



Kinsale Road to Douglas 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.



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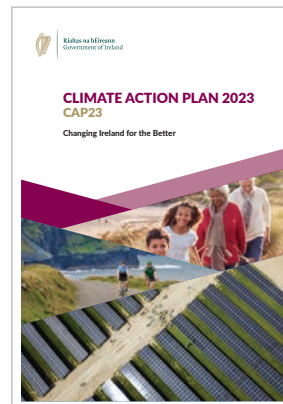
1. Introduction

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 policies 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

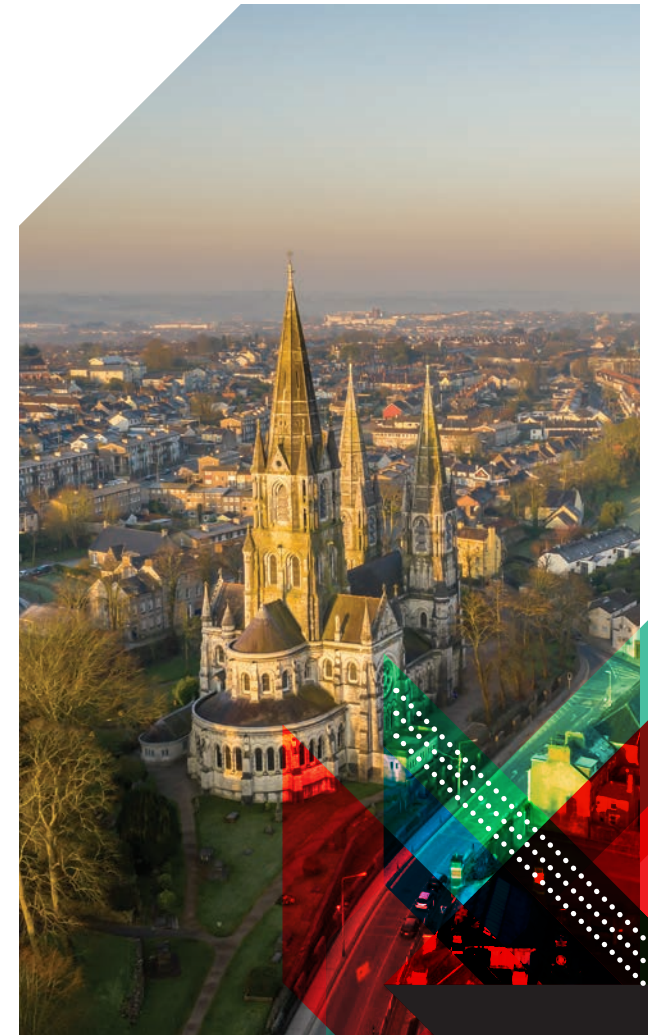
through the provision of

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

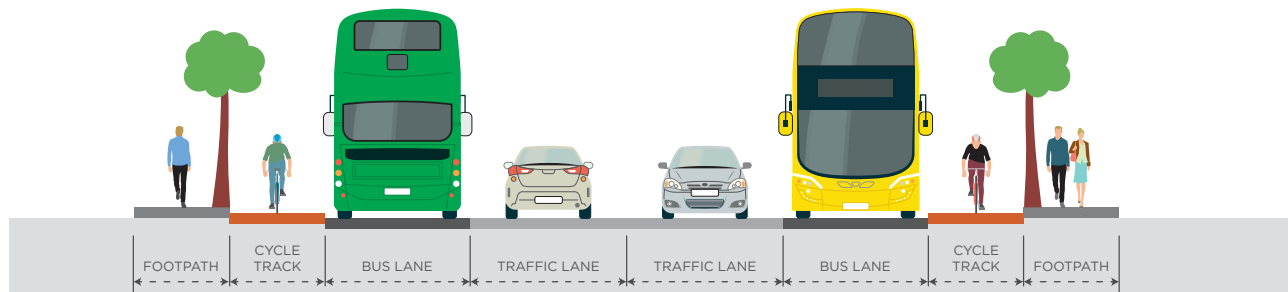
amended. In March 2023, they were presented as the Preferred Route Option (PRO) and were subject to a further round of non-statutory public consultation.

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:

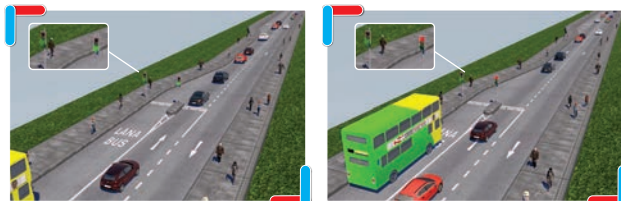
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road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

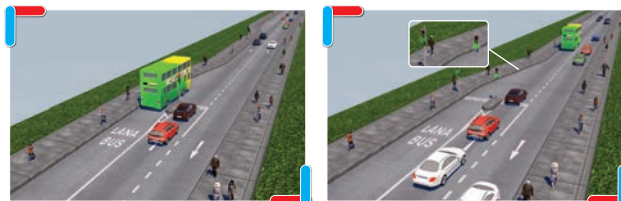
Signal Control Priority uses traffic signals to enable buses to get priority ahead of single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points 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



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.

the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

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

8. Quiet Street Treatment:

Where 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.



