4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4A Greenhills to City Centre Core Bus Corridor Preferred Route Option Brochure -March 2020

Clondalkin to Drimnagh Core Bus Corridor Preferred Route Option Brochure -March 2020

- English
- Irish Cover



Greenhills to City Centre

9

Core Bus Corridor Preferred Route

Public Consultation
March 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



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1. Introduction

1.1 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation on initial proposals for the Emerging Preferred Routes of sixteen Core Bus Corridors across the Greater Dublin Area (GDA). During this consultation phase thirteen thousand submissions were received in total. A Consultation Submissions Report for each corridor is available to view and download on our website www.busconnects.ie.

All of the submissions were reviewed and considered as part of the design preparation for the Preferred Route for each corridor. We have amended our initial proposals to address some of the issues raised in submissions, including incorporating suggestions and recommendations from local residents, community groups and stakeholders. We are now publishing the Preferred Routes for sixteen Core Bus Corridors and commencing a second round of public consultation.

This document is one of a series of sixteen, each dedicated to a single Core Bus Corridor. The document provides a written description of the Preferred Route from start to finish with supporting maps and includes information on revisions made, if any, from the initial emerging preferred route.

The original brochures detailing each Emerging Preferred Route, published last year, are available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning application.

1.2 What is BusConnects?

BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. It is included within the following Government policy strategies:

- The National Development Plan 2018 - 2027;
- Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- The Climate Action Plan 2019.



Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is designed to provide a better, more reliable and more efficient bus service for everyone.

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable

200km of cycle lanes/tracks

Transitioning to a new
low emissions bus fleet

State of the art
ticketing system

Cashless payment system

Simpler fare structure

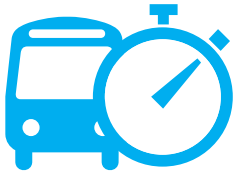
New Park & Ride
sites in key locations

New bus livery
providing a common style across all operators

New bus stops and shelters
with better signage and information

Dublin area bus network redesign
creating a more efficient network with high frequency spines, new orbital routes and increased bus services

1.3 What are the benefits of this project?



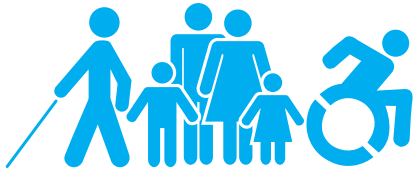
Journey Time Savings -

This project will deliver journey time savings of up to 40-50% on corridors. Dedicated bus and cycle lanes can significantly increase bus travel speeds and reliability.



Building a sustainable city and addressing climate change -

Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution.



Accessibility for all -

More bus shelters, with seating where possible, new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all, including the elderly and mobility impaired.



Better cycling facilities -

This project will see the provision of much needed cycling facilities around the city region with over 200kms of high quality cycle routes provided.



Pedestrians and Urban Realms -

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban realms with additional landscaping and outdoor amenities will be provided.

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial Core Bus Corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside general traffic and segregated cycle lanes/tracks where feasible.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the Core Bus Corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a second round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from the second round of public consultation and also subsequent examination in the context of Environmental Impact Assessment.

5. Bus Gate



A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

Signal Controlled Priority (SCP)

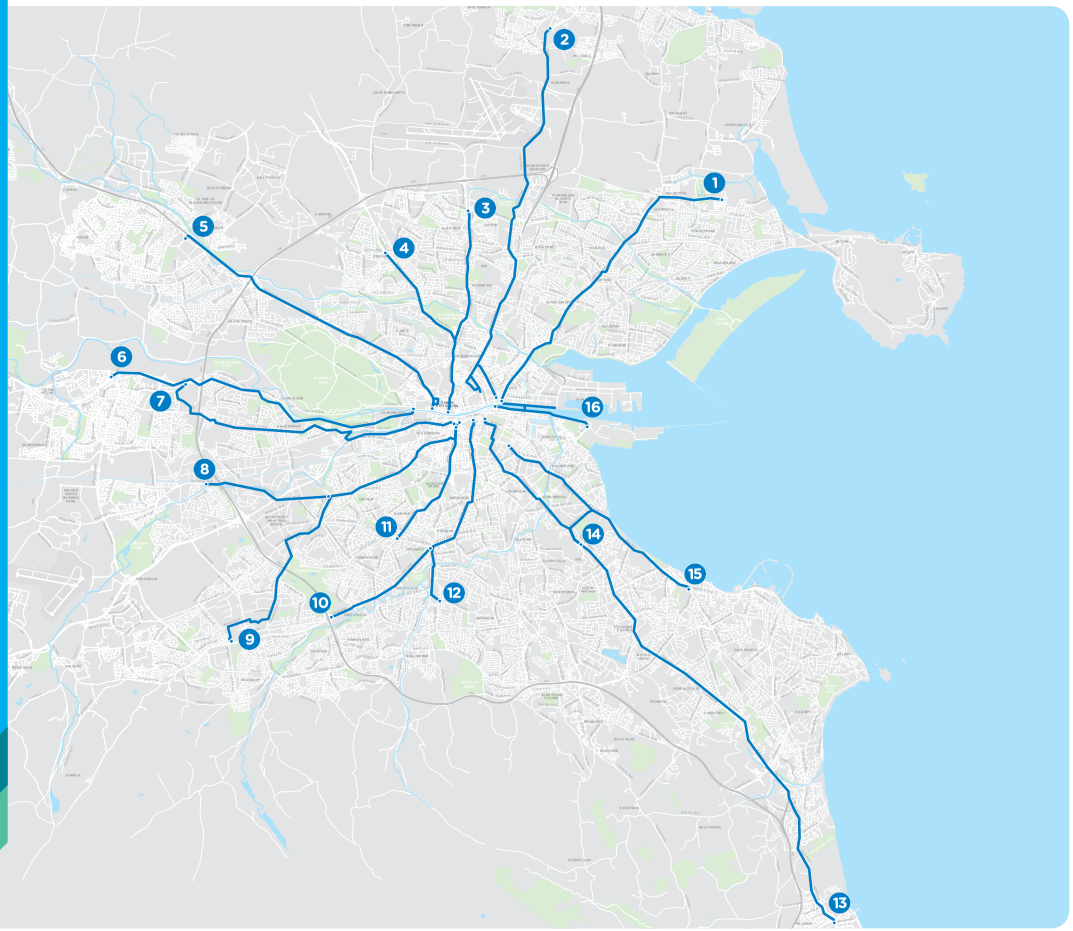


1. Traffic proceeds as normal.
2. As the bus approaches, the light signal changes to halt general traffic.
3. The bus has priority to proceed.
4. When the bus has cleared the junction, general traffic proceeds.

1.5 Map of all 16 core bus corridors

Preferred Routes

1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre



2. Preferred Route Description

2.1 Overview

The Greenhills Core Bus Corridor (CBC) commences on Belgard Square West at the junction with Cookstown Way. A bus interchange will be located in this area and will be a focus for all of the bus routes in the Tallaght area, providing seamless interchange between bus services, Luas and the Town Centre. From here, the CBC is routed along Belgard Square West and Belgard Square North as far as the junction with Belgard Square East.

The CBC route is proposed south along Belgard Square East towards Blessington Road and Main Street via the existing singalised Bus Gate at the Technological University Dublin (TUD) entrance. It continues along Main Street to Greenhills Road, continuing along Ballymount Avenue, Calmount Road, and Walkinstown Road as far as the junction with the Long Mile Road. It is proposed to realign the existing Greenhills Road along an existing road reservation area between Parkview and Treepark Road, and through Ballymount Industrial Estate by way of extending both Ballymount Avenue and Calmount Avenue to connect to Greenhills Road at new signalised

junctions. From the junction of the Long Mile Road and Walkinstown Road the CBC is routed along Drimnagh Road, Crumlin Road, Dolphin's Barn, Cork Street, St. Luke's Avenue, The Coombe, and Dean Street to the junction with Patrick Street. The CBC is then routed along Patrick Street and Nicholas Street to the junction with Christchurch Place where it will join the existing traffic management regime in the City Centre.

Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction, with alternative measures proposed at particularly constrained locations. Cycle facilities are provided along the length of the corridor where practicable to do so. Where this could not be achieved a parallel alternative cycle route is provided offline to the CBC route. Offline cycle facilities are proposed along Bunting Road, Kildare Road and Clogher Road to link into the Grand Canal cycle route at Parnell Road.

Opportunities for new soft landscaping and Urban Realm improvements will be reviewed with design development throughout the length of the CBC.

The following paragraphs will describe each CBC section in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR) in January 2019.

2.2 Belgard Square South to Greenhills Road – Belgard Square West, Belgard Square North, Belgard Square East, Old Blessington Road, Main Street

The Greenhills CBC commences at the existing roundabout junction on Belgard Square South. It is proposed to change the roundabout to a fully signalised junction with improved pedestrian facilities. Belgard Square West is intended to be a bus only route not accessible to general traffic. The revised proposal now indicates an interchange that will act as the focus for all bus routes in the area. Between Belgard Square South and Tallaght Cross West/Broadfield Hall access to and from these buildings and neighbouring developments will still be permitted from Belgard Square West. Bus traffic across Old Blessington Road will be controlled by Signal Controlled Priority. Access to and from the Old Blessington Road to Belgard Square West will be permitted.

It is proposed to change the roundabout junction on Belgard Square North at the Tallaght Hospital Entrance and Cookstown Way to a fully signalised junction to accommodate new bus lane and pedestrian facilities. The roundabout junctions at Belgard Square East will also be replaced with new signalised junction arrangements. However, the revised proposal no longer includes the change of the Belgard Road roundabout to signals as the corridor now follows Belgard Square East. It is proposed to upgrade the existing cycle facilities and associated junctions on Belgard Square North to provide segregated cycle tracks to and from Tallaght Hospital. This proposed amendment may impact on the existing trees and shrubs along Belgard Square North and require localised land acquisition on a currently undeveloped site.

From Belgard Square East it is proposed to provide an alternative CBC route from the EPR which diverts around TUD Tallaght via

Blessington Road and Main Street to Greenhills Road. This route largely aligns with the existing bus route for the area and minimises impacts on the existing TUD campus infrastructure and operational procedures. It is proposed to create a new junction with Signal Controlled Priority on Old Greenhills Road at the location of the existing cul de sac, to facilitate bus only turn movements to the Greenhills Road.

2.3 Greenhills Road to Walkinstown Roundabout – Greenhills Road, Ballymount Avenue, Calmount Road, back to re-join Greenhills Road

Between the Old Greenhills Road and the junction with Mayberry Road along the Greenhills Road it is intended to provide one bus lane, one traffic lane and a cycle track in both directions. To accommodate the road cross section, it is proposed to utilise land take along this section on both the west and east side of the existing Greenhills Road. This proposed realignment has been altered from the EPR to minimise impacts to the existing mature trees and the stone wall on the western verge north of the TUD entrance on Greenhills Road. This will require additional land to be acquired to the east of the road. At the Airton Road junction the road alignment has also been altered to improve facilities for cyclists and to make use of space that has already been setback for future road widening.

To improve the operation of the existing junction and minimise land take, it is proposed to introduce a right turn ban from Greenhills Road to the entrance to Harvey Norman and a right turn ban from the Greenhills Road to the Hibernian Industrial Estate. Access from Harvey Norman to Greenhills Road will be maintained at the junction. Right turning vehicles for Harvey Norman will be directed to the Airton Road junction. At this junction, vehicles will be able to turn right and access the Harvey Norman store from this road. Right turning vehicles for the Hibernian Industrial estate will be directed to the next junction (at Agnelli Motor Park) where full access will be maintained.

Between Mayberry Road and Tymon Lane it is proposed to undertake major changes to the local road network. South Dublin County Council has identified this section of Greenhills Road for upgrade under their current County Development Plan. It is intended to implement some of these road construction works as part of this scheme. A new Greenhills Road will be constructed on the green space south of Birchview Avenue and Treepark Road. The previously proposed arrangements in the EPR have been modified to provide improved traffic management for inbound and outbound buses. A bus only arrangement is proposed on the southbound bus route that will allow busses to use the existing Greenhills Road alignment and reduce the width of a proposed new link road. Tallaght bound through traffic and Castletymon Road traffic will be routed through this new link road. The previously proposed Castletymon Road extension and junction will also be maintained.

The existing M50 bridge crossing will be retained, however it will present a width restriction. Having reviewed the expected operation of the corridor, it has been concluded that an additional new bridge is required to maintain priority for buses and to provide high quality cycle facilities over the M50 in both directions. Additional land take

on both sides of the M50 will be required to facilitate the construction of this bridge.

The existing Ballymount Road Upper/Greenhills Road junction adjacent to the existing petrol station is proposed to be closed in line with the South Dublin County Council development plan proposals for the area. Traffic heading for the M50 will be able to do so via the new junction and link road at Keadeen Park.

At Keadeen Park it is proposed to close Greenhills Road to traffic. Traffic will be directed on to a new road link connecting the road to Ballymount Avenue. The new road will tie back into the existing road networks at Calmount Road. The junction between Ballymount Avenue and Calmount Road will be upgraded from a roundabout to a signalised junction with improved pedestrian facilities. The bus route will be directed down Calmount Road. The existing road is intended to be widened to incorporate bus and cycle lanes. It is proposed to connect Calmount Road to Greenhills Road with a new link road. It also is proposed to connect the existing Greenhills Road to Calmount Road with a new link road through Calmount Avenue. Some limited land take will be required to construct a new roundabout at this proposed junction.

Between the Calmount Road and Walkinstown Roundabout, it is proposed to maintain one bus lane, one traffic lane and a cycle track in both directions, which will require some land take primarily along the southside of Greenhills Road. The previous design for Walkinstown Roundabout was reviewed to improve cycle and pedestrian accessibility. A two-way segregated cycle track has been proposed to provide connectivity from Greenhills Road to the proposed cycle route on Bunting Road. Parallel signal-controlled pedestrian/cycle crossings are proposed on all arms of the roundabout.

2.4 Walkinstown Roundabout to Dolphin Road – Walkinstown Road, Drimnagh Road, Crumlin Road

On Walkinstown Road between Walkinstown Roundabout and the Long Mile Road, it is proposed to provide one bus lane and one general traffic lane in both directions. There is insufficient space to accommodate dedicated cycle lanes on this section of road. To accommodate this cross section, it is proposed to utilise land take to west of the Walkinstown Road between Walkinstown Avenue and Kilnamanagh Road. Land take to the east of Walkinstown Road may be required between Kilnamanagh Road and Long Mile Road.

It is proposed to introduce a right turn ban from Walkinstown Road to Kilnamanagh Road. Kilnamanagh Road will remain accessible from Walkinstown Road through Walkinstown Drive. It is also intended to introduce a right turn ban for traffic from Walkinstown Road to the southern entrance of the SuperValu supermarket.

To accommodate cyclists on this section of the route, an alternative cycle route is proposed along Bunting Road and St. Marys Road providing a quiet route linking Walkinstown Roundabout with Kildare Road.

It is proposed to upgrade the junction at Long Mile Road and Walkinstown Road to enhance pedestrian and cycling facilities. To enhance cycle facilities and reduce vehicle speeds the proposed left turn slip lane to Walkinstown Road has been removed to improve pedestrian/

footpath frontage and minimise cycling conflicts with general traffic. Parking impacts adjacent to shop frontage on Longmile Road have been reviewed and the proposed arrangement will cater for safer parallel parking and a segregated cycle track.

On Drimnagh Road it is proposed to maintain one bus lane, one general traffic lane and one cycle track in each direction. To allow this revised cross section some limited land take from property between Balfe Road and Kildare Road will be required. The junction at Kildare Road, Saint Mary's Road and Drimnagh Road has been revised to provide improved cycle facilities. This will provide improved cycle connectivity between Drimnagh Road and the proposed alternative cycle route via Kildare Road.

On Crumlin Road it is proposed to alter the EPR design from four to three lanes and install Signal Controlled Priority to maintain priority for buses through this constrained section. This is required due to the size of the front gardens and limitations as a result of the gradients from the road to the front doors of some of the houses. As a result, significantly less land take is required on this section of the corridor. The proposed arrangement requires the closure of Clonard Road and Bangor Drive to facilitate traffic management within this portion of Crumlin Road so that bus priority can be maintained. Access to Bangor Drive and Clonard Road can be achieved via Windmill Road and Old Country Road. Due to width restrictions in the area of Crumlin Road there is insufficient space to provide dedicated cycle lanes. Therefore, it is proposed to redirect cyclists through Kildare Road.

In order to improve local road safety on Kildare Road it is intended to introduce a no entry sign at the junction of Kildare Road and Clonard Road for traffic in both directions. This would prevent general through traffic; however, buses, taxis and cyclists movements will remain unrestricted along Kildare Road. Eastbound traffic would be directed along Clonard Road, through Downpatrick Road on to Bangor Road. Westbound traffic would also be directed up Clonard Road onto the Old County Road. A change from the EPR design is that the route will now continue along Clogher Road, rather than returning to Crumlin Road. This will provide improved connectivity to the proposed Grand Canal cycle route at Parnell Road.

At the junction between Crumlin Road and Herberton Road, it is proposed to modify the existing layout to improve the kerb alignments and provide improved pedestrian crossing facilities. On the Crumlin Road between Herberton Road and Dolphin Road it is proposed to maintain one bus lane and one general traffic lane in both directions. There is insufficient road width on this section to provide dedicated cycle tracks.

2.5 Dolphin Road to Christchurch Place – Dolphins Barn, Cork Street, St Luke's Avenue, Dean Street, Patrick Street, Nicholas Street, Christchurch Place

Between Dolphin Road and South Circular Road it is intended to provide one bus lane, one general traffic lane and one cycle track in each direction. The previously proposed left turn ban at the South Circular Road junction has been reviewed and staggered crossings are now proposed to improve pedestrian facilities and

reduce traffic impacts for a single crossing with increased green time. A new soft landscaping area is proposed on the south eastern corner of the junction to improve the urban realm aspects of the junction area whilst also improving safety.

Between South Circular Road and Ardee Street it is proposed to have one bus lane, one general traffic lane and one cycle track in both directions. It is also intended to upgrade the Ardee Street junction with improved pedestrian facilities. It is proposed to modify the Kevin Street/Dean Street junction to facilitate improved cycle way facilities. There is currently insufficient road width on Dean Street to facilitate bus lanes but bus priority from St. Luke's Avenue will be maintained through Signal Controlled Priority. Between Dean Street Junction and Christchurch Place it is proposed to have one bus lane, one general traffic lane and one cycle track in both directions. The cross section has been revised from the EPR to maintain the central median and retain the existing trees. Some on-street loading bays will be maintained between Bride Road and Bull Alley Street.

The junction at Christchurch Place/Winetavern Street/High Street is proposed to be realigned to improve pedestrian accessibility and frontage at the Peace Park to the south, and Christ Church Cathedral to the north. The intention of the proposed realignment is to deflect traffic away from the City Centre towards High Street.



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2.7 Key Changes from the Published EPR

- A bus interchange is proposed on Belgard Square West to facilitate interchange between bus, Luas and the Town Centre.
- On Belgard Square North it is proposed to provide a segregated cycle lane in each direction. This will provide improved cycle access to the Hospital from Belgard Road.
- The route of the CBC has been altered and now passes through Tallaght Village rather than TUD Tallaght. This will require the reopening of Old Greenhills Road to form a new bus only junction with Greenhills Road.
- At Park View the proposed alignment has been altered to allow a northbound, right turn lane to Castletymon Road and also to provide more landscaping space between the proposed road and the adjoining properties. The existing road will continue to be used for southbound buses and cyclists.
- Over the M50 a new bridge is proposed to provide continuous bus lanes and higher quality cycle lanes on Greenhills Road.
- The proposals for Walkinstown Roundabout have been altered to include a segregated two-way cycle track around the junction. This will reduce conflicts with pedestrians and allow the cyclists to take the shortest route around.
- A three-lane option with Signal Controlled Priority is proposed along Crumlin Road between the Health Centre and Clonard Road to reduce the impact on properties. To facilitate this arrangement, it is proposed to close the Crumlin Road junctions with both Clonard Road and Bangor Road. Urban Realm improvements will be provided along this section.
- On Patrick Street the design has been altered to retain the tree-lined median. In addition, the junction of Nicholas Street and High Street is to be remodelled to provide improved facilities for buses, cyclists and pedestrians.
- The proposed alternative cycle route on Kildare Road is now redirected towards the Grand Canal via Clogher Road along which cycle lanes are to be provided.

2.8 Key Facts

- Approximate number of properties that may be impacted **120**
- Approximate number of designated on-street parking spaces that may be removed: **25**
- Approximate number of roadside trees that may be removed: **242**
- Approximate route length: **11.6kms**
- Approximate new cycle route length: **11kms**
- Current bus journey time: **up to 80 mins**
- BusConnects journey time: **30-40 mins**
- Future Bus journey time without BusConnects: **100 mins +**



3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this core bus corridor. These proposals are subject to a second non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

3.1 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to a dedicated Freephone – **1800 303 653** or by email to **cbc@busconnects.ie**

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:



cbc@busconnects.ie



Core Bus Corridor Project
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála during Q4 2020 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.


BusConnects Core Bus Corridors / 9: Greenhills > City Centre
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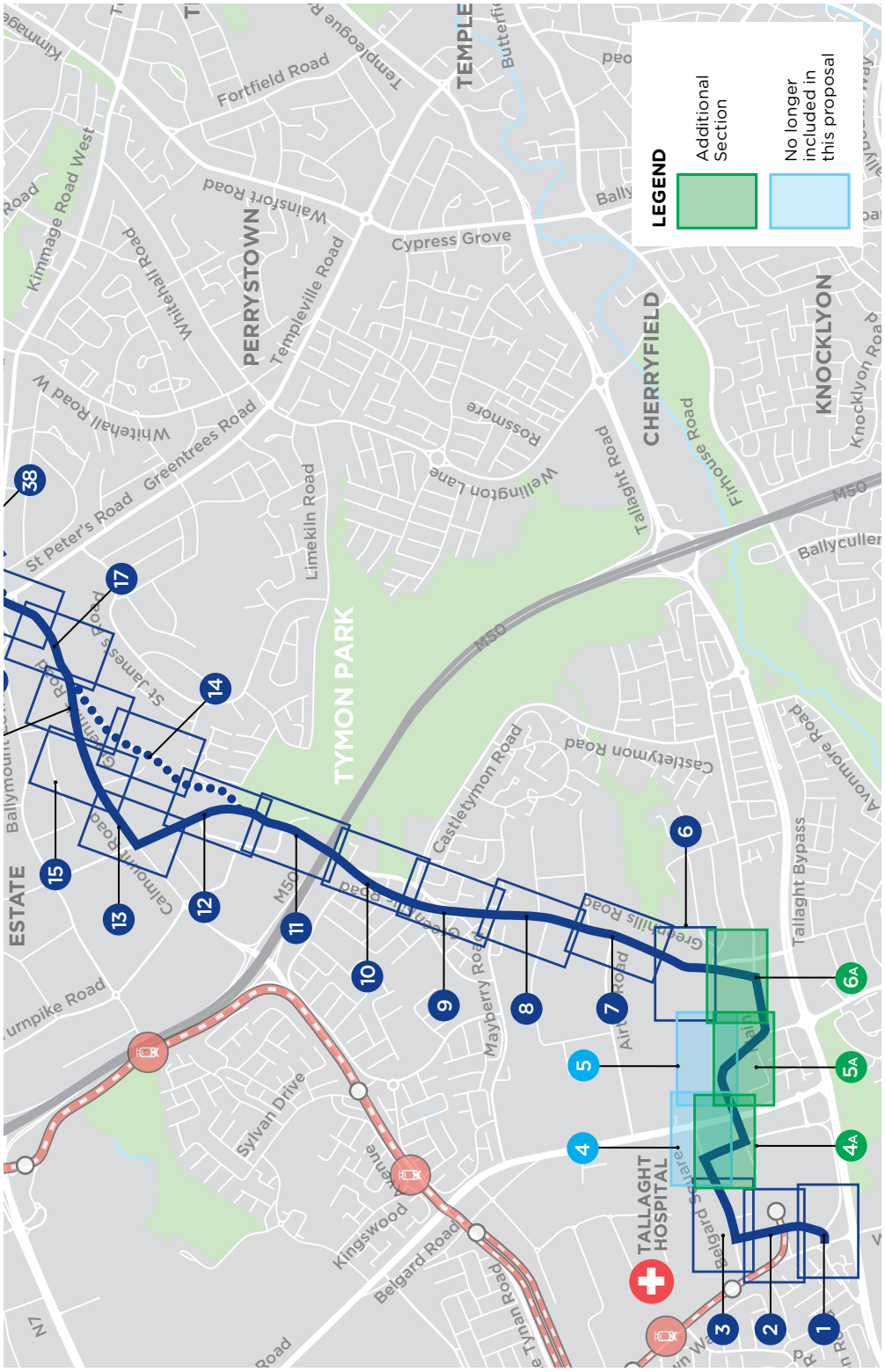
4. Appendices

Index map
Route maps

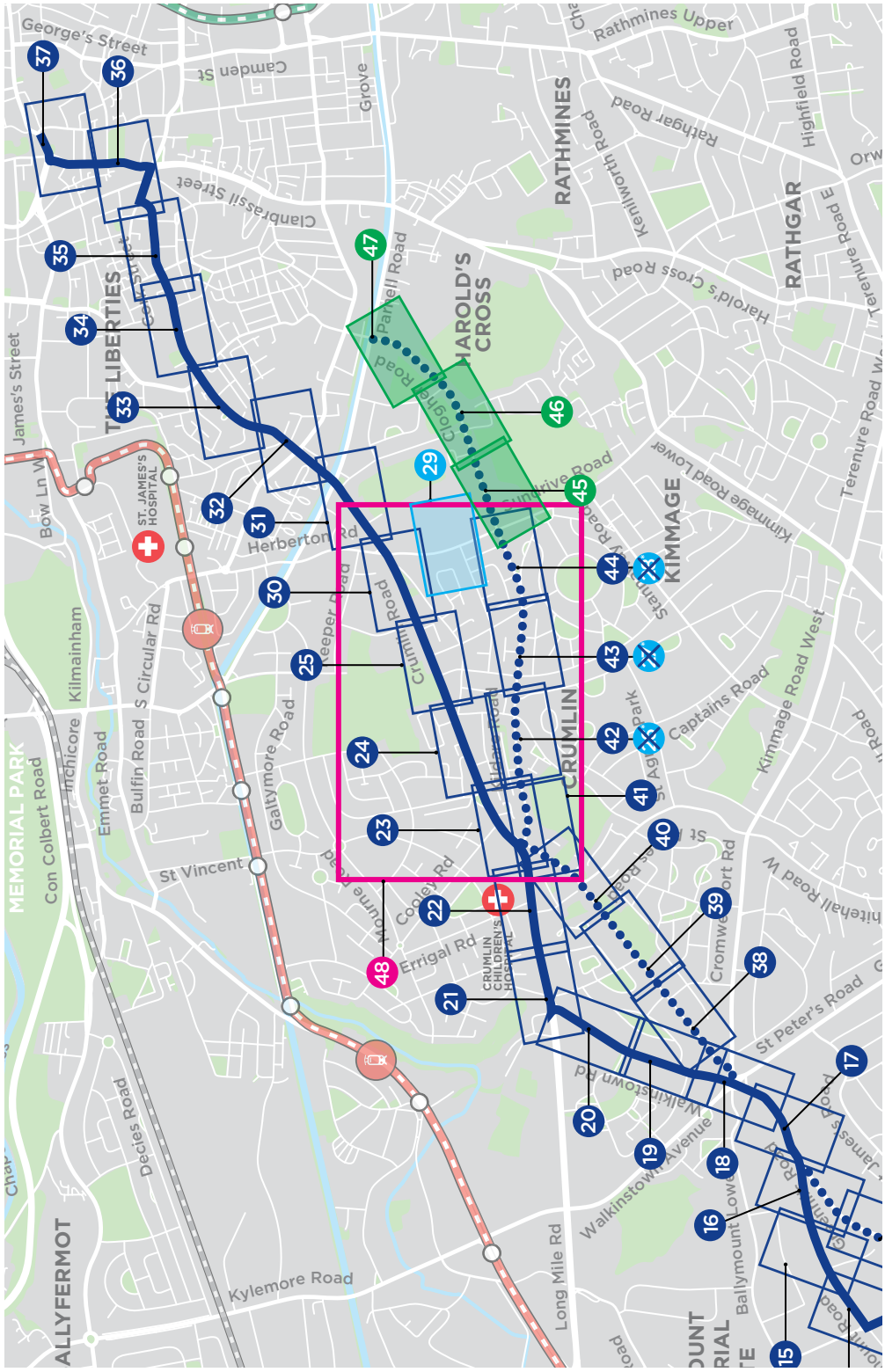
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

Index Map



NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

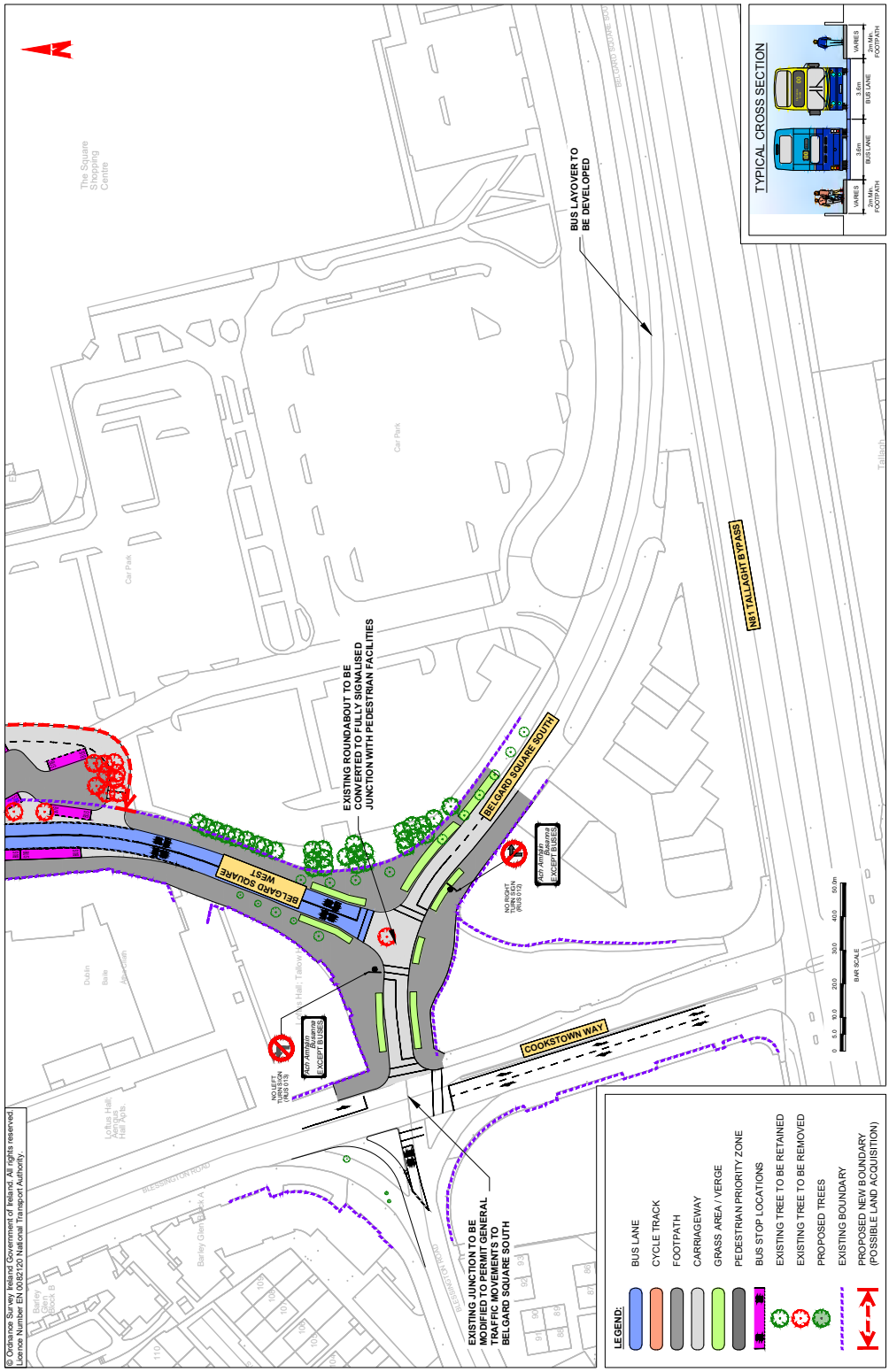
Index Map Continued



BusConnects Core Bus Corridors / 9: Greenhills > City Centre

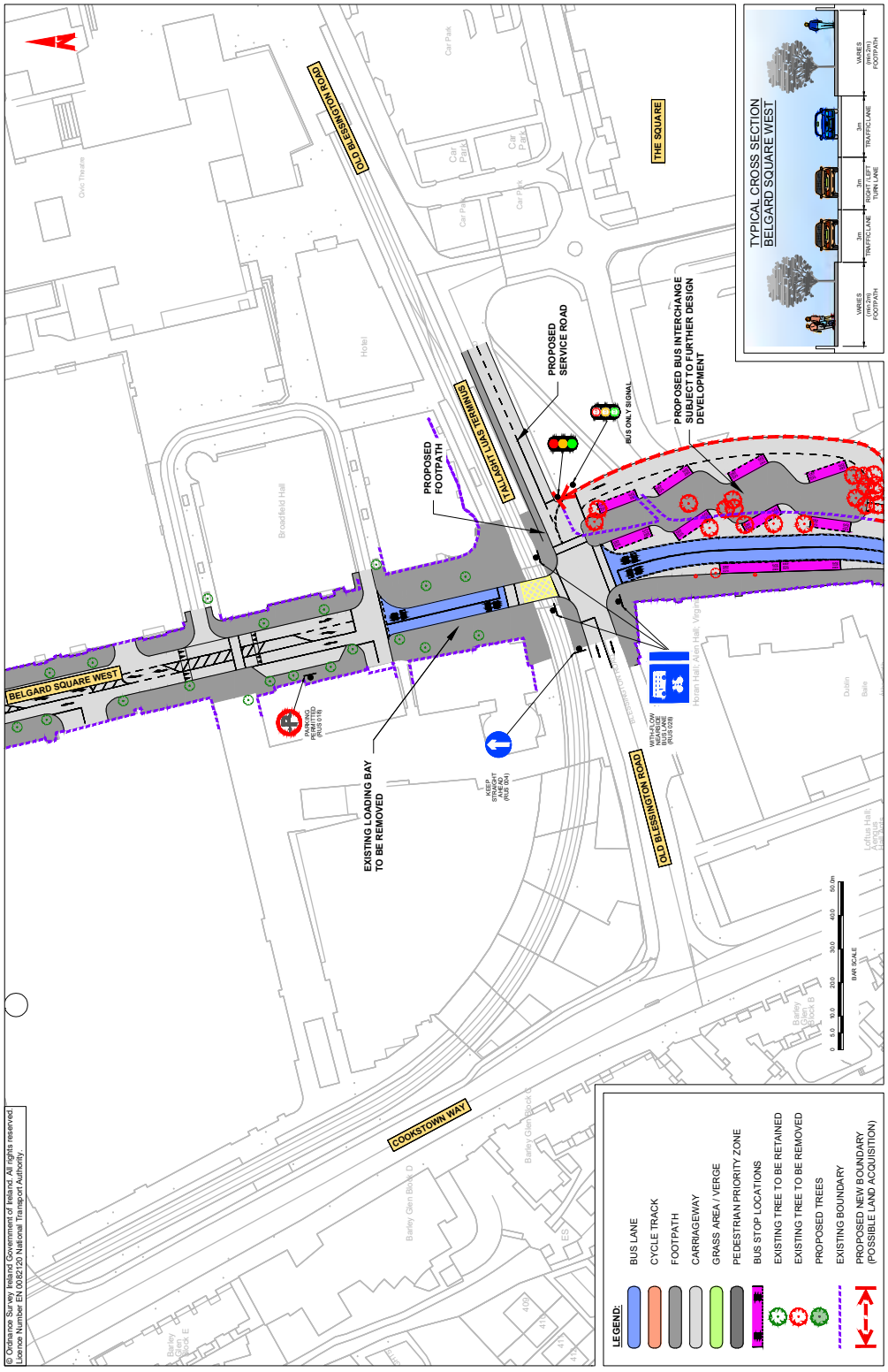
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 1: Preferred Route



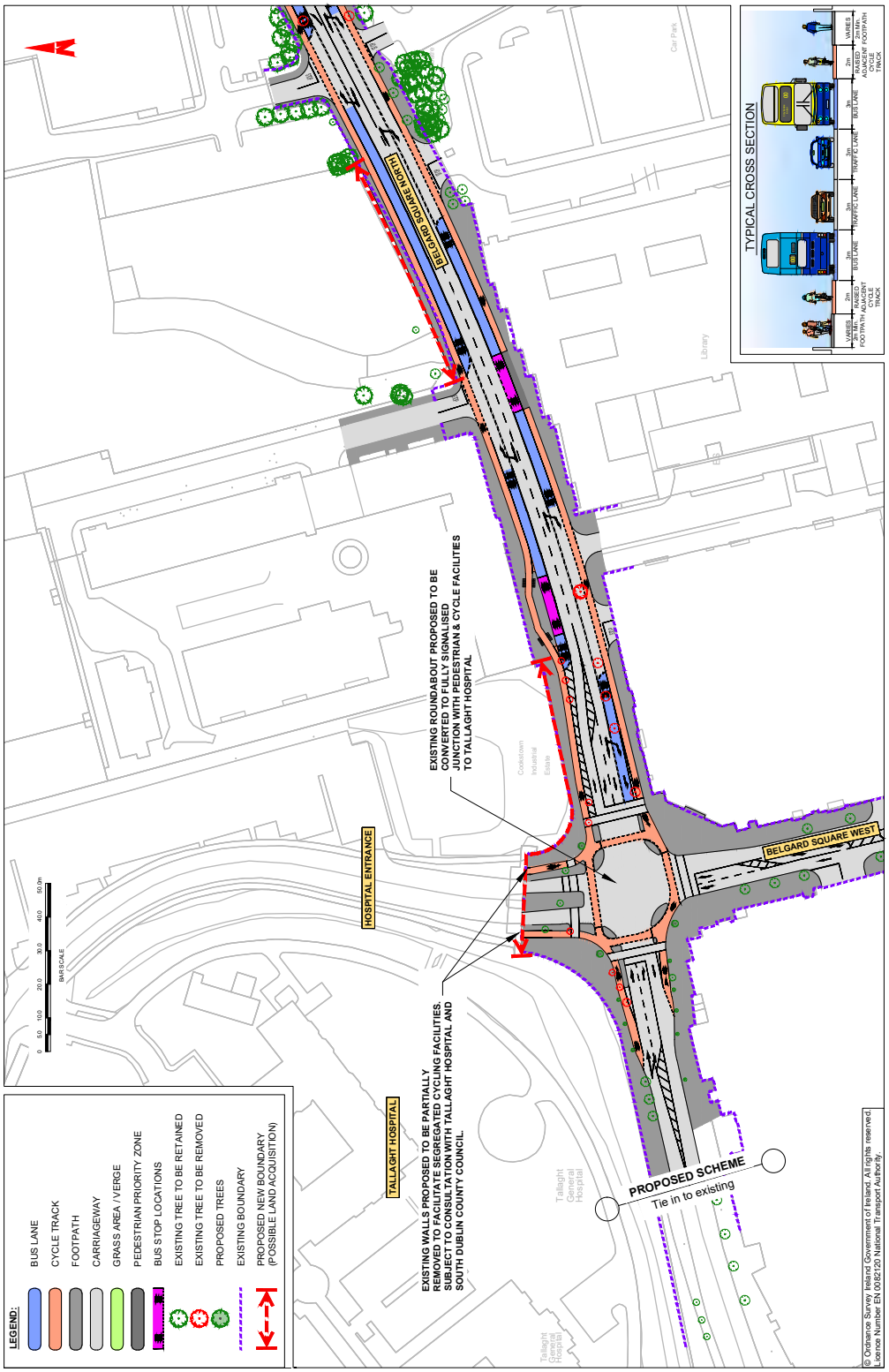
MAP 2: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



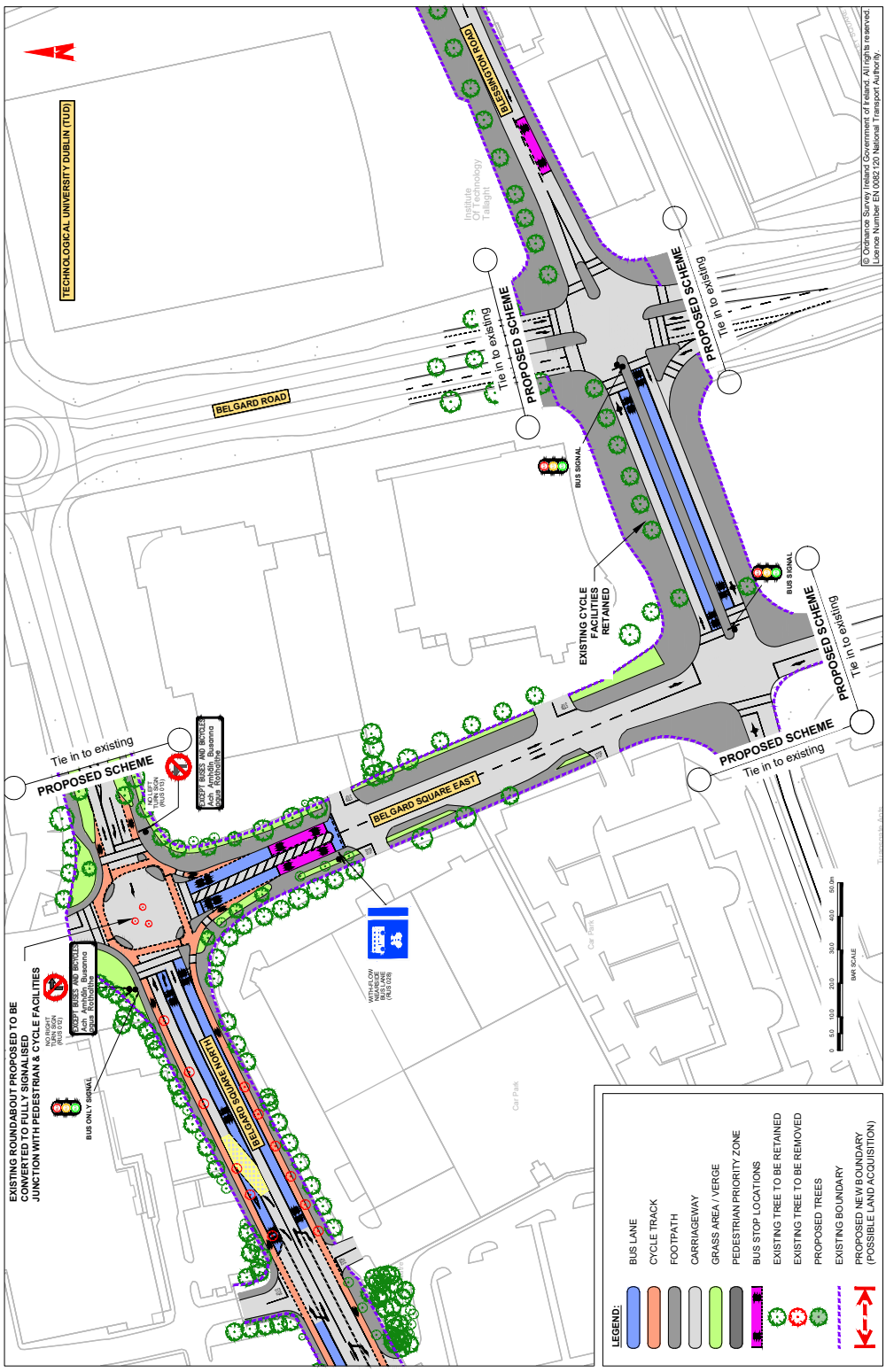
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 3: Preferred Route



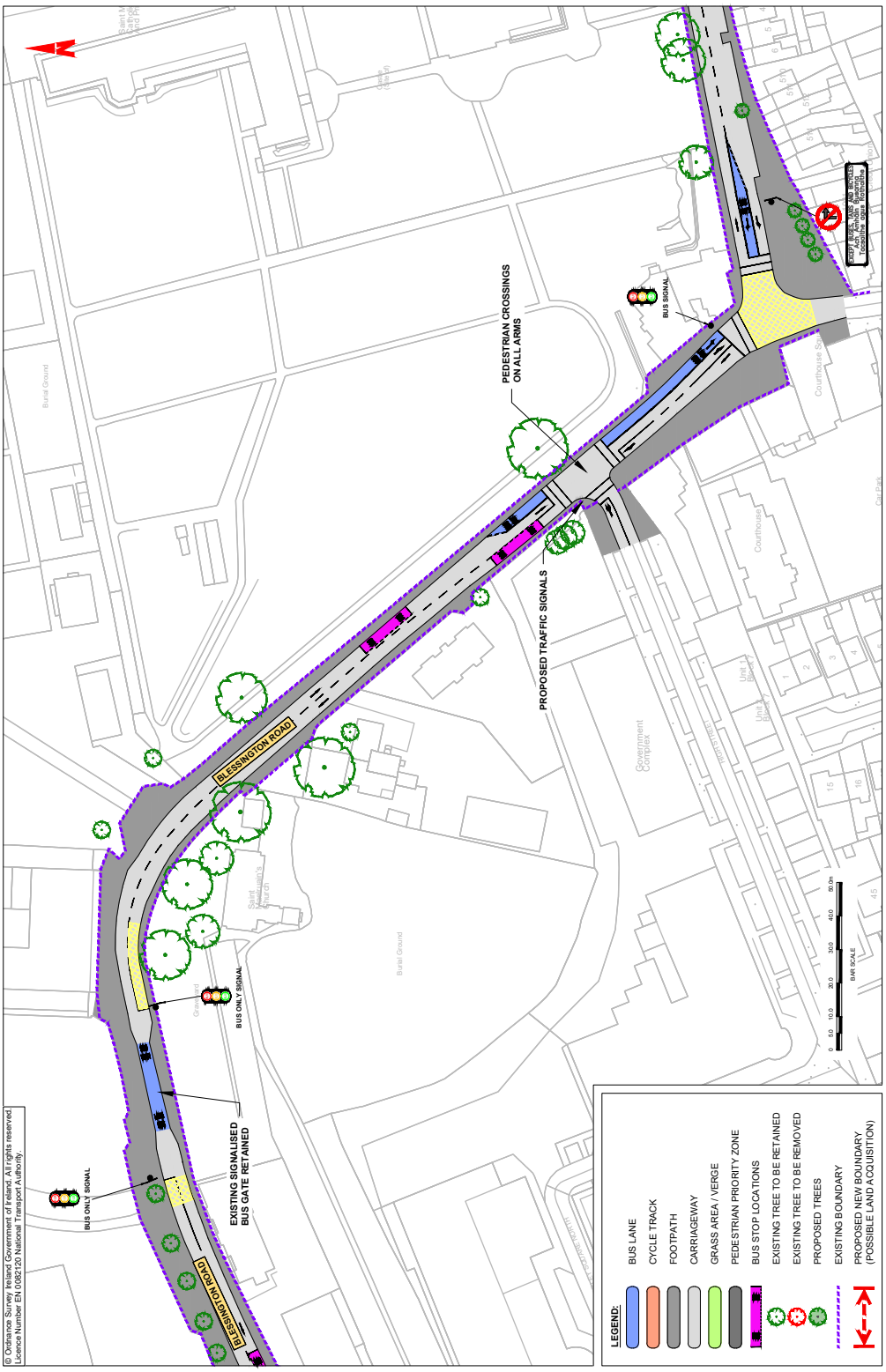
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 4A Preferred Route



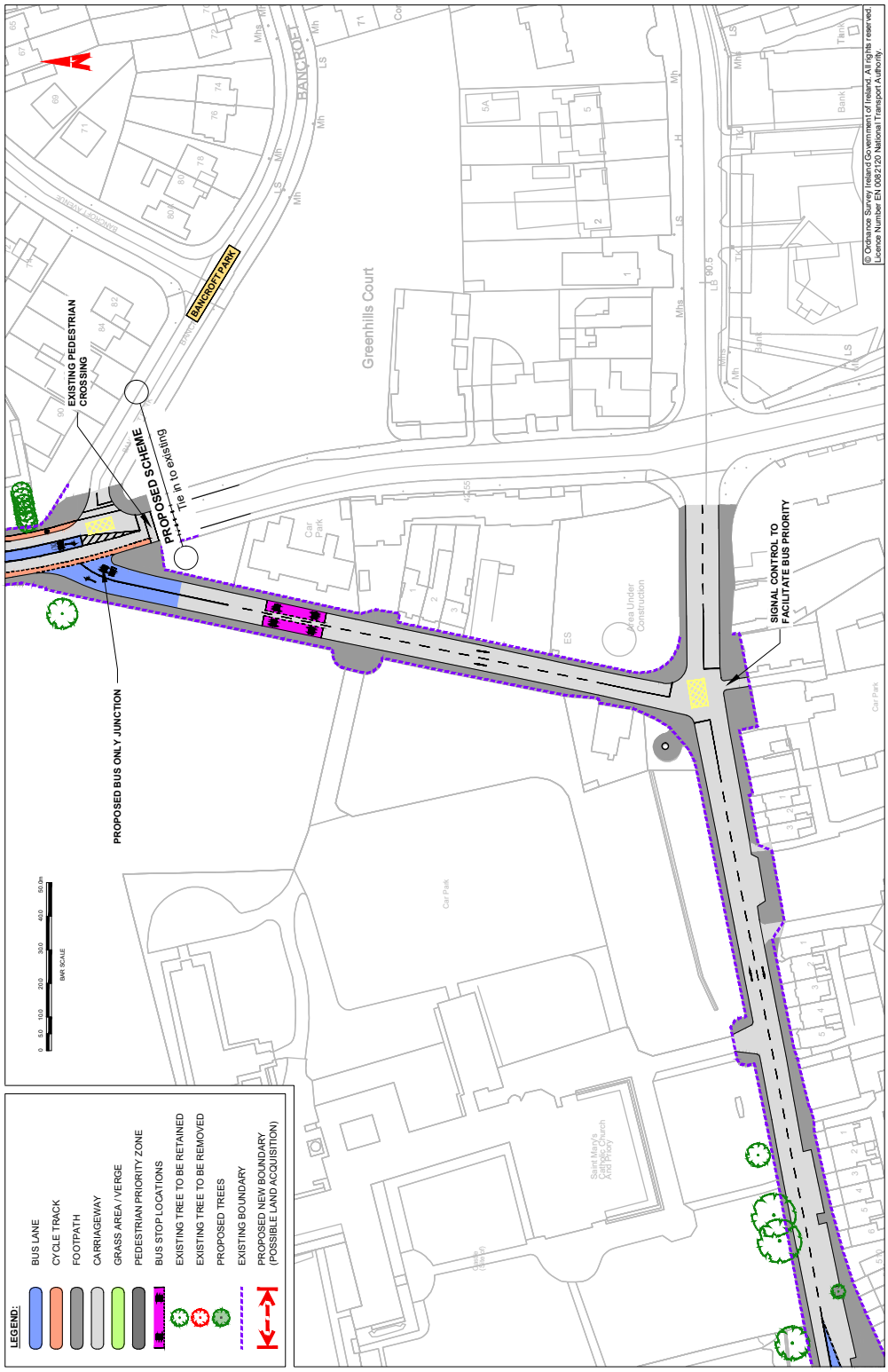
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 5A: Preferred Route



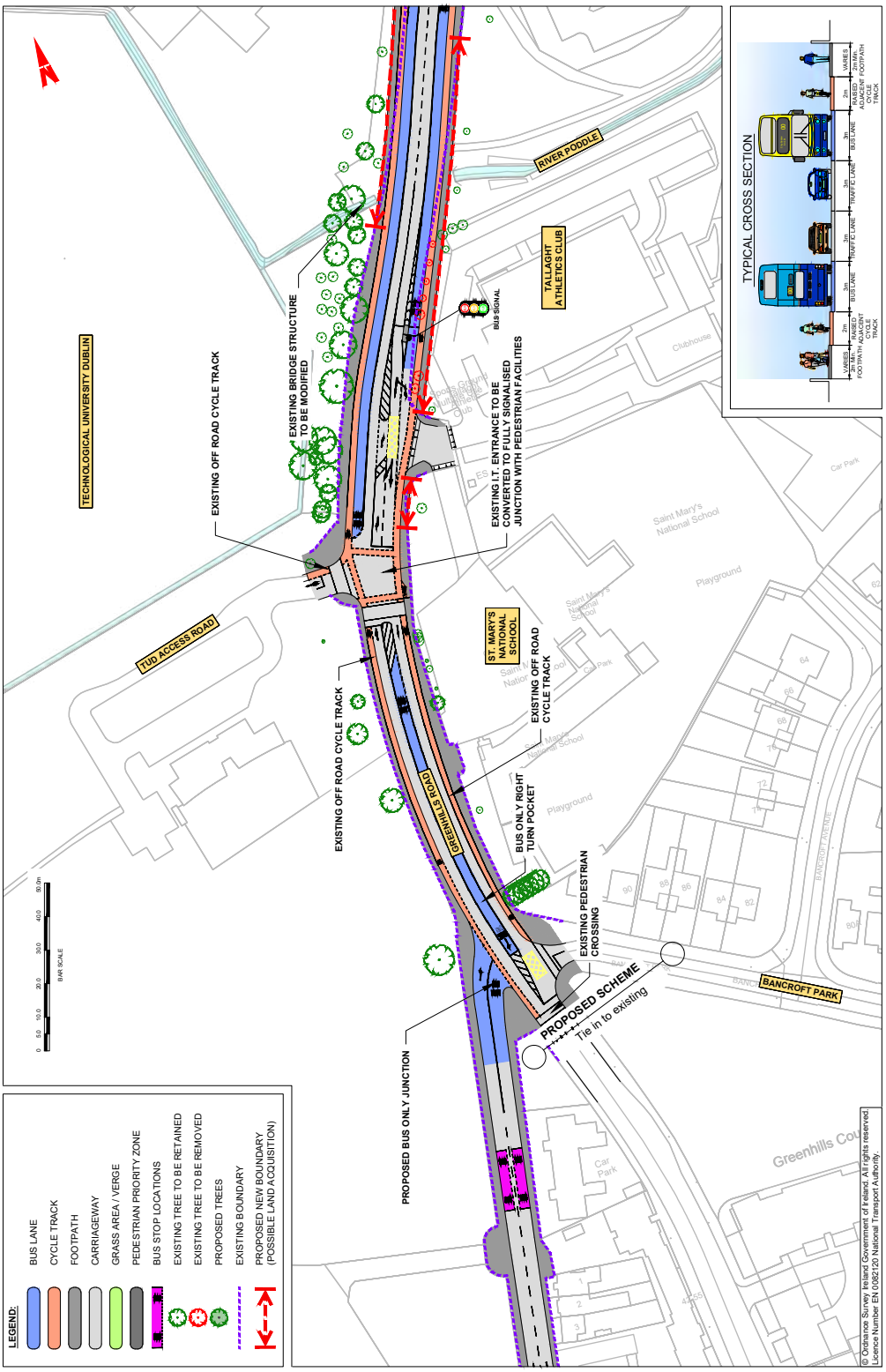
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 6A: Preferred Route



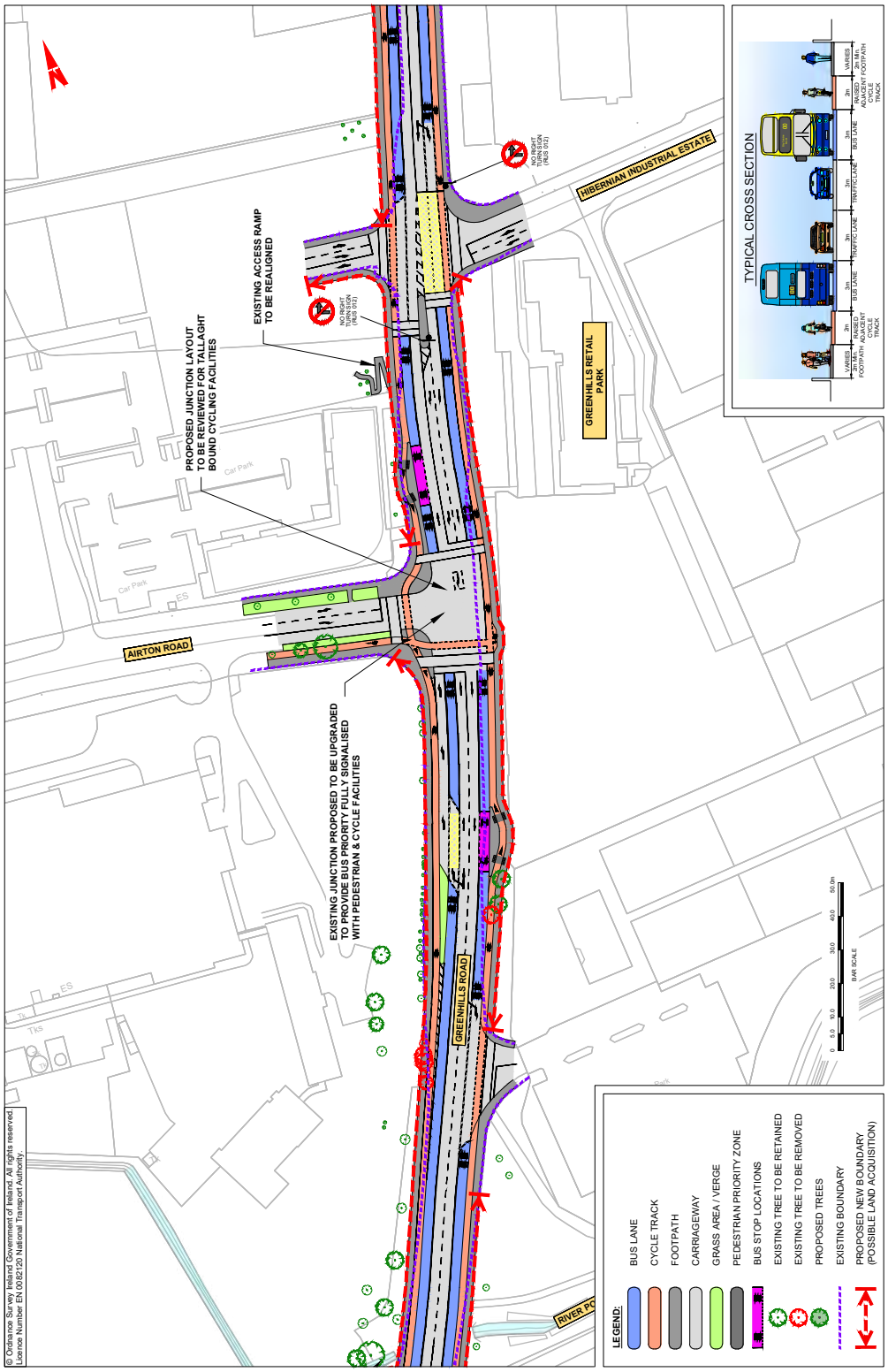
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 6: Preferred Route



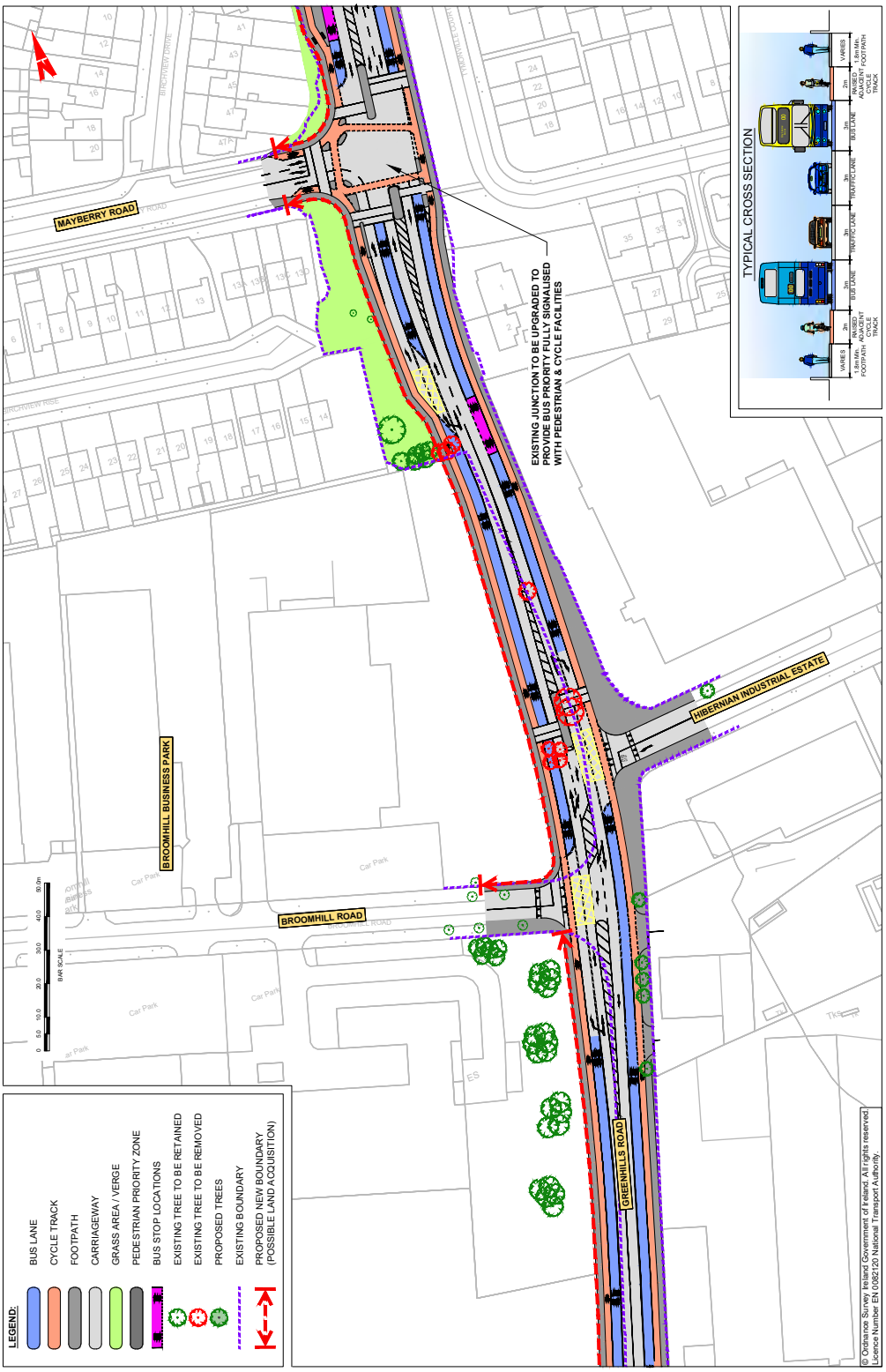
MAP 7: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



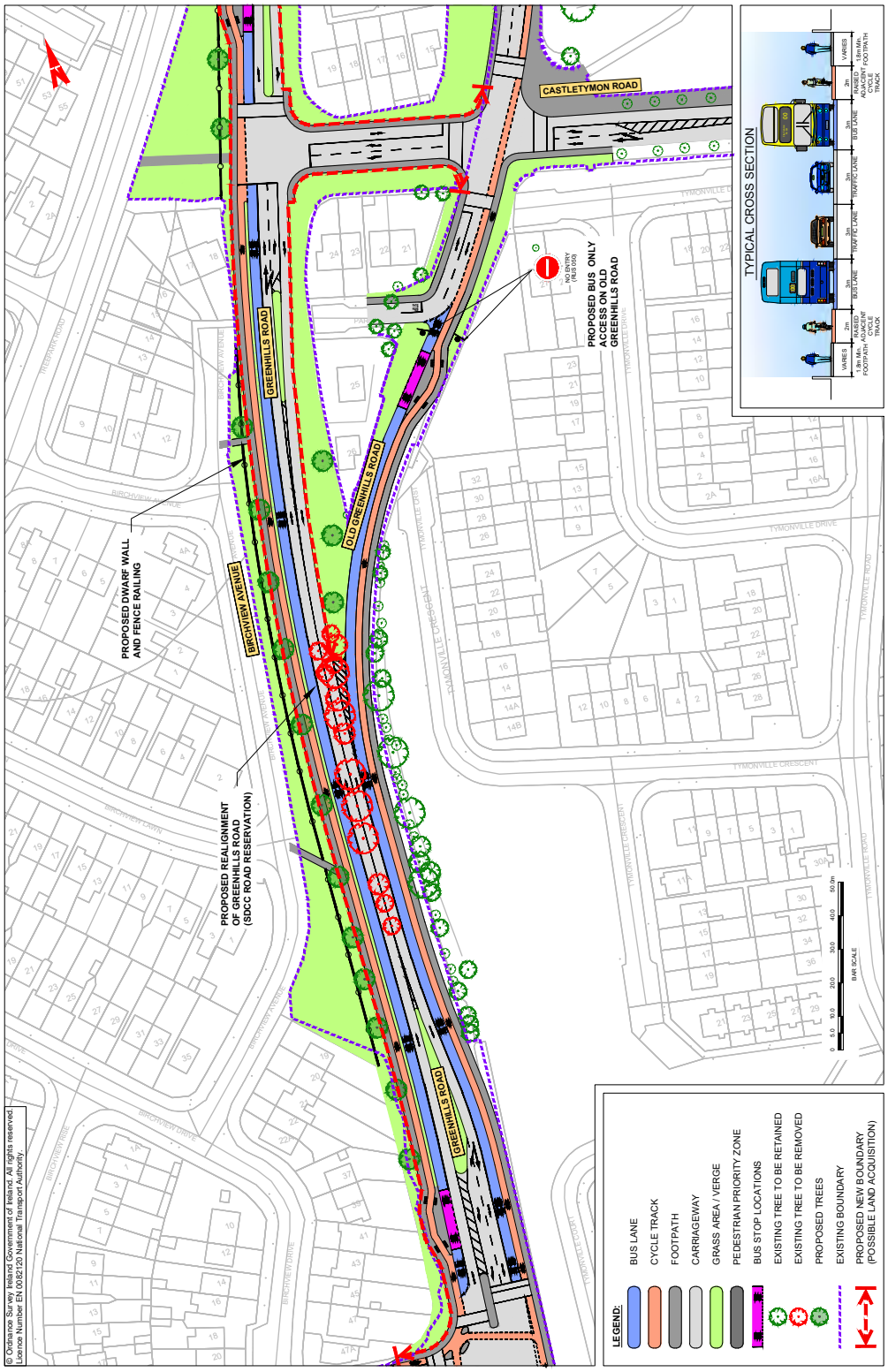
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 8: Preferred Route

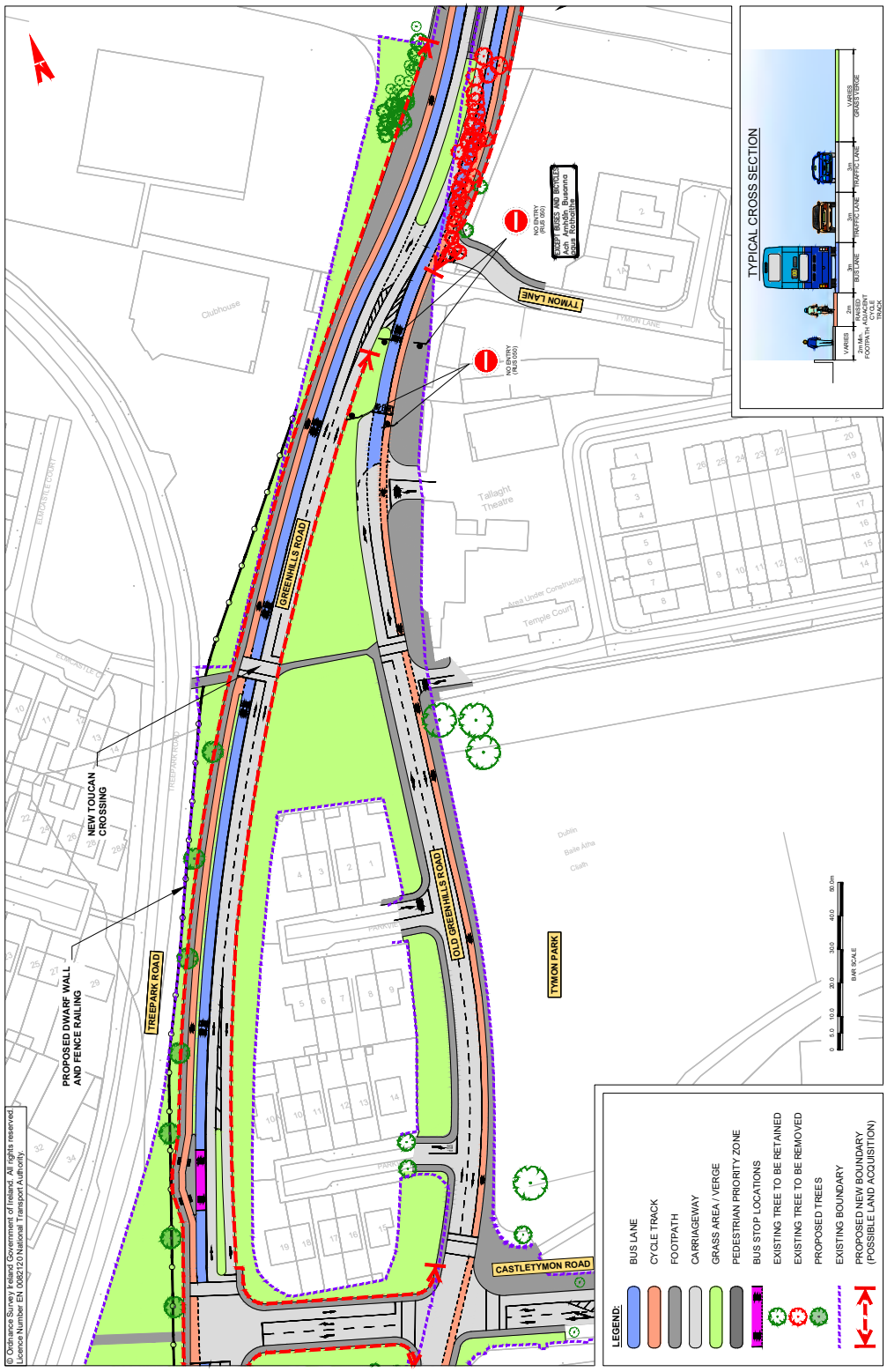


MAP 9: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



BusConnects Core Bus Corridors / 9: Greenhills > City Centre



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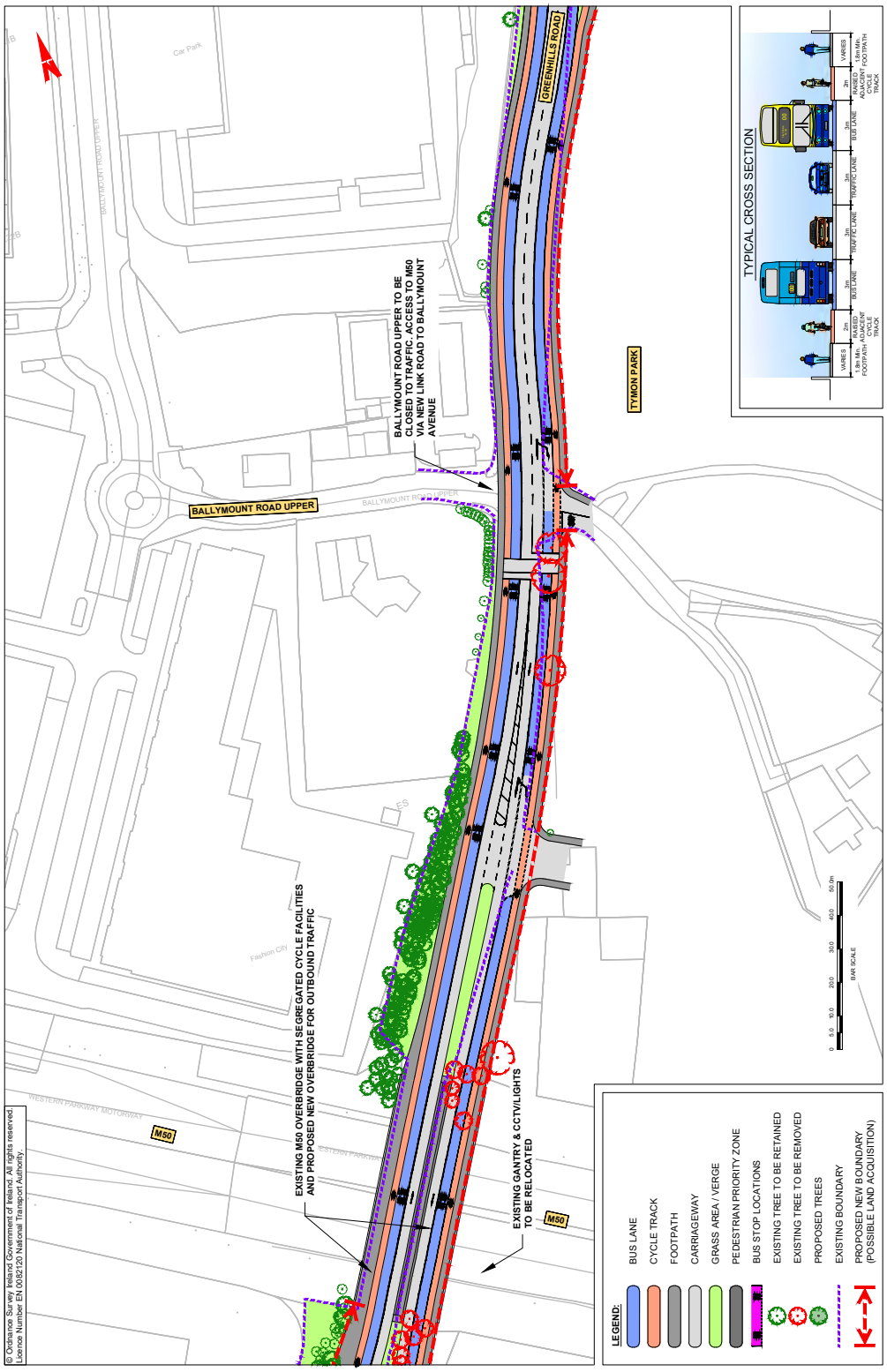
MAP 10: Preferred Route

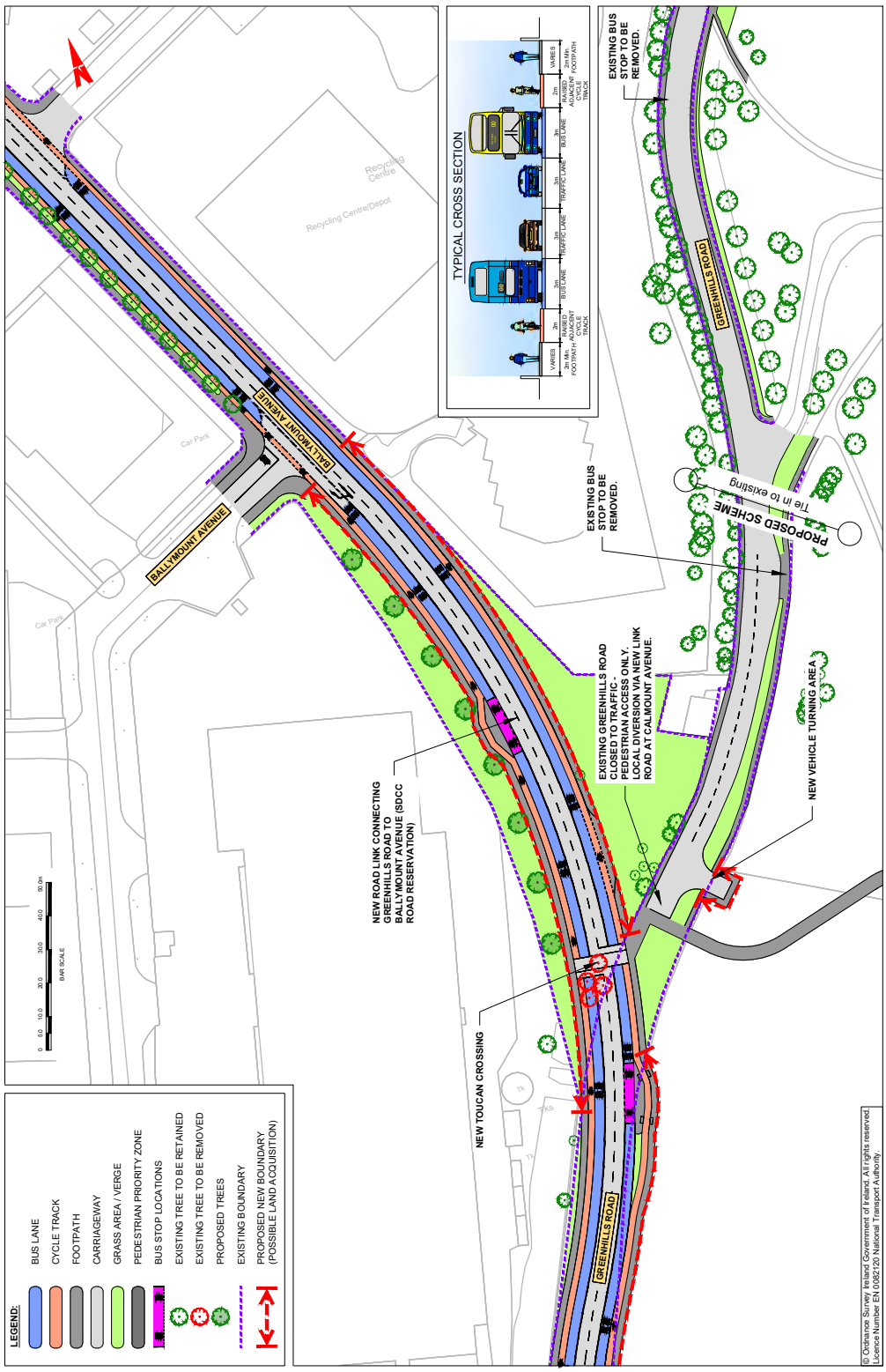
MAP 11: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



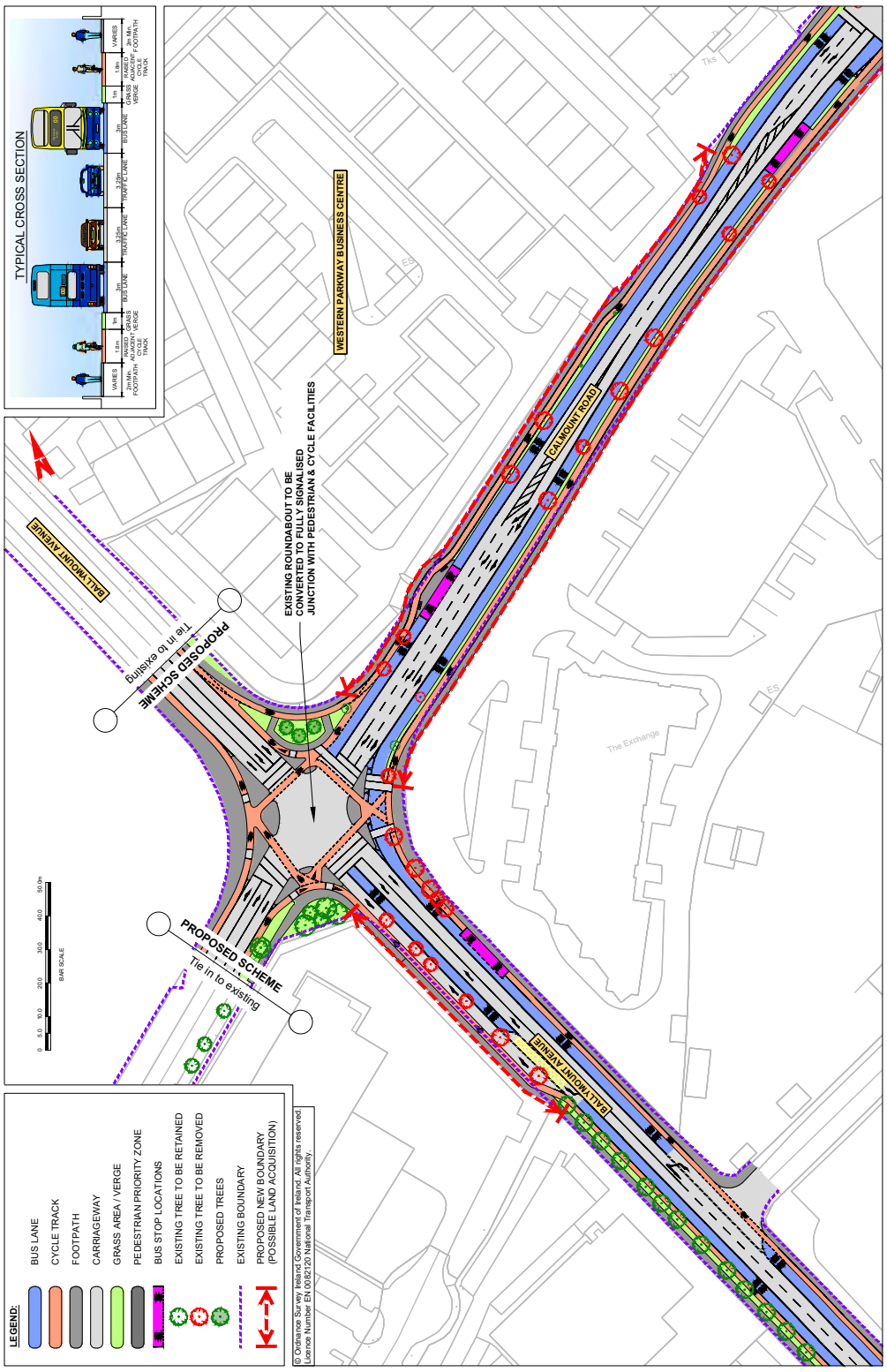
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 12: Preferred Route

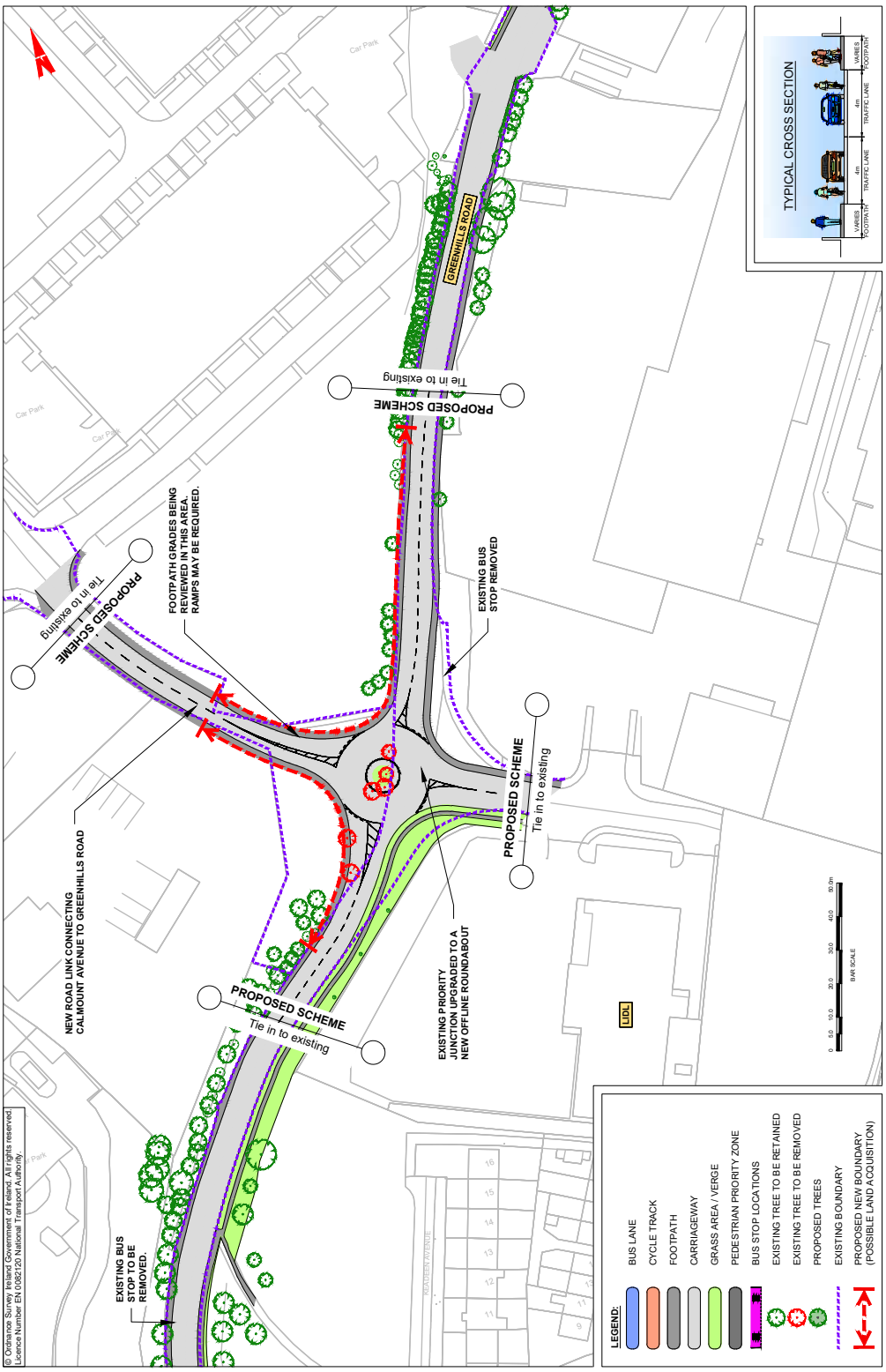


MAP 13: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



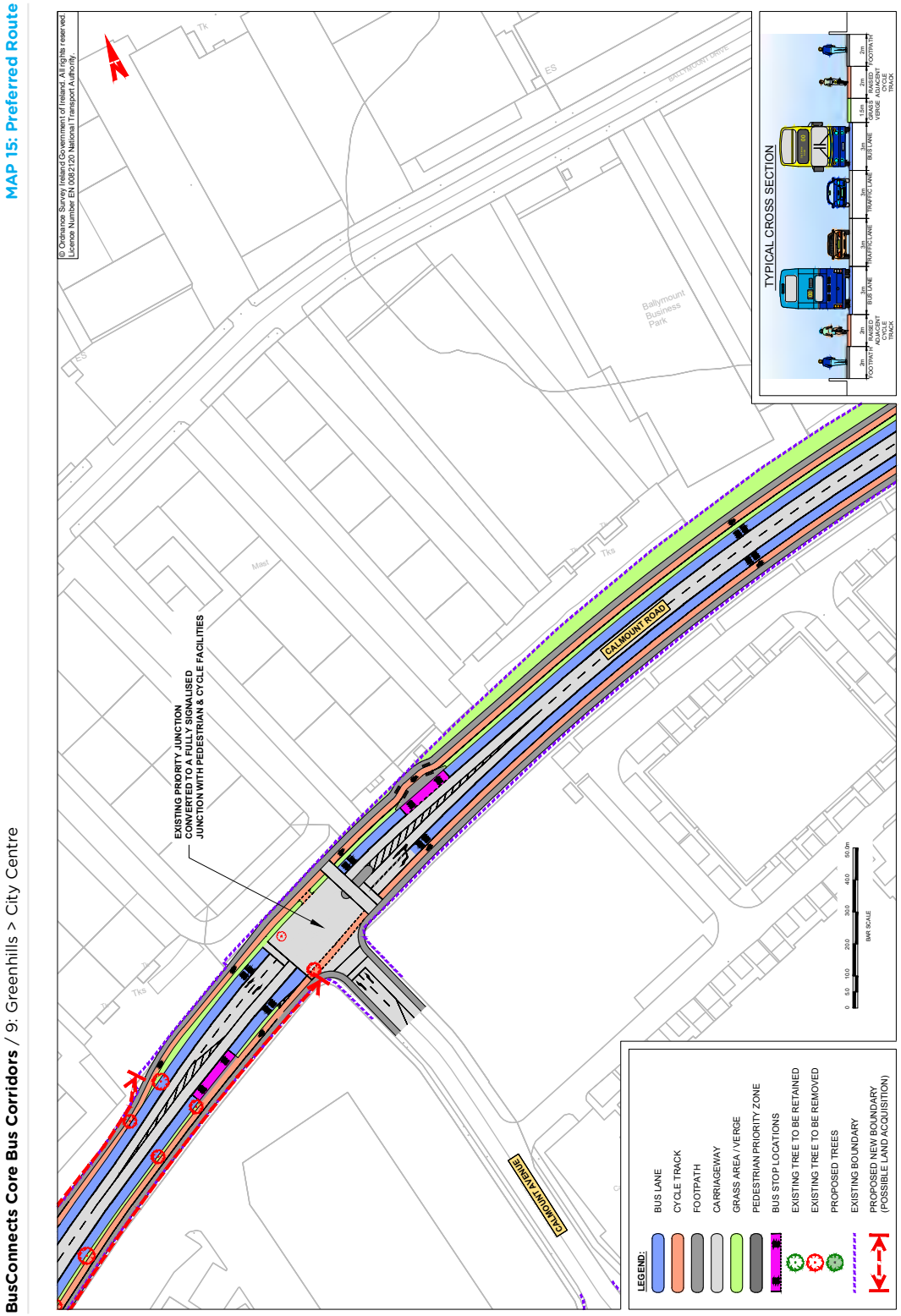
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 14: Preferred Route

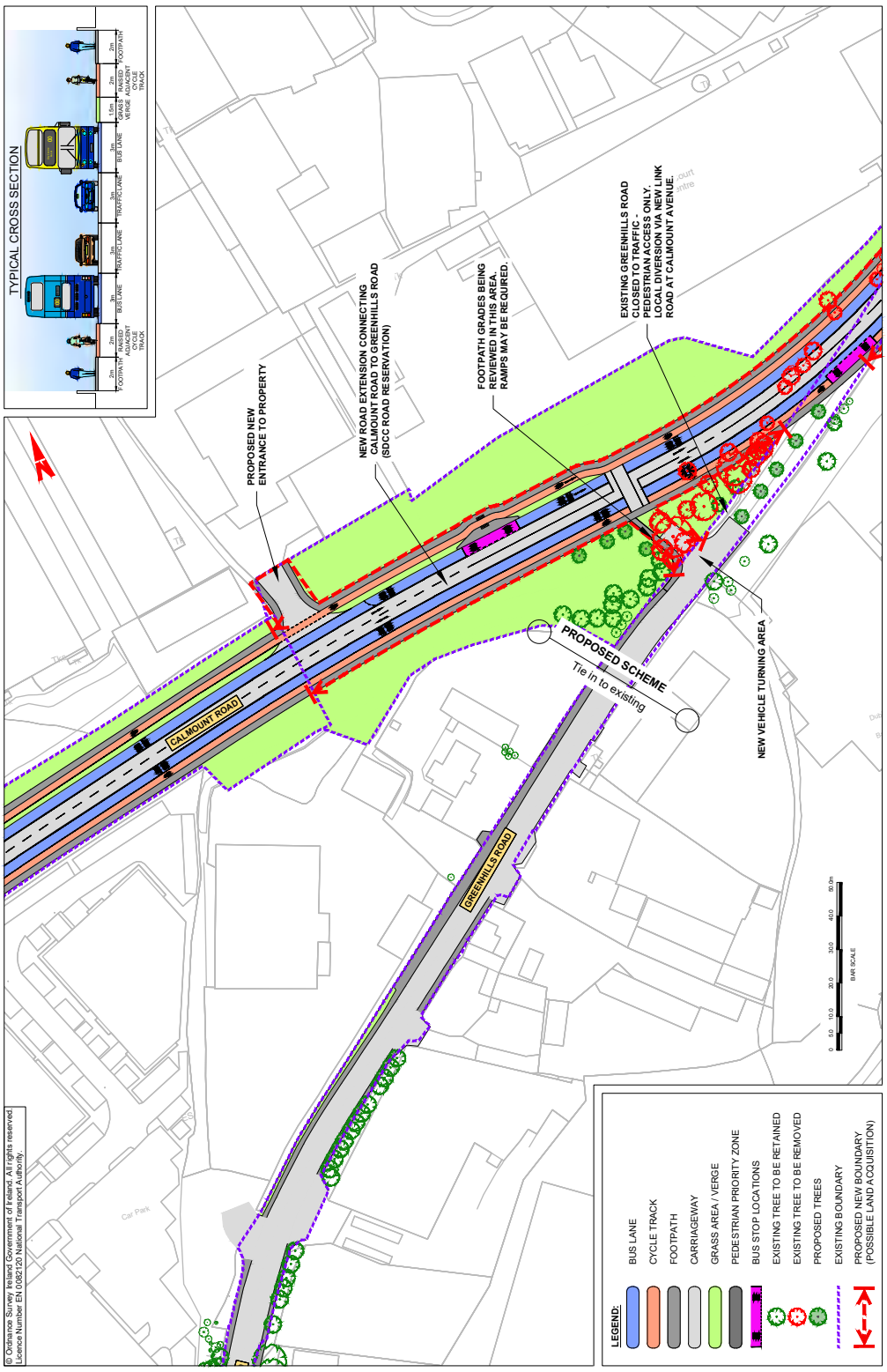
MAP 15: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



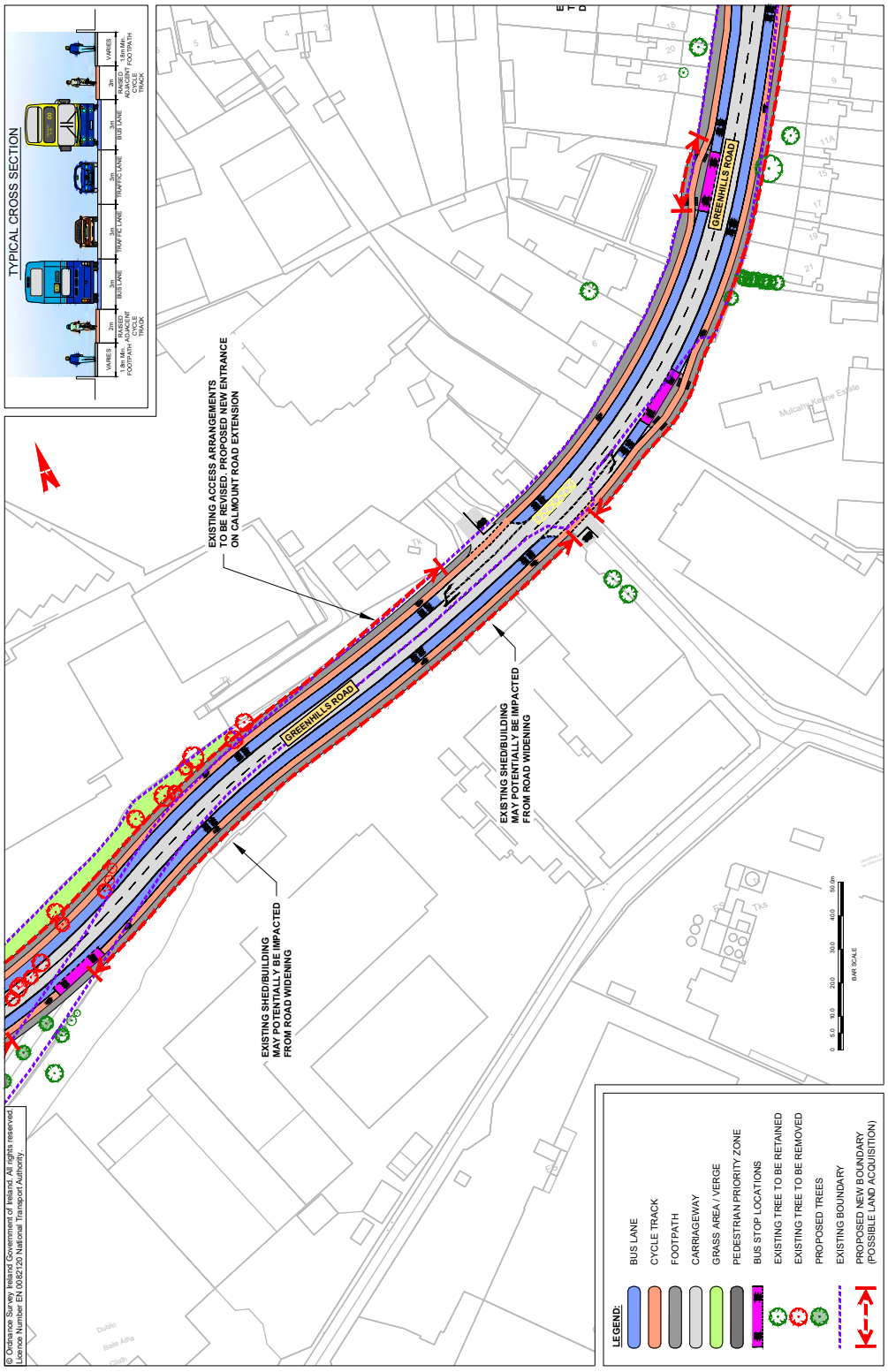
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 16: Preferred Route



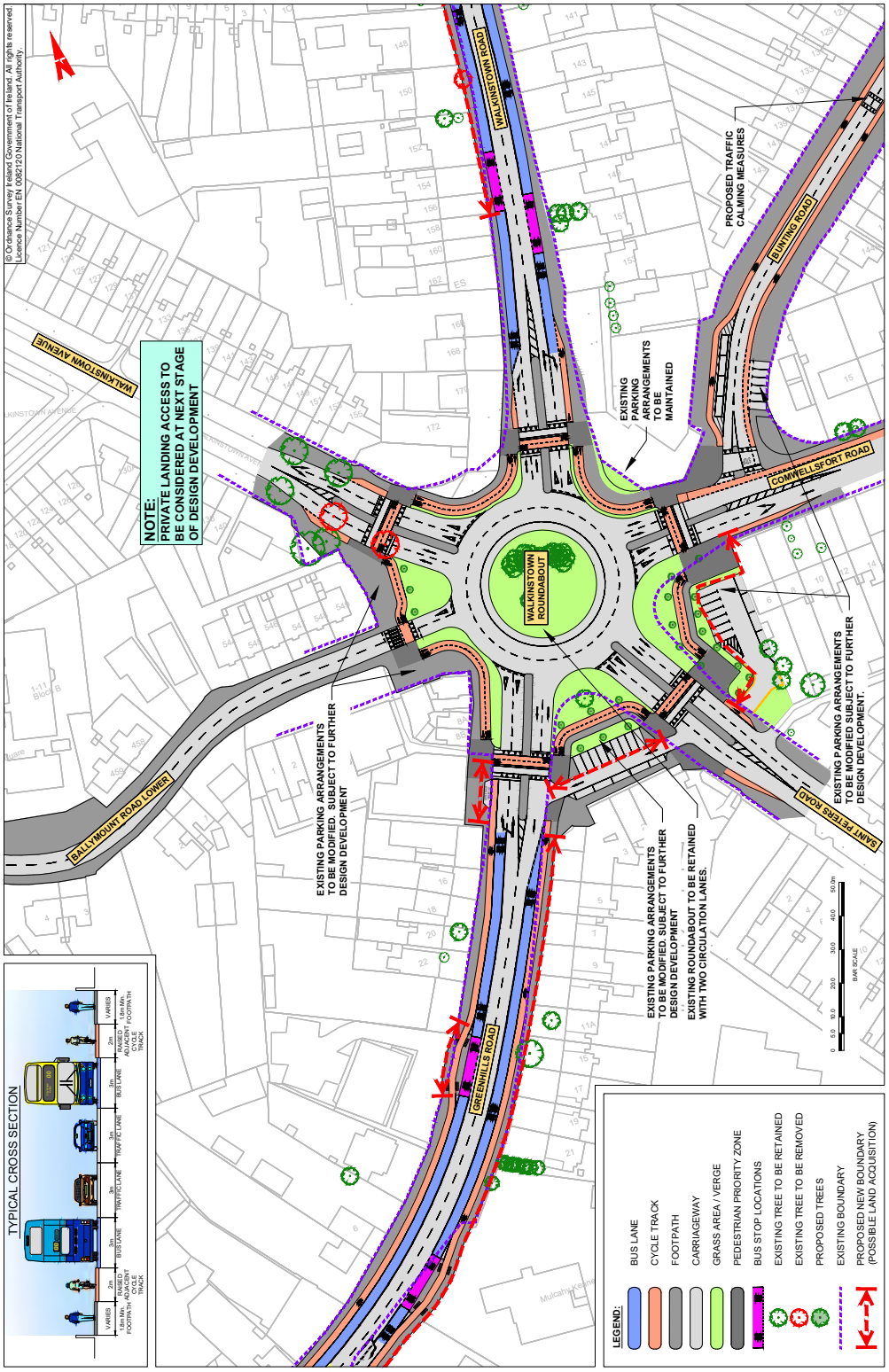
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 17: Preferred Route



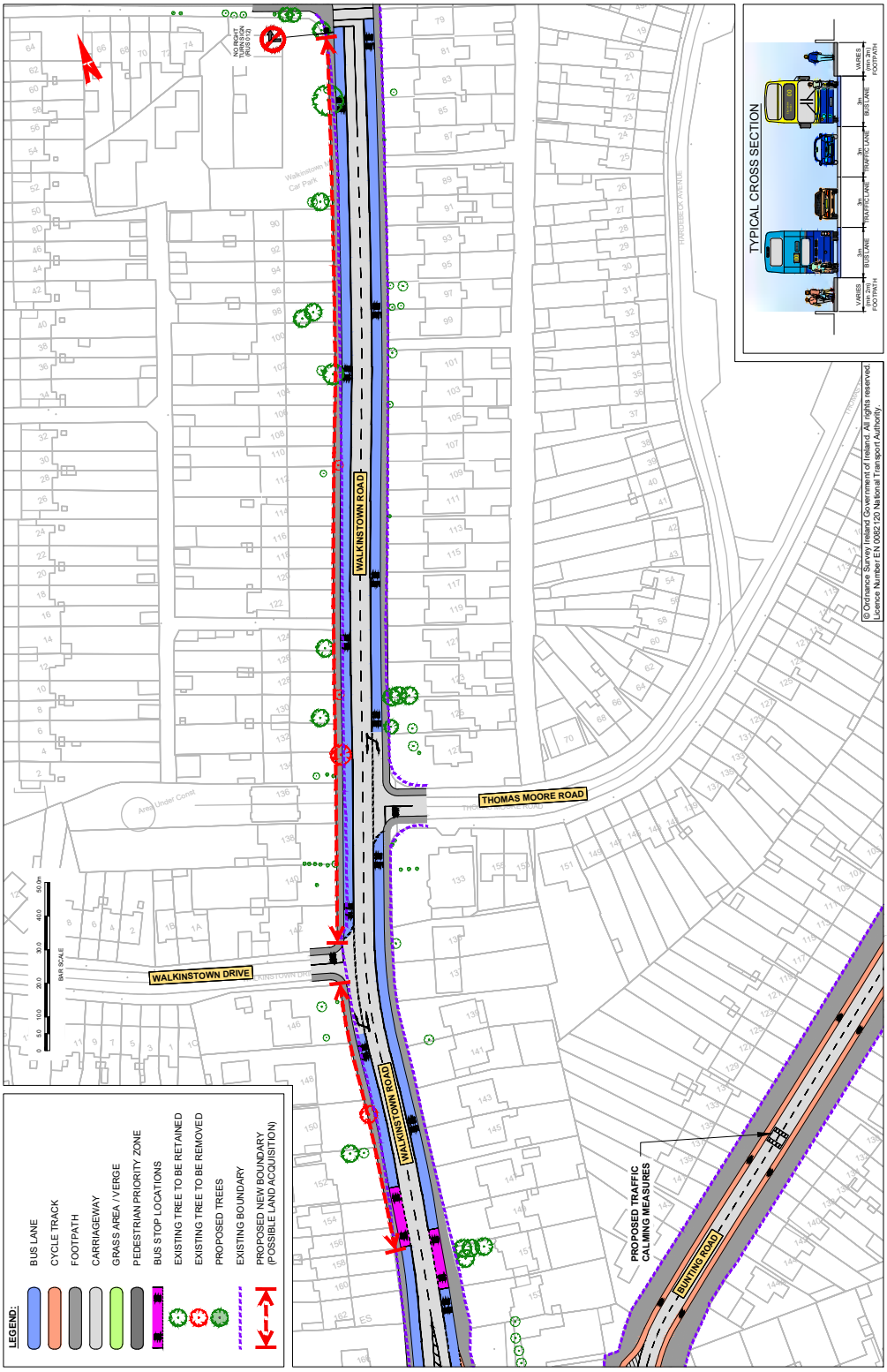
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 18: Preferred Route

