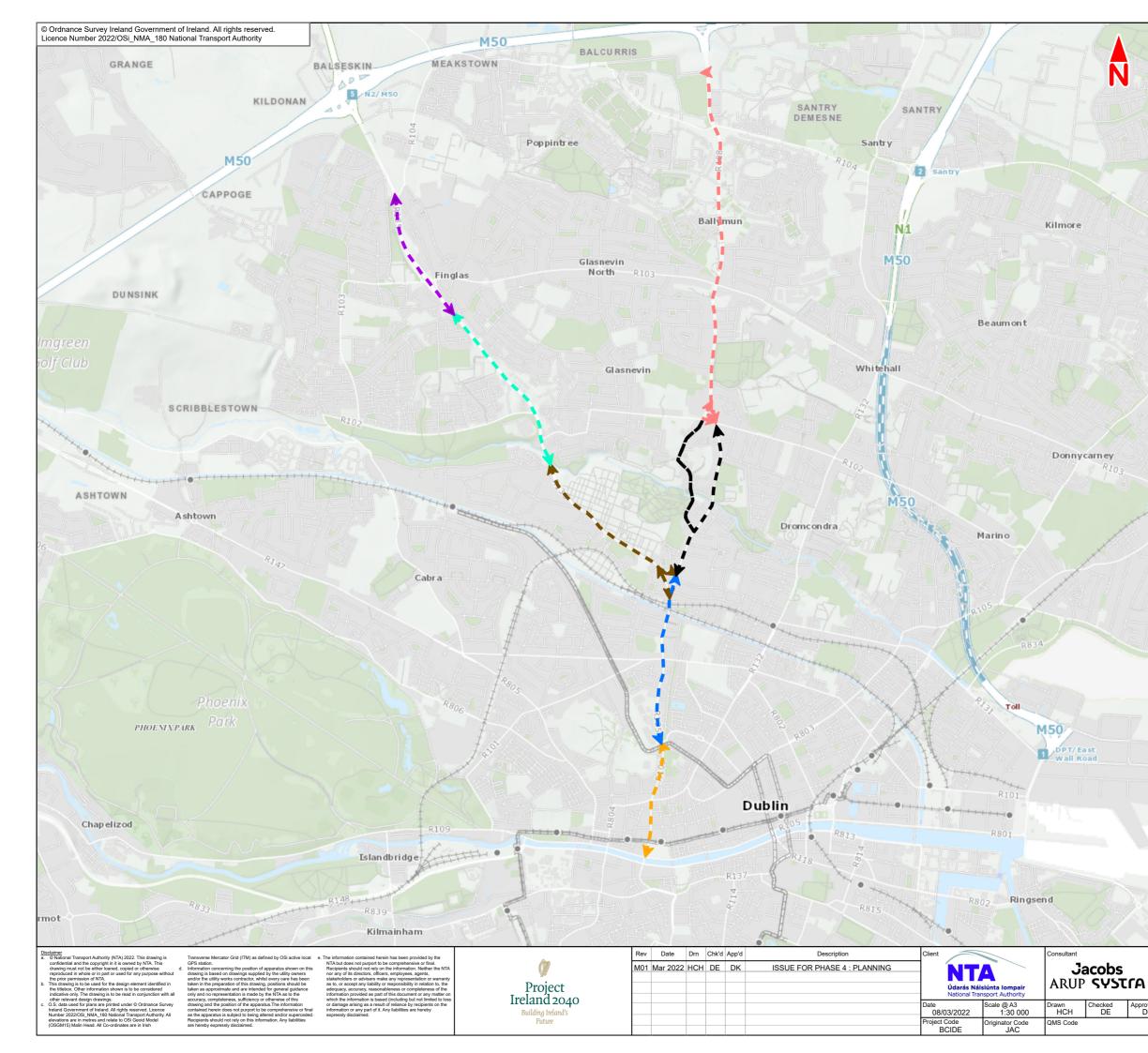
Appendix A6.1 Sub Appendix **Appendix 3 –** Maps



6.1 Proposed Scheme Extents









Legend :

Ballymun CBC Section 1

Ballymun Road from St Margaret's Road to Griffith Avenue

Ballymun CBC Section 2

St. Mobhi Road, Botanic Road & Diversionary Route from Griffith Avenue to Hart's Corner

Ballymun CBC Section 3

Phibsborough Road from Hart's Corner to Western Way

Ballymun CBC Section 4

Constitution Hill & Church Street from Western Way to Arran Quay

Finglas CBC Section 1

Road Finglas Road from St Margaret's Road to Wellmount

Finglas CBC Section 2

Finglas Road from Wellmount Road to Ballyboggan Road

Finglas CBC Section 3

Finglas Road from Ballyboggan Road to Hart's Corner

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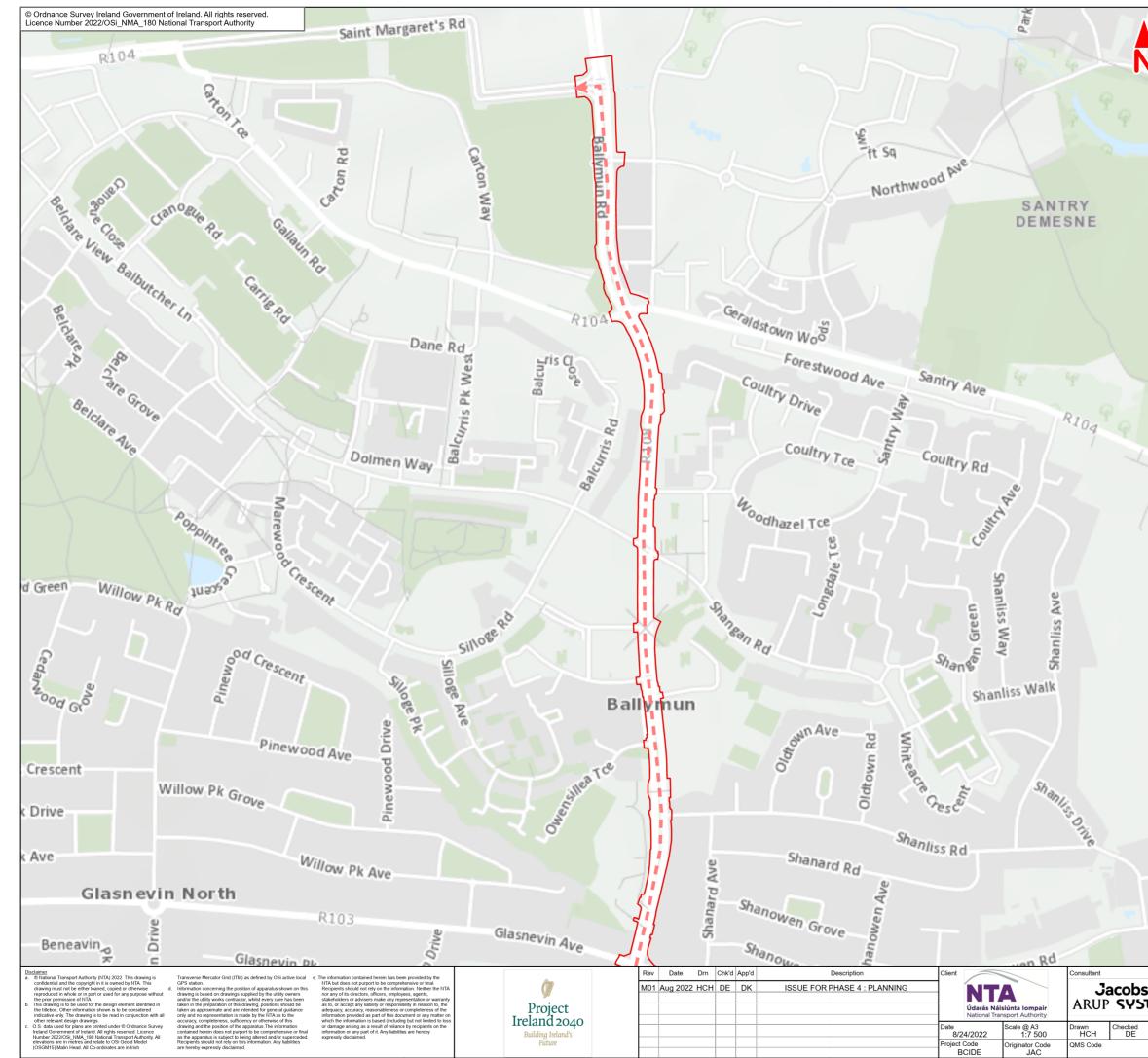
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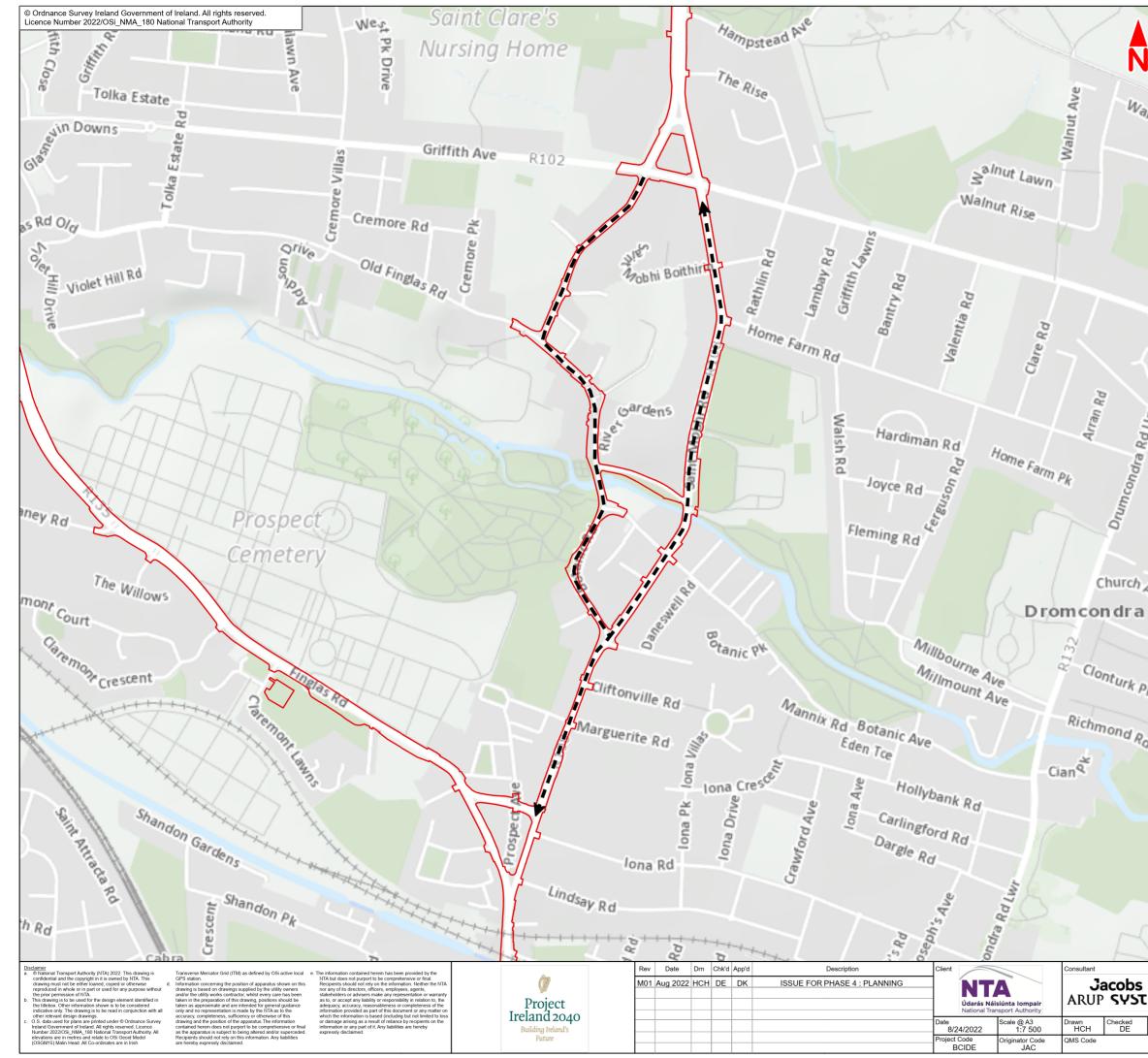
6.2 Corridor Sections