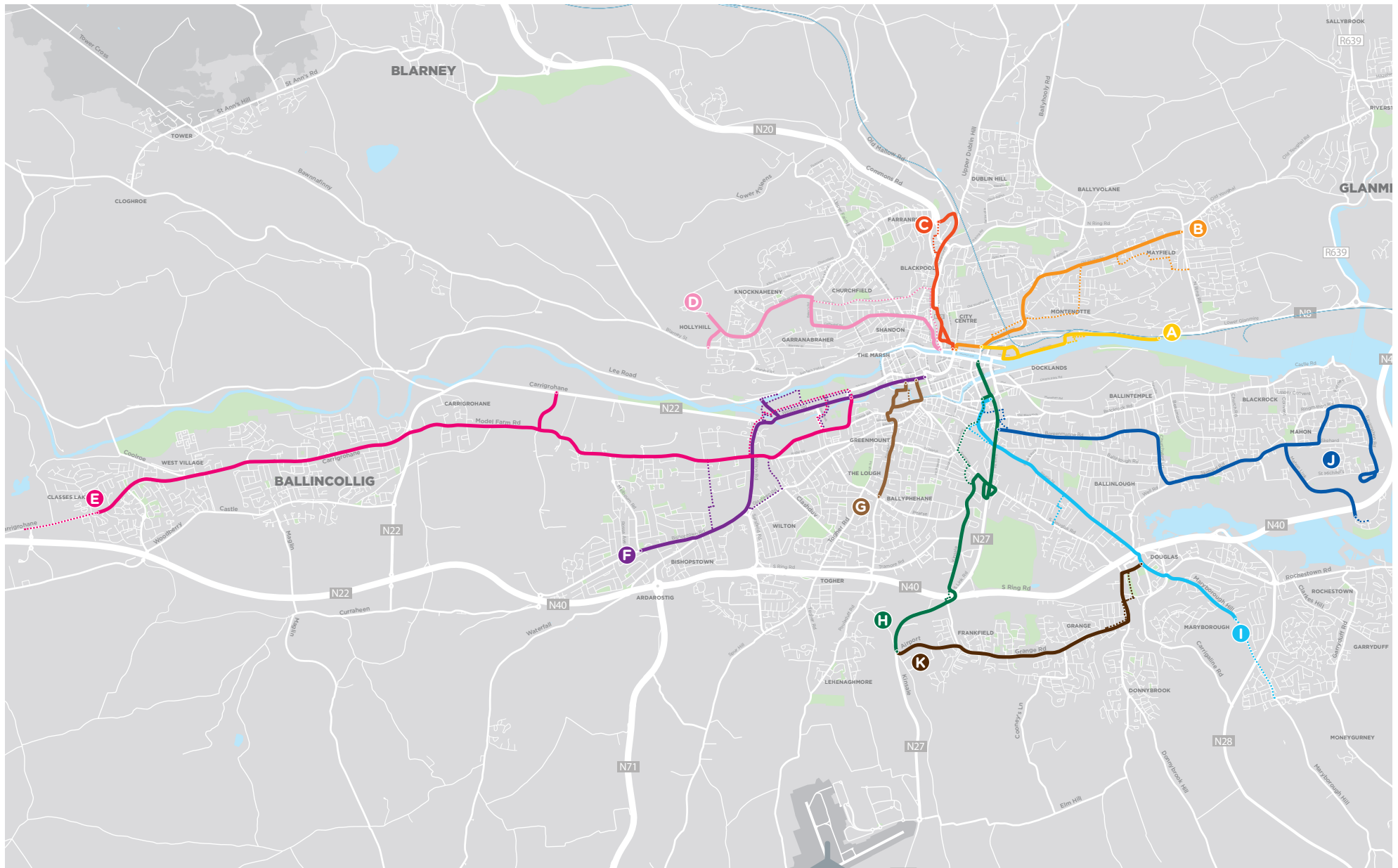




1.8 11 Sustainable Transport Corridor Preferred Routes

- 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



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

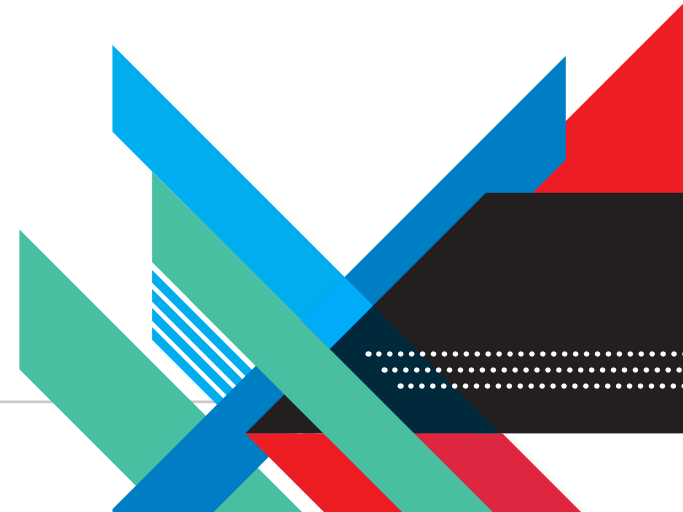
Corridor (STC), the NTA will be preparing an Environmental Impact Assessment Screening Report, Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment Report (EIAR), and where required, a Natura Impact Statement (NIS) in accordance with current Irish and European legislation, guidelines, 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

ENGAGEMENT

Consultation on Emerging Preferred Route Q2/Q3

Consultation on Emerging Preferred Route Proposals.

2023

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

2023-2025

STATUTORY PROCESS

Preparation of Statutory Application

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

2024-2026

2026-2030

ACQUISITION & CONSTRUCTION

An Bord Pleanála Applications

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



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 Kinsale Road to Douglas Sustainable Transport Corridor (STC K) commences close to the Bull McCabe's pub on the eastern side of the Ballycurreen Road junction with the Kinsale Road (N27). The STC K proceeds on Ballycurreen Road to Grange Road and Donnybrook Hill. Footpath, cycle track, bus lane, and general traffic lane are provided at appropriate locations.

On Ballycurreen Road it is proposed to provide a footpath and general traffic lane in each direction. A bus lane is also included where considered feasible. Cyclists take an alternative route to buses commencing instead at the Ballycurreen Road and Grange Road junction and heading north along the Frankfield Road. An active travel scheme called 'Active Travel Measures on Frankfield Road' is proposed by Cork City Council.

Starting at the junction of Ballycurreen Road/Grange Road the STC K proceeds east where it travels along Grange Road to Donnybrook Hill. A footpath, cycle track and general traffic lane are proposed in each direction. A bus lane is proposed in one direction which provides bus priority through the relevant junctions.

At the junction of Grange Road and Donnybrook Hill STC K is proposed to travel on Donnybrook Hill to connect with Douglas Village via Church Street.

4.2 Ballycurreen Road/ Kinsale Road Junction to the Ballycurreen Road/ Grange Road Junction

The corridor commences on the eastern side of the Ballycurreen Road junction with the Kinsale Road (N27). On Ballycurreen Road it is proposed to provide a footpath and general traffic lane in each direction. Bus lanes are included where considered feasible. 2 new bus stops are proposed at each direction on Ballycurreen Road to enhance the accessibility

of Ballycurreen Industrial Estate and South Link Business Park. New signalised crossing facilities are also proposed near the new bus stops. At the end of the eastbound bus lane near Hampstead a signal-controlled priority is included to provide bus priority.

At the junction of Ballycurreen Road and Grange Road it is proposed to enhance efficient operation of the existing signalised junction by excluding Curragh Woods and to provide bus priority and protection for cyclists. Cyclists also take an alternative route from the junction and heading north along the Frankfield Road under the 'Active Travel Measures on Frankfield Road'.



Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Ballycurreen Road	Four new bus stops (two in each direction) to enhance the accessibility of Ballycurreen Industrial Estate and South Link Business Park.
Ballycurreen Road (near MAE System Ltd and Hampstead)	New signalised crossings near new bus stops to enhance connectivity with the accesses to the businesses and adjacent houses.
Ballycurreen Road/Kinsale Road junction and Ballycurreen Road/Grange Road junction	Improvements to the existing signalised junction to enhance facilities for pedestrians / cyclists.
Junctions along Ballycurreen Road	Tightening of junctions where necessary to improve pedestrian safety.

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

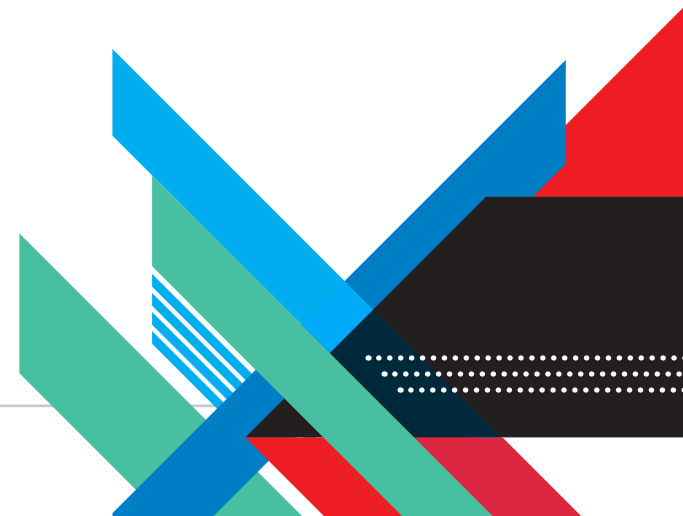
- along the southern side of Ballycurreen Road between the junction with Kinsale Road and Grange Road where necessary; and
- locally at the Ballycurreen Road and Grange Road junction.

