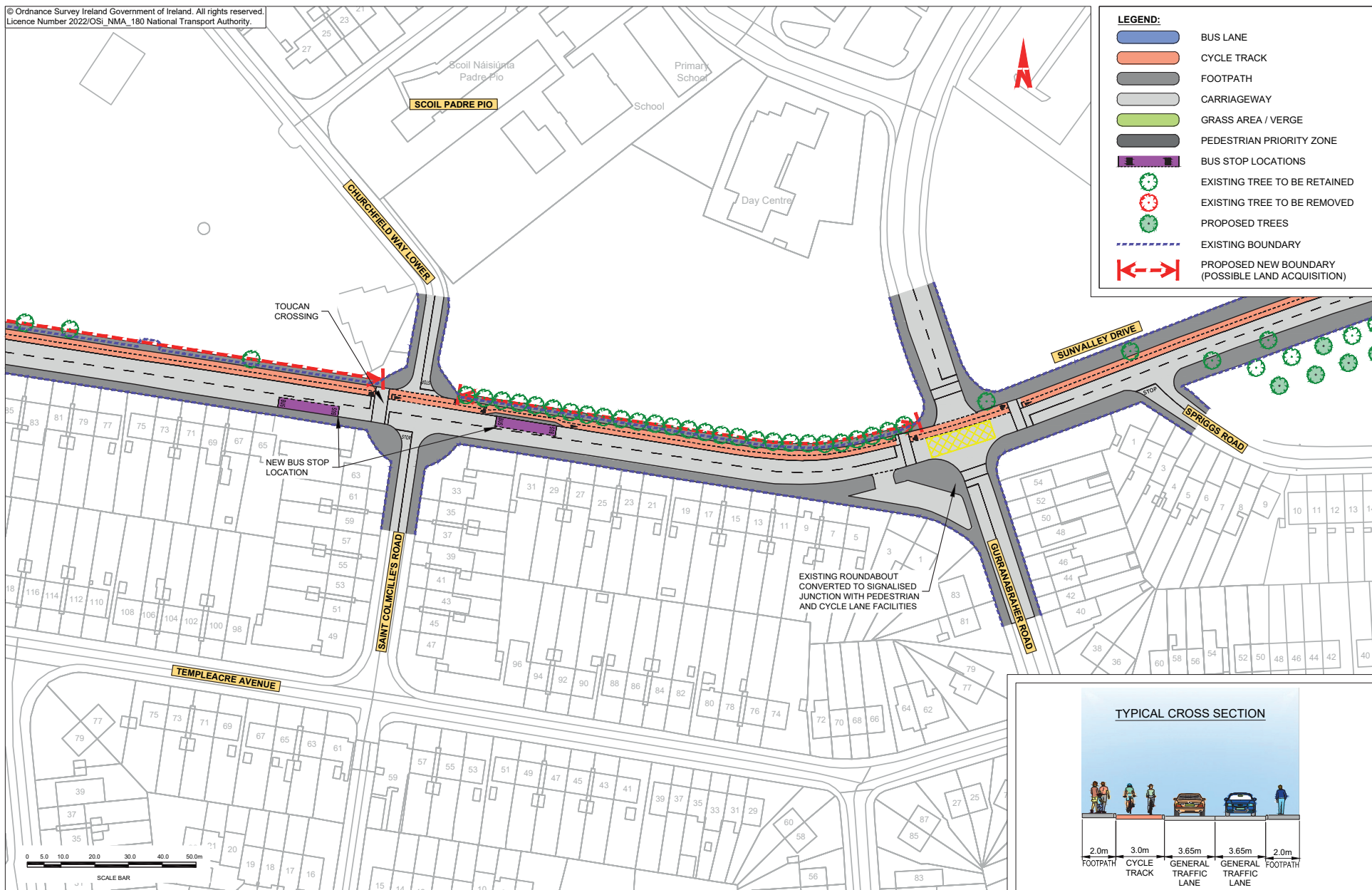