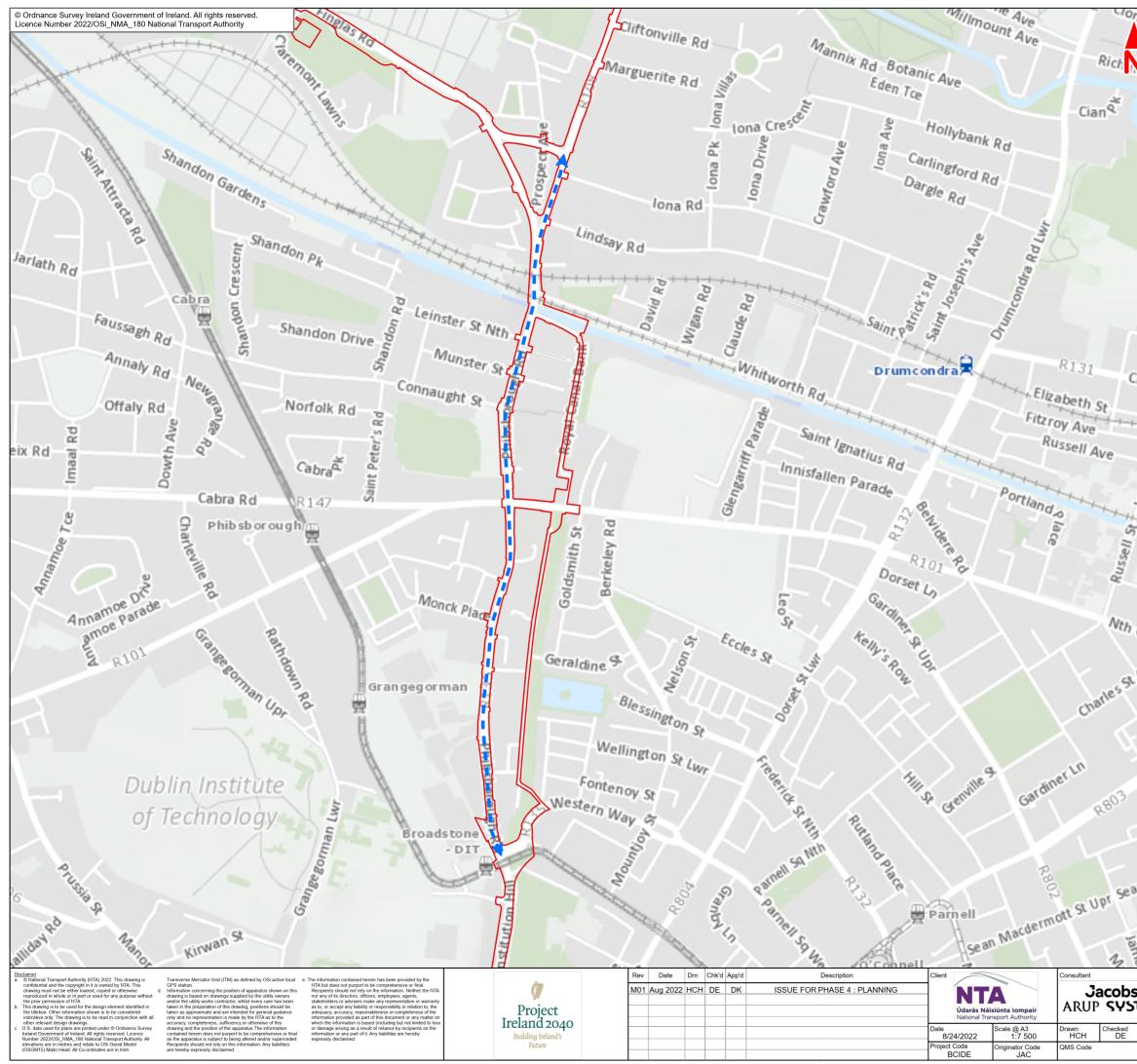




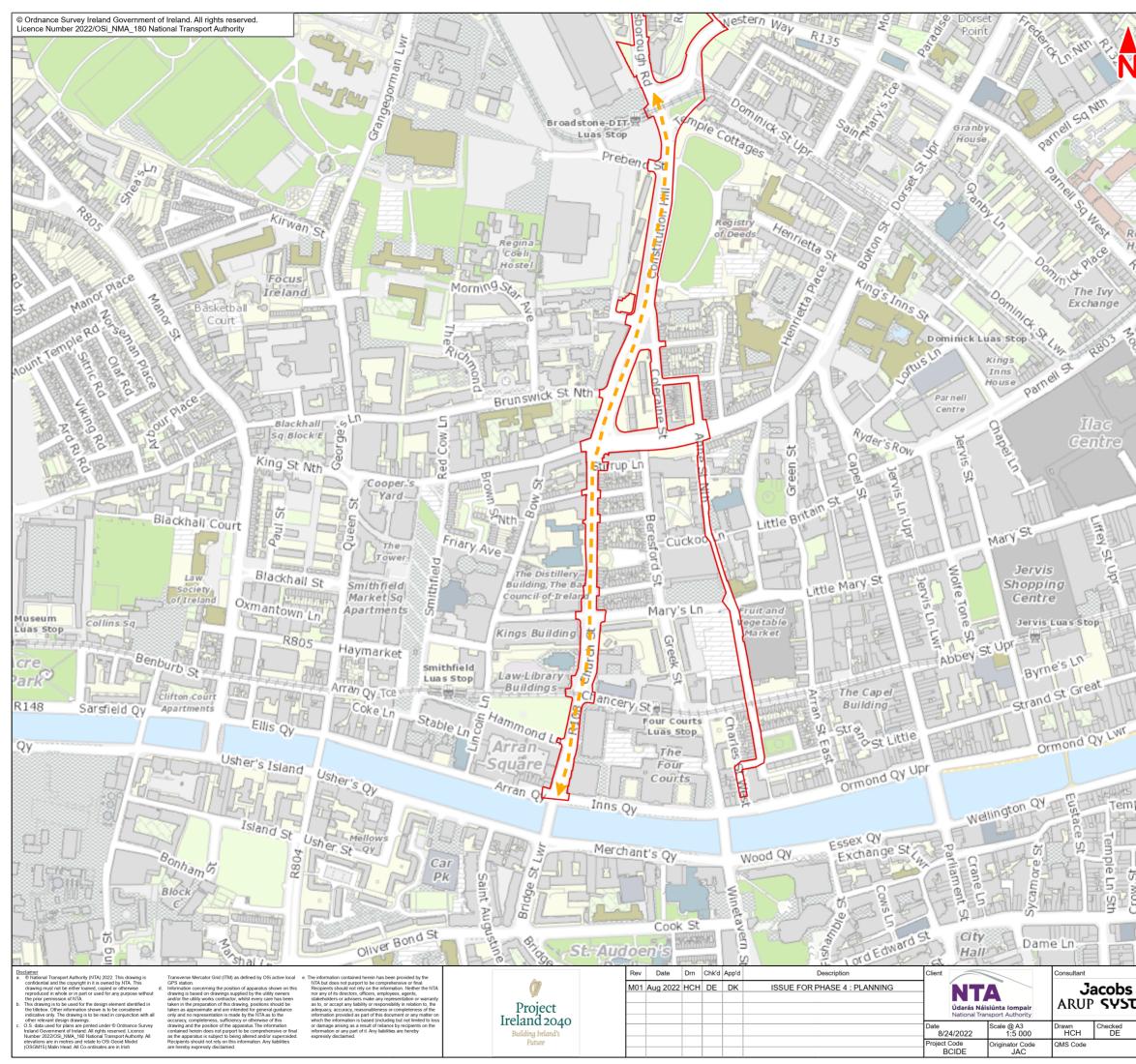
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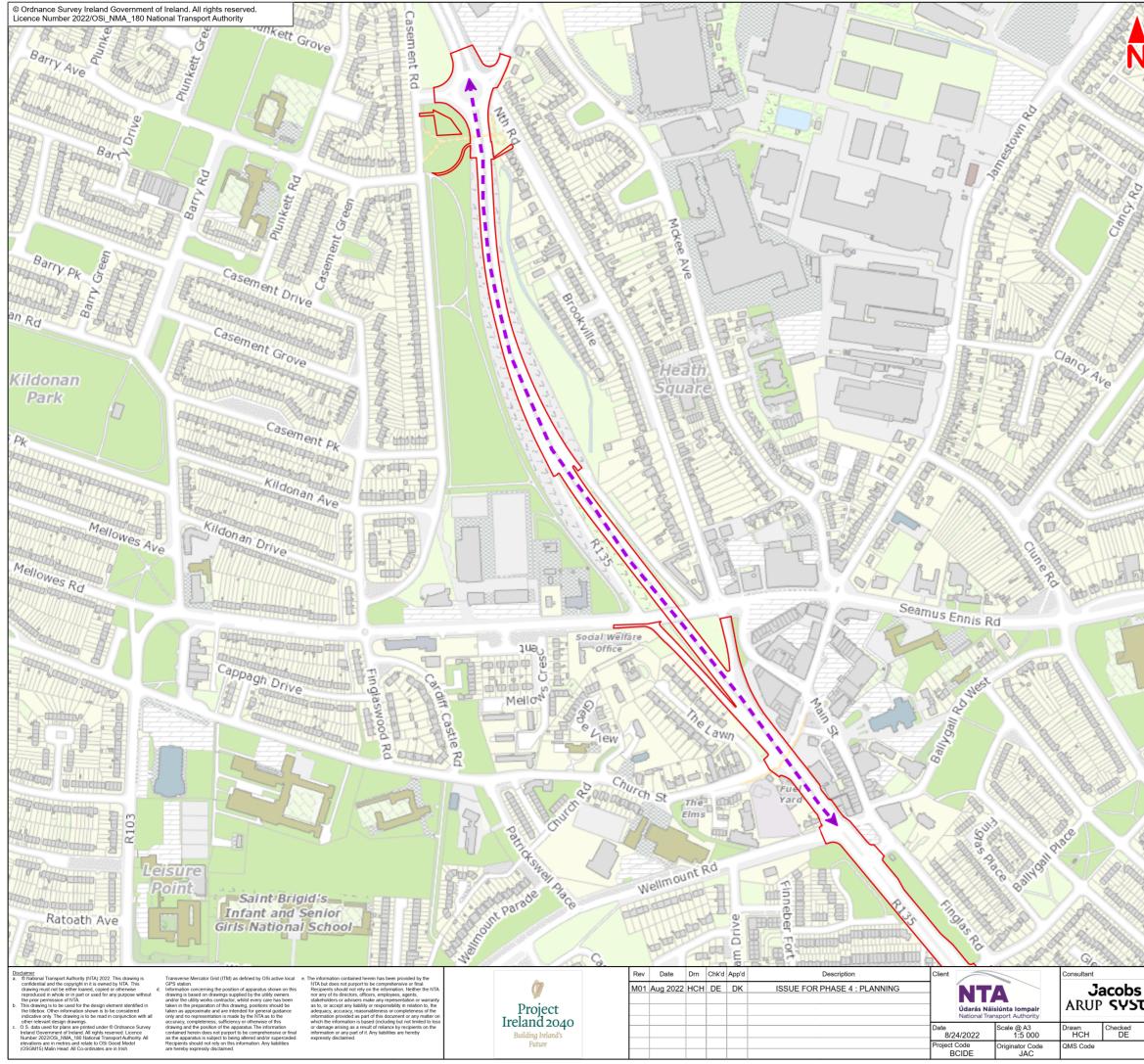
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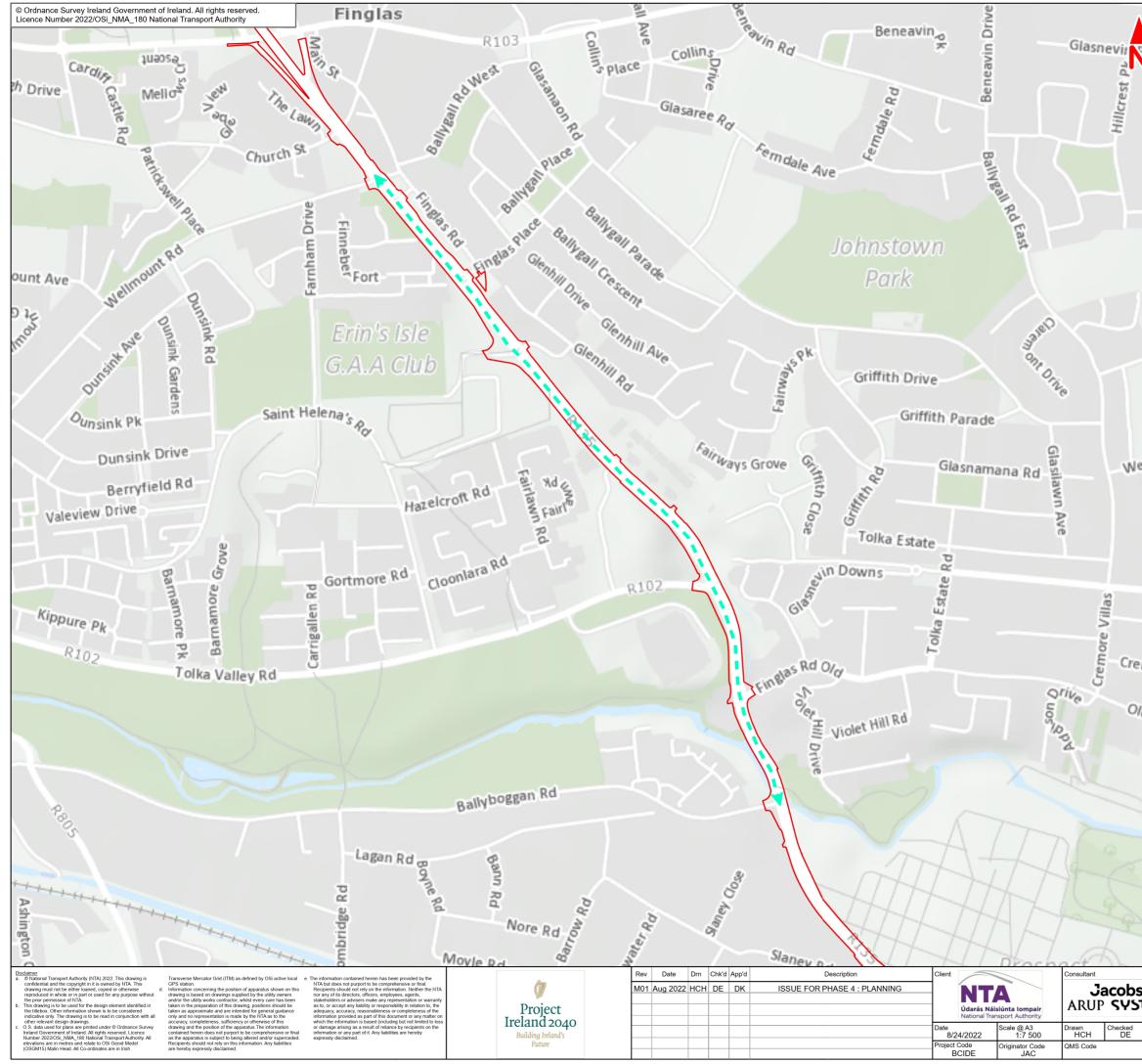


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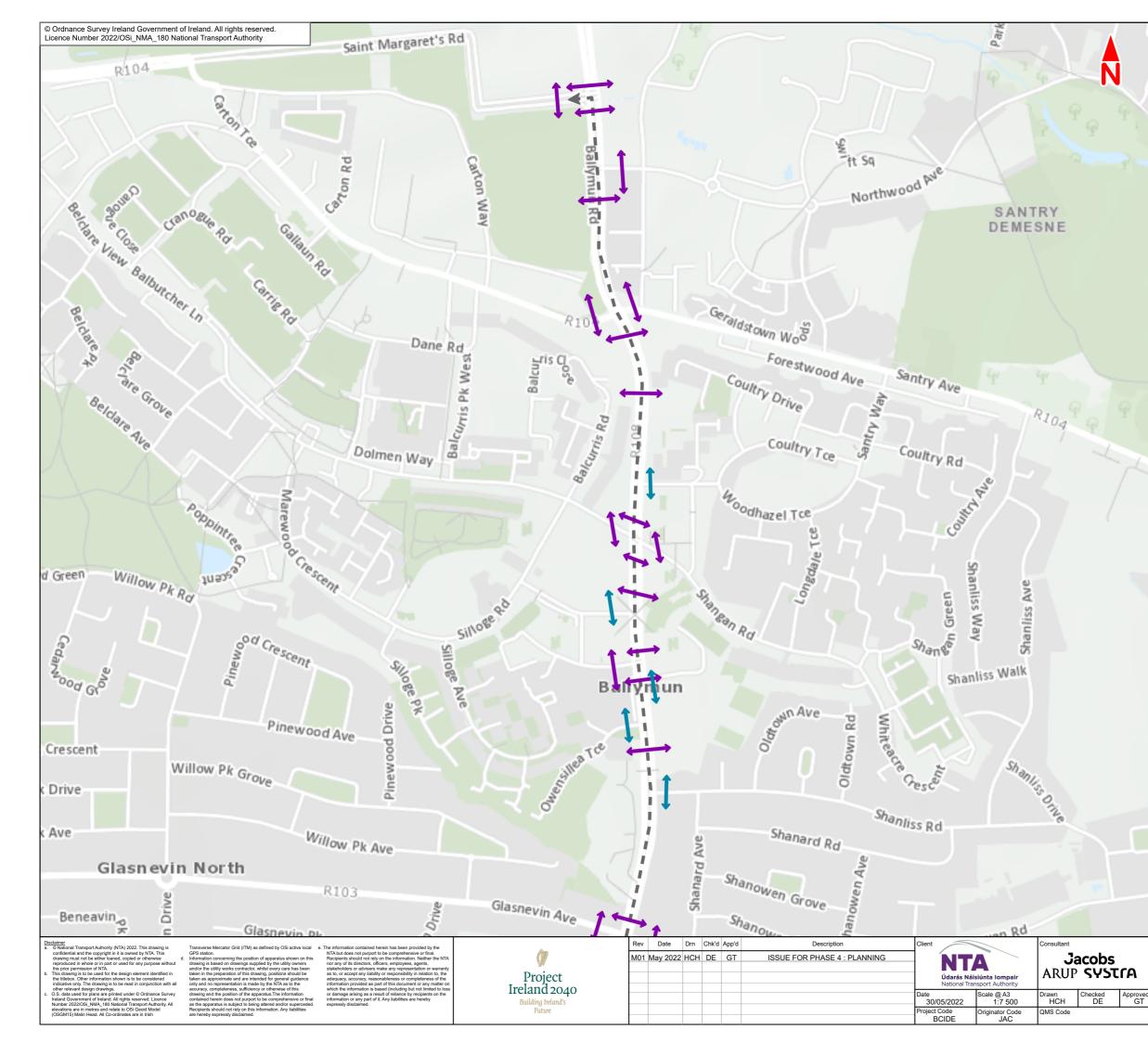


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6.3 Baseline Pedestrian Facilities





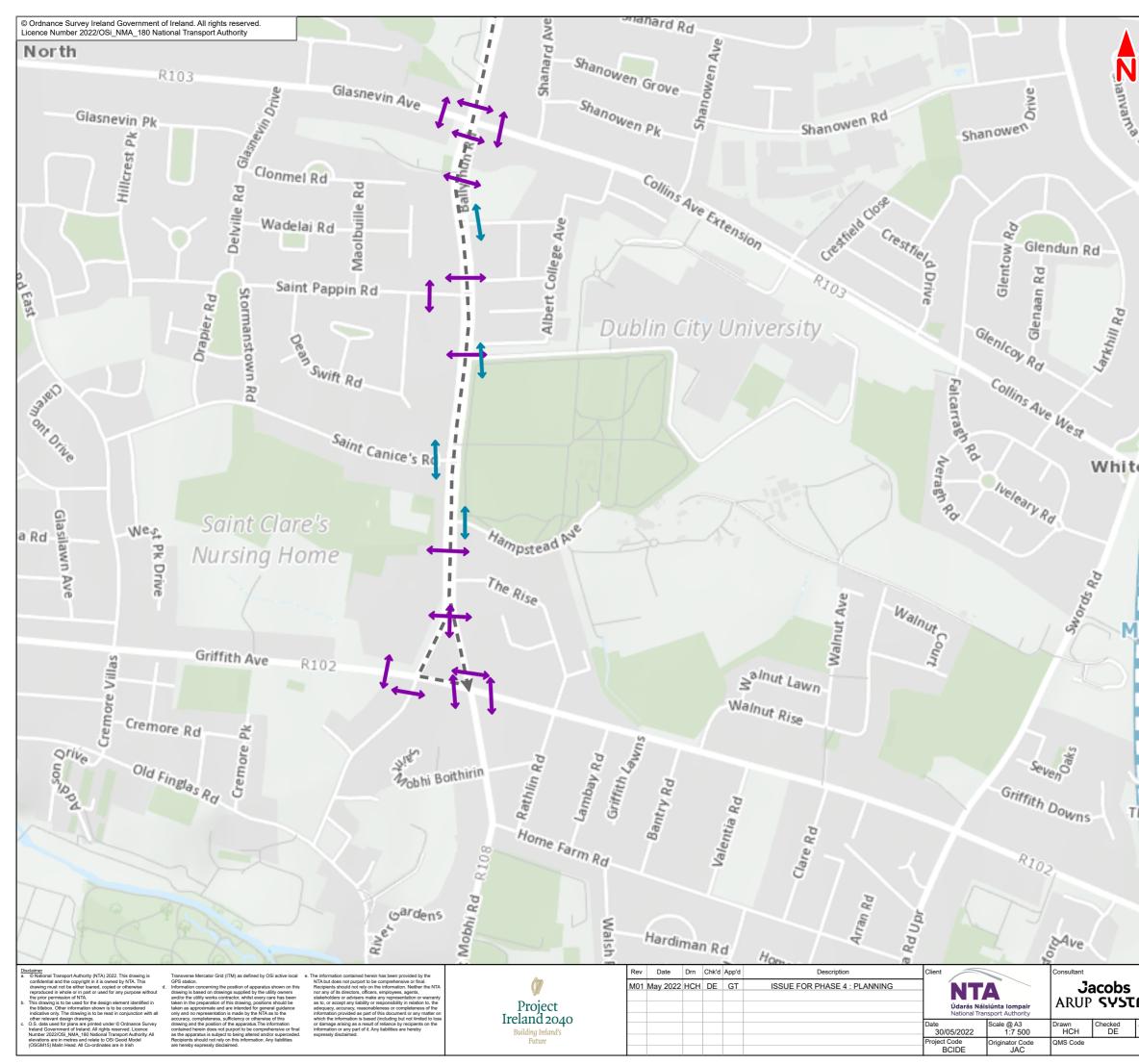


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Note 2: Drawing not to scale, facilities shown in this map are shown indicatively for context

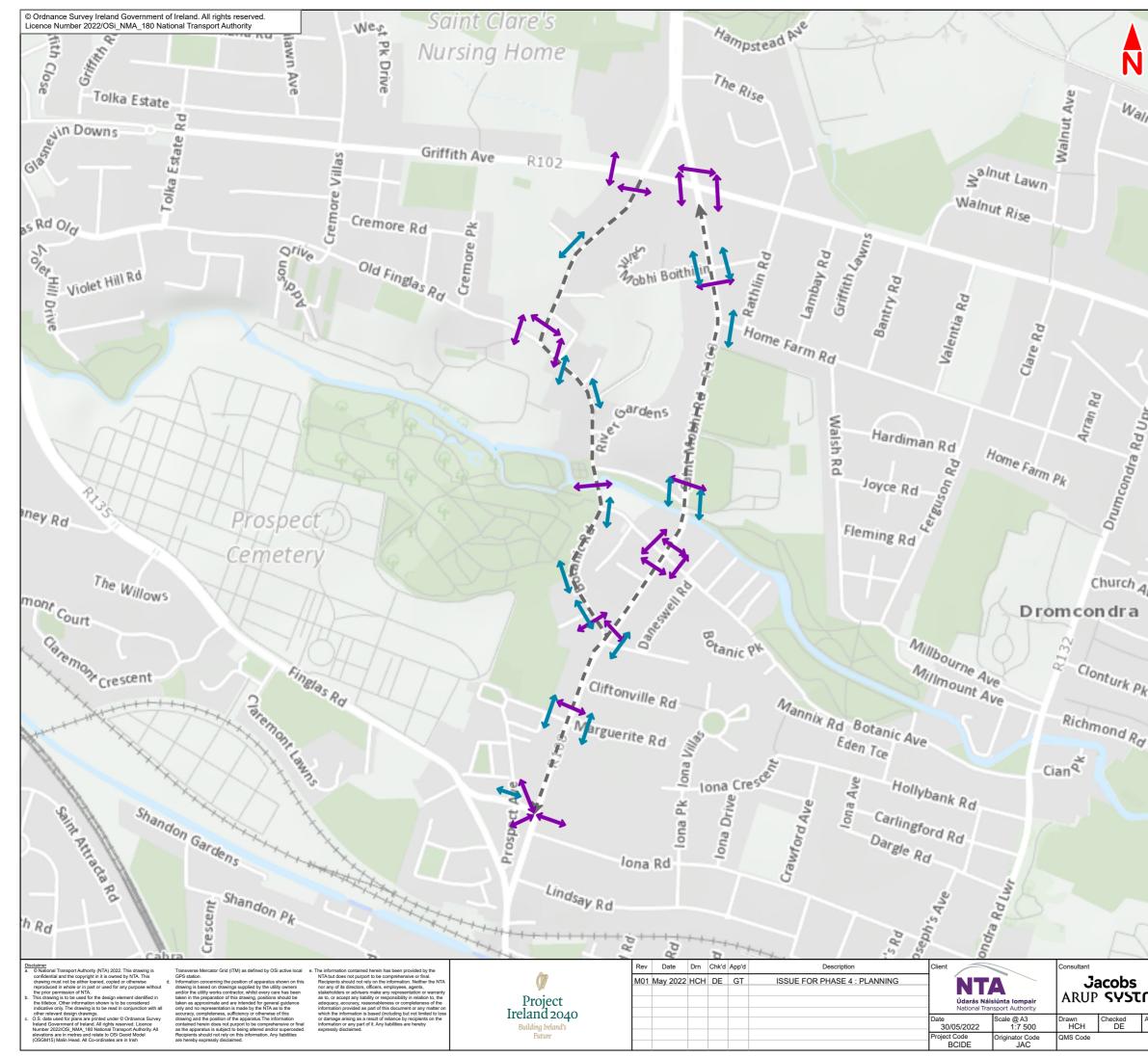
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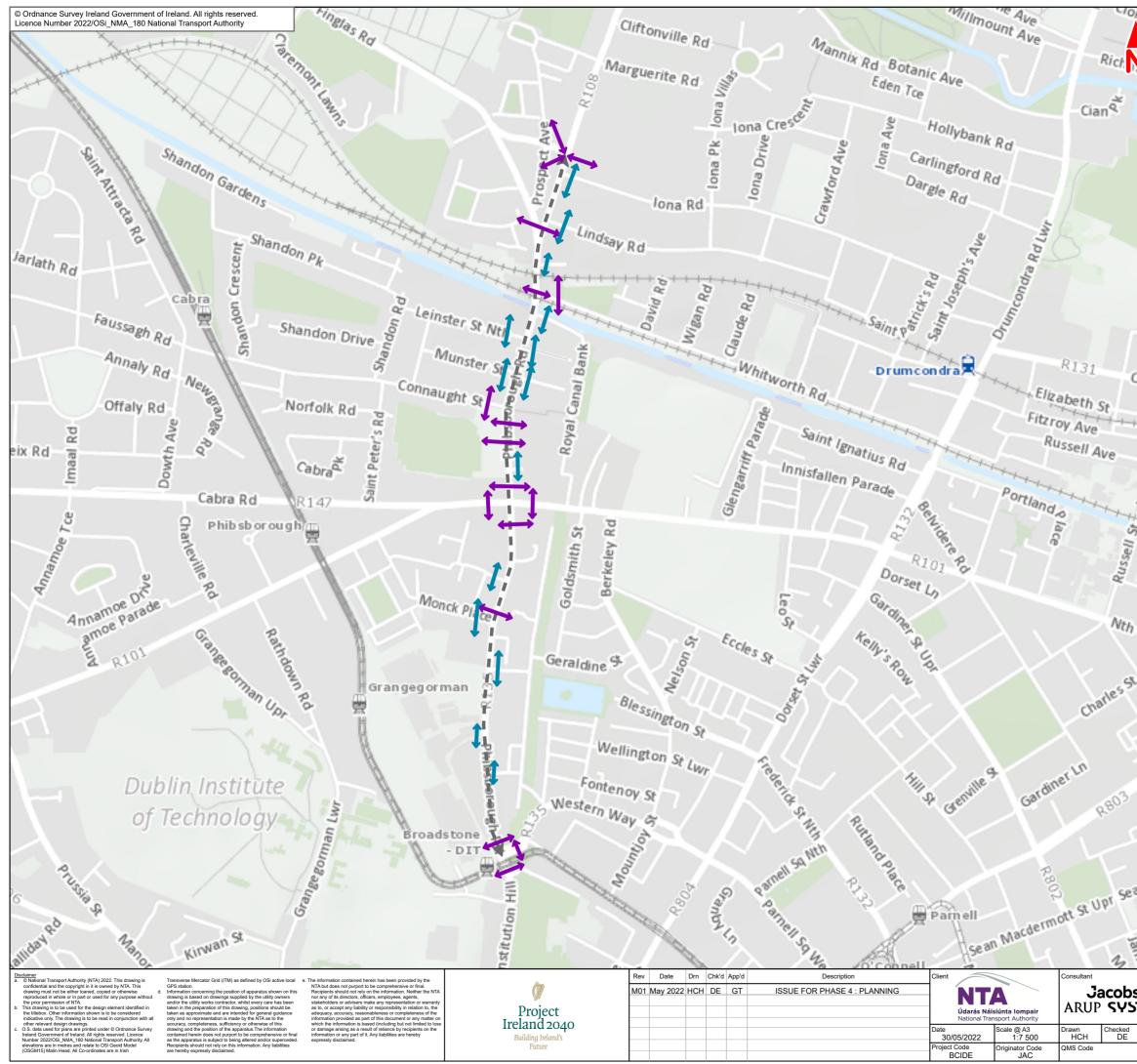
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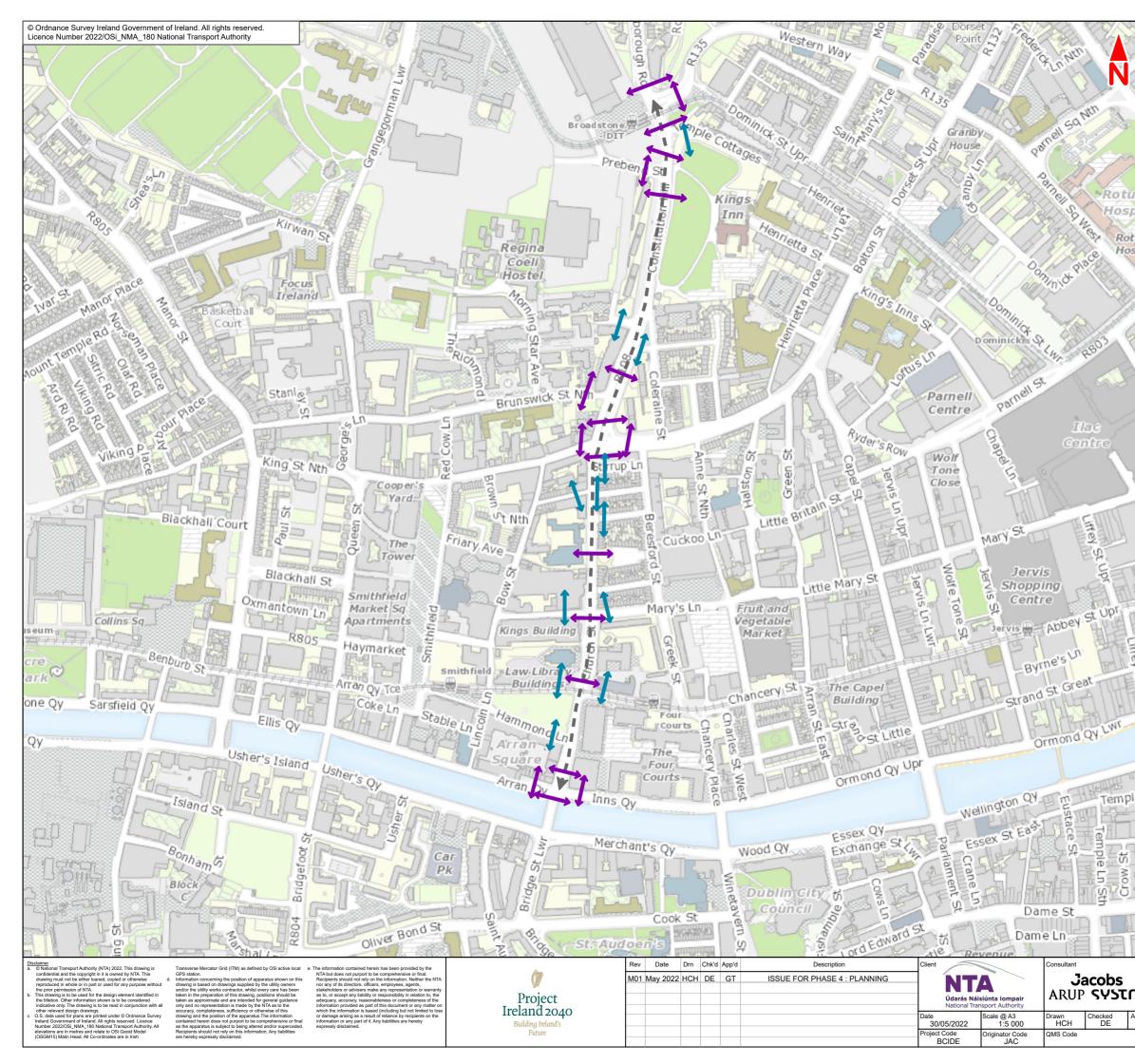


