1 Maryborough Hill to City
Sustainable Transport Corridor
Public Consultation March 2023

Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland 2040

BUS CONNECTS CORK
SUSTAINABLE TRANSPORT FOR A BETTER CITY.


JURYS

Contents

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 polices 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.


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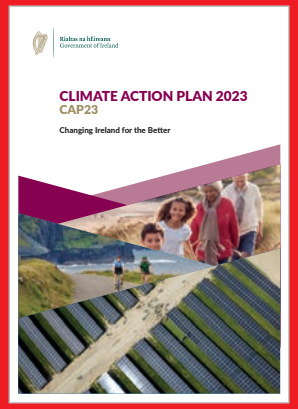
Project Ireland
2040
National Development
Plan 2021-2030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CAP23
Changing Ireland for the Better


SYSTRA
Jacobs
CORK
METROPOLITAN
AREA
TRANSPORT STRATEGY 2040

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.

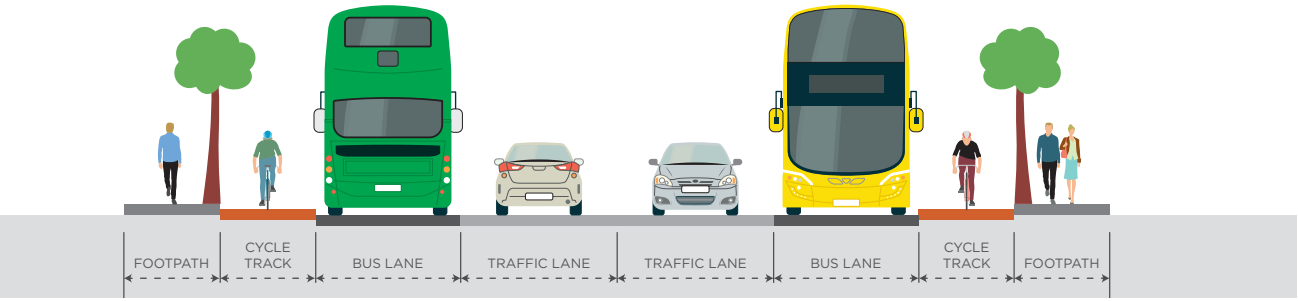
The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates (described 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 is it 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.

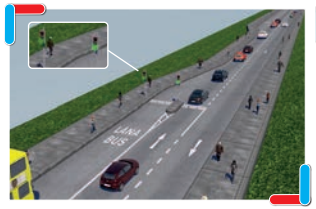
5. Bus Gate

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:

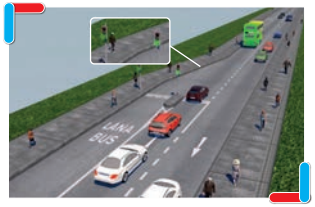
Signal Control Priority uses traffic signals to enable buses to get priority ahead of traffic where both buses and traffic are sharing the same lane, but it is only effective for short distances. This arrangement typically arises where a bus lane cannot be continued due to obstructions on the roadway.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

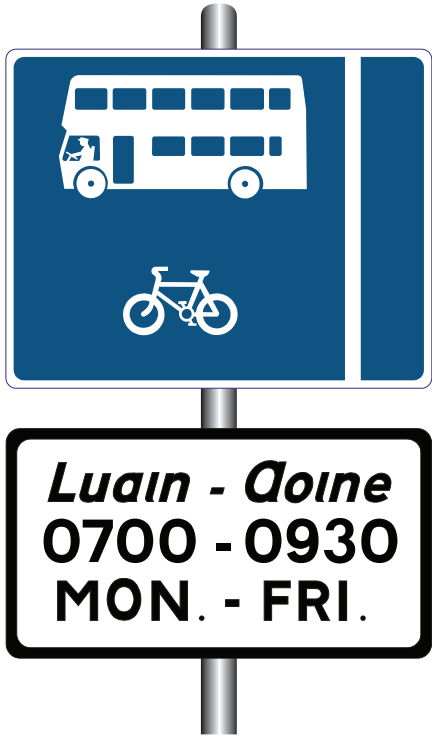
They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street treatment would involve appropriate advisory signage 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.

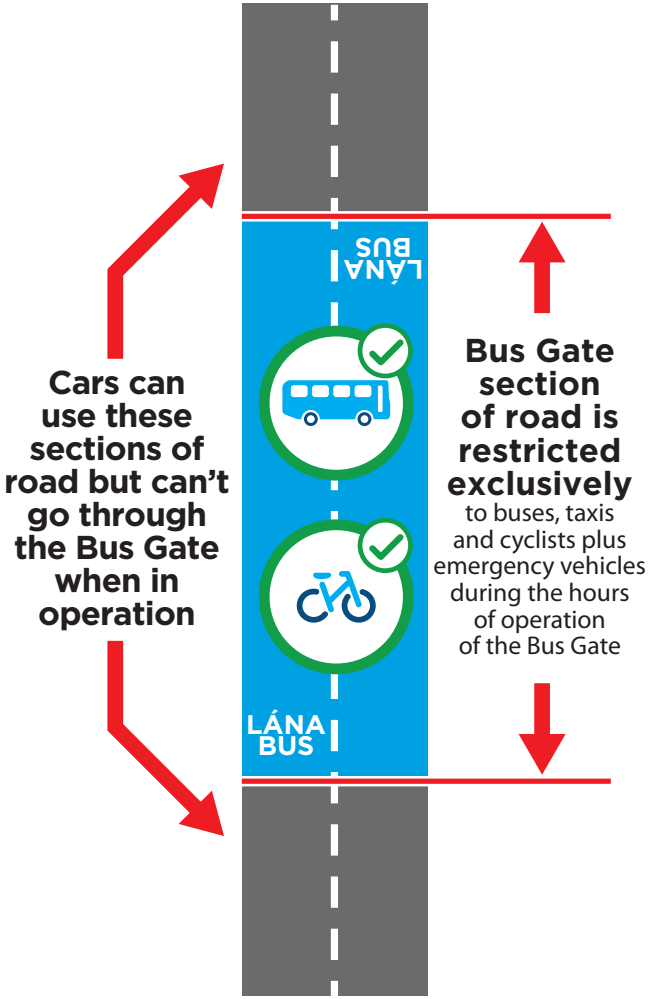
As part of the BusConnects Cork project, one and two-way Bus Gates are currently being considered at various locations along the proposed Sustainable Transport Corridors.

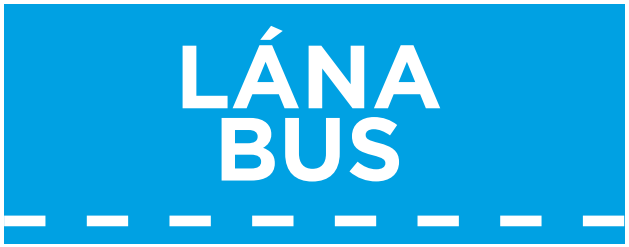
Will Bus Gates be 24-hours?

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





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?

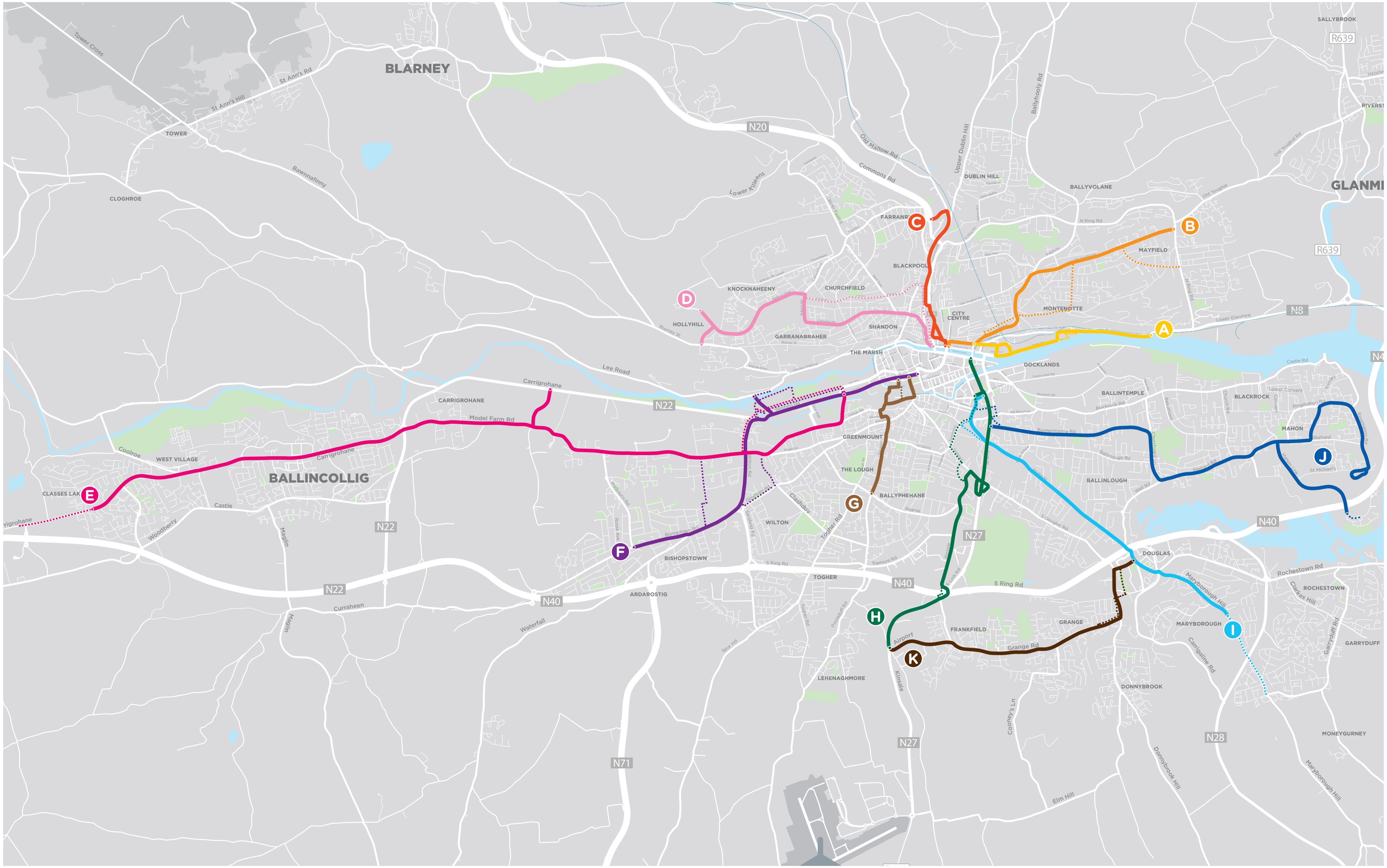
This short length of road, as described above, is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation. This means residents who live near to a Bus Gate may, depending on the journey direction, have to seek alternative route options, similar to other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


BLARNEY
BALLINCOLLIG
GLANMI
A
B
C
D
E
F
G
H
I
J
K
CITY CENTRE
DOCKLANDS
MAYFIELD
MONTENOTTE
BLACKPOOL
FARRANREE
DUBLIN HILL
BALLYVOLANE
KNOCKNAHEENY
CHURCHFIELD
HOLLYHILL
GARRANABRAHER
SHANDON
THE MARSH
GREENMOUNT
THE LOUGH
BALLYPHEHANE
WILTON
BISHOPSTOWN
TOGHER
ARDAROSTIG
CARRIGROHANE
WEST VILLAGE
CLASSES LAKE
TOWER
CLOGHROE
BALLINTEMPLE
BLACKROCK
MAHON
BALLINLOUGH
DOUGLAS
ROCHESTOWN
MARYBOROUGH
GRANGE
FRANKFIELD
LEHENAGHMORE
DONNYBROOK
GARRYDUFF
MONEYGURNEY
SALLYBROOK
RIVERSTOWN
N20
N22
N40
N27
N28
N71
N8
R639
Lee Road
Carrigrohane
Model Farm Rd
S Ring Rd
Grange Rd
Maryborough Hill
Rochestown Rd

