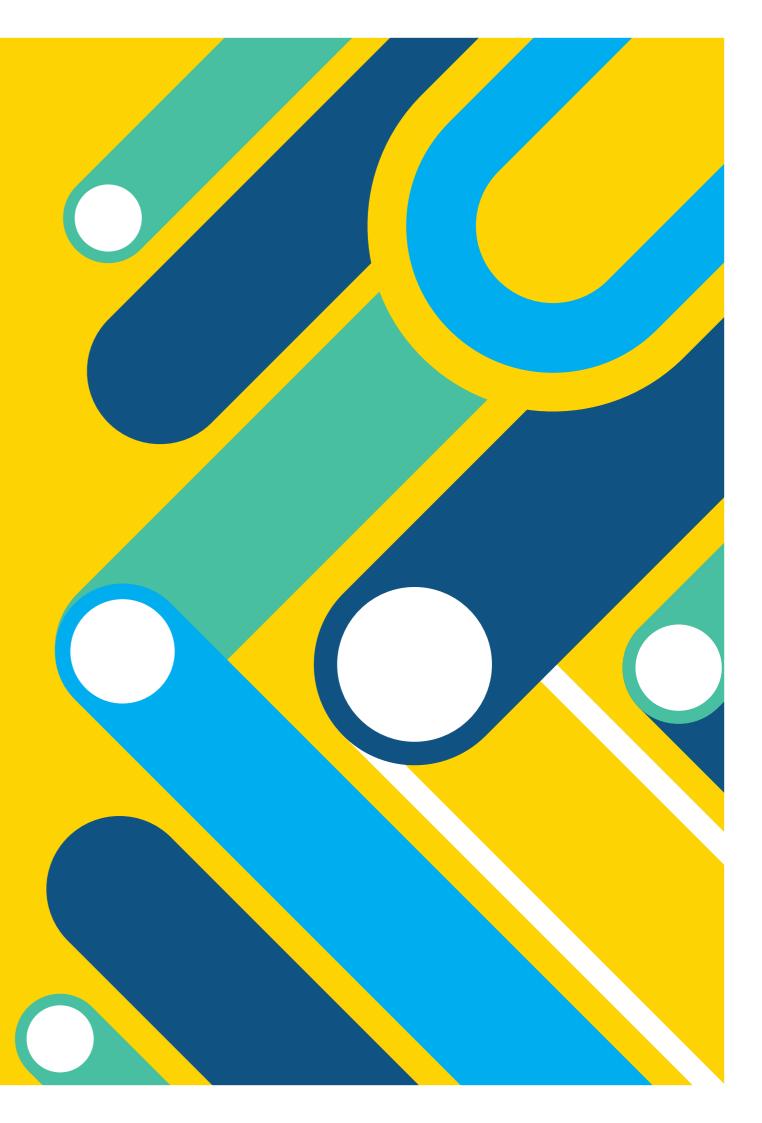
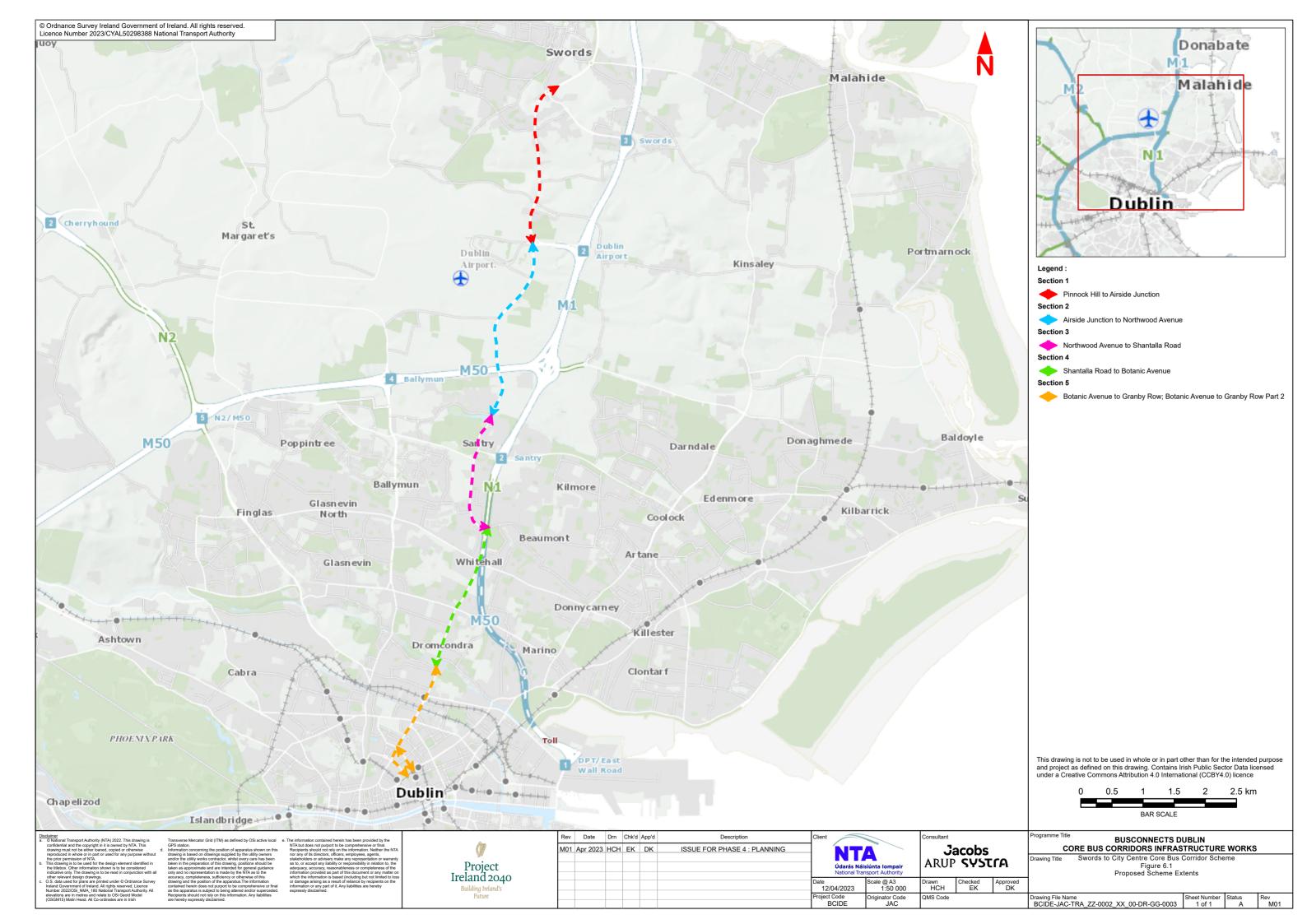
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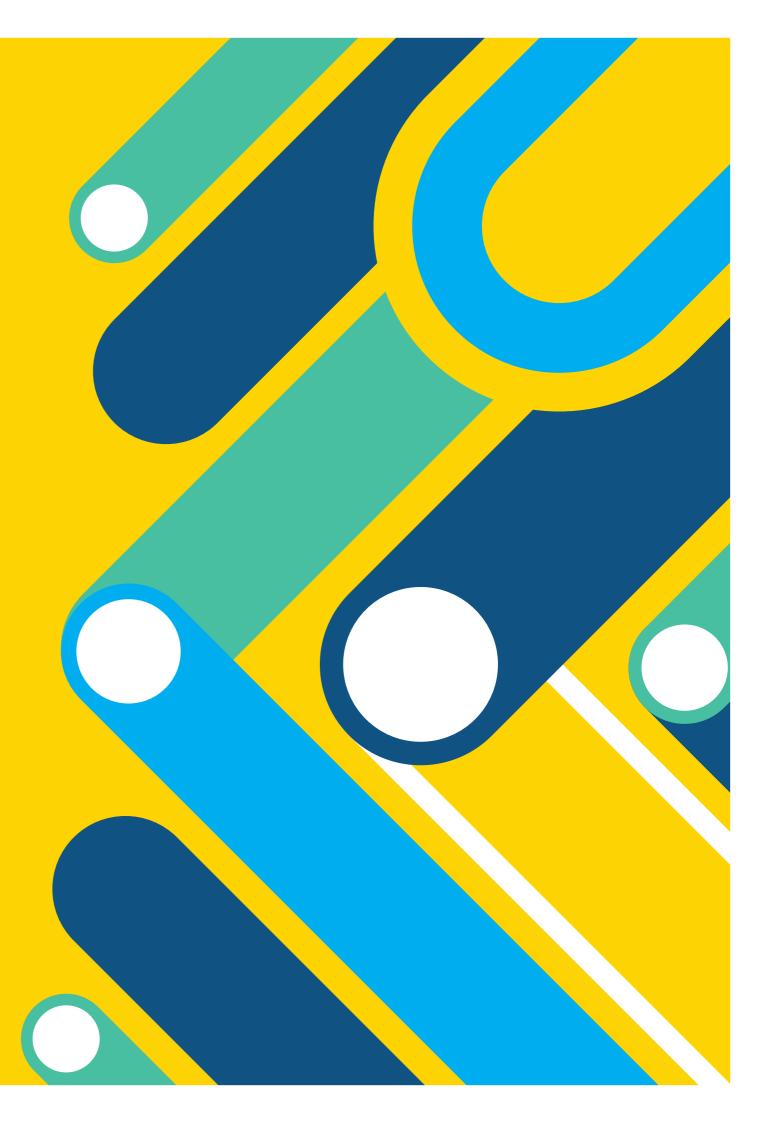


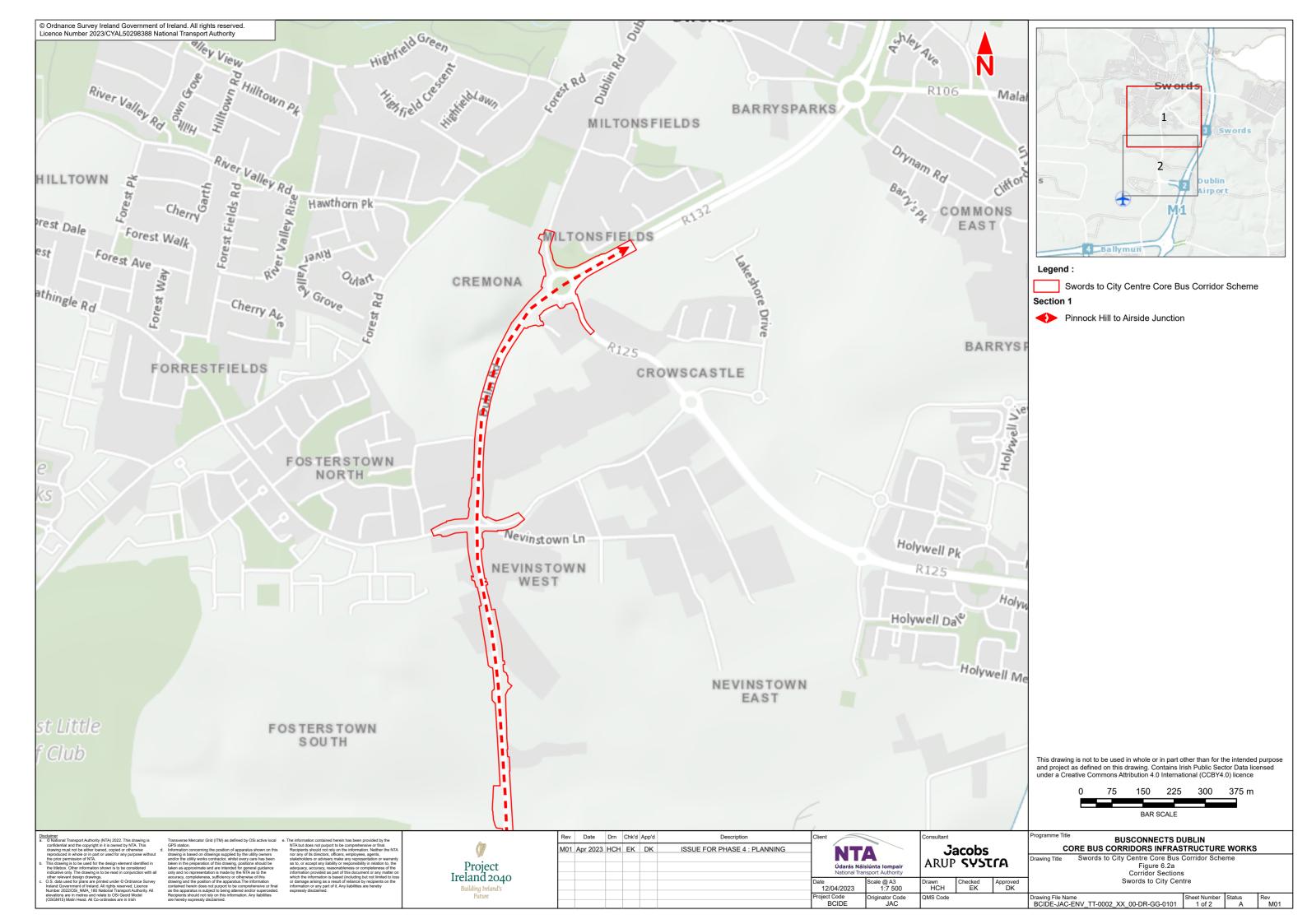


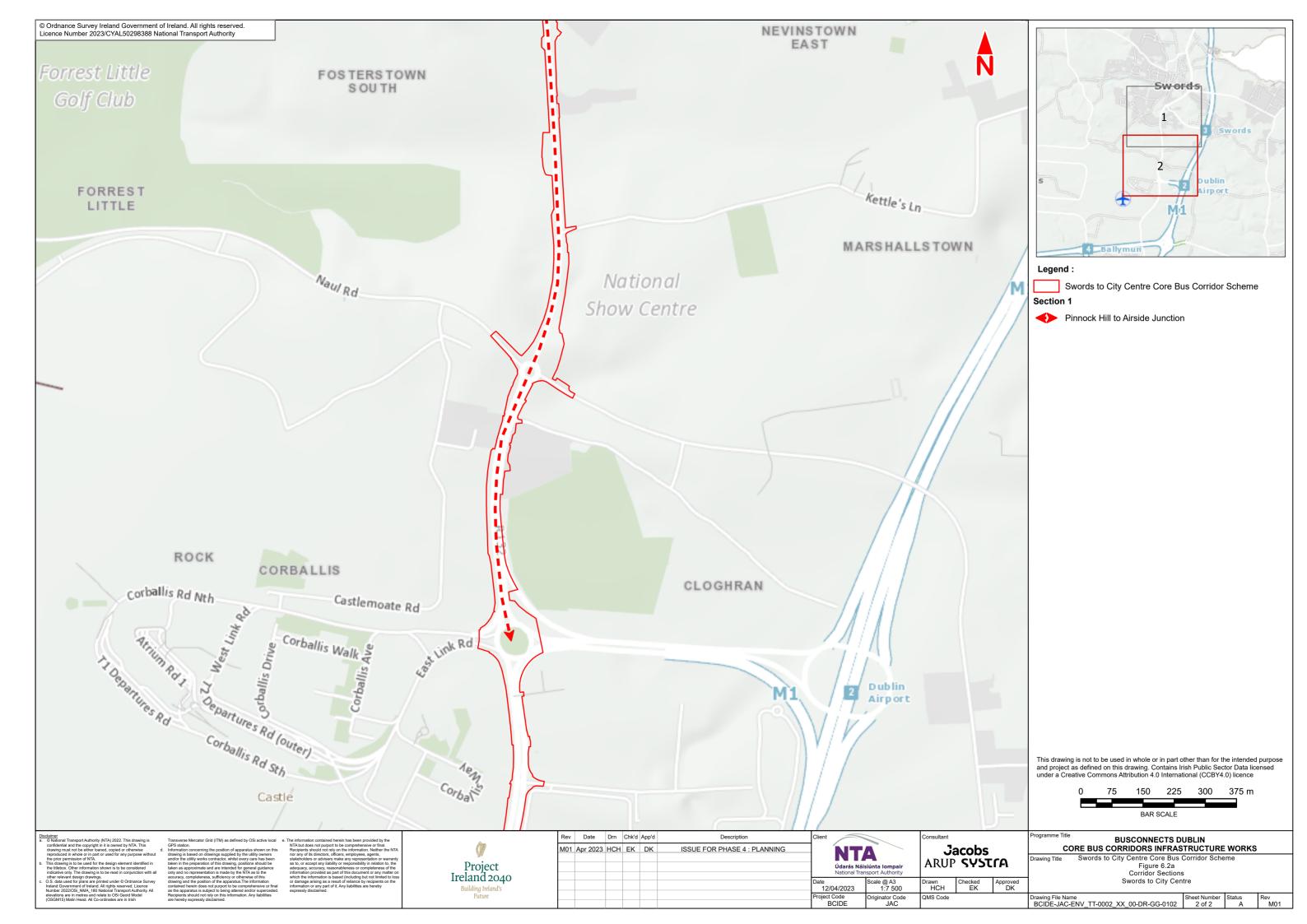


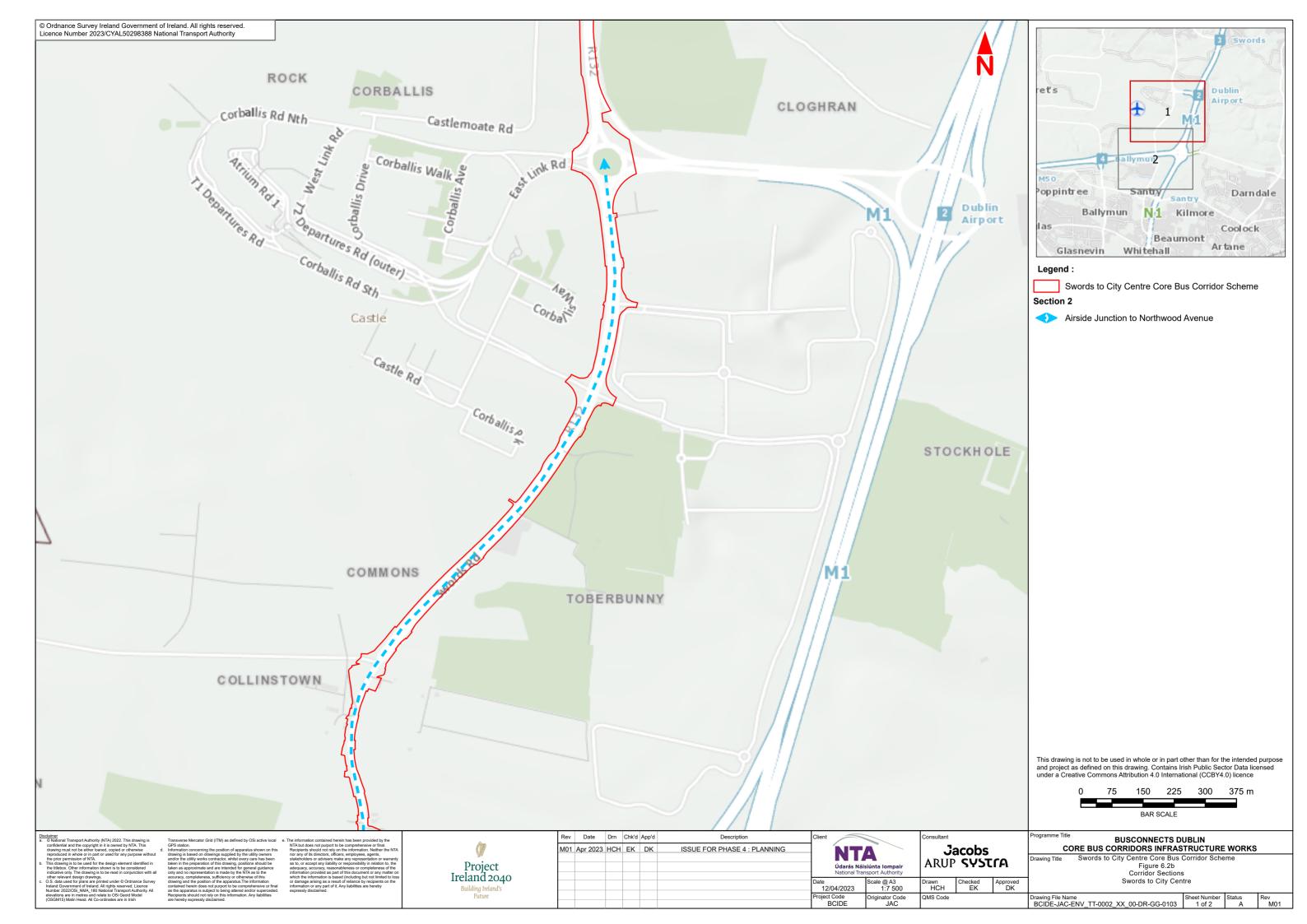
6.2 Corridor Sections

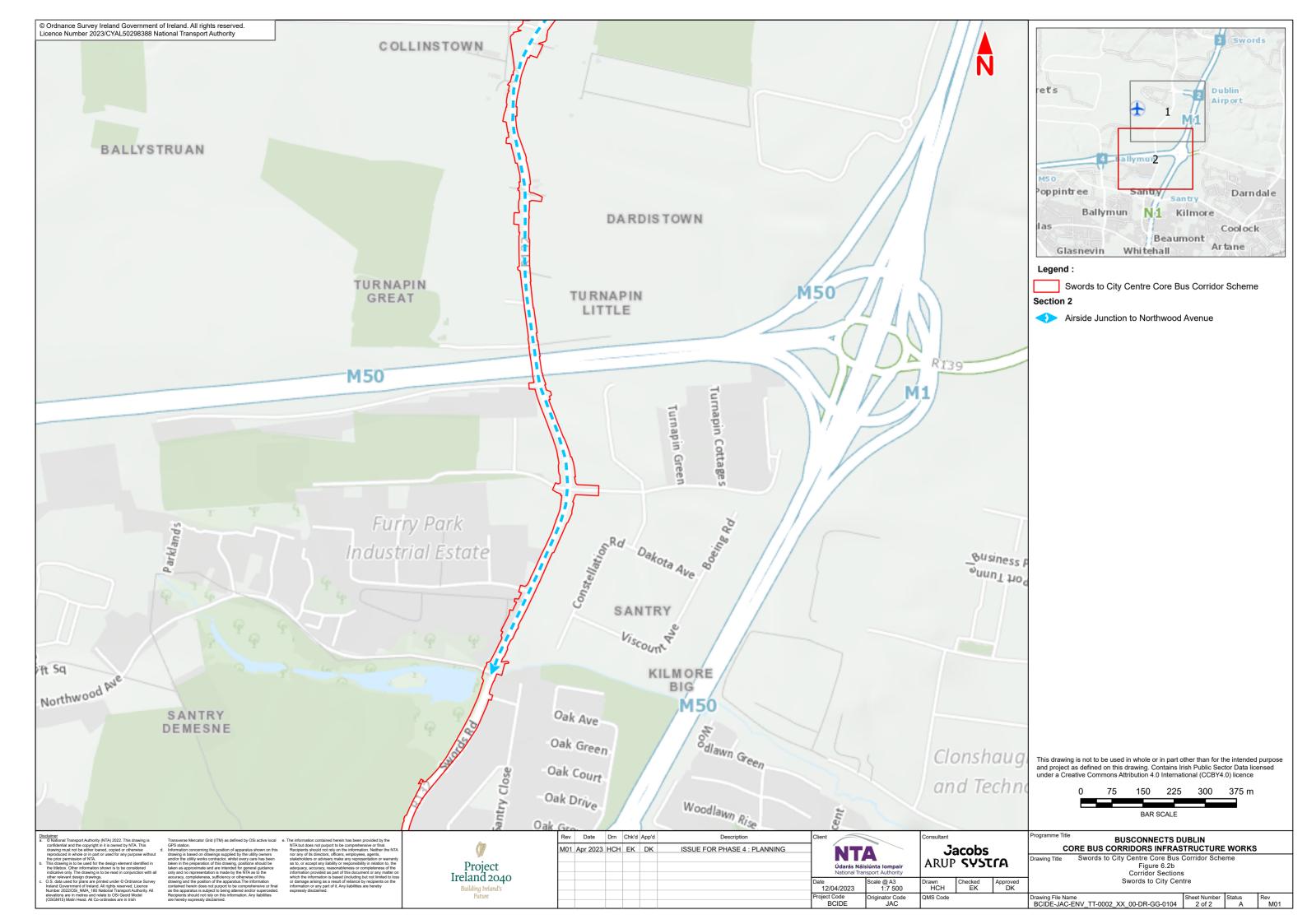


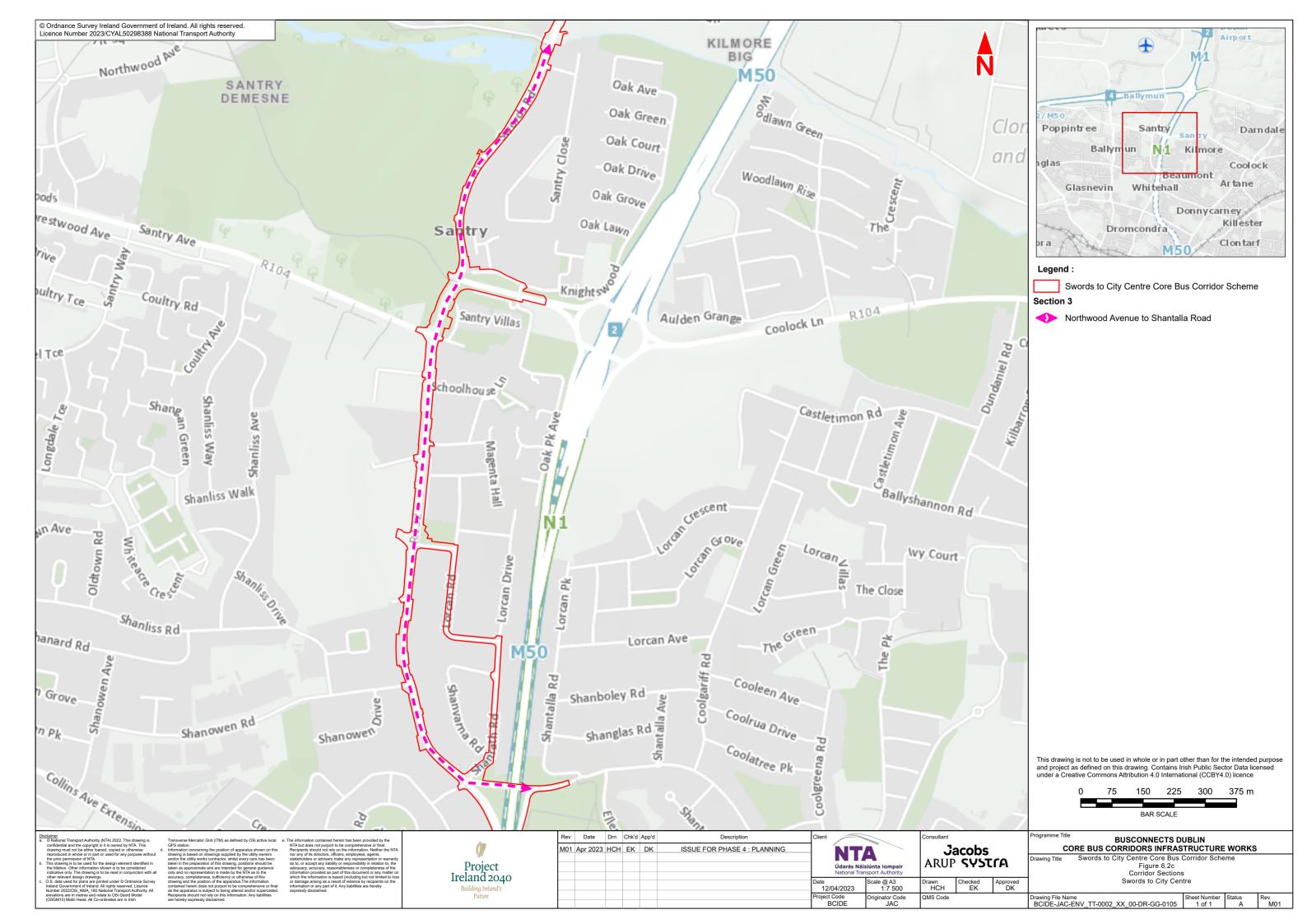


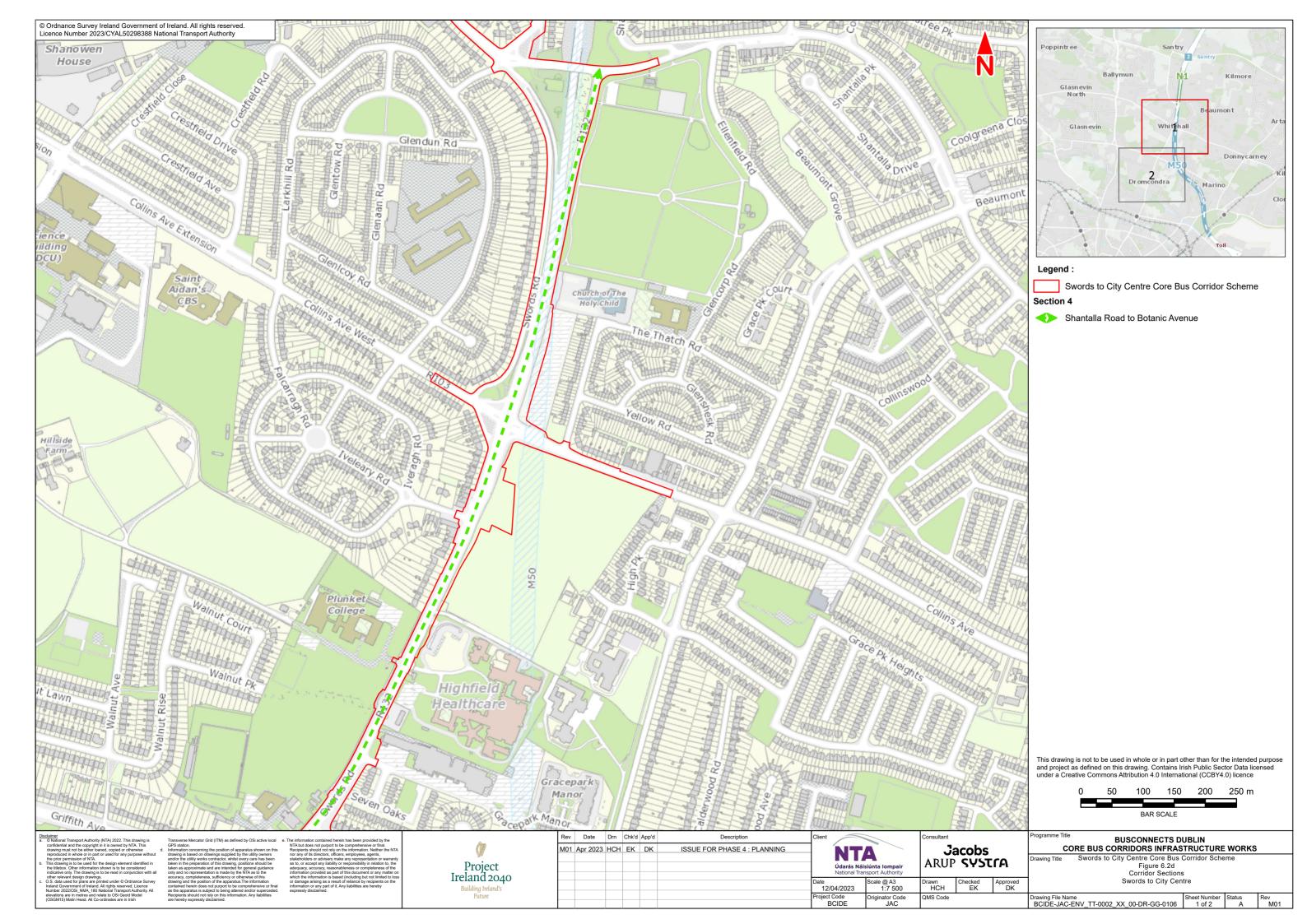


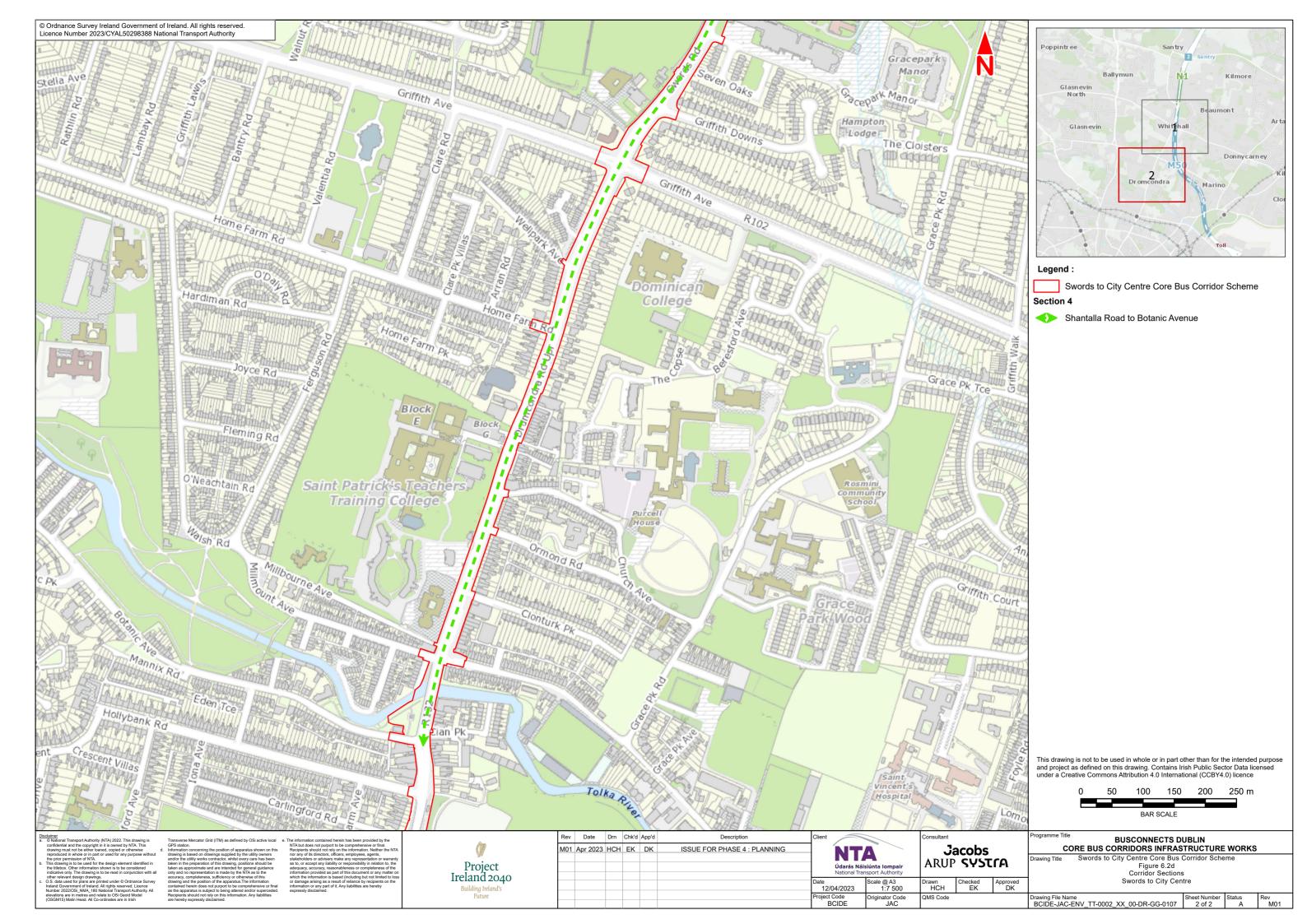


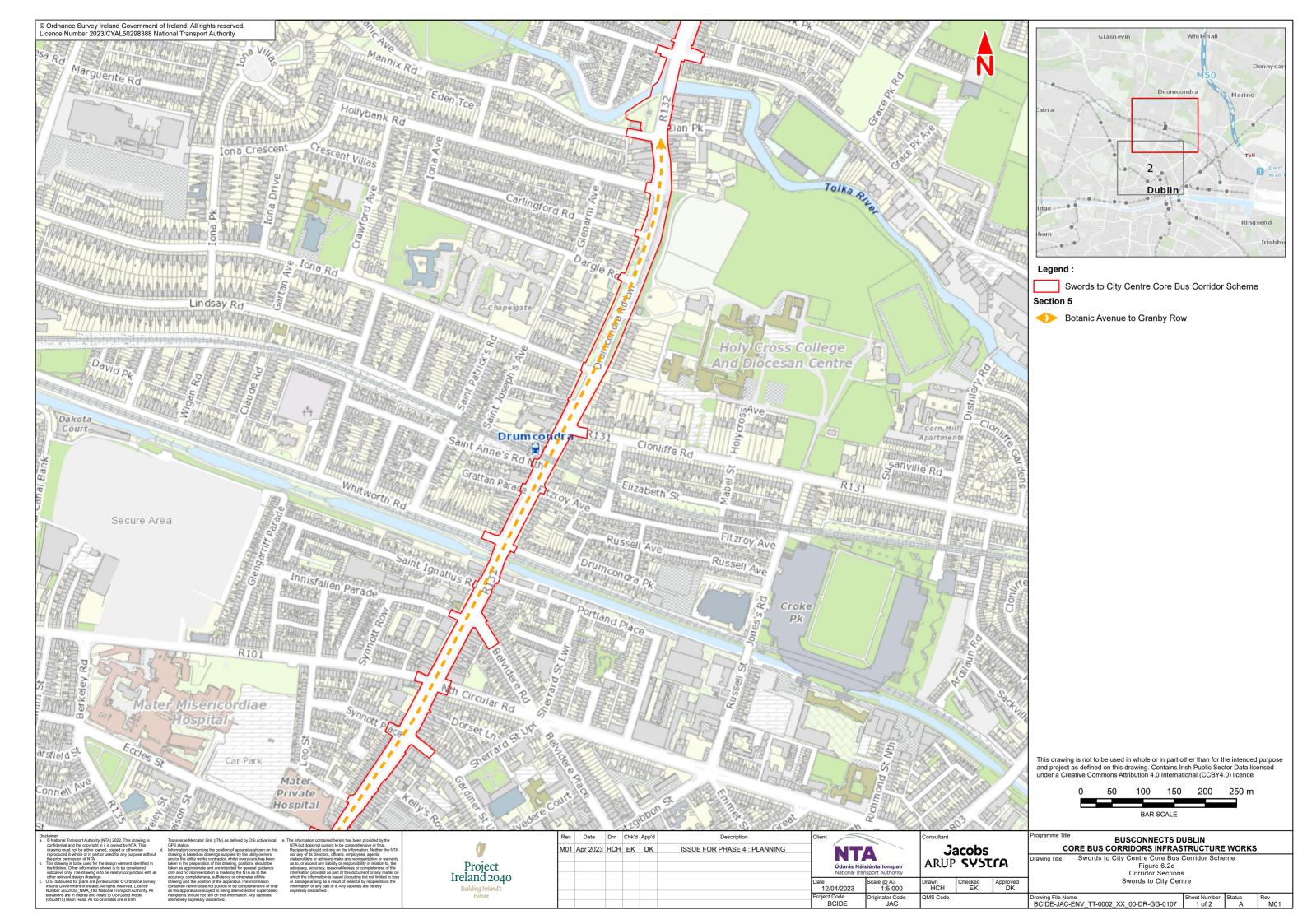


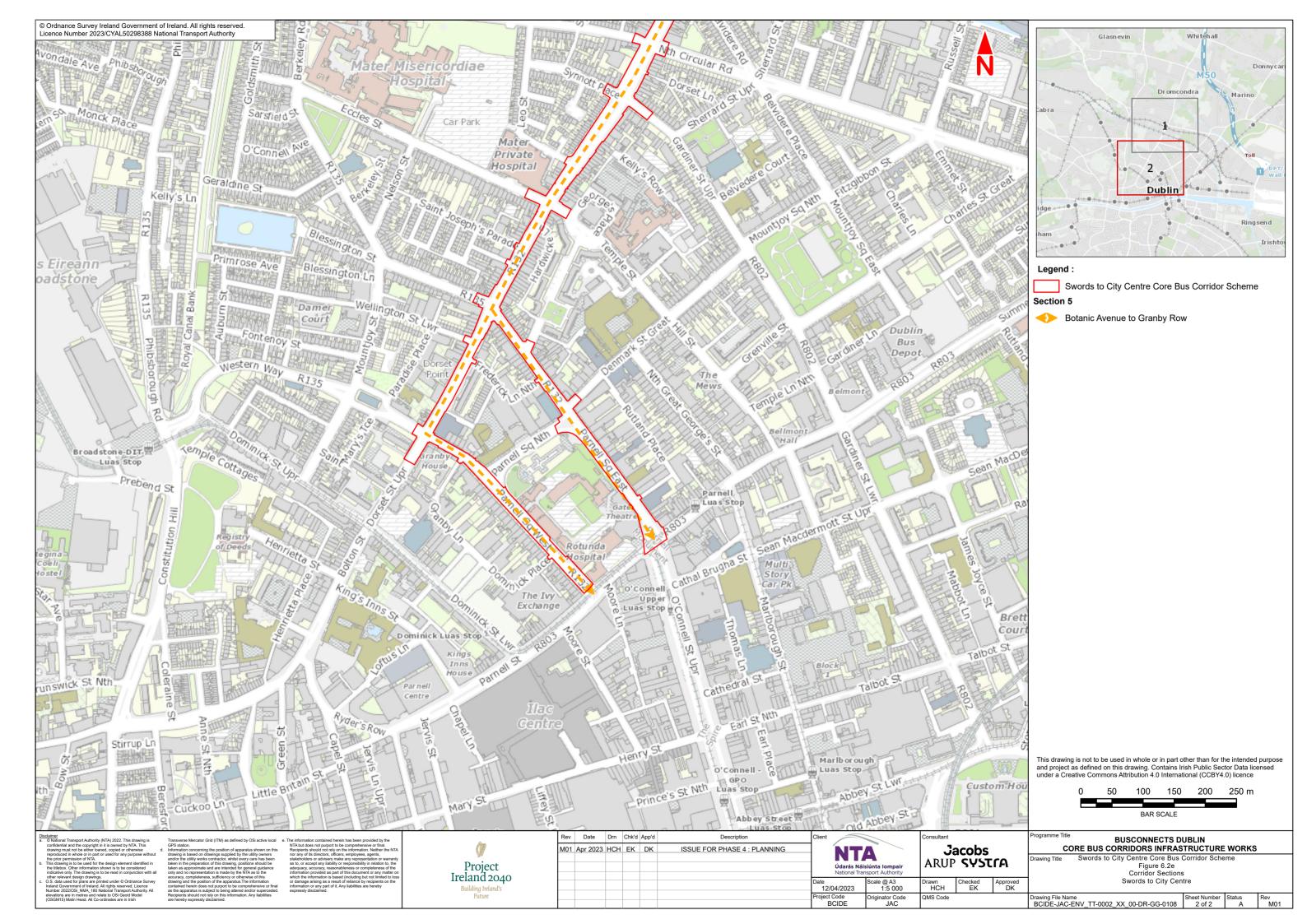




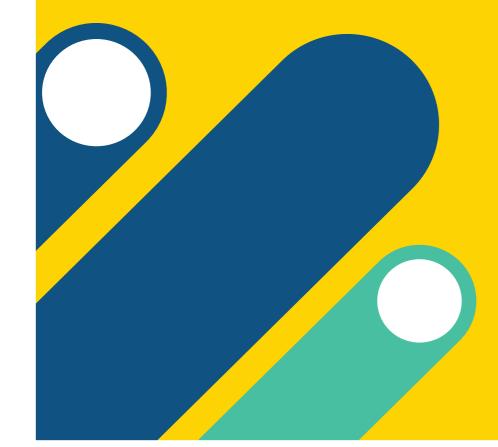


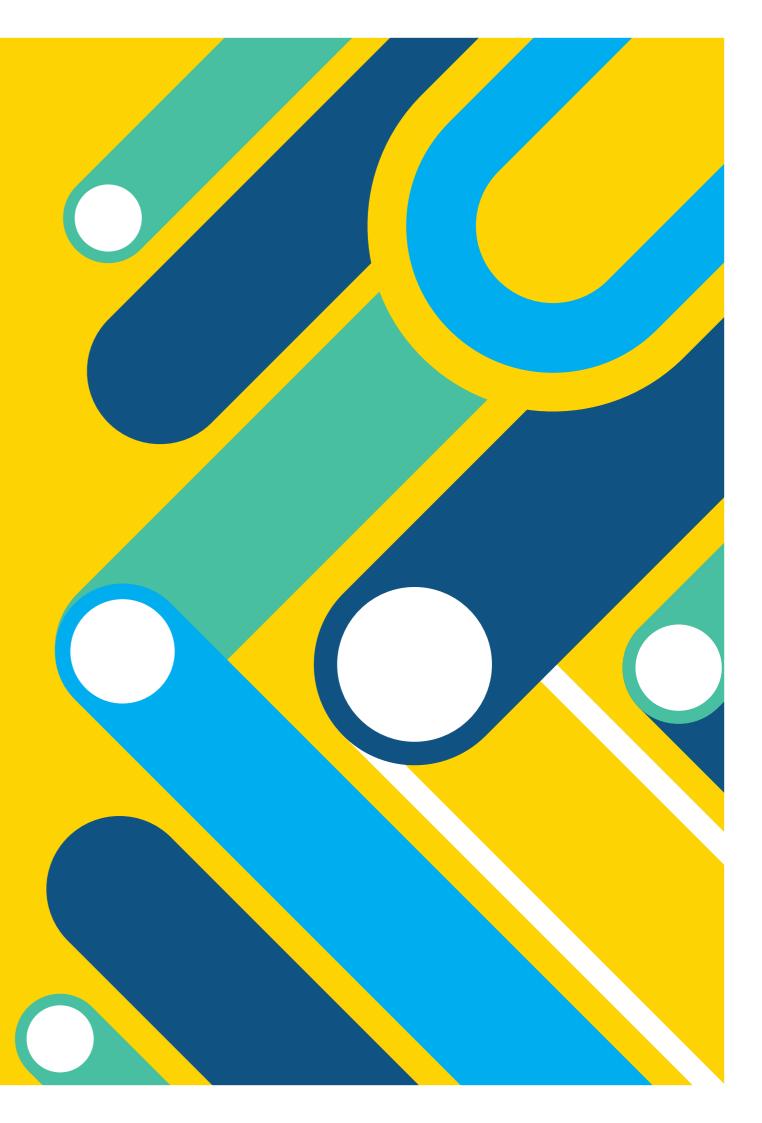


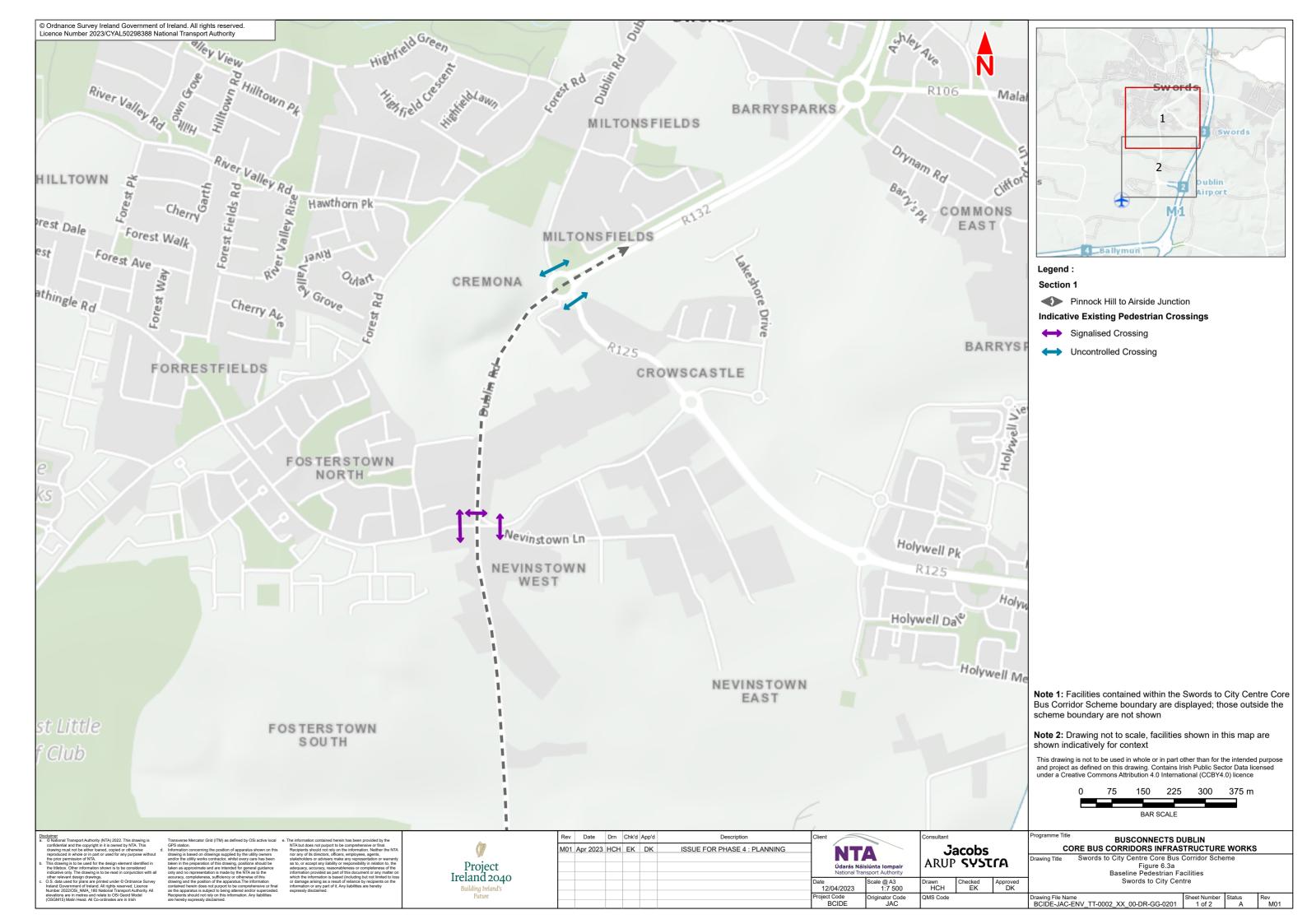


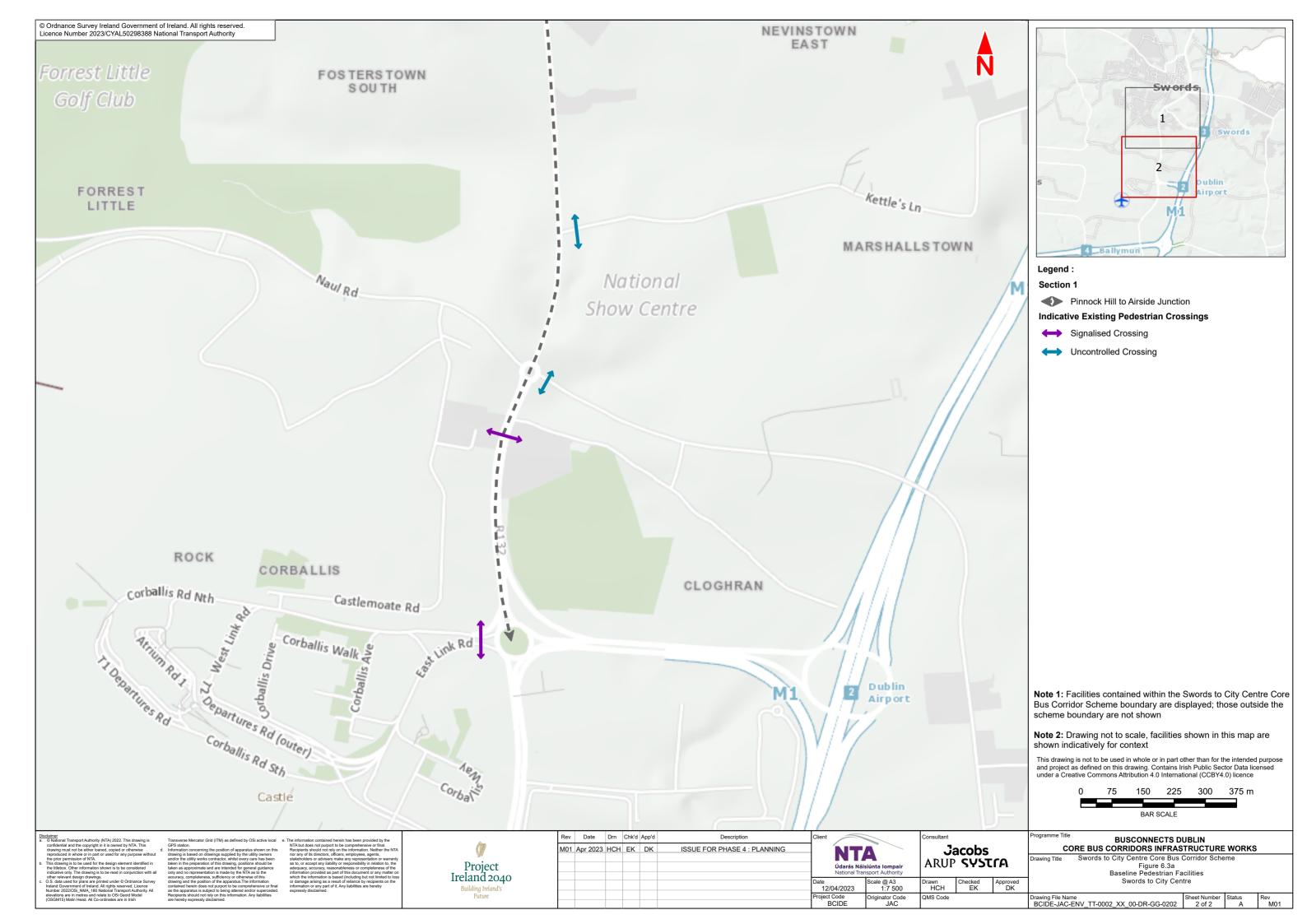


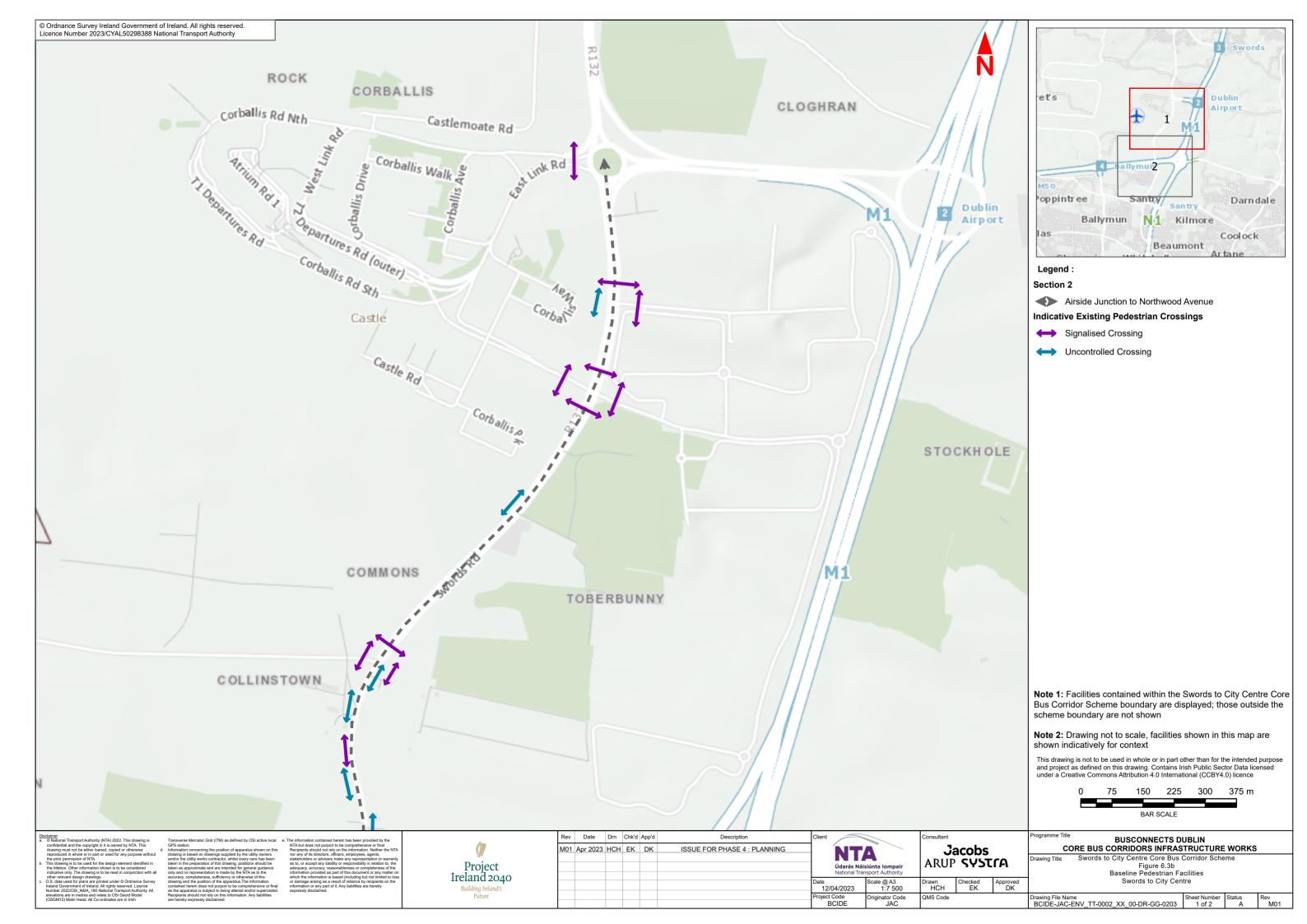
6.3Baseline Pedestrian Facilities

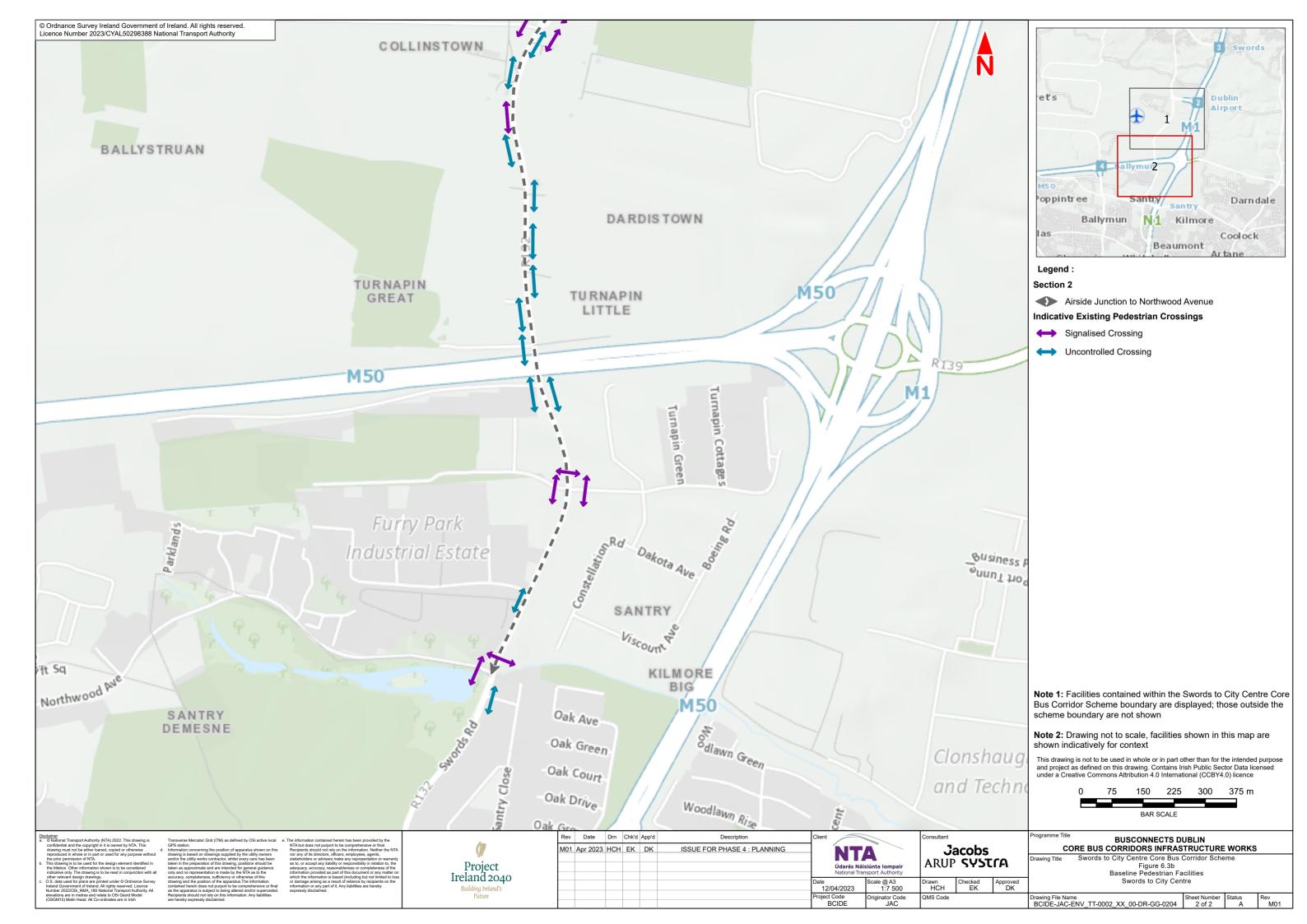


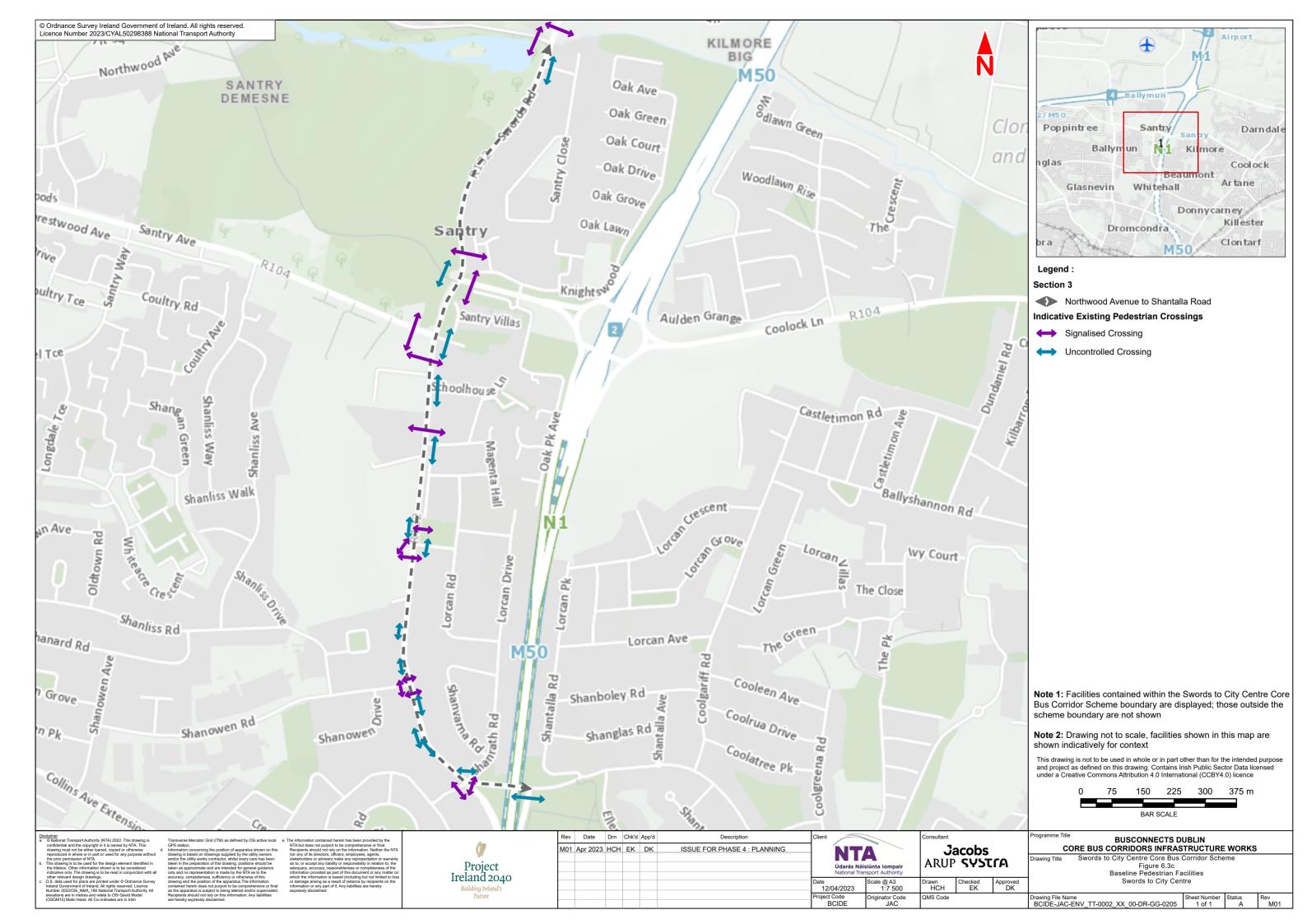


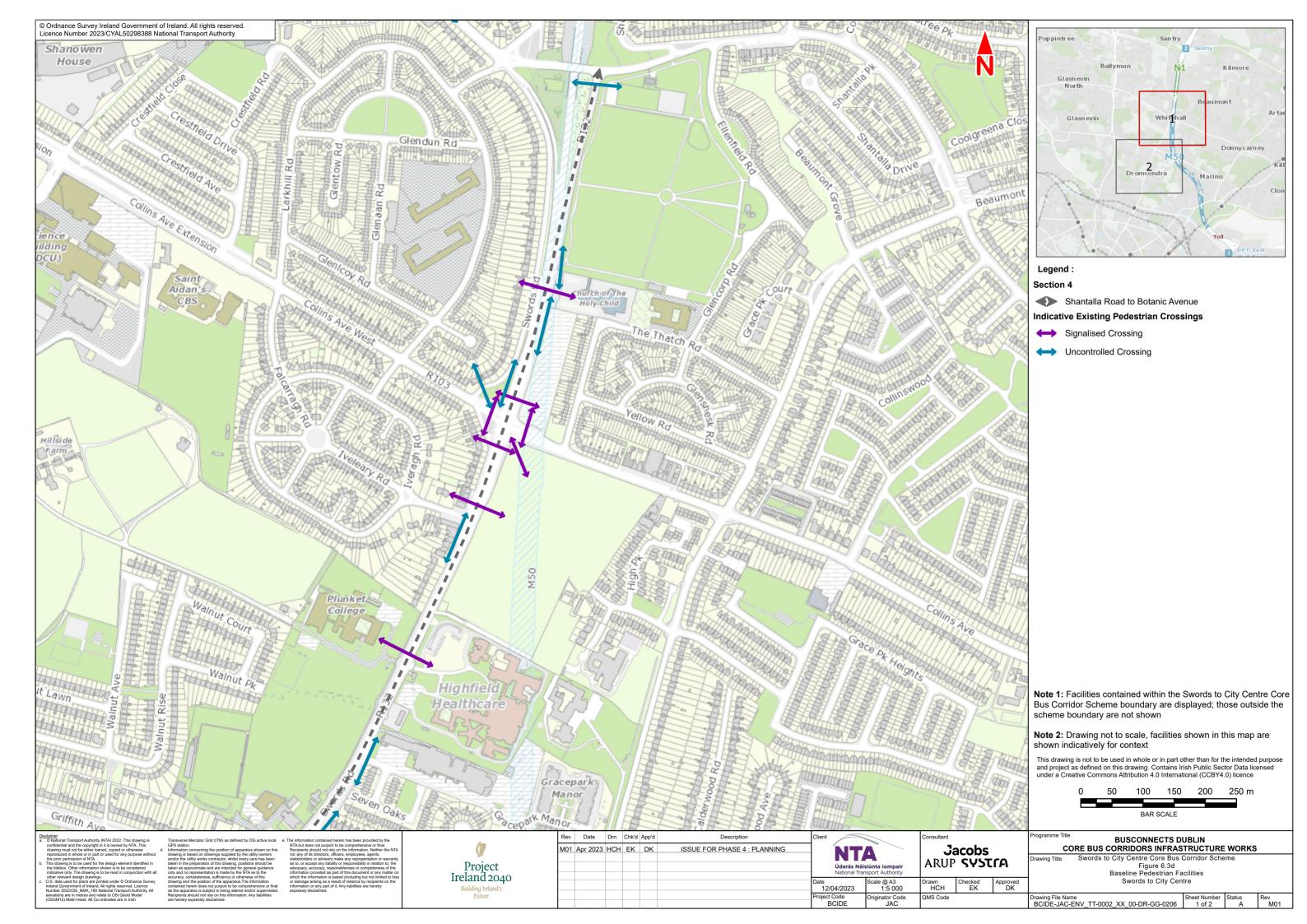


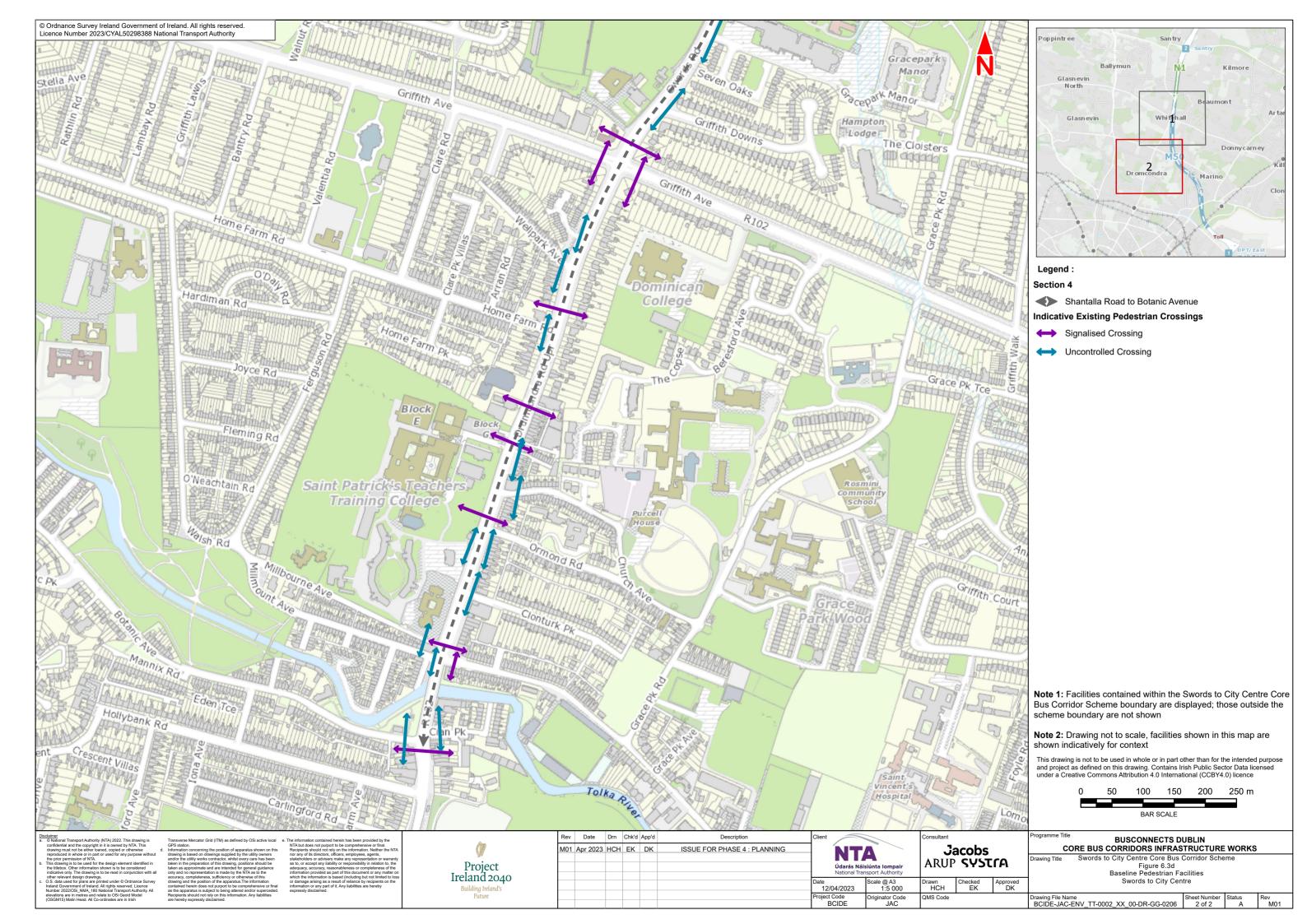


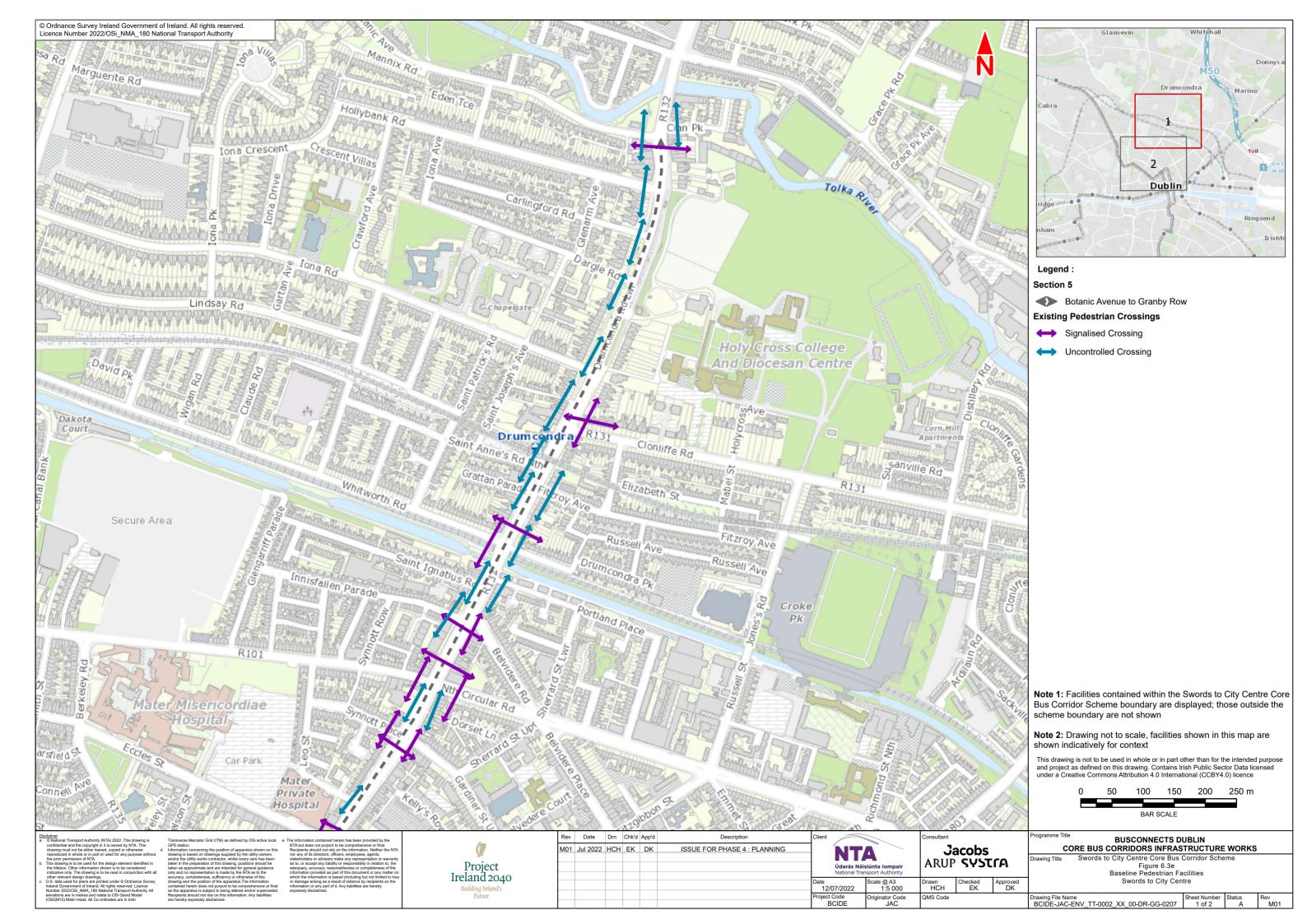


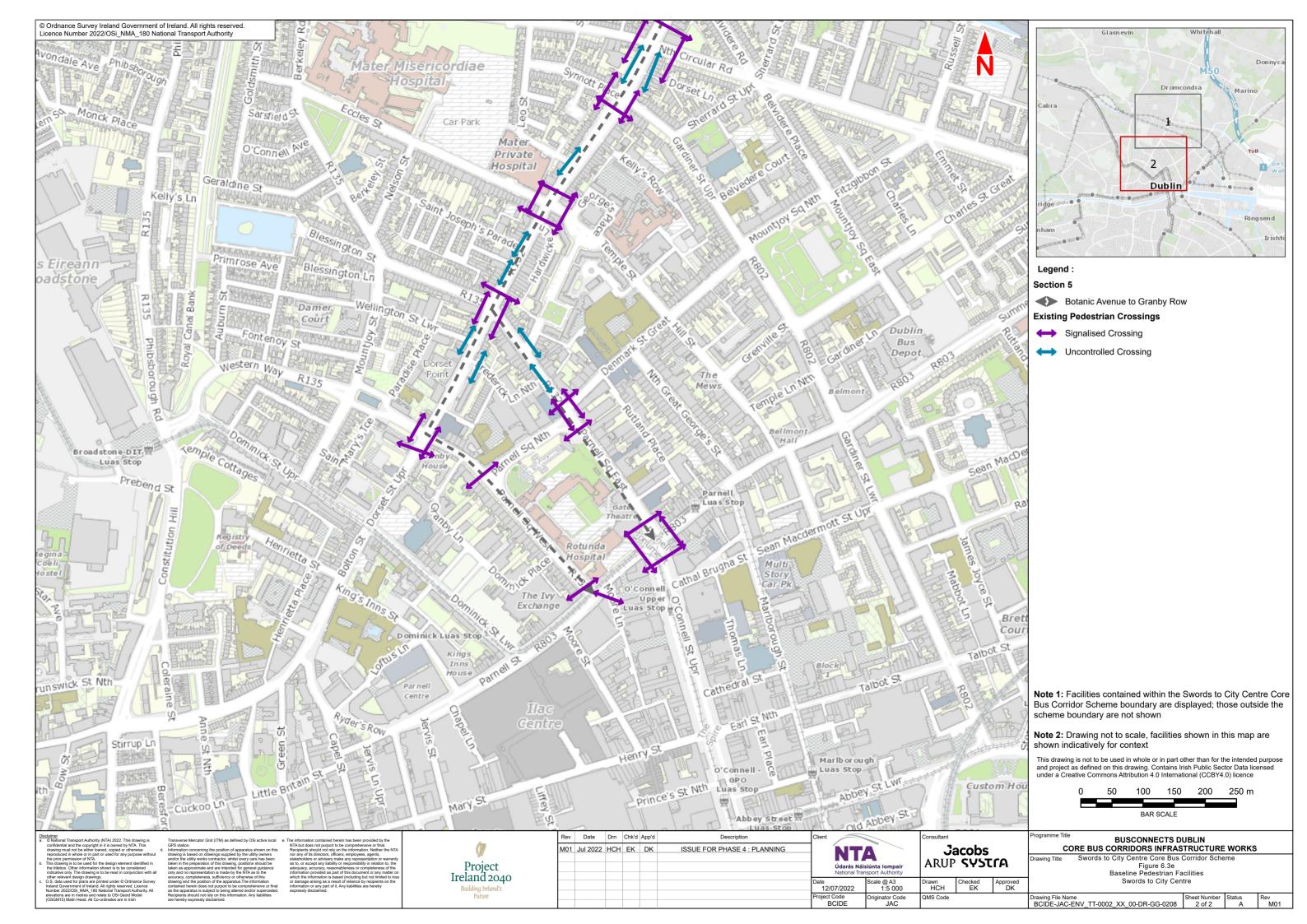




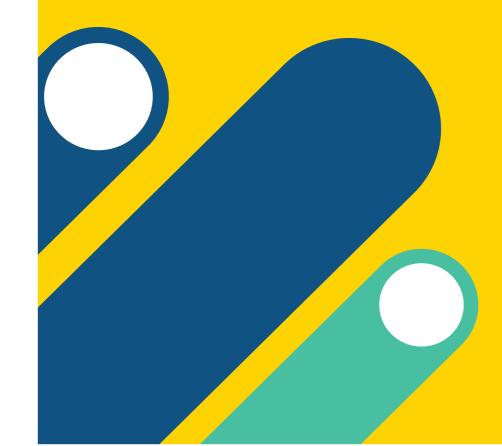




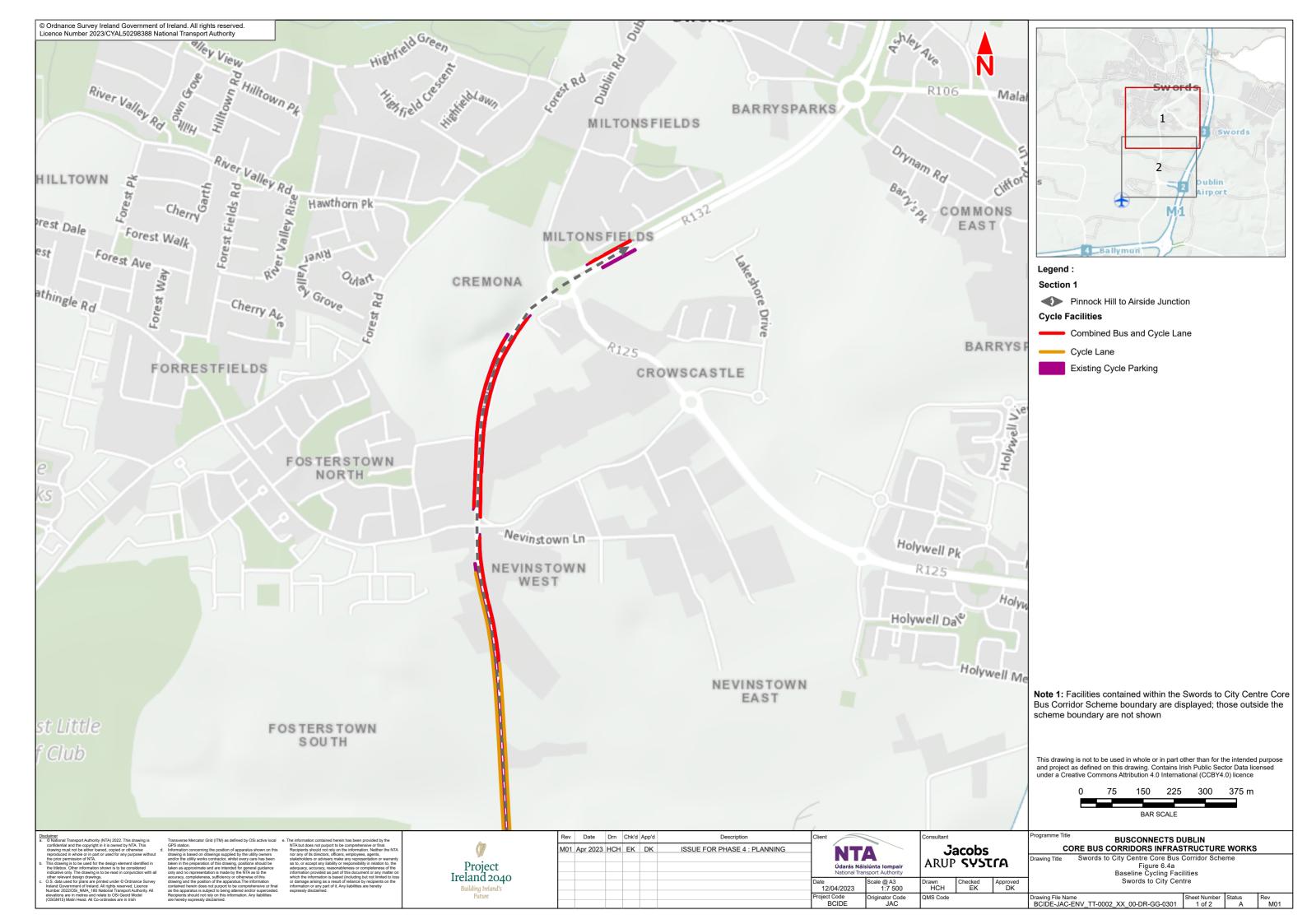


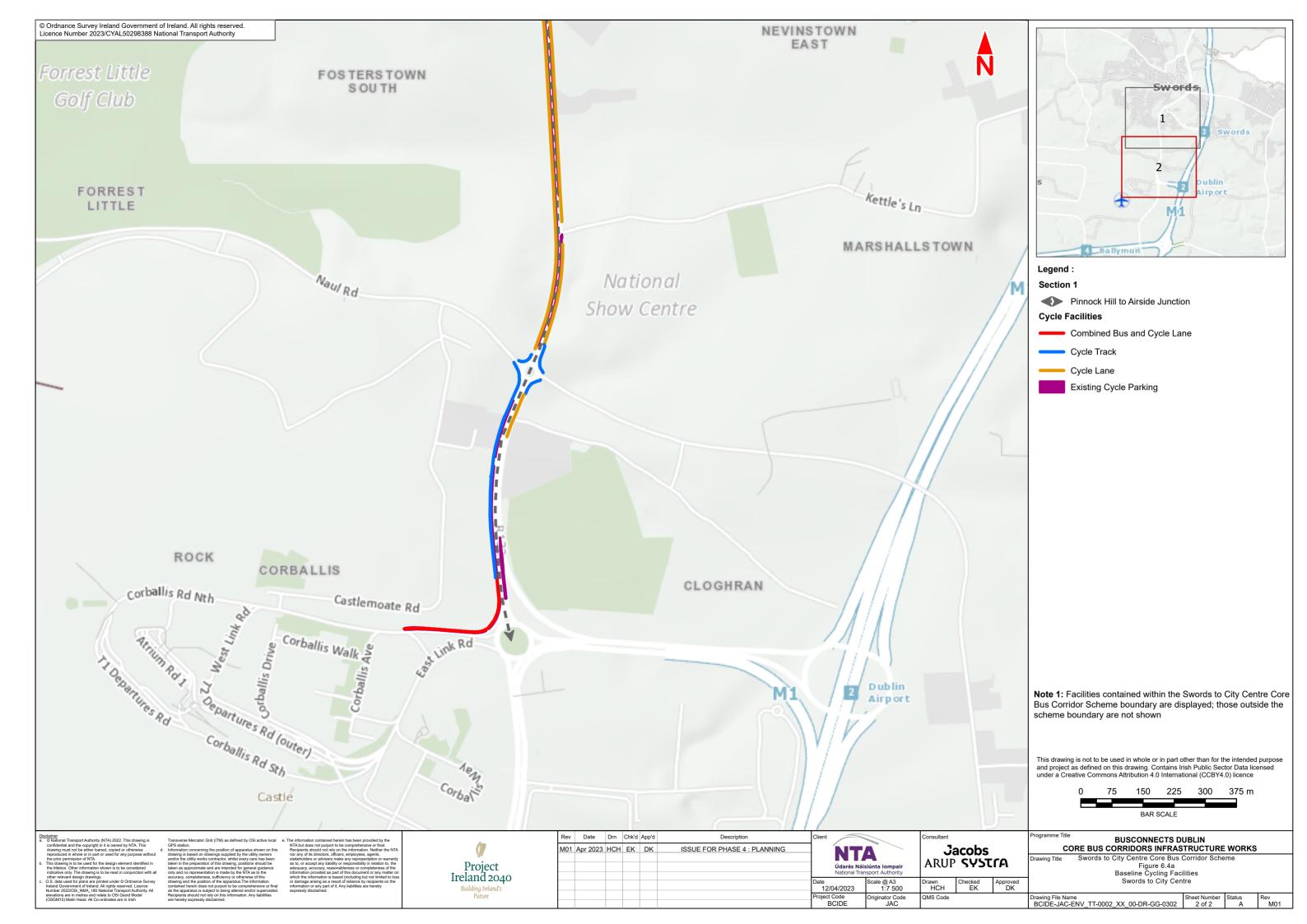


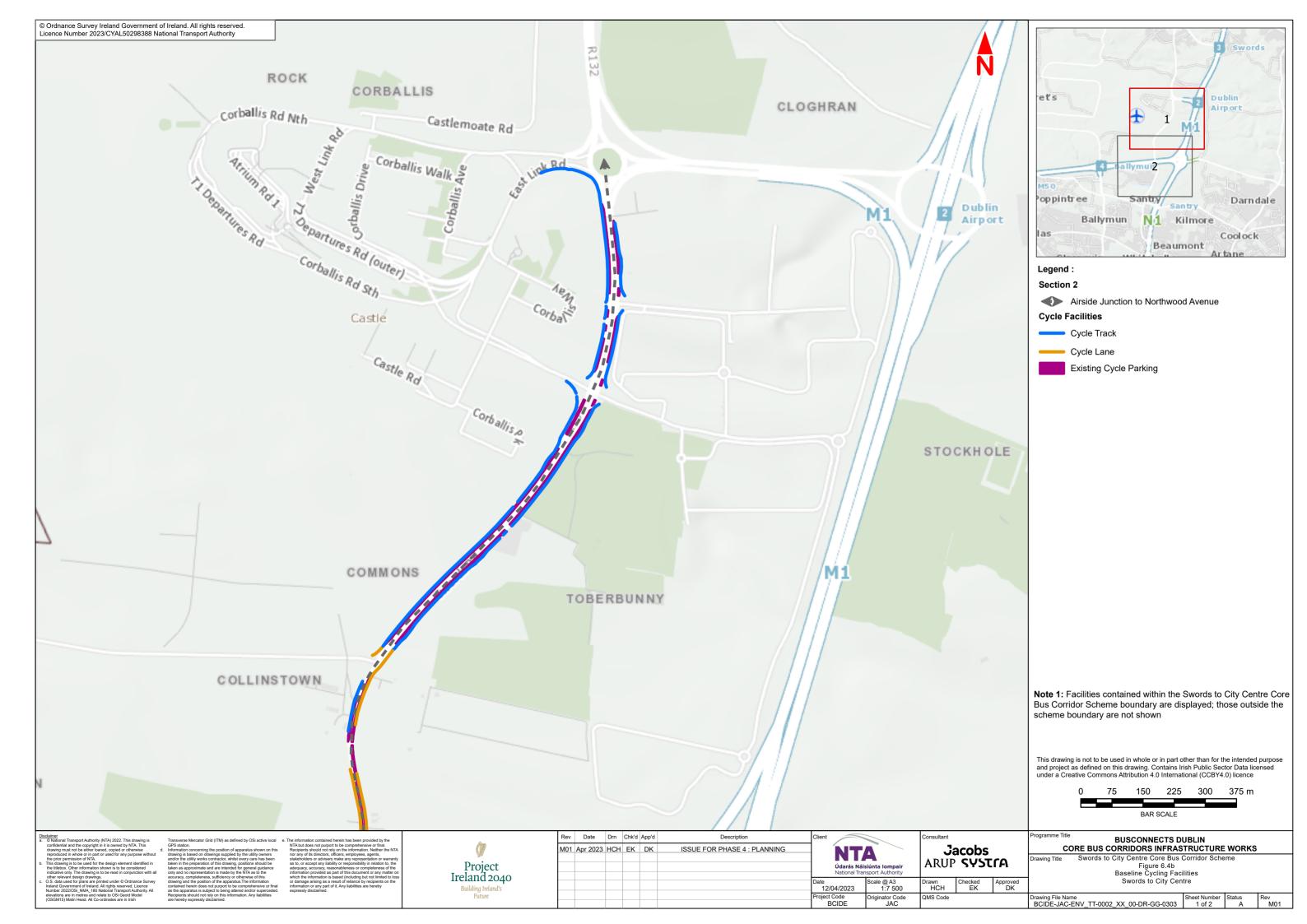
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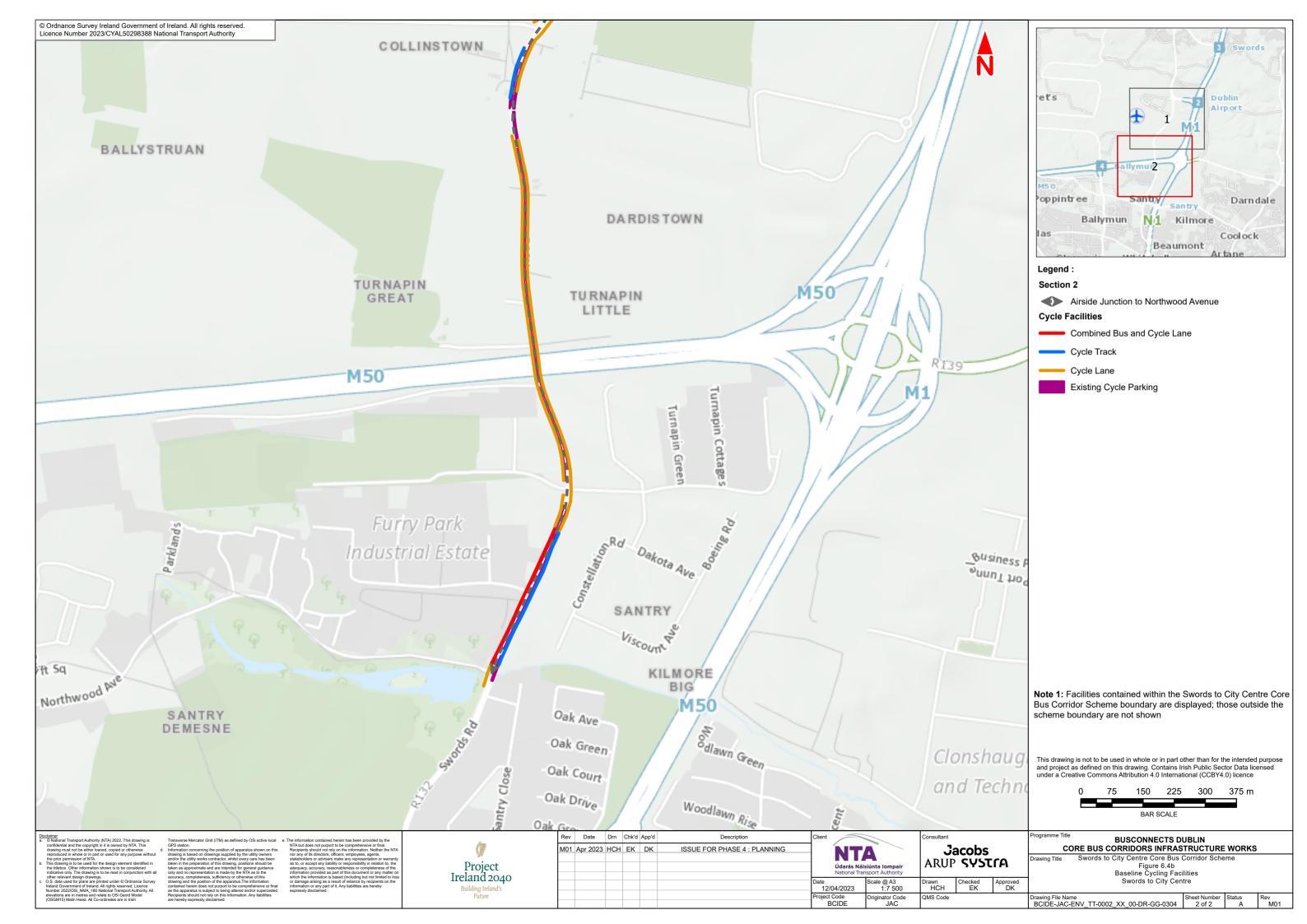


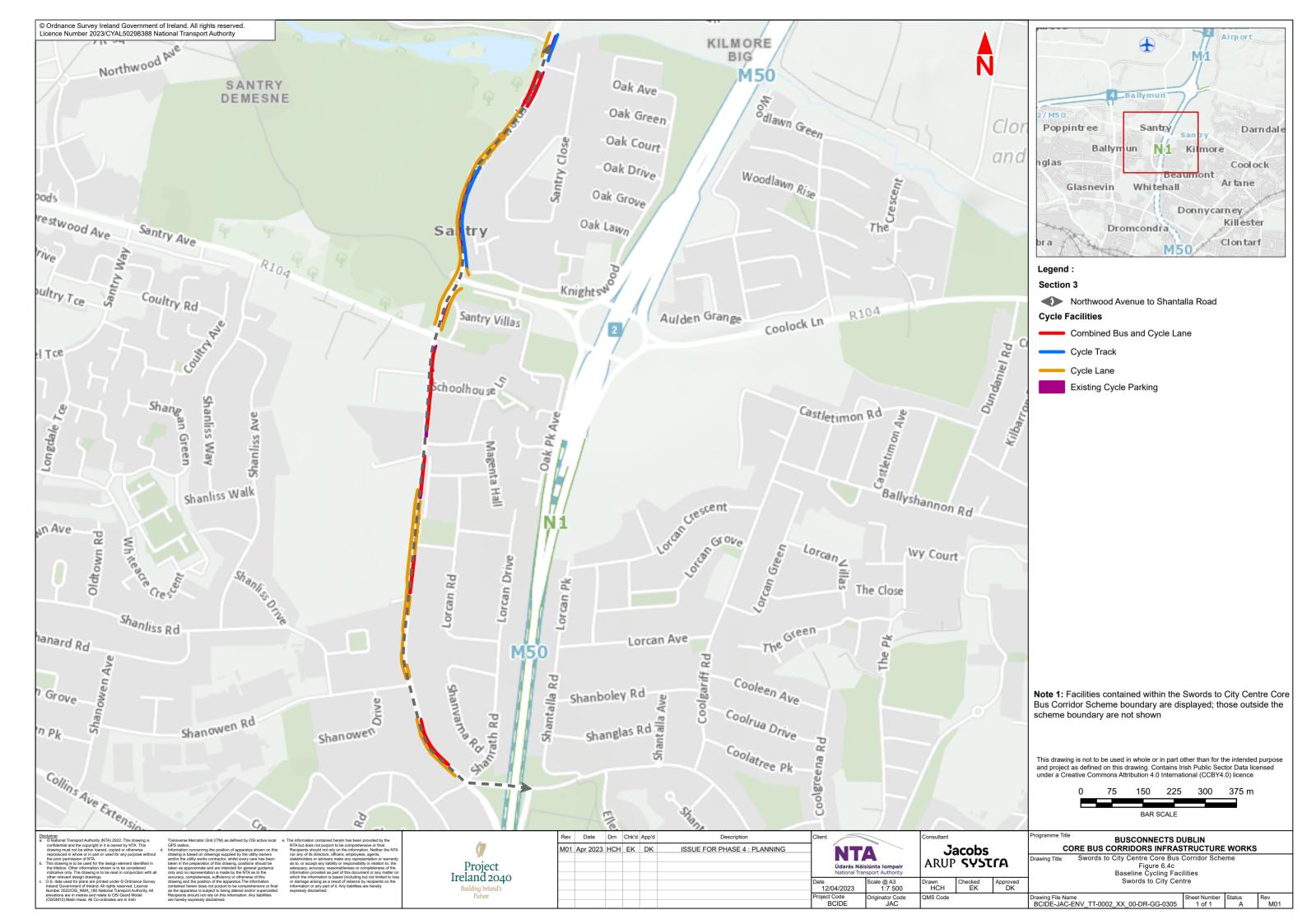


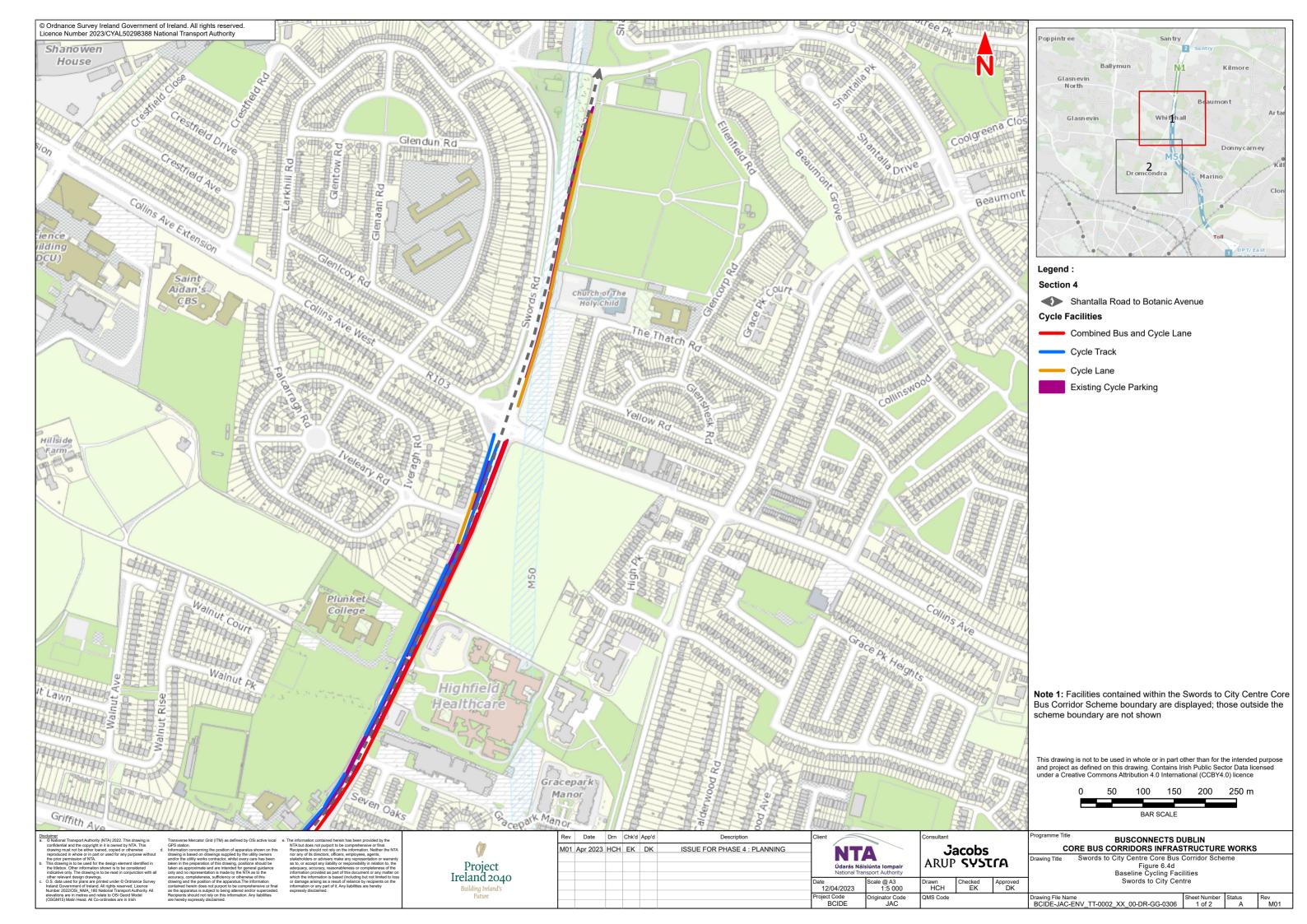


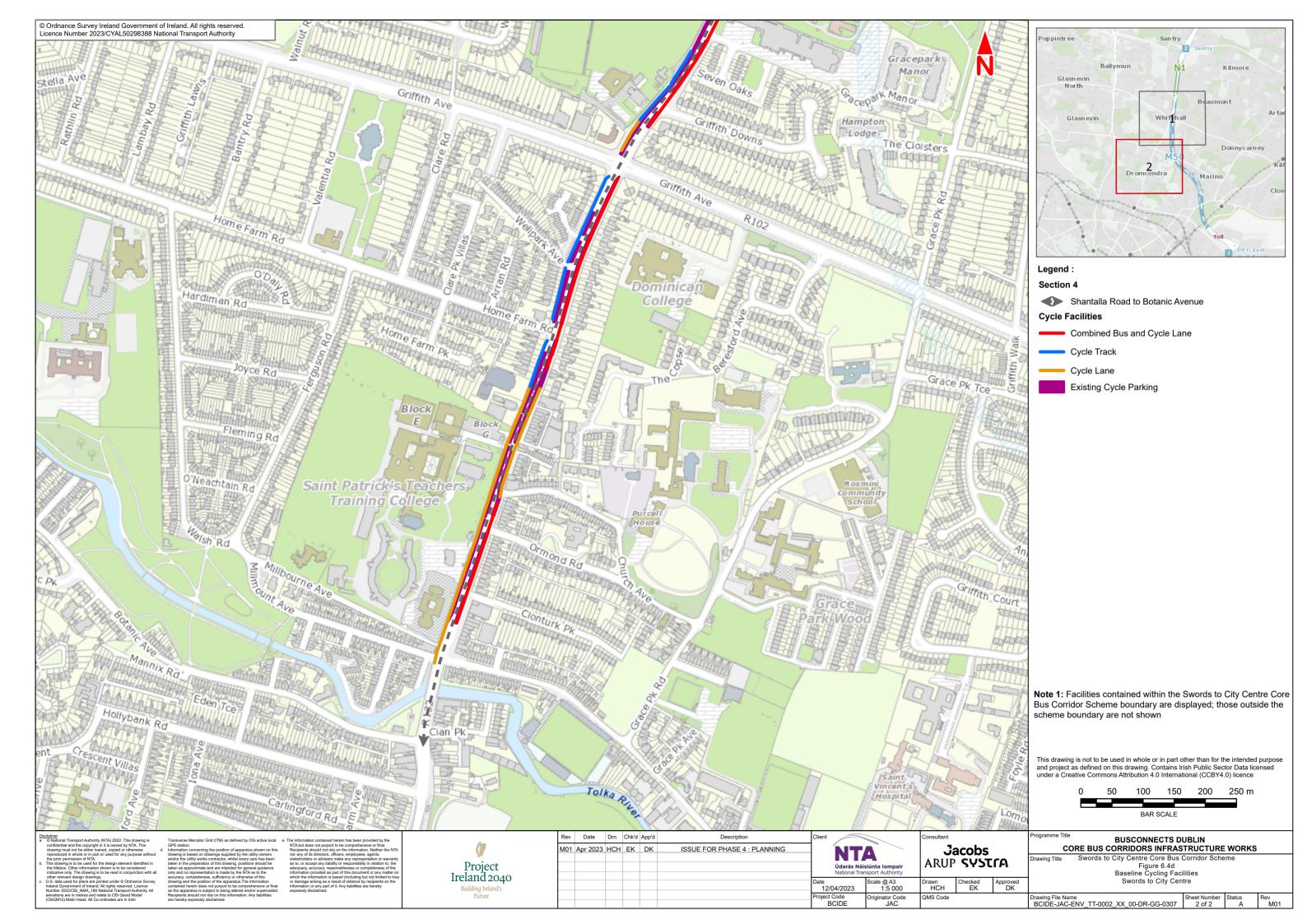


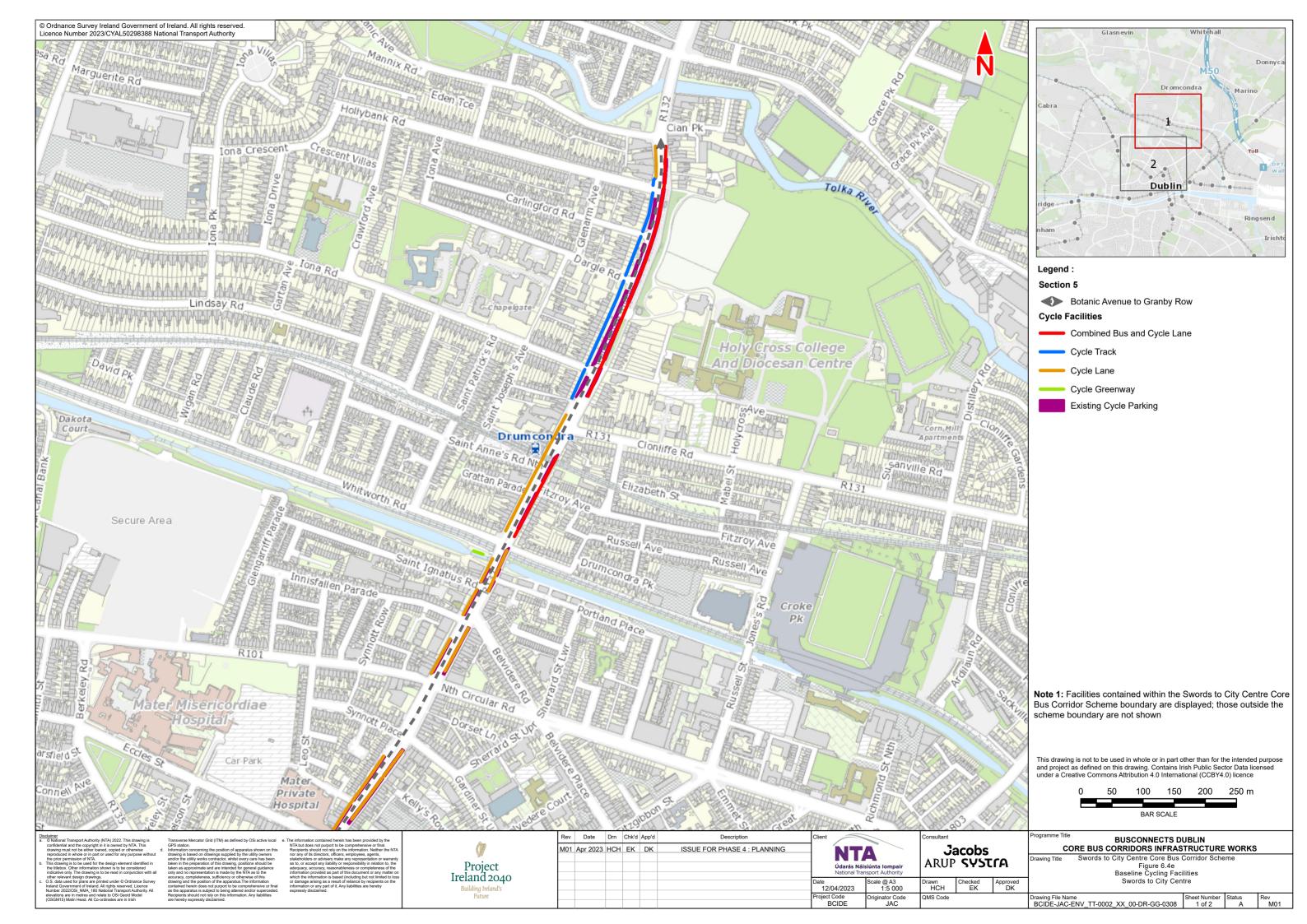


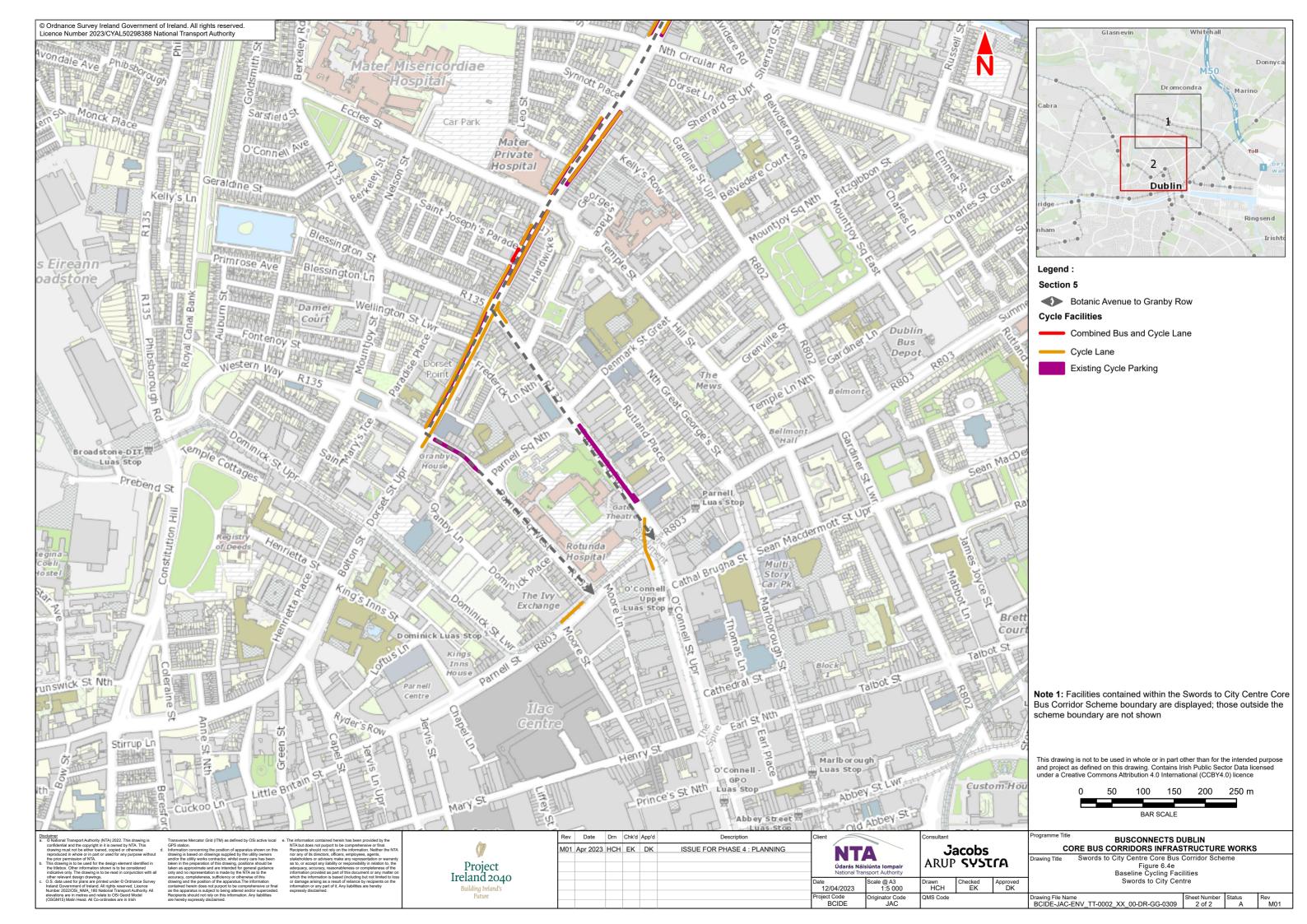




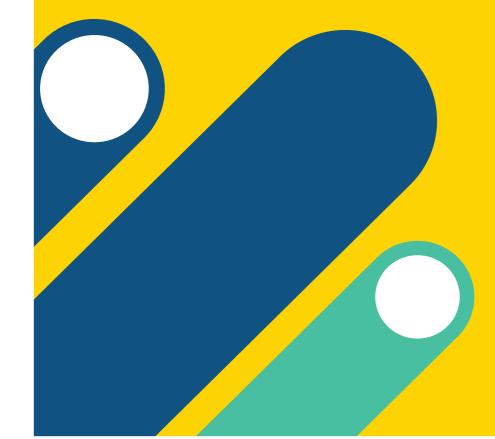


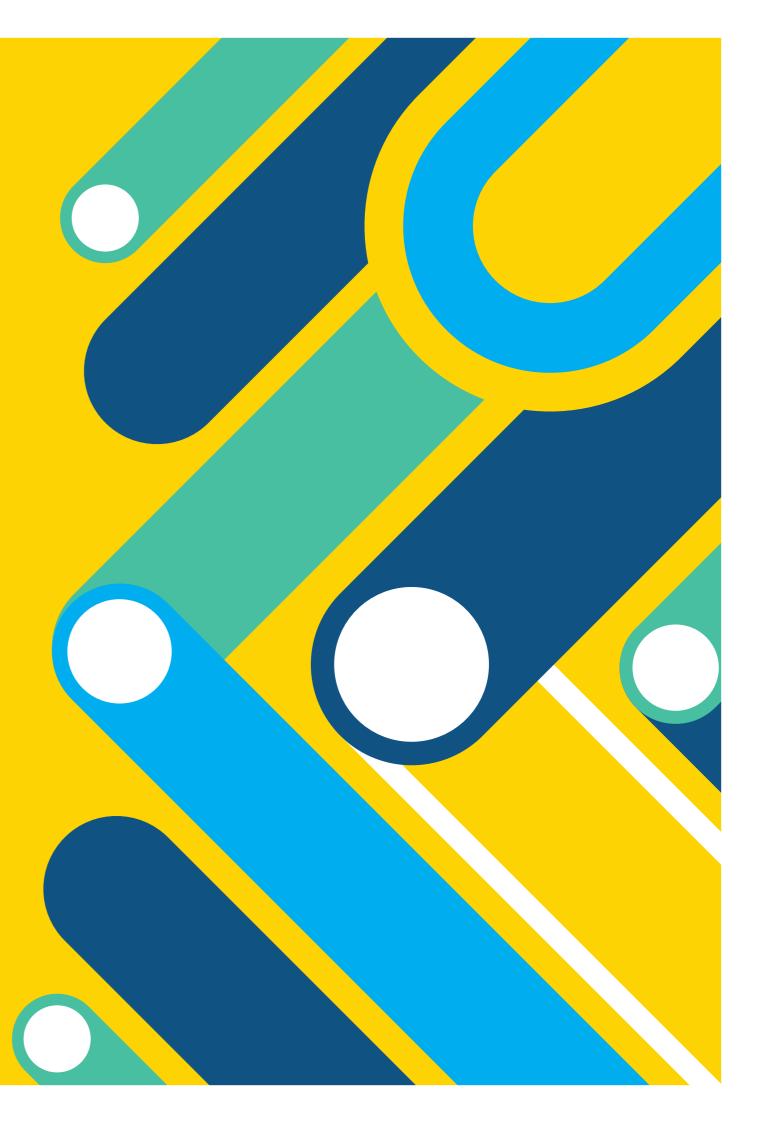


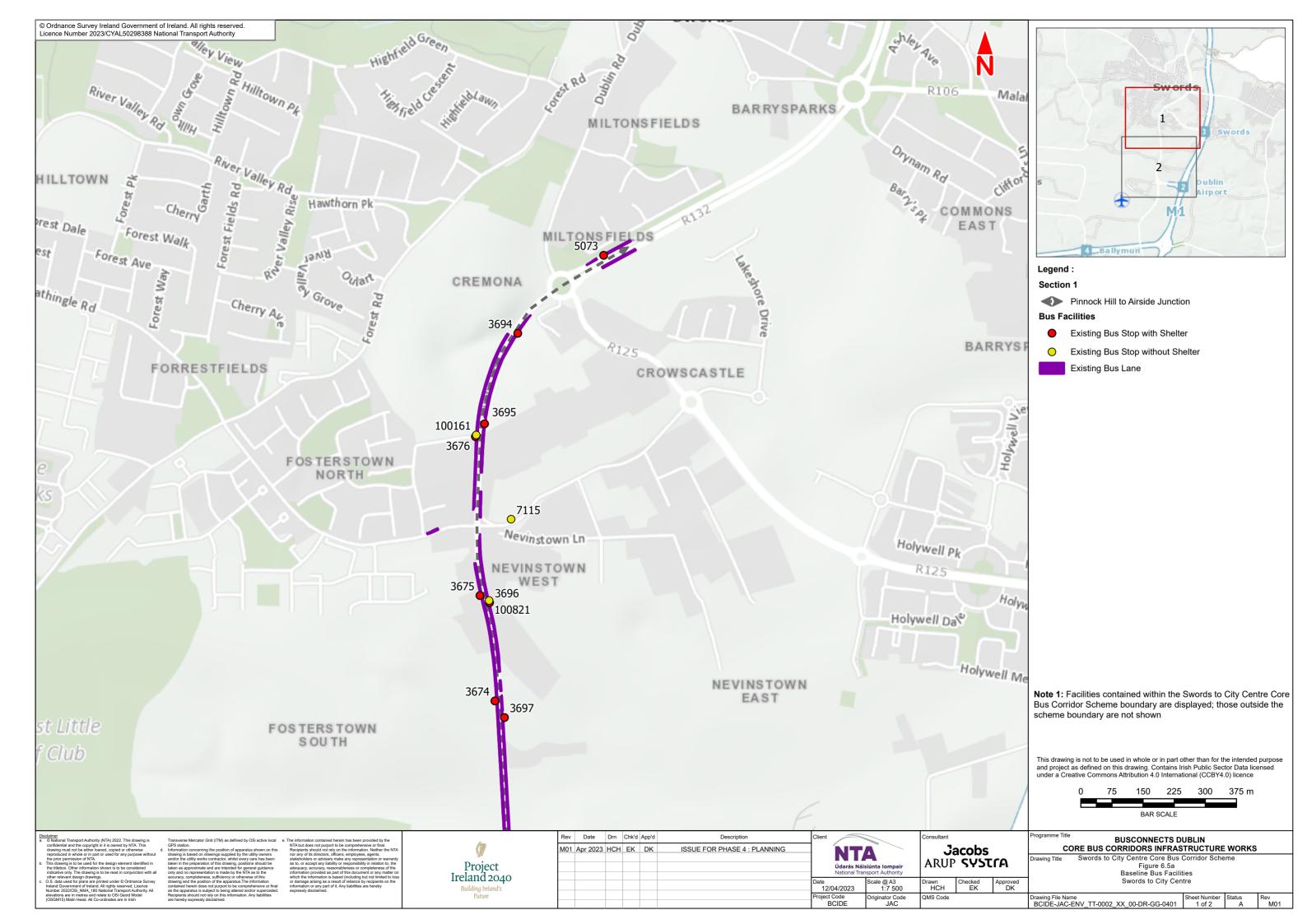


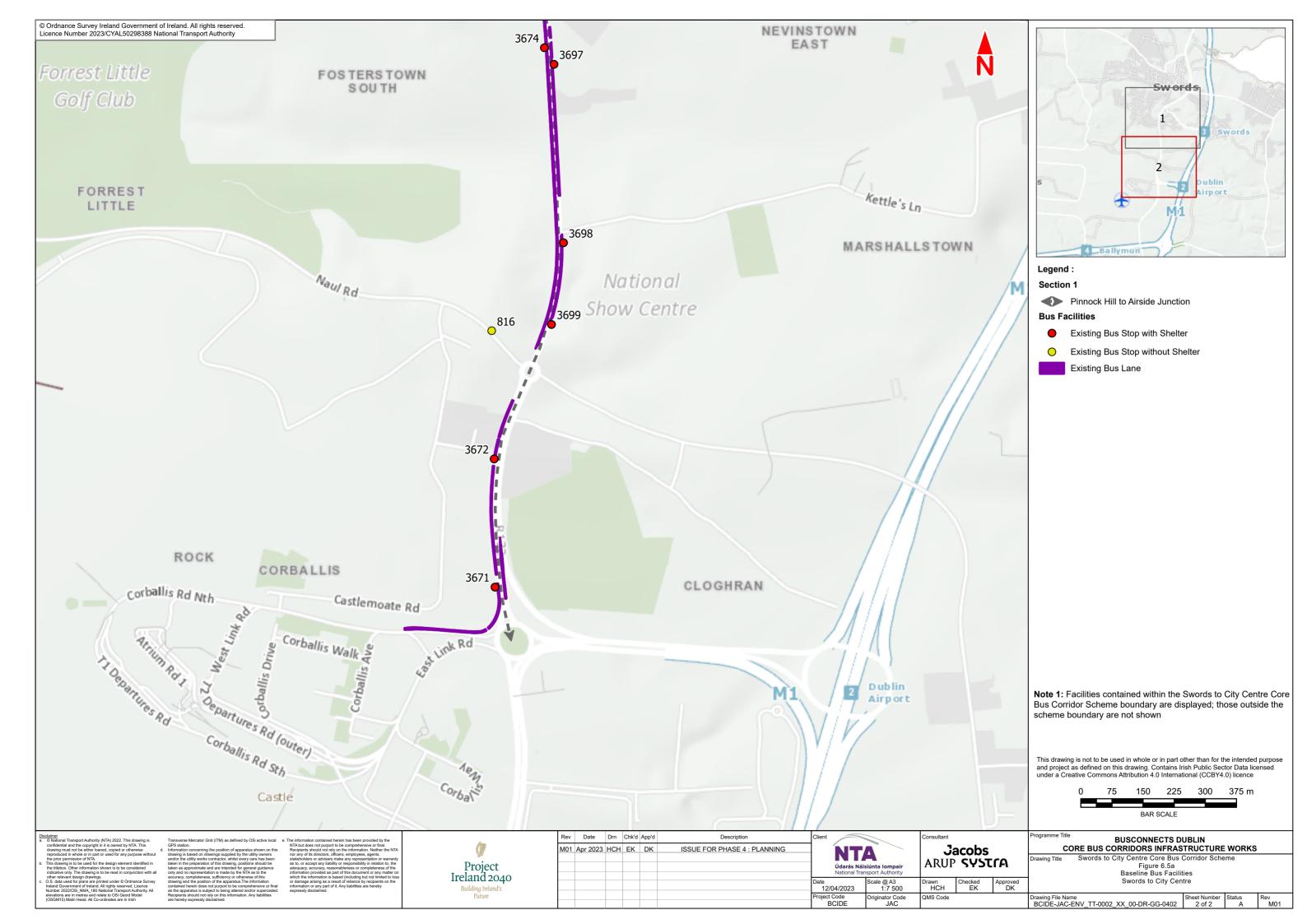


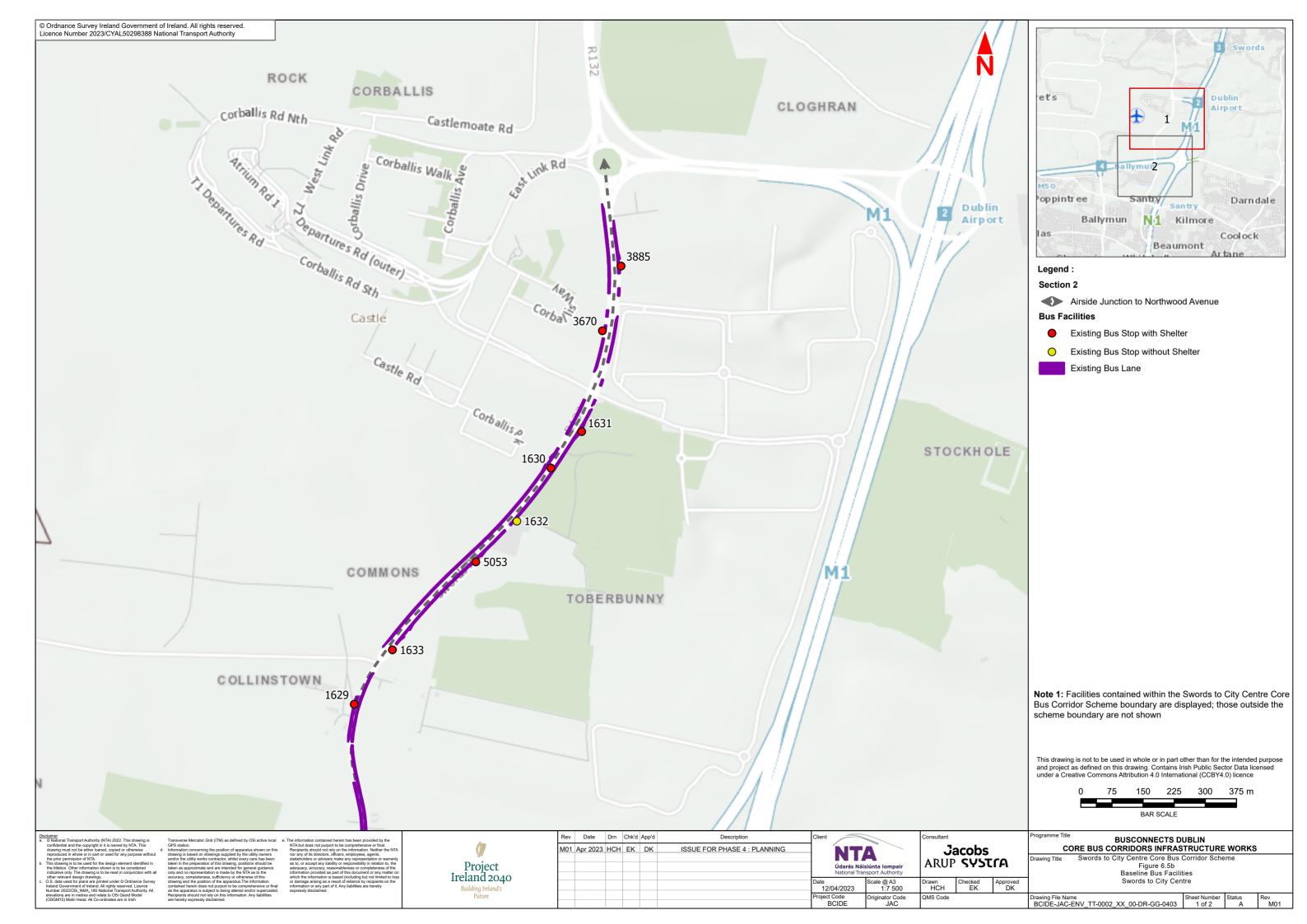
6.5Baseline Bus Facilities

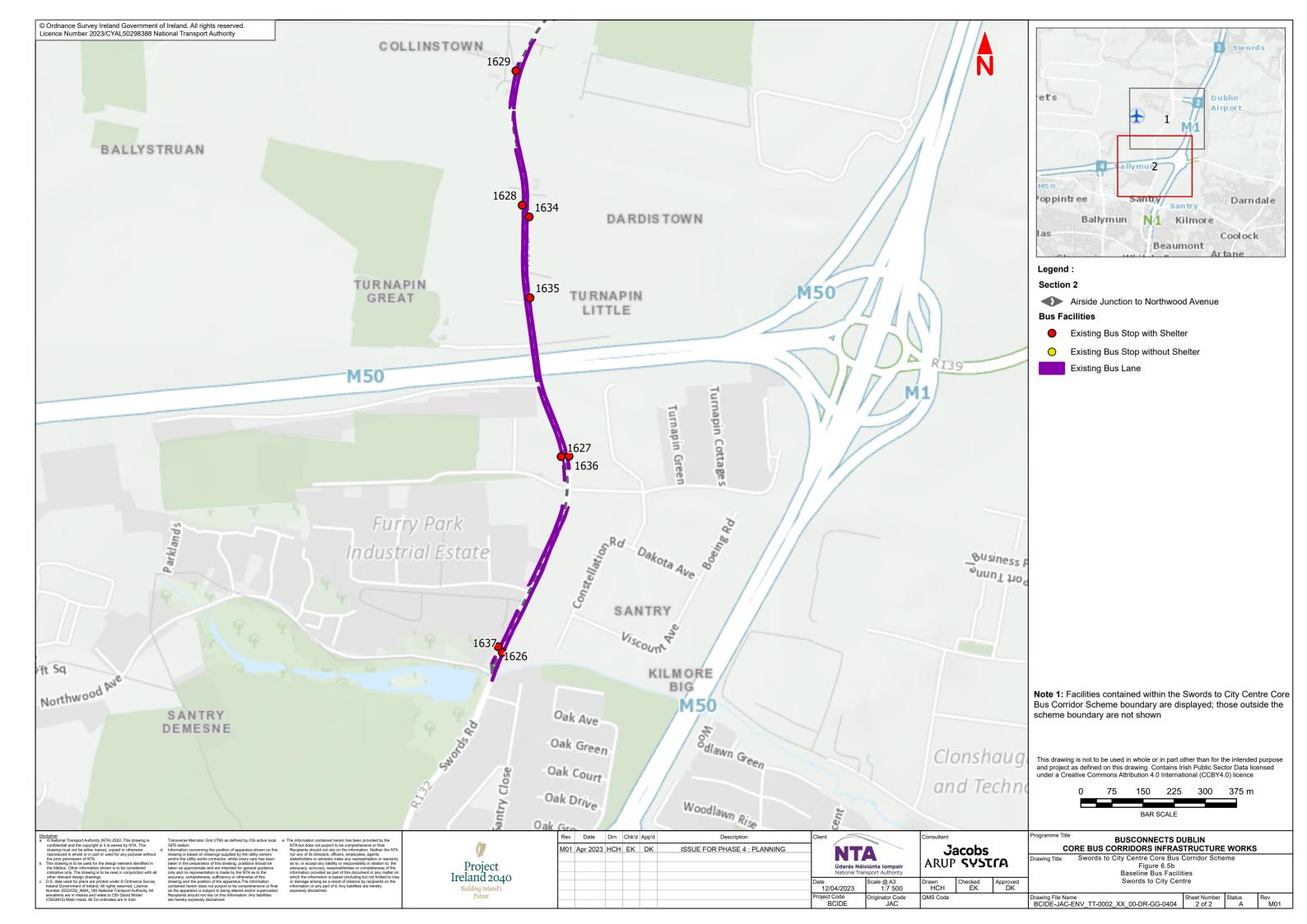


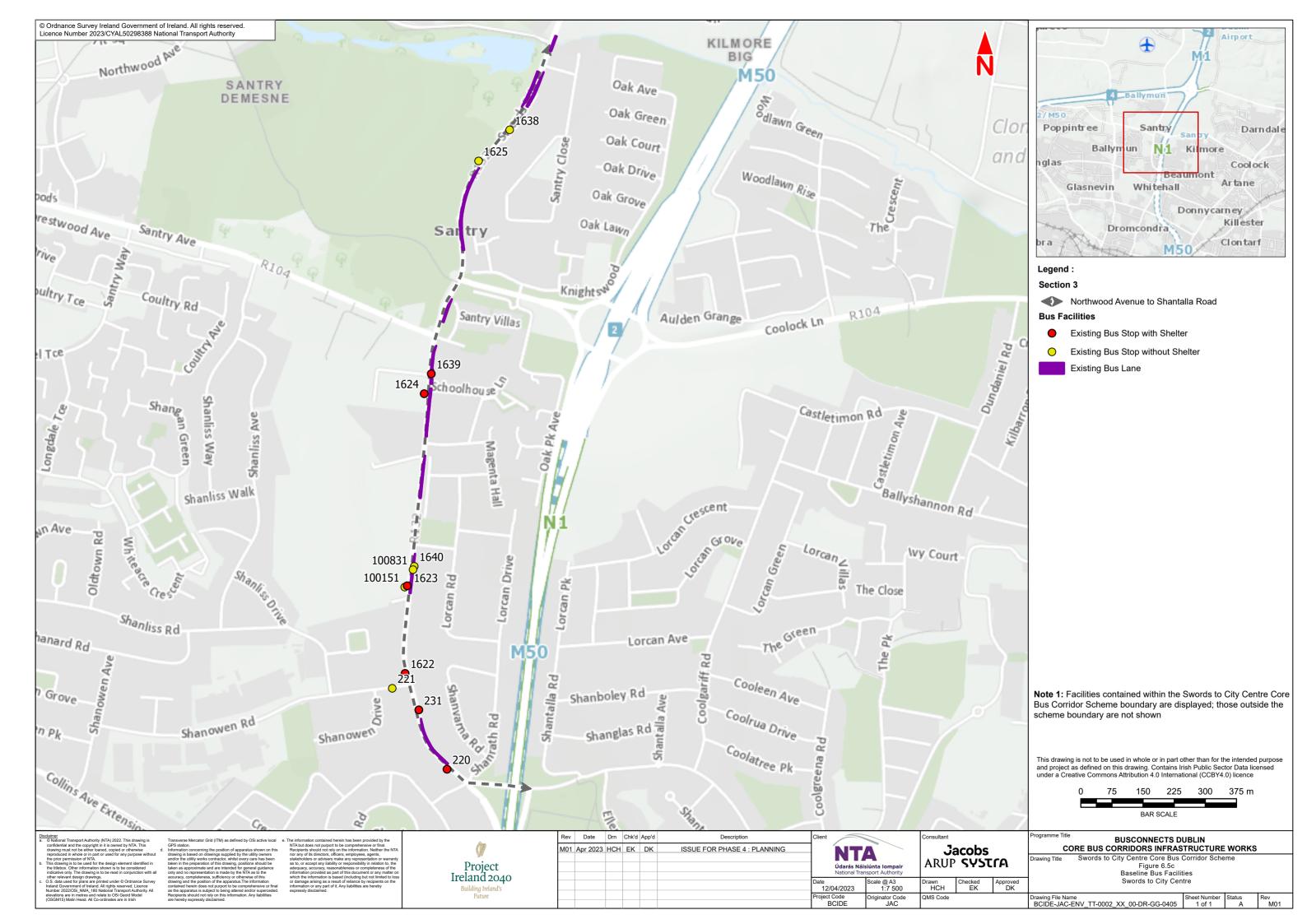


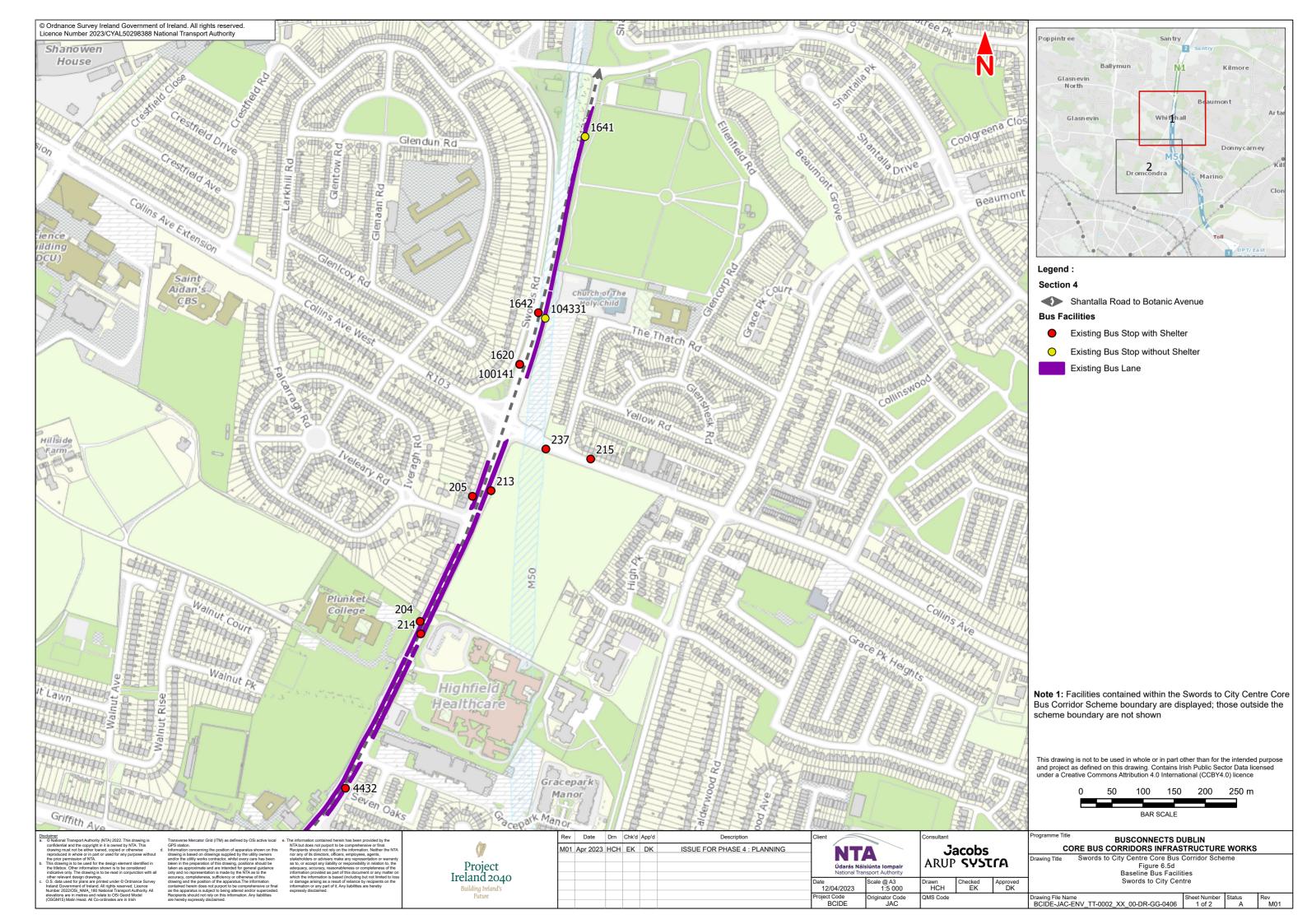


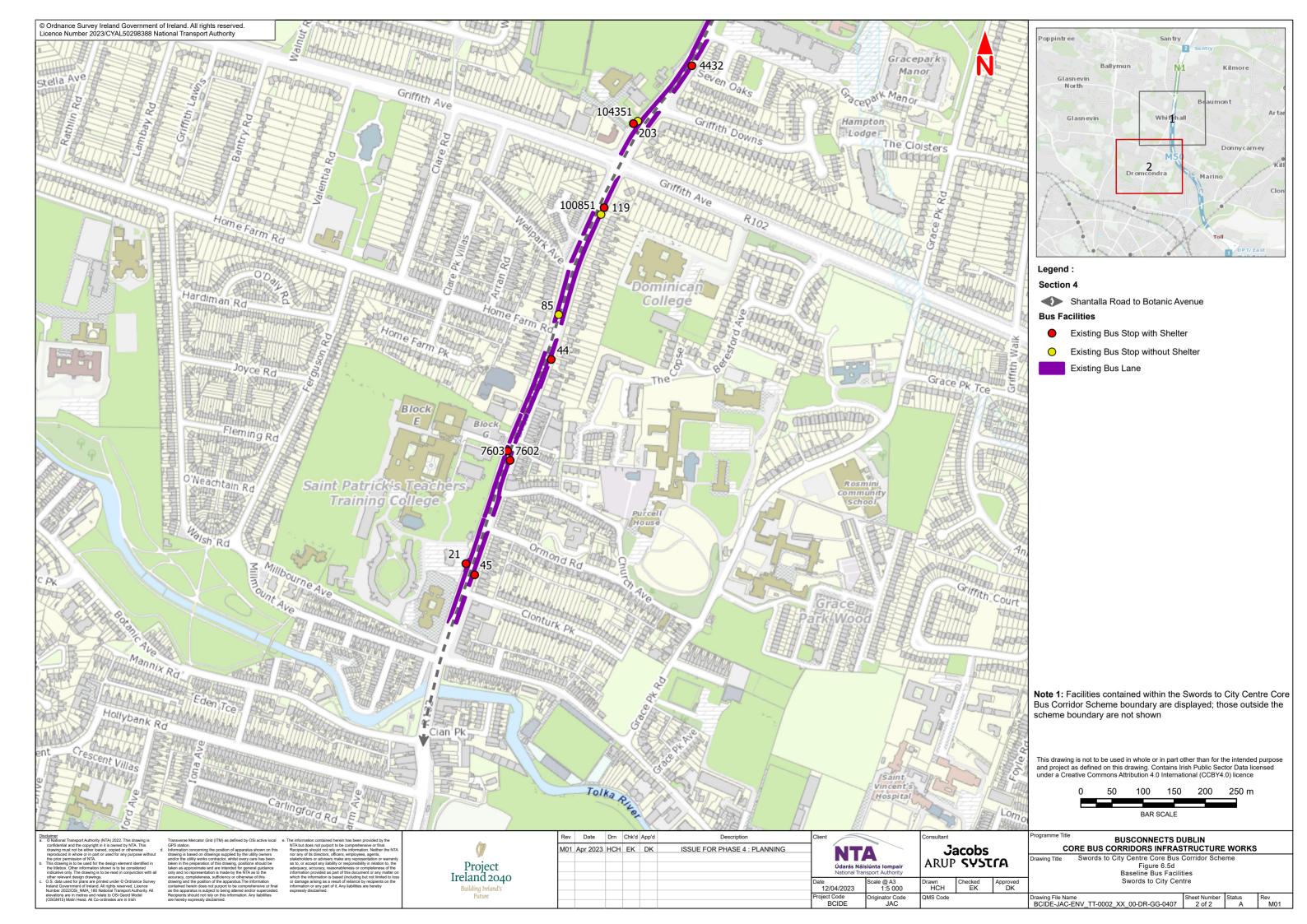


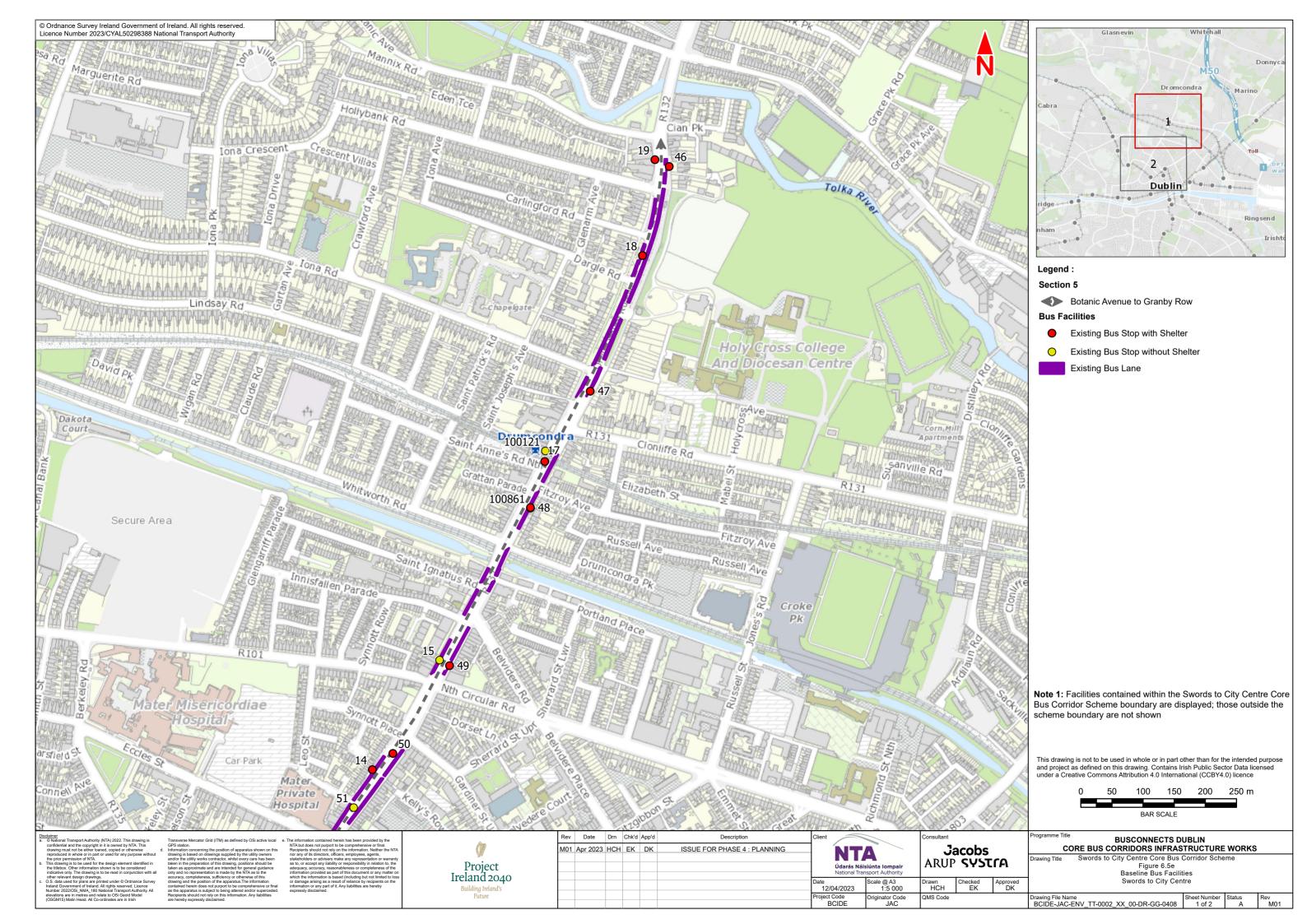


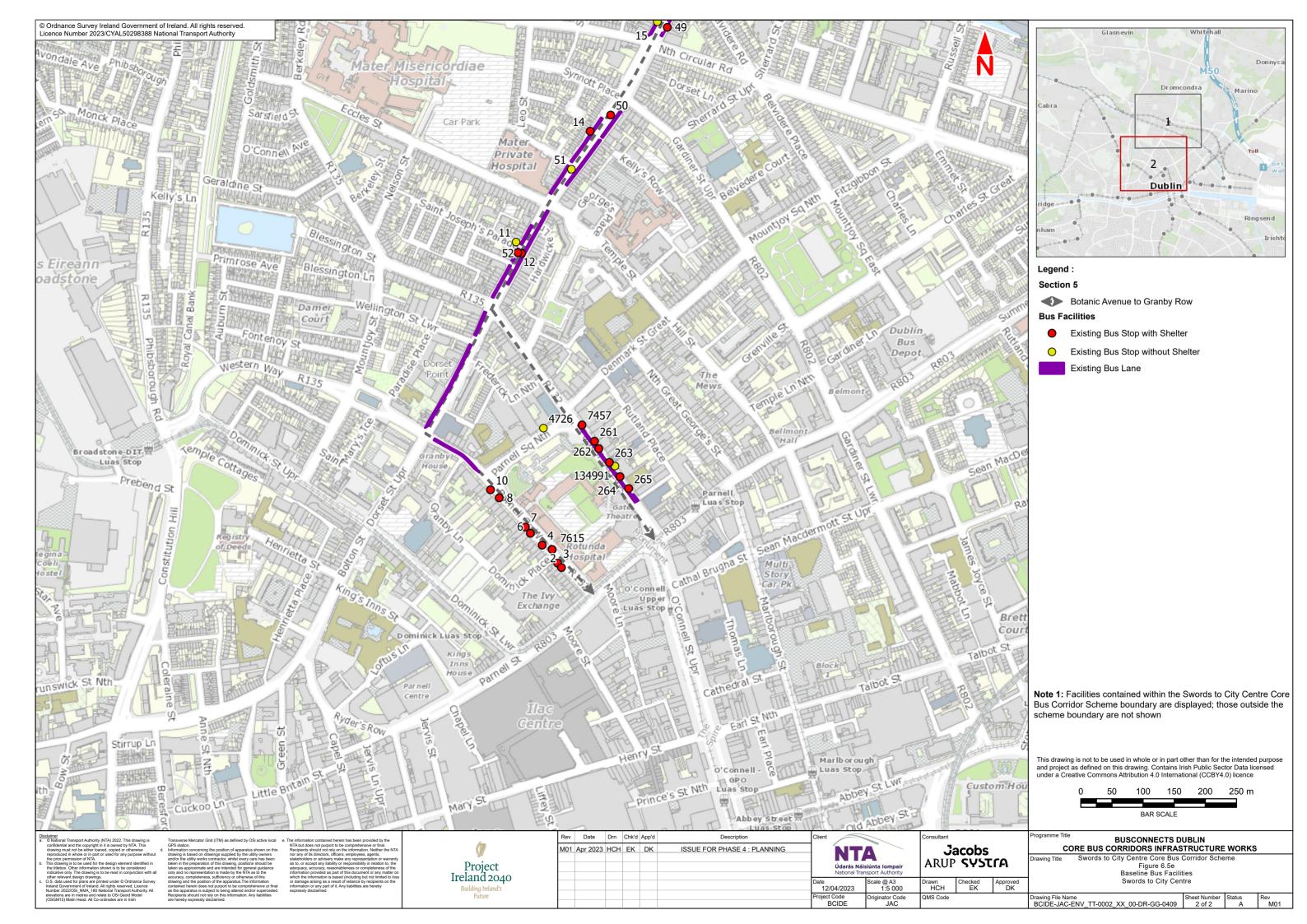




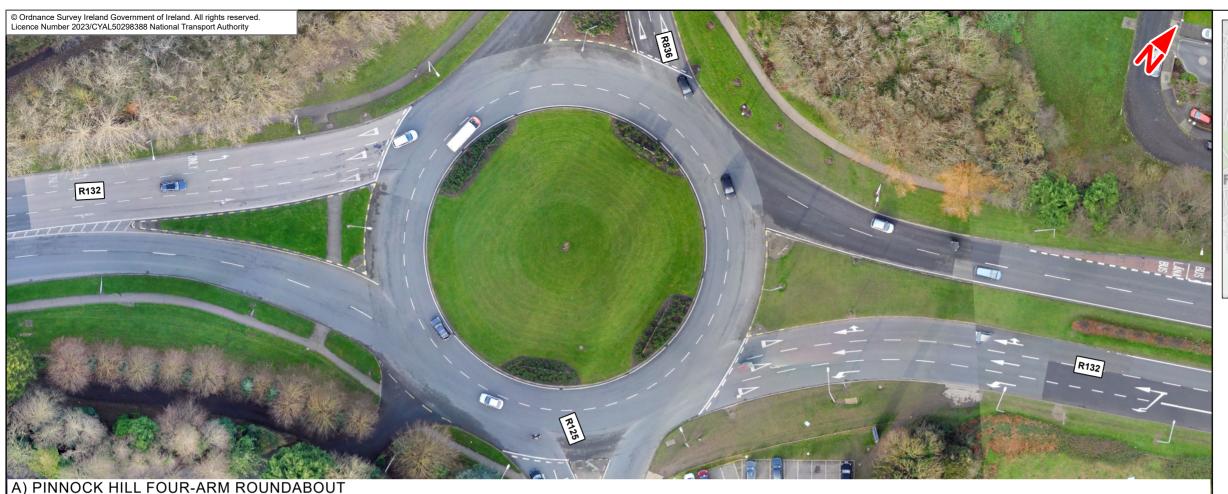








6.6 Aerial Views of Key Junctions



OSTERSTOWN NORTH

Legend

Swords to City Centre Core Bus Corridor Scheme

A) Pinnock Hill four-arm roundabout

B) Airside Junction four-arm signalised junction

A) PINNOCK HILL FOUR-ARM ROUNDABOUT



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B) AIRSIDE JUNCTION FOUR-ARM SIGNALISED JUNCTION

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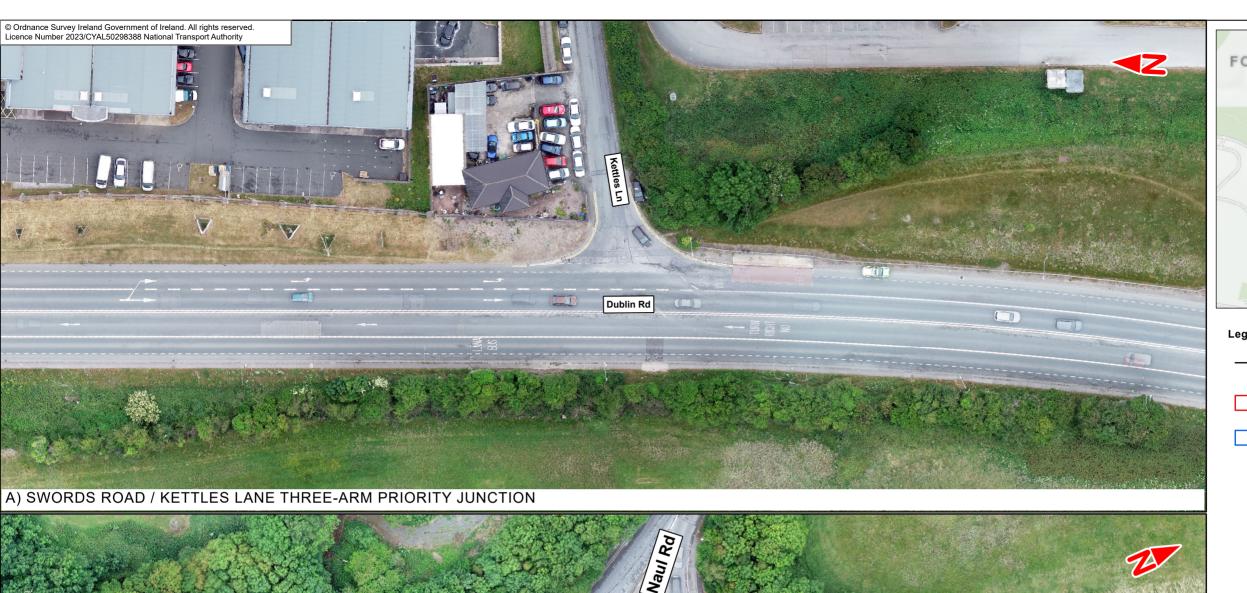
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Figure 6.6 Aerial Views of Key Junctions

Drawing File Name
BCIDE-JAC-ENV_TT-0002_XX_00-DR-GG-0501 Sheet Number 1 of 16





Swords to City Centre Core Bus Corridor Scheme

A) Swords Road / Kettles Lane three-arm priority Junction

B) Cloghran four-arm roundabout



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B) CLOGHRAN FOUR-ARM ROUNDABOUT

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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) Dublin Airport four-arm Roundabout

B) Access to Airport Business Park and Dublin Airport Green Carpark



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Figure 6.6 Aerial Views of Key Junctions

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Legend Swords to City Centre Core Bus Corridor Scheme

CORBALLIS

signalised Junction

B) R132 / Old Airport Road four-arm signalised Junction

A) R132 / Corballis Road South four-arm

TOBERBUNNY



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B) R132 / OLD AIRPORT ROAD FOUR-ARM SIGNALISED JUNCTION

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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) R132 / Turnapin Lane four-arm signalised Junction

B) R132 / Northwood Avenue three-arm signalised Junction



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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) R132 / R104 Coolock Lane four-arm signalised Junction

B) R132 / R104 Santry Avenue four-arm signalised Junction



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B) R132 / R104 SANTRY AVENUE FOUR-ARM SIGNALISED JUNCTION

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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) R132 / Lorcan Road four-arm signalised Junction

B) R132 / Shanowen Road three-arm signalised Junction

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Figure 6.6 Aerial Views of Key Junctions

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Whitehall

Swords to City Centre Core Bus Corridor

A) R132 / Shanrath Road five-arm signalised

B) R132 / Shantalla Road three-arm priority

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B) R132 / SHANTALLA ROAD THREE-ARM PRIORITY JUNCTION

R132

Swords Rd

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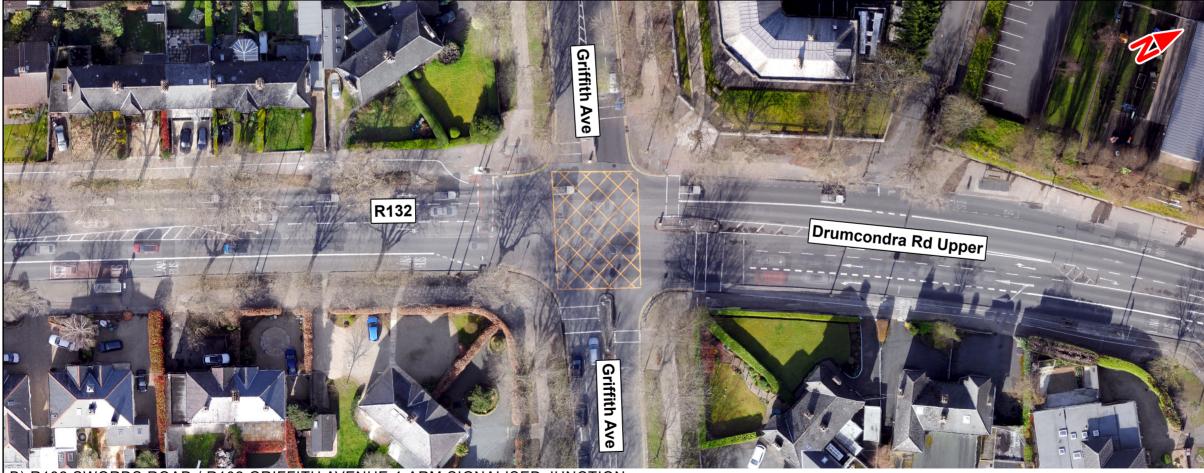
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Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Figure 6.6 Aerial Views of Key Junctions

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Whitehall

Legend

Swords to City Centre Core Bus Corridor Scheme

A) R132 Swords Road / R103 Collins Avenue Junction four-arm signalised Junction

B) R132 Swords Road / R102 Griffith Avenue 4-arm signalised Junction

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B) R132 SWORDS ROAD / R102 GRIFFITH AVENUE 4-ARM SIGNALISED JUNCTION

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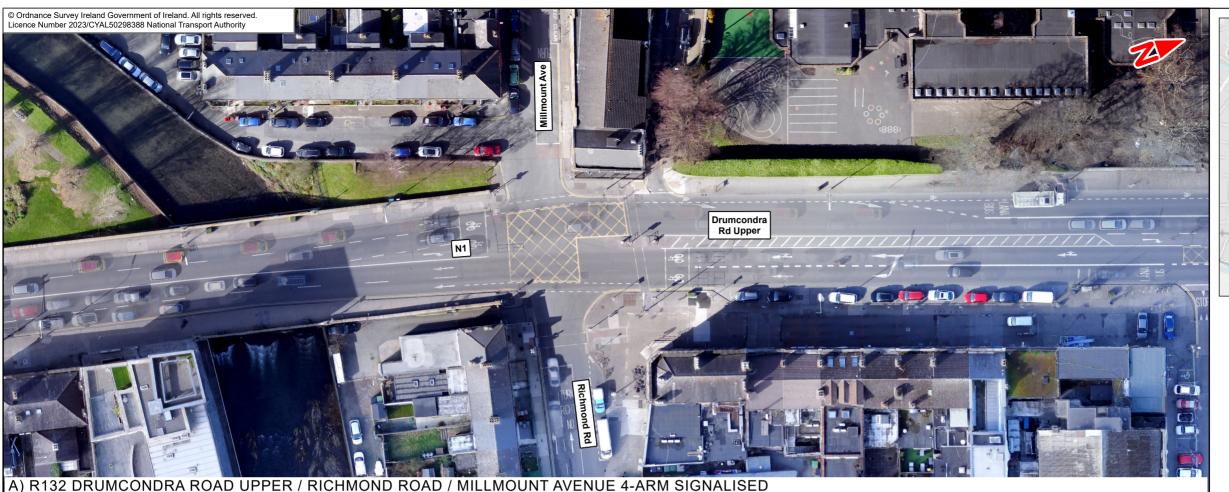
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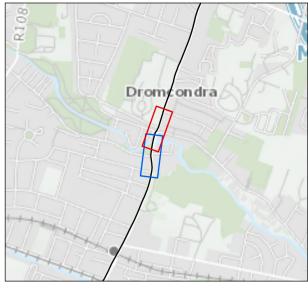
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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) R132 Drumcondra Road Upper / Richmond Road / Millmount Avenue 4-arm signalised

B) R132 Drumcondra Road Lower / Botanic Avenue / Cian Park 4-arm signalised

Botanic Ave

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Figure 6.6 Aerial Views of Key Junctions

B) R132 DRUMCONDRA ROAD LOWER / BOTANIC AVENUE / CIAN PARK 4-ARM SIGNALISED Rev Date Drn Chk'd App'd

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Swords to City Centre Core Bus Corridor Scheme

A) R132 Drumcondra Road Lower / R131 Clonliffe Road 3-arm signalised Junction

B) R132 Drumcondra Road Lower / Whitworth Place / Whitworth Road 4-arm signalised

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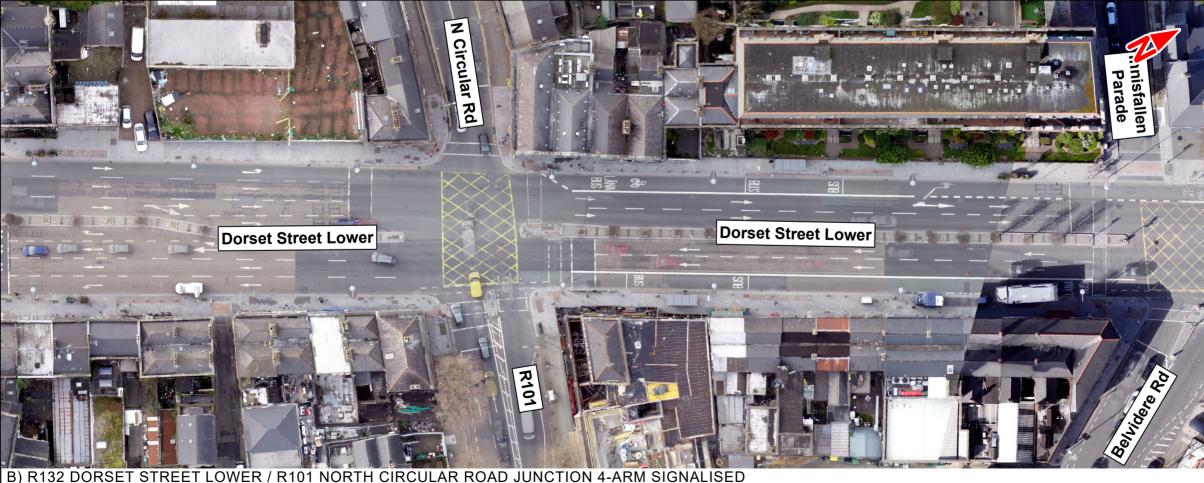
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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) R132 Dorset Street Lower / Belvedere Road 4-arm signalised Junction

B) R132 Dorset Street Lower / R101 North Circular Road Junction 4-arm signalised

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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) R132 Dorset Street Lower / R802 Gardiner Street Upper 4-arm signalised Junction

B) R132 Dorset Street Lower / Eccles Street / Hardwicke Place 4-arm signalised



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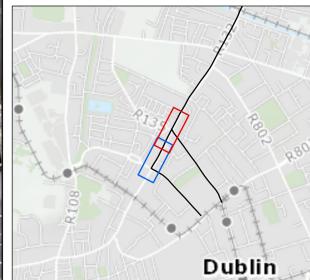
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Figure 6.6 Aerial Views of Key Junctions

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Swords to City Centre Core Bus Corridor Scheme

A) Dorset Street Upper / R132 Frederick Street North / R135 Blessington Street

B) Dorset Street Upper / Granby Row / R135 St.Mary's Place North 4-arm signalised



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Vidarás Náisiúnta Iompair
National Transport Authority

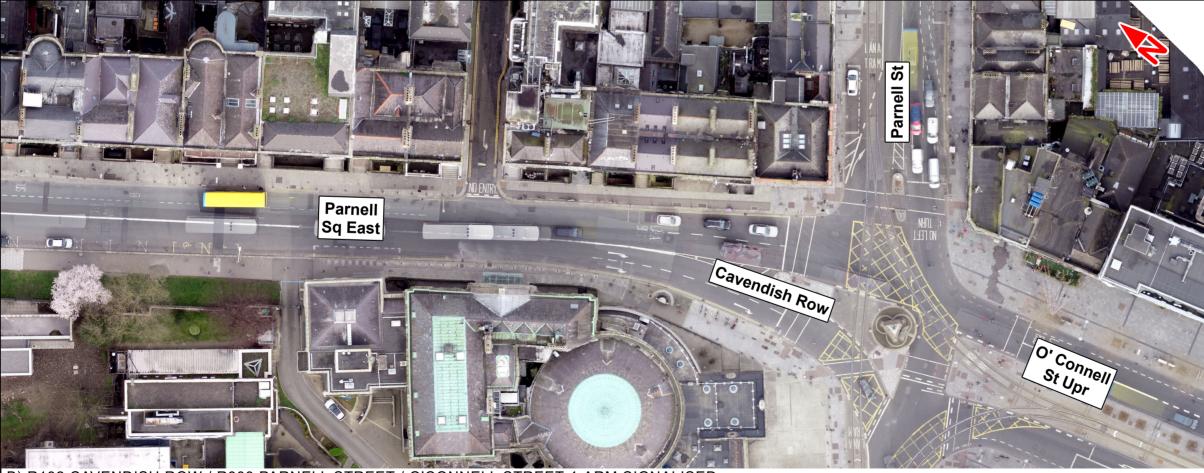
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Drawn Checked Approved SMcG BUSCONNECTS DUBLIN
CORE BUS CORRIDORS INFRASTRUCTURE WORKS

Figure 6.6 Aerial Views of Key Junctions





Dublin

Legend

Swords to City Centre Core Bus Corridor Scheme

A) R132 Parnell Square East / Gardiner Row / Parnell Square North 4-arm signalised

B) R132 Cavendish Row / R803 Parnell Street / O'Connell Street 4-arm signalised

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B) R132 CAVENDISH ROW / R803 PARNELL STREET / O'CONNELL STREET 4-ARM SIGNALISED

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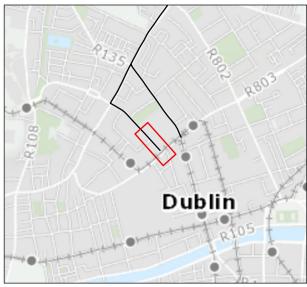
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Figure 6.6 Aerial Views of Key Junctions

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Sheet Number
15 of 16





Swords to City Centre Core Bus Corridor Scheme

A) R132 Parnell Square West / R803 Parnell Street 3-arm signalised Junction



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						Date 18/04/2023
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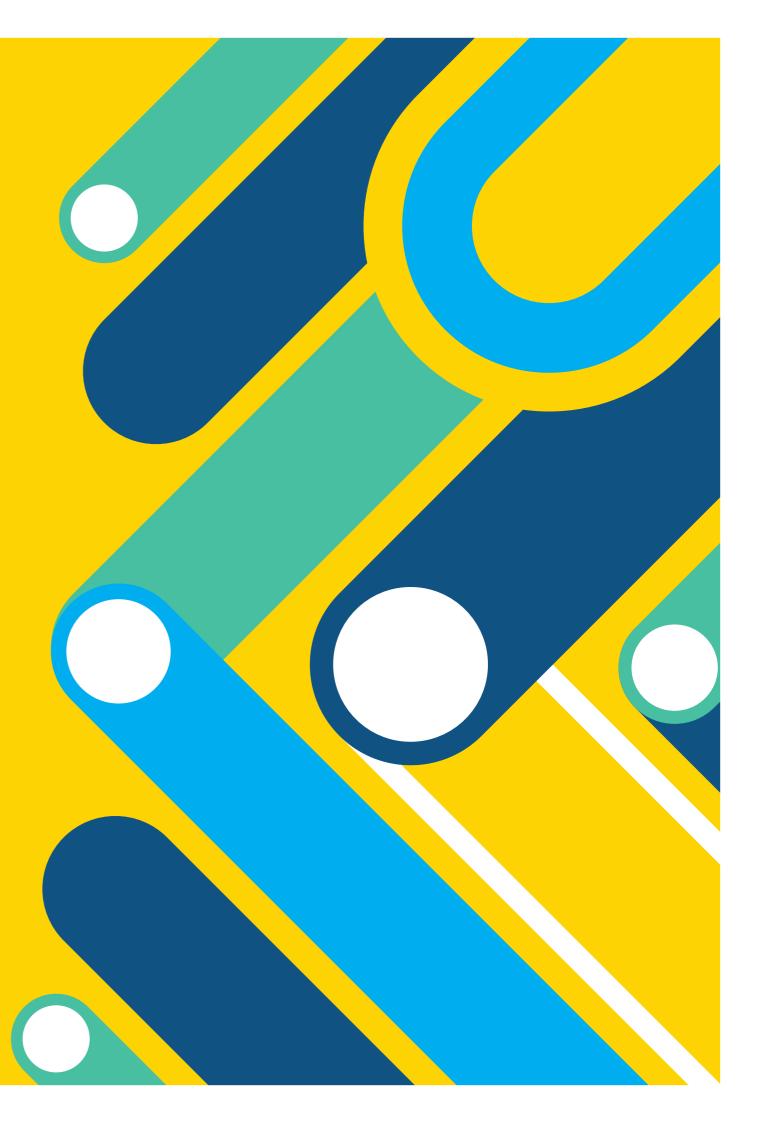
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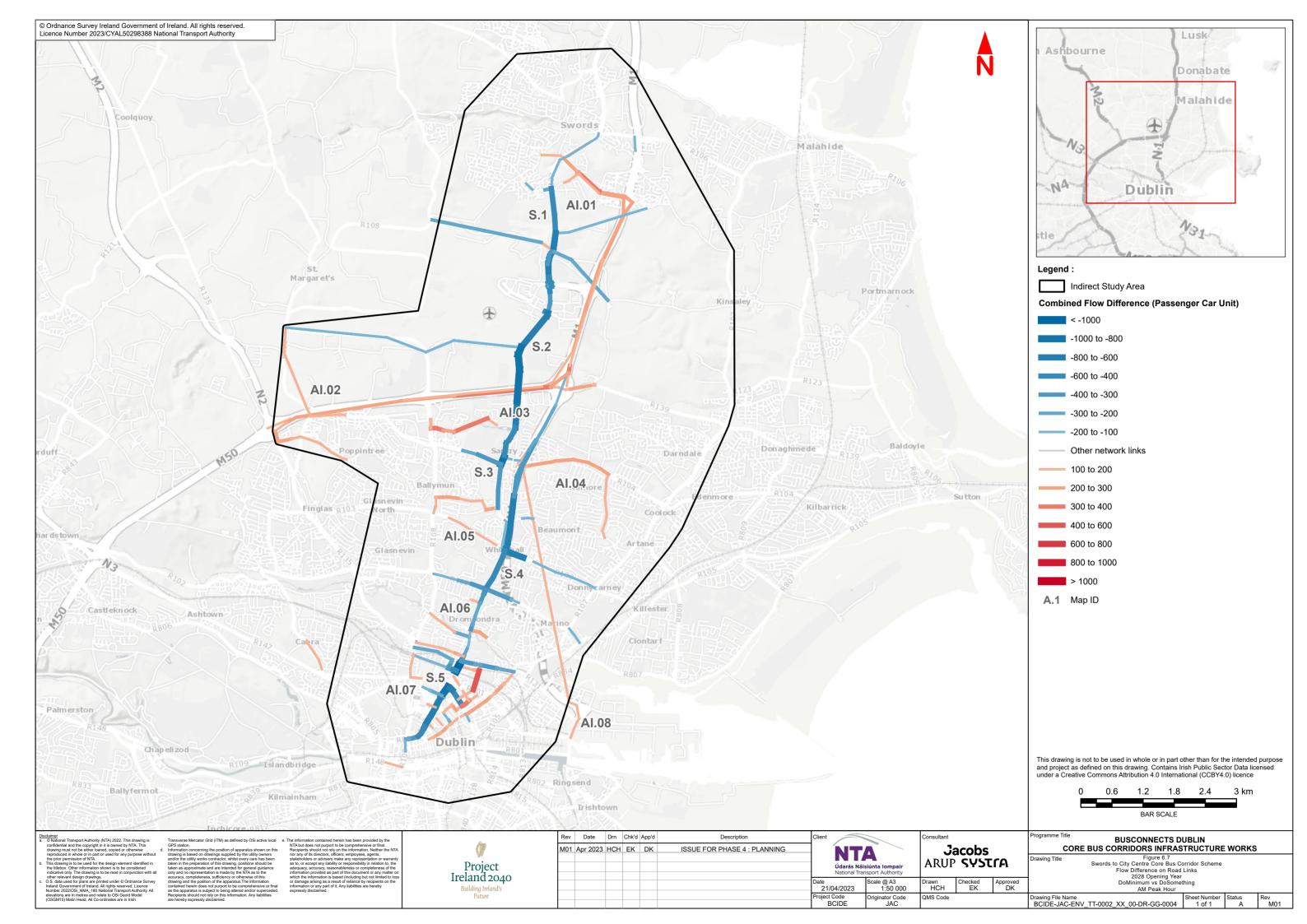
Figure 6.6 Aerial Views of Key Junctions

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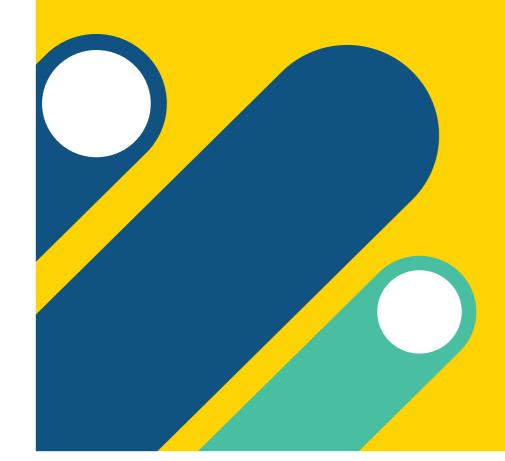
6.7
Flow Difference on Road
Links 2028 Opening Year
DoMinimum vs DoSomething
AM Peak Hour

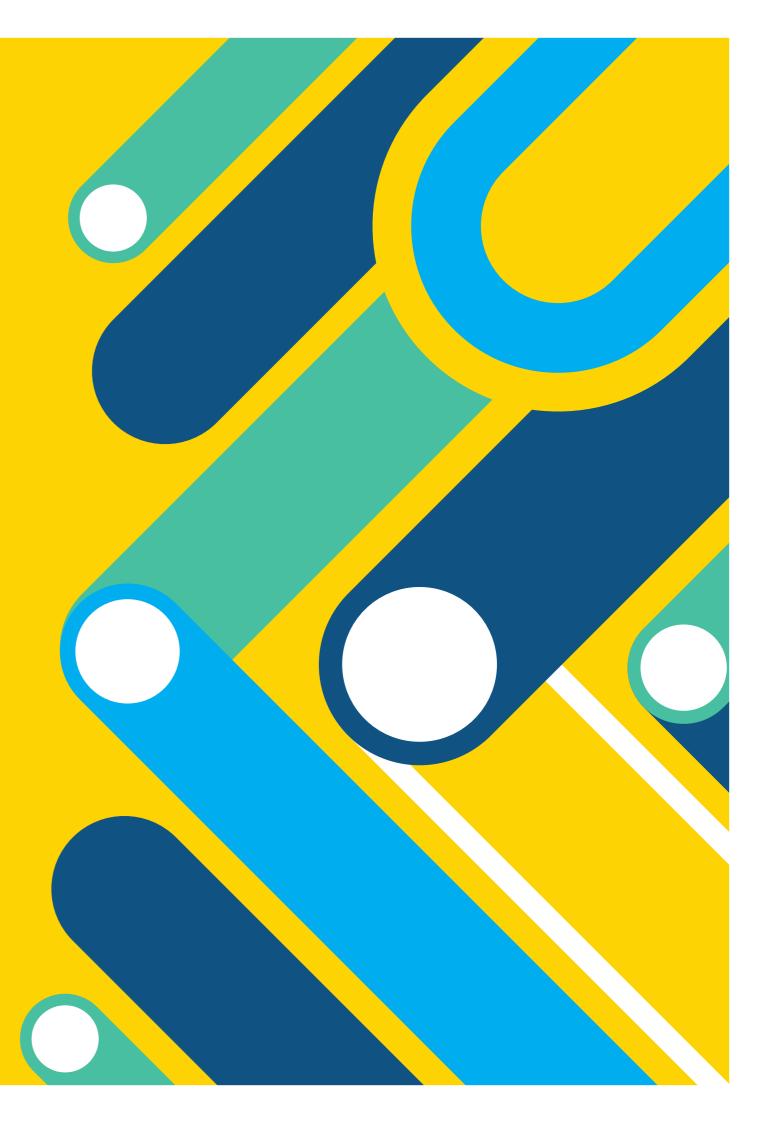


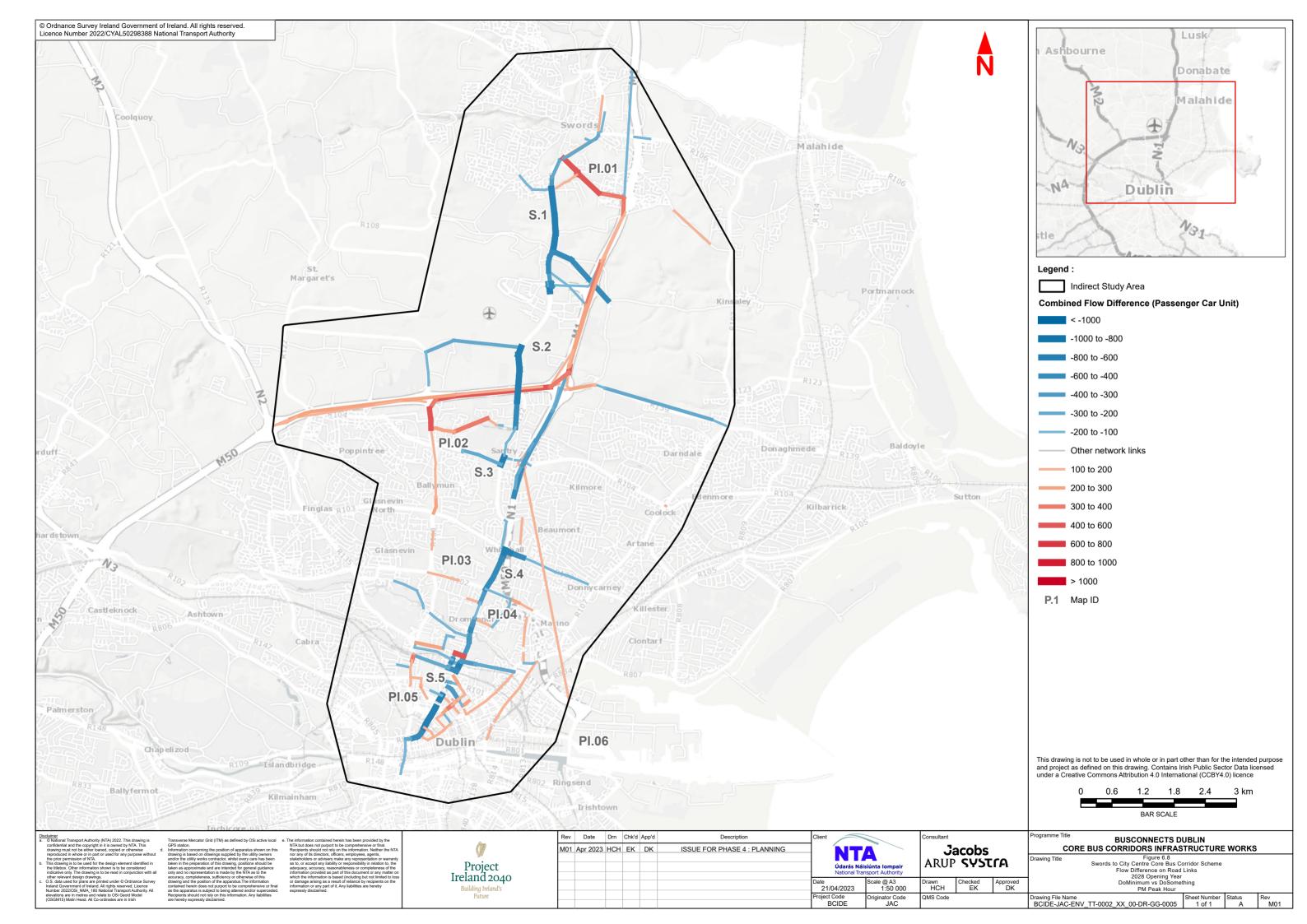




6.8
Flow Difference on Road
Links 2028 Opening Year
DoMinimum vs DoSomething
PM Peak Hour

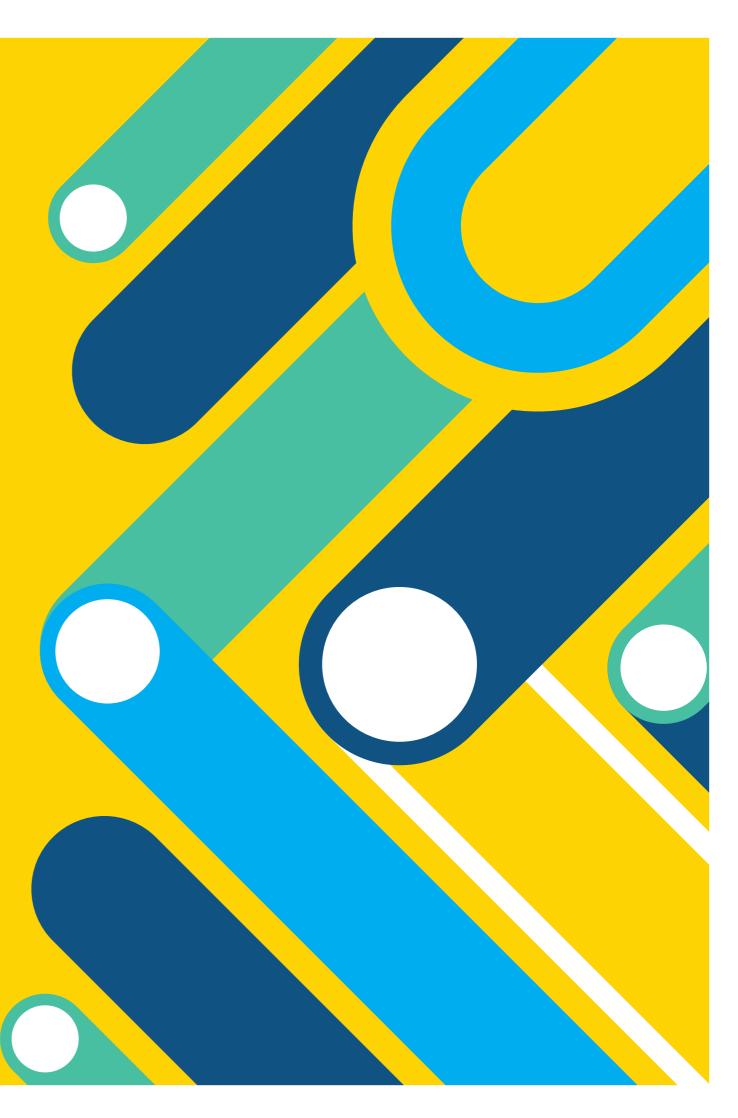


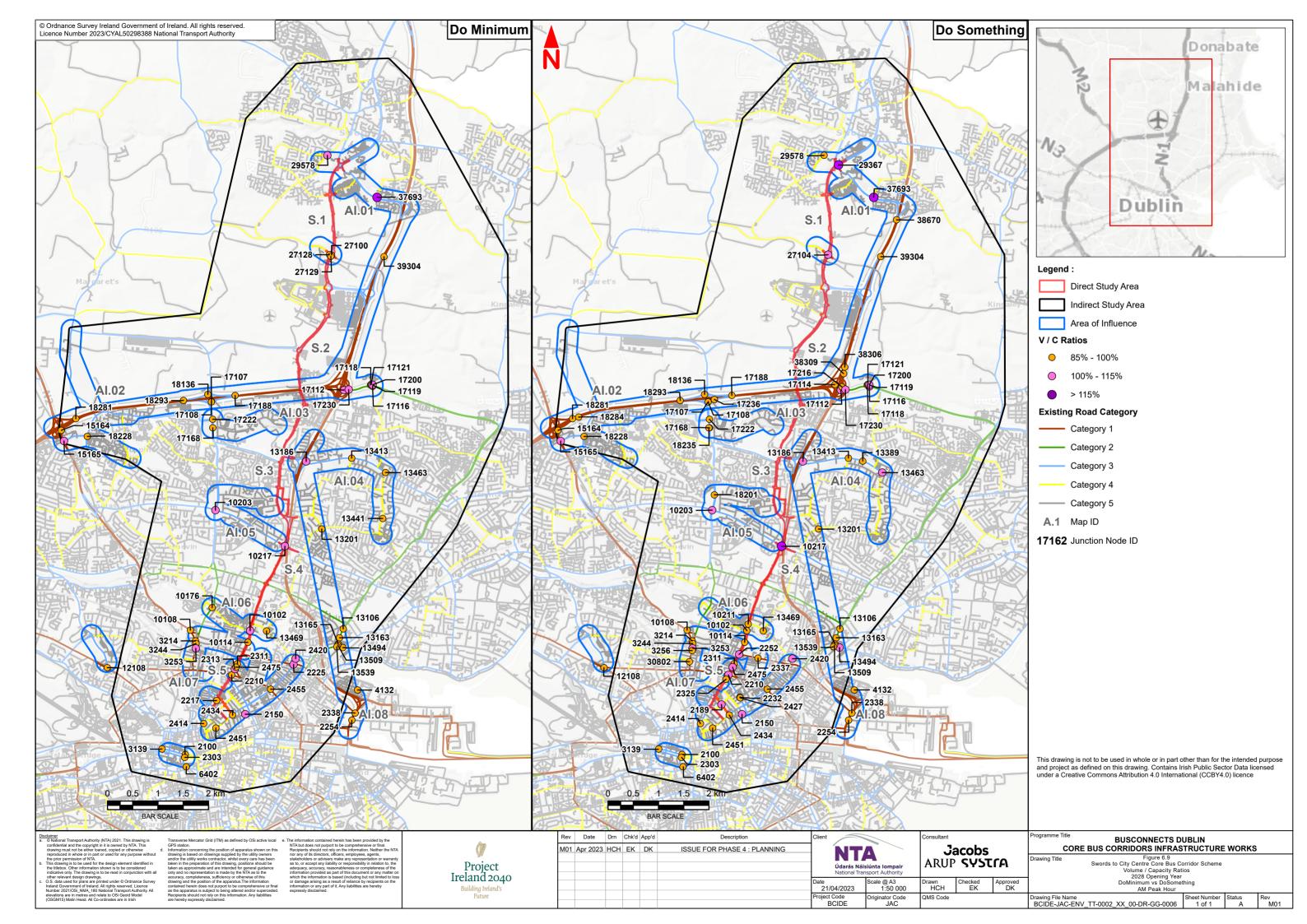




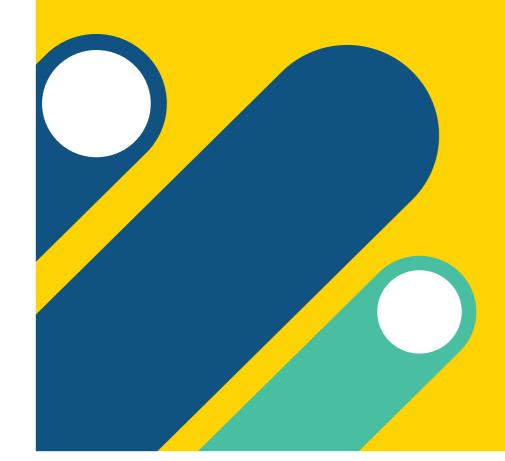
6.9
Volume/Capacity Ratios 2028
Opening Year DoMinimum vs
DoSomething AM Peak Hour

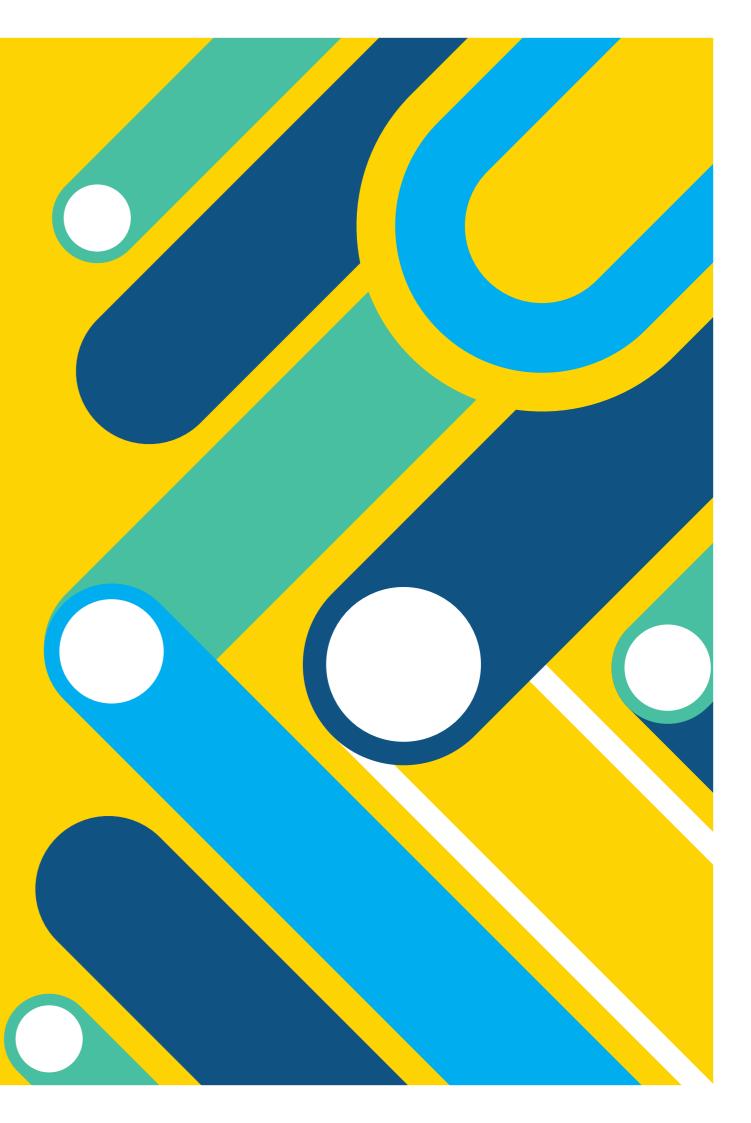


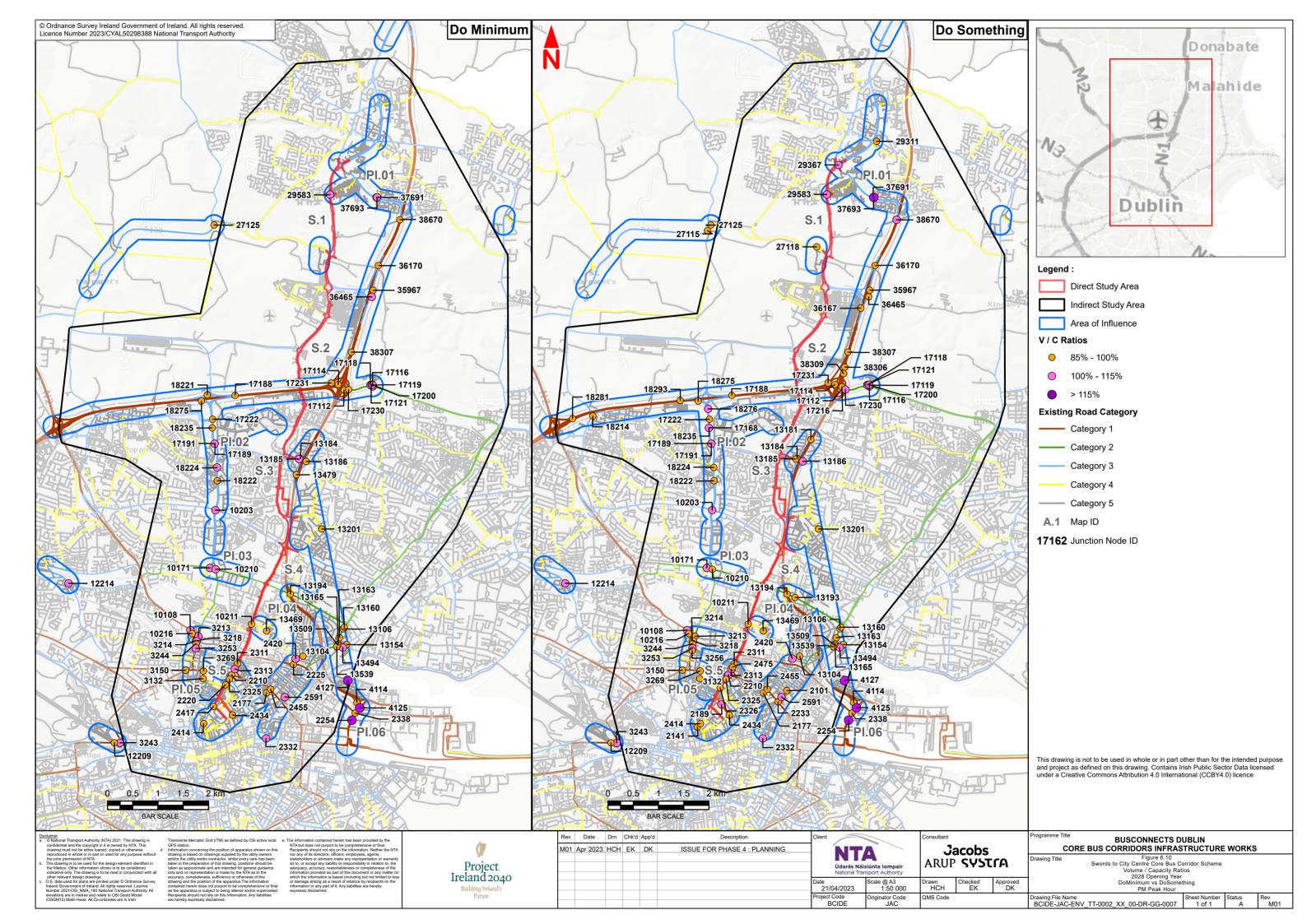




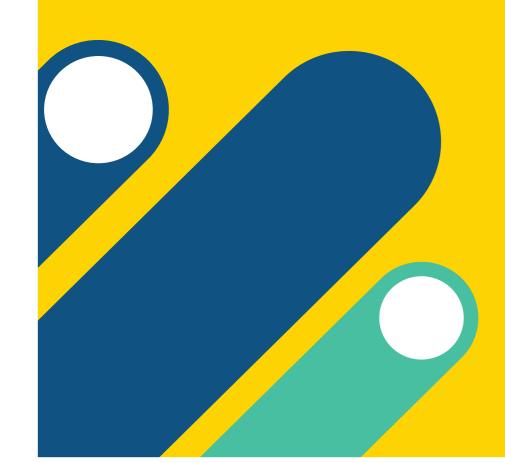
6.10
Volume/Capacity Ratios 2028
Opening Year DoMinimum vs
DoSomething PM Peak Hour

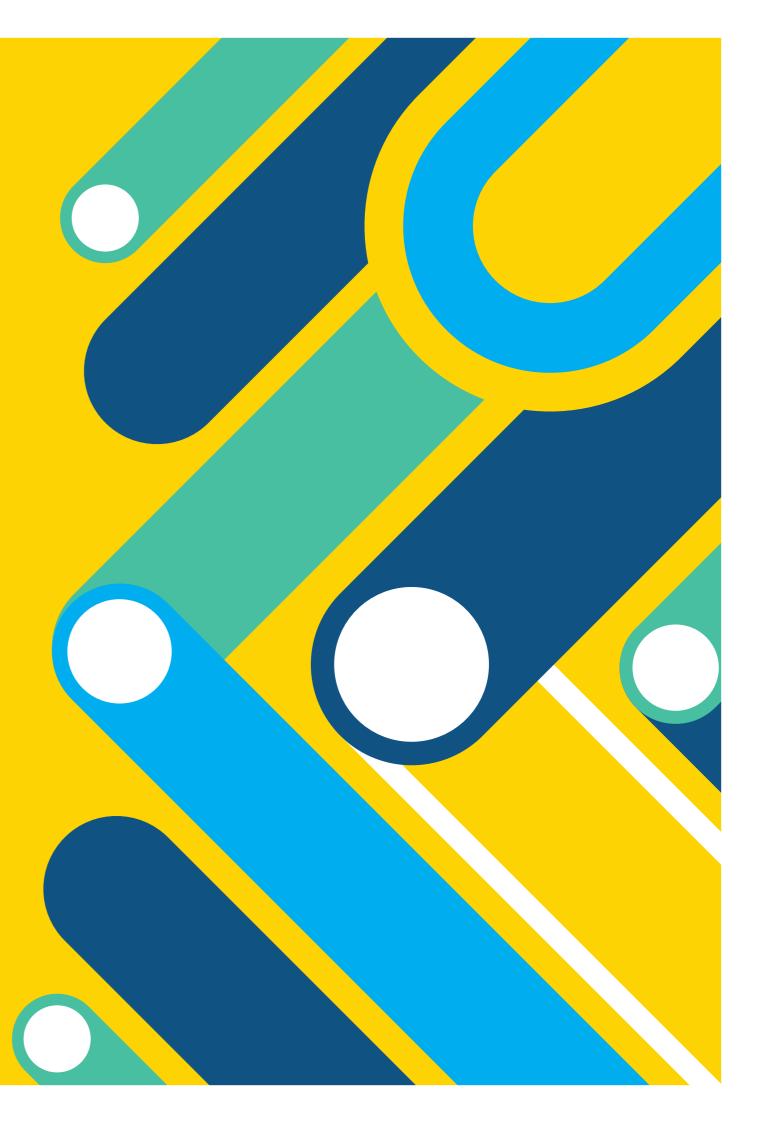


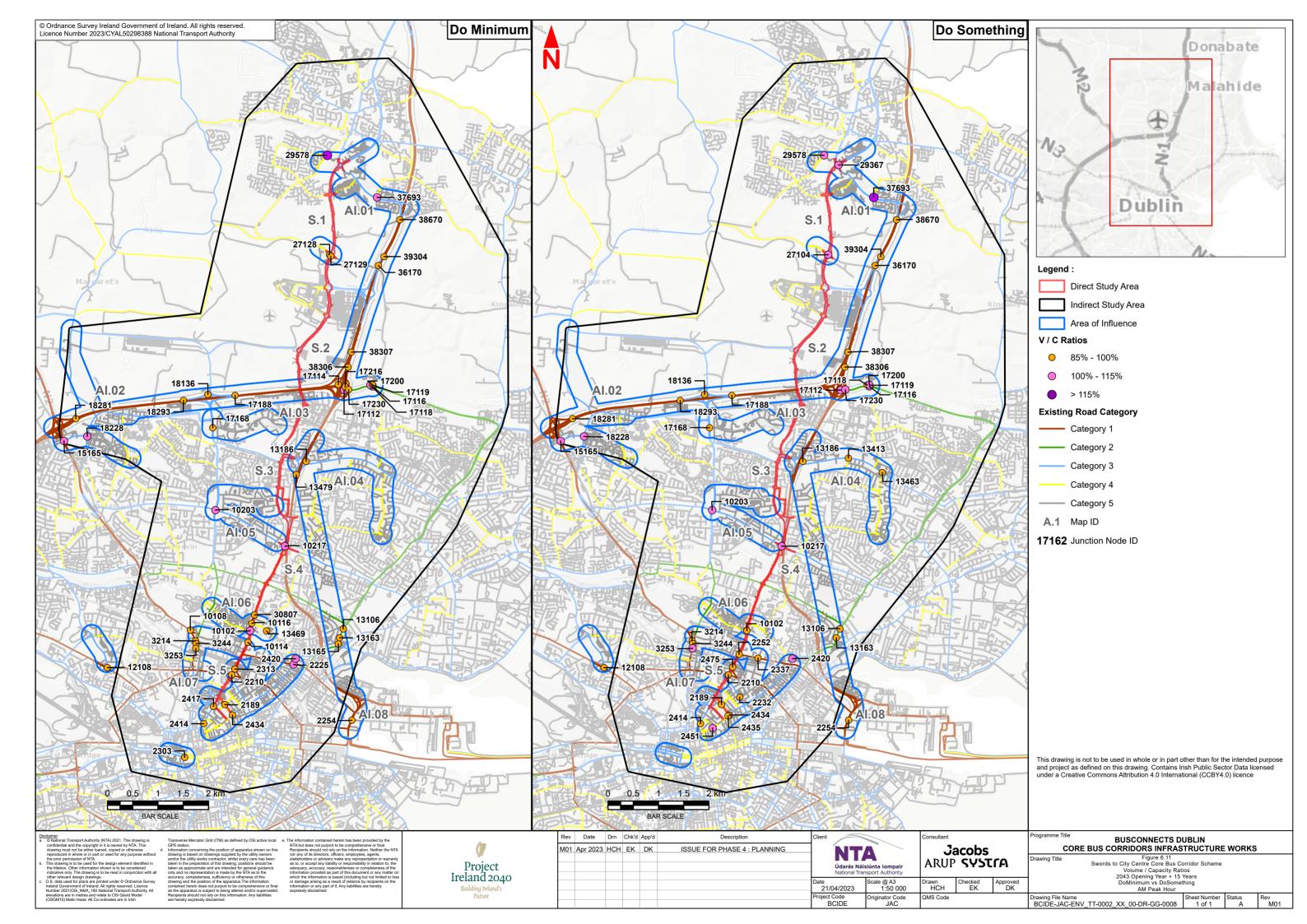




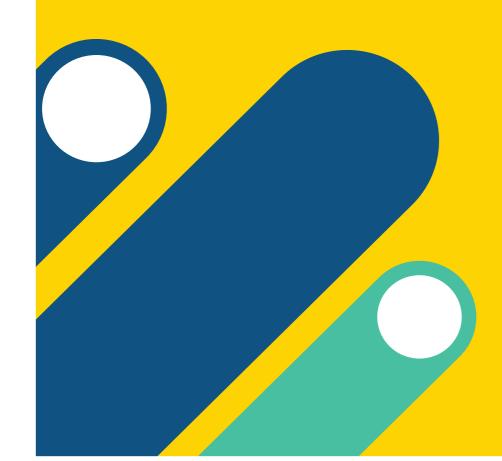
6.11 Volume/Capacity Ratios 2043 Opening Year + 15 Years DoMinimum vs DoSomething AM Peak Hour

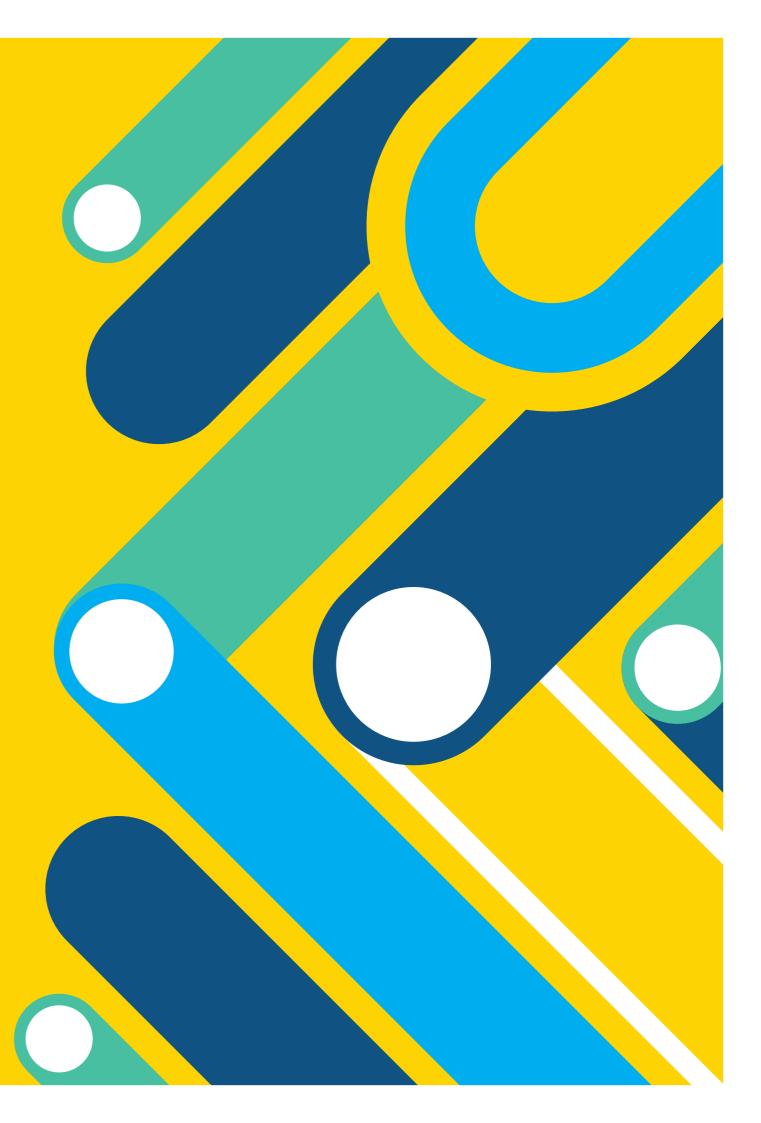


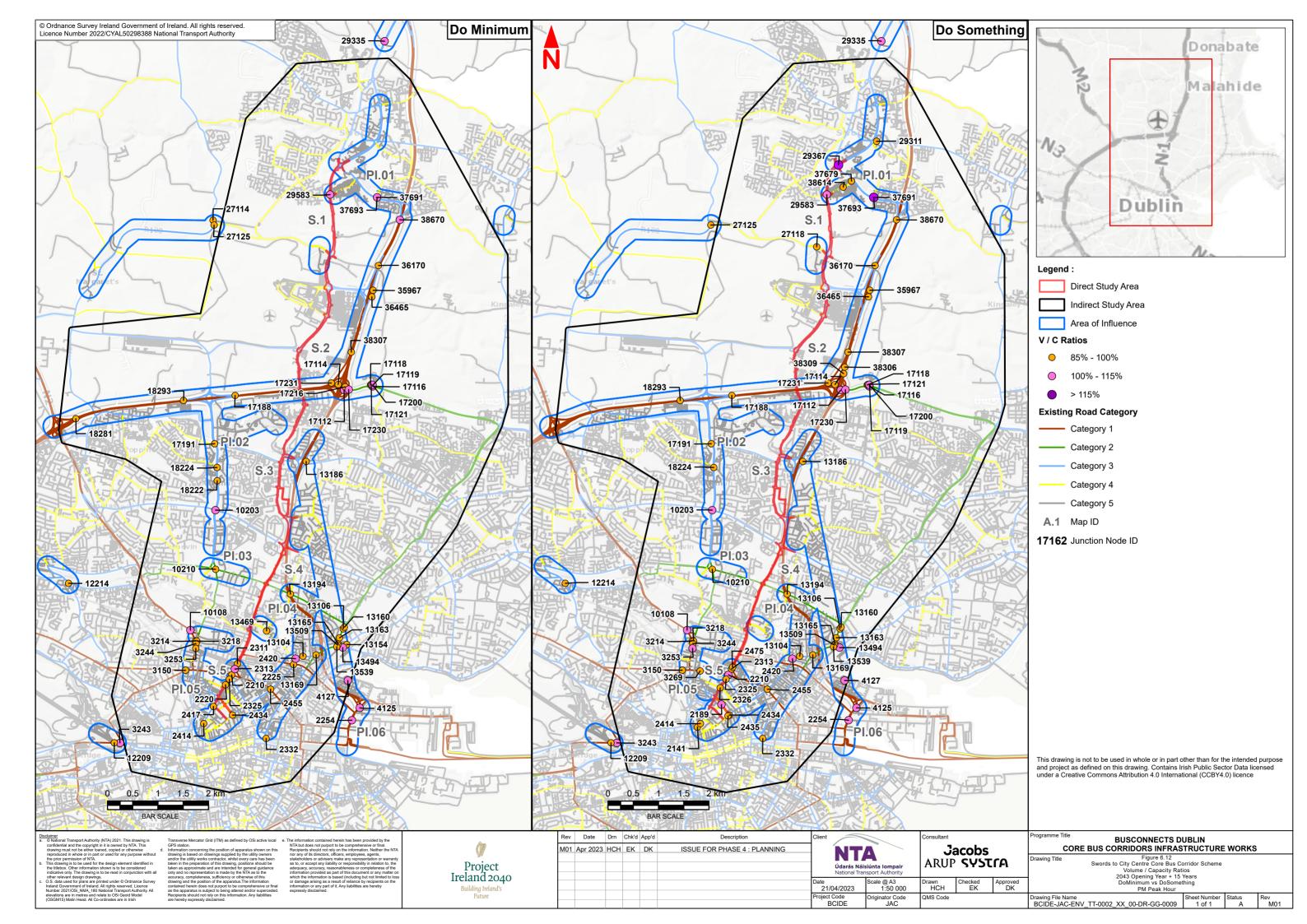




6.12 Volume/Capacity Ratios 2043 Opening Year + 15 Years DoMinimum vs DoSomething PM Peak Hour



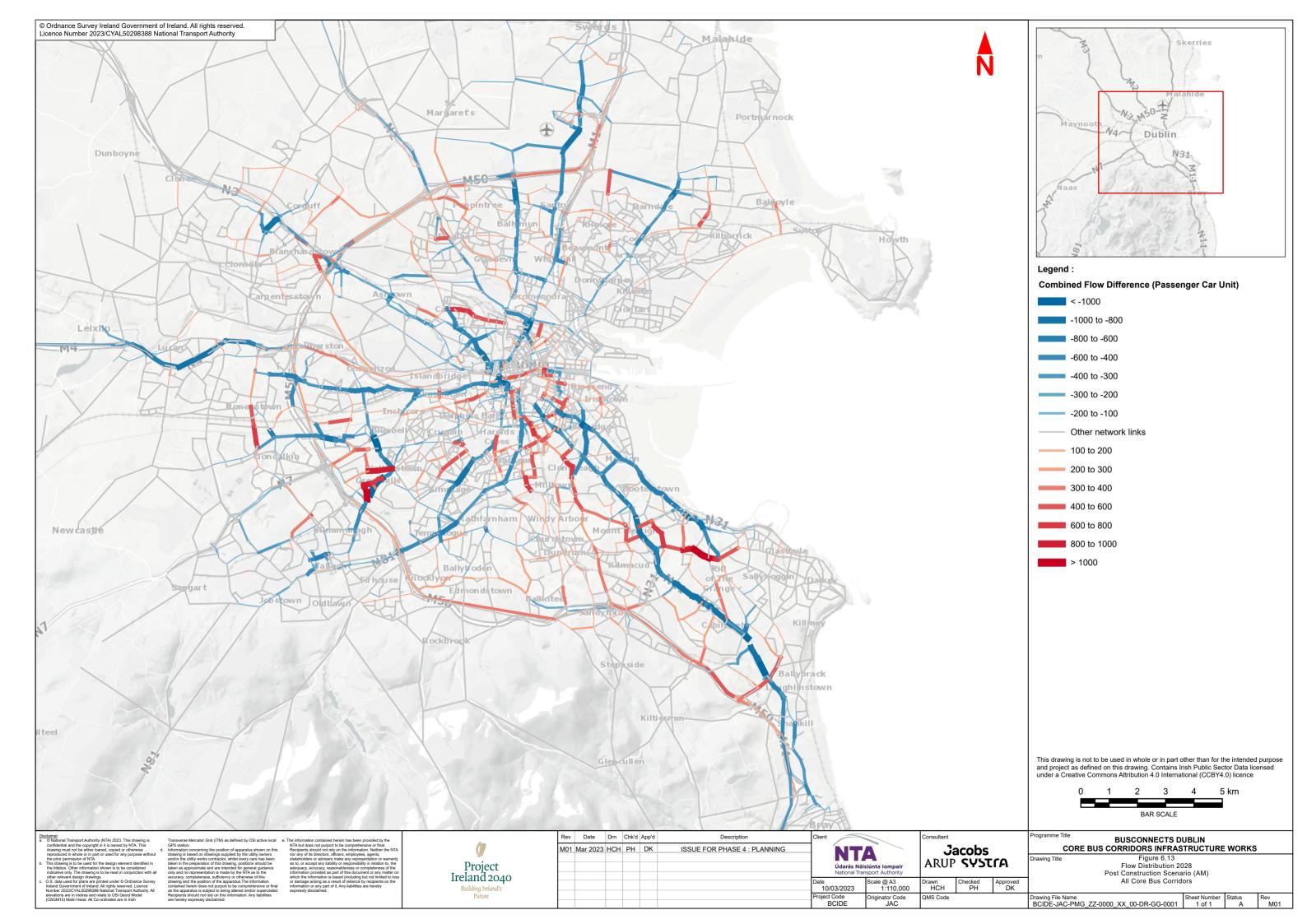




6.13
Flow Distribution 2028
Post Construction Scenario
(AM)

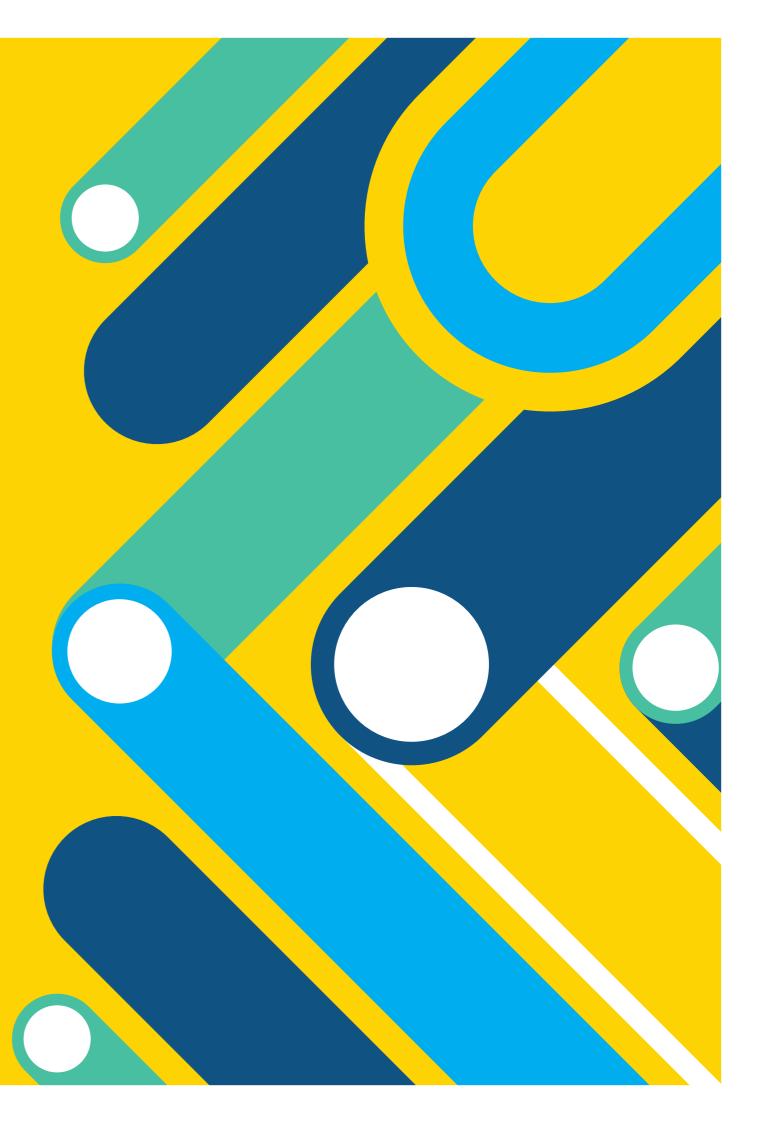


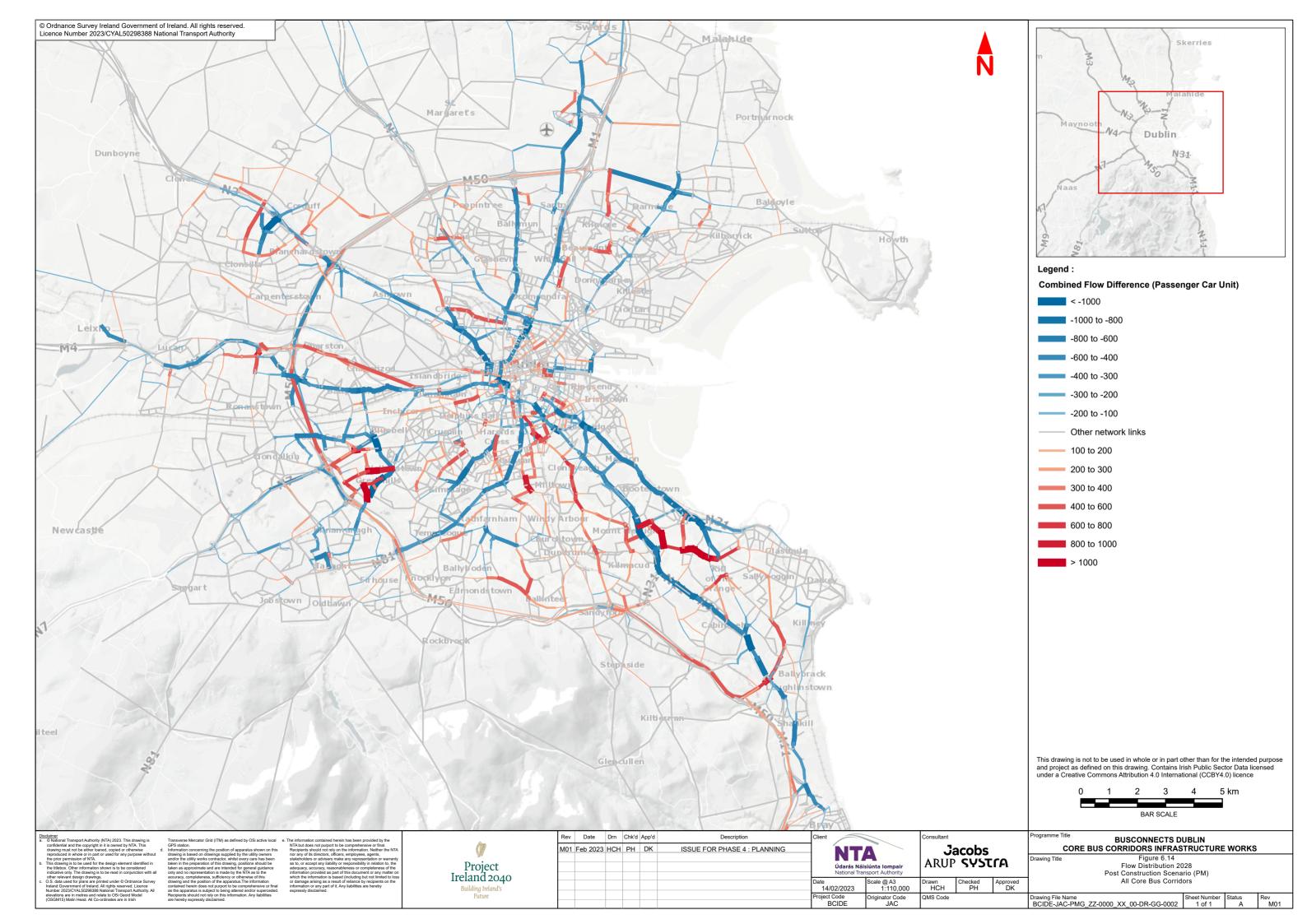




6.14
Flow Distribution 2028
Post Construction Scenario
(PM)



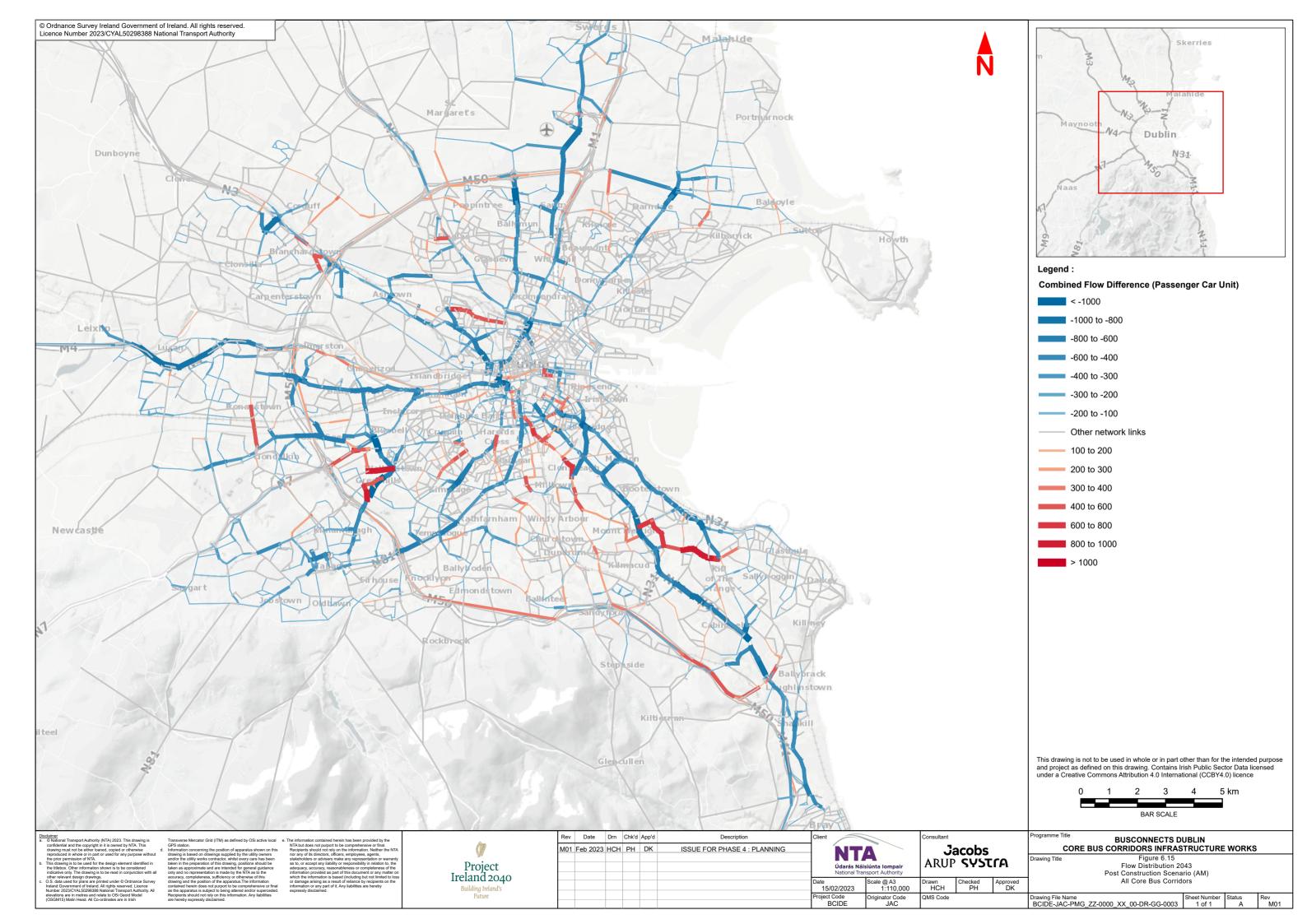




6.15
Flow Distribution 2043
Post Construction Scenario
(AM)







6.16
Flow Distribution 2043
Post Construction Scenario
(PM)