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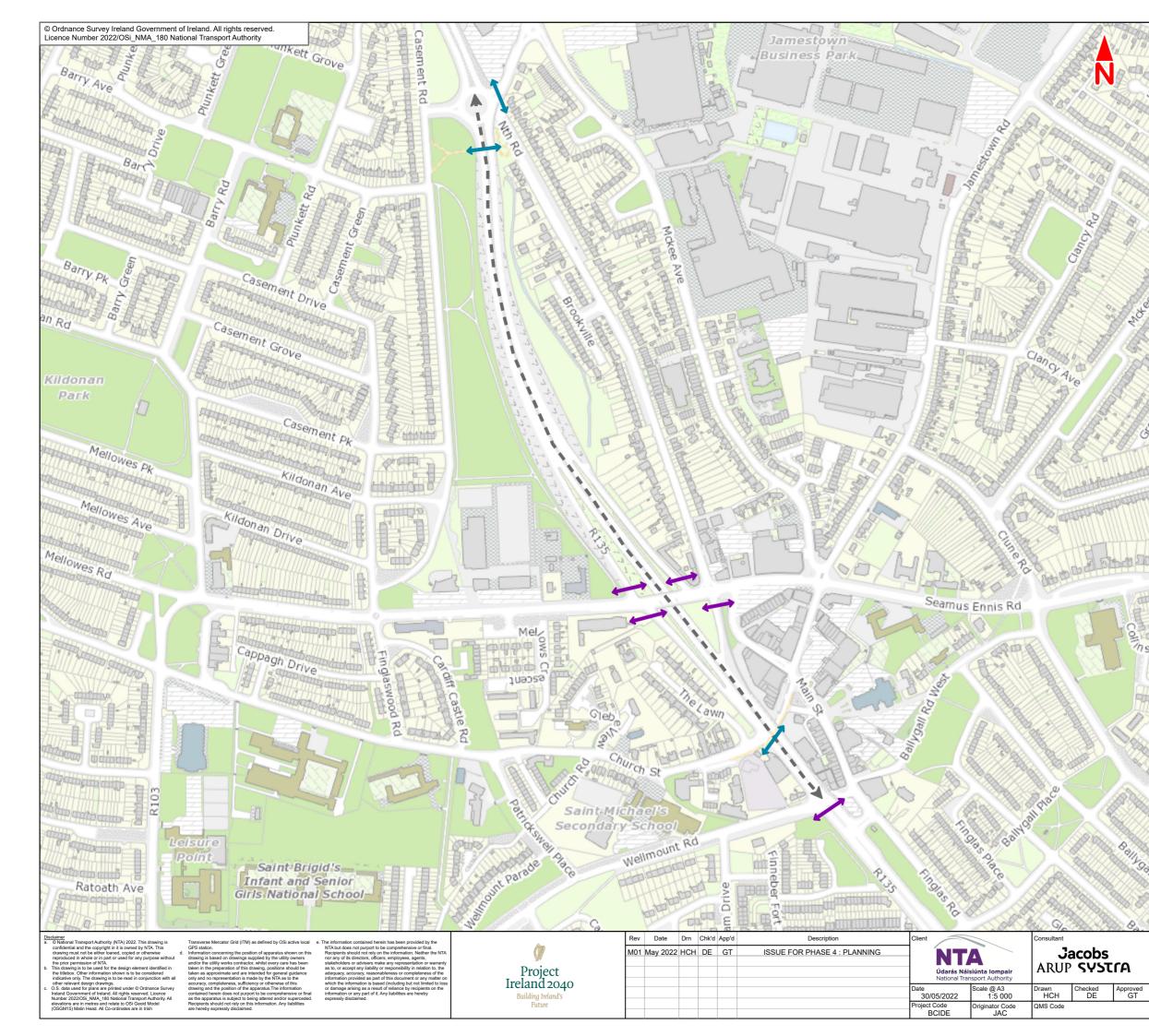


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Legend :

Finglas CBC Section 1

Finglas Road from St Margaret's Road to Wellmount Road

Indicative Existing Pedestrian Crossings

Signalised Crossing

←→ Uncontrolled Crossing

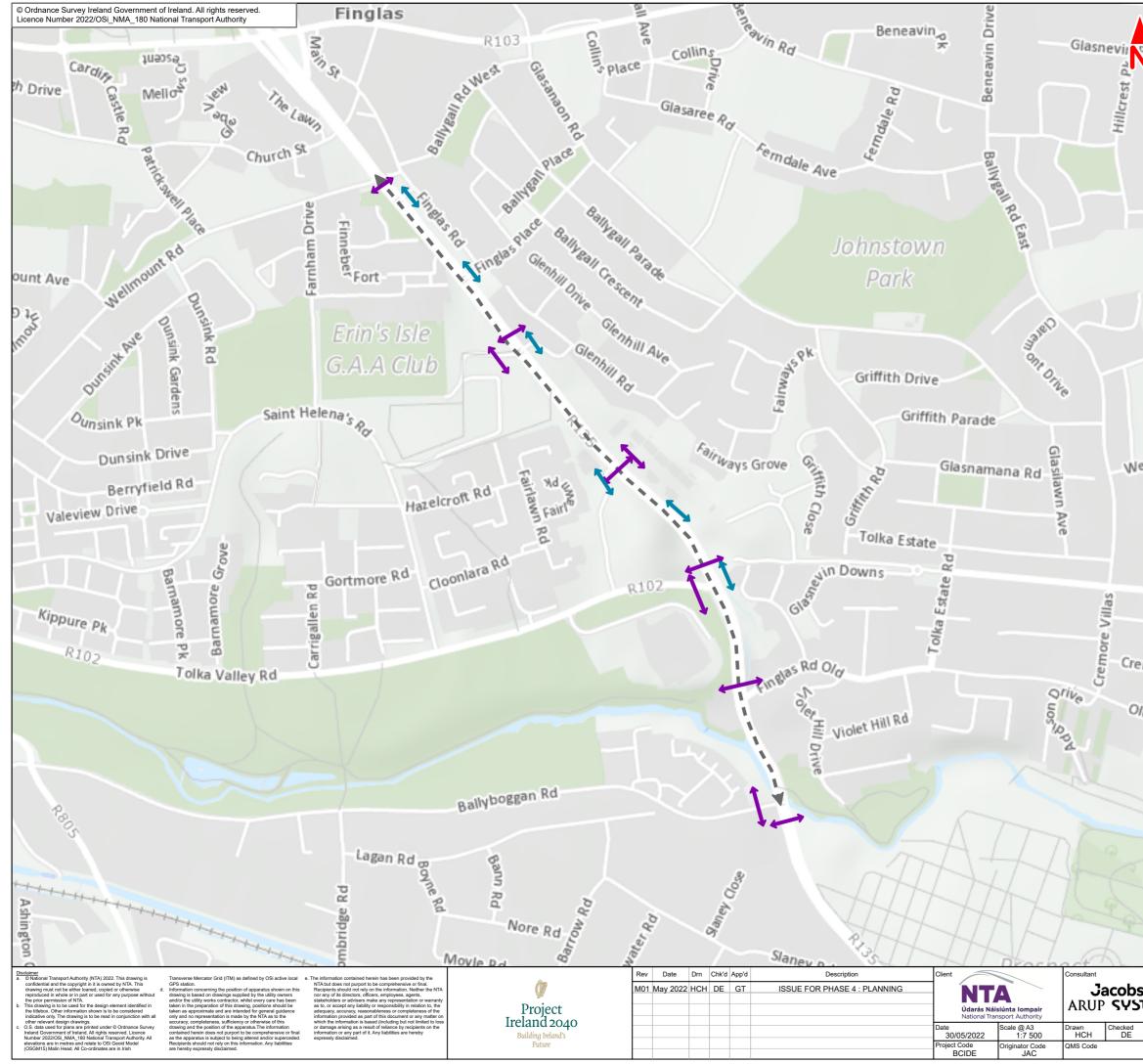
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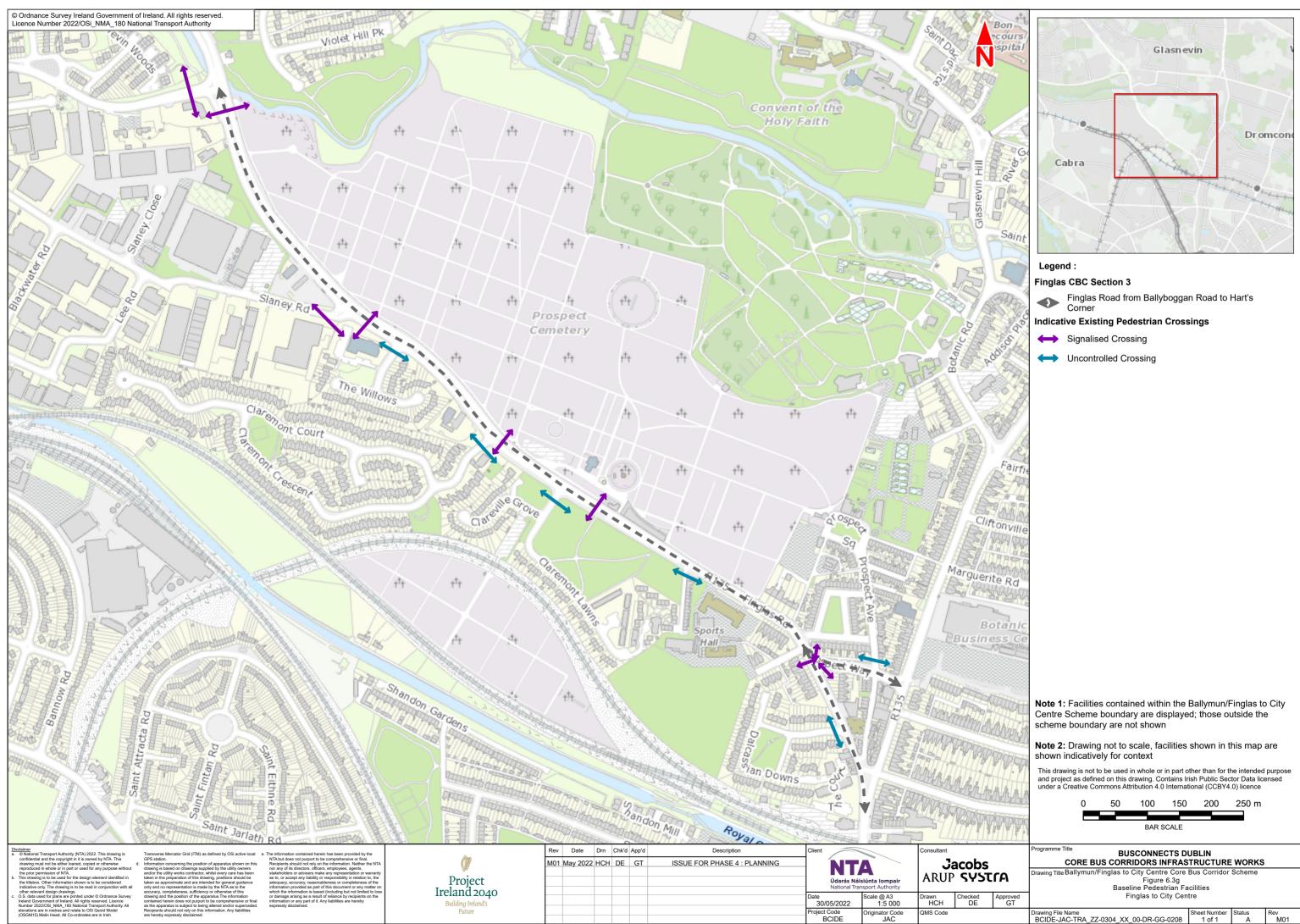
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Approved GT	Finglas to City Centre

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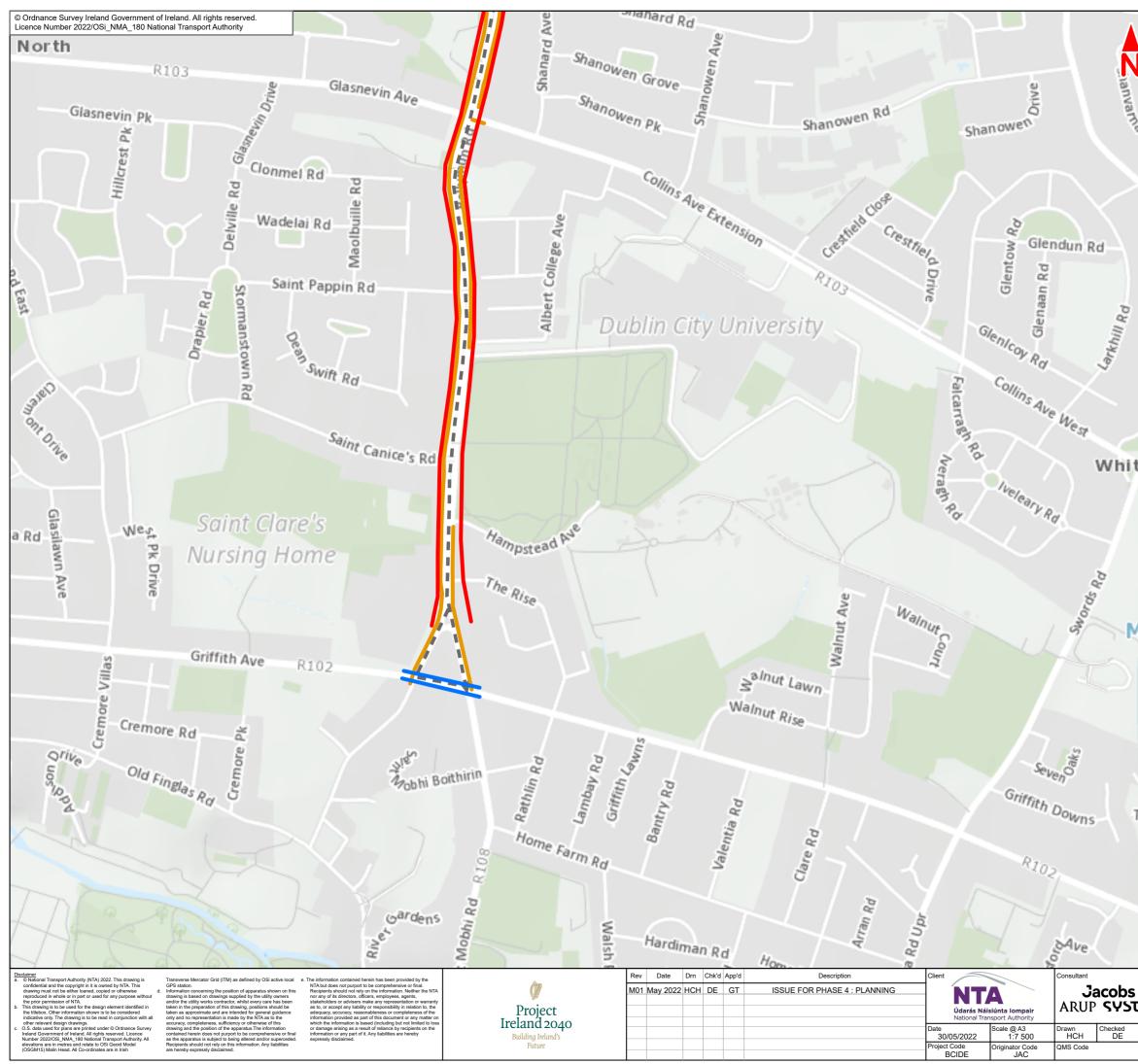
6.4 Baseline Cycle Facilities



