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Ballincollig 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

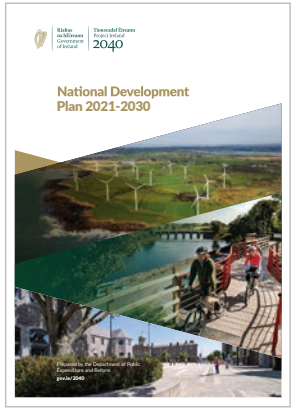
1. Introduction

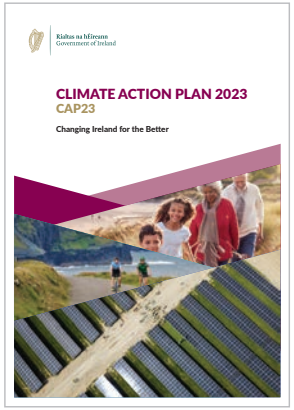
1.1 What is BusConnects?

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;

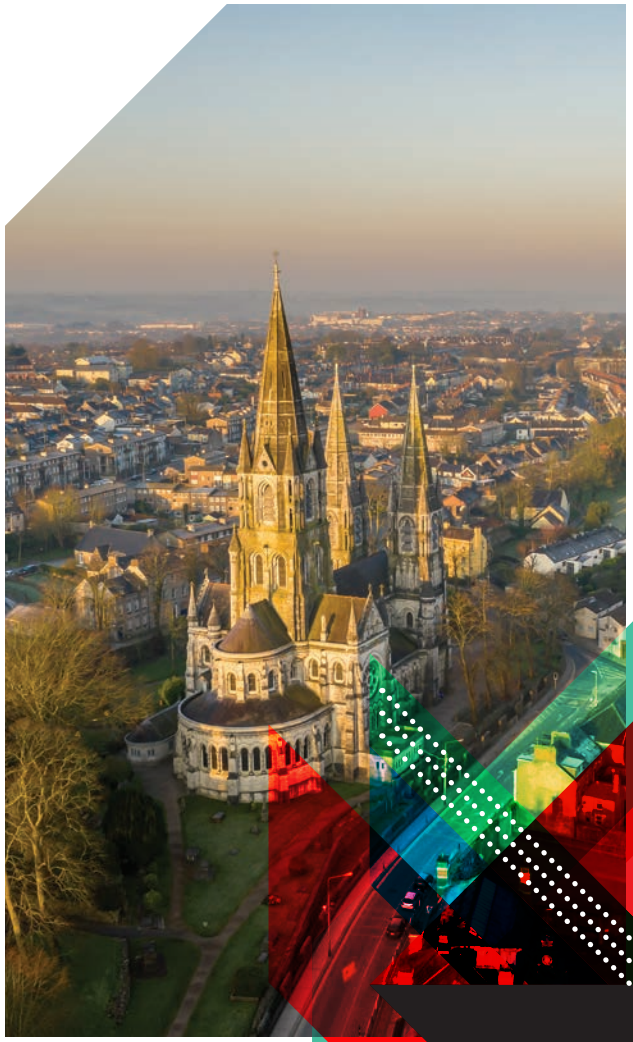
Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;

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):

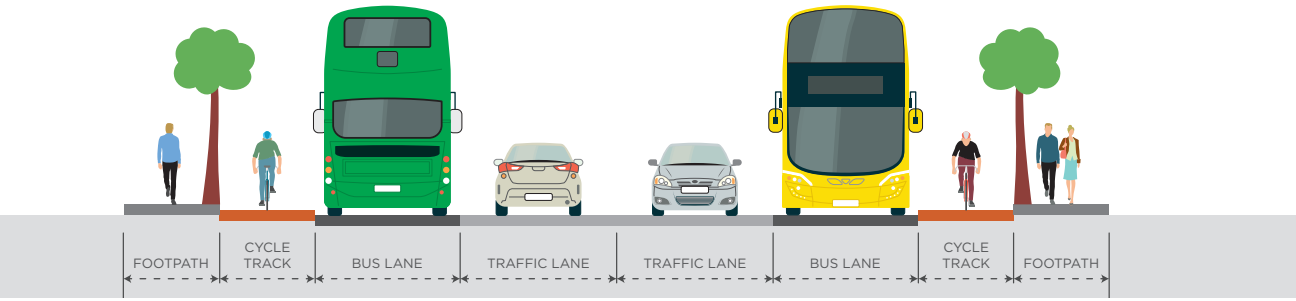
Following consideration of the public submissions about the EPRs, the Sustainable Transport Corridor proposals were reviewed and amended. In March 2023, they were presented as the Preferred Route Option (PRO) and were subject to a further round of non-statutory public consultation.

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:

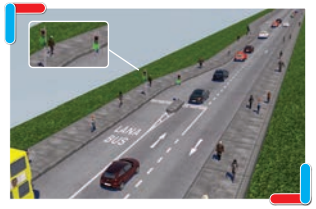
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road 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:

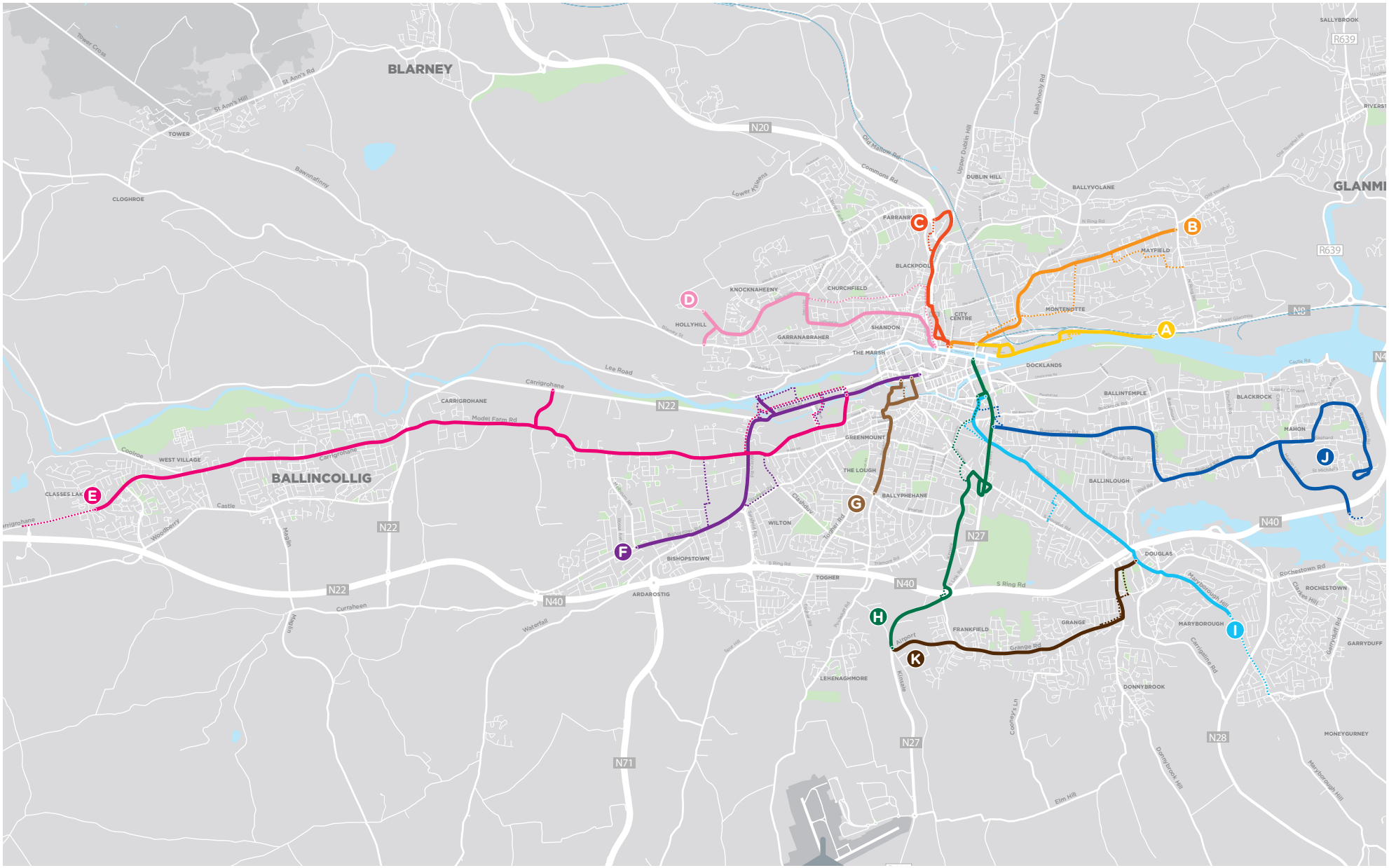
Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial 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
CLOGHROE
TOWER
KNOCKNAHEENY
CHURCHFIELD
HOLLYHILL
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
BLACKROCK
MAHON
BALLINLOUGH
DOUGLAS
ROCHESTOWN
MARYBOROUGH
GARRYDUFF
MONEYGURNEY
GLANMI
SALLYBROOK
RIVERST
N20
N22
N40
N27
N28
N71
N8
N4
R639
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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.

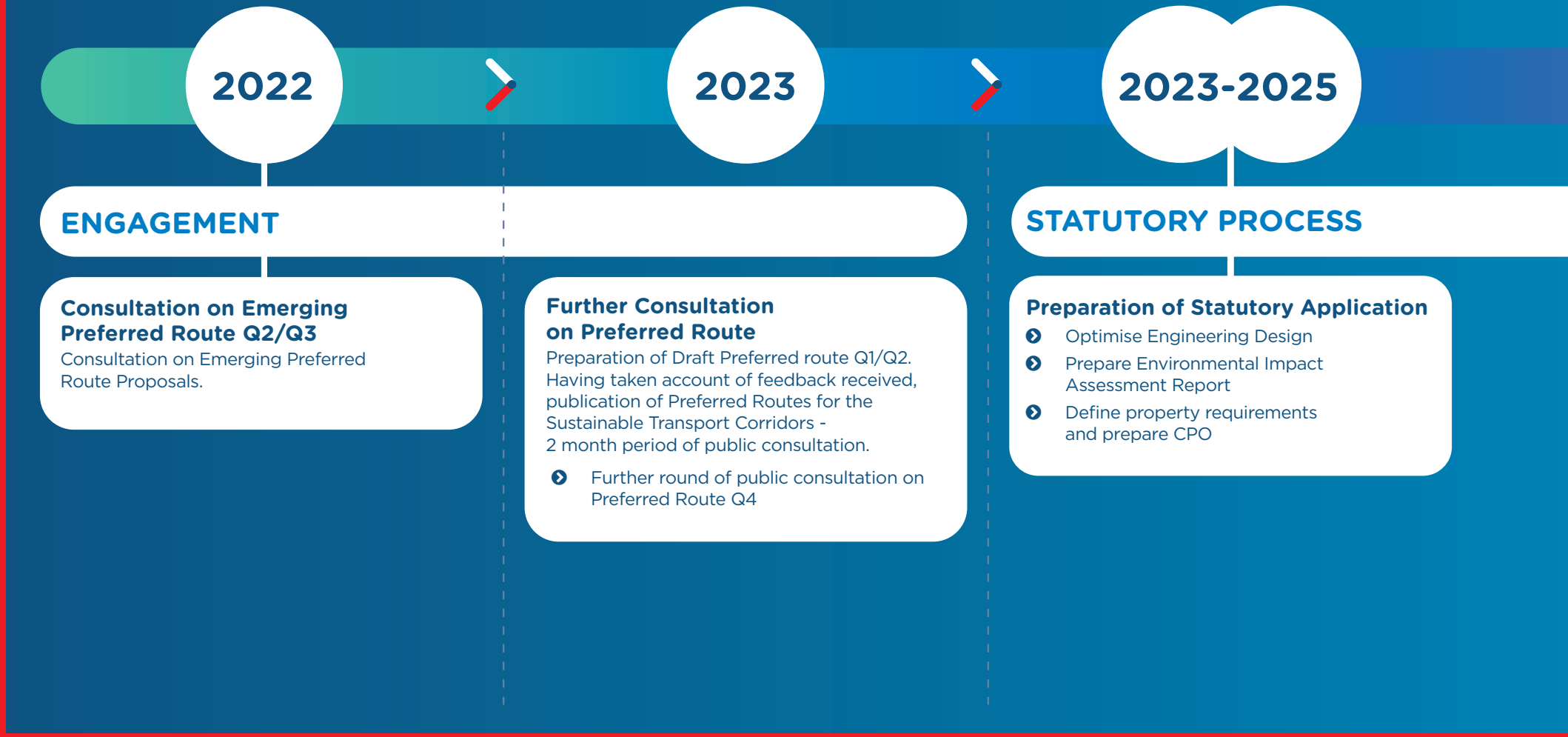
In advance of the full suite of transport models that will be prepared to support the EIAR for each STC (as described above), preliminary traffic modelling has been undertaken in order to provide high-level insight into the potential traffic impacts of the STC proposals. This model provides an indication 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

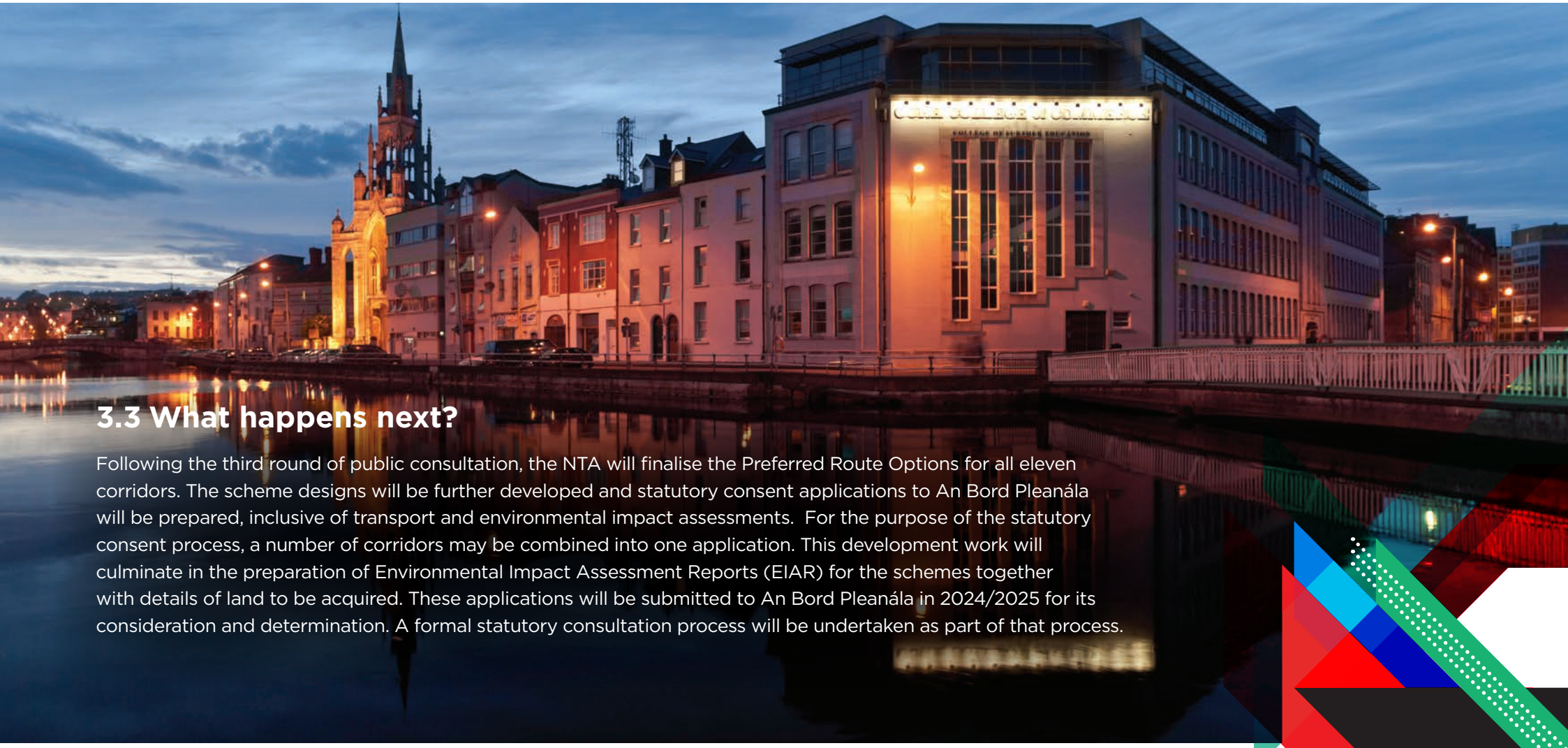
3.2 How to engage

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 Ballincollig to City Sustainable Transport Corridor (STC E) commences to the north of the N22 Ovens Junction, southwest of Ballincollig. The corridor proceeds on the Old Macroom Road (R608) towards Main Street, Ballincollig. From Main Street, the corridor remains on the R608 and travels on towards Model Farm Road, passing through the Poulavone Roundabout. The corridor then continues on Model Farm Road until the junction at Dennehy's Cross.

