



Bray to City Centre

Core Bus Corridor Scheme

Public Consultation
Report 2018-2022

Part
1 of 2

**BUS
CONNECTS**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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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.

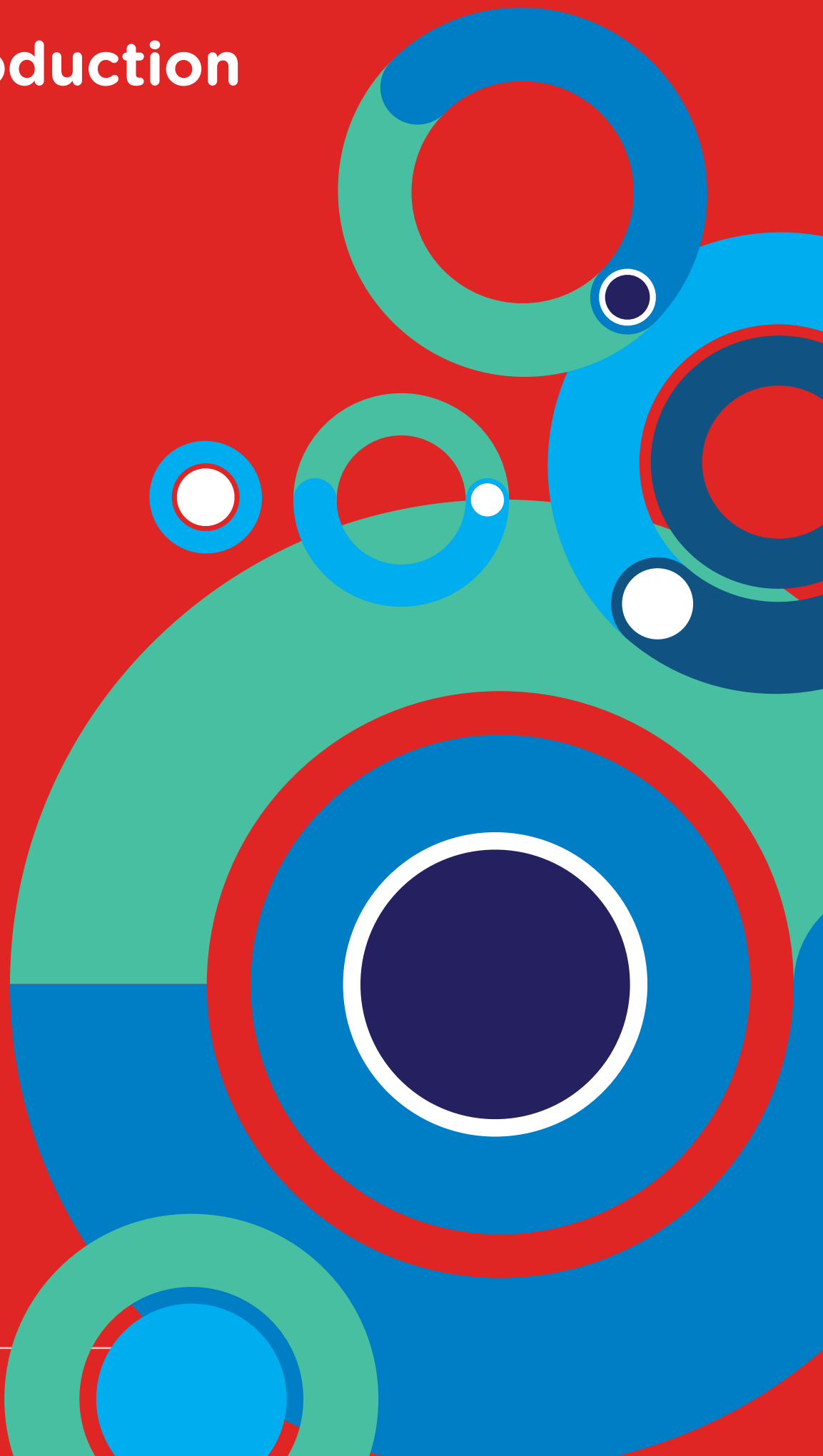
Virtual Bus Priority - This refers to cases where physical bus priority (i.e. bus lanes) is not provided, and instead, bus priority is provided within the general traffic lane through the use of signal-controlled priority or bus gates to control the movements of general traffic.

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 **Bray 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.

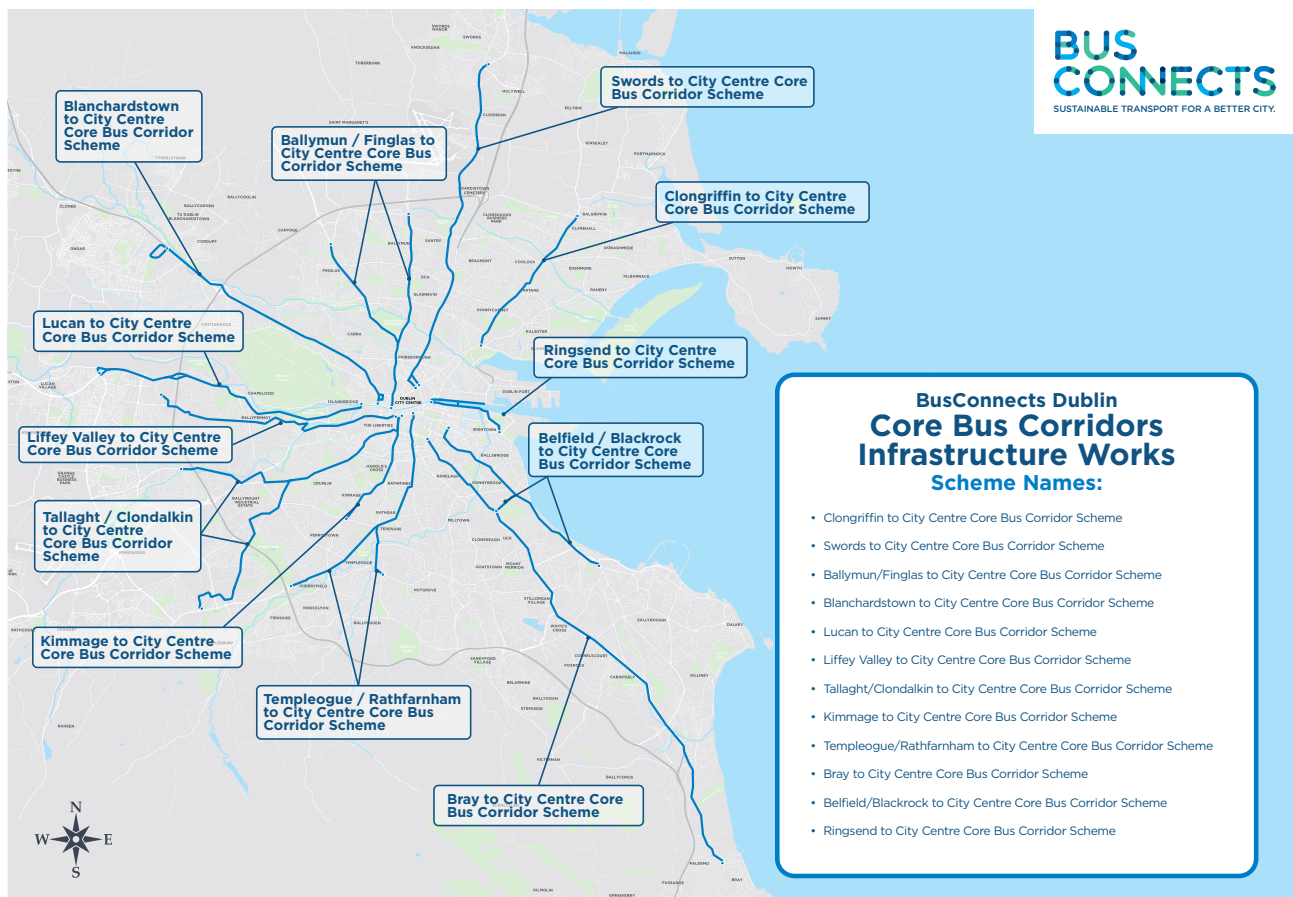


Figure 1.1 - 12 Scheme Map

1.2 Proposed Scheme Overview

The Proposed Scheme has an overall length of approximately 18.5km. It will commence at the junction of Leeson Street Lower and Earlsfort Terrace on St. Stephen’s Green. It will run along Leeson Street Lower and Upper, and Sussex Road. It will continue along Morehampton Road and Donnybrook Road, through Donnybrook Village and on to the Stillorgan Road, serving the University College Dublin (UCD) Interchange via the Stillorgan Road Overbridge at Belfield.

The Proposed Scheme will then continue on the Stillorgan Road, which carries on to the Bray Road to Loughlinstown Roundabout. From Loughlinstown Roundabout it will run along the Dublin Road to St. Anne’s Church and then continue south through Shankill village. It will then pass through Wilford Junction and along the Dublin Road until it terminates on Castle Street in Bray, on the north side of the River Dargle crossing. Please see Figure 1.2.

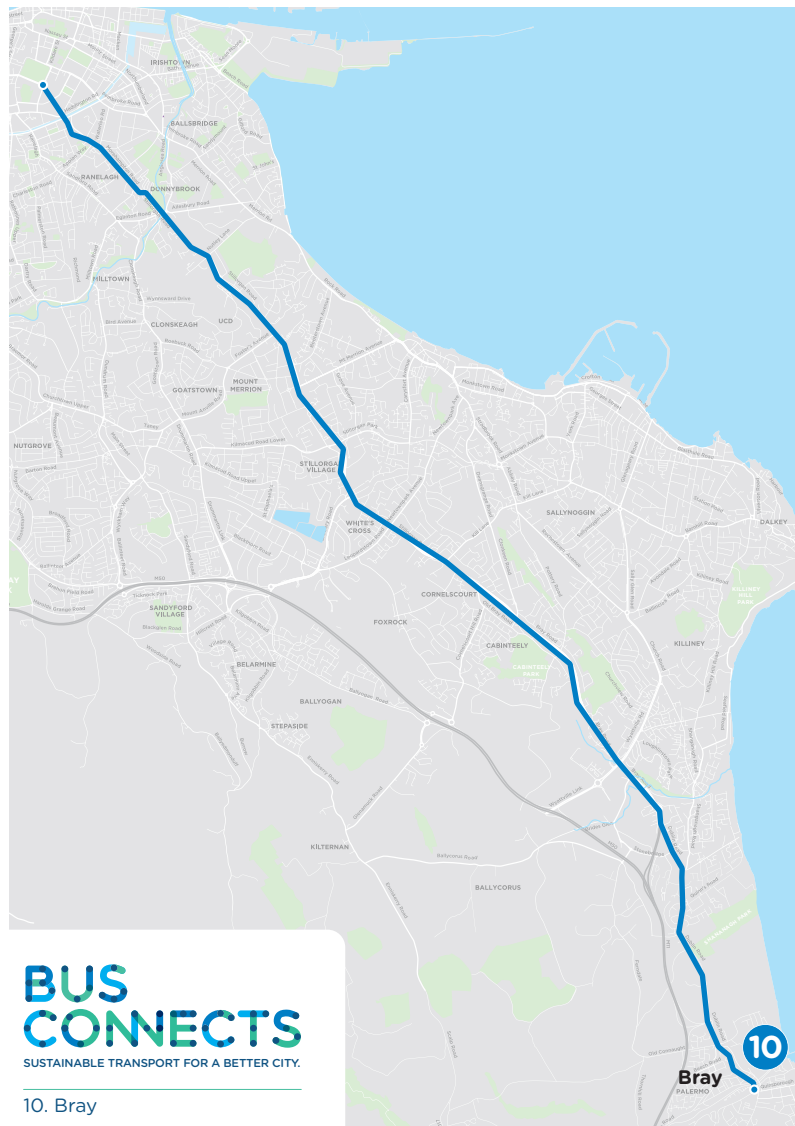


Figure 1.2: Route of the Proposed Scheme

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 **Bray 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 **Bray 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

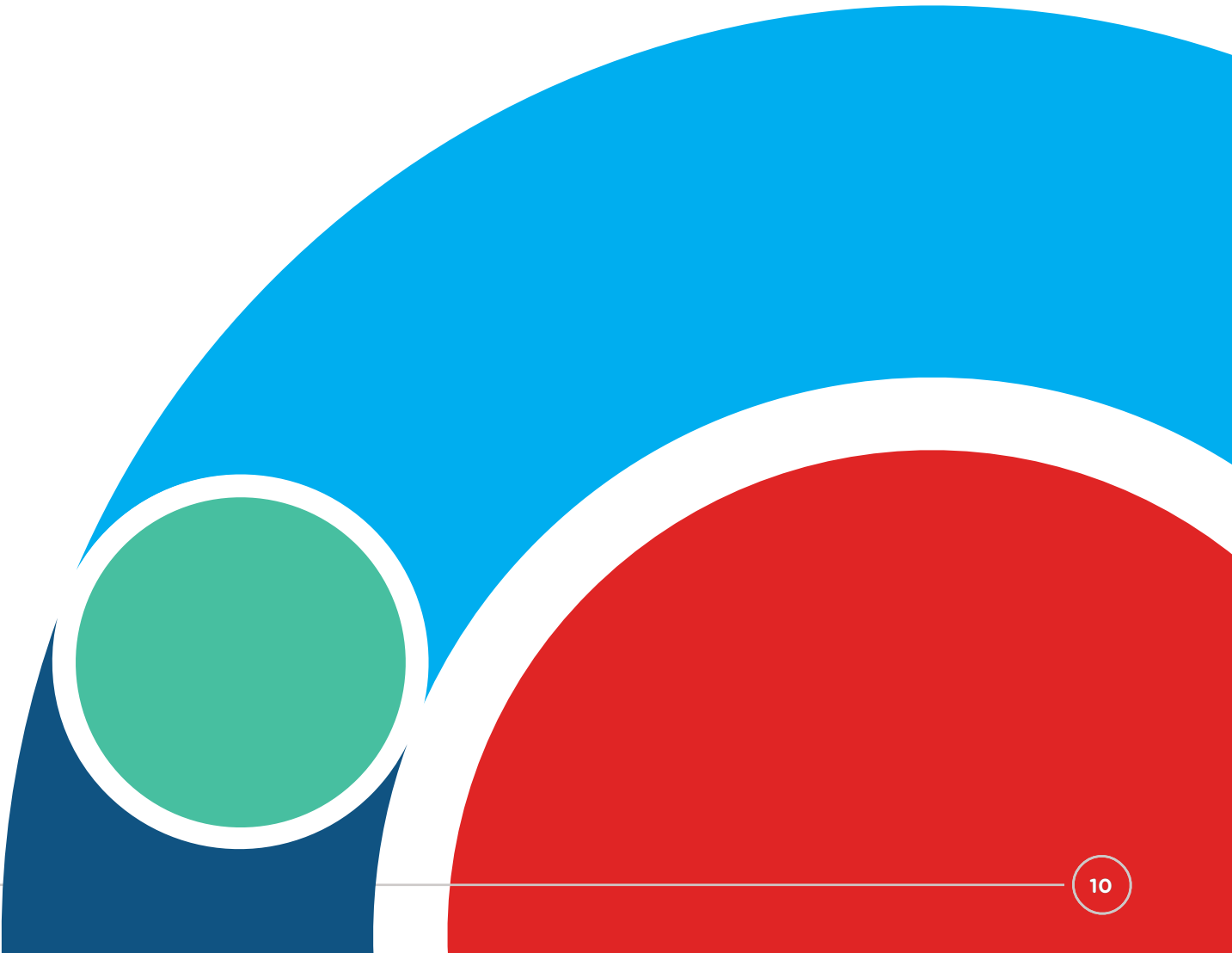
Chapter 3 – Consultation Timeline on the Core Bus Corridor Infrastructure Works

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 Bray 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.

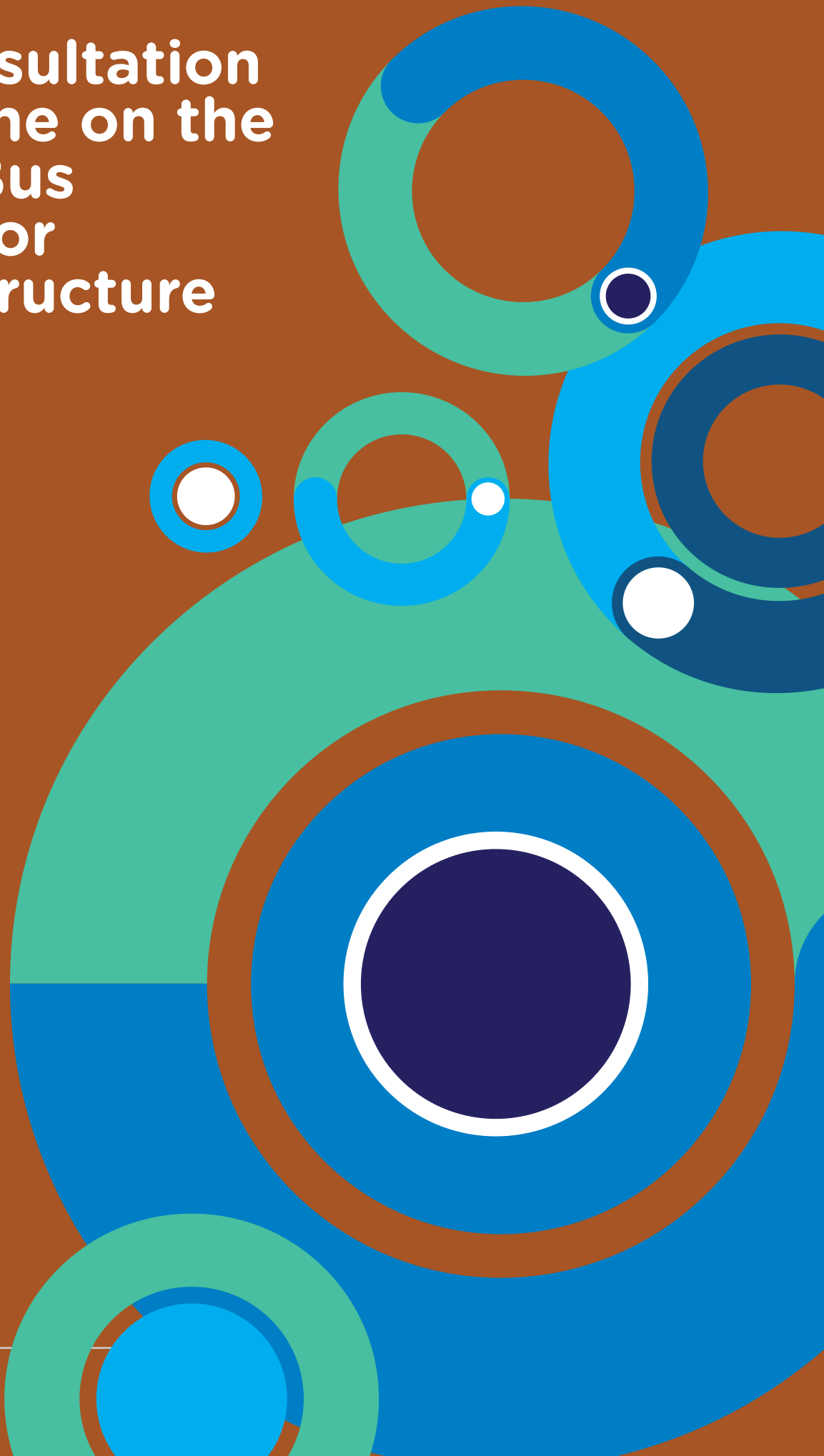
These included:

- ▶ 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.

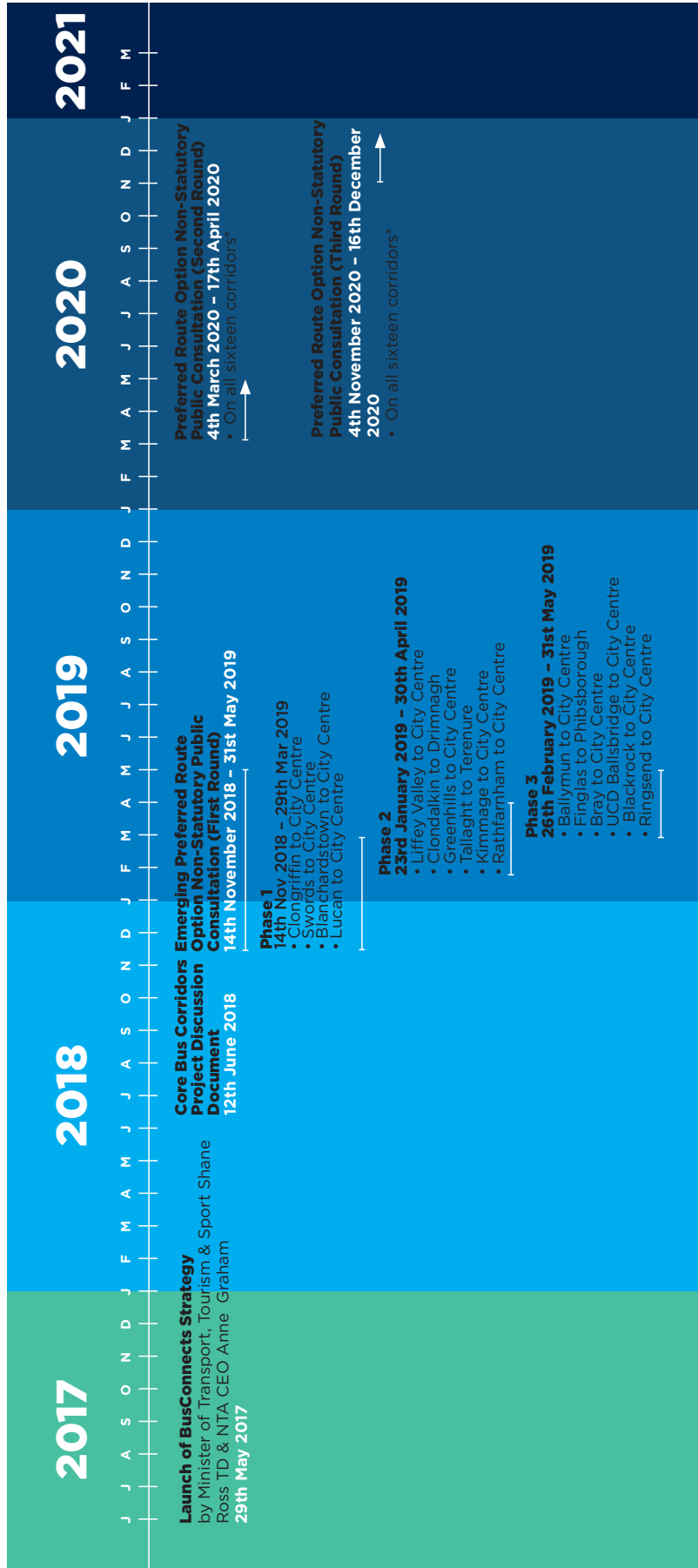
It was also important that at the start of the non-statutory consultation that considerable time and resources were dedicated by the BusConnects Infrastructure team to initiate contact with potential impacted properties. Each of the potentially impacted property owners were offered the opportunity to 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 **Bray 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.

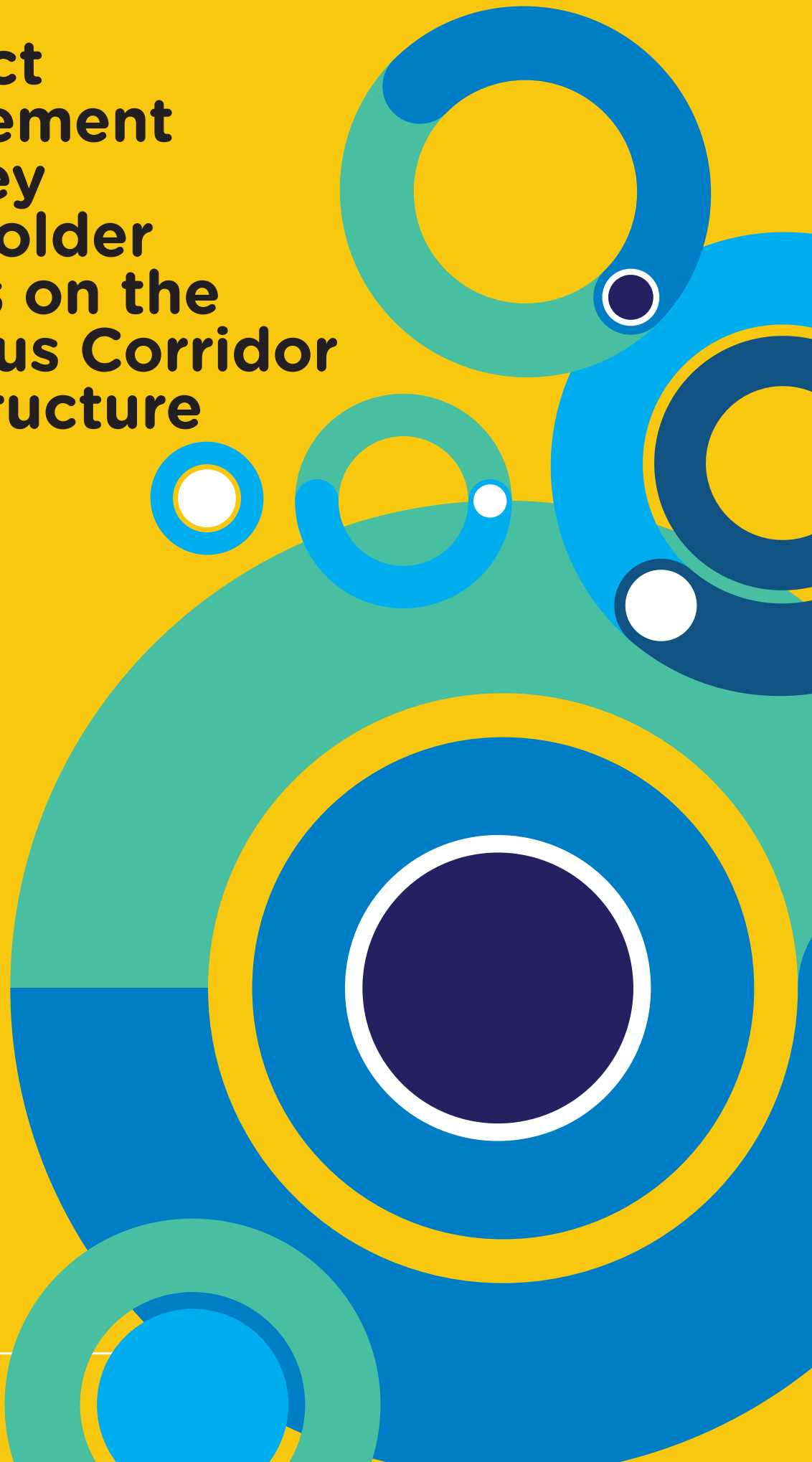
The advertisements detailed where stakeholders could access further information on the Schemes including viewing the proposals, joining community forums, making submissions and attending public information events were published in local and national newspapers. These advertisements were also placed on 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.

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.

In addition, a status update was issued to community forum members as each individual scheme was submitted to An Bord Pleanála.

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 Bray 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.

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.

In addition, a status update was issued to public representatives as each individual scheme was submitted to An Bord Pleanála.

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 since 2018. 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 Bray 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 Bray to City Centre Core Bus Corridor as one 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 Bray to City Centre Core Bus Corridor Scheme Emerging Preferred Route Option formed part of the third phase of consultation, which closed on the 31st May 2019. There were 1,225 submissions relating to the Bray to City Centre 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 third phase of the first round of Public Consultation was launched on 26 February 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 Bray to City Centre Core Bus Corridor on 25 February 2019. Each potentially impacted property was also sent a copy of the Emerging Preferred Route brochure for the Bray to City Centre Core Bus Corridor (Please see **Appendix 3E** for a copy of this letter).

In total, 165 letters were delivered on 25 February 2019 along the Bray to City Centre Core Bus Corridor, with 40 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
Bray to City Centre CBC	165

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 Bray to City Centre Core Bus Corridor, a dedicated information event was held at the Talbot Hotel, Stillorgan on 26 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 Bray to City Centre Core Bus Corridor took place on 08 April 2019 at the Talbot Hotel, Stillorgan from 18.30 – 20.00 with approximately 85 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 Shankill residents on 08 May 2019 to discuss the proposals on the Bray 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

A brochure for the Bray to City Centre Core Bus Corridor was 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 the Bray to City Centre 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 40 submissions received for the Bray to City Centre 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.

204 letters were distributed along the Bray to City Centre Core Bus Corridor Proposed Scheme with 6 meetings taking place.

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
Bray to City Centre CBC	102	31	71

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

A public information event for the Bray to City Centre Core Bus Corridor took place in the Talbot Hotel, Stillorgan on 12 March 2020 from 11.30-19.30. 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, further planned Public Information Events for this CBC scheme and other schemes were impacted and had to be cancelled.

iv. Community Forums

The second Community Forum for the Bray to City Centre Core Bus Corridor was held in the Talbot Hotel, Stillorgan on 12 September 2019 from 18.30 – 20.00, with approximately 75 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 Shankill residents again on 15 October 2019 and 12 December 2019 to discuss the proposals on the Bray 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 Bray 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 617 submissions received as part of the Bray to City Centre 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.

131 letters in relation to the Bray to City Centre Core Bus Corridor were sent between 01 and 03 November 2020 with 12 meetings taking place.

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
Bray to City Centre CBC	98	2	31

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, 433 unique users visited the virtual information room for the Bray 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 Bray 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 Bray to City Centre Core Bus Corridor Community Forum meeting took place on 01 December 2020 from 18.30 – 20.00 with approximately 65 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 Shankill residents in October 2020 and again in February 2021 to discuss the proposals on the Bray 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.

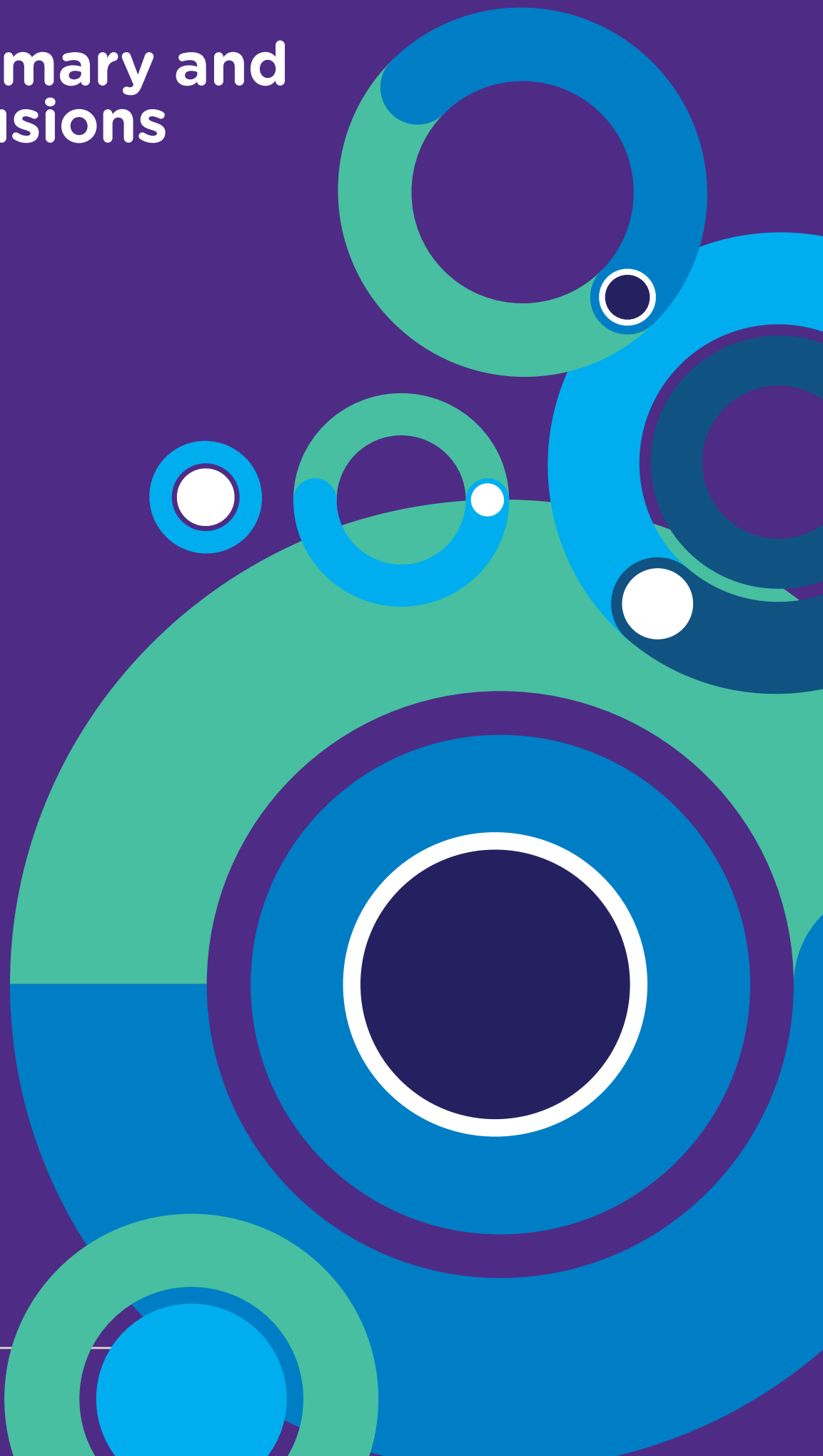
vi. Digital and Online resources

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



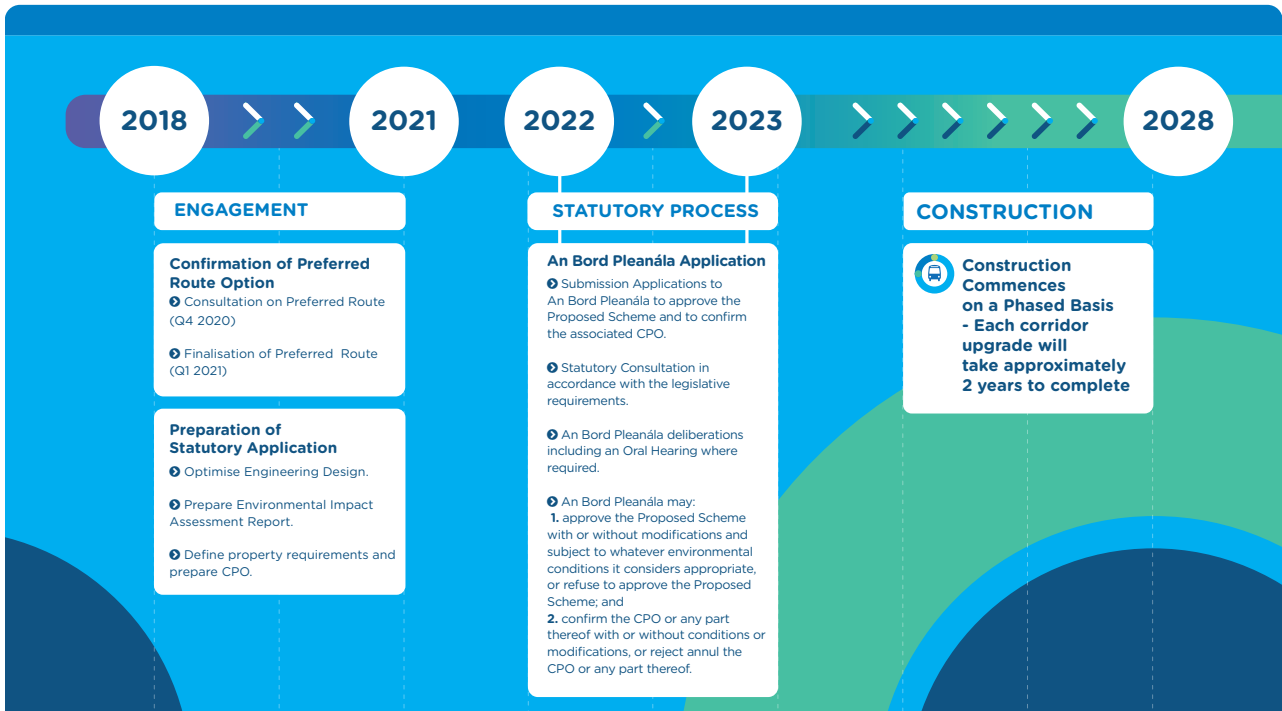


Figure 1.4 Timeline for the Core Bus Corridor Process

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.

Appendix

1.	Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017	1
1A	BusConnects Transforming City Bus Services Brochure May 2017	1
1B	BusConnects Launch Presentation	31
1C	Public Representative Engagement	37
1D	Website & Digital Resources	39
1E	Press Release & Media Engagement	41
2.	Core Bus Corridors Project Discussion Document - 12th June 2018	45
2A	BusConnects Core Bus Corridors Project Discussion Document Brochure - June 2018	45
2B	Core Bus Corridors Project Discussion Document Presentation by Anne Graham	99
2C	Public Representative Engagement	105
2D	Website & Digital Resources	109
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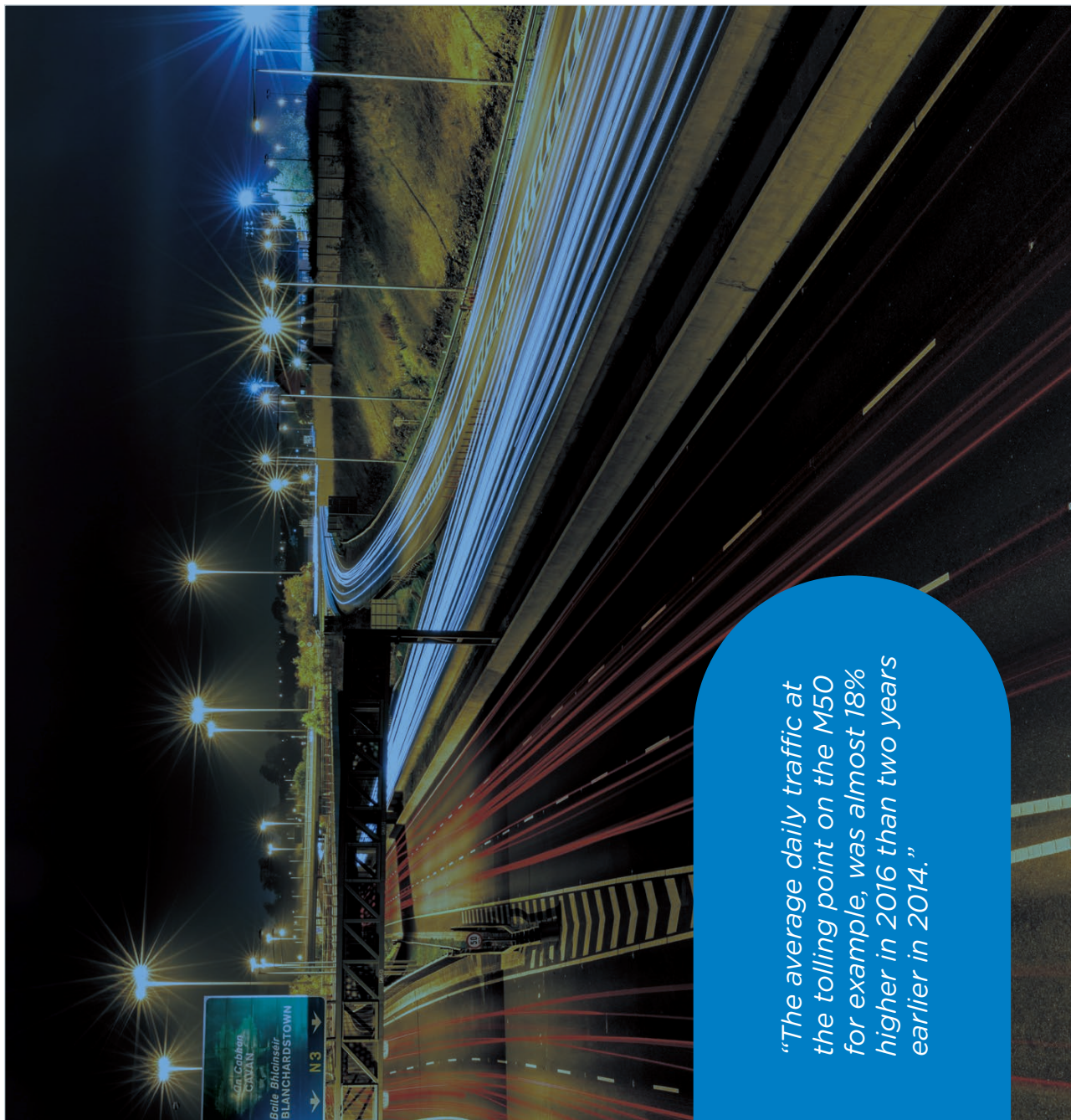
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Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017

1A

BusConnects Transforming City
Bus Services Brochure May 2017



“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.

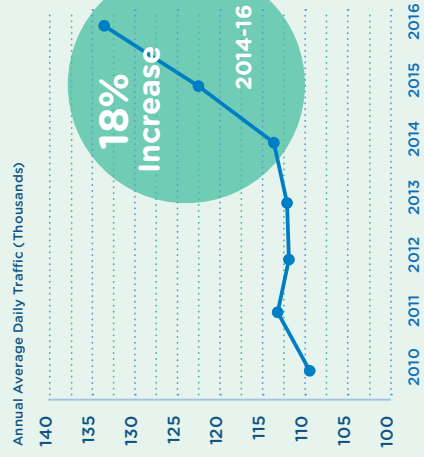
The number of cars on the roads is increasing. It takes longer to travel to work, to college and to school than last year or the year before. The working day is getting longer as traffic delays force people to leave earlier for work and return later each day.

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.

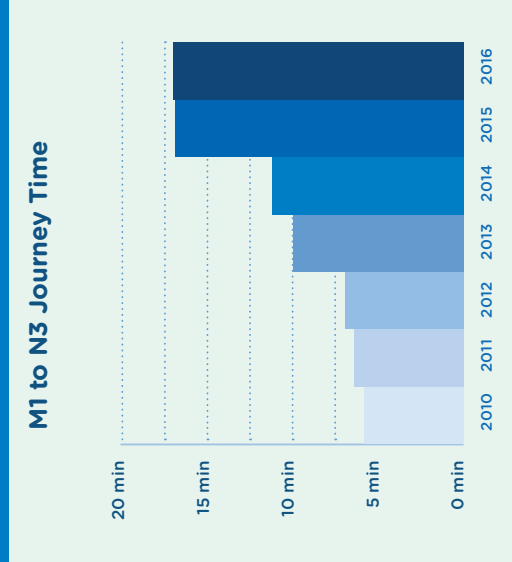
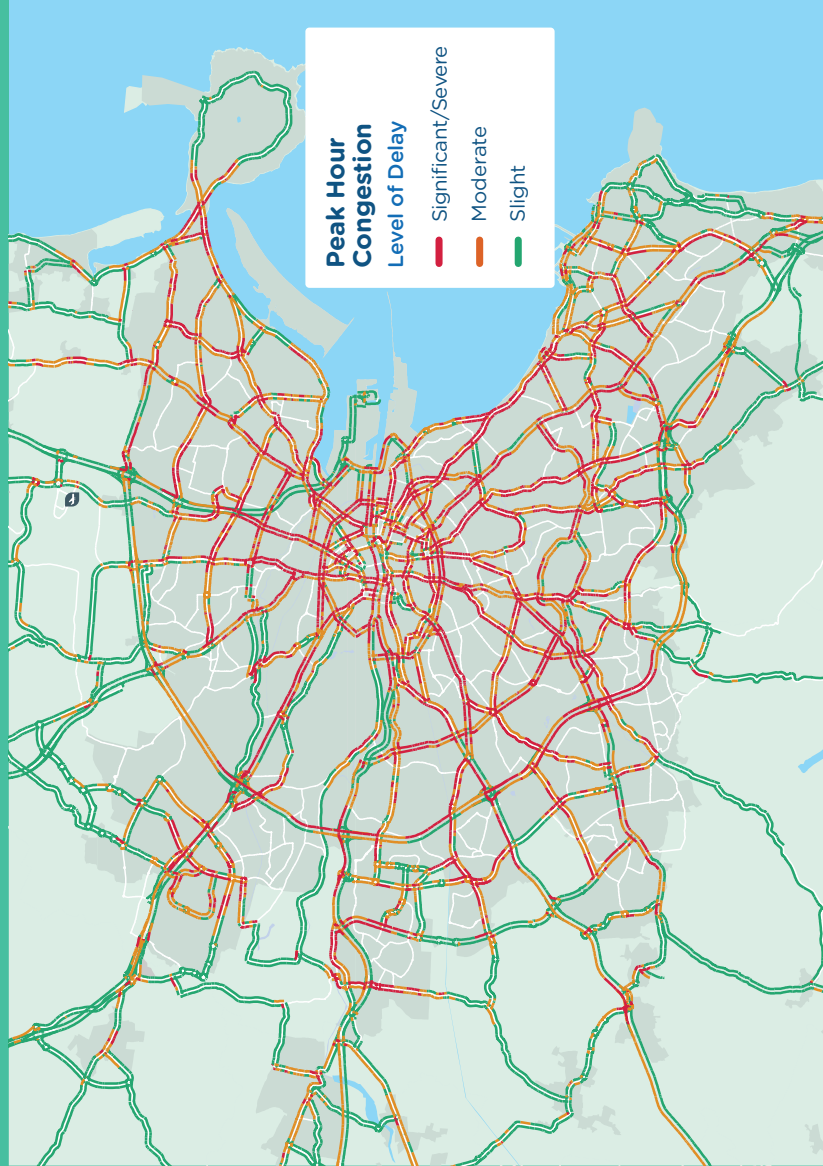


Fig 1: Peak Hour Congestion



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.

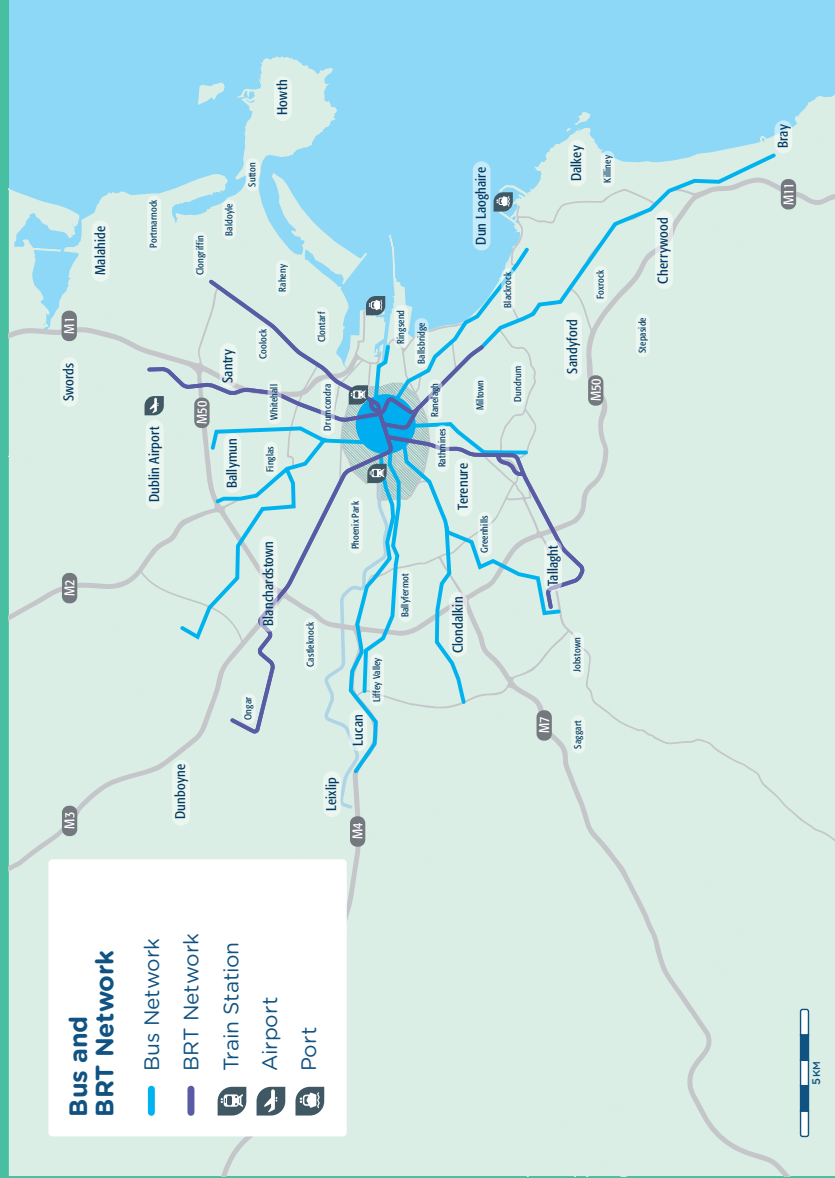
We want to remove the current delays and uncertainties, so that in the future, bus journeys will be faster, more punctual and more reliable. Making those changes is an essential part of delivering a vastly improved service for passengers.

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





“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.

