



Airport Road 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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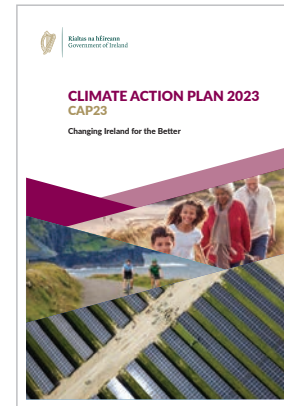
1. Introduction

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.

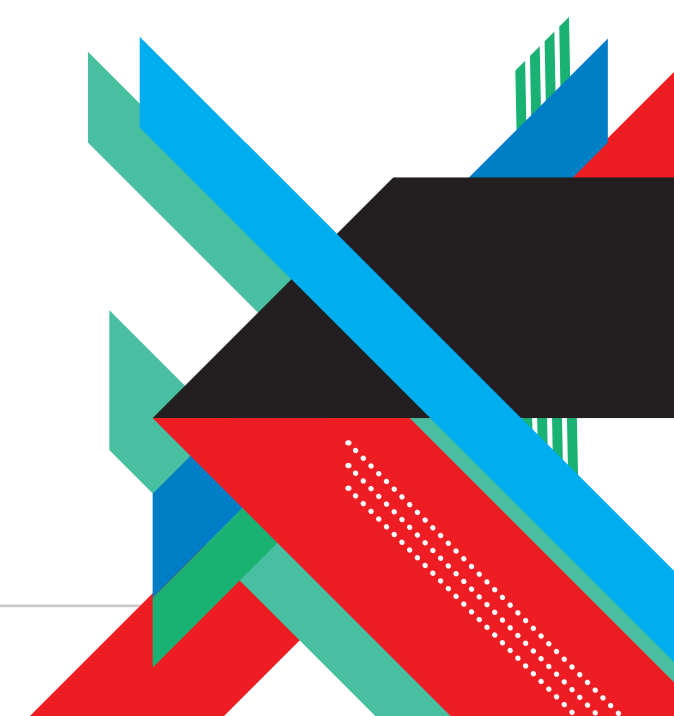
Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone 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.



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

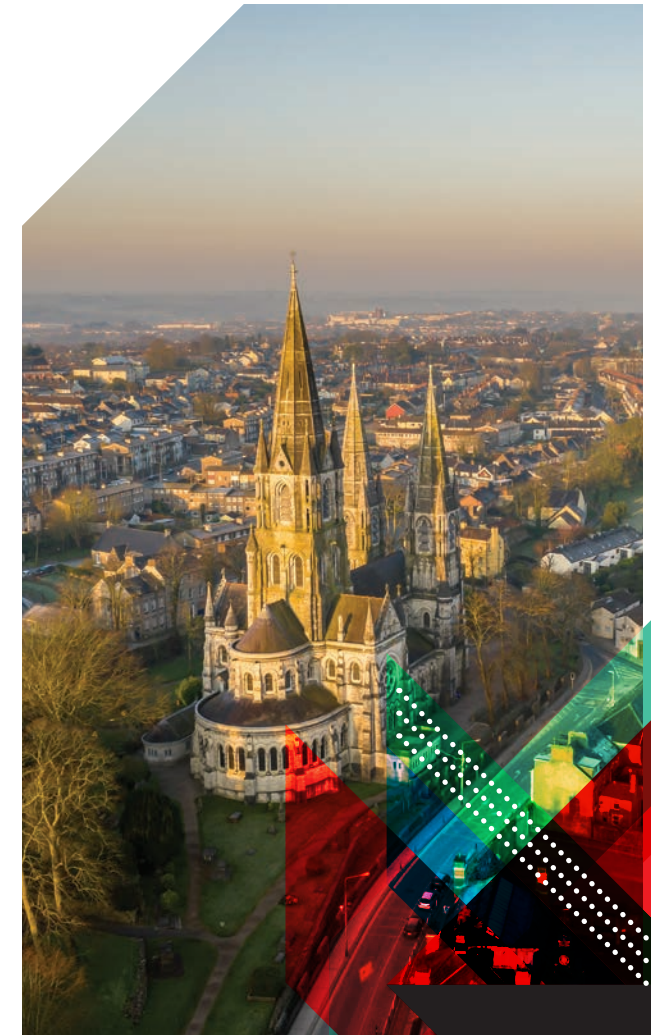
through the provision of

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?

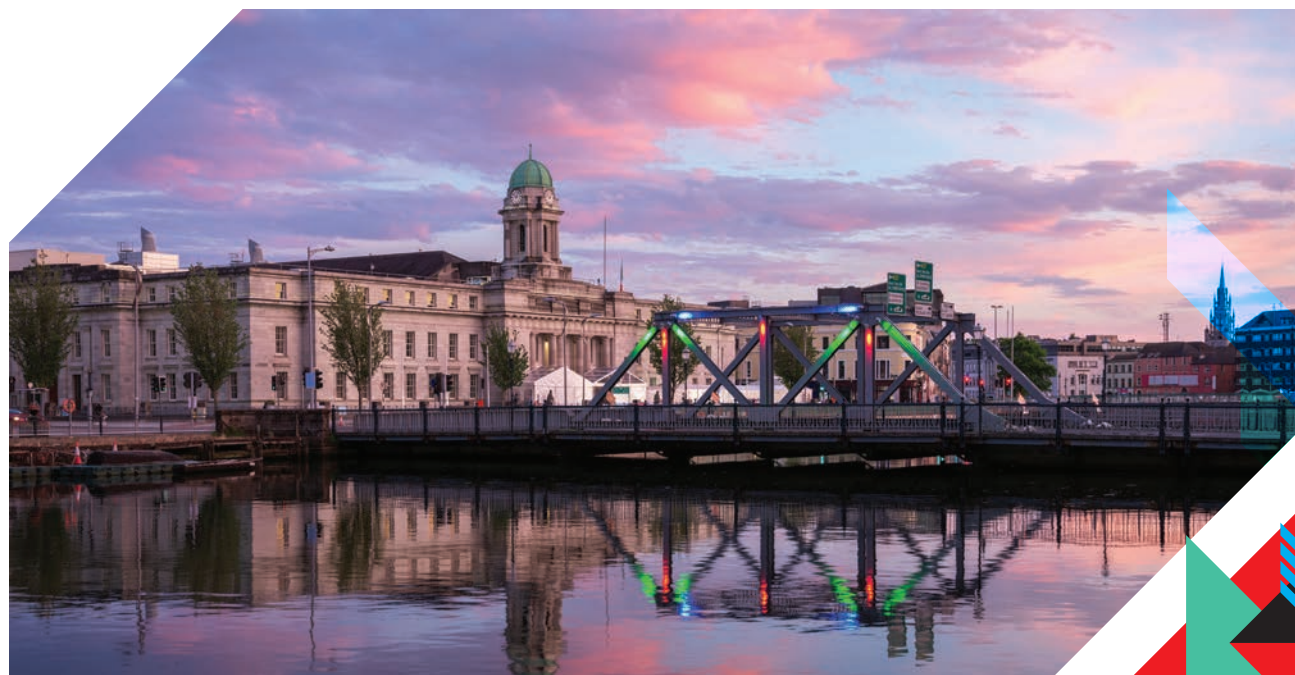
Between June 2022 and October 2022 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Route (EPR) of twelve Sustainable Transport Corridors (STCs) across Cork. During this first round of consultation we received approximately 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

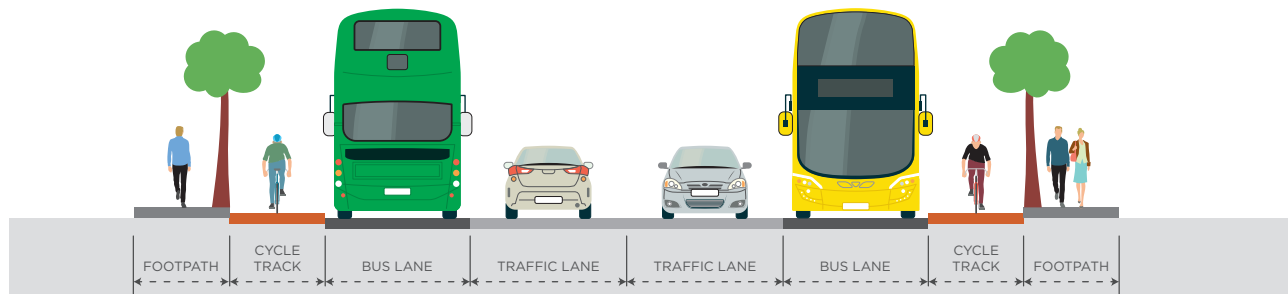
amended. In March 2023, they were presented as the Preferred Route Option (PRO) and were subject to a further round of non-statutory public consultation.

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:

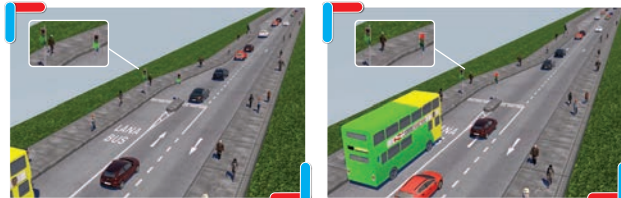
A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road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

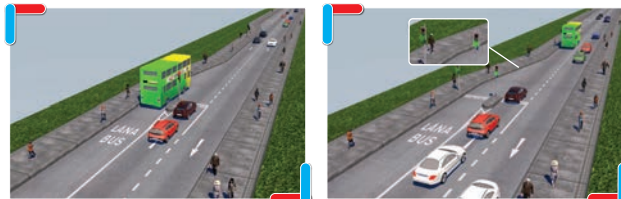
Signal Control Priority uses traffic signals to enable buses to get priority ahead of single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points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





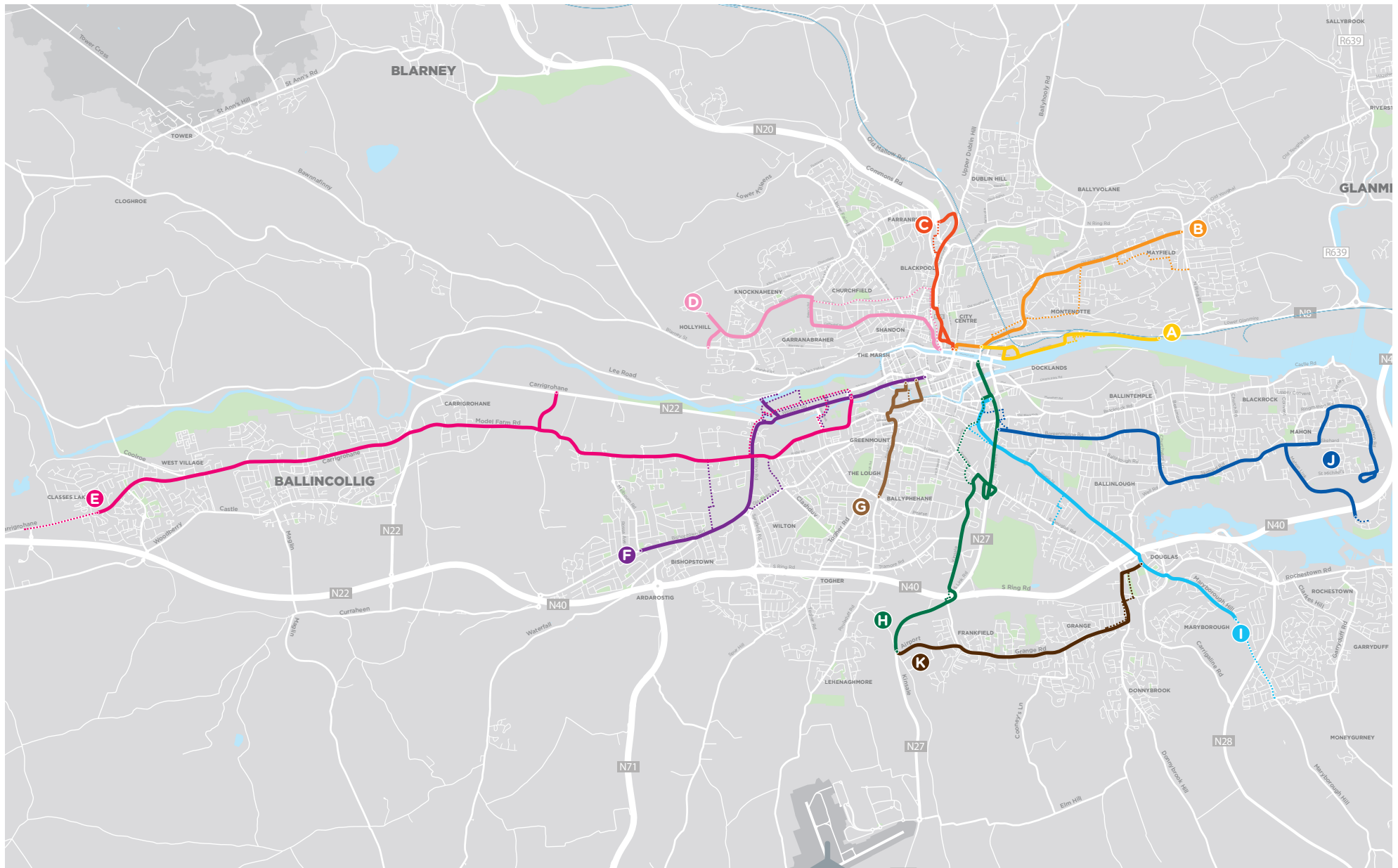


1.8 11 Sustainable Transport Corridor Preferred Routes

- 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

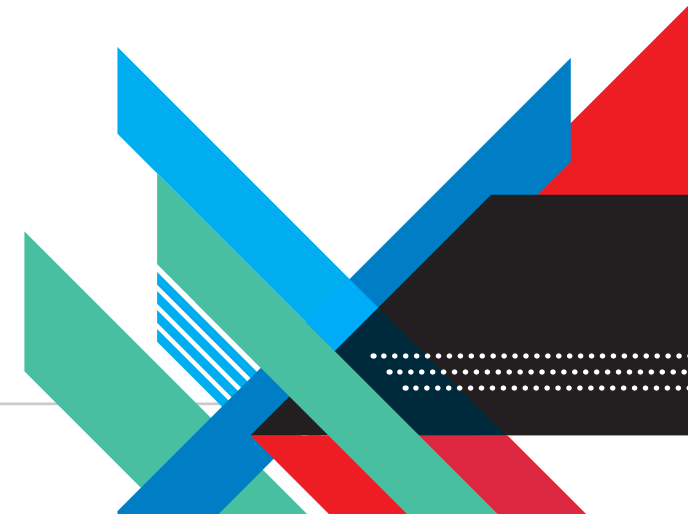
Corridor (STC), the NTA will be preparing an Environmental Impact Assessment Screening Report, Appropriate Assessment (AA) Screening Report, Environmental Impact Assessment Report (EIAR), and where required, a Natura Impact Statement (NIS) in accordance with current Irish and European legislation, guidelines, 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 Airport to City Sustainable Transport Corridor (STC H) commences at the junction of the N27 Kinsale Road (Airport Road) and Ballycurreen Road, at the Bull McCabe's pub. The corridor travels along the N27 towards the Kinsale Road Junction, before continuing on the Kinsale Road north of the Junction. At O'Connell Avenue the proposed routes for buses and cyclists diverge.

The proposed bus corridor turns right onto South Douglas Road and then accesses the N27 South City Link Road via the existing slip lane. The bus corridor continues north along the N27 South City Link Road and through to Eglinton Street and Clontarf Street, before terminating at Anderson's Quay.

Cyclists are proposed to route via Curragh Road, O'Connell Avenue, Evergreen Road, Summerhill South and Langford Row, before turning onto Infirmary Road and terminating at the junction of Anglesea Street/Old Station Road. From here, cyclists will avail of cycle facilities on Anglesea Street and Parnell Place.

Dedicated cycle facilities are proposed along the majority of the corridor with quiet street treatments proposed in areas where dedicated facilities are not provided. Priority for buses is provided along the majority of the corridor using either dedicated bus lanes or traffic management measures to manage the volume of traffic to ensure bus journey time reliability.

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 Ballycurreen Road to N40 Kinsale Road Junction

The corridor commences at the junction of the N27 Kinsale Road (Airport Road) and Ballycurreen Road, at the Bull McCabe's pub, with both cyclists and buses directed along the N27 towards the Kinsale Road Junction.

It is proposed to provide a two-way cycle track along the western side of the Kinsale Road (Airport Road) from the junction with Ballycurreen Road, through the Kinsale Road Junction.

Bus lanes in both directions along the Kinsale Road (Airport Road) are proposed between the Ballycurreen Road and the Kinsale Road Junction. At the Kinsale Road Junction it is proposed that inbound buses would be provided with a dedicated bus lane through the Junction while outbound buses would share with general traffic before availing of the proposed outbound bus lane on the Kinsale Road (Airport Road).

The proposals for this section include a bus gate on one arm of the Kinsale Road Junction, i.e., the arm that currently serves Harvey Norman, Smyths, etc. The proposal from the second public consultation is unchanged with the bus gate in the inbound direction and would only be operational in the morning peak periods. Furthermore, the Preferred Route Option proposes to move the start of the outbound bus gate to just after the northern entrance to Kinsale Road Retail Centre. The proposed bus gates would restrict access through this area to bus and cycle traffic only. The proposed bus gate will support improved bus journey time reliability along the Kinsale Road. To support this proposal, the signalised junction on the N27 South City Link Road with Mick Barry Road and Tramore Valley Park will be amended to permit general traffic to turn right to Mick Barry Road and to Tramore Valley Park. This will facilitate access for general traffic to the Kinsale Industrial Estate, Smyths, Harvey Norman, etc.

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
Kinsale Road (Airport Road) Road, at the junction with Ballycurreen Road	Improvements to the existing signalised junction prioritising pedestrian and cycle friendly design
Kinsale Road (Airport Road) Road, at entrance to SISK Cork	New pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians
Kinsale Road (Airport Road) Road, at junction with Frankfield Road	Improvements to the existing signalised junction prioritising pedestrian and cycle friendly design
Kinsale Road Junction	New and improved pedestrian and cycle facilities through the Junction

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

- ▶ Lands on the south-east of the junction of Airport Road/Frankfield Road.

4.3 Kinsale Road to Evergreen Road

From the Kinsale Road Junction both buses and cyclists are routed along the Kinsale Road and Curragh Road to the junction with South Douglas Road.

On this section of STC H it is proposed to provide dedicated inbound and outbound cycle tracks along the entire length from the Kinsale Road Junction to O’Connell Avenue. The provision of a bus gate on the Kinsale Road arm of the Kinsale Road Junction will provide an environment which will support reliable bus journey times along this section of the corridor.

An inbound bus lane is proposed on the Kinsale Road approach to Mick Barry Road, and continues to Pearse Road, with a small gap in provision where insufficient width is available. In the outbound direction, a bus lane is proposed on the Kinsale Road approaching Tramore Road and it continues to Mick Barry Road. Where bus lanes cannot be provided, bus priority signals are proposed.

The proposal from the second public consultation is unchanged, cyclists will travel from Curragh Road to Evergreen Road via a

quiet street treatment on O’Connell Avenue. To reduce traffic volumes on O’Connell Avenue to an appropriate level, it is proposed to introduce a modal filter just north of Derrynane Road which would remove through traffic while facilitating safer movement of cyclists and pedestrians.

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
Kinsale Road, north of Kinsale Road Junction	New pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians
Kinsale Road, at junctions with Mick Barry Road and Tramore Road	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design
Curragh Road, at junction with Pearse Road	Improvements to the existing signalised junctions prioritising pedestrian and cycle friendly design

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

- Lands on both sides of the Kinsale Road between the N40 Kinsale Road Junction and Mick Barry Road;
- Lands on the western side of the Kinsale Road between Mick Barry Road and Tramore Road;
- Lands on both sides of Kinsale Road between Tramore Road and Pearse Road; and
- Lands on both sides of Curragh Road between Mercier Park and O'Connell Avenue.

4.4 Evergreen Road to Anderson's Quay

From the junction of Curragh Road/O'Connell Avenue the routes for buses and cyclists diverge. Cyclists are routed along O'Connell Avenue, Evergreen Road, Summerhill South, Langford Row, Infirmary Road and Anglesea Street; from here, cyclists will avail of the facilities on Anglesea Street and Parnell Place.

Buses are routed onto the South Douglas Road, the N27 South City Link Road, continuing through to Eglinton Street and on to Clontarf Street, with the corridor terminating on the south side of Brian Ború Bridge.

Dedicated cycle tracks are proposed along Evergreen Road, Summerhill South, Langford Row, Infirmary Road and onto Anglesea Street, where cyclists will then avail of the facilities on Anglesea Street and Parnell Place. Along Evergreen Road, it is now proposed to provide a two-way cycle track on the southern side of the road which is slightly different to the proposal from the second public consultation

which proposed a two-way cycle track on the northern side of the road. This change facilitates retention of existing on-street car parking on the northern side of the road. It is also noted that the Preferred Route Option proposes a compensatory car park on lands to be acquired to the rear of number 27 and 28 Evergreen Road to offset the impact of car parking lost on Evergreen Road.

From the South Douglas Road, an inbound bus lane is proposed on the northbound on-ramp to the South City Link Road. This inbound bus lane will continue along the South City Link Road and through to Eglinton Street and Clontarf Street. It is proposed that this will be achieved by utilising existing space on the South City Link Road and by modifying the central median with the introduction of lower speed limits.

An outbound bus lane is proposed between Clontarf Street (south of Oliver Plunkett Street Lower) and Eglinton Street.

The proposed bus lanes on the section of Clontarf Street, between Lower Oliver Plunkett

Street and Lapp's Quay will require the removal of general traffic from this portion of the corridor with through-traffic directed to alternative routes.

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

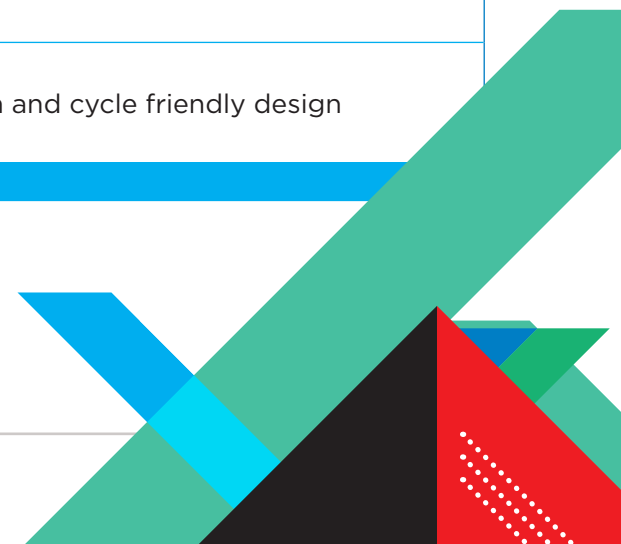
Location	Proposed Enhancements
South Douglas Road, at junction with Capwell Road	Improvements to the existing signalised junction prioritising pedestrian and cycle friendly design
South Douglas Road, at junction with the N27 Off-Ramp	New signalised junction with pedestrian and cycle friendly design
N27 South City Link Road, at junction with Albert Street	Improvements to the existing signalised junction prioritising pedestrian friendly design
Eglinton Street, at junction with Albert Quay	Improvements to the existing signalised junction
Clontarf Road, at junction with Oliver Plunkett Street Lower	Improvements to the existing signalised junction
Evergreen Road, at junction with Summerhill South	Improvements to the existing signalised junctions with pedestrian and cycle friendly design
Evergreen Road, in the vicinity of Friar's Road	Relocated pedestrian crossing to facilitate easy access to new bus stops and generally improved permeability for pedestrians.

Proposed Enhancements to Urban Spaces and Pedestrian/Cycle Environment

Location	Proposed Enhancements
St. Patrick’s Road, south of the junction with Evergreen Road	New and improved footpath.
Summerhill South, at junction with High Street/Douglas Street	Improvements to the existing signalised junction with pedestrian and cycle friendly design
Langford Row, at junctions with Southern Road/Infirmary Road and South Terrace/Anglesea Street	Improvements to the existing signalised junctions with pedestrian and cycle friendly design
Infirmary Road, at junctions with South Terrace/Anglesea Street	Improvements to the existing signalised junction with pedestrian and cycle friendly design
Anglesea Street, at junction with Old Station Road	Improvements to the existing signalised junction with pedestrian and cycle friendly design

To facilitate these sustainable transport infrastructure improvements, it is proposed to utilise limited land take at the following location:

- Lands on the eastern side of the South Douglas Road on-ramp.
- Lands to the rear of number 27 and 28 Evergreen Road.



4.5 Key Changes from the Preferred Route published in March 2023

- A dedicated left turn lane has been incorporated in the design on the southern arm of the Kinsale Road and Tramore Road junction to allow bus priority and maintain traffic movements at this location.
- At Kinsale Road, Curragh Road and Pearse Road Junction, a dedicated right turn lane has been incorporated in the design on the northern arm of Curragh Road onto Pearse Road. A dedicated left turn lane on the western arm of Pearse Road onto Curragh Road is proposed together with changes to the footpath and cycle lanes layouts to maintain functionality and enhance pedestrian and cycle environment of this junction.
- Along Evergreen Road, the proposal is now to provide a two-way cycle track on the southern side of the road which is different to the proposal from the second public consultation where a two-way cycle track was proposed on the northern side of the road. This change will allow the retention of existing on-street car parking on the northern side of the road, while the proposed compensatory car park on lands to be acquired to the rear of number 27 and 28 Evergreen Road will negate any loss of parking spaces on Evergreen Road.
- The cross section along the N27 South City Link Road has been modified to accommodate the proposed bus lane within the footprint of the existing road space.
- Finally, the design has been optimised to minimise impact on private properties.

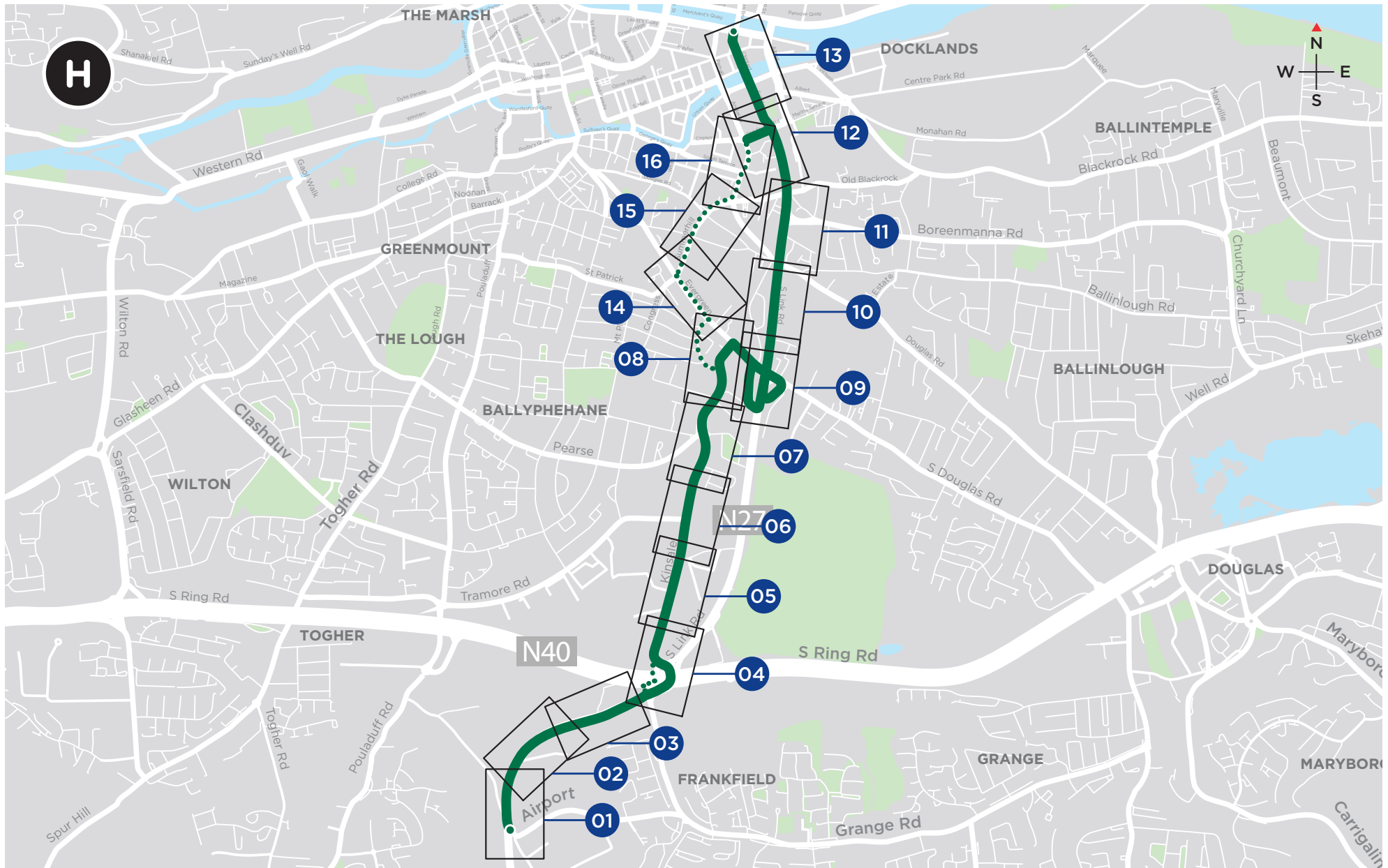
4.6 Key Facts

Approximate number of properties that may be impacted:	27
Approximate number of on-street parking spaces that may be removed:	57
Approximate number of roadside trees that may be removed:	75
Approximate route length:	4.9km
Approximate cycle route length: Inbound (Segregated Cycle Track 3.6km + 300m Quiet street) Outbound (Segregated Cycle Track 3.6km + 300m Quiet street)	7.8km 3.9km 3.9km

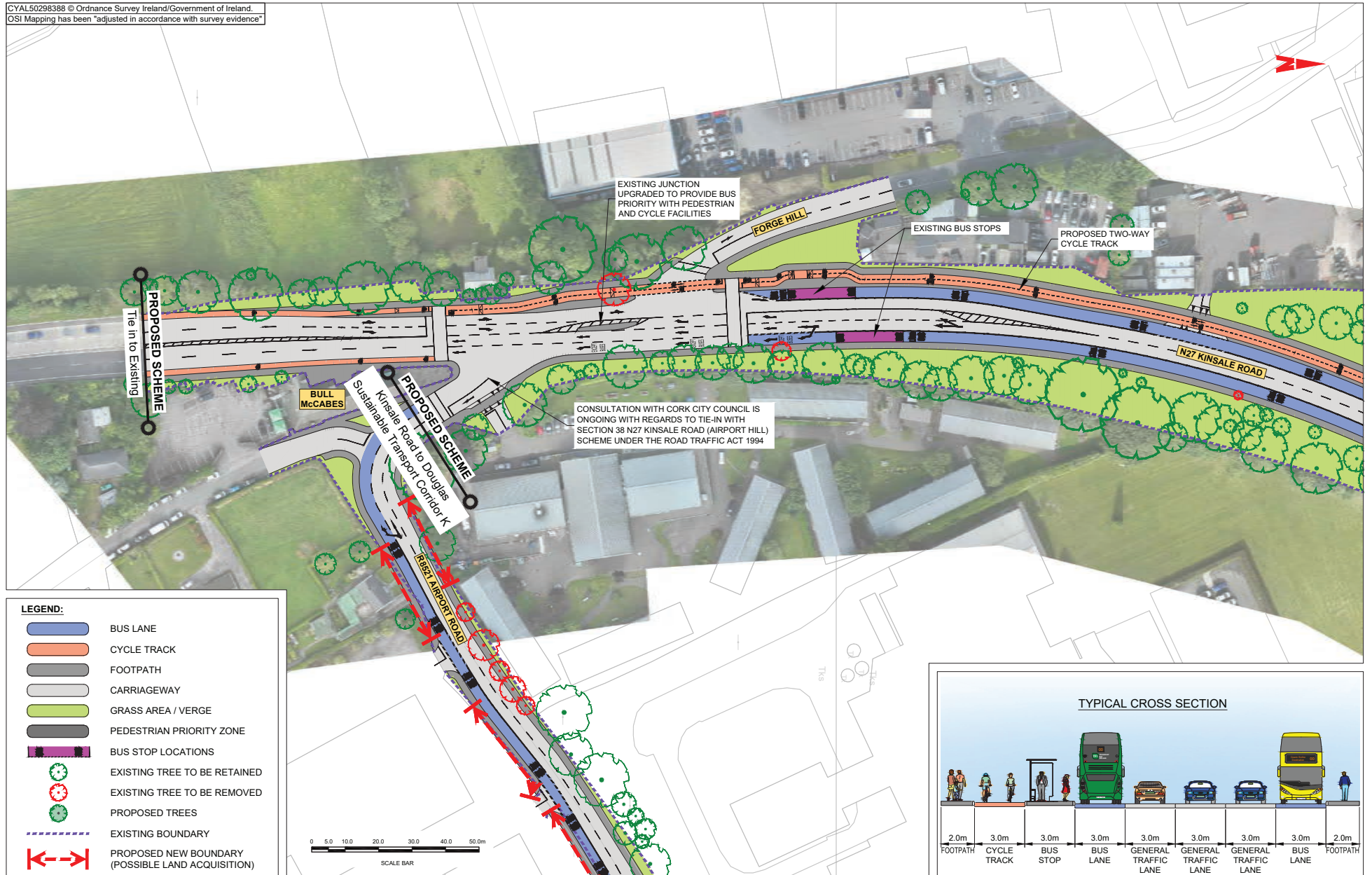
5. Appendices

- 5.1 Index maps
- 5.2 Route maps

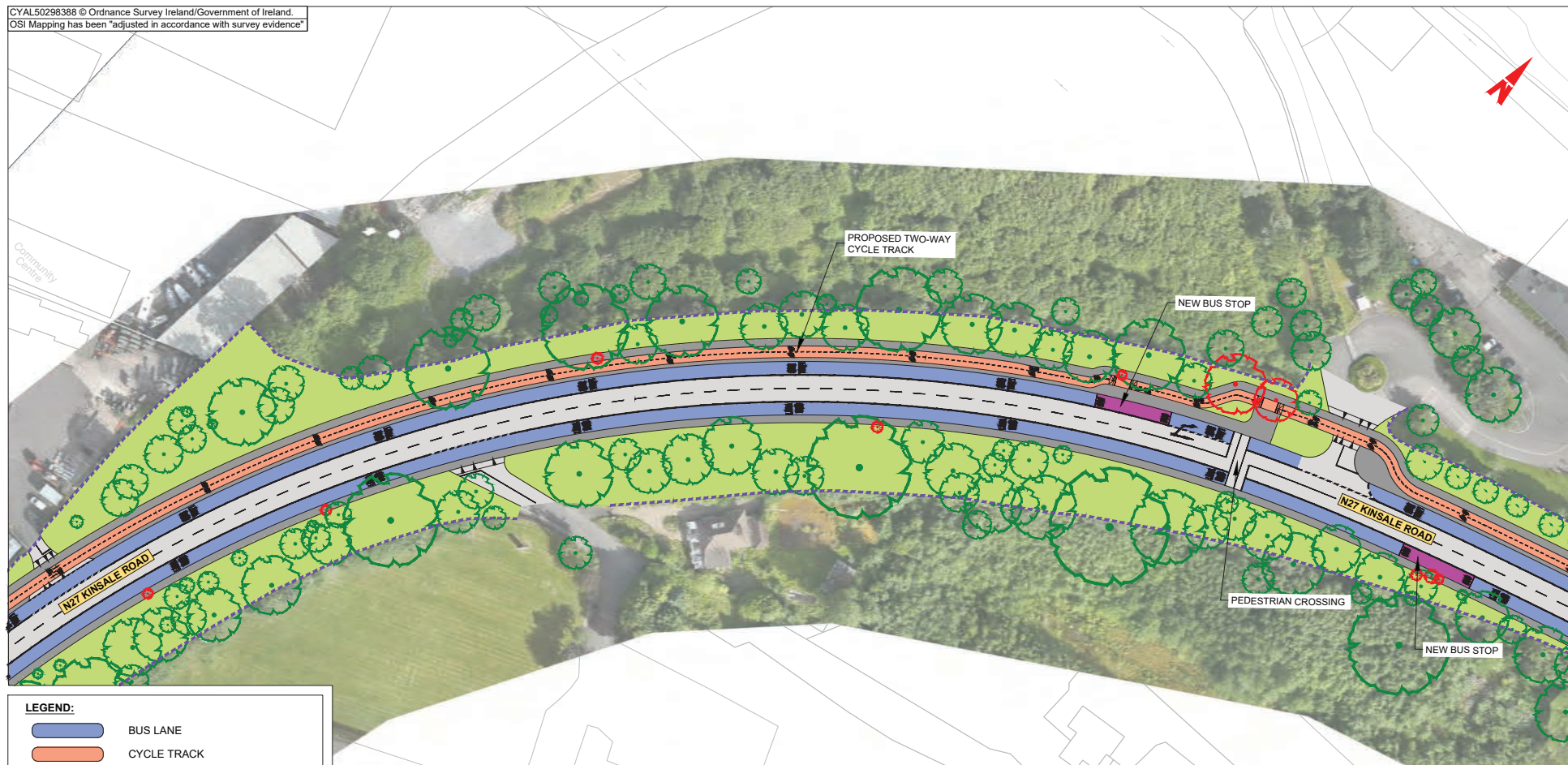




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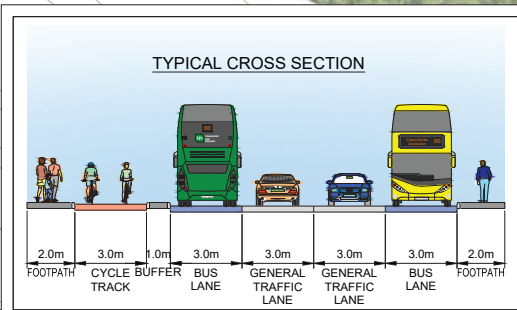


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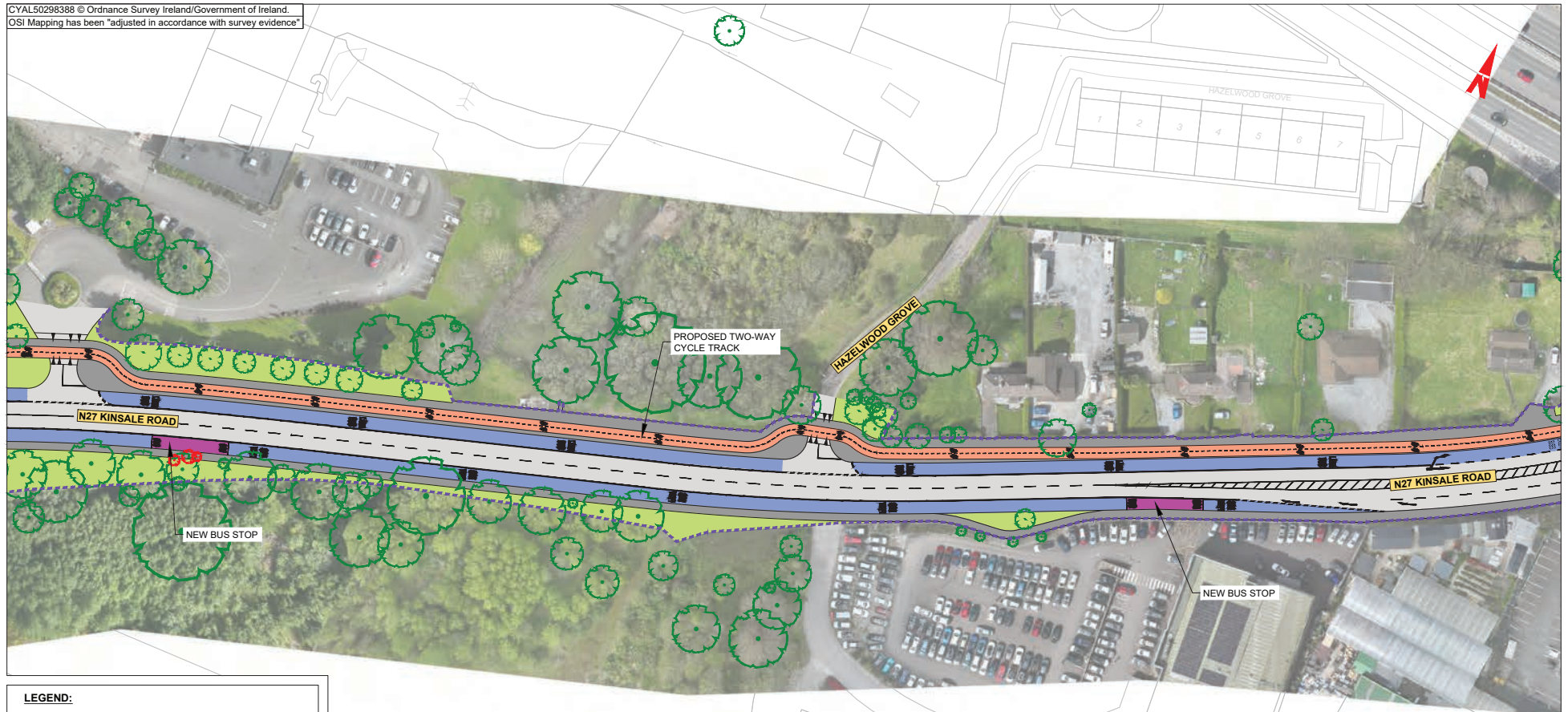
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- BUS STOP LOCATIONS
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED TREES
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



FERRERO IRELAND

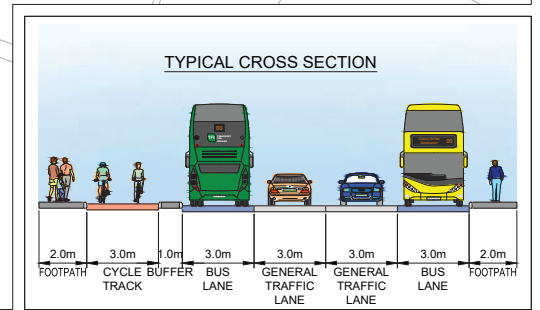
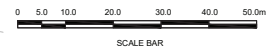


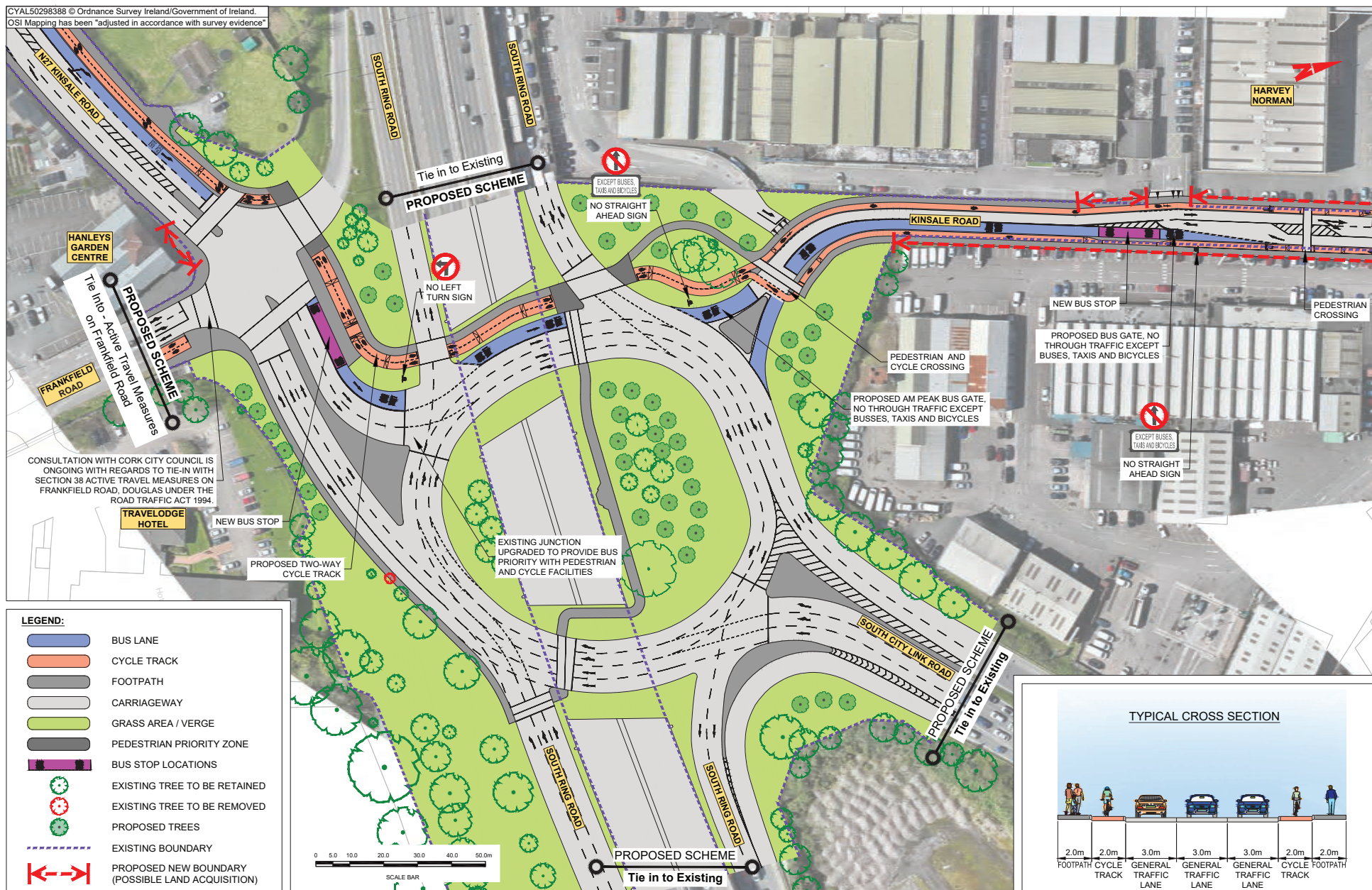
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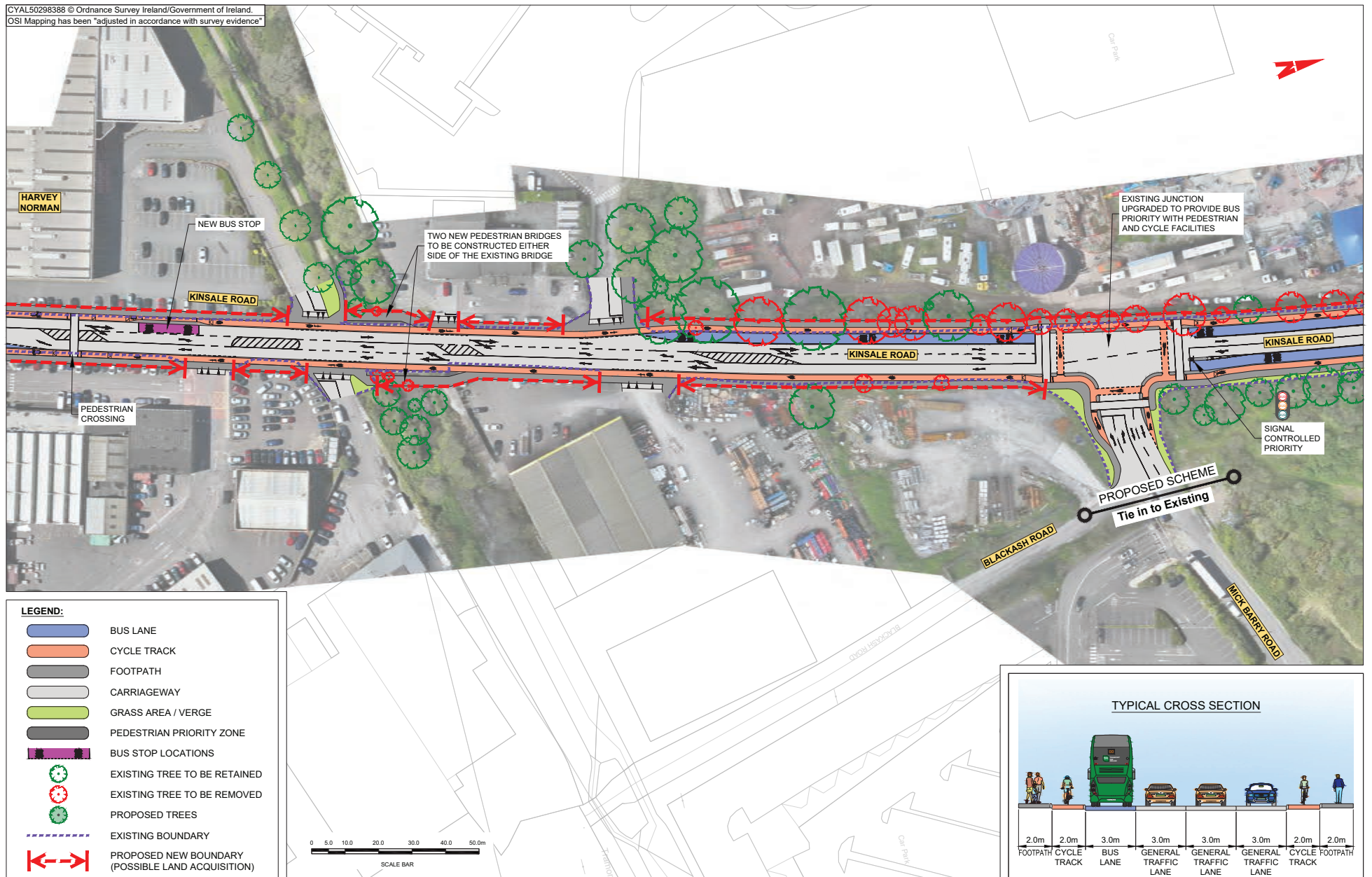


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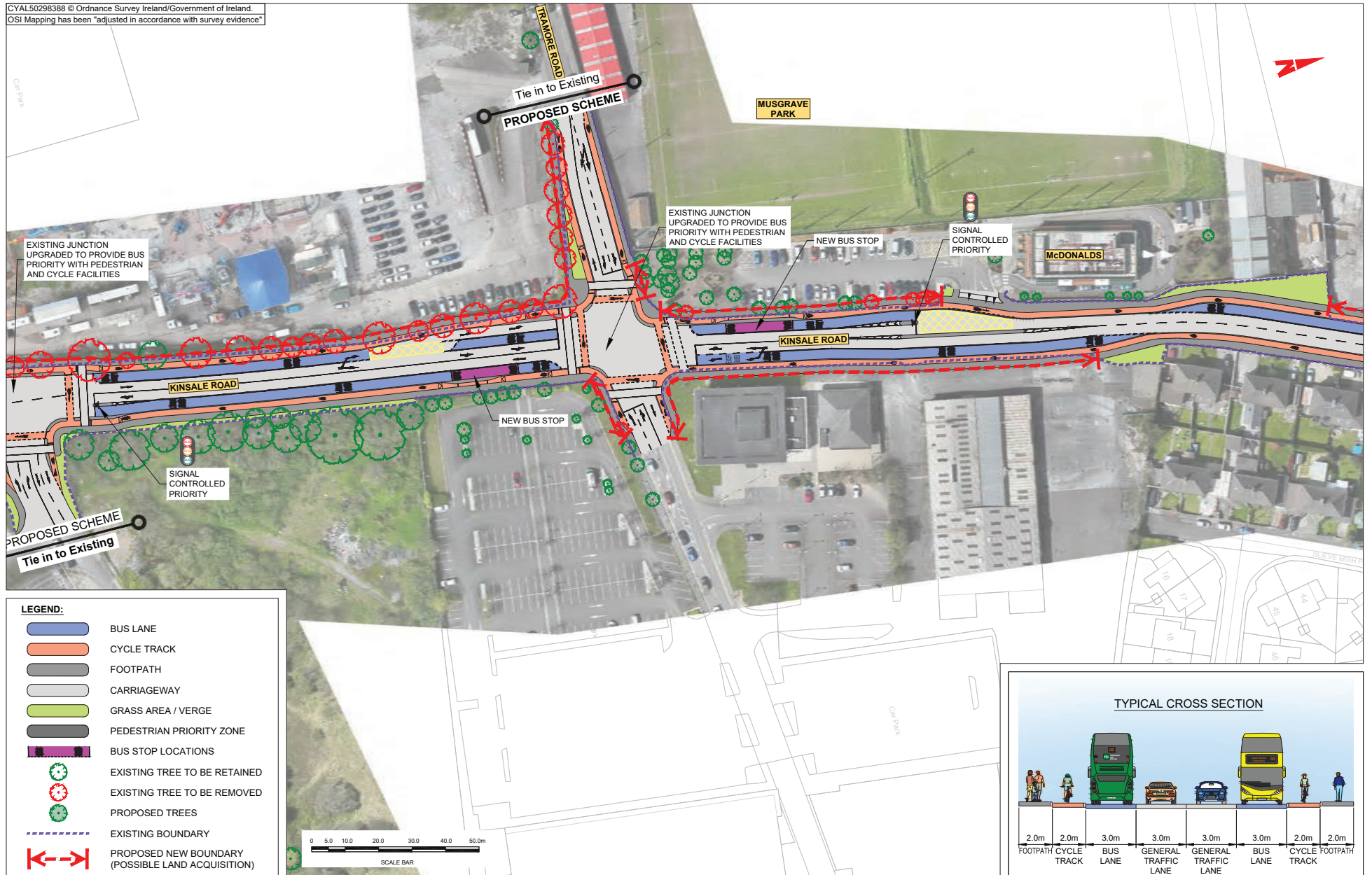
- BUS LANE
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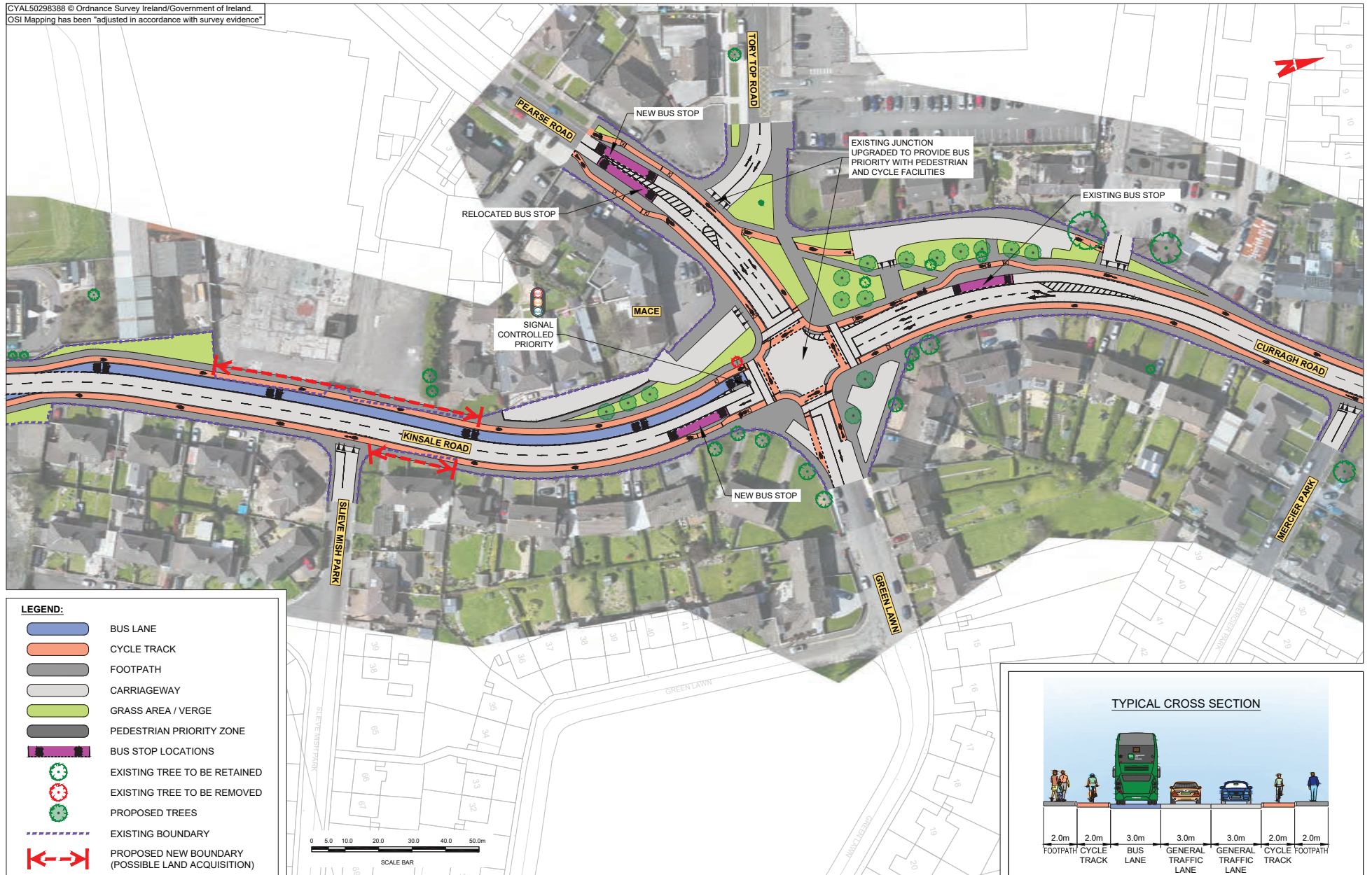




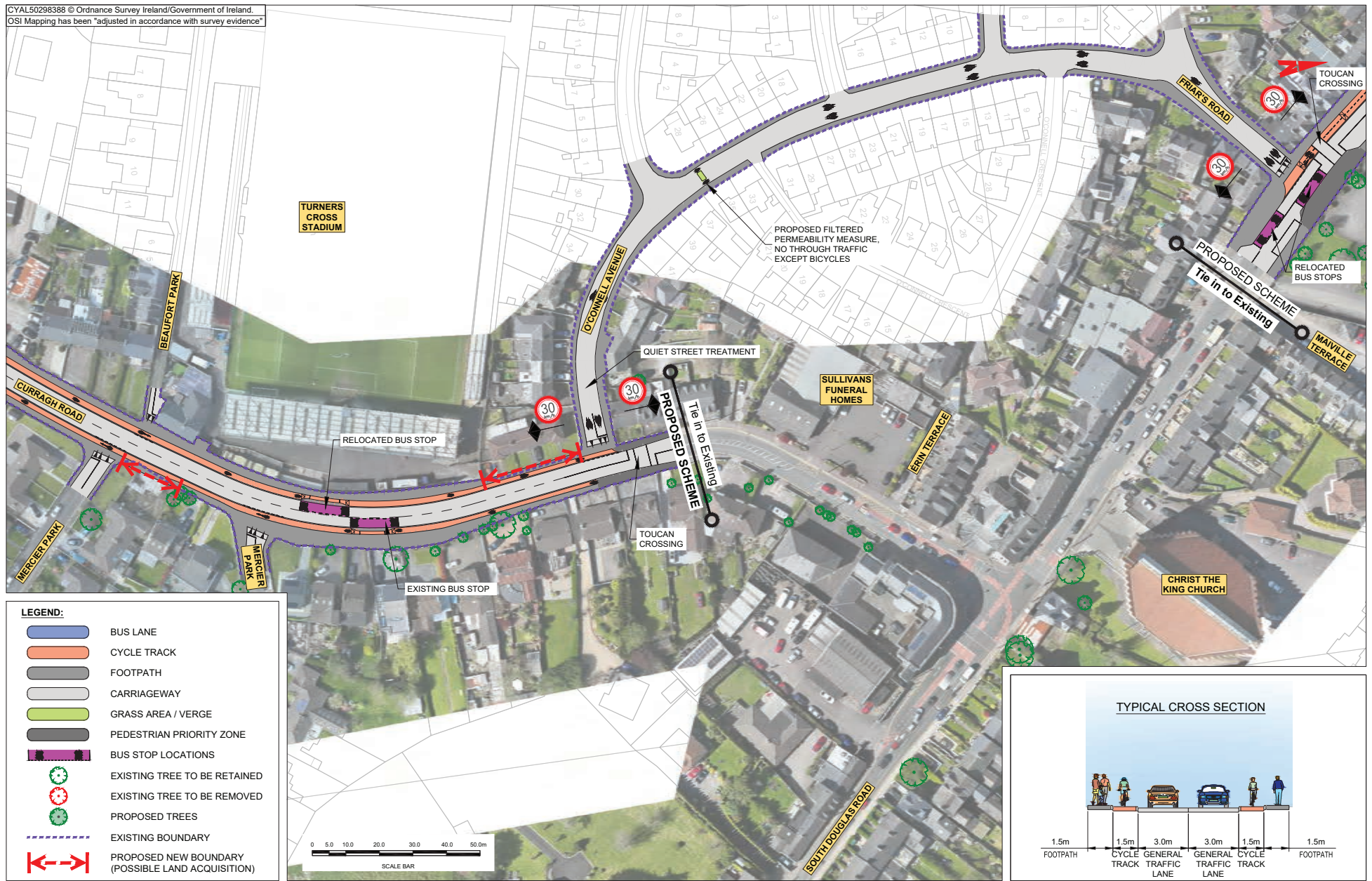
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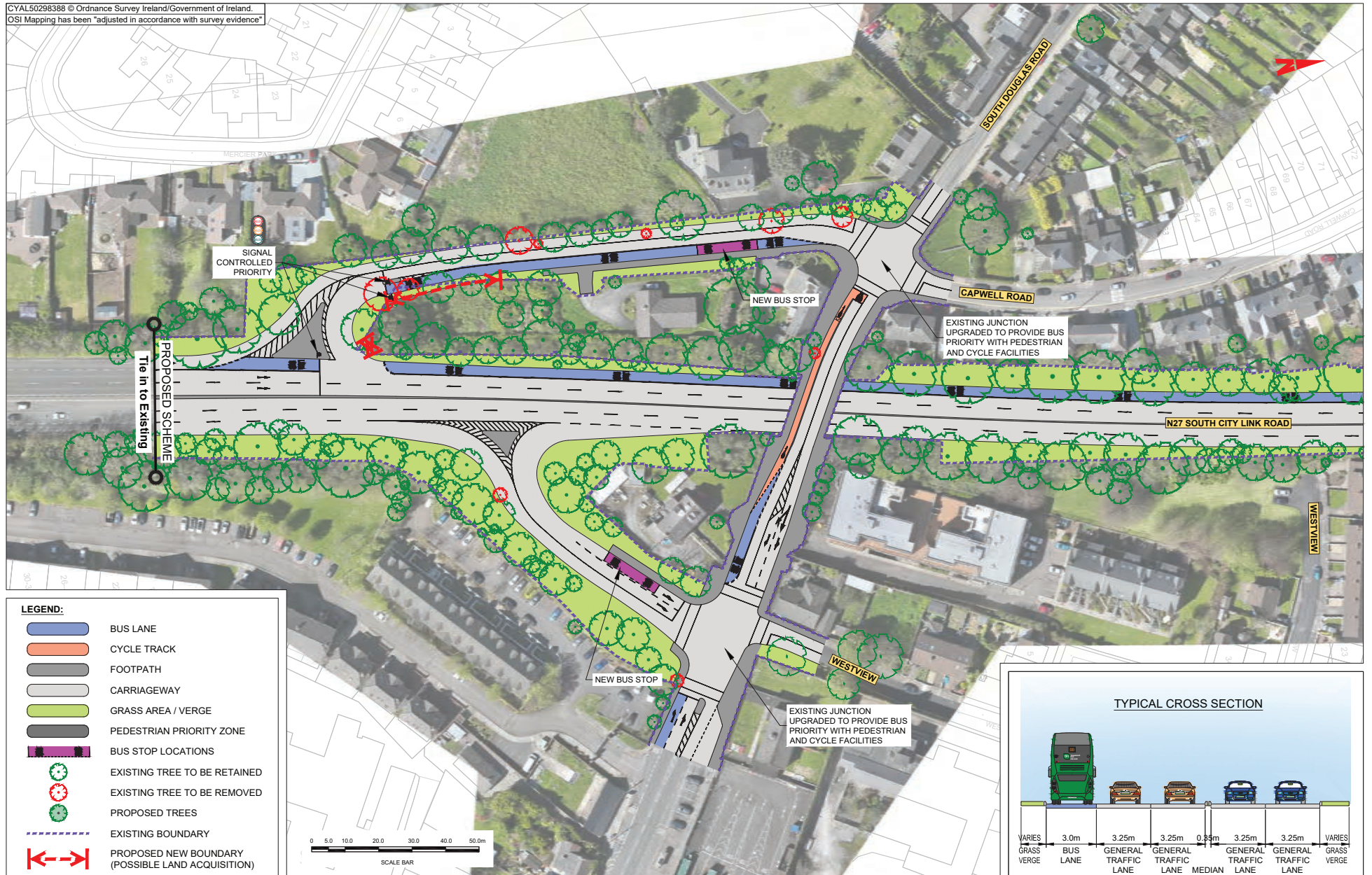


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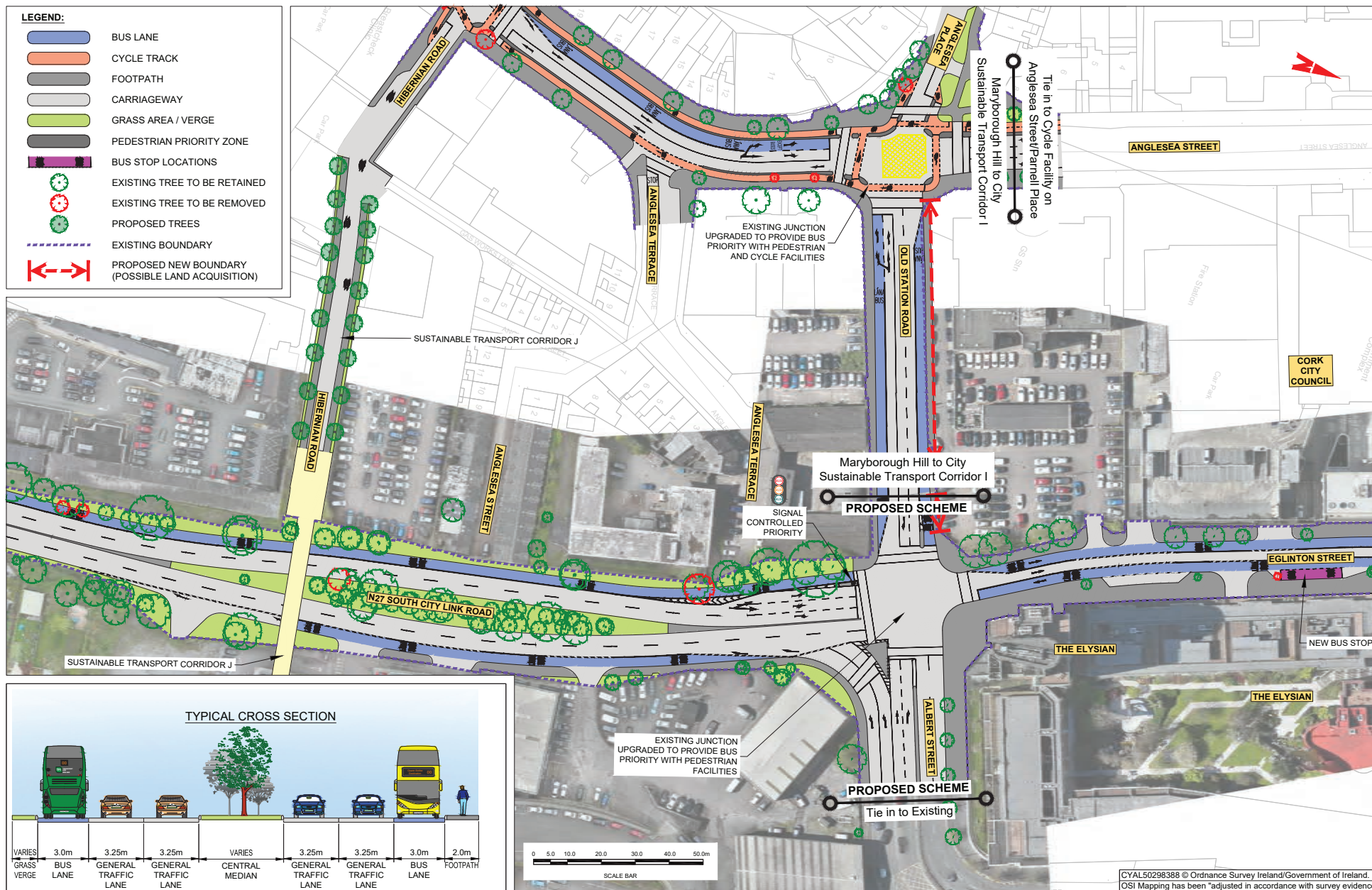


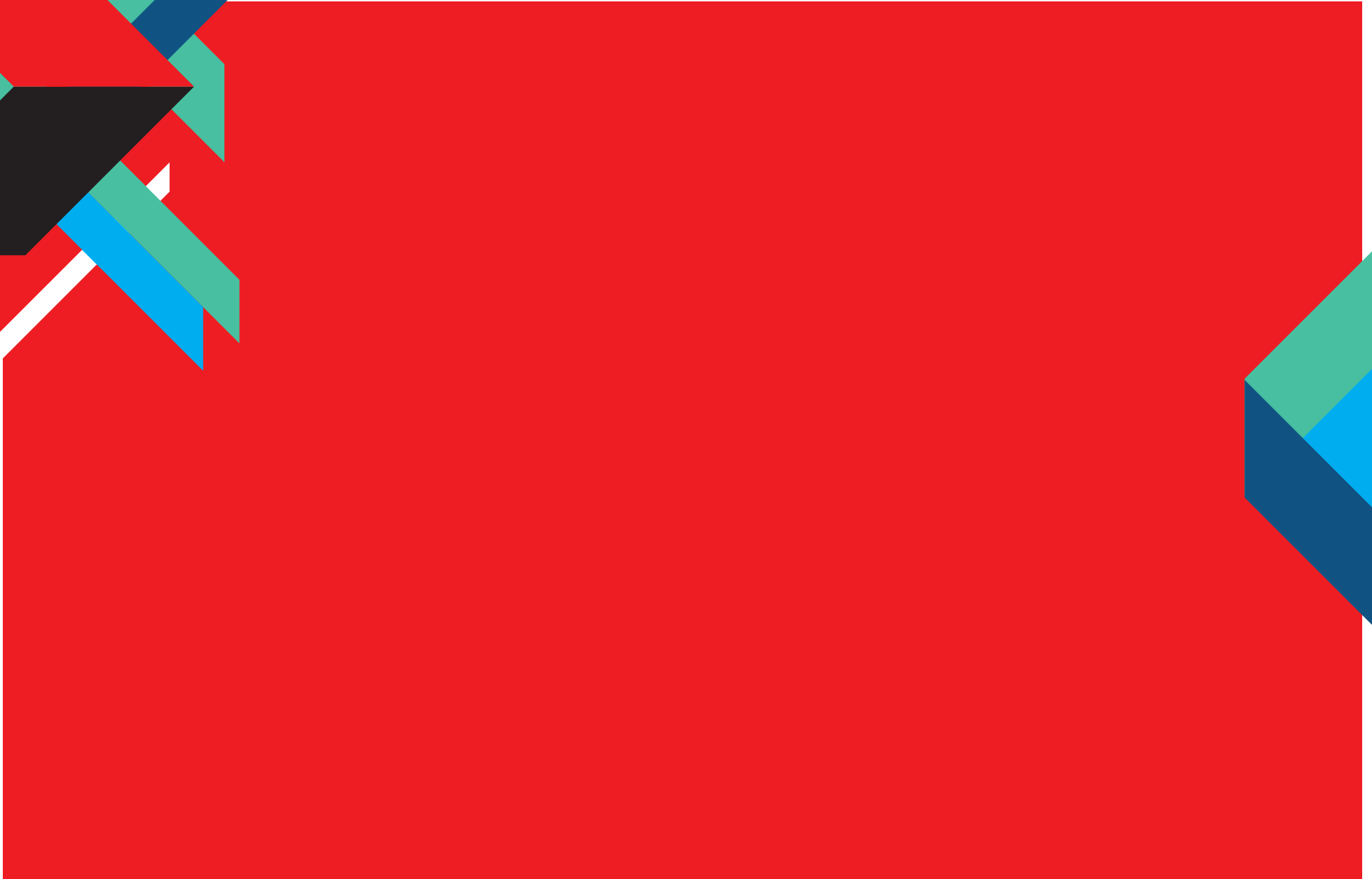


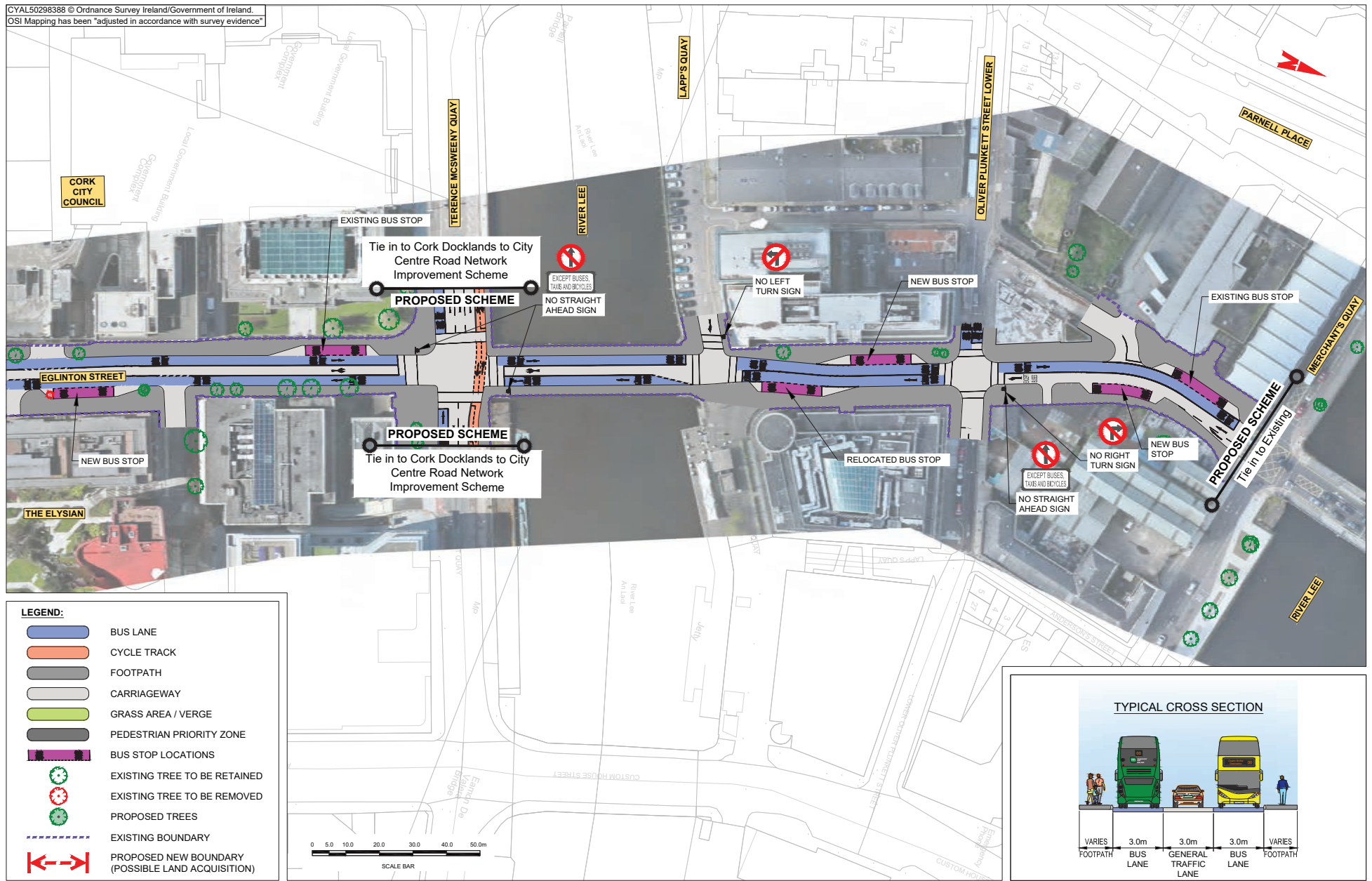






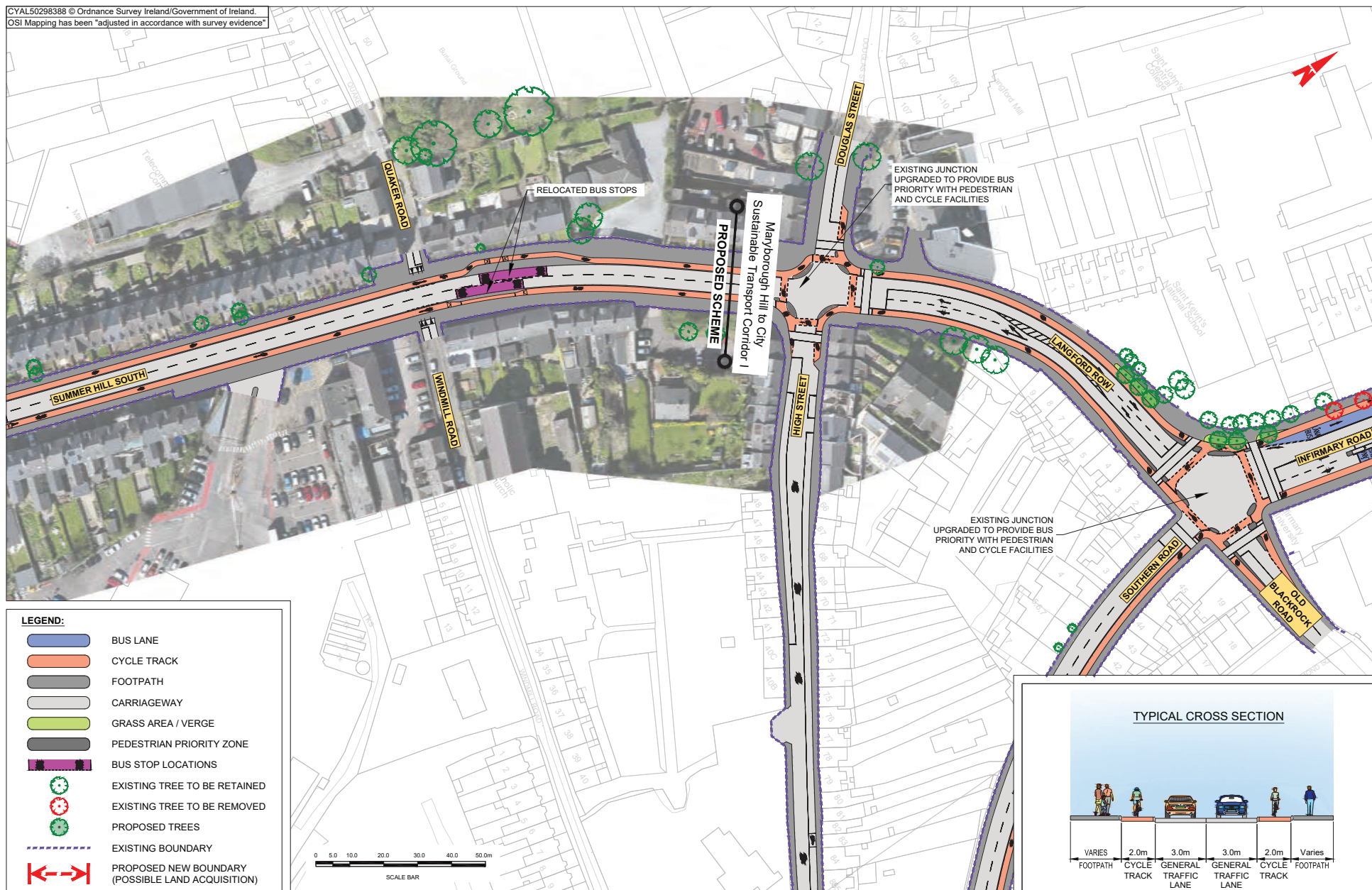


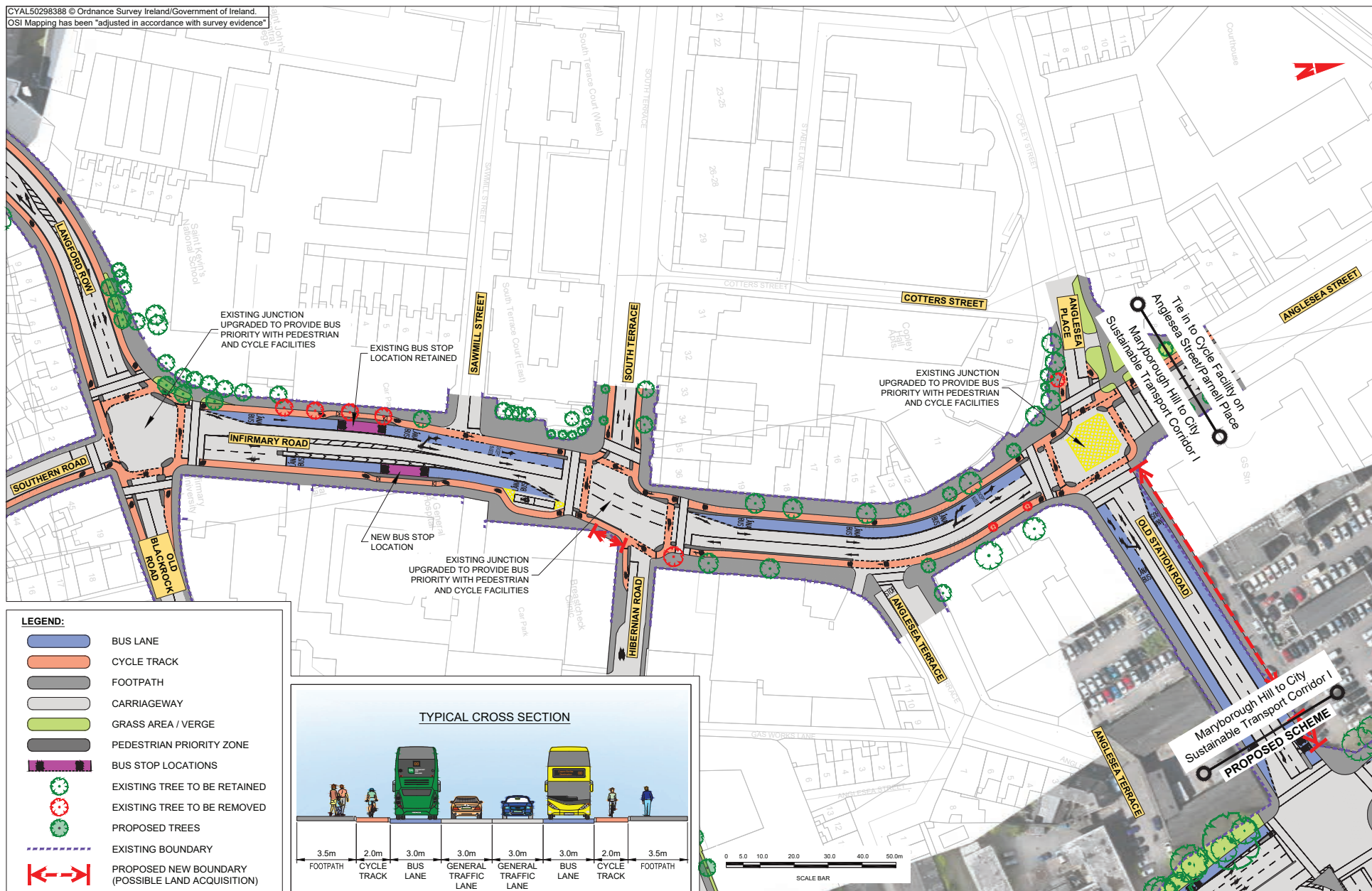


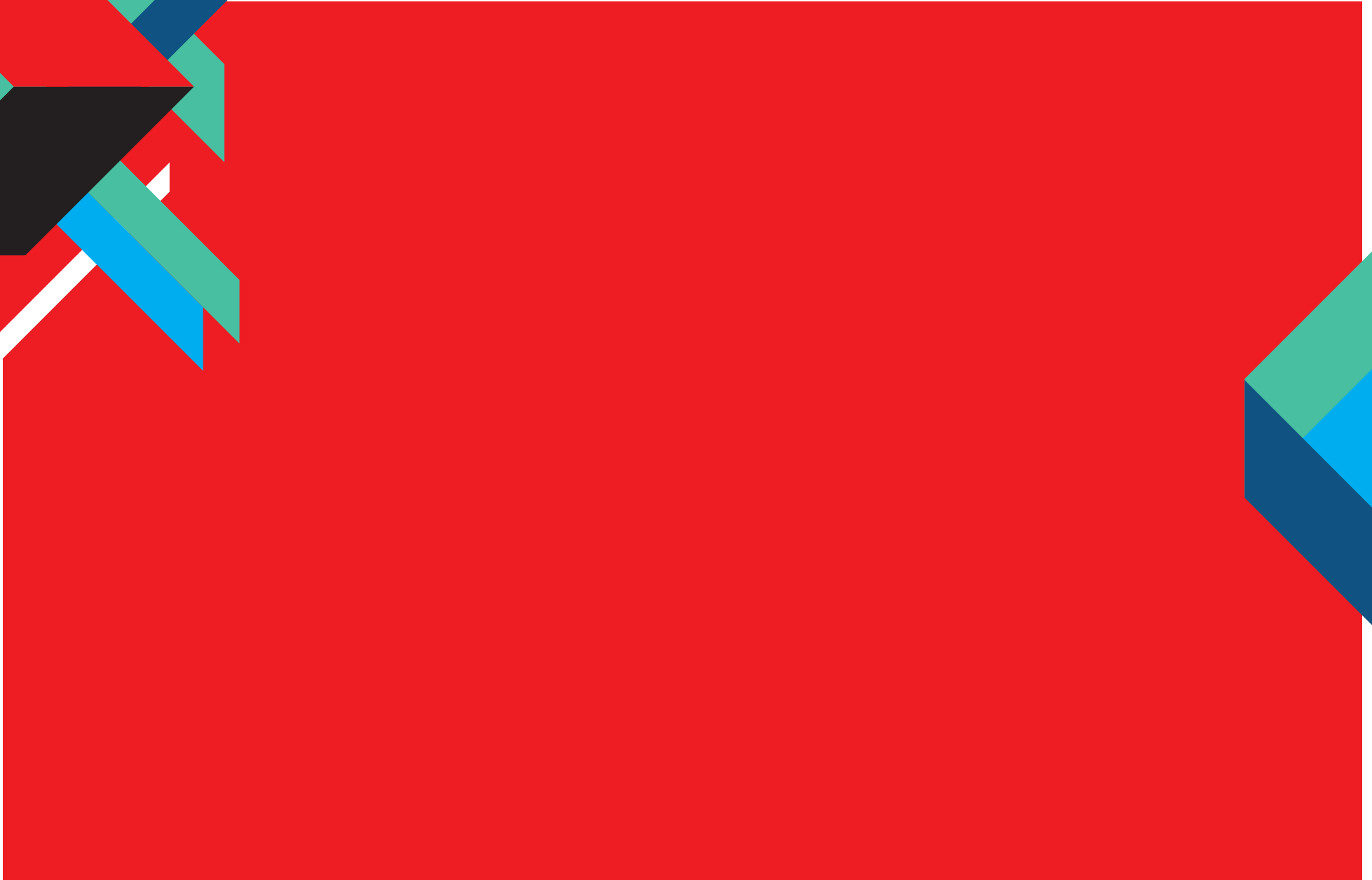














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