From Dennehy's Cross the routes for buses and cyclists diverge, with buses routed east to Magazine Road and College Road before turning onto Donovan's Road. Cyclists will route north on the proposed cycle infrastructure in Sustainable Transport Corridor F (Bishopstown to City), along Victoria Cross Road and on to Western Road, diverting to Mardyke Walk before re-joining the bus route at the junction of Donovan's Road/ Western Road (at the Bandfield). Additional cycle facilities are provided between College Road and Western Road via Gaol Walk and a new route through Perrott's Inch Car Park.

STC E ends for buses and cyclists at the Bandfield and between here and the city centre STC E merges with the proposed bus and cycle proposals in Sustainable Transport Corridor F (Bishopstown to City), continuing to Lancaster Quay and Washington Street as far as the junction with Grand Parade.

Dedicated cycle facilities are provided along the majority of the corridor, with a short section of quiet street proposed along Mardyke Walk. Priority for buses is provided along the majority of the corridor using a combination of dedicated bus lanes and local traffic management measures in more constrained locations to help ensure reliable bus journey times.

The following paragraphs will describe each STC section in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Preferred Route Option in the second Public Consultation in March 2023.

4.2 West of Ballincollig to Model Farm Road/ Poulavone

The corridor commences on the north side of the N22 Ovens Junction, on the Old Macroom Road (R608). New and upgraded footpaths and cycle tracks are proposed between the start of the corridor and Lisheen Woods. A new shared pedestrian/cycle crossing is proposed just north of the N22 Ovens Junction while a new pedestrian link is proposed along with an associated pedestrian crossing linking Coolroe Heights and Westgrove.

Dedicated cycle infrastructure is proposed in both directions along the full extent of this section, continuing through Main Street in Ballincollig and on to the junction with Model Farm Road at the Poulavone Roundabout, which is also to be upgraded to a fully signalised junction.

An inbound (towards Cork City) bus lane is proposed between Ballincollig Rugby Club and the junction of Main Street/Castle West car park (with a small gap in the vicinity of the Oriel House Hotel and on approach to the Inniscarra Road

junction). Signal controlled priority is proposed west of Old Fort Road and at other locations on this section, where bus lanes terminate and buses merge with general traffic.

Within the town centre along Main Street, there will also be opportunities to improve and enhance the existing public realm by creating traffic movement efficiencies to allow for further space for public realm enhancements, for example planting areas.

The inbound bus lane recommences at Whitethorn Drive and continues to the junction at Poulavone, with the addition of signal-controlled priority. In the outbound direction (towards Ballincollig), a short section of bus lane is proposed between Poulavone and the east of Daffodil Fields, with signal controlled priority where the bus lane terminates. The proposals for this section also include the signalisation of the junction with Leo Murphy Road.

It is also proposed to upgrade the Poulavone Roundabout to a fully signalised crossroad junction, with the local access to Bridgewater to be relocated north of the signalised junction on the Carrigrohane Road.

New and improved bus stops will be provided along this entire section of STC E with many existing bus stops being relocated to better serve users and to allow for the provision of the enhanced infrastructure.

Improvements and enhancements to urban spaces and the pedestrian/cycle environments are also proposed at numerous junctions along this section of the corridor as outlined in the following table.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
West of Ballincollig on Old Macroom Road	New and upgraded footpaths between the Classis Road and Lisheen Woods.
West of Ballincollig at the junctions with Lisheen Fields, Coolroe Meadows, West End and Old Fort Road	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
West of Ballincollig at Classis Road and Coolroe Heights/Westgrove and Westcliffe	New or relocated pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Ballincollig Main Street, Station Road Junction and Harrington Street Junction	Improved and enhanced street spaces and landscaping. Upgraded signalised junctions at Station Road and Harrington Street with pedestrian and cycle friendly design.
East of Ballincollig at Leo Murphy Road/ Main Street/Leesdale Avenue Junction	New signalised junction with pedestrian and cycle friendly design.
East of Ballincollig at Whitethorn Drive and Rosewood	New or relocated pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
East of Ballincollig at Poulavone Roundabout	Conversion of Poulavone Roundabout to a signalised crossroad junction with pedestrian and cycle friendly design (and with Bridgewater access arm re-aligned).

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

- Land on eastern side of Inniscarra road within the proximity of Mechterstadt Road;
- Lands on both sides of the Old Macroom Road (R608) between Coolroe Meadows and Old Fort Road; and
- Lands on both sides of the Old Macroom Road (R608) between Carrigdene and Model Farm Road.

4.3 Model Farm Road, Poulavone to Dennehy's Cross

This section of STC E commences at the western end of Model Farm Road (at the junction with the N22 Carrigrohane Road at the Poulavone Roundabout), travelling along the entire length of Model Farm Road and intersecting with Wilton Road at the junction at Dennehy's Cross.

It is proposed to provide stepped segregated cycle infrastructure in both directions along the entire length of this section of the corridor.

An inbound and outbound bus gate is proposed in lieu of physical infrastructure with bus priority secured by restricting non-essential through-traffic on Model Farm Road. The inbound bus gate, which would operate during the morning peak period only, would be located just east of Scotch Lane. Through traffic travelling towards the city centre would be directed to divert to the N22 at the Poulavone junction, either travelling north connecting to Western Road, or south connecting to the N40 - Cork South Ring Road. The outbound bus gate, which would operate during the evening peak period only, would be located just west of a new junction created with a new link road connecting Model Farm Road and the N22. A new link road to the west of Inchigaggin Lane is proposed to accommodate traffic diverting from Model Farm Road to the N22 due to the proposed bus gates.

The delivery of the proposed sustainable transport infrastructure will require the realignment of a section of Model Farm Road in the vicinity of the junction with Inchigaggin Lane, including the widening of Carrigrohane Bridge. The signalisations of junctions at Model Farm Road/Inchigaggin Lane and Model Farm Road/ Church Hill remains as per the Preferred Route.

An inbound bus lane is proposed between the new Link Road and just west of Farranlea Park, while in the outbound direction a dedicated bus lane is also provided but with a small gap in the level of provision opposite Eden Hall, with signal-controlled priority provided.

Along Model Farm Road, between Rossa Avenue and Dennehy's Cross the proposal includes sections of dedicated bus lanes in both directions and signal controlled priority.

As with other sections of the STC E, new and improved bus stops will be provided along the entire section of the corridor with many bus stops being relocated to better serve users and to allow for the provision of the enhanced infrastructure.

From Dennehy's Cross along this section of STC E, the routes for buses and cyclists diverge. It is proposed that buses will travel along Magazine Road, College Road and Donovan's Road to connect with Western Road. Cyclists will travel along Victoria Cross Road, Western Road and Mardyke Walk, using the cycling infrastructure proposed for Sustainable Transport Corridor F (Bishopstown to City) before joining with the buses at the junction of Western Road/Donovan's Road (at the Bandfield). However, this does not preclude cyclists from using Magazine Road and College Road. Additional cycle facilities are provided between College Road and Western Road through Gaol Walk.

Improved pedestrian facilities are proposed at locations/junctions along this section of the corridor as outlined in the following table.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Model Farm Road (west)	New and improved footpaths along Model Farm Road (west), between Inchigaggin Lane and Poulavone.
Model Farm Road (west), at Carraig Túr and east of Carriganarra Road	New pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Model Farm Road (west) junctions with Church Hill and Inchigaggin Lane	New signalised junctions with pedestrian and cycle friendly design.
Model Farm Road (west)	New pedestrian crossings serving the existing Curraheen Greenway to the north of Eden Hall and Rossbrook, to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Model Farm Road junctions with Rossa Avenue and Irish Development Agency/ Kenley	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design. New pedestrian connection to Model Farm Road from eastern side of Irish Development Agency (IDA) lands.
Model Farm Road junctions with Farranlea Road/Bishopstown Avenue	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design.
Model Farm Road (east) at Bishopstown Park, Cherry Grove	New pedestrian crossings to facilitate easy access to new bus stops and generally improved permeability for pedestrians.
Model Farm Road (east) at junction with Wilton Road//Victoria Cross Road/ Magazine Road (Dennehy's Cross)	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design, and including provision for new right turn traffic movements

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

- Lands on both sides of Model Farm Road between Poulavone Roundabout and Inchigaggin Lane;
- Agricultural lands between the Model Farm Road and Carrigrohane Road (for proposed link road);
- Lands on both sides of Model Farm Road between Inchigaggin Lane and Rossa Avenue; and
- Lands on both sides of Model Farm Road between Wyndwood and Dennehy's Cross.

4.4 Dennehy's Cross to Western Road (Bandfield)

It is proposed to provide a short section of outbound bus lane on Magazine Road between College Road and Dennehy's Cross. On College Road it is proposed to provide a bus gate (that is, a section of roadway where only buses, taxis, cyclists and emergency vehicles, are permitted to pass through) which will manage the flow of general through-traffic along College Road and provide better journey time reliability for buses whilst maintaining local access to properties along College Road.

To supplement the cycle infrastructure proposed as part of STC F, cyclists wishing to continue along College Road towards UCC and other trip attractors, will share the carriageway with buses and local traffic in a low-speed and traffic-calmed environment. As part of STC F, additional cycle facilities are provided between College Road and Western Road with a quiet street on Gaol Walk and a proposed shared path through Perrott's Inch car park.

Localised widening of existing footpaths and the installation of new footpaths along the western section of College Road are also proposed, along with the conversion of the roundabout at the junction with Magazine Road to a signalised junction. It is proposed to restrict vehicular movement across the bridge on Donovan's Road to one-way priority flow with northbound traffic giving way to southbound traffic across the bridge. This allows footpaths to be widened to enhance pedestrian facilities across the bridge.

As with other sections of the corridor, new and improved bus stops will be provided along the entire section of the corridor with many bus stops being relocated to better serve users and to allow for the provision of the enhanced infrastructure.

Improved pedestrian facilities will be provided at locations/junctions along this section of the corridor as outlined in the following table.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Magazine Road/College Road junction	New signalised junctions with pedestrian and cycle friendly design.
College Road (west)	New and improved footpaths on College Road
College Road/Gaol Walk junction	Improvements to the existing signalised junction.
Gaol Walk	New cycle facilities
Donovan's Road	Widened footpaths across Donovan's Bridge using priority one way traffic flow.

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

- Lands on both sides of College Road between Magazine Road and St. Francis Avenue;
- Lands on the south side of Magazine Road at the junction with College Road;
- Lands on both sides of College Road junction with Donovan's Road.

4.5 Key Changes from the Preferred Route published in March 2023

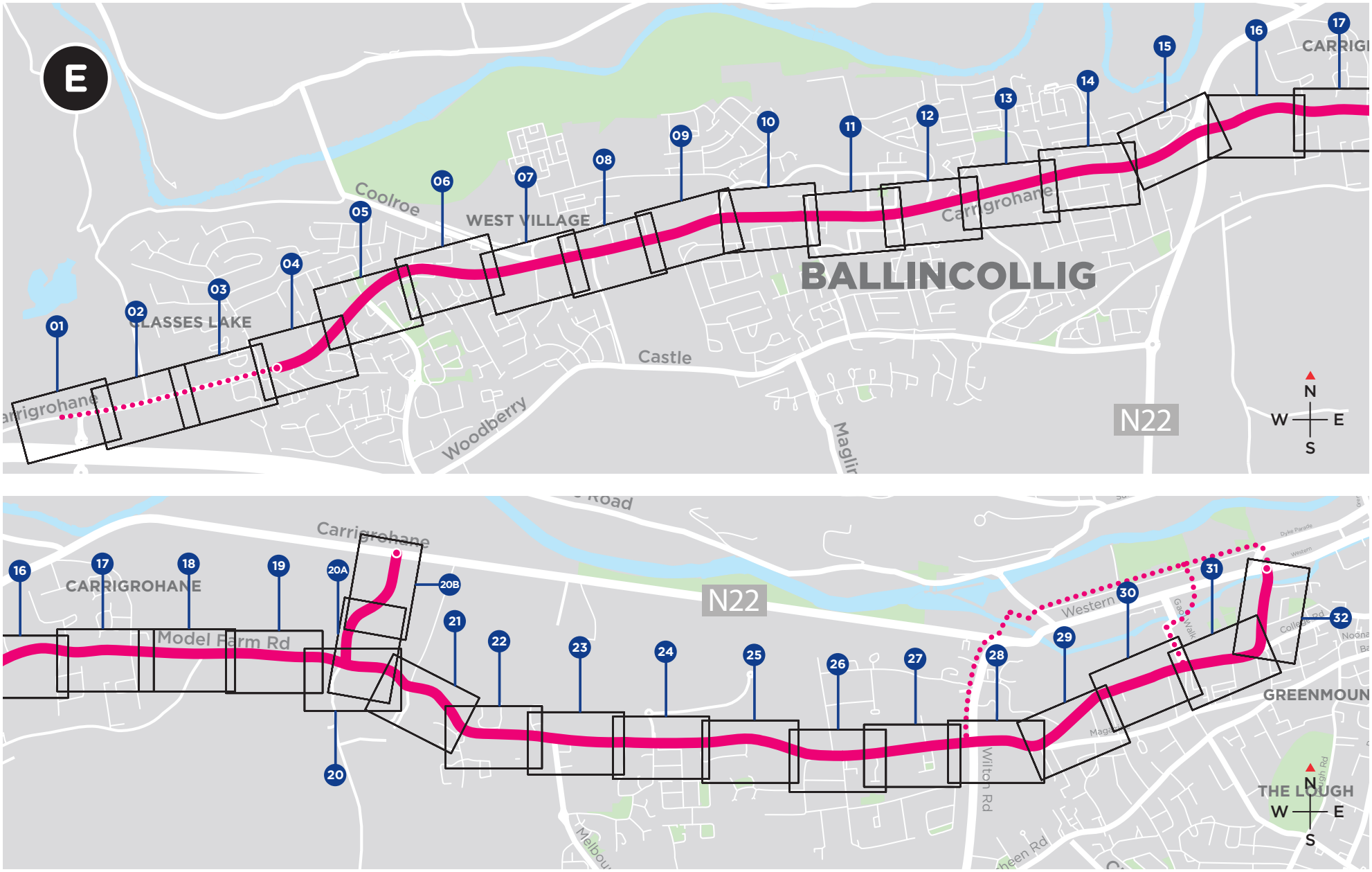
- R608 (Old Macroom Road) and Inniscarra Road Junction: - A dedicated left turn lane added to Inniscarra Road for southbound traffic to turn onto R608 (Old Macroom Road), a dedicated right turn pocket added to R608 for westbound traffic to turn right onto Inniscarra Road.
- Ballincollig Town Centre: - Dedicated left turn lane for eastbound traffic added in advance on Old Fort Road (west) junction. Right turn pocket for westbound traffic to minimise queuing along Main Street for cars wishing to turn into Tesco and Castle West shopping centre car park. Junction arrangement improvement at Main Street and Old Fort Road east junction to allow for a dedicated right turn lane for westbound traffic to turn into Old Fort Road east at signalised junction.
- Between Daffodil Fields and Poulavone: - An additional left turn lane for general traffic to turn left on to N22 has been proposed.
- Between Mount Mercy College and Farranlea Park: - An eastbound bus signal priority is proposed to be implemented adjacent to the east of the entrance road to Mount Mercy College, with associated proposed bus stop relocated to this point - This reduces the overall length of bus lane required, consequently, reducing the land take impact on properties in this section.
- Dennehy's Junction: - Eastbound bus lane along Model Farm Road on approach to junction to extend to junction with an additional eastbound right turn traffic lane for general traffic to turn into Wilton Road. A westbound right turn lane along Magazine Road on approach to junction to allow traffic to turn into Victoria Cross Road at Dennehy's junction.