2. Preferred Route Option Description

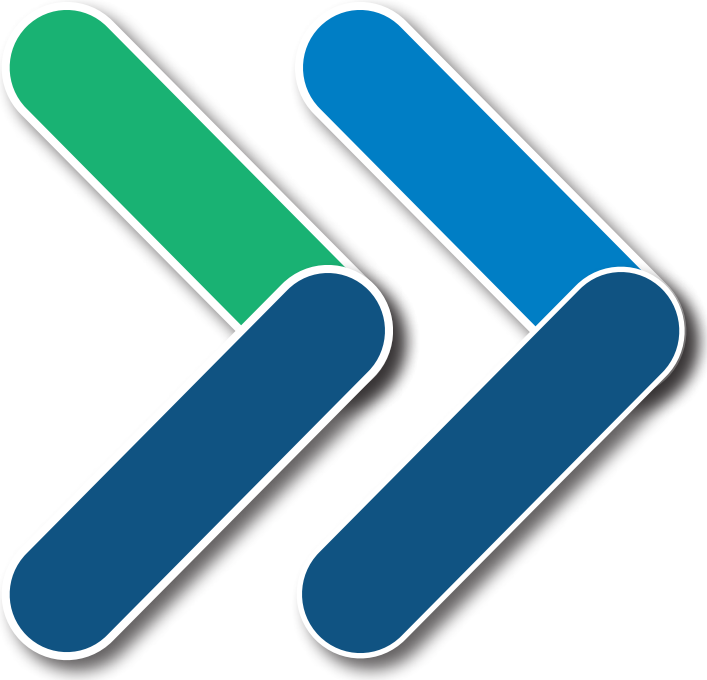
2.1 Maryborough Hill to City Overview

The Maryborough Hill to City Sustainable Transport Corridor (STC I) starts near the top of Maryborough Hill at the existing roundabout that links to the Monegurney/Garryduff Road. Segregated cycle tracks are proposed in both directions from this roundabout to the Fingerpost Roundabout, which is proposed to be converted to a signalised junction. An inbound (towards the city) bus lane is proposed to start 100m south of the junction of Maryborough Hill with Elden Estate and continue northwards as far as Greendale Road. A break in the bus lane is then proposed between the junction with Greendale Road and The Paddocks, the bus lane would then be resumed up to the proposed signalised Fingerpost Junction. The proposed bus and cycle facilities proceed through Douglas Village via East Douglas Street. It is proposed to restrict traffic to local access only on East Douglas Street with the introduction of two bus gates. This would reduce delays for buses and provide a safe route for cyclists without the need for road widening.

The bus and cycle route continues on Douglas Road (R610) where bus priority and segregated cycle tracks are proposed in both directions. To facilitate this, bus gates would be used at peak times to restrict traffic on the road to local access, bus and cyclists only. At the junction of Douglas Road and Southern Road the bus route continues on Southern Road, and cyclists will travel on a quiet street route on High Street and Langford Row before merging with the proposed bus route again at the northern end of Southern Road.

The bus and cycle routes continue on Infirmary Road and Anglesea Street. At the junction with Old Station Road the proposed bus route turns east on Old Station Road and joins with the adjacent Sustainable Transport Corridor H (Airport to City). The proposed cycle route ties into the existing infrastructure on Anglesea Street.

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



2.2 Route Description

2.2.1 Maryborough Hill Roundabout to Fingerpost Roundabout Junction

Segregated cycle tracks are proposed in both directions along the length of Maryborough Hill to the Fingerpost Roundabout junction. An inbound (towards the city) bus lane is proposed to start 100m south of the junction of Maryborough Hill with Elden Estate and continue northwards as far as Greendale Road. A break in the bus lane is then proposed between the junction with Greendale Road and The Paddocks before the bus lane would then be resumed up to the proposed signalised Fingerpost Junction. This will allow the bus to have priority over queueing traffic on approach to all signalised junctions. No outbound (from the city) bus lane is provided along this section as no significant delays are expected for buses as they travel south on Maryborough Hill. Road widening is required in some locations along Maryborough Hill with some private gardens likely to be affected. The Fingerpost Roundabout is to be converted to a signalised junction to provide bus priority and enhanced pedestrian and cycling crossing facilities.

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

- Lands on Maryborough Hill.

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

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Maryborough Hill	Two new bus stops provided. Two new signalised toucan crossings to facilitate easy access to bus stops and generally improved permeability for pedestrians.
Maryborough Hill	Continuous segregated cycle tracks on both sides of the road.
Fingerpost 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.

2.2.2 Douglas Village

It is proposed that East Douglas Street is restricted to local access only for general traffic. To do this the southern end of East Douglas Street (where it meets the Fingerpost Junction) would become bus and cycle only, as would the eastern end of Church St where it meets East Douglas Street. General traffic can still access the village using Carrigaline Road (which would be made two-way) or via Douglas Relief Road and East Village. Northbound through traffic would use Douglas Relief Road instead. This allows for East Douglas Street to be used as a quiet route by pedestrians, cyclists and buses without the need for road widening. Village improvement works such as placemaking, landscaping and mobility improvements will be done as part of the construction of the Sustainable Transport Corridor I (STC I). The signalised junction at the northern end of East Douglas Street is to be upgraded to provide priority for pedestrians, cyclists and buses.

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

- Lands on East Douglas Street.

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

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
East Douglas Street	Village improvement works such as placemaking, landscaping, and mobility improvements. A traffic calmed environment will provide a safer and more attractive environment for pedestrians and cyclists. One new bus stop and one new zebra crossing to facilitate easy access to bus stops and generally improved permeability for pedestrians. Wider footpaths on both sides that are continuous across entrances and accesses.

2.2.3 Douglas Road

It is proposed that bus prioirty and segregated cycle tracks will be provided for the full length of Douglas Road. To achieve this it is proposed that traffic on Douglas Road in both directions is restricted to local access only during peak hours by the introduction of bus gates. Traffic is still permitted to travel up and down most sections of the road but general traffic would not be allowed to pass through the bus gates during peak hours, and so the road could not be used as a through route during those times. Traffic travelling between Cork City Centre and Douglas/Maryborough area could use a detour route on the N40 and N27 instead. This reduces delays for buses without the need for dedicated bus lanes.

A bus gate (short section of bus/cycle-only roadway) for city bound traffic is proposed on Douglas Road at the junction with Well Road and operates during the morning peak. The bus gate for outbound traffic is proposed just east of the entrance to Finbarr's Hospital and operates during the evening peak. Outside of these peak hours traffic can travel up and down the Douglas Road as normal.

Whilst this reduces the impact of widening along the route, land take is still required from private gardens along Douglas Road to allow provision of segregated cycle infrastructure and continuous pedestrian footpaths. Several new toucan crossings are also proposed on Douglas Road.

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

- Lands on Douglas Road.

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

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Douglas Road	Bus stop and pedestrian crossing locations rationalised to facilitate easy access to bus stops and generally improved permeability for pedestrians. Continuous, minimum 1.5m wide footpaths provided on both sides of the road. Including the provision of 400m of footpath from Wrightville Dental Clinic to Woolhara Park on the southern side of the road where there is no existing footpath. Continuous segregated cycle tracks on both sides of the road.

2.2.4 Southern Road to City via Infirmary Road and Anglesea Street

Southern Road is physically constrained with buildings close to the road and it is not possible to provide segregated bus or cycle infrastructure while maintaining through traffic in both directions. Bus gates on Douglas Road will prevent Southern Road from being used as a through route during peak hours and provide priority for buses.

Due to the constraints on Southern Road facilities for cyclists are provided in the uphill direction only, downhill cyclists take an alternative route to buses from the junction of Douglas Road and Capwell Road. Connectivity to the existing cycling facilities on Langford Row for citybound cyclists is proposed via High Street and Capwell Road. It is proposed that High Street and Capwell Road are closed to through traffic at the junction with Douglas Road. This will create a low volume/low speed environment on these streets that will provide a quiet route for cyclists. It will also allow for a new small landscaped urban park area to be created for the area.

It is proposed that one lane of outbound (towards Maryborough Hill) traffic is removed on both Infirmary Road and Anglesea Street to provide bus and cycle lanes in both directions. The cycle route joins with the existing facilities along Anglesea Street that continue into the city centre. On Old Station Road it is proposed that two lanes of general traffic would be reallocated to bus lanes allowing buses to continue onto Old Station Road and Eglinton Street where the route connects to Sustainable Transport Corridor (STC) H – Airport to City.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Capwell Road/ High Street	Quiet street will provide a safer and more attractive environment for pedestrians and cyclists. New landscaped urban park area created on what was previously roadway.
Southern Road/ Langford Row Junction	Junction upgraded to provide bus priority and prioritising pedestrian and cycle friendly design.
High Street/ Langford Row Junction	Junction upgraded to prioritise pedestrian and cycle friendly design.
Infirmary Row/ Anglesea Street Junction	Junction upgraded to provide bus priority and prioritising pedestrian and cycle friendly design.
Anglesea Street/Old Station Road Junction	Junction upgraded to provide bus priority and prioritising pedestrian and cycle friendly design.

2.3 Key changes from the Published EPR

- On Maryborough Hill an inbound bus lane is no longer proposed between Greendale Road and The Paddocks, bus priority would instead be provided using traffic signals. As a consequence the impacts to private properties on the northern side of the road have been reduced.
- An outbound bus lane is no longer proposed on Douglas Road. To provide bus priority, a bus gate is proposed just east of the entrance to St Finbarr's Hospital. As a consequence the impacts to properties on Douglas Road have been reduced. The bus gate on Douglas Road near Belair Estate has been removed.
- The bus gates that remain on Douglas Road are to be operational during morning and evening peak hours only. Motorists can drive up and down Douglas Road as normal outside of these hours.
- Nine on-street parking spaces have been retained on Douglas Road near the junction with Belair Estate
- Two-way traffic to be maintained on Douglas Road between Belair Estate and the bridge over the N27 South Link Road.
- Two-way traffic to be maintained on Southern Road, and a bus lane removed from this road.
- The southbound cycle lane has been reintroduced on Southern Road.

2.4 Key Facts

Approximate number of properties that may be impacted:	**69**
Approximate number of on-street parking spaces that may be removed:	**117**
Approximate number of roadside trees that may be removed:	**52**
Approximate route length:	**4.4km**
Approximate length of cycle route: *Inbound - (5.1km)* *Outbound - (5.1km)*	**10.2km**

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 Pleánala 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

