D

Hollyhill to City

Sustainable Transport Corridor Preferred Route

3rd Round of Public Consultation November 2023

Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland 2040

BUS CONNECTS CORK
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

Contents

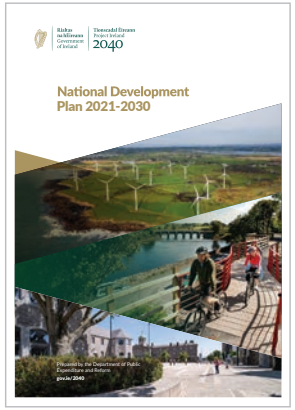
1. Introduction

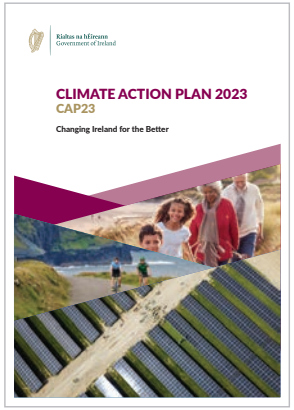
1.1 What is BusConnects?

BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus services in Cork and other cities. It is a key part of the Government's polices to improve public transport and address climate change. 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 and enhanced pedestrian facilities along key routes.





1.2 What is this public consultation for?

This is now the third round of non-statutory public consultation on the eleven proposed Sustainable Transport Corridors (STCs) since June 2022. The development of these STCs is a key part of the overall BusConnects Cork programme and will help future proof Cork's bus system and create safe cycling across the city and region as it continues to grow.

This consultation provides further opportunities for the public to review and submit feedback to the revised set of designs.

The overall BusConnects Cork programme is made up of 9 elements

1 Develop a network of new sustainable transport corridors

91km of new bus lane / bus priority
making journeys faster and more reliable

98km of cycle facilities
(one direction) delivering 49km of the cycle network.

2 Redesigning the bus network

3 State-of-the-art ticketing system

4 Cashless payment system

5 Simpler fare structure

6 New Park & Ride sites
in key locations

7 Transitioning to a new Zero emissions bus fleet

8 New bus livery

9 New bus stops and shelters
with better signage and information

1.3 A reminder of what the Sustainable Transport Corridor Project is about

The proposals are to invest in eleven Sustainable Transport Corridors (STCs) that will have continuous bus priority – generally, a continuous bus lane in each direction, but other arrangements maybe used in constricted locations. This will remove delays currently being experienced by the bus system and its users. Dedicated bus lanes, or other equivalent measures,will allow the buses to transport their many thousands of passengers with greater certainty about when buses will arrive and depart, making a better and more efficient service.

Along these corridors, we also intend to provide segregated cycle tracks in each direction, separated as far as is practically possible from general traffic. In areas where this may prove difficult to achieve, we intend to provide offline cycle tracks, where a cycle track will divert off the STC and onto a quieter road or purpose-built cycleway, before re-joining with the corridor.

It is important to remember that the STCs identified are the key bus corridors in the city. In addition to these corridors, there is a much wider redesigned bus services network planned for Cork which will provide increased frequencies and new services. The new bus network will be implemented during 2024/2025 and full details can be found on **busconnects.ie**.

1.4 Objectives of the Sustainable Transport Corridors

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

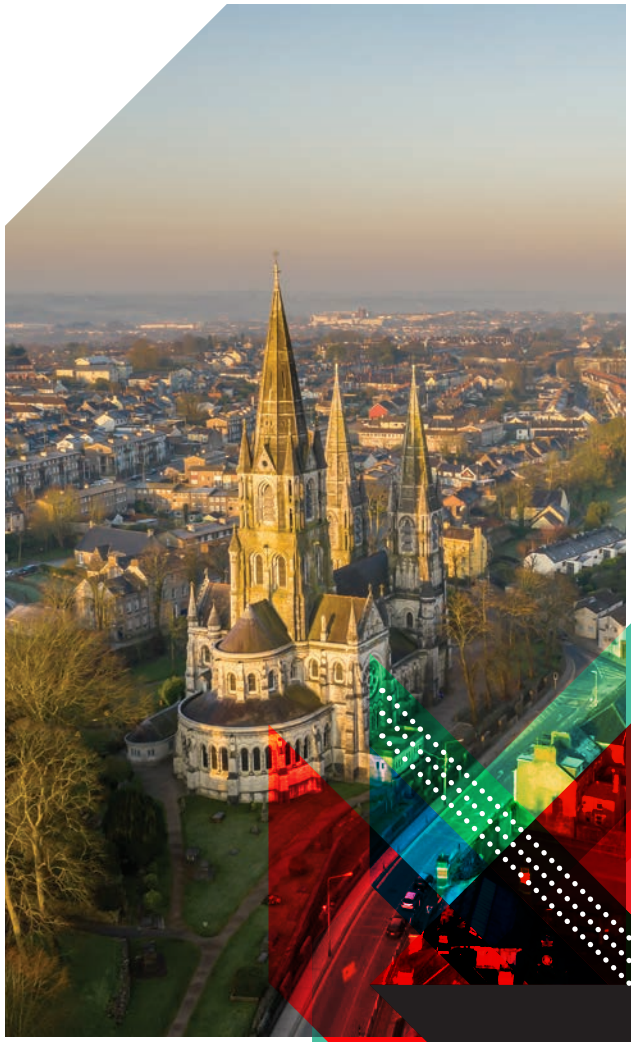
Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;

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

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

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

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



1.5 What has happened so far?

Between June 2022 and October 2022 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Route (EPR) of twelve Sustainable Transport Corridors (STCs) across Cork. During this first round of consultation we received approximately 3,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Route Option (PRO) for each corridor. A second round of public consultation on the PRO of eleven STCs commenced in March 2023 and continued until 25th May 2023. Approximately 4,400 submissions were received as part of the second round of public consultation.

The submissions and feedback have been reviewed and a third round of non-statutory public consultation is taking place during Q4 2023. This will provide further opportunities for the public to review and submit feedback to the revised set of designs.

1.6 What is in this brochure?

This document is one of eleven brochures, each dedicated to a single Sustainable Transport Corridor (STC). The document provides a written description of the Preferred Route from start to finish with supporting maps. It includes all revisions made, if any, since the second round of public consultation. It also includes a timeline for the progress of the programme and details of how you can engage with the public consultation. The brochures from the first and second round of consultation are available to view and download on our website **www.busconnects.ie**. Definitions of the terminology used in the document are outlined in the next section.

1.7 Understanding the terminology

1. Sustainable Transport Corridor (STC):

Part of the overall BusConnects Cork Programme is to create eleven Sustainable Transport Corridors (STCs). A STC 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. In constricted locations, other arrangements may be used. The bus lanes will be alongside segregated cycle lanes/tracks where feasible and general traffic lanes.

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 STCs in a non-statutory public consultation process in June 2022. The options were called Emerging Preferred Routes (EPR) to inform the public of the likely layout of the roadway with the necessary STC 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):

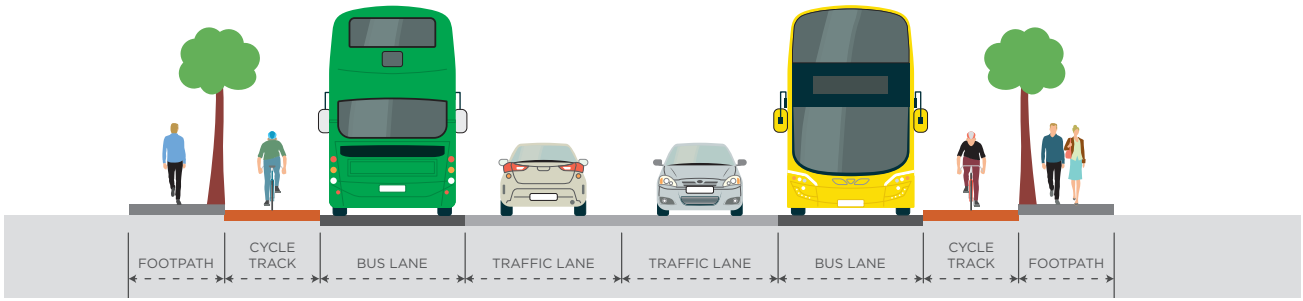
Following consideration of the public submissions about the EPRs, the Sustainable Transport Corridor proposals were reviewed and amended. In March 2023, they were presented as the Preferred Route Option (PRO) and were subject to a further round of non-statutory public consultation.

Following refinements and additional design development, the proposals are now being presented as the updated PROs and are subject to this additional round of public consultation.

They are not final proposals as they are subject to further consideration from this third round of public consultation and also subsequent examination in the context of environmental impact assessment and design development.

5. Bus Gate:

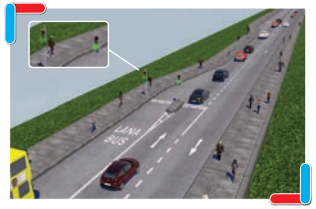
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road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



6. Signal Controlled Priority (SCP):

Signal Control Priority uses traffic signals to enable buses to get priority ahead of 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.



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.

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 STC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the STC 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:

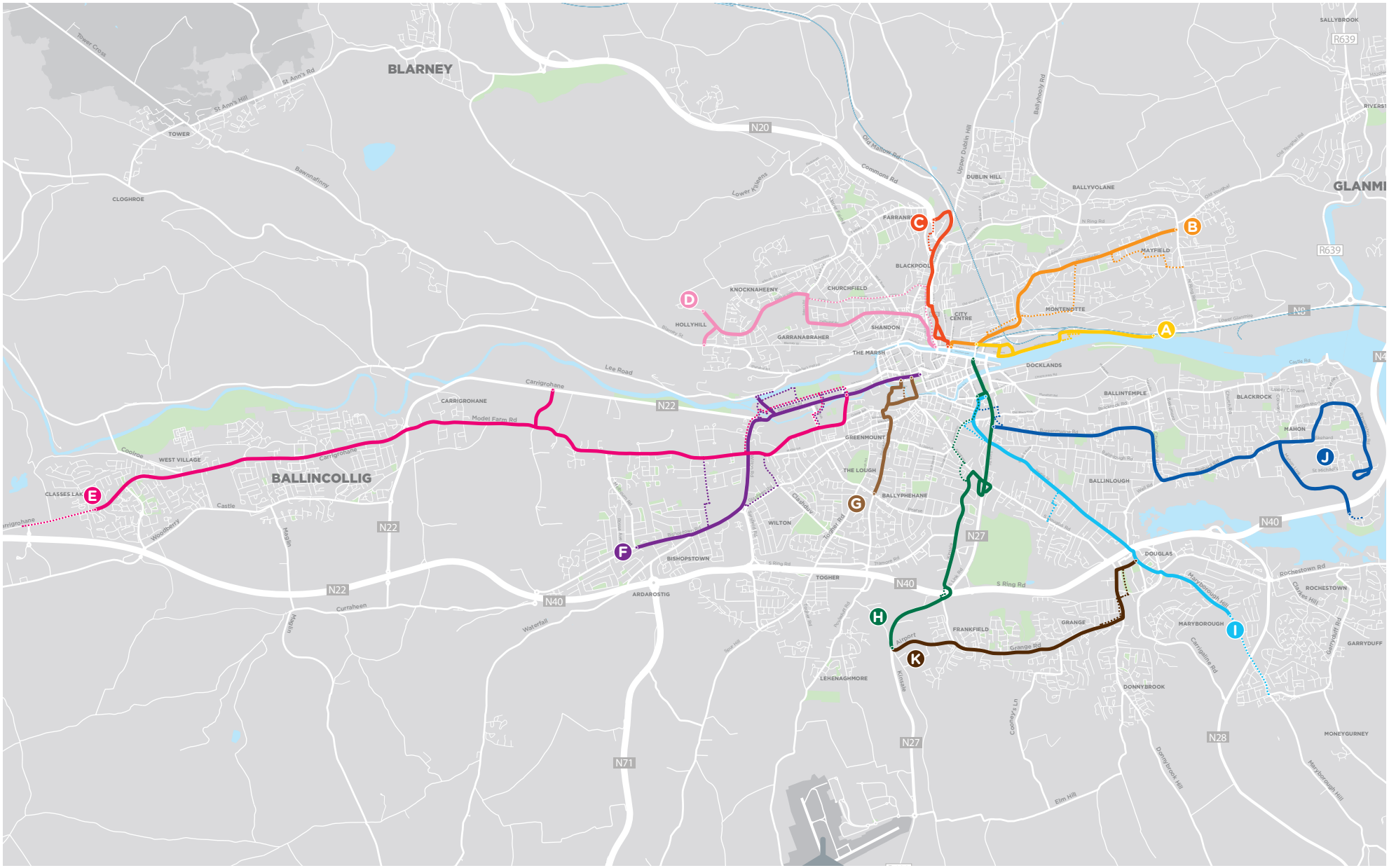
Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial 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.