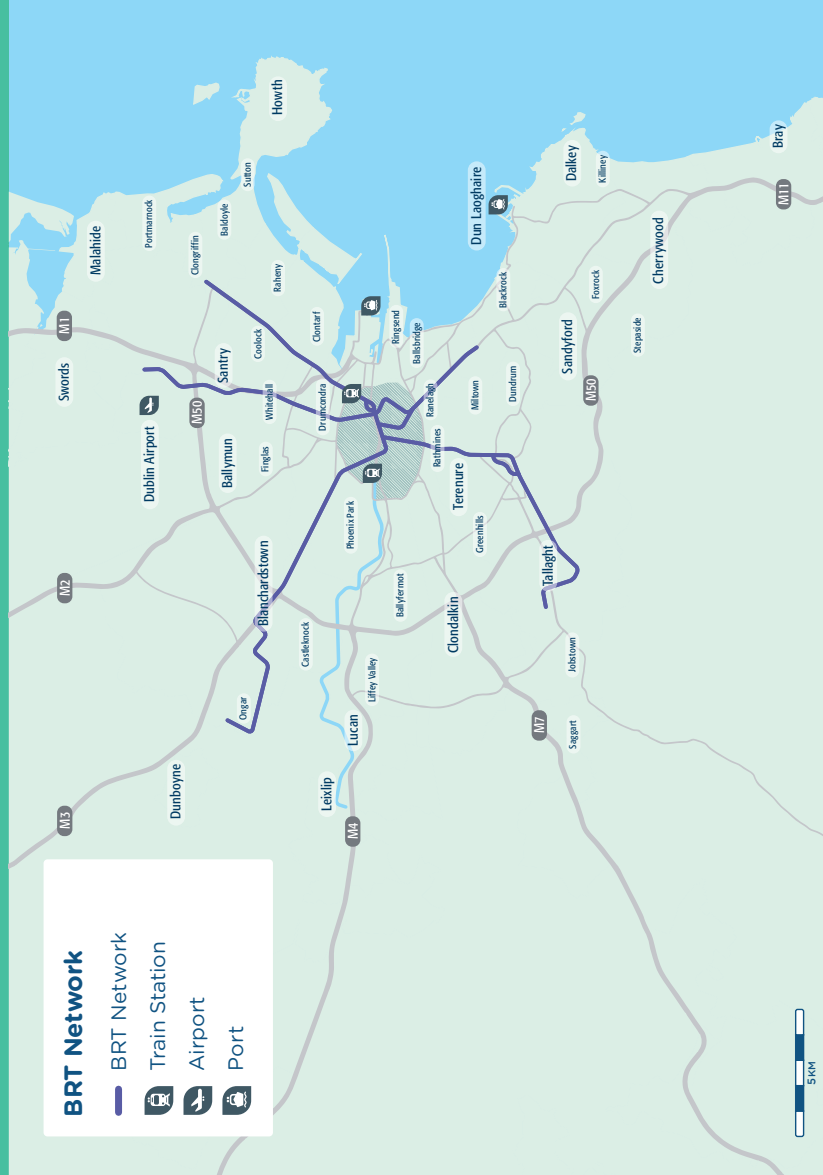
We are proposing that a number of the Core Radial Bus Corridors will be developed as Bus Rapid Transit routes, where the passenger numbers forecast are approaching the limits of conventional bus route capacity.

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.

Fig 4: Proposed BRT Corridors





“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

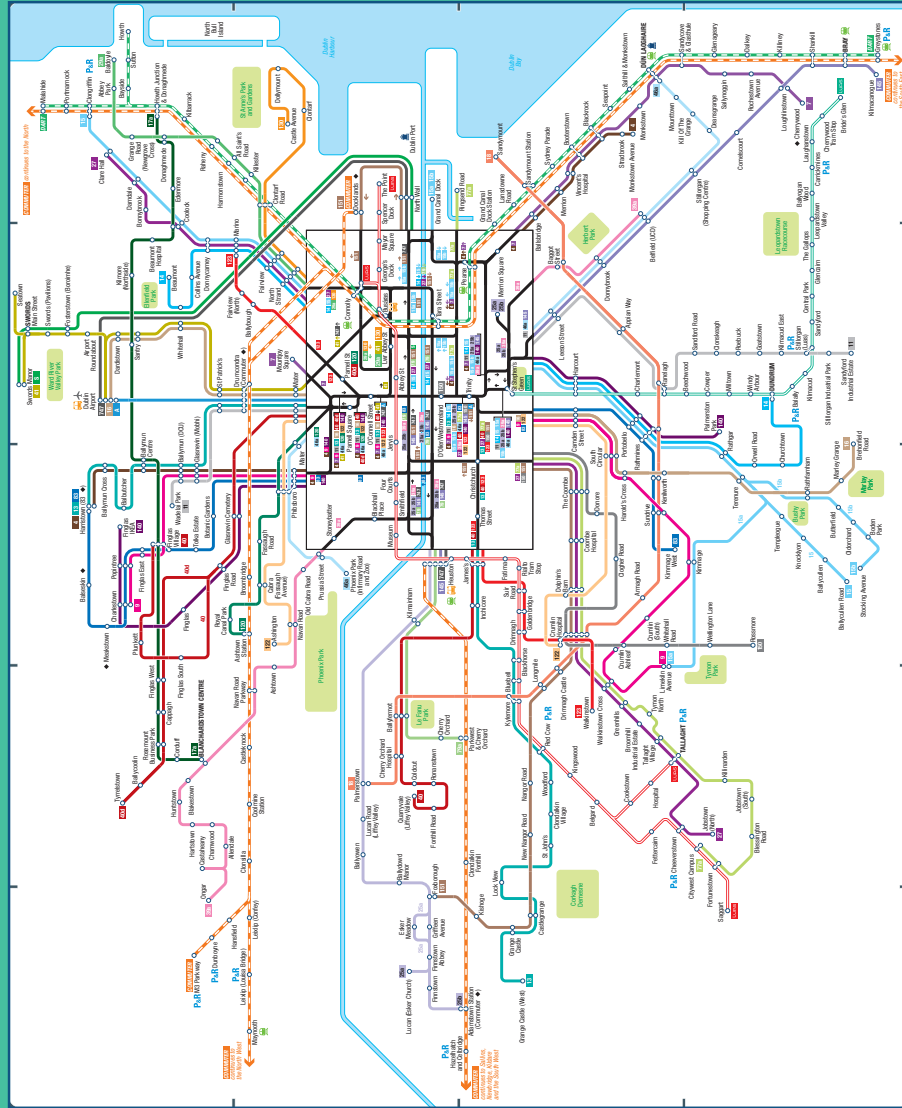
with greater scope for interconnection between routes, and where connecting passengers don't necessarily have to travel to the city centre, is one that would be far more attractive and convenient.

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.

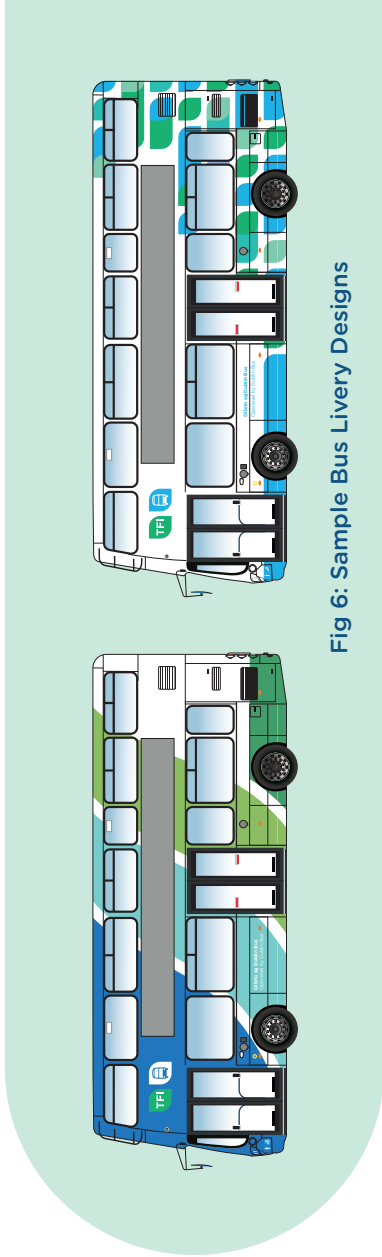


Fig 6: Sample Bus Livery Designs

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.

18 BusConnects Transforming City Bus Services



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

Low Emission Vehicles

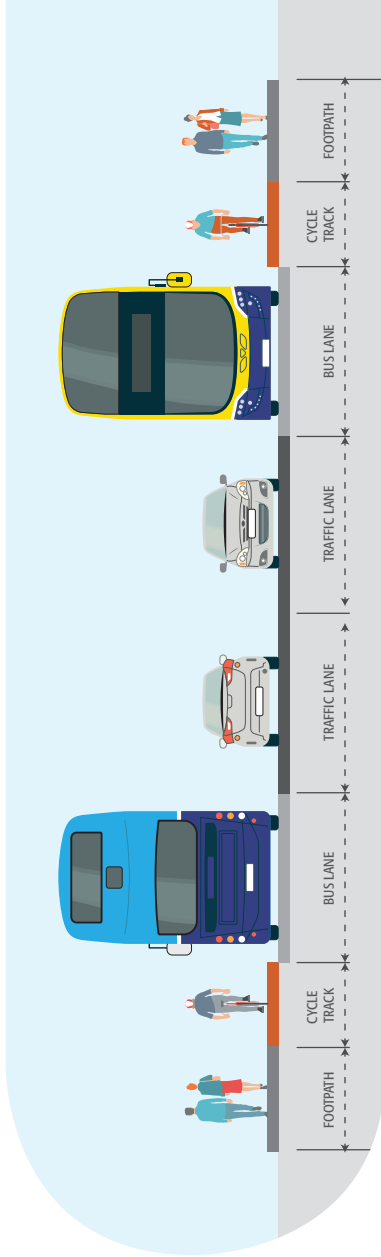
Tackling the challenges of climate change is a national priority. **BusConnects** will contribute significantly to that objective.

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

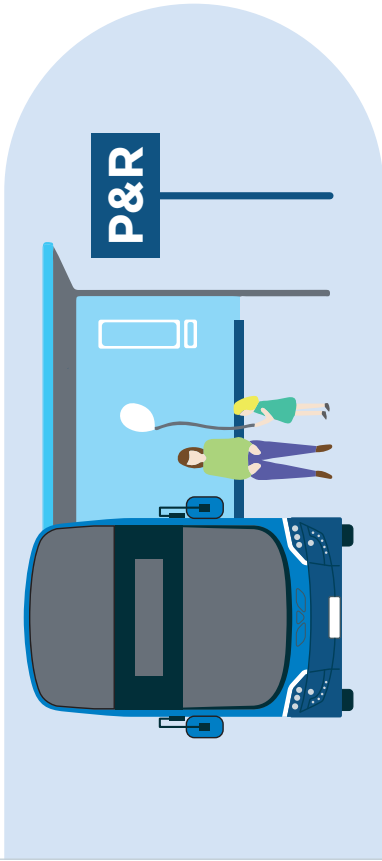
The implementation of “next generation” bus corridors as part of **BusConnects** doesn’t just address the bus requirements along those routes – it also allows the creation of a “next generation” network of cycling facilities.

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.



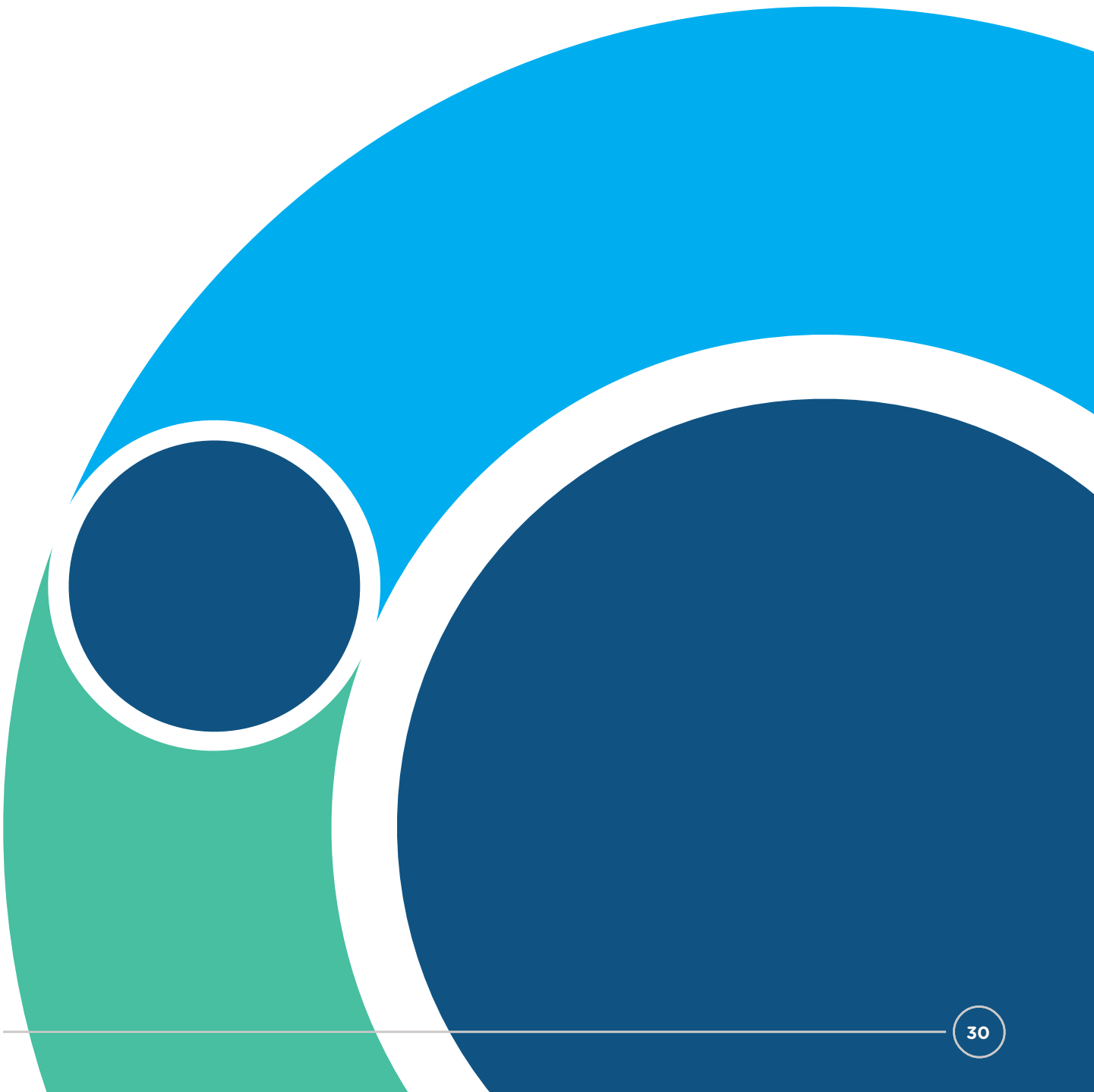


 **Údarás
Náisiúnta Iompair**
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie

designed by **CATALYSTO**



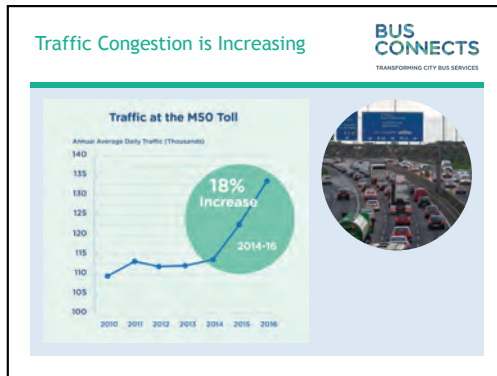
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Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham - 29th May 2017

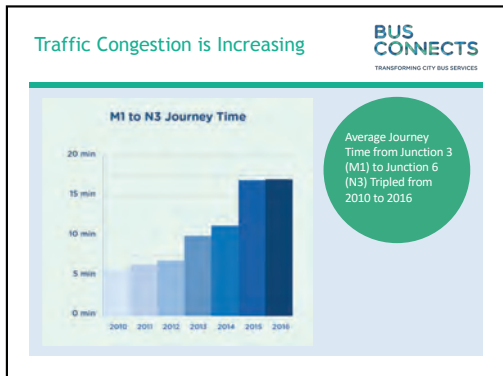
1B BusConnects Launch Presentation



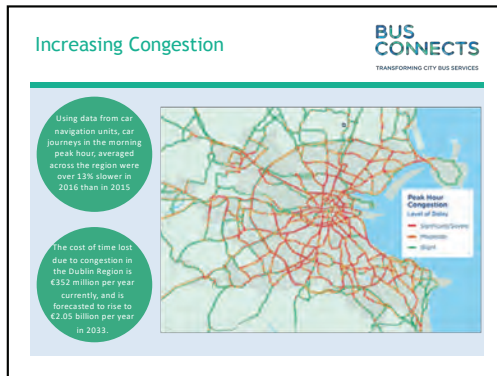
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4

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
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- 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

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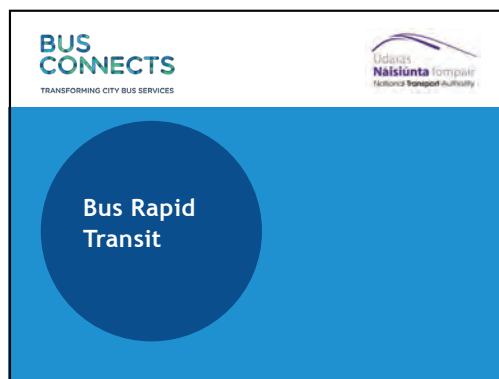
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Bus Rapid Transit (BRT)

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- 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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National Transport Authority


Bus Network Redesign

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Redesigning the Bus Network

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- With over 130 routes (excluding Nitelink and Express) 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.

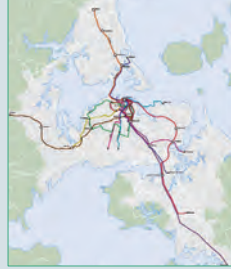


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Auckland, New Zealand

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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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National Transport Authority


Ticketing Systems and Fares

18

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 CONNECTS
TRANSFORMING CITY BUS SERVICES

Udvaros Násiúnála Comhairle
National Transport Authority


Bus Livery

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Bus Livery

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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

BUS CONNECTS
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Udvaros Násiúnála Comhairle
National Transport Authority

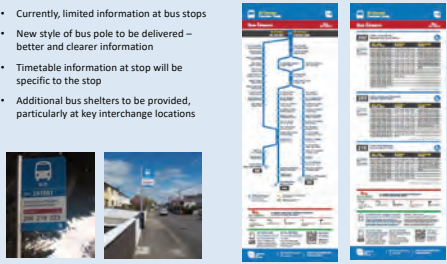
Bus Stops

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



23

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Udvaros Násiúnála Comhairle
National Transport Authority


Low Emission Vehicles

24

Low Emission Vehicles

BUS CONNECTS
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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 CONNECTS
TRANSFORMING CITY BUS SERVICES

Udairéis Náisiúnta Iompair
National Transport Authority


Bus-Based Park and Ride

26

Park and Ride

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- 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



27

Outcomes

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- **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

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- 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.

29

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Udairéis Náisiúnta Iompair
National Transport Authority

BusConnects Transforming City Bus Services

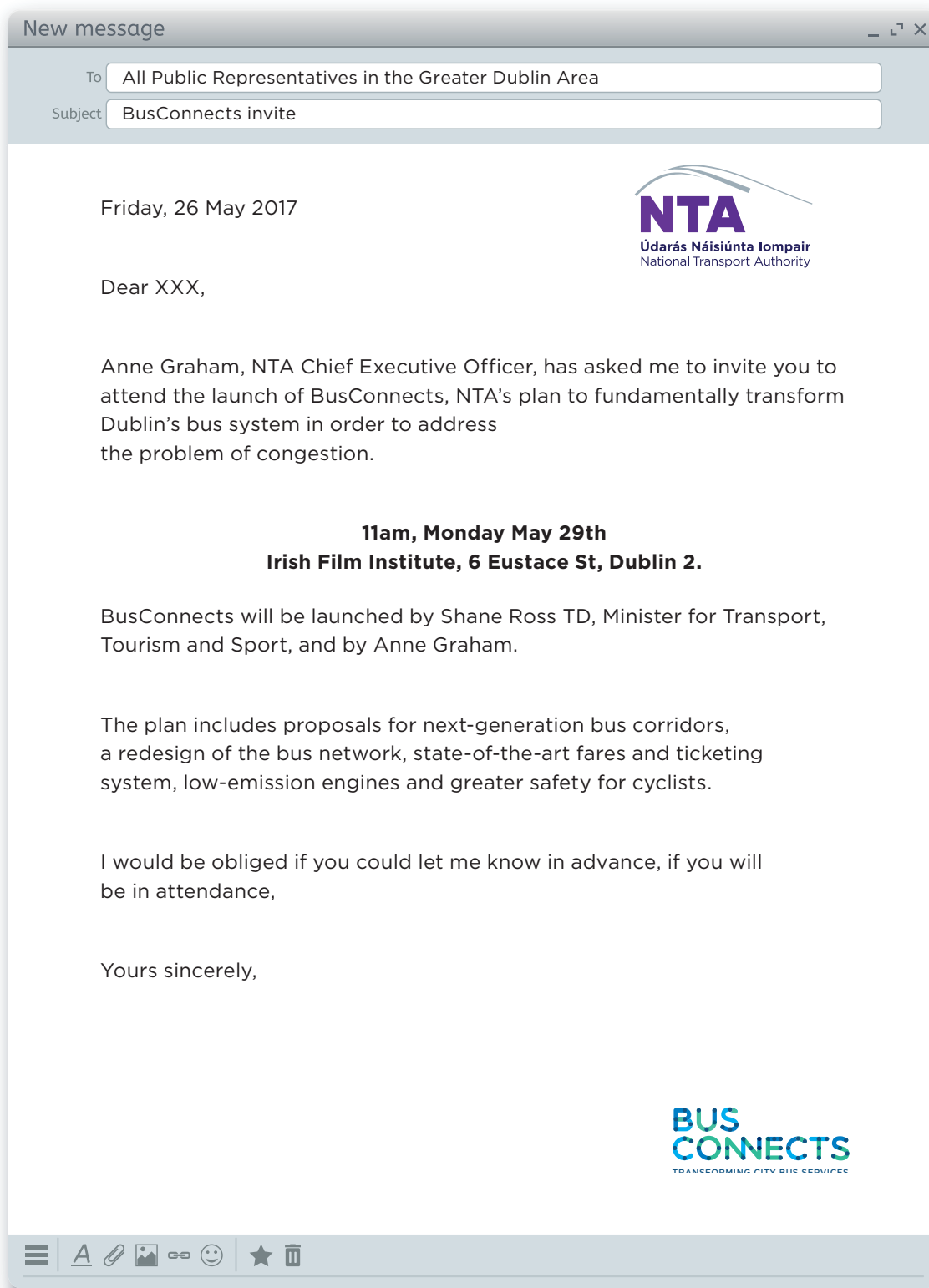
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1.

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:

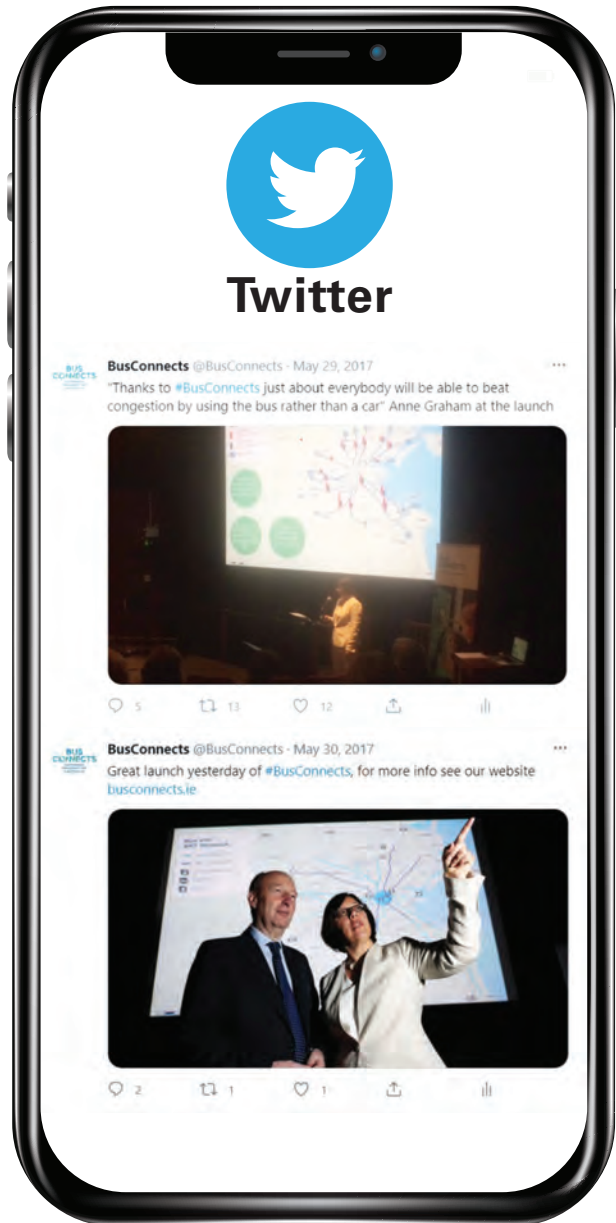


1.

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:

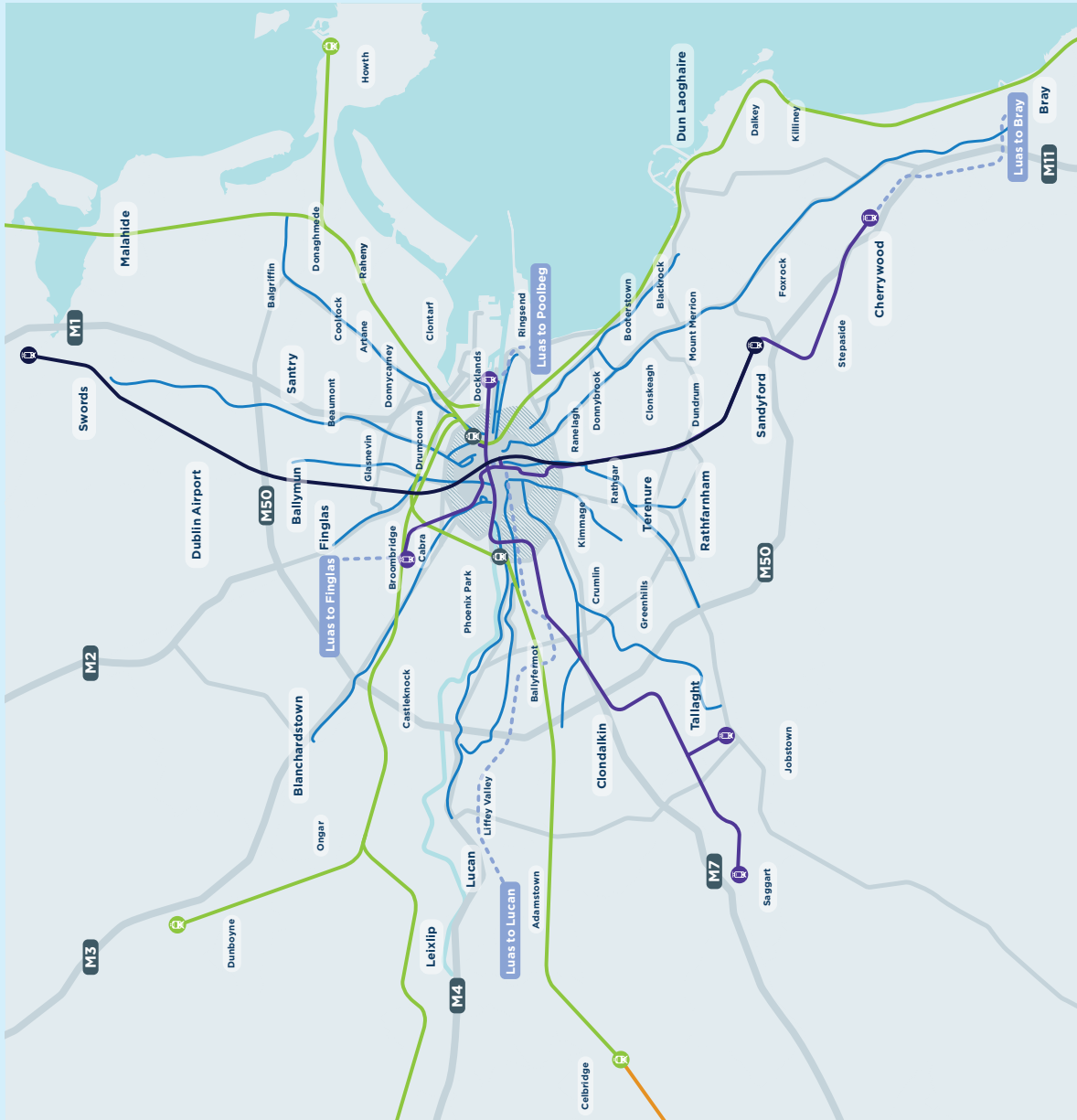
1. The **MetroLink** project which is the development of a north-south urban railway service that will run between Swords and Sandymount, connecting key destinations including Dublin Airport and the City Centre along the 26km route;
2. The **DART Expansion Programme** will see the implementation of high 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.

**Figure 1:
Public Transport Network
2027**

-  Core Bus Network
-  Dart Network
-  Non-DART Rail Network
-  Luas Network
-  Proposed Luas extensions
-  MetroLink



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.

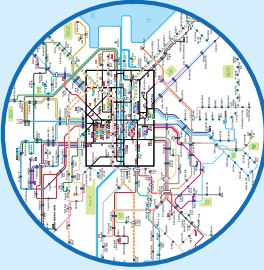
But it is not just the bus system that will be transformed under BusConnects Dublin. The same corridors that are important for buses are also the main cycling routes into the city centre. BusConnects Dublin will see safe cycling facilities provided along each corridor, segregated as far as practicable 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.

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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



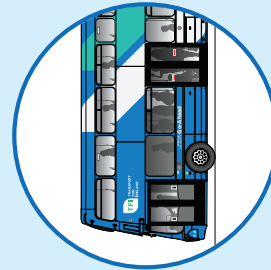
Simpler Fare Structure



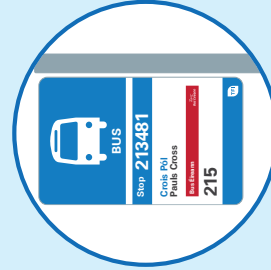
Cashless Payment System



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.

<p>July 2018:</p>	<p>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.</p>
<p>Sept/Oct 2018:</p>	<p>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.</p>



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.

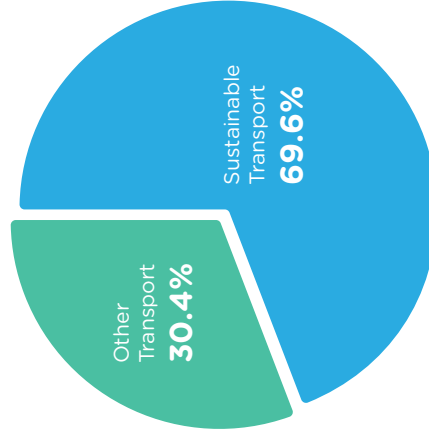
As a result, whereas bus journeys should be fast, reliable and predictable, the increasing impact of congestion is undermining that objective. Additional buses are being added to the system simply to compensate for delays in journey times. So, where a bus could complete a route journey in 90 minutes 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.

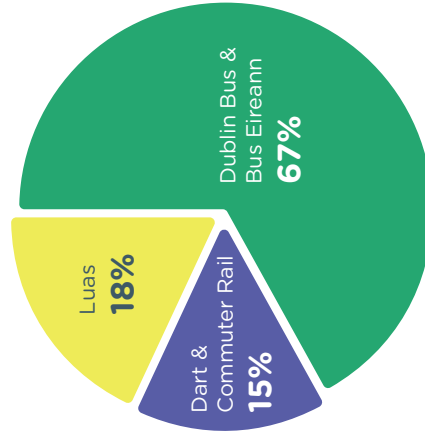
In percentage terms, the bus system accounts for over 67% of public transport passenger journeys in the Greater Dublin Area. That means that whilst the bus carries two thirds of all public transport passengers, the Luas carries 18% and DART and commuter rail services deliver the remaining 15%.

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.

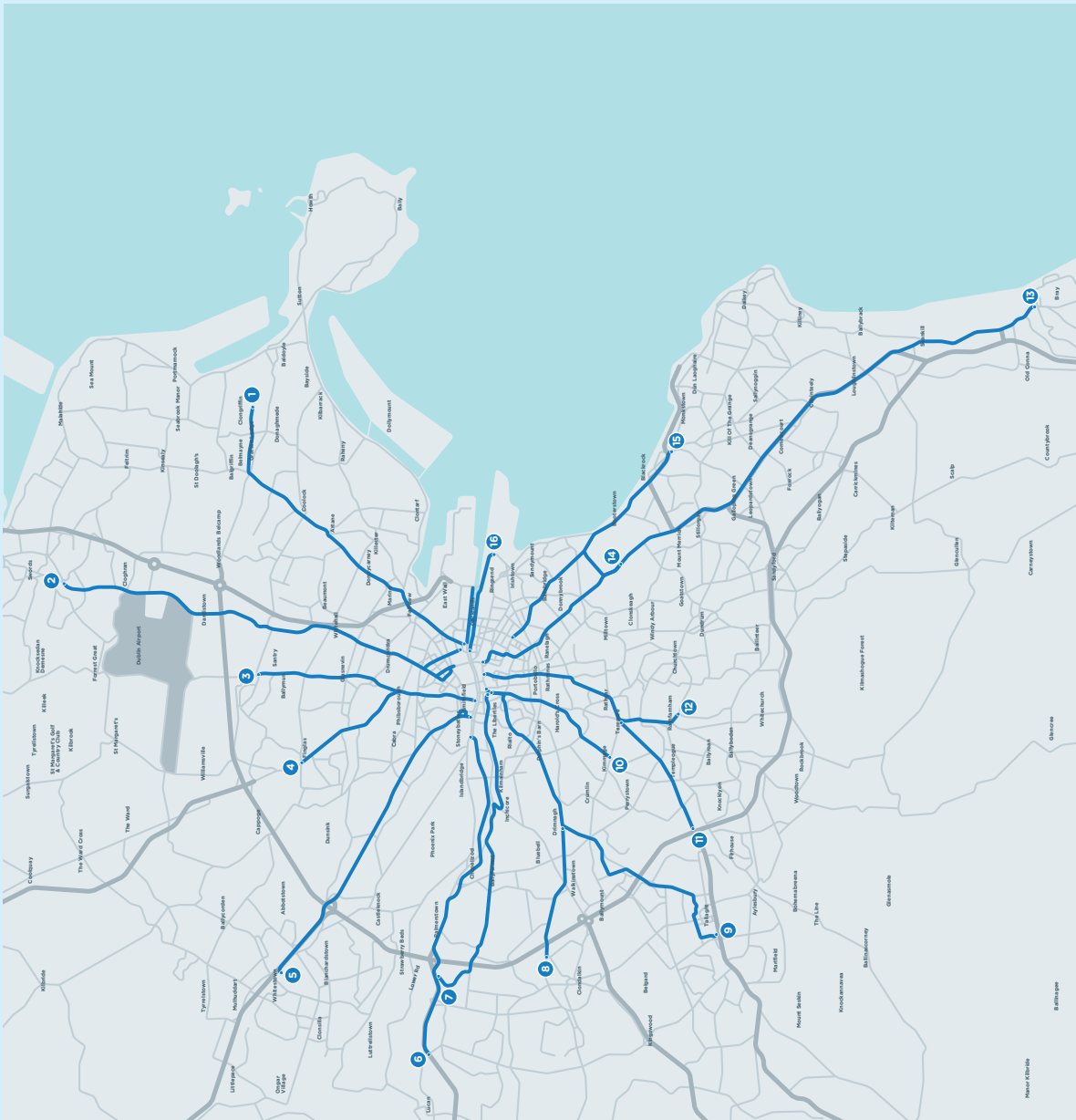
230kms
of continuous
bus priority

200kms
of cycle tracks/
lanes provided

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

**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.

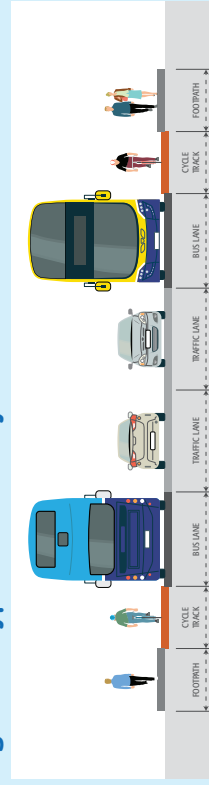
The typical road layout that we want to achieve on these radial core bus corridors is set out as shown in Figure 4.

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.

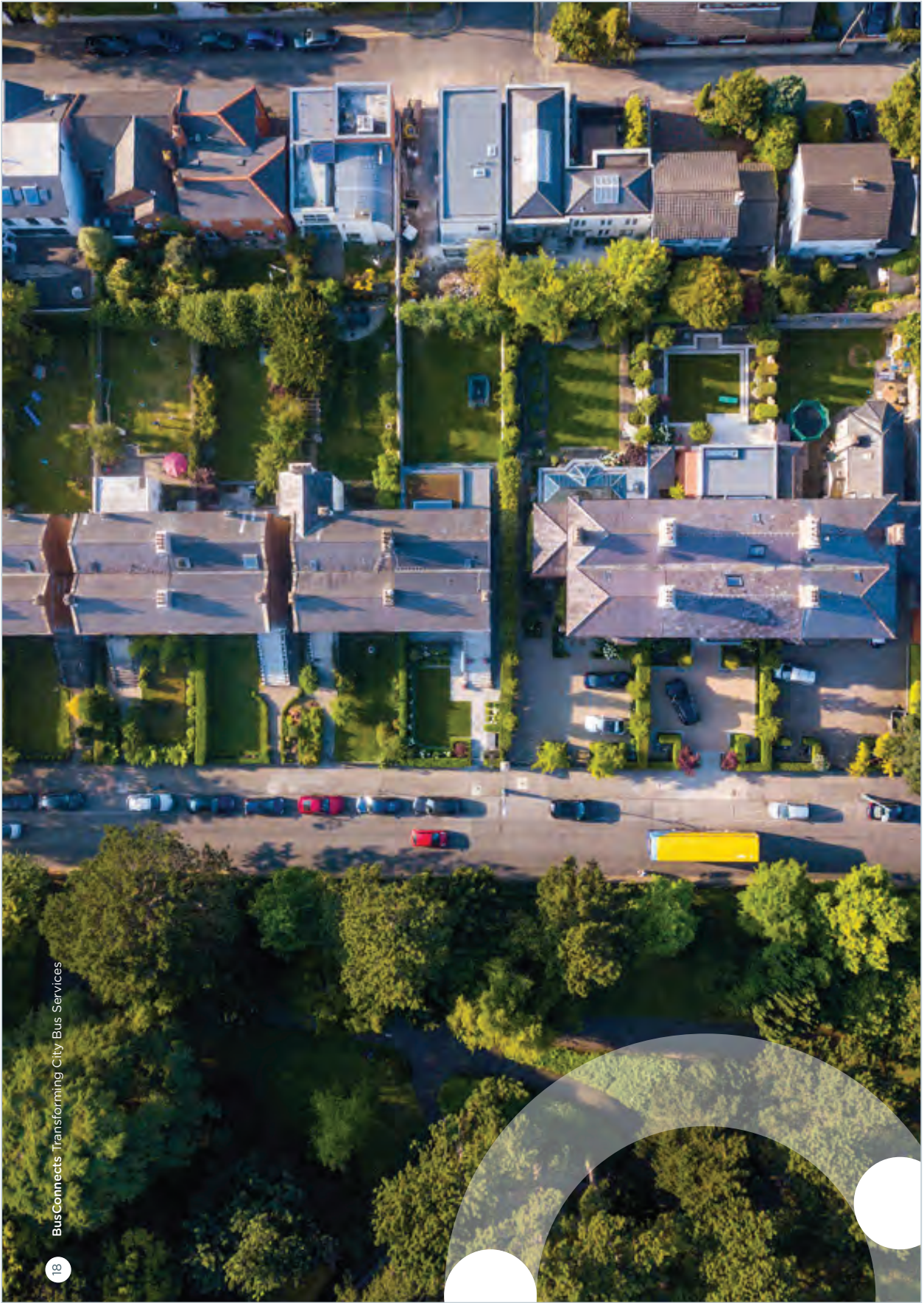
Our challenge now is to respond to the needs of a modern city by providing a fit-for-purpose bus system, built on a streetscape that dates back centuries. That means difficult decisions will have to be made.

- 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.



BusConnects Transforming City Bus Services

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.



20 BusConnects Transforming City Bus Services

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

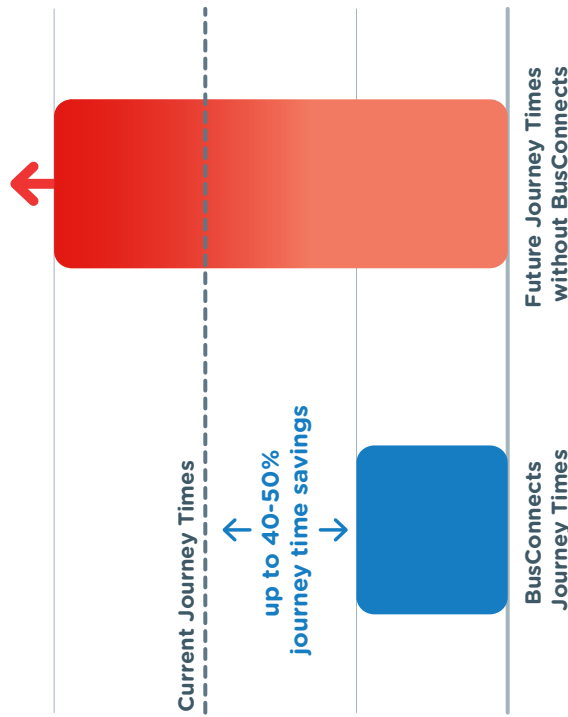
5.1 How will this plan benefit cyclists and pedestrians?

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.

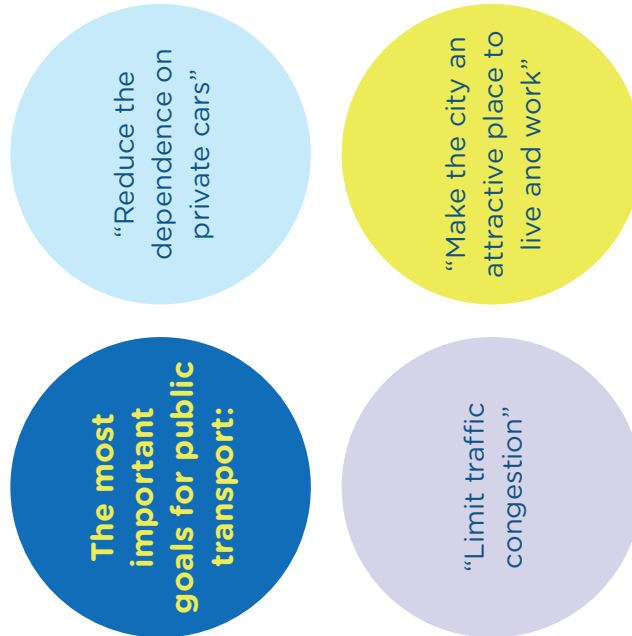
5.3 Building a sustainable, living city for families and communities

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.





26 Bus Connects Transforming City Bus Services

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.

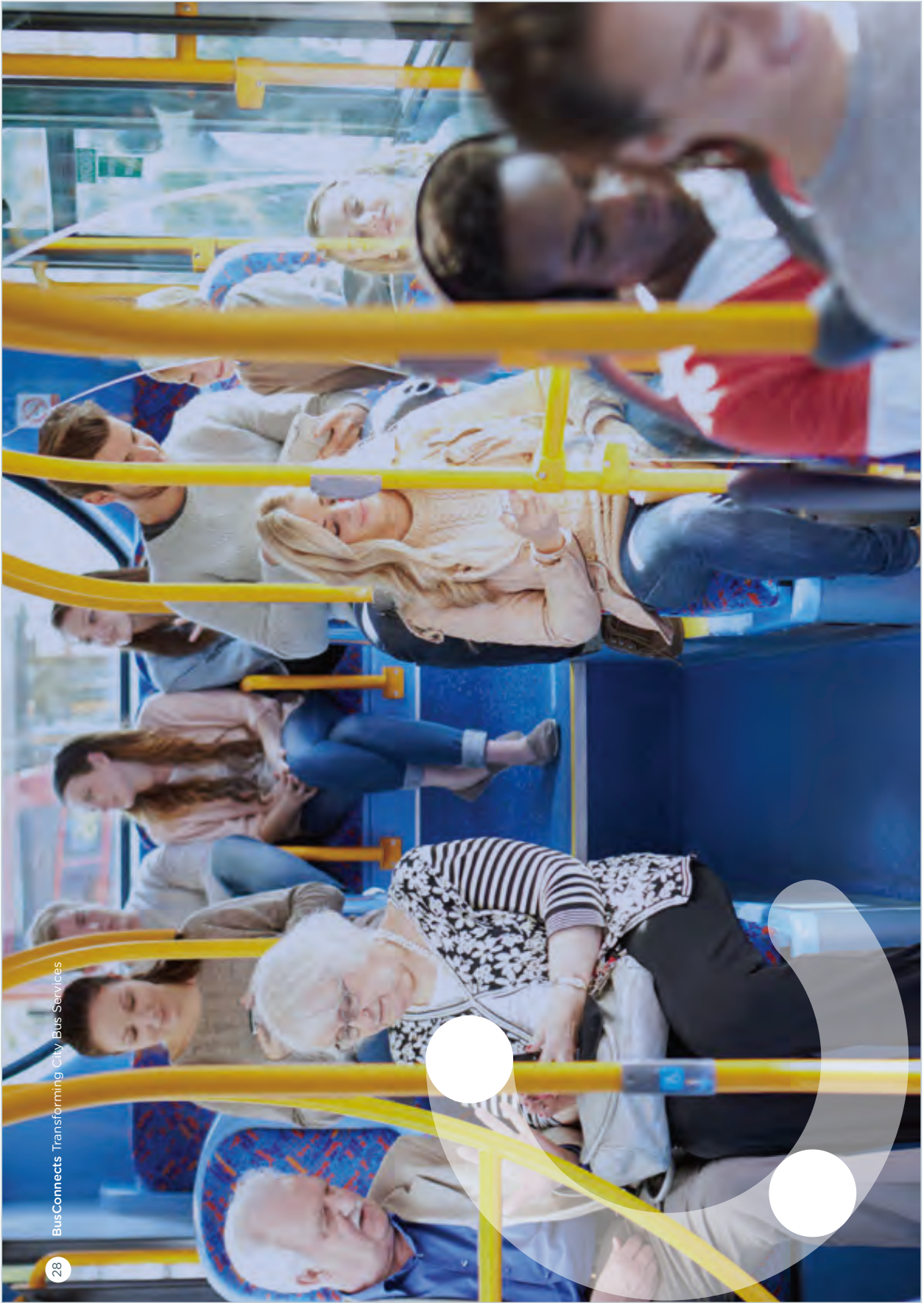
A fleet acquisition plan will be developed to transition the bus fleet to a low emission vehicle type (or types), with the first vehicles under that strategy to go into service very soon.

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.