4.6 Key Facts

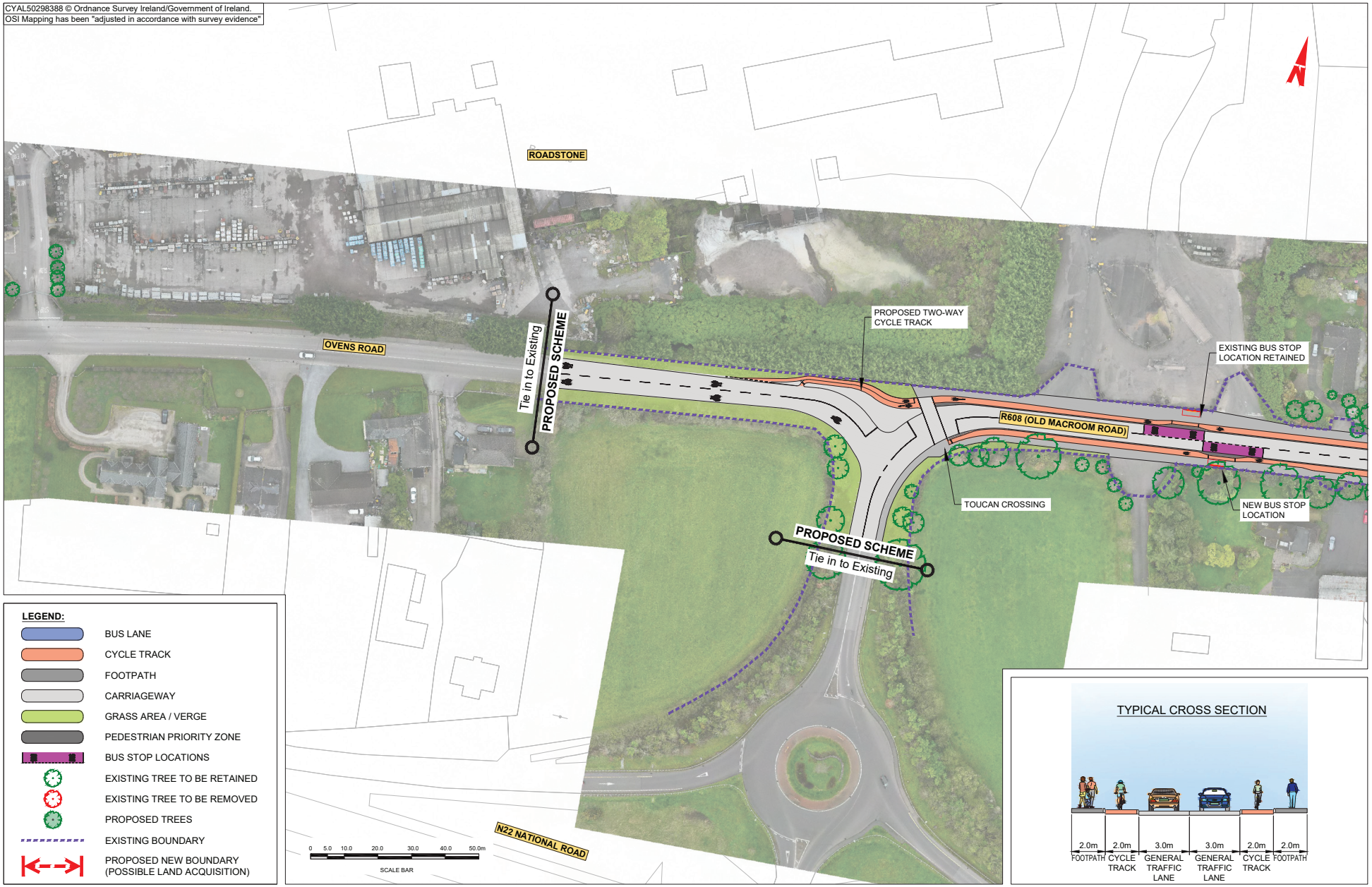
Approximate number of properties that may be impacted:	**203**
Approximate number of on-street parking spaces that may be removed:	**23**
Approximate number of roadside trees that may be removed:	**422**
Approximate route length:	**11km**
Approximate cycle route length: Inbound Outbound	**24km** **12km** **12km**

5. Appendices

5.1 Index maps
5.2 Route maps



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


CYAL50298388 © Ordnance Survey Ireland/Government of Ireland.
OSI Mapping has been "adjusted in accordance with survey evidence"
ROADSTONE
OVENS ROAD
Tie in to Existing
PROPOSED SCHEME
PROPOSED TWO-WAY CYCLE TRACK
EXISTING BUS STOP LOCATION RETAINED
R608 (OLD MACROOM ROAD)
TOUCAN CROSSING
NEW BUS STOP LOCATION
PROPOSED SCHEME
Tie in to Existing
N22 NATIONAL ROAD
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
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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EXISTING BUS STOP LOCATION RETAINED
GALA STORE
WOOD ROAD
R608 (OLD MACROOM ROAD)
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
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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THE OAKS
THE AVENUE
APPLEGREEN
EXISTING BUS STOP LOCATION RETAINED
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
R608 (OLD MACROOM ROAD)
LISHEEN WOODS
LISHEEN FIELDS
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 TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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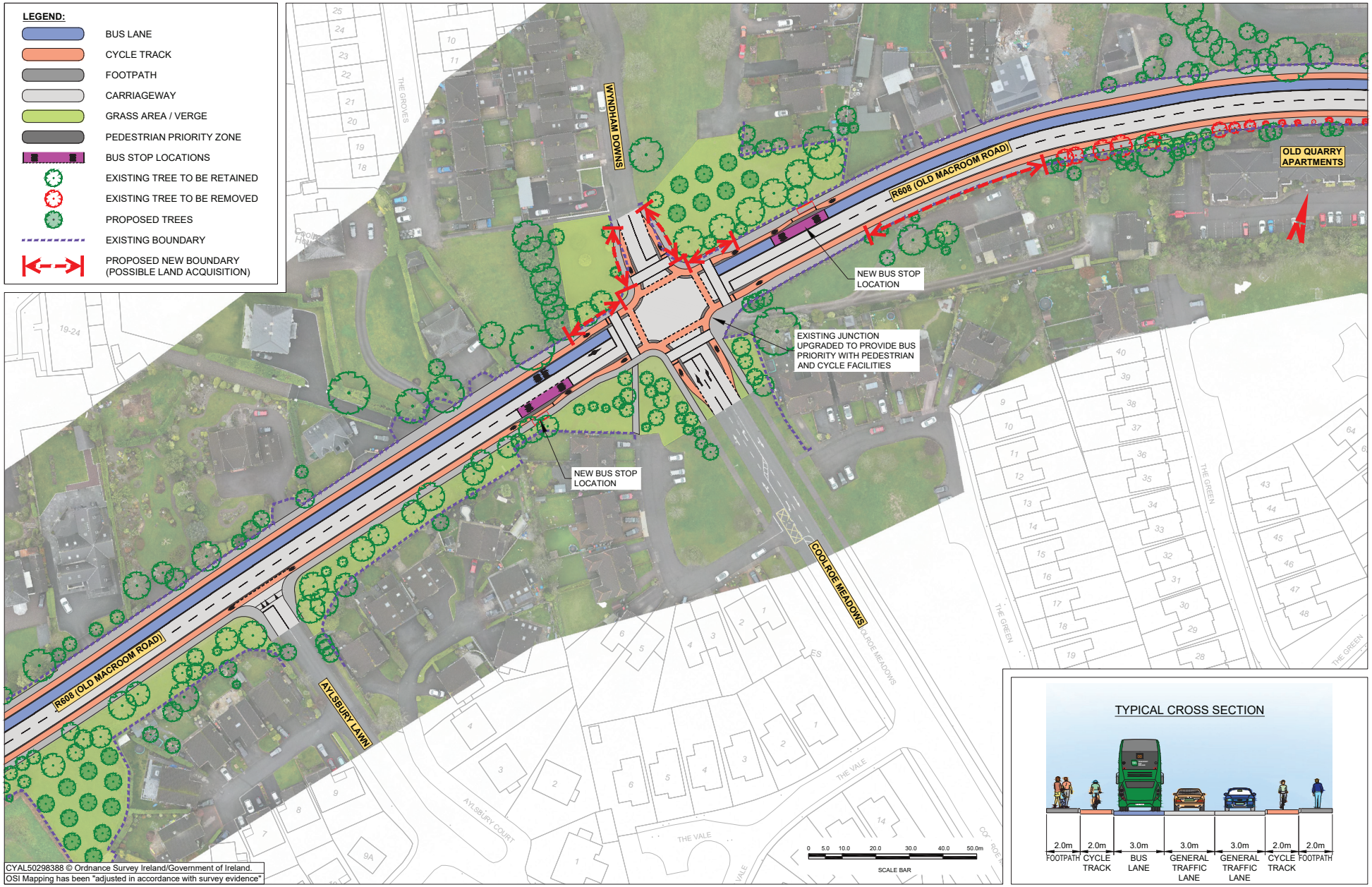
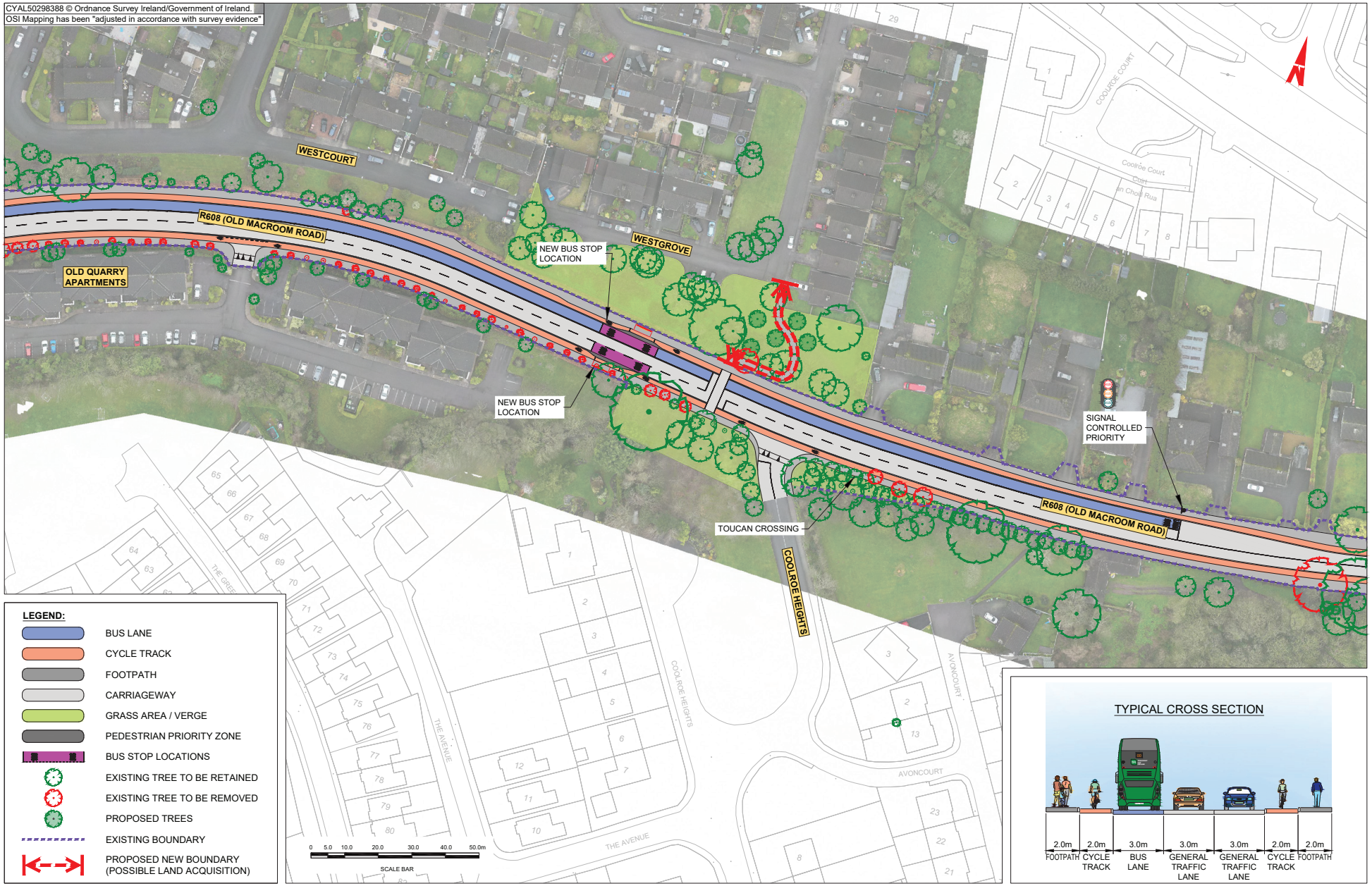
THE AVENUE
BALLINCOLLIG R.F.C.
THE STABLES
R608 (OLD MACROOM ROAD)
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
R608 (OLD MACROOM ROAD)
PROSPECT LAWN
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
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 TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH

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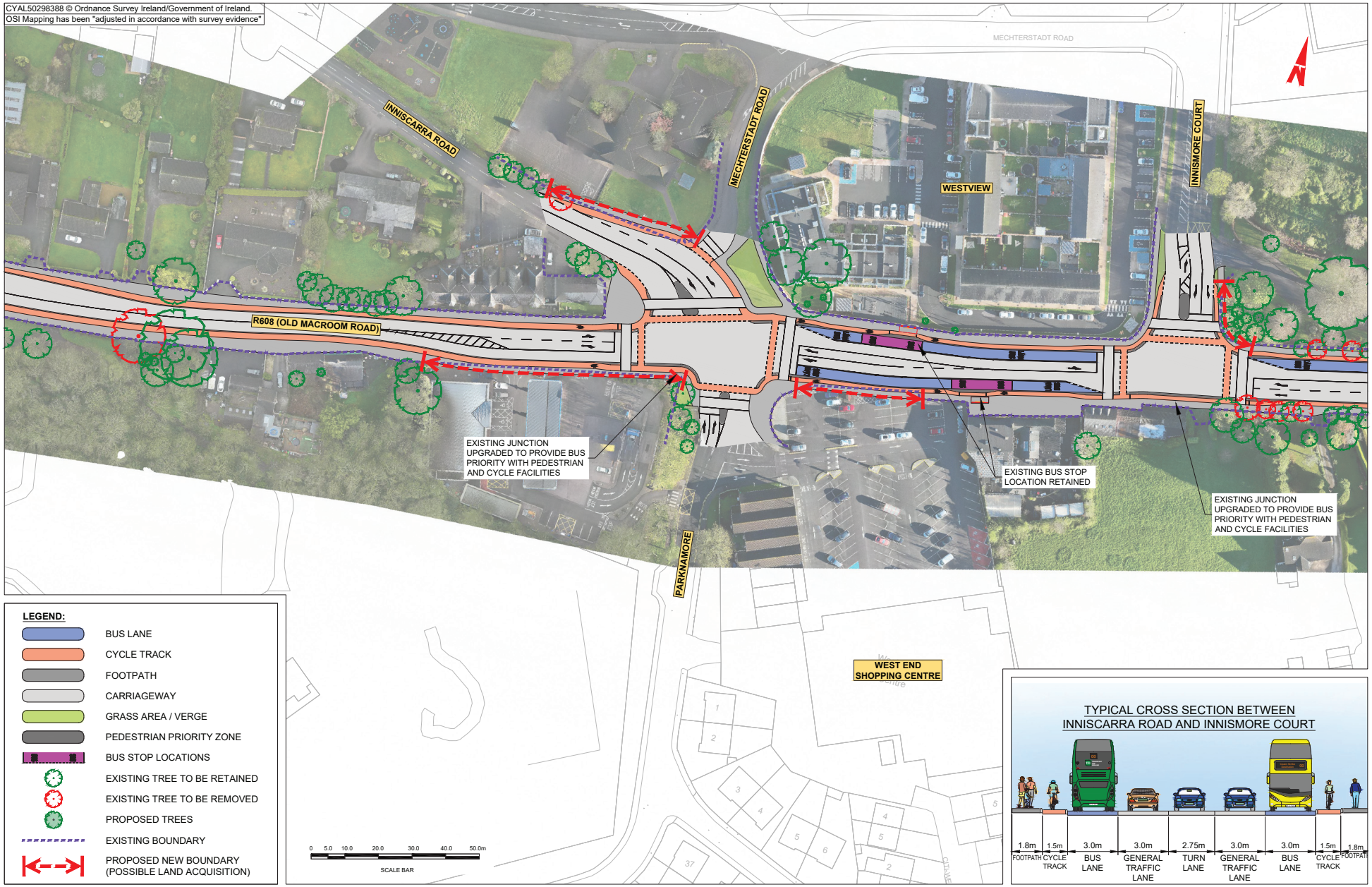
WESTCOURT
R608 (OLD MACROOM ROAD)
OLD QUARRY APARTMENTS
NEW BUS STOP LOCATION
WESTGROVE
NEW BUS STOP LOCATION
SIGNAL CONTROLLED PRIORITY
TOUCAN CROSSING
COOLROE HEIGHTS
R608 (OLD MACROOM ROAD)
COOLROE COURT
Coolroe Court
Cúirt an Chúil Rua
THE AVENUE
AVONCOURT
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
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 TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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OSI Mapping has been "adjusted in accordance with survey evidence"
MECHTERSTADT ROAD
INNISCARRA ROAD
MECHTERSTADT ROAD
WESTVIEW
INNISMORE COURT
R608 (OLD MACROOM ROAD)
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
EXISTING BUS STOP LOCATION RETAINED
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
PARKNAMORE
WEST END SHOPPING CENTRE
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 BETWEEN INNISCARRA ROAD AND INNISMORE COURT
1.8m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
2.75m TURN LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
1.5m CYCLE TRACK
1.8m FOOTPATH


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INNISMORE COURT
WESTCLIFFE
R608 (OLD MACROOM ROAD)
NEW BUS STOP LOCATION
TOUCAN CROSSING
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
FLYNN'S 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
1.8m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
1.5m CYCLE TRACK
1.8m FOOTPATH


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ORIEL HOUSE HOTEL
WESTFIELD
OLD FORT ROAD
SIGNAL CONTROLLED PRIORITY
NEW BUS STOP LOCATION
EXISTING BUS STOP LOCATION RETAINED
R608 (OLD MACROOM ROAD)
MAIN STREET
NEW BUS STOP LOCATION
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
TOUCAN CROSSING
SIGNAL CONTROLLED PRIORITY
WILLOW DRIVE
BEECH 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
1.8m FOOTPATH
1.5m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
1.5m CYCLE TRACK
1.8m FOOTPATH