1.8 11 Sustainable Transport Corridor Preferred Routes

- 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
CARRIGROHANE
WEST VILLAGE
CLASSES LAK
HOLLYHILL
KNOCKNAHEENY
CHURCHFIELD
FARRANS
BLACKPOOL
DUBLIN HILL
BALLYVOLANE
MAYFIELD
MONTENOTTE
CITY CENTRE
SHANDON
GARRANABRAHER
THE MARSH
DOCKLANDS
GREENMOUNT
THE LOUGH
BALLYPHEHANE
WILTON
BISHOPSTOWN
TOGHER
ARDAROSTIG
LEHENAGHMORE
FRANKFIELD
GRANGE
DONNYBROOK
BALLINTEMPLE
BALLINLOUGH
BLACKROCK
MAHON
DOUGLAS
ROCHESTOWN
MARYBOROUGH
GARRYDUFF
MONEYGURNEY
SALLYBROOK
RIVERST
GLANMI
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2. What has been happening over the last number of months?

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

2.1 Technical Design

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

2.2 Statutory Consent Application

As part of the intended Statutory Consent Application for each Sustainable Transport Corridor (STC), the NTA will be preparing an Environmental Impact Assessment Screening Report, Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment Report (EIAR), and where required, a Natura Impact Statement (NIS) in accordance with current Irish and European legislation, guidelines, and best practice. These screenings and assessments are being undertaken by environmental specialists that have recently been appointed to work on the project on behalf of the NTA. The EIAR and AA documentation will form a significant part of the formal statutory application to An Bord Pleanála and will be available upon submission to the Board, as part of the statutory public consultation.

2.3 Traffic Surveys

A comprehensive set of traffic surveys has been undertaken across the City, providing up to date information on traffic volumes and other road user information. This information, supplemented by a variety of other information sources, will be used to further refine and calibrate the computer simulation transport model that has been developed for the Cork metropolitan region.

Forecasts from the transport model will be used by the design team in developing the various elements of the corridors and in the assessment of the impacts that will be reported in the EIAR documentation.

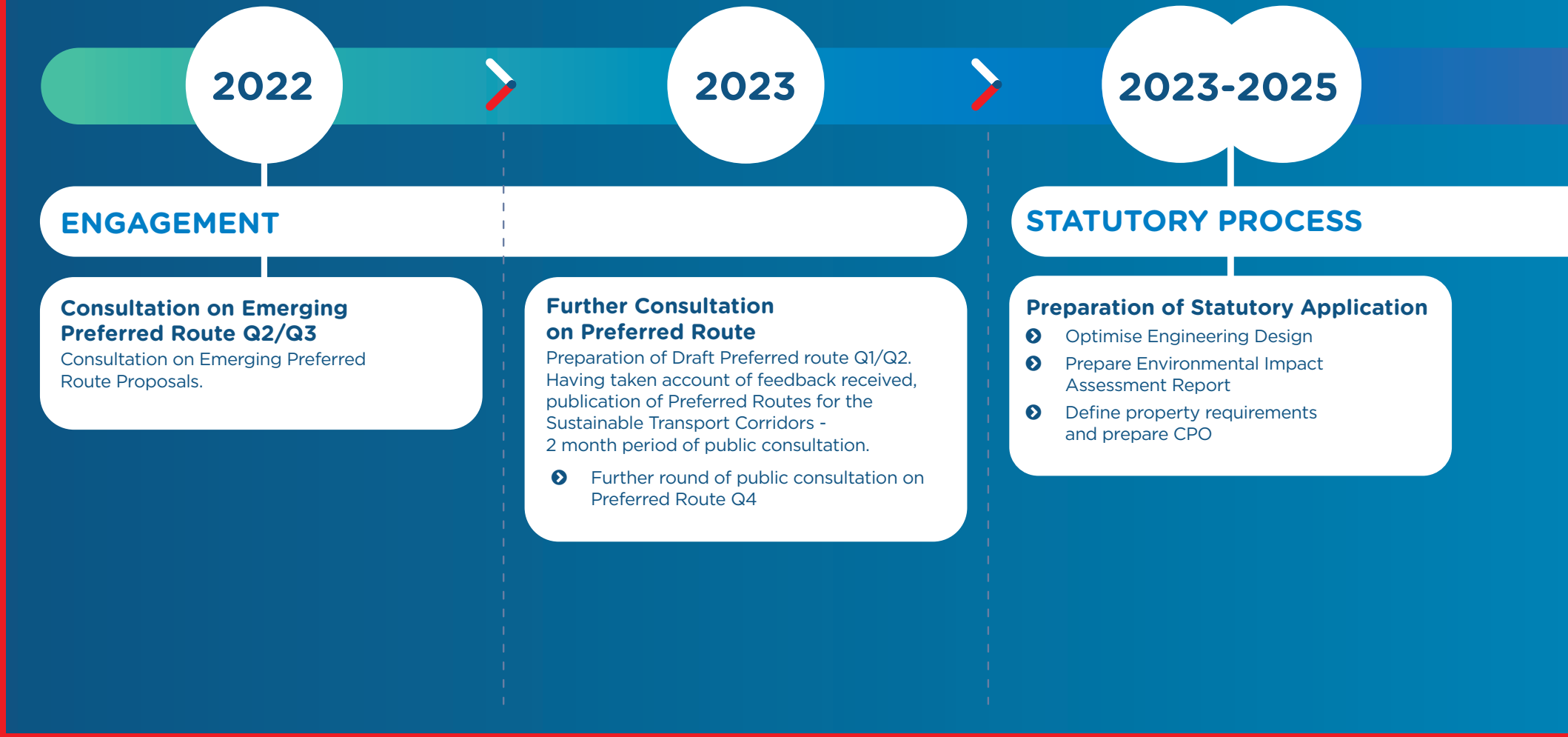
In advance of the full suite of transport models that will be prepared to support the EIAR for each STC (as described above), preliminary traffic modelling has been undertaken in order to provide high-level insight into the potential traffic impacts of the STC proposals. This model provides an indication of the scale of changes in traffic flow along streets across the city. The development and outputs of this model are described in the Preliminary Transport Modelling Report published as part of this third round of public consultation. The Preliminary Modelling Report can be viewed and downloaded from the BusConnects website – **www.busconnects.ie**

2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban areas along the sustainable transport corridors, design has also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authority to ensure tie-in to existing schemes and initiatives.

The Urban Realm improvement opportunities are spread out along the corridors and will reflect the specific location and local context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as being sustainable.

2.5 Timeline


2022
2023
2023-2025
ENGAGEMENT
STATUTORY PROCESS
Consultation on Emerging Preferred Route Q2/Q3
Consultation on Emerging Preferred Route Proposals.
Further Consultation on Preferred Route
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.
Further round of public consultation on Preferred Route Q4
Preparation of Statutory Application
Optimise Engineering Design
Prepare Environmental Impact Assessment Report
Define property requirements and prepare CPO

2024-2026

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.

2026-2030

ACQUISITION & CONSTRUCTION

Construction Commences on a Phased Basis – Each corridor upgrade may take up to 2 years to complete

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option (PRO) for this Sustainable Transport Corridor (STC). These proposals are subject to a third round of non-statutory public consultation, plus 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 Sustainable Transport Corridor element of the BusConnects Cork project. All previous Emerging Preferred Route (EPR) brochures and the brochures from the second round of consultation 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

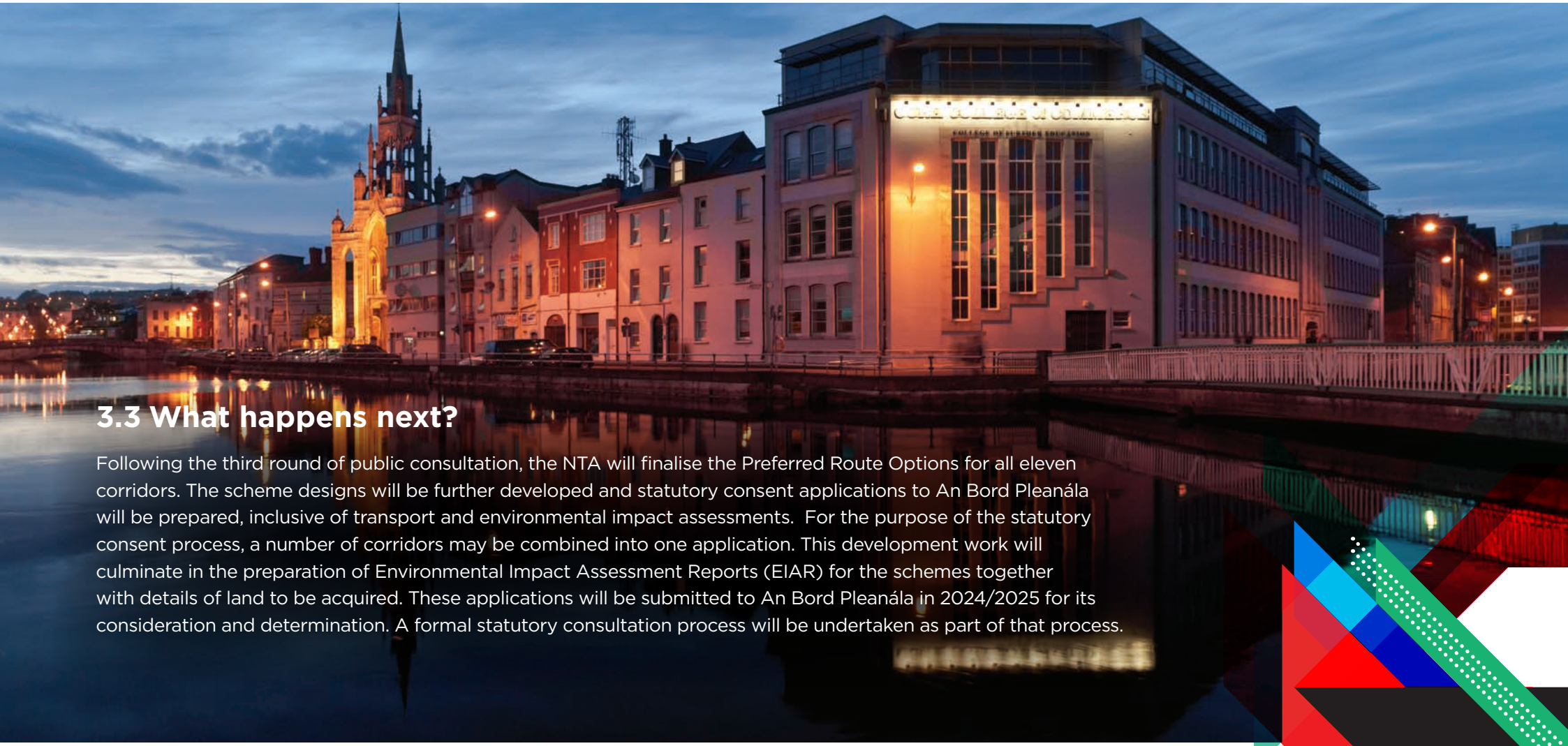
3.2 How to engage

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

Written submissions and observations may be made

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 third round of public consultation, the NTA will finalise the Preferred Route Options for all eleven corridors. The scheme designs will be further developed and statutory consent applications to An Bord Pleanála will be prepared, inclusive of transport and environmental impact assessments. For the purpose of the statutory consent process, a number of corridors may be combined into one application. This development work will culminate in the preparation of Environmental Impact Assessment Reports (EIAR) for the schemes together with details of land to be acquired. These applications will be submitted to An Bord Pleanála in 2024/2025 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.

4. Preferred Route Description

4.1 Overview

The 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.

4.2 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/ Cycling 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. 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.

4.3 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 Shandon 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:

- Shandon Street (inbound)
- Roman Street (outbound)

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

The Emerging Preferred Route (EPR) published in June 2022 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 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	Improved bus stops and new pedestrian /toucan crossing locations to facilitate easy access to bus stops and generally improved permeability for pedestrians. A traffic calmed environment will provide a safer and more attractive environment for pedestrians.
Cathedral Road/ Baker's Road	Junction upgraded to prioritise pedestrian friendly design.
Cathedral Road/Gerald Griffin Street	Left turn slip from Cathedral Road to Saint Mary's Road removed to facilitate easy pedestrian crossing. Additional planting proposed in this location and has potential to be used as an urban pocket park.
Baker's Road	New signalised toucan crossings to facilitate easy access to bus stops and generally improved permeability for pedestrians.

4.4 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 proposed cycle provision for STC D will link in the proposals for STC C Blackpool to City and 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/ Cycling 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.