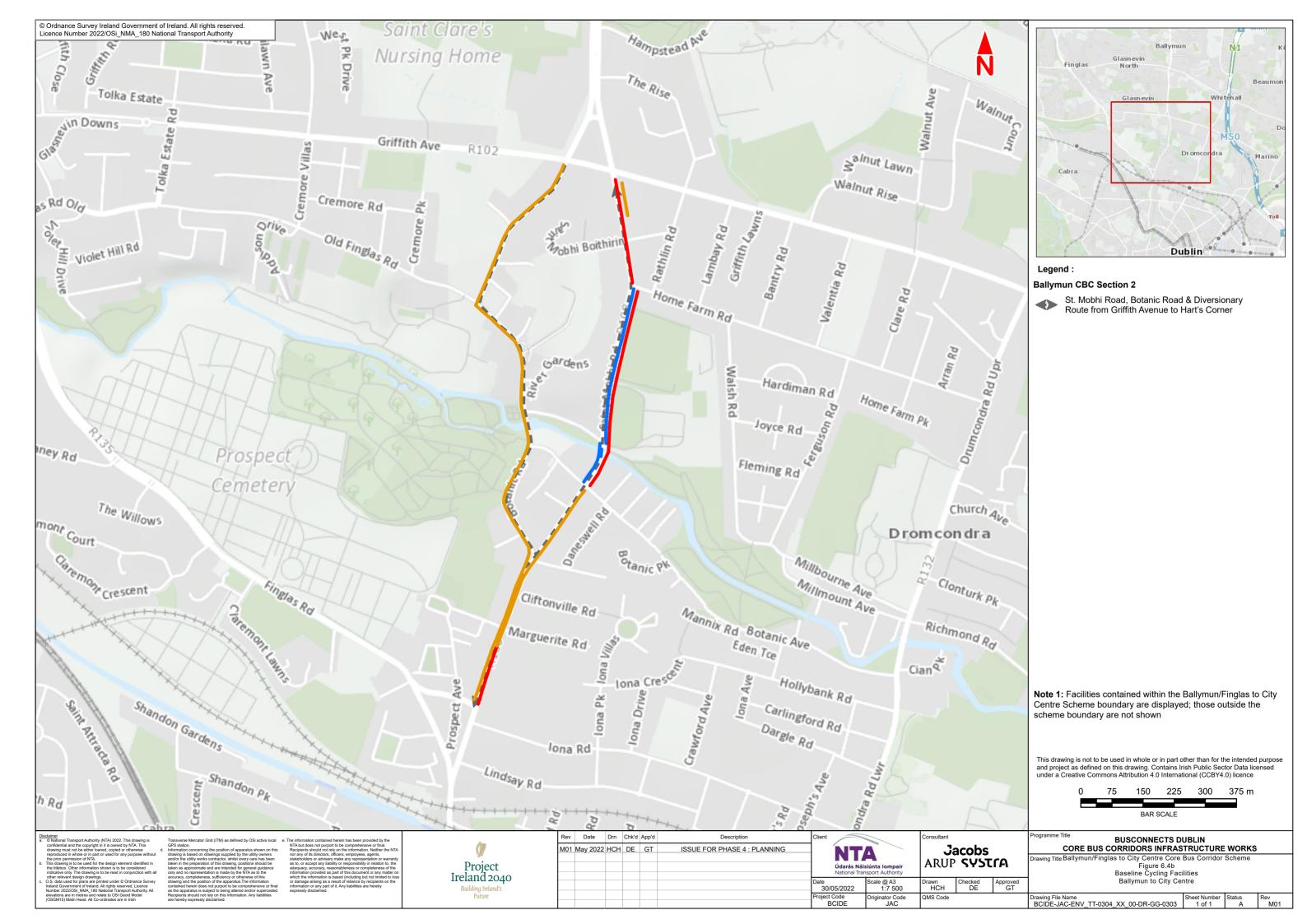


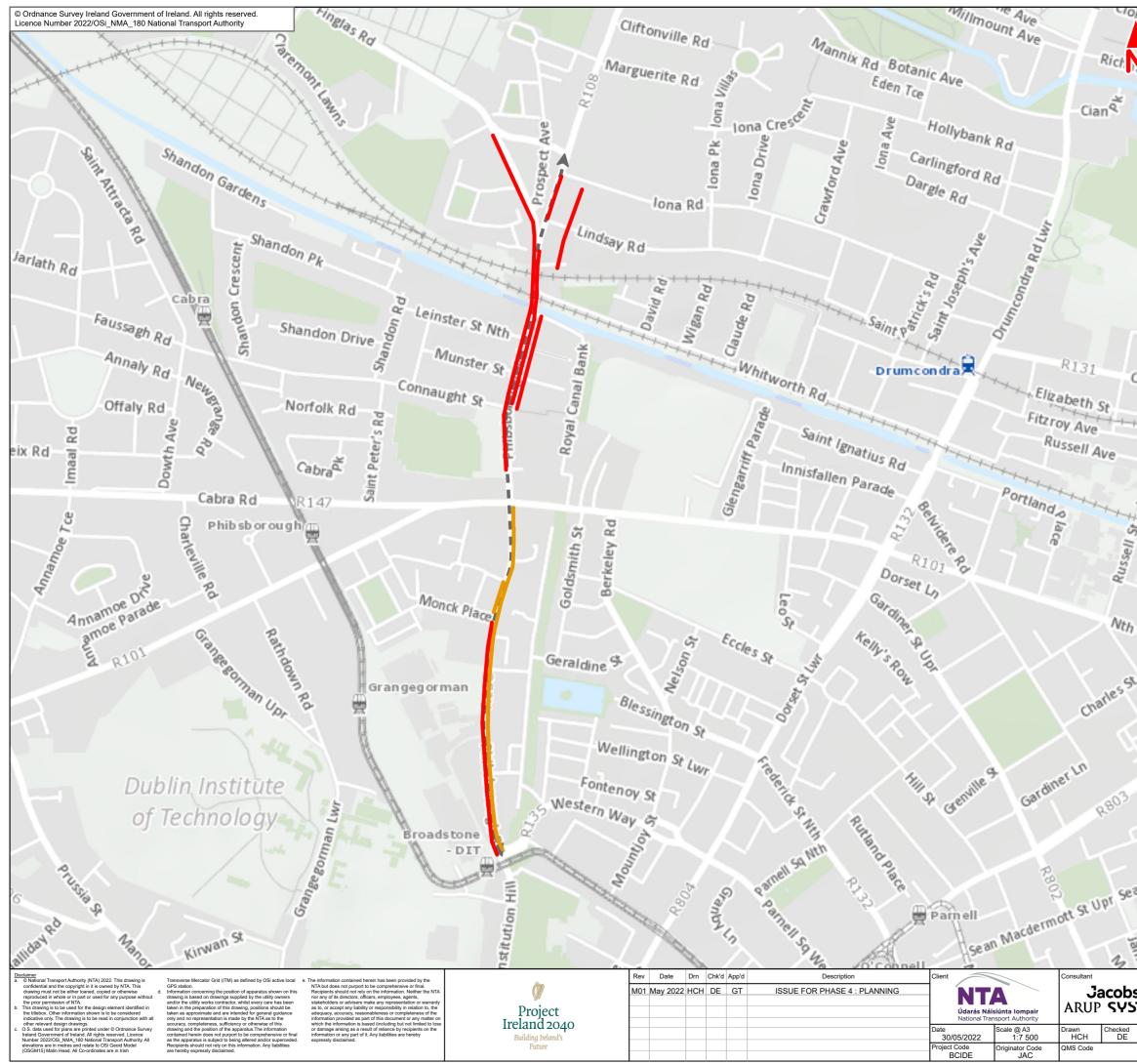


	Finglas Poppin ree 1 Ballymun
	Ballymun CBC Section 1
	Ballymun Road from St Margaret's Road to Griffith Avenue
	Cycle Facilities
	Combined Bus and Cycle Lane Cycle Track
	Cycle Lane
	Cycle Greenway
A	Existing Cycle Parking
	Note 1: Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown
	This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence
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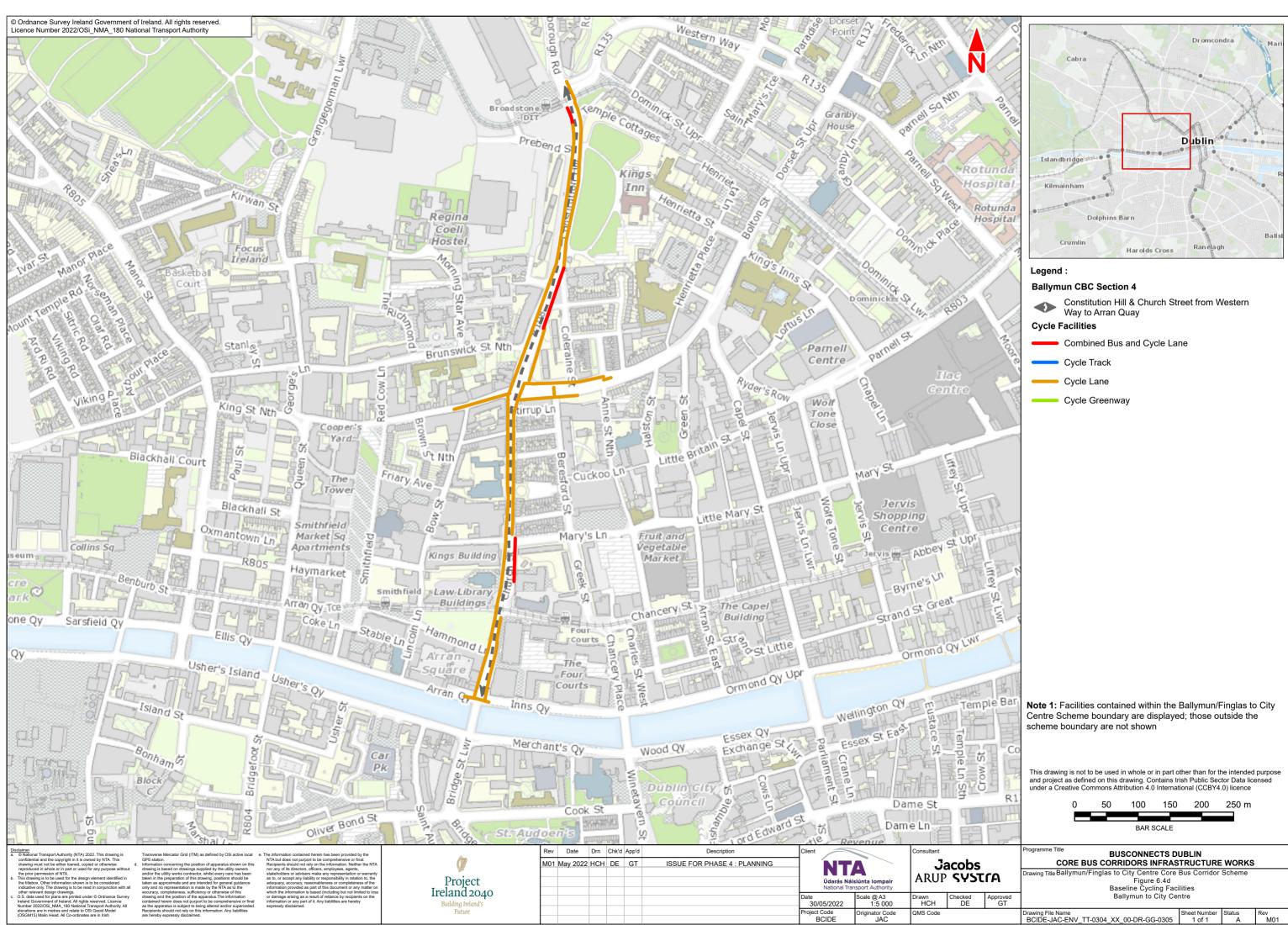


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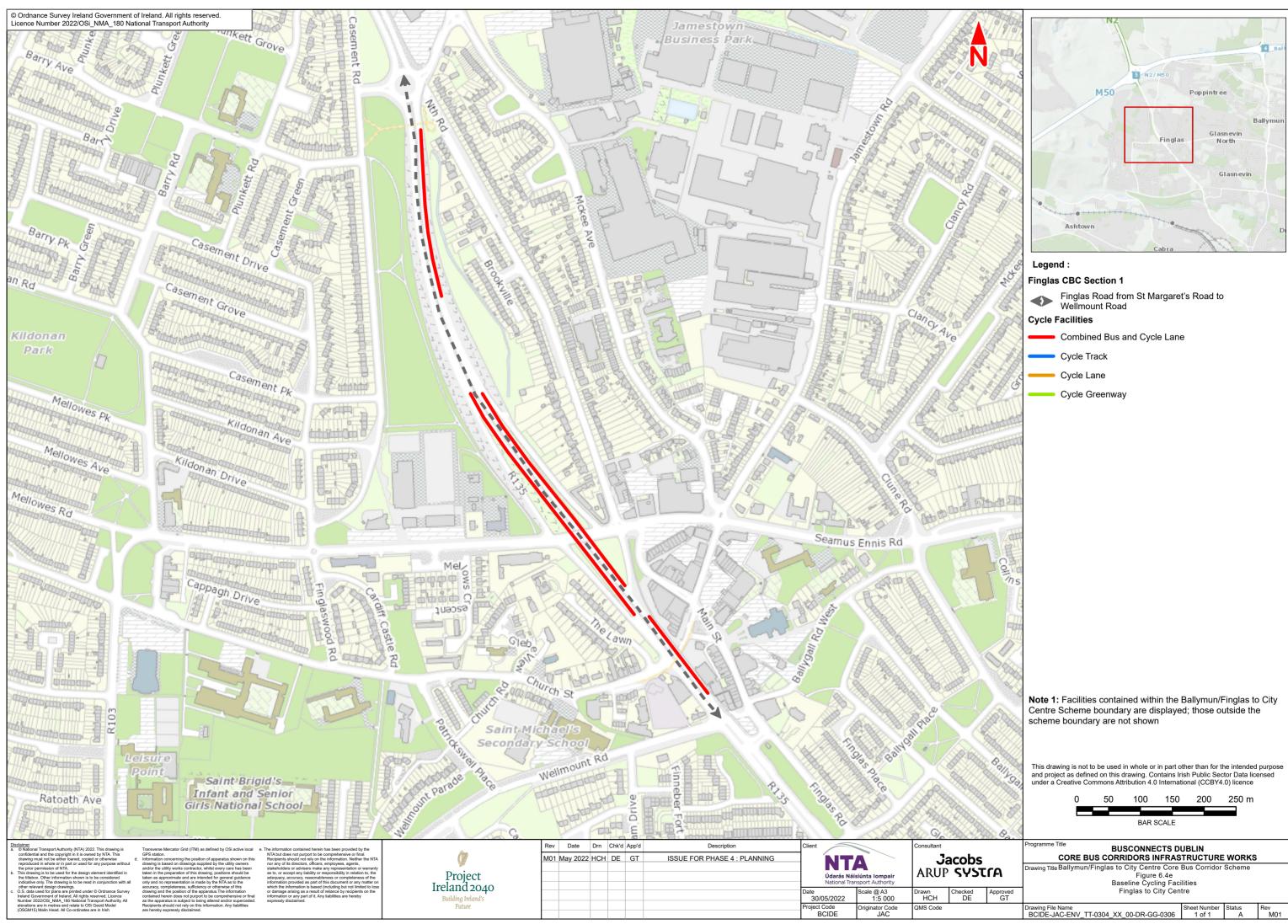




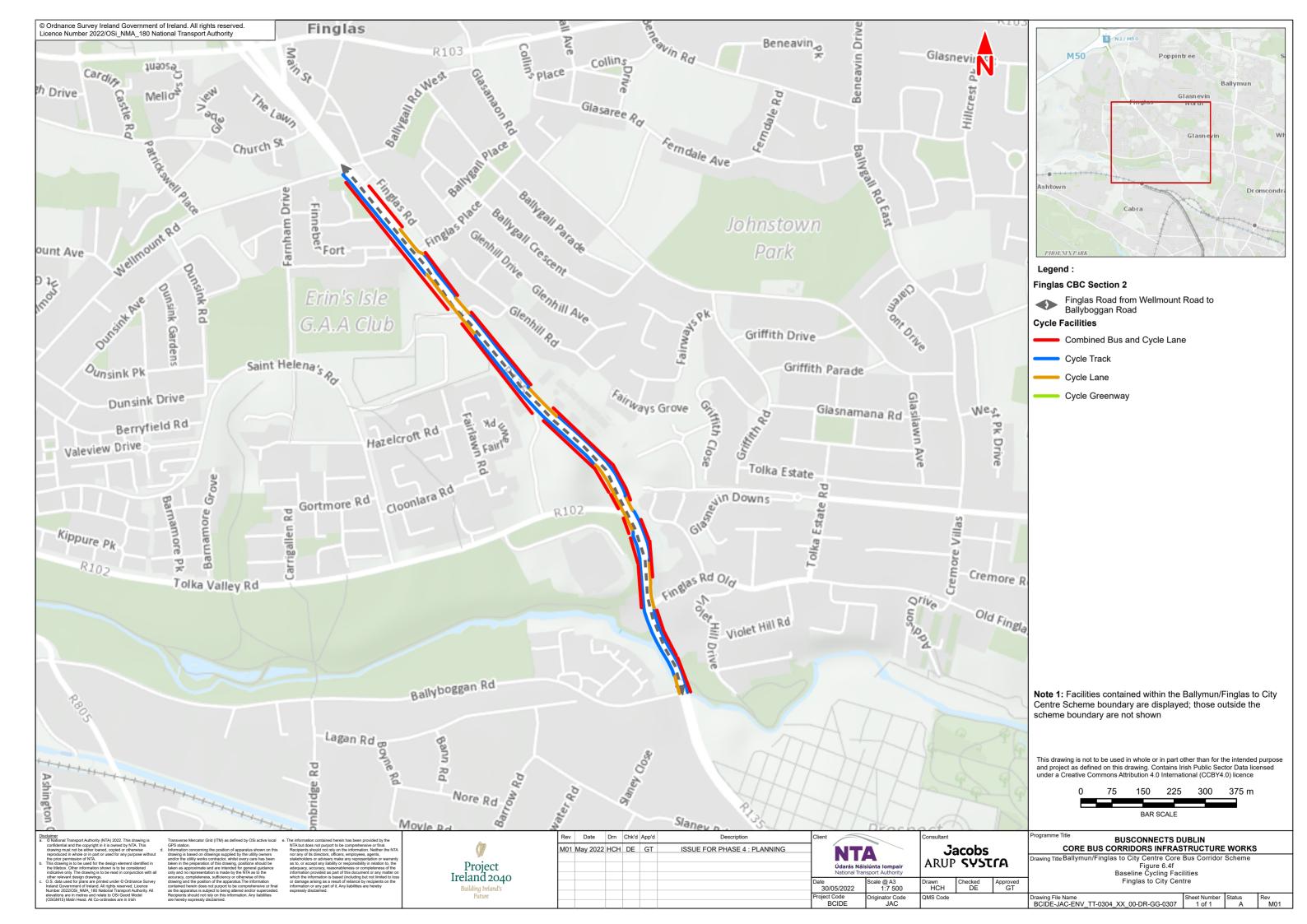
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	Islandbridge the Rings
5	Kilmainham
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L	Ballymun CBC Section 3
	Phibsborough Road from Hart's Corner to Western Way
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e e e	Cycle Track
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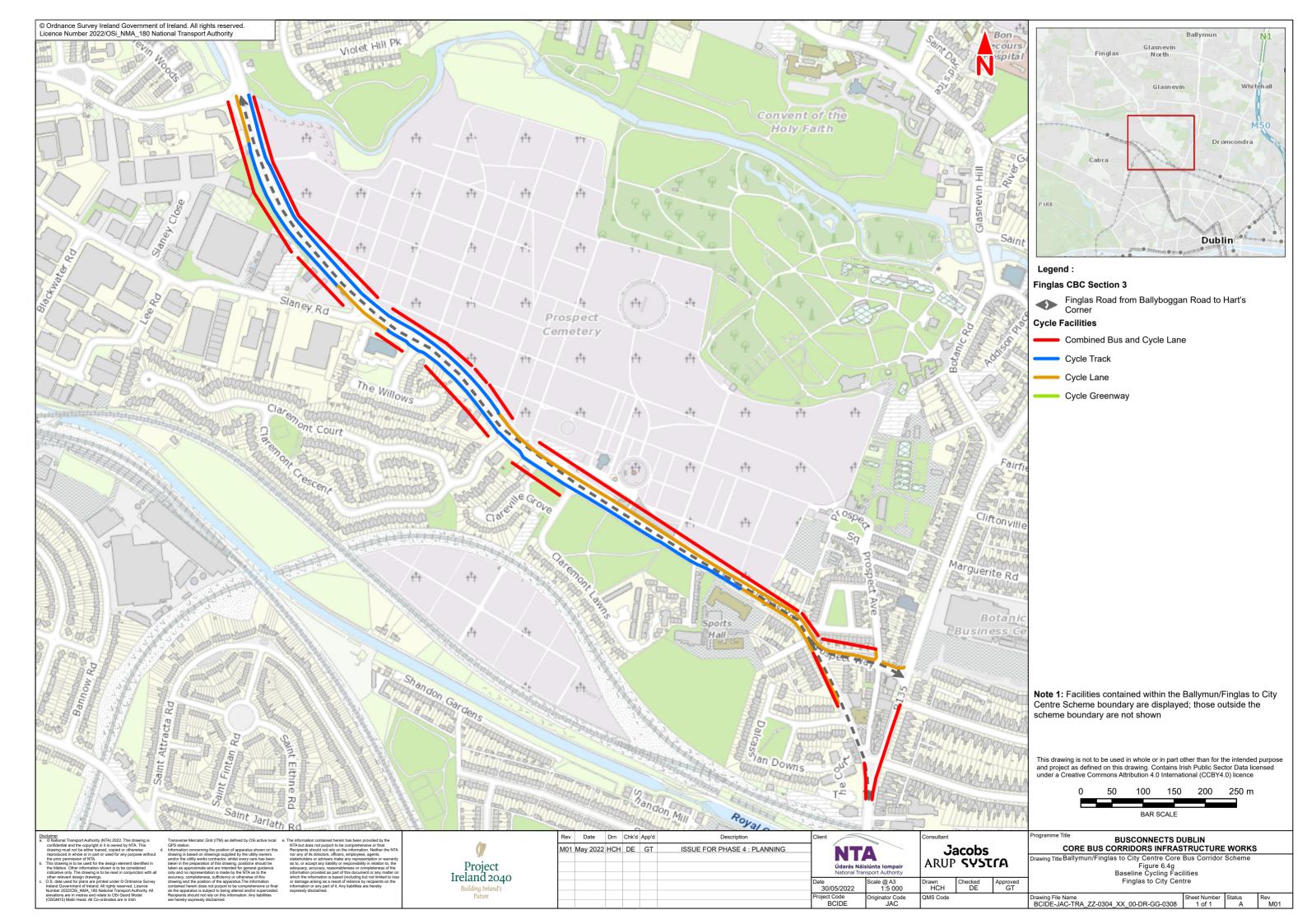