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

4.3 Ballycurreen Road/ Grange Road Junction to Grange Road/Donnybrook Hill Junction

Between the junctions of Ballycurreen Road/Grange Road and Grange Road/Donnybrook Hill the STC K proceeds on Grange Road to provide a footpath, cycle track and general traffic lane in each direction. A bus lane is proposed in one direction to provide bus priority through the relevant junctions. Bus stops on both sides are also relocated where necessary to allow convenient accesses to the adjacent areas. Major improvement proposals are summarized below:

- ▶ Curragh Woods and Grange Road junction is operated under priority arrangement to improve the overall efficiency of the Ballycurreen Road and Grange Road junction. Yellow box hatching is proposed at the priority junction to facilitate vehicles accessing in and out Curragh Woods.
- ▶ At the junction with Dunvale Drive / Dunvale Grove / Frankfield it is proposed to upgrade the existing signalised crossing into a toucan crossing with a signal-controlled priority to provide bus priority merging with the general traffic.
- ▶ On Grange Road approaching Woodlands and Arvalee, a new signalised toucan crossing is proposed to facilitate access to the existing and new bus stops as well as the adjacent properties on Woodlands and Arvalee.
- ▶ At the junctions of Grange Road with West Avenue / Bellevue Drive and with Cooney's Lane, the existing signalised junctions will be improved to provide bus priority with pedestrian and cyclist facilities.
- ▶ The existing informal crossing point outside the Elmwood Medical Practice is proposed to be upgraded to a toucan crossing to provide a safe crossing environment connecting amongst the bus stops, the medical centre, the Scoil Nioclais and the Church of Incarnation.
- ▶ At the end of the eastbound bus lane approaching the Tramore Valley Park entrance a new signal-controlled priority is proposed to provide bus priority merging with the general traffic. A new toucan crossing is also proposed at near the Park entrance.
- ▶ At the junction of Glenview and Grange Wood Court with Grange Road it is proposed to realign these junctions into a single junction to improve road safety.
- ▶ At Grange Road approaching Grange Erin, the existing signalised crossing will be upgraded into a toucan crossing, shared path and alternative quiet street cycle route starts along Grange Avenue and Donnybrook Drive. The existing exit-only arrangement for vehicular traffic from Grange Avenue to Grange Road is proposed to be retained.
- ▶ A new section of footpath on the southern side of Grange Road between Kingslea and Donnybrook Hill is provided to facilitate safe access to the westbound bus stop which is also relocated to further west to avoid being too close to the junction with Donnybrook Hill. The existing car-parking spaces are also relocated to further west.



Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Grange Road (Woodlands and Arvalee junctions)	New toucan crossing to enhance pedestrian connectivity from Woodlands and Arvalee.
Grange Road (close to Elmwood Medical Practice)	New toucan crossing to enhance connectivity to bus stops, the medical centre, the Scoil Nioclais and the Church of Incarnation.
Grange Road (close to Tramore Valley Park entrance)	New toucan crossing to enhance connectivity to Grange Road/Tramore Valley Park Pedestrian and Cycle Link.
Ballycurreen Road/Grange Road, Dunvale/Frankfield, Bellevue Road/West Ave, Cooney's Lane, Grange Erin/Grange Park, Grange Road/Donnybrook Hill junctions	Improvements to the existing signalised junctions to enhance facilities for pedestrians and cyclists. Tightening of junctions where necessary to improve pedestrian safety.
Junctions at Grange Road	Tightening of junctions where necessary to improve pedestrian and cyclist safety.

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

- Both sides of Grange Road between the junction with Ballycurreen Road and Donnybrook Hill where necessary; and
- Along the internal access roads to Glenview and Grange Wood Court.

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

4.4 Grange Road/ Donnybrook Hill Junction to Douglas

At the junction of Grange Road and Donnybrook Hill it is proposed that STC K will travel on Donnybrook Hill to connect with Douglas Village via Church Street. At Grange Avenue a new opening in the boundary wall is proposed to improve pedestrian and cyclist accessibility. It is proposed that pedestrian and cyclists travel along Grange Avenue and Donnybrook Drive to connect with Inchvale Road. This will provide a quieter route with less vehicular traffic than Donnybrook Hill. On Donnybrook Hill close to the junction with Inchvale Road a new toucan crossing is proposed to enhance connectivity to Ballybrack Greenway. Signal-controlled priority is also proposed to provide bus priority merging with general traffic. A new 'pedestrian and cyclist only' link is proposed to connect Donnybrook Hill with Westbrook Gardens and Ballybrack Greenway through the existing Gas Networks Ireland facility and the Westbrook public carpark.

To improve the pedestrian environment, a short section of footpath is also proposed along the eastern side between Church Road and Inchvale Road.

The informal crossing at Church Street outside Douglas Village is upgraded to a new zebra-crossing to provide a safe crossing environment.

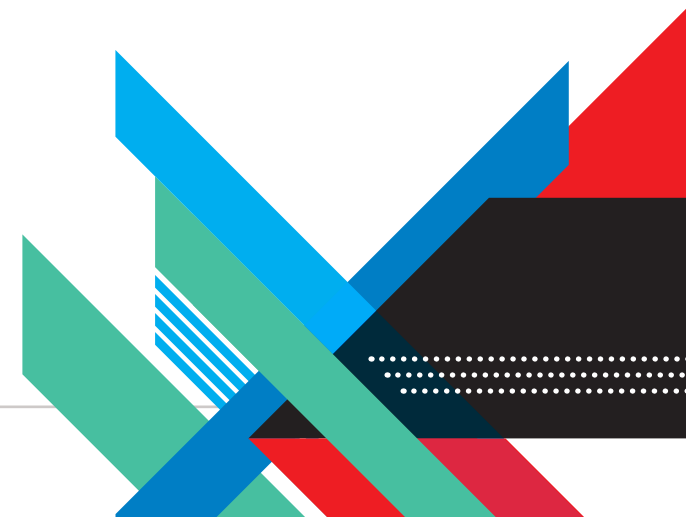
Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Donnybrook Hill	A new toucan crossing close to Inchvale Road. A new 'pedestrian and cyclist only' link to connect Donnybrook Hill with Westbrook Gardens and Ballybrack Greenway.
Church Street	A new zebra-crossing at Church Street.

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

- Along the internal accesses in Grange Avenue, Shamrock Road, Inchvale Road; and
- The existing Gas Networks Ireland facility on Donnybrook Hill.

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



4.5 Key Changes from the Preferred Route published in March 2023

The following summarises the proposed changes to STC K - Kinsale Road to Douglas since the last public consultation:

- The 4-arm signal junction of Ballycurreen Road / Grange Road / Curragh Woods is simplified as a 3-arm signal junction by excluding Curragh Woods to improve operational efficiency. Curragh Woods is designed as a priority junction with Grange Road.
- Relocation of bus stops along Ballycurreen Road and Grange Road to allow convenient accesses to the adjacent areas and to minimise associated impacts such as private land take and tree removal.
- Eastbound and westbound bus lanes along Grange Road are re-arranged to improve road safety, minimise impacts to private land take, existing trees and boundary walls.
- A new toucan crossing is proposed to replace the existing informal crossing outside the Elmwood Medical Practice to provide safe accesses to the adjacent facilities including the Scoil Nioclais, the Church of Incarnation, Elmwood Medical Centre and the bus stops.
- An additional signal-controlled priority is included at Grange Road near Tramore Valley Park entrance to provide eastbound

bus priority merging with the general traffic so as to reduce the need for dedicated bus lane and road widening on this Grange Road section. The associated impacts on private land take, culvert bridge and natural habitats have been greatly reduced.

- New traffic islands are provided at signal junctions to accommodate traffic signals for bus lane and general traffic lane operating at different stages.
- Original car parking spaces at Grange Road between Donnybrook Hill and Kingslea

retained and a new footpath at the southern side of this Grange Road section is provided. Proposed car parking spaces at Kingslea removed and the associated private land take at Kingslea not required.

- Provision of footpath along southbound of Donnybrook Hill between Church Road and the existing Gas Networks Ireland facility at Westbrook Garden.
- A new zebra crossing at Church Street outside Douglas Village Shopping Centre to replace the existing informal crossing.