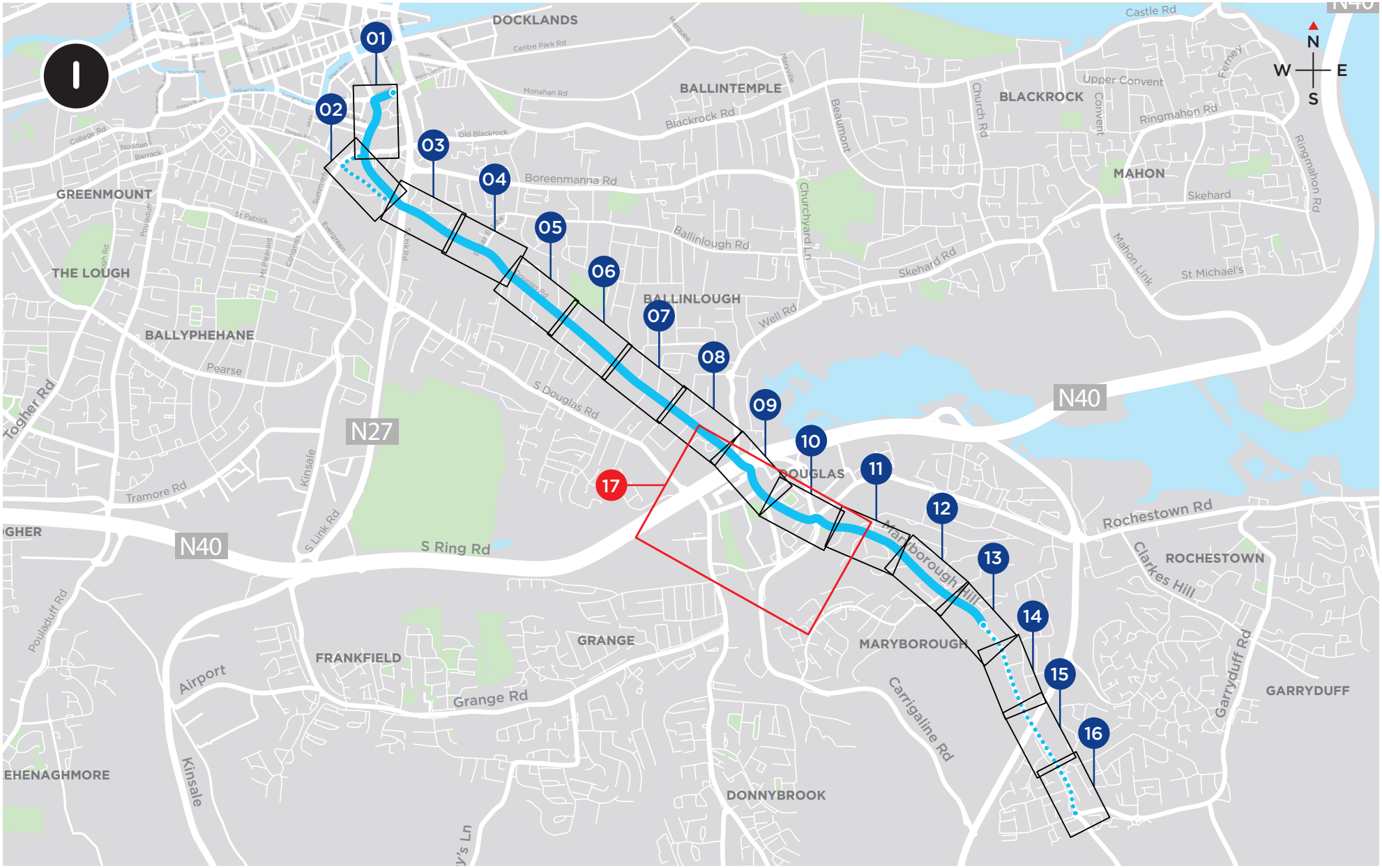
ACQUISITION & CONSTRUCTION

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

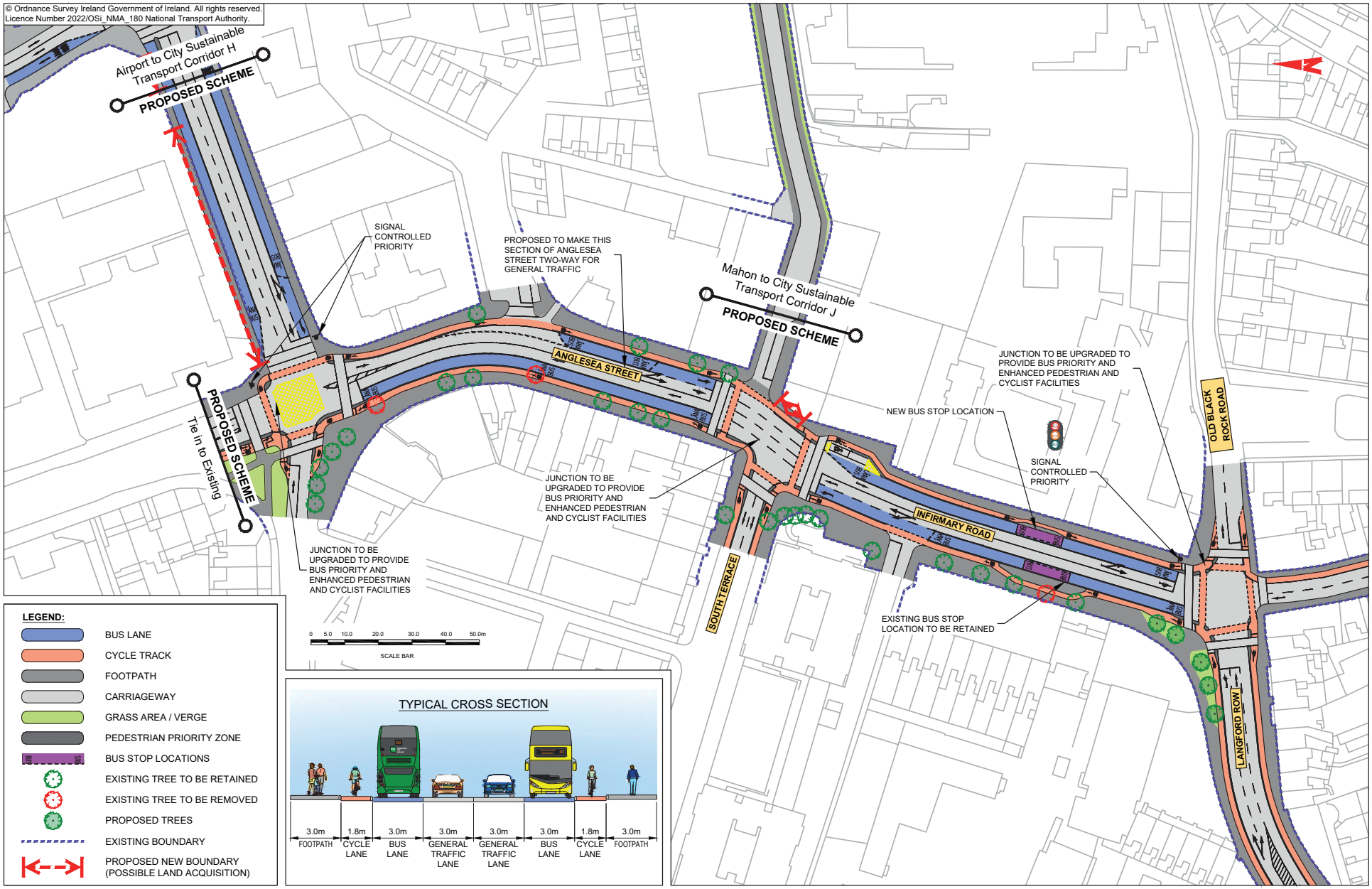
4. Appendices

4.1 Index maps
4.2 Route maps

Index Map



NOTE: The Emerging 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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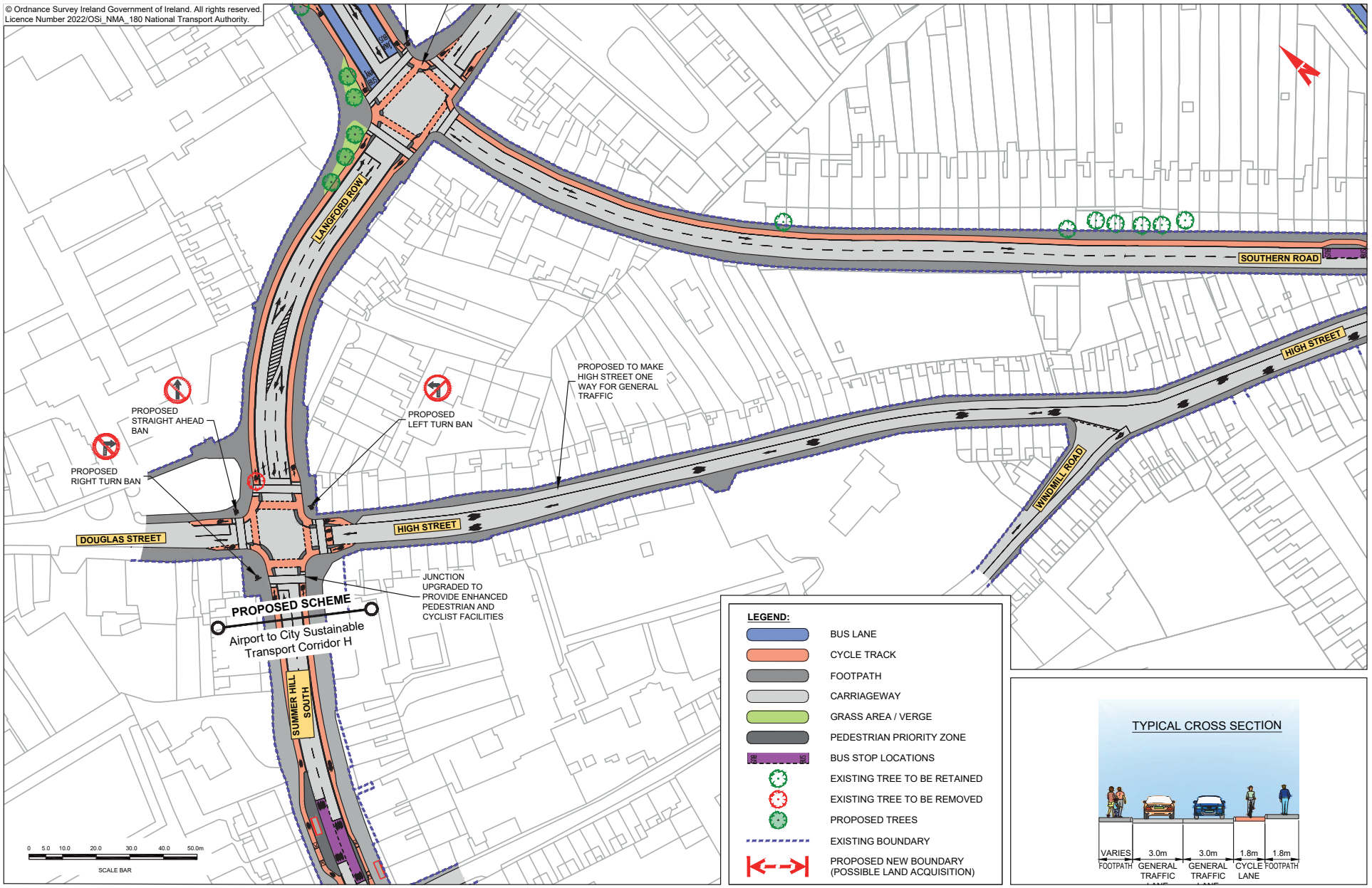
Airport to City Sustainable Transport Corridor H
PROPOSED SCHEME
Tie in to Existing
PROPOSED SCHEME
SIGNAL CONTROLLED PRIORITY
PROPOSED TO MAKE THIS SECTION OF ANGLESEA STREET TWO-WAY FOR GENERAL TRAFFIC
ANGLESEA STREET
Mahon to City Sustainable Transport Corridor J
PROPOSED SCHEME
JUNCTION TO BE UPGRADED TO PROVIDE BUS PRIORITY AND ENHANCED PEDESTRIAN AND CYCLIST FACILITIES
JUNCTION TO BE UPGRADED TO PROVIDE BUS PRIORITY AND ENHANCED PEDESTRIAN AND CYCLIST FACILITIES
NEW BUS STOP LOCATION
SIGNAL CONTROLLED PRIORITY
INFIRMARY ROAD
OLD BLACK ROCK ROAD
SOUTH TERRACE
EXISTING BUS STOP LOCATION TO BE RETAINED
LANGFORD ROW
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
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
3.0m FOOTPATH
1.8m CYCLE LANE
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
1.8m CYCLE LANE
3.0m FOOTPATH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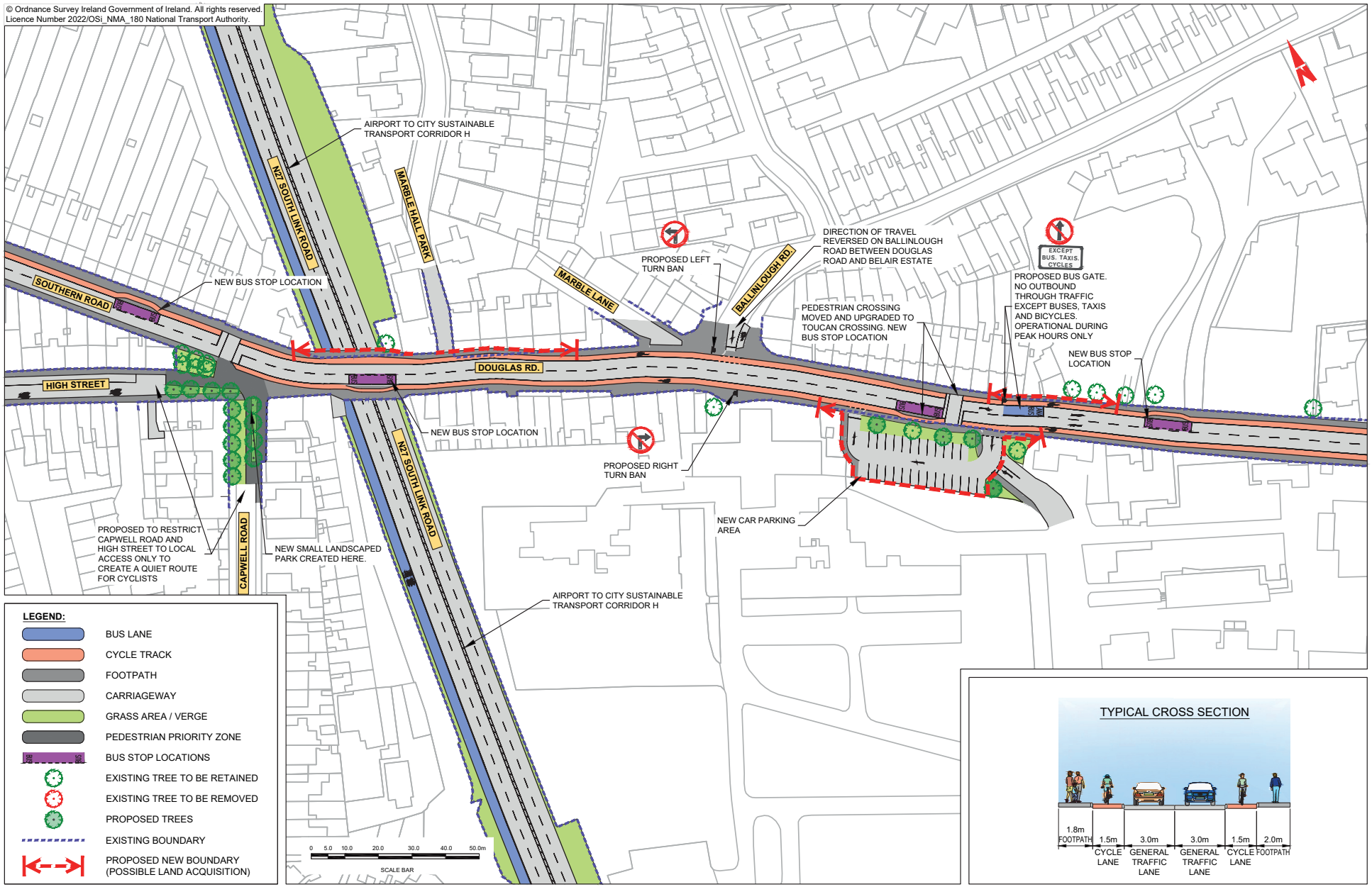
LANGFORD ROW
SOUTHERN ROAD
HIGH STREET
WINDMILL ROAD
DOUGLAS STREET
SUMMER HILL SOUTH
PROPOSED STRAIGHT AHEAD BAN
PROPOSED RIGHT TURN BAN
PROPOSED LEFT TURN BAN
PROPOSED TO MAKE HIGH STREET ONE WAY FOR GENERAL TRAFFIC
JUNCTION UPGRADED TO PROVIDE ENHANCED PEDESTRIAN AND CYCLIST FACILITIES
PROPOSED SCHEME
Airport to City Sustainable Transport Corridor H
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION
VARIES
FOOTPATH
3.0m
GENERAL TRAFFIC
3.0m
GENERAL TRAFFIC
1.8m
CYCLE LANE
1.8m
