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AtkinsRéalis



Post Public Consultation Report

Transport Infrastructure Ireland

January 2025

5207356DG

N7 CITYWEST BUS STOP RELOCATION

Notice

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1. Introduction

1.1 Overview

This report proposes to address the proposed relocation of the bus stops at Junction 3A along the N7 that provides access towards Citywest Business Campus.

This report has been developed following a previous study at the same location as part of the N7 bus stop study completed by Atkins in 2019 report titled *5148563DG072_N7_OnLine_BusStops_R0* dated September 2019 which documented the safety assessments and operational risks of the existing bus stops (in addition to others not covered under this report) along the N7 carriageway. The eastbound bus stop site was previously identified as a HD17 RSI location.

A Feasibility and Options report titled *5207356DG565 N7 Bus Stop Relocation F&O Report_rev 5* was developed for the site and received Gateway Approval 1 in accordance with TII Publication GE-STY-01037 on the 16th May 2024.

The preferred option in the Feasibility and Options Report has been designed in accordance with the relevant standards. This report has been prepared in accordance with the guidance provided in TII Publication DN-GEO-03030 and approval is sought to proceed to (final) Detailed Design and Contract Documents¹.

A site location map is provided below in Figure 1-1.

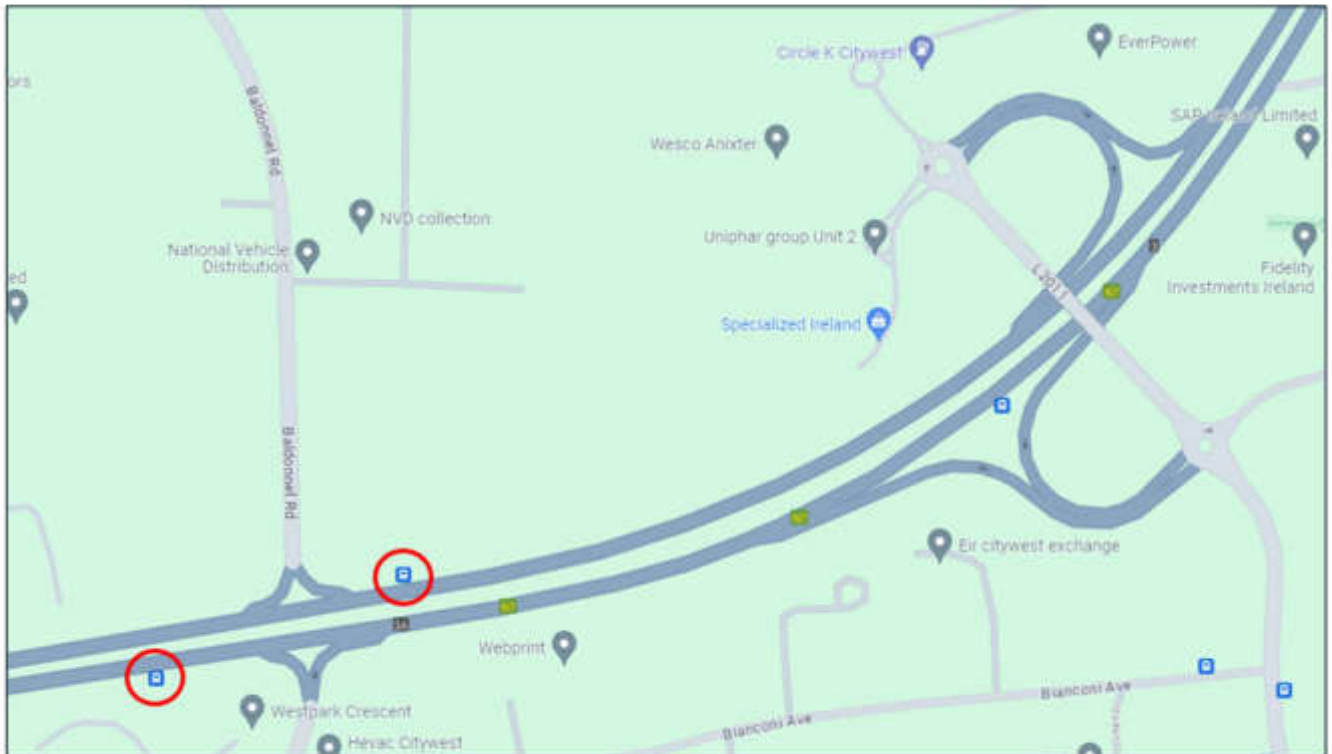


Figure 1-1 - Site Location

1.2 Scheme Description

Existing Site Layout Summary:

The eastbound site and extents are located along the N7 Naas Road which has a posted speed of 100kph. From a geometric perspective, the alignment of the road curves in a northern direction. The figure below highlights the site extents and location of some relevant features.