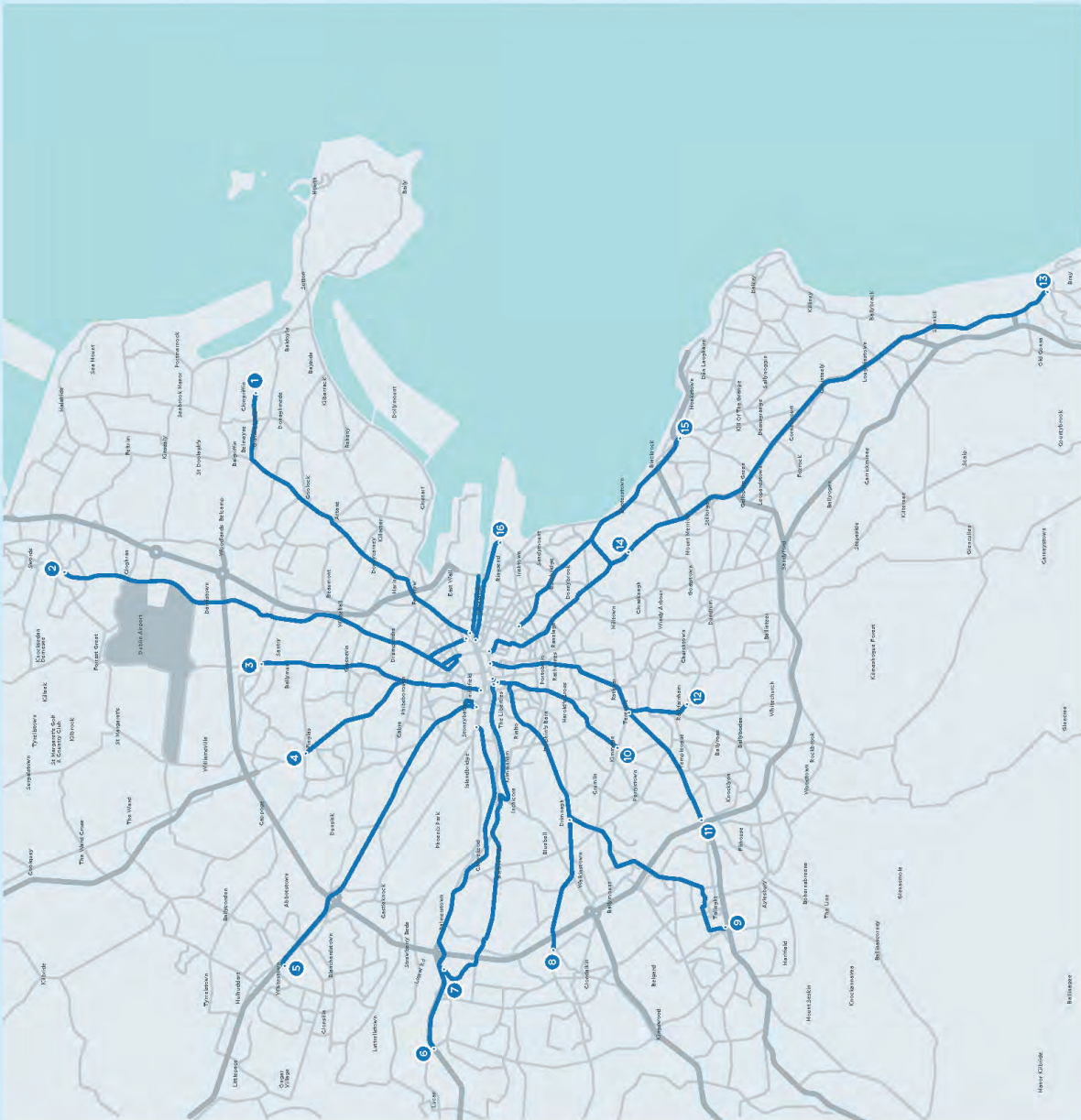
BUS CONNECTS

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

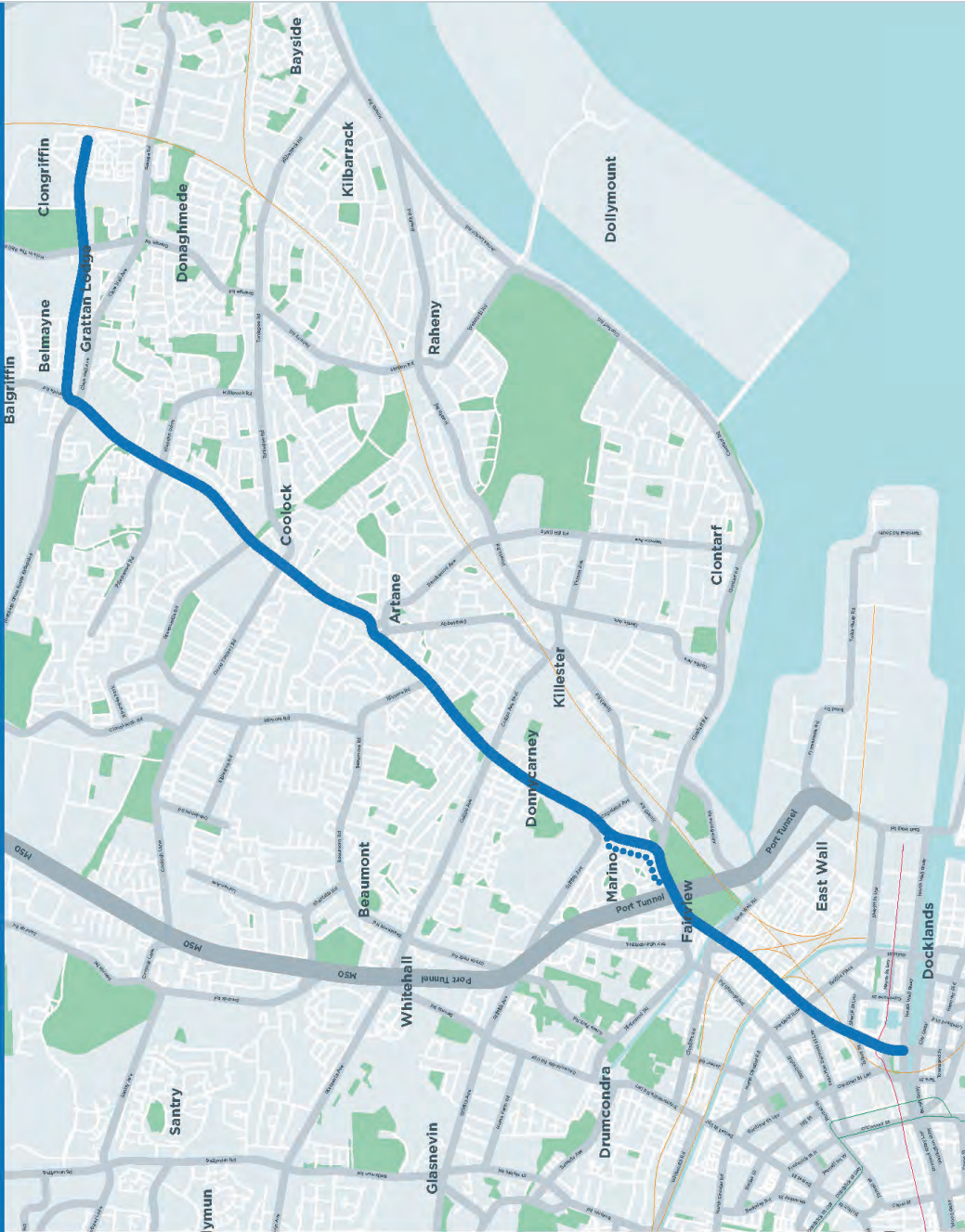
The preliminary route maps shown on the following pages are indicative only and are subject to change following consultation and as part of the design development process.



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

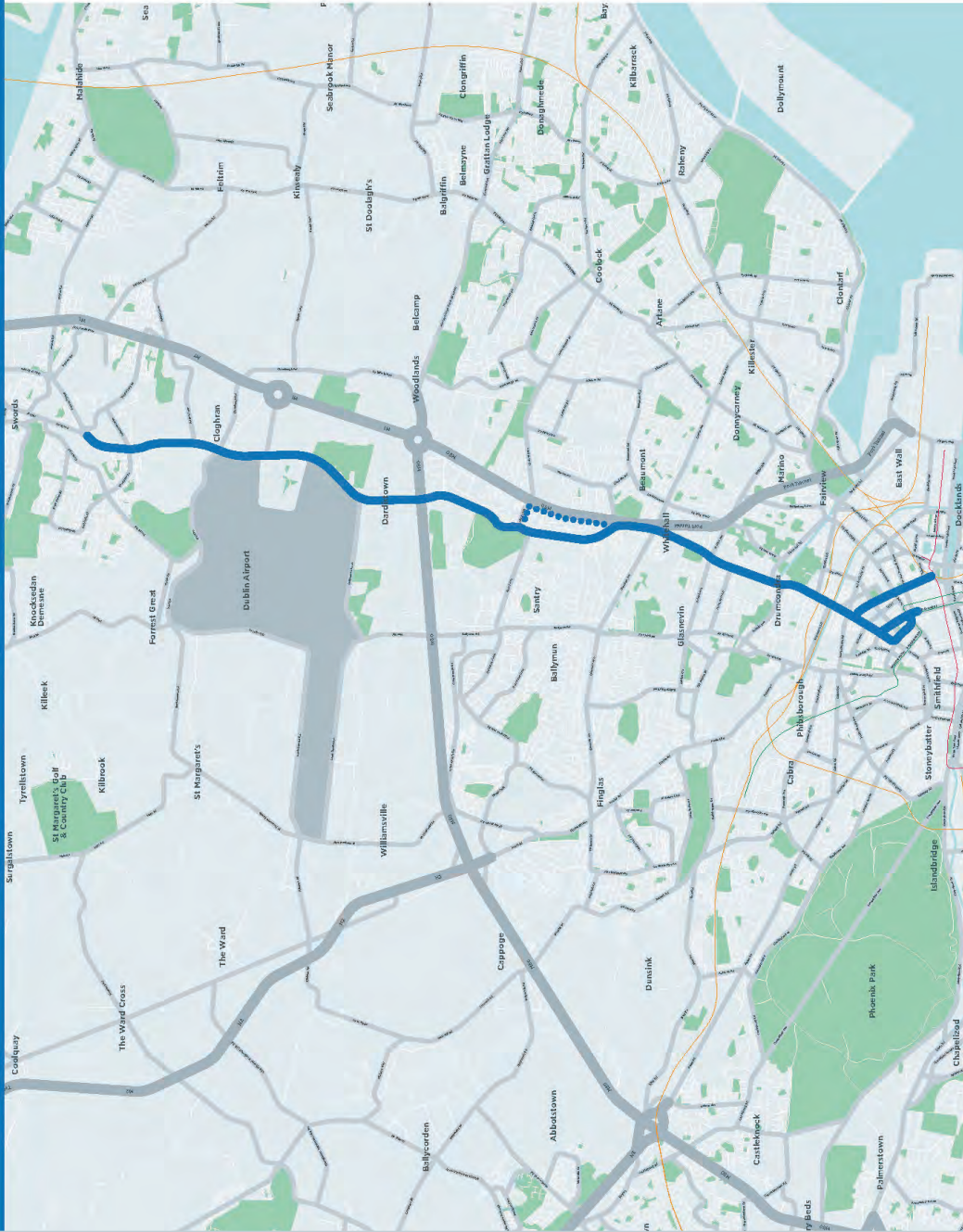
- Malahide Road between Fairview and Griffith Avenue: Due to restricted road width in this area, a proposal is to re-route cyclists via Brian Road and Charleton Road.
- New public transport only road link between Clarehall and Belmayne Avenue.

- 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

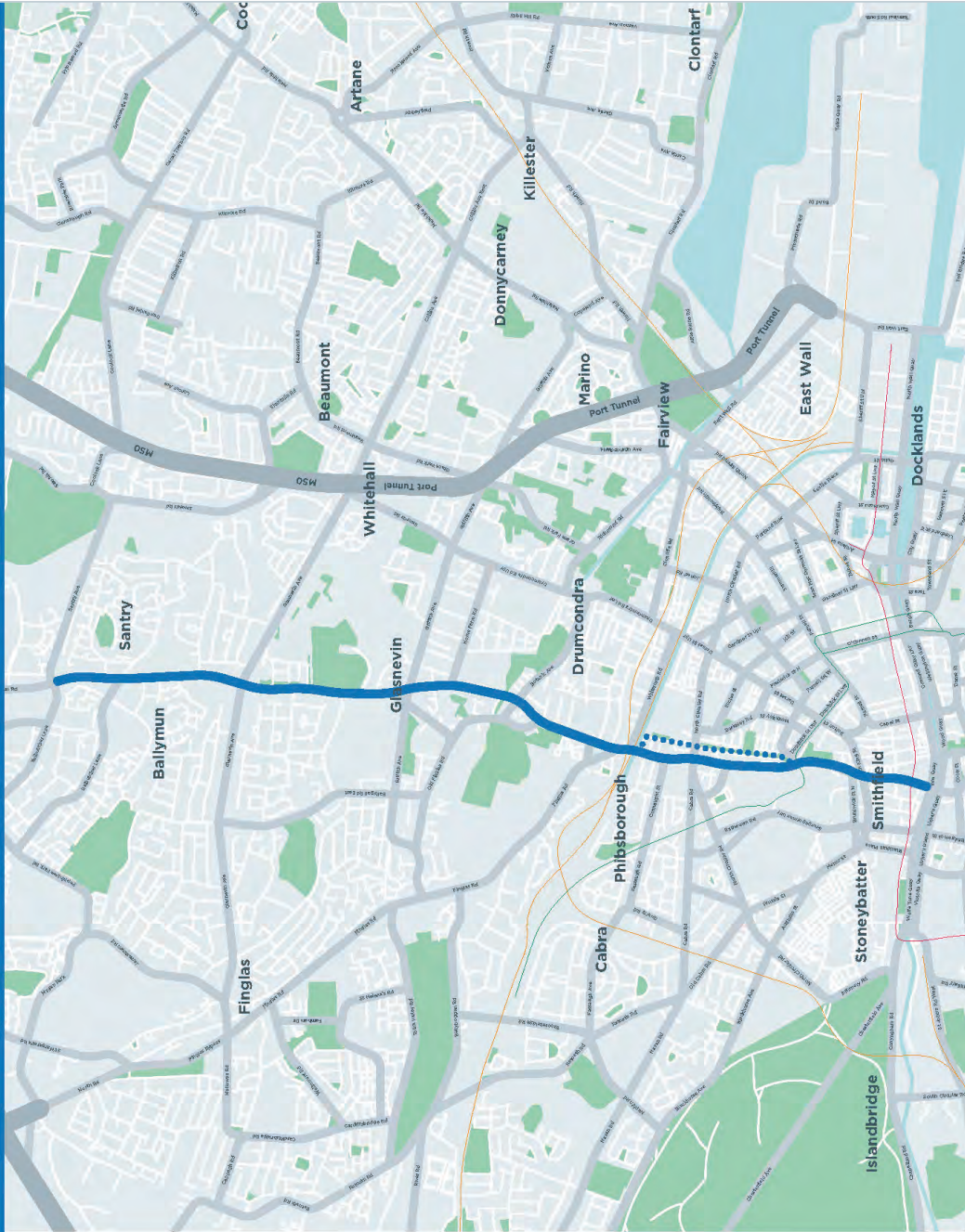
- Swords Road in Santry from Shanrath Road to the Omni Centre: If bus lanes were provided in each direction, this street would then only be able to accommodate one general traffic lane. Under this arrangement, the street would become one way (outbound) for general traffic, with inbound traffic routed 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

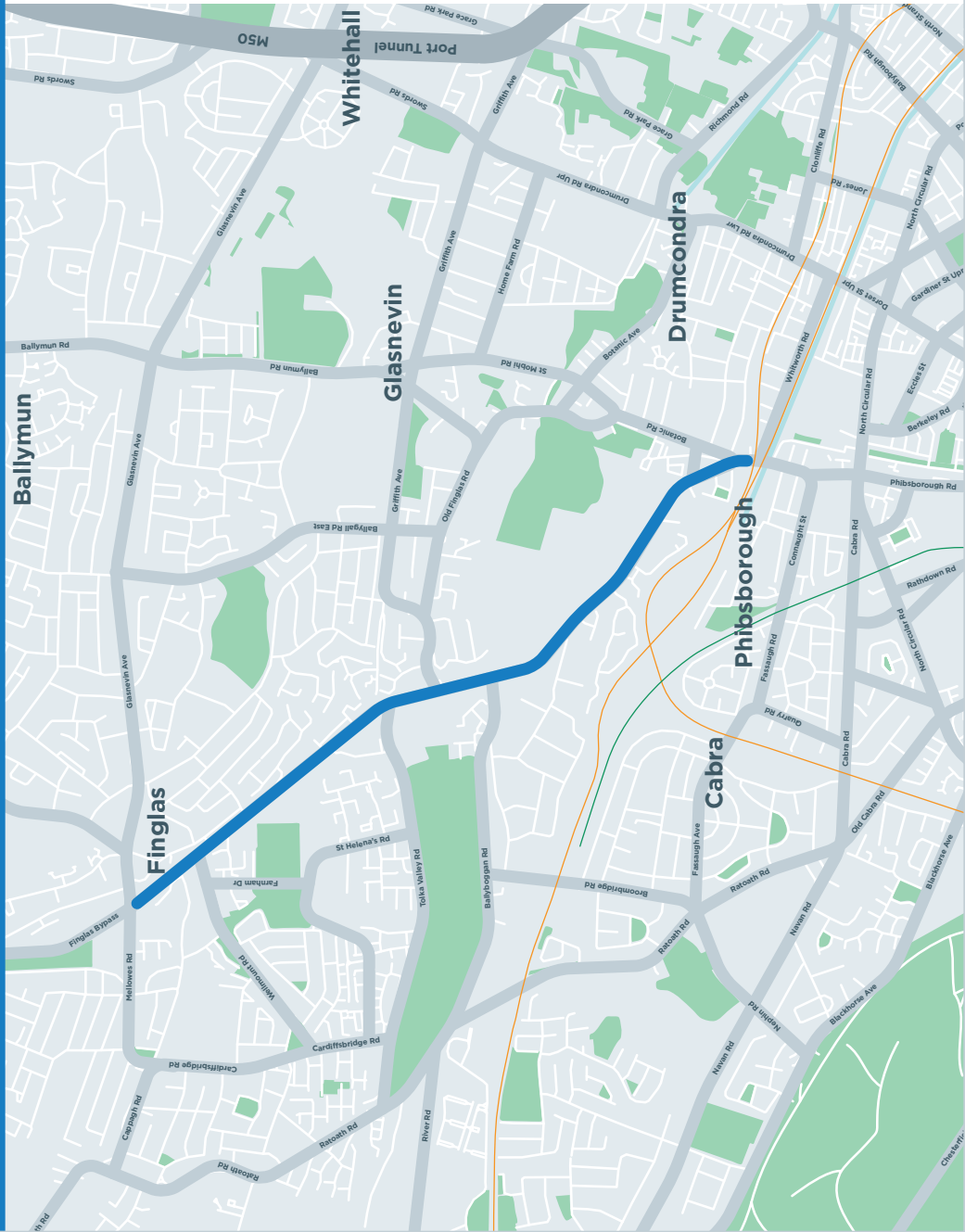
- Botanic Road, Glasnevin Hill, Ballymun Road: To allow a bus lane in each direction on St. Mobhi Road, while maintaining the existing mature trees along this street, outbound general traffic could be routed via Botanic Road, Glasnevin Hill and Ballymun Road. Under this arrangement, St. Mobhi Road would 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

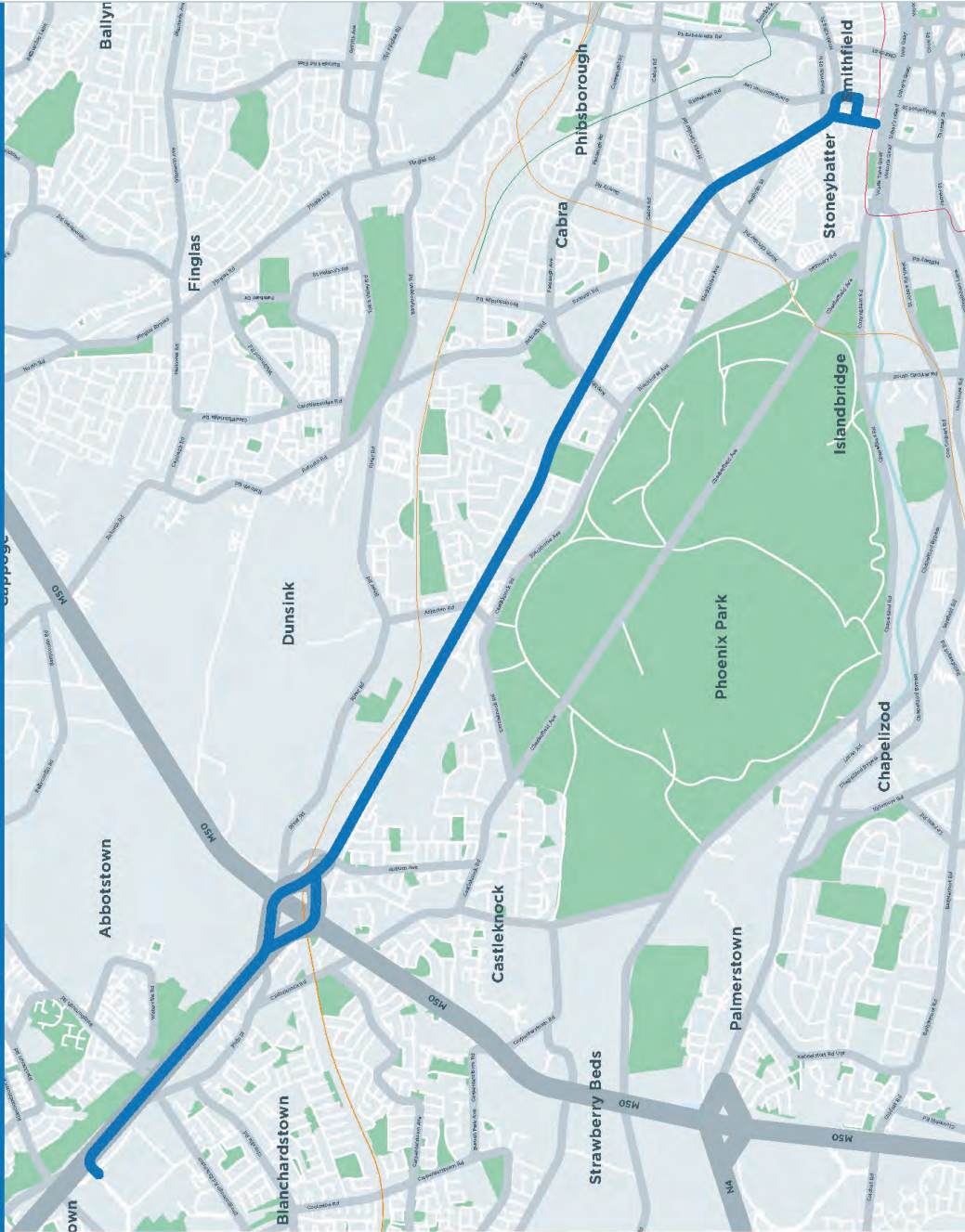
- Hart's Corner: Restricted road width and turning movements make it difficult to provide continuous bus and cycle lanes through this gyratory system.

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

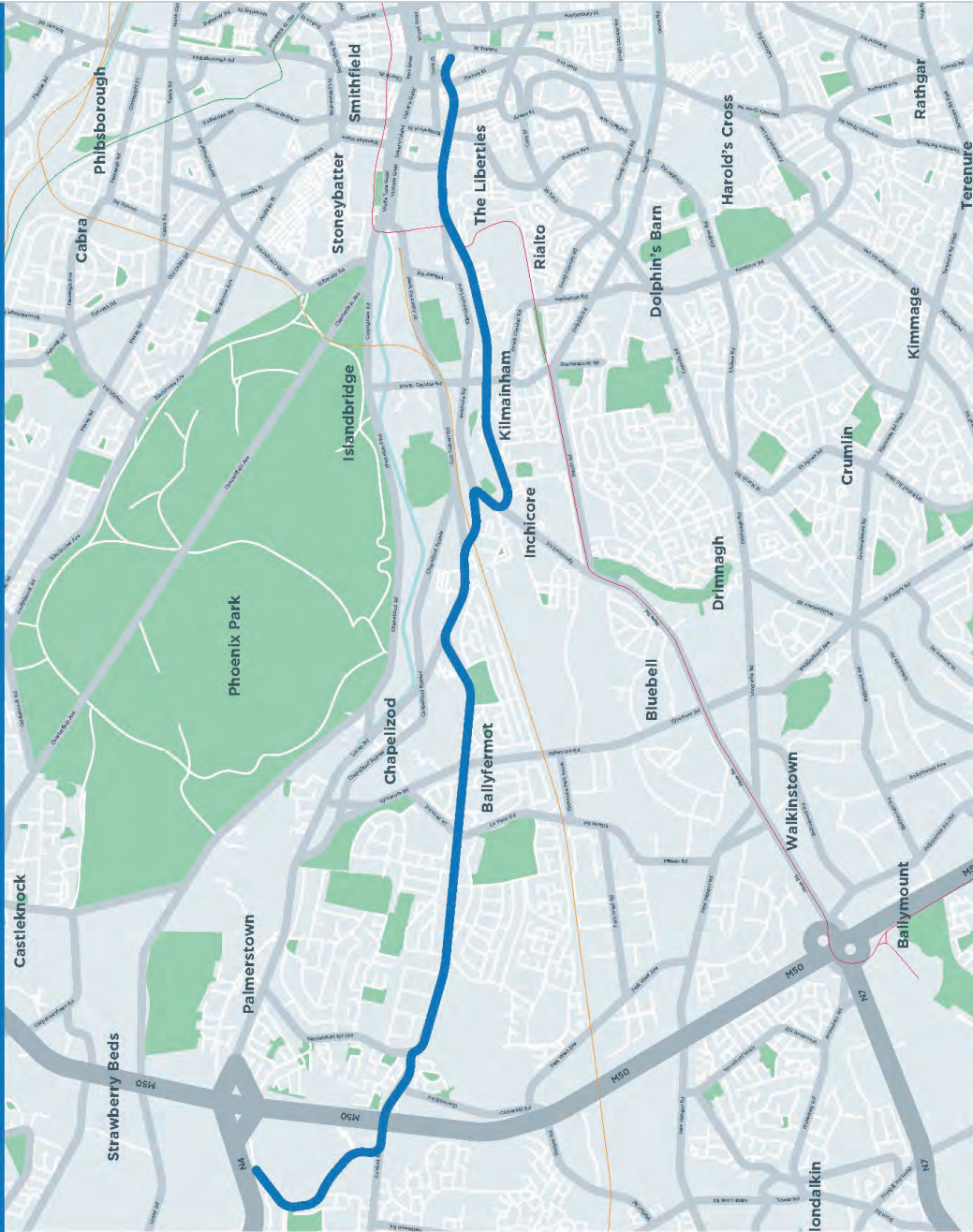
- Old Cabra Road and Prussia Street. In order to provide bus lanes, a proposal is to remove general through traffic on these two streets. Local access would still be maintained including to the shopping centre.

Bus Route

7

Liffey Valley > City Centre

Core Bus Corridor (bus & cycle infrastructure)



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

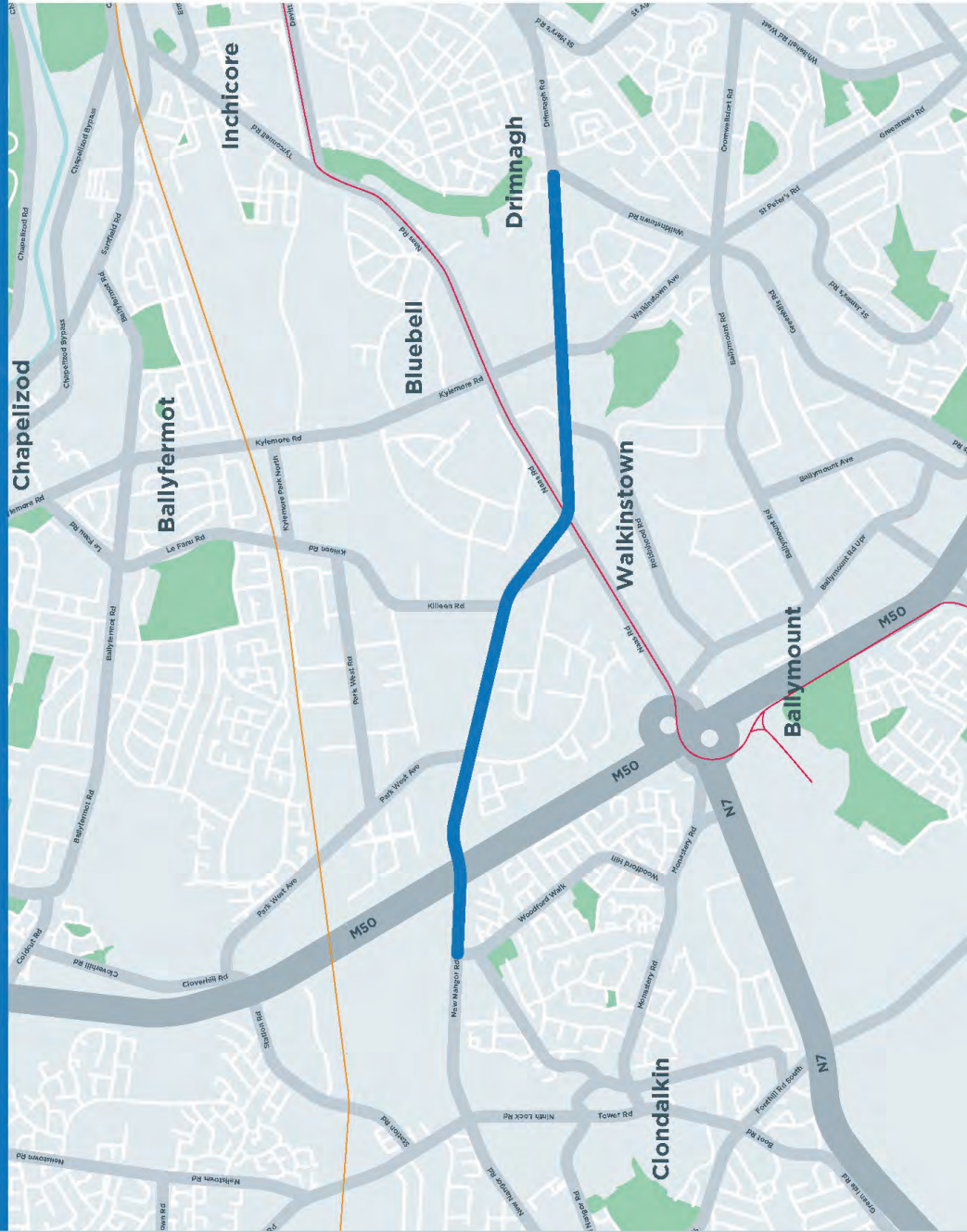
- Because of constrained width through Mount Brown and Old Kilmainham Road, both bus lanes and traffic lanes cannot be accommodated. To deliver bus priority along this section of the route, it would be necessary to restrict Mount Brown to public transport, cyclists and local access only. Through traffic 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

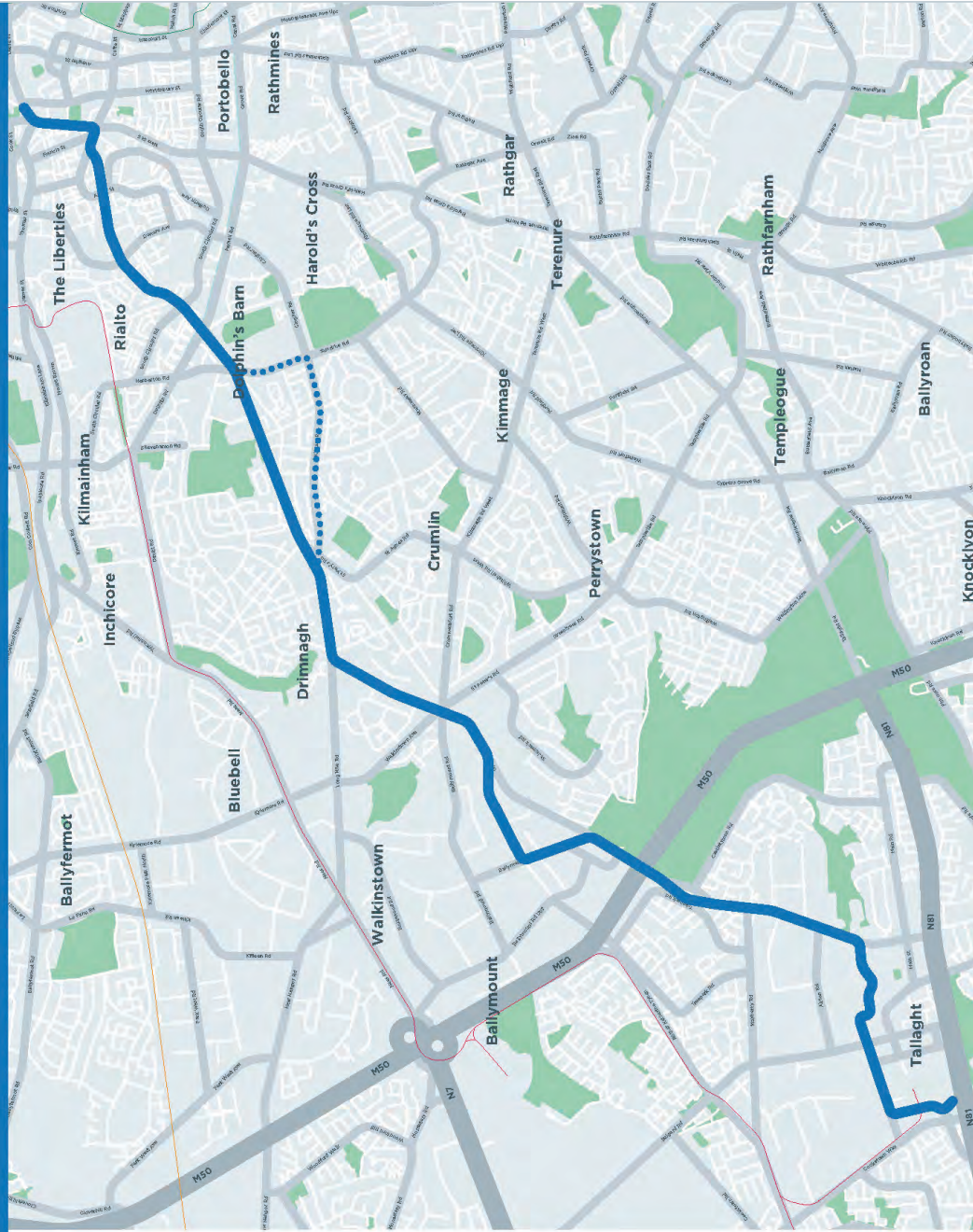
- Road width restrictions at the M50 underpass. A proposal is that cyclists will use the canal greenway at this point.

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

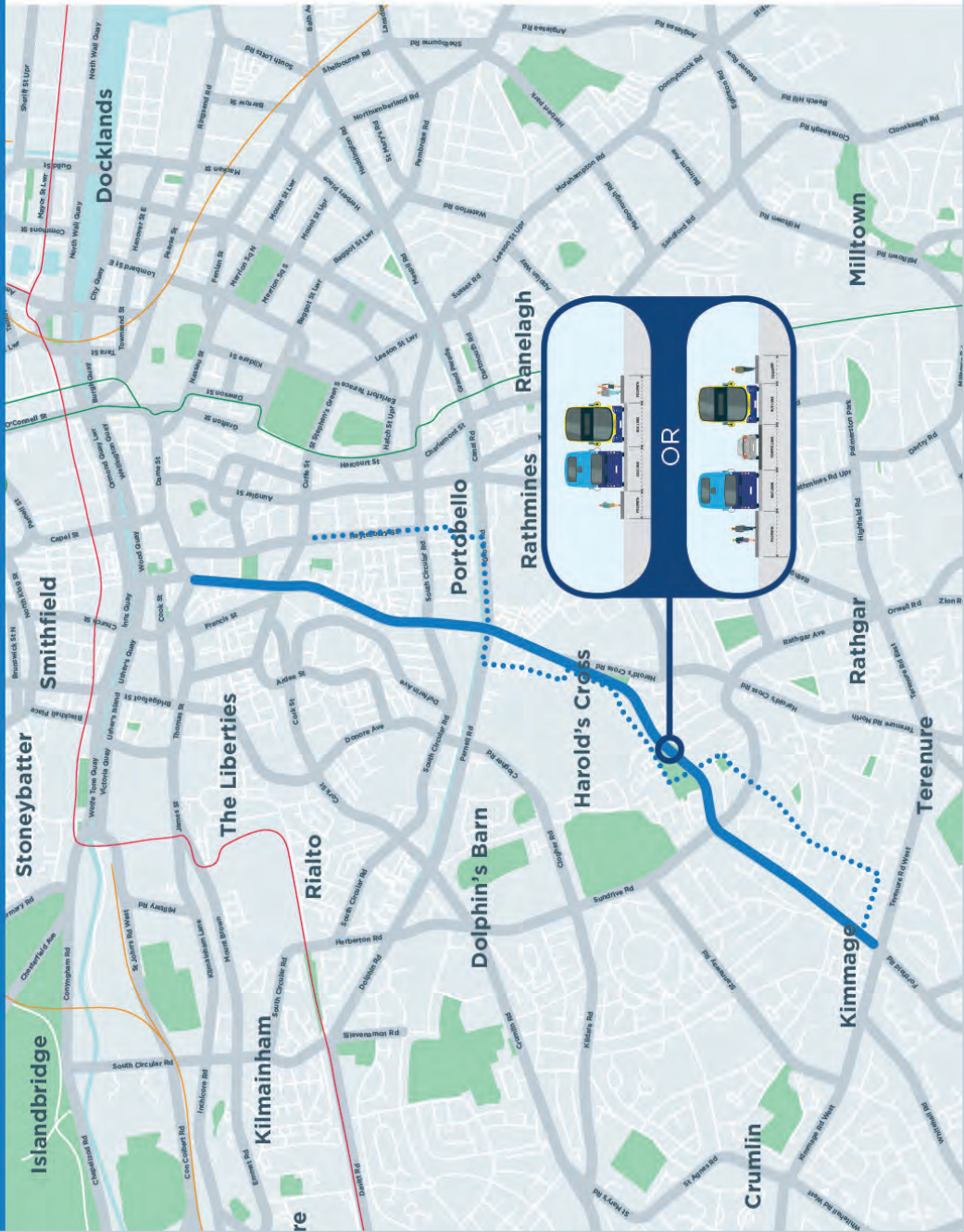
- Restricted width on many roads along this route requiring road widening.
- Walkinstown Roundabout is challenging for both bus and cycle movements.
- A proposal is to construct new link roads to divert all traffic via Calmount Avenue and Calmount Road while still maintaining access to the old section 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

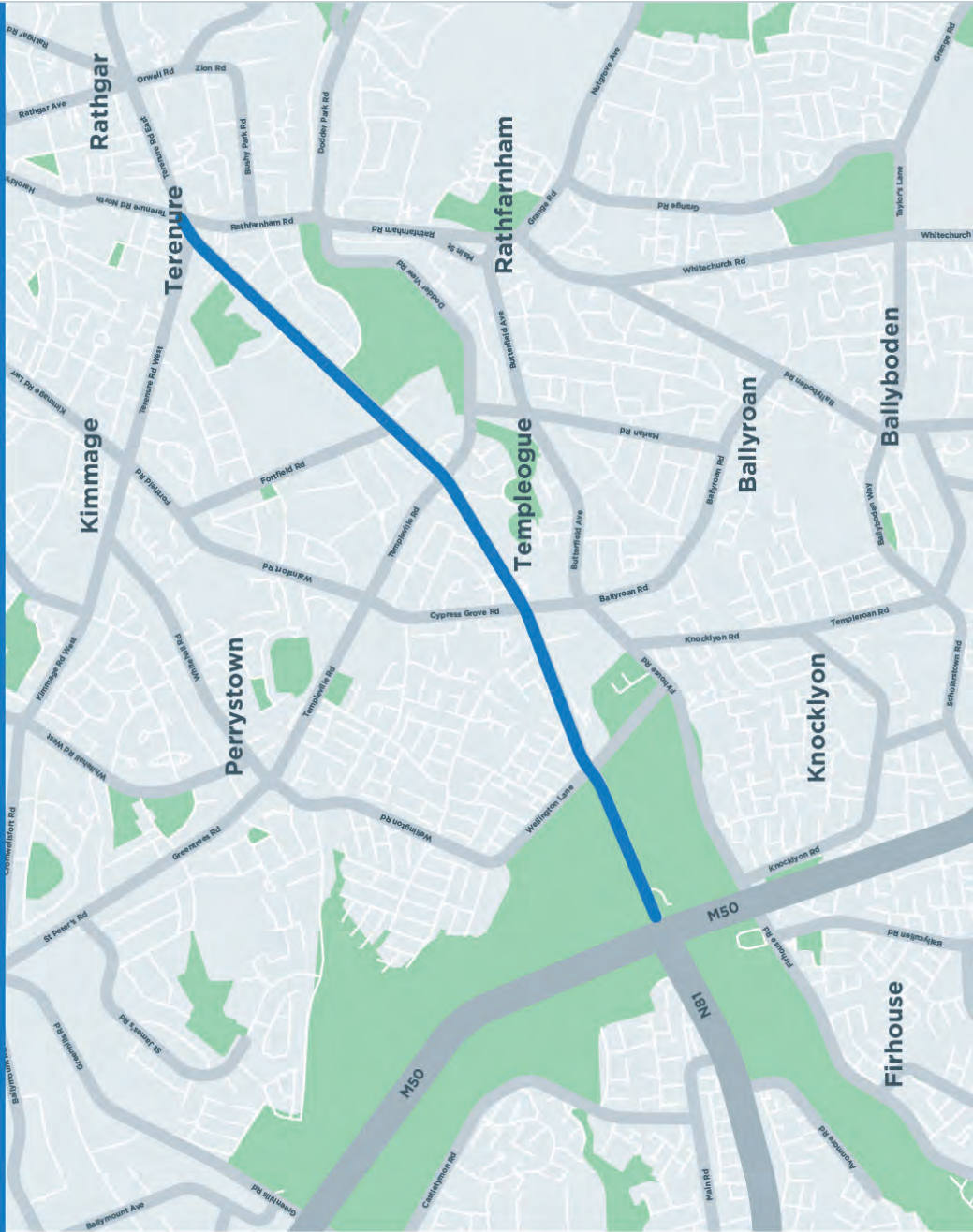
- Kimmage Road Lower is very constrained between Sundrive Road and Harolds Cross. A proposal is to restrict this section of Kimmage Road Lower to Bus, Cycle and Taxi only. Through traffic would then be required to divert via Larkfield Park and Harolds Cross Road or via Sundrive Road and Clogher Road.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

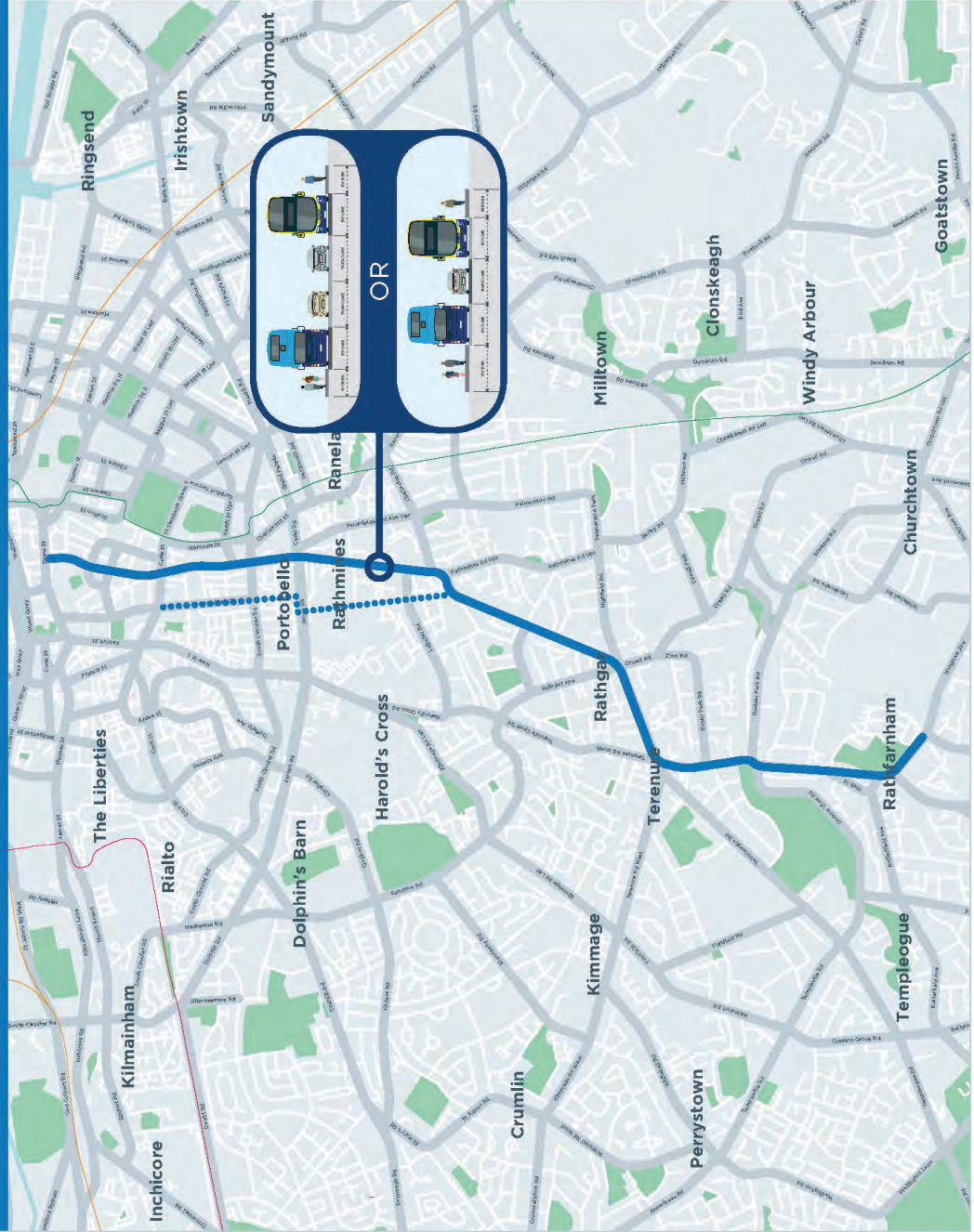
- Templeogue Road is particularly constrained in Terenure. To provide bus priority, a proposal is to make Templeogue Road one way outbound for general traffic while permitting bus, taxis and bicycles travel in both directions. Under this arrangement, inbound general traffic will be asked to divert via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

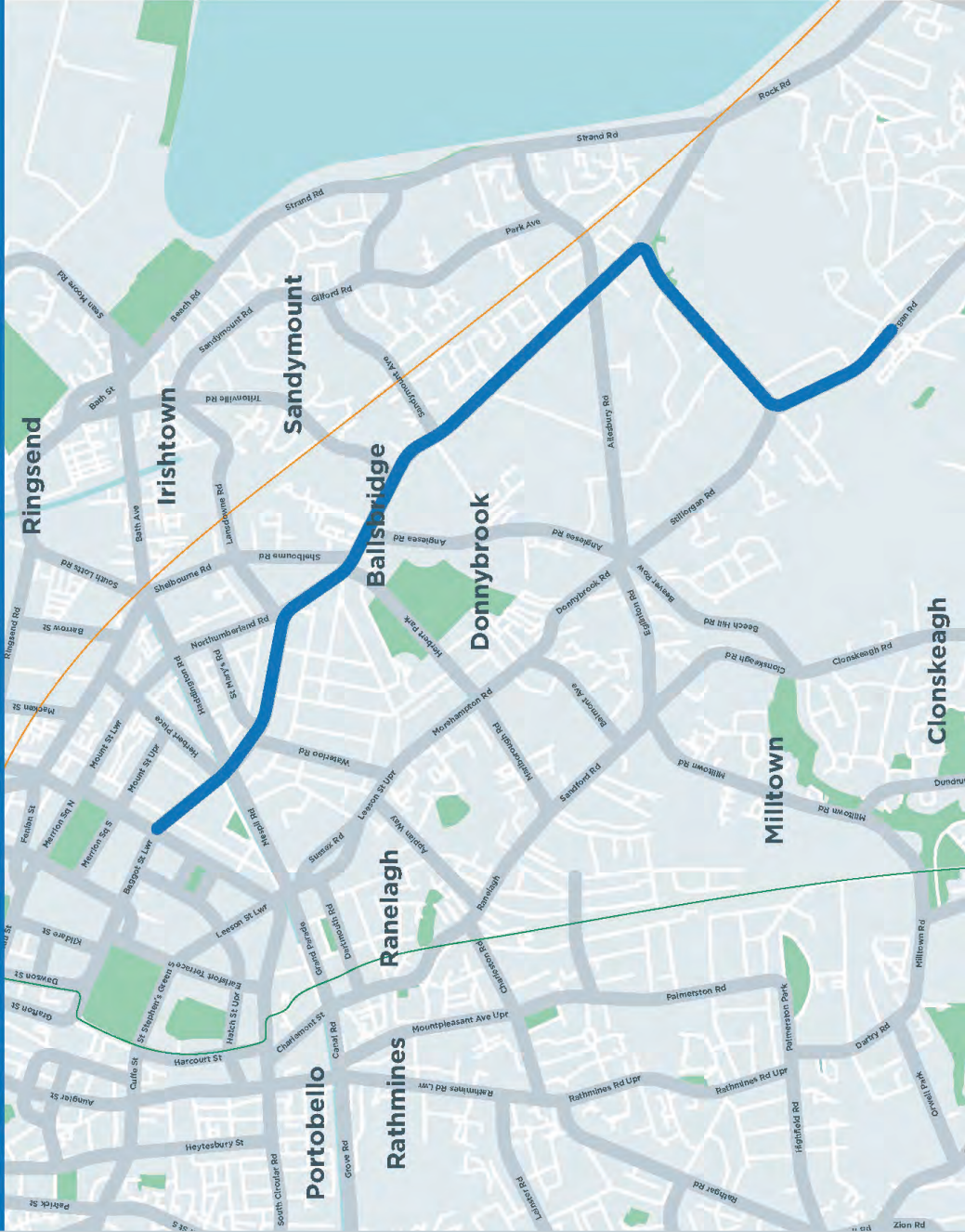
- Shankill Village is constrained in terms of available road space, making bus and cycle provision very challenging. A proposal is to divert cyclists around Shankill Village via a series of quiet routes and new cycling links to the east of the village.