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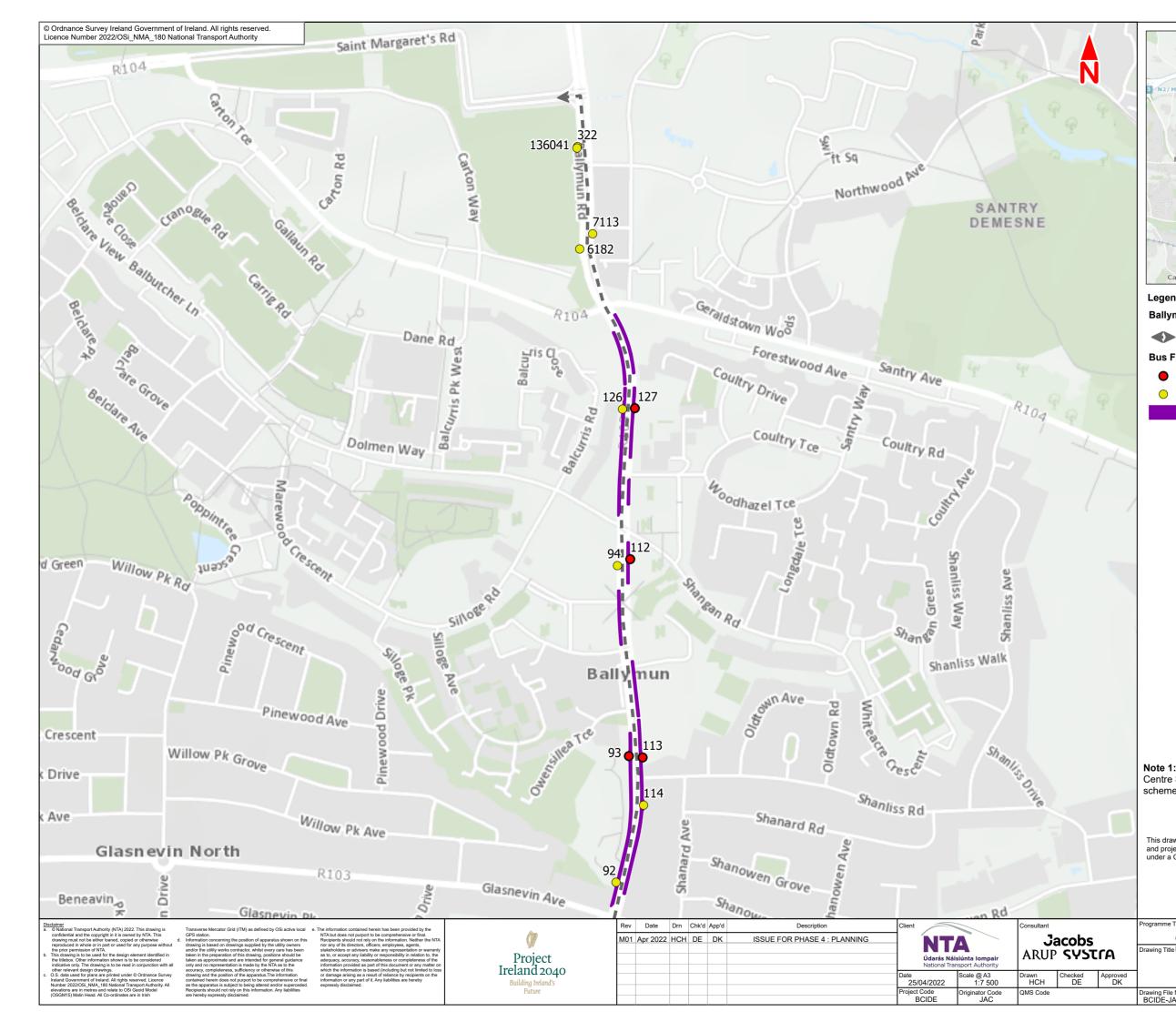




6.5 Baseline Bus Facilities







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Legend : Ballymun CBC Section 1

Ballymun Road from St Margaret's Road to Griffith Avenue \checkmark

Bus Facilities

Existing Bus Stop with Shelter

Existing Bus Stop without Shelter

 \bigcirc

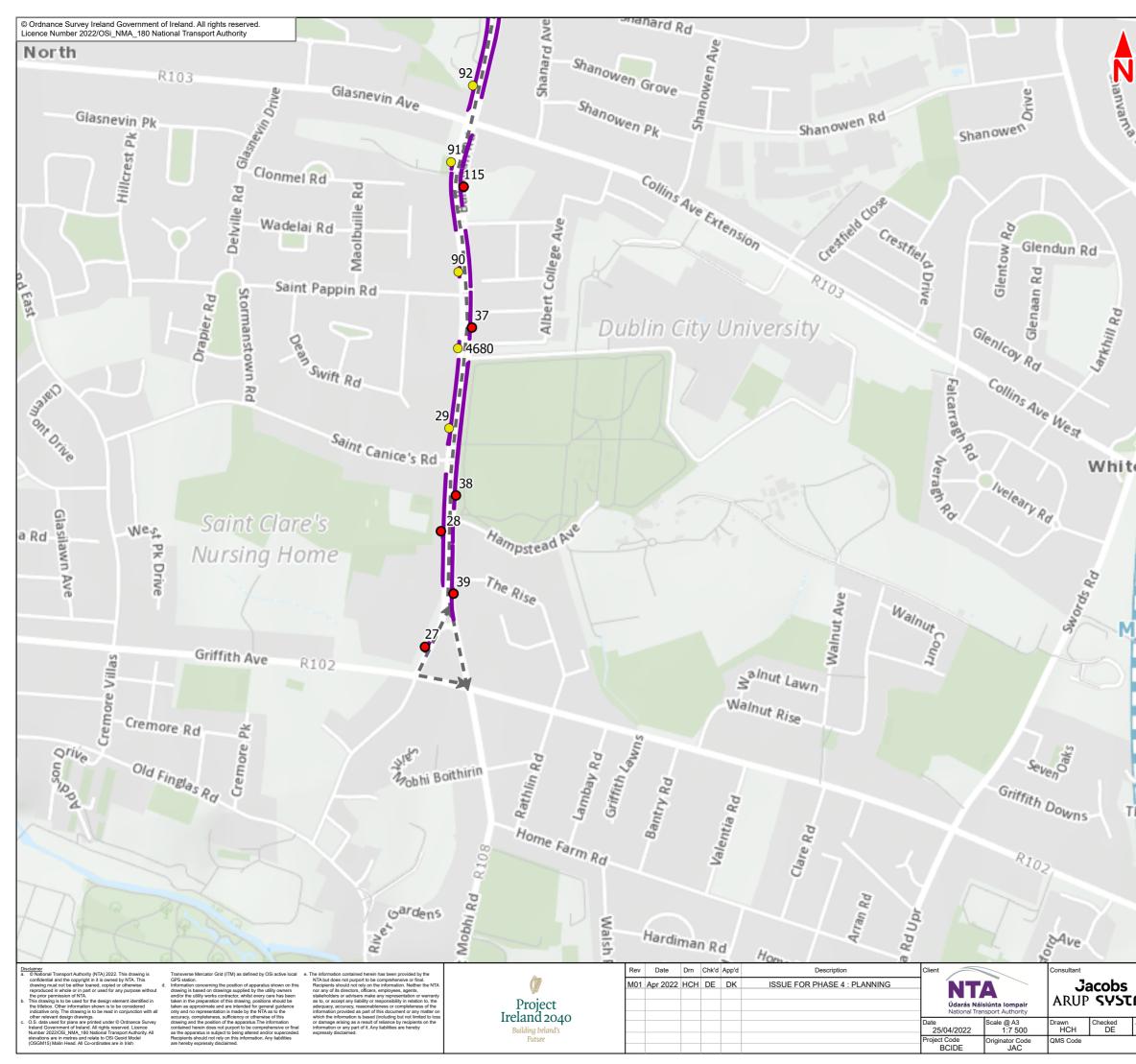
Existing Bus Lane

Note 1: Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

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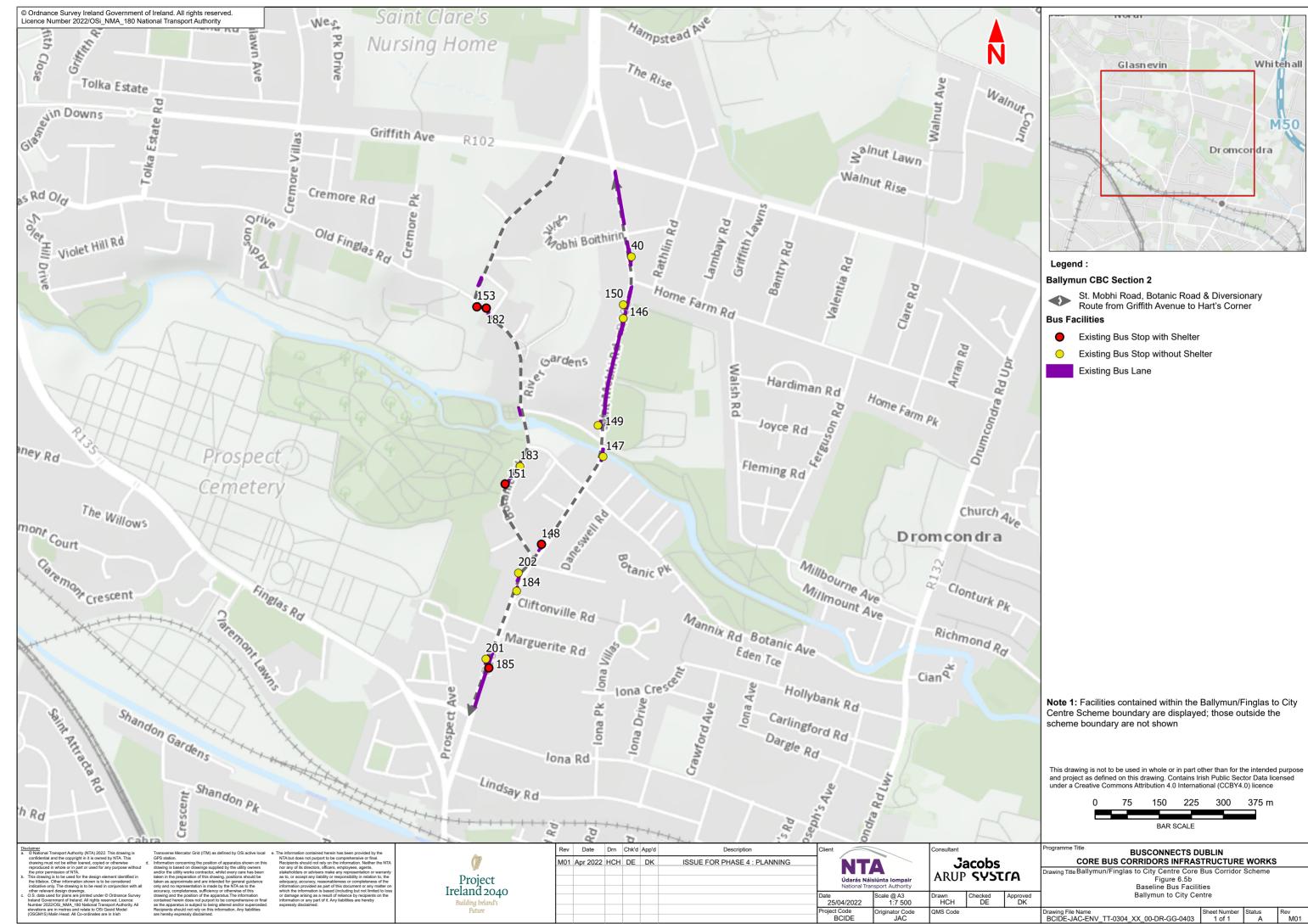
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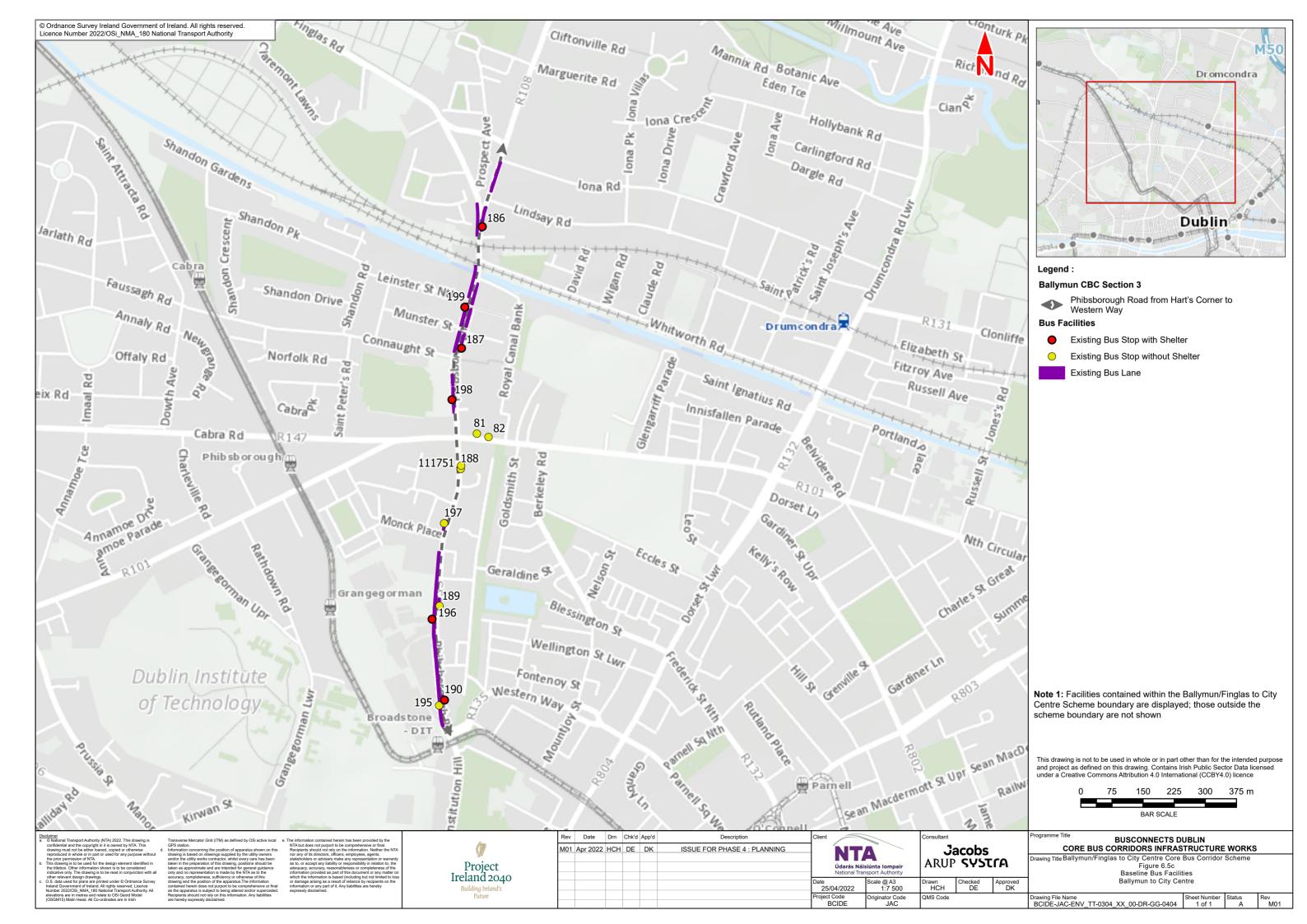
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Approved	Figure 6.5a Baseline Bus Facilities Ballymun to City Centre

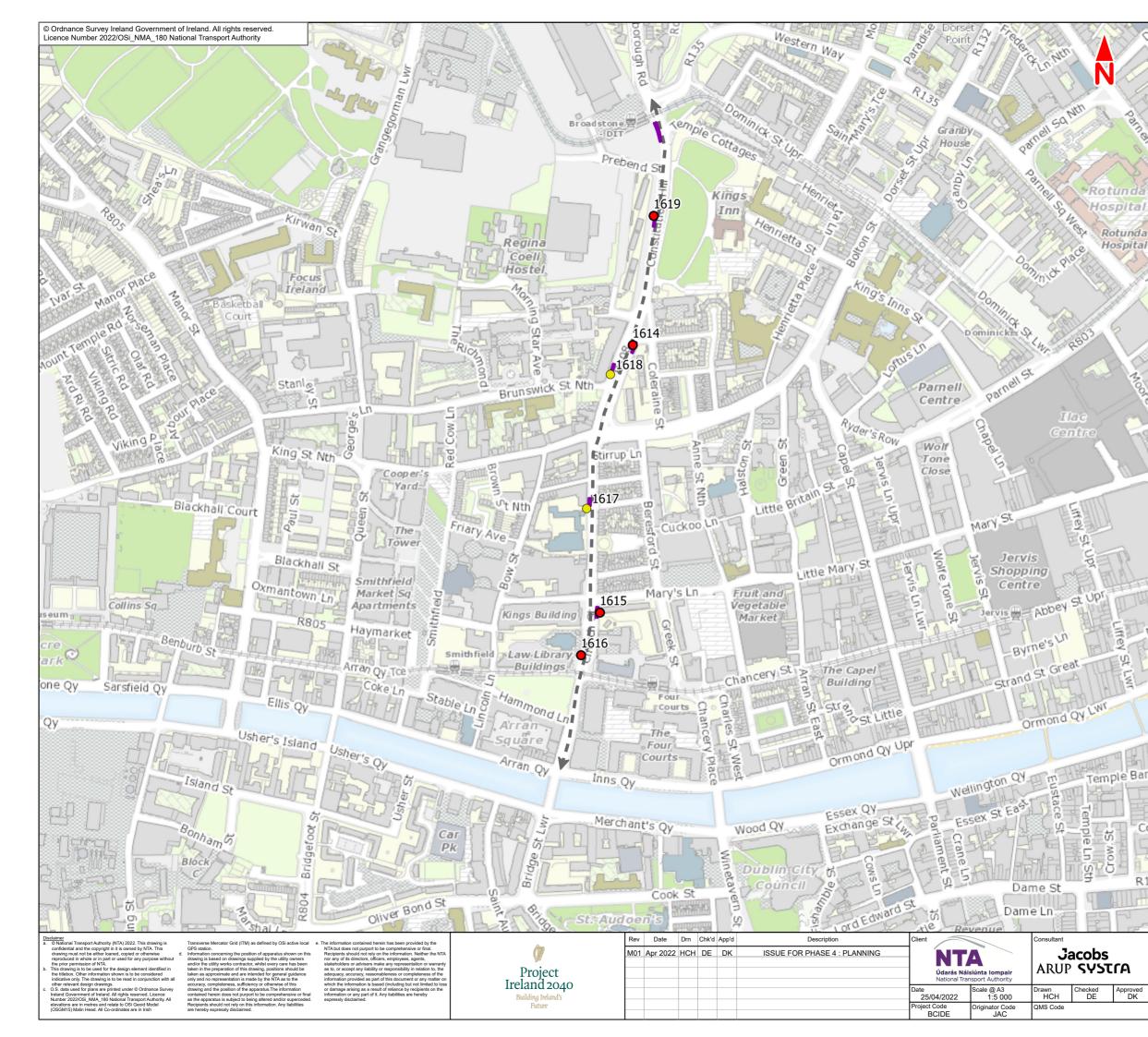
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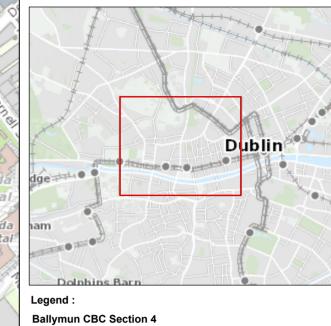


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Constitution Hill & Church Street from Western Way to Arran Quay \checkmark

