



# Maryborough Hill 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.



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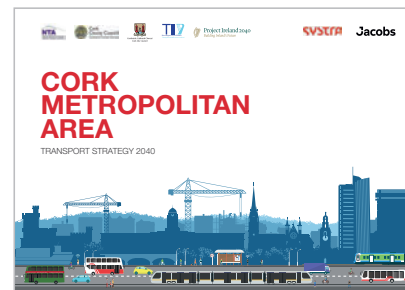
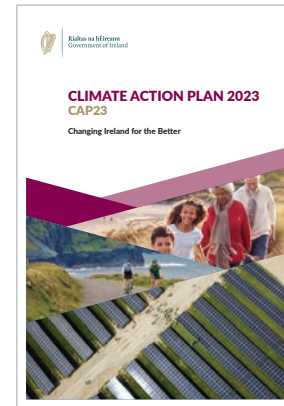
# 1. Introduction

## 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](https://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

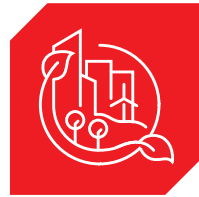
providing safe infrastructure for cycling, segregated from general traffic wherever practicable;



### 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

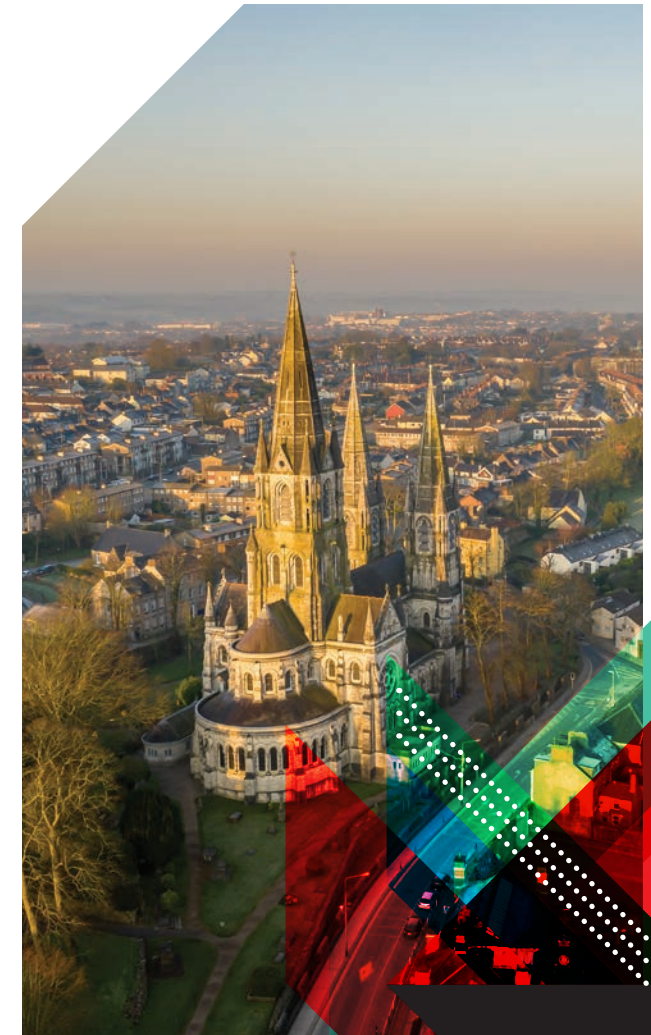
through the provision of

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](http://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

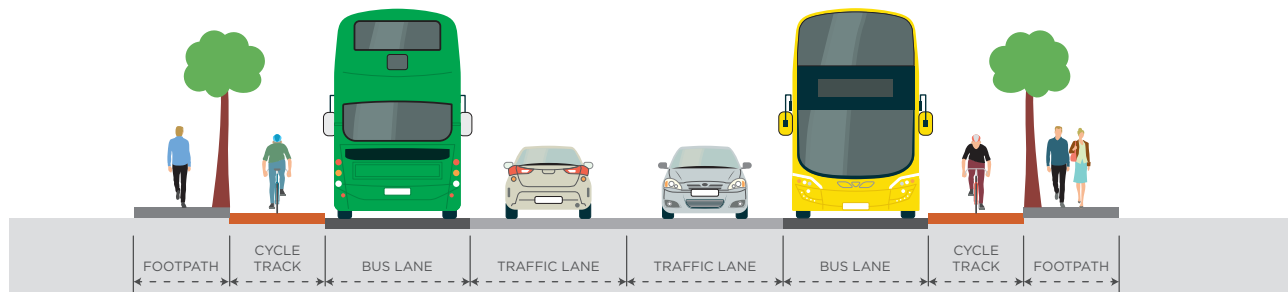
amended. In March 2023, they were presented as the Preferred Route Option (PRO) and were subject to a further round of non-statutory public consultation.

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:

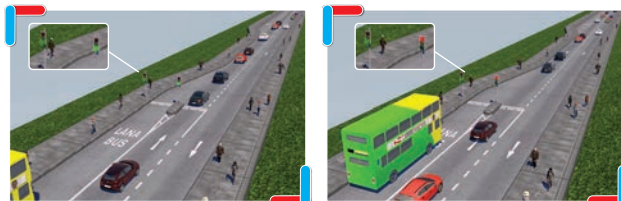
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road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

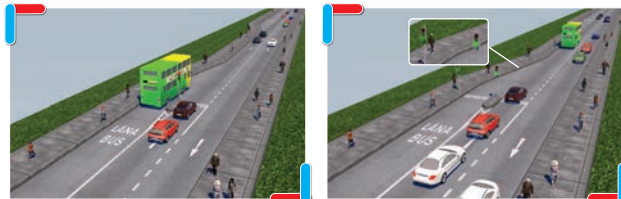
Signal Control Priority uses traffic signals to enable buses to get priority ahead of single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points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





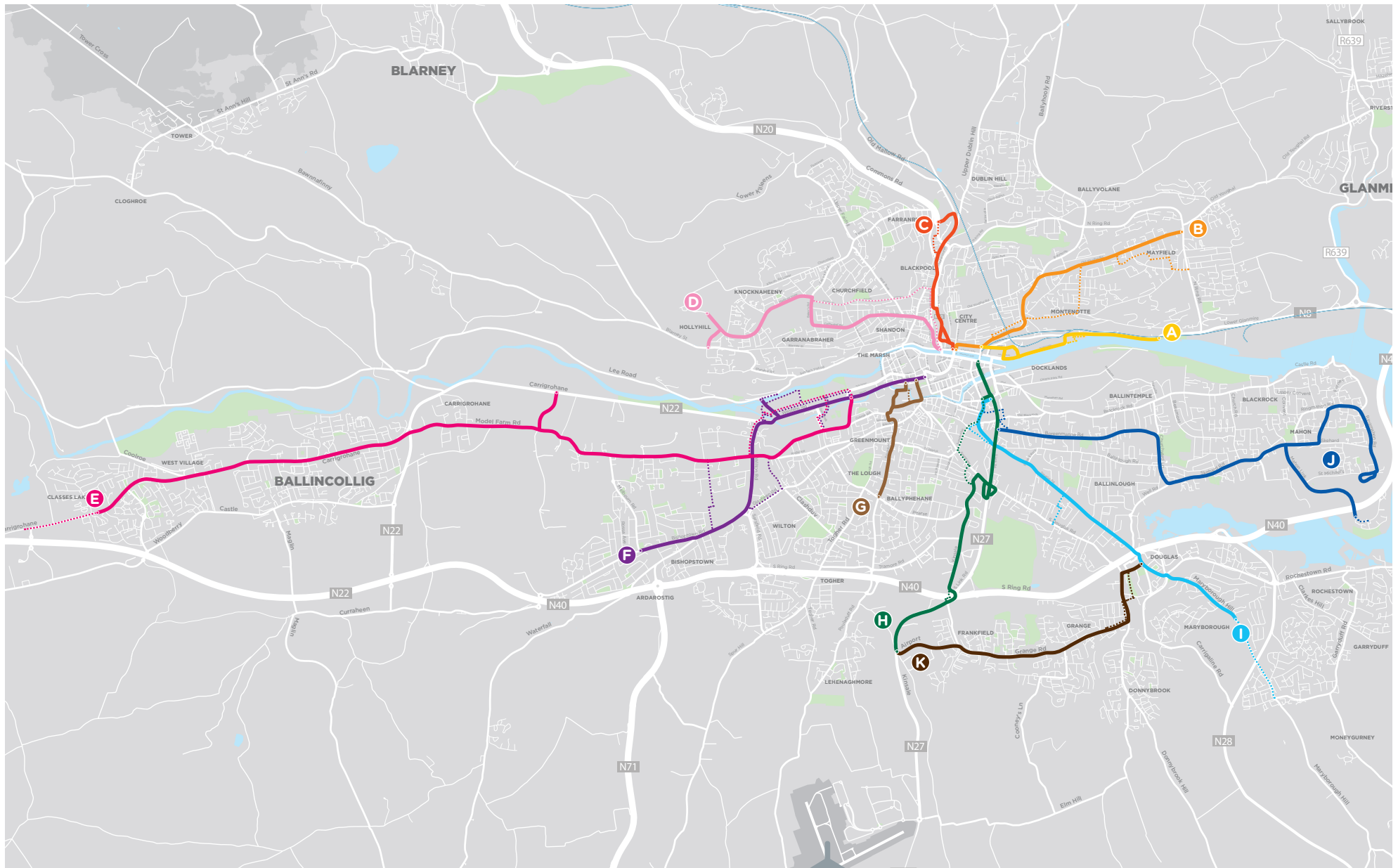


## 1.8 11 Sustainable Transport Corridor Preferred Routes

- 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

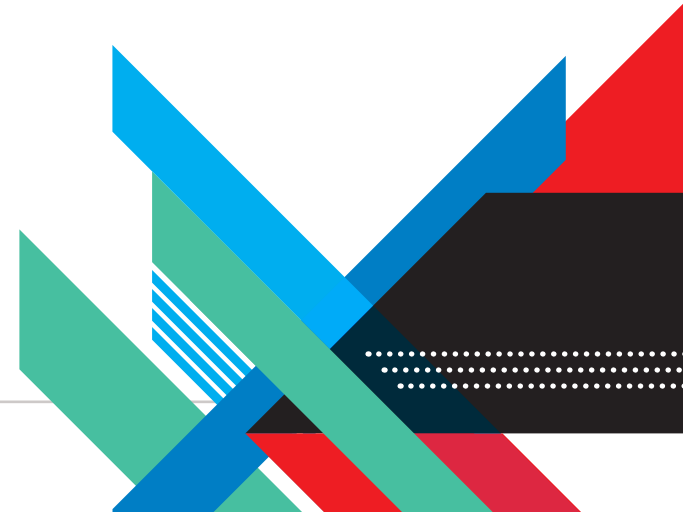
Corridor (STC), the NTA will be preparing an Environmental Impact Assessment Screening Report, Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment Report (EIAR), and where required, a Natura Impact Statement (NIS) in accordance with current Irish and European legislation, guidelines,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

#### 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

### 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](http://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 Maryborough Hill to City Sustainable Transport Corridor (STC I) starts near the top of Maryborough Hill at the existing roundabout that links to the Monegurney/Garryduff Road. Segregated cycle tracks are proposed in both directions from this roundabout to the Fingerpost Roundabout, which is proposed to be converted to a signalised junction. An inbound (towards the city) bus lane is proposed to start 100m south of the junction of Maryborough Hill with Elden Estate and continue northwards as far as Greendale Road.

A break in the bus lane is then proposed between the junction with Greendale Road and Lime Trees Road, the bus lane would then be resumed up to the proposed signalised Fingerpost Junction. The proposed bus and cycle facilities proceed through Douglas Village via East Douglas Street. It is proposed to restrict traffic to local access only on East Douglas Street with the introduction of two bus gates. This would

reduce delays for buses and provide a safe route for cyclists without the need for road widening.

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

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

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

### 4.2 Maryborough Hill Roundabout to Fingerpost Roundabout Junction

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

## Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Maryborough Hill	Two new bus stops provided. Four new signalised toucan crossings to facilitate easy access to bus stops and improved permeability for pedestrians.
Maryborough Hill	Continuous segregated cycle tracks on both sides of the road.
Fingerpost Roundabout	Converted to a signalised junction to provide bus priority and to prioritise pedestrian and cycle friendly design. Signalised crossings for pedestrians provided on all arms of the junction.

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

- Lands on Maryborough Hill.

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

### 4.3 Douglas Village

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

### Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
East Douglas Street	<p>Village improvement works such as placemaking, landscaping, and mobility improvements.</p> <p>A traffic calmed environment will provide a safer and more attractive environment for pedestrians and cyclists.</p> <p>One new bus stop and three new zebra crossings to facilitate easy access to bus stops and improved permeability for pedestrians.</p> <p>Taxi rank to be evening/night-time only and will revert to parking during daytime hours.</p>

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

- Lands on East Douglas Street.

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

## 4.4 Douglas Road

It is proposed to provide bus gates on Douglas Road to restricted general traffic during peak hours. Traffic is still permitted to travel up and down most sections of the road, but general traffic would not be allowed to pass through the bus gates during peak hours, and so the road could not be used as a through route during those times. It is proposed to provide a bus gate in the outbound direction just to the south of St. Finbarr's Hospital and to the north of the junction with Rosebank for the inbound direction. Traffic travelling between Cork City Centre and Douglas/Maryborough area could use a detour route on the N40 and N27 instead. This reduces delays for buses without the need for dedicated bus lanes.

The bus gate at Rosebank (short section of bus/cycle-only roadway) will operate during the morning peak and the bus gate at Finbarr's Hospital will operate during the evening peak. Outside of these peak hours traffic can travel up and down the Douglas Road as normal.

Segregated cycle tracks are proposed in both directions between Douglas Relief Road and Rhodaville Estate, as well as between Capwell Road and the vicinity of St Finbarr's Hospital.

Between these sections on Douglas Road, cycles will share the carriageway with general traffic. The speed limit will be reduced to 30km/h to accommodate sharing of the carriageway. This reduces the impact of widening along the narrowest sections of the route, although land take is still required from a small number of

private gardens and green spaces on Douglas Road to allow provision of segregated cycle infrastructure and continuous pedestrian footpaths.

Several new toucan crossings are also proposed on Douglas Road.

### Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
Douglas Road	<p>Bus stop and pedestrian crossing locations rationalised to facilitate easy access to bus stops and improved permeability for pedestrians.</p> <p>Segregated cycle tracks on both sides of the road between Douglas Relief Road and Rhodaville Estate, and St Finbarr's Hospital and Capwell Road.</p>

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

- Lands on Douglas Road.

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

## 4.5 Southern Road to City via Infirmary Road and Anglesea Street

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

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

It is proposed that one lane of outbound (towards Maryborough Hill) traffic is removed on both Infirmary Road and Anglesea Street. In

its place, bus and cycle lanes will be provided in both directions on Infirmary Road, while cycle lanes in both directions and an inbound bus lane will be provided on Anglesea Street. The cycle route joins with the existing facilities along Anglesea Street that continue into the city

centre. On Old Station Road it is proposed that two lanes of general traffic would be reallocated to bus lanes allowing buses to continue onto Old Station Road and Eglinton Street where the route connects to Sustainable Transport Corridor (STC) H – Airport to City.

### Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
High Street	Filter permeability at the junction with Capwell Road to create a quiet street and provide a safer and more attractive environment for pedestrians and cyclists.
Southern Road/ Langford Row Junction	Junction upgraded to provide bus priority and prioritising pedestrian and cycle friendly design.
High Street/Langford Row Junction	Junction upgraded to prioritise pedestrian and cycle friendly design.
Infirmary Row/ Anglesea Street Junction	Junction upgraded to provide bus priority and prioritising pedestrian and cycle friendly design.
Anglesea Street/Old Station Road Junction	Junction upgraded to provide bus priority and prioritising pedestrian and cycle friendly design.



## 4.6 Key Changes from the Preferred Route published in March 2023

- On Anglesea Street there is no longer a southbound bus lane on the approach to the South Terrace junction. Bus priority would instead be provided using the traffic signal at the adjacent junctions.
- On Infirmary Road the bus priority signals have been moved north of the junction to allow buses to access either traffic lane.
- Two-way traffic is proposed to be maintained on High Street.
- Capwell Road is proposed to remain open to traffic in both directions.
- The extent of the road closure on High Street has been reduced to accommodate an existing private access near to the junction with Douglas Road.
- The bus gate at the Well Road junction has been relocated to the west of the Rosebank junction. Between the bus gates the existing road arrangement is to remain. A 30km/h speed limit is to be introduced.
- A 30 km/h speed limit is proposed between the bus gate locations. This facilitates the removal of the cycle lanes between St Finbarr's Hospital and Rosebank, there are no changes proposed to the existing infrastructure.
- The vehicle access to Douglas Community School Astro Pitches has been reinstated.
- The outbound bus lane between Well Road and Douglas Relief Road is no longer proposed. Bus priority would instead be provided using traffic signal timings at the adjacent junctions. The inbound bus lane has been extended to allow clear passage for inbound buses.
- The bus gate at the top of Church Street is to be replaced with a left turn ban from Church Street onto East Douglas Street.
- Two-way traffic on Old Carrigaline Road is no longer proposed and the existing one-way traffic arrangement has been retained.
- The taxi rank on Old Carrigaline Road is to be evening/night-time only and will revert to parking during daytime hours.
- On Maryborough Hill an inbound bus lane is no longer proposed between Lime Trees Road and the Paddocks. Consequently, there is no need for land acquisition on either side of the carriageway.
- The configuration of the outbound bus stop to the east of Lissadell has been amended to retain access to the existing private accesses.

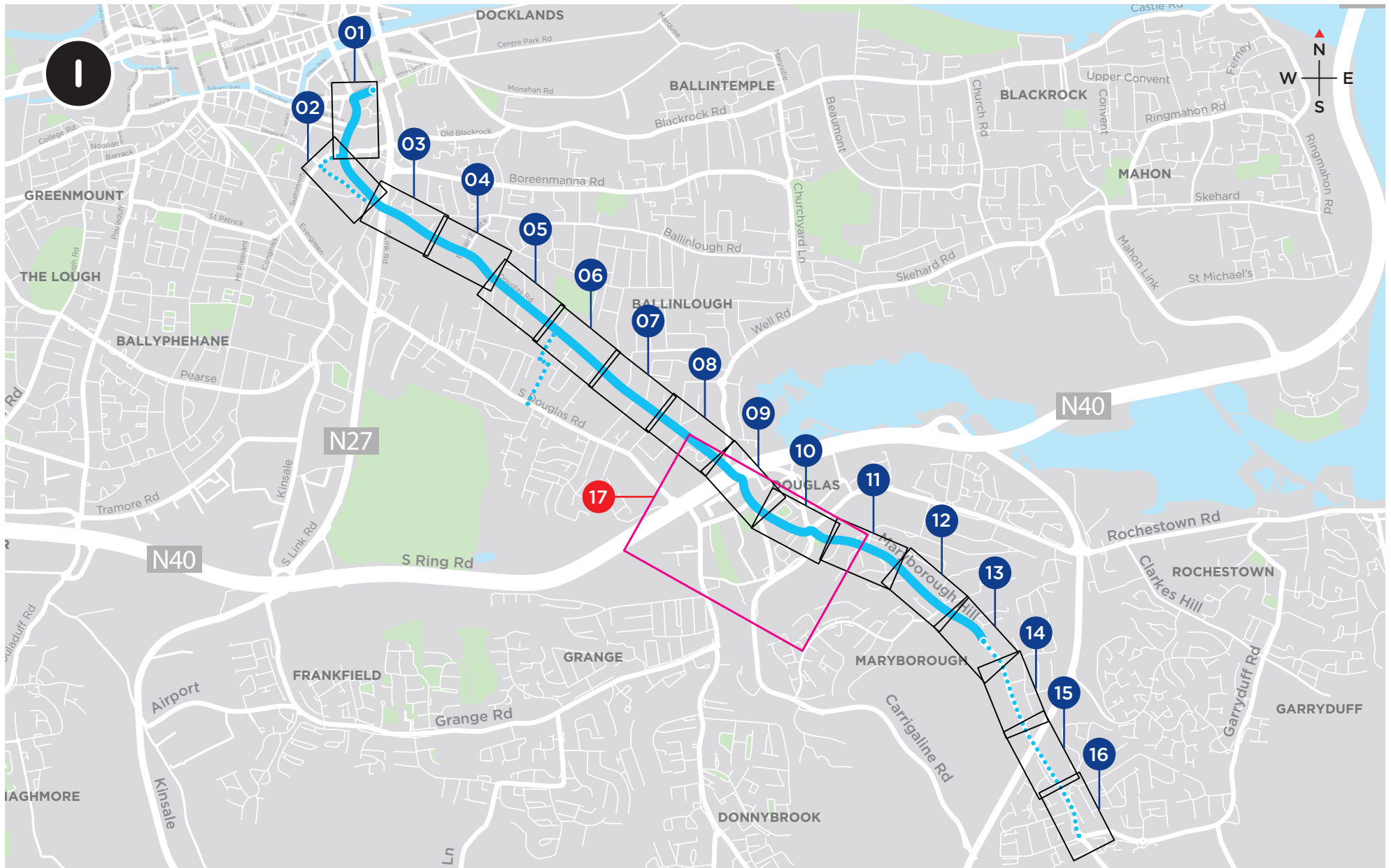
## 4.7 Key Facts

Approximate number of properties that may be impacted:	<b>27</b>
Approximate number of on-street parking spaces that may be removed:	<b>42</b>
Approximate number of roadside trees that may be removed:	<b>78</b>
Approximate route length:	<b>5.6km</b>
Approximate cycle route length:	<b>10.2km</b>

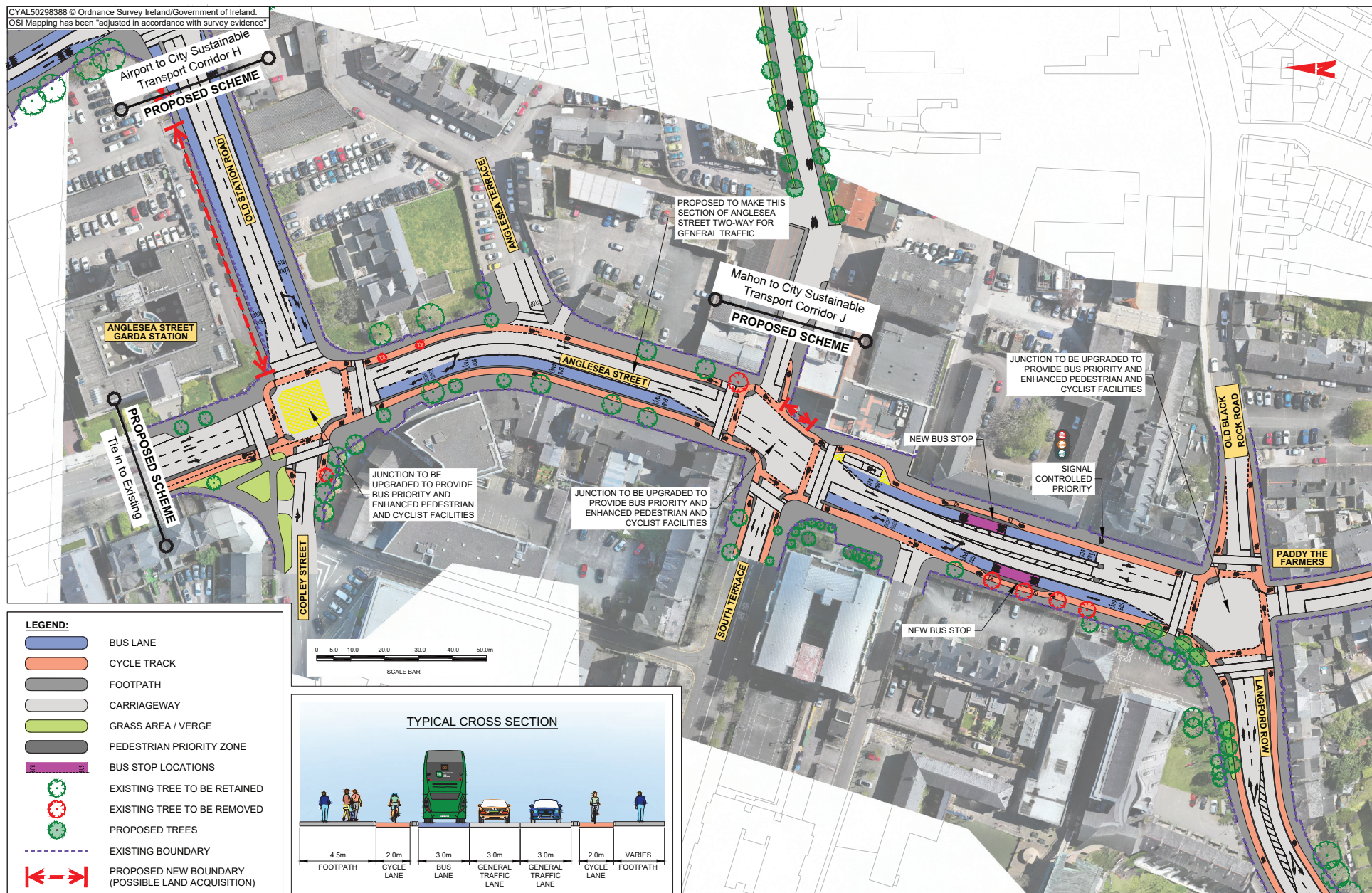
## 5. Appendices

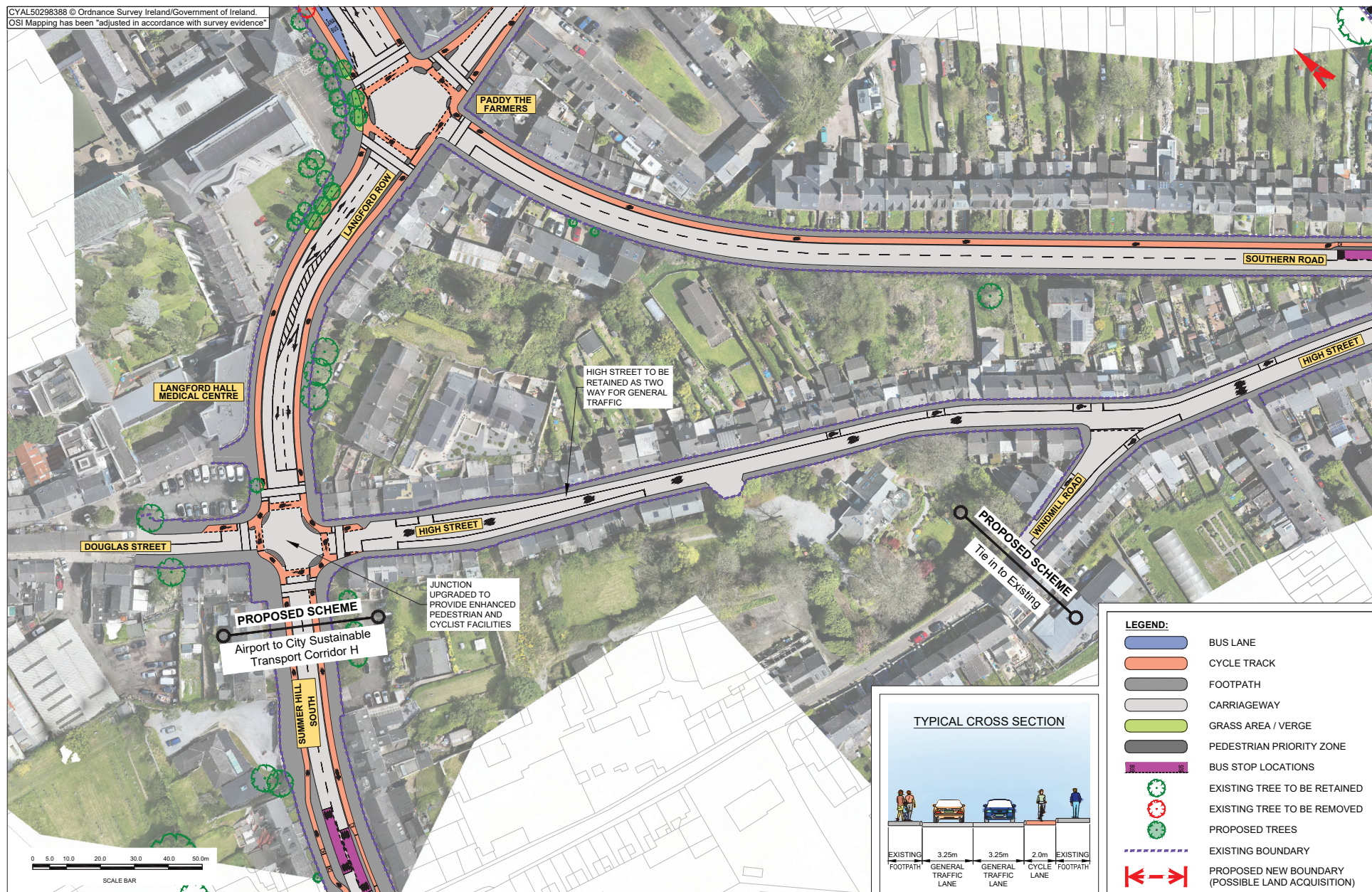
- 5.1 Index maps
- 5.2 Route maps

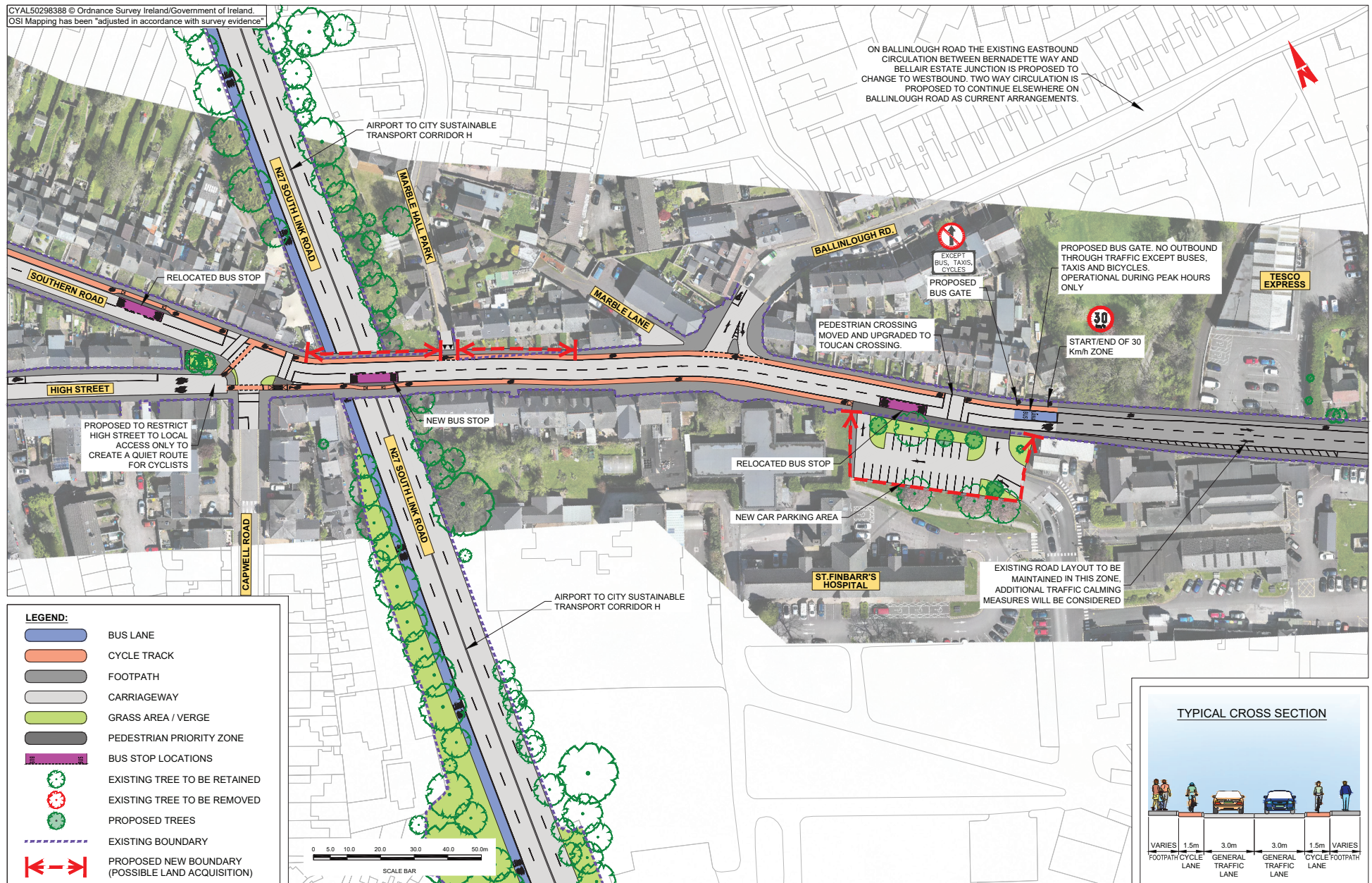




NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

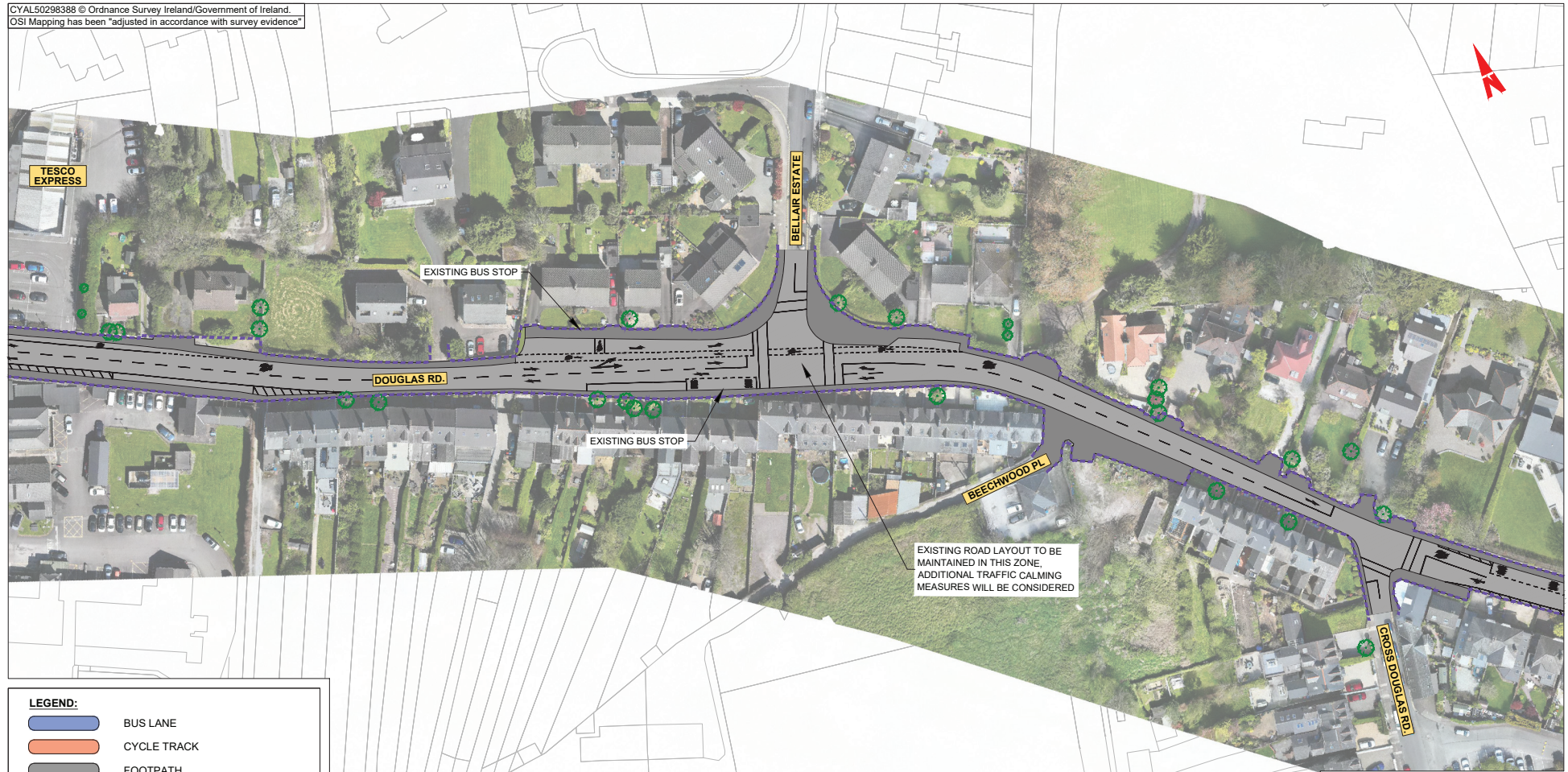


















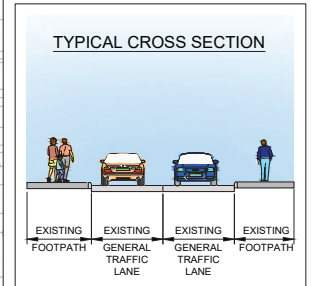
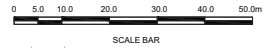


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**LEGEND:**

-  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)



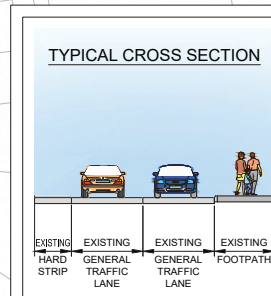
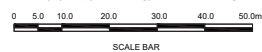


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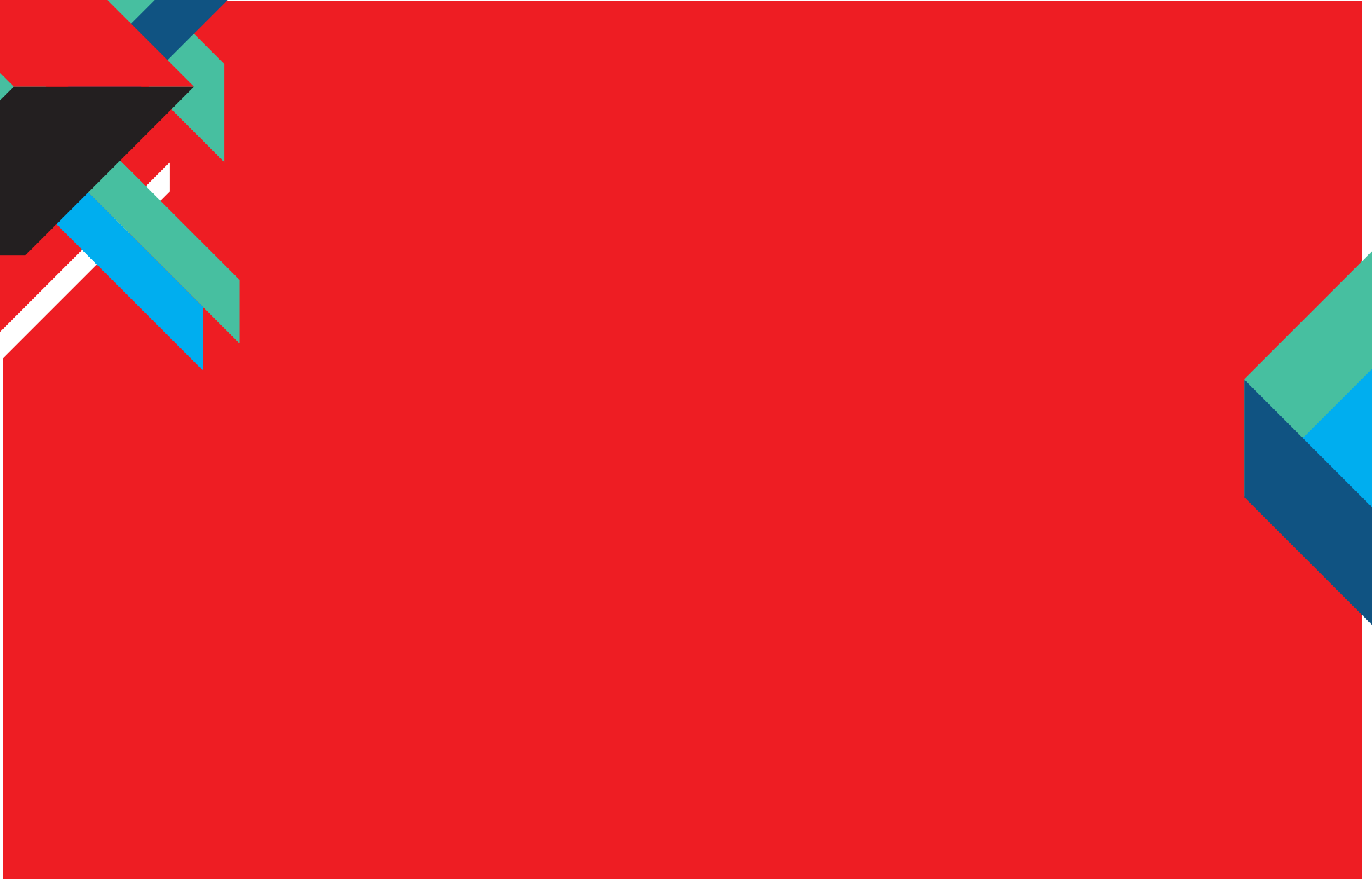


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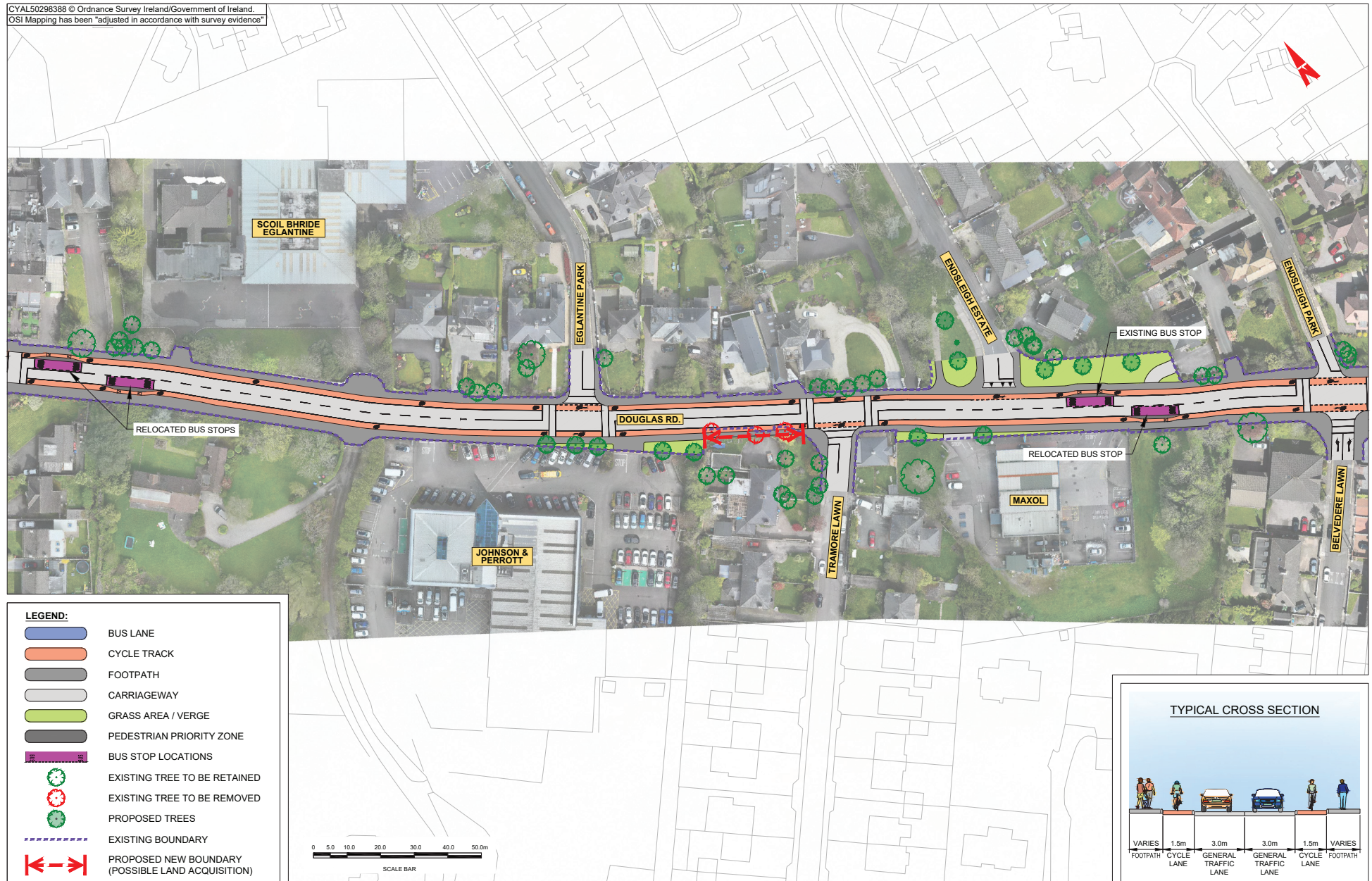
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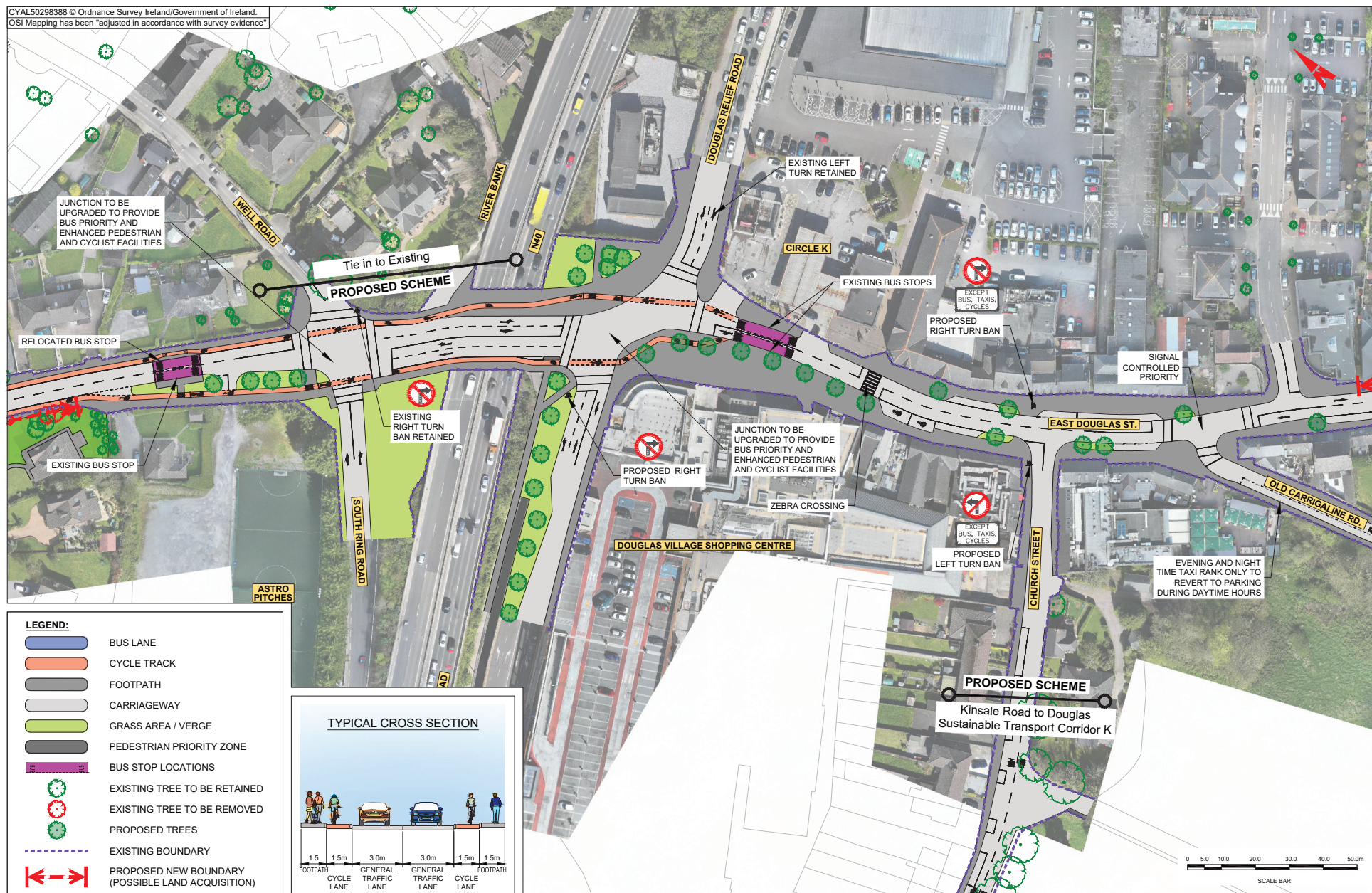


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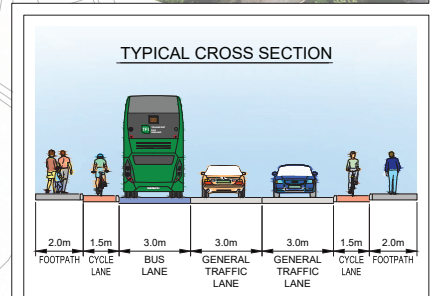
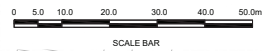


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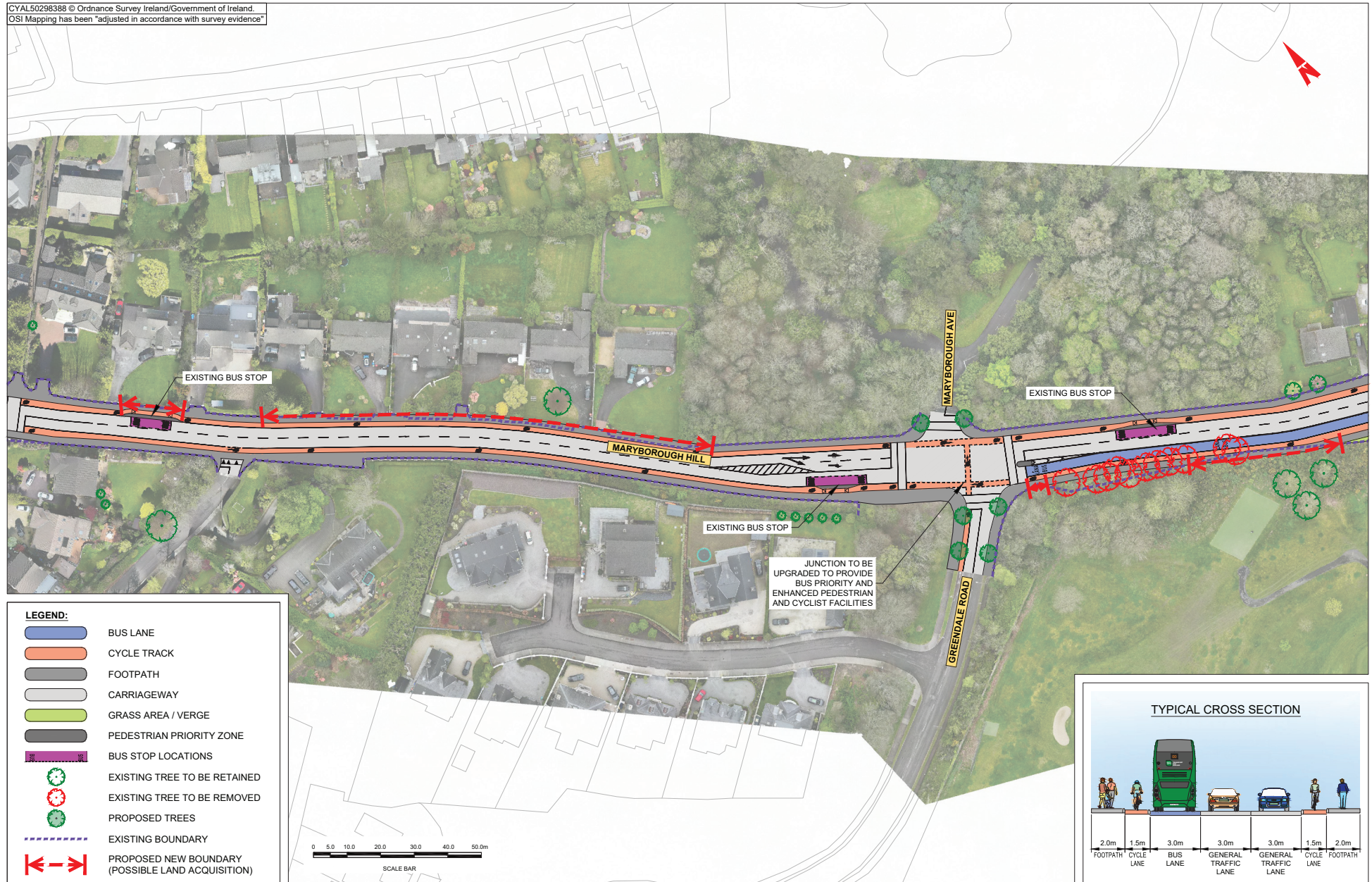


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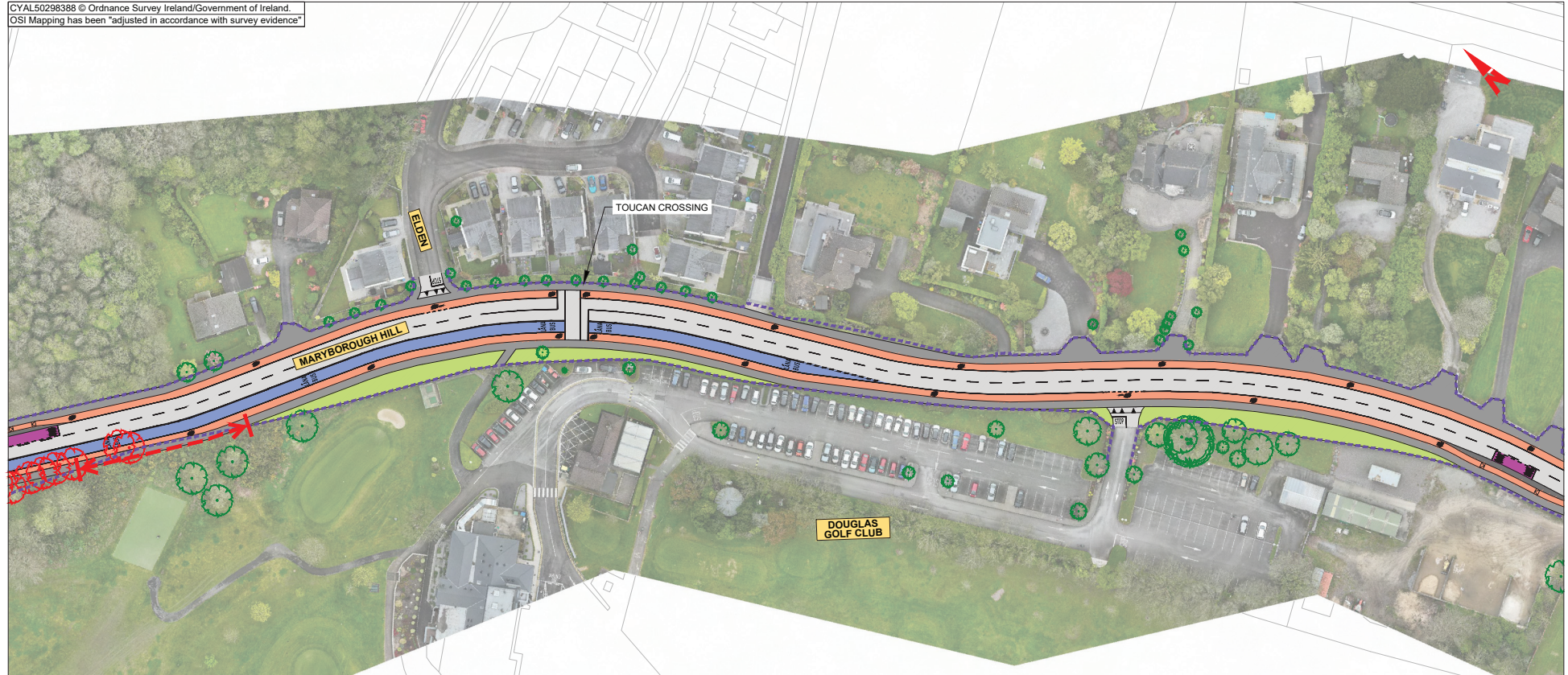
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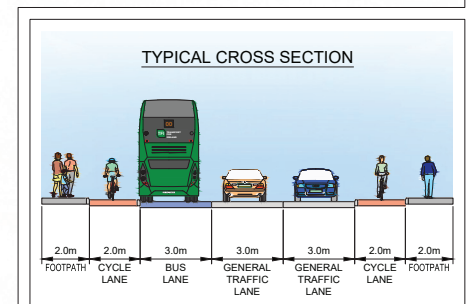
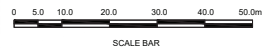


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**LEGEND:**













- BUS LANE
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- CARRIAGEWAY
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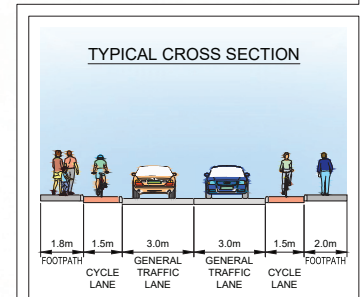
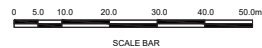


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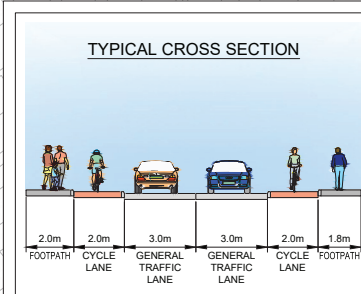
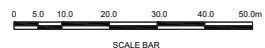


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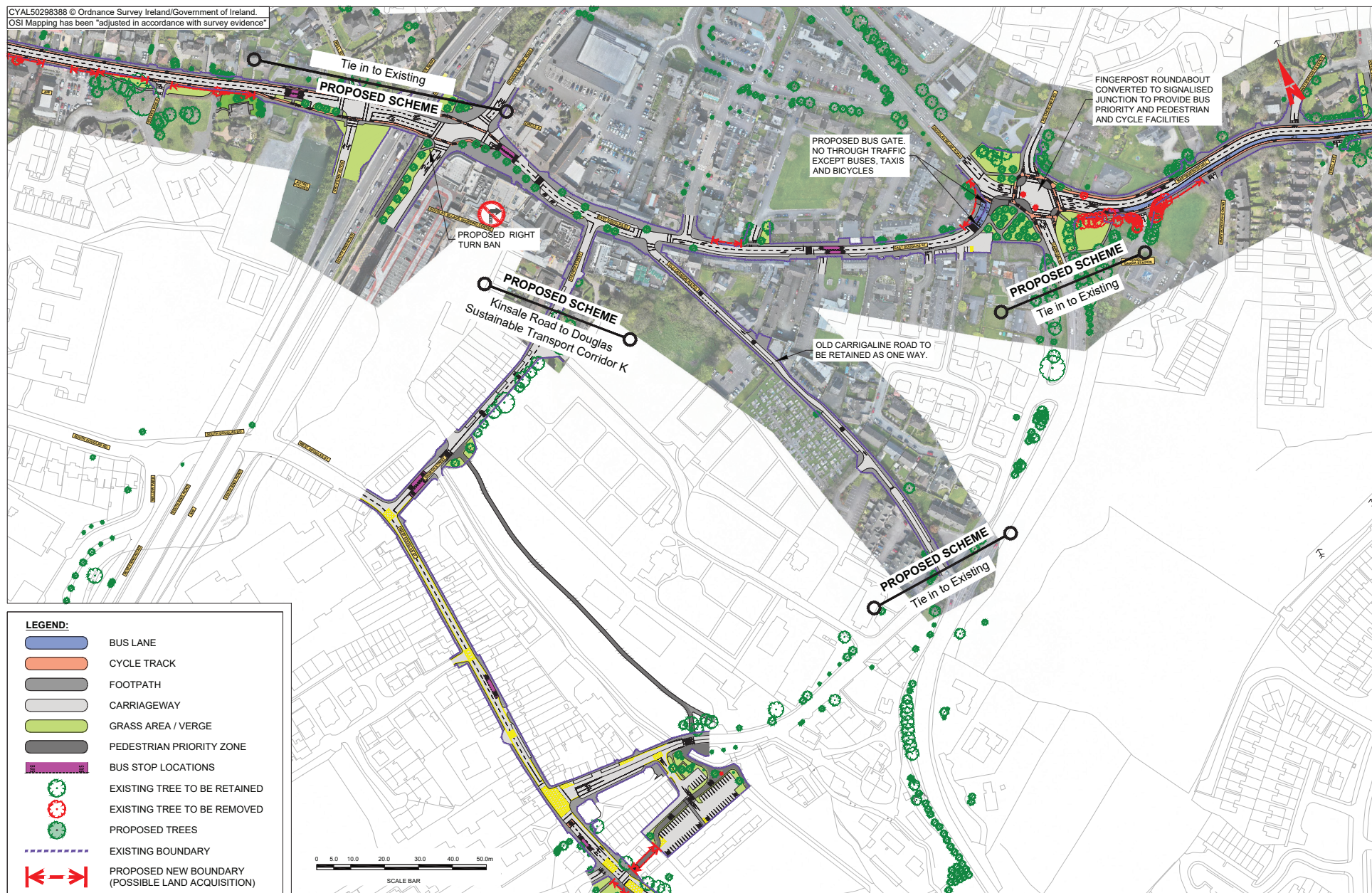
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