TÉIRE
Ecological Consulting

Appropriate Assessment Screening Report

Proposed Public Infrastructure Development

At

Ennis, Clarecastle, and Barefield Co. Clare

Teire Project Number:	250931
Version:	Final
Author:	SC
Date of Issue:	05/11/2025

Common Acronyms

AA	Appropriate Assessment
ACP	An Coimisiún Pleanála
AASR	Appropriate Assessment Screening Report
BCI	Bat Conservation Ireland
BOCCI	Birds of Conservation Concern Ireland
BTO	British Trust for Ornithology
CEMP	Construction and Environmental Management Plan
CIEEM	Chartered Institute of Ecology and Environmental Management
CO	Conservation Objective
DEHLG	Department of the Environment, Heritage and Local Government
ECIA	Ecological Impact Assessment
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
FPO	Flora Protection Order
FWPM	Fresh Water Pearl Mussel
GIS	Geographic Information System
GSI	Geological Survey Ireland
IFI	Inland Fisheries Ireland
ISMP	Invasive Species Management Plan
LPA	Local Planning Authority
LSE	Likely Significant Effect
NBDC	National Biodiversity Data Centre
NHA	Natural Heritage Area
NPWS	National Parks and Wildlife Service
NIS	Natura Impact Statement
NRA	National Roads Authority
OSI	Ordnance Survey Ireland
OPR	Office of the Planning Regulator
PEA	Preliminary Ecological Appraisal
PBHA	Preliminary Bat Habitat Assessment
PBRA	Preliminary Bat Roost Assessment
PNHA	Proposed Natural Heritage Area
PRF	Potential Roost Feature (for bats)
QI	Qualifying Interest (of a European site)
SAC	Special Area of Conservation
SCI	Special Conservation Interest
SPA	Special Protection Area
SPR	Source-Pathway-Receptor
SUDS	Sustainable Urban Drainage Solutions
TII	Transport Infrastructure Ireland
WFD	Water Framework Directive
ZOI	Zone of Influence

TABLE OF CONTENTS

TABLE OF FIGURES

Table of Tables

1 INTRODUCTION

Teire Consulting was commissioned by Clare County Council to undertake a Stage 1 AA Screening Report for a proposed development at Ennis, Clarecastle, and Barefield Co. Clare (hereafter referred to as the "proposed development" or "site"). A red-line boundary map is provided in Figure 1.

The proposed development will comprise works to 71 no. bus stops within Ennis town. The works to each bus stop vary - some are new installations while others require only minor upgrades such as the erection of signage. Works will occur along existing urban road corridors primarily throughout Ennis town, with two stops each in Barefield and Clarecastle.

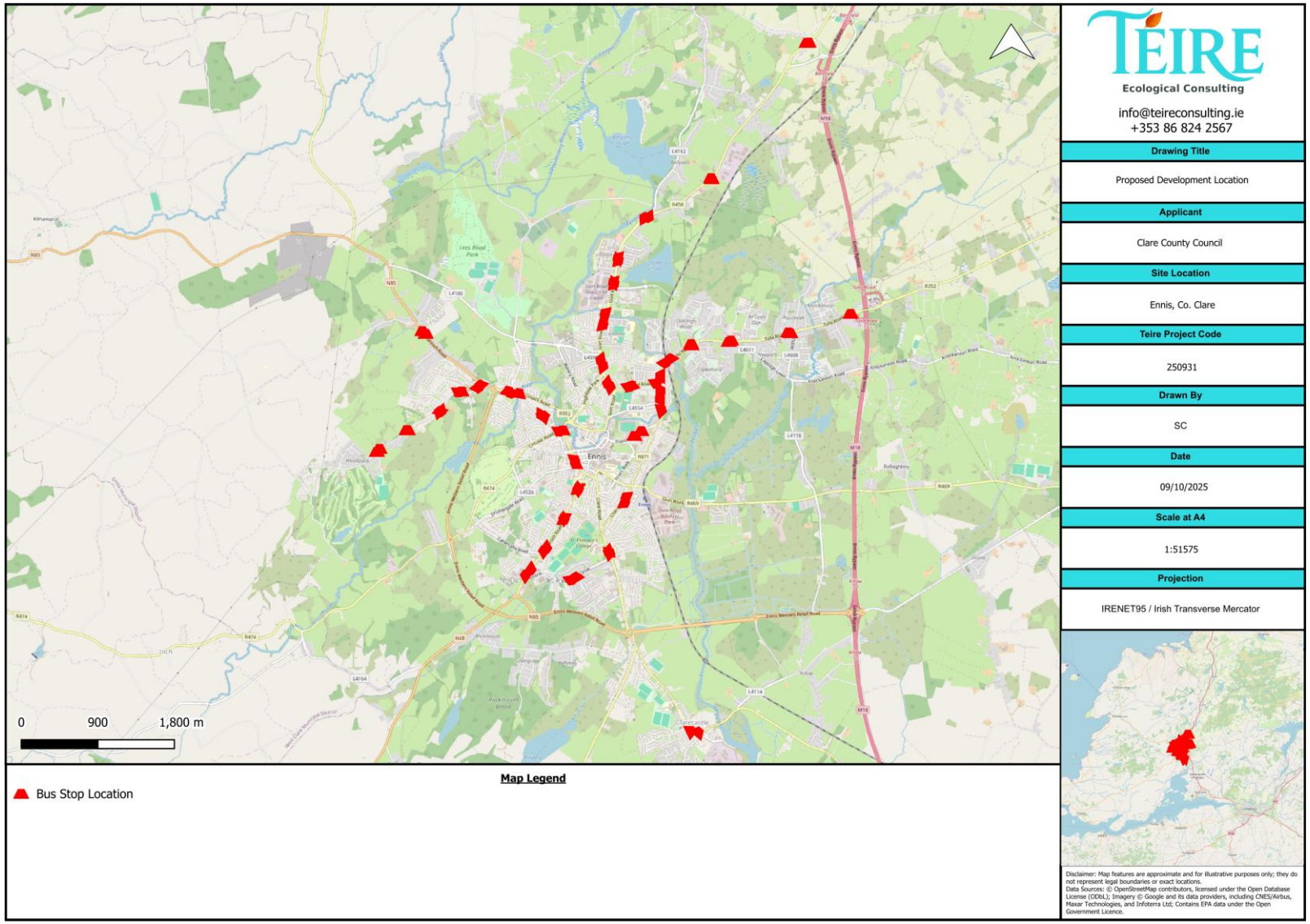


FIGURE 1. SITE LOCATION.

1.1 Statement of Authority

All surveying and reporting have been completed by Shane Connolly of Teire Consulting. Teire is an ecological consultancy with professional expertise in ecological surveying, assessment, and reporting. The practice specialises in AA, PEA, EcIA, and associated documentation prepared in accordance with the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended), the Planning and Development Act 2000 (as amended), and guidance published by the NPWS, the OPR, and CIEEM.

Shane Connolly, principal ecologist and author of this report, holds a B.Sc. (Hons) in Botany and Zoology from the University of Galway and is an Associate member of CIEEM. He has over 3 years' experience in professional consultancy and holds several licences issued by the NPWS, including a bat roost disturbance licence (Licence No. DER-BAT-2025-266), a licence to photograph and film bats (Licence No. 092/2025), and has undergone training with Bat Conservation Ireland in the handling of bats, which authorises him to conduct this specialist task under licence and at the discretion of the NPWS. Shane has a wealth of experience in surveying, reporting, and consulting on all aspects of terrestrial ecology, including bats, birds, mammals, plants, habitats, reptiles, amphibians, invasive species etc. He has led ecological inputs for a wide range of projects including residential developments, renewable infrastructure, public realm schemes, and commercial infrastructure.

1.2 Legislative Context

The purpose of AA is to ensure that no plan or project is permitted where it would adversely affect the ecological integrity of a European Site, having regard to that site's COs. The assessment must follow the precautionary principle. Where uncertainty exists regarding the likelihood of significant effects, further assessment is required. AA considers not only direct effects but also indirect, cumulative, and in-combination effects. Where it is not possible to rule out LSEs at the screening stage, a Stage 2 AA is triggered, and a NIS is required.

European Sites, collectively referred to as Natura 2000 sites, include SACs designated under Directive 92/43/EEC (the Habitats Directive) and SPAs designated under Directive 2009/147/EC (the Birds Directive). These sites are protected for habitats and species listed in Annexes of the Habitats Directive and the Birds Directive, which are of community interest and require strict legal protection.

Article 6(3) of the Habitats Directive stipulates that any plan or project not directly connected with or necessary to the management of a European Site must be subject to AA (AA) where it is likely to have a significant effect on that site, either individually or in combination with other plans or projects. This obligation is transposed into Irish law via Part XAB of the Planning and Development Act 2000 (as amended) and the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477/2011), as amended.

Section 177U(1) of the Planning and Development Act 2000 requires the competent authority to carry out screening for AA to determine, based on best scientific knowledge, whether a proposed development is likely to result in significant effects on any European Site. Where necessary, the competent authority may request further information to complete the screening process.

The relevant EU instruments include:

- Council Directive 92/43/EEC (Habitats Directive)
- Directive 2009/147/EC (Birds Directive)

- Directive 2011/92/EU as amended by Directive 2014/52/EU (EIA Directive)
- Regulation (EU) No. 1143/2014 on Invasive Alien Species, transposed into Irish law under S.I. No. 374/2024
- Directive 2000/60/EC (Water Framework Directive)
- OPR Practice Note PN01 (OPR, 2021)

These are transposed into Irish law through:

- European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477/2011), as amended
- Planning and Development Act 2000 and Planning and Development Act 2024 (where applicable)
- Wildlife Act 1976, as amended
- Flora (Protection) Order 2022
- European Communities Environmental Objectives (Freshwater Pearl Mussel) Regulations 2009 (S.I. No. 296/2009)
- National Biodiversity Action Plan 2023–2030

1.2.1 Stages of AA

The AA process is divided into four distinct stages in line with EU and Irish guidance:

Stage 1 – Screening

Establishes whether the proposed development is likely to have a significant effect on a European Site. This stage includes:

- A description of the proposed development and its receiving environment
- Identification of relevant European Sites using the Source-Pathway-Receptor (SPR) framework (see Section 2.1)
- Reference to the COs of relevant European Sites
- Assessment of potential effects, including in-combination effects
- A screening conclusion on whether Stage 2 AA is required

Stage 2 – AA (NIS)

Where LSEs cannot be excluded, this stage requires:

- Detailed description of the affected European Sites
- Evaluation of potential adverse effects on COs
- Identification of mitigation measures
- A conclusion, supported by scientific evidence, as to whether the project will adversely affect site integrity, in view of its COs

Stage 3 – Assessment of Alternative Solutions

If adverse effects cannot be ruled out, all reasonable alternatives must be assessed and documented.

Stage 4 – Imperative Reasons of Overriding Public Interest (IROPI)

Only where no alternatives exist and the project is justified by IROPI may it proceed, subject to compensatory measures being secured.

Note: At Stage 1, mitigation measures cannot be considered when determining whether significant effects are likely, in accordance with established case law (e.g. C-323/17, People Over Wind).

1.3 Description of the Proposed Development

The proposed development will comprise works to 71 no. bus stops within Ennis town (Figure 1). The works to each bus stop vary as some are new installations while others require only minor upgrades such as the erection of signage. The works to a typical bus stop generally comprise:

- the removal and/or installation of kerbs
- installation of gullies
- installation of paving and/or a hardstanding area if not already present
- erection of bollards
- painting of road markings
- installation of a bus stop pole.

No bus shelters are being installed at the current time. Works will occur along existing urban road corridors. An example of a typical bus stop layout is provided in Figure 2. The works to each stop are generally confined to within 200m of the stop.

1.3.1 Surface Water Drainage

Surface water drainage will be managed through the existing urban drainage network. Each stop will incorporate minor localised drainage measures, including the installation of new gullies where required to ensure that surface runoff from the new hardstanding areas is collected efficiently. Discharge will occur to the existing road surface water system, which ultimately drains to the local receiving network in Ennis.

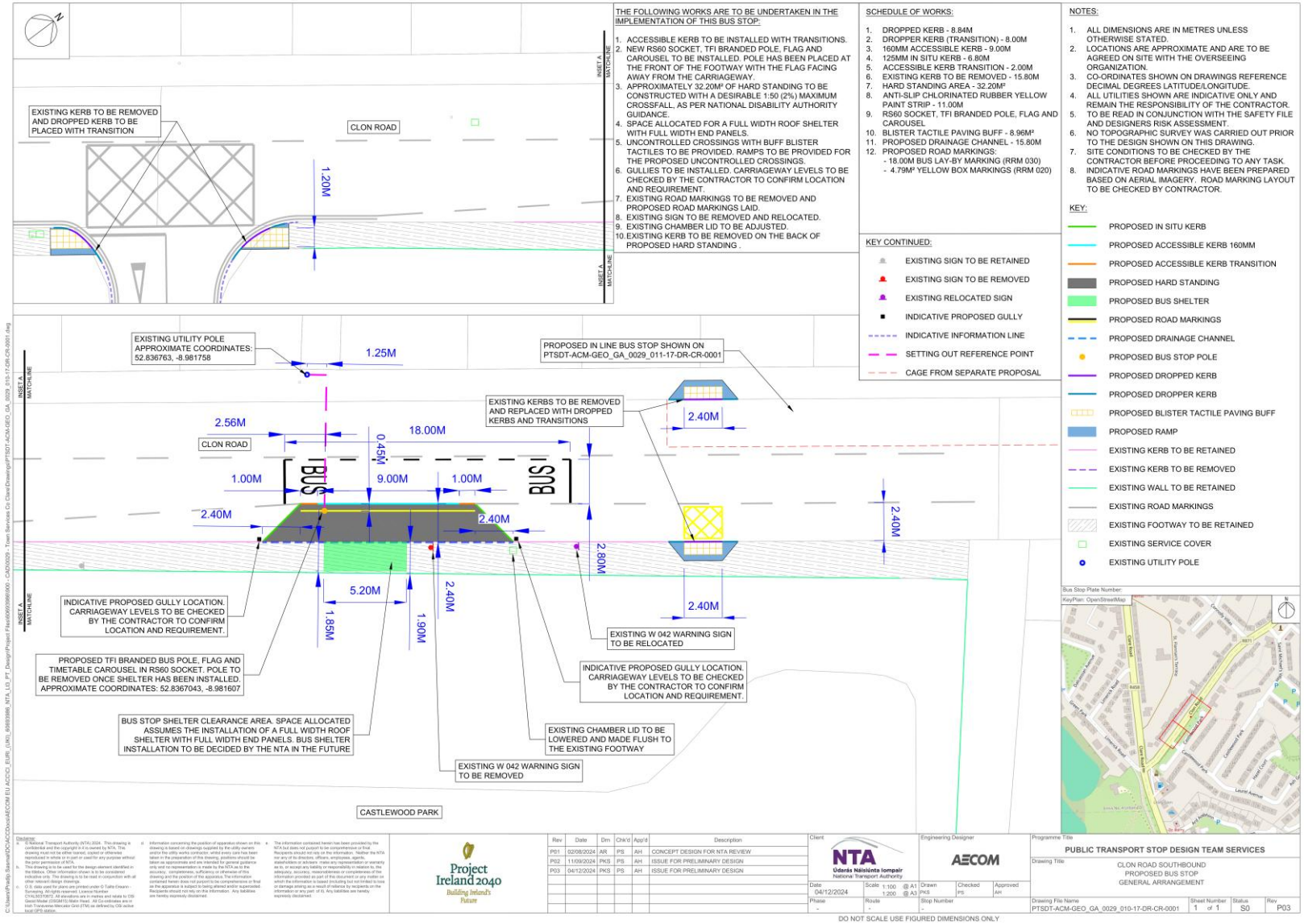


FIGURE 2. EXAMPLE OF A TYPICAL BUS STOP LAYOUT (AECOM, 2025).

2 METHODOLOGY

2.1 Source-Pathway-Receptor (SPR) Framework and Assessment of LSEs

To support this assessment, the SPR framework is applied in preference to arbitrary 15 km search zones, in line with guidance from the OPR (2021) and the Department of Housing, Local Government and Heritage.

The SPR method assesses whether a credible ecological linkage exists between the proposed development and any European Site. The methodology assesses if a likely ("read possible" (OPR, 2021)) significant effect" can occur, based on the three elements of the framework being present and viable.

For a LSE to arise, all three components of the SPR framework must be present. If any one of the source, pathway, or receptors is absent, then no effect can occur (OPR, 2021).

- **Source (S)**: Any element of the project with potential to be transmitted to a receptor and cause an impact, which may lead to an LSE. Examples include dust, noise, silt, and pollution
- **Pathway (P)**: The means by which a source could reach a receptor, such as hydrological connections (e.g. oil spills), airborne transmission (e.g. dust, noise), or groundwater flows. Pathways may also be functional, such as the site being used as a foraging ground by a QI.
- **Receptor (R)**: The ecological feature at risk, namely a European Site and/or its designated QIs or SCIs

Furthermore, for a source to be viable as part of the SPR framework, it must be reasonably present in a quantity that may give rise to an LSE and as such, the viability of any sources is assessed in this report. For example, all projects are likely to generate dust in some extent, but not all projects are likely to generate enough dust that could impact a European site. The generation of a source does not exclusively mean it is viable or likely to cause significant effects.

The same reasoning can be used for pathways - a pathway might be present but may not be viable. An example of this might be a slow-moving river vs a fast-moving river that are upstream of a European site. The slow-moving watercourse may be less likely to transmit a source vs a fast watercourse, due to factors such as deposition that might be more active in a slow-moving watercourse.

These scenarios are considered under source and pathway viability when determining LSEs under the SPR framework in this report.

2.2 Zone of Influence (ZoI)

The ZoI of a proposed development is the geographical area over which it could affect the receiving environment in a way that could have significant effects on the QIs of a European site. Therefore, where an SPR link is present, a ZoI is established.

If it cannot be concluded based on best scientific evidence that significant effects are unlikely, either alone or in combination with other plans or projects, a Stage 2 AA is required, and a NIS should be prepared.

2.3 Desk Study

A desk study scoping exercise was undertaken in October 2025 to assemble spatial and documentary data to inform this Report. Any GIS analysis was completed in QGIS v3.40. The following sources were consulted:

- Species records from the NBDC website (https://maps.biodiversityireland.ie/Map) (NBDC, 2025)
- NPWS online datasets (https://www.npws.ie/maps-and-data) for SAC and SPA boundaries, QIs, SCIs and COs (NPWS, 2025)
- Standard Data Forms for European Sites from the EEA Natura 2000 viewer (EEA, 2025)
- EPA GIS layers (https://gis.epa.ie/GetData/Download) for rivers, lakes, WFD catchments, groundwater bodies and water-quality status (EPA, 2025)
- EPA web services for baseline environment data (e.g. geology, hydrology, aquifer etc.) (https://gis.epa.ie/EPAMaps/) (EPA, 2025)
- OSI orthophotography and mapping, supplemented by Google and Bing imagery (OSI, 2025)
- Planning applications within the ZOI from the Clare County Council online planning portal (eplanning.ie) and the National Planning Database (DHLGH, 2025)

These datasets informed mapping of European sites, assessment of hydrological and hydrogeological connectivity, and identification of in-combination developments.

2.4 Limitations

The following limitation(s) were encountered:

- No field survey was conducted as part of this screening exercise. The footprint of the proposed development is small and from the desktop scoping exercise, it was determined the works area is unlikely to support any significant habitat for QI/SCIs of any European site. Where any doubt remains, the precautionary principle is applied.

Accordingly, no limitations were encountered that would be considered significant, nor would undermine the validity of the data presented.

3 Site Characteristics and Receiving Environment

3.1 Site Location

The proposed development is located in Ennis, Clarecastle, and Barefield Co. Clare. The works involve the installation or upgrading of 71 no. bus stops primarily throughout Ennis town, with 2 no. stops each in Clarecastle and Barefield.

Each individual bus stop is located along a main road. The majority of these bus stops are located on current hardstanding areas within the urban centre of Ennis and its surrounds.

3.2 European Sites

Figure 3 depicts European sites in proximity and which are most likely to contain a pathway to the proposed development.

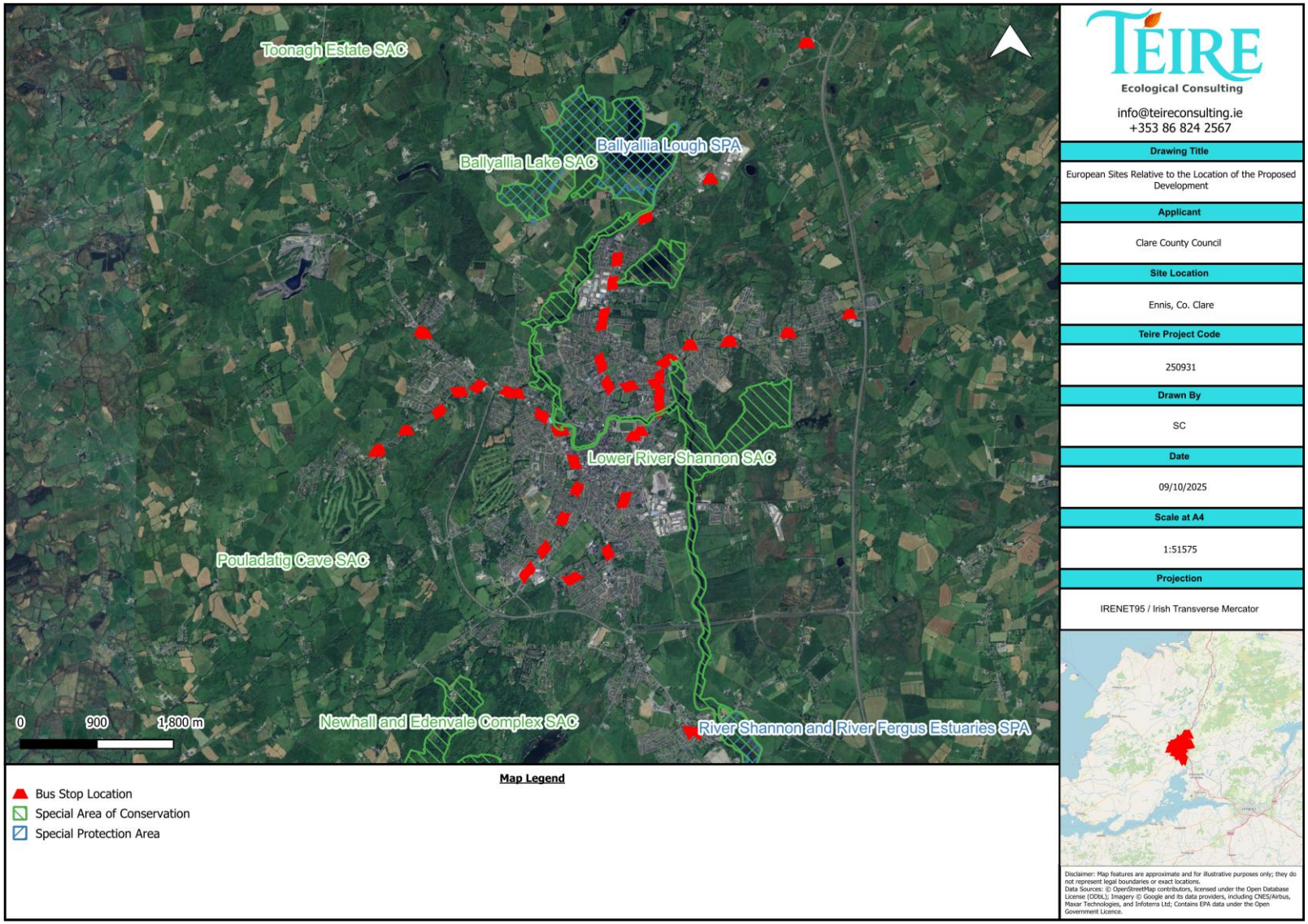


FIGURE 3. EUROPEAN SITES RELATIVE TO THE PROPOSED DEVELOPMENT.

3.3 Physical Environment

An outline of the key physical environment features relevant to the site are displayed in Table 1 and Table 2. Further detail on the key features are described in the below subsections. Maps of the hydrological, hydrogeological, and geological features relevant to the proposed development are displayed in Figure 4 – Figure 6.

TABLE 1. HYDROLOGICAL FEATURES IN PROXIMITY TO THE PROPOSED DEVELOPMENT.

EPA Name	EPA ID Code	Stream Order	WFD Status 2019-2024	WFD Risk
BUNNOW 27	27B54	2	Poor	At Risk
CLOGHLEAGH 27	27C73	1	Poor	At Risk
Fergus	27F01	5	Poor	At Risk
FORTFERGUS	27F10	1	Poor	At Risk
Inch [Clare]	27I01	4	Poor	At Risk
LOUGHVELLA	27L24	1	Poor	At Risk

TABLE 2. BASELINE ENVIRONMENT DETAILS - SUMMARY TABLE.

Environmental Feature At Site	Feature Name	Relevant Criteria (EPA, 2025; GSI, 2025)
WFD catchment	Shannon Estuary North (EU Code: 27)	-
WFD sub-catchments	Fergus_SC_030 (EU Code: 27_3) Fergus_SC_040 (EU Code: 27_1) Fergus_SC_050 (EU Code: 27_10)	-
Groundwater body	Ennis (EU Code: IE_SH_G_080)	Flows generally to the south
Ennis WFD 2019-2024 status	-	Good
Ennis Groundwater body risk	-	At risk
Groundwater vulnerability	-	Moderate – extreme
Aquifer	Rkc	Regionally Important Aquifer - Karstified (conduit)
Bedrock 100k Units	Dinantian Pure Bedded Limestones	-

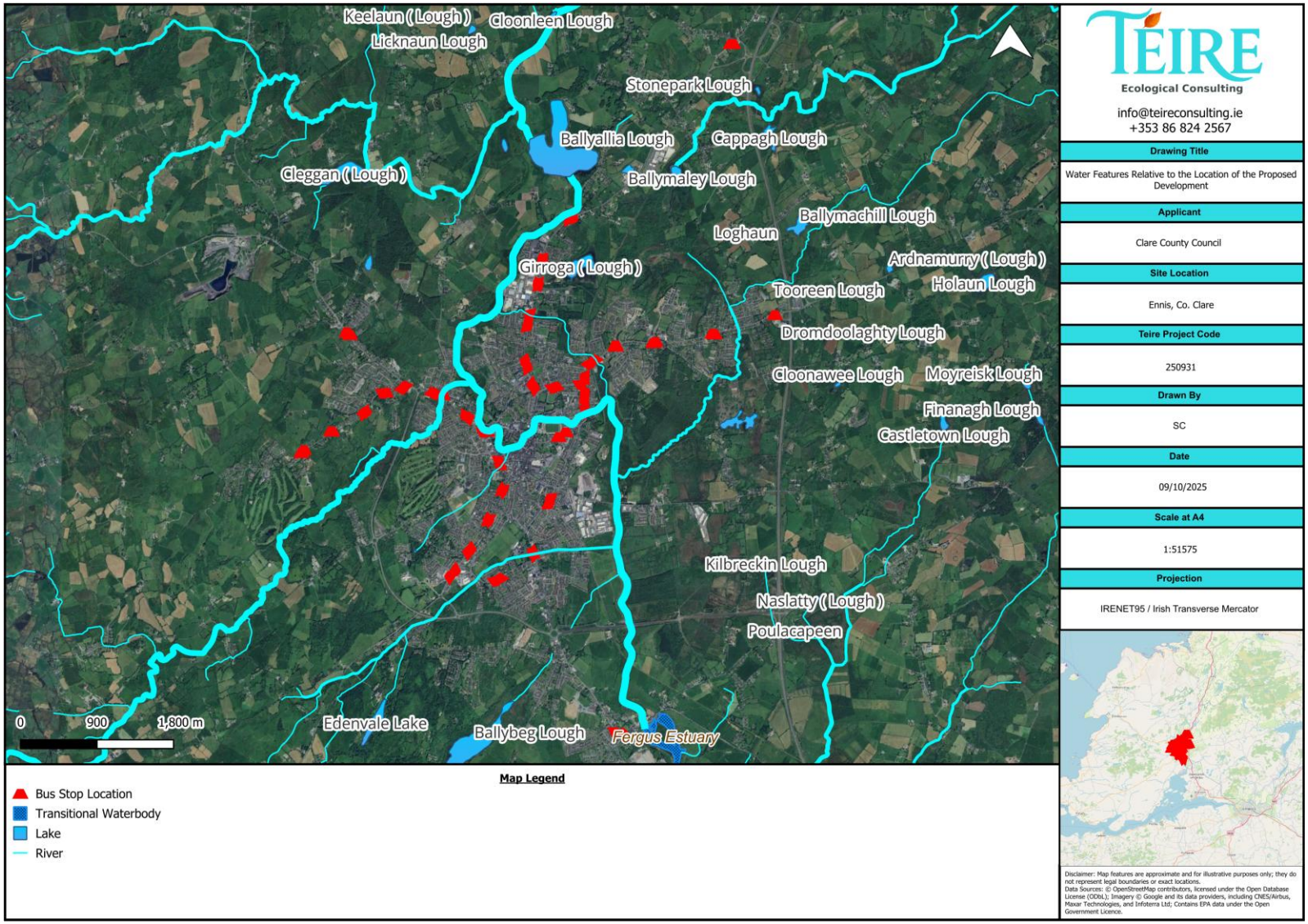


FIGURE 4. WATER FEATURES IN PROXIMITY TO THE PROPOSED DEVELOPMENT (DATA SOURCE: EPA, 2025).

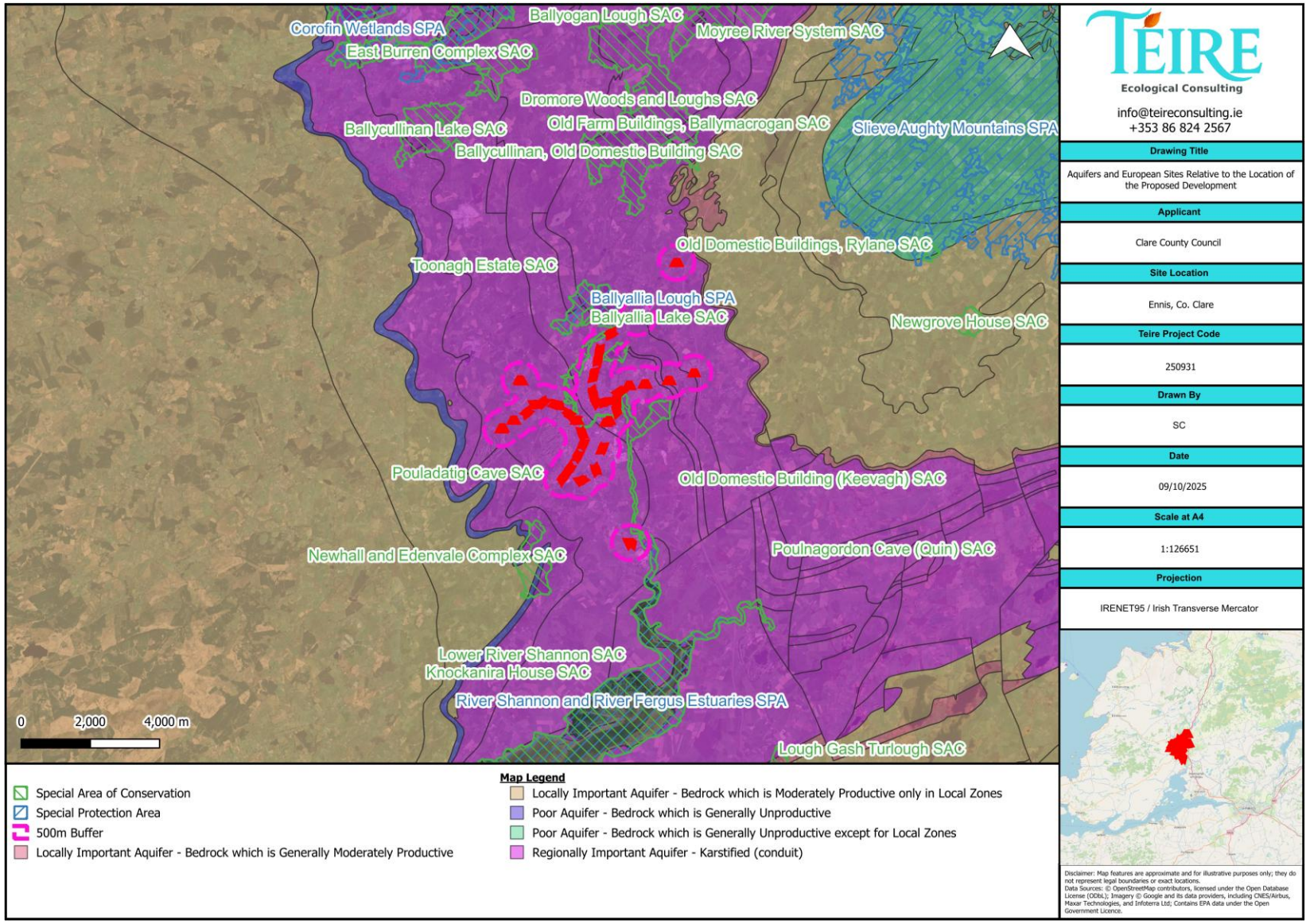


FIGURE 5. AQUIFER UNITS RELEVANT TO THE SITE (DATA SOURCE: GSI, 2025).

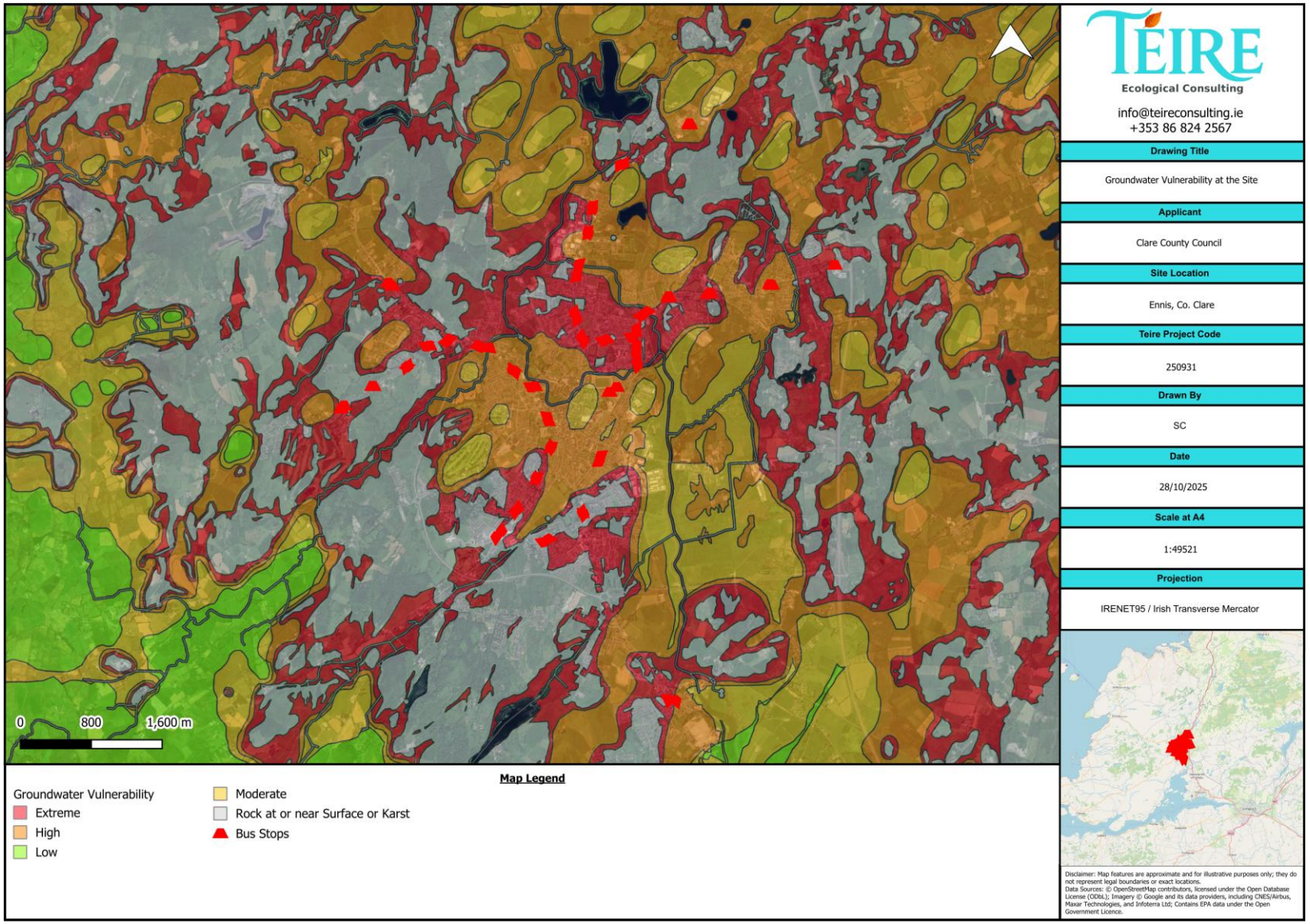


FIGURE 6. GROUNDWATER VULNERABILITY AT THE PROPOSED DEVELOPMENT (DATA SOURCE: GSI, 2025).

4 STAGE 1: SCREENING FOR AA

In accordance with established case law (CJEU, C-323/17, People Over Wind and Sweetman), no mitigation measures can be considered at the screening stage when determining the likelihood of significant effects on European sites. This includes the exclusion of any purpose-designed mitigation, such as buffer zones, sediment controls, or post-construction management, unless they form part of the normal function of the project. Accordingly, this assessment is based solely on the characteristics of the project absent any mitigation and is precautionary in line with Article 6(3) of the Habitats Directive.

4.1 Management of European Sites

The proposed development is not directly connected with or necessary to the management of any European sites.

4.2 European Sites Within the ZoI

To determine what European sites (if any) may be affected by the proposed development, it is necessary to determine the ZoI using the SPR methodology as per OPR (2021).

This begins with assessing sources (S) that may arise or be generated from the proposed development, then assessing whether there is a pathway (P) to transmit the identified sources to a receptor (R) site (European site).

A ZoI occurs when a source, pathway, and receptor are all present. Where a viable SPR link occurs, the receptor's (European site's) COs will be evaluated against the proposed development, to determine the potential for LSEs.

4.2.1 SPR Step 1: Source Identification

Sources are factors from the proposed development that could potentially give rise to LSEs e.g. the release of pollutants. Where a source is present, its viability (likelihood to be produced in quantities significant enough such that a likely significant effect (LSE) may arise) is also assessed. Only when a source is considered likely and viable is it carried through as a link in the SPR framework.

Based on the development description and nature of the works, the sources in Table 3 were identified as being likely to arise arise/occur from the proposed development.

The works will be conducted in a phased approach. This will reduce the impact of any sources being created en masse and reduce the potential impact.

TABLE 3. IDENTIFIED SOURCES OF EFFECTS. POTENTIALLY VIABLE SOURCES IN BLUE.