- 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

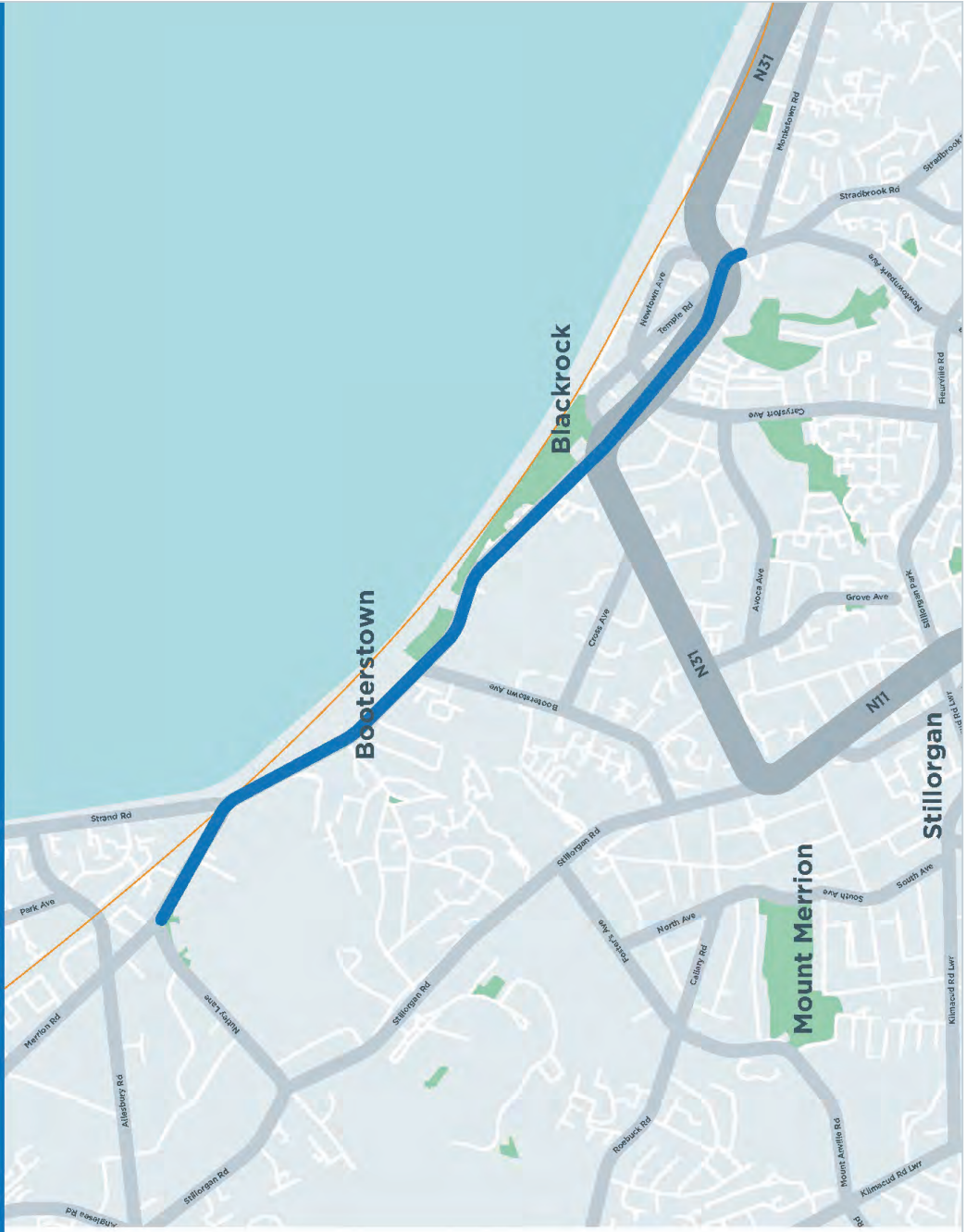
- A number of significant traffic junction reconfigurations would be required together with some traffic movement restrictions at these locations.

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

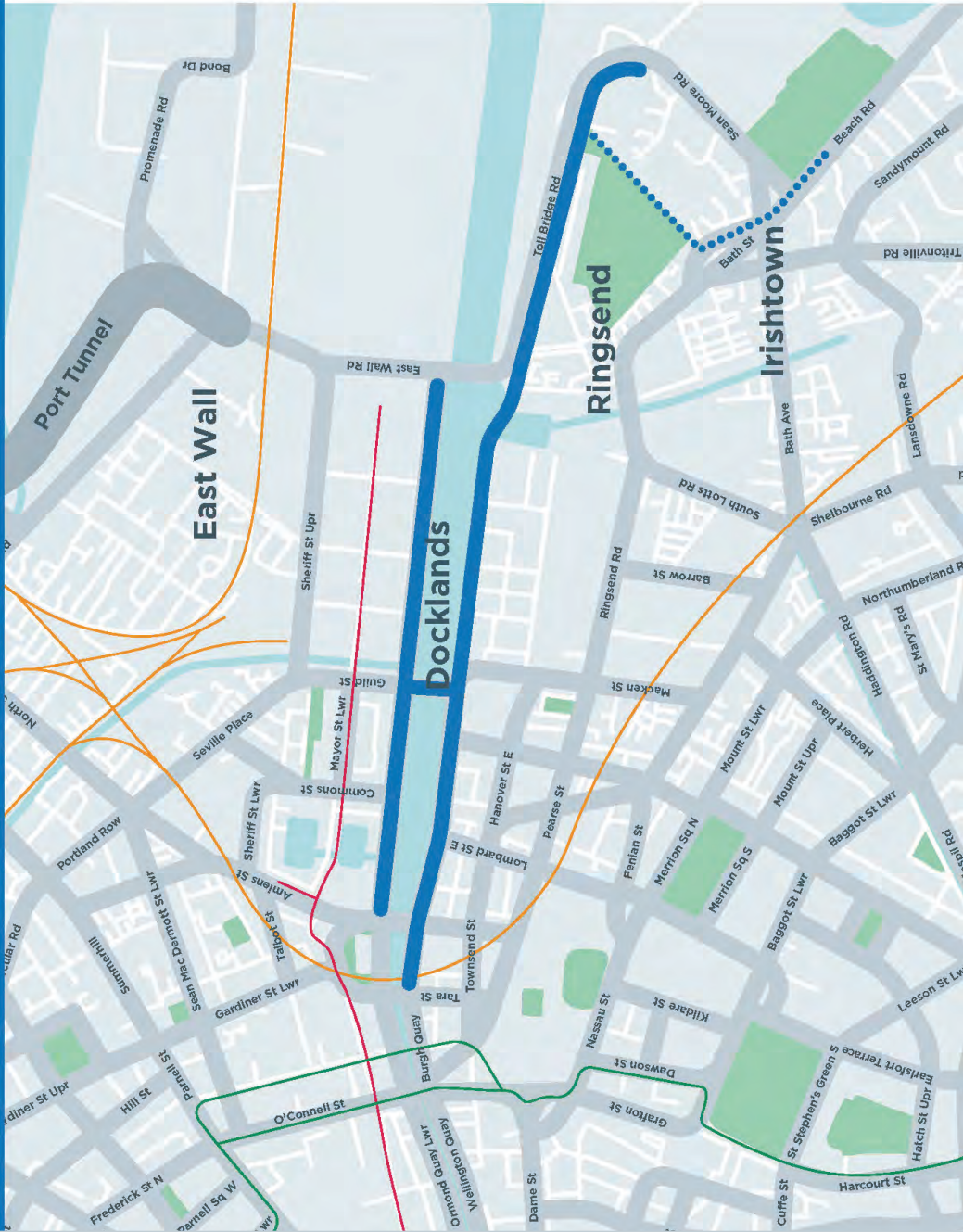
- Layout at Merrion Gates junction.
- Proximity to Booterstown Marsh, an environmentally designated area.

— 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

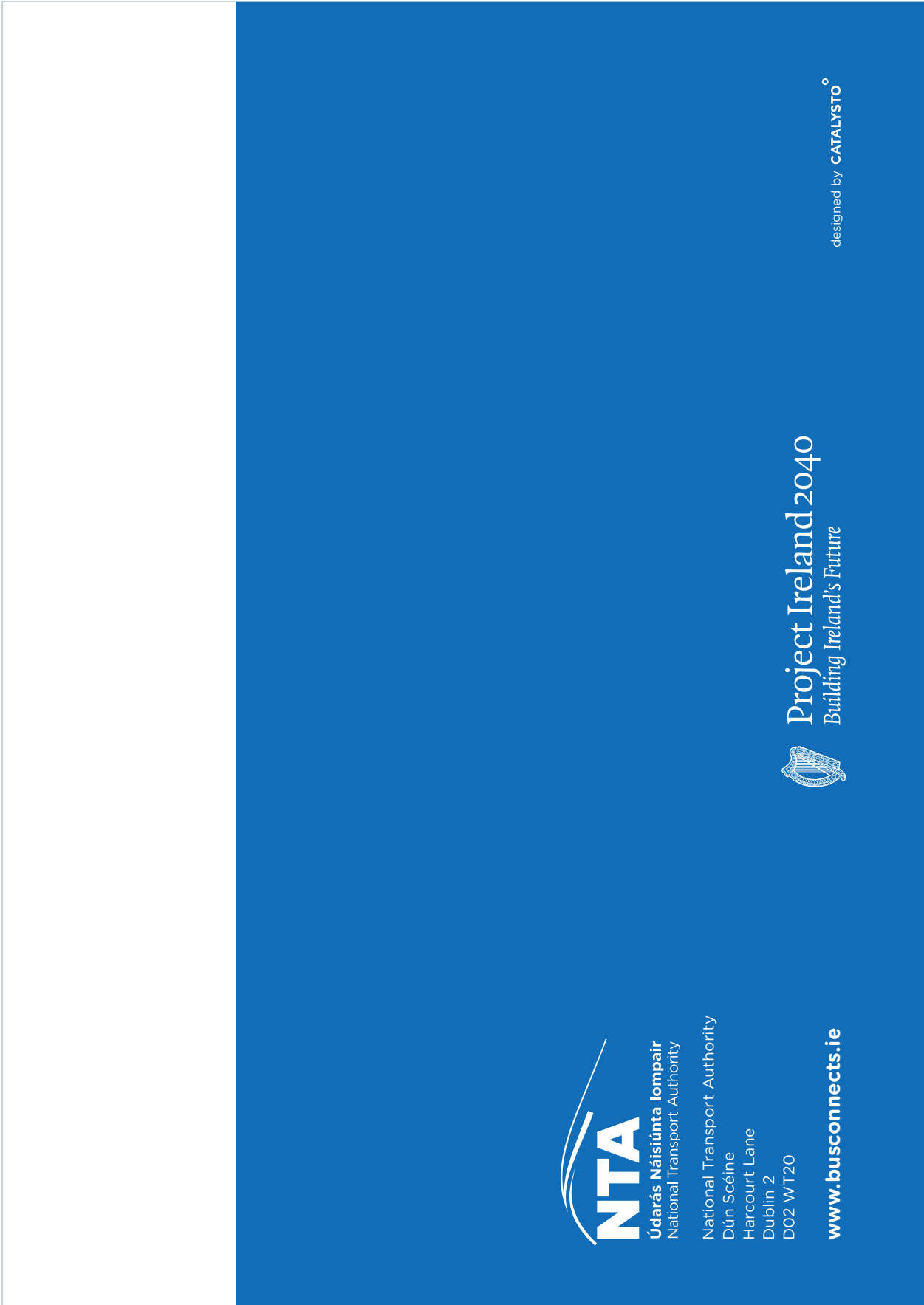
- Will require the introduction of a contraflow bus lane on City Quay.
- Restricted width at two Scherzer lifting bridges, which are protected structures.
- New bridge required over the River Dodder at the east end of Sir John Rogerson's Quay.

- Bus Route
- Alternative Cycle Route



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2.

Core Bus Corridors Project Discussion Document - 12th June 2018

2B

Core Bus Corridors Project Discussion Document Presentation by Anne Graham

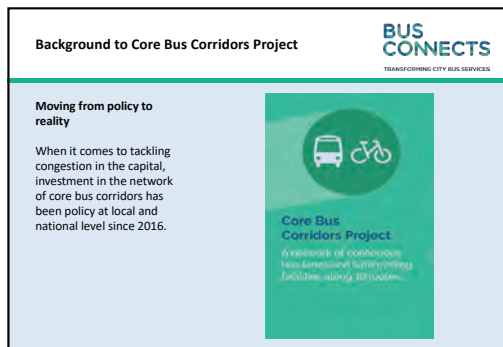
Copy of the presentation by NTA CEO Anne Graham when the Authority published the Core Bus Corridors Project Report on 12 June 2018.



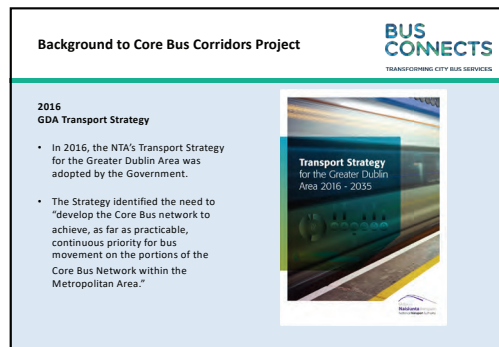
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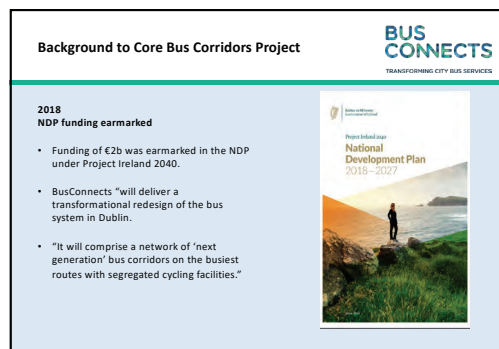
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4



5




6

BusConnects – a national programme

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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

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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.

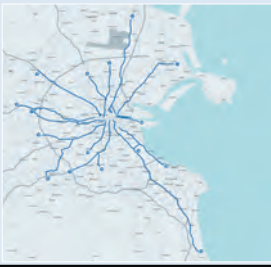


8

Where are the radial Core Bus Corridors

BUS CONNECTS
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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. Clonsilla to Drimnagh
9. Greenhills to City Centre
10. Kimmage to City Centre
11. Tallaght to Terenure
12. Rathbarham to City Centre
13. Bray to City Centre
14. LICO Ballybride to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre



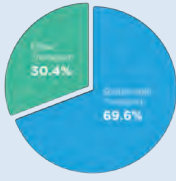
9

Why invest in bus?

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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.

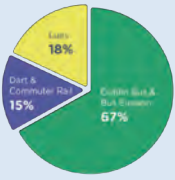


10

Bus trends – annual passenger demand

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- 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

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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
TRANSFORMING CITY BUS SERVICES

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

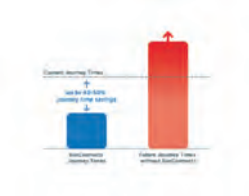
Benefits

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

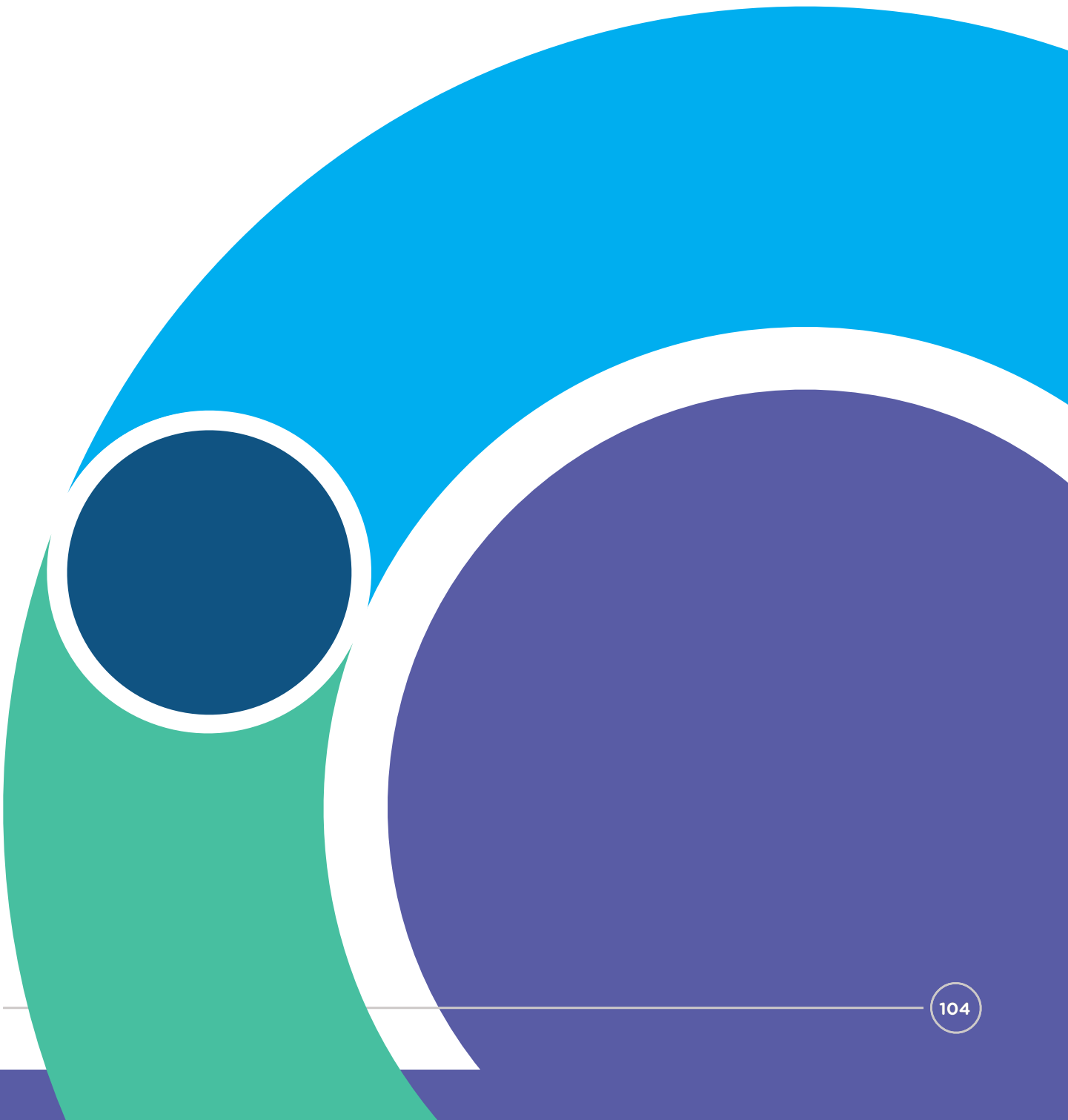
BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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

From: info@busconnects.ie
Sent: Tuesday 12 June 2018 16:31
Subject: BusConnects Dublin - Core Bus Corridors Project



Dear Deputy,

Today the National Transport Authority is publishing a discussion document on the Core Bus Corridors Project, which sets out draft proposals to vastly improve bus journey times and cycling priority along congested corridors in Dublin. The project is a central element of the BusConnects strategy launched last year.


By dramatically increasing the level of segregated bus infrastructure on 16 core bus corridors identified in the attached map, we can improve the bus experience for a growing number of passengers in our capital city. On each of these corridors, we will also provide high quality cycling facilities segregated from bus and general traffic lanes as far as is practicable.

We are publishing the discussion document to ensure you and members of the public are kept informed of the progress made on the overall plan. In October, we will publish detailed proposals for each of the corridors and undertake a full public consultation. At this stage, we will be in a position to answer detailed questions on specific local issues.

For more information on the project and to read the details discussion document, please visit www.busconnects.ie. Moreover, a printed version of the document will also be delivered to you.

Yours sincerely,
Anne Graham
CEO, NTA

Contact information:
Email: info@busconnects.ie
Freefone: 1800 303 653



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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:

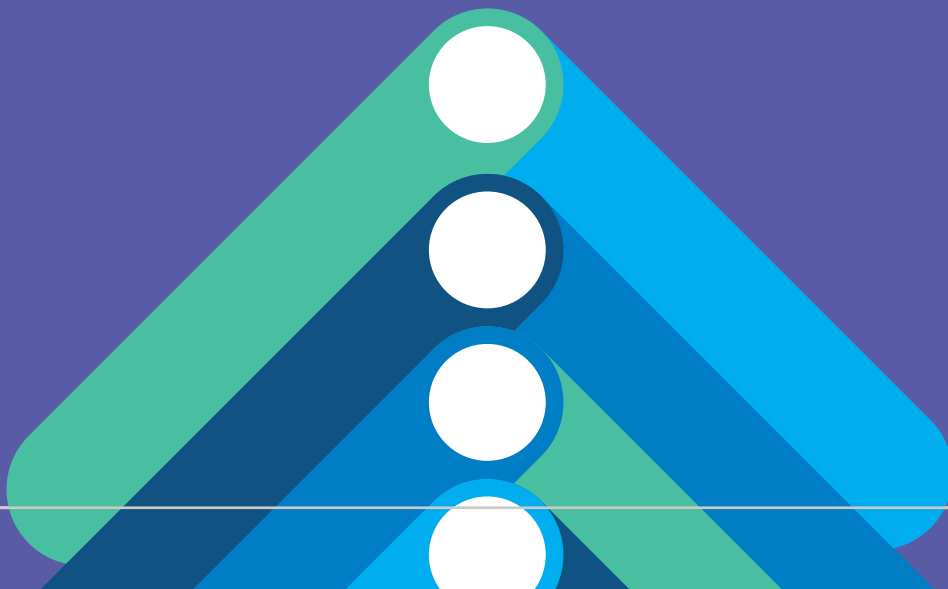
Email: info@busconnects.ie

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

Bray to City Centre Core Bus Corridor Emerging Preferred Route Brochure - February 2019

- English
- Irish Cover
- Easy to read

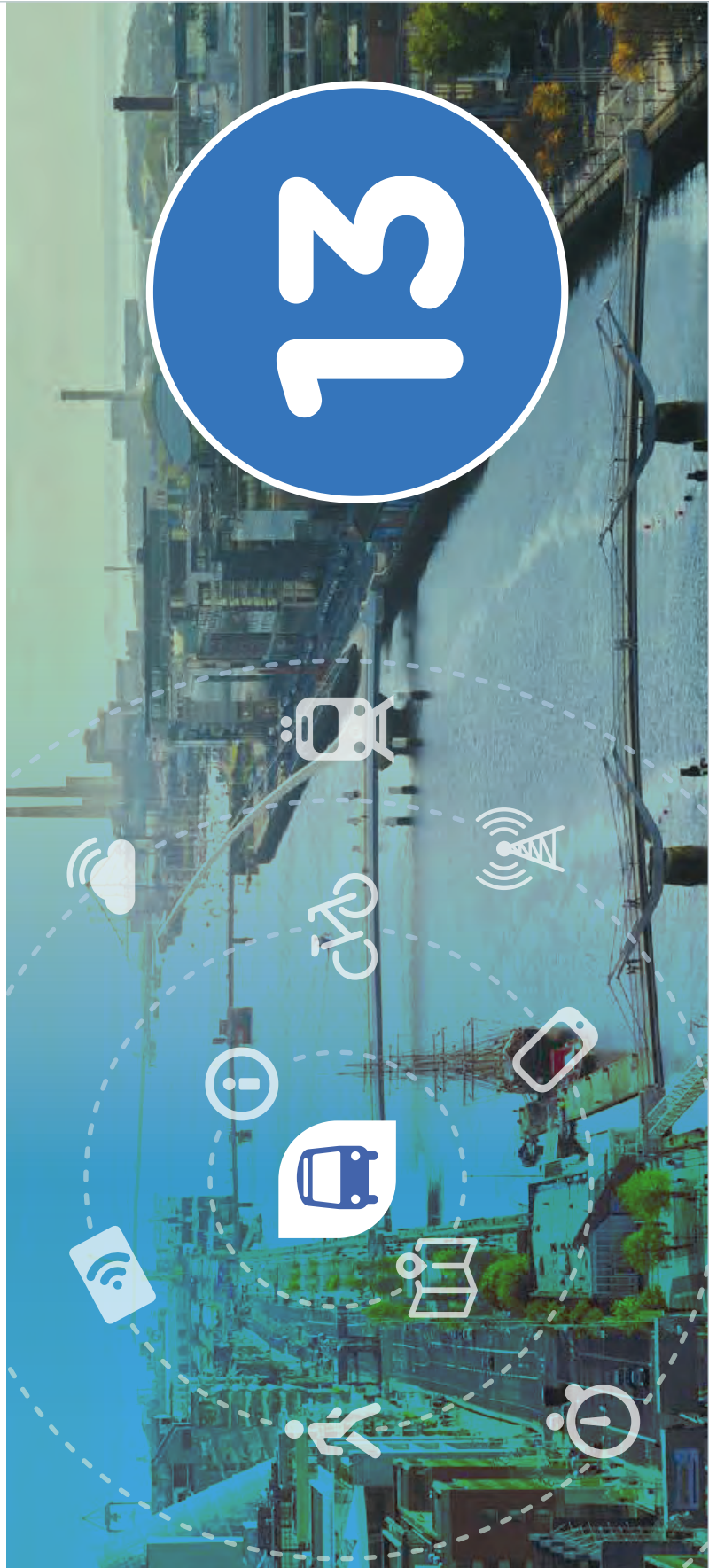
BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

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

Bray > City Centre Core Bus Corridor

Emerging Preferred Route
Public Consultation February 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?

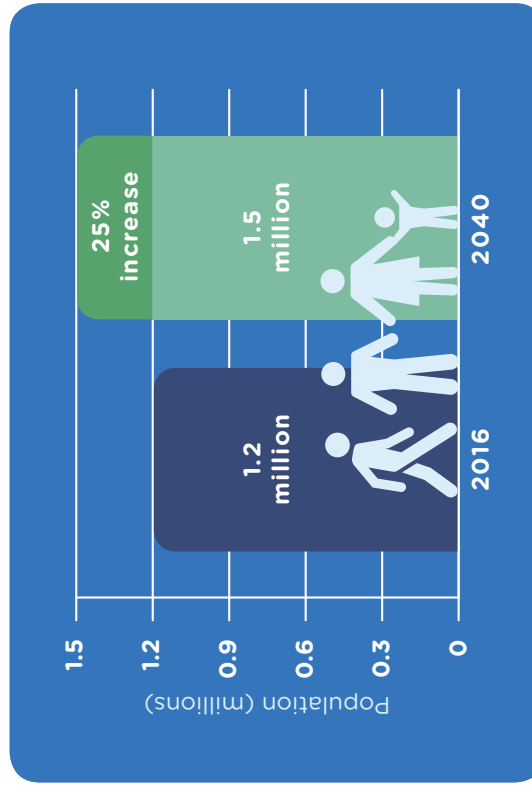
➤ **Congestion** – Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. Ireland's economic recovery from the recession is seeing significant increases in the number of people working 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



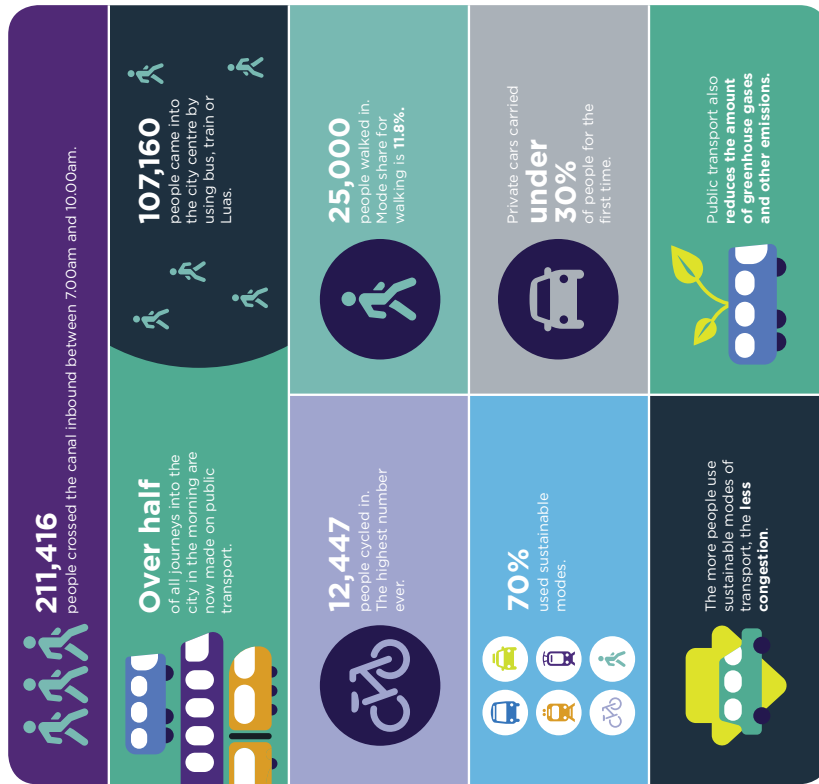
SECTION 1

➤ **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



SECTION 1

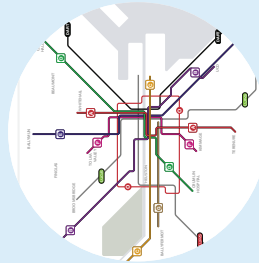
1.3 What is BusConnects Dublin?

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.



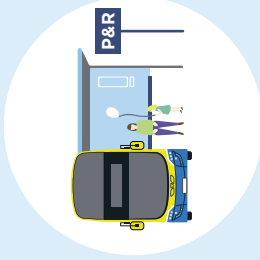
- ▶ Redesign of the Dublin area bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services.



- ▶ 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.



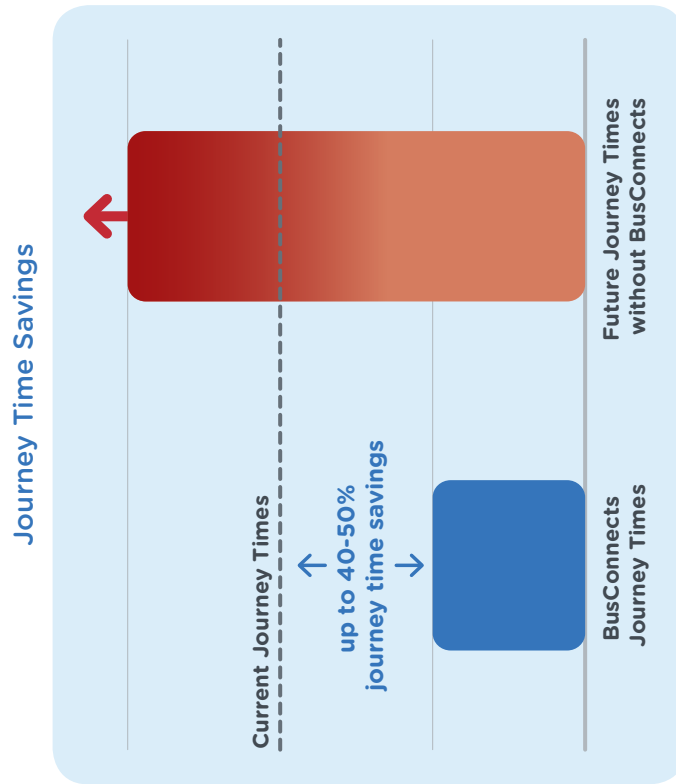
- ▶ New bus stops and shelters with better signage and information.
- ▶ Provision of bus based Park and Ride sites in key locations.

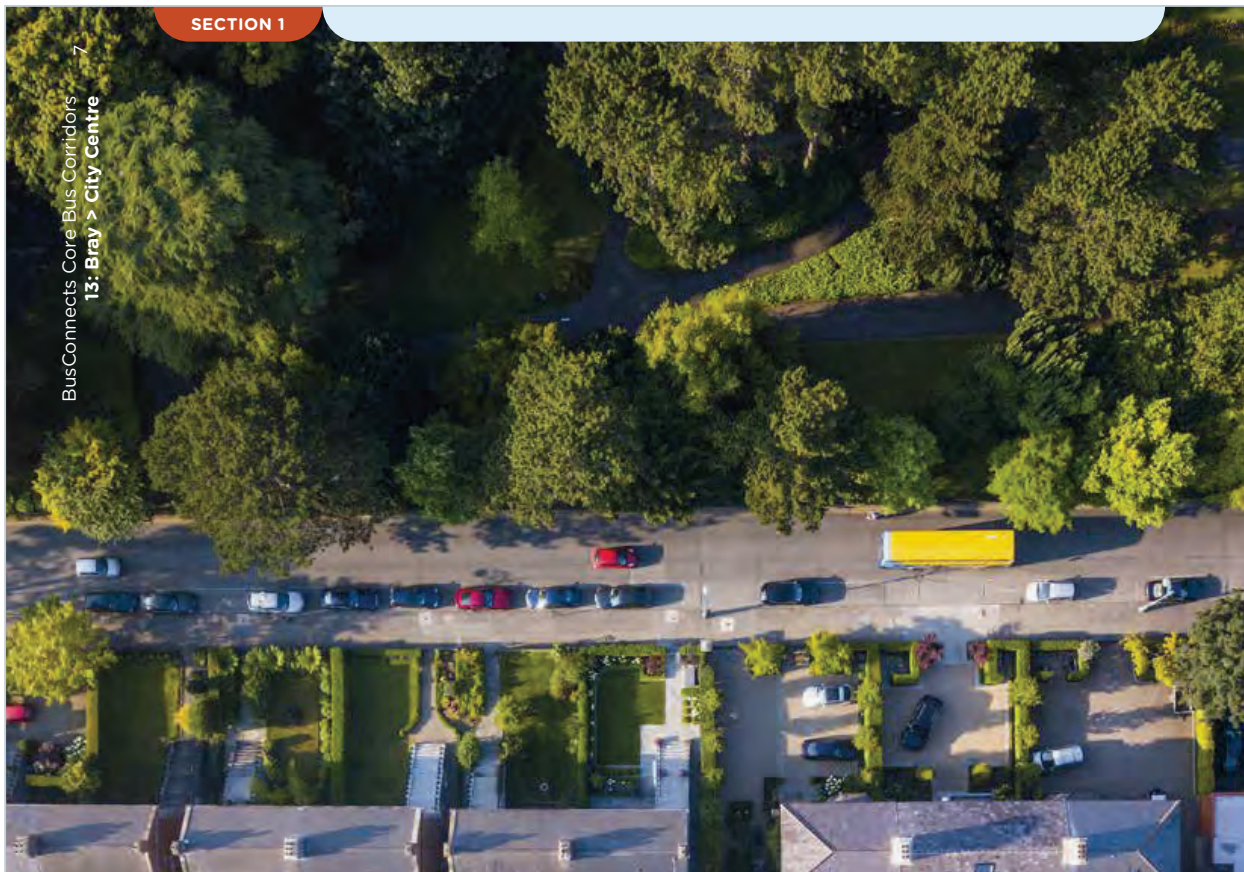


- ▶ Transitioning to a new bus fleet with low emission vehicle technologies.

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.





BusConnects Core Bus Corridors
13: Bray > City Centre

- **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.

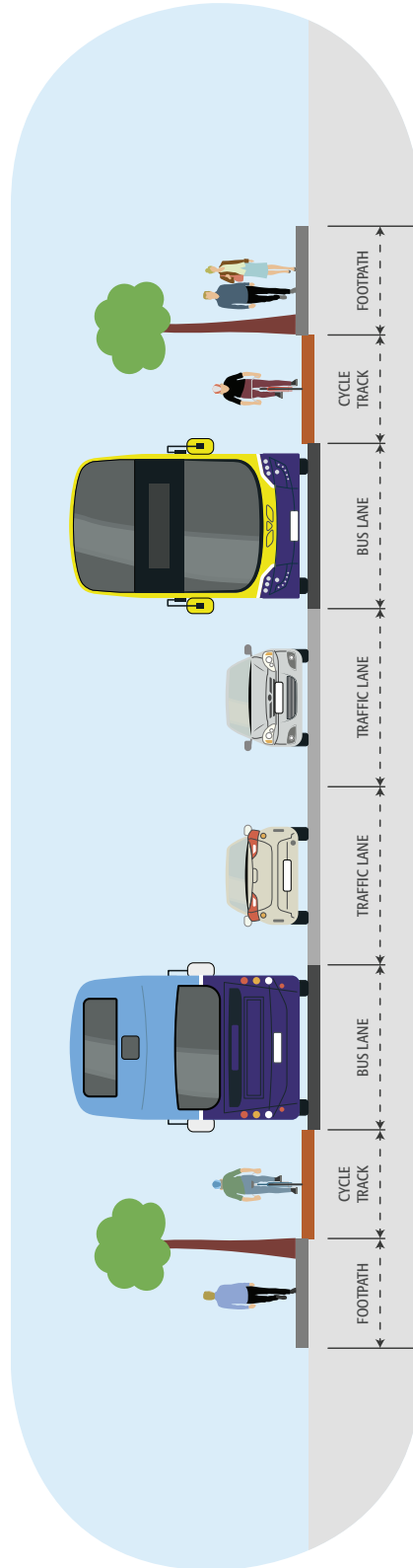
1.5 What does the core bus corridor project entail?

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

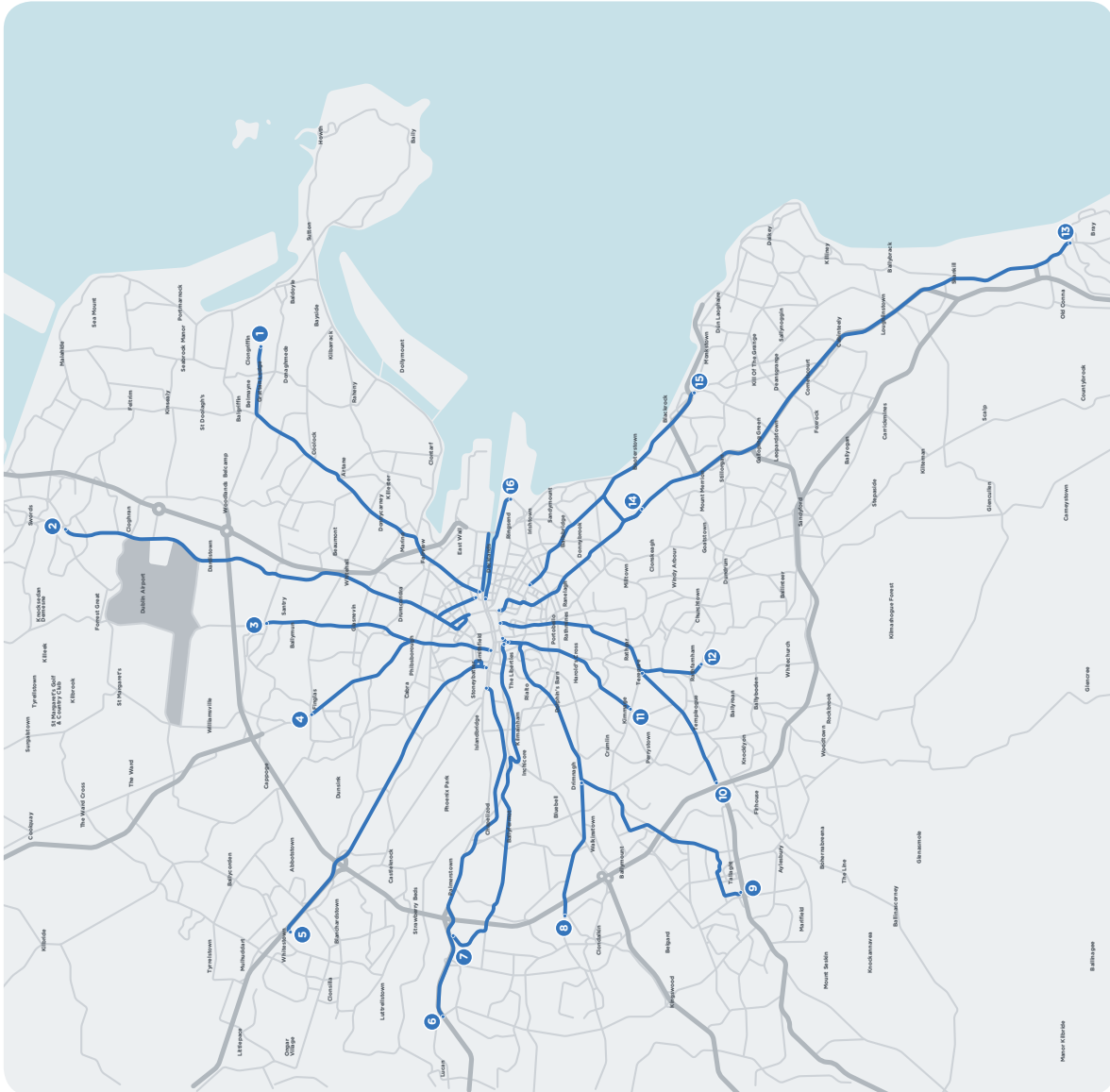


BusConnects Core Bus Corridors
13: Bray > City Centre

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 Bray 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 Bray to City Centre Overview

The Bray Core Bus Corridor (CBC) commences at Nassau Street and progresses through Kildare Street to St Stephen's Green North and East, turning south on Leeson Street Lower. The corridor runs along Leeson Street Lower and Upper including the existing one-way system on Sussex Road. It continues on Morehampton Road and Donnybrook Road through Donnybrook Village, and on to the Stillorgan Road, intersecting with the UCD to City Centre Core Bus Corridor at Nutley Lane and the Belfield Interchange entrance to University College Dublin (UCD). It continues south on Stillorgan /

Bray Road as far as the Loughlinstown Roundabout. The route then proceeds along the R837 Dublin Road through Shankill and on to the R119 Dublin Road. The route continues along R119 through the M11 access roundabout and onto the R761 Dublin Road north of Bray. The route terminates at the Dargle River Crossing and ties into Bray Main Street current road layout.

2.2.1 Nassau Street to UCD – Nassau Street, Kildare Street, St Stephen's Green North, St Stephen's Green East, Leeson Street Lower, Leeson Street Upper including the one-way system on Sussex Road, Morehampton Road, Donnybrook Road through Donnybrook Village, Stillorgan Road

It is proposed to commence this CBC at the junction of Nassau Street and Dawson Street where it joins the prevailing city centre network. From Nassau Street it progresses through Kildare Street to St Stephen's Green North and East, turning south on to Leeson Street Lower. Continuous bus priority and segregated cycle tracks are achieved through these city centre streets except for Kildare Street where lanes would be shared with general traffic between Molesworth Street and St. Stephens Green North. The existing cycle and bus lane facilities will be retained on St. Stephens Green East. It is proposed to convert the near side northbound general traffic to a bus lane. This will provide bus priority in each direction on this street. The corridor runs along Leeson Street Lower and Upper achieving continuous bus priority and segregated cycle tracks in each direction including the one-way system on Sussex Road. It is proposed to achieve continuous bus priority and segregated cycle tracks in each direction along Morehampton Street and Donnybrook Road through Donnybrook Village and the Stillorgan

SECTION 2

Road to UCD, except for a constrained section on Donnybrook Road at The Crescent where cyclists will have to use the bus lanes. It is intended to reduce the traffic speed limit through this area to 30 kph to improve safety for cyclists where segregated cycle lanes cannot be achieved. Bus priority signals are proposed at the Waterloo Road, Wellington Place, Marlborough Road, Belmont and Beaver Row junctions.

This section of the route will require limited road widening in the area of The Crescent, and between Anglesea Road and Airfield Park. The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

2.2.2 UCD Entrance to Lower Kilmacud Road

At the Belfield Interchange UCD Entrance, it is proposed to retain a bus lane on the following arms of the junction:

- Southbound on-ramp;
- Northbound off-ramp; and
- Northbound on-ramp.

It is intended to provide a new bus lane on the following arms of the junction:

- Southbound off ramp; and
- Stillorgan Road Overbridge.

It is proposed to provide improved bus stop facilities on each arm of the junction. The final UCD bus interchange arrangement will be developed in collaboration with the emerging UCD masterplan. It is intended to provide segregated cycle tracks on each of the

junction arms and on the overbridge. Segregated cycle facilities will be provided between Ashfield Park and Stillorgan Road. Existing on-street parking facilities within this area are proposed to be maintained.

On the Stillorgan Road between Seafield Road and Foster's Avenue it is intended to provide a bus lane and two general traffic lanes in each direction. A short length of two-way segregated cycleway will be provided on each side in this area due to the proximity to UCD.

Between Belfield Park and Lower Kilmacud Road, it is proposed to provide a bus lane and two general traffic lanes plus a one-way segregated cycle track in each direction. It is proposed to extend the left turn slip and protected cycleway on the northbound approach to Foster's Avenue; and it is intended to retain the existing pedestrian link to South Hill Park. Between Tresdale and Priory Drive, it is proposed to upgrade the existing pedestrian crossing to a toucan crossing to facilitate cyclists. To reinforce cyclist safety it is intended to remove the left turn slip road to Trees Road Lower. A new toucan crossing is planned between Patrician Villas and St. Laurence Park. It is also proposed to provide new footway links to the existing pedestrian underpass by modifying the existing structure. At the junction with Lower Kilmacud Road is intended to realign the junction to provide improved pedestrian refuges.

2.2.3 Lower Kilmacud Road to Loughlinstown Roundabout – Stillorgan Road, Bray Road

It is proposed to maintain one bus lane and two general traffic lanes in each direction. Improved segregated cycle tracks and pedestrian footways will be provided along this section of the route. It is intended

to upgrade the existing pedestrian crossing adjacent to Merville Road / Glenalbyn Road to allow cyclists to use this crossing.

At Brewery Road it is proposed to upgrade the junction to improve the cycle lane facilities. At the junction of Leopardstown Road, it is intended to provide a protected cycle lane on the southbound approach on the Stillorgan Road, and it is also proposed to extend the left lane on the north approach to the junction with a protected cycle lane for cyclists moving through the junction.

It is intended to provide new crossing points for both cyclists and pedestrians adjacent to Knocksinna. Local bus stops will be upgraded to minimise potential conflicts between cyclists and pedestrians waiting to access the buses.

At the Kill Lane junction, it is intended to retain the existing pedestrian crossing. The existing signalised crossing at this location will be upgraded to facilitate cyclists crossing the Stillorgan Road. At the junction with the Westminister Road it is proposed to remove the existing U-turn filter lane to facilitate a new pedestrian / cyclist crossing. It is intended to provide a pedestrian link from the Stillorgan Road to South Park Estate. Between South Park Estate and Cornelscourt Shopping Centre pedestrian bridge, it is proposed to reinstate the footway and provide a segregated cycle track in each direction.

At the Clonkeen Road Junction on the southbound approach it is intended to reconfigure the existing central reserve to facilitate a new cyclist / pedestrian crossing. At the Wyattville Road Junction it is intended to remove the existing on-road southbound cycle track and provide a new off-road two way cycle track.

At the Loughlinstown Roundabout it is proposed to signalise the existing roundabout and to provide a continuous bus lane outbound through the junction towards Shankill. The northbound bus lane from Shankill will stop short of the southside of the roundabout junction and resume to the north of the junction on the Bray Road. By signalising the junction it will control traffic and ensure bus priority.

2.2.4 Loughlinstown Roundabout to Dargle River Crossing – Dublin Road through Shankill to Bray, Castle Street to Bray Main Street

South of Loughlinstown Roundabout it is proposed to provide one bus lane and one general traffic lane in each direction. A two-way segregated cycle track is planned between the roundabout and the entrance to the Seaview Gate development. At this point a new pedestrian /cyclist crossing will be provided allowing a single segregated cycle track in each direction south to St Anne's Church. This section of the route will require road widening on both sides of the road. The indicative extents of this land take are shown on the drawings shown in the Appendix of this brochure.

At the junction of Dublin Road and Stonebridge Road the existing junction is intended to be upgraded to facilitate bus priority, and the junction between Dublin Road and Shanganagh Road is proposed to be upgraded and signalised to provide bus priority and new pedestrian crossing facilities.

Because of width restrictions approaching, and through, Shankill Village, an alternative cycle route / shared surface is proposed along Lower Road, Stoneview Close and Mountain View, rejoining the Dublin Road at the junction with Crinken Lane. This will require the creation of

SECTION 2

new links for cyclists (and pedestrians) between the Dublin Road and Lower Road, between Lower Road and Stoneview Close and between Stoneview Close and Mountain View.

Between Shanganagh Road junction and Cluain Na Greine Court some bridge widening work is proposed, but it will not be possible to provide a wider cross-section on this stretch due to level differences between the road and the adjacent lands. It is proposed to retain the existing general traffic lanes. Bus priority on this section will be maintained through the installation of priority signals. Between Cluain Na Greine Court and Cherrington Road a continuous southbound bus lane is intended to be provided. The northbound bus lane will be intermittent to minimise the required land take on this section. Again bus priority will be maintained through the use of traffic signals.

From Cherrington Road to the existing M11 access roundabout it is proposed to provide a bus lane and a general traffic lane in each direction. Land take may be required on both sides of the road. The indicative extents of this land take are shown on the drawings shown in the Appendix of this brochure. As mentioned above, the off-line cycle track will rejoin the Dublin Road south of the Crinken Lane junction where segregated cycle tracks on each side will resume.