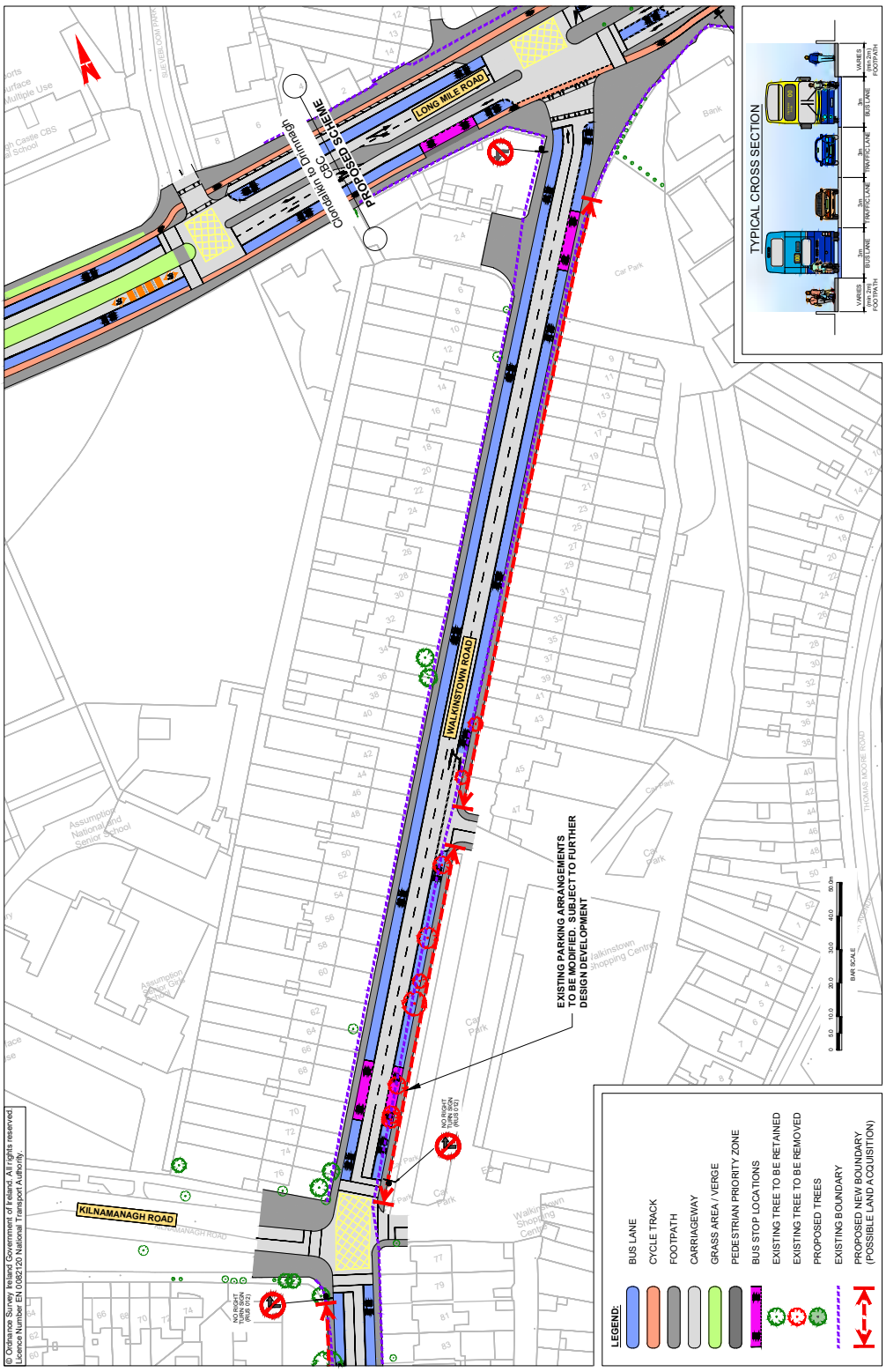


MAP 19: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



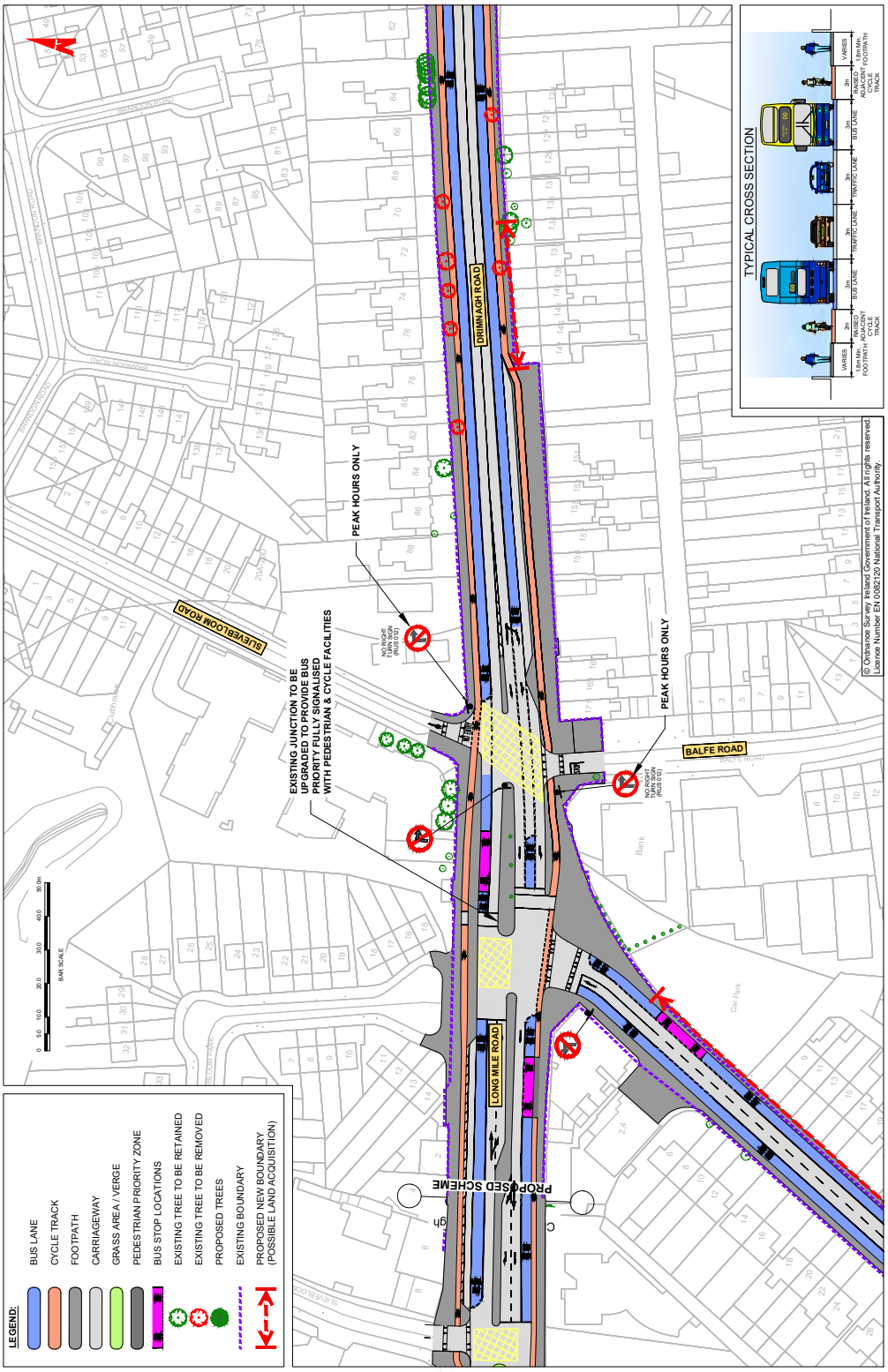
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 20: Preferred Route

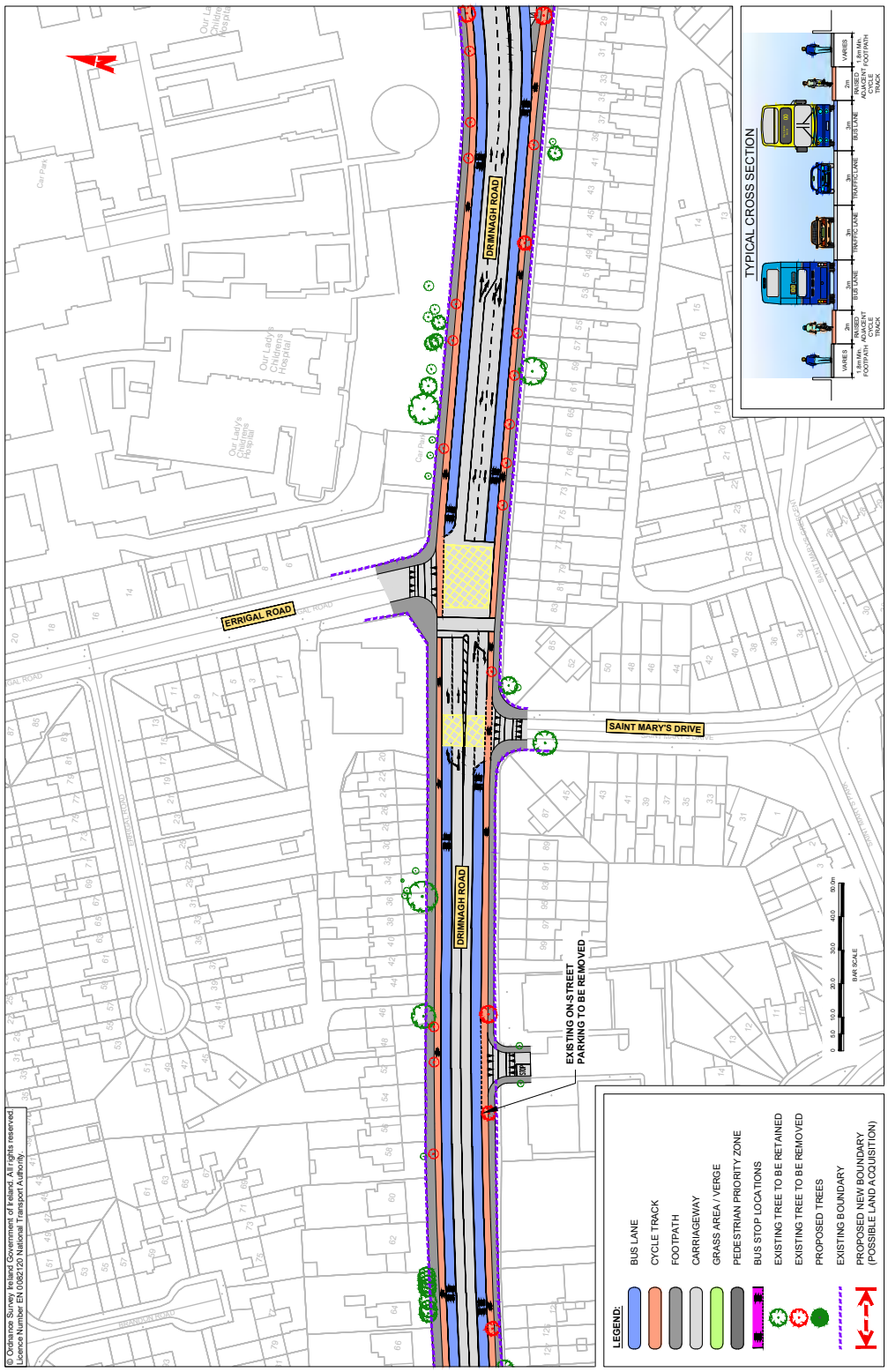
MAP 21: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



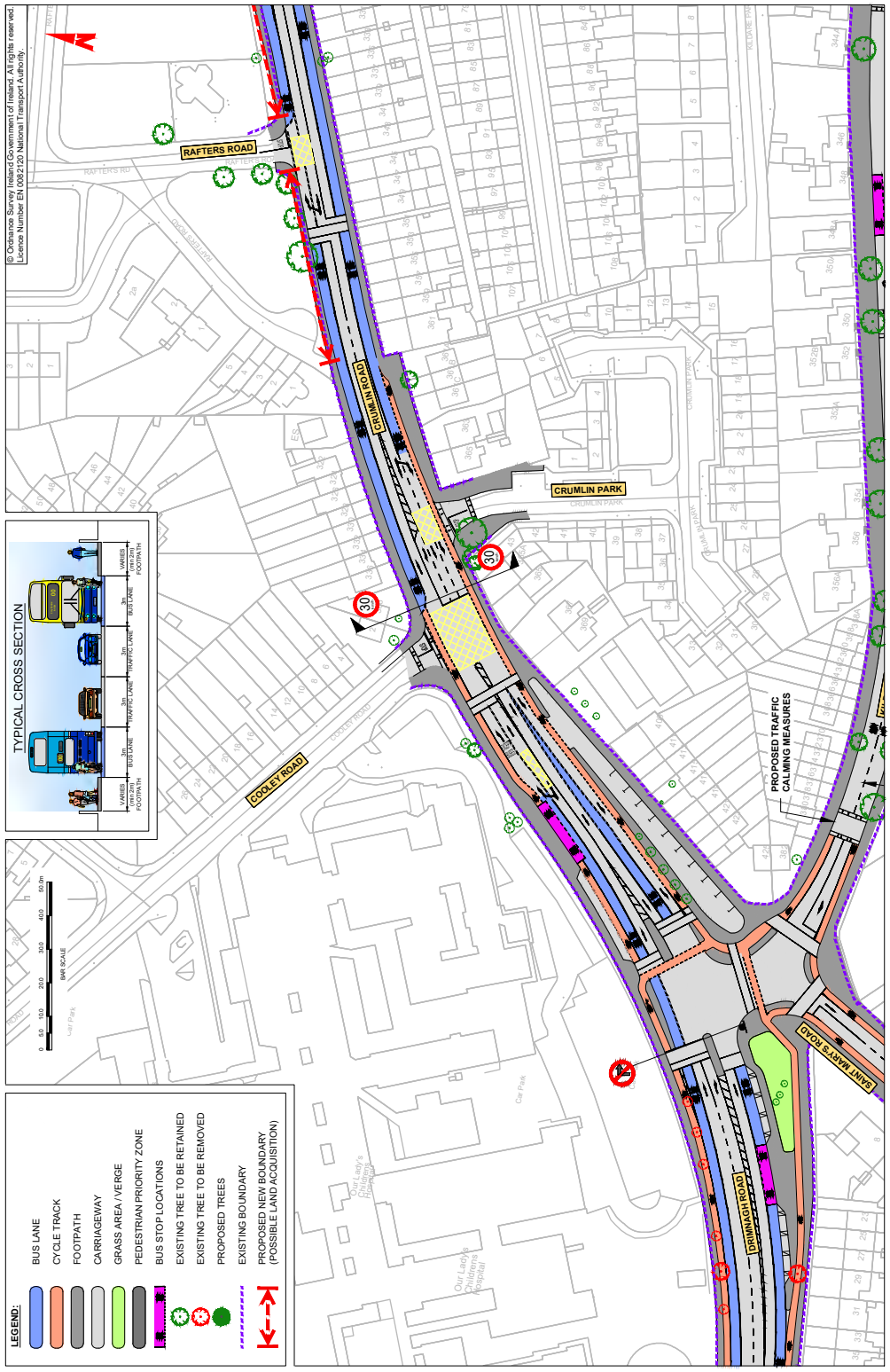
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 22: Preferred Route



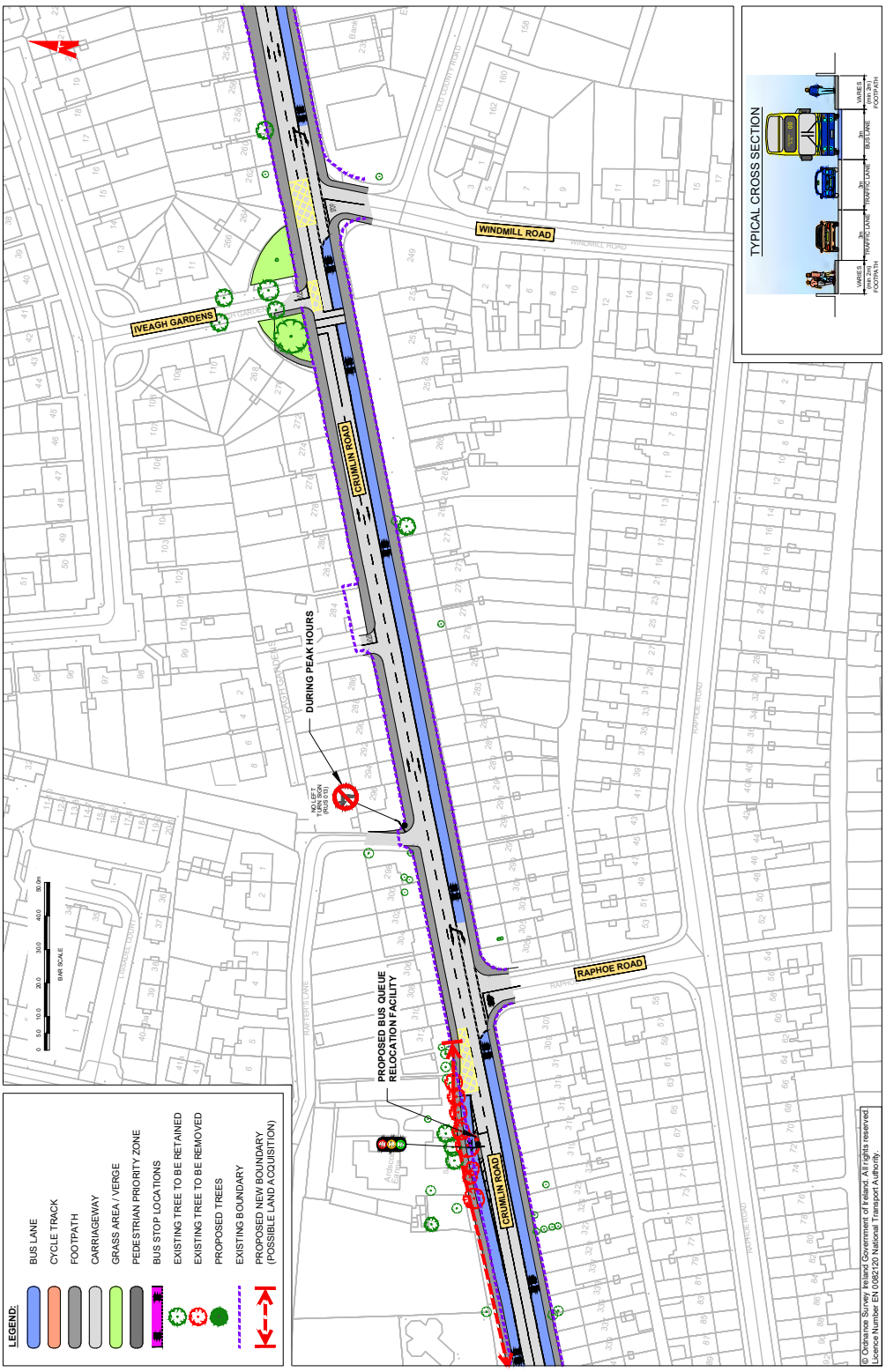
MAP 23: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



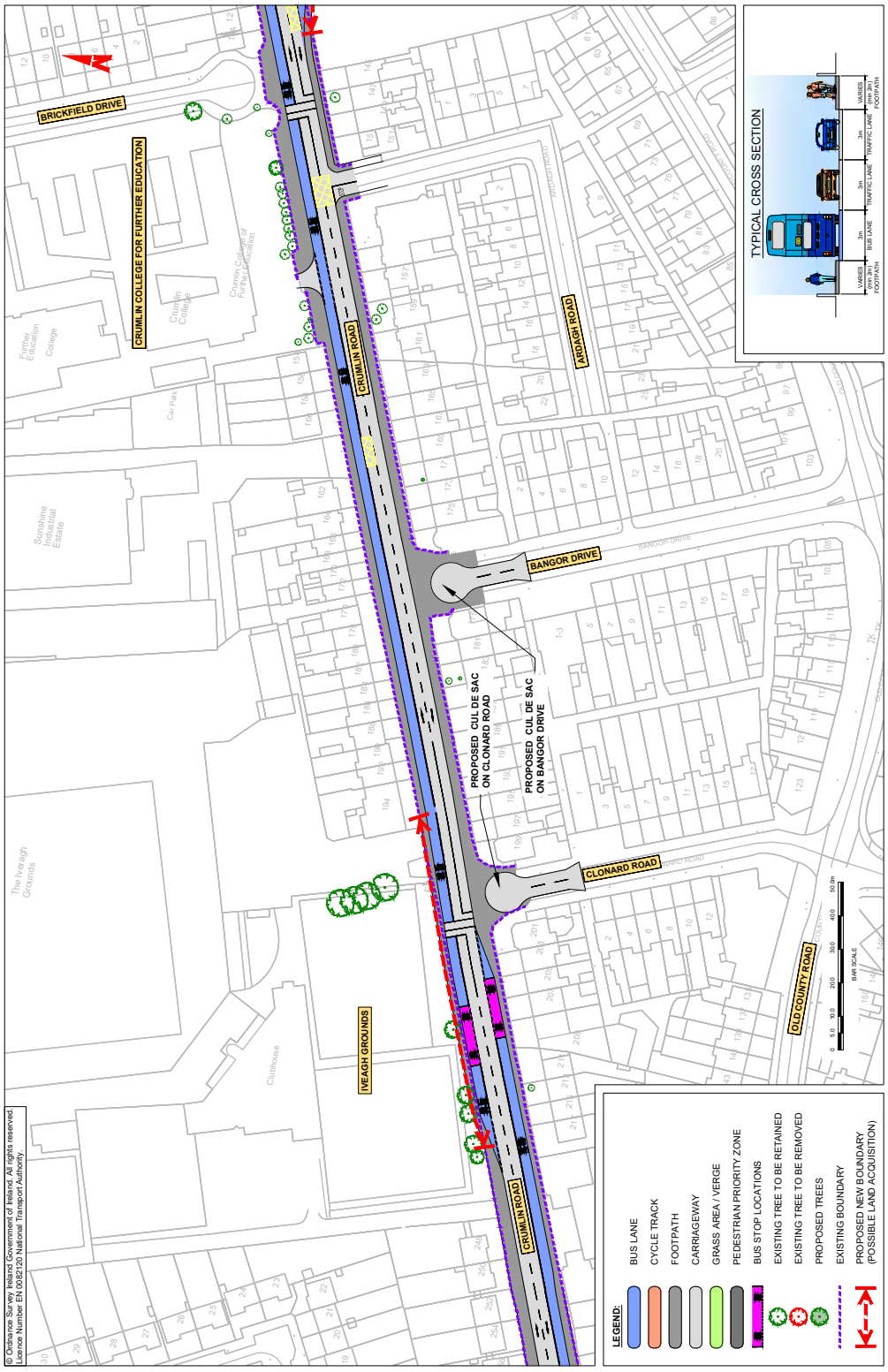
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 24: Preferred Route



MAP 25: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



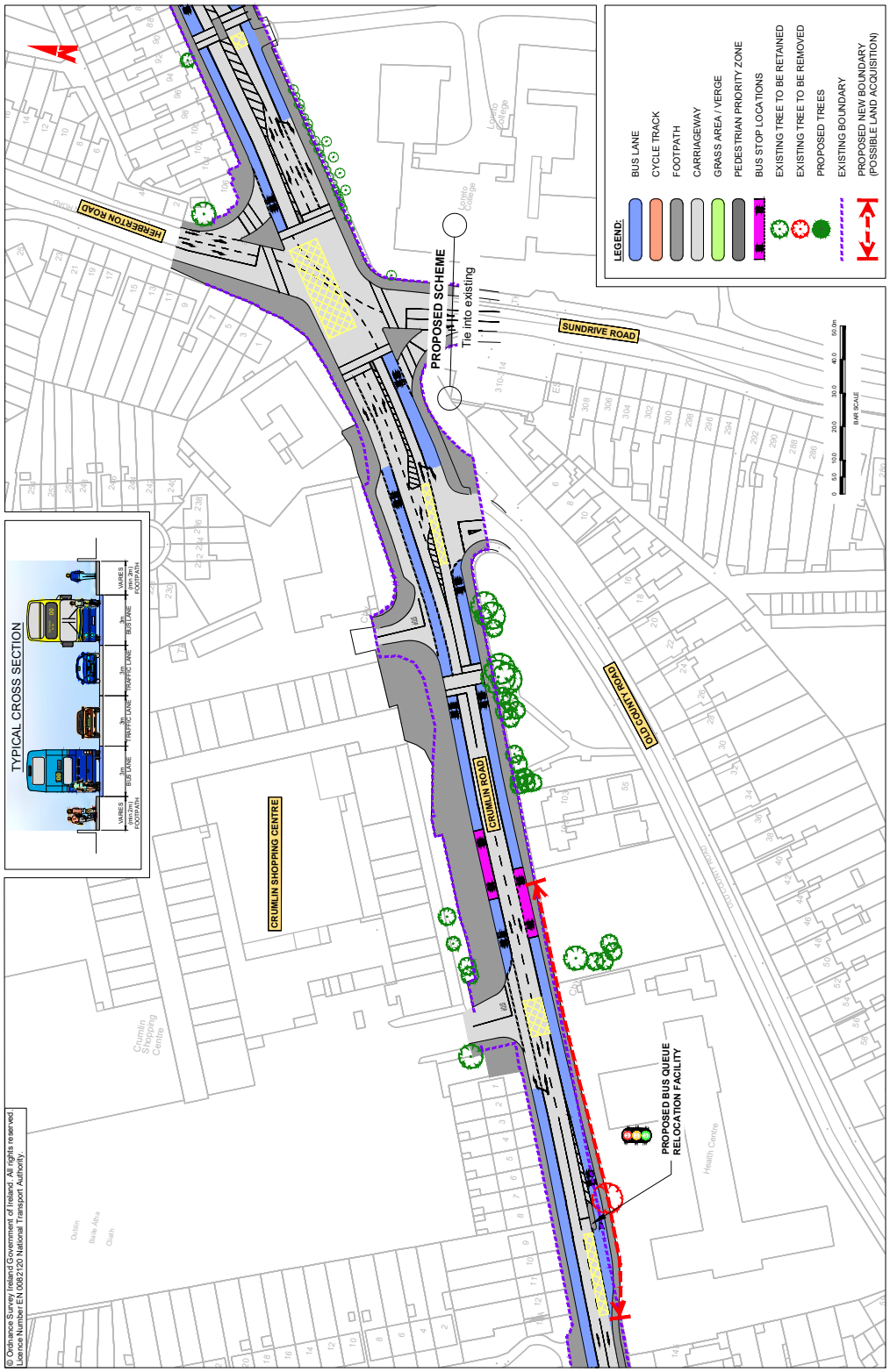
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



Urban Realm concept Bangor Drive

BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 30: Preferred Route



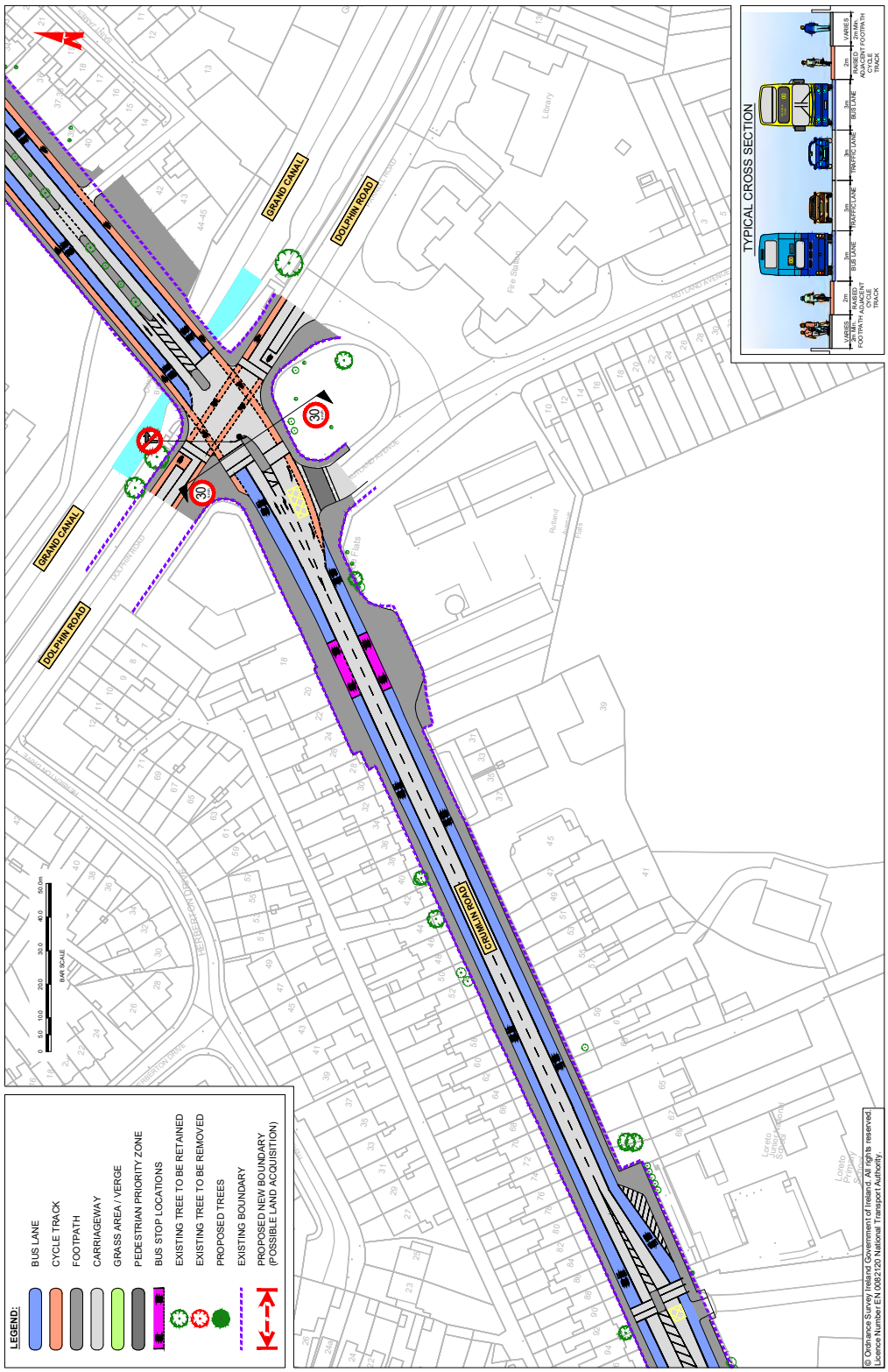
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



Urban Realm concept Brick Field Drive

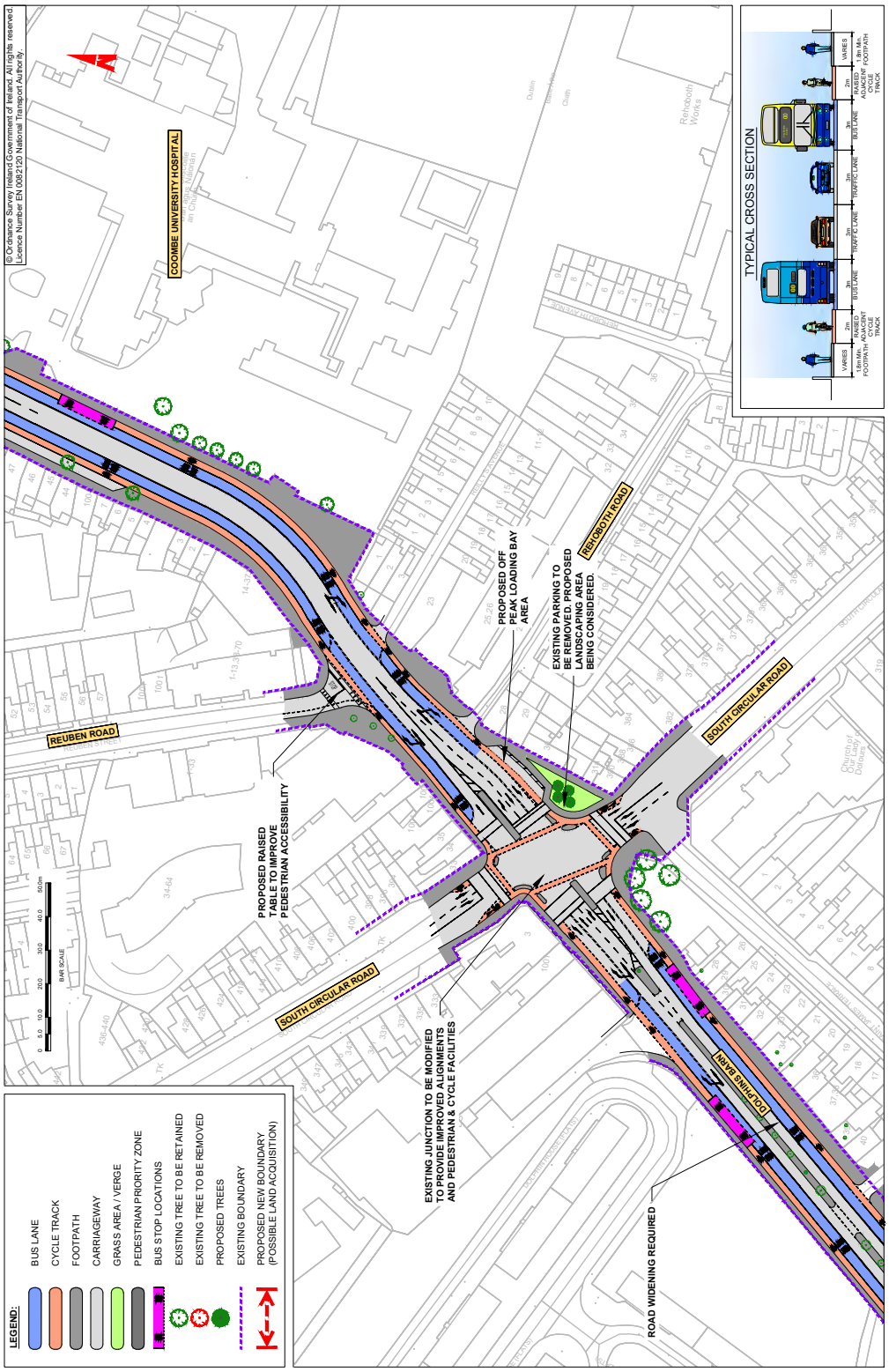
MAP 31: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



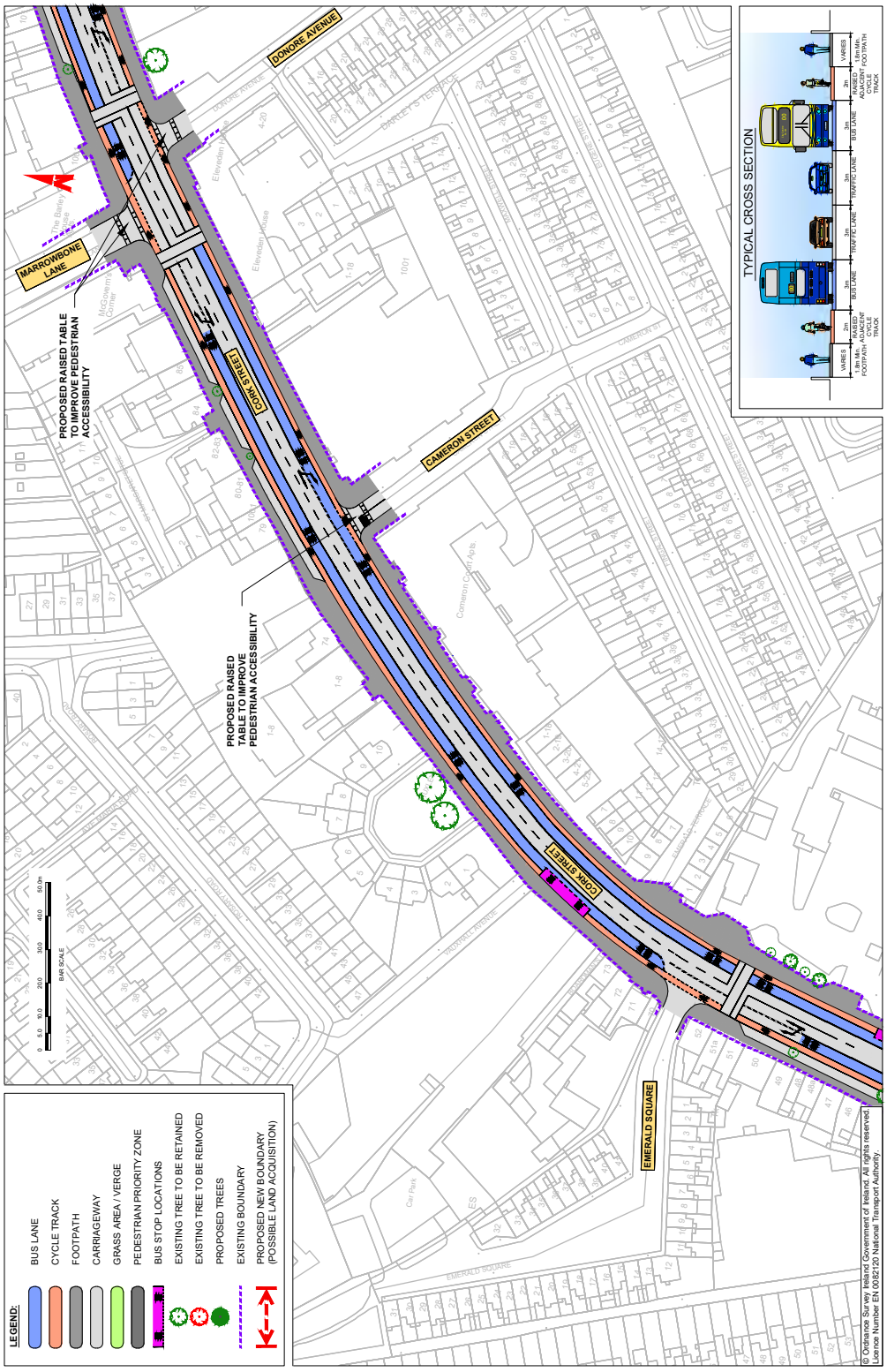
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 32: Preferred Route



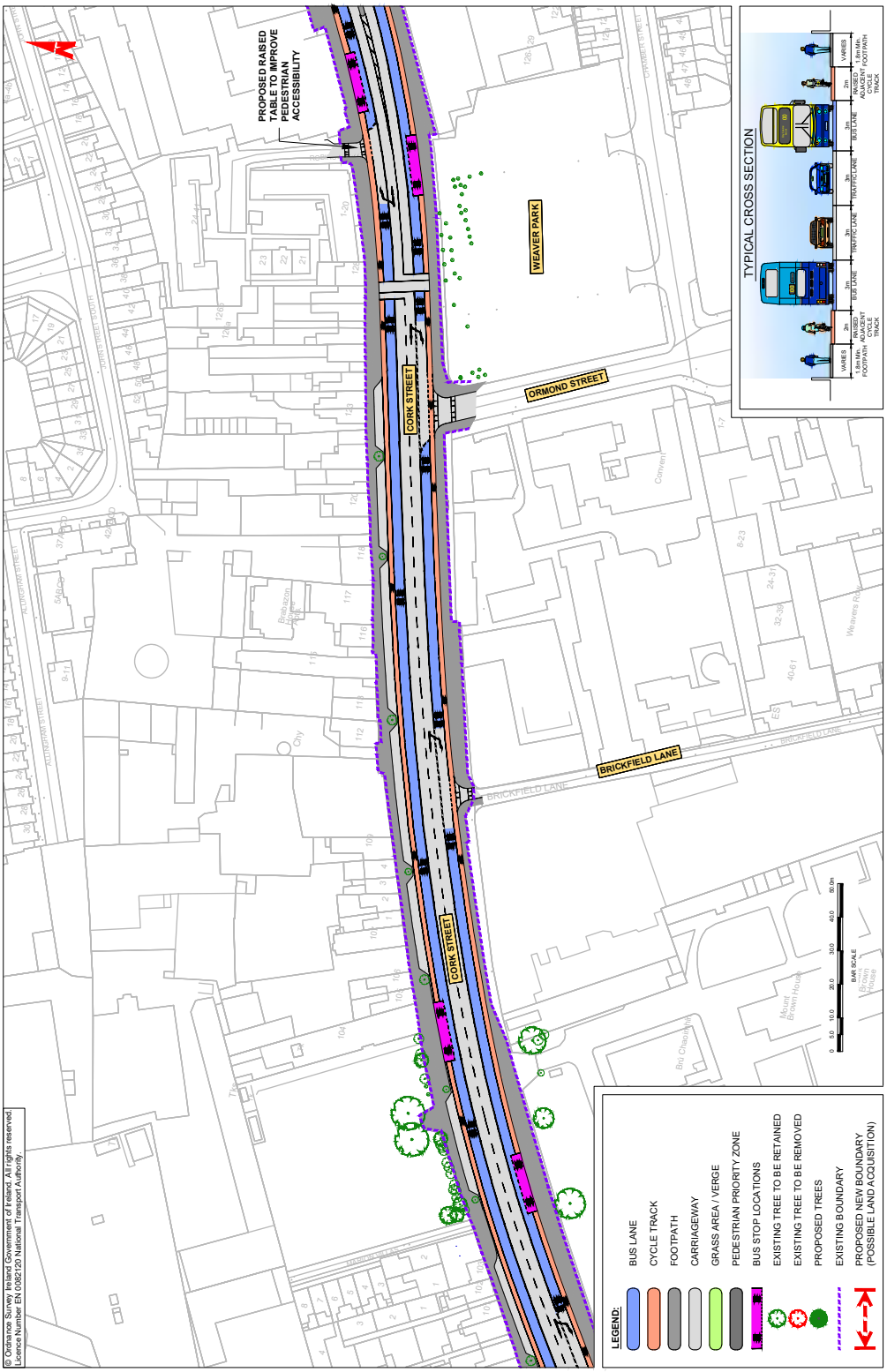
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 33: Preferred Route



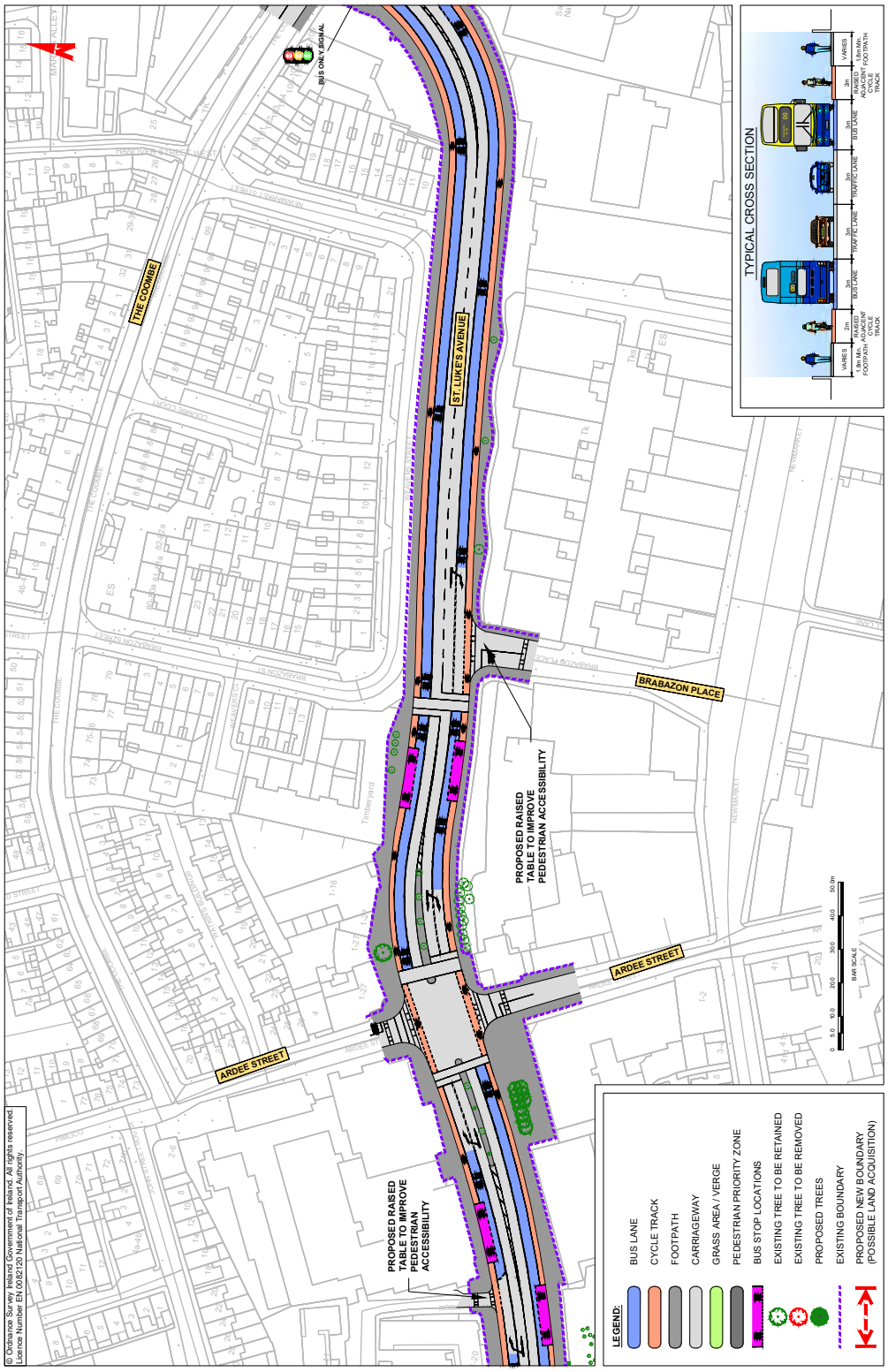
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 34: Preferred Route



MAP 35: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



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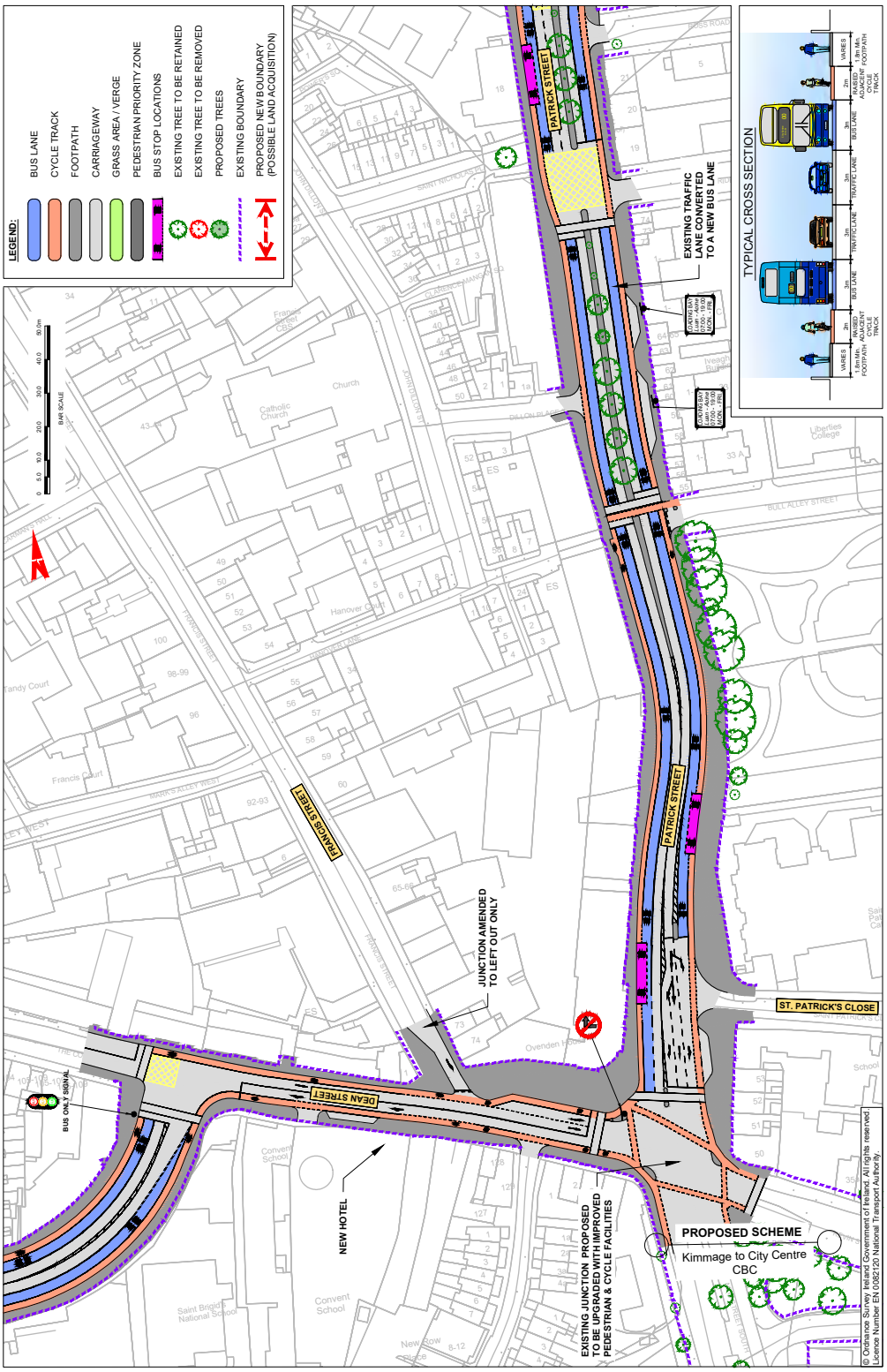
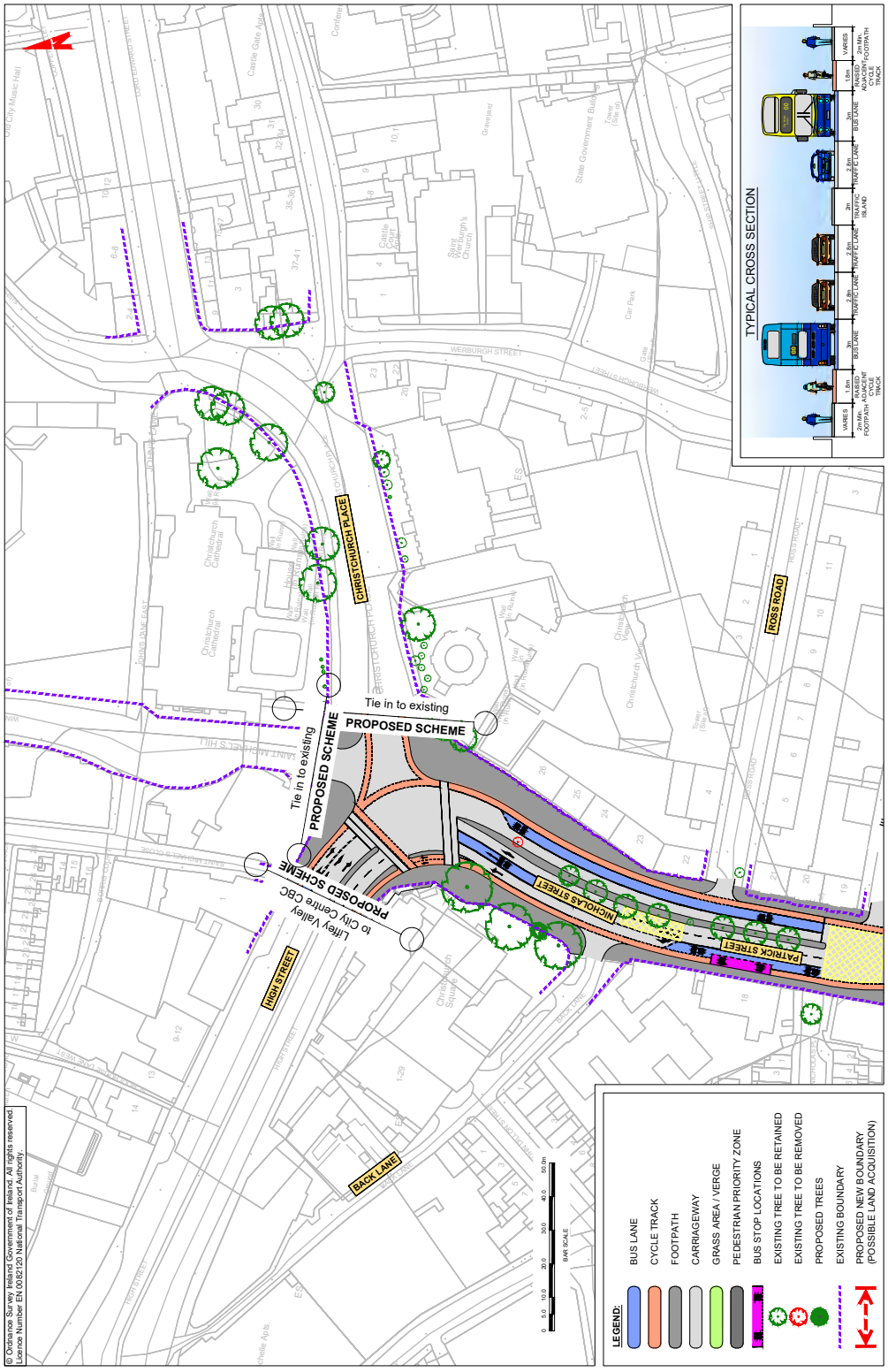


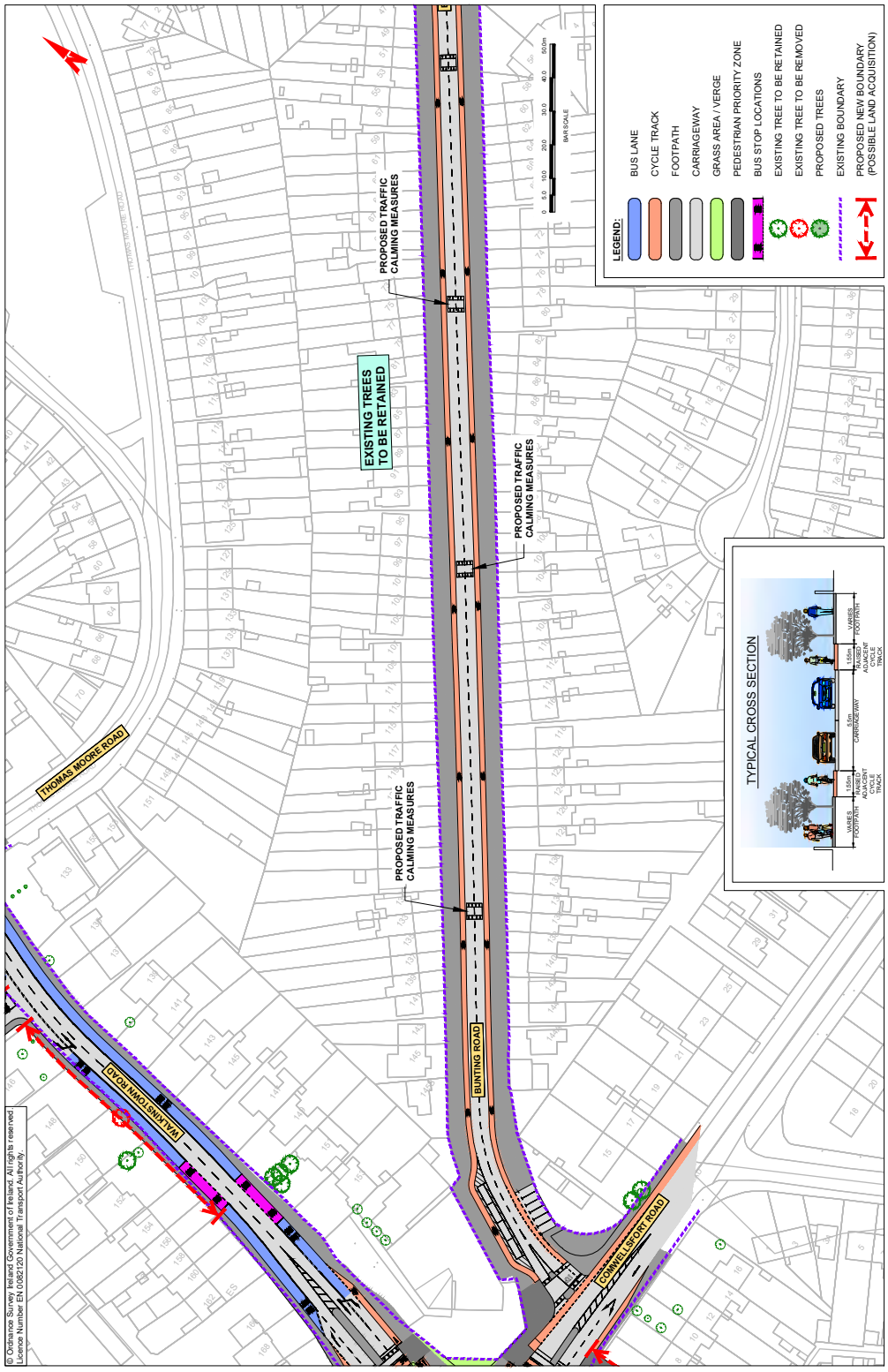
MAP 36: Preferred Route

MAP 37: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



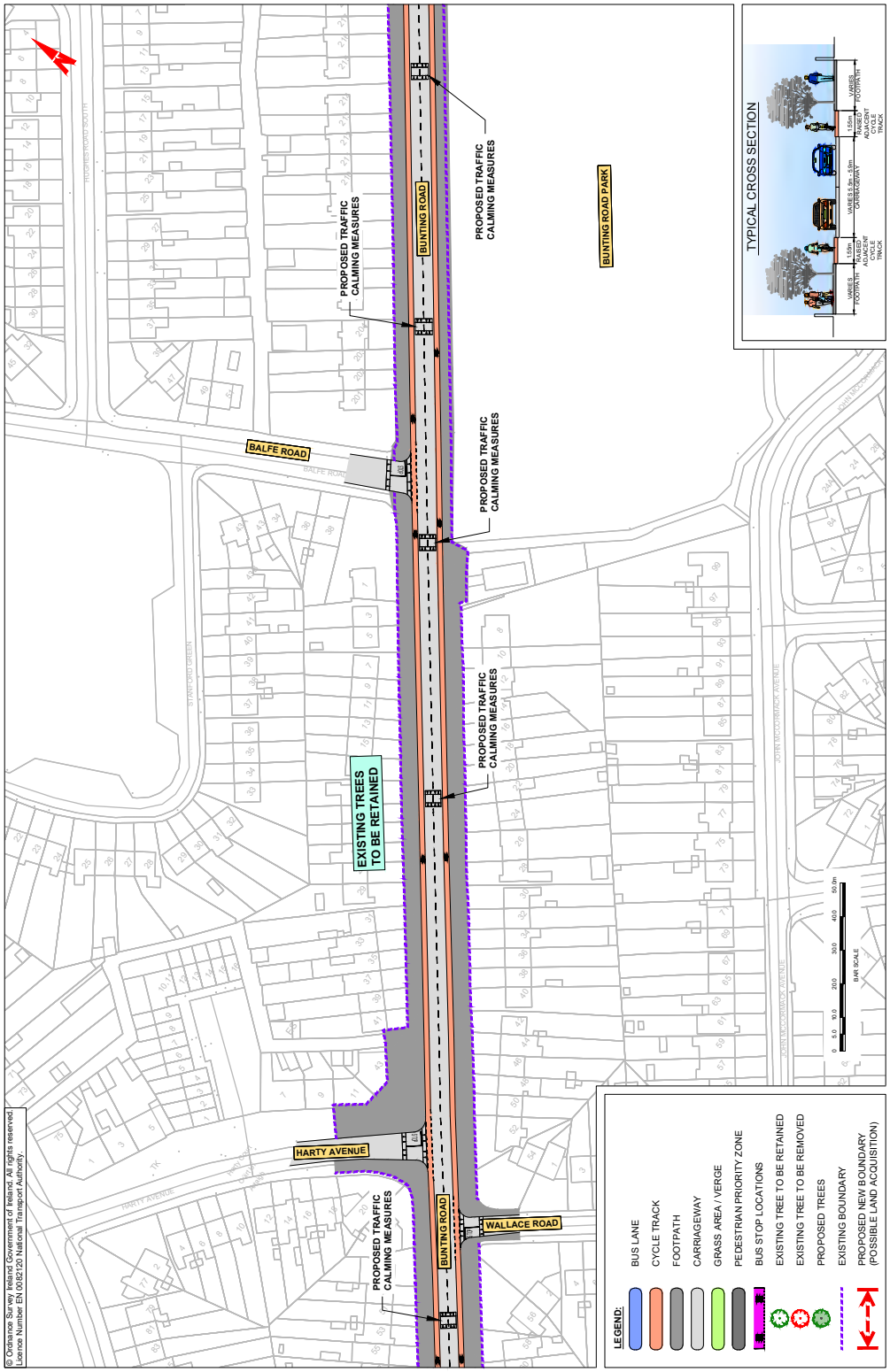
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 38: Preferred Route

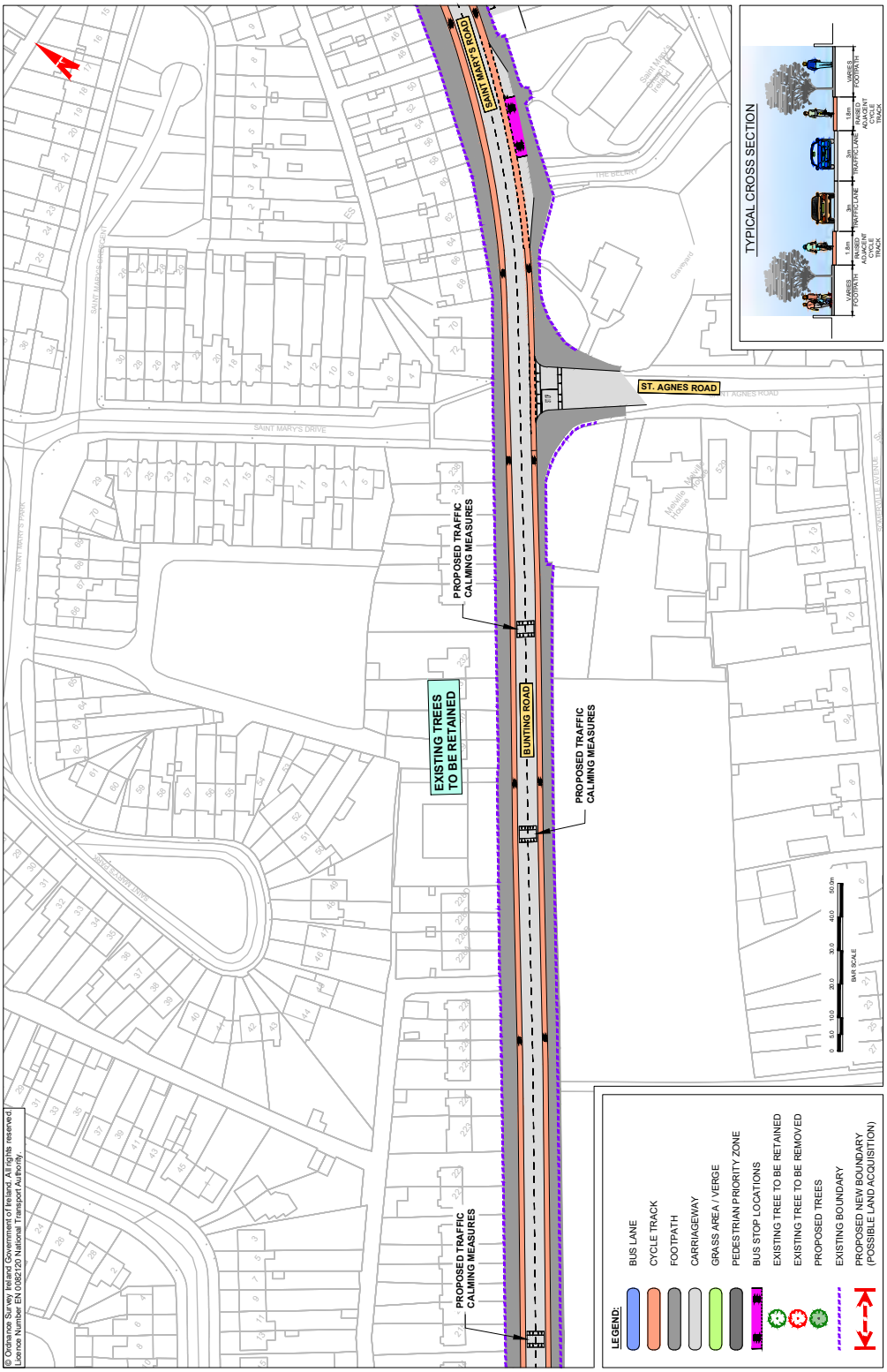
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 39: Preferred Route



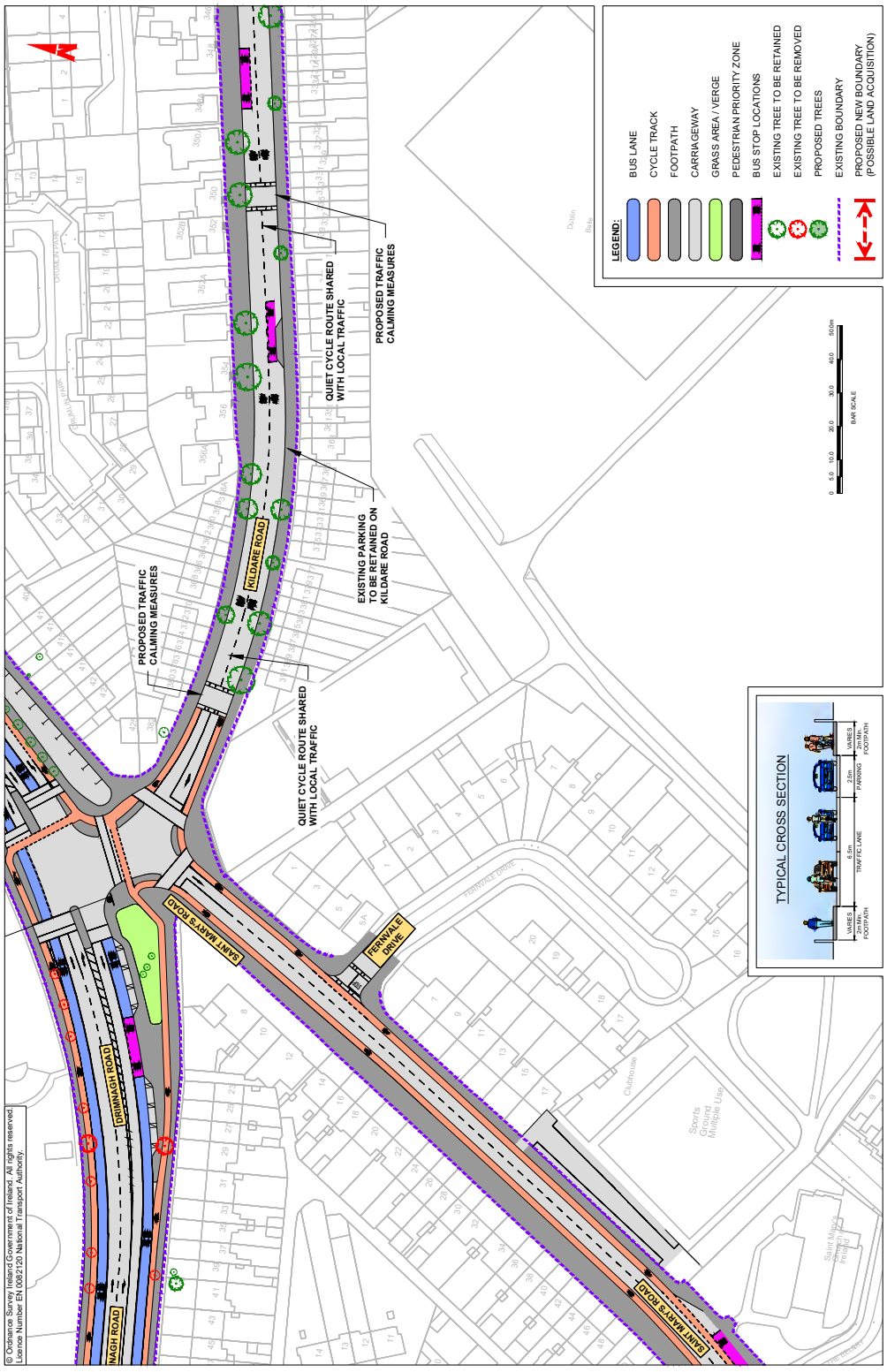
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 40: Preferred Route



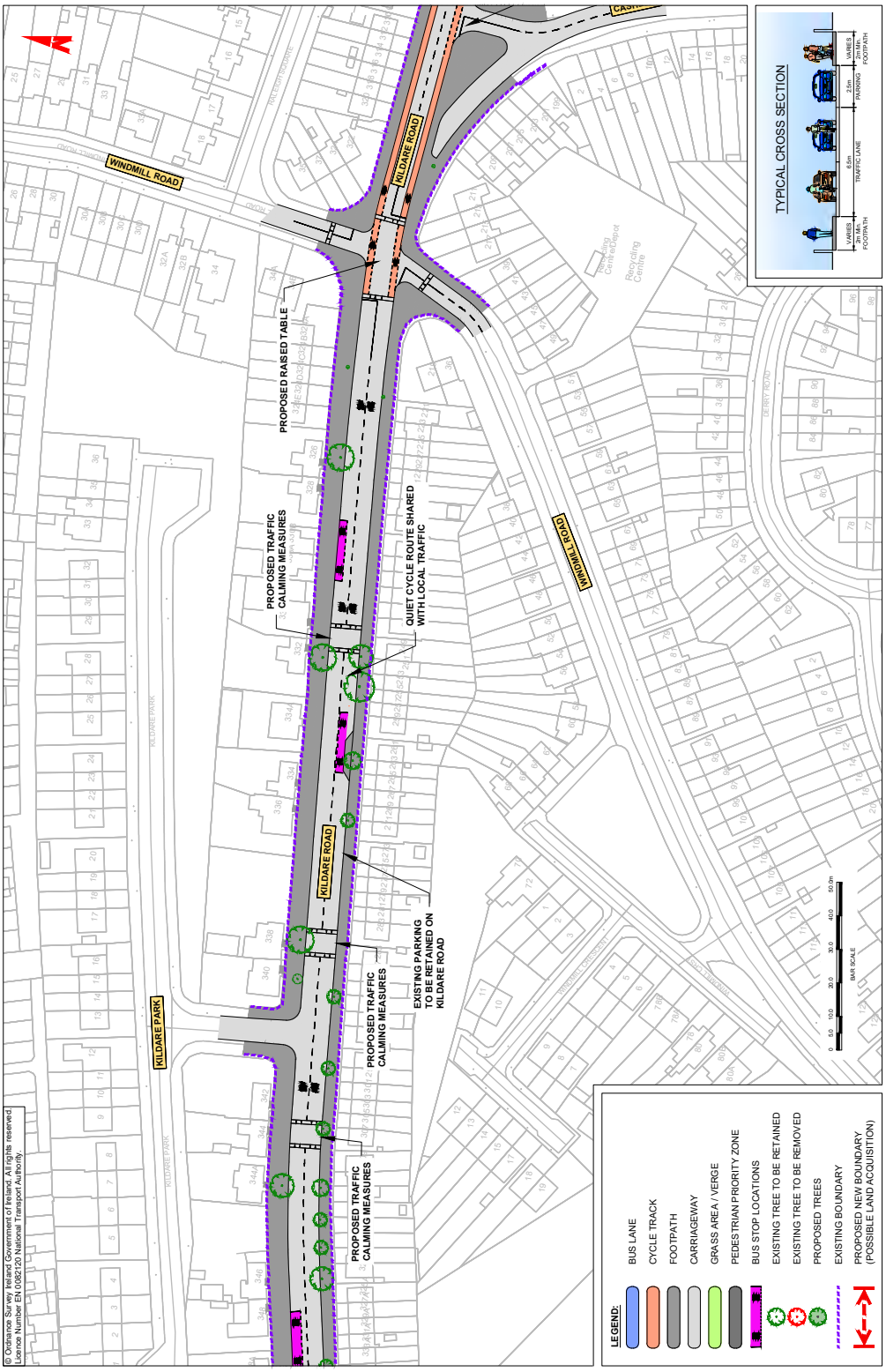
MAP 41: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



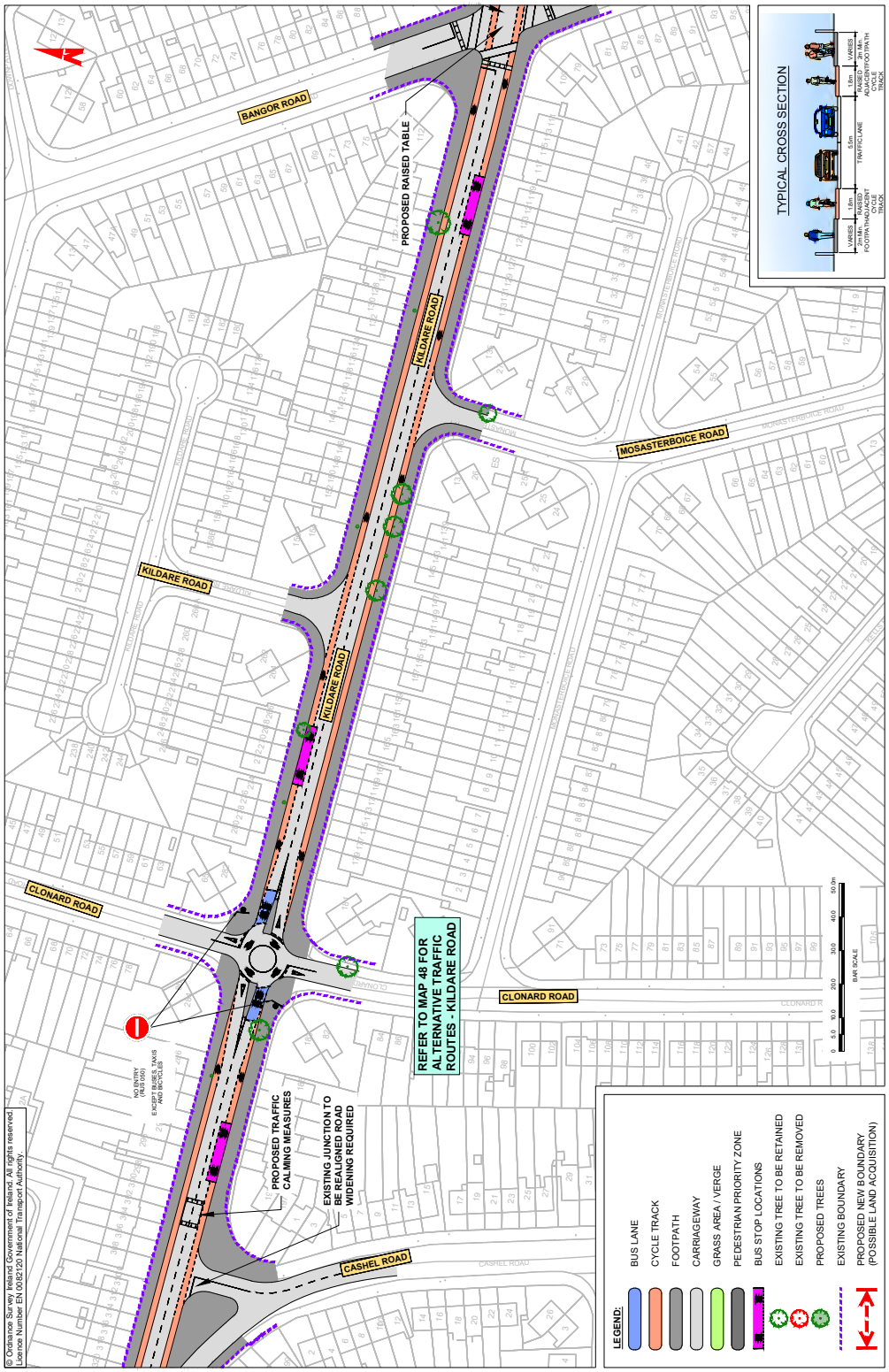
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 42: Preferred Route



MAP 43: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 44: Preferred Route



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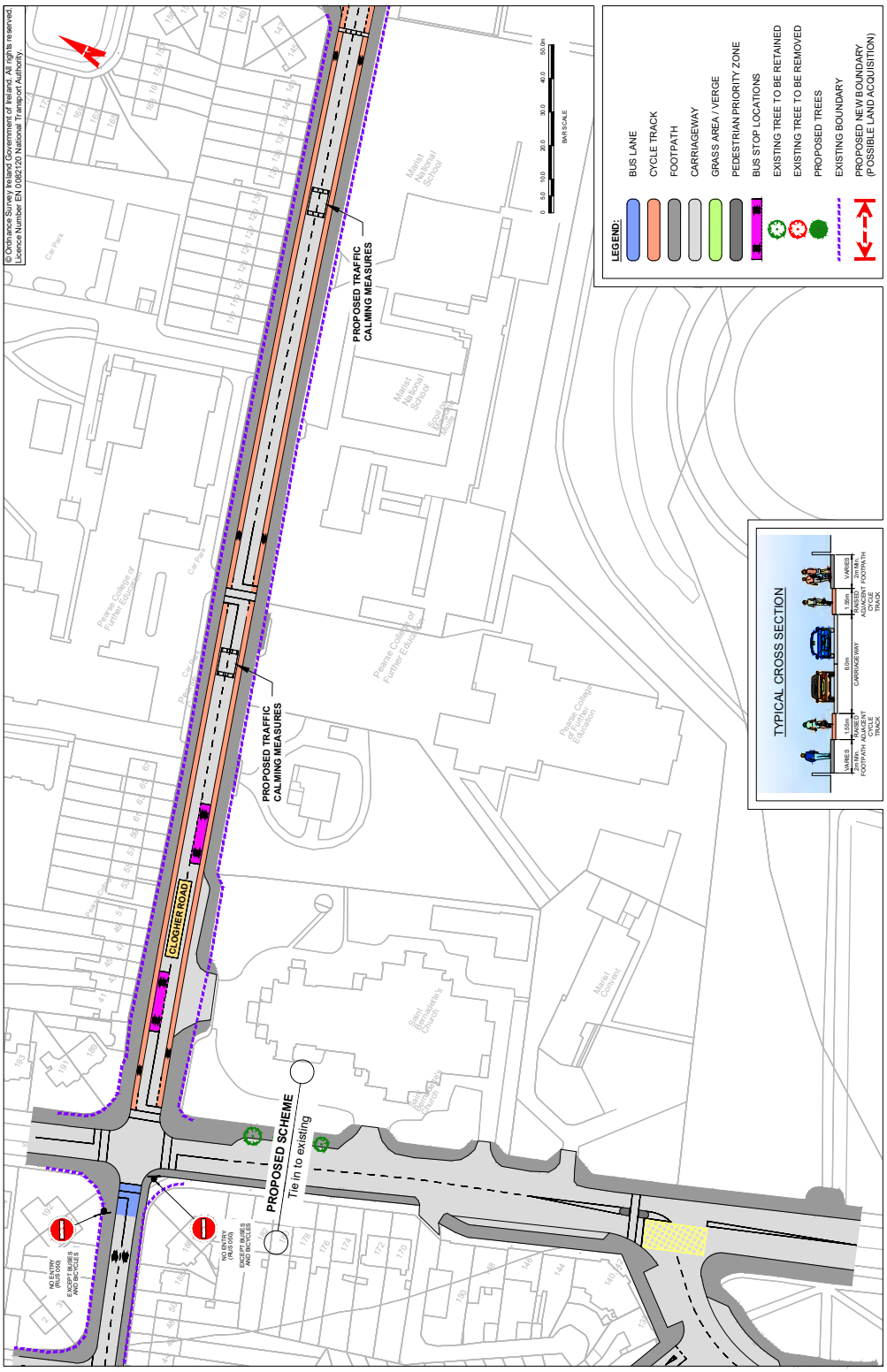
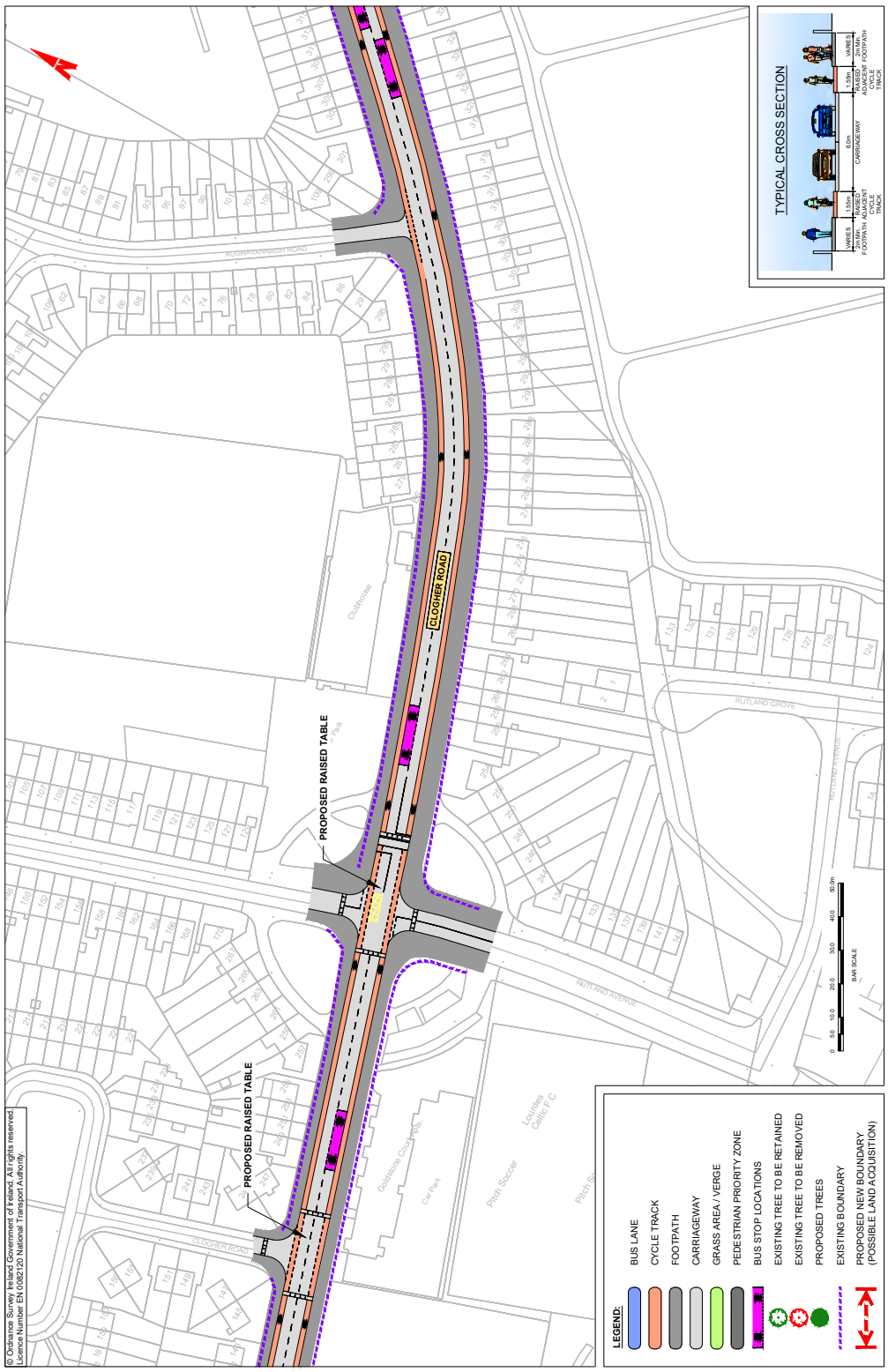
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 45: Preferred Route



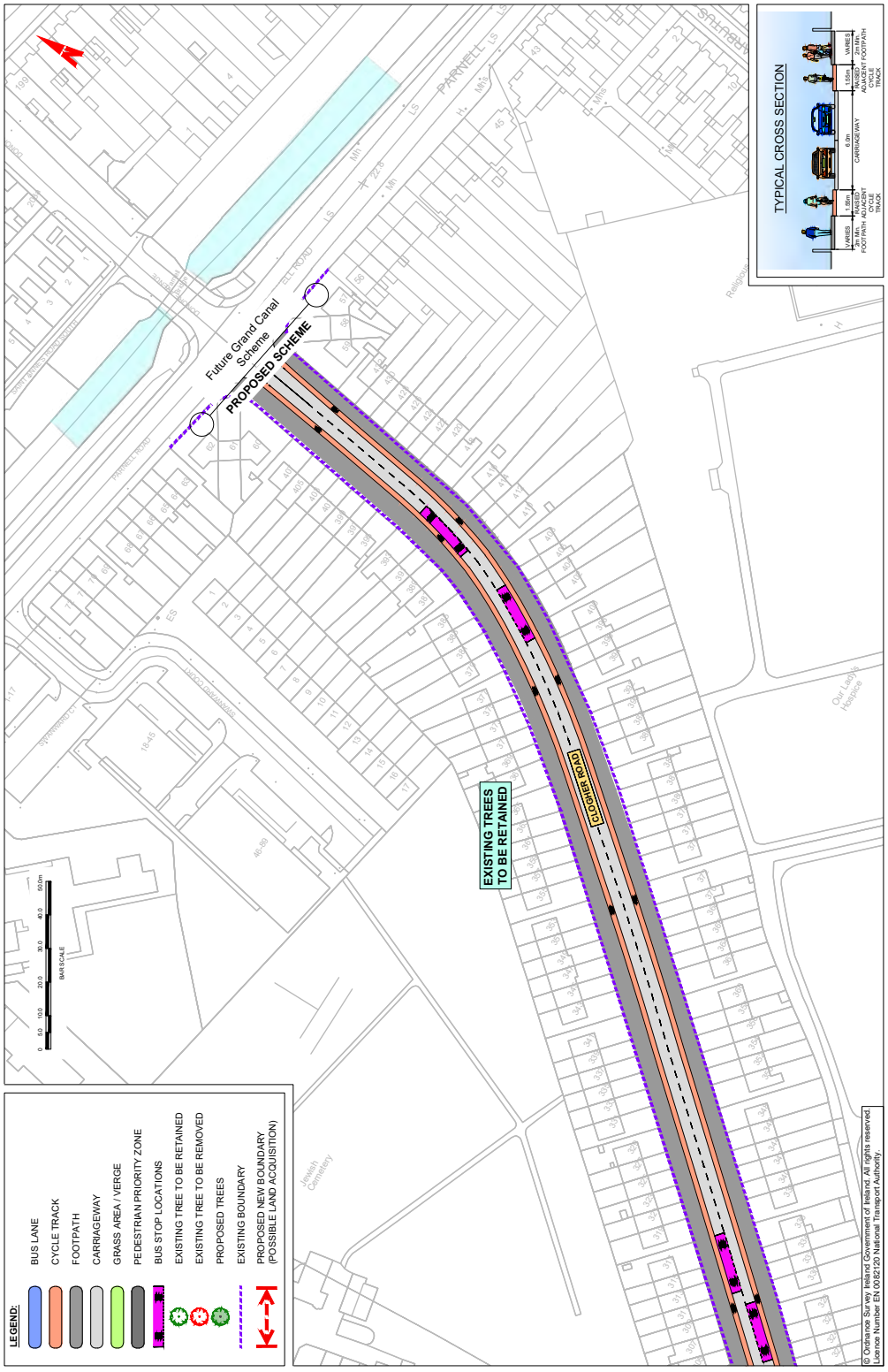
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 46: Preferred Route



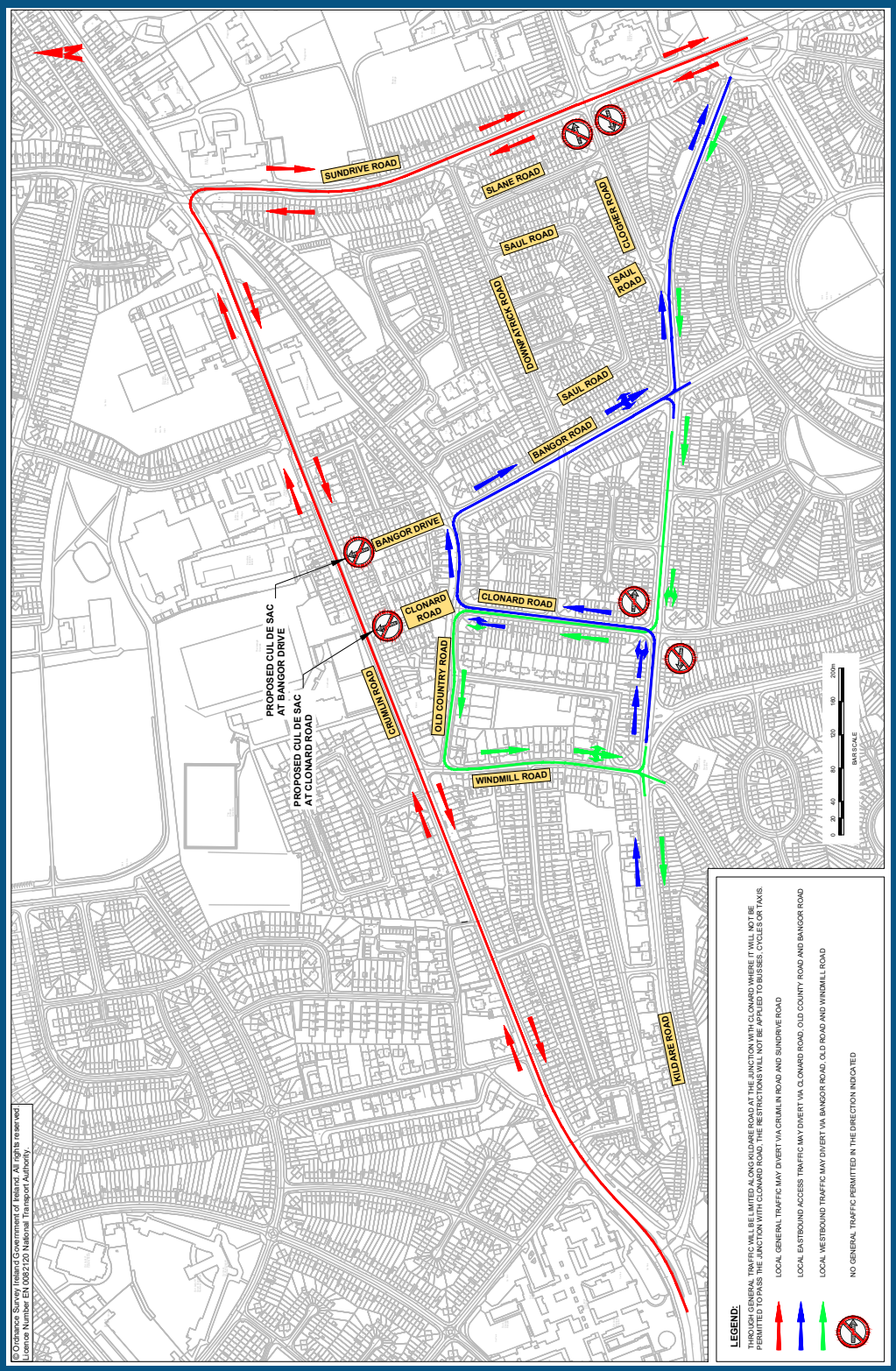
MAP 47: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 48 : Preferred Route



NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Harcourt Lane,
Dun Sceine,
Dublin 2.
D02 WT20

Project Ireland 2040
Building Ireland's Future

Na Glaschnoic go Lár na Cathrach

9

Croíbhealach Bus Rogha Bealaigh

Comhairliúchán poiblí
Márta 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.

Clondalkin to Drimnagh

8

Core Bus Corridor Preferred Route

Public Consultation
March 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



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1. Introduction

1.1 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation on initial proposals for the Emerging Preferred Routes of sixteen Core Bus Corridors across the Greater Dublin Area (GDA). During this consultation phase thirteen thousand submissions were received in total. A Consultation Submissions Report for each corridor is available to view and download on our website www.busconnects.ie.

All of the submissions were reviewed and considered as part of the design preparation for the Preferred Route for each corridor. We have amended our initial proposals to address some of the issues raised in submissions, including incorporating suggestions and recommendations from local residents, community groups and stakeholders. We are now publishing the Preferred Routes for sixteen Core Bus Corridors and commencing a second round of public consultation.

This document is one of a series of sixteen, each dedicated to a single Core Bus Corridor. The document provides a written description of the Preferred Route from start to finish with supporting maps and includes information on revisions made, if any, from the initial emerging preferred route.

The original brochures detailing each Emerging Preferred Route, published last year, are available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning application.

1.2 What is BusConnects?

BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. It is included within the following Government policy strategies:

- The National Development Plan 2018 - 2027;
- Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- The Climate Action Plan 2019.



Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is designed to provide a better, more reliable and more efficient bus service for everyone.

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable

200km of cycle lanes/tracks

Transitioning to a new
low emissions bus fleet

State of the art
ticketing system

Cashless payment system

Simpler fare structure

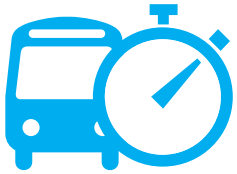
New Park & Ride
sites in key locations

New bus livery
providing a common style across all operators

New bus stops and shelters
with better signage and information

Dublin area bus network redesign
creating a more efficient network with high frequency spines, new orbital routes and increased bus services

1.3 What are the benefits of this project?



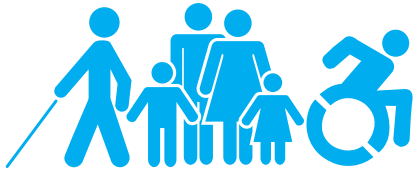
Journey Time Savings -

This project will deliver journey time savings of up to 40-50% on corridors. Dedicated bus and cycle lanes can significantly increase bus travel speeds and reliability.



Building a sustainable city and addressing climate change -

Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution.



Accessibility for all -

More bus shelters, with seating where possible, new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all, including the elderly and mobility impaired.



Better cycling facilities -

This project will see the provision of much needed cycling facilities around the city region with over 200kms of high quality cycle routes provided.



Pedestrians and Urban Realms -

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban realms with additional landscaping and outdoor amenities will be provided.

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial Core Bus Corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside segregated cycle lanes/tracks where feasible and general traffic.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the Core Bus Corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a second round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from the second round of public consultation and also subsequent examination in the context of Environmental Impact Assessment.

5. Bus Gate



A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

Signal Controlled Priority (SCP)

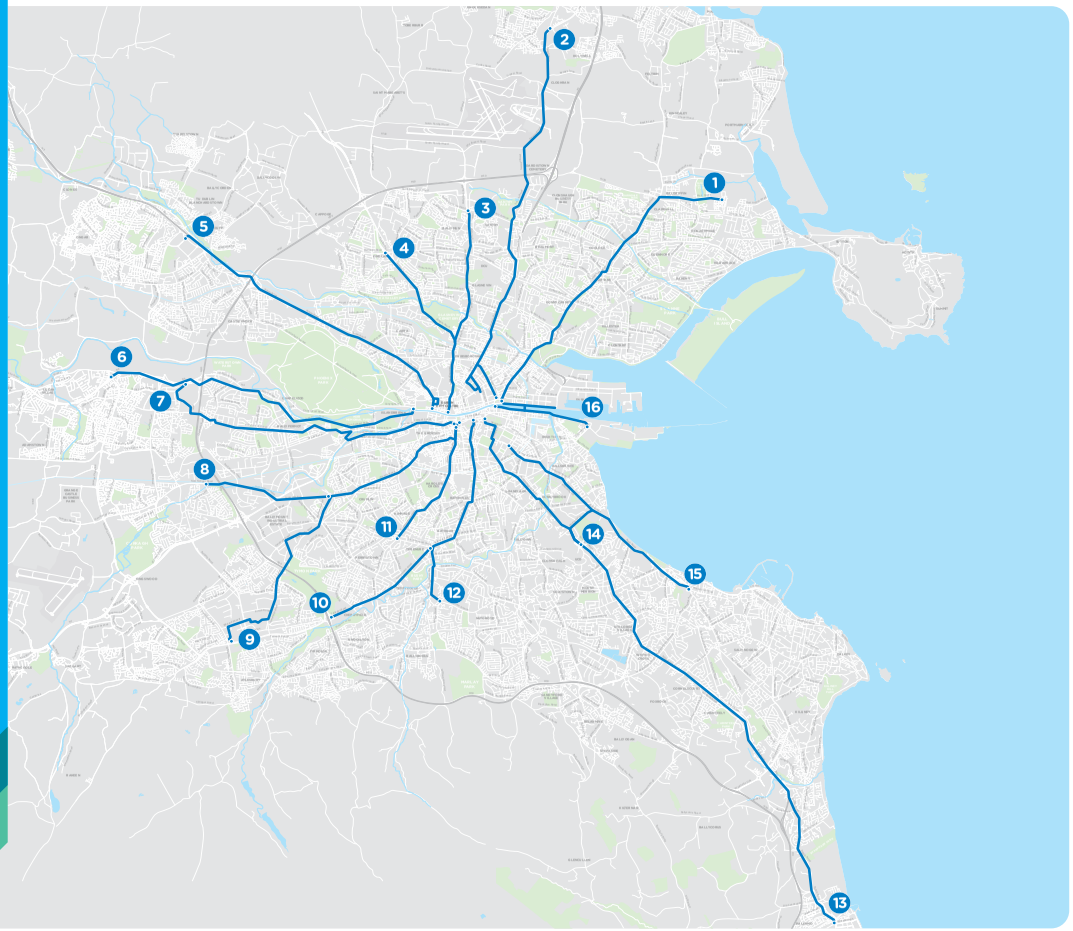


1. Traffic proceeds as normal.
2. As the bus approaches, the light signal changes to halt general traffic.
3. The bus has priority to proceed.
4. When the bus has cleared the junction, general traffic proceeds.

1.5 Map of all 16 core bus corridors

Preferred Routes

1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre



2. Preferred Route Description

2.1 Overview

The Clondalkin to Drimnagh Core Bus Corridor (CBC) commences on the New Nangor Road at the junction with Woodford Walk and is generally routed along the New Nangor Road, the Naas Road, Walkinstown Avenue, the Long Mile Road and on to the junction with Walkinstown Road, where it joins the Greenhills CBC. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction.

The following paragraphs will describe each CBC section in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR) in January 2019.

2.2 Woodford Walk to Naas Road – Nangor Road

The Clondalkin to Drimnagh CBC commences at the junction of Woodford Walk and Nangor Road. It is proposed to provide a footpath, segregated cycle track, bus lane and a general traffic lane in each direction on the New Nangor Road. The route will be connected to the adjoining

greenway and future cycle routes at a number of locations along the New Nangor Road. At the junction with New Nangor Road Business Centre and Riverview Business Centre, a right-turn lane in each direction is being proposed to facilitate access to these premises. This represents a design change from the EPR.

Under the M50 bridge it is proposed to provide one eastbound bus lane and a general traffic lane. Due to width constraints beneath the bridge westbound bus priority will be achieved on the general traffic lane using Signal Controlled Priority, representing a change from the EPR.

Following a revision of the original proposals, at the junction of Killeen Road (L1013) it is now proposed to prohibit right turns in the southbound direction in order to facilitate the unobstructed movement of buses on this congested section of the New Nangor Road. An alternative route via Willow Road (L8388) is available to general traffic and has little or no impact on journey times.

At the junction of the New Nangor Road/ Naas Road/Long Mile Road the feasibility of providing a grade-separated pedestrian and cycle facility is being considered in a change from the EPR, as the provision of high-quality pedestrian and cycle facilities through the existing signalised junction is challenging. The provision of a grade-separated facility will require additional land take from properties surrounding the junction. Details of this land take can be found in the Appendix of this brochure.

2.3 Naas Road to Walkinstown Road via Walkinstown Avenue and the Long Mile Road

On the Naas Road between the Long Mile Road and Walkinstown Avenue, the existing lane arrangement (one bus lane and two general traffic lanes in each direction) will be maintained. However, it is proposed to provide more separation between the cycle facilities and the existing carriageway along the segregated cycle routes on both sides of the road.

In a design change from the previous proposals, at the junction of Kylemore Road/Naas Road it is proposed to modify the bus stop facilities on the eastbound carriageway to improve the interchange between bus and the Luas Red Line at this location. This will require the diversion of left-turning traffic to John F Kennedy Drive.

At the junction of Walkinstown Avenue/ Long Mile Road it is proposed to alter the lane configuration to provide improved priority for buses turning right to Walkinstown Avenue. In addition, the left-turn slip lanes have been removed and segregated cycle facilities are provided to improve the level of service for vulnerable road users.

At the Walkinstown Road, this CBC ties in with the Greenhills CBC, with Urban Realm improvements being proposed at this point. This will be achieved through the removal of the existing bus layby, the reconfiguration of footpaths around the junction to provide more space for pedestrians and some landscape features.

2.4 Key Changes from the Published EPR

- **It is proposed to provide an overbridge for pedestrians and cyclists over the Naas Road/Long Mile Road junction. This will greatly reduce conflicts with traffic.**
- **It is proposed to modify the bus stop facilities on the eastbound carriageway at the junction of Kylemore Road/Naas Road to improve the interchange between bus and the Luas Red Line at this location. This will require the diversion of left-turning traffic to John F Kennedy Drive.**

2.5 Key Facts

- Approximate number of properties that may be impacted **18**
- Approximate number of designated on-street parking spaces that may be removed: **14**
- Approximate number of trees that may be removed: **15**
- Approximate route length: **4kms**
- Approximate cycle route length: **4kms**
- Current bus journey time: **Up to 21 mins**
- BusConnects journey time: **14mins**
- Future Bus journey time without BusConnects: **25 mins +**



3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this core bus corridor. These proposals are subject to a second non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

3.1 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to a dedicated Freephone – **1800 303 653** or by email to **cbc@busconnects.ie**

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:



cbc@busconnects.ie



Core Bus Corridor Project
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála during Q4 2020 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.