Bus Facilities

- Existing Bus Stop with Shelter
- \bigcirc Existing Bus Stop without Shelter

Drawing File Name BCIDE-JAC-ENV_TT-0304_XX_00-DR-GG-0405

Existing Bus Lane

Note 1: Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

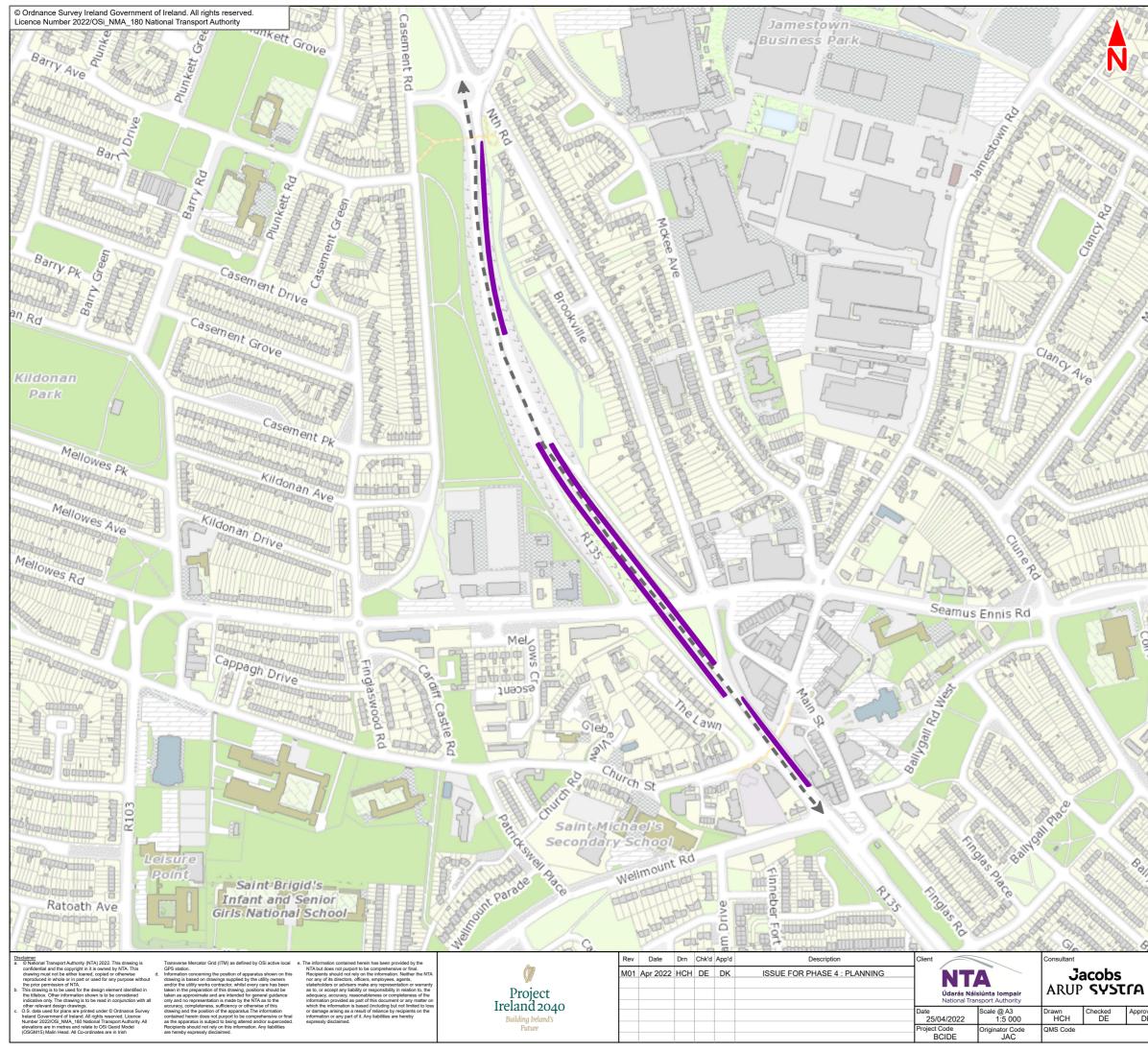
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Legend :

Finglas CBC Section 1

Finglas Road from St Margaret's Road to Wellmount Road

Bus Facilities

•	Existing
\bigcirc	Evisting

- Bus Stop with Shelter
- Existing Bus Stop without Shelter
- Existing Bus Lane

Note 1: Facilities contained within the Ballymun/Finglas to City Centre Scheme boundary are displayed; those outside the scheme boundary are not shown

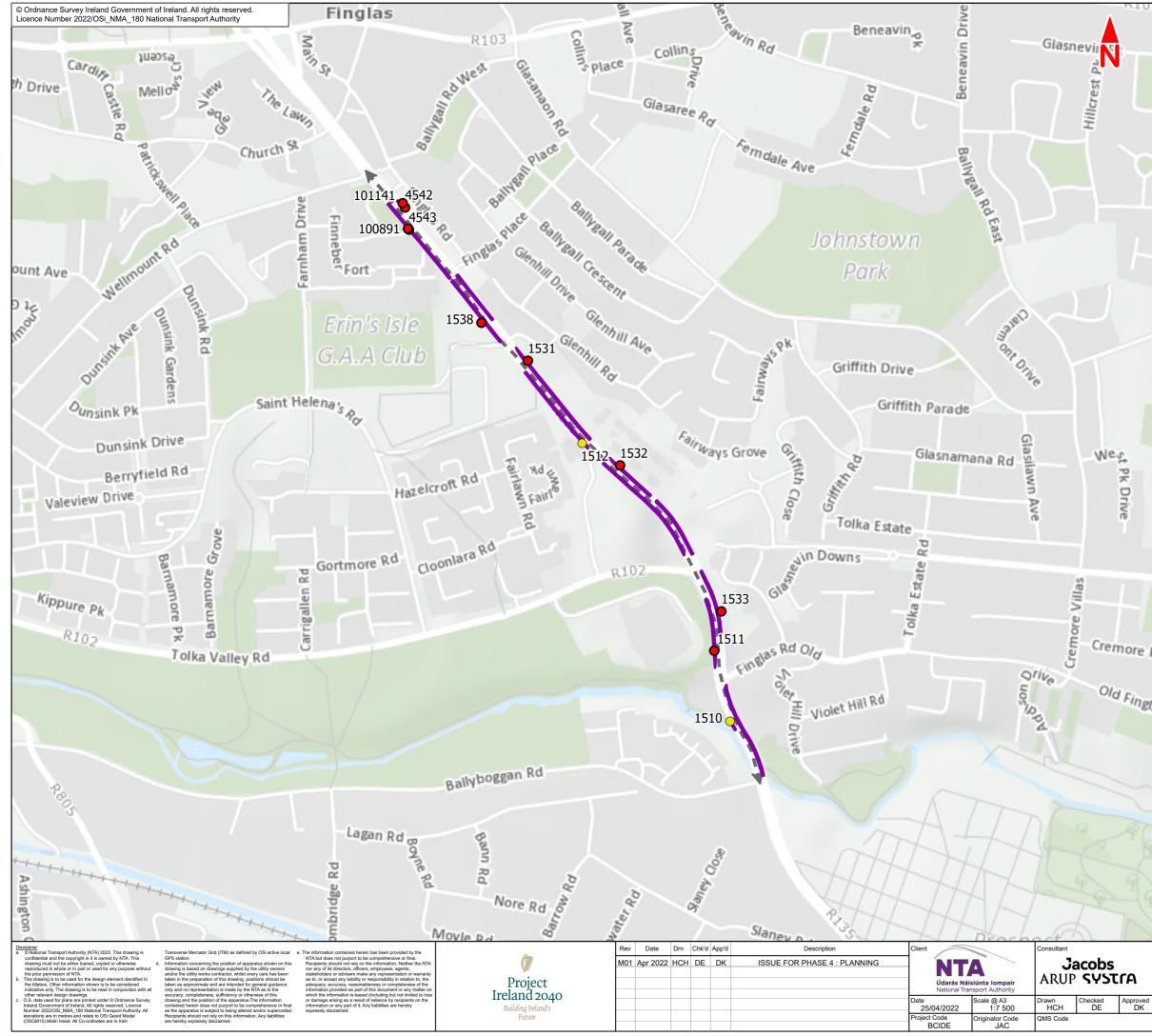
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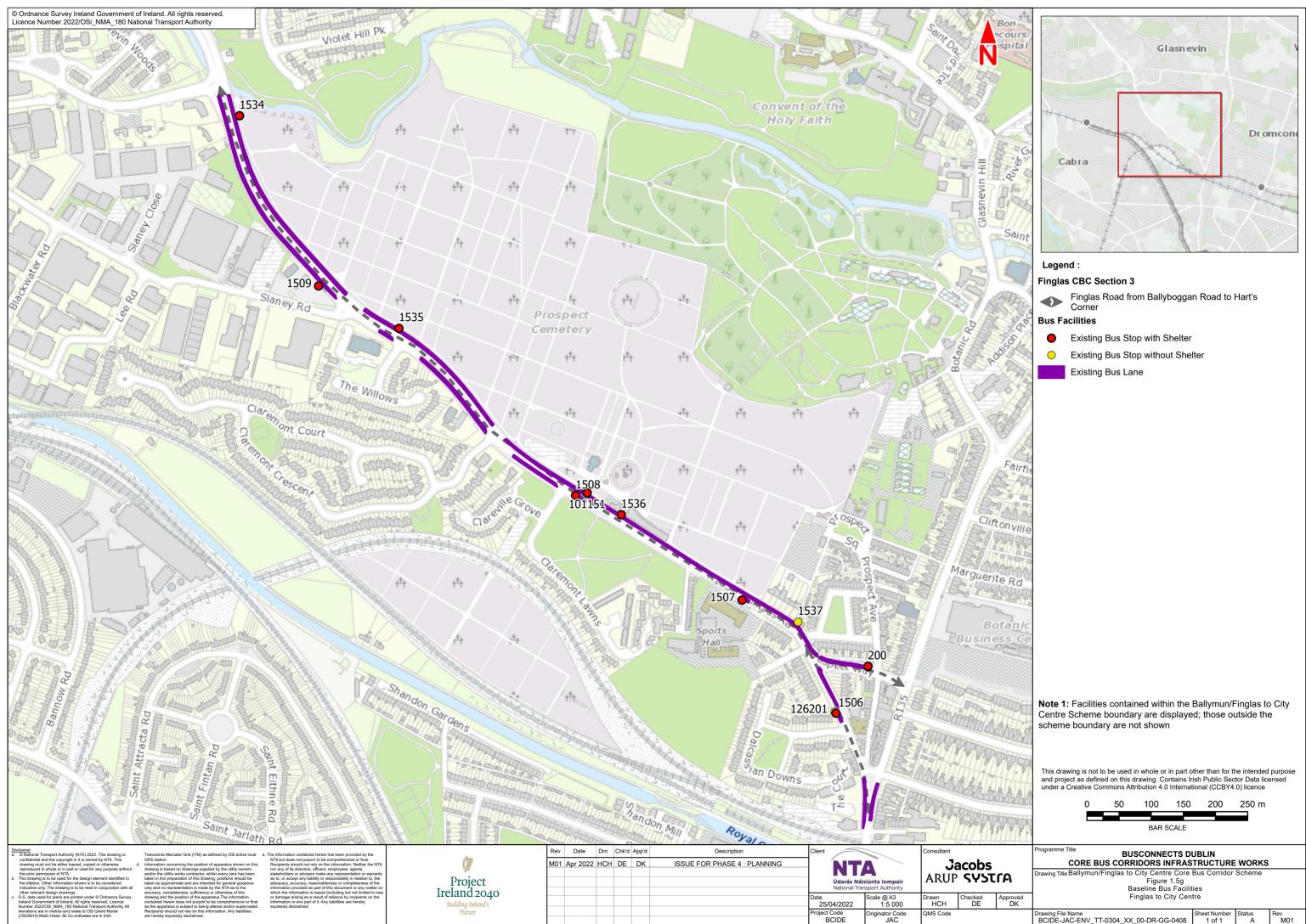
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	Finglas CBC Section 2 Finglas Road from Wellmount Road to Ballyboggan Road Bus Facilities
	Existing Bus Stop with Shelter
	Existing Bus Stop without Shelter
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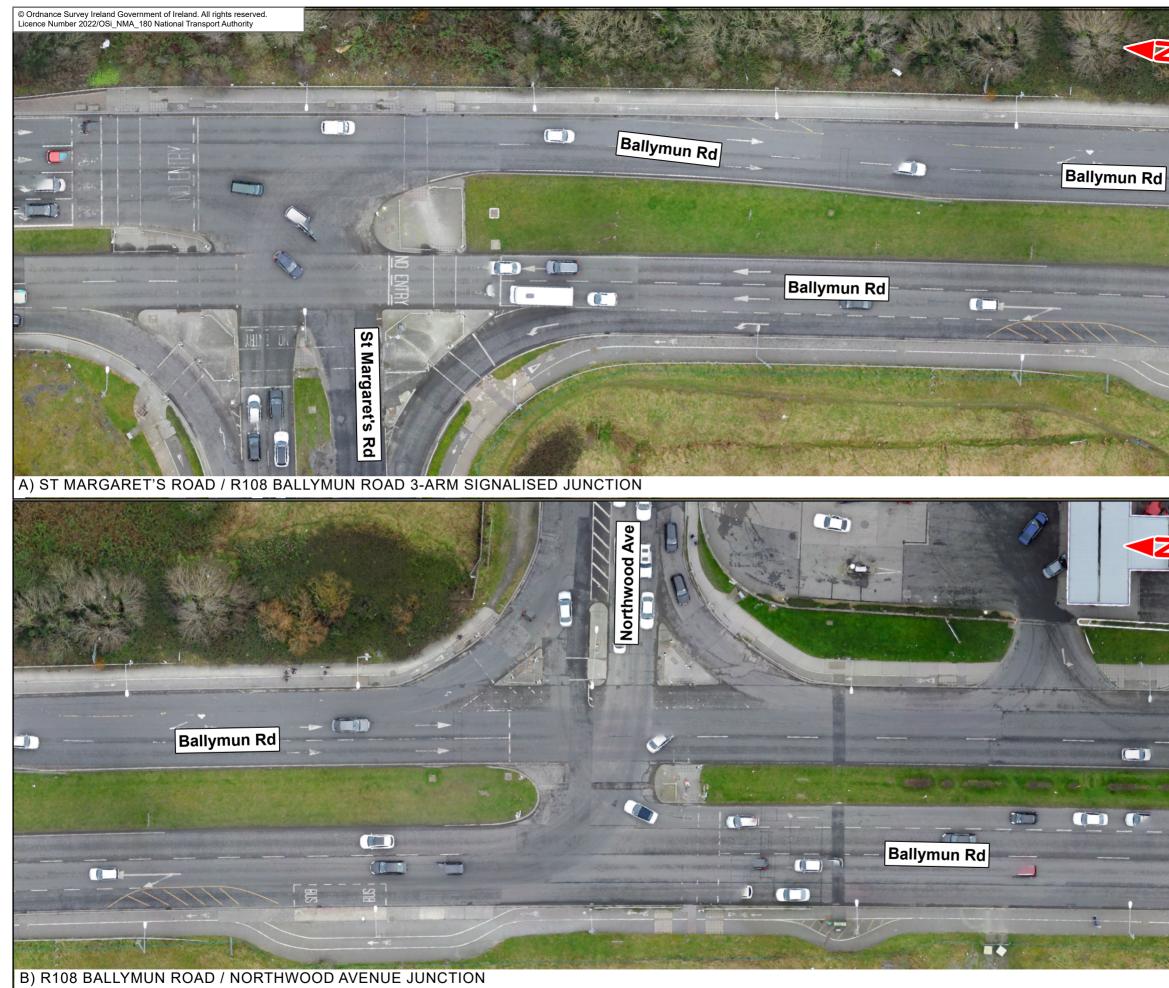


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6.6 Aerial Views of Key Junctions







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Carton Way	Ballymun Rd
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Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) St Margaret's Road / R108 Ballymun Road 3-arm signalised junction



B) R108 Ballymun Road / Northwood Avenue junction

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Figure 6.6
Aerial Views of Key Junctions

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B) R108 BALLYMUN ROAD / BALBUTCHER LANE / SHANGAN ROAD JUNCTION

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Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R108 Ballymun Road / R104 Balbutcher Lane / R104 Santry Avenue junction



B) R108 Ballymun Road / Balbutcher Lane / Shangan Road junction

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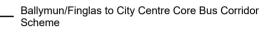
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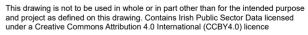


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A) R108 Ballymun Road / Gateway Crescent junction



B) R108 Ballymun Road / R103 Glasnevin Avenue / R103 Collins Avenue Extension junction





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Figure 6.6	
Aerial Views of Key Junctions	Aer

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B) R102 BALLYMUN ROAD / R102 ST MOBHI ROAD / R102 GRIFFITH AVENUE

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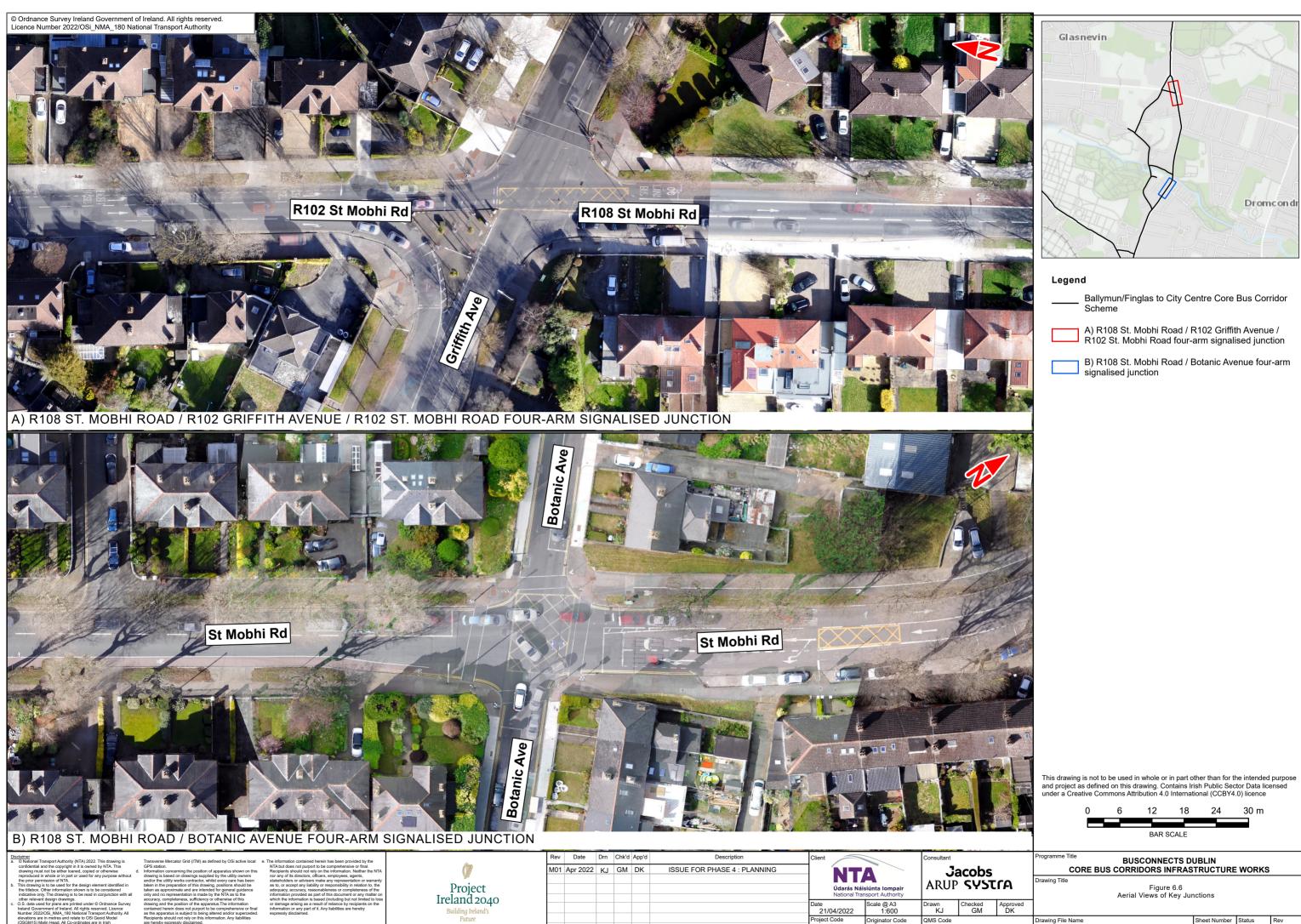
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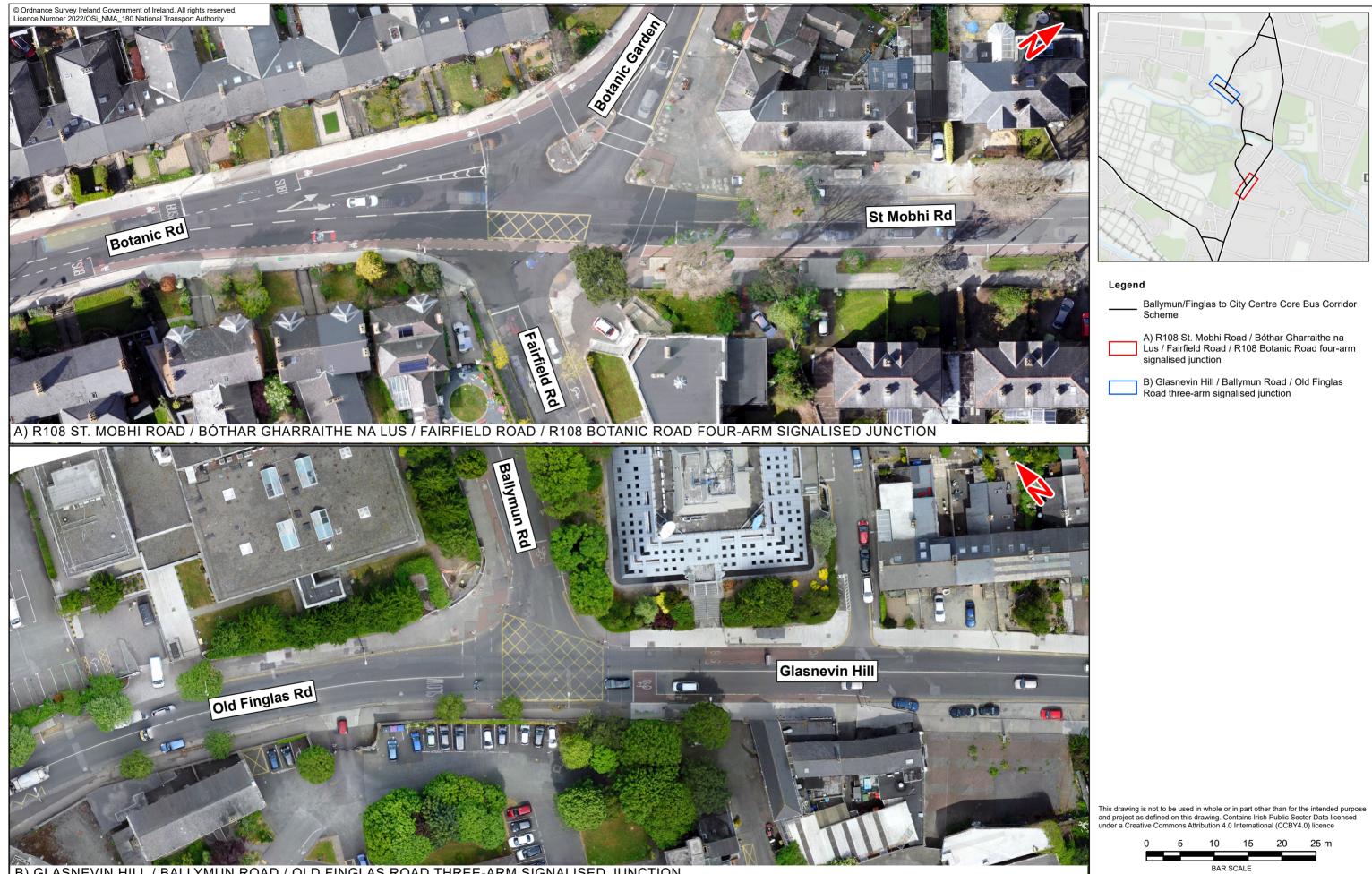
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B) GLASNEVIN HILL / BALLYMUN ROAD / OLD FINGLAS ROAD THREE-ARM SIGNALISED JUNCTION

