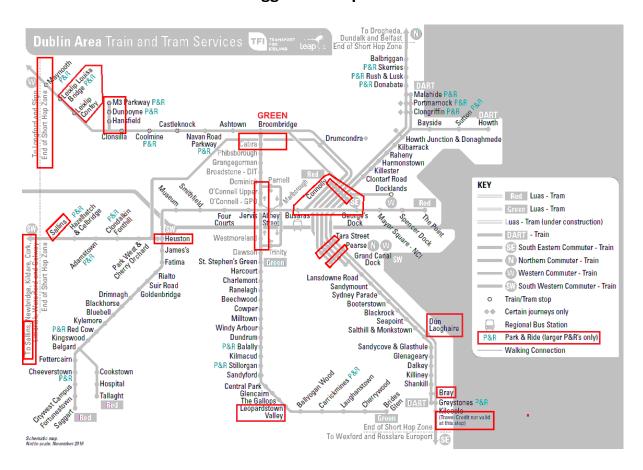
## Dublin Area Train and Tram Services Map Suggested Map Edits



- 1. Kilcock will be added to the Short Hop Zone during 2017 space needed on map.
- 2. When Luas Cross City opens (end 2017), add "Green" 'box' at Broombridge.
- 3. Clonsilla to M3 Parkway could do with the direction of traffic being better indicated (M3 Parkway to city, never M3 Parkway to Maynooth) increase radius of curve and see the way that Y-junctions are shown on London Underground map <a href="http://content.tfl.gov.uk/standard-tube-map.pdf">http://content.tfl.gov.uk/standard-tube-map.pdf</a> The Clonsilla junction could be shown as being at Clonsilla.
- 4. Adding vertical space between Hansfield and Clonsilla may also be useful, as the stations from Coolmine to Broombridge could then be moved to the left.
- 5. It might be useful to show extra space between Cabra and Broombridge. Note that Broombridge is further west than Heuston and the line from Heuston to Connolly does not pass Broombridge.
- 6. "Sallins" is officially "Sallins & Naas".
- 7. "Leixlip Confey" and "Leixlip Louisa Bridge" are officially "Leixlip (Confey)" and "Leixlip (Louisa Bridge)" respectively.
- "Bray" and "Dún Laoghaire" are officially "Bray (Daly)" and "Dun Laoghaire (Mallin)" respectively.
- 9. Line-wrapping "Leopardstown Valley" and "Dún Laoghaire" seems unconventional someone might think there is a stop called "Valley". Not such a problem with double-barrelled names.
- 10. "To Sallins, Newbridge ..." delete Sallins from this list as Sallins is now on map. Consider including Tralee and Westport to list.

- 11. How should the dual names Heuston Station / Heuston and Connolly Station / Connolly be handled? While the existing isn't bad, it might be useful to emphasise these locations.
- 12. Should the walking distance for O'Connell GPO to Abbey Street to Marlborough be indicated (100 metres each leg, 200 metres total)?
- 13. George's Dock & Connolly and Busáras & Connolly are within walking distance of each other. It may be useful to show these as a walking connection, as westbound passengers will find it as easy to walk to Connolly from George's Dock as it is from Busáras (slightly longer walk, but quicker and no major street to cross) and evening Luas services do not serve Connolly.
- 14. On Luas Cross City, the presumed dominant flow will be from Broombridge to Sandyford and back, not Parnell to Sandyford and back (such service may operate at times). The junction curves should reflect this. Alternatively, show a three-way curve at O'Connell Upper-Dominick-Parnell.
- 15. Kilcoole "Travel Credit not valid at this stop" this may be confusing, as people may not understand it refers to Leap Card.
- 16. "Park & Ride (larger P&R's only)" what is the criteria for "larger", what of Clontarf Road, Booterstown, Sallins & Naas, Tallaght, Fortunestown, etc.?
- 17. Ideally, all names should be readable from the bottom or the right edge. Some, e.g. Museum, Smithfield are not, although it is difficult to see how this could be corrected.
- 18. Can Connolly, Tara Street and Pearse (and other interchanges) be shown more simply, e.g. a single oval?
- 19. Sandyford has a different stop icon to other stops.
- 20. Reverse order of Western Commuter and South Western Commuter from Tara Street to west of Drumcondra. This would allow Tara Street be shown horizontally, next to the Liffey.
- 21. While geophysically incorrect, show the Docklands line on top of the other lines (like the Luas Red Line is shown above those lines). Current layout makes it harder to read.
- 22. Where lines cross each other of the Liffey, the line is bolded. Is this necessary? It looks off at some scales / resolutions at Abbey Street, Tara Street to Connolly and Heuston.