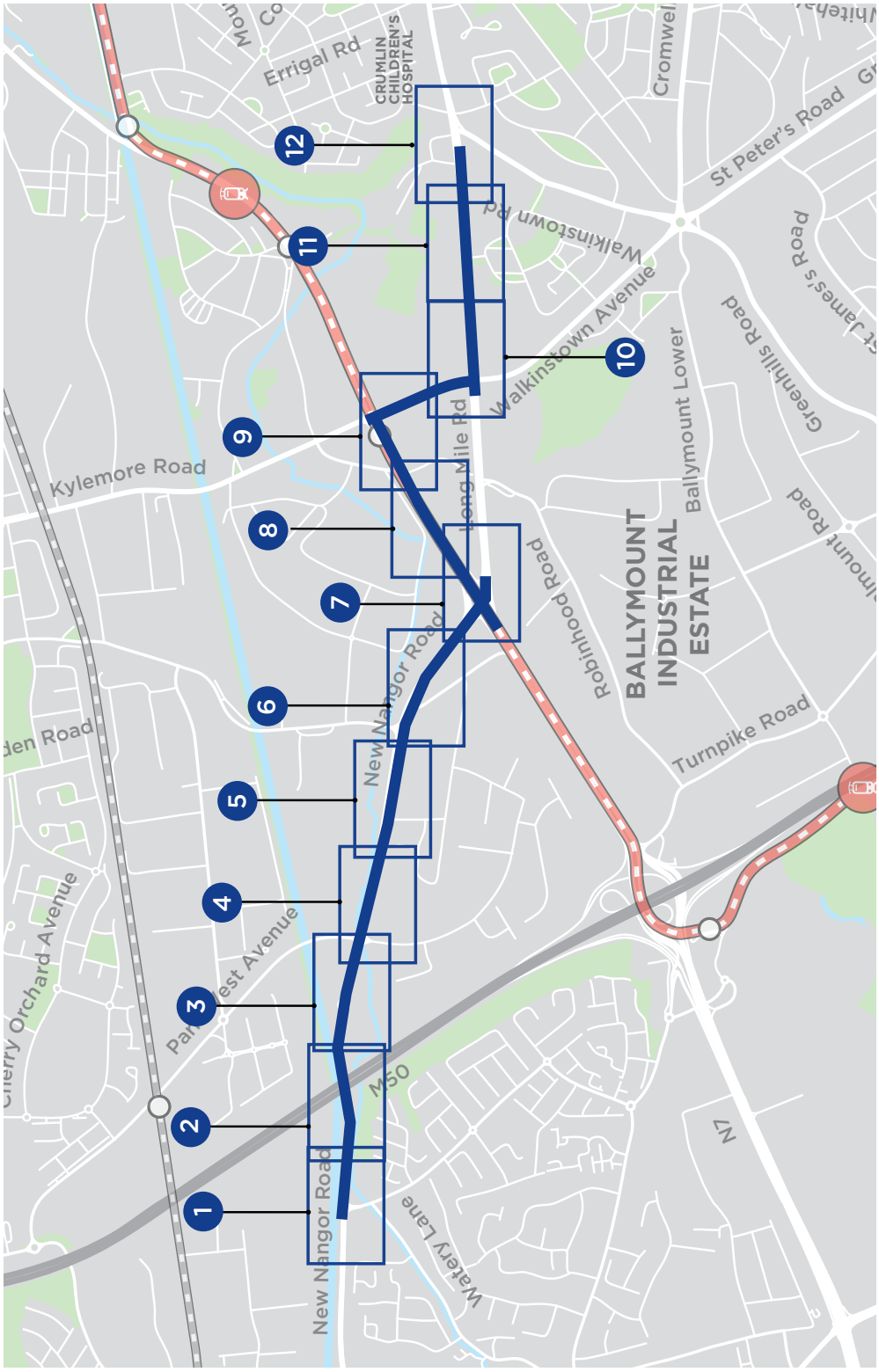

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh
12

4. Appendices

Index map
Route maps

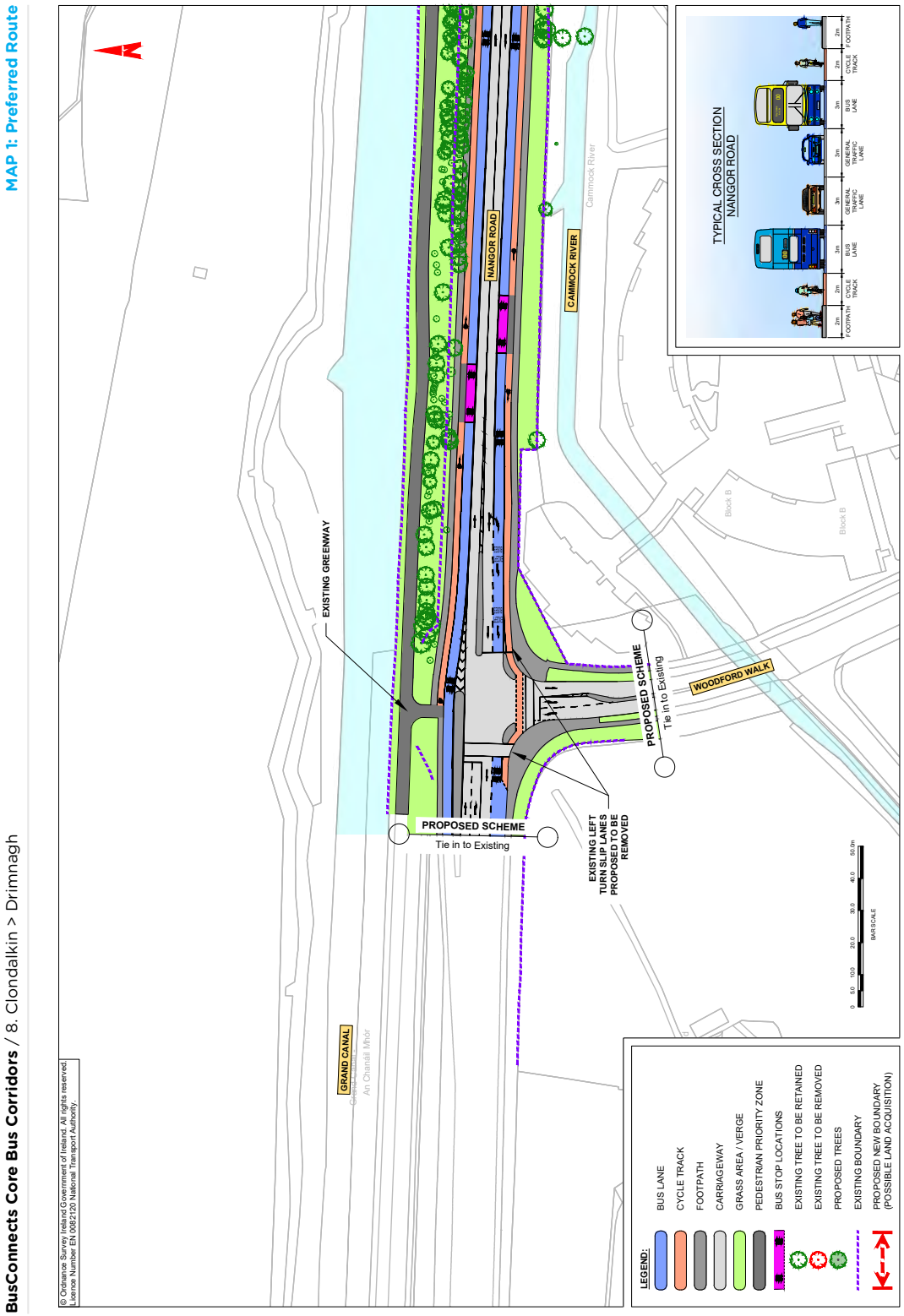
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

Index Map



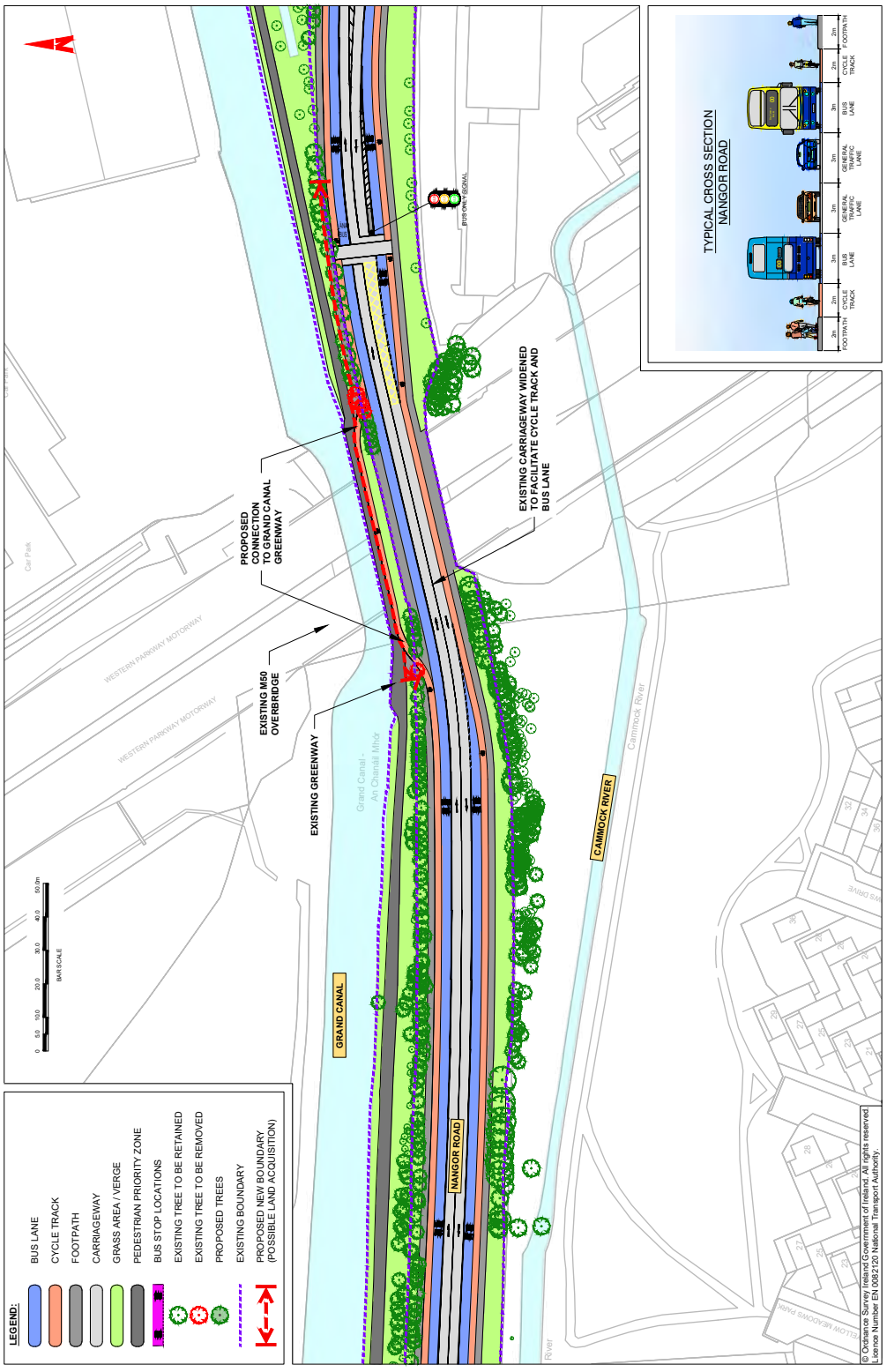
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

MAP 1: Preferred Route



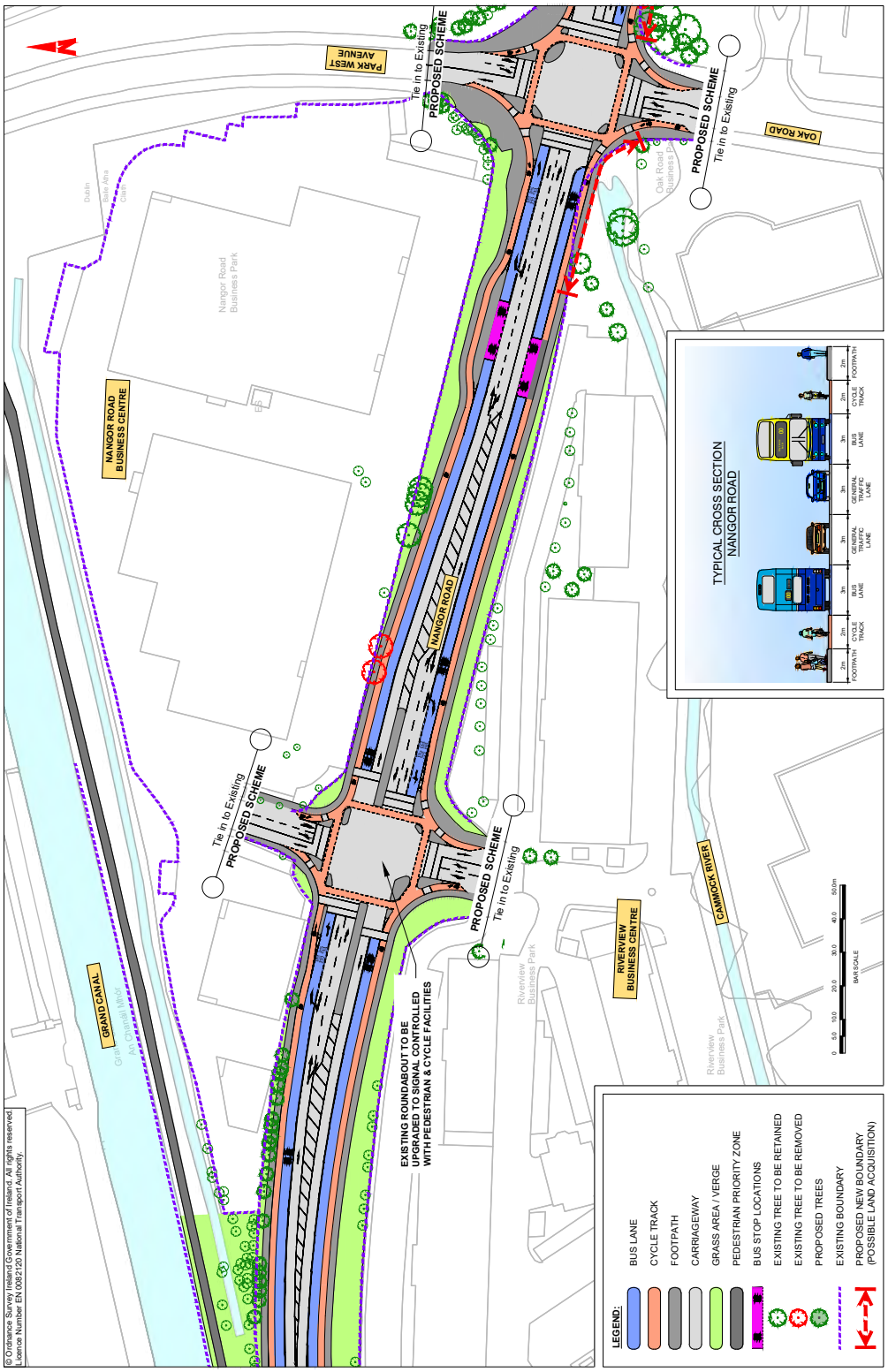
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 2: Preferred Route



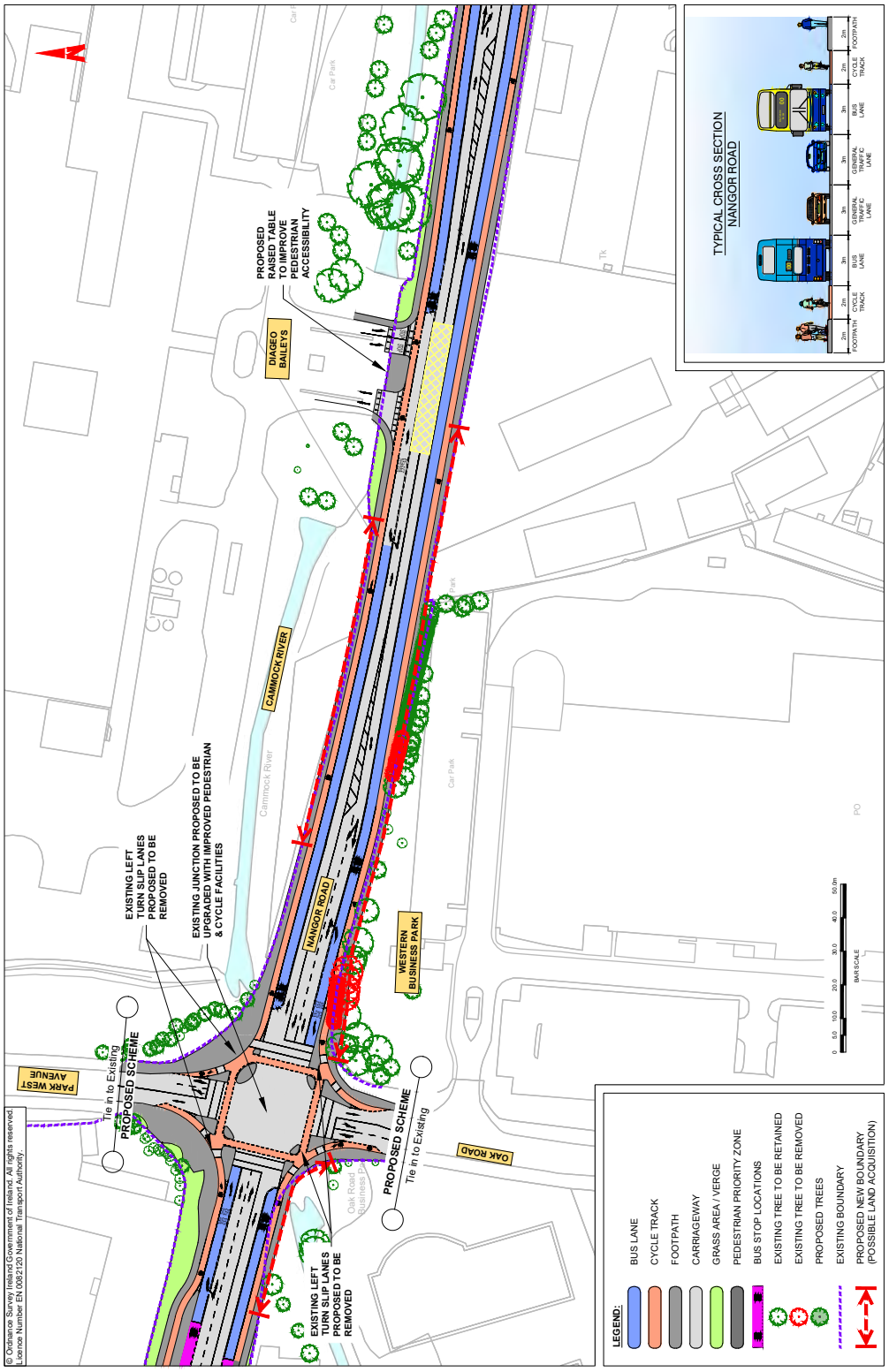
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 3: Preferred Route



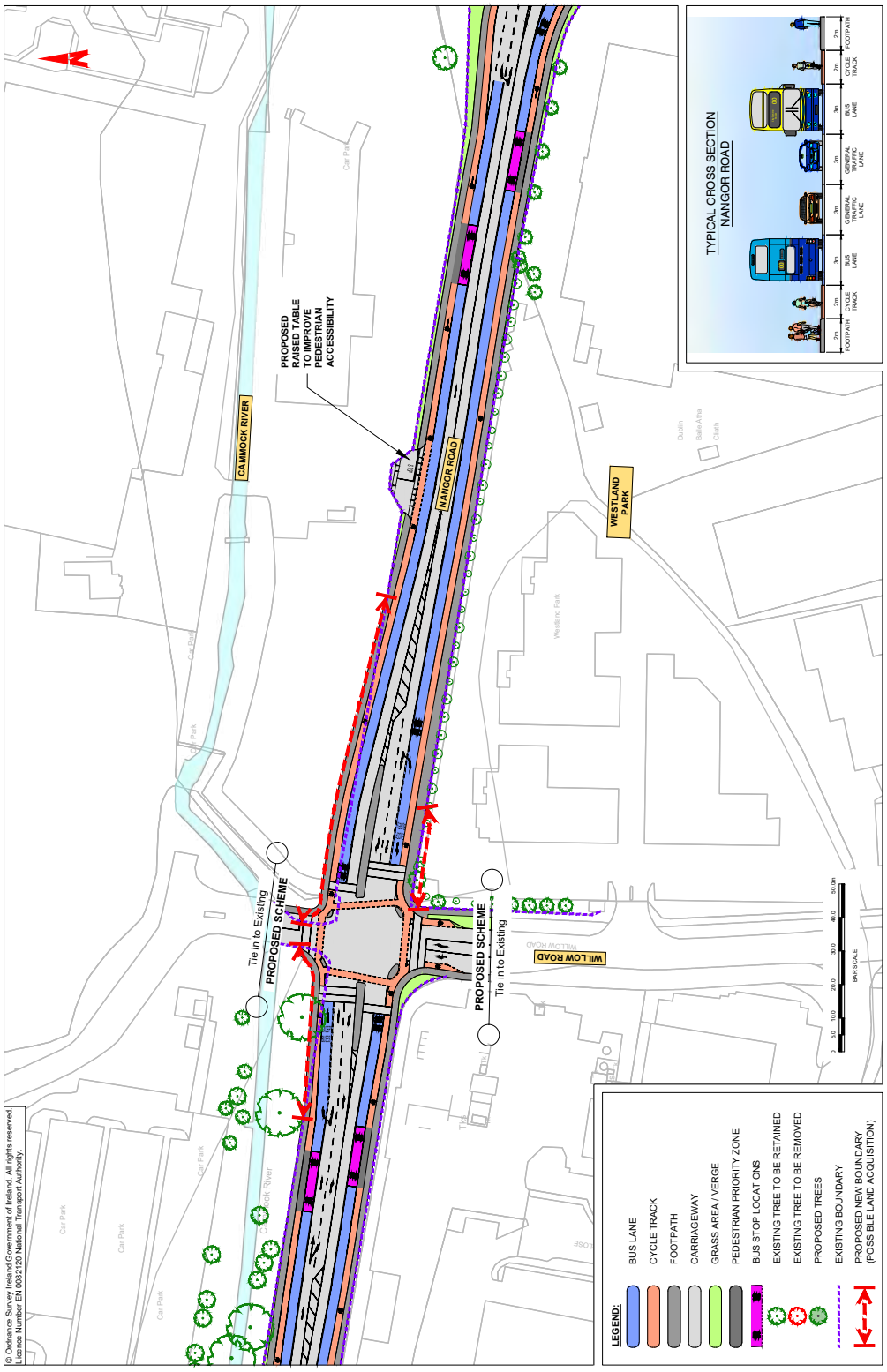
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 4: Preferred Route



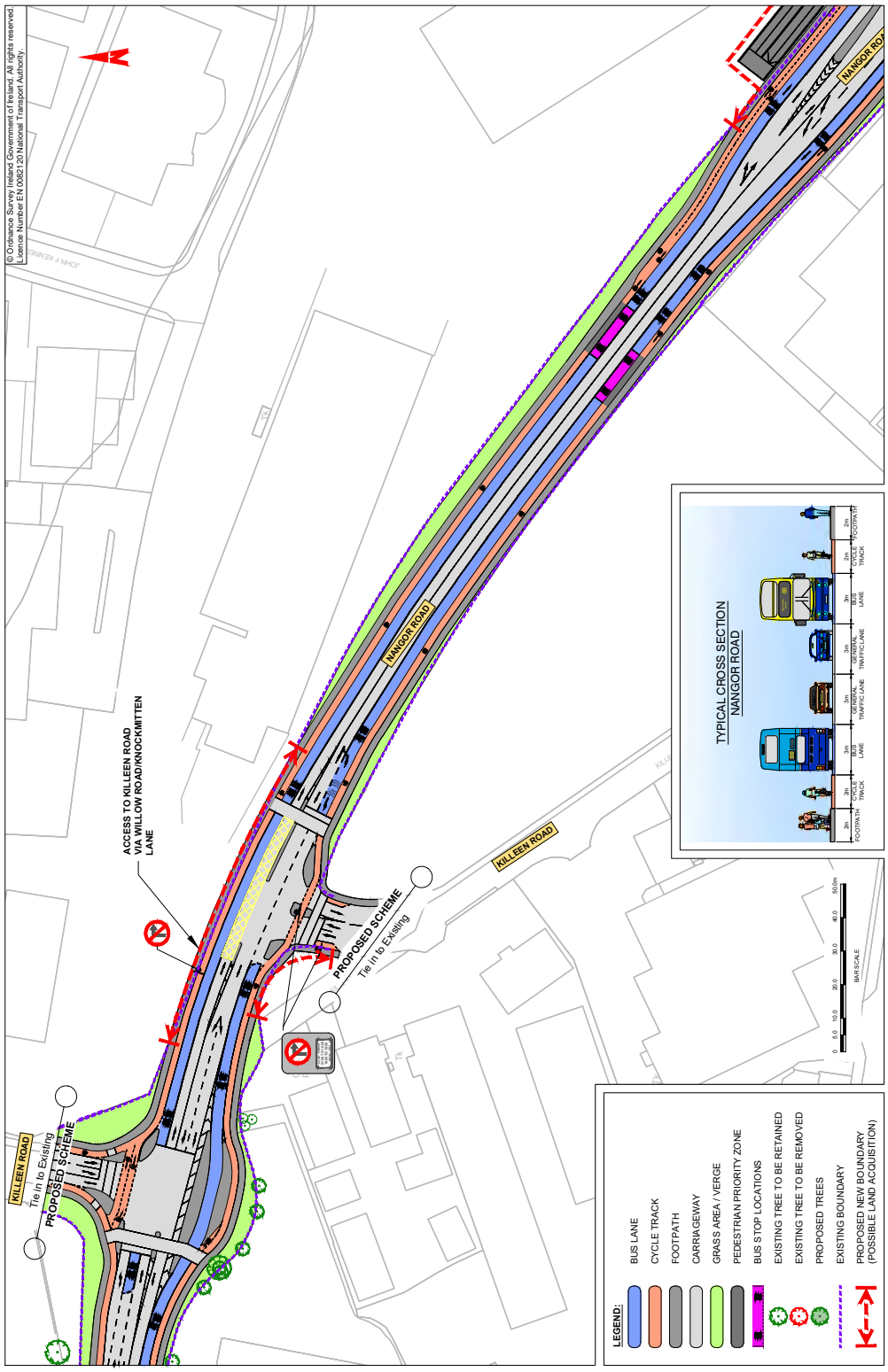
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 5: Preferred Route



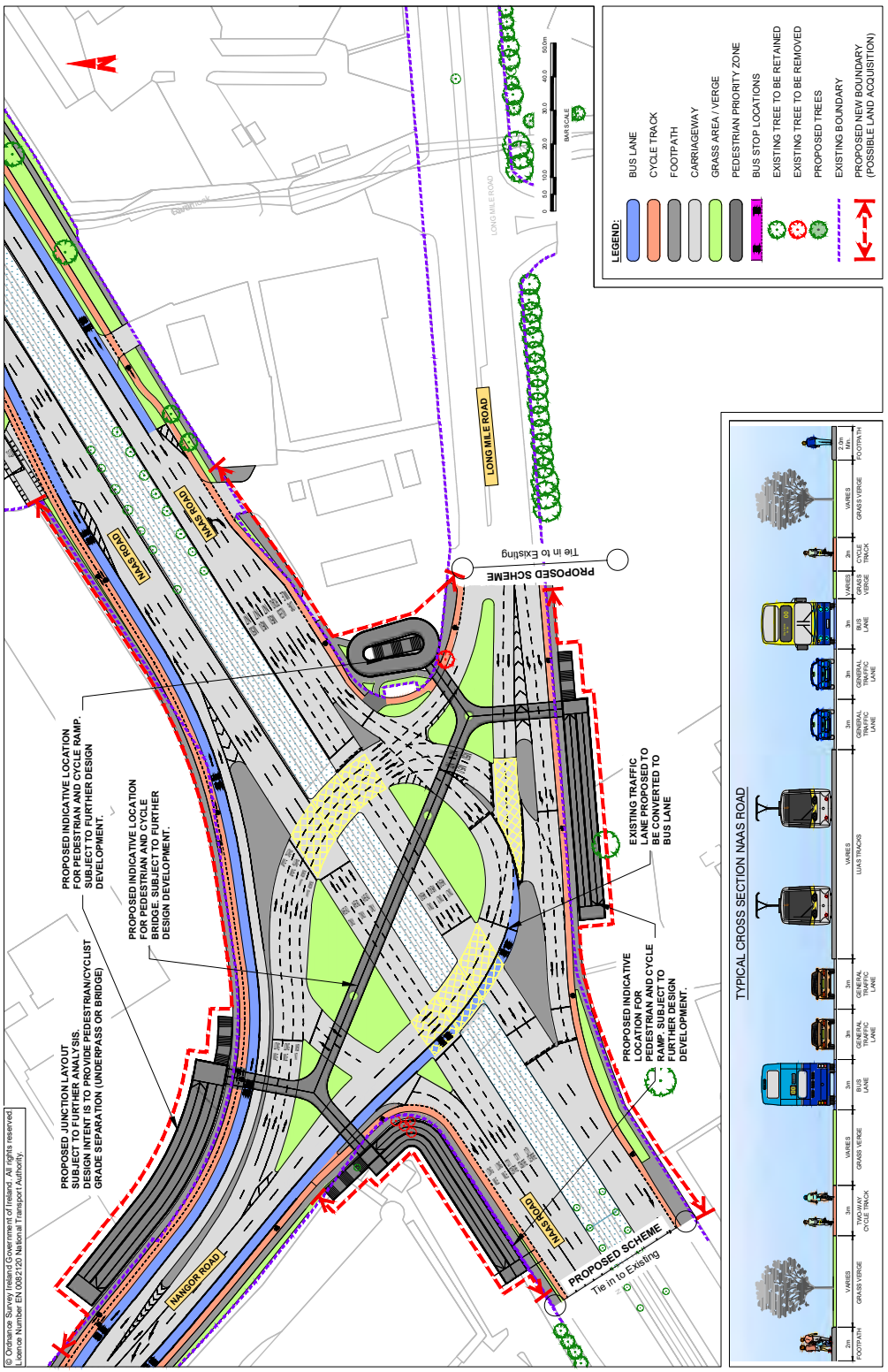
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 6: Preferred Route



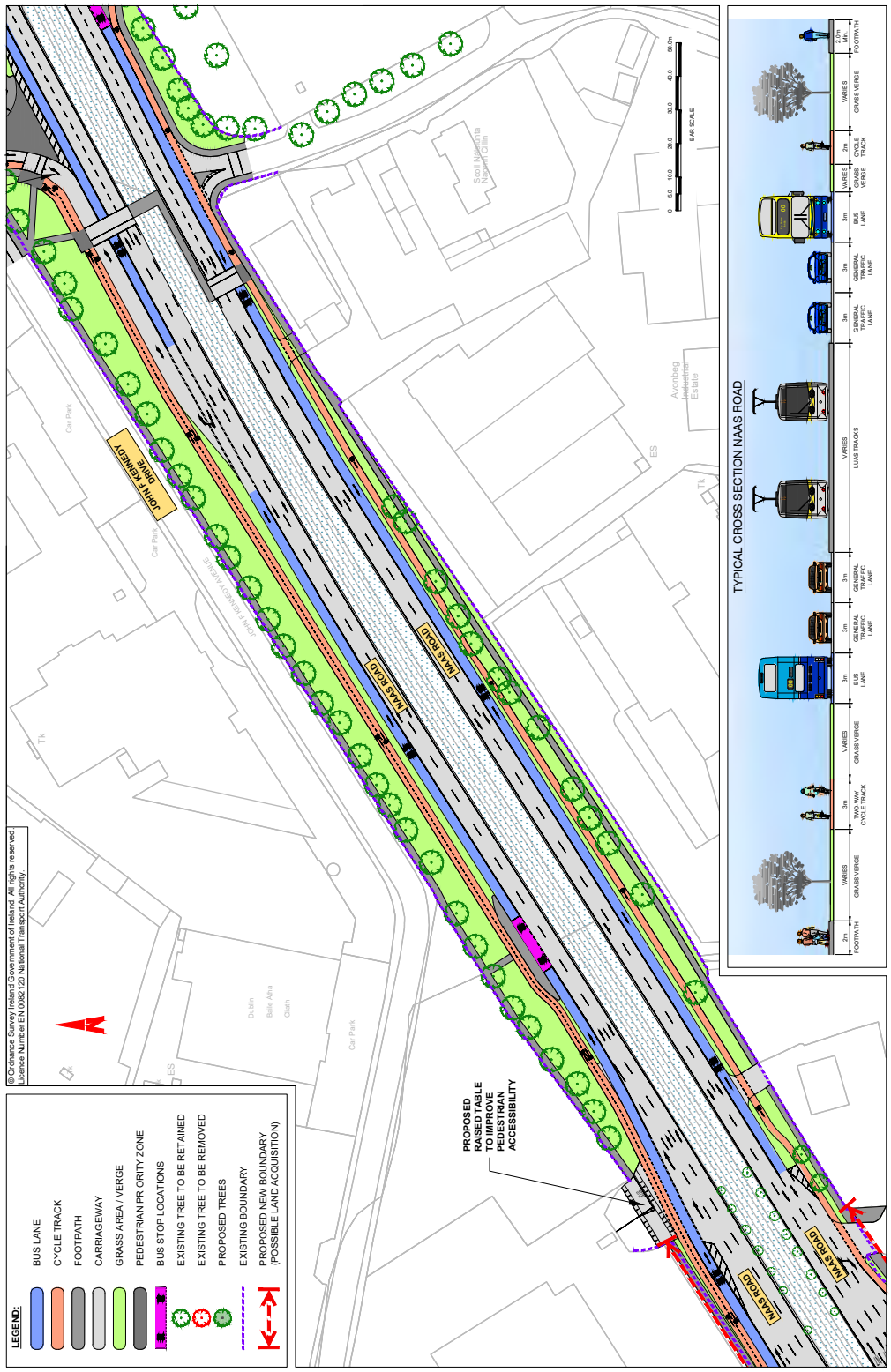
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 7: Preferred Route



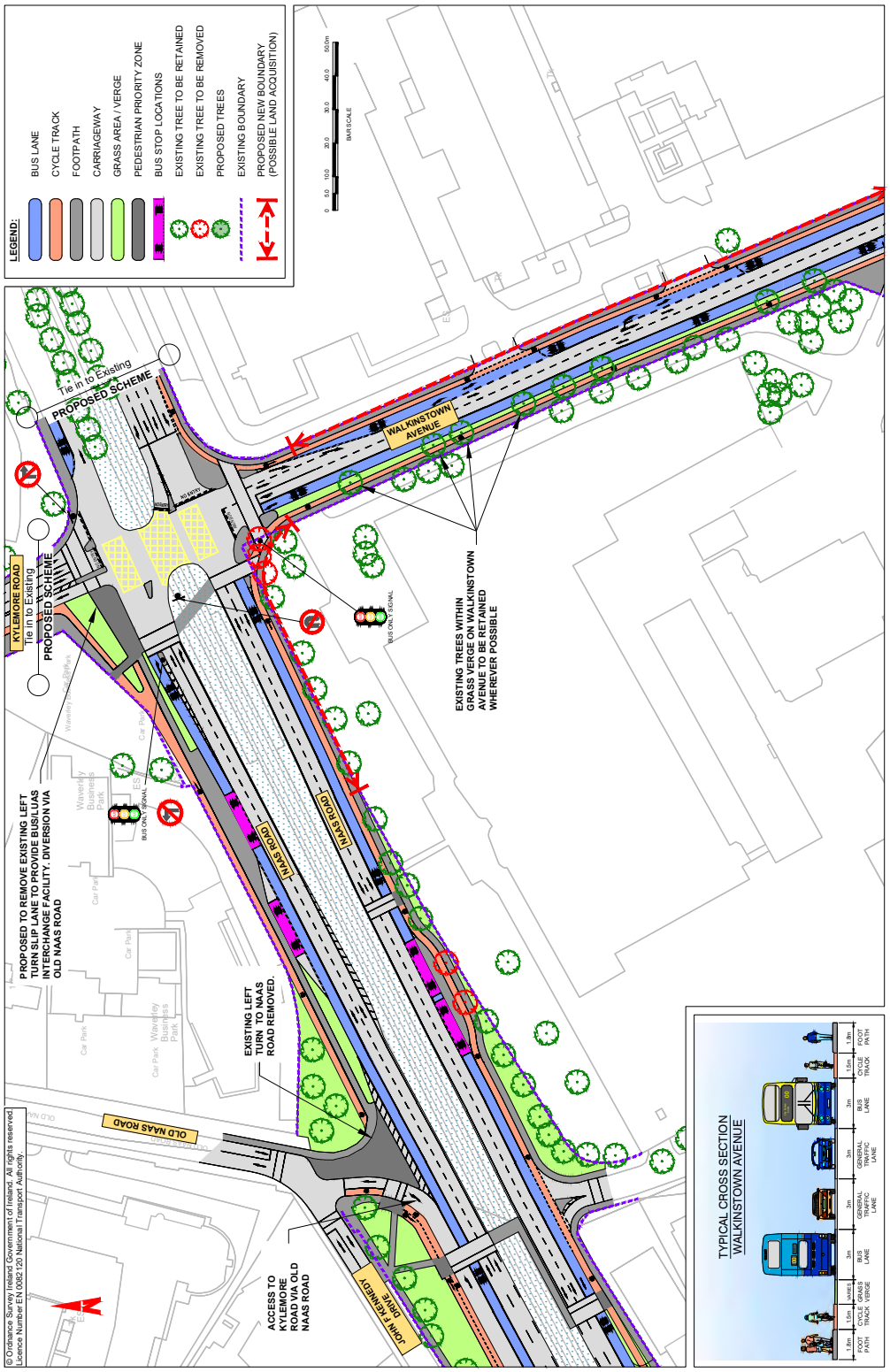
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 8: Preferred Route



BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 9: Preferred Route



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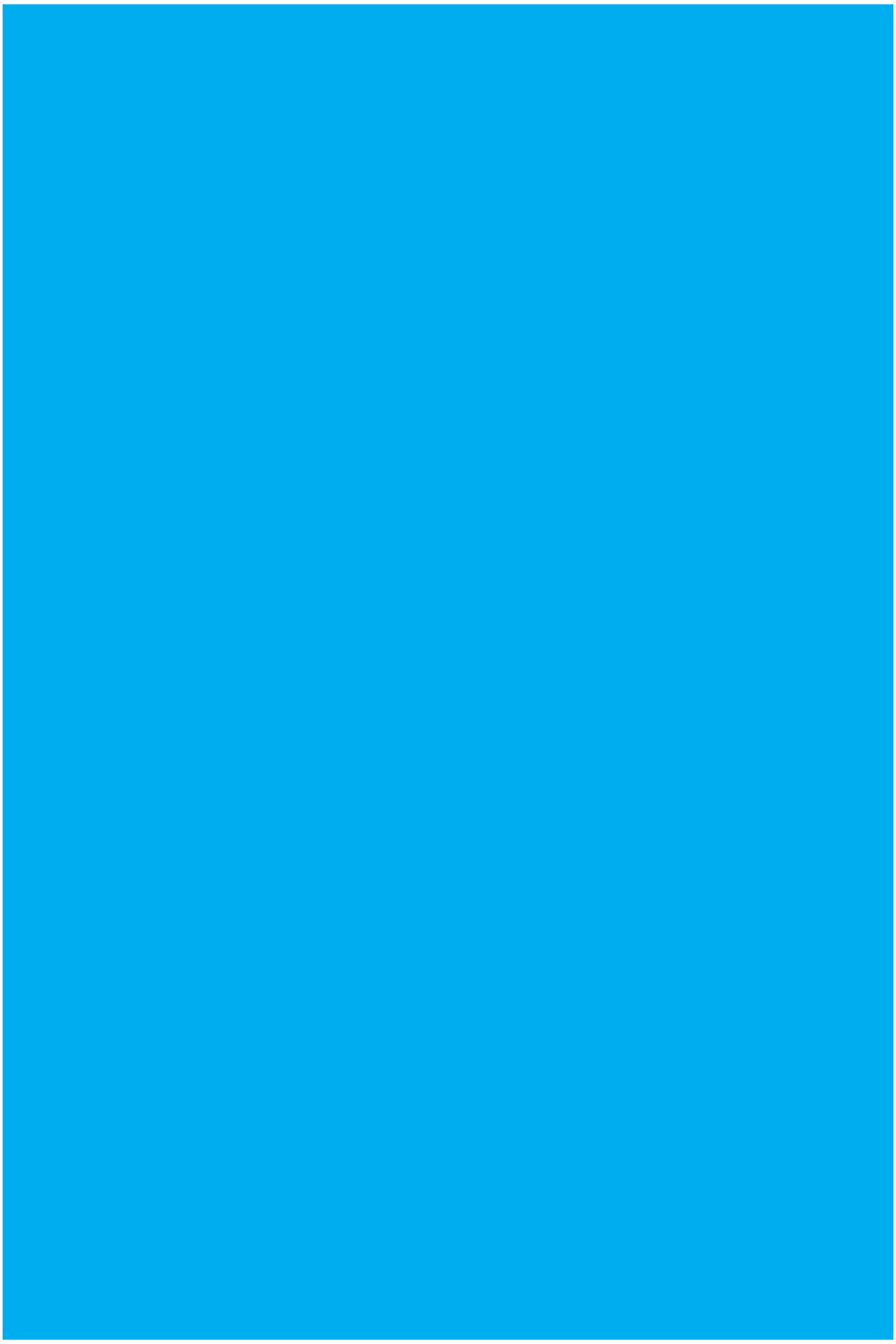
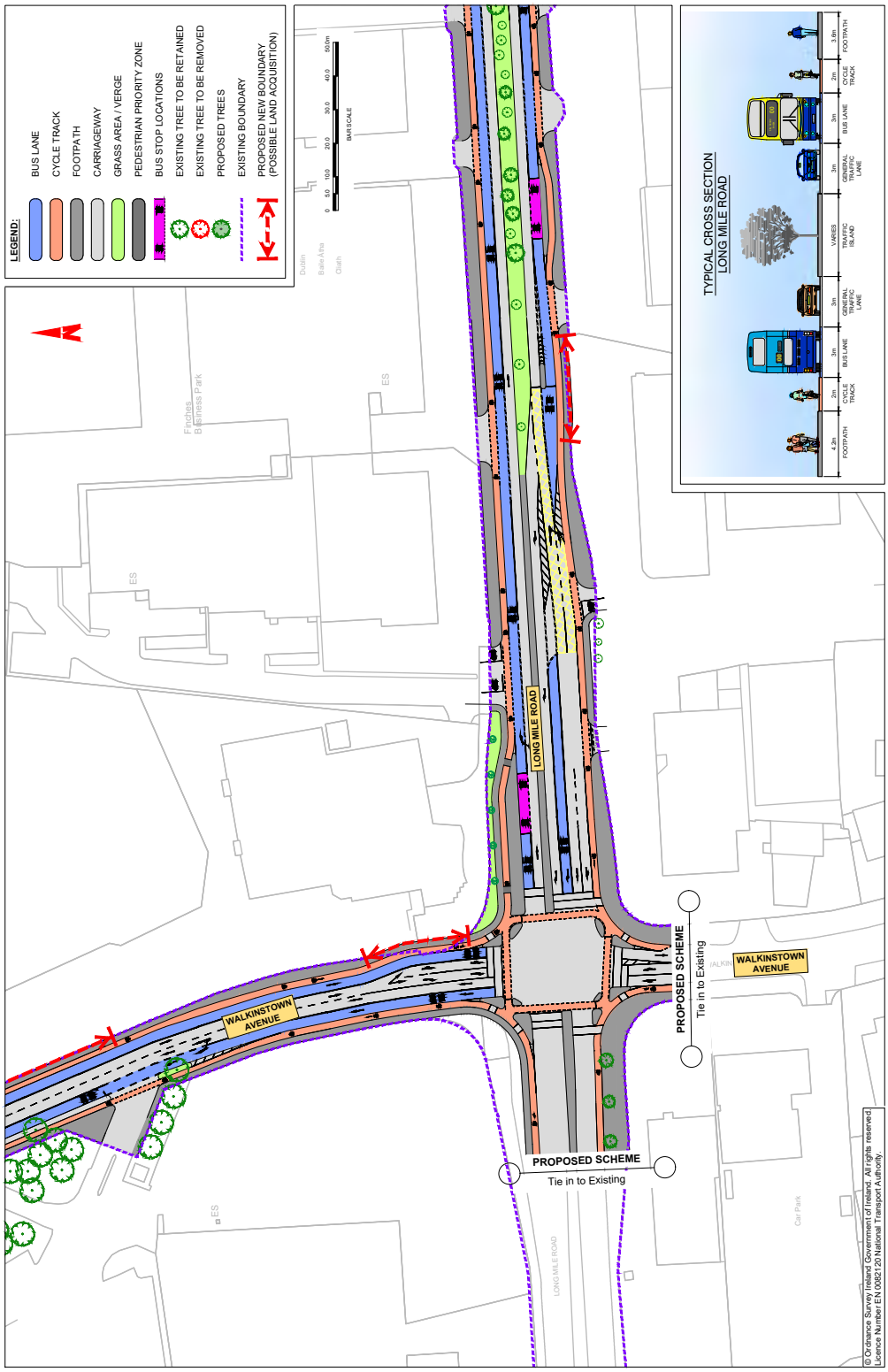


MAP 10: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



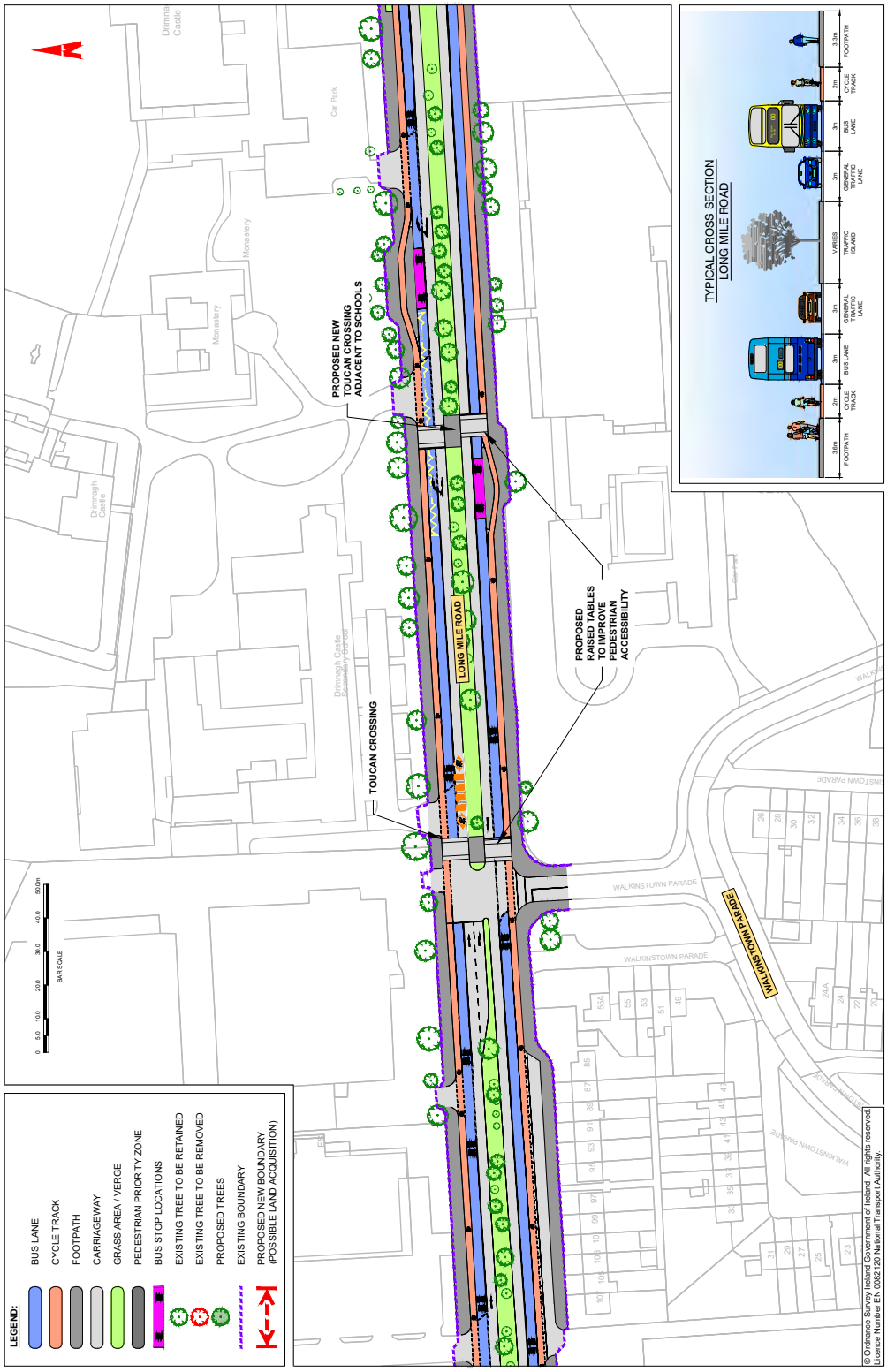
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



Urban Realm concept Long Mile Road

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 11: Preferred Route



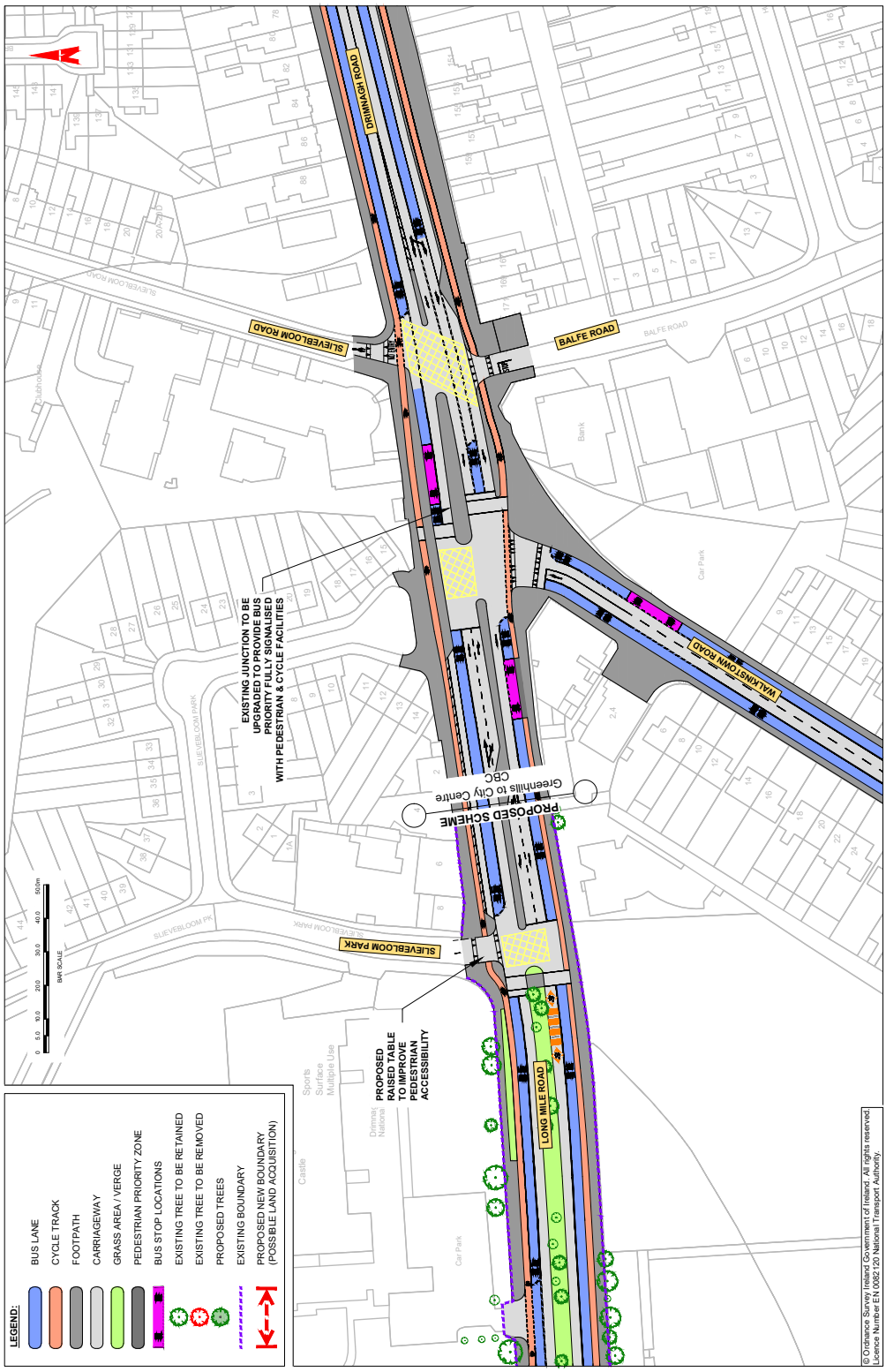
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



Urban Realm concept Long Mile Road Schools

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 12: Preferred Route



NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Harcourt Lane,
Dun Sceine,
Dublin 2.
D02 WT20

Project Ireland 2040
Building Ireland's Future

Cluain Dolcáin go Droimeanach

8

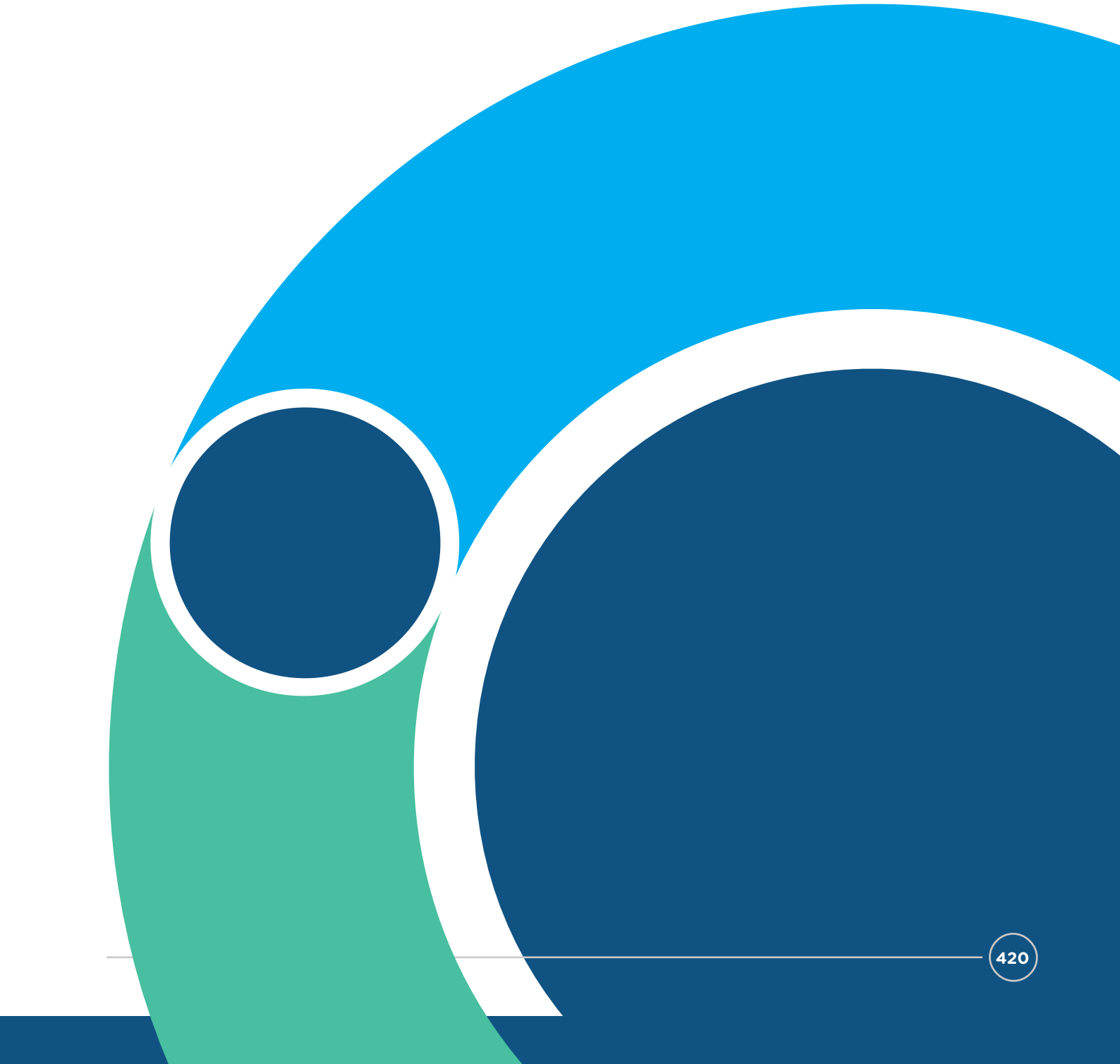
Croíbhealach Bus Rogha Bealaigh

Comhairliúchán poiblí
Márta 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4B Public Representative Engagement



Correspondence with local public representatives regarding the next round of Community Forums including the Greenhills to City Centre and Clondalkin to Drimnagh CBC Community Forum:

New message

To: Local Public Representatives

Subject: BusConnects Core Bus Corridor – Community Forum Next Round of Meetings starting in ...

From: cbc
Sent: Tuesday 13 August 2019 10:58
Subject: BusConnects Core Bus Corridor – Community Forum Next Round of Meetings starting in September

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BusConnects Core Bus Corridor – Community Forum Next Round of Meetings starting in September

Please be aware these Community Forums are for the Core Bus Corridors – Bus Lanes & Cycle Tracks/Lanes ONLY

There will be a separate 2nd round of public consultation for the Network Redesign – Bus Services later in September

Dear Public Representative,

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project (Bus Lanes and Cycle Tracks/Lanes). We want to keep everyone on the proposed bus corridors fully informed at all times. You may recall that during the first round of public consultation, we established a Community Forum for each corridor. The first round of the Community Forum meetings took place earlier this year and we would now like to schedule the second round.

The Community Forums were established for the following Core Bus Corridors:

- Clongriffin to City Centre
- Blanchardstown to City Centre

CONT.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

- Swords to City Centre
- Lucan to City Centre
- Liffey Valley to City Centre
- Clondalkin to Drimnagh & Greenhills to City Centre
- Tallaght to Terenure
- Rathfarnham to City Centre
- Kimmage to City Centre
- Ballymun to City Centre & Finglas to Phibsborough
- Bray to City Centre
- UCD Ballsbridge to City Centre & Blackrock to City Centre
- Ringsend to City Centre

Membership of each forum comprises of representatives from **resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives.** As many of you are newly elected Councillors we look forward to your attendance along with all public representatives at these Forum meetings as we believe they add real value to the consultation and engagement process.

As there is no central resident association directory available to the NTA, we would be grateful if you would make any groups and associations within your constituency, who may not already be registered with us, aware of the community forums.

Places are limited, however, we do our best to accommodate at least one representative per group and can facilitate up to two representatives if requested. Groups who would like to participate in their local community forum can send their name, contact details of the nominee as well as the name of their respective association to **cbc@busconnects.ie**. Please be aware that places will be limited at the event so only **registered attendees** will be able to attend the forum on the night.

CONT.

New message

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

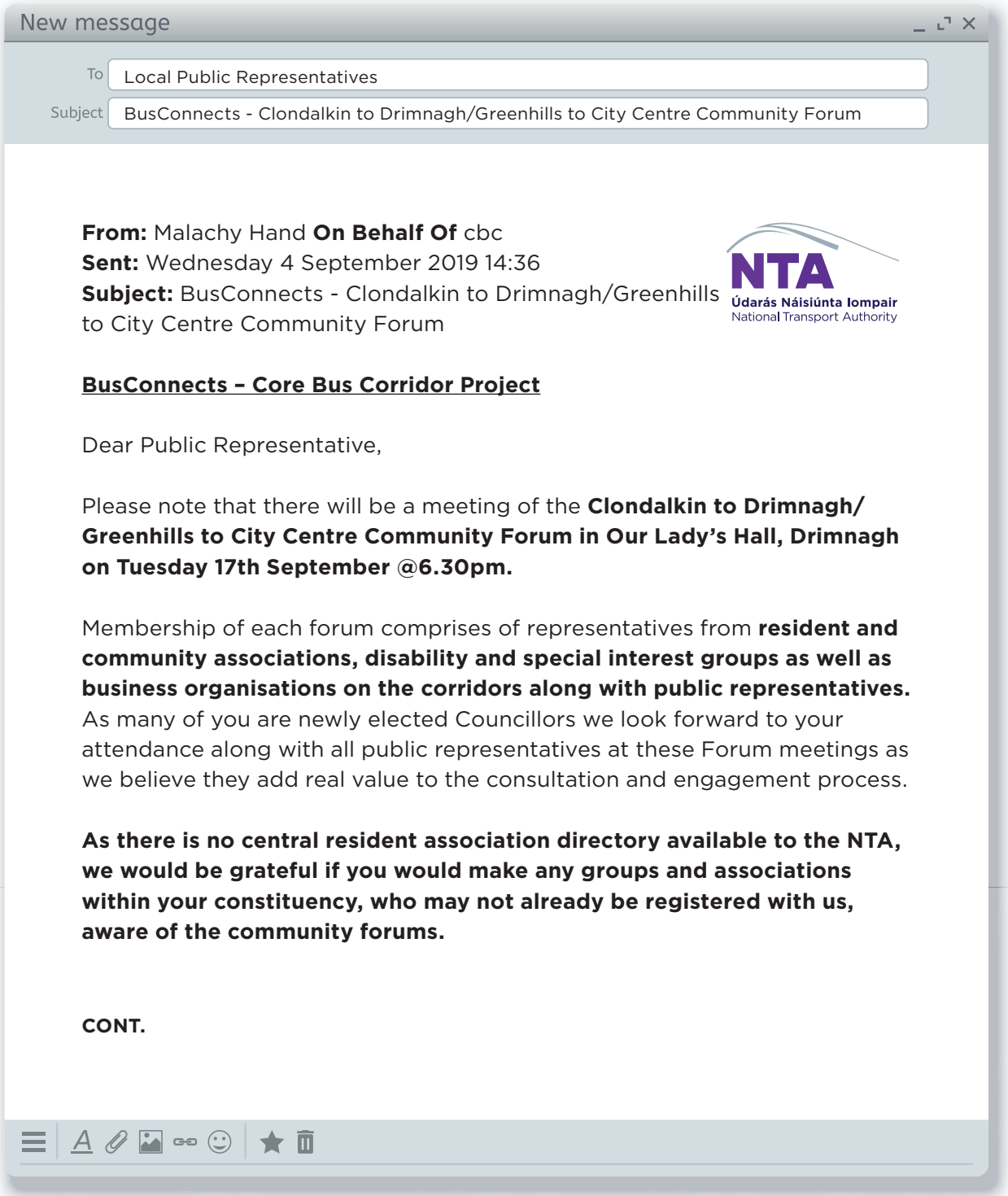
We will be in contact in due course with details of the exact dates and venues for the upcoming forums in September.

Yours Sincerely,
BusConnects Team

National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives regarding Greenhills to City Centre and Clondalkin to Drimnagh CBC Community Forum on 17 September 2019 in Our Lady's Hall, Mourne Road:



New message

To: Local Public Representatives

Subject: BusConnects - Clondalkin to Drimnagh/Greenhills to City Centre Community Forum

From: Malachy Hand **On Behalf Of** cbc
Sent: Wednesday 4 September 2019 14:36
Subject: BusConnects - Clondalkin to Drimnagh/Greenhills to City Centre Community Forum

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BusConnects – Core Bus Corridor Project

Dear Public Representative,

Please note that there will be a meeting of the **Clondalkin to Drimnagh/ Greenhills to City Centre Community Forum in Our Lady's Hall, Drimnagh on Tuesday 17th September @6.30pm.**

Membership of each forum comprises of representatives from **resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives.** As many of you are newly elected Councillors we look forward to your attendance along with all public representatives at these Forum meetings as we believe they add real value to the consultation and engagement process.

As there is no central resident association directory available to the NTA, we would be grateful if you would make any groups and associations within your constituency, who may not already be registered with us, aware of the community forums.

CONT.

New message

To: Local Public Representatives

Subject: BusConnects - Clondalkin to Drimnagh/Greenhills to City Centre Community Forum

Places are limited, however, we do our best to accommodate at least one representative per group and can facilitate up to two representatives if requested. Groups who would like to participate in their local community forum can send their name, contact details of the nominee as well as the name of their respective association to **cbc@busconnects.ie**. Please be aware that places will be limited at the event so only **registered attendees** will be able to attend the forum on the night.

Yours Sincerely,
BusConnects Team

National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridors Community Forum on 17 September 2019 in Our Lady's Hall, Mourne Road:

New message

To: Local Public Representatives

Subject: BusConnects - Community Forum Presentations

From: cbc
Sent: Tuesday 24 September 2019 15:13
Subject: BusConnects - Community Forum Presentations

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dear Public Representative,

Please note that all presentations from the second round of Community Forum meetings which have taken place to-date in September (a number of meetings are still due to be held), are now available on our website at the following link. The remaining presentations will be placed on the website in due course.

www.busconnects.ie/initiatives/community-forum/

Regards,
BusConnects Team

National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives regarding the launch of the Preferred Route Option non-statutory public consultation on 04 March 2020:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

From: cbc
Sent: Monday 2 March 2020 16:19
Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

NTA
Údarás Náisiúnta Iompair
National Transport Authority

SAVE THE DATE –
WEDNESDAY, 04th MARCH 2020

DROP-IN BRIEFING FOR PUBLIC REPRESENTATIVES:

BusConnects Dublin – Core Bus Corridor Projects
Second Round Public Consultation Commences

When: Wednesday, 04th March 2020
Where: The Alex Hotel, Fenian Street, Dublin D02 H678.
Drop In: Anytime between 2pm until 6pm

Dear Public Representative

On Wednesday 04th March 2020, the National Transport Authority (NTA) will be publishing, for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run from Wednesday until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community

CONT.

New message

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

engagements, and have developed revised proposals, representing the "Preferred Route Option", for each core bus corridor.

We will be issuing, by email on Wednesday morning, further details of the proposals to all public representatives in the areas covered by the corridors, including dates and venues for the public information sessions.

In addition, we have arranged a drop-in session for public representatives in the **Alex Hotel** (Fenian Street, Dublin 2) on **March 04th between 2pm – 6pm**. All public representatives across the Dublin region are invited to drop-in during those times and meet representatives of the NTA and the BusConnects team, who can provide information and address any queries that you may have.

In addition to the drop-in session on Wednesday, additional information will be available as follows:

- A **hard copy brochure** will be delivered to all elected public representatives in the relevant areas in the coming days detailing the Core Bus Corridor(s) relevant to your local area;

- In addition, **all brochures and maps** for each of the 16 Core Bus Corridors will be on the BusConnects website www.busconnects.ie from Wednesday and will be available in HTML, PDF and Audio versions to download; and

- **Public information sessions** will take place for communities served by the Core Bus Corridors. The dates and locations of these local information sessions will be available on our website (www.busconnects.ie) from Wednesday and will be advertised locally.

CONT.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

We look forward to seeing you at the drop-in session on Wednesday.

Yours Sincerely,
BusConnects Team

BusConnects Team
National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives regarding the launch of the Preferred Route Option non-statutory public consultation on 04 March 2020:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

NTA
Údarás Náisiúnta Iompair
National Transport Authority

From: cbc
Sent: Wednesday 4 March 2020 11:35
Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

Dear Public Representative,

Today, Wednesday 04th March 2020, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run from Wednesday 04th March until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community engagements, and have developed revised proposals, representing the "Preferred Route Option", for each core bus corridor. Details of these revised proposals are now available for review and we welcome all feedback and submissions.

In parallel with this second round of public consultation, work is ongoing on developing the technical, environmental, and transport impact assessment reports necessary for the full evaluation of each corridor as part of the planning process. This requires detailed and comprehensive analysis, coupled with extensive survey work, all of which must be based on the finalised design option. Accordingly, transport assessment reports and environmental reports will not be available until later this year.

It is expected that planning applications for the individual Core Bus Corridors will be submitted, at the end of this year, to An Bord Pleanála

CONT.

New message

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

for its determination. A statutory consultation process will be undertaken in conjunction with that formal planning application. A timeline for 2020 with the next steps and milestones is attached with this email for your convenience and to help understand all the stages.

On the website **www.busconnects.ie** you will now find:

- All 16 Preferred Route Options to view and download;
- A list of public information events dates and locations;
- Traffic Count Data for November 2019 (available from Friday 6th March); and
- Consultation Submission Reports (available from Friday 6th March).

Please be aware that any property owners either potentially impacted or no longer impacted under the Preferred Route Options have been contacted directly.

Public Information Events

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. A serious of public consultation events will be held in venues along these corridors. Details of these are below and can also be found on the BusConnects website and in local newspapers in the coming weeks.

DATES	CORE BUS CORRIDOR	VENUE'S	Time
Wed 11th March	Clongriffin to City Centre	Bonnington Hotel	11:30am-7:30pm
	Swords to City Centre		
Thurs 12th March	Bray to City Centre	The Talbot Hotel Stillorgan	11:30am-7:30pm
Wed 18th March	Blanchardstown to City Centre	Crown Plaza Blanchardstown	11:30am-7:30pm
Thurs 19th March	Ringsend to City Centre	Hilton Garden Inn	11:30am-7:30pm

CONT.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

Mon 23rd March	Kimmage to City Centre Rathfarnham to City Centre	Camden Court Hotel	11:30am-7:30pm
Tues 24th March	Ballymun to City Centre Finglas to Phibsborough	AXIS Centre Ballymun	11:30am-7:30pm
Thurs 26th March	Lucan to City Centre Liffey Valley to City Centre	Clayton Valley Hotel Liffey Valley	11:30am-7:30pm
Mon 30th March	Tallaght to Teren-ure	St Marys RFC	11:30am-7:30pm
Tues 31st March	Clondalkin to Drim-nagh Greenhills to City Centre	Our Lady's Hall Drimnagh	11:30am-7:30pm
Wed 1st April	UCD Ballsbridge to City Centre Blackrock to Merrion	The Clayton Hotel Burlington	11:30am-7:30pm
Fri 3rd April	Combined Routes	Alex Hotel	11:30am-7:30pm

Community Forums

The NTA have found the Community Forums insightful and productive and as such we propose holding another series of forums later in the Summer, when further information, including the outcome of the this second public consultation, is available. These forums will take place before the schemes are submitted to An Bord Pleanála and in advance of the formal statutory consultation process which would takes place once submitted. The current revised designs for the various corridors have already been presented to the Community Forums at the most recent round of meetings.

In preparation for the second round of public consultation, please find attached the following documents:

CONT.

New message

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

- BusConnects Overview
- Core Bus Corridor Project Timeline
- Public Information Event Schedule.

Should political parties, individual groupings or independents require a briefing, please email cbc@busconnects.ie.

In conclusion, we look forward to continuing working with you in the coming weeks and months in order to vastly improve the bus and cycling experience for those who wish to use sustainable transport modes in and around the city.

Yours Sincerely,
BusConnects Team

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Web: www.nationaltransport.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives regarding public information events for the Preferred Route Option non-statutory public consultation:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation Publ...

From: cbc
Sent: Wednesday 11 March 2020 12:54
Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation Public Information Events

Dear Public Representative,

Last week, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run until Friday 17th April 2020.

A series of public consultation events are being held in venues along these corridors. Please note that all Public Information Events **start at 11.30am and conclude at 7.30pm**, we apologise for any confusion.

These Public Information Events are an opportunity for you or constituents to drop in **anytime between 11.30am and 7.30pm** and meet one of the BusConnects team to discuss any queries that you may have.

Please find attached the Public Information Events Schedule.

Kind Regards,

BusConnects Team

BusConnects Team
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Web: www.nationaltransport.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives with Covid-19 Updates and the Public Information Events being Postponed:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

From: cbc
Sent: Thursday 12 March 2020 12:24
Subject: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

Covid-19 Update

In response to the Irish Government and the National Public Health Emergency Team's latest guidelines, the following changes will apply from **6pm today (Thursday 12th March 2020)** in relation to the BusConnects Dublin second round of public consultation for the Core Bus Corridor Projects:

- All public information events are to be postponed
- The public consultation remains open and submissions can be made by email to cbc@busconnects.ie or by post.
- On the website www.busconnects.ie, all 16 Preferred Route Option brochures are available to view and download. In addition, the brochures are also available on the website in HTML and Audio files.
- Any queries and questions regarding the proposals can be emailed to cbc@busconnects.ie or please contact 1800 303 653.

We will continue to monitor developments and will follow all appropriate HSE guidelines.

Yours Sincerely,

BusConnects Team

BusConnects
Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20
Web: www.nationaltransport.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives with Covid-19 Updates and the Public Information Events being postponed:

New message

To: Local Public Representatives

Subject: BusConnects Dublin Core Bus Corridor Projects – Public Consultation Update

From: cbc
Sent: Thursday 26 March 2020 11:28
Subject: BusConnects Dublin Core Bus Corridor Projects – Public Consultation Update

BusConnects Core Bus Corridor Projects –
Public Consultation Update

Dear Public Representative,

Due to the current Covid-19 Emergency and the unprecedented times we are living in, the National Transport Authority (NTA) has decided that there will be a **further public consultation** regarding the Core Bus Corridor Projects later this year.

We hope to carry out the additional public consultation in September 2020, however this will be dependent on current HSE restrictions being lifted and in line with any HSE guidelines which may remain in place later this year.

The current public consultation remains active until Friday 17th April 2020, in deference to the submissions we continue to receive and we would encourage people who would like to send submissions to continue to do so.

Submissions can be sent by email to cbc@busconnects.ie or by post to the NTA.

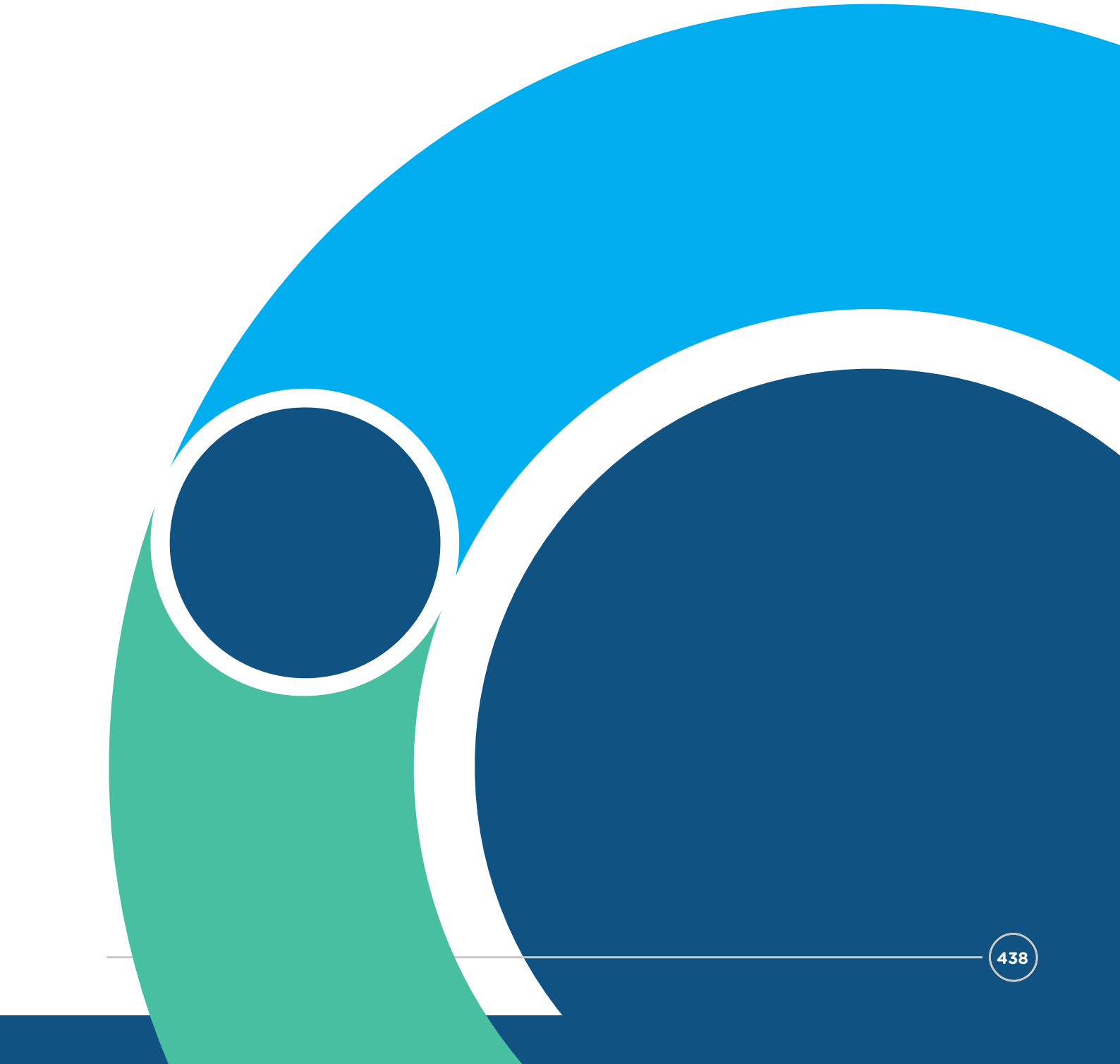
All 16 Core Bus Corridor Brochures and associated maps are available to view and download on our website www.busconnects.ie

Stay Safe. Stay Home.
BusConnects Team

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Web: www.nationaltransport.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES



4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4C Community Forums & Associated Materials



Correspondence with Community Forum Members regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridor Community Forum on 17 September 2019 in Our Lady's Hall, Mourne Road:

New message

To: Community Forum Member

Subject: BusConnects- Clondalkin to Drimnagh/Greenhills to City Centre Community Forum

From: cbc
Sent: Wednesday 4 September 2019 14:32
Subject: BusConnects- Clondalkin to Drimnagh/Greenhills to City Centre Community Forum

Dear Community Forum Member,

Please note that there will be a meeting of the **Clondalkin to Drimnagh/ Greenhills to City Centre Community Forum in Our Lady's Hall, Drimnagh on Tuesday 17th September @6.30pm.**

Yours Sincerely,

BusConnects Team

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Web: www.nationaltransport.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with Community Forum Members regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridor Community Forum on 17 September 2019 in Our Lady's Hall, Mourne Road:

New message

To: Community Forum Member

Subject: BusConnects - Clondalkin to Drimnagh/Greenhills to City Centre Community Forum

From: cbc
Sent: Friday 13 September 2019 12:04
Subject: BusConnects - Clondalkin to Drimnagh/Greenhills to City Centre Community Forum

Dear Community Forum Member,

This email is a reminder of the **Clondalkin to Drimnagh/Greenhills to City Centre Community Forum which is taking place in Our Lady's Hall, Drimnagh on Tuesday 17th September @6.30pm.**

The purpose of this second meeting of the Community Forum is to provide an update on work-in-progress for each of the proposed Core Bus Corridors. At the Forum meeting we will provide an overview of the following:

1. Summary of Key Issues from the Submissions made from the BusConnects Infrastructure Public Consultation;
2. And to present Indications of Key Changes being considered to the Core Bus Corridor Proposals;

This meeting is being held in advance of the second round of public consultation, which will take place in November 2019 so it is important to note that the proposals and designs that will be presented at the meeting are still in draft status.

It will be after the second round of public consultation that the finalisation of the preferred route for each core bus corridor will be made. We anticipate the submission of the statutory planning application will then be made to An Bord Pleanála during mid-2020.

We look forward to seeing you at the forum.

Regards,
BusConnects Team

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Web: www.nationaltransport.ie

BusConnects Dublin Core Bus Corridors – Community Forum Terms of Reference

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM TERMS OF REFERENCE

1. Membership of the Community Forum will comprise of two representatives from residents'/community associations, disability groups, special interest groups and business organisations on the corridor, along with local public representatives, together with personnel from the National Transport Authority (NTA).

2. Meetings of the Community Forum will be chaired by an independent chairperson.

3. The core objective of the Community Forum is to facilitate a two-way dialogue process between representatives of communities / groups and the NTA in relation to the Core Bus Corridor proposals.

4. It will enable information to be provided more directly by the NTA to the parties most impacted by the proposals.

5. It will allow concerns about the proposals to be raised by the participants and for the NTA to address and respond to those concerns.

6. It will allow constructive ideas and viable alternatives to be brought forward to improve the overall proposals.

7. It will assist in enabling the resolution of local issues within the proposals in a timely manner.

8. It will allow discussions and suggestions in relation to ideas for urban centre improvements that could be incorporated into the project.

Correspondence with Community Forum Members regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridor Community Forum on 17 September 2019 in Our Lady's Hall, Mourne Road:

New message

To: Community Forum Member

Subject: BusConnects - Clondalkin to Drimnagh/Greehills to City Centre Community Fourm Pres...

From: cbc
Sent: Friday 20 September 2019 11:59
Subject: BusConnects - Clondalkin to Drimnagh/Greehills to City Centre Community Fourm Presentation

Dear Community Forum Member,

Please find attached a copy of the presentation from Tuesday night's **Clondalkin to Drimnagh/Greehills to City Centre Community Fourm in Our Lady's Hall Drimnagh.**

This presentation includes draft designs and "work in progress" which is on-going for the Clondalkin to Drimnagh/Greehills to City Centre corridors since the first round of consultation was completed in May 2019. It is important to note that there will be another round of public consultation in November of this year where the information included in this presentation will be further developed and designed. It is anticipated that the formal planning application to An Bord Pleanála will be made during the middle of 2020.

Regards,
BusConnects Team

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
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Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Greenhills to City Centre & Clondalkin to Drimnagh Core Bus Corridor Community Forum Presentation – 17 September 2019



Introductions

CHAIRPERSON – SIMON NUGENT

CON KEHELY– Senior Project Manager, BusConnects

PAULA GILLAN - Aecom

JOSEPH SEYMOUR – Aecom

AGENDA

- Introduction
- Overview of BusConnects
- Recap of Actions
- Review of Submissions
- Indications of Designs under Consideration
- Q&A's



Recap of Actions from First Community Forum

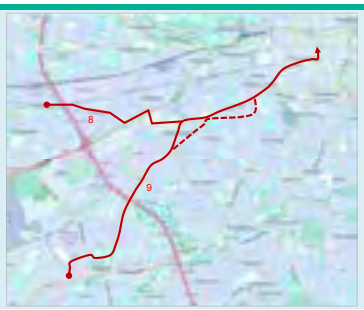
- To refine the layouts for cycling at junctions along scheme.
- To review traffic movements.
- To review pedestrian crossings along Crumlin.

All actions for delivery as part of next design stage of project.

Review of Submissions



Location Map



Public Consultation Submission Summary

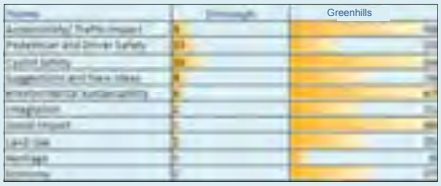
- The emerging preferred route for the corridors was put on public consultation in January 2019.
- A total of **10** submissions were received and logged for the Clondalkin to Drimnagh CBC (8) scheme.
- A total of **76** submissions were received and logged for the Greenhills CBC (9) scheme. These included submissions with multiple signatures
- Notes from **39** engagement meetings with property owners, were also logged.

Initial Consultation Process

Who sent in Observations?



Submissions Summary Themes



Submissions Summary Main Issues on Clondalkin/Drimnagh (8)

- On the Clondalkin/Drimnagh CBC the submissions were related to the whole route.

Cycling Safety	Environmental Impacts
Left Hand Turn Slip Lanes	Accessibility and Disability Requirements
Pedestrian Safety Concerns	Route and Design Issues
Integration	New Ideas and Suggestions

Submissions Received on Greenhills Corridor

- The principal areas where submissions were made from were Crumlin Road, Walkinstown, Kildare Road and Old County Road



Submissions Summary Main Issues on Greenhills

Property Impacts	Cyclist Safety
Route and Design Issues	Pedestrian Safety
Impact on Local Businesses	Integration
Environmental Issues	Security
Loss of Parking Facilities	Traffic Calming Issues
Issues During Construction	Disability Access Issues

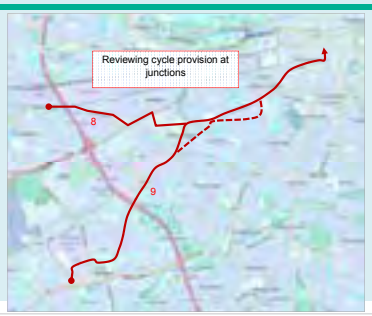
Submissions Summary Main Issues

Property Impacts	Cyclist Safety
Route and Design Issues	Pedestrian Safety
Impact on Local Businesses	Integration
Environmental Issues	Security
Loss of Parking Facilities	Traffic Calming Issues
Issues During Construction	Disability Access Issues

Review of Route Proposals



Amendments being Considered.



Amendments being Considered.



The design of junctions are evolving to take into account the high volume of HGV's and providing more segregation to cyclists at junctions

Amendments being Considered.



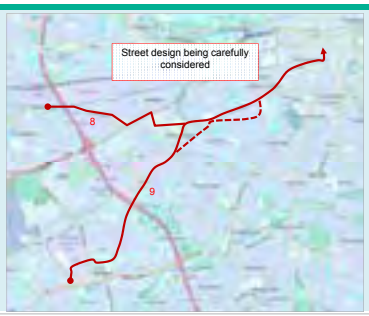
Amendments being Considered.



Amendments being Considered.



Amendments being Considered.



Amendments being Considered.



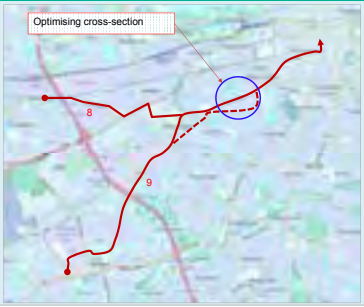
Amendments being Considered.



Amendments being Considered.



Amendments being Considered.



Amendments being Considered Crumlin Road.



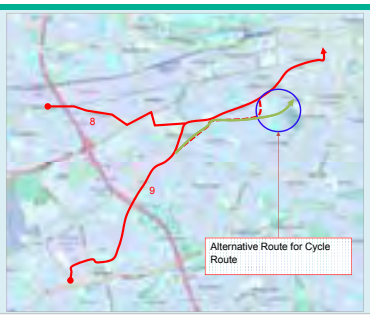
Amendments being Considered.



Amendments being Considered.



Amendments being Considered.



Amendments being Considered.



Amendments being Considered.






Source: Cycling Embassy of GB, IrishCycling.com

Video - Bus Priority Signal operation showing bus priority in a single direction





General items under consideration

- Cycle Routes
- Traffic Arrangements
- Bus Priority Arrangements
- Pedestrian Facilities
- Urban Realm Improvements



Correspondence with Community Forum Members regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridor Community Forum on 17 September 2019 in Our Lady's Hall, Mourne Road:

New message

To: Community Forum Members

Subject: Community Forum Presentations

From: cbc
Sent: Tuesday 24 September 2019 15:40
Subject: Community Forum Presentations

Dear Community Forum Member,

Please note that all presentations from the second round of Community Forum meetings which have taken place to-date in September (a number of meetings are still due to be held), are now available on our website at the following link. The remaining presentations will be placed on the website in due course.

www.busconnects.ie/initiatives/community-forum/

Yours Sincerely,

BusConnects Team

National Transport Authority

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
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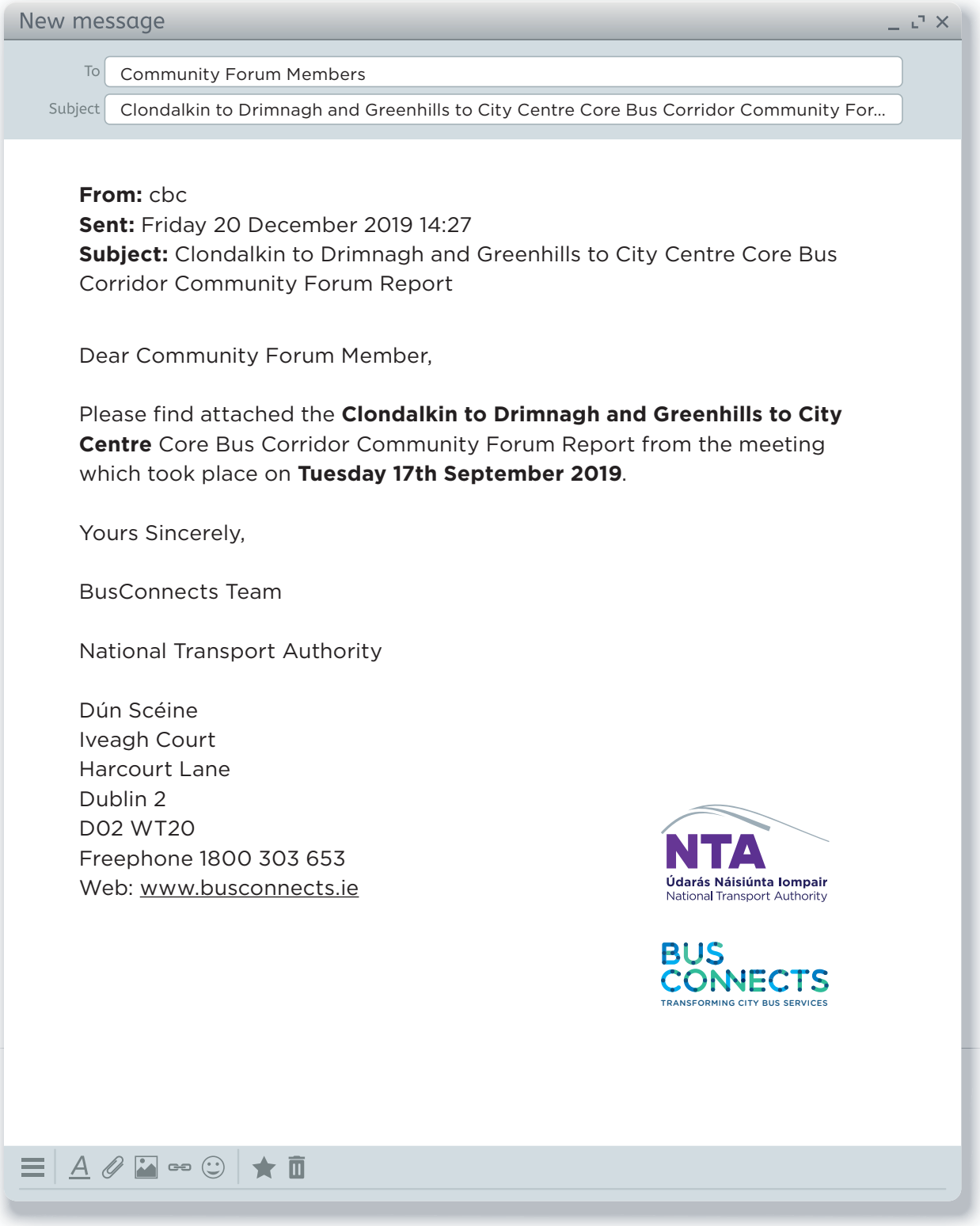
Correspondence with Community Forum Members regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridor Community Forum on 17 September 2019 in Our Lady's Hall, Mourne Road:



New message

To: Community Forum Members

Subject: Clondalkin to Drimnagh and Greenhills to City Centre Core Bus Corridor Community For...

From: cbc
Sent: Friday 20 December 2019 14:27
Subject: Clondalkin to Drimnagh and Greenhills to City Centre Core Bus Corridor Community Forum Report

Dear Community Forum Member,

Please find attached the **Clondalkin to Drimnagh and Greenhills to City Centre** Core Bus Corridor Community Forum Report from the meeting which took place on **Tuesday 17th September 2019**.

Yours Sincerely,

BusConnects Team

National Transport Authority

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Greenhills to City Centre & Clondalkin to Drimnagh Core Bus Corridor Community Forum Report - 17 September 2019

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Clondalkin to Drimnagh & Greenhills to City Centre

Core Bus Corridor

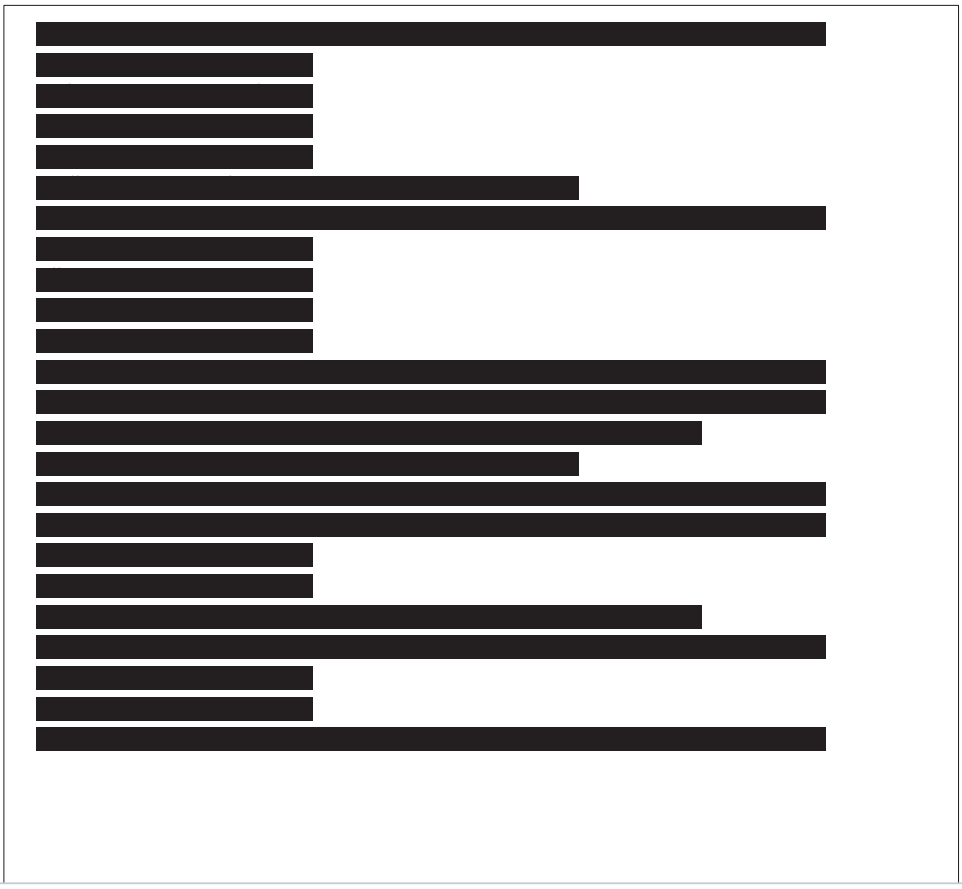
Community Forum Report

Date: Tues 17th September 2019 **Location:** Our Lady's Hall, Mourne Road

Meeting Number: 2 **Chairperson:** Simon Nugent

NTA Participants: Con Kehely; Paula Gillan (Aecom); Joseph Seymour (Aecom).

Attendees (signed in):



BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Topics discussed:

- Tree removal and replanting programme.
- Streetscape improvements.
- Loss of on-street parking.
- CPO process.
- Extent of land-take of individual gardens.
- Traffic arrangements and cycle facilities on Crumlin Road.
- Submission & consultation process.
- Statutory process and timeline.
- Impact on environment.
- Low emission buses.
- Potential for "reversible" bus lane.
- Cycle safety & children safety.
- Level of segregation for cyclists.
- Pedestrian crossings & pedestrian facilities.
- Proposed street layout & footpath width.
- Cycle routes on Nangor Road/ Longmile Road Bridge and Walkinstown Roundabout.
- Traffic modelling.
- Extent of time savings from project.
- Bus gate options.
- Rat running enforcement.
- Park & ride facilities.
- Interface between buses and cyclists.
- Continuity of cycling route.
- EIA Impact Assessment.
- Access to Iveagh gardens.
- Traffic congestion on Kildare Road & Bunting Road.
- Canal & Clogher Road cycle routes.
- Future planning permission for apartment development.
- Projected traffic flow surveys & Transport Strategy.
- Interaction with bus network redesign including services and routes.
- Interaction with bus services.
- Level of consideration of pedestrians.
- Enforcement.

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Actions (NTA):

- To refine the layouts for cycling at junctions along scheme.
- To review Crumlin Road proposals.
- Review enforcement along the route.
- To review pedestrian arrangements.

All actions for delivery as part of next design stage of project.

Date of next meeting:

Date to be confirmed. Registered forum members to be contacted in due course.

Correspondence to Community Forum Members regarding the launch of the Preferred Route Options non-statutory public consultation on 04 March 2020:

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

From: cbc
Sent: Wednesday 4 March 2020 17:00
Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

Dear Community Forum Member,

Today, Wednesday 04th March 2020, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run from Wednesday 4th March until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community engagements, and have developed revised proposals, representing the "Preferred Route Option", for each core bus corridor. Details of these revised proposals are now available for review and we welcome all feedback and submissions.

In parallel with this second round of public consultation, work is ongoing on developing the technical, environmental, and transport impact assessment reports necessary for the full evaluation of each corridor as part of the planning process. This requires detailed and comprehensive analysis, coupled with extensive survey work, all of which must be based on the finalised design option. Accordingly, transport assessment reports and environmental reports will not be available until later this year.

Cont.

New message

To Community Forum Members

Subject BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

It is expected that planning applications for the individual core bus corridors will be submitted, at the end of this year, to An Bord Pleanála for its determination. A statutory consultation process will be undertaken in conjunction with that formal planning application. A timeline for 2020 with the next steps and milestones is attached with this email for your convenience and to help understand all the stages.

On the website www.busconnects.ie you will now find:

- All 16 Preferred Route Options to view and download;
- A list of public information events dates and locations;
- Traffic Count Data for November 2019 (available from Friday 6th March); and
- Consultation Submission Reports (available from Friday 6th March).

The NTA have found the Community Forums insightful and productive and as such we propose holding another series of forums later in the Summer, when further information, including the outcome of the this second public consultation, is available. These forums will take place before the schemes are submitted to An Bord Pleanála and in advance of the formal statutory consultation process which would takes place once submitted. The current revised designs for the various corridors have already been presented to the Community Forums at the most recent round of meetings.

Please be aware that any property owners either potentially impacted or no longer impacted under the Preferred Route Options have been contacted directly.

Cont.

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

In preparation for the second round of public consultation, please find attached the following documents:

- BusConnects Overview
- Core Bus Corridor Project Timeline
- Core Bus Corridor Project Public Information Events Schedule
- Core Bus Corridor Trees

In conclusion, we look forward to continuing to work with each Community Forum in the coming months and if you have any queries please contact cbc@busconnects.ie.

Yours Sincerely,

BusConnects Team

National Transport Authority

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with Community Forum Members regarding Covid-19 Updates and the Public Information Events being postponed:

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

From: cbc
Sent: Thursday 12 March 2020 12:57
Subject: RE: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

RE: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

Covid-19 Update

Dear Community Forum Member,

In response to the Irish Government and the National Public Health Emergency Team's latest guidelines, the following changes will apply from **6pm today (Thursday 12th March 2020)** in relation to the BusConnects Dublin second round of public consultation for the Core Bus Corridor Projects:

- All public information events are to be postponed
- The public consultation remains open and submissions can be made by email to cbc@busconnects.ie or by post.
- On the website www.busconnects.ie, all 16 Preferred Route Option brochures are available to view and download. In addition, the brochures are also available on the website in HTML and Audio files.
- Any queries and questions regarding the proposals can be emailed to cbc@busconnects.ie or please contact 1800 303 653.

Cont.

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

We will continue to monitor developments and will follow all appropriate HSE guidelines.

Yours Sincerely,

BusConnects Team

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Web: www.busconnects.ie

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Údarás Náisiúnta Iompair
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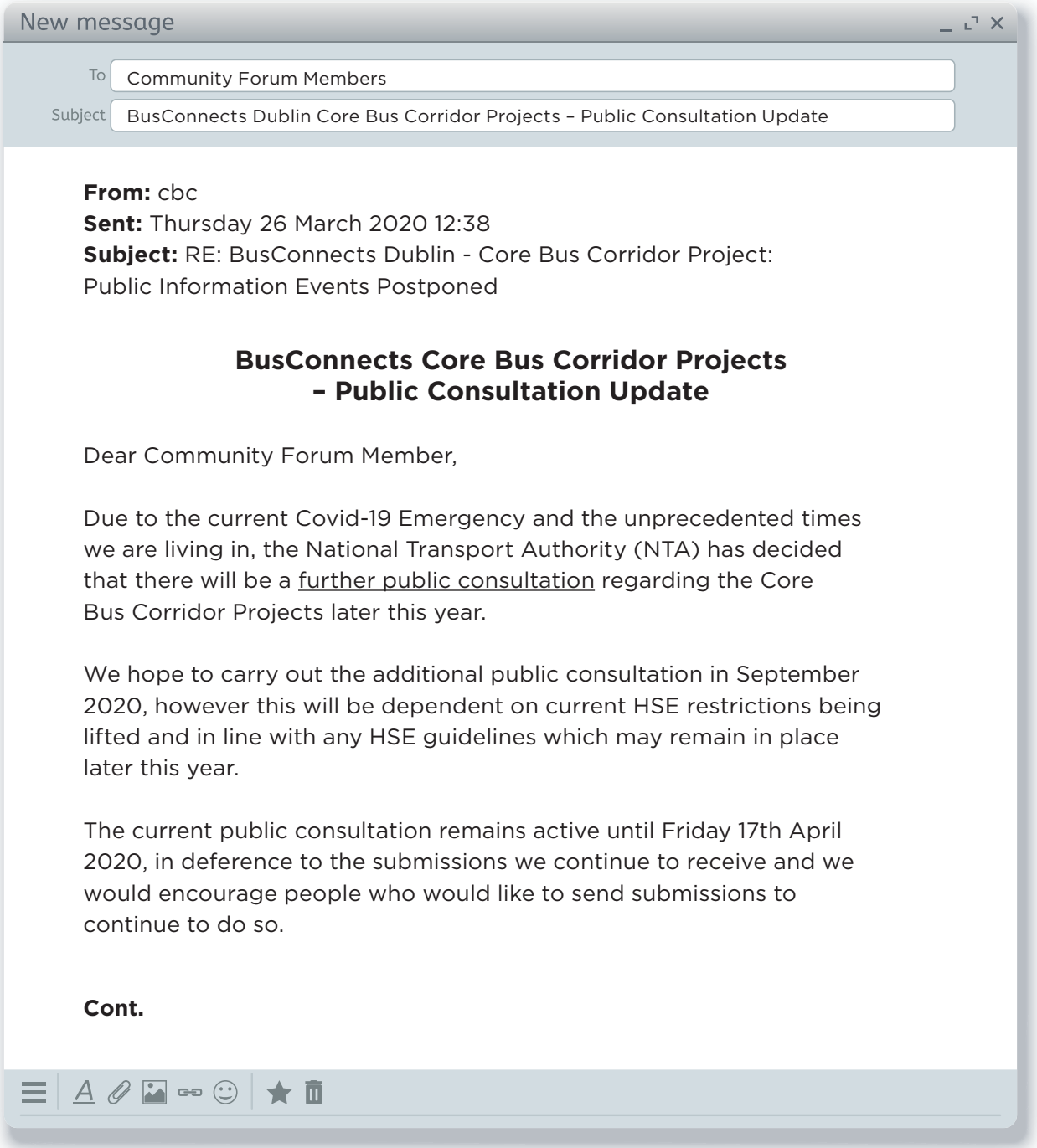
BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with Community Forum Members regarding Covid-19 Updates and the Public Information Events being postponed:



New message

To: Community Forum Members

Subject: BusConnects Dublin Core Bus Corridor Projects – Public Consultation Update

From: cbc
Sent: Thursday 26 March 2020 12:38
Subject: RE: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

BusConnects Core Bus Corridor Projects – Public Consultation Update

Dear Community Forum Member,

Due to the current Covid-19 Emergency and the unprecedented times we are living in, the National Transport Authority (NTA) has decided that there will be a further public consultation regarding the Core Bus Corridor Projects later this year.

We hope to carry out the additional public consultation in September 2020, however this will be dependent on current HSE restrictions being lifted and in line with any HSE guidelines which may remain in place later this year.

The current public consultation remains active until Friday 17th April 2020, in deference to the submissions we continue to receive and we would encourage people who would like to send submissions to continue to do so.

Cont.

New message

To: Community Forum Members

Subject: BusConnects Dublin Core Bus Corridor Projects – Public Consultation Update

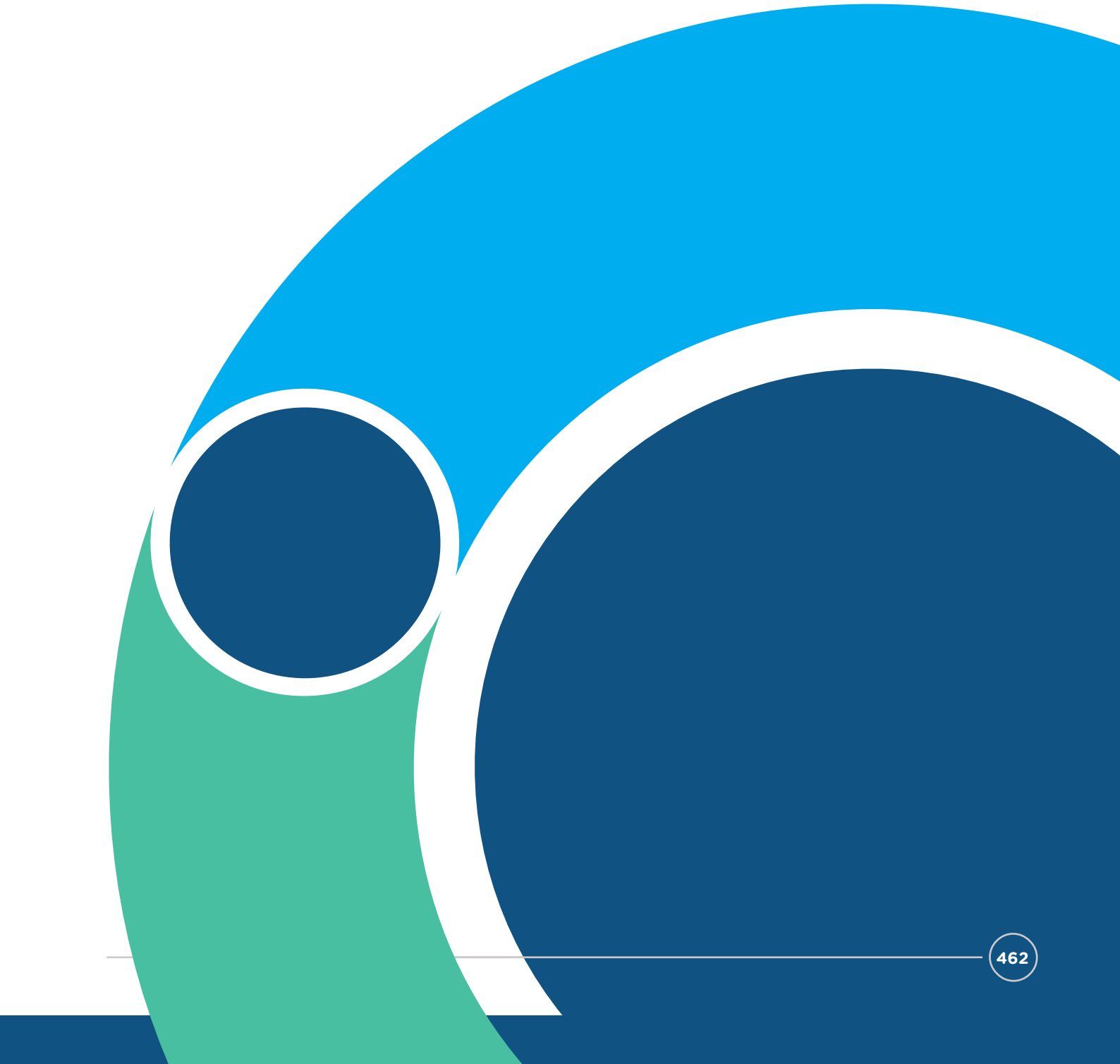
Submissions can be sent by email to cbc@busconnects.ie or by post to the NTA.