From the M11 junction to the Dargle River Crossing, it is proposed to continue with a bus lane, general traffic lane and a segregated cycle track in each direction. It is proposed to replace the M11 access roundabout with a signalised priority junction. The junction with Corke Abbey Avenue is intended to be upgraded to improve bus priority and pedestrian facilities. It is proposed to remove the existing uncontrolled pedestrian crossings and refuge islands between Chapel Lane and Upper Dargle Road. It is intended to upgrade the junction

with the Upper Dargle Road to provide bus priority and pedestrian facilities. Again land take may be required on both sides of the road. The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

By widening the Dargle River Crossing it proposed to maintain a southbound bus lane and two general traffic lanes plus add a segregated cycle track in each direction in addition to facilitating better pedestrian footpaths. Bus priority for the northbound bus movement would be maintained by providing a queue relocation signal on the southside of the crossing.

2.3 Key Facts

- Approximate number of properties that may be impacted: **166**
- Approximate number of on-street parking spaces that may be removed: **8**
- Approximate number of roadside trees that may be removed: **330**
- Approximate route length: **13kms**
- Approximate new cycle lane length: **14kms**
- Current bus journey time: up to **55 mins**
- BusConnects journey time: **40-45 mins**
- Future Bus journey time without BusConnects: **70 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.

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.

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

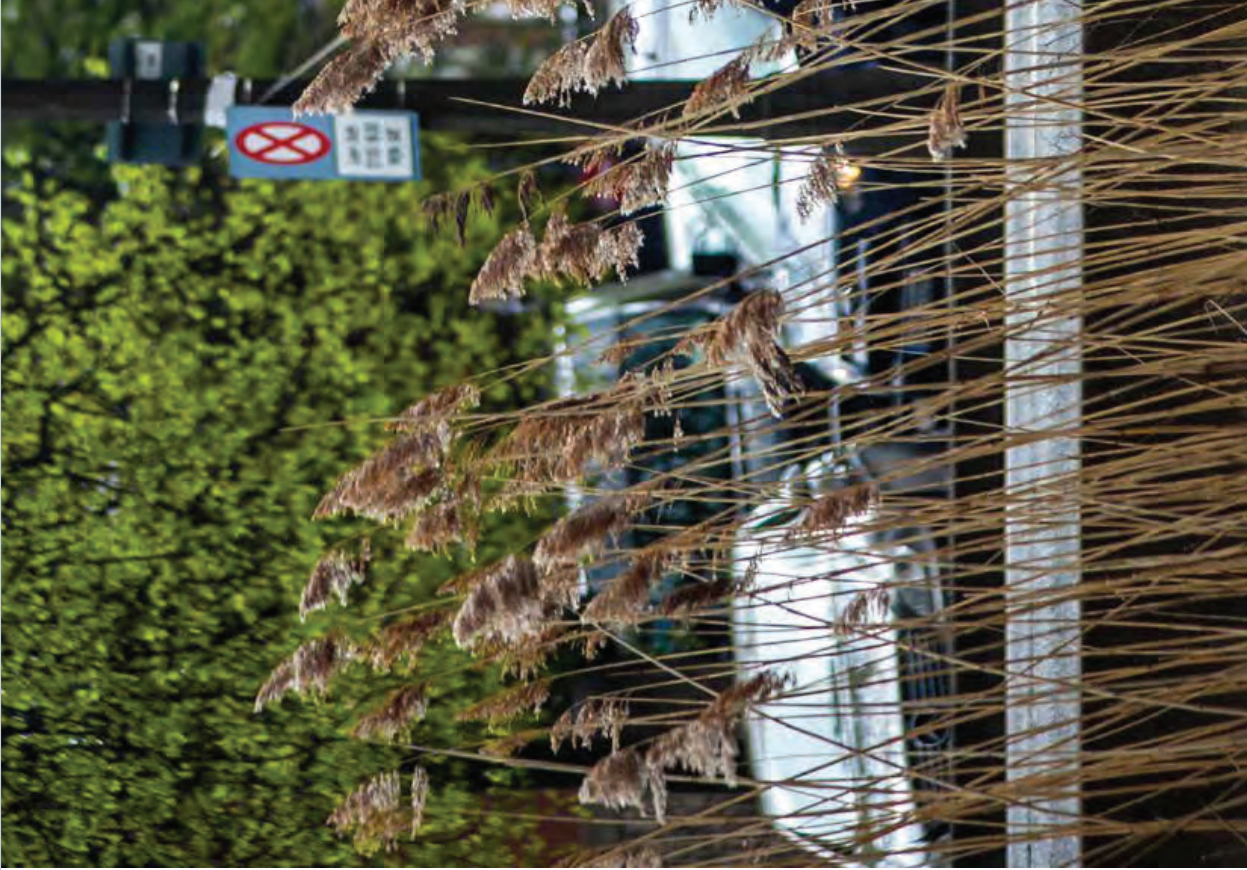
Where trees are removed from roadsides and footpaths we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations.

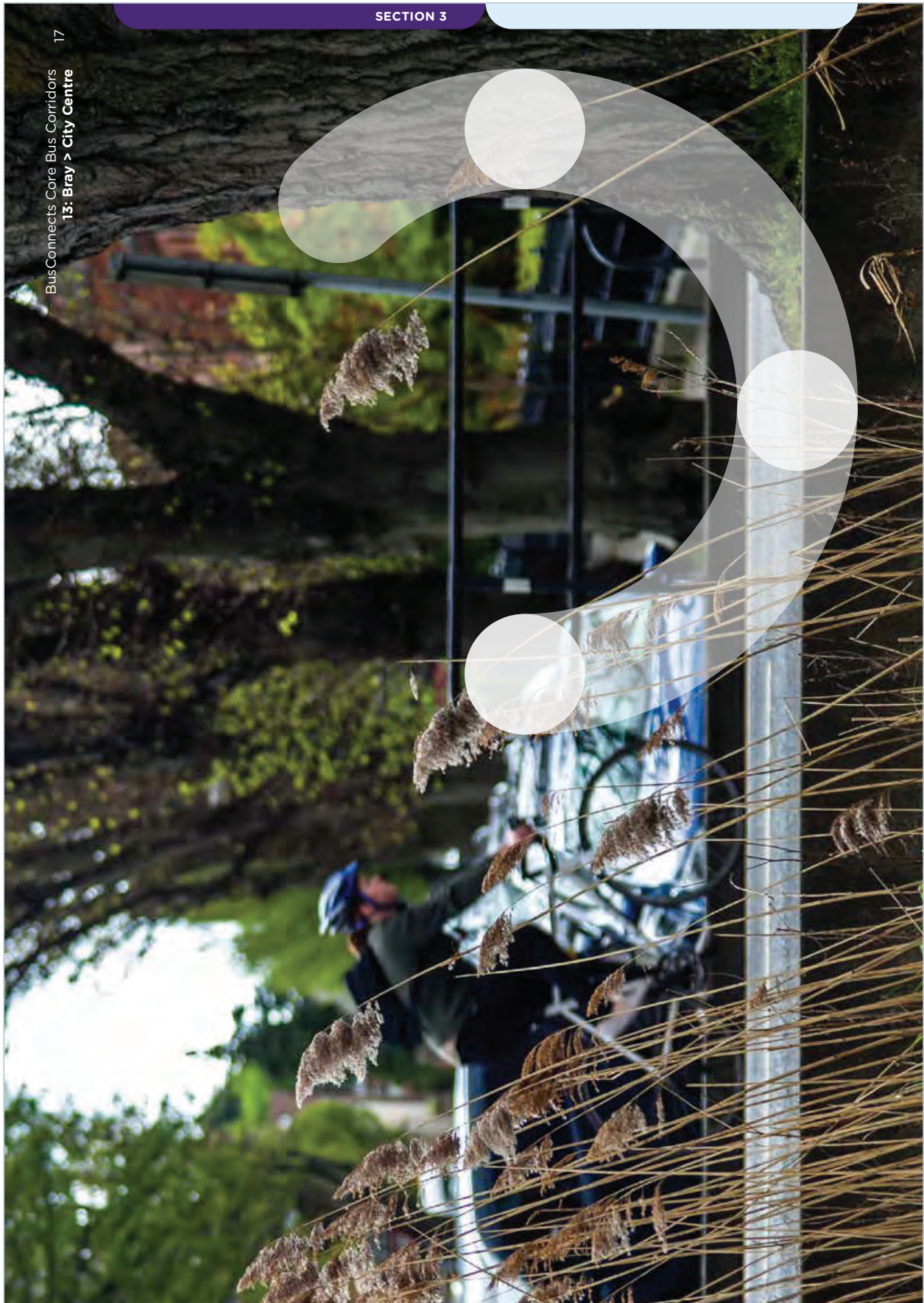
3.3.5 Urban Centre Improvements

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
13: Bray > City Centre

SECTION 3

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.

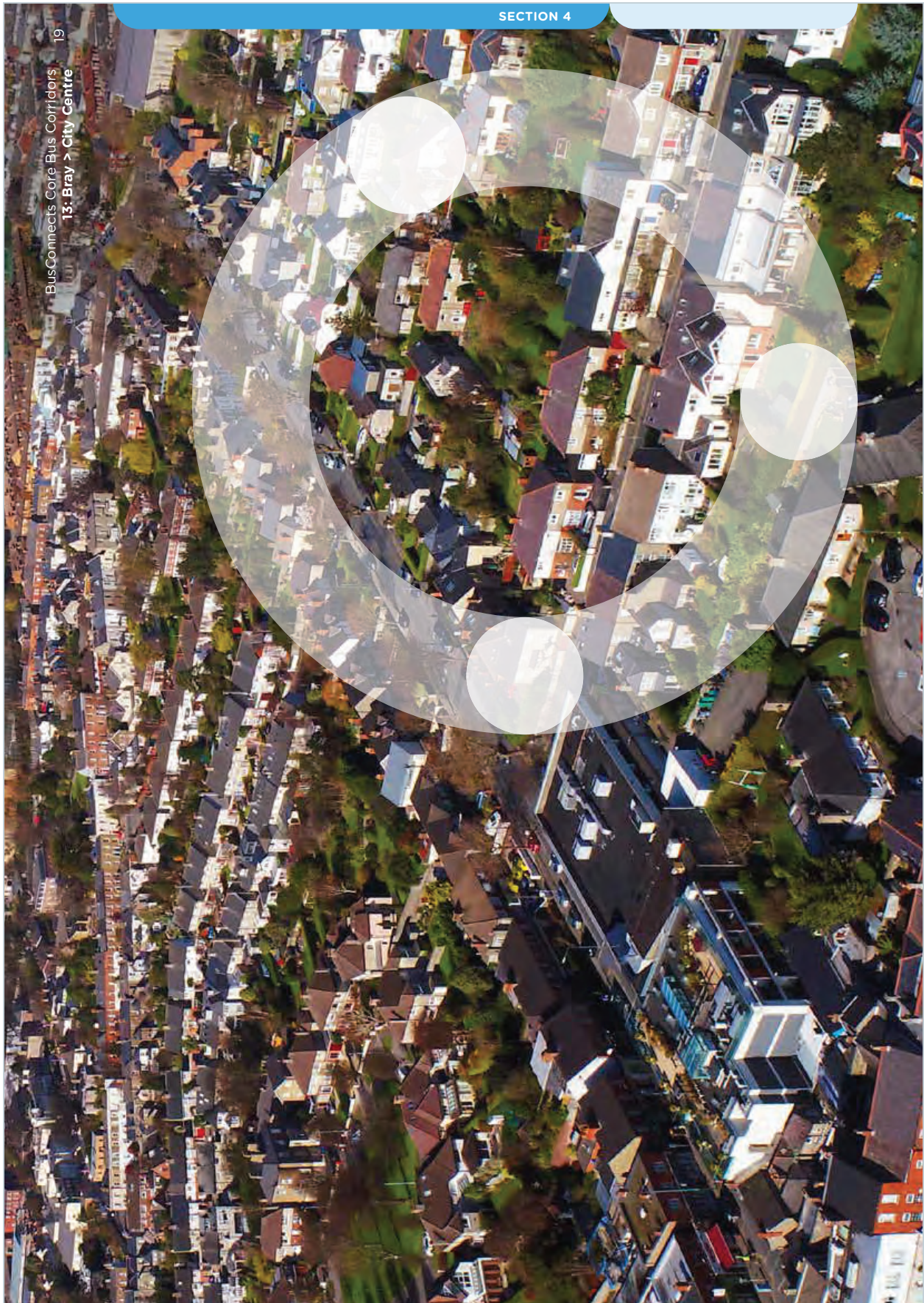
During 2019 to prepare the statutory planning documentation, the project design and environmental impact assessment will be progressed. During this time NTA will endeavour to minimise impacts on private lands. Direct dialogue between NTA and potentially impacted parties will continue to understand the 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:

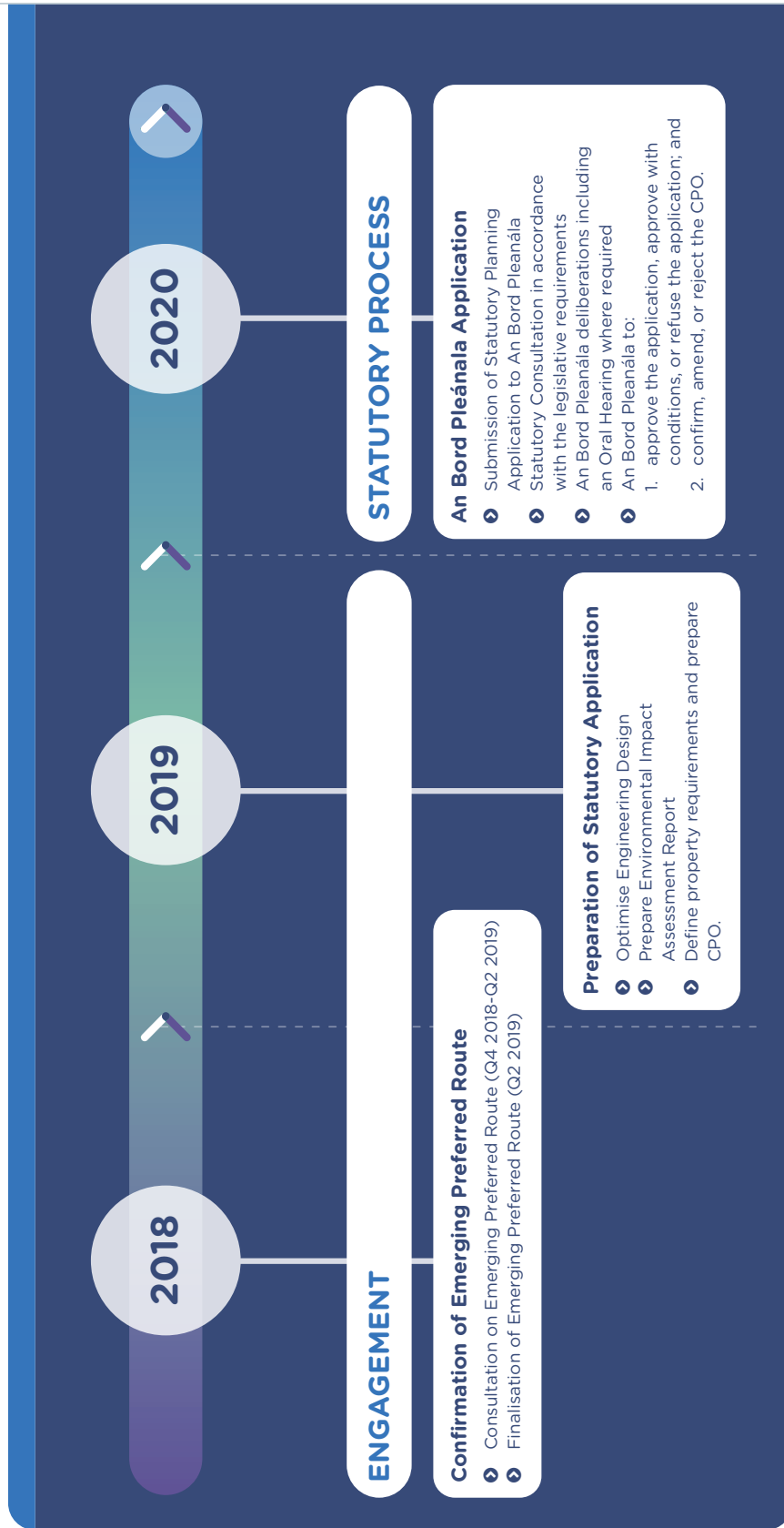
1. approve the application, approve with conditions, or refuse the application; and
2. confirm, amend, or reject the CPO.

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.

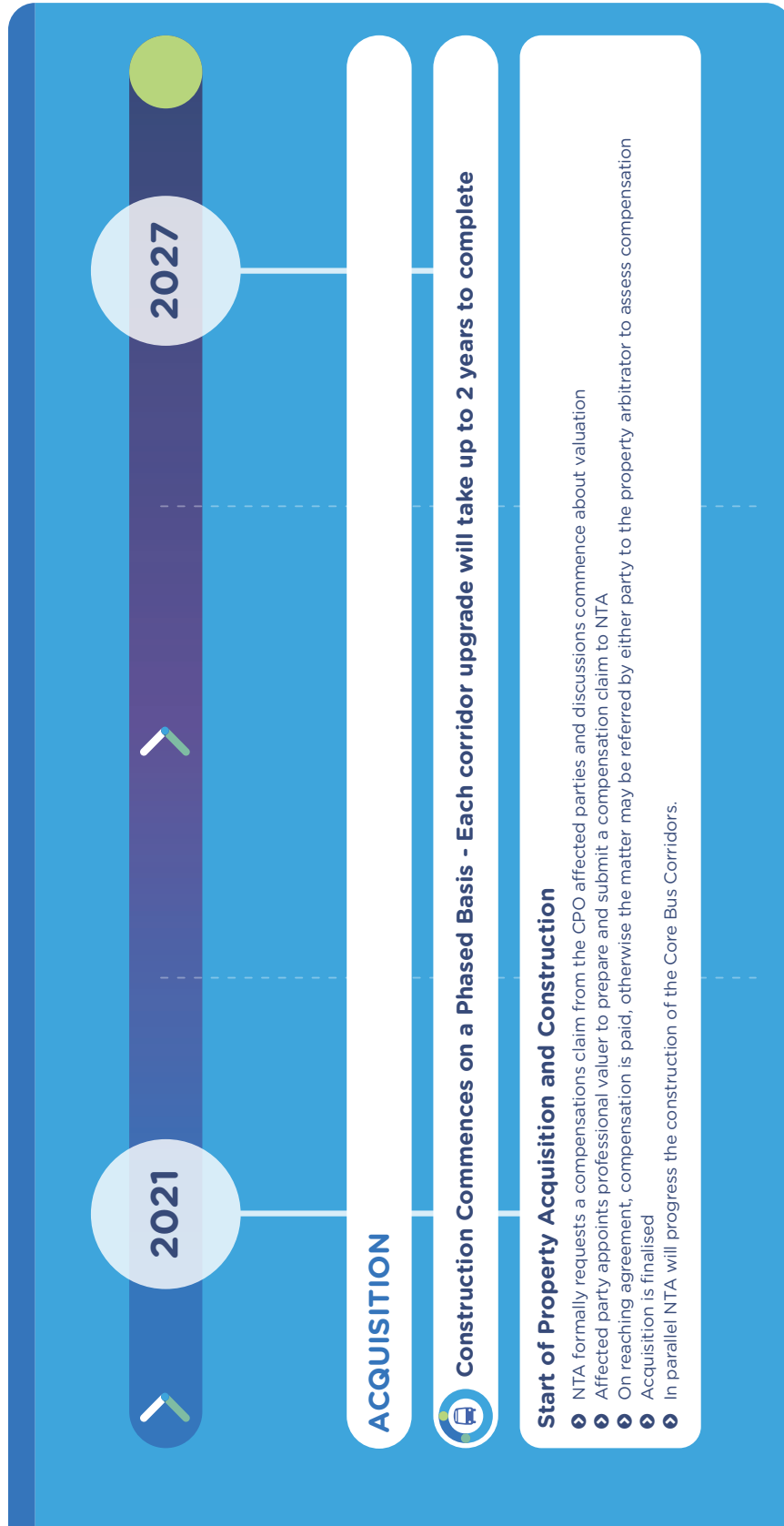


4.1 How the project will progress

How & when to get involved



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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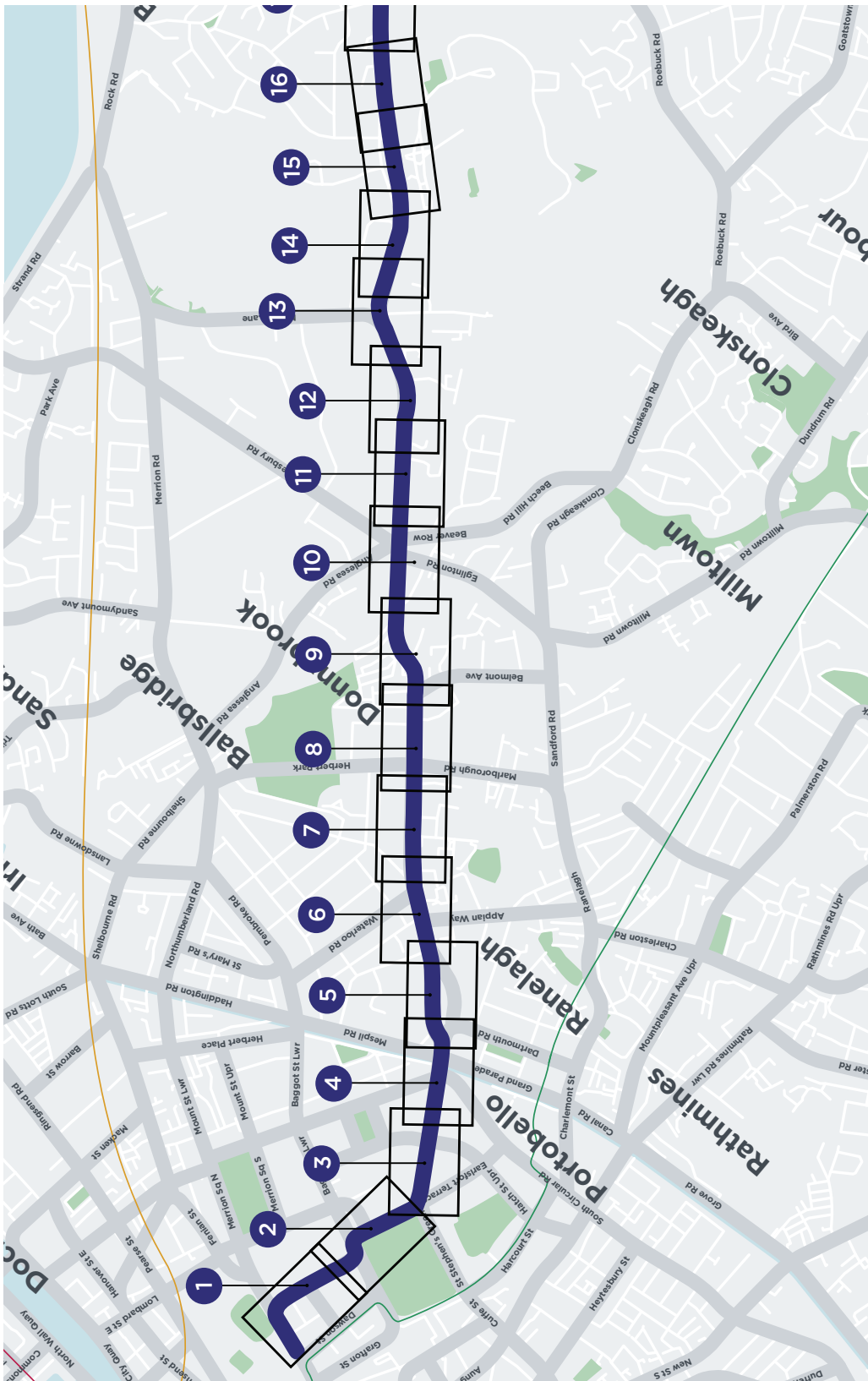
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6. Appendices

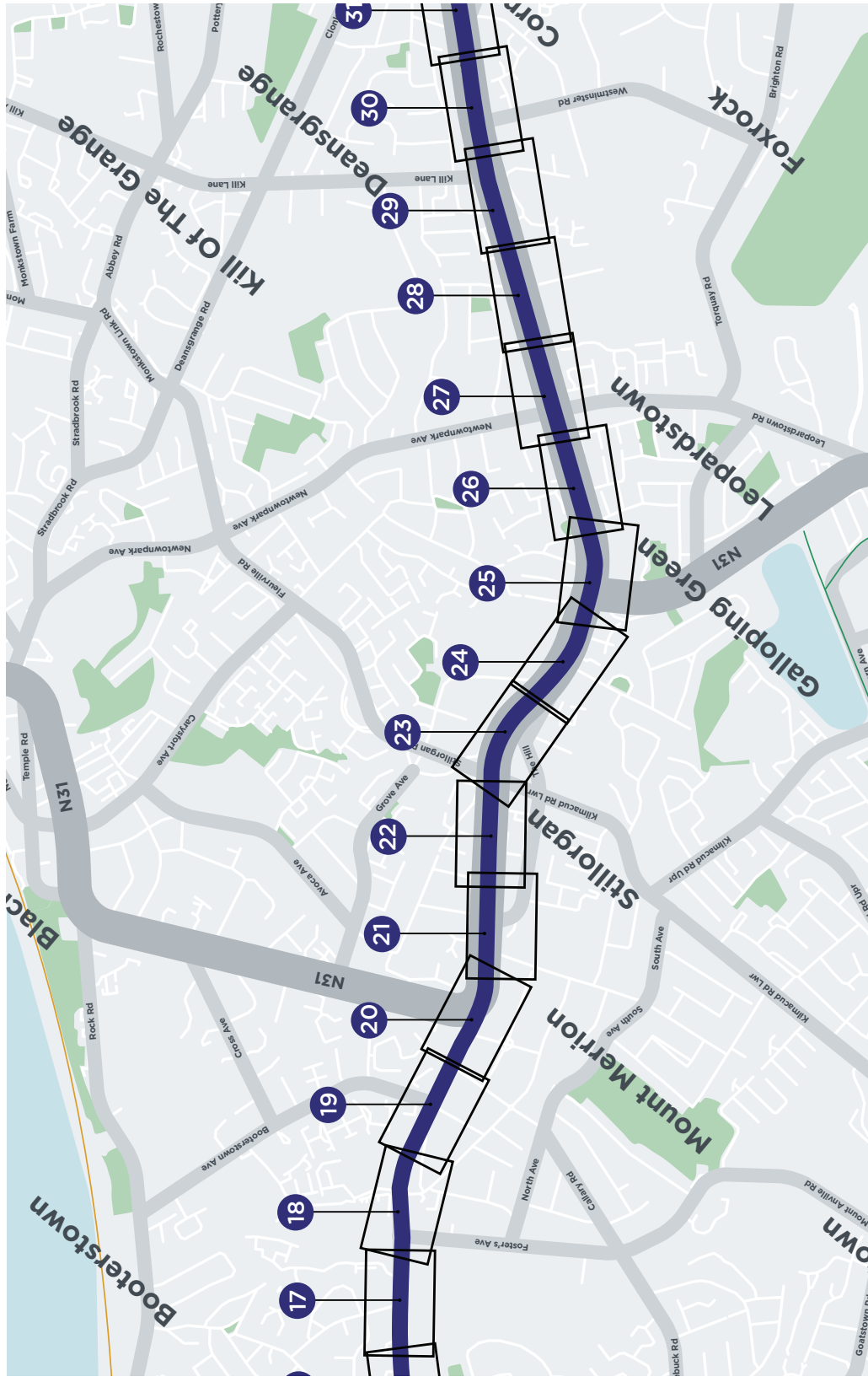
Index map
Route maps



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.

Bray City Centre Index Map (continued)

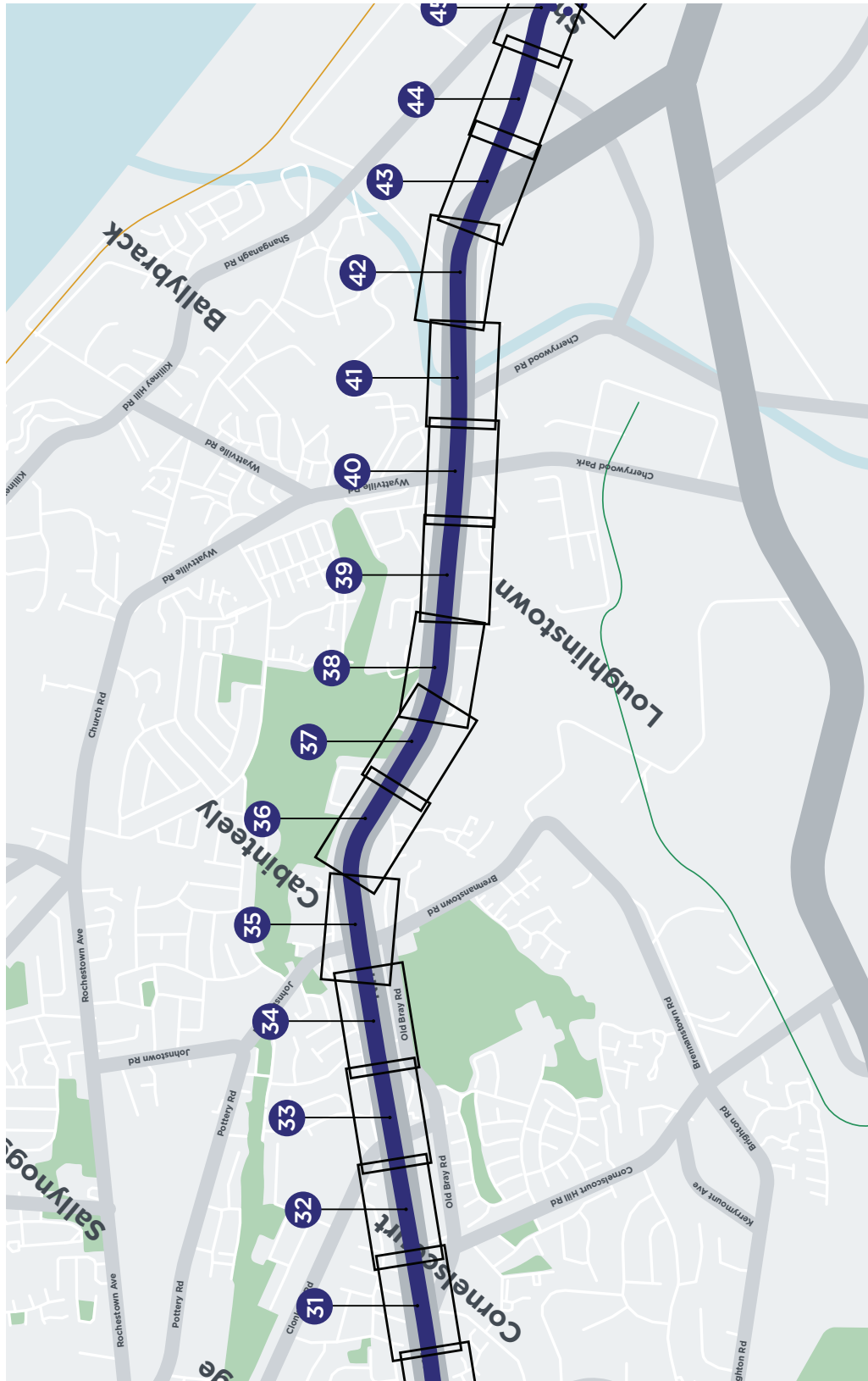


NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

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Bray > City Centre Index Map

BusConnects Core Bus Corridors
13: Bray > City Centre



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.

Bray > City Centre

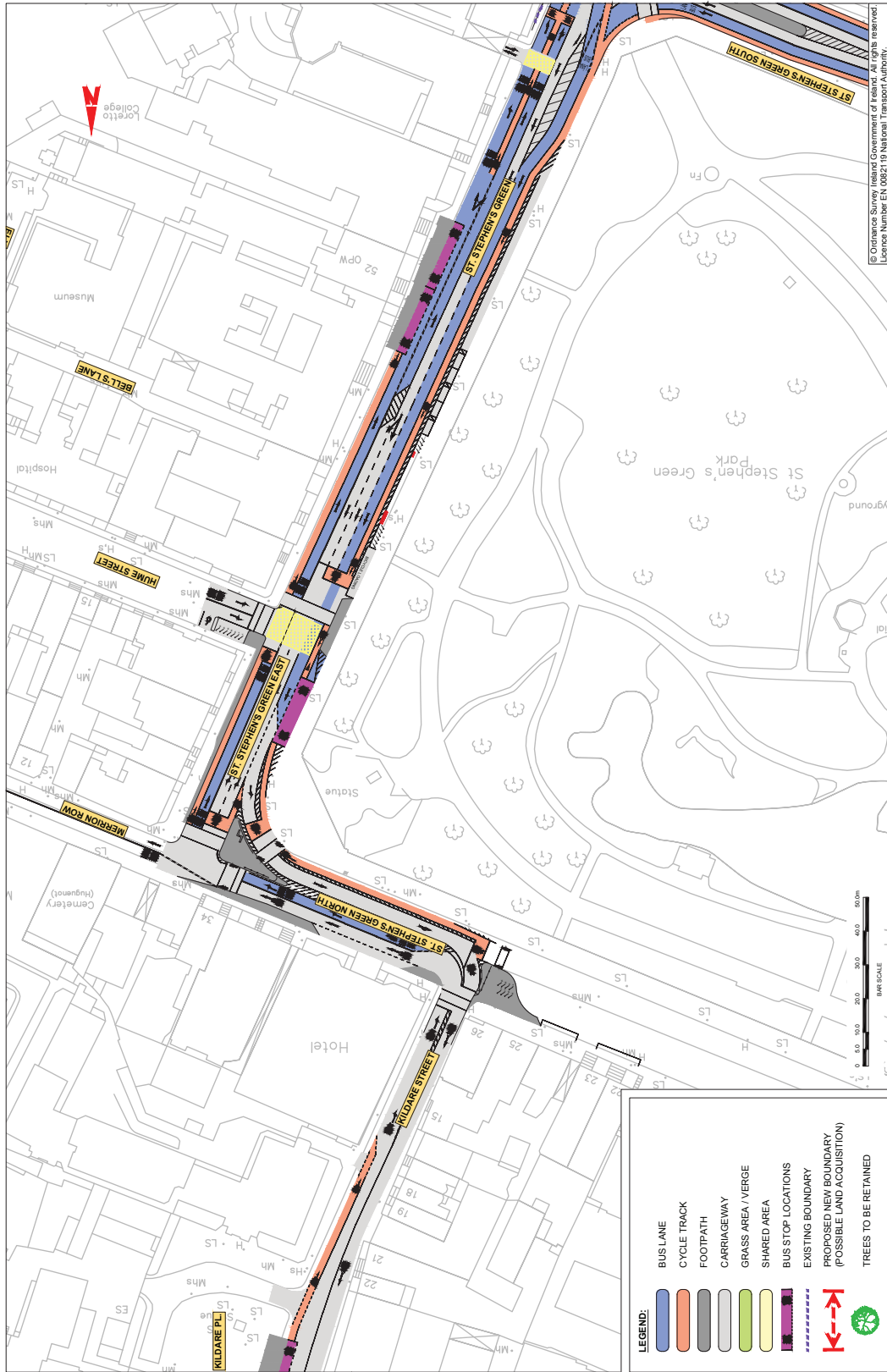
Index Map (continued)



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.

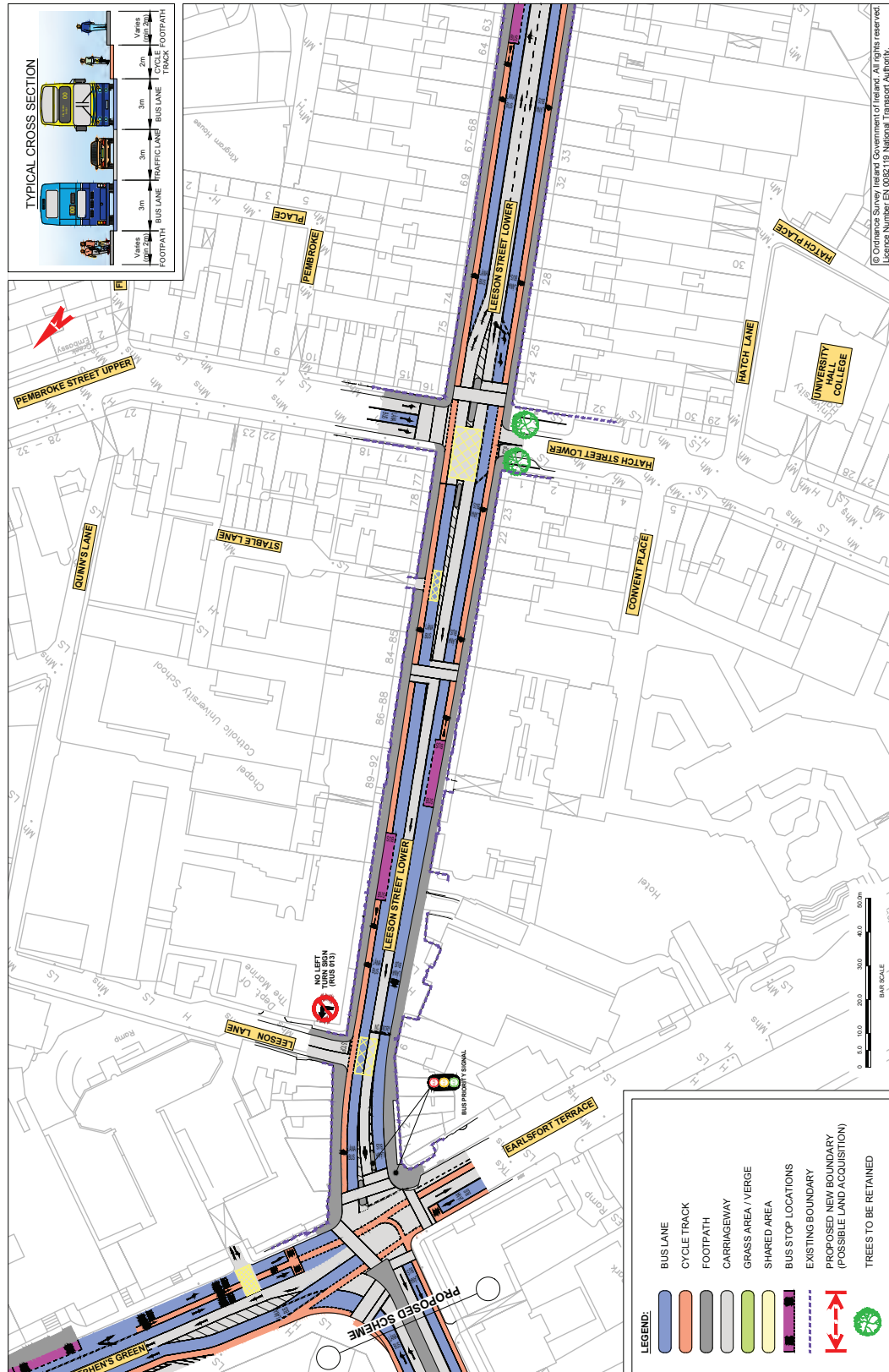
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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 2: Emerging Preferred Route



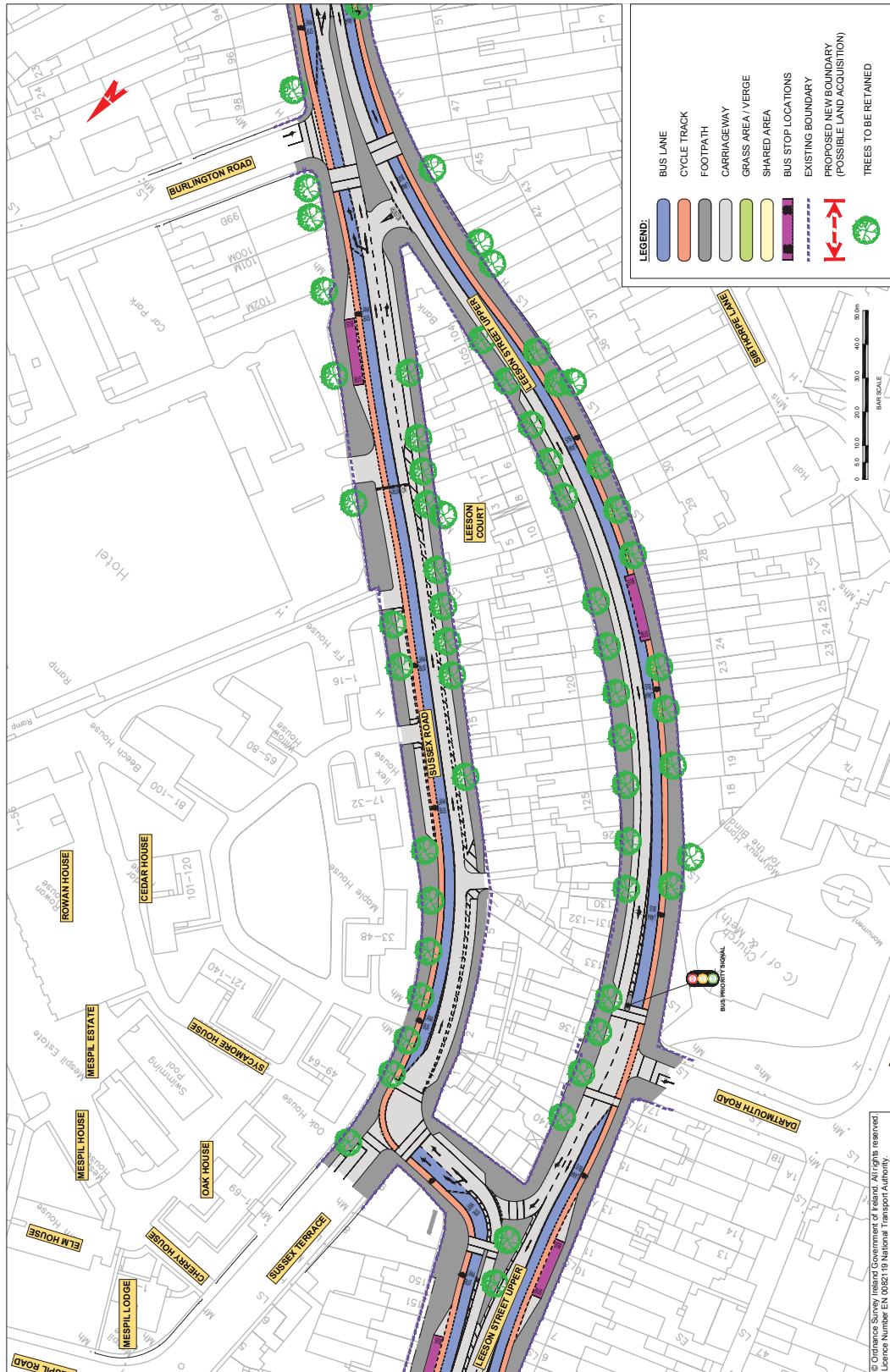
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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 3: Emerging Preferred Route



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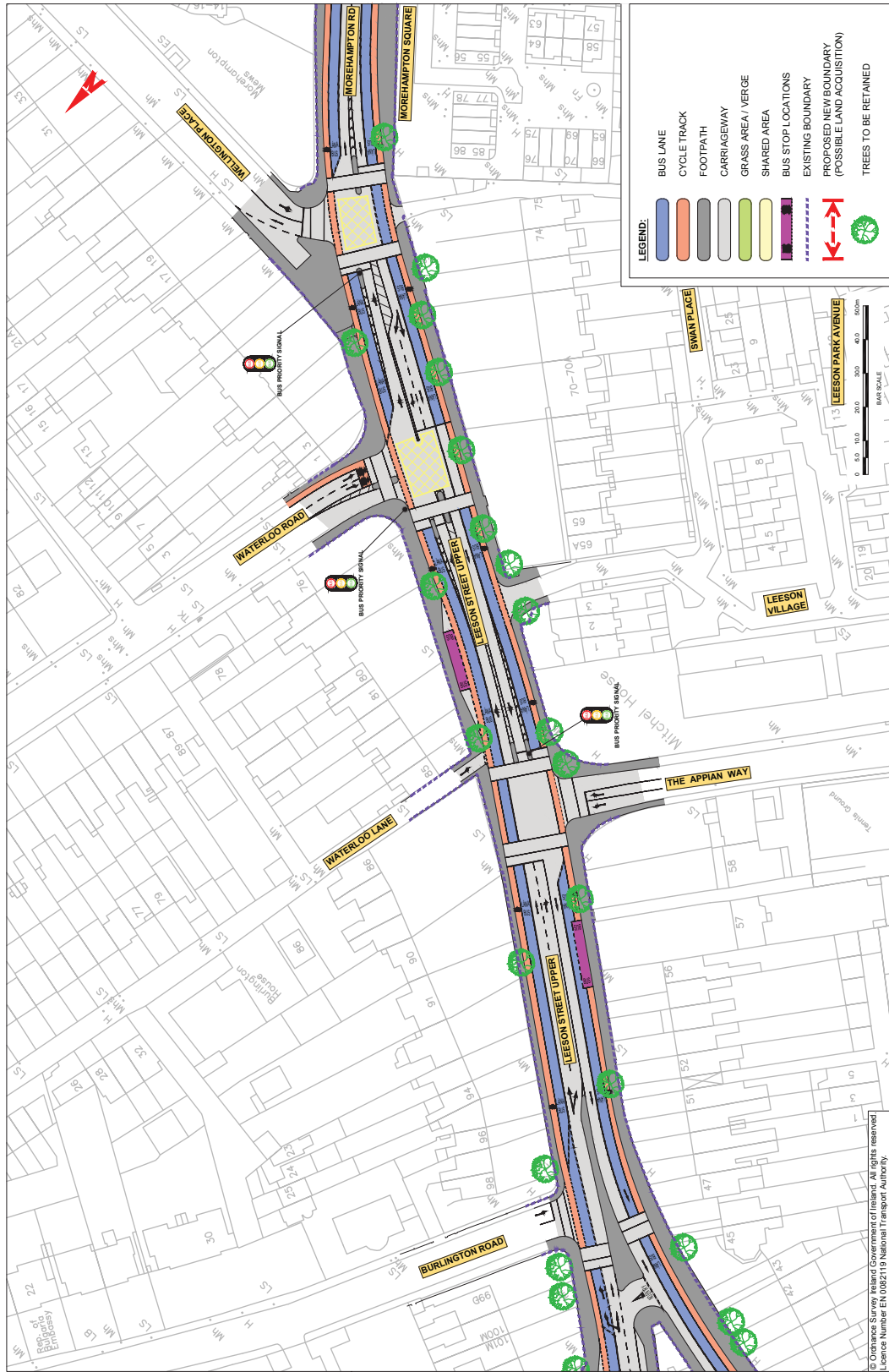
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 5: Emerging Preferred Route



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BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 6: Emerging Preferred Route



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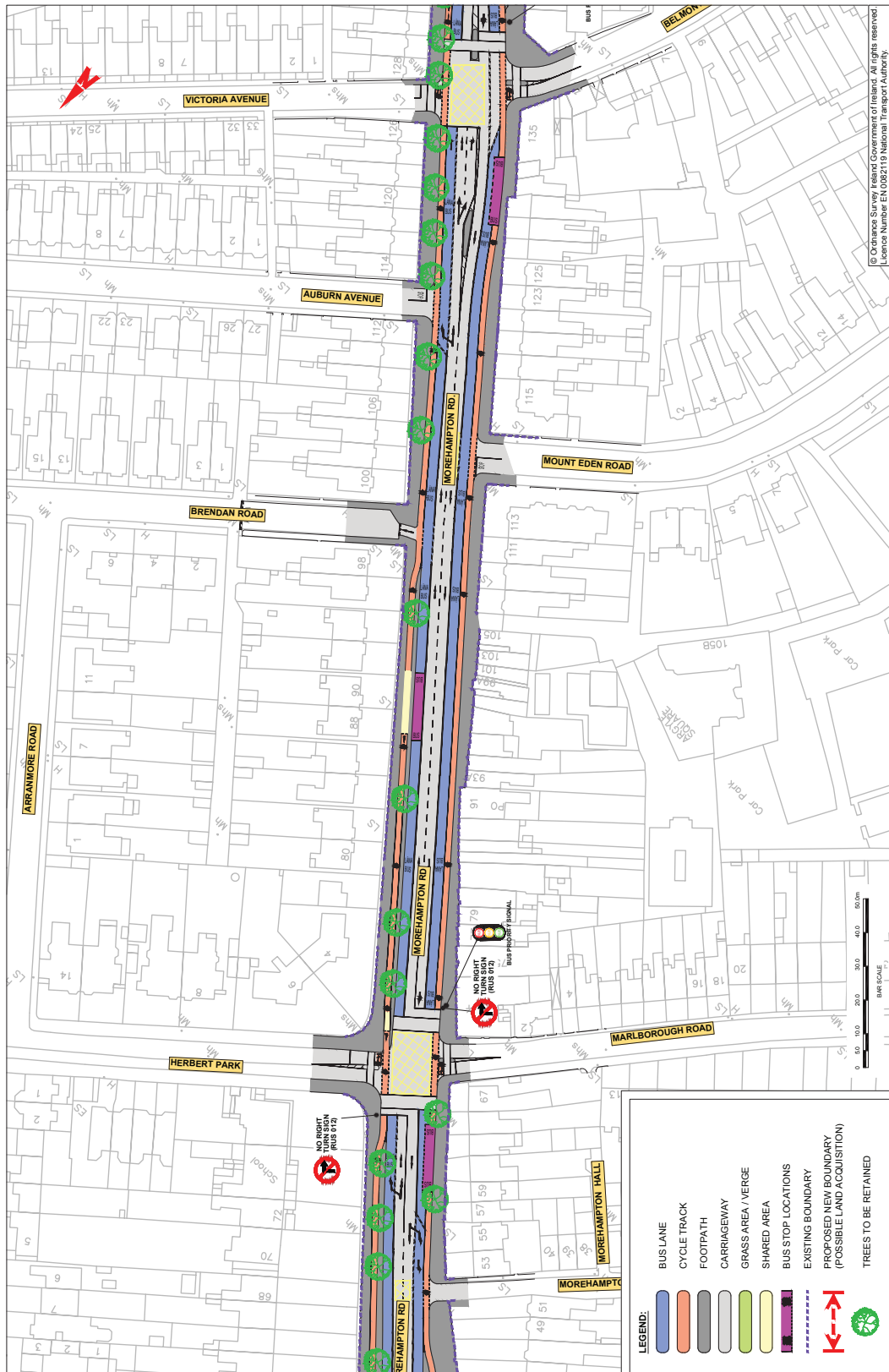
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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 7: Emerging Preferred Route