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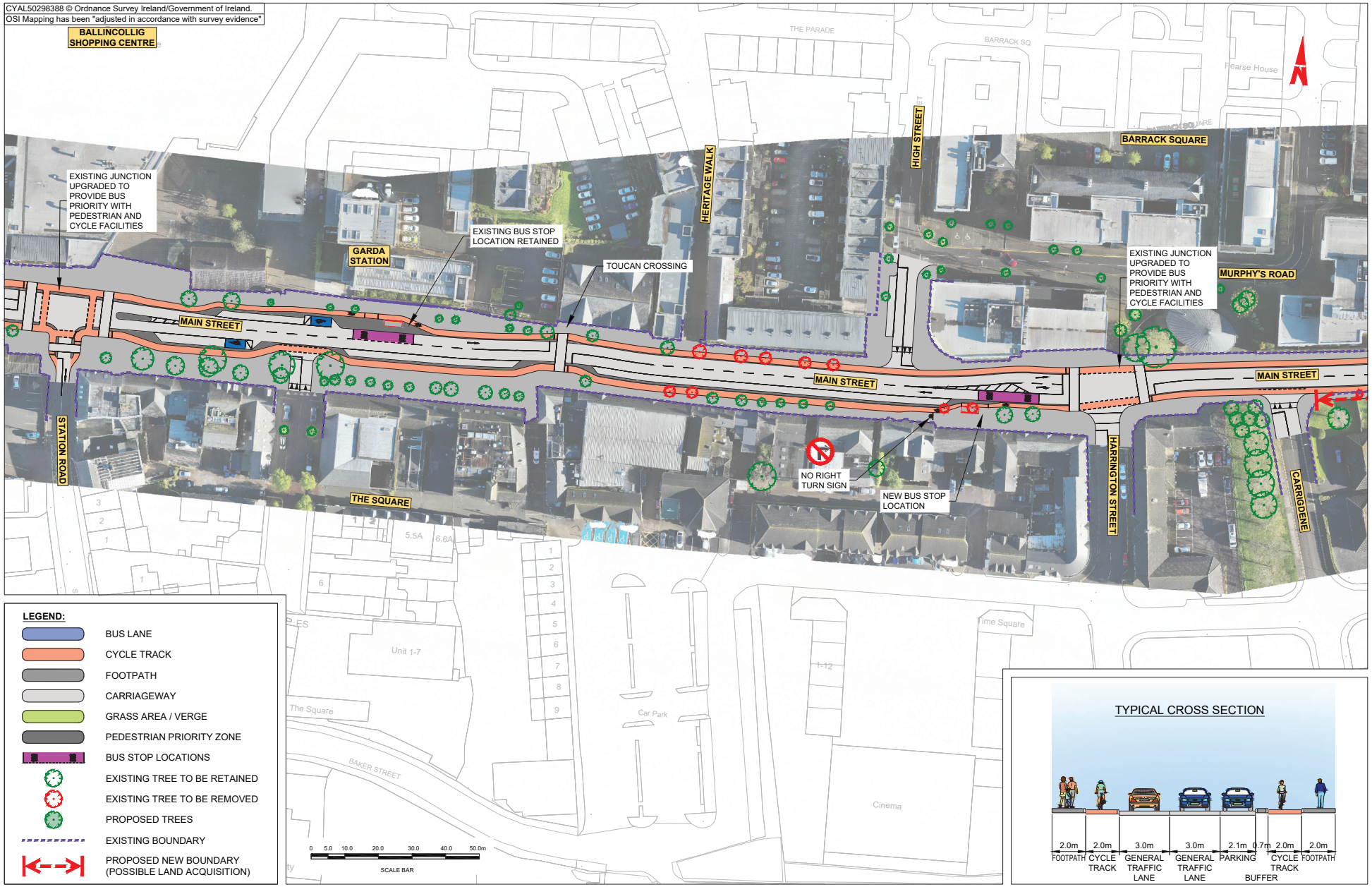
OLD FORT ROAD
TESCO
EXISTING BUS STOP LOCATION RETAINED
MAIN STREET
Car Park
Ballincollig Shopping Centre
DUNNES STORES
BALLINCOLLIG SHOPPING CENTRE
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
MAIN STREET
TOUCAN CROSSING
MAPLE LAWN
STATION ROAD
WILLOW DRIVE
SHAMROCK DRIVE
PINE WALK
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 TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.1m PARKING
0.7m BUFFER
2.0m CYCLE TRACK
2.0m FOOTPATH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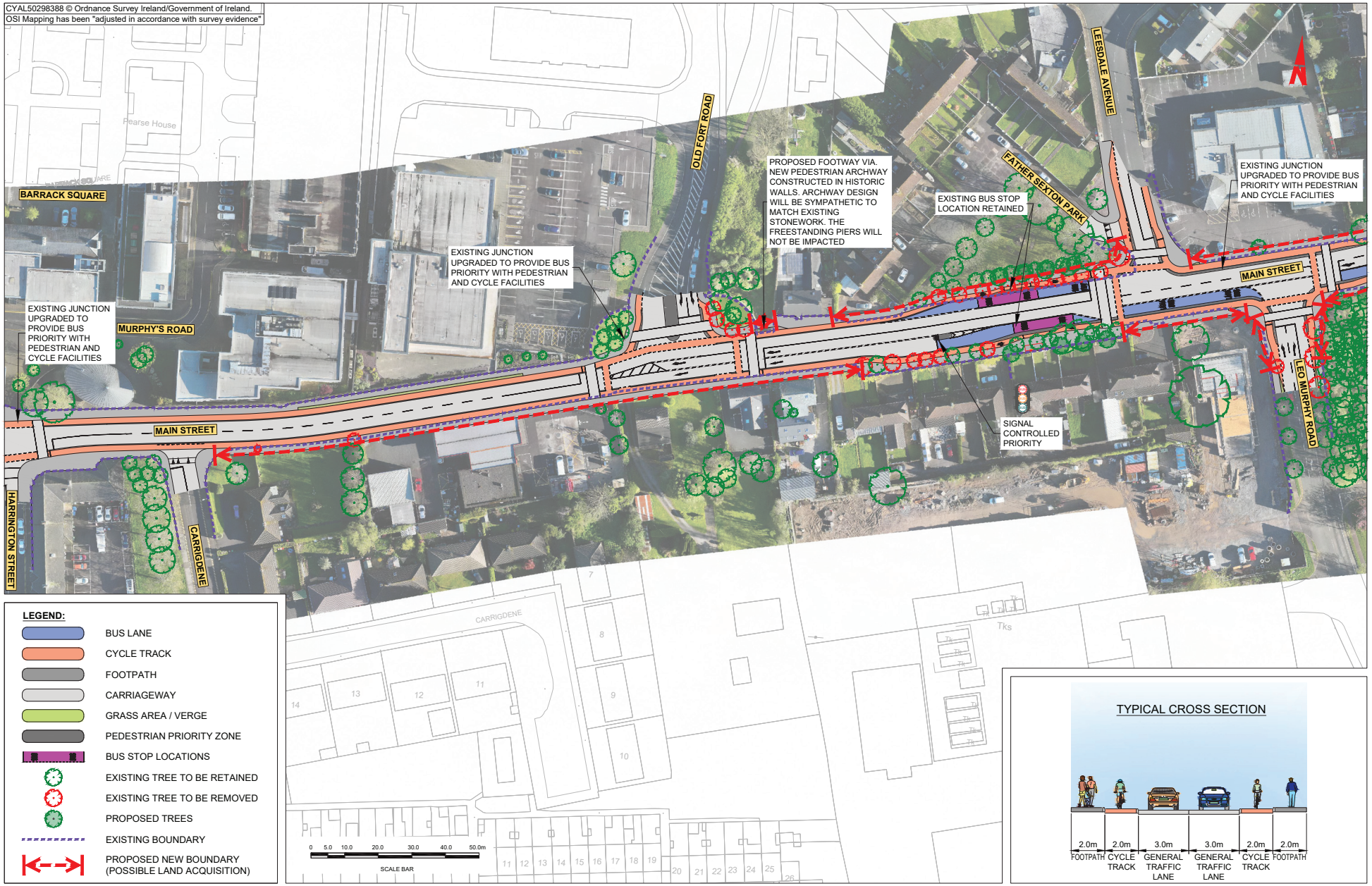
BALLINCOLLIG SHOPPING CENTRE
THE PARADE
BARRACK SQ
Pearse House
BARRACK SQUARE
HERITAGE WALK
HIGH STREET
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
GARDA STATION
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
MAIN STREET
MURPHY'S ROAD
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
MAIN STREET
STATION ROAD
THE SQUARE
NO RIGHT TURN SIGN
NEW BUS STOP LOCATION
HARRINGTON STREET
CARRIGDENE
Unit 1-7
The Square
Car Park
BAKER STREET
Cinema
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
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.1m PARKING
0.7m BUFFER
2.0m CYCLE TRACK
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"
BARRACK SQUARE
Pearse House
OLD FORT ROAD
LEESDALE AVENUE
FATHER SEXTON PARK
MAIN STREET
MURPHY'S ROAD
HARRINGTON STREET
CARRIGDENE
LEO MURPHY ROAD
PROPOSED FOOTWAY VIA. NEW PEDESTRIAN ARCHWAY CONSTRUCTED IN HISTORIC WALLS. ARCHWAY DESIGN WILL BE SYMPATHETIC TO MATCH EXISTING STONEWORK. THE FREESTANDING PIERS WILL NOT BE IMPACTED
EXISTING BUS STOP LOCATION RETAINED
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
SIGNAL CONTROLLED PRIORITY
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 TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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LEESDALE AVENUE
LEESDALE DRIVE
MAIN STREET
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
EXISTING BUS STOP LOCATION RETAINED
LEO MURPHY ROAD
Coláiste Choilm
Link Road Business Park
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 TRACK
3.0m GENERAL 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"
MAIN STREET
MANOR HILL
ROSEWOOD
WHITETHORN DRIVE
HAWTHORN AVENUE
NEW BUS STOP LOCATION
NEW BUS STOP LOCATION
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
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 TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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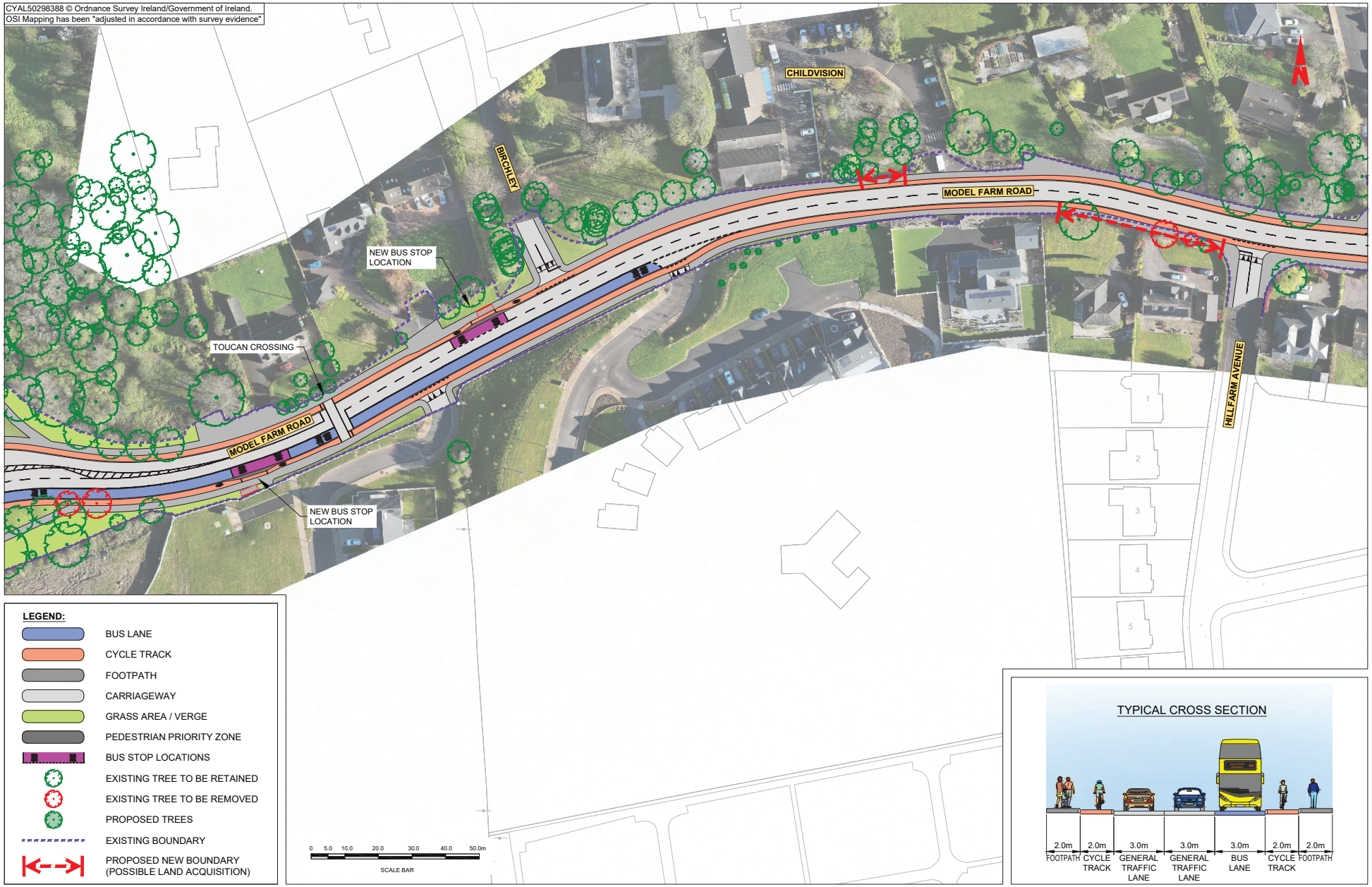
BRIDGEWATER
N22 CARRIGROHANE ROAD
DAFFODIL FIELDS
BRIDGEWATER
MAIN STREET
SIGNAL CONTROLLED PRIORITY
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
N22 LINK ROAD
HAWTHORN AVE
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
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
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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CHILDVISION
BIRCHLEY
MODEL FARM ROAD
NEW BUS STOP LOCATION
TOUCAN CROSSING
MODEL FARM ROAD
NEW BUS STOP LOCATION
HILLFARM AVENUE
N
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL 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"
HILLSBOROUGH
MODEL FARM ROAD
MODEL FARM ROAD
MODEL FARM ROAD
CHURCH HILL
HILLFARM AVENUE
HILTON
Rosefield
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
EXISTING BUS STOP LOCATION RETAINED
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
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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OSI Mapping has been "adjusted in accordance with survey evidence"
Rosefield
EXISTING BUS STOP LOCATION RETAINED
MODEL FARM ROAD
MODEL FARM ROAD
MODEL FARM ROAD
HOUSING DEVELOPMENT UNDER CONSTRUCTION
CARRIGANARRA ROAD
The Rectory
N
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
VARIES GREEN AREA
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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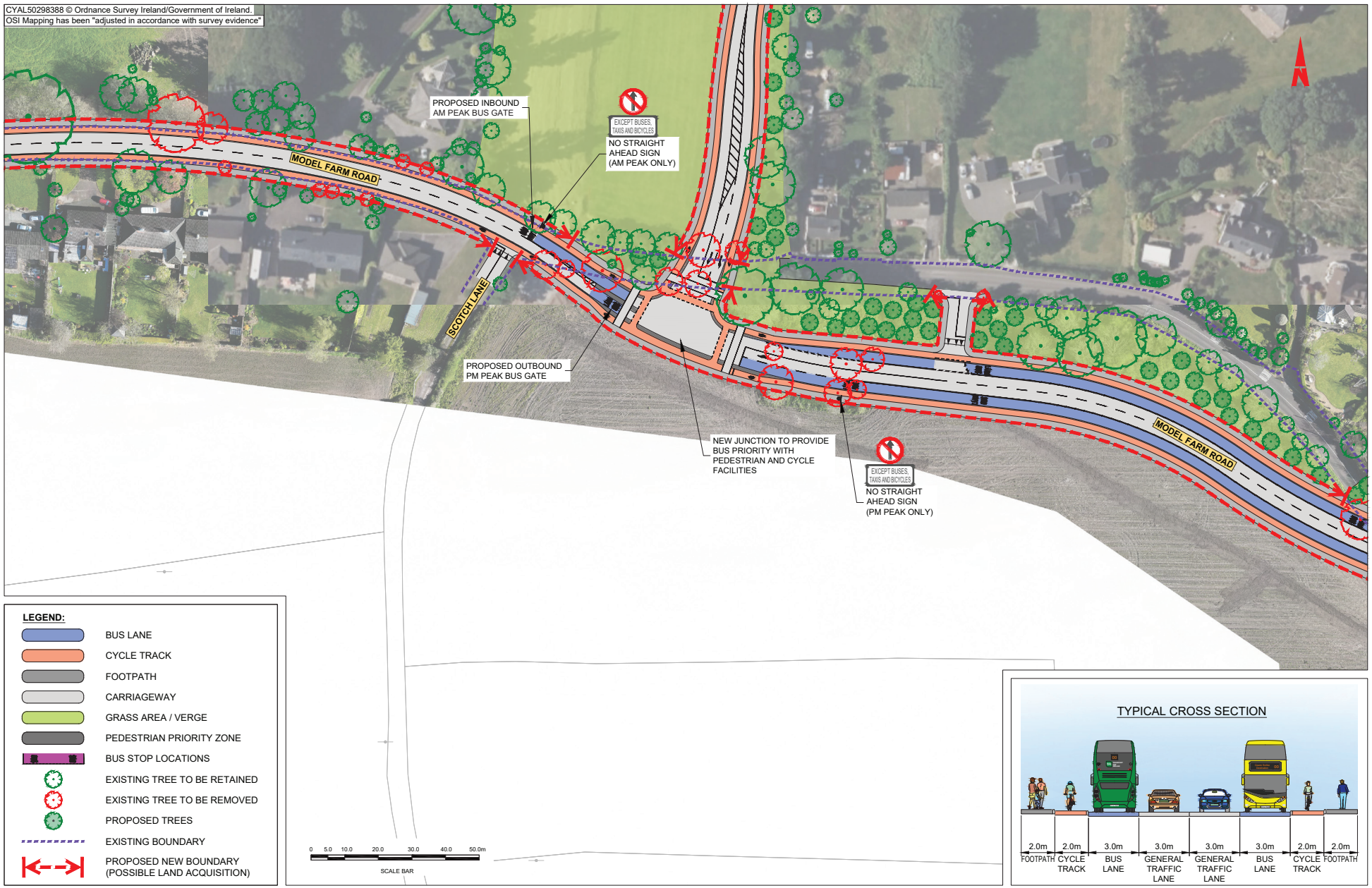
OSI Mapping has been "adjusted in accordance with survey evidence"
MODEL FARM ROAD
MODEL FARM ROAD
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
EXISTING BUS STOP LOCATION
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE 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
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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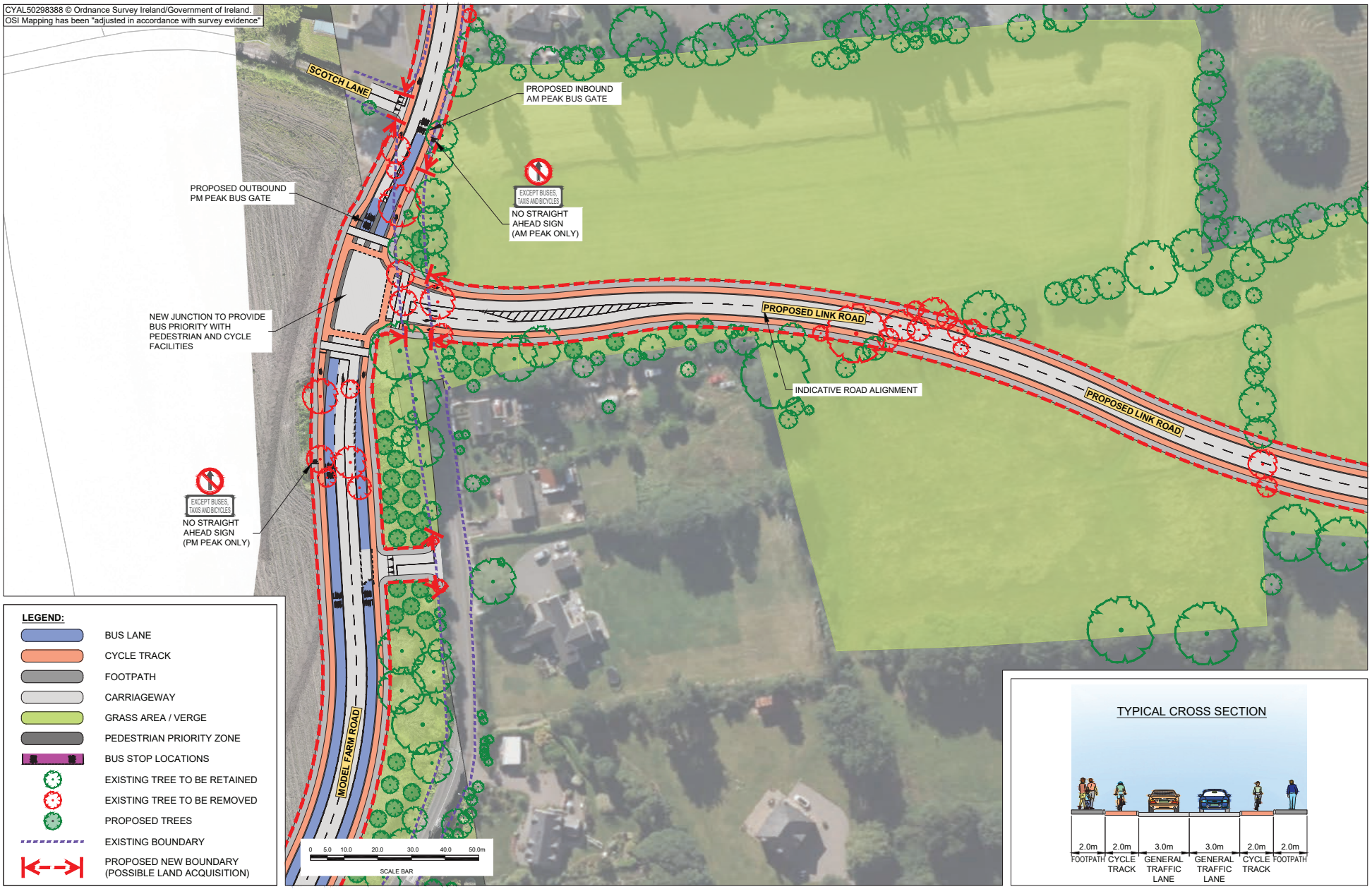
OSI Mapping has been "adjusted in accordance with survey evidence"
PROPOSED INBOUND AM PEAK BUS GATE
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD SIGN (AM PEAK ONLY)
MODEL FARM ROAD
SCOTCH LANE
PROPOSED OUTBOUND PM PEAK BUS GATE
NEW JUNCTION TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD SIGN (PM PEAK ONLY)
MODEL FARM 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 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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OSI Mapping has been "adjusted in accordance with survey evidence"
SCOTCH LANE
PROPOSED INBOUND AM PEAK BUS GATE
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD SIGN (AM PEAK ONLY)
PROPOSED OUTBOUND PM PEAK BUS GATE
NEW JUNCTION TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
PROPOSED LINK ROAD
INDICATIVE ROAD ALIGNMENT
PROPOSED LINK ROAD
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD SIGN (PM PEAK ONLY)
MODEL FARM 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 TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH


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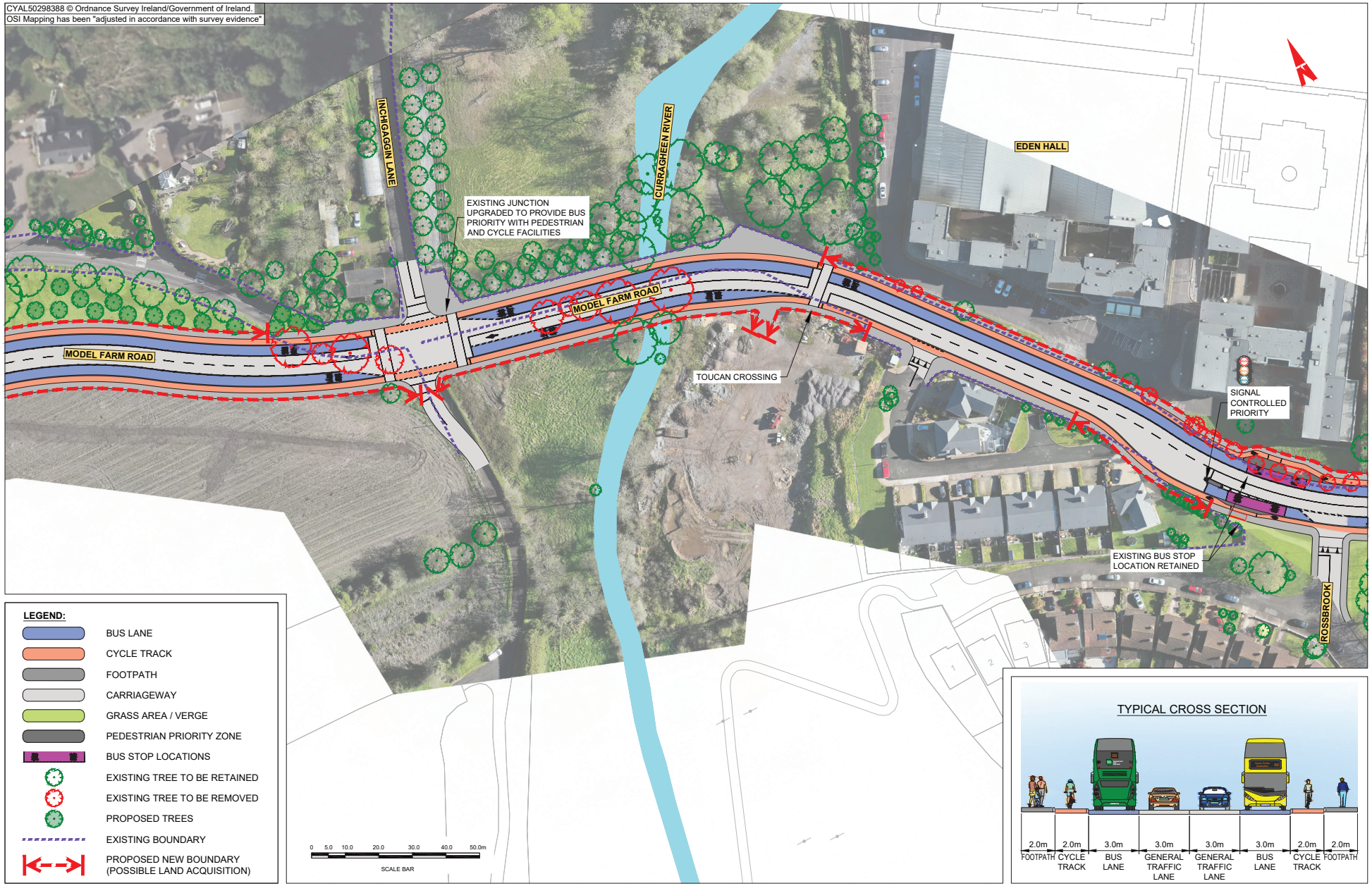
OSI Mapping has been "adjusted in accordance with survey evidence"
Tie in to Existing
PROPOSED SCHEME
CARRIGROHANE ROAD
PROPOSED LINK ROAD
INDICATIVE ROAD ALIGNMENT
PROPOSED LINK ROAD
PROPOSED SCHEME
Tie in to Existing
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH

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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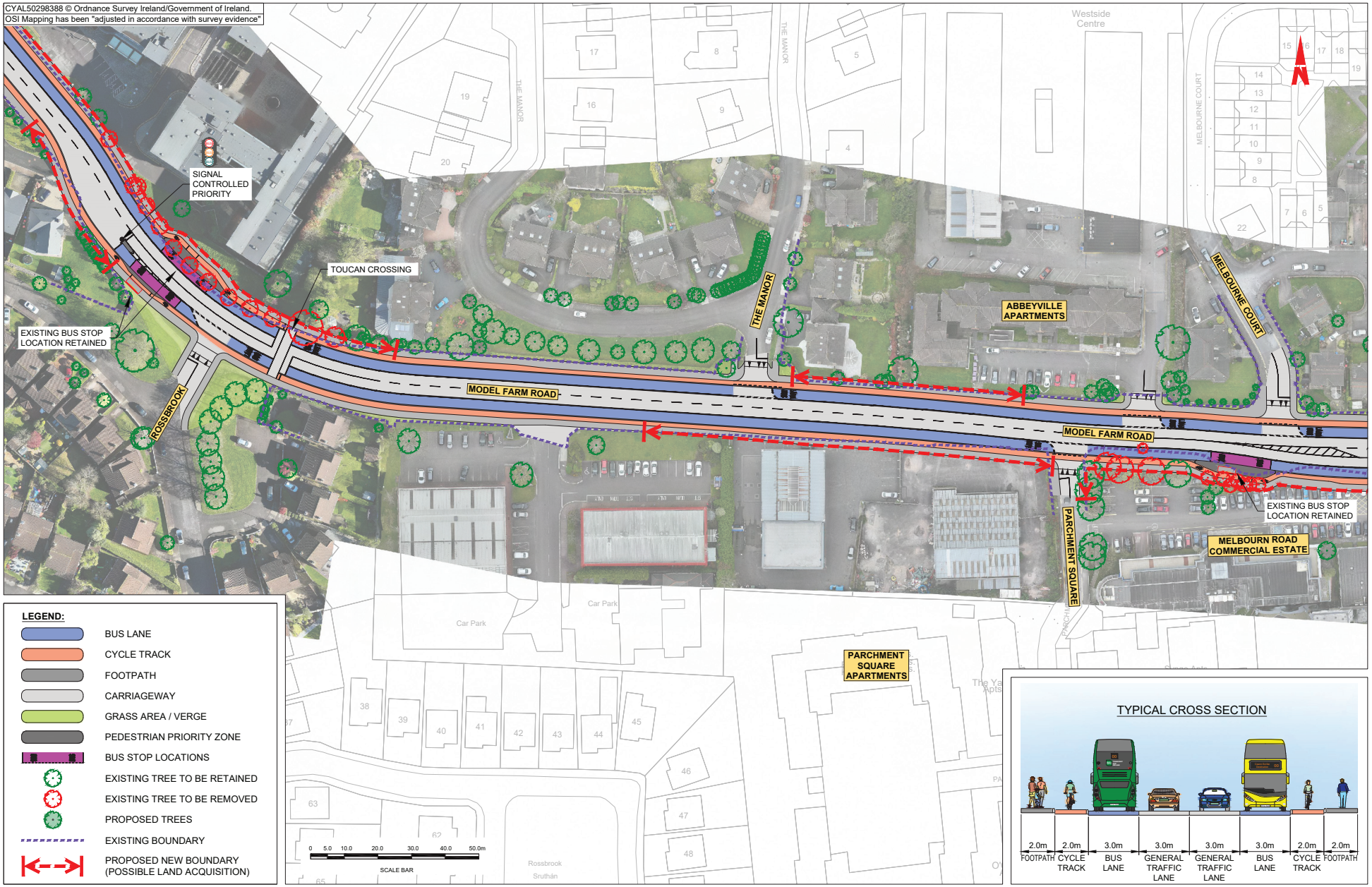
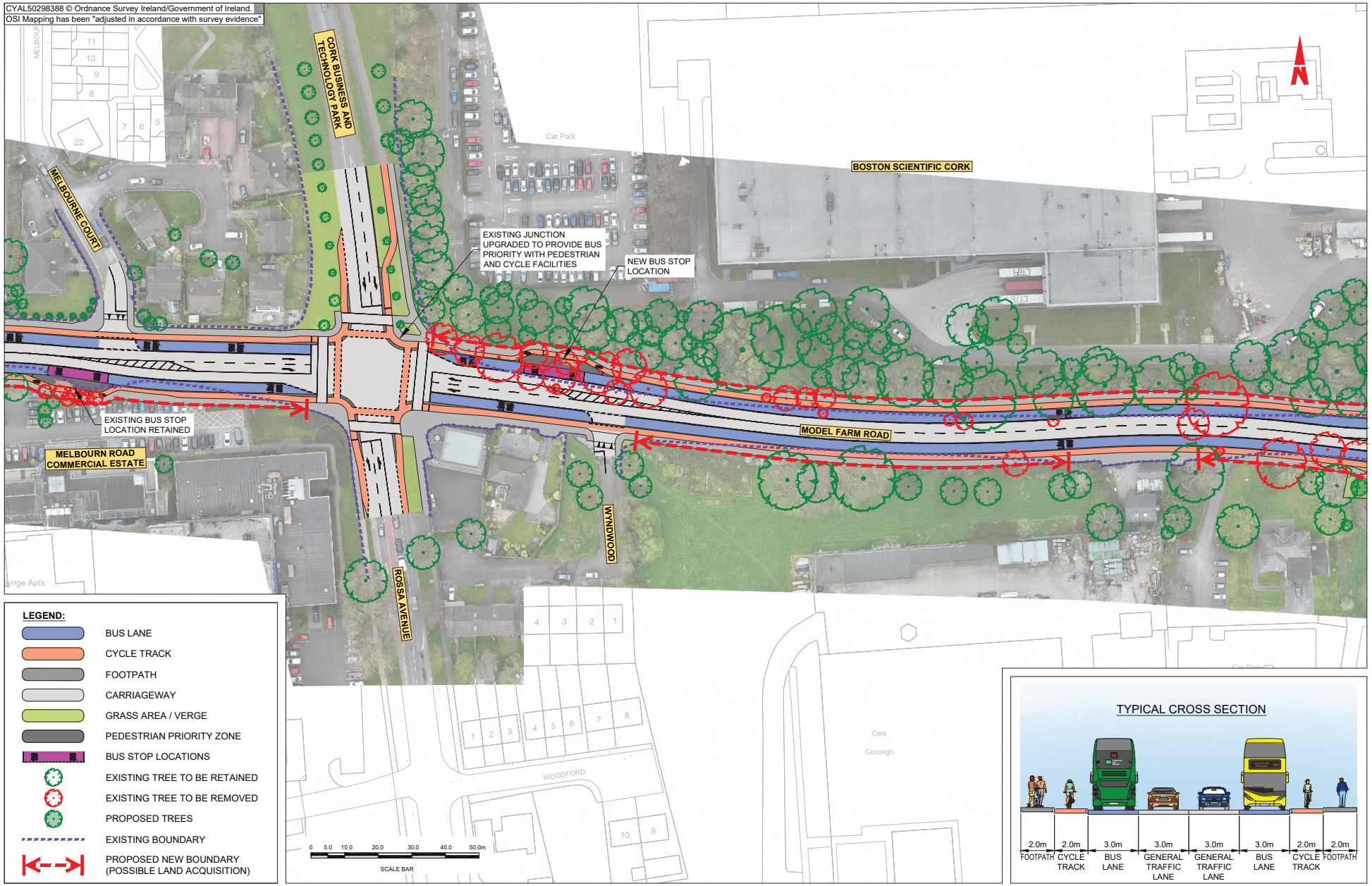
OSI Mapping has been "adjusted in accordance with survey evidence"
INCHIGAGGIN LANE
CURRAGHEEN RIVER
EDEN HALL
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
MODEL FARM ROAD
MODEL FARM ROAD
TOUCAN CROSSING
SIGNAL CONTROLLED PRIORITY
EXISTING BUS STOP LOCATION RETAINED
ROSSBROOK
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 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"
SIGNAL CONTROLLED PRIORITY
TOUCAN CROSSING
EXISTING BUS STOP LOCATION RETAINED
ROSSBROOK
MODEL FARM ROAD
THE MANOR
ABBEYVILLE APARTMENTS
MELBOURNE COURT
Westside Centre
PARCHMENT SQUARE
PARCHMENT SQUARE APARTMENTS
MELBOURN ROAD COMMERCIAL ESTATE
Car Park
Rossbrook Sruthán
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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OSI Mapping has been "adjusted in accordance with survey evidence"
CORK BUSINESS AND TECHNOLOGY PARK
MELBOURNE COURT
BOSTON SCIENTIFIC CORK
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
NEW BUS STOP LOCATION
EXISTING BUS STOP LOCATION RETAINED
MELBOURN ROAD COMMERCIAL ESTATE
MODEL FARM ROAD
WYNDWOOD
ROSSA AVENUE
WOODFORD
Car Park
Cork
Corcaigh
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 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