All 16 Core Bus Corridor Brochures and associated maps are available to view and download on our website www.busconnects.ie

Stay Safe. Stay Home.

BusConnects Team

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Web: www.busconnects.ie



4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4D Potentially Impacted Properties Engagement



Continually Impacted Property Letter issued 2 March 2020:

NTA
Údarás Náisiúnta Iompair
National Transport Authority

(Name & Address)

Date: 2nd March 2020
Ref:

INFORMATION NOTICE
Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

Cont.

A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

A letter was previously sent to this property advising that it was identified as being potentially impacted by the project, and an opportunity was given to meet NTA personnel to discuss the potential impacts. **The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor may continue to impact on part of the property.** A layout map showing an indicative layout in the vicinity of the property can be found on Map of the Public Consultation Document, which will be published on our website www.busconnects.ie on 4 March 2020, and a brochure will be sent to you shortly.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.**

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental and transport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

Cont.

The NTA would again welcome the opportunity to meet with you in relation to these proposals, to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653** to arrange a time and date at your earliest convenience.

Yours sincerely,

BusConnects Infrastructure Dublin, National Transport Authority

Newly Impacted Property Letter issued 2 March 2020:

NTA
Údarás Náisiúnta Iompair
National Transport Authority

(Name & Address)

Date: 2nd March 2020
Ref:

INFORMATION NOTICE
Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to

Cont.

the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor may have an impact on part of this property. A layout map showing an indicative layout in the vicinity of the property is enclosed. It can also be found on Map of the Public Consultation Document, which will be published on our website www.busconnects.ie on 4 March 2020, and a brochure will be sent to you shortly.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.**

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental and transport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653** to arrange a time and date at your earliest convenience.

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority

No Longer Impacted Property Letter issued 2 March 2020:

NTA
Údarás Náisiúnta Iompair
National Transport Authority

(Name & Address)

Date: 2nd March 2020
Ref:

INFORMATION NOTICE
Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to

Cont.

the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

A letter was previously sent to this property advising that it was identified as being potentially impacted by the Emerging Preferred Scheme, and an opportunity was given to meet NTA personnel to discuss the potential impacts. **The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor indicate that this property is no longer potentially impacted.**

Please note these are proposals only and as such are not fixed or finalised

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process. Consequently future amendments to the plans could potentially result in the property again being impacted.**

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental and transport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

If you require any clarification regarding this letter please call **1800 303 653**. A project team representative will respond to your query. Once the consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4E Website & Digital Resources



Preferred Route Option: Second Round of Non-Statutory Public Consultation (4th March 2020 – 30th April 2020) Website & Published Material:

Preferred route information brochures for each of the 16 core bus corridors
Bróisiúr Faisnéise, preferred route information brochure for each of the 16 core bus corridors in Irish
Easy read versions of information brochure for each of the 16 core bus corridors
Text only HTML files of information brochure for each of the 16 core bus corridors
Audio files of information brochure for each of the 16 core bus corridors
Consultation submissions reports for each of the 16 core bus corridors from the first round of public consultation
Community forum presentations from the 2nd round of public consultation
Presentations from meetings with local groups during the public consultation
Traffic count Data reports for each of the 16 corridors, ATCs, JTCs and pedestrian surveys

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4F Press Release & Media Engagement



Press release issued for launch of Second Round of Public Consultation on 4th March 2020:

PRESS RELEASE

NTA LAUNCHES SECOND ROUND CONSULTATION ON THE CORE BUS CORRIDOR PROJECTS

Preferred Route Options for 16 Core Bus Corridors included in second round consultation

Revisions ensure 42% reduction in properties impacted by the plans

Majority of landmark trees in historic areas of Dublin no longer impacted

4th March 2020 – The National Transport Authority (NTA) has today launched the second round of public consultation on the sixteen core bus corridors earmarked for development as part of the BusConnects programme.

The latest round of public consultation on the Core Bus Corridor Projects centres on the Preferred Route Options for all sixteen corridors. This comes following the first round of public consultation on the Emerging Preferred Routes in late 2018 and early 2019.

The BusConnects programme is an integral element of Project Ireland 2040, the Transport Strategy for the Greater Dublin Area 2016-2035 and the Climate Action Plan published in June 2019. Its aim is to develop an enhanced bus system that is better for the city, its people and the environment.

By delivering 230km of continuous bus priority and 200kms of cycle tracks, the Core Bus Corridor Projects will help more people from their cars to a better, more reliable and more efficient bus system is a critical element in reducing carbon emissions and congestion in the capital city.

During the six-month consultation process, the NTA received approximately 13,000 written submissions, including those with multiple signatories. Community Forums were also established for each corridor to enable a two-way dialogue with local communities where solutions to certain challenges were co-created.

Despite the issues varying across each corridor, a number of common issues were identified including the potential impact on properties.

Following extensive engagement with the local communities across Dublin, the NTA's revised proposals contain several design changes that aim to minimise the impact of the project on properties while maintaining bus priority and enhancing cycling facilities.

Revisions to the initial proposals have ensured a 42% decrease in the number of properties impacted by the project, with:

- A Bus Gate at Ravensdale Park eliminating the need for land acquisition on this part of the Kimmage to City Centre corridor

Cont.

- Signal Controlled Priority on either side of Templeogue Village reducing the need for road widening along this section

- A one-way inbound system on Rathgar Road removing the need for land take on that segment of the Rathfarnham to City Centre corridor

- Signal Controlled Priority along Rathfarnham Road reducing the impact on properties along a section of the Rathfarnham to City Centre corridor

- An altered road layout and Signal Controlled Priority significantly reducing land acquisition on Crumlin Road along the Greenhills to City Centre corridor

- An adjustment to the road layout on the Rock Road between Booterstown Avenue and Blackrock Clinic reducing the need for land take along this segment of the Blackrock to Merrion corridor

One of the biggest concerns raised during the first round of consultation was the removal of trees in historic areas of the city. The NTA has introduced multiple changes to protect long-established trees in historic parts of Dublin, which have resulted in:

- No tree being removed along Rathgar Road

- All trees on the residential side of Nutley Lane being retained

- Up to 90% of existing mature trees being retained on Baggot Street Upper and Lower

- Up to 90% of existing mature tress along Pembroke Road being retained

- 80% of trees along Merrion Road being maintained

- Over 85% of existing tress along St. Mobhi Road being retained

- 75% reduction in the number of trees along Finglas Road being removed

This has been achieved through the maximisation of existing road space by new one-way systems, the introduction of Signal Controlled Priority Bus Gates and off route cycle tracks.

Less developed trees along a select number of Core Bus Corridors have been identified for replacement to ensure the provision of safe cycling infrastructure. This follows extensive topographical surveys in recent months. Included is a new two-way segregated cycle-track running inside the grounds of the Hermitage Golf Club on the Lucan to City Centre corridor.

A comprehensive replanting programme will ensure more trees are replaced than are removed during the development of Core Bus Corridor Projects.

Consultation on the revised proposals begins today and runs until Friday, 17th April. A series of information events will be hosted across the Greater Dublin Area during March. Dates, times and venues are available at www.busconnects.ie.

All submissions in the second round of public consultation will be reviewed by the NTA.

Cont.

Technical, environmental, and transport impact assessment work will then take place with final plans due to be presented to An Bord Pleanála for statutory approval in the fourth quarter of 2020.

Anne Graham, NTA Chief Executive Officer said: "In 2018, we first unveiled our plan to deliver continuous bus priority along Dublin's busiest bus corridors and high-quality cycling facilities. Through extensive public consultation and direct engagement with communities across the region, we've been able to pinpoint areas of concern along each of the sixteen routes.

"We have responded constructively to the issued raised and have put forward alternative proposals that help to mitigate many of these challenges raised by the public. This has helped to dramatically reduce the number of properties that will be impacted and to work with communities to create new public realms across the city.

"Considerable emphasis has been given to meeting the needs of the increasing number across the city choosing to cycle to work and college. We're proposing modern infrastructure that will provide new options for children and their families to be able to cycle safety both between, and within, their local communities.

"I'm confident that the revised routes will greatly improve journey times and most importantly will reduce CO2 emissions by having more people move from their car and onto the bus. We are also moving forward to creating a fleet of low emissions vehicles with half of the fleet due to be converted to low emission buses by 2023.

"Although we are aware that a project of this scale and investment will bring challenges, BusConnects is needed now more than ever. With our cities growing, continuous bus priority and more cycle lanes will be needed to create a sustainable public transport system fit for the future.

"I would invite the people of Dublin to share their views on the Preferred Route Options in the coming weeks."

End

Media briefing presentation:



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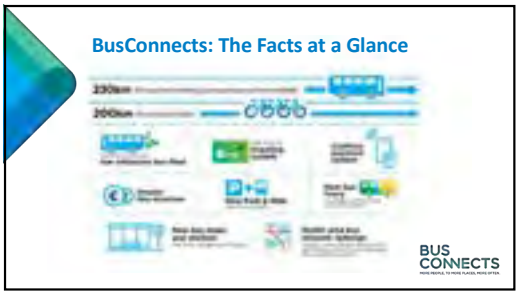

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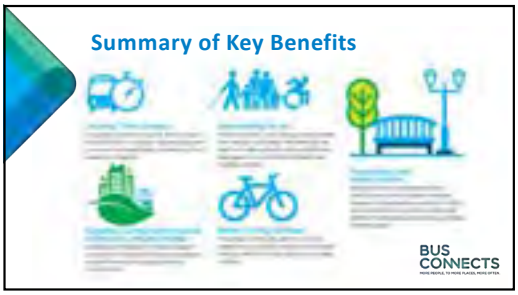

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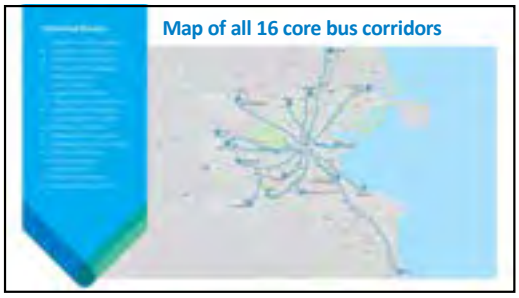

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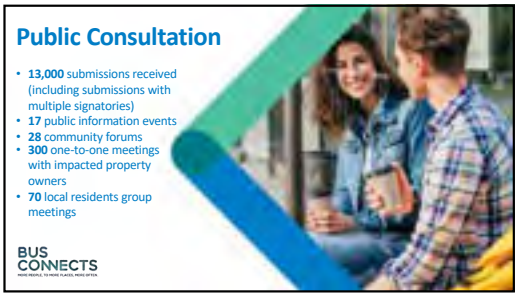

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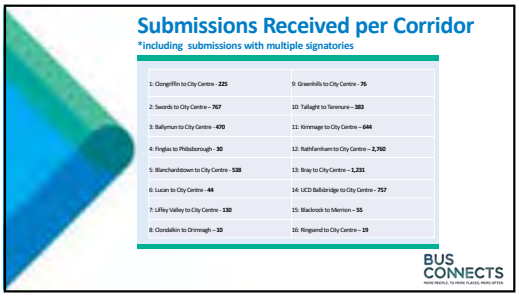

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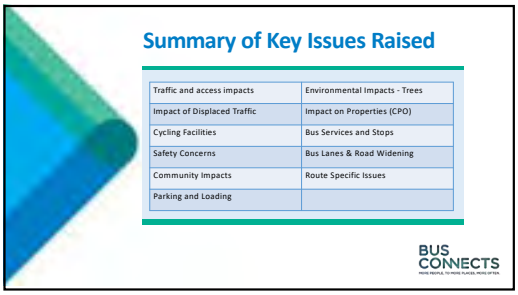

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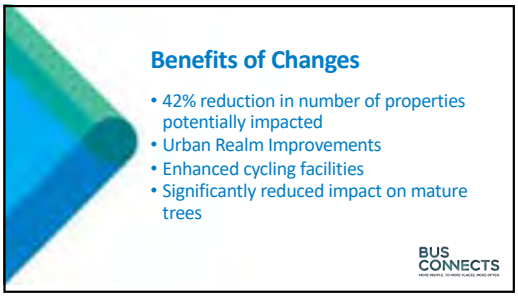

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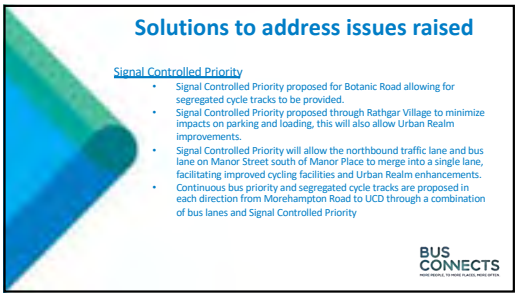

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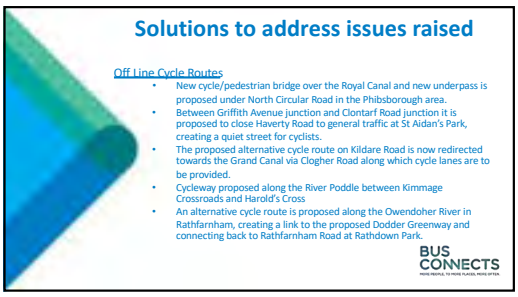

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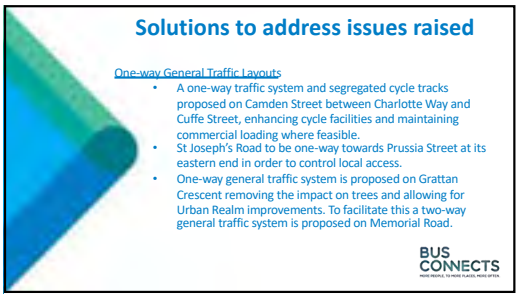

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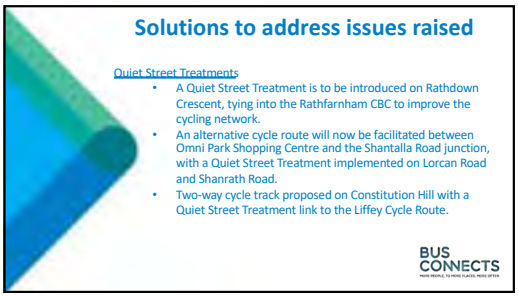

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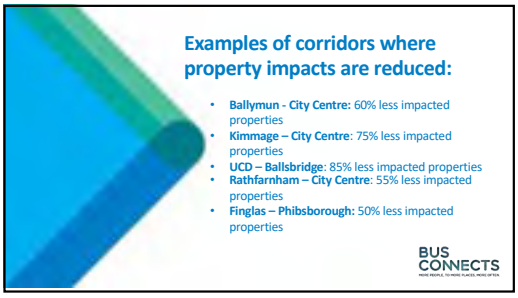

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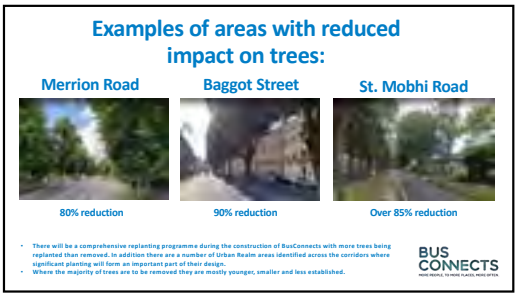

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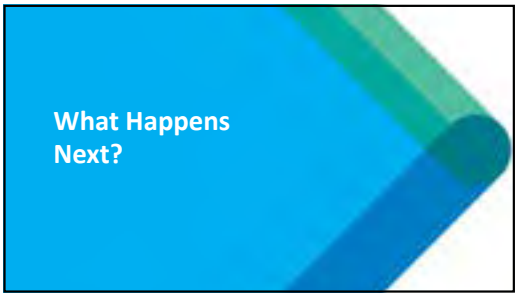
What Happens
Next?

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Core Bus Corridor Project
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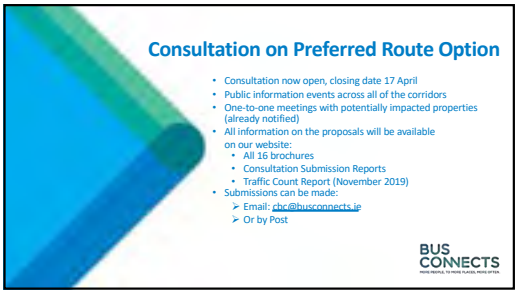
Consultation on Preferred Route Option
Consultation now open, closing date 17 April
Public information events across all of the corridors
One-to-one meetings with potentially impacted properties (already notified)
All information on the proposals will be available on our website:
All 16 brochures
Consultation Submission Reports
Traffic Count Report (November 2019)
Submissions can be made:
Email: cbc@busconnects.ie
Or by Post
BUS
CONNECTS

28


PUBLIC INFORMATION EVENTS
BUS
CONNECTS

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Media Plan

For the second Round of Non – Statutory Public Consultation, we used Radio, Press and Digital.

(Radio was paused on the 15th March, press ran until the 12th March and digital was paused on the 18th March following the emergence of Covid-19).

Radio was planned to reach Dublin and the Greater Dublin Area audience, extending into Wicklow. A mixture of national and regional stations gave us strong coverage for the two weeks the campaign was on-air for. Today FM and Newstalk are national stations and index high for the Dublin commuter audience. Regional stations, 98FM, FM104 and Nova focused on the Dublin region, while East Coast FM gave us presence in Wicklow.

National print titles were used to gain broad reach. Regional print titles were used to support this and covered Dublin city and Greater Dublin, including Wicklow.

For Digital, we included Social, Display and Near Targeting. NEAR activity allows us to target users on mobile devices within specific geo-fenced areas. For Near we targeted busy commuter routes, all major hospitals, shopping centres and universities/colleges in Dublin city.

Core Bus Corridor Preferred Route Option Second Round Public Consultation Media Advertising - Launched 4th March 2020:

Press		
2 press ads – Official launch and Public Info Events	13 editions	Irish Times Irish Indo Herald Dublin People Dublin Gazette (City, North, West and South) Echo (Tallaght and Clondalkin) Wicklow Times (North and South) Wicklow People **Ads re: Public Info Events due to be published after 12th March 2020 were cancelled due to Covid 19 ie:** Dublin People – March 16th and 23rd Dublin Gazette – March 19th and 26th
Radio		
2 radio ads	6 radio stations	Today FM 98 FM Newstalk FM104 East Coast Nova
OOH		
Bus Shelter, on board bus, Luas Columns, on board Luas		160 bus shelters Dublin Bus A2 x 500 GAI A2 x 40 24 x Luas Portraits @ Red Line 31 x Luas Portraits @ Green Line 72 x Luas Straplines @ Red Line 57 x Luas Straplines @ Green Line 15 x Luas Columns @ Both Lines
Social/Digital		
Video with VO and static images		Twitter, Instagram, Facebook

Radio script:

TBWA The Disruption Company

Radio Script

Client: NTA	Product: BusConnects	Title: P1 - Launch
	Length: 30"	Date: 11/2/20

VO1: Our goal is a more efficient, cleaner, greener city.

VO2: This March BusConnects will hold a second round of public consultation for the Core Bus Corridors Project.

VO1: So you can see the work we've done so far and get involved in the next steps;

VO2: two hundred and thirty (230) kilometres of bus priority and two hundred (200) kilometres of cycle tracks and lanes.

VO1: Providing reliable bus services, reducing congestion and pollution, all while improving the city for cyclists.

VO2: Visit busconnects.ie to have your say.

VO1: BusConnects is an initiative of the Government of Ireland

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4G Advertising



Press Advertisement for launch:



Press Advertisement for Public Consultation Information Events:



BUS CONNECTS

More People, to More Places, More Often.

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & **Swords** to City Centre	**Bonnington Hotel** Swords Road, Whitehall, Dublin 9	**11th March - Wednesday** 11:30am-19:30
Bray to City Centre	**The Talbot Hotel** Stillorgan Road, Co. Dublin	**12th March - Thursday** 11:30am-19:30
Blanchardstown to City Centre	**Crowne Plaza** Blanchardstown Town Centre, Dublin 15	**18th March - Wednesday** 11:30am-19:30
Ringsend to City Centre	**Hilton Garden Inn** Custom House Quay, Dublin 1	**19th March - Thursday** 11:30am-19:30
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Ballymun to City Centre & **Finglas** to Phibsborough	**AXIS Centre** 9 Main St, Ballymun, Dublin 9	**24th March - Tuesday** 11:30am-19:30
Lucan to City Centre & **Liffey Valley** to City Centre	**Clayton Hotel** Liffey Valley, Dublin 22	**26th March - Thursday** 11:30am-19:30
Tallaght to Terenure	**St Marys RFC** Templeogue, Dublin 6W	**30th March - Monday** 11:30am-19:30
Clondalkin to Drimnagh & **Greenhills** to City Centre	**Our Lady's Hall** Moorne Road, Drimnagh, Dublin 12	**31st March - Tuesday** 11:30am-19:30
UCD Ballsbridge to City Centre & **Blackrock** to Merrion	**The Clayton Hotel Burlington** Leeson St. Upper, Dublin 4	**1st April - Wednesday** 11:30am-19:30
All Corridors	**Alex Hotel** 41 - 47 Percian St, Dublin 2	**3rd April - Friday** 11:30am-19:30

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The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

busconnects.ie

Project Ireland 2040

NTA

Press advertisement published in the Dublin Gazette – 05 March 2020:

ODD THINGS THAT CAUGHT OUR EYE THIS WEEK

BITS & BOBS

Ruff work for Texas cops



A DOG in Texas reported itself missing last week, after strolling through the doors of a local police department and putting his paws up on the counter (right).

The dog entered Odessa Police Department in Texas and hopped up onto the counter, though he didn't seem distressed at all.

Speaking to The Dodo, Sergeant Rusty Martin said everyone played with the dog for a short while, whilst trying to find his owners.

Sergeant Martin said: "We were all excited to have him in the building. We had a tennis ball and threw it in the lobby for a bit. Everyone loved him."

The dog was wearing a collar when he arrived at the station, but the ID tag had apparently fallen off, so animal control came to check for a microchip.

However, the dog had other ideas, and left the station before animal control could arrive.

"He ran out just as quick as he came in," Sergeant Martin posted online. "The owner responded the next day [to say that] it was his dog and he had returned home. He lives about a mile from the station."



THIS WEEK'S TOP TWEETS

"As much as I would like to believe I'm not an Irish stereotype, I did just use the buffet in this 4-star London hotel to make a ham and cheese roll for lunch later.

@samwhatslife

"This Jamaican man I work with was telling me a story about when he worked in Tallaght, and this fella got hit by a car, and another man went over to him and asked him 'Where are ye bleeding from?' And the fella on the ground goes 'Clondalkin'! Hahaha you couldn't write it.

@georgiaahiels

"A slice of apple pie is $1.40 in Jamaica, and $2.60 in the Bahamas. These are the pie rates of the Caribbean.

@Stephanieyeboah

"Yesterday I met my arch nemesis. It was a Trinity masters student who came on my campus tour. He already knew everything and ruined all my punchlines, exposing how scripted my jokes are and that I am not organically funny. Also did not tip.

@mistress_mick

"Gwen Stefani was right. Don't speak.

@elisadaydreams



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All Corridors	Aies Hotel	3rd April - Friday

Project Ireland 2040 NTA

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the The Irish Times – 05 March 2020:



THE IRISH TIMES
Thursday, March 5, 2020

Home News 5

Number of trees to be felled under bus route scheme jumps from 1,500 to 2,500

More than 770 properties to lose part of garden under latest bus route plan

More trees will be replanted than removed, says transport agency

SARAH BURNS

The NTA said the new scheme would include a Bantry Bay style cycle track for the majority of its length on main routes such as Kings Inns Street and Lower, Parnell Street, Mountjoy Road and St Mobhi Road would be retained.

The highest number of trees affected are on the Lucan to City Centre corridor (500), followed by the Bray to city centre corridor (230), and the Blanchardstown to city corridor (240).

The Lucan to city centre corridor will lose the largest number of properties, at 156, as planned by the council plan, followed by the Coolquill to Clongriffin route, with 33.

"The original proposals published in October 2018 would have required the removal of 1,500 trees and mature vegetation. The introduction of a peak-use bolted priority, has given rise to the increase," it said.

The original proposals, published in the 2018 would have required the removal of 1,500 properties and between 1,000 and 1,500 trees would be impacted.

However, the NTA said the removal of the original trees affected by the revised proposals is "significantly less than the original plans, particularly in relation to the larger, mature trees".

"The original, broadscale proposals were revised following the consultation process and the number of trees impacted on the Clongriffin to City Centre corridor reduced at this stage. That number was approximately 1,000," the NTA spokesperson said.

About 15,000 submissions were received during the last round of public consultation on the bus corridor projects, which is the largest number (7,700) of those in relation to the Kildare Route project, which concluded.

Hugh Creegan, deputy chief executive of the NTA, said the authority had been appointed to make "more the coming months and years ahead". It will progress only the plans that are "fit for purpose", he added.

The NTA previously said it received property owners would receive adequate compensation for losses, €25,000.

Aoife Gribben, chief executive of the NTA, said €2 billion has been allocated for the Bus Connects project as part of the National Development Plan for it to "transform the capital".

Public consultation on the revised proposals is expected to begin in the summer, with a timeline of two years for the scheme to be finished.

Irish motorists can claim refunds for incorrect penalties issued by Local Authorities published on the

NTA Chief executive Anne Graham and deputy Hugh Creegan at a National Transport Authority media briefing yesterday. PHOTOGRAPH: ALAN BETSON

Editorial comment page 19

Apartment scheme secures permission

High Court quashed permission for similar development in January

OLIVIA KELLY

There for 177 apartments on the old Hardy Court Hotel in Howth village have been approved by An Bord Pleanála in a case previously taken by the High Court quashed permission for a smaller scheme on the site.

Locals in Howth opposed the construction of the 177 apartments on five blocks up to five storeys high, as well as the inclusion of the part of 265 apartments in a site overlooking Howth harbour and close to the village Martello tower.

Cretan, a subsidiary of developer Pat Doyle's Marlet Property Group, was granted permission for 265 apartments by the board in September 2018. However, a judicial review challenge to the board's decision was brought by Nationalview Trust T/A Residents Association Ltd.

Residents claimed the board had not achieved its own 3D document and had made different information before it to consider the effects of the development. They also had concerns about the extent and impact of excavation it carried out to create private communal open space.

In its decision issued this week, the board said it had considered its "appropriate assessment screening conclusion" and had found that the development would "not be likely to have a significant effect" on local conservation and protection sites.

498

The number of new homes allocated for Howth under the Fingal County Development plan

In acknowledging the number of apartments made permissible in the Fingal County Development Plan and other considerations for 498 new homes for Howth, it said the development was "generally in accordance with" national and local policy with Government policies on housing and home ownership.

It added, it had noted the board's refusal permission and had planned that from the 2004 Fingal County Council had granted approval for just 17 houses and also noted that in the intervening years there had been a significant reduction in new residential development in the environment, including Howth Harbour, Baker's and Portmarnock.

The board in January consented to the High Court quashing its decision on the original application and said the court has an interest of the impact of excavation had since become aware.

Half of applicants for Irish Water's 'first fix free' offer withdrew before leak fixed

TIM COTTER

More than half of those who applied for the "first fix free" scheme from Irish Water dropped out of the programme without having leaks fixed by the utility, several years on, new data show.

Under the "first fix free" scheme, Irish Water offered to repair leaks on part of a householder's property without charge. Such repairs would have normally been the responsibility of the householder.

The 26 councils – 25 city councils and Dún Laoghaire-Rathdown County Council – which are responsible for the water services in their areas, were then given the option of opting in to the scheme.

Irish Water stated there was a range of reasons for people leaving the scheme, the most prevalent concerning costs that householders had been expected to make. It has said that, on average, the cost of repairing a leak was €1,500.

Irish Water said it did not have the property boundary information to determine which leaks were the responsibility of the householder and which were the responsibility of the utility.

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Irish Water said it did not have the property boundary information to determine which leaks were the responsibility of the householder and which were the responsibility of the utility.

Campaigner says prostitution is 'abuse' and 'torture'

KITTY HOLLAND

Amanda Keane (Ballyroan), with model Ella Parker Moore and Fiona Broadfield, at the launch of We Don't Buy It, a campaign to highlight the truth about prostitution. PHOTOGRAPH: DARA MAC DÓNAILL

WORKING IT OUT TOGETHER
For a cleaner, greener, better city

BUS CONNECTS
More People, to More Places, More Often

The National Transport Authority's Bus Connects programme is seeking your views as part of the third round of public consultation on the Core Bus Connects project in Dublin.

The Core Bus Corridor projects aims to deliver a priority of bus priority and 30 kms of cycle tracks and bus lanes along the Core Bus network corridors.

Public consultation information events will be held in various locations around the city in the coming weeks. Details of these and a booking link can...

Project Ireland 2040 NTA

Press advertisement published in the Herald – 05 March 2020:



THE HERALD THURSDAY 5 MARCH 2020

Coronavirus crisis News 5

REVEALED INFECTED

it should not have closed

It was advised that the HSE would be in contact yesterday, but it took its own decision to close.

There was as swift reaction from the Department of Education which contacted the school authorities.

The Department stated that it was "essential that any decisions regarding school closures in relation to Covid-19 are proportionate, necessary and based on specific public health advice. No other response is appropriate."

RISK

A statement added that the Departments of Health and Education were in constant communication regarding Ireland's responsiveness to Covid-19, otherwise known as coronavirus.

Scoil Chaitríona, in Glasnevin, has closed following the confirmation of the first case of coronavirus in the Republic, a student who recently returned from an 'at risk' region in northern Italy.

All pupils and teachers are being treated as close contacts of this case and the school has shut for a 14-day period.

Aslan pull plug on two gigs over fears for Christy's health

Melanie Finn and **Gabija Gataveckaite**

ASLAN have been forced to pull the plug on two gigs in the UK because of the coronavirus.

The Crazy World stars were due to play two dates in Britain next week but say that "due to Christy Dignam's compromised immune system", they will no longer go ahead.

The Aslan frontman (59) was diagnosed with amyloidosis, a rare form of blood cancer, in 2013 and has been battling with ill health over the past number of years.

In a statement, the band said: "We have to take Christy's medical team's advice on this and we hope we can reschedule the dates very soon.

"Thank you to everyone for understanding our position in this and we apologise but it is a matter beyond our control.

"Tickets can be held for the new date or refunds can be issued from point of purchase."

Aslan were due to play Birmingham on March 13 and Liverpool on March 14 as part of their current tour, which also takes in dates in Dublin, Belfast and Cavan.

Aslan's Christy Dignam

They had been scheduled to perform in the UK as part of the build-up to the St Patrick's Day celebrations.

However, the band are clearly taking no chances with Christy's health.

Their Goodbye Charlie Moonhead tour marks the 25th anniversary of the release of their iconic album of the same name.

CURE

Christy spoke last year about how doctors thought they may have found a cure for his type of cancer.

The singer said he had been treated at the Royal Free Hospital in London every two months and added that he would "do my best" to receive the treatment.

"It's been prescribed by the NHS... so I'll have to get on to the HSE," he said.

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Public Consultation information events will be held in locations around the city in the coming weeks, details of these are on ba-connects.ie

See full details of the preferred route options and have your say at

Project Ireland 2040 NTA

Press advertisement published in the The Echo – 05 March 2020:

The Echo, Thursday, March 5, 2020 news@echo.ie 13

Vacant council seats are filled

FOLLOWING the election of two local councillors to the Dáil last month as a result of the General Election, two new councillors were co-opted onto South Dublin County Council last week to fill the vacant seats.

Francis Noel Duffy, who was a Green Party councillor in the Rathfarnham ward from 2014 until his election to the Dáil last month, has been replaced by Green Party member and Rathfarnham resident Clare O'Byrne.

Cllr O'Byrne joined the Green Party in 2017 on her return to Ireland after spending a decade abroad, and she currently works in the public sector and volunteers with a mental health charity.

Fine Gael's Emer Higgins, who was a councillor for the Clondalkin Local Electoral Area for seven years before being elected to the Dáil last month, has been replaced by Shelley O'Hara.

Cllr O'Hara was co-opted to replace Deputy Higgins last month, after members of Fine Gael Dublin Mid-West selected her to fill the vacant seat.

Work starts on new Dodder bridge



SCHEME: Work has begun on the new bridge at Bolbrook.

Dodder Scheme will be a greenway of 'international renown'

By Mary Dennehy
mary@echo.ie

WORK has started on a new four-metre-wide bridge at Bolbrook, which will span the Dodder as part of an ambitious greenway scheme set to enhance, connect and protect.

The Echo this week contacted South Dublin County Council after a number of trees and some vegetation were removed from an area close to the Bolbrook Enterprise Centre.

Replying to *The Echo*, the council confirmed that this work is due to the construction of a bridge across the Dodder at Bolbrook, which is part of the Dodder Greenway Scheme.

The council added that a landscape plan at this location, incorporating native hedgerow, woodland plants and shrub planting, will be carried out as part of the development.

The Dodder Greenway Scheme will comprise of works along the banks of the Dodder at points in Kiltipper, Tallaght, Firhouse, Templeogue, Terenure and Rathfarnham.

According to the council, the scheme, which went to public consultation in 2017, will develop a greenway of "international renown" – one that is "on par with the best greenways in the world".

Approximately 14km in length, the greenway will travel along the Dodder Valley from Orwell/Terenure, through to the outer suburbs of Tallaght and up into the rural and upland community to the entrance of the Bohernabreena reservoir at Glenasmole.

The detailed scheme has a number of elements, including the widening and upgrading of existing paths, bridges, underpasses and junctions – and the construction of new paths and bridges.

Improved landscape treatment is also on the cards alongside ecological enhancements which include species-rich grassland management, the planting of native trees and the provision of bat boxes and bat-friendly public lighting.

New entrances to the greenway will also be developed.

In a response to *The Echo* this week, the council said that the timeline for the construction of three bridges is 12 months, with the handover due in February 2021.

The pedestrian bridges will be located over the River Dodder at the Tallaght Bypass and to the rear of the Bolbrook Enterprise Centre, which will link the eastern part of Tallaght the N81 to the Greenway.

The second bridge will stretch over the Dodder from Kilvere to Riverside cottages, linking Templeogue Village with the greenway park, while the third bridge will span the Dodder to Bushy Park, to the rear of Rathfarnham village.



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busconnects.ie

Project Ireland 2040 NTA

PUBLIC INFORMATION EVENTS

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Bray to City Centre	The Talbot Hotel Stillorgan Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	Crown Plaza Blanchardstown Town Centre, Dublin 15	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	Hilton Garden Inn Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel Camden St. Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballymun to City Centre & Finglas to Phibsborough	AXIS Centre 3 Main St, Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Terenure	St Marys RFC Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Dunnaagh & Greenhills to City Centre	Our Lady's Hall Mourne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Ballsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington Merrion Road, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel 41 - 47 Pearse St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the Irish Independent – 05 March 2020:

IRISH INDEPENDENT Thursday, March 5, 2020

News

Kate and William serve up a thrifty soup







Walking hand in hand and with a stunning coastline as a backdrop, William and Kate strolled along taking in the scenery.

It was no doubt some welcome down time from their hectic three-day visit which saw them take in engagements in Dublin, Meath and Kildare.

In brilliant winter sunshine they followed the trail to the summit which gave them panoramic views and hugged as they posed for a picture.

Waiting at the top was Environment Minister Richard Bruton. "They remarked on how you couldn't come to Ireland and not see the coastline so they got their wish," he said.

"And they saw it in a benign light, normally there is a wind howling – it's really beautiful today, they couldn't be luckier."

Later, Will addressed a crowd at a reception held at the Museum of Literature Ireland (MoLI), in Dublin.

He said the relationship between the neighbouring countries is of "vital importance", and the royal family is committed to strengthening the bond between the two countries after Brexit.

Taking up the theme, Tánaiste Simon Coveney said UK and Irish governments have a responsibility to "redesign and shape" its relationship.

Mr Coveney gifted the Duke and Duchess a card from his children inviting the family to Ireland.

"Galway is a little bohemian but until you have visited Cork you haven't really visited.

"Both your father and grandmother will attest to that.

"Last night my seven-year-old had produced a card for your children so we have a gift which is three little cards from my little daughters inviting your precious children to come to Ireland when they grow up.

"I can assure you they don't comply with normal protocols when someone normally writes to the royal family," he joked.

Duchess shows she's a Galway girl by stepping out in Dubarry jacket

KATE MIDDLETON flew the flag for Irish fashion yesterday when she donned a Dubarry of Ireland belted jacket for her visit to Teagasc in the royal county of Meath.

The Duchess of Cambridge wore the €349 Dubarry Fiiel olive jacket (pictured left and far left), a lightweight waterproof utility jacket with Gore-Tex lining.

Kate discovered the country lifestyle/outdoor pursuits brand in a shop near her home in Norfolk.

In January last year, she wore its Bracken tweed jacket at an event in Chelsea.

The queen is already a fan of the Irish brand headquartered in Ballinasloe, Co Galway, and she wears its famous Galway suede boots, as do Princess Anne and Zara Phillips.

Dubarry marketing director Michael Walsh said: "We are delighted to see the Duchess of Cambridge wearing our jacket and the fact that she chose to wear it while visiting Ireland is very special for us."

Named after a French courtesan, Dubarry of Ireland had humble beginnings, starting out as a co-operative to provide local employment.

Bairbre Power
Fashion Editor

on the brewing of Budweiser in Dublin

Diageo said it did not anticipate job losses in Dublin, as the brewery pivots to increased production of other lager brands.

Bud's departure "will present an opportunity for Diageo to focus on growing our own newer wholly-owned brands, such as Rockshore and Hop House 13, whilst also focusing on our important business with Carlsberg", a Diageo spokesman said.

For the past decade, C&C has made and distributed other brands in Budweiser Brewing Group's portfolio – including Stella Artois, Beck's, Corona, Leffe and Hoegaarden – in the UK. Some is imported here.

Diageo has brewed Bud at its St James's Gate brewery for more than two decades.

Bud once held a fifth of the Irish lager market, but it has slid in popularity amid greater competition from micro-brewers and new market entrants.



How the move will affect jobs here is not yet clear

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Project Ireland 2040 NTA

Tá an Údarás Náisiúnta Iompair ag lorg do smaointí faoin dara babhta comhairliúcháin poiblí faoi chlár BusConnects.

Le hughdóirí sonrúcha iontais agus chun smaointí a chur isteach téigh chuig busconnects.ie

Press advertisement published in the The Herald – 06 March 2020:



THE HERALD FRIDAY 6 MARCH 2020

News 5

AFTER DRIVER OF VAN AND MOUNTS A PATH

Mum Nuala was out for evening jog when struck

lethal weekend in which seven people died in road accidents, described by the Road Safety Authority (RSA) as "an appalling level of carnage".

RSA spokesman Brian Farrell said those deaths brought to 18 the total number of road fatalities in February alone.

He described the weekend's carnage as being "close to double the monthly fatality rate".

In the worst single loss of life, three people were killed in a two-car collision in Co Louth on Saturday. A mother and son, Mary Fenton (68) and Kevin Fenton (38), from Beabrook in Co Armagh, were pronounced dead in one car.

In the second vehicle, Bryan Magill (25), from Newry, was killed. The crash happened at around 2.15am on the N1 at Carrickcarnan, near Dundalk.

A man in his 20s, also from the North, was charged on Monday with dangerous driving in connection with the accident.

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All Corridors	Alex Hotel 41 - 47 Pearse St, Dublin 2	3rd April - Friday 11:30am-19:30

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Project behind bus

NTA

Press advertisement published in the Wicklow Times – 10 March 2020:

Tuesday 10th March 2020 Wicklow Times NEWS 3

GREENS DON'T WANT N11 FUNDING

Following recent remarks about the N11 improvement scheme made by Green Party Leader, Eamon Ryan TD, advocating not proceeding with them, Independent councillor Joe Behan has urged Wicklow County Council not to delay the works as it could result in the project missing out on vital funding.

The Green Party leader said that money spent on widening the N11 would be better invested in improving the rail line between Wexford and Dublin.

Speaking at last week's meeting of Wicklow County Council, Cllr Behan said "As we know, there are negotiations in progress at the moment for the formation of a new Government. The Green Party are central to those negotiations at the moment. And the leader of the Green Party made a statement in the Dáil about the N11 and works that may be happening with regard to the NTAMIL. It was to the effect that if they get into Government they are going to stop those works and I think there is a very serious threat to improvement works on the N11 if that particular threat is carried out.

"I raised this before the election and I remember the one issue that I think most people were agreed on at the time is that there needs to be a combination of works done there, not just widening a road, but also public transport options for people and we all agree with that.

"But the Chief Executive at the time said we are on a particular funding track for that work. Having got to this stage, I am convinced that that particular funding track will be taken away from us."

Cllr Behan asked that the Council send a letter to the Department outlining the view that funding for the upgrade must be retained.

"As a body, we should be indicating very clearly to the Department of Transport and the Department of Local Government that we do not want to see the priority of that particular road being removed by a future Government and we should make our views very clearly known on that subject.

"I am sure we would all agree, that whatever else happens we don't want to lose the funding. We have to do something for the tens of thousands of people stuck in this misery gridlock morning and night, who are still stuck in it three weeks after an election with very little hope of things improving in the short-term."

Chief Executive of Wicklow County Council, Frank Curran, said that the scheme is mentioned in the National Development Plan as being among the category of schemes that will progress to design phase and that could get the green light. He said "Obviously we don't want to delay it, because we are in with a chance of it progressing, we want to stay in that category and complete the design work."

Green Party Councillor Lourda Scott said that Cllr Behan's remarks were a "moot point" until a new Government is formed.



Cllr Joe Behan



Green Party Leader Eamon Ryan TD



Firefighters last Wednesday attended a fire which broke out in a derelict building on Arklow's Main Street. There have been several fires in the building in recent years but last week's was the largest, with fire crews from Wicklow and Arklow joining forces to fight the blaze.

Harris raises the need for increased police presence

Minister Simon Harris has written to the Minister for Justice about the need for an increased police presence in Charlesland and Enniskerry

Minister Harris said that the recent attack on two joggers in Charlesland "caused great alarm in the community. I have requested the County Wicklow Policing Committee discuss the recent increase in burglaries in residential areas adjacent to the N11 including the communities of Enniskerry, Delgany, Charlesland and Kilcoole.

"I have also written to the Minister for Justice seeking an update on how to extend the opening hours for Enniskerry Garda station in light of a number of incidents in the community since the start of the year including the recent attempted robbery on Enniskerry Post Office. The North Wicklow area has a rapidly growing population and policing resources must keep up with the related demographic and social pressures that come with new housing developments."

Three teenage males were arrested for the for the mugging at knife-point of three female joggers that took place in Charlesland on the evening of Thursday, 20th February.



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Tallaght to Tuesday	St Marys RFC Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall Mourne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Belfsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington Leeson St, Upper, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel 40 - 47 Forbes St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

Project Ireland 2040 NTA

Press advertisement published in the Northside People East – 11 March 2020:

NORTHSIDE PEOPLE EAST
11.03.20

Fionnghuala's Miss Universe Ireland call

THE search is on for competitors to take part in this year's Miss Universe Ireland contest.

Last year's winner, Fionnghuala O'Reilly, from Swords, along with Gráinne Gallanagh and Caitlin Ní Toibín, who won the 2018 and 2017 titles respectively, last week launched the search for finalists for the 2020 competition.

The event will take place in the Round Room of the Mansion House on July 2. The winner on the night will walk away with over €70,000 worth of prizes and go on to represent Ireland at Miss Universe at the end of the year.

In 2019 Fionnghuala wowed with her poise, passion and intelligence and was named unanimously as the winner by the esteemed panel of judges.

Fionnghuala went on to represent Ireland in the international competition last December in South Korea.

The first NASA datanaut to compete in the event, Fionnghuala was the ambassador for Ireland's Engineers Week which took place from February 29 to March 6.

The First Round applications to compete as one of up to 30 finalists for the title of Miss Universe Ireland 2020 are being accepted from now until Friday, April 3.

The online application form and further requirement details can be found here: http://missuniverseireland.eu/apply-2020/



Fionnghuala O'Reilly, Miss Universe Ireland 2019, at the launch to find competitors for this year's events. PHOTO: ANTHONY WOODS

Letsbuyhealthcare.com

IF YOU don't have health insurance and fall in quality for a medical card, an innovative new website letsbuyhealthcare.com has been launched to allow you to book private consultations or procedures at a range of hospitals and healthcare providers. See Page 20&21.

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Press advertisement published in the Northside People West – 11 March 2020:

NORTHSIDE PEOPLE WEST
11.03.20

Social media reacts to new TV series on Garda district

SOCIAL media was set alight last week following the first episode of 'The Guards: Inside the K', Virgin Media One's gripping new series about the country's most challenging policing district.

While there was some discomfort over how local communities were portrayed in the hard-hitting programme, there was overwhelming sympathy expressed for the daily challenges faced by gardaí in combatting gangland violence and serious criminality.

The five-part series provides viewers with unprecedented insight into the lives of gardaí working in the K District, which includes Finglas, Cabra and Blanchardstown and serves a population of 175,000 people.

While problems with crime levels in these Northside communities were highlighted in the programme, it was pointed out by gardaí that affected areas such as Blanchardstown and Finglas were also home to many ordinary, decent people.

As reported in last week's edition of *Northside People*, Dublin West TD Paul Donnelly (SF) had expressed concerns over how local areas were depicted in promotional trailers for the series, which contained references to the K District being like the "Wild West" and "Beirut".

However, after the show aired last week, many people commenting on social media praised the gardaí who featured in the show, particularly those who showed great restraint in the face of blatant provocation.

The next episode airs this Wednesday, March 11, at 9pm on Virgin Media One.



A video still from 'The Guards: Inside the K', a gripping new series on Virgin Media One.

Finglas Suicide Network fundraiser

FINGLAS Suicide Network (FSN) will hold a special community event on Saturday, March 21, in the grounds of Colaiste Ide on Cardiffsbridge Road in Finglas.

The event is being organised to raise badly needed funds for FSN and to raise awareness around the issue of suicide.

The Garda Band will kick-off proceedings at 11.45am, followed by a sponsored walk.

Throughout the day there will be live music, kids' entertainment and food stalls. The younger ones will be kept happy with face painting and bouncy castles while the adults can enjoy the sounds of the Dublin Gospel Choir and the band, Deura.

All are welcome to come out and support this most worthy cause.

Visit www.fsnsupport.ie/colaiste-ide-events for more details.



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All Corridors	Alex Hotel 41-47 Pulteney St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the Southside People – 11 March 2020:

SOUTHSIDE PEOPLE
11.03.20

Royals check out new-look Gravity Bar at the Storehouse

Neil Fetherstonhaugh

THE Guinness Storehouse has unveiled its new €20 million Gravity Bar with unrivalled views across the city skyline.

Developed over three years, with over 175,000 man hours and almost €20 million investment, Gravity Bar has now more than doubled in size.

It now offers visitors extended panoramic views which include the historic Phoenix Park and new vistas over the Dublin Mountains.

The footprint of Gravity Bar is now constructed as a figure of eight, designed to give visitors maximum views across Dublin's city skyline.

The new bar is 721 square metres and will be able to host up to 500 people at a time.

Since its opening in 2000, Gravity Bar, which stands at 46 metres high, has become one of the world's most iconic viewing decks.

It has hosted high profile guests from across the globe, with everyone from Queen Elizabeth to Bill Clinton, Tom Cruise and Kylie Minogue visiting, and more recently the The Duke and Duchess of Cambridge.

Fifty panes of glass were used to create the panoramic view over the Dublin cityscape that has become the jewel in the crown of the home of Guinness.

The architects behind Gravity Bar's new innovative design, RKD, also led the initial development of the Guinness Storehouse 20 years ago, transforming it from a derelict grain store into a seven-storey storytelling showcase, and Ireland's number one tourist attraction.

The interior designers, O'Donnell O'Neill Design, were tasked with creating the contemporary interior.

Dublin-based street artist Aches was commissioned to create bespoke art installation that features on four walls throughout the bar.

These unique, eye-catching artworks demonstrate the evolving creativity of the city of Dublin and the story of Guinness through the ages.

With 1.7 million people through the doors of the Guinness Storehouse every year, this will make Aches' original works one of the most viewed artworks in the country.

Speaking about the launch of the newly developed bar, Paul Carty, Managing Director of the Guinness Storehouse, said: "We have been so proud to see our visitor numbers grow each year, and what better way to celebrate our twentieth year than with the launch of our stunning new Gravity Bar.

"This demonstrates our commitment to the future of tourism here in Ireland and our dedication to giving our guests the best possible visit when they come to the home of Guinness.

"We look forward to welcoming guests to enjoy what we believe is the very best view of Dublin."

Paul Kelly, CEO of Fáilte Ireland, added: "Tourism is a vital industry to the Irish economy, generating revenue of €7.5 billion annually."



PHOTO: JULIEN BEHAL



The new €20 million Gravity Bar at the Guinness Storehouse



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Press advertisement published in the Dublin Gazette – 12 March 2020:

ODD THINGS THAT CAUGHT OUR EYE THIS WEEK **BITS & BOBS**



Barking mad vote sees a dog end up as mayor

A DOG in Colorado received a prestigious honour recently, when he was sworn in as the honourary mayor of his town.

Parker the Snow Dog, dressed in a patriotic tie and becoming glasses, was voted into the position of mayor of Georgetown unanimously on February 11.

The pooch and his pawlicies proved popular amongst humans, which included bringing "hugs, love, and cookies to the people of Georgetown".

Parker's inauguration ceremony took place at Georgetown Community Center, with Clear Creek County sharing some adorable pictures from the ceremony on Facebook.

The caption of the pictures read: "It was a packed house Tuesday night at the Georgetown Community Center for Parker's inauguration ceremony.



"Local law enforcement, citizens of Georgetown and fans of Parker the Snow Dog attended the event. Police Judge Lynette Kelsey administered the Mayor oath to Parker."

Parker – with more than 6,700 likes on his own Facebook page – now keeps his constituents up to date by sharing 'MayorMonday' content, thoroughly enjoying his new role.

THIS WEEK'S TOP TWEETS

"Today I completed a chore I have been putting off for six months. It took 15 minutes. I will learn nothing from this."
@ashleyn1cole



"Liverpool have now lost to Atletico, Watford and Chelsea since the young fella in Donegal wrote to Jürgen Klopp."
@newschambers

"The RTE archives report of the first McDonald's opening in the Soviet Union looks like it could be the opening of Phibsboro Shopping Centre. Brutalist architecture knows no bounds."
@Aisling online

"Setting up an online-only dating facility for everyone who can't leave the house while we're all in self-isolation and calling it Quarantinder."
@Ciaraioch

"Just found out my mum is actually Daniel Day Lewis preparing for a role."
@fairycakes



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Project Ireland 2040 NTA

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UCD Ballsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington	1st April - Wednesday
All Corridors	Alex Hotel	3rd April - Friday

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the The Echo – 12 March 2020:

The Echo, Thursday, March 12, 2020 news@echo.ie 13

Gas-fired power plant in the pipeline for Newcastle



Development plans provide for operational facilities for a period of ten years

By Aideen O'Flaherty
aideen@echo.ie

PLANS for the development of a gas-powered power plant in Milltown, Newcastle have been lodged with South Dublin County Council.

Data and Power Hub Services Ltd, with an address in Meath, submitted their application for planning permission last month.

It is proposed that an existing single-storey stable building, a single-storey house called Little Acre, and its associated garage and other buildings are to be demolished to make way for the development, located within the townland of Milltown, to the north of Peamount Road (R120), in Newcastle.

However, the applicant noted in their application that they will not be demolishing the part single- and part two-storey property of Bulmer and an agricultural building to the east of the overall site.

The power plant compound of 14,475 sqm is to contain two power units, each with 1.25m height stack (two overall), transformers, air intakes and electrical modules.

The power plant compound will also contain a two-storey administration and workshop building (427 sqm) and LV switchgear building (140 sqm) (567 sqm in total), plus an AGI connection, gas compressor, water tank, water treatment, firewater tank, and pumps.

Provision for fuel skids, a fuel tank and one emergency diesel generator is included, and the proposal also includes a battery energy storage system compound of 2,300 sqm containing 15 battery containers and 15 inverters that will be linked to the power plant.

It is also stated in the application that the development will be accessed from a new vehicular entrance from Peamount Road that will provide access to the power plant at the rear of the site.

Provision for all ancillary site development works, including attenuation pond and dry swales to connect to existing infrastructural services and network as well as fencing, signage, services road entrance gate and eight car-parking spaces is included.

There are plans for the development to be enclosed with landscaping to all frontages.

The application was concluded with the statement that an EPA-Industrial Emissions Directive (IED) licence will be applied for to facilitate the operation of the proposed development for a period of ten years on a site of 8.2 hectares, on lands that contain the two residential properties of Little Acre and Bulmer.

A decision on the application is due from South Dublin County Council by April 23.



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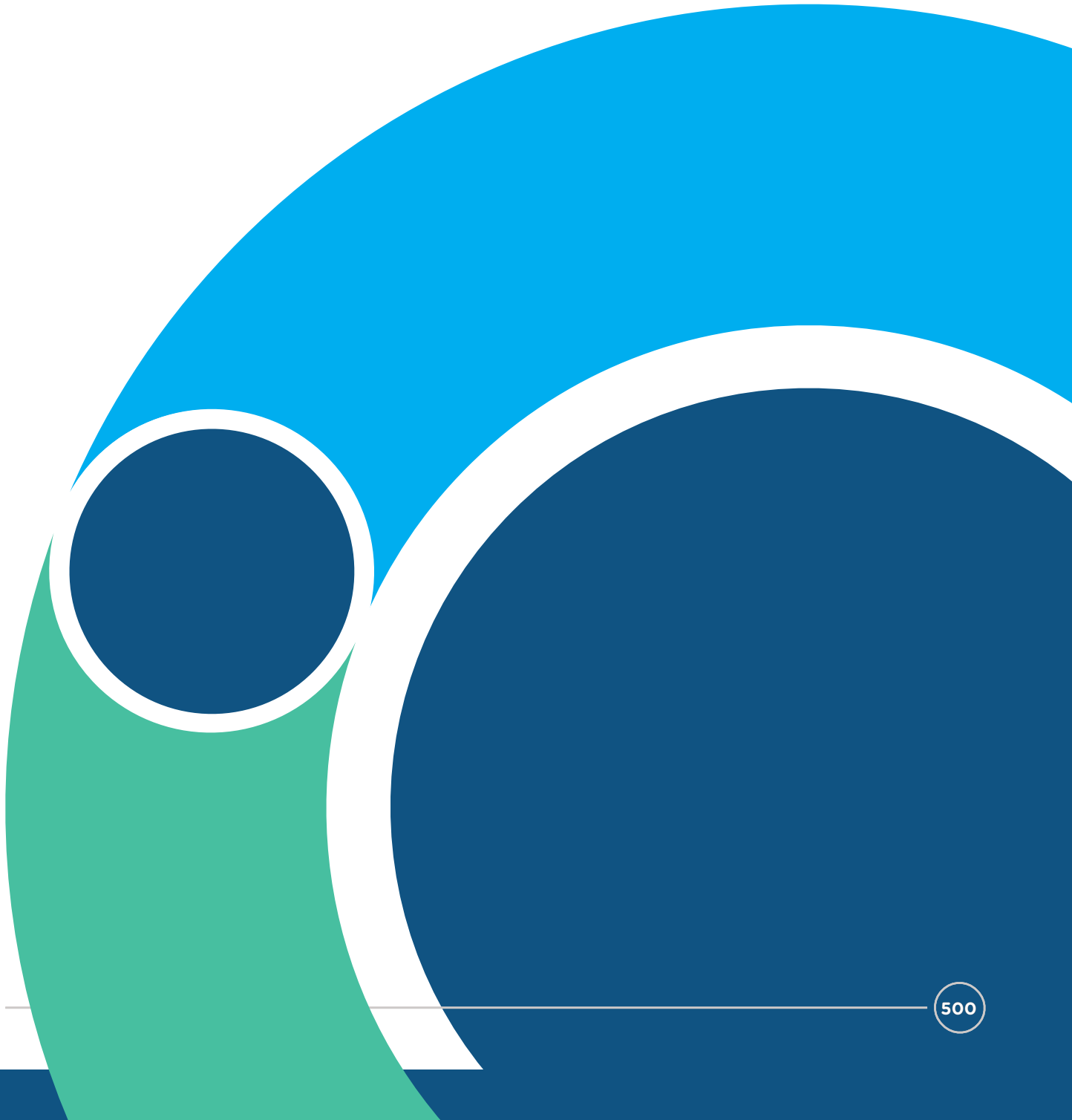


5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5A Greenhills to City Centre Core Bus Corridor Preferred Route Option Brochure - November 2020

Clondalkin to Drimnagh Core Bus Corridor Preferred Route Option Brochure - November 2020

- English
- Irish Cover



Greenhills to City Centre

9

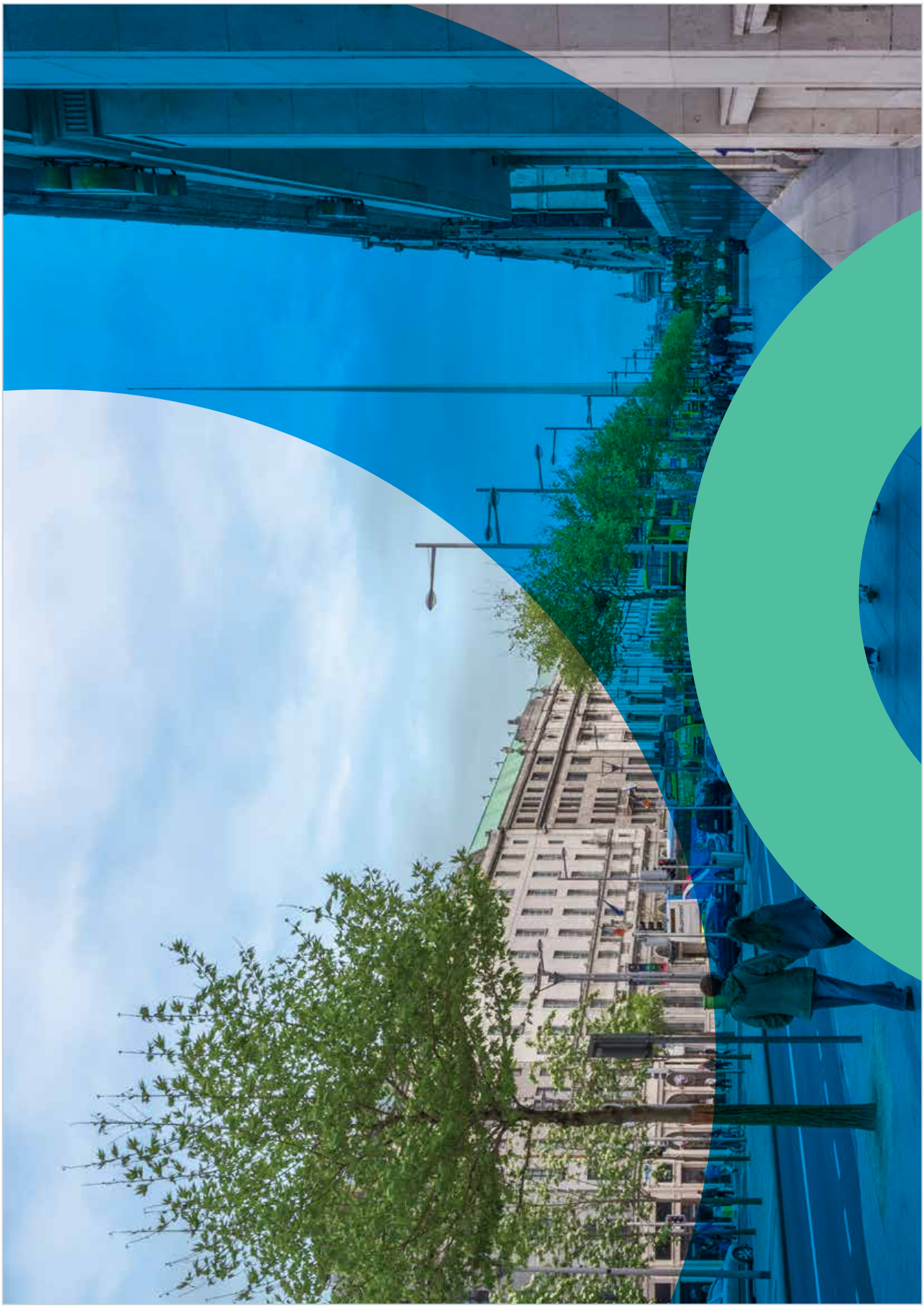
Core Bus Corridor Preferred Route

Third Round of Public Consultation
November 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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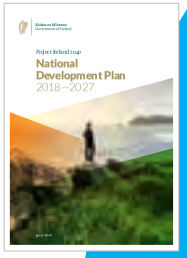
1. Introduction

1.1 What is BusConnects?

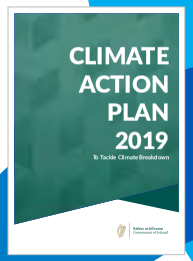
BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus and sustainable transport services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment.

BusConnects is included in the Programme for Government "Our Shared Future" 2020, as well as within the following Government strategies:

- The National Development Plan 2018 - 2027;
- Transport Strategy for the Greater Dublin Area 2016 - 2035
- The Climate Action Plan 2019.









BusConnects Dublin is a programme of 9 elements

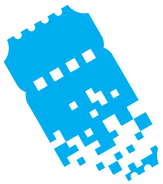
BUS **230km** of bus priority making journeys faster and more reliable

CYCLE **200km** of cycle routes





Transitioning to a new
low emissions bus fleet



State of the art
ticketing system

Cashless payment system





Simpler fare structure



New Park & Ride
sites in key locations



New bus livery
providing a common style across all operators



New bus stops and shelters
with better signage and information

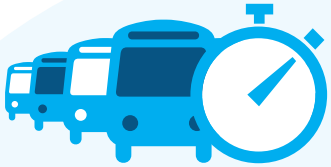


Dublin area bus network redesign
creating a more efficient network with high frequency spines, new orbital routes and increased bus services

1.2 What are the aims and objectives of BusConnects Core Bus Corridors?

Aims: The aim of BusConnects Core Bus Corridors is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

Objectives:



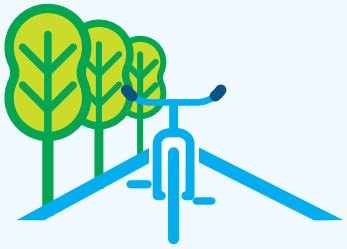
Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;



Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;



Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and



Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;



Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;



Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

1.3 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Routes of 16 Core Bus Corridors (CBC) across Dublin. During this first round of consultation we received 13,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Route option for each corridor.

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Not withstanding the Covid-19 pandemic and subsequent Government restrictions, the consultation continued due to the level of interest. The focus of public queries and submissions came through emails, post, phone conversations and online submissions as all the information was available on the BusConnects website for review.

It was decided in March that an additional third round of public consultation would take place in the latter part of this year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

1.4 What is in this brochure?

This document is one of 16, each dedicated to a single core bus corridor. The document provides a written description of the Preferred Route from start to finish with supporting maps. It includes all revisions made, if any, since the last round of public consultation. It also includes a revised timeline for the progress of the programme due to Covid19 implications.

The brochures detailing the Emerging Preferred Route and the brochures from the second round of consultation earlier this year are available to view and download on our website **www.busconnects.ie**.

Definitions of the terminology used in the document can be found in chapter 4 of this this brochure.





BusConnects Core Bus Corridors / 9: Greenhills > City Centre

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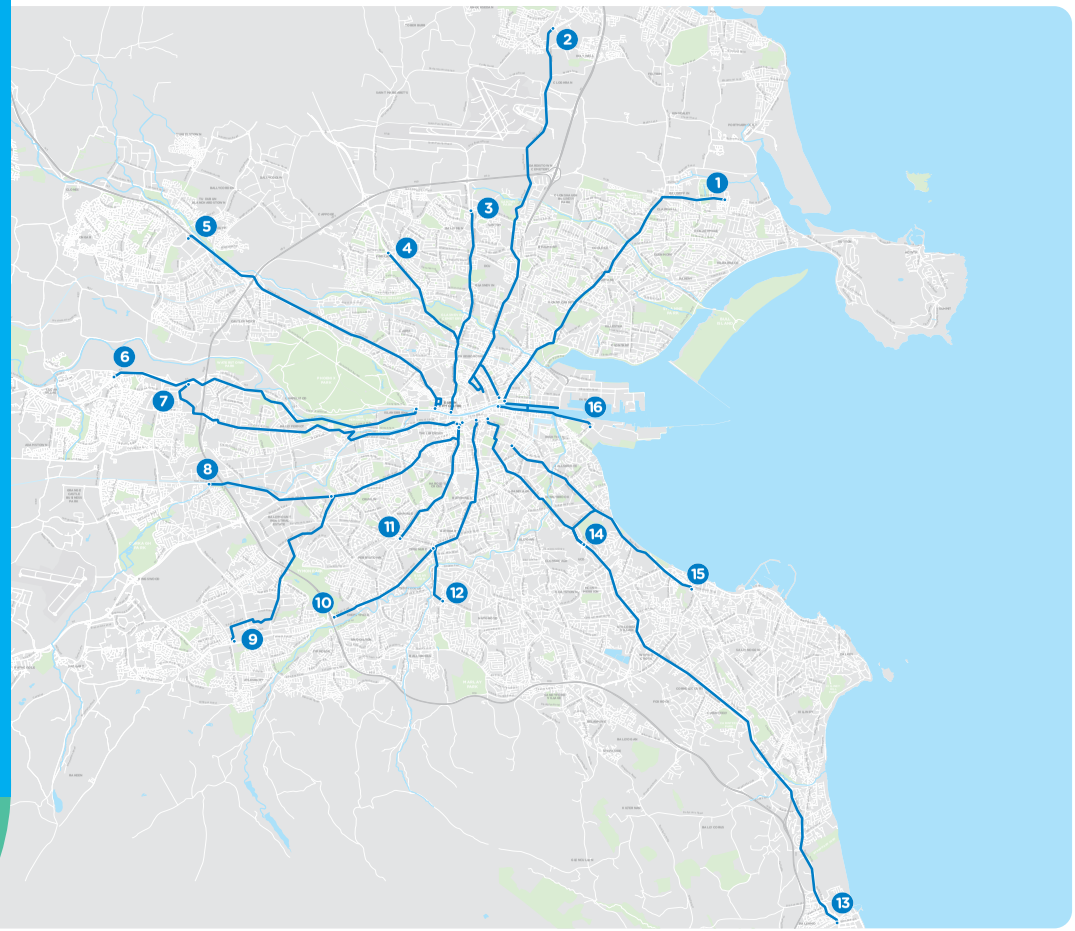
1.5 A map of all 16 core bus corridors

Preferred Routes

1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre



2. What has been happening over the last number of months?

Considerable design work has been continuing since the last round of consultation. This work includes the following:

2.1 Technical Design

Designs have progressed with further refinements being made to elements of each corridor such as junctions, alignments, bus stops, cycling and walking facilities, and urban realm features. Engagement with stakeholders is continuing including engagement with individual householders directly impacted. The developing design has been, and continues to be, informed by stakeholder engagement and further detailed surveys. These include the identification of underground services and detailed assessment of trees along the routes.

Draft Preferred Route Option Reports have been prepared for each CBC detailing the development of each corridor from the Emerging Preferred Route through to the draft Preferred Route Option. These draft "Preferred Route Option Reports" are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie.**

2.2 Environmental Impact Assessment

As part of the intended planning application for each corridor, the NTA will be preparing an Environmental Impact Assessment Report (EIAR) in accordance with current Irish and European legislation. This document will identify the anticipated environmental effects of the scheme during both the construction and operational stages. This assessment is being undertaken by environmental specialists on behalf of the NTA. As part of this assessment, these specialists are undertaking studies of the current condition of the receiving environment within the identified corridor extents. This involves a combination of on-site surveys and desktop study of existing records. At the time of this public consultation, various surveys and studies are underway. The information collected will also be shared with the technical designers for consideration in the design decision making process for the infrastructure works.

Further details of the environmental assessment approach for each scheme are outlined in an individual corridor document called "Information on the Proposed Approach to Environmental Assessment". This document gives a more in-depth description of the determination of the extents of anticipated impacts and how the cumulative impacts of adjacent core bus corridors and other construction projects will be assessed. **These draft reports are available to view and download on the website www.busconnects.ie.**

2.3 Transport Impact

The transport assessment of the core bus corridor proposals is focussed on the "movement of people" rather than, solely, the "movement of vehicles". In order to adequately determine the impact on public transport, active modes (walking and cycling), and general traffic, a comprehensive suite of transport models have been developed.

An extensive set of traffic counts were undertaken in late 2019 and early 2020 and this data, along with other sources, has been used to calibrate and validate the models to assist in the evaluation of the core bus corridors. On a strategic level, the Eastern Regional Model has been used to forecast the modal split for future years. At a more refined level, a Local Area Model has been developed to examine the potential displacement of traffic. In addition, detailed modelling is ongoing in terms of junction and corridor analysis tests and to quantify the effect on the movement of people through each junction and along the corridor itself.

Each EIAR will contain a section on the potential traffic and transport impacts associated with the construction and operational phases of the core bus corridors. This assessment will be informed by the following reports:

- Transport Impact Assessment (TIA) – this will include the comprehensive assessment of each core bus corridor covering all modes and will include a cumulative assessment of all corridors; and



- Transport Modelling Report – this will detail the model development, data inputs, calibration and validation, and forecast model development for the set of models used to support the assessment.

A draft, work-in-progress version of the "Transport Modelling Reports" for each core bus corridor, together with a summary of the work-in-progress strategic modelling results to-date, are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie**.

2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban cross sections across the core bus corridors, planning has also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authorities to ensure tie-in to existing schemes and initiatives. The NTA is focusing on finishing the layout of spaces, considering desire lines (how people want to move through spaces) and the placement of urban furniture (trees, bins, bollards, benches, bike stands, railings, etc.)

Urban Realm improvement opportunities along the routes present themselves through the civil/physical works needed to reach the BusConnects objective to provide bus priority, along with improved cycling and pedestrian facilities. All put together, the core bus corridors provide an opportunity for lots of continuous interventions that, together, can give a general city-wide lift.

The Urban Realm improvement opportunities are spread out along the core bus corridors and need to respond to and reflect specific locality and context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as carbon footprint considerations.

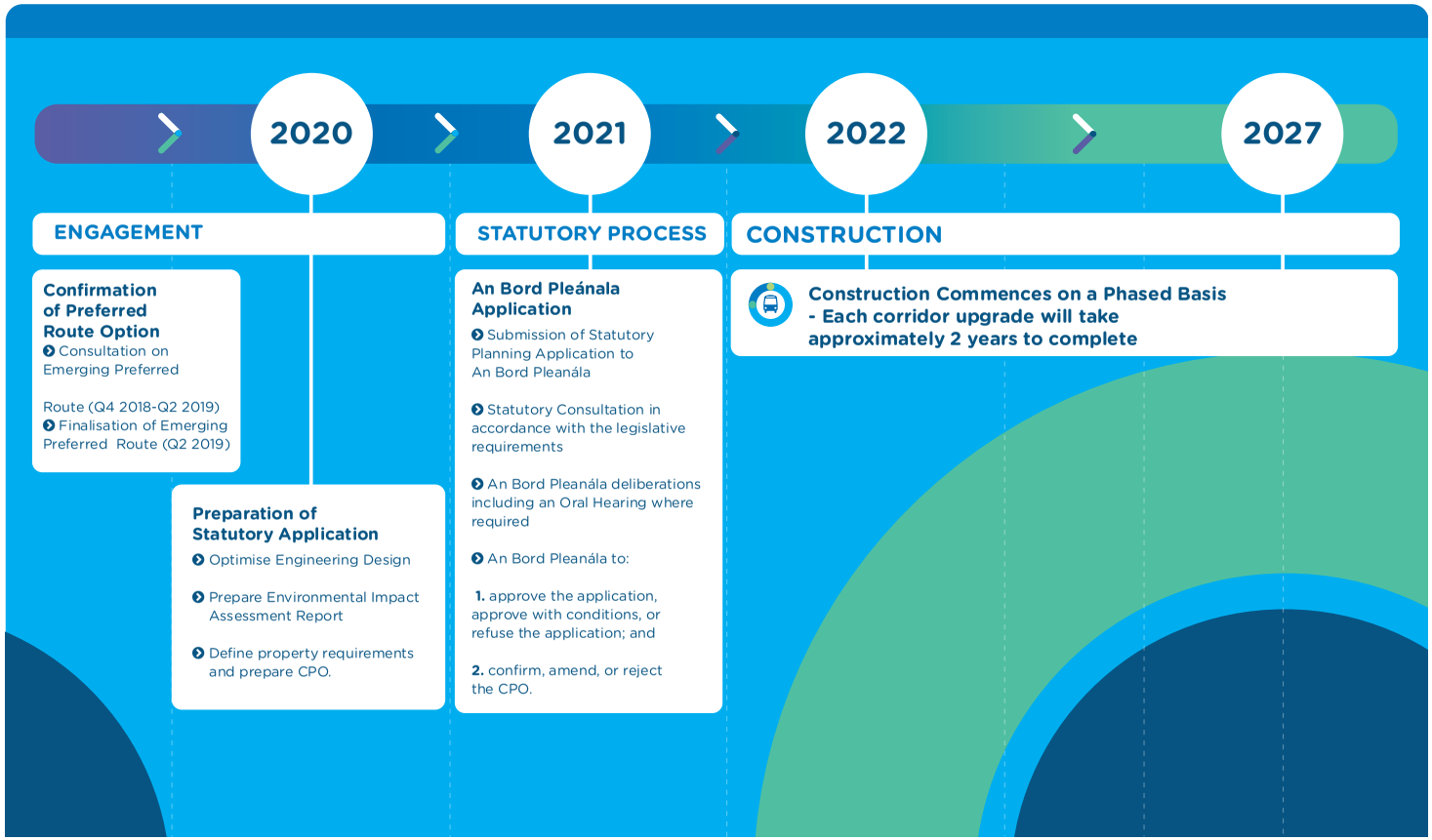
Further details of the urban realm design approach can be found in a document called "BusConnects Urban Realm Concept Design" published as part of the public consultation. **This document is available to view and download on the website www.busconnects.ie**.

2.5 Compulsory Purchase Maps & Schedules

In tandem with the technical design work the designers will be starting the work of preparing the various maps and schedules of areas that are proposed to be acquired under the statutory compulsory purchase order process (CPO). The attached Maps in this brochure indicate Proposed New Boundaries (Possible Land Acquisition) represented by broken red lines. These boundaries are indicative of potential areas for permanent CPO, and are not yet finalised. As detailed plots are finalised the designers will be continuing to seek to meet those with an interest in the impacted areas.

In some cases there may also be a need to realign driveways and/or redo the landscaping of property front gardens, or reorganise business accesses and/or loading areas. Some of these works may be outside the permanent CPO area, and consequently there may be a need to put in place temporary arrangements to ensure access during construction to carry out necessary accommodation works. Similar to the permanent CPO development, the designers will be continuing to seek to meet those with an interest in the impacted areas.

2.6 Timeline for the Core Bus Corridor Process



3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this core bus corridor. These proposals are subject to a second non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

Virtual consultation rooms for each Core Bus Corridor can be found on **www.busconnects.ie.** These rooms will provide a description of each Preferred Route from start to finish with supporting maps and include information of all revisions made, if any, since the last round of public consultation as well as other supporting documents.

3.1 General queries

The project website **www.busconnects.ie** has a dedicated section for the Core Bus Corridor project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to a dedicated Freephone – **1800 303 653** or by email to **cbc@busconnects.ie**

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:

cbc@busconnects.ie

BusConnects Core Bus Corridors
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

Following the third round of public consultation, the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála in 2021 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.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4. Preferred Route Description

4.1 Overview

The Greenhills to City Centre Core Bus Corridor (CBC) commences on Belgard Square West at the junction with Cookstown Way. A bus interchange will be located in this area and will be a focus for all of the bus routes in the Tallaght area, providing seamless interchange between bus services, Luas and the Town Centre. From here, the CBC is routed along Belgard Square West and Belgard Square North as far as the junction with Belgard Square East.

The CBC route is proposed south along Belgard Square East towards Old Blessington Road and Main Street via the existing signalised Bus Gate at the Technological University Dublin (TUD) entrance. It continues along Main Street to Greenhills Road, continuing along Ballymount Avenue, Calmount Road, and Walkinstown Road as far as the junction with the Long Mile Road. It is proposed to realign the existing Greenhills Road along an existing road reservation area between Parkview and Treepark Road, and through Ballymount Industrial Estate by way of extending both Ballymount Avenue and Calmount Avenue to connect to Greenhills Road at new signalised junctions.

From the junction of the Long Mile Road and Walkinstown Road the CBC is routed along Drimnagh Road, Crumlin Road, Dolphin's Barn, Cork Street, St. Luke's Avenue, The Coombe, and Dean Street to the junction with Patrick Street. The CBC is then routed along Patrick Street and Nicholas Street to the junction with Christchurch Place where it will join the existing traffic management regime in the City Centre.

Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction, with alternative measures proposed at particularly constrained locations. Cycle facilities are provided along the length of the corridor where practicable to do so. Where this could not be achieved a parallel alternative cycle route is provided offline to the CBC route. Offline cycle facilities are proposed along Bunting Road, Kildare Road and Clogher Road to link into the Grand Canal cycle route at Parnell Road.

Opportunities for new soft landscaping and Urban Realm improvements will be reviewed with design development throughout the length of the CBC.

The following paragraphs will describe each section of the CBC in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Preferred Route Option in March 2020.

4.2 Belgard Square South to Greenhills Road – Belgard Square West, Belgard Square North, Belgard Square East, Old Blessington Road, Main Street

The Greenhills to City Centre CBC commences at the existing roundabout junction on Belgard Square South. It is proposed to change the roundabout to a fully signalised junction with improved pedestrian facilities. Belgard Square West is intended to be a bus only route not accessible to general traffic. The revised proposal now indicates an interchange that will act as the focus for all bus routes in the area.

Between Belgard Square South and Tallaght Cross West/Broadfield Hall access to and from these buildings and neighbouring developments will still be permitted from Belgard Square West.

Bus traffic across Old Blessington Road will be controlled by Signal Controlled Priority. Access to and from the Old Blessington Road to Belgard Square West will be permitted.

It is proposed to change the roundabout junction on Belgard Square North at the Tallaght Hospital Entrance and Cookstown Way to a fully signalised junction to accommodate new bus lane and pedestrian facilities. The roundabout junctions at Belgard Square East will also be replaced with new signalised junction arrangements. It is proposed to upgrade the existing cycle facilities and associated junctions on Belgard Square North to provide segregated cycle tracks to and from Tallaght Hospital. This proposed amendment may impact on the existing trees and shrubs along Belgard Square North and require localised land acquisition on a currently undeveloped site.

From Belgard Square East the route largely aligns with the existing bus route for the area and minimises impacts on the existing TUD campus infrastructure and operational procedures. It is proposed to create a new junction with Signal Controlled Priority on Old Greenhills Road at the location of the existing cul de sac, to facilitate bus only turn movements to the Greenhills Road.

4.3 Greenhills Road to Walkinstown Roundabout – Greenhills Road, Ballymount Avenue, Calmount Road, back to re-join Greenhills Road

Between the Old Greenhills Road and the junction with Mayberry Road along the Greenhills Road, it is intended to provide one bus lane, one traffic lane and a cycle track in both directions. To accommodate the road cross section, it is proposed to utilise land take along this section on both the west and east side of the existing Greenhills Road. At the Airton Road junction the road alignment has been altered to improve facilities for cyclists and to make use of space that has already been setback for future road widening.

To improve the operation of the existing junction and minimise land take, it is proposed to introduce a right turn ban from Greenhills Road to the entrance to Harvey Norman and a right turn ban from the Greenhills Road to the Hibernian Industrial Estate. Access from Harvey Norman to Greenhills Road will be maintained at the junction. Right turning vehicles for Harvey Norman will be directed to the Airton Road junction. At this junction, vehicles will be able to turn right and access the Harvey Norman store from this road. Right turning vehicles for the Hibernian Industrial estate will be directed to the next junction (at Agnelli Motor Park) where full access will be maintained.

Between Mayberry Road and Tymon Lane it is proposed to undertake major changes to the local road network. South Dublin County Council has identified this section of Greenhills Road for upgrade under their current County Development Plan. It is intended to implement some of these road construction works as part of this scheme.

A new Greenhills Road will be constructed on the green space south of Birchview Avenue and Treepark Road. A bus only arrangement is proposed on the southbound bus route that will allow busses to use the existing Greenhills Road alignment and reduce the width of a proposed new link road. Tallaght bound through traffic and Castletymon Road traffic will be routed through this new link road. The previously proposed Castletymon Road extension and junction will also be maintained.

The existing M50 bridge crossing will be retained, however it will present a width restriction. Having reviewed the expected operation of the corridor, it has been concluded that an additional new bridge is required to maintain priority for buses and to provide high quality cycle facilities over the M50 in both directions. Additional land take on both sides of the M50 will be required to facilitate the construction of this bridge.

The existing Ballymount Road Upper/Greenhills Road junction adjacent to the existing petrol station is proposed to be closed in line with the South Dublin County Council development plan proposals for the area. Traffic heading for the M50 will be able to do so via the new junction and link road at Keadeen Park.

At Keadeen Park traffic will be directed on to a new road link connecting to Ballymount Avenue. A priority T-junction will be introduced at the new road link to maintain direct access onto Greenhills Road from the south. The junction between Ballymount Avenue and Calmount Road will be upgraded from a roundabout to a signalised junction with improved pedestrian facilities. The bus route will

be directed down Calmount Road. The existing road is intended to be widened to incorporate bus and cycle lanes. It is proposed to connect Calmount Road to Greenhills Road with a new link road. It also is proposed to connect the existing Greenhills Road to Calmount Road with a new link road through Calmount Avenue. Some limited land take will be required to construct a new roundabout at this proposed junction.

Between the Calmount Road and Walkinstown Roundabout, it is proposed to maintain one bus lane, one traffic lane and a cycle track in both directions, which will require some land take primarily along the southside of Greenhills Road. The Walkinstown Roundabout was reviewed to improve cycle and pedestrian accessibility. A two-way segregated cycle track has been proposed to provide connectivity from Greenhills Road to the proposed cycle route on Bunting Road. Parallel signal-controlled pedestrian/cycle crossings are proposed on all arms of the roundabout.

4.4 Walkinstown Roundabout to Dolphin Road – Walkinstown Road, Drimnagh Road, Crumlin Road

On Walkinstown Road between Walkinstown Roundabout and the Long Mile Road, it is proposed to provide one bus lane and one general traffic lane in both directions. There is insufficient space to accommodate dedicated cycle lanes on this section of road. To accommodate this cross section, it is proposed to utilise land take to west of the Walkinstown Road between Walkinstown Avenue and Kilnamanagh Road. Land take to the east of Walkinstown Road may be required between Kilnamanagh Road and Long Mile Road.

It is proposed to introduce a right turn ban from Walkinstown Road to Kilnamanagh Road. Kilnamanagh Road will remain accessible from Walkinstown Road through Walkinstown Drive. It is also intended to introduce a right turn ban for traffic from Walkinstown Road to the southern entrance of the SuperValu supermarket.

To accommodate cyclists on this section of the route, an alternative cycle route is proposed along Bunting Road and St. Marys Road providing a quiet route linking Walkinstown Roundabout with Kildare Road.

It is proposed to upgrade the junction at Long Mile Road and Walkinstown Road to enhance pedestrian and cycling facilities. To enhance cycle facilities and reduce vehicle speeds the proposed left turn slip lane to Walkinstown Road has been removed to improve pedestrian/footpath frontage and minimise cycling conflicts with general traffic. Parking impacts adjacent to shop frontage on Long Mile Road have been reviewed and the proposed arrangement will cater for safer parallel parking and a segregated cycle track.

On Drimnagh Road it is proposed to maintain one bus lane, one general traffic lane and one cycle track in each direction. To allow this revised cross section some limited land take from property between Balfe Road and Kildare Road will be required. The junction at Kildare Road, Saint Mary's Road and Drimnagh Road has been revised to provide improved cycle facilities. This will provide improved cycle

connectivity between Drimnagh Road and the proposed alternative cycle route via Kildare Road.

On Crumlin Road it is proposed to install Signal Controlled Priority to maintain priority for buses through this constrained section. This is required due to the size of the front gardens and limitations as a result of the gradients from the road to the front doors of some of the houses. As a result, significantly less land take is required on this section of the corridor. The proposed arrangement requires the closure of Clonard Road and Bangor Drive to facilitate traffic management within this portion of Crumlin Road so that bus priority can be maintained. Access to Bangor Drive and Clonard Road can be achieved via Windmill Road and Old Country Road. Due to width restrictions in the area of Crumlin Road there is insufficient space to provide dedicated cycle lanes. Therefore, it is proposed to redirect cyclists through Kildare Road.

In order to improve local road safety on Kildare Road it is intended to introduce a no entry sign at the junction of Kildare Road and Clonard Road for traffic in both directions. This would prevent general through traffic; however, buses, taxis and cyclists movements will remain unrestricted along Kildare Road. Eastbound traffic would be directed along Clonard Road, through Downpatrick Road on to Bangor Road. Westbound traffic would also be directed up Clonard Road onto the Old County Road. The route will continue along Clogher Road, rather than returning to Crumlin Road. This will provide improved connectivity to the proposed Grand Canal cycle route at Parnell Road.

At the junction between Crumlin Road and Herberton Road, it is proposed to modify the existing layout to improve the kerb alignments and provide improved pedestrian crossing facilities. On the Crumlin Road between Herberton Road and Dolphin Road, it is proposed to maintain one bus lane and one general traffic lane in both directions. There is insufficient road width on this section to provide dedicated cycle tracks.

4.5 Dolphin Road to Christchurch Place – Dolphins Barn, Cork Street, St. Luke's Avenue, Dean Street, Patrick Street, Nicholas Street, Christchurch Place

Between Dolphin Road and South Circular Road it is intended to provide one bus lane, one general traffic lane and one cycle track in each direction. At the South Circular Road junction staggered crossings are proposed to improve pedestrian facilities and reduce traffic impacts for a single crossing with increased green time. A soft landscaping area is proposed on the south eastern corner of the junction to improve the urban realm aspects of the junction area whilst also improving safety.

Between South Circular Road and Ardee Street it is proposed to have one bus lane, one general traffic lane and one cycle track in each direction. It is also intended to upgrade the Ardee Street junction with improved pedestrian facilities. It is proposed to modify the Kevin Street/Dean Street junction to facilitate improved cycle way facilities. There is currently insufficient road width on Dean

Street to facilitate bus lanes so bus priority from St. Luke's Avenue will be maintained through Signal Controlled Priority. Between Dean Street Junction and Christchurch Place it is proposed to have one bus lane, one general traffic lane and one cycle track in each direction. The cross section will maintain the central median and retain the existing trees. Some on-street loading bays will be maintained between Bride Road and Bull Alley Street.

The junction at Christchurch Place/Winetavern Street/High Street is proposed to be realigned to improve pedestrian accessibility and frontage at the Peace Park to the south, and Christchurch Cathedral to the north. The intention of the proposed realignment is to deflect traffic away from the City Centre towards High Street.

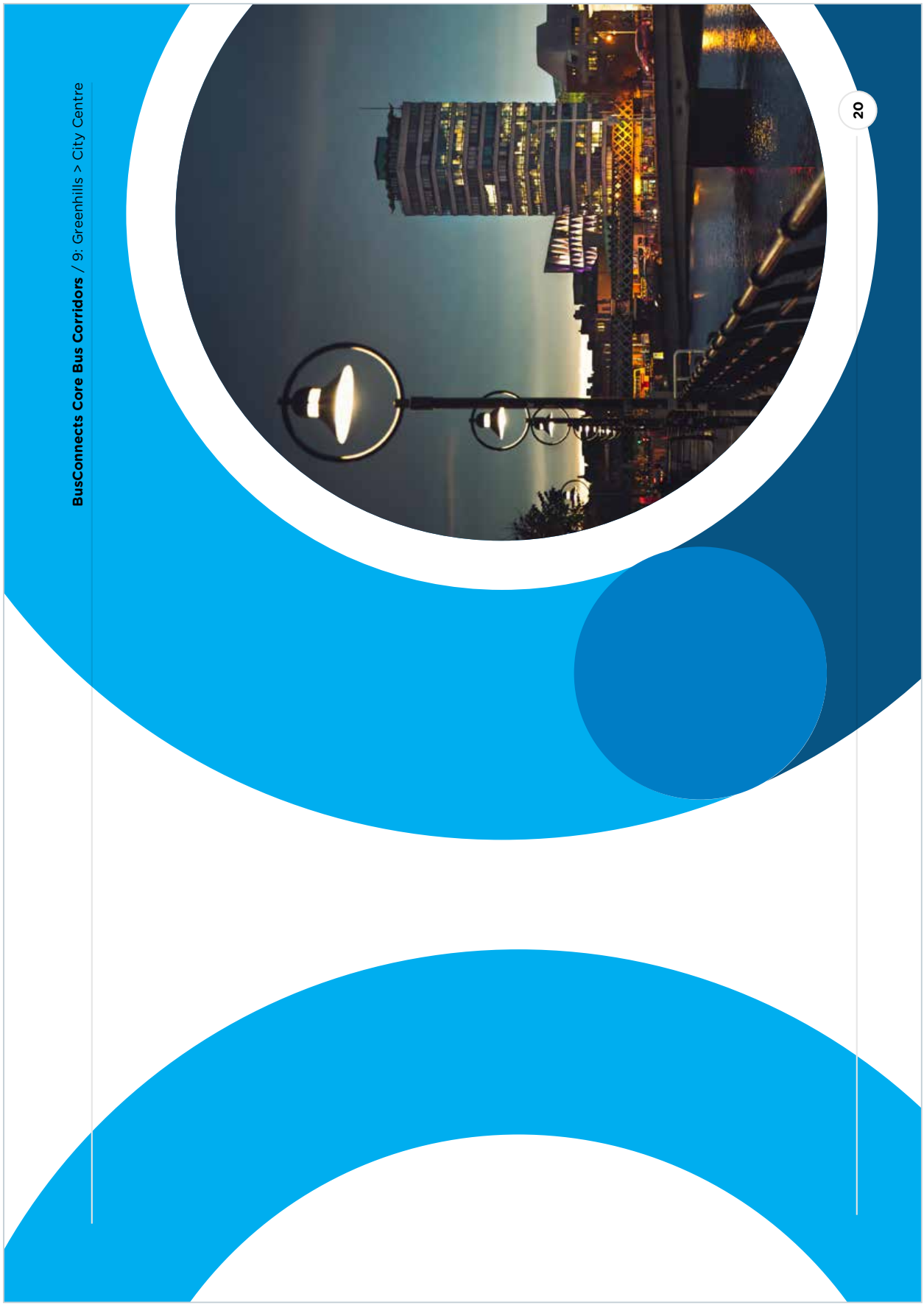


4.6 Key Changes from the Preferred Route Published in March 2020

- The layout of bus stops along the route have been enhanced;
- New priority junction proposed for Greenhills Road at the new Ballymount Avenue link road;
- Calmount Road extension tie-in to Greenhills Road, alignment adjusted northward.

4.7 Key Facts

- Approximate number of properties that may be impacted **120**
- Approximate number of designated on-street parking spaces that may be removed **25**
- Approximate number of roadside trees that may be removed **242**
- Approximate route length: **12kms**
- Approximate cycle route length: **11kms**
- Current bus journey time: **up to 80 mins**
- BusConnects journey time: **30-40 mins**
- Future Bus journey time without BusConnects: **100 mins +**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5. Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial core bus corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside segregated cycle lanes/tracks where feasible and general traffic.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where is it not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the core bus corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a further round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from this round of public consultation and also subsequent examination in the context of environmental impact assessment.

5. Bus Gate



A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the bus gate. To see an animation of a how a Bus Gate will work, please visit our website **www.busconnects.ie**.

6. Signal Controlled Priority (SCP):

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is typically only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be when a road has pinch-points where it narrows due to existing buildings or structures that cannot be removed to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic will be stopped at the signal to allow the bus pass through the narrow section first, when the bus has passed the general traffic will then be allowed through the lights. To see an animation of a how Signal Controlled Priority will work, please visit our website **www.busconnects.ie**

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

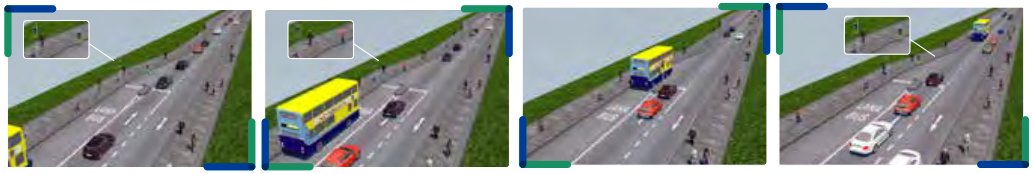
8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclist along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

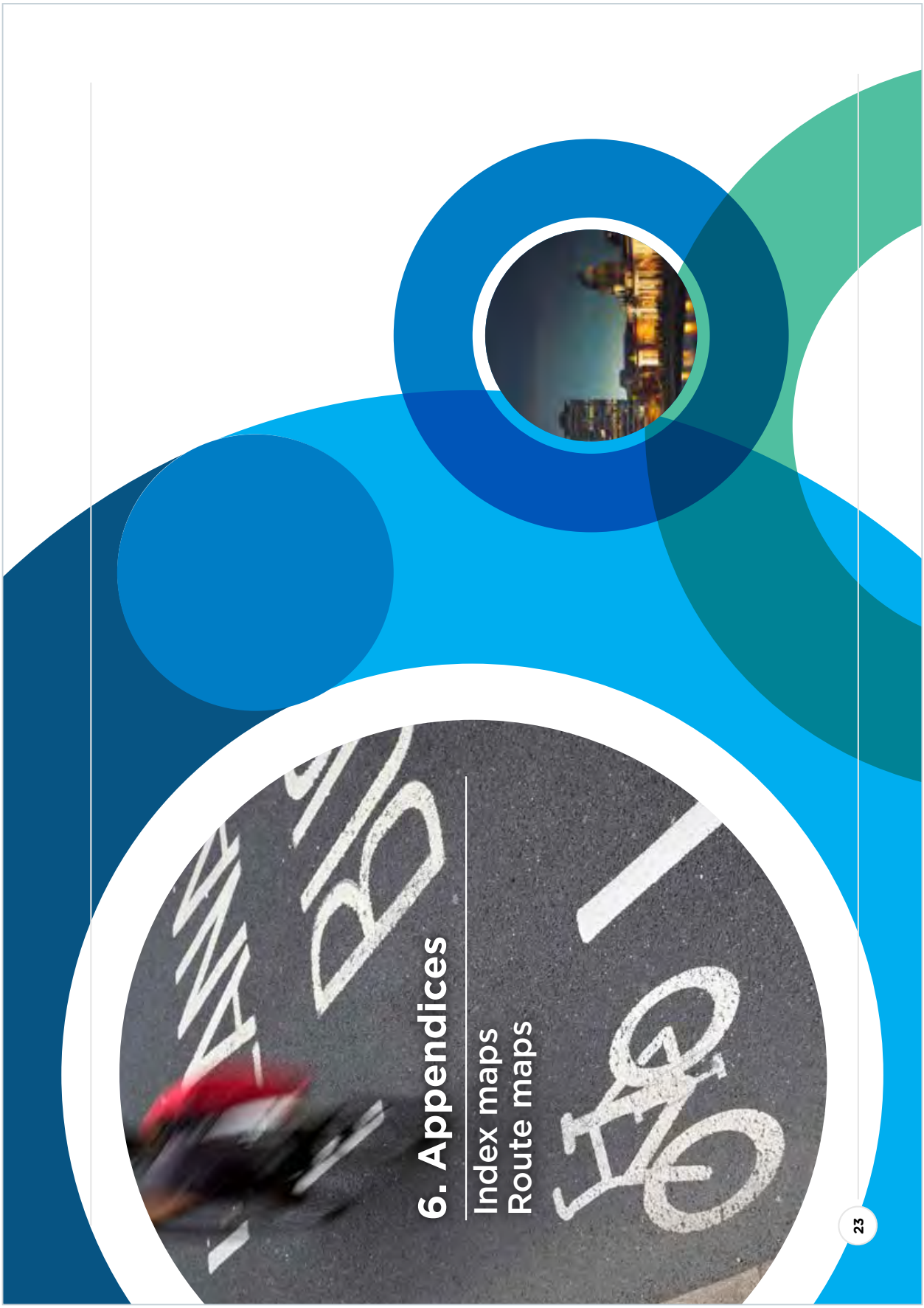
9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play and use for activities such as walking, exercise or commuting to/from work. The Urban Realm encompasses all streets, squares, junctions and other rights-of-way in residential, commercial and civic use areas as well as seating, trees and other enhancements. When well designed and laid out with care in a community setting, it enhances the everyday lives of residents and those passing through.

Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.
2. As the bus approaches, the light signal changes to halt general traffic.
3. The bus has priority to proceed.
4. When the bus has cleared the junction, general traffic proceeds.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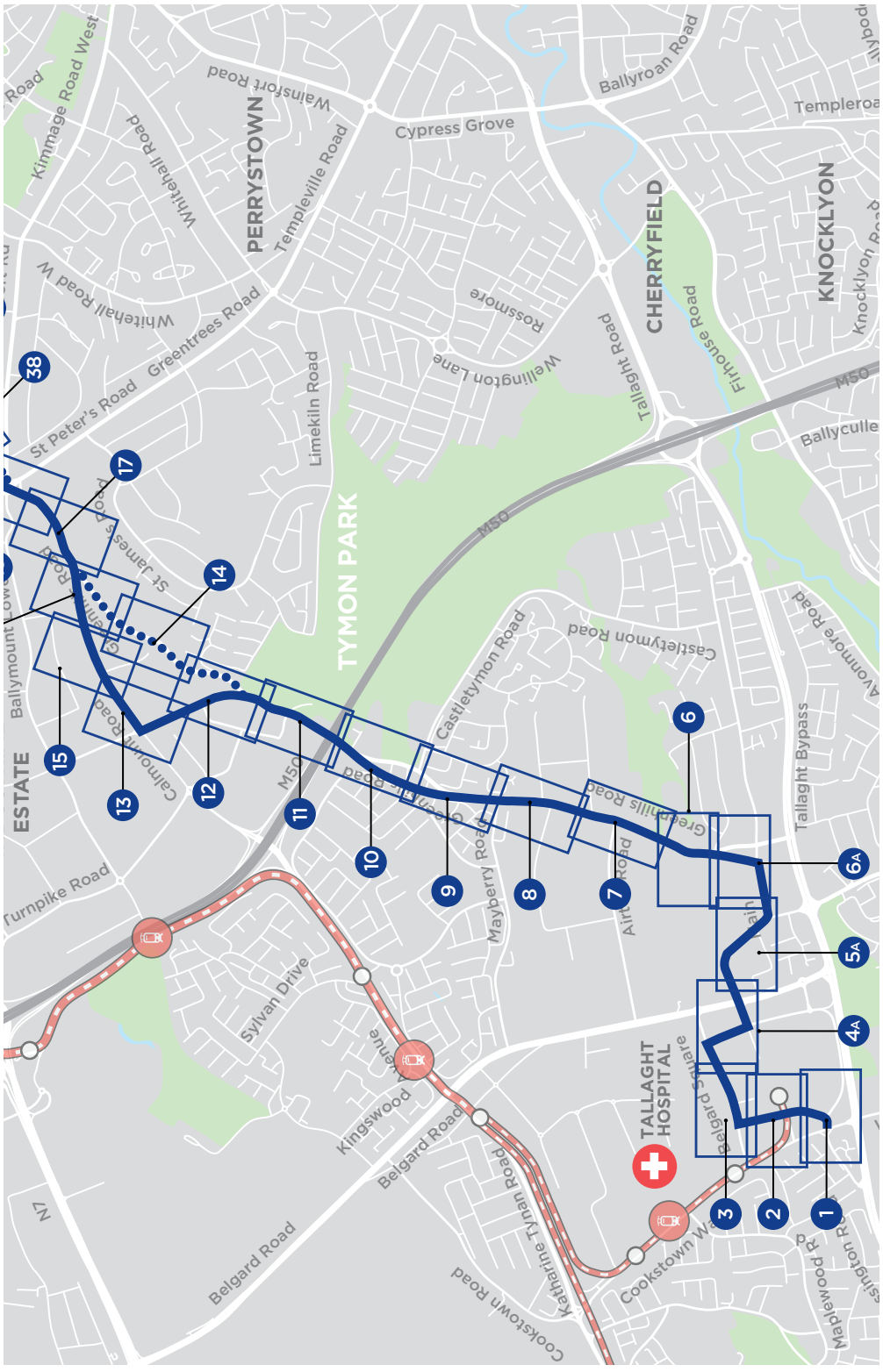
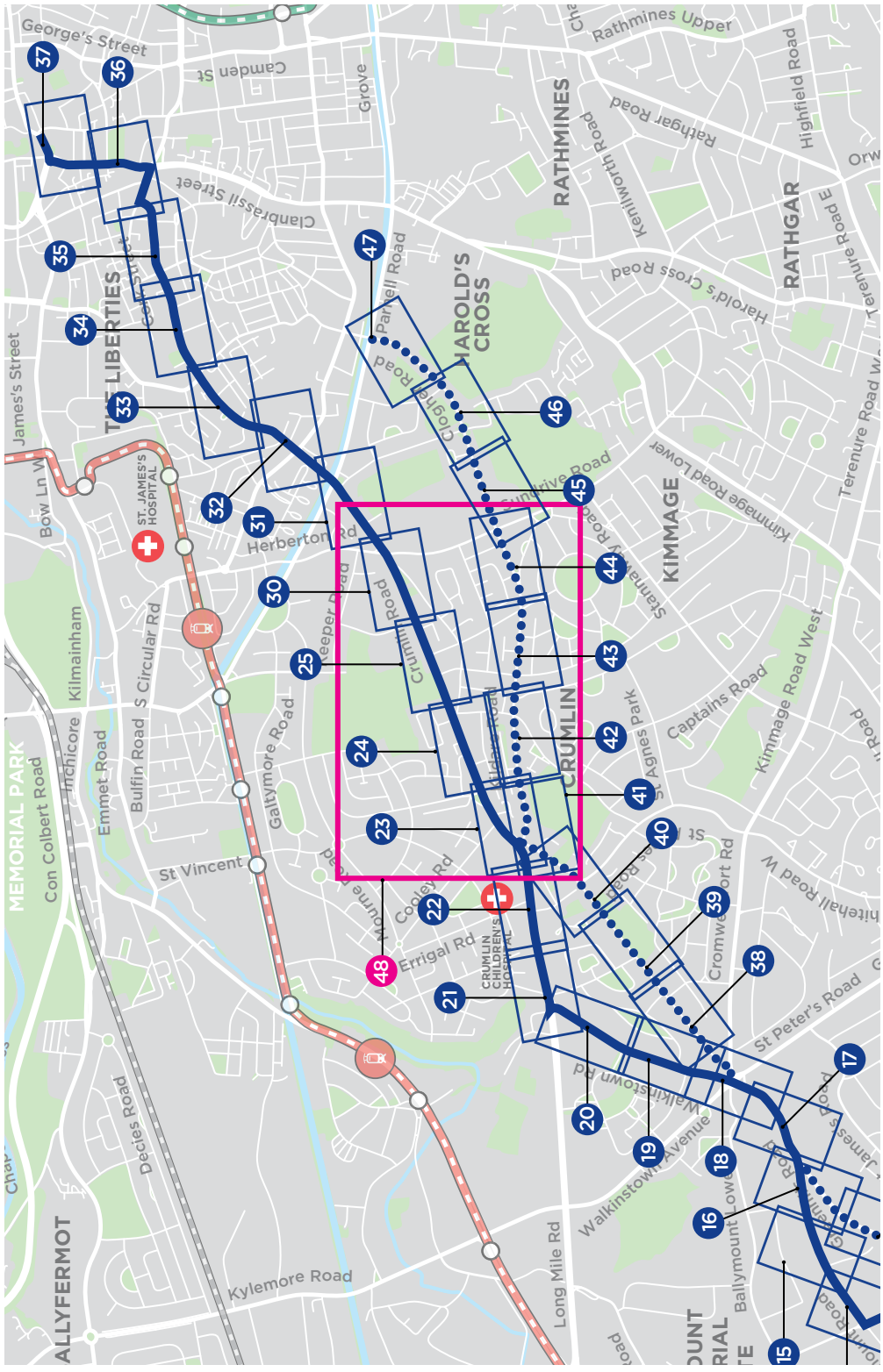
Index Map



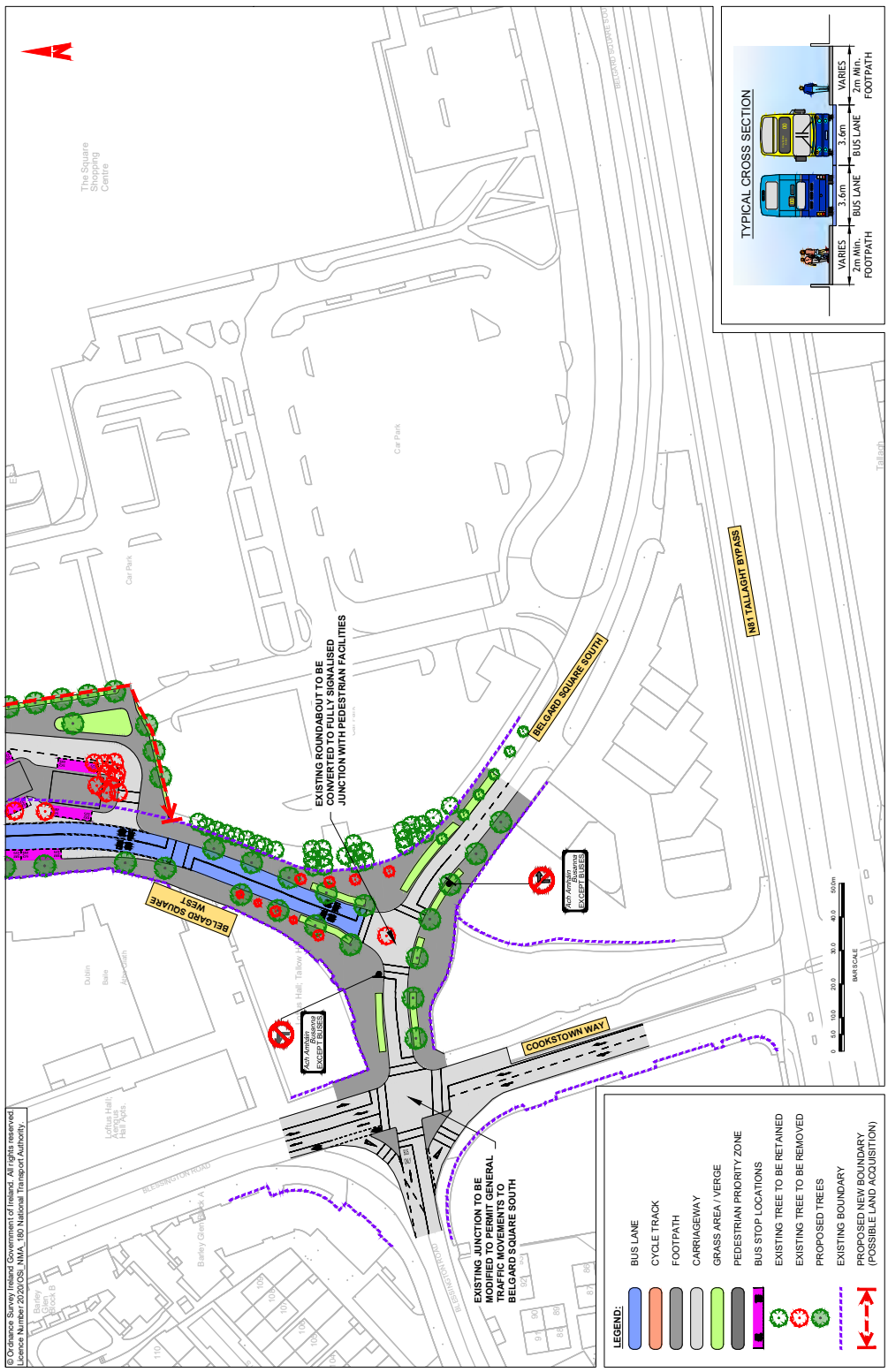
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

Index Map Continued



BusConnects Core Bus Corridors / 9: Greenhills > City Centre

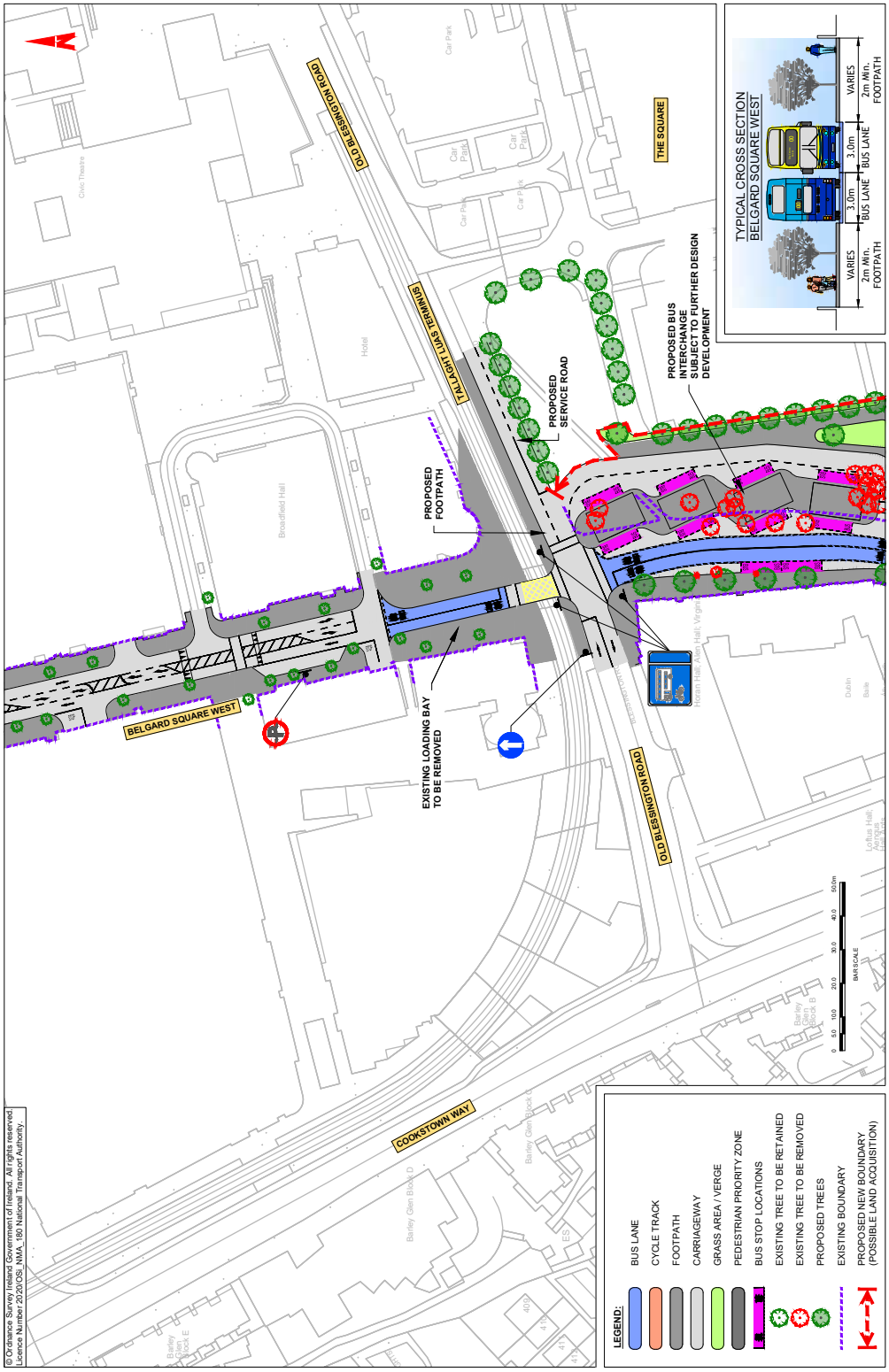
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 1: Preferred Route

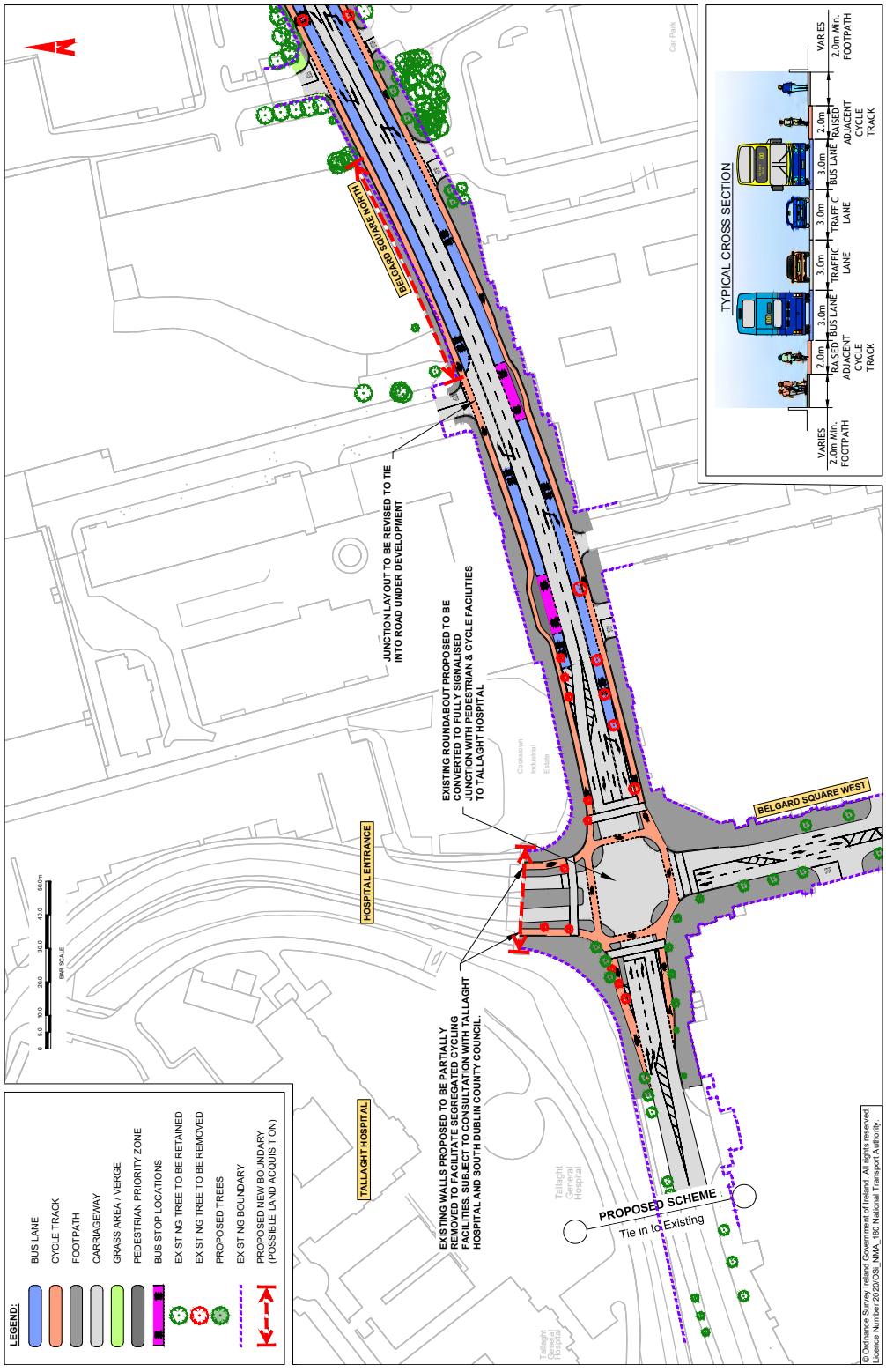
MAP 2: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



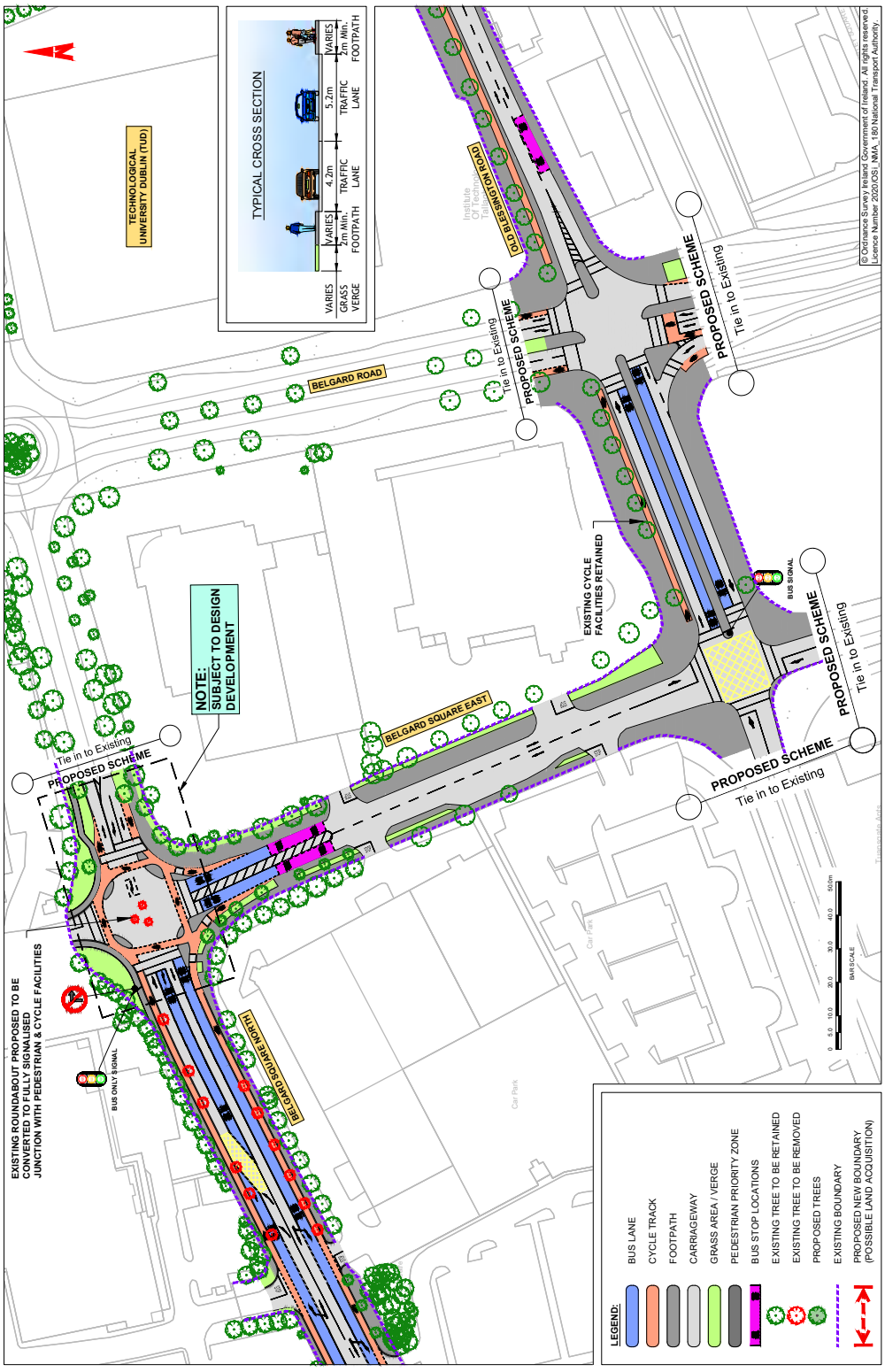
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 3: Preferred Route



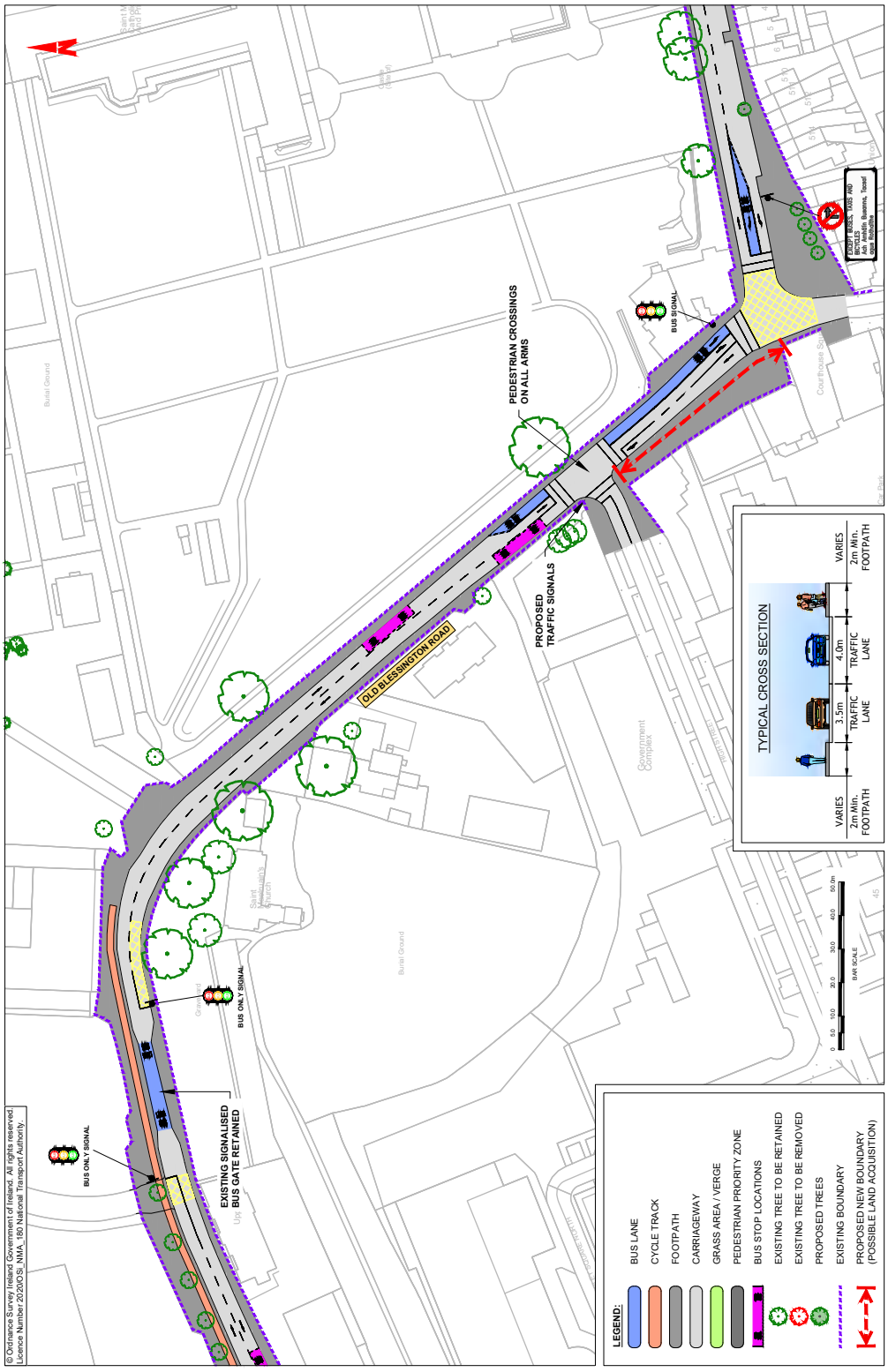
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 4A Preferred Route



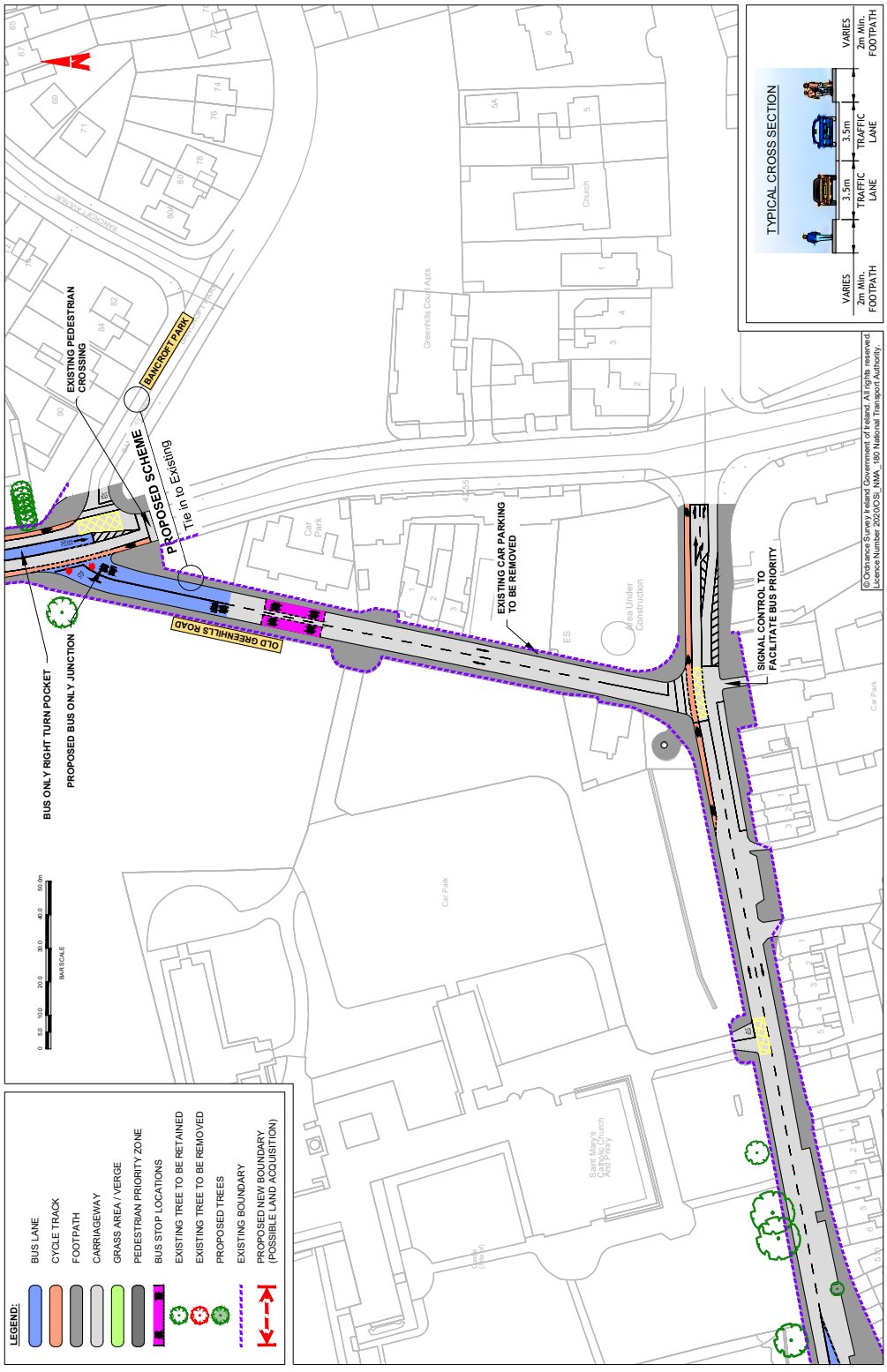
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 5A: Preferred Route

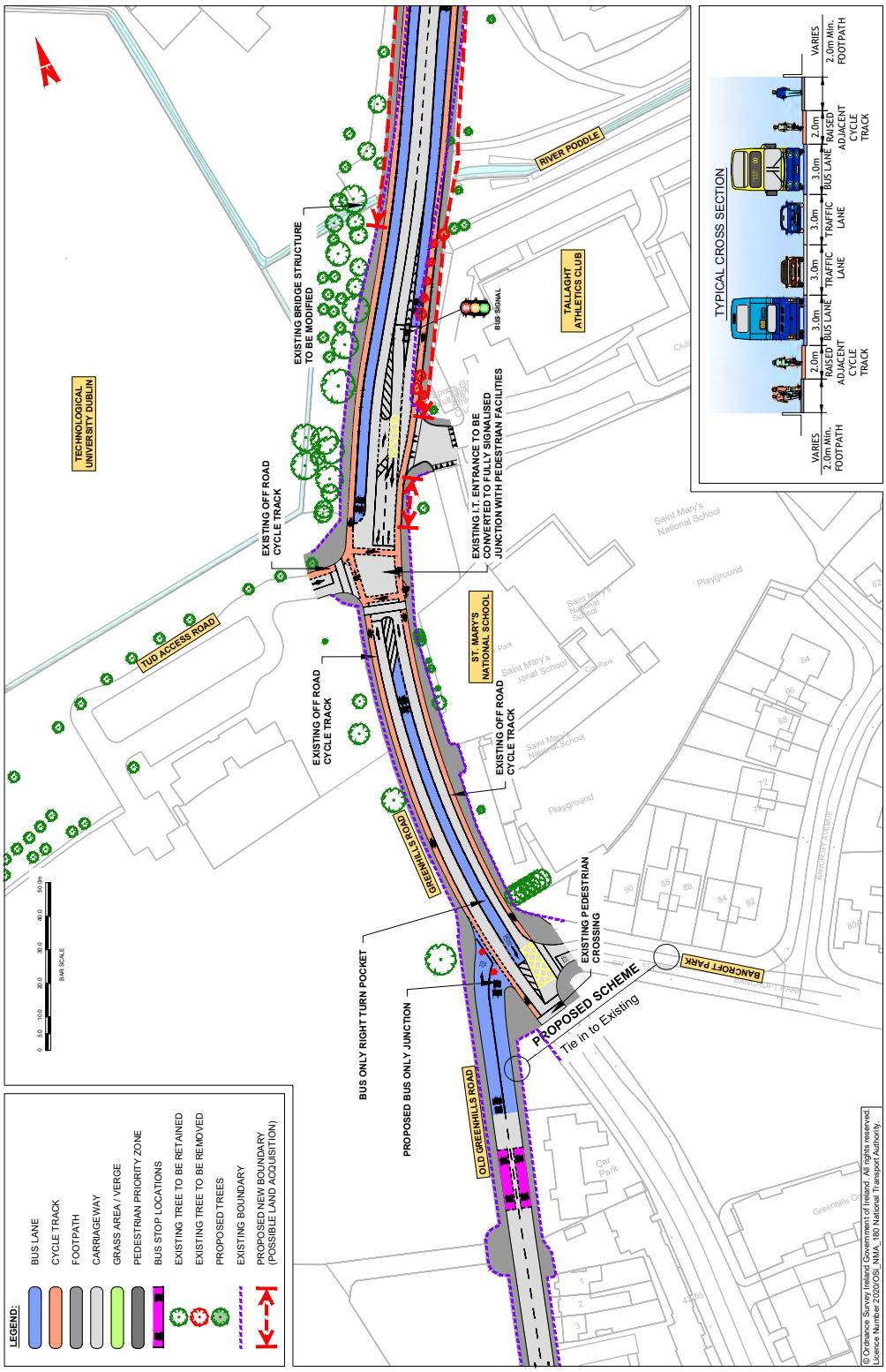


BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 6A: Preferred Route



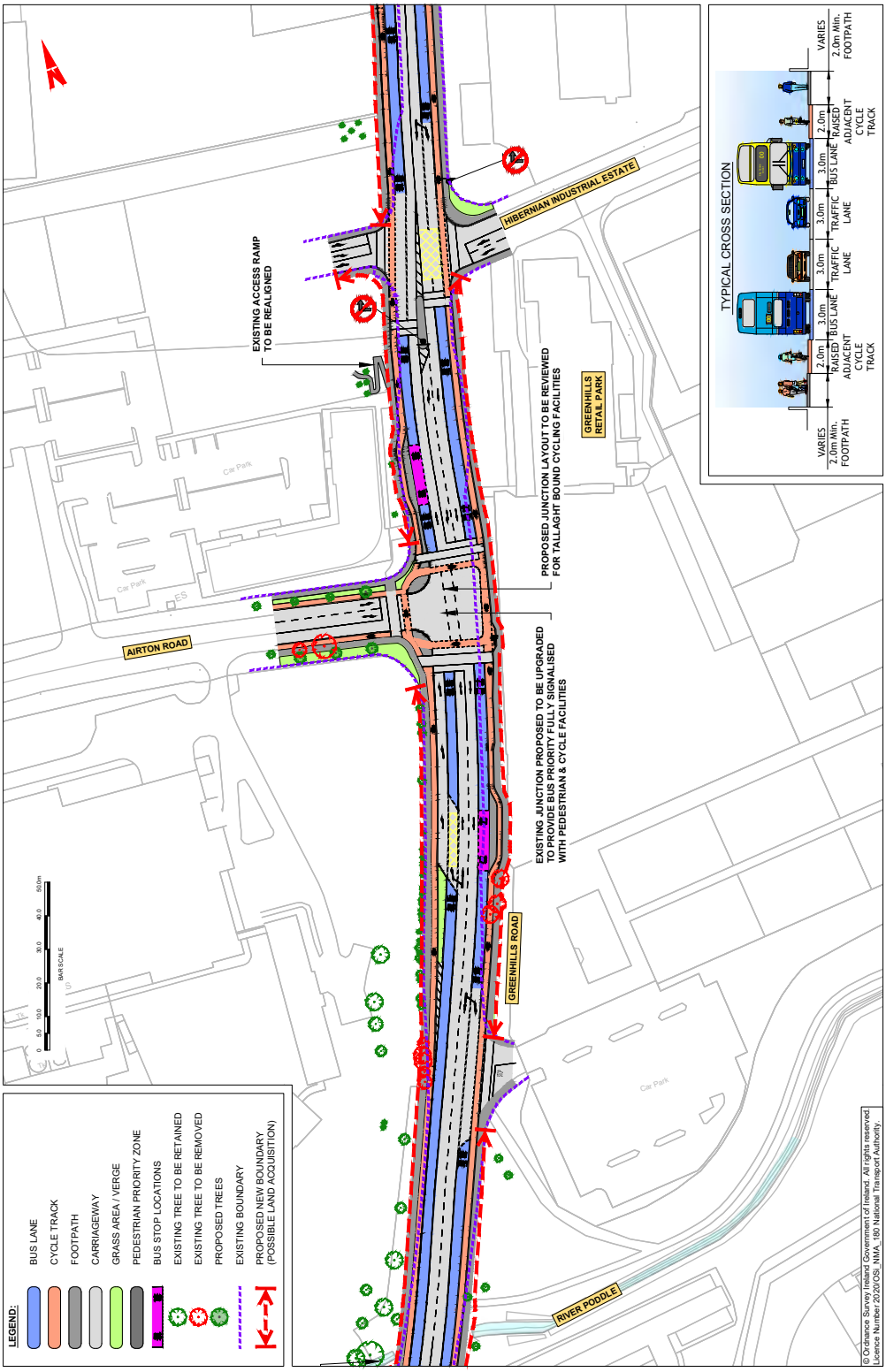
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 6: Preferred Route

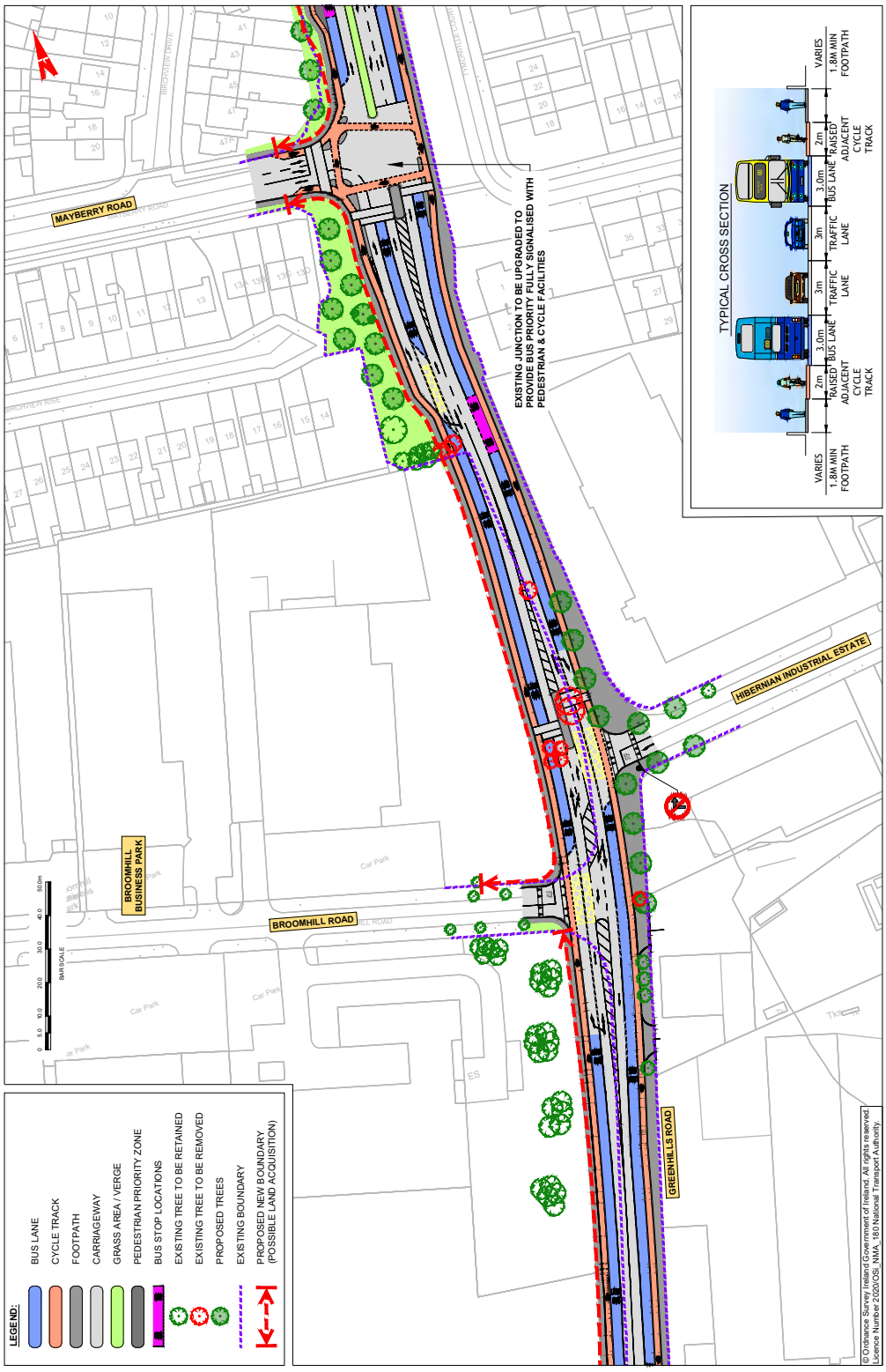
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 7: Preferred Route



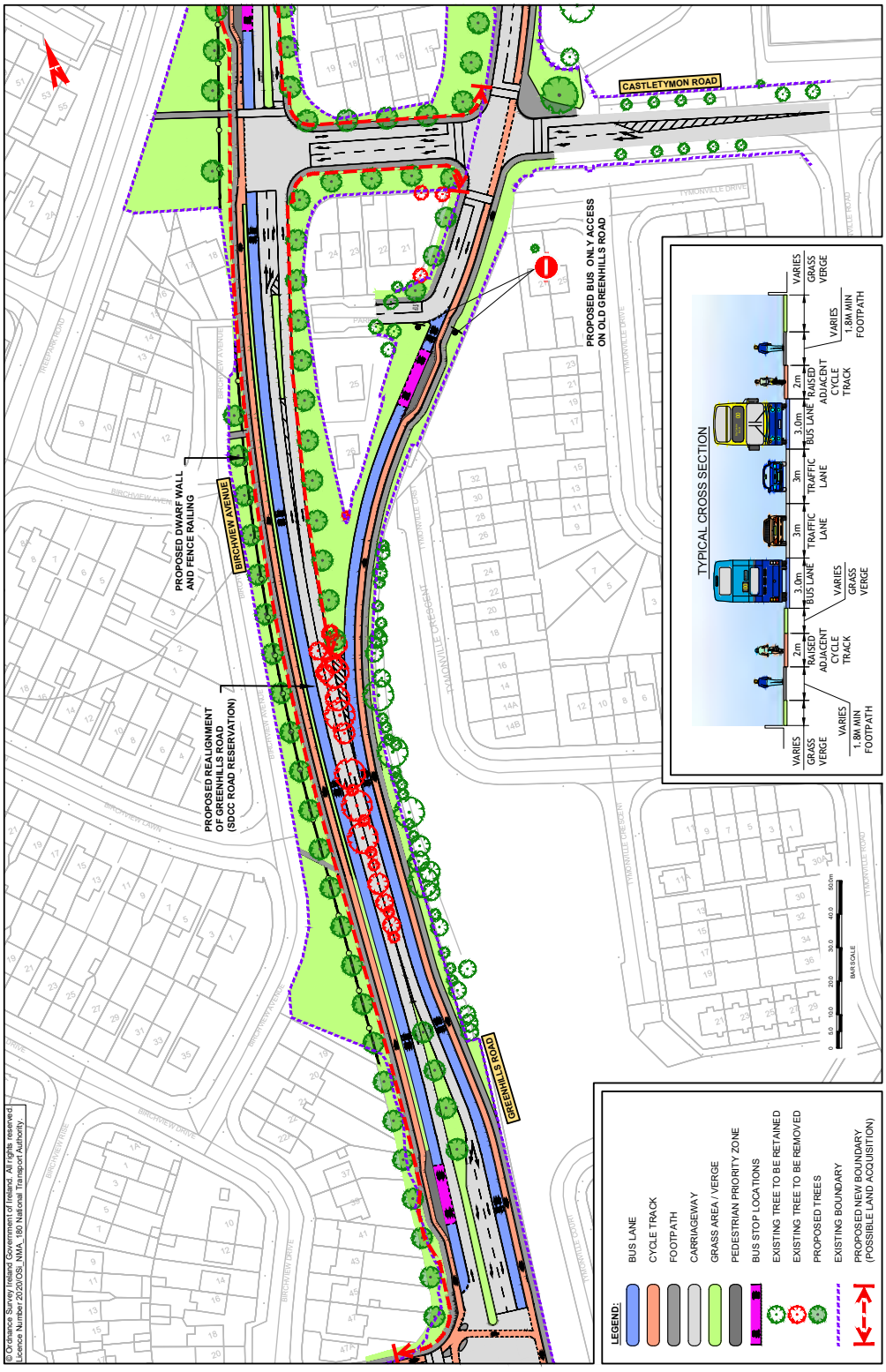
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 8: Preferred Route



MAP 9: Preferred Route

BusConnects Core Bus Corridors / 9. Greenhills > City Centre



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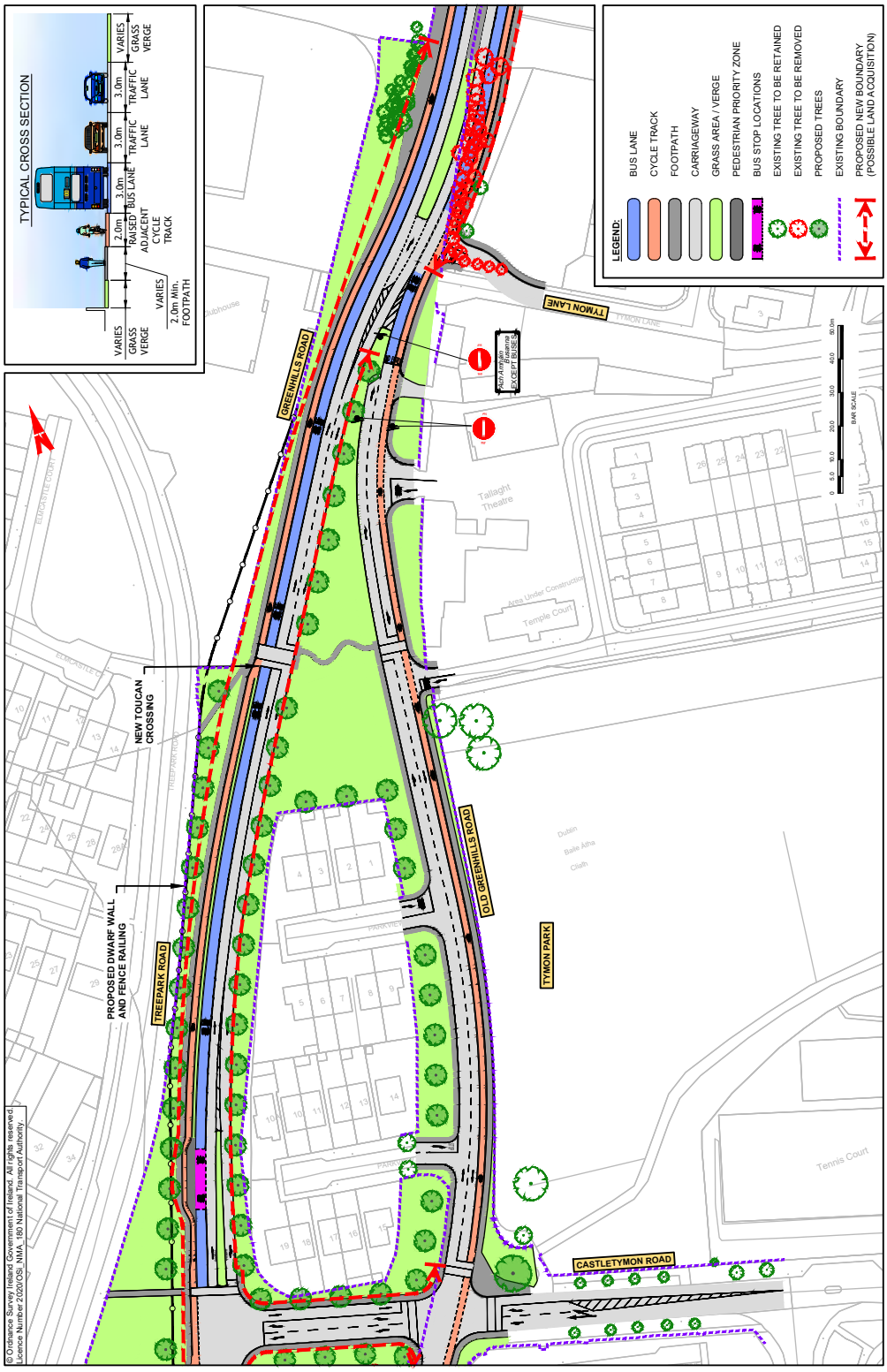
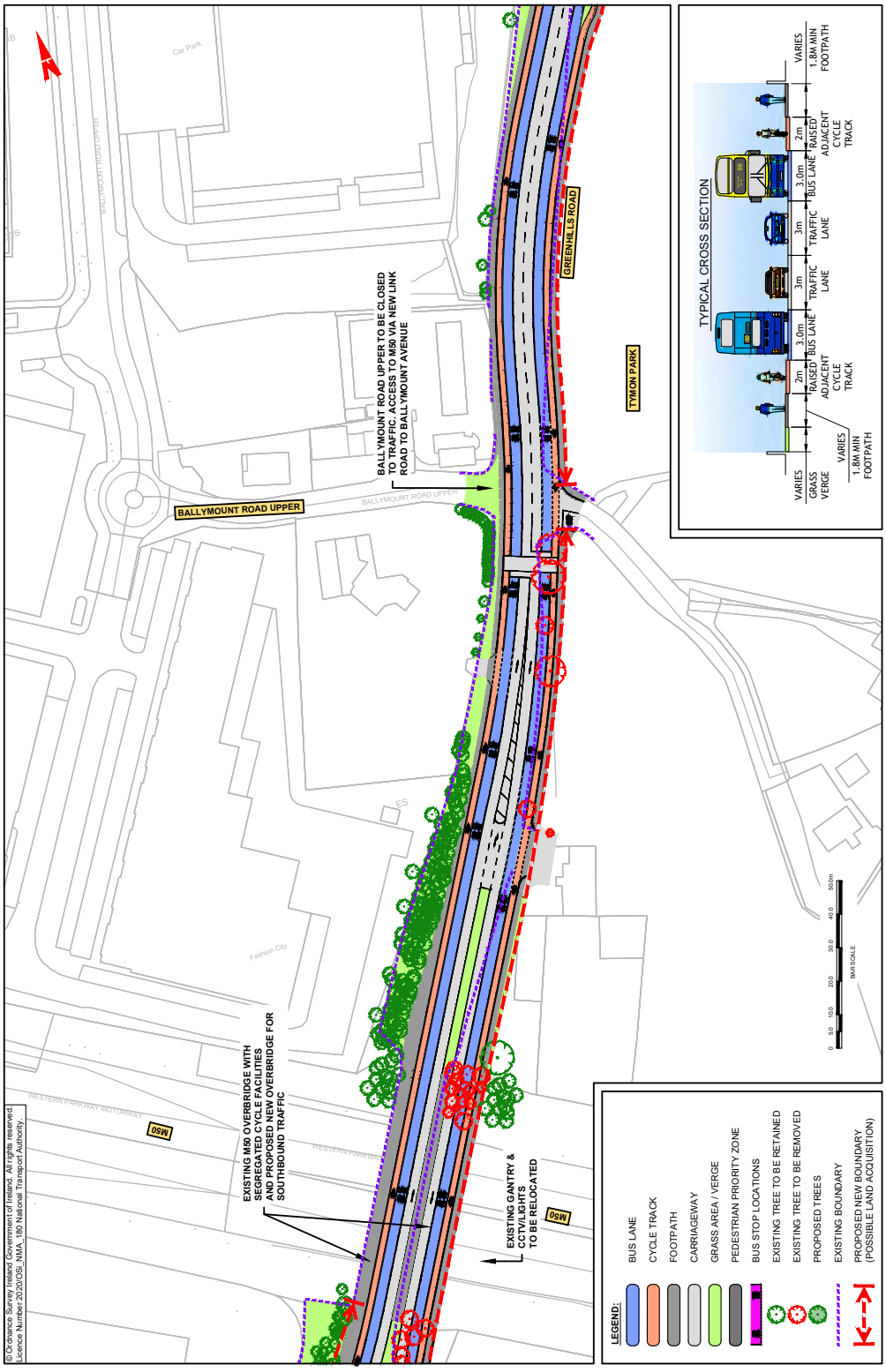
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 10: Preferred Route

MAP 11: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



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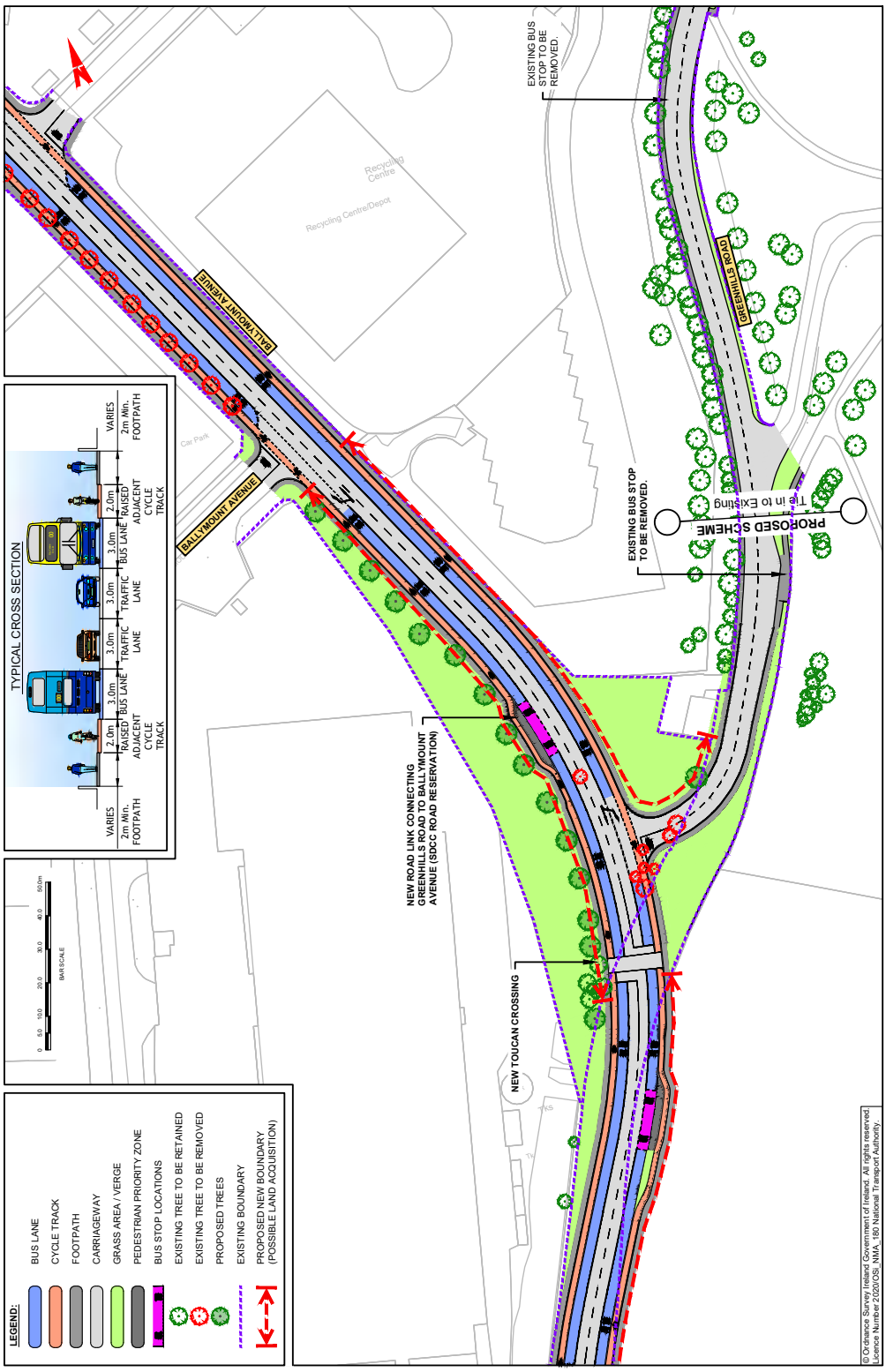
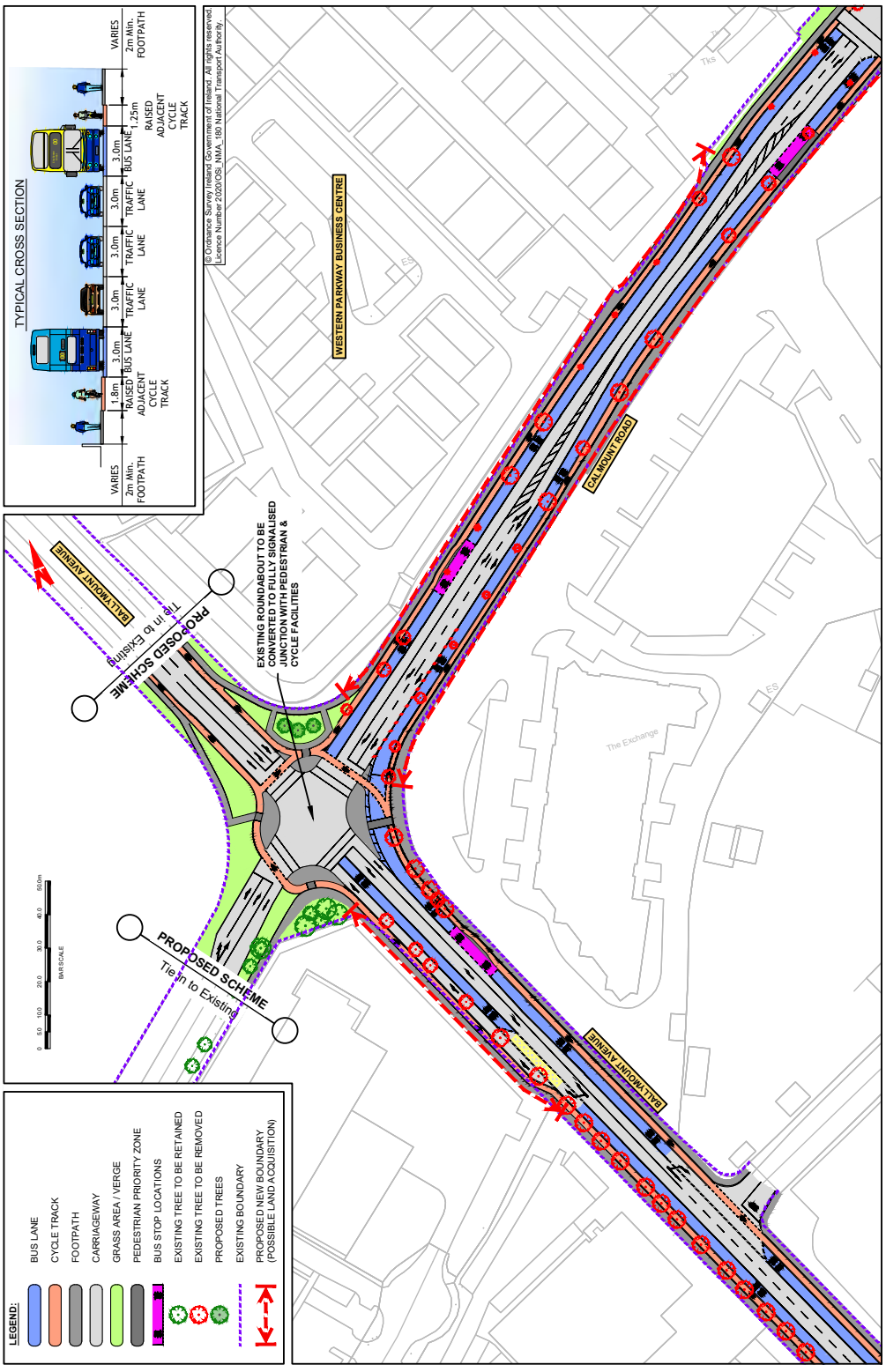
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 12: Preferred Route

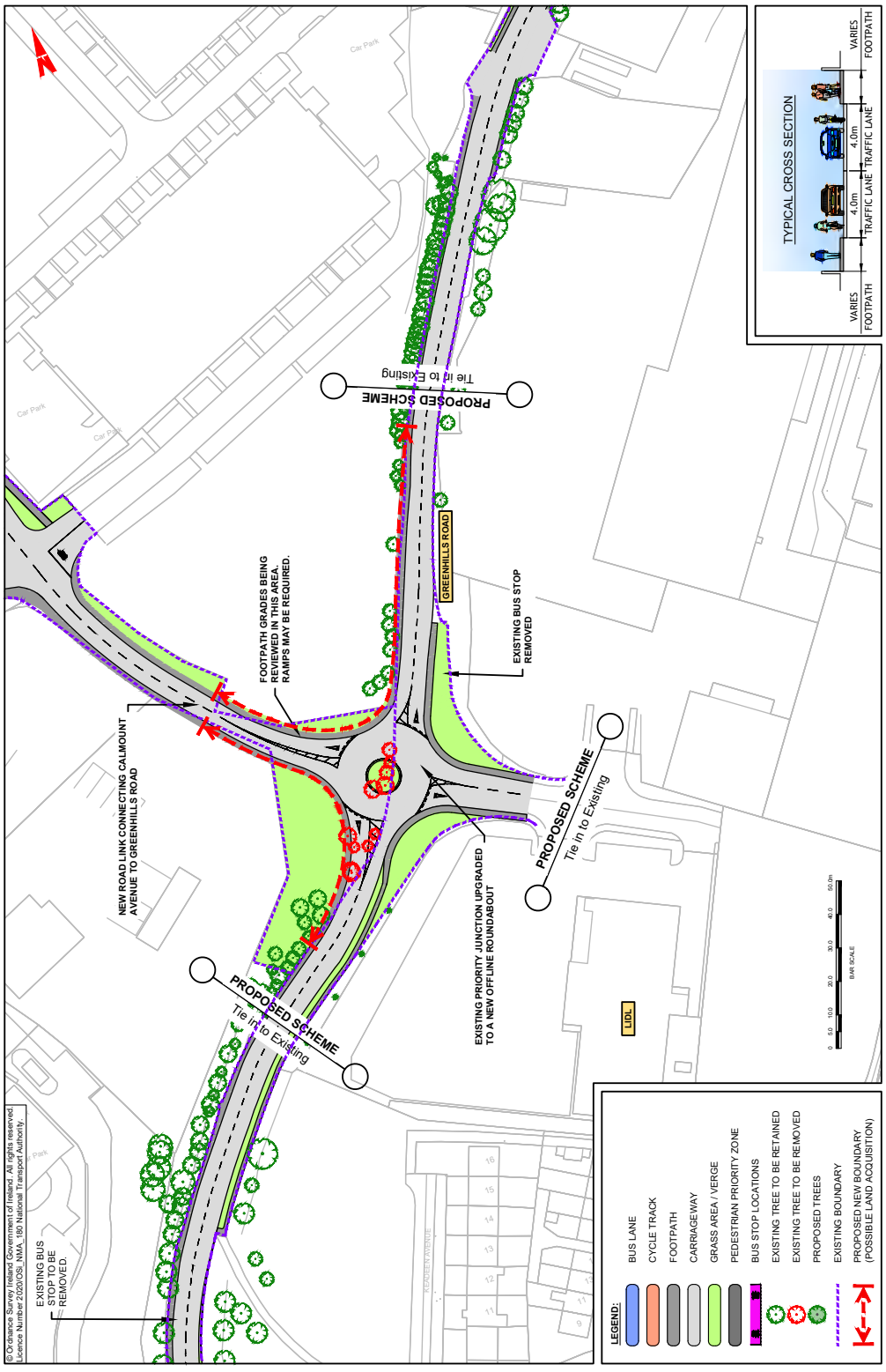


MAP 13: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



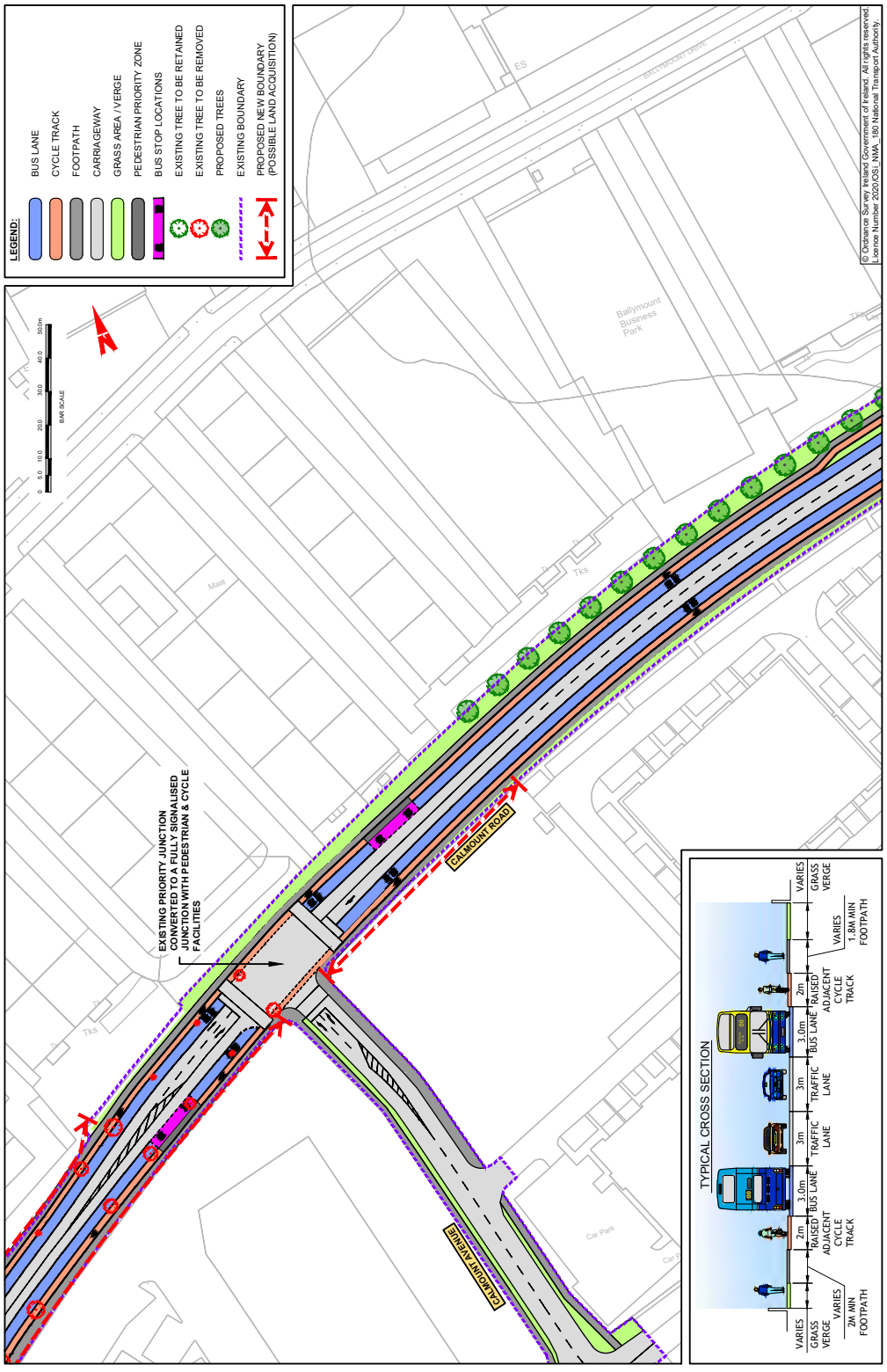
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



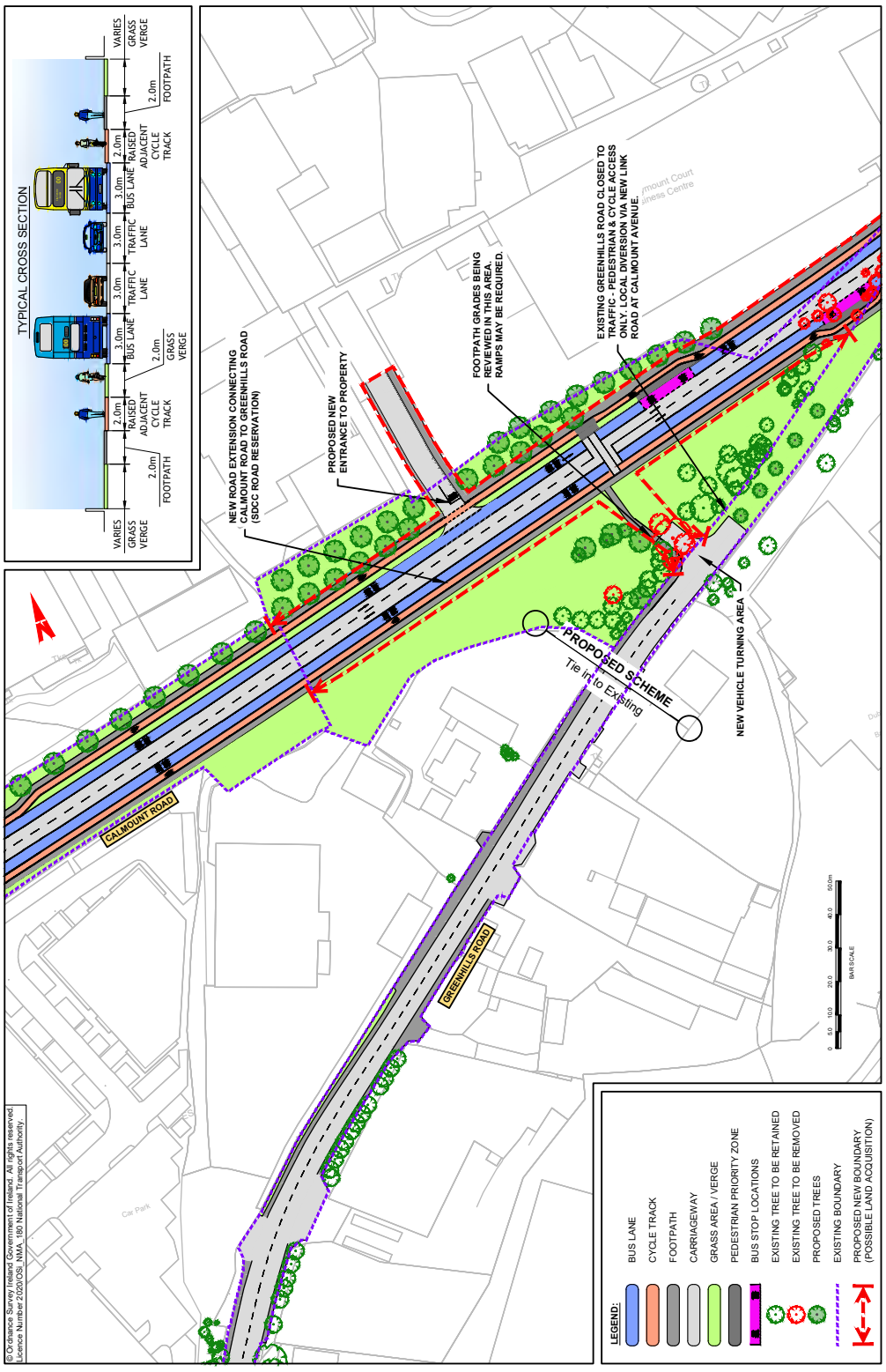
MAP 14: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 15: Preferred Route



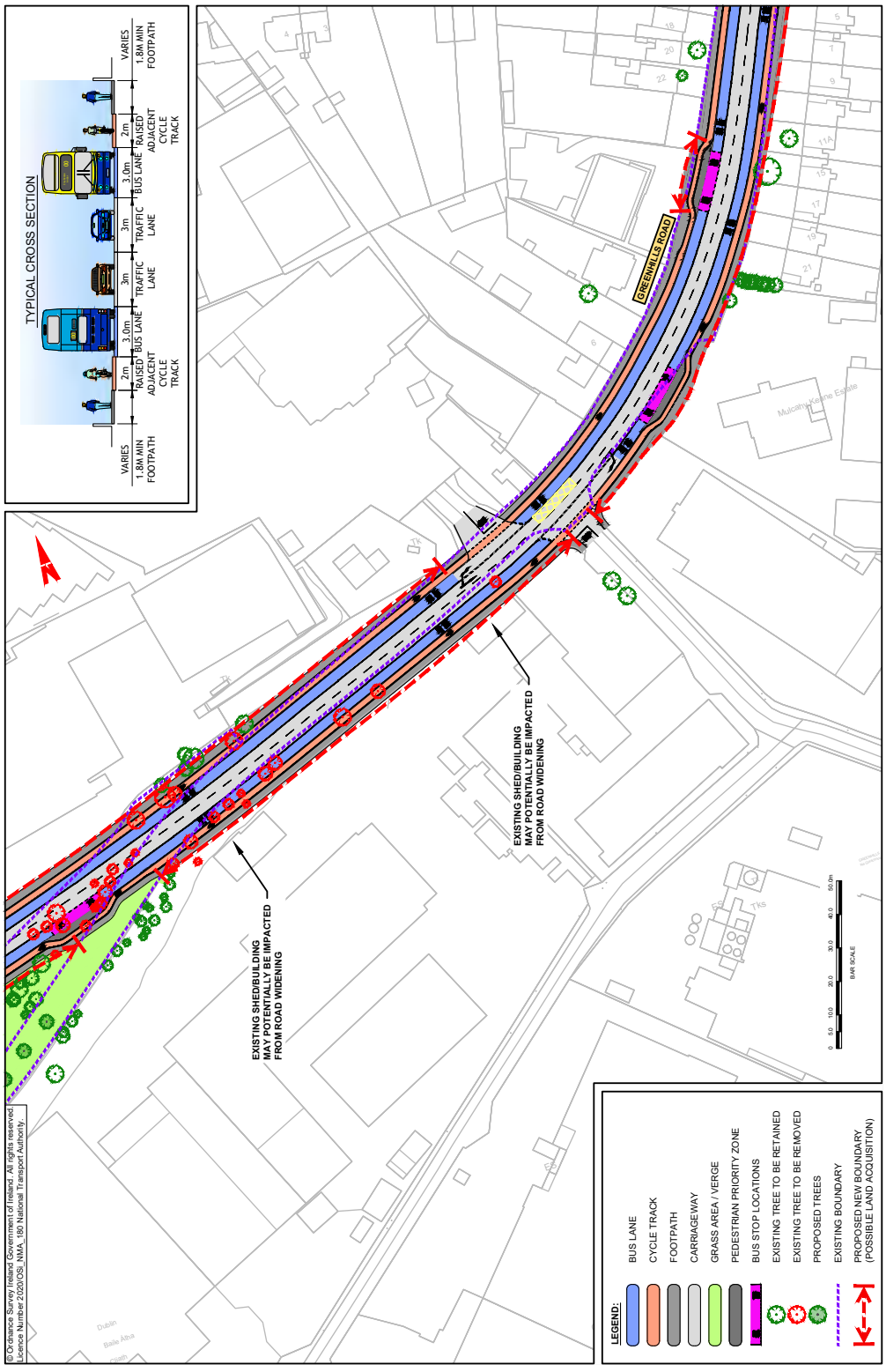
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 16: Preferred Route

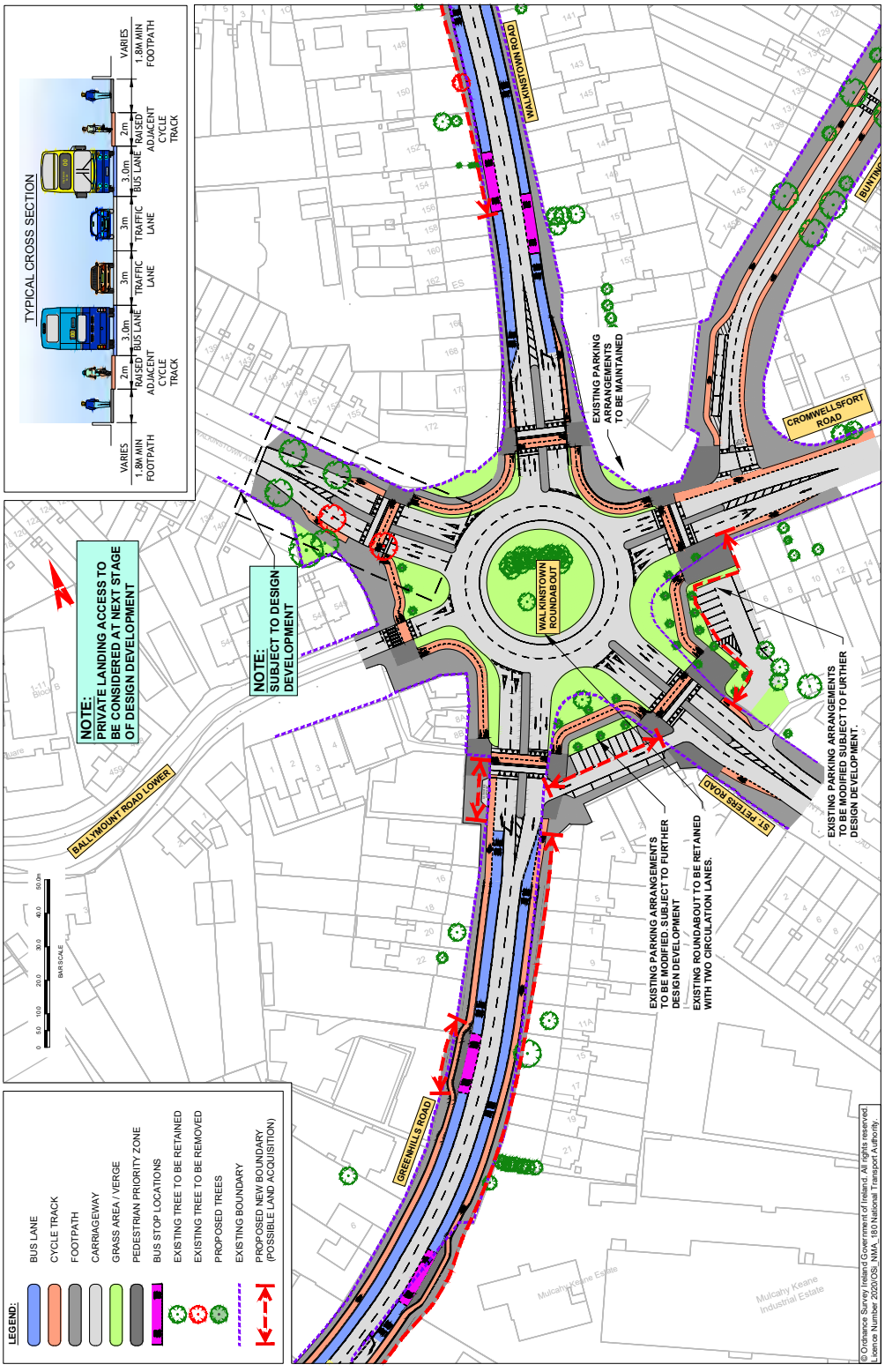
MAP 17: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



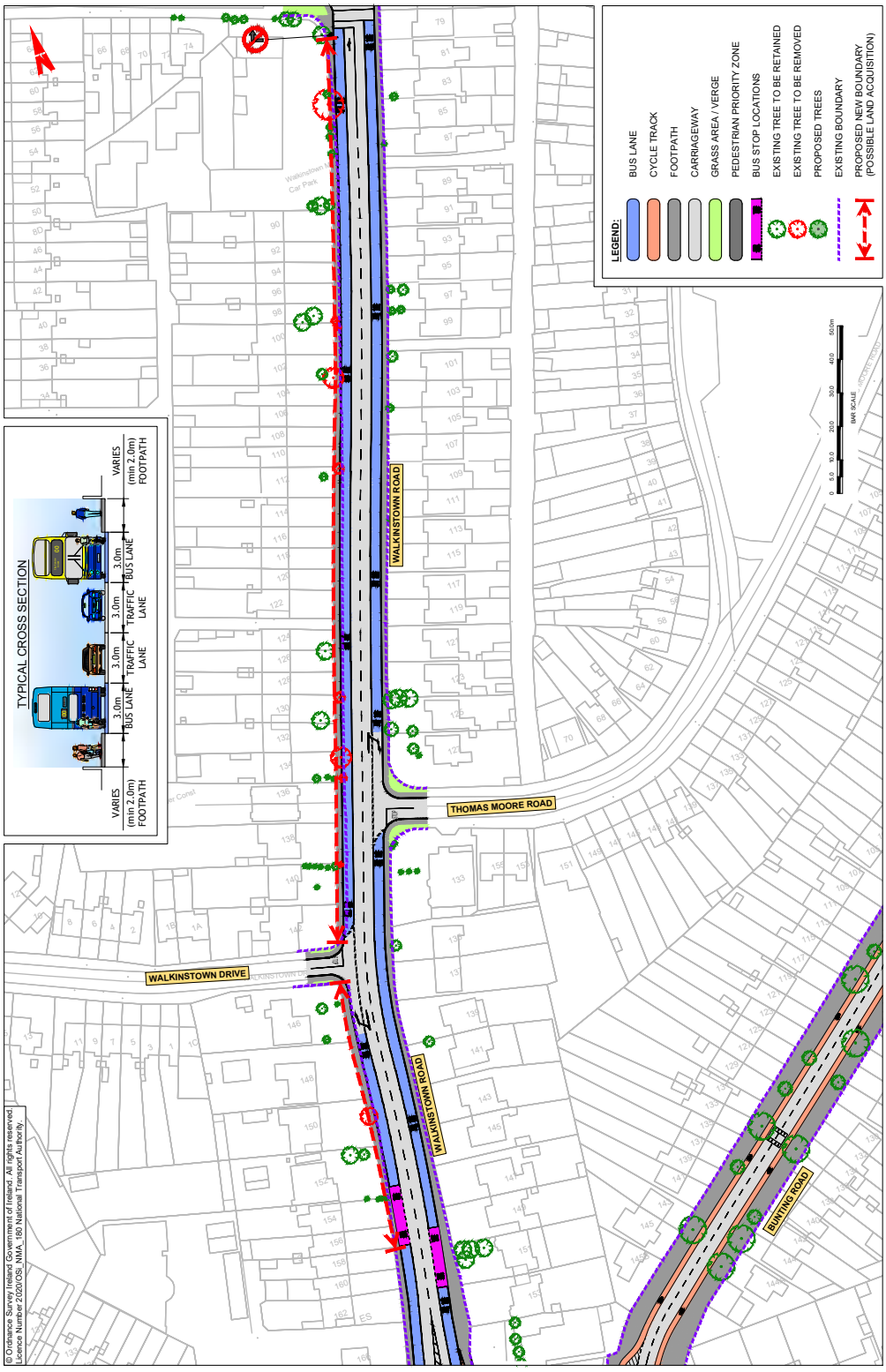
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 18: Preferred Route



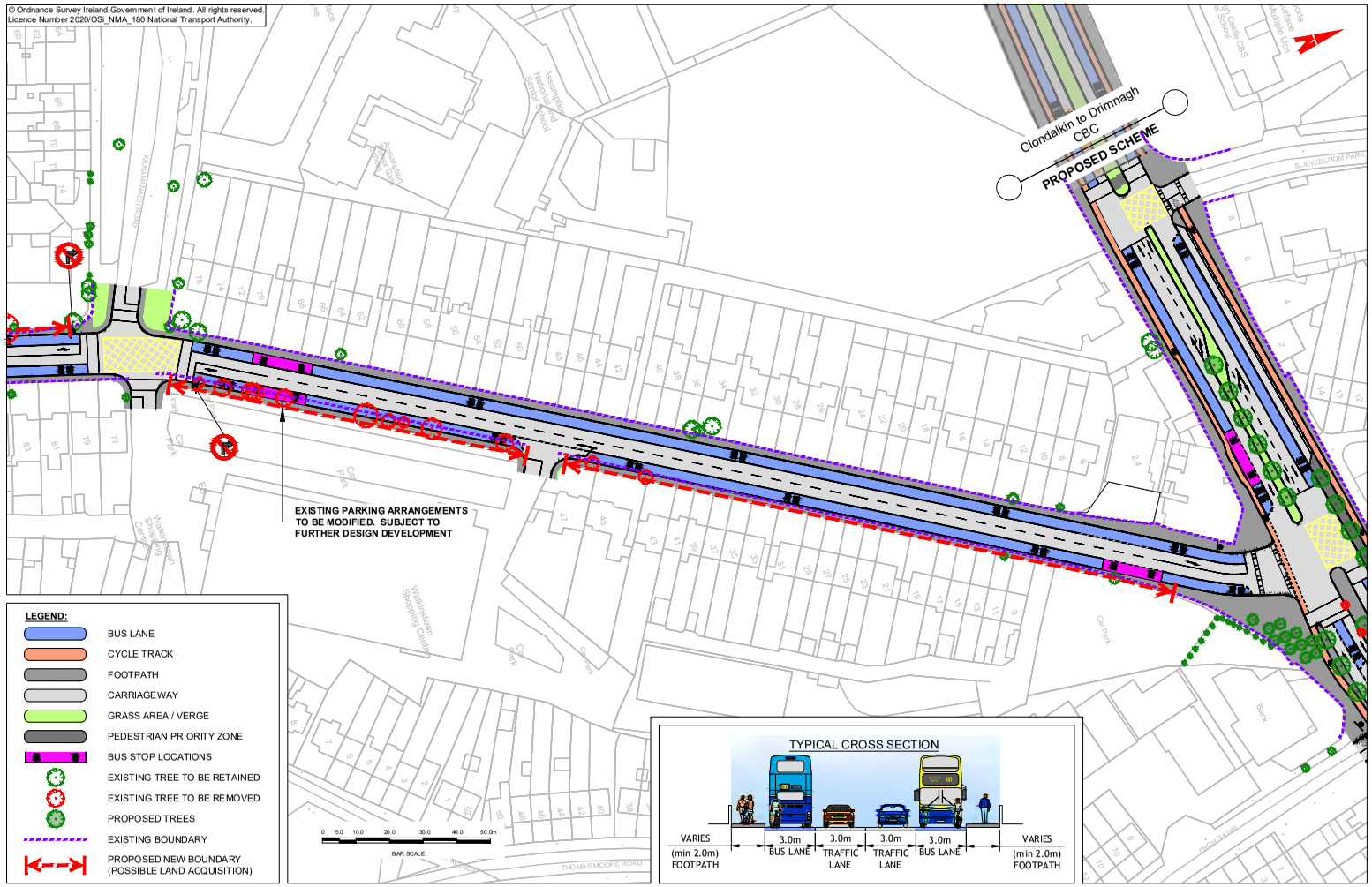
MAP 19: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



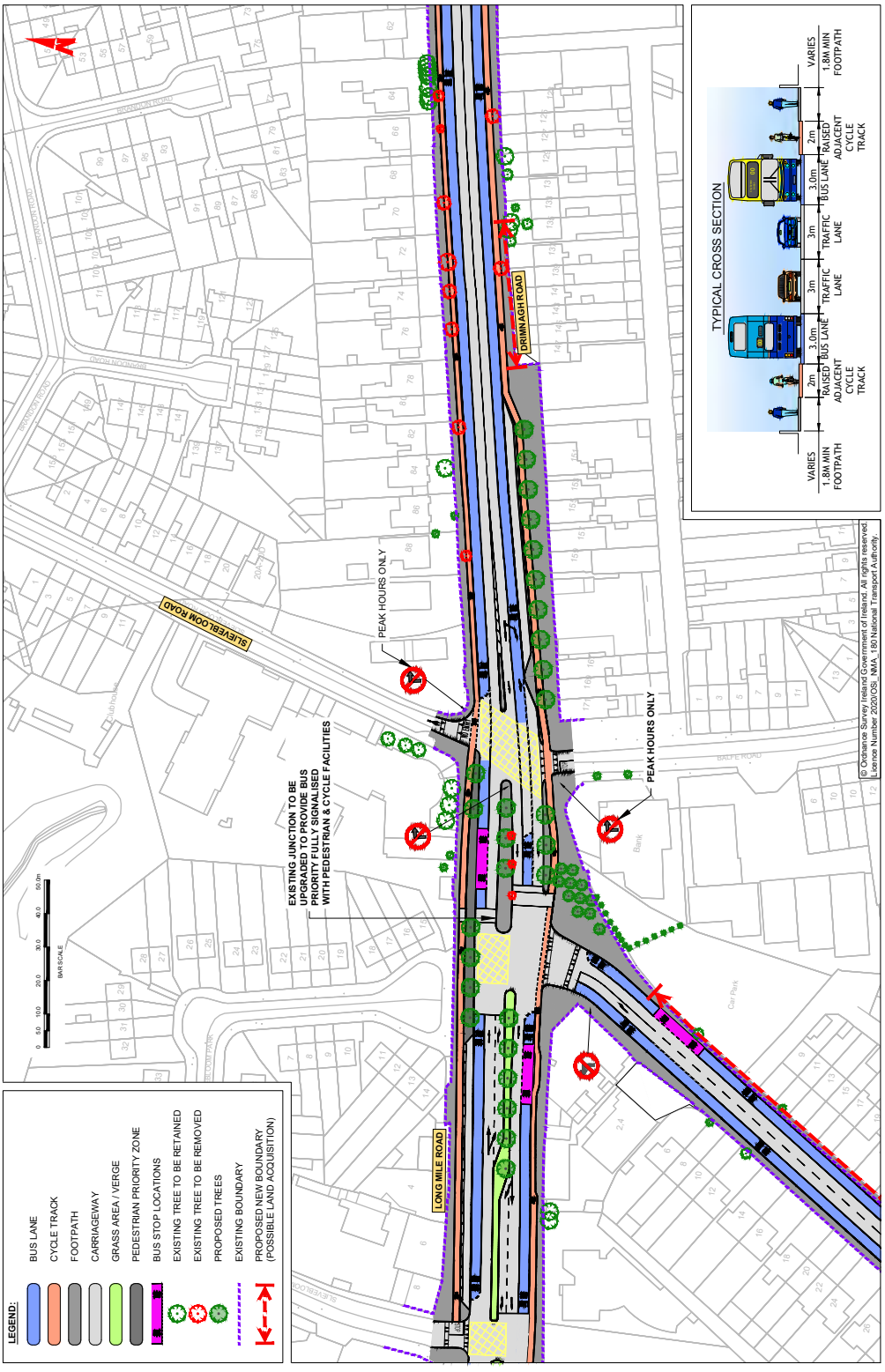
MAP 20: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



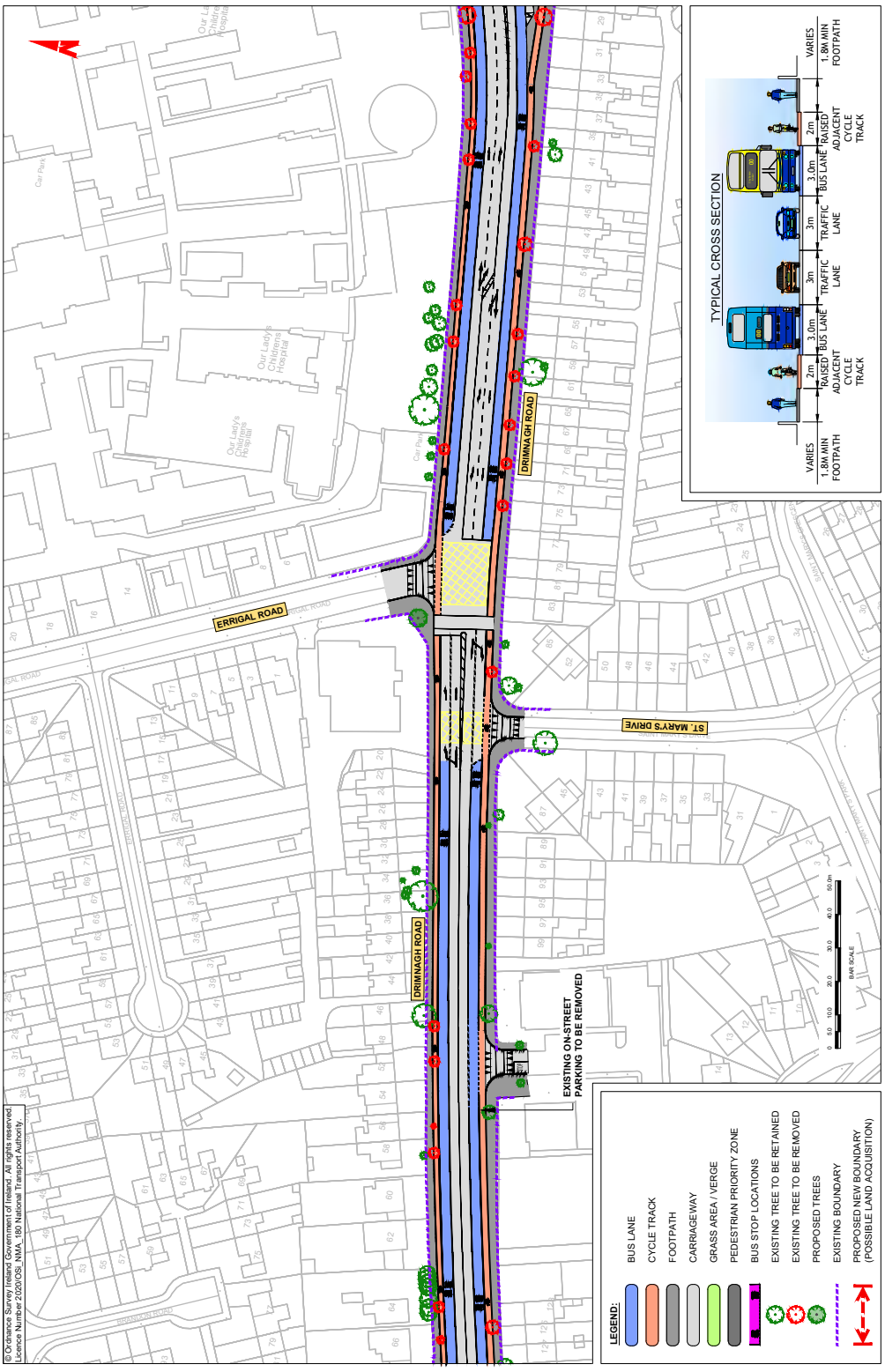
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 21: Preferred Route



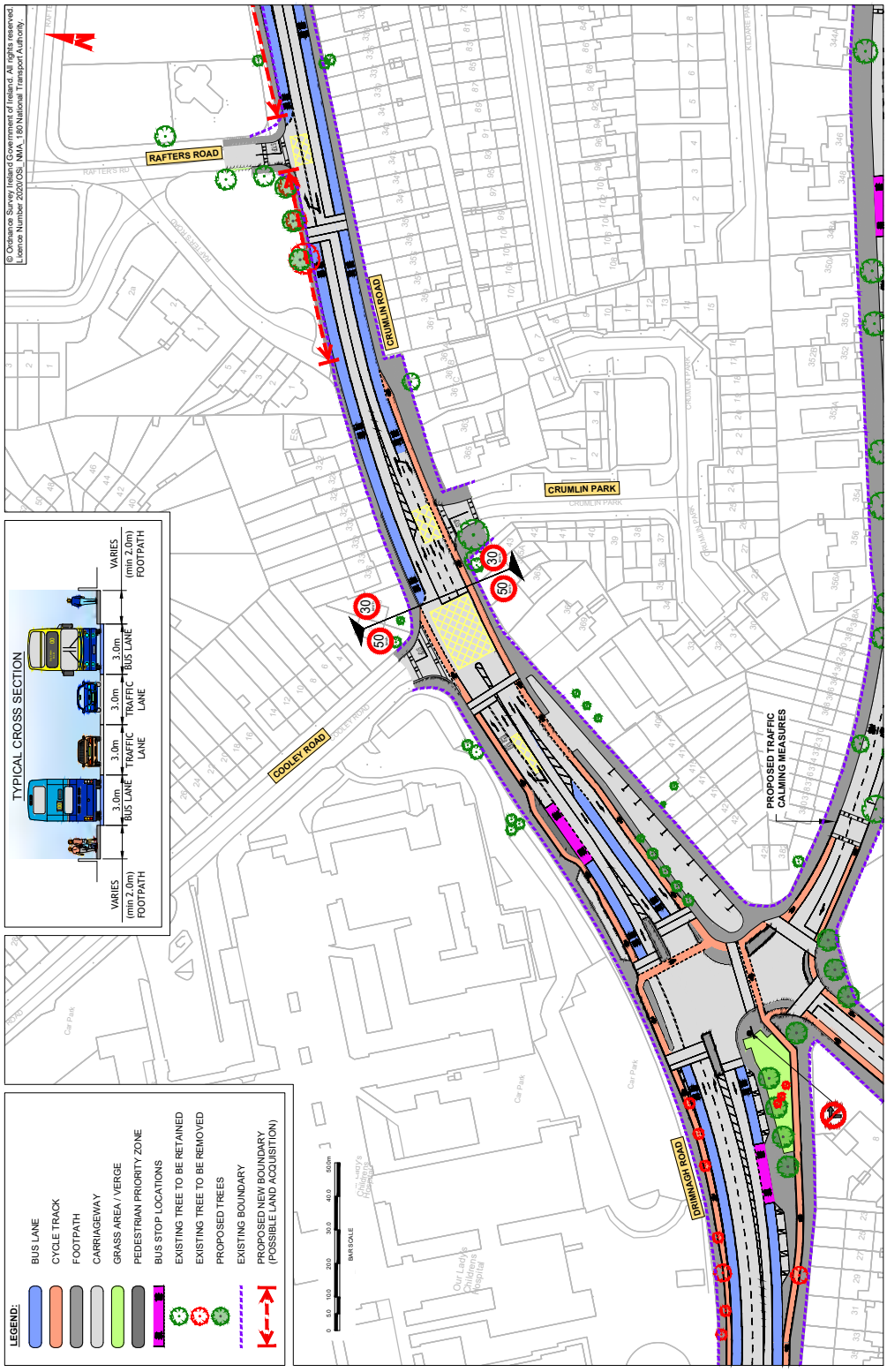
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 22: Preferred Route



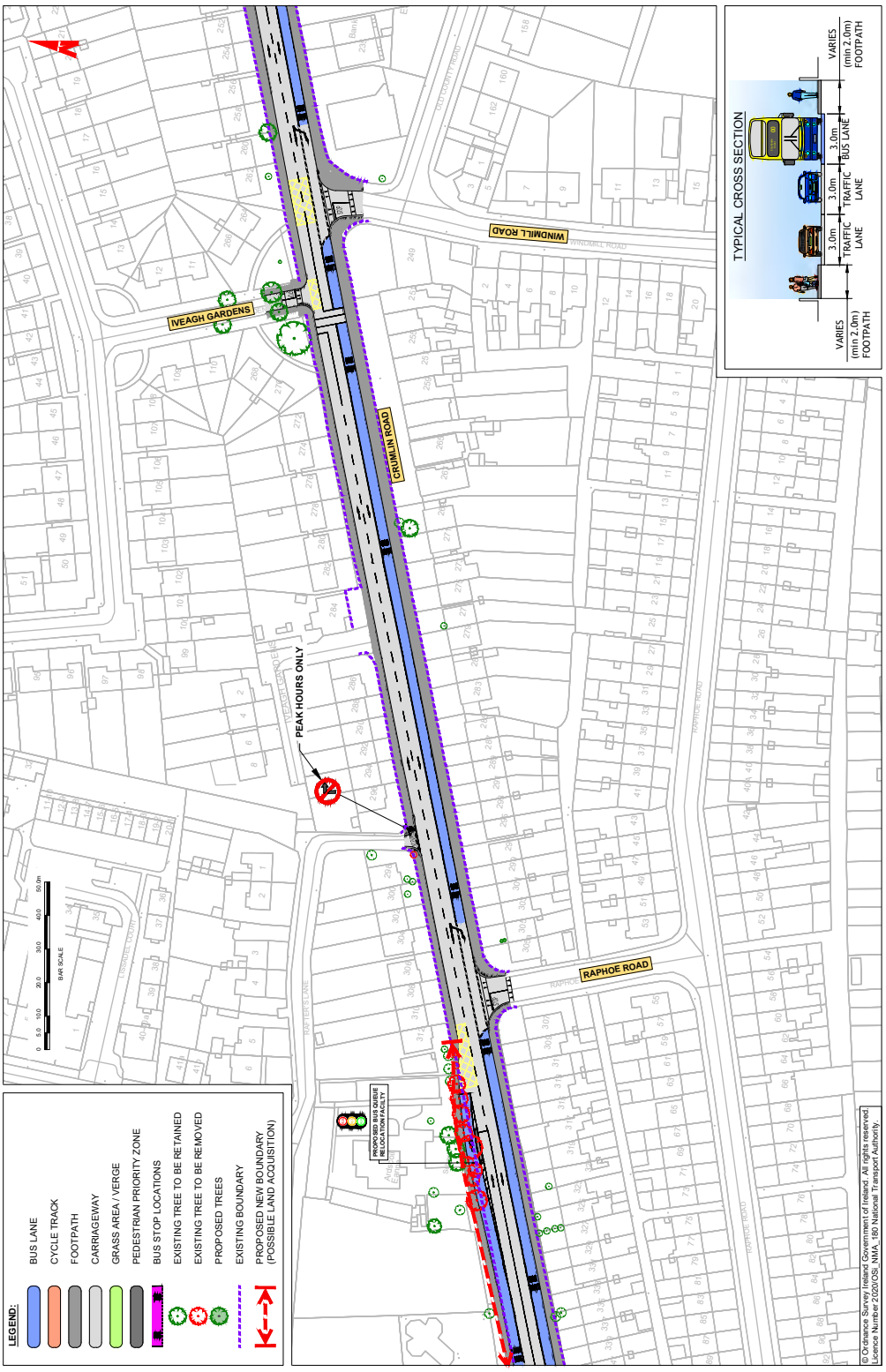
MAP 23: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



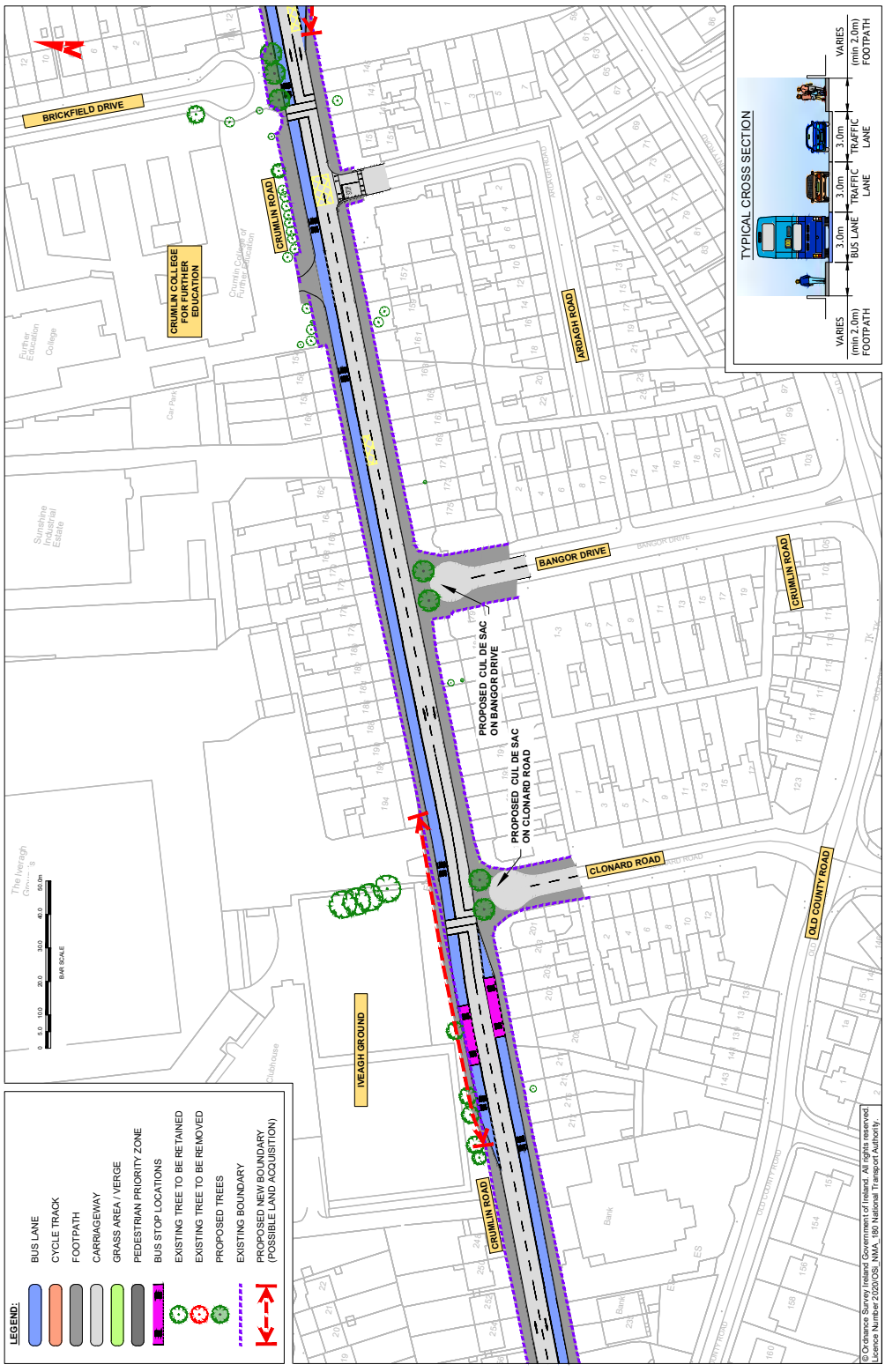
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 24: Preferred Route



MAP 25: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



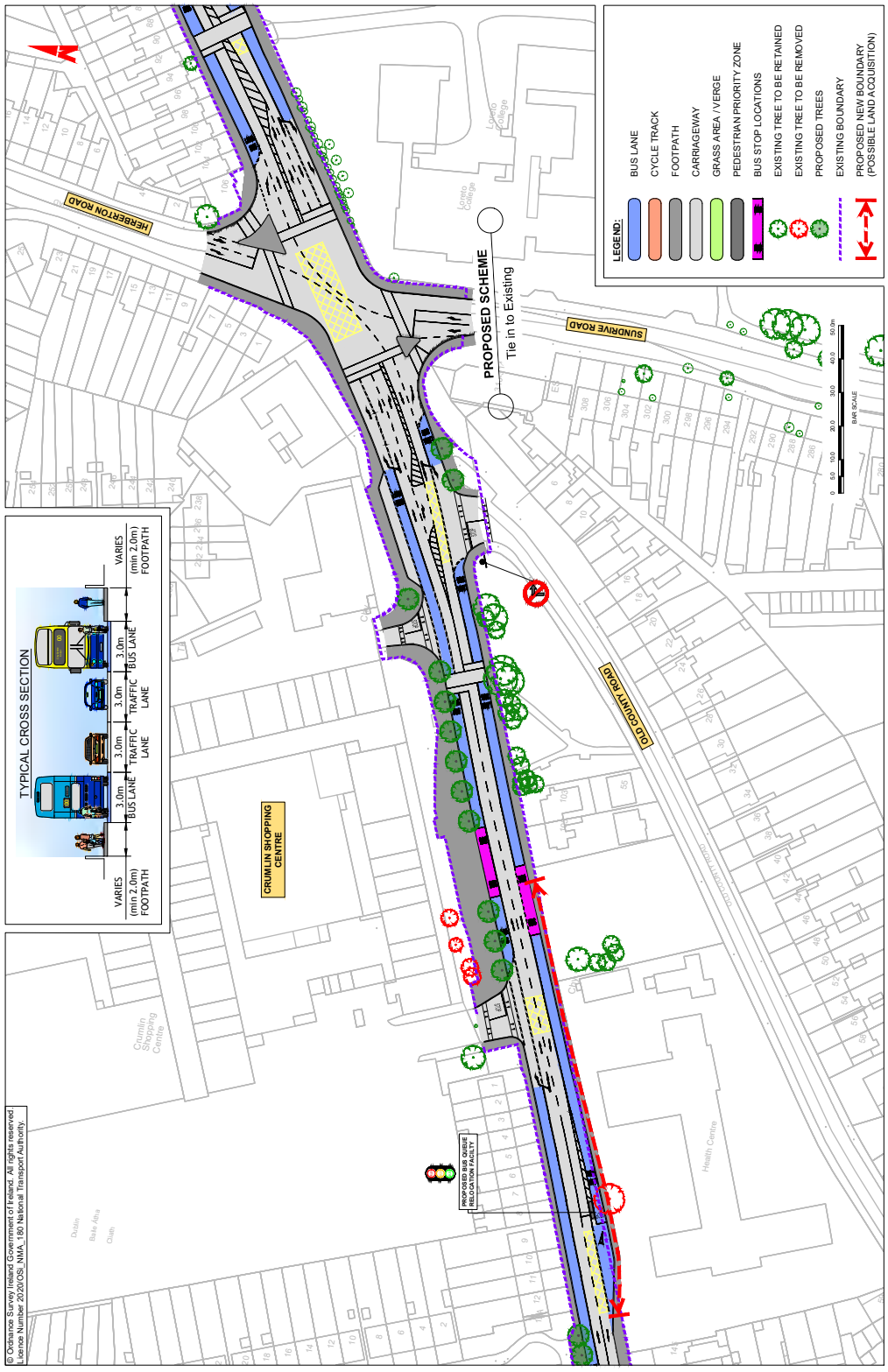
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