FOOTPATH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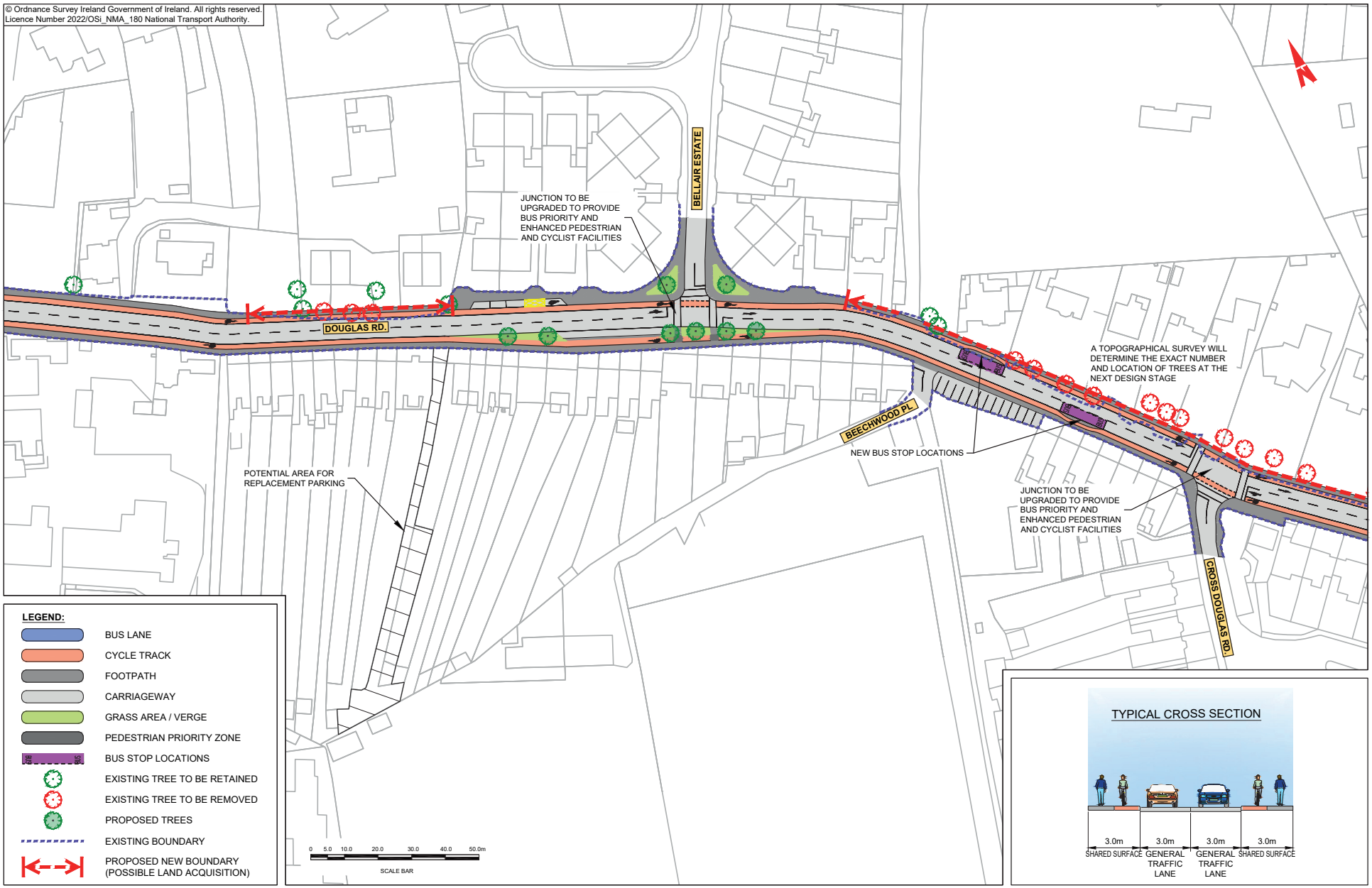
AIRPORT TO CITY SUSTAINABLE TRANSPORT CORRIDOR H
N27 SOUTH LINK ROAD
MARBLE HALL PARK
MARBLE LANE
BALLINLOUGH RD.
SOUTHERN ROAD
NEW BUS STOP LOCATION
PROPOSED LEFT TURN BAN
DIRECTION OF TRAVEL REVERSED ON BALLINLOUGH ROAD BETWEEN DOUGLAS ROAD AND BELAIR ESTATE
EXCEPT BUS, TAXIS, CYCLES
PROPOSED BUS GATE. NO OUTBOUND THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES. OPERATIONAL DURING PEAK HOURS ONLY
PEDESTRIAN CROSSING MOVED AND UPGRADED TO TOUCAN CROSSING. NEW BUS STOP LOCATION
NEW BUS STOP LOCATION
DOUGLAS RD.
HIGH STREET
NEW BUS STOP LOCATION
PROPOSED RIGHT TURN BAN
NEW CAR PARKING AREA
PROPOSED TO RESTRICT CAPWELL ROAD AND HIGH STREET TO LOCAL ACCESS ONLY TO CREATE A QUIET ROUTE FOR CYCLISTS
CAPWELL ROAD
NEW SMALL LANDSCAPED PARK CREATED HERE.
N27 SOUTH LINK ROAD
AIRPORT TO CITY SUSTAINABLE TRANSPORT CORRIDOR H
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
SCALE BAR
TYPICAL CROSS SECTION
1.8m FOOTPATH
1.5m CYCLE LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
1.5m CYCLE LANE
2.0m FOOTPATH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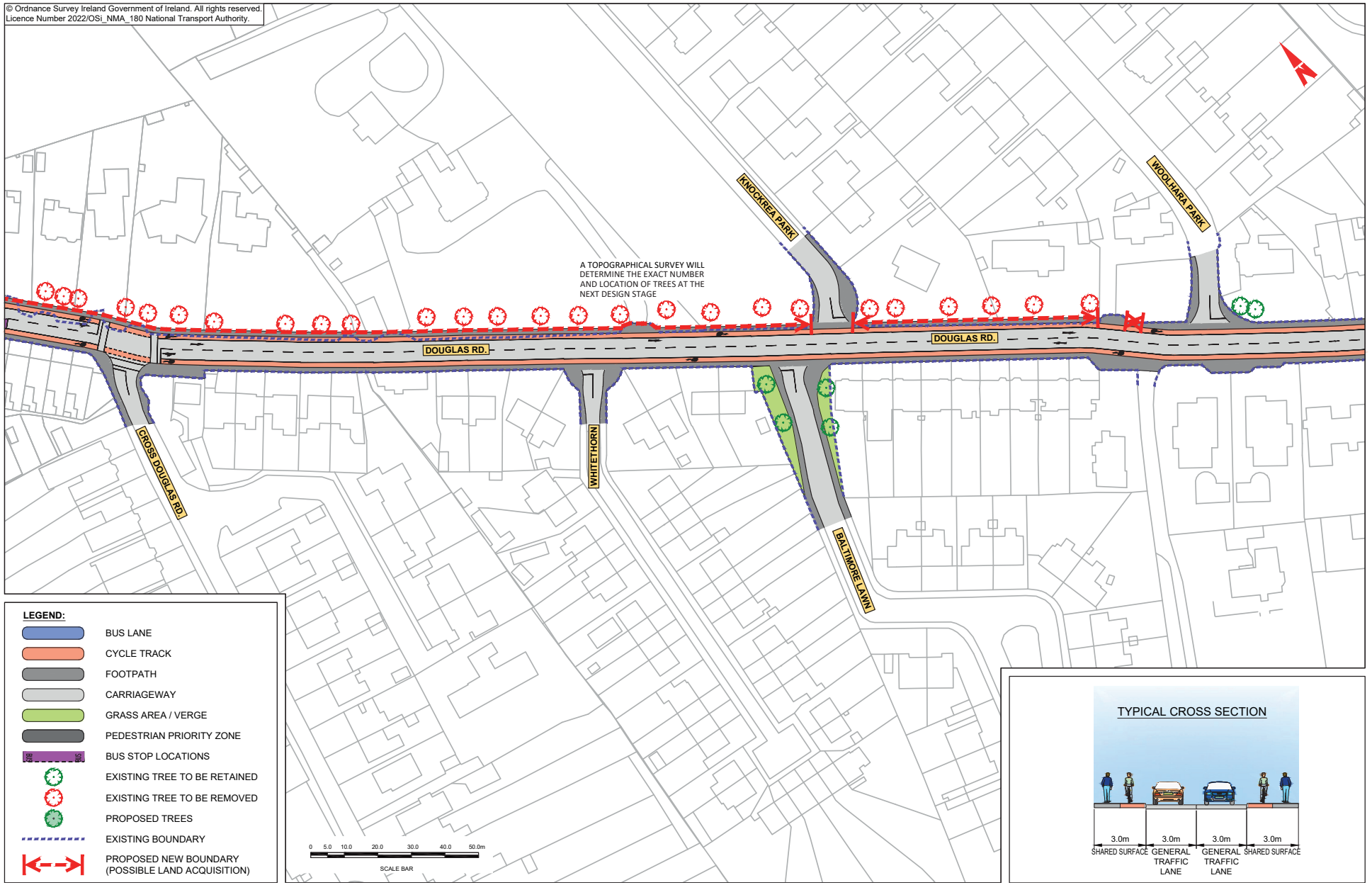
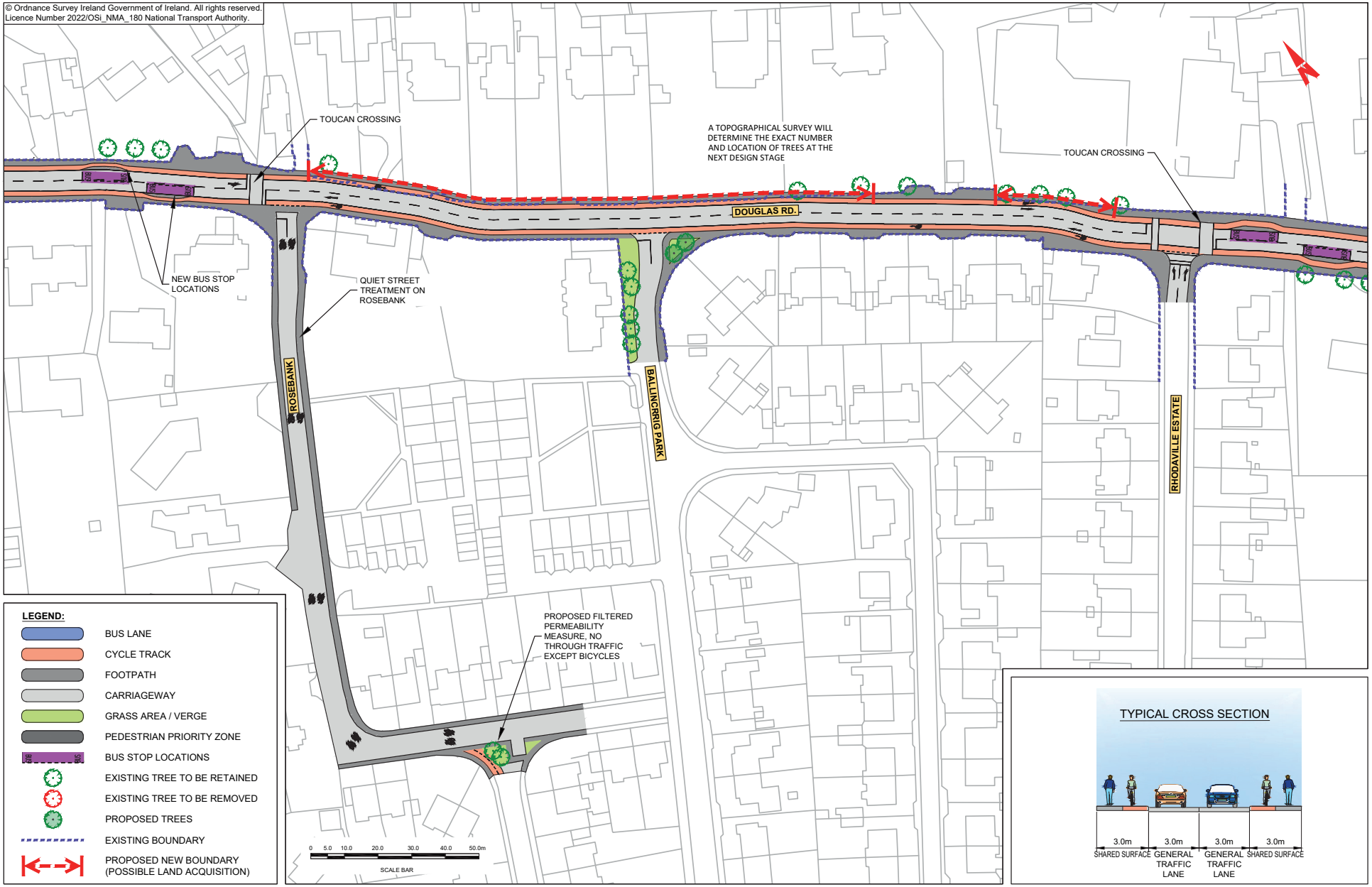
BELLAIR ESTATE
JUNCTION TO BE UPGRADED TO PROVIDE BUS PRIORITY AND ENHANCED PEDESTRIAN AND CYCLIST FACILITIES
DOUGLAS RD.
A TOPOGRAPHICAL SURVEY WILL DETERMINE THE EXACT NUMBER AND LOCATION OF TREES AT THE NEXT DESIGN STAGE
BEECHWOOD PL
NEW BUS STOP LOCATIONS
POTENTIAL AREA FOR REPLACEMENT PARKING
JUNCTION TO BE UPGRADED TO PROVIDE BUS PRIORITY AND ENHANCED PEDESTRIAN AND CYCLIST FACILITIES
CROSS DOUGLAS RD.
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
SCALE BAR
TYPICAL CROSS SECTION
3.0m
3.0m
3.0m
3.0m
SHARED SURFACE
GENERAL TRAFFIC LANE
GENERAL TRAFFIC LANE
SHARED SURFACE