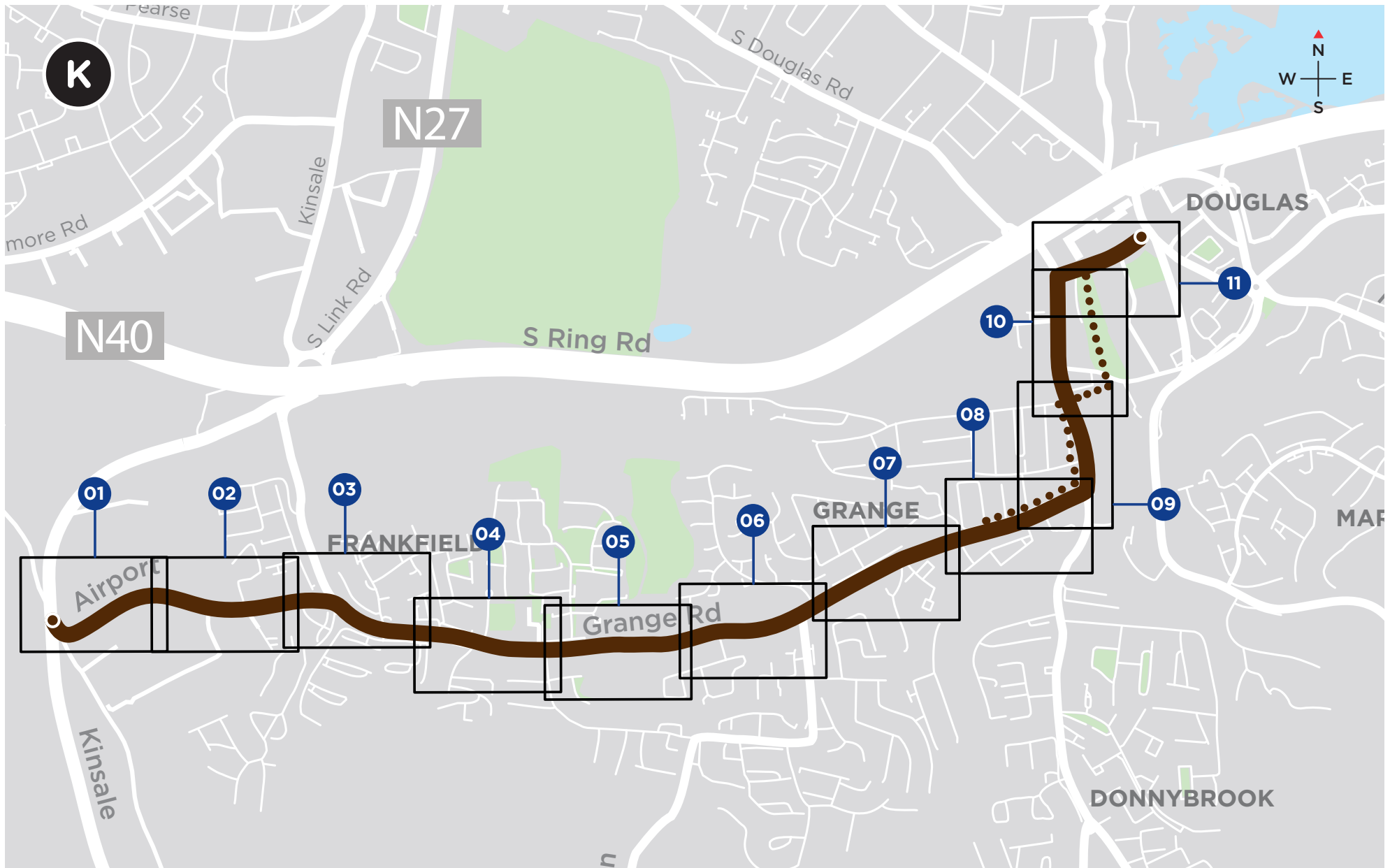
4.6 Key Facts

Approximate number of properties that may be impacted:	41
Approximate number of on-street parking spaces that may be removed:	55
Approximate number of roadside trees that may be removed:	66
Approximate route length:	3.9km
Approximate cycle route length:	6.2km