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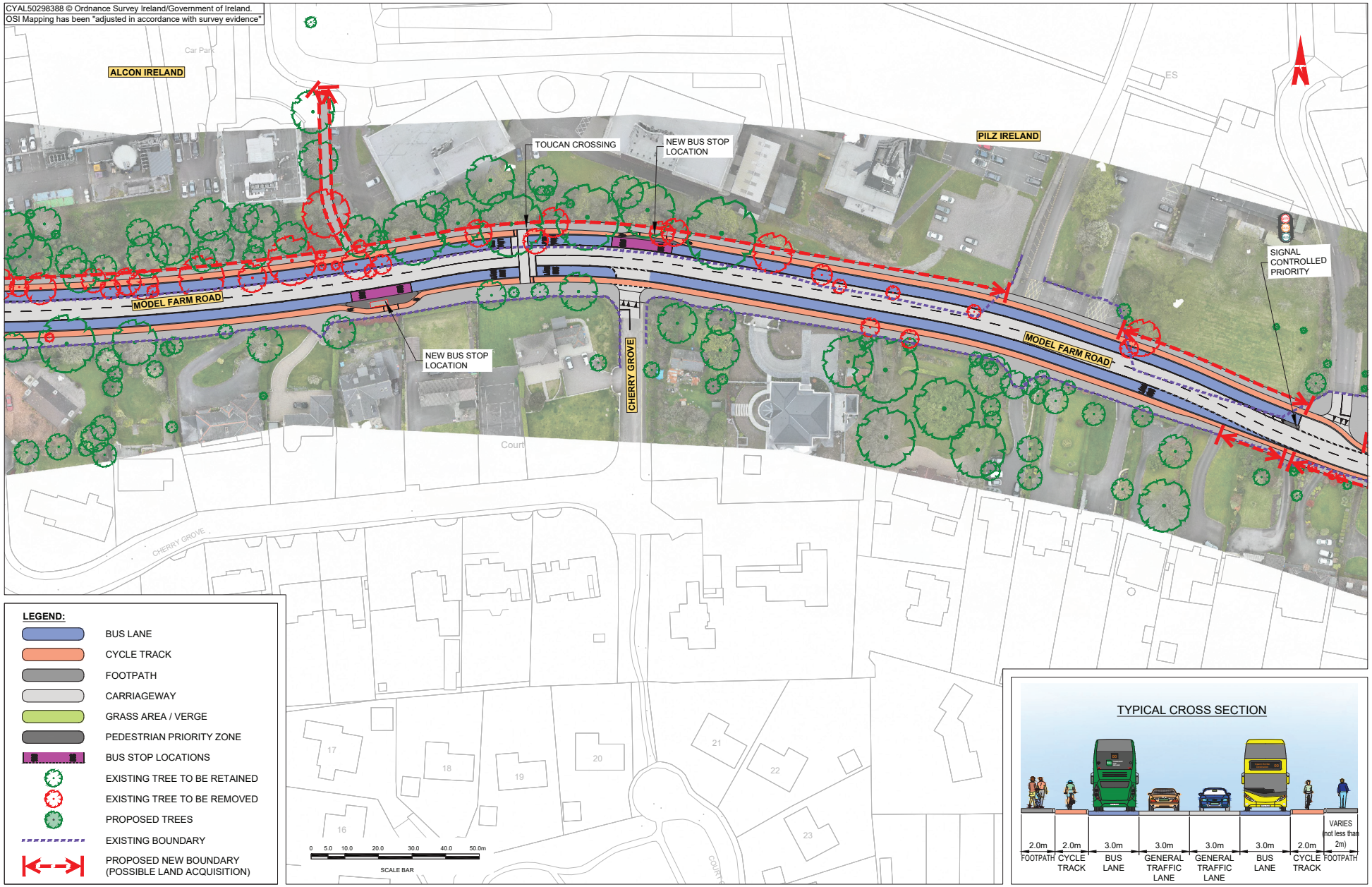
OSI Mapping has been "adjusted in accordance with survey evidence"
CORK BUSINESS AND TECHNOLOGY PARK
TREND MICRO
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
MODEL FARM ROAD
MODEL FARM ROAD
EXISTING BUS STOP LOCATION RETAINED
KENLEY ROAD
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
KENLEY CLOSE
KENLEY AVENUE
PARKWAY DRIVE
KENLEY ROAD
Car Park
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 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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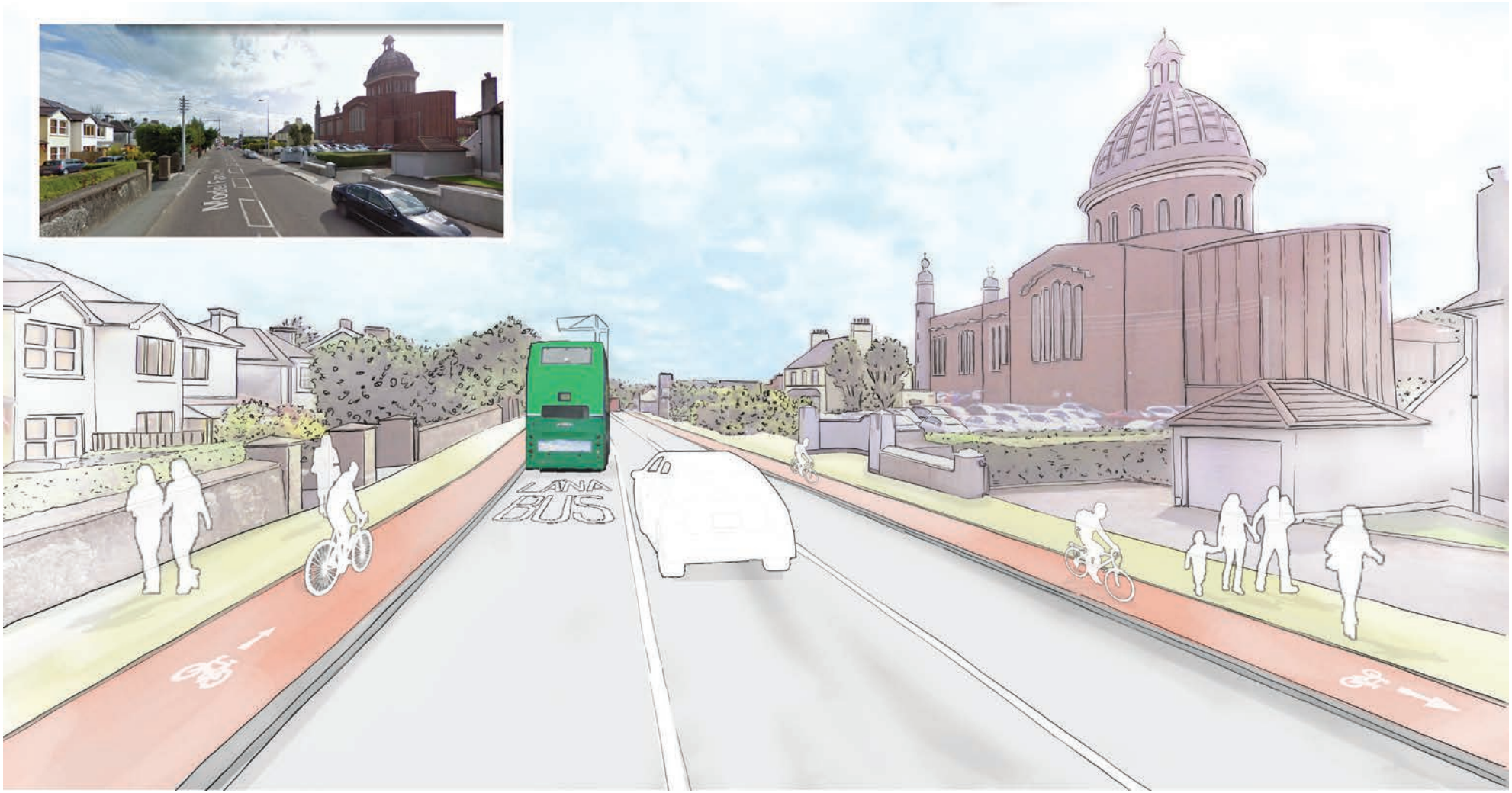
OSI Mapping has been "adjusted in accordance with survey evidence"
ALCON IRELAND
PILZ IRELAND
TOUCAN CROSSING
NEW BUS STOP LOCATION
NEW BUS STOP LOCATION
SIGNAL CONTROLLED PRIORITY
MODEL FARM ROAD
MODEL FARM ROAD
CHERRY GROVE
CHERRY GROVE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / 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 TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
3.0m BUS LANE
2.0m CYCLE TRACK
VARIES (not less than 2m) FOOTPATH



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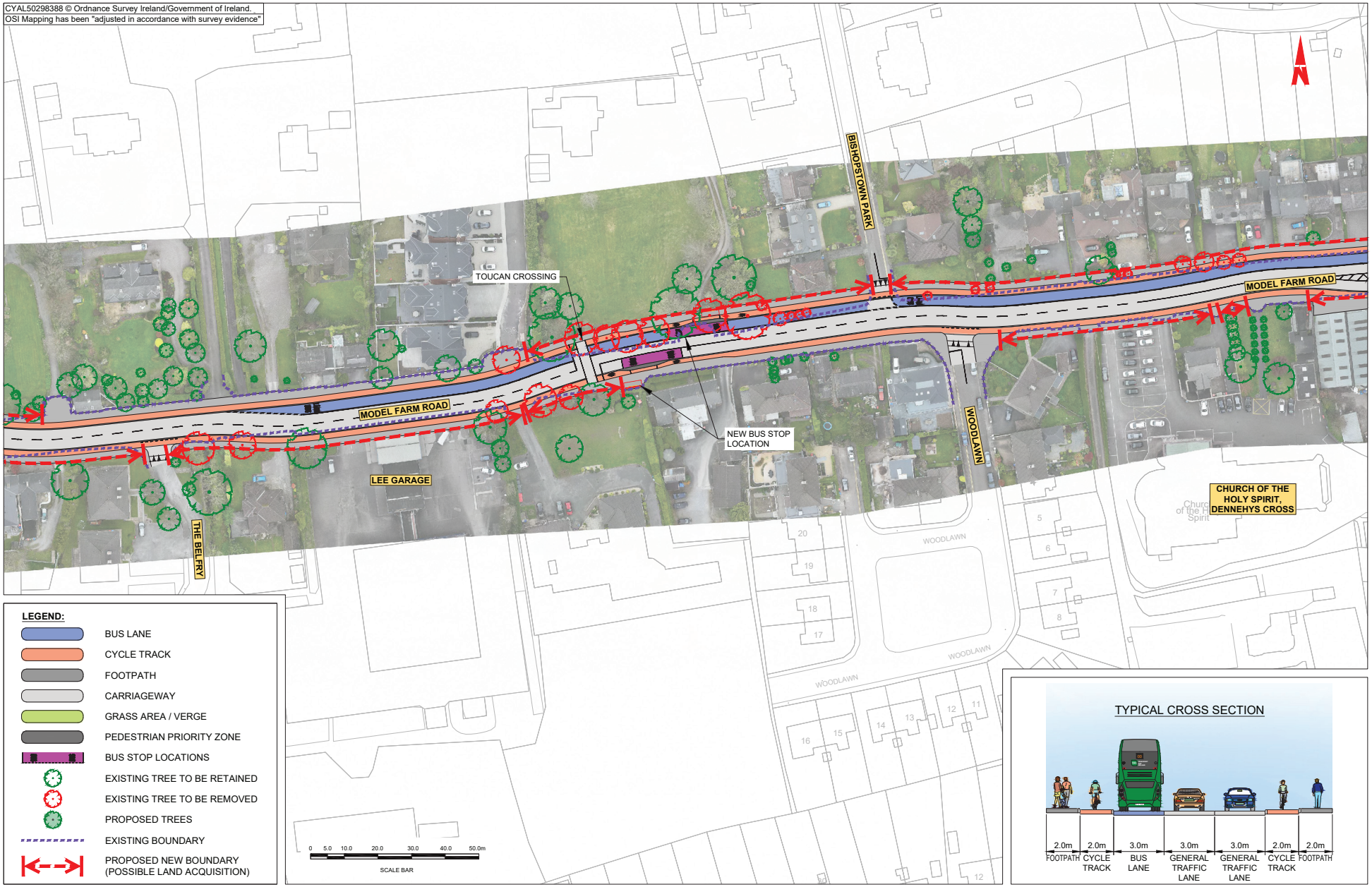
OSI Mapping has been "adjusted in accordance with survey evidence"
SIGNAL CONTROLLED PRIORITY
NEW BUS STOP LOCATION
EXISTING BUS STOP LOCATION RETAINED
FARRANLEA PARK
THE RENDEZVOUS
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
MODEL FARM ROAD
MODEL FARM ROAD
LAUREL BANK
PROPOSED SCHEME
Bishopstown to City
Sustainable Transport Corridor F
BISHOPSTOWN AVENUE
KINLOCH COURT
THE BELFRY
CONVENT LANE
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
PEDESTRIAN PRIORITY ZONE
BUS STOP LOCATIONS
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREES
EXISTING BOUNDARY
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR
TYPICAL CROSS SECTION
2.0m FOOTPATH
2.0m CYCLE TRACK
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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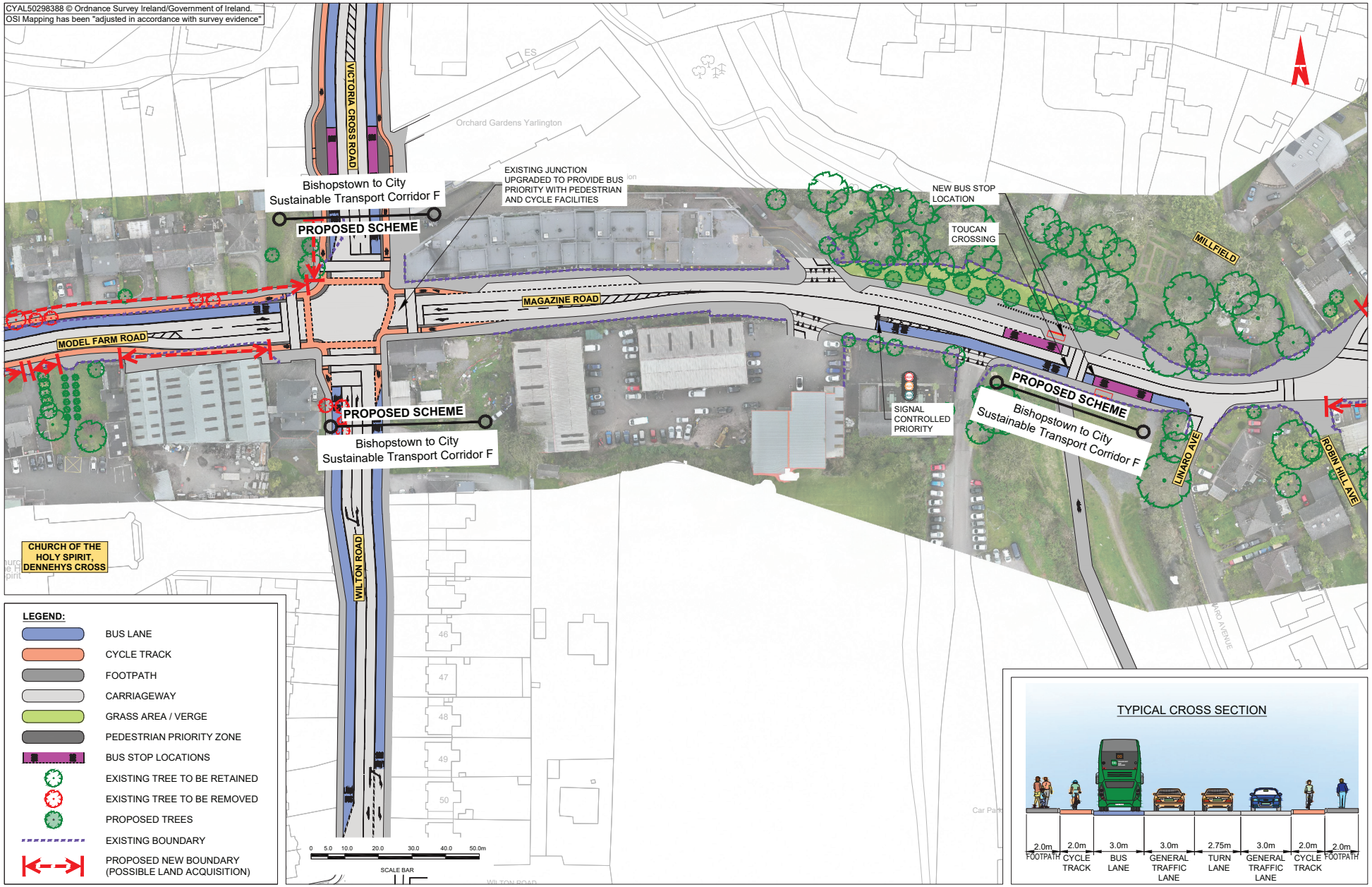
OSI Mapping has been "adjusted in accordance with survey evidence"
BISHOPSTOWN PARK
TOUCAN CROSSING
MODEL FARM ROAD
MODEL FARM ROAD
NEW BUS STOP LOCATION
WOODLAWN
LEE GARAGE
THE BELFRY
CHURCH OF THE HOLY SPIRIT, DENNEHYS CROSS
WOODLAWN
WOODLAWN
WOODLAWN
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
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 TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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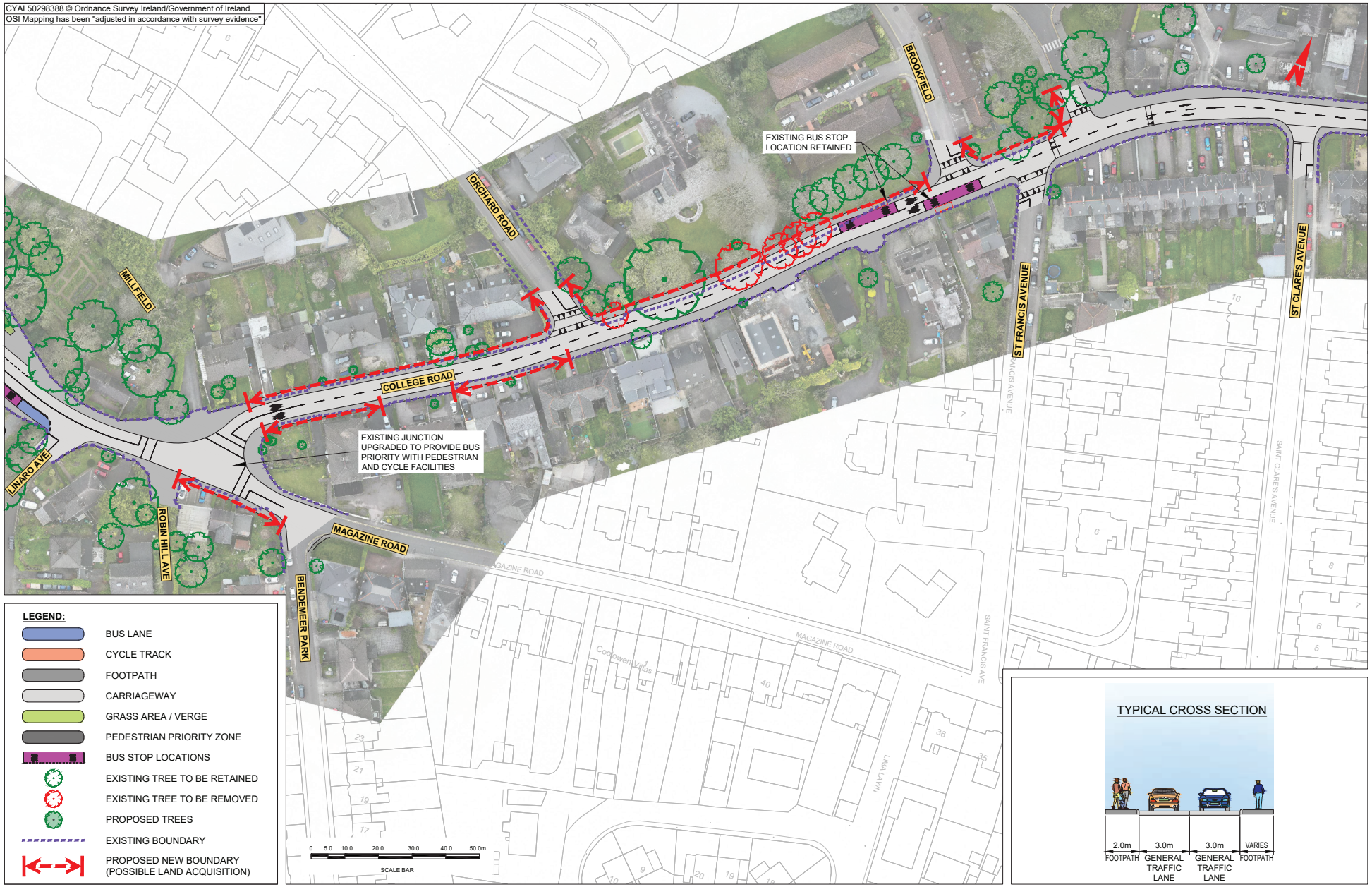
OSI Mapping has been "adjusted in accordance with survey evidence"
VICTORIA CROSS ROAD
Orchard Gardens Yarlington
Bishopstown to City Sustainable Transport Corridor F
PROPOSED SCHEME
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
NEW BUS STOP LOCATION
TOUCAN CROSSING
MILLFIELD
MAGAZINE ROAD
MODEL FARM ROAD
PROPOSED SCHEME
Bishopstown to City Sustainable Transport Corridor F
SIGNAL CONTROLLED PRIORITY
PROPOSED SCHEME
Bishopstown to City Sustainable Transport Corridor F
LINARO AVE
ROBIN HILL AVE
CHURCH OF THE HOLY SPIRIT, DENNEHYS CROSS
WILTON ROAD
46
47
48
49
50
Car Park
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
2.0m CYCLE TRACK
3.0m BUS LANE
3.0m GENERAL TRAFFIC LANE
2.75m TURN LANE
3.0m GENERAL TRAFFIC LANE
2.0m CYCLE TRACK
2.0m FOOTPATH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OSI Mapping has been "adjusted in accordance with survey evidence"
BROOKFIELD
EXISTING BUS STOP LOCATION RETAINED
ORCHARD ROAD
MILLFELD
COLLEGE ROAD
ST FRANCIS AVENUE
ST CLARE'S AVENUE
EXISTING JUNCTION UPGRADED TO PROVIDE BUS PRIORITY WITH PEDESTRIAN AND CYCLE FACILITIES
LINARO AVE
ROBIN HILL AVE
MAGAZINE ROAD
BENDEMEER PARK
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
3.0m GENERAL TRAFFIC LANE
3.0m GENERAL TRAFFIC LANE
VARIES FOOTPATH