4.5 Key Changes from the Preferred Route published in March 2023

- Updated layout at the junction of Harbour View Road and Baker's Road, to remove the tight turning movement into Harbour View Road and make better use of traffic signal priority for buses
- Inbound bus gate moved from Wolfe Tone Street to Shandon Street to improve local access, retain parking spaces and improve bus priority approaching the bus gate

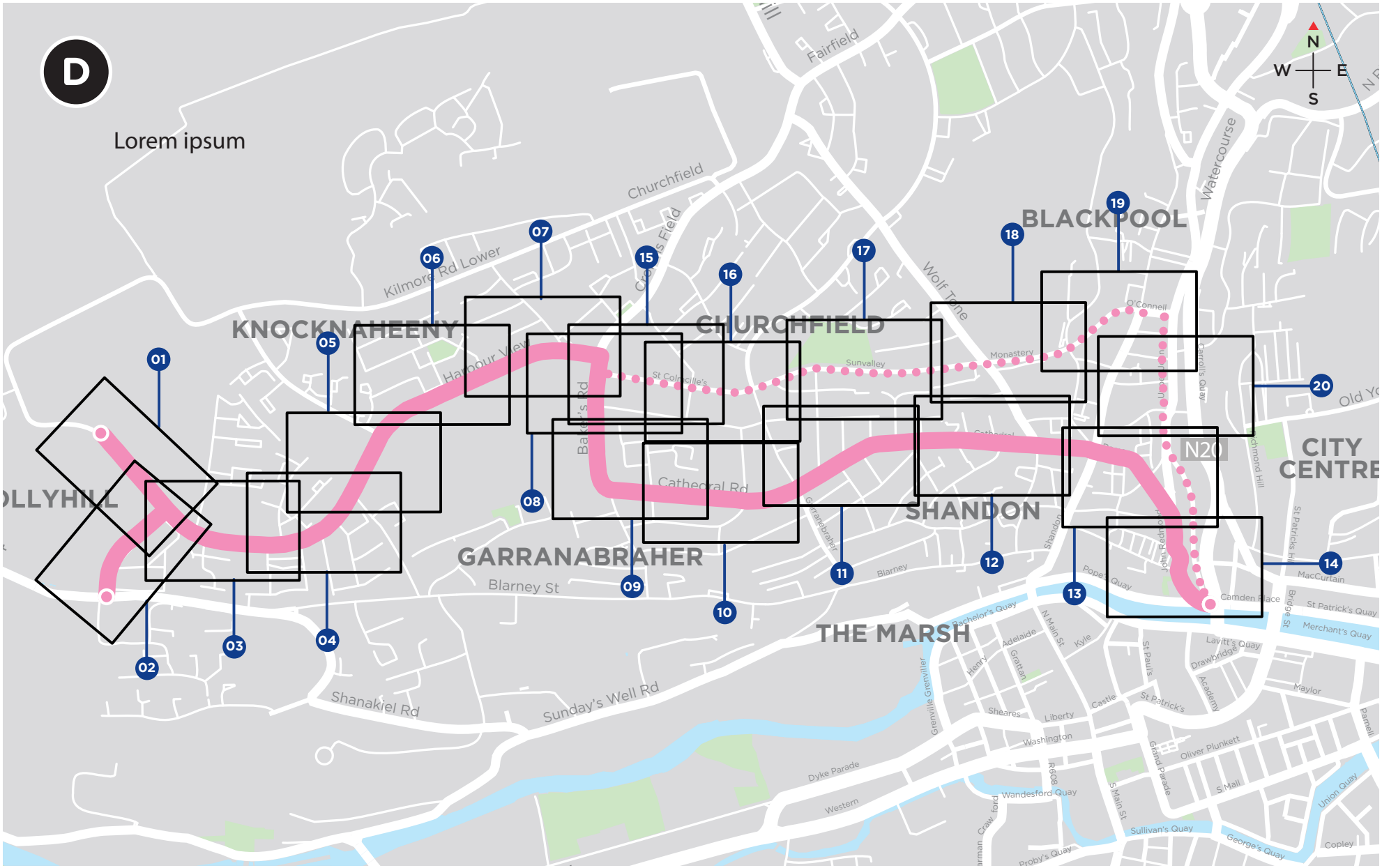
4.6 Key Facts

Approximate number of properties that may be impacted:	**7**
Approximate number of on-street parking spaces that may be removed:	**29**
Approximate number of roadside trees that may be removed:	**49**
Approximate route length:	**4.2km**
Approximate cycle route length: Inbound (Segregated Cycle Track 3.2km + 1.0km Quiet street) Outbound (Segregated Cycle Track 3.2km + 1.0km Quiet street)	**8.4km** **4.2km** **4.2km**

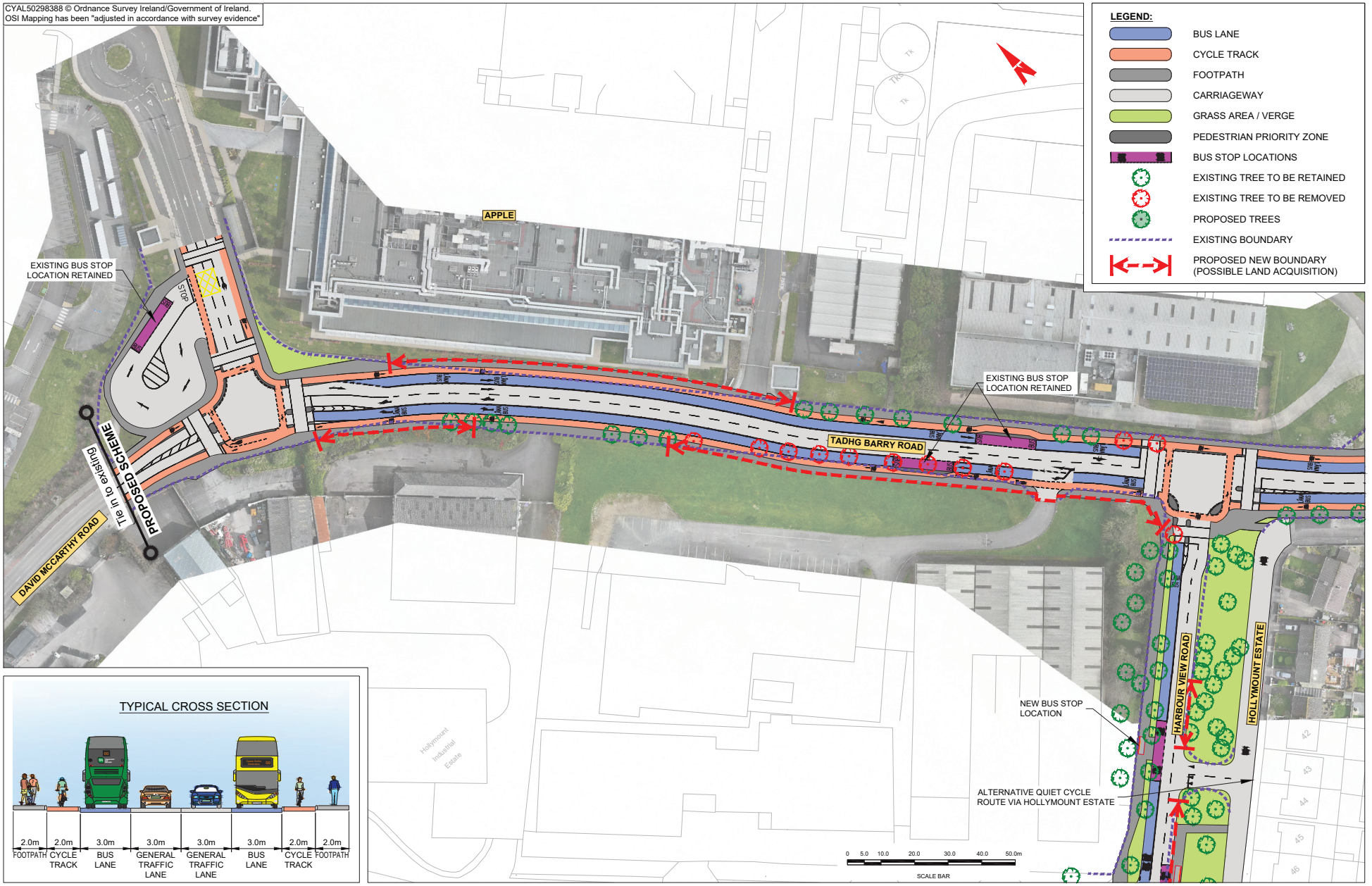
5. Appendices

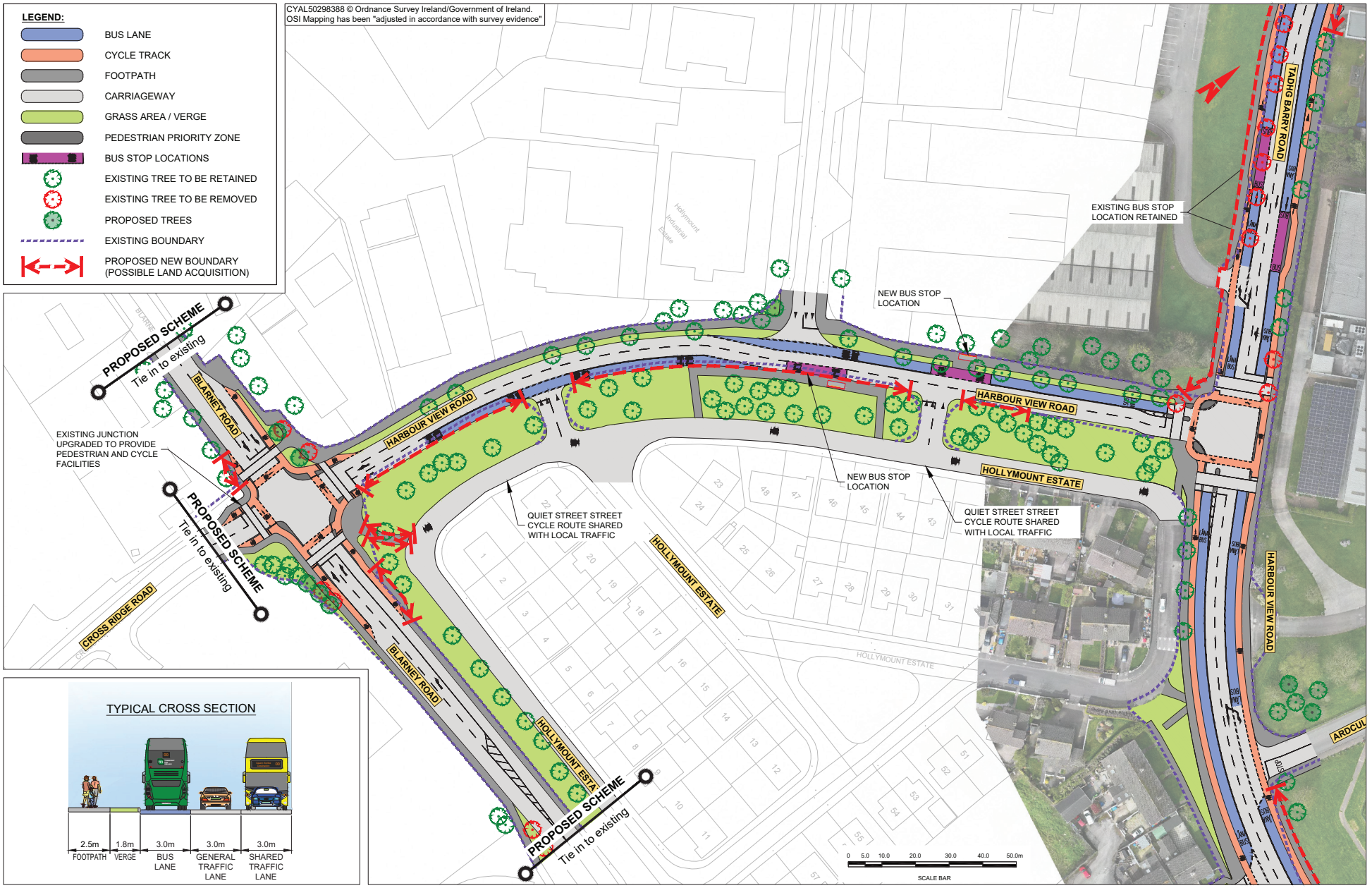
5.1 Index maps
5.2 Route maps

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.