SECTION 6

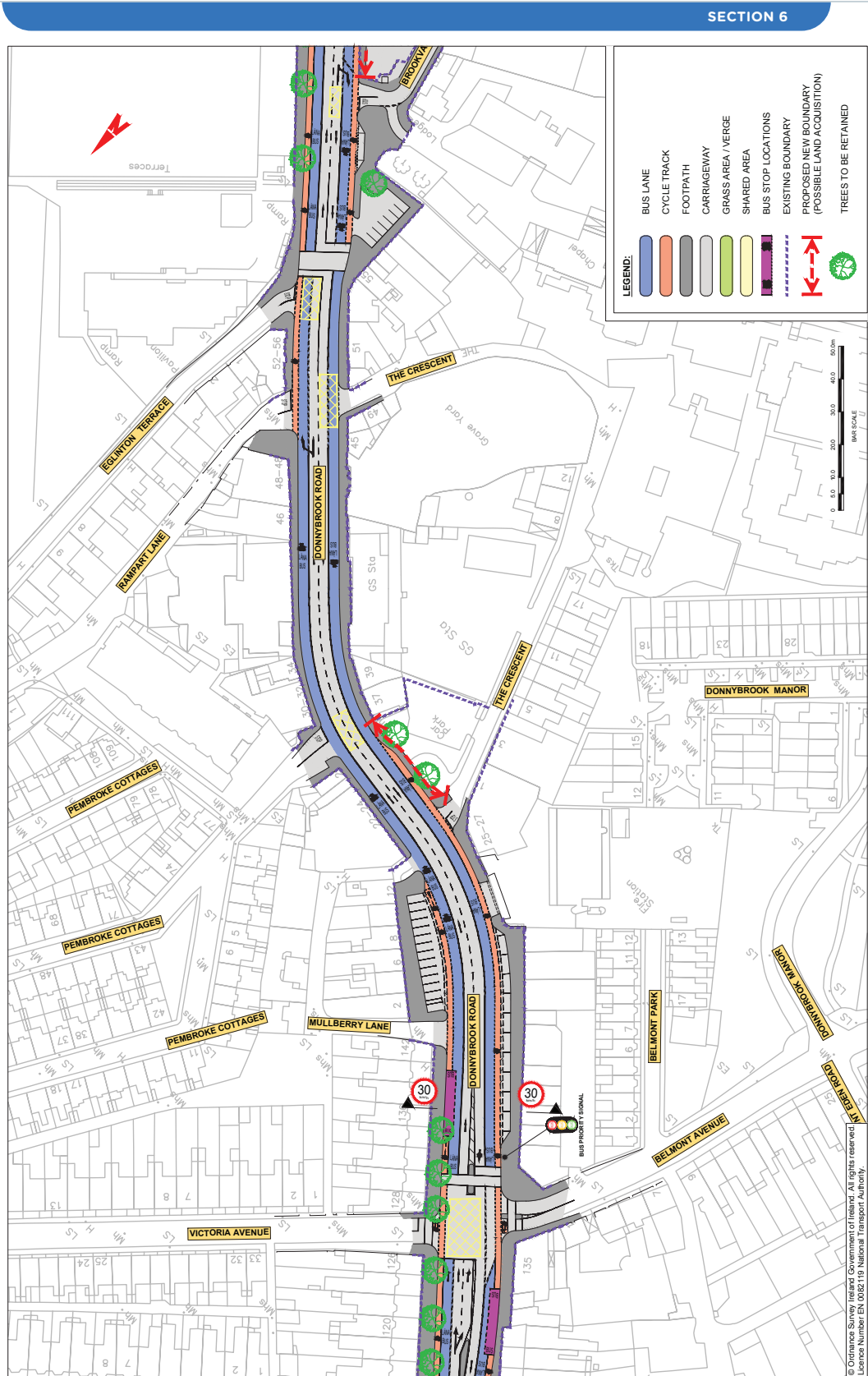


BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 8: Emerging Preferred Route

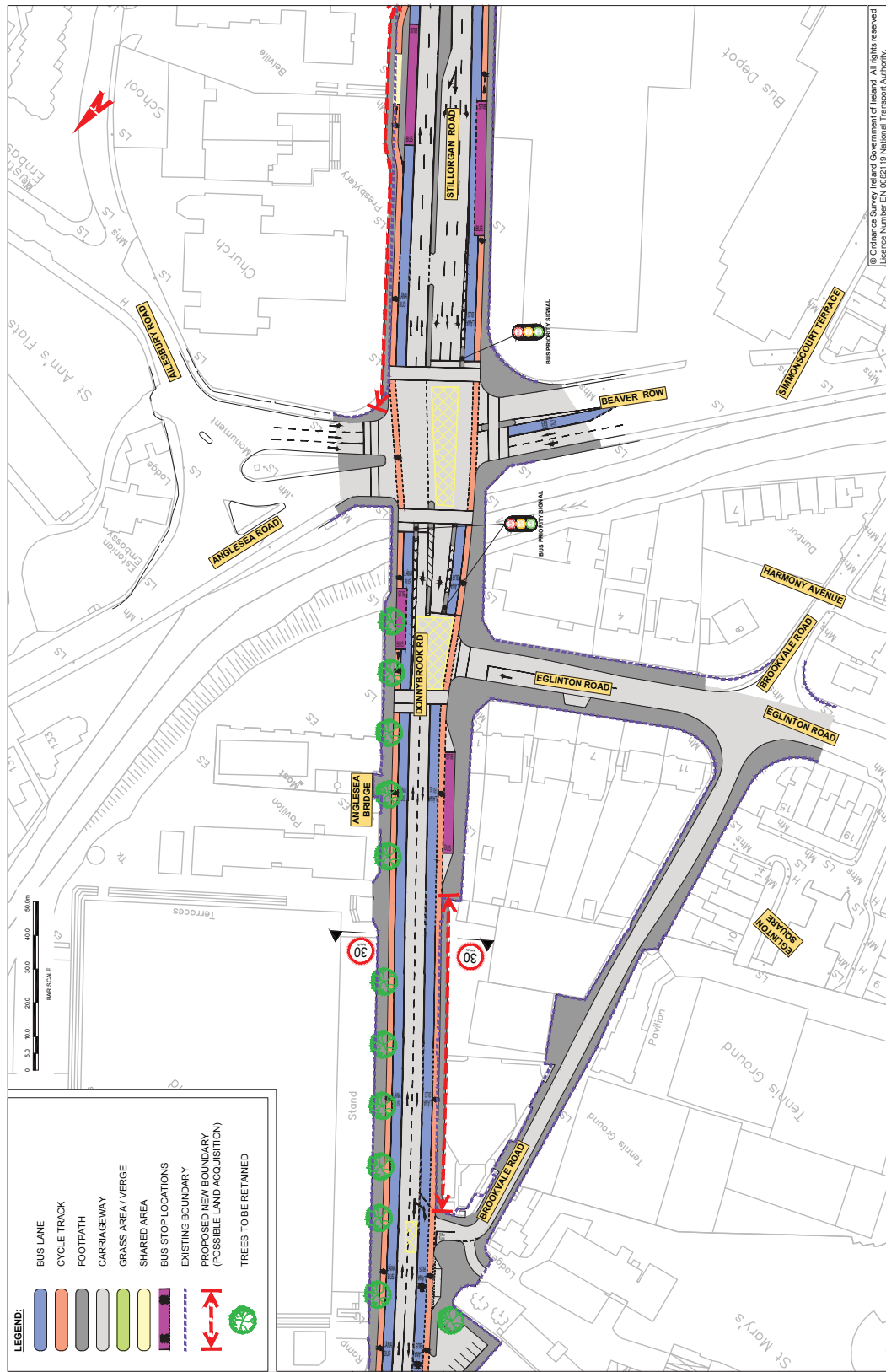


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BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 9: Emerging Preferred Route



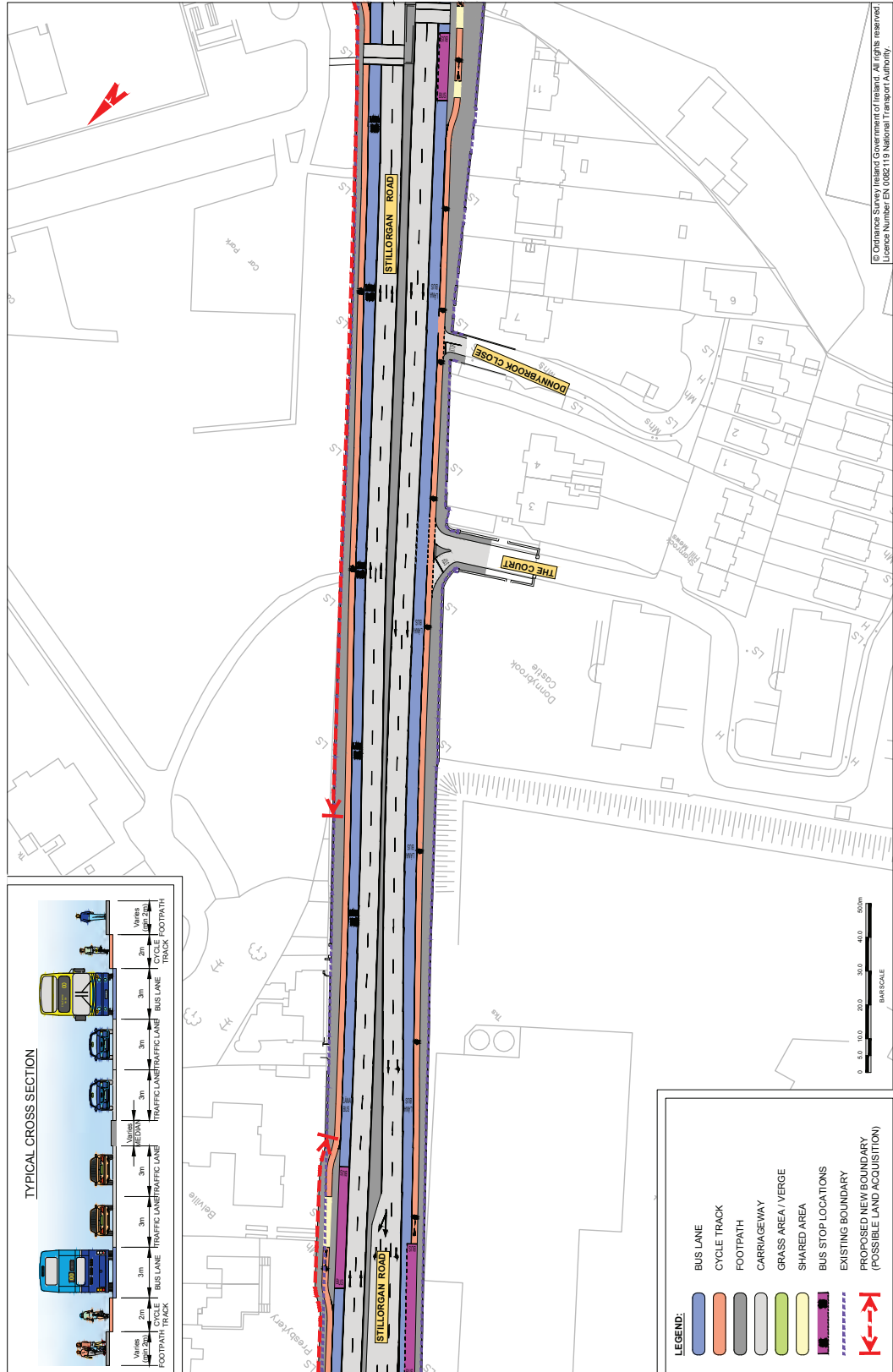
BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 10: Emerging Preferred Route



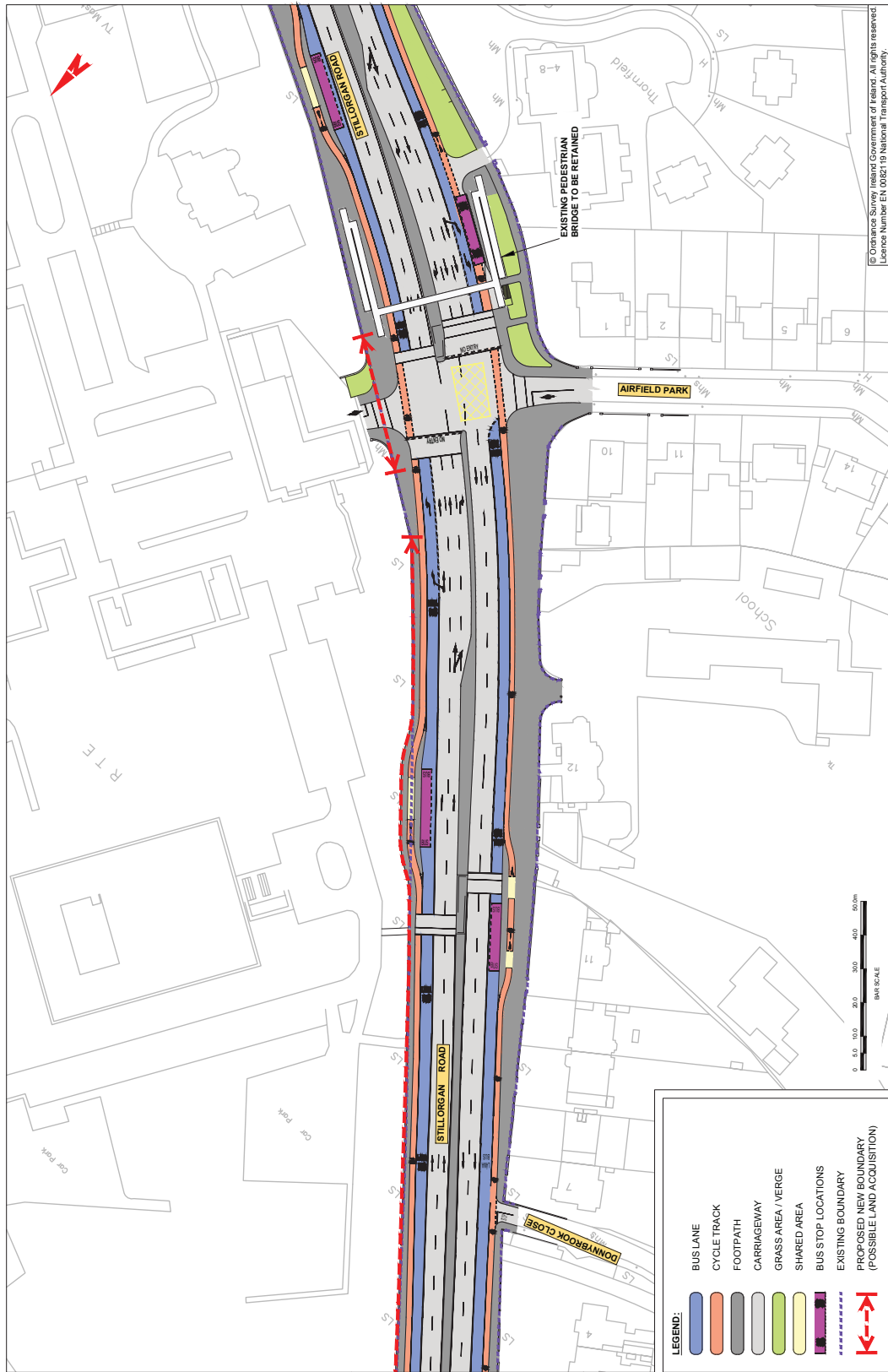
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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 11: Emerging Preferred Route

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BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 12: Emerging Preferred Route

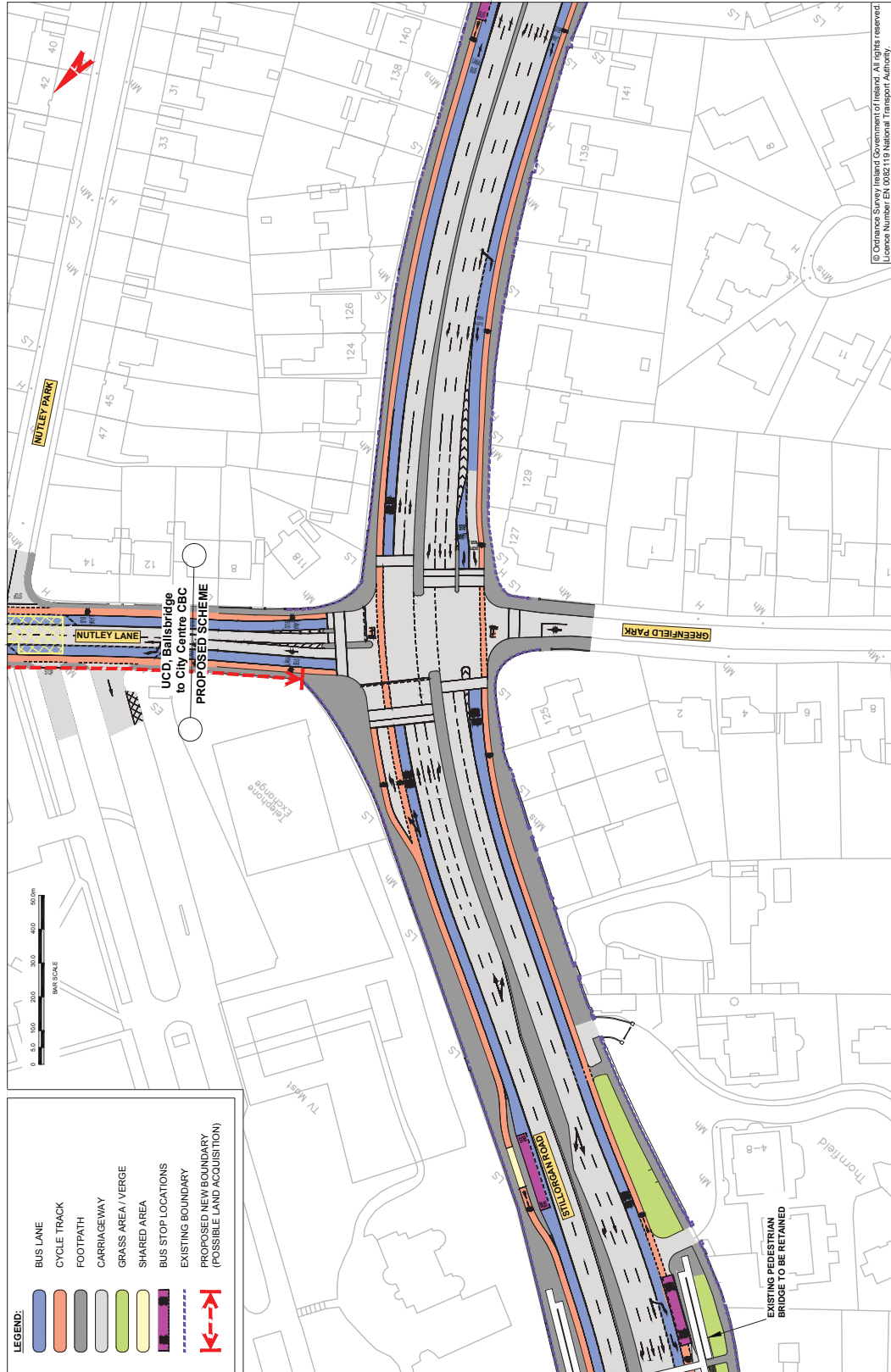


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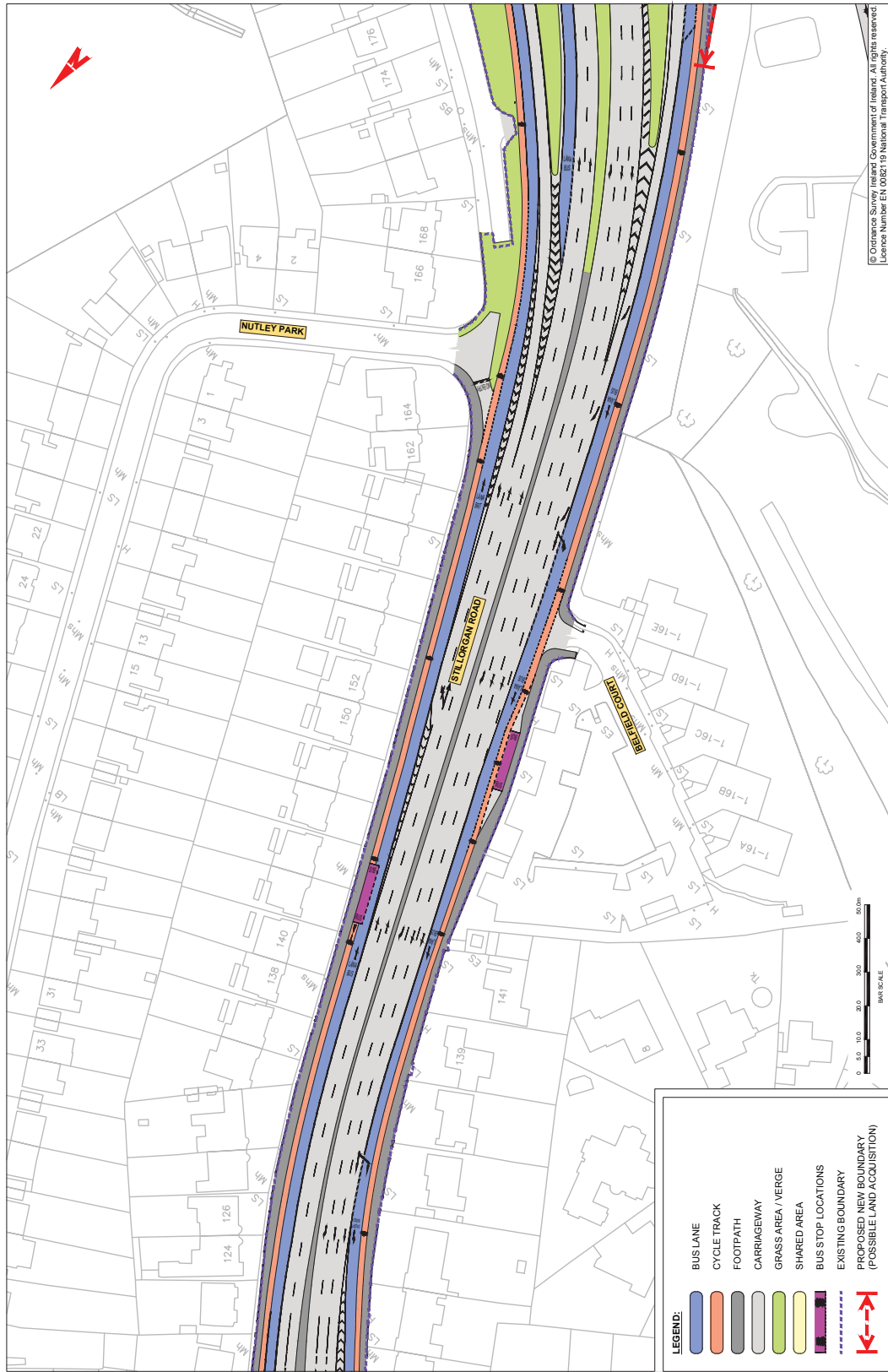
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SECTION 6

BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 13: Emerging Preferred Route



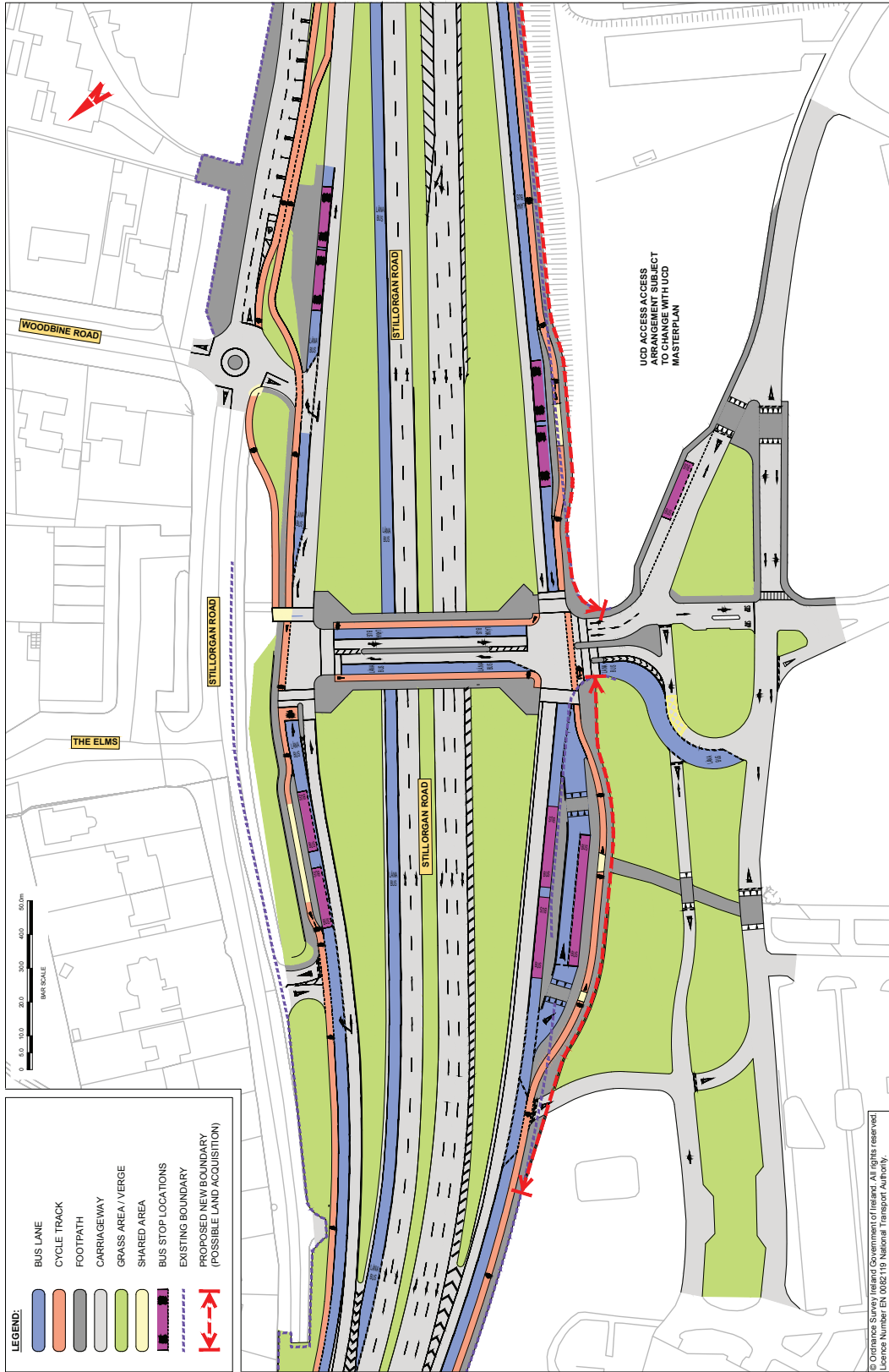
BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 14: Emerging Preferred Route



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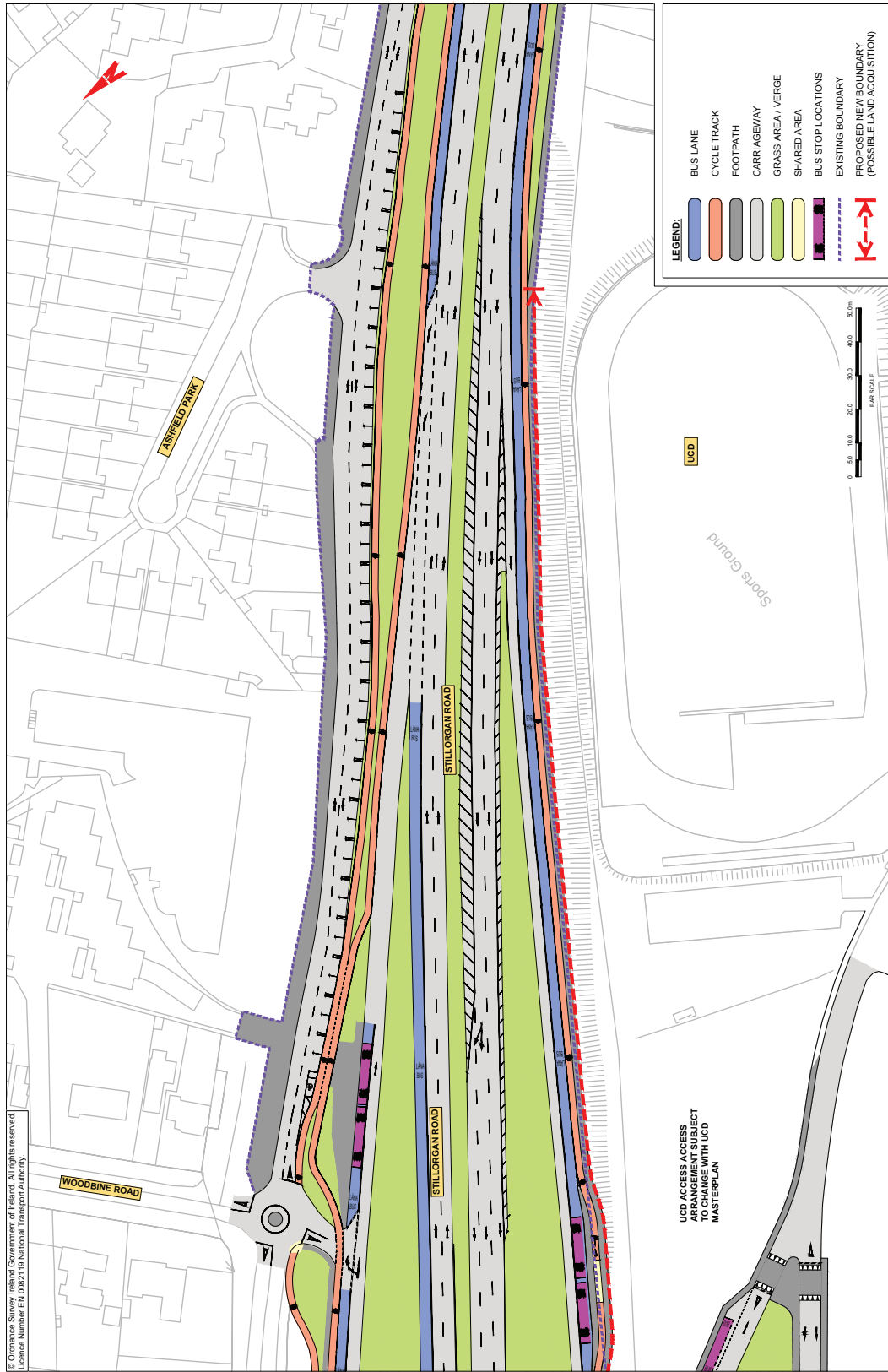
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 15: Emerging Preferred Route

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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 16: Emerging Preferred Route

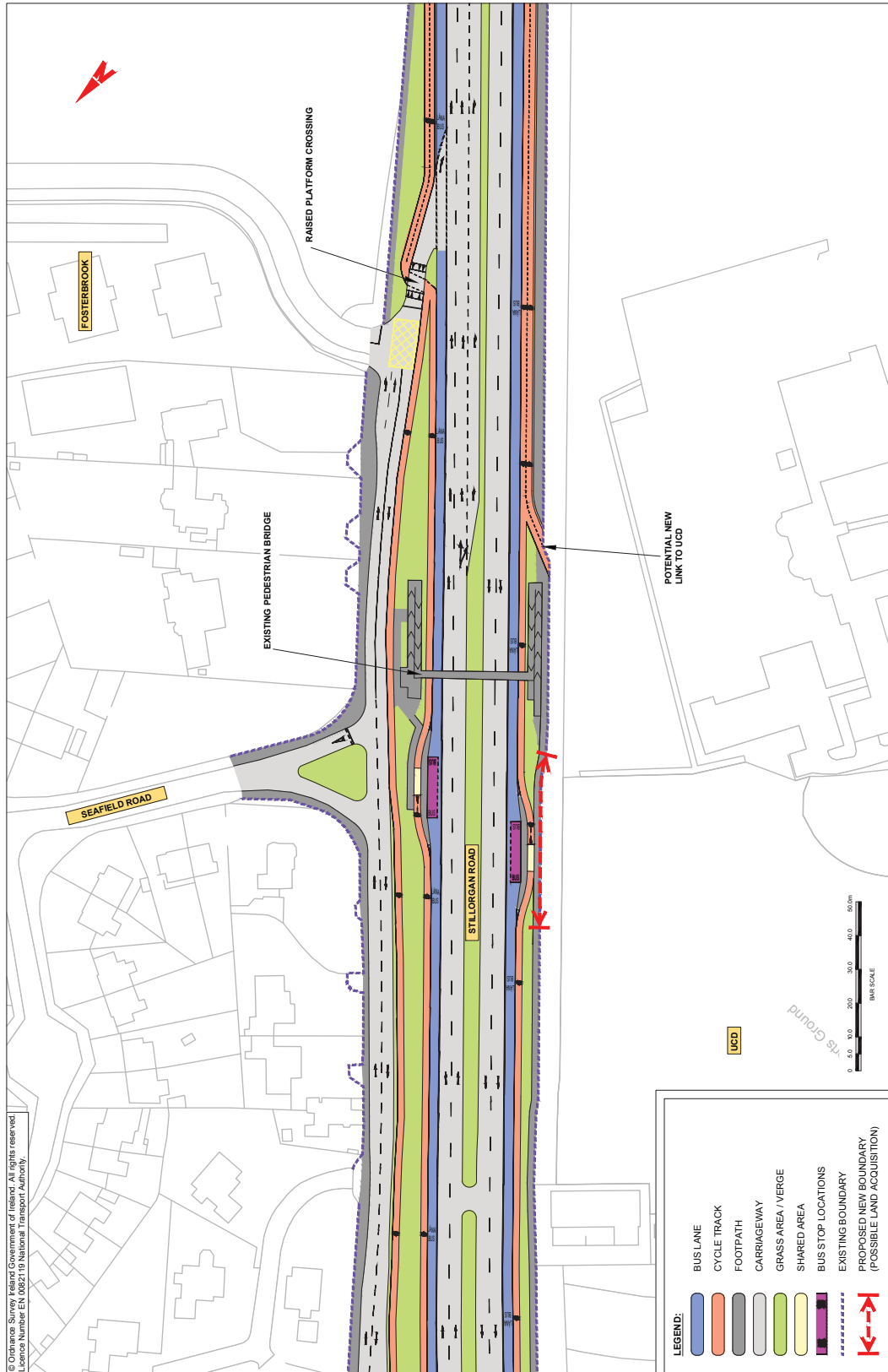
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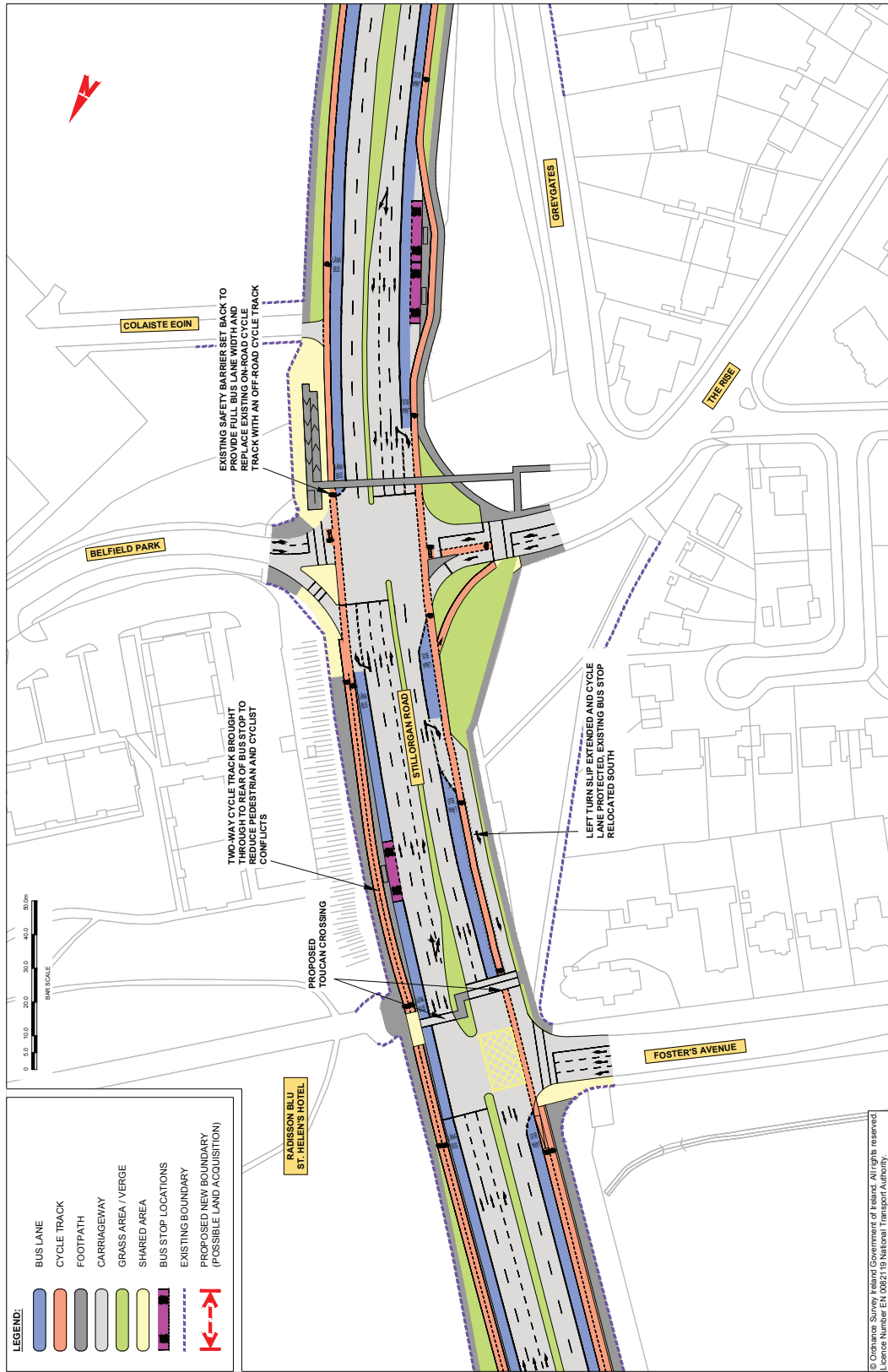
BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 17: Emerging Preferred Route

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BusConnects Core Bus Corridors
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 MAP 18: Emerging Preferred Route

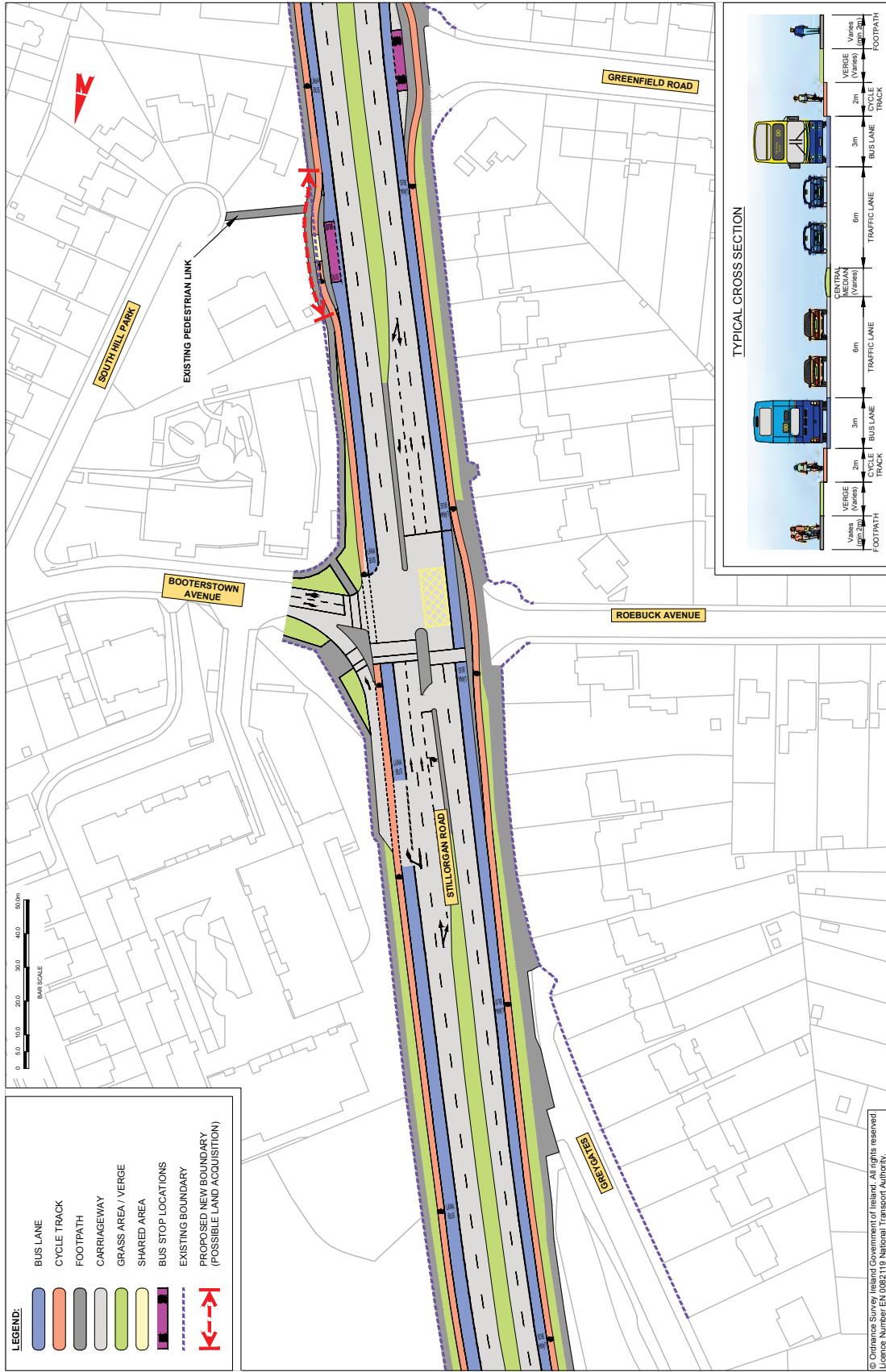


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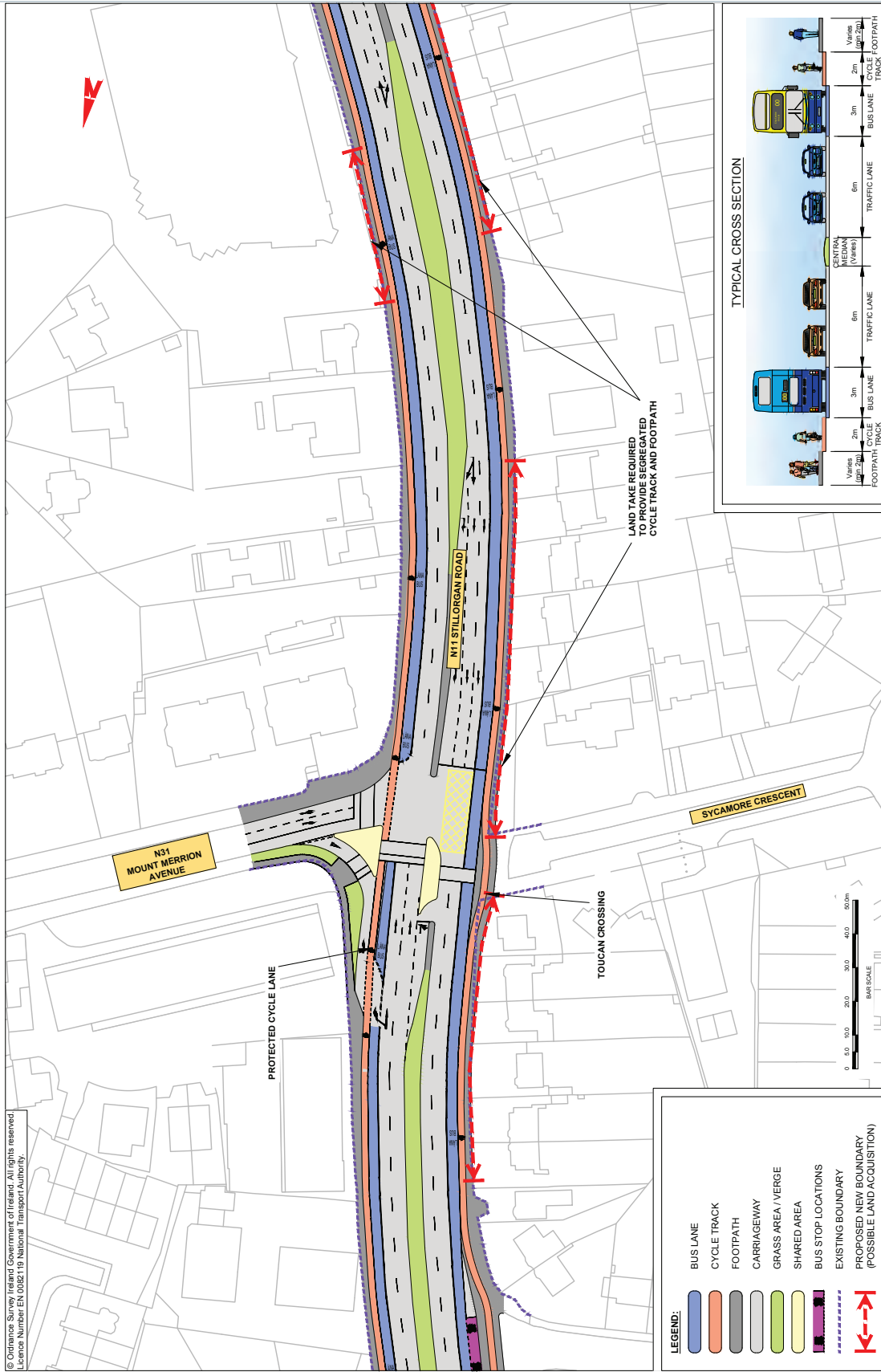
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 19: Emerging Preferred Route

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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 20: Emerging Preferred Route