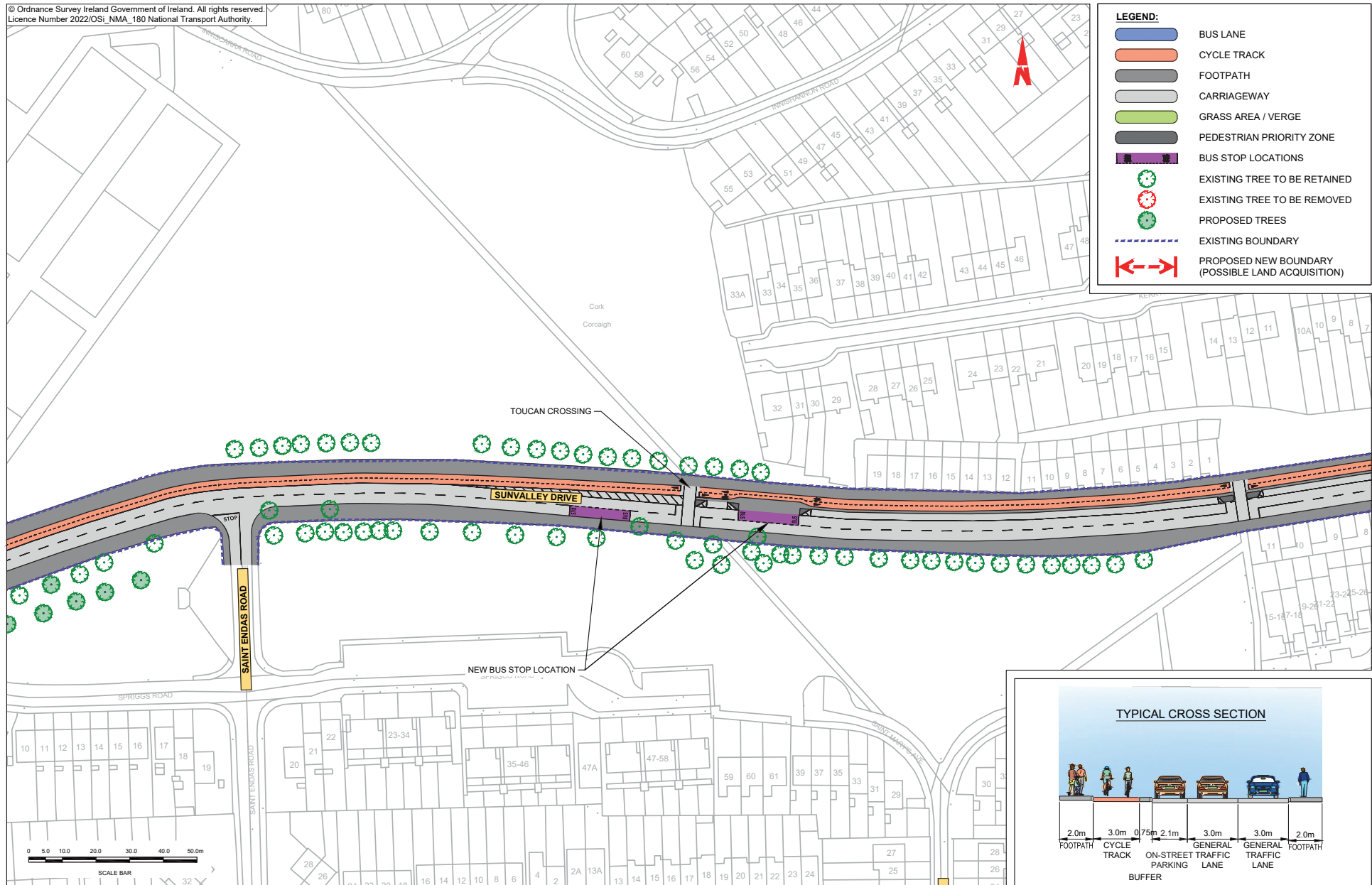


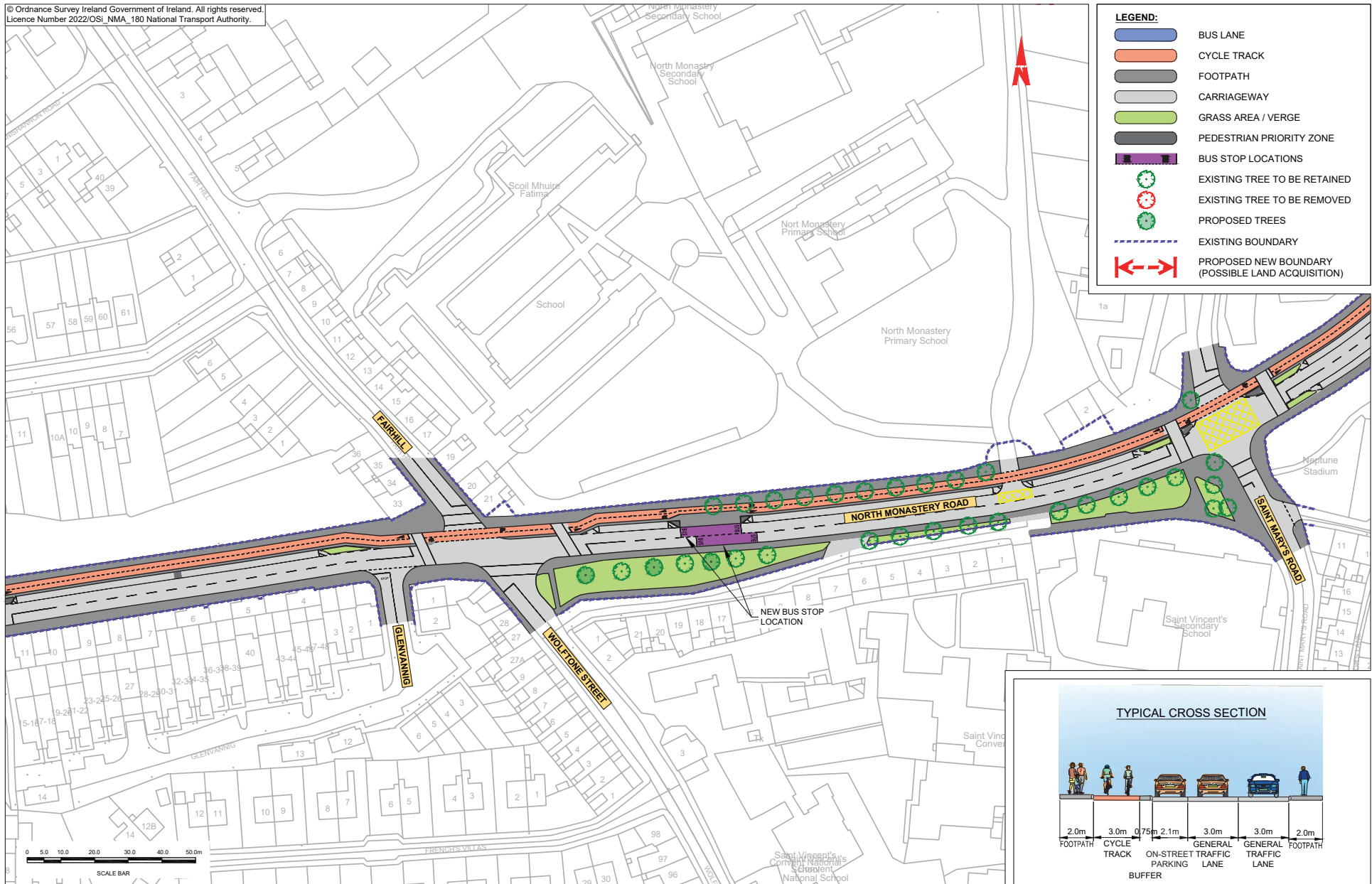