CYAL50298388 © Ordnance Survey Ireland/Government of Ireland.
OSI Mapping has been "adjusted in accordance with survey evidence"
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)
APPLE
EXISTING BUS STOP LOCATION RETAINED
STOP
TADHG BARRY ROAD
EXISTING BUS STOP LOCATION RETAINED
PROPOSED SCHEME
Tie in to existing
DAVID MCCARTHY ROAD
HARBOUR VIEW ROAD
HOLLYMOUNT ESTATE
NEW BUS STOP LOCATION
ALTERNATIVE QUIET CYCLE ROUTE VIA HOLLYMOUNT ESTATE
Hollymount Industrial Estate
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
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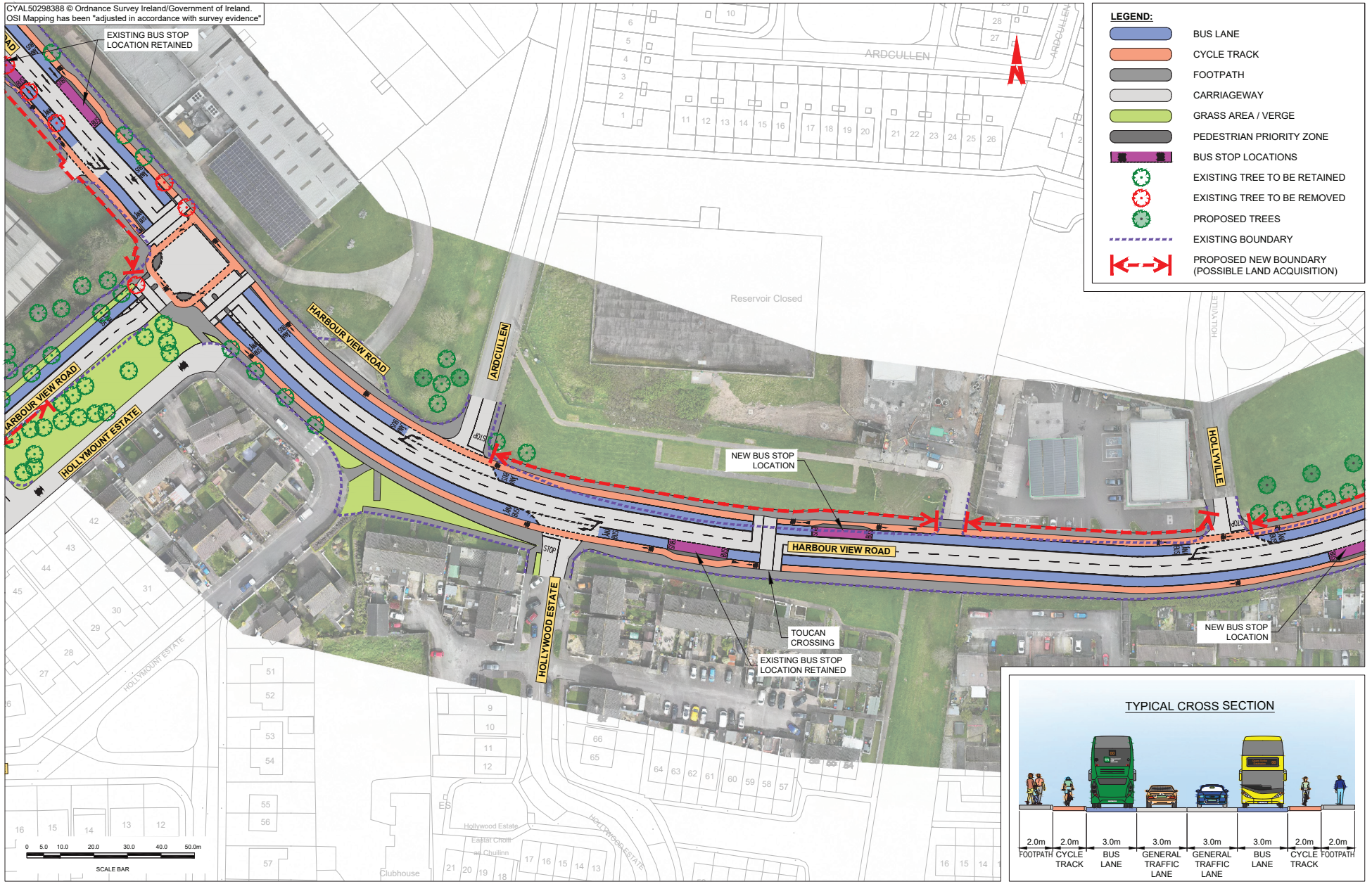
OSI Mapping has been "adjusted in accordance with survey evidence"
PROPOSED SCHEME
Tie in to existing
BLARNEY ROAD
HARBOUR VIEW ROAD
EXISTING JUNCTION UPGRADED TO PROVIDE PEDESTRIAN AND CYCLE FACILITIES
CROSS RIDGE ROAD
QUIET STREET STREET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
HOLLYMOUNT ESTATE
NEW BUS STOP LOCATION
EXISTING BUS STOP LOCATION RETAINED
TADHG BARRY ROAD
TYPICAL CROSS SECTION
2.5m FOOTPATH
1.8m VERGE
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
SCALE BAR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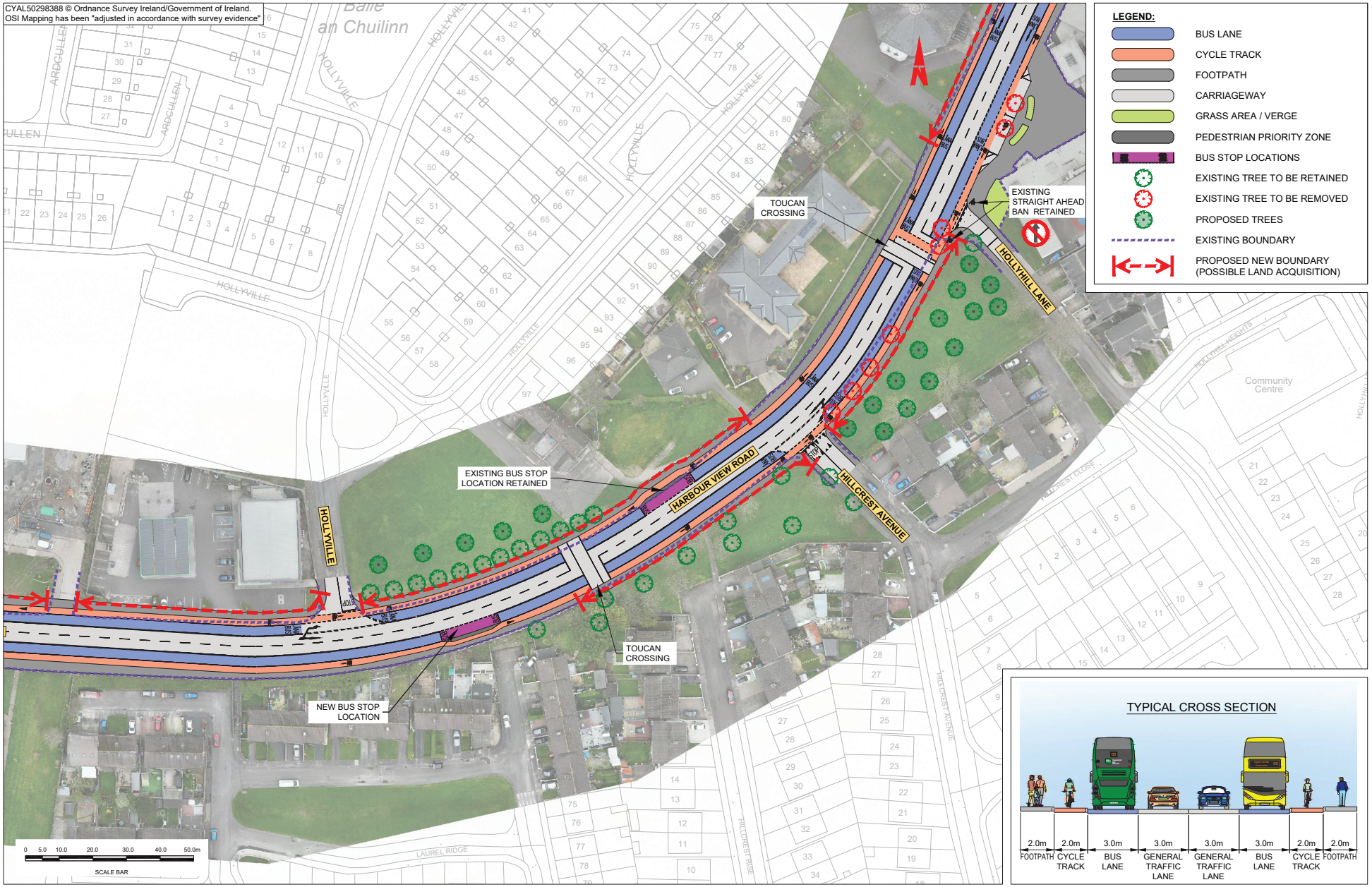
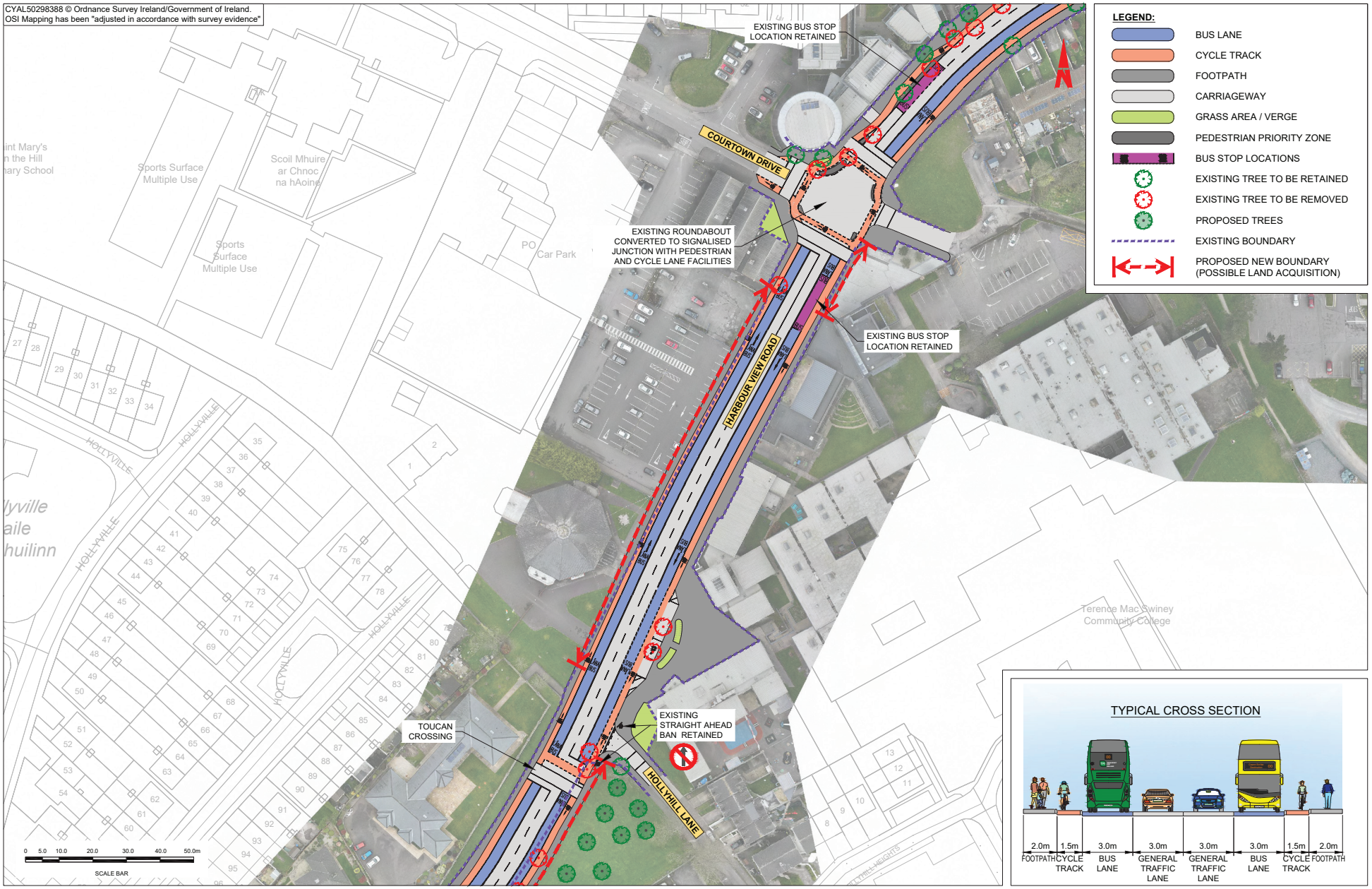
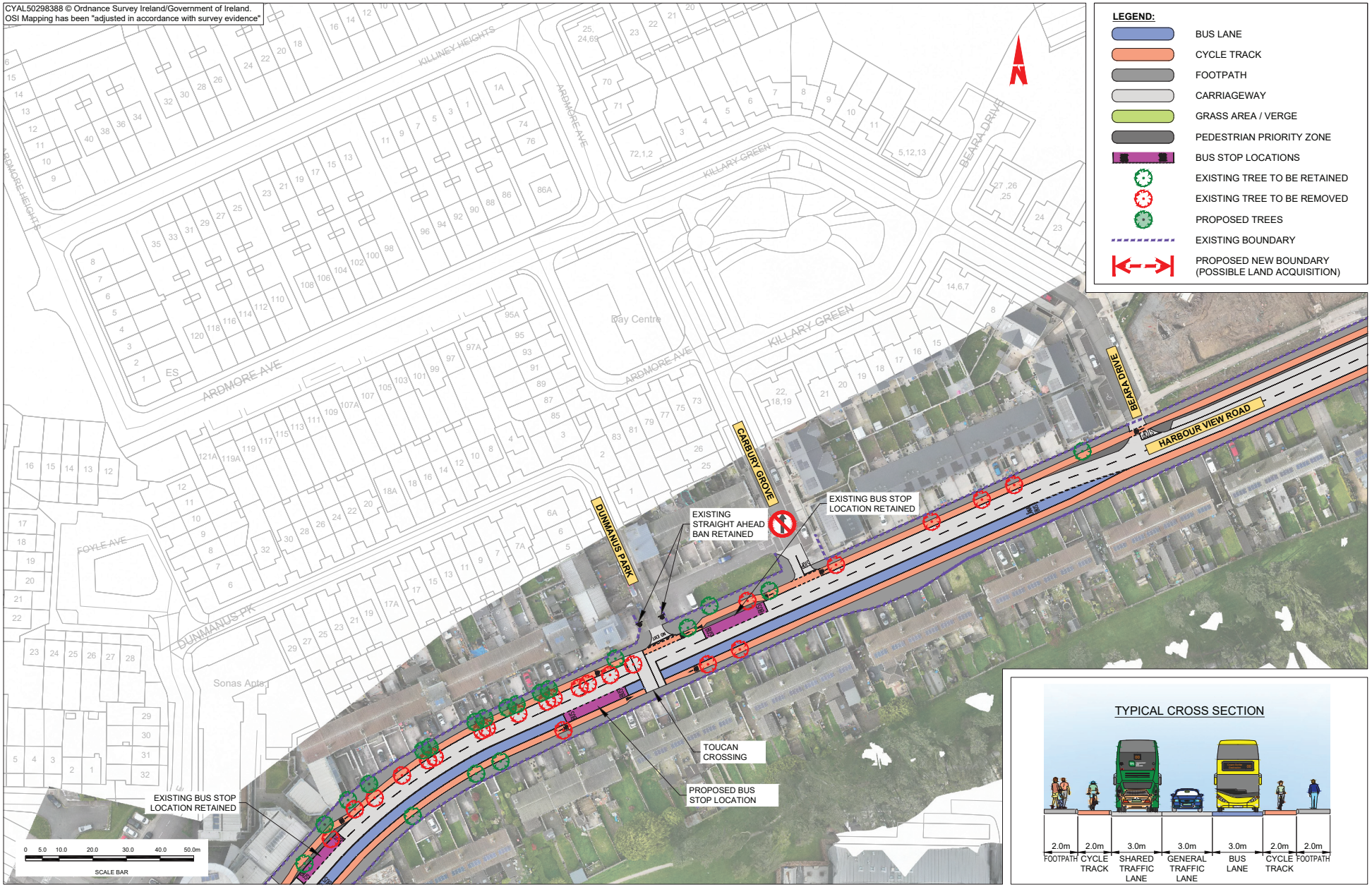
OSI Mapping has been "adjusted in accordance with survey evidence"
EXISTING BUS STOP LOCATION RETAINED
HARBOUR VIEW ROAD
HOLLYMOUNT ESTATE
ARDCULLEN
Reservoir Closed
NEW BUS STOP LOCATION
HOLLYWOOD ESTATE
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
HOLLYVILLE
NEW BUS STOP LOCATION
Hollywood Estate
Eastat Choill
an Chuilinn
Clubhouse
SCALE BAR
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)
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