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B) R108 BOTANIC ROAD / R108 & R135 BOTANIC ROAD / R108 & R135 PROSPECT WAY THREE-ARM SIGNALISED JUNCTION

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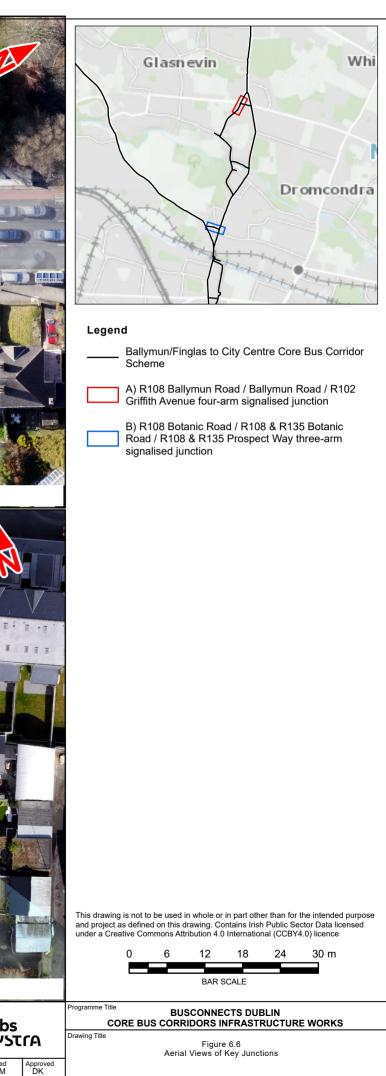
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B) R108 & R135 PROSPECT ROAD / WHITWORTH ROAD THREE-ARM SIGNALISED JUNCTION

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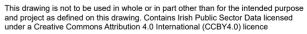
Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) Lindsay Road / R108 & R135 Botanic Road / R108 & R135 Finglas Road priority junction arrangement



B) R108 & R135 Prospect Road / Whitworth Road three-arm signalised junction





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Figure 6.6 Aerial Views of Key Junctions

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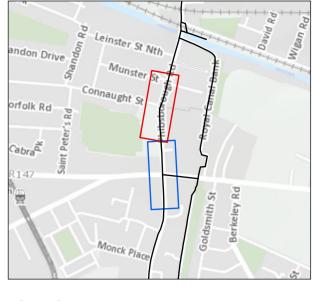
B) R101 NORTH CIRCULAR ROAD / R108 & R135 PHIBSBOROUGH ROAD FOUR-ARM SIGNALISED JUNCTION

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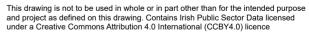


Legend

Ballymun/Finglas to City Centre Core Bus Corridor Scheme



- A) Connaught Street / R108 & R135 Phibsborough Road three-arm signalised junction
- B) R101 North Circular Road / R108 & R135 Phibsborough Road four-arm signalised junction



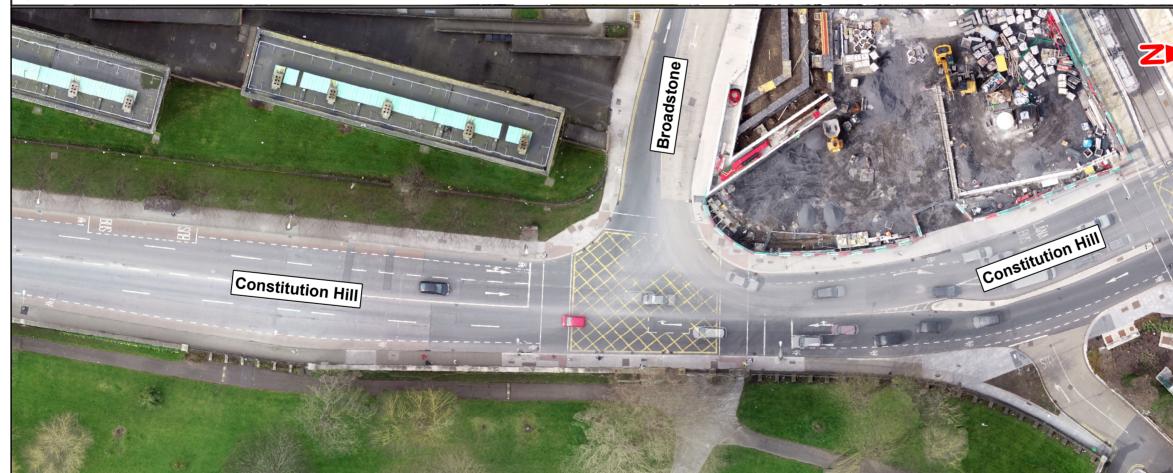
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A) R108 & R135 PHIBSBOROUGH ROAD / R135 WESTERN WAY / R108 CONSTITUTION HILL THREE-ARM SIGNALISED JUNCTION



B) R108 CONSTITUTION HILL / BROADSTONE THREE-ARM SIGNALISED JUNCTION

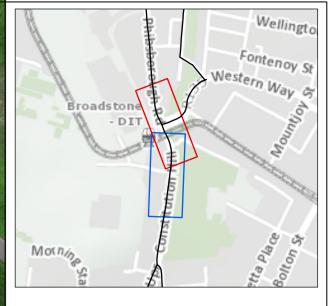
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Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R108 & R135 Phibsborough Road / R135 Western Way / R108 Constitution Hill three-arm signalised junction



Drawing Title

B) R108 Constitution Hill / Broadstone three-arm signalised junction

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BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Figure 6.6
Aerial Views of Key Junctions

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B) R108 CHURCH STREET UPPER / R804 KING STREET NORTH / R108 CHURCH STREET FOUR-ARM SIGNALISED JUNCTION

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	Coell Hostel Hos
	Legend Ballymun/Finglas to City Centre Core Bus Corridor
	A) R108 Constitution Hill / R804 Brunswick Street North / R108 Church Street Upper three-arm signalised junction
	B) R108 Church Street Upper / R804 King Street North / R108 Church Street four-arm signalised junction
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Legend

- ____
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R108 Church Street / Mary's Lane / May Lane four-arm junction



B) R108 Church Street / R148 Arran Quay / R148 Inns Quay four-arm signalised junction

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BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS

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Drawing Title

Figure 6.6
Aerial Views of Key Junctions

Drawing File Name	Sheet Number	Rev
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B) R135 FINGLAS ROAD / WELLMOUNT ROAD THREE-ARM SIGNALISED JUNCTION

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	Finglas	
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	SE GA	

Legend

-

Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R135 Finglas Road / Casement Road / R135 North Road / R104 St. Margaret's Road four-arm roundabout



rogramme Title

Drawing Title

B) R135 Finglas Road / Wellmount Road three-arm signalised junction

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0	7	14	21	28	35 m	
		BAR S	SCALE			

Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Figure 6.6
Aerial Views of Key Junctions

Drawing File Name	Sheet Number	Status	Rev
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Drawing Title

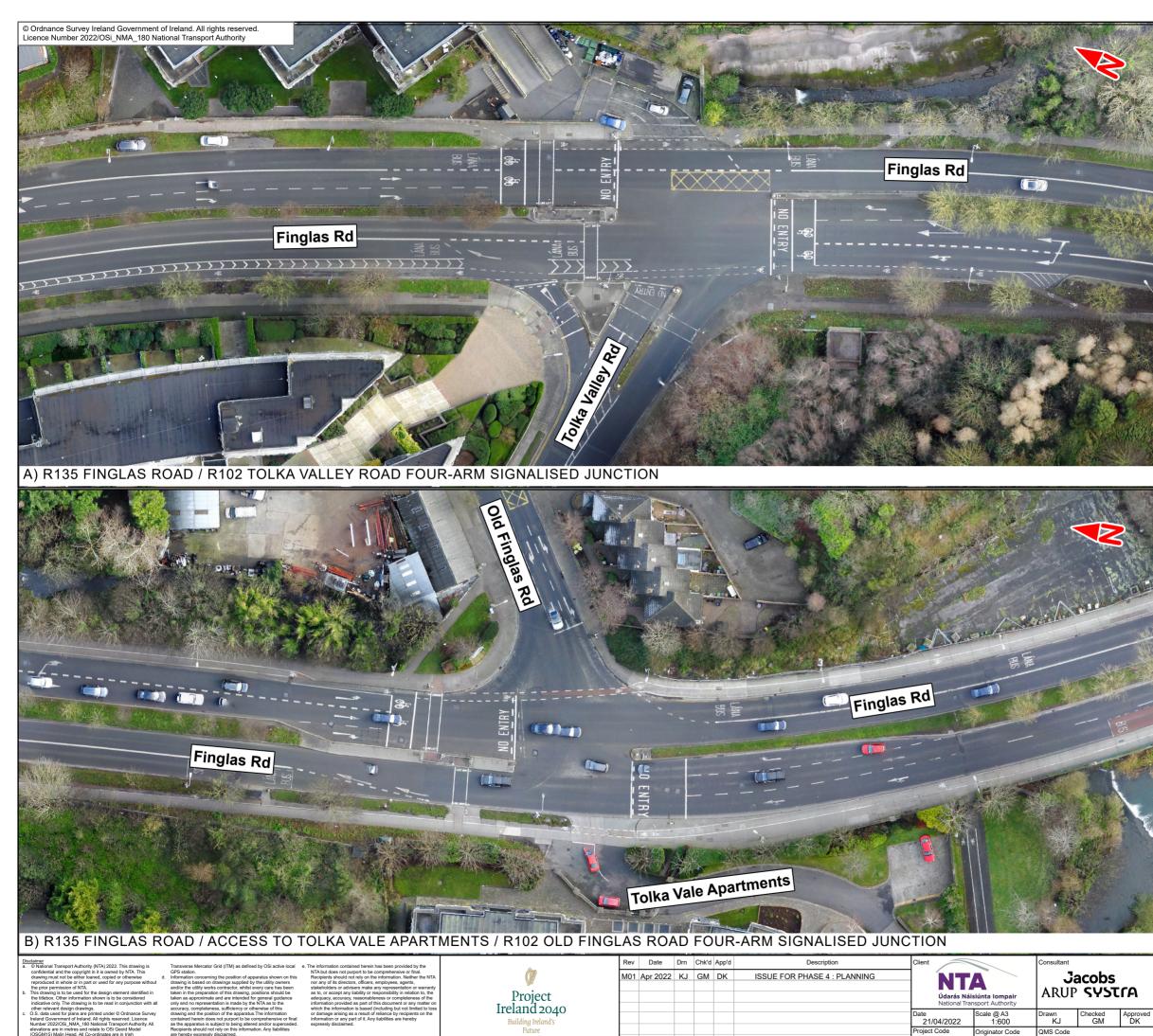
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0	6	12	18	24	30 m	
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BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Figure 6.6
Aerial Views of Key Junctions

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	Legend Ballymun/Finglas to City Centre Core Bus Corridor Scheme A) R135 Finglas Road / R102 Tolka Valley Road four-arm signalised junction B) R135 Finglas Road / Access to Tolka Vale Apartments / R102 Old Finglas Road four-arm signalised junction
3	This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Contains Irish Public Sector Data licensed under a Creative Commons Attribution 4.0 International (CCBY4.0) licence 0 6 12 18 24 30 m BAR SCALE
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ſA	Drawing Title Figure 6.6 Aerial Views of Key Junctions

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A) R135 FINGLAS ROAD / BALLYBOGGAN ROAD THREE-ARM SIGNALISED JUNCTION

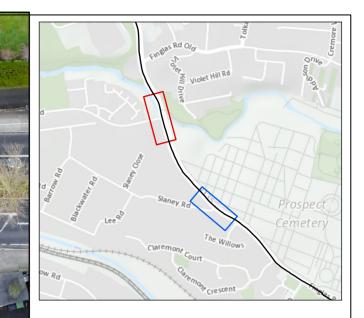


B) R135 FINGLAS ROAD / SLANEY ROAD THREE-ARM SIGNALISED JUNCTION

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Legend

Ballymun/Finglas to City Centre Core Bus Corridor Scheme



A) R135 Finglas Road / Ballyboggan Road three-arm signalised junction B) R135 Finglas Road / Slaney Road three-arm signalised junction

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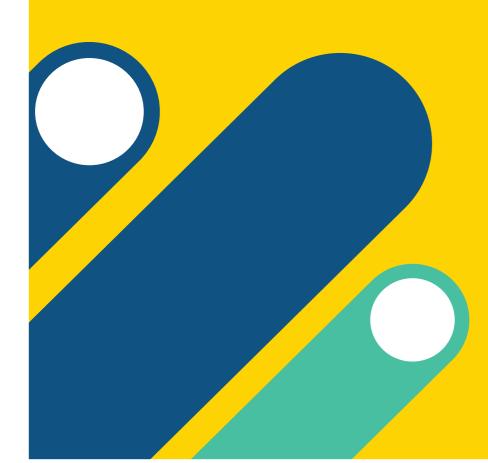
B) FINGLAS ROAD (R108 & R135) / PROSPECT WAY (R108 & R135) THREE-ARM SIGNALISED JUNCTION

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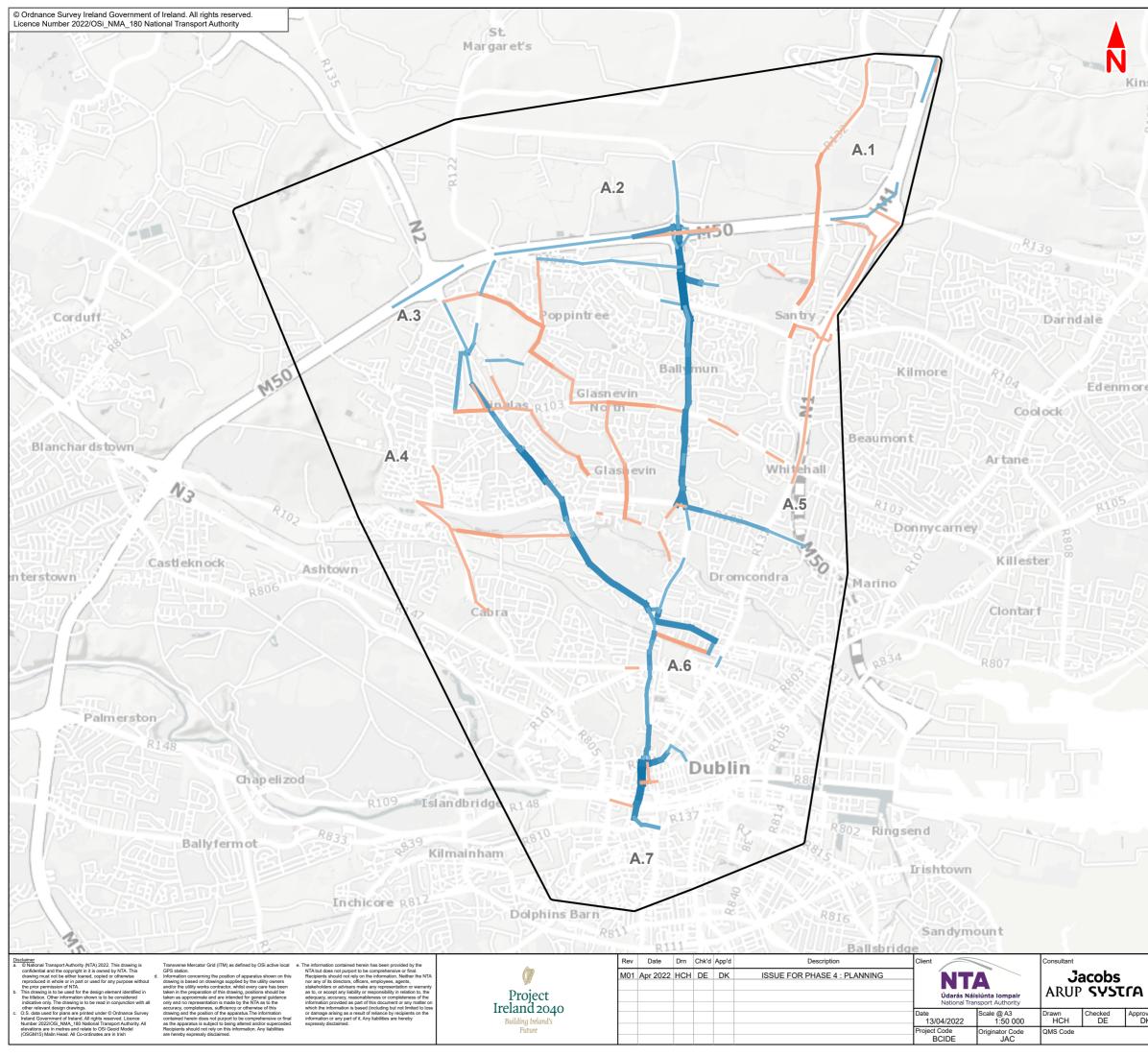
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6.7 Flow Difference on Road Links 2028 Opening Year DoMinimum vs DoSomething AM Peak Hour







	Kilsallaghan
	Coolquoy Swords Malahide
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	Ashtown Clontarf
	Chapelized Dublin
R1	Ronanstwyn Biueben Barn Ballsbridge
<u>عان</u>	Clond alkin Greenhills Terenure Booterstown
12	Kilnamanagh Rathfarnham N31
	Tallaght Ballyboden Deansgrange
1-51	Legend :
40	Indirect Study Area
SPE	Combined Flow Difference (Passenger Car Unit)
画で	< -1000
nore	-1000 to -800
R	-800 to -600
8	-600 to -400
Pa	-400 to -300
10	-300 to -200
209	-200 to -100
回於	Other network links
	100 to 200
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A.1 Map ID