Figure 11 - Eastbound Site Layout

At the top of the eastbound off-ramp is a roundabout that connects to the N82 serving the Citywest Business Park. The surrounding developments in the immediate vicinity of the off-ramp mostly include commercial properties such as a Circle K filling station, a bicycle store with a car park, and a Honda corporate office, in addition to the 2no. warehouses currently under construction / near completion.

The junction that precedes the existing bus stop leads to Casement Aerodrome, Baldonnell Business Park consisting of more commercial buildings and land generally utilised by motor companies.

The eastbound road contains 4 lanes, one of which is the merge lane from the Baldonnell junction on the nearside which ultimately transitions to the diverge lane for Junction 3. The total width of the road (4 lanes) is approximately 14.25m in the eastbound direction.

1.3 Scheme Objectives

The primary objectives of the scheme are identified below;

- To reduce the likelihood of collisions occurring at the bus stops between slowing/stationary buses and vehicles merging / travelling onto the N7 mainline.
- To improve safety and accessibility for bus users who utilises the bus stops.
- Encourage the use of public transport by providing safer and more accessible bus stops.
- The proposal is to remove the existing bus stop on the N7 mainline and relocate it to the top of the Citywest eastbound slip lane as shown in Appendix A.

2. Proposed Scheme Overview

At the Feasibility and Options Stage, three options were presented, one of which was a Do-Nothing Option. Of the two Do-Something Options, Option 1 was presented as the preferred option to proceed to detailed design. The proposals are included in Appendix A of this report. The proposed design is shown in Appendix A and includes the following measures;

- Decommissioning and dismantling of the existing Junction 3A eastbound bus stop
- Construction of a new bus stop towards the top of the slip lane at Junction 3 equipped with typical bus stop facilities including a bus shelter and bus layby area. Shelter details will be agreed with the NTA.
- Removal of grass area and branch lopping/tree removal
- Adjustments to gullies and existing surface water drainage system (as required)
- Widening of splitter islands at the roundabout arms and provision of tactile paving at crossing points (based on a vehicle tracking exercise)
- Temporary traffic management
- Other ancillary works

These measures would provide a safer location for the public to commute by bus and decrease the walking distance necessary to access the Citywest Business Campus, thereby improving overall accessibility and eliminating the need of walking along the N7 mainline.



3. Submissions & Observations

3.1 Public Consultation Approach

Following a briefing to South Dublin Councillors on Thursday 5th September 2024 a period of non-statutory public consultation was carried out for a period of 4 weeks from Thursday 3rd October 2024.

The public were invited to send observations and comments via:

- South Dublin County Council's Public Consultation Portal website <https://consult.sdublincoco.ie/> under Consultation by midnight on 3rd October 2024.
- In writing to the Senior Executive Officer, Roads Department, Land Use, Planning and Transportation, County Hall, Tallaght, Dublin 24, to be received on or before 5.00pm on 3rd October 2024, submissions should be labelled "Proposed Citywest Bus Stop Relocation".

3.2 Summary of the Submissions & Observations

No submissions were made by the public during the public consultation period.

