



Tallaght / Clondalkin to City Centre

Core Bus Corridor Scheme

Public Consultation
Report 2018-2022

**BUS
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Glossary

Community Forum - Community Forums were established to create a two way communication process with representatives of local communities, establish and build relationships, provide timely updates on the designs and plans, whilst listening to the issues and concerns raised by members of the community. Membership of the Community Forums comprised of two representatives from local resident and community associations, all disability groups or special interest groups, business organisations and public representatives along each scheme.

Signal-controlled Bus Priority - Signal-Controlled 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.

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.

Cycle Lane - A cycle lane is a lane on the carriageway that is reserved either exclusively or primarily for cycling and is separated from general traffic or bus lanes by road markings.

Cycle Track - A 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.

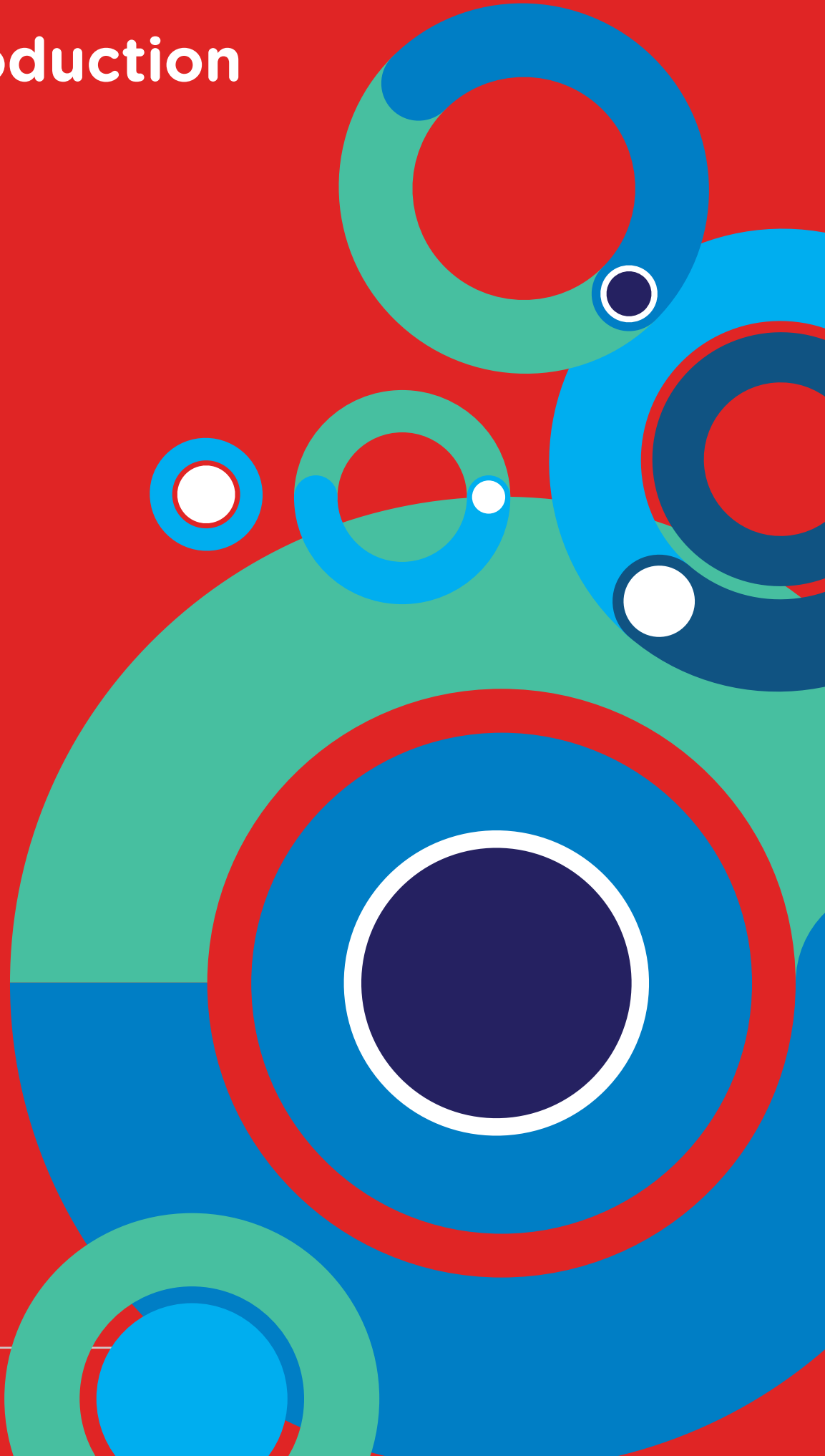
Virtual Bus Priority - This refers to cases where physical bus priority (i.e. bus lanes) is not provided, and instead, bus priority is provided within the general traffic lane through the use of signal-controlled priority or bus gates to control the movements of general traffic.

Protected Junctions - Refers to junctions, which provide physical kerb buildouts to protect cyclists through the junction. Due to the inherently complex nature of mixed mode movements at junctions, the provision for cyclists at junctions is a critical factor in managing conflict and providing safe junctions for all road users. As such, this is the preferred layout for signalised junctions as part of the CBC Infrastructure Works.

Greenway - A greenway is a recreational corridor for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area. These routes should meet satisfactory standards of width, gradient and surface condition to ensure that they are both user-friendly and low risk for users of all abilities.

Carbon - The term Carbon is used to refer to carbon emissions or Green House Gas Emissions interchangeably

1. Introduction



1.1 Report Objectives

The main objective of this report is to outline the extensive public consultation and stakeholder engagement undertaken for the **Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme** (herein after called the Proposed Scheme), which is one of the schemes of the **BusConnects Dublin Core Bus Corridors Infrastructure Works (herein after called the CBC Infrastructure Works)**.

The Proposed Scheme is one of twelve stand-alone Core Bus Corridor (CBC) schemes to be delivered under the **BusConnects Dublin - Core Bus Corridors Infrastructure Works**. The CBC Infrastructure Works, once completed, will deliver the radial core corridors identified in the Greater Dublin Transport Strategy Area 2016-2035 (herein after called the GDA Transport Strategy).

The BusConnects Dublin Programme is the National Transport Authority's (NTA) programme to greatly improve bus services in the Greater Dublin Area and the CBC Infrastructure Works is one element of that Programme, itself containing 12 stand-alone Proposed Schemes. It is a key part of the Government's policies to improve public transport and to contribute to addressing climate change in Dublin and other cities.

The NTA established a dedicated BusConnects Infrastructure team to advance the planning and construction of the CBC Infrastructure Works. It comprises an in-house team including technical and communications resources and external service providers procured from time-to-time to assist the internal team in the planning and design of the 12 Proposed Schemes.

The CBC Infrastructure Works will deliver a major component of the overall Core Bus Routes as identified in the GDA Transport Strategy, encompassing the delivery of approximately 230km of dedicated bus lanes and 200kms of cycle tracks along 12 stand-alone Core Bus Corridors Proposed Schemes. In addition, the programme of works is also a critical element of the National Development Plan 2018 - 2027, the National Development Plan 2018-2027, National Development Plan 2021-2030, Climate Action Plan 2019, Climate Action Plan 2021 and Climate Action Plan 2023.

The 12 stand-alone Core Bus Corridor Schemes to be delivered under the CBC Infrastructure Works are:

- The Clongriffin to City Centre Core Bus Corridor Proposed Scheme;
- The Swords to City Centre Core Bus Corridor Proposed Scheme;
- The Ballymun / Finglas to City Centre Core Bus Corridor Proposed Scheme;

- The Blanchardstown to City Centre Core Bus Corridor Proposed Scheme;
- The Lucan to City Centre Core Bus Corridor Proposed Scheme;
- The Liffey Valley to City Centre Core Bus Corridor Proposed Scheme;
- **The Tallaght / Clondalkin to City Centre Core Bus Corridor Proposed Scheme;**
- The Kimmage to City Centre Core Bus Corridor Proposed Scheme;
- The Templeogue / Rathfarnham to City Centre Core Bus Corridor Proposed Scheme;
- The Bray to City Centre Core Bus Corridor Proposed Scheme;
- The Belfield / Blackrock to City Centre Core Bus Corridor Proposed Scheme; and
- The Ringsend to City Centre Core Bus Corridor Proposed Scheme.

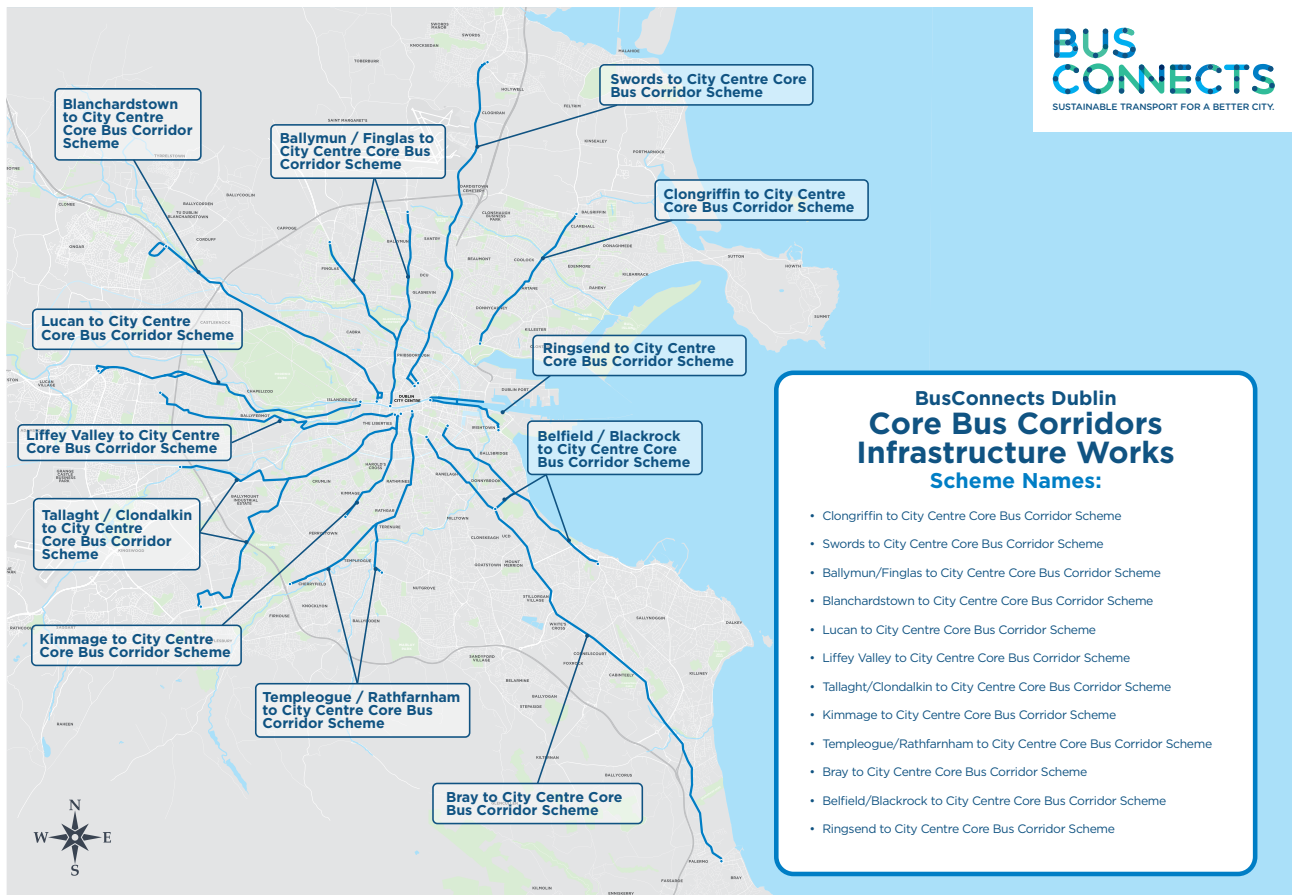


Figure 1.1 - 12 Scheme Map

1.2 Proposed Scheme Overview

The Proposed Scheme consists of two sections, namely:

- ▶ The Tallaght to City Centre Section (previously Greenhills to City Centre Core Bus Corridor) and
- ▶ The Clondalkin to Drimnagh Section (previously Clondalkin to City Centre Core Bus Corridor)

During the Non-Statutory public consultations and route selection process (up to the choice of the PRO) these two sections had been considered separately. These sections have now been combined as the Proposed Scheme. The principal reasons for combining the Tallaght to City Centre section and Clondalkin to Drimnagh section into the Proposed Scheme include their geographical association and functional interdependence and the fact that the Clondalkin to Drimnagh Section joins the Tallaght to City Centre Section at the junction of R110 Long Mile Road/Drimnagh Road and R819 Walkinstown Road.

The Proposed Scheme which has a total length of approximately 15.5km is comprised of two main alignments in terms of the route it follows; namely the Tallaght to City Centre section and the Clondalkin to Drimnagh section.

The Tallaght to City Centre section begins at the junction of Blessington Road / Cookstown Way and is routed along Belgard Square West, Belgard Square North, Belgard Square East and Blessington Road to the junction of R819 Greenhills Road and Bancroft Park. From here the Proposed Scheme is routed along the R819 Greenhills Road to Walkinstown Roundabout via new transport link roads; in the green area to the east of Birchview Avenue / Treepark Road, in the green area to the south of Ballymount Avenue and in the green area to the east of Calmount Road. From Walkinstown Roundabout the Proposed Scheme is routed along the R819 Walkinstown Road to the junction with R110 Long Mile Road and Drimnagh Road. The shared spine with the Clondalkin to Drimnagh section commences at this junction and the Proposed Scheme is routed along the R110 to the junction of Dean Street and Patrick Street via Drimnagh Road, Crumlin Road, Dolphins Barn, Cork Street, St. Luke's Avenue and Dean Street. From here the Proposed Scheme is routed along the R137 via Patrick Street to the junction at Winetavern Street and Christchurch Place where the Proposed Scheme terminates within the City Centre.

The Clondalkin to Drimnagh section begins at the junction of New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road, R810 Naas Road, R112 Walkinstown Avenue and the R110 Long Mile Road to the junction of Walkinstown Road and Drimnagh Road where it is routed towards the City Centre along the shared spine section as described above.

In addition to the primary corridor, an alternative cycle route of approximately 3.9km in length is proposed along Bunting Road, St. Mary's Road, Kildare Road and Clogher Road to link into the Grand Canal cycle route at Parnell Road. Please see Figure 1.2.



Figure 1.2: Route of the Proposed Scheme

1.3 Report Components

This report has two key components – a comprehensive summary of the Non-Statutory Public Consultations and Stakeholder Engagement processes for the **CBC Infrastructure Works as a whole**. It also provides a detailed record of the individual consultation and engagement processes for the **Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme** through each round of consultation.

The rationale for the two components, is that, although the consultations on all the Proposed Schemes were carried out individually, they also formed integral parts of the overarching CBC Infrastructure Works public consultation process.

It is important to not only review the consultations for each Proposed Scheme on a standalone basis, but also with the full context of the whole CBC Infrastructure Works consultations. Therefore, the report structure is set out to provide a complete and inclusive assessment of the strategy framing the consultation process, the timeline of activity, the communication tools and processes as well as the dedicated engagement framework for reaching out to key stakeholders.

Copies of all the non-statutory public consultation and stakeholder engagement material for both the **Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme** and the complete CBC Infrastructure Works are in the Appendices of this report.

The structure for the remainder of the report is set out as follows:

Chapter 2 - Consultation Strategy on the overall Core Bus Corridor Infrastructure Works

Chapter 3 - Consultation Timeline on the Core Bus Corridor Infrastructure Works

Chapter 4 - Communication Tools and Engagement Practices on Core Bus Corridor Infrastructure Works

Chapter 5 - Direct Engagement with Key Stakeholder Groups on Core Bus Corridor Infrastructure Works

Chapter 6 - Consultation on Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme

Chapter 7 - Summary and Conclusions

2. Consultation Strategy on Core Bus Corridor Infrastructure Works

2.1 Objectives

As one of the largest infrastructural works currently being undertaken by the State, the NTA, through its BusConnects Infrastructure team, set out to undertake a lengthy period of non-statutory public consultation to take account of the views of a significant range of key stakeholders across the Dublin area including the general public and importantly those directly affected by the CBC Infrastructure Works.

The first aim of the non-statutory consultation process was to inform stakeholders about the proposal, the reasoning for its development, its linkage to public policy priorities, its benefits and potential impacts on the city.

Secondly, the BusConnects Infrastructure team sought to open up a two-way channel of communication to help inform the development of the CBC Infrastructure Works. The feedback received through this engagement would prove critical in reassuring stakeholders about the consultation process as being an effective and informative process to inform the draft designs and planning. Some amendments, adaptations and mitigating measures on the impact along Proposed Schemes were included as a direct result of the consultation process.

Thirdly, the development and execution of a comprehensive engagement and communications strategy would help to keep stakeholders updated on the development of the plans along each of the 12 stand-alone Core Bus Corridor Schemes. Given the complexity of the CBC Infrastructure Works, it was vital to continually communicate the evolution and changes to the Proposed Scheme.

Finally, rolling out the non-statutory consultation process would ultimately help to enhance aspects of the original proposals and ensure the final designs for the CBC Infrastructure Works took into account local concerns and mitigating strategies.

2.2 Approach

A strategic approach to engagement was adopted from the very outset of the launch of the BusConnects Dublin CBC Infrastructure Works. Detailed processes and structures were put in place regarding stakeholder engagement and communicating to the public regarding the consultations. Public awareness, consultation, feedback and stakeholder engagement have been important to inform the extensive planning and design process of the BusConnects Dublin Core Bus Corridors Infrastructure Works. A dedicated BusConnects communications team was established in 2017. This team works closely with the technical members of the BusConnects Infrastructure team at every stage of planning and design to facilitate good communications.

The communications approach taken has been:

- ▶ To continually raise public awareness and understanding about the CBC Infrastructure Works and our objectives;
- ▶ Have the widest possible range of stakeholders and general public engaged in the consultations;
- ▶ To inform and build relationships with our key stakeholders;
- ▶ To consistently provide information through a range of communication channels and accessible formats;
- ▶ To be proactive regarding public information and stakeholder engagement;
- ▶ To listen and learn especially where submissions and observations demonstrate informative local knowledge and experience;
- ▶ To where practical respond constructively to consultees' comments throughout the design and planning processes;
- ▶ To have active and sustained two-way communication and stakeholder engagement not just during the non-statutory public consultation rounds but consistently since 2017.

2.3 Plan Development

Comprehensive consultation and engagement arrangements were developed to deliver the non-statutory public consultation rounds. A wide range of communication channels were used to raise awareness of the consultations at each round and inform stakeholders and the general public of the latest proposals. Details of the consultation communications and engagement practices are set out in Chapters 3 and Chapter 4.

2.4 Execution and Impact

The following is a summary of the whole CBC Infrastructure Works communication channels and level of engagement since the first round of consultation was launched in November 2018.

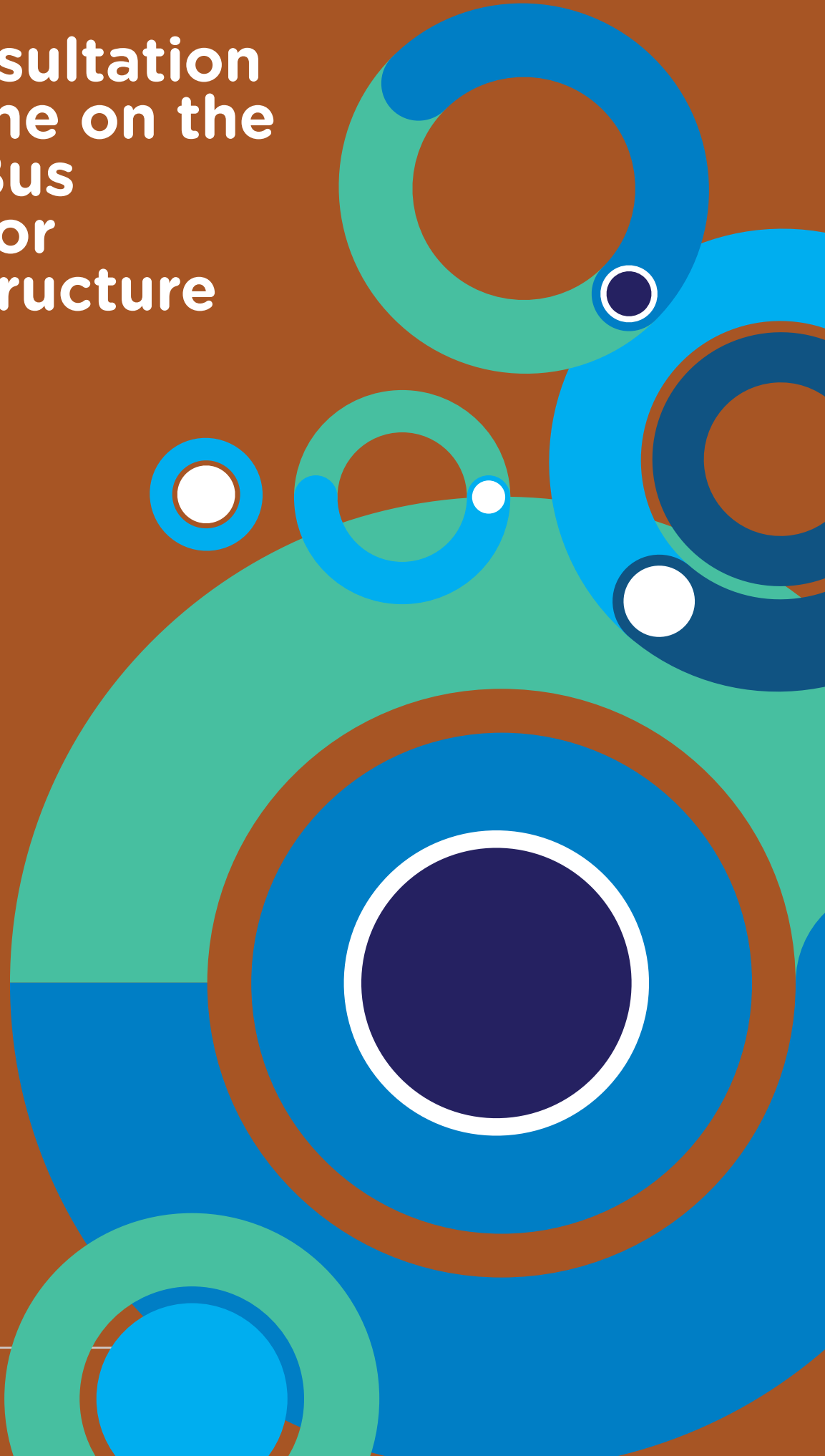
These included:

- ▶ One to One/Face-to-face meetings with Potentially Impacted Properties: 579
- ▶ Public Information Events & Attendees: 18 public information events with approx. 1,600 attendees
- ▶ Community Forums & Attendees: 41 community forums with membership of 1,400 (Approx. 5,000 attended across all forums)
- ▶ Resident Group Meetings: Meeting with 39 groups across the 12 schemes with approx. 90 meetings.
- ▶ No. of submissions received in total - 17,132
- ▶ Printed Brochures - no. in total: 32,650
- ▶ Website visitors - Total to-date: 143,775
- ▶ Twitter: 3.6 million tweet impressions, 4,316 followers
- ▶ Emails and Freephone numbers: 11,630 emails (excluding submissions)
- ▶ Freephone: 3672 calls received
- ▶ Virtual Room visitors - Total: 6,039
- ▶ Number of letters issued: Approx. 4,732 to-date
- ▶ Public information advertisement campaigns: 81 newspaper advertisements, 418 radio advertisements, 776 bus shelter public consultation information messages, on bus - Dublin Bus A2 x 500, GAI A2 x 40, 55 x Luas Portraits, 150 x Luas Straplans, 15 x Luas Columns, various social media campaigns also took place

(Audience Reach for these campaigns was 9,821,969 for print and online reach was 33,685,566. 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.)

Figure 1.3 Summary of Key Engagements & Communication Metrics

3. Consultation Timeline on the Core Bus Corridor Infrastructure Works



3.1 Background

In May 2017 the NTA launched the BusConnects Programme and then in June 2018 published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of Core Bus Corridor Routes across Dublin. **Details of the Programme launches and associated Documents can be seen in Appendix 1 and 2 respectively.**

3.2 Rounds of Consultation

Since the commencement of the non-statutory period of the CBC Infrastructure Works, there has been a total of three rounds of non-statutory public consultation.

First Round of Non-Statutory Public Consultation - The first round of non-statutory public consultation on the **Emerging Preferred Route Options** was from November 2018 until May 2019 divided into three phases (See Figure 3.1 below). The reason it was divided into three phases was primarily due to the fact that the BusConnects Infrastructure team carried out all aspects of the first round without external design service providers having been appointed at that stage. Moreover, the BusConnects Infrastructure team sought to gain maximum engagement from the public from the commencement of the CBC Infrastructure Works to raise awareness, establish relationships and gain immediate insight and knowledge of the issues at an early stage.

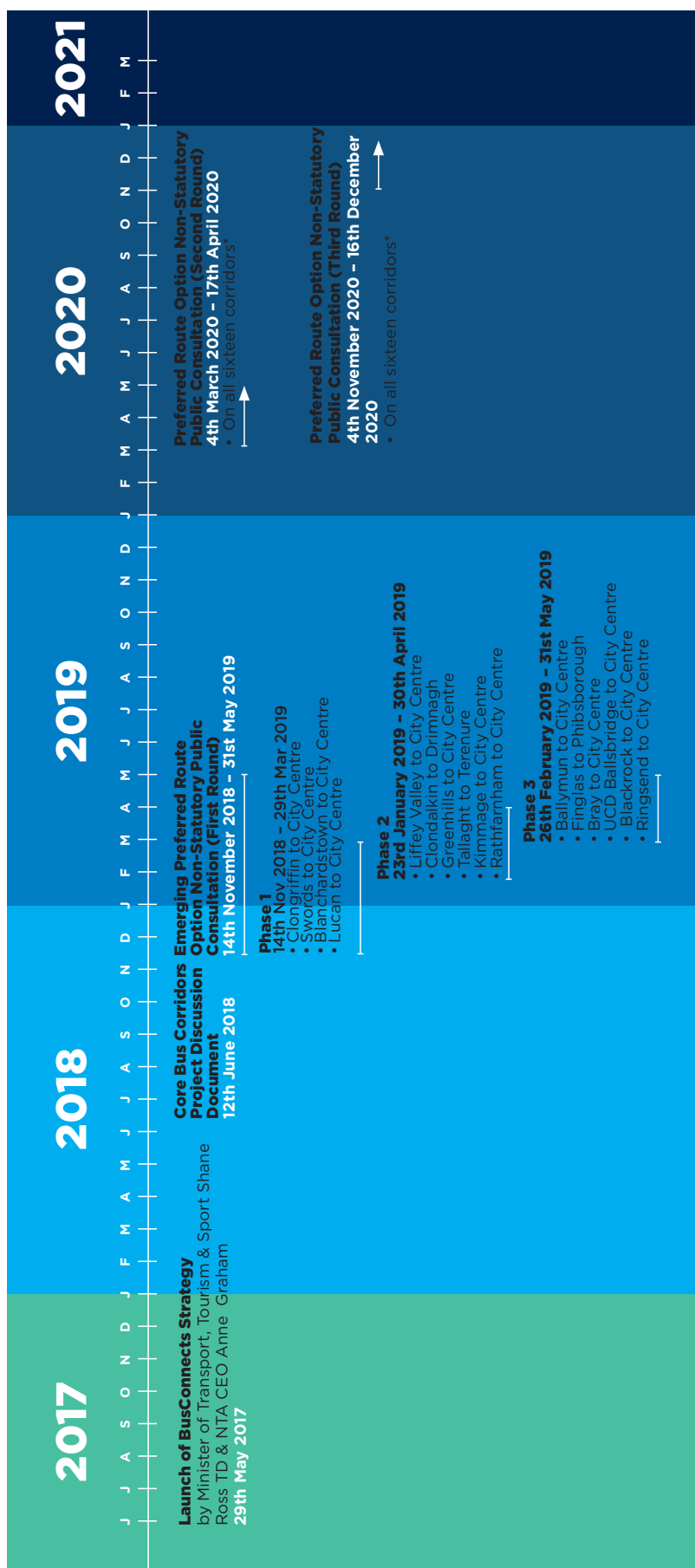
It was also important that at the start of the non-statutory consultation that considerable time and resources were dedicated by the BusConnects Infrastructure team to initiate contact with potential impacted properties. Each of the potentially impacted property owners were offered the opportunity to meet with members of the BusConnects Infrastructure team on a one-to-one basis which meant a significant amount of resources had to be dedicated to this process.

Second Round of Non-Statutory Public Consultation - The non-statutory public consultation for the **Preferred Route Options** ran from March 2020 to April 2020 as Ireland entered the first lockdown due to the Covid-19 pandemic. The consultation continued in deference to the number of online submissions received during this period. A number of public facing elements of the consultation were cancelled in line with Government health guidelines, however, all other elements of the consultation including online versions of the brochures, supporting documentation were available. Other communication tools including the Freephone, email and digital aspects remained active for submissions to be received.

Third Round of Non-Statutory Public Consultation - This round of non-statutory public consultation for the **Preferred Route Options** from November 2020 to December 2020 was added due to the disruption caused to the second-round consultation process. It was important that further engagement was facilitated to communicate design development changes prior to

concluding the determination of the Preferred Route Options. Methods had emerged whereby traditional public information events could be replaced by virtual online alternatives to offset the restrictions that continued associated with the Covid-19 Pandemic. Accordingly, all elements of the public consultation and stakeholder engagement were conducted virtually or online in line with the Government health guidelines.

3.3 Calendar of Engagements



* Because of geographic proximity and other interactions, a number of the sixteen individual corridors were amalgamated resulting in 12 Core Bus Corridor Schemes

4. Communication Tools and Engagement Practices on the Core Bus Corridor Infrastructure Works

4.1 Background

The public consultation tools included a dedicated website, public information events, community events, range of digital channels, traditional published material, press and radio advertising, outdoor advertising, presentations, infographics and virtual formats. The following paragraphs sets out the public consultations at a CBC Infrastructure Works level for all schemes. Chapter 6 provides specific details for the **Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme** consultation and engagement.

4.2 Published Material

Brochure - At each phase of the three non-statutory public consultations an individual brochure was recreated for each of the Core Bus Corridor Routes. The brochures were printed both in hard copy and online to view and download on the BusConnects website. They were available in a range of formats including PDF, HTML, Irish and Audio on the website.

Over the three rounds of non-statutory public consultation, 32,000 hard copies were printed and made available. The Core Bus Corridor Brochures for the Emerging Preferred Route for each of the routes were made available to all key stakeholders – commencing with a copy for all potentially impacted property owners – and available at all public information events, Community Forums, posted free of charge to members of the public by emailing or contacting the Freephone. Public Representatives were also provided with large volumes of copies of brochures on request.

For the second and third round of non-statutory public consultation, an updated version of each of the Core Bus Corridor Brochures for the Preferred Route was produced for both rounds. Each round of brochure contained the latest updated designs and key changes to previous versions of the proposals. The second and third round brochures were made available in online, accessible and hard copy formats as per the first round. Due to Covid-19 restrictions, the print version was made available on request only and provided to all potentially impacted properties owners. All other formats were available online.

Copies of Brochures were available at all public information events and community forums pre Covid-19. The brochures were also a feature of the virtual consultation rooms which are outlined further in this chapter.

Each brochure provided information of the BusConnects objectives, route maps along the particular Proposed Scheme, accompanied with a route description, key changes and facts, and details for queries and submission process including timelines and next steps.

See Appendix 3A, 4A and 5A for a copy of the three versions of the Brochure for this Proposed Scheme.

Below is an extensive but not exhaustive list of other published material which supported the non-statutory process of public consultation – all of which were made available to download, print or view on the BusConnects website. These included the following:

- Brochures for each Core Bus Corridor
- Summary “What is BusConnects” information leaflet
- BusConnects Core Bus Corridor Project Discussion Document June 2018
- Fact Sheets
- Preferred Route Option reports
- Background and Technical Documents including Draft Traffic Impact Assessments Reports, Approach to Environment Impact Assessments Report, Feasibility and Options Reports per Scheme
- Consultation Reports – (following first round of public consultation)
- Community Forum Presentations
- Public Realm Design Document
- Graphics and infographics
- Press releases
- Infographics
- Comment Sheets
- Online Web Forms
- A range of animations and videos
- Press advertisements

For a complete list of published materials available to view and download see Appendix 3F, 4E, 5F.

The published materials illustrated the level of detail, preparation and proactive engagement that has gone into both the stakeholder and public consultations. The published materials were continually updated with key changes as the proposals evolved from the Emerging Preferred Route Options to the Preferred Route Options.

4.3 Digital Communications

The BusConnects Dublin programme launched the BusConnects website, www.busconnects.ie during May 2017. The website is the main repository for all initiatives related to BusConnects. For the CBC Infrastructure Works all brochures, supporting technical documents, fact sheets, maps, associated documents, consultation reports, contact information and a range of other information is available to view and download.

In addition, the BusConnects Dublin Core Bus Corridors Infrastructure Works section of the website provides key documents in a range of accessible formats including pdf, HTML, Easy to Read and Audio. The required documents have also been translated to provide Irish language versions.

To ensure that busconnects.ie was accessible to everyone including blind, low-vision, keyboard only and switch users, the BusConnects Infrastructure team is committed to achieving a minimum of conformance level Double-A with the Web Accessibility Initiative (WAI) Web Content Accessibility Guidelines and complying with the National Disability Authority IT Accessibility Guidelines.

4.4 Social Media Channels

Twitter and Facebook – A BusConnects Twitter account (@busconnects) and Facebook page (BusConnects) were established to provide timely and regular updates on the progress of the BusConnects Programme. These online and digital tools have been used extensively to inform, educate and advertise the public consultation phases, public events, animations, timelines and closing dates. These information channels provided regular updates as the CBC Infrastructure Works designs evolved, as well as keeping stakeholders informed on the progress of the consultation process.

See Appendix 6F for examples of Twitter and Facebook activity.

4.5 Email, and Freephone and Post Channels

From the commencement of the BusConnects Dublin Core Bus Corridors Infrastructure Works, it was important to provide a range of two-way communication options for all stakeholders, including the general public, to be able to contact the BusConnects Infrastructure team with queries, send submissions and also requests for brochures or additional supporting documents to be issued.

The Freephone service (1800 303 653) – is available Monday to Friday 9am to 5pm and is for both general queries and also for potentially impacted property owners to contact to schedule an individual meeting with a BusConnects Infrastructure team member for one-to-one meetings in person or via zoom depending on Covid-19 restrictions.

Emails – A number of separate email addresses were established to deal with the different types of information requests and also for the volume of emails related to the CBC Infrastructure Works.

General queries and requests for information and brochures can be sent to info@busconnects.ie or cbc@busconnects.ie. These queries are responded to by members of the BusConnects Infrastructure team.

Submissions and observations on the proposals were invited via the following channels:

- Online form – this could be found on our website www.busconnects.ie
- Submission box at available at public information events
- Email – to cbc@busconnects.ie
- Or by post to the NTA offices in Dún Scéine

Public representatives – All public representatives have been able to engage and send queries into the NTA via a dedicated email facility for public representatives.

Media – All press and media related queries are received into the press@busconnects.ie email address.

4.6 Public Information Events

A series of Public Information events were held for the first round of consultation and a number also took place for the second round prior to the pandemic. These information events took place in accessible venues at locations along each of the Proposed Schemes. These venues were chosen to maximise the level of local engagement and attendance where possible. The dates and locations of each Public Consultation Event are listed in the tables below. These events allowed members of the public to speak directly and in detail with members of the BusConnects Infrastructure team about the proposals.

At each event, the following was available:

- ▶ Personnel from the BusConnects Infrastructure team and relevant Engineering Design service providers were on site to engage with stakeholders.
- ▶ Large scale overall route maps to view.
- ▶ Individual Large scale “pull-up” display maps (2mtrs x 1mtrs) for each section of the proposed route to view.
- ▶ Hard copies of the Scheme brochures for members of the public to view and take away.
- ▶ A1 and A2 large copies of the route maps for review.
- ▶ Electronic interactive screens to access other information like Google Maps were also used.
- ▶ Comment sheets for members of the public to make comments or provide their submission in writing on the day.
- ▶ Copies of previous Feasibility and Option Documents were available to view; etc.

These non-statutory Public Information Events were advertised in local newspapers, through radio, on the BusConnects website, through extensive email reminders to public representatives, Local Authorities’ Public Partnership Networks (PPN’s), emails to Community Forum members, promoted through social media and digital channels.

During the second round of non-statutory public consultation in March 2020, some of the scheduled Public Consultation Information Events had to be cancelled due to the Covid-19 pandemic and Government health guidelines at that time. Covid-19 restrictions were still in place during the third round of non-statutory public consultation, but an alternative method to facilitate interactive engagement to replace public information events was devised.

A list of the public consultation information events as well as sample images of the events can be seen in Appendix 6A.

First Round of Non-Statutory Public Consultation Information Events on the Core Bus Corridor Emerging Preferred Route Option:

Phase 1			
Corridor	Venue	Date	Time
Clongriffin to City Centre	The 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, Blanchardstown	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			
Corridor	Venue	Date	Time
Bray to City Centre	Talbot Hotel Stillorgan	Thursday 26 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

Second Round of Non-Statutory Public Consultation Information Events on the Core Bus Corridor Emerging Preferred Route Option:

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
Other CBC Public Information events cancelled due to Covid 19			

4.7 Virtual Consultation Rooms

Due to the Covid-19 pandemic, which commenced with restrictions in March 2020 and continued throughout the second and third public consultation rounds, the BusConnects Infrastructure team developed online and virtual elements to assist the public in viewing and reading the proposals.

Our primary virtual interactive tool during the final third phase of public consultation was the use of **virtual consultation rooms** available through the BusConnects website. These rooms were online for a six week period (24hrs x 7 days a week) and received over 7,000 views. In these virtual rooms, all Scheme materials were available for perusal, such as the brochure, maps and all associated support documentation. There was also audio description of the brochure information.

There was also a call back facility within the virtual rooms for any stakeholder to book a phone call back from a member of the BusConnects Infrastructure team for additional information or more detailed queries.

These Virtual Consultation Rooms replaced the more traditional Public Information Events due to the Covid-19 restrictions on face-to-face interactions, typically used during non-statutory public consultation. Compared to the face-to-face Public Information Events utilised during the first round of Non-Statutory Public Consultation the numbers of the public that engaged increased significantly due to the online access available through this facility.

Appendix 5C shows examples of a virtual room layout and content.

4.8 Public Information and Advertising Campaigns

In order to reach as wide-ranging an audience as feasible across the Core Bus Corridor Schemes each phase of the non-statutory public consultation was supported by a comprehensive public information and advertising campaign. The campaigns were run across a range of media channels in a range of different formats. All the public information campaigns provided clear information and contact details with the BusConnects and NTA brand and logos so they could be easily recognised and read.

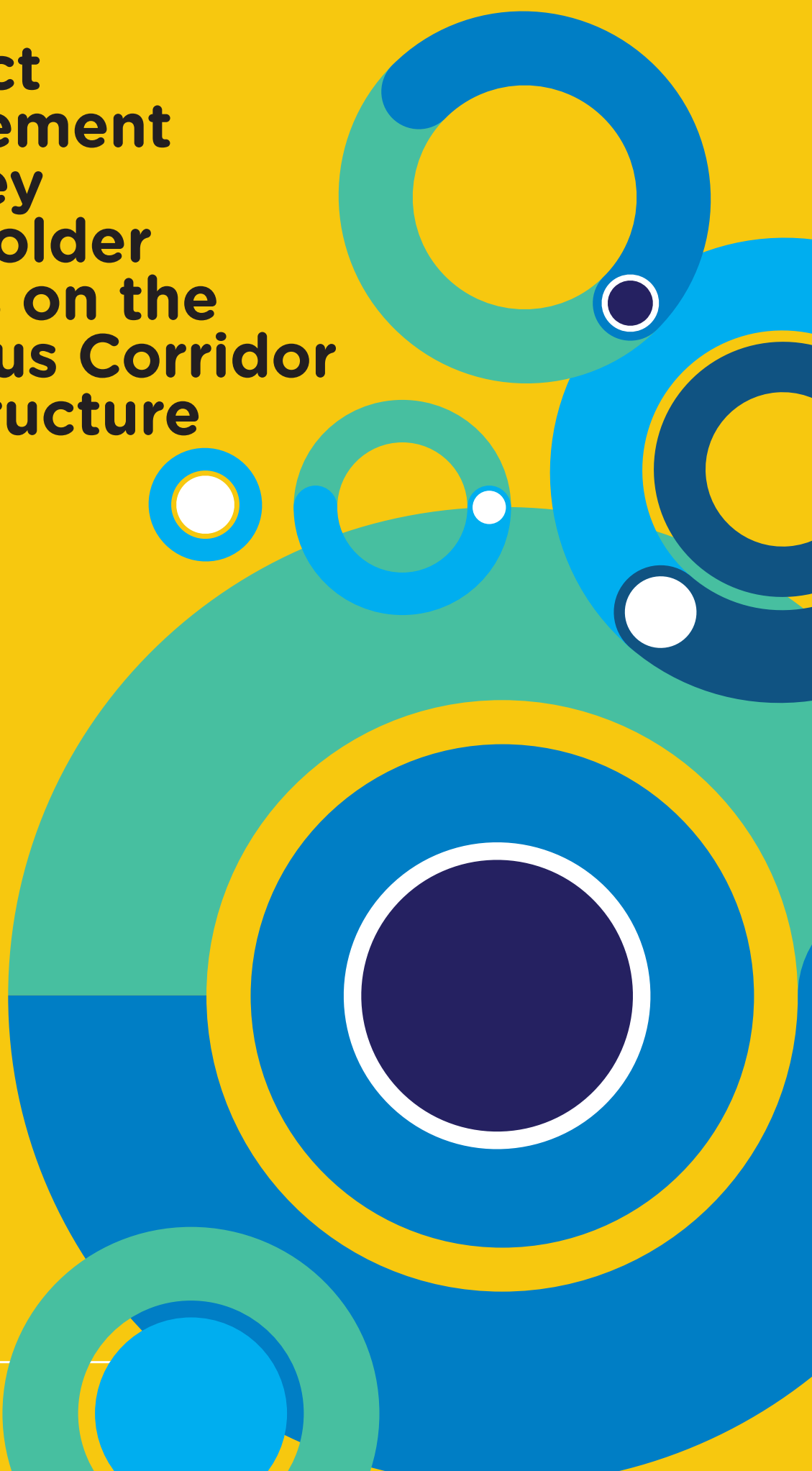
The advertisements detailed where stakeholders could access further information on the Schemes including viewing the proposals, joining community forums, making submissions and attending public information events were published in local and national newspapers. These advertisements were also placed on social media channels. Radio adverts played on local and national stations as well as Out of Home (OOH) bus shelters, on board buses and Luas advertisements. Targeted adverts were placed on Twitter, Instagram and Facebook.

See Appendix 2F, 3H, 4G and 5H for all advertisement material.

A press release was released for each round and phase of public consultation and was followed up by media briefings and presentations. The BusConnects Infrastructure team met with various media outlets and publications to discuss the proposals in detail and give media interviews. Press coverage of each phase was important in ensuring that details reached as wide an audience as possible, capturing those who may not ordinarily see advertisements or NTA announcements online and on social media.

For details on press coverage and reach of the BusConnects Programme from 2018-2021, please see appendix 3G, 4F and 5G.

5. Direct Engagement with Key Stakeholder Groups on the Core Bus Corridor Infrastructure Works



5.1 Background

In addition to developing and implementing an extensive process of consultation on the CBC Infrastructure Works, the BusConnects Infrastructure team put in place a dedicated engagement plan for key stakeholders interested and potentially impacted by the Schemes.

Over the course of three years, the BusConnects Infrastructure team established new processes of engagement with potential directly impacted property owners along each of the routes as well as members of their communities who demonstrated an interest in the CBC Infrastructure Works.

5.2 Potentially Impacted Properties

Across the 12 Schemes at the Emerging Preferred Route Options stage, a number of properties were identified that would potentially be impacted by the proposals in terms of property acquisition. The potential impact on the properties may include loss of front gardens, walls, and gate/entrances/parking.

At each phase of the non-statutory public consultation all such properties were contacted in advance of the publication of each set of proposals through registered post. The letters were sent in advance of any wider public communications regarding the plans. This was to allow the property owners and/or those renting the opportunity to receive details of any potential impact on their property before the public consultation information was published. These letters offered a direct line of one-on-one communication with the BusConnects Infrastructure team and details of the engagement process and copies of the full brochure and relevant route maps followed.

During the Emerging Preferred Route Option non-statutory Public Consultation, 1543 letters were issued to potentially impacted properties.

Public Consultation Round	Potentially Impacted Property
Emerging Preferred Route Option Public Consultation (14 Nov 2018 - 31 May 2019)	1543

Similarly, during the following second and third Preferred Route Option Public Consultations launched in March and November 2020, over 3,000 letters were issued to continually impacted, newly impacted and no longer impacted property owners as seen in the table below.

Public Consultation Round	Letter Type: Continually Impacted Property	Letter Type: Newly Impacted Property	Letter Type: No Longer Impacted Property
Preferred Route Option Public Consultation (04 March 2020 - 30 April 2020)	990	294	766
Preferred Route Option Public Consultation (04 Nov 2020 - 16 Dec 2020)	962	32	100

Appendix 3E, 4D and 5E – examples of each type of letter and sample map types issued.

5.3 One to One meetings

As there are a considerable number of potentially impacted properties it has been important that the BusConnects Infrastructure team provide a one to one meeting provision for any property owner who expressed an interest. This meeting service has been in place since the first round of consultation began and has been continuous since. The one to one meetings are with experienced BusConnects Infrastructure team members who have direct responsibility for the specific Scheme that the property is on. There has been almost 600 meetings to-date and in addition to the meetings there has been continuous phone calls and emails to maintain and support the engagement. These meetings continued during Covid-19 restrictions in a virtual capacity and are anticipated to continue throughout the planning and construction stages of each Scheme.

5.4 Community Forums

A number of Community Forums were established during the first round of non-statutory public consultation in 2018 and have continued through all three rounds of consultation. The aim of the Community Forums was to create a two-way communication process with representatives of local communities, establish and build relationships, provide timely updates on the designs and plans, whilst listening to the issues and concerns raised by members of the community. There are currently 13 individual Community Forums.

The table below details the names of each Community Forum, the number of meetings held to-date and the number of participants registered.

Community Forum	Average Number of Attendees	Number of Meetings Held
Clongriffin to City Centre Community Forum	24	3
Swords to City Centre Community Forum	105	4
Ballymun to City Centre & Finglas to Phibsborough Community Forum	75	3
Blanchardstown to City Centre Community Forum	94	4
Lucan to City Centre Community Forum	38	3
Liffey Valley to City Centre Community Forum	48	3
Clondalkin to Drimnagh & Greenhills to City Centre Community Forum	62	3
Tallaght to Terenure Community Forum	215	3
Kimmage to City Centre Community Forum	185	3
Rathfarnham to City Centre Community Forum	285	3
Bray to City Centre Community Forum	83	3
UCD Ballsbridge to City Centre & Blackrock to City Centre Community Forum	166	3
Ringsend to City Centre Community Forum	28	3
Total:	1,408	41

Community Forums have a current membership of over 1400 members and are a productive and valuable process to allow constructive ideas to be brought forward to inform the overall proposals.

Membership of the Community Forum comprises of typically two representatives from local resident and community associations, all disability groups or special interest groups, business organisations and public representatives along each scheme (Please note the number of representatives was increased from a single attendee per group to two following feedback). The terms of reference for the Community Forums can be seen in Appendix 3D, 4C and 5D

At the establishment of the Forums, all public representatives were invited to attend and become members. The BusConnects Infrastructure team also emailed all public representatives to inform their constituents about the Forums and relay the registration process and encourage local participation ([Appendix 3B](#), [4B](#) and [5B](#) respectively).

Advertisements and press adverts (**Appendix 3H, 4G and 5H**) detailing the aims for establishing Community Forums were placed in local and national newspapers. These adverts also detailed how to nominate/become a representative at a Community Forum. Promotion of the Community Forums was published on the website and through social media channels and stakeholder emailing.

Each Community Forum meeting was chaired by a dedicated independent chairperson. The Community Forums took place from 6.30pm/7.00pm to 8.00pm/8.30pm to encourage participation. The venues for each Forum were identified along each Scheme to be accessible and allow local participation. Where possible all Forums were held in the same venue repeatedly for consistency.

At each Community Forum, personnel from the BusConnects Infrastructure team provided a detailed presentation on the particular scheme. The independent chairperson then proceeded to open the floor to a question-and-answer session for the remainder of the meeting.

During the third round of non-statutory Public Consultation, the Community Forum process needed to be adapted to function due to the government's Covid-19 restrictions on gatherings. The decision was taken to host these meetings via Zoom Webinars. The forum was again chaired by an independent chairperson with members of the BusConnects Infrastructure team responsible for the scheme presenting the proposals followed by a Q&A session. Attendees were invited to submit questions via the chat-box feature, these questions were addressed sequentially. In advance of the Community Forum Webinar, a Community Forum Webinar Protocols document was issued to all members outlining how the webinar would be run on the night. **Please see Appendix 5D for a copy of the Community Forum Webinar Protocols document.**

Community Forum presentations were made available to view and download on our website www.busconnects.ie following each Forum. Members were also emailed a note of the Forum and a copy of the presentation subsequently.

Appendix 6B provides images of the Community Forum “set-up” as well as listing all the Community Forum meetings which took place.

The Community Forum presentations specific to this Scheme are available in Appendix 3D, 4C and 5D respectively.

As part of the ongoing communications with community forum members, CBC Infrastructure Works Status Update emails were issued in July 2019, April 2021 and August 2021. In addition, a status update was issued to community forum members as each individual scheme was submitted to An Bord Pleanála.

These Updates provided the latest information available at the time of the draft designs and plans. They also gave indications of next steps and any relevant presentations or materials.

See Appendix 3D, 4C, 5D and 6E for copies of these emails.

5.5 Residents Groups

Throughout the BusConnects Dublin Core Bus Corridors Infrastructure Works planning since early 2019, there has been extensive engagement with local resident's groups. Numerous residents' groups sent representatives to the BusConnects Community Forums but in addition to the Forums a significant amount of other meetings were held with local resident groups.

As the public consultation phases commenced, the BusConnects Infrastructure team has been contacted by individual and collective resident groups across many of the schemes. Over the last three years, the BusConnects Infrastructure team has engaged extensively with about 35 local groups. Almost 90 meetings have been held between these groups and the BusConnects Infrastructure team to address local issues and consider alternative options and proposals for specific areas. Overall, these meetings have been productive and insightful and will continue throughout the planning and construction stages.

The vast majority of the meetings were scheduled and hosted by the BusConnects Infrastructure team following requests from the groups to meet. On occasion, the BusConnects Infrastructure team has instigated engagement with resident groups to get particular views or provide relevant updates of the proposals.

The meetings were held in the NTA offices with attendees of average 10 representatives on behalf of the residents' group along with the BusConnects Infrastructure team members in relation to the relevant scheme. This engagement continued virtually on Zoom when the Government restrictions were introduced as a result of the Covid-19 pandemic.

A full list of resident group meetings including those specific to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme and details can be seen in Appendix 6D.

5.6 Public Representatives

The NTA engages with public representatives, at local and national level, in an ongoing manner across all its projects and responsibilities. The CBC Infrastructure Works aims to greatly improve bus, cycling and sustainable transport services, and therefore, engagement and communication at all levels of local and national public representatives is a key component of the public consultation campaigns.

Since the launch in June 2018 of the BusConnects Core Bus Corridor Discussion Document, public representatives are regularly informed at the commencement of each round of non-statutory public consultation via email and were invited to attend specific briefings at each launch date in November 2019, March 2020 and again in November 2020.

Public representatives are provided with additional brochures, maps and documents upon request and the BusConnects Infrastructure team respond to many queries forwarded by public representatives on behalf of their constituents.

All Community Forum presentations, dates of events, invitations and regular CBC Infrastructure Works updates are sent to public representatives via email as a matter of process.

As part of the ongoing communications with public representatives and stakeholders, CBC Infrastructure Works Status Update emails were issued in July 2019, April 2021 and August 2021. In addition, a status update was issued to public representatives as each individual scheme was submitted to An Bord Pleanála.

See Appendix 3D, 4C, 5D and 6E for copies of these emails.

These Updates provided the latest information available at the time of the draft designs and plans. They also gave indications of next steps and any relevant presentations or materials. These same Updates were sent to all Community Forum members also.

See Appendix 3B, 4B and 5B for copies of these emails.

Briefings with party groupings and individual elected members were facilitated as well as attendance by the NTA at the Oireachtas Transport Committee meetings a number of times over the last three years. The BusConnects Infrastructure team has provided regular updates to Local Authorities Transport Strategic Planning Committees (SPC's).

Engagement with public representatives from both the Oireachtas and the various Local Authorities is a continuous process which takes place not only during the consultation phases but as requested. This is an important process to reach as many people as possible in the communities surrounding each scheme.

5.7 Relevant Local Authorities and TII

The Local Authorities and Transport Infrastructure Ireland (TII) are key stakeholders for the CBC Infrastructure Works. These include Dublin City Council (DCC), Fingal County Council (FCC), Dun Laoghaire Rathdown County Council (DLRDCC), South Dublin County Council (SDCC), Wicklow County Council (WCC) and TII. All 12 Proposed Schemes of the CBC Infrastructure Works run within the DCC's geographical area, while sections of many of the Proposed Schemes run within the geographical areas of the other county councils. A number of the Proposed Schemes intersect with sections of LUAS lines and cross or run on sections of the national road network under the operational responsibility of TII.

Regular lines of communication and technical engagement have been established and grown over the lifetime of the CBC Infrastructure Works planning process with these key stakeholders. This has ensured that the key planning and traffic departments within the local authorities and TII are aware of the status of the draft designs and plans. Meetings are held as necessary on design development or specific issues.

There are dedicated liaison teams within each local authority and TII to act as a direct link to the BusConnects Infrastructure team. There are monthly update meetings presented by the Director of Infrastructure to the liaison teams to brief them collectively on aspects of the design development. These meetings are an effective means to ensure each stakeholder is aware of each other's projects across the areas covered by Schemes and an opportunity to raise issues or queries. In addition, there is ongoing interactions through meetings, emails and phone calls between the BusConnects Infrastructure team and the relevant stakeholder liaison personnel for onward engagement and dissemination of information with their wider organization's departments.

5.8 Special Interest Groups

Disability Representative Groups and other special interest groups have also had opportunities to engage with the BusConnects Infrastructure team in the context of Community Forums. These special interest groups are diverse and representative of commuters, cyclist advocacy groups, disability groups, environmental and business groups. These groups were provided with maps and brochures as requested, and encouraged to make submissions on behalf of their members. They were also invited to public meetings and there have been a number of specific meetings between the BusConnects Infrastructure team, Disability Groups and Cycling Advocacy Groups. These meetings broadened the number of stakeholders significantly and allowed their specific areas of interest and concern to be considered.

Public Participation Networks (PPN) in the relevant local authorities, a network which allows local authorities to connect with community groups, were also informed regularly on updates surrounding the CBC Infrastructure Works. Various community and voluntary groups/organisations register to join the PPN in their local authority area such as residents' associations, TidyTowns, disability groups, sporting clubs and environmental groups. The PPNs in Dublin City Council, South Dublin County Council, Dún Laoghaire-Rathdown County Council, Fingal County Council and Wicklow County Council were contacted and asked to forward information to their PPN members regarding the CBC Infrastructure Works non-statutory Public Consultations as well as the Community Forums relevant to their local authority. These PPN's had a combined membership of over 1,000 community and voluntary groups.

6. Consultation on Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme

6.1 Background

The BusConnects Dublin Core Bus Corridors Infrastructure Works was launched on 29 May 2017 by Minister for Transport, Tourism and Sport Shane Ross TD and NTA CEO Anne Graham at an event held in the Irish Film Institute, 6 Eustace Street, Temple Bar, Dublin 2. This announcement and launch was supported by a press release. The BusConnects website www.busconnects.ie as well as specialised social media channels for BusConnects were also launched. Further details on the launch and supporting documents can be found in [Appendix 1](#).

Following on from the initial announcement, the National Transport Authority published the Core Bus Corridors Project Report on 12 June 2018. This was announced via press release which was made available on busconnects.ie and nationaltransport.ie. A media briefing was held to launch the report which was then followed by a drop in briefing for public representatives. This discussion document set out draft proposals to vastly improve bus journey times and cycling priority along an increasing number of congested corridors in the Dublin region. The report identified the Greenhills to City Centre Core Bus Corridor and Clondalkin to Drimnagh Core Bus Corridor as two of the proposed CBCs. The brochure for each CBC as well as supporting documents can be seen in [Appendix 2](#).

6.2 Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation

A. Overview

The first non-statutory round of public consultation on the CBC Infrastructure Works took place on a phased basis. The first phase of consultation occurred from 14th November 2018 to 29th March 2019. The second phase ran from 23rd January 2019 to the 30th April 2019 and the final phase ran from 26th February 2019 until the 31st May 2019.

The Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme Emerging Preferred Route Option formed part of the second phase of consultation, which closed on the 30th April 2019. There were 87 submissions relating to the Greenhills to City Centre Core Bus Corridor with 13 submissions received relating to the Clondalkin to Drimnagh Core Bus Corridor. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

The second phase of the first round of Public Consultation was launched on 23 January 2019 via press release. Please see [Appendix 3A](#) for documents relating to this launch.

Advertisements detailing where interested parties could access further information on the CBC including viewing the proposals, joining community forums, making submissions and attending information events were advertised in local and national newspapers as well on social media. ([Appendix 3H](#)).

B. Engagement

i. Potentially Impacted Properties

Letters were delivered to each individual potentially impacted property affected by the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor on 18 January 2019. Each potentially impacted property was also sent a copy of the Emerging Preferred Route brochure for the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor respectively (Please see **Appendix 3E** for a copy of this letter).

In total, 270 letters were delivered on 18 January 2019 along the Greenhills to City Centre Core Bus Corridor, with 33 property owners availing of the one-to-one meetings. 19 letters were delivered on 18 January 2019 along the Clondalkin to Drimnagh Core Bus Corridor, with 3 property owners availing of the one-to-one meetings.

Emerging Preferred Route Option Public Consultation (14 Nov 2018 – 31 May 2019)

Core Bus Corridor	Letter Type: Potentially Impacted Property
Greenhills to City Centre CBC	270
Clondalkin to Drimnagh CBC	19

ii. Public Representatives

An email was issued to all TDs, Senators and Councillors in the area in tandem with the press release, detailing the CBC and inviting them to view the proposals and to discuss with their constituents. Individual or party grouping briefings were also offered as well as information on joining Community Forums. Please see **Appendix 3B** for correspondence with public representatives..

iii. Public Consultation Information events

For the Greenhills to City Centre Core Bus Corridor, a dedicated information event was held at Red Cow Morans Hotel on 26 February 2019 from 15.00-20.00. For the Clondalkin to Drimnagh Core Bus Corridor, a dedicated information event was held at Our Lady's Hall, Mourne Road on 19 February 2019 from 15.00-20.00A subsequent information event covering all of the CBCs for Phase 2 took place at the Dublin City Council Civic Offices on 12 March 2019 from 15.00 – 20.00.

The information events were advertised in local and national newspapers and on social media (**Appendix 3H**).

iv. Community Forums

The first Community Forum meeting for the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor took place on 12 February 2019 at Our Lady's Hall, Mourne Road from 18.30 – 20.00 with approximately 60 representatives in attendance.

The presentation for this meeting was made available to view and download on our website. Subsequently, a report on the meeting was issued to all registered attendees (**Appendix 3D**).

v. Resident Groups

Throughout the CBC Infrastructure Works, residents' groups have been engaged with. Members of the BusConnects Infrastructure team met representatives from Walkinstown Drimnagh/Working Group and the Crumlin Residents Group in June and July of 2019 to discuss the proposals on the Tallaght / Clondalkin to City Centre Core Bus Corridor scheme. **Please see appendix 6D for a complete list of residents groups that the BusConnects Infrastructure team have engaged with.**

vi. Digital and Online Resources

Brochures for both the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor were developed and made available to view and download on the BusConnects website (**Appendix 3A**). In addition to the brochure, the following technical reports for each Core Bus Corridor were also available to view and download on the website:

- Route Selection Report
- Concept Design Drawings
- Appendix A - MCA Tables
- Appendix C - Technical Note on Junctions
- Appendix D - Junction modelling report

Following the conclusion of the public consultation, a Consultation Submission Report was also made available to view and download on our website. Hard copies were available upon request.

For a complete list of published materials that were available to view and download during this round of non-statutory consultation, please see **Appendix 3F**.

6.3 Preferred Route Option: Second Round of Non-Statutory Public Consultation

A. Overview

Following the first round of consultation, all submissions were reviewed and considered in the design process for each CBC. In March 2020, the Draft Preferred Route Option was published and a public consultation covering the Preferred Route Option for each CBC, including both the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor, commenced on 04 March 2020 and ran until 17 April 2020. The consultation was announced via press release and a media briefing (**Appendix 4F**) that took place in the Alex Hotel, Fenian Street from 10.00 – 12.00.

Due to the COVID-19 pandemic, all events scheduled after 12 March 2020 were cancelled. In deference to the submissions we had already received, the decision was made not to cancel the consultation.

Consequently, there were just 10 submissions received for the Greenhills to City Centre Core Bus Corridor. 6 submissions were received for the Clondalkin to Drimnagh Core Bus Corridor. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from various associations and private sector businesses.

Advertisements detailing where interested parties could access further information on the CBC including viewing the proposals, making a submission and attending information events were placed in local and national newspapers, online and in highly visible areas around the Greater Dublin Area (**Appendix 4G**).

B. Engagement

i. Potentially Impacted Properties

Following the review of the proposals, there were some changes to the number of properties that were potentially impacted. Three different versions of a letter (**see Appendix 4D**) were prepared and the appropriate version delivered to each of these potentially impacted properties on 02 March 2020, with recipients invited to schedule meetings with the BusConnects Infrastructure team if they wished to discuss the proposals on an individual basis. There was a version of the letter for those who had been previously written to in the first round launch and who were continuing to be potentially impacted. There was a version of the letter for those who had not been previously written to in the first round launch and who were now newly potentially impacted, and there was a version of the letter for those who had been previously written to in the first round launch and who were no longer continuing to be potentially impacted.

326 letters were distributed along Greenhills to City Centre Core Bus Corridor Proposed Scheme with 1 meeting taking place. 44 letters were distributed along the Clondalkin to Drimnagh Core Bus Corridor Proposed Scheme with no meetings taking place.

Preferred Route Option Public Consultation (04 March 2020 – 17 April 2020)

Core Bus Corridor	Letter Type: Continuing Potentially Impacted Property	Letter Type: Newly Potentially Impacted Property	Letter Type: No Longer Potentially Impacted Property
Greenhills to City Centre CBC	123	51	152
Clondalkin to Drimnagh CBC	19	24	1

ii. Public Representatives

An email was issued to all public representatives on the morning of the launch, in advance of the press release. An invitation was sent on 02 March 2020 to all public representatives inviting them to attend a drop-in briefing for all public reps in the Alex Hotel from 14.00–17.30 on the date of the launch (**Appendix 4B**). TDs, Senators and Councillors were invited to attend to view the new proposals, speak with members of the BusConnects Infrastructure team and pick up hard copies of the proposals and maps.

iii. Public Consultation Information Events

Members of the public were invited to attend to review the changes made to the proposals since the first round of consultation in 2018/2019 and to discuss concerns and observations with members of the BusConnects Infrastructure team. While this public consultation was completed, due to Covid-19 restrictions being imposed by Government in mid-March, planned Public Information Events for the Tallaght / Clondalkin to City Centre CBC scheme and other schemes were impacted and had to be cancelled.

iv. Community Forums

The second Community Forum for the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor was held in Our Lady's Hall, Mounse Road on 17 September 2019 from 18.30 – 20.00, with approximately 60 in attendance.

This round of Community Forums were held for each CBC in advance of the launch of second round of non-statutory public consultation. The meeting aimed to keep members updated on the design process between the first and second consultation. The presentation was emailed to attendees following the meeting and was also made available to view and download on our website. Subsequently, a report on the meeting was issued to registered attendees. **Both the presentation and report can be seen in Appendix 4C.**

v. Resident Groups

Throughout the CBC Infrastructure Works, residents' groups have been engaged with. Members of the BusConnects Infrastructure team met representatives from Walkinstown/Drimnagh Working Group and the Crumlin Residents Group in June and July of 2019 to discuss the proposals on the Tallaght / Clondalkin to City Centre Core Bus Corridor scheme. **Please see appendix 6D for a complete list of residents groups that the BusConnects Infrastructure team have engaged with.**

vi. Digital and Online resources

As with the first round of consultation, all materials relevant to the CBC were made available to view and download on our website www.busconnects.ie. The brochure was available in Easy to Read format, plain text and audio description as well as an Irish version. Hard copies of the brochures were also available upon request. Traffic Count Data 2019 - 2020 was also published for consideration during this round of consultation, with information on each CBC.

For a complete list of published materials that were available to view and download during this round of non-statutory consultation, please see Appendix 4E.

6.4 Preferred Route Option: Third Round of Non-Statutory Public Consultation

A. Overview

The third round of non-statutory public consultation for the CBC Infrastructure Works took place from 4th November 2020 until 16th December 2020 on the updated Draft Preferred Route Option, including for the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme. With the continuing effect of the Covid-19 pandemic and associated Government restrictions, the third Public Consultation was held largely virtually. Our regular consultation communication methods were adapted to allow the process to take place using virtual and online facilities. The consultation was announced via press release, on our website and on social media (**Appendix 5G**).

All relevant information including the updated Information Brochures and the public consultation reports were made available on the BusConnects website (www.busconnects.ie) to view and download.

Advertisements detailing where interested parties could access further information on the CBC including viewing the proposals, making a submission and attending information events were placed in local and national newspapers, online and in highly visible areas around the Greater Dublin Area (**Appendix 5H**).

There were 189 submissions received as part of the Greenhills to City Centre Core Bus Corridor during this round of non-statutory public consultation. There were 114 submissions received as part of the Clondalkin to Drimnagh Core Bus Corridor during this round of non-statutory public consultation.

B. Direct Engagement with Key Stakeholders

i. Potentially Impacted Properties

Those continuing to be potentially impacted; newly potentially impacted; or no-longer potentially impacted properties were written to directly (**Appendix 5E**) to receive information on the consultation in advance of any wider publication of the proposals.

One-to-one meetings were offered via Zoom or over the phone for those who wished to discuss the proposals further in relation to their own property as part of the consultation process.

125 letters in relation to the Greenhills to City Centre Core Bus Corridor were sent between 01 and 03 November 2020. 16 letters in relation to the Clondalkin to Drimnagh Core Bus Corridor were sent between 01 and 03 November 2020.

Preferred Route Option Public Consultation (04 March 2020 – 17 April 2020)

Core Bus Corridor	Letter Type: Continually Potentially Impacted Property	Letter Type: Newly Potentially Impacted Property	Letter Type: No Longer Potentially Impacted Property
Greenhills to City Centre CBC	123	1	1
Clondalkin to Drimnagh CBC	15	0	1

ii. Public Representatives

Public representatives were made aware of the publication of the revised proposals via email. This email also contained information on Community Forums for TDs, Senators and Councillors to assist in spreading awareness of the meetings. A briefing session was organized via Zoom to take place on 4 November 2020 from 14.00 – 15.00. Members of the Transport & Communications Networks Oireachtas Committee were separately made aware of the launch. Please see **Appendix 5B** for engagement with public representatives.

iii. Public Consultation Virtual Information Rooms

Due to ongoing Government restrictions, traditional information events required a rethink. Virtual rooms were created for each CBC that could be accessed for the entirety of the consultation dates. The rooms could be accessed via the BusConnects website and contained all of the information needed to make an informed submission. This included a description of each Preferred Route from start to finish with supporting maps and included information of all revisions made, if any, since the previous rounds of public consultation as well as other supporting documents. Please refer to Appendix 5C for material in relation to the public consultation virtual information rooms.

All boards were equipped with audio description. Over the seven weeks of the consultation, 363 unique users visited the virtual information room for the Tallaght / Clondalkin to City Centre Core Bus Corridor scheme.

The virtual rooms also contained a feature for members of the public to request a call back service from a member of the BusConnects Infrastructure team should they require more information. There were 2 call back requests for the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme.

The consultation period remained open until 16th December 2020 and submissions could be made by email, through the virtual consultation room or by post.

iv. Community Forums

A further round of Community Forums were run during the third round of Public Consultation. Members of each Community Forum were contacted directly on the day of the launch of the public consultation via email. As with the public information events, the Community Forum process needed to be adapted to function during government restrictions on gatherings. The decision was taken to host these meetings via Zoom Webinars. The forum was again chaired by an independent chairperson with members of the BusConnects Infrastructure team responsible for the CBC presenting the proposals, followed by a Q & A session. Attendees were invited to submit questions via

the chat-box feature, these questions were addressed in order of submission.

The Greenhills to City Centre Core Bus Corridor and Clondalkin to Drimnagh Core Bus Corridor Community Forum meeting took place on 25 November 2020 from 18.30 – 20.00 with approximately 50 representatives in attendance.

Materials in relation to these Community Forums can be seen in **Appendix 5D**.

v. Resident Groups

All Resident Groups along the Proposed Scheme were alerted to the publication of the consultation via email. Zoom meetings were available for any groups that wished to meet with the BusConnects Infrastructure team to discuss the impact of the proposals on their community and express their views.

Throughout the CBC Infrastructure Works, residents' groups have been engaged with. Members of the BusConnects Infrastructure team met representatives from Walkinstown/Drimnagh Working Group, Crumlin Residents Group and the Kimmage & Crumlin Representative Group to discuss the proposals on the Tallaght / Clondalkin to City Centre Core Bus Corridor scheme. **Please see appendix 6D for a detailed list of residents groups that the BusConnects Infrastructure team have engaged with.**

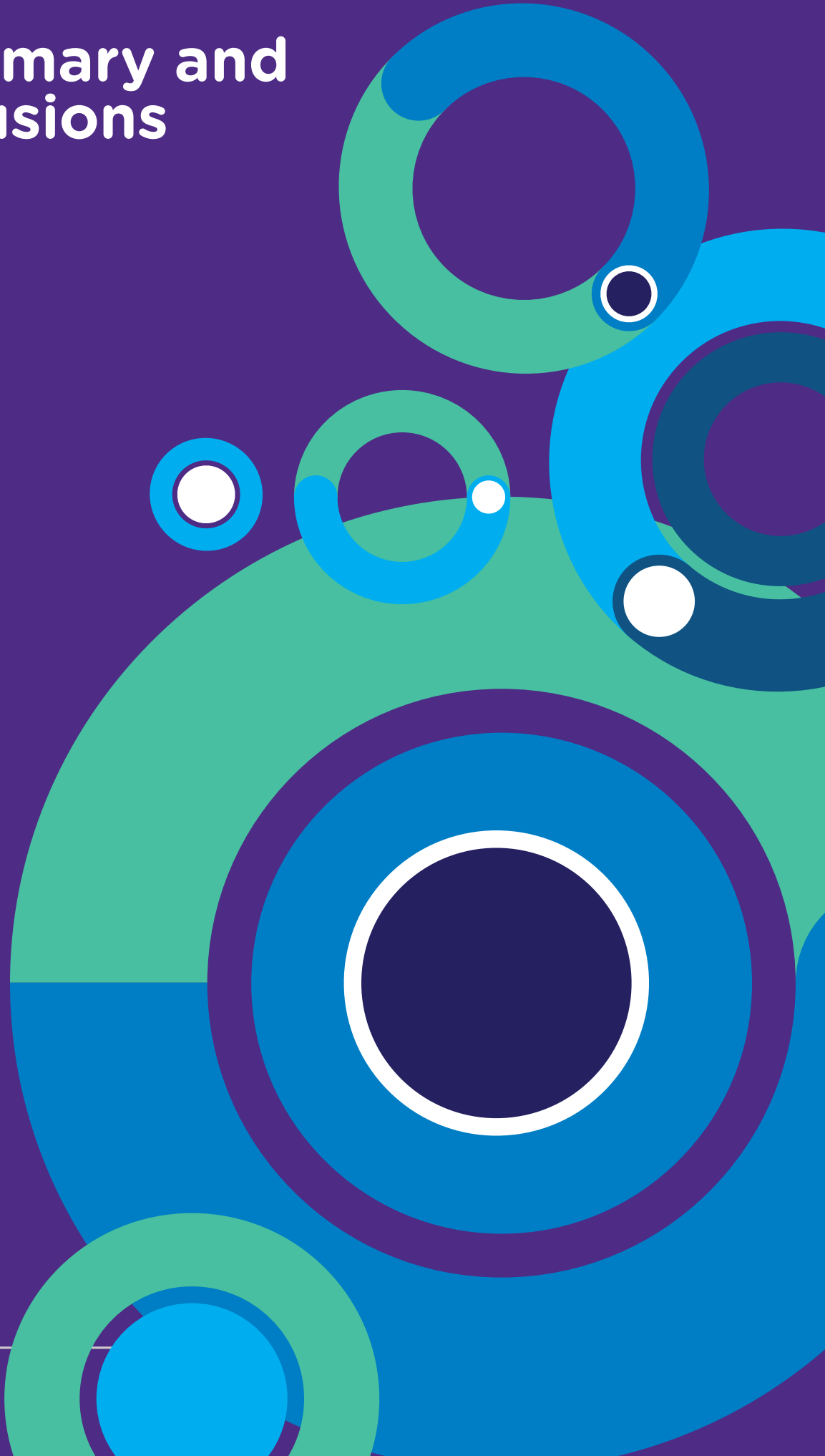
vi. Digital and Online resources

Due to Covid-19 restrictions, all communications were done online via the BusConnects website and Zoom. In addition to the virtual rooms, the following documents were available on our website to view and download:

- Information Brochure for Revised Preferred Route Option (in English and Irish)
- Audio version of Brochure
- HTML version of Brochure
- Draft Preferred Route Option Consultation Report
- Proposed Approach to Environmental Assessment
- Draft Transport Modelling Report

For a complete list of published materials that were available to view and download during this round of non-statutory consultation, please see Appendix 5F.

7. Summary and Conclusions



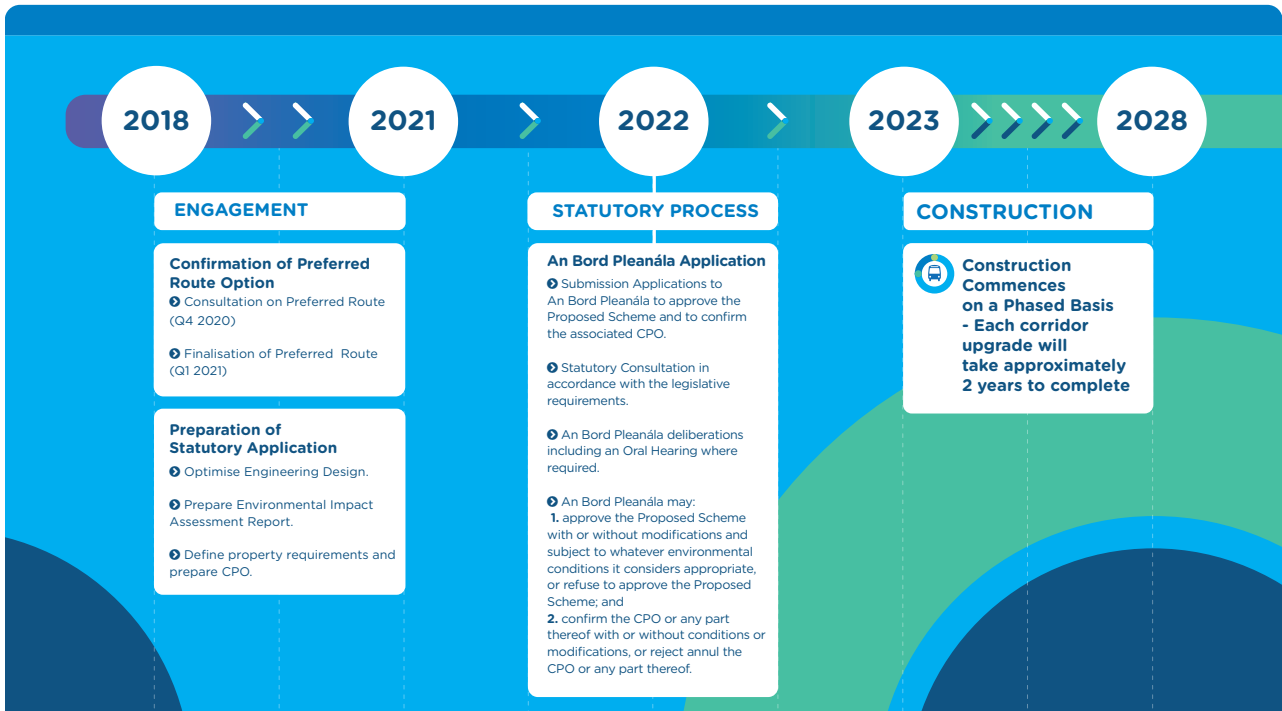


Figure 1.4 Timeline for the Core Bus Corridor Process

The BusConnects Infrastructure team carried out three rounds of non-statutory public consultation between November 2018 and December 2020. The lengthy and extensive public consultation phases ensured the views and observations of a large number of key stakeholders and the general public were received and considered. From the first to the third round of public consultation over 17,000 submissions were received and reviewed by the BusConnects Infrastructure team. These submissions played a significant role to inform the draft designs and plans whereby a range of amendments and adaptations were included as a direct result of the stakeholder and consultation process. In summary, the stakeholder engagement and public consultation allowed for an effective two-way communication to inform and build relationships with our key stakeholders.

Since 2018, the BusConnects Infrastructure team has provided an active and prominent level of communication and engagement. This has included the provision and publication of a large number of draft designs, communication materials and support documents to assist in informing stakeholders from the Emerging Preferred Route phase all the way to the Preferred Route designs. The public consultation and engagement process has resulted in a considerable level of public awareness and understanding of the BusConnects CBC Infrastructure Work’s aims and objectives. It has also led to the BusConnects Infrastructure team having a keen appreciation of the many stakeholder issues and to be able to consider them during the draft design and planning phases of each individual Scheme.

In conclusion, the non-statutory public consultation rounds provided local and informative insights; allowed for considerable discourse and engagement and in many cases enhanced aspects of the draft designs. The public consultation has ensured that the BusConnects Infrastructure team were cognisant of stakeholder feedback and appraised of many local considerations as the designs evolved.

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1.

Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017

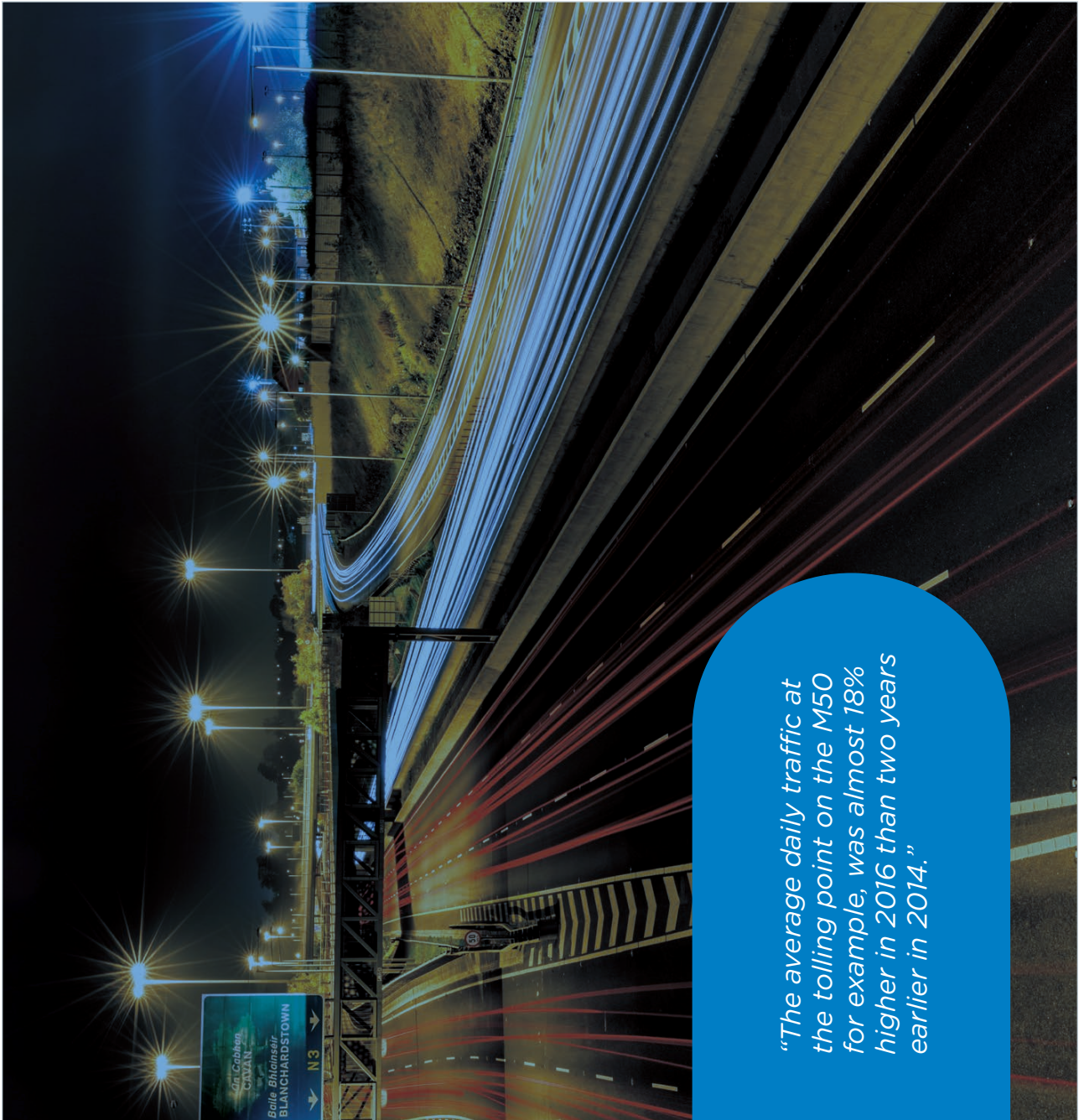
1A

BusConnects Transforming City
Bus Services Brochure May 2017

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES





“The average daily traffic at the tolling point on the M50 for example, was almost 18% higher in 2016 than two years earlier in 2014.”

BusConnects Transforming City Bus Services

Ireland in 2017 has left behind the worst of the recession caused by the economic crises in 2007/2008. The economy is growing strongly; more and more people are at work; the number of visitors to the country is at record levels. But threats and challenges remain, with traffic and transport among the key problems facing the region.

Congestion is in danger of strangling the life out of our cities, and we need an ambitious public transport plan to get to grips with it.

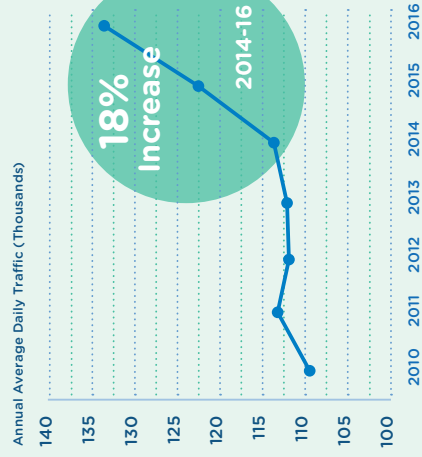
The number of cars on the roads is increasing. It takes longer to travel to work, to college and to school than last year or the year before. The working day is getting longer as traffic delays force people to leave earlier for work and return later each day.

As a barometer for the region, the average daily traffic at the tolling point on the M50 was almost 18% higher in 2016 than two years earlier in 2014.

Increased traffic means slower speeds and longer journeys. On the M50, the average journey from Junction 3 (at the M1) to Junction 6 (at the N3) took three times longer in 2016 than in 2010.

We see this across all of the major routes in the region. Using data from car navigation units, we know that average traffic speeds on main roads during the 8am to 9am peak hour, across the region, fell by almost 5.5% between 2014 and 2015.

Traffic at the M50 Toll





“Journeys by car in the morning peak hour take, on average, over 18% longer than just two years ago.”

This trend accelerated during 2016 with the average traffic speed across the region in the morning peak decreasing from 39.1 km per hour in 2015 to 33.7 km per hour in 2016, a fall of 13.8%.

As traffic speeds decrease, peoples’ journey times by car increase. On average, journeys by car across the region during the morning peak hour take over 18% longer than two years ago.

The situation facing the Dublin region is that:

- without decisive action, traffic congestion will continue to grow;
- it will impact the ability of the region to grow economically;
- longer journey times and increased travel stress will diminish many people’s quality of life; and
- environmental emissions targets will not be met.

If we want to make Dublin a better place to live, work and visit, we need a solution.

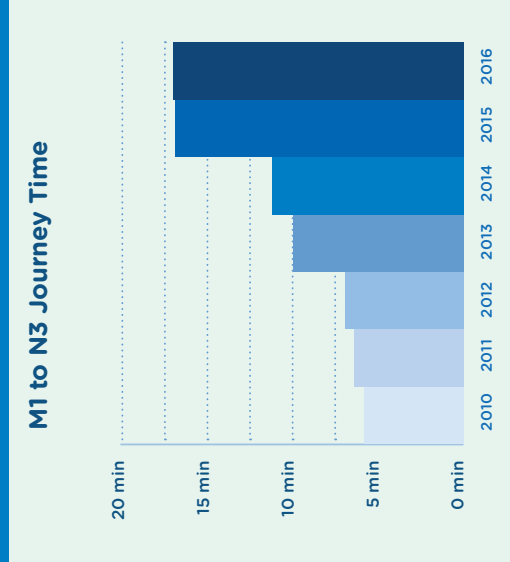
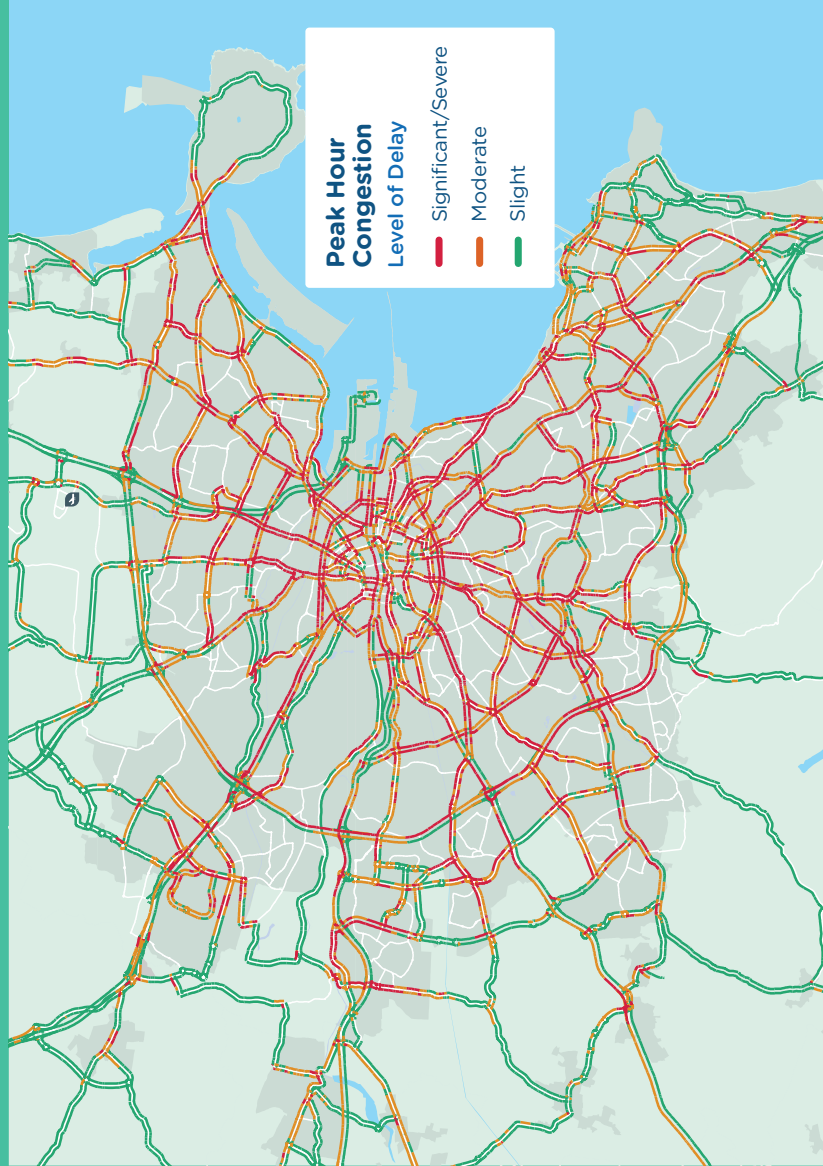


Fig 1: Peak Hour Congestion



Our solution

The Transport Strategy for the Greater Dublin Region 2016-2035 (“Transport Strategy”) provides a framework for transport development across the region over the next two decades. It identifies rail, metro and Luas projects that need to be implemented but, significantly, it recognises that the bus system will be the main form of public transport for most people and that the bus system needs to be fundamentally transformed to serve the needs of the region.

Dublin is a low density city - we don't have skyscrapers, and most people live in single house units. This means that very few areas of Dublin have the size and concentration of population to support rail-based public transport. For most corridors in Dublin, bus transport represents the optimum public transport solution.

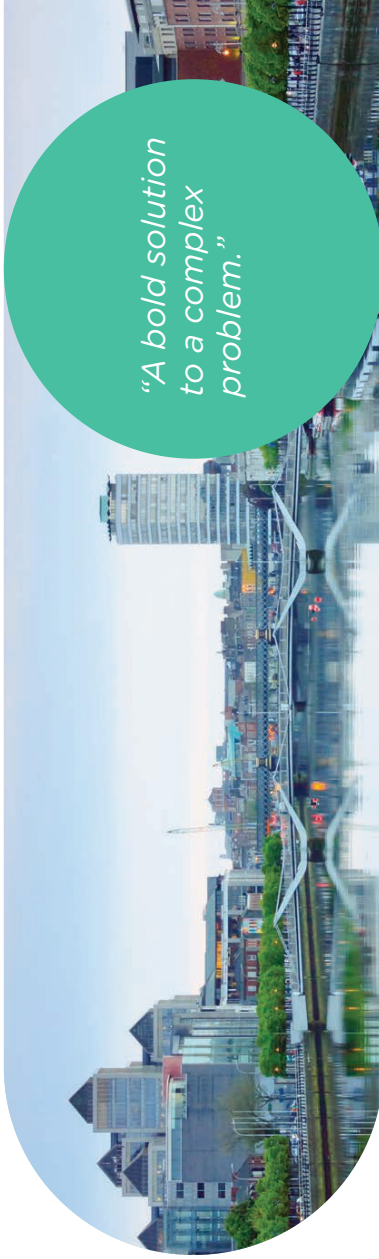
We now need sweeping changes to our bus system to enable it to fully meet the needs of a modern public transport system; one which enables more people to travel to more places, conveniently and efficiently.

BusConnects is a plan to fundamentally 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, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors.

BusConnects aims to overhaul the current bus system in the Dublin region by:

- building a network of “next generation” bus corridors on the busiest bus routes to make bus journeys faster, predictable and reliable;
- introducing Bus Rapid Transit, a higher quality of bus system, on three of the busiest corridors;
- completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers;
- developing a state-of-the-art ticketing system using credit and debit cards or mobile phones to link with payment accounts and making payment much more convenient;
- implementing a cashless payment system to vastly speed up passenger boarding times;
- revamping the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty;



- implementing a new bus livery providing a modern look and feel to the new bus system;
- rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters; and
- transitioning - starting now - to a new bus fleet using low-emission vehicle technologies.

BusConnects represents a reimagining of the bus services for the Dublin region. It encompasses the revamping of all aspects of the bus system: from the ticketing technology to the road infrastructure; from the bus stops to the network of routes; and from the fare structure to the vehicle livery.

It represents a bold solution to a complex problem.



6 BusConnects Transforming City Bus Services

“The bus system needs to be fundamentally transformed to serve the needs of the region.”

A network of “Next generation” bus corridors

At the heart of the **BusConnects** project is the proposal to develop continuous bus lanes, as far as is practicable, along the busiest bus corridors.

The Transport Strategy sets out a network of bus corridors forming the “Core Bus Network” for the Dublin region. There are eleven radial bus corridors planned in addition to the Bus Rapid Transit routes, as well as three orbital bus corridors.

At present, these busy bus routes only have dedicated bus lanes along less than one third of their lengths. This means that for most of the journey, buses are competing for space with general traffic and so are affected by the increasing levels of congestion.

The resultant delays are a source of real frustration for people looking for consistent and predictable journey times. This makes the overall bus system less efficient, less reliable and less punctual. As a result, many people do not see any benefit in choosing bus transport.

Our objective is to develop these eleven radial bus corridors and three orbital bus corridors so that each will have continuous bus priority – in other words, a continuous bus lane in each direction. This “next generation” of bus corridors will deliver a transformation in the performance of these routes, making it easier and quicker for you to come and go by bus, whether your journey is related to your job, your studies, or your social life and family life.

We want to remove the current delays and uncertainties, so that in the future, bus journeys will be faster, more punctual and more reliable. Making those changes is an essential part of delivering a vastly improved service for passengers.

Achieving this will, in some instances, require a widening of the road and changes to parking arrangements, but the end result will not just be better services for bus passengers, but will benefit all users of the corridor.

Cyclists will be provided with safe cycling facilities, largely segregated from other traffic, along these routes. Pedestrians will benefit from additional safe pedestrian crossing points and reconstructed footpaths. Car users will have reduced interactions with cyclists and buses as well as resurfaced roadway providing smoother journeys with less wear on vehicles.

We will also take the opportunity of enhancing key local centres on the corridors with additional landscaping and other works aimed at improving the local environment in these centres.

Fig 2: Proposed Radial Bus + BRT Corridors

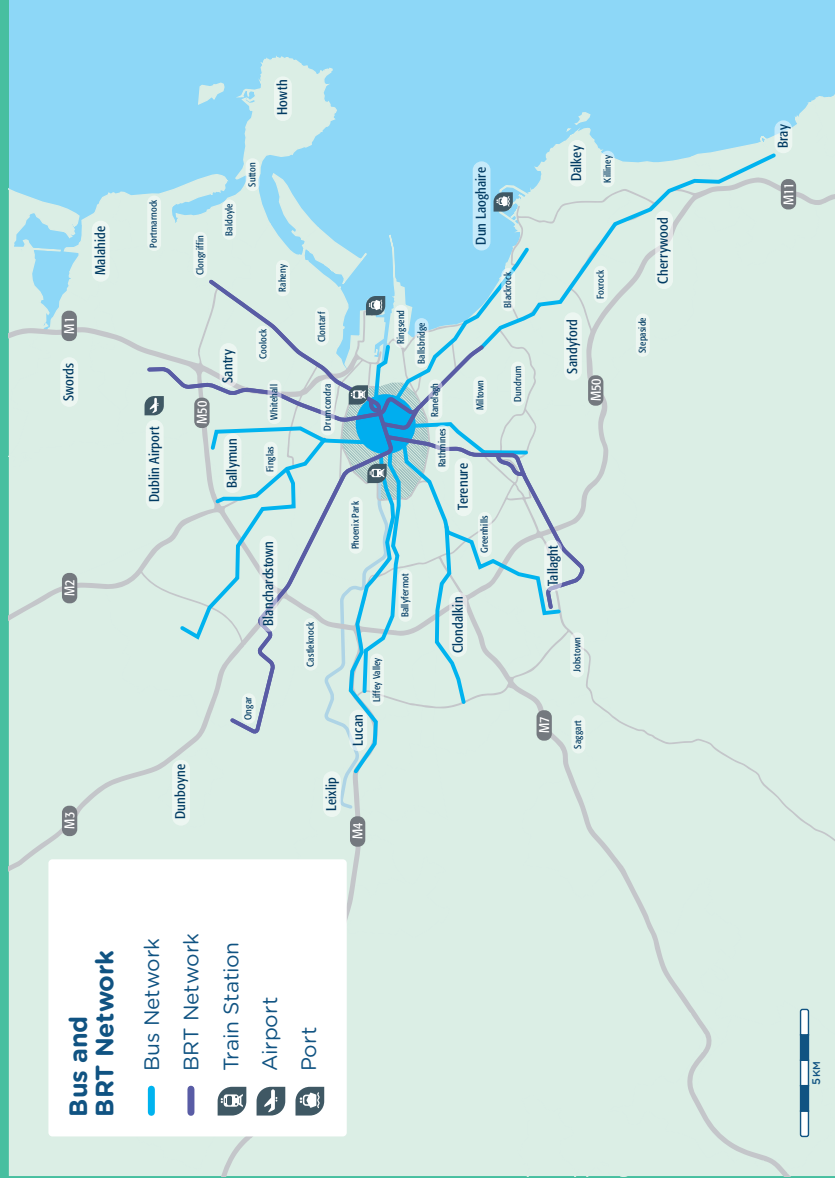
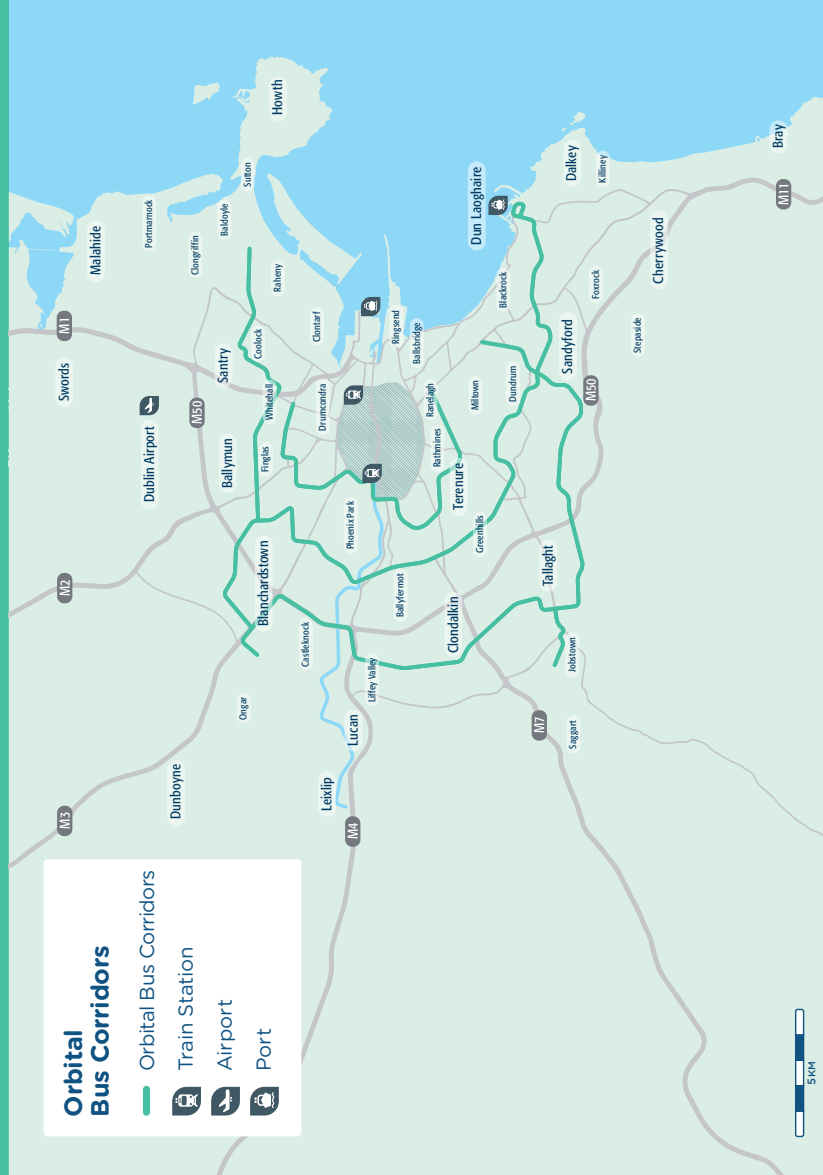


Fig 3: Proposed Orbital Bus Corridors





“BRT will be a great solution on some of the busiest routes forming the Core Bus Network.”

Bus Rapid Transit

Bus Rapid Transit (BRT) is a high-quality bus based transit system that delivers a service with higher speeds and quality of service than traditional bus services.

We’re planning to do this by improving road infrastructure and providing specially designed vehicles, with rapid, frequent operations and faster boarding and alighting.

We are proposing that a number of the Core Radial Bus Corridors will be developed as Bus Rapid Transit routes, where the passenger numbers forecast are approaching the limits of conventional bus route capacity.

BRT will represent a major step-change in the provision of bus services on some of the busier bus corridors in the Dublin region.

A typical BRT system uses multi-door vehicles, higher platforms for level boarding and stops that are spaced further apart than those that serve conventional buses. Using different vehicles than normal buses, a BRT route can cater for a higher volume of passengers than a normal bus corridor.

In designing the BRT details, we will ensure that it is fully integrated into the overall bus system, providing a coordinated overall network.



“Under BusConnects we are undertaking a major redesign of the bus network.”

Reimagining our network

The current system of bus routes and services in Dublin is complex. With about 130 different bus routes forming the Dublin Bus network, very few people would be able to describe the routes of more than a handful of those services and most users limit themselves to a few familiar routes.

In fact the foundations of much of the bus network dates back to tram routes that first ran in the 19th century! As a result, the bus network in Dublin is very radially focused, with most routes emanating outwards from the City Centre. Orbital bus services - routes that skirt the city - are few and far between. As a result, many bus journeys can only be made by firstly traveling into the City Centre on one radial route, and then taking another radial bus service out. Understandably, many people are not inclined to take the bus in these circumstances

Connecting between one bus route and another as part of the same journey is part and parcel of public transport in cities around the world, but for historic reasons it is not really part of the public transport culture in Dublin. We believe that a system

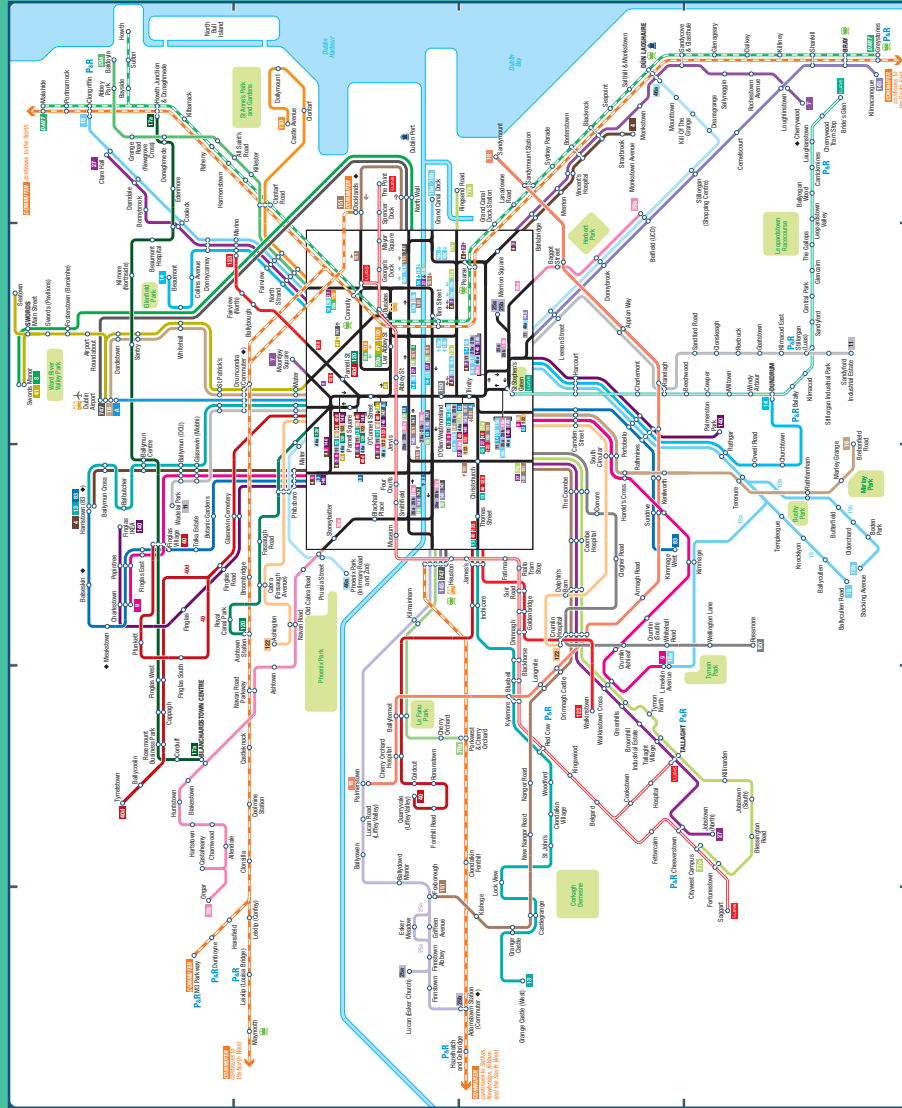
with greater scope for interconnection between routes, and where connecting passengers don't necessarily have to travel to the city centre, is one that would be far more attractive and convenient.

We want to move towards a system that minimises the overall period of time needed for most journeys and focusses transfers onto high frequency routes, cutting down waiting and journey times.

While much has already been achieved by Dublin Bus in making the network more efficient, the bus system across the Dublin region has the potential to operate much more effectively than it currently does. This will require a fundamental reconfiguration of routes and services.

Under **BusConnects** we are undertaking a major redesign of the bus network. As part of this we will establish exactly what people want from their bus service; where they want to go and when they need to get there. In a process of extensive consultation, we will figure out the best way to apply the wide array of resources we have available to us: infrastructure, fleet, staff, road space, subvention funding, etc, in a way that not just meets the expectations of the travelling public, but actually makes shifting to the bus an attractive proposition for more and more people. The proposals that come out of this process are likely to be radical and transformational.

Fig 5: Complexity of current network (high-frequency routes only shown)





“Currently over 70% of fare payments are made by Leap card.”

Fares and Ticketing Systems

Without changing the ticketing systems and the bus fares structure, the overall project would not deliver the full benefits that are possible under this transformation.

The second biggest source of bus delays, after traffic congestion, is the payment process at bus stops. Payment of fares by cash is still commonplace, slowing down the boarding time. Even when using the Leap Card, the complexity of payment stages means a high percentage of passengers have to interact with the driver, with resultant delays at bus stops. At busy bus stops these delays can be for several minutes. Multiply by the number of busy stops on a route, and those delays accumulate to add significantly to the overall journey time.

Under **BusConnects** we will simplify and streamline the process of paying for bus journeys. We want to make the fare system simpler, and we also want to make movement between different bus services seamless and easy, without financial penalty. This

will require a move to either a “tag-on” and “tag-off” facility, similar to Luas and DART, or a single “flat fare” approach in order to reduce the need to interact with the driver for fare payments.

As part of this process, cashless operation will be introduced on all buses, to remove the delays caused by cash payments. Currently over 70% of fare payments are made by Leap card. As this increases over the next couple of years, the transition to a cashless regime will become easier.

BusConnects will incorporate the latest developments in account-based ticketing technology, potentially allowing use of credit / debit cards or mobile devices as a convenient means of payment. This will also allow integration with other transport payments such as parking facilities and bicycle hire.

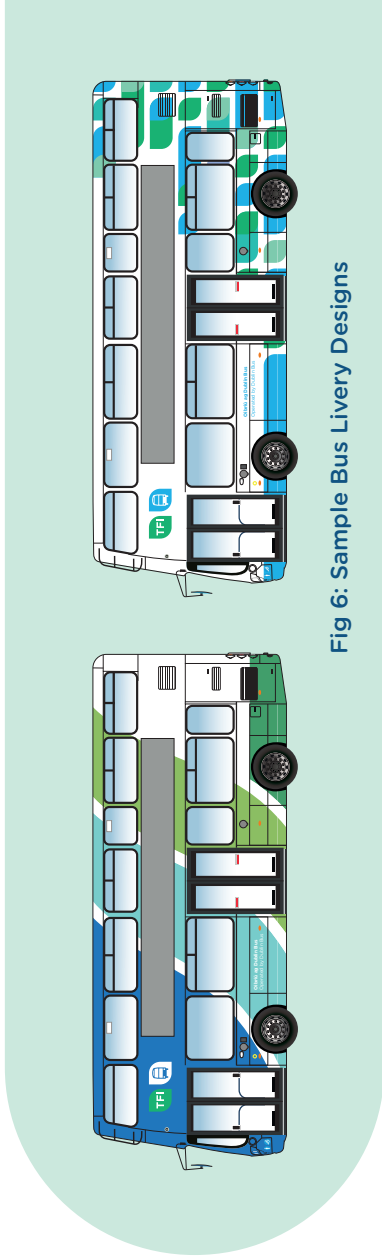


Fig 6: Sample Bus Livery Designs

Bus Livery

Legislation requires that the National Transport Authority “shall for the purposes of promoting public transport, design, develop and secure the implementation of a single brand to be used by all public transport operators providing services in accordance with a public transport services contract with the Authority.”

Under **BusConnects** we are proposing a new, fresh and modern look for the bus system by introducing a redesigned bus livery, which is the painted exterior of the buses. As well as reflecting the overall ambition of transforming the bus system, this will also accommodate the potential of additional operators providing bus services as part of overall network.

We will ensure that the new bus livery is attractive and conveys the image of a modern, effective transit system. We will seek people’s views on potential designs before a final bus livery is selected.



Bus Stops

Roadside facilities and roadside information are essential components of a modern bus system. Across the region, the current facilities do not reflect the standard needed to make the overall system attractive and easy to use.

Under **BusConnects** we will introduce a new style of bus stop to be rolled out across all bus stops in the Dublin region, with better route and fare information provided in each case and with timetable information specific to each stop. All operators will adopt this style and the current assortment of poles at multi-operator stops will be removed.

We will install more Real Time Passenger Information (RTPI) signs along the new bus corridors and elsewhere across the region, providing accurate next-bus arrival information.

Bus shelter provision will be significantly expanded as part of the **BusConnects** plan. A large number of additional bus shelters will be provided in new locations, particularly where connecting services are being provided.

Fig 7: New style bus stops already in place in Cork City will be rolled out across the network

202 L'Éireann Cló Rinn Mhícháil Towards Ríngimhainn GAA Pitch

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
07:25	07:25	07:25	07:25	07:25	07:25	07:25	07:25
08:25	08:25	08:25	08:25	08:25	08:25	08:25	08:25
09:25	09:25	09:25	09:25	09:25	09:25	09:25	09:25
10:25	10:25	10:25	10:25	10:25	10:25	10:25	10:25
11:25	11:25	11:25	11:25	11:25	11:25	11:25	11:25
12:25	12:25	12:25	12:25	12:25	12:25	12:25	12:25
13:25	13:25	13:25	13:25	13:25	13:25	13:25	13:25
14:25	14:25	14:25	14:25	14:25	14:25	14:25	14:25
15:25	15:25	15:25	15:25	15:25	15:25	15:25	15:25
16:25	16:25	16:25	16:25	16:25	16:25	16:25	16:25
17:25	17:25	17:25	17:25	17:25	17:25	17:25	17:25
18:25	18:25	18:25	18:25	18:25	18:25	18:25	18:25
19:25	19:25	19:25	19:25	19:25	19:25	19:25	19:25
20:25	20:25	20:25	20:25	20:25	20:25	20:25	20:25

203 L'Éireann Biall Fábhlainn Towards St. Stephen's

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
07:25	07:25	07:25	07:25	07:25	07:25	07:25	07:25
08:25	08:25	08:25	08:25	08:25	08:25	08:25	08:25
09:25	09:25	09:25	09:25	09:25	09:25	09:25	09:25
10:25	10:25	10:25	10:25	10:25	10:25	10:25	10:25
11:25	11:25	11:25	11:25	11:25	11:25	11:25	11:25
12:25	12:25	12:25	12:25	12:25	12:25	12:25	12:25
13:25	13:25	13:25	13:25	13:25	13:25	13:25	13:25
14:25	14:25	14:25	14:25	14:25	14:25	14:25	14:25
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16:25	16:25	16:25	16:25	16:25	16:25	16:25	16:25
17:25	17:25	17:25	17:25	17:25	17:25	17:25	17:25
18:25	18:25	18:25	18:25	18:25	18:25	18:25	18:25
19:25	19:25	19:25	19:25	19:25	19:25	19:25	19:25
20:25	20:25	20:25	20:25	20:25	20:25	20:25	20:25

215 L'Éireann Rinn Mhícháil Towards Ríngimhainn

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
07:25	07:25	07:25	07:25	07:25	07:25	07:25	07:25
08:25	08:25	08:25	08:25	08:25	08:25	08:25	08:25
09:25	09:25	09:25	09:25	09:25	09:25	09:25	09:25
10:25	10:25	10:25	10:25	10:25	10:25	10:25	10:25
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18:25	18:25	18:25	18:25	18:25	18:25	18:25	18:25
19:25	19:25	19:25	19:25	19:25	19:25	19:25	19:25
20:25	20:25	20:25	20:25	20:25	20:25	20:25	20:25

BUS

Stop 243771

Br an Gheata Thiar
Westgate Road

Bus Éireann

201 | 208 | 219

TfI

18 BusConnects Transforming City Bus Services



“Complete transition to low-emission vehicles will begin in 2018.”

Low Emission Vehicles

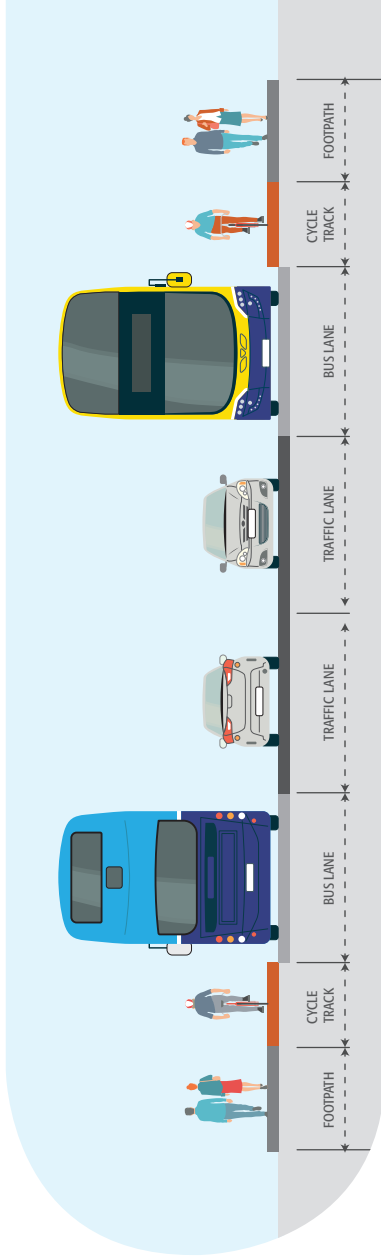
Tackling the challenges of climate change is a national priority. **BusConnects** will contribute significantly to that objective.

Moving people from cars onto sustainable transport is essential in reducing CO₂ emissions and addressing congestion. In addition, we intend to transition to a fleet of low emission vehicles, further enhancing the environmental contribution of the bus system.

The exact low emission technology remains to be determined. Research is currently on-going into electric bus solutions, with the technology evolving rapidly and several manufacturers now bringing different vehicle options to market. Compressed natural gas / biogas are relatively mature technologies which are now extensively available to bus fleets.

As part of the **BusConnects** project, a decision on the optimum fleet technology will be made by the end of 2017, and either a single technology or a combination will be selected. A fleet acquisition plan will be developed to transition the bus fleet to low emission vehicle types, with the first vehicles under that strategy to go into service during 2018.

By 2023 half of the bus fleet, approximately 500 buses, will be converted to low emission vehicles. Full conversion will be completed by 2030.



Cycling facilities

The implementation of “next generation” bus corridors as part of **BusConnects** doesn’t just address the bus requirements along those routes – it also allows the creation of a “next generation” network of cycling facilities.

The major bus corridors also represent the major cycling arteries for the city. The reconstruction of these roads to provide the essential bus lanes that are needed for **BusConnects** also provides the opportunity to similarly transform the cycling infrastructure.

On each of the Core Bus Network corridors, we will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable. When implemented, this will mean that inexperienced cyclists, as well as experienced cyclists, will be able to use these routes safely. A typical planned layout is shown above.

This benefits the bus system as well. It avoids cyclists sharing bus lanes with buses, where the bus speed can be limited to the speed of the slowest cyclist in the lane, and removes many of the conflicts that bus drivers have to deal with.

Accordingly, the implementation of **BusConnects** will also see the delivery of a network of key cycle routes, which form the foundation of the overall cycle network that has been planned for the Greater Dublin Area.



Park and Ride Facilities

Maximising the potential of the **BusConnects** project means enabling more people to use the bus services instead of private cars.

For those travelling longer distances, the optimum strategy is a park and ride arrangement, where they can make part of the journey by car, then leave the car in a dedicated car park and complete the journey by bus.

Bus-based Park and Ride needs careful siting of the car parks, coupled with a high frequency of bus service, to operate successfully. Ideally, the location of the parking facilities should be just outside the area of congestion and conveniently located for car users on the particular corridor.

As part of **BusConnects**, a network of park and ride facilities will be developed at key locations along the radial road network. Indicative locations are shown in Figure 8 - these will be subject to more detailed assessment as part of the project's delivery and may change. Additional locations may be added.

At each location, we are planning a high frequency bus service, primarily availing of the redesigned bus network. Where supplementary services are needed to ensure a comprehensive operation, these will be provided.

Parking charges and bus fares will be integrated, ensuring a seamless connection between the parking facility and the bus system.

Fig 8: Indicative Locations of Park and Ride Facilities



Overall Benefits

BusConnects is a plan 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, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors.

For passengers

BusConnects will deliver:

- reliable and punctual bus services;
- faster journey times for passengers;
- comfortable, modern vehicles;
- high frequency service on busy routes;
- an easy to understand network;
- universal passenger information - at roadside, on apps and on vehicles;
- simpler fare structures and easier payment; and
- seamless integration with other transport types.

For businesses

BusConnects will:

- by improving transport, make Dublin a more attractive location for employers;
- increase potential employment catchment areas by providing new transport links;
- reduce commuting time for employees; and
- reduce car congestion and enhance the attractiveness of urban centres for shopping and social purposes.



**For cyclists
BusConnects will:**

- deliver a step-change in cycling facilities on the key radial routes into the city centre;
- provide safe cycling facilities, largely segregated from other traffic, along these corridors; and
- provide the opportunity for more people to cycle to work, school, college or for recreational purposes.



**For the environment
BusConnects will:**

- enable more people to use sustainable transport;
- transition the bus fleet to low emission vehicles;
- assist Ireland to meet its climate change targets; and
- provide a greener transport system for everyone.



**For visitors
BusConnects will:**

- ensure a simpler and more understandable bus transport system;
- enable easy use of the bus system, without the need to purchase advance tickets or payment cards;
- make more places accessible for visitors and tourists; and
- reduce the impacts of traffic congestion in urban centres.

Costs and Delivery

Transforming the bus system requires investment. Delivering all of the elements of **BusConnects**, inclusive of bus lanes, BRT and ticketing systems, will cost over €1 billion. The exact cost will be finalised when the designs of the various components of the project have been progressed.

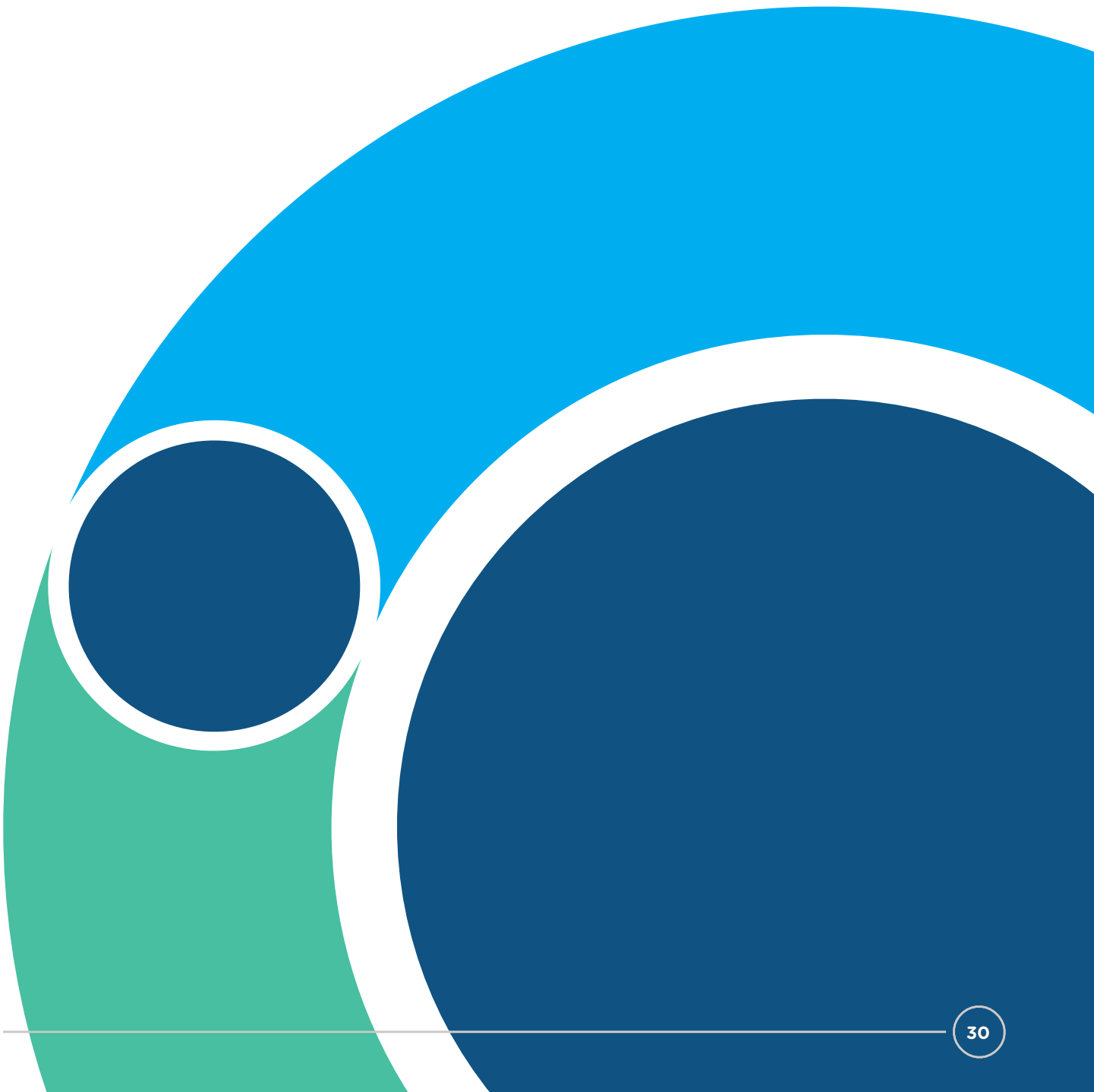
Delivering **BusConnects** will take a number of years, with the exact time period dependent on the level of funding each year.

But implementation can start quickly. The bus network redesign is already underway and the rollout of the revised network can commence in 2018. Early stage engineering designs have been advanced on some of the Core Bus Network corridors and on the BRT routes. Following receipt of planning consent, construction of each of these corridors could be completed over two to two and a half years, with several of the corridors able to be constructed concurrently.

Other elements of the overall **BusConnects** project can also be quickly progressed subject to the availability of the necessary funding. With sufficient investment and subject to the appropriate planning approvals, the benefits of the **BusConnects** project can start coming on-stream from 2019.







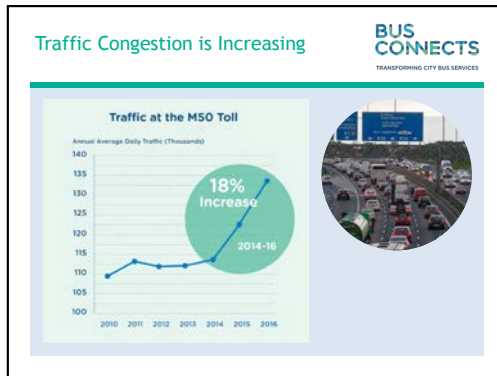
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Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017

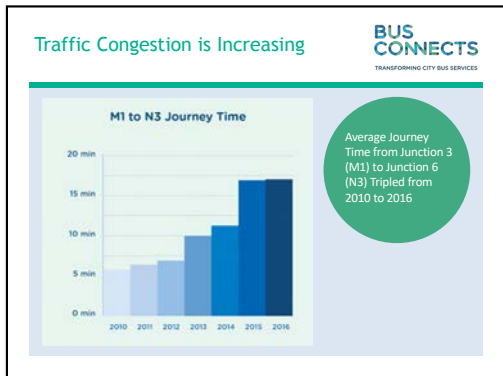
1B BusConnects Launch Presentation



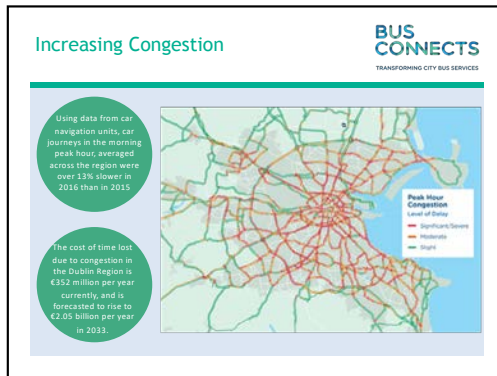
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3



4

What's the Solution?

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- Dublin's low density layout means the bus system forms the backbone of the region's public transport system
- Tackling the region's congestion issues means focussing on the bus system
- BusConnects** is a plan to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable.
- BusConnects** will enable more people to travel by bus than ever before, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors.

5

BusConnects: What is it?

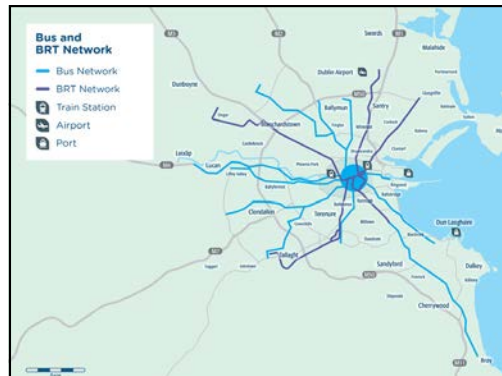
BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- A Network of "Next Generation" Bus Corridors with segregated cycling
- Three Bus Rapid Transit Routes
- Complete Redesign of Bus Network
- Simpler Fare Structure
- Cashless Payment System
- State-of-the-art Ticketing System
- New Bus Livery
- New Bus Stops + Shelters
- Use of Low Emission Vehicles

6



7



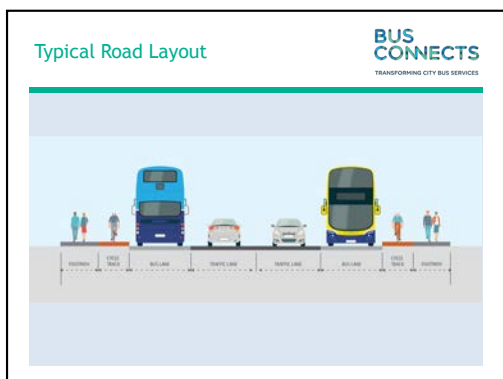
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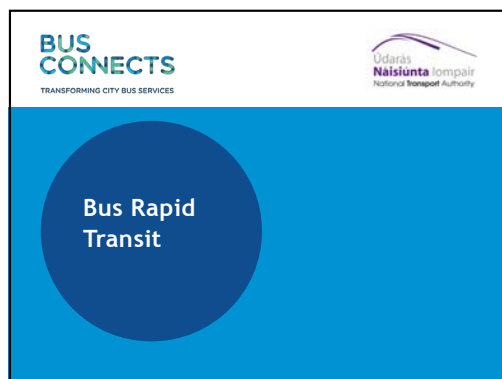
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11




12

Bus Rapid Transit (BRT)

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- To provide extra passenger capacity on certain busier corridors Bus Rapid Transit is proposed.
- BRT will represent a major step-change in the provision of bus services on some of the busier bus corridors in the Dublin region.
- A typical BRT system uses multi-door vehicles, higher platforms for level boarding and stops that are spaced further apart than those that serve conventional buses.
- Using different vehicles than normal buses, a BRT route can cater for a higher volume of passengers than a normal bus corridor.



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Bus Network Redesign

14

Redesigning the Bus Network

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- With over 130 routes (excluding Nitelink and Expresso) the current system of bus routes is complex, radially focussed and with limited orbital connections.
- The system is not designed to allow easy interchange between services.
- Under **BusConnects** we will undertake a major redesign of the bus network.
- The objective of this redesign is to make the system more efficient and to carry more passengers to more places for broadly the same cost as the current system.
- The proposals that come out of this process are likely to be radical and transformational.




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Auckland, New Zealand

BUS CONNECTS
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- Map of frequent bus route **before** redesign




16

Auckland, New Zealand

BUS CONNECTS
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- Map of frequent bus route **after** redesign
- No increase in operating budget
- Achieved through reduction of service duplication and enabling interchange
- 19% increase in passenger journeys following redesign



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Ticketing Systems and Fares

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Ticketing Systems and Fares

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- Without changing the fares structure, moving to cashless travel and investing in new ticketing systems, the full benefits of the **BusConnects** project wouldn't be delivered.
- Fares will be made simpler, and the financial penalty of taking a second bus for one journey removed.
- Will consider a single fare structure but more likely will move to a tag-on **Leap** tag-off arrangement.
- This will remove the current major delay at bus stops where a high proportion of passengers still have to interact with the driver, even when paying by Leap Card.
- BusConnects** will incorporate the latest developments in account-based ticketing technology, potentially allowing use of credit / debit cards or mobile devices as a convenient means of payment. This will also allow other transport payments such as parking facilities & bicycle hire.



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Bus Livery

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Bus Livery

BUS CONNECTS
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- Under BusConnects we are proposing a new, fresh and modern look for the bus system by introducing a redesigned bus livery, which is the painted exterior of the buses.
- As well as reflecting the overall ambition of transforming the bus system, this will also accommodate the potential of additional operators providing bus services as part of overall network.
- We will ensure that the new bus livery is attractive and conveys the image of a modern, effective transit system.
- We will seek people's views on potential designs before a final bus livery is selected.



21

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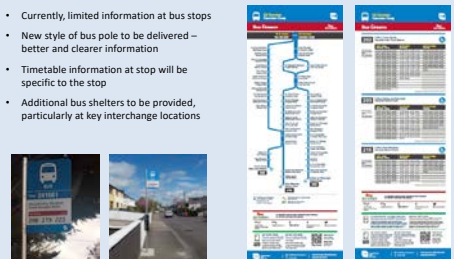
Bus Stops

22

Bus Stop Infrastructure

BUS CONNECTS
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- Currently, limited information at bus stops
- New style of bus pole to be delivered – better and clearer information
- Timetable information at stop will be specific to the stop
- Additional bus shelters to be provided, particularly at key interchange locations



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Low Emission Vehicles

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Low Emission Vehicles

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- **BusConnects** will contribute significantly to tackling the challenges of climate change.
- As well as moving more people onto sustainable transport, we intend to transition to a fleet of low emission vehicles.
- A decision on the fleet technology will be made later this year with the first vehicles to be delivered next year.
- By 2023 half of the bus fleet, approximately 500 Buses, will be converted to low emission vehicles. Full conversion will be completed by 2030.



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Bus-Based Park and Ride

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Park and Ride

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- Bus-based Park & Ride will supplement the network of rail-based Park & Ride sites.
- A number of potential locations have been identified along the key radial road routes - more locations may be added
- Will be integrated into the Bus Network Review to optimise efficiency



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Outcomes

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- **BusConnects** will deliver a transformation of the bus system in Dublin
- It will provide a real choice for thousands of people – a fast, reliable bus journey versus traffic delays and congestion
- With continuous bus lanes, journey times on many bus routes will reduce by a third or more. More importantly, those times will be reliable and people can plan their bus journey with confidence
- The redesigned network will connect more people to more places
- **BusConnects** delivers across the whole region – not just focussed on one corridor
- For cycling it delivers the most important sections of the planned cycle network, providing high quality, safe, largely segregated cycling facilities
- It transitions Dublin from a congested city with inadequate public transport to a city with a modern, efficient and effective bus system providing a world-class bus transport service.

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Some Next Steps

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- First public consultation on the Bus Network Redesign element will be in early June. This will involve a strategic "Choices Report" setting out the competing network concepts at a high level.
- Public engagement in relation to the details of the redesigned services will be undertaken in Q1 of 2018.
- A major public consultation to commence later this year, giving details of the proposals for the individual corridors including the BRT routes.
- Planning process for bus lanes and BRT proposals is likely to require An Bord Pleanála approval.
- Tender for low emission bus vehicles later this year.
- Roll-out of new bus stops to commence next year.

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BUS CONNECTS
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BusConnects Transforming City Bus Services

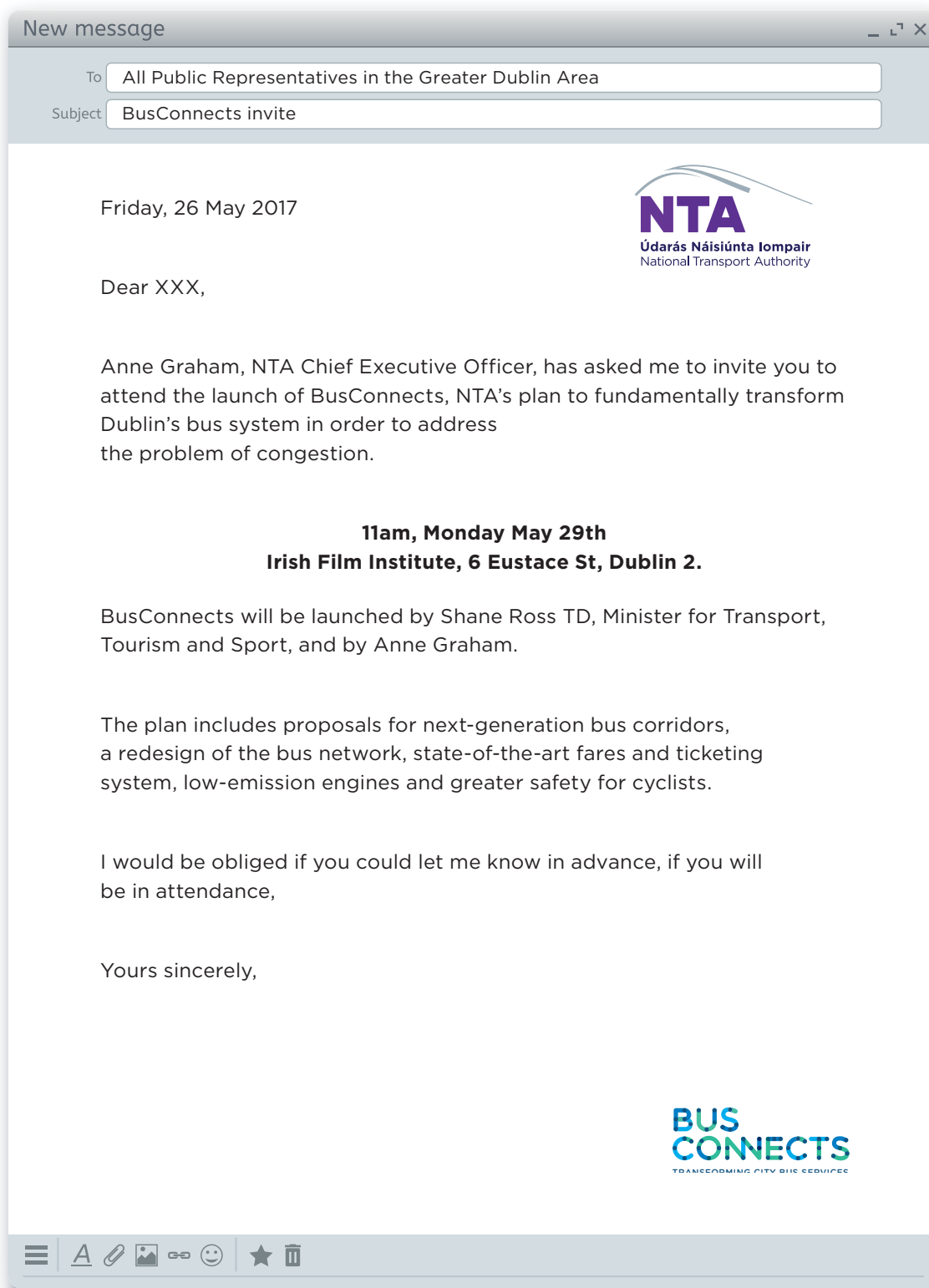
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1.

Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017

1C Public Representative Engagement

Email issued to all Public Representatives in the Greater Dublin Area on 26th May with an invite to attend the launch on 29th May 2017:

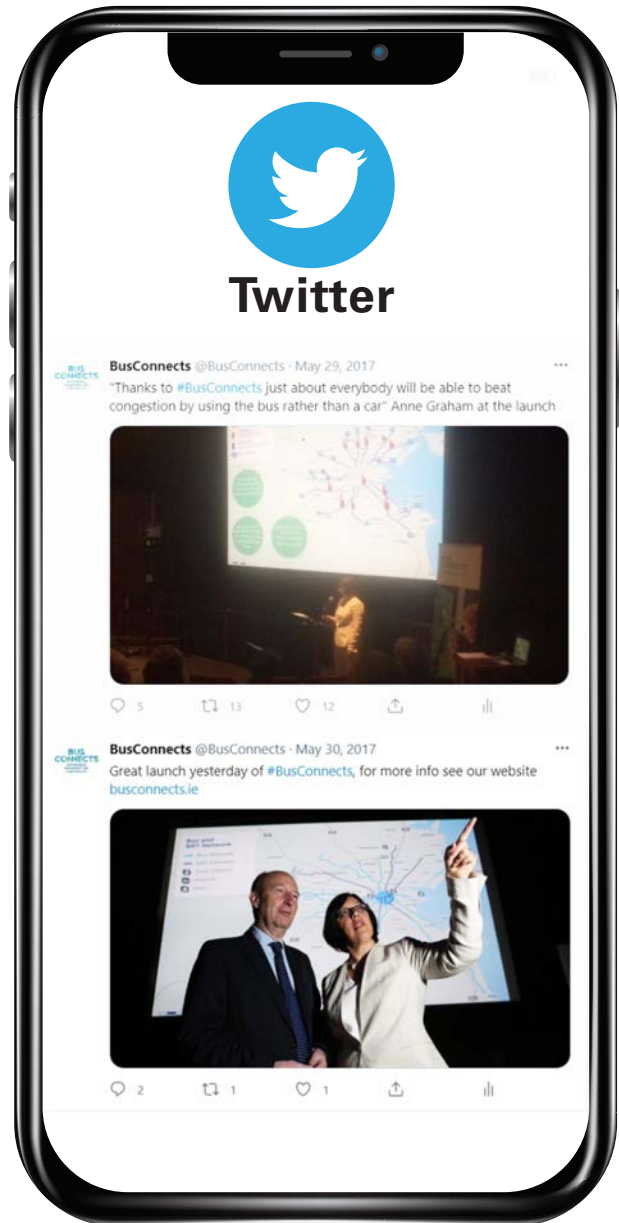


1.

Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017

1D Website & Digital Resources

Examples of BusConnects social media engagement regarding launch on 29th May 2017:



1.

Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017

1E Press Release & Media Engagement

Media invite to launch on 29th May 2017:

Minister Shane Ross and NTA's Anne Graham to launch "BusConnects", a strategy to transform Dublin's bus services

What	Minister for Transport, Tourism and Sport, Shane Ross TD, and National Transport Authority Chief Executive Anne Graham to publish "BusConnects", the NTA's ambitious programme of investment in bus transport for the Greater Dublin Area.
When	<u>Monday 29th May at 11.00am.</u>
Where	Cinema Room 2, Irish Film Institute, 6 Eustace Street, Temple Bar, Dublin 2
Who	<ul style="list-style-type: none"> - Shane Ross TD, Minister for Transport, Tourism and Sport - Anne Graham, CEO, National Transport Authority
RSVP/media queries	<p>Q4PR Paul Nallon - paul@q4pr.ie / 086 869 4041</p> <p>NTA Dermot O'Gara - Dermot.OGara@nationaltransport.ie - 085-245 1633</p> <p>*Photography by Julien Behal*</p>

Thursday, 24th May - You are cordially invited to attend the launch of the NTA's "BusConnects" strategy on Monday 29th May in the Irish Film Institute located at 6 Eustace Street in Temple Bar. The Minister for Transport, Tourism and Sport Shane Ross TD will launch "Bus Connects" alongside the CEO of the NTA, Anne Graham. The launch event will feature opening remarks, a video presentation of the new strategy and a short Q&A session.

ENDS/

Press Release issued on 29th May 2017:

PRESS RELEASE

BUSCONNECTS CAN INCREASE BUS PASSENGER NUMBERS BY 50% - NTA

Ambitious suite of initiatives will transform bus services in Dublin region

BusConnects, a suite of initiatives to radically transform public transport in the Dublin region, was launched today by Minister for Transport Sport and Tourism Shane Ross, and Anne Graham, Chief Executive Officer of the National Transport Authority.

The ambitious proposals will put bus services at the heart of the solution when it comes to addressing congestion in the capital.

The total cost of BusConnects is estimated to be over €1b, some €300m of which is already committed under “Building on Recovery”, the 2015 capital plan.

BusConnects proposals include:

- ▶ Next generation bus corridors
- ▶ Bus Rapid Transit
- ▶ Redesigning the network of bus routes
- ▶ State-of-the-art ticketing system
- ▶ Cashless fare payment system
- ▶ Simpler fare structure
- ▶ Refreshing the bus livery
- ▶ Rolling out new bus stops with better signage and information
- ▶ Cleaner technology

When there are so many better things we could be doing -

whether that’s spending time with family, out with friends, going to a movie or a match - nobody wants to be stuck in traffic.

Anne Graham said: “Thanks to BusConnects, just about everybody will be able to beat the congestion by using the bus rather than a car, to get around.

“We believe that there is potential to increase bus passenger numbers by at least 50% over the lifetime of the project, which would represent a significant step-change in how people get from place to place.

“This can only happen if measures are put in place to make bus travel more convenient, more reliable and more appealing and we believe that BusConnects will do precisely that.

“In 2015, the Government’s Capital Plan earmarked €3.6b for investment to progress public transport projects. These included Metro North, Dart Expansion to Balbriggan and

Maynooth, Dart Underground, Luas Cross City and the Phoenix Park tunnel among others.

“As we approach the mid-term review of the capital plan, a strong commitment to these projects remains. In fact Phoenix Park Tunnel is now operating very successfully and Luas Cross City is close to completion.

“But Dublin is a low density city which means that that very few areas of Dublin have the size and concentration of population to support rail-based public transport. For most areas, bus transport represents the best public transport solution.

“In any case, rail projects typically have lead-in times of 8-10 years, and with congestion continuing to worsen every month, more immediate solutions are required.

“That is why today, the plans we are publishing are primarily about investing in bus transport. They sit alongside our longer-term commitments to the rail

corridors, and complement them. These solutions will generally have a much shorter turn-around time, which means that we can make travel by bus an increasingly attractive option for commuters all across the network, sooner rather than later.

“By investing in our bus services, we will make the city a better place, and a more attractive place to work, play or invest in.”

Minister Ross said: “We have seen remarkable growth in our economy in recent years, and that recovery is continuing.

“That means more jobs, more people at work, more people out socialising, and more people visiting, all of which is to be welcomed.

“But it does place a strain on our transport infrastructure, and we’ve all seen the congestion in the city and across the region, that arises as a result.

“The proposals being put forward today can transform

Dublin’s bus system in a fundamental way, so that when it comes to speed, punctuality, reliability and convenience, journeys by bus can be better than ever before.

“BusConnects will mean more people travelling by bus and will allow bus commuting to become a more viable and attractive choice for employees, families, students, shoppers and visitors.

“It will mean that using the bus rather than the car to get around, will make more sense for more people.

“And it will add to the energy, vibrancy and dynamism of a great city.”

www.busconnects.ie

t: @busconnects

ENDS

2.

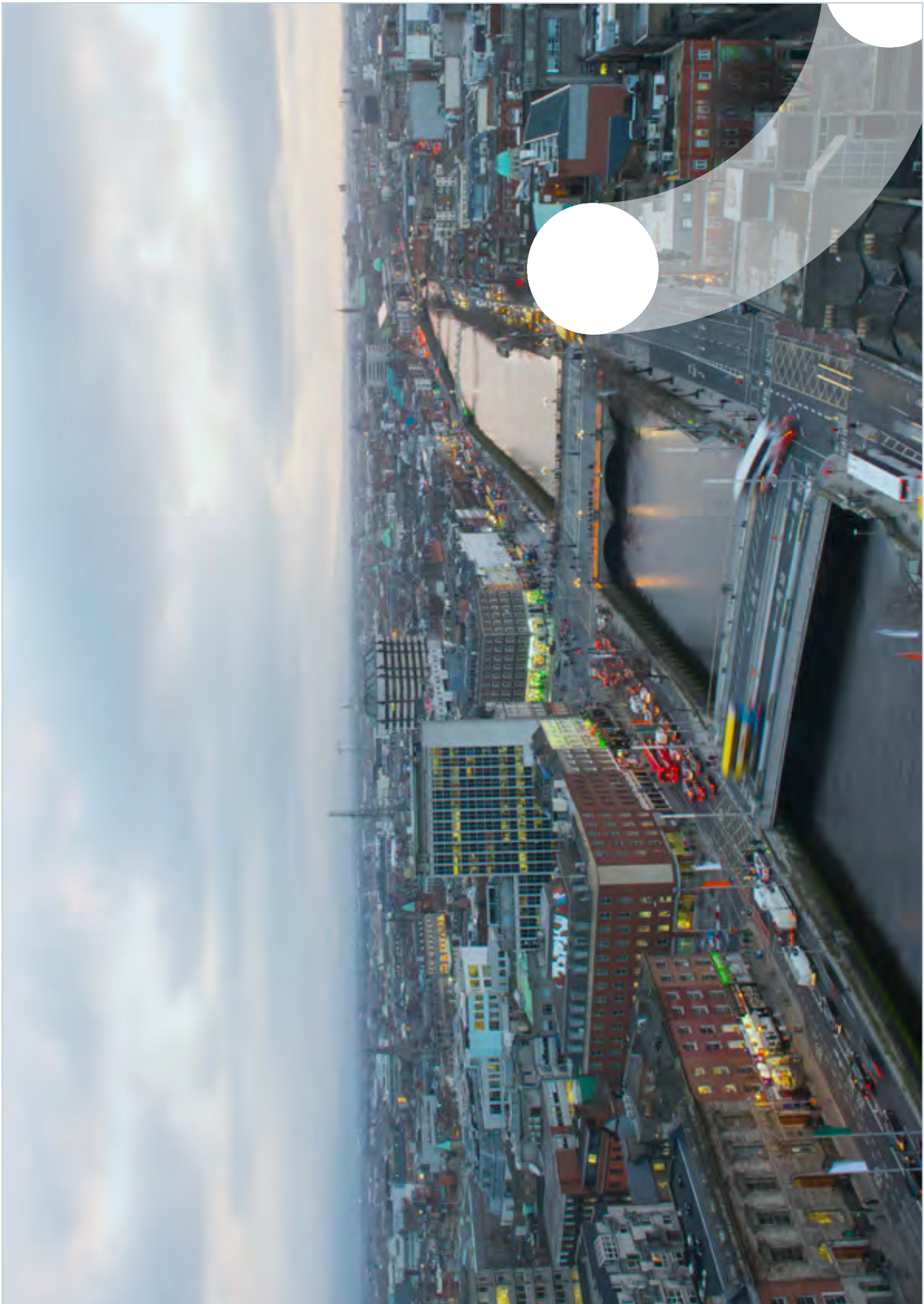
Core Bus Corridors Project Discussion Document - 12th June 2018

2A

BusConnects Core Bus Corridors Project Discussion Document Brochure - June 2018

-English

-Irish Cover



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1. Introduction

1.1 Overview

A major investment programme to improve public transport in Dublin is underway. The three major elements of that overall programme are:

1. The **MetroLink** project which is the development of a north-south urban railway service that will run between Swords and Sandymount, connecting key destinations including Dublin Airport and the City Centre along the 26km route;
2. The **DART Expansion Programme** will see the implementation of high frequency DART services to Drogheda on the Northern Line, Celbridge/Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south as Greystones; and
3. **BusConnects Dublin**, a plan to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable in addition to radically enhancing our cycling infrastructure.

Once completed this integrated public transport network will provide new opportunities for travelling. It will enable easier, more reliable and flexible travel across a range of modes. There will be new destinations for people. The network will facilitate new ways to get to work, education and leisure purposes. It will also ensure much quicker travel times than currently possible. Figure 1 shows the network of high capacity public transport corridors – bus, rail, metro and Luas – that will be in place in 2027.

This document is an update on the infrastructure aspects of the BusConnects Dublin project which is the building of a core bus corridor network. This consists of 16 radial core bus corridors, which will be supplemented at a later stage with a network of orbital corridors.

1.2 What is BusConnects Dublin?

BusConnects Dublin provides the foundation to this overall transport system, with the revised bus system projected to carry the majority of passengers across the region and provide key linkages to serve the needs of Dublin into the future.

BusConnects Dublin aims to overhaul the current bus system in the Dublin region by:

- building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable and reliable;
- completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers;
- developing a state-of-the-art ticketing system using credit and debit cards or mobile phones to link with payment accounts and making payment much more convenient;
- implementing a cashless payment system to vastly speed up passenger boarding times;

- revamping the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty;
- implementing a new bus livery providing a modern look and feel to the new bus system;
- rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters; and
- transitioning - starting now - to a new bus fleet using low emission vehicle technologies.

BusConnects Dublin is a programme of integrated actions which, together, will deliver a bus system that will enable more people to travel by bus than ever before, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors. Many of these initiatives are already underway including the core bus corridor project and the Dublin area bus network review.

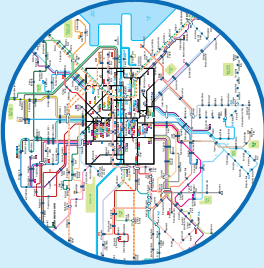
But it is not just the bus system that will be transformed under BusConnects Dublin. The same corridors that are important for buses are also the main cycling routes into the city centre. BusConnects Dublin will see safe cycling facilities provided along each corridor, segregated as far as practicable from other traffic. The cycling infrastructure delivered under this programme will form the core of the region's cycling network and deliver a radical step-change in cycling facilities in Dublin.

5

BusConnects Transforming City Bus Services



A Network of Core Bus Corridors
(Continuous bus lanes and safe cycling facilities)



Complete Redesign
of Bus Network



State-of-the-art
Ticketing System



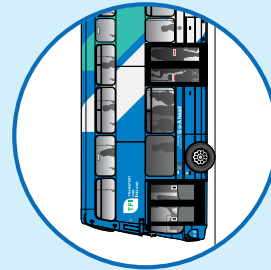
Simpler Fare Structure



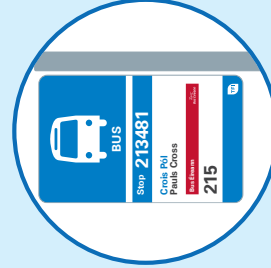
Cashless Payment System



Park & Ride Facilities



New Bus Livery



New Bus Stops and Shelters



Use of Low Emission Vehicles

1.3 Consultation Timeline

Over the coming months we intend to undertake two major public consultations in relation to **BusConnects Dublin**. These are:

While comments in relation to this document are welcome and can be submitted, there will be a full opportunity to provide comprehensive feedback and views as part of the Sept/Oct consultation process, when fuller details of the proposals are developed.

July 2018:	Public consultation on the redesigned network of bus services. Work is on-going on redesigning the network of bus services that operate throughout Dublin. We want to redesign the overall network of bus services to allow more people to get to more places in a shorter time than is the case at present. Plus we want the network to be simpler and easier to use. A report setting out proposals for the revised system of bus routes will be published and feedback sought.
Sept/Oct 2018:	Public consultation on the bus infrastructure proposals – the bus lane project for the radial Core Bus Corridors identified later in this document. It is intended that fuller details of the various corridors will be developed and made available as part of this consultation process.



2. Growing Congestion

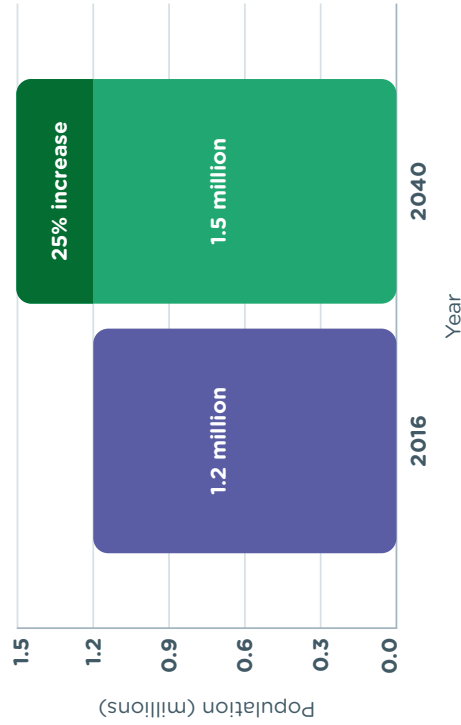
2.1 Congestion Issue

Ireland continues to emerge from the severe economic recession of recent years and the associated high levels of unemployment that existed during that time. The economy is growing strongly; more and more people are at work; the number of visitors to the country is at record levels. Alongside the recovery, however, are growing challenges, with traffic and transport among the key issues facing the Dublin region.

During the recession transport levels fell dramatically due to factors such as reduced business activity, people spending less money, emigration and unemployment. Travel in and out of Dublin City Centre each morning (7am to 10am) dropped from 207,379 people in 2006 to 181,042 in 2010, a decrease of 13%. Overall numbers using bus fell by 16% while rail passengers decreased by 30%. As well as reduced public transport usage, the number of cars and commercial vehicles on our roads also decreased. Congestion during this time was less and travel times became shorter as the roads had fewer vehicles using them.

Now in 2018 that position has changed dramatically. Traffic levels have grown steadily since the economy began to recover and congestion is now one of the most significant challenges facing the region. It is predicted that the population for the Dublin region will grow by 25% by 2040, bringing the population to almost 1.5 million in the region.

Forecast Population Growth in Dublin Region



2.2 Impact on Bus Travel

Congestion impacts many aspects of people's lives negatively, and without intervention it will continue to diminish people's quality of life while also putting economic growth at risk.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

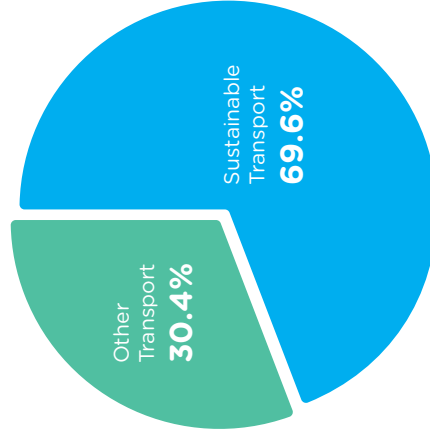
As a result, whereas bus journeys should be fast, reliable and predictable, the increasing impact of congestion is undermining that objective. Additional buses are being added to the system simply to compensate for delays in journey times. So, where a bus could complete a route journey in 90 minutes during peak hours and return after a short turnaround, that journey is now taking longer and an additional bus and driver is needed to provide the return leg in order to maintain the timetable of services.

More people are now travelling into Dublin City Centre each day than ever before. In 2017, a total of 211,000 people crossed the "canal cordon" to access the city centre during the 7am to 10am morning peak. This is higher than during the 'Celtic Tiger' boom years, and the numbers are increasing year on year.

The means by which people access the city centre has changed over the last decade. Now 70% approximately of people travelling into the city each morning do so by sustainable transport- walking, cycling, bus, rail or luas. Cars only account for 30% of travel.

Of these numbers entering Dublin City each day, the majority use the bus for this journey. As those numbers grow, and as congestion worsens, it is becoming increasingly difficult to operate a reliable bus system with sufficient capacity to cater for the needs of the region.

Canal Cordon average daily trips



Sustainable transport: Bus, Rail, Luas, Taxi, Walk, Cycle
Other transport: Car, Goods Vehicles, Motorcycles

2.3 Why is the bus system important?

The bus system is important because, simply put, it is the main component of the solution to address our current congestion problem and to meet our future transport needs. As Dublin is a low density city there are few areas with the size and concentration of population for rail-based public transport. This means that for most corridors in Dublin, bus travel represents the optimum form of public transport.

Dublin Bus carried 137 million passengers in 2017. When combined with Bus Eireann commuter services in the Dublin region, 143 million passengers were carried on State operated bus services in the Dublin area, compared with 38 million on Luas and 33 million passengers on the DART and rail commuter services.

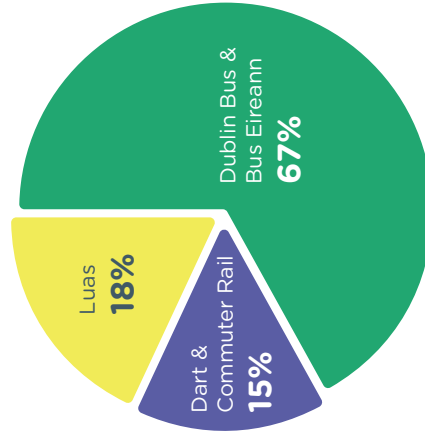
In percentage terms, the bus system accounts for over 67% of public transport passenger journeys in the Greater Dublin Area. That means that whilst the bus carries two thirds of all public transport passengers, the Luas carries 18% and DART and commuter rail services deliver the remaining 15%.

In terms of geographical reach and coverage, bus operations extend across every corridor in the Dublin region. Luas operates only two fixed lines - Red and Green and rail services are limited to four railway services - Kildare, Maynooth, Northern and South-eastern lines.

Because of its regional coverage and its flexibility, the bus system is, and will continue to be, the main form of public transport for most people across the Dublin region. It is the backbone of public transport services and carries multiples of the numbers of passengers carried by Luas and DART/Commuter Rail.

As such the bus system is the foundation for the future of Dublin's public transport service. It is vital that we invest now in ensuring that it can properly perform this role into the future.

Percentage of passenger journeys per mode in the Dublin Region



3. Details of the Core Bus Corridor project

3.1 Overview

The focus of this part of the BusConnects Dublin programme is the delivery of the Core Bus Network, the bus lanes that are needed to make the bus system operate efficiently, reliably and punctually. Our intention is to develop these bus corridors so that each will have continuous bus priority – in other words, a continuous bus lane in each direction. This will remove the delays currently being experienced, which will grow worse as congestion increases, and allow the buses to transport their many thousands of passengers with greater certainty about the arrival times to their destinations.

Our plan is being developed using all available data and forecasting to understand past trends and events. It takes into consideration the current situation and the challenges and opportunities that Dublin will face over the coming decades. Projections of a future without BusConnects Dublin clearly indicate that journey times will continue to erode and congestion will worsen. The following outlines the plans to vastly improve and enhance the travelling experience of bus users and cyclists.

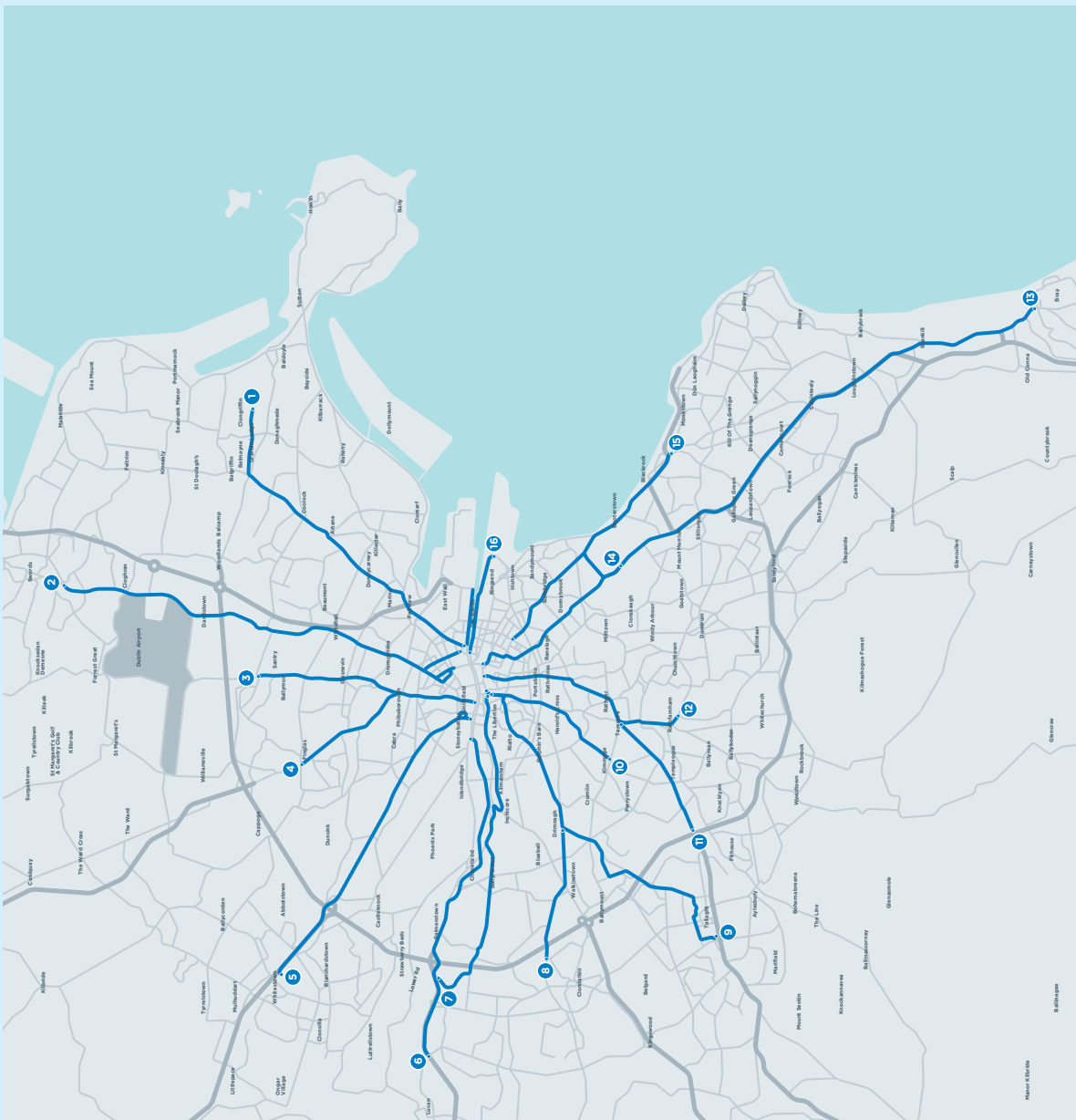
230kms
of continuous
bus priority

200kms
of cycle tracks/
lanes provided

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**Figure 2:
Radial Core Bus Corridors**

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. Kimmage to City Centre
11. Tallaght to Terenure
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



3.2 What a typical layout will achieve

Overall, the proposal envisages the provision of about 230 kilometres of bus lanes on sixteen of the busiest bus corridors in Dublin, which we refer to as “Radial Core Bus Corridors”. These corridors are shown in Figure 2.

In addition to the radial core bus corridors, there is also a plan for enhancement of the orbital bus corridors as part of BusConnects Dublin. These proposals will form a separate plan which will be advanced at a future date. The proposed orbital routes are shown in Figure 3.

Our objective is to provide a continuous bus lane in each direction as well as maintaining two general traffic lanes. In addition, we also want to provide a dedicated cycle track on each side of the road, providing safe cycling facilities, segregated from other vehicular traffic. The typical road layout also includes footpaths for pedestrians and supporting elements such as pedestrian crossings at all key road crossing points, and bus shelters for waiting passengers.

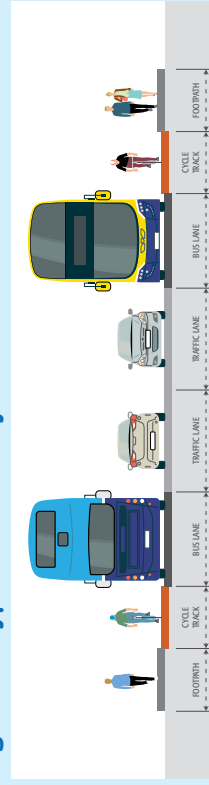
The typical road layout that we want to achieve on these radial core bus corridors is set out as shown in Figure 4.

However, this typical road layout is difficult to achieve in practice and the next section sets out the challenges that we face in trying to implement this layout. Further information on the difficult choices that have to be made are included in the preliminary route maps detailed in the Appendix.

Figure 3: Future Orbital Bus Corridors



Figure 4: Typical Road Layout





3.3 Preliminary route maps

The Appendix to this document provides preliminary route maps for the sixteen Radial Core Bus Corridors. These maps set out a preliminary proposal for each of the bus corridors, together with some of the key impacts, issues and challenges that relate to the particular corridor. All of the routes and options are indicative only at this stage.

Without the transformed road infrastructure, the bus system will deteriorate in performance. Growing congestion will mean that bus journeys will take longer and become more unreliable. It simply will not be a realistic alternative for many people and will not provide the capacity to transport the many thousands of extra passengers that it will need to move each day to deal with the growing traffic congestion problems of the region.

As detailed in Section 1.3, there will be a formal public consultation phase later this year seeking feedback and comments on the emerging proposals.



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4. The Challenges

It's important to acknowledge that the choices required to deliver this step-change in the performance of the bus system will be difficult. However, the decision-making needs to be done now and not postponed until the problem is far greater. Some of the decisions may be hard but they are being made because we believe in these plans and in their potential to fundamentally transform the way public transport works in Dublin.

Dublin is a medieval city. Its streets and roads have developed and evolved over centuries dating back to the Viking era. Needless to say the streets were not designed to move the number of people that now need to travel in and out of the city each day. Some of the city's inner suburbs date back to Victorian times, with road layouts designed for far more modest levels of traffic than we see today.

It could never have been envisaged over the centuries, that Dublin would become the metropolitan city it is today and that hundreds of thousands of people would be moving through the city centre on a daily basis.

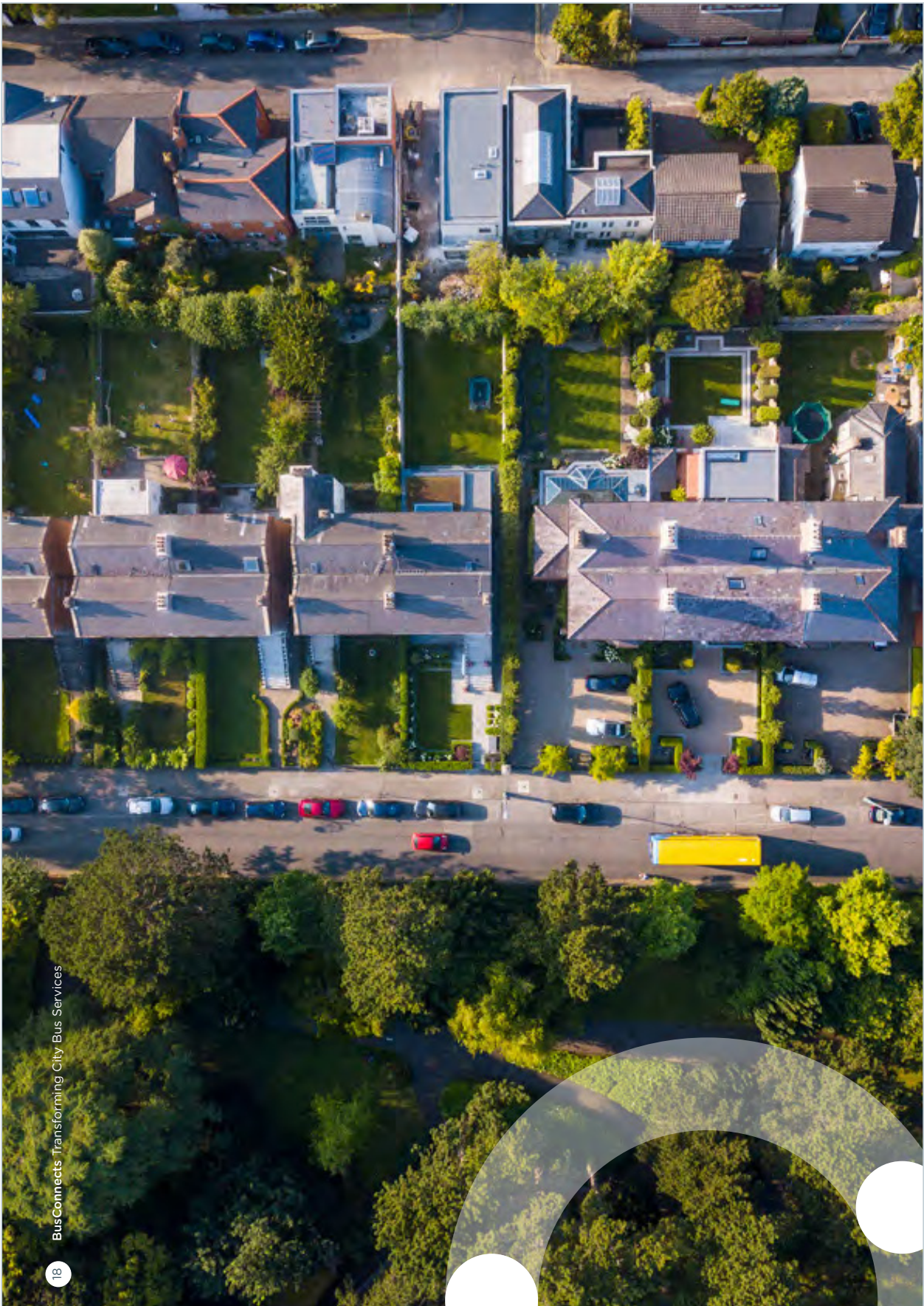
Our challenge now is to respond to the needs of a modern city by providing a fit-for-purpose bus system, built on a streetscape that dates back centuries. That means difficult decisions will have to be made.

- Will we need to widen roads?
- Will we have to convert current traffic lanes to bus lanes?
- Will we need to restrict on-street parking?
- Will we need to remove trees or parts of front gardens?

The answers to the above questions will be yes. These are tough choices which cannot, and will not, be made lightly. Not all the impacts will be felt equally and some locations will require more changes than others. Over the years modifications that were easier to implement - the ones that caused little or no disruption - have been made. This means that there are no longer any simple changes which we can make that would generate meaningful benefits.

So we now need to make significant changes if we are to allow Dublin to grow and flourish into the future. Quite simply, if we genuinely want to put in place a much better public transport system, our bus system, which carries over two-thirds of Dublin's transport passengers, has to be upgraded to meet the future demands that are going to be placed upon it.

If we decide not to make these changes now, then we need to accept that Dublin will become increasingly congested and a less attractive place to live and work, both for us and for future generations.



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4.1 Likely impacts

Traffic movement

By creating more priority for buses and cycling there will be changes to how traffic currently moves around the streets. Some roads may become one-way, new bus-only sections will be introduced and in some places general traffic will have to take new routes in and out of the city. Additional cycle routes which will be built, generally segregated from vehicular traffic and pedestrian crossings will be added and moved in some areas.

Acquisition of Parts of Gardens

Because there is so little unused space along these busy roads, it will often not be possible to accommodate the bus lanes and cycle lanes in the width available. In order to achieve the required space it will be necessary, in places, to acquire parts of front gardens and land in front of commercial properties to allow the bus and cycle lanes to be provided. This would require rebuilding new garden walls a short distance back from the existing road boundary.

Reduction of On-Street Parking

Because the roads we are widening travel through residential and business areas there will be a need to reduce the amount of on-street parking to accommodate the new layout.

Removal of Trees

As with the need to remove some parts of front gardens and footpaths, there will be also be a need to remove trees along some of the corridors. The Public Consultation stage later this year will have details and locations of the trees and lands impacted, once the initial designs are developed.

Road Works and Construction Sites

Widening roads, and building bus and cycle lanes, requires a certain amount of construction work. There will be excavation of the existing roads, plus parts of gardens and footpaths where needed. There will be resurfacing, kerbing, replanting and landscaping. During the construction stages, the construction sites will be localised and managed on a road by road basis. As with any work site and road works, there will be a certain level of noise, dust and temporary traffic diversions.

The size of each work site and the hours of working will have to take into consideration the residential nature of many of the roads. Traffic management will be very important to keep the traffic moving and ensuring local access for people and deliveries is always maintained.



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4.2 Our plans to mitigate those challenges

Obviously these challenges and impacts are significant. Some roads will be impacted more than others. Some of the impacts will mean different things to different people depending on where they live and their homes. We are in no way underestimating or making light of the issues people will face, and that is why we are stating them clearly at this early stage.

Every feasible option will be looked at to minimise the disruption to people, their properties and the wider local community. Where there is simply no viable alternative, and where we know we have to remove trees, parts of gardens or parking, we will ensure appropriate mitigation measures are put in place, wherever practicable.

A defined set of guidelines and principles for mitigation, compensation and reparation will be developed in advance of planning permission being sought. Below are some of the measures that we envisage will be included. This list is not exhaustive and we anticipate that there will be other concerns.

- Where lands, such as parts of gardens, are being acquired for widening – we will purchase the portion of front gardens from property owners; ensure new landscaping and replanting of the gardens as well as providing compensation for the garden portion loss and disruption.

- Where trees are removed from roadsides and footpaths – we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations.
- Where there is a loss of on-street parking or private parking space – we will seek to provide, where feasible, alternative parking close by for residents and businesses.
- Where private and public walls or fencing are removed – we will rebuild new garden walls and replace fencing where gardens have been affected and shortened. Also, where public or commercial walls and fencing have been taken they will be rebuilt and replaced.
- We will look for areas along the busy corridors where it is possible to improve the existing local spaces and the existing landscaping. It is important to use this opportunity to not only replace what is removed but to enhance the local areas. To do so, we will provide funding support for urban centre improvements and creating attractive local environments.
- Where traffic is diverted and re-routed, adequate signage and road markings will be provided for people to find their way. Also, local access will be maintained where new bus-only sections or one-way systems are brought in for residents and commercial properties.



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5. The Benefits

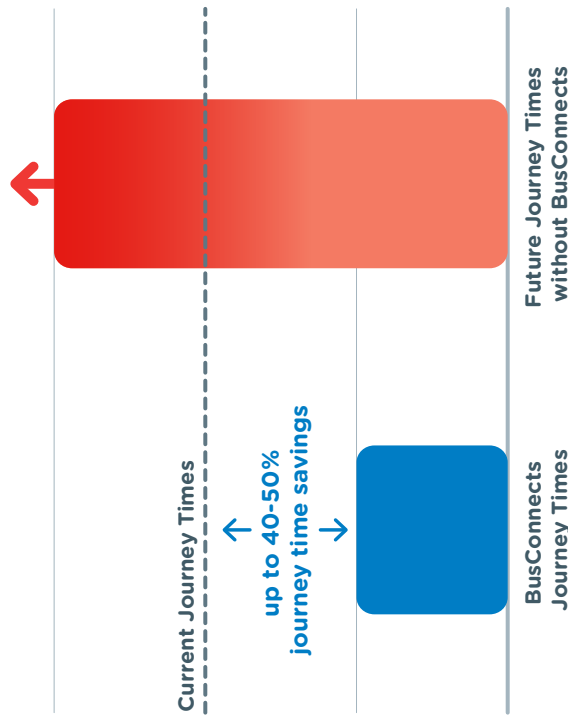
5.1 How will this plan benefit cyclists and pedestrians?

This plan is not just about buses, in fact, this plan will provide much needed cycling facilities and make it easier and more attractive to cycle around the city region. Given the increasing number of cyclists across Dublin there is an imperative to provide safe and segregated cycling facilities where possible.

The major bus corridors across Dublin city are also the main cycling arteries. The widening of these roads for bus lanes provides the opportunity to transform the cycling infrastructure at the same time.

On each of the 16 radial core bus corridors our objective is to provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is feasible. We calculate that over 200kms of cycle tracks/lanes will be either built or current lanes improved upon. A better cycling network is good for all transport users. It avoids cyclists sharing bus lanes with buses and will remove many of the conflicts between buses and cyclists. This initiative is the foundation of the overall cycle network that has been planned for the Greater Dublin Area.

In addition, we will also use this unique opportunity to make a better environment for pedestrians as we improve these corridors. In particular, we will improve the quality of footpaths and pedestrian crossings as well as improving pedestrian facilities at junctions. We will also enhance key local centres with additional landscaping and outdoor amenities.



5.2 Journey Time Savings

In 2017 almost 13,000 people took part in a survey regarding the current bus network and services. Of those who took part the most important goals for public transport for them are - reduce the dependence on private cars, limit traffic congestion and make the city an attractive place to live and work. These things clearly matter to people and how they value their quality of life and use of their time. These goals can be achieved by providing dedicated bus lanes to ensure punctuality, reliability and increased frequency of services.

The core bus corridor project will deliver journey time savings of up to 40-50% on each corridor. With the implementation of BusConnects Dublin people travelling on these routes will reach their destinations much faster than they currently do. Just as importantly, they can have greater certainty about when they will arrive at their destination, because their bus will no longer be affected by general traffic congestion. However, the future without BusConnects Dublin will see a significant deterioration in journey time; people will spend more time stuck in traffic and take longer to get to their destinations.

The core bus corridor project will deliver on improving journey times and creating certainty and confidence in the bus system. Improving the current journey times on the key bus corridors will make bus travel more attractive, will improve the efficiency of the services and give people the reliability of knowing exactly how long their journey will take.

5.3 Building a sustainable, living city for families and communities

BusConnects Dublin is about making travelling by bus a better option. By providing a high-quality, frequent and reliable bus service, we can make Dublin a more attractive place to live, work and visit.

With proper bus prioritisation measures in place, it will be much easier to provide a bus service that is quick and efficient, and that gets people where they need to be, with a minimum of stress. That means that for anybody that needs to get around the city, or from one part of Dublin to another, taking the bus will make more and more sense.

With quicker journeys and services whose reliability is not undermined by traffic congestion, the city will seem like a smaller, more accessible place and everywhere will be within an easy bus ride of just about anywhere else.

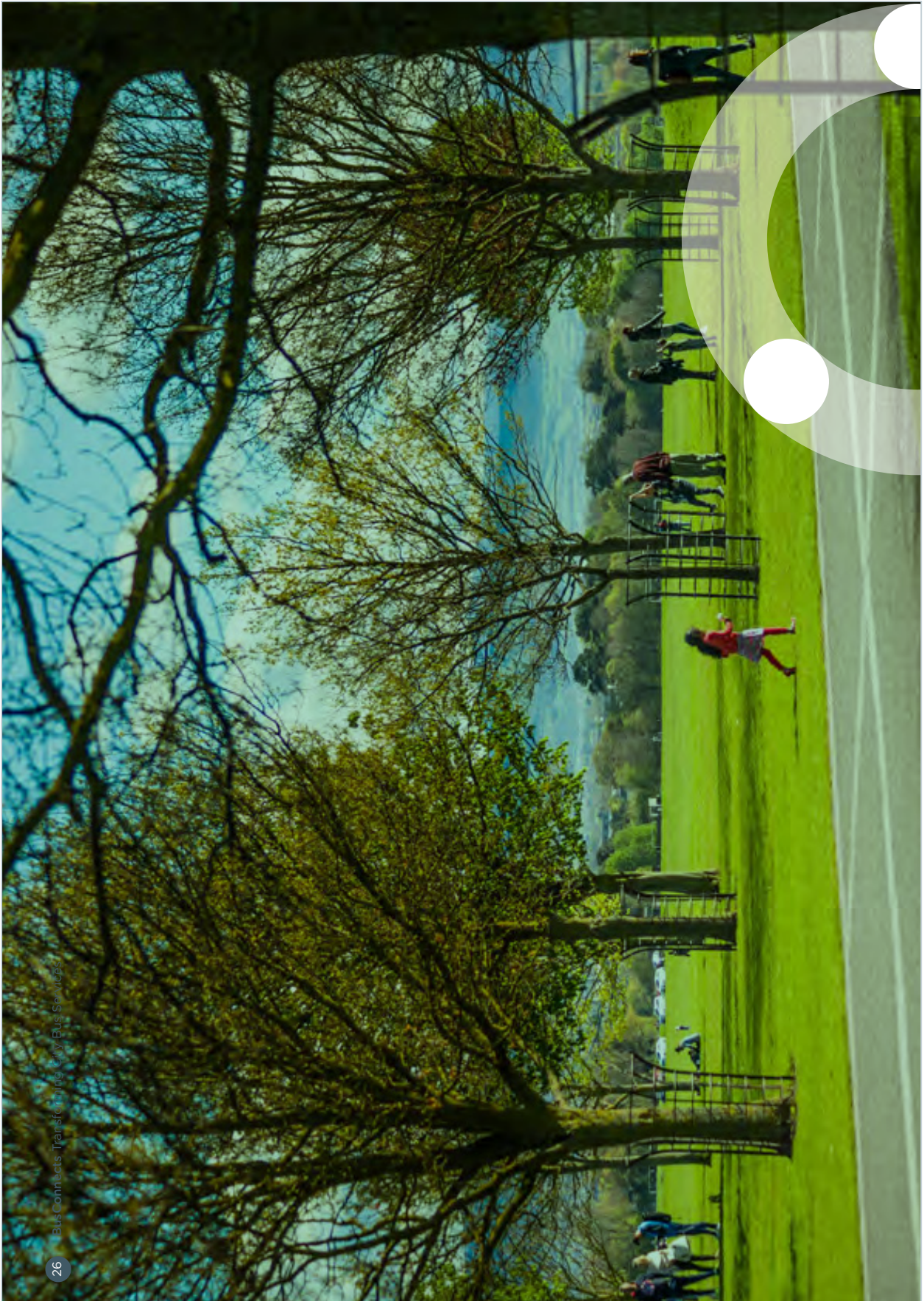
All of Dublin – all of its colleges, offices, retail streets; all of its coffee shops, old and new; all of its pubs and bookshops; all of its restaurants and theatres; all of its character – will be opened up, to all of its citizens and all of its visitors.

The most important goals for public transport:

“Reduce the dependence on private cars”

“Make the city an attractive place to live and work”

“Limit traffic congestion”



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5.4 Taking seriously our climate change responsibilities

Tackling the challenges of climate change is a national priority and BusConnects Dublin will contribute significantly to that objective.

Already significant progress has been made in this regard and the days of buses spewing out black plumes of diesel exhaust are thankfully consigned to history. But more needs to be done to protect our communities from the harmful effects of gases and other emissions.

Moving people from cars onto sustainable transport is a key component in reducing CO2 emissions, in addition to addressing congestion with its adverse environmental impacts. But in addition to those beneficial impacts, we want to transition to a fleet of low emission vehicles, further enhancing the environmental contribution of the bus system.

Substantial research is currently on-going into electric bus solutions, with the technology evolving rapidly and several manufacturers now bringing different vehicle options to market.

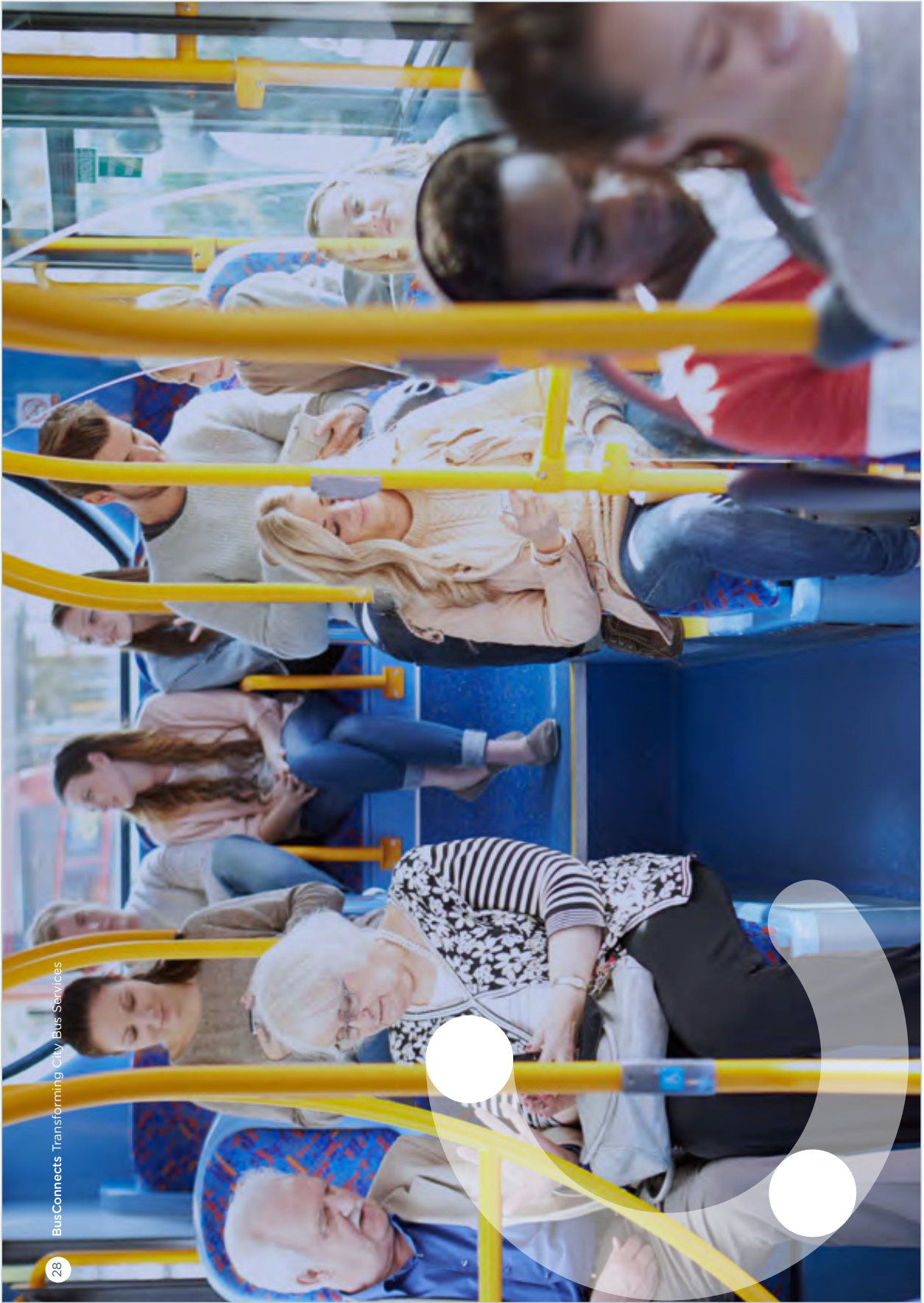
A fleet acquisition plan will be developed to transition the bus fleet to a low emission vehicle type (or types), with the first vehicles under that strategy to go into service very soon.

5.5 Supporting the economy and jobs

A well-functioning public transport system is a basic requirement for any metropolitan area that aspires to providing plenty of good employment opportunities for its people into the future. With bus, rail and trams, Dublin boasts some really great services but if we are to maintain our capacity as a city, a region and a capital, to continue to attract the best jobs and the best employers, we will have to do more, and urgently.

By improving the overall public transport offering, these proposals will make commutes shorter and more reliable, and will therefore make Dublin a more attractive location for employers.

It will also make it easier for people to get out and enjoy the city and all it has to offer, which is good news for businesses in the city centre and beyond.



BusConnects Transforming City Bus Services

6. Contact Us

This document provides an update on BusConnects Dublin and the work being undertaken in planning the bus lane infrastructure which is at the heart of BusConnects Dublin. Please feel free to contact us for further information or queries you may have.

In relation to the individual corridors, work is continuing on assessing options and developing proposals which will be published for public consultation in September / October this year. Accordingly, more detailed information on the individual corridors will not be available until that later consultation stage.

The www.busconnects.ie website will provide regular updates as the project develops. In addition the email address is info@busconnects.ie and Freefone **1800 303 653**. If you would like to contact us by post or to receive printed copies of this document you can also write to us:

BusConnects
National Transport Authority
Dun Sceine
Iveagh Court
Harcourt Lane
Dublin 2,
D02 WT20



Appendix

This section shows each of the preliminary route maps for each of the bus corridors. Each map illustrates the radial core bus corridor route from start to finish. It also shows key facts and potential impacts for each route.

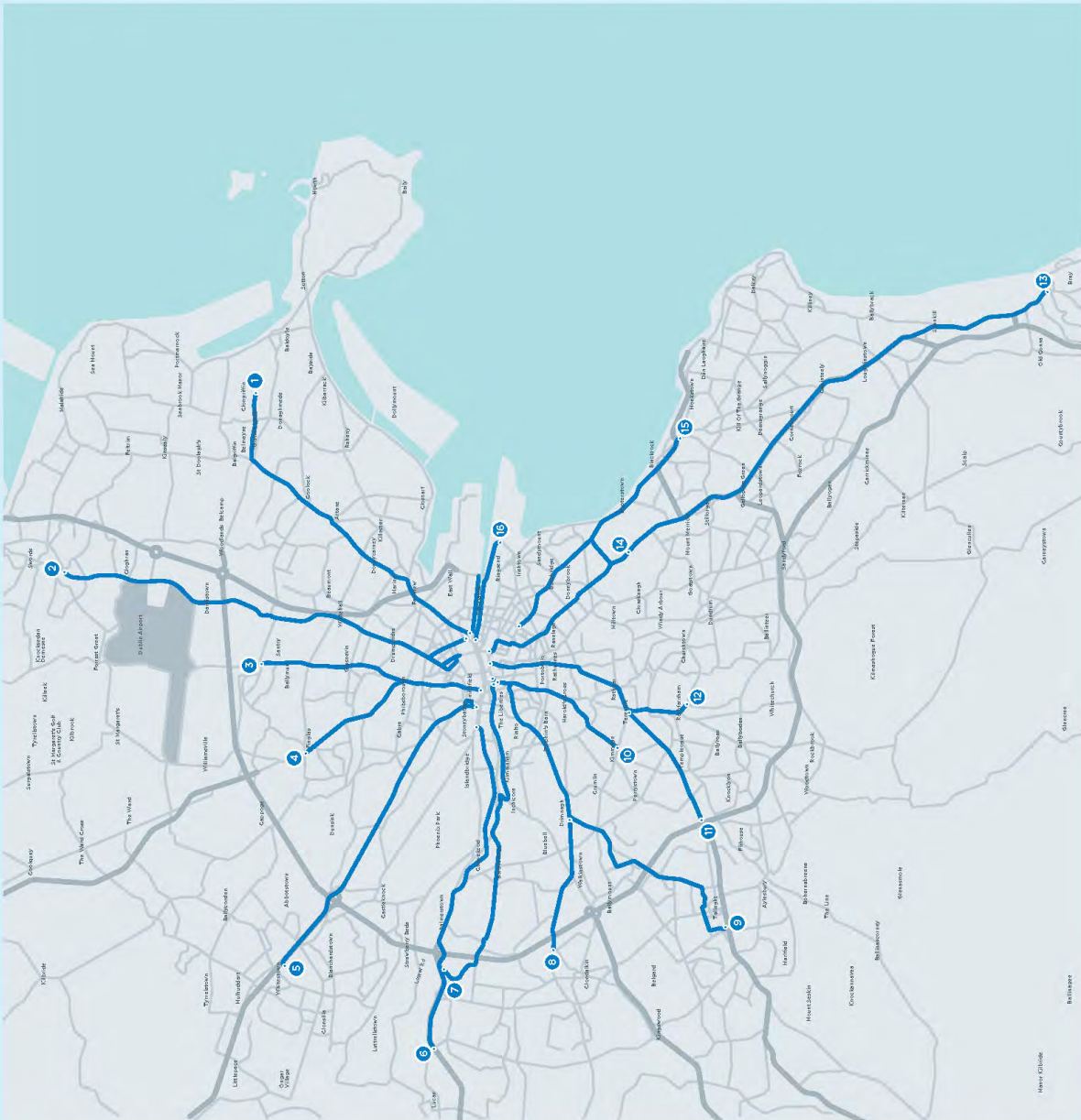
BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Radial Core Bus Corridors

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 Drimmagh
9. Greenhills to City Centre
10. Kimmage to City Centre
11. Tallaght to Terenure
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

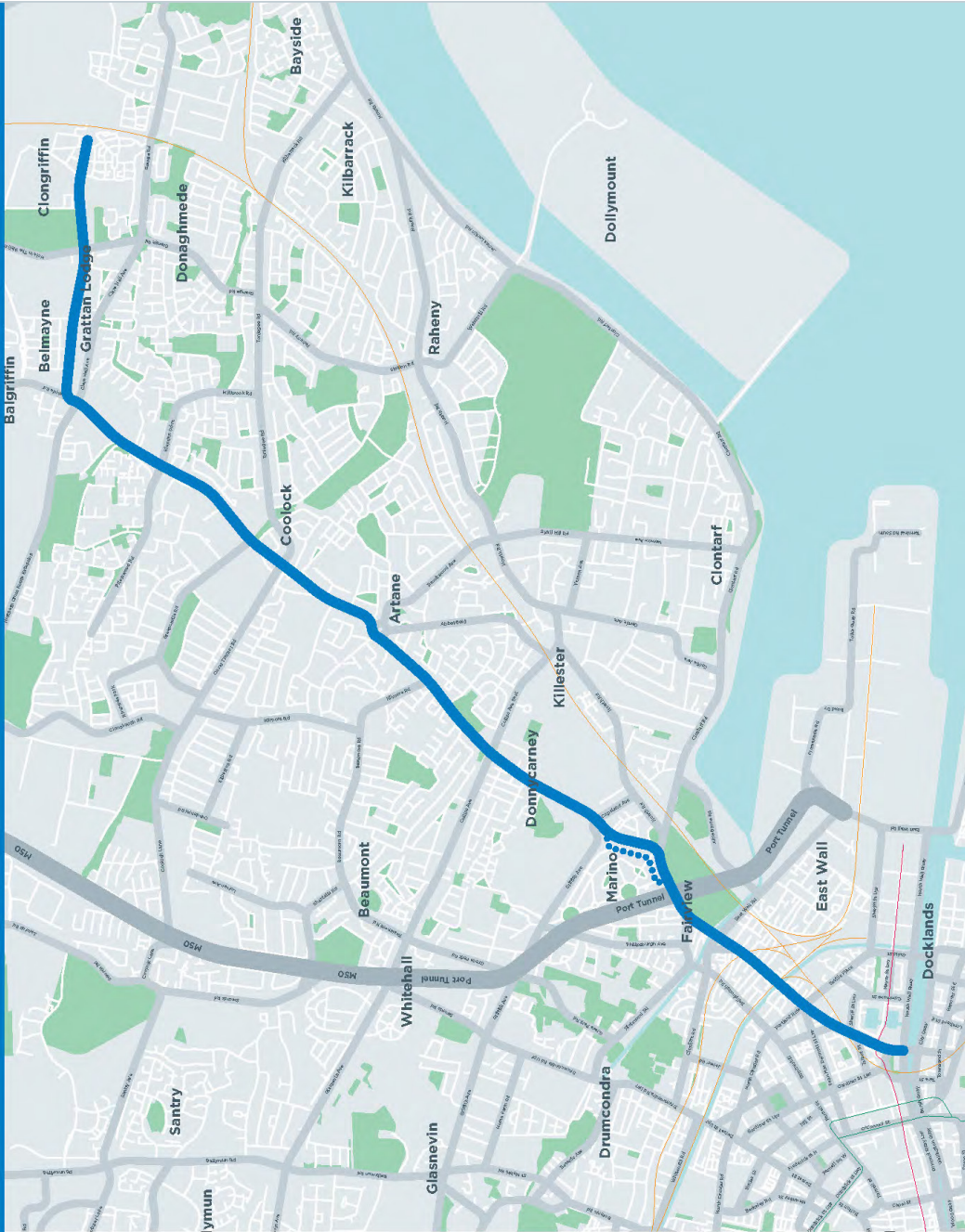
The preliminary route maps shown on the following pages are indicative only and are subject to change following consultation and as part of the design development process.



Clongriffin > City Centre

Core Bus Corridor (bus & cycle infrastructure)

1



Key Facts

- Route length **10kms**
- Current bus journey time up to **65mins**
- BusConnects journey time **30-35mins**
- Future bus journey time without BusConnects **85mins +**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

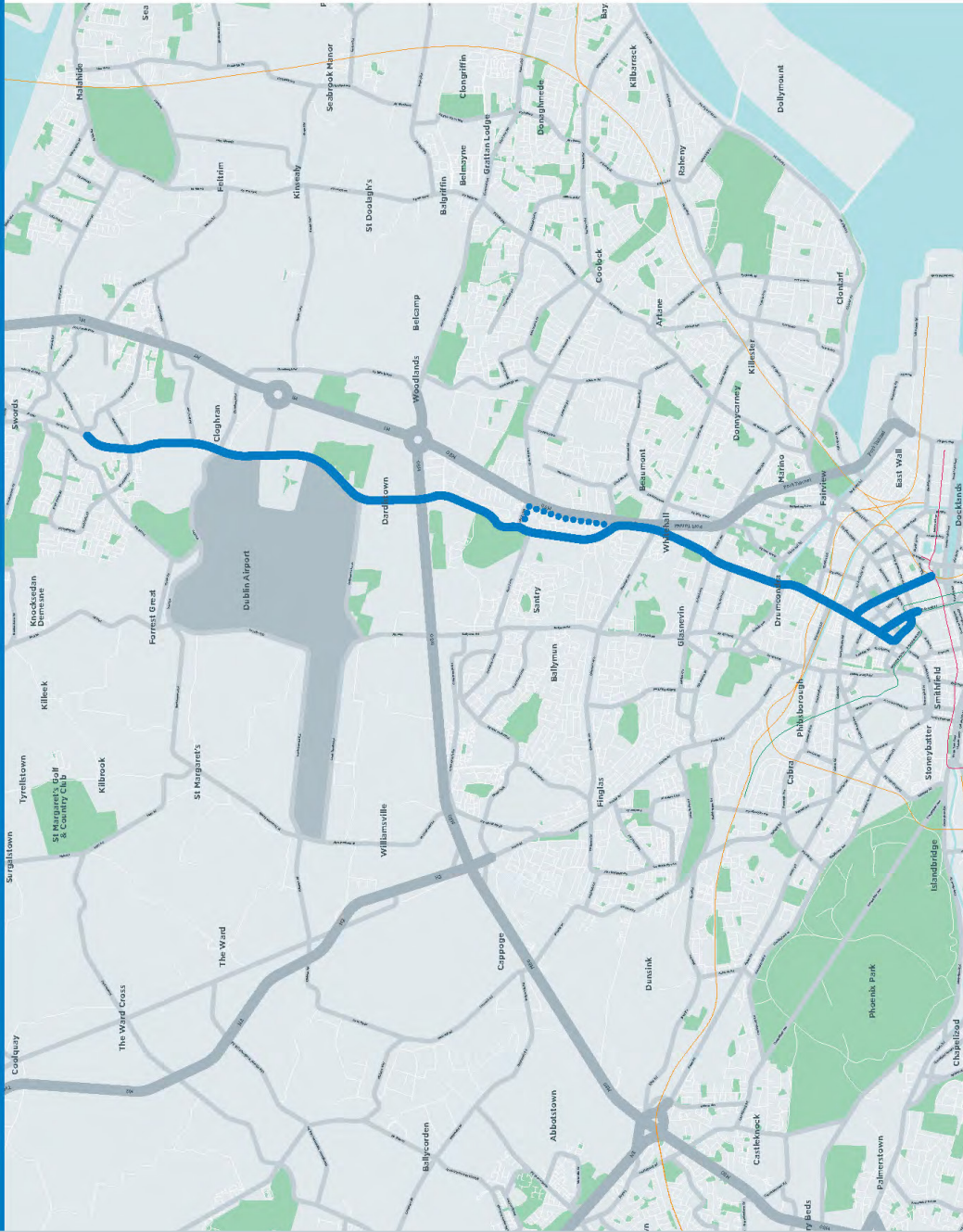
- Malahide Road between Fairview and Griffith Avenue: Due to restricted road width in this area, a proposal is to re-route cyclists via Brian Road and Charleton Road.
- New public transport only road link between Clarehall and Belmayne Avenue.

- Bus Route
- Alternative Cycle Route

Swords > City Centre

Core Bus Corridor (bus & cycle infrastructure)

2



Key Facts

- Route length **12kms**
- Current bus journey time up to **71mins**
- BusConnects journey time **40mins**
- Future bus journey time without BusConnects **80mins +**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

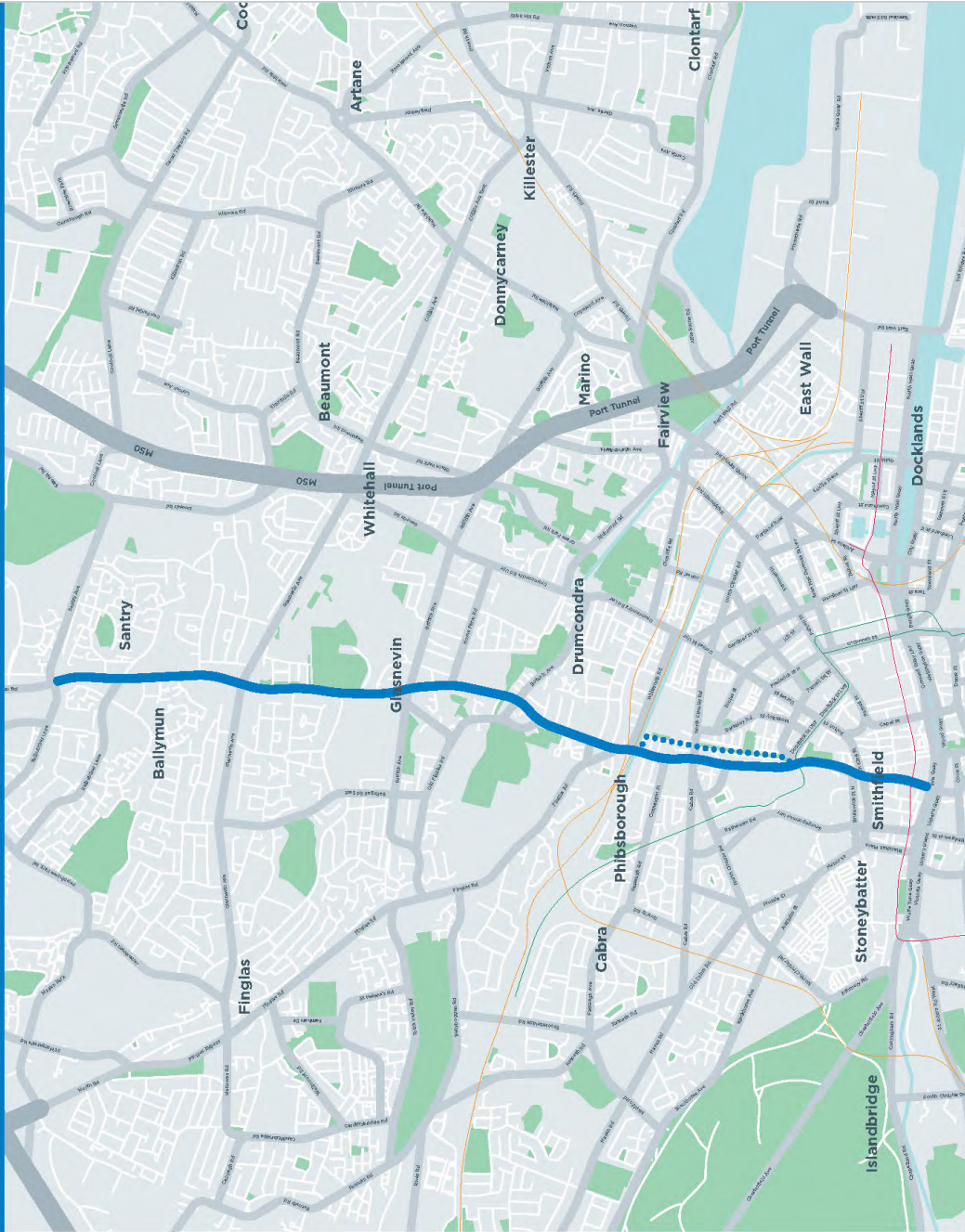
- Swords Road in Santry from Shanrath Road to the Omni Centre: If bus lanes were provided in each direction, this street would then only be able to accommodate one general traffic lane. Under this arrangement, the street would become one way (outbound) for general traffic, with inbound traffic routed via Coolock Lane and Santry Bypass. A new slip road would be incorporated to link the southbound Santry Bypass to Shantalla Road.

- Bus Route
- Alternative Cycle Route

Ballymun > City Centre

Core Bus Corridor (bus & cycle infrastructure)

3



Key Facts

- Route length **6kms**
- Current bus journey time up to **45mins**
- BusConnects journey time **20-25mins**
- Future bus journey time without BusConnects **55mins +**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

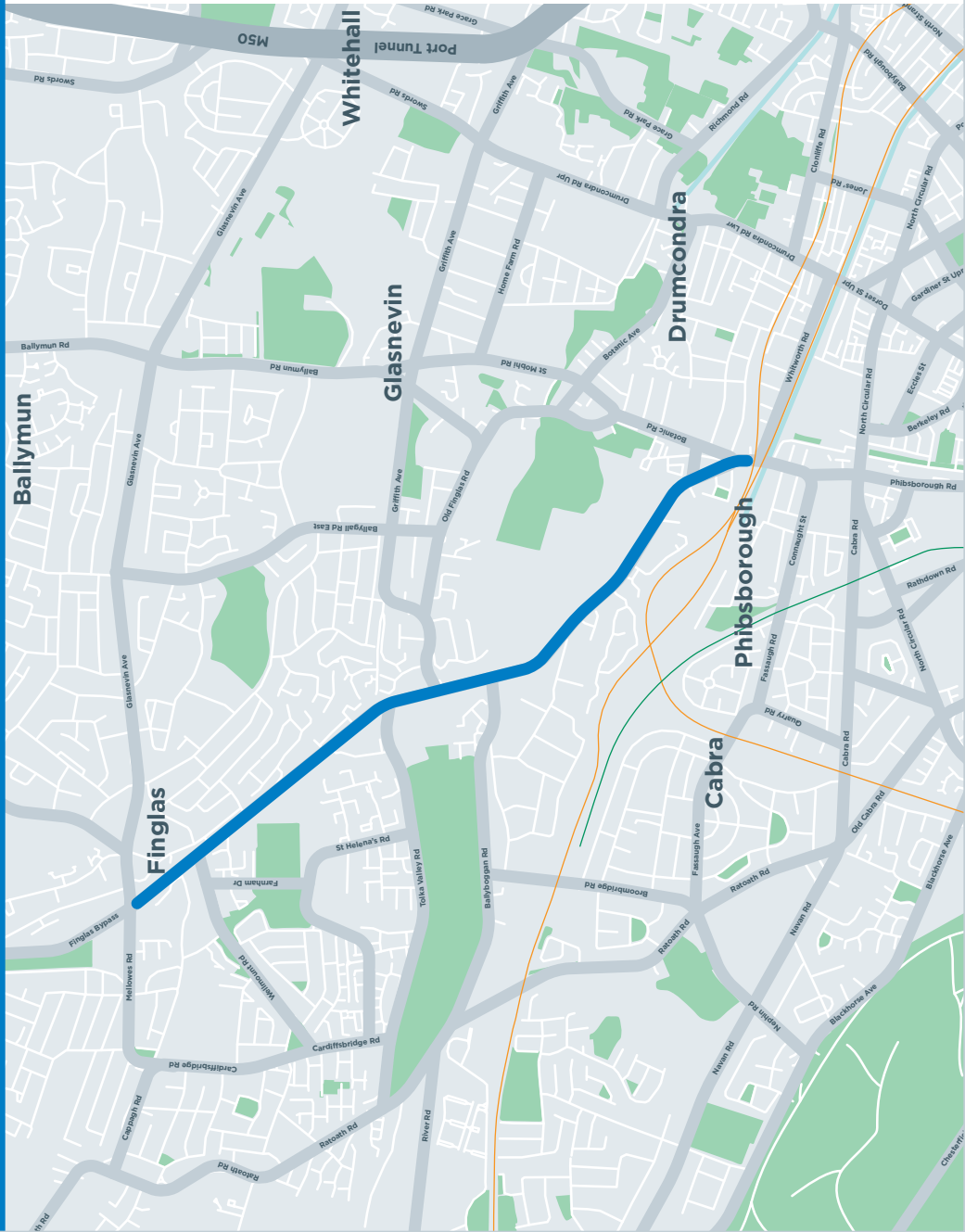
➤ Botanic Road, Glasnevin Hill, Ballymun Road: To allow a bus lane in each direction on St. Mobhi Road, while maintaining the existing mature trees along this street, outbound general traffic could be routed via Botanic Road, Glasnevin Hill and Ballymun Road. Under this arrangement, St. Mobhi Road would then become one-way southbound for general traffic, while allowing residents to also access the road in the northbound direction by using the bus lane.

- Bus Route
- Alternative Cycle Route

Finglas > Phibsborough

Core Bus Corridor (bus & cycle infrastructure)

4



Key Facts

- Route length **4kms**
- Current bus journey time up to **17mins**
- BusConnects journey time **12mins**
- Future bus journey time without BusConnects **25mins +**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

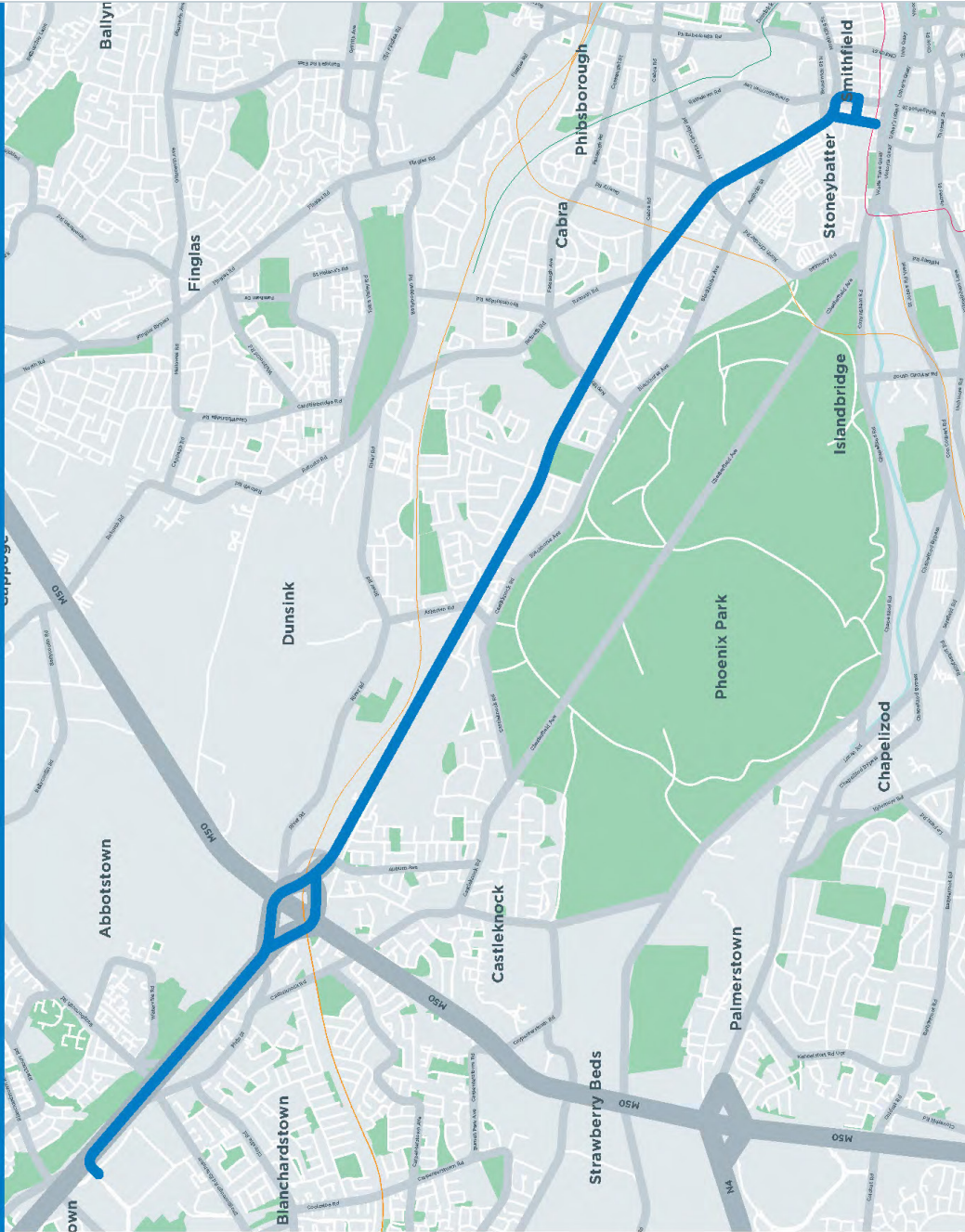
- Hart's Corner: Restricted road width and turning movements make it difficult to provide continuous bus and cycle lanes through this gyratory system.

— Bus Route

Blanchardstown > City Centre

Core Bus Corridor (bus & cycle infrastructure)

5



Key Facts

- Route length **8kms**
- Current bus journey time up to **65mins**
- BusConnects journey time **25-30mins**
- Future bus journey time without BusConnects **80mins +**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

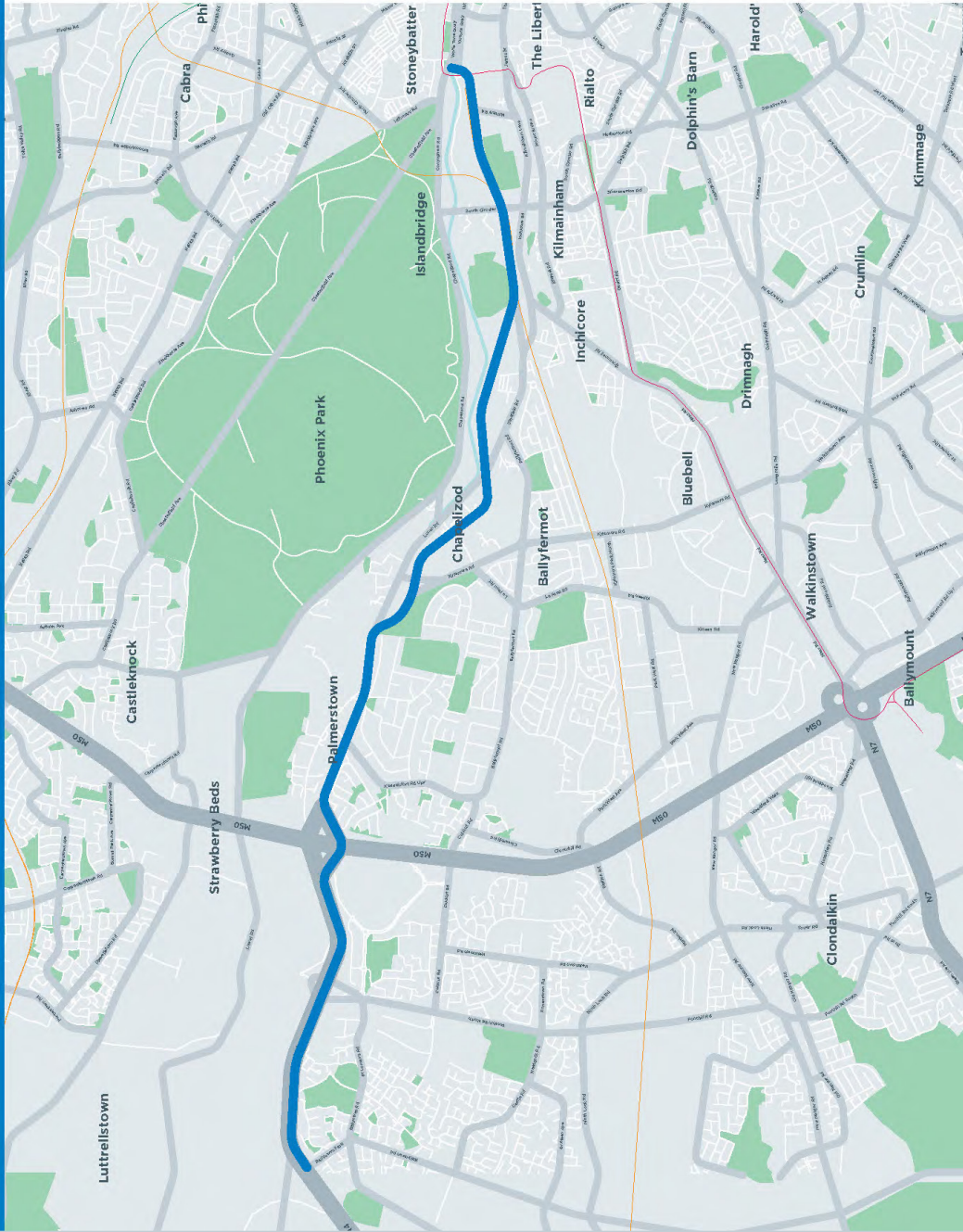
- Old Cabra Road and Prussia Street. In order to provide bus lanes, a proposal is to remove general through traffic on these two streets. Local access would still be maintained including to the shopping centre.

Bus Route

Lucan > City Centre

Core Bus Corridor (bus & cycle infrastructure)

6



Key Facts

- Route length **10kms**
- Current bus journey time up to **50mins**
- BusConnects journey time **30-35mins**
- Future bus journey time without BusConnects **60mins +**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

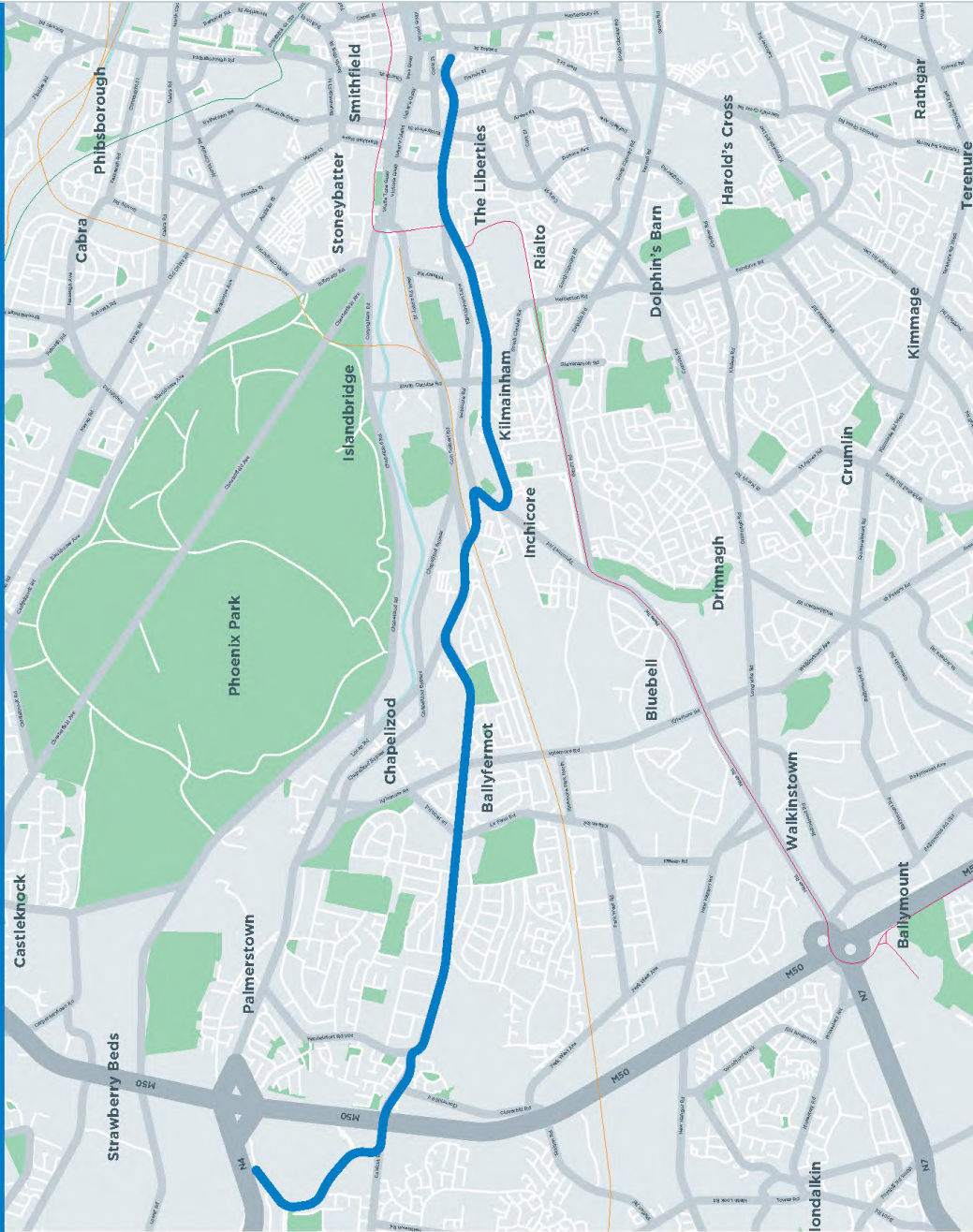
- M50 Junction: The provision of continuous bus lanes through the junction may impact on the overall traffic capacity of this junction.

Bus Route

Liffey Valley > City Centre

Core Bus Corridor (bus & cycle infrastructure)

7



Key Facts

- Route length **10kms**
- Current bus journey time up to **65mins**
- BusConnects journey time **30-35mins**
- Future bus journey time without BusConnects **80mins +**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

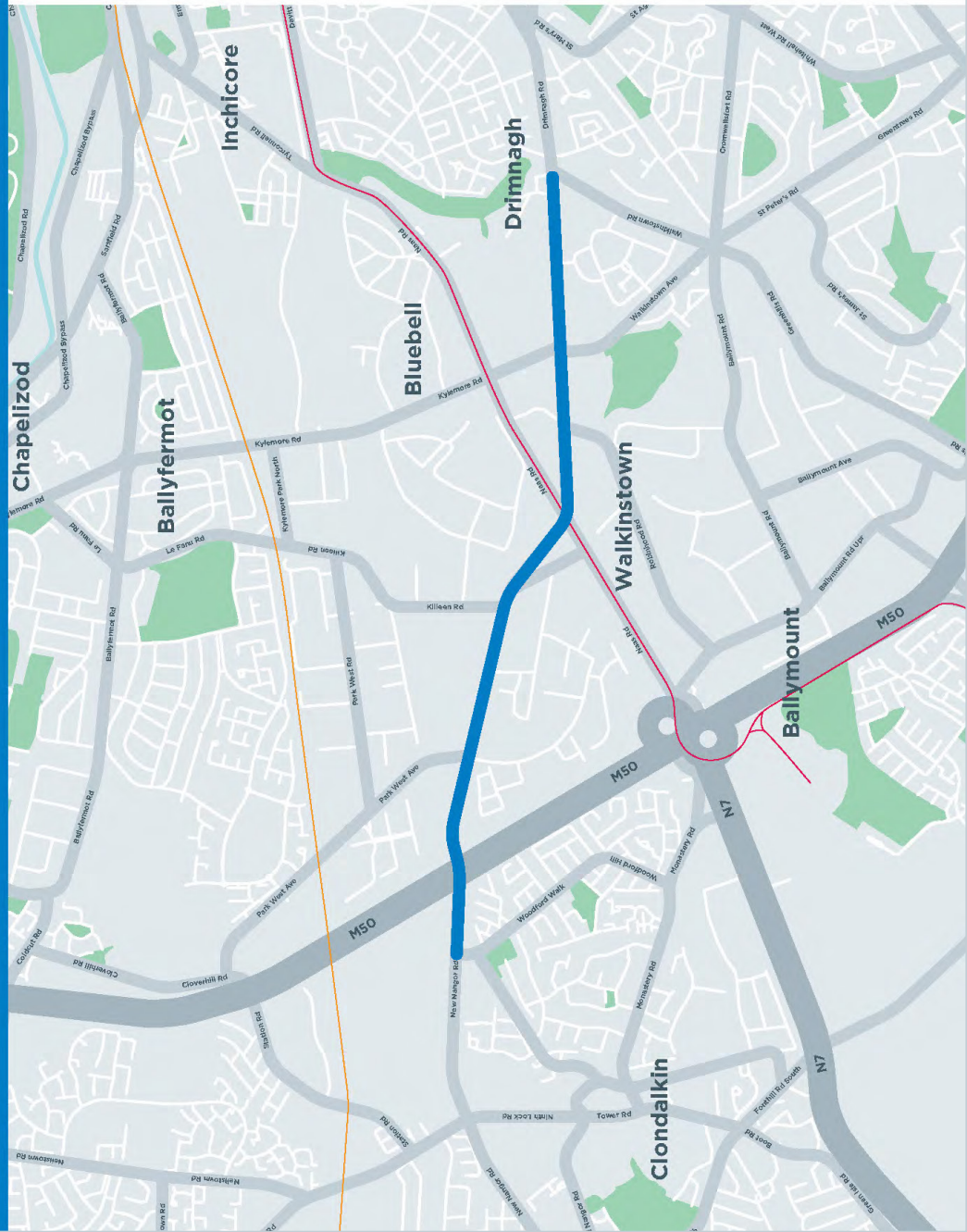
- Because of constrained width through Mount Brown and Old Kilmainham Road, both bus lanes and traffic lanes cannot be accommodated. To deliver bus priority along this section of the route, it would be necessary to restrict Mount Brown to public transport, cyclists and local access only. Through traffic would have to be diverted via the Quays or South Circular Road.
- Because of restricted width on Ballyfermot Road between Le Fanu Road and Kylemore Road, one option would be to divert inbound traffic via Le Fanu Road and Kylemore Road.

Bus Route

Clondalkin ➔ Drimnagh

Core Bus Corridor (bus & cycle infrastructure)

8



Key Facts

- Route length **4kms**
- Current bus journey time up to **21mins**
- BusConnects journey time **14mins**
- Future bus journey time without BusConnects **25mins+**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

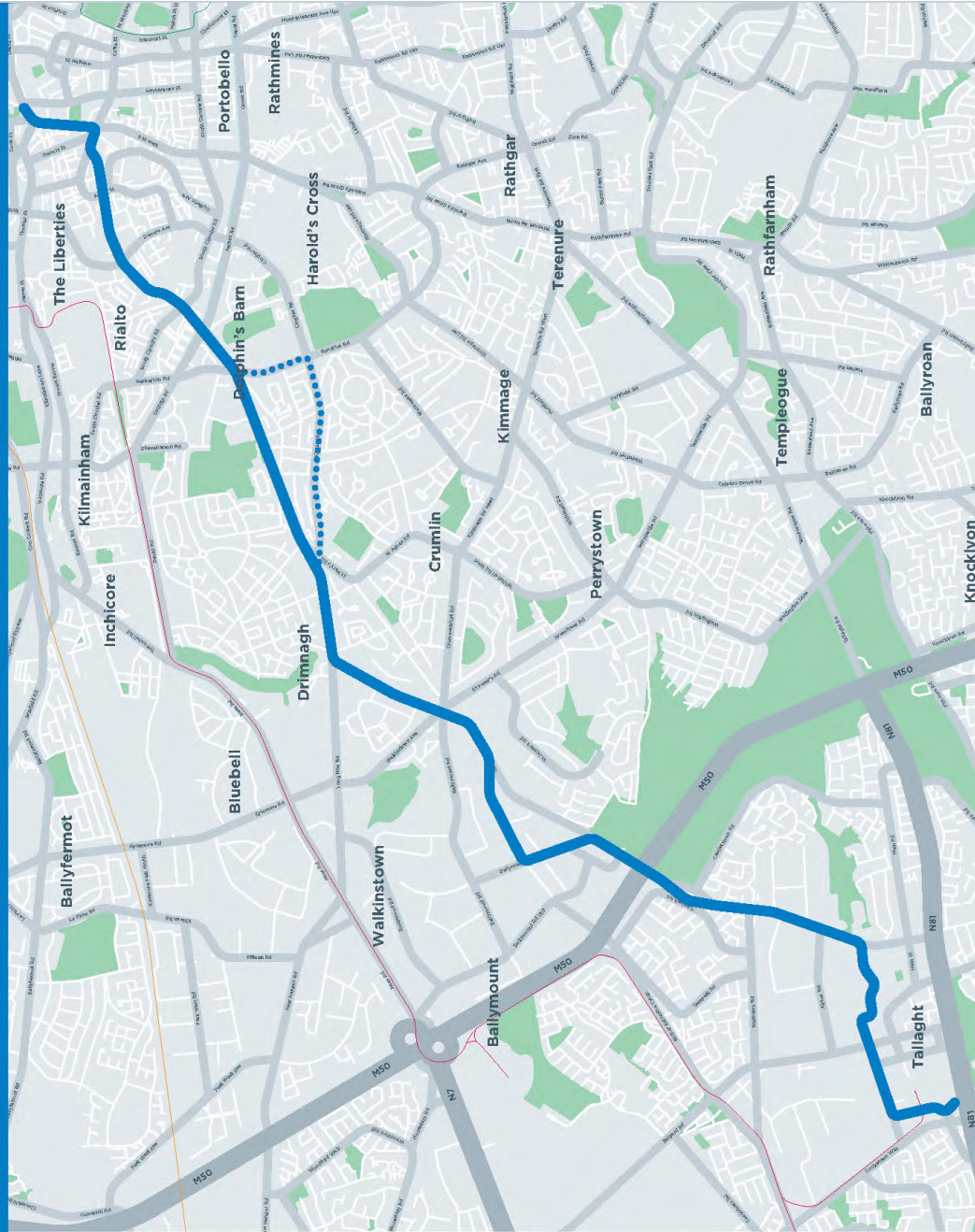
- Road width restrictions at the M50 underpass. A proposal is that cyclists will use the canal greenway at this point.

— Bus Route

Greenhills > City Centre

Core Bus Corridor (bus & cycle infrastructure)

9



- Key Facts**
- Route length **11kms**
 - Current bus journey time up to **80mins**
 - BusConnects journey time **35-40mins**
 - Future bus journey time without BusConnects **100mins+**

- Potential Impacts**
- Parts of front gardens removed
 - Loss of parking spaces
 - Changes to traffic movements
 - Loss of trees

- Additional Specific Challenges on Route**
- Restricted width on many roads along this route requiring road widening.
 - Walkinstown Roundabout is challenging for both bus and cycle movements.

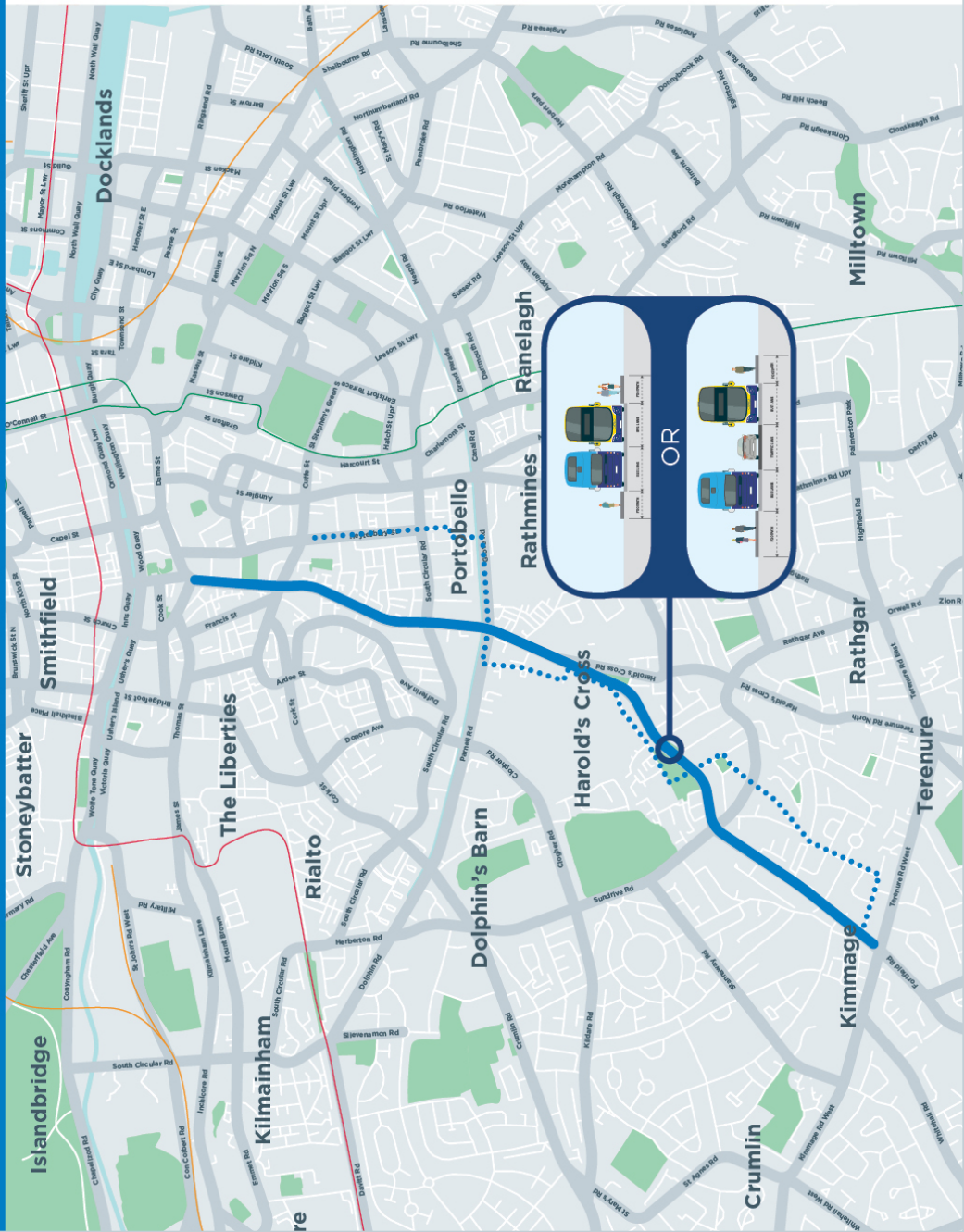
- A proposal is to construct new link roads to divert all traffic via Calmount Avenue and Calmount Road while still maintaining access to the old section of Greenhills Road.
- A proposal is to realign a section of the Greenhills Road adjoining Castletymon Road junction.

- Bus Route
- Alternative Cycle Route

Kimmage > City Centre

Core Bus Corridor (bus & cycle infrastructure)

10



Key Facts

- Route length **4kms**
- Current bus journey time up to **45mins**
- BusConnects journey time **12-15mins**
- Future bus journey time without BusConnects **55mins+**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

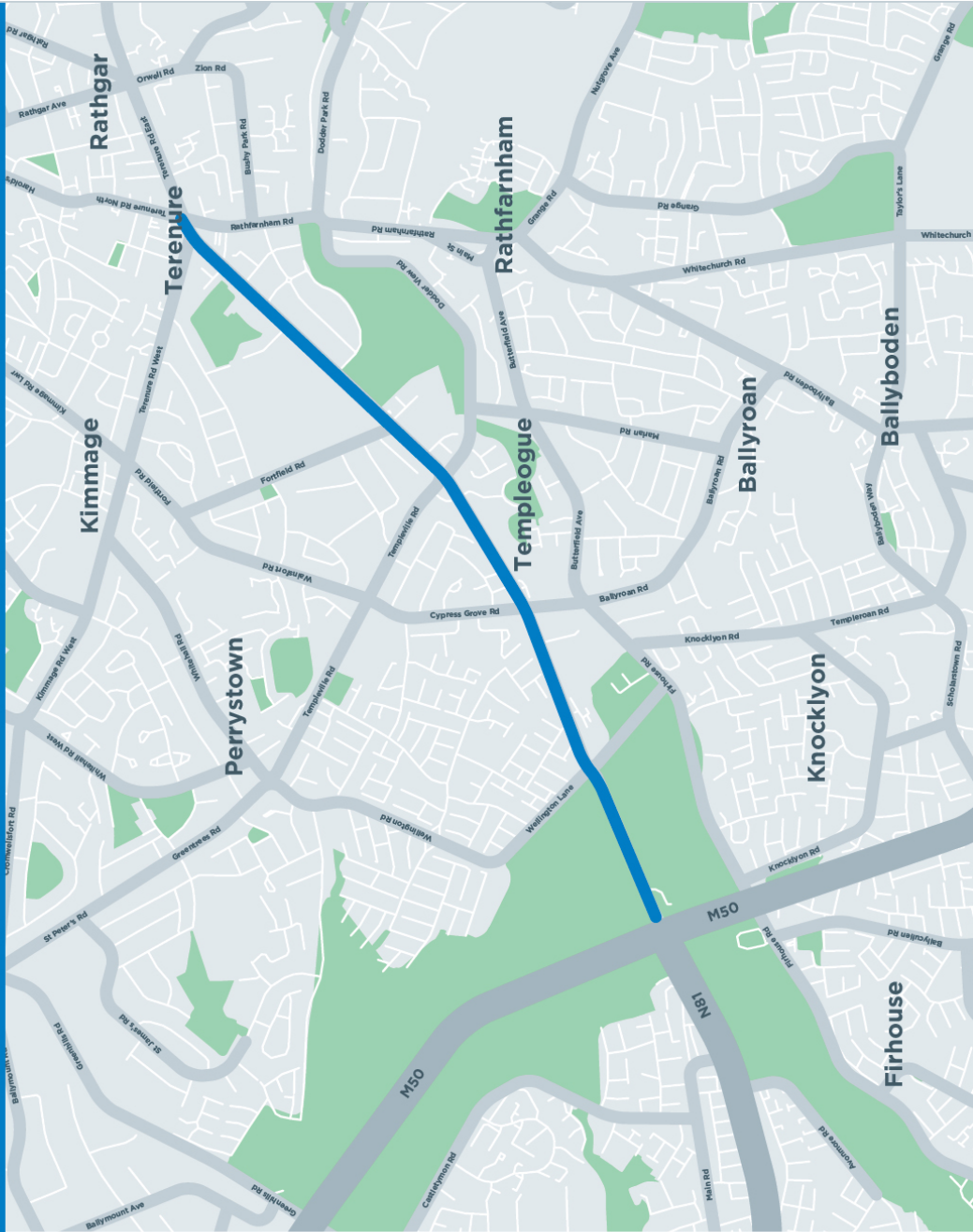
- Kimmage Road Lower is very constrained between Sundrive Road and Harolds Cross. A proposal is to restrict this section of Kimmage Road Lower to Bus, Cycle and Taxi only. Through traffic would then be required to divert via Larkfield Park and Harolds Cross Road or via Sundrive Road and Clogher Road.
- An alternative to this would be to permit inbound general traffic down Kimmage Road Lower to Harolds Cross while diverting outbound general traffic via Harolds Cross Road and Larkfield Park or via Clogher Road and Sundrive Road.

- Bus Route
- Alternative Cycle Route

Tallaght > Terenure

Core Bus Corridor (bus & cycle infrastructure)

11



Key Facts

- Route length **4kms**
- Current bus journey time up to **32mins**
- BusConnects journey time **10-12mins**
- Future bus journey time without BusConnects **45mins+**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

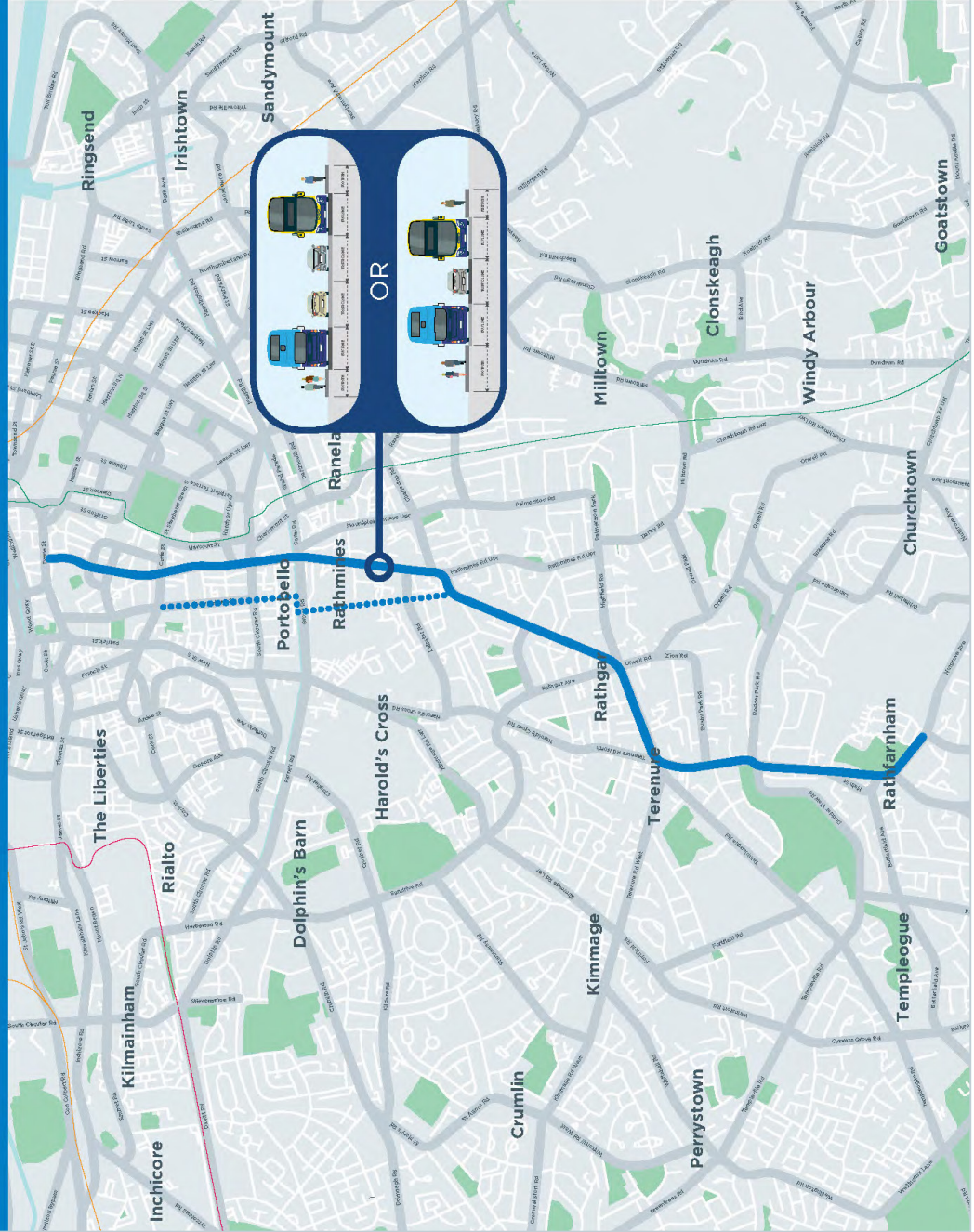
- Templeogue Road is particularly constrained in Terenure. To provide bus priority, a proposal is to make Templeogue Road one way outbound for general traffic while permitting bus, taxis and bicycles travel in both directions. Under this arrangement, inbound general traffic will be asked to divert via Cypress Grove Road to the Kimmage Cross Roads or via Springfield Road to Rathfarnham Road.

Bus Route

Rathfarnham > City Centre

Core Bus Corridor (bus & cycle infrastructure)

12



Key Facts

- Route length **6kms**
- Current bus journey time up to **75mins**
- BusConnects journey time **20-25mins**
- Future bus journey time without BusConnects **90mins+**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

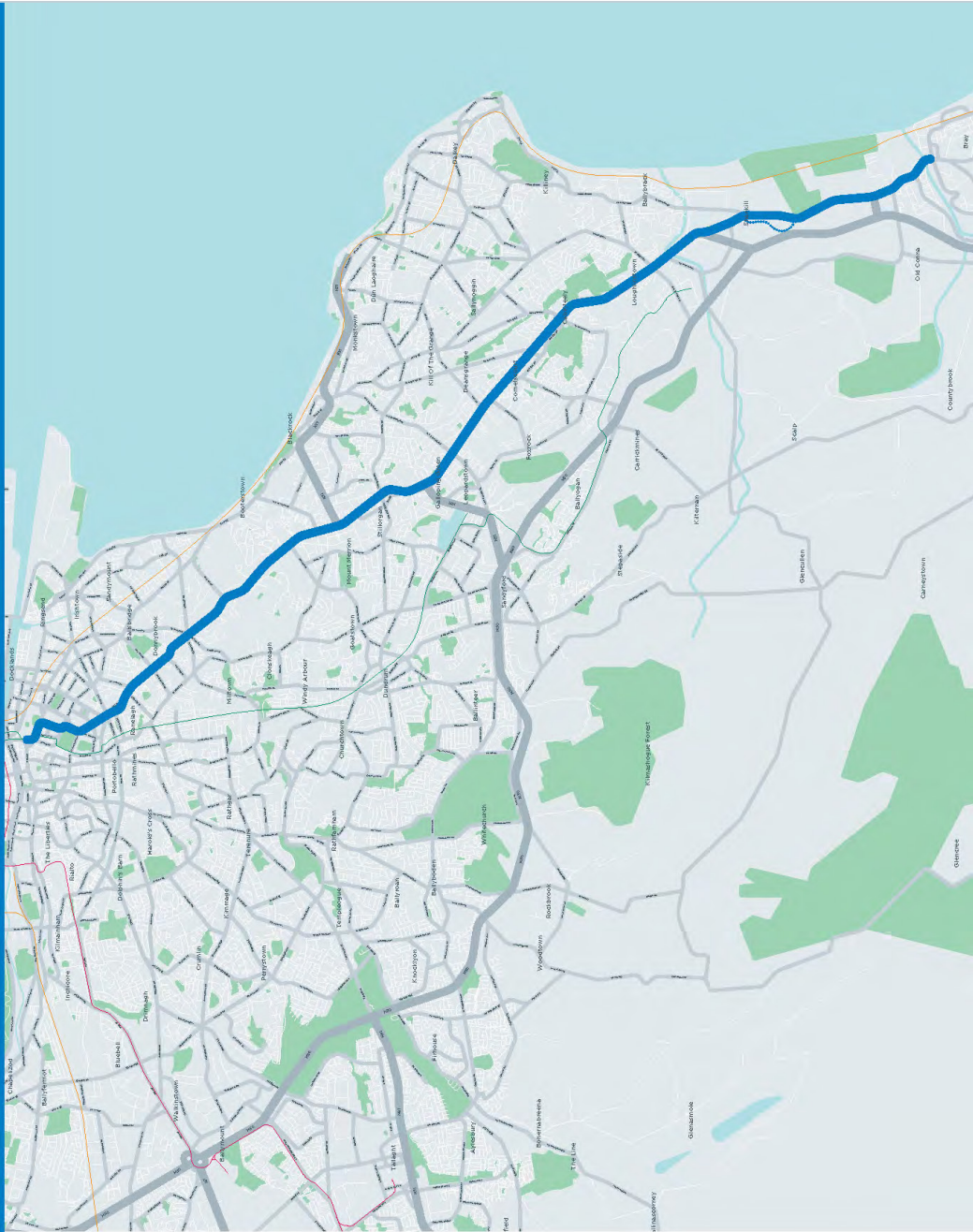
- Rathmines Road - to provide one bus lane and one traffic lane in each direction would require narrowing the street's footpaths. An alternative option is to divert outbound traffic via Ranelagh and make Rathmines Road one way for general traffic in addition to providing two bus lanes.
- Cycling - because of width constraints on Rathmines Road, an alternative off-line cycle route is proposed on the east side.

— Bus Route
 Indicative Cycle Route

Bray > City Centre

Core Bus Corridor (bus & cycle infrastructure)

13



Key Facts

- Route length **13kms**
- Current bus journey time up to **55mins**
- BusConnects journey time **40-45mins**
- Future bus journey time without BusConnects **70mins+**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

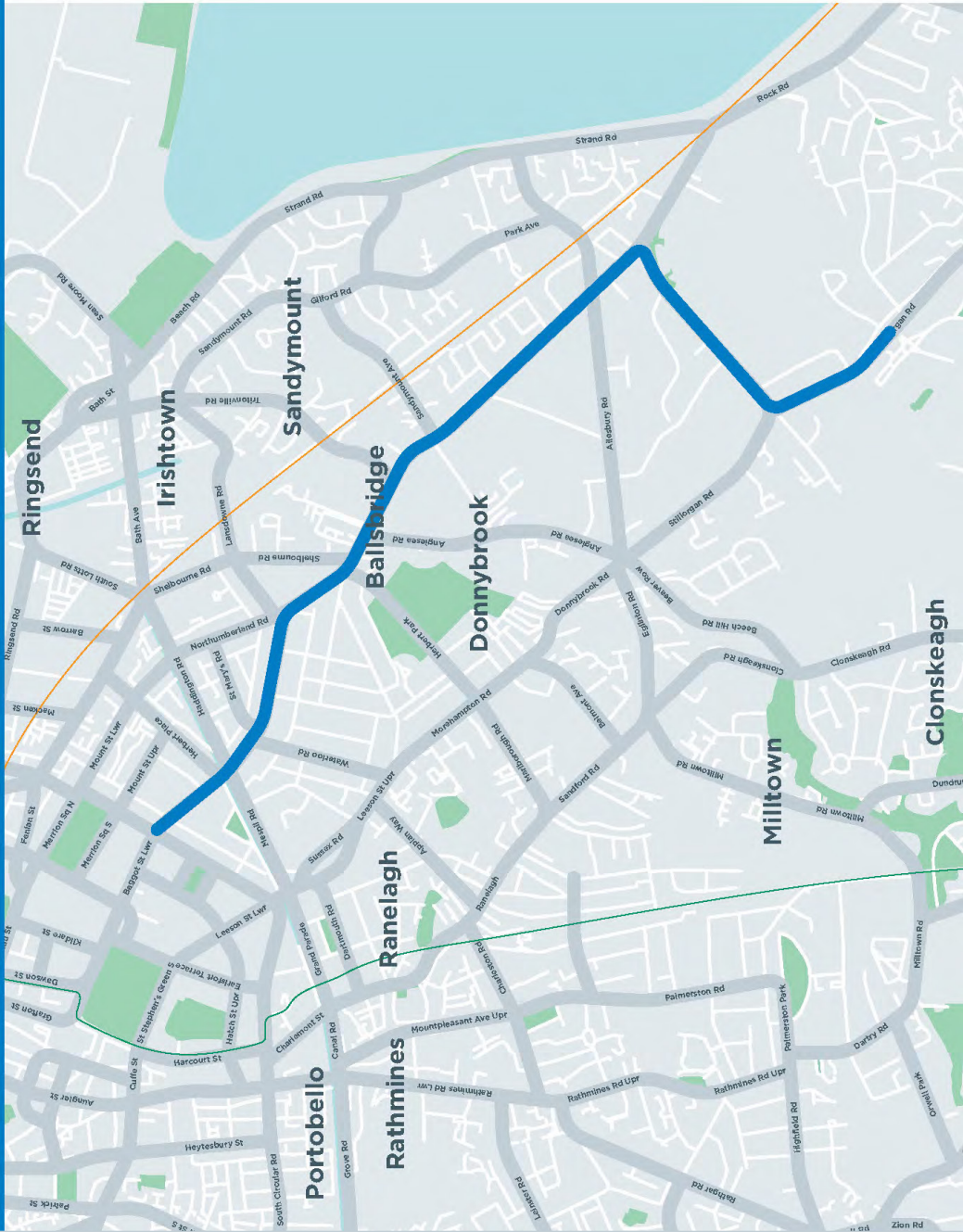
- Shankill Village is constrained in terms of available road space, making bus and cycle provision very challenging. A proposal is to divert cyclists around Shankill Village via a series of quiet routes and new cycling links to the east of the village.

- Bus Route
- Alternative Cycle Route

UCD Ballsbridge > City Centre

Core Bus Corridor (bus & cycle infrastructure)

14



Key Facts

- Route length **4kms**
- Current bus journey time up to **35mins**
- BusConnects journey time **14-15mins**
- Future bus journey time without BusConnects **45mins+**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

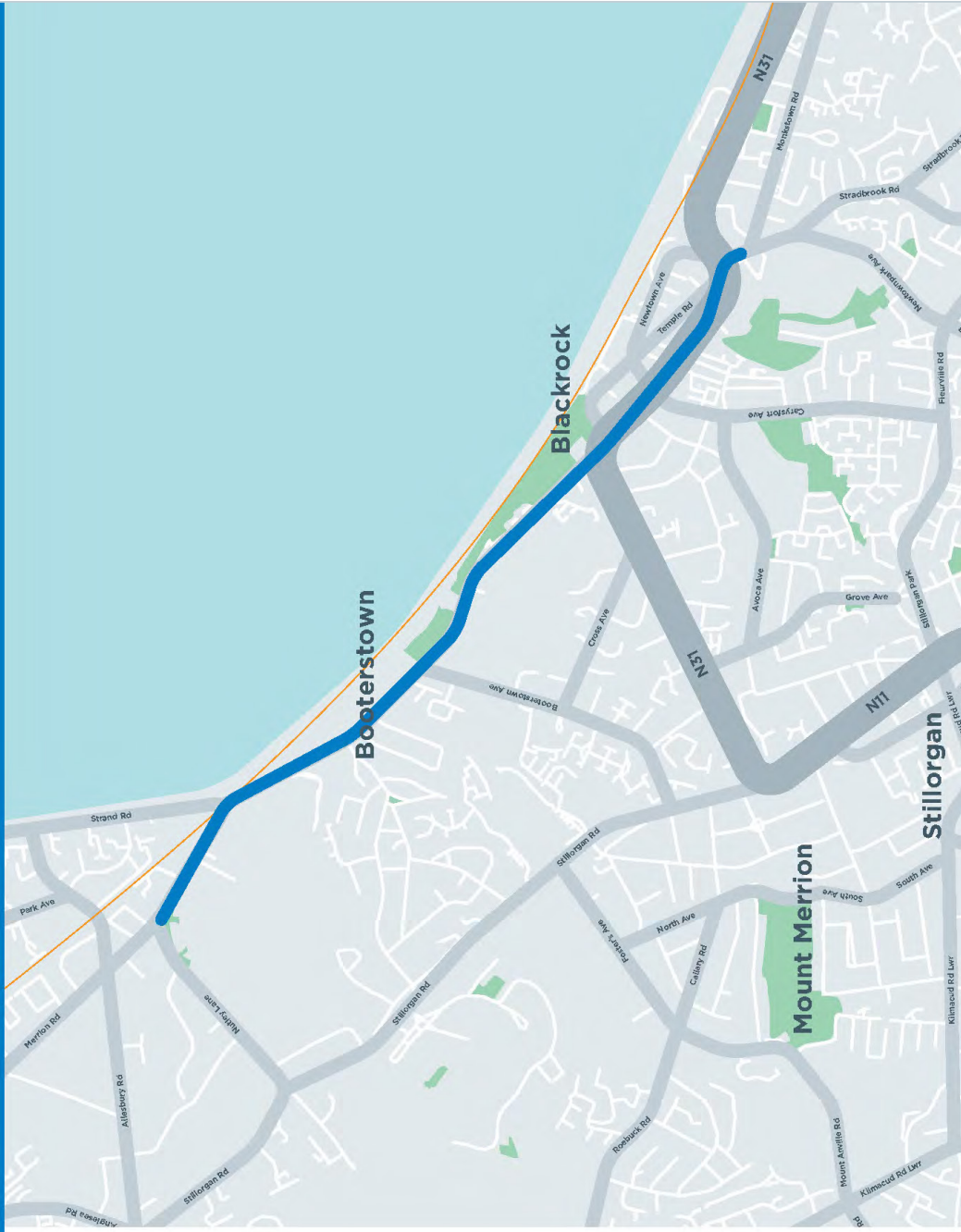
- A number of significant traffic junction reconfigurations would be required together with some traffic movement restrictions at these locations.

Bus Route

Blackrock > Merrion

Core Bus Corridor (bus & cycle infrastructure)

15



Key Facts

- Route length **4kms**
- Current bus journey time up to **30mins**
- BusConnects journey time **13-15mins**
- Future bus journey time without BusConnects **40mins+**

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

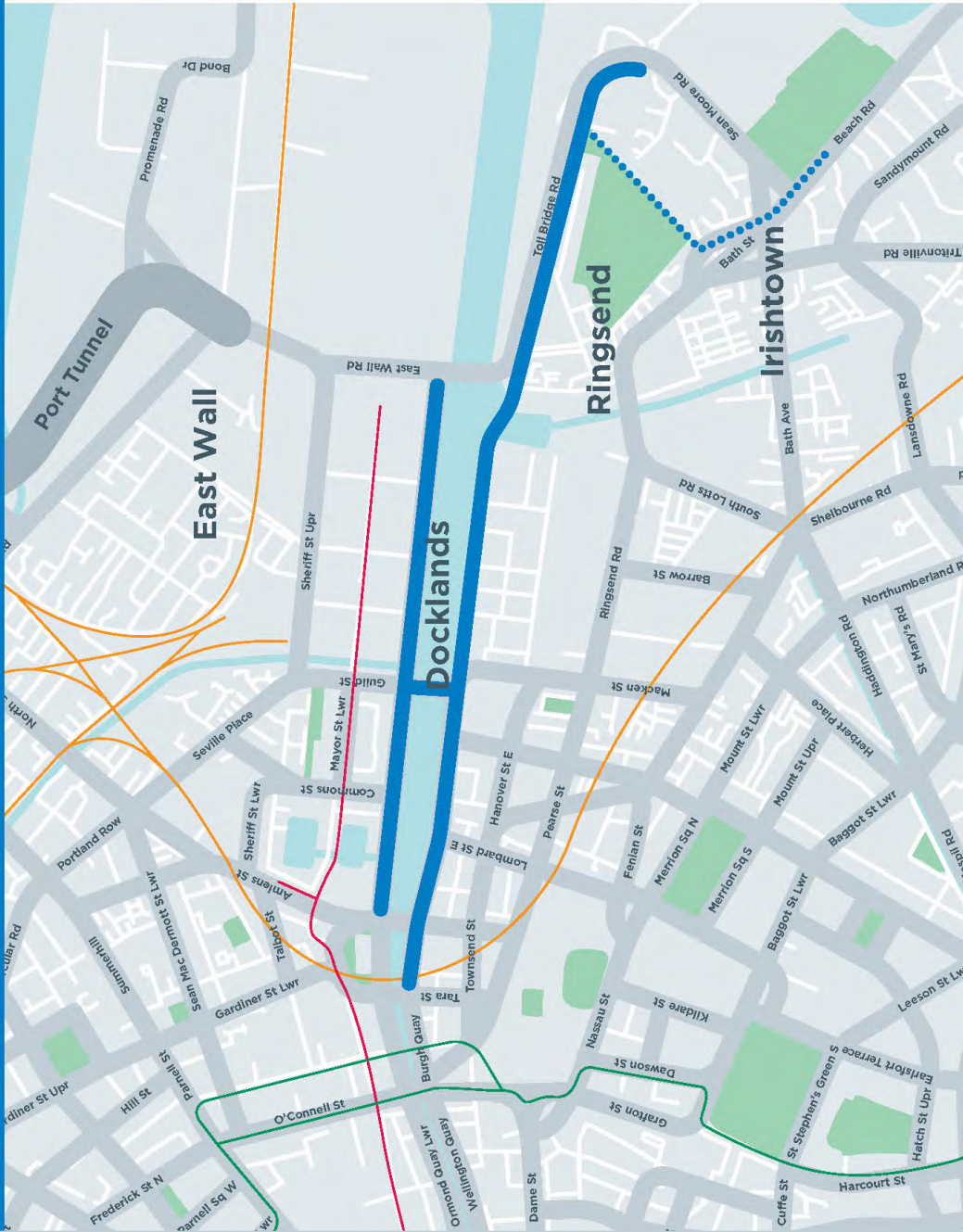
- Layout at Merrion Gates junction.
- Proximity to Booterstown Marsh, an environmentally designated area.

— Bus Route

Ringsend > City Centre

Core Bus Corridor (bus & cycle infrastructure)

16



Key Facts

- Route length **5kms**
- Current bus journey time up to **35mins**
- BusConnects journey time **15-18mins**
- Future bus journey time without BusConnects **45mins+**

Potential Impacts

- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

Additional Specific Challenges on Route

- Will require the introduction of a contraflow bus lane on City Quay.
- Restricted width at two Scherzer lifting bridges, which are protected structures.
- New bridge required over the River Dodder at the east end of Sir John Rogerson's Quay.

- Bus Route
- Alternative Cycle Route

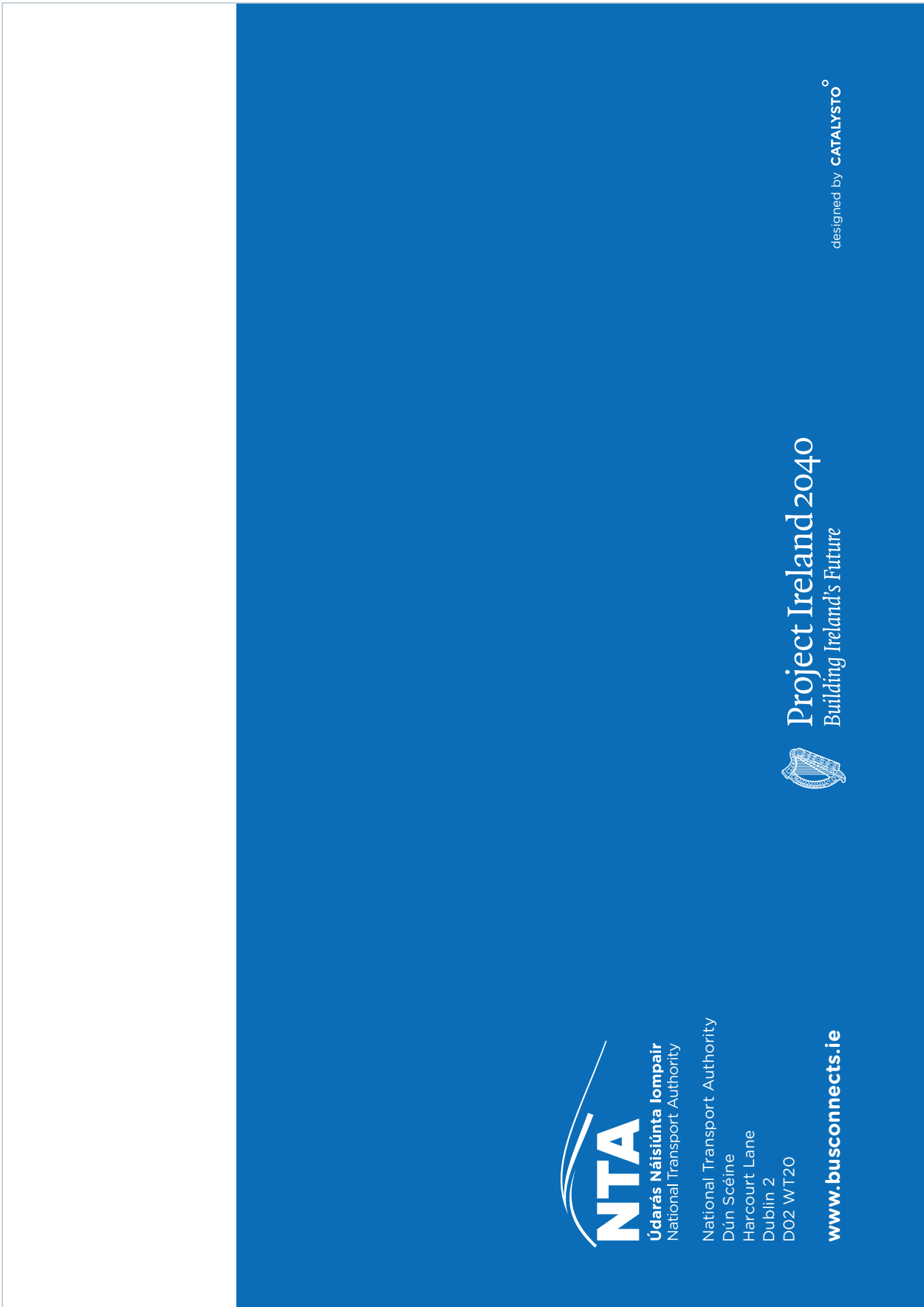


48 BusConnects Transforming City Bus Services



49

BusConnects Transforming City Bus Services



NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie



Project Ireland 2040
Building Ireland's Future

designed by **CATALYSTO**

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES



Project Ireland 2040
Building Ireland's Future

Tionscadal na gConairí
Bus Lárnacha
Tuarascáil Meitheamh 2018



2.

Core Bus Corridors Project Discussion Document - 12th June 2018

2B

Core Bus Corridors Project Discussion Document Presentation by Anne Graham

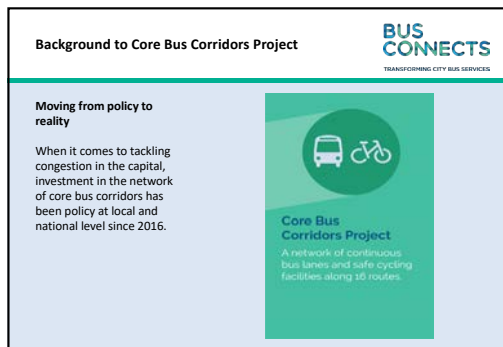
Copy of the presentation by NTA CEO Anne Graham when the Authority published the Core Bus Corridors Project Report on 12 June 2018.



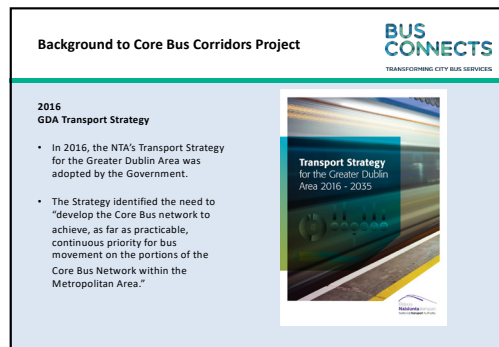
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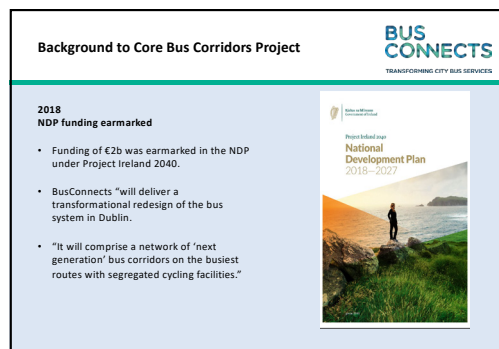
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4



5




6

BusConnects – a national programme

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Our Core Bus Corridor Project is part of a wider BusConnects programme that will deliver improvements in bus services across the country.

- Under the NDP, funding has been earmarked for investment in a full BusConnects programme for all of Ireland's cities, including ticketing systems, bus corridors, additional capacity, new bus stops and bus shelters.
- Galway BusConnects will deliver a rationalised network of five high-performing cross-city routes.
- Cork BusConnects will comprise the delivery of crucial bus corridors, enhanced services, cashless fares and account-based ticketing.



7


Fitting into the big picture by 2027

BUS CONNECTS
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BusConnects Dublin is part of a major public transport 10-year investment programme. That programme also includes:

- Dart Expansion Programme which will see the implementation of high-frequency Dart services on the Northern Line, the Kildare Line, and the Maynooth Line.
- MetroLink, a largely underground rail link between Swords and Sandyford, serving the airport and the city centre.

This integrated public transport network will provide new opportunities to enable easier, more reliable and flexible travel across a range of modes.

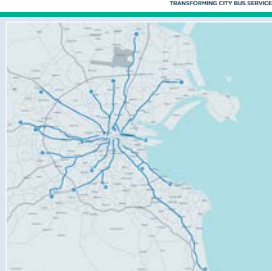


8

Where are the radial Core Bus Corridors

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- Clongriffin to City Centre
- Swords to City Centre
- Ballymun to City Centre
- Finglas to Phibsborough
- Blanchardstown to City Centre
- Lucan to City Centre
- Liffey Valley to City Centre
- Clondalkin to Drimnagh
- Greenhills to City Centre
- Kimmage to City Centre
- Tallaght to Terenure
- Rathbarham to City Centre
- Bray to City Centre
- LICO Suburbs to City Centre
- Blackrock to Merrion
- Ringsend to City Centre




9

Why invest in bus?

BUS CONNECTS
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More people choosing bus transport

- More people than ever – almost 70% – are travelling into Dublin using sustainable modes.
- Within that, bus is the most popular mode of sustainable transport in Dublin, and getting more popular.
- In our recent cordon count report, bus accounted for 56% of all public transport trips.
- The snap-shot report counted all journeys into the city centre during the morning peak time.

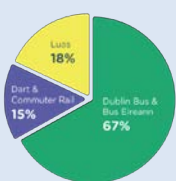


10

Bus trends – annual passenger demand

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- Bus is clearly the most popular mode of public transport in Dublin, and its getting more popular.
- Overall last year Dublin Bus provided the largest ever number of passenger journeys at over 136m.
- This represents an increase of almost 9% over 2016 and represents four straight years of passenger growth.
- In other words, demand for bus services is strong and getting stronger.
- That is why we need to make sure the bus infrastructure is up to the job




11

What will our Core Bus Corridors look like Layout

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Optimum layout

- The proposal envisages the provision of about 230km of bus lane on sixteen of the busiest bus corridors in Dublin.
- Our objective is to provide a continuous bus lane in each direction as well as maintaining two general traffic lanes.
- We also want to provide a dedicated cycle track on each side of the road providing safe cycling facilities, segregated from other vehicular traffic.



12

Benefits

BUS CONNECTS
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Good for cyclists

- BusConnects is not just about buses. It is also about provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes.
- There will be an estimated 200kms of cycle tracks/lanes.
- This initiative forms the foundation of the overall Greater Dublin Area cycle network plan.
- BusConnects is the single biggest cycling infrastructure plan in the history of the state



13

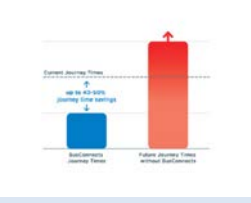
Benefits

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Good for bus passengers

The core bus corridor project will deliver on improving journey times and creating certainty and confidence in the bus system.

Potential journey time savings of up to 40-50% per corridor



14

Benefits


BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Good for environment

Tackling the challenges of climate change is a national priority and BusConnects will contribute significantly to that objective.

It will do this by:

- Encouraging people to move from cars onto a sustainable transport mode such as bus.
- Making bus journeys shorter and quicker.
- Reducing overall congestion



15

Benefits

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Good for jobs

- A well-functioning public transport system is a basic requirement when it comes to creating good employment opportunities.
- By improving the overall public transport offering, these proposals will make commutes shorter and more reliable, and will therefore make Dublin a more attractive location for employers.
- It will also make it easier for people to get out and enjoy the city and all it has to offer, which is good news for businesses in the city centre and beyond.




16

Benefits

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Good for city living

- By providing a high-quality, frequent and reliable bus service, we can make Dublin a more attractive place to live, work and visit.
- With quicker journeys and reliable services, the city will seem like a smaller, more accessible place and everywhere will be within an easy bus ride of just about anywhere else.
- All of Dublin – all of its colleges, offices, retail streets; all of its coffee shops; all of its pubs and bookshops; all of its restaurants and theatres; all of its character - will be opened up, to all of its citizens and all of its visitors.



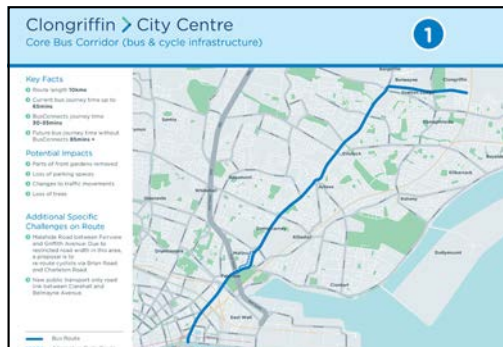
17

Key Challenges

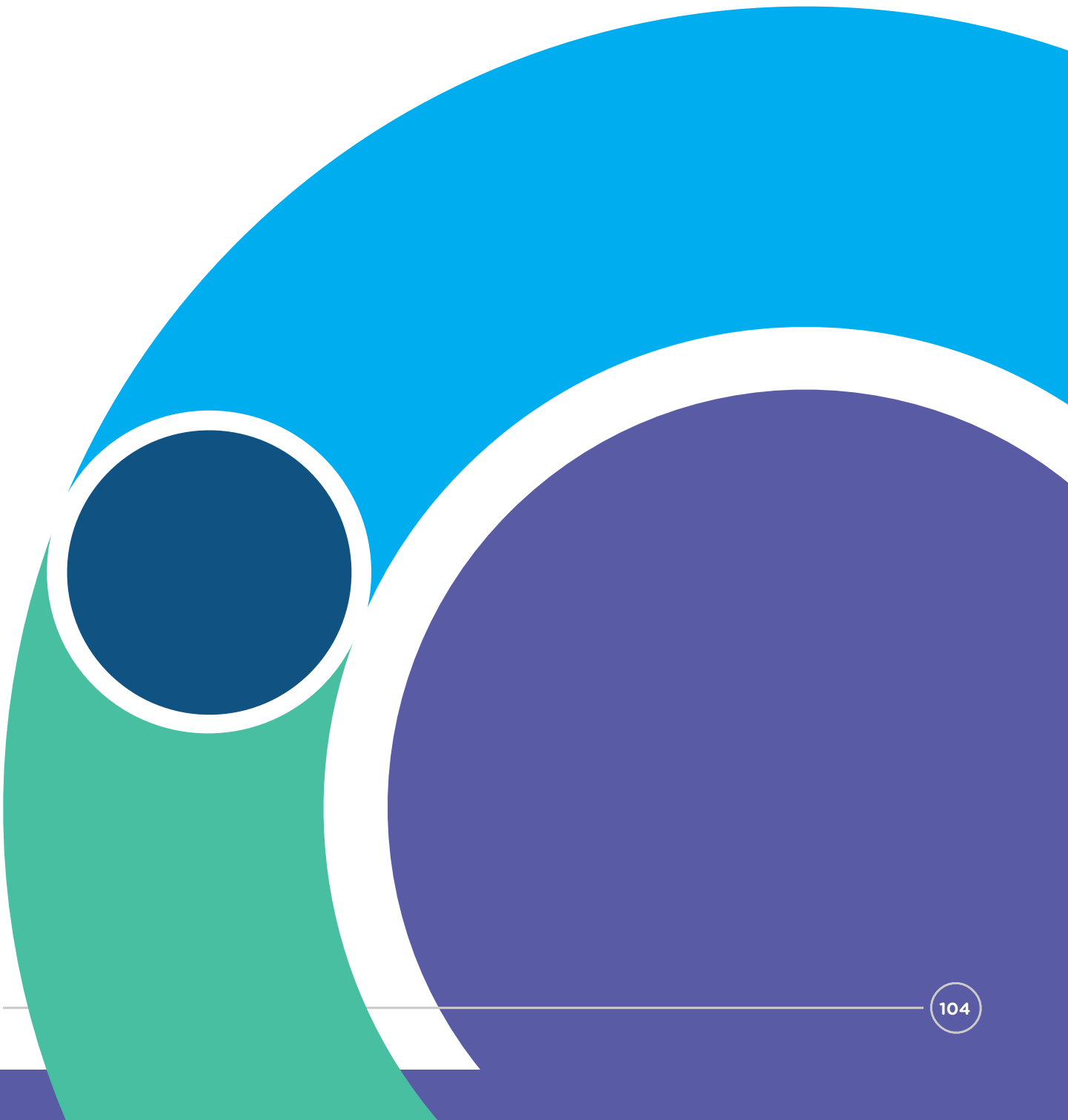
BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Challenges	Mitigations
Acquisition of parts of land in front of properties including portions of gardens and walls	Purchase the portion of gardens/land; ensure new landscaping, full replanting in the garden, build new walls, new fencing and gates. Identify areas for improvements to local spaces, landscaping and provide funding for urban centre improvements.
Reduction of on-street parking - public and private	Provide where feasible alternative parking close by for residents and businesses, compensate for loss of parking
Removal of trees	Put in place a replanting programme. Mature or semi-mature ready-grown trees where feasible and planted as close to original locations as possible.
Traffic movements and road works	Local access will be maintained for houses and businesses. Rerouting of traffic will be supported by signage, markings and traffic calming measures.

18



19

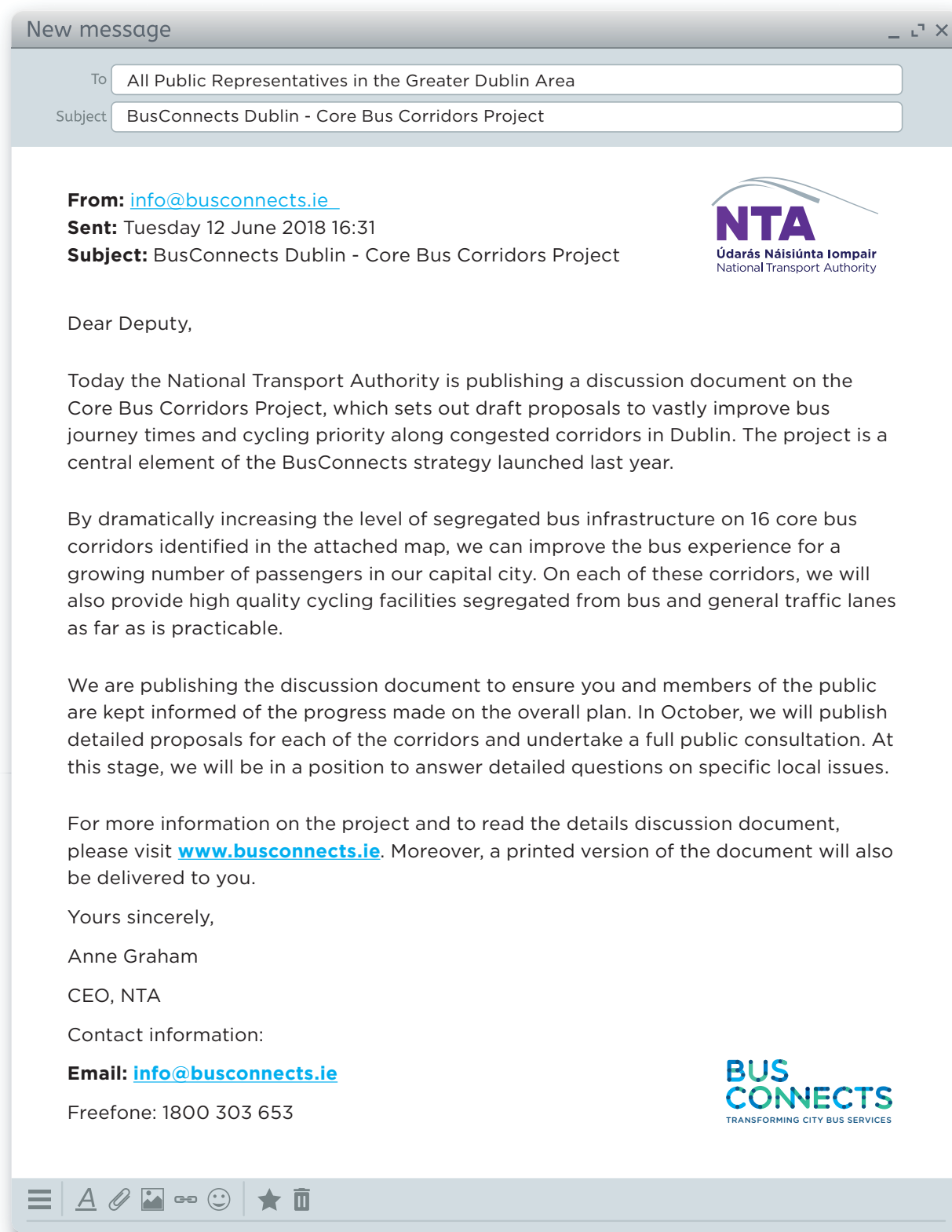


2.

Core Bus Corridors Project Discussion Document - 12th June 2018

2C Public Representative Engagement

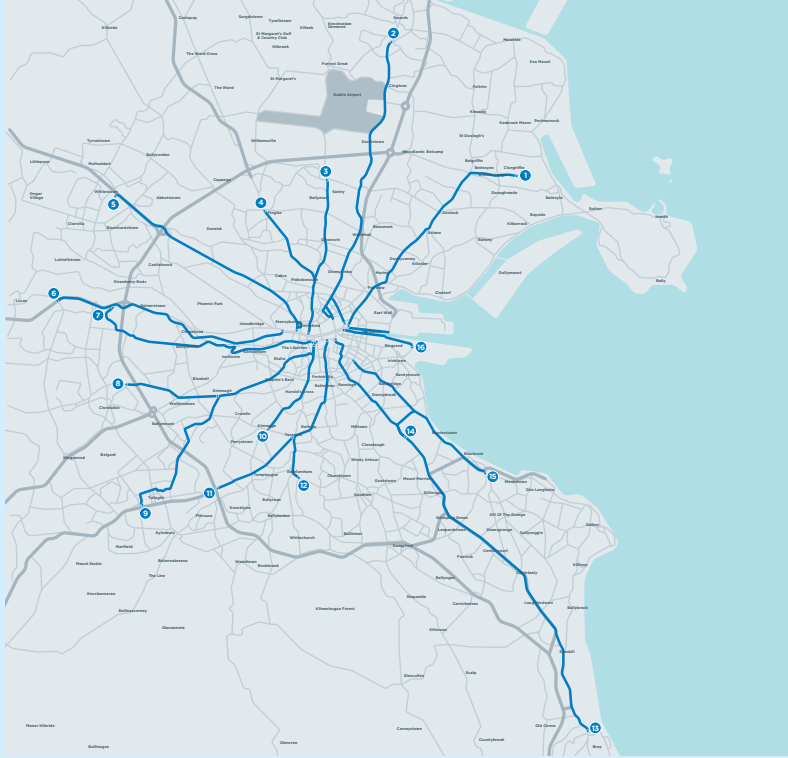
Email issued to all public representatives in the Greater Dublin Area (GDA) on 12th June 2018 regarding the launch of the Core Bus Corridors Project Report on 12 June 2018:



New message

To All Public Representatives in the Greater Dublin Area

Subject BusConnects Dublin - Core Bus Corridors Project



BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Radial Core Bus Corridors

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. Kimmage to City Centre
11. Tallaght to Terenure
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



Letter issued to all public representatives in the GDA on 12th June 2018 along with a copy of the report:

June 12th, 2018

Re: BusConnects Dublin – Core Bus Corridors Project



Dear Deputy,

Please find attached a copy of the BusConnects Core Bus Corridors Project report that we are unveiling today.

This discussion document sets out draft proposals to vastly improve bus journey times and cycling priority along congested corridors in the Dublin region. The project is a central element of the National Transport Authority's €2 billion BusConnects strategy to transform the city's bus system, so it is fast, reliable, punctual, convenient and affordable.

Currently buses running on the major arteries into the city centre are sharing road space with trucks, vans and cars for all but 30% of the journey despite the bus system accounting for 67% of public transport journeys in the Greater Dublin Area. However, levels of congestion are increasing daily and it is anticipated that by 2040 the Dublin region will have increased by 25% to 1.5 million.

When BusConnects was announced last year, the NTA provided a broad overview as to which corridors would be included in the plan and the resulting positive outcomes would be for communities around the region and for the city itself.

We also announced that BusConnects would provide for the creation of a "next generation" network of cycling facilities. On each of the core bus corridors, we will provide high quality cycling facilities segregated from the bus lanes and general traffic lanes as far as is practicable. When implemented, this will result in a safer experience for city cyclists.

The unveiling of BusConnects last year marked the beginning of a conversation on the role that this ambitious programme of investment in our bus services can play in meeting the future transport needs of the people of Dublin. One year on, we want to make sure the conversation continues, and that's why we are publishing this discussion document.

Significant progress has been made in putting together the overall plan, and in October this year we will be publishing our detailed proposals for each of the 16 corridors. At that stage we will be in a position to identify precise alignment along each of the corridors and to pinpoint the specific challenges and opportunities that will arise as a result.

As that work on evaluating options and assessing alternatives is complete, we will undertake a full public consultation, and at that point, we will be in a position to answer detailed questions on specific local issues. In the meantime, we are anxious to ensure that we keep you and members of the public informed.

You should also be aware that a separate but related announcement on the redesigned bus network for Dublin will take place in July. This will include proposals on a redesign of routes, schedules, timetables and fare structures to meet the changing needs of passengers in Dublin.

There is no doubt that congestion in the capital city is negatively impacting bus journey times, but with ambitious measures such as BusConnects, we can vastly improve the bus experience for the growing number of passengers who wish to use sustainable transport modes in and around the city.

Yours sincerely,

Anne Graham
CEO, NTA

Contact information:

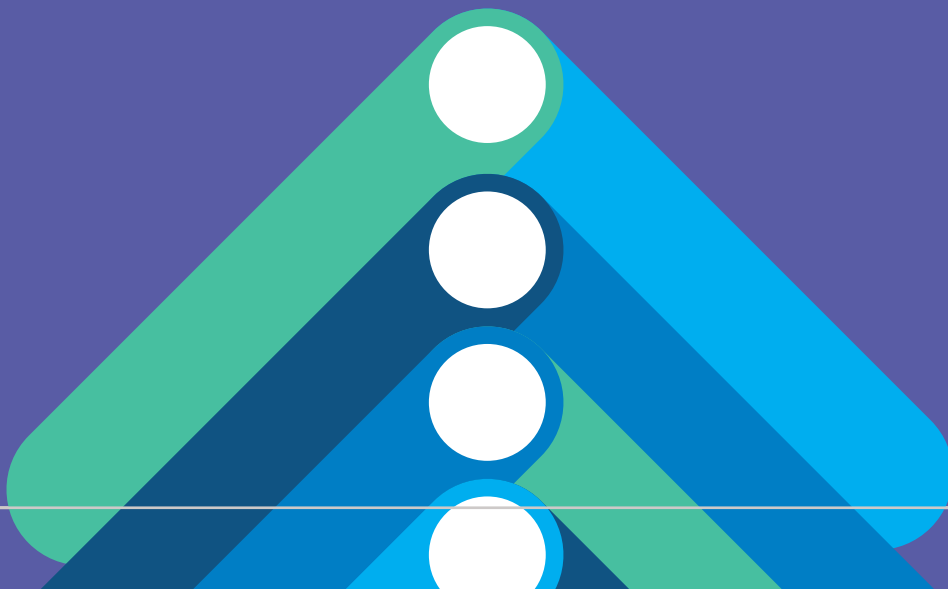
Email: info@busconnects.ie

Freefone: 1800 303 653

2.

Core Bus Corridors Project Discussion Document - 12th June 2018

2D Website & Digital Resources



Graphics for website & social media:



2.

Core Bus Corridors Project Discussion Document - 12th June 2018

2E Press Release & Media Engagement

Press Release issued 12th June 2018:

PRESS RELEASE BY NTA

Tuesday 12th June 2018

NTA SETS OUT PROPOSALS TO IMPROVE BUS JOURNEY TIMES FOR PASSENGERS IN DUBLIN



The National Transport Authority has today published the Core Bus Corridors Project report. This discussion document sets out draft proposals to vastly improve bus journey times and cycling priority along an increasing number of congested corridors in the Dublin region. The project is part of the NTA's €2bn BusConnects Dublin programme to transform the city's bus system.

The proposals, which if implemented, will provide the following:

- 230kms of continuous bus priority over 16 radial core bus corridors
- 200kms of cycle tracks and cycle lanes provided on the corridors
- Journey time savings of up to 40%-50% across the 16 radial core bus corridors

In 2017 Dublin Bus combined with Bus Éireann carried over 147 million passengers in the Dublin area, about 67% of public transport journeys in the Greater Dublin Area. This is about four times the number of passengers carried by Luas and close to five times the number of passengers carried by DART and commuter rail.

However, despite the importance of the bus system, the main corridors in and out of the city only have bus lanes for about one third of their length. This means that for most of the journey, buses are competing for space with other traffic and are affected by general traffic congestion. With the population of the Dublin region projected to increase to 1.5 million by 2040, a jump of 25% from today's 1.2million, that trend of increasing congestion will continue unless significant and radical action is taken.

When BusConnects was announced last year, NTA outlined how it would provide the opportunity to improve the bus experience for passengers by providing faster journey times in comfortable, modern vehicles with high frequency services on busy routes.

The Authority also announced that BusConnects would provide for the creation of a "next generation" network of cycling facilities. On each of the Core Bus corridors, we will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable.

Significant progress has been made in putting together the overall plan, and in October of this year NTA will publish detailed and considered proposals for each of the 16 corridors. At that stage a full public consultation process will commence. This will allow people to provide feedback and their thoughts on the proposals and the NTA will fully engage with people along the corridors and surrounding areas.

Anne Graham, CEO of the NTA said: "Everybody agrees that something needs to be done to improve our bus services. Passenger numbers on public transport continue to increase, but as the economy continues to improve, and as demands on public transport increase, our infrastructure will come under more and more strain.

"People want to use public and sustainable transport in and out of the city. Our recent canal cordon 2017 figures are showing us this with almost 70% of daily trips across the canals of Dublin being made by sustainable transport. The NTA needs to support these trips and to improve the journey times for public transport users and to offset the negative impact of congestion.

"Unless we address the infrastructure issues, it is inevitable that in the years ahead, travelling by bus will become slower, less reliable and more frustrating for everybody. But with BusConnects there is a solution on offer."

"Last year's BusConnects announcement marked the beginning of a conversation on the role that this ambitious programme of investment in our bus services can play in meeting the future transport needs of the people of Dublin. One year on, we want to make sure that the conversation continues, and that is why we are publishing this document.

"As the project development work is complete, we will of course be undertaking a full process of public consultation, and at that point, we will be in a position to answer detailed questions on specific local issues.

"There is no doubt that congestion in Dublin is getting worse, but with the ambitious measures put forward today, there is light at the end of the tunnel. We believe that our plans have the potential to completely transform public transport, to make travelling by bus more attractive, and to get more people using sustainable modes of transport in and around the city."

ENDS

2.

Core Bus Corridors Project Discussion Document - 12th June 2018

2F Advertising

Digital Media Plan June 2018:

For the launch of the BusConnects Core Bus Corridor Discussion Document, we had a comprehensive digital media plan which consisted of promoted posts and on Social and Digital.

These include promoted posts on Facebook and Twitter. We also had native content on TheJournal.ie and Dublinlive.ie and Youtube.

In addition to this we geo-targeted regular users of bus services based on online behavior in the Dublin area with promoted posts online news sites such as RTE, Independent, Irish Times, Joe.ie and Lovindublin.ie.

Digital

The Journal
Dublin Live
Core Programmatic: (Independent, RTE, Irish Times, Joe.ie, Lovin Dublin)

Social

Facebook
Twitter
Instagram

3.

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation - 14th November 2018 - 31st May 2019

3A

**Greenhills to City Centre Core Bus Corridor
Emerging Preferred Route Brochure -
January 2019**

**Clondalkin to Drimnagh Core Bus Corridor
Emerging Preferred Route Brochure -
January 2019**

- English
- Irish Cover
- Easy to read

BUS CONNECTS

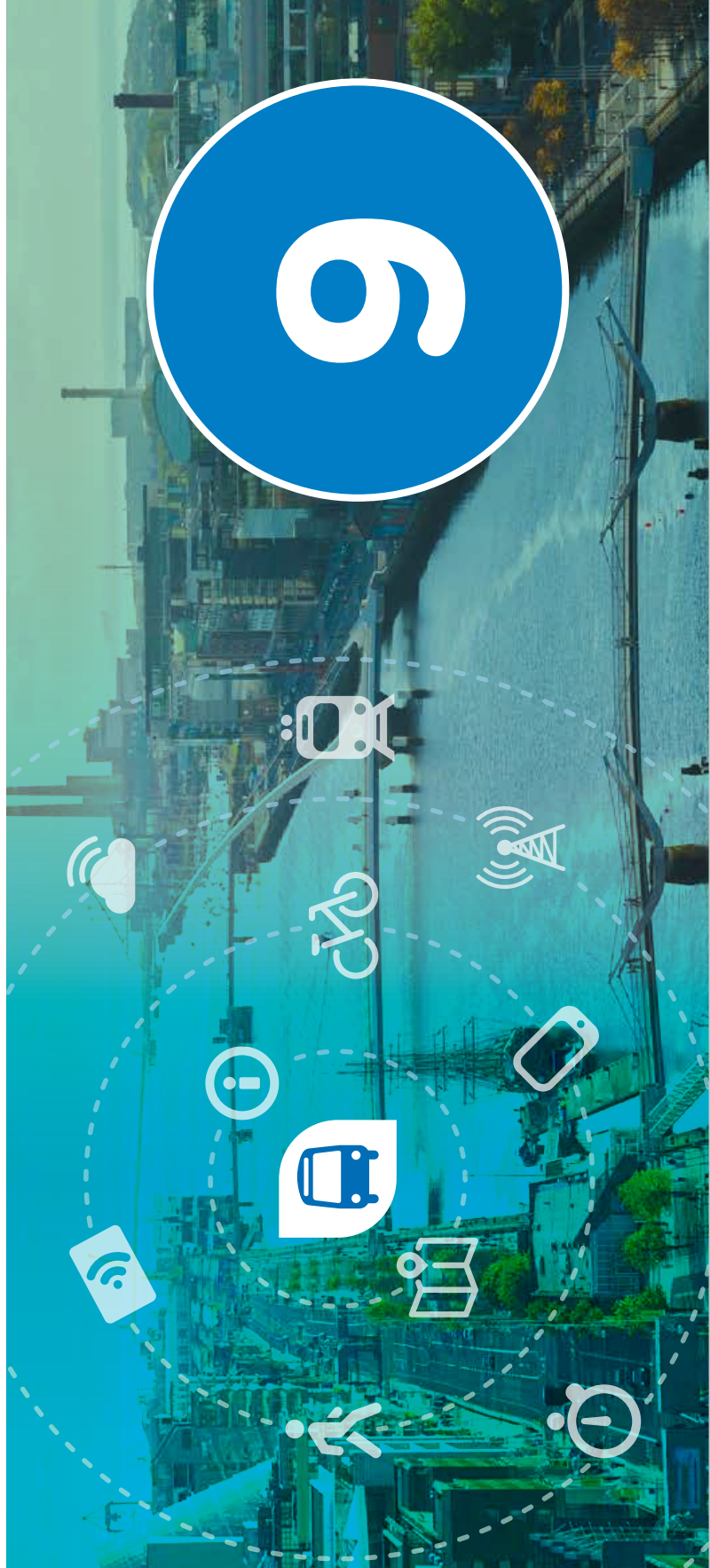
TRANSFORMING CITY BUS SERVICES

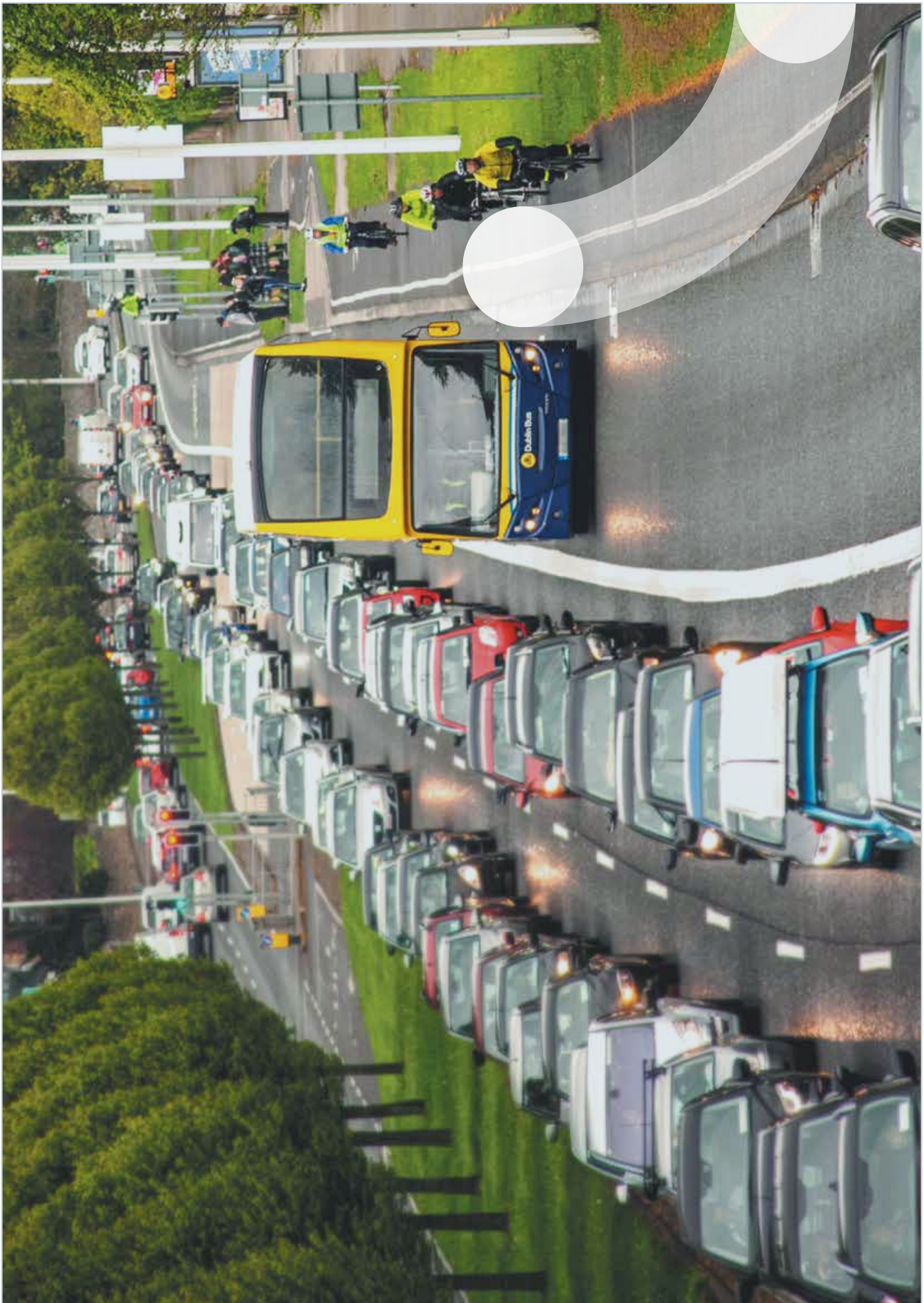
 **Project Ireland 2040**
Building Ireland's Future

Greenhills > City Centre

Core Bus Corridor

Emerging Preferred Route
Public Consultation January 2019





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1. Introduction

SECTION 1

1.1 Background

In June 2018 the National Transport Authority (NTA) published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of a core bus corridor network across Dublin. It set out the vision for the provision of 230kms of dedicated bus lanes and 200km of cycle lanes/tracks on sixteen key bus corridors.

Continuous bus lanes and cycle tracks



230kms
of continuous
bus priority



200kms
of cycle tracks/
lanes provided

Separately in July 2018 the **Dublin Area Bus Network Redesign**, which is the redesign of bus services, started its first public consultation phase. Around 30,000 submissions including signed petitions and online survey responses were received by the end of September. Over the coming months all of these submissions will be reviewed and assessed. Following that process a revised network design will be published during 2019 for a second public consultation. It is envisaged that the implementation of the final network will take place in 2020. The network redesign can be implemented on the existing road network with some enhancements at key interchange locations.

The public consultation for the sixteen radial core bus corridors will now take place on a phased basis from November 2018 until May 2019. Each phase will be for a set number of corridors to be consulted on over a period of months. These public consultations phases will be the start of a detailed process of engagement and communication. All of which will take place prior to detailed designs being finalised and planning permissions sought.

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 emerging preferred route from start to finish with supporting route maps. It explains the step by step process for engagement and consultation for potentially impacted property owners and the general public. It also outlines the process for planning and construction of the core bus corridor network including expected timelines.

SECTION 1

1.2 Why does Dublin need a core bus corridor network?

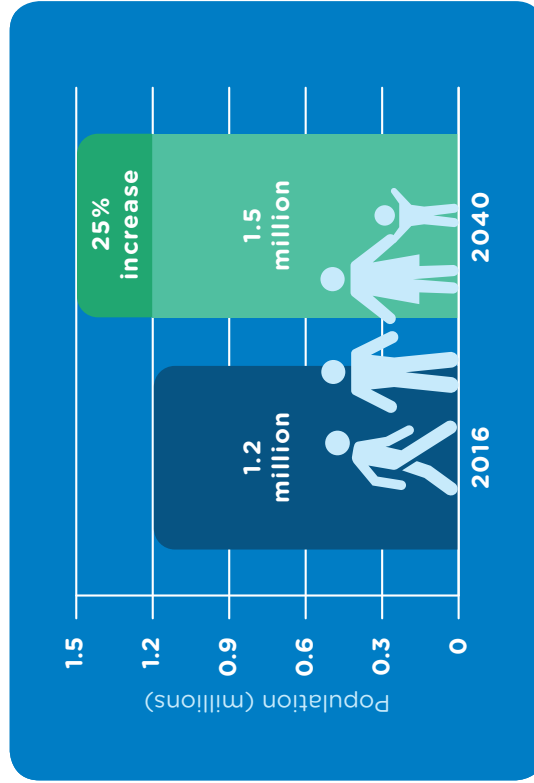
➤ **Congestion** – Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. Ireland's economic recovery from the recession is seeing significant increases in the number of people working and travelling across Dublin. The number of commercial vehicles continues to rise as does the number of tourists. The commuter areas surrounding Dublin continue to spread and grow in a low density manner. Growth areas can only be served in the short and medium term by the bus as opposed to long-term projects such as rail and Luas.

At present bus lanes are in place for less than one third of a bus journey on the busy corridors. This means buses are competing for space with general traffic and so are affected by the increasing levels of congestion.

➤ **Growing Population** – It is predicted that the population for the Dublin region will grow 25% by 2040, bringing it to almost 1.5m for the region. This huge growth in population has to be accommodated with a quality public transport system.

➤ **The bus system can deliver** – We need to invest in the bus system because the bus system is the main component to meet our future transport needs. A good bus system has the reach and flexibility to service all the new housing developments, business parks, hospitals, colleges and retail shops across Dublin. It is a proven solution and is the main form of public transport across Dublin with 67% of public transport journeys each day made by bus. The bus system carries three and four times the number of people who travel on Luas or Dart and commuter rail.

Forecast Population Growth in Dublin Region



4 BusConnects Core Bus Corridors
9: Greenhills > City Centre

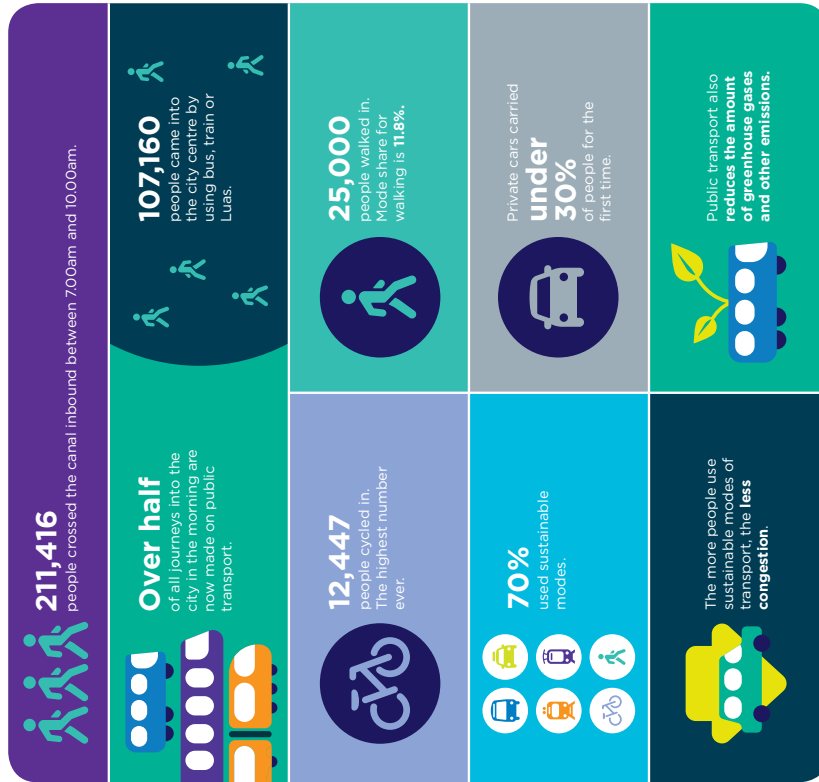
SECTION 1

➤ **People want to cycle** – The core bus corridor project is not just about the provision of bus lanes. Under this project we will also deliver 200km of segregated cycling infrastructure to make cycling safer and more attractive than ever before. This initiative is the foundation of the overall cycle network for the Greater Dublin Area.

Commuting to work by bicycle has increased by 43% since 2011. Again this growth represents a clear choice that people are making to cycle. This project will support that trend and is a vital component of creating a sustainable transport system for people across Dublin. Safe cycling facilities across the 16 key bus corridors will provide people, families and their children a suitable environment to cycle where they want and when they want

➤ **People want to use public transport** – The need to build a core bus network is being driven by increases in congestion and also by the significant shift of people choosing to use public transport. People want to use it and should have a reliable and efficient bus system to travel on. Based on 2017 canal cordon figures over 70% of people travelling into the city each morning do so by sustainable transport modes and mostly by bus. Cars only account for 30% of travel into the city centre each day and therefore the amount of road space allocated to sustainable transport needs to reflect that position.

Dublin Canal Cordon 2017 Statistics - 7am to 10am



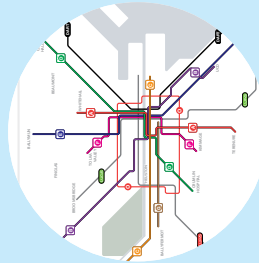
1.3 What is BusConnects Dublin?

BusConnects Dublin is a major investment programme to improve public transport in Dublin.

It aims to overhaul the current bus system in Dublin through a 10 year programme of integrated actions to deliver a more efficient, reliable and better bus system for more people.



- Building a network of new bus corridors to make journey's faster and more reliable.
- New network of cycle lanes/tracks.



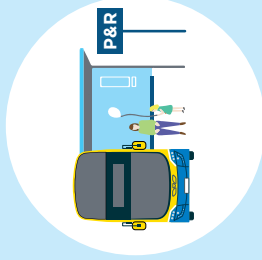
- Redesign of the Dublin area bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services.



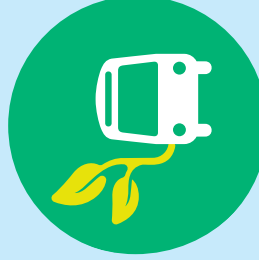
- Develop a state-of-the-art ticketing system.
- Implementation of a cashless payment system.
- Simpler fare structure.



- New bus livery providing a common style across different operators.



- New bus stops and shelters with better signage and information.
- Provision of bus based Park and Ride sites in key locations.

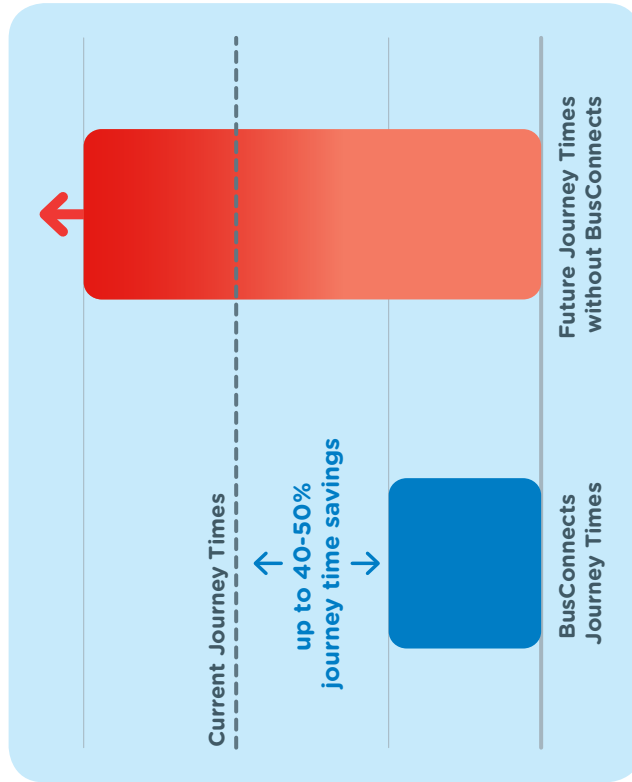


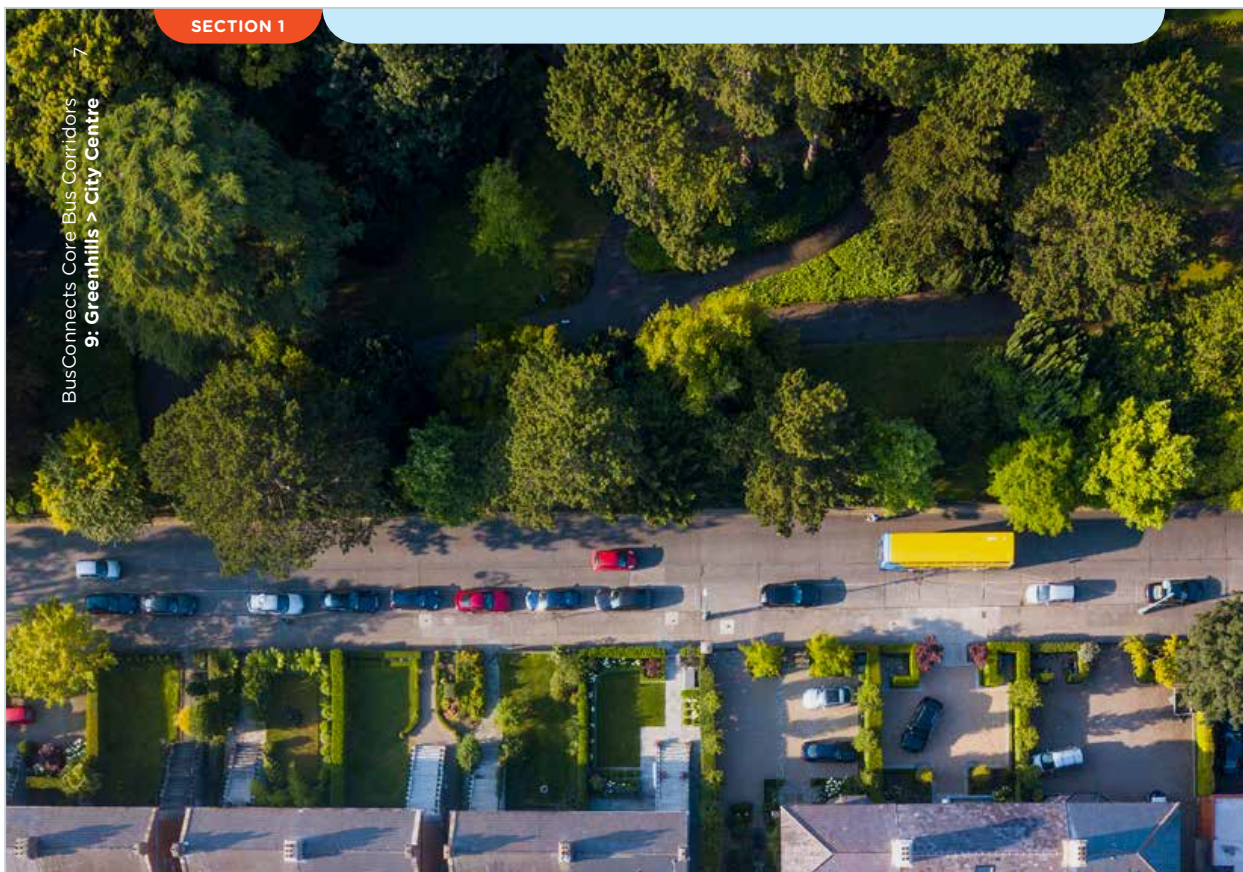
- Transitioning to a new bus fleet with low emission vehicle technologies.

1.4 What are the benefits of this project?

- Journey Time Savings** - The core bus corridor project will deliver journey time savings of up to 40-50% on each corridor. Dedicated bus lanes can significantly increase bus travel speeds and reliability. Improved journey times and reducing the amount of time people spend commuting will make bus travel more attractive and reduce our reliance on car travel. The more convenient the bus system is, the faster the modal shift will be for people from the car to the bus. Not only will current bus users and cyclists benefit but future commuters will be able to avail of a better system as the improved bus and cycle lanes are built.
- Accessibility for all** - Accessibility is about people's ability to reach the destinations and services they want to get to. This means both people's level of mobility and the costs of travelling. There are many tens of thousands of people across Dublin who cannot drive a car, do not have a car and are completely reliant on the bus service. The bus lane improvements will enhance accessibility for the elderly and mobility impaired because all buses are accessible and bus stops, bus shelters and footpaths will support easy boarding and disembarking of the buses.
- Better cycling facilities** - This project will see the provision of much needed cycling facilities around the city region. Across the 16 radial bus corridors there will be over 200kms of high quality cycling facilities provided. These new or improved cycle lanes will be segregated from bus lanes and general traffic where feasible.

Journey Time Savings





BusConnects Core Bus Corridors
9: Greenhills > City Centre

SECTION 1

➤ **Pedestrians and Local Urban Centres** – In addition to bus lanes and cycling facilities this project is an opportunity to enhance and improve local areas. This project is focused on making things better for commuters and communities around the bus corridors. Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban centres with additional landscaping and outdoor amenities will be provided.

➤ **Building a sustainable city and addressing climate change** – By providing a better bus system for Dublin we can make it a more attractive place to live, work and visit. A good public transport system is vital to support the economic activity of any city and can also address the need to improve air quality and reduce CO² emissions. Tackling the challenges of climate change is a priority for the Government and moving more people to public transport is a key component of the solution.

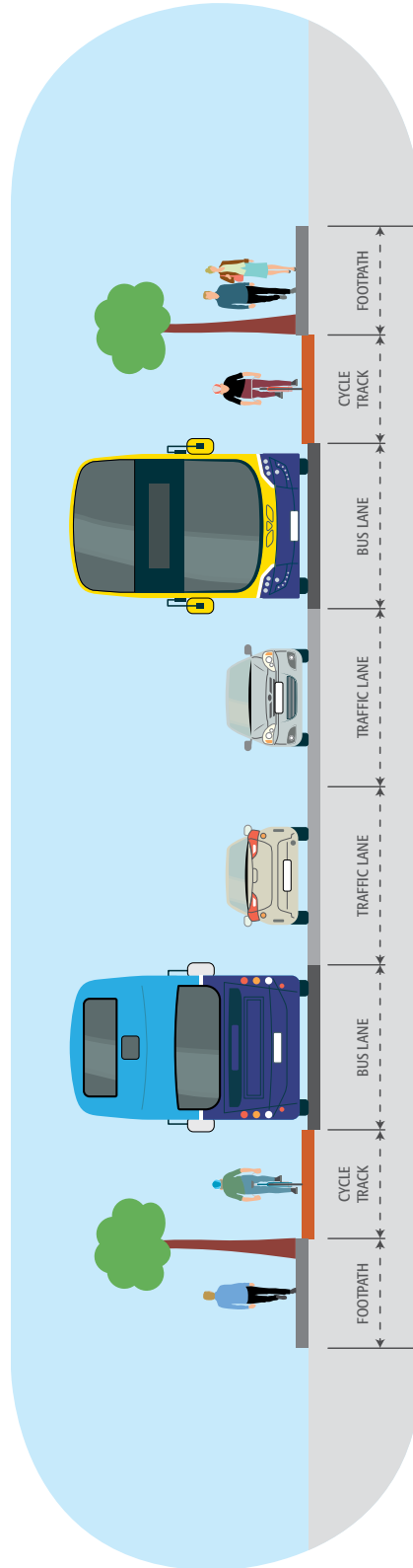
1.5 What does the core bus corridor project entail?

The core bus corridor project proposes the provision of 230 kilometres of bus lanes on sixteen of the busiest bus corridors and 200 kilometres of cycle lanes and tracks as published in the discussion document, Core Bus Corridor Project Report June 2018.

The layout below shows the arrangement that we are seeking to achieve on each corridor. However, this optimal layout is difficult to achieve in practice and we have proposed alternative solutions in various places to deliver the required bus and cycling lanes.

Bus lanes are needed to make the current and future bus system operate efficiently, reliably and punctually. Our intention is to develop these bus corridors so that each will have continuous bus priority – in other words, a continuous bus lane in each direction as well as maintaining two general traffic lanes. In addition we also want to provide safe cycling facilities, segregated where possible from other vehicular traffic. This will remove the delays currently experienced which will grow worse as congestion increases.

Optimum Road Layout

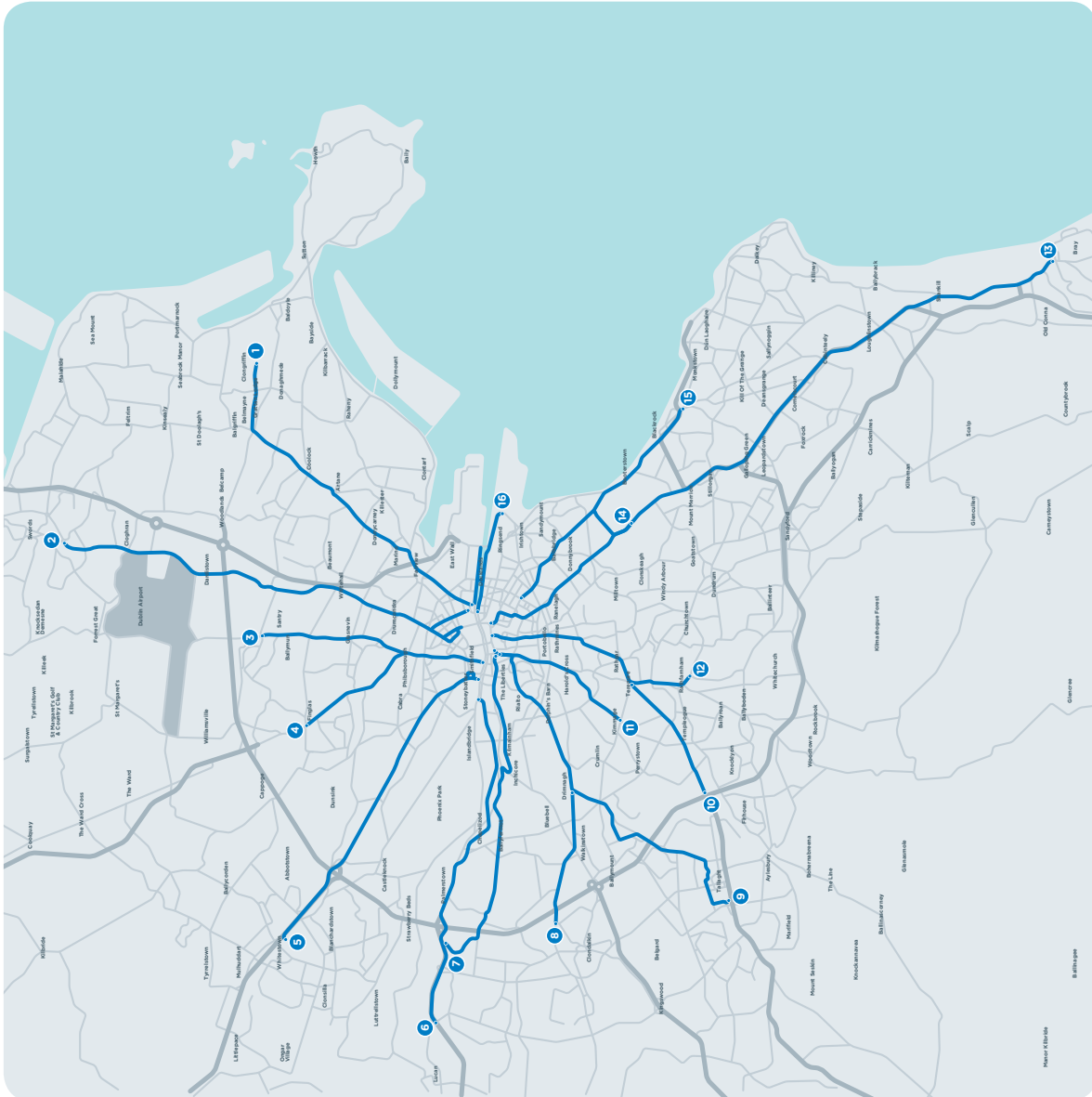


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Radial Core Bus Corridors Emerging Preferred Routes

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. Emerging Preferred Route

2.1 Emerging Preferred Route for Greenhills to City Centre

The Emerging Preferred Route set out in this consultation document was identified following an assessment of various alternatives.

The route selection process involved identification and consideration of possible options taking account of criteria including local impacts on property frontage, existing traffic patterns and broad assessment of environmental impacts. A Feasibility Report setting out details of the assessment work undertaken is available on www.BusConnects.ie.

Arising from that work an Emerging Preferred Route has been identified for this corridor and public feedback on that proposal is now sought. It is important to know that this option is not adopted yet. Only following this public consultation and the review of the submissions received will a decision on the final Preferred Route be made.

2.2 Greenhills to City Centre Overview

The Greenhills Core Bus Corridor (CBC) commences on Belgard Square West at the junction with Cookstown Way. From here the CBC is routed along Belgard Square West and Belgard Square North as far as the junction with Belgard Road. At this point the CBC enters the Institute of Technology Tallaght campus and follows the existing internal road through the campus, exiting at the existing junction on Greenhills Road. From here the CBC is routed along the R819 Greenhills Road, Ballymount Avenue, Calmount Road, and Walkinstown Road as far as the junction with the R110 Long Mile Road.

It is proposed to realign the existing Greenhills Road in two locations on this section: along an existing road reservation 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 R110 Long Mile Road and the R819 Walkinstown Road the CBC is routed along the R110 Drimnagh Road, Crumlin Road, Dolphin's Barn, Cork Street, St. Luke's Avenue, The Coombe, and Dean Street to the junction with the R137 Patrick Street. The CBC is then routed along Patrick Street and Nicholas Street to the junction with Christchurch Place where it will join the prevailing traffic management regime in the city centre.

2.2.1 Belgard Square South to Greenhills Road - Belgard Square West, Belgard Square North, Institute of Technology Tallaght Access Road

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. 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 a bus gate traffic light system. 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

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signalised junction to accommodate new bus lane and pedestrian facilities. The roundabout junctions at Belgard Square East and at Belgard Road will also be replaced with new signalised junction arrangements. From Belgard Road it is proposed to route the bus corridor through the grounds of the Institute of Technology Tallaght (ITT). It is intended to change one of the inbound lanes on the entry road to a contra-flow bus lane. It is proposed to provide new bus stop facilities within the campus.

The ITT junction with the Greenhills Road is currently an uncontrolled priority junction. It is proposed to upgrade this junction to a fully signalised junction with pedestrian crossing facilities.

2.2.2 Greenhills Road to Walkinstown Roundabout - Greenhills Road, Ballymount Avenue, Calmount Road, back to rejoin Greenhills Road

Between the ITT access junction 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 limited land take along this section on the west side of the existing Greenhills Road with some limited short sections of land take likely also on the east side.

To improve the operation of the existing junction and minimise landtake, it is proposed to introduce a right turn ban from Greenhills Road to the entrance to Harvey Norman store and right turn ban from the Greenhills Road to 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. The existing Greenhills Road will be retained as an access road for Park View Estate. A new Greenhills Road will be constructed on the green space south of Birchview Avenue and Treepark Road. Traffic to the Old Greenhills Road will be restricted to local traffic only and movement bans will be proposed to enforce this. This new section of road will be wide enough to accommodate one bus lane, one traffic lane and a cycle track in both directions with new bus stop and pedestrian crossing facilities.

The existing M50 bridge crossing will be retained; however it will present a width restriction. This crossing may be reviewed in the next design stage. It is currently proposed to maintain one lane of general traffic in each direction. However, bus priority will be achieved through a queue relocation facility on the approaches to the bridge crossing. After the bridge crossing, it is proposed to widen the road again to accommodate one bus lane, one traffic lane and a cycle track in both directions.

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 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. This will require limited land take on the south side of Greenhills Road. Some current access arrangements along this section of road will need to be reviewed. It is intended to upgrade the existing roundabout junction to incorporate improved pedestrian and cyclist facilities. The indicative extents of this land take are included in the Appendix of this brochure.

2.2.3 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 right turning 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 existing Long Mile Road / Walkinstown Road junction to provide bus priority signal facilities and improved pedestrian crossing. On Drimnagh Road it is proposed to maintain one bus lane, one general traffic lane and one cycle track in both directions. To allow this revised cross section some limited land take from property between Balfe Road and Kildare Road may be required.

On Crumlin Road between Kildare Road and Sundrive Road it is intended to restrict the proposed road cross section to one bus lane and one general traffic lane. Due to width restrictions in the area there is insufficient space to provide dedicated cycle lanes. To accommodate this restricted cross section it will be necessary to acquire land along Crumlin Road. The indicative extents of this land take are included in the Appendix of this brochure. Additional bus stops will be provided along this route.

To facilitate cyclists, it is proposed to redirect them through Kildare Road. To improve local safety it is intended to introduce a no entry sign at the junction of Kildare Road and Clonard Road for traffic in both

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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 Crumlin Road. Cyclists would proceed from Kildare Road to Clogher Road and be redirected along Slane Road. From Slane Road, cyclists would travel along Downpatrick Road and on Sundrive Road. On Sundrive Road, a new cycle lane in both directions is to be provided between the junction of Downpatrick Road and Crumlin 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.

2.2.4 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 both directions. To improve bus priority at the South Circular Road junction, it is proposed to introduce a left turn ban in both directions. To make this turning movement drivers will be directed down Rueben Road and onto Haroldville Avenue or onto Parnell / Dolphin Road.

Between South Circular Road and Ardee Street and on along Dean

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 with a new Bus Only signal.

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 would be accommodated by removing the central median and realigning the existing kerb line. Some on-street loading bays will be maintained between Bride Road and Bull Alley Street. On Christchurch Place the route will join the prevailing traffic management regime in the city centre.

2.3 Key Facts

- Approximate number of properties that may be impacted: **220**
- Approximate number of on-street parking spaces that may be removed: **20**
- Approximate number of roadside trees that may be removed: **50**
- Approximate route length: **11kms**
- Approximate new cycle lane length: **5kms**
- Current bus journey time: up to **up to 80 mins**
- BusConnects journey time: **35-40 mins**
- Future Bus journey time without BusConnects: **100 mins +**

3. Challenges and Mitigations

3.1 The Challenges

It's important to acknowledge that the choices required to deliver this step-change in the performance of the bus system will be difficult. However, the decision-making needs to be done now and not postponed until the problem is far greater. Some of the decisions may be hard but they are being made because we believe that these plans have the potential to fundamentally transform the way public transport works in Dublin.

Our challenge now is to respond to the needs of a modern city by providing a fit-for-purpose bus system, built on a streetscape that dates back centuries. Needless to say the streets were not designed to move the number of people that now need to travel in and out of the city each day. Some of the city's inner suburbs date back to Victorian times, with road layouts suited to more modest levels of traffic than we see today.

- We will need to widen roads;
 - We will have to convert current traffic lanes to bus lanes;
 - We will need to restrict on-street parking;
 - We will need to remove trees or parts of front gardens.
- Not all the impacts will be felt equally and some locations will require more changes than others. Over the years those modifications that were easier to implement - the ones that caused little or no disruption - have been made. This means that there are no longer any simple changes which we can make that would generate meaningful benefits.

If we don't decide to make these changes now, then we need to accept that Dublin will become increasingly congested and a less attractive place to live and work, both for us now and for future generations.

3.2 Potential Impacts

3.2.1 Traffic changes

By creating more priority for buses and cycling there will be changes to how traffic currently moves around the streets. On some corridors, certain roads may become one-way, new bus-only sections will be introduced and in some places general traffic will have to take new routes in and out of the city. Additional cycle routes will be built, generally segregated from vehicular traffic, and pedestrian crossings will be added and moved in some areas.

3.2.2 Land take

Because there is so little unused space along these busy roads, it will often not be possible to accommodate the bus lanes and cycle lanes in the width available. In order to achieve the required space it will be necessary, in places, to acquire parts of front gardens, driveways and land in front of commercial properties to allow the bus and cycle lanes to be provided. This would require rebuilding new garden walls and driveways a short distance back from the existing road boundary.

3.2.3 Reduction of On-Street Parking and Loading Facilities

Because the roads that need widening travel through residential and business areas there will be a need to reduce the amount of on-street parking and loading facilities to accommodate the new layout.

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There are principles for mitigation, statutory compensation and reparation which will be adhered to by the NTA as part of the statutory planning process. However, below are some of the measures that we envisage will be included. This list is not exhaustive and we anticipate that there will be other measures that will need to be put in place.

3.3.1 Traffic Changes

Where general traffic is diverted and re-routed, adequate signage and road markings will be provided for people to find their way. Measures will be implemented to ensure that “rat-runs” do not emerge as a consequence of the re-routed traffic. Also, local access will be maintained where new bus-only sections or one-way systems are brought in for residents and commercial properties.

3.3.2 Land take

Where lands, such as parts of gardens and driveways, are being acquired for widening we will purchase the portion of front gardens and driveways from property owners; ensure new landscaping and replanting of the gardens, reinstatement of driveways as well as providing compensation for the garden and driveway portion loss and disruption.

Where private and public walls or fencing are removed we will rebuild new garden walls and replace fencing where gardens have been affected and shortened. Also, where public or commercial walls and fencing have been taken they will be rebuilt and replaced.

3.2.4 Removal of Trees

As with the need to remove some parts of front gardens and footpaths there will be also a need to remove trees along some of the corridors.

3.2.5 Road Works and Construction Sites

Widening roads, and building bus and cycle lanes, requires construction work. There will be excavation of the existing roads, plus parts of gardens and footpaths where needed. There will be resurfacing, kerbing, replanting and landscaping. As with any work site and road works, there will be a certain level of noise, dust and temporary traffic diversions.

3.3 How we will address those challenges

Obviously these challenges and impacts are significant. Every feasible option is being looked at to minimise the disruption to people, their property and the wider local community. Where there is simply no viable alternative, and where we know we have to remove trees, portions of gardens, driveways or parking, we will ensure appropriate mitigation measures are put in place, wherever practicable.

As part of this public consultation potentially impacted property owners will be contacted directly by the NTA and a direct dialogue will commence. As each individual property owner will have specific and personal issues there will be a dedicated liaison team to engage with this group on an individual basis.

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3.3.3 On street parking and Loading Facilities

Where there is a loss of on-street parking and loading facilities we will seek to provide, where feasible, alternative arrangements close by for residents and businesses.

3.3.4 Trees

Where trees are removed from roadsides and footpaths we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations.

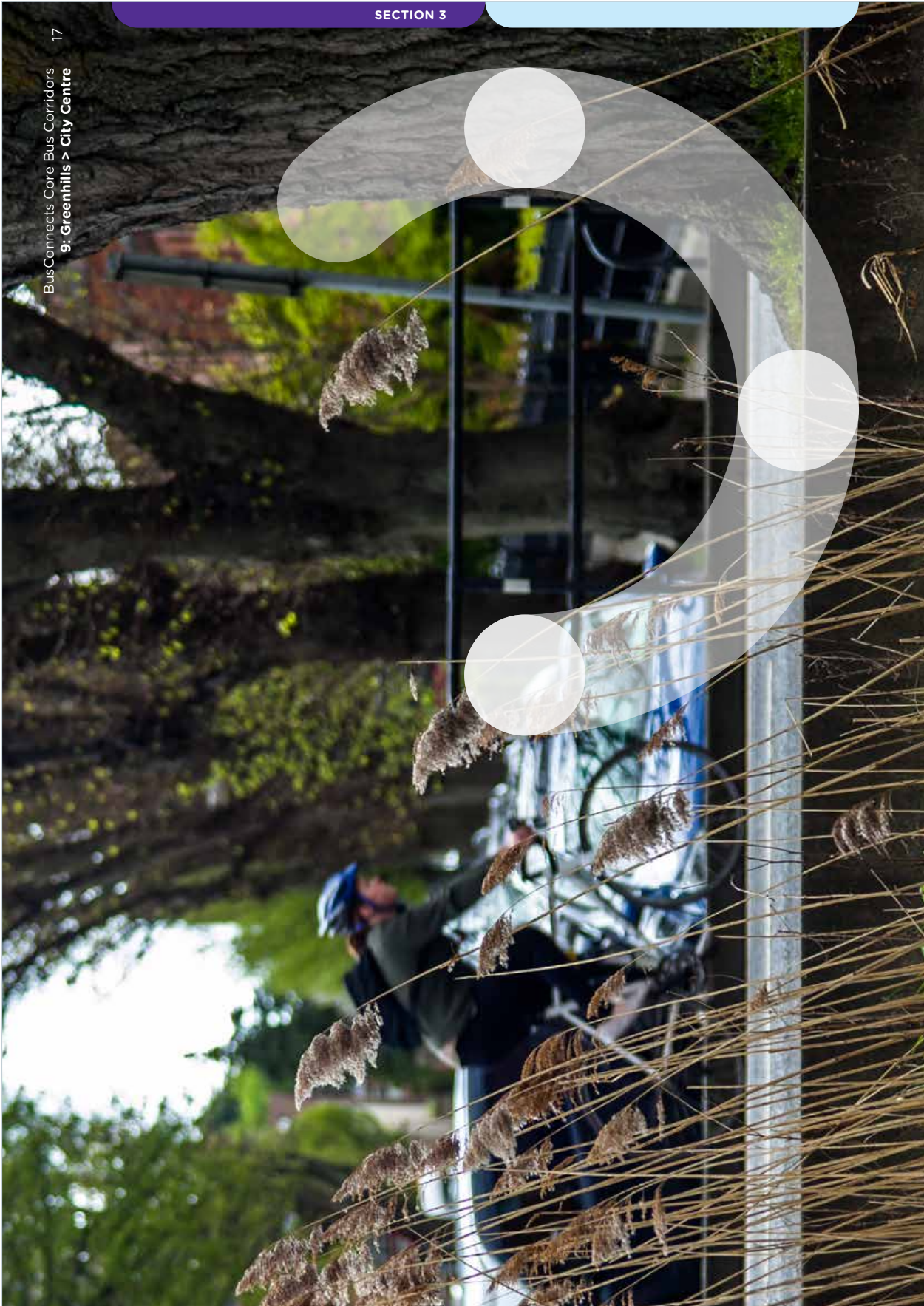
3.3.5 Urban Centre Improvements

We will look for areas along the busy corridors where it is possible to improve the existing local spaces and the existing landscaping. It is important to use this opportunity to not only replace what is removed but to enhance the local areas. To do so, we will consult with the local authorities on such urban centre improvements and collectively seek to create attractive local environments.

3.3.6 Road Works and Construction Sites

During the construction stages the construction sites will be localised and managed on a road by road basis. The size of each work site and the hours of working will have to take into consideration the residential nature of many of the roads. Traffic management will be very important to keep the traffic moving and ensuring local access for people and deliveries is always maintained.





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4. The Process for the Acquisition of Land

Where the potential for impacts on private lands have been identified, the following process applies:

Q4 2018 – Q2 2019 NTA will issue information letters (not formal compulsory purchase order (CPO) notifications) to potentially impacted land owners and/or occupiers along each Core Bus Corridor. *Potentially impacted includes for example, the acquisition of parts of front gardens, walls, fences, gates, driveways and the rebuilding of same to make way for street widening.* The intention of this is to start a direct dialogue between NTA and the potentially impacted parties.

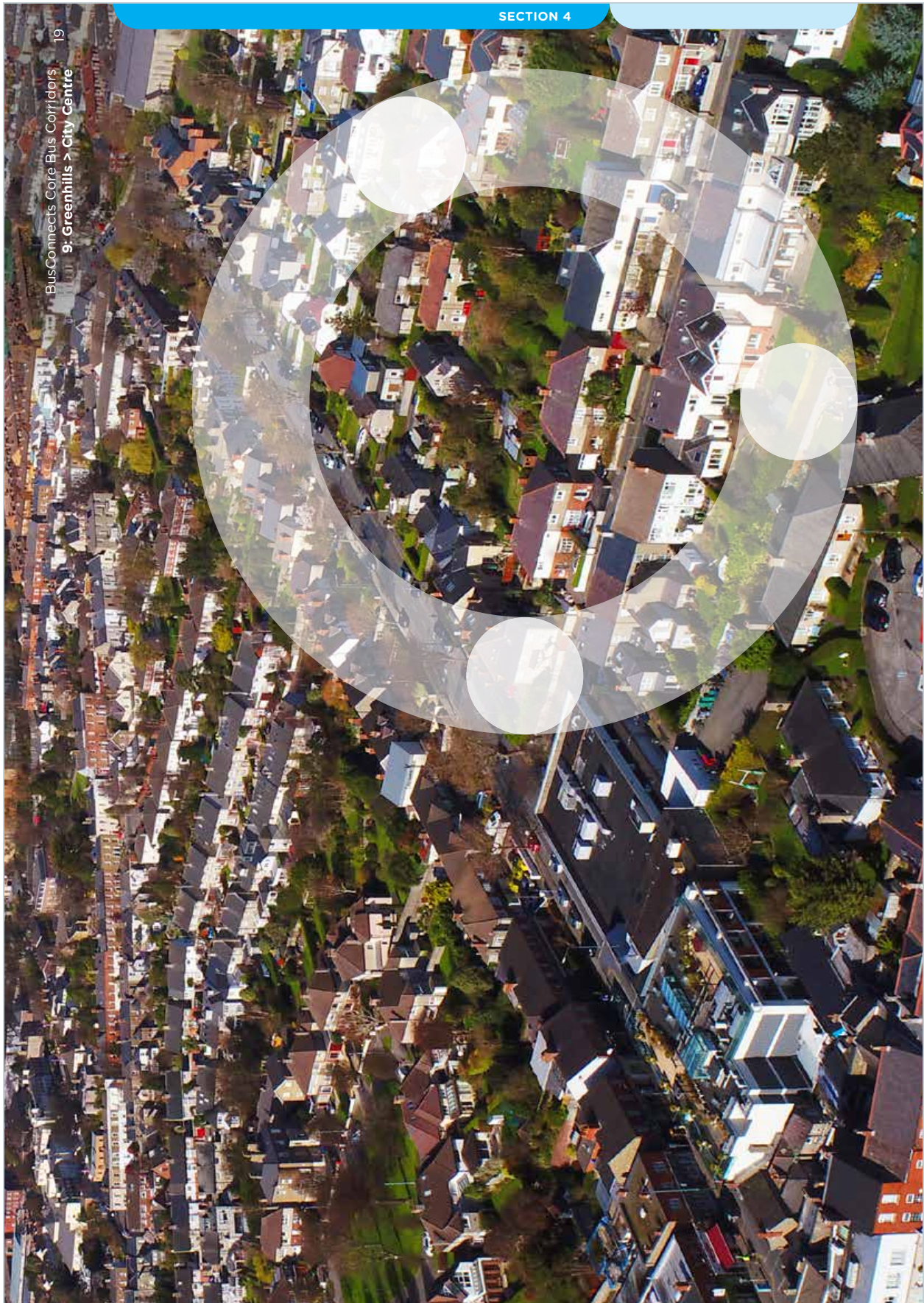
During 2019 to prepare the statutory planning documentation, the project design and environmental impact assessment will be progressed. During this time NTA will endeavour to minimise impacts on private lands. Direct dialogue between NTA and potentially impacted parties will continue to understand the likely impact of the proposed development and what arrangements can be made to minimise and where possible avoid those impacts.

End of 2019 / start of 2020 NTA will finalise the statutory planning documentation and will serve formal notice on the actual impacted owners of land proposed to be compulsorily purchased for the project. It will make a formal application to An Bord Pleanála for confirmation to compulsorily purchase necessary lands for purposes of constructing upgraded bus-lanes and bike-lanes.

During 2020 An Bord Pleanála will consider the planning application. There will be a period of statutory public consultation to allow those notified as being subject to CPO, and the public at large, to make submissions and/or objections to An Bord Pleanála. This will be followed by an Oral Hearing by An Bord Pleanála if deemed necessary. The statutory process will conclude with a decision by An Bord Pleanála on whether to:

1. approve the application, approve with conditions, or refuse the application; and
2. confirm, amend, or reject the CPO.

From 2021 onwards if An Bord Pleanála grants approval NTA will commence valuations and negotiations to acquire the lands in the CPO, and progress construction of the project. The construction of each core bus corridor will take up to two years to complete. The construction start dates for each of the 16 corridors will be managed over the period 2021 through 2027.

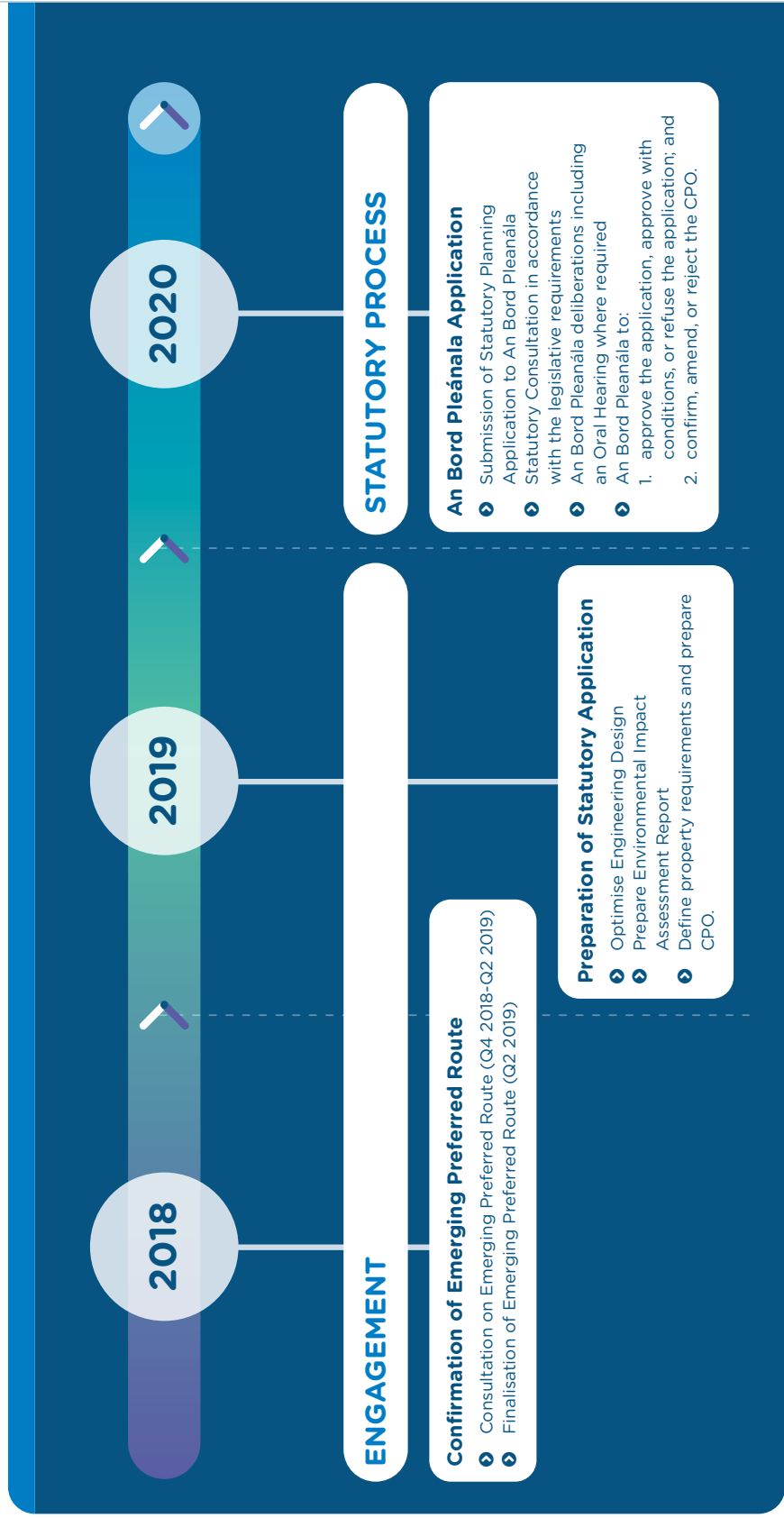


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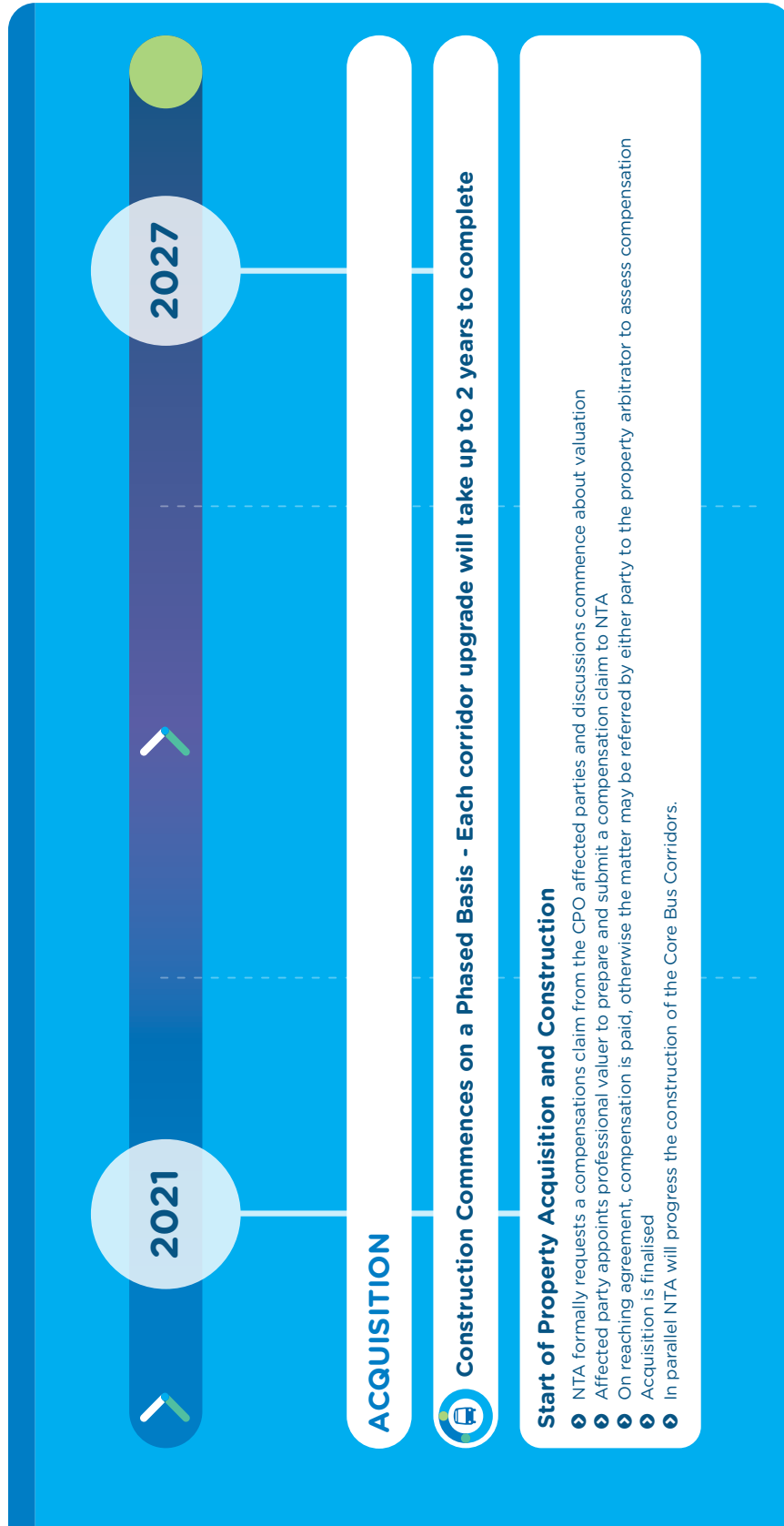
4.1 How the project will progress

How & when to get involved



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5. How to take part in the public consultation

Please remember that the plans that we are publishing are proposals and that no final decision has been made on these matters in advance of the public consultation. We welcome all of your views.

Where you do not like a proposal, please consider suggesting an alternative solution or other option for consideration. But do bear in mind that bus transport is, and will continue to be, the main form of public transport for most areas of the Dublin region and an alternative of providing an underground rail system is simply not a viable option for most parts of Dublin.

5.1 Potential impacted lands

If your property is potentially impacted by the proposals, a letter will have been hand delivered to the property and details of how to engage with the NTA are detailed in that letter. A dedicated property liaison representative will be available to meet with individual property owners and provide regular updates on the project.

5.2 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. Users can access the site to find out more about the project and download copies of the key studies that have been carried out.

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

5.3 How to engage

We are inviting submissions in relation to the proposals set out in this Public Consultation Document.

Written submissions and observations may be made by:

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on our website: www.busconnects.ie

Or by email to:

cbc@busconnects.ie

Or by post to:

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



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6. Appendices

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Route maps

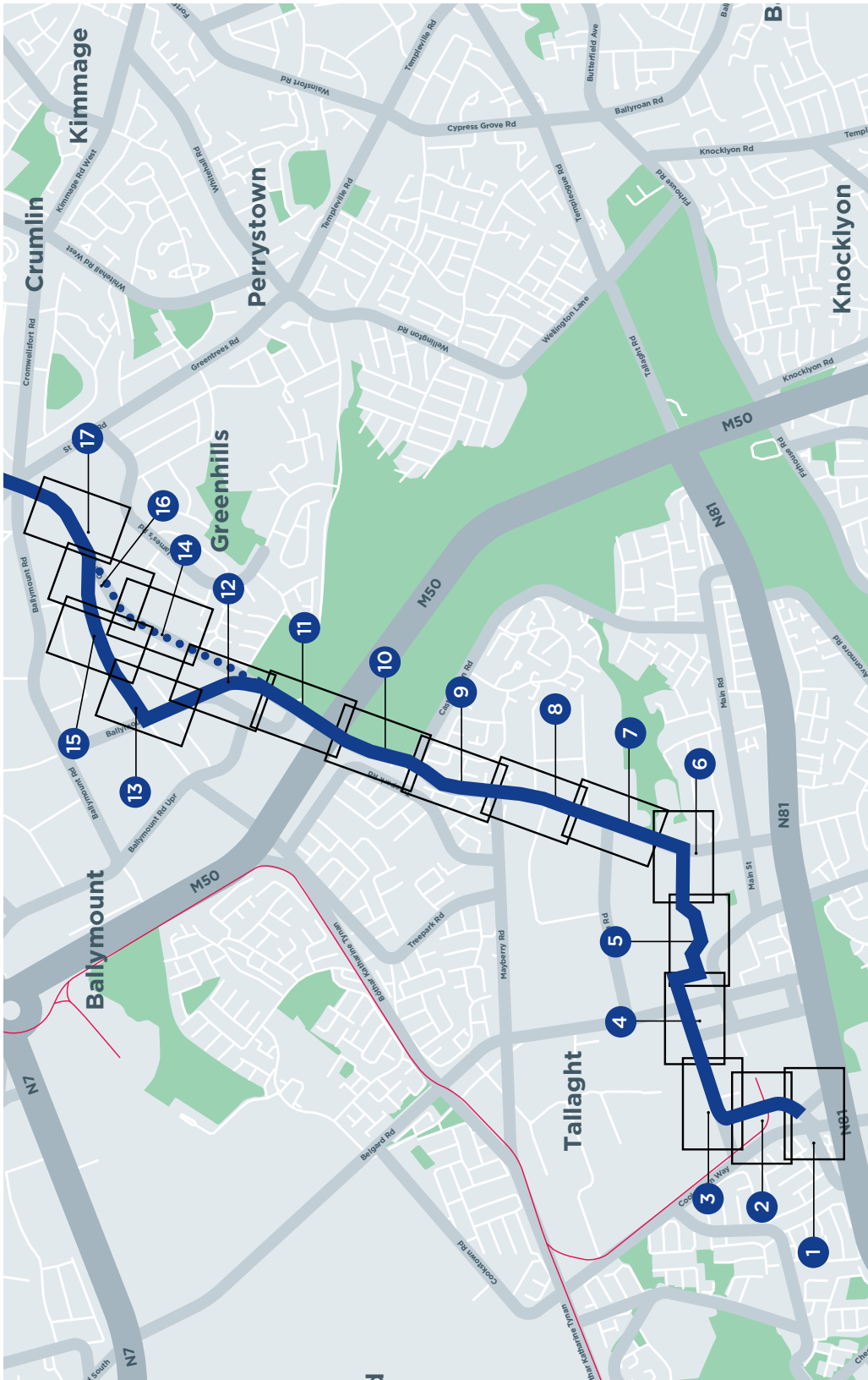
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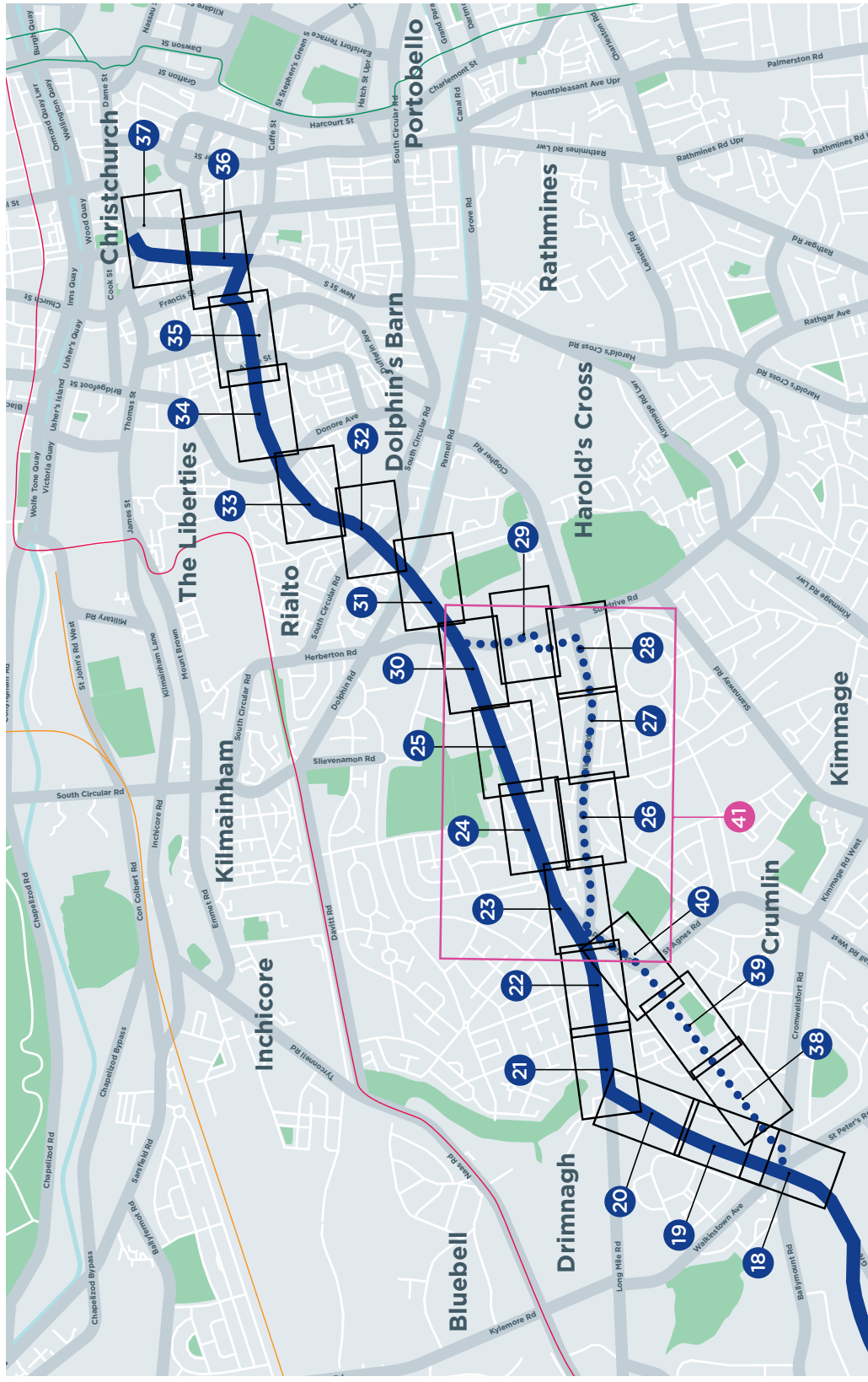
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NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

Greenhills > City Centre

Index Map (continued)

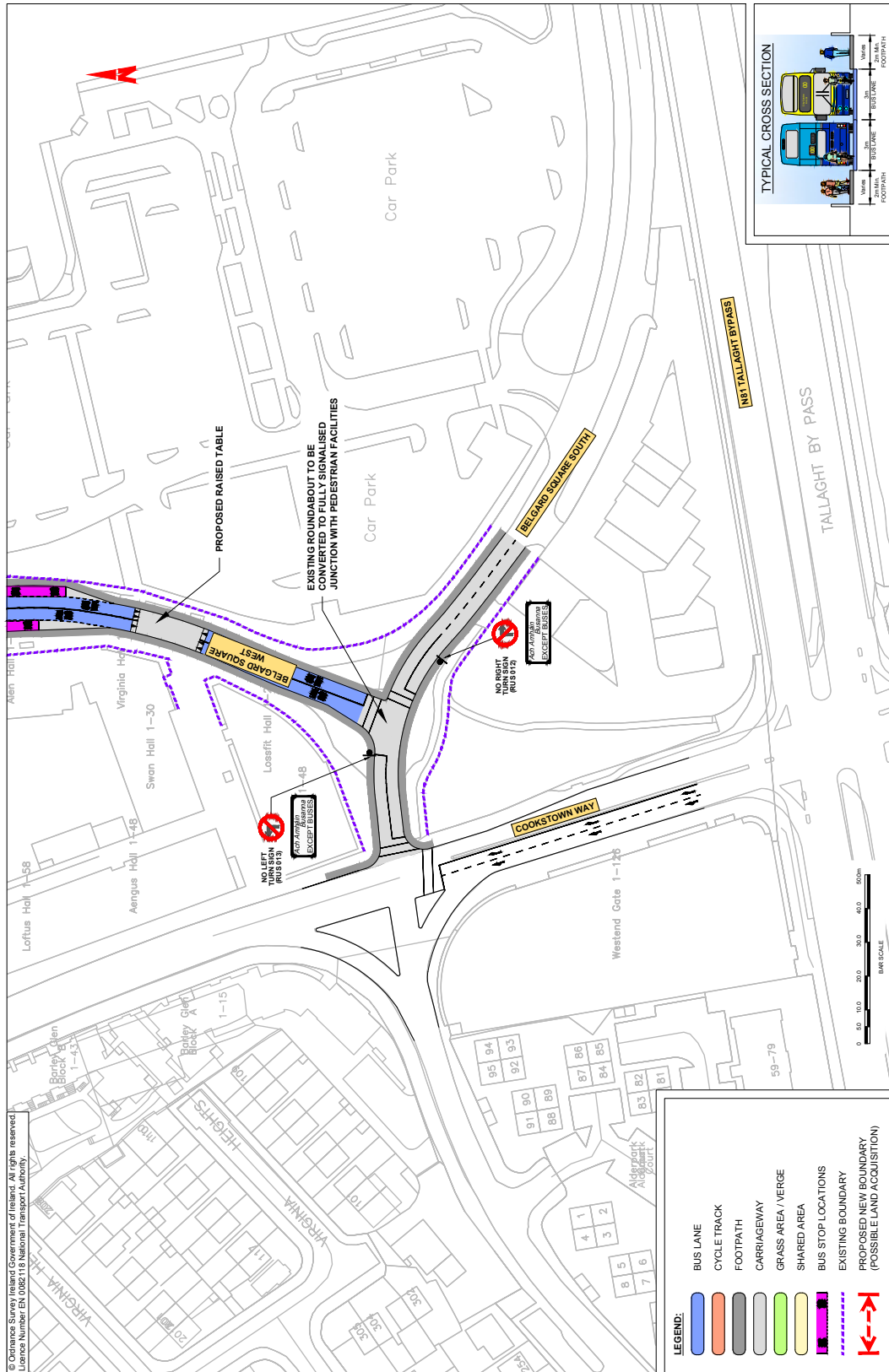


NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

SECTION 6

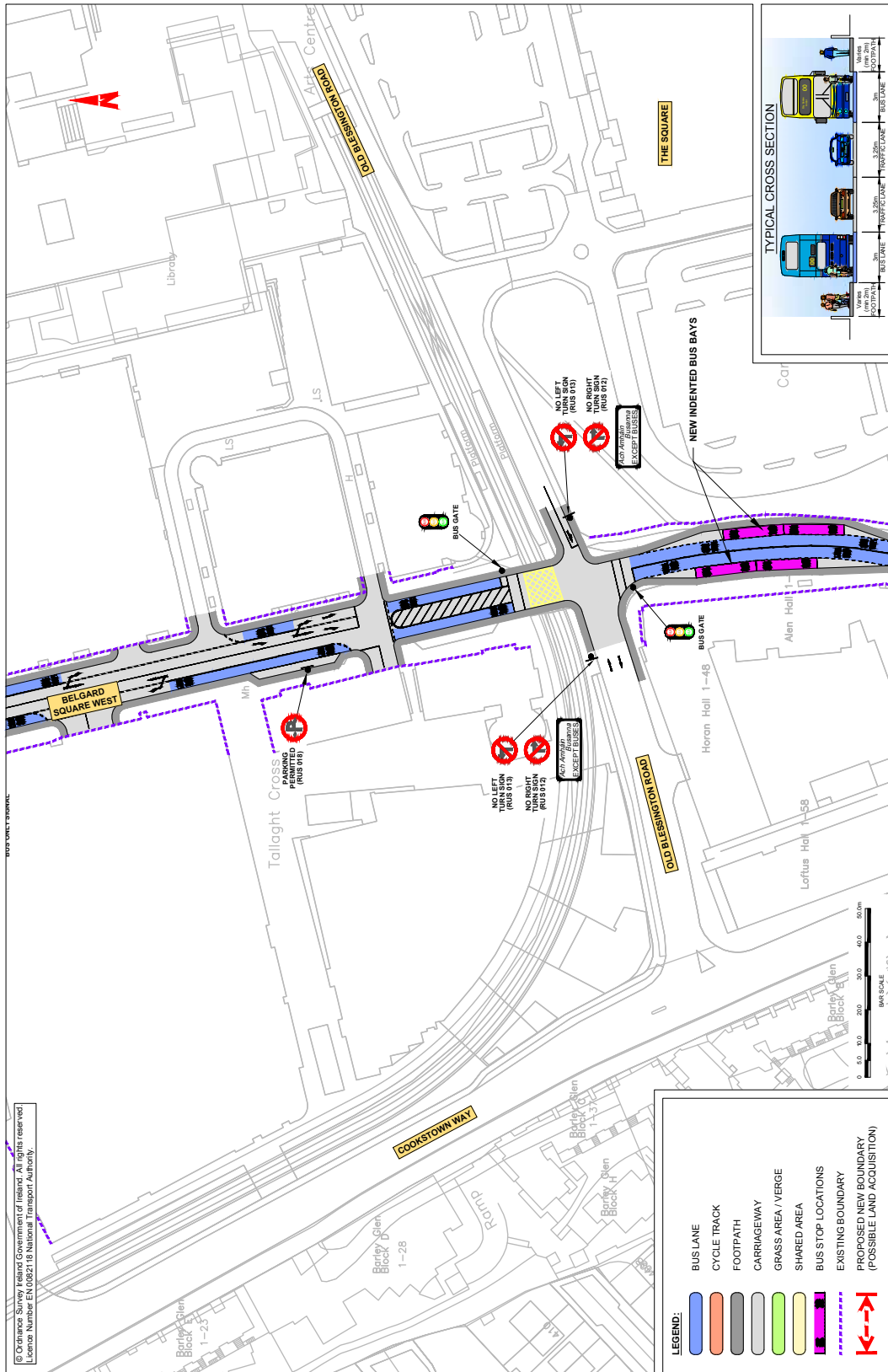
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 1: Emerging Preferred Route

SECTION 6



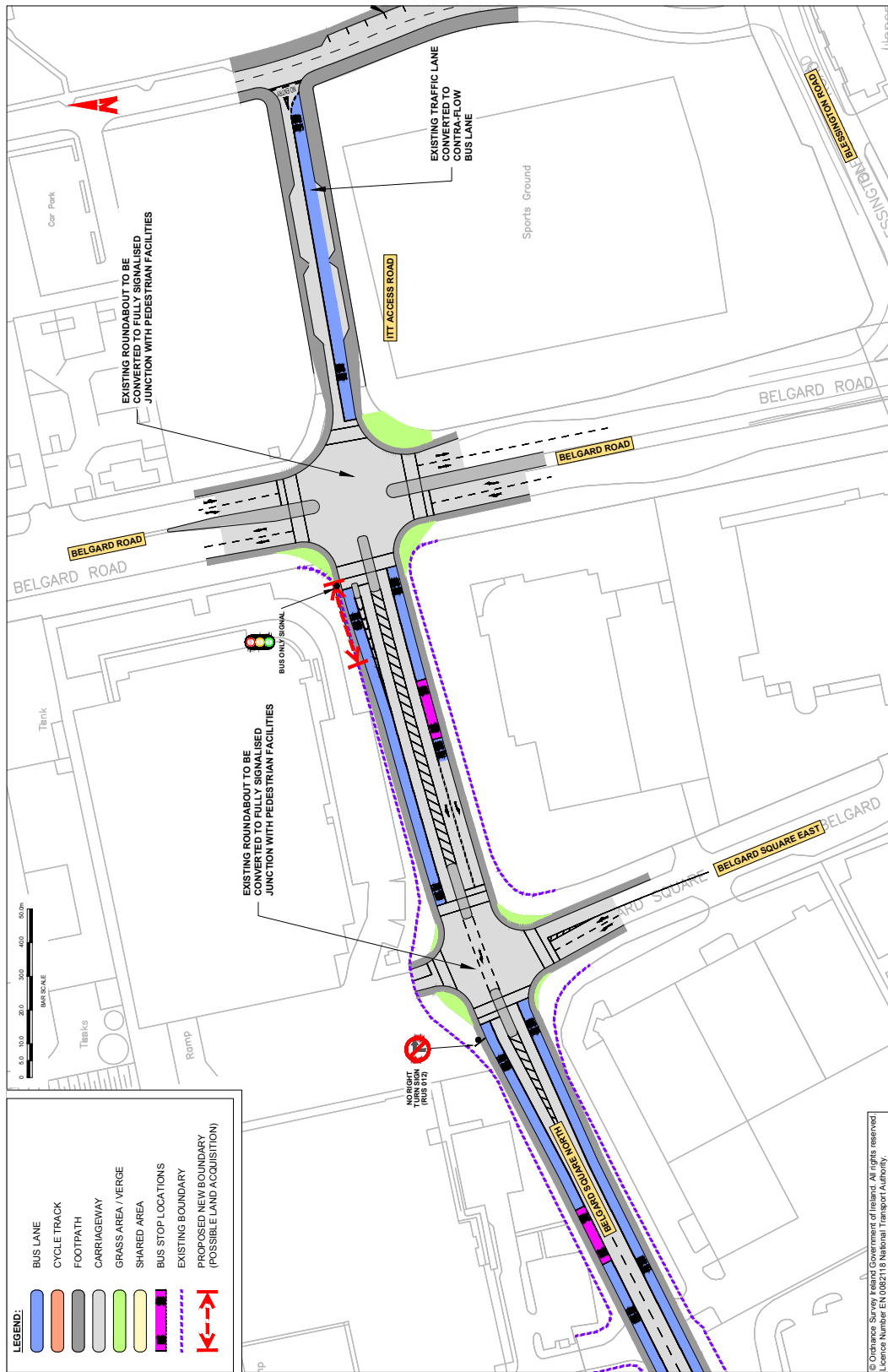
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BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 2: Emerging Preferred Route



SECTION 6

BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 4: Emerging Preferred Route

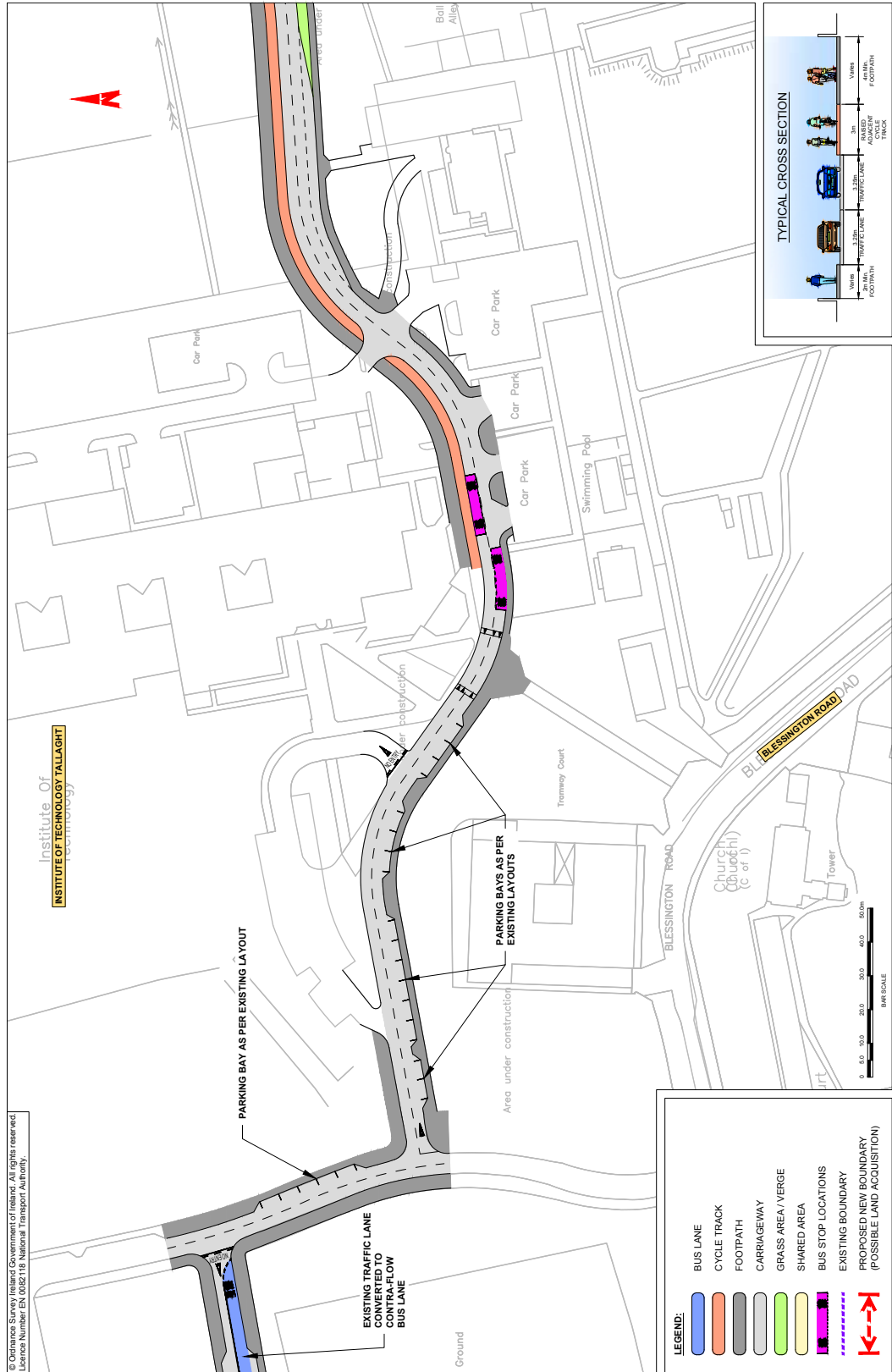


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SECTION 6

BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 5: Emerging Preferred Route

SECTION 6

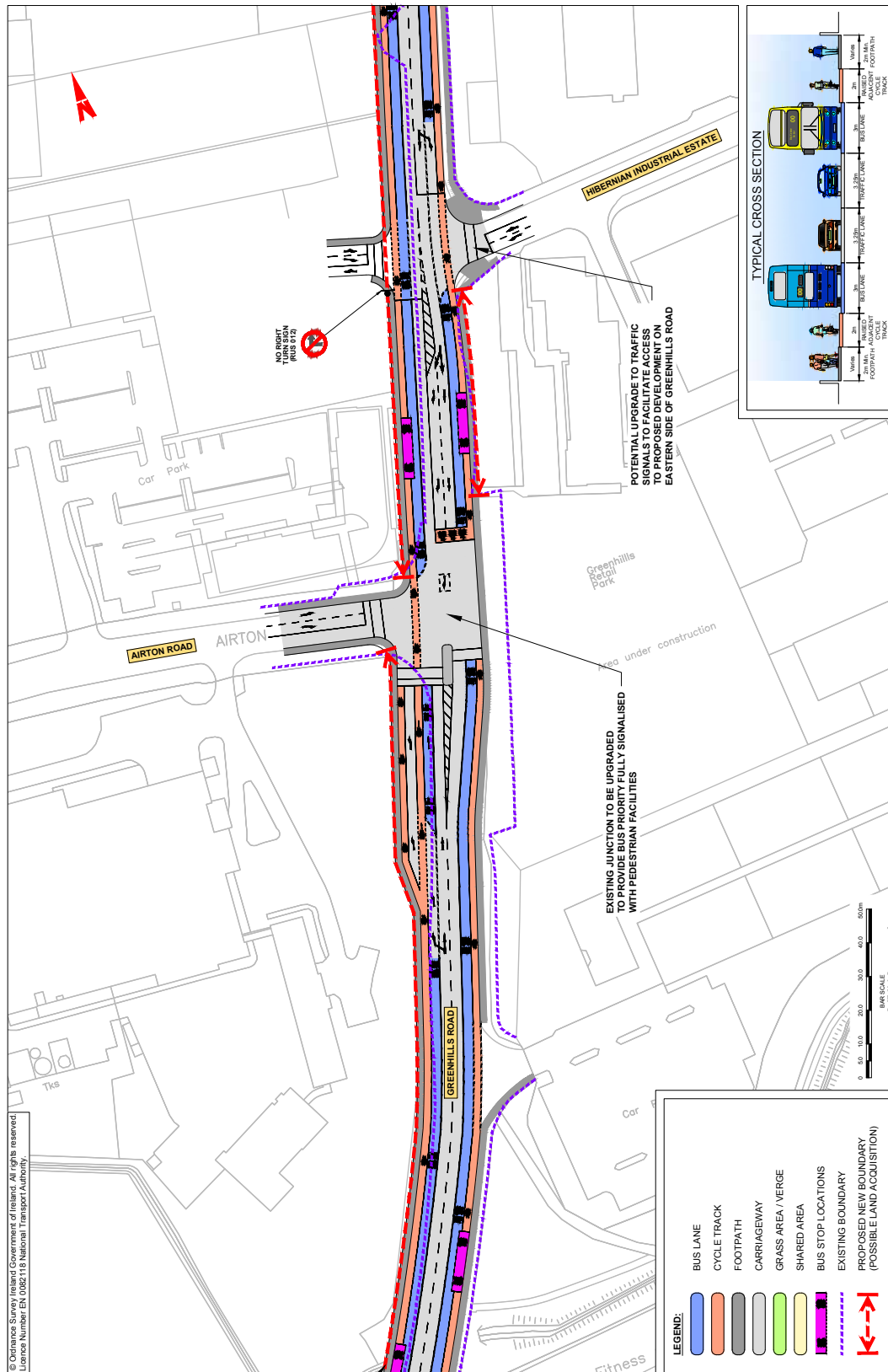


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Institute Of Technology Tallaght

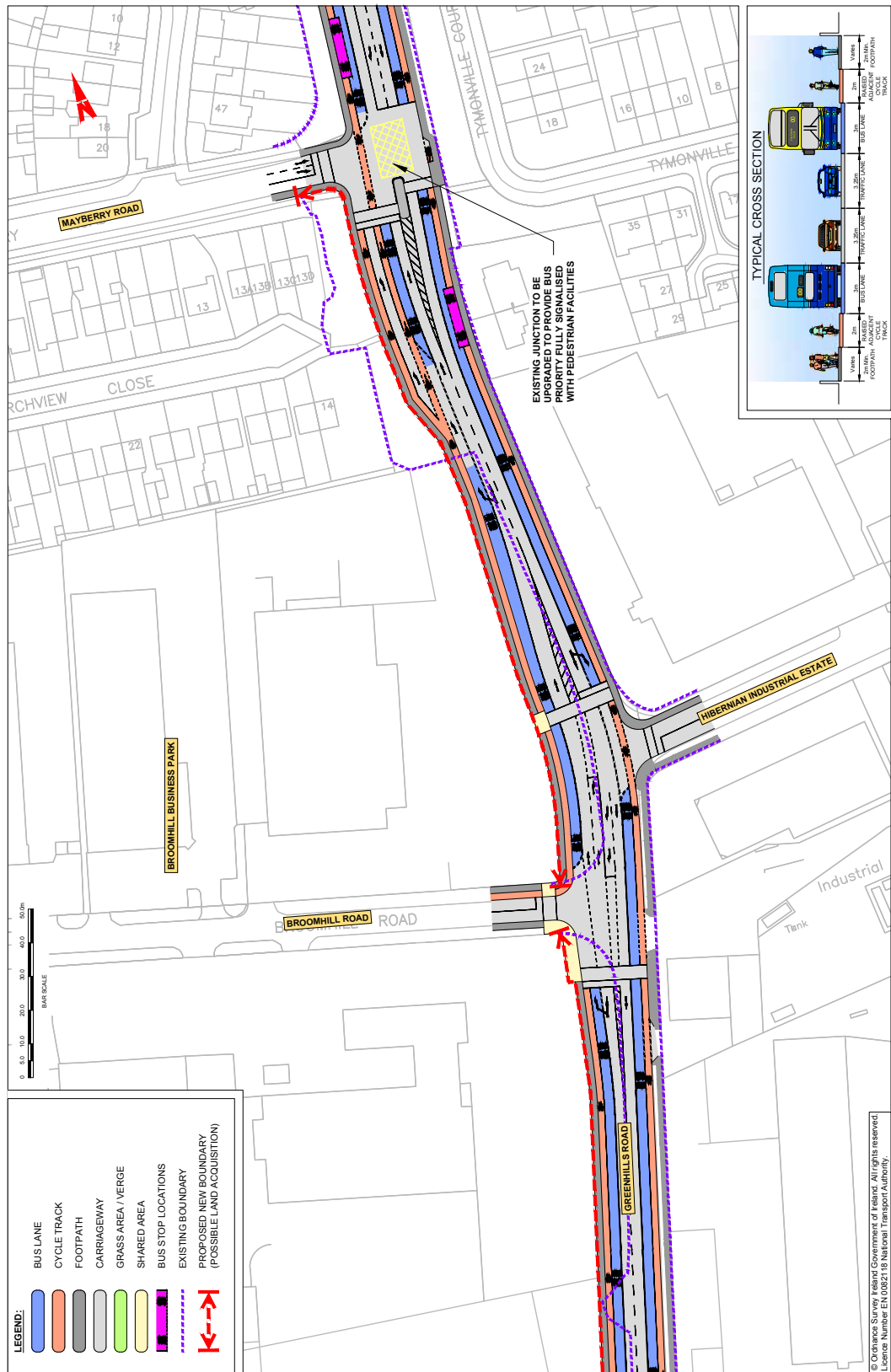
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 7: Emerging Preferred Route

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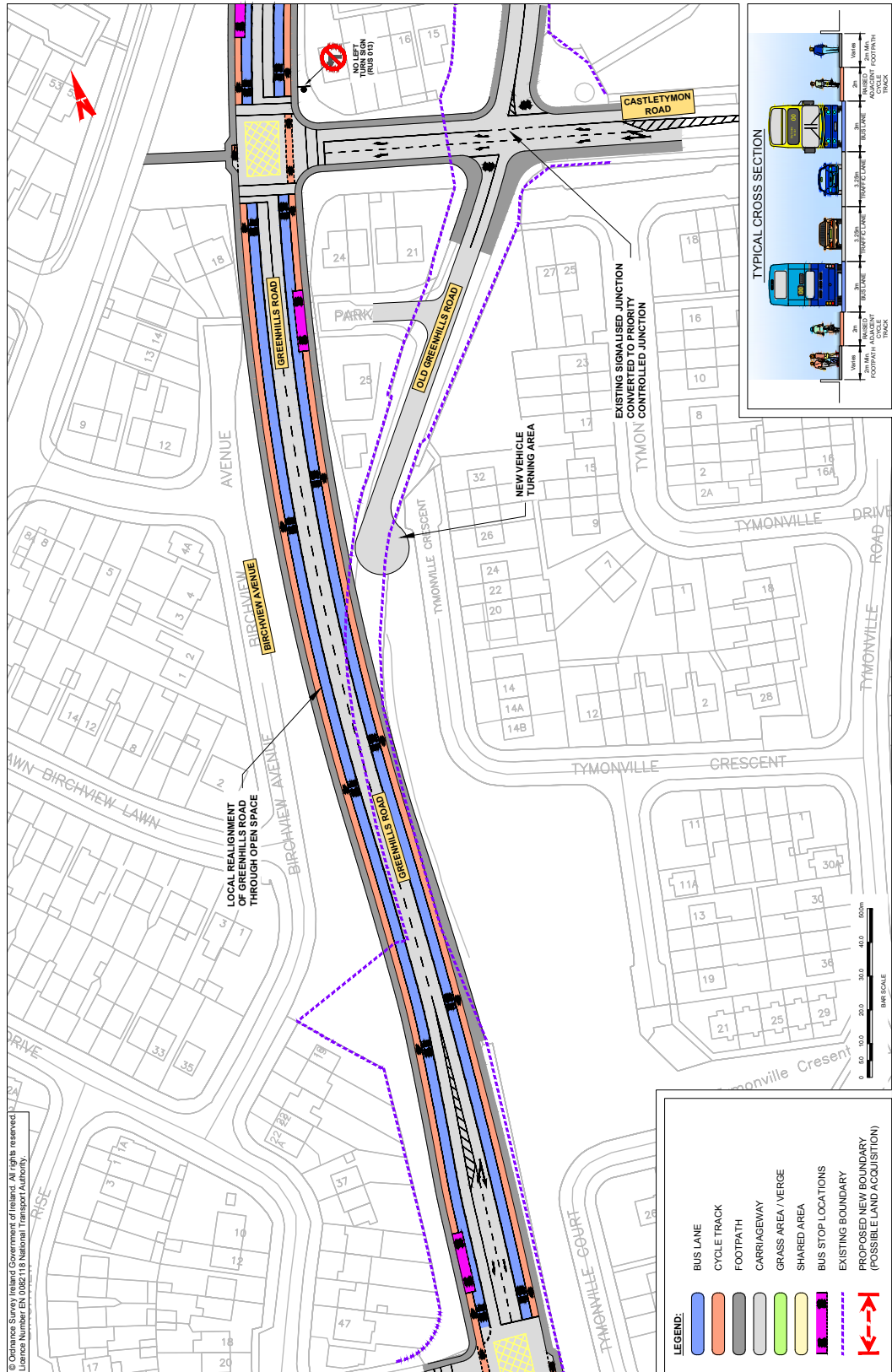
BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 8: Emerging Preferred Route



SECTION 6

BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 9: Emerging Preferred Route

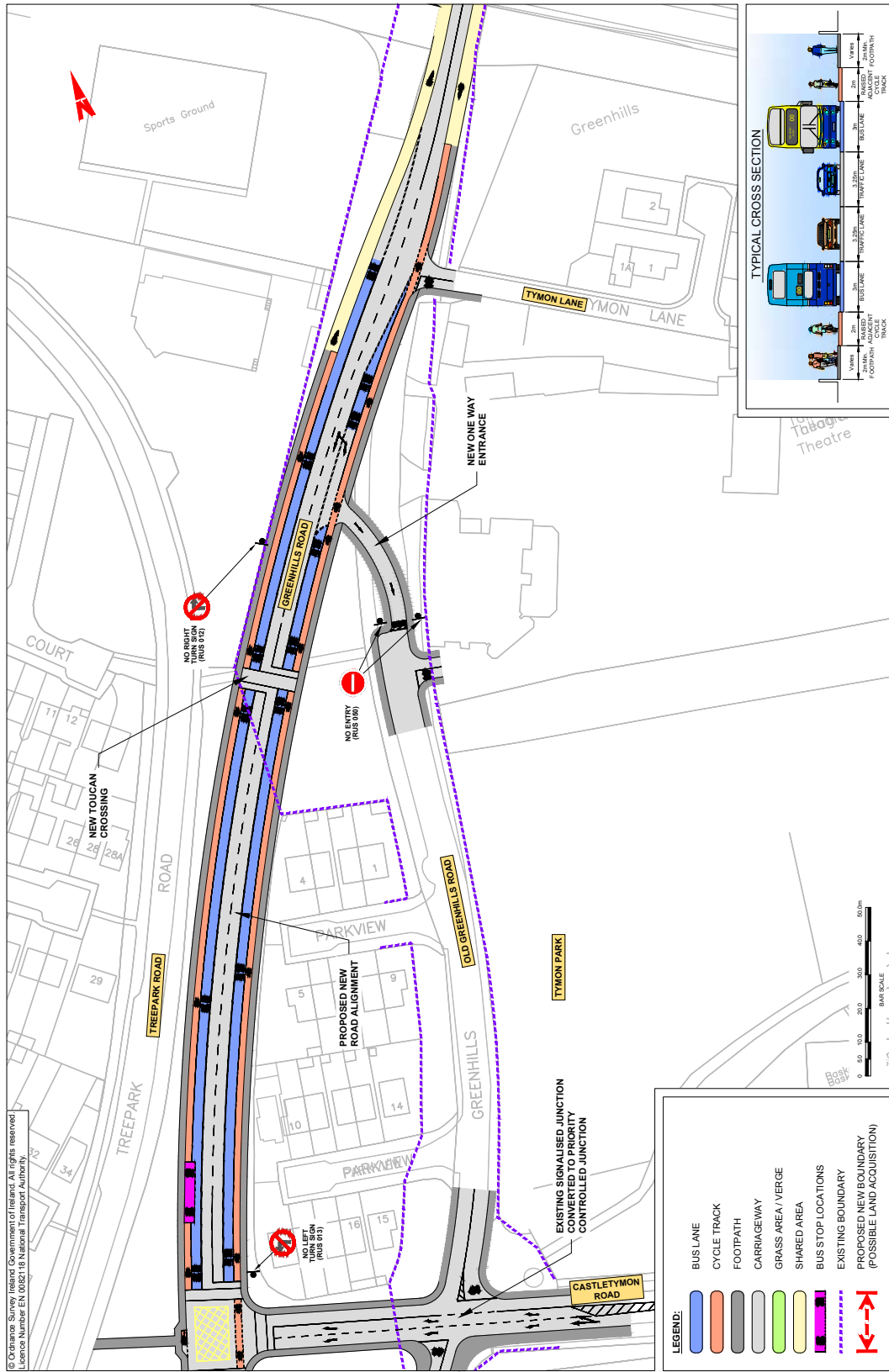
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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 10: Emerging Preferred Route

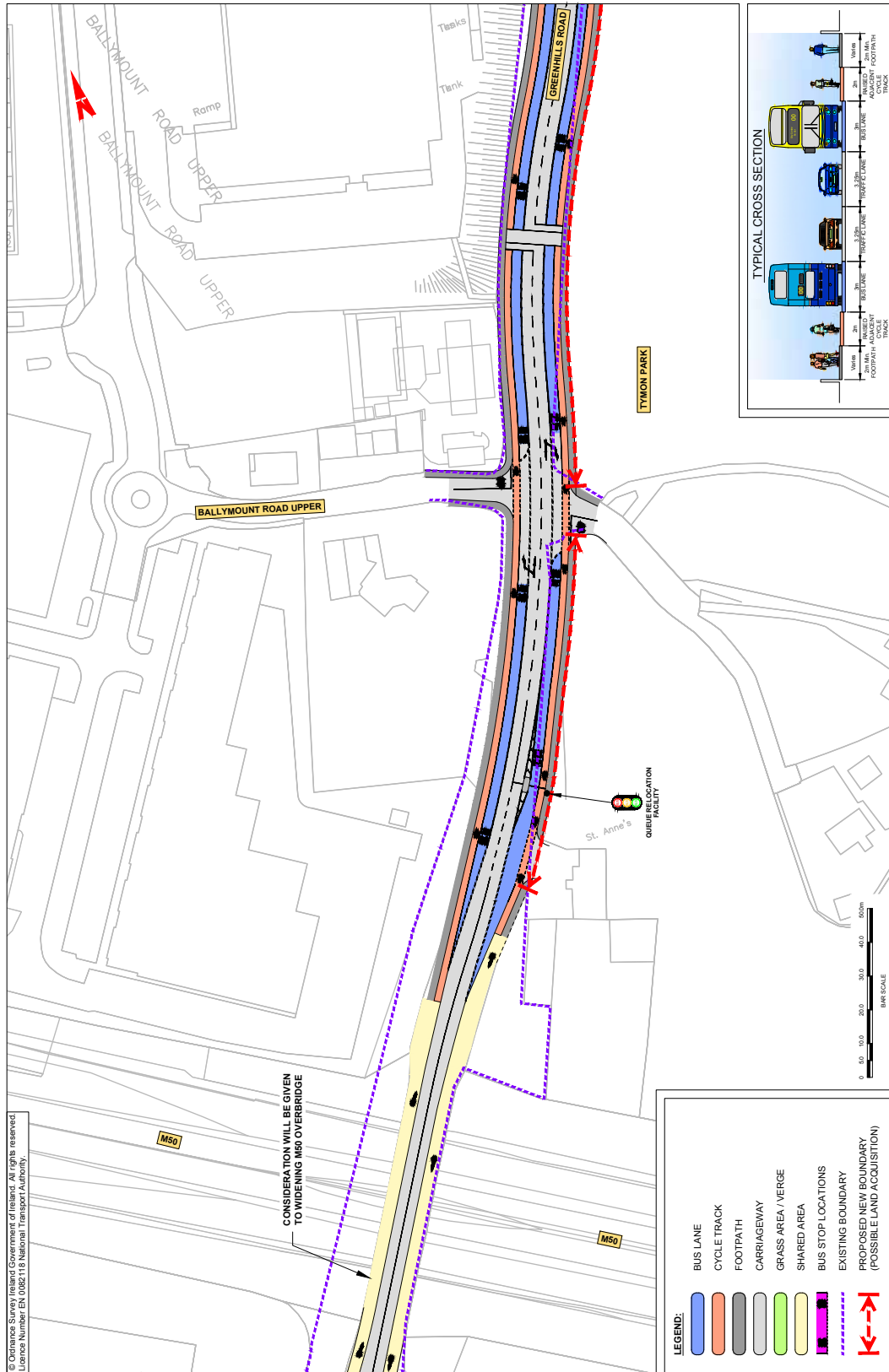
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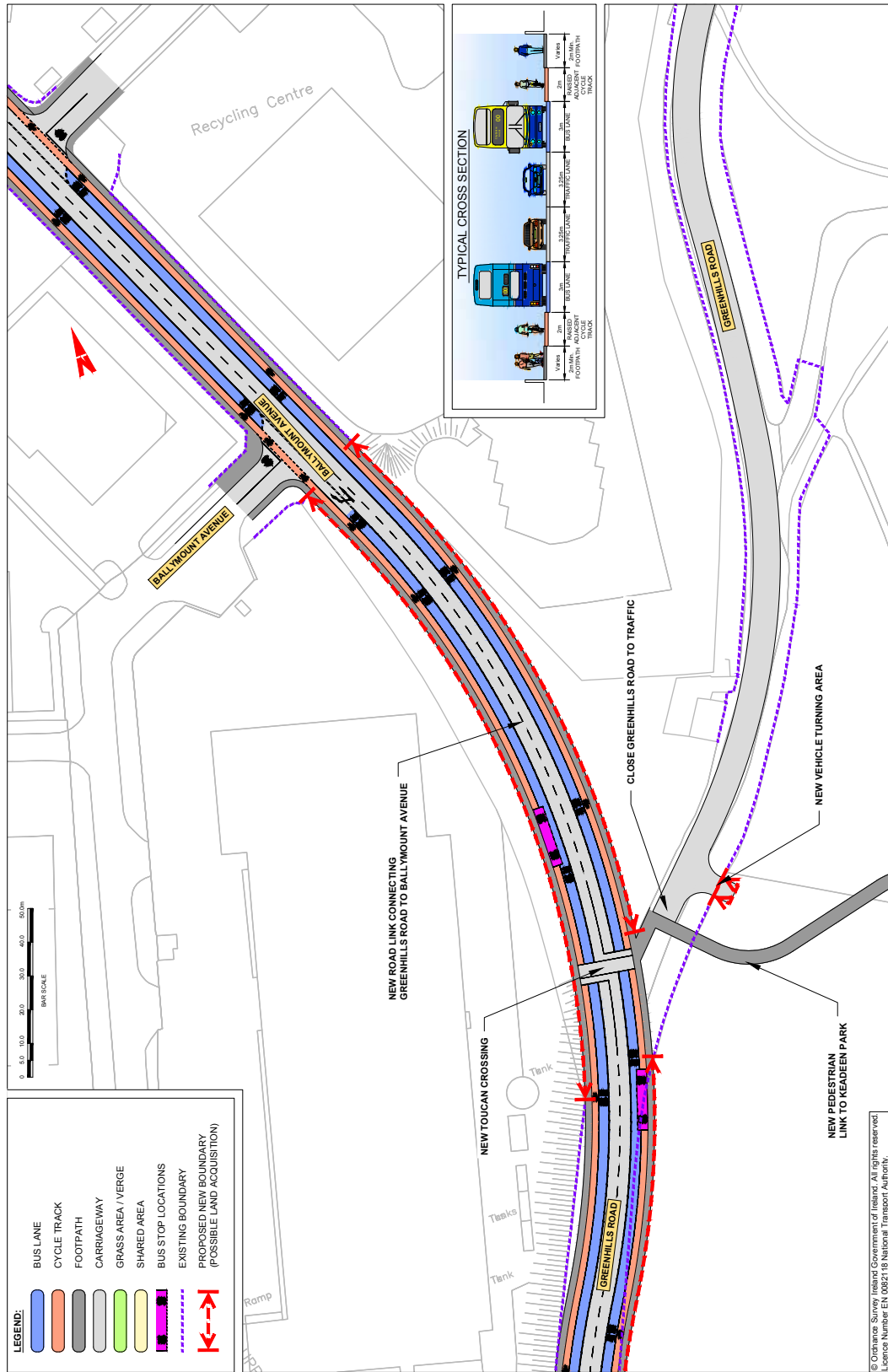
SECTION 6

BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 11: Emerging Preferred Route

SECTION 6

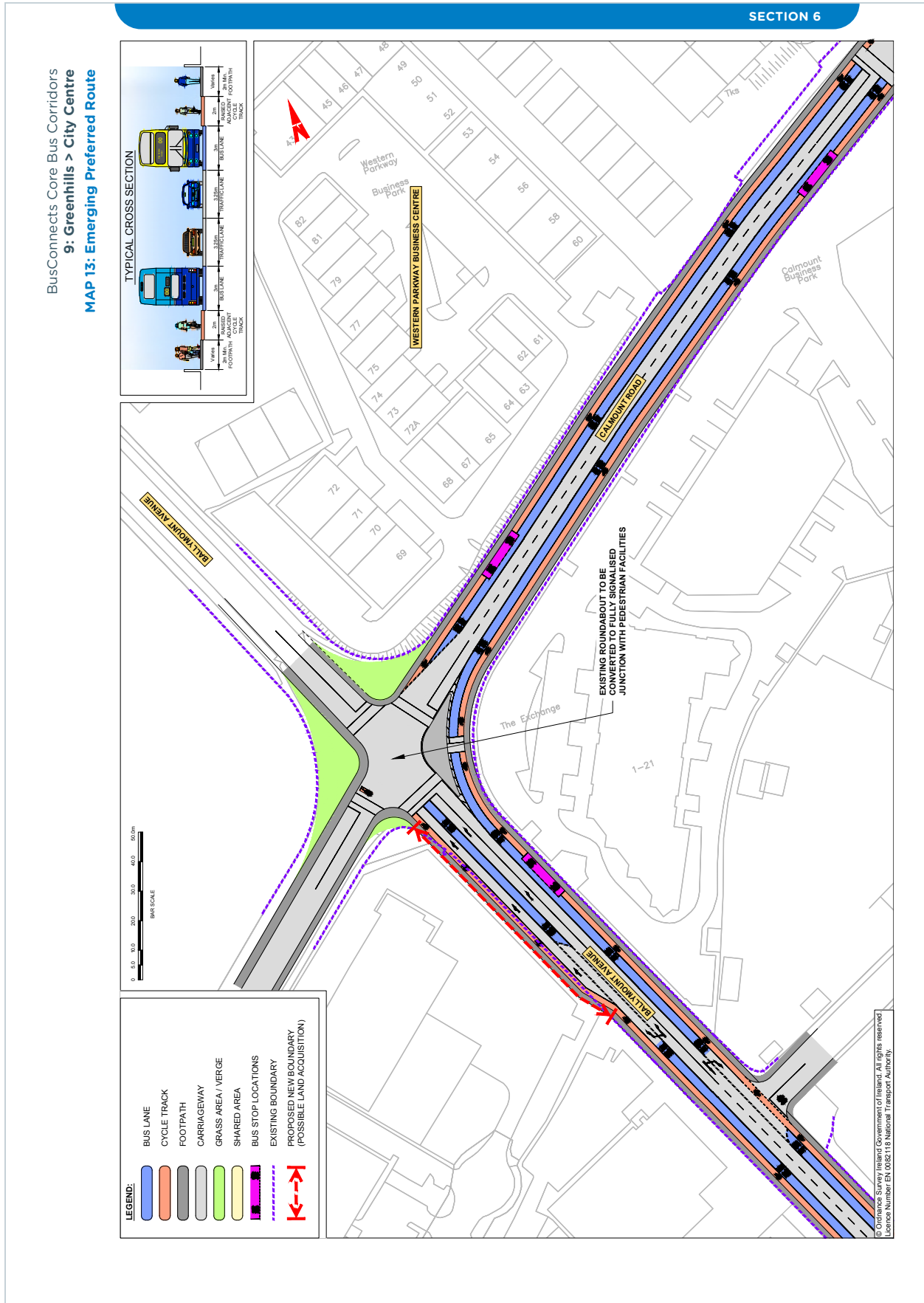


BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 12: Emerging Preferred Route



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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 14: Emerging Preferred Route

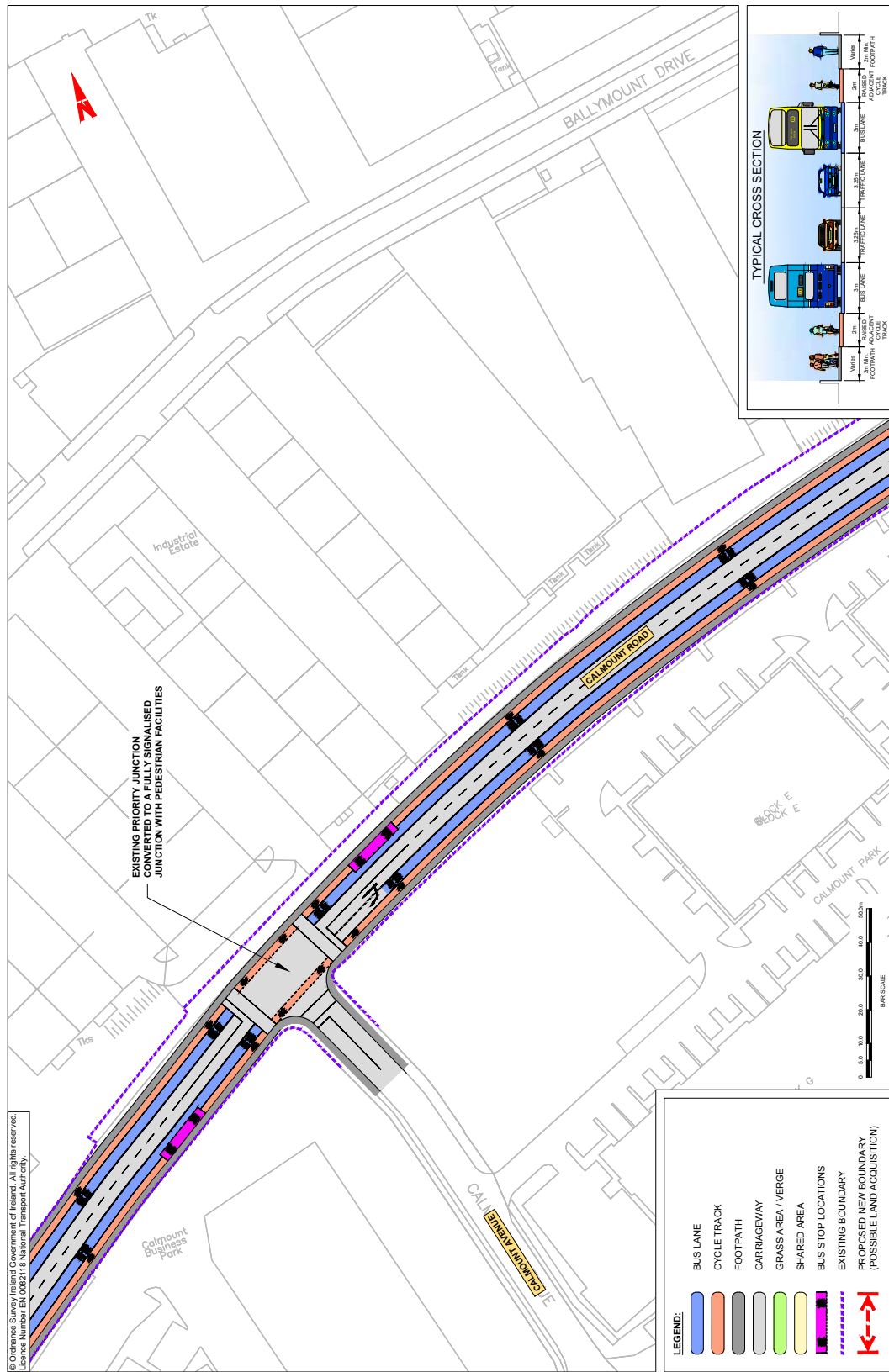
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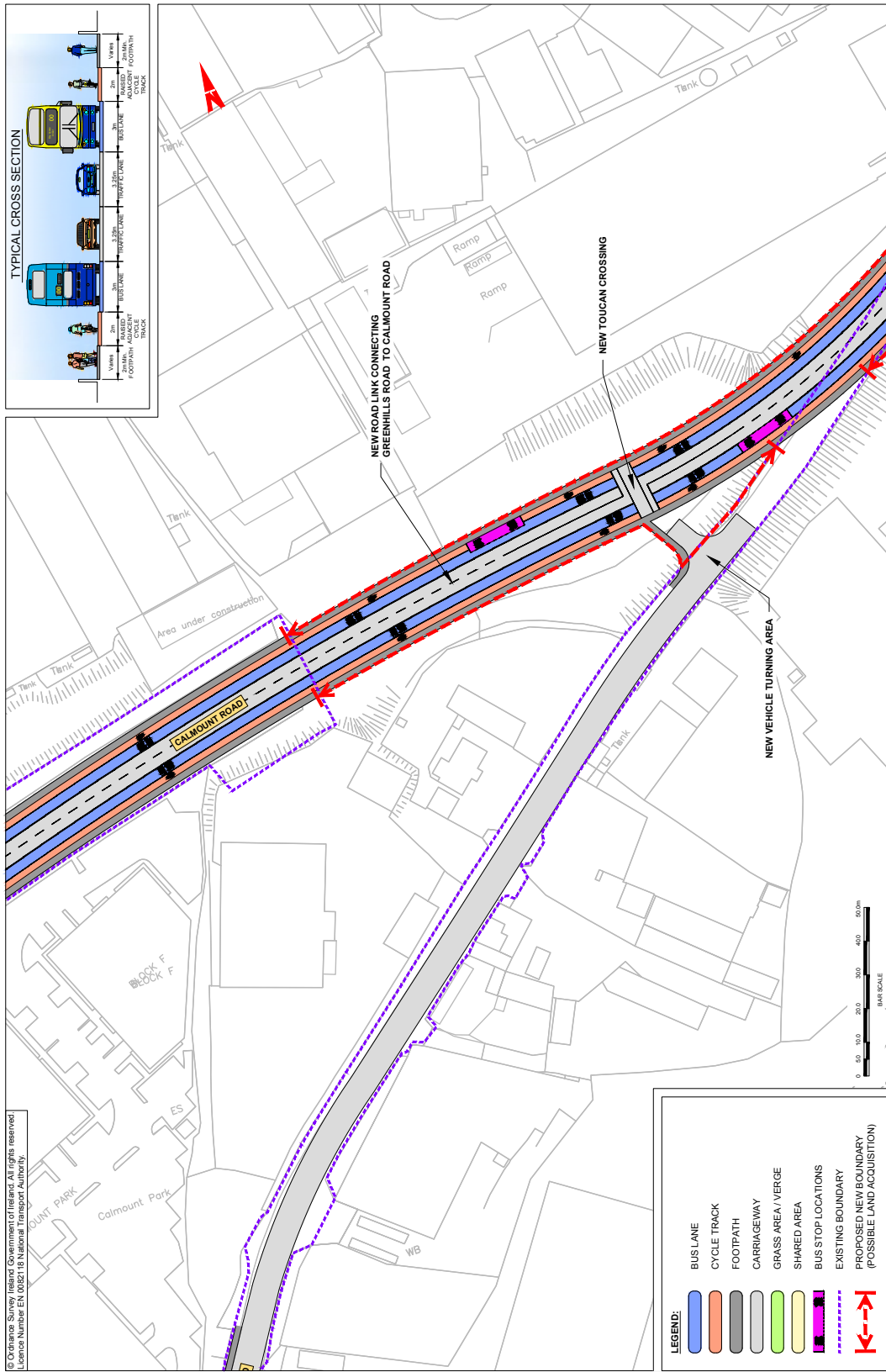
BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 15: Emerging Preferred Route

SECTION 6



BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 16: Emerging Preferred Route

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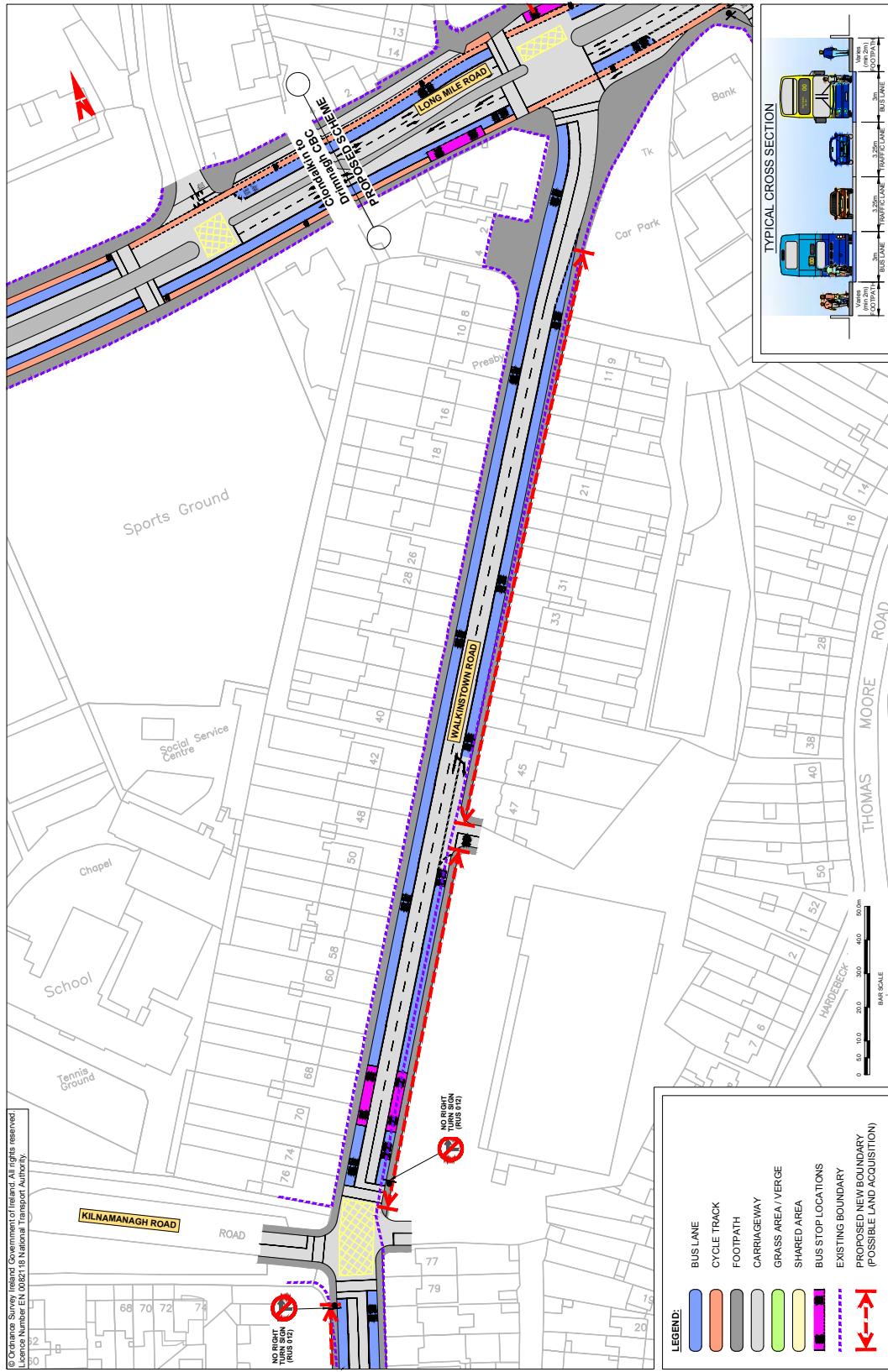
LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

SECTION 6

BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 20: Emerging Preferred Route

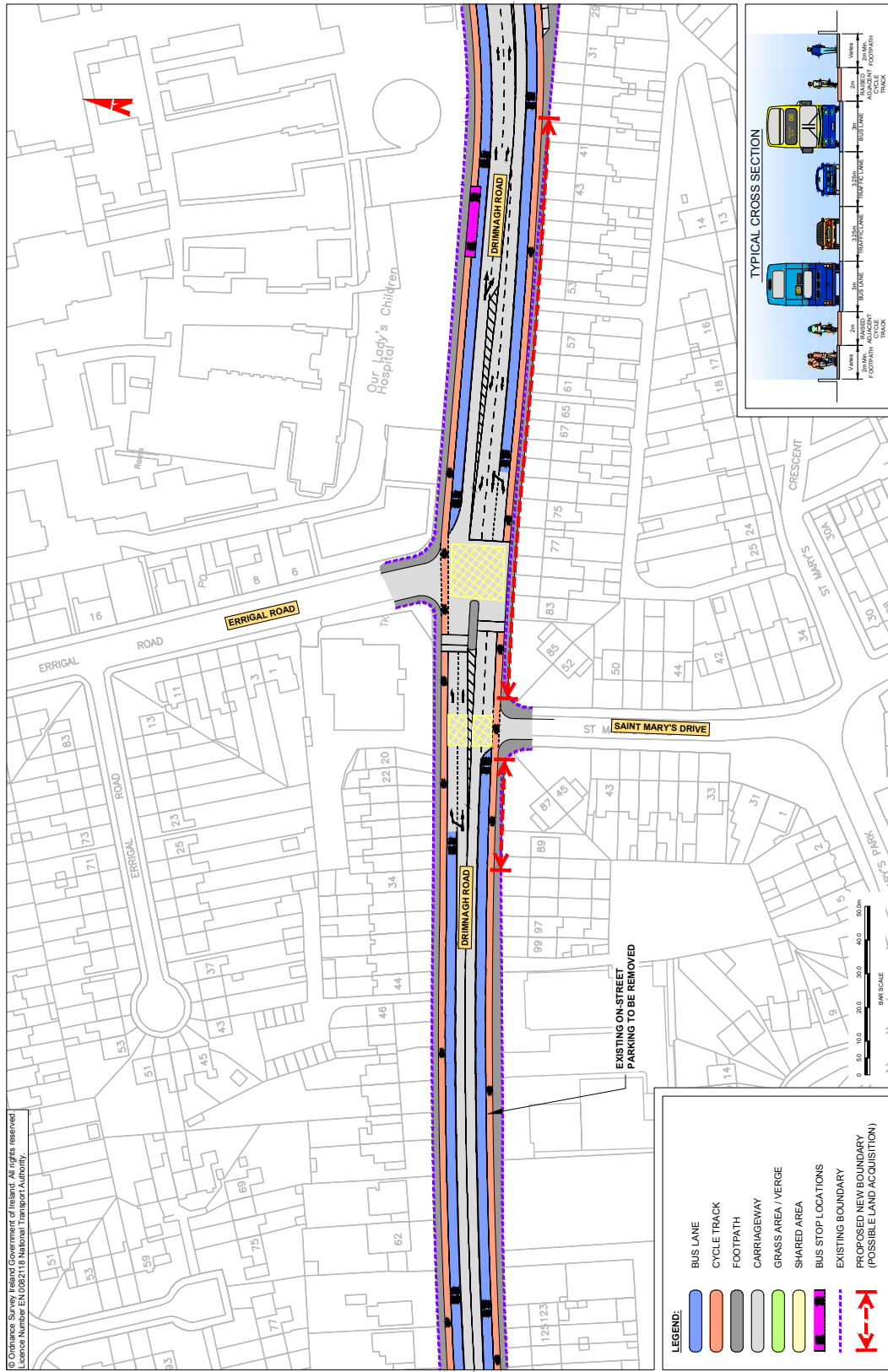
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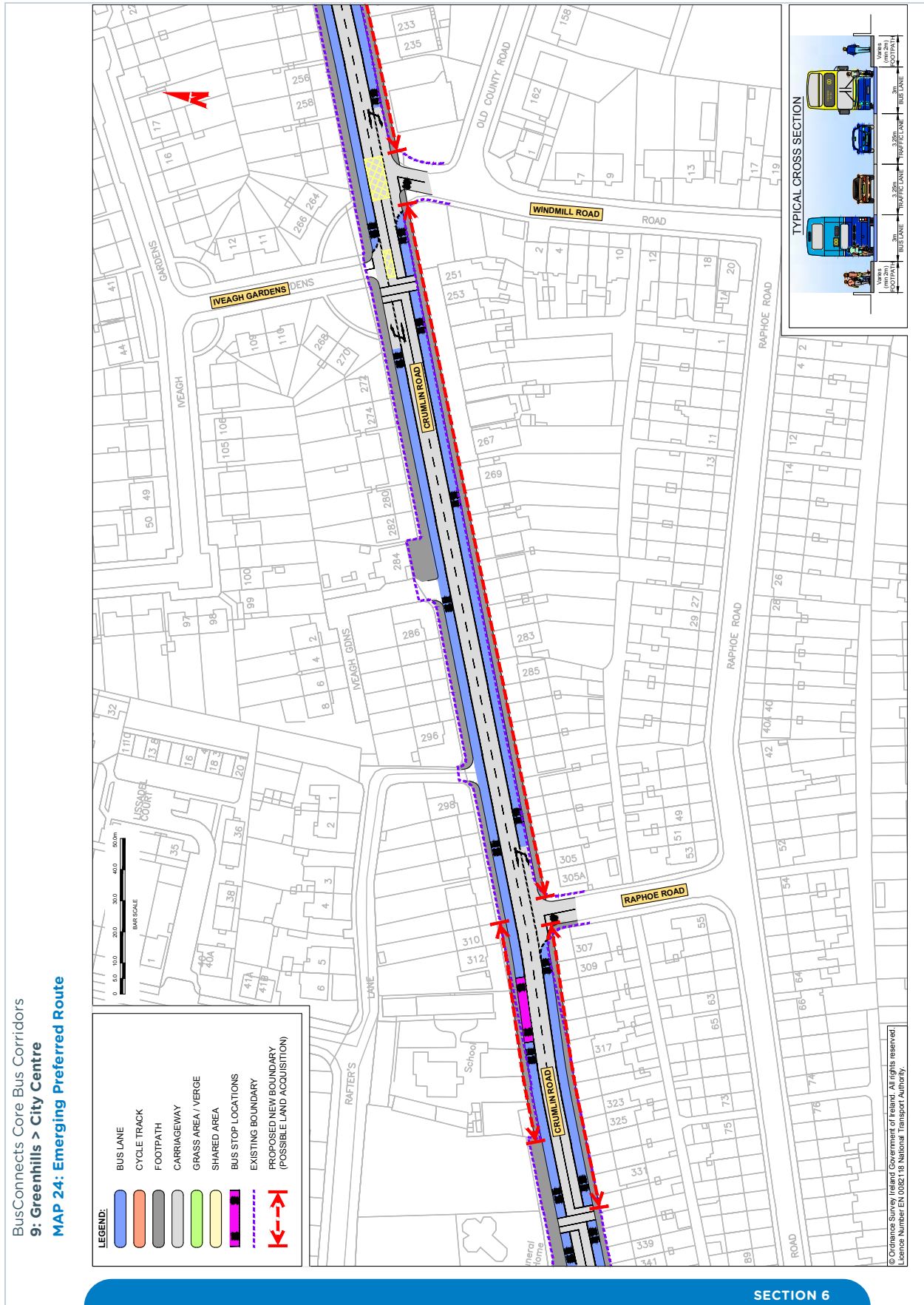
SECTION 6

BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 22: Emerging Preferred Route

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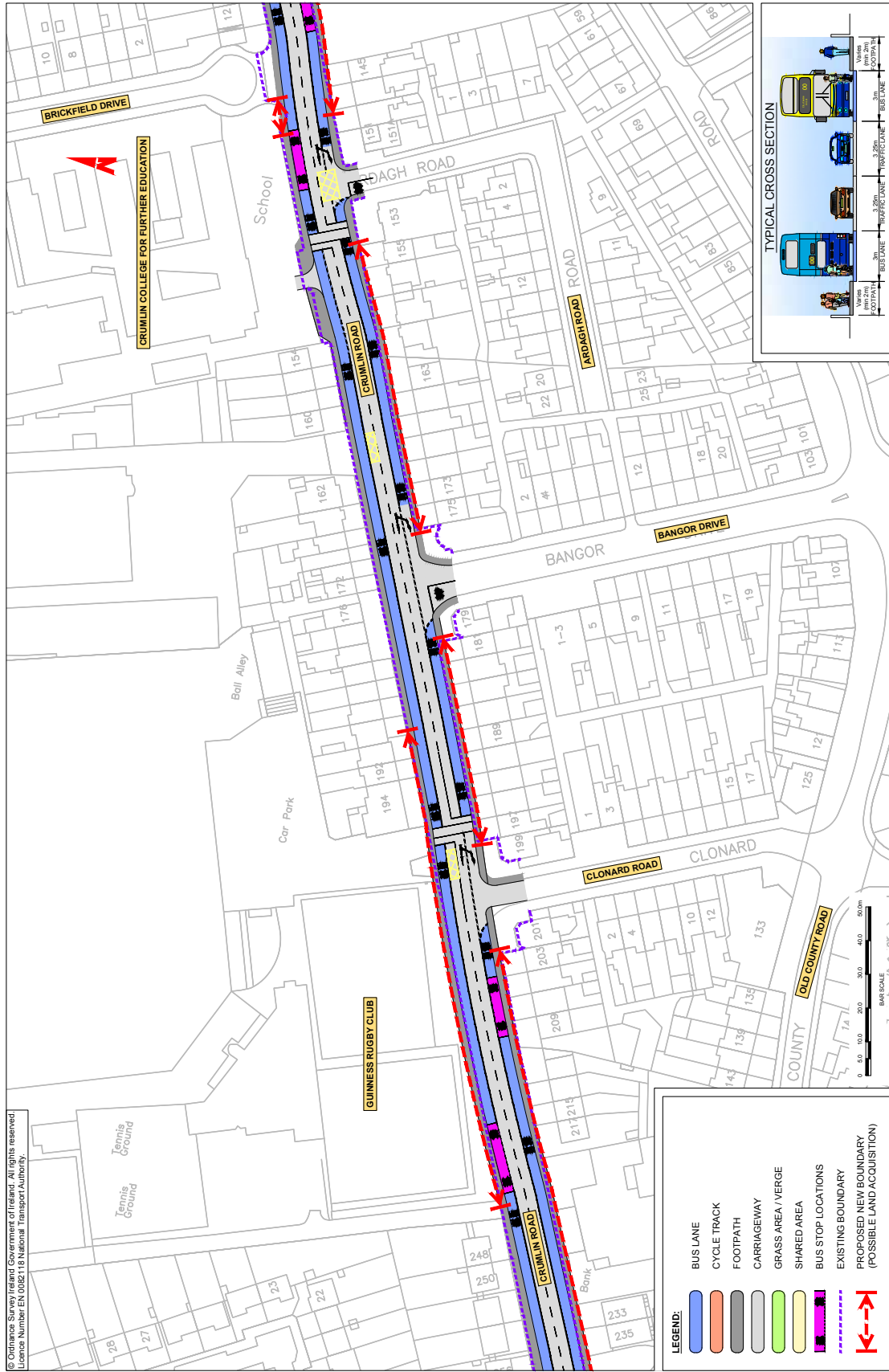


SECTION 6



BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 25: Emerging Preferred Route

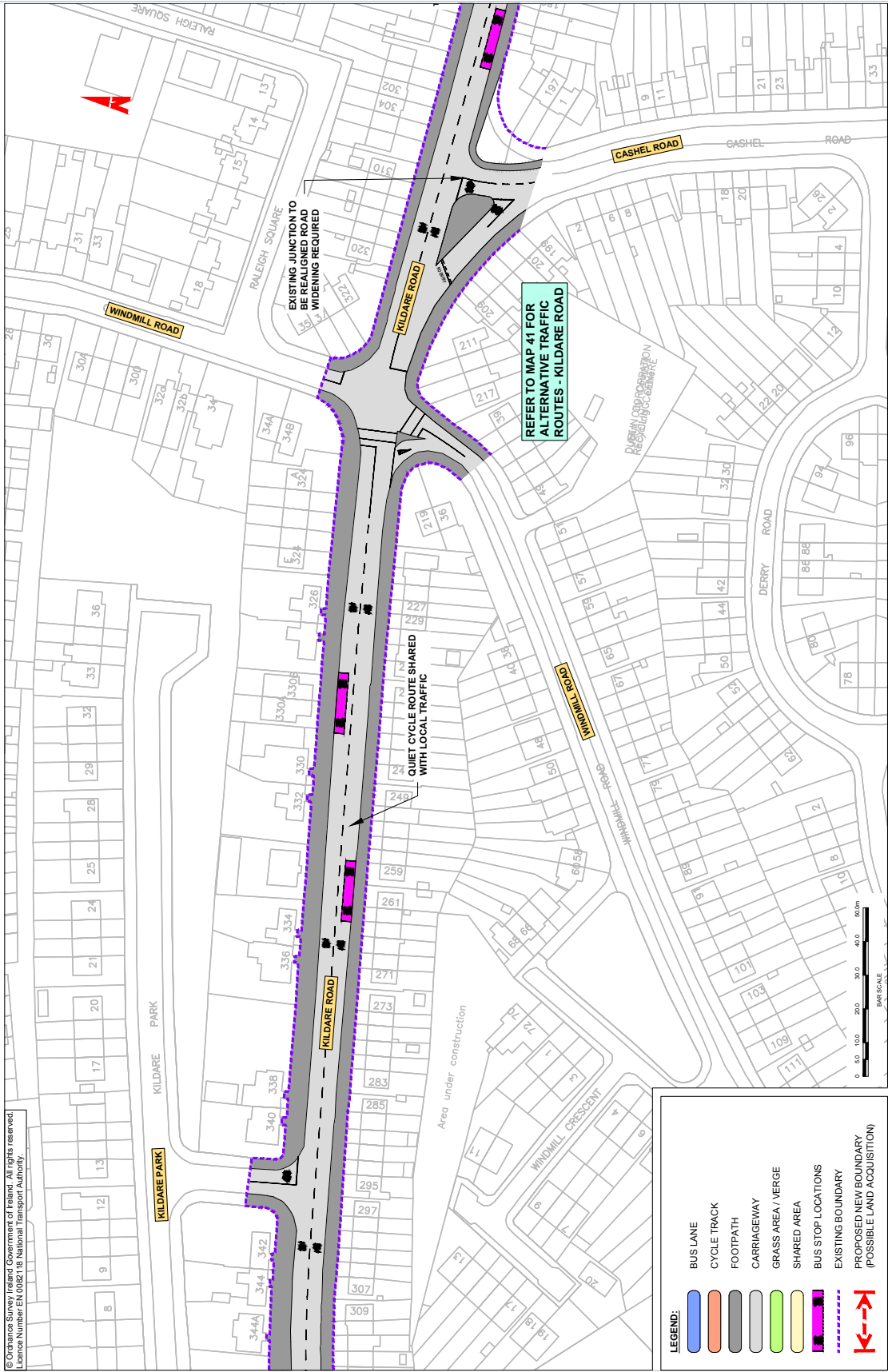
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BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 26: Emerging Preferred Route

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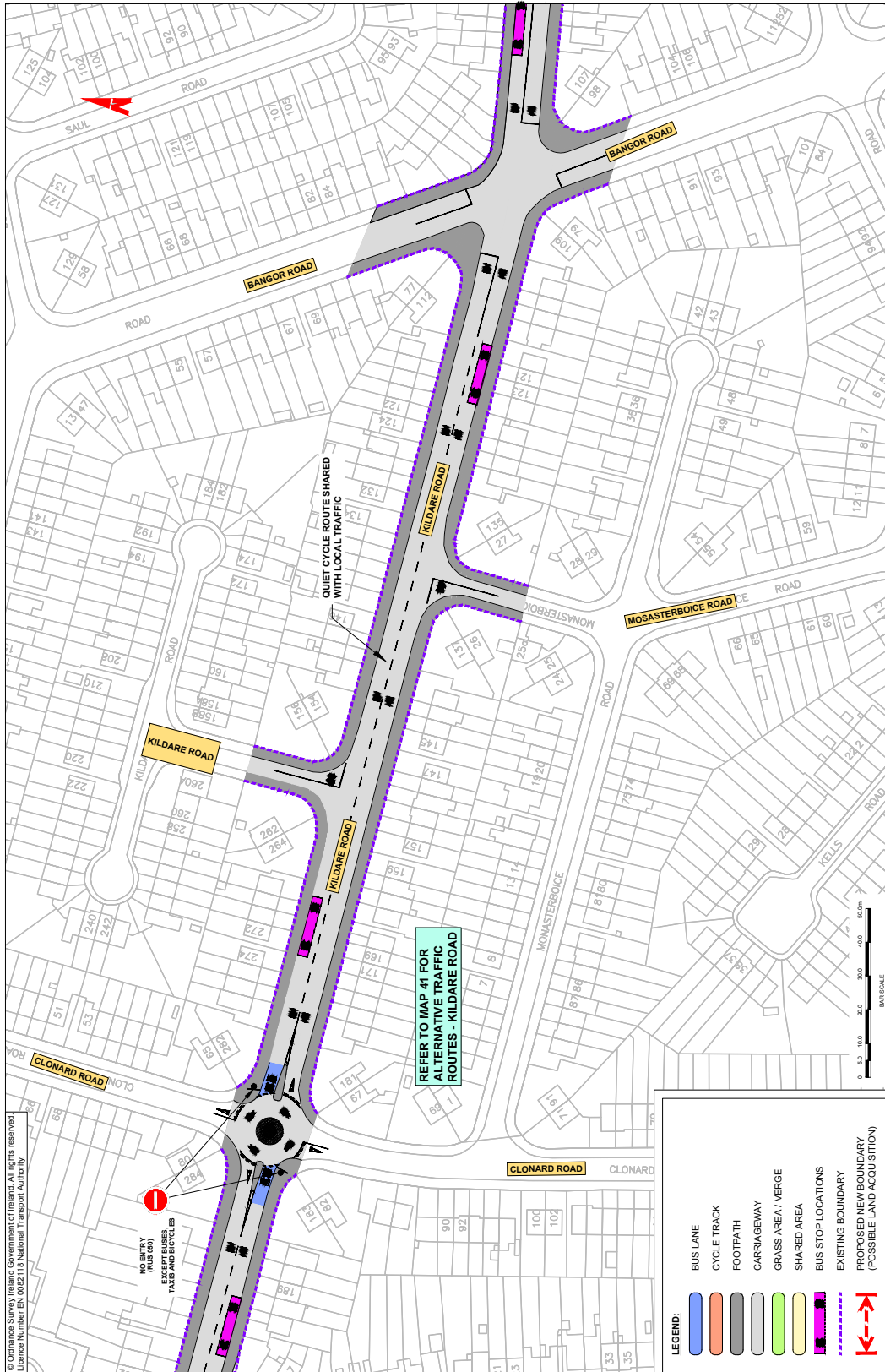
LEGEND:

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	SHARED AREA
	BUS STOP LOCATIONS
	EXISTING BOUNDARY
	PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

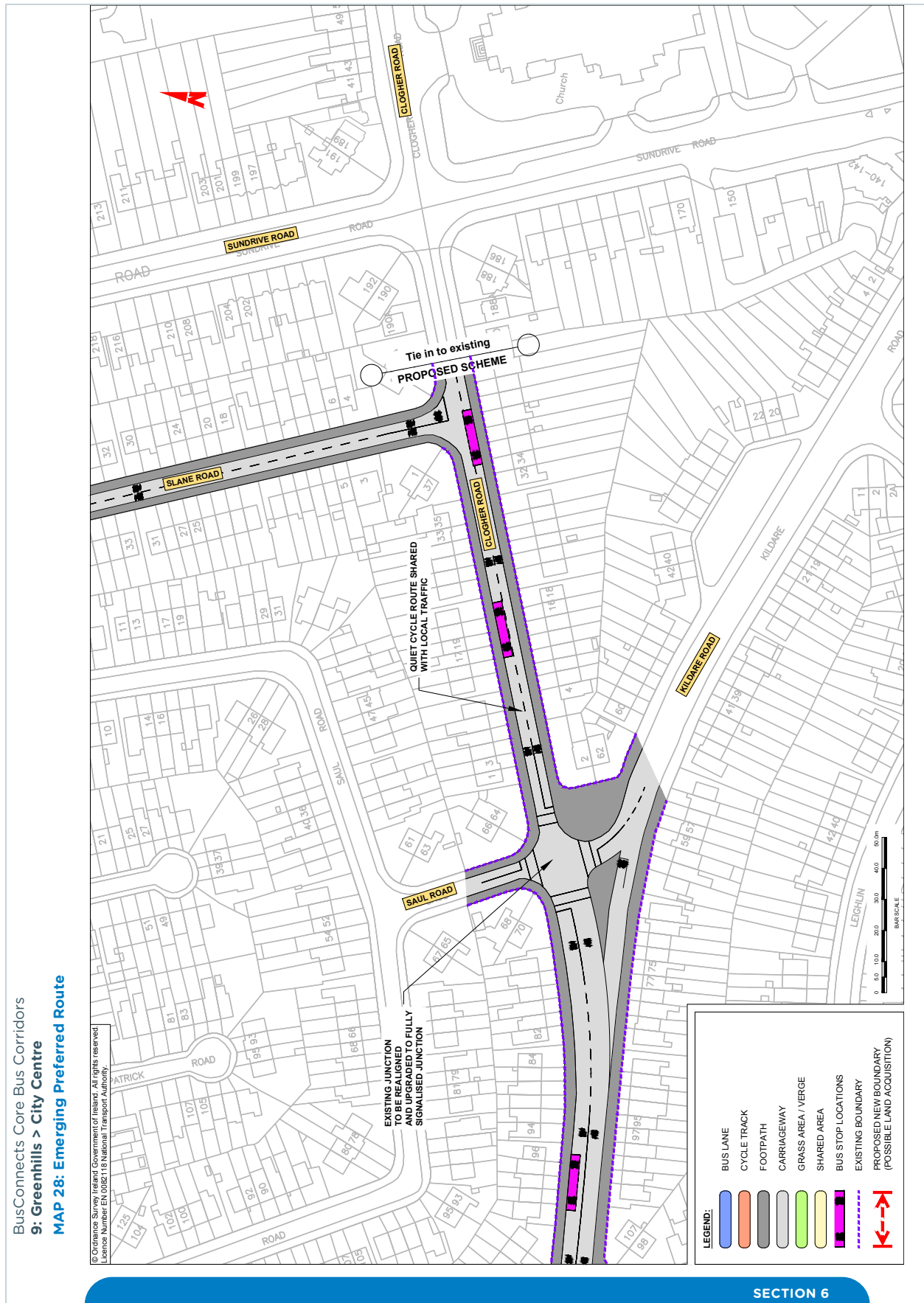
SECTION 6

BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 27: Emerging Preferred Route

SECTION 6

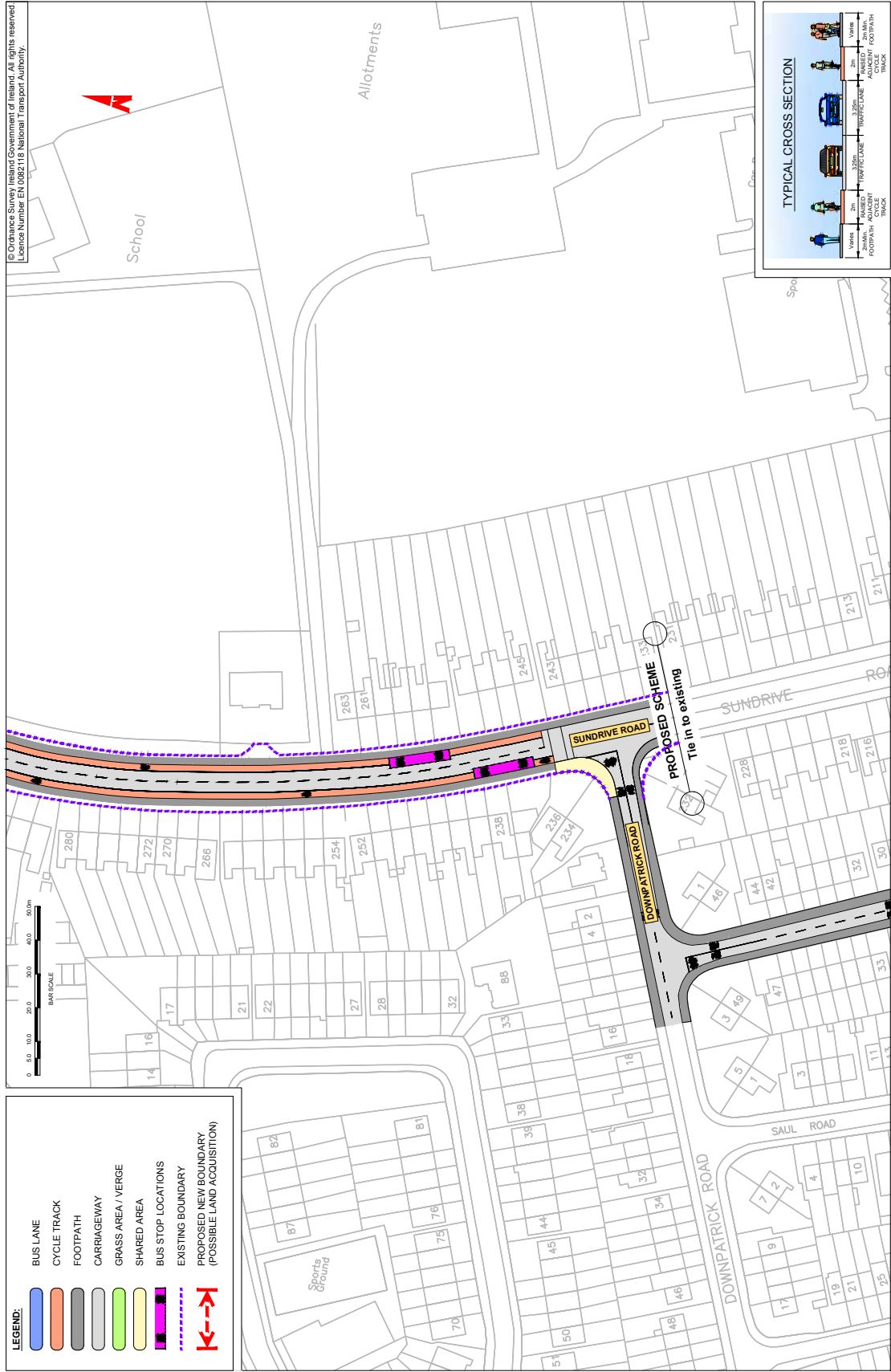


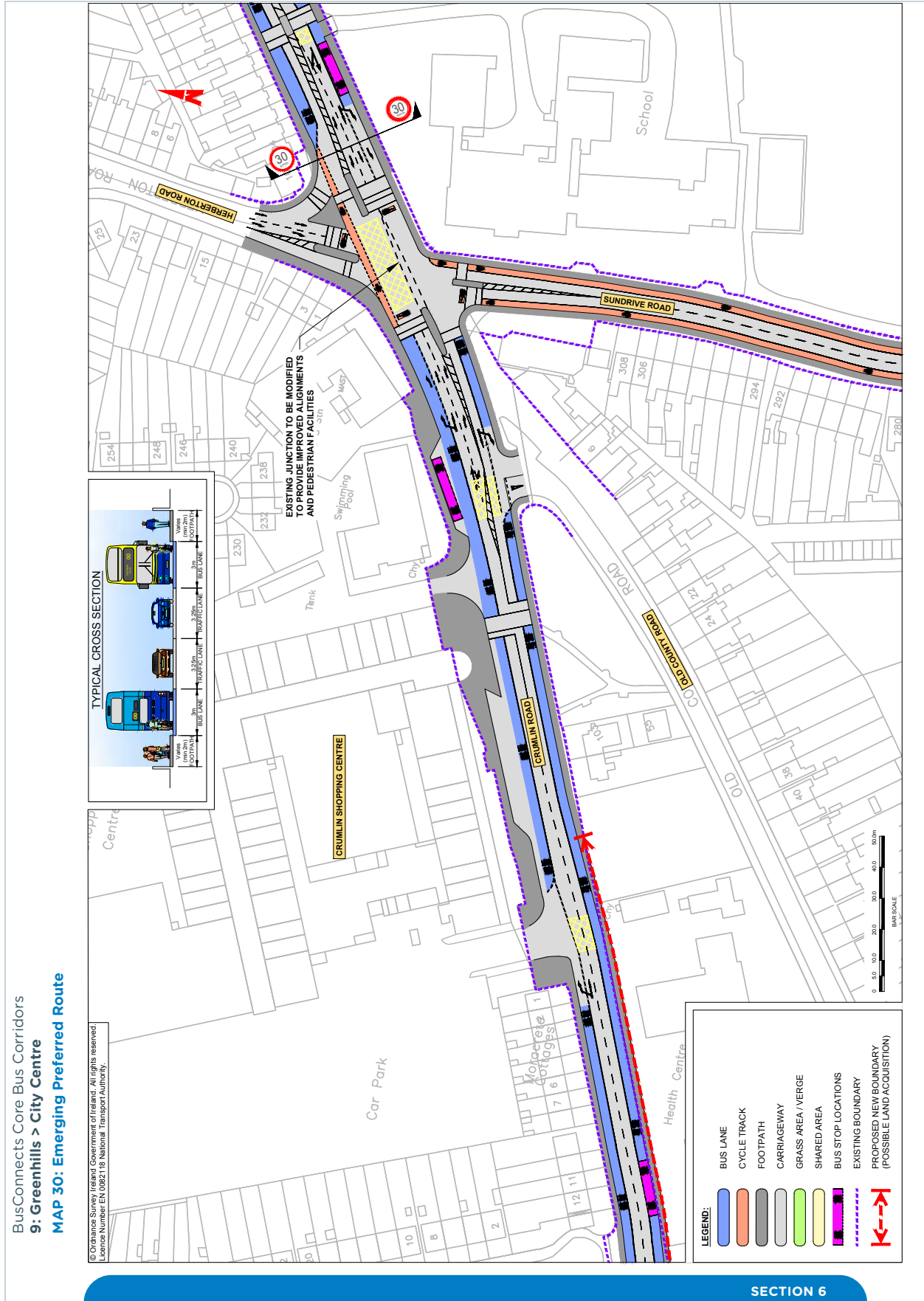
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BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 29: Emerging Preferred Route

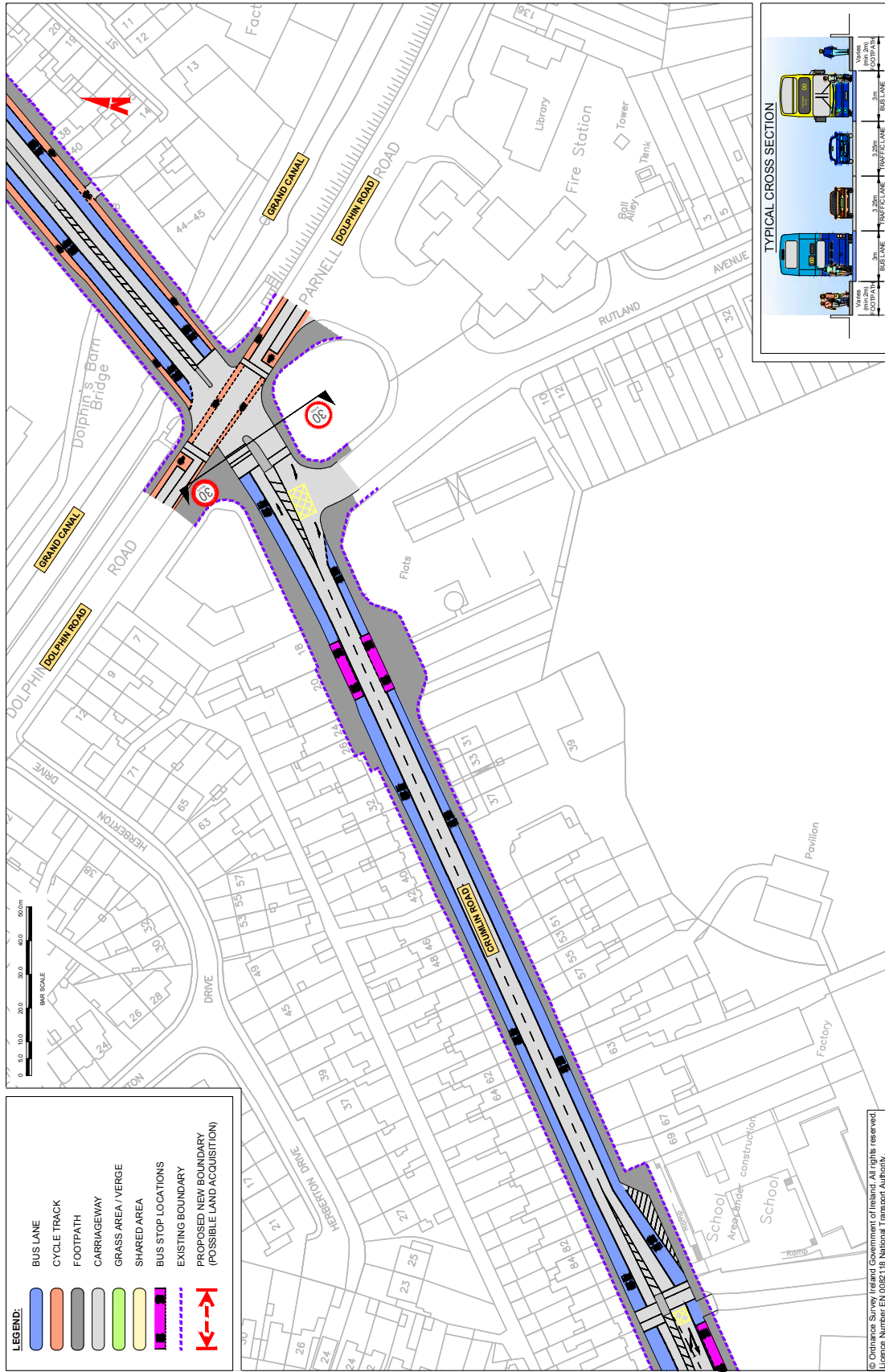
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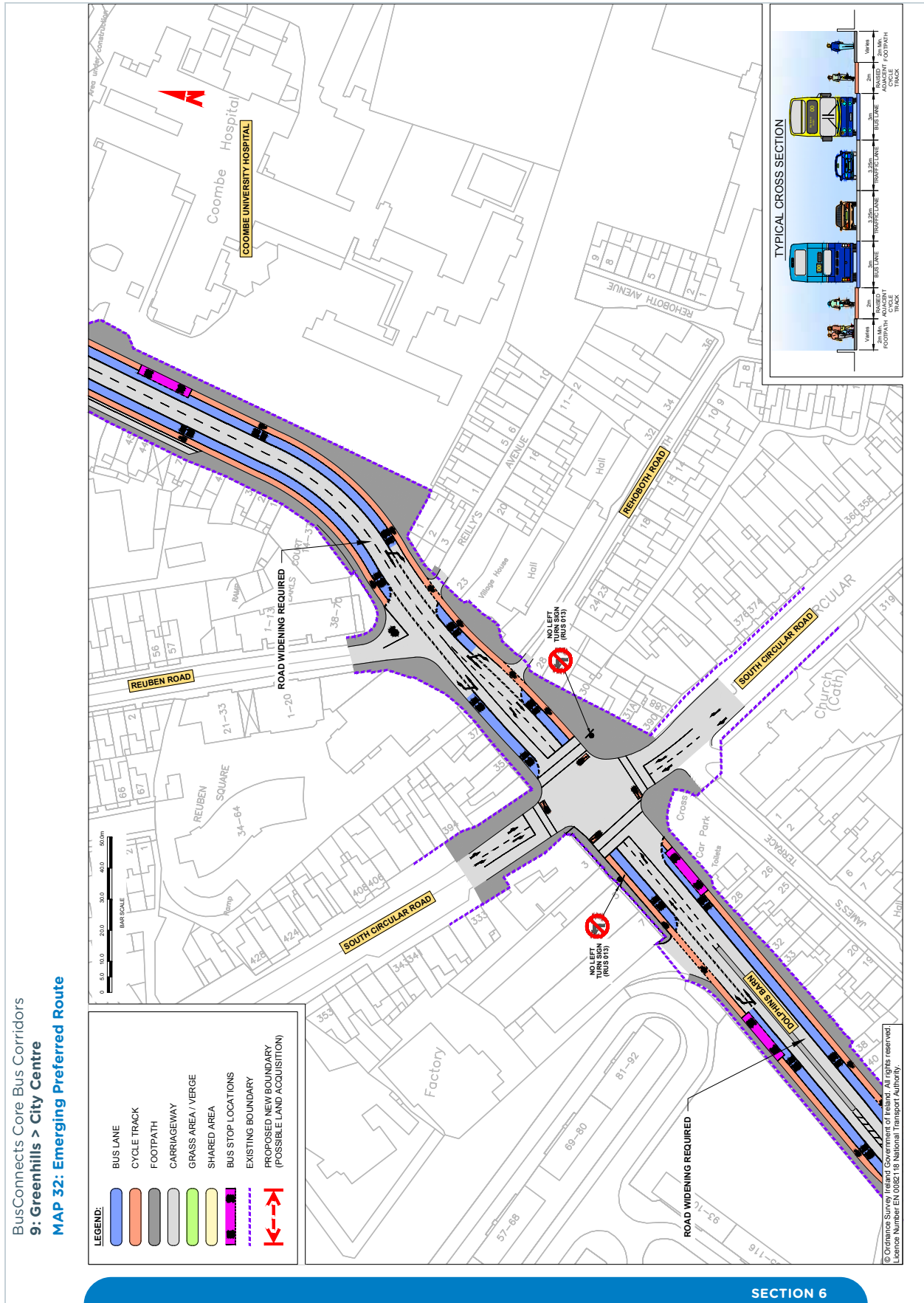




BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 31: Emerging Preferred Route

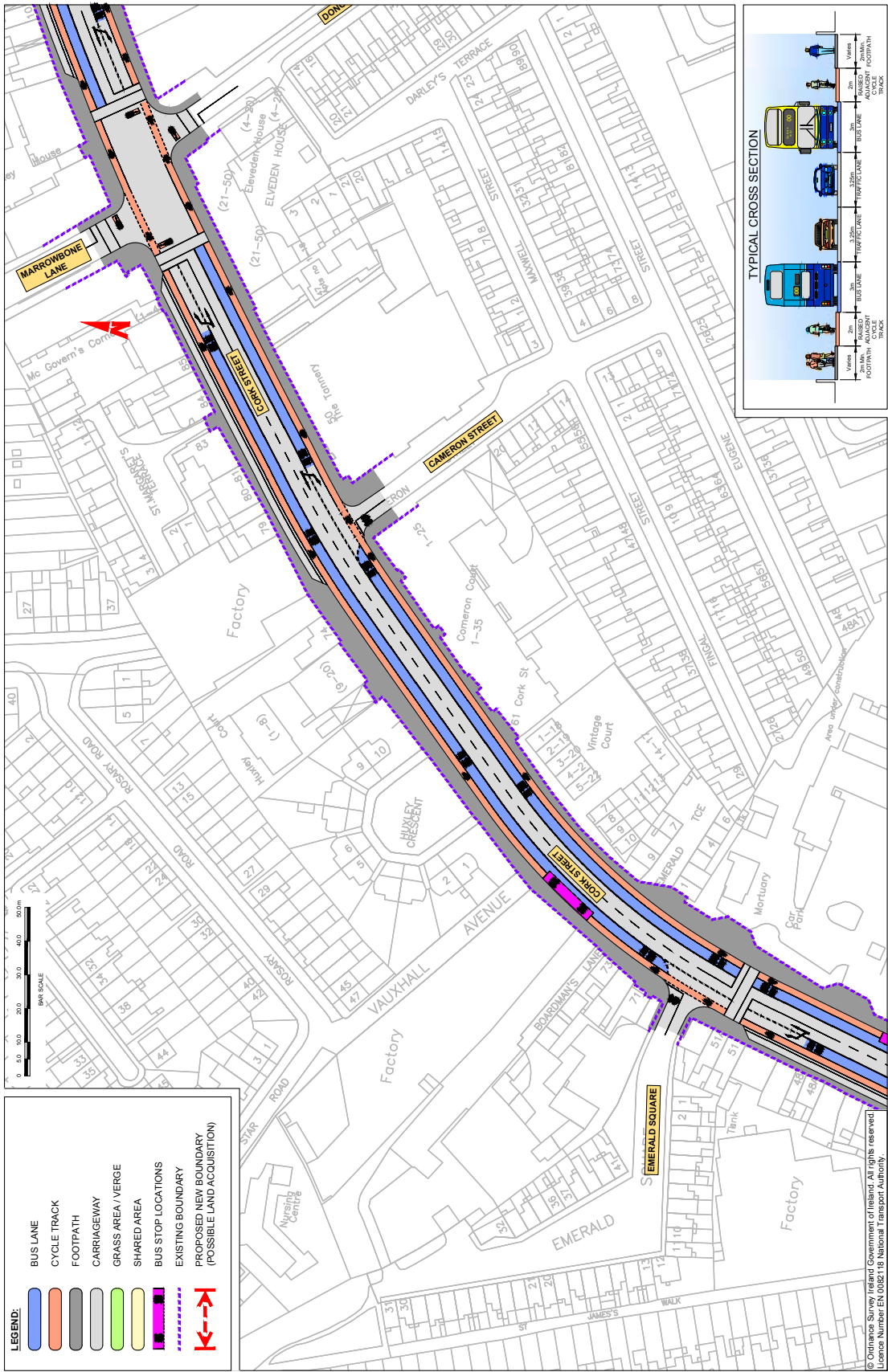
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BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 33: Emerging Preferred Route

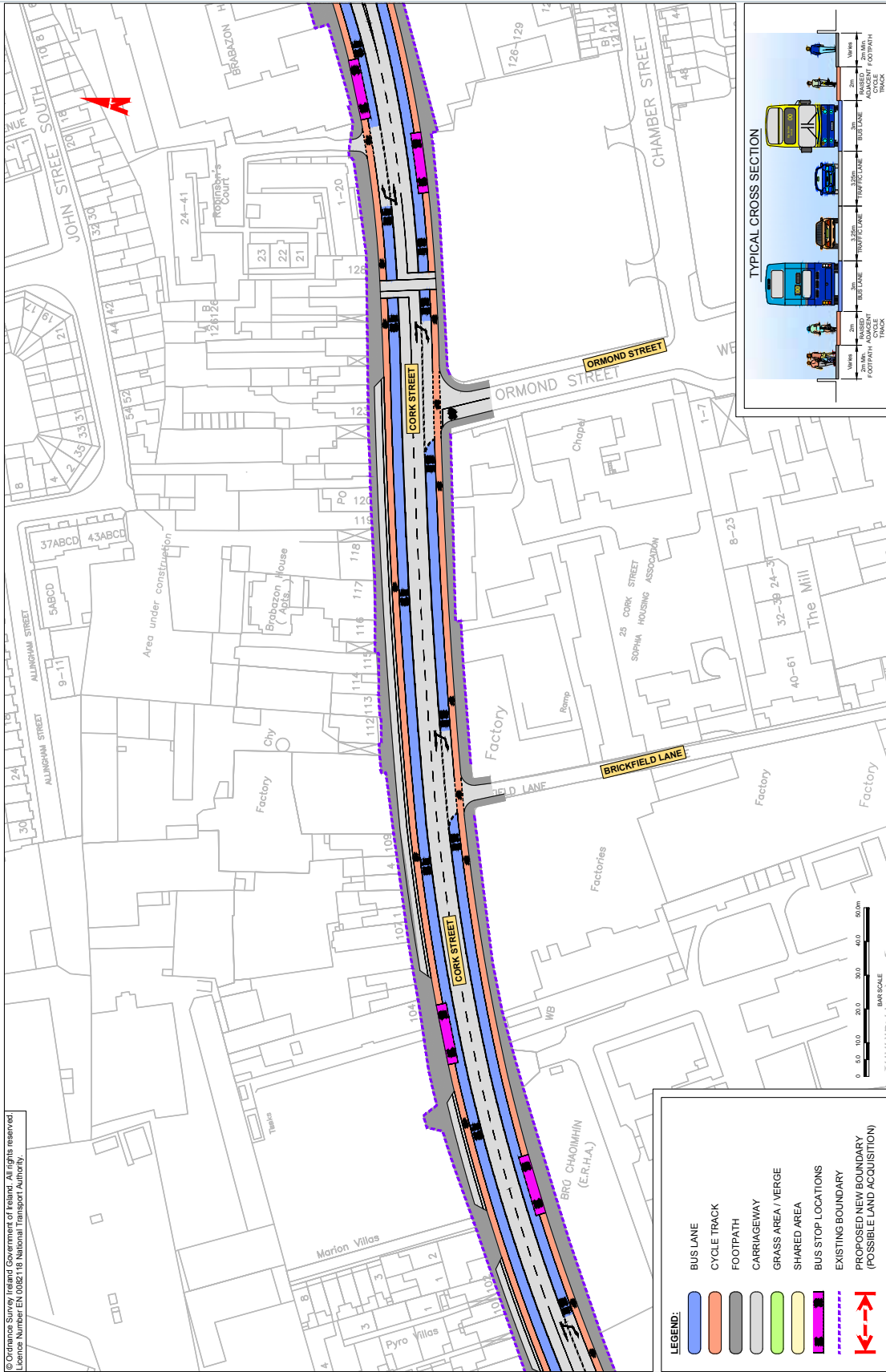
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BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 34: Emerging Preferred Route

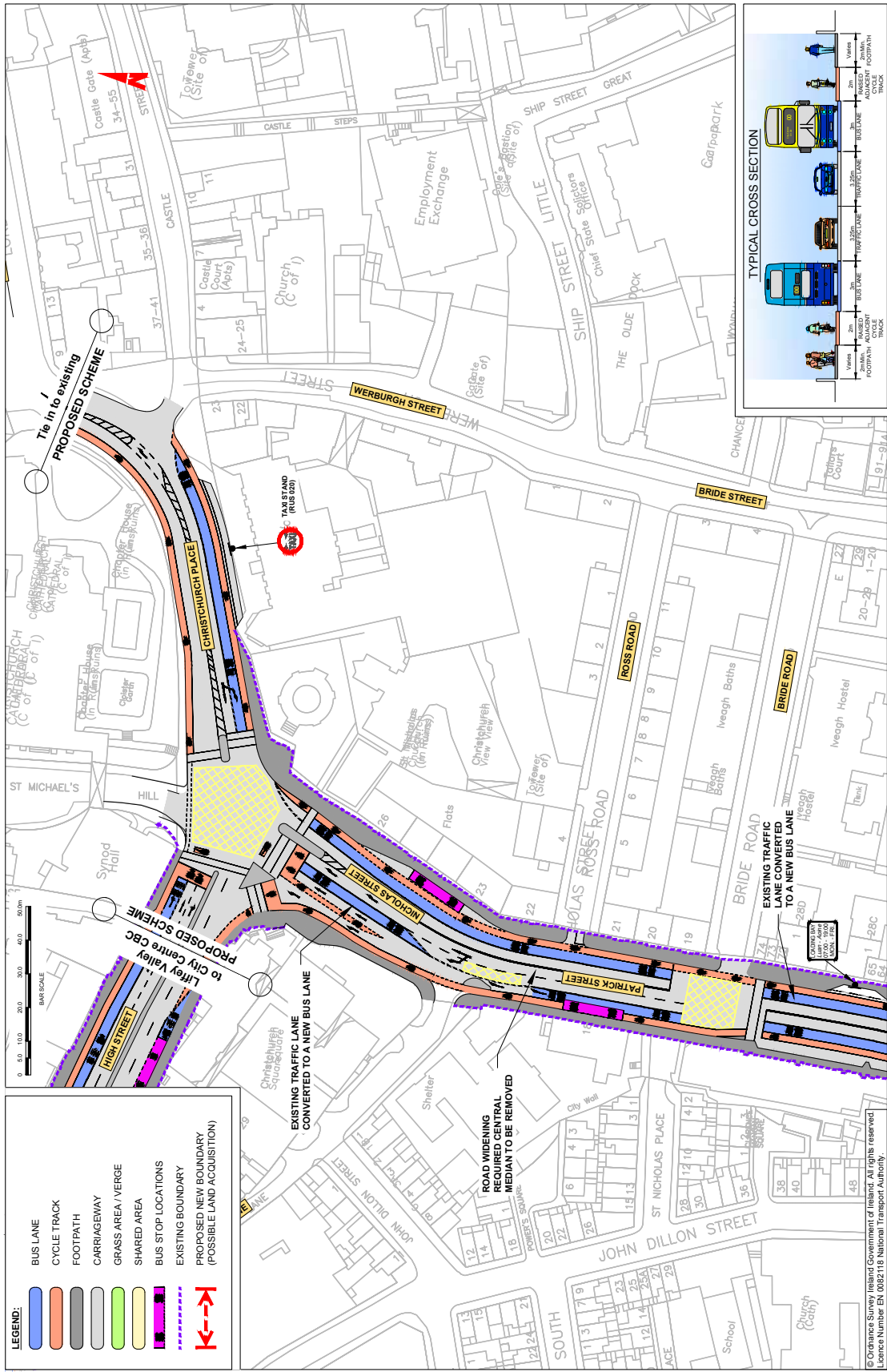
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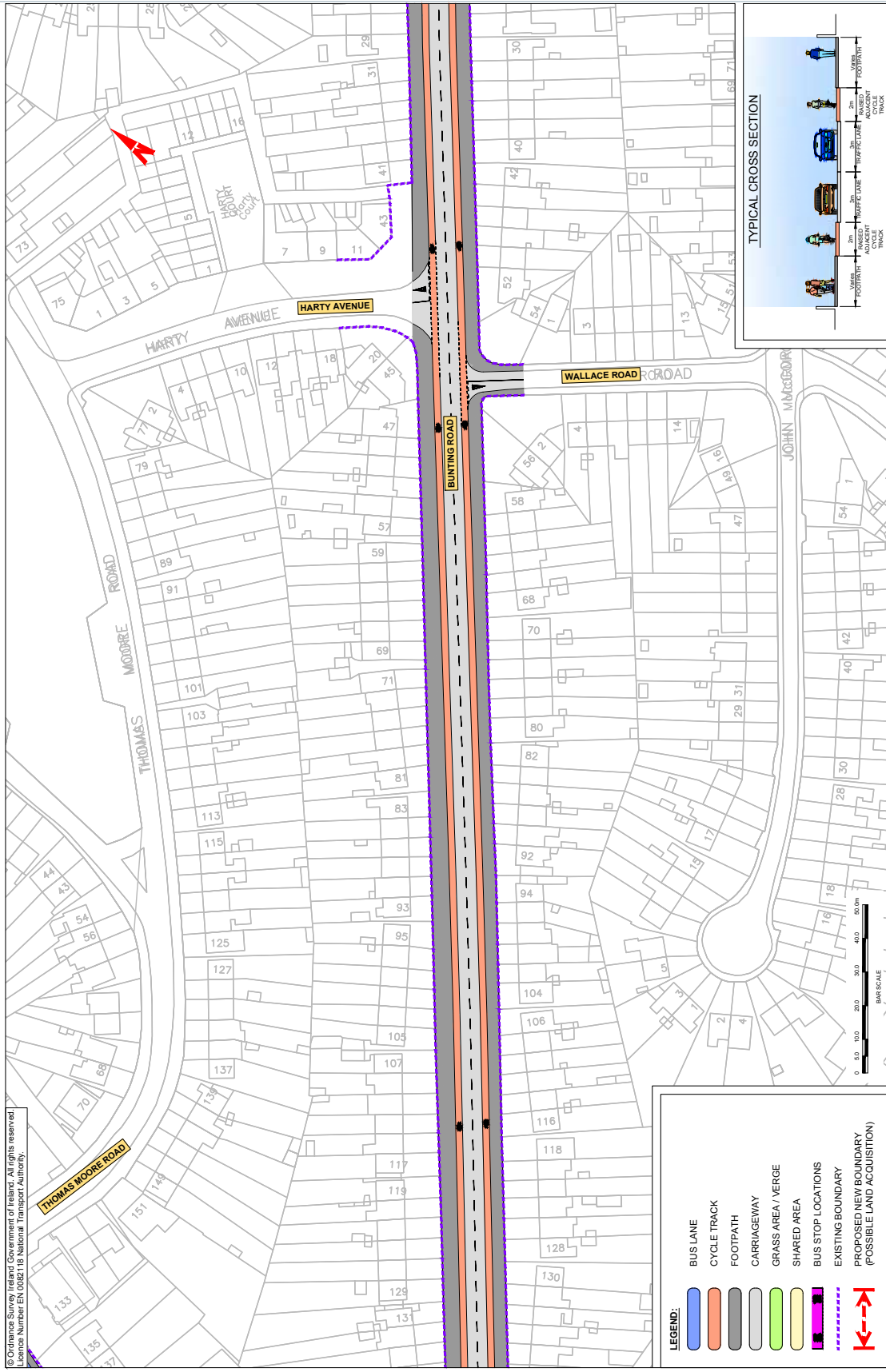
BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 37: Emerging Preferred Route

SECTION 6

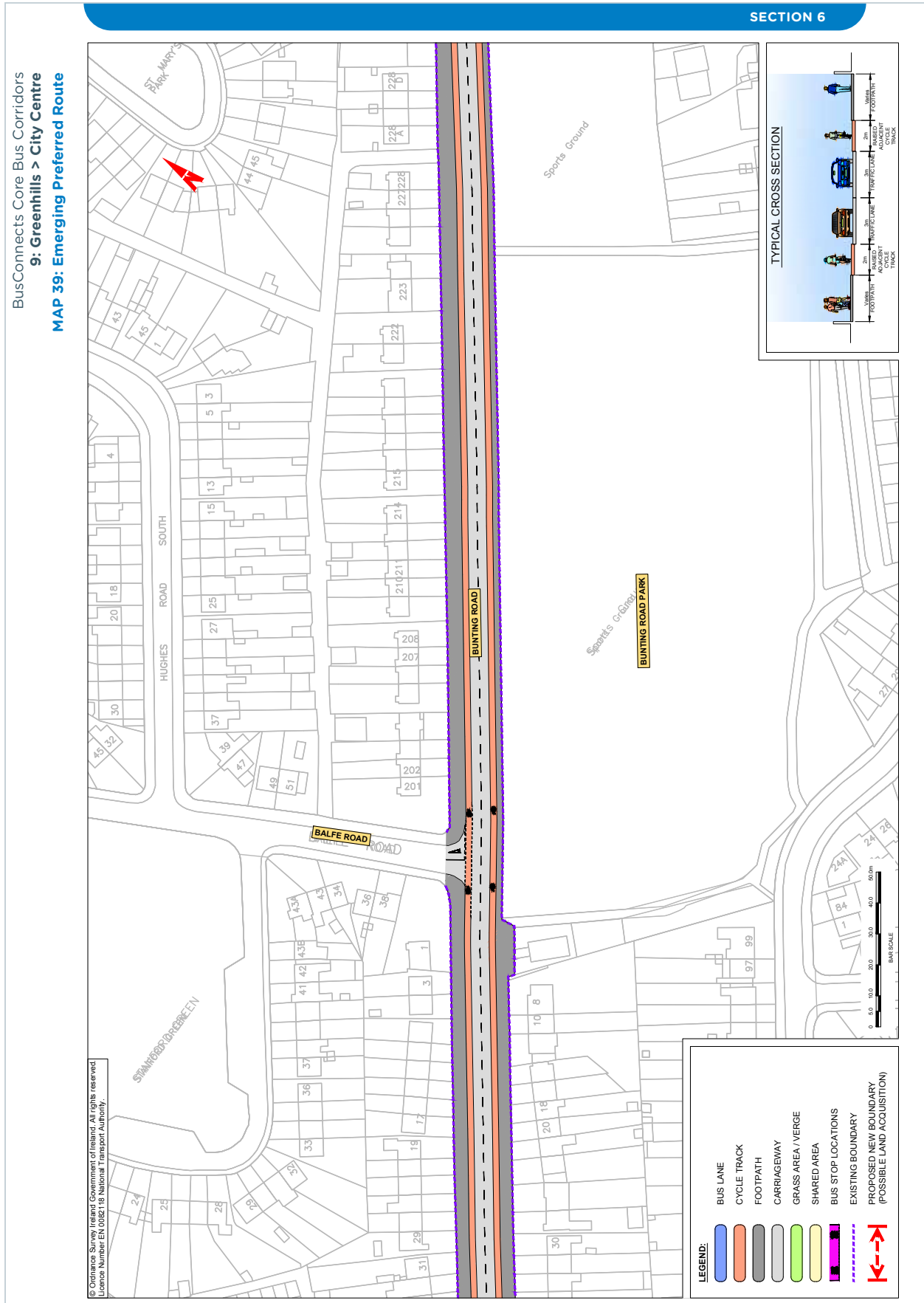


BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 38: Emerging Preferred Route

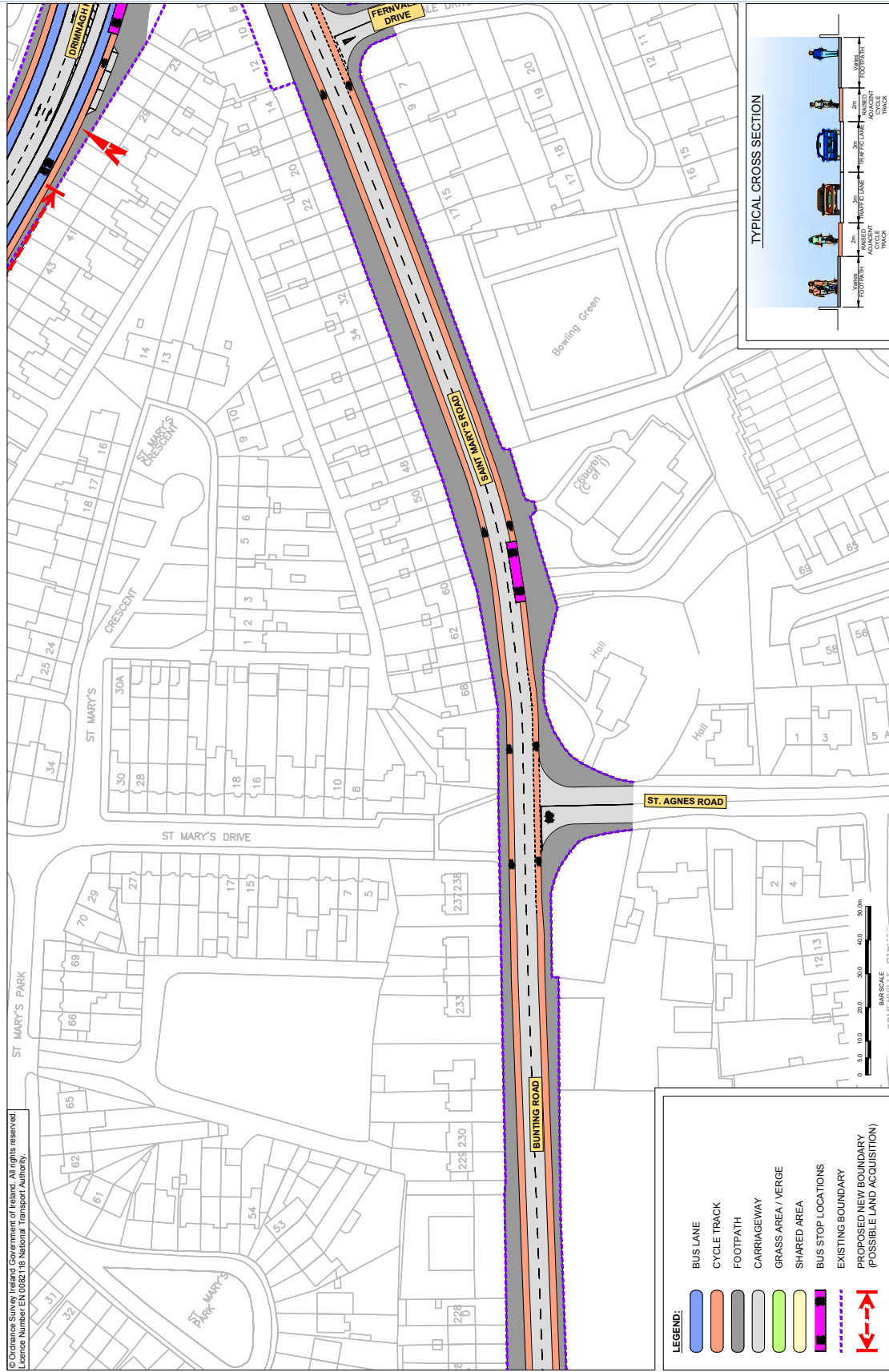
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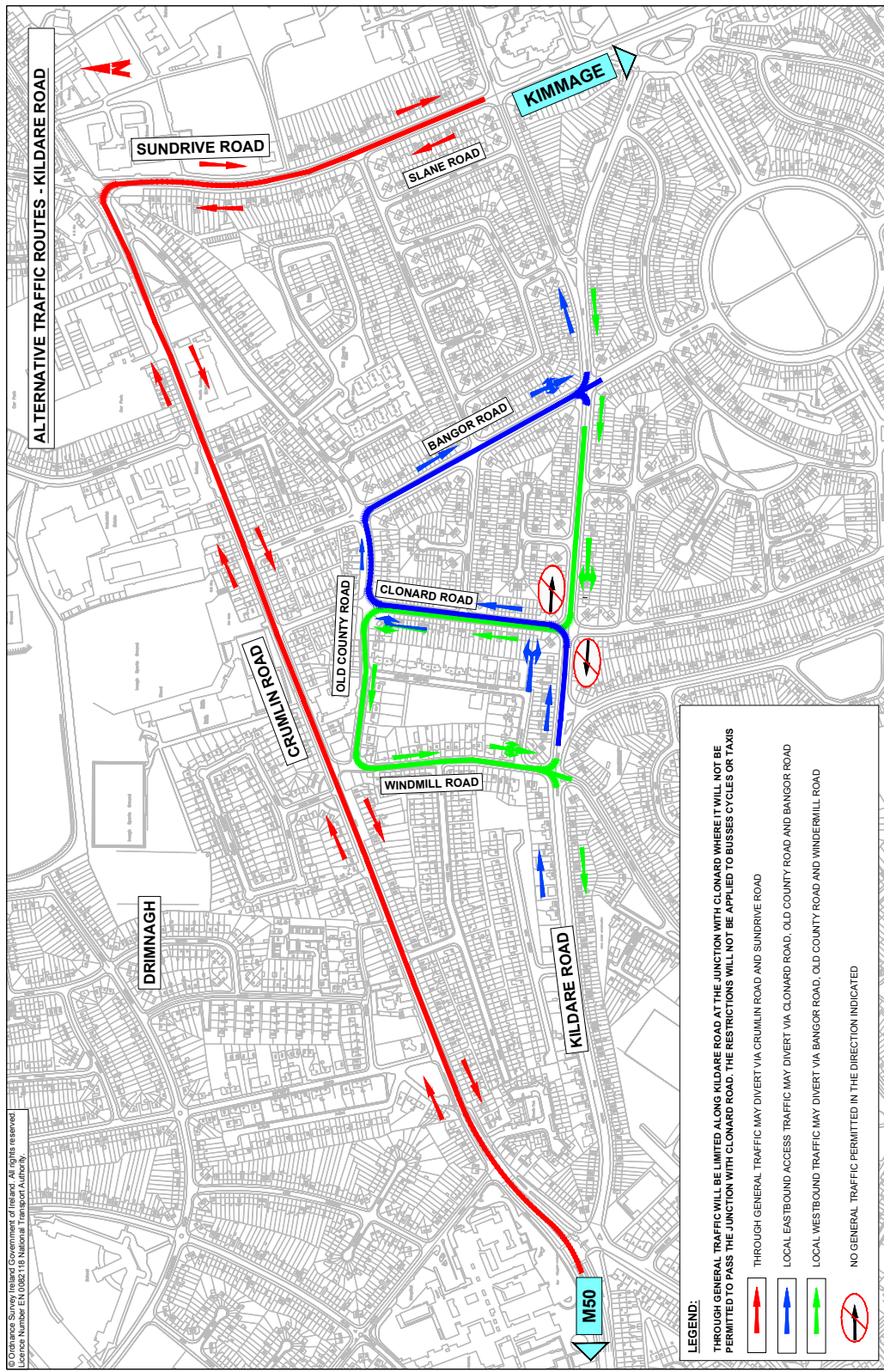
BusConnects Core Bus Corridors
 9: Greenhills > City Centre
MAP 40: Emerging Preferred Route



SECTION 6

SECTION 6

BusConnects Core Bus Corridors
 9: Greenhills > City Centre
 MAP 41: Alternative Traffic Routes



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National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
www.busconnects.ie



Project Ireland 2040
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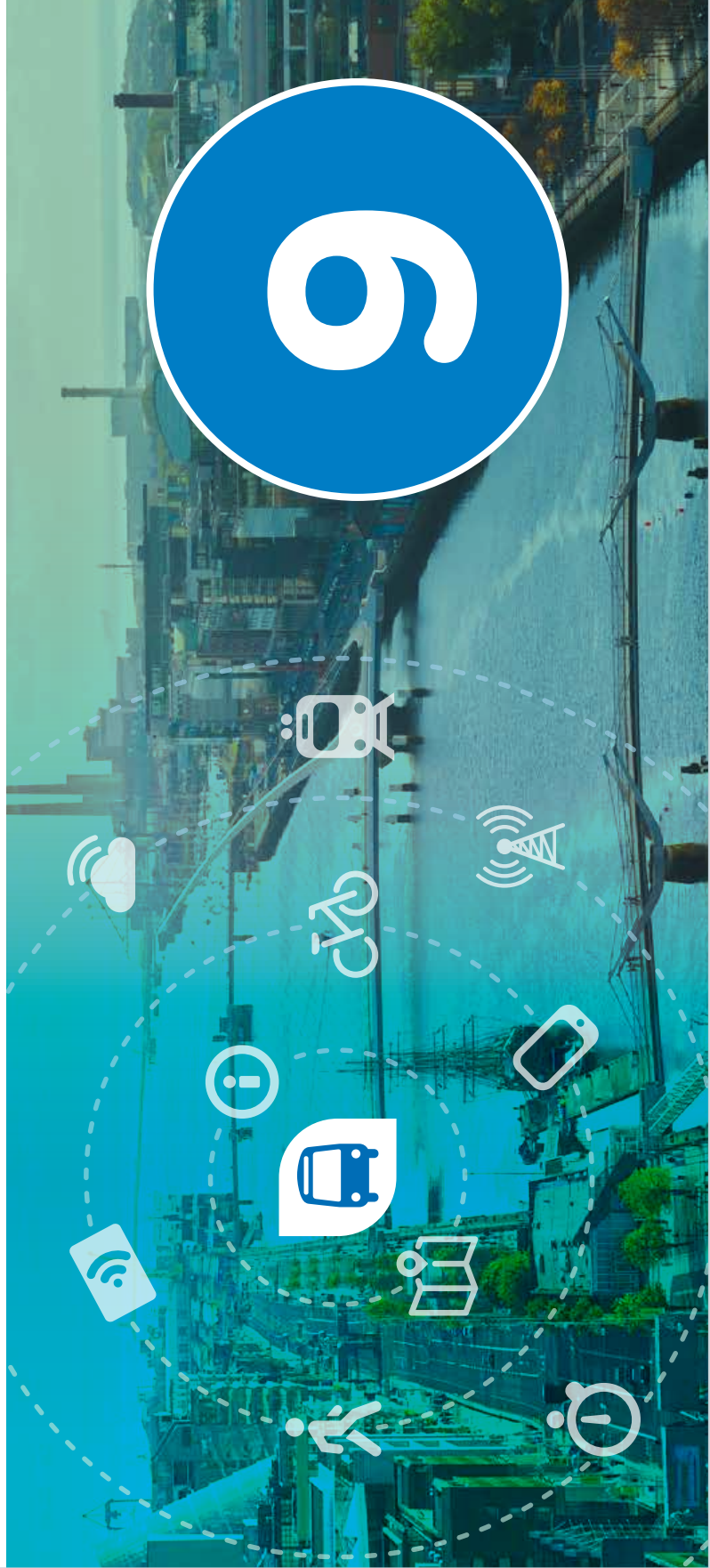
BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

 Project Ireland 2040
Building Ireland's Future

Na Glaschnoic > Lár na Cathrach Conair Bus Lárnach

An Bealach is Dealraithe a Roghnófar
i Comhairliúchán Poiblí Samhain 2019



Easy to Read Version



Core Bus Corridors Greenhills to City Centre



There has been a lot of thinking and work on the best routes for bus corridors.

These are known as Emerging Preferred Routes.



One route goes from Greenhills to the City Centre.

This bus corridor will start on Belgard Square West at the junction with Cookstown Way.

It will travel as far as Belgard Road.



The bus corridor will go through the Institute of Technology Tallaght, and come out on Greenhills Road.

It will go along Ballymount Avenue, Calmount Road, and Walkinstown Road to the Long Mile Road.



This bus corridor will continue along the Drimnagh Road, Crumlin Road, Dolphin's Barn, Cork Street, The Coombe, Patrick Street, and into the city centre.



Now, the bus journey from Greenhills to the City Centre takes up to 80 minutes.

With the bus corridor, this journey will take up to 40 minutes.



The route is 11 kilometres.



There will be new cycle lanes along this route.



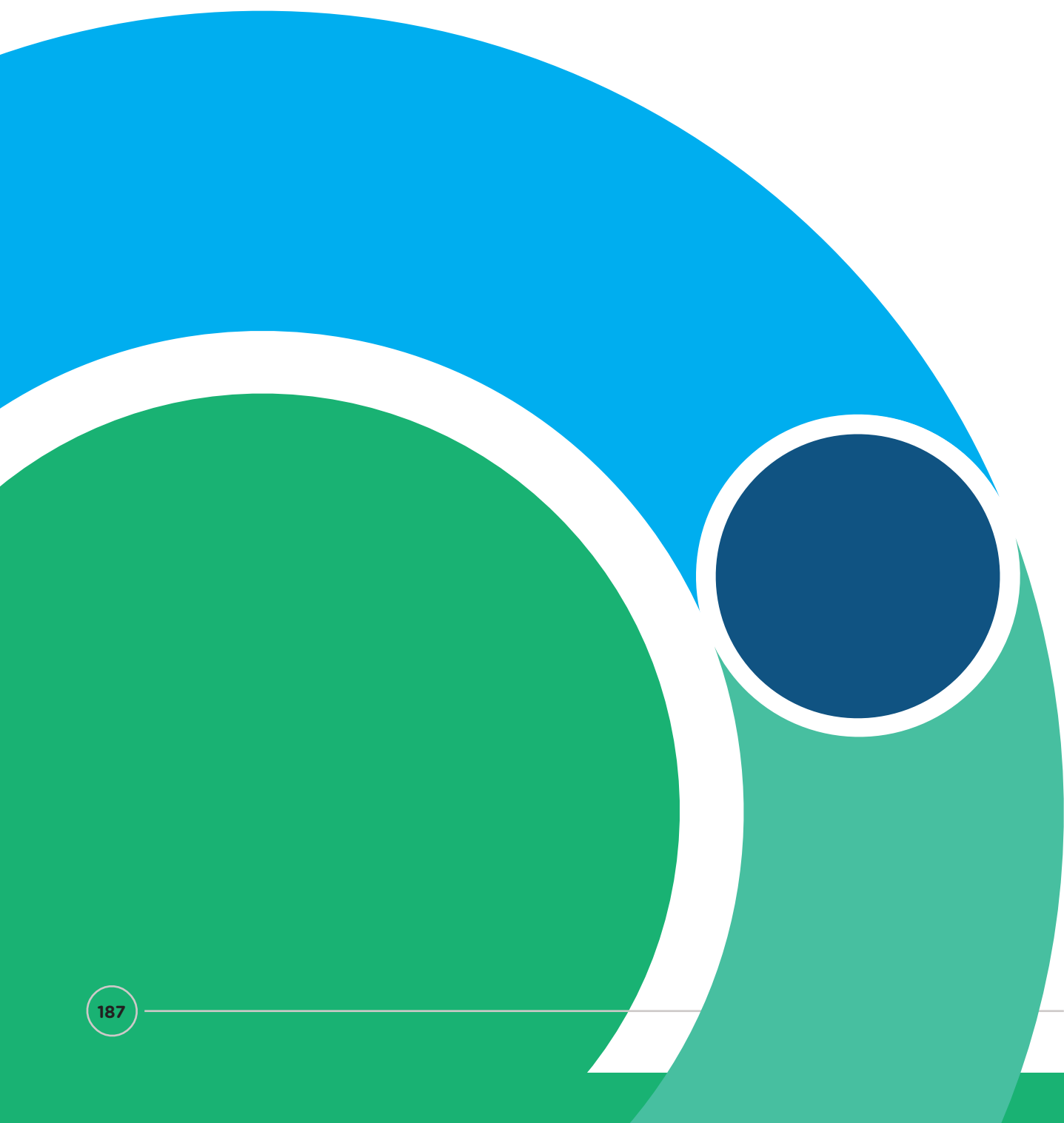
We need to make changes along the route to make room for the bus corridor.

For example, changing road layouts, taking away parking spaces, taking down and replacing trees, making changes to some gardens.



You will find a map for this route and an information booklet at:

www.busconnects.ie



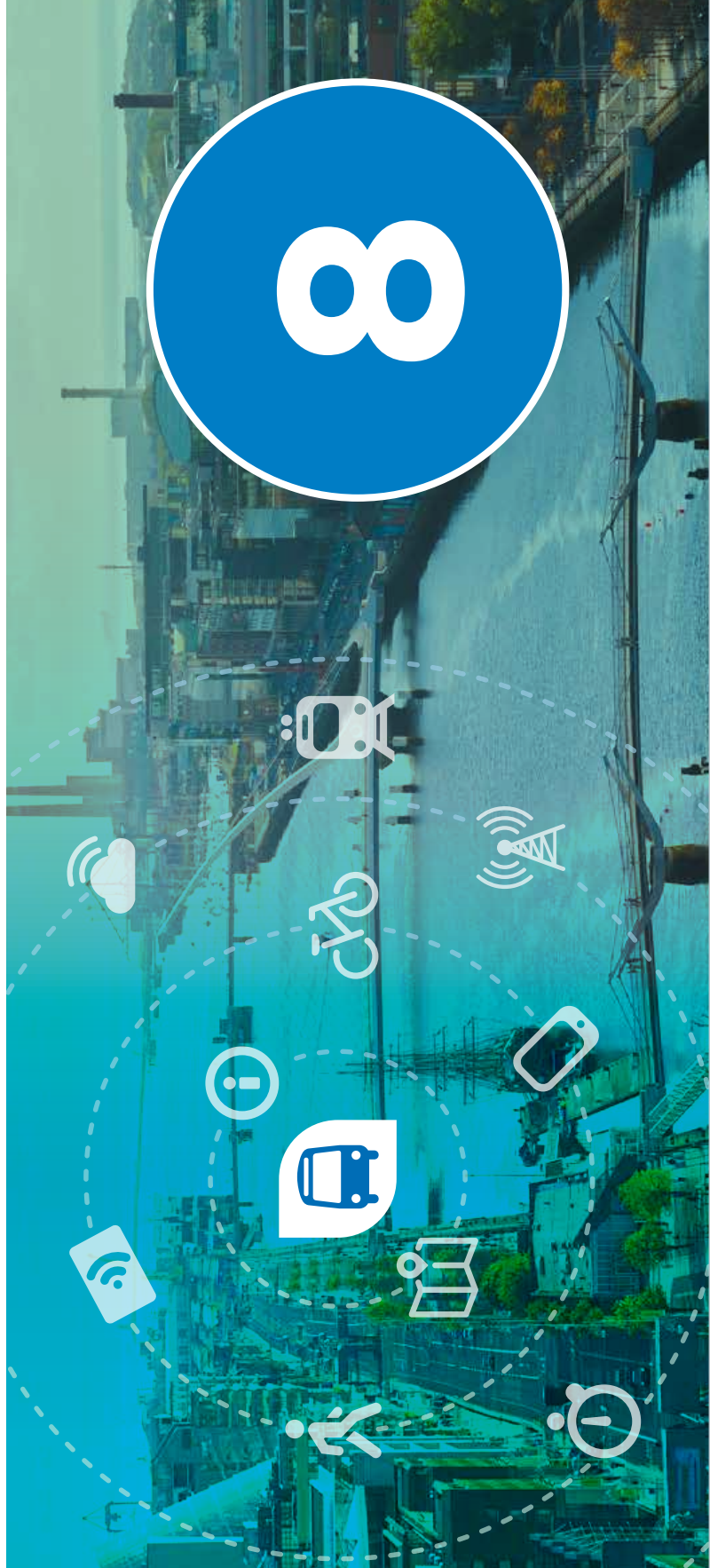
BUS CONNECTS

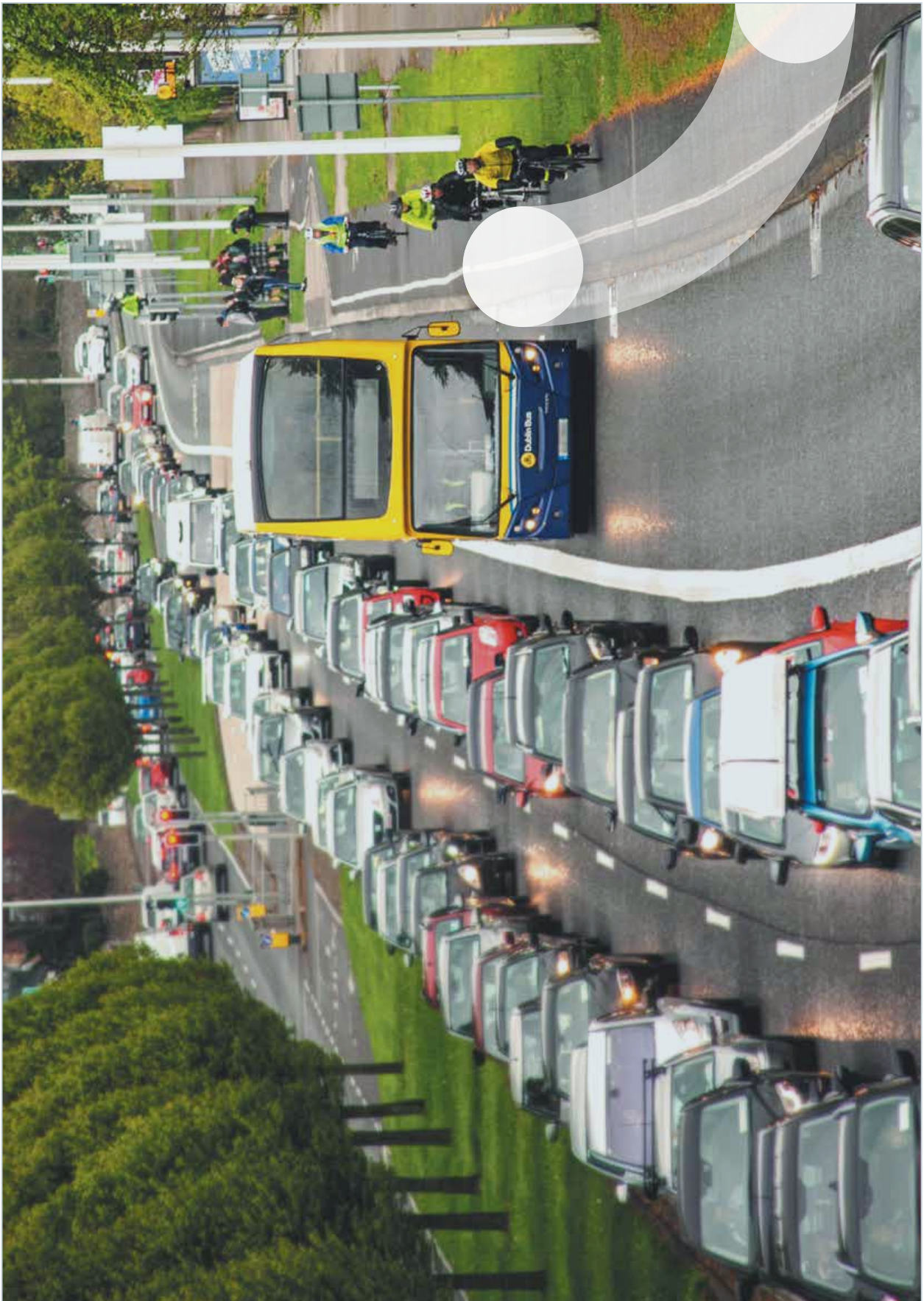
TRANSFORMING CITY BUS SERVICES

 Project Ireland 2040
Building Ireland's Future

Clondalkin > Drimmagh Core Bus Corridor

Emerging Preferred Route
Public Consultation January 2019





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BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh

2

1. Introduction

SECTION 1

1.1 Background

In June 2018 the National Transport Authority (NTA) published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of a core bus corridor network across Dublin. It set out the vision for the provision of 230kms of dedicated bus lanes and 200km of cycle lanes/tracks on sixteen key bus corridors.

Continuous bus lanes and cycle tracks



230kms
of continuous
bus priority



200kms
of cycle tracks/
lanes provided

Separately in July 2018 the **Dublin Area Bus Network Redesign**, which is the redesign of bus services, started its first public consultation phase. Around 30,000 submissions including signed petitions and online survey responses were received by the end of September. Over the coming months all of these submissions will be reviewed and assessed. Following that process a revised network design will be published during 2019 for a second public consultation. It is envisaged that the implementation of the final network will take place in 2020. The network redesign can be implemented on the existing road network with some enhancements at key interchange locations.

The public consultation for the sixteen radial core bus corridors will now take place on a phased basis from November 2018 until May 2019. Each phase will be for a set number of corridors to be consulted on over a period of months. These public consultations phases will be the start of a detailed process of engagement and communication. All of which will take place prior to detailed designs being finalised and planning permissions sought.

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 emerging preferred route from start to finish with supporting route maps. It explains the step by step process for engagement and consultation for potentially impacted property owners and the general public. It also outlines the process for planning and construction of the core bus corridor network including expected timelines.

SECTION 1

1.2 Why does Dublin need a core bus corridor network?

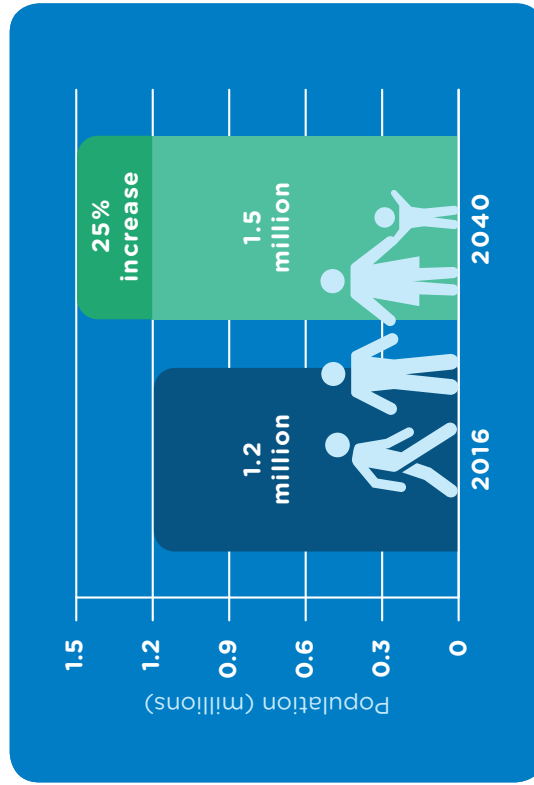
➤ **Congestion** – Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. Ireland's economic recovery from the recession is seeing significant increases in the number of people working and travelling across Dublin. The number of commercial vehicles continues to rise as does the number of tourists. The commuter areas surrounding Dublin continue to spread and grow in a low density manner. Growth areas can only be served in the short and medium term by the bus as opposed to long-term projects such as rail and Luas.

At present bus lanes are in place for less than one third of a bus journey on the busy corridors. This means buses are competing for space with general traffic and so are affected by the increasing levels of congestion.

➤ **Growing Population** – It is predicted that the population for the Dublin region will grow 25% by 2040, bringing it to almost 1.5m for the region. This huge growth in population has to be accommodated with a quality public transport system.

➤ **The bus system can deliver** – We need to invest in the bus system because the bus system is the main component to meet our future transport needs. A good bus system has the reach and flexibility to service all the new housing developments, business parks, hospitals, colleges and retail shops across Dublin. It is a proven solution and is the main form of public transport across Dublin with 67% of public transport journeys each day made by bus. The bus system carries three and four times the number of people who travel on Luas or Dart and commuter rail.

Forecast Population Growth in Dublin Region



BusConnects Core Bus Corridors
8: Clondalkin > Drimmagh

4

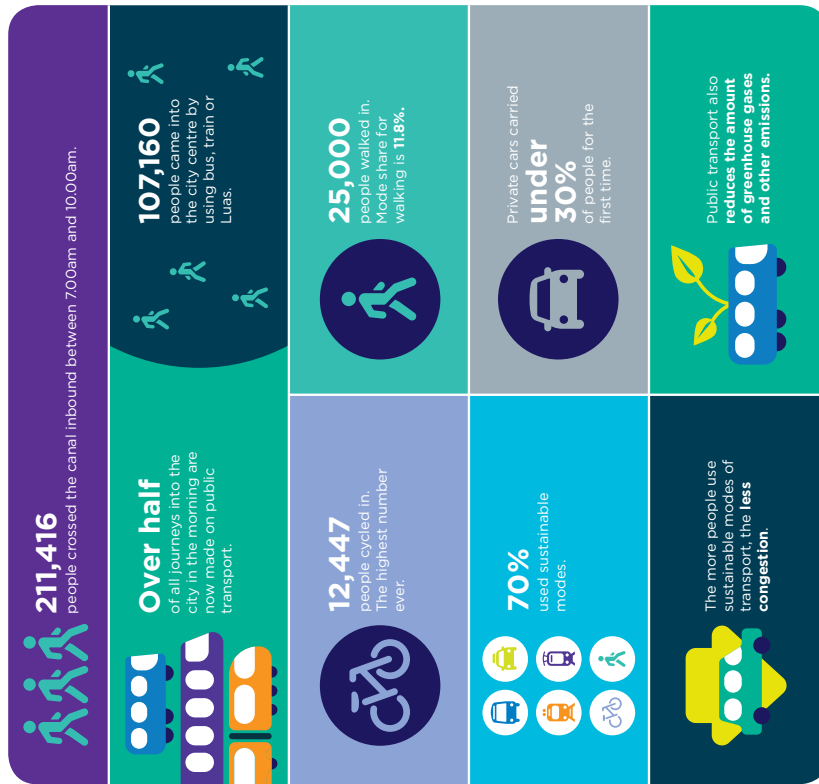
SECTION 1

➤ **People want to cycle** – The core bus corridor project is not just about the provision of bus lanes. Under this project we will also deliver 200km of segregated cycling infrastructure to make cycling safer and more attractive than ever before. This initiative is the foundation of the overall cycle network for the Greater Dublin Area.

Commuting to work by bicycle has increased by 43% since 2011. Again this growth represents a clear choice that people are making to cycle. This project will support that trend and is a vital component of creating a sustainable transport system for people across Dublin. Safe cycling facilities across the 16 key bus corridors will provide people, families and their children a suitable environment to cycle where they want and when they want

➤ **People want to use public transport** – The need to build a core bus network is being driven by increases in congestion and also by the significant shift of people choosing to use public transport. People want to use it and should have a reliable and efficient bus system to travel on. Based on 2017 canal cordon figures over 70% of people travelling into the city each morning do so by sustainable transport modes and mostly by bus. Cars only account for 30% of travel into the city centre each day and therefore the amount of road space allocated to sustainable transport needs to reflect that position.

Dublin Canal Cordon 2017 Statistics - 7am to 10am



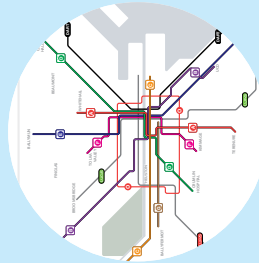
1.3 What is BusConnects Dublin?

BusConnects Dublin is a major investment programme to improve public transport in Dublin.

It aims to overhaul the current bus system in Dublin through a 10 year programme of integrated actions to deliver a more efficient, reliable and better bus system for more people.



- Building a network of new bus corridors to make journey's faster and more reliable.
- New network of cycle lanes/tracks.



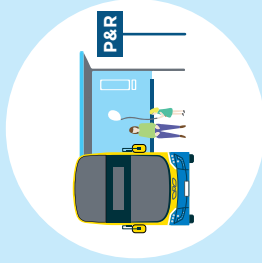
- Redesign of the Dublin area bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services.



- Develop a state-of-the-art ticketing system.
- Implementation of a cashless payment system.
- Simpler fare structure.



- New bus livery providing a common style across different operators.



- New bus stops and shelters with better signage and information.
- Provision of bus based Park and Ride sites in key locations.

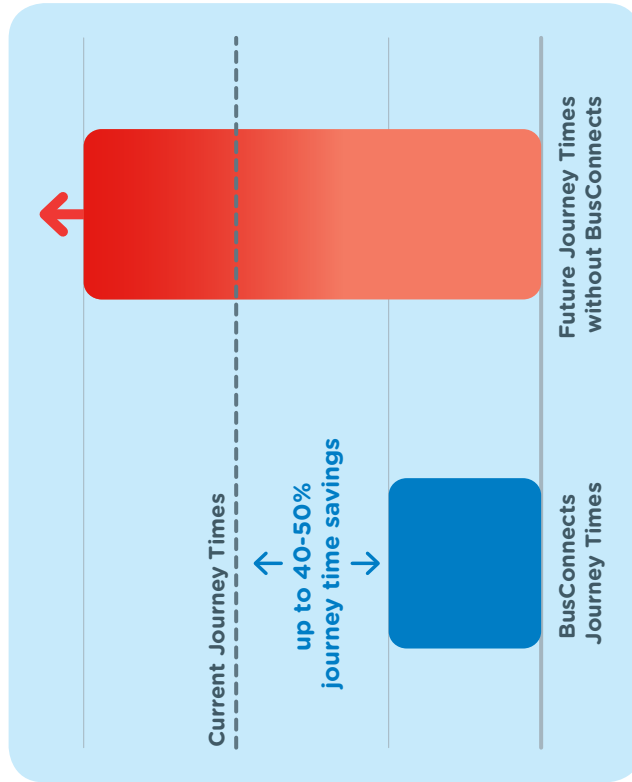


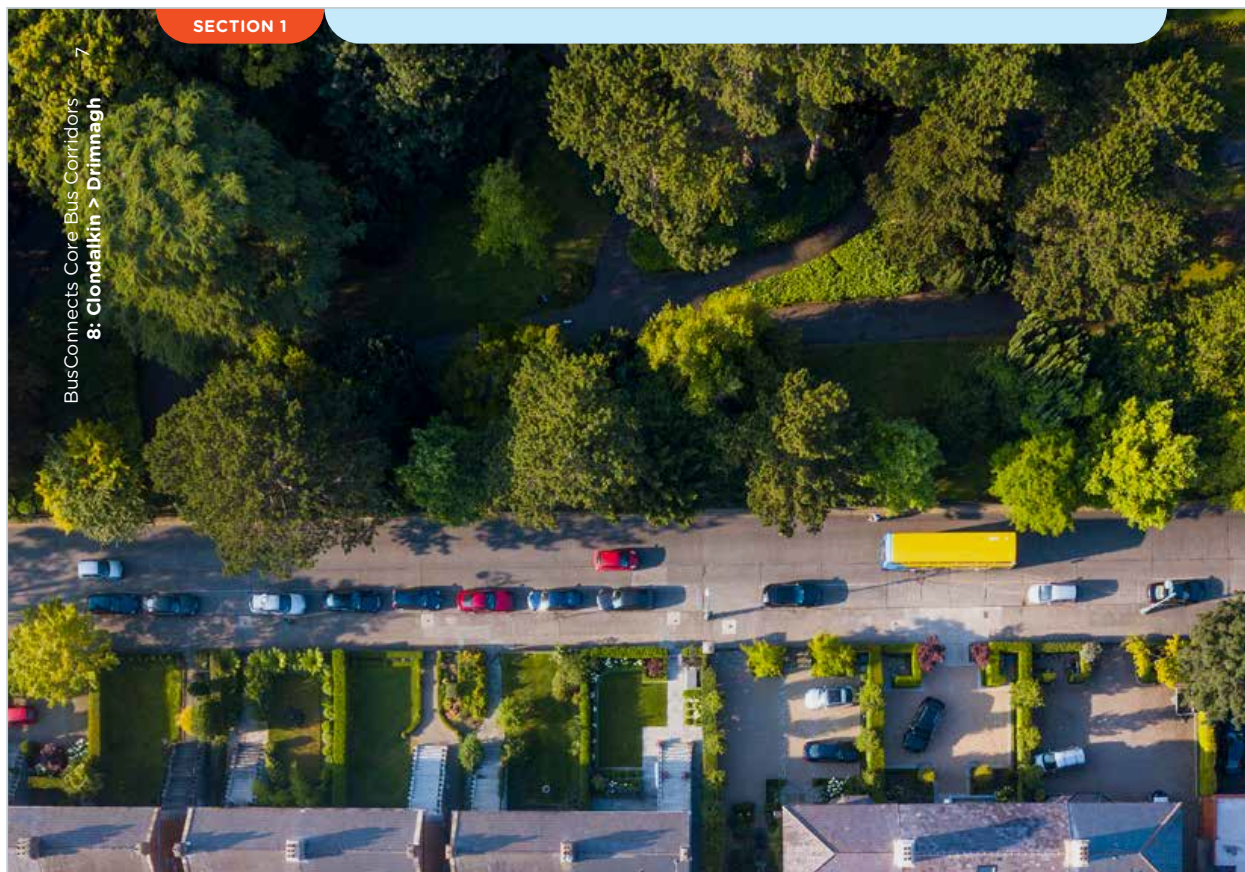
- Transitioning to a new bus fleet with low emission vehicle technologies.

1.4 What are the benefits of this project?

- Journey Time Savings** - The core bus corridor project will deliver journey time savings of up to 40-50% on each corridor. Dedicated bus lanes can significantly increase bus travel speeds and reliability. Improved journey times and reducing the amount of time people spend commuting will make bus travel more attractive and reduce our reliance on car travel. The more convenient the bus system is, the faster the modal shift will be for people from the car to the bus. Not only will current bus users and cyclists benefit but future commuters will be able to avail of a better system as the improved bus and cycle lanes are built.
- Accessibility for all** - Accessibility is about people's ability to reach the destinations and services they want to get to. This means both people's level of mobility and the costs of travelling. There are many tens of thousands of people across Dublin who cannot drive a car, do not have a car and are completely reliant on the bus service. The bus lane improvements will enhance accessibility for the elderly and mobility impaired because all buses are accessible and bus stops, bus shelters and footpaths will support easy boarding and disembarking of the buses.
- Better cycling facilities** - This project will see the provision of much needed cycling facilities around the city region. Across the 16 radial bus corridors there will be over 200kms of high quality cycling facilities provided. These new or improved cycle lanes will be segregated from bus lanes and general traffic where feasible.

Journey Time Savings





BusConnects Core Bus Corridors
7
8: Clondalkin > Drinnagh

SECTION 1

- **Pedestrians and Local Urban Centres** – In addition to bus lanes and cycling facilities this project is an opportunity to enhance and improve local areas. This project is focused on making things better for commuters and communities around the bus corridors. Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban centres with additional landscaping and outdoor amenities will be provided.
- **Building a sustainable city and addressing climate change** – By providing a better bus system for Dublin we can make it a more attractive place to live, work and visit. A good public transport system is vital to support the economic activity of any city and can also address the need to improve air quality and reduce CO² emissions. Tackling the challenges of climate change is a priority for the Government and moving more people to public transport is a key component of the solution.

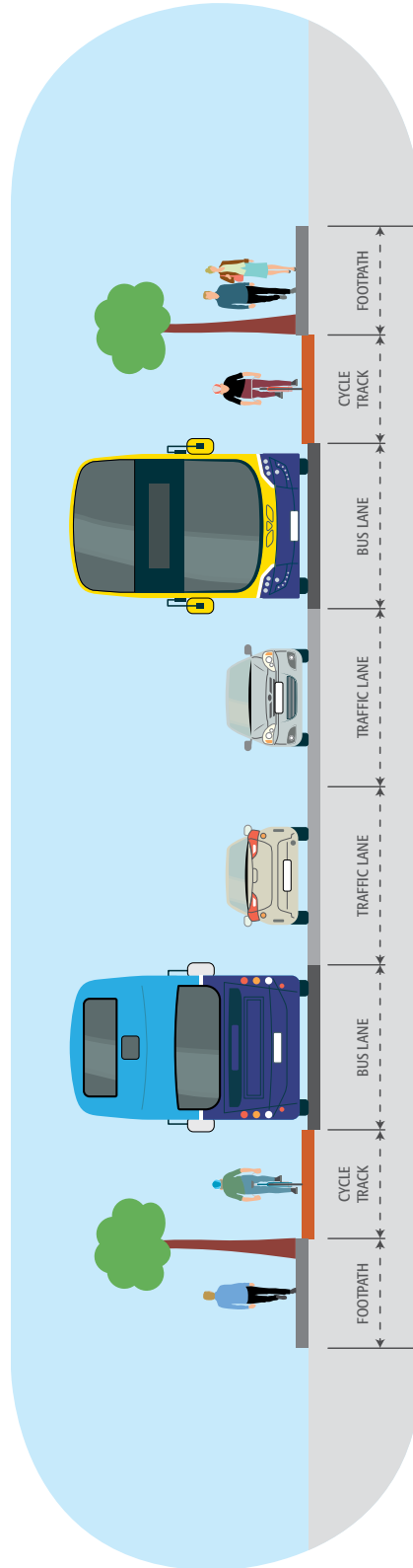
1.5 What does the core bus corridor project entail?

The core bus corridor project proposes the provision of 230 kilometres of bus lanes on sixteen of the busiest bus corridors and 200 kilometres of cycle lanes and tracks as published in the discussion document, Core Bus Corridor Project Report June 2018.

The layout below shows the arrangement that we are seeking to achieve on each corridor. However, this optimal layout is difficult to achieve in practice and we have proposed alternative solutions in various places to deliver the required bus and cycling lanes.

Bus lanes are needed to make the current and future bus system operate efficiently, reliably and punctually. Our intention is to develop these bus corridors so that each will have continuous bus priority – in other words, a continuous bus lane in each direction as well as maintaining two general traffic lanes. In addition we also want to provide safe cycling facilities, segregated where possible from other vehicular traffic. This will remove the delays currently experienced which will grow worse as congestion increases.

Optimum Road Layout

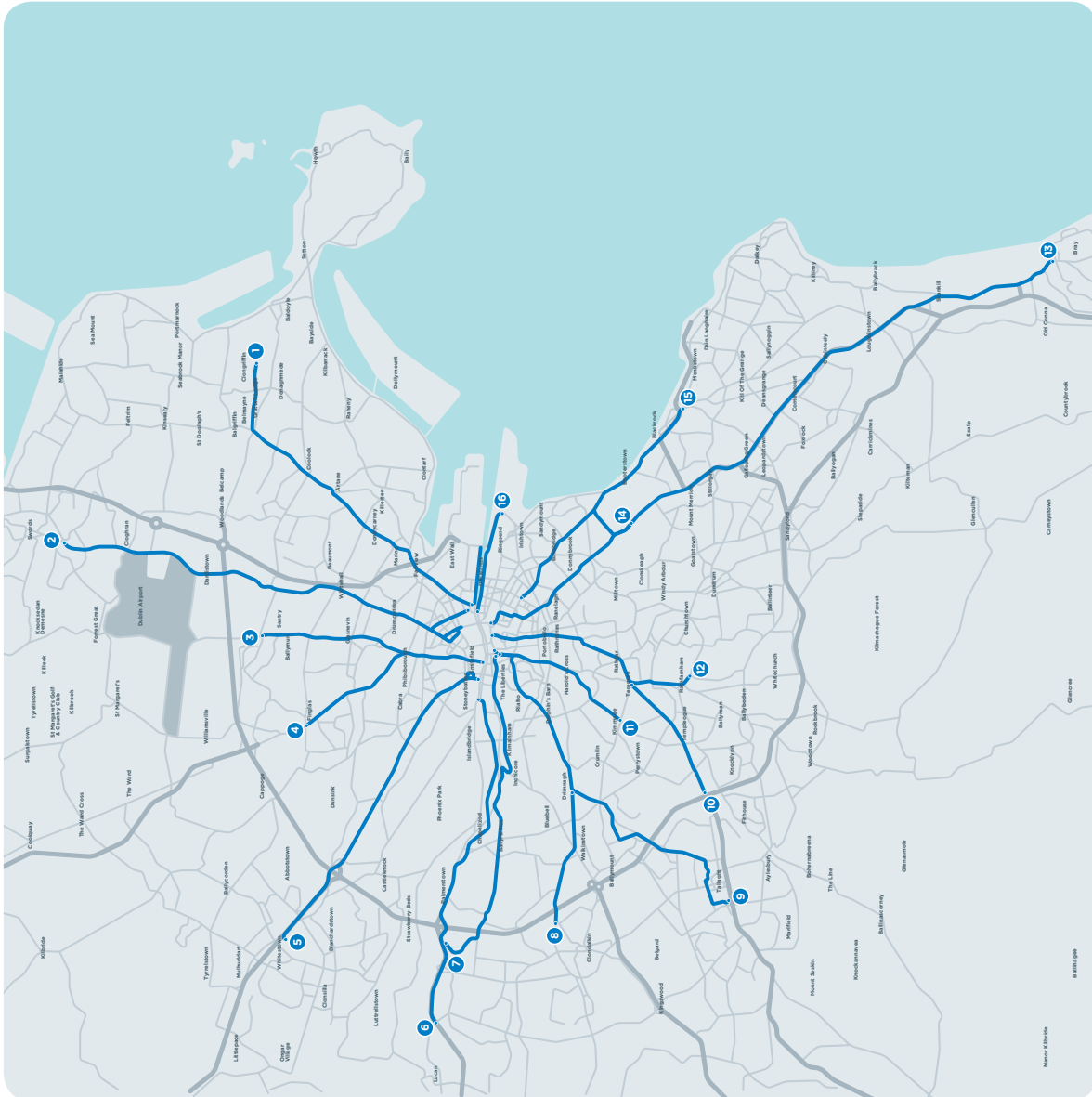


BusConnects Core Bus Corridors
8: Clondalkin > Drimnagh

9

Radial Core Bus Corridors Emerging 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. Emerging Preferred Route

2.1 Emerging Preferred Route for Clondalkin to Drimnagh

The Emerging Preferred Route set out in this consultation document was identified following an assessment of various alternatives.

The route selection process involved identification and consideration of possible options taking account of criteria including local impacts on property frontage, existing traffic patterns and broad assessment of environmental impacts. A Feasibility Report setting out details of the assessment work undertaken is available on www.BusConnects.ie.

Arising from that work an Emerging Preferred Route has been identified for this corridor and public feedback on that proposal is now sought. It is important to know that this option is not adopted yet. Only following this public consultation and the review of the submissions received will a decision on the final Preferred Route be made.

2.2 Clondalkin to Drimnagh Overview

The Clondalkin to Drimnagh Core Bus Corridor (CBC) commences on the R134 New Nangor Road at the junction with Woodford Walk and is generally routed via the R134 along the New Nangor Road as far as the junction with the Naas Road. From here it is generally routed along Naas Road as far as the junction with Walkinstown Avenue. The corridor continues down Walkinstown Avenue on to the R110 Long Mile Road to the junction with Walkinstown Road, where it joins the Greenhills Core Bus Corridor. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions.

2.2.1 Woodford Walk to Naas Road – Nangor Road

The Clondalkin CBC commences at the junction of Woodford Walk and Nangor Road. It is proposed to provide a footpath, cycle track, bus lane, and a general traffic lane in both directions on the Nangor Road. The route will be connected to the adjoining greenway at a number of locations along the Nangor Road. It is intended to change the existing roundabout junction at the Nangor Road Business Centre to a fully signalised junction with improved pedestrian facilities.

To accommodate bus lanes on both sides of the Park West Avenue junction, it is proposed to use limited land take on the south of the junction of existing green space in the Oak Road Business Park and the Western Business Park.

At Willow Grove junction, it is intended to widen the Nangor Road to accommodate the proposed bus lanes and cycle tracks. It is anticipated that this will require some limited landtake on the north and south sides of the junction (Westland Park and Entrance to Diageo Bailey Global Supply Centre HGV entrance / Toyota Ireland lands).

To accommodate the city bound bus lane and cycle track, it will be necessary to utilise some limited land take on Nangor Road to the east of Killeen Road. The indicative extents of this land take are shown on the drawings in the Appendix of this brochure.

At the junction with the Naas Road, it is proposed to direct the city centre bound bus lane along the left turn slip road, while maintaining the existing number of general traffic lanes through the junction. The Clondalkin bound bus lane is proposed to terminate at the entry

SECTION 2

2.3 Key Facts:

- Approximate number of properties that may be impacted: **15**
- Approximate number of on-street parking spaces that may be removed: **0**
- Approximate number of roadside trees that may be removed: **20**
- Approximate route length: **4kms**
- Approximate new cycle lane length: **4.5kms**
- Current bus journey time: **up to 21 mins**
- BusConnects journey time: **14 mins**
- Future bus journey time without BusConnects: **25 mins +**

to the Maxol filling station, reflecting the current arrangement. An additional bus lane is intended to be introduced on the west side of the junction to assist with bus priority. This proposed arrangement will require the modification of the existing traffic island and kerb alignment through the junction. It is also intended to provide improved cyclist facilities through the junction. These proposed upgrade works will require possible land take adjacent to the junction. The indicative extents of this land take are shown on the drawings in the Appendix of this brochure.

2.2.2 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. It is proposed to improve cycle facilities by segregating cycle lanes from the main carriageway where possible on this section. There is some limited land take proposed at the Robinhood Road junction.

On Walkinstown Avenue, it is proposed to provide a footpath, cycle track, bus lane, and a general traffic lane in each direction. To facilitate this cross section it is proposed to utilise limited land take on the east side of the road.

After Walkinstown Avenue, the bus corridor is directed on to the Long Mile Road. It is intended to provide a footpath, cycle track, bus lane, and a general traffic lane in each direction. It is anticipated that this proposed modification will be accommodated within the current road boundary. At the Walkinstown Road, this scheme ties with the Greenhills to City Centre CBC scheme.

3. Challenges and Mitigations

3.1 The Challenges

It's important to acknowledge that the choices required to deliver this step-change in the performance of the bus system will be difficult. However, the decision-making needs to be done now and not postponed until the problem is far greater. Some of the decisions may be hard but they are being made because we believe that these plans have the potential to fundamentally transform the way public transport works in Dublin.

Our challenge now is to respond to the needs of a modern city by providing a fit-for-purpose bus system, built on a streetscape that dates back centuries. Needless to say the streets were not designed to move the number of people that now need to travel in and out of the city each day. Some of the city's inner suburbs date back to Victorian times, with road layouts suited to more modest levels of traffic than we see today.

- We will need to widen roads;
 - We will have to convert current traffic lanes to bus lanes;
 - We will need to restrict on-street parking;
 - We will need to remove trees or parts of front gardens.
- Not all the impacts will be felt equally and some locations will require more changes than others. Over the years those modifications that were easier to implement - the ones that caused little or no disruption - have been made. This means that there are no longer any simple changes which we can make that would generate meaningful benefits.

If we don't decide to make these changes now, then we need to accept that Dublin will become increasingly congested and a less attractive place to live and work, both for us now and for future generations.

3.2 Potential Impacts

3.2.1 Traffic changes

By creating more priority for buses and cycling there will be changes to how traffic currently moves around the streets. On some corridors, certain roads may become one-way, new bus-only sections will be introduced and in some places general traffic will have to take new routes in and out of the city. Additional cycle routes will be built, generally segregated from vehicular traffic, and pedestrian crossings will be added and moved in some areas.

3.2.2 Land take

Because there is so little unused space along these busy roads, it will often not be possible to accommodate the bus lanes and cycle lanes in the width available. In order to achieve the required space it will be necessary, in places, to acquire parts of front gardens, driveways and land in front of commercial properties to allow the bus and cycle lanes to be provided. This would require rebuilding new garden walls and driveways a short distance back from the existing road boundary.

3.2.3 Reduction of On-Street Parking and Loading Facilities

Because the roads that need widening travel through residential and business areas there will be a need to reduce the amount of on-street parking and loading facilities to accommodate the new layout.

SECTION 3

There are principles for mitigation, statutory compensation and reparation which will be adhered to by the NTA as part of the statutory planning process. However, below are some of the measures that we envisage will be included. This list is not exhaustive and we anticipate that there will be other measures that will need to be put in place.

3.3.1 Traffic Changes

Where general traffic is diverted and re-routed, adequate signage and road markings will be provided for people to find their way. Measures will be implemented to ensure that “rat-runs” do not emerge as a consequence of the re-routed traffic. Also, local access will be maintained where new bus-only sections or one-way systems are brought in for residents and commercial properties.

3.3.2 Land take

Where lands, such as parts of gardens and driveways, are being acquired for widening we will purchase the portion of front gardens and driveways from property owners; ensure new landscaping and replanting of the gardens, reinstatement of driveways as well as providing compensation for the garden and driveway portion loss and disruption.

Where private and public walls or fencing are removed we will rebuild new garden walls and replace fencing where gardens have been affected and shortened. Also, where public or commercial walls and fencing have been taken they will be rebuilt and replaced.

3.2.4 Removal of Trees

As with the need to remove some parts of front gardens and footpaths there will be also a need to remove trees along some of the corridors.

3.2.5 Road Works and Construction Sites

Widening roads, and building bus and cycle lanes, requires construction work. There will be excavation of the existing roads, plus parts of gardens and footpaths where needed. There will be resurfacing, kerbing, replanting and landscaping. As with any work site and road works, there will be a certain level of noise, dust and temporary traffic diversions.

3.3 How we will address those challenges

Obviously these challenges and impacts are significant. Every feasible option is being looked at to minimise the disruption to people, their property and the wider local community. Where there is simply no viable alternative, and where we know we have to remove trees, portions of gardens, driveways or parking, we will ensure appropriate mitigation measures are put in place, wherever practicable.

As part of this public consultation potentially impacted property owners will be contacted directly by the NTA and a direct dialogue will commence. As each individual property owner will have specific and personal issues there will be a dedicated liaison team to engage with this group on an individual basis.

BusConnects Core Bus Corridors
8: Clondalkin > Drimmagh

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3.3.3 On street parking and Loading Facilities

Where there is a loss of on-street parking and loading facilities we will seek to provide, where feasible, alternative arrangements close by for residents and businesses.

3.3.4 Trees

Where trees are removed from roadsides and footpaths we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations.

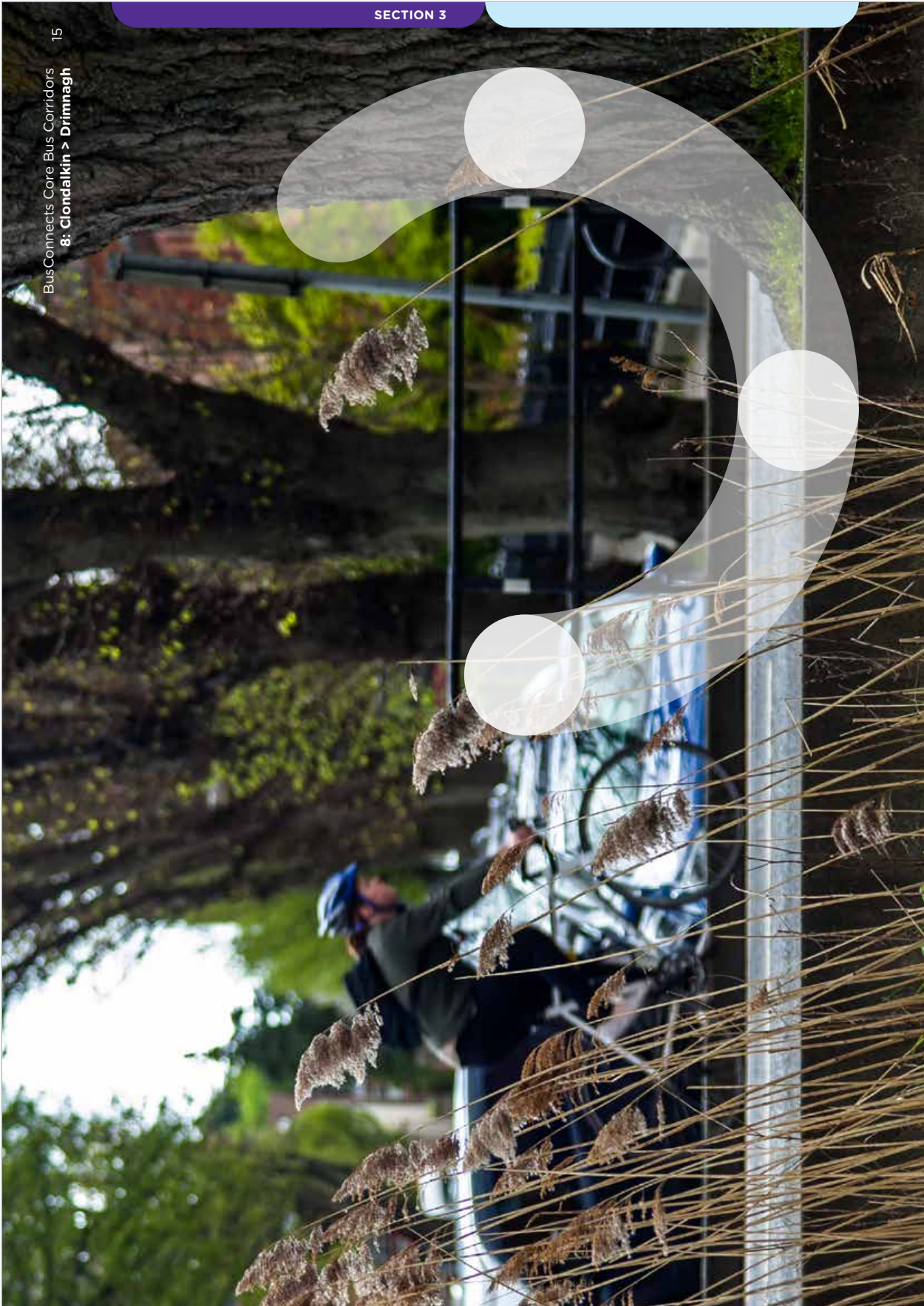
3.3.5 Urban Centre Improvements

We will look for areas along the busy corridors where it is possible to improve the existing local spaces and the existing landscaping. It is important to use this opportunity to not only replace what is removed but to enhance the local areas. To do so, we will consult with the local authorities on such urban centre improvements and collectively seek to create attractive local environments.

3.3.6 Road Works and Construction Sites

During the construction stages the construction sites will be localised and managed on a road by road basis. The size of each work site and the hours of working will have to take into consideration the residential nature of many of the roads. Traffic management will be very important to keep the traffic moving and ensuring local access for people and deliveries is always maintained.





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BusConnects Core Bus Corridors
8: Clondalkin > Drimmagh

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4. The Process for the Acquisition of Land

Where the potential for impacts on private lands have been identified, the following process applies:

Q4 2018 – Q2 2019 NTA will issue information letters (not formal compulsory purchase order (CPO) notifications) to potentially impacted land owners and/or occupiers along each Core Bus Corridor. *Potentially impacted includes for example, the acquisition of parts of front gardens, walls, fences, gates, driveways and the rebuilding of same to make way for street widening.* The intention of this is to start a direct dialogue between NTA and the potentially impacted parties.

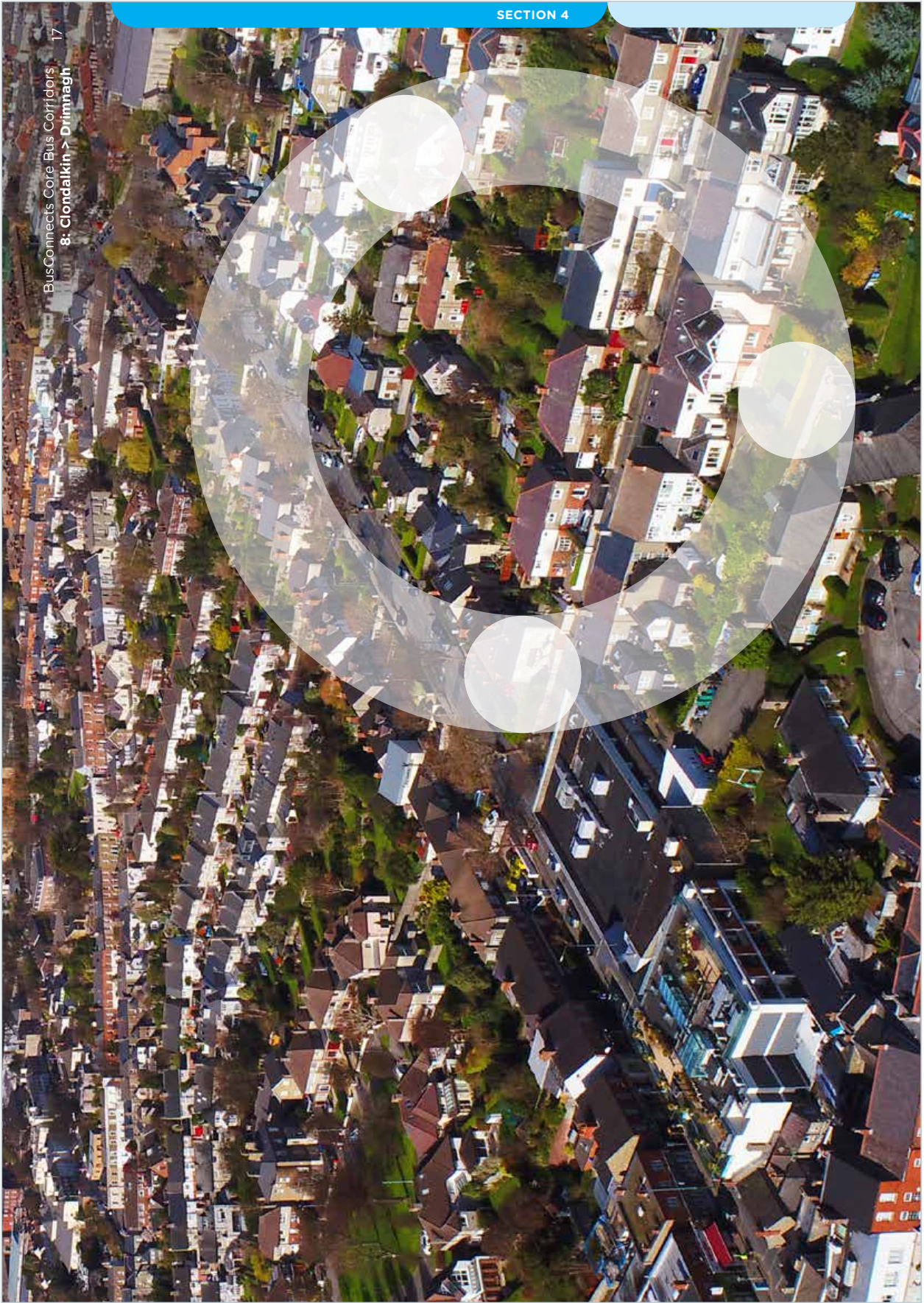
During 2019 to prepare the statutory planning documentation, the project design and environmental impact assessment will be progressed. During this time NTA will endeavour to minimise impacts on private lands. Direct dialogue between NTA and potentially impacted parties will continue to understand the likely impact of the proposed development and what arrangements can be made to minimise and where possible avoid those impacts.

End of 2019 / start of 2020 NTA will finalise the statutory planning documentation and will serve formal notice on the actual impacted owners of land proposed to be compulsorily purchased for the project. It will make a formal application to An Bord Pleanála for confirmation to compulsorily purchase necessary lands for purposes of constructing upgraded bus-lanes and bike-lanes.

During 2020 An Bord Pleanála will consider the planning application. There will be a period of statutory public consultation to allow those notified as being subject to CPO, and the public at large, to make submissions and/or objections to An Bord Pleanála. This will be followed by an Oral Hearing by An Bord Pleanála if deemed necessary. The statutory process will conclude with a decision by An Bord Pleanála on whether to:

1. approve the application, approve with conditions, or refuse the application; and
2. confirm, amend, or reject the CPO.

From 2021 onwards if An Bord Pleanála grants approval NTA will commence valuations and negotiations to acquire the lands in the CPO, and progress construction of the project. The construction of each core bus corridor will take up to two years to complete. The construction start dates for each of the 16 corridors will be managed over the period 2021 through 2027.



BusConnects Core Bus Corridors
8: Clondalkin > Drimmagh

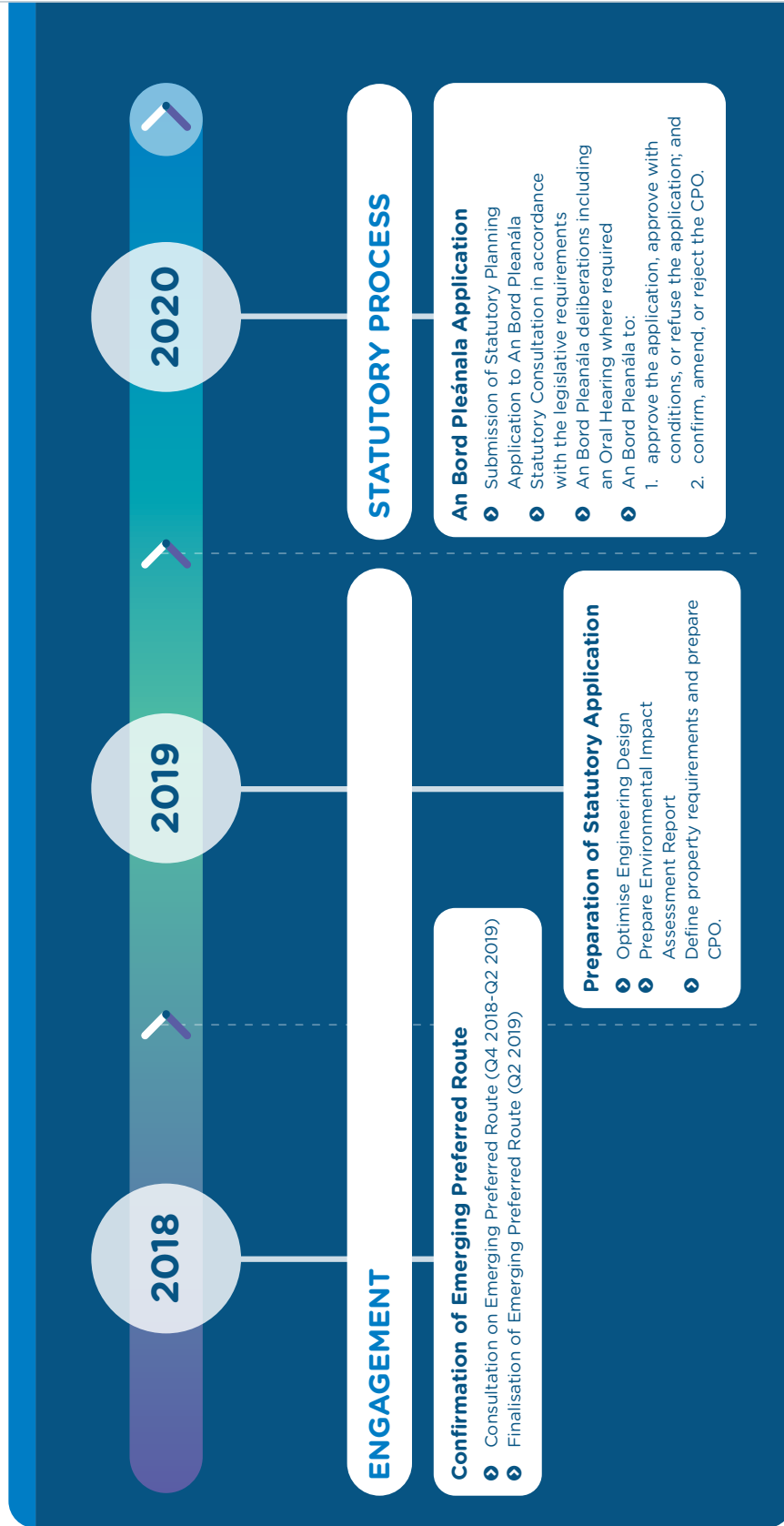
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BusConnects Core Bus Corridors
8: Clondalkin > Drimmagh

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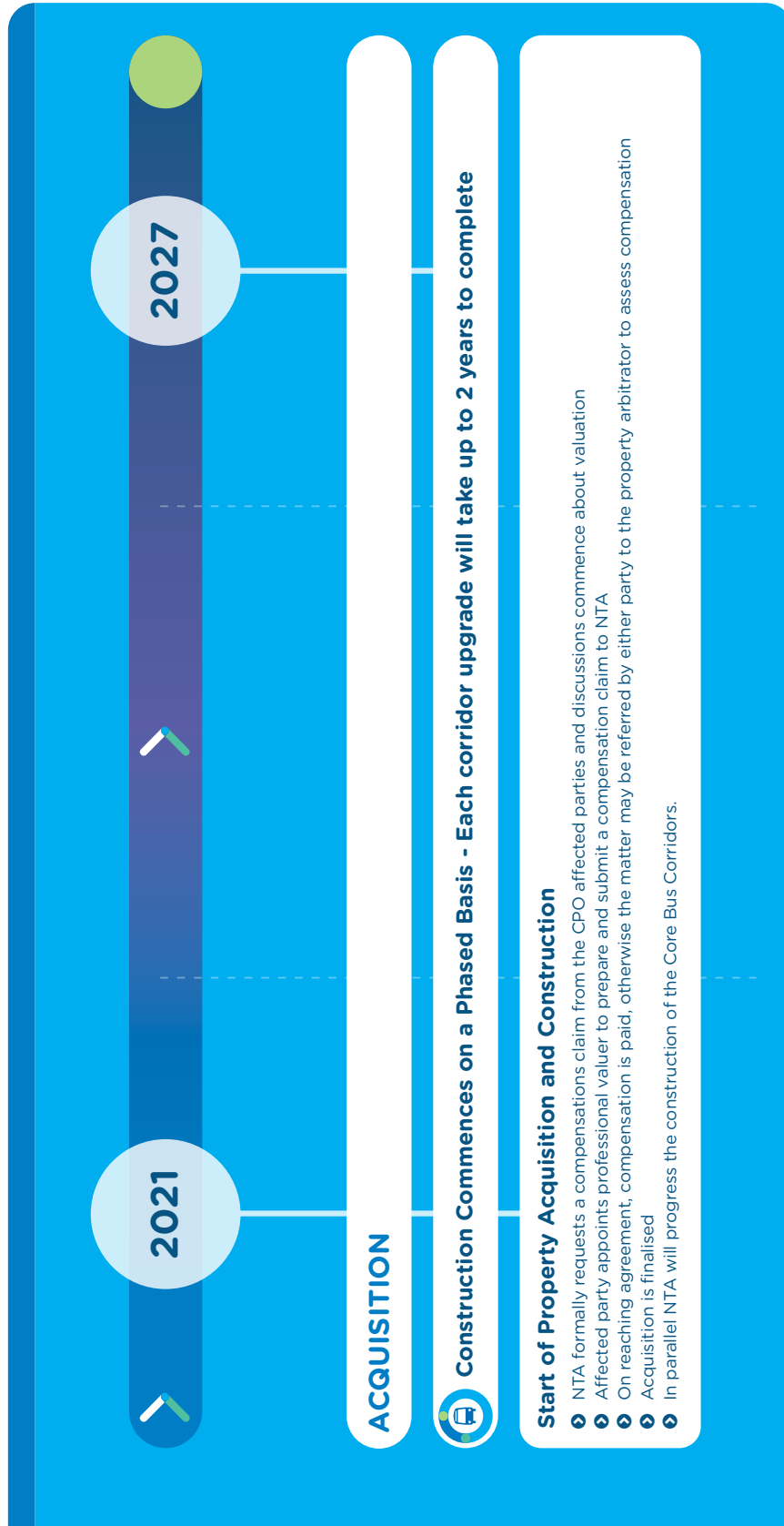
4.1 How the project will progress

How & when to get involved



SECTION 4

SECTION 4



5. How to take part in the public consultation

Please remember that the plans that we are publishing are proposals and that no final decision has been made on these matters in advance of the public consultation. We welcome all of your views.

Where you do not like a proposal, please consider suggesting an alternative solution or other option for consideration. But do bear in mind that bus transport is, and will continue to be, the main form of public transport for most areas of the Dublin region and an alternative of providing an underground rail system is simply not a viable option for most parts of Dublin.

5.1 Potential impacted lands

If your property is potentially impacted by the proposals, a letter will have been hand delivered to the property and details of how to engage with the NTA are detailed in that letter. A dedicated property liaison representative will be available to meet with individual property owners and provide regular updates on the project.

5.2 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. Users can access the site to find out more about the project and download copies of the key studies that have been carried out.

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

5.3 How to engage

We are inviting submissions in relation to the proposals set out in this Public Consultation Document.

Written submissions and observations may be made by:

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on our website: www.busconnects.ie

Or by email to:

cbc@busconnects.ie

Or by post to:

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



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8: Clondalkin > Drimmagh



22 BusConnects Core Bus Corridors
8: Clondalkin > Drimnagh

6. Appendices

Index map
Route maps

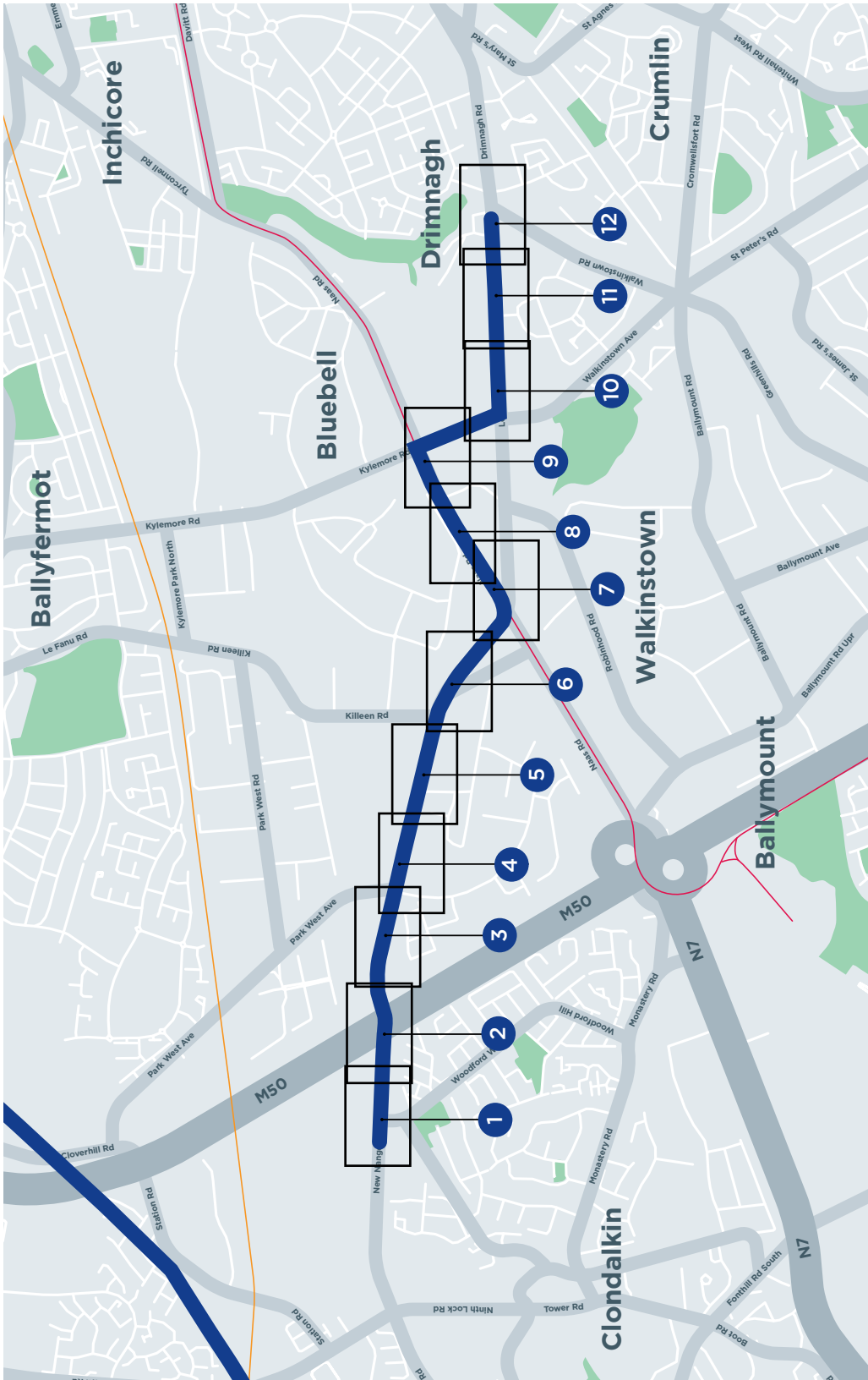
Clondalkin > Drimnagh

Index Map

BusConnects Core Bus Corridors
8: Clondalkin > Drimnagh

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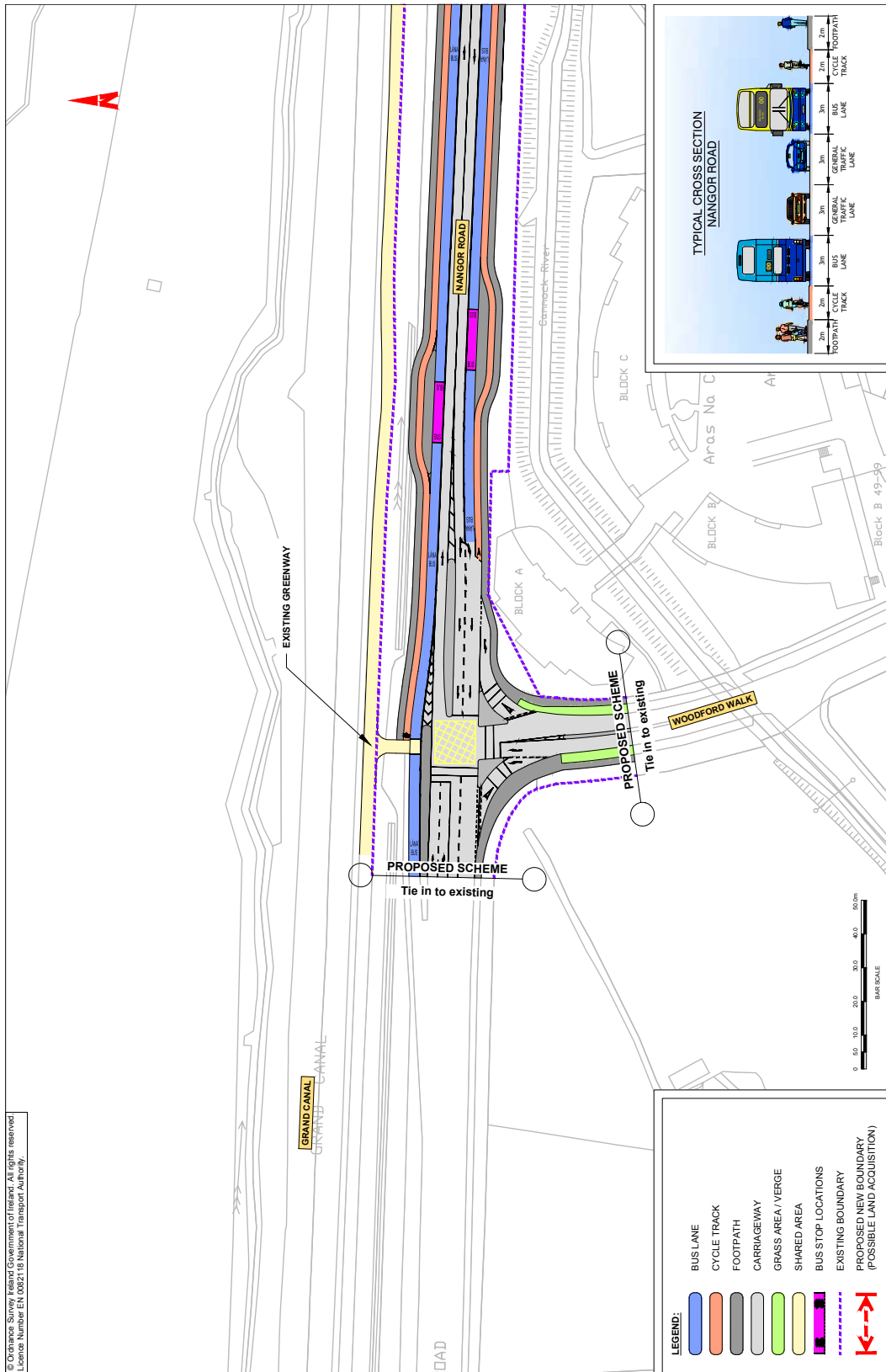
SECTION 6



NOTE: The Emerging 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.

BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 1: Emerging Preferred Route

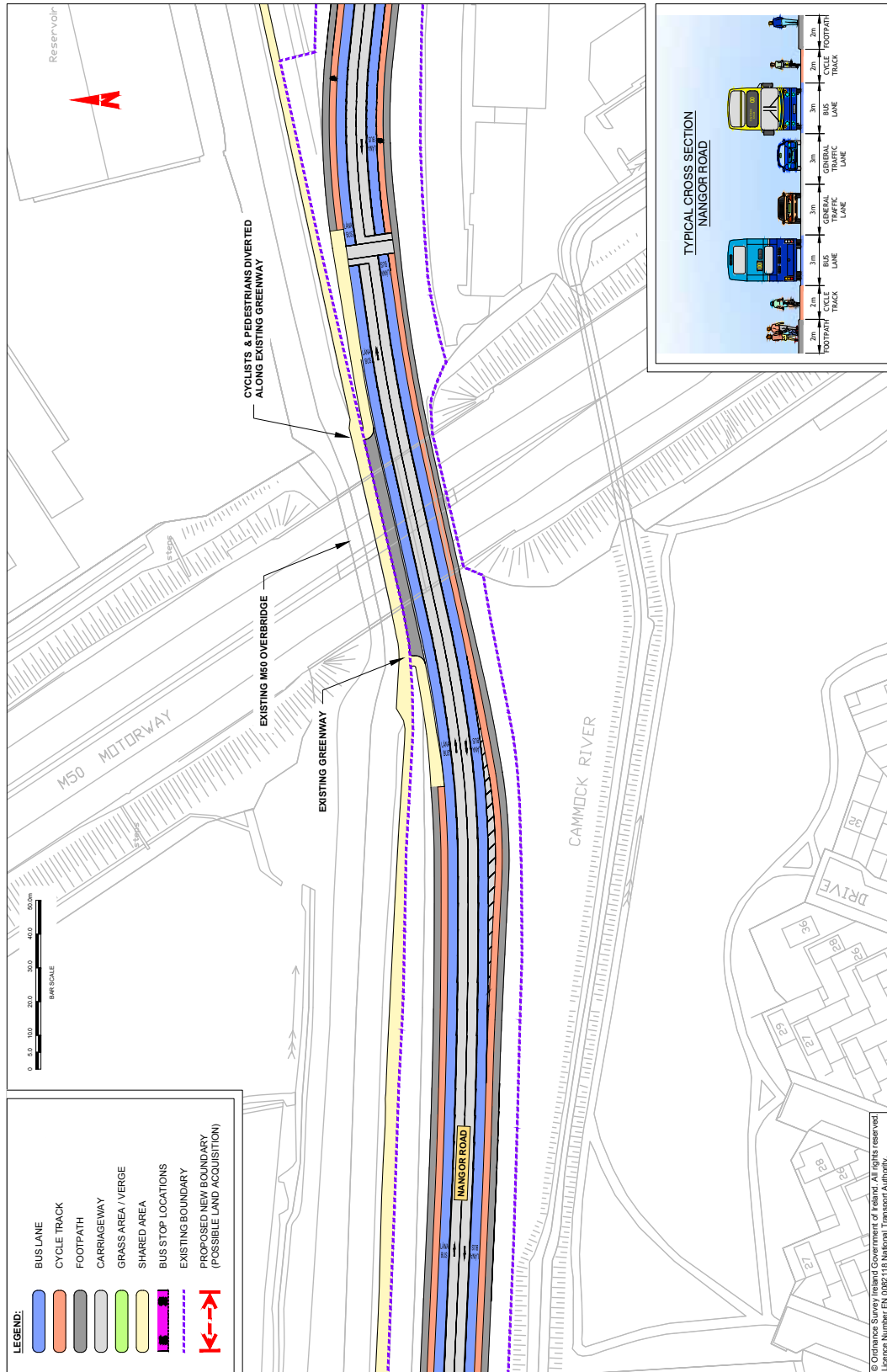
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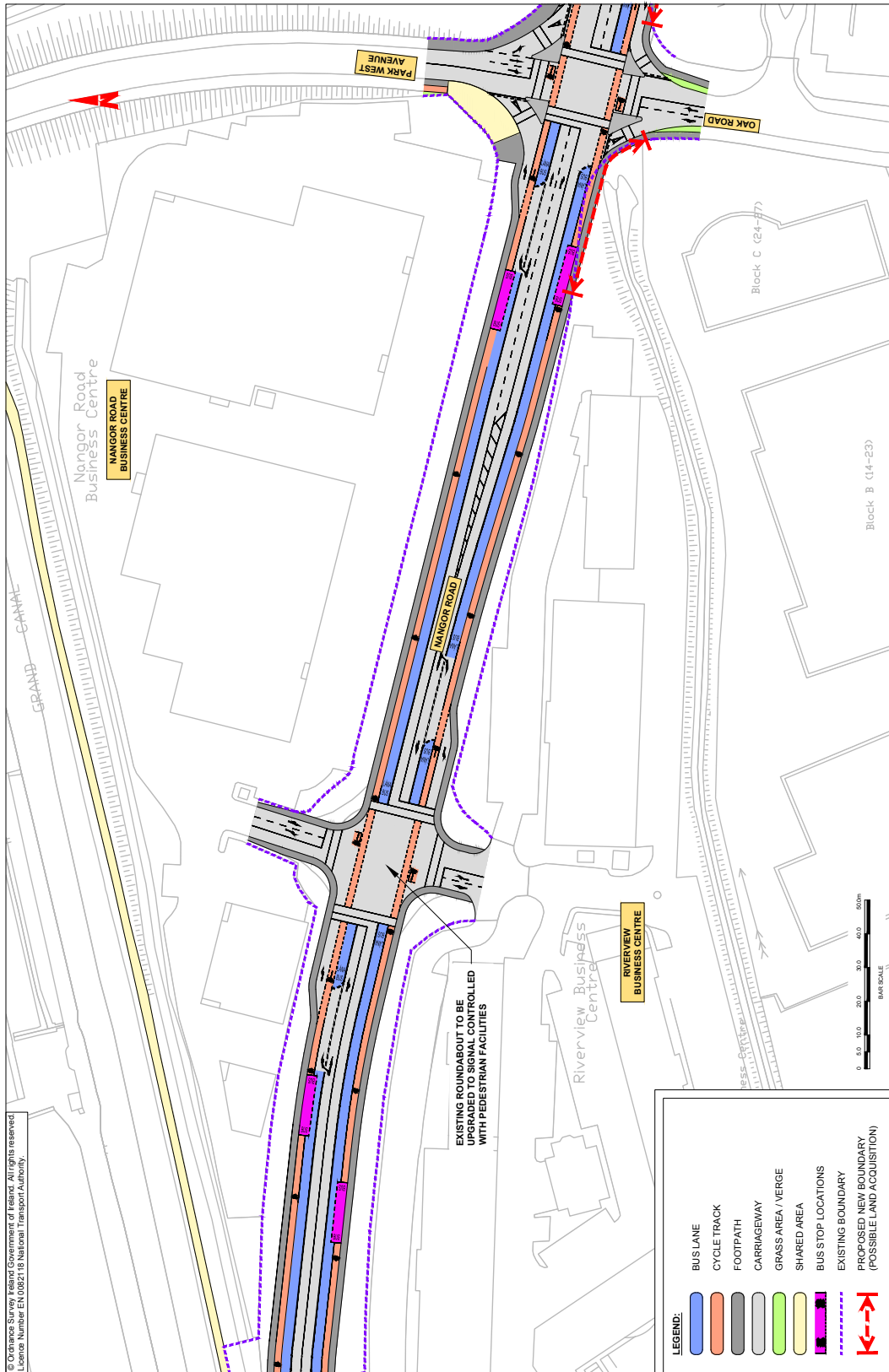
BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 2: Emerging Preferred Route

SECTION 6



BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 3: Emerging Preferred Route

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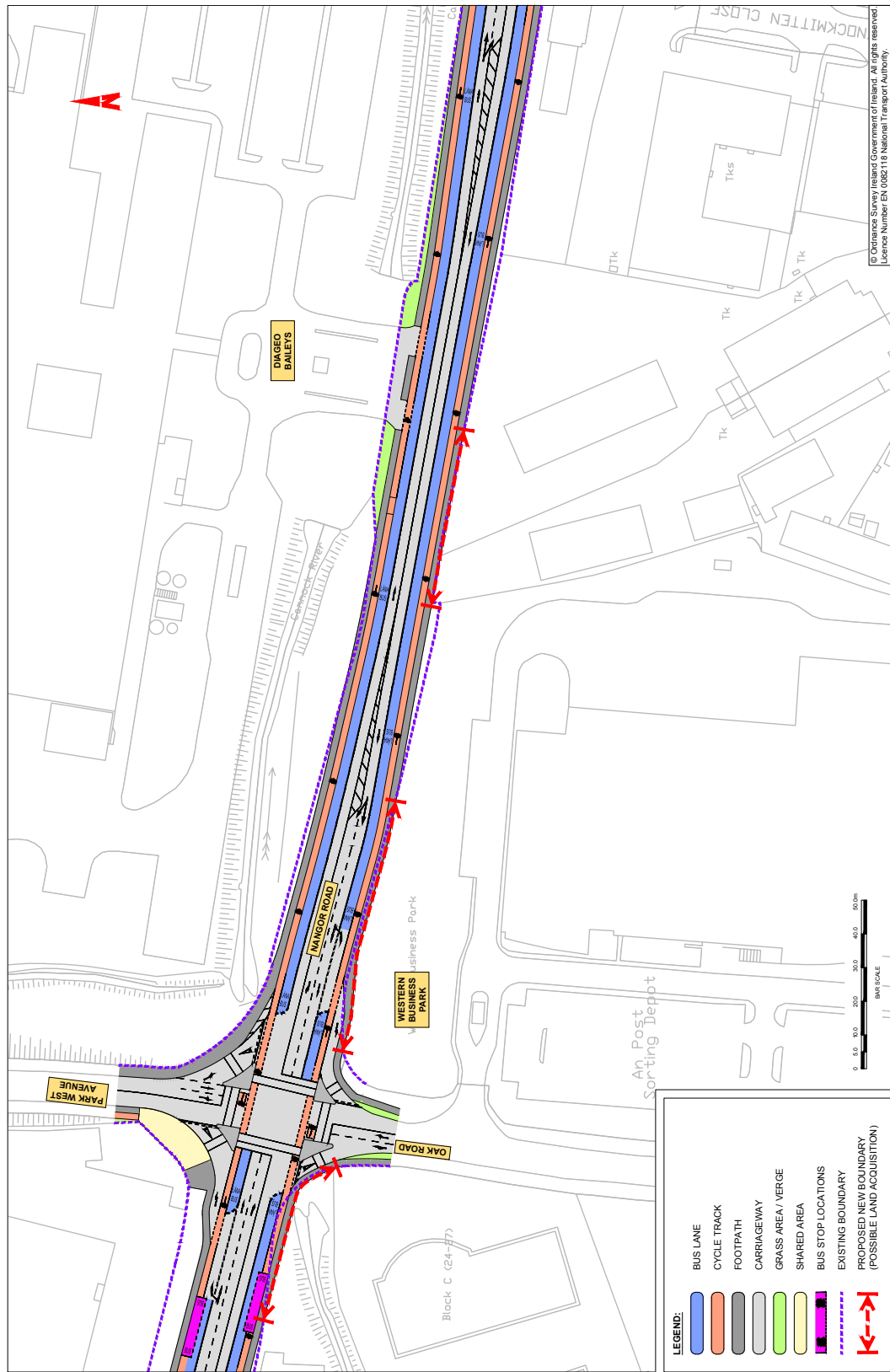


LEGEND:	
	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	SHARED AREA
	BUS STOP LOCATIONS
	EXISTING BOUNDARY
	PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

SECTION 6

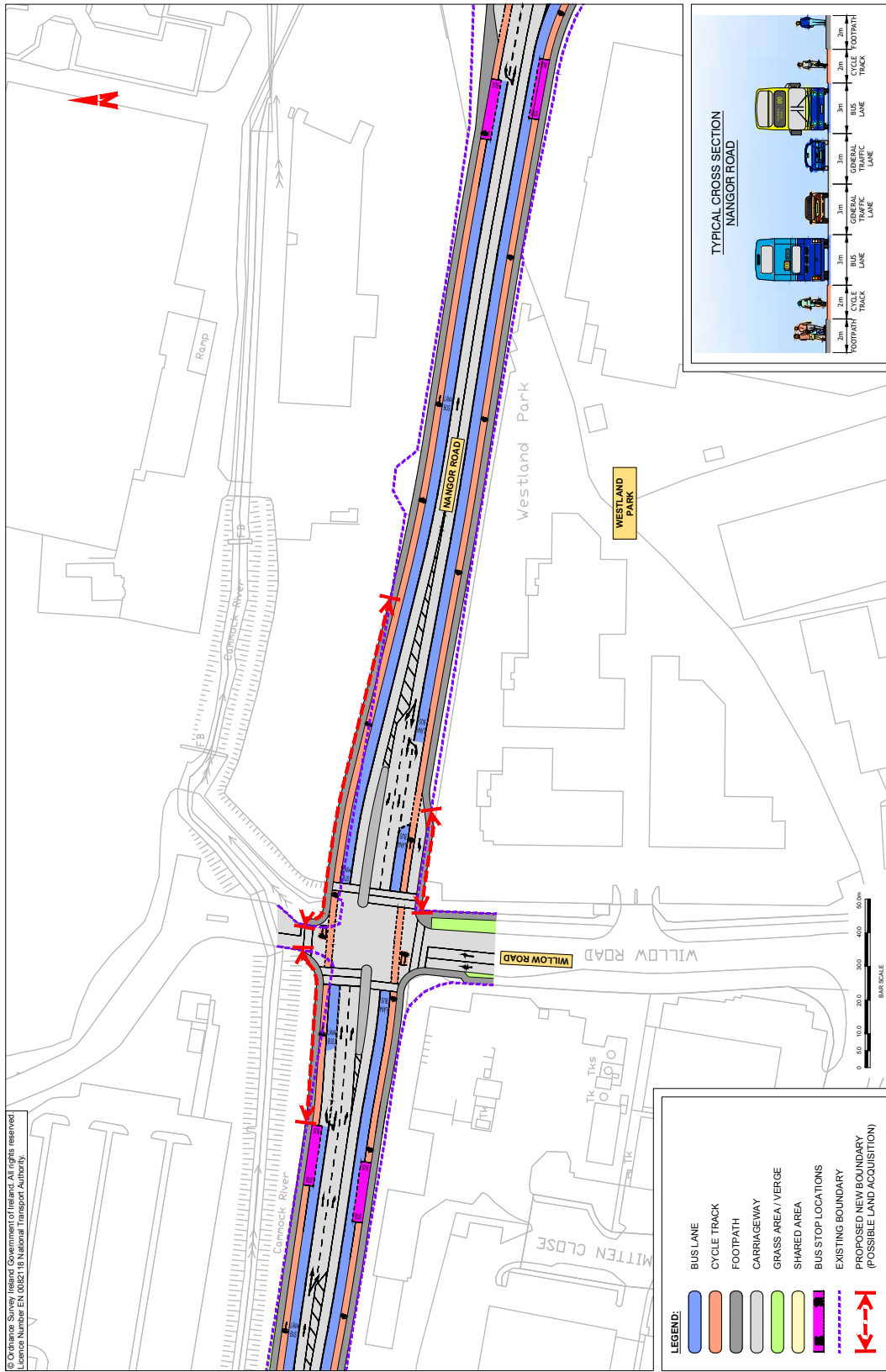
BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 4: Emerging Preferred Route

SECTION 6



BusConnects Core Bus Corridors
8: Clondalkin > Drimmagh
MAP 5: Emerging Preferred Route

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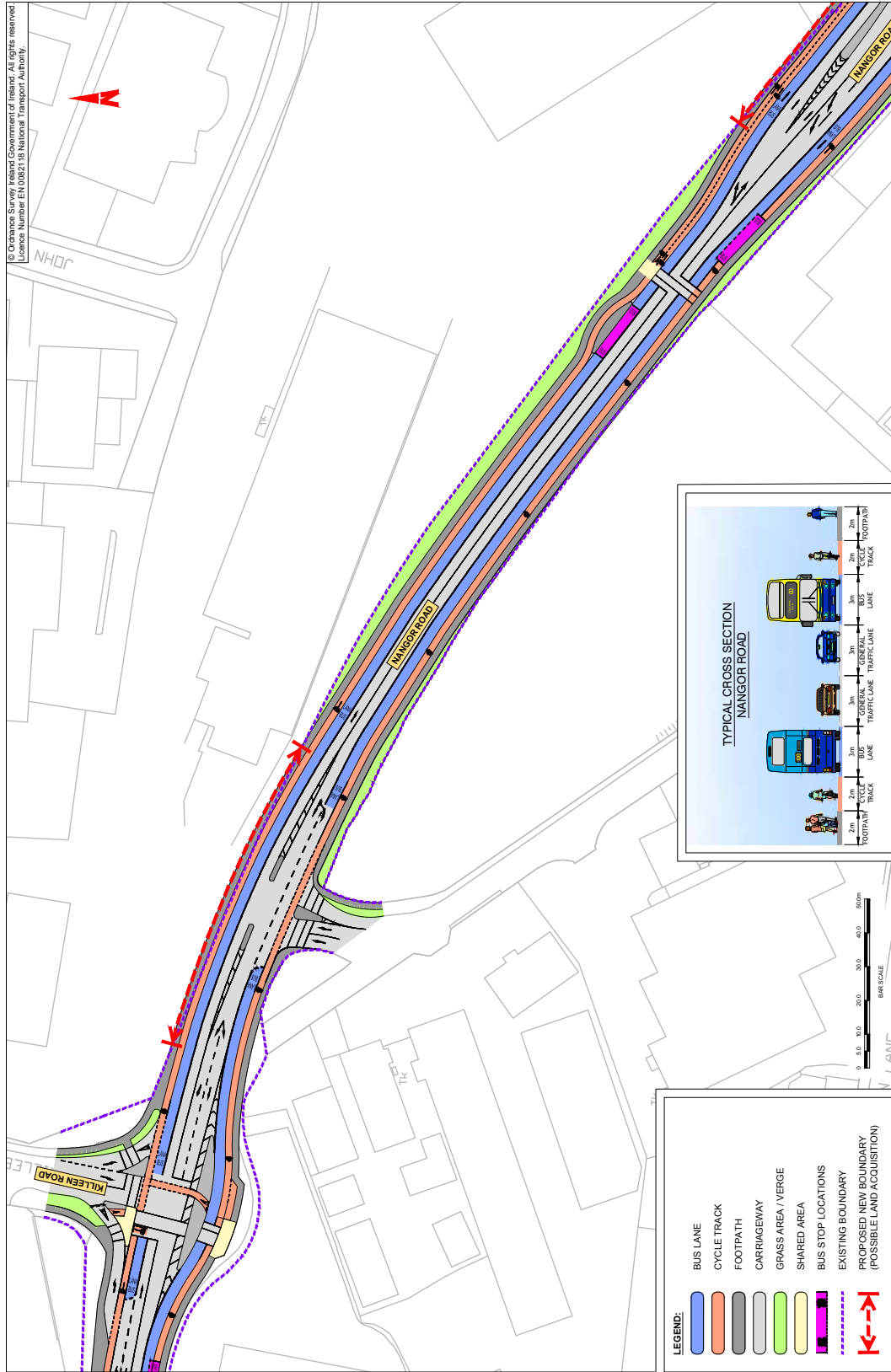


SECTION 6

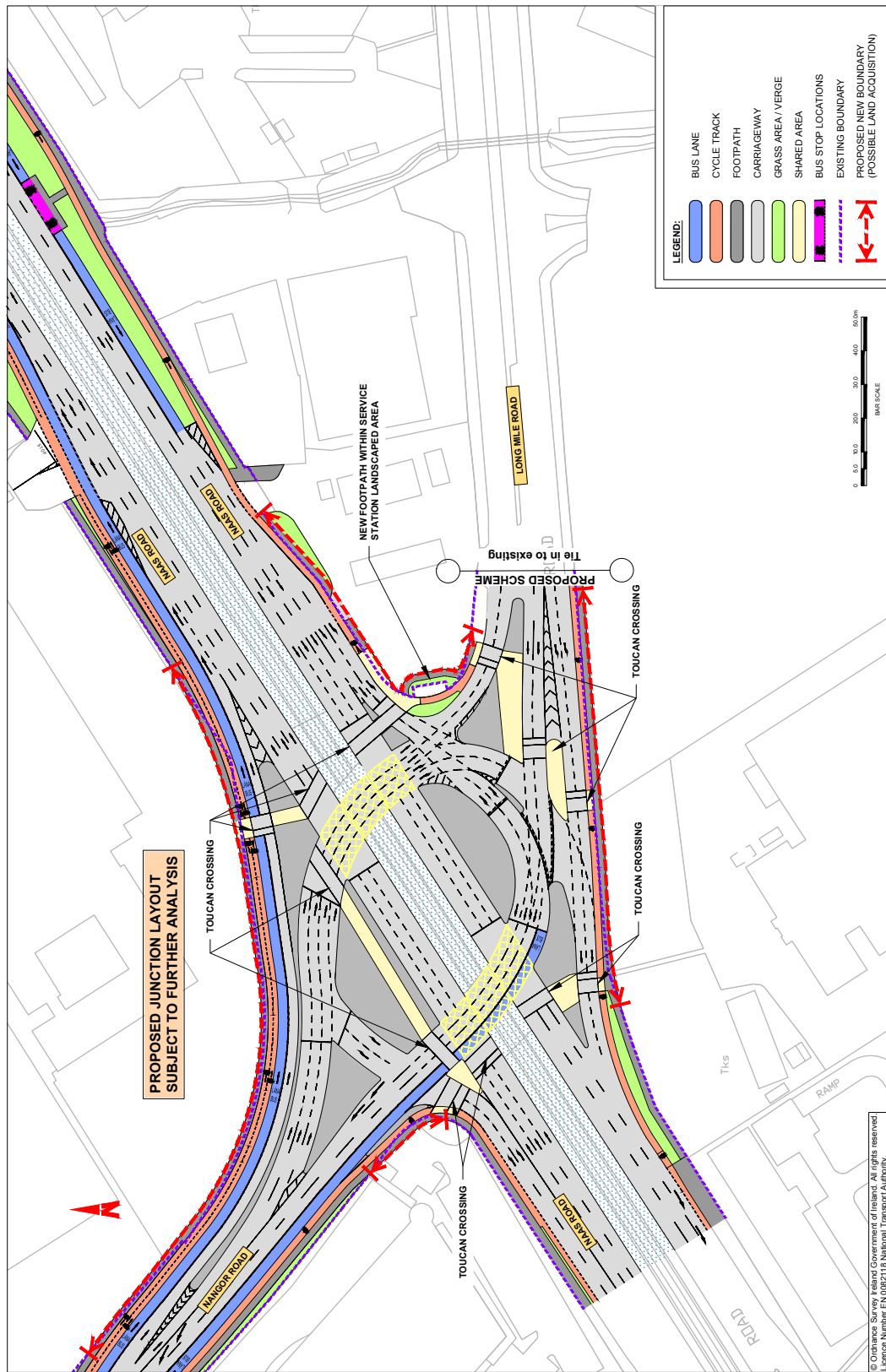
BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 6: Emerging Preferred Route

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BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 7: Emerging Preferred Route

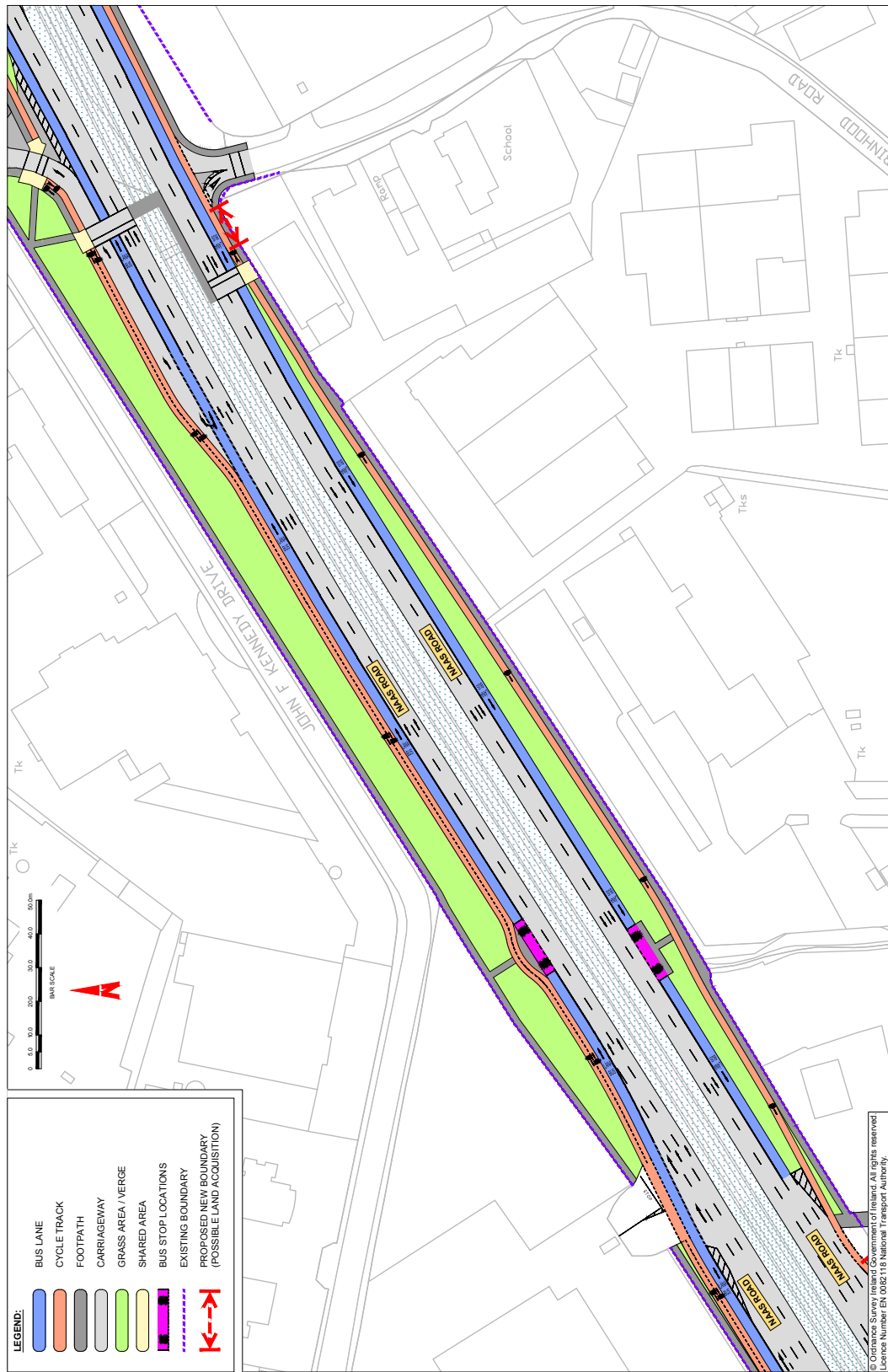


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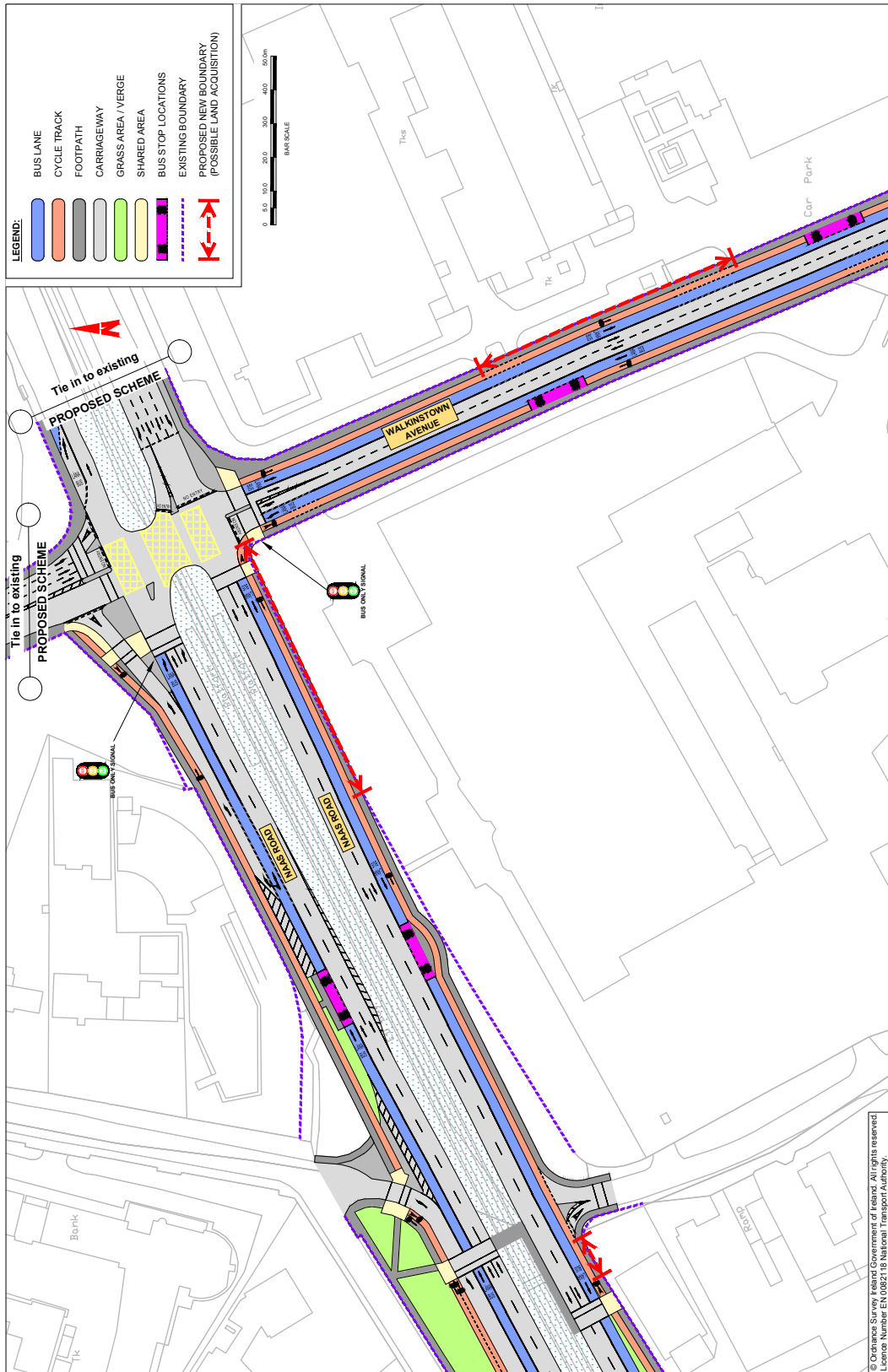
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BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 8: Emerging Preferred Route



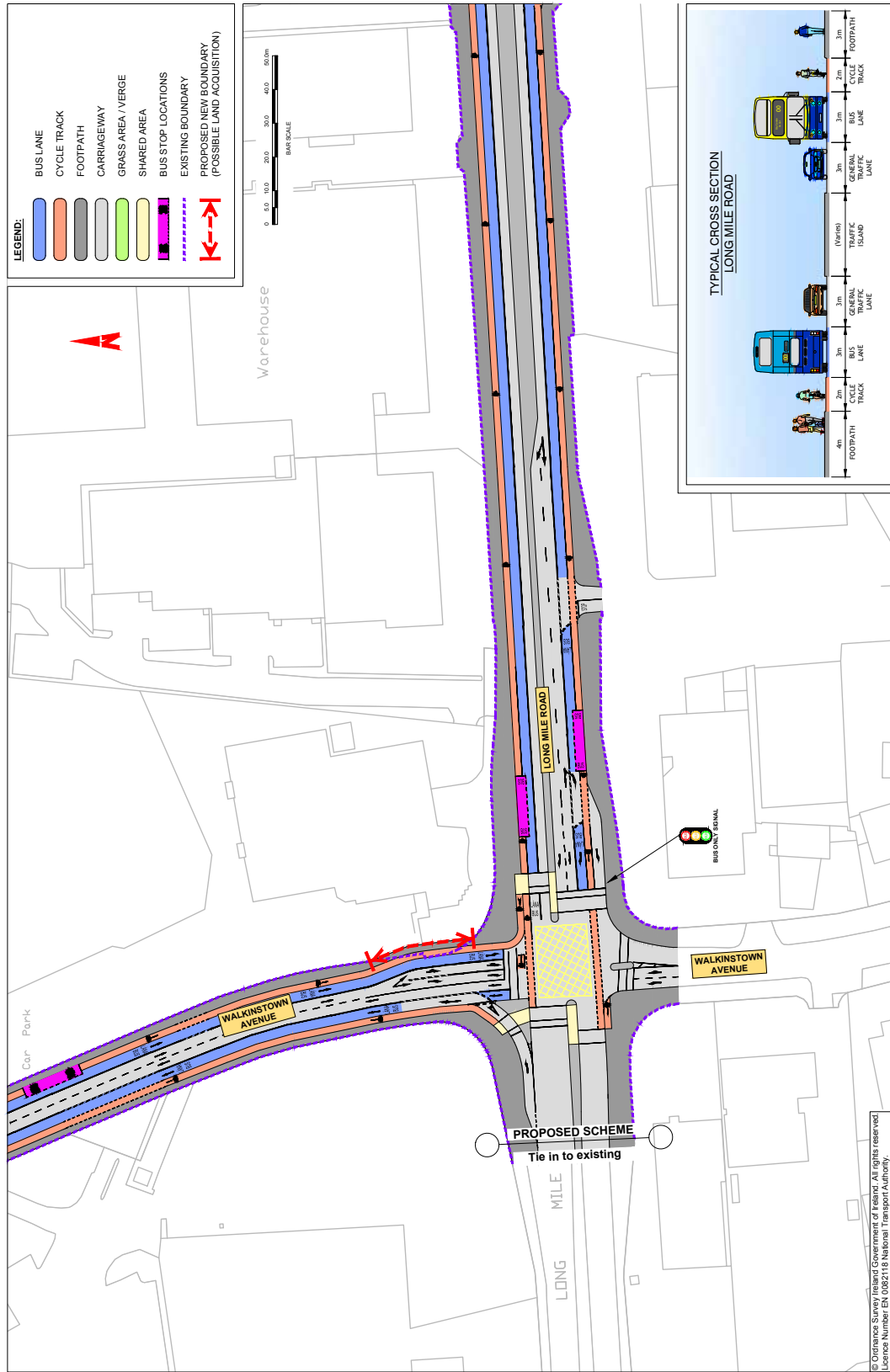
BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 9: Emerging Preferred Route



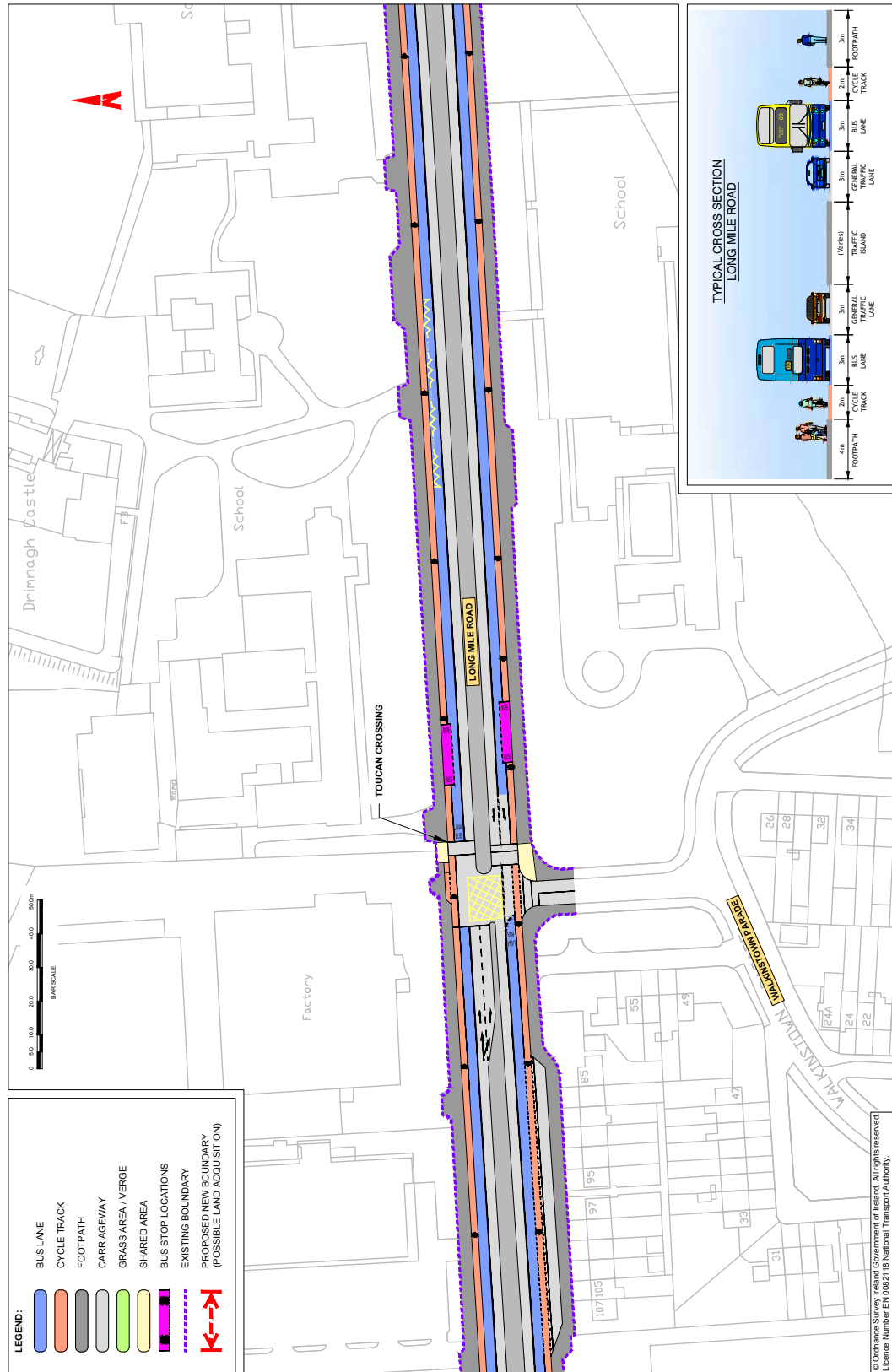
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BusConnects Core Bus Corridors
 8: Clondalkin > Drimmagh
 MAP 10: Emerging Preferred Route



BusConnects Core Bus Corridors
8: Clondalkin > Drimmagh
MAP 11: Emerging Preferred Route



SECTION 6



National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie



Project Ireland 2040
Building Ireland's Future

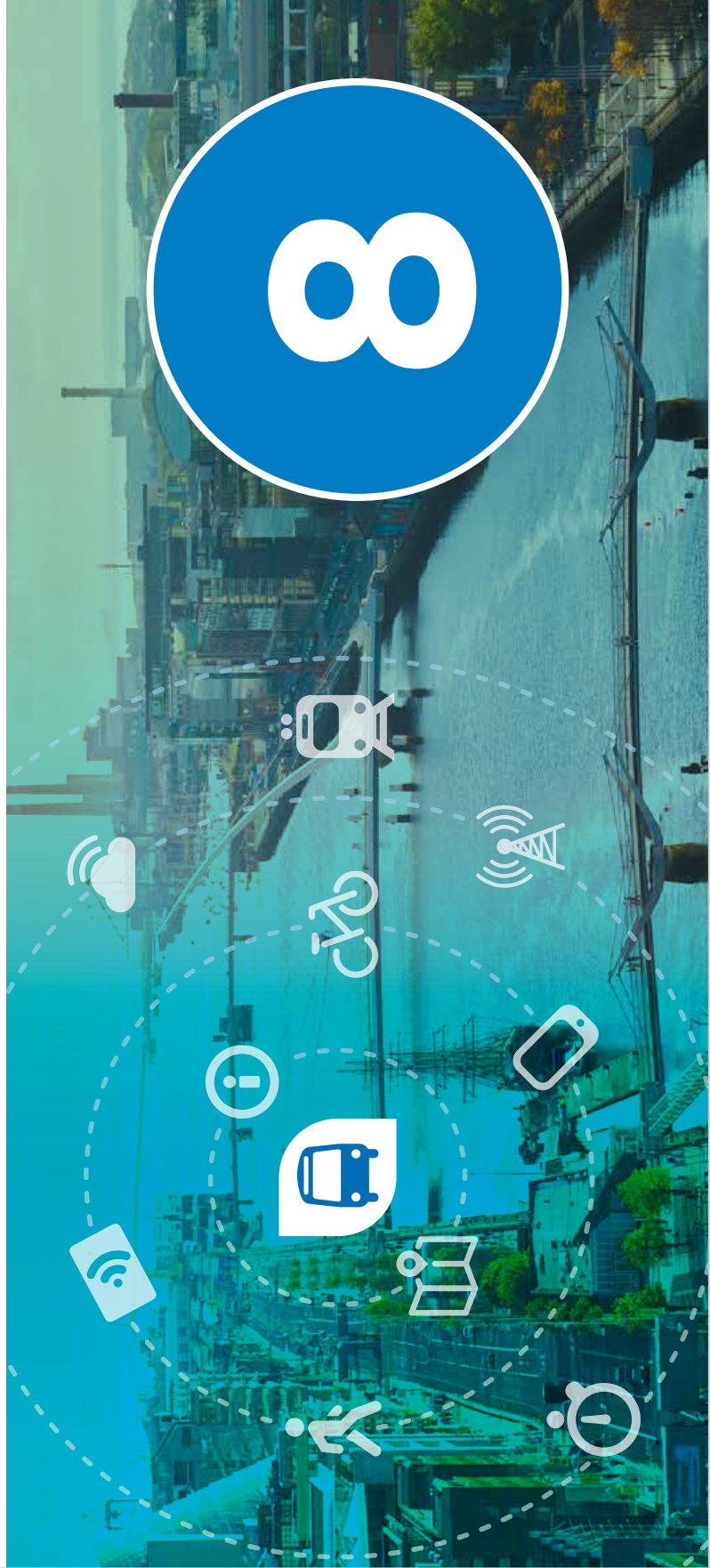
BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

 **Project Ireland 2040**
Building Ireland's Future

Cluain Dolcáin > Droimeanach Conair Bus Lárnach

An Bealach is Dealraithe a Roghnófar
i Comhairliúchán Poiblí Samhain 2019





Core Bus Corridors Clondalkin to Drimnagh



There has been a lot of thinking and work on the best routes for bus corridors.

These are known as Emerging Preferred Routes.



One route goes from Clondalkin to Drimnagh. This bus corridor will start on the New Nangor Road at the junction with Woodford Walk.



It will go along the New Nangor Road as far as the Naas Road.

The bus corridor will travel along the Naas Road to Walkinstown Avenue.



It will continue down Walkinstown Avenue on to the Long Mile Road.

At the Walkinstown Road, this bus corridor will join the Greenhills Core Bus Corridor.



Now, the bus journey from Clondalkin to Drimnagh takes over 20 minutes.

With the bus corridor, this journey will take around 14 minutes.



The route is 4 kilometres.



There will be new cycle lanes along this route.



We need to make changes along the route to make room for the bus corridor.

For example, changing road layouts, putting in more footpaths, taking down and replacing trees, making changes to some gardens.



You will find a map for this route and an information booklet at:

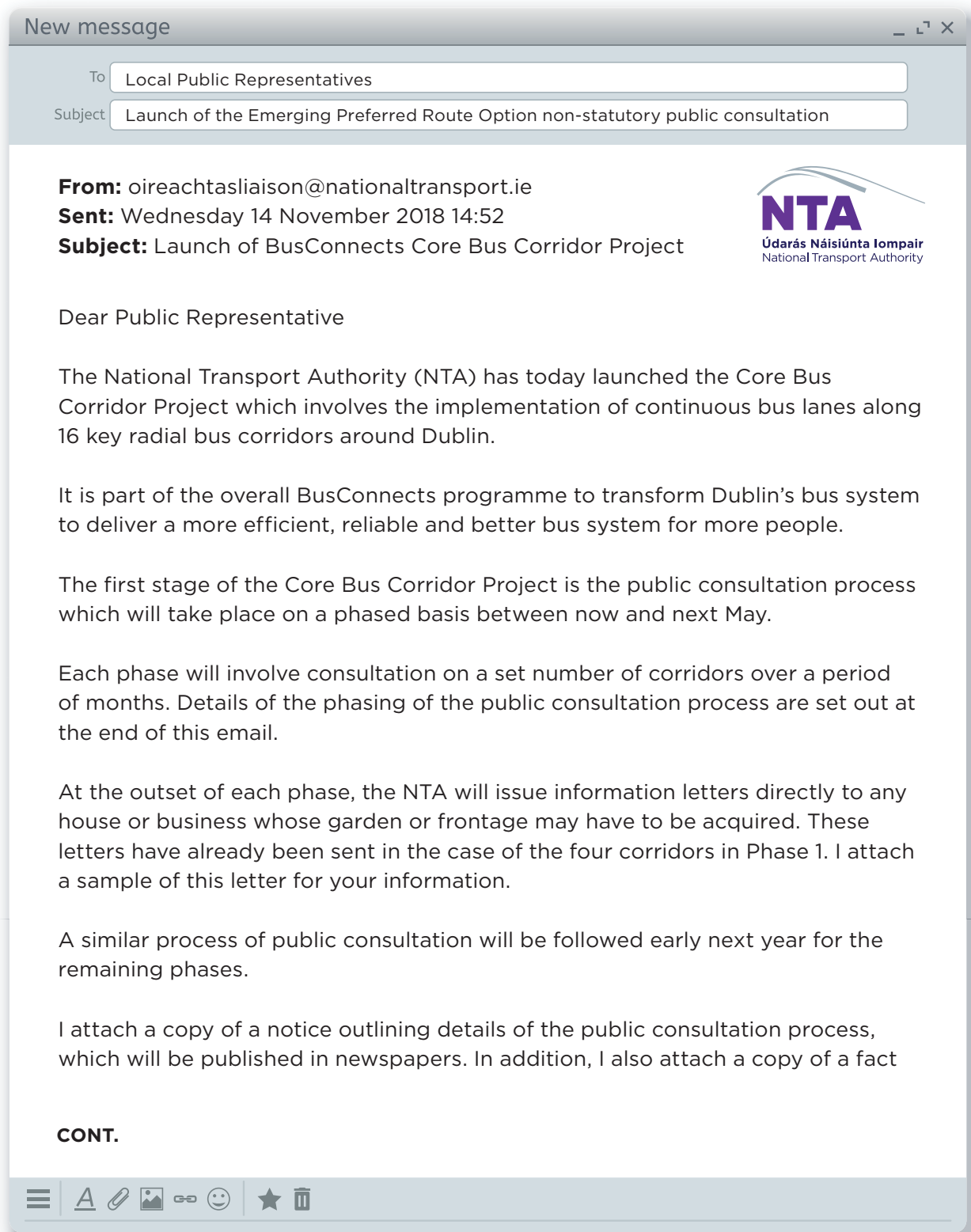
www.busconnects.ie

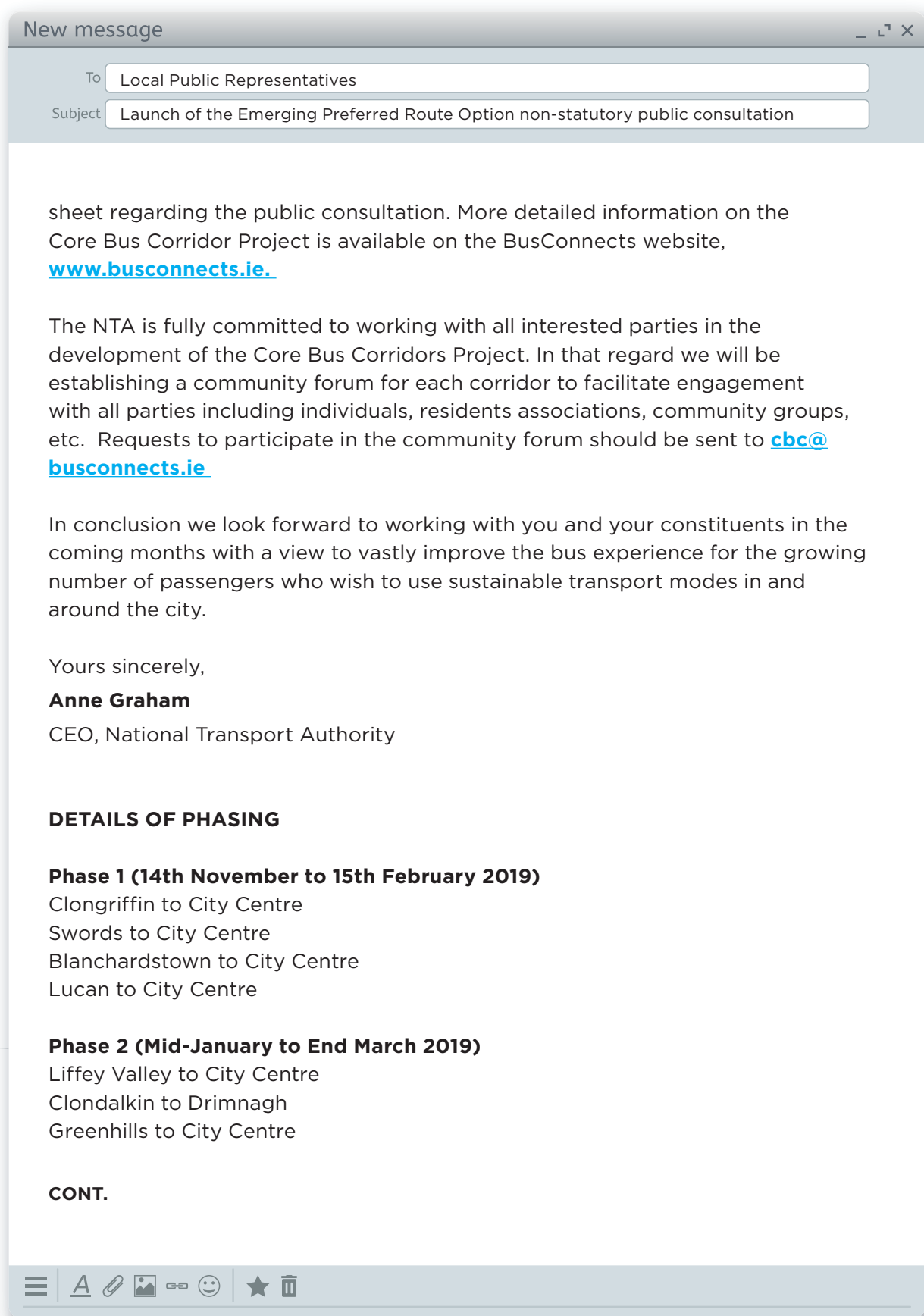
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**Emerging Preferred Route Option:
First Round of Non-Statutory Public
Consultation - 14th November 2018
- 31st May 2019**

3B Public Representative Engagement

Correspondence with local public representatives regarding the launch of the Emerging Preferred Route Option non-statutory public consultation on 14 November 2018:






New message


To: Local Public Representatives

Subject: Launch of the Emerging Preferred Route Option non-statutory public consultation

Tallaght to Terenure
Kimmage to City Centre
Rathfarnham to City Centre

Phase 3 (Mid-February to End April 2019)
Ballymun to City Centre
Finglas to Phibsborough
Bray to City Centre
Blackrock to Merrion
UCD Ballsbridge to City Centre
Ringsend to City Centre



NTA
Údarás Náisiúnta Iompair
National Transport Authority


BUS
CONNECTS
TRANSFORMING CITY BUS SERVICES

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Template of Letter issued to potentially impacted property owners:

(Name & Address)



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Date: 9th November 2018
Ref:

**Re: BusConnects
to City Centre Core Bus Corridor Project**

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.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

A key part of the BusConnects programme is the development of "Core Bus Corridors", effectively the delivery of continuous bus lanes, on the key bus routes across the city. Sixteen corridors are included in BusConnects Dublin.

Initial work has been undertaken on these corridors to identify an Emerging Preferred Route for each corridor. The Emerging Preferred Route is the proposal which, subject to a public consultation process, is considered to offer the best solution to improve the bus and cycle network.

The purpose of this letter is to inform you that the proposals contained in the Emerging Preferred Scheme for the _____ to City Centre Core Bus Corridor **may** impact on part of your property. An extract from a layout map showing an indicative layout of the scheme in the vicinity of your property is attached. The plan shows where the car lanes, bus lanes, cycle lanes and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

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

A complete public consultation document, which contains all of the relevant maps for this corridor, will be sent to you next week.

We do wish to reiterate that these are proposals only which are not fixed or finalised. They will be published in full shortly to get public feedback in relation to them. No decisions have been made to proceed with these proposals, and none would be taken until we have concluded the consultation process.

Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired from your property, appropriate compensation would have to be paid in addition to the rebuilding of new garden walls, fences, gates and driveways, plus 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 Dublin,

National Transport Authority

BusConnects Core Bus Corridor Consultation Press Notice:



TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Public Consultation

Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

Clár infheistiúcháin suntasach is ea BusConnects d'fhonn iompar poiblí i mBaile Átha Cliath a fheabhsú. Tá sé mar aidhm aige an córas busanna reatha a leasú ó bhonn trí chlár comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaoifa agus níos fearr a chur ar fáil do níos mó daoine.

Tá sé mar aidhm ag tionscadal na gconairí bus lárnacha 230 ciliméadar de bhuslánaí tionsaíthe agus 200 ciliméadar de raonta rothaíochta a chur ar 16 cinn de na conairí bus is gnóthaí i mBaile Átha Cliath. Tá an tÚdarás Náisiúnta Iompair ag cur tús anois le comhairliúchán poiblí maidir leis na moltaí seo.

Is ar **bhonn céimnithe** a tharlódh an comhairliúchán poiblí do sé chonaire bus lárnach déag, ag tosú an 14 Samhain 2018 agus ag leanúint ar aghaidh go dtí Bealtaine 2019.

Tosaigh an comhairliúchán poiblí don **chéad cheithre chonaire** cheana féin agus críochnóidh sé Dé hAoine, an 15 Feabhra 2019. Taimid ag lorg moltaí agus tuairimí faoi láthair maidir leis na conairí seo a leanas:

- **Cluain Ghrífin go Lár na Cathrach**
- **Sord go Lár na Cathrach**

- **Cluain Ghrífin go Baile Bhlainséir**
- **Leamhcán go Lár na Cathrach**

Is féidir mionsonraí faoi na **ceithre chonairea** íoslódáil ar an suíomh www.busconnects.ie nó glaoch a chur ar an uimhir shaorghlao 1800 303 653.

- Fóram Pobail** - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin poiblí agus páirt a ghlacadh ann. Larhtar ort ríomhphost a sheoladh chuig cbc@busconnects.ie má theastaíonn uait a bheith páirteach ann.
- Ócáidí Eolais Comhairliúcháin Phoiblí** - Réachtálfar sraith cruinnithe Comhairliúcháin Phoiblí in ionaid i gceantair na gconairí seo. Is féidir teacht ar shonraí maidir leo seo ar an suíomh agus sna nuachtáin áitiúla sna seachtainí atá le teacht freisin.

Foilseofar sonraí an dhá chonaire déag eile le haghaidh athbhreithniú an phobail go luath in 2019. Seo thíos liosta de na conairí agus de na céimeanna molta comhairliúcháin poiblí.

Dátaí Comhairliúcháin Phoiblí: Lár mhí Eanáir go deireadh mhí na Márta 2019	Dátaí Comhairliúcháin Phoiblí: Lár mhí na Feabhra go deireadh mhí Aibreáin 2019
Gleann na Life go Lár na Cathrach	Baile Múnna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamlacht go Tír an Iúir	An Charrraig Dhúbh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

Is féidir moltaí agus tuairimí maidir leis na **ceithre chonaire** a dhéanamh:


Ar líne:
Tríd an bhfoirm ar líne sa chuid "Comhairliúchán Poiblí" de leathanach na gConairí Bus Lárnacha ar an suíomh www.busconnects.ie

Ar an r-phost chuig:
cbc@busconnects.ie


Tríd an bpost chuig:
Tionscadal na gConairí Bus Lárnacha
An tÚdarás Náisiúnta Iompair
Dun Sceine
Lána Fhearchair
Baile Átha Cliath 2
D02 WT20

By post to:
Core Bus Corridor Project
National Transport Authority
Dun Sceine
Harcourt Lane
Dublin 2
D02 WT20

By email to:
cbc@busconnects.ie



Project Ireland 2040
Building Ireland's Future



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Údarás Náisiúnta Iompair
National Transport Authority

Details of the proposals for these **four corridors** are available for download on the website www.busconnects.ie or call Freefone 1800 303 653.

- Community Forum** - The NTA will establish a Community Forum for each corridor where there will be an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process. Please email cbc@busconnects.ie to get involved.
- Public Consultation Information events** - A series of Public Consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks.

Details of the other twelve corridors will be published for public review in early 2019. Below is a list of the corridors and the proposed public consultation phasing.

Public Consultation Dates: Mid - January to End March 2019	Public Consultation Dates: Mid - February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clondalkin to Drimmagh	Finglas to Phibsborough
Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmage to City Centre	UCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

Written submissions and observations on the **four corridors** may be made:

Online:
Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

BusConnects Core Bus Corridor Phase 1 Fact Sheet:



TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Project

Public Consultation Key Facts

Background

- Population in the Dublin region is due to grow by 25% by 2040, bringing it to almost 1.55m.
- Bus is the proven solution and main form of public transport across Dublin with 67% of public transport journeys each day made by bus.
- Cars only account for 30% of travel into the city centre each day.
- Bus carries x3 and x4 the number of people who travel on Luas or Dart and commuter rail.
- Commuting to work by bicycle has increased by 43% since 2011.

Core Bus Corridors Project

- 230kms of continuous bus priority and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.
- Delivery of journey time savings of up to 40-50% on each corridor.
- On the four corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 14% in the years 2015 to 2017.
- Yet bus lanes account for only in place for one-third of corridors.

Phase One Facts

Route	No. of Properties Impacted	No. of on parking space being removed	No. of roadside trees being removed	Route length	Cycle lane length	Current bus journey time	BusConnects journey time	Future bus journey time without BusConnects
Clongriffin	120	31	100	10km	6km	Up to 65 mins	30-35 mins	85+ mins
Swords	110	101	170	12km	12km	Up to 71 mins	40 mins	80+ mins
Blanchardstown	100	87	200	8km	8km	Up to 65 mins	25-30 mins	80+ mins
Lucan	15	13	44	10km	5km	Up to 50 mins	30-35 mins	60+ mins

Phase Two & Phase Three

Phase Two Public Consultation Dates: Mid-January to End March 2019	Phase Three Public Consultation Dates: Mid-February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clondalkin to Drimnagh	Finglas to Phibsborough
Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmage to City Centre	UCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

CONT.

Buses & Annual Bus Passenger Journeys per Corridor

Corridor	Dublin Bus Routes	Annual Patronage 2017*	% Growth from 2014-2017
Blanchardstown	37,38,38a,38b,39,39a,39n,39x,70,70n,270	Approx.11m	15%
Lucan	25,25a,25b,25d,25n,25x,26,66,66a,66b,66n,66x,67,67n,67x	Approx.8.5m	14%
Clongriffin	14,15,27,27a,27b,27x,29a,29n,31,31a,31b,31n,32,32x,42,42n,43,130	Approx.22m	16%
Swords	1,16,33,33d,33n,41,41b,41c,41n,41x,44,11,13	Approx.19m	11%
Total		Approx. 61.2m	14%

*Dublin Bus passengers only. Other bus services also operate on these corridors.

Possible Costs:

Phase One Corridor	Estimated Cost	Phase One Corridor	Estimated Cost
Clongriffin to City Centre	€100m to €150m	Blanchardstown to City Centre	€120m to €170m
Swords to City Centre	€100m to €150m	Lucan to City Centre	€80m to €120m

Mitigation Efforts

- Where lands are being acquired, the NTA will ensure **new landscaping and replanting** of gardens, **reinstatement of driveways** and as well as **providing compensation** for the garden and driveway portion loss and disruption.
- Where private and public walls or fencing or removed, we will **rebuild and replace**.
- Where there is a loss of on-street parking and loading facilities, we will seek to provide, where feasible, alternative arrangements close by.
- Where trees are removed we will put in place a **comprehensive replanting programme** replacing more trees that we move. The programme will largely use mature or semi-mature ready-grown trees, and where it is feasible, plant them as close as possible to the original locations.
- We intend to create attractive local environments at key urban centres along the routes, with the provision of attractive landscaping, lighting, seating and other features.

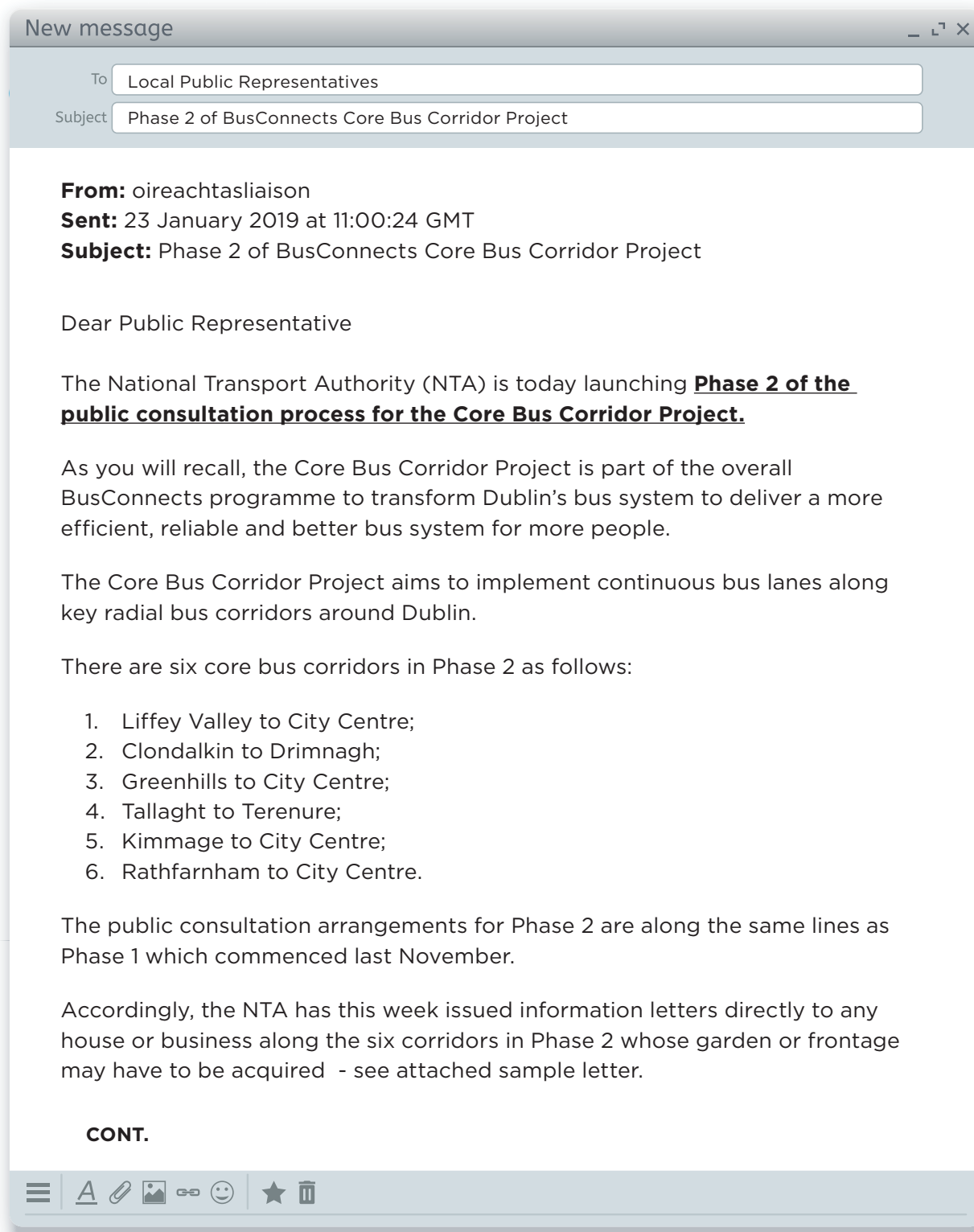
Process of Engagement

- The NTA believes a step-by-step process of engagement is the best approach to take in delivering the Core Bus Corridors project.
- All property owners potentially affected by today's announcement have been notified by post and a one-to-one meeting is being offered with each of those impacted.
- Today marks the beginning of a dialogue with those potentially impacted which will continue into 2019 and throughout the project.
- Planning approval from An Bord Pleanála will be required for this project and for the acquisition of garden portions. That planning application will only be made in 2020.

CONT.

- The NTA will also establish a Community Forum for each corridor where there will be an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process.
- A series of public consultation meetings will be held in venues along the four corridors – details of which can be found on the BusConnects website.
- Written submissions and observations on the four corridors announced today may be made:
 - Online at: www.busconnects.ie;
 - Via post to: Core Bus Corridor Project, NTA, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20;
 - By email to: cbc@busconnects.ie.

Correspondence with local public representatives regarding the launch of Phase 2 of the Emerging Preferred Route Option non-statutory public consultation on 23 January 2019:



New message

To: Local Public Representatives

Subject: Phase 2 of BusConnects Core Bus Corridor Project

From: oireachtaslaiison
Sent: 23 January 2019 at 11:00:24 GMT
Subject: Phase 2 of BusConnects Core Bus Corridor Project

Dear Public Representative

The National Transport Authority (NTA) is today launching **Phase 2 of the public consultation process for the Core Bus Corridor Project.**

As you will recall, the Core Bus Corridor Project is part of the overall BusConnects programme to transform Dublin's bus system to deliver a more efficient, reliable and better bus system for more people.

The Core Bus Corridor Project aims to implement continuous bus lanes along key radial bus corridors around Dublin.

There are six core bus corridors in Phase 2 as follows:

1. Liffey Valley to City Centre;
2. Clondalkin to Drimnagh;
3. Greenhills to City Centre;
4. Tallaght to Terenure;
5. Kimmage to City Centre;
6. Rathfarnham to City Centre.

The public consultation arrangements for Phase 2 are along the same lines as Phase 1 which commenced last November.

Accordingly, the NTA has this week issued information letters directly to any house or business along the six corridors in Phase 2 whose garden or frontage may have to be acquired - see attached sample letter.

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New message

To: Local Public Representatives

Subject: Phase 2 of BusConnects Core Bus Corridor Project

I also attach a press release and some key facts relating to the Phase 2 corridors, which we are publishing today.

In due course we will be establishing a community forum for the six corridors in Phase 2 in order to facilitate engagement with all parties including individuals, residents associations, community groups, etc. All requests to participate in the community forum should be sent to cbc@busconnects.ie.

Local information events will be held at a later stage. We will send you details of the dates and venues for those events in due course.

Details of the phasing of all 16 core bus corridors are shown below. More details about the Core Bus Corridor Project, including brochures for Phase 2, are available on the BusConnects website, www.busconnects.ie.

In conclusion, it is important to point out that the public consultation process for the Core Bus Corridor Project marks the beginning of a detailed planning process that will ultimately be presented to An Bord Pleanála for approval. Accordingly, at this early in the process stage we are presenting initial concepts for the corridors and much more detailed work will be undertaken before the detailed proposals can be finalised and submitted to An Bord Pleanála.

Yours sincerely
Anne Graham

CEO, National Transport Authority

PHASING OF PUBLIC CONSULTATION PROCESS FOR CORE BUS CORRIDOR PROJECT

Phase 1 started on 14 November 2018 and is on-going

- Clongriffin to City Centre
- Swords to City Centre

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New message

To: Local Public Representatives

Subject: Phase 2 of BusConnects Core Bus Corridor Project

➤ Blanchardstown to City Centre
➤ Lucan to City Centre

Phase 2 (23 January to End March 2019)

➤ Liffey Valley to City Centre
➤ Clondalkin to Drimnagh
➤ Greenhills to City Centre
➤ Tallaght to Terenure
➤ Kimmage to City Centre
➤ Rathfarnham to City Centre

Phase 3 (Mid-February to End April 2019)

➤ Ballymun to City Centre
➤ Finglas to Phibsborough
➤ Bray to City Centre
➤ Blackrock to Merrion
➤ UCD Ballsbridge to City Centre
➤ Ringsend to City Centre

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Tel: + 353 (0)1 879 8300
Email: cbc@busconnects.ie
Web: www.nationaltransport.ie


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National Transport Authority

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Template of Letter issued to potentially impacted property owners:

(Name & Address)



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Date: 9th November 2018
Ref:

**Re: BusConnects
to City Centre Core Bus Corridor Project**

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.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

A key part of the BusConnects programme is the development of "Core Bus Corridors", effectively the delivery of continuous bus lanes, on the key bus routes across the city. Sixteen corridors are included in BusConnects Dublin.

Initial work has been undertaken on these corridors to identify an Emerging Preferred Route for each corridor. The Emerging Preferred Route is the proposal which, subject to a public consultation process, is considered to offer the best solution to improve the bus and cycle network.

The purpose of this letter is to inform you that the proposals contained in the Emerging Preferred Scheme for the _____ to City Centre Core Bus Corridor **may** impact on part of your property. An extract from a layout map showing an indicative layout of the scheme in the vicinity of your property is attached. The plan shows where the car lanes, bus lanes, cycle lanes and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

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

A complete public consultation document, which contains all of the relevant maps for this corridor, will be sent to you next week.

We do wish to reiterate that these are proposals only which are not fixed or finalised. They will be published in full shortly to get public feedback in relation to them. No decisions have been made to proceed with these proposals, and none would be taken until we have concluded the consultation process.

Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired from your property, appropriate compensation would have to be paid in addition to the rebuilding of new garden walls, fences, gates and driveways, plus 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 Dublin,

National Transport Authority

Press Release issued 23rd January 2019:

PRESS RELEASE

NTA LAUNCHES PUBLIC CONSULTATION ON SECOND PHASE OF THE CORE BUS CORRIDOR PROJECT

23rd January 2019 – The National Transport Authority has today announced details of the second phase of the BusConnects Core Bus Corridor project with the unveiling of a further six of the sixteen routes that are earmarked for development.

The BusConnects programme aims to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200km of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre. This project is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040, bringing it to almost 1.55m.

The bus service is the main form of public transport across Dublin with 67% of public transport

journeys each day made by bus. The level of commuting to work by bicycle has also increased by 43% since 2011 and the need for better and safer cycling facilities will be provided through the rollout of the core bus corridor project.

The first phase of the public consultations commenced in November 2018 and is on-going. The latest public consultation for phase two is commencing today on the Emerging Preferred Routes for the following six corridors:

- ▶ **Liffey Valley to the City Centre**
- ▶ **Clondalkin to Drimmagh**
- ▶ **Greenhills to the City Centre**
- ▶ **Tallaght to Terenure**
- ▶ **Kimmage to the City Centre**
- ▶ **Rathfarnham to the City Centre**

On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by up to 19% in the period 2015 to 2018. However, the millions of passenger journeys taking place on each of these corridors are facing increasing congestion with delays being frequently experienced by commuters.

All property owners potentially affected by today's announcement have been notified by post with one-to-one meetings being offered

in the coming weeks with those potentially impacted.

Phase Three of the Core Bus Corridors project will get underway in mid-February and will run until the end of April featuring the final six corridors: Ballymun to the City Centre; Finglas to Phibsborough; Bray to the City Centre; Blackrock to Merrion; UCD Ballsbridge to City Centre and Ringsend to the City Centre.

Anne Graham, CEO of the NTA said: "Today marks the second stage in a three-step process with details being unveiled of six additional Emerging Preferred Routes foreseen under the BusConnects Core Bus Corridor project. In recent days, we have notified the 665 property owners along these routes who may be potentially affected and offered one-to-one meetings to inform them of the proposals and listen to their feedback.

"We would encourage those who received the notification to get in contact with us and engage in the consultation process that runs until the 29th March. We want to hear from them to get their views on the proposals and the issues that they wish to see addressed.

"At the NTA, we are determined to deepen our engagement with

the communities along each of the identified corridors. That is why in addition to the meeting with potentially affected property owners we will also be organising public information events and Community Forums along each of the six corridors announced today.

“The Community Forums, in particular, will ensure a two-way dialogue with community leaders, residents’ associations, special interest groups and public representatives. We are eager to listen to the concerns of all those affected, and we will ensure they are kept updated on the project as it progresses.

“We have been encouraged by the positive level of engagement the NTA has witnessed since the launch of the Core Bus Corridors project public consultation in November 2018 and we will examine all observations carefully over the coming weeks as we look to develop Final Preferred Routes.

“Although we are aware that a project of this scale will bring many challenges, the BusConnects Core Bus Corridor project is needed now more than ever. With the city due to expand by 25% by 2040, continuous bus priority and segregated cycle lanes will be required to meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for the growing numbers of cyclists.”

ENDS

For media queries, please contact:

Grainne Mackin, NTA –
Tel: 087-6216100 / grainne.mackin@nationaltransport.ie

Paul Nallon, Q4PR –
Tel: 086-8694041 / paul@q4pr.ie

BusConnects Core Bus Corridor Phase 2 Fact Sheet:

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Project – Phase Two Public Consultation Key Facts

Background

- Population in the Dublin region is due to grow by 25% by 2040, bringing it to almost 1.55m.
- Bus is the proven solution and main form of public transport across Dublin with 67% of public transport journeys each day made by bus.
- Cars only account for 30% of travel into the city centre each day.
- Bus carries x3 and x4 the number of people who travel on Luas or Dart and commuter rail.
- Commuting to work by bicycle has increased by 43% since 2011.
- The performance by Dublin Bus continues to be very strong and the company provided the largest number of passenger journeys in 2018 at over 140m. This represents an increase of almost 4m over 2017, with the company posting five straight years of passenger growth.

Core Bus Corridors Project

- 230kms of continuous bus priority and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.
- Delivery of journey time savings of up to 40-50% on each corridor.
- Of the next **six** corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 15% in the years 2015 to 2017.
- Yet bus lanes account for only in place for one-third of corridors.

Phase Two Facts

The public consultation for Phase Two has now commenced and submissions can be made until Friday 29th March 2019.

Route	No. Properties Impacted	No. Parking spaces being removed	No. roadside tress being removed	Route length	Cycle lane length	Current bus journey time	BusConnects journey time	Future bus journey time without BusConnects
Liffey Valley to City Centre	60	30	90	10kms	2kms	Up to 65 mins	30-35 mins	80 mins+
Clondalkin to Drimnagh	15	0	20	4kms	4.5kms	Up to 21 mins	14 mins	25 mins+
Greenhills to City Centre	220	20	50	11kms	5kms	Up to 80 mins	35-40 mins	100 mins+
Tallaght to Terenure	40	15	15	4kms	1.2kms	Up to 32 mins	10-12 mins	45 mins+
Kimmage to City Centre	75	65	70	4kms	1.5kms	Up to 45 mins	12-15 mins	55 mins+
Rathfarnham to City Centre	255	50	45	6kms	7kms	Up to 75 mins	25-30 mins	90 mins+

CONT.

Phase Two - Buses & Annual Bus Passenger Journeys per Corridor

Corridor	Routes	Annual Patronage*			Average Daily Patronage			Annual Growth %
		2017	2016	2015	2017	2016	2015	2015 - 2017
Liffey Valley to City Centre	13,40,68x,76,79,79x,79a,123	15,351,644	14,012,726	13,478,579	42,059	38,391	36,928	14%
Clondalkin to Drimnagh	18,68x,151	3,123,049	2,802,135	2,637,379	8,556	7,677	7,226	18%
Greenhills to City Centre	9,27,54a,56a,77a,77n,77x	7,735,396	7,118,104	6,590,766	21,193	19,502	18,057	17%
Tallaght to Terenure	15,49,49n,65,65b	7,060,142	6,437,952	6,000,514	19,343	17,638	16,440	18%
Kimmage to City Centre	9,16,49,49n,54a	10,130,854	9,455,059	9,251,520	27,756	25,904	25,347	10%
Rathfarnham to City Centre	14,15,15a,15b,15n,16,17,65,65b,68a,83,83A,140,142	25,344,474	23,227,622	22,051,420	69,437	63,637	60,415	15%

*Dublin Bus passengers only. Other bus services also operate on these corridors.

Additional Notes:**Phase One**

The public consultation for Phase One is still ongoing with submission closing date of Friday 15th February 2019. The Swords to City Centre core bus corridor closing date has been extended until Friday 1st March 2019. This is to allow time for submissions to include observations for the Santry alternative layout option which is now included in the Swords to City Centre corridor consultation.

Phase One – Core Bus Corridor Routes

Clongriffin to City Centre
Swords to City Centre
Blanchardstown to City Centre
Lucan to City Centre

Phase Three

The final phase of the core bus corridor project public consultation will commence mid-February and run until the end of April 2019. The following table lists the core bus corridors for Phase Three.

Phase Three – Core Bus Corridor Routes

Ballymun to City Centre
Finglas to Phibsborough
Bray to City Centre
Blackrock to Merrion
UCD Ballsbridge to City Centre
Ringsend to City Centre

Mitigation Efforts

- Where lands are being acquired, the NTA will ensure **new landscaping and replanting** of gardens, **reinstatement of driveways** as well as **providing compensation** for the garden and driveway portion loss and disruption.

CONT.

- Where private and public walls or fencing are removed, we will **rebuild and replace**.
- Where there is a loss of on-street parking and loading facilities, we will seek to provide, where feasible, alternative arrangements close by.
- Where trees are removed we will put in place a **comprehensive replanting programme** replacing more trees than removed. The programme will largely use mature or semi-mature ready-grown trees, and where it is feasible, plant them as close as possible to the original locations.
- We intend to create attractive local environments at key urban centres along the routes, with the provision of attractive landscaping, lighting, seating and other features.

Process of Engagement

- The NTA believes a step-by-step process of engagement is the best approach to take in delivering the Core Bus Corridors project.
- All property owners potentially affected by today's announcement have been notified by post and a one-to-one meeting is being offered with each of those impacted.
- Today marks the beginning of a dialogue with those potentially impacted which will continue during 2019 and throughout the project.
- Planning approval from An Bord Pleanála will be required for this project and for the acquisition of garden portions. That planning application will be made in 2020.
- The NTA has already established four Community Forums for Phase One corridors and will now commence the establishment for the six corridors in Phase Two. These forums are an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives, disability groups and Interested Groups to get informed and engaged during the public consultation process. Interested groups can register by emailing cbc@busconnects.ie.
- A series of public consultation meetings will be held in venues along the six corridors – details of which can be found on the BusConnects website in the coming days.
- Written submissions and observations on the six corridors announced today may be made:
 - Online at: www.busconnects.ie;
 - Via post to: Core Bus Corridor Project, NTA, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20;
 - By email to: cbc@busconnects.ie.

Public Representative Correspondence regarding the public information events and the Community Forums for the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor:

New message

To: Local Public Representatives

Subject: BusConnects Phase 2 Community Forums

From: cbc
Sent: Tuesday 5 February 2019 15:38
Subject: BusConnects Phase 2 Community Forums

Dear Public Representative,

Last year, the NTA announced details of the public consultation process in respect of the BusConnects [Core Bus Corridor Project](#) which involves the implementation of continuous bus lanes along 16 key radial bus corridors around Dublin. As you may recall, the process has been broken up into three separate phases.

Phase 1 began in December of last year with the publication of the initial proposals for the following corridors with community forums and public information events for all corridors being established.

- Clongriffin to City Centre
- Swords to City Centre
- Blanchardstown to City Centre
- Lucan to City Centre

Phase 2 was launched in mid-January. This phase contains the following corridors and the NTA are now establishing Community Forums:

- Liffey Valley to City Centre;
- Clondalkin to Drimnagh;
- Greenhills to City Centre;
- Tallaght to Terenure;
- Kimmage to City Centre;
- Rathfarnham to City Centre.

Membership of the Community Forum comprises of a single representative from resident and community associations, disability and special interest groups and business organisations within each corridor, along with local public representatives.

As places are limited, only one representative per group can be accepted. We would ask all public representatives to make residents associations and community groups within their area aware of the Community Forum and pre-register as a Forum member by emailing the name and contact details of its representative to BusConnects at cbc@busconnects.ie in advance of the meeting.

CONT.

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New message

To Local Public Representatives

Subject BusConnects Phase 2 Community Forums

In addition the Community Forum meetings there will be general open public information events held along each corridor in the coming weeks. Details of those events will be announced next week.

Community Forum Meetings Dates Only:


CORRIDOR	DATE	LOCATION	TIME
Rathfarnham to City Centre	Monday 11th February	Hilton Hotel, Charlemont Place, Dublin 2, D02 A893	18:30 – 20:00
Clondalkin to Drimnagh/ Greenhills to City Centre	Tuesday 12th February	Our Lady's Hall, Mourne Road, Drimnagh, D12, D12 DW68	18:30 – 20:00
Liffey Valley to City Centre	Wednesday 13th February	Hilton Hotel, Kilmainham Square, Inchicore, Dublin 8, D08 XAK3	18:30 – 20:00
Kimmage to City Centre	Monday 18th February	Hilton Hotel, Charlemont Place, Dublin 2, D02 A893	18:30 – 20:00
Tallaght to Terenure	Monday 25th February	St. Mary's Rugby Football Club, Templeville Road, Dublin 6W, D6W X652	18:30 – 20:00

Phase 3 will be launched in the coming weeks and we will be then publishing details of the final six corridors and establishing community forums for each corridor and hosting public information events.

- Ballymun to City Centre;
- Finglas to Phibsborough;
- Bray to City Centre;
- Blackrock to Merrion;
- UCD Ballsbridge to City Centre;
- Ringsend to City Centre.

Yours sincerely,
Bus Connects Team

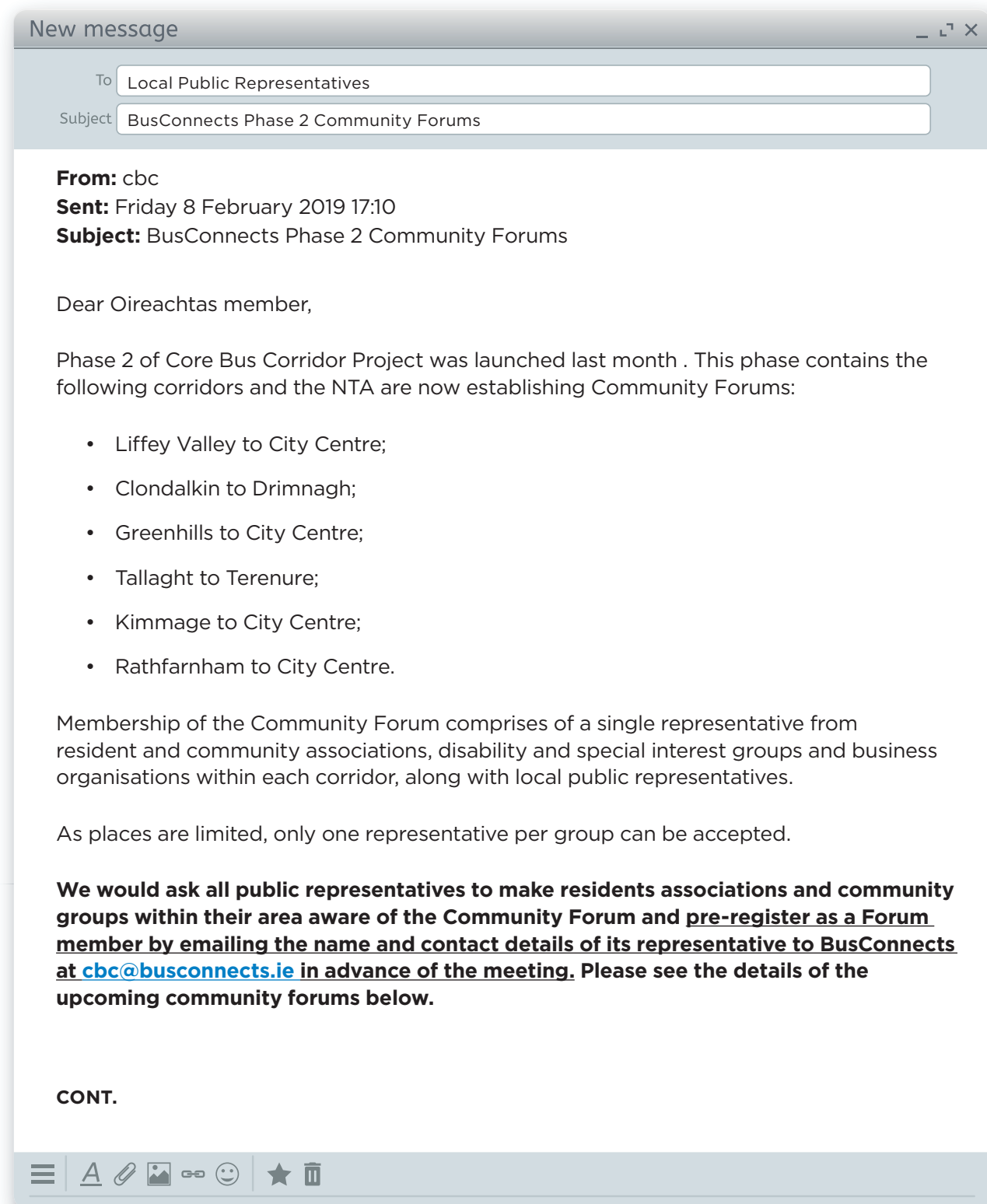
Dún Scéine, Harcourt Lane
Dublin 2. D02 WT20
Tel: + 353 (0)1 879 8300
Email: cbc@busconnects.ie
Web: www.nationaltransport.ie



NTA
Údarás Náisiúnta Iompair
National Transport Authority

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Public Representative Correspondence regarding the Greenhills to City Centre Core Bus Corridor and the Clondalkin to Drimnagh Core Bus Corridor Community Forum on 12th February 2019 in Our Lady's Hall, Mounse Road :



New message _ ↻ ×

To

Subject


Community Forum meetings:

CORRIDOR	DATE	LOCATION	TIME
Rathfarnham to City Centre	Monday 11th February	Hilton Hotel, Charlemont Place, Dublin 2, D02 A893	18:30 – 20:00
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We would greatly appreciate it if you could make potentially impacted constituents aware of the above schedule for the respective corridor(s) within your constituency.

Yours sincerely,
Bus Connects Team

Dún Scéine, Harcourt Lane
Dublin 2. D02 WT20
Tel: + 353 (0)1 879 8300
Email: cbc@busconnects.ie
Web: www.nationaltransport.ie


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 National Transport Authority

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Public Representative Correspondence regarding the extension to the closing date of the first round of public consultation for Phase 2:

New message

To: Local Public Representatives

Subject: BusConnects Phase 2 Update.

From: cbc
Sent: Monday 25 February 2019 16:15
Subject: BusConnects Phase 2 Update.

Dear Public Representative,

The public consultation for phase two is ongoing and further to requests, the closing date has **been extended to the 30th of April 2019.**

We are seeking submissions and observations for the following phase 2 corridors:


Phase 2 Corridors (Mid-January to 30th April 2019):

- Liffey Valley to City Centre
- Clondalkin to Drimnagh
- Greenhills to City Centre
- Tallaght to Terenure
- Kimmage to City Centre
- Rathfarnham to City Centre

Further details about the Core Bus Corridor Public consultation can be found on our website: <https://www.busconnects.ie/initiatives/core-bus-corridor-public-consultation/>

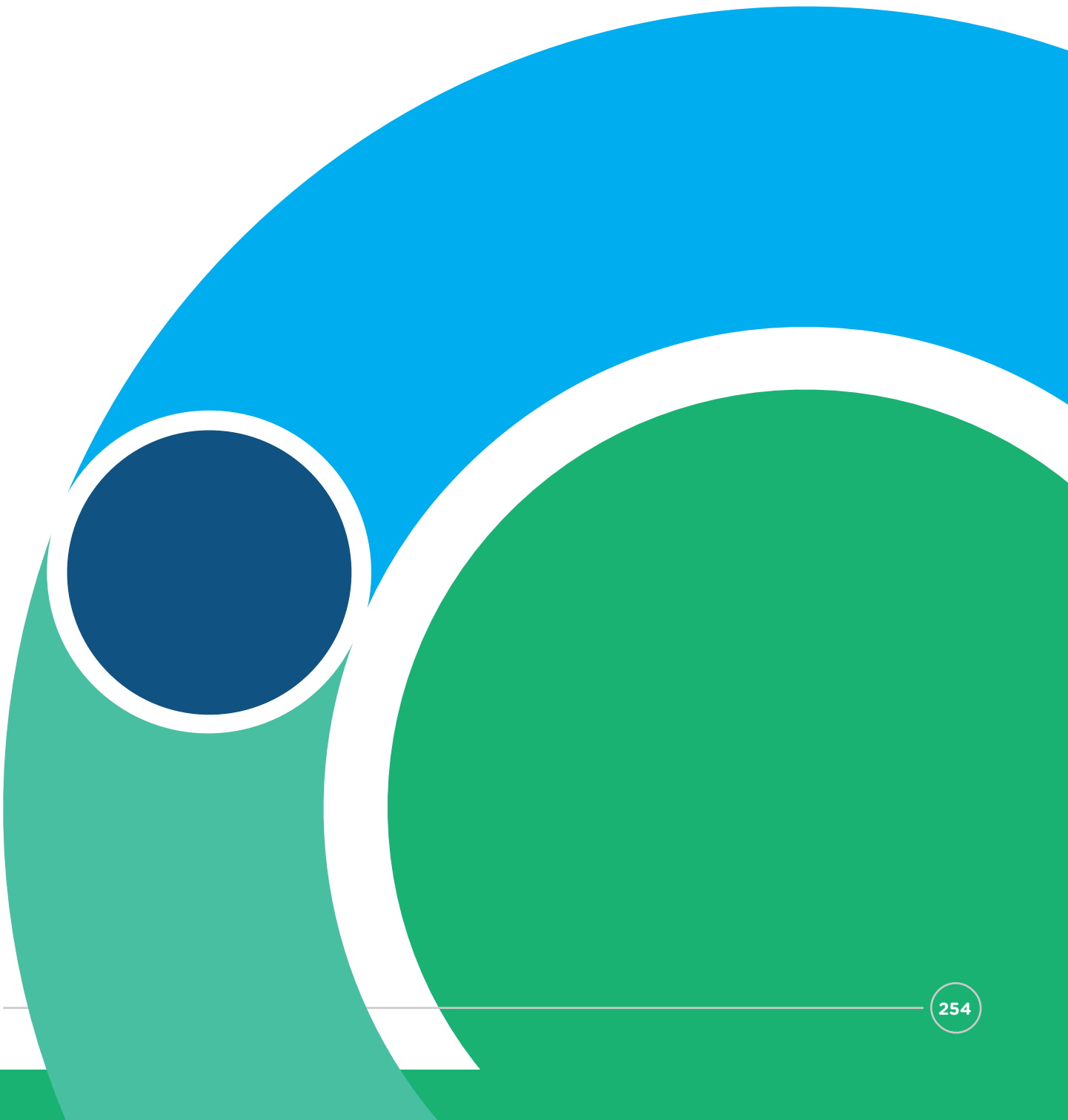
Yours sincerely,
Bus Connects Team

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



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3.

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation - 14th November 2018 - 31st May 2019

3C Public Consultation Information Events

Phase 2 Public Consultation Press Ad:



TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Public Consultation

BusConnects is a major investment programme to improve public transport in Dublin. It aims to overhaul the current bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system for more people.

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

The public consultation for the sixteen core bus corridors will take place over a phased basis. Phase 1 commenced in November 2018 and will conclude Friday 15th February 2019. Details can be found on www.busconnects.ie.

The public consultation for **phase two** has now commenced and will end Friday 29th March 2019. We are now seeking submissions and observations for the following:

Liffey Valley to City Centre
Clondalkin to Drimnagh
Greenhills to City Centre
Tallaght to Terenure
Kimmage to City Centre
Rathfarnham to City Centre

Details of the proposals for these **6 corridors** are available for download on the website www.busconnects.ie or call Freefone 1800 303 653.

Community Forum - The NTA will establish a Community Forum for each corridor where there will be an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process. Please email cbc@busconnects.ie to get involved.

Public Consultation Information events - A series of Public Consultation meetings will be held in venues along these corridors. Details of these will be available on the website and in local newspapers in the coming weeks.

Details of the remaining six corridors (Phase 3) will be published for public review in mid February. Below is a list of the corridors and the proposed public consultation phasing for phase 3.

Public Consultation Dates: Mid - February to End April 2019


- Ballymun to City Centre
- Finglas to Phibsborough
- Bray to City Centre
- UCD Ballsbridge to City Centre
- Blackrock to Merrion
- Ringsend to City Centre

Written submissions and observations on the six corridors may be made:


Online: Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By post to: Core Bus Corridor Project, National Transport Authority, Dun Sceine, Harcourt Lane, Dublin 2. D02 WT20

By email to: cbc@busconnects.ie



Project Ireland 2040
Building Ireland's Future



NTA
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National Transport Authority

Public Consultation Information Event Comment Sheet:

**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES

DATE:

Area of Interest

Your Comments

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

DÁTA:

Ceantar Spéise

Do Thráchtanna

3.

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation - 14th November 2018 - 31st May 2019

3D

Community Forums & Associated Materials

Phase 2 Community Forums Press Ad:

**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES



Project Ireland 2040
Building Ireland's Future

BusConnects is a major investment programme to improve public transport in Dublin. It aims to overhaul the current bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system for more people.

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors project. We want to keep everyone informed on the proposed bus corridors fully in the picture at all times. As such, we have established a Community Forum for each corridor.

Phase 2 Public Consultation has now commenced and we are calling for a single representative from **resident** and **community associations, disability** and **special interest groups** and **business organisations** on the corridors, along with public representatives. As places are limited, only one representative per group can be accepted.

Liffey Valley to City Centre, Clondalkin to Drimnagh, Greenhills to City Centre, Tallaght to Terenure, Kimmage to City Centre and Rathfarnham to City Centre.

The aim is to create two-way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

If you would like to nominate a representative for the phase 2 corridors above, please let us know by emailing cbc@busconnects.ie

Community Forums are being set up for each of the sixteen corridors. Phase 1, the first 4 routes is currently underway. Phase 3, the remaining 6 corridors is due to be published for Public Consultation shortly.

General Information

Public Consultation is now live for these six corridors and will end Friday 28th March 2019
Written submissions and observations on the **six corridors** may be made:

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By email to:

cbc@busconnects.ie

By Post to:

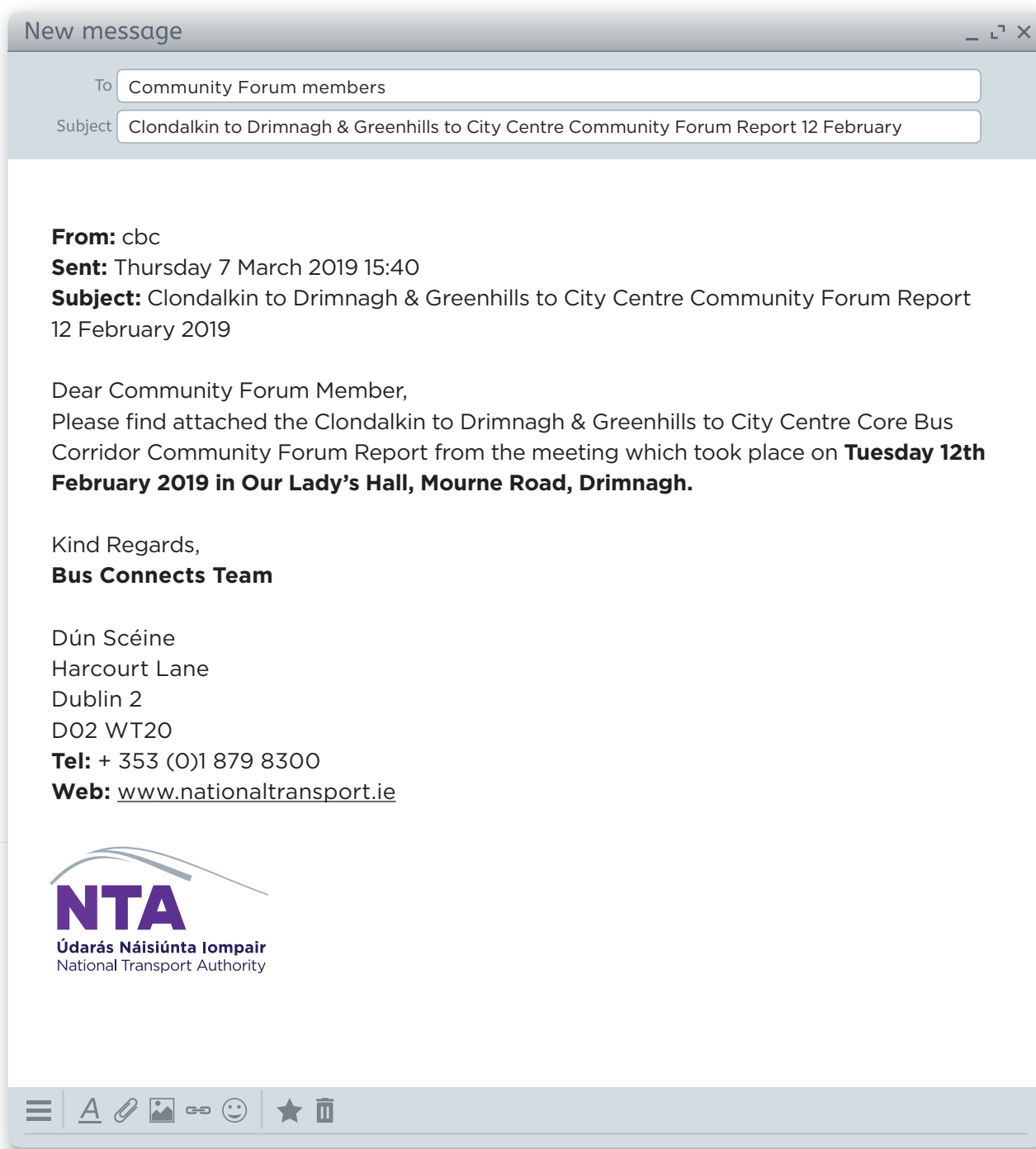
Core Bus Corridor Project
National Transport Authority
Dun Sceine
Harcourt Lane
Dublin 2
D02 WT20

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the remaining six corridors (phase 3) will be published for public review shortly.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Correspondence with Community Forum Members regarding the Greenhills to City Centre and Clondalkin to Drimnagh Community Forum on 12 February 2019 in Our Lady's Hall, Mourne Road:



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.

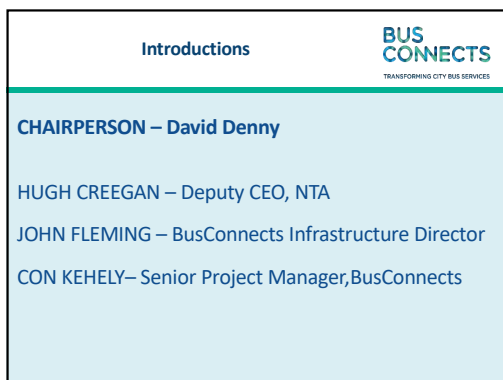
Greenhills to City Centre Core Bus Corridor Community Forum Presentation – 12 February 2019



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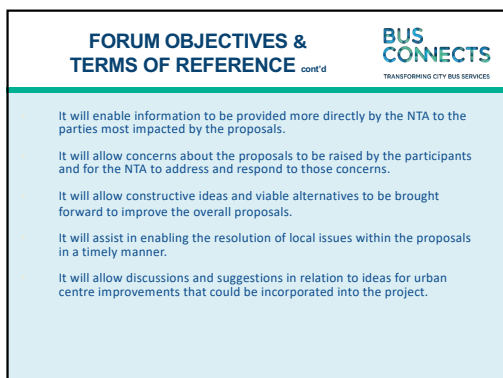
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The project is not without its challenges

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

To achieve the dedicated bus lanes & cycle tracks for millions of bus passengers and tens of thousands of cyclists we have limited space to work with. The project will involve:

- Loss of portions of gardens, gardens walls and fencing
- Traffic changes
- Reduction of on-street parking
- Removal of trees

Optimum Road Layout

13

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NTA
Údair Náisiúnaí Iomparáide
National Transport Authority

**Greenhills to City Centre
Core Bus Corridor**

14

Greenhills > City Centre
Index Map

BUSCONNECTS Core Bus Corridor
■ Greenhills > City Centre

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Greenhills > City Centre
Index Map (continued)

BUSCONNECTS Core Bus Corridor
■ Greenhills > City Centre

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BUSCONNECTS Core Bus Corridor
■ Greenhills > City Centre
MAP 1: Emerging Preferred Route

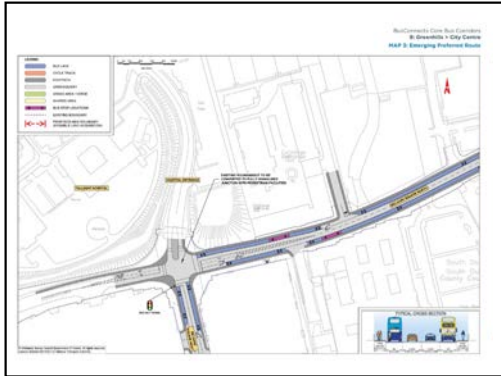
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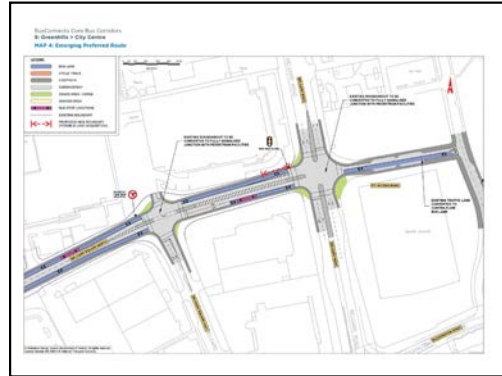
BUSCONNECTS Core Bus Corridor
■ Greenhills > City Centre
MAP 2: Emerging Preferred Route

© 2019. The Emerging Preferred Route shown on this following page is illustrative only and is subject to change following consultation and as part of the design development process.

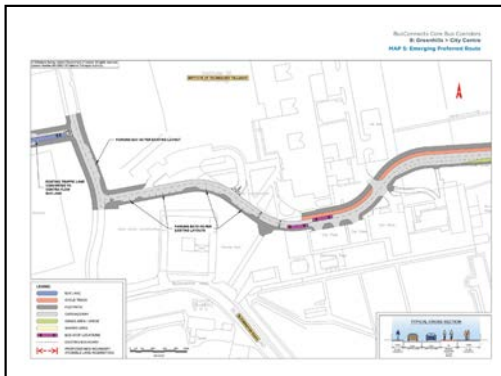
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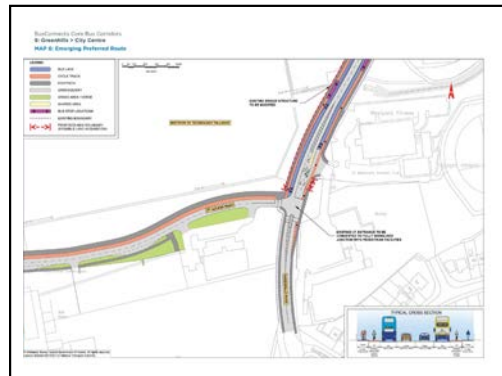
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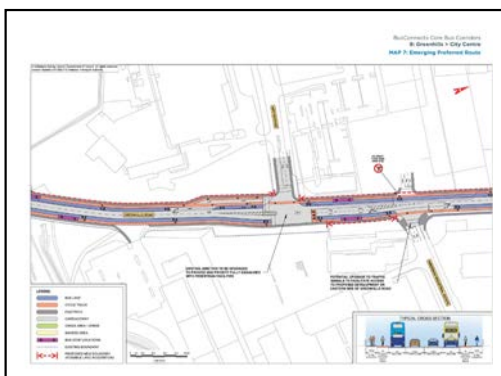
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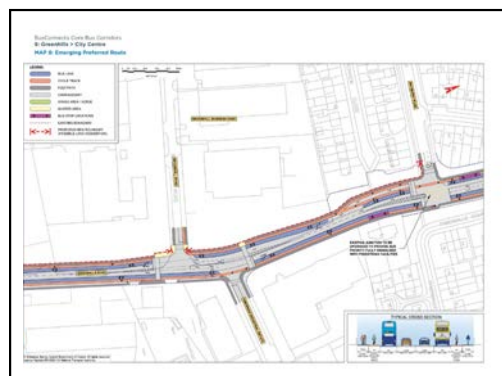
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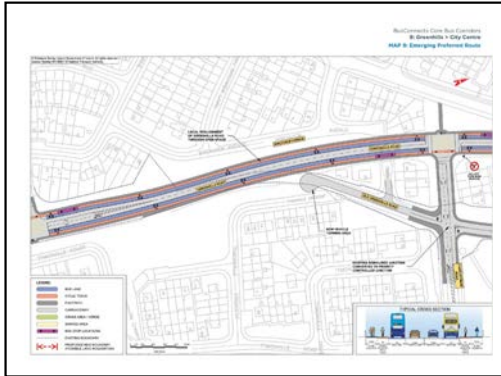
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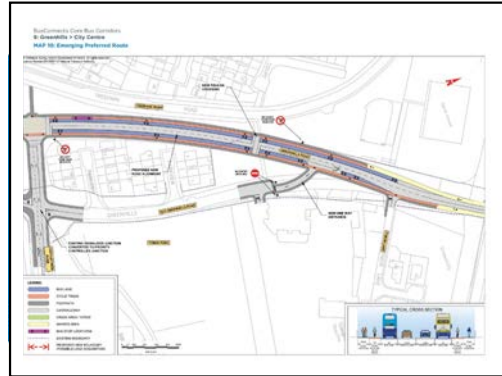
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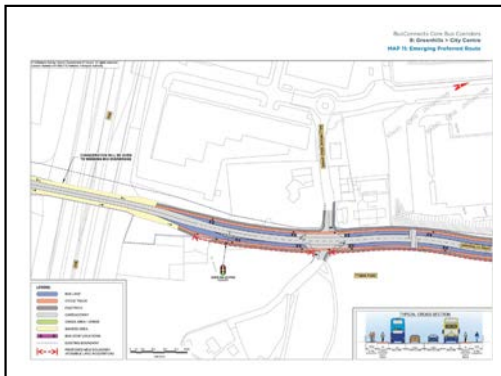
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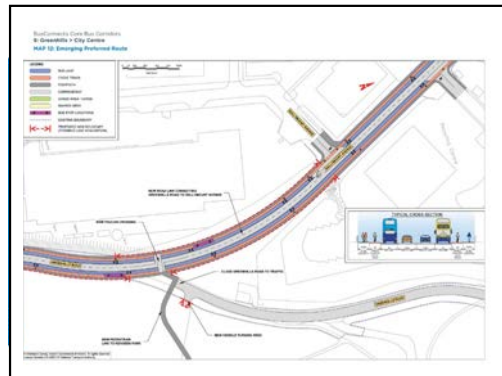
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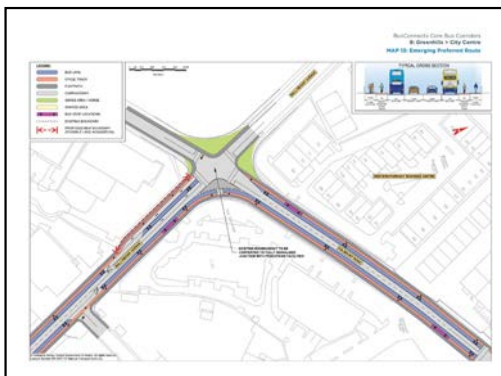
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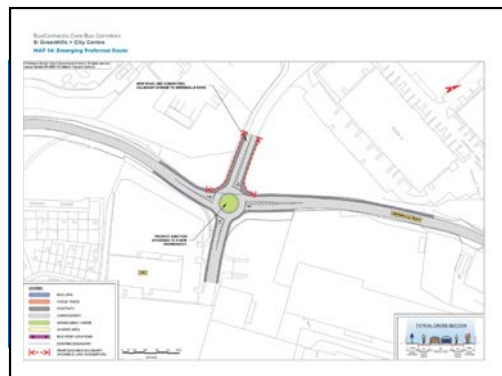
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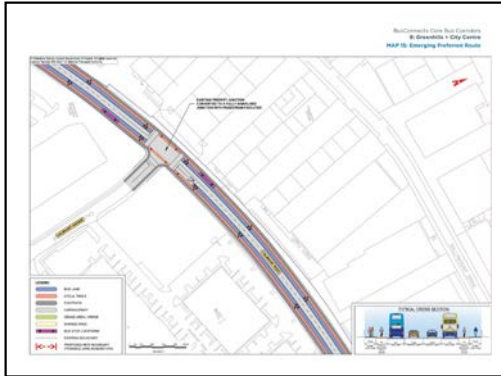
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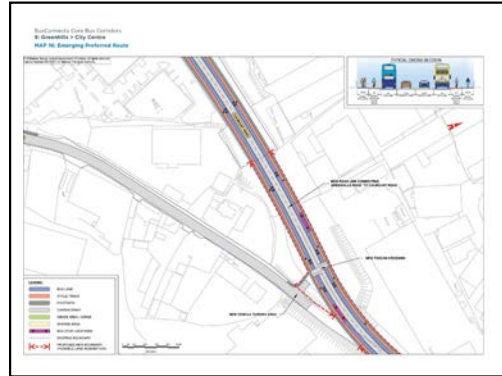
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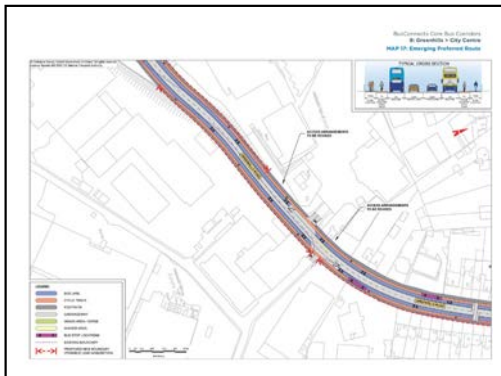
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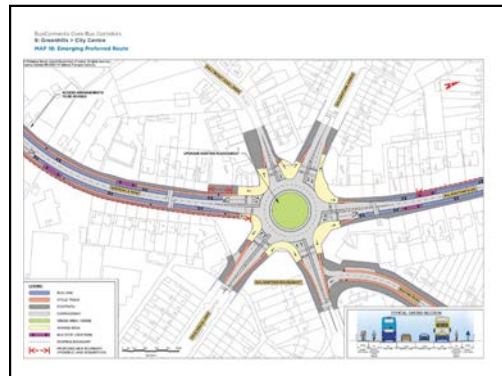
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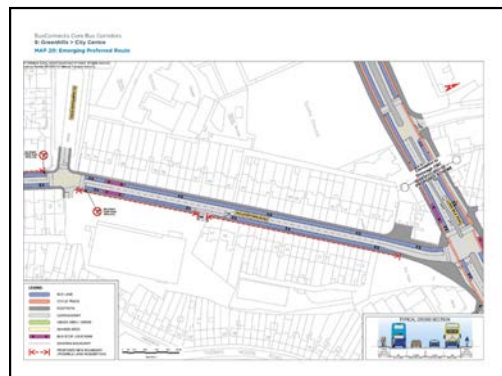
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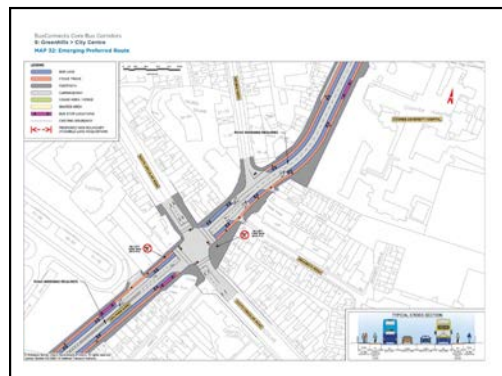
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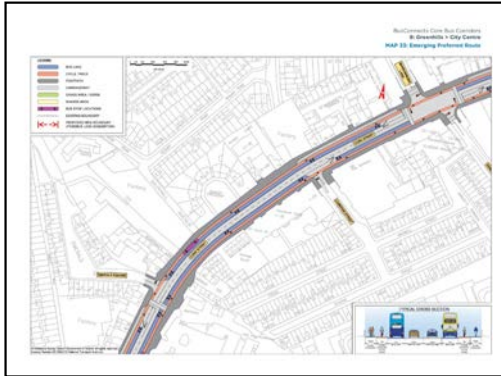
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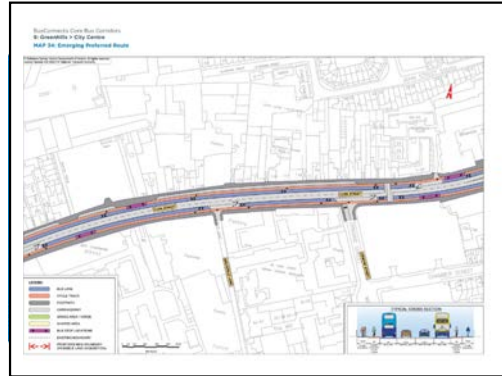
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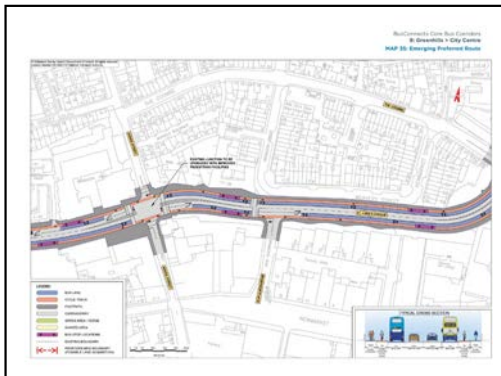
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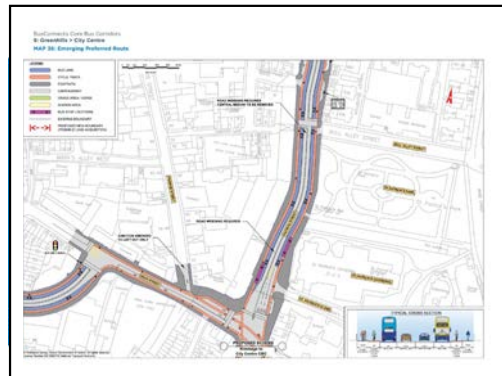
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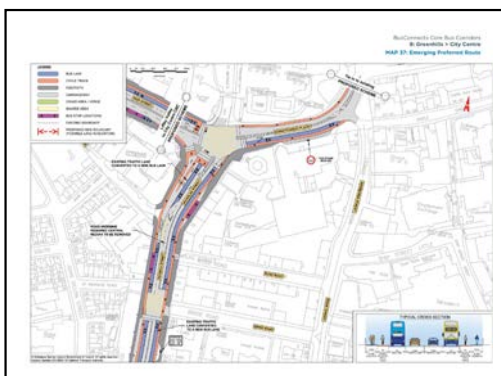
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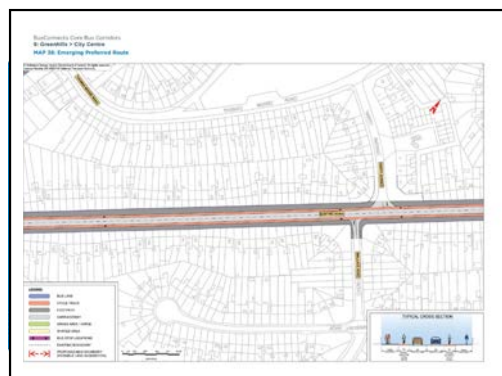
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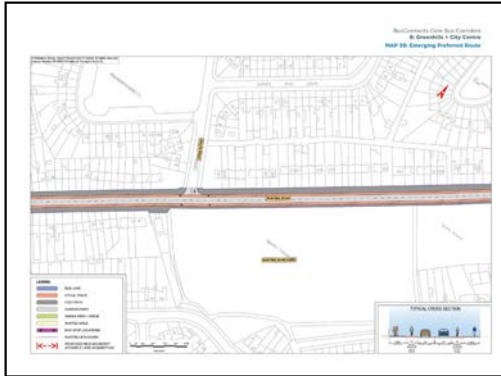
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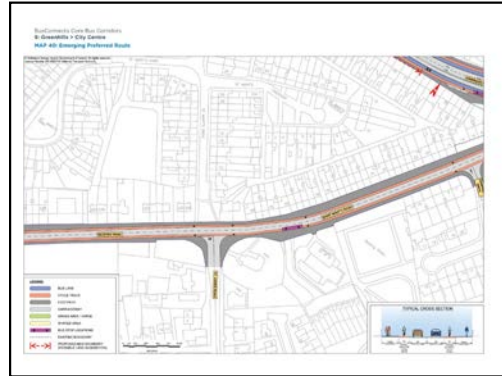
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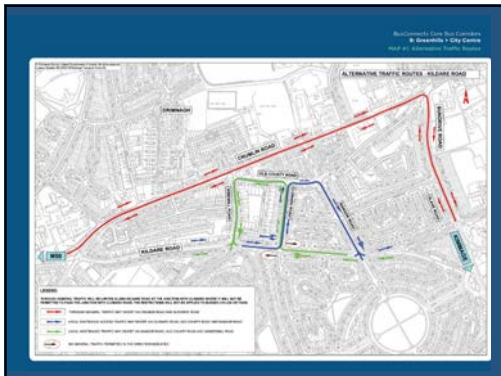
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Clondalkin to Drimnagh & Greenhills to City Centre Core Bus Corridor Community Forum Report - 12 February 2019



TRANSFORMING CITY BUS SERVICES

Clondalkin to Drimnagh & Greenhills to City Centre

Core Bus Corridor

Community Forum Report

Date: Tues 12th February 2019

Location: Our Lady's Hall, Mourne Road

Meeting Number: 1

Chairperson: David Denny

NTA Participants: Hugh Creegan; Con Kehely.

Attendees (signed in):

BUS CONNECTS

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Topics discussed:

- Submission & consultation process.
- Statutory process and timeline.
- Extent of time savings from project.
- Go Ahead Ireland.
- Junction layouts along Greenhills and potential for improvement.
- Interface between buses and cyclists.
- Continuity of cycling route.
- Pedestrian crossings.
- Tree removal and replanting programme.
- Streetscape improvements.
- Loss of on-street parking.
- Car parking alternatives on Slaney Road.
- Interaction with bus services.
- Interaction with bus network redesign including services and routes.
- Level of segregation for cyclists.
- Number of properties impacted by scheme.
- Buffer space.
- Noise pollution.
- Traffic diversion at Walkinstown Avenue.
- Park and ride facilities.
- Proposed street layout.

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

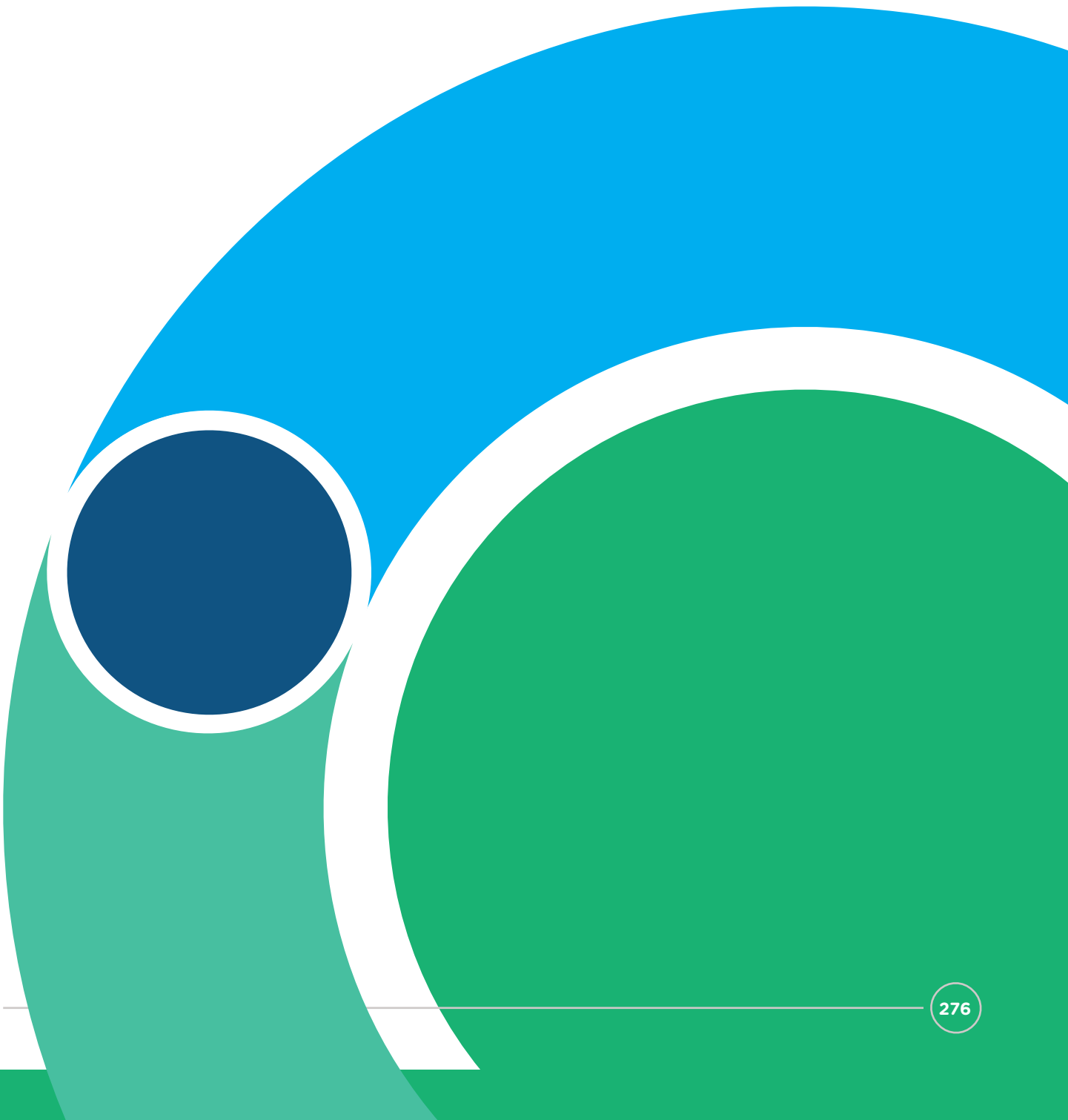
Actions (NTA):

- 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.

Date of next meeting:

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



3.


Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation - 14th November 2018 - 31st May 2019

3E

Potentially Impacted
Properties Engagement

Template of Letter issued to potentially impacted property owners:

(Name & Address)



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Date: 9th November 2018

Ref:

**Re: BusConnects
to City Centre Core Bus Corridor Project**

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.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

A key part of the BusConnects programme is the development of "Core Bus Corridors", effectively the delivery of continuous bus lanes, on the key bus routes across the city. Sixteen corridors are included in BusConnects Dublin.

Initial work has been undertaken on these corridors to identify an Emerging Preferred Route for each corridor. The Emerging Preferred Route is the proposal which, subject to a public consultation process, is considered to offer the best solution to improve the bus and cycle network.

The purpose of this letter is to inform you that the proposals contained in the Emerging Preferred Scheme for the _____ to City Centre Core Bus Corridor **may** impact on part of your property. An extract from a layout map showing an indicative layout of the scheme in the vicinity of your property is attached. The plan shows where the car lanes, bus lanes, cycle lanes and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

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

A complete public consultation document, which contains all of the relevant maps for this corridor, will be sent to you next week.

We do wish to reiterate that these are proposals only which are not fixed or finalised. They will be published in full shortly to get public feedback in relation to them. No decisions have been made to proceed with these proposals, and none would be taken until we have concluded the consultation process.

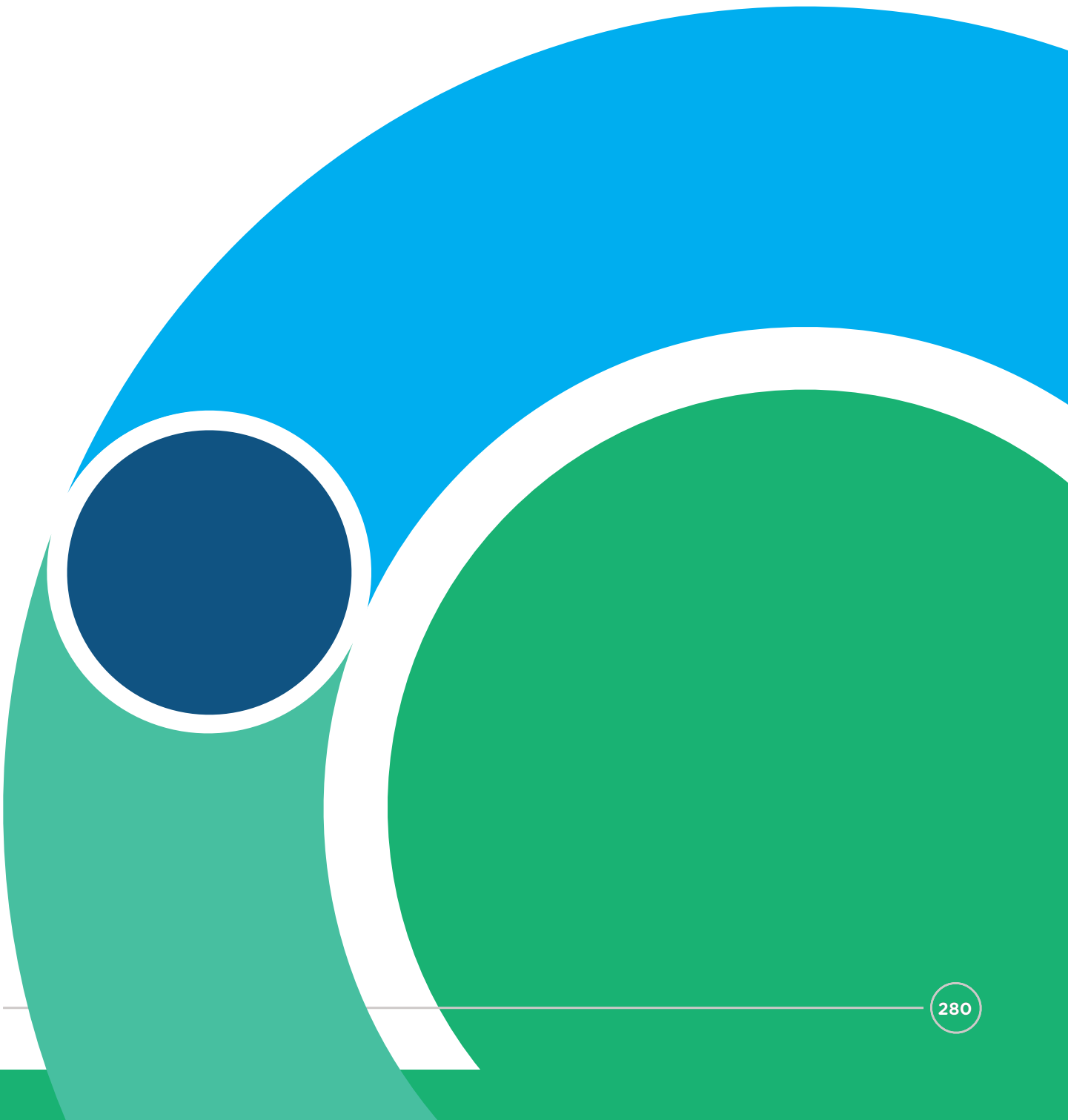
Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired from your property, appropriate compensation would have to be paid in addition to the rebuilding of new garden walls, fences, gates and driveways, plus 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 Dublin,

National Transport Authority



3.

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation - 14th November 2018 - 31st May 2019

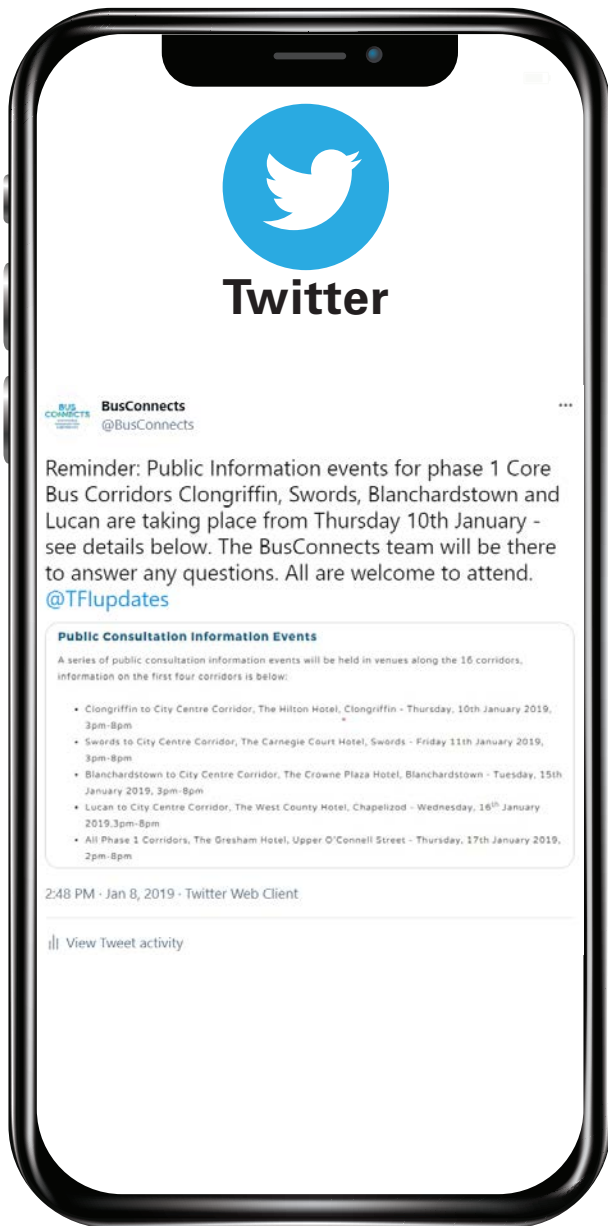
3F Website & Digital Resources

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation (14th November 2018 - 31st May 2019) Website & Published Material:

Emerging preferred route information brochures for each of the 16 core bus corridors in English
Emerging preferred route information brochures for each of the 16 core bus corridors in Irish
Emerging preferred route information brochures for each of the 16 core bus corridors text only/HTML files
Easy read versions of all 16 Core Bus Corridor information brochures
Emerging preferred route information brochures for each of the 16 core bus corridors - audio files
Information on public consultation public information events
How the project will progress pdf
Timeline for the Core Bus Corridors pdf
Bus v car illustration
Online feedback form
Detailed map of 16 Core Bus Corridors with breakdown of dates for phases of public consultation for round 1
Potentially impacted land web forms for queries
Frequently Asked Questions and Answers about the Core Bus Corridor project
Before and after artists impressions of the Core Bus Corridors
Guide to compulsory purchase orders pdf
Statistics on Buses & Annual Bus Passenger Journeys per Core Bus Corridor
Bus interchange examples of Hood Street in Liverpool pdfs
Illustration of a typical residential street under BusConnects
Optimum road layout visual
Community engagement page
Community forum locations and dates
Terms of reference for community forums
Buses, cars, people video
What are the benefits of BusConnects pdf
Interactive map of the 16 core bus corridors
Various news stories in the news section of the website giving updates on the Core Bus Corridors
Community information events schedule
Presentations from Community Forum meetings
Background Documents - BusConnects Dublin Bus Corridor Project June 2018
Tionscandal Conaire Bus BusConnects Bhus Átha Cliath Meitheamh 2018

Technical Reports:
Route Selection Reports
Concept Design Drawings
Technical Notes on Junctions
Junction modelling reports
Route Options Assessment Reports
Options assessment environmental Assessment Reports
Environmental Assessment Reports
BRT PC Drawings
CBC Feasibility and Options Assessments
Core Bus Corridor Drawings
Preliminary Safety Health Plan
Route options reports
Feasibility reports
Bus Corridor Maps
General Layouts
Desktop Safety Reviews
Feasibility and Options Assessment Drawings
Land acquisition reports
Architectural overviews
Alternative Route Maps
Road safety audit designers comments
Problem identification reports
Parking survey report
Early indication reports
Scheme impact reviews

Social Media Posts:



Social Media Posts:

Illustration of typical residential street



Existing



Potential

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NTA
Údarás Náisiúnta Iompair
National Transport Authority

Illustration of typical neighbourhood street



Existing



Potential

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National Transport Authority

Phases Map



Radial Core Bus Corridors Emerging Preferred Routes Phases

Phase 1:
14th November 2018
to 29th March 2019

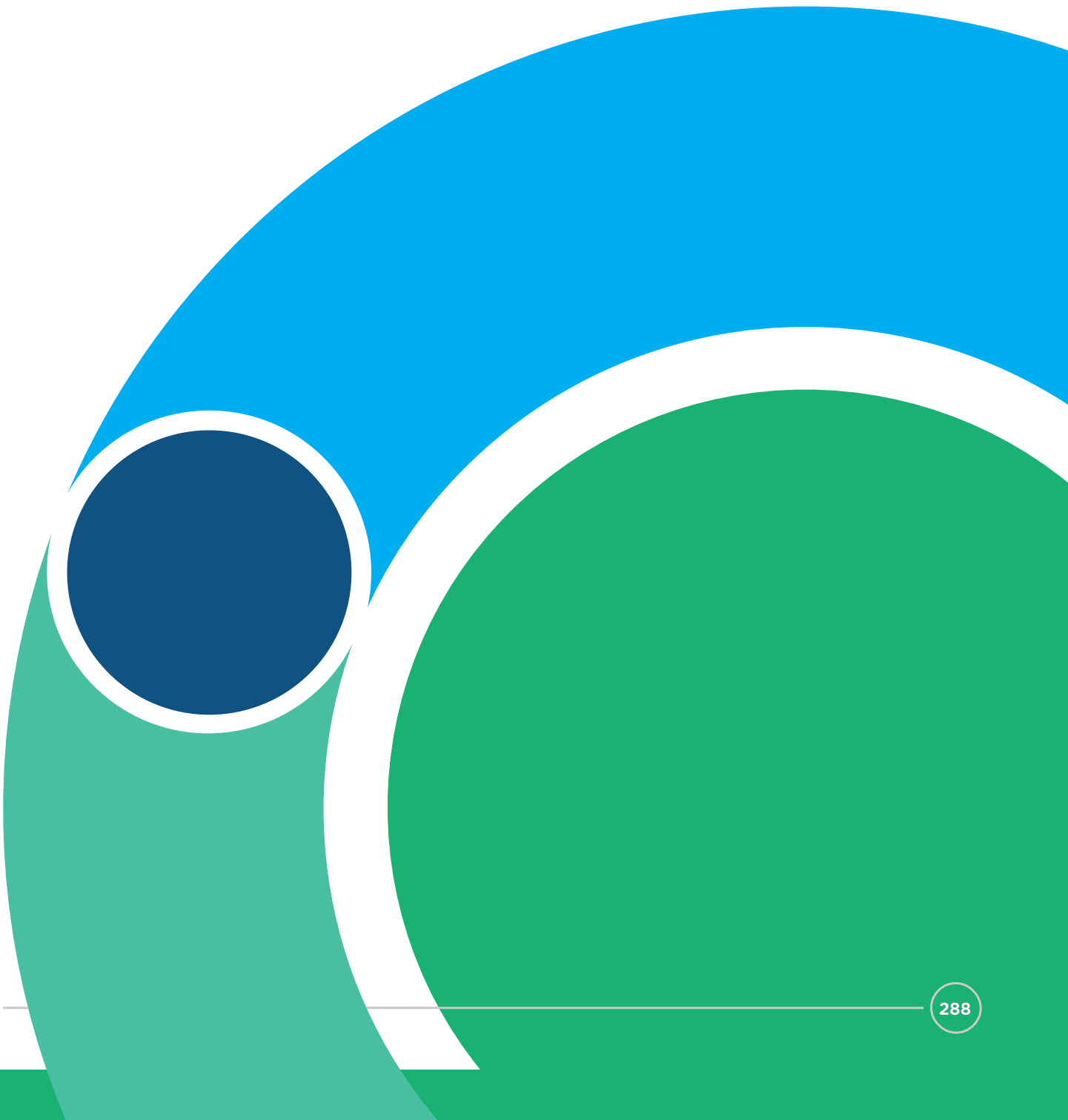
1. Clongriffin to City Centre
2. Swords to City Centre
5. Blanchardstown to City Centre
6. Lucan to City Centre

Phase 2:
23rd January 2019
to 30th April 2019

7. Liffey Valley to City Centre
8. Clondalkin to Drimmagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre

Phase 3:
Mid-February 2019
to End April 2019

3. Ballymun to City Centre
4. Finglas to Phibsborough
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre



3.

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation - 14th November 2018 - 31st May 2019

3G Press Release & Media Engagement

Press Release issued 23rd January 2019:

PRESS RELEASE

NTA LAUNCHES PUBLIC CONSULTATION ON SECOND PHASE OF THE CORE BUS CORRIDOR PROJECT

23rd January 2019 – The National Transport Authority has today announced details of the second phase of the BusConnects Core Bus Corridor project with the unveiling of a further six of the sixteen routes that are earmarked for development.

The BusConnects programme aims to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200km of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre. This project is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040, bringing it to almost 1.55m.

The bus service is the main form of public transport across Dublin with 67% of public transport

journeys each day made by bus. The level of commuting to work by bicycle has also increased by 43% since 2011 and the need for better and safer cycling facilities will be provided through the rollout of the core bus corridor project.

The first phase of the public consultations commenced in November 2018 and is on-going. The latest public consultation for phase two is commencing today on the Emerging Preferred Routes for the following six corridors:

- ▶ **Liffey Valley to the City Centre**
- ▶ **Clondalkin to Drimmagh**
- ▶ **Greenhills to the City Centre**
- ▶ **Tallaght to Terenure**
- ▶ **Kimmage to the City Centre**
- ▶ **Rathfarnham to the City Centre**

On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by up to 19% in the period 2015 to 2018. However, the millions of passenger journeys taking place on each of these corridors are facing increasing congestion with delays being frequently experienced by commuters.

All property owners potentially affected by today's announcement have been notified by post with one-to-one meetings being offered

in the coming weeks with those potentially impacted.

Phase Three of the Core Bus Corridors project will get underway in mid-February and will run until the end of April featuring the final six corridors: Ballymun to the City Centre; Finglas to Phibsborough; Bray to the City Centre; Blackrock to Merrion; UCD Ballsbridge to City Centre and Ringsend to the City Centre.

Anne Graham, CEO of the NTA said: "Today marks the second stage in a three-step process with details being unveiled of six additional Emerging Preferred Routes foreseen under the BusConnects Core Bus Corridor project. In recent days, we have notified the 665 property owners along these routes who may be potentially affected and offered one-to-one meetings to inform them of the proposals and listen to their feedback.

"We would encourage those who received the notification to get in contact with us and engage in the consultation process that runs until the 29th March. We want to hear from them to get their views on the proposals and the issues that they wish to see addressed.

"At the NTA, we are determined to deepen our engagement with

the communities along each of the identified corridors. That is why in addition to the meeting with potentially affected property owners we will also be organising public information events and Community Forums along each of the six corridors announced today.

“The Community Forums, in particular, will ensure a two-way dialogue with community leaders, residents’ associations, special interest groups and public representatives. We are eager to listen to the concerns of all those affected, and we will ensure they are kept updated on the project as it progresses.

“We have been encouraged by the positive level of engagement the NTA has witnessed since the launch of the Core Bus Corridors project public consultation in November 2018 and we will examine all observations carefully over the coming weeks as we look to develop Final Preferred Routes.

“Although we are aware that a project of this scale will bring many challenges, the BusConnects Core Bus Corridor project is needed now more than ever. With the city due to expand by 25% by 2040, continuous bus priority and segregated cycle lanes will be required to meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for the growing numbers of cyclists.”

ENDS

For media queries, please contact:

Grainne Mackin, NTA –
Tel: 087-6216100 / grainne.mackin@nationaltransport.ie

Paul Nallon, Q4PR –
Tel: 086-8694041 / paul@q4pr.ie

BusConnects Core Bus Corridor Phase 2 Fact Sheet:

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BusConnects Core Bus Corridor Project – Phase Two Public Consultation Key Facts

Background

- Population in the Dublin region is due to grow by 25% by 2040, bringing it to almost 1.55m.
- Bus is the proven solution and main form of public transport across Dublin with 67% of public transport journeys each day made by bus.
- Cars only account for 30% of travel into the city centre each day.
- Bus carries x3 and x4 the number of people who travel on Luas or Dart and commuter rail.
- Commuting to work by bicycle has increased by 43% since 2011.
- The performance by Dublin Bus continues to be very strong and the company provided the largest number of passenger journeys in 2018 at over 140m. This represents an increase of almost 4m over 2017, with the company posting five straight years of passenger growth.

Core Bus Corridors Project

- 230kms of continuous bus priority and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.
- Delivery of journey time savings of up to 40-50% on each corridor.
- Of the next **six** corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 15% in the years 2015 to 2017.
- Yet bus lanes account for only in place for one-third of corridors.

Phase Two Facts

The public consultation for Phase Two has now commenced and submissions can be made until Friday 29th March 2019.

Route	No. Properties Impacted	No. Parking spaces being removed	No. roadside tress being removed	Route length	Cycle lane length	Current bus journey time	BusConnects journey time	Future bus journey time without Bus-Connects
Liffey Valley to City Centre	60	30	90	10kms	2kms	Up to 65 mins	30-35 mins	80 mins+
Clondalkin to Drimnagh	15	0	20	4kms	4.5kms	Up to 21 mins	14 mins	25 mins+
Greenhills to City Centre	220	20	50	11kms	5kms	Up to 80 mins	35-40 mins	100 mins+
Tallaght to Terenure	40	15	15	4kms	1.2kms	Up to 32 mins	10-12 mins	45 mins+
Kimmage to City Centre	75	65	70	4kms	1.5kms	Up to 45 mins	12-15 mins	55 mins+
Rathfarnham to City Centre	255	50	45	6kms	7kms	Up to 75 mins	25-30 mins	90 mins+

CONT.

Phase Two - Buses & Annual Bus Passenger Journeys per Corridor

Corridor	Routes	Annual Patronage*			Average Daily Patronage			Annual Growth %
		2017	2016	2015	2017	2016	2015	2015 - 2017
Liffey Valley to City Centre	13,40,68x,76,79,79x,79a,123	15,351,644	14,012,726	13,478,579	42,059	38,391	36,928	14%
Clondalkin to Drimnagh	18,68x,151	3,123,049	2,802,135	2,637,379	8,556	7,677	7,226	18%
Greenhills to City Centre	9,27,54a,56a,77a,77n,77x	7,735,396	7,118,104	6,590,766	21,193	19,502	18,057	17%
Tallaght to Terenure	15,49,49n,65,65b	7,060,142	6,437,952	6,000,514	19,343	17,638	16,440	18%
Kimmage to City Centre	9,16,49,49n,54a	10,130,854	9,455,059	9,251,520	27,756	25,904	25,347	10%
Rathfarnham to City Centre	14,15,15a,15b,15n,16,17,65,65b,68a,83,83A,140,142	25,344,474	23,227,622	22,051,420	69,437	63,637	60,415	15%

*Dublin Bus passengers only. Other bus services also operate on these corridors.

Additional Notes:

Phase One

The public consultation for Phase One is still ongoing with submission closing date of Friday 15th February 2019. The Swords to City Centre core bus corridor closing date has been extended until Friday 1st March 2019. This is to allow time for submissions to include observations for the Santry alternative layout option which is now included in the Swords to City Centre corridor consultation.

Phase One – Core Bus Corridor Routes

Clongriffin to City Centre
Swords to City Centre
Blanchardstown to City Centre
Lucan to City Centre

Phase Three

The final phase of the core bus corridor project public consultation will commence mid-February and run until the end of April 2019. The following table lists the core bus corridors for Phase Three.

Phase Three – Core Bus Corridor Routes

Ballymun to City Centre
Finglas to Phibsborough
Bray to City Centre
Blackrock to Merrion
UCD Ballsbridge to City Centre
Ringsend to City Centre

Mitigation Efforts

- Where lands are being acquired, the NTA will ensure **new landscaping and replanting** of gardens, **reinstatement of driveways** as well as **providing compensation** for the garden and driveway portion loss and disruption.

CONT.

- Where private and public walls or fencing are removed, we will **rebuild and replace**.
- Where there is a loss of on-street parking and loading facilities, we will seek to provide, where feasible, alternative arrangements close by.
- Where trees are removed we will put in place a **comprehensive replanting programme** replacing more trees than removed. The programme will largely use mature or semi-mature ready-grown trees, and where it is feasible, plant them as close as possible to the original locations.
- We intend to create attractive local environments at key urban centres along the routes, with the provision of attractive landscaping, lighting, seating and other features.

Process of Engagement

- The NTA believes a step-by-step process of engagement is the best approach to take in delivering the Core Bus Corridors project.
- All property owners potentially affected by today's announcement have been notified by post and a one-to-one meeting is being offered with each of those impacted.
- Today marks the beginning of a dialogue with those potentially impacted which will continue during 2019 and throughout the project.
- Planning approval from An Bord Pleanála will be required for this project and for the acquisition of garden portions. That planning application will be made in 2020.
- The NTA has already established four Community Forums for Phase One corridors and will now commence the establishment for the six corridors in Phase Two. These forums are an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives, disability groups and Interested Groups to get informed and engaged during the public consultation process. Interested groups can register by emailing cbc@busconnects.ie.
- A series of public consultation meetings will be held in venues along the six corridors – details of which can be found on the BusConnects website in the coming days.
- Written submissions and observations on the six corridors announced today may be made:
 - Online at: www.busconnects.ie;
 - Via post to: Core Bus Corridor Project, NTA, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20;
 - By email to: cbc@busconnects.ie.

Key Facts & Benefits – Greenhills to City Centre Core Bus Corridor:

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Core Bus Corridor Fact Sheet for Greenhills to City Centre

Key Facts:

- Approximate number of properties that may be impacted: **220**
- Approximate number of on-street parking spaces that may be removed: **20**
- Approximate number of roadside trees that may be removed: **50**
- Approximate route length: **11kms**
- Approximate new cycle lane length: **5kms**
- Current bus journey time: **up to 80 mins**
- BusConnects journey time: **35- 40 mins**
- Future bus journey time without BusConnects: **100 mins +**

Benefits of this project:

- Journey time savings – the core bus corridor project will deliver journey time savings of up to 40-50% on each corridor;
- Accessibility for all;
- Better cycling facilities;
- Along each route improvements and enhancements will be made to pedestrian and local urban centres;
- Building a sustainable city and addressing climate change.

How to make a submission:

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. Users can access the site to find out more about the project and download copies of the key studies that have been carried out.

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

We are inviting submissions in relation to the proposals set out within the public consultation document. Please note that the public consultation for the first four corridors has commenced and will end on 29th March 2019.

Written submissions and observations may be made by:

Online:

Through the online form in the “Public Consultation” section of the core bus corridor page on our website: www.busconnects.ie

Or by email to: cbc@busconnects.ie

Or by post to:

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



National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie
Email: consultations@busconnects.ie

Key Facts & Benefits – Clondalkin to Drimnagh Core Bus Corridor:

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Core Bus Corridor Fact Sheet for Clondalkin to Drimnagh

Key Facts:

- Approximate number of properties that may be impacted: **15**
- Approximate number of on-street parking spaces that may be removed: **0**
- Approximate number of roadside trees that may be removed: **20**
- Approximate route length: **4kms**
- Approximate new cycle lane length: **4.5kms**
- Current bus journey time: **up to 21 mins**
- BusConnects journey time: **14 mins**
- Future bus journey time without BusConnects: **25 mins +**

Benefits of this project:

- Journey time savings – the core bus corridor project will deliver journey time savings of up to 40-50% on each corridor;
- Accessibility for all;
- Better cycling facilities;
- Along each route improvements and enhancements will be made to pedestrian and local urban centres;
- Building a sustainable city and addressing climate change.

How to make a submission:

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. Users can access the site to find out more about the project and download copies of the key studies that have been carried out.

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



National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie
Email: consultations@busconnects.ie

Press Briefing Presentation

1

2

3

4


5

6

The Benefits it will bring

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- **Cycling:** BusConnects is the single biggest cycling infrastructure plan in the history of the state.
- **Greater Dublin Area Cycle Network Plan:** This initiative forms the foundation of the overall Greater Dublin Area cycle network plan.
- **Accessibility:** Improved footpaths and pedestrian facilities to access bus stops.
- **Improved urban centres:** Additional landscaping and outdoor amenities for local areas will be included as part of the building and design.



7

Recap -Discussion Document June 2018

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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 Birrmeagh
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

8

Taking a phased approach for publication and consultation

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- Prioritise potentially impacted householders
- Allows us to dedicate significant resources to each corridor



Phased Core Bus Corridors Emerging Preferred Routes Public Consultation Phases

Phase 1: City November 2018 to 10th February 2019

1. Clondalkin to City Centre
2. Swords to City Centre
3. Blanchardstown to City Centre
4. Lucan to City Centre

Phase 2: Final Review to End March 2019

5. Liffey Valley to City Centre
6. Clondalkin to Donnybrook
7. Greenhills to City Centre
8. Tallaght to Terenure
9. Kimmage to City Centre
10. Rathfarnham to City Centre

Phase 3: Final Review to End April 2019


11. Blackrock to City Centre
12. Ringsend to Merrion
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre

9

Which corridors are first?


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- Clongriffin to City Centre
- Swords to City Centre
- Blanchardstown to City Centre
- Lucan to City Centre



10


Clongriffin to City Centre Corridor Key Facts



- Approximate Number of Properties that may be Impacted: 120
- Approximate Number of On-Street Parking spaces that may be Removed: 31
- Approximate Number of Roadside Trees that may be Removed: 100
- Approximate Route Length: 10kms
- Approximate New Cycle Lane Length: 6kms
- Current Bus Journey Time up to 65 mins
- BusConnects Journey Time: 30-35 mins
- Future Bus Journey Time without BusConnects: 85 mins +

11


Swords > City Centre Key Facts



- Approximate Number of Properties that may be Impacted: 110
- Approximate Number of On-Street Parking spaces that may be Removed: 101
- Approximate Number of Roadside Trees that may be Removed: 170
- Approximate Route Length: 12kms
- Approximate New Cycle Lane Length: 12kms
- Current Bus Journey Time up to 71 mins
- BusConnects Journey Time: 40 mins
- Future Bus Journey Time without BusConnects: 80 mins +

12


Swords > City Centre Key Facts



Key facts on previous slide.

13


Blanchardstown > City Centre Key Facts



- Approximate Number of Properties that may be Impacted: **100**
- Approximate Number of On-Street Parking Spaces that may be removed: **87**
- Approximate Number of Roadside Trees that may be Removed: **200**
- Approximate Route Length: **8kms**
- Approximate New Cycle Lane Length: **8kms**
- Current Bus Journey Time up to **65 mins**
- BusConnects Journey Time: **20-25 mins**
- Future Bus Journey Time without BusConnects: **80 mins +**

14

Lucan > City Centre Key Facts




- Approximate Number of Properties that may be Impacted: **15**
- Approximate Number of On-Street Parking Spaces that may be Removed: **13**
- Approximate Number of Roadside Trees that may be Removed: **44**
- Approximate Route Length: **10kms**
- Approximate New Cycle Lane Length: **5kms**
- Current Bus Journey Time **50 mins**
- BusConnects Journey Time: **30-35 mins**
- Future Bus Journey Time without BusConnects: **60 mins +**

15

The project is not without its challenges

To achieve the dedicated bus lanes & cycle tracks for millions of bus passengers and tens of thousands of cyclists we have limited space to work with:


- Potential loss of portions of gardens, gardens walls and fencing
- Traffic changes
- Reduction of on-street parking
- Removal of trees
- Road works



16

How we will mitigate the impacts

- Impacted Property – appropriate compensation for any garden loss
- New landscaping and replanting of gardens
- Reinstatement of driveways



17

How we will mitigate and improve

- Where private and public walls or fencing are removed, we will **rebuild and replace**.
- Where trees are removed we will put in place a **comprehensive replanting programme** replacing more trees that we move.
- We intend to create attractive local environments at key urban centres along the routes, with the provision of attractive landscaping, lighting, seating and other features.



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How we will engage with general public? **BUS CONNECTS**
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- **Property owners** - All property owners potentially affected by today's announcement have been notified by post and a one-to-one meeting is being offered with each of those impacted.
- **Community Forum** - The establishment of a community forum for each corridor where there will be an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process.
- **Public Information Events** - A series of public information meetings will be held in venues along the four corridors.
- **Submissions** - Written submissions and observations on the four corridors announced today may be made:
Online at: www.busconnects.ie;
Via post to: Core Bus Corridor Project, NTA, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20;
By email to: cbcc@busconnects.ie.

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Media Plan:

The first round of Non - Statutory Public Consultation was run over 3 phases from November 2018 to April 2019. We used press and digital.

National print titles were used to gain a broad reach. Regional print titles were used to support this and covered Dublin city and the Greater Dublin Area, 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.

<p>Press</p>	<p>x44 press ads across 13 newspapers for Public consultation launch, Community Forum advertising and Public Information events advertising.</p>	<p>Advertising dates from 15th November 2018 through to 28th March 2019</p>	<ul style="list-style-type: none"> • The Irish Times • Irish Independent • Herald • Dublin Gazette (City, North, West & South) • Dublin People • Echo (Tallaght, Clondalkin) • Wicklow Times (North & South) • Fingal Independent
<p>Social/Digital</p>		<p>Advertising dates from 15th November 2018 through to 28th March 2019</p>	<p>The Journal, Twitter, Instagram, Facebook</p>

3.

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation - 14th November 2018 - 31st May 2019

3H Advertising

Press Advertisement published in the Irish Times - 24 January 2019:

THE IRISH TIMES
Thursday, January 24, 2019

5

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Croí-Chonair Bhus BusConnects Comhairliúchán Poiblí

Is mórchlár infheistíochta é BusConnects chun feabhas a chur ar an lompár poiblí i mBaile Átha Cliath. Is é is aidhm dó an córas bus reatha a leasú ó bhonn trí chláir comhtháite 10 mbliana de ghníomhartha comhtháite chun córas bus ar féidir brath air agus atá níos éifeachtúla agus níos fearr a chur ar fáil do níos mó daoine.

Is é is aidhm do thionscadal na croí-chonair bus ná 230 km de lánáil bus tiomnaíthe agus 200 km de raonta rothar a chur ar fáil ar 16 cinn de na conairí is gnóthaí i mBaile Átha Cliath. Tá tús curtha ag an Údarás Náisiúnta Iompair le comhairliúchán poiblí i ndáil leis na moltaí seo.

Reáchtálfar an comhairliúchán poiblí do na sé chroí-chonair bhus de réir a chéile. Cuireadh tús le Céim 1 i Samhain 2018 agus tíofoadh deireadh léi Dé hAoine, an 15 Feabhra 2019. Tá sonraí le fáil ar www.busconnects.ie

Tá tús curtha anois leis an gcomhairliúchán poiblí do **chéim a dó** agus tíofoadh deireadh leis Dé hAoine, an 29 Márta 2019. Táimid ag lorg aighneachtaí agus tuairimí anois do na conairí seo a leanas:

Gleann na Life go dtí Lár na Cathrach

Cluain Dolcáin go dtí Droimeanach

Na Glaschnoic go dtí Lár na Cathrach

Tamlacht go dtí Tír an Iúir

Camaigh go dtí Lár na Cathrach

Ráth Fearnáin go dtí Lár na Cathrach

Is féidir sonraí faoi na **6 chonair** seo a ioslódáil ar an suíomh gréasáin www.busconnects.ie nó is féidir iad a fháil ach gaoch ar Shaorfhón 1800 303 653.

Fóram Pobail - Bunóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conair áit a mbeidh deis ag ionadaí ó Chumann Cónaitheoirí, ó Ghrúpaí Pobail agus ó Ghrúpaí Leasmhara, agus ag Ionadaithe Poiblí, eolas a fháil agus a bheith páirteach sa chomhairliúchán poiblí. Seol ríomhphost chuig cbc@busconnects.ie, le do thoil, chun bheith páirteach.

Imeachtaí eolais an chomhairliúcháin poiblí - Mar chuid den chomhairliúchán poiblí, tionólfar sraith cruinnithe in ionaid ar na conairí seo. Beidh sonraí ina dtaobh sin ar fáil ar an suíomh gréasáin agus i nuachtáin áitiúla sna seachtainí atá amach romhainn.

Foilseofar sonraí faoi na sé chonair eile (Céim 3) le haghaidh athbhreithniú ag an bpobal i lár mhí Feabhra. Tá liosta de na conairí thíos mar aon leis na dátaí atá molta le haghaidh an chomhairliúcháin poiblí do chéim 3.

Dátaí an Chomhairliúcháin Poiblí: Lár mhí Feabhra go dtí deireadh mhí Aibreáin 2019

Baile Munna go dtí Lár na Cathrach

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COBÁC, Droichead na Dothra go dtí Lár na Cathrach

An Charraig Dhubh go dtí Muirfin

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Ar líne: Tríd an bhfoirm ar líne sa chuid "Public Consultation" ar leathanach na Croí-Chonair Bus ar an suíomh gréasáin www.busconnects.ie

Tríd an bpost chuig: Tionscadal na Croí-Chonair Bus, An tÚdarás Náisiúnta Iompair, Dún Sceine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20

Tríd an ríomhphost chuig: cbc@busconnects.ie

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Public Consultation

BusConnects is a major investment programme to improve public transport in Dublin. It aims to overhaul the current bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system for more people.

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

The public consultation for the sixteen core bus corridors will take place over a phased basis. Phase 1 commenced in November 2018 and will conclude Friday 15th February 2019. Details can be found on www.busconnects.ie.

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Liffey Valley to City Centre

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Details of the proposals for these **6 corridors** are available for download on the website www.busconnects.ie or call Freefone 1800 303 653.

Community Forum - The NTA will establish a Community Forum for each corridor where there will be an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process. Please email cbc@busconnects.ie to get involved.

Public Consultation Information events - A series of Public Consultation meetings will be held in venues along these corridors. Details of these will be available on the website and in local newspapers in the coming weeks.

Details of the remaining six corridors (Phase 3) will be published for public review in mid February. Below is a list of the corridors and the proposed public consultation phasing for phase 3.

Public Consultation Dates: Mid - February to End April 2019

Ballymun to City Centre

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Bray to City Centre

UCD Ballsbridge to City Centre

Blackrock to Merrion

Ringsend to City Centre

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Online: Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By post to: Core Bus Corridor Project, National Transport Authority, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20

By email to: cbc@busconnects.ie

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Press Advertisement published in the Herald - 25 January 2019:

THE HERALD FRIDAY 25 JANUARY 2019

News 7



The wreckage of the car after the crash in which the woman suffered 'catastrophic' injuries

Woman killed in M50 crash horror as car hits barrier

Robin Schiller, Amy Molloy and Luke Byrne

A WOMAN died after suffering catastrophic injuries in a motorway crash yesterday. The accident happened at around 11.30am at Junction 5 of the M50 northbound, near Finglas. The woman, named locally as Jackie Griffin, from Tallaght, who was in her 30s, was pronounced dead at the scene. An investigation is under way into the tragedy. Gardai were forced to appeal to people to stop circulating images of the crash on social media out of respect for the victim's family and others involved in the incident.

Officers also urged people to drive with care past the site. Four vehicles were involved, but it was an impact between two cars that caused the most serious damage, including the loss of life. "As far as we are aware, one car was in a collision with another car, which then collided with a crash barrier," a source told the *Herald* last night. **GEM** "The woman in that vehicle which hit the barrier suffered catastrophic injuries. "The other car then came to a stop a couple of hundred metres away." Tallaght councillor Louise Dunne said: "My thoughts are

with the victim's family and with her friends. "It's an absolutely tragic and horrific thing for her family and her friends to have to go through." Another family friend described Ms Griffin as "a gem of a person." The driver of the other car, a man in his 50s, was taken to Connolly Hospital, though he is not understood to have suffered life-threatening injuries. A truck that was not involved in the initial impact also sustained damage, as did another car. The road was closed into late last night as officers carried out investigations, with drivers hit by long delays during rush hour.

'I'm innocent', says Salmond as he faces rape bid charges

Elisabeth O'Leary

FORMER Scottish first minister Alex Salmond has denied committing any crimes after he appeared in court charged with multiple sex offences including two counts of attempted rape. Scottish prosecutors said Salmond (64) had also been charged with nine counts of sexual assault, two counts of indecent assault and one of breach of the peace. "I am innocent of any criminality whatsoever," Salmond, a figurehead of Scotland's independence movement, told

reporters outside Edinburgh Sheriff Court. "I refute absolutely these allegations of criminality and I will defend myself to the utmost in court. **COMPLAINTS** "I would love to say a great deal more, but I've got to observe the rules of the court." Salmond (inset) was released on bail, and it was not disclosed when further hearings would take place. The combative politician led

the devolved Scottish government for seven years until 2014. As leader of the Scottish National Party (SNP), he helped drive growing support for independence, but Scotland ultimately voted to stay part of the UK in a 2014 referendum. Earlier this month, Salmond won a judicial review against the Scottish government over how it handled a complaints process against him in a sexual harassment case.



BUS CONNECTS Croi-Chonair Bhus BusConnects Comhairliúchán Poiblí

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Tríd an bpost chuig: Tionscadal na Croi-Chonaire Bus, An Udarás Náisiúnta lompair, Dun Sceine, Lána Fhearchair, Baile Átha Cliath 2. D02 WT20
Tríd an ríomhphost chuig: cbc@busconnects.ie

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- Public Consultation Dates: Mid - February to End April 2019**
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Bray to City Centre
UCD Ballsbridge to City Centre
Blackrock to Merrion
Ringsend to City Centre

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Online: Tthrough the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie
By post to: Core Bus Corridor Project, National Transport Authority, Dun Sceine, Harcourt Lane, Dublin 2. D02 WT20
By email to: cbc@busconnects.ie

Press Advertisement published in the Irish Independent - 25 January 2019:

IRISH INDEPENDENT Friday, January 25, 2019

News



Statement: A 'No Border, No Brexit' sticker is seen on a road sign in front of the Peace statue entitled 'Hands Across the Divide' in Derry. PHOTO: REUTERS

but can't stop hard Border

of no deal blame lands on London. Let's get that blame issue out of the way right now: Up to this point the Irish Government, and especially its key diplomatic negotiators, have done a very good job. They got the "backstop", an insurance policy which gave the North special status within the EU customs union, obviating prospective trade tariffs, and staying close to the single market, minimising product standard controls. We know the Democratic Unionist Party and eventually the uber-Brexiters cried foul, and used it as their main reason to up-end the draft EU-UK draft divorce deal. That deal was beaten by "two tonne-plus" in a vote in the British parliament. But Dublin cannot be blamed for this. Irish representatives cannot re-write centuries of British social, economic and political history. It is political nonsense to blame Ireland pursuing her national interests for the fallout from Britain's longstanding problems about EU membership. You could say that it is time our leaders spelled this one out. But in politics sometimes you may not, for many reasons, deploy your best arguments. Among the reasons for reticence in this

instance is the inevitability of being accused of "stoking things up", and making Theresa May's impossible job that bit harder. And any suggestion by Dublin that they could overcome Border controls in the wake of a no-deal Brexit would only encourage the radical Brexiteers. The already ear-dinning rhetoric would gain even more volume in those quarters. So, we get this rather strange and potentially damaging stance by the Irish Government which is

Ireland can't re-write centuries of British political history

neither flesh, nor foul, nor good red herring. It is easier to ask probing questions on radio and television than it is to plot a way forward through this rather tricky minefield. In fairness to all the Opposition parties at Leinster House, they have totally recognised this reality. We have seen an encouraging version of "green jersey time" being played out over the past few days. Eventually, in extremis, there will be scope to negotiate how and where controls North and south in

Ireland will be applied in a no-deal Brexit. But in such a grim eventuality there must be controls. So far, the Taoiseach's suggestion that Dublin would seek a kind of no-deal fallback, keeping the North in the EU customs union and close to the single market - a "backstop to the backstop" - is nothing short of risible. This was among the very reasons which led to such a serious Westminster defeat for Mrs May's draft EU-UK divorce deal. The bigger worry is suggestions that product and tariff controls regarding Ireland North and south could happen on mainland Europe. The reality of that suggestion is that it could limit the Republic of Ireland's EU membership. There is mounting evidence that a no-deal crash-out Brexit would also inflict huge economic harm on very many UK citizens as it cut jobs and threatened general economic disruption. But given the experience since the Brexit referendum result in June 2016, we cannot presume that this will change things dramatically and belatedly. There are few options here beyond staying with the EU and avoiding quixotic suggestions that London-Dublin talks offer any remedy.

BUS CONNECTS Croí-Chonair Bhus BusConnects Comhairliúchán Poiblí

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- Glenn na Life go dtí Lár na Cathrach
- Cluain Dolcáin go dtí Droimeanach
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- Tamlacht go dtí Tír an Iúir
- Camaigh go dtí Lár na Cathrach
- Ráth Fearnáin go dtí Lár na Cathrach

Is féidir sonraí faoi na 6 chonair seo a íoslódáil ar an suíomh gréasáin www.busconnects.ie nó is féidir iad a fháil ach gaoch ar Snaorfhón 1800 303 653. **Fóram Pobail** - Bunóidh an Udarás Náisiúnta Iompair Fóram Pobail do gach conair áit a mbeidh deis ag ionadai ó Chumann Cónaitheoirí, ó Ghrúpaí Pobail agus ó Ghrúpaí Leasmhara, agus ag ionadaithe Poiblí, eolas a fháil agus a bheith páirteach sa chomhairliúchán poiblí. Seol ríomhphost chuig cbc@busconnects.ie, le do thóil, chun bheith páirteach. **Imeachtaí eolais an chomhairliúcháin poiblí** - Mar chuid den chomhairliúchán poiblí, tionófar sraith cruinnithe in ionaid ar na conairí seo. Beidh sonraí ina dtaobh sin ar fáil ar an suíomh gréasáin agus i nuachtáin áitiúla sna seachtainí atá amach romhainn. **Fóilseofar sonraí faoi na sé chonair eile (Céim 3)** le haghaidh athbheithniú ag an Ipbóil i lár mhí Feabhra. Tá liosta de na conairí thíos mar aon leis na dátaí atá molta le haghaidh an chomhairliúcháin poiblí do chéim 3.

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Details of the proposals for these 6 corridors are available for download on the website www.busconnects.ie or call Freefone 1800 303 653. **Community Forum** - The NTA will establish a Community Forum for each corridor where there will be an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process. Please email cbc@busconnects.ie to get involved. **Public Consultation Information events** - A series of Public Consultation meetings will be held in venues along these corridors. Details of these will be available on the website and in local newspapers in the coming weeks. Details of the remaining six corridors (Phase 3) will be published for public review in mid February. Below is a list of the corridors and the proposed public consultation phasing for phase 3.

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Press Advertisement published in the Dublin Gazette - 31 January 2019:

31 January 2019 DUBLIN GAZETTE 15



Croí-Chonair Bhus BusConnects Comhairliúchán Poiblí

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Project Ireland 2040
Building Ireland's Future



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By post to: Core Bus Corridor Project, National Transport Authority, Dun Sceíne, Harcourt Lane, Dublin 2. D02 WT20

By email to: cbc@busconnects.ie




Project Ireland 2040
Building Ireland's Future




Press Advertisement published in the Dublin Gazette - 7 February 2019:

7 February 2019 DUBLIN GAZETTE 15



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www.busconnects.ie
cbc@busconnects.ie



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Herald - 7 February 2019:

THE HERALD THURSDAY 7 FEBRUARY 2019

News 5

Hutch relative held in armed swoop as gardai arrest three over Michael Keogh murder

Robin Schiller and Ken Foy

AN under-threat Hutch family member has been arrested by detectives investigating the feud murder of Michael Keogh. Armed gardai swooped on a number of properties in Dublin yesterday morning and arrested three people - including a relative, aged in his 40s, of Gerry "The Monk" Hutch, who has survived two attempts on his life.

The suspected getaway driver - also in his 40s - in the 2017 murder of Keogh was arrested in prison, while his girlfriend, aged in her 30s, was arrested in the north inner city.

All three were being questioned about the murder of Keogh, but gardai suspect the actual shooter was slain gangster Jason 'Buda' Molyneux.

Gardai believe Keogh (35) - a brother of jailed Kinahan hitman Jonathan Keogh - was targeted after becoming involved in a number of attacks



on associates of the Hutch mob in the weeks before his murder. The Hutch family member being quizzed over the killing has survived at least two attempts on his life linked to the Hutch-Kinahan feud, which has so far claimed 19 lives.

He was also previously arrested over the Regency Hotel murder of David Byrne three years ago this week, but has not been charged over the killing. The Michael Keogh murder,

on May 31, 2017, is one of only two killings believed to have been carried out by the Hutch faction as part of the ongoing feud.

His body was found in an underground car park at Sheridan Court by Dublin City Council workers.

Gardai quickly identified two notorious inner city criminals suspected of being the hitmen.

VOLATILE

They included gangland mobster Molyneux, who was himself gunned down as part of the feud in January last year, and the dangerous north inner city mobster arrested by gardai yesterday.

Molyneux is suspected of having been joined on the murder job by a currently jailed armed robber from the north inner city whose home was searched by detectives on the day of the shooting.

He is before the courts on serious non-feud related charges

and is considered a "volatile and highly dangerous criminal" who has links to a number of Hutch gang associates.

A garda spokesman said yesterday: "Gardai investigating the murder of Michael Keogh on May 31, 2017, at Sheridan Court, Dublin 1, have arrested two men in their 40s and a woman in her 30s in Dublin today.

"One man and one woman are detained under Section 50 of the Criminal Justice Act 2007 and the second man is detained under Section 4 of the Criminal Justice Act 1984.

"They are detained at Dublin city centre garda stations." Michael Keogh's brother Jonathan was jailed for life last year for the feud murder of The Monk's nephew Gareth Hutch in May 2016.

Gardai believe that incident also made Michael a huge target for the Hutch mob as Jonathan was on the run in the UK when the gang murdered his brother.



Michael Keogh was gunned down in an underground car park at Sheridan Court, inset

Christy Gilroy is believed to have been lured to his death by Gary Hutch (below right). Inset, Michael 'Roly' Cronin, who was gunned down in Summerhill, below left

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Press Advertisement published in the Echo
 - 7 February 2019:

The Echo, Thursday, February 7, 2019

news@echo.ie 27



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Press Advertisement published in the Dublin Gazette - 14 February 2019:

14 February 2019 DUBLIN GAZETTE 15

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Public Consultation Information Events

A series of information events are being held about the BusConnects core bus corridors project public consultation. The core bus corridors project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The public consultation for the sixteen core bus corridors is taking place on a phased basis and will run until May 2019. The Public Consultation for Phase 1 is on-going. Phase 2, the corridors listed below has now commenced.

Public information events for

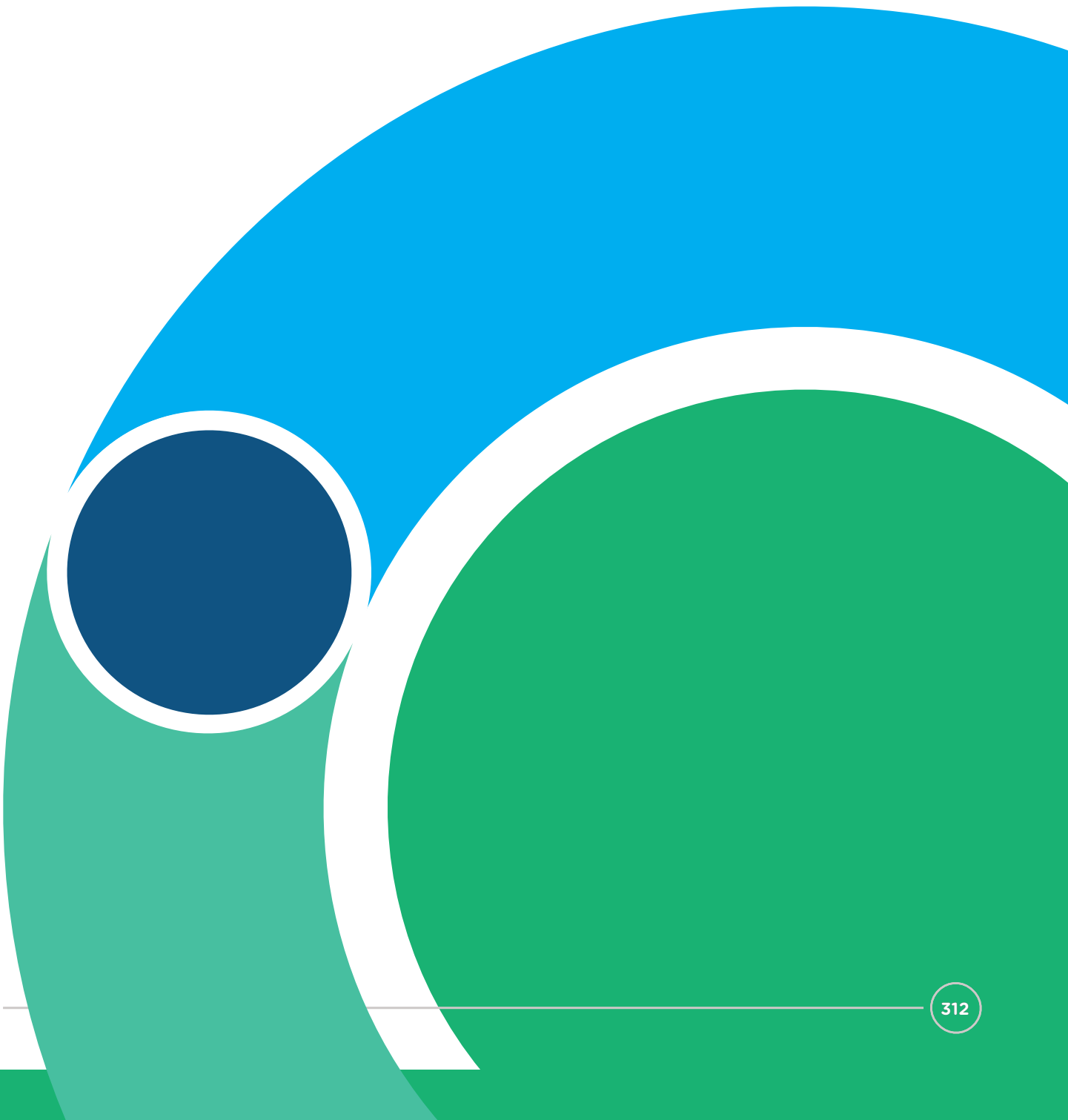
Liffey Valley to City Centre, Clondalkin to Drimnagh, Greenhills to City Centre, Tallaght to Terenure, Kimmage to City Centre, and Rathfarnham to City Centre are being held in the following venues:

CORRIDOR	VENUE	DATE & TIME
Clondalkin to Drimnagh	Our Lady's Hall, Mourne Road, Drimnagh, Dublin 12, D12 DW68	Tuesday 19th February 3.00pm to 8.00pm
Greenhills to City Centre	Red Cow Morans Hotel, Naas Road, Dublin 22, D22 YX80	Tuesday 26th February 3.00pm to 8.00pm
Clondalkin to Drimnagh/ Liffey Valley to City Centre	Clayton Hotel, Fonthill Road, Liffey Valley, Dublin 22, D22 X4W6	Thursday 28th February 3.00pm to 8.00pm
Kimmage to City Centre	Dublin City Council, Civic Offices, Wood Quay, Dublin 8, D08 RF3F	Tuesday 5th March 3.00pm to 8.00pm
Tallaght to Terenure	St. Mary's Rugby Football Club, Templeville Road, Dublin 6W, D6W X652	Thursday 7th March 3.00pm to 8.00pm
Rathfarnham to City Centre	Hilton Hotel, Charlemont Place, Dublin 2, D02 A893	Monday 11th March 3.00pm to 8.00pm
All of the above corridors	Dublin City Council, Civic Offices, Wood Quay, Dublin 8, D08 RF3F Quay, Dublin 8, D08 RF3F	Tuesday 12th March 3.00pm to 8.00pm

All are welcome to attend. The NTA team will be there to answer your queries.
Phase 3 (remaining 6 corridors) will be published for Public Consultation shortly.

For more information on the core bus corridor public consultation go to www.busconnects.ie

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National Transport Authority



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

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

 **Project Ireland 2040**
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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 policies 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



 Transitioning to a new **low emissions bus fleet**



State of the art **ticketing system**



Cashless payment system



Simpler fare structure



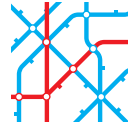
New Park & Ride
sites in key locations



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.



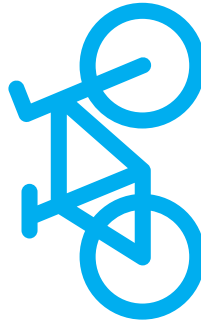
Building a sustainable city and addressing climate change -

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.



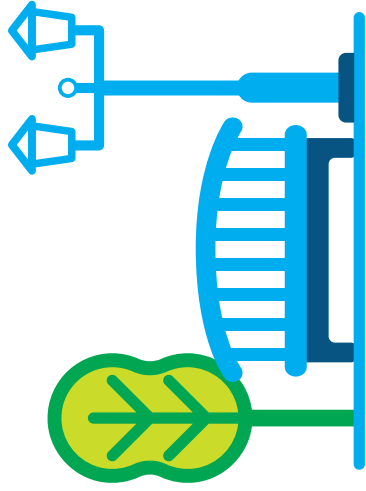
Accessibility for all -

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.

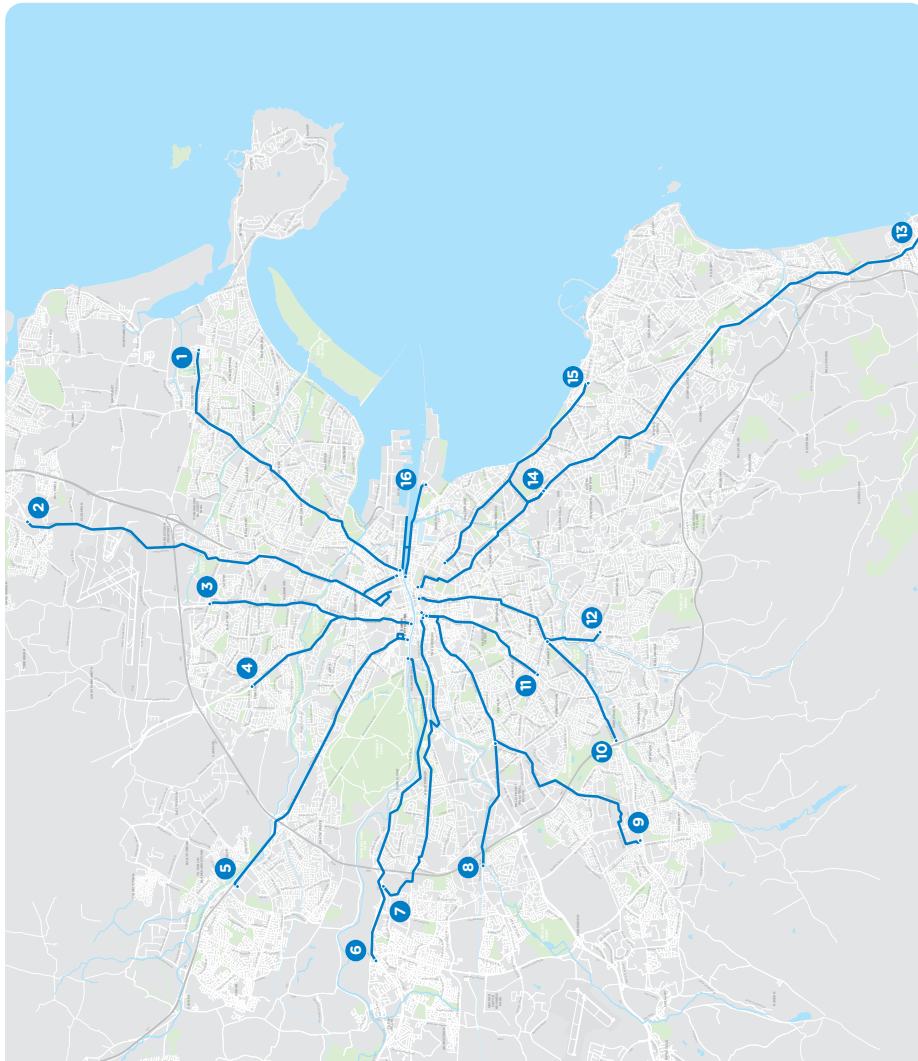
9. Urban Realm:

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

2.1 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 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

2. Preferred Route Description

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/

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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 Drimmagh 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 Drimmagh Road has been revised to provide improved cycle facilities. This will provide improved cycle connectivity between Drimmagh 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.



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 Sceíne, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

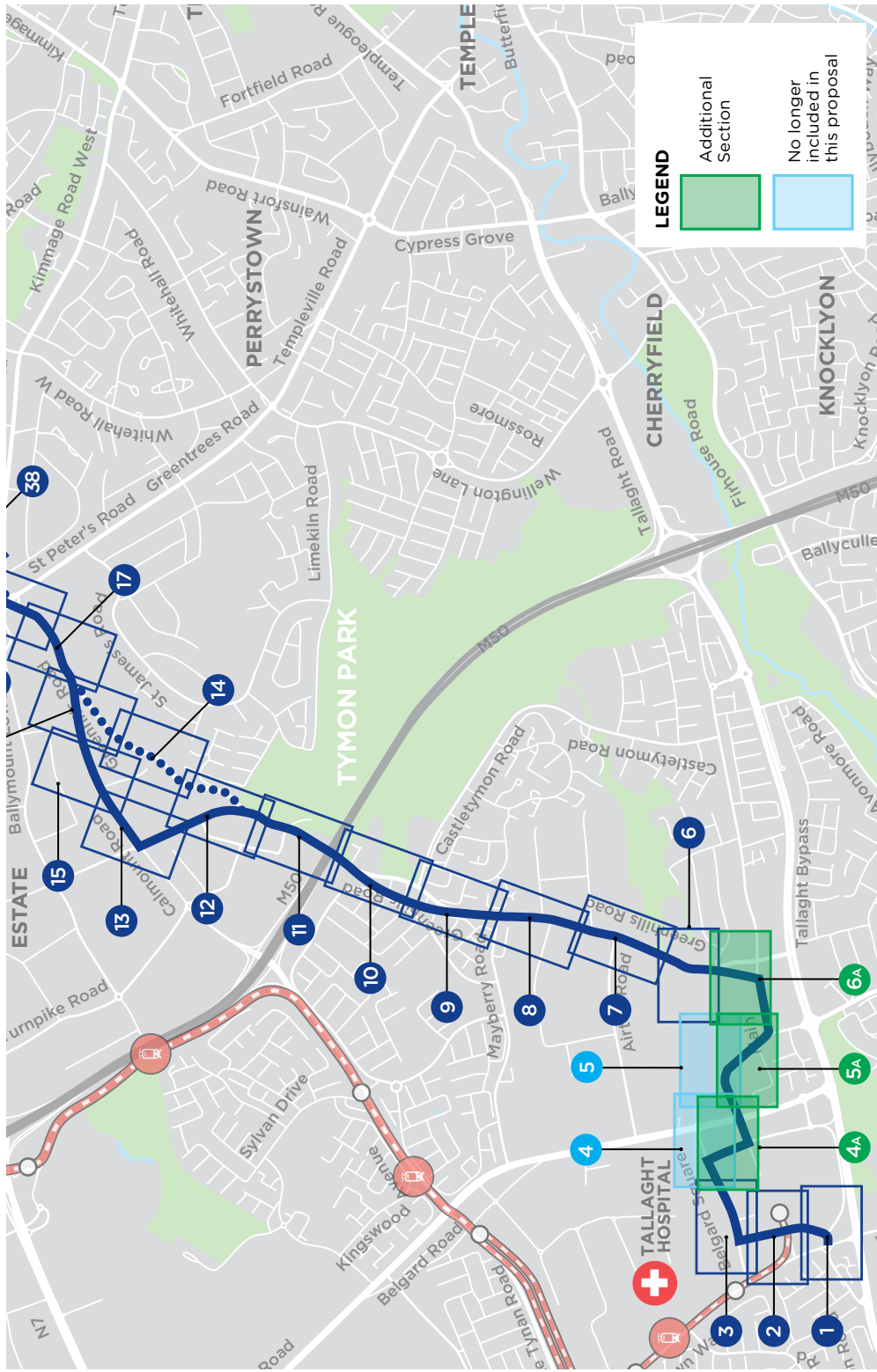
Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment 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.



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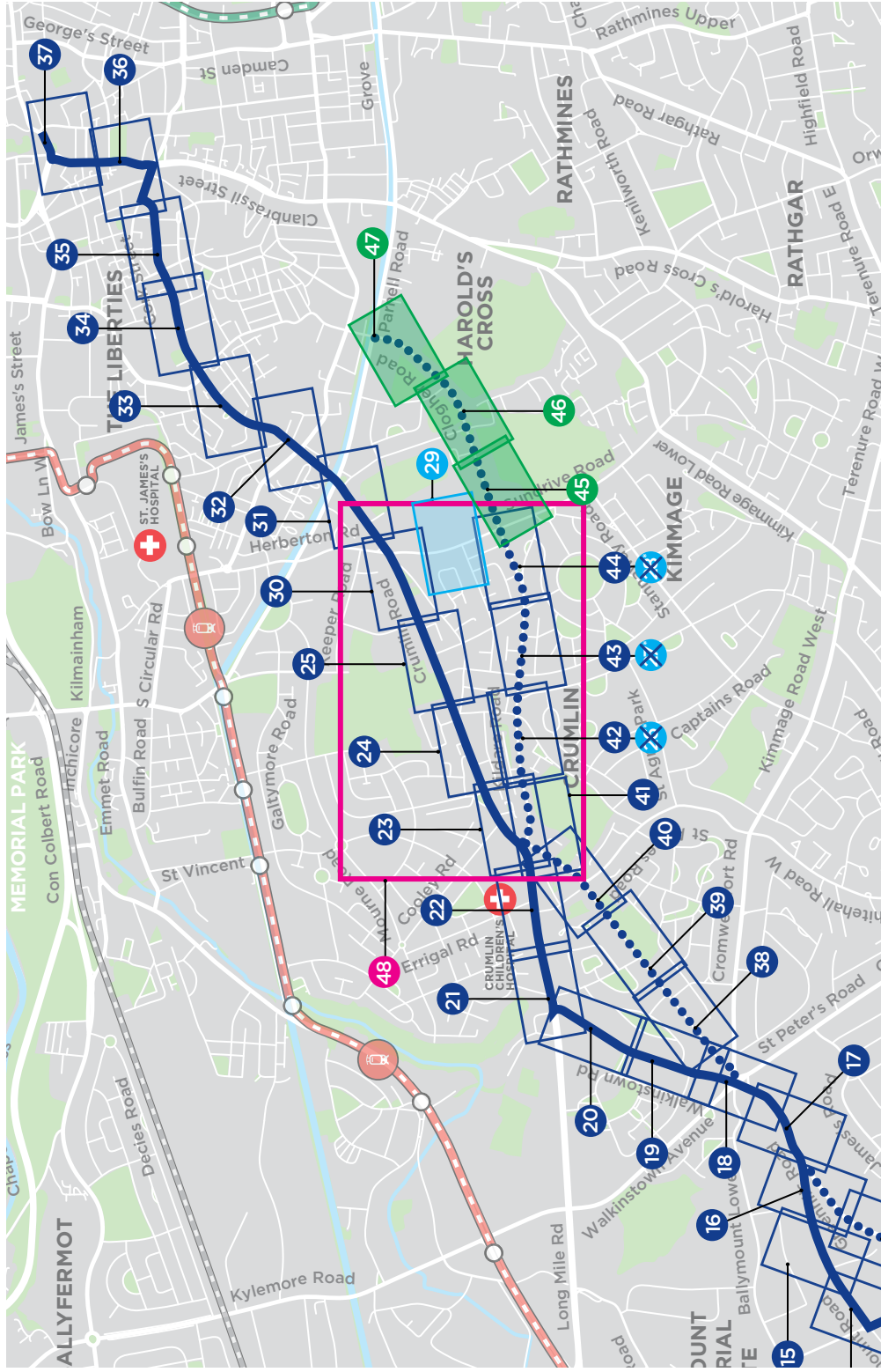




NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

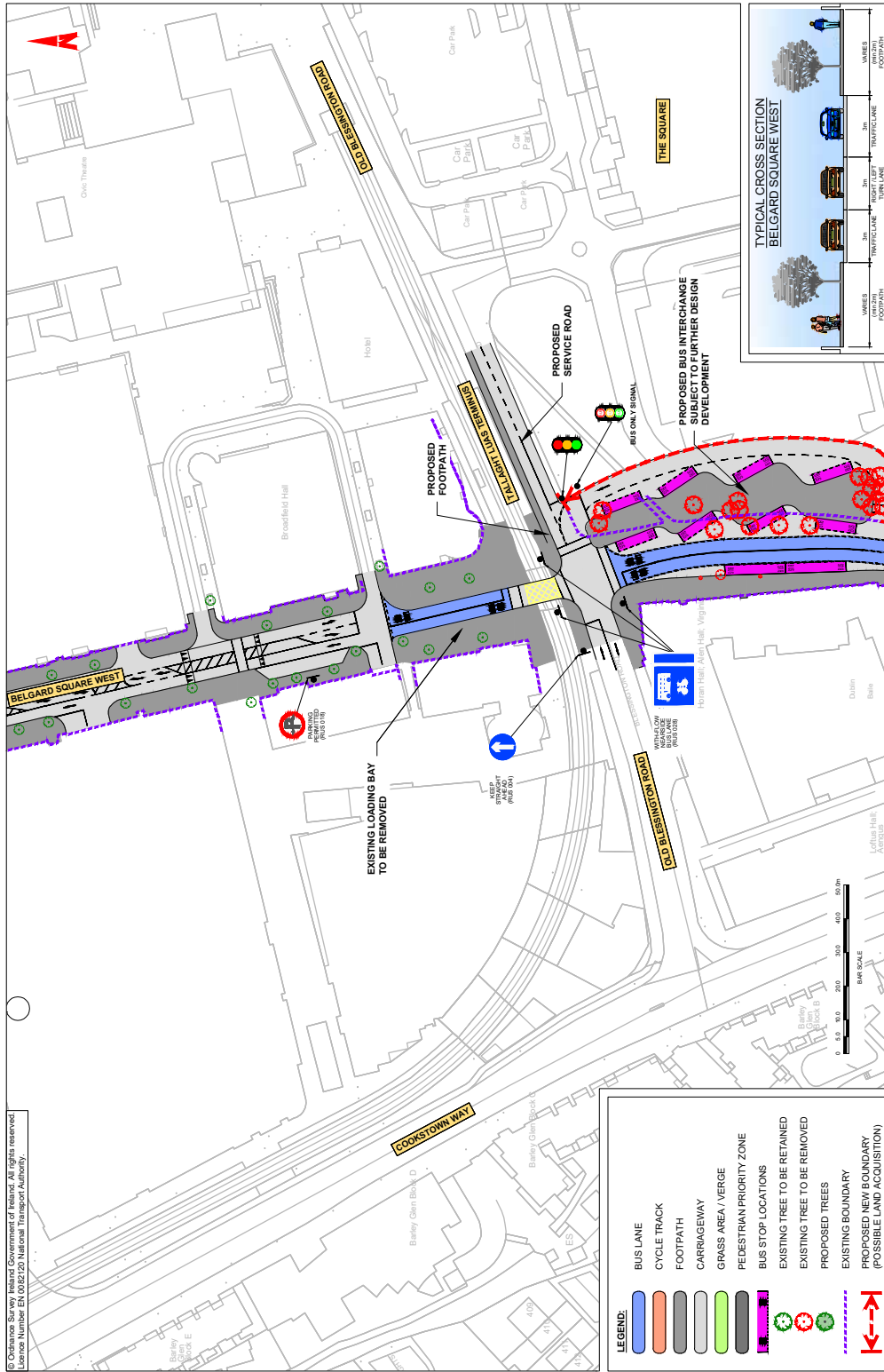
Index Map Continued

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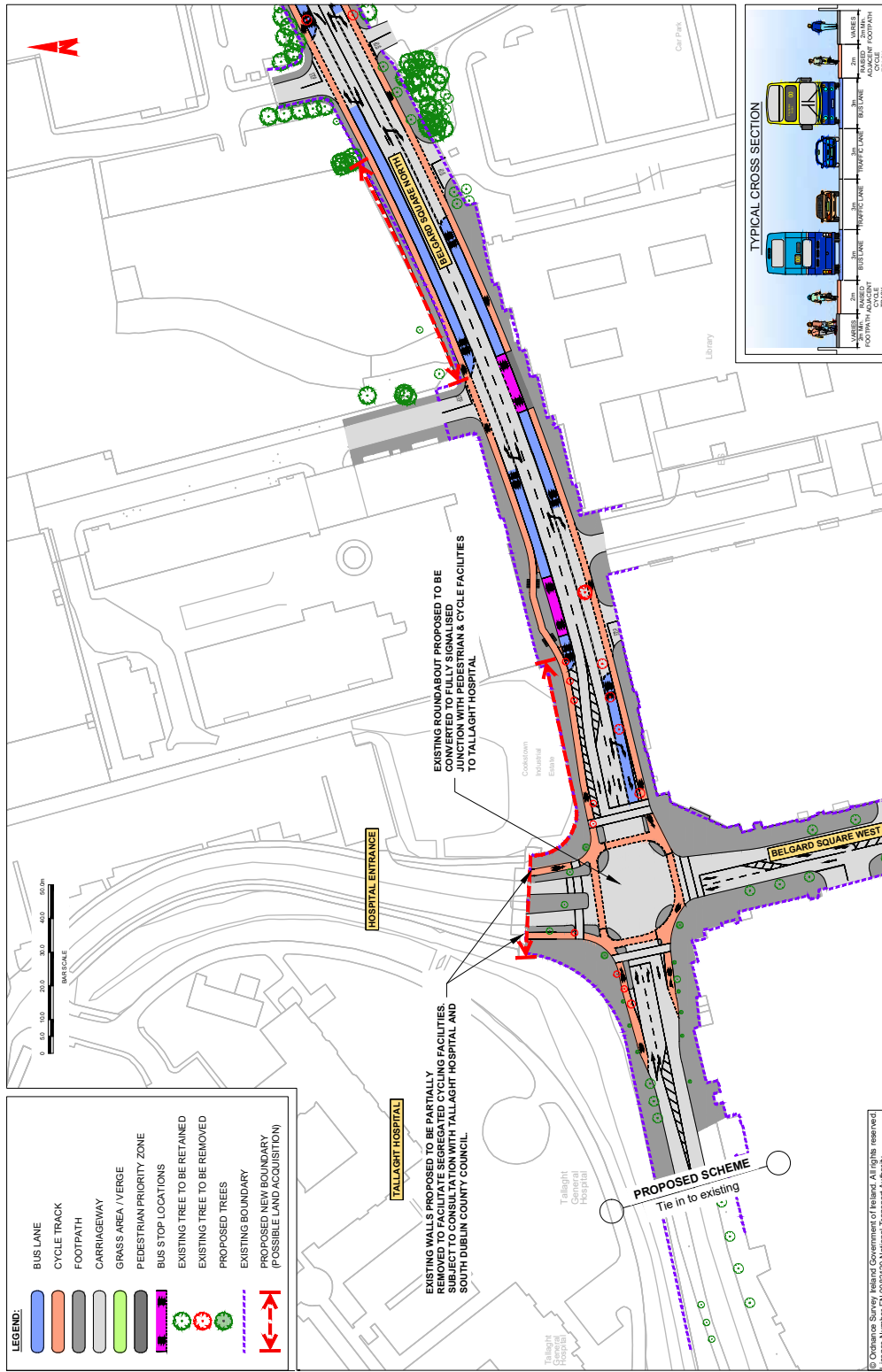
MAP 2: Preferred Route

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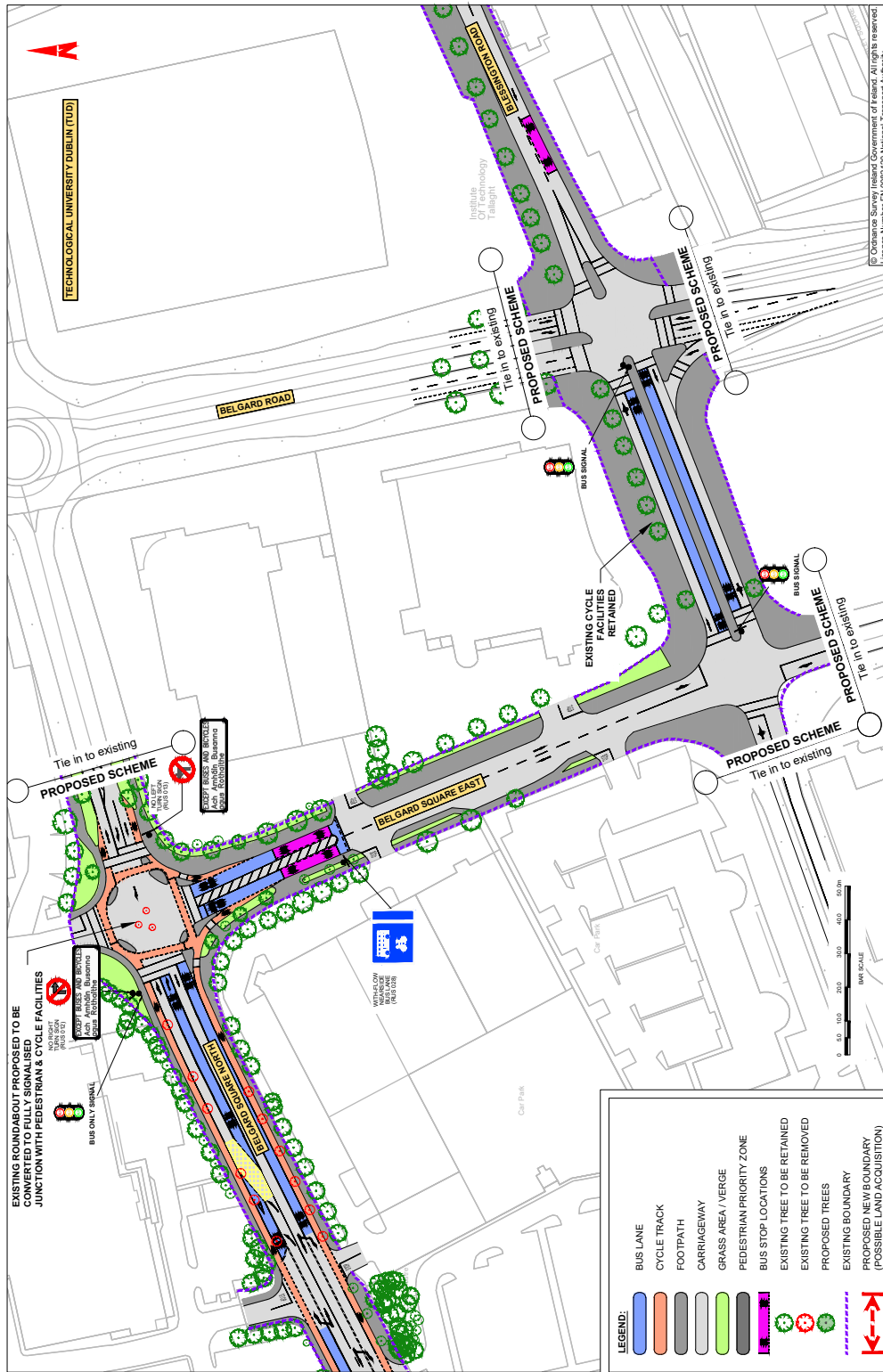
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MAP 3: Preferred Route



MAP 4A Preferred Route

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MAP 5A: Preferred Route