Potential Source	Phase Present	Viability Rationale	Potential for LSEs
Silt and sediment	Construction	The works are confined to mostly hardstanding areas with little excavation required. Silt or sediment are not likely to be released in any quantity that could undermine the COs of any European site.	No
Pollutants (chemical)	Construction	No chemicals or pollutants are to be used in any quantity that could undermine the COs of any European site.	No
Noise	Construction	A temporary increase in noise levels may occur during the proposed works but not significantly higher than the	No

Potential Source	Phase Present	Viability Rationale	Potential for LSEs
		background noise already associated with Ennis town. Levels are not expected to be at a scale whereby they could undermine the CO of any European site.	
Noise	Operation	Noise levels during the operational phase are not expected to be above the normal thresholds for the site in its present state and are unlikely to have an impact on any QI/SCI species should a viable pathway exist.	No
Artificial light	Construction	Works will be conducted during daylight hours. No artificial light is required during the construction phase, nor for security lighting at night.	No
Artificial light	Operation	No additional lighting will be produced during the operational phase that could have any impact on QI/SCI species should a viable pathway exist.	No
Air pollution	Construction & Operation	Considering the context of the site location in an urban centre, emissions from any plant during construction will be minimal, short-term and not in quantities significant enough to undermine the COs of any European site should a viable pathway exist.	No
Dust	Construction	Minor dust generation may occur during works but not in quantities significant enough to pose a risk to COs should a viable pathway exist.	No
Spread of invasive plant species	Construction	No invasive plant species are likely to be present on site considering the hardstanding locations of the proposed stops. Works are unlikely to cause a spread that could undermine the CO of any European site should a viable pathway exist.	No
Physical disturbance to QI/SCI's	Construction	The proposed works will not entail a significant increase in personnel or machinery beyond the normal occurrences at Ennis town and its surrounds. No significant increase in physical disturbance is expected if a viable pathway exists.	No
Collision risk	Operation	The proposed development does not involve the installation of any structures of significant height that could pose a risk to SCI species should a viable pathway exist.	No
Barriers to movement	Construction & Operation	The proposed development does not require interference with any ecological corridors on site that could significantly affect QI/SCI species on site should a viable pathway exist.	No
Habitat fragmentation	Construction & Operation	The works are outside any European site and are not likely to give rise to habitat fragmentation on any European site.	No
Loss of ex situ habitat	Construction & Operation	There will be no direct loss of any habitat from any European site. No significant loss of suitable ex situ habitat is expected that could undermine the CO of any European site should a viable pathway exist.	No
Recreational pressures on European sites	Operation	The proposed development is unlikely to cause a significant increase in the population at the site such that recreational pressures at any European site could be increased, even if a viable pathway exists.	No

While a number of sources of impacts may arise as a result of the proposed development, none are considered likely to arise in quantities capable of causing a significant effect should they reach a European site.

As such, **a complete SPR chain is absent, and the occurrence of significant effects can be ruled out at this stage** (OPR, 2021). In accordance with Article 6(3) of the Habitats Directive and Section 177U of

the Planning and Development Act 2000 (as amended), the requirement to proceed to Stage 2 AA and the preparation of a NIS does not arise in this instance.

Notwithstanding this conclusion, the report sets out the SPR considerations in full to support the competent authority in its decision-making.

4.2.2 SPR Step 2: Pathway Identification

Where a potential source of effects is identified, an assessment must be undertaken to determine whether a viable transmission pathway exists for that source to reach a receptor (i.e. a European site or its QIs). Pathways may be direct, or indirect.

All potential pathways are assessed in Table 4, as is their viability i.e. are they capable of transmitting a potentially viable source. In some instances, although a pathway might be present it may not be functional. For example, a river might link a proposed development to an SPA, but if the works are small and the SPA is >50km downstream, significant effects are not likely and thus the pathway can be considered non-viable in terms of transmitting sources.

Where pathways are viable, they are considered further in the SPR link to determine if there is a receptor site along the pathway. In this instance, a functional SPR link is present, a ZoI is established, and the European sites CO's will be assessed in relation to the SPR link.

If no pathway is present, an SPR link is does not occur and the ZoI of the proposed development cannot possibly reach nor affect any European site, thus the requirement for Stage 2 AA can be ruled out. Detailed assessment of pathways is discussed below.

TABLE 4. PATHWAY ASSESSMENT TABLE. POTENTIALLY VIABLE PATHWAYS IN BLUE.

Pathway Type	Viability Rationale	Potential to Transmit LSEs
Proximity	The proposed development is in close proximity (<10m) to a European site. Sources, if produced in significant quantities could reach a CO via proximity. This pathway is considered viable.	Yes
Hydrological connectivity	A hydrological pathway exists between the proposed development and Lower River Shannon SAC (002165) and Ballyallia Lake SAC (000014) via the surface water drainage network and surface water flow considering the distance. Two bus stops are <10m from these SACs at their closest points and so surface water could flow straight to the European site. This pathway is considered viable.	Yes
Groundwater connectivity	A groundwater pathway exists between the proposed development and a number of European sites as they occur within the same aquifer bands as the proposed development (Regionally Important Aquifer - Karstified (conduit)). Karstified limestone can transmit groundwater easily. This pathway is considered viable.	Yes
Airborne pathways	An airborne pathway exists between the proposed development and Lower River Shannon SAC (002165) and Ballyallia Lake SAC (000014), considering the intervening distance of <10m. This pathway is considered viable.	Yes
Functional/migratory	No functional ecological pathway exists between the	No

Pathway Type	Viability Rationale	Potential to Transmit LSEs
route	proposed development and any European site. The site does not lie along any migratory routes or contain any significant ecological corridor(s) that would be utilised by QI/SCI species. This pathway is considered non-viable.	
Visual disturbance (sightline)	A visual disturbance pathway exists between the proposed development and Lower River Shannon SAC (002165) and Ballyallia Lake SAC (000014), as a number of bus stops are adjacent to the SACs. This pathway is considered viable.	Yes

4.2.2.1 Proximity Pathway

The site is within close proximity (<10m) to two European sites (Lower River Shannon SAC (002165) and Ballyallia Lake SAC (000014)), meaning there is no intervening land use barrier. This creates a direct spatial pathway between the works and QIs over which impacts could be transmitted if present in significant quantities.

This pathway is considered viable.

4.2.2.2 Hydrological Pathway

A hydrological pathway is present between the site and Lower River Shannon SAC (002165) and Ballyallia Lake SAC (000014). Surface water discharges via the local surface water network which drains into Lower River Shannon SAC (002165). Bus stops 35 and 36 are adjacent to Ballyallia Lake SAC (000014). As such, there is potential for surface water to transmit sources directly via this pathway should they be present.

This pathway is considered viable.

4.2.2.3 Groundwater Pathway

The site lies within the Ennis groundwater body. Waters within this groundwater body flow in a general southerly direction. However, considering the groundwater vulnerability beneath the site is "*Moderate - extreme*" (GSI, 2025), and the aquifers beneath the proposed development are karstified limestone and are classed as "*regionally important*", there is the potential for pollutants (should they be present in significant quantities) to enter the groundwater and flow towards European sites. A number of European sites share an aquifer band with bus stops as part of the proposed development (Figure 7):

- Ballyallia Lake SAC
- Ballycullinan Lake SAC
- Dromore Woods and Loughs SAC
- Pouladatig Cave SAC
- East Burren Complex SAC
- Lower River Shannon SAC
- Old Farm Buildings, Ballymacrogan SAC
- Ballycullinan, Old Domestic Building SAC
- Toonagh Estate SAC
- Ballyallia Lough SPA
- Corofin Wetlands SPA

- River Shannon and River Fergus Estuaries SPA

This pathway is considered viable.

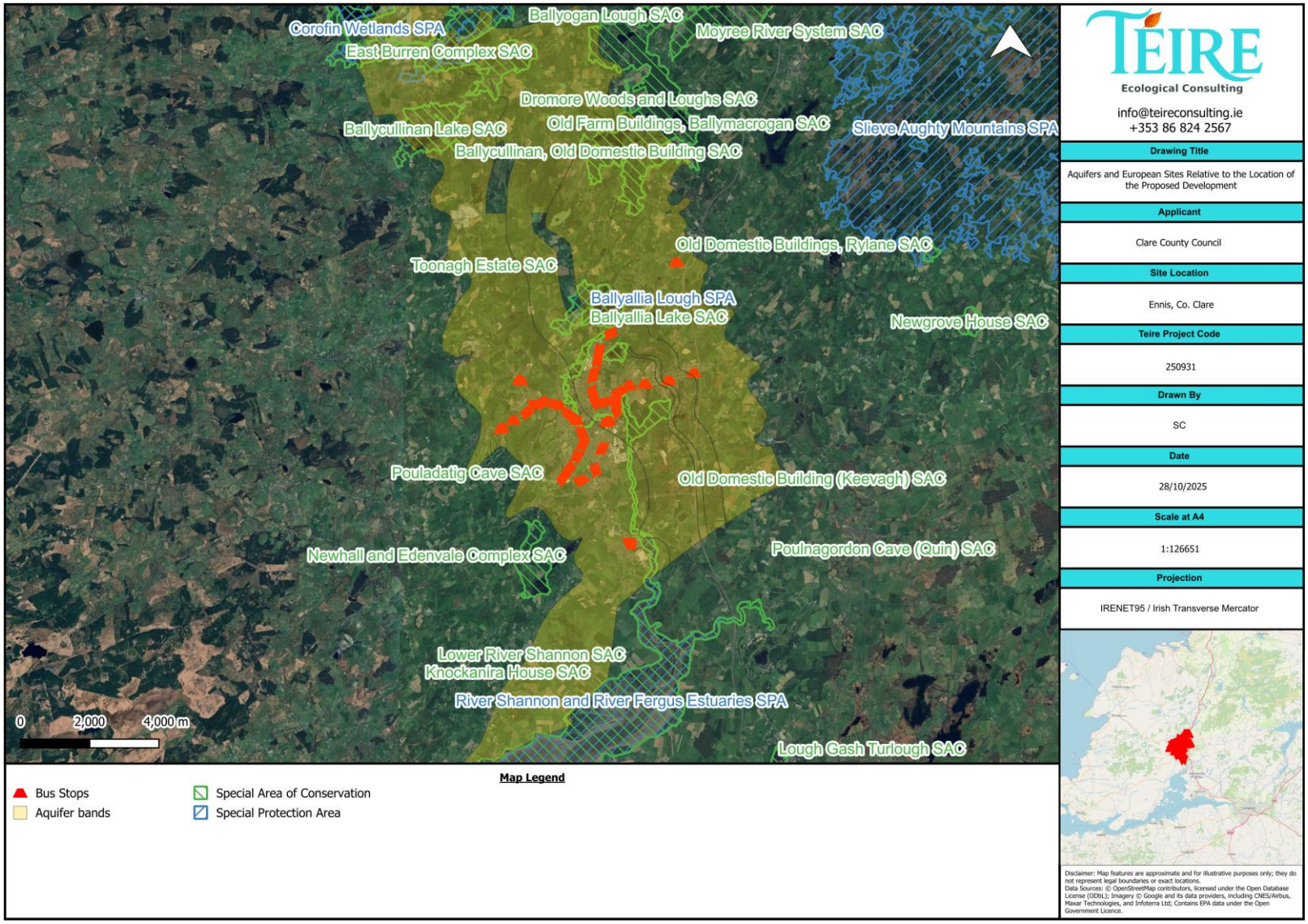


FIGURE 7. EUROPEAN SITES WITHIN THE SAME AQUIFER BANDS (DATA SOURCE: GSI, 2025).

4.2.2.4 Airborne Pathway

Airborne pathways include the transmission of dust, noise, and light. Each is evaluated below using recognised buffers and guidance thresholds.

4.2.2.4.1 Dust

The IAQM (2016) *Guidance on the Assessment of Mineral Dust Impacts for Planning* - derived chiefly from monitoring at quarries - records highest dust impacts within 100m of active sources, declining to 250m and, in extreme hard-rock cases, to 400m. Although construction dust from the proposed development will be far lower than quarry emissions, a conservative 400m buffer is applied.

The nearest European sites, Lower River Shannon SAC (002165) and Ballyallia Lake SAC (000014), lie within <10m of the site. There is potential for dust to reach a European site should it become airborne due to this distance.

This pathway is considered viable.

4.2.2.4.2 Noise

Noise can disturb species by drowning out warning calls, mating calls, echolocation etc. Noise sensitivity depends on species ecology and local habituation. NatureScot (2022) notes rural, disturbance-sensitive species may require 750m – 1km buffer, whereas urban-tolerant species generally show no measurable response beyond 500m. Sites near urban areas usually host habituated fauna and are therefore less sensitive than those residing in rural settings.

The site lies within <10m of Lower River Shannon SAC (002165) and Ballyallia Lake SAC (000014). As such, a source effect, should it be present in a quantity sufficient to undermine a CO, could potentially reach a European site via this pathway.

This pathway is considered viable.

4.2.2.5 Functional/Migratory Pathway

4.2.2.5.1 Spread of Invasive Plant Species

No invasive plant species are known to be present on site, nor are they likely to be considering the locations are mostly hardstanding and in use as part of the urban network.

This pathway is considered non-viable.

4.2.2.5.2 Disruptions to Migratory Paths

The site is located adjacent to potential migratory or commuting corridors for QI/SCI species, but there are no ecological features as part of the proposed development that would function as such. The absence of species movement routes between the site and European sites means there is no viable functional pathway to expose QI/SCI species to effects

This pathway is considered non-viable.

4.2.2.6 Visual Pathway

4.2.2.6.1 Sightline and Light Disturbance

Some bus stops are adjacent to European sites and have a direct line-of-sight to same. Project activities such as human presence and lighting could be perceived by QI/SCI species, creating a visual disturbance pathway.

This pathway is considered viable.

4.2.3 SPR Step 3: Identification of Relevant European Sites

The SPR framework requires all three aspects to be viable to facilitate a negative effect occurring on a European site. Without a receptor (European site) at the end of an SPR link that has so far identified a viable source and pathway, no effects can occur. All viable sources and pathways identified thus far are detailed in Table 5.

TABLE 5. SPR LINKS THUS FAR. A SOURCE OR PATHWAY CONSIDERED VIABLE ARE HIGHLIGHTED IN BLUE.

Viable Sources	Viable Pathways
None identified	Proximity pathway
	Hydrological pathway
	Groundwater pathway
	Airborne pathway
	Visual disturbance pathway

Where a viable source and pathway exist, these SPR links were assessed to determine whether they lead to a European site. If so, a ZoI is established, and the relevant European sites must be assessed with respect to their CO's.

European sites which are most likely to have connectivity to the proposed development via a pathway or proximity (Figure 3), are listed and then assessed in Table 6. A map depicting European sites with viable pathways is displayed in Figure 8.

TABLE 6. EUROPEAN SITES WITH POTENTIAL CONNECTIVITY TO THE PROPOSED DEVELOPMENT.

Relevant European Site and Distance (km)	QI/SCIs	Viable SPR Connections	Consider Further
Lower River Shannon SAC (002165) Distance: <10m	• Estuaries [1130] • Mudflats and sandflats not covered by seawater at low tide [1140] • Coastal lagoons [1150] • Large shallow inlets and bays [1160] • Reefs [1170] • Perennial vegetation of stony banks [1220] • Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] • Salicornia and other annuals colonising mud and sand [1310] • Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330] • Mediterranean salt meadows (*Juncetalia maritimi*) [1410] • Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation [3260] • Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) [6410] • Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion*, *Alnion incanae*, *Salicion albae*) [91E0] • Freshwater pearl mussel (*Margaritifera margaritifera*) [1029] • Sea lamprey (*Petromyzon marinus*) [1095] • Brook lamprey (*Lampetra planeri*) [1096] • River lamprey (*Lampetra fluviatilis*) [1099] • Salmon (*Salmo salar*) [1106] • Common bottlenose dolphin (*Tursiops truncatus*) [1349] • Otter (*Lutra lutra*) [1355]	**Viable Sources**: • None identified **Viable Pathways**: • Proximity pathway • Hydrological pathway • Groundwater pathway • Airborne pathway • Visual disturbance pathway	No
Ballyallia Lake SAC (000014) Distance: <10m	• Natural eutrophic lakes with *Magnopotamion* or *Hydrocharition* - type vegetation [3150]	**Viable Sources**: • None identified **Viable Pathways**: • Proximity pathway • Hydrological pathway • Groundwater pathway • Airborne pathway	No

Relevant European Site and Distance (km)	QI/SCIs	Viable SPR Connections	Consider Further
		• Visual disturbance pathway	
Ballycullinan Lake SAC (000016) Distance: 7.5km	• Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae* [7210]	**Viable Sources**: • None identified **Viable Pathways**: • Groundwater pathway	No
Dromore Woods and Loughs SAC (000032) Distance: 3km	• Natural eutrophic lakes with *Magnopotamion* or *Hydrocharition* - type vegetation [3150] • Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430] • Limestone pavements [8240] • Lesser horseshoe bat (*Rhinolophus hipposideros*) [1303] • Otter (*Lutra lutra*) [1355]	**Viable Sources**: • None identified **Viable Pathways**: • Groundwater pathway	No
Pouladatig Cave SAC (000037) Distance: 2.7km	• Caves not open to the public [8310] • Lesser horseshoe bat (*Rhinolophus hipposideros*) [1303]	**Viable Sources**: • None identified **Viable Pathways**: • Groundwater pathway	No
East Burren Complex SAC (001926) Distance: 10km	• Hard oligo-mesotrophic waters with benthic vegetation of *Chara* spp. [3140] • Turloughs [3180] • Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation [3260] • Alpine and Boreal heaths [4060] • *Juniperus communis* formations on heaths or calcareous grasslands [5130] • Calaminarian grasslands of the *Violetalia calaminariae* [6130] • Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (*important orchid sites) [6210] • Lowland hay meadows (*Alopecurus pratensis*, *Sanguisorba officinalis*) [6510] • Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae* [7210] • Petrifying springs with tufa formation (*Cratoneurion*) [7220]	**Viable Sources**: • None identified **Viable Pathways**: • Groundwater pathway	No

Relevant European Site and Distance (km)	QI/SCIs	Viable SPR Connections	Consider Further
	• Alkaline fens [7230] • Limestone pavements [8240] • Caves not open to the public [8310] • Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion*, *Alnion incanae*, *Salicion albae*) [91E0] • Marsh fritillary (*Euphydryas aurinia*) [1065] • Lesser horseshoe bat (*Rhinolophus hipposideros*) [1303] • Otter (*Lutra lutra*) [1355]		
Old Farm Buildings, Ballymacrogan SAC (002245) Distance: 6.3km	• Lesser horseshoe bat (*Rhinolophus hipposideros*) [1303]	**Viable Sources:** • None identified **Viable Pathways:** • Groundwater pathway	No
Ballycullinan, Old Domestic Building SAC (002246) Distance: 7.2km	• Lesser horseshoe bat (*Rhinolophus hipposideros*) [1303]	**Viable Sources:** • None identified **Viable Pathways:** • Groundwater pathway	No
Toonagh Estate SAC (002247) Distance: 4.5km	• Lesser horseshoe bat (*Rhinolophus hipposideros*) [1303]	**Viable Sources:** • None identified **Viable Pathways:** • Groundwater pathway	No
Ballyallia Lough SPA (004041) Distance: <10m	• Teal (*Anas crecca*) [A052] • Mallard (*Anas platyrhynchos*) [A053] • Coot (*Fulica atra*) [A125] • Black-tailed godwit (*Limosa limosa*) [A156] • Wigeon (*Mareca penelope*) [A855] • Shoveler (*Spatula clypeata*) [A857] • Gadwall (*Mareca strepera*) [A889] • Wetland and waterbirds [A999]	**Viable Sources:** • None identified **Viable Pathways:** • Groundwater pathway	No

Relevant European Site and Distance (km)	QI/SCIs	Viable SPR Connections	Consider Further
Corofin Wetlands SPA (004220) Distance: 8.5km	• Little grebe (*Tachybaptus ruficollis*) [A004] • Whooper swan (*Cygnus cygnus*) [A038] • Teal (*Anas crecca*) [A052] • Black-tailed godwit (*Limosa limosa*) [A156] • Wigeon (*Mareca penelope*) [A855] • Wetland and waterbirds [A999]	**Viable Sources**: • None identified **Viable Pathways**: • Groundwater pathway	No
River Shannon and River Fergus Estuaries SPA (004077) Distance: 275m	• Cormorant (*Phalacrocorax carbo*) [A017] • Whooper swan (*Cygnus cygnus*) [A038] • Light-bellied brent goose (*Branta bernicla hrota*) [A046] • Shelduck (*Tadorna tadorna*) [A048] • Teal (*Anas crecca*) [A052] • Pintail (*Anas acuta*) [A054] • Scaup (*Aythya marila*) [A062] • Ringed plover (*Charadrius hiaticula*) [A137] • Golden plover (*Pluvialis apricaria*) [A140] • Grey plover (*Pluvialis squatarola*) [A141] • Lapwing (*Vanellus vanellus*) [A142] • Knot (*Calidris canutus*) [A143] • Dunlin (*Calidris alpina*) [A149] • Black-tailed godwit (*Limosa limosa*) [A156] • Bar-tailed godwit (*Limosa lapponica*) [A157] • Curlew (*Numenius arquata*) [A160] • Redshank (*Tringa totanus*) [A162] • Greenshank (*Tringa nebularia*) [A164] • Black-headed gull (*Chroicocephalus ridibundus*) [A179] • Wigeon (*Mareca penelope*) [A855] • Shoveler (*Spatula clypeata*) [A857] • Wetland and waterbirds [A999]	**Viable Sources**: • None identified **Viable Pathways**: • Groundwater pathway	No

4.3 SPR Conclusion

The results of the SPR analysis undertaken in section 4 are summarised in Table 7.

Each viable source and pathway were assessed to determine whether a European site (receptor) exists at the end of that linkage. Where a complete SPR link exists, the European site was assessed in light of its COs to determine if Stage 2 AA is required. Where any individual element of the SPR link is absent, the risk of an LSE occurring can be ruled out.

TABLE 7. SPR LINKS IDENTIFIED. A FULL AND COMPLETE SPR LINK THAT COULD ACCOMMODATE A LSE IS IDENTIFIED AS A FULL BLUE ROW.

Viable Source	Viable Pathway	Potential Receptor Sites
None identified	Proximity pathway Hydrological pathway Groundwater pathway Airborne pathway Visual disturbance pathway	Lower River Shannon SAC (002165)
None identified	Proximity pathway Hydrological pathway Groundwater pathway Airborne pathway Visual disturbance pathway	Ballyallia Lake SAC (000014)
None identified	Groundwater pathway	Ballycullinan Lake SAC (000016)
None identified	Groundwater pathway	Dromore Woods and Loughs SAC (000032)
None identified	Groundwater pathway	Pouladatig Cave SAC (000037)
None identified	Groundwater pathway	East Burren Complex SAC (001926)
None identified	Groundwater pathway	Old Farm Buildings, Ballymacrogan SAC (002245)
None identified	Groundwater pathway	Ballycullinan, Old Domestic Building SAC (002246)
None identified	Groundwater pathway	Toonagh Estate SAC (002247)
None identified	Groundwater pathway	Ballyallia Lough SPA (004041)
None identified	Groundwater pathway	Corofin Wetlands SPA (004220)
None identified	Groundwater pathway	River Shannon and River Fergus Estuaries SPA (004077)

No complete SPR links have been identified (Table 7) and the proposed development can be excluded from having a LSE on any European site.

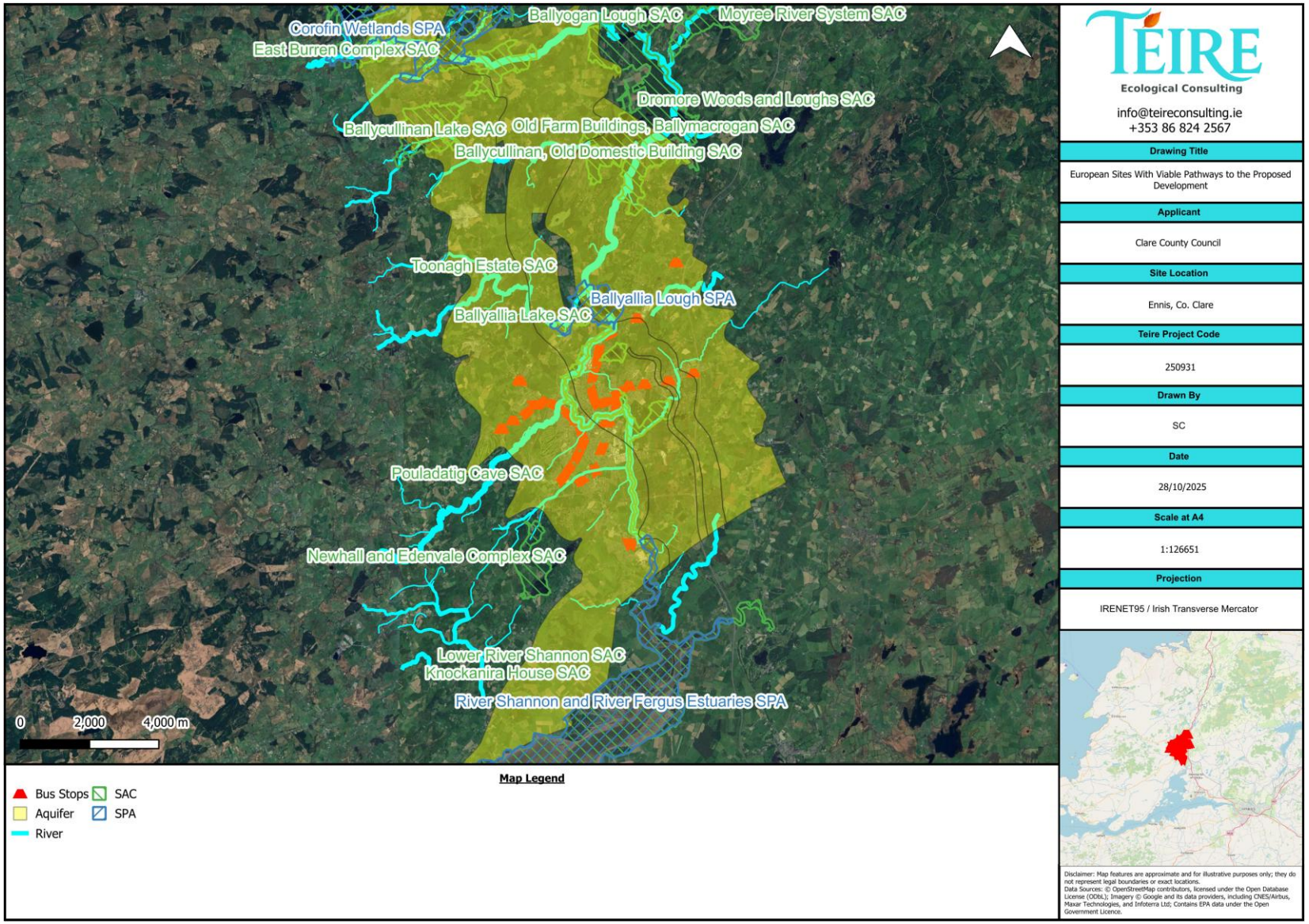


FIGURE 8. EUROPEAN SITES WITH VIABLE SPR LINKS TO THE PROPOSED DEVELOPMENT.

4.4 Assessment of Likely Significant Effects

TABLE 8. ASSESSMENT OF LSES.

LSE	Reasoning
Habitat loss/fragmentation	All works are confined to the site footprint. No loss or fragmentation of habitats supporting QIs/SCIs will occur.
Disturbance	Construction activities will be temporary and limited in scale. The proposed development is situated mostly in an urban centre already generating background noise. Any additional noise generated is not expected to result in a significant increase above baseline conditions. No disturbance is anticipated at a level capable of affecting the COs of any European site.
Water quality/hydrology	Hydrological pathways exist from surface water runoff to European sites, however no sources of effects with the potential to cause LSEs have been identified, and so the pathway is not likely to transmit a significant effect.
Air quality	Any dust or emissions from small-scale plant during construction will be minimal, short-term and highly localised. No emission source exists that could result in an LSE on any European site.

4.4.1 In-combination Effects

In accordance with Article 6(3) of the Habitats Directive, this section considers whether the proposed development could result in an LSE on any European site when assessed in-combination with other plans or projects.

Small-scale developments such as domestic extensions, change-of-use, or retention permissions are unlikely to give rise to measurable in-combination effects and are not included in the search criteria. This review focuses on larger-scale developments located within 100m of the proposed development, and which have been submitted in the past five years.

Relevant plans and projects were identified through:

- Review of the National Planning Application Database (housinggovie.maps.arcgis.com)
- Review of planning proposals on https://eplanning.ie/

Table 9 summarises the developments reviewed and provides a conclusion on whether any could give rise to in-combination effects.

TABLE 9. IN-COMBINATION EFFECTS OF GRANTED AND NEW PLANNING APPLICATIONS FROM WITHIN THE PAST 5 YEARS.

Application Number	Development Description	Development Address	Application Decision	Link
20737	to (a) Demolish 2 No. sub-standard single storey town houses (b) extend adjoining dwelling house (c) construct 2 No. two story town houses together with all ancillary site development works and services	Carmody Street, Ennis, Co Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/20737/0
21750	for development at a 0.0145 ha site at Ennis Shopping Centre, Francis Street, Ennis, Co Clare, V95 WF5W. the development will consist of the provision of an ESB substation and switch room structure (c. 45.5 sq.m gross floor area) adjacent to the northern entrance of Ennis Shopping Centre, a new pedestrian crossing adjacent to the car park entrance, landscape treatment with realigned curb, relocation of bollards and all associated site development works	Ennis Shopping Centre, Francis Street, Ennis Co Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/21750/0
211118	for development at a c.0.010 ha site in the car park of Ennis Shopping Centre (Tesco), Francis Street, Ennis, Co Clare. V95 WF5W. The development will consist of: (i) the construction of a sheltered canopy (c. 50 sq.m) in the existing car park for the purpose of providing 2 no. dedicated 'Click and Collect' spaces for the existing Tesco store; (ii) ancillary signage; and (iii) a	Ennis Shopping Centre (Tesco), Francis Street, Ennis Co Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/211118/0

Application Number	Development Description	Development Address	Application Decision	Link
	pedestrian crossing and all associated site development works			
22260	to complete the construction of two no town houses, to include connections to services and all necessary ancillary works. Construction to date authorised under Planning Permission P03/970	Quay Road, Clarecastle, Co Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/22260/0
22924	of (a) the subdivision of the supermarket unit and (b) the standalone use of the off-licence unit	Unit 1 Roslevan Shopping Centre, Roslevan, Ennis Co Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/22924/0
23255	of the following development (a) of the existing temporary access gate at the side of dwellinghouse to provide off-street car parking	The Corner House Buttermarket Street, Ennis, Co. Clare V95 V6KP	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/23255/0
2425	to renovate and make change to the elevations and floor layout of the dwelling, and to extend the width of the existing vehicular entrance to provide an additional on-site parking space, with all associated site works	No 15 Summerhill, Ennis, Co Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/2425/0
2460192	to construct a single storey extension to the rear of his dwelling and to create off street parking to the front of the dwelling	30 Connolly Villas, Ennis, Co. Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/2460192/0

Application Number	Development Description	Development Address	Application Decision	Link
2460292	to alter and extend an existing derelict house and boundary walls along with all associated works	Tulla Road, Ennis, Co. Clare.	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/2460292/0
2560093	to change the use of the rear of Unit 5 from existing restaurant to Class 2 use as defined in the Planning and Development Regulations 2001 (as amended) but excluding betting office use, all internal alterations, new signage and all associated site works	Unit 5 Clare Road Mall, Clare Road Ennis, Co. Clare	CONDITIONAL	http://www.eplanning.ie/ClareCC/AppFileRefDetails/2560093/0
25309	to widen/increase existing vehicular entrance plus all ancillary site works	No 4 St Anne's Terrace, Clonroad, Ennis Co Clare	N/A	http://www.eplanning.ie/ClareCC/AppFileRefDetails/25309/0

Each of the projects in Table 9 has undergone AA screening by the local authority and where stage two AA was considered necessary, mitigation has been provided. As such, these developments do not constitute activity that could result in cumulative or in-combination effects with the proposed development that could result in a LSE on any European site.

5 SCREENING CONCLUSION

This screening for AA has been undertaken in accordance with Article 6(3) of the Habitats Directive, Section 177U of the Planning and Development Act 2000 (as amended), and the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).

The assessment considered the characteristics of the proposed development, the surrounding environment, the nature and sensitivities of relevant European sites, and the presence or absence of viable SPR linkages. Where a complete SPR link was identified, the potential for an unmitigated LSE in light of the COs of the connected European sites was evaluated.

A number of pathways have been identified as having the potential to link the proposed development to a European site. These include a proximity pathway as two European sites are <10m from the proposed development at their nearest points. A hydrological pathway exists due to surface water flowing to the local drainage network which outflows to European sites, as well as surface water flows having the capability to flow directly to these sites based on proximity. Proximity also accommodates visual, and airborne pathways. Lastly, a groundwater pathway links multiple sites to the proposed development considering the groundwater flows are highly permeable due to the karstified nature of the bedrock beneath the site.

However, while these pathways are viable, there were no sources of effects capable of causing an LSE on any European site identified. The works are small scale, temporary, and will be conducted in a phased manner, thereby reducing the likelihood of any impacts. No sources of effects will be produced in quantities capable of causing a significant effect on any European site, should they be transmitted. Therefore, the SPR link is absent, and LSEs can be ruled out as per OPR (2021).

This report concludes, based on objective scientific evidence, that the proposed development will not result in an LSE on any European site, either alone or in combination with other plans or projects.

Conclusion: Stage 2 AA **not** Required

6 BIBLIOGRAPHY

Bibby, C.J., Burgess, N.D. & Hill, D.A. (1992) *Bird Census Techniques*. Academic Press, New York.

Bird Survey & Assessment Steering Group (2025) *Bird Survey Guidelines for Assessing Ecological Impacts, v.1.0.0*. Available at: https://birdsurveyguidelines.org

British Standards Institution (2013) *BS 42020:2013 Biodiversity: Code of Practice for Planning and Development*. BSI, London.

CIEEM (2015) *Guidelines for Ecological Report Writing*. Chartered Institute of Ecology and Environmental Management, Winchester.

CIEEM (2024) *Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Marine – Version 1.3*. CIEEM, Winchester. Available at: https://cieem.net/wp-content/uploads/2018/08/EcIA-Guidelines-v1.3-Sept-2024.pdf

Clements, D.K. & Toft, R.J. (1993) *Hedgerow Evaluation and Grading System (HEGS): A Methodology for the Ecological Survey, Evaluation and Grading of Hedgerows*. Countryside Planning and Management, Grange-over-Sands.

Collins, J. (2023) *Bat Surveys for Professional Ecologists: Good Practice Guidelines*. 4th edn. Bat Conservation Trust, London.

Court of Justice of the European Union (CJEU) (2018) *People Over Wind and Peter Sweetman v Coillte Teoranta* (Case C-323/17). CJEU, Luxembourg.

Devlin, Z. (2014) *The Wildflowers of Ireland – A Field Guide*. The Collins Press, Cork. Environmental Protection Agency (EPA) (2022) *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*. EPA, Wexford.

EPA (2025) *EPA Online Mapping*. Available at: http://www.epa.ie European Commission (2018) *Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitats Directive 92/43/EEC*. European Commission, Brussels.

Fossitt, J.A. (2000) *A Guide to Habitats in Ireland*. The Heritage Council, Kilkenny.

Foulkes, N., Fuller, J., Little, D., McCourt, S. & Murphy, P. (2013) *Hedgerow Appraisal System: Best Practice Guidance on Hedgerow Survey, Data Collation and Appraisal*. Woodlands of Ireland, Dublin.

Gilbert, G., Gibbons, D.W. & Evans, J. (1998) *Bird Monitoring Methods: A Manual of Techniques for Key UK Species*. RSPB, Sandy.

Gillings, S., Wilson, A.M., Conway, G.J., Vickery, J.A., Fuller, R.J., Beavan, P., Newson, S.E., Noble, D.G. & Toms, M.P. (2007) *Winter Farmland Bird Survey*. BTO Research Report 494, Thetford.

Geological Survey Ireland (GSI) (2025) *GSI Online Mapping*. Available at: http://www.gsi.ie

Herpetofauna Groups of Britain and Ireland (HGBI) (1998) *Evaluating Local Mitigation/Translocation Programmes: Maintaining Best Practice and Lawful Standards*. HGBI Advisory Notes, Halesworth.

Holman, C. *et al.* (2014) *Guidance on the Assessment of Dust from Demolition and Construction*. Institute of Air Quality Management, London.

Inland Fisheries Ireland (IFI) (2016) *Guidelines on Protection of Fisheries during Construction Works in and Adjacent to Waters*. IFI, Dublin. Available at: https://www.fisheriesireland.ie/documents/624-guidelines-on-protection-of-fisheries-duringconstruction-works-in-and-adjacent-to-waters/file.html

Igoe, F., Quigley, D.T.G., Marnell, F., Meskell, E., O'Connor, W. & Byrne, C. (2004) 'The Sea Lamprey, River Lamprey and Brook Lamprey in Ireland: General Biology, Ecology, Distribution and Status with Recommendations for Conservation', *Biology and Environment: Proceedings of the Royal Irish Academy*, 104B(3), 43–56.

Institute of Air Quality Management (IAQM) (2016) *Guidance on the Assessment of Mineral Dust Impacts for Planning*. IAQM, London.

Joint Statutory Nature Conservation Bodies (Joint SNCB) (2022) *Interim Displacement Advice Note: Offshore Windfarm Developments*. Joint SNCB, Peterborough.

Kelly, J., O'Flynn, C. & Maguire, C. (2013) *Risk Analysis and Prioritisation for Invasive and Non-native Species in Ireland and Northern Ireland*. NPWS & NIEA, Dublin.

King, J.L. *et al.* (2011) *Ireland Red List No. 5: Amphibians, Reptiles and Freshwater Fish*. NPWS, Dublin.

Lundy, M.G., Aughney, T., Montgomery, W.I. & Roche, N. (2011) *Landscape Conservation for Irish Bats and Species-specific Roosting Characteristics*. Bat Conservation Ireland, Dublin.

Marnell, F., Kelleher, C. & Mullen, E. (2022) *Bat Mitigation Guidelines for Ireland v2*. Irish Wildlife Manuals No. 134. NPWS, Dublin.

National Biodiversity Data Centre (NBDC) (2025) *NBDC Online Mapping*. Available at: http://maps.biodiversityireland.ie

National Botanic Gardens of Ireland (2018) *Red List of Irish Plants*. National Botanic Gardens, Dublin.

NPWS (2009) *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities*. NPWS, Dublin.

NPWS (2013) *The Status of EU Protected Habitats and Species in Ireland. Habitats Assessments Volume 2*. NPWS, Dublin.

NPWS (2013) *The Status of EU Protected Habitats and Species in Ireland. Species Assessments Volume 3*. NPWS, Dublin.

NRA (2005) *Guidelines for the Treatment of Badgers prior to the Construction of National Road Schemes*. TII, Dublin.

NRA (2006) *Guidelines for the Treatment of Bats during the Construction of National Road Schemes*. TII, Dublin.

NRA (2006) *Guidelines for the Protection and Preservation of Trees, Hedgerows and Scrub Prior to, During and Post-Construction of National Road Schemes*. TII, Dublin.

NRA (2008) *Guidelines for the Treatment of Otters prior to the Construction of National Road Schemes*. TII, Dublin.

NRA (2009) *Guidelines for Assessment of Ecological Impacts of National Road Schemes*. TII, Dublin.

NRA (2009) *Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes*. TII, Dublin.

NRA (2009) *Environmental Assessment and Construction Guidelines*. TII, Dublin.

OPW (2025) *Flood Hazard Mapping*. OPW, Dublin.

OPR (2021) *Appropriate Assessment Screening for Development Management. Practice Note PN01*. OPR, Dublin.

Smith, G.F., O'Donoghue, P., O'Hora, K. & Delaney, E. (2010) *Best Practice Guidance for Habitat Survey and Mapping*. The Heritage Council, Kilkenny.