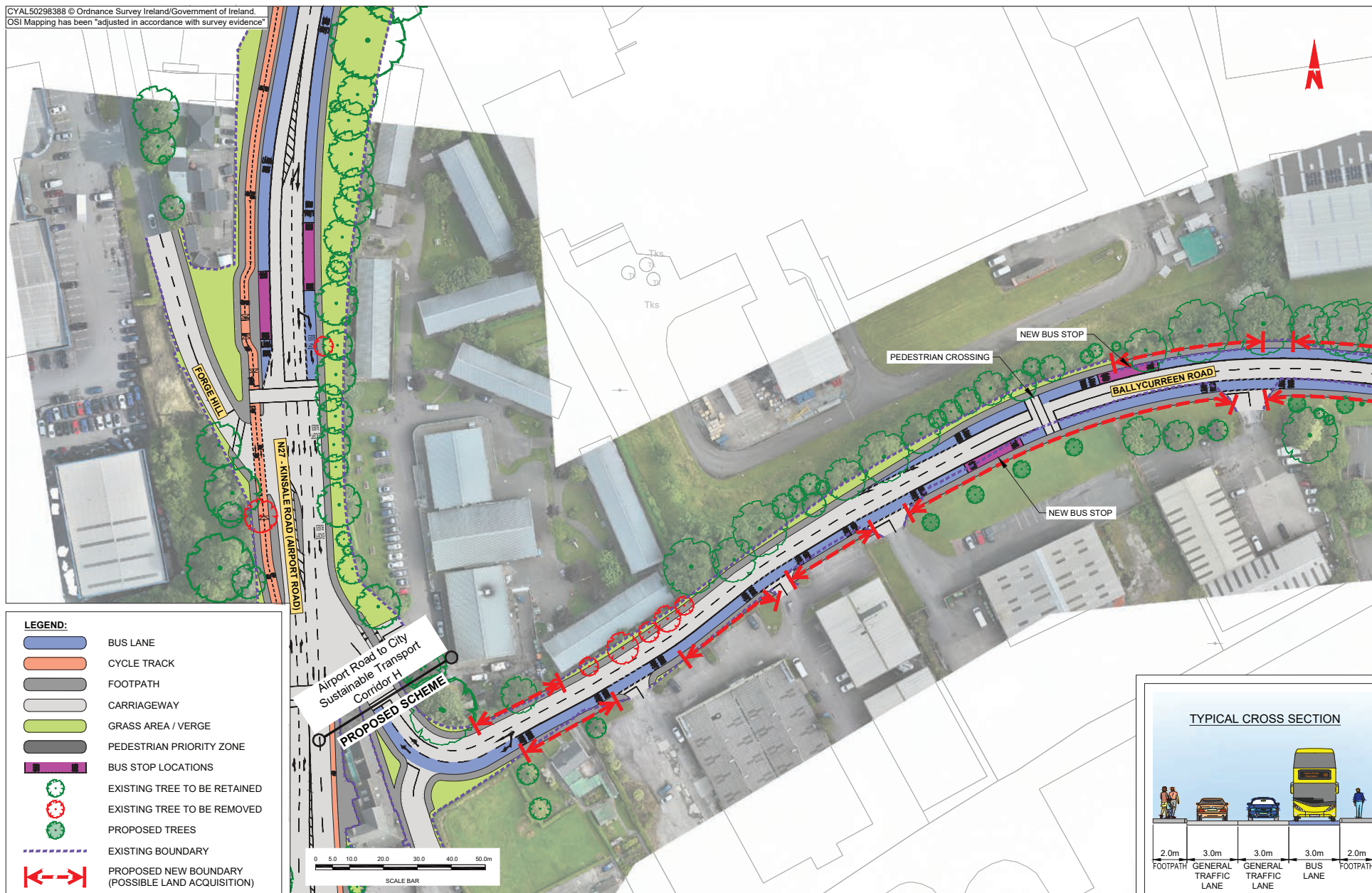
5. Appendices

- 5.1 Index maps
- 5.2 Route maps



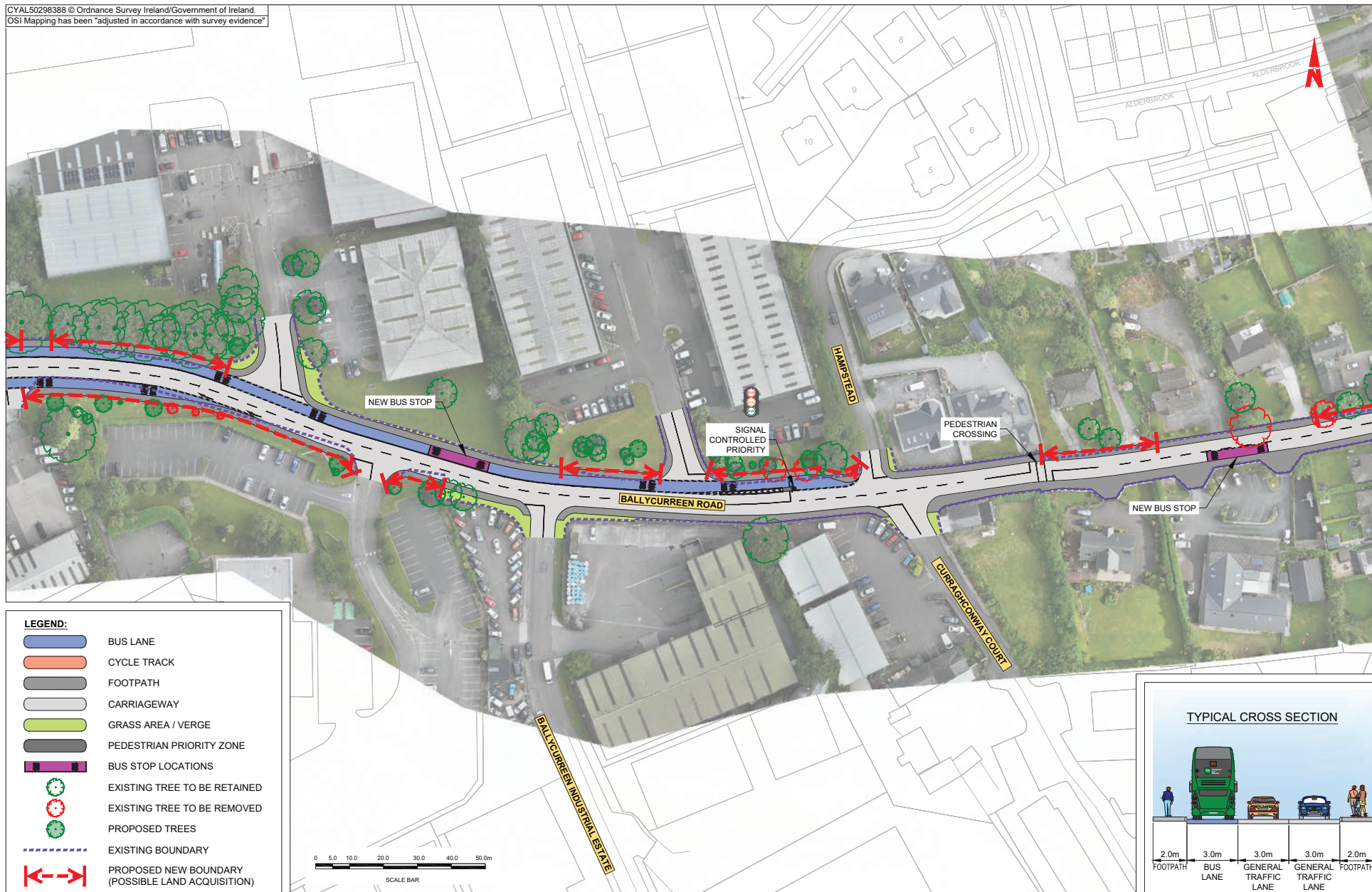


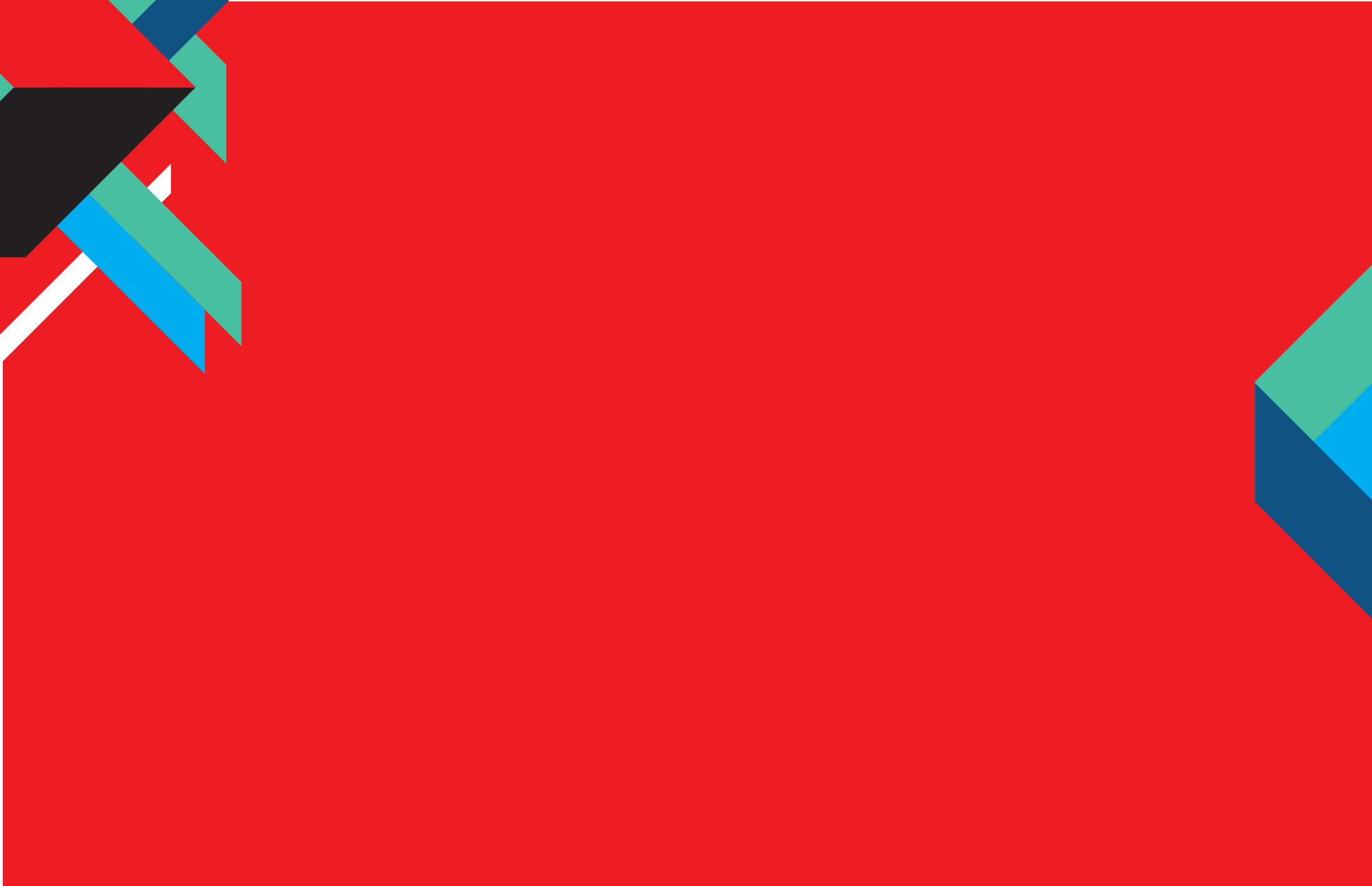
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.