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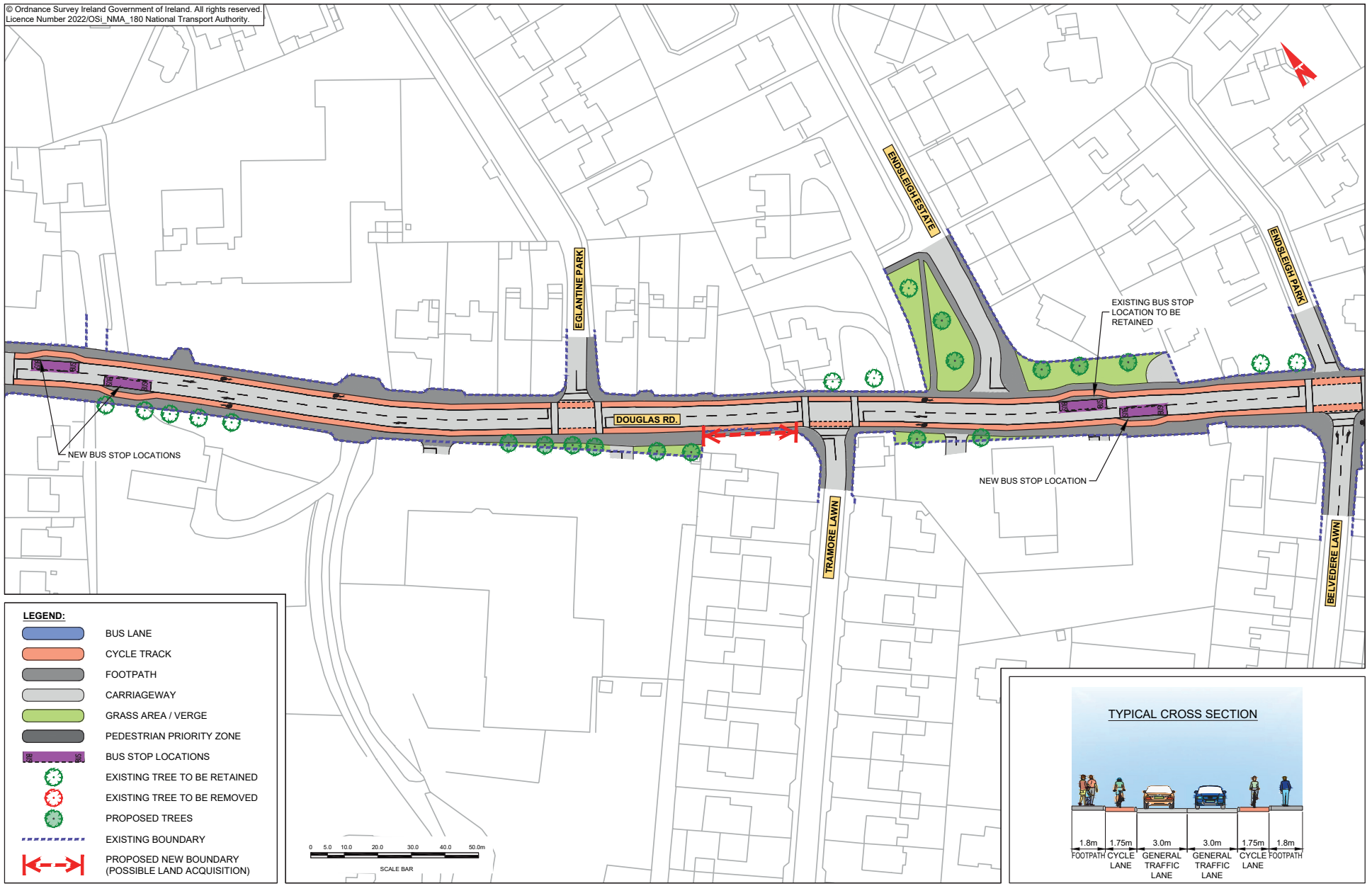
TOUCAN CROSSING
A TOPOGRAPHICAL SURVEY WILL DETERMINE THE EXACT NUMBER AND LOCATION OF TREES AT THE NEXT DESIGN STAGE
TOUCAN CROSSING
DOUGLAS RD.
NEW BUS STOP LOCATIONS
QUIET STREET TREATMENT ON ROSEBANK
ROSEBANK
BALLINGRRIG PARK
RHODAVILLE ESTATE
PROPOSED FILTERED PERMEABILITY MEASURE, NO THROUGH TRAFFIC EXCEPT BICYCLES
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
SCALE BAR
TYPICAL CROSS SECTION
3.0m SHARED SURFACE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m SHARED SURFACE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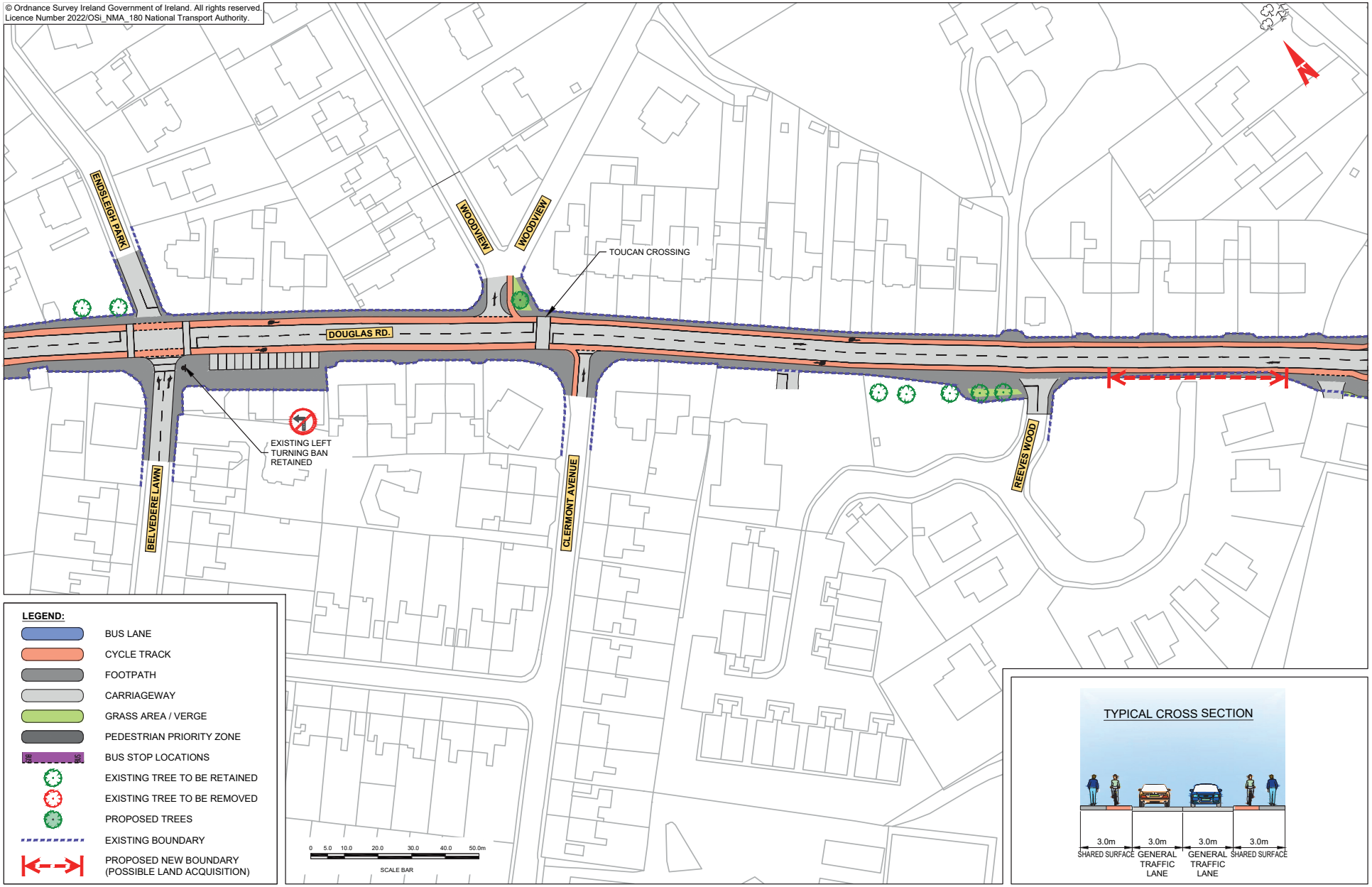
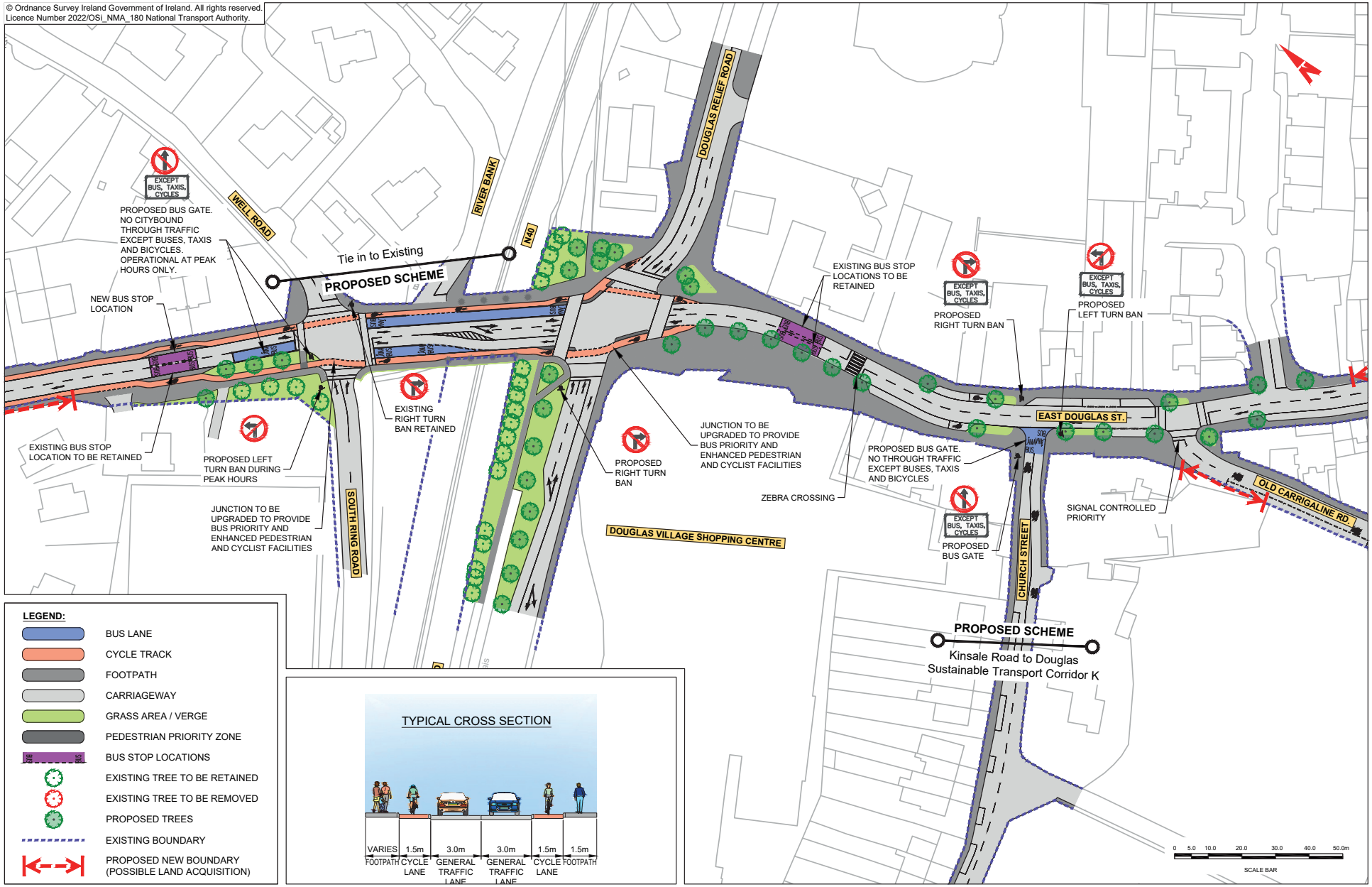
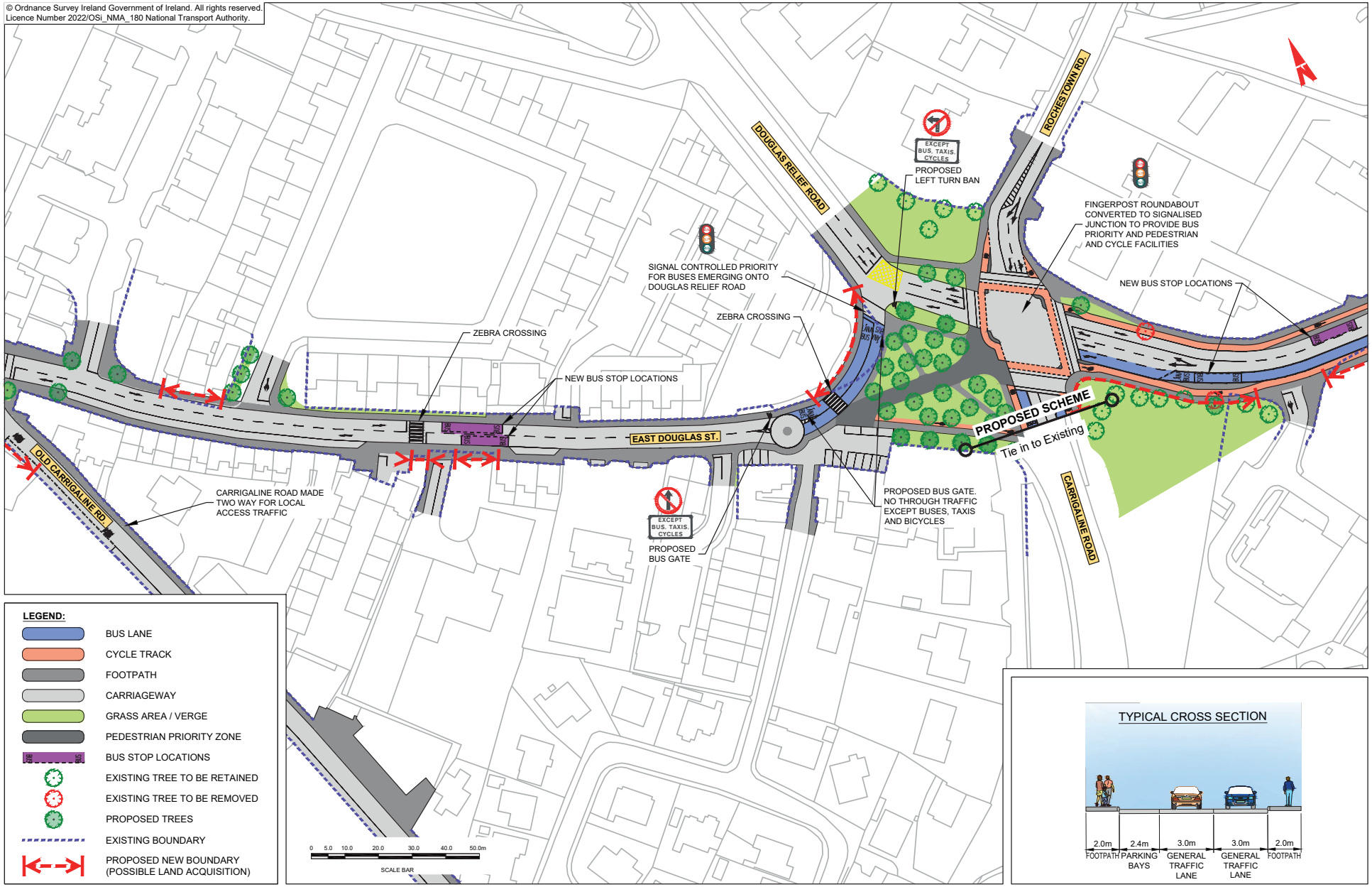
EGLANTINE PARK
ENDSLEIGH ESTATE
ENDSLEIGH PARK
DOUGLAS RD.
TRAMORE LAWN
BELVEDERE LAWN
EXISTING BUS STOP LOCATION TO BE RETAINED
NEW BUS STOP LOCATIONS
NEW BUS STOP LOCATION
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE 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
SCALE BAR
TYPICAL CROSS SECTION
1.8m FOOTPATH
1.75m CYCLE LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
1.75m CYCLE LANE
1.8m FOOTPATH