Urban Realm concept Bangor Drive

MAP 26: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



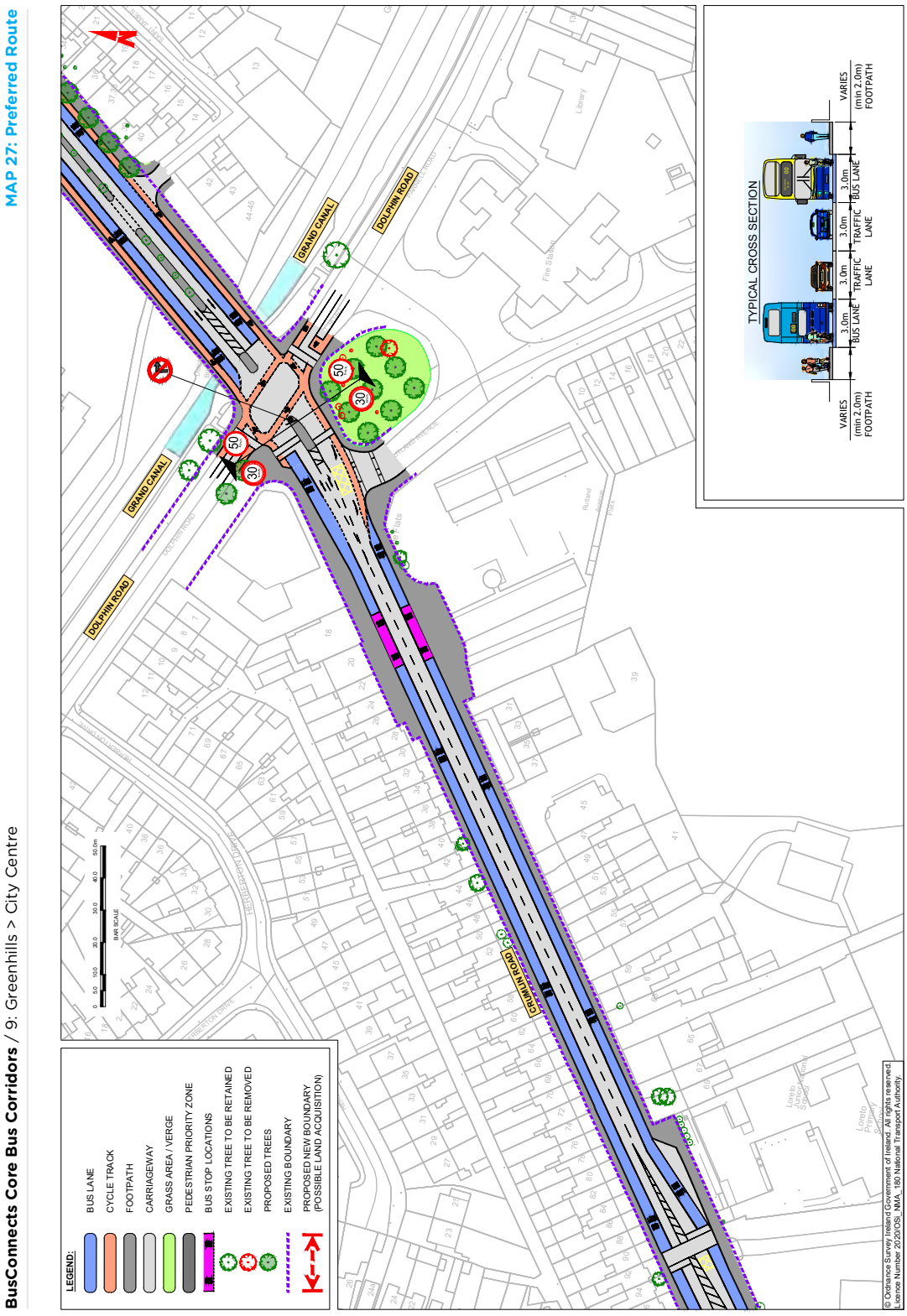
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



Urban Realm concept Brick Field Drive

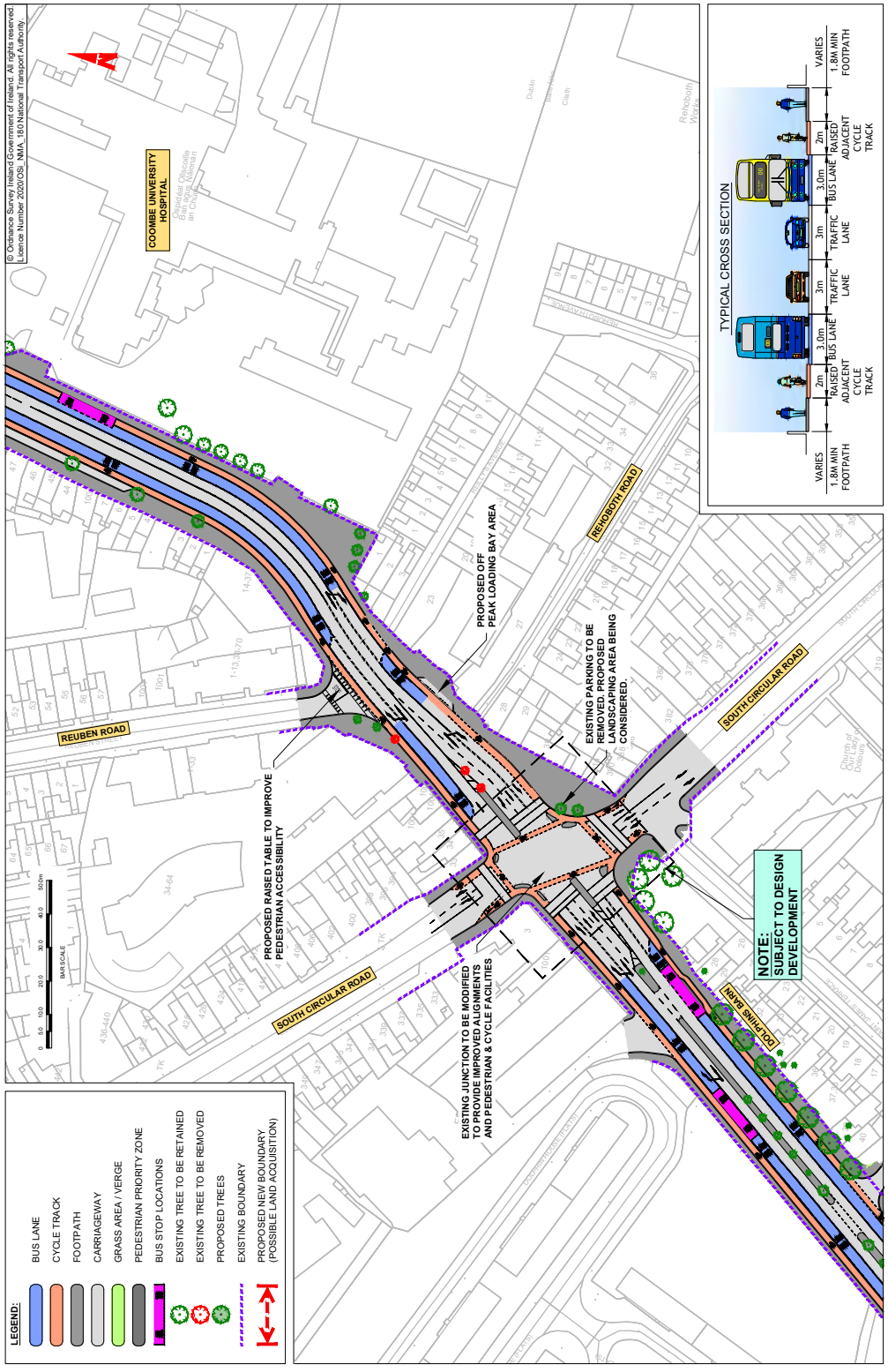
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 27: Preferred Route



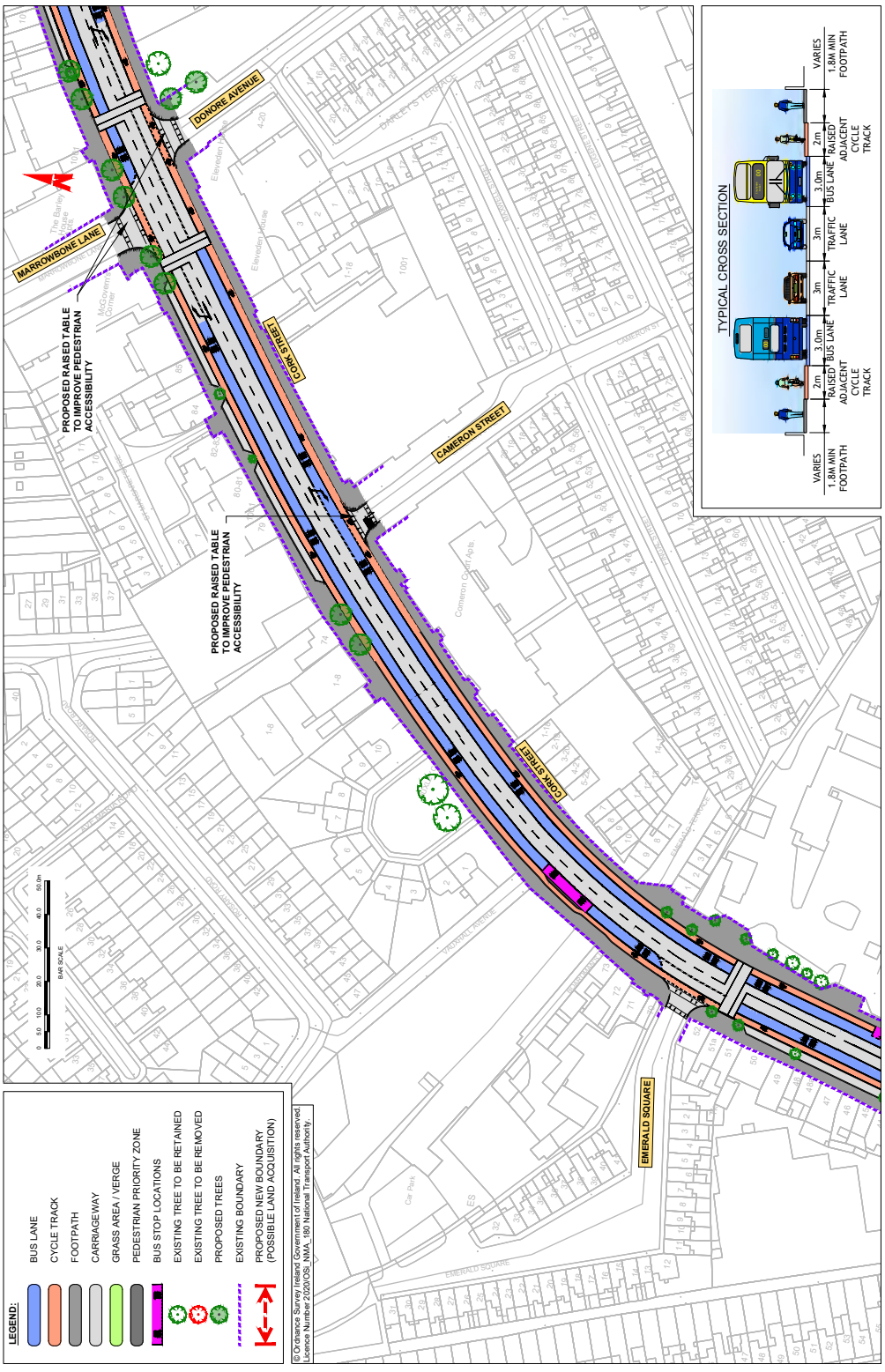
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 28: Preferred Route



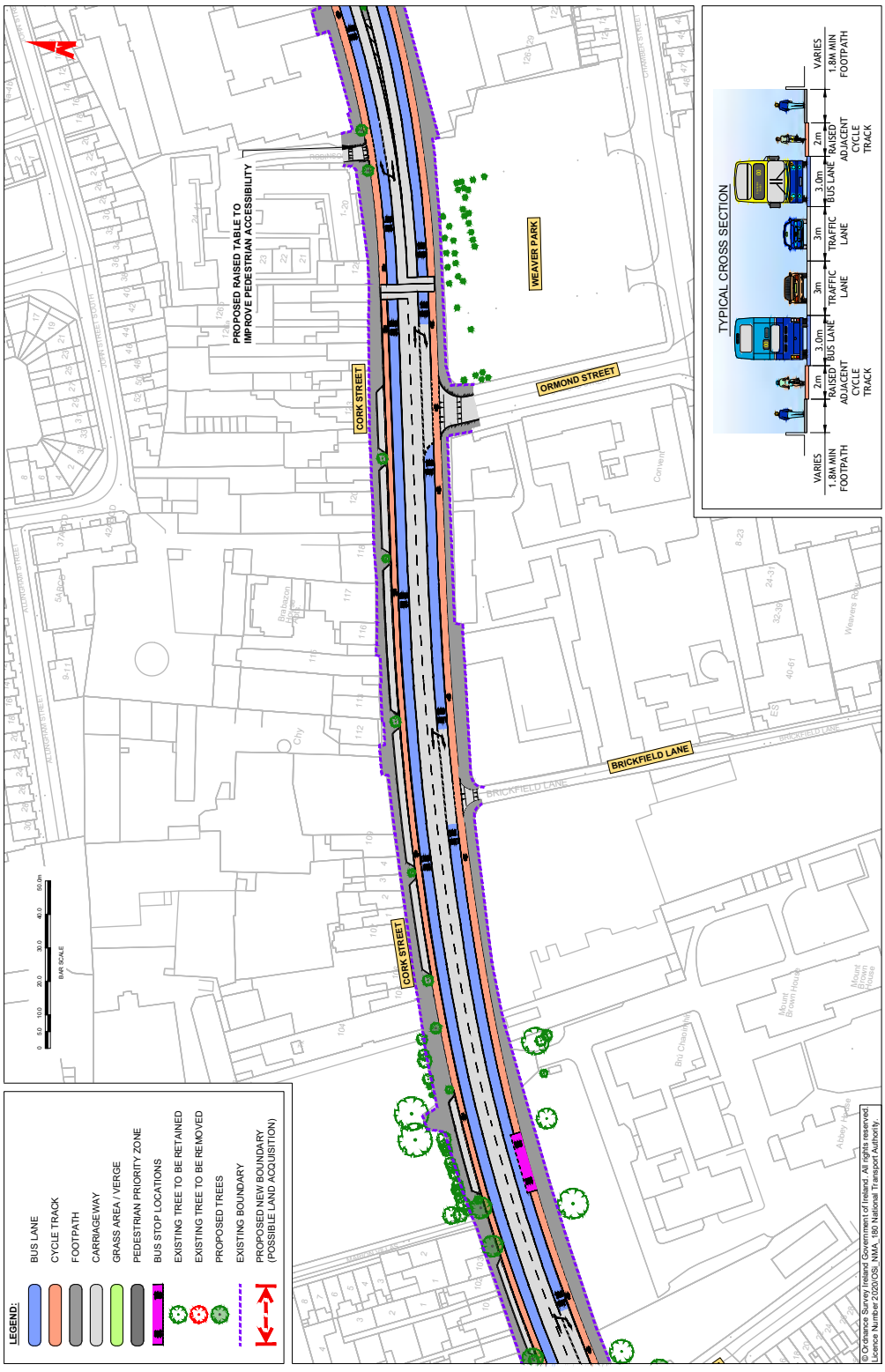
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 29: Preferred Route



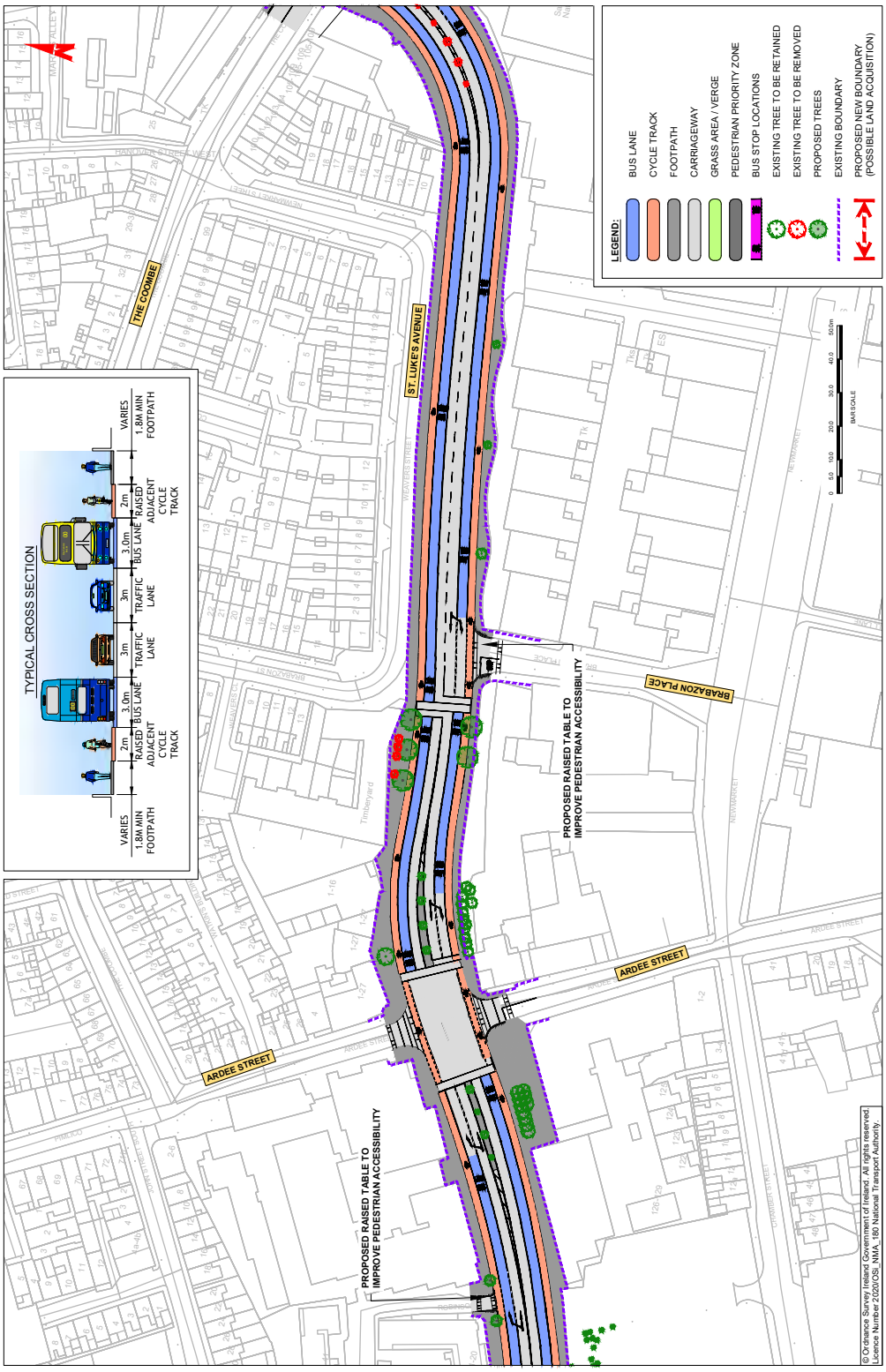
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 30: Preferred Route



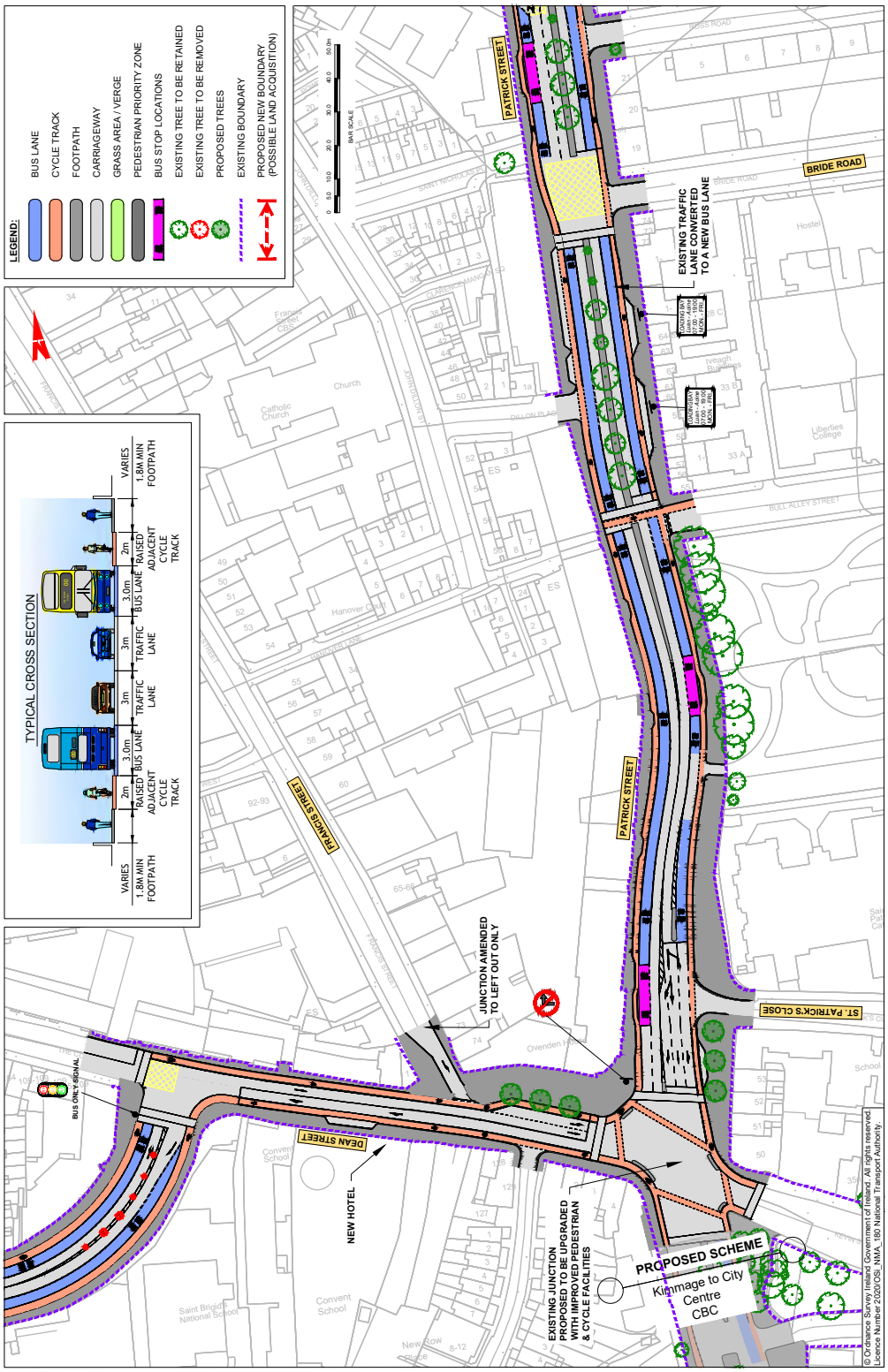
MAP 31: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



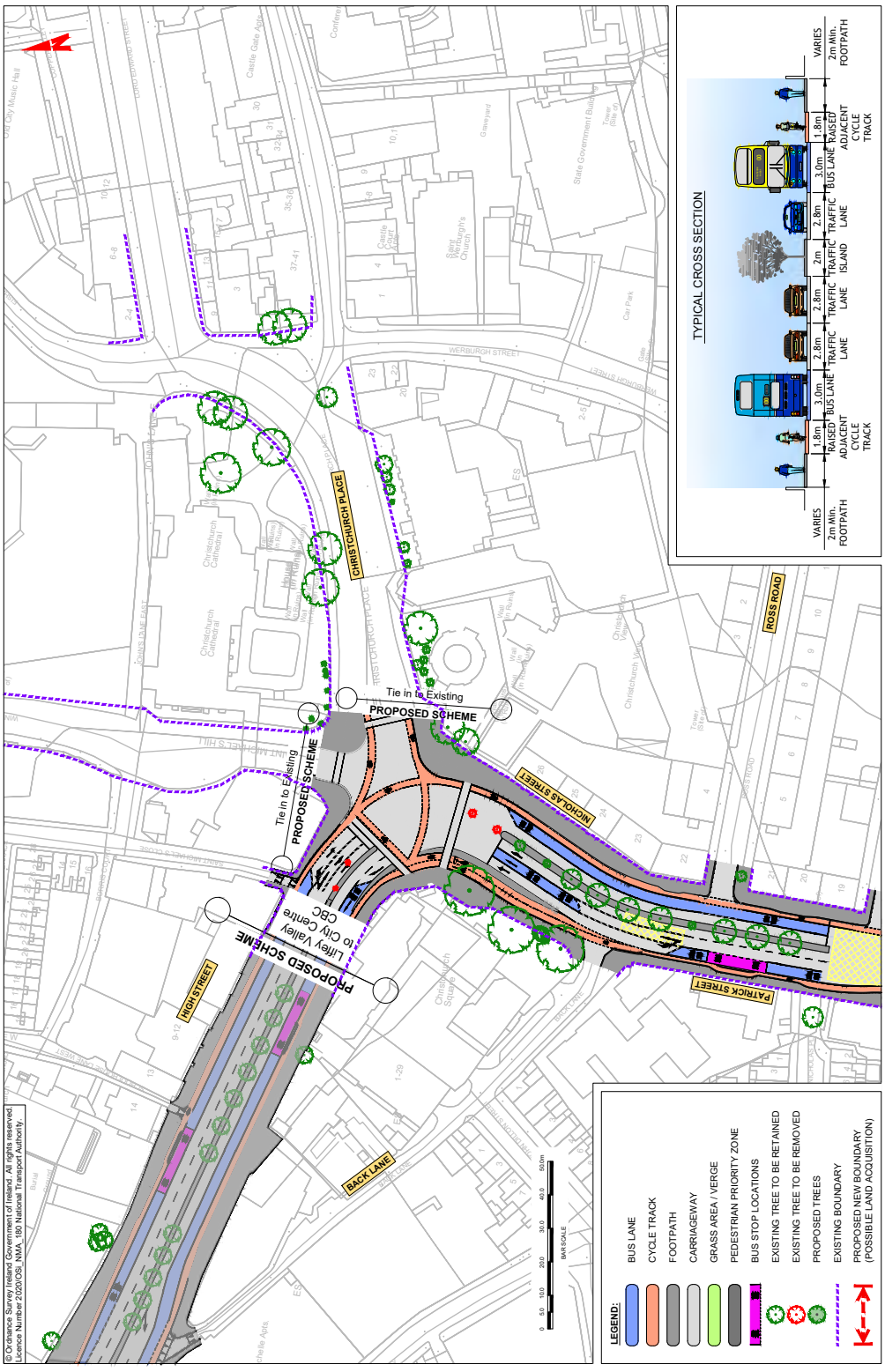
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 32: Preferred Route

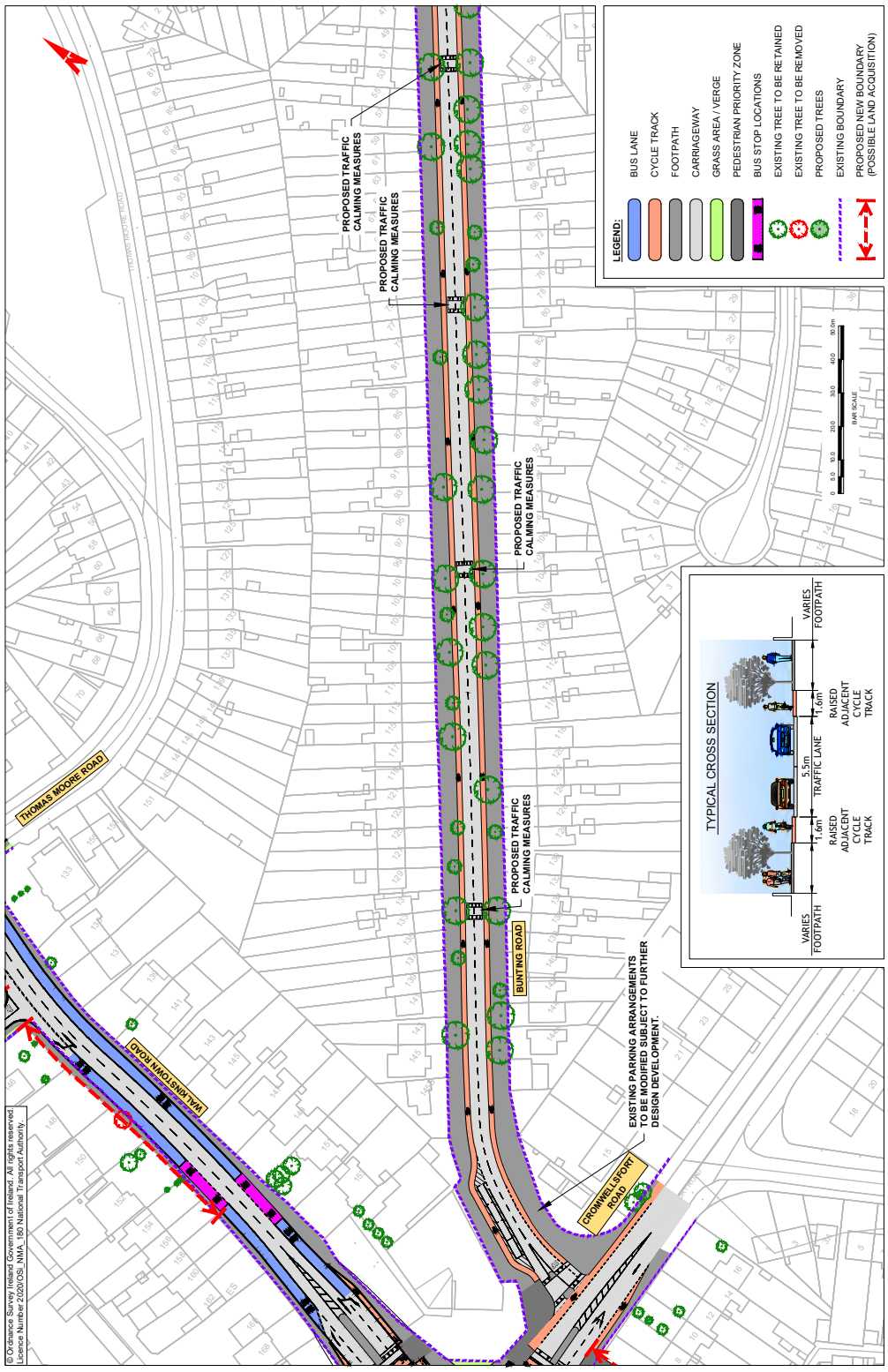


MAP 33: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



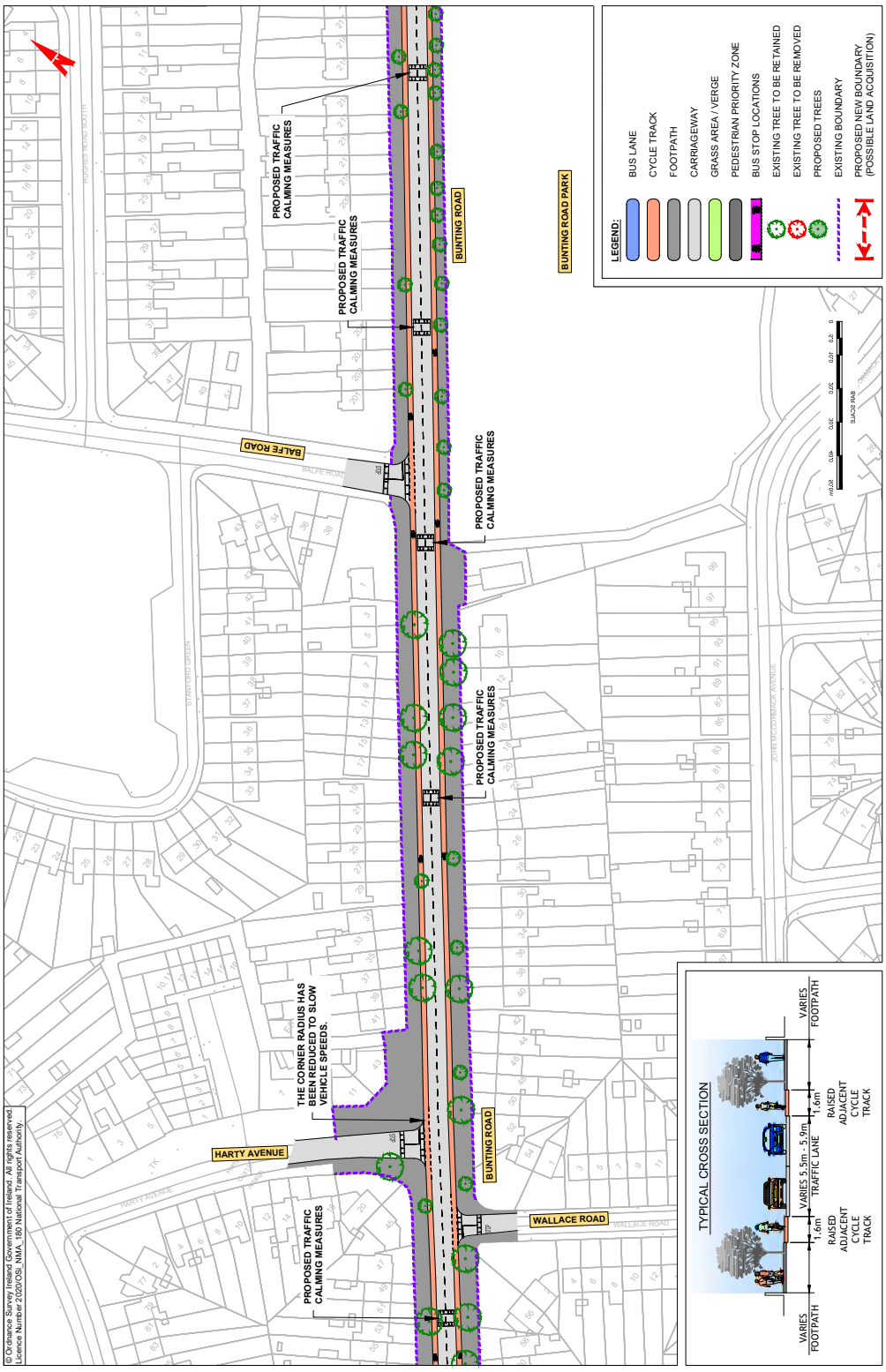
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 34: Preferred Route

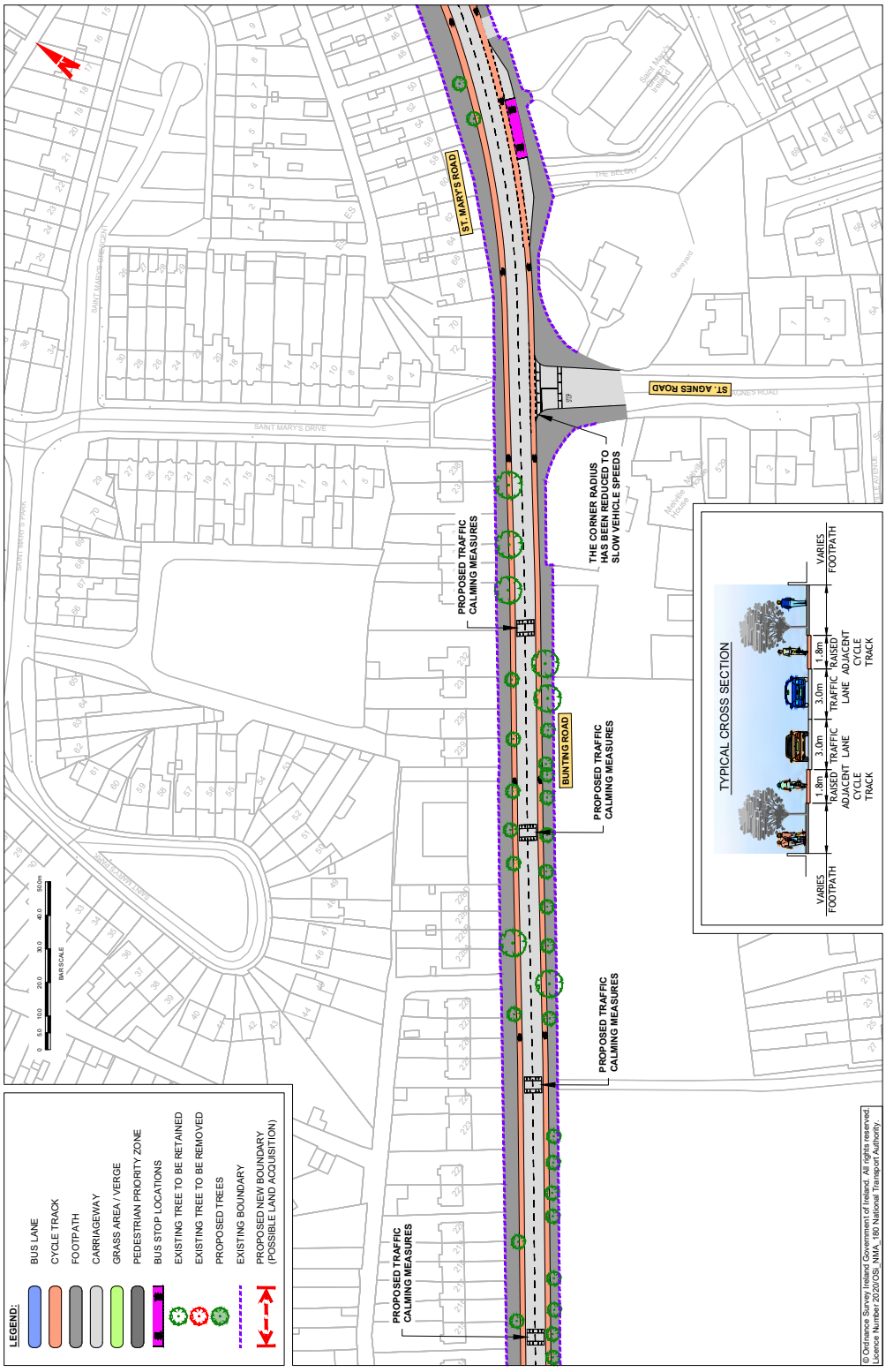
MAP 35: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



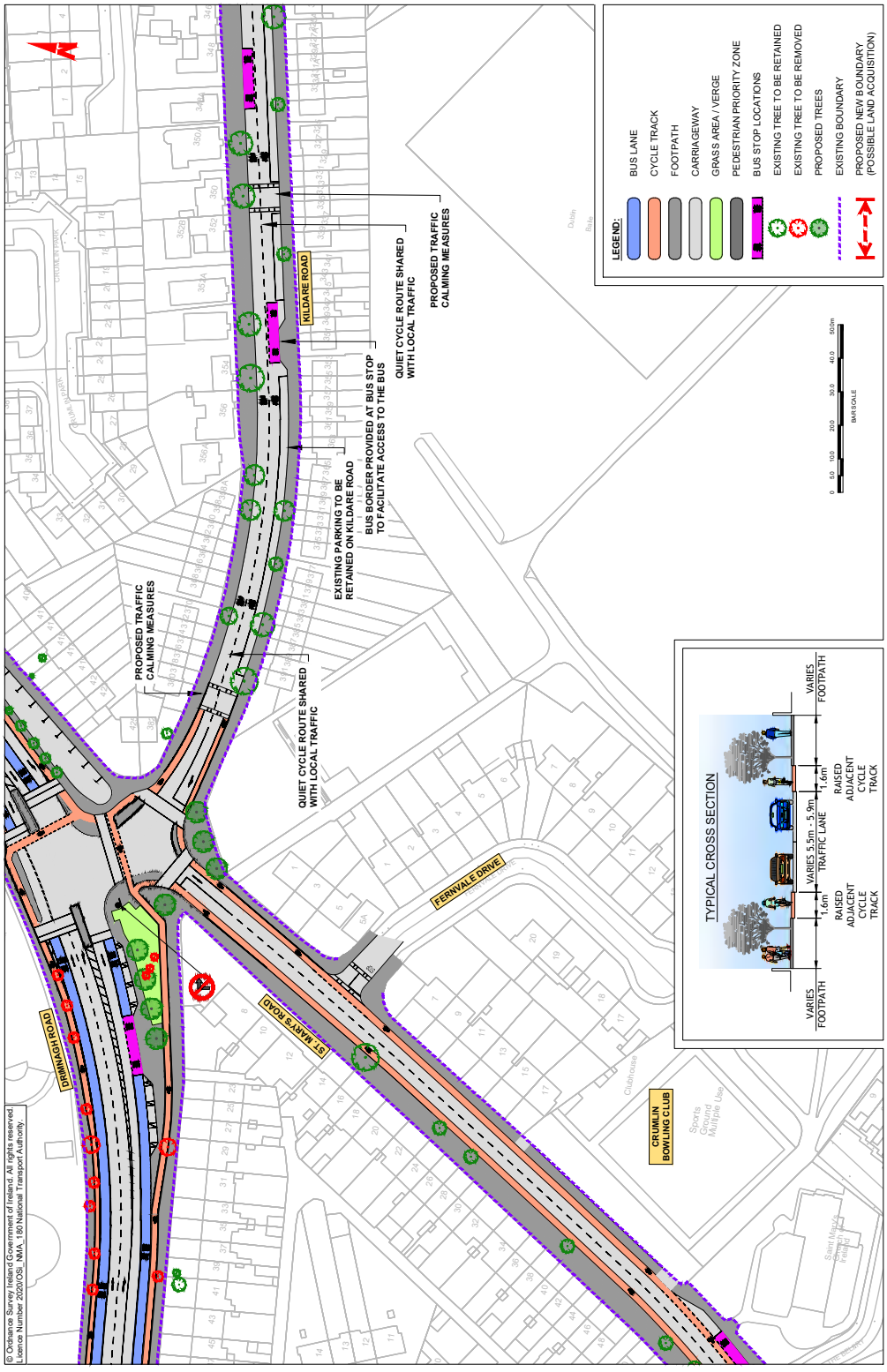
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 36: Preferred Route



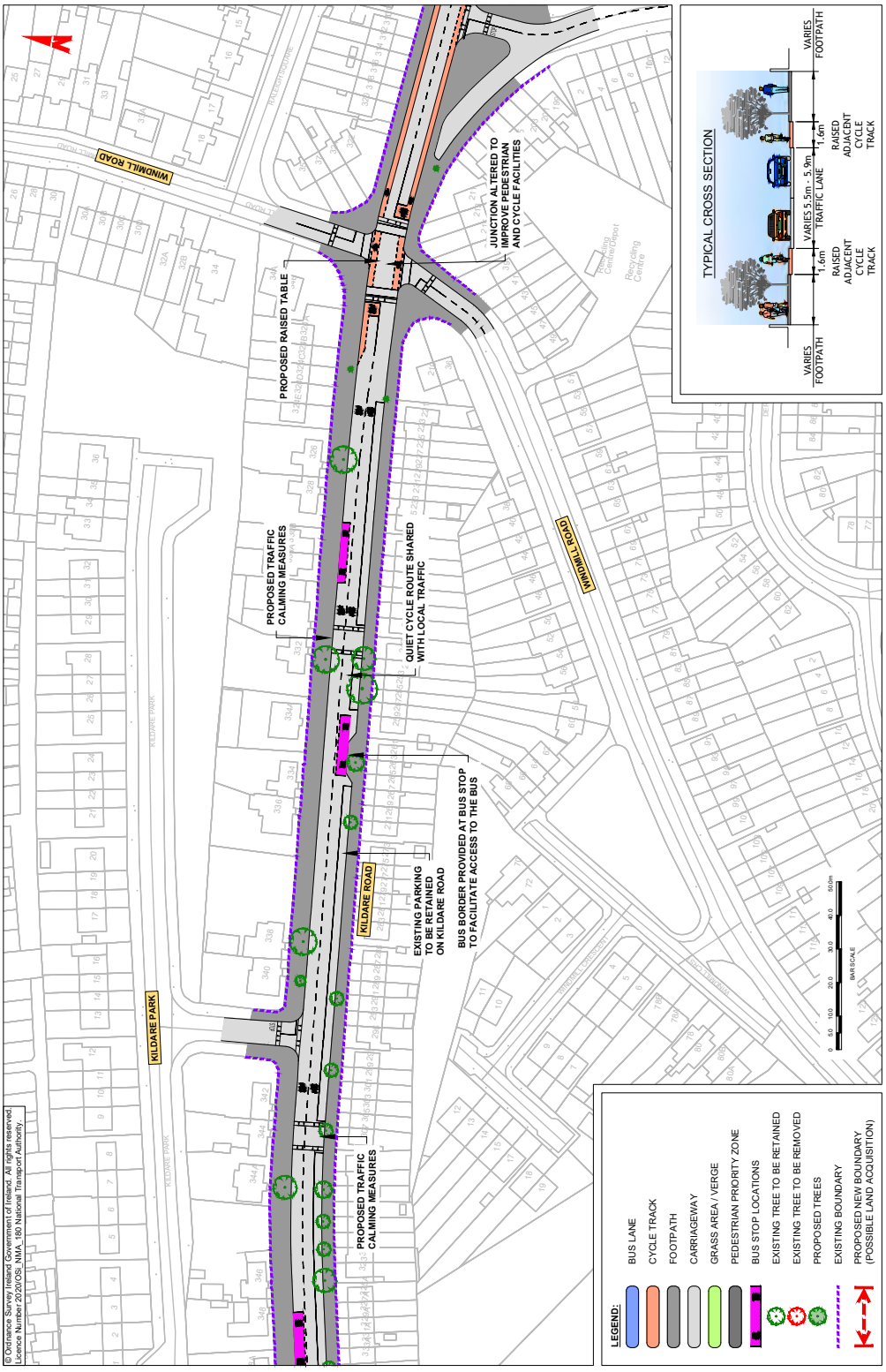
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 37: Preferred Route



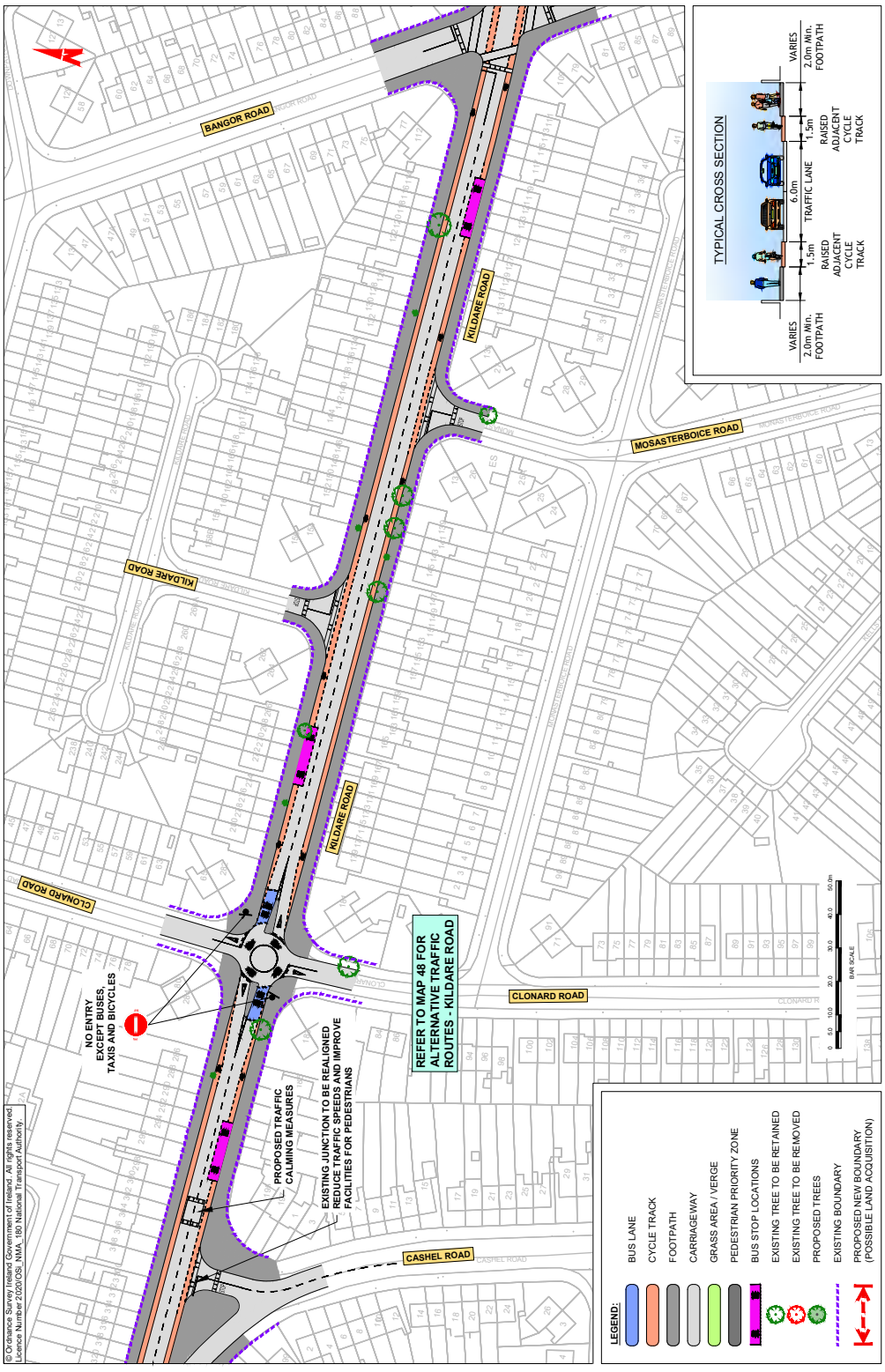
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 38: Preferred Route

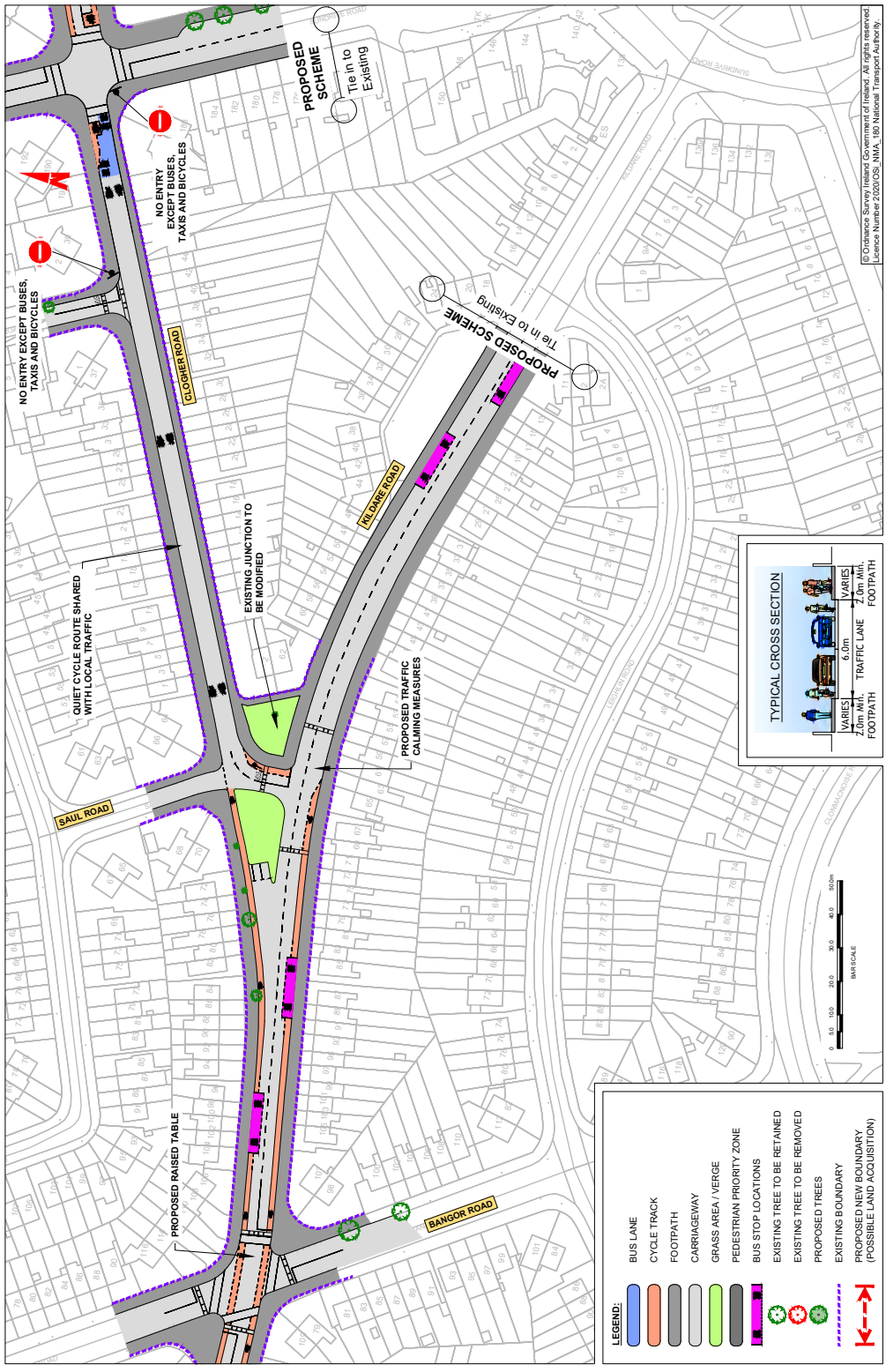


BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 39: Preferred Route



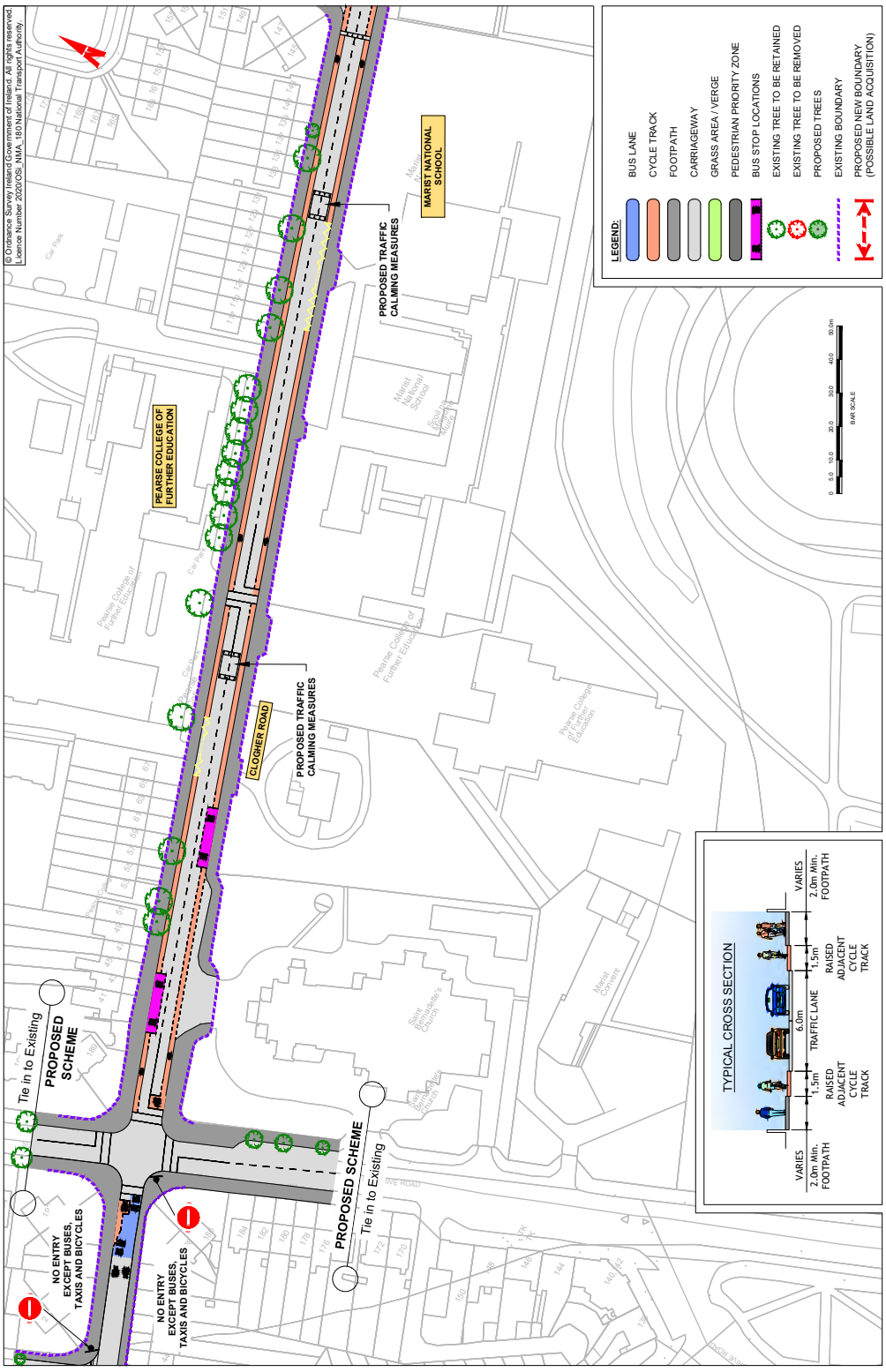
BusConnects Core Bus Corridors / 9: Greenhills > City Centre



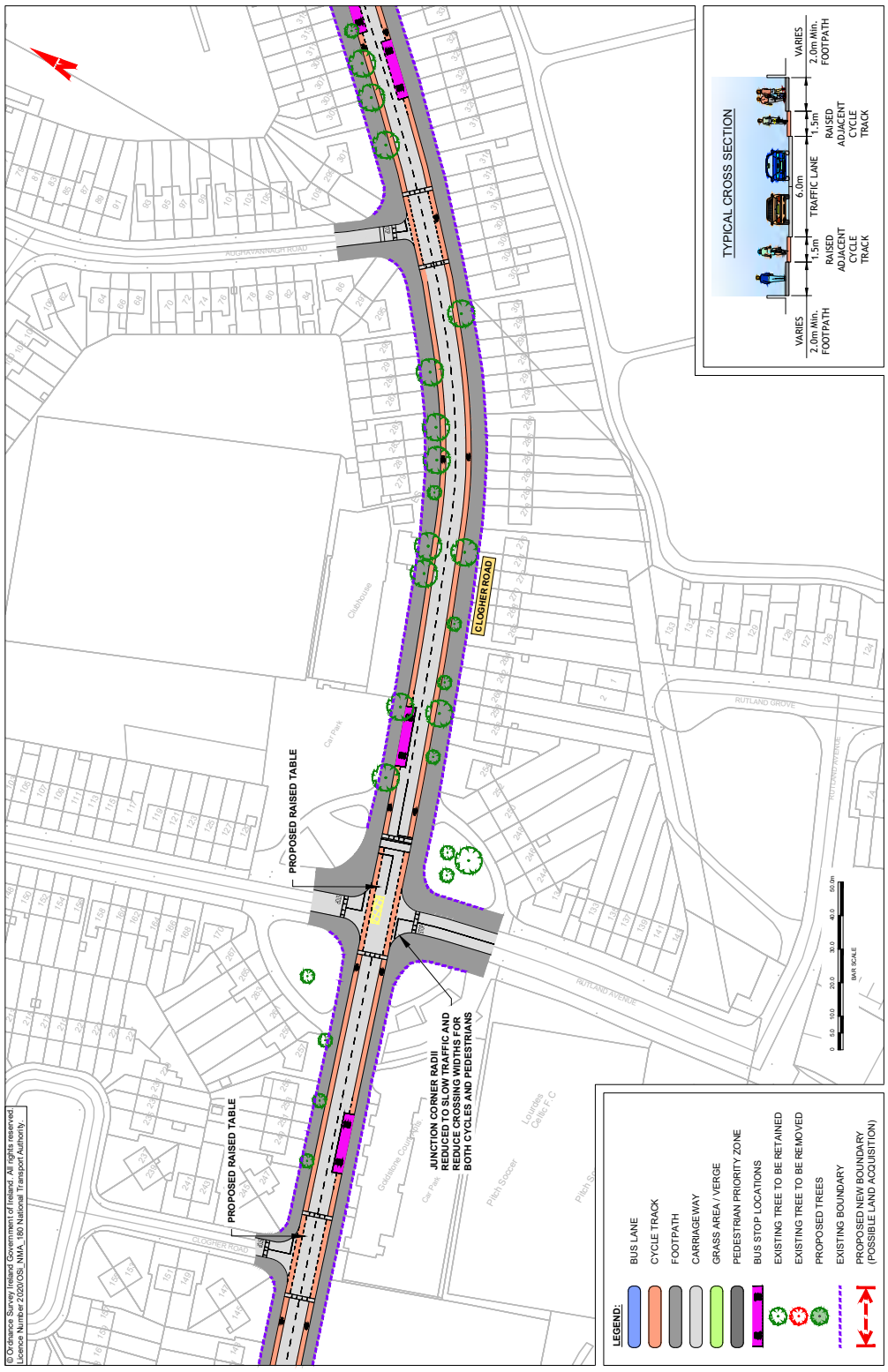
MAP 40: Preferred Route

MAP 41: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre



BusConnects Core Bus Corridors / 9: Greenhills > City Centre



MAP 42: Preferred Route

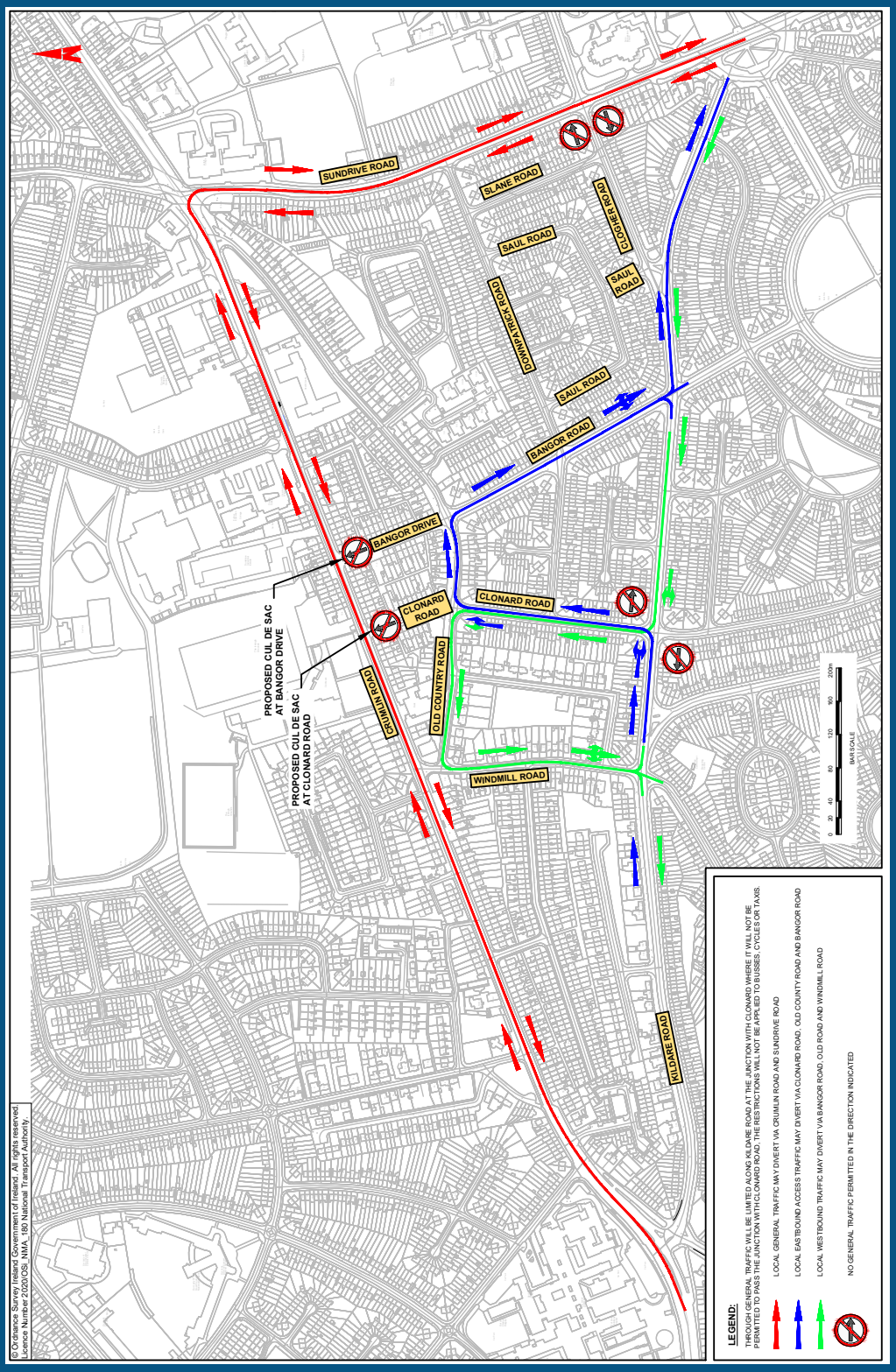
BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 43: Preferred Route



BusConnects Core Bus Corridors / 9: Greenhills > City Centre

MAP 44 : Preferred Route





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Project Ireland 2040
Building Ireland's Future

Na Glaschnoic go Lár na Cathrach

9

Bealach Roghnaithe na Croíchonaire Bus

An Tríú Babhta Comhairliúcháin
Phoiblí Samhain 2020



Project Ireland 2040
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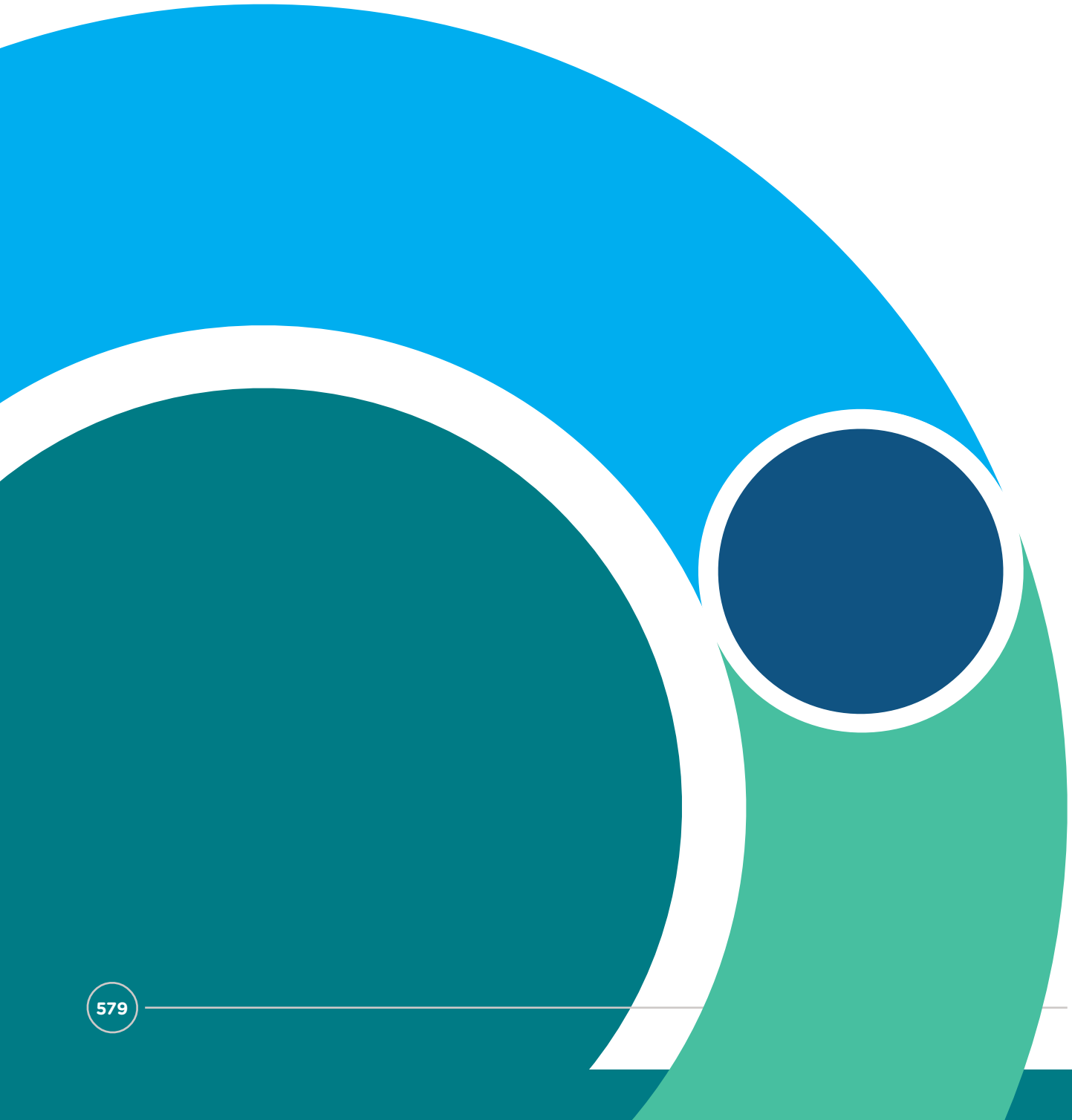
BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.



Clondalkin to Drimnagh

8

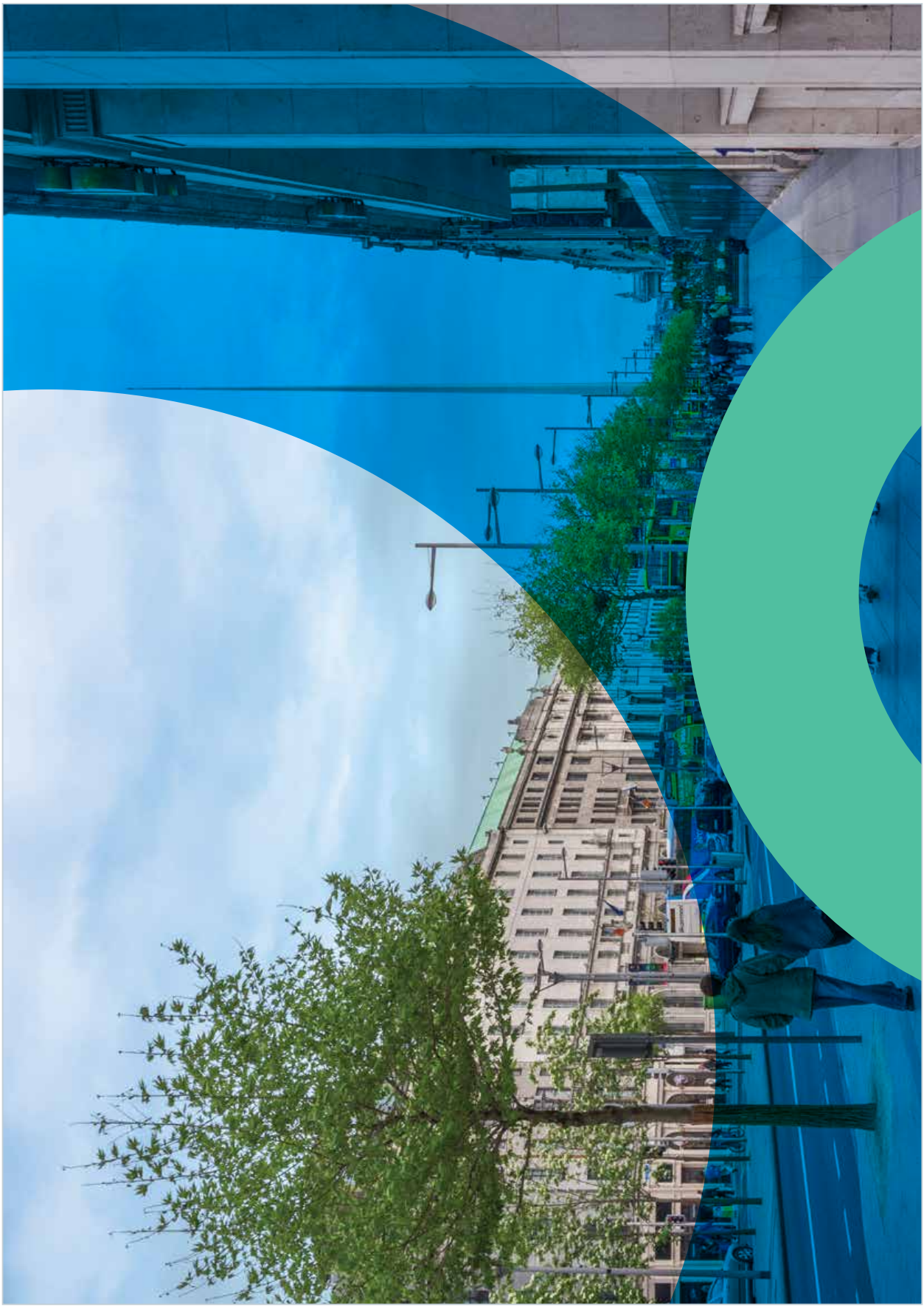
Core Bus Corridor Preferred Route

Third Round of Public Consultation
November 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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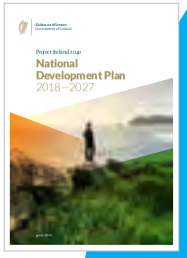
1. Introduction

1.1 What is BusConnects?

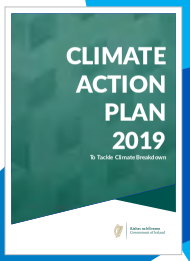
BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus and sustainable transport services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment.

BusConnects is included in the Programme for Government "Our Shared Future" 2020, as well as within the following Government strategies:

- The National Development Plan 2018 - 2027;
- Transport Strategy for the Greater Dublin Area 2016 - 2035
- The Climate Action Plan 2019.









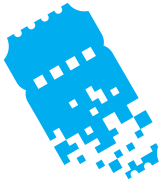
BusConnects Dublin is a programme of 9 elements

BUS **230km** of bus priority making journeys faster and more reliable

CYCLE **200km** of cycle routes



Transitioning to a new
low emissions bus fleet



State of the art
ticketing system

Cashless payment system



Simpler fare structure



New Park & Ride
sites in key locations



New bus livery
providing a common style across all operators



New bus stops and shelters
with better signage and information

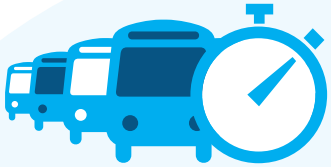


Dublin area bus network redesign
creating a more efficient network with high frequency spines, new orbital routes and increased bus services

1.2 What are the aims and objectives of BusConnects Core Bus Corridors?

Aims: The aim of BusConnects Core Bus Corridors is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

Objectives:



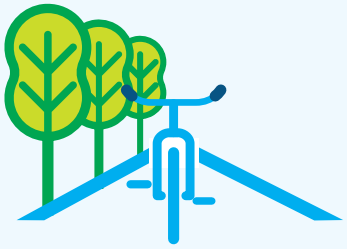
Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;



Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;



Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and



Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;



Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;



Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

1.3 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Routes of 16 Core Bus Corridors (CBC) across Dublin. During this first round of consultation we received 13,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Route option for each corridor.

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Not withstanding the Covid-19 pandemic and subsequent Government restrictions, the consultation continued due to the level of interest. The focus of public queries and submissions came through emails, post, phone conversations and online submissions as all the information was available on the BusConnects website for review.

It was decided in March that an additional third round of public consultation would take place in the latter part of this year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

1.4 What is in this brochure?

This document is one of 16, each dedicated to a single core bus corridor. The document provides a written description of the Preferred Route from start to finish with supporting maps. It includes all revisions made, if any, since the last round of public consultation. It also includes a revised timeline for the progress of the programme due to Covid19 implications.

The brochures detailing the Emerging Preferred Route and the brochures from the second round of consultation earlier this year are available to view and download on our website **www.busconnects.ie**.

Definitions of the terminology used in the document can be found in chapter 4 of this this brochure.





BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

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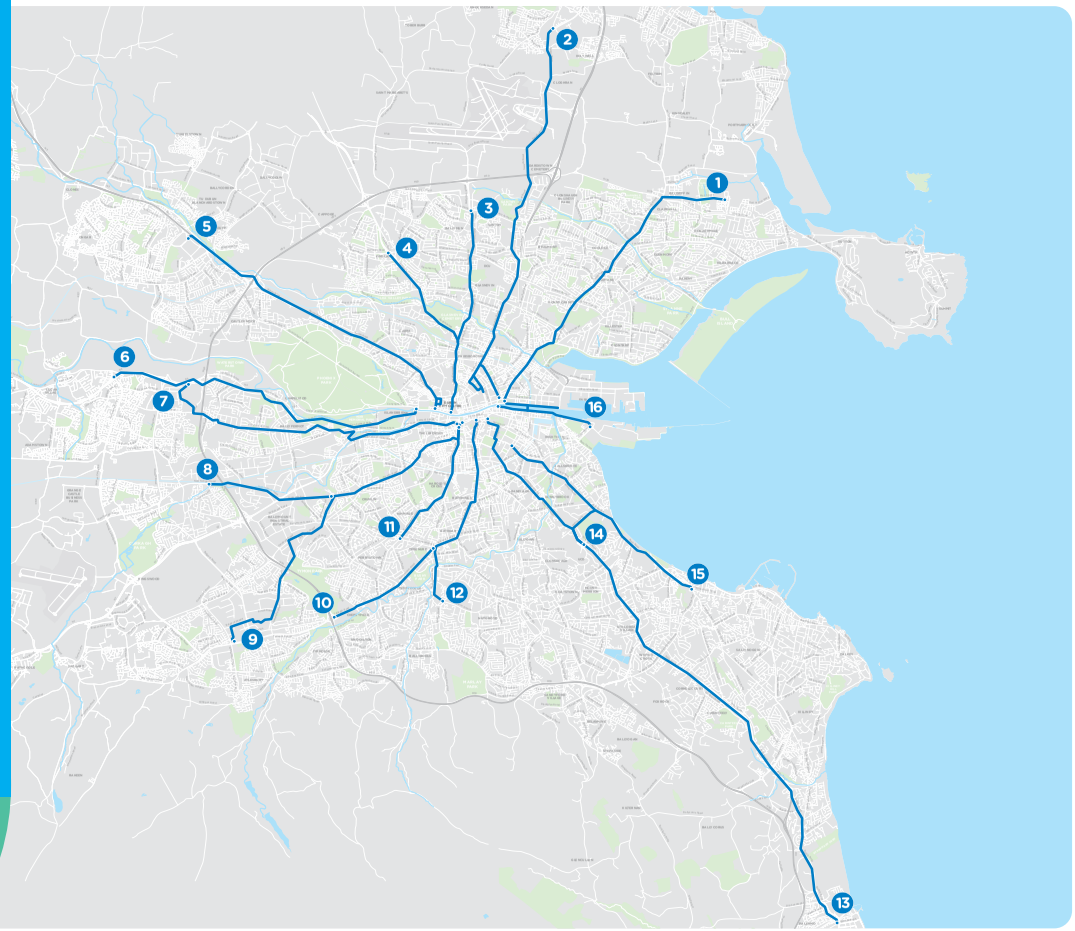
1.5 A map of all 16 core bus corridors

Preferred Routes

1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre



2. What has been happening over the last number of months?

Considerable design work has been continuing since the last round of consultation. This work includes the following:

2.1 Technical Design

Designs have progressed with further refinements being made to elements of each corridor such as junctions, alignments, bus stops, cycling and walking facilities, and urban realm features. Engagement with stakeholders is continuing including engagement with individual householders directly impacted. The developing design has been, and continues to be, informed by stakeholder engagement and further detailed surveys. These include the identification of underground services and detailed assessment of trees along the routes.

Draft Preferred Route Option Reports have been prepared for each CBC detailing the development of each corridor from the Emerging Preferred Route through to the draft Preferred Route Option. These draft "Preferred Route Option Reports" are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie.**

2.2 Environmental Impact Assessment

As part of the intended planning application for each corridor, the NTA will be preparing an Environmental Impact Assessment Report (EIAR) in accordance with current Irish and European legislation. This document will identify the anticipated environmental effects of the scheme during both the construction and operational stages. This assessment is being undertaken by environmental specialists on behalf of the NTA. As part of this assessment, these specialists are undertaking studies of the current condition of the receiving environment within the identified corridor extents. This involves a combination of on-site surveys and desktop study of existing records. At the time of this public consultation, various surveys and studies are underway. The information collected will also be shared with the technical designers for consideration in the design decision making process for the infrastructure works.

Further details of the environmental assessment approach for each scheme are outlined in an individual corridor document called "Information on the Proposed Approach to Environmental Assessment". This document gives a more in-depth description of the determination of the extents of anticipated impacts and how the cumulative impacts of adjacent core bus corridors and other construction projects will be assessed. **These draft reports are available to view and download on the website www.busconnects.ie.**

2.3 Transport Impact

The transport assessment of the core bus corridor proposals is focussed on the "movement of people" rather than, solely, the "movement of vehicles". In order to adequately determine the impact on public transport, active modes (walking and cycling), and general traffic, a comprehensive suite of transport models have been developed.

An extensive set of traffic counts were undertaken in late 2019 and early 2020 and this data, along with other sources, has been used to calibrate and validate the models to assist in the evaluation of the core bus corridors. On a strategic level, the Eastern Regional Model has been used to forecast the modal split for future years. At a more refined level, a Local Area Model has been developed to examine the potential displacement of traffic. In addition, detailed modelling is ongoing in terms of junction and corridor analysis tests and to quantify the effect on the movement of people through each junction and along the corridor itself.

Each EIAR will contain a section on the potential traffic and transport impacts associated with the construction and operational phases of the core bus corridors. This assessment will be informed by the following reports:

- Transport Impact Assessment (TIA) – this will include the comprehensive assessment of each core bus corridor covering all modes and will include a cumulative assessment of all corridors; and



- Transport Modelling Report – this will detail the model development, data inputs, calibration and validation, and forecast model development for the set of models used to support the assessment.

A draft, work-in-progress version of the "Transport Modelling Reports" for each core bus corridor, together with a summary of the work-in-progress strategic modelling results to-date, are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie**.

2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban cross sections across the core bus corridors, planning has also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authorities to ensure tie-in to existing schemes and initiatives. The NTA is focusing on finishing the layout of spaces, considering desire lines (how people want to move through spaces) and the placement of urban furniture (trees, bins, bollards, benches, bike stands, railings, etc.)

Urban Realm improvement opportunities along the routes present themselves through the civil/physical works needed to reach the BusConnects objective to provide bus priority, along with improved cycling and pedestrian facilities. All put together, the core bus corridors provide an opportunity for lots of continuous interventions that, together, can give a general city-wide lift.

The Urban Realm improvement opportunities are spread out along the core bus corridors and need to respond to and reflect specific locality and context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as carbon footprint considerations.

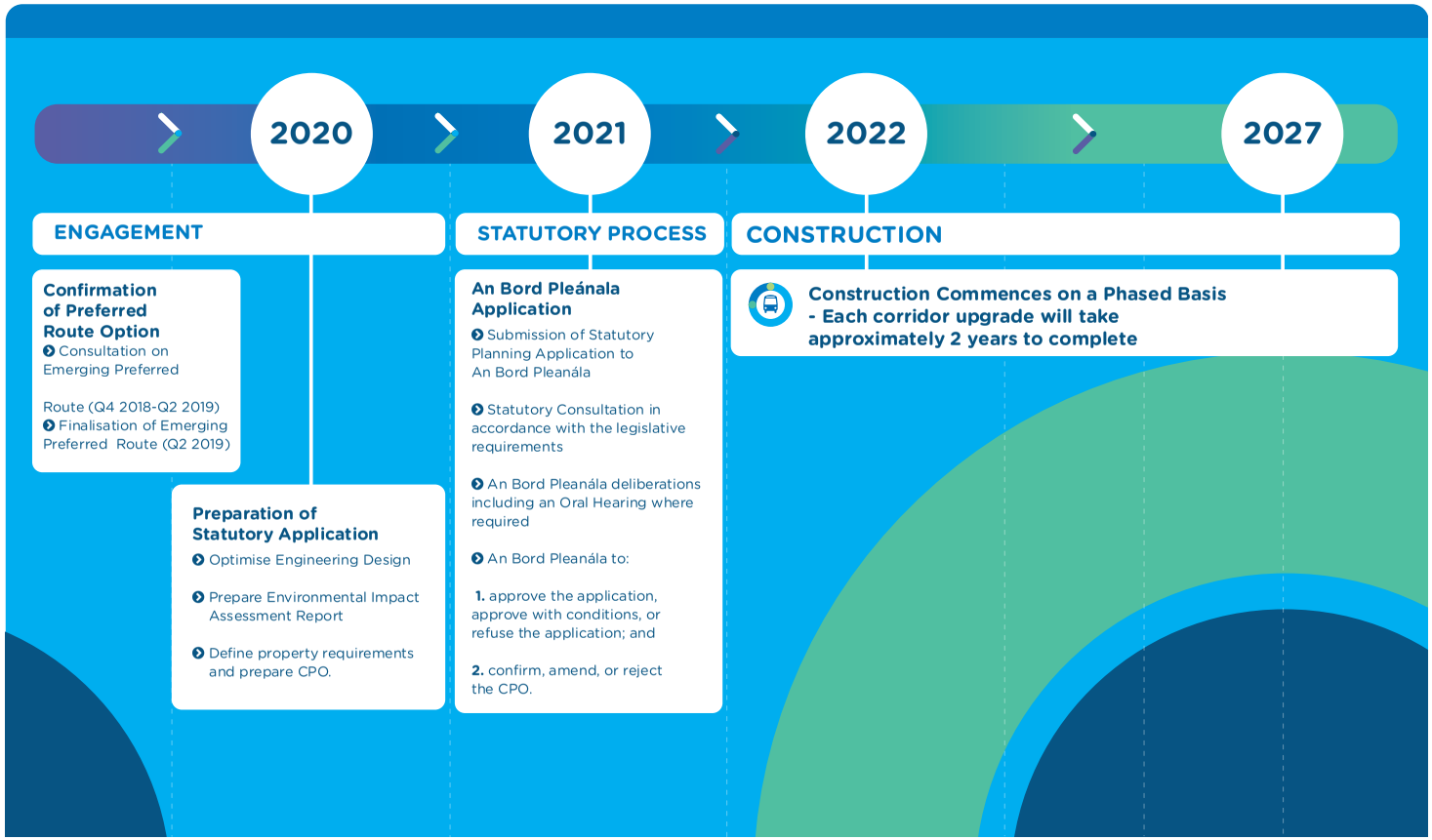
Further details of the urban realm design approach can be found in a document called "BusConnects Urban Realm Concept Design" published as part of the public consultation. **This document is available to view and download on the website www.busconnects.ie**.

2.5 Compulsory Purchase Maps & Schedules

In tandem with the technical design work the designers will be starting the work of preparing the various maps and schedules of areas that are proposed to be acquired under the statutory compulsory purchase order process (CPO). The attached Maps in this brochure indicate Proposed New Boundaries (Possible Land Acquisition) represented by broken red lines. These boundaries are indicative of potential areas for permanent CPO, and are not yet finalised. As detailed plots are finalised the designers will be continuing to seek to meet those with an interest in the impacted areas.

In some cases there may also be a need to realign driveways and/or redo the landscaping of property front gardens, or reorganise business accesses and/or loading areas. Some of these works may be outside the permanent CPO area, and consequently there may be a need to put in place temporary arrangements to ensure access during construction to carry out necessary accommodation works. Similar to the permanent CPO development, the designers will be continuing to seek to meet those with an interest in the impacted areas.

2.6 Timeline for the Core Bus Corridor Process



3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this core bus corridor. These proposals are subject to a second non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

Virtual consultation rooms for each Core Bus Corridor can be found on **www.busconnects.ie.** These rooms will provide a description of each Preferred Route from start to finish with supporting maps and include information of all revisions made, if any, since the last round of public consultation as well as other supporting documents.

3.1 General queries

The project website **www.busconnects.ie** has a dedicated section for the Core Bus Corridor project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to a dedicated Freephone – **1800 303 653** or by email to **cbc@busconnects.ie**

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:

cbc@busconnects.ie

BusConnects Core Bus Corridors
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

Following the third round of public consultation, the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála in 2021 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.

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4. Preferred Route Description

4.1 Overview

The Clondalkin to Drimnagh Core Bus Corridor (CBC) commences on the New Nangor Road at the junction with Woodford Walk and is generally routed along the New Nangor Road, the Naas Road, Walkinstown Avenue, the Long Mile Road and on to the junction with Walkinstown Road, where it joins the Greenhills CBC. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction.

The following paragraphs will describe each CBC section in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Preferred Route Option in March 2020.

4.2 Woodford Walk to Naas Road – Nangor Road

The Clondalkin to Drimnagh CBC commences at the junction of Woodford Walk and Nangor Road. For the majority of this section it is proposed to provide a footpath, segregated cycle track, bus lane and a general traffic lane in each direction on the New Nangor Road. The exception to this is from Woodford Walk to just east of the M50

overbridge. Over this section a footpath will be provided on the southern side of the road only, with the limited pedestrian demand along the northern side of the road catered for by the adjoining greenway. This arrangement avoids the need for the cycle track to deviate to the greenway either side of the M50 overbridge. In addition, the route will be connected to the adjoining greenway and future cycle routes at two other locations along the New Nangor Road. This represents a design change from the Preferred Route Option published in March 2020.

Under the M50 bridge it is proposed to provide one eastbound bus lane and a general traffic lane. Due to width constraints beneath the bridge westbound bus priority will be achieved on the general traffic lane using Signal Controlled Priority.

At the junction of Killeen Road (L1013) it is proposed to prohibit right turns in the southbound direction in order to facilitate the unobstructed movement of buses on this congested section of the New Nangor Road. An alternative route via Willow Road (L8388) is available to general traffic and has little or no impact on journey times. A two-way cycle track is now proposed on the northside of Nangor Road between Killeen Road and the Naas Road. This avoids the need for the signalised crossing of the Nangor Road which was included in the Preferred Route Option published in March 2020.

At the junction of the New Nangor Road/ Naas Road/Long Mile Road the feasibility of providing a grade-separated pedestrian and cycle facility is being considered, as the provision of high-quality pedestrian and cycle facilities through the existing signalised junction is challenging. The provision of a grade-separated facility will require additional land take from properties surrounding the junction. Details of this land take can be found in the Appendix of this brochure.

4.3 Naas Road to Walkinstown Road via Walkinstown Avenue and the Long Mile Road

On the Naas Road between the Long Mile Road and Walkinstown Avenue, the existing lane arrangement (one bus lane and two general traffic lanes in each direction) will be maintained. However, it is proposed to provide more separation between the cycle facilities and the existing carriageway along the segregated cycle routes on both sides of the road.

At the junction of Kylemore Road/Naas Road it is proposed to modify the bus stop facilities on the eastbound carriageway to improve the interchange between bus and the Luas Red Line at this location. This will require the diversion of left-turning traffic to John F Kennedy Drive.

At the junction of Walkinstown Avenue/ Long Mile Road it is proposed to alter the lane configuration to provide improved priority for buses turning right to Walkinstown Avenue. In addition, the left-turn slip lanes have been removed and segregated cycle facilities are provided to improve the level of service for vulnerable road users.

This CBC ties in with the Greenhills CBC at Slievebloom Park, in advance of Walkinstown Road.



4.4 Key Changes from the Preferred Route Published in March 2020

- The location of bus stops has been reviewed and rationalised, including the introduction of layby facilities to reduce delays to through buses and stops being located closer to signalised crossing points.
- The layout of all bus stops along the route have been refined.

- A two-way cycle track is proposed on the north side of Nangor Road and Naas Road between Killeen Road and John F Kennedy Drive.
- At the junction of the Naas Road / Kylemore Road / Walkinstown Avenue facilities for cyclists have been improved and a second bus lane provided for services continuing to the city centre via the Naas Road.

4.5 Key Facts

- Approximate number of properties that may be impacted **18**
- Approximate number of designated on-street parking spaces that may be removed **14**
- Approximate number of roadside trees that may be removed **15**
- Approximate route length: **4kms**
- Approximate cycle route length: **4kms**
- Current bus journey time: **up to 21 mins**
- BusConnects journey time: **14 mins**
- Future Bus journey time without BusConnects: **25 mins +**

5. Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial core bus corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside segregated cycle lanes/tracks where feasible and general traffic.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where is it not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the core bus corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a further round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from this round of public consultation and also subsequent examination in the context of environmental impact assessment.

5. Bus Gate



A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the bus gate. To see an animation of a how a Bus Gate will work, please visit our website **www.busconnects.ie**.

6. Signal Controlled Priority (SCP):

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is typically only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be when a road has pinch-points where it narrows due to existing buildings or structures that cannot be removed to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic will be stopped at the signal to allow the bus pass through the narrow section first, when the bus has passed the general traffic will then be allowed through the lights. To see an animation of a how Signal Controlled Priority will work, please visit our website **www.busconnects.ie**

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

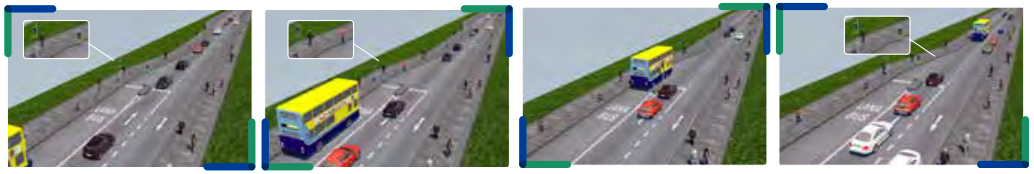
8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclist along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play and use for activities such as walking, exercise or commuting to/from work. The Urban Realm encompasses all streets, squares, junctions and other rights-of-way in residential, commercial and civic use areas as well as seating, trees and other enhancements. When well designed and laid out with care in a community setting, it enhances the everyday lives of residents and those passing through.

Signal Controlled Priority (SCP)



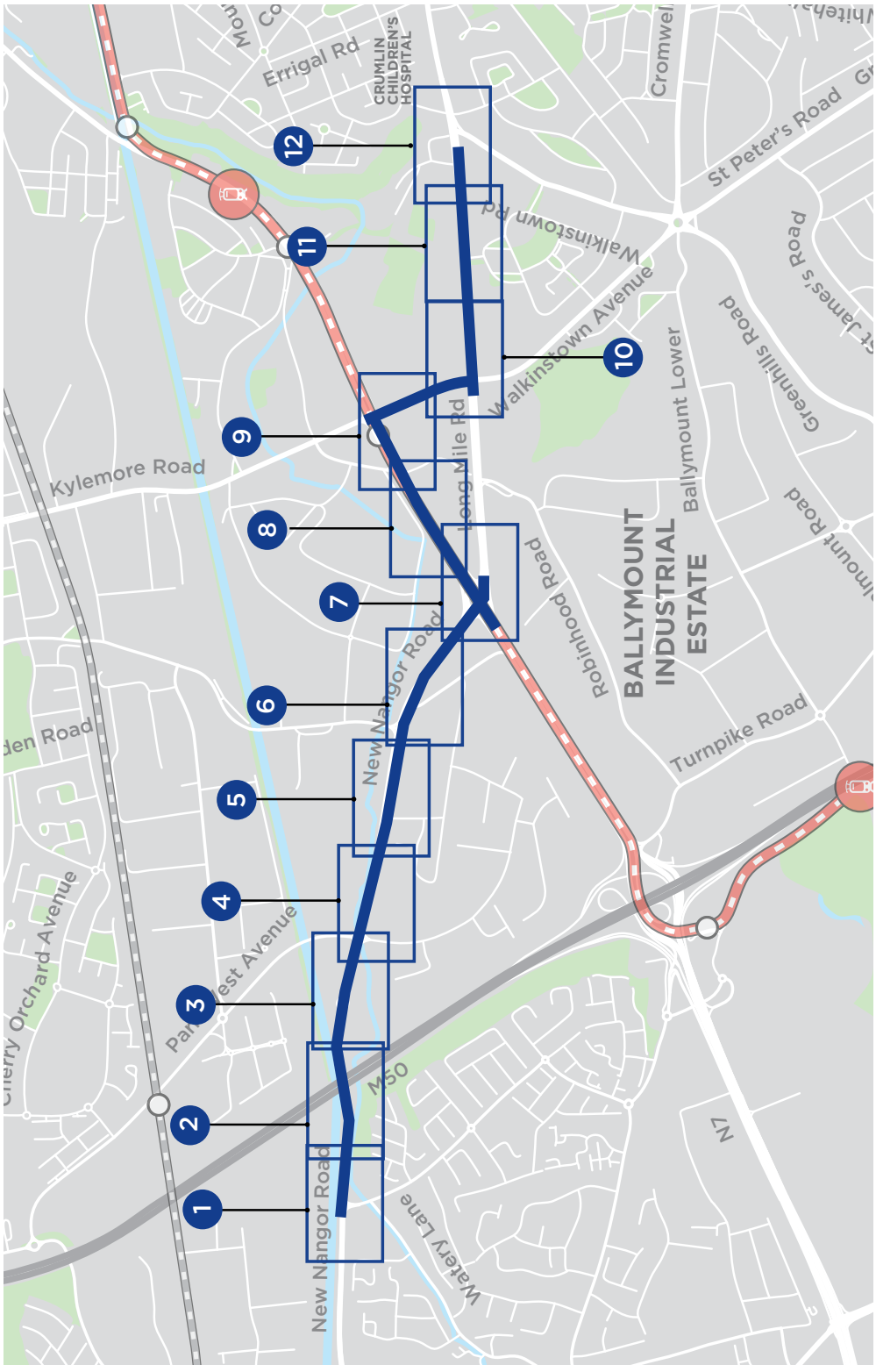
1. Traffic proceeds as normal.
2. As the bus approaches, the light signal changes to halt general traffic.
3. The bus has priority to proceed.
4. When the bus has cleared the junction, general traffic proceeds.