Transport Infrastructure Ireland (TII) (2010) *Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes*. TII, Dublin. Available at: https://www.tii.ie/media/4nthqz3a/ecological-surveying-techniques-for-protected-flora-and-fauna-during-the-planning-of-national-road-schemes.pdf

TÉIRE
Ecological Consulting

COMHAIRLE CONTAE AN CHLÁIR
CLARE COUNTY COUNCIL

SECTION 38 OF THE ROAD TRAFFIC ACT 1994

PROPOSED BUS STOPS FOR ENNIS TOWN BUS SERVICE

Notice is hereby given that Clare County Council, pursuant of Section 38 of the Road Traffic Act 1994, propose installation of new bus stops and construction of associated works at the following locations:

Cloughleigh Road (W)
Fergus Lawn (S)
Ennis General Hospital (S)
Gort Road Business Park (S)
Ballyallia (S)
Lahinch Road – Shanballa (W)
Lahinch Road – Shanballa (E)
Francis Street (N) GAA – Tesco
Francis Street (S) Tesco
Lifford Road (N)
Lifford Road (S)
Carmody Street (W)
Cloughleigh Road (E)
Shanaway Road – Lahinch Road (W)
Shanaway Road (E)
Shanvogh (E)
College Green (E)
Tulla Rd – Hillcrest (W)
Ballymaley (N)
Lahinch Road Terminus
Station Road (E)

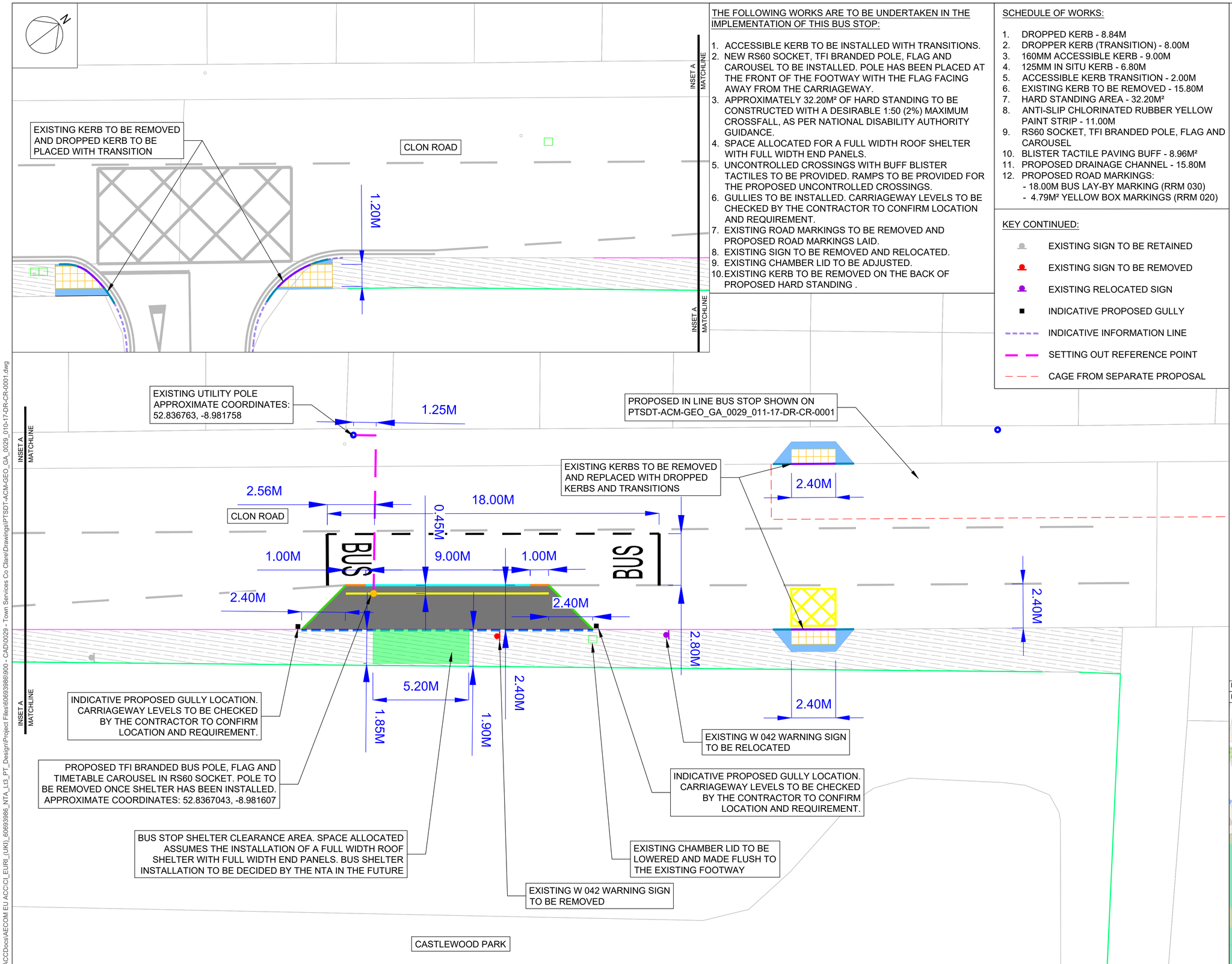
Plans and particulars of the proposed works will be available for inspection at the following locations from Friday 14th November 2025 to Friday 12th of December 2025.

- Clare County Council Website.
- The offices of Clare County Council, Áras Contae an Chláir, New Road, Ennis, Co. Clare between the hours of 9.00am to 5.00pm.

Submissions or observations in relation to the proposals may be made before **4:00 p.m. on Friday 12th December 2025 by:**

- **email** to ennismunicipaldistrict@clarecoco.ie
- or **in writing** to the Senior Engineer, Ennis Municipal District, Clare County Council, Áras Contae an Chláir, New Road, Ennis, Co. Clare.

Clare Champion 14x3 (125) GF
Clare Echo 14x3 (111)



THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. ACCESSIBLE KERB TO BE INSTALLED WITH TRANSITIONS.
2. NEW RS60 SOCKET, TFI BRANDED POLE, FLAG AND CAROUSEL TO BE INSTALLED. POLE HAS BEEN PLACED AT THE FRONT OF THE FOOTWAY WITH THE FLAG FACING AWAY FROM THE CARRIAGEWAY.
3. APPROXIMATELY 32.20M² OF HARD STANDING TO BE CONSTRUCTED WITH A DESIRABLE 1:50 (2%) MAXIMUM CROSSFALL, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.
4. SPACE ALLOCATED FOR A FULL WIDTH ROOF SHELTER WITH FULL WIDTH END PANELS.
5. UNCONTROLLED CROSSINGS WITH BUFF BLISTER TACTILES TO BE PROVIDED. RAMPS TO BE PROVIDED FOR THE PROPOSED UNCONTROLLED CROSSINGS.
6. GULLIES TO BE INSTALLED. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.
7. EXISTING ROAD MARKINGS TO BE REMOVED AND PROPOSED ROAD MARKINGS LAID.
8. EXISTING SIGN TO BE REMOVED AND RELOCATED.
9. EXISTING CHAMBER LID TO BE ADJUSTED.
10. EXISTING KERB TO BE REMOVED ON THE BACK OF PROPOSED HARD STANDING .

SCHEDULE OF WORKS:

1. DROPPED KERB - 8.84M
2. DROPPER KERB (TRANSITION) - 8.00M
3. 160MM ACCESSIBLE KERB - 9.00M
4. 125MM IN SITU KERB - 6.80M
5. ACCESSIBLE KERB TRANSITION - 2.00M
6. EXISTING KERB TO BE REMOVED - 15.80M
7. HARD STANDING AREA - 32.20M²
8. ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP - 11.00M
9. RS60 SOCKET, TFI BRANDED POLE, FLAG AND CAROUSEL
10. BLISTER TACTILE PAVING BUFF - 8.96M²
11. PROPOSED DRAINAGE CHANNEL - 15.80M
12. PROPOSED ROAD MARKINGS:
    - 18.00M BUS LAY-BY MARKING (RRM 030)
    - 4.79M² YELLOW BOX MARKINGS (RRM 020)

KEY CONTINUED:

- EXISTING SIGN TO BE RETAINED
- EXISTING SIGN TO BE REMOVED
- EXISTING RELOCATED SIGN
- INDICATIVE PROPOSED GULLY
- INDICATIVE INFORMATION LINE
- SETTING OUT REFERENCE POINT
- CAGE FROM SEPARATE PROPOSAL

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANIZATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE.
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

- PROPOSED IN SITU KERB
- PROPOSED ACCESSIBLE KERB 160MM
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED HARD STANDING
- PROPOSED BUS SHELTER
- PROPOSED ROAD MARKINGS
- PROPOSED DRAINAGE CHANNEL
- PROPOSED BUS STOP POLE
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED BLISTER TACTILE PAVING BUFF
- PROPOSED RAMP
- EXISTING KERB TO BE RETAINED
- EXISTING KERB TO BE REMOVED
- EXISTING WALL TO BE RETAINED
- EXISTING ROAD MARKINGS
- EXISTING FOOTWAY TO BE RETAINED
- EXISTING SERVICE COVER
- EXISTING UTILITY POLE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	02/08/2024	AR	PS	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	11/09/2024	PKS	PS	AH	ISSUE FOR PRELIMINARY DESIGN
P03	04/12/2024	PKS	PS	AH	ISSUE FOR PRELIMINARY DESIGN
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: SAINT FLANNAN'S TERRACE, SOUTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
-	-	-

Drawing File Name: PTSDT-ACM-GEO_GA_0029_010-17-DR-CR-0001

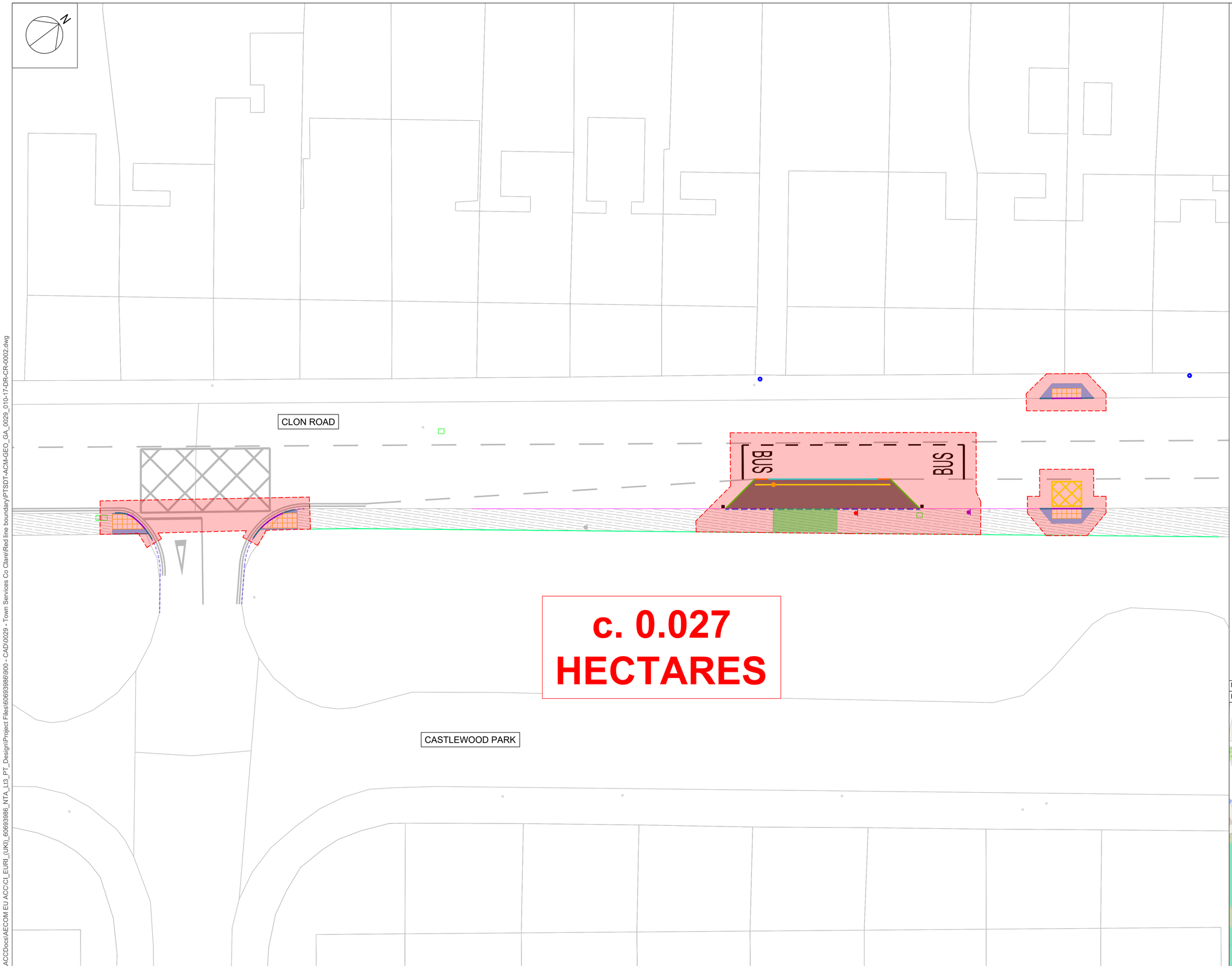
Sheet Number: 1 of 1

Status: S0

Rev: P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACCICI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0029 - Town Services Co Clare\Drawings\PTSDT-ACM-GEO_GA_0029_010-17-DR-CR-0001.dwg



NOTES:

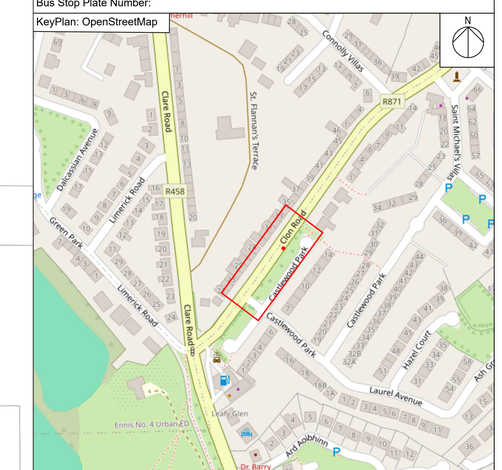
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	UV	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: SAINT FLANNAN'S TERRACE, SOUTHBOUND
RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:150 @ A1 1:300 @ A3	UV	MW	EH

Phase	Route	Stop Number
-	-	-

Drawing File Name: PTSDT-ACM-GEO_GA_0029_010-17-DR-CR-0002

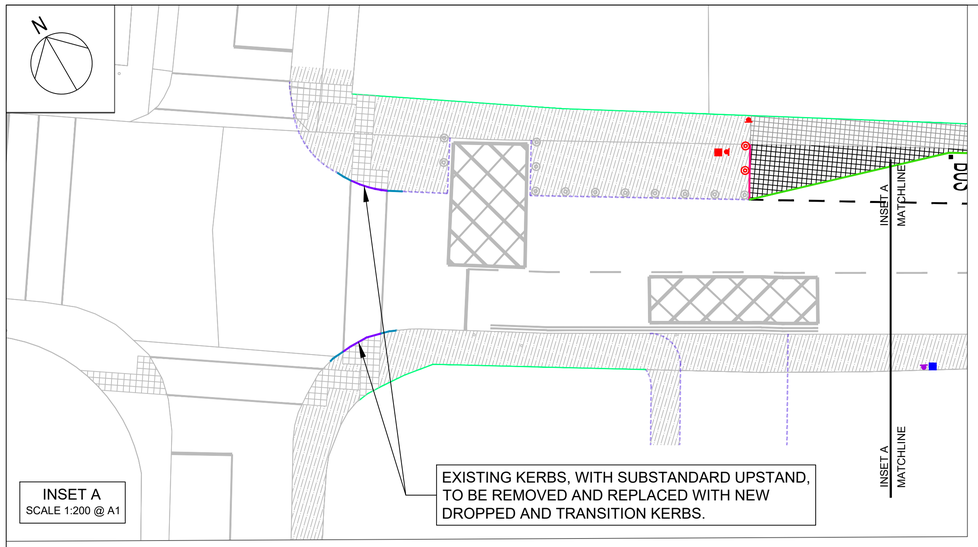
Sheet Number: 1 of 1

Status: S0

Rev: P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0029 - Town Services Co Clare\Red line boundary\PTSDT-ACM-GEO_GA_0029_010-17-DR-CR-0002.dwg



THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. NEW RS60 SOCKET, TFI BRANDED POLE, FLAG AND CAROUSEL TO BE INSTALLED. POLE HAS BEEN PLACED AT THE REAR OF THE FOOTWAY WITH THE FLAG FACING TOWARDS THE CARRIAGEWAY.
2. SPACE ALLOCATED FOR A FULL WIDTH ROOF SHELTER WITH FULL WIDTH END PANELS.
3. EXISTING FOOTWAY AREAS TO BE RESURFACED.
4. NEW FOOTWAY AREAS TO BE CONSTRUCTED.
5. DRAINAGE CHANNEL TO BE CONSTRUCTED AT THE BACK OF THE PROPOSED HARD STANDING AREA AND RAMPS.
6. NEW GULLY TO BE CONSTRUCTED WITHIN BUS LAY-BY AS SHOWN.
7. PROPOSED BUFF COLOURED TACTILE AND FOOTWAY RESURFACING REQUIRED AT THE EXISTING UNCONTROLLED CROSSING.
8. EXISTING CONTROLLED CROSSING TO BE UPGRADED. NEW DROPPED AND DROPPER KERBS TO BE CONSTRUCTED.
9. PROPOSED ROAD MARKINGS TO BE LAID.
10. EXISTING PARKING MACHINE AND PAY AND DISPLAY SIGN TO BE RELOCATED TO THE SOUTHERN SIDE OF THE CARRIAGEWAY.

SCHEDULE OF WORKS:

1. DROPPED KERB - 7.30M
2. DROPPER KERB (TRANSITION) - 6.00M
3. IN SITU KERB - 26.55M
4. ACCESSIBLE KERB 160MM - 9.00M
5. ACCESSIBLE KERB (TRANSITION) - 2.00M
6. KERB TO BE REMOVED - 54.35M
7. BUFF BLISTER TACTILE PAVING - 6.42M²
8. EXISTING BOLLARDS TO BE REMOVED - 2 NO.
9. EXISTING TICKET MACHINE TO BE RELOCATED - 1 NO.
10. EXISTING TICKET MACHINE SIGN TO BE RELOCATED - 1 NO.
11. PROPOSED FULL DEPTH FOOTWAY CONSTRUCTION - 60.00M²
12. PROPOSED FOOTWAY RESURFACING - 54.92M²
13. PROPOSED HARDSTANDING AREA - 17.87M²
14. PROPOSED RAMP - 4.10M²
15. PROPOSED DRAINAGE CHANNEL - 11.00M
16. PROPOSED GULLY - 1 NO.
17. PROPOSED ROAD MARKINGS:
    - 18.00M BUS LAY-BY MARKING (RRM 030)

NOTES:

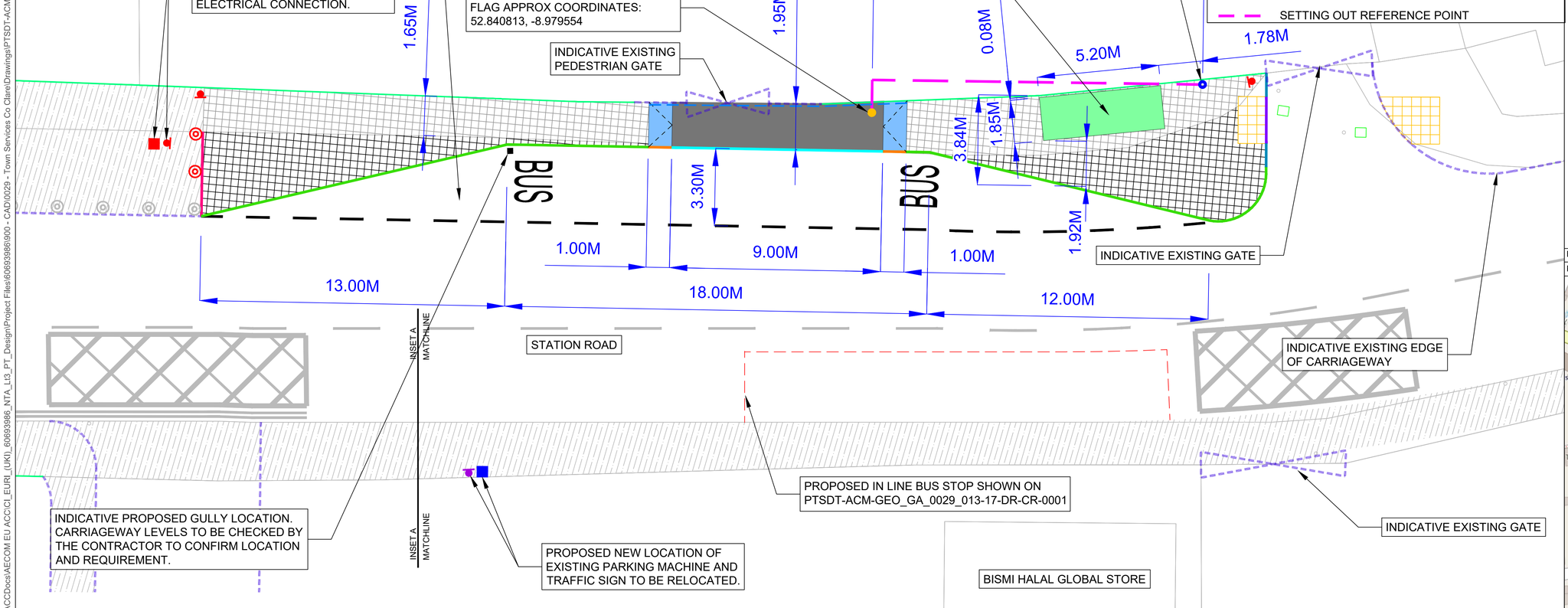
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANIZATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE.
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

- PROPOSED BUS STOP
- PROPOSED INSITU KERB
- PROPOSED ACCESSIBLE KERB 160MM
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED DRAINAGE CHANNEL
- PROPOSED HARD STANDING AREA
- PROPOSED GRADIENT RAMP (1:20)
- PROPOSED FOOTWAY
- PROPOSED FOOTWAY RESURFACING
- PROPOSED BUS SHELTER
- PROPOSED ROAD MARKINGS
- PROPOSED GULLY
- PROPOSED BLISTER TACTILE PAVING BUFF
- EXISTING KERB TO BE REMOVED
- EXISTING FOOTWAY TO BE RETAINED
- EXISTING BOLLARD TO BE REMOVED
- EXISTING BOLLARD
- EXISTING SERVICE COVER

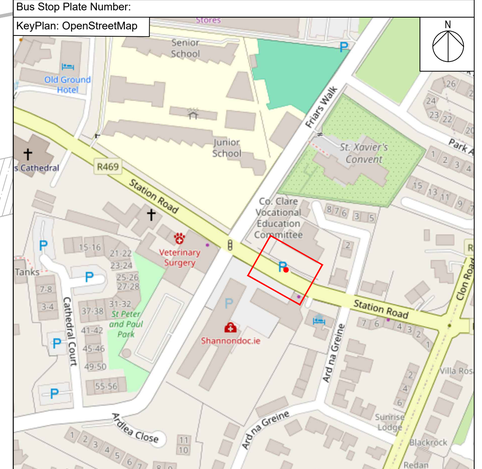
KEY CONTINUED:

- EXISTING ROAD MARKINGS
- EXISTING WALL TO BE RETAINED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE RETAINED
- EXISTING SIGN TO BE RELOCATED
- EXISTING UTILITY POLE
- EXISTING PARKING MACHINE TO BE RELOCATED
- EXISTING PARKING MACHINE TO BE REMOVED
- INDICATIVE INFORMATION LINE
- BUS CAGE FROM SEPARATE PROPOSAL
- SETTING OUT REFERENCE POINT



Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	05/08/2024	PKS	PS	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	02/09/2024	TM	PS	AH	ISSUE FOR PRELIMINARY DESIGN
P03	20/11/2024	TM	PS	AH	ISSUE FOR PRELIMINARY DESIGN
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: STATION ROAD, NORTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
-	-	-

Drawing File Name: PTSDT-ACM-GEO_GA_0029_012-17-DR-CR-0001

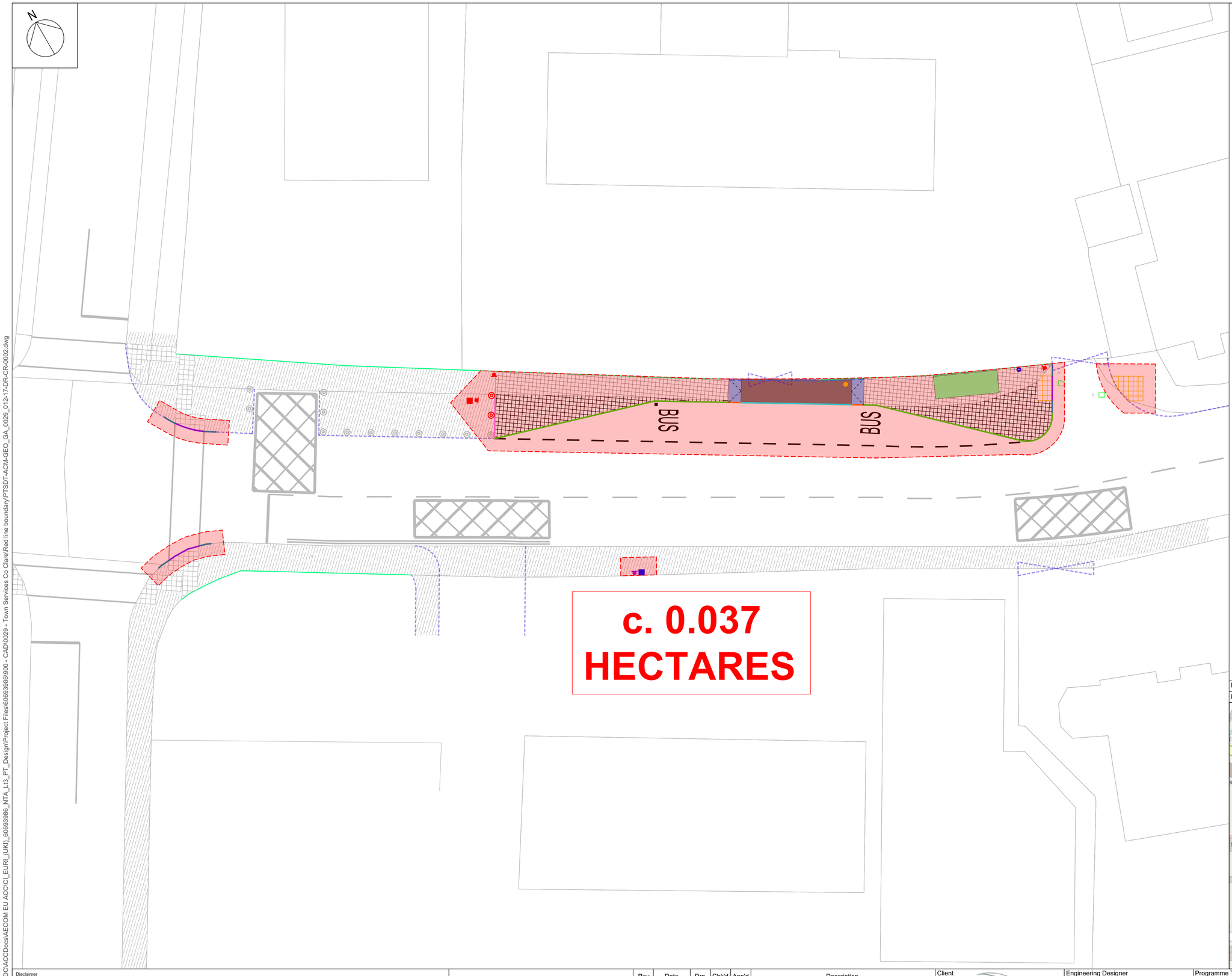
Sheet Number: 1 of 1

Status: S0

Rev: P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0029 - Town Services Co Clare\Drawings\PTSDT-ACM-GEO_GA_0029_012-17-DR-CR-0001.dwg



NOTES:

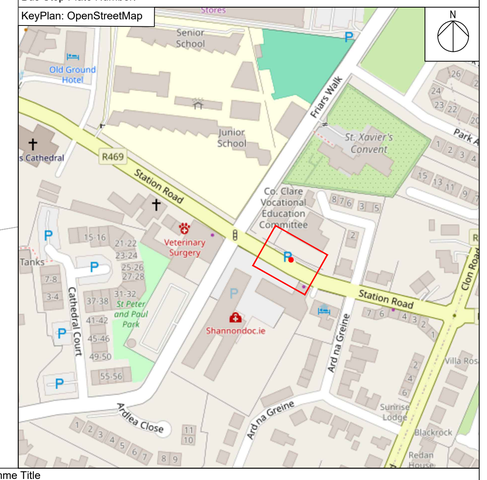
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	UV	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: STATION ROAD, NORTHBOUND
RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:150 @ A1 1:300 @ A3	UV	MW	EH

Phase	Route	Stop Number
-	-	-

Drawing File Name: PTSDT-ACM-GEO_GA_0029_012-17-DR-CR-0002

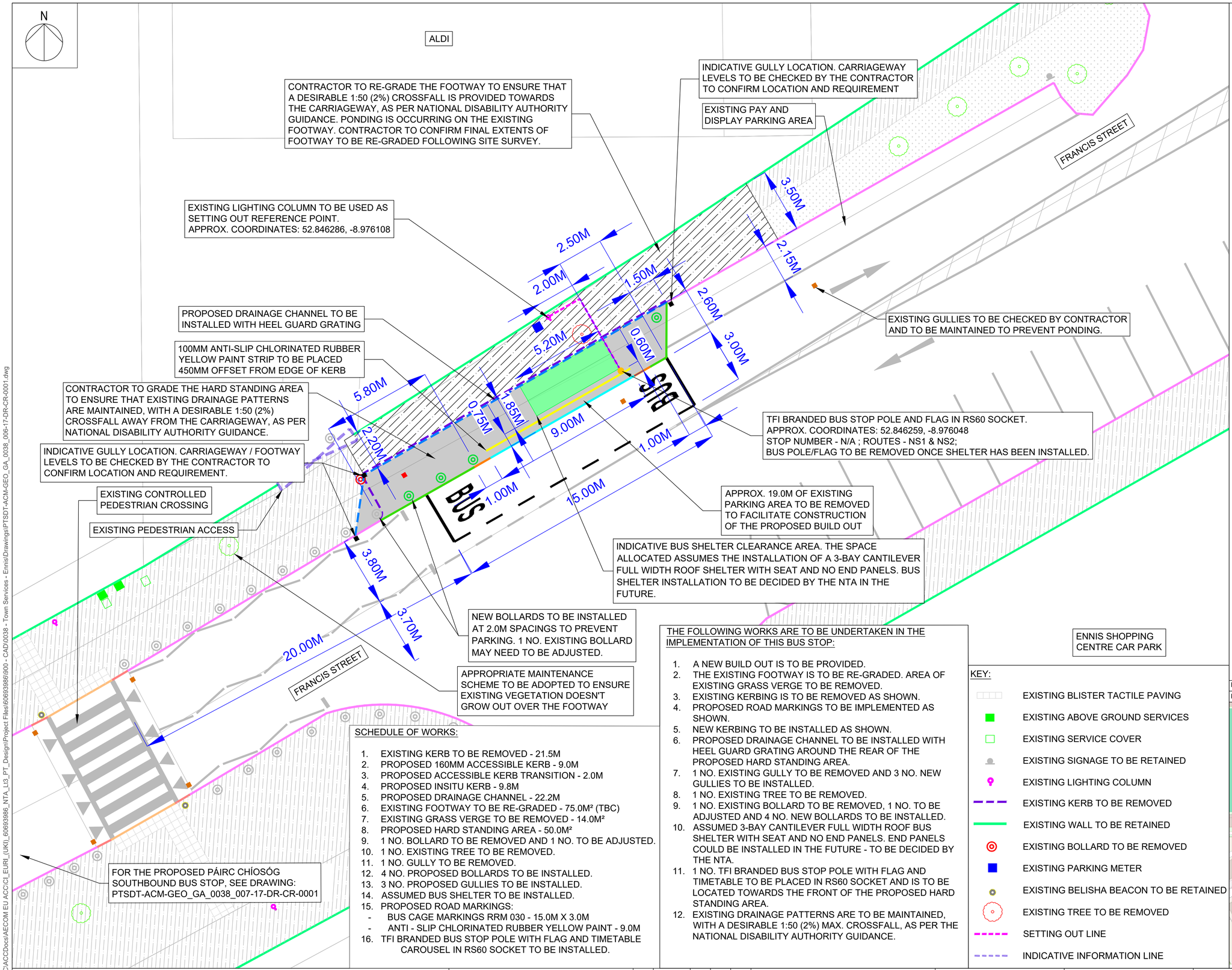
Sheet Number: 1 of 1

Status: S0

Rev: P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_LI3_PT_Design\Project Files\60693986\900 - CAD\0029 - Town Services Co Clare\Red line boundary\PTSDT-ACM-GEO_GA_0029_012-17-DR-CR-0002.dwg



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED HARD STANDING AREA
- INDICATIVE BUS SHELTER CLEARANCE AREA
- PROPOSED BOLLARD
- PROPOSED GULLY
- PROPOSED DRAINAGE CHANNEL
- PROPOSED FOOTWAY / RE-GRADING
- EXISTING GULLY TO BE RETAINED
- EXISTING GULLY TO BE REMOVED
- EXISTING TREE TO BE RETAINED
- EXISTING BOLLARD TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 21.5M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 2.0M
4. PROPOSED INSITU KERB - 9.8M
5. PROPOSED DRAINAGE CHANNEL - 22.2M
6. EXISTING FOOTWAY TO BE RE-GRADED - 75.0M² (TBC)
7. EXISTING GRASS VERGE TO BE REMOVED - 14.0M²
8. PROPOSED HARD STANDING AREA - 50.0M²
9. 1 NO. BOLLARD TO BE REMOVED AND 1 NO. TO BE ADJUSTED.
10. 1 NO. EXISTING TREE TO BE REMOVED.
11. 1 NO. GULLY TO BE REMOVED.
12. 4 NO. PROPOSED BOLLARDS TO BE INSTALLED.
13. 3 NO. PROPOSED GULLIES TO BE INSTALLED.
14. ASSUMED BUS SHELTER TO BE INSTALLED.
15. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 15.0M X 3.0M
    - ANTI - SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
16. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

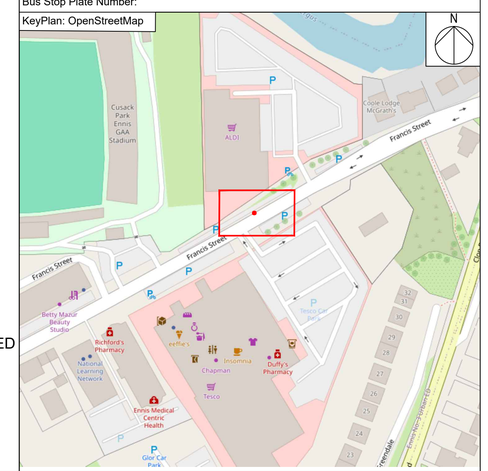
1. A NEW BUILD OUT IS TO BE PROVIDED.
2. THE EXISTING FOOTWAY IS TO BE RE-GRADED. AREA OF EXISTING GRASS VERGE TO BE REMOVED.
3. EXISTING KERBING IS TO BE REMOVED AS SHOWN.
4. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
5. NEW KERBING TO BE INSTALLED AS SHOWN.
6. PROPOSED DRAINAGE CHANNEL TO BE INSTALLED WITH HEEL GUARD GRATING AROUND THE REAR OF THE PROPOSED HARD STANDING AREA.
7. 1 NO. EXISTING GULLY TO BE REMOVED AND 3 NO. NEW GULLIES TO BE INSTALLED.
8. 1 NO. EXISTING TREE TO BE REMOVED.
9. 1 NO. EXISTING BOLLARD TO BE REMOVED, 1 NO. TO BE ADJUSTED AND 4 NO. NEW BOLLARDS TO BE INSTALLED.
10. ASSUMED 3-BAY CANTILEVER FULL WIDTH ROOF BUS SHELTER WITH SEAT AND NO END PANELS. END PANELS COULD BE INSTALLED IN THE FUTURE - TO BE DECIDED BY THE NTA.
11. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE PROPOSED HARD STANDING AREA.
12. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

KEY:

- EXISTING BLISTER TACTILE PAVING
- EXISTING ABOVE GROUND SERVICES
- EXISTING SERVICE COVER
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING KERB TO BE REMOVED
- EXISTING WALL TO BE RETAINED
- EXISTING BOLLARD TO BE REMOVED
- EXISTING PARKING METER
- EXISTING BELISHA BEACON TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	24/01/2025	RK	MW	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

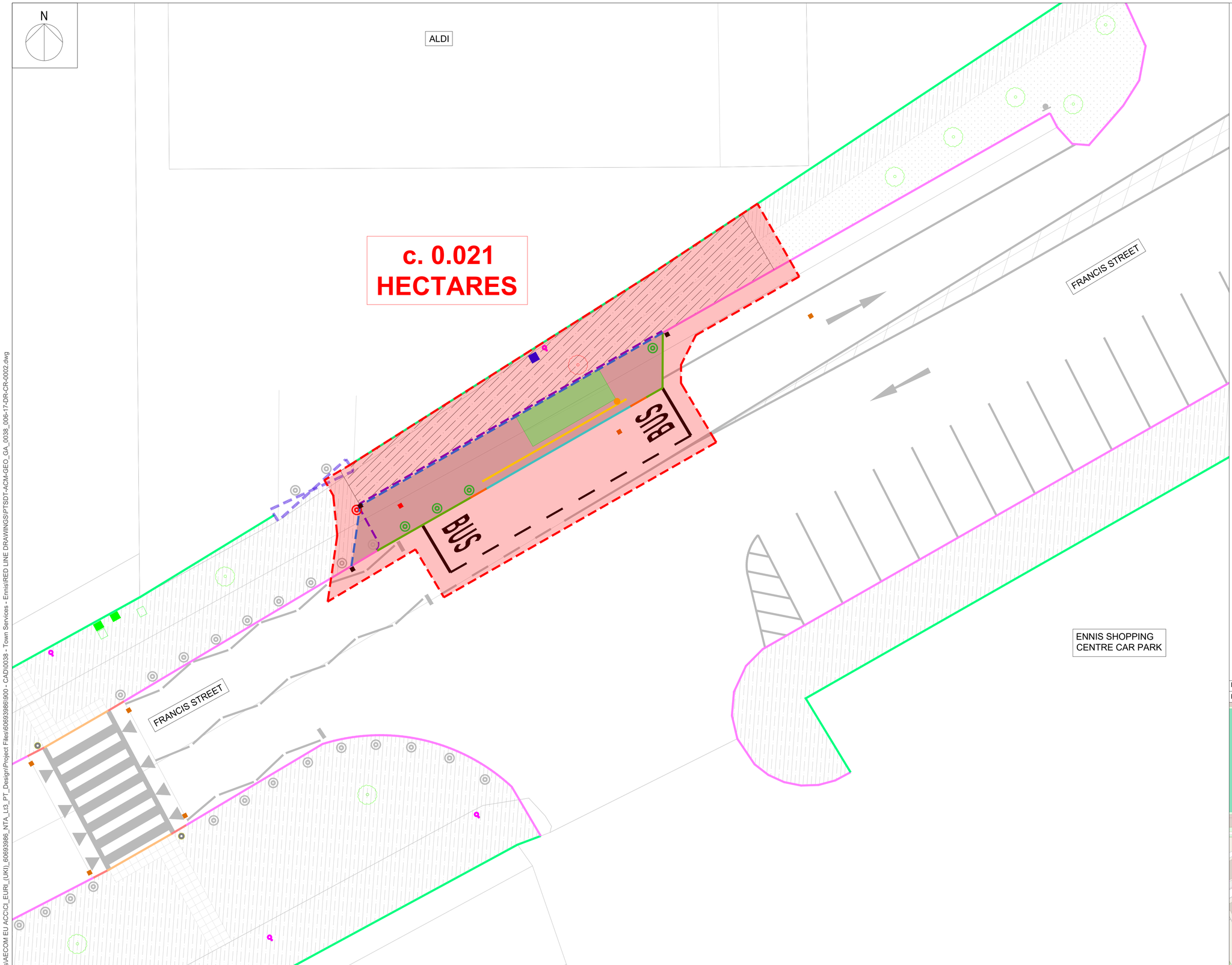
Drawing Title: ENNIS TOWN - PÁIRC CHÍOSÓG, NORTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number	Drawing File Name	Sheet Number	Status	Rev
1	NS1 & NS2	-	PTSDT-ACM-GEO_GA_0038_006-17-DR-CR-0001	1 of 1	S0	P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_006-17-DR-CR-0001.dwg



NOTES:

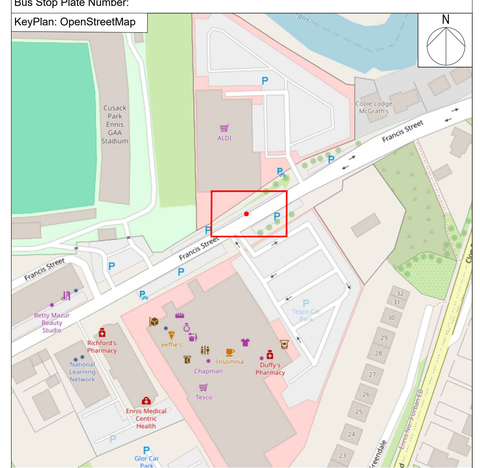
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - PÁIRC CHÍOSÓG, NORTHBOUND
RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:100 @ A1 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1 & NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_006-17-DR-CR-0002	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBIDC\ACCDocs\AECOM EU ACCICI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_006-17-DR-CR-0002.dwg

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. NEW BUILD OUT IS TO BE PROVIDED.
2. EXISTING KERBING IS TO BE REMOVED AS SHOWN.
3. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
4. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
5. NEW KERBING TO BE INSTALLED AS SHOWN.
6. PROPOSED DRAINAGE CHANNEL TO BE INSTALLED WITH HEEL GUARD GRATING.
7. 2 NO. NEW GULLIES TO BE INSTALLED.
8. 1 NO. EXISTING RUS 018 VARIATION SIGN AND P 053 SIGN PLATE TO BE RELOCATED AS SHOWN.
9. ASSUMED 3-BAY FULL WIDTH ROOF BUS SHELTER WITH FULL WIDTH END PANELS.
10. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE HARD STANDING.
11. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

N

FOR THE PROPOSED PÁIRC CHÍOSÓG NORTHBOUND BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_006-17-DR-CR-0001

FRANCIS STREET

SUBSTANDARD BOARDING ZONE LENGTH PROPOSED TO REDUCE THE LOSS OF EXISTING PARKING AREA.

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

CONTRACTOR TO GRADE THE HARD STANDING AREA TO ENSURE THAT A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED AWAY FROM THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB

PROPOSED DRAINAGE CHANNEL TO BE INSTALLED WITH HEEL GUARD GRATING

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET.
APPROX. COORDINATES: 52.845746, -8.977253
STOP NUMBER – N/A ; ROUTES – NS1 & NS2
BUS POLE TO BE RETAINED FOLLOWING INSTALLATION OF THE PROPOSED BUS SHELTER.

INDICATIVE PROPOSED GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENTS.

INDICATIVE PROPOSED GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENTS.

2 NO. PARKING SPACES AND 1 NO. BUFFER ZONE TO BE PROVIDED AS PER TII TRAFFIC SIGNS MANUAL CHAPTER 7 - RRM 012.

INDICATIVE BUS SHELTER CLEARANCE AREA. THE SPACE ALLOCATED ASSUMES THE INSTALLATION OF A 3-BAY FULL WIDTH ROOF SHELTER WITH FULL WIDTH END PANELS. BUS SHELTER INSTALLATION TO BE DECIDED BY THE NTA IN THE FUTURE. PROPOSED LOCATION SELECTED TO MITIGATE OBSTRUCTION TO WHEELCHAIR USERS.

13.00M
1.00M
4.30M
3.00M
7.50M
1.00M
0.60M
4.80M
1.20M
4.80M
3.25M
3.35M
2.10M
3.10M
0.20M
5.20M
1.85M
9.30M

BUS

EXISTING PAY AND DISPLAY CAR PARKING AREA

NO PARKING

EXISTING RAMPED FOOTWAY

EXISTING PARKING RESTRICTIONS TRAFFIC SIGN TO BE MOVED APPROX. 7.0M TO THE WEST

DELIVERIES ONLY ACCESS ROAD

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT REFERENCE POINT.
APPROX. COORDINATES: 52.845705, -8.977355

EXISTING STEPS

EXISTING PRIVATE ACCESS

ROCHFORD'S PHARMACY

CLARE FM

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 13.8M
2. PROPOSED 160MM ACCESSIBLE KERB - 7.5M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 2.0M
4. PROPOSED INSITU KERB - 6.4M
5. PROPOSED DRAINAGE CHANNEL - 13.0M
6. PROPOSED HARD STANDING AREA - 24.4M²
7. 2 NO. PROPOSED GULLIES TO BE INSTALLED.
8. 1 NO. EXISTING TRAFFIC SIGN TO BE RELOCATED.
9. ASSUMED BUS SHELTER TO BE INSTALLED.
10. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 13.0M X 3.0M
    - 2 NO. PARALLEL PARKING BAYS WITH BUFFER ZONES RRM 012 - 10.8M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 7.5M
11. EXISTING ROAD MARKINGS TO BE REMOVED:
    - BROKEN EDGE OF CARRIAGEWAY LINE RRM 025 - 10.8M
12. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

KEY:

- EXISTING PARKING METER
- EXISTING SERVICE COVER
- EXISTING LIGHTING COLUMN
- EXISTING BLISTER TACTILE PAVING
- EXISTING WALL TO BE RETAINED
- EXISTING GULLY
- EXISTING KERB TO BE REMOVED
- EXISTING ROAD MARKINGS TO BE REMOVED
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

NOTES:

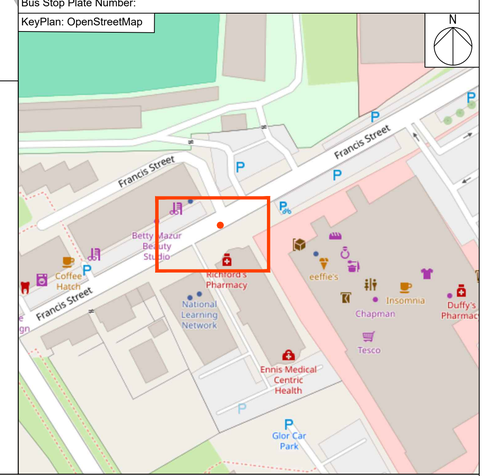
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED HARD STANDING AREA
- PROPOSED DRAINAGE CHANNEL
- PROPOSED GULLY
- PROPOSED SIGN
- INDICATIVE BUS SHELTER CLEARANCE AREA
- EXISTING TREE TO BE RETAINED
- EXISTING BOLLARD TO BE RETAINED
- EXISTING SIGN TO BE RETAINED
- EXISTING SIGN TO BE RELOCATED
- EXISTING FOOTWAY
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	24/01/2025	RK	MW	AH	CONCEPT DESIGN FOR NTA COMMENT
P02	05/03/2025	UV	MW	AH	CONCEPT DESIGN RE-ISSUE FOR NTA COMMENT
P03	21/03/2025	UV	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P04	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P05	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

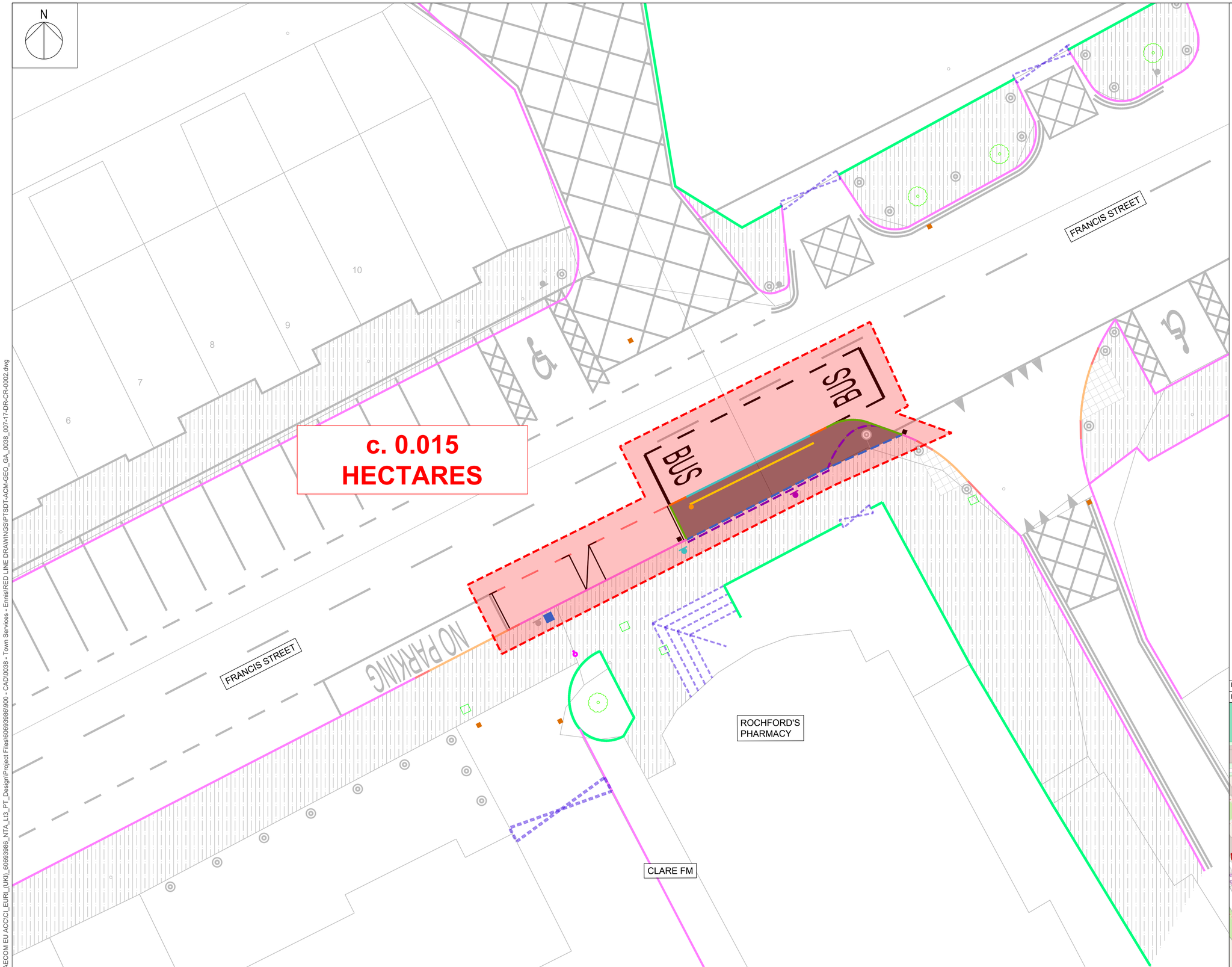
Drawing Title: ENNIS TOWN - PÁIRC CHÍOSÓG, SOUTHBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number	Drawing File Name	Sheet Number	Status	Rev
1	NS1 & NS2	-	PTSDT-ACM-GEO_GA_0038_007-17-DR-CR-0001	1 of 1	S0	P05

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_[UKI]_60693986_NTA_LI3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - EnnisIDrawings\PTSDT-ACM-GEO_GA_0038_007-17-DR-CR-0001.dwg



NOTES:

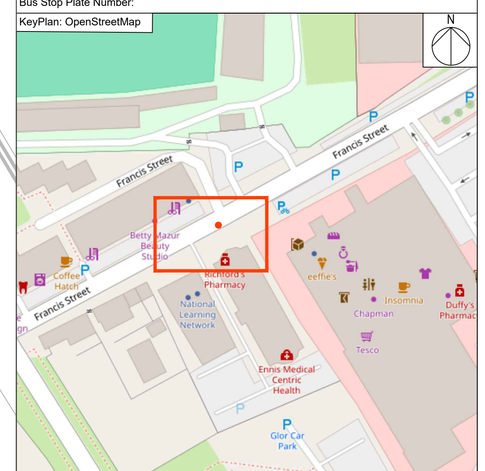
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	05/11/2025	SK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - PÁIRC CHÍOSÓG, SOUTHBOUND
RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
05/11/2025	1:100 @ A1 1:200 @ A3	SK	MW	EH

Phase	Route	Stop Number
1	NS1 & NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_007-17-DR-CR-0002	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\KhanvirSIDC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986900 - CAD\00038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_007-17-DR-CR-0002.dwg

N

SHEET 2 OF 2 - PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0002

CUTLINE

FOR PROPOSED FERGUS LAWN NORTHBOUND BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_063-17-DR-CR-0001

FOR PROPOSED FERGUS LAWN - CASTLE LAWN (N) BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_008-17-DR-CR-0001

EXISTING CARRIAGEWAY TO BE RE-SURFACED ALONG THE PROPOSED PEDESTRIAN CROSSING ROUTE TO ENSURE THERE IS NO PONDING WATER. CONTRACTOR TO CHECK THE EXISTING CARRIAGEWAY LEVELS AND RE-SURFACE ACCORDINGLY. EXISTING ROAD MARKINGS TO BE RE-PAINTED.

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

EXISTING DROPPER KERB TO BE REPLACED TO SUIT PROPOSED KERB LEVELS.

EXISTING UTILITY POLE TO BE USED AS SETTING OUT REFERENCE POINT. APPROX. COORDINATES: 52.850612, -8.972938

CONTRACTOR TO GRADE THE HARD STANDING AREA TO ENSURE A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB.

YIELD

SLOW

R871 - CLON ROAD

FERGUS LAWN

1.00M

1.00M

2.00M

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING. CROSSING TO BE CONSTRUCTED AT THE SAME TIME AS THE PROPOSED BUS STOP.

SUBSTANDARD VISIBILITY TO THE SOUTH WOULD BE REALISED FOR MOTORISTS WHEN EXITING FROM FERGUS LAWN WHILST A BUS IS SERVING THE PROPOSED BUS STOP.

2.00M

3.00M

1.00M

1.00M

BUS

2.00M

9.40M

5.20M

8.70M

13.00M

2.00M

1.00M

1.00M

BUS

1.85M

0.60M

1.35M

3.90M

3.80M

EXISTING PRIVATE ACCESS

APPROPRIATE MAINTENANCE SCHEME TO BE ADOPTED TO ENSURE EXISTING VEGETATION DOESN'T GROW OUT OVER THE PROPOSED HARD STANDING AREA.

CONTRACTOR TO ENSURE TREE IS NOT IMPACTED DURING CONSTRUCTION. CONTRACTOR TO PROVIDE TREE ROOT PROTECTION IF NECESSARY AND ESTABLISH REQUIREMENT FOR NO DIG CONSTRUCTION.

INDICATIVE BUS SHELTER CLEARANCE AREA. THE SPACE ALLOCATED ASSUMES THE INSTALLATION OF A 3-BAY FULL WIDTH ROOF SHELTER WITH FULL WIDTH END PANELS. BUS SHELTER INSTALLATION TO BE DECIDED BY THE NTA IN THE FUTURE.

EXISTING UTILITY POLE WITH LIGHTING ATTACHMENT AND OVERHEAD LINES TO BE RELOCATED APPROX. 3M TO THE EAST / BEHIND THE PROPOSED HARD STANDING AREA.

EXISTING DROPPER KERB TO BE REPLACED TO SUIT PROPOSED KERB LEVELS.

EXISTING PRIVATE ACCESS

TFI BRANDED BUS POLE AND FLAG IN RS60 SOCKET. APPROX. COORDINATES: 52.850549, -8.972812
STOP NUMBER – N/A : ROUTE – NS1 & NS2
BUS POLE / FLAG TO BE REMOVED ONCE SHELTER HAS BEEN INSTALLED.

R871 - CLON ROAD

31

32

33

SCHEDULE OF WORKS:

1. EXISTING KERBING TO BE REMOVED - 17.4M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.4M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 2.0M
4. PROPOSED DROPPED KERB - 2.0M
5. PROPOSED DROPPER KERB - 4.0M
6. EXISTING GRASS VERGE TO BE REMOVED - 38.0M²
7. PROPOSED HARD STANDING AREA - 38.0M²
8. PROPOSED FOOTWAY RE-GRADING - 12.0M²
9. PROPOSED CARRIAGEWAY RE-SURFACING - 30.0M² (TBC)
10. PROPOSED GRASS VERGE RE-GRADING - 24.6M²
11. PROPOSED BUFF BLISTER TACTILE PAVING - 2.2M²
12. 1 NO. EXISTING UTILITY POLE TO BE RELOCATED.
13. ASSUMED BUS SHELTER TO BE INSTALLED.
14. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 13.0M X 3.0M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - SINGLE CONTINUOUS CENTRELINE RRM 001 - 20.0M
    - YIELD LINE RRM 018 - 9.0M
    - 1 NO. TRIANGULAR YIELD MARKING M 115
15. EXISTING ROAD MARKINGS TO BE REMOVED:
    - 1 NO. 'SLOW' MARKING M 106
16. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED GRASS VERGE RE-GRADING
- PROPOSED HARD STANDING AREA
- INDICATIVE BUS SHELTER CLEARANCE AREA
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED DROPPER KERB
- PROPOSED DROPPED KERB
- PROPOSED UTILITY POLE
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING LIGHTING COLUMN
- EXISTING UTILITY POLE

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

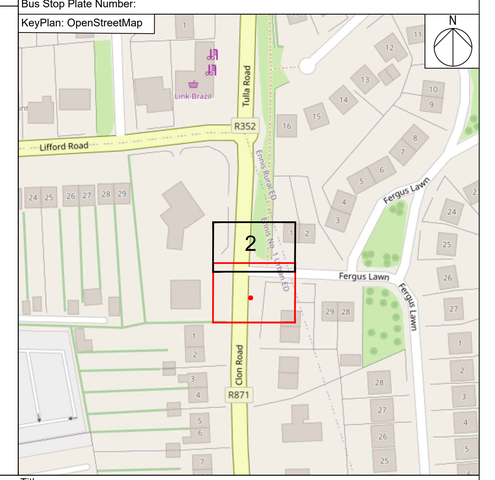
1. EXISTING KERBING TO BE REPLACED AS SHOWN.
2. THE EXISTING FOOTWAY IS TO BE RE-GRADED THROUGHOUT THE BOARDING ZONE EXTENTS.
3. EXISTING GRASS VERGE TO BE REMOVED AND REPLACED WITH NEW HARD STANDING AREA.
4. AREA OF EXISTING CARRIAGEWAY TO BE RE-SURFACED.
5. EXISTING GRASS VERGE TO BE RE-GRADED.
6. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
7. ASSUMED 3-BAY FULL WIDTH ROOF BUS SHELTER WITH FULL WIDTH END PANELS
8. 1 NO. EXISTING UTILITY POLE IS TO BE RELOCATED.
9. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
10. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
11. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE HARD STANDING AREA.
12. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

KEY:

- EXISTING SIGNAGE TO BE RETAINED
- EXISTING TREE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING SERVICE COVER
- EXISTING GULLY
- EXISTING UTILITY POLE TO BE RELOCATED
- EXISTING ROAD MARKINGS TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA CONCEPT
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - FERGUS LAWN, SOUTHBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT
SHEET 1 OF 2

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number	Drawing File Name	Sheet Number	Status	Rev
1	NS1 & NS2	-	PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0001	1 of 2	S0	P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0001.dwg

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. EXISTING KERBING TO BE REPLACED AS SHOWN.
2. GRASS VERGE TO BE REMOVED AND PROPOSED FOOTWAY TO BE CONSTRUCTED AS SHOWN.
3. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
4. EXISTING GRASS VERGE TO BE RE-GRADED.
5. NEW PUFFIN PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS, RED BLISTER TACTILE PAVING AND 2 NO. NEW TRAFFIC SIGNAL / PUSH BUTTON POLES. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
6. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
7. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
8. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 12.65M
2. PROPOSED DROPPED KERB - 7.65M
3. PROPOSED DROPPER KERB - 5.0M
4. EXISTING GRASS VERGE TO BE REMOVED - 55.0M²
5. PROPOSED FOOTWAY / RE-GRADING - 77.0M²
6. PROPOSED GRASS VERGE RE-GRADING - 32.0M²
7. PROPOSED RED BLISTER TACTILE PAVING - 9.4M²
8. PROPOSED BUFF BLISTER TACTILE PAVING - 2.1M²
9. 2 NO. PROPOSED TRAFFIC SIGNAL / PUSH BUTTON POLES TO BE INSTALLED.
10. PROPOSED ROAD MARKINGS:
    - 1 NO. LANE INDICATION ARROW M 124
    - STOP LINE RRM 017 - 8.8M
    - ZIGZAG AND TERMINAL LINE RPC 002 - 82.8M
    - PEDESTRIAN LINES M 131 - 17.3M
11. EXISTING ROAD MARKINGS TO BE REMOVED:
    - 1 NO. LANE INDICATION ARROW M 124
    - 1 NO. 'YIELD' MARKING
    - 1 NO. 'AHEAD' MARKING
    - WARNING CENTRE LINE RRM 002C - 12.0M
    - CONTINUOUS SINGLE CENTRE LINE RRM 001 - 10.6M

N

R871 - CLON ROAD

PROPOSED STRAIGHT ON / LEFT TURN M 124 LANE INDICATION ARROW NOT IN ACCORDANCE WITH TII TSM CHAPTER 7. PROPOSED VARIATION TO MATCH EXISTING LAYOUT.

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

APPROPRIATE MAINTENANCE SCHEME TO BE ADOPTED TO ENSURE EXISTING VEGETATION DOESN'T GROW OUT OVER THE PROPOSED HARD STANDING AREA.

PROPOSED PUFFIN PEDESTRIAN CROSSING. TO BE CONSTRUCTED IN ACCORDANCE WITH TII STANDARD DETAIL - CC-SCD-05127

CONTRACTOR TO GRADE THE FOOTWAY TO ENSURE THAT A DESIRABLE 1:50 (2%) CROSSFALL TOWARDS THE CARRIAGEWAY IS PROVIDED, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

PROPOSED PUFFIN PEDESTRIAN CROSSING TO BE CONSTRUCTED 20M MIN. FROM THE ADJACENT SIDE ROAD, AS PER DN-GEO-03084 PARA 9.2.

EXISTING FOOTWAY TO BE EXTENDED

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING. CROSSING TO BE CONSTRUCTED AT THE SAME TIME AS THE PROPOSED BUS STOP.

EXISTING PRIVATE ACCESS

EXISTING DROPPED KERB TO BE EXTENDED ACROSS THE PROPOSED UNCONTROLLED PEDESTRIAN CROSSING POINT

28.50M
17.50M
6.40M
1.00M
2.40M
1.00M
2.00M
2.00M
6.40M
AHEAD
20.00M
17.50M
4.20M
4.20M
1.55M
2.00M
1.00M
0.85M
1.00M
7.80M
YEILD

CUTLINE
SHEET 1 OF 2 -
PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0001

CUTLINE
SHEET 1 OF 2 -
PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0001

FERGUS LAWN

2

KEY:

- EXISTING SERVICE COVER
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING ROAD MARKINGS TO BE REMOVED
- INDICATIVE INFORMATION LINE

NOTES:

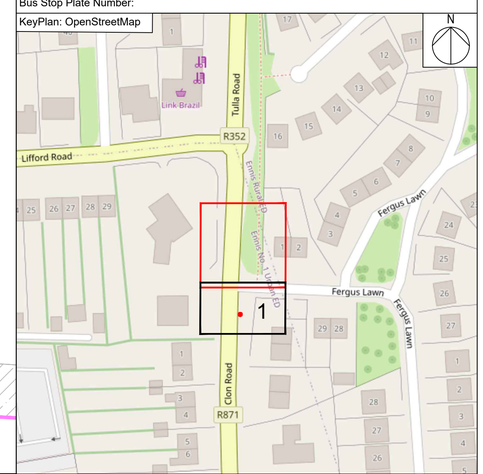
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED FOOTWAY / RE-GRADING
- PROPOSED GRASS VERGE RE-GRADING
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED TRAFFIC SIGNAL/ PUSH BUTTON POLE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING UTILITY POLE
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING TREE
- EXISTING GULLY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA CONCEPT
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - FERGUS LAWN, SOUTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT SHEET 2 OF 2

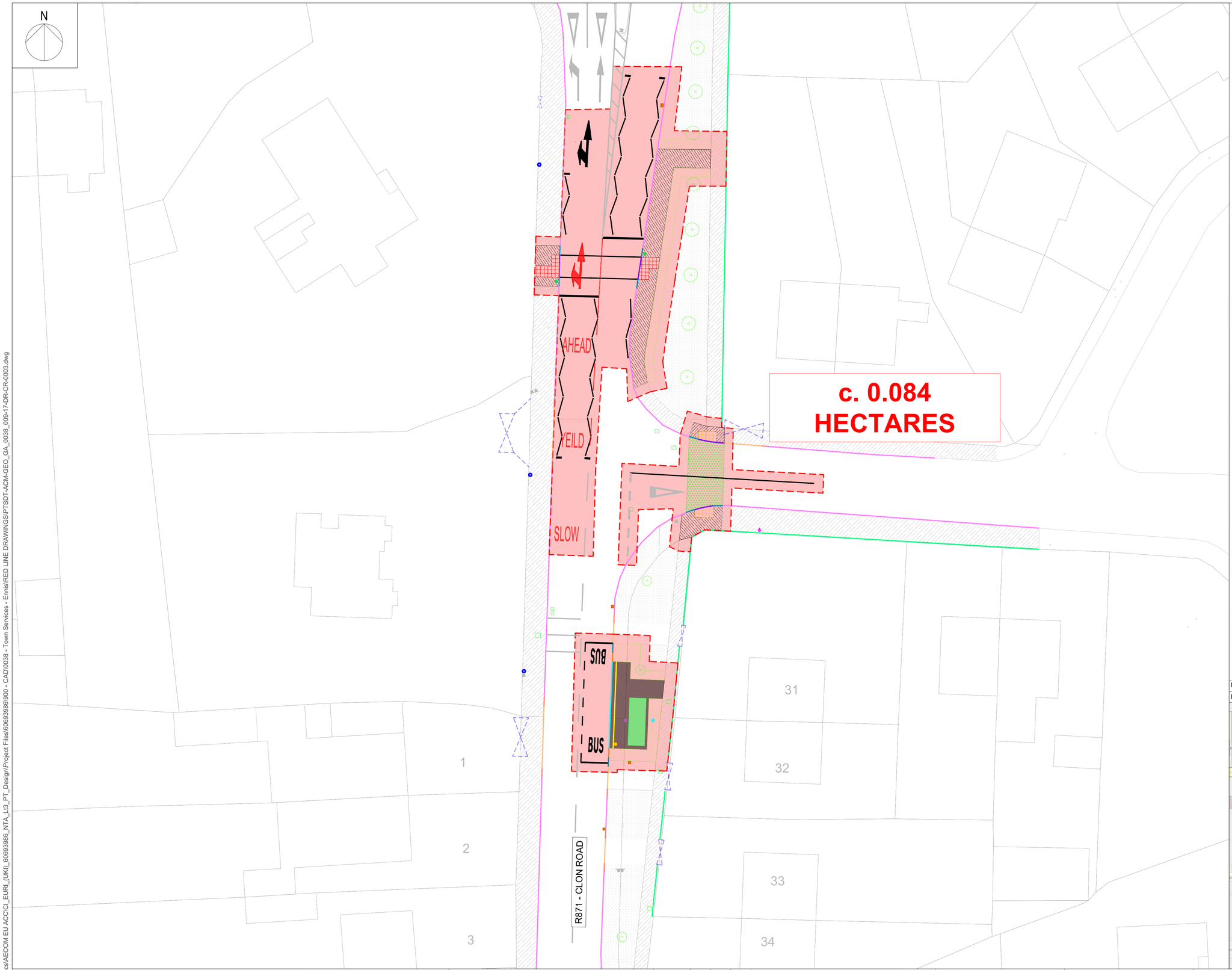
Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1 & NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0002	2 of 2	S0	P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EUR_[UKI]_60693986_NTA_LI3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0002.dwg



NOTES:

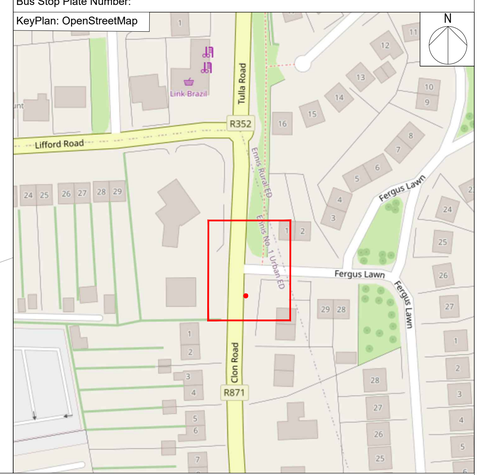
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - FERGUS LAWN, SOUTHBOUND RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:200 @ A1, 1:400 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS1 & NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0003	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonB\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_009-17-DR-CR-0003.dwg

KEY:

- EXISTING KERBLINE TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. THE EXISTING FOOTWAY IS TO BE REALIGNED AND RE-GRADED THROUGHOUT THE BOARDING ZONE EXTENTS.
2. EXISTING KERBING IS TO BE REPLACED AS SHOWN.
3. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
4. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
5. 1 NO. RETRO-REFLECTIVE BOLLARD WITH RUS 002 KEEP RIGHT SIGN FACE TO BE INSTALLED.
6. 1 NO. EXISTING BUS STOP POLE TO BE REMOVED.
7. ASSUMED 3-BAY CANTILEVER FULL WIDTH ROOF BUS SHELTER WITH SEAT AND NO END PANELS IS TO BE INSTALLED. END PANELS COULD BE INSTALLED IN THE FUTURE - TO BE DECIDED BY NTA.
8. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE FOOTWAY.
9. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 29.4M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
3. PROPOSED ACCESSIBLE TRANSITION KERB - 2.0M
4. PROPOSED INSITU KERB - 10.0M
5. PROPOSED DROPPED KERB - 4.4M
6. PROPOSED DROPPER KERB - 4.0M
7. PROPOSED FOOTWAY / RE-GRADING - 67.0M²
8. PROPOSED BUFF BLISTER TACTILE PAVING - 5.1M²
9. 1 NO. KEEP RIGHT BOLLARD TO BE INSTALLED.
10. 1 NO. EXISTING BUS STOP POLE TO BE REMOVED.
11. EXISTING BUFF BLISTER TACTILE PAVING TO BE REMOVED - 3.2M²
12. ASSUMED BUS SHELTER TO BE INSTALLED.
13. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 18.0M X 3.0M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - DOUBLE YELLOW LINES RRM 008 - 15.0M
14. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY / RE-GRADING
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE TRANSITION KERB
- PROPOSED INSITU KERB
- PROPOSED BUFF BLISTER TACTILE PAVING
- INDICATIVE BUS SHELTER CLEARANCE AREA
- PROPOSED KEEP RIGHT BOLLARD
- EXISTING KERB TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING SERVICE COVER
- EXISTING WALL TO BE RETAINED
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING UTILITY POLE TO BE RETAINED
- EXISTING BUS STOP POLE TO BE REMOVED

FOR THE PROPOSED LIFFORD ROAD SOUTHBOUND BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_011-17-DR-CR-0001

PROPOSED RRM 008 DOUBLE YELLOW LINES TO BE PROVIDED TO ENABLE THE BUS TO EXIT THE PROPOSED BUS STOP.

EXISTING UTILITY POLE WITH LIGHTING ATTACHMENT TO BE USED AS SETTING OUT POINT. APPROX. COORDINATES: 52.850873, -8.978378.

D&B CONTRACTOR TO CHECK WALL CONDITION PRIOR TO STARTING ANY WORK ON SITE. WALL HEIGHT AND HERITAGE STATUS TO BE CHECKED ALONG THE PROPOSED HARD STANDING/FOOTPATH

PROPOSED RRM 008 DOUBLE YELLOW LINES TO BE PROVIDED TO ENABLE THE BUS TO ACCESS THE PROPOSED BUS STOP.

CONTRACTOR TO RE-GRADE THE FOOTWAY TO ENSURE THAT EXISTING DRAINAGE PATTERNS ARE MAINTAINED, WITH A DESIRABLE 1:50 (2%) CROSSFALL TOWARDS THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

PROPOSED RETRO-REFLECTIVE BOLLARD WITH KEEP RIGHT SIGN FACE

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB

PROPOSED TFI BRANDED BUS STOP POLE AND FLAG IN RS60 SOCKET.
APPROX. COORDINATES: 52.850897, -8.978339
STOP NUMBER – N/A ; ROUTES – NS1
BUS POLE/FLAG TO BE REMOVED ONCE SHELTER HAS BEEN INSTALLED.

INDICATIVE BUS SHELTER CLEARANCE AREA. THE SPACE ALLOCATED ASSUMES THE INSTALLATION OF A 3-BAY CANTILEVER FULL WIDTH ROOF SHELTER WITH SEAT AND NO END PANELS. BUS SHELTER INSTALLATION TO BE DECIDED BY THE NTA IN THE FUTURE.

EXISTING FOOTWAY WIDENED FROM 1.85M TO 2.60M TO ENABLE CONSTRUCTION OF THE PROPOSED BUS SHELTER.

FAIRGREEN ENNIS
(PITCH & TRACK)

R352 - LIFFORD ROAD

CUTLINE INSET 'A'

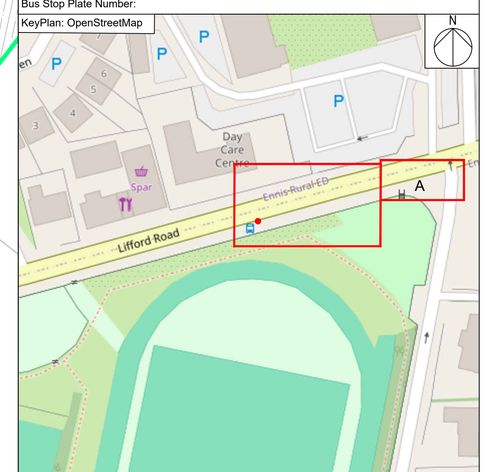
INSET 'A'
SCALE 1:100 @ A1

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING

DR. DALY ROAD

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	RK	MW	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	21/03/2025	UV	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LIFFORD ROAD, NORTHBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT

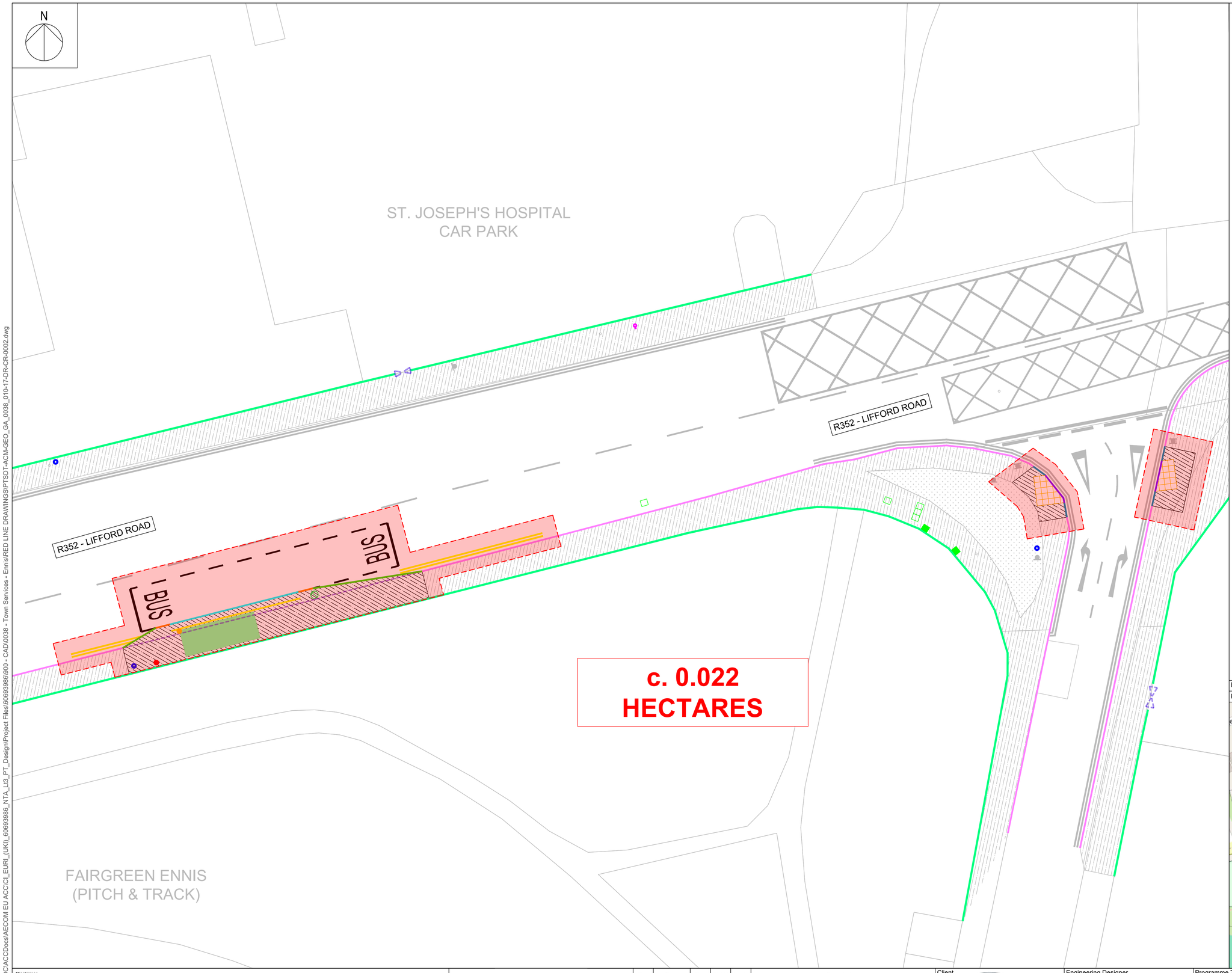
Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_010-17-DR-CR-0001
Sheet Number: 1 of 1
Status: S0
Rev: P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\000 - CAD\0038 - Town Services - EnnisIDrawings\PTSDT-ACM-GEO_GA_0038_010-17-DR-CR-0001.dwg



NOTES:

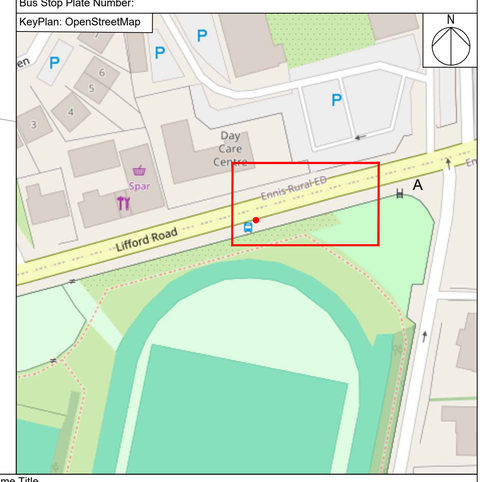
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LIFFORD ROAD, NORTHBOUND
RED LINE BOUNDARY

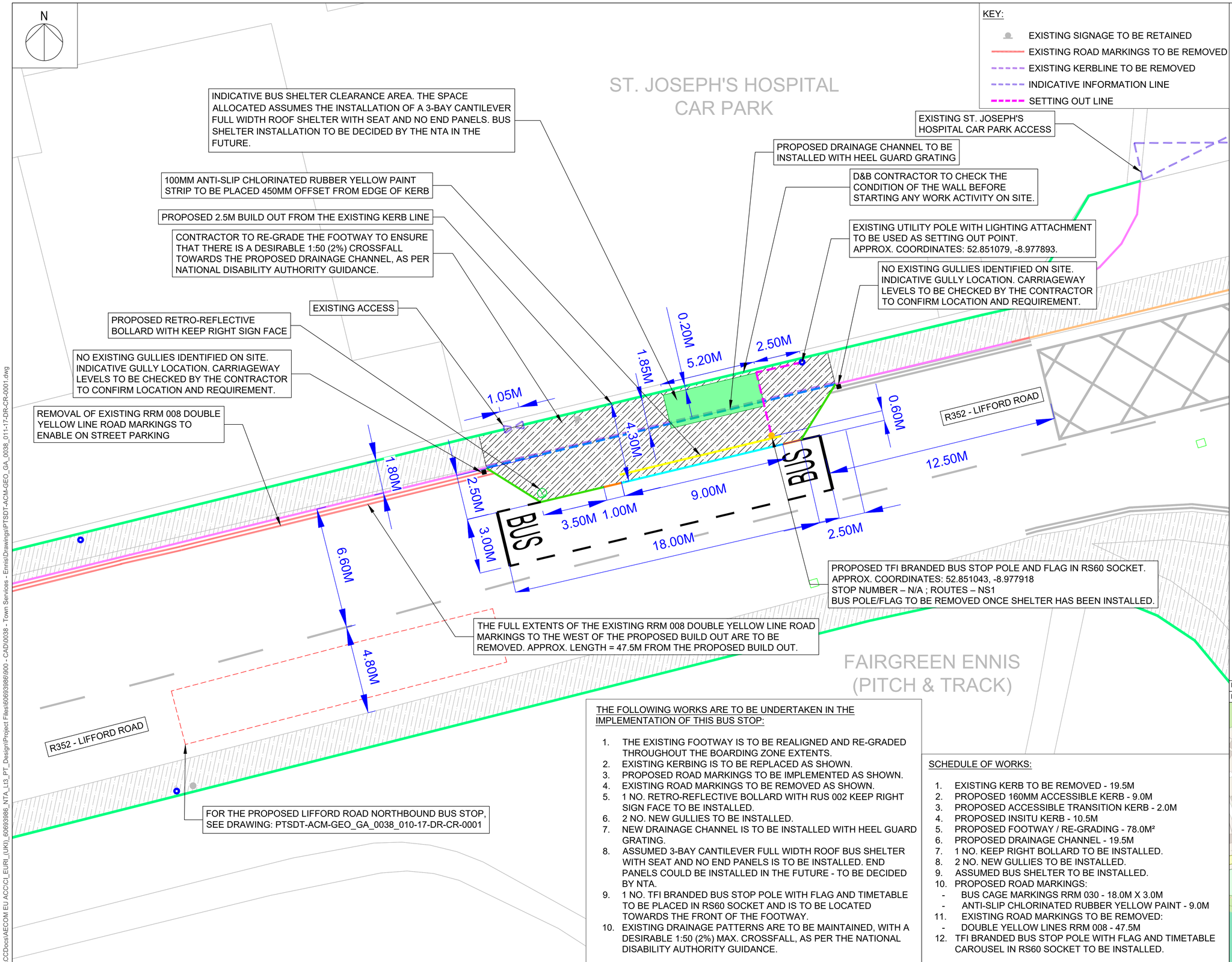
Date	Scale	Drawn	Checked	Approved
26/09/2025	1:125 @ A1 1:250 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_010-17-DR-CR-0002	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CL EUR\L (UK\)_60693986_NTA_Lt3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_010-17-DR-CR-0002.dwg



KEY:

- EXISTING SIGNAGE TO BE RETAINED
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING KERBLINE TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

NOTES:

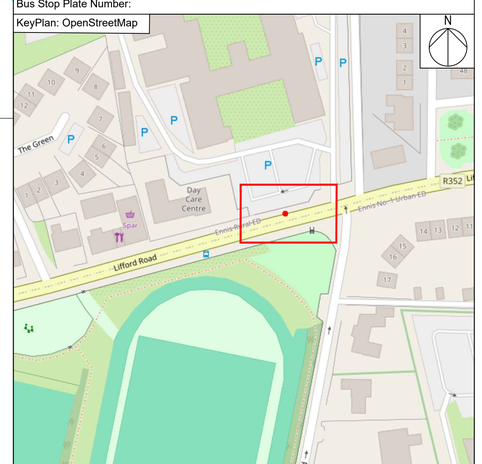
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY / RE-GRADING
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE TRANSITION KERB
- PROPOSED INSITU KERB
- PROPOSED DRAINAGE CHANNEL
- INDICATIVE BUS SHELTER CLEARANCE AREA
- PROPOSED KEEP RIGHT BOLLARD
- PROPOSED GULLY
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING SERVICE COVER
- EXISTING WALL TO BE RETAINED
- EXISTING UTILITY POLE TO BE RETAINED
- EXISTING BUS STOP POLE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. THE EXISTING FOOTWAY IS TO BE REALIGNED AND RE-GRADED THROUGHOUT THE BOARDING ZONE EXTENTS.
2. EXISTING KERBING IS TO BE REPLACED AS SHOWN.
3. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
4. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
5. 1 NO. RETRO-REFLECTIVE BOLLARD WITH RUS 002 KEEP RIGHT SIGN FACE TO BE INSTALLED.
6. 2 NO. NEW GULLIES TO BE INSTALLED.
7. NEW DRAINAGE CHANNEL IS TO BE INSTALLED WITH HEEL GUARD GRATING.
8. ASSUMED 3-BAY CANTILEVER FULL WIDTH ROOF BUS SHELTER WITH SEAT AND NO END PANELS IS TO BE INSTALLED. END PANELS COULD BE INSTALLED IN THE FUTURE - TO BE DECIDED BY NTA.
9. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE FOOTWAY.
10. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 19.5M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
3. PROPOSED ACCESSIBLE TRANSITION KERB - 2.0M
4. PROPOSED INSITU KERB - 10.5M
5. PROPOSED FOOTWAY / RE-GRADING - 78.0M²
6. PROPOSED DRAINAGE CHANNEL - 19.5M
7. 1 NO. KEEP RIGHT BOLLARD TO BE INSTALLED.
8. 2 NO. NEW GULLIES TO BE INSTALLED.
9. ASSUMED BUS SHELTER TO BE INSTALLED.
10. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 18.0M X 3.0M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
11. EXISTING ROAD MARKINGS TO BE REMOVED:
    - DOUBLE YELLOW LINES RRM 008 - 47.5M
12. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	RK	MW	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	05/03/2025	UV	MW	AH	CONCEPT DESIGN RE-ISSUE FOR NTA COMMENT
P03	21/03/2025	UV	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P04	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P05	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LIFFORD ROAD, SOUTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_011-17-DR-CR-0001

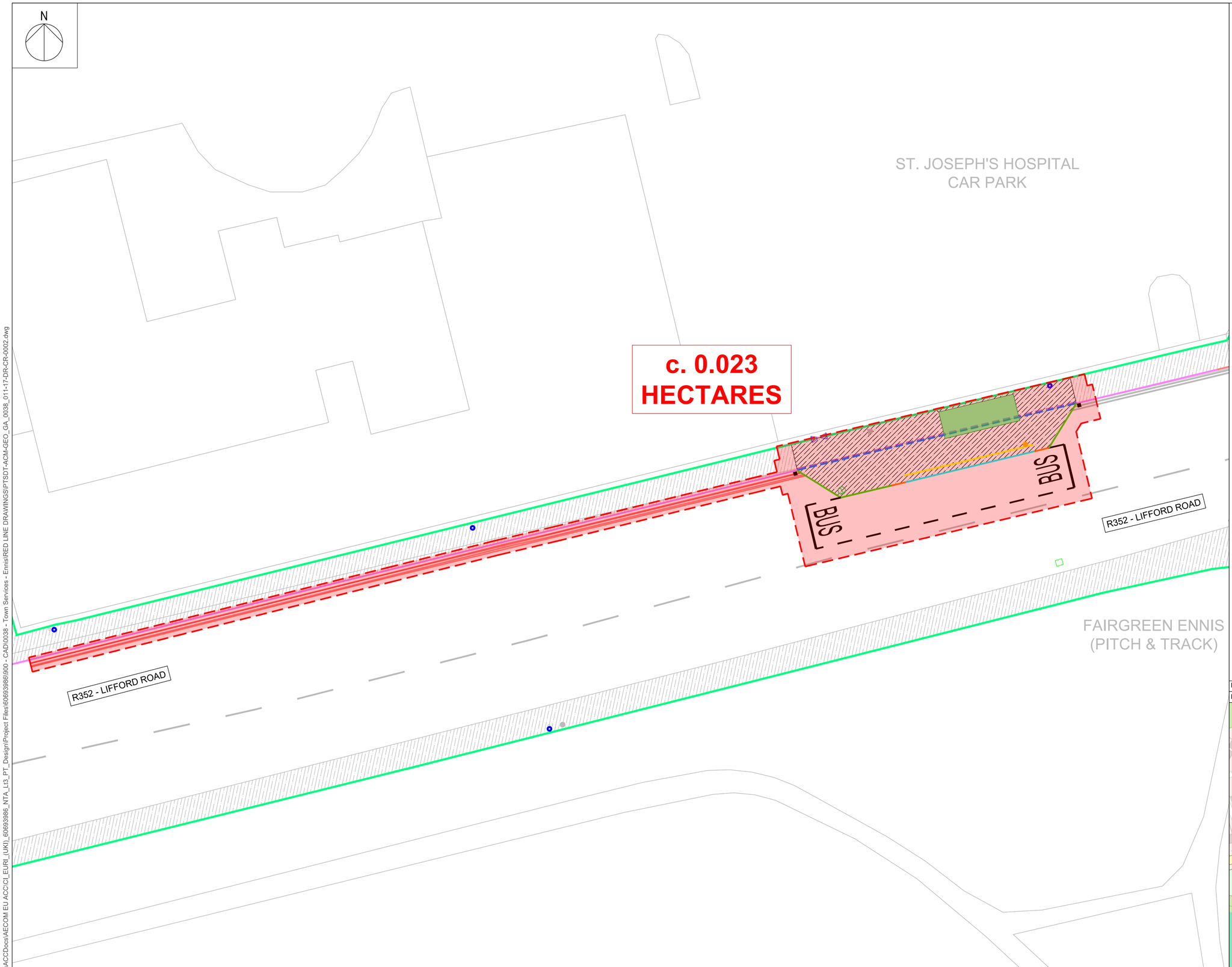
Sheet Number: 1 of 1

Status: S0

Rev: P05

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\000 - CAD\0038 - Town Services - Ennis\



NOTES:

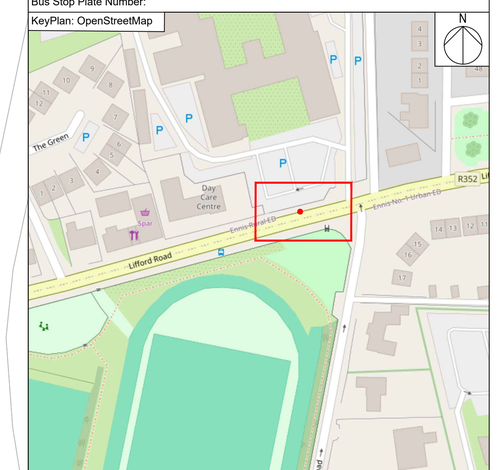
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LIFFORD ROAD, SOUTHBOUND
RED LINE BOUNDARY

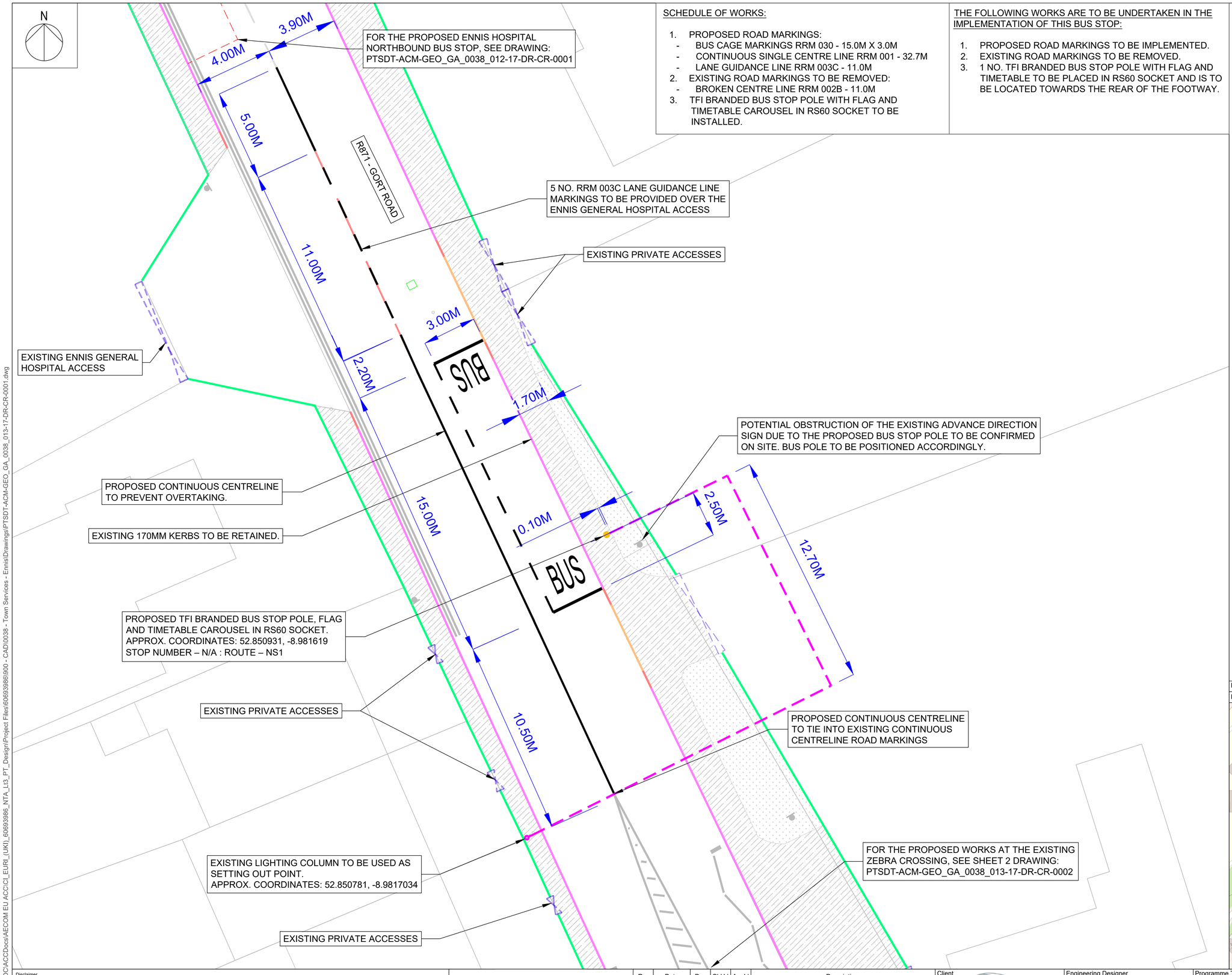
Date	Scale	Drawn	Checked	Approved
26/09/2025	1:125 @ A1 1:250 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_011-17-DR-CR-0002	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - EnnisRED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_011-17-DR-CR-0002.dwg



SCHEDULE OF WORKS:

1. PROPOSED ROAD MARKINGS:
   - BUS CAGE MARKINGS RRM 030 - 15.0M X 3.0M
   - CONTINUOUS SINGLE CENTRE LINE RRM 001 - 32.7M
   - LANE GUIDANCE LINE RRM 003C - 11.0M
2. EXISTING ROAD MARKINGS TO BE REMOVED:
   - BROKEN CENTRE LINE RRM 002B - 11.0M
3. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED.
2. EXISTING ROAD MARKINGS TO BE REMOVED.
3. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE REAR OF THE FOOTWAY.

NOTES:

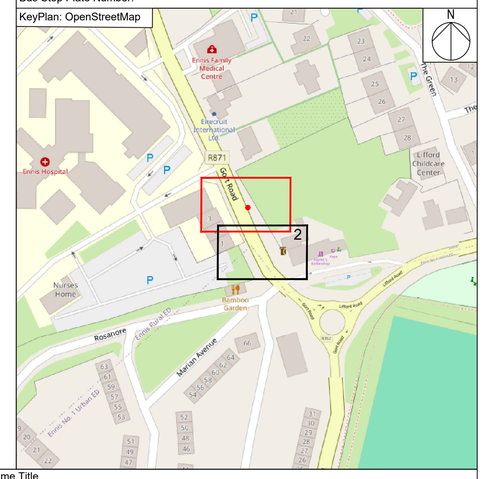
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING SERVICE COVER
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING ROAD MARKINGS TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	SR	MW	AH	CONCEPT DESIGN FOR NTA COMMENT
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P04	26/07/2025	JR	MW	AH	CONCEPT RE-DESIGN FOR NTA COMMENT
P05	18/08/2025	UV	MW	EH	RE-ISSUE FOR PRELIMINARY DESIGN
P06	03/10/2025	RK	MW	EH	RE-ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - ENNIS HOSPITAL, SOUTHBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT
SHEET 1 OF 2

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_013-17-DR-CR-0001	1 of 2	S0	P06

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_LI3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_013-17-DR-CR-0001.dwg

N

FOR THE PROPOSED ENNIS HOSPITAL SOUTHBOUND BUS STOP, SEE SHEET 1 DRAWING: PTSDT-ACM-GEO_GA_0038_013-17-DR-CR-0001

FOR THE PROPOSED ENNIS HOSPITAL NORTHBOUND BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_012-17-DR-CR-0001

R871 - GORT ROAD

EXISTING PRIVATE ACCESS

2

1

ES

EXISTING PRIVATE ACCESS

EXISTING CARRIAGEWAY HAS SUBSIDED, LEADING TO AN UNEVEN SURFACE ALONG THE CROSSING. CONTRACTOR TO CONFIRM THE REQUIREMENT AND / OR EXTENTS OF FULL DEPTH CARRIAGEWAY CONSTRUCTION AND / OR CARRIAGEWAY RE-SURFACING.

EXISTING RED BLISTER TACTILE PAVING HAS SUBSIDED, LEADING TO AN UNEVEN SURFACE. TACTILES TO BE LIFTED AND RE-LAID ON A RE-GRADED FOOTWAY SURFACE TO MITIGATE ANY TRIPPING HAZARD.

DURING RECONSTRUCTION OF THE EXISTING FOOTWAY, THE CONTRACTOR IS TO CHECK THE LEVELS ON SITE AND RE-GRADE THE FOOTWAY TO ENSURE SURFACE WATER DOES NOT ACCUMULATE OUTSIDE OF THE EXISTING PRIVATE DOORWAY.

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

3.50M

THREE ZEBRA CROSSING STRIPES TO BE PROVIDED WITH WIDTHS OF 500MM, GAPS OF 500MM BETWEEN STRIPES AND GAPS OF 550MM TO THE EDGES OF THE CARRIAGEWAY, AS PER TSM RPC 001 ZEBRA CROSSING ROAD MARKINGS.

EXISTING ROAD MARKINGS TO BE REINSTATED WITHIN AREA OF NEW CARRIAGEWAY WORKS

R871 - GORT ROAD

BAMBOO GARDEN

FOUR ZEBRA CROSSING STRIPES TO BE PROVIDED WITH WIDTHS OF 500MM, GAPS OF 500MM BETWEEN STRIPES AND GAPS OF 500MM TO THE EDGES OF THE CARRIAGEWAY, AS PER TSM RPC 001 ZEBRA CROSSING ROAD MARKINGS.

MARIAN AVENUE

KEY:

- EXISTING RED BLISTER TACTILE PAVING
- EXISTING LIGHTING COLUMN
- EXISTING BELISHA BEACON
- EXISTING UTILITY POLE
- INDICATIVE INFORMATION LINE

NOTES:

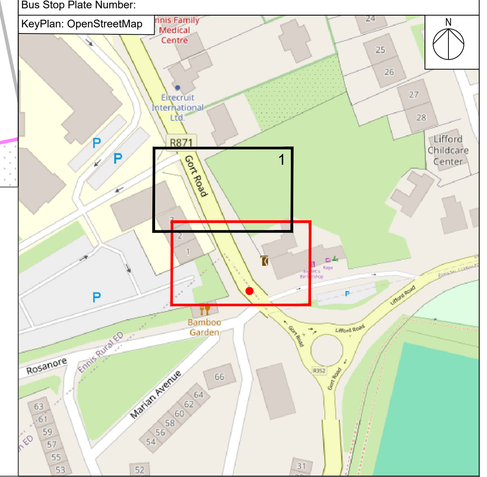
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH)
- PROPOSED CARRIAGEWAY CONSTRUCTION (RE-SURFACING)
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING ABOVE GROUND SERVICES
- EXISTING SERVICE COVER
- EXISTING GULLY
- EXISTING BIN TO BE RETAINED
- EXISTING SIGNAGE TO BE RETAINED

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. EXISTING ZEBRA CROSSING TO BE UPGRADED. WORKS TO INCLUDE NEW ROAD MARKINGS, RED BLISTER TACTILE PAVING, FOOTWAY RE-GRADING AND NEW CARRIAGEWAY RE-SURFACING / FULL DEPTH CONSTRUCTION.
2. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. PROPOSED RED BLISTER TACTILE PAVING - 8.7M²
2. PROPOSED FOOTWAY RE-GRADING - 35.5M² (TBC)
3. PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH) - 66.5M² (TBC)
4. PROPOSED CARRIAGEWAY CONSTRUCTION (RE-SURFACING) - 27.5M² (TBC)
5. PROPOSED ROAD MARKINGS:
   - ZEBRA CROSSING RPC 001
   - YIELD LINE RRM 018 - 8.75M
   - ZIGZAG MARKING RPC 002 - 6.0M
   - HATCHED MARKING RRM 021 - 3.7M
   - CYCLE TRACK BROKEN EDGE LINE RRM 023 - 3.0M
   - 1 NO. CYCLE SYMBOL M 117

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	26/07/2025	JR	MW	AH	CONCEPT RE-DESIGN FOR NTA COMMENT
P03	18/08/2025	UV	MW	EH	RE-ISSUE FOR PRELIMINARY DESIGN
P04	03/10/2025	RK	MW	EH	RE-ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - ENNIS HOSPITAL, SOUTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT SHEET 2 OF 2

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_013-17-DR-CR-0002

Sheet Number: 2 of 2

Status: S0

Rev: P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_013-17-DR-CR-0002.dwg

N

BUS

BUS

c. 0.040 HECTARES

ES

NO-EXIT

NOTES:

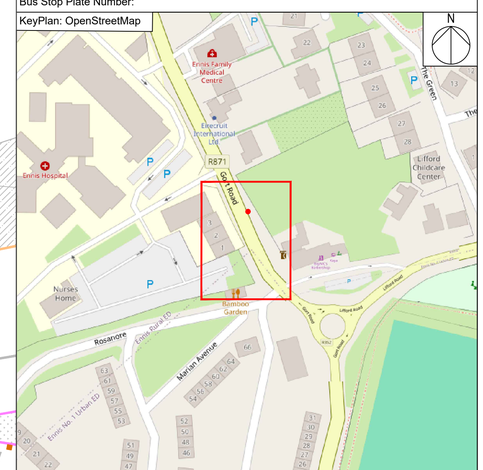
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: **PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES**

Drawing Title: ENNIS TOWN - ENNIS HOSPITAL, SOUTHBOUND RED LINE BOUNDARY

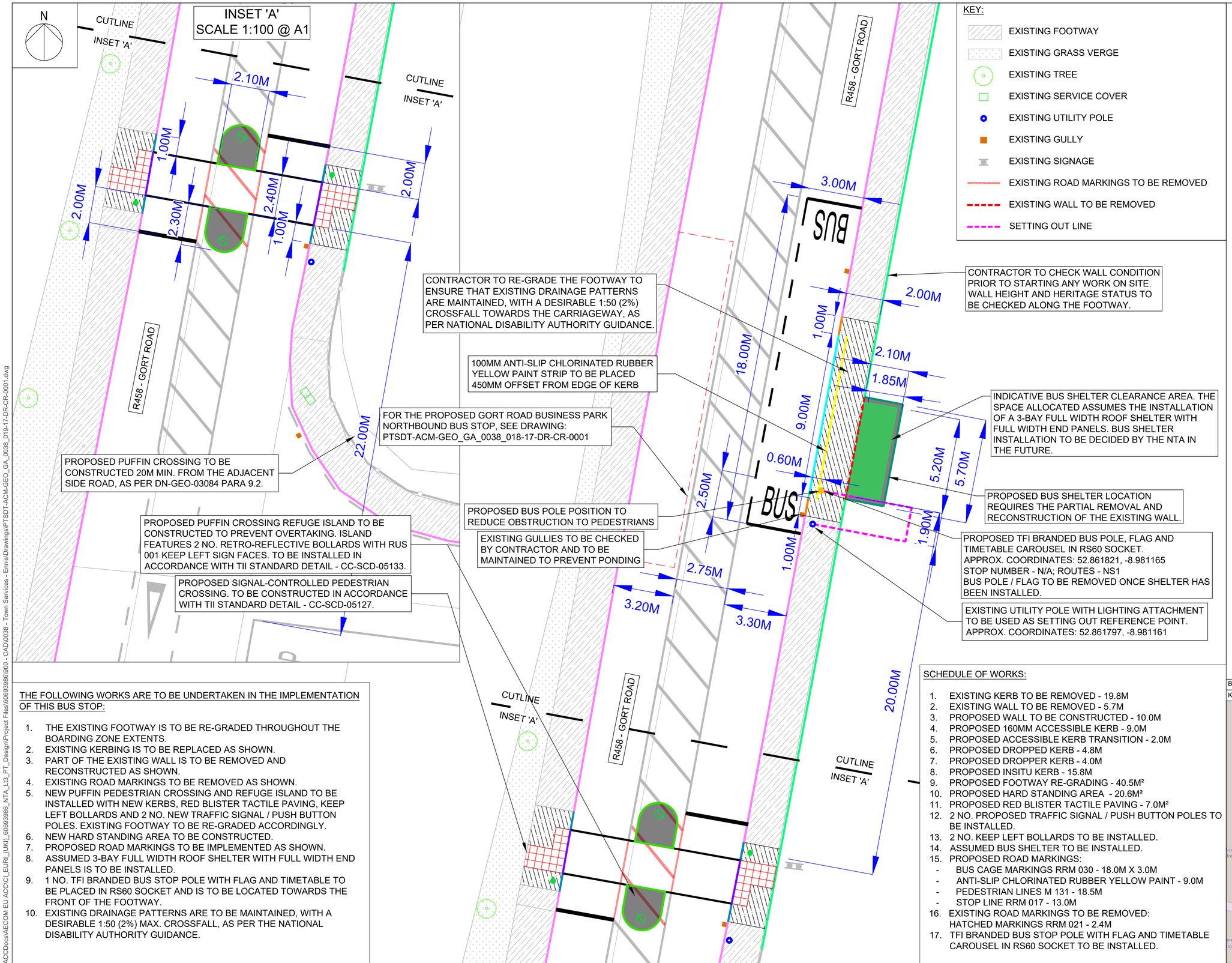
Date	Scale	Drawn	Checked	Approved
26/09/2025	1:150 @ A1 1:300 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_013-17-DR-CR-0003	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_013-17-DR-CR-0003.dwg



KEY:

- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING TREE
- EXISTING SERVICE COVER
- EXISTING UTILITY POLE
- EXISTING GULLY
- EXISTING SIGNAGE
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING WALL TO BE REMOVED
- SETTING OUT LINE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED HARD STANDING AREA
- INDICATIVE BUS SHELTER CLEARANCE AREA
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED TRAFFIC SIGNAL / PUSH BUTTON POLE
- PROPOSED WALL
- PROPOSED INSITU KERB
- PROPOSED KEEP LEFT BOLLARD
- EXISTING WALL TO BE RETAINED
- EXISTING KERB TO BE RETAINED
- EXISTING FENCE TO BE RETAINED

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

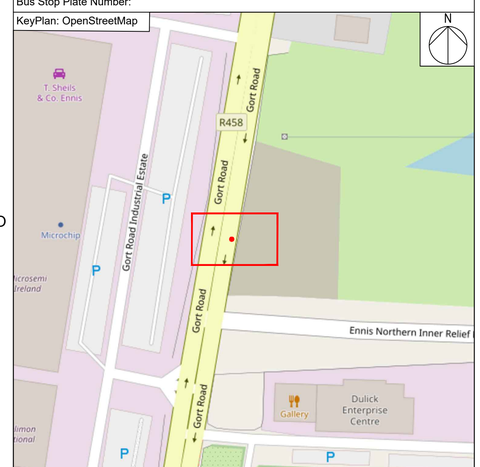
1. THE EXISTING FOOTWAY IS TO BE RE-GRADED THROUGHOUT THE BOARDING ZONE EXTENTS.
2. EXISTING KERBING IS TO BE REPLACED AS SHOWN.
3. PART OF THE EXISTING WALL IS TO BE REMOVED AND RECONSTRUCTED AS SHOWN.
4. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
5. NEW PUFFIN PEDESTRIAN CROSSING AND REFUGE ISLAND TO BE INSTALLED WITH NEW KERBS, RED BLISTER TACTILE PAVING, KEEP LEFT BOLLARDS AND 2 NO. NEW TRAFFIC SIGNAL / PUSH BUTTON POLES. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
6. NEW HARD STANDING AREA TO BE CONSTRUCTED.
7. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
8. ASSUMED 3-BAY FULL WIDTH ROOF SHELTER WITH FULL WIDTH END PANELS IS TO BE INSTALLED.
9. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE FOOTWAY.
10. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 19.8M
2. EXISTING WALL TO BE REMOVED - 5.7M
3. PROPOSED WALL TO BE CONSTRUCTED - 10.0M
4. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
5. PROPOSED ACCESSIBLE KERB TRANSITION - 2.0M
6. PROPOSED DROPPED KERB - 4.8M
7. PROPOSED DROPPER KERB - 4.0M
8. PROPOSED INSITU KERB - 15.8M
9. PROPOSED FOOTWAY RE-GRADING - 40.5M²
10. PROPOSED HARD STANDING AREA - 20.6M²
11. PROPOSED RED BLISTER TACTILE PAVING - 7.0M²
12. 2 NO. PROPOSED TRAFFIC SIGNAL / PUSH BUTTON POLES TO BE INSTALLED.
13. 2 NO. KEEP LEFT BOLLARDS TO BE INSTALLED.
14. ASSUMED BUS SHELTER TO BE INSTALLED.
15. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 18.0M X 3.0M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - PEDESTRIAN LINES M 131 - 18.5M
    - STOP LINE RRM 017 - 13.0M
16. EXISTING ROAD MARKINGS TO BE REMOVED: HATCHED MARKINGS RRM 021 - 2.4M
17. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA COMMENT
P02	21/03/2025	UV	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - GORT ROAD BUSINESS PARK, SOUTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

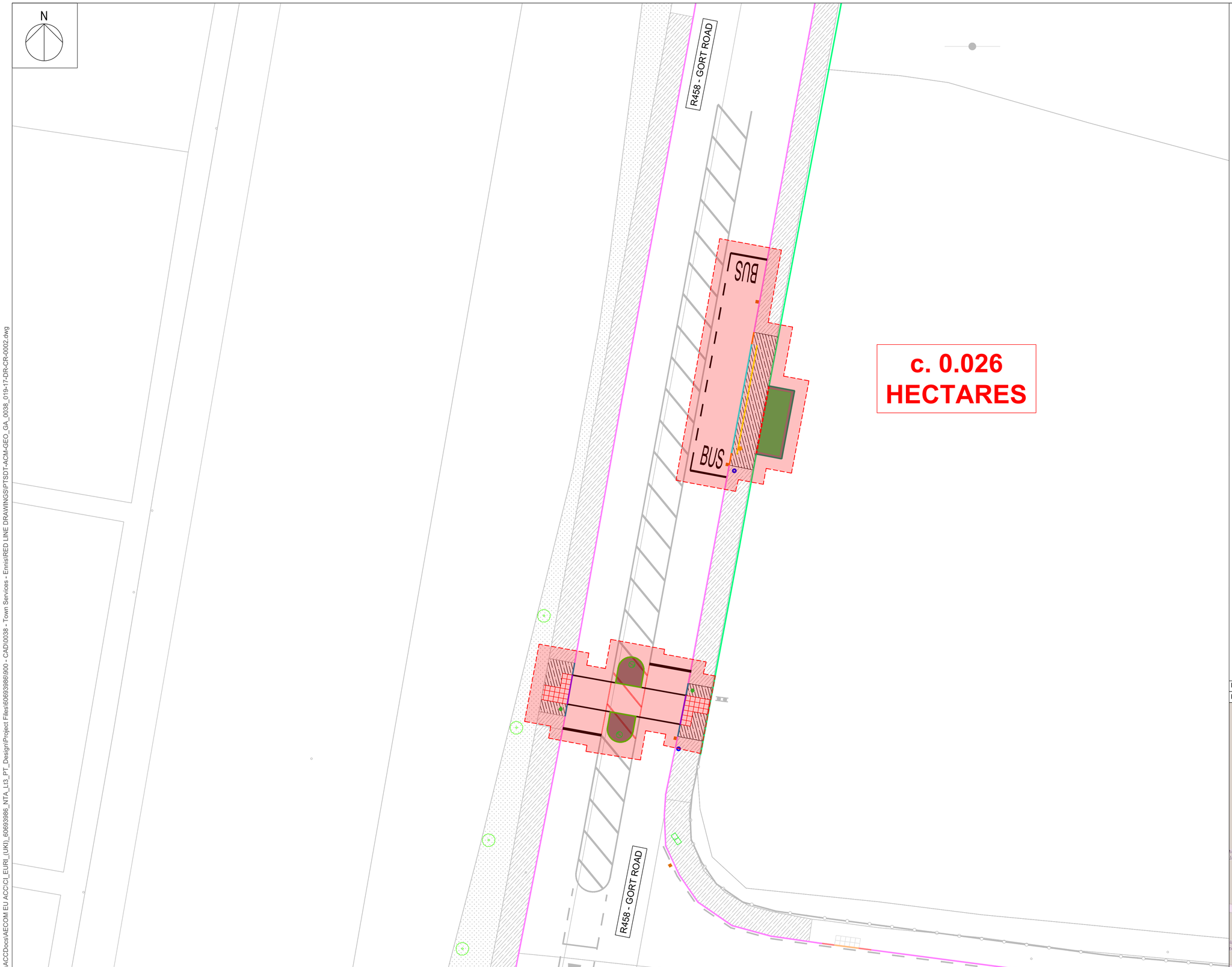
Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_019-17-DR-CR-0001	1 of 1	S0	P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACCICI_EURL_(UKI)_60693986_NTA_Li3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_019-17-DR-CR-0001.dwg



NOTES:

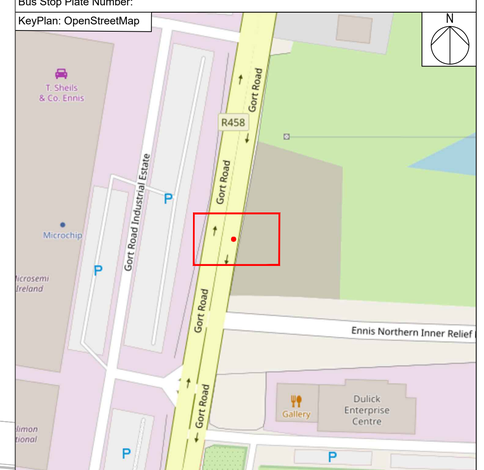
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - GORT ROAD BUSINESS PARK, SOUTHBOUND RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:200 @ A1, 1:400 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_019-17-DR-CR-0002	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_019-17-DR-CR-0002.dwg

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. EXISTING GRASS VERGE TO BE REPLACED WITH NEW HARD STANDING AREA.
2. EXISTING KERBING IS TO BE REPLACED AS SHOWN.
3. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
4. EXISTING GRASS VERGE TO BE RE-GRADED.
5. NEW UNCONTROLLED PEDESTRIAN CROSSING AND 2 NO. REFUGE POINTS TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
6. ASSUMED 3-BAY FULL WIDTH ROOF BUS SHELTER WITH FULL WIDTH END PANELS TO BE INSTALLED.
7. 2 NO. RETRO-REFLECTIVE KEEP LEFT BOLLARDS AND 1 NO. BACK TO BACK RUS 001 KEEP LEFT TRAFFIC SIGN TO BE INSTALLED.
8. 1 NO. GULLY TO BE INSTALLED.
9. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
10. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE HARD STANDING AREA.
11. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 28.6M
2. EXISTING GRASS VERGE TO BE REMOVED - 79.5M²
3. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
4. PROPOSED ACCESSIBLE TRANSITION KERB - 2.0M
5. PROPOSED INSITU KERB - 14.0M
6. PROPOSED DROPPED KERB - 9.6M
7. PROPOSED DROPPER KERB - 8.0M
8. PROPOSED HARD STANDING AREA - 86.5M²
9. PROPOSED FOOTWAY RE-GRADING - 9.1M²
10. PROPOSED GRASS VERGE RE-GRADING - 45.0M²
11. PROPOSED BUFF BLISTER TACTILE PAVING - 11.85M²
12. 1 NO. BACK TO BACK RUS 001 KEEP LEFT TRAFFIC SIGN TO BE INSTALLED.
13. 2 NO. RETRO-REFLECTIVE KEEP LEFT BOLLARDS TO BE INSTALLED.
14. POSSIBLE 1 NO. EXISTING MARKER POST TO BE RELOCATED.
15. 1 NO. GULLY TO BE INSTALLED.
16. ASSUMED BUS SHELTER TO BE INSTALLED.
17. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 18.0M X 3.0M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - HATCHED MARKINGS RRM 021 - 52.0M
    - YELLOW BROKEN EDGE LINE RRM 025 - 60.0M
18. EXISTING ROAD MARKINGS TO BE REMOVED:
    - HATCHED MARKINGS RRM 021 - 52.0M
    - YELLOW BROKEN EDGE LINE RRM 025 - 60.0M
19. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

N

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING

THE CONTRACTOR IS TO CONFIRM THE EXACT LOCATION OF THE EXISTING MARKER POST. SHOULD IT OBSTRUCT THE PROPOSED CROSSING POINT, THE MARKER POST IS TO BE RELOCATED ACCORDINGLY.

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT POINT.
APPROX. COORDINATES: 52.869018, -8.975552

EXISTING TRAFFIC ISLAND TO BE USED TO PROVIDE AN ADDITIONAL REFUGE POINT FOR PEDESTRIANS. CONTRACTOR TO ENSURE THE LONGITUDINAL GRADIENT DOES NOT EXCEED 1:12 IN ACCORDANCE WITH DMURS.

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING REFUGE ISLAND TO BE INSTALLED IN ACCORDANCE WITH TII STANDARD DETAIL - CC-SCD-05131. ISLAND INCLUDES 2 NO. RETRO-REFLECTIVE BOLLARDS AND 1 NO. BACK TO BACK RUS 001 KEEP LEFT SIGN.

NO EXISTING GULLIES IDENTIFIED ON SITE. INDICATIVE GULLY LOCATION TO MITIGATE PONDING AT THE CROSSING POINT. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.

FOR THE PROPOSED BALLYCOREY NORTHBOUND BUS STOP, SEE DRAWING:
PTSDT-ACM-GEO_GA_0038_022-17-DR-CR-0001

PROPOSED BUS STOP LOCATION TO ENSURE CLEAR VISIBILITY IS PROVIDED TO THE WEST FOR MOTORISTS EXITING FROM THE PRIVATE ACCESS TO THE EAST

CONTRACTOR TO GRADE THE HARD STANDING AREA TO ENSURE THAT A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED TOWARDS THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB.

INDICATIVE BUS SHELTER CLEARANCE AREA. THE SPACE ALLOCATED ASSUMES THE INSTALLATION OF A 3-BAY FULL WIDTH ROOF SHELTER WITH FULL WIDTH END PANELS. BUS SHELTER INSTALLATION TO BE DECIDED BY THE NTA IN THE FUTURE.

EXISTING ROAD MARKINGS TO BE REALIGNED. A 1:30 TRANSITION TAPER HAS BEEN APPLIED OVER 67.5M AND A 3.35M WIDE WESTBOUND LANE HAD BEEN PROPOSED, IN ACCORDANCE WITH DN-GEO-03031 FOR 60KPH / APPROX. 500M RADIUS CURVE RESPECTIVELY.

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET.
APPROX. COORDINATES: 52.868868, -8.975341
STOP NUMBER – N/A : ROUTE – NS1
BUS POLE/FLAG TO BE REMOVED ONCE SHELTER HAS BEEN INSTALLED.

EXISTING PRIVATE ACCESS

R458 - GORT ROAD

2.90M 2.25M 2.40M 1.00M 1.00M 2.40M 3.00M 1.50M 3.35M 2.30M 10.20M 2.40M 1.00M 18.00M 3.00M 2.00M 2.50M 9.00M 1.00M 1.20M 1.00M 1.85M 5.20M 5.70M 0.60M

PTSDT-ACM-GEO_GA_0038_023-17-DR-CR-0002 SHEET 2 OF 2 - OUTLINE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

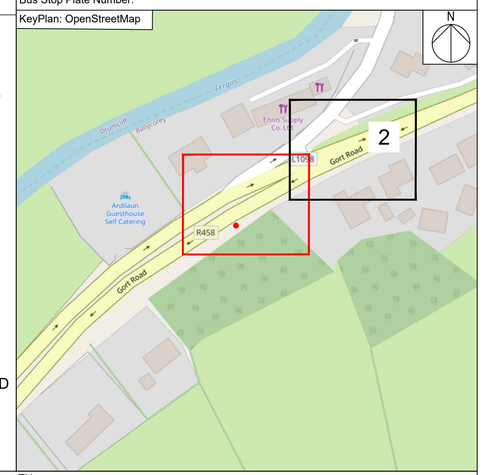
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED HARD STANDING AREA
- INDICATIVE BUS SHELTER CLEARANCE AREA
- PROPOSED GRASS VERGE RE-GRADING
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE TRANSITION KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED INSITU KERB
- PROPOSED SIGNAGE
- PROPOSED KEEP LEFT BOLLARD
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED GULLY
- EXISTING DROPPED KERB TO BE RETAINED

KEY:

- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING SERVICE COVER
- EXISTING ABOVE GROUND SERVICES
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING WALL TO BE RETAINED
- EXISTING ROAD MARKINGS TO BE REMOVED
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA COMMENT
P02	28/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	30/05/2025	LD	DOG	EH	SHELTER INFORMATION UPDATE
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - BALLYCOREY, SOUTHBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT
SHEET 1 OF 2

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name: PTSDT-ACM-GEO_GA-0038_023_17-DR-CR-0001
Sheet Number: 1 of 2
Status: S0
Rev: P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EUR_[UKI]_60693986_NTA_LI3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_023-17-DR-CR-0001.dwg

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
2. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.

SCHEDULE OF WORKS:

1. PROPOSED ROAD MARKINGS:
   - HATCHED MARKINGS RRM 021 - 22.0M
   - YELLOW BROKEN EDGE LINE RRM 025 - 36.0M
   - LANE GUIDANCE LINE RRM 003C - 9.0M
2. EXISTING ROAD MARKINGS TO BE REMOVED:
   - HATCHED MARKINGS RRM 021 - 22.0M
   - YELLOW BROKEN EDGE LINE RRM 025 - 36.0M
   - LANE GUIDANCE LINE RRM 003C - 9.0M

NOTES:

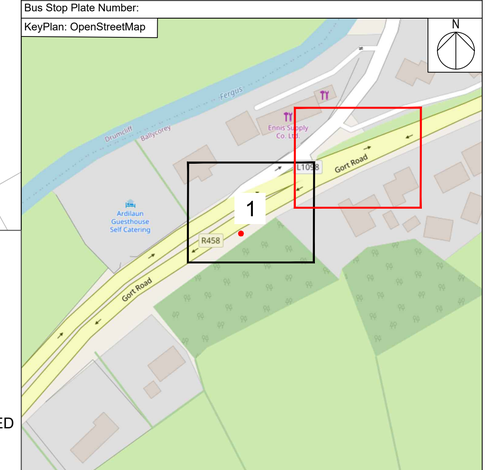
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED HARD STANDING AREA
- PROPOSED GRASS VERGE RE-GRADING
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED INSITU KERB
- PROPOSED SIGNAGE
- PROPOSED KEEP LEFT BOLLARD
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED GULLY
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING SIGNAGE TO BE RETAINED

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



BALLYALLIA GROVE

R458 - GORT ROAD

NO ENTRY

STOP

3.00M

3.35M

EXISTING ROAD MARKINGS TO BE REALIGNED. A 1:30 TRANSITION TAPER HAS BEEN APPLIED OVER 67.5M AND A 3.35M WIDE WESTBOUND LANE HAD BEEN PROPOSED, IN ACCORDANCE WITH DN-GEO-03031 FOR 60KPH / APPROX. 500M RADIUS CURVE RESPECTIVELY.

EXISTING PRIVATE ACCESS

EXISTING PRIVATE ACCESS

PTSDT-ACM-GEO_GA_0038_023-17-DR-CR-0001

SHEET 1 OF 2 -

CUTLINE

R458 - GORT ROAD

FOR THE PROPOSED BALLYCOREY SOUTHBOUND BUS STOP AND UNCONTROLLED PEDESTRIAN CROSSING, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_023-17-DR-CR-0001

KEY:

- EXISTING ABOVE GROUND SERVICES
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING WALL TO BE RETAINED
- EXISTING ROAD MARKINGS TO BE REMOVED
- INDICATIVE INFORMATION LINE

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	28/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - BALLYCOREY, SOUTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT SHEET 2 OF 2

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA-0038_023_17-DR-CR-0002	2 of 2	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_023-17-DR-CR-0002.dwg

N

NO ENTRY

STOP

R458 - GORT ROAD

BUS

BUS

R458 - GORT ROAD

c. 0.078 HECTARES

NOTES:

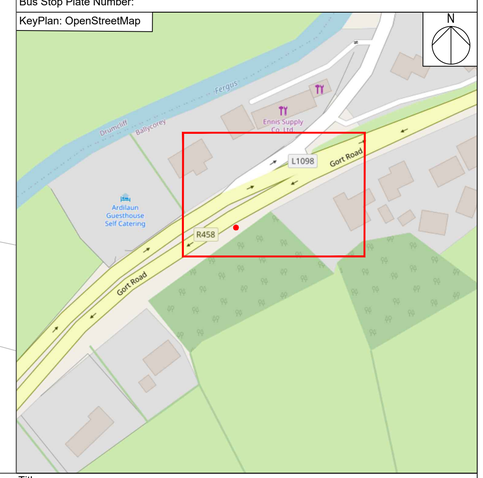
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - BALLYCOREY, SOUTHBOUND RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:150 @ A1 1:300 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_023-17-DR-CR-0003	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_023-17-DR-CR-0002.dwg

N

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. EXISTING KERBING IS TO BE REMOVED AS SHOWN.
2. EXISTING GRASS VERGE TO BE REMOVED AND REPLACED WITH NEW CARRIAGEWAY / FOOTWAY.
3. NEW FULL DEPTH CARRIAGEWAY CONSTRUCTION AND CARRIAGEWAY RE-SURFACING REQUIRED.
4. NEW KERBING TO BE INSTALLED AS SHOWN.
5. GROUND RETAINING SOLUTION TO BE CONSTRUCTED. TYPE AND DETAILS TO BE CONFIRMED BY THE CONTRACTOR.
6. 3 NO. EXISTING GULLIES TO BE REMOVED AND 3 NO. NEW GULLIES TO BE INSTALLED.
7. PEDESTRIAN GUARDRAIL TO BE PROVIDED.
8. EXISTING GRASS VERGE TO BE RE-GRADED.
9. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
10. EXISTING SERVICE COVER MAY NEED TO BE ADJUSTED TO SUIT NEW FOOTWAY LEVELS.
11. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE BACK OF THE FOOTWAY.
12. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 50.0M
2. EXISTING GRASS VERGE TO BE REMOVED - 81.0M²
3. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
4. PROPOSED ACCESSIBLE KERB TRANSITION - 2.0M
5. PROPOSED INSITU KERB - 39.0M
6. PROPOSED FOOTWAY / RE-GRADING - 91.4M²
7. PROPOSED GRASS VERGE RE-GRADING - 49.2M²
8. PROPOSED FULL DEPTH CARRIAGEWAY CONSTRUCTION - 113.0M² (TBC)
9. PROPOSED CARRIAGEWAY RE-SURFACING - 15.7M² (TBC)
10. PROPOSED PEDESTRIAN GUARDRAIL - 49.3M
11. GROUND RETAINING SOLUTION TO BE CONSTRUCTED.
12. 1 NO. EXISTING SERVICE COVER MAY NEED TO BE ADJUSTED TO SUIT NEW FOOTWAY LEVELS.
13. 3 NO. NEW GULLIES TO BE INSTALLED.
14. 3 NO. EXISTING GULLIES TO BE REMOVED.
15. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 49.5M
    - 2 NO. BUS TEXT MARKINGS RRM 030
    - ANTI - SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - BROKEN EDGE OF CARRIAGEWAY LINE RRM 025 - 49.5M
16. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY / RE-GRADING
- PROPOSED CARRIAGEWAY (FULL DEPTH CONSTRUCTION)
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- PROPOSED GRASS VERGE RE-GRADING
- PROPOSED PEDESTRIAN GUARDRAIL
- PROPOSED INSITU KERB
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED GULLY
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING GRASS VERGE

EXISTING UNCONTROLLED PEDESTRIAN CROSSING

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

CONTRACTOR TO GRADE THE NEW CARRIAGEWAY TO ENSURE A DESIRABLE 1:40 (2.5%) CROSSFALL IS PROVIDED TOWARDS THE BACK OF THE PROPOSED LAYBY TO PREVENT PONDING WITHIN THE CARRIAGEWAY, AS PER DMURS.

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT REFERENCE POINT.
APPROX. COORDINATES: 52.859038, -8.940095

CONTRACTOR TO RE-SURFACE APPROX. 300MM STRIP OF EXISTING CARRIAGEWAY TO TIE IN TO AREA OF NEW CARRIAGEWAY CONSTRUCTION AS PER 'TII CC-SCD-00704'. FINAL EXTENTS TO BE DETERMINED BY THE CONTRACTOR. EXISTING RRM 025 EDGE OF CARRIAGEWAY ROAD MARKINGS TO BE REINSTATED.

INDICATIVE PROPOSED GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.

R352 - TULLA ROAD

3.50M
3.90M
13.00M
5.00M
2.20M
24.50M
3.00M
1.80M
2.50M
12.00M
1.00M
9.00M
1.00M
13.30M
0.10M
15.20M

BUS

EXISTING VRS AND SURROUNDING GROUND TO BE UNDISTURBED DURING PROPOSED WORKS.

INDICATIVE INFORMATION LINE SHOWS THE APPROXIMATE EXISTING EMBANKMENT SLOPE CREST. TO BE CONFIRMED ON SITE BY CONTRACTOR.

EXISTING FOOTWAY TO BE REALIGNED BEHIND THE PROPOSED LAYBY

CONTRACTOR TO GRADE THE FOOTWAY TO ENSURE A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED TOWARDS THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

PROPOSED PEDESTRIAN GUARDRAIL

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB

* RETAINING WALL SOLUTION REQUIRED ALONG THE BACK OF THE PROPOSED FOOTWAY. RETAINING WALL TO BE APPROX. 30.0M LONG AND UP TO APPROX. 2.0M IN HEIGHT FROM GROUND LEVEL. RETAINING SOLUTION TYPE AND DETAILS TO BE CONFIRMED AND DECIDED BY THE CONTRACTOR FOLLOWING A SITE SURVEY. *

EXISTING SERVICE COVER MAY NEED TO BE ADJUSTED TO SUIT NEW FOOTWAY LEVELS.

APPROX. MIN 0.6M BETWEEN BACK OF PROPOSED FOOTWAY AND THE EXISTING EMBANKMENT SLOPE CREST. TO BE CONFIRMED ON SITE BY CONTRACTOR .

PROPOSED TFI BRANDED BUS STOP POLE AND FLAG IN RS60 SOCKET.
APPROX. COORDINATES: 52.858953, -8.939808
STOP NUMBER - N/A; ROUTES - NS2

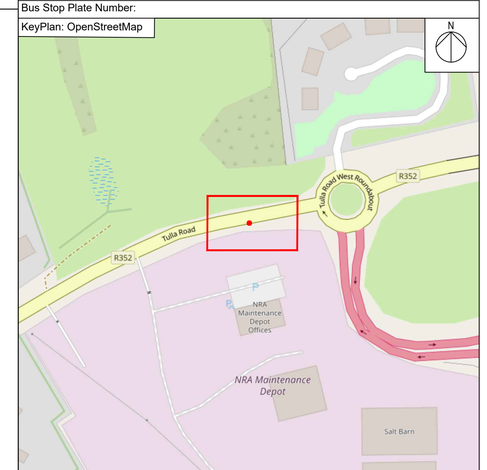
TII MOTORWAY MAINTENANCE DEPOT

KEY:

- EXISTING TREE
- EXISTING FENCE TO BE RETAINED
- EXISTING BARRIER TO BE RETAINED
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING BLISTER TACTILE PAVING
- EXISTING SERVICE COVER
- EXISTING LIGHTING COLUMN
- EXISTING GULLY
- EXISTING GULLY TO BE REMOVED
- EXISTING KERB TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	17/01/2025	BD	MW	EH	CONCEPT DESIGN FOR NTA COMMENT
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - KNOCKANEAN PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_026-17-DR-CR-0001

Sheet Number: 1 of 1 | Status: S0 | Rev: P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_026-17-DR-CR-0001.dwg

N

R352 - TULLA ROAD

R352 - TULLA ROAD

BUS

BUS

c. 0.050 HECTARES

TII MOTORWAY MAINTENANCE DEPOT

NOTES:

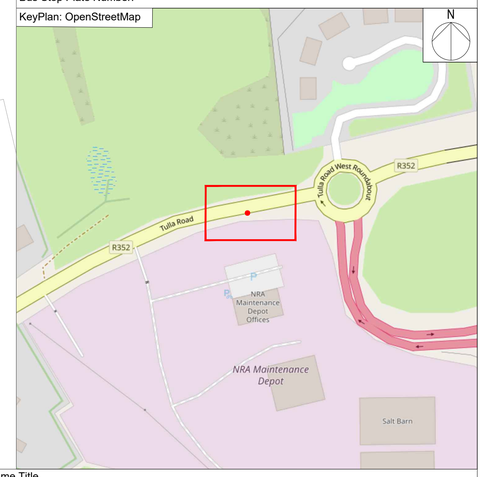
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - KNOCKANEAN RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_026-17-DR-CR-0002	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBIDC\ACCDocs\AECOM EU ACCICI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_026-17-DR-CR-0002.dwg

N

THE EXISTING AND PROPOSED LAYOUTS BOTH RESULT IN SUBSTANDARD VISIBILITY WHEN EXITING FROM BUTTERMARKET STREET DUE TO PRESENCE OF PARKED CARS.

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

BUTTERMARKET STREET

R458 - CARMODY STREET

2.00M

1.00M

1.00M

FOR PROPOSED CARMODY STREET EASTBOUND BUS STOP AND THE CONTINUATION OF THE PROPOSED ROAD MARKINGS TO THE NORTH, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_036-17-DR-CR-0001

3.80M

11.00M

3.40M

0.50M

2.55M

7.20M

1.50M

0.60M

9.00M

13.50M

1.80M

1.00M

2.85M

10.00M

1.80M

5.00M

4.80M

SUMMERHILL

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT POINT, APPROX. COORDINATES: 52.842842, -8.987623

FOR THE PROPOSED UNCONTROLLED PEDESTRIAN CROSSING, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_036-17-DR-CR-0001

INDICATIVE GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.

PROPOSED DRAINAGE CHANNEL TO BE INSTALLED WITH HEEL GUARD GRATING

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES: 52.842711, -8.987488 STOP NUMBER - N/A; ROUTES - NS2

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB.

CONTRACTOR TO GRADE THE PROPOSED HARD STANDING AREA TO ENSURE THAT A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED AWAY FROM THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

PROPOSED RETRO-REFLECTIVE KEEP RIGHT BOLLARD

EXISTING PARKING AREA

EXISTING PRIVATE ACCESS

EXISTING KELLY'S LOUNGE BAR ACCESS

KELLY'S LOUNGE BAR

APPROX. 24.5M OF EXISTING PARKING AREA TO BE REMOVED TO FACILITATE PROPOSED BUILD OUT

INDICATIVE GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.

PROPOSED RRM 008 DOUBLE YELLOW LINES TO BE PROVIDED TO ENABLE BUS TO ACCESS THE PROPOSED BUS STOP.

STOP

BUS

CUTLINE INSET 'A'

CUTLINE INSET 'A'

CUTLINE INSET 'A'

R458 - CARMODY STREET

2

3

6

7

12

13

INSET 'A'
SCALE 1:100 @ A1

N

9

EXISTING SERVICE COVERS TO BE ADJUSTED TO SUIT NEW FOOTWAY LEVELS

1.00M

STOP

EXISTING SUBSTANDARD UNCONTROLLED PEDESTRIAN CROSSING AND ASSOCIATED INFRASTRUCTURE TO BE REPLACED WITH THE PROPOSED LAYOUT.

1.60M

DRUMBIGGLE ROAD

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. NEW BUILD OUT IS TO BE PROVIDED WITH A NEW RETRO-REFLECTIVE KEEP RIGHT BOLLARD.
2. 2 NO. NEW UNCONTROLLED PEDESTRIAN CROSSINGS TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
3. EXISTING KERBING IS TO BE REMOVED AS SHOWN.
4. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
5. EXISTING ROAD MARKINGS TO BE REMOVED.
6. NEW KERBING TO BE INSTALLED AS SHOWN.
7. PROPOSED GULLIES TO BE INSTALLED AS SHOWN.
8. DRAINAGE CHANNEL TO BE INSTALLED WITH HEEL GUARD GRATING ALONG THE BACK OF NEW THE HARD STANDING AREA.
9. EXISTING SERVICE COVERS TO BE ADJUSTED TO SUIT NEW FOOTWAY LEVELS.
10. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE HARD STANDING AREA.
11. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 28.7M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 2.0M
4. PROPOSED INSITU KERB - 6.75M
5. PROPOSED DROPPED KERB - 7.2M
6. PROPOSED DROPPER KERB - 7.0M
7. PROPOSED BUFF BLISTER TACTILE PAVING - 6.0M²
8. PROPOSED FOOTWAY RE-GRADING - 23.7M²
9. PROPOSED HARD STANDING AREA - 23.1M²
10. PROPOSED DRAINAGE CHANNEL - 14.5M
11. 2 NO. GULLIES TO BE INSTALLED.
12. 1 NO. KEEP RIGHT BOLLARD TO BE INSTALLED.
13. EXISTING SERVICE COVERS TO BE ADJUSTED TO SUIT NEW FOOTWAY LEVELS.
14. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 13.5M X 2.85M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - DOUBLE YELLOW LINES RRM 008 - 10.0M
    - CONTINUOUS CENTRE LINE RRM 001 - 30.7M
    - LANE GUIDANCE LINE RRM 003C - 11.0M
15. EXISTING ROAD MARKINGS TO BE REMOVED:
    - BROKEN CENTRE LINE RRM 002 - 11.0M
16. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

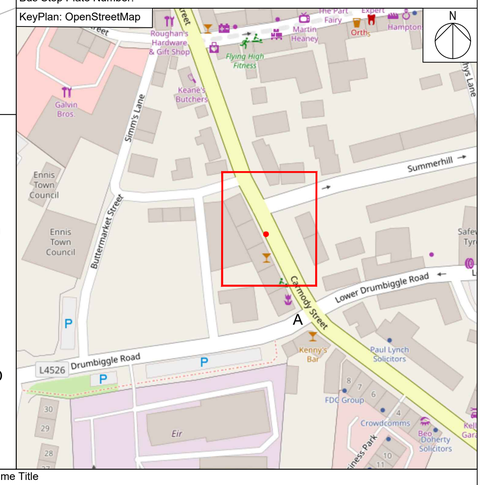
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED HARD STANDING AREA
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED DRAINAGE CHANNEL
- PROPOSED GULLY
- PROPOSED KEEP RIGHT BOLLARD
- PROPOSED BUFF BLISTER TACTILE PAVING
- EXISTING FOOTWAY
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING SERVICE COVER

KEY:

- EXISTING ABOVE GROUND SERVICES
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING PARKING METER TO BE RETAINED
- EXISTING BOLLARD TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING GULLY
- EXISTING ROAD MARKINGS TO BE REMOVED
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Disclaimer

a. © National Transport Authority (NTA) 2025. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.

b. This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

c. O.S. data used for plans are printed under © Tailte Éireann - Surveying. All rights reserved. Licence Number CYAL50370872. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus.The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	10/01/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA COMMENT
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CARMODY STREET, WESTBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_035-17-DR-CR-0001

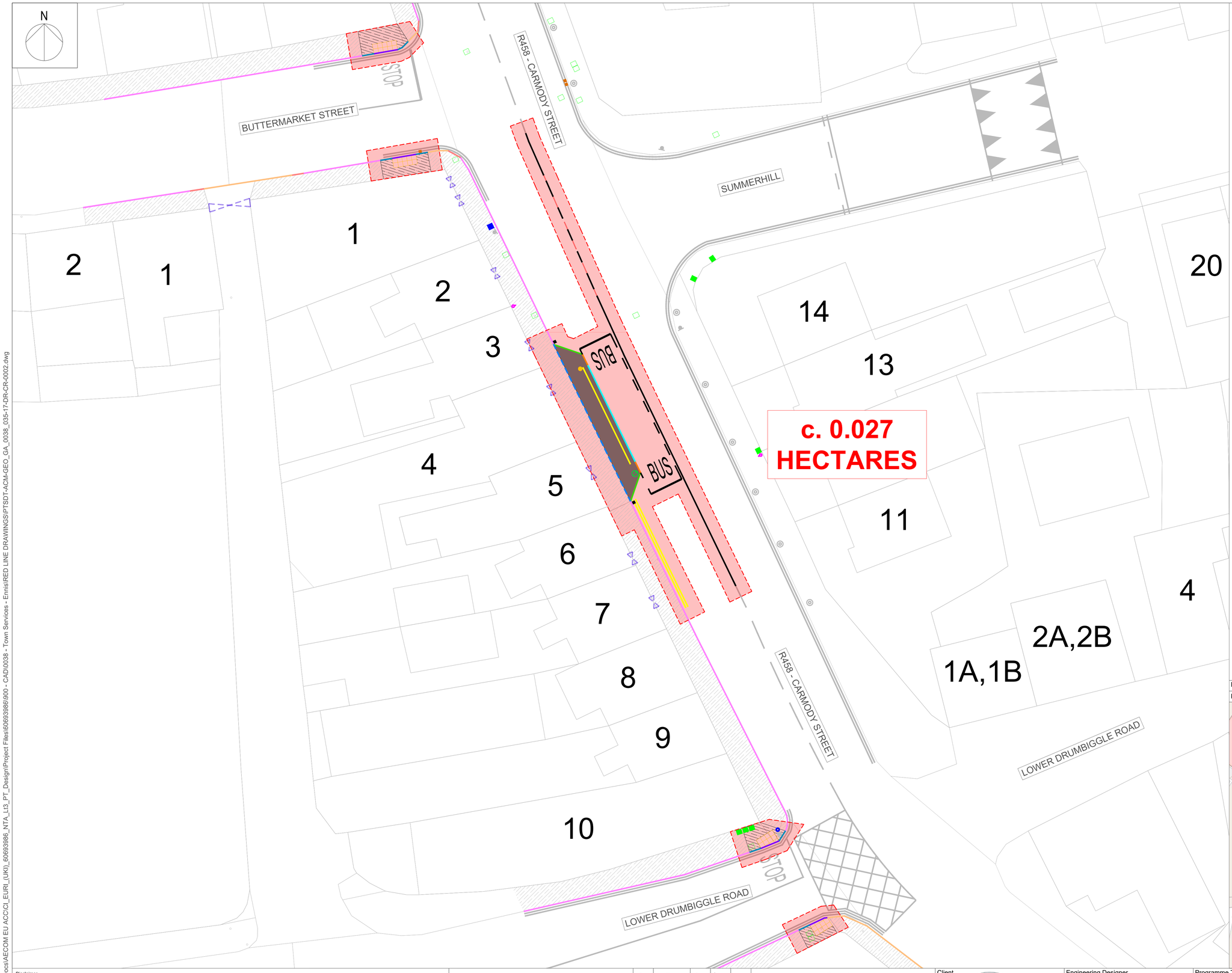
Sheet Number: 1 of 1

Status: S0

Rev: P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Li3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_035-17-DR-CR-0001.dwg



NOTES:

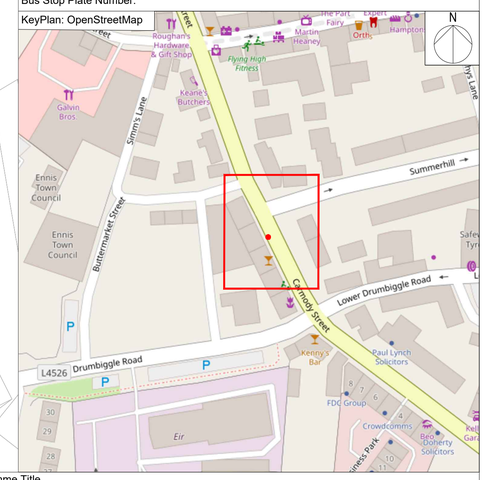
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CARMODY STREET, WESTBOUND
RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:200 @ A1 1:400 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_035-17-DR-CR-0002	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBIDC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_035-17-DR-CR-0002.dwg

N

CLOUGHLEIGH ROAD

EXISTING PRIVATE ACCESS

PROPOSED PEDESTRIAN CROSSING TO BE PROVIDED ON TOP OF THE EXISTING SPEED RAMP. NEW DROPPED / DROPPER KERBS TO BE PROVIDED WITH A MAXIMUM 6MM UPSTAND OVER THE CROSSING POINTS TO ENSURE APPROPRIATE GROUND LEVELS ARE PROVIDED.

EXISTING PRIVATE ACCESS

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT REFERENCE POINT.
APPROX. COORDINATES: 52.847959, -8.993554

THE EXISTING SPEED RAMP IS IN POOR CONDITION. THE CONTRACTOR IS TO IDENTIFY THE FULL EXTENTS OF THE DEGRADED AREA AND RE-SURFACE ACCORDINGLY.

PROPOSED CONTINUOUS CENTRELINE ROAD MARKING TO PREVENT OVERTAKING.

GALA EXPRESS

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET.
APPROX. COORDINATES: 52.847808, -8.993544
STOP NUMBER - N/A; ROUTES - NS2

EXISTING 150MM KERBS TO BE RETAINED

EXISTING PRIVATE ACCESS

FOR THE PROPOSED CLOUGHLEIGH ROAD EASTBOUND BUS STOP AND A CONTINUATION OF THE PROPOSED ROAD MARKINGS TO THE EAST, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_040-17-DR-CR-0001

CLOUGHLEIGH ROAD

BUS

4.65M
4.40M
6.30M
2.00M
2.00M
2.00M
1.00M
13.50M
9.50M
1.00M
4.00M
1.00M
1.50M
0.10M
1.40M
3.00M

NOTES:

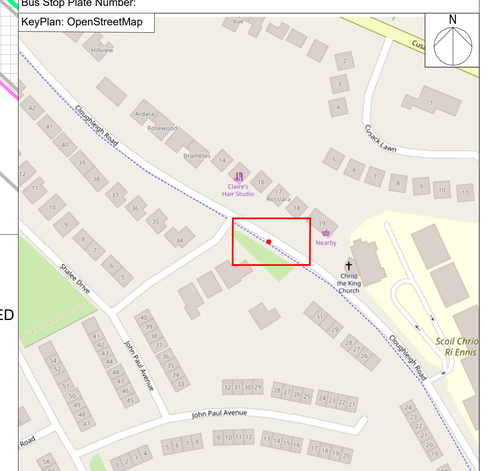
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- PROPOSED SHARED USE FOOTWAY / CYCLEWAY RE-GRADING
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED FOOTWAY RE-GRADING
- EXISTING ROAD MARKINGS
- EXISTING FOOTWAY
- EXISTING SHARED USE FOOTWAY / CYCLEWAY
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING SERVICE COVER
- EXISTING WALL TO BE RETAINED
- EXISTING GULLY

Bus Stop Plate Number:

KeyPlate: OpenStreetMap



KEY:

- EXISTING SIGN TO BE RETAINED
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING GRASS VERGE
- EXISTING ABOVE GROUND SERVICE
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED ON TOP OF THE EXISTING SPEED RAMP WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY AND SHARED USE FOOTWAY / CYCLEWAY TO BE RE-GRADED ACCORDINGLY.
2. AREA OF EXISTING CARRIAGEWAY TO BE RE-SURFACED.
3. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
4. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
5. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED WITHIN THE GRASS VERGE.
6. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERBING TO BE REMOVED - 8.0M
2. PROPOSED DROPPED KERB - 4.0M
3. PROPOSED DROPPER KERB - 4.0M
4. PROPOSED FOOTWAY RE-GRADING - 5.2M²
5. PROPOSED CARRIAGEWAY RE-SURFACING - 71.0M² (TBC)
6. PROPOSED SHARED USE FOOTWAY / CYCLEWAY RE-GRADING - 4.5M²
7. PROPOSED BUFF BLISTER TACTILE PAVING - 3.2M²
8. PROPOSED ROAD MARKINGS:
   - BUS CAGE MARKINGS RRM 030 - 13.5M X 3.0M
   - 6 NO. TRAFFIC CALMING TRIANGLES M 112
   - PROPOSED PEDESTRIAN LINES M 131 - 18.2M
   - CONTINUOUS SINGLE CENTRE LINE RRM 001 - 24.0M
9. EXISTING ROAD MARKINGS TO BE REMOVED:
   - DOUBLE YELLOW LINES RRM 008 - 14.5M
10. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CLOUGHLEIGH ROAD, WESTBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT

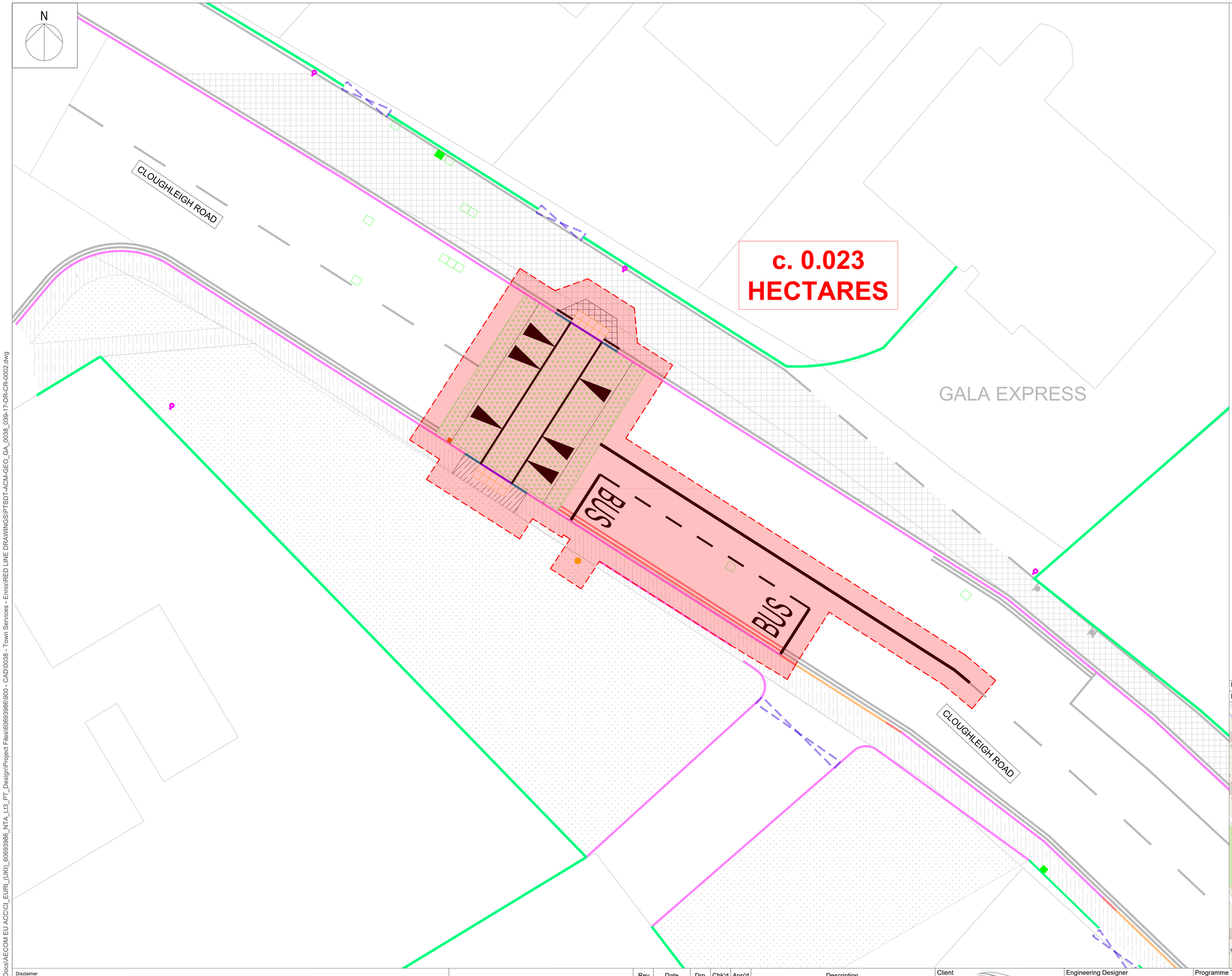
Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_039-17-DR-CR-0001
Sheet Number: 1 of 1
Status: S0
Rev: P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBIDC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Li3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_039-17-DR-CR-0001.dwg



NOTES:

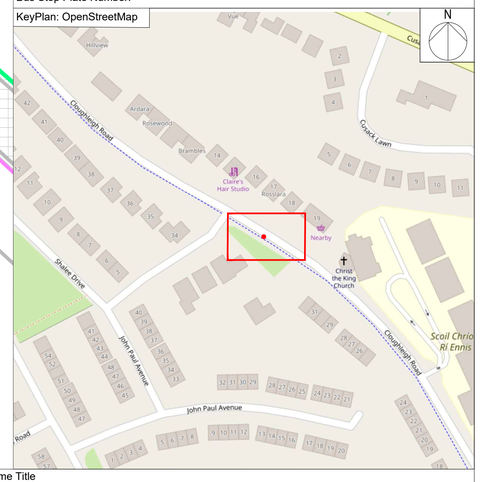
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Date: 03/10/2025
Scale: 1:100 @ A1, 1:200 @ A3
Drawn: BD
Checked: MW
Approved: EH
Phase: 1
Route: NS2
Stop Number: -

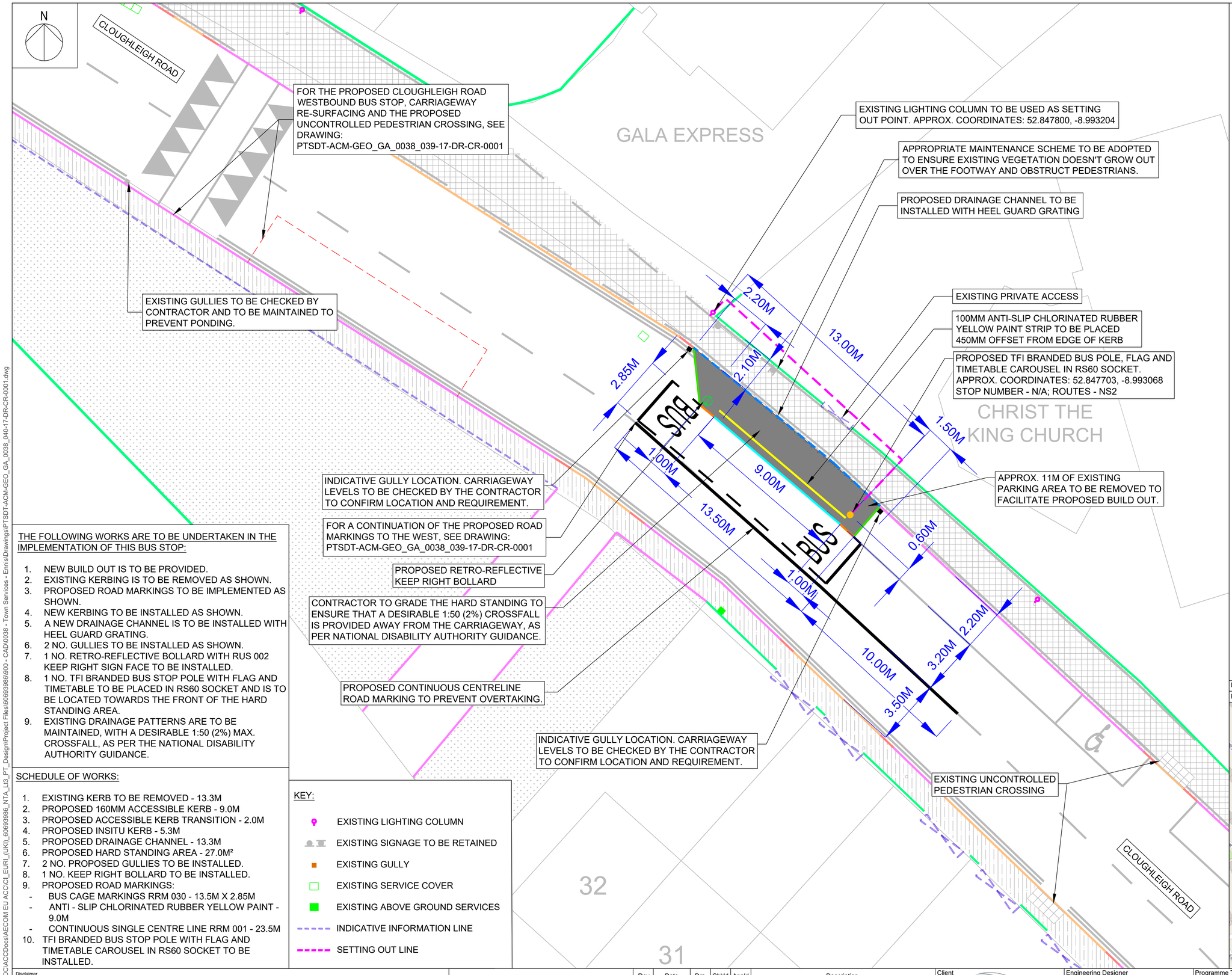
Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CLOUGHLEIGH ROAD, WESTBOUND
RED LINE BOUNDARY

Drawing File Name: PTSDT-ACM-GEO_GA_0038_039-17-DR-CR-0002
Sheet Number: 1 of 1
Status: S0
Rev: P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBIDC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_039-17-DR-CR-0002.dwg



NOTES:

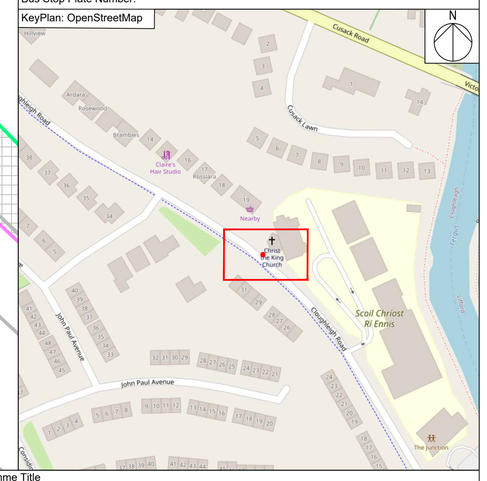
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED HARD STANDING AREA
- PROPOSED DRAINAGE CHANNEL
- PROPOSED GULLY
- PROPOSED KEEP RIGHT BOLLARD
- EXISTING SHARED USE FOOTWAY / CYCLEWAY
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING BLISTER TACTILE PAVING

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. NEW BUILD OUT IS TO BE PROVIDED.
2. EXISTING KERBING IS TO BE REMOVED AS SHOWN.
3. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
4. NEW KERBING TO BE INSTALLED AS SHOWN.
5. A NEW DRAINAGE CHANNEL IS TO BE INSTALLED WITH HEEL GUARD GRATING.
6. 2 NO. GULLIES TO BE INSTALLED AS SHOWN.
7. 1 NO. RETRO-REFLECTIVE BOLLARD WITH RUS 002 KEEP RIGHT SIGN FACE TO BE INSTALLED.
8. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE HARD STANDING AREA.
9. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 13.3M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 2.0M
4. PROPOSED INSITU KERB - 5.3M
5. PROPOSED DRAINAGE CHANNEL - 13.3M
6. PROPOSED HARD STANDING AREA - 27.0M²
7. 2 NO. PROPOSED GULLIES TO BE INSTALLED.
8. 1 NO. KEEP RIGHT BOLLARD TO BE INSTALLED.
9. PROPOSED ROAD MARKINGS:
   - BUS CAGE MARKINGS RRM 030 - 13.5M X 2.85M
   - ANTI - SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
   - CONTINUOUS SINGLE CENTRE LINE RRM 001 - 23.5M
10. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

KEY:

- EXISTING LIGHTING COLUMN
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING GULLY
- EXISTING SERVICE COVER
- EXISTING ABOVE GROUND SERVICES
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CLOUGHLEIGH ROAD, EASTBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

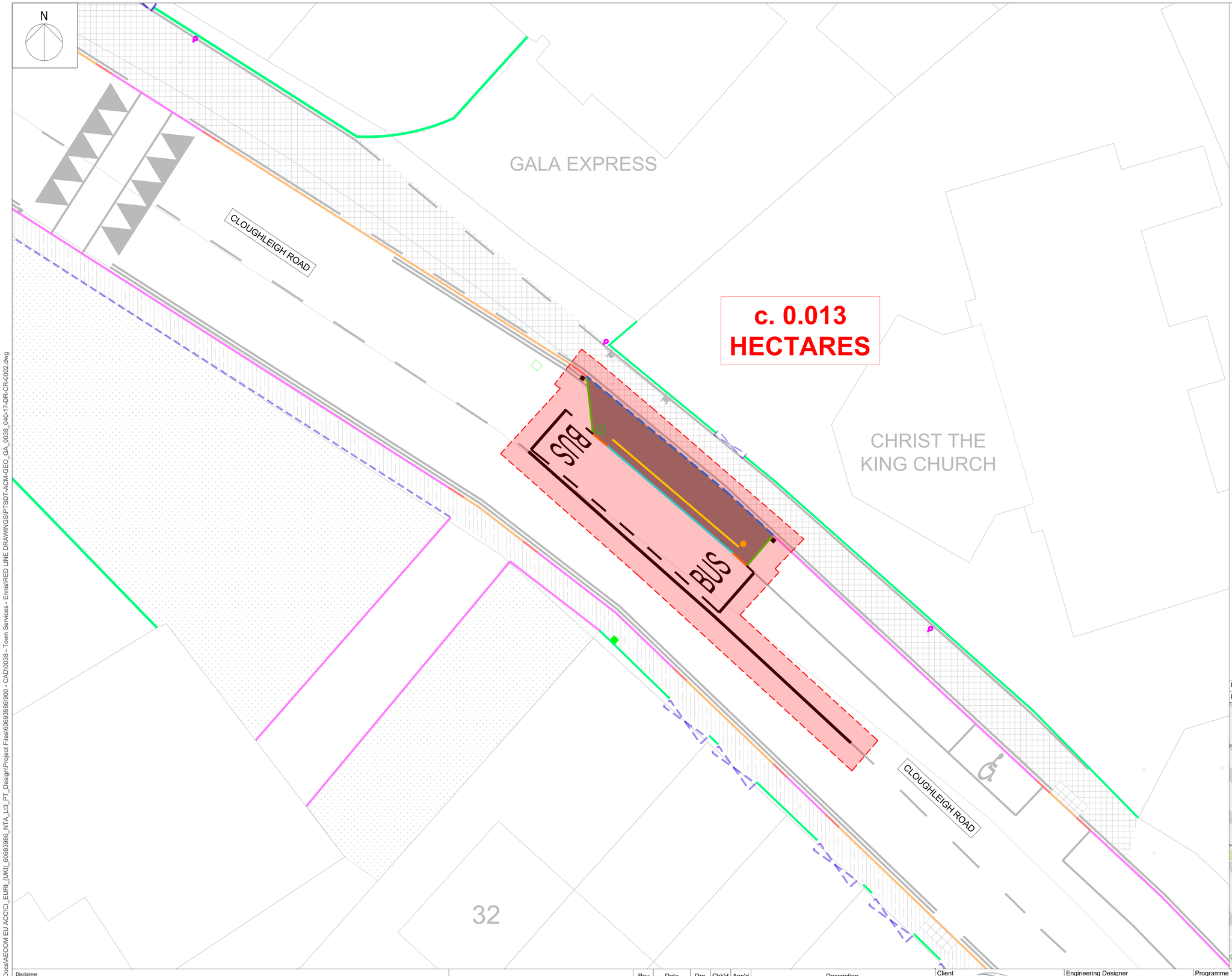
Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_040-17-DR-CR-0001	1 of 1	S0	P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_040-17-DR-CR-0001.dwg



NOTES:

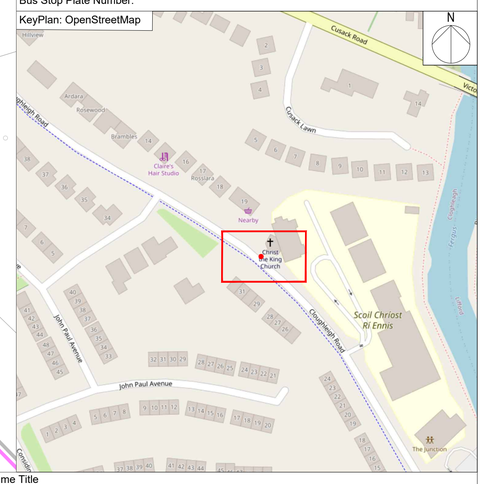
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CLOUGHLEIGH ROAD, EASTBOUND RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_040-17-DR-CR-0002	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBIDC\ACCDocs\AECOM EU ACCICI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_040-17-DR-CR-0002.dwg

N

N85 - LAHINCH ROAD

ACHA BHILE

STOP

FOR THE PROPOSED UNCONTROLLED PEDESTRIAN CROSSING, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002

SHEET 2 OF 2 - PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002 CUTLINE

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

FOR THE PROPOSED ZEBRA PEDESTRIAN CROSSING AND ASSOCIATED INFRASTRUCTURE, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002

PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002

SHEET 2 OF 2 - PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002 CUTLINE

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES: 52.856513, -9.014528 STOP NUMBER – N/A : ROUTE – N/A

PROPOSED CENTRAL TRAFFIC ISLAND TO BE CONSTRUCTED TO PREVENT OVERTAKING. ISLAND FEATURES 2 NO. RETRO-REFLECTIVE BOLLARDS WITH RUS 001 KEEP LEFT SIGN FACES.

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT POINT. APPROX. COORDINATES: 52.856462, -9.014221

EXISTING 160MM KERBS TO BE RETAINED

BUS

BUS

18.00M

2.50M

0.45M

15.40M

2.80M

1.60M

1.50M

3.00M

3.30M

2.70M

3.30M

2.80M

N85 - LAHINCH ROAD

FOR PROPOSED LAHINCH ROAD - SHANBALLA (E) BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_044-17-DR-CR-0001

KEY:

- EXISTING GULLY
- EXISTING TREE
- EXISTING FOOTWAY
- EXISTING DRAINAGE CHANNEL
- EXISTING DRAINAGE CHANNEL TO BE REMOVED
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING GRASS VERGE
- EXISTING LIGHTING COLUMN
- SETTING OUT LINE

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
2. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
3. PROPOSED CENTRAL TRAFFIC ISLAND TO BE CONSTRUCTED WITH 2 NO. KEEP LEFT BOLLARDS.
4. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE FOOTWAY.
5. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. PROPOSED INSITU KERB - 7.3M
2. PROPOSED HARD STANDING AREA - 3.7M²
3. 2 NO. RETRO-REFLECTIVE BOLLARDS WITH RUS 001 SIGN FACES TO BE INSTALLED.
4. PROPOSED ROAD MARKINGS:
   - BUS CAGE MARKINGS RRM 030 - 18.0M X 3.0M
5. EXISTING ROAD MARKINGS TO BE REMOVED:
   - 1 NO. BIFURCATION ARROW M 102
6. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

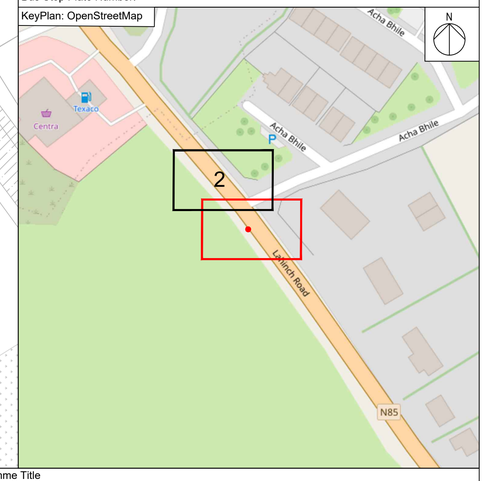
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED HARD STANDING AREA
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED INSITU KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED BELISHA BEACON
- PROPOSED GULLY
- PROPOSED KEEP LEFT BOLLARD
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- EXISTING KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING SERVICE COVER
- EXISTING DRAINAGE CHANNEL
- EXISTING BOLLARD TO BE REMOVED

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	20/12/2024	BD	MW	EH	CONCEPT DESIGN FOR NTA COMMENT
P02	03/04/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LAHINCH ROAD - SHANBALLA (W) PROPOSED BUS STOP GENERAL ARRANGEMENT SHEET 1 OF 2

Date	Scale	Drawn	Checked	Approved
03/04/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	-	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0001	1 of 2	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_LI3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0001.dwg

N

N85 - LAHINCH ROAD

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

EXISTING REFUGE ISLAND AND ASSOCIATED INFRASTRUCTURE TO BE REMOVED AND REPLACED WITH NEW REFUGE ISLAND IN ACCORDANCE WITH THE TII STANDARD DETAIL FOR ZEBRA CROSSING REFUGE ISLAND - CC-SCD-05132.

EXISTING UNCONTROLLED PEDESTRIAN CROSSING AND ASSOCIATED INFRASTRUCTURE TO BE REMOVED AND UPGRADED TO A ZEBRA PEDESTRIAN CROSSING. TO BE CONSTRUCTED IN ACCORDANCE WITH THE TII STANDARD DETAIL FOR ZEBRA CROSSING WITH REFUGE ISLAND CC-SCD-05126.

EXISTING TACTILE PAVING TO BE REMOVED AND REPLACED AS SHOWN

EXISTING SUBSTANDARD UNCONTROLLED PEDESTRIAN CROSSING INCLUDING KERBS, TACTILE PAVING AND ROAD MARKINGS TO BE REMOVED AND REPLACED WITH THE PROPOSED RAISED TABLE LAYOUT IN ACCORDANCE WITH THE TII STANDARD DETAIL - CC-SCD-05145.

EXISTING DRAINAGE CHANNEL TO BE REMOVED OVER THE EXTENTS OF THE PROPOSED RAISED TABLE UNCONTROLLED PEDESTRIAN CROSSING. CARRIAGEWAY TO BE RE-SURFACED ACCORDINGLY AND UP TO 4 NO. NEW GULLIES ARE TO BE INSTALLED AS SHOWN. ALL GULLY LOCATIONS SHOWN ARE INDICATIVE AND CARRIAGEWAY LEVELS ARE TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.

17.55M
8.75M
6.55M
1.00M
2.40M
1.00M
2.30M
2.00M
2.10M
6.55M
1.70M
1.00M
2.40M
1.00M
8.95M
5.00M
1.50M
2.40M
1.00M
3.30M
2.70M
3.30M

ACHA BHILE
STOP
CUTLINE
CUTLINE

EXISTING TACTILE PAVING TO BE REMOVED AND REPLACED AS SHOWN

THREE ZEBRA CROSSING STRIPES TO BE PROVIDED ON EACH SIDE OF THE CARRIAGEWAY WITH WIDTHS OF 500MM, GAPS OF 500MM BETWEEN STRIPES AND GAPS OF 550MM TO THE EDGES OF THE CARRIAGEWAY, AS PER TSM RPC 001 ZEBRA CROSSING ROAD MARKINGS.

PROPOSED ZEBRA CROSSING LAYOUT WAS REQUESTED BY TII ON 28/03/2025 BUT IS SUBJECT TO EXISTING TRAFFIC DATA SURVEY AND MAY NEED TO BE UPGRADED TO A PUFFIN CROSSING.

SHEET 1 OF 2 - PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0001

FOR THE PROPOSED LAHINCH ROAD - SHANBALLA (W) BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0001

N85 - LAHINCH ROAD

KEY:

- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING WALL TO BE RETAINED
- EXISTING DRAINAGE CHANNEL
- EXISTING DRAINAGE CHANNEL TO BE REMOVED
- EXISTING TREE
- EXISTING LIGHTING COLUMN
- EXISTING BOLLARD TO BE REMOVED
- EXISTING ROAD MARKINGS TO BE REMOVED

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED HARD STANDING AREA
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED INSITU KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED BELISHA BEACON
- PROPOSED GULLY
- PROPOSED KEEP LEFT BOLLARD
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING SERVICE COVER
- EXISTING GULLY

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

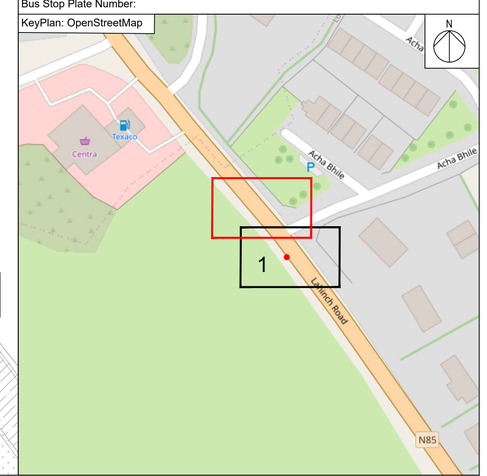
1. EXISTING KERBING IS TO BE REMOVED AND REPLACED AS SHOWN.
2. NEW UNCONTROLLED RAISED TABLE PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
2. AREA OF EXISTING CARRIAGEWAY TO BE RE-SURFACED.
3. EXISTING UNCONTROLLED REFUGE ISLAND AND ASSOCIATED INFRASTRUCTURE TO BE REMOVED.
4. NEW ZEBRA CROSSING WITH REFUGE ISLAND TO BE INSTALLED WITH NEW KERBS, RED BLISTER TACTILE PAVING, 4 NO. BELISHA BEACONS AND 2 NO. KEEP LEFT BOLLARDS.
5. 6 NO. EXISTING BOLLARDS TO BE REMOVED.
6. 4 NO. PROPOSED GULLIES TO BE INSTALLED AS SHOWN.
7. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
8. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
9. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 29.6M
2. EXISTING DRAINAGE CHANNEL TO BE REMOVED - 9.6M
3. PROPOSED DROPPED KERB - 9.6M
4. PROPOSED DROPPER KERB - 8.0M
5. PROPOSED INSITU KERB - 15.0M
6. PROPOSED FOOTWAY RE-GRADING - 27.5M²
7. PROPOSED HARD STANDING AREA - 7.7M²
8. PROPOSED RED BLISTER TACTILE PAVING - 9.4M²
9. PROPOSED BUFF BLISTER TACTILE PAVING - 3.85M²
10. PROPOSED CARRIAGEWAY RE-SURFACING - 31.9M² (TBC)
11. 4 NO. PROPOSED GULLIES TO BE INSTALLED.
12. 4 NO. BELISHA BEACONS TO BE INSTALLED.
13. 2 NO. KEEP LEFT BOLLARDS TO BE INSTALLED.
14. 6 NO. EXISTING BOLLARDS TO BE REMOVED.
15. PROPOSED ROAD MARKINGS:
    - 1 NO. BIFURCATION ARROW M 102
    - HATCHED MARKINGS RRM 021 - 18.0M
    - TRANSVERSE LINE RRM 018 - 6.6M
    - ZIGZAG AND TERMINAL LINE RPC 002 - 79.2M
    - 4 NO. TRAFFIC CALMING TRIANGLES M 112
    - 1 NO. ZEBRA CROSSING RPC 001
16. EXISTING ROAD MARKINGS TO BE REMOVED:
    - 1 NO. BIFURCATION ARROW M 102
    - HATCHED MARKINGS RRM 021 - 12.0M
    - DIVERGE LANE LINE RRM 028 - 4.8M

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	20/12/2024	BD	MW	EH	CONCEPT DESIGN FOR NTA COMMENT
P02	03/04/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LAHINCH ROAD - SHANBALLA (W) PROPOSED BUS STOP GENERAL ARRANGEMENT SHEET 2 OF 2

Date	Scale	Drawn	Checked	Approved
03/04/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	-	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002	2 of 2	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_[UKI]_60693986_NTA_LI3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002.dwg

N

N85 - LAHINCH ROAD

ACHA BHILE

STOP

BUS

BUS

N85 - LAHINCH ROAD

c. 0.064 HECTARES

NOTES:

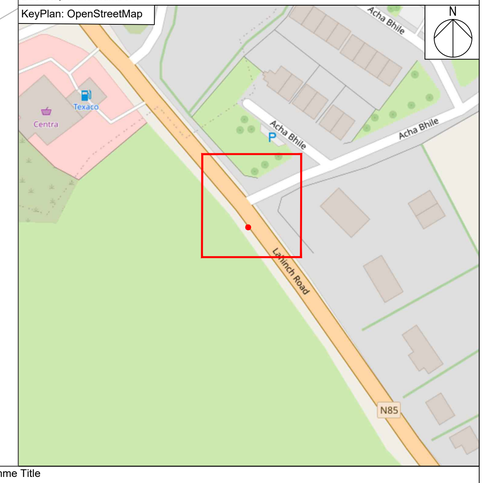
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0003.dwg

Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: **PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES**

Drawing Title: ENNIS TOWN - LAHINCH ROAD - SHANBALLA (W) RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:150 @ A1, 1:300 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	-	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0003	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

N

N85 - LAHINCH ROAD

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. EXISTING GRASS VERGE TO BE REMOVED AND REPLACED WITH NEW HARD STANDING AREA.
2. EXISTING GRASS VERGE TO BE RE-GRADED.
3. PROPOSED CENTRAL TRAFFIC ISLAND TO BE CONSTRUCTED WITH 2 NO. KEEP LEFT BOLLARDS.
4. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
5. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE FRONT OF THE HARD STANDING AREA.
6. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. PROPOSED INSITU KERB - 7.3M
2. PROPOSED HARD STANDING AREA - 28.2M²
3. EXISTING GRASS VERGE TO BE REMOVED - 24.5M²
4. PROPOSED GRASS VERGE RE-GRADING - 17.6M²
5. 2 NO. RETRO-REFLECTIVE BOLLARDS WITH RUS 001 SIGN FACES TO BE INSTALLED.
6. PROPOSED ROAD MARKINGS:
   - BUS CAGE MARKINGS RRM 030 - 15.0M X 3.0M
7. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED HARD STANDING AREA
- PROPOSED GRASS VERGE RE-GRADING
- PROPOSED INSITU KERB
- PROPOSED KEEP LEFT BOLLARD
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING SERVICE COVER
- EXISTING ABOVE GROUND SERVICES
- EXISTING GULLY
- EXISTING TREE TO BE RETAINED
- EXISTING UTILITY POLE
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING LIGHTING COLUMN

FOR PROPOSED LAHINCH ROAD - SHANBALLA (W) BUS STOP AND PROPOSED PEDESTRIAN CROSSINGS, SEE DRAWINGS: PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0001 AND PTSDT-ACM-GEO_GA_0038_043-17-DR-CR-0002

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

CONTRACTOR TO GRADE THE HARD STANDING TO ENSURE A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED TOWARDS THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

EXISTING 160MM KERB TO BE RETAINED.

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT POINT. APPROX. COORDINATES: 52.856147, -9.013868

EXISTING PRIVATE ACCESS

PROPOSED CENTRAL TRAFFIC ISLAND TO BE CONSTRUCTED TO PREVENT OVERTAKING. ISLAND FEATURES 2 NO. RETRO-REFLECTIVE BOLLARDS WITH RUS 001 KEEP LEFT SIGN FACES.

APPROPRIATE MAINTENANCE SCHEME TO BE ADOPTED TO ENSURE EXISTING VEGETATION DOESN'T GROW OUT OVER THE PROPOSED HARD STANDING AREA.

CONTRACTOR TO ENSURE TREES ARE NOT IMPACTED DURING CONSTRUCTION. CONTRACTOR TO PROVIDE TREE ROOT PROTECTION IF NECESSARY AND ESTABLISH REQUIREMENT FOR NO DIG CONSTRUCTION.

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET.
APPROX. COORDINATES: 52.856230, -9.013944
STOP NUMBER – N/A : ROUTE – N/A

EXISTING PRIVATE ACCESS

EXISTING PRIVATE ACCESS

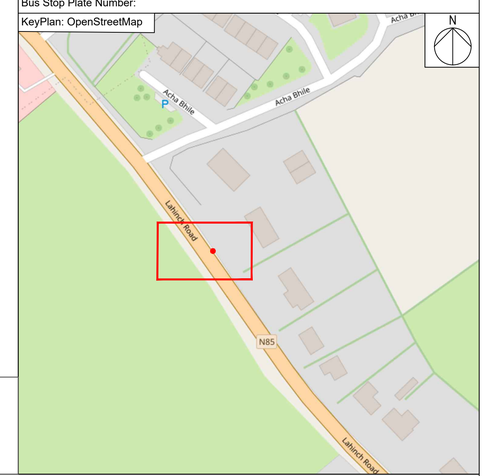
3.30M
2.70M
3.30M
1.50M
3.00M
2.00M
2.10M
2.00M
1.60M
2.80M
1.50M
15.00M
9.00M
3.30M
1.50M
10.40M
0.45M
BUS
BUS

KEY:

- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	20/12/2024	BD	MW	EH	CONCEPT DESIGN FOR NTA COMMENT
P02	03/04/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LAHINCH ROAD - SHANBALLA (E) PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/04/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

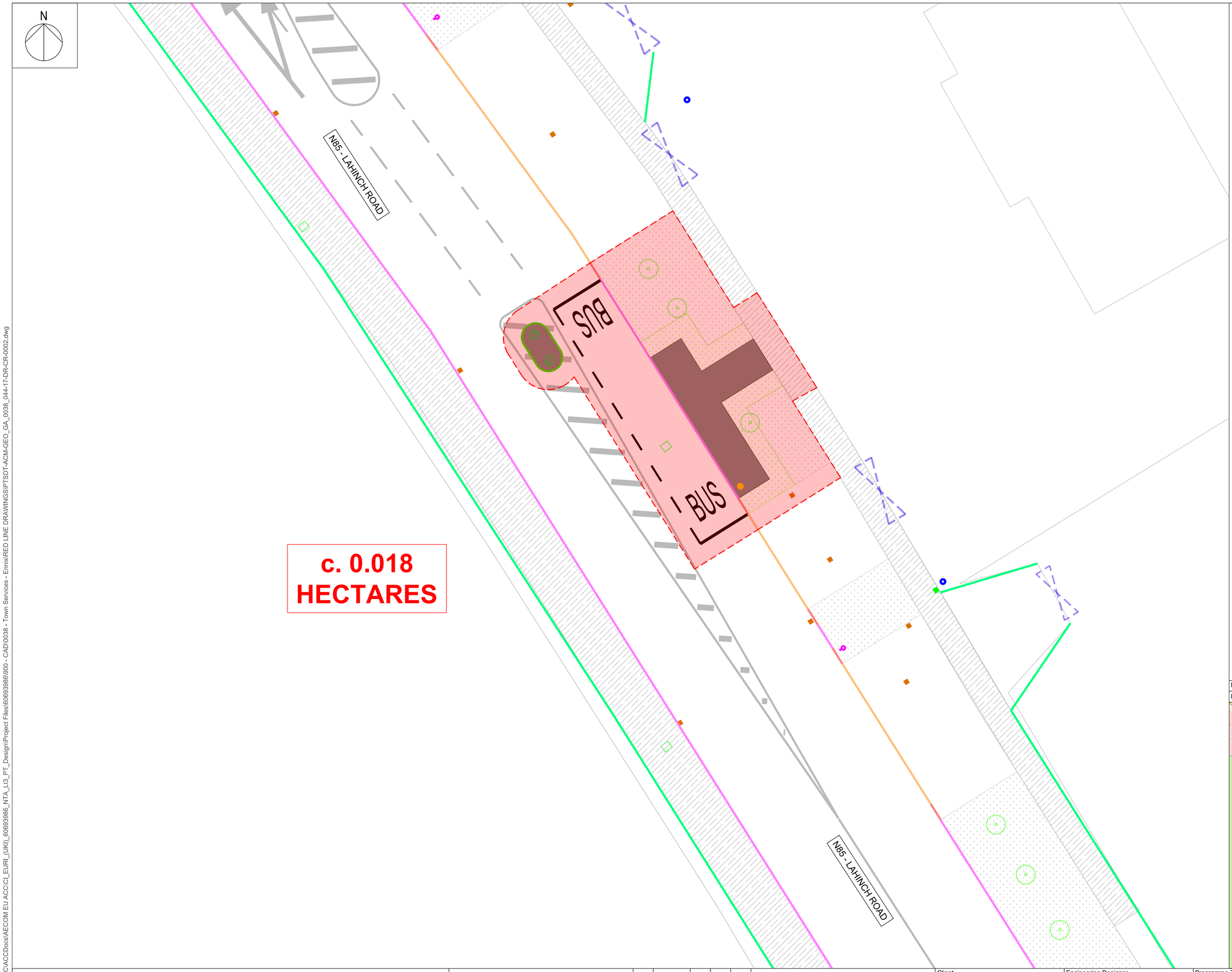
Phase	Route	Stop Number
1	-	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_044-17-DR-CR-0001

Sheet Number: 1 of 1 | Status: S0 | Rev: P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_044-17-DR-CR-0001.dwg



NOTES:

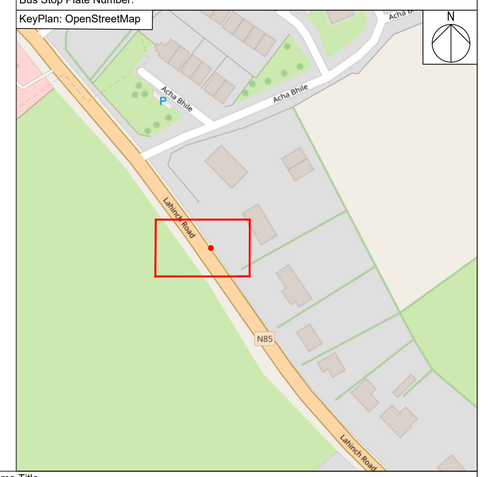
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LAHINCH ROAD - SHANBALLA (E) RED LINE BOUNDARY

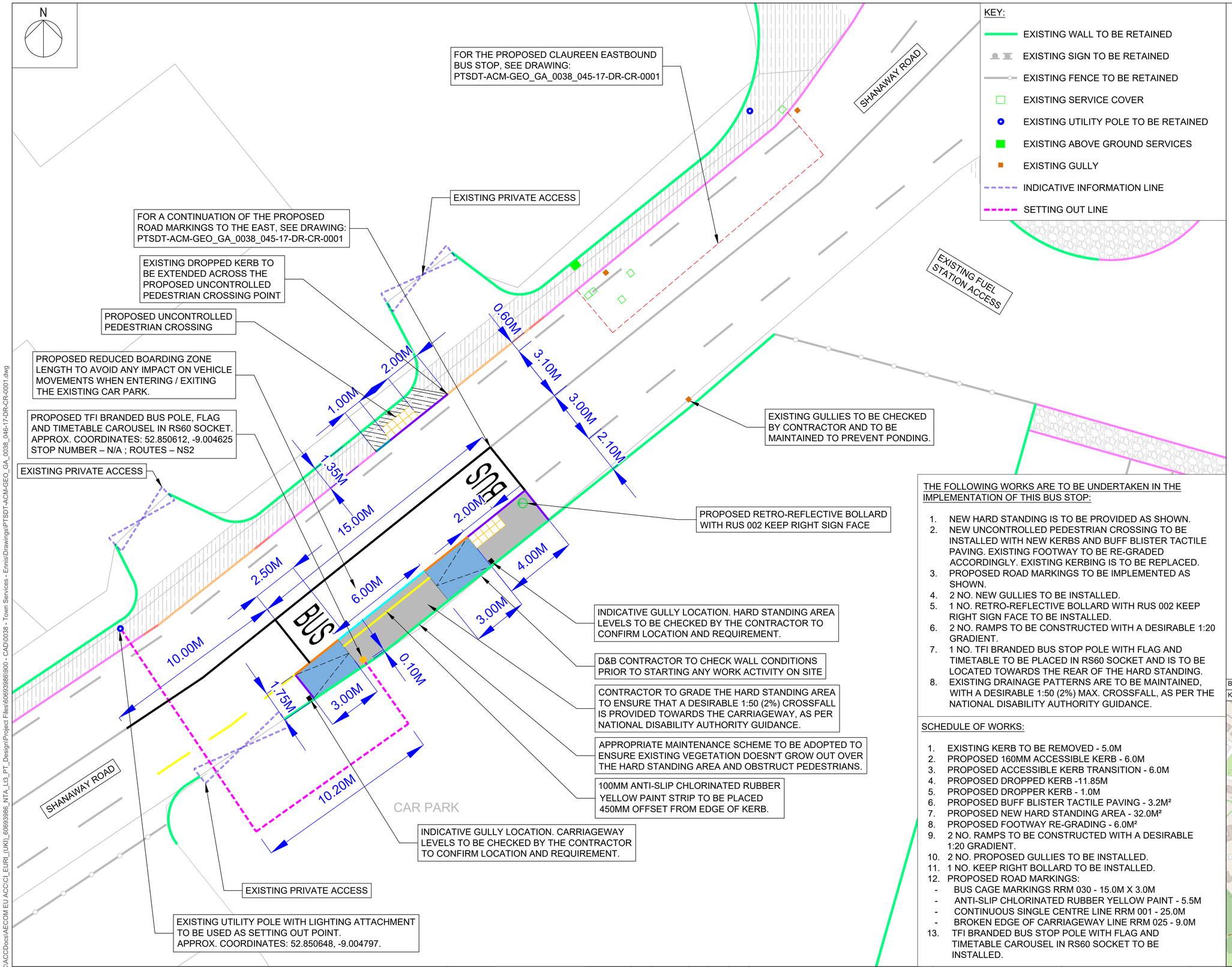
Date	Scale	Drawn	Checked	Approved
26/09/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	-	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_044-17-DR-CR-0002	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Li3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_044-17-DR-CR-0002.dwg



KEY:

- EXISTING WALL TO BE RETAINED
- EXISTING SIGN TO BE RETAINED
- EXISTING FENCE TO BE RETAINED
- EXISTING SERVICE COVER
- EXISTING UTILITY POLE TO BE RETAINED
- EXISTING ABOVE GROUND SERVICES
- EXISTING GULLY
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED HARD STANDING AREA
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED RAMP GRADIENT
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED GULLY
- PROPOSED KEEP RIGHT BOLLARD
- EXISTING FOOTWAY
- EXISTING GRAVEL VERGE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

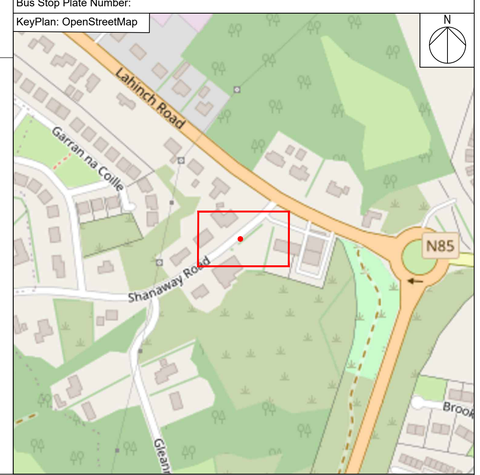
1. NEW HARD STANDING IS TO BE PROVIDED AS SHOWN.
2. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY. EXISTING KERBING IS TO BE REPLACED.
3. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
4. 2 NO. NEW GULLIES TO BE INSTALLED.
5. 1 NO. RETRO-REFLECTIVE BOLLARD WITH RUS 002 KEEP RIGHT SIGN FACE TO BE INSTALLED.
6. 2 NO. RAMPS TO BE CONSTRUCTED WITH A DESIRABLE 1:20 GRADIENT.
7. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE REAR OF THE HARD STANDING.
8. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 5.0M
2. PROPOSED 160MM ACCESSIBLE KERB - 6.0M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 6.0M
4. PROPOSED DROPPED KERB -11.85M
5. PROPOSED DROPPER KERB - 1.0M
6. PROPOSED BUFF BLISTER TACTILE PAVING - 3.2M²
7. PROPOSED NEW HARD STANDING AREA - 32.0M²
8. PROPOSED FOOTWAY RE-GRADING - 6.0M²
9. 2 NO. RAMPS TO BE CONSTRUCTED WITH A DESIRABLE 1:20 GRADIENT.
10. 2 NO. PROPOSED GULLIES TO BE INSTALLED.
11. 1 NO. KEEP RIGHT BOLLARD TO BE INSTALLED.
12. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 15.0M X 3.0M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 5.5M
    - CONTINUOUS SINGLE CENTRE LINE RRM 001 - 25.0M
    - BROKEN EDGE OF CARRIAGEWAY LINE RRM 025 - 9.0M
13. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA COMMENT
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CLAUREEN, WESTBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT

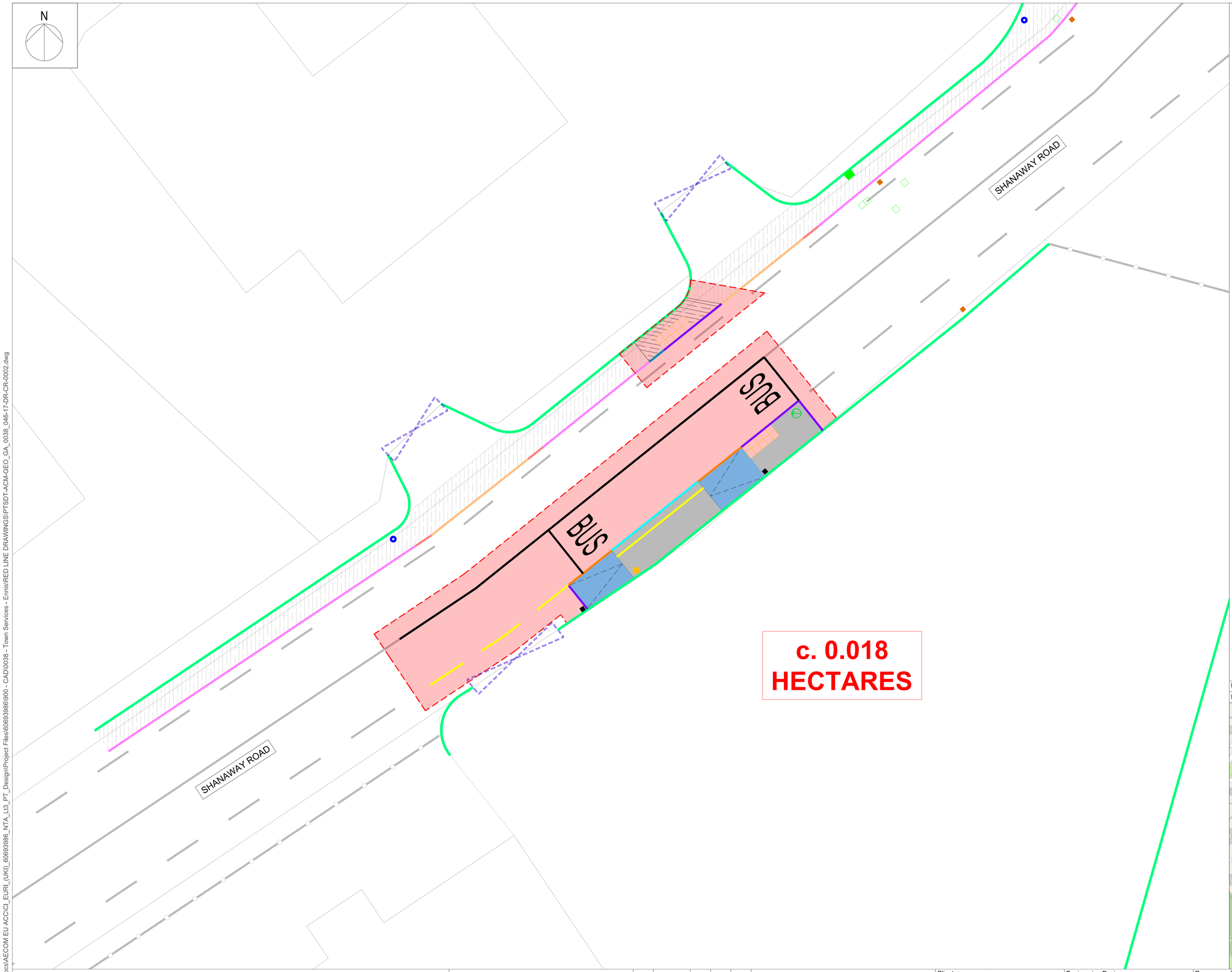
Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_046-17-DR-CR-0001	1 of 1	S0	P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Li3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_046-17-DR-CR-0001.dwg



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

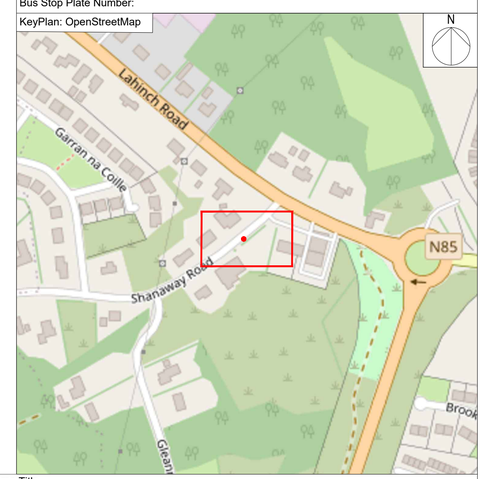
KEY:

PROPOSED RED LINE BOUNDARY

c. 0.018 HECTARES

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



C:\Users\DeightonBUDC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\00038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_046-17-DR-CR-0002.dwg

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	AH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - CLAUREEN, WESTBOUND RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_046-17-DR-CR-0002	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

N

EXISTING PRIVATE ACCESS

INDICATIVE INFORMATION LINE SHOWS THE APPROXIMATE EDGE OF THE FORMAL EDGE OF CARRIAGEWAY SURFACING

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES: 52.843999, -9.021710 STOP NUMBER - N/A ; ROUTES - NS2

D&B CONTRACTOR TO CHECK WALL CONDITIONS PRIOR TO STARTING ANY WORK ACTIVITY ON SITE

APPROPRIATE MAINTENANCE SCHEME TO BE ADOPTED TO ENSURE EXISTING VEGETATION DOESN'T GROW OUT OVER THE HARD STANDING AREA AND OBSTRUCT PEDESTRIANS.

CONTRACTOR TO GRADE THE HARD STANDING TO ENSURE A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED TOWARDS THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

PROPOSED RETRO-REFLECTIVE KEEP-RIGHT BOLLARD

EXISTING PRIVATE ACCESS

EXISTING PRIVATE ACCESS

0.10M
2.50M
2.00M
1.00M
2.40M
3.00M
9.00M
SHB
3.00M
10.00M
1.00M
1.00M
15.00M
3.00M
BUS
10.00M
0.85M
0.40M
3.10M
3.10M
0.40M
SHANAWAY ROAD
SHANAWAY ROAD

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT POINT. APPROX. COORDINATES: 52.843925, -9.021619

PROPOSED CONTINUOUS CENTRELINE ROAD MARKINGS TO PREVENT OVERTAKING

EXISTING PRIVATE ACCESS

FOR THE PROPOSED KILNACALLY WESTBOUND BUS STOP, UNCONTROLLED PEDESTRIAN CROSSING AND A CONTINUATION OF PROPOSED ROAD MARKINGS TO THE WEST, SEE DRAWING: PTSDT-ACM-GEO_GA_0052-17-DR-CR-0001

EXISTING PRIVATE ACCESS

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. NEW HARD STANDING AREA TO BE CONSTRUCTED AS SHOWN.
2. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
3. NEW KERBS TO BE INSTALLED AS SHOWN.
4. 2 NO. RAMPS TO BE CONSTRUCTED WITH A DESIRABLE 1:20 GRADIENT.
5. 1 NO. RETRO-REFLECTIVE BOLLARD WITH RUS 002 KEEP RIGHT SIGN FACE TO BE INSTALLED.
6. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
7. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
8. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE BACK OF THE HARD STANDING AREA.
9. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 4.0M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 6.0M
4. PROPOSED DROPPED KERB - 4.0M
5. PROPOSED DROPPER KERB - 2.0M
6. PROPOSED HARD STANDING AREA - 46.0M²
7. PROPOSED FOOTWAY RE-GRADING - 7.7M²
8. 2 NO. RAMPS TO BE CONSTRUCTED.
9. PROPOSED BUFF BLISTER TACTILE PAVING - 3.2M²
10. 1 NO. KEEP RIGHT BOLLARD TO BE INSTALLED.
11. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 15.0M X 3.0M
    - CONTINUOUS SINGLE CENTRELINE RRM 001 - 35.0M
12. EXISTING ROAD MARKINGS TO BE REMOVED:
    - BROKEN EDGE LINE RRM 025 - 15.0M
13. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

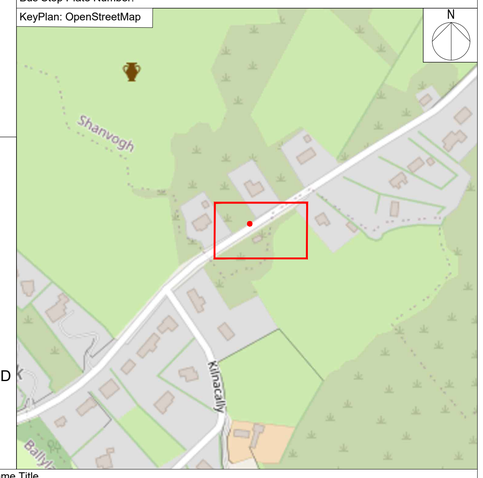
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED KEEP-RIGHT BOLLARD
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED HARD STANDING AREA
- PROPOSED RAMP GRADIENT
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING FENCE TO BE RETAINED

KEY:

- EXISTING SIGNAGE TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING HEDGE TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING PAVED AREA
- EXISTING ROAD MARKINGS TO BE REMOVED
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	05/03/2025	BD	MW	AH	CONCEPT DESIGN RE-ISSUE FOR NTA COMMENT
P03	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P04	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - KILNACALLY, EASTBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_051-17-DR-CR-0001

Sheet Number: 1 of 1

Status: S0

Rev: P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBUDC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_051-17-DR-CR-0001.dwg

N

c. 0.020
HECTARES

BUS

BUS

SHANAWAY ROAD

SHANAWAY ROAD

NOTES:

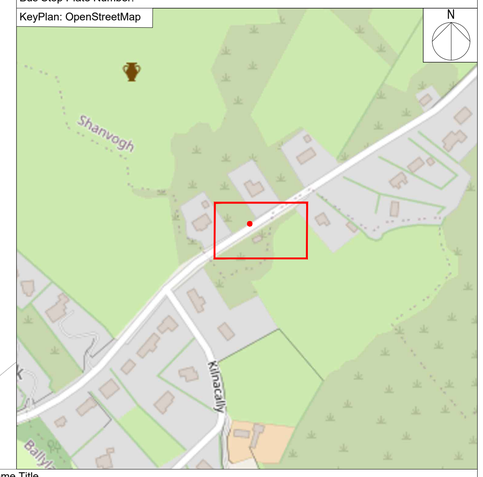
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



C:\Users\DeightonBUDC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_051-17-DR-CR-0002.dwg

Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - KILNACALLY, EASTBOUND
RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_051-17-DR-CR-0002	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

N

PROPOSED TFI BRANDED BUS STOP POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES: 52.846031, -9.017000 STOP NUMBER – N/A ; ROUTES – NS2

CONTRACTOR TO GRADE THE HARD STANDING AREA TO ENSURE THAT A DESIRABLE 1:50 (2%) CROSSFALL TOWARDS THE CARRIAGEWAY IS PROVIDED, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

EXISTING UTILITY POLE TO BE USED AS SETTING OUT REFERENCE POINT. APPROX. COORDINATES: 52.846006, -9.017047

EXISTING W 170 SIGN AND SUPPLEMENTARY P 070 SIGN PLATE TO BE RELOCATED. FINAL LOCATION TO BE AGREED ON SITE.

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB

PROPOSED BUS STOP HARD STANDING AREA IS DESIGNED TO THE NTA STANDARD RURAL BUS STOP DESIGN OPTION 1 - 32110400/NTA/STANDARDRURAL/001

PROPOSED RETRO-REFLECTIVE KEEP RIGHT BOLLARD

POTENTIAL NEW LOCATION FOR THE EXISTING W 170 SIGN AND SUPPLEMENTARY P 070 SIGN PLATE

PROPOSED CONTINUOUS CENTRELINE ROAD MARKING TO PREVENT OVERTAKING.

FOR THE PROPOSED SHANVOGH WESTBOUND BUS STOP AND THE CONTINUATION OF THE PROPOSED ROAD MARKINGS TO THE NORTH, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_055-17-DR-CR-0001

INDICATIVE LOCATIONS OF EXISTING DRAINAGE PIPES

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING. CONTRACTOR TO ENSURE THE PROPOSED CROSSING DOES NOT INTERFERE WITH THE EXISTING DRAINAGE PIPES RUNNING ACROSS THE FOOTWAY.

INDICATIVE LOCATIONS OF EXISTING DRAINAGE PIPE

EXISTING DRIVEWAY

SHANAWAY ROAD

BUS STOP

4.50M 2.50M 1.00M 3.00M 1.00M 0.10M 1.85M 9.00M 2.00M 1.00M 3.00M 18.00M 1.00M 1.00M 1.00M 1.50M 10.00M 0.30M 3.00M 3.10M 0.40M

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. EXISTING KERBING IS TO BE INSTALLED / REPLACED AS SHOWN.
2. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
3. EXISTING GRASS VERGE AREA TO BE REPLACED WITH NEW HARD STANDING AREA AS SHOWN.
4. EXISTING GRASS VERGE TO BE RE-GRADED.
5. 3 NO. RAMPS TO BE CONSTRUCTED.
6. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING. EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
7. 1 NO. RETRO-REFLECTIVE BOLLARD WITH RUS 002 KEEP RIGHT SIGN FACE TO BE INSTALLED.
8. 1 NO. EXISTING W 170 TRAFFIC SIGN WITH SUPPLEMENTARY P 070 SIGN PLATE TO BE RELOCATED.
9. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
10. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE BACK OF THE HARD STANDING AREA.
11. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 4.0M
2. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
3. PROPOSED ACCESSIBLE KERB TRANSITION - 7.0M
4. PROPOSED INSITU KERB - 16.7M
5. PROPOSED DROPPED KERB - 4.0M
6. PROPOSED DROPPER KERB - 5.0M
7. EXISTING GRASS VERGE TO BE REMOVED - 30.0M²
8. PROPOSED HARD STANDING AREA - 30.0M²
9. PROPOSED FOOTWAY RE-GRADING - 3.0M²
10. PROPOSED GRASS VERGE RE-GRADING - 3.2M²
11. PROPOSED BUFF BLISTER TACTILE PAVING - 3.2M²
12. 3 NO. RAMPS TO BE CONSTRUCTED.
13. 1 NO. EXISTING TRAFFIC SIGN TO BE RELOCATED.
14. 1 NO. KEEP RIGHT BOLLARD TO BE INSTALLED.
15. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 18.0M X 3.0M
    - ANTI - SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - CONTINUOUS CENTRE LINE RRM 001 - 28.0M
16. EXISTING ROAD MARKINGS TO BE REMOVED:
    - BROKEN EDGE LINE RRM 025 - 18.0M
17. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

NOTES:

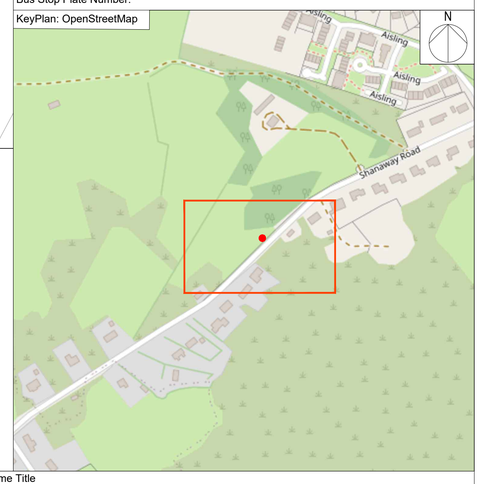
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED KEEP RIGHT BOLLARD
- PROPOSED SIGN
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED RAMP GRADIENT
- PROPOSED HARD STANDING AREA
- PROPOSED GRASS VERGE RE-GRADING
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



KEY:

- EXISTING WALL TO BE RETAINED
- EXISTING FENCE TO BE RETAINED
- EXISTING SIGNAGE TO BE RELOCATED
- EXISTING UTILITY POLE TO BE RETAINED
- EXISTING LIGHTING COLUMN
- EXISTING ROAD MARKINGS TO BE REMOVED
- SETTING OUT LINE
- INDICATIVE INFORMATION LINE

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	14/02/2025	RK	MW	AH	CONCEPT DESIGN FOR NTA REVIEW
P02	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - SHANVOGH, EASTBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name: PTSDT-ACM-GEO_GA_0038_056-17-DR-CR-0001

Sheet Number: 1 of 1

Status: S0

Rev: P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBUDC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_056-17-DR-CR-0001.dwg

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. EXISTING GRASS VERGE TO BE REMOVED AND REPLACED WITH NEW CARRIAGEWAY / FOOTWAY.
2. EXISTING GRASS VERGE TO BE RE-GRADED.
3. NEW FULL DEPTH CARRIAGEWAY CONSTRUCTION AND CARRIAGEWAY RE-SURFACING REQUIRED.
4. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
5. NEW KERBING TO BE INSTALLED AS SHOWN.
6. 1 NO. RAMP TO BE CONSTRUCTED WITH A DESIRABLE 1:20 GRADIENT.
7. NEW PEDESTRIAN GUARDRAIL TO BE INSTALLED.
8. EXISTING BOULDER TO BE REMOVED FROM SITE.
9. THE EXISTING UNCONTROLLED PEDESTRIAN CROSSING IS TO BE CLEARED FROM DEBRIS.
10. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE BACK OF THE FOOTWAY.
11. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. 1 NO. EXISTING BOULDER TO BE REMOVED.
2. EXISTING KERB TO BE REMOVED - 18.4M
3. EXISTING GRASS VERGE TO BE REMOVED - 155.0M²
4. PROPOSED 160MM ACCESSIBLE KERB - 9.0M
5. PROPOSED ACCESSIBLE KERB TRANSITION - 4.0M
6. PROPOSED INSITU KERB - 13.4M
7. PROPOSED FOOTWAY / RE-GRADING - 102.0M²
8. PROPOSED GRASS VERGE RE-GRADING - 65.0M² (TBC)
9. PROPOSED FULL DEPTH CARRIAGEWAY CONSTRUCTION - 100.0M² (TBC)
10. PROPOSED CARRIAGEWAY RE-SURFACING - 80.0M² (TBC)
11. PROPOSED PEDESTRIAN GUARDRAIL - 48.0M
12. 1 NO. RAMP TO BE CONSTRUCTED.
13. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKINGS RRM 030 - 58.0M
    - 2 NO. BUS TEXT MARKINGS RRM 030
    - ANTI - SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - CONTINUOUS EDGE OF CARRIAGEWAY LINE RRM 027 - 31.4M
    - BROKEN EDGE OF CARRIAGEWAY LINE RRM 025 - 58.0M
14. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

N

LIFFEY MILLS

CONTRACTOR TO GRADE THE FOOTWAY TO ENSURE A DESIRABLE 1:50 (2%) CROSSFALL IS PROVIDED AWAY FROM THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

EXISTING FOOTWAY TO BE REALIGNED BEHIND PROPOSED LAYBY

EXISTING BOULDER TO BE REMOVED

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

THE EXISTING UNCONTROLLED CROSSING IS TO BE CLEARED OF DEBRIS / OVERGROWN GRASS VERGE. SEE DRAWING: PTSDT-ACM-GEO_GA_0038_060-17-DR-CR-0001

FOR PROPOSED BALLYMALEY SOUTHBOUND BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_060-17-DR-CR-0001

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET. APPROX. COORDINATES: 52.873116, -8.964461 STOP NUMBER - N/A; ROUTES - NS1

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB

SOUTH/WESTERN END OF THE PROPOSED LAYBY TO BE MARKED BY RRM 027 CONTINUOUS EDGE OF CARRIAGEWAY LINE FOR DRAINAGE PURPOSES, AS OPPOSED TO THE INSTALLATION OF NEW KERBS.

EXISTING VERGE TO BE RE-GRADED TO TIE INTO PROPOSED LAYOUT. VERGE MUST BE GRADED TO FALL AWAY FROM THE FOOTWAY / CARRIAGEWAY. FINAL EXTENTS OF RE-GRADING TBC.

PROPOSED PEDESTRIAN GUARDRAIL

EXISTING LIGHTING COLUMN TO BE USED AS SETTING OUT REFERENCE POINT. APPROX. COORDINATES: 52.872923, -8.964464

CARRIAGEWAY TO BE RE-SURFACED TO TIE INTO THE AREA OF NEW CARRIAGEWAY CONSTRUCTION FOR THE LAYBY. EXISTING RRM 025 BROKEN EDGE OF CARRIAGEWAY ROAD MARKINGS TO BE REINSTATED.

CONTRACTOR TO GRADE THE CARRIAGEWAY TO ENSURE A DESIRABLE 1:40 (2.5%) CROSSFALL IS PROVIDED TOWARDS THE GRASS VERGE, AS PER DMURS.

APPROXIMATE LOCATION OF EXISTING LOW POINT. SURFACE WATER TO DRAIN ALONG THE CARRIAGEWAY TO THIS POINT AND FLOW OVER THE PROPOSED FOOTWAY INTO THE EXISTING GRASS VERGE AREA / SOAKAWAY AREA. LEVELS AND DRAINAGE TO BE CONFIRMED BY THE D&B CONTRACTOR.

PROPOSED FOOTWAY LEVELS TO TIE IN TO THE EXISTING CARRIAGEWAY SHOULDER.

2.00M
2.00M
10.00M
2.50M
7.00M
0.10M
1.00M
1.00M
12.00M
9.00M
3.00M
19.00M
3.20M
33.00M
2.00M
3.50M
3.90M
13.00M
R458
R458
BUS
STOP

KEY:

- EXISTING GULLY
- EXISTING KERB TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED FOOTWAY / RE-GRADING
- PROPOSED GRASS VERGE RE-GRADING
- PROPOSED CARRIAGEWAY (FULL DEPTH CONSTRUCTION)
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- PROPOSED INSITU KERB
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED PEDESTRIAN GUARDRAIL
- PROPOSED RAMP GRADIENT
- EXISTING KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING GRASS VERGE
- EXISTING LIGHTING COLUMN
- EXISTING SIGNAGE TO BE RETAINED

Bus Stop Plate Number:

KeyPlan: OpenStreetMap

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	20/12/2024	BD	MW	EH	CONCEPT DESIGN FOR NTA REVIEW
P02	06/01/2025	BD	MW	AH	CONCEPT RE-DESIGN FOR NTA COMMENT
P03	21/03/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P04	03/10/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA — Údarás Náisiúnta Iompair, National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - BALLYMALEY, NORTHBOUND PROPOSED BUS STOP GENERAL ARRANGEMENT

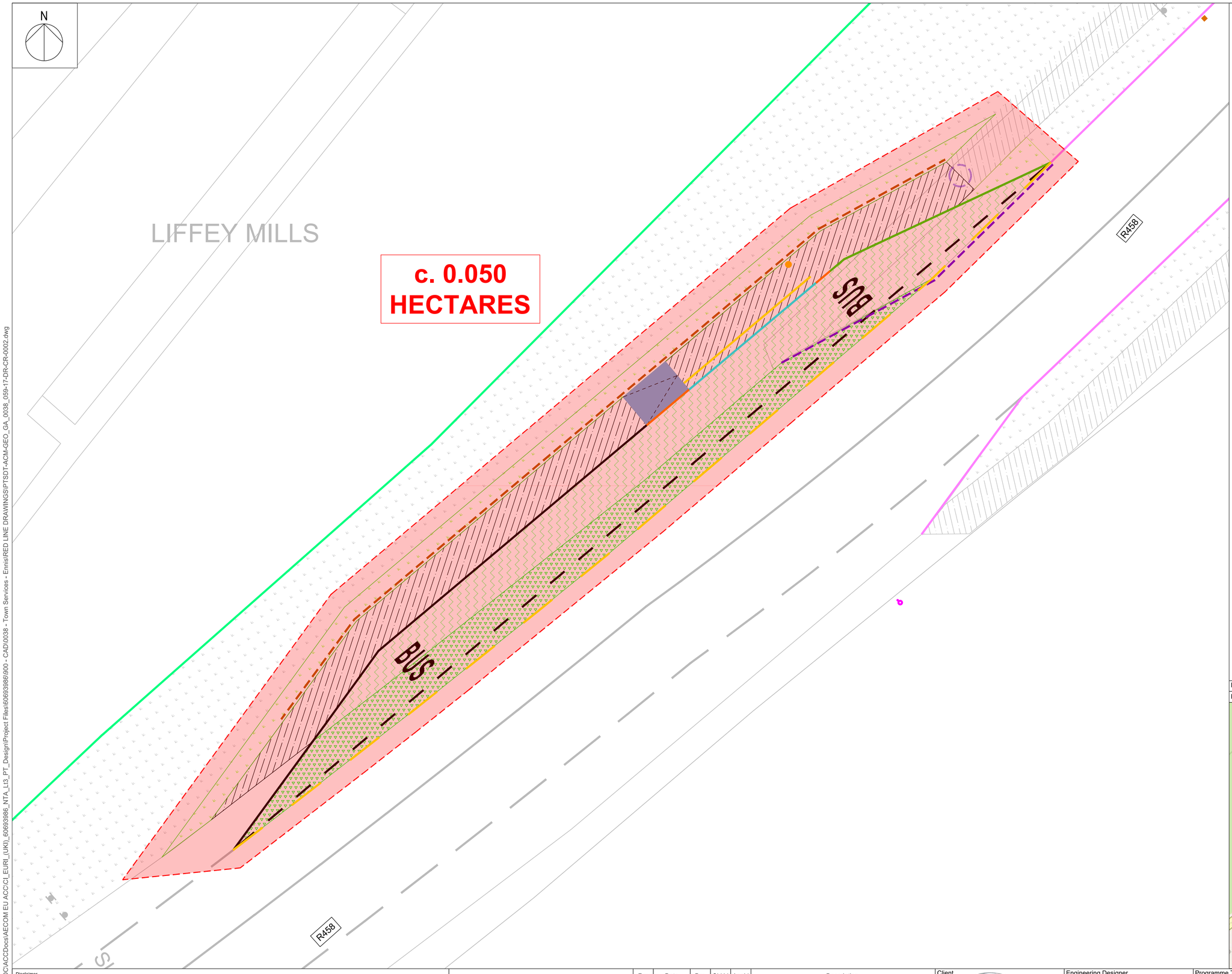
Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS1	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_059-17-DR-CR-0001	1 of 1	S0	P04

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DCACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_LI3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - EnnisDrawings\PTSDT-ACM-GEO_GA_0038_059-17-DR-CR-0001.dwg



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap

Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - BALLYMALEY, NORTHBOUND RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:100 @ A1, 1:200 @ A3	RK	MW	EH

Phase	Route	Stop Number	Drawing File Name	Sheet Number	Status	Rev
1	NS1	-	PTSDT-ACM-GEO_GA_0038_059-17-DR-CR-0002	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DOCACCDocs\AECOM EU ACC\CI_EUR_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_059-17-DR-CR-0002.dwg

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. PROPOSED RED CYCLE TRACK SURFACING TO BE IMPLEMENTED AS SHOWN.
2. NEW UNCONTROLLED PEDESTRIAN CROSSING TO BE INSTALLED WITH NEW KERBS AND BUFF BLISTER TACTILE PAVING, EXISTING FOOTWAY TO BE RE-GRADED ACCORDINGLY.
3. EXISTING CYCLE TRACK SEGREGATION ISLAND TO BE REALIGNED AND RE-SURFACED TO MATCH THE EXISTING FOOTWAY.
4. EXISTING KERBS TO BE REPLACED AS SHOWN.
5. NEW RED BLISTER TACTILE PAVING IS TO BE INSTALLED AS SHOWN.
6. 2 NO. RAMPS TO BE CONSTRUCTED WITH DESIRABLE 1:20 GRADIENT.
7. NEW GULLIES TO BE INSTALLED ON THE CYCLE TRACK.
8. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
9. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED BEHIND THE CYCLEWAY.
10. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

SCHEDULE OF WORKS:

1. EXISTING KERB TO BE REMOVED - 43.8M
2. PROPOSED INSITU KERB - 17.9M
3. PROPOSED DROPPED KERB - 25.4M
4. PROPOSED DROPPER KERB - 2.0M
5. PROPOSED HARD STANDING AREA - 27.0M²
6. 2 NO. RAMPS TO BE CONSTRUCTED WITH DESIRABLE 1:20 GRADIENT.
7. 2 NO. CYCLE FRIENDLY GULLIES TO BE INSTALLED.
8. PROPOSED RED CYCLE TRACK SURFACING - 62.0M²
9. PROPOSED RED BLISTER TACTILE PAVING - 11.0M²
10. PROPOSED BUFF BLISTER TACTILE PAVING - 5.2M²
11. PROPOSED FOOTWAY TO BE RE-GRADED - 41.7M²
12. PROPOSED ROAD MARKINGS:
    - BUS CAGE MARKING RRM 030 - 18.0M X 3.0M
    - ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.0M
    - 3 NO. CYCLE SYMBOL M 116
    - 1 NO. CYCLE TRACK YIELD MARKING M 115C
    - 1 NO. CYCLE TRACK SLOW MARKING M 106C
    - BROKEN EDGE OF CYCLE TRACK LINE RRM 023 - 20.5M
    - ZEBRA CROSSING ON A CYCLE TRACK RPC 001B - 8.0M
13. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

N

EXISTING PRIVATE ACCESS

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING

INDICATIVE CYCLE FRIENDLY GULLY LOCATION. CYCLE TRACK LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.

TWO ZEBRA CROSSING STRIPES TO BE PROVIDED ACROSS CYCLE TRACK WITH WIDTHS OF 350MM, GAPS OF 300MM BETWEEN STRIPES AND GAPS OF 300MM TO THE EDGES OF THE CROSSING, AS PER ROAD MARKING RPC 001B.

PEDESTRIAN PRIORITY OVER CYCLE TRACK. CROSSING AREA TO BE FLUSH WITH FOOTWAY AND PEDESTRIAN ISLAND.

PROPOSED DESIGN FOLLOWS THE TL202 LAYOUT FROM THE NTA CYCLE DESIGN MANUAL, WITH THE INCLUSION OF RED BLISTER TACTILE PAVING.

D&B CONTRACTOR TO CHECK THE CONDITION OF THE WALL ALONG THE FOOTWAY BEFORE STARTING ANY WORK ON SITE

EXISTING ISLAND TO BE REALIGNED FROM WHEN THE EXISTING WIDTH REACHES 1.0M. EXACT LOCATION TO BE CONFIRMED ON SITE.

INDICATIVE CYCLE FRIENDLY GULLY LOCATION. CYCLE TRACK LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENT.

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET.
APPROX. COORDINATES: 52.830727, -8.987159
STOP NUMBER - N/A; ROUTES - NS2

CONTRACTOR TO ENSURE THAT A CONSTANT 1:50 (2%) CROSSFALL IS PROVIDED TOWARDS THE CARRIAGEWAY OVER THE PEDESTRIAN CROSSING, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE. CONTRACTOR TO CHECK LEVELS ON SITE.

1.0M WIDE PEDESTRIAN BUFFER ZONE TO BE PROVIDED

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB

EXISTING LIGHTING COLUMN TO BE USED FOR SETTING OUT POINT.
APPROX. COORDINATES: 52.830590, -8.987084

FOR THE PROPOSED COLLEGE GREEN WESTBOUND BUS STOP, SEE DRAWING: PTSDT-ACM-GEO_GA_0038_064-17-DR-CR-0001

COLLEGE GREEN

ST. FLANNAN'S DRIVE

STOP

SLOW

BUS

1.60M
1.00M
2.50M
8.00M
10.00M
2.50M
2.00M
1.90M
3.00M
1.00M
7.00M
18.00M
2.60M
1.60M
1.00M
1.00M
9.40M

KEY:

- EXISTING GRAVEL VERGE
- EXISTING GRASS VERGE
- EXISTING KEEP RIGHT BOLLARD
- EXISTING KERB TO BE REMOVED
- EXISTING ARMADILLO
- EXISTING LIGHTING COLUMN
- SETTING OUT LINE

NOTES:

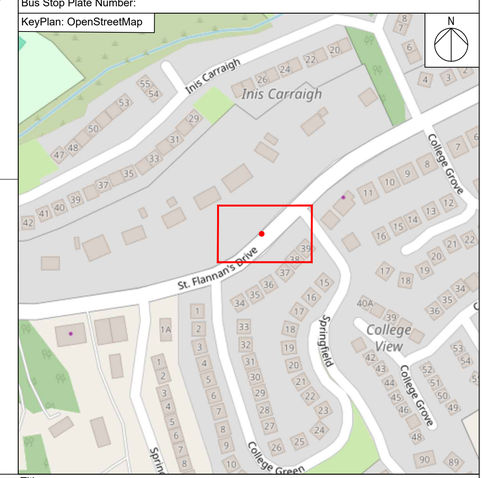
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE.
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLEWAY TO BE MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED RED CYCLE TRACK SURFACING
- PROPOSED INSITU KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED HARD STANDING AREA
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED RED BLISTER TACTILE PAVING
- PROPOSED BUFF BLISTER TACTILE PAVING
- PROPOSED RAMP GRADIENT (WITH RED CYCLE TRACK SURFACING)
- PROPOSED GULLY
- EXISTING KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING CYCLEWAY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	12/03/2025	UV	MW	AH	CONCEPT DESIGN NTA COMMENT
P02	28/03/2025	UV	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P03	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - COLLEGE GREEN, EASTBOUND
PROPOSED BUS STOP
GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_065-17-DR-CR-0001	1 of 1	S0	P03

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EU\RI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_065-17-DR-CR-0001.dwg

N

c. 0.033
HECTARES

BUS

BUS

SLOW

COLLEGE GREEN

ST. FLANNAN'S DRIVE

STOP

COLLEGE GREEN

36

NOTES:

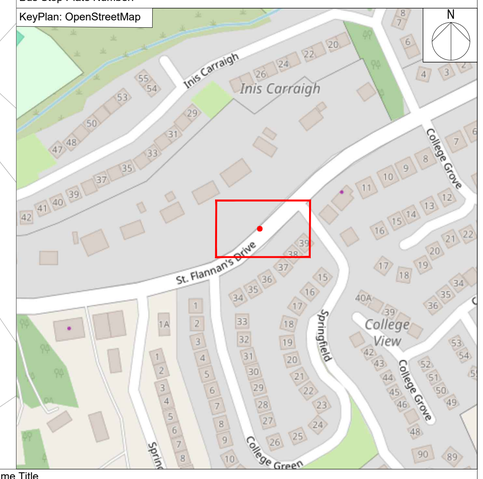
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040
Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN
P02	03/10/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - COLLEGE GREEN, EASTBOUND
RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
03/10/2025	1:100 @ A1 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_065-17-DR-CR-0002	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\DeightonBIDC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_LI3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_065-17-DR-CR-0002.dwg

CONTRACTOR TO RE-GRADE THE FOOTWAY AND ENSURE THAT EXISTING DRAINAGE PATTERNS ARE MAINTAINED WITH A DESIRABLE 1:50 (2%) CROSSFALL TOWARDS THE CARRIAGEWAY, AS PER NATIONAL DISABILITY AUTHORITY GUIDANCE.

INDICATIVE PROPOSED GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENTS.

CONTRACTOR TO RE-SURFACE APPROX. 300MM STRIP OF EXISTING CARRIAGEWAY TO TIE IN TO AREA OF NEW CARRIAGEWAY CONSTRUCTION AS PER 'TII CC-SCD-00704'. FINAL EXTENTS TO BE DETERMINED BY THE CONTRACTOR.

CONTRACTOR TO CHECK THE CONDITION OF THE WALL PRIOR TO STARTING ANY WORK ON SITE.

100MM ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT STRIP TO BE PLACED 450MM OFFSET FROM EDGE OF KERB.

PROPOSED TFI BRANDED BUS POLE, FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET.
APPROX. COORDINATES: 52.850294, -8.999358
STOP NUMBER – N/A : ROUTE – NS2

EXISTING DROPPED KERBS FEATURE A SUBSTANDARD UPSTAND. THE EXISTING DROPPED / DROPPER KERBS ARE TO BE REPLACED TO ENSURE A MAXIMUM 6MM UPSTAND IS PROVIDED OVER THE EXISTING CROSSING POINTS. TACTILE PAVING MAY NEED TO BE ADJUSTED TO SUIT NEW KERB LEVELS.

EXISTING SERVICE POLE, WITH LIGHTING TO BE USED AS SETTING OUT POINT.
APPROX. COORDINATES: 52.850287, -8.999256

EXACT LOCATION OF EXISTING ABOVE GROUND SERVICES AND OTHER STREET FURNITURE TO BE CONFIRMED BY D&B CONTRACTOR THROUGH SITE SURVEY.

DROMARD

DRUMCLIFFE ROAD

R352 - LAHINCH ROAD

7.50M
13.00M
6.00M
1.00M
9.00M
0.10M
6.70M
1.00M
1.00M
2.30M
2.90M
3.00M
R82.00M
R82.00M
18.00M
3.30M
2.50M
42.50M
12.00M
STOP
BUS

VISIBILITY HAS BEEN CHECKED AGAINST A 50KPH BUS ROUTE IN DMURS (49M) FOR THE DRIVER TO OBSERVE BACKWARDS THROUGH THEIR WING MIRROR WHEN EXITING FROM THE LAYBY. VISIBILITY TO THE NEARSIDE KERB LINE WOULD BE OBSTRUCTED BY THE BUS ITSELF, BUT VISIBILITY WOULD BE SUFFICIENT TO THE CENTRE OF THE EASTBOUND LANE BEFORE THE BUS EXITS THE EXTENTS OF THE BUS CAGE MARKINGS.

EXISTING GULLIES TO BE CHECKED BY CONTRACTOR AND TO BE MAINTAINED TO PREVENT PONDING.

INDICATIVE PROPOSED GULLY LOCATION. CARRIAGEWAY LEVELS TO BE CHECKED BY THE CONTRACTOR TO CONFIRM LOCATION AND REQUIREMENTS.

POTENTIALLY SUBSTANDARD VISIBILITY MAY BE REALISED TO THE EXISTING W 042 TRAFFIC SIGNALS AHEAD WARNING SIGN WHILST A BUS IS STATIONARY.

SUBSTANDARD VISIBILITY WOULD BE REALISED TO THE WEST ALONG THE R352 FOR VEHICLES EXITING DRUMCLIFFE ROAD IN ACCORDANCE WITH A 50KPH BUS ROUTE IN DMURS (49M), WHILST A BUS IS STATIONARY. VISIBILITY WOULD BE SUFFICIENT TO THE CENTRE OF THE EASTBOUND LANE.

EXISTING SIGNAL POLE TO BE REPAIRED AS THE 'RED MAN' IS NOT OPERATIONAL AT THE EXISTING PUFFIN CROSSING LOCATED APPROX. 70M EAST OF THE PROPOSED LAYBY.

NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. CO-ORDINATES SHOWN ON DRAWINGS REFERENCE DECIMAL DEGREES LATITUDE/LONGITUDE .
4. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
5. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
6. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
7. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
8. INDICATIVE ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
9. ANY VEGETATION OVERHANGING FOOTWAY OR CYCLE TRACK TO BE APPROPRIATELY MAINTAINED BY THE LOCAL AUTHORITY TO PREVENT OBSTRUCTIONS.

KEY:

- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PROPOSED BUS STOP POLE
- PROPOSED 160MM ACCESSIBLE KERB
- PROPOSED ACCESSIBLE KERB TRANSITION
- PROPOSED INSITU KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED GULLY
- PROPOSED FOOTWAY RE-GRADING
- PROPOSED CARRIAGEWAY (FULL DEPTH CONSTRUCTION)
- PROPOSED CARRIAGEWAY (RE-SURFACING)
- PROPOSED GRASS VERGE RE-GRADING
- EXISTING KERB TO BE RETAINED
- EXISTING DROPPED KERB TO BE RETAINED
- EXISTING DROPPER KERB TO BE RETAINED
- EXISTING WALL TO BE RETAINED

KEY:

- EXISTING GRASS VERGE
- EXISTING FOOTWAY
- EXISTING SHARED USE AREA
- EXISTING CYCLE TRACK SURFACING
- EXISTING BUFF BLISTER TACTILE PAVING
- EXISTING GULLY
- EXISTING TREE
- EXISTING LIGHTING COLUMN
- EXISTING UTILITY POLE
- EXISTING SIGNAGE TO BE RETAINED
- EXISTING ABOVE GROUND SERVICES
- EXISTING SERVICE COVER
- EXISTING TREE TO BE REMOVED
- EXISTING KERBLINE TO BE REMOVED
- INDICATIVE INFORMATION LINE
- SETTING OUT LINE

SCHEDULE OF WORKS:

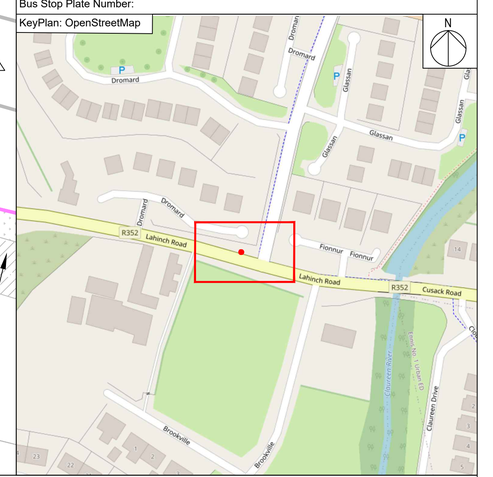
1. PROPOSED 160MM ACCESSIBLE KERB - 9.00M
2. PROPOSED ACCESSIBLE KERB TRANSITION - 2.00M
3. PROPOSED INSITU KERB - 32.50M
4. PROPOSED DROPPED KERBING - 2.50M
5. PROPOSED DROPPER KERBING - 4.00M
6. PROPOSED FOOTWAY RE-GRADING - 42.90M²
7. PROPOSED FULL DEPTH CARRIAGEWAY CONSTRUCTION - 71.35M² (TBC)
8. PROPOSED CARRIAGEWAY RE-SURFACING - 12.95M² (TBC)
9. PROPOSED GRASS VERGE RE-GRADING - 17.15M²
10. 2 NO. PROPOSED GULLY TO BE INSTALLED
11. 1 NO. EXISTING TREE TO BE REMOVED
12. EXISTING KERB TO BE REMOVED - 47.60M
13. PROPOSED ROAD MARKINGS:
- BUS CAGE RRM 030 - 43.00M X 3.30M (VARIES)
- CONTINUOUS SINGLE CENTRE LINE RRM 001 - 41.20M
- BROKEN EDGE OF CARRIAGEWAY LINE RRM 025 - 50.50M
- LANE GUIDANCE LINE RRM 003C - 6.00M
- ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT - 9.00M
14. EXISTING ROAD MARKINGS TO BE REMOVED:
- HATCH MARKINGS RRM 021 - 16.10M²
- LANE GUIDANCE LINE RRM 003C - 6.00M
15. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE CAROUSEL IN RS60 SOCKET TO BE INSTALLED.

THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE IMPLEMENTATION OF THIS BUS STOP:

1. THE EXISTING FOOTWAY IS TO BE RE-GRADED THROUGHOUT THE BOARDING ZONE EXTENTS.
2. EXISTING KERBING IS TO BE REPLACED / REMOVED AS SHOWN.
3. NEW KERBING IS TO BE INSTALLED AS SHOWN.
4. EXISTING GRASS VERGE IS TO BE REMOVED TO FACILITATE NEW LAYBY STOP, WITH FULL DEPTH CARRIAGEWAY CONSTRUCTION.
5. AREA OF EXISTING CARRIAGEWAY RE-SURFACING IS TO BE IMPLEMENTED ALONG THE EXTENTS OF THE NEW FULL DEPTH CARRIAGEWAY CONSTRUCTION.
6. 2 NO. GULLIES TO BE IMPLEMENTED AS SHOWN.
7. 1 NO. EXISTING TREE TO BE REMOVED AS SHOWN/
8. PROPOSED ROAD MARKINGS TO BE IMPLEMENTED AS SHOWN.
9. EXISTING ROAD MARKINGS TO BE REMOVED AS SHOWN.
10. EXISTING TRAFFIC SIGNAL / PUSH BUTTON POLE TO BE REPAIRED.
11. 1 NO. TFI BRANDED BUS STOP POLE WITH FLAG AND TIMETABLE TO BE PLACED IN RS60 SOCKET AND IS TO BE LOCATED TOWARDS THE REAR OF THE FOOTWAY.
12. EXISTING DRAINAGE PATTERNS ARE TO BE MAINTAINED, WITH A DESIRABLE 1:50 (2%) MAX. CROSSFALL, AS PER THE NATIONAL DISABILITY AUTHORITY GUIDANCE.

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	17/07/2025	BD	MW	AH	CONCEPT DESIGN FOR NTA COMMENT
P02	18/08/2025	BD	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LAHINCH ROAD TERMINUS PROPOSED BUS STOP GENERAL ARRANGEMENT

Date	Scale	Drawn	Checked	Approved
18/08/2025	1:100 @ A1, 1:200 @ A3	BD	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_079-17-DR-CR-0001	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURL_(UKI)_60693986_NTA_Ltd_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\Drawings\PTSDT-ACM-GEO_GA_0038_079-17-DR-CR-0001.dwg

N

6

7

DROMARD

R352 - LAHINCH ROAD

BUS

BUS

DRUMCLIFFE ROAD

STOP

R352 - LAHINCH ROAD

c. 0.061 HECTARES

NOTES:

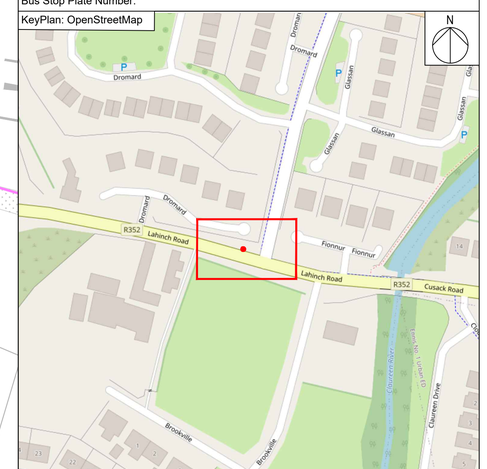
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.

KEY:

PROPOSED RED LINE BOUNDARY

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	26/09/2025	RK	MW	EH	ISSUE FOR PRELIMINARY DESIGN

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ENNIS TOWN - LAHINCH ROAD TERMINUS RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
26/09/2025	1:150 @ A1 1:300 @ A3	RK	MW	EH

Phase	Route	Stop Number
1	NS2	-

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0038_079-17-DR-CR-0002	1 of 1	S0	P01

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\marc.wolstenholme\DC\ACCDocs\AECOM EU ACC\CI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986\900 - CAD\0038 - Town Services - Ennis\RED LINE DRAWINGS\PTSDT-ACM-GEO_GA_0038_079-17-DR-CR-0002.dwg