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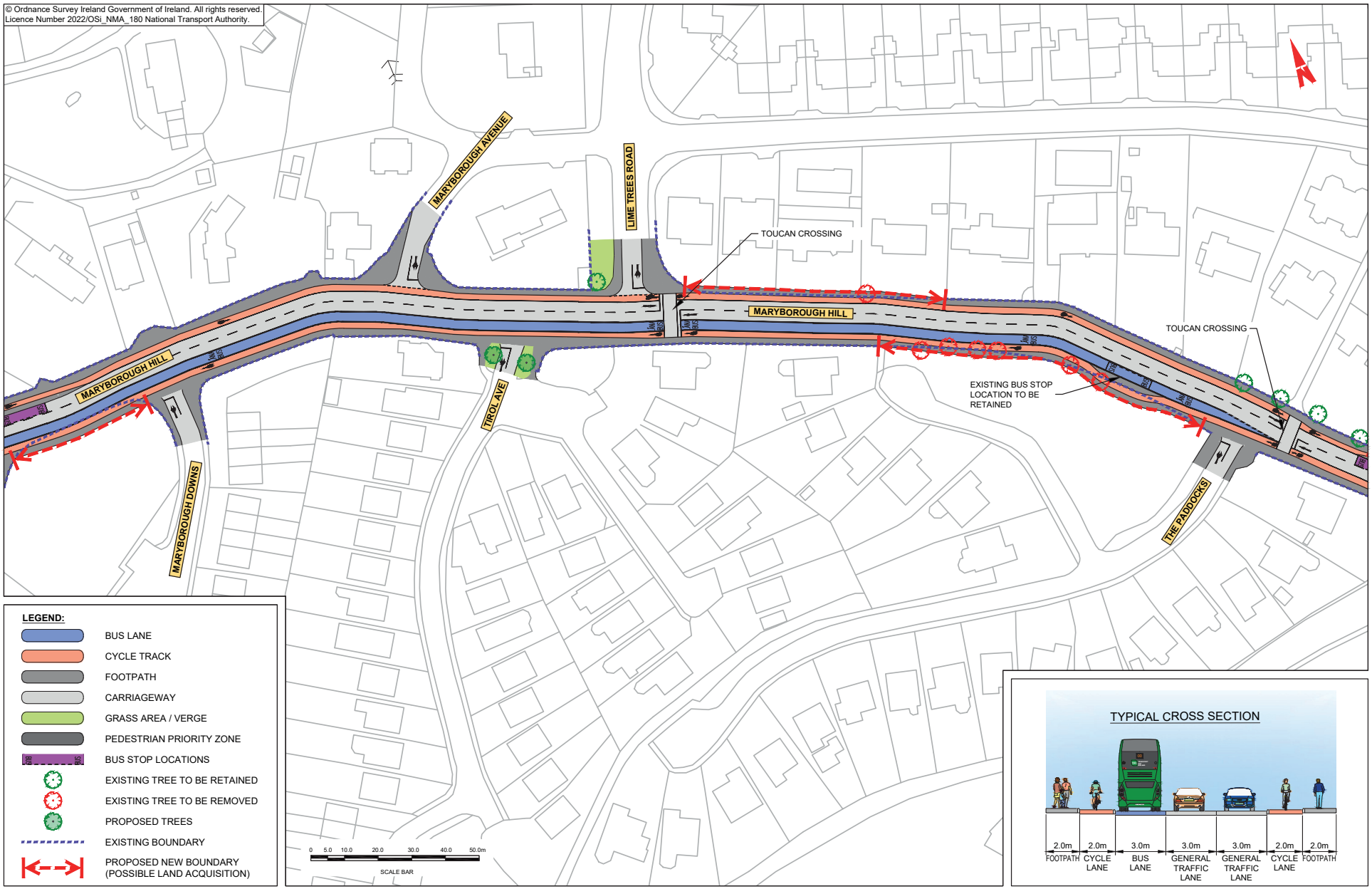
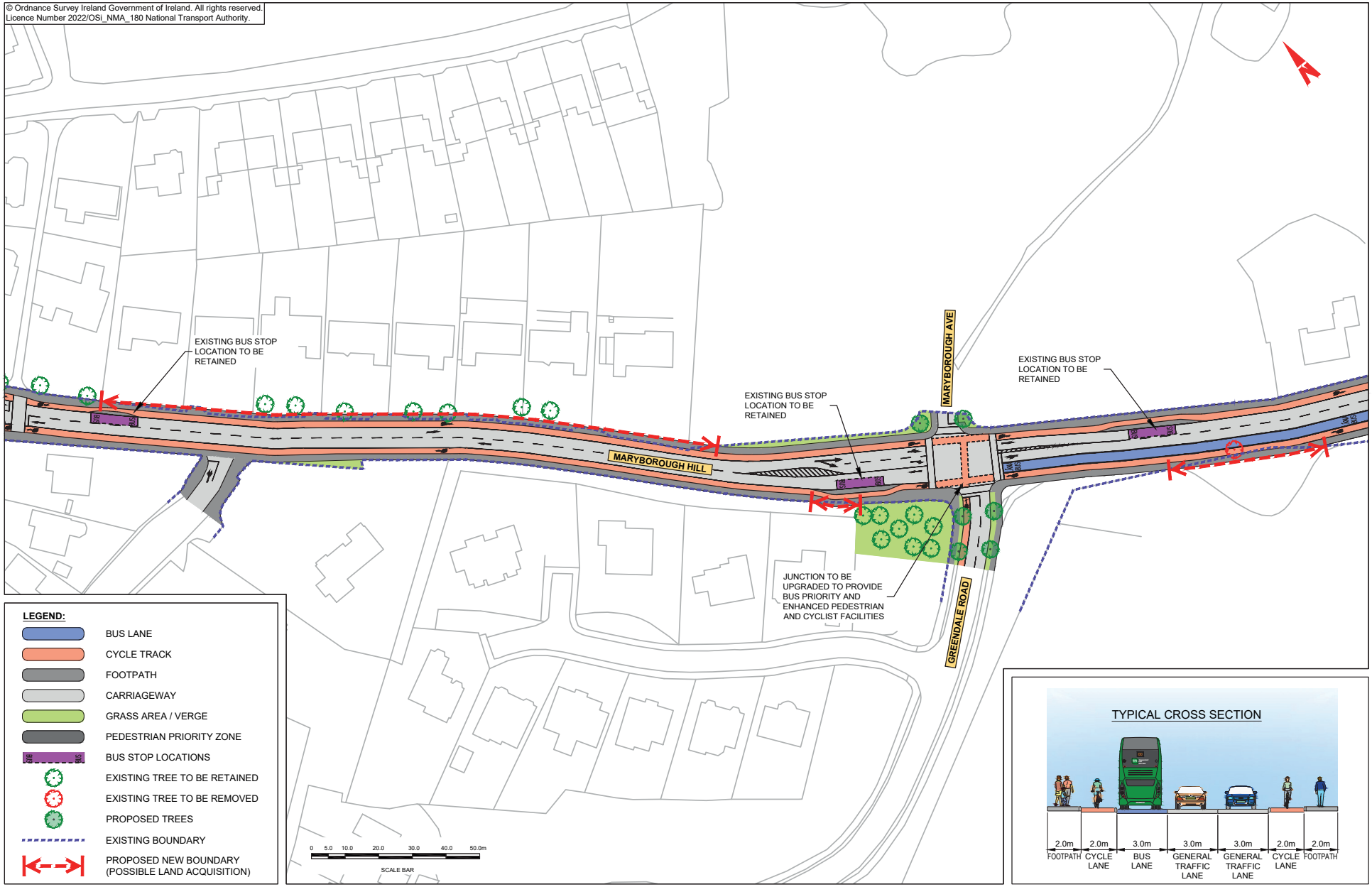
DOUGLAS RELIEF ROAD
ROCHESTOWN RD.
EXCEPT BUS, TAXIS, CYCLES
PROPOSED LEFT TURN BAN
FINGERPOST ROUNDABOUT CONVERTED TO SIGNALISED JUNCTION TO PROVIDE BUS PRIORITY AND PEDESTRIAN AND CYCLE FACILITIES
SIGNAL CONTROLLED PRIORITY FOR BUSES EMERGING ONTO DOUGLAS RELIEF ROAD
ZEBRA CROSSING
NEW BUS STOP LOCATIONS
ZEBRA CROSSING
NEW BUS STOP LOCATIONS
EAST DOUGLAS ST.
PROPOSED SCHEME
Tie In to Existing
OLD CARRIGALINE RD.
CARRIGALINE ROAD MADE TWO WAY FOR LOCAL ACCESS TRAFFIC
EXCEPT BUS, TAXIS, CYCLES
PROPOSED BUS GATE
PROPOSED BUS GATE. NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
CARRIGALINE 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
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.4m PARKING BAYS
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m FOOTPATH

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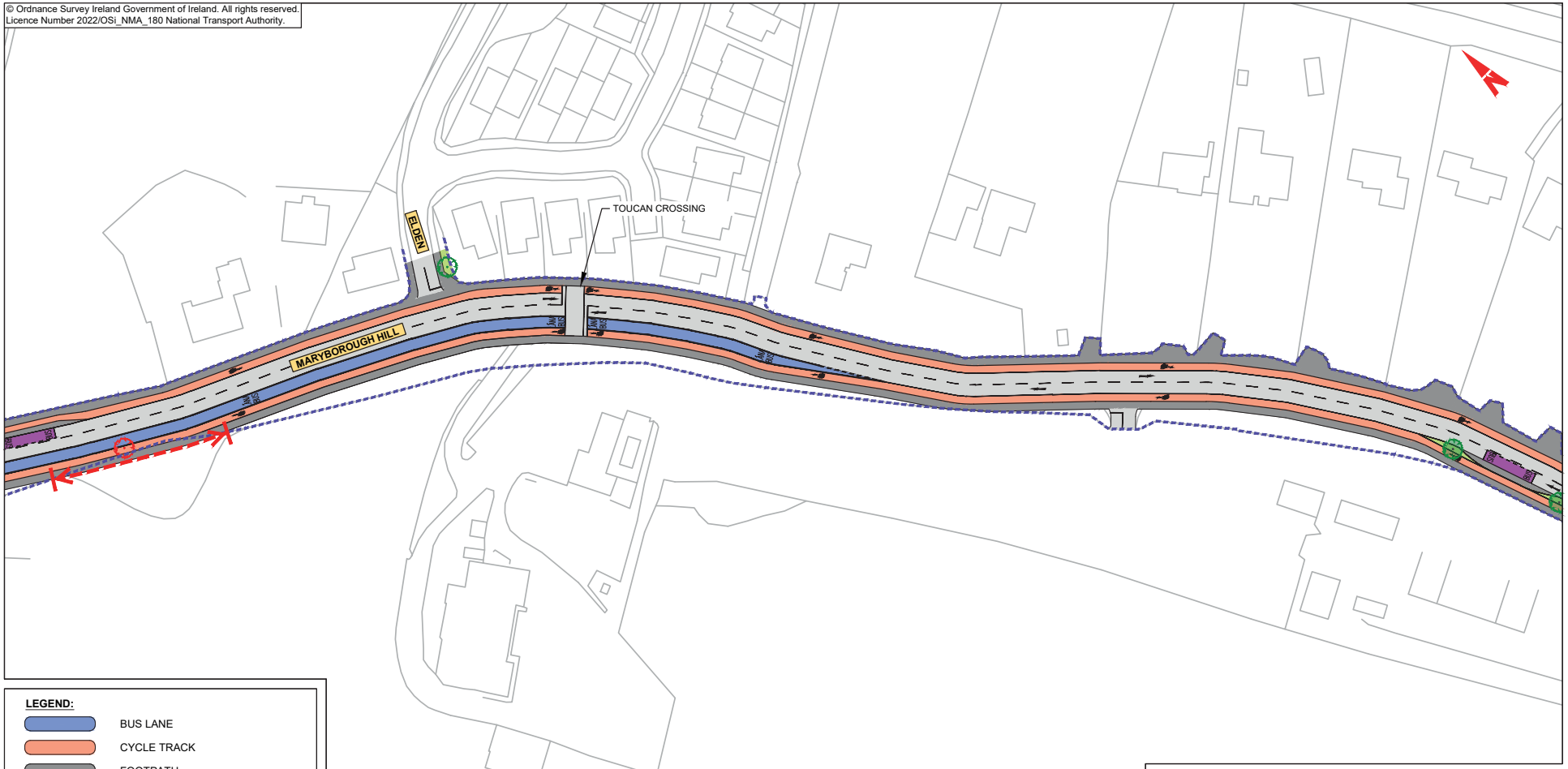
EXISTING BUS STOP LOCATION TO BE RETAINED
MARYBOROUGH HILL
EXISTING BUS STOP LOCATION TO BE RETAINED
MARYBOROUGH AVE
EXISTING BUS STOP LOCATION TO BE RETAINED
JUNCTION TO BE UPGRADED TO PROVIDE BUS PRIORITY AND ENHANCED PEDESTRIAN AND CYCLIST FACILITIES
GREENDALE ROAD
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
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
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE LANE
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE LANE
2.0m FOOTPATH

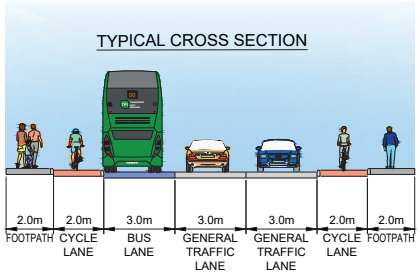


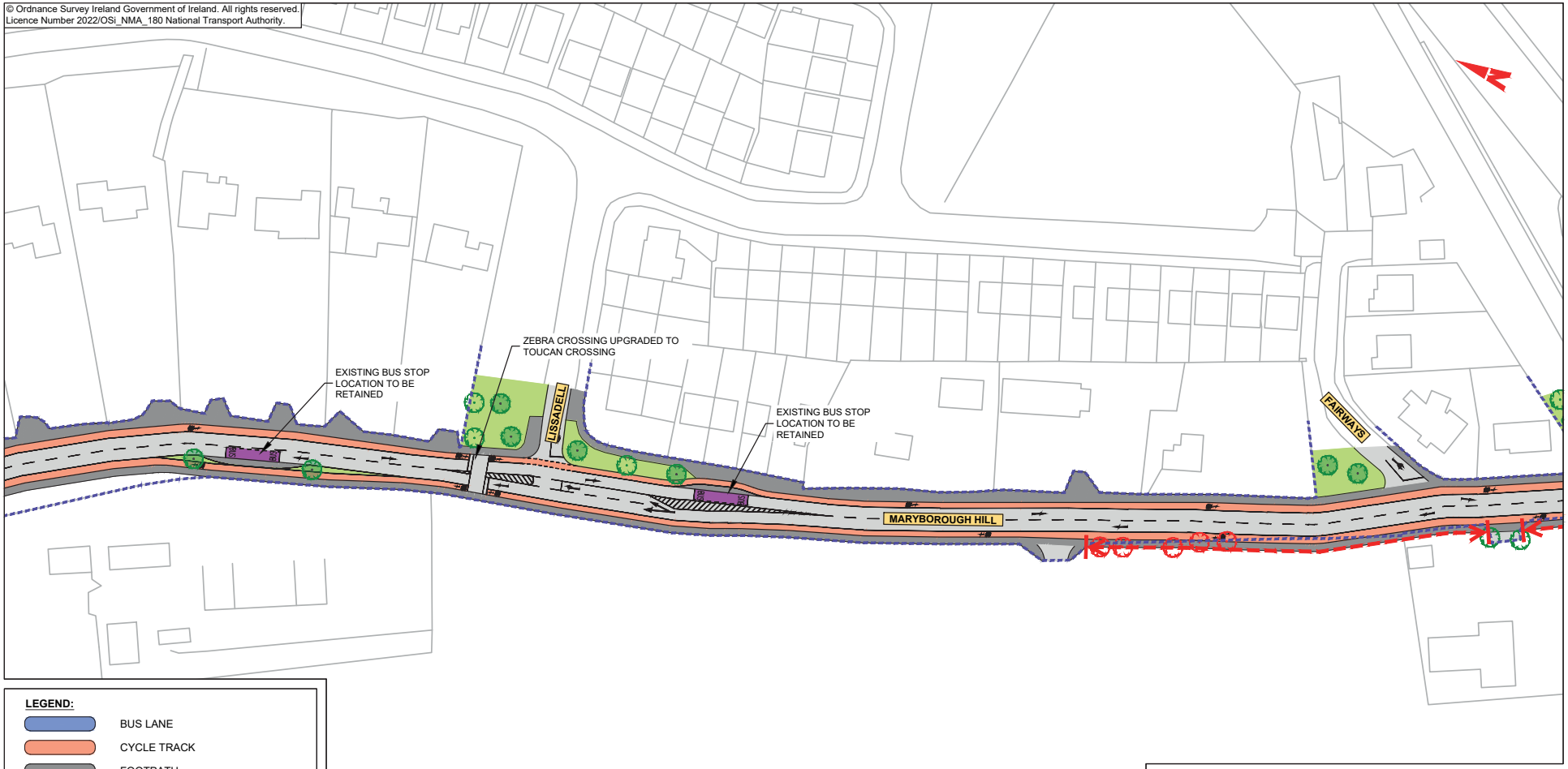
LEGEND:

- 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)

0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR

TYPICAL CROSS SECTION





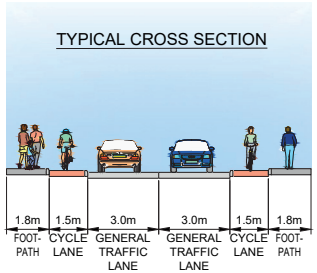
LEGEND:

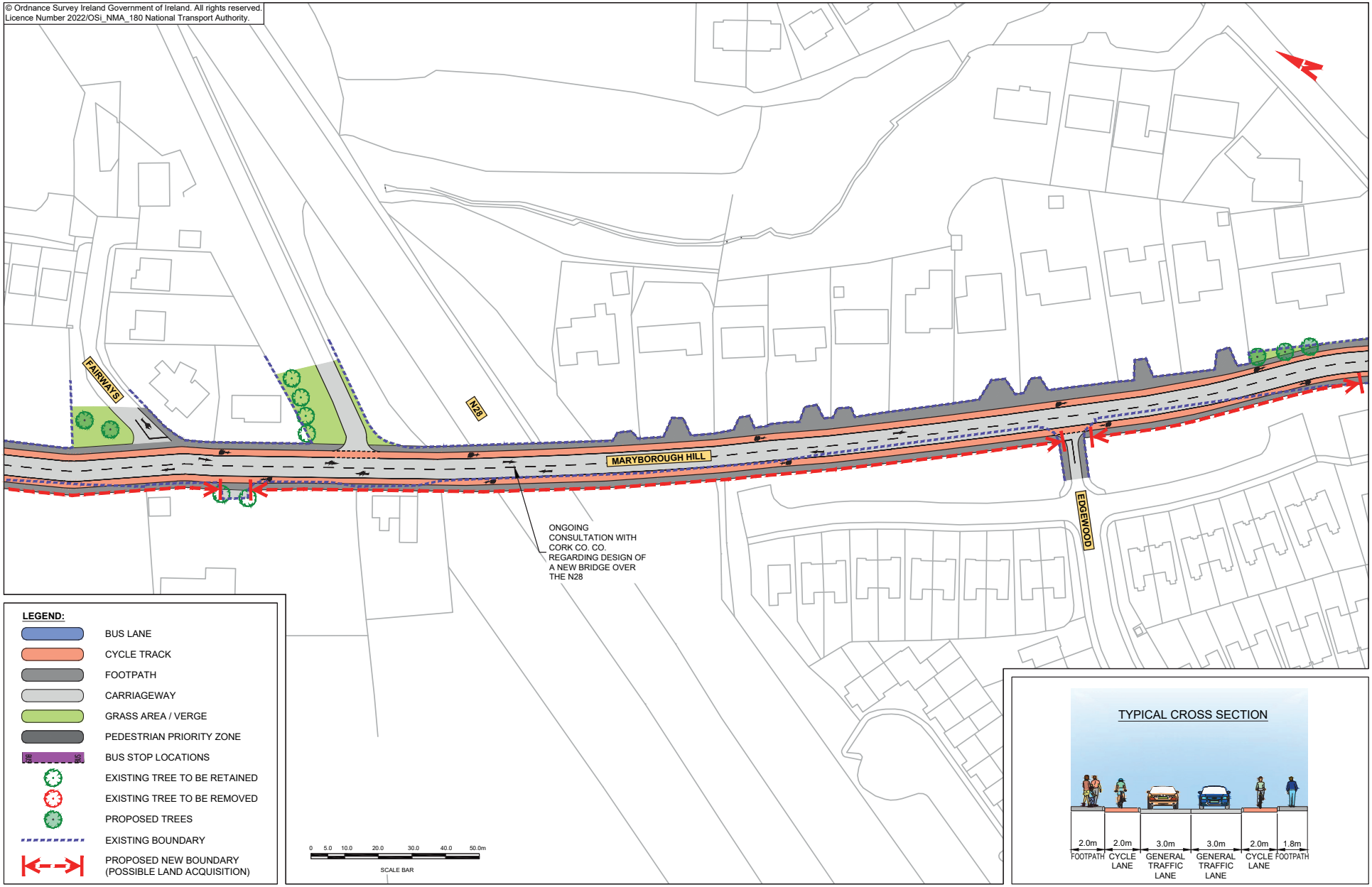
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- BUS STOP LOCATIONS
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED TREES
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

0 5.0 10.0 20.0 30.0 40.0 50.0m

SCALE BAR

TYPICAL CROSS SECTION



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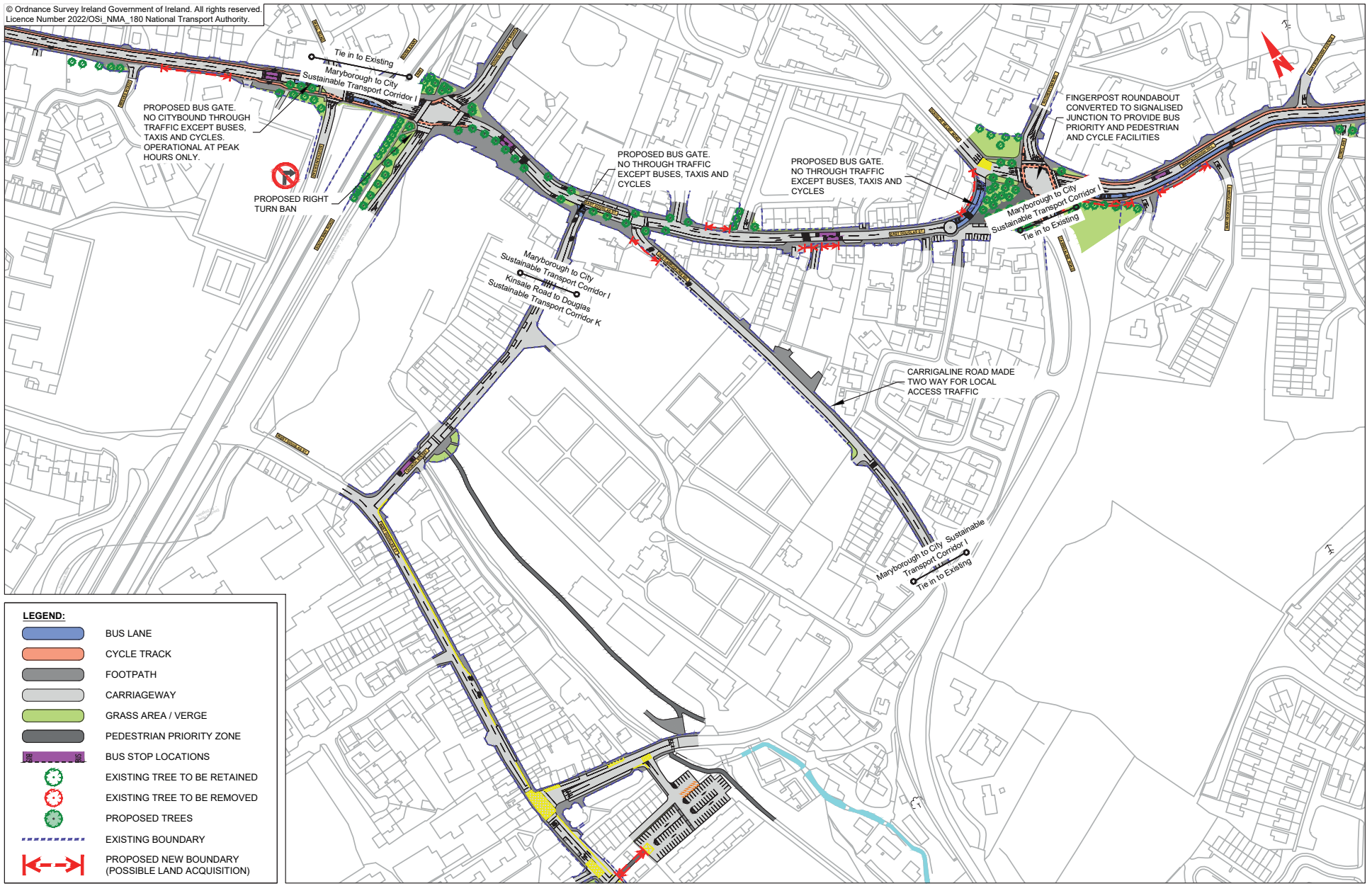
THE VIEW
TOUCAN CROSSING
NEW BUS STOP LOCATION
MARYBOROUGH HILL
EXISTING BUS STOP LOCATION TO BE RETAINED
MARYBOROUGH RIDGE
MARYBOROUGH RIDGE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO 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
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE LANE
1.8m FOOTPATH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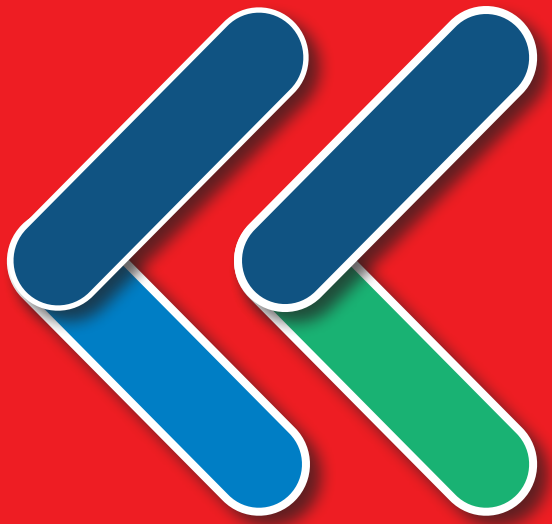
Tie in to Existing Maryborough to City Sustainable Transport Corridor I
PROPOSED BUS GATE. NO CITYBOUND THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND CYCLES. OPERATIONAL AT PEAK HOURS ONLY.
PROPOSED RIGHT TURN BAN
PROPOSED BUS GATE. NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND CYCLES
PROPOSED BUS GATE. NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND CYCLES
FINGERPOST ROUNDABOUT CONVERTED TO SIGNALISED JUNCTION TO PROVIDE BUS PRIORITY AND PEDESTRIAN AND CYCLE FACILITIES
Maryborough to City Sustainable Transport Corridor I Tie in to Existing
Maryborough to City Sustainable Transport Corridor I Kinsale Road to Douglas Sustainable Transport Corridor K
CARRIGALINE ROAD MADE TWO WAY FOR LOCAL ACCESS TRAFFIC
Maryborough to City Sustainable Transport Corridor I Tie in to Existing
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)

NTA

Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Harcourt Lane,
Dun Sceine,
Dublin 2,
D02 WT20.

NTA - Cork Office
Suite 427
1 Horgan's Quay, Waterfront Square,
Cork
T23 PPT8



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Project Ireland 2040