CYAL50298388 © Ordnance Survey Ireland/Government of Ireland.
OSI Mapping has been "adjusted in accordance with survey evidence"
Baile an Chuilinn
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)
TOUCAN CROSSING
EXISTING STRAIGHT AHEAD BAN RETAINED
HOLLYHILL LANE
EXISTING BUS STOP LOCATION RETAINED
HARBOUR VIEW ROAD
HILLCREST AVENUE
HOLLYVILLE
TOUCAN CROSSING
NEW BUS STOP LOCATION
Community Centre
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


CYAL50298388 © Ordnance Survey Ireland/Government of Ireland.
OSI Mapping has been "adjusted in accordance with survey evidence"
EXISTING BUS STOP LOCATION RETAINED
COURTOWN DRIVE
EXISTING ROUNDABOUT CONVERTED TO SIGNALISED JUNCTION WITH PEDESTRIAN AND CYCLE LANE FACILITIES
HARBOUR VIEW ROAD
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
EXISTING STRAIGHT AHEAD BAN RETAINED
HOLLYHILL LANE
Sports Surface Multiple Use
Scoil Mhuire ar Chnoc na hAoine
Sports Surface Multiple Use
PO Car Park
Terence Mac Swiney Community College
HOLLYVILLE
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
2.0m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
1.5m CYCLE TRACK
2.0m FOOTPATH


CYAL50298388 © Ordnance Survey Ireland/Government of Ireland.
OSI Mapping has been "adjusted in accordance with survey evidence"
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)
HARBOUR VIEW ROAD
BEARA DRIVE
CARBURY GROVE
DUNMANUS PARK
KILLARY GREEN
ARDMORE AVE
KILLINEY HEIGHTS
FOYLE AVE
Day Centre
Sonas Apts
EXISTING STRAIGHT AHEAD BAN RETAINED
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
PROPOSED BUS STOP LOCATION
EXISTING BUS STOP LOCATION RETAINED
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m SHARED TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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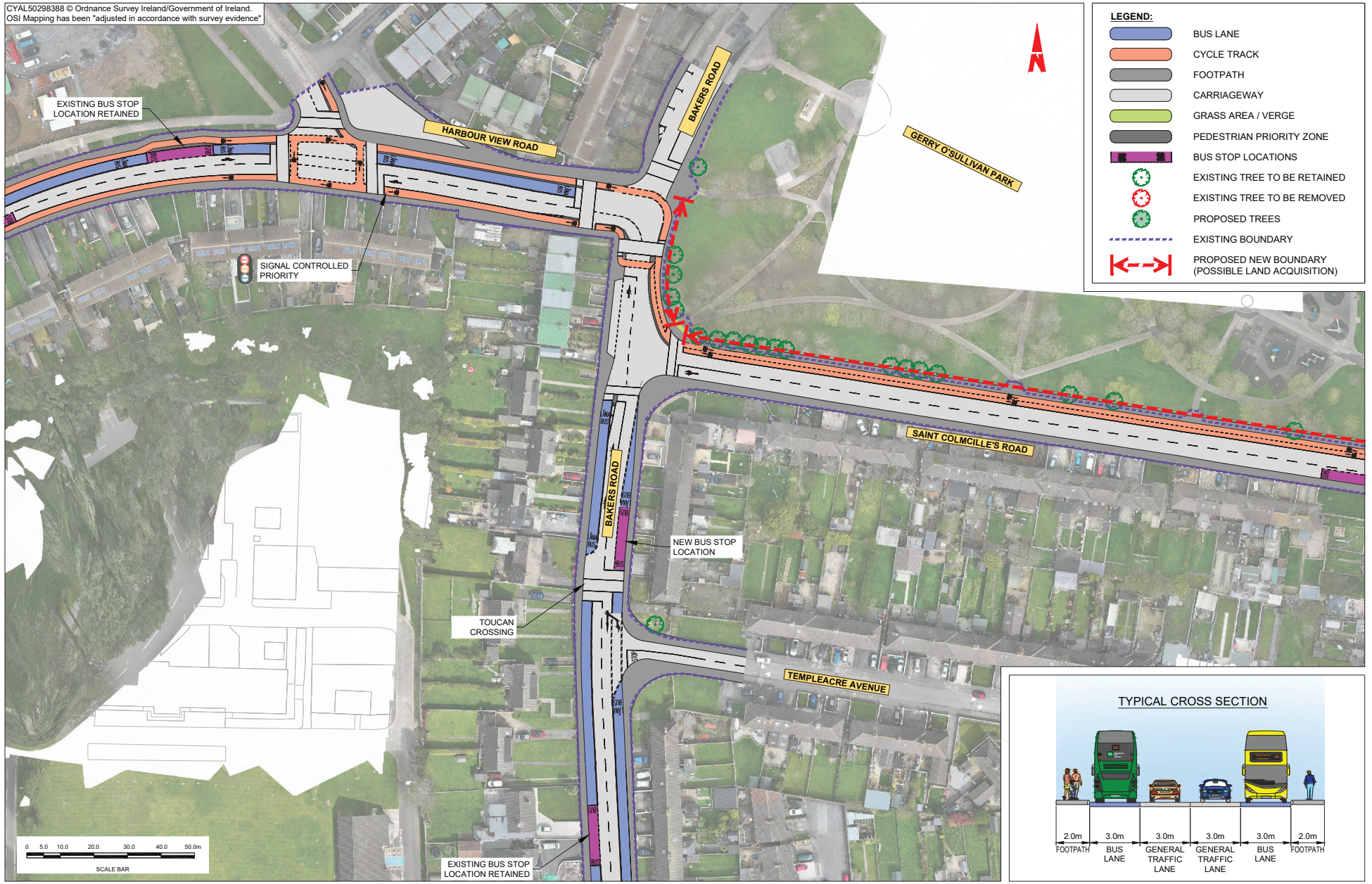
OSI Mapping has been "adjusted in accordance with survey evidence"
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
EXISTING BUS STOP LOCATION RETAINED
HARBOUR VIEW ROAD
BAKERS ROAD
SIGNAL CONTROLLED PRIORITY
NEW BUS STOP LOCATION
BEAPA DRIVE
HARBOUR VIEW ROAD
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH
BAKERS ROAD
NEW BUS STOP LOCATION
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR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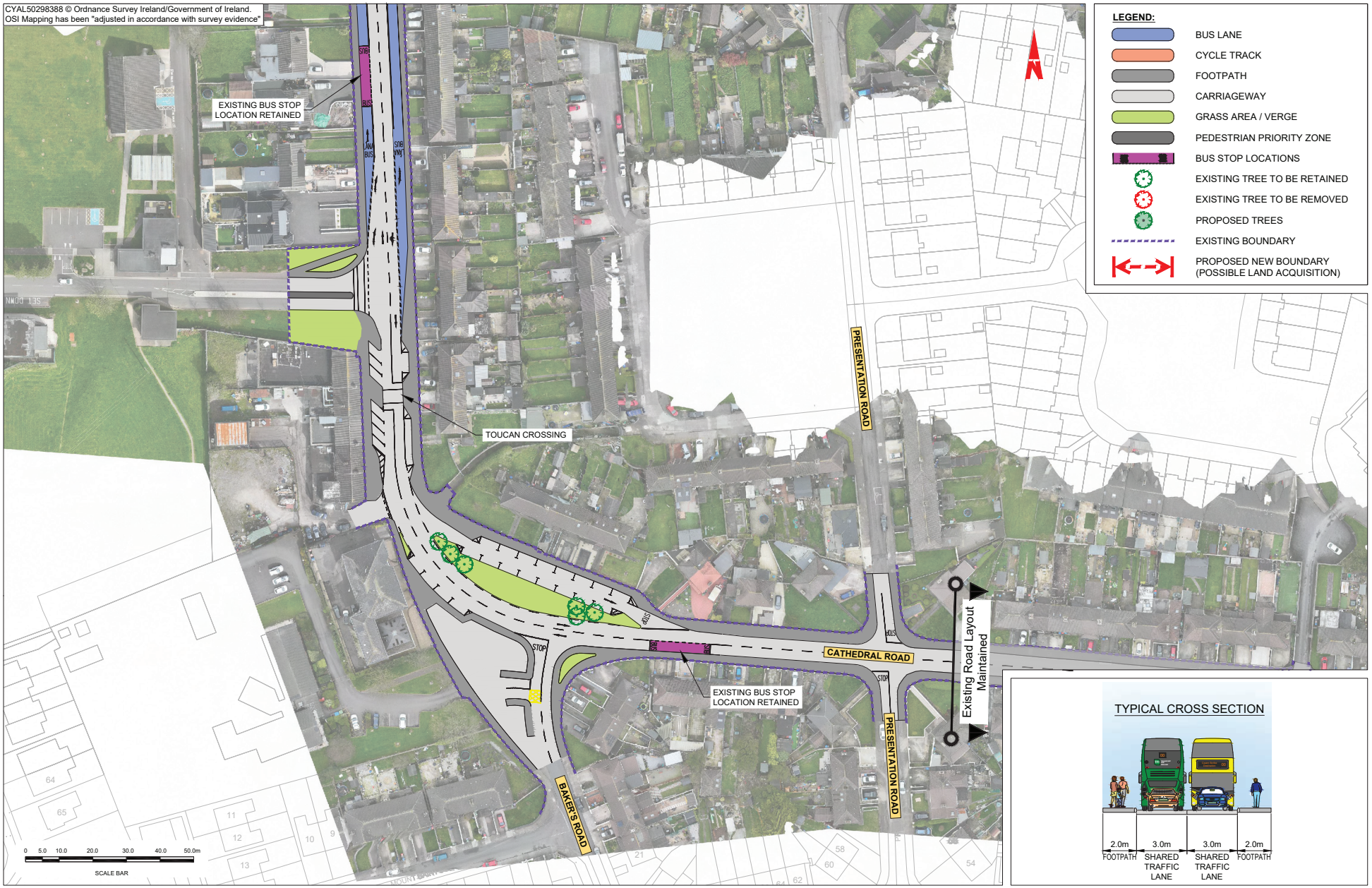
OSI Mapping has been "adjusted in accordance with survey evidence"
EXISTING BUS STOP LOCATION RETAINED
HARBOUR VIEW ROAD
BAKERS ROAD
GERRY O'SULLIVAN PARK
SIGNAL CONTROLLED PRIORITY
SAINT COLMCILLE'S ROAD
BAKERS ROAD
NEW BUS STOP LOCATION
TOUCAN CROSSING
TEMPLEACRE AVENUE
EXISTING BUS STOP LOCATION RETAINED
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
2.0m FOOTPATH
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m FOOTPATH