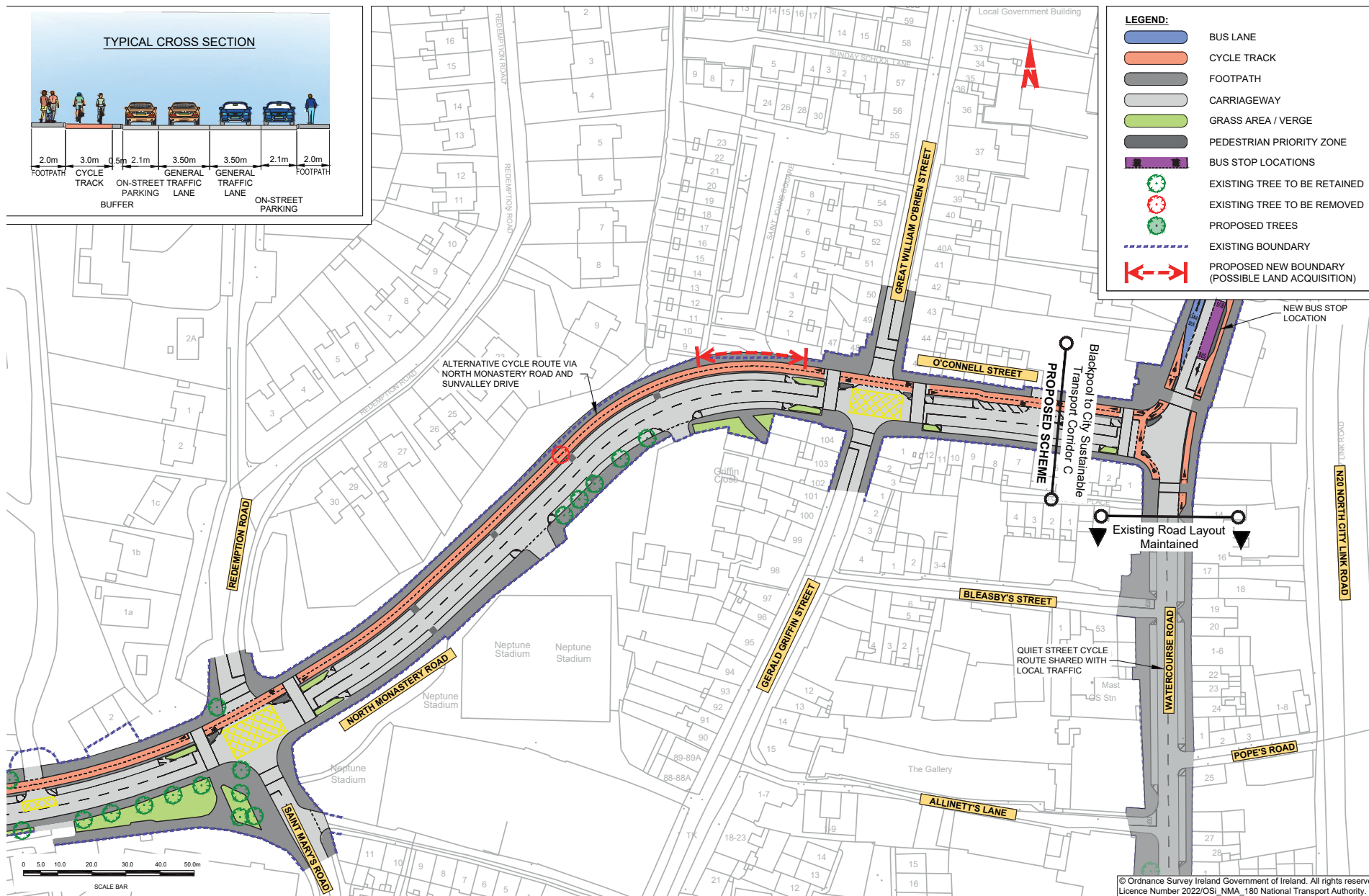