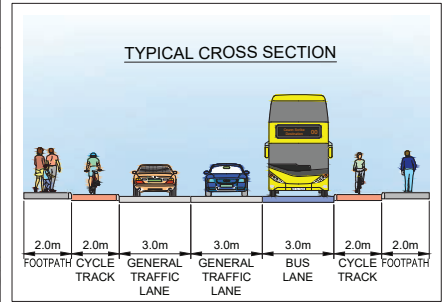
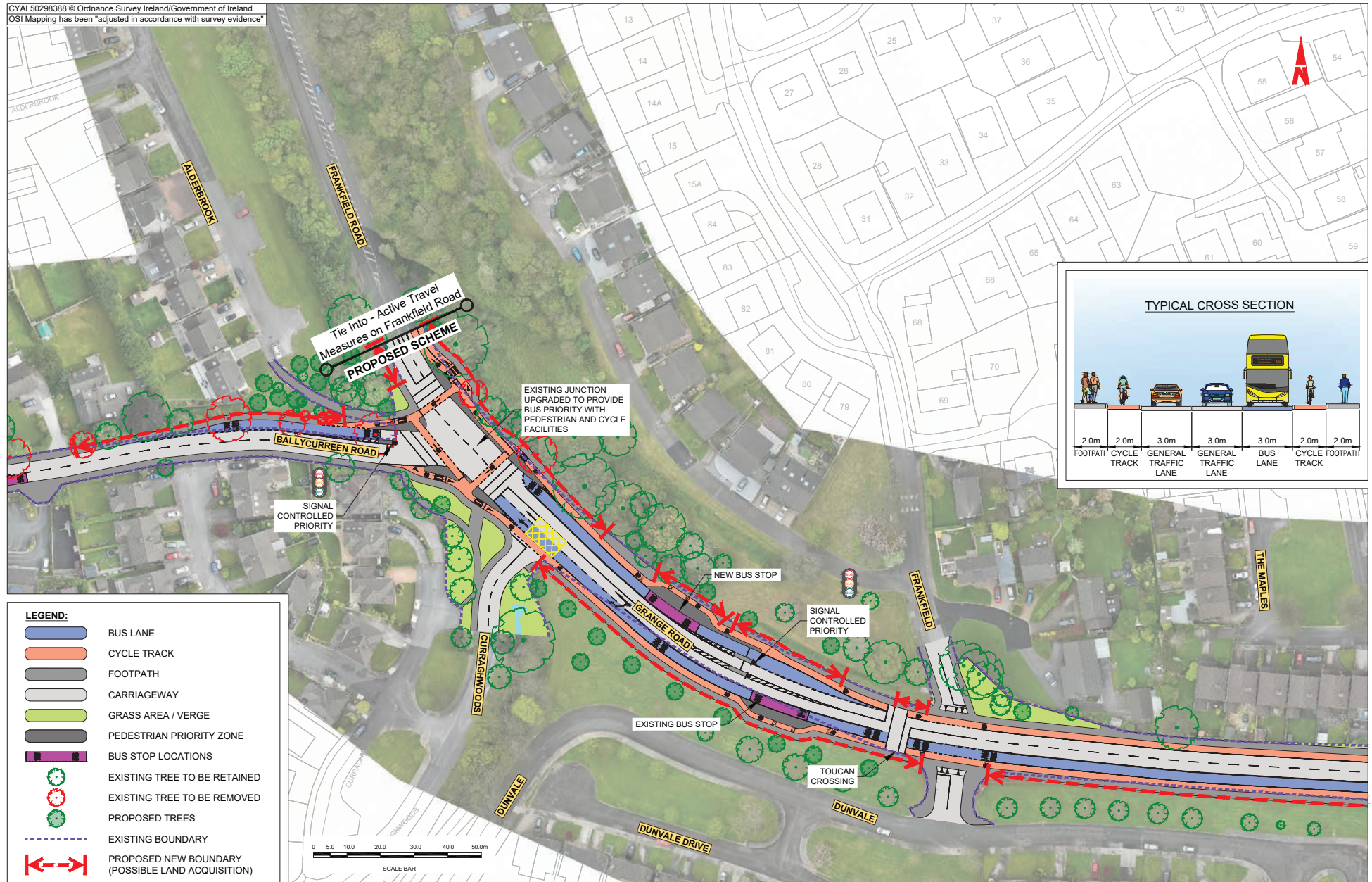


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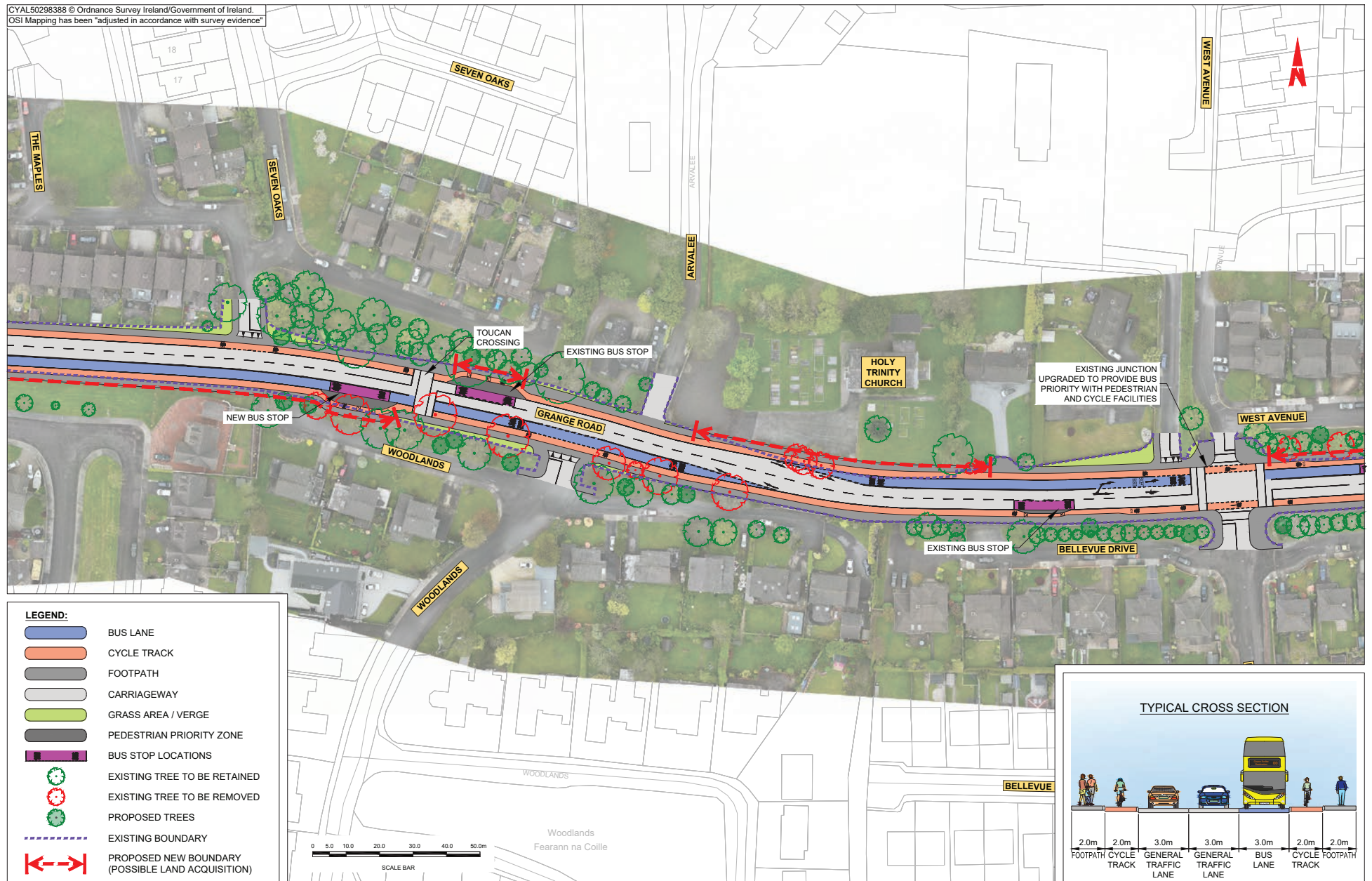
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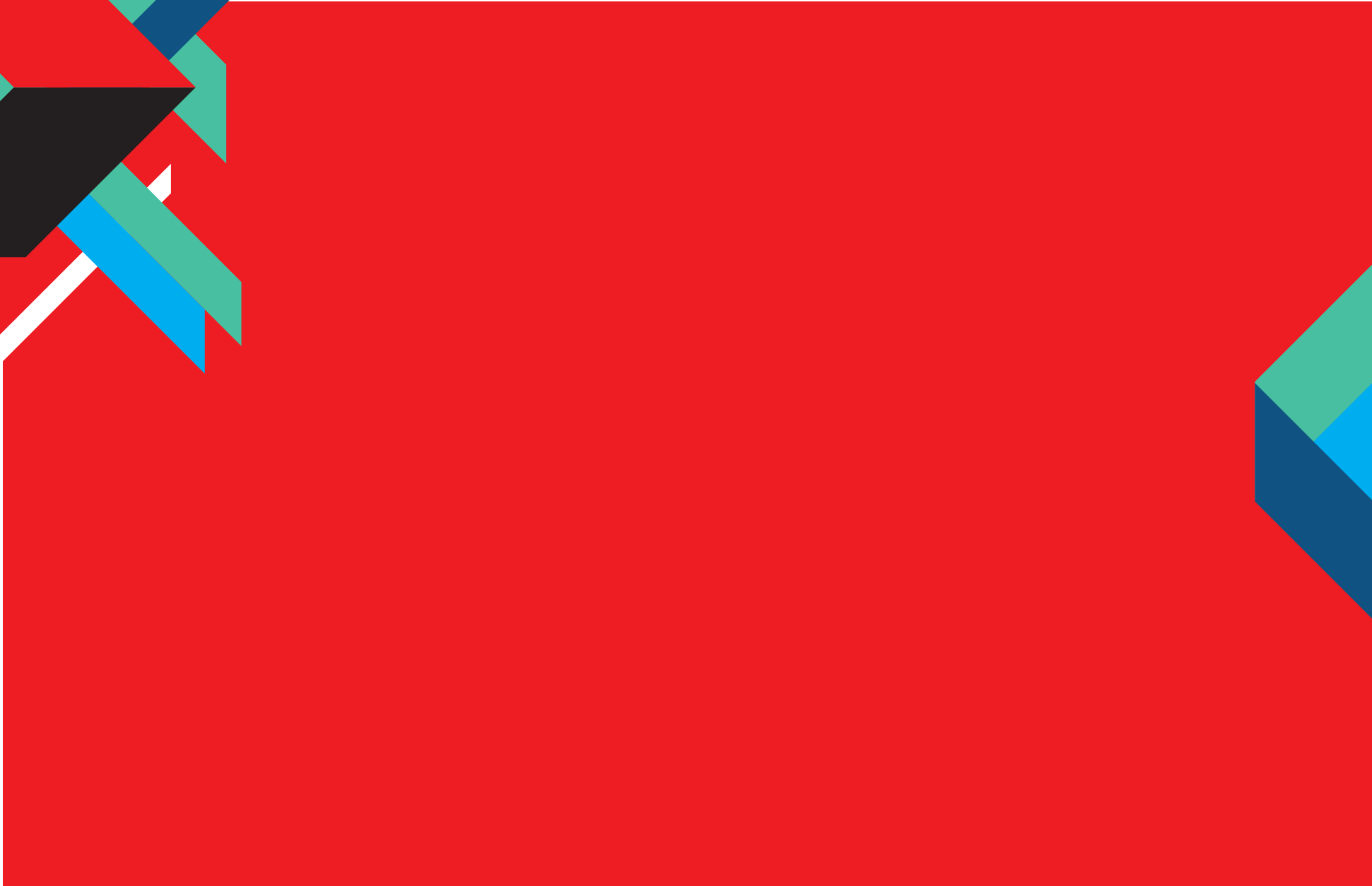