The sketch visualisations presented within this brochure reflect the current design stage only and will be subject to refinement following feedback from this public consultation and the subsequent Preliminary Design Stage.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OSI Mapping has been "adjusted in accordance with survey evidence"
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)
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
PRESENTATION ROAD
CATHEDRAL ROAD
EXISTING BUS STOP LOCATION RETAINED
BAKER'S ROAD
PRESENTATION ROAD
Existing Road Layout Maintained
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH


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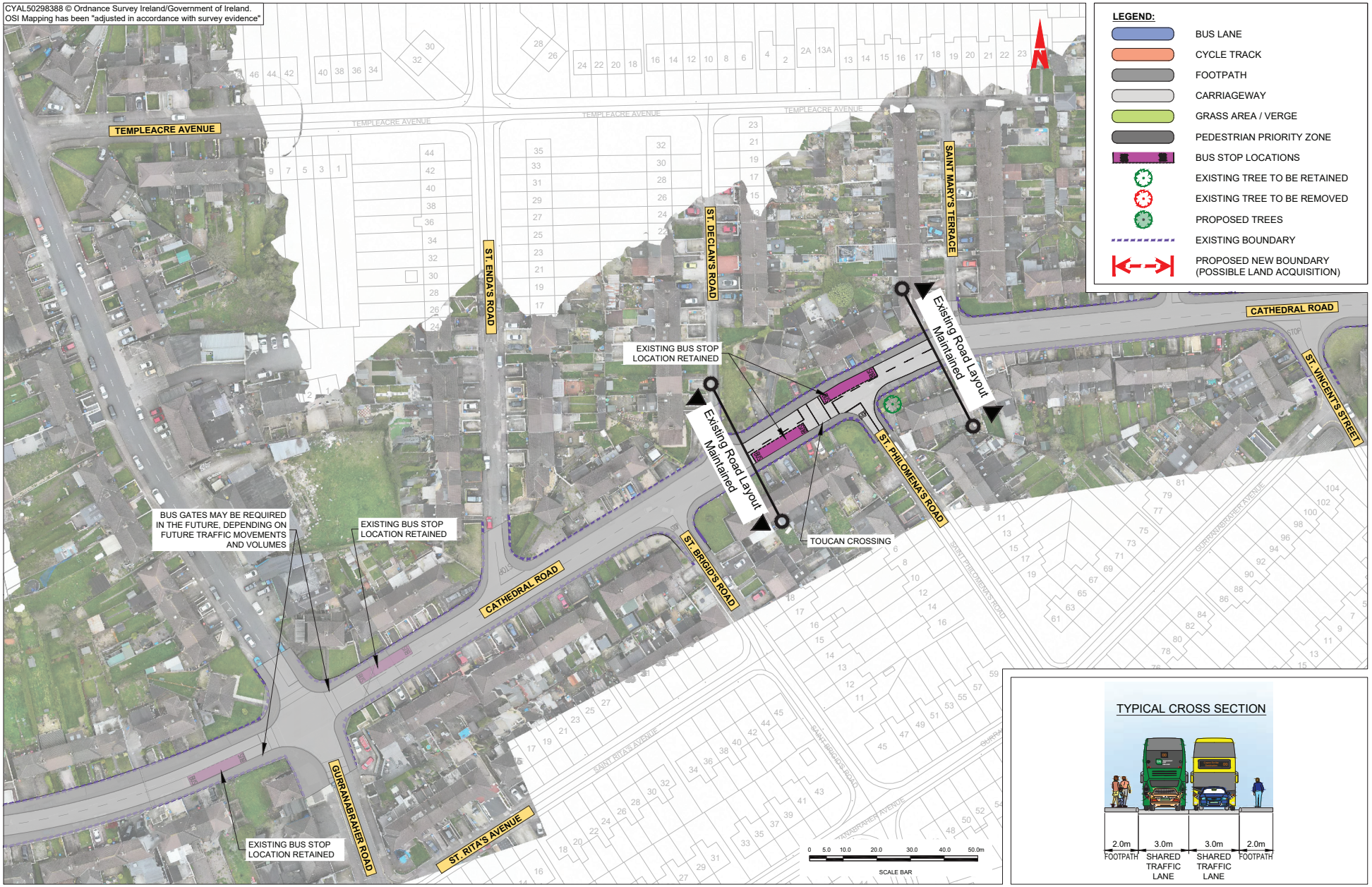
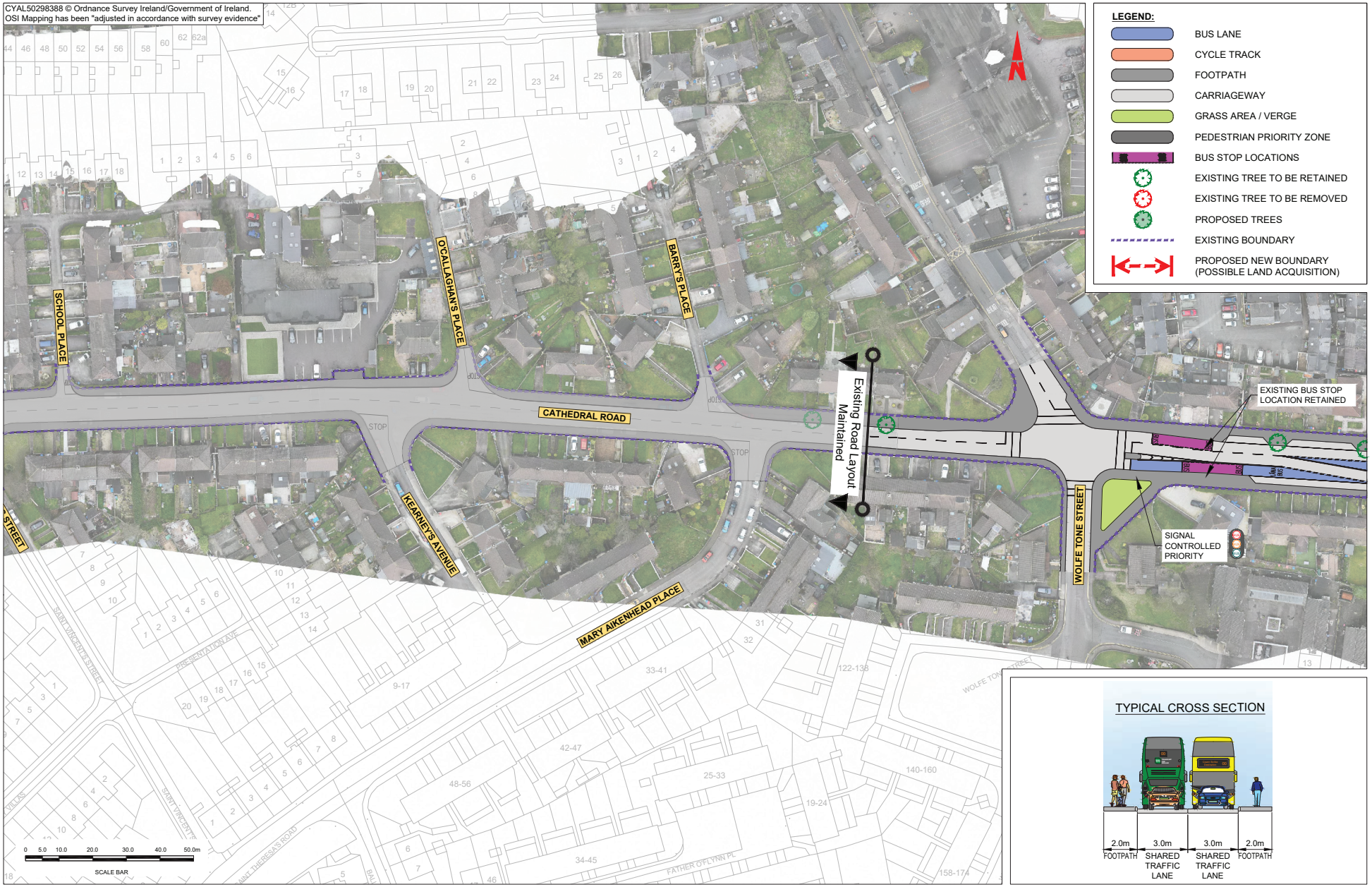
OSI Mapping has been "adjusted in accordance with survey evidence"
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
PRESENTATION ROAD
CATHEDRAL ROAD
CATHEDRAL ROAD
MOUNT EDEN ROAD
MOUNT EDEN ROAD
PRESENTATION ROAD
ORRERY ROAD
Existing Road Layout Maintained
EXISTING BUS STOP LOCATION RETAINED
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH


CYAL50298388 © Ordnance Survey Ireland/Government of Ireland.
OSI Mapping has been "adjusted in accordance with survey evidence"
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)
TEMPLEACRE AVENUE
ST. ENDA'S ROAD
ST. DECLAN'S ROAD
SAINT MARY'S TERRACE
CATHEDRAL ROAD
ST. VINCENT'S STREET
ST. PHILOMENA'S ROAD
ST. BRIGID'S ROAD
GURRANABRAHER ROAD
ST. RITA'S AVENUE
EXISTING BUS STOP LOCATION RETAINED
Existing Road Layout Maintained
TOUCAN CROSSING
BUS GATES MAY BE REQUIRED IN THE FUTURE, DEPENDING ON FUTURE TRAFFIC MOVEMENTS AND VOLUMES
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH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OSI Mapping has been "adjusted in accordance with survey evidence"
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)
N
SCHOOL PLACE
O'CALLAGHAN'S PLACE
BARRY'S PLACE
CATHEDRAL ROAD
KEARNEY'S AVENUE
MARY AIKENHEAD PLACE
WOLFE TONE STREET
Existing Road Layout Maintained
EXISTING BUS STOP LOCATION RETAINED
SIGNAL CONTROLLED PRIORITY
STOP
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH


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OSI Mapping has been "adjusted in accordance with survey evidence"
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
ST MARY'S ROAD
GERALD GRIFFIN STREET
SIGNAL CONTROLLED PRIORITY
LEFT TURN SLIP REMOVED
CATHEDRAL ROAD
CATHEDRAL STREET
CHAPEL HILL
PROPOSED AHEAD ONLY FOR BUSES, TAXIS AND CYCLES FOR PEAK PERIODS ONLY
SHANDON STREET
CATHEDRAL AVENUE
CHAPEL STREET
EASON'S HILL
CARROLL'S HILL
N20 NORTH CITY LINK ROAD
ROMAN STREET
JOHN STREET UPPER
TOUCAN CROSSING
TOUCAN CROSSING
PROPOSED BUS GATE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
TOUCAN CROSSING
EXCEPT BUSES
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH

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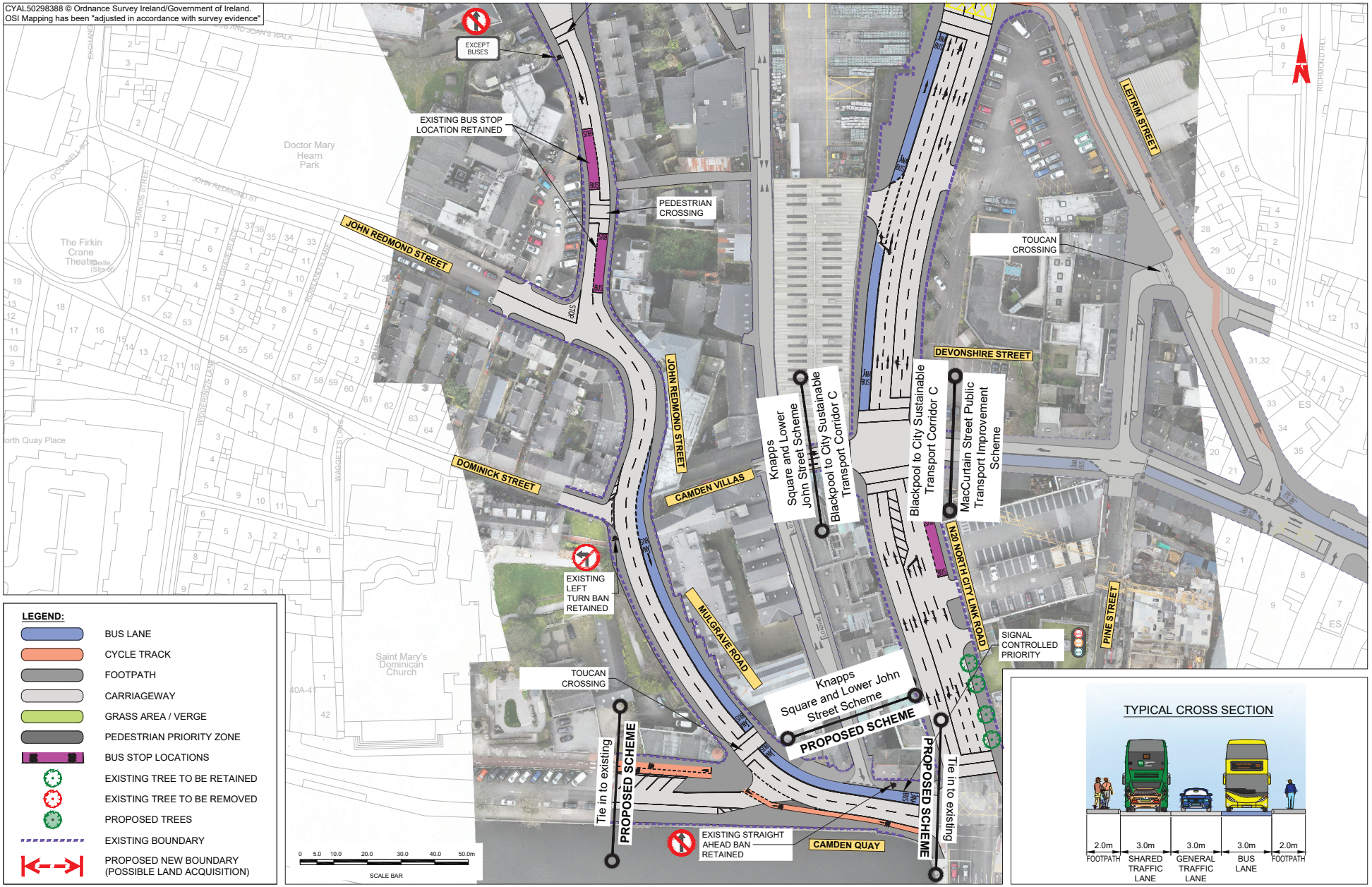
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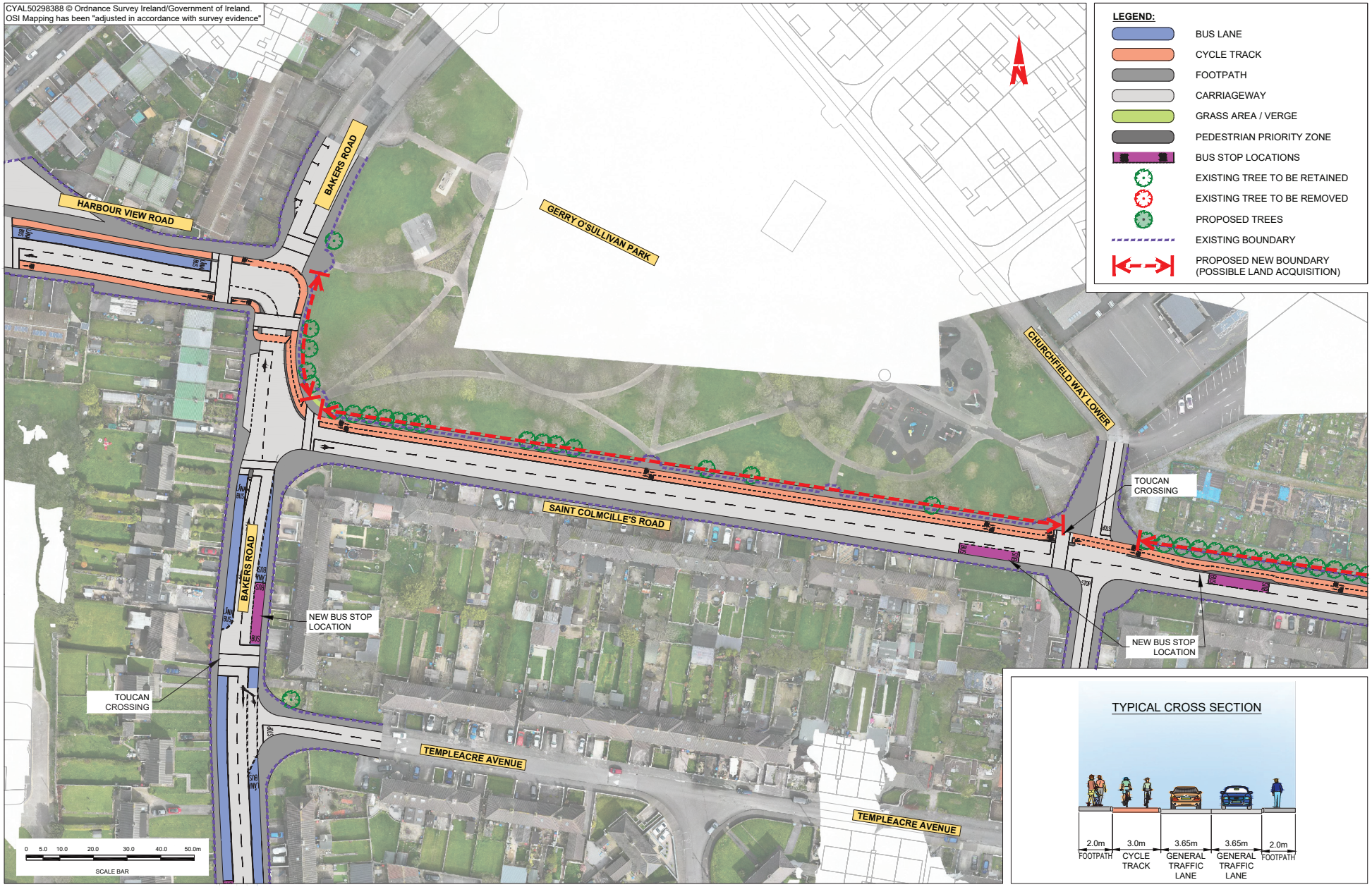
OSI Mapping has been "adjusted in accordance with survey evidence"
EXCEPT BUSES
EXISTING BUS STOP LOCATION RETAINED
PEDESTRIAN CROSSING
JOHN REDMOND STREET
DOMINICK STREET
CAMDEN VILLAS
MULGRAVE ROAD
LEITRIM STREET
TOUCAN CROSSING
DEVONSHIRE STREET
Knapps Square and Lower John Street Scheme
Blackpool to City Sustainable Transport Corridor C
MacCurtain Street Public Transport Improvement Scheme
N20 NORTH CITY LINK ROAD
PINE STREET
SIGNAL CONTROLLED PRIORITY
EXISTING LEFT TURN BAN RETAINED
TOUCAN CROSSING
Knapps Square and Lower John Street Scheme
PROPOSED SCHEME
Tie in to existing
EXISTING STRAIGHT AHEAD BAN RETAINED
CAMDEN QUAY
Doctor Mary Hearn Park
The Firkin Crane Theatre
Saint Mary's Dominican Church
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)
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m FOOTPATH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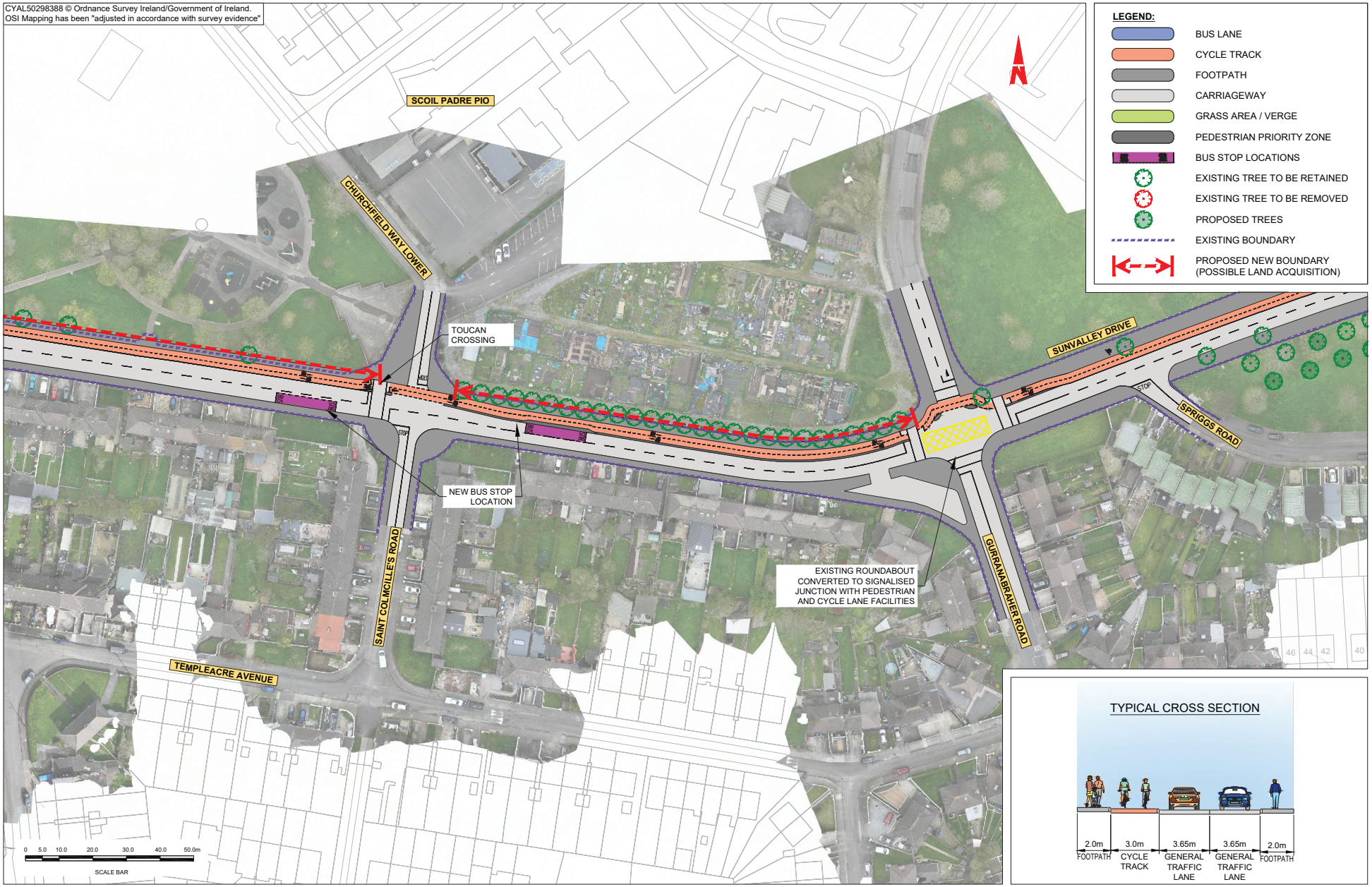
OSI Mapping has been "adjusted in accordance with survey evidence"
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
HARBOUR VIEW ROAD
BAKERS ROAD
GERRY O'SULLIVAN PARK
CHURCHFIELD WAY LOWER
SAINT COLMCILLE'S ROAD
TOUCAN CROSSING
NEW BUS STOP LOCATION
BAKERS ROAD
NEW BUS STOP LOCATION
TOUCAN CROSSING
TEMPLEACRE AVENUE
TEMPLEACRE AVENUE
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m CYCLE TRACK
3.65m GENERAL TRAFFIC LANE
3.65m GENERAL TRAFFIC LANE
2.0m FOOTPATH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OSI Mapping has been "adjusted in accordance with survey evidence"
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)
SCOIL PADRE PIO
CHURCHFIELD WAY LOWER
TOUCAN CROSSING
NEW BUS STOP LOCATION
SUNVALLEY DRIVE
SPRIGGS ROAD
SAINT COLMCILLE'S ROAD
TEMPLEACRE AVENUE
GURRANABRAHER ROAD
EXISTING ROUNDABOUT CONVERTED TO SIGNALISED JUNCTION WITH PEDESTRIAN AND CYCLE LANE FACILITIES
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m CYCLE TRACK
3.65m GENERAL TRAFFIC LANE
3.65m GENERAL TRAFFIC LANE
2.0m FOOTPATH