6. Appendices

Index maps
Route maps

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

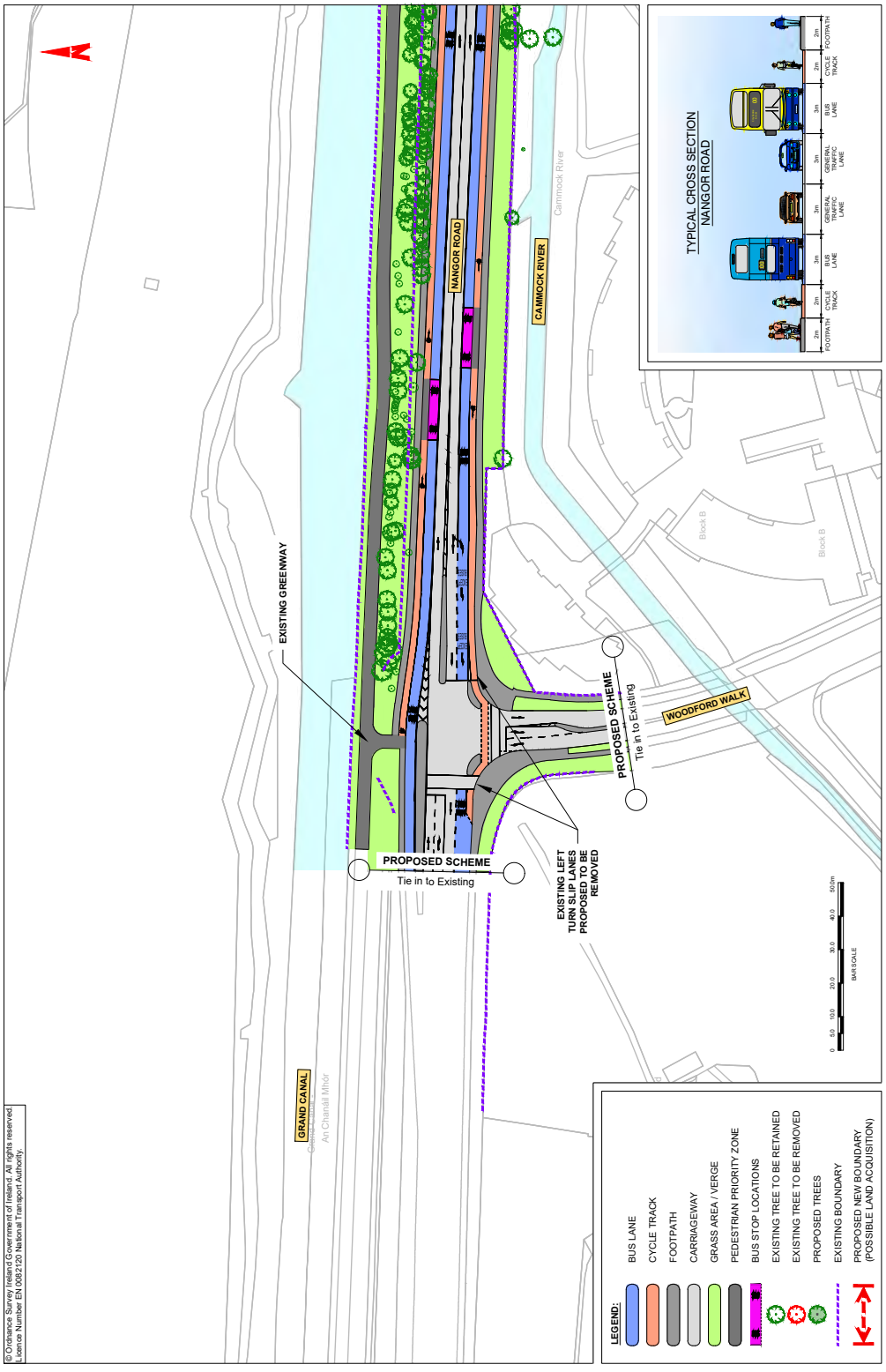
Index Map



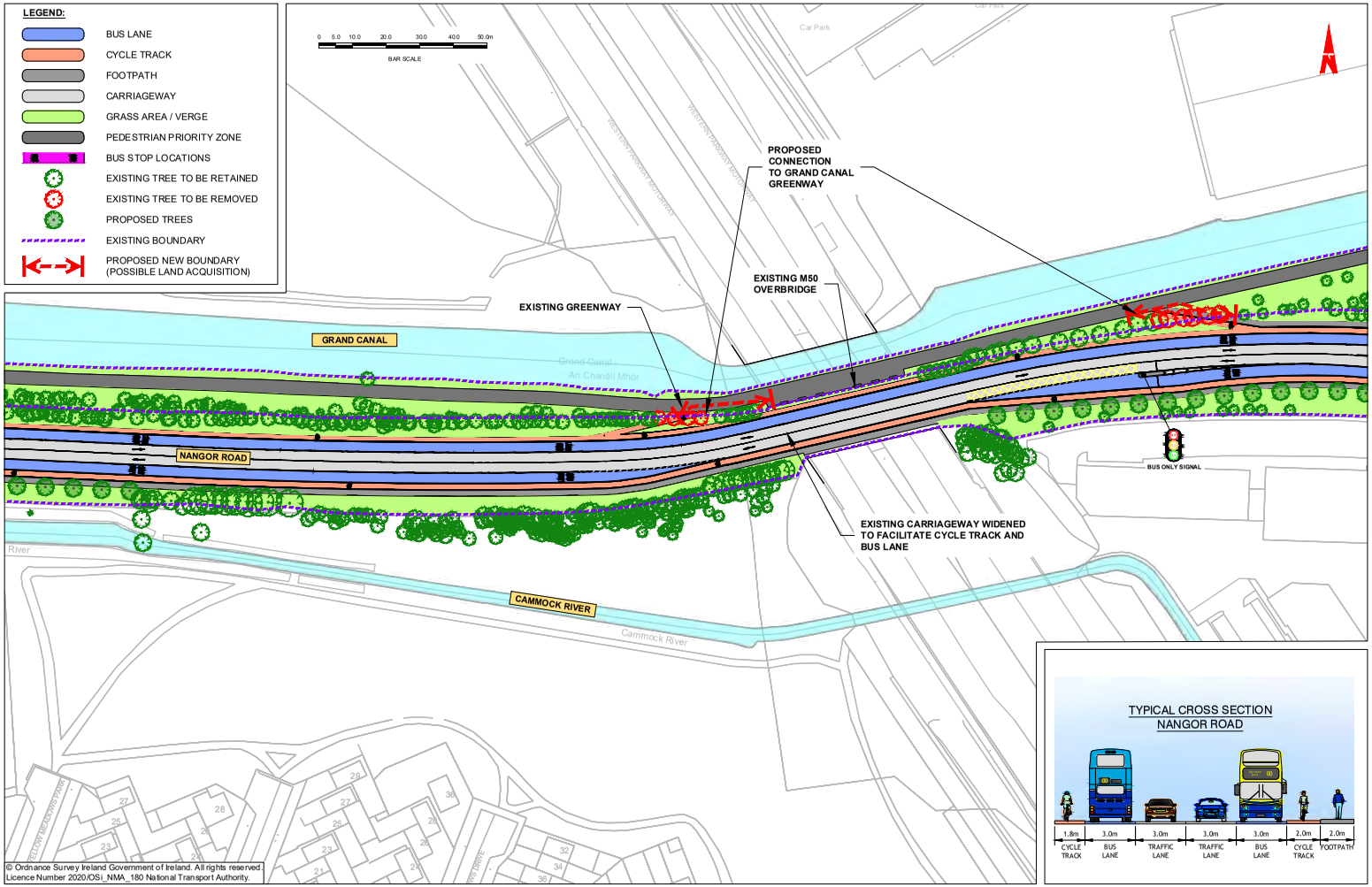
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

MAP 1: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

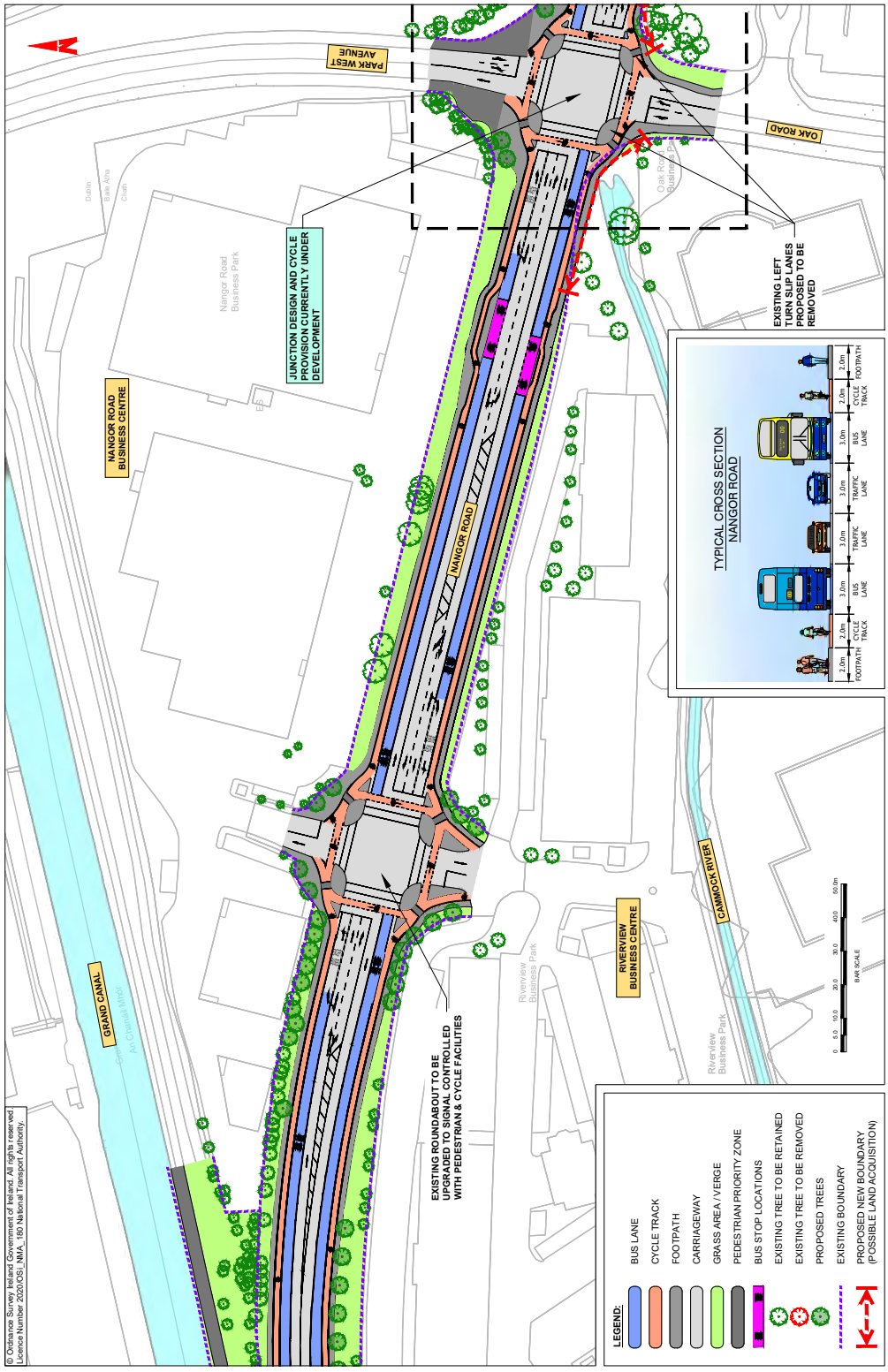


MAP 2: Preferred Route



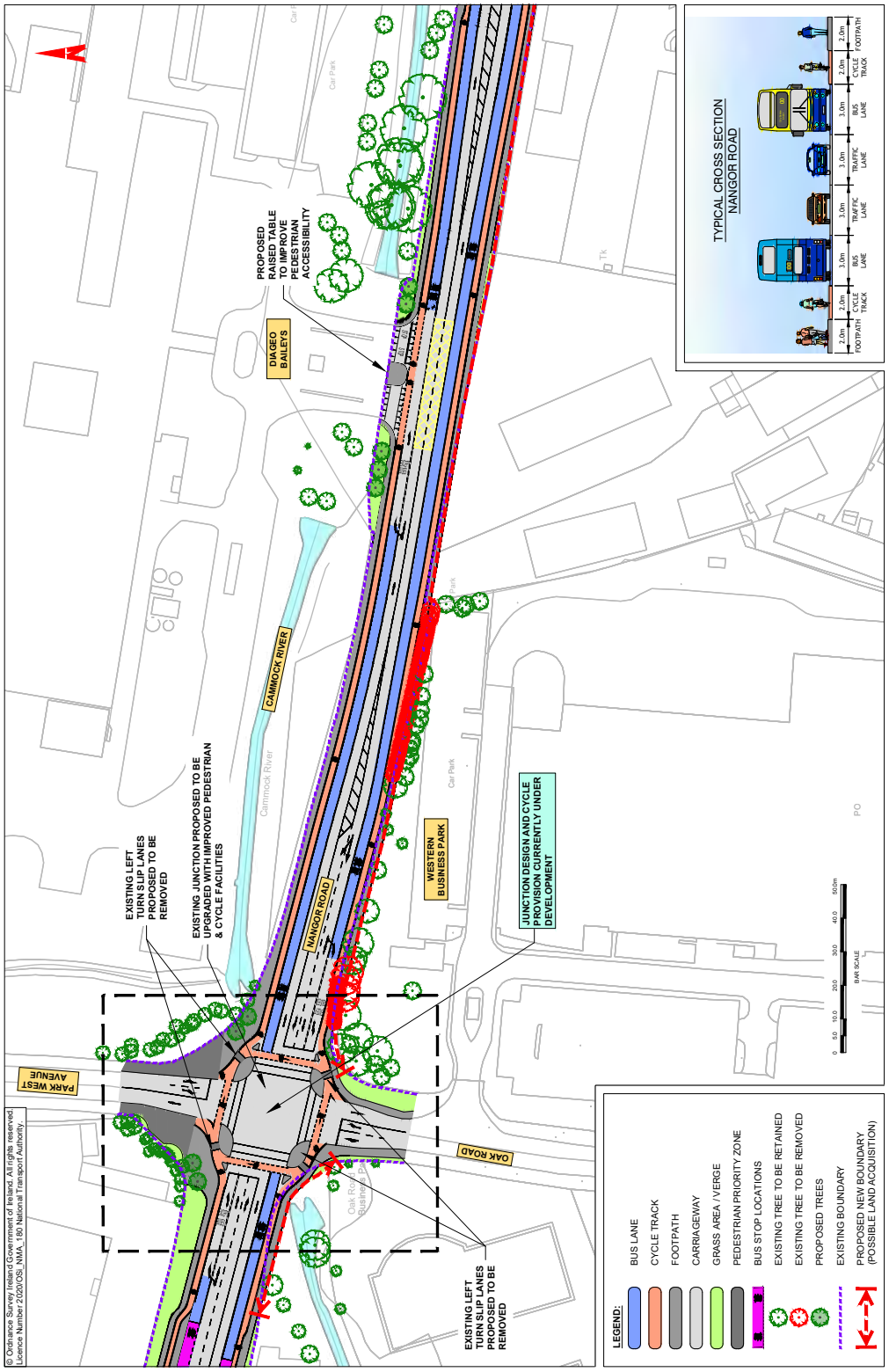
MAP 3: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 4: Preferred Route



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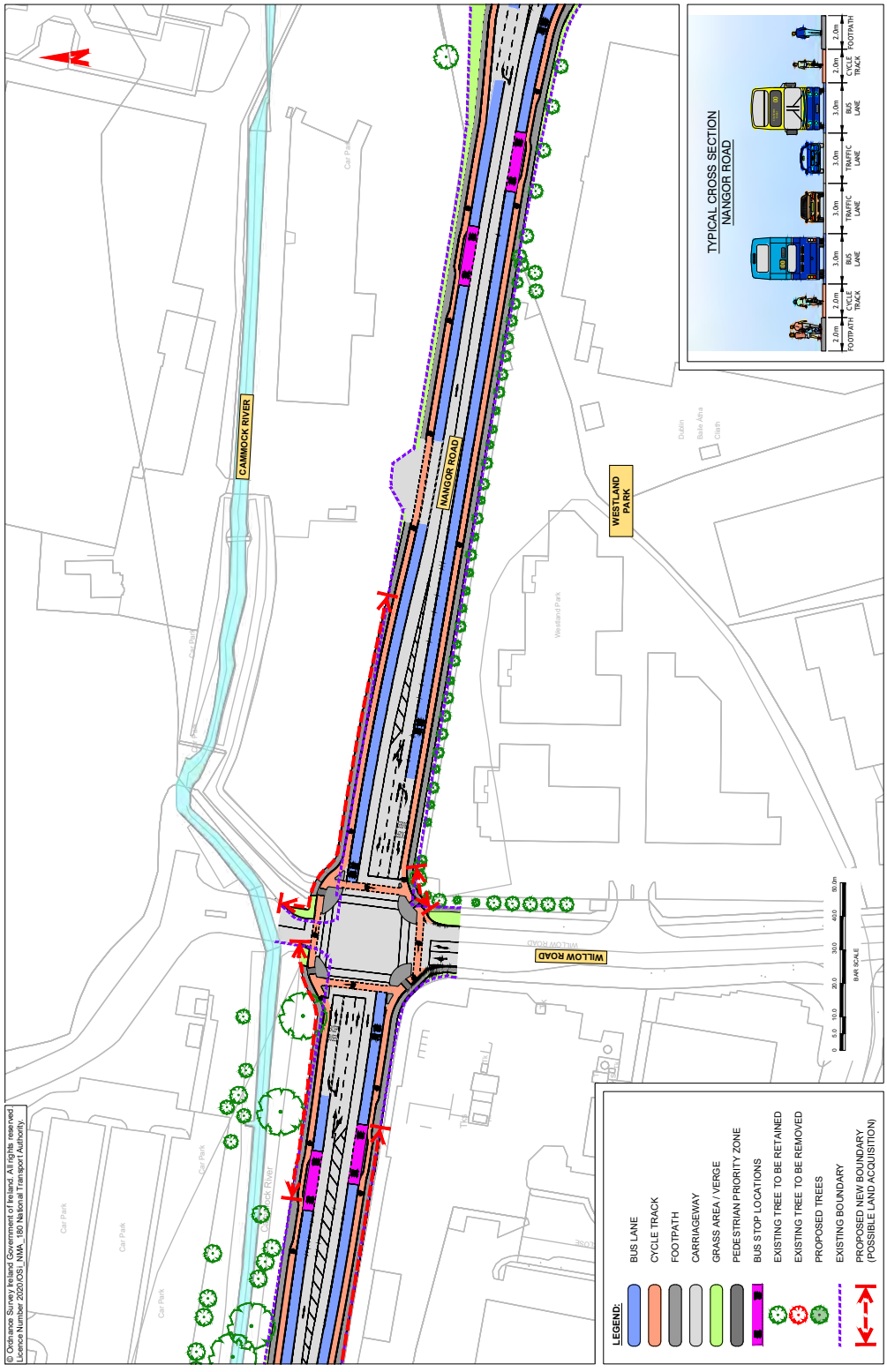
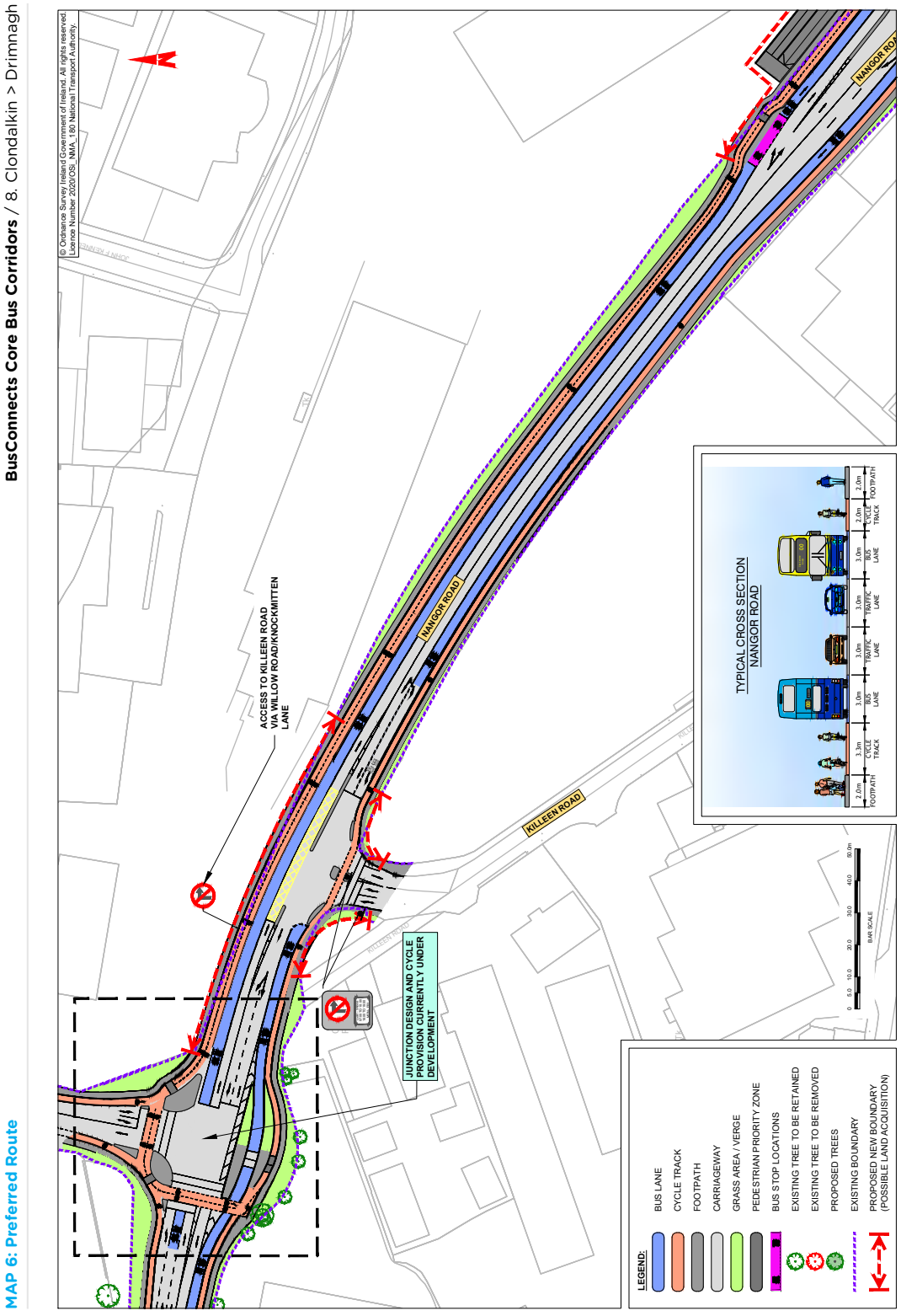
MAP 5: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



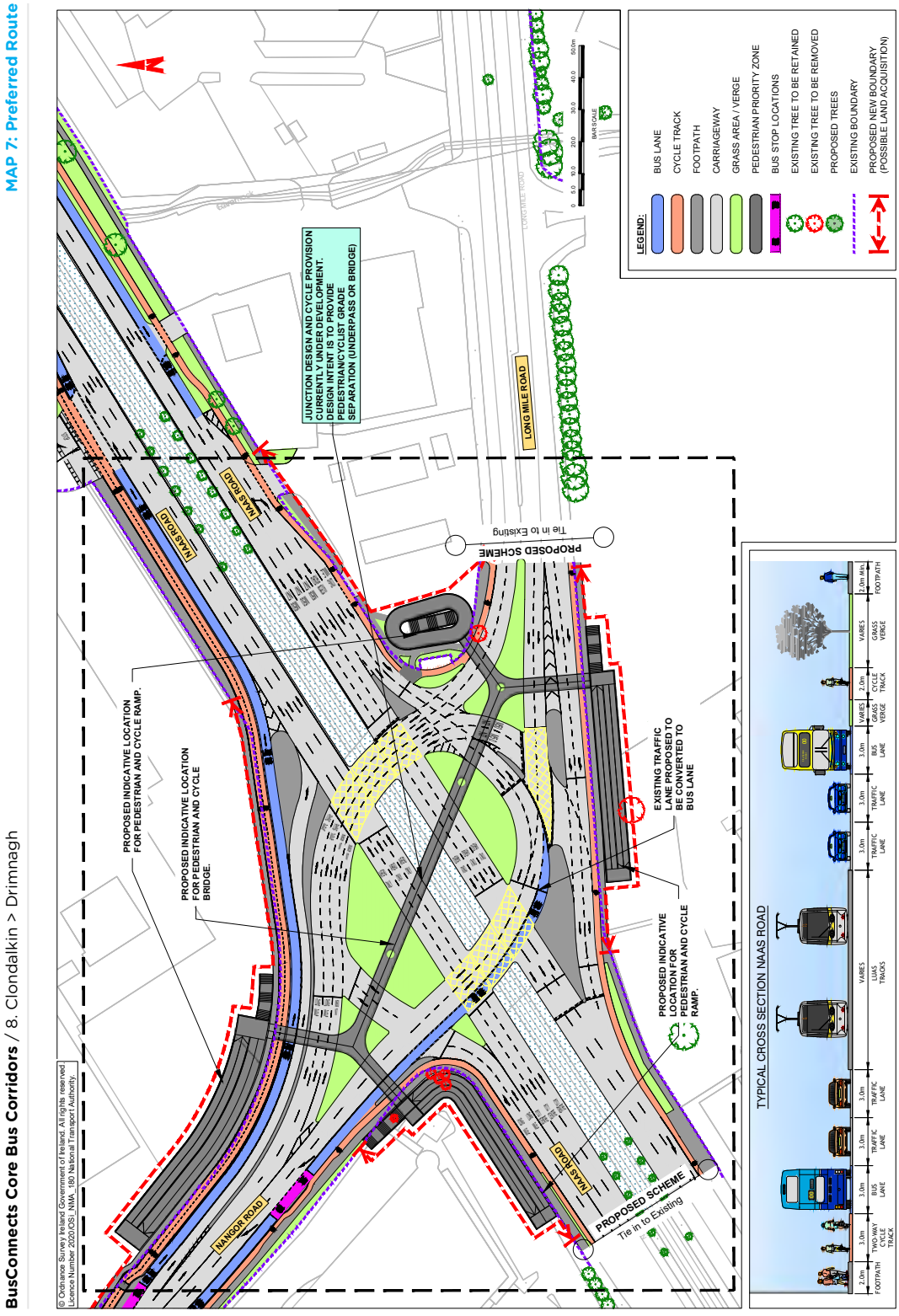
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

MAP 6: Preferred Route



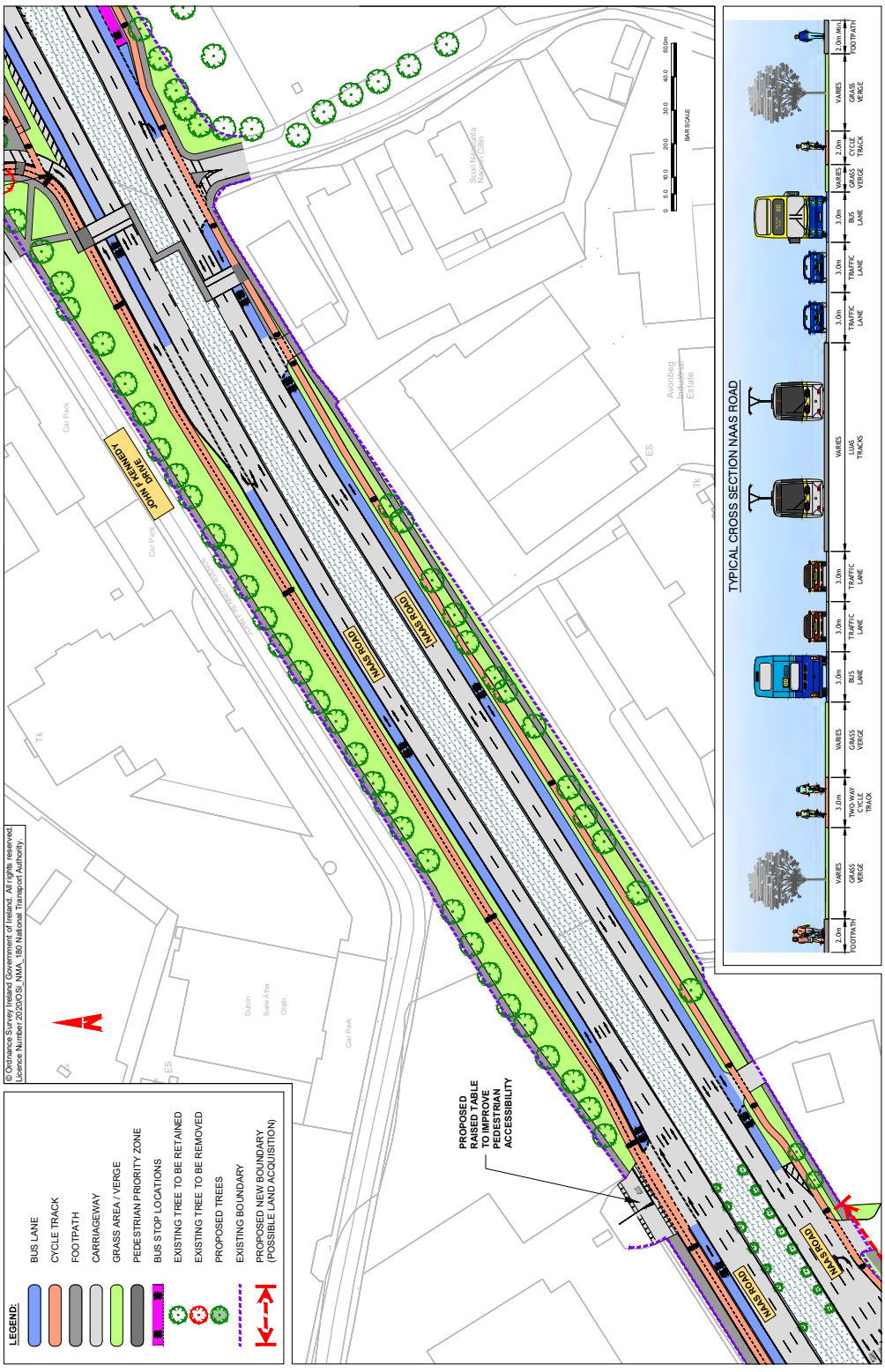
MAP 7: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



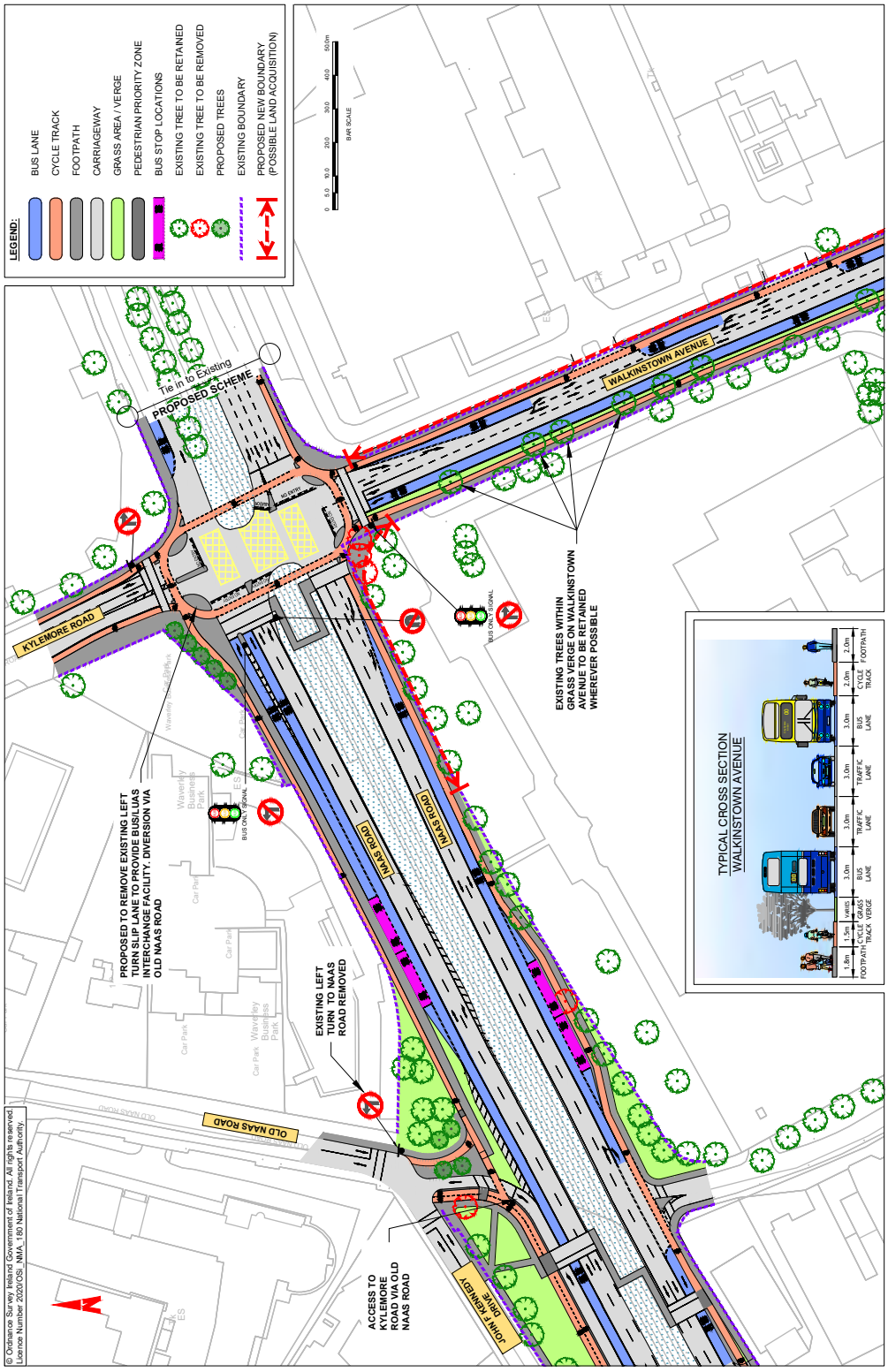
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh

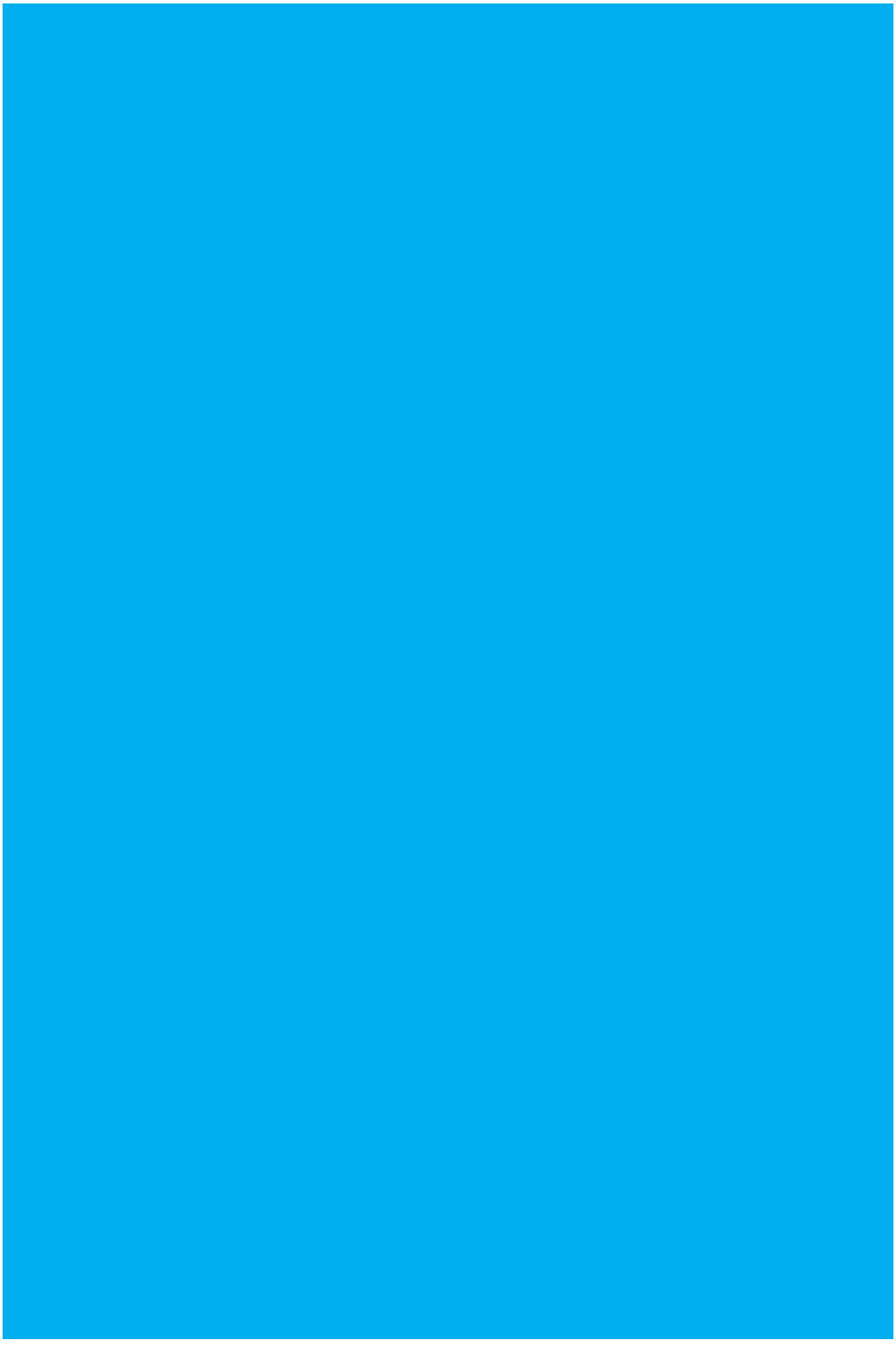
MAP 8: Preferred Route



MAP 9: Preferred Route

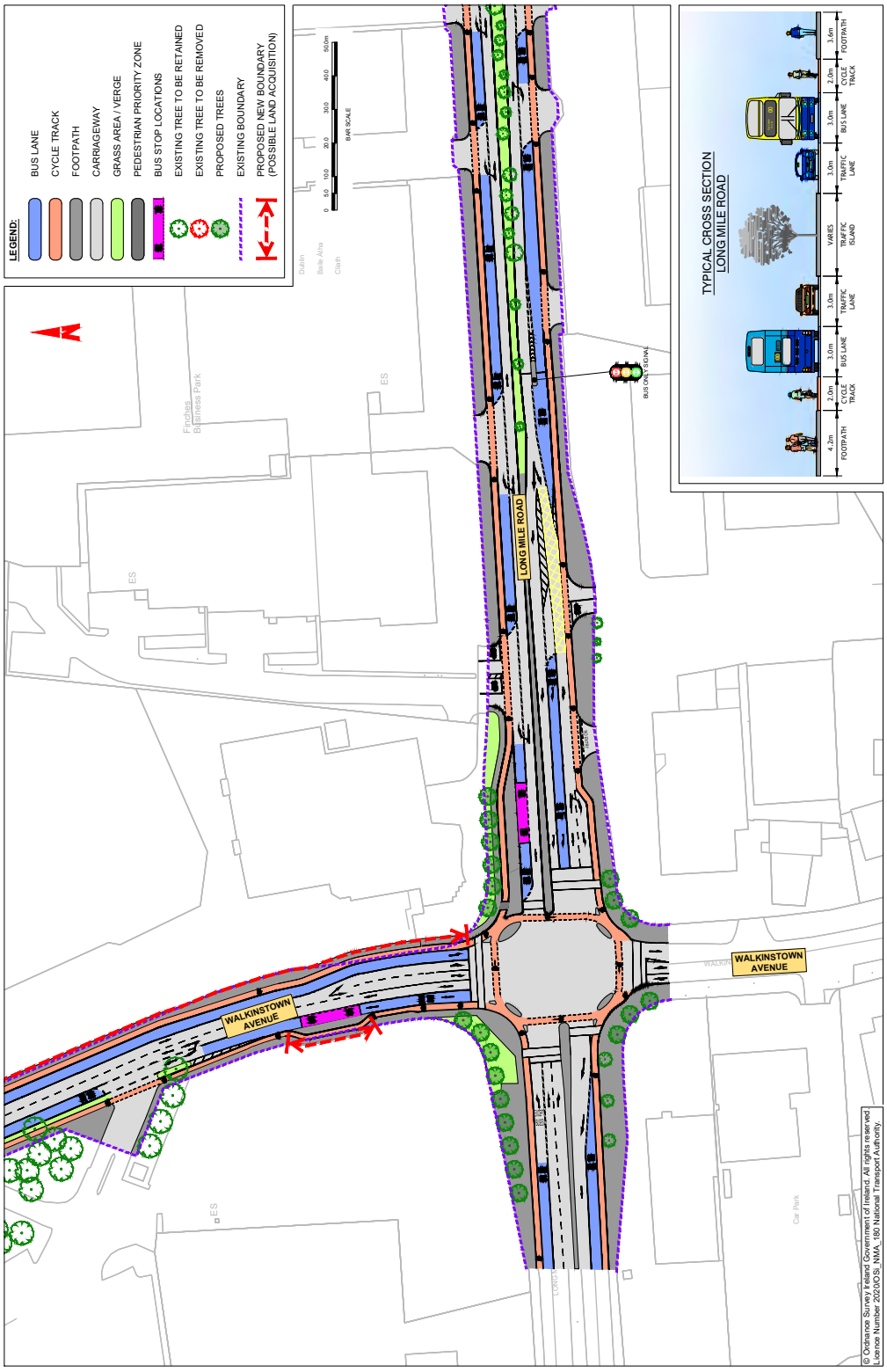
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh





MAP 10: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



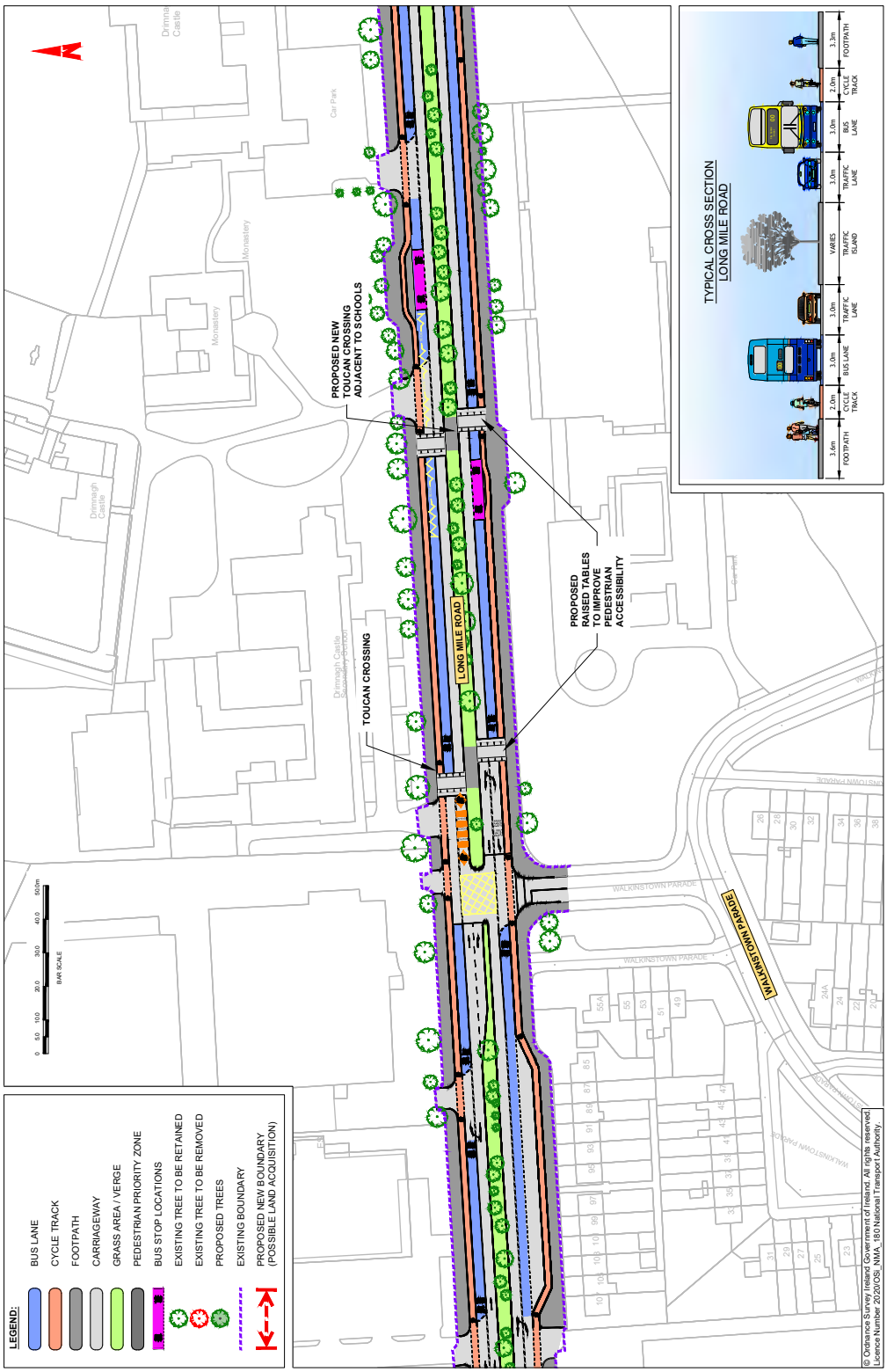
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



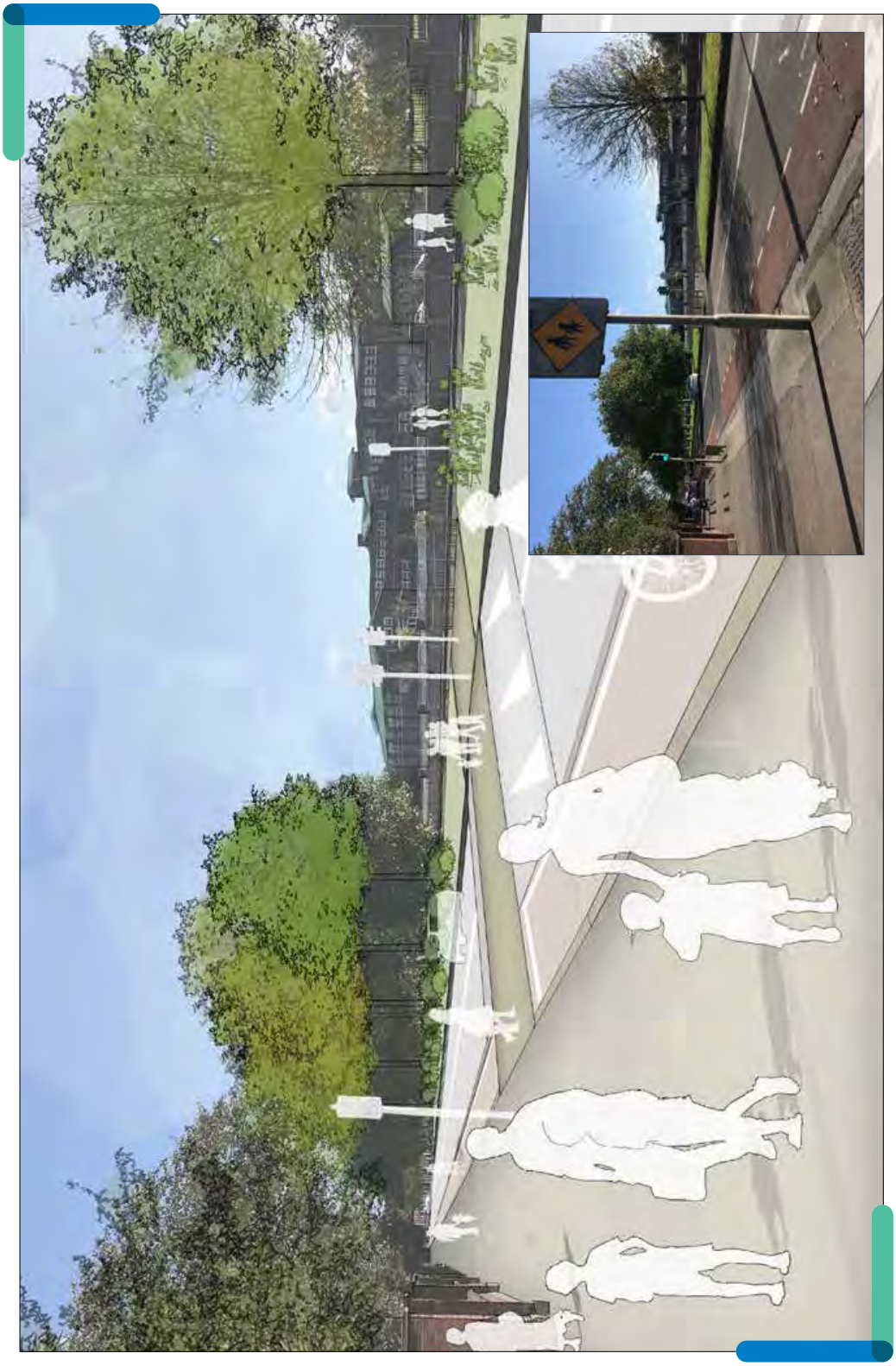
Urban Realm concept Long Mile Road

MAP 11: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



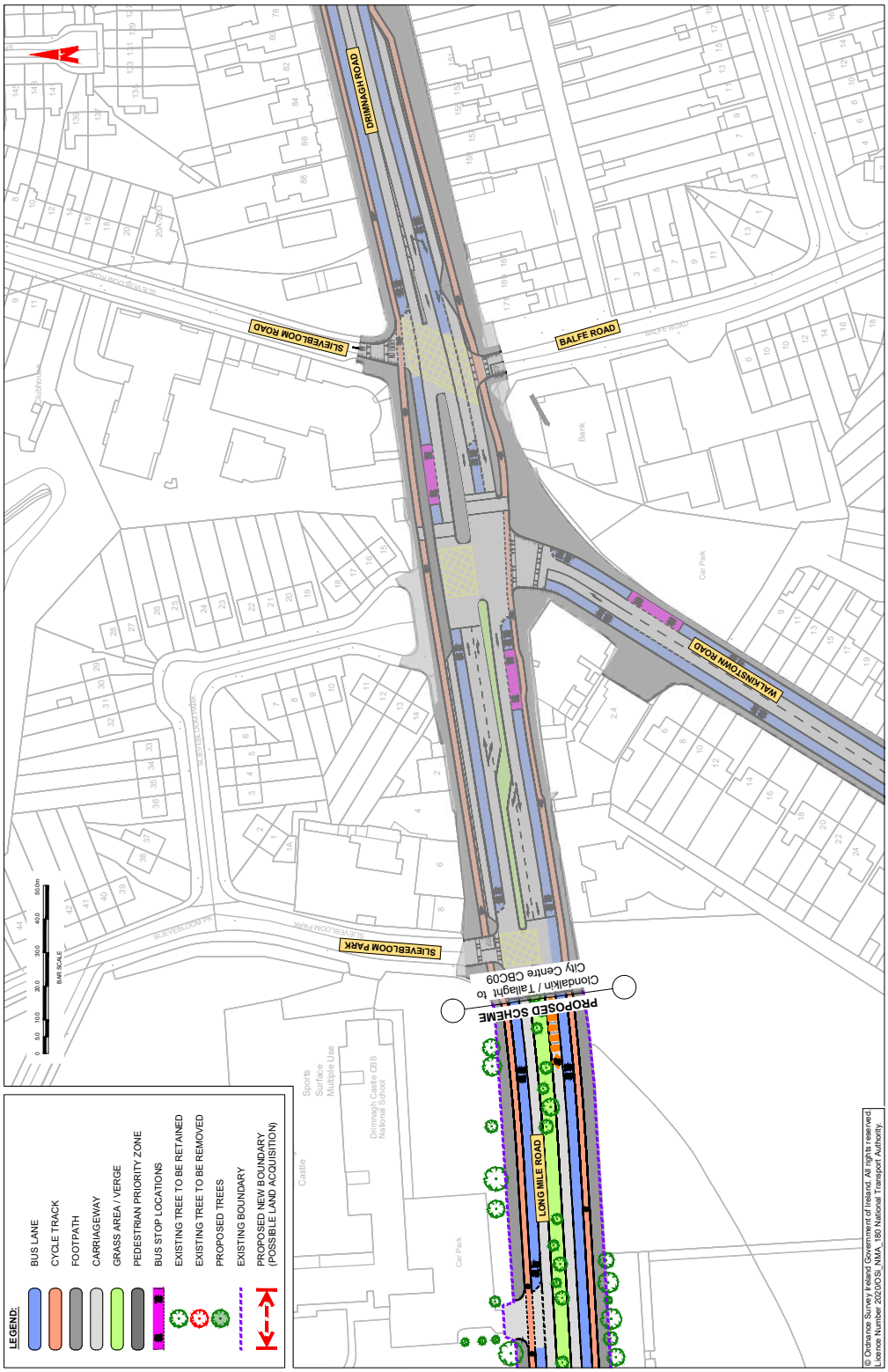
BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh



Urban Realm concept Long Mile Road Schools

MAP 12: Preferred Route

BusConnects Core Bus Corridors / 8. Clondalkin > Drimnagh





Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Harcourt Lane,
Dun Sceine,
Dublin 2.

D02 WT20



Project Ireland 2040
Building Ireland's Future

Cluain Dolcáin go Droimeanach

8

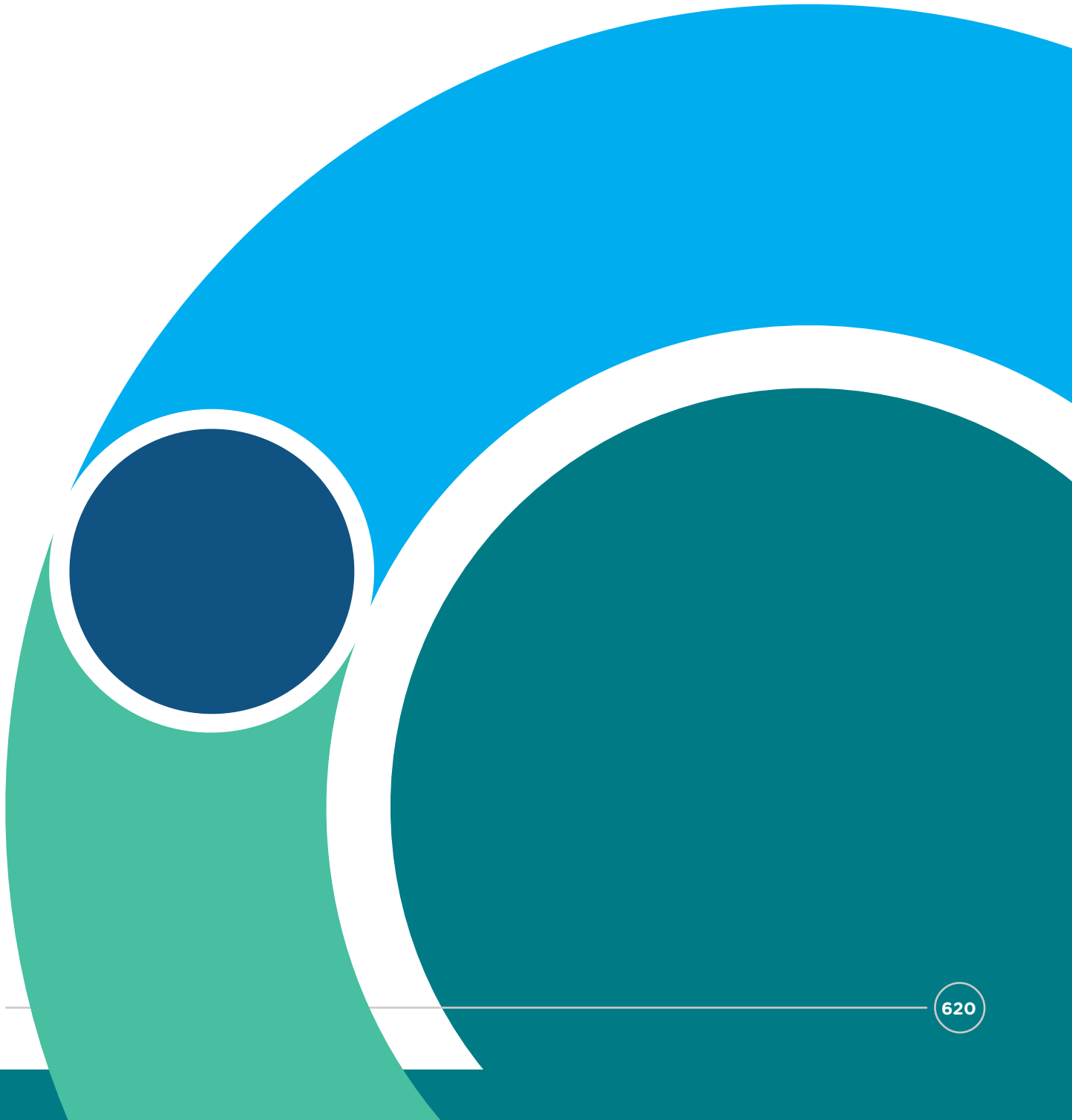
Bealach Roghnaithe na Croíchonaire Bus

An Tríú Babhta Comhairliúcháin Phoiblí Samhain 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5B Public Representative Engagement



Correspondence with local public representatives regarding a briefing ahead of the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Virtual Briefing for Public Representatives

From: BusConnects Core Bus Corridor
Sent: Monday 2 November 2020 14:13
Subject: BusConnects Dublin - Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks) Virtual Briefing for Public Representatives

SAVE THE DATE – WEDNESDAY, 04th NOVEMBER 2020

VIRTUAL BRIEFING FOR PUBLIC REPRESENTATIVES:

BusConnects Dublin – Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks)

Third Round Of Public Consultation Commences

When: Wednesday, 04th November 2020
Where: Online Webinar via Zoom
Time: 2pm – 3pm
****Registration Required in Advance****

Dear Public Representative,

On Wednesday 04th November 2020, the National Transport Authority (NTA) will commence the third round of public consultation, of Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. **The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle lanes/tracks**.

The consultation period will run from **Wednesday 04th November until Wednesday 16th December 2020.**

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Due to the pandemic and Government

Cont.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Virtual Briefing for Public Representatives

restrictions, it was decided by the NTA in March that an additional third round of public consultation would take place later in the year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

These proposals are subject to a third non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval during the first quarter of 2021.

Due to the ongoing Covid-19 restrictions, this public consultation will take place using virtual and online facilities. However, potentially impacted property owners will be contacted directly by BusConnects and offered one to one calls with our design team members.

For the general public there will be a range of public consultation facilities:

- **Virtual Public Information Rooms** – A virtual information room has been created for each of the 16 Core Bus Corridors. These can be accessed through our website www.busconnects.ie from 12 noon on Wednesday 04th November and will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There will also be an Audio option available for the virtual information room.
- **Website** – Updated versions of the 16 Core Bus Corridor Brochures will be available to view and download on our website www.busconnects.ie and additional supporting documentation. The brochures will also be available in HTML, PDF and Audio versions on our website.
- **Community Forums** – We will carry out a series of Community Forums via online webinars and details of those dates and invitations will be issued to Forum members following Wednesday's launch.
- **General queries and Submissions** – Submissions and general queries can be sent to our email address cbc@busconnects.ie or to our NTA postal address. If there are queries that cannot be answered through the information on the website or at the Community Forums, there is a Freephone number 1800 303 653.

We will be issuing, by email on Wednesday morning, further details of the proposals to all public representatives in the areas covered by the corridors, including dates and

Cont.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Virtual Briefing for Public Representatives

details for the Community Forums.

In addition, we have arranged an online briefing session via Zoom for all public representatives on Wednesday 04th November from 2pm – 3pm. All public representatives across the Dublin region are invited to join this briefing where representatives of the NTA and the BusConnects team will provide information on the third round of public consultation and address any queries that you may have.

Please note, you must register for the meeting in advance.

Registering for Virtual Briefing:

You are invited to a Zoom webinar.
When: Nov 4, 2020 02:00 PM Dublin
Topic: BusConnects Dublin – Core Bus Corridors Public Representatives Briefing
Register in advance for this webinar:
https://zoom.us/webinar/register/WN_4t8syDQiSW-k6z5pbToQbg

After registering, you will receive a confirmation email containing information about joining the webinar.

We look forward to seeing you on the online briefing on Wednesday.

Yours Sincerely,

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN

Correspondence with local public representatives regarding the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - CBC Virtual Briefing for Public Representatives

From: BusConnects Core Bus Corridor
Sent: Wednesday 4 November 2020 11:37
Subject: BusConnects Dublin - Core Bus Corridors (Bus Priority & Cycle Lanes/ Tracks) Virtual Briefing for Public Representatives

Dear Public Representative,

Today, the National Transport Authority (NTA) announced details of the third round of public consultation, of Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. **The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle lanes/tracks.**

The consultation period will run from **Wednesday 04th November until Wednesday 16th December 2020.**

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Due to the pandemic and Government restrictions, it was decided by the NTA in March that an additional third round of public consultation would take place later in the year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

These proposals are subject to a third non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval during the first quarter of 2021.

Due to the ongoing Covid-19 restrictions, this public consultation will take place using virtual and online facilities. However, potentially impacted property owners will be contacted directly by BusConnects and offered one to one calls with our design team members.

Cont.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - CBC Virtual Briefing for Public Representatives

For the general public there will be a range of public consultation facilities:

- **Virtual Public Information Rooms** – A virtual information room has been created for each of the 16 Core Bus Corridors. These can be accessed on our website www.busconnects.ie and will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There is also an Audio option available for the virtual information room.

- **Website** – Updated versions of the 16 Core Bus Corridor Brochures as well as additional supporting documentation are available to view and download on our website www.busconnects.ie . The brochures are also available in HTML, PDF and Audio versions on our website.

- **Community Forums** – We will carry out a series of Community Forums via online webinars. Please find attached the schedule for the Community Forum meetings which begin on Tuesday 10th November. Community Forum members will receive an email a week in advance of their meeting with a link to register. After registering, they will receive a confirmation email containing information about joining the meeting. Please note all Community Forum members must be registered before 2pm on the day of the forum.

- **General queries and Submissions** – Submissions and general queries can be sent to our email address **cbc@busconnects.ie** or to our NTA postal address. If there are queries that cannot be answered through the information on the website or at the Community Forums, there is a Freephone number 1800 303 653.

We would also like to remind you of our online briefing session via Zoom for all public representatives which takes place today from 2pm – 3pm. All public representatives across the Dublin region are invited to join this briefing where representatives of the NTA and the BusConnects team will provide information on the third round of public consultation and address any queries that you may have. Please note, you must register for the meeting in advance.

Cont.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - CBC Virtual Briefing for Public Representatives

Registering for Virtual Briefing (For Public Representatives Only):

You are invited to a Zoom webinar.

When: Nov 4, 2020 02:00 PM Dublin
Topic: BusConnects Dublin – Core Bus Corridors Public Representatives Briefing

Register in advance for this webinar:
https://zoom.us/webinar/register/WN_4t8syDQiSW-k6z5pbToQbg

After registering, you will receive a confirmation email containing information about joining the webinar.

In conclusion, we look forward to continuing working with you in the coming weeks and months in order to vastly improve the bus and cycling experience for those who wish to use sustainable transport modes in and around the city.

Yours Sincerely,

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN

Correspondence with local Public Representatives regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridor Community Forum on 25 November 2020 Via Zoom Webinar:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Invite to Clondalkin to Drimnagh & Greenhills to City Centre Core Bu...

From: BusConnects Core Bus Corridor
Sent: Tuesday 17 November 2020 21:21
Subject: BusConnects Dublin - Invite to Clondalkin to Drimnagh & Greenhills to City Centre Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks) Community Forum via Zoom Webinar on Wednesday 25th November at 6.30pm.

Dear Public Representative,

This email is a gentle reminder that the **Clondalkin to Drimnagh & Greenhills to City Centre Core Bus Corridors Community Forum will take place via Zoom Webinar on Wednesday 25th November at 6.30pm.**

Please note, should you wish to join this webinar, you must use the link below to register in advance.

> **Link to register for Clondalkin to Drimnagh & Greenhills to City Centre CBC Community Forum Webinar:**
>
> You are invited to a Zoom webinar.
>
> **When:** Nov 25, 2020 06:30 PM Dublin
>
> **Topic: BusConnects Core Bus Corridors - Clondalkin to Drimnagh & Greenhills to City Centre Community Forum Webinar - Wednesday 25th November @6.30pm.**
>
> Register in advance for this webinar:
>
> https://zoom.us/webinar/register/WN_8GCgijjjRIqamF61QIsoeA
>
> After registering, you will receive a confirmation email containing information about joining the webinar.

Community Forum members who wish to attend must be registered **before 2pm on the day of the Community Forum webinar.**

Cont.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Invite to Clondalkin to Drimnagh & Greenhills to City Centre Core Bu...

Membership of the Community Forum comprises of **two representatives from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives.** As places are limited, only two representatives per group can be accepted. This is to ensure that as many groups as possible have an opportunity to ask a question specific to their group within the duration of the Forum.

A Zoom link to register for the remaining Community Forum webinars in your constituency/local electoral area will be sent to you a week in advance of these webinars taking place. Please find the **Core Bus Corridors Community Forum Webinar schedule** attached once again for your information.

Finally, please find attached the **Community Forum Webinar Protocols document** for your attention. We would ask that you take time to read this short document before the webinar to understand how the webinar will be run on the night.

Regards,

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM WEBINAR (VIA ZOOM) PROTOCOLS

1. Registering for the Community Forum:

- In order to register for the Community Forum webinar, the NTA will share the registration link to all Community Forum members the week before the webinar.
- All those who wish to attend will then complete the registration form.
- Once registered, they will receive an email notification with a unique Zoom 'join link'
- for the Community Forum webinar.
- All attendees must be registered before 2pm on the day of their respective
- Community Forum webinar.

2. Logging into Webinar

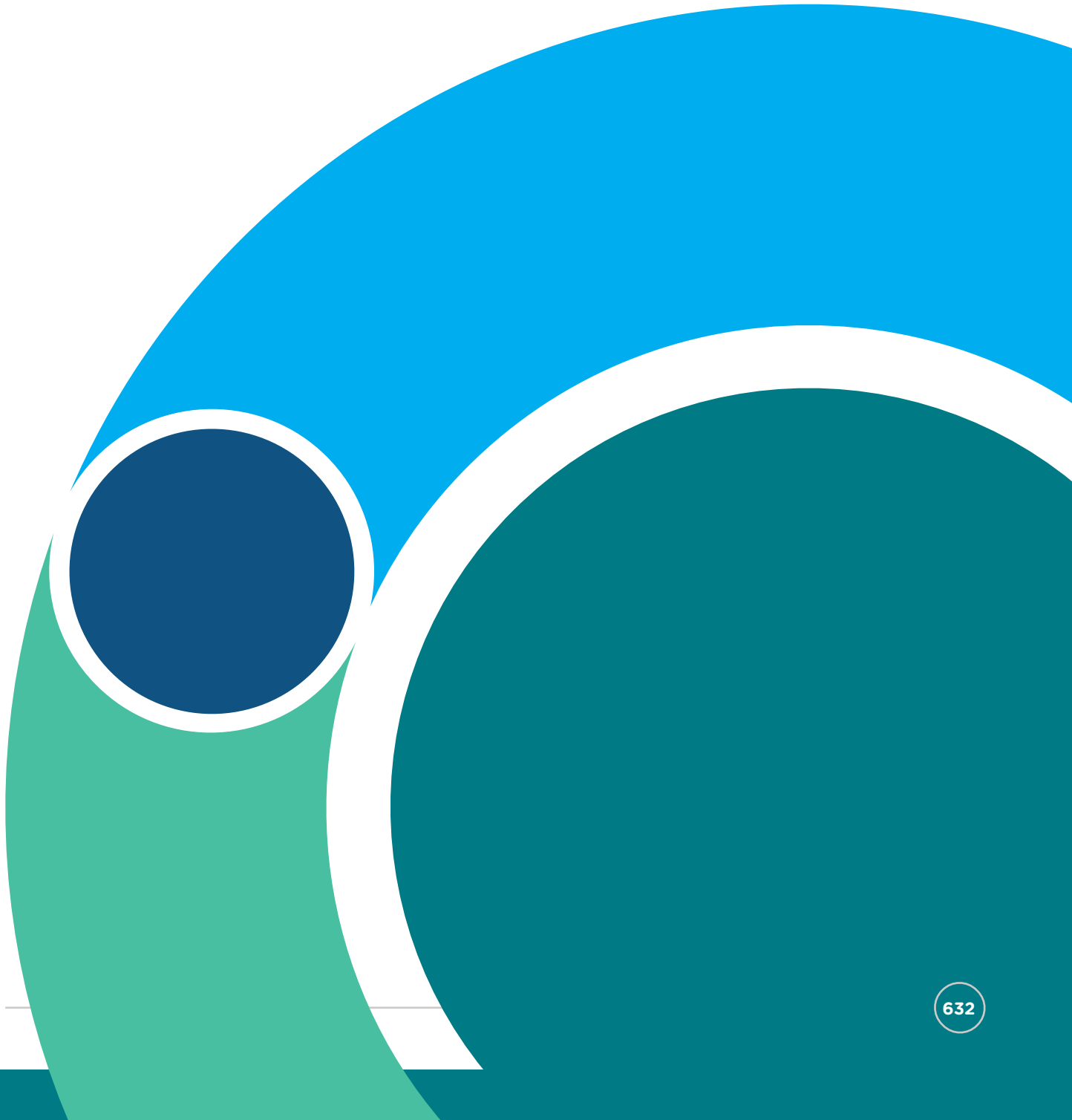
- The webinar will commence at 6.30pm and is due to conclude at 8pm.
- At 6.30pm, the Webinar 'host' allows registered attendees to join the meeting.

3. Participants on the webinar:

- **Webinar Host:** Representative of the NTA. The host of the webinar is the user who the webinar is scheduled under. They have full permissions to manage the webinar, panelists, and attendees. The host starts and stops the webinar when it concludes.
- **Independent chairperson:** The Community Forum Webinar will be chaired by an independent chairperson.
- **Panelists:** NTA representatives who will provide a presentation on the Core Bus Corridor in question.
- **Webinar Attendees:** Registered Community Forum members who are view-only participants. Attendees are automatically muted upon entrance to the Webinar (and can be unmuted by the host at any time). This function of the Zoom Webinar prevents background noise and distractions and allows all attendees to clearly hear the independent chairperson and NTA panelists.

4. Asking a Question:

- Once the presentation has concluded, there will be a Q&A session for attendees to pose questions to the NTA representatives.
- Webinar Attendees can interact with the host and the panelists through the chat box.
- To ask a question, enter your name **and** that of the resident group/ association you are representing into the **'Chat' box** on the Zoom controls panel.
- - The Independent chairperson will then ask the host to unmute the audio button for each individual sequentially to ask their question to the NTA representatives.
- The Independent chairperson will then ask the NTA representatives to answer these questions sequentially in batches of three.
- A Core Bus Corridors webinar briefing took place for all public representatives on Wednesday 4th November. Therefore, whilst there will be an opportunity for public representatives to ask additional questions, this will be in the last quarter of the Q&A section. This is to allow priority for the representatives of Resident groups, Special interest groups and Community Forum members to ask questions.



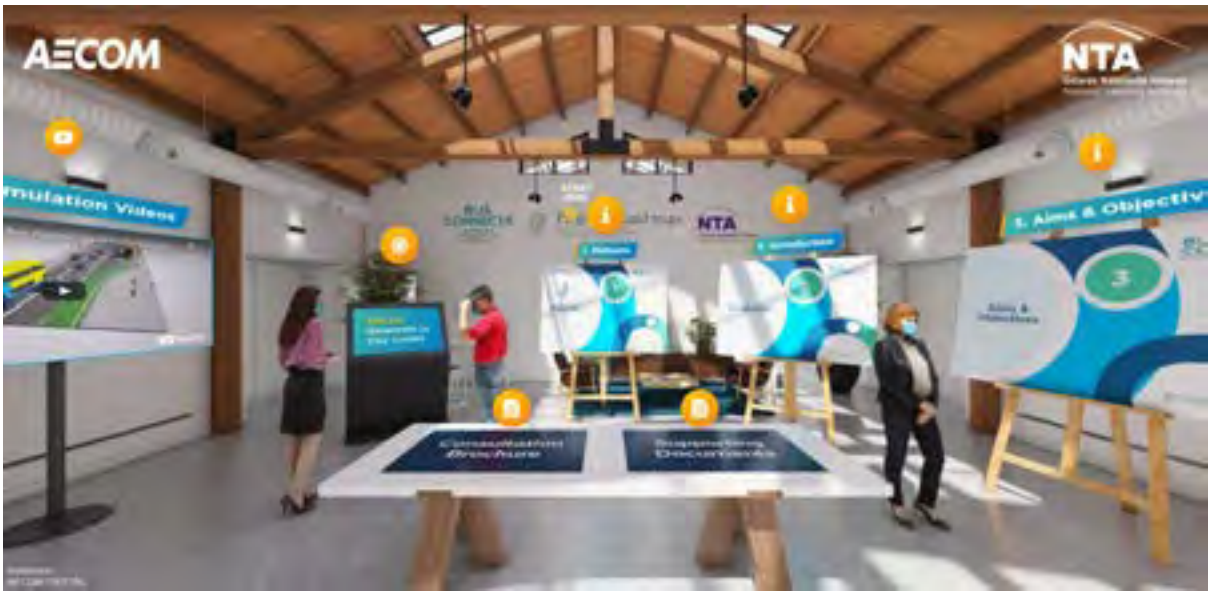
5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5C Public Consultation Virtual Information Rooms



Greenhills to City Centre & Clondalkin to Drimnagh Core Bus Corridor Scheme – Public Consultation Virtual Information Room

A public consultation virtual information room was created for each of the Core Bus Corridor Schemes. These were available on our website www.busconnects.ie and remained open for a six week period. Each virtual room provided details of the Preferred Route Option for each corridor including maps and supporting documents. There was also an audio option available for the virtual information room. Below is a snippet of the landing page of the virtual information room for the Greenhills to City Centre & Clondalkin to Drimnagh Core Bus Corridor Scheme.





5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5D Community Forums via Zoom Webinars



Correspondence with Community Forum members regarding the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:

New message

To: Community Forum members

Subject: BusConnects Dublin - Launch of Third Round of Public Consultation for Core Bus Corridors

From: BusConnects Core Bus Corridor
Sent: Wednesday 4 November 2020 11:53
Subject: BusConnects Dublin - Launch of Third Round of Public Consultation for Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks)

Dear Community Forum member,

Today, the National Transport Authority (NTA) announced details of the third round of public consultation, of Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. **The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle lanes/tracks.**

The consultation period will run from **Wednesday 04th November until Wednesday 16th December 2020.**

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Due to the pandemic and Government restrictions, it was decided by the NTA in March that an additional third round of public consultation would take place later in the year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

These proposals are subject to a third non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval during the first quarter of 2021.

Due to the ongoing Covid-19 restrictions, this public consultation will take place using virtual and online facilities. However, potentially impacted property owners will be contacted directly by BusConnects and offered one to one calls with our design team members.

Cont.

New message

To: Community Forum members

Subject: BusConnects Dublin - Launch of Third Round of Public Consultation for Core Bus Corridors

For the general public there will be a range of public consultation facilities:

- **Virtual Public Information Rooms** – A virtual information room has been created for each of the 16 Core Bus Corridors. These can be accessed on our website www.busconnects.ie and will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There is also an Audio option available for the virtual information room.
- **Website** – Updated versions of the 16 Core Bus Corridor Brochures as well as additional supporting documentation are available to view and download on our website **www.busconnects.ie**. The brochures are also available in HTML, PDF and Audio versions on our website.
- **Community Forums** – We will carry out a series of Community Forums via online webinars. Please find attached the schedule for the Community Forum meetings which begin on Tuesday 10th November. Community Forum members will receive an email a week in advance of their meeting with a link to register. After registering, they will receive a confirmation email containing information about joining the meeting. Please note all Community Forum members must be registered before 2pm on the day of the forum.

- **General queries and Submissions** – Submissions and general queries can be sent to our email address **cbc@busconnects.ie** or to our NTA postal address.

Yours Sincerely,

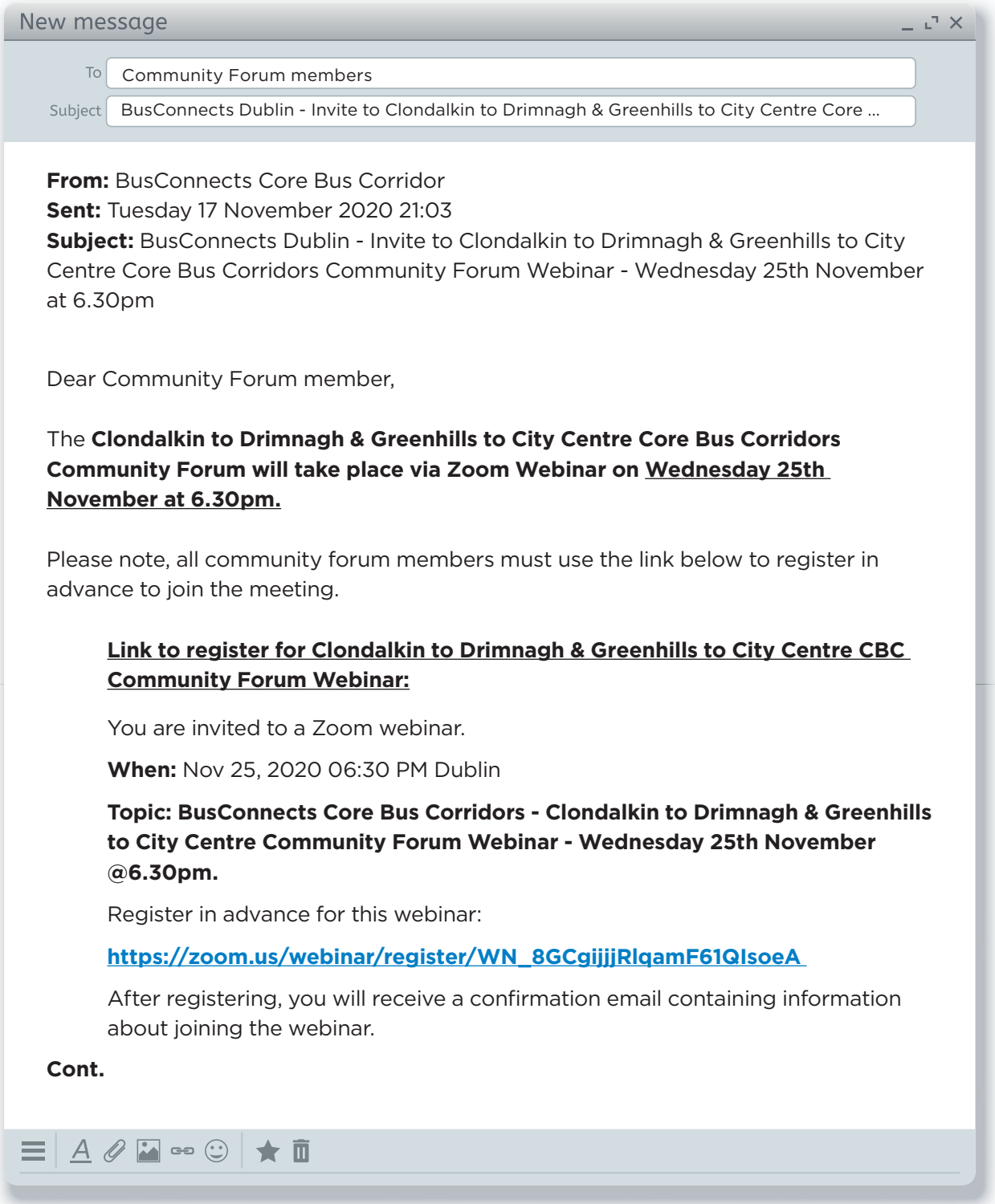
Bus Connects Team

National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with Community Forum Members regarding the Greenhills to City Centre and Clondalkin to Drimnagh Core Bus Corridor Community Forum meeting on 25 November 2020 Via Zoom Webinar:



New message

To: Community Forum members

Subject: BusConnects Dublin - Invite to Clondalkin to Drimnagh & Greenhills to City Centre Core ...

From: BusConnects Core Bus Corridor
Sent: Tuesday 17 November 2020 21:03
Subject: BusConnects Dublin - Invite to Clondalkin to Drimnagh & Greenhills to City Centre Core Bus Corridors Community Forum Webinar - Wednesday 25th November at 6.30pm

Dear Community Forum member,

The **Clondalkin to Drimnagh & Greenhills to City Centre Core Bus Corridors Community Forum will take place via Zoom Webinar on Wednesday 25th November at 6.30pm.**

Please note, all community forum members must use the link below to register in advance to join the meeting.

Link to register for Clondalkin to Drimnagh & Greenhills to City Centre CBC Community Forum Webinar:

You are invited to a Zoom webinar.

When: Nov 25, 2020 06:30 PM Dublin

Topic: BusConnects Core Bus Corridors - Clondalkin to Drimnagh & Greenhills to City Centre Community Forum Webinar - Wednesday 25th November @6.30pm.

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_8GCgijjjRlqamF61QIsoeA

After registering, you will receive a confirmation email containing information about joining the webinar.

Cont.

New message

To: Community Forum members

Subject: BusConnects Dublin - Invite to Clondalkin to Drimnagh & Greenhills to City Centre Core ...

Community Forum members who wish to attend must be registered **before 2pm on the day of the Community Forum webinar**.

Please find the **BusConnects Core Bus Corridors Community Forum Webinar schedule** attached once again for your information.

Membership of the Community Forum comprises of **two representatives from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives.** As places are limited, only two representatives per group can be accepted. This is to ensure that as many groups as possible have an opportunity to ask a question specific to their group within the duration of the Forum.

Finally, please find attached the **Community Forum Webinar Protocols document** for your attention. We would ask that you take time to read this short document before the webinar to understand how the webinar will be run on the night.

Regards,

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

BusConnects Core Bus Corridors Community Forum Webinar Protocols:

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM WEBINAR (VIA ZOOM) PROTOCOLS

1. Registering for the Community Forum:

- In order to register for the Community Forum webinar, the NTA will share the registration link to all Community Forum members the week before the webinar.
- All those who wish to attend will then complete the registration form.
- Once registered, they will receive an email notification with a unique Zoom 'join link'
- for the Community Forum webinar.
- All attendees must be registered before 2pm on the day of their respective
- Community Forum webinar.

2. Logging into Webinar

- The webinar will commence at 6.30pm and is due to conclude at 8pm.
- At 6.30pm, the Webinar 'host' allows registered attendees to join the meeting.

3. Participants on the webinar:

- **Webinar Host:** Representative of the NTA. The host of the webinar is the user who the webinar is scheduled under. They have full permissions to manage the webinar, panelists, and attendees. The host starts and stops the webinar when it concludes.
- **Independent chairperson:** The Community Forum Webinar will be chaired by an independent chairperson.
- **Panelists:** NTA representatives who will provide a presentation on the Core Bus Corridor in question.
- **Webinar Attendees:** Registered Community Forum members who are view-only participants. Attendees are automatically muted upon entrance to the Webinar (and can be unmuted by the host at any time). This function of the Zoom Webinar prevents background noise and distractions and allows all attendees to clearly hear the independent chairperson and NTA panelists.

CONT.

4. Asking a Question:

- Once the presentation has concluded, there will be a Q&A session for attendees to pose questions to the NTA representatives.
- Webinar Attendees can interact with the host and the panelists through the chat box.
- To ask a question, enter your name **and** that of the resident group/association you are representing into the **'Chat' box** on the Zoom controls panel.
- - The Independent chairperson will then ask the host to unmute the audio button for each individual sequentially to ask their question to the NTA representatives.
- The Independent chairperson will then ask the NTA representatives to answer these questions sequentially in batches of three.
- A Core Bus Corridors webinar briefing took place for all public representatives on Wednesday 4th November. Therefore, whilst there will be an opportunity for public representatives to ask additional questions, this will be in the last quarter of the Q&A section. This is to allow priority for the representatives of Resident groups, Special interest groups and Community Forum members to ask questions.

BusConnects Dublin Core Bus Corridors – Community Forum Terms of Reference

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM TERMS OF REFERENCE

1. Membership of the Community Forum will comprise of two representatives from residents'/community associations, disability groups, special interest groups and business organisations on the corridor, along with local public representatives, together with personnel from the National Transport Authority (NTA).

2. Meetings of the Community Forum will be chaired by an independent chairperson.

3. The core objective of the Community Forum is to facilitate a two-way dialogue process between representatives of communities / groups and the NTA in relation to the Core Bus Corridor proposals.

4. It will enable information to be provided more directly by the NTA to the parties most impacted by the proposals.

5. It will allow concerns about the proposals to be raised by the participants and for the NTA to address and respond to those concerns.

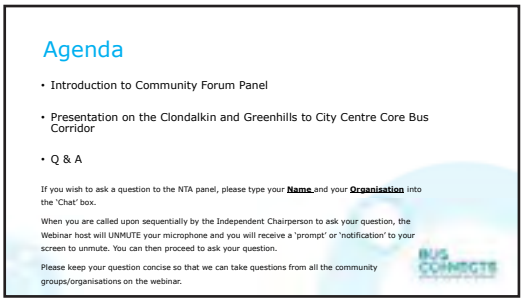
6. It will allow constructive ideas and viable alternatives to be brought forward to improve the overall proposals.

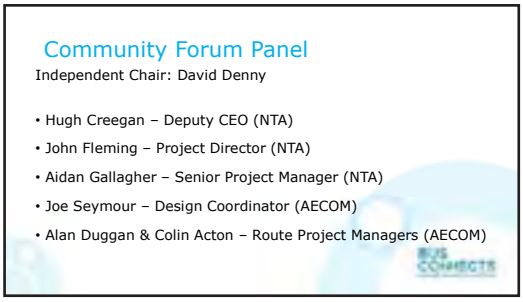
7. It will assist in enabling the resolution of local issues within the proposals in a timely manner.

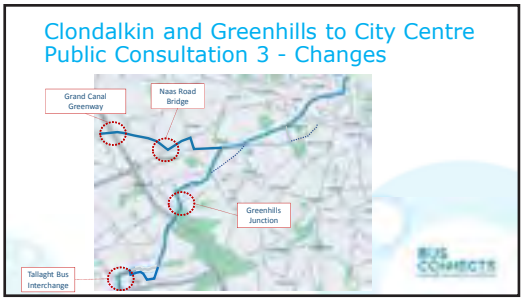
8. It will allow discussions and suggestions in relation to ideas for urban centre improvements that could be incorporated into the project.

Greenhills to City Centre & Clondalkin to Drimnagh CBC Community Forum Presentation – 25 November 2020




















Background Image: © Google 2020




Greenhills to City Centre
Core Bus Corridor


Greenhills to City Centre CBC
Core Bus Corridor
























Alternative Cycle Route

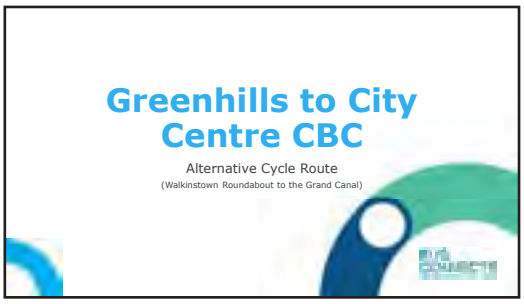


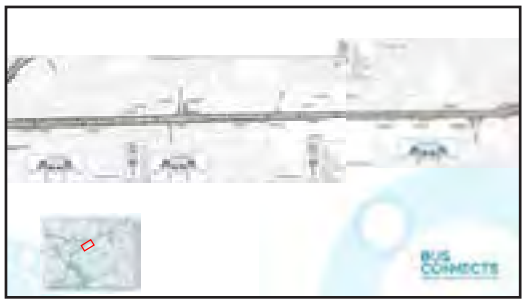









Greenhills to City Centre CBC
Alternative Cycle Route
(Walkinstown Roundabout to the Grand Canal)

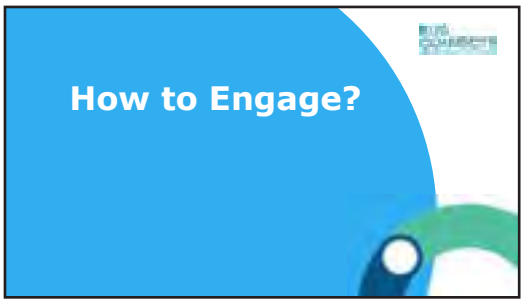




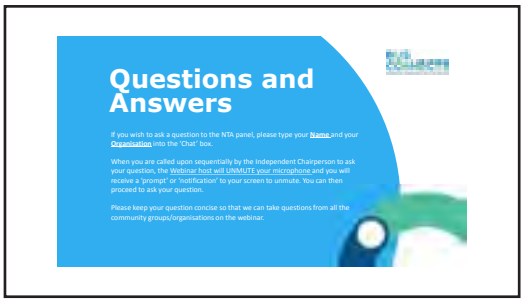


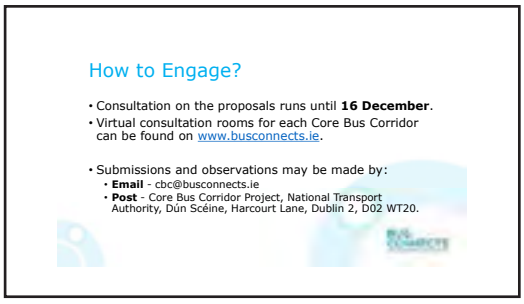





How to Engage?


How to Engage?
• Consultation on the proposals runs until 16 December.
• Virtual consultation rooms for each Core Bus Corridor can be found on www.busconnects.ie.
• Submissions and observations may be made by:
• Email - cbc@busconnects.ie
• Post - Core Bus Corridor Project, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20.


Questions and Answers
If you wish to ask a question to the NTA panel, please type your Name and your Organisation into the 'Chat' box.
When you are called upon sequentially by the Independent Chairperson to ask your question, the Webinar host will UNMUTE your microphone and you will receive a 'prompt' or 'notification' to your screen to unmute. You can then proceed to ask your question.
Please keep your question concise so that we can take questions from all the community groups/organisations on the webinar.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• Submissions and observations may be made by:
• Email - cbc@busconnects.ie
• Post - Core Bus Corridor Project, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20.


Thank You!

Greenhills to City Centre & Clondalkin to Drimnagh Core Bus Corridor Community Forum Report - 25 November 2020

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Clondalkin to Drimnagh & Greenhills to City Centre

Core Bus Corridor

Community Forum Report

Date: 25 November 2020 @ 18.30 **Location:** Via Zoom Webinar

Meeting Number: 3 **Chairperson:** David Denny

NTA Participants: Hugh Creegan; John Fleming; Aidan Gallagher; Colin Murdock; Gráinne Mackin; Joe Seymour (Aecom); Colin Acton (Aecom); Alan Duggan (Aecom).

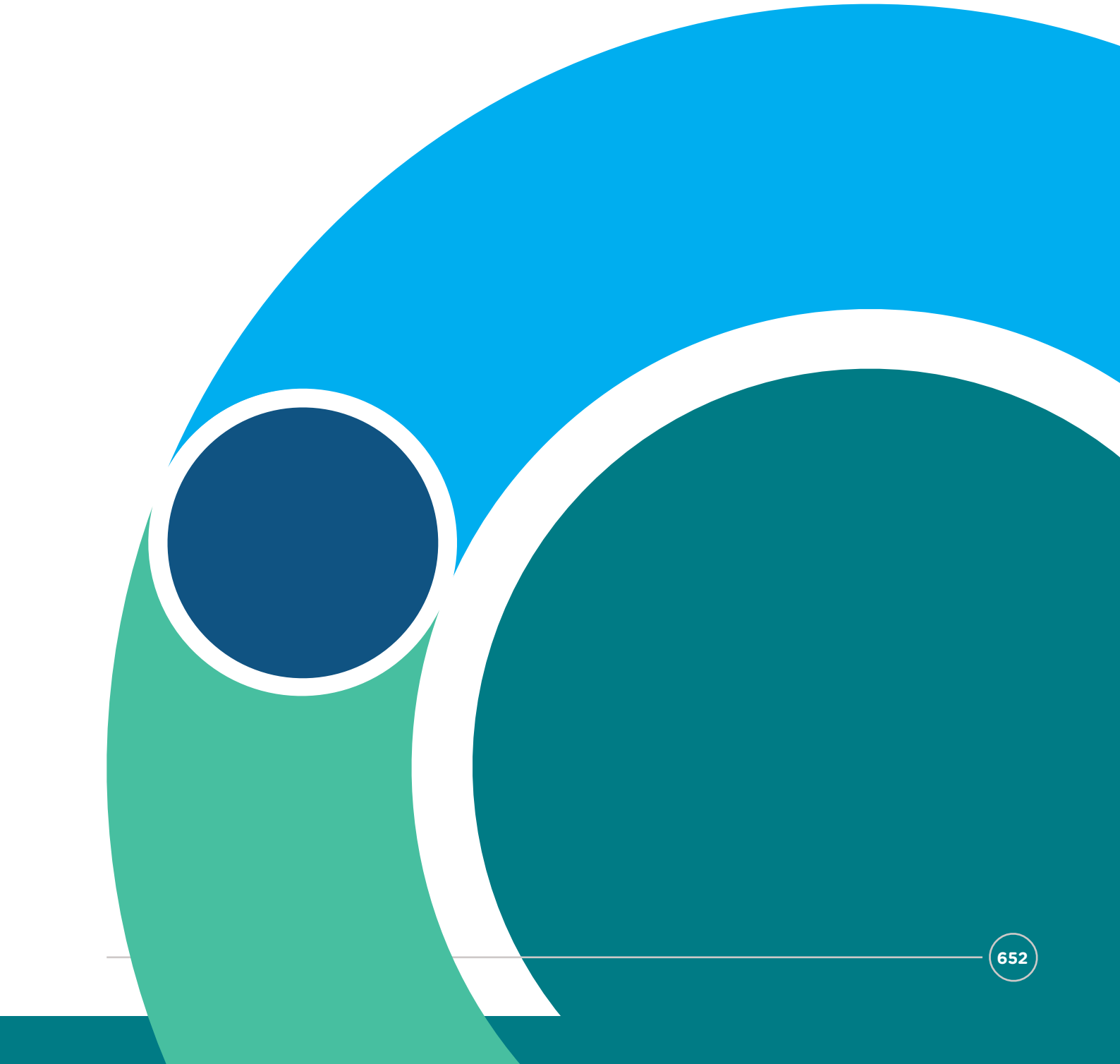
Attendees:

[redacted]

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

[redacted]



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5E Potentially Impacted Properties Engagement

Continually Impacted Property Letter issued 02 November 2020:

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dún Scéine, Lána Fhearchaill
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t (0) 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

2 November 2020

INFORMATION NOTICE

Re: **to City Centre Core Bus Corridor**

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

The planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

Tabhair cuairt ar **www.Transportforireland.ie** le haghaidh eolais agus seirbhísí iompair phoiblí do chustaiméirí
Visit **www.Transportforireland.ie** for public transport customer information and services

The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor may continue to impact on part of the property. A layout map showing an indicative layout in the vicinity of the property can be found on **Map** enclosed.

In addition, a hard copy brochure will also be sent to you in the coming days.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

Over the summer months this year efforts were made to engage with residents or persons with an interest in this property.

The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process**.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653**. Your request will be referred to a design team representative who will respond promptly to arrange a time and date at your earliest convenience.

Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority

Potentially Re-Impacted Property Letter issued 02 November 2020:

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dún Scáine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scáine, Harcourt Lane
Dublin 2, D02 WT20

t (1) 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

2 November 2020

INFORMATION NOTICE

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Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

A previous letter to this address indicated that this property may no longer be potentially impacted by the CBC proposals. However the planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

Tabhair cuairt ar **www.Transportforireland.ie** le hegheith eolais agus seirbhísí iompair phoibli dá Uasaiamlaí
Visit **www.Transportforireland.ie** for public transport customer information and services

The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor may have an impact on part of this property. A layout map showing an indicative layout in the vicinity of the property can be found on **Map** enclosed. **In addition, a hard copy brochure will also be sent to you in the coming days.**

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

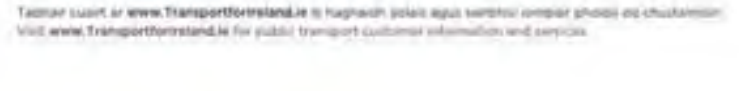
Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process**.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653**. Your request will be referred to a design team representative who will respond promptly to arrange a time and date at your earliest convenience.
Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority



No Longer Impacted Property Letter issued 02 November 2020:

NTA
Údarás Náisiúnta Iompair
National Transport Authority

2 November 2020

INFORMATION NOTICE

Re: **to City Centre Core Bus Corridor**

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

The planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

A letter was previously sent to this property in March 2020 advising that it was identified as being potentially impacted by the Preferred Route Option Proposal, and an opportunity was given to meet NTA personnel to discuss the potential impacts. **The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor indicate that this property is no longer potentially impacted.**

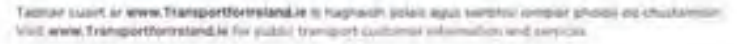
Please note these are proposals only and as such are not fixed or finalised.

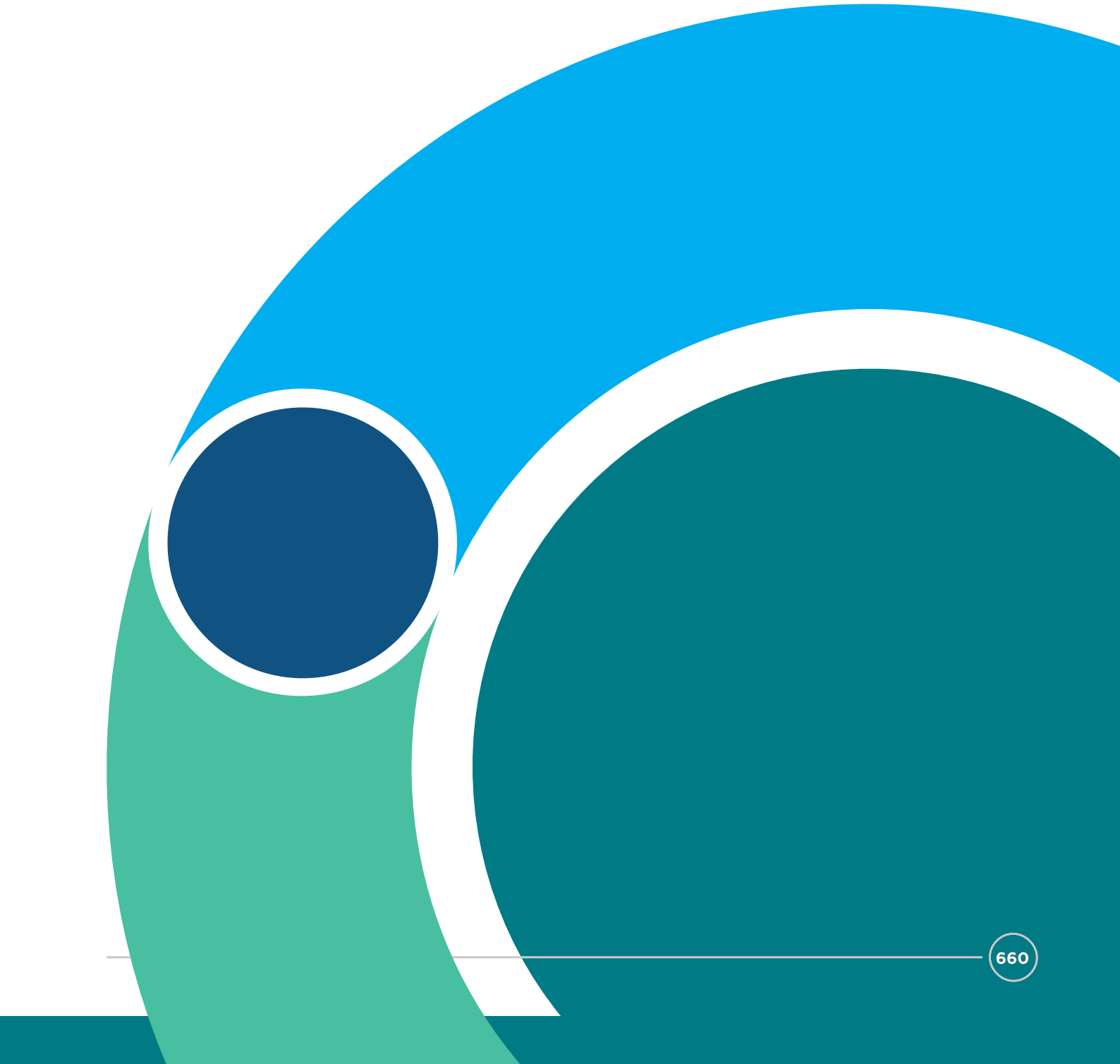
The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process**. **Consequently future amendments to the plans could potentially result in the property again being impacted.**

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

If you require any clarification regarding this letter please call **1800 303 653**. Your query will be referred to a design team representative who will respond promptly. Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority





5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5F Website & Digital Resources



Preferred Route Option: Third Round of Non-Statutory Public Consultation (4th November 2020 – 16th December 2020) Website & Published Material:

Core Bus Corridor Preferred Route Information brochures for each of the 16 core bus corridors
Bróisiúr Faisnéise Bealach Roghnaithe na Croíchonaire Bus - for each of the 16 core bus corridors
Audio Files of information brochures for each of the 16 core bus corridors
HTML files of information brochures for each of the 16 core bus corridors
Draft Preferred Route Option Reports for each of the 16 core bus corridors
Proposed Approach to Environmental Assessment reports for each of the 16 core bus corridors
Draft Transport Modelling Reports for each of the 16 core bus corridors
Traffic count Data 2019 - 2020 reports for each of the 16 corridors, ATCs, JTCs and pedestrian surveys
Aims & Objectives of Core Bus Corridors
How traffic will flow videos of signal controlled priority simulation and bus gate simulation
Community forum information
Terms of reference for community forums
Community forum presentations from the 3rd round of public consultation
Presentations from meetings with local groups during the 3rd round of public consultation
Urban Realm Concept Designs
Timeline for the core bus corridor process

5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5G Press Release & Media Engagement



Press Release for launch of Preferred Route Option Public Consultation on 4th November 2020:

PRESS RELEASE

NTA LAUNCHES 3RD ROUND OF PUBLIC CONSULTATION ON THE 16 CORE BUS CORRIDORS

To deliver 230km Bus Priority and 200km cycle lanes/tracks

Virtual consultation process underway until 16th December at www.busconnects.ie

4th November 2020 – The National Transport Authority (NTA) has today launched the third round of public consultation on the 16 core bus corridors being developed as part of the BusConnects programme. The Core Bus Corridor Projects will see the roll-out of 230km of continuous bus priority and 200km of cycle routes. In providing enhanced walking, cycling and bus infrastructure on key access routes into Dublin, the BusConnects Core Bus Corridors will enable and deliver efficient, safe and integrated sustainable transport into and out of the city.

The third round of public consultation on the Core Bus Corridor Projects focuses on the updated Preferred Route Options of all sixteen corridors. Over recent months the NTA has been making refinements along each corridor to take into account feedback received by the public in addition to further technical design work and urban realm improvements along each route.

The first round of public consultation on the Emerging Preferred Routes took place during late 2018 and early 2019 which received thirteen thousand submissions. A second round of public consultation on the Preferred Routes took place in March of this year. However, this round was restricted due to COVID-19, and it was decided that an additional third round of public consultation would take place in the latter part of this year.

Over the last six months design work has been ongoing and has culminated in the development of new Preferred Route Option brochures, detailing each corridor, together with a number of draft technical supporting reports. Whilst the supporting documents are draft and will not be completed until the formal planning application is made they provide a significant amount of information on the following:

- Proposed approach to environmental assessment for each of the 16 corridors
- Draft Transport Modelling Reports for each 16 corridors
- BusConnects Urban Realm Concept Designs document
- Draft Preferred Route Options Reports for each 16 corridors

Consultation on the proposals begins today and runs until **Wednesday, 16th December**. Due to current COVID-19 public health restrictions, the NTA has created virtual consultation rooms for each Core Bus Corridor which allows for review and feedback. The public will have the opportunity to view each Preferred Route, maps, timelines and any

Cont.

revisions made, since the last round of consultation. Further information and contact details are available at www.busconnects.ie.

Submissions will be reviewed by the NTA with final transport and environmental impact assessments to be completed in the coming months. The NTA is due to submit the formal planning application to An Bord Pleanála for statutory consultation and approval in March 2021. Subject to approval, construction will commence on a phased basis in 2022 with each corridor upgrade taking approximately two years to complete.

Minister for the Environment, Climate, Communications and Transport, Eamon Ryan TD said:

"We are committed to a fundamental change in the nature of our transport system. Sustainable modes of travel such as cycling, walking, and public transport, has an enormous potential to facilitate a large proportion of our daily trips, but only if we provide the correct environment which protects and prioritises this mode of travel. The BusConnects Core Bus Corridor Projects is central to achieving this objective. By improving our city's transport system and ensuring that public transport, walking and cycling options are prioritised, we can encourage more and more people to make the switch to sustainable transport modes.

The development of this project will also support the delivery of an efficient, low carbon and climate resilient public transport service. In moving more people from their car and onto the bus or on their bike, BusConnects can help to achieve Ireland's carbon reduction targets as set out in the Programme for Government.

This is our opportunity to make our city a more liveable and active environment and I would encourage those living in Dublin to engage in the NTA consultation and share their views on the future of our city's transport network. While Covid 19 is having a severe impact on lives and livelihoods, we must continue to plan for the economic and social renewal of our city."

Anne Graham, NTA Chief Executive Officer said: "The BusConnects Core Bus Corridor Projects is at the heart of the NTA's efforts to improve transport services across our capital city. By providing continuous bus priority and much improved and safer options to walk and cycle within the city, we can incentivise more people to sustainable transport modes.

"Enhancing transport infrastructure has become all the more important as an ever-growing number of people choose to walk or cycle within the city over recent months. These shifts in travel patterns are likely to have a long-lasting impact. Buses will continue to be the most important mass public transport mode for our cities. Through the rollout of the sixteen Core Bus Corridors, we can put in place a long-term solution to meet the evolving travel needs of the public. Modern cycling infrastructure will provide new options for families within communities throughout Dublin to cycle safely "Although COVID-19 has meant we are unable to roll-out in-person information events, I would encourage the people of Dublin to visit our virtual consultation rooms and share their views on the revised proposals in the coming weeks."

For further information on the consultation and on the BusConnects Core Bus Corridor Projects, visit: https://busconnects.ie/.

ENDS

Media Plan:

For the third round of Non Statutory Public Consultation, we used radio, press, digital and OOH.

As this plan occurred during Covid-19, we saw the general population turn to trusted news sources and radio consumption increased. For the November plan, we used both local and national radio targeting Great Dublin and Wicklow. National radio gave us broad reach and many local stations have built up a loyal audience base over the years, which again we were able to tap into. On the press, we included national and regional titles to reach the target audience across Greater Dublin and Wicklow.

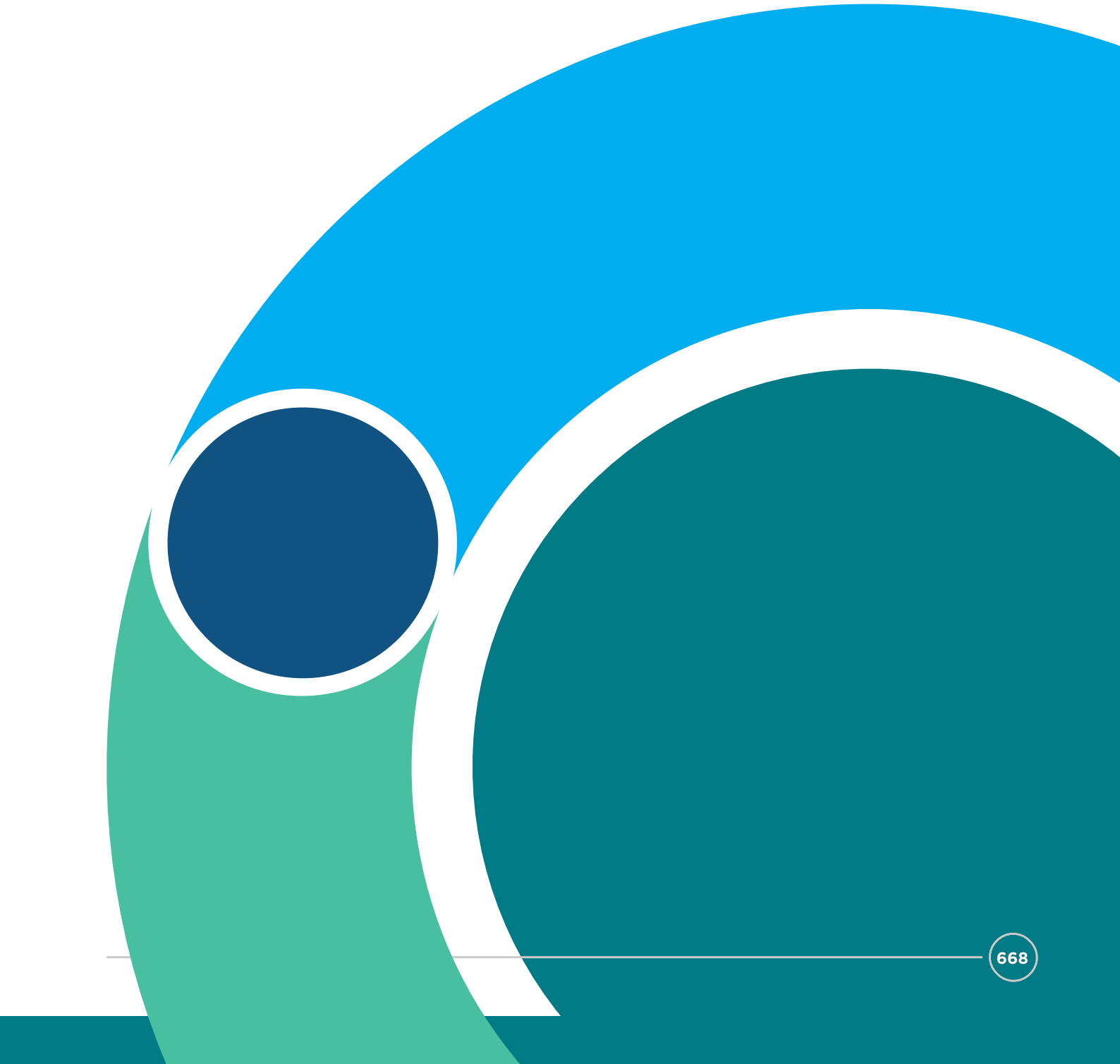
As transport was at limited capacity, OOH was used to reach the target audience in a retail environment instead, and while they were out & about in their local areas.

As digital channels worked well for us in the 2nd round of non-statutory public consultation, we expanded our digital presence in November. One of the standout behaviour changes we saw during Covid-19 restrictions was the increase in digital audio consumption and this channel was added to the November plan. Social Media, Display, Digital Audio, YouTube and Near were used in the November plan. YouTube and social media allowed us to utilise video assets, which had a very strong performance over the course of the campaign.

Preferred Route Option Third Round Public Consultation Media Advertising - Launched 4th November 2020:

Press	Public Consultation Ad	13 editions	• The Irish Times • Irish Independent • Sunday Independent • Herald • Dublin Gazette • Dublin People • Echo (Tallaght, Lucan, Ballyfermot, Clondalkin) • Wicklow People • Fingal Independent • The Scan
Radio	1 radio ad	6 radio stations	• RTE Radio 1 • RTE 2FM • TodayFM • Newstalk • 98 FM • FM104 • Nova • Eastcoast FM

OOH	Public Consultation creative, static and video	111 locations across GDA at Purchase points, Mall Dpods, DX Screens, Local Convenience store Adbox	
OOH	Bus Shelters	278 sites cycle 23 338 sites cycle 24	4th - 14th November 2020, 15th – 29th November 2020
Social/ Digital	Video with VO and static images	Twitter, Instagram, Facebook	



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5H Advertising



Press advertisement published in the Wicklow People – 04 November 2020:

IN BRIEF

Permission for new classrooms

Permission is being sought to install four temporary classrooms at Colaiste Bhride in Carnew.