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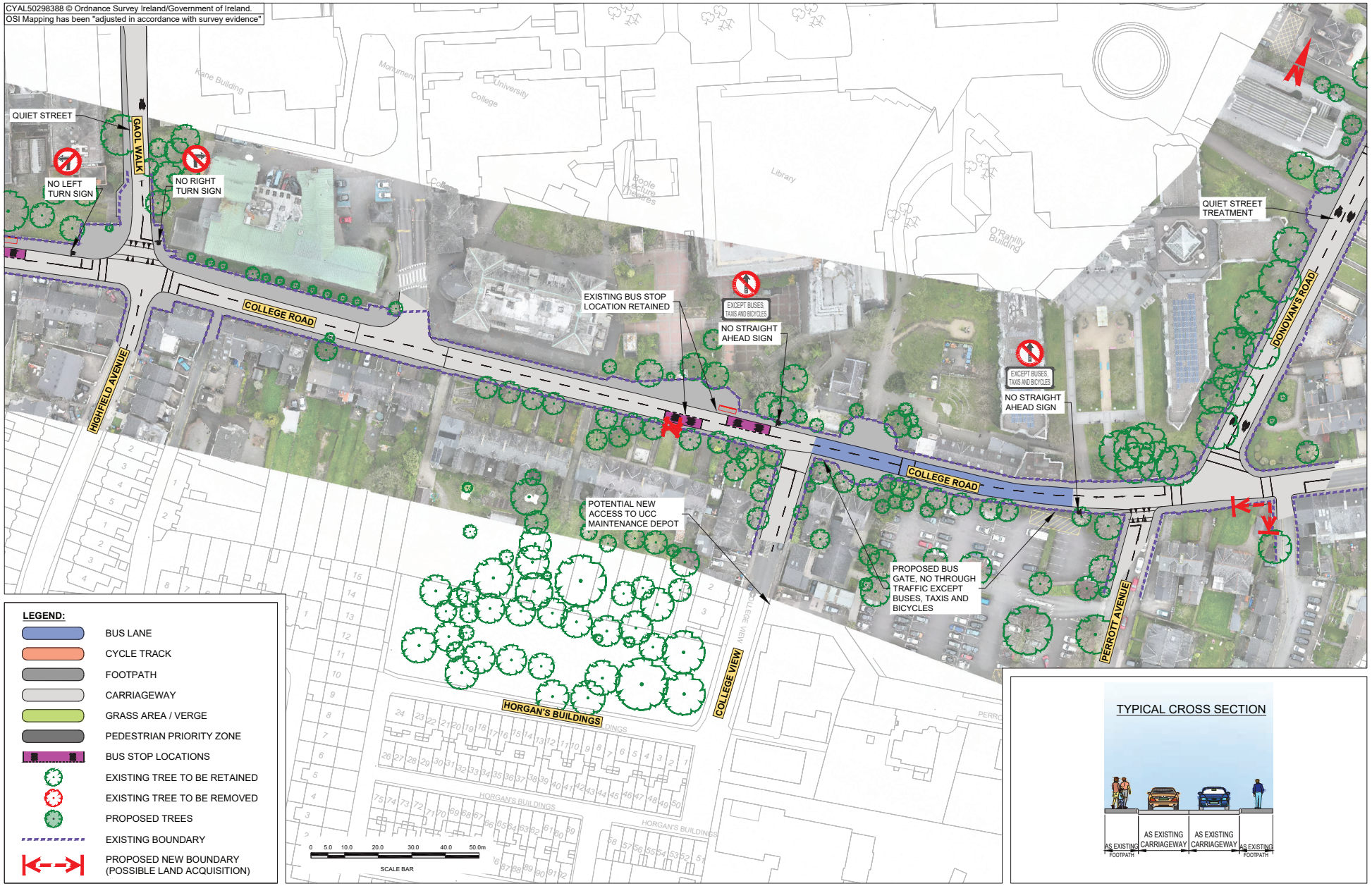
BON SECOURS HOSPITAL
TOUCAN CROSSING
CAVANAGH PHARMACY BUILDING
UCC FOOD SCIENCE TECHNOLOGY AND TECHNOLOGY BUILDING
EXISTING BUS STOP LOCATION RETAINED
QUIET STREET
NO LEFT TURN SIGN
NO RIGHT TURN SIGN
GAOL WALK
COLLEGE ROAD
COLLEGE ROAD
ST CLARE'S AVENUE
BROOKFIELD MEWS
HIGHFIELD WEST
HIGHFIELD AVENUE
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
AS EXISTING FOOTPATH
AS EXISTING CARRIAGEWAY
AS EXISTING CARRIAGEWAY
AS EXISTING FOOTPATH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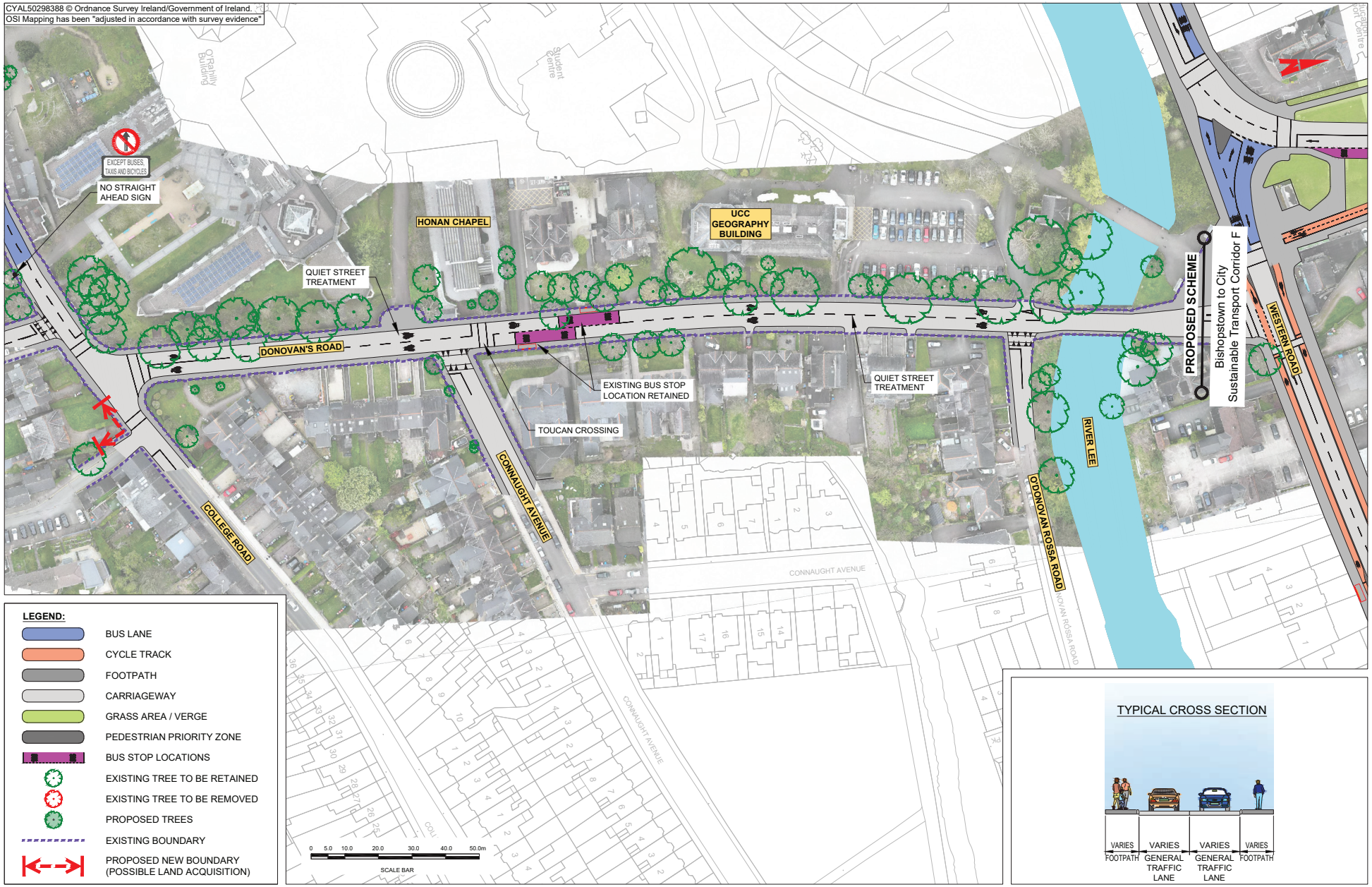
OSI Mapping has been "adjusted in accordance with survey evidence"
QUIET STREET
GAOL WALK
NO LEFT TURN SIGN
NO RIGHT TURN SIGN
COLLEGE ROAD
HIGHFIELD AVENUE
EXISTING BUS STOP LOCATION RETAINED
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD SIGN
QUIET STREET TREATMENT
DONOVAN'S ROAD
POTENTIAL NEW ACCESS TO UCC MAINTENANCE DEPOT
PROPOSED BUS GATE, NO THROUGH TRAFFIC EXCEPT BUSES, TAXIS AND BICYCLES
PERROTT AVENUE
HORGAN'S BUILDINGS
COLLEGE VIEW
Kane Building
Monument
University College
Boole Lecture Theatres
Library
O'Rahilly Building
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
AS EXISTING FOOTPATH
AS EXISTING CARRIAGEWAY
AS EXISTING CARRIAGEWAY
AS EXISTING FOOTPATH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OSI Mapping has been "adjusted in accordance with survey evidence"
EXCEPT BUSES, TAXIS AND BICYCLES
NO STRAIGHT AHEAD SIGN
HONAN CHAPEL
UCC GEOGRAPHY BUILDING
QUIET STREET TREATMENT
DONOVAN'S ROAD
EXISTING BUS STOP LOCATION RETAINED
TOUCAN CROSSING
QUIET STREET TREATMENT
PROPOSED SCHEME
Bishopstown to City Sustainable Transport Corridor F
WESTERN ROAD
RIVER LEE
O'DONOVAN ROSSA ROAD
COLLEGE ROAD
CONNAUGHT AVENUE
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
VARIES FOOTPATH
VARIES GENERAL TRAFFIC LANE
VARIES GENERAL TRAFFIC LANE
VARIES FOOTPATH

NTA

Údarás Náisiúnta Iompair
National Transport Authority

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