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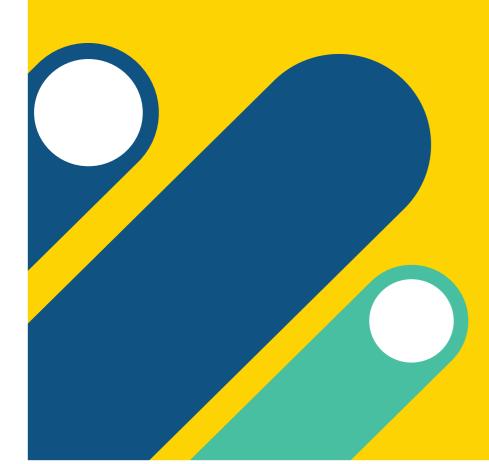
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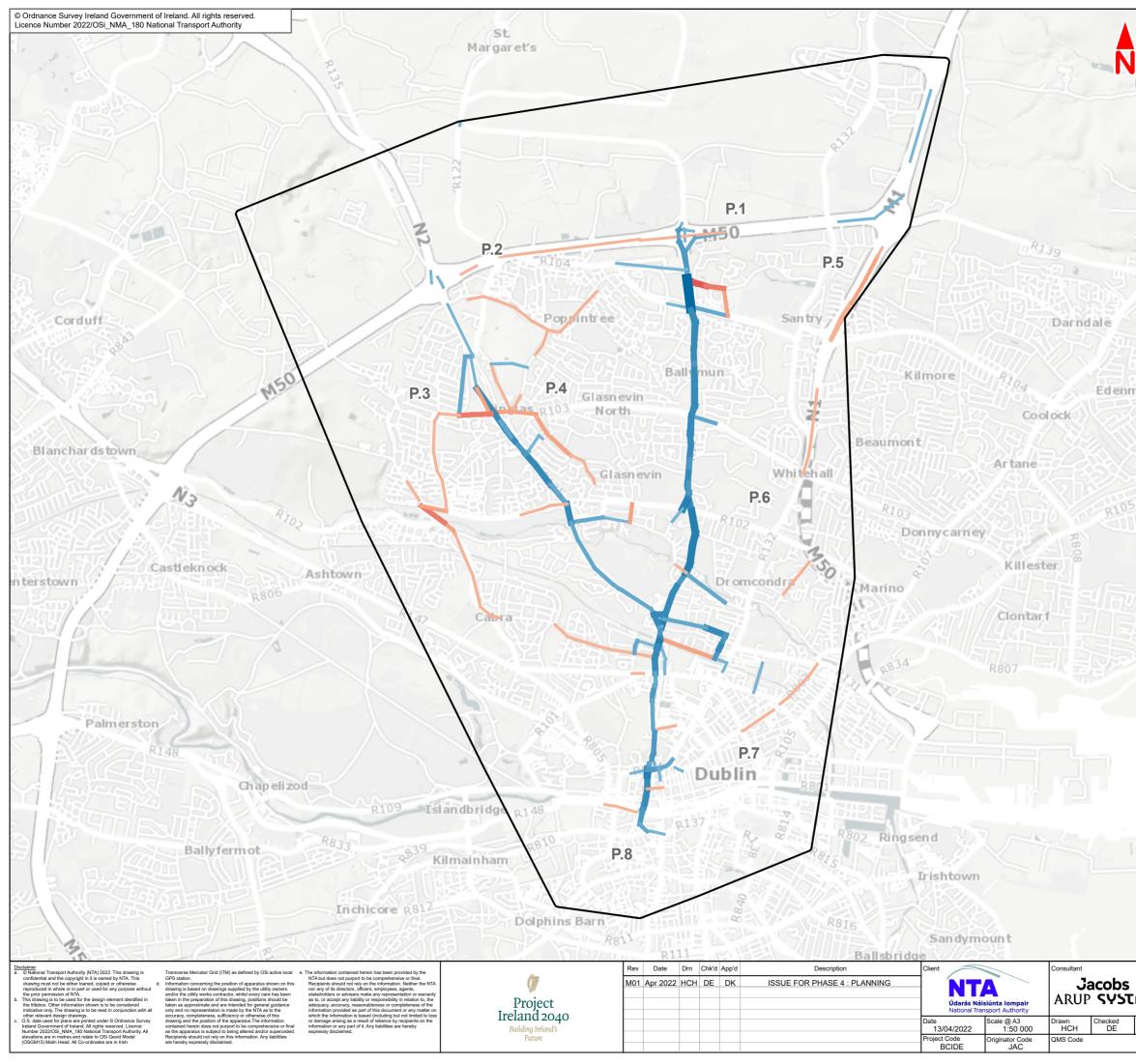
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	Flow Difference on Road 2028 Opening Year
Approved DK	DoMinimum vs DoSome AM Peak Hour
	Drawing File Name BCIDE-JAC-ENV TT-0304 XX 00-DR-GG-0005

6.8 Flow Difference on Road Links 2028 Opening Year DoMinimum vs DoSomething PM Peak Hour







	Kilsallaghan
	Coolquoy Swords
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	Chapelized Dublin
81	Ballyfermot Ronanstawn Biuntrein Barn Ballebridge
σË	Clondalkin Greenhills Clonskeagh
12	Rathfarnham
	Tallaght Ballyboden Deansgrange
1- 1	Legend :
SAD.	Indirect Study Area
52EF	Combined Flow Difference (Passenger Car Unit)
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nore	-1000 to -800
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	Legend	1.						
		Indirect	t Study A	Area				
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1		-600 to	-400					
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		Other n	network	links				
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PM Peak Hour

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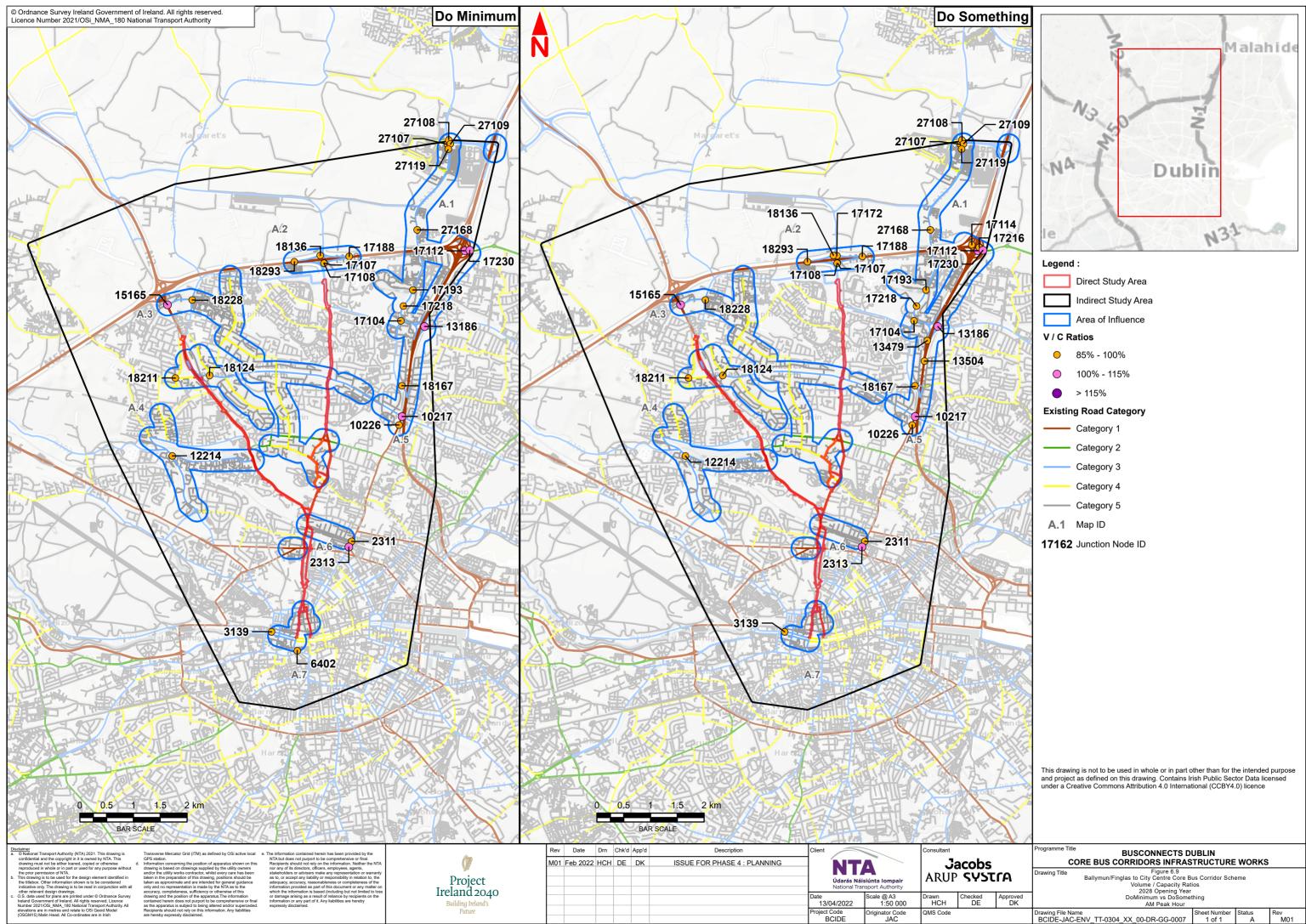
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6.9 Volume/Capacity Ratios 2028 Opening Year DoMinimum vs DoSomething AM Peak Hour



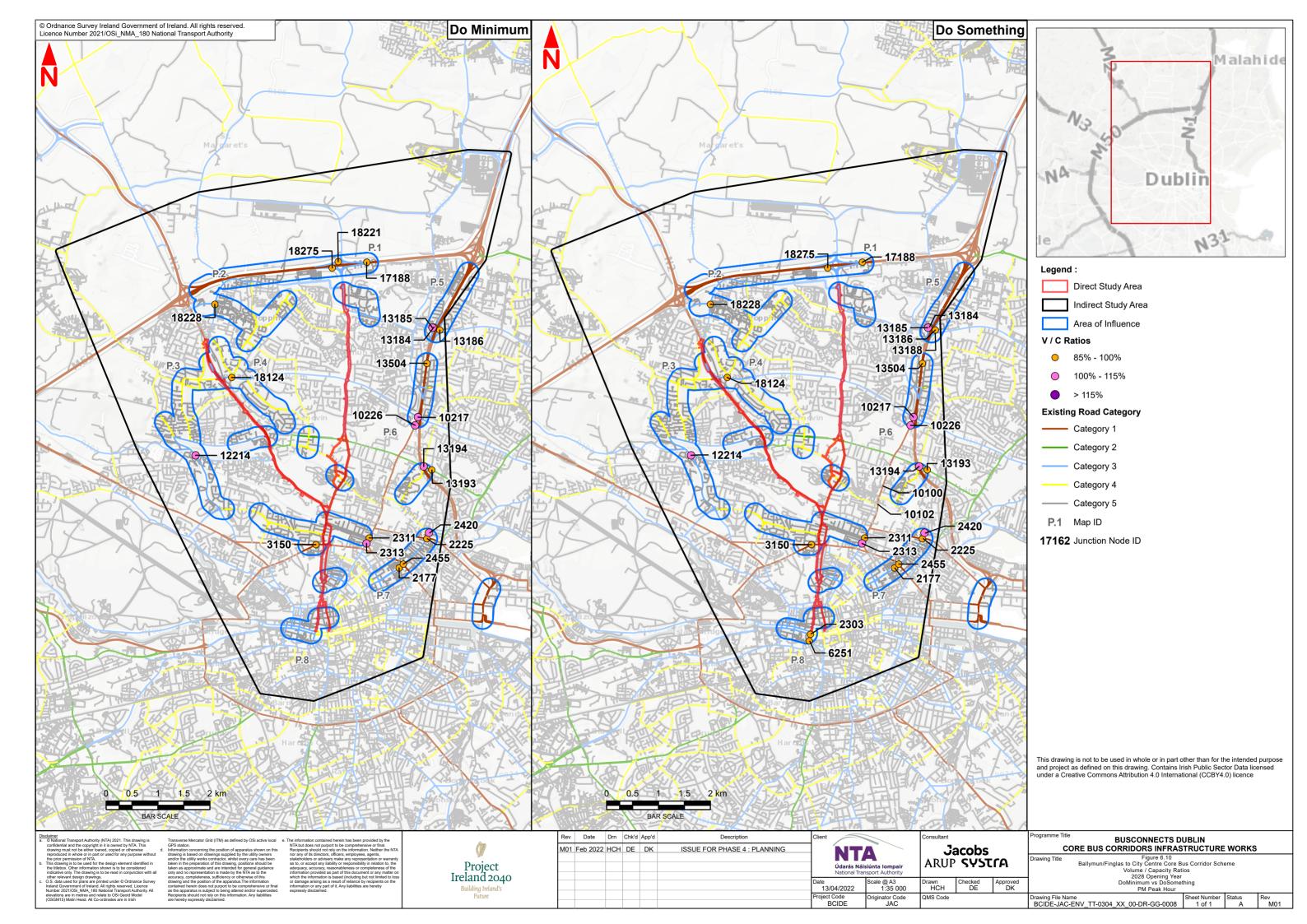




6.10 Volume/Capacity Ratios 2028 Opening Year DoMinimum vs DoSomething PM Peak Hour



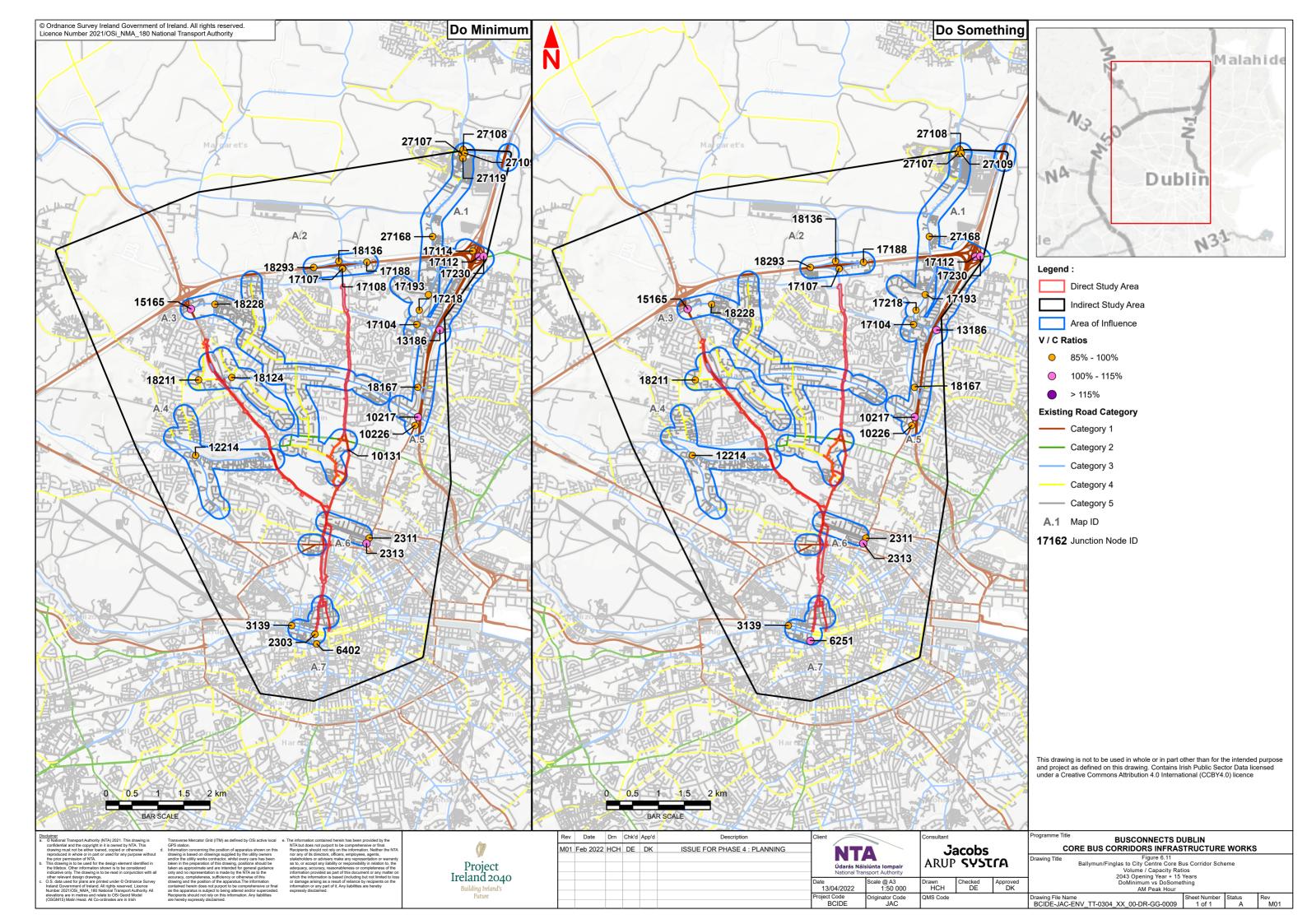




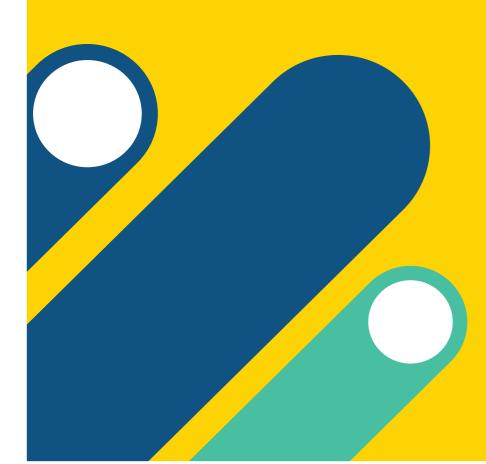
6.11 Volume/Capacity Ratios 2043 Opening Year + 15 Years DoMinimum vs DoSomething AM Peak Hour



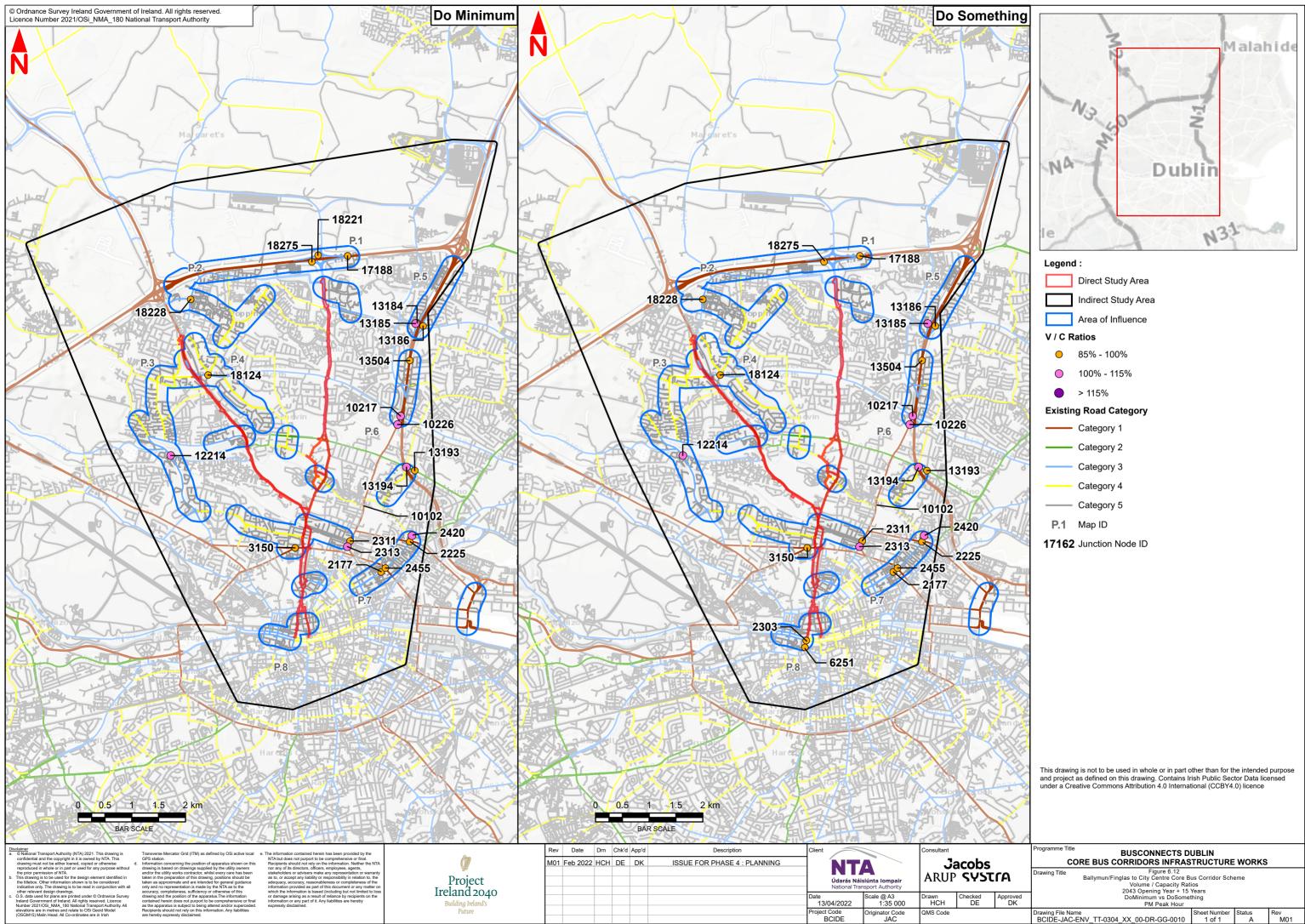




6.12 Volume/Capacity Ratios 2043 Opening Year + 15 Years DoMinimum vs DoSomething PM Peak Hour







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