The Kildare and Wicklow Education and Training Board have lodged an application with the local authority for four 49 sqm temporary prefabricated classrooms and all associated site works at the school in Carnew.

The application, which was received by Wicklow County Council's planning section on October 27, is still at the pre-validation stage.

A decision is expected to be made by December 21.

Calendars on sale

Arklow RNLI's 2021 calendar is now on sale.

The calendar costs €5 with proceeds going to support the life-saving work of the local volunteer-run organisation. Like many other charities, usual fundraising events for the Arklow RNLI have been hit by the Covid-19 pandemic.

The calendar is available from the following shops in Arklow: Myles Doyle Sweet Shop, Lower Main Street; Compudoc Main Street; Arklow Computer Solutions Upper Main Street; Ashgrove Interparts, Wexford Road; Paul Doyle's Shop Main Street; and Kavanagh's Shop on the Wexford Road.

The calendars can also be posted worldwide. For more information, visit the Arklow RNLI fundraising branch page on Facebook.

Planning granted

An extension to the period of planning permission for safety and engineering works at East Avoca Mines has been granted by Wicklow County Council.

The Minister for Communications, Climate Action and the Environment submitted the application last month which relates to a site at Tigroney West in Avoca.

The local authority initially granted permission for the safety and engineering works in 2015. The project includes the re-routing of existing electricity line to run underground along the access road to the east of the site and removal of the pylon located within the site.

Permission was also granted for stabilisation, safety and drainage works at the site, the development of a surface and underground drainage network on the road to the rear of the site and across the spoil heap to facilitate improved site drainage and other associated works at the protected East Avoca Mines site.

The planning section noted that works at the site had almost been completed and the Department stated the project would be finished within five years, subject to funding.

An extension of the grant of planning permission by an additional five years was granted.

Resurfacing

Road resurfacing works are to take place in Grangecon in the coming weeks.

Cllr Edward Timmins described the move as 'very welcome'. The project follows from resurfacing works that have recently taken place in Dunlavin and Stratford-upon-Slaney.

'I want to compliment council staff for managing the projects so that enough money was left over to do this work in Grangecon,' Cllr Timmins said.

Closing date for wind farm public consultation coming to an end

SSE Renewables is looking for potential suppliers that may be interested in carrying out work on the Arklow Bank Wind Farm.

The company released two periodic indicative notices recently last.

The preliminary notices, which are available to view on the EU's tenders website, are designed to give information to SSE Renewables about suppliers who may be interested in carrying out the potential works.

The first notice is in relation to transmission and marine works packages which include the construction of offshore platforms and cables.

The second notice refers to vesssels for the installation of wind turbines. The notice also states that estimated start date of the tenders process is early 2021.

The closing date for both notices is Tuesday, November 10.

Meanwhile, the virtual public consultation on the Arklow Bank Wind Farm Phase 2 is continuing. More information is available at www.sserenewables.com/arklowbank. The public consultation remains open until November 11.



BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chruthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chruthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie

Project Ireland 2040 Building Ireland's Future
NTA Údarás Náisiúnta Iompair National Transport Authority

New location for centre

Arklow Community Action Resource Centre is in the process of moving to a temporary new location.

The local group will be operating from the Silver Band Hall near Lower Main Street over the coming months. Volunteers are currently working to move items from their current location at Paramount Arcade to their temporary home. The move is expected to be completed over the next two weeks.

Hilary Sharpe of Arklow Community Action Resource Centre said 'we are overwhelmed by the offers of support from the community. However, we can't take any items until the move is completed. We're asking people to hold onto the donations for another week or two.'

Meanwhile, the Arklow Community Action Resource Centre's work from Tesco Extra on the Wexford Road will continue as usual. The group thanked all those who have offered donations or any support.

Details of the annual Christmas food appeal will also be announced in the coming weeks.

Power outage in Rathdrum

Over 1,000 homes and businesses in the area of Rathdrum were without power on Thursday due to a power outage.

It's understood that fallen branches caused a fault in a power line with 1,050 homes and business in Avoca, Rathdrum and the surrounding areas affected by the incident. Power was restored to the affected homes and businesses by 12 p.m.

A spokesperson for ESB Networks confirmed that a fault occurred which impacted on about '1,050 homes, farms and businesses in the area'.

'Initial indications are that the fault was as a result of some fallen branches on a line and we continue to monitor the situation.

'We apologise to all customers in the area for the inconvenience caused,' the spokesperson added.

Application to change use of industrial unit

Plans have been submitted to extend an industrial unit in Croghan Industrial Estate in Arklow.

S U Autoparts Ltd are seeking to extend a section of a building and for elevation changes at Unit C in the Croghan Industrial Estate, Emoclew Road in the town.

The application also seeks the change of use to light industrial storage and the appropriate treatment and recycling or reclamation of metals and metal compounds from end of life vehicles. Permission is also sought for new front boundary security fencing, storage racking for up to ten end of life vehicles awaiting de-pollution and other associated works.

The application states the proposed development will be subject to a Waste Facility Permit.

A decision on the application is due to be made by December 16.

Press advertisement published in the Dublin Gazette – 05 November 2020:



BUS CONNECTS

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I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta córónvíreas, chruthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceáil, téigh chuig www.busconnects.ie

Project Ireland 2040 NTA

Press advertisement published in the Irish Independent – 05 November 2020:

IRISH INDEPENDENT Thursday, November 5, 2020



Coveney insists he supports Shared Island Unit despite row

Foreign Affairs Minister clashed with Taoiseach over the issue

Cormac McQuinn

FOREIGN Affairs Minister Simon Coveney has insisted he is "supportive" of the Government's Shared Island Unit in the aftermath of a row over the issue with Taoiseach Micheál Martin.

The *Irish Independent* revealed how the Fine Gael and Fianna Fáil colleagues clashed during exchanges over the establishment of the new unit in the Department of the Taoiseach.

Mr Coveney told the Cabinet on Tuesday that while he supported the concept of the Shared Island Unit, he feared its establishment was "undermining" the work of his department in relation to Northern Ireland, according to sources.

The Fine Gael deputy leader is said to have suggested the unit will reduce the standing of his position as Foreign Affairs Minister.

He also raised concerns over a decision to second a senior civil servant from his department to oversee the Shared Island Unit.

The Taoiseach defended the creation of the Shared Island Unit, which he noted was a commitment in the Programme for Government.

He was supported by Fianna Fáil ministers Darragh O'Brien and Michael McGrath, who insisted the unit was a good policy objective and had been well received.

Tánaiste Leo Varadkar told the meeting he understood his deputy leader's concerns, but ultimately said he supported the creation of the unit as proposed.

Last night Mr Coveney did not comment directly on the concerns he raised about the unit at Cabinet.

He said: "Conversations in Cabinet are confidential."

But Mr Coveney insisted: "I am supportive of the Shared Island Unit. I made that clear yesterday and I've made it clear publicly.

"I'm supportive also of the Shared Island Unit having a significant budget in terms of focusing on shared projects, north and south, that we can help to fund and make happen in the years ahead."

Mr Coveney added: "I make the point that both my department in terms of the Department of Foreign Affairs – and our experience in Northern Ireland – and the Taoiseach's Department, who are also very engaged in the politics of Northern Ireland, need to work together to ensure that the Shared Island Unit functions as well as it has the potential to do."

He reiterated: "I am, and have from the outset, been very supportive of that Shared Island Unit."

Plans for €500m in spending to support cross-border projects under the Shared Island initiative over the next five years were outlined in the Budget.

Of this, €50m is to be spent next year.

Mr Martin launched the initiative last month, saying the 'Brits out' rhetoric will "get you nowhere".

He said: "You have to go the hard yards and speak to people about the challenges facing the island."

Mr Martin said his goal is to bring people from different perspectives together to create a "shared agenda" which is set out under the Good Friday Agreement.

He added: "I've heard all the rhetoric, I've heard it for years, I grew up through the 'Brits out' – that gets you nowhere."



€500m commitment: Taoiseach Micheál Martin

Mr Martin said the €500m budgeted for the Shared Island Unit showed his commitment to an all-island approach to the challenges both jurisdictions are facing over the coming years.

He said progress was "overdue" on longstanding joint commitments to cross-border investment in the A5 transport corridor, the Ulster Canal and the Narrow Water Bridge.

Mr Coveney was speaking at the launch of the Government's 'Be Winter Ready' information campaign, which offers advice to the public on how to prepare for extreme weather events and stay safe during storms in the coming months.

He referred to last weekend's weather as well as Storm Emma and Storm Ophelia in outlining the importance of such information campaigns.

Mr Coveney said this year the country faces the additional challenge of the ongoing pandemic and he encouraged people to follow public health advice and download the Covid-19 Tracker App.

He also said: "Of course, we all hope that there will be no severe weather events in store for us this winter.

"Unfortunately, that may not be the case and our preparedness as individuals across our various communities, and as a Government, should be based on prudent planning and not good fortune or hope."

The Government Task Force on Emergency Planning met yesterday to discuss the winter readiness campaign. The information is available at www.winterready.ie.

dishes out unpalatable truths

impacts will be more acceptable if those least equipped, financially and practically, to cope with them are well supported to do so.

How could that principle be enshrined in legislation, the committee wondered?

Too late, Prof Anderson said.

"Let's be clear, the Paris Agreement is unjust," he said, stripping away any fleck of wishful thinking that might have adorned the accord.

Holding global temperature rise to 1.5 degrees Celsius, as is the hope of the agreement, or even to 2 degrees Celsius, which is now more likely, will still bring much death and suffering, mainly to the poorer communities of the climate-vulnerable parts of the world.

"Those suffering will primarily be people of colour, and initially the burden will fall disproportionately on women and children," he said.

"These are impacts that we, in the wealthy high-emitting nations, have chosen to impose upon poor and low-emitting communities by preferring rhetoric and unfounded optimism over genuine action to cut emissions."

By "we, the wealthy", he meant comparatively speaking, for a typical Irish person's emissions are 50pc higher than the Chinese, as well as almost twice the global mean and over eight times that of the average African.

That's the ungarnished, unjust, depressing truth.

The question is, has the Government the stomach to swallow it?



Press advertisement published in the The Herald – 05 November 2020:

THE HERALD THURSDAY 5 NOVEMBER 2020

'I want to learn and change, keep exploring', says Daisy

Tom Horton

DAISY Edgar-Jones has said she would like to "morph" as an actress.

The *Normal People* star (22) told *Harper's Bazaar* she is "really excited to keep exploring the things I want to do".

The young Londoner has been named among the magazine's women of the year.

Edgar-Jones discussed the future of her career in an interview with the publication.

"I'd like to see how much I can morph and change and learn," she said.

"I'm excited to keep exploring what I can do."

Reflecting on the worldwide success of *Normal People*, she said she feels "very lucky to have been part of such a special show that has resonated with a lot of people everywhere".

MAGICAL

"Television has been the thing that has got us all through," she added.

Edgar-Jones said attending the Baftas was "the most magical day".

"Getting my make-up and hair was fun, and showing off my shoes," she said.

"Now I'm just sitting here in my slippers."

The actress, who played Marianne in the BBC adaptation of Co Mayo author Sally Rooney's novel, also discussed what auditioning is like during the Covid-19 pandemic.

"I've got quite good at balancing up the camera and doing the lighting," she said.

"The only thing is working out your eyeline.

"Sometimes I get a bit shy if I'm staring at the camera too much."

She also discussed working with new social distancing rules in place, saying it feels "a wee bit strange at first, but it's mad how used to things you get".

"Actually, I'm just so happy to be back working," she added.



Daisy Edgar-Jones and (inset) with her *Normal People* co-star Paul Mescal

New plan to build flats on Drake Inn site is thrown out

Seán McCárthaigh

PLANS to build an apartment block on the site of a historic pub in the centre of Finglas village have been rejected.

An Bord Pleanála turned down an application by developer Mulsh Sarl to demolish the former Drake Inn on the corner of Main Street and Jamestown Road and put up a six-storey building comprising 32 apartments, a gastropub and shop.

The board rejected an appeal by the developer against Dublin City Council's decision to turn down the proposal to convert the existing two-storey building, even though Mulsh Sarl had revised its original plan to reduce the height of the structure and number of apartments.



Proposal to knock down Drake Inn and build flats was rejected

CRITICISED

The council claimed the company's plans represented overdevelopment of the site and criticised the lack of communal space.

An Bord Pleanála said the proposed development was "visually incongruous" in terms of its design quality and scale and would set an undesirable precedent for future development in the area.

The board said the plans to redevelop the former pub would also seriously injure the visual amenity of Main Street and would run contrary to the council's stated policy on urban regeneration.

It also claimed the design of the units did not meet standards set for new apartments by the Department of Housing in terms of the required number with dual aspect.

A planning inspector with An Bord Pleanála said Finglas lacked a centre or focal point and described its streetscape as "of poor standard", which had resulted from the division of the village by new roads.

The inspector said the proposed building would be overbearing on neighbouring properties and dominate views in the area.

Concern about the plans had also been raised by local TDs, including Sinn Féin's Dessie Ellis and Fianna Fáil's Paul McAuliffe, as well as Finglas Tidy Towns and the Finglas Historical Society.

Several submissions noted the proposed height of the apartment block, at 19 metres, was in excess of the maximum limit of 16 metres allowed in Dublin's outer suburbs.

Others pointed out that no car parking spaces were provided as part of the development, while also highlighting that bus services through Finglas were already at capacity during the morning peak period.

Mulsh Sarl said it believed the revisions it had made to its original plans had addressed concerns raised by the council.



Press advertisement published in The Echo – 05 November 2020:

The Echo, Thursday, November 5, 2020 news@echo.ie **15**

18 months for man who stole six kegs of beer from outside a pub

A MAN who stole six kegs of beer from outside a pub has received an 18 month suspended sentence., *reports Fiona Ferguson and Sonya McLean.*

Peter Brazil (41) was caught on CCTV stealing the four kegs of Fosters and two kegs of Beamish.

Brazil, who has 268 previous convictions, was identified by gardai from the footage.

Brazil, of Saint Ronans Drive, Clondalkin, pleaded guilty at Dublin Circuit Criminal Court to theft of the alcohol from The Great Wood Wetherspoons Pub, Westend Retail Park, Blanchardstown on September 7, 2016.

The total value of the goods, which were not recovered, was €800.

Judge Pauline Codd had adjourned the case having heard evidence last July to allow Brazil time to engage# with the Probation Service.

On Monday, Judge Codd said Brazil had shown "all the hallmarks of a long-term drug addiction" and his health has also been impacted by it.

She sentenced Brazil to 18 months in prison which she suspended in full for two years on the condition that he engage with the Probation Service for two years.

"If you don't co-operate with the Probation Service you will go to prison. This level of thieving has to stop," Judge Codd told Brazil after she acknowledged that although he was not the instigator of the theft he was "nonetheless culpable".

St Vincent de Paul receives 95,000 requests for help



HELP: People are looking for support from SVP

By Aideen O'Flaherty
aideen@echo.ie

AN additional 149,000 people around the country were going without basics in 2019 compared to 2018, according to recently released figures by the CSO – leading to a surge in demand for assistance from poverty charity the Society of St Vincent De Paul (SVP).

The charity has received almost 95,000 requests for help so far this year from struggling low-income individuals and families, and they are concerned that those households will be more likely to be exposed to an "economic shock" now compared to a decade ago.

According to SVP, in 2019, 42.7 per cent of those living below the poverty line were experiencing enforced deprivation, which means going without basics such as nutritious food or adequate heat – this is compared to 29 per cent in 2008.

While there has been an increase in average incomes in recent years, the latest findings of the CSO's Survey on Income and Living Conditions (SILC) on poverty and deprivation show that one in seven of those living in rented accommodation were defined as living in consistent poverty.

It was also revealed that over a third of renters were going without basics – and SVP have said that housing costs have been one of the main drivers of financial hardship among low-income households in recent years.

Dr Tricia Keilthy, SVP Head of Social Justice, said: "Child poverty must be tackled as it can negatively affect the entire life course of a child, limiting opportunities and making it more difficult for them to realise their full emotional, educational social and economic potential.

"While there was some progress between 2016 and 2017 with 25,000 children being lifted out of poverty, the latest figures see a reversal of the positive trend which is very concerning.

"Now more than ever, with the pandemic disproportionately impacting low-income families, it is essential that child poverty is held as a political priority across government departments and throughout the political system.

"Overall, these figures underline the need for government to set out a roadmap for the right kind of recovery following the pandemic, which allocates sufficient resources to tackle poverty and social exclusion as a priority.

"Any plan for Ireland's recovery must tackle the inequalities that are preventing our people from reaching their potential and which are storing up human, economic and social costs for the future."

The charity is calling on the government to benchmark social welfare rates and the National Minimum Wage against the cost of a Minimum Essential Standard of Living, in recognition of the real costs being faced by households in Ireland.

They added that there is a need for much greater investment in housing, childcare, health, education and energy efficiency measures so that individuals and families are supported to find a way out of poverty.



Contractor appointed to construct Catherine's Row, a new Killinarden social housing development

By **Mary Dennehy**
mary@echo.ie

A CONTRACTOR has been appointed to construct a new social housing development in Killinarden, with hopes high that the homes can be allocated to tenants by early 2022.

South Dublin County Council has this week confirmed to *The Echo* that it has appointed ML Quinn Limited as the contractor to construct Catherine's Row, a 12-home development in Killinarden.

The social housing development, which was passed in 2018, is planned for lands on a site in Killinarden Heights – adjacent to Knockmore Avenue.

Construction is expected to commence mid-November.

In a comment to *The Echo*, a council spokesperson said: "The initial site development works will take two to three months followed by an 11-month construction period.

"The council aniticpates completion of the development and allocation to tenants in late 2021/early 2022."

The site for Catherine's Row lies in close promity to local schools and an established residential area.

When asked about safety measures in place during construction, the council said: "The contractor has submitted, prior to site start, a comprehensive Health and Safety plan, which recognised and addresses the risks to local residents and the schools in the area.

"The contractor will be liaising with the schools directly to ensure that the construction does not pose a risk particularly to school children passing the site."

Press advertisement published in the Irish Times – 05 November 2020:

THE IRISH TIMES
Thursday, November 5, 2020

R3

News Agenda 3

US elections 2020

Election battle to move from polling booths to courtroom as Trump defiant

Next steps



Suzanne Lynch
Washington Correspondent

Supreme court could end up playing role in deciding outcome of election



US president Donald Trump with First Lady Melania Trump after speaking during election night in the East room of the White House. PHOTOGRAPH MANDEL NGAN/AFP

Following months of campaigning, a final result in the US presidential election may still be some days, or even weeks, away. The closer-than-expected election results saw Democratic candidate Joe Biden edge towards victory as absentee ballots were counted in key battleground states like Wisconsin, Michigan and Pennsylvania.

This election has already been one of the most litigated in history. Dozens of lawsuits were launched by Democrats and Republicans in recent months over the rules governing the voting process. In particular, the expansion of absentee ballot options by several states prompted several lawsuits by Republicans.

In Nevada, the Trump campaign joined a lawsuit challenging the decision to automatically send mail-in ballots to all registered voters. The challenge was overturned.

Several challenges

In recent weeks it joined forces with Republicans to stop the count in the Las Vegas area, arguing that "meaningful observation" of signature-checking is impossible. Several cases – most involving the question of when states can accept mail-in ballots – have been brought in Wisconsin, North Carolina and Pennsylvania.

The supreme court has weighed in on several challenges, but has delivered mixed signals, permitting absentee ballots to be accepted in Pennsylvania up to three days after election day, but blocking an extension in Wisconsin.

As polls closed on Tuesday evening, Republicans were already lodging fresh legal challenges in Pennsylvania. Republican candidates brought cases in state and federal court over a decision to allow voters to correct their ballots.

In his press conference in the East Room of the White House yesterday morning, President Donald Trump declared: "We'll be going to the US supreme court. We want all voting to stop."

In reality, the president would not go directly to the supreme court if he wanted to challenge the result. A case would go through the lower courts. If he lost, he could appeal and it could eventually get to the supreme court.

Yesterday afternoon the Trump campaign announced it was launching legal action in Michigan, arguing that it had not been provided with meaningful access to counting locations.

Both the Trump and Biden campaigns have been staffing up with lawyers. In the days leading up to the election, the Trump campaign was directing donors to pledge money to "keep fighting even after election day".

The Biden campaign said yesterday that they were ready for any legal challenge by the president.

> **The reality of presidential elections in the US is that a winner is not decided upon until one candidate concedes**

"This attempt . . . to defeat the voters' intent, to undermine the democracy is absolutely certain to fail," the campaign's senior legal adviser, former White House counsel Bill Bauer, told reporters, outlining previous Republican efforts in recent weeks to limit the vote which have failed. "We have lawyers ready to go, we have papers ready to go within an hour of any step they may take," he said.

Further, the Trump campaign yesterday said it will request a recount in Wisconsin, where Biden is ahead by about 20,000 votes. Each state has different rules regarding recounts. In Wisconsin, a recount can only begin after votes are certified, which could take some time.

As the world watches Trump's next move – he has repeatedly threatened to "go in with our lawyers" after the result – the wheels of America's constitutional norms will continue to turn.

Recounts

Under the constitution, the process of selecting a president and vice-president follows a strict timetable. According to the Electoral Count Act, passed in 1887, states are freed from legal challenges if they certify election results at least six days before the state's electors meet.

With the state electors – who officially cast the ballots for each state's nominee for president and vice-president – due to gather on December 14th this year, this means that the so-called safe harbour deadline falls on December 8th.

However, technically if legal disputes are unresolved, a state legislature in some cases can appoint the state's electors. This happened, for example, in 2000 when the Florida legislature nominated George W Bush even as the supreme court was deciding on the recounts.

The reality of presidential elections in the US is that a winner is not decided upon until one candidate concedes. America also has a relatively long transition period between a presidential election and the inauguration. What is clear is that the inauguration of the president will occur on January 20th next year, according to the constitution.

No doubt, however, the current make-up of the supreme court is encouraging Trump. Since last week's confirmation of Amy Coney Barrett, the court now has a conservative majority of six to three.

Three members of the court – chief justice John Roberts, Brett Kavanaugh and Barrett – were involved in some way in the Republican litigation efforts during the disputed 2000 election.

A written opinion by Kavanaugh last month on a Wisconsin voting case suggesting that late-arriving ballots could "flip" the results has concerned Democrats. As the US prepares for a contentious few days and potentially weeks, the supreme court could conceivably play a role in deciding the outcome of the election.

66 TRUMP TWEETS

HOW TRUMP'S OPTIMISM FADED

WE ARE LOOKING REALLY GOOD ALL OVER THE COUNTRY. THANK YOU! Tuesday, 11.15pm (Irish time)

I will be making a statement tonight. A big WIN! – Wed, 5.45am

We are up BIG, but they are trying to STEAL the Election. We will never let them do it. Votes cannot be cast after the Polls are closed! – Wed, 5.48am

Last night I was leading, often solidly, in many key States, in almost all instances Democrat run & controlled. Then, one by one, they started to magically disappear as surprise ballot dumps were counted. VERY STRANGE, and the "pollsters" got it completely & historically wrong! – Wed, 3.04pm

How come every time they count Mail-In ballot dumps they are so devastating in their percentage and power of destruction? – Wed, 3.17pm

They are finding Biden votes all over the place - in Pennsylvania, Wisconsin, and Michigan. So bad for our Country! – Wed, 4.55pm

We are winning Pennsylvania big, but the PA Secretary of State just announced that there are "Millions of ballots left to be counted." – Wed, 6.52pm

We have claimed, for Electoral Vote purposes, the Commonwealth of Pennsylvania (which won't allow legal observers) the State of Georgia, and the State of North Carolina, each one of which has a BIG Trump lead. Additionally, we hereby claim the State of Michigan if, in fact, ...there was a large number of secretly dumped ballots as has been widely reported! – Wed, 9.56pm

Ballina bides time and watches the odds reduce on its favourite son

Irish connection



Marese McDonagh
in Ballina



Waiting for the result of the US presidential election in Ballina, Co Mayo. PHOTOGRAPH KEITH HENEGHAN

The bookies were keeping hope alive in Ballina. Some time after noon yesterday there was a flurry of excitement among a small group of men peering at their phones near the Joe Biden mural on Market Square.

"He is 1/3 now," exclaimed David O'Malley, chairman of the Ballina Community Clean-Up group, which commissioned the mural. "Is that good?" we wondered. "He was 3/1 at 10 o'clock," said the solicitor, who reckoned tracking the odds was as good a way as any of keeping up with this nail-biting US presidential election.

O'Malley backed Ballina's favourite son in the contest at 6/4 several months ago, and now he is dreaming of the factory that Joe Biden will bring to Ballina, "although I suppose we should not be getting too ambitious just yet".

Joe Blewitt wasn't confirming or denying if he had financial skin in the game. "He's the Democratic contender's third cousin once removed. "Maybe tomorrow I will be his second cousin," he laughed, his spirits better than they had been when he woke at dawn after just two hours' sleep. The plumber made international headlines when he painted a slogan supporting his famous relative on his work van. "Joe Biden for the White House and Joe Blewitt for Your House," it reads.

Blewitt didn't get much sleep on Tuesday night. "I went to bed at 4am. It wasn't looking good and then when I went to bed I was dreaming all night that the FBI were after me and that wasn't great either."

He woke at 6am, checked his phone and felt even worse. "It is looking better now but it is still tight enough," he said at lunchtime. "I'd say [US president Donald] Trump is nervous after what he came out with this morning."

He wouldn't be a Trump fan even if his relative wasn't involved. "The things he comes out with. Imagine Michael D [Higgins] coming out with that kind of stuff."

Age thing

Blewitt wasn't too surprised when by mid-morning people were asking on the radio if Biden was the wrong candidate after all. "It's the age thing. Of course he is a good age, but he was the best they had."

People in Ballina are proud of the fact that Biden has visited their town twice – once in 2016 as vice-president and again in 2017, when he turned the sod on Mayo's first hospice.

"He is just a very nice man. He is a family man and he went through a lot of tragedy in his life," said Blewitt, whose three children are also huge Biden fans since they met him.

"He said to my wife, Deirdre: 'Hold them, and hold them tight.' He has great presence about him. He is not disrespectful to people. He is a gentleman, probably too much of a gentleman for that game," said Blewitt.

Local historian PJ Blake (81) said it would be good for Ballina if Biden wins. He briefly met the candidate when he did a walkabout of the town on his last visit. "I shook hands with him over there. It was only a two-minute wonder. But I found him gracious."

Mayo Independent county councillor Mark Duffy was enjoying the political drama which was creating a roller-coaster of emotions in Ballina all day Wednesday.

"We are very proud of the Biden connection. Regardless of what happens over the next 24 hours, there has been huge publicity for the town," he said, pointing out that CNN, NBC, Sky News and AFP have all come to see the place which Edward Blewitt, Biden's great-great-great-grandfather, left in 1850.

"Edward Blewitt worked for the Ordnance Survey so he literally put Ballina on the map, and now his descendant is doing that again," said the councillor.

'On a knife-edge'

Councillor Duffy said he knew the US election is "still on a knife-edge" but he can but dream. "We are all hoping Air Force One will touch down in Knock airport in 2021," said the politician.

Biden has been told about the mural in Ballina created by local artists Smiler Mitchell and Leslie Lackey, and he has also enjoyed the online chatter over Joe Blewitt's van. "He got a great kick out of the van," said the plumber.

Meanwhile, while they will continue to keep an eye on the odds, the locals also have also had a big screen erected close to the mural, from where the CNN number-crunchers will be beamed if, as expected, the drama continues for some time.

Blewitt wasn't taking anything for granted. "I am still very nervous but it is going in the right direction. It could be dragged out. Trump will go the messy route."



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NTA National Transport Authority

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Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
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- agus beidh brú tráchta agus truaillithe laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvireas, chrúthaigh muid an taithí comharliúchán phoiblí trid **seomraí comharliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheicail, téigh chuig www.busconnects.ie

Press advertisement published in the Irish Independent - 08 November 2020:

8 November 2020 Sunday Independent

‘Con Air’-style plan to transfer violent inmates will shut M50

Ali Bracken

IRELAND’S busiest motorway will be shut down to facilitate the transportation of more than 80 severely mentally ill people who have committed serious crimes to a new hospital to ensure public safety.

The *Sunday Independent* understands that the “*Con Air*-style plan” to relocate patients from Dundrum’s Central Mental Hospital (CMH) to their new home in Portrane in north Co Dublin are at an advanced stage.

Sources reveal it has been decided that “in the interest of public safety” the M50 will be shut down between Dundrum in south Dublin and the newly constructed 170-bed mental health complex in north Dublin during transfer.

Detailed plans are currently being drawn up for the “sensitive” transportation of the country’s most disturbed and violent patients.

Health bosses have decided that in the interests of the safety of the general public, and patient welfare, the large group will be transferred in several vehicles amid “tight” security. It has also been decided that the closure of the M50 is deemed necessary to ensure the overall success of the plan while the patients are en route.

One well-placed source explained: “It sounds like something straight out of the movie *Con Air*. But closing the M50 for a short period to facilitate the transfer is seen as the safest option.”

The HSE declined to comment when contacted about the plans, saying in a statement: “For security and operational reasons, the HSE cannot disclose details in relation to the patient transfer plan.”

However, it did confirm that the new facility in Portrane is expected to be fully operational early next year.

The current CMH is the State’s only facility for holding and treating severely mentally ill people who have committed serious crimes.

The Dundrum facility contains 84 beds and typically operates at 100pc capacity, meaning there are often long waiting lists of mentally ill inmates in the prison system awaiting admission.

Infamous killers Paul Henry, James Redmond and Shane Smyth are all residents at the CMH.

At their respective trials, they were all found not guilty of murder by reason of insanity. Paul Henry admitted killing his mother Ann Henry (47) at Abbeystown, Ballyphesan, in Roscommon on September 17, 2011.

James Redmond shot his neighbour Mary Dargan dead at her home in Killinarden Estate on March 15, 2014.

Her daughter Karina was also shot but survived. Redmond was taken to the CMH 11 days later.

Shane Smyth stabbed shop worker Mairéad Moran to death at her workplace in Kilkenny city in May 2014. Smyth has been in custody in the CMH since the attack.



DANGEROUS: Paul Henry, who killed his mother, is in the CMH

No staying ‘Dead Still’ for busy Norma Sheahan



GHOULISH: Norma Sheahan as Lucinda Breslin, a grieving mother in RTÉ’s new Victorian thriller ‘Dead Still’

Lynne Kelleher

ACTRESS Norma Sheahan had to leave her vanity behind in her role as a grieving Victorian mother in RTÉ’s new hit thriller.

Since graduating from Royal Academy of Dramatic Art, the Cork star is one of the country’s hardest working actresses, with starring roles in everything from *Moone Boy* and *The Clinic* to her own stand-up show and podcast series.

Her latest turn in the macabre comedy-drama, *Dead Still*, based around the ghoulish Victorian practice of taking staged photographs with dead relatives for family portraits, has been receiving critical acclaim around the globe.

In the make-up trailer on the set, she underwent the opposite of a make-over to play grieving mother Lucinda Breslin.

“They were dyeing my hair to be the right kind of manky for the period,” she said drily. “Even make-up — there was none. It was just trying to accentuate my veins and my wrinkles.

“I love going with that instead of trying to make everyone look beautiful.”

The actress was gripped as soon as she was sent the *Dead Still* script over two years ago.

“I think it’s based on pretty much true stories. There are legs added to all of them. But in the 1800s if you died, we would all sit around and get a picture with your body. It’s been out everywhere — New Zealand, America, Canada, it’s flying, it’s doing really well.”

The mother of three is using every facet of her training at Britain’s most lauded academy for the dramatic arts to stay creative during the pandemic. She has become a familiar voice to the nation as the narrator in one of the Government’s Covid ads to the population.

But her dream would be to have her own show, like her friend Amy Huberman.

“Everyone I know is on a writing team for something, look at Chris O’Dowd, Amy Huberman, Sharon Horgan. It doesn’t exist anymore that you sit at home waiting for the phone to ring.

“You have to do everything, that’s why I do stand-up and podcasts and I do a load of voiceovers and I built a studio in the house here since Covid.”

Dead Still will be shown on RTÉ One tonight at 9.30pm

Eight gardai are suspended in ‘corruption’ probe

Maeve Sheehan

EIGHT gardai were suspended across Munster yesterday in a dramatic escalation of an on-going investigation into alleged corruption in public office.

The scale of suspensions of serving members in connection with a single inquiry is thought to be unprecedented in the Force and has sent shockwaves through local Garda divisions, sources said.

The suspensions are linked to an on-going investigation led by the National Bureau of Criminal Investigations (NBCI) into allegations that gardai interfered with or quashed fixed-charge penalty notices.

Garda headquarters confirmed the development last night.

A statement issued to the *Sunday Independent* said: “Further to an on-going investigation led by the Assistant Commissioner Special Crime Operations, involving personnel attached to the Garda National Bureau of Criminal Investigation (NBCI), eight members of An Garda Síochána have today been suspended.

“This element of the investigation is focused on corruption in public office. As this is an on-going investigation, An Garda Síochána will not be commenting on the rank or the location of the members of An Garda Síochána who have been suspended today.”

The investigation into alleged interference with fixed-charge penalty notices emerged from a broader probe of alleged corruption in the force during which three gardai were arrested.

During the course of that inquiry, the NBCI came across allegations that gardai had squared summons for GAA figures which were thought to relate to road traffic issues. The homes of several players and officials were searched and mobile phones were seized.

A large number of local gardai were interviewed by detectives with the NBCI as part of that investigation. The suspension of eight serving gardai marks a significant ramping up of their inquiries.

Meanwhile, a Garda superintendent who was arrested and suspended last year in connection with the NBCI corruption inquiry is to retire, the *Sunday Independent* has learned.

Superintendent Eamon O’Neill, who faced criminal and disciplinary investigations, is understood to be retiring on health grounds with effect from tonight (Sunday). His retirement from the Force means that the disciplinary proceedings he faces will be dropped.

Mr O’Neill was accused of allegedly “fixing” more than 30 fixed-charge penalty notices and court summonses relating to road traffic offences.

His retirement follows his unsuccessful High Court bid to overturn his suspension, in which he described the allegations against him as preposterous and false.

During the course of the hearing, the High Court heard how he was accused of telling a garda who was then under investigation about a listening device on a his car. He was also accused of being present in a pub in Limerick in January last year when another garda colleague was alleged to have taken cocaine in his presence. Mr O’Neill denied all allegations. A retired chief superintendent, Gerry Mahon, swore an affidavit in Mr O’Neill’s favour saying he had read the documentation in the case and had “very serious concerns that a major miscarriage of justice is being perpetrated”.

‘I read it, then sat on a park bench and just sobbed’

Sinéad’s mum suffered delayed cancer diagnosis at Letterkenny

Maeve Sheehan

SINÉAD Ní Bhaoill hurried through a Toronto park in August walking her dog, Zuzu, while reading a report she had received about her late mother’s cancer treatment at Letterkenny University Hospital (LUH).

“I read it as I was walking the dog because I was short on time and I wanted to speak to my mother’s best friend, who was anxious to hear what the findings were,” she said.

“I was not expecting it to be so awful. I sat down on a park bench, and I just sobbed. An old man came over to ask me if I was OK. The anger that I felt reading it. This is more than just a Health Service Executive report. These are actual women who are being failed.”

The upshot of the report was that Sinéad’s mother, Bridget Boyle, should not have had to wait so long for her cancer diagnosis.

An independent report published in August found that 38 women suffered delayed diagnoses of their uterine cancers at LUH.

The *Sunday Independent* has learnt that three more families have contacted the hospital authorities with concerns about cancer care since that report was published.

This brings to 41 the number of women impacted by the delayed cancer diagnosis controversy at LUH.

That women are still coming forward will add to pressure on the hospital authorities to hold an independent inquiry into cancer services in Letterkenny.

The Saolta hospital group confirmed that three new cases will be referred for independent external review.

“One case has now had an external reviewer appointed and the group is going through the formal process necessary to appoint an external reviewer for the remaining two cases. The group and hospital will be communicating directly with the patients and families involved, with respect to the progress of these reviews,” a statement said.

A review of gynaecology services at LUH was ordered by the HSE after Dr Margaret MacMahon, a Bristol-based consultant, flagged up a number of alleged missed cancers at the unit and other patients also raised concerns.

The review team, led by consultant obstetrician Dr John Price, exposed serious failings at LUH.

It detailed how of 133 cases of endometrial cancer examined, 38 suffered delays. Over 10 years, one in three women with endometrial cancer experienced some delay in their care and nearly one in five suffered a “potentially significant consequence” as a result.

The hospital has provided reports to 38 women or their families who suffered delays in their diagnosis.

However, some women are unhappy with the reports and Dr McMahon and the Irish Patients’ Association are calling for an independent inquiry.

Speaking from her home in Toronto, Sinéad said after her mother’s death she discovered that she had kept detailed notes of her treatment. Bridget, who lived in Dungloe, worked as a nurse for the Health Service Executive, in residential care homes.





ANGRY: Sinéad Ní Bhaoill and her dog Zuzu; right, her mum Bridget

Were it not for those notes, she may never have pressed LUH for a review of her mother’s care.

In April 2017, Bridget’s GP sent her for “urgent referral” to the Letterkenny hospital’s gynaecological services, but it took more than a year for her to be diagnosed with cancer.

From her initial “urgent referral”, Bridget Boyle waited one month and 16 days for an appointment. She had her first DNC nine months later on December 12, and, in January, histology findings recommended a repeat DNC which should have been done in weeks but was not done until March 26.

Her cancer finding is noted on her medical records on March 29, but Sinéad said her mother was not told of her cancer diagnosis until April 30, one month later. Bridget passed away on September 23, 2019, at the age of 63.

Sinéad remains angry at her mother’s treatment.

“You have to put that anger somewhere. If you feel that you can be productive and help other women, then that helps you.

“There are probably other people out there who are thinking, ‘this is how cancer is found, it takes this long to get a cancer diagnosis’. As long as they are not getting any results, they can say no news is good news,” she said.

“Hopefully, other women will read this and will say, ‘hang on a sec, maybe I should be questioning my treatment. Maybe I should be asking to look at my hospital notes to see what’s going on there.”

Dr MacMahon, who persistently highlighted deficiencies at LUH after her late sister Carol’s endometrial cancer was missed for two years, said: “The proposed HSE process to manage the department is grossly inadequate and there needs to be an in-depth review of other patients’ records plus an inquiry explaining why all these tragedies were being ignored despite their being told that women were dying of treatable cancer.”



BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

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Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

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Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie

Press advertisement published in the Fingal Independent – 10 November 2020:

It's Fingal Inclusion Week!

by **JOHN MANNING**

NEXT week sees the second Fingal Inclusion Week with over 37 virtual events taking place around the region.

The week, which runs from November 16 to 21 is an initiative of Fingal County Council Community Development Department and the Fingal Public Participation Network.

Fingal Inclusion Week aims to highlight the positive work that communities, agencies and other organisations are involved in to reduce social exclusion and poverty in Fingal.

Mayor of Fingal, Cllr David Healy said: 'Social exclusion is an ongoing issue for many people and has been brought into sharper focus in 2020 during the Covid-19 restrictions. Fingal Inclusion Week, as well as raising awareness of this issue, will allow people to interact with community groups and join in with fun activities from their homes.'

AnnMarie Farrelly, Fingal County Council Chief Executive, stated: 'Empowering communities to look after one another by staying connected to avoid social isolation has been a key objective for the Fingal Community Call Forum since it was set up last March.

'The current Keep Well campaign is aimed at creating a Healthy Fingal by showing people of all ages how we can mind our own physical and mental health and wellbeing by adding healthy and helpful habits to our daily and weekly routines.

'We want to create a county where everyone can enjoy physical and mental health and wellbeing to their full potential; where wellbeing is valued and supported at every level of society; and where wellbeing is everyone's responsibility. The 37 events planned for Fingal's Social Inclusion Week will be important steps on our journey towards a Healthy Fingal as they will provide advice and support as well as many chances to engage personally online with organisations who are doing tremendous work in our communities.'

Fingal Inclusion Week is very important to raise awareness of the excellent work being done by community groups and the Fingal Community Development Department and the Public Participation Network to combating social exclusion.

The week also seeks to raise awareness of the barriers experienced by citizens of Fingal that lead to social exclusion and promote an understanding of inclusion in Fingal. Participating organisations and community groups are hosting events to explore such issues through a series of interviews and panel discussions.

For more information, an online event brochure of 37 events can be found on fingalinclusionweek.ie

Knuckle duster

A MAN who was in possession of a knuckle duster while intoxicated has been placed on a one year Probation Bond.

Christopher Dunne (26) was also in possession of a small amount of cocaine when gardai arrested him at Castlegrange Avenue in Swords on June 16 2019.

The defendant, of St Cronan's Lawns in Swords pleaded guilty to the offences at Swords District Court.

A positive Probation Report was handed into court and his defence barrister Deirdre Flannery told Judge Dermot Dempsey the defendant is working with the relevant programmes.

'He is drug free now and has a job lined up on a fishing boat in Skerries,' Ms Flannery told the District Court.

Judge Dempsey placed the defendant on a one year Probation Bond on his own bond of €300 and told him to 'Keep up the good work.'

Pipe theft charges

A MAN charged with the theft of a number of items including copper pipes and radiators from two separate businesses had his case adjourned until January.

Emmet Brady (37) is alleged to have stolen copper pipe and a copper cylinder worth a total of €566.77 from Chadwicks in Turvey, Donabate on February 15, 2019.

He is also alleged to have stolen four radiators from B&Q in Swords on June 1, 2019. The radiators are alleged to have been worth €424.

The accused, who has an address at Bride's Glen Park in Swords, had his case adjourned until January 8 at Swords District Court.



Spat at Gardaí



Balbriggan District Court.

A WOMAN who spat in the eye and face of a member of An Garda Siochana had her case adjourned until later this month for her to elect which court she wants her case heard in.

Lisa Gavin (40) is alleged to have become abusive while gardai arrested a male at Castle Hills on June 9.

It is alleged the accused was then arrested and allegedly lashed out and spat in the face of Garda Darren McGreever.

The accused, of Hastings Close, Hamilton Way in Balbriggan is charged with assaulting Gda McGreever causing him harm.

She is further charged with being intoxicated, failing to comply with garda direction and using threatening and abusive behaviour on the same date.

'It is alleged she spat in the face and eye of the member,' said Sergeant Patricia McGarrity.

The Director of Public Prosecutions has directed summary disposal of the case meaning it can stay at district court level, where if convicted, the penalties are less than those imposed at circuit court level.

On hearing an outline of the alleged facts, Judge Dermot Dempsey accepted jurisdiction and adjourned the case until November 26 for the accused to elect which court she wants her case heard in and a plea to be entered or a hearing date to be fixed.

Press advertisement published in the Northside People East – 11 November 2020:



NORTHSIDE PEOPLE EAST
11.11.20

9

The new department was outlined as one of the key objectives in the hospital's 2018-2020 Strategic Plan, which is on track to be delivered by year end.

New Admissions Department unveiled at Cappagh Hospital

THE National Orthopaedic Hospital Cappagh, Ireland's largest dedicated orthopaedic hospital, has opened the doors to the new admission department.

The new department was outlined as one of the key objectives in the hospital's 2018-2020 Strategic Plan, which is on track to be delivered by year end.

The former Admissions Department was located at the rear of the hospital, a considerable distance from the main hospital entrance.

This previous location had sometimes led to confusion, as patients regularly presented for admission at the main hospital reception.

In a bid to simplify the physical journey and enhance the patient experience, management identified the need to relocate the Admissions Department to a building adjacent to the main hospital entrance.

The newly opened admissions department will simplify and streamline patient flow.

The new state-of-the-art department has two consultation pods that offer patient privacy during the admissions process. The area has several power points and is Wi-Fi-enabled so that patients can charge personal electronic devices and connect to the internet prior to admission.

Angela Lee, Chief Executive Officer of the National Orthopaedic Hospital Cappagh, said: "We are delighted to open this modern facility and optimistic that it will improve patient and staff convenience and enhance the overall hospital experience.

"As demand for elective orthopaedic surgery increases, following a 15 per cent increase in activity in the hospital in the past two years, we are confident that our new Admissions Department and the Admissions Team are well placed to accept greater patient numbers and rise to future challenges.

"We are also pleased to confirm that the vacated Admissions Department will be reassigned to the Radiology Department, and plans are progressing for the installation of a long awaited CT scanner."

Fingal's field names are available to view on new online database

Padraig Conlon

THE Fingal Fieldnames Project has reached a milestone as the names recorded so far have now been made available online for the first time.

In a collaboration between Christine Baker, Fingal Heritage Officer and Mairéad Nic Lochlainn of Fiontar & Scoil na Gaeilge, Dublin City University the information has been made available on Meitheal Logainm.ie.

The Fingal Fieldnames Project aims to explore and record the rich legacy of fieldnames and related heritage in our local landscapes.

Every field in Fingal, and across Ireland, has a name or had one in the past. Names may derive from the topography of the land, or from the owners, or may describe the purpose of the field, its size or may relate to some event that took place in the field.

Together these names tell us much about the history and heritage of our local landscapes.

Since 2018, volunteers across the county were given the training by Ainéra Heritage to record the field names of their localities.

They have been consulting old maps and documents, speaking to farmers and gathering as much knowledge as they can. 'Back of the Yard', 'Point of the House', 'Ladies Stairs', 'Long Leg' and 'Collier's Hoey' are just some of the field names in Fingal which have been collected.

Now you can view the results to date of the Fingal Fieldnames project on https://meitheal.logainm.ie/fingal-fieldnames/

History is more than child's play

DUBLIN City's first ever Historian-in-Residence for Children has started work in her new role.

Dervilla Korbe began work in September after being appointed through a partnership between Dublin City Council Culture Company and Dublin City Libraries. Her job now is to plant the seeds for a lifelong connection with and curiosity about the history of Dublin.

Press advertisement published in The Herald – 12 November 2020:

No festive cheer for Henry Street stall traders

Luke Byrne

IT'S usually one of the most lively places in Dublin in the run up to Christmas, with bright lights and street vendors shouting out offers for last-minute gifts.

However, casual traders who set up stalls on Henry Street in the lead up to Christmas will not be allowed to do so this year.

Dublin City Council today told the committee for casual trading a decision had been made "at the highest level" against allowing the traditional Christmas street market to go ahead. This was over public health concerns during the Covid-19 pandemic.

Labour Party councillor Joe Costello, who is on the committee, said there was disappointment and anger over the decision, especially given the public health advice is that outdoor settings are safer than indoors.

"There was a glimmer of hope as the situation [regarding Covid-19 case numbers] has improved in recent weeks," he said.

"Obviously, we knew it wouldn't be happening under Level 5, but it looks like we will be moving back to Level 4 or Level 3.

"This is a tradition leading up to Christmas and it only would have been for a few weeks."

Around 60 traders usually set up stalls on the street in the run up to the festive period, though only around 40 were planning to do so this year.

"There is a contradiction there because the indoor shops will be open with shoppers inside while the street traders remain closed," Mr Costello told the *Herald*.

"It was quite an angry meeting," he said. Mr Costello said there had been ongoing discussions and a risk assessment report had been prepared in September.

> 'It's very bright and cheerful and we were hoping it could go ahead'

Concerns were raised about the numbers who would be attending, but he said there was no specific direction that it would not go ahead.

CHEERFUL

Traders and members of the committee were satisfied it could be held safely.

"It's very much a Christmas tradition, it's bright and cheerful and we were hoping against hope that it could go ahead."

He had argued for waiting a number of weeks before a final decision was made.

Sadie Grace (65), who has been selling lights and decorations at her stall on the street every year before Christmas since she was 13, said she was disappointed at the decision.

"This is the first year I won't be there," she said.

Dublin City Council was contacted for comment.



Vendors won't be selling festive goods on Henry Street



Wife told to get a court order to heat half of home

Tim Healy

A HUSBAND told his estranged wife, with whom he shares the family home, that she needed a court order to cross into his side of the house to turn on the heating, the High Court has heard.

Mr Justice Max Barrett granted the woman a decree of divorce after finding her estranged husband has still not fully disclosed his financial position and engaged in "bad" and "mean-spirited" behaviour towards her.

The couple currently live separately in a partitioned family home and the man has taken to making noise at irregular hours.

He had argued that the woman required court orders to cross into his section to turn on the heating.

Mr Justice Barrett said the man had sought to depict himself as "reasonable", seeking only what was fair and wishing his estranged wife well but, over a prolonged period, he behaved badly towards her.

He had behaved in a "volatile" manner, with the result the woman previously obtained an interim barring order against him, later replaced by a related

The woman was so fearful she left the family home at one point.

While the man maintained he has never been violent towards her, "by which he presumably means he has not hit her", that was to mistake the nature of an interim barring order and the undertaking.

He also sought to introduce an intimate and irrelevant detail from the woman's "long-distant past" which he "insensitively, even cruelly" described as "baggage", before the court stopped him.

DISREGARD

"If a man is inclined to treat his estranged wife with such disregard/discourtesy in court, he will find himself facing an uphill battle in seeking to establish his being more generally a reasonable man."

The couple married some years ago and have adult children. They have been separated for more than two years and the wife said there was no possibility of reconciliation.

The judge said he would grant a decree of divorce. He made orders for sale of the family home and giving the

BRIEFS

Brother murder accused in court

A MAN accused of murdering his younger brother at their home in Dublin last week has been further remanded in custody.

Gary Murtagh was arrested after the body of Paul Murtagh (42) was found at their family home at Auburn Street, Phibsborough, last Friday.

The 47-year-old faced his second hearing yesterday at Cloverhill District Court when he was remanded in custody by Judge Victor Blake to reappear on November 25. A bail application in a murder case must be made in the High Court.

Guinness recalls alcohol-free beer

GUINNESS is recalling cans of its recently launched non-alcoholic stout amid safety concerns over microbiological contamination.

The recall, which the brewer described as precautionary, impacts the UK market, as the product was not yet on sale in Ireland.

Guinness 0.0 was launched last month amid much fanfare after a four-year development process, and a statement from the company read: "The issue is isolated to Guinness 0.0 and does not impact any other Guinness variants or brands."

Pope vows to end all sexual abuse

POPE Francis has pledged to rid the Catholic Church of sexual abuse and offered prayers to victims of ex-Cardinal Theodore McCarrick, a day after the Vatican released a detailed report into the decades-long church cover-up of his sexual misconduct.

"I renew my closeness to victims of any abuse and commitment of the church to eradicate this evil," Francis said yesterday.

The report blamed a host of bishops, cardinals and popes for dismissing mountains of evidence of McCarrick's misconduct.

Torvill and Dean host climate show

JAYNE Torvill and Christopher Dean have travelled to Alaska to explore the effects of climate change in a new documentary for ITV.

The one-off film, *Dancing On Thin Ice With Torvill & Dean*, follows the duo on their trip to fulfil their dream of skating outside in nature.

However, while there they discover it is Alaska's hottest year on record. The Olympic skating champions travel into the wilderness in a hunt for wild ice, skating wherever they can, as they seek to find the perfect place to dance a

Press advertisement published in The Echo – 12 November 2020:

The Echo, Thursday, November 12, 2020 news@echo.ie **13**

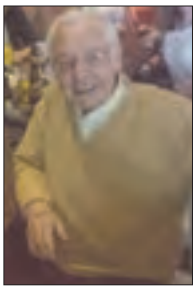
Community stalwart Tommy always gave his time freely

Community form a guard of honour and release balloons in blue, yellow and white

By Aideen O'Flaherty
aideen@echo.ie



PROJECT: The memorial garden in Fettercairn and (right) Tommy Cousins



THE Fettercairn community formed a guard of honour on the street leading up to the Fettercairn Community and Youth Centre last month as community stalwart Tommy Cousins, who passed away on October 26 aged 73, was brought there on his final journey.

Tommy was a familiar face to many in Fettercairn and had strong belief in and praise for the area, which he moved to in the early 80s and shortly afterwards got involved in community organisations.

Philip MacAdam, the manager of the Fettercairn Community and Youth Centre, told *The Echo:* "One of the things Tommy used to say was that the original community centre in Fettercairn was built by people in the area and they paid £1 per brick every week."

When the new community centre was developed Tommy was still a dedicated community worker and volunteer, and he had a particular passion for gardening.

"He had green fingers," said Philip. "He did an awful lot of work in the community garden.

"His last project was a memorial garden for people who couldn't go to their loved ones in the graveyards in Bohernabreena or Palmerstown.

"He always gave his time freely, and even in the last few years he would still come into the centre and mop the floor and tidy the car park."

Tommy also collaborated with another local gardener, Sean Farrell, and he was instrumental in setting up the Brookfield/Fettercairn Men's Shed.

The father-of-five was a passionate supporter of Leeds United Football Club, and he was well-liked in Fettercairn for his infectious sense of humour and his willingness to help others.

"He had no filter – he was a character," said Philip. "Behind the guarded exterior, he was a big softy. He'd throw himself into anything to help."

When Philip would start his shift at the centre on Thursday mornings, on the day when *The Echo* is delivered, Tommy would routinely be there before him, to pick up a few copies of the paper to deliver them to Fettercairn residents who weren't able to pick one up themselves.

"He was always thinking of others," added Philip.

Following the funeral Mass last month, Tommy's last stop on the way to Mount Venus Cemetery was the community centre and the community garden in Fettercairn, where many residents formed a guard of honour and balloons in the blue, yellow and white of Leeds United FC were released.

Tommy sadly never got to do the next project he wanted to carry out in the community memorial garden – the construction of a pergola – but the community is determined to carry out the project on Tommy's behalf, and a plaque will be erected in the memorial garden in honour of him.

Tommy was the husband of the late Ann, and he is survived by his sons Mark, Jonathan, Terence, Raymond and Stephen, and his grandchildren, daughters-in-law Ann-Marie, Pamela, Gemma, Sandra and Shauna, brothers, nieces, nephews, extended family, neighbours and his large circle of friends.

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Press advertisement published in the Dublin Gazette – 12 November 2020:

DUBLIN GAZETTE



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Project Ireland 2040

NTA

Press advertisement published in the Fingal Independent – 17 November 2020:

Council compensated with rates waiver funds

By KEN PHELAN

FINGAL County Council has been compensated by the Government for revenue lost through a commercial rates waver designed to help local businesses through the COVID-19 crisis.

Minister for Housing, Local Government and Heritage, Darragh O'Brien TD has written to the Chief Executive of Fingal County Council to reiterate the Government's support for local government.

Minister O'Brien sent the letter as the second tranche of commercial rates rebates were issued to local authorities across the country. Fingal County Council has so far received over €50 million with further payments to issue.

As part of the July Stimulus programme, a €600 million commercial rates waiver was announced for businesses impacted by COVID-19.

This covered 100% of commercial rates from the end of March to the end of September.

As part of Budget 2021, a further €300 million commercial rates waiver was announced to cover rates to the end of the year.

Commenting, Minister O'Brien said: 'The commercial rates waiver will mean that Fingal won't be at a loss or having to make 'either' 'or' decisions when it comes to providing vital services for people.



Minister Darragh O'Brien

'I have been engaging with my party colleagues on Fingal County Council, Cllr Brigid Manton, Cllr Brian Dennehy, Cllr Eoghan O'Brian, Cllr Darragh Butler and Cllr. Adrian Henchy – who have reiterated the need for support for services in these difficult times.

'I am very aware that commercial rates are the backbone of local authority income which means that services such as playgrounds, sports facilities and library services can keep operating. I want to ensure that Fingal can continue their important work and Government have not been and will not be found wanting in respect to support for the sector.'

Minister O'Brien said that as Fingal County Council begins to engage in its 2021 budgetary process, they do so 'in the knowledge that Government has supported them with a commitment for commercial rates rebates in 2020.'

The Minister concluded: 'I will continue to work with my colleague Michael McGrath TD, Minister for Public Expenditure and Reform, to support local authorities meet costs and income losses that have arisen as a direct consequence of the pandemic.

'I would like to take this opportunity to commend all our local authorities for the exceptional leadership they has shown through their response to the COVID-19 pandemic.'

Funding given to Oberstown

MINISTER of State at the Department of Rural and Community Development, Joe O'Brien TD has announced funding of €120,000 for Obersown Children Detention Campus in Lusk.

The funding is to develop a tailor-made Horticulture Training and Education Programme, and forms part of a €51 million fund from the Dormant Accounts Fund to address disadvantage across the country.

Minister O'Brien said: 'I am delighted to launch the Dormant Accounts Action Plan 2021 which provides funding of over €51 million to help address disadvantage right across Ireland. The 46 measures approved for funding in 2021 will be implemented across Government and will help to address a diverse range of issues such as long term unemployment, youth disadvantage, migrant integration and probation supports to prevent re-offending.'

He said: 'The funding for Oberstown, to develop a tailor-made Horticulture Training and Education Programme, will address the current gap in the provision of vocational and on the job training for young persons detained on Campus. This will assist children in understanding their own interests, aptitudes, personality and skills to give them the knowledge to inform their career decisions...'

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Press advertisement published in the Wicklow People – 18 November 2020:

Demand soars at women's refuge

By **MARY FOGARTY**

Bray Women's Refuge has reported a surge in requests for help, with almost double the monthly demand for places at the centre.

Minister for Health Stephen Donnelly has urged women across Wicklow to seek help if they are feeling threatened at home.

He said that it is that vital women know there is always help available to them if they are feeling trapped or simply need someone to talk to.

The refuge had to reduce their capacity during Covid but are still operating a 24-hour hotline.

They say they have experienced an increase in calls from individuals and professionals seeking information and support, women seeking crisis refuge accommodation for themselves and their children as well as from individuals seeking support through the court application processes for legal protection.

Anne-Marie McMorrow, manager of Bray Women's Refuge, said that the first effect of Covid-19 was a reduction of capacity.

'We had recently renovated to increase capacity,' she said. 'But some families would have shared bathrooms so we had to reduce numbers.'

Staff numbers on-site were reduced as some of the refuge's own staff were vulnerable to the virus and needed to cocoon and work from home. 'We made a lot of changes on the hoof as required, as did a lot of services.

'At the very beginning phones were very quiet,' said Anne-Marie. 'Women were concentrating on childcare and that's where their priorities lay.'

That has changed now with referrals of women in need of accommodation - either by individuals or services - doubling.

Support for women attending court has been changed to remote support.

'That support is still there, but mainly over the phone, WhatsApp, text and emails,' said Anne-Marie.

'The calls for accommodation are up exponentially,' she said.

'From January our referrals for accommodation per month have doubled.'

There were 28 referrals for accommodation in the month of January and more than 50 last month.

The refuge has been able to provide short-term hotel accommodation for some clients so that they don't have to stay in an unsafe environment, and are working to move people from the refuge into more medium or long-term accommodation to facilitate movement of the waiting list.

'We know that home is not a safe place for all of us, and unfortunately domestic violence increased during the initial lockdown we faced in the Covid-19 crisis,' said Minister for Health Stephen Donnelly.

'I want victims of domestic and sexual abuse to know that An Garda Síochána, the Courts Service and other services, including the vital supports provided by our community and voluntary sector, are still here for you as we now face more restrictions,' he said.

'For anyone living in an abusive relationship or living in fear for their safety right now must feel like an impossible situation.

'If you are in this situation I want you to know there is always help out there for you at any time of day or night.'

Bray Women's Refuge offers support to women across the country as part of a national network.

They are available at any time to offer a safe haven for victims of abuse as well as advice or counselling.

Restrictions on movement related to Covid-19 do not apply to any person seeking help.

Anne-Marie said that the circumstances around Covid-19 can exacerbate situations where domestic violence exists, with pressures including both partners working at home, the children being home more and other factors.

'It's escalating to where they don't feel safe,' said Anne-Marie. 'When people don't feel safe, we help them get to safety in as much as we can. And that's what we continue to do.'

She said that the message they wish to get out to women experiencing domestic violence is that supports are still there.



Gillian Mangan, Josepha Madigan, then Minister for Culture, and manger Anne-Marie McMorrow.

'We recognise that domestic abuse is still there,' said Anne-Marie.

She said that if there is no space in the refuge itself, they will look for short-term accommodation, or just to talk, listen and advise, and support legal applications for protection orders.

The refuge offers a 24-hour helpline.

'A person may call a few times,' said Anne-Marie. She said that her mental health may be suffering, with anxiety on top of anxiety, and she may need to reach out.

'Sometimes they just want recognition that yes, they are in abusive relationships, but they don't want to leave just yet.'

If someone feels unsafe and afraid of their partner, she suggests that they just let someone know, and get out if it's escalating. 'As much as you might want to stay and calm everything down, the safest thing is to go to a neighbour, relative or friend until things calm down. Sometimes in the heat of the moment that's the best thing to do.'

She reiterated that a person is permitted to travel between counties in a situation of domestic violence for refuge or safety.

'Domestic violence doesn't discriminate,' she said. They have a mix of people of different nationalities and Irish, from various backgrounds and of all ages. Some women find themselves in a situation where the perpetrator of the abuse is an adult child.

Anne-Marie said that there is a high level of support from the community, including local supermarkets, hotels they contact for accommodation, gardaí, fundraisers, and official bodies such as Tusla.

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Press advertisement published in the Northside People East – 18 November 2020:



NORTHSIDE PEOPLE EAST
18.11.20

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Planning@dublinpeople.com

Standard Planning Notice

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Deadline for submissions

Friday at 12 NOON

Dublin People

GROUP OF NEWSPAPERS

Press advertisement published in the Northside People East – 25 November 2020:



NORTHSIDE PEOPLE EAST
25.11.20

7

New funding for rural Fingal

HERE was some great news for rural areas in Fingal with the final approval of €1.14 million in funding for 11 new projects.

The Dublin Rural Leader Local Action Group (LAG) which oversees the programme in Rural Dublin, approved the investment in projects in an online meeting recently.

The approved projects are in areas of enterprise and job creation, social inclusion and rural environment. Ten of the projects approved for funding are based in Fingal.

These will generate new enterprise employment opportunities as well as significant investment in rural community facilities.

The projects awarded include Keogh Crisps Limited (€100,615 for further development of factory resources to aid company growth), the Ballyboughal Hedgerow Society (€6,750 for roll out training courses in biodiversity for local community groups) and Lambay Irish Whiskey Company (€192,2830) to establish a micro-distillery on Lambay Island with independent energy supply. Taylor's Irish Chillies Link was also granted €62,228 for the development of new product lines to expand their business.

The Mayor of Fingal, Cllr. David Healy, said "I welcome this considerable funding to a wide range of recipients. Would like to thank the Local Action Group for its approval of a number of important new projects that will support the development of sustainable communities in our rural areas.

"The funding will be invaluable to the enterprises and communities involved, enabling them to continue to contribute positively to the economic prosperity and the quality of life of Fingal in these challenging times."

Laurence Ward from the Irish Farmers' Association and current Chairperson of the Dublin Rural Leader Local Action Group, said the investment decision is a much needed boost to rural areas during a very challenging time.

"This decision is great news for many people in the rural areas," he said.

Emer O'Gorman, Fingal County Council's Director of Services for Economic, Enterprise, Tourism and Culture, added: "This most recent online meeting has approved its second largest ever investment at a single meeting.

"This investment will provide much needed stimulus in the local economy and we are very happy with this result for the project promoters."

The beautiful Lambay Island where a micro-distillery will produce whiskey.

Keogh Crisps Limited was allocated funding for the further development of factory resources.

BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

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Tá an triú chéim den comhariúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

NTA

Press advertisement published in the Dublin Gazette – 26 November 2020:



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- agus beidh brú tráchta agus truaillíú laghdaithe sá chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta corónvíreas, chruthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceáil, téigh chuig www.busconnects.ie

Project Ireland 2040

NTA

Press advertisement published in The Echo – 26 November 2020:

The Echo, Thursday, November 26, 2020 news@echo.ie 9

Church reaches out to community with 'keep the lights on campaign'

Canon wants the community to know that church is still there for them

By Mary Dennehy
mary@echo.ie

A TALLAGHT church took inspiration from the recently launched 'keep the lights on' campaign and reached out to the community by illuminating the village skyline.

Last Friday, Guinness joined forces with publicans nationwide and organisations such as the Licenced Vinters Association (LVA) and the Vintners' Federation of Ireland (VFI) to shine a light on the struggles of pubs and staff in the face of Covid-19 restrictions.

Pubs right across the country simultaneously switched on their Christmas lights last weekend.

Canon William Deverell of St Maelruain's Church of Ireland in Tallaght Village was inspired by the campaign, and took his own approach last weekend to highlight that churches are still here, although many through Facebook Live services.

Last weekend, a sign went up outside the historic Tallaght Village church that read, 'We are trying to keep the lights on for the Holy Spirit of Christmas'.



INSPIRATION: St Maelruain's Church of Ireland took part in the 'keep the lights on' campaign

While reaching out to the community, Canon Deverell wanted to highlight the importance of churches in many people's lives – and the struggles faced by churches as their services and events are cancelled.

St Maelruain's, which has taken its services online, was allowed to open for 11 Sundays in the past seven months, with a maximum of 25 people permitted in the church.

"While recognising that we are all trying to keep the numbers down to prevent our local hospital from being overwhelmed and to protect our senior citizens, it was the older members of the congregation who really appreciated the 11 Sundays we were allowed open", he told *The Echo*.

"It was one of the few places that they actually felt safe.

"Not only was it good I hope for their spiritual health but also for their mental health as it was one of the few occasions that they could meet somebody else that week, granted after the service and with a mask, outside."

Speaking with *The Echo,* Canon Deverell said that the 'keep the lights on' campaign was launched the same weekend that St Maelruain's church made an appeal to its parishioners.

"It happened to be the same weekend when we had made an appeal to our few and already hard-pressed parishioners for our annual Gift Day", he said.

St Maelruain's Church provides support and space to community groups and organisations throughout the year, which in turn support the church's different fundraisers like its Spring Concert and Summer Sale, all of which have been cancelled.

Canon Deverell wants the community to know that the church is still there for them while also raising awareness of the challenges faced by parishioners and churches alike.

Follow St Maelruain's Parish on Facebook.

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Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

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Project Ireland 2040 Building Ireland's Future
NTA National Transport Authority

Press advertisement published in the Fingal Independent – 01 December 2020:



Gerry's house lit up in the name of Christmas and supporting local charity. (pics by Fintan Clarke)

WHITE'S AGRI

Visit us at Fingal's Only Under Cover Drive Thru Coal Depot

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(Just off the R132 opposite Murtaghs Pub)
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- beidh rothaíocht níos sábháilte
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsuithe seo i gcruthú níos **inbhuanaithe** a chruthú le áiseanna rothaíochta agus coisithe níos fearr.

I mBliain an Éiginnte seo, bhíomar dícheall d'achan cineál deon thuairt ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coronavíreas, cheistiúigh muid an taithí comhairliúcháin phoiblí trí **seomraí comhairliúcháin fíorúil** le haghaidh gach conaire ar ár suíomh **busconnects.ie**. Tá téamóilíneacha mionsonraithe, tuigsi dearadh agus roinnt eolas cúlra ar fáil le féachaint orra nuair is mian leat.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceáil, téigh chuig www.busconnects.ie



Project Ireland 2040 NTA

Press advertisement published in the Wicklow People – 02 December 2020:

Retailers to show their appreciation

By **MYLES BUCHANAN**

FOLLOWING the lifting of some government restrictions, many retailers in Wicklow town are holding a Customer Appreciation Weekend on Saturday and Sunday, December 5 and 6.

The Customer Appreciation Weekend is an initiative by the participating retailers to express thanks to the loyal customers who have supported them throughout these difficult times and to provide a warm welcome back to shoppers who have been unable to visit shops during the current lockdown.

The weekend will take the format of each participating retailer creating special offers for this weekend only or they will be offering discounts on some of their most popular products for these dates only.

Wicklow Town and District Chamber of Commerce president Rosie Cooney said: 'This is another wonderful initiative from the retailers to show their appreciation to their customers who have supported the Shop Local campaign since the first lockdown in March.'

Many shops in Wicklow town will be also open on the Sundays leading up to Christmas, with the Main Street becoming a pedestrianised area from 12 noon to 5 p.m. There will be free two-hour parking in the Abbey Street and Church Street Car Parks and on designated spaces on the Main Street, with free all-day parking available in the large Murrough Car Park and the St Manntains Car Park.



Rosie Cooney, president, Wicklow Town and District Chamber.

The Wicklow Town Shopping Vouchers also continue to an important part of the ongoing drive by Wicklow Town and District Chamber, the Wicklow Town Team and the Wicklow Municipal District Council to encourage shoppers to shop local this year.

The Shop Local Vouchers, designed by Wicklow Town and District Chamber of Commerce, are high-quality, prestigious shopping vouchers, which are presented in a purpose-designed sleeve, making them a fabulous gift to receive.

They are available in denominations of €5, €10, €20 and €50 and can be purchased online via www.wicklowtown/vouchers or from Bridge Street Books, Connolly Menswear and from the Chamber office in the Wicklow Enterprise Centre. Alternatively, call 0404 66433.

Ms Cooney added: 'It is extremely important to encourage everybody to 'Shop Local' and support local shops, restaurants, coffee shops and support local employment, particularly this year, after the numerous lockdowns and the impact on all retail outlets of Covid-19. I express my continued thanks to the local community for the support they have already given to the retail and hospitality community this year.'

Businesses in the locality who give Christmas gifts are reminded that, under current Revenue rules, employers are permitted to give up to €500 worth of vouchers without any tax implications for either.

Giving a Shop Local voucher to your staff is an ideal way of expressing your thanks to them and at the same time, providing much-valued support to the local business community. Recipients of these vouchers are encouraged to use these vouchers this Christmas to provide a boost to the retail and hospitality community after this very difficult year.

15 detached houses planned for Ballyguile

THERE are plans to construct 15 detached houses along the Ballyguile Beg Road.

Wickcar Properties Ltd seek permission for the construction of 15 four-bedroom detached dwelling houses to include a proposed new entrance to Ballyguile Beg Road.

The application also includes plans for 30 parking spaces, working out at two spaces per house. A footpath and road is proposed within the development, with the footpath extended to connect with existing footpaths on either side of the development along the Ballyguile Beg Road.

A decision by the Planning Authority is due by January 21, 2021.

THE GREAT OUTDOORS!



Martin and Ann Lennon out for a walk with Rex.

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Project Ireland 2040 Building Ireland's Future

NTA National Transport Authority

Press advertisement published in the Northside People East – 09 December 2020:



6

NORTHSIDE PEOPLE EAST
09.12.20

DCU launches new initiative to promote gender equality

Neil Fetherstonhaugh

NEW classroom materials and training modules which aim to tackle gender stereotyping, gender-based bullying and gender-based violence in primary and post-primary schools have been launched by Dublin City University.

Former President of Ireland, Dr Mary McAleese, and DCU Chancellor, Dr Martin McAleese, supported the launch of these educational resources at a virtual event.

Led by Dr Selina Keating from the National Anti-Bullying Research and Resource Centre at DCU's Institute of Education, the Gender Equality Matters project is funded by the Rights, Equality and Citizenship (REC) Programme of the European Union and comprises a collaborative partnership between five EU countries.

It aims to raise awareness, build confidence and enhance capacity levels among children, adolescents, parents and educators in challenging attitudes and behaviours that underwrite gender inequality.

The free of charge classroom materials are available in English, Spanish, Greek, Italian and Dutch.

As part of the lessons, children will learn about rights and equality, gender stereotyping, gender-based bullying and violence, and how they can make a difference.

As a class they will discuss people in the community that have made a difference and discuss the lives of influential leaders such as Greta Thunberg, John Hume and Malala Yousafzai.

Along with work in schools with pupils and teachers, the Gender Equality Matters project also provides training to parents in the schools involved, but also through parent groups such as parents' associations, and national representative groups such as the National Parents' Council.

Speaking about the project, Dr Selina Keating said: "Using an equality and rights-based approach and guided by an Advisory Group, we developed age-appropriate classroom materials for use in upper primary schools.

"These are grounded in the SPHE curriculum and school policies such as anti-bullying, wellbeing and child protection.

"We've been piloting these materials with over 1,000 children in Irish, Spanish, Italian and Greek schools since 2019 and the feedback has been incredibly positive as no other resource of its kind has been available until now."

It is hoped that these classroom materials will help schools when teaching about gender equality.

They are free of charge and available to any interested school by visiting www.genderequalitymatters.eu or by contacting the National Anti-Bullying Research and Resource Centre at DCU.

The study is led by Dr Selina Keating, Principal Investigator, from DCU National Anti-Bullying Research and Resource Centre.

Tackling gender stereotyping, gender-based bullying and gender-based violence is led by Dr Selina Keating.

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

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6. General Information

6A List of Public Consultation Information Events & Sample Pictures



Core Bus Corridors Public Information Events

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation – 14th November 2018 – 31st May 2019

PHASE 1

Corridor	Venue	Date	Time
Clongriffin to City Centre	Hilton Hotel, Clongriffin	Thursday 10th January 2019	1pm-9pm
Swords to City Centre	Carnegie Court Hotel, Swords	Friday 11th January 2019	1pm-9pm
Blanchardstown to City Centre	Crowne Plaza Blanchard-stown	Tuesday 15th January 2019	1pm-9pm
Lucan to City Centre	The West County, Chapelizod	Wednesday 16th January 2019	1pm-9pm
Dublin City Centre Venue	The Gresham Hotel, Upper O'Connell St.	Thursday 17th January 2019	1pm-9pm

PHASE 2

Corridor	Venue	Date	Time
Clondalkin to Drimnagh	Our Lady's Hall, Mourne Road	Tuesday 19th February 2019	3pm – 8pm
Greenhills to City Centre	Red Cow Morans Hotel	Tuesday 26th February 2019	3pm – 8pm
Clondalkin to Drimnagh/ Liffey Valley to City Centre	Clayton Hotel, Liffey Valley	Thursday 28th February 2019	3pm – 8pm
Kimmage to City Centre	Dublin City Council, Civic Offices	Tuesday 5th March 2019	3pm – 8pm
Tallaght to Terenure	St. Mary's RFC, Templeville Road	Thursday 7th March 2019	3pm - 8pm
Rathfarnham to City Centre	Hilton Hotel, Charlemont Place	Monday 11th March 2019	3pm – 8pm
Combined Location	Dublin City Council, Civic Offices	Tuesday 12th March 2019	3pm – 8pm

PHASE 3

Core Bus Corridors Public Information Events

Corridor	Venue	Date	Time
Bray to City Centre	Talbot Hotel Stillorgan	Tuesday 26th March 2019	3pm-8pm
UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton Burlington Hotel	Wednesday 27th March 2019	3pm-8pm
Ringsend to City Centre	The Convention Centre, Spencer Dock	Monday 1st April 2019	3pm-8pm
Ballymun to City Centre / Finglas to Phibsborough	Ballymun Axis Arts Centre	Wednesday 3rd April 2019	3pm-8pm

Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

Core Bus Corridors Public Information Events

Corridor	Venue	Date	Time
Clongriffin to City Centre & Swords to City Centre	The Bonnington Hotel, Whitehall	Wednesday 11th March 2020	11.30am-7.30pm
Bray to City Centre	The Talbot Hotel, Stillorgan	Thursday 12th March 2020	11.30am-7.30pm
*Remainder cancelled due to Covid-19 restrictions			

Public Information Events








6. General Information

6B List of Community Forum Meetings & Sample Pictures



Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation CBC Community Forum Meetings

CBC PC1 Community Forum meetings		
Corridor	**Date**	**Venue**
Clongriffin to City Centre	11th December 2018	Hilton Hotel, Clongriffin
Swords to City Centre	8th January 2019 28th January 2019	Carnegie Court Hotel, Swords Bonnington Hotel, Whitehall
Ballymun to City Centre / Finglas to Phibsborough	10th April 2019	NTA Offices
Blanchardstown to City Centre	12th December 2018 5th February 2019	Crowne Plaza Hotel The Ashling Hotel, Parkgate St
Lucan to City Centre	9th January 2019	The West County Hotel
Liffey Valley to City Centre	13th February 2019	Hilton Hotel, Kilmainham
Clondalkin to Drimnagh / Greenhills to City Centre	12th February 2019	Our Lady's Hall, Mourne Rd
Tallaght to Terenure	25th February 2019	St. Mary's RFC, Templeville Rd
Kimmage to City Centre	18th February 2019	Hilton Hotel, Charlemont
Rathfarnham to City Centre	11th February 2019	Hilton Hotel, Charlemont
Bray to City Centre	8th April 2019	Talbot Hotel, Stillorgan
UCD Ballsbridge to City Centre / Blackrock to Merrion	16th April 2019	Clayton Burlington Hotel
Ringsend to City Centre	18th April 2019	The Convention Centre

Preferred Route Option: Second Round of Non-Statutory Public Consultation CBC Preliminary Community Forum Meetings

CBC PC2 Prelim Community Forum meetings		
Corridor	**Date**	**Venue**
Clongriffin to City Centre	11th September 2019	Hilton Hotel, Clongriffin
Swords to City Centre	17th September 2019	Bonnington Hotel, Whitehall
Ballymun to City Centre / Finglas to Phibsborough	19th September 2019	The Axis, Ballymun
Blanchardstown to City Centre	10th September 2019	Crowne Plaza Hotel
Lucan to City Centre	18th September 2019	The West County Hotel
Liffey Valley to City Centre	2nd October 2019	Hilton Hotel, Kilmainham
Clondalkin to Drimnagh / Greenhills to City Centre	17th September 2019	Our Lady's Hall, Mourne Rd
Tallaght to Terenure	16th September 2019	St. Mary's RFC, Templeville Rd
Kimmage to City Centre	24th September 2019	Hilton Hotel, Charlemont
Rathfarnham to City Centre	17th October 2019	Hilton Hotel, Charlemont
Bray to City Centre	12th September 2019	Talbot Hotel, Stillorgan
UCD Ballsbridge to City Centre / Blackrock to Merrion	18th September 2019	Clayton Burlington Hotel
Ringsend to City Centre	12th September 2019	The Gibson Hotel

Community Forums





Preferred Route Option: Third Round of Non-Statutory Public Consultation CBC Community Forum Meetings

Third Round of Consultation CBC PC3 4th Nov 2020 – 16th Dec 2020		
Community Forum (via Zoom Webinar)	**Date**	**Time**
Kimmage to City Centre	Tuesday 10th November 2020	18.30-20.00
Lucan to City Centre	Wednesday 11th November 2020	18.30-20.00
Ballymun to City Centre/Finglas to Phibsborough	Thursday 12th November 2020	18.30-20.00
Swords to City Centre	Monday 16th November 2020	18.30-20.00
Blanchardstown to City Centre	Tuesday 17th November 2020	18.30-20.00
Clongriffin to City Centre	Wednesday 18th November 2020	18.30-20.00
Tallaght to Terenure	Thursday 19th November 2020	18.30-20.00
Liffey Valley to City Centre	Monday 23rd November 2020	18.30-20.00
Clondalkin to Drimnagh/Greenhills to City Centre	Wednesday 25th November 2020	18.30-20.00
Rathfarnham to City Centre	Thursday 26th November 2020	18.30-20.00
UCD Ballsbridge to City Centre/Blackrock to Merrion	Monday 30th November 2020	18.30-20.00
Bray to City Centre	Tuesday 1st December 2020	18.30-20.00
Ringsend to City Centre	Wednesday 2nd December 2020	18.30-20.00

Community Forums





6. General Information

6C Public Consultation Comment Sheet



BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

DATE:

Area of Interest

Your Comments

6. General Information

6D List of Resident Group Meetings



Residents Group	Scheme	Date of Meeting
Marino Residents	Clongriffin to City Centre	30/09/2019
Walkinstown Drimnagh Walking Group	Tallaght/Clondalkin to City Centre	27/06/2019
Crumlin Residents Group	Tallaght/Clondalkin to City Centre	17/07/2019
Kimmage + Crumlin Reps	Tallaght/Clondalkin to City Centre	10/12/2020
CIE Works Estate Group	Liffey Valley to City Centre	27/03/2019
Inchicore Regeneration Consultative Forum	Liffey Valley to City Centre	09/04/2019
CIE Works Estate Group	Liffey Valley to City Centre	09/07/2019
Mount Brown Residents Group	Liffey Valley to City Centre	13/11/2019
Mount Brown Residents Group	Liffey Valley to City Centre	21/10/2020
Liffey Valley Corridor Residents	Liffey Valley to City Centre	04/12/2020
Shankill Residents	Bray to City Centre	08/05/2019
Shankill Residents	Bray to City Centre	15/10/2019
Shankill Residents	Bray to City Centre	12/12/2019
Shankill Residents	Bray to City Centre	20/10/2020
Shankill Residents	Bray to City Centre	23/02/2021
Stoneybatter Pride of Place	Blanchardstown to City Centre	13/03/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	08/07/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	05/11/2019
Navan Road Group	Blanchardstown to City Centre	07/11/2019
Rathdown Road Residents	Blanchardstown to City Centre	18/11/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	29/10/2020
Annamoe Residents Group	Blanchardstown to City Centre	19/11/2020
Rathdown Road Residents	Blanchardstown to City Centre	25/11/2020
Kirwan Street & Brunswick Street Residents	Blanchardstown to City Centre	02/12/2020
Navan Road Community Council	Blanchardstown to City Centre	10/12/2020
Annamoe Residents Group	Blanchardstown to City Centre	17/02/2021

Cont.

Residents Group	Scheme	Date of Meeting
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	26/03/2019
Terenure Road West Residents Association	Templeogue/Rathfarnham to City Centre	10/04/2019
Templeogue Village Business and RA	Templeogue/Rathfarnham to City Centre	11/04/2019
Rathgar Residents Committee	Templeogue/Rathfarnham to City Centre	11/04/2019
Templeogue Village Business and RA	Templeogue/Rathfarnham to City Centre	15/07/2019
Rathgar Residents Committee	Templeogue/Rathfarnham to City Centre	21/11/2019
Richmond Hill Meeting	Templeogue/Rathfarnham to City Centre	27/10/2020
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	29/10/2020
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	12/11/2020
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	24/11/2020
Rathfarnham Rd Group (South of Dodder)	Templeogue/Rathfarnham to City Centre	30/11/2020
Templeogue Road Residents Group	Templeogue/Rathfarnham to City Centre	01/12/2020
Castlewood Avenue Residents (Rathmines)	Templeogue/Rathfarnham to City Centre	09/12/2020
Rathfarnham Mill & Woodview Cottages Residents	Templeogue/Rathfarnham to City Centre	11/12/2020
Rathfarnham Mill, Woodview Cottages & Owendore Residents	Templeogue/Rathfarnham to City Centre	22/02/2021
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	25/02/2021
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	24/03/2021
Templeogue Road Residents Group	Templeogue/Rathfarnham to City Centre	29/03/2021
Rathfarnham Rd Group (South of Dodder)	Templeogue/Rathfarnham to City Centre	30/03/2021
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	31/03/2021
Templeogue Road, Templeogue Village Residents Group	Templeogue/Rathfarnham to City Centre	27/04/2021
Templeogue Road Residents Group 3	Templeogue/Rathfarnham to City Centre	16/06/2021

Cont.

Residents Group	Scheme	Date of Meeting
Nutley Lane RA	Belfield/Blackrock to City Centre	09/05/2019
Pembroke Road RA	Belfield/Blackrock to City Centre	01/10/2019
Pembroke Road RA	Belfield/Blackrock to City Centre	27/11/2019
Baggot Street Group	Belfield/Blackrock to City Centre	27/11/2019
Nutley Lane RA	Belfield/Blackrock to City Centre	28/11/2019
Nutley Lane RA	Belfield/Blackrock to City Centre	04/12/2020
Nutley Lane RA	Belfield/Blackrock to City Centre	12/03/2021
Ballsbridge Traders Group	Belfield/Blackrock to City Centre	12/03/2021
Ballsbridge Traders Group	Belfield/Blackrock to City Centre	08/09/2021
GADRA	Ballymun/Finglas to City Centre	14/03/2019
Phizzfest	Ballymun/Finglas to City Centre	09/04/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	20/05/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	21/05/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	22/05/2019
Phizzfest	Ballymun/Finglas to City Centre	18/07/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	09/09/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	03/10/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	26/11/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	11/11/2020
Monck Place, Avondale Road and Avondale Avenue	Ballymun/Finglas to City Centre	18/11/2020
Phizzfest	Ballymun/Finglas to City Centre	26/11/2020
Beyond The Junction Phibsborough	Ballymun/Finglas to City Centre	11/12/2020
Monck Place, Avondale Rd, Avondale Avenue, Leslies Buildings & GW Square Reps	Ballymun/Finglas to City Centre	18/11/2020
Monck Place, Avondale Rd, Avondale Avenue, Leslies Buildings & GW Square Reps	Ballymun/Finglas to City Centre	24/02/2021
Beyond The Junction Phibsborough	Ballymun/Finglas to City Centre	02/03/2021
Phizzfest	Ballymun/Finglas to City Centre	04/03/2021

Cont.

Residents Group	Scheme	Date of Meeting
LOKRA	Kimmage to City Centre	02/04/2019
LOKRA	Kimmage to City Centre	15/04/2019
LOKRA	Kimmage to City Centre	16/07/2019
LOKRA	Kimmage to City Centre	20/09/2019
LOKRA	Kimmage to City Centre	11/12/2019
LOKRA	Kimmage to City Centre	22/10/2020
Kimmage & Crumlin Representatives	Kimmage to City Centre	10/12/2020
LOKRA	Kimmage to City Centre	25/03/2021
Stannaway Road Residents	Kimmage to City Centre	14/06/2021
Kimmage Business Group & Residents	Kimmage to City Centre	21/06/2021
Dorset Street Business Group	Swords to City Centre	22/11/2021



6. General Information

6E BusConnects Status Updates issued in July 2019, April 2021 & August 2021

BusConnects Status Updates - July 2019

New message

To: Public Representative/Community Forum Member

Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

From: cbc
Sent: Tuesday 30 July 2019 14:22
Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

Core Bus Corridor Project Status Report July 2019

As part of the overall BusConnects Programme, the Core Bus Corridors Project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks/lanes along 16 of the busiest corridors in Dublin. The National Transport Authority (NTA) commenced the first round of public consultation on these proposals during November 2018. This first round of public consultation for the sixteen core bus corridors took place on a phased basis over six months and concluded at the end of May 2019.

The map below shows the 16 corridors across the Greater Dublin Area

Cont.

New message

To: Public Representative/Community Forum Member

Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)



The establishment of Community Forums

As part of the public consultation process, the NTA established a Community Forum for each corridor. The aim was to create a two way communication with local communities allowing information and feedback to be exchanged. Membership of each forum comprised of a representative from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives.
A meeting of each Community Forum was held during the first public consultation phase. In addition a small number of "special issue" meetings were also held for Community Forums such as Swords to City Centre "Santry one way option" and Blanchardstown to City Centre "Stoneybatter Area".

The next round of Community Forum meetings, in relation to the Core Bus Corridors, will commence during September in advance of the next round of public consultation starting in November 2019.

Cont.

New message

To Public Representative/Community Forum Member

Subject BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

What's been happening since the first round of submissions has closed?

In June, we appointed design teams for each corridor and in July appointed a specialist team for environmental and transport impact assessment. Together with the design teams, we are reviewing all the submissions with a view to determining possible amendments to the concept plans that were the subject of the public consultation.

Ongoing meetings with local community groups

During the first round of public consultation BusConnects met with a number of community groups from many of the corridors and will continue to do so throughout the design and planning process. This is in-line with our commitment to continue a dialogue with impacted communities along the corridors.

Public Realms "Work in Progress" Designs

During our ongoing dialogue with local communities we identified a number of locations with particular opportunities to develop enhanced public realm designs. The input of the local communities in these areas has been extremely informative and helpful to begin the draft design process. Whilst not all corridors provide the space or opportunity for large scale public realm enhancements, we are developing "work in progress" designs in a number of locations.

The "work in progress" public realm designs are attached (please note 4 out of the 5 pdfs are attached and a second email following this one will contain the 5th pdf. This is due to file size restrictions). It is important to be aware that this is not a new consultation process but rather a commitment to continue a dialogue exploring possible arrangements before in-depth engineering solutions are finalised. The concepts do not represent any final design decisions. It is our ambition to enhance all corridors through improved urban design, better pedestrian access, bus shelters, tree replanting where needed and additional landscaping.

Cont.

New message

To: Public Representative/Community Forum Member

Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

Next Steps

Over the next number of months we will continue considering the submissions from the public consultation and determine appropriate design amendments with a view to selecting the Preferred Route Option for each core bus corridor. The option selection process will involve multi-criteria analysis covering engineering, environmental, and transport impact assessments. It is intended to publish, for consultation, Preferred Route Options Reports for the corridors in November 2019, which will take into account feedback from the submissions received to date, and incorporate changes arising from that process.

The second round of public consultation for the Core Bus Corridor (the "bus lanes and cycle lanes/tracks") will commence in November 2019. This will be a further interim step in the planning process - it will take another 12 months of technical, environmental, and transport impact assessment work before any final plans are complete for presentation to An Bord Pleanála for statutory approval in second half of 2020.

SEPARATE NOTE

Amended proposals in relation to the revised network of bus services will be published for a second round of public consultation in September. These amended proposals have been developed following consideration of the approximately 30,000 submissions received during the first consultation last Summer.

Although related, the bus service proposals are separate from the Core Bus Corridor (bus lanes and cycle lanes/tracks) proposals.

Yours sincerely,

BusConnects Team

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Dún Scéine,
Harcourt Lane
Dublin 2, D02 WT20
Web: www.nationaltransport.ie

BusConnects Status Updates - April 2021

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

From: cbc
Sent: Tuesday 6 April 2021 14:58
Subject: Re: BusConnects Dublin Core Bus Corridors Update

Dear Public Representative/Community Forum Member,

We hope you are keeping well and safe.

This email is a status update in relation to the BusConnects Core Bus Corridors Project.

As you will all be aware, BusConnects completed its third round of non-statutory public consultation last December 2020. We received almost 3,700 submissions following this final round. Since then, we are continuing to review all submissions and consider them as part of the finalisation of Preferred Route Options Reports.

In addition, work is continuing on the transport and environmental impact assessments. Once finished these reports will culminate in the completion of an Environmental Impact Assessment Report (EIAR) for each Scheme together with the Compulsory Purchase Order Schedules and Maps with specific details of lands to be acquired.

The NTA has written to An Bord Pleanála (ABP) to commence a pre-application consultation process with the Board and is due to have an initial meeting in the coming weeks.

Cont.

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

Potentially impacted landowners that may be subject of the compulsory purchase order (CPO) process will receive further communications from BusConnects to commence detailed discussions and information gathering during the months of April/May prior to finalisation of the necessary CPO schedules and maps for the statutory planning application.

We anticipate that the statutory planning applications will be submitted to An Bord Pleanála (ABP) during June or July for its consideration and determination.

A formal statutory public consultation process will then be undertaken by An Bord Pleanála as part of their deliberations. During this process, the final Environmental Impact Assessment Report for each Scheme, plus Preferred Route Option Reports and Traffic Impact Assessments will be published and available for viewing. The public will again have the opportunity to have their views heard and considered by An Bord Pleanála as part of the process of their consideration of the proposals.

We will be in contact in due course with further updates.

Regards,

BusConnects Team

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Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
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BusConnects Status Updates – August 2021

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

From: BusConnects Core Bus Corridor
Sent: Tuesday 10 August 2021 14:02
Subject: BusConnects Dublin Core Bus Corridors Status Update – August 2021

Dear Public Representative/Community Forum Member,

We hope you are keeping well and safe.

This email is a further status update in relation to the BusConnects Dublin Core Bus Corridors.

Current Status
As you will all be aware, the NTA completed its third round of non-statutory public consultation on the Core Bus Corridor projects in December 2020. Since then, we have reviewed and considered all submissions and are currently finalising the preliminary design of each of the Core Bus Corridor schemes. In addition, Environmental Impact Assessment Reports, inclusive of traffic impact analyses, are being prepared for each scheme. Once finished, these reports will be the basis for our applications to An Bord Pleanála, together with the Compulsory Purchase Order Schedules and Maps, with specific details of lands which are proposed to be acquired.

During May and June a pre-application consultation process was undertaken with An Bord Pleanála in accordance with the relevant legislation. This was an advance consultation procedure which precedes the submission of the intended applications for the Schemes.

Preliminary Business Case
A Preliminary Business Case for the overall BusConnects Dublin programme has been submitted to the Department of Transport for its review and for Government decision in accordance with the Public Spending Code governing capital projects.

Under the Public Spending Code, Government approval of the Preliminary Business Case is required prior to the submission of the applications for approval pursuant to section 51 of the Roads Act 1993 (as amended) to An Bord Pleanála. Accordingly, the timing of the submission of the applications for approval in respect of the individual Core Bus Corridor schemes is linked to the Government's approval of the business case document.

New message

To Public Representative/Community Forum Member

Subject Re: BusConnects Dublin Core Bus Corridors Update

It is intended that the Preliminary Business Case will be published subsequent to the Government having completed its consideration and issued its determination relating to the document.

Applications to An Bord Pleanála for Approval

Assuming a positive determination of the Preliminary Business Case, it is intended to submit applications for approval to An Bord Pleanála as quickly as is feasible thereafter, most likely during October/November of this year. This triggers a formal statutory public consultation process in respect of each of the stand-alone Core Bus Corridor schemes, with submissions to be made directly to An Bord Pleanála for their consideration.

During this process, the finalised Environmental Impact Assessment Reports, inclusive of traffic impact analyses, will be published and available for inspection (including online) and purchase. The public will then have the formal opportunity to have their views heard and considered by An Bord Pleanála as part of the statutory consultation process to inform An Bord Pleanála's assessment of each of the stand-alone Core Bus Corridor schemes.

Environmental Impact Assessment Screening Reports

The particular characteristics of the Kimmage to City Centre Core Bus Corridor Scheme and the Lucan to City Centre Core Bus Corridor Scheme means that those two schemes don't automatically trigger the requirement for an Environmental Impact Assessment under the Roads Act 1993 (as amended) or under the Roads Regulations 1994 (as amended). However, in line with the relevant legislative provisions, an Environmental Impact Assessment (EIA) Screening Report has been prepared in respect of each of these two schemes.

The determinations arising from those EIA Screening Reports, have concluded that each of these two schemes are likely to have significant environmental impacts and that, accordingly, an Environmental Impact Assessment Report is required to be prepared for each of the Kimmage to City Centre Core Bus Corridor Scheme and the Lucan to City Centre Core Bus Corridor Scheme and each are to be submitted to An Bord Pleanála for approval under section 51 of the Roads Act 1993 (as amended).

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

The EIA Screening Determination and the EIA Screening Report for the Kimmage to City Centre Core Bus Corridor Scheme are available on the BusConnects website at **https://busconnects.ie/initiatives/core-bus-corridor/kimmage-to-city-centre/** and copies are available for inspection by members of the public.

In addition, the EIA Screening Determination and the EIA Screening Report for the Lucan to City Centre Core Bus Corridor Scheme are available on the BusConnects website at **https://busconnects.ie/initiatives/core-bus-corridor/lucan-to-city-centre/** and copies are available for inspection by members of the public.

For the avoidance of doubt, Environmental Impact Assessment Reports are automatically required to be prepared in respect of the remaining Core Bus Corridor schemes, which will also be submitted to An Bord Pleanála.

Further Updates

It is the NTA's intention to issue another update prior to submitting planning applications to An Bord Pleanala, which, as advised above, we expect to occur during October / November, assuming Government approval of the Preliminary Business Case for the BusConnects Programme. We will be in contact with you then and update you further at that point.

Regards,
BusConnects Team

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Web: www.nationaltransport.ie

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National Transport Authority

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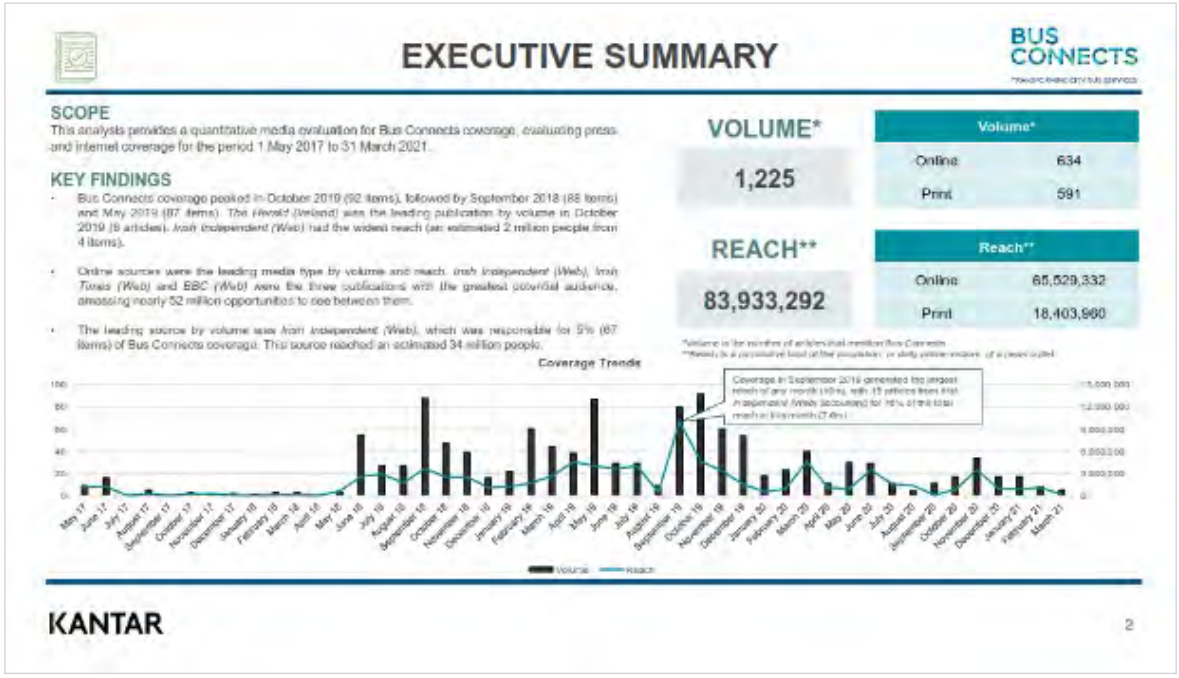
6. General Information

6F Media Analysis & Coverage



Media Analysis Report for period of 1 May 2017 – 31 March 2021:





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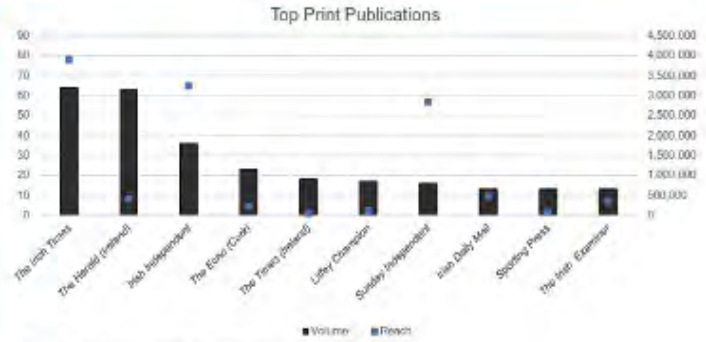
PRINT COVERAGE

BUS CONNECTS

Publication	Volume*	Reach**
The Irish Times	64	3,907,136
The Herald (Ireland)	63	408,681
Irish Independent	36	3,243,852
The Echo (Cork)	23	227,240
The Times (Ireland)	18	47,628
Liffey Champion	17	127,500
Sunday Independent	16	2,853,168
Irish Daily Mail	13	487,903
Sporting Press	13	97,500
The Irish Examiner	13	358,657



KEY FINDINGS

- The Irish Times was the leading print source across all metrics, accounting for 11% of print volume and 22% of print reach
- The Irish Independent was the second-widest reaching national publication, with a potential audience of 3.2 million people

KANTAR

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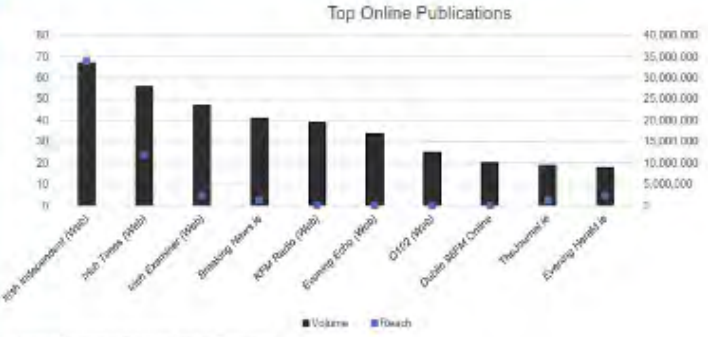
ONLINE COVERAGE

BUS CONNECTS

Publication	Volume*	Reach**
Irish Independent (Web)	67	33,958,146
Irish Times (Web)	56	11,976,328
Irish Examiner (Web)	47	2,442,449
Breaking News.ie	41	1,319,503
KFM Radio (Web)	39	119,340
Evening Echo (Web)	34	79,492
Q102 (Web)	25	20,475
Dublin 98FM Online	20	68,460
TheJournal.ie	19	1,314,629
Evening Herald.ie	18	2,423,646



KEY FINDINGS

- Irish Independent (Web) was the most prominent online source by both volume and reach, accounting for 11% and 52% respectively
- While only generating three items, BBC (Web) had the third-largest reach (5,749,128) of all online sources.

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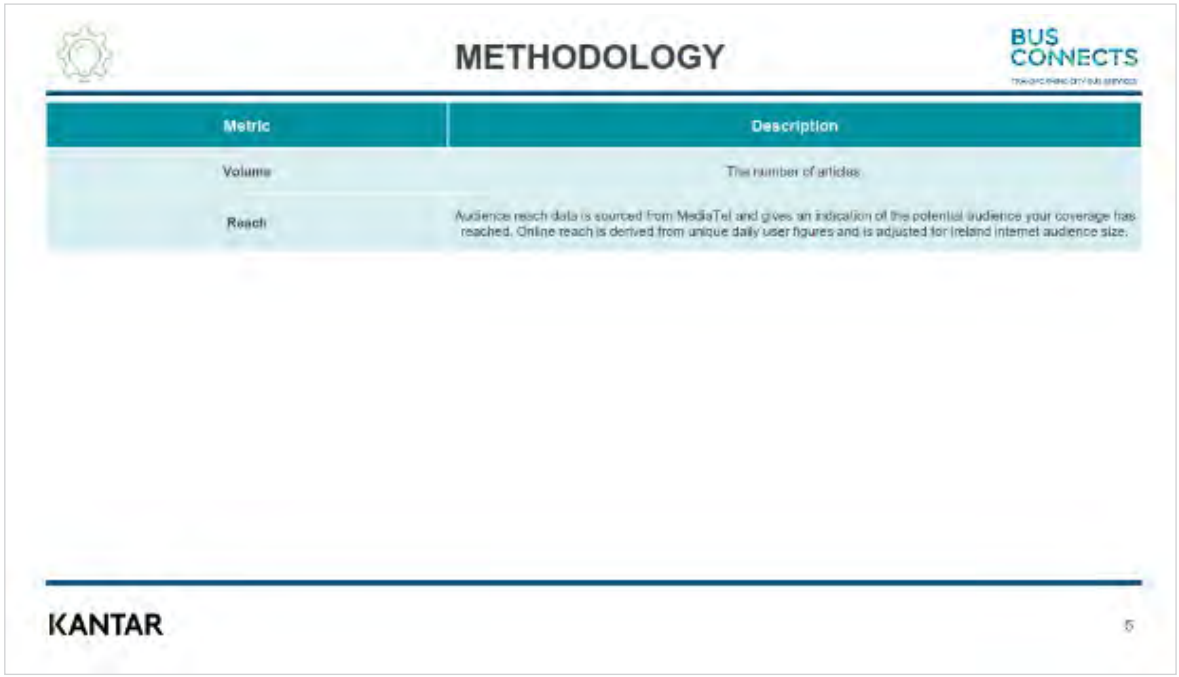
Cont.



METHODOLOGY

BUS CONNECTS

Metric	Description
Volume	The number of articles
Reach	Audience reach data is sourced from MediaTel and gives an indication of the potential audience your coverage has reached. Online reach is derived from unique daily user figures and is adjusted for Ireland internet audience size.

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5

Adverting – Bus Shelter:




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Public Information Events








Community Forums








Anne Graham CEO NTA on Newstalk discussing launch of BusConnects on 29th May 2017:





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