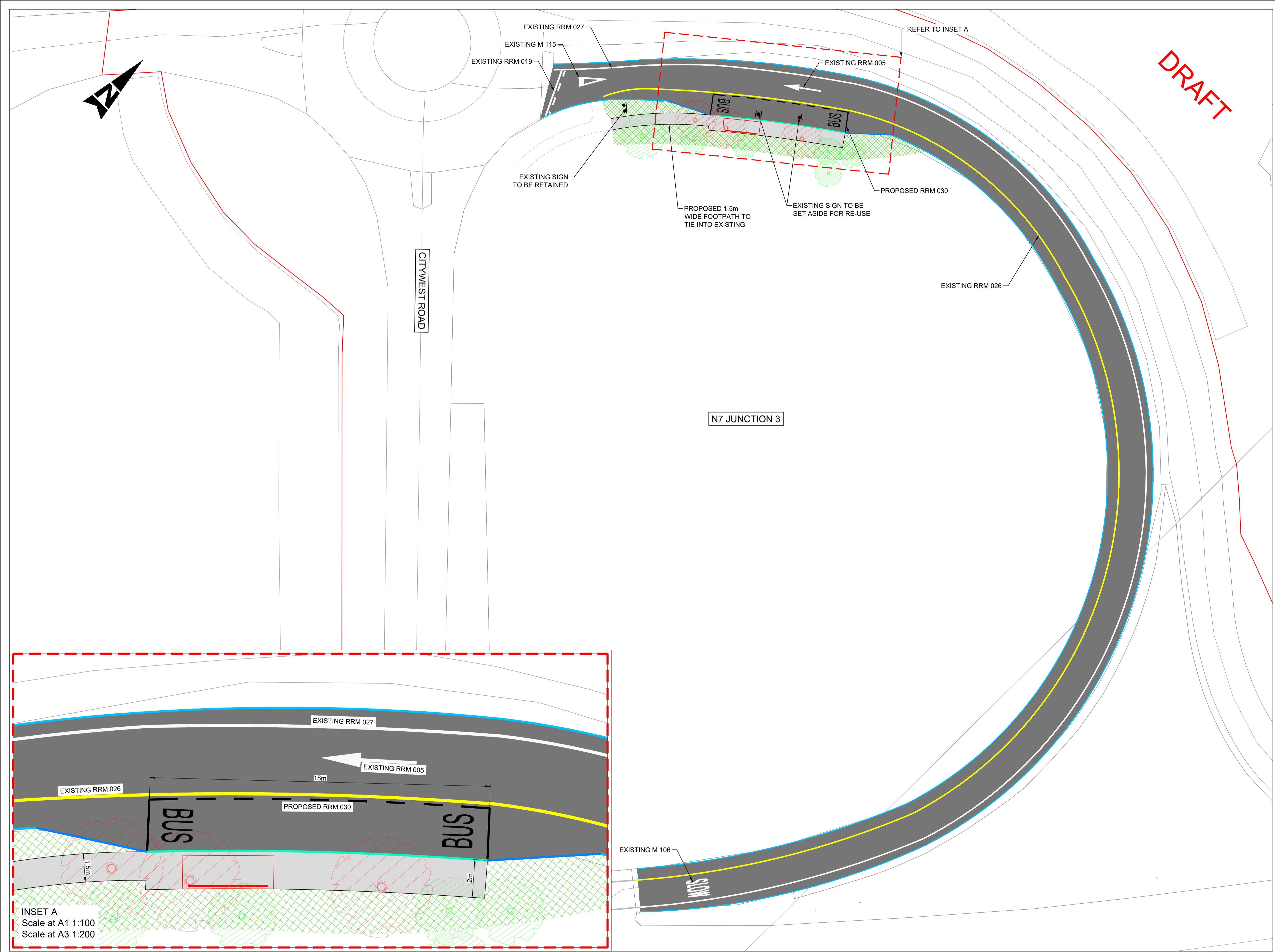


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APPENDICES

Appendix A. Proposed Design





DRAFT

- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

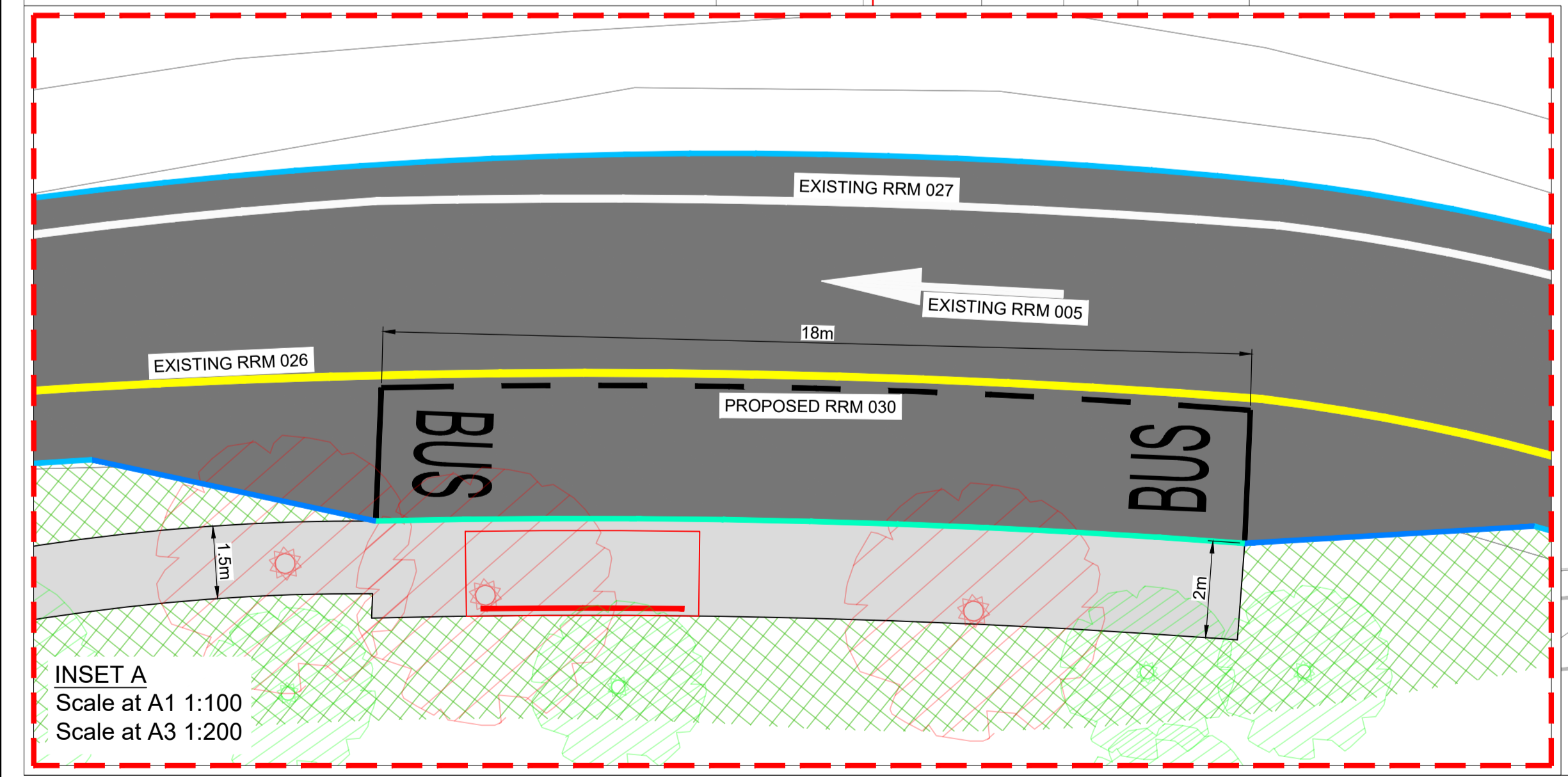
LEGEND:

- MMaRC BOUNDARY
- EXISTING KERBLINE TO BE RETAINED
- UPSTAND CONCRETE KERB
- KASSEL KERB
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- EXISTING GRASS VERGE TO BE RETAINED
- PROPOSED FOOTPATH
- PROPOSED SINGLE PANEL BUS SHELTER
- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING SIGN POST

ROAD MARKING SCHEDULE

KEY	REF No.	DESCRIPTION	COLOUR
[Symbol]	RRM 030	BUS STOP MARKING AS PER TRAFFIC SIGNS MANUAL 2019	WHITE

- NOTES:**
1. DO NOT SCALE FROM DRAWING.



INSET A
Scale at A1 1:100
Scale at A3 1:200



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Risk Level	Atkins Base Line - Low Risk
X	Atkins Sensitive - Medium Risk
	Atkins Private - High Risk
	Client Critical - Already Marked

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