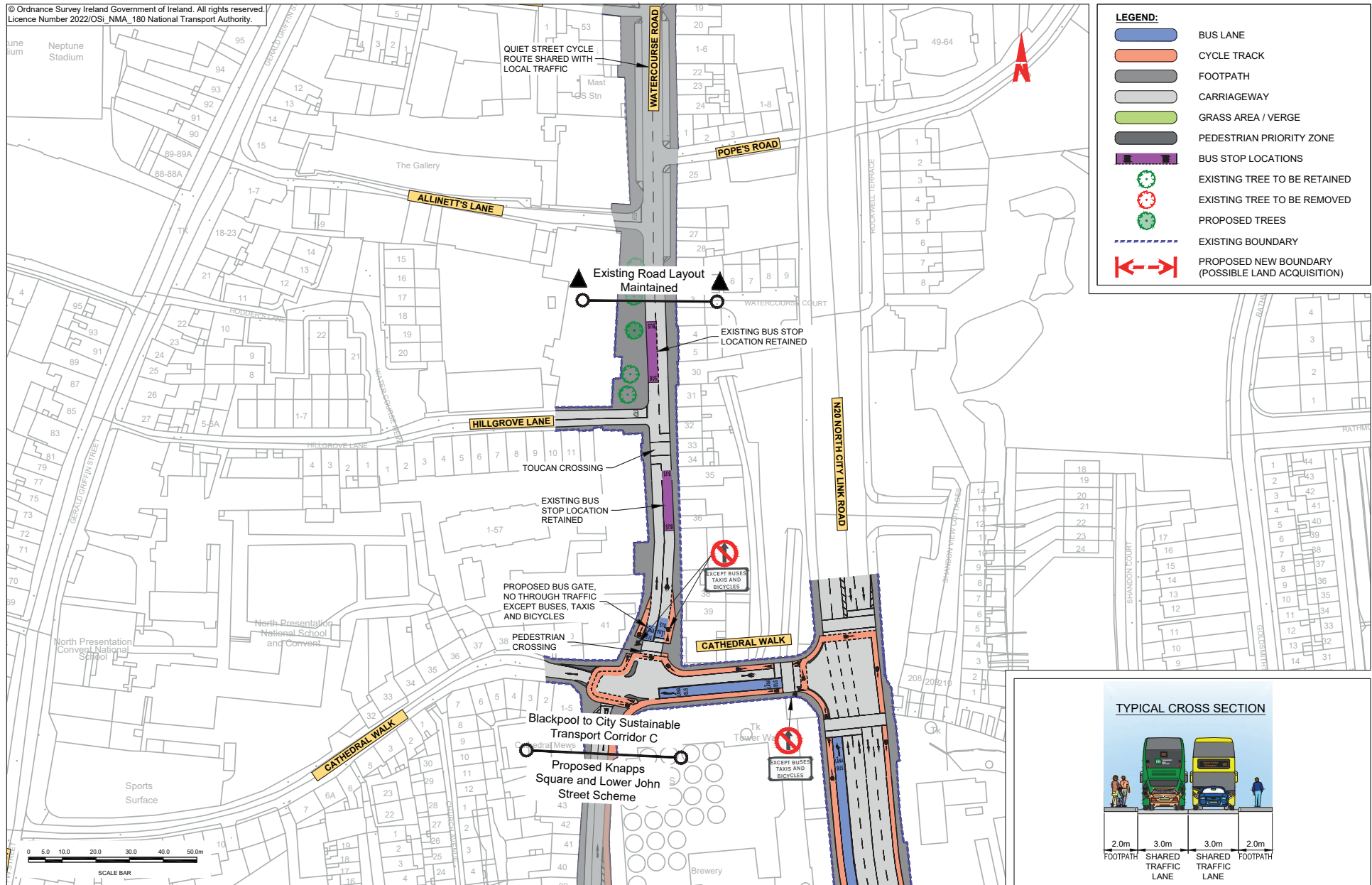














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