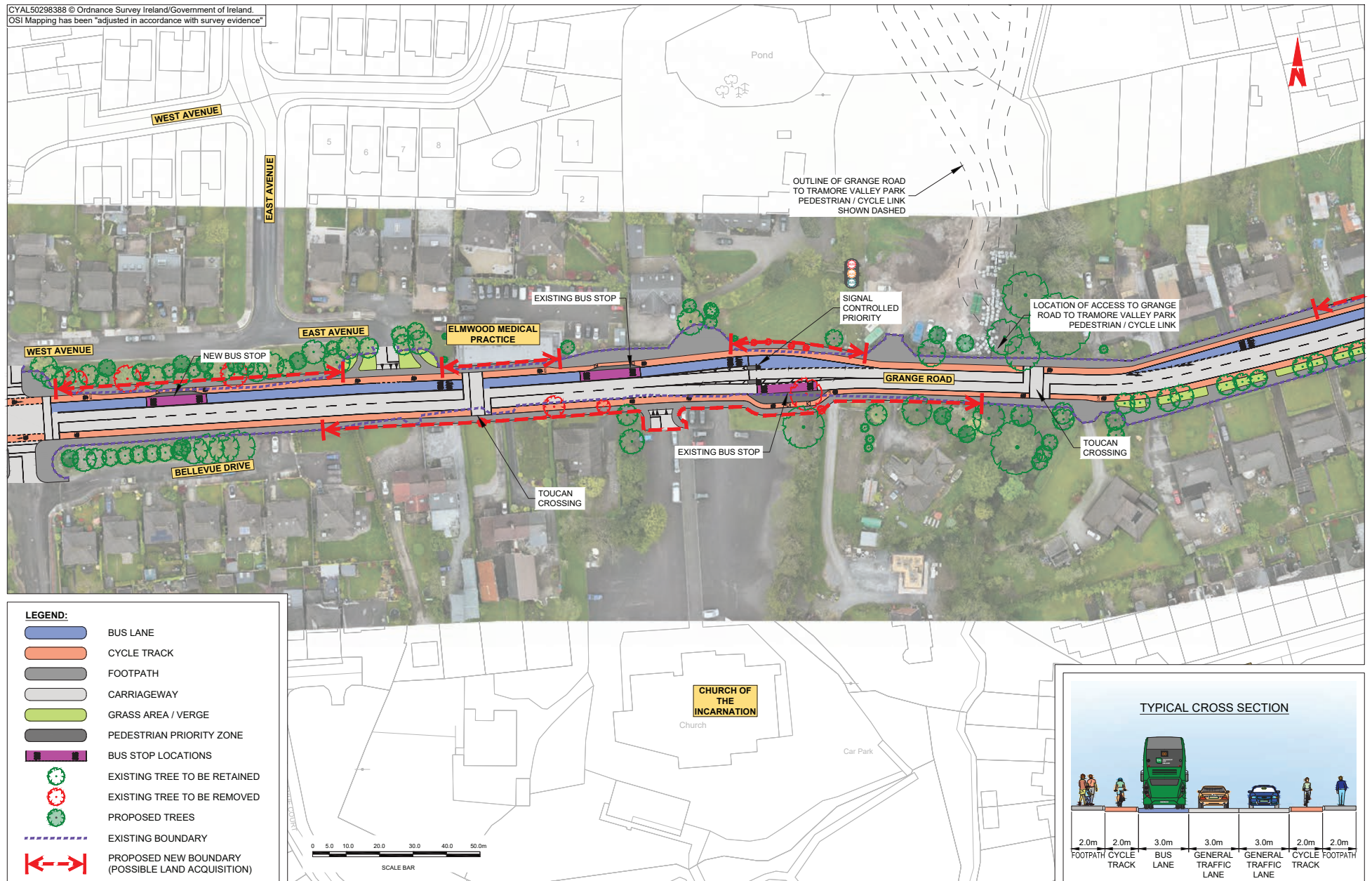
LEGEND:

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

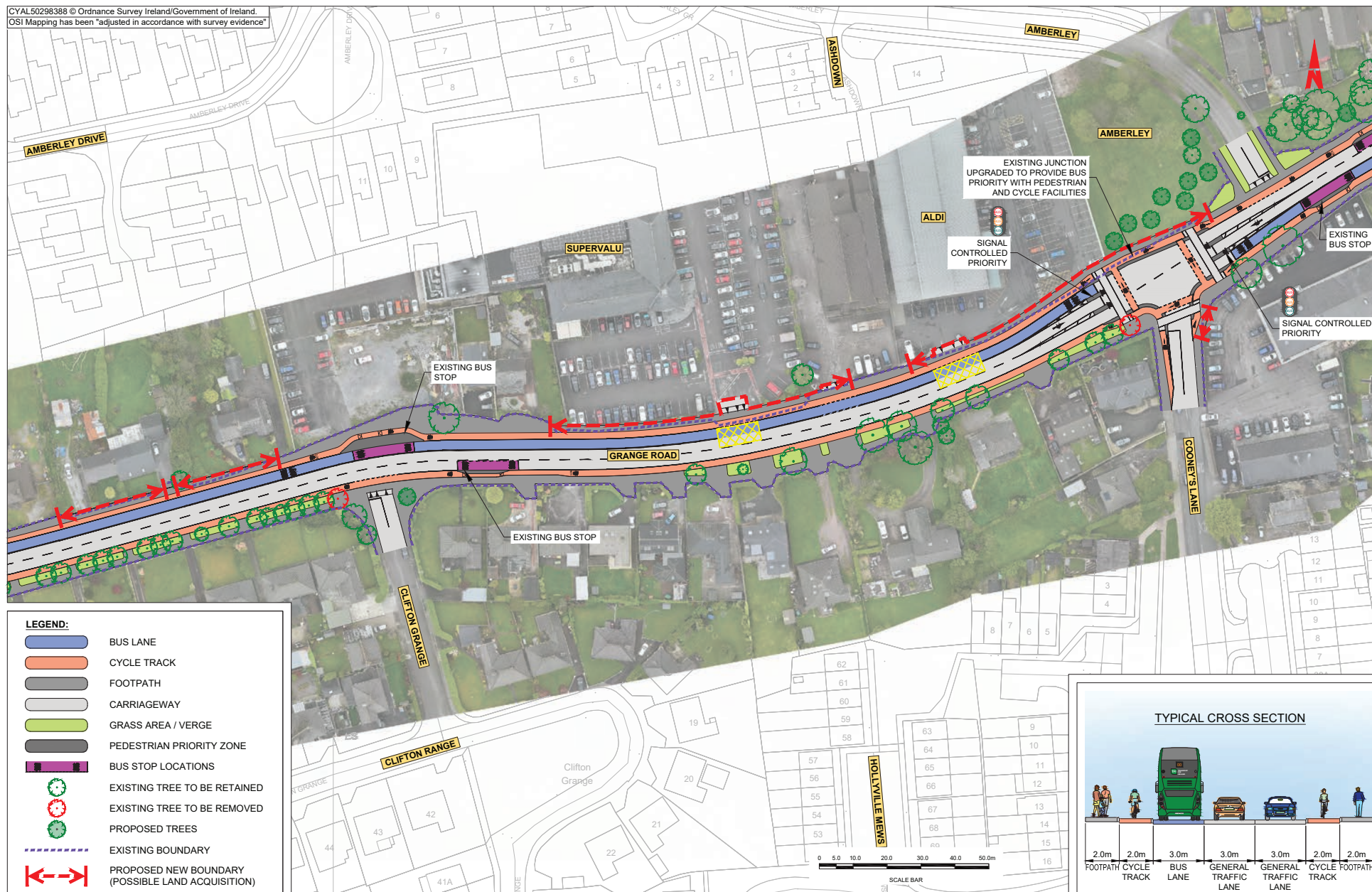




















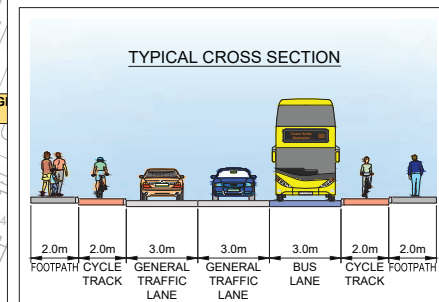




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LEGEND:

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















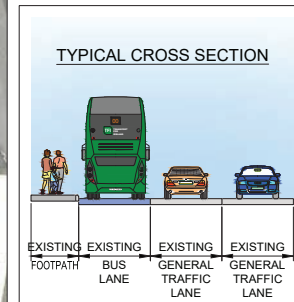
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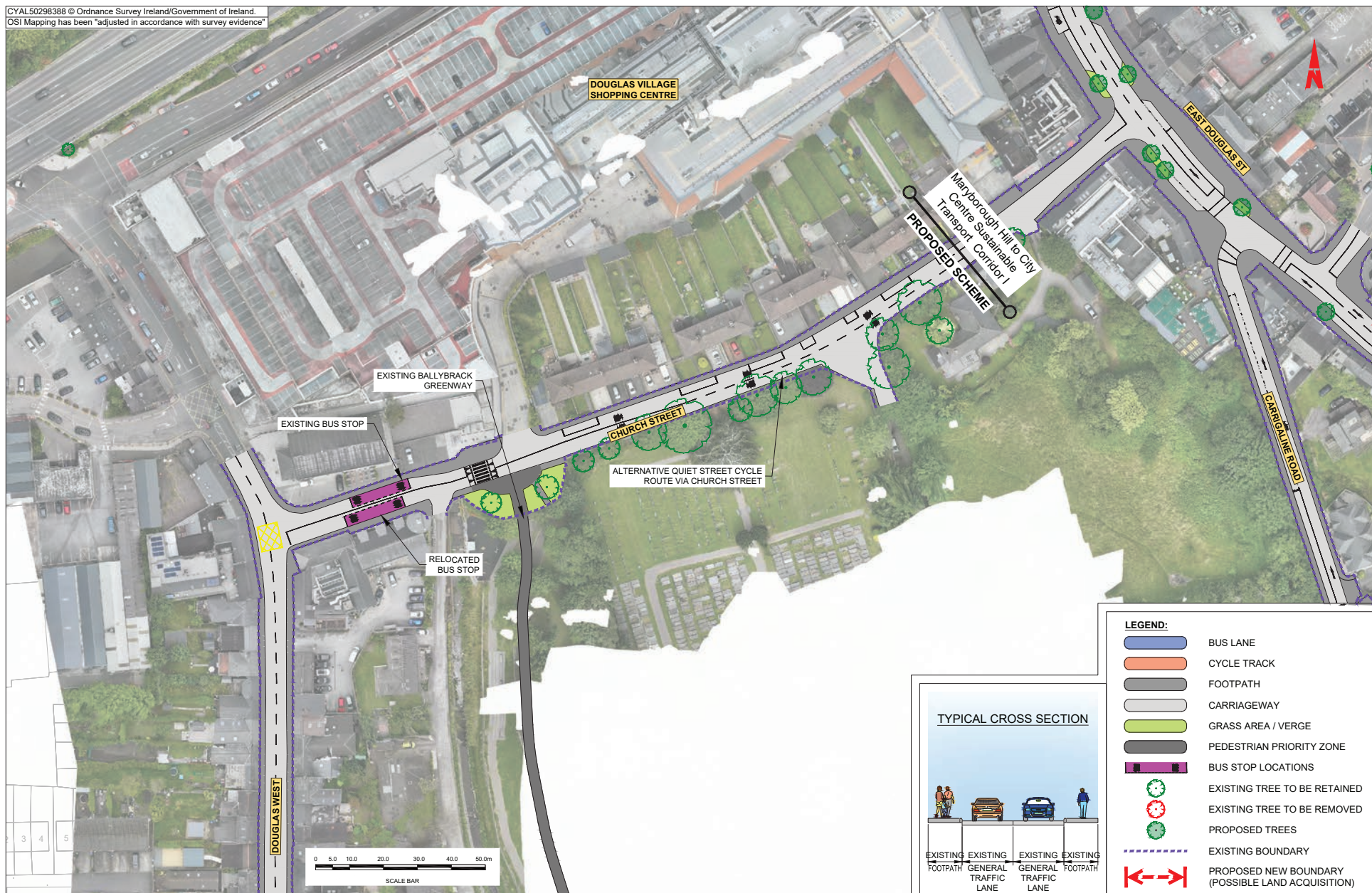
LEGEND:

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