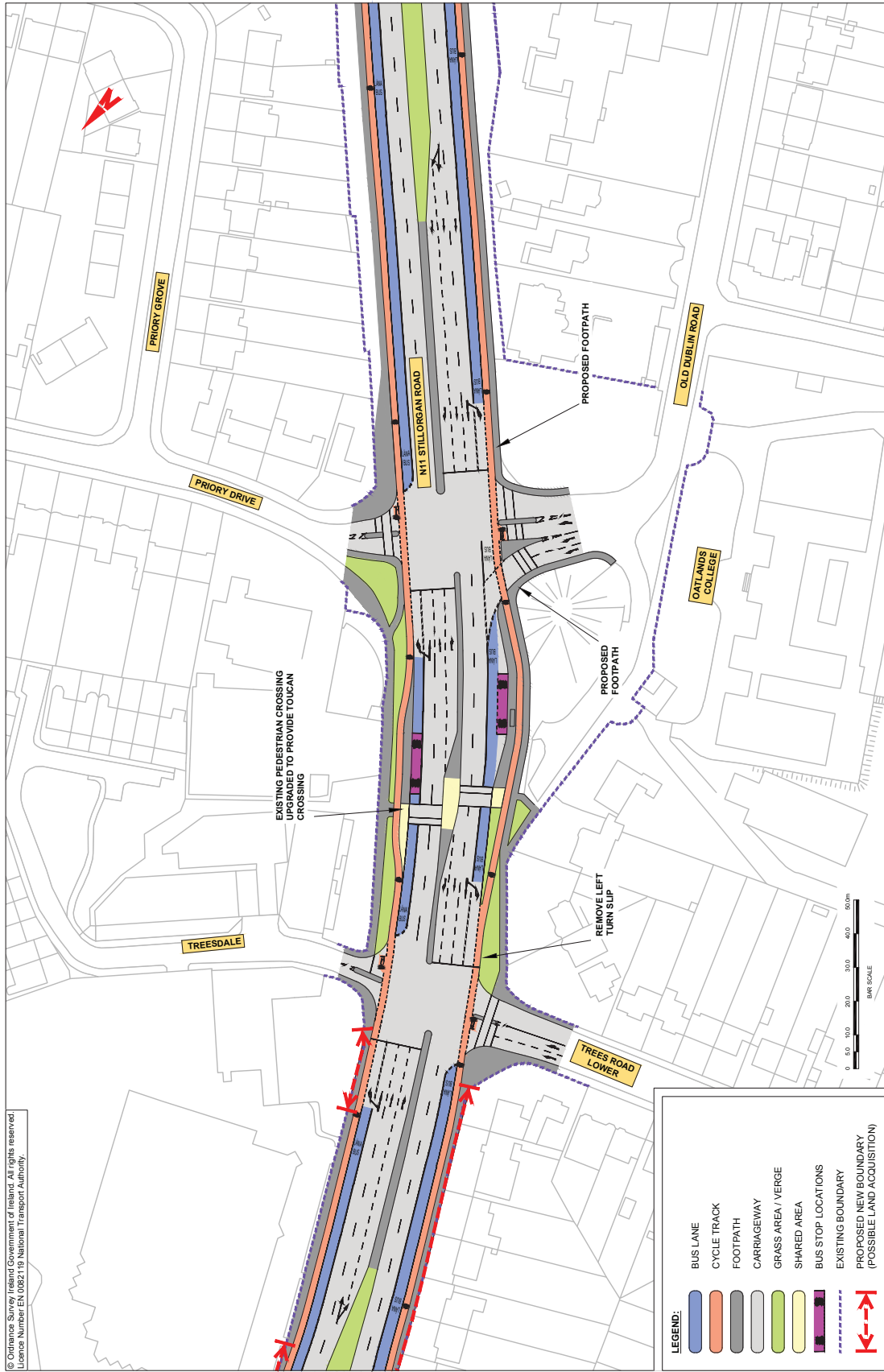
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BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 21: Emerging Preferred Route

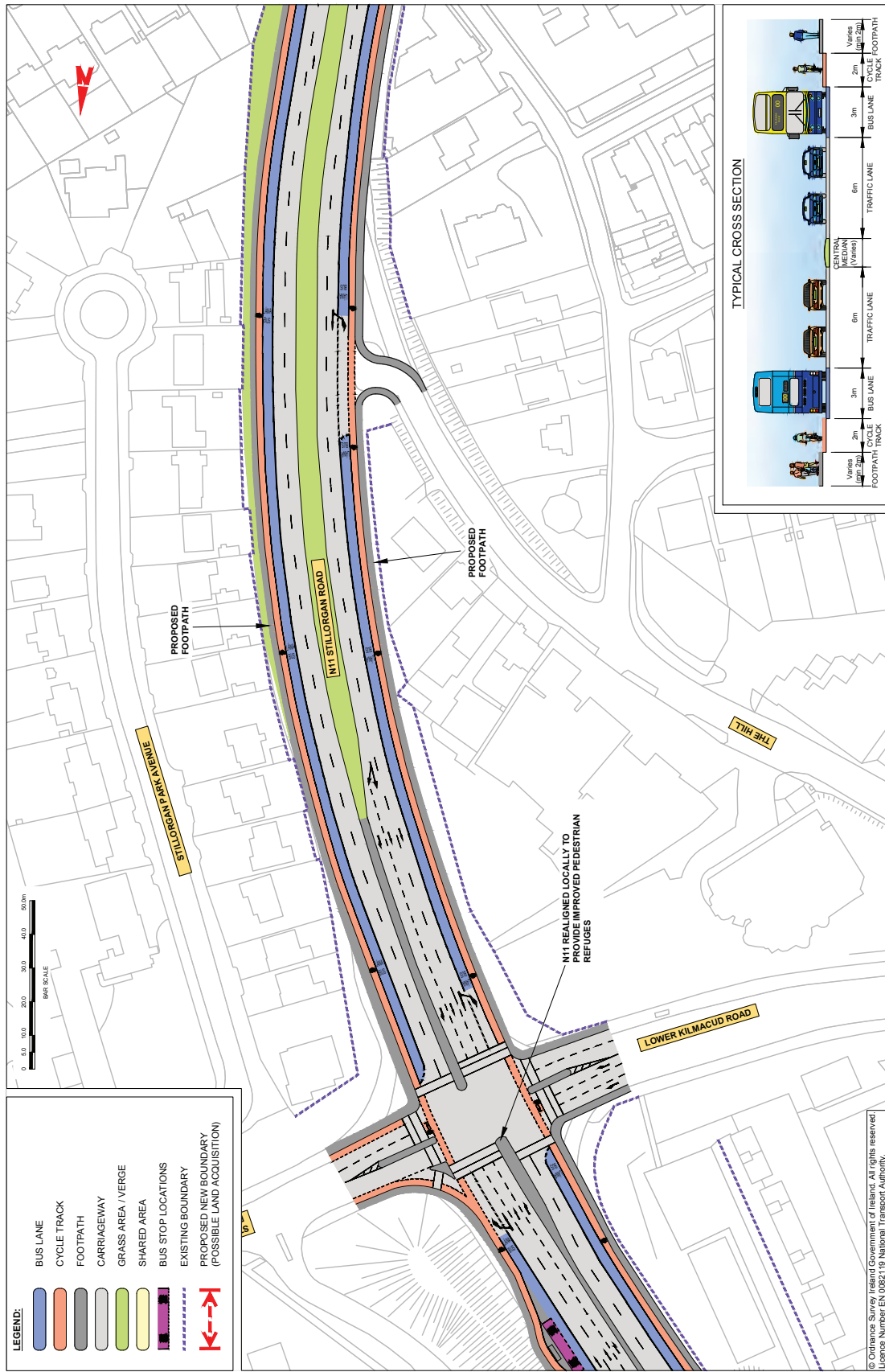
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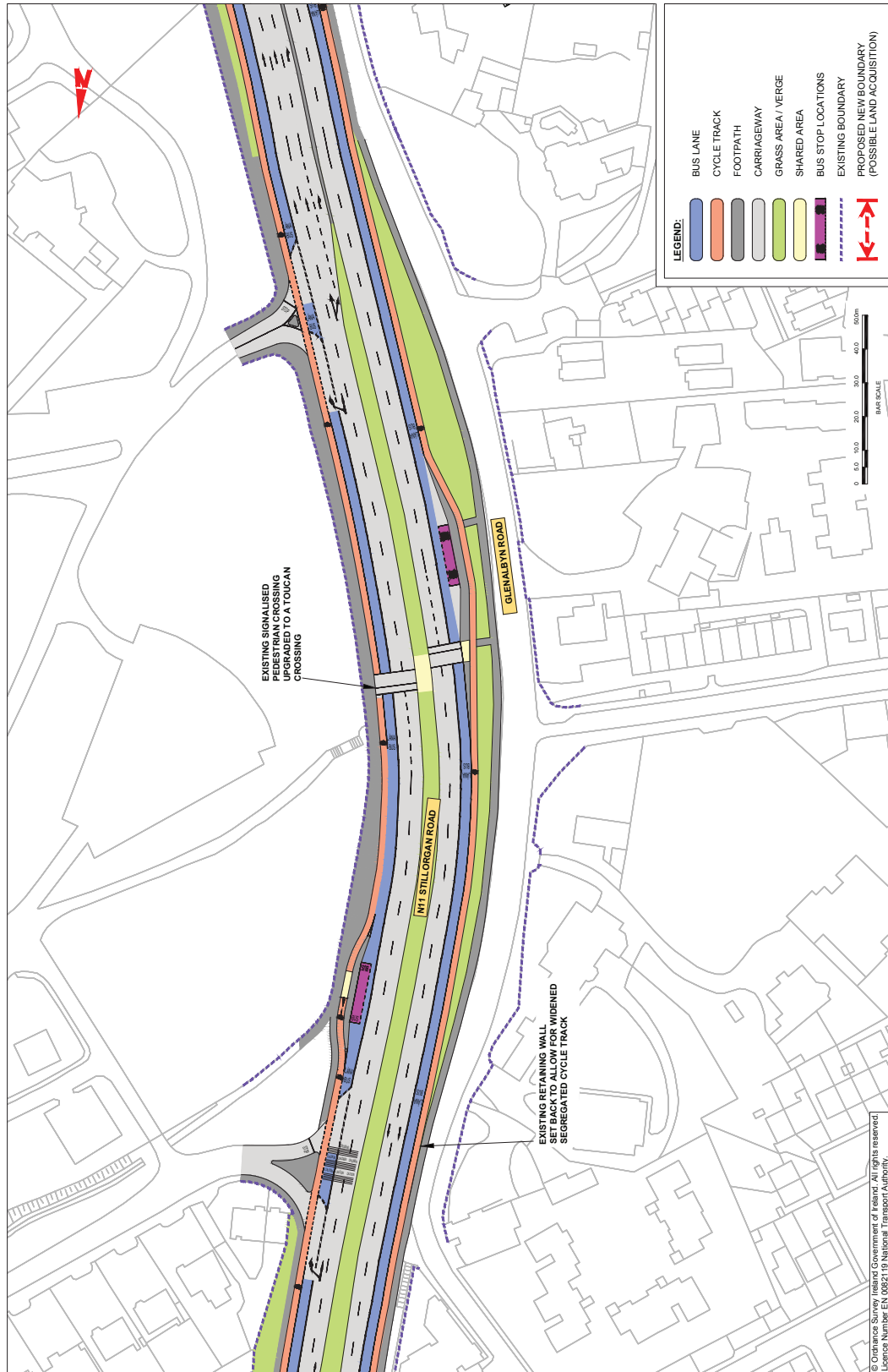
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BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 23: Emerging Preferred Route

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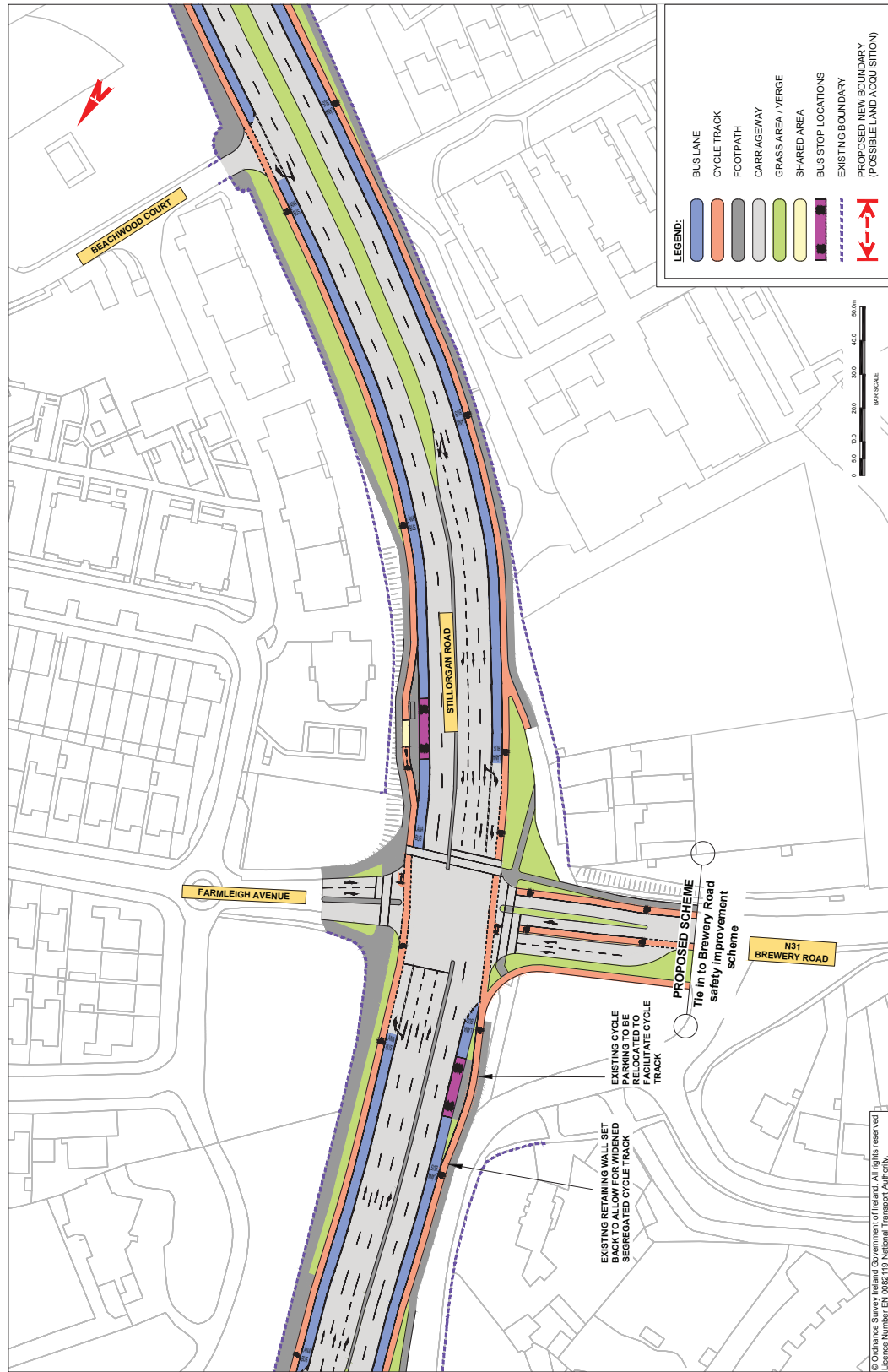
BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 24: Emerging Preferred Route



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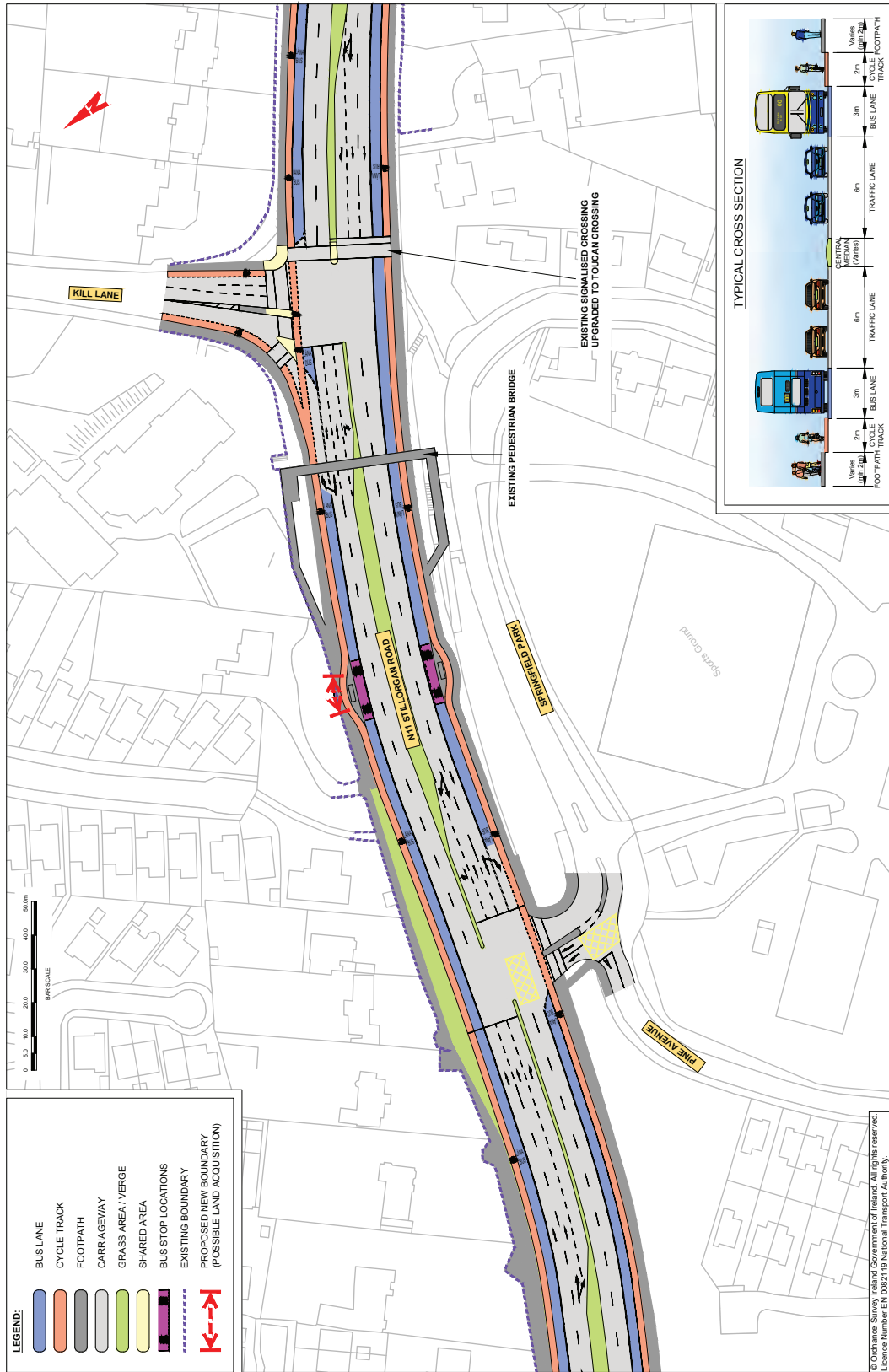
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 25: Emerging Preferred Route

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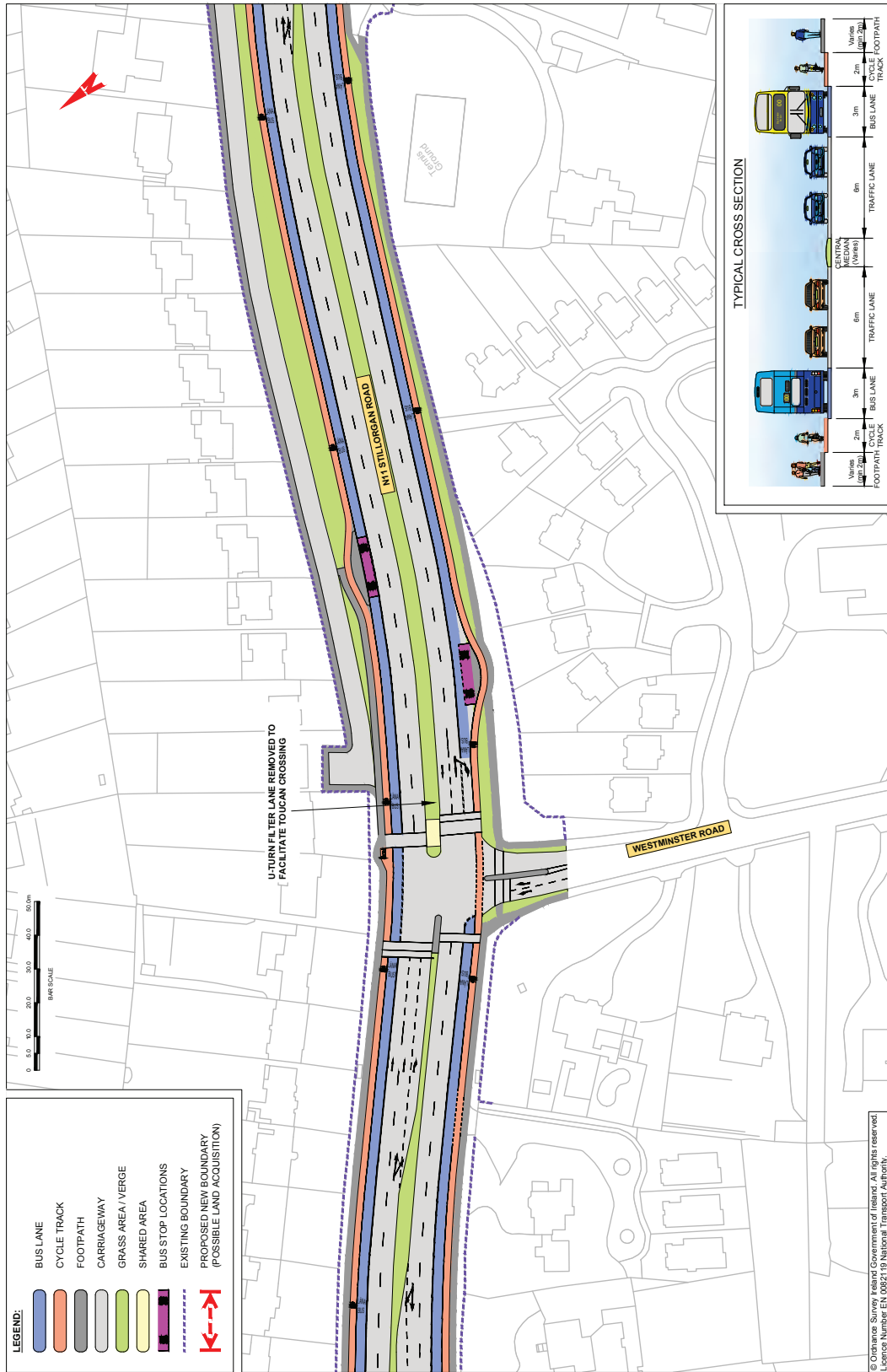


BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 29: Emerging Preferred Route

SECTION 6



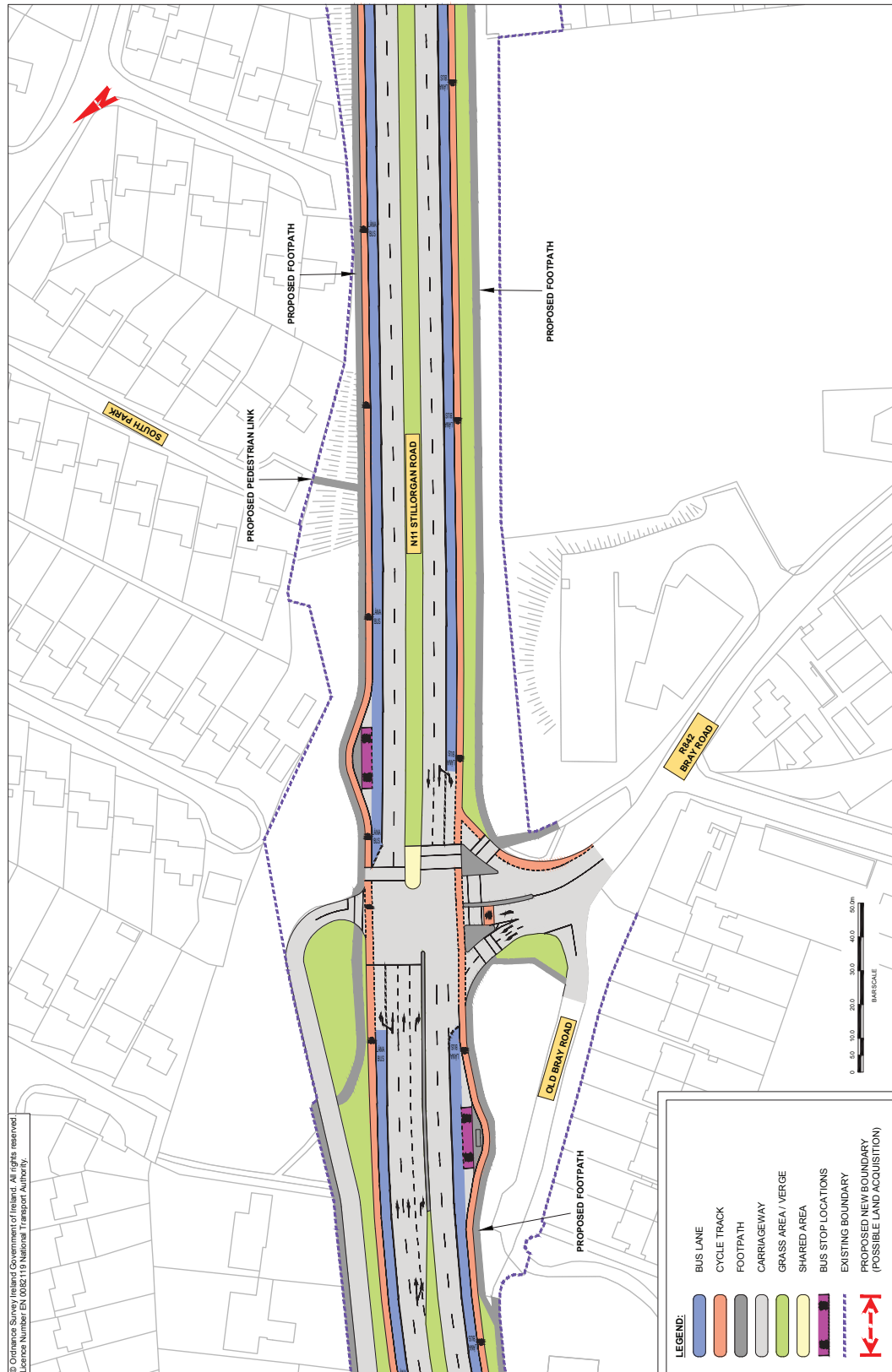
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 30: Emerging Preferred Route



SECTION 6

SECTION 6

BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 31: Emerging Preferred Route



BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 32: Emerging Preferred Route

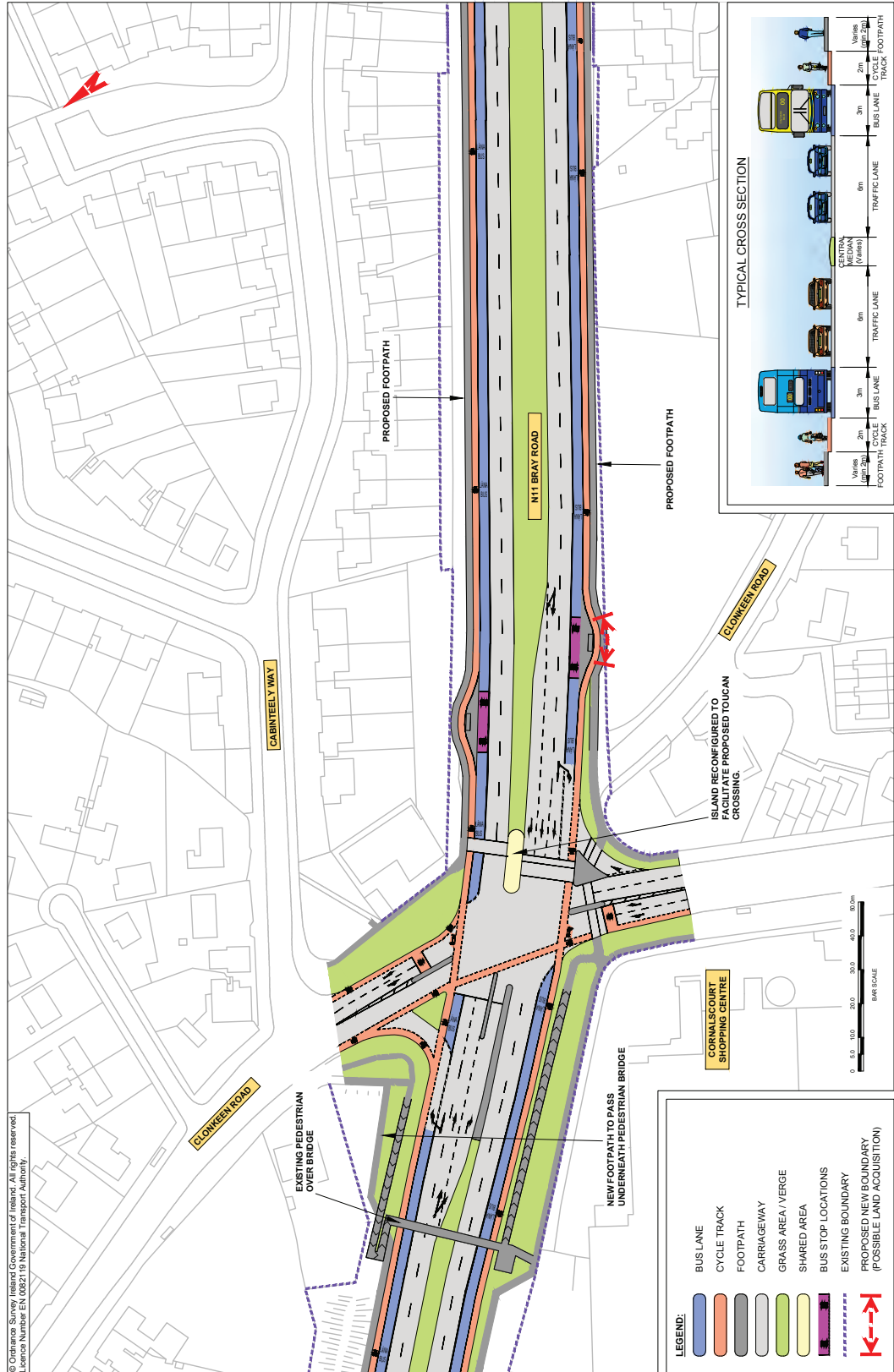
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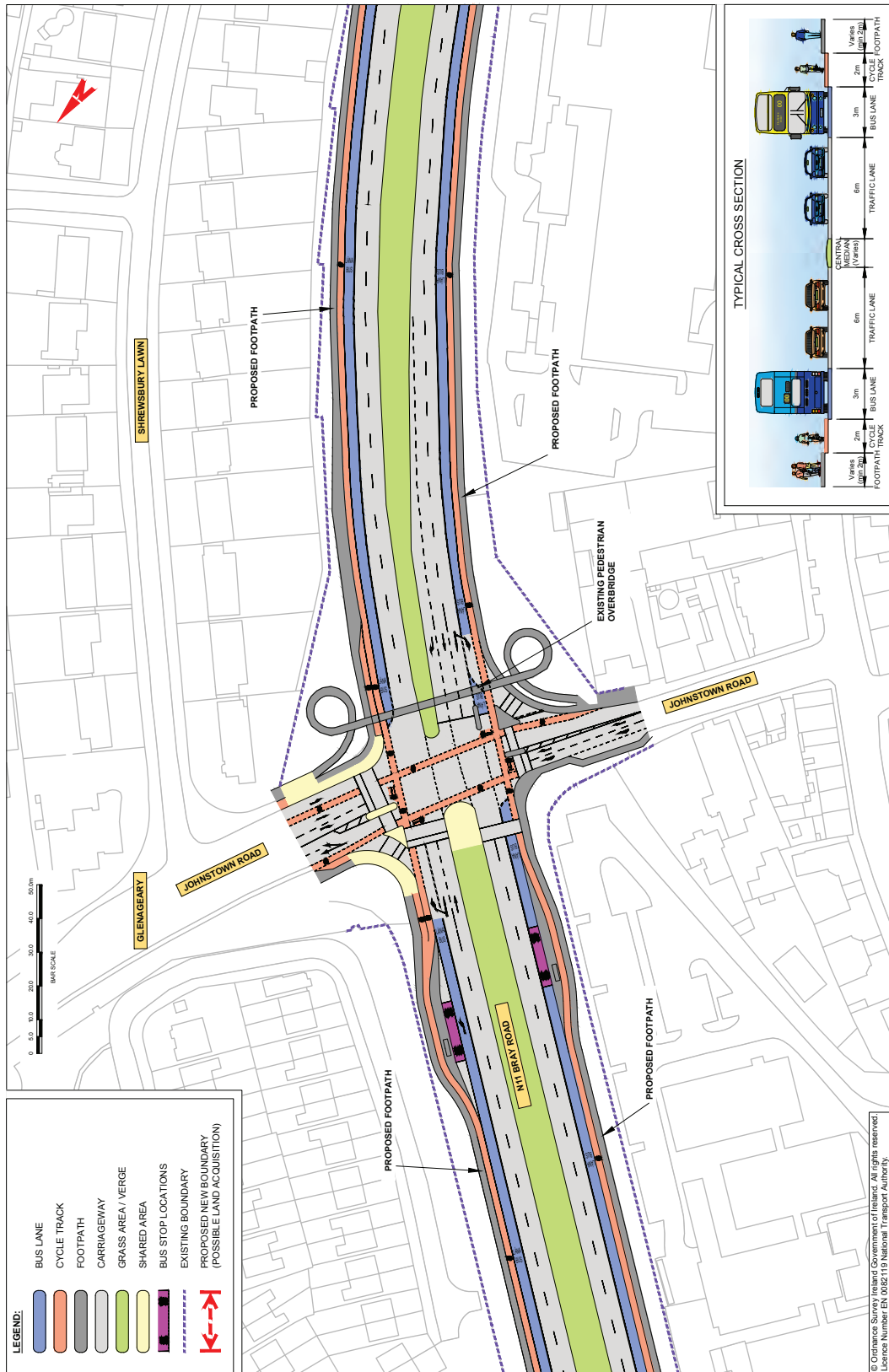
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 33: Emerging Preferred Route

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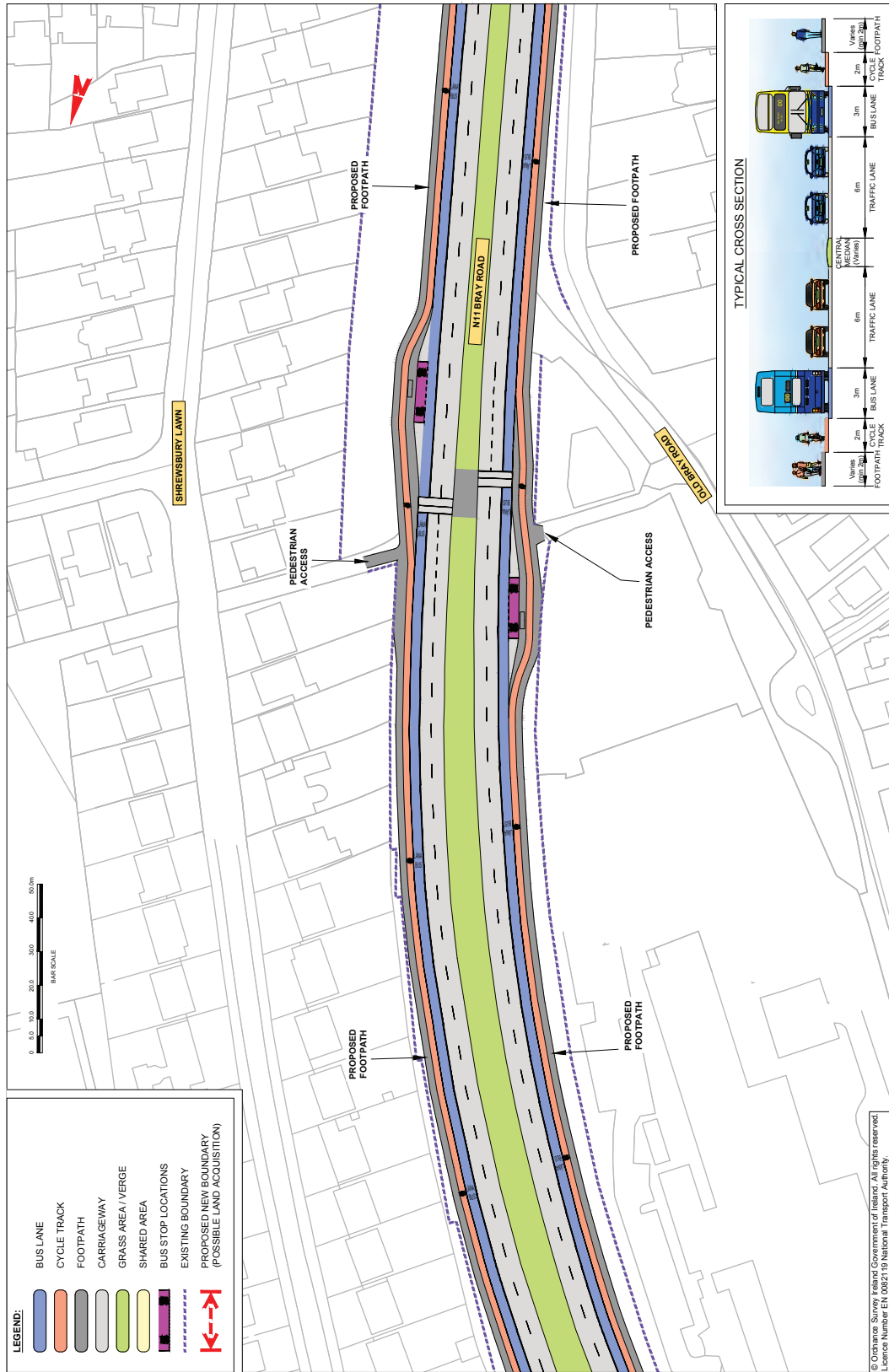


BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 35: Emerging Preferred Route

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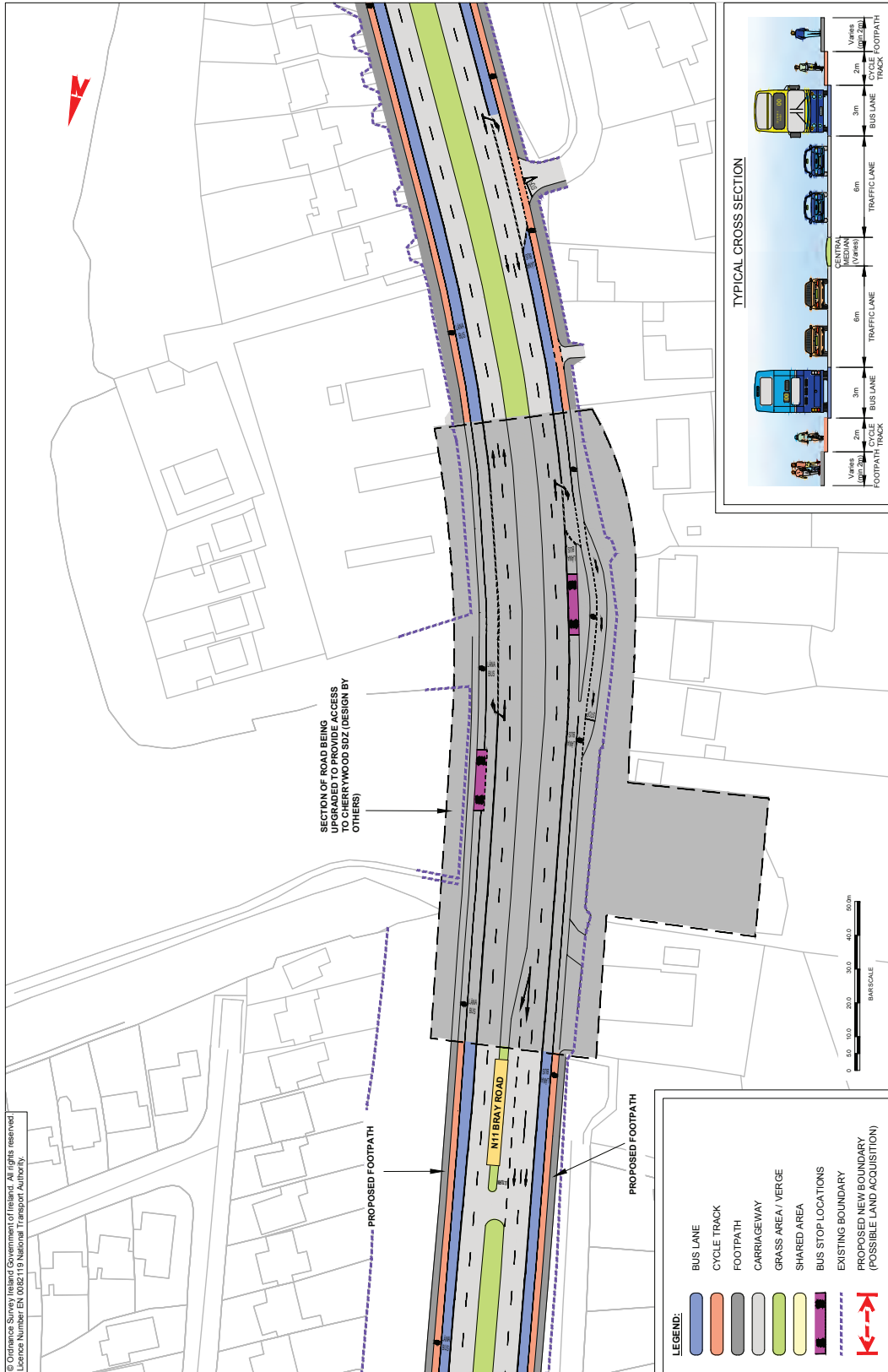
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 36: Emerging Preferred Route



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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 37: Emerging Preferred Route

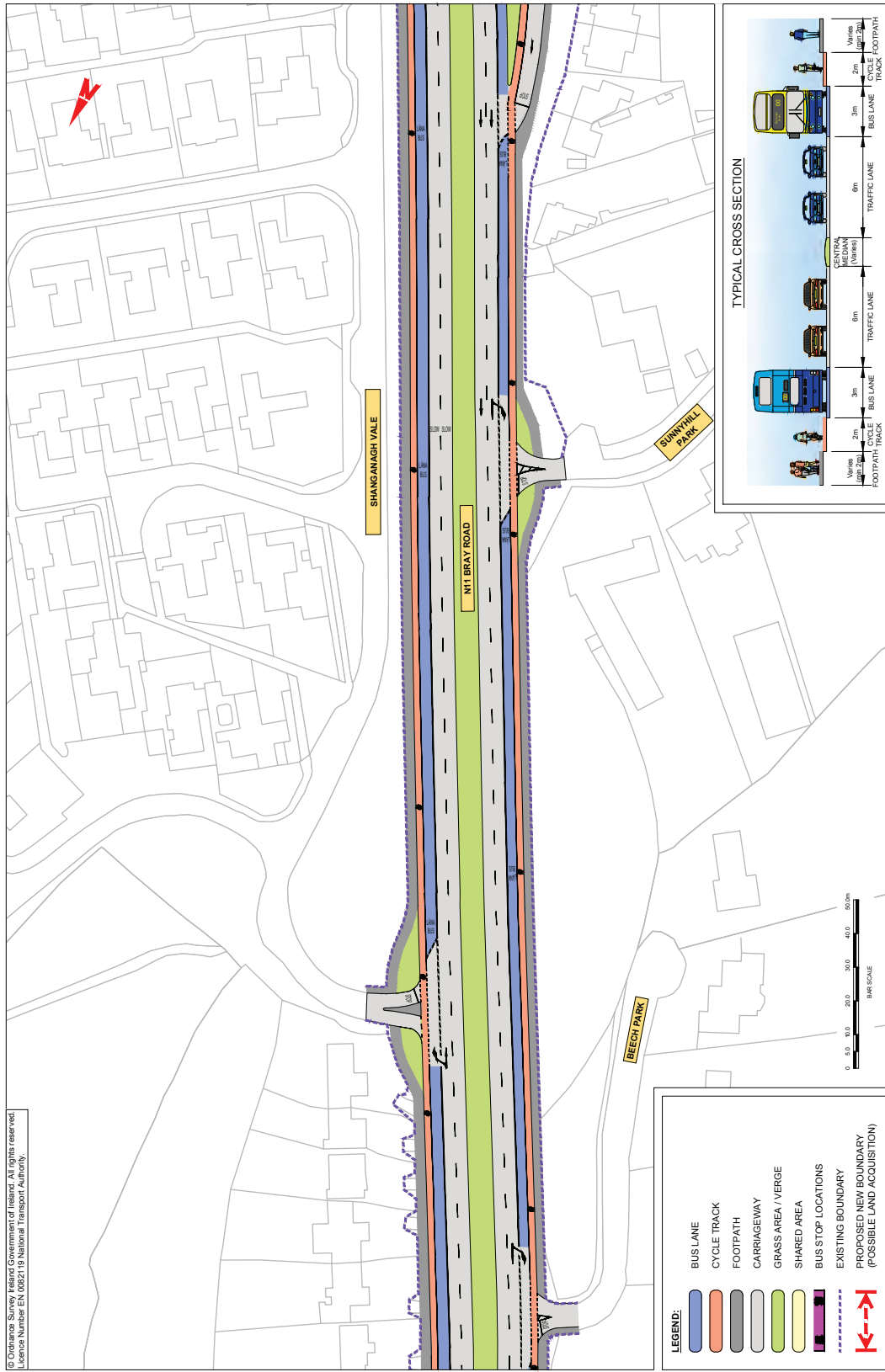
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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 38: Emerging Preferred Route

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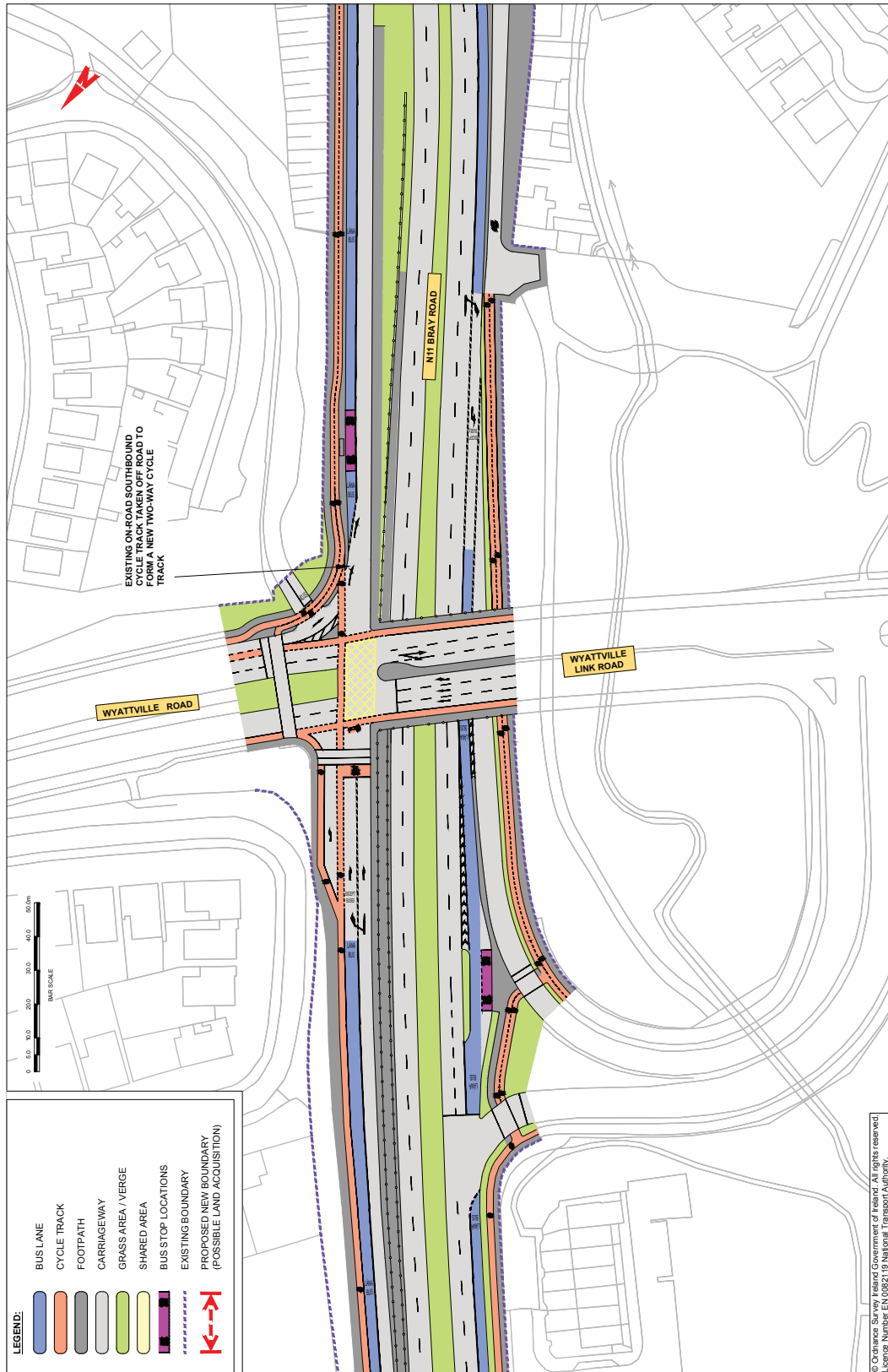
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BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 39: Emerging Preferred Route

SECTION 6



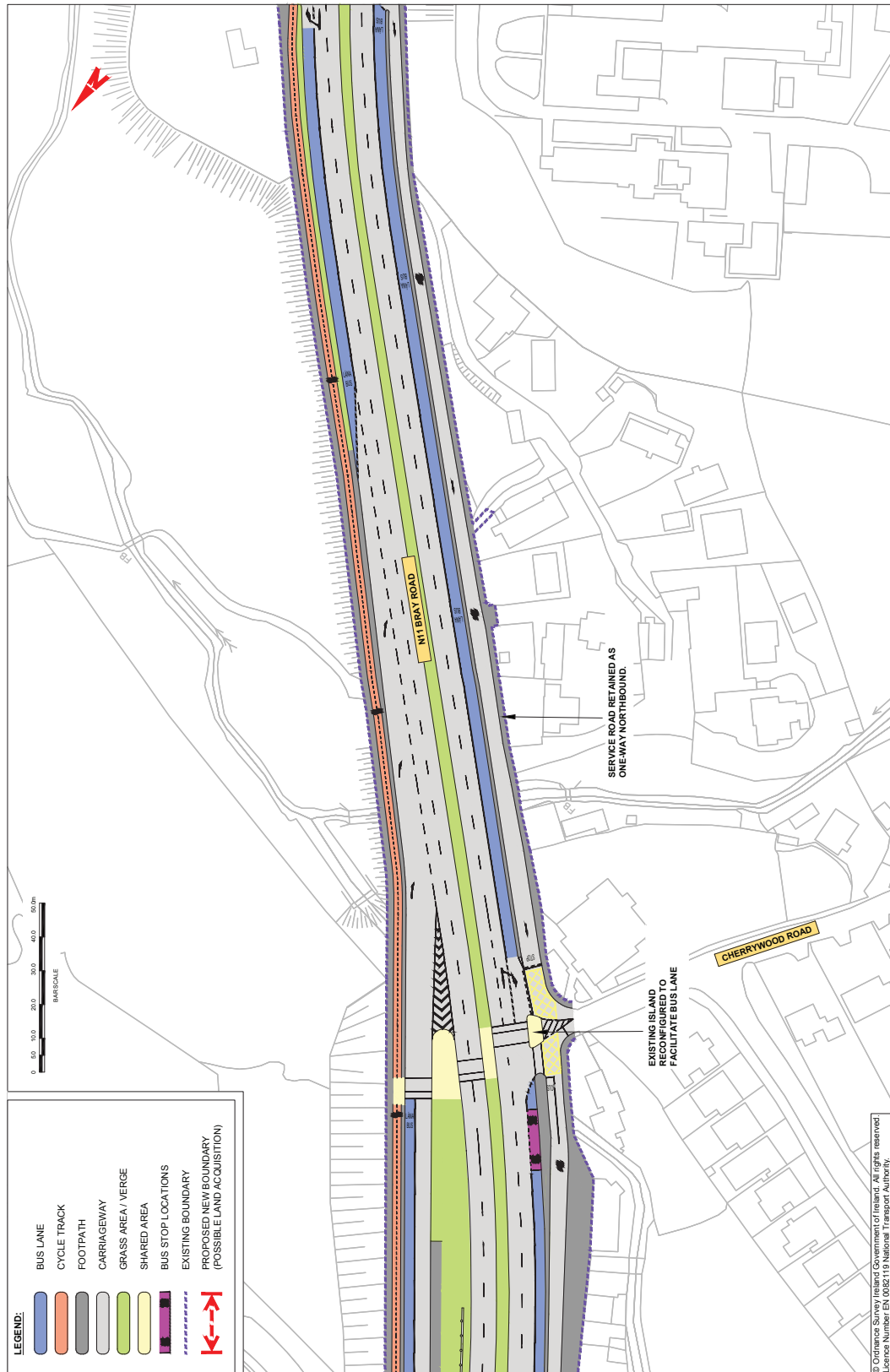
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 40: Emerging Preferred Route



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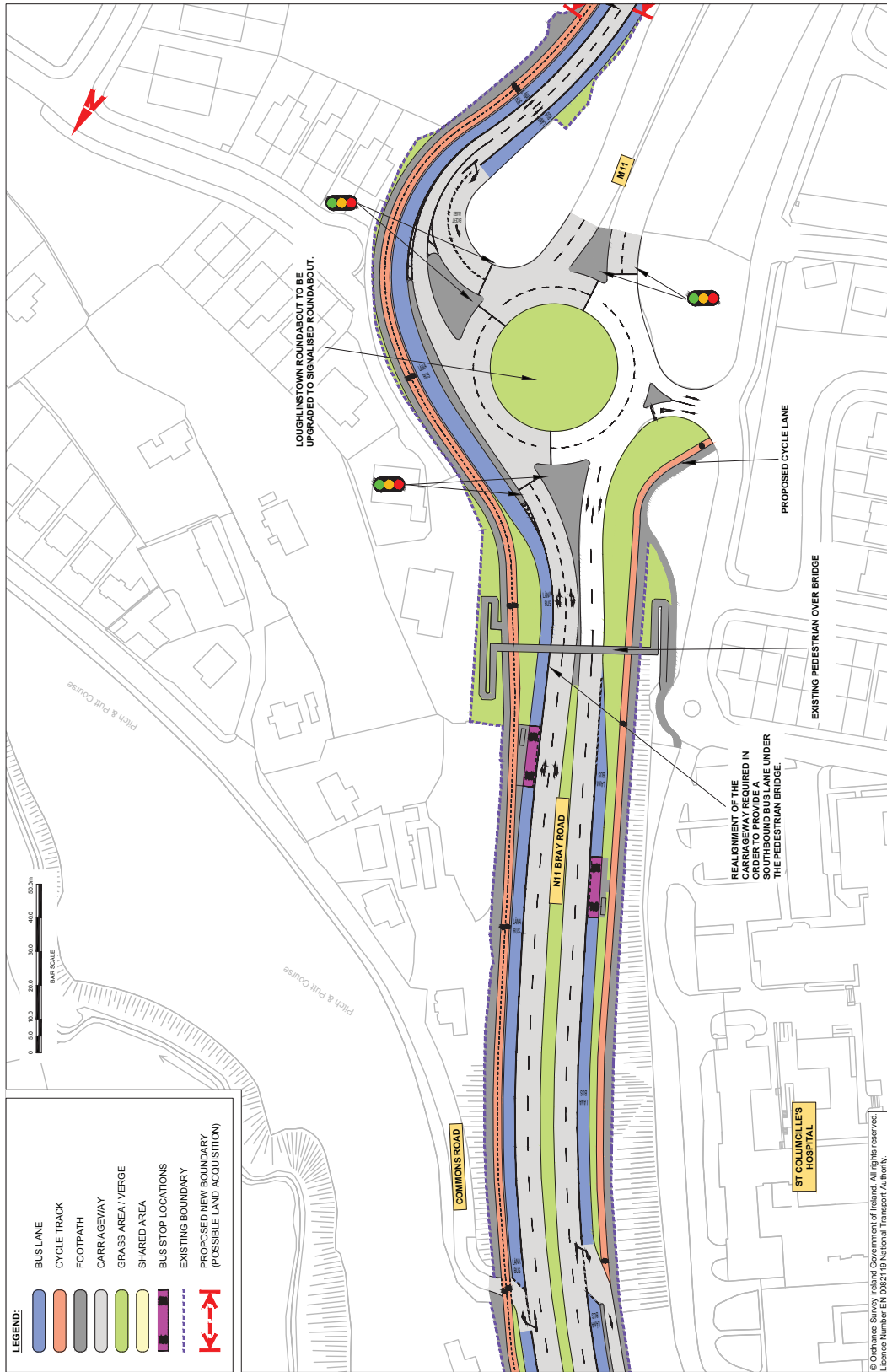
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BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 41: Emerging Preferred Route



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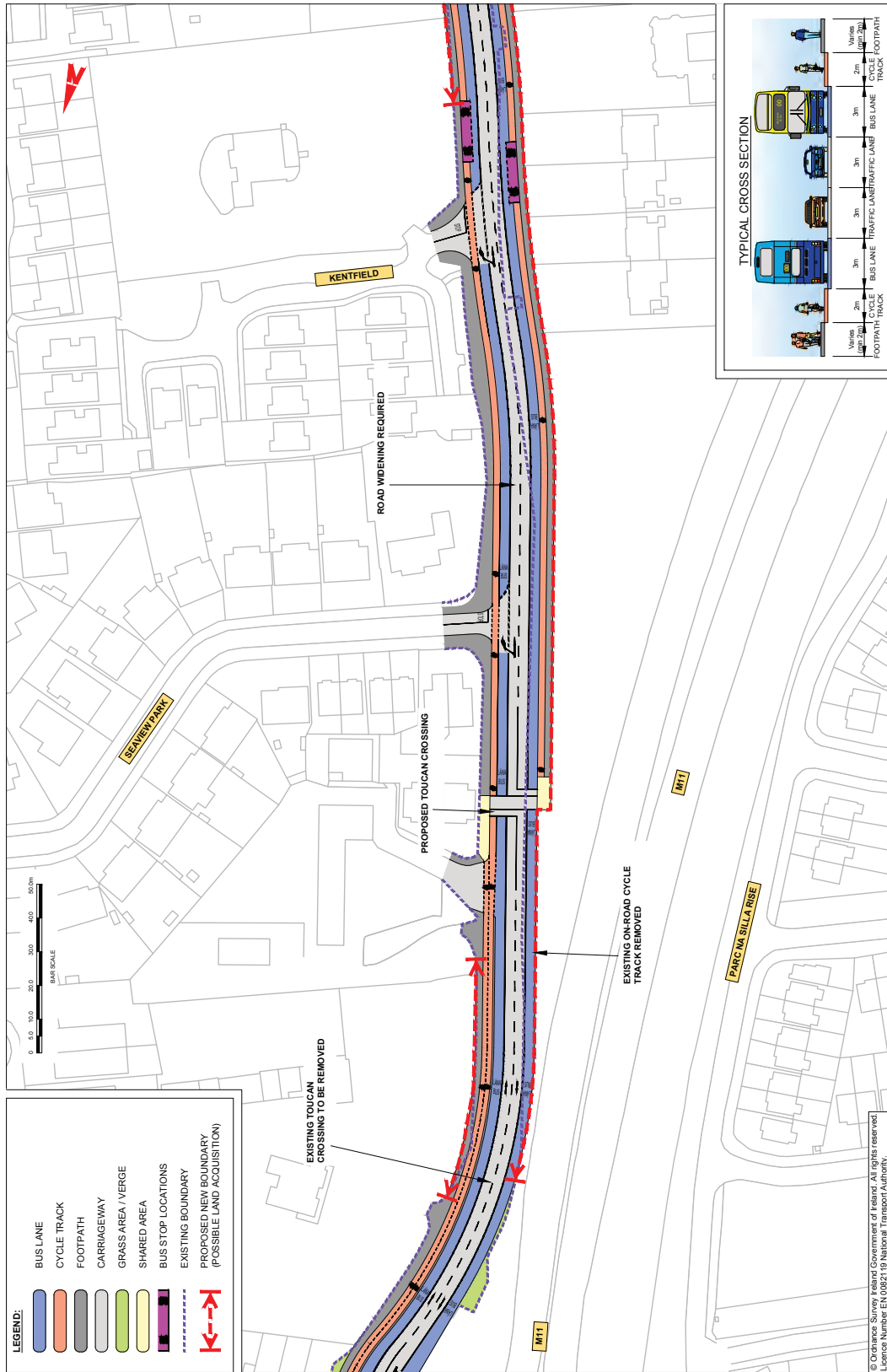
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 42: Emerging Preferred Route



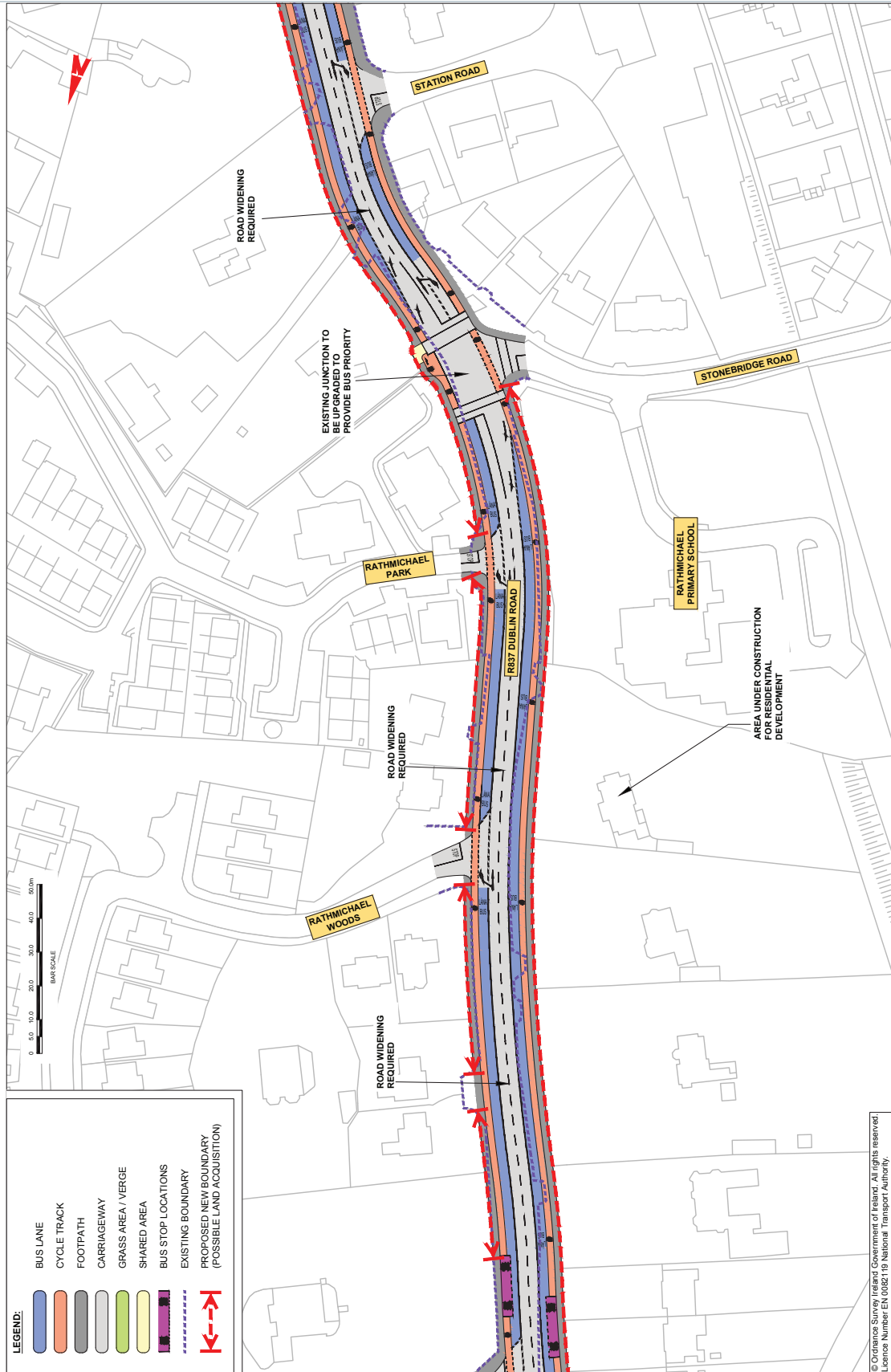
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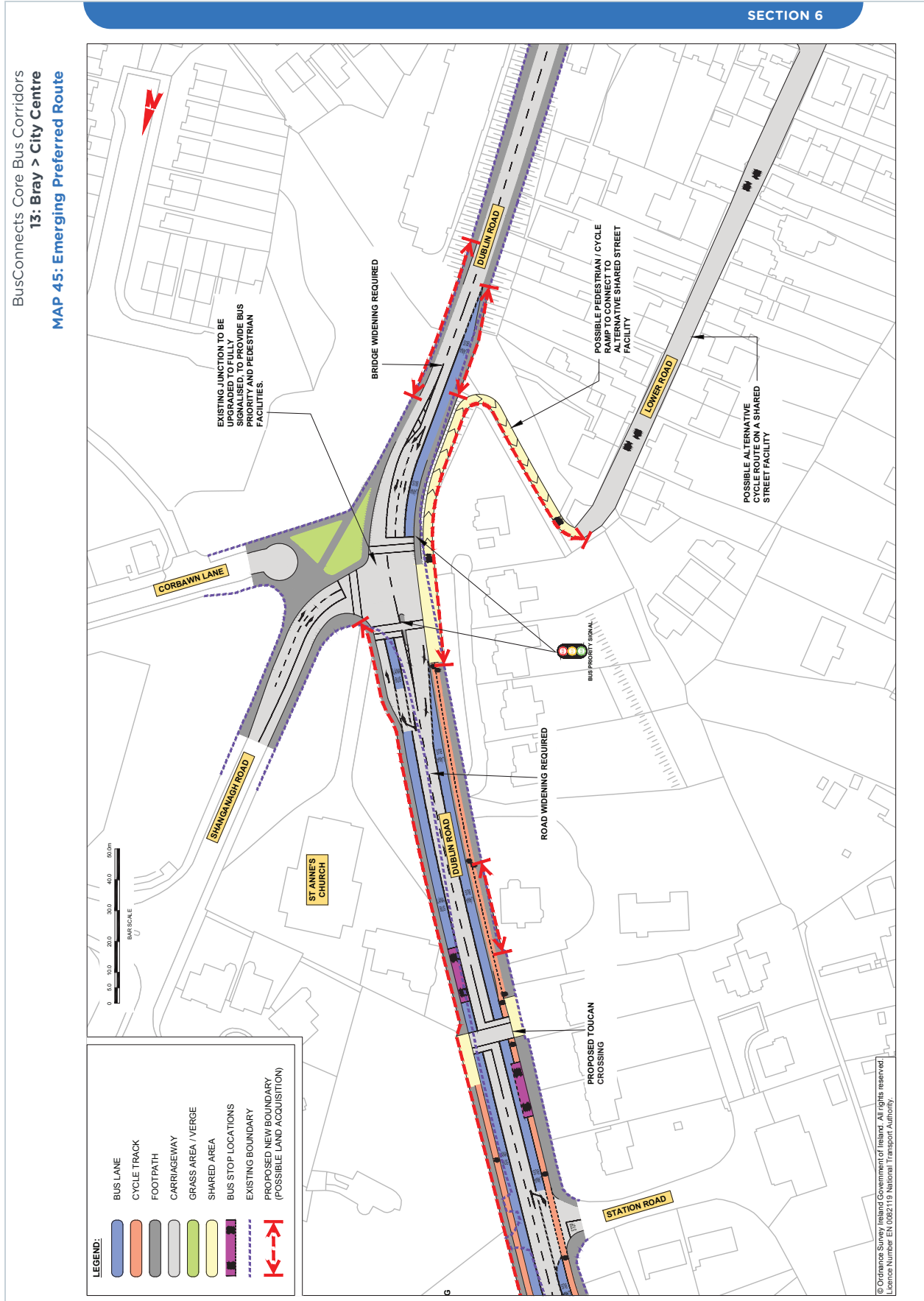
BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 43: Emerging Preferred Route

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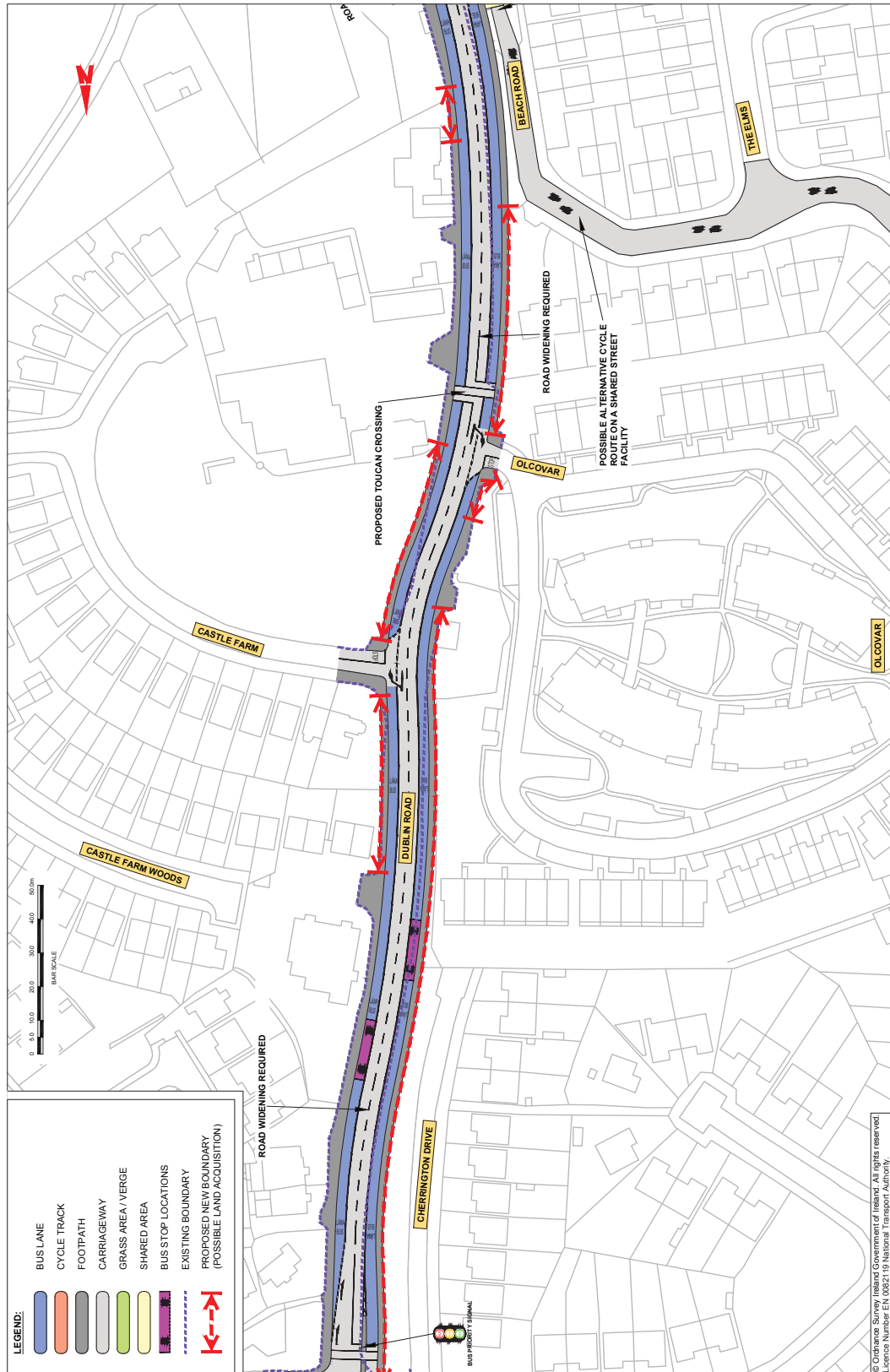
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 44: Emerging Preferred Route



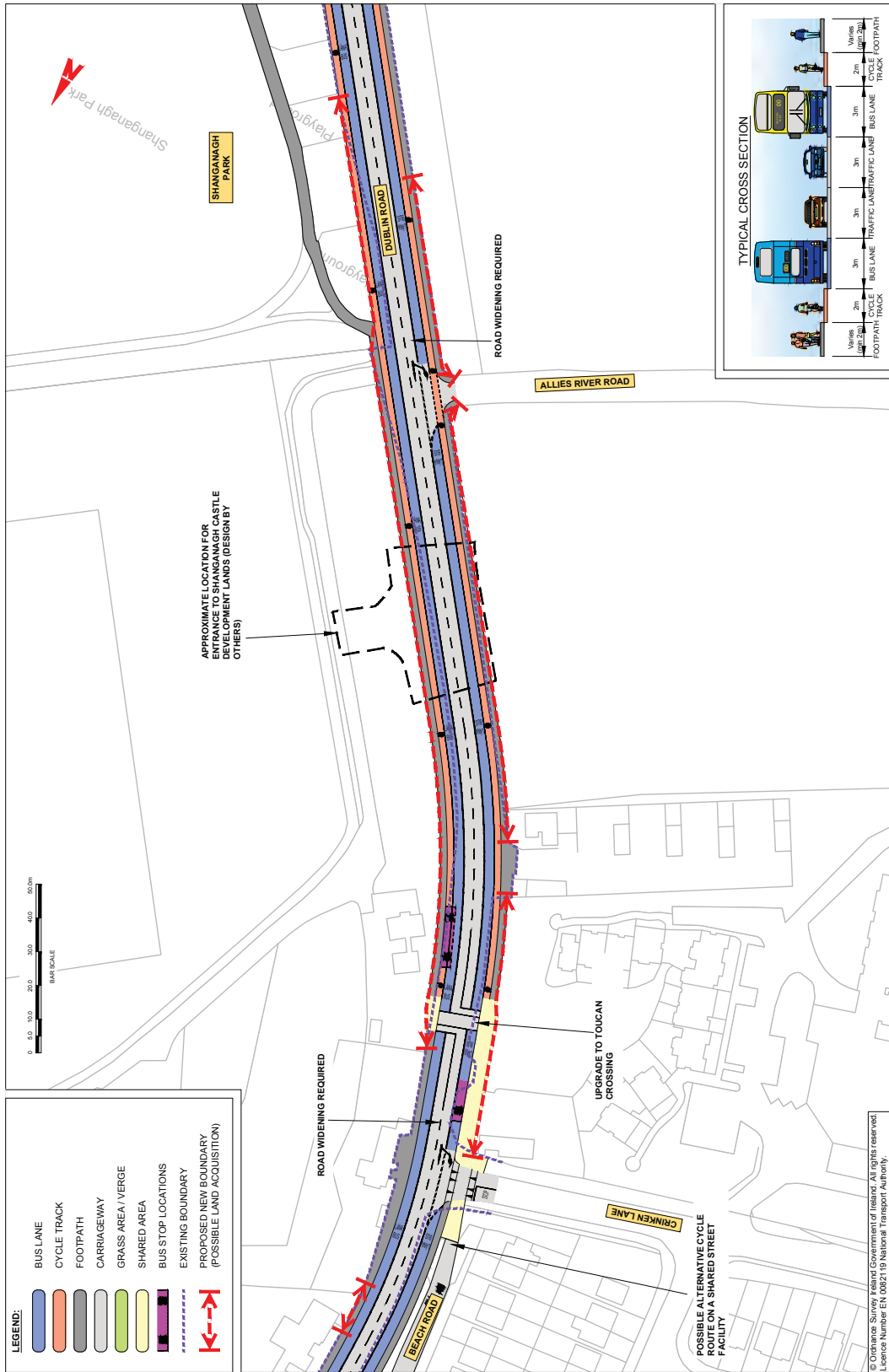


BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 47: Emerging Preferred Route

SECTION 6



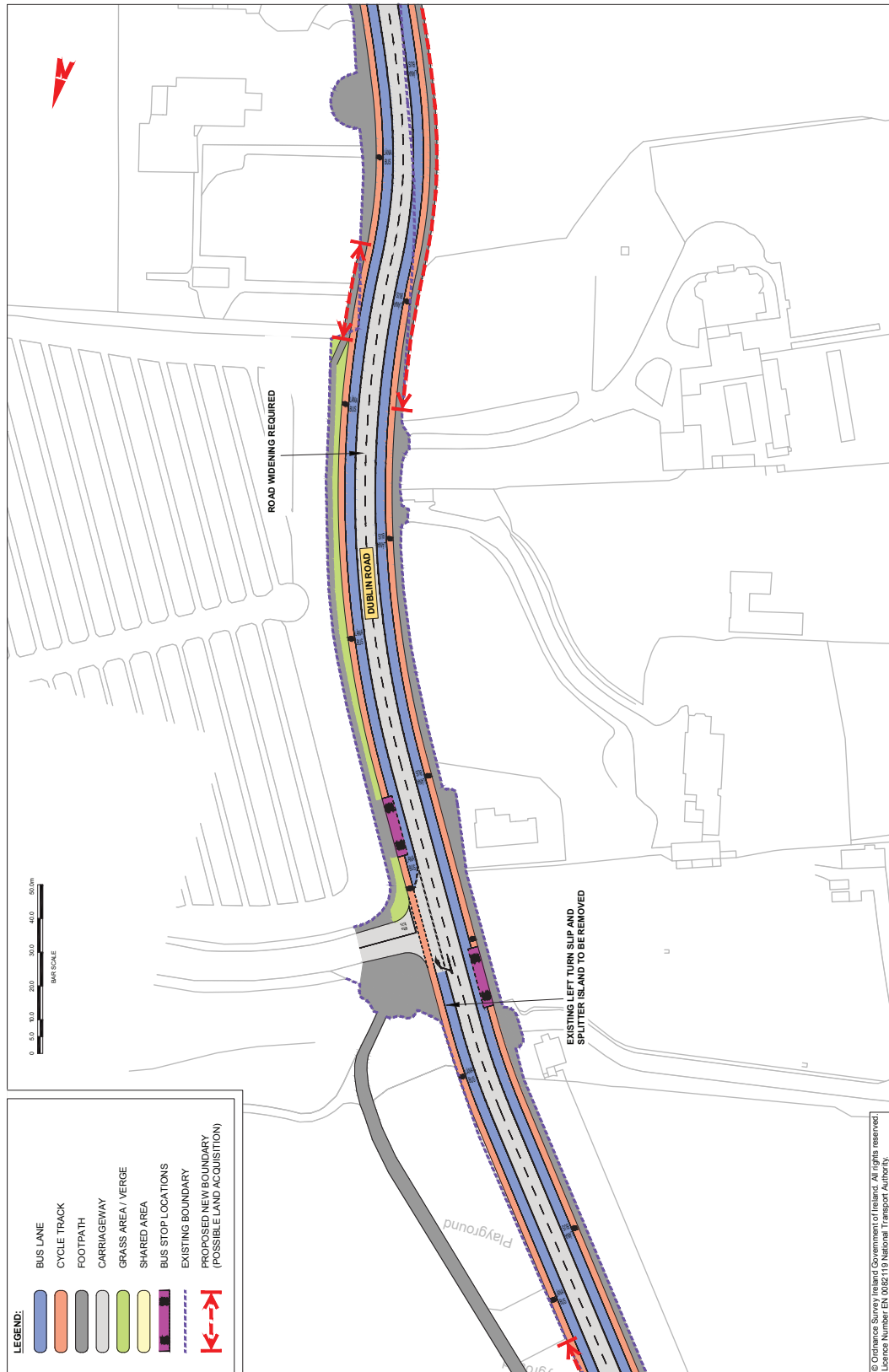
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 48: Emerging Preferred Route



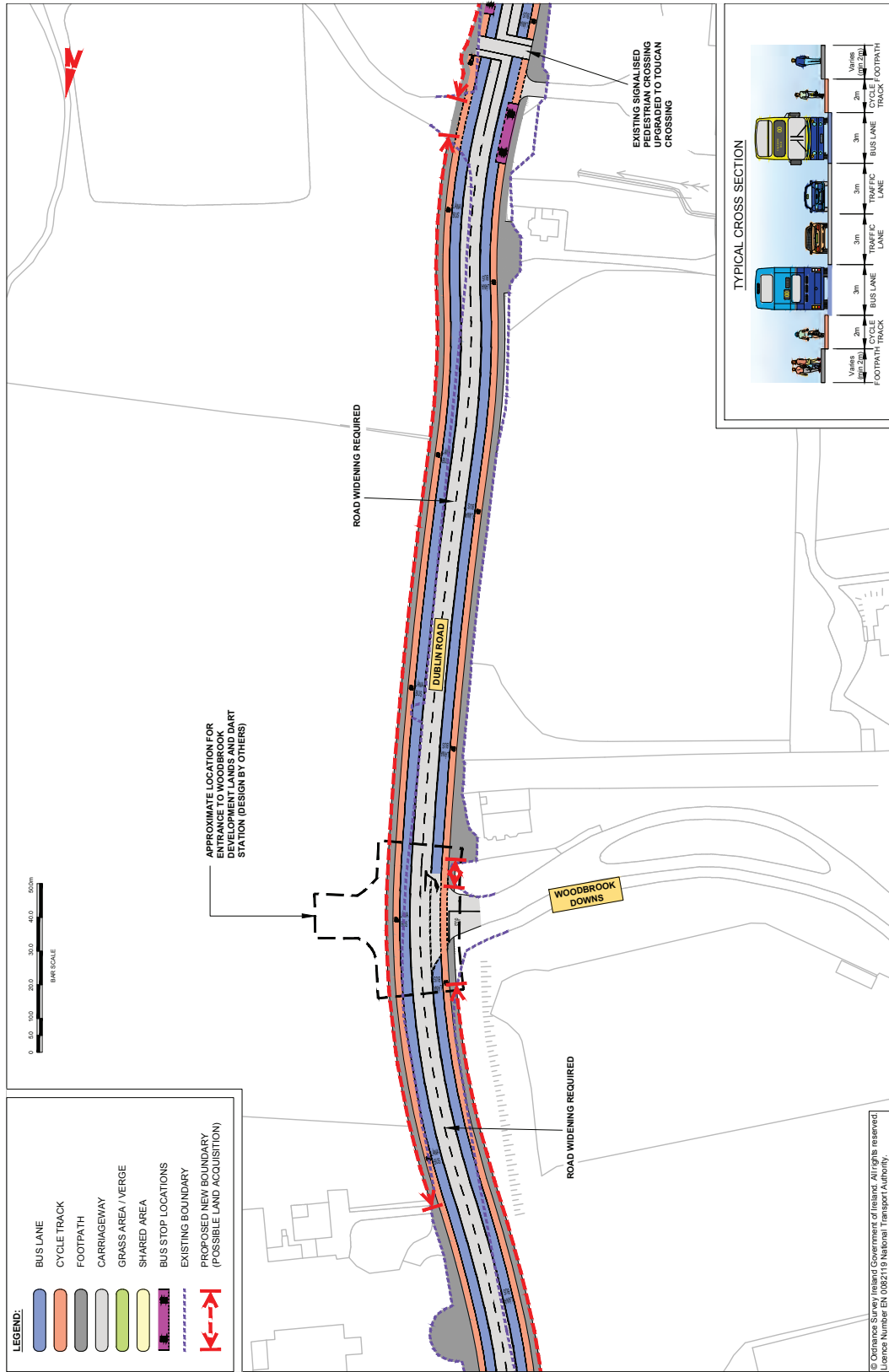
SECTION 6

SECTION 6

BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 49: Emerging Preferred Route



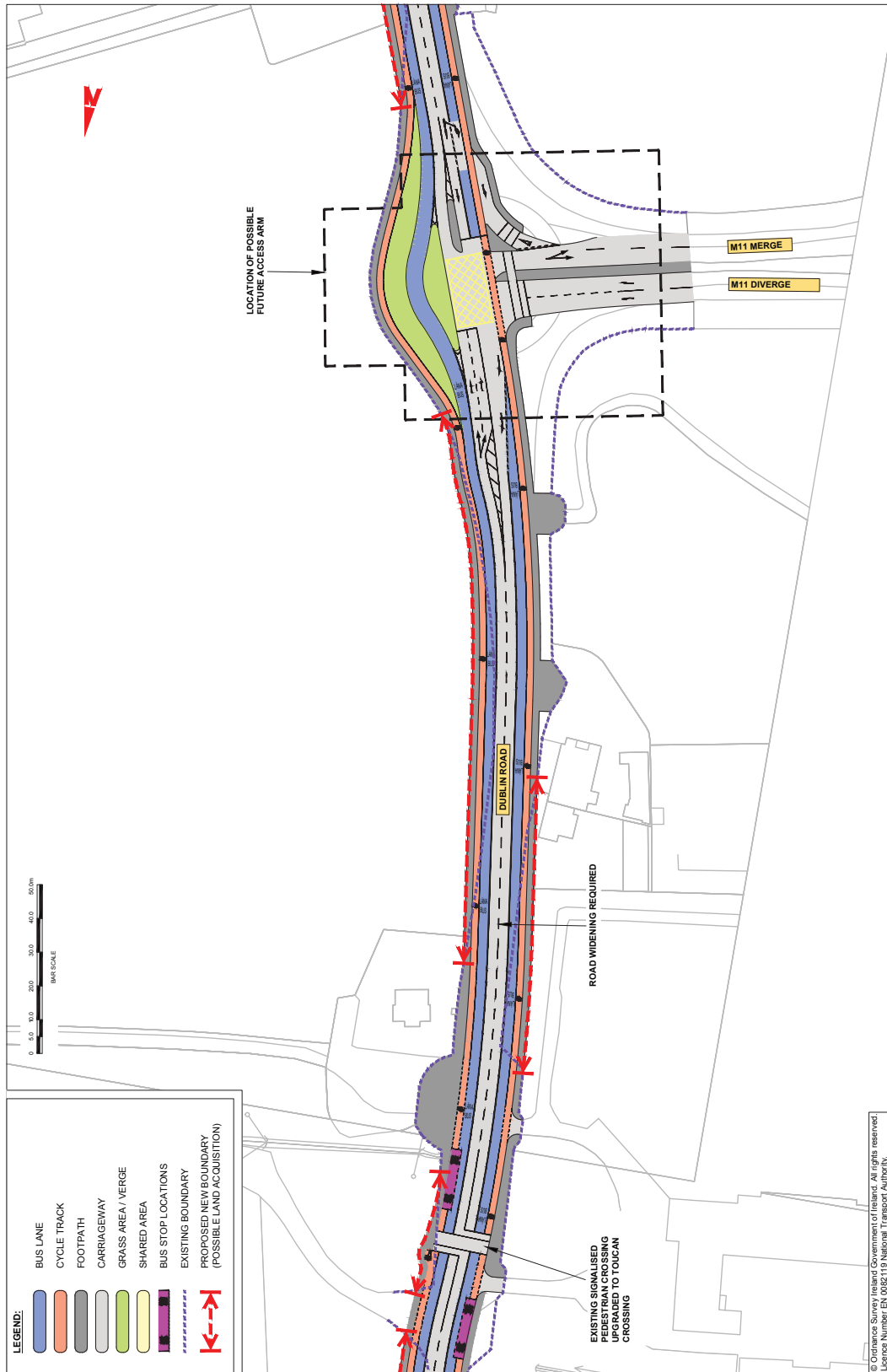
BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 50: Emerging Preferred Route



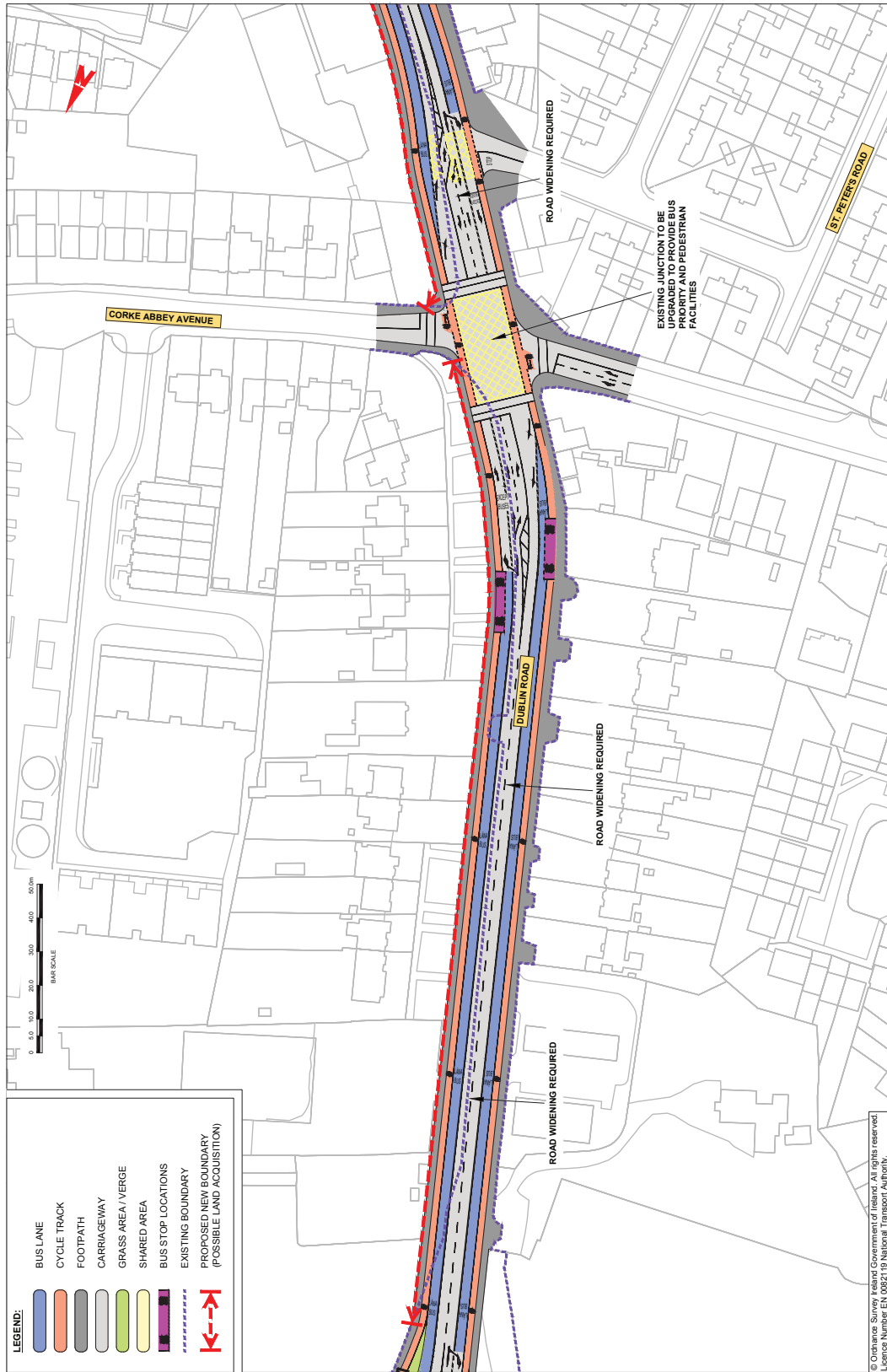
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SECTION 6

BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 51: Emerging Preferred Route

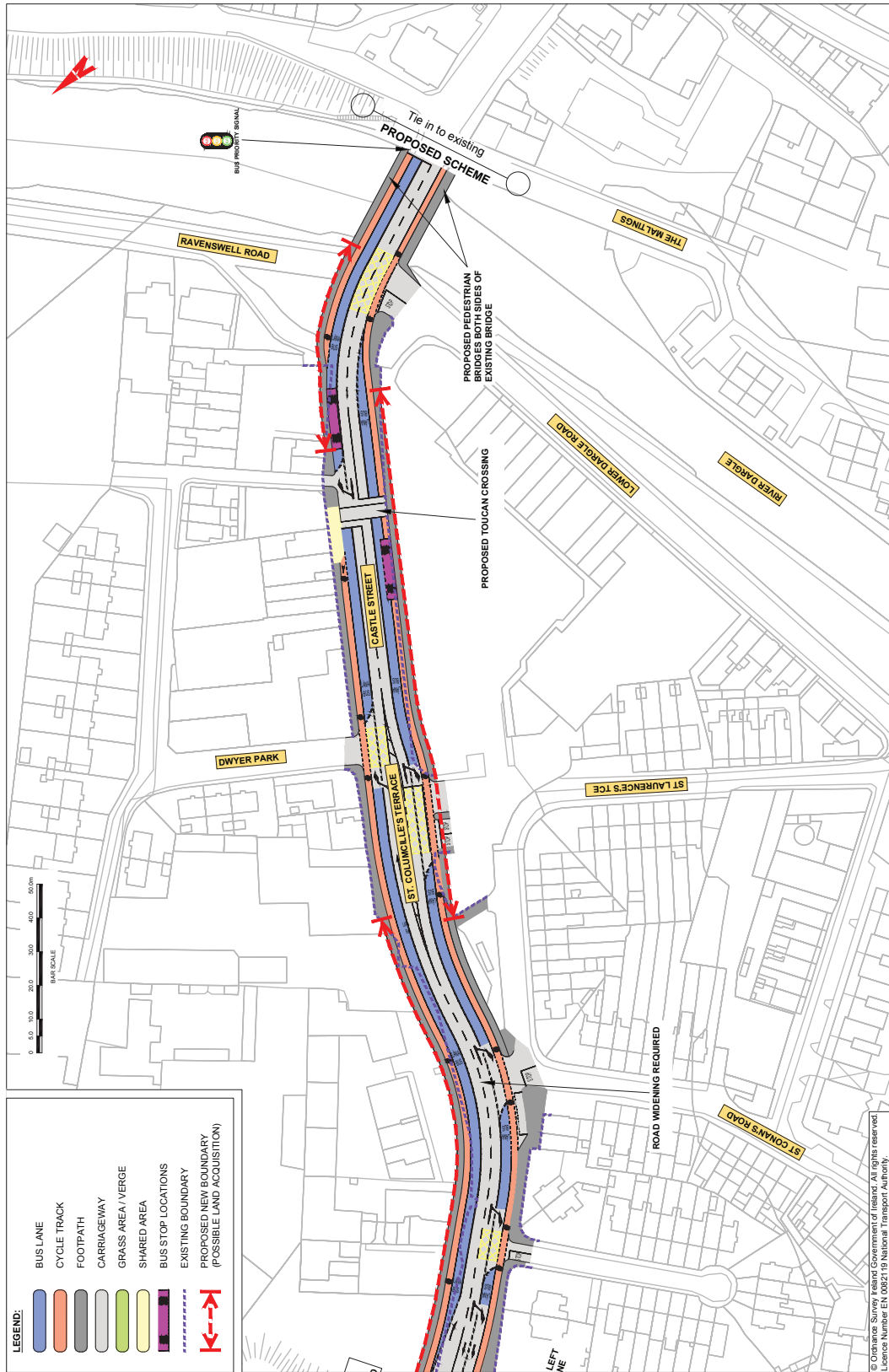


BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 52: Emerging Preferred Route



SECTION 6

BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 54: Emerging Preferred Route



SECTION 6

BusConnects Core Bus Corridors
 13: Bray > City Centre
 MAP 55: Emerging Preferred Route

SECTION 6

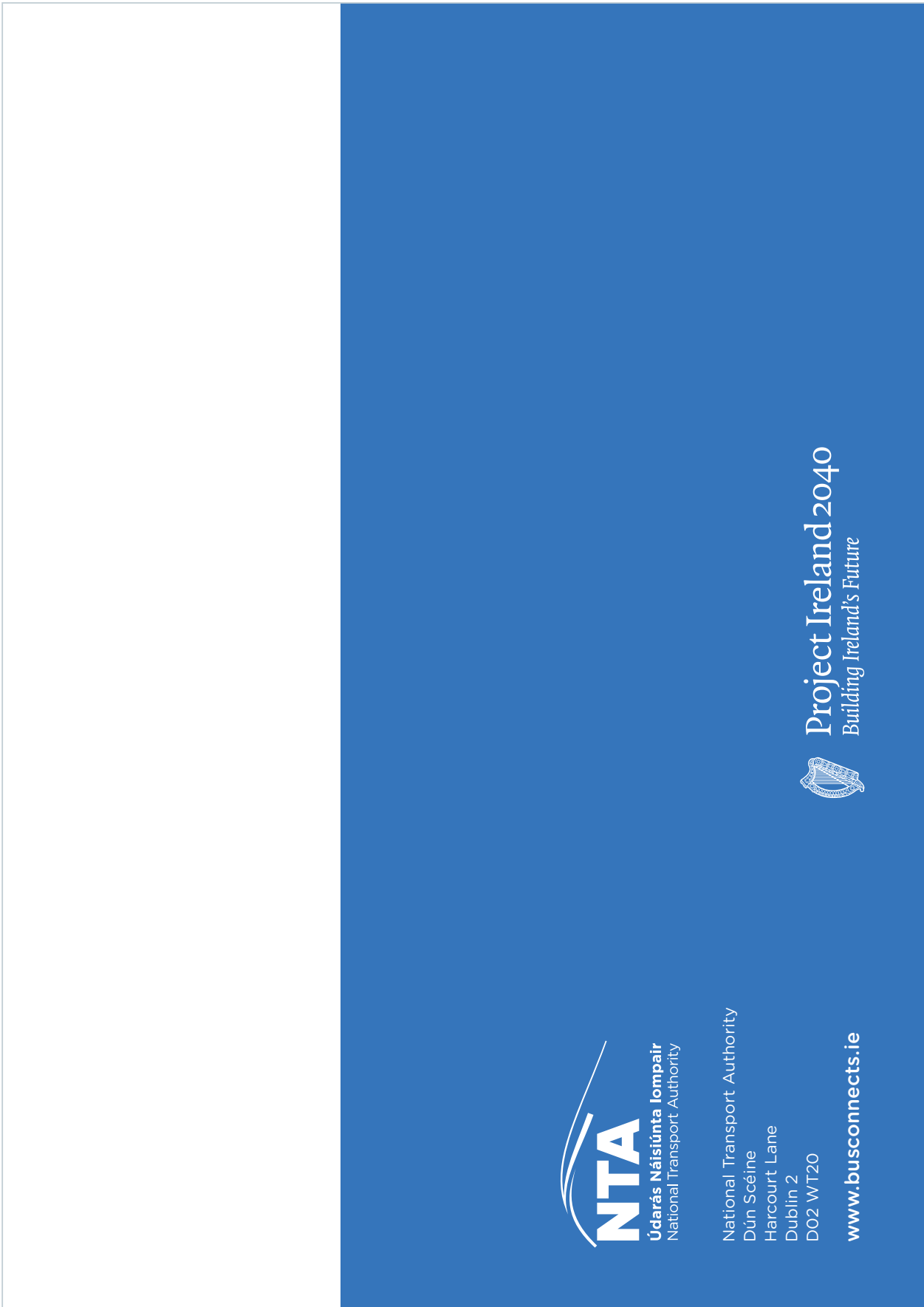


BusConnects Core Bus Corridors
13: Bray > City Centre
MAP 56: Emerging Preferred Route



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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