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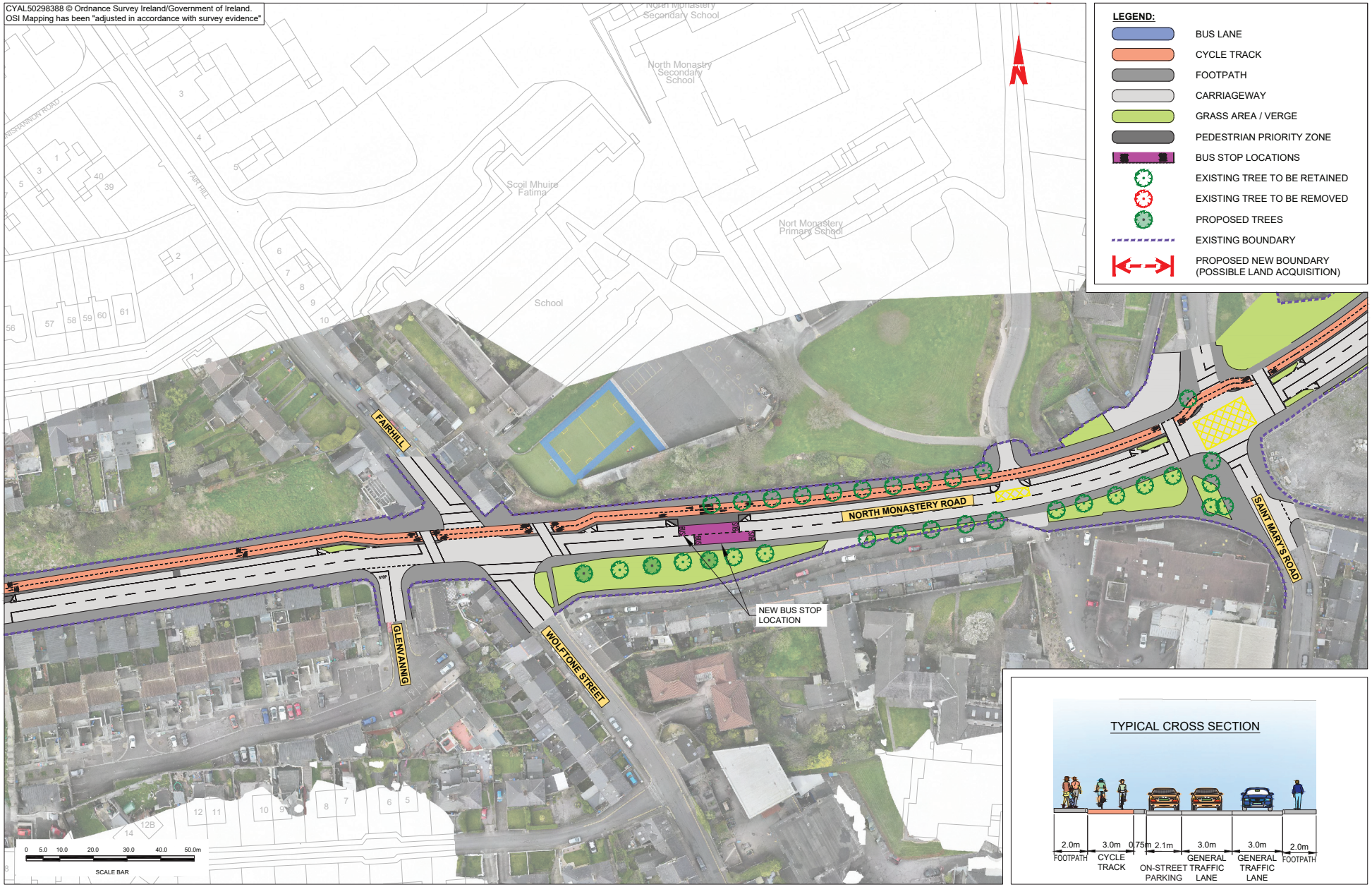
OSI Mapping has been "adjusted in accordance with survey evidence"
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
TOUCAN CROSSING
TOUCAN CROSSING
SUNVALLEY DRIVE
SAINT ENDAS ROAD
NEW BUS STOP LOCATION
INNISCARRA ROAD
INNISHANNON ROAD
Cork
Corcaigh
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m CYCLE TRACK
0.75m 2.1m ON-STREET PARKING
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m FOOTPATH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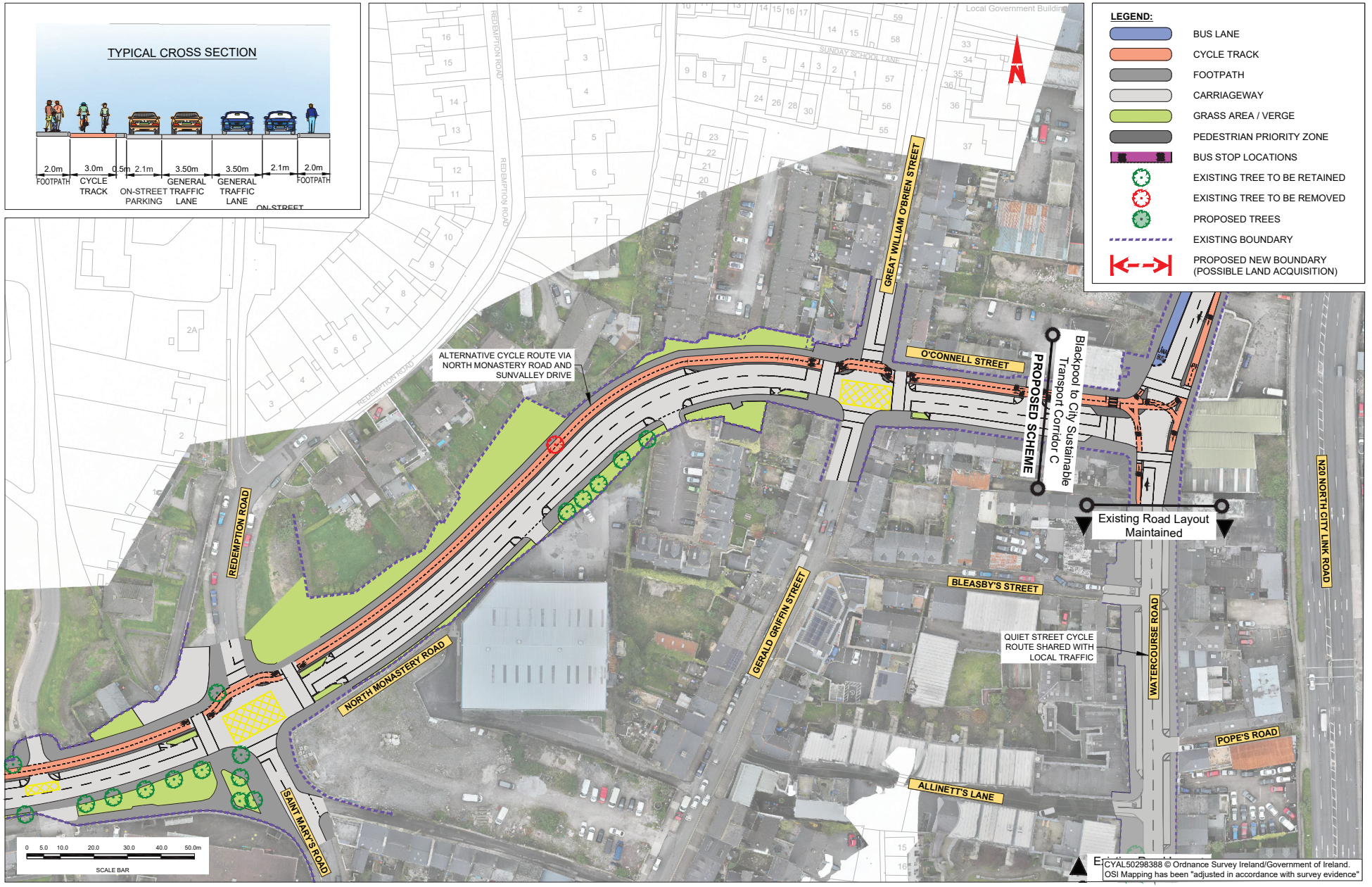
OSI Mapping has been "adjusted in accordance with survey evidence"
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
FAIRHILL
NORTH MONASTERY ROAD
SAINT MARY'S ROAD
GLENVANNIG
WOLFTONE STREET
NEW BUS STOP LOCATION
North Monastery Secondary School
Scoil Mhuire Fatima
Nort Monastery Primary School
School
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m CYCLE TRACK
0.75m
2.1m ON-STREET PARKING
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m FOOTPATH


TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m CYCLE TRACK
0.5m
2.1m ON-STREET PARKING
3.50m GENERAL TRAFFIC LANE
3.50m GENERAL TRAFFIC LANE
2.1m
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)
ALTERNATIVE CYCLE ROUTE VIA NORTH MONASTERY ROAD AND SUNVALLEY DRIVE
GREAT WILLIAM O'BRIEN STREET
O'CONNELL STREET
PROPOSED SCHEME
Blackpool to City Sustainable Transport Corridor C
Existing Road Layout Maintained
N20 NORTH CITY LINK ROAD
REDEMPTION ROAD
NORTH MONASTERY ROAD
GERALD GRIFFIN STREET
BLEASBY'S STREET
QUIET STREET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
WATERCOURSE ROAD
POPE'S ROAD
ALLINETT'S LANE
SAINT MARY'S ROAD
SUNDAY SCHOOL LANE
Local Government Building
SCALE BAR
0 5.0 10.0 20.0 30.0 40.0 50.0m
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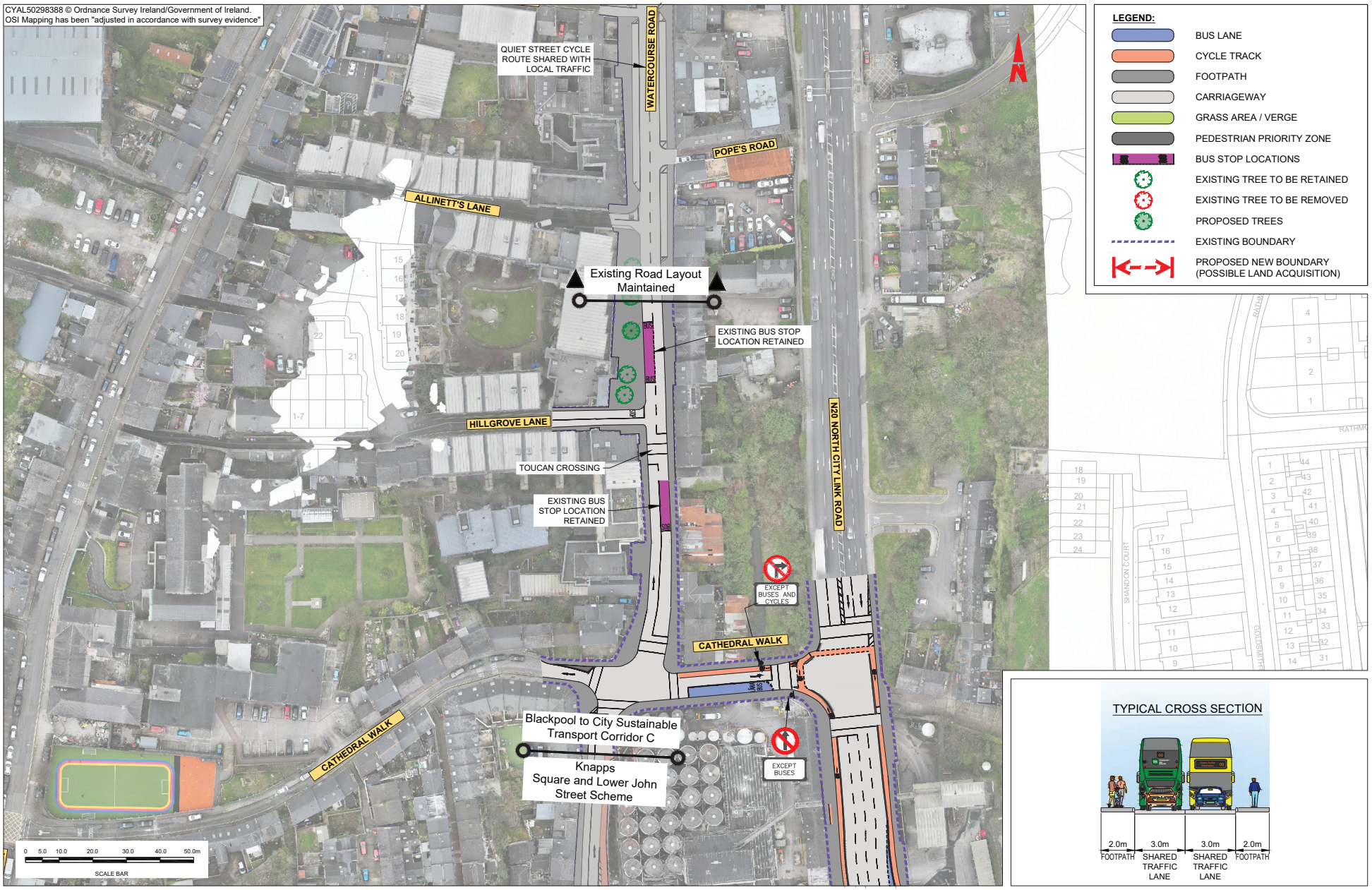
OSI Mapping has been "adjusted in accordance with survey evidence"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OSI Mapping has been "adjusted in accordance with survey evidence"
QUIET STREET CYCLE ROUTE SHARED WITH LOCAL TRAFFIC
WATERCOURSE ROAD
POPE'S ROAD
ALLINETT'S LANE
Existing Road Layout Maintained
EXISTING BUS STOP LOCATION RETAINED
HILLGROVE LANE
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
N20 NORTH CITY LINK ROAD
EXCEPT BUSES AND CYCLES
CATHEDRAL WALK
Blackpool to City Sustainable Transport Corridor C
Knapps Square and Lower John Street Scheme
EXCEPT BUSES
CATHEDRAL WALK
SCALE BAR
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)
TYPICAL CROSS SECTION
2.0m FOOTPATH
3.0m SHARED TRAFFIC LANE
3.0m SHARED TRAFFIC LANE
2.0m FOOTPATH

NTA

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National Transport Authority

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Tionscadal Éireann
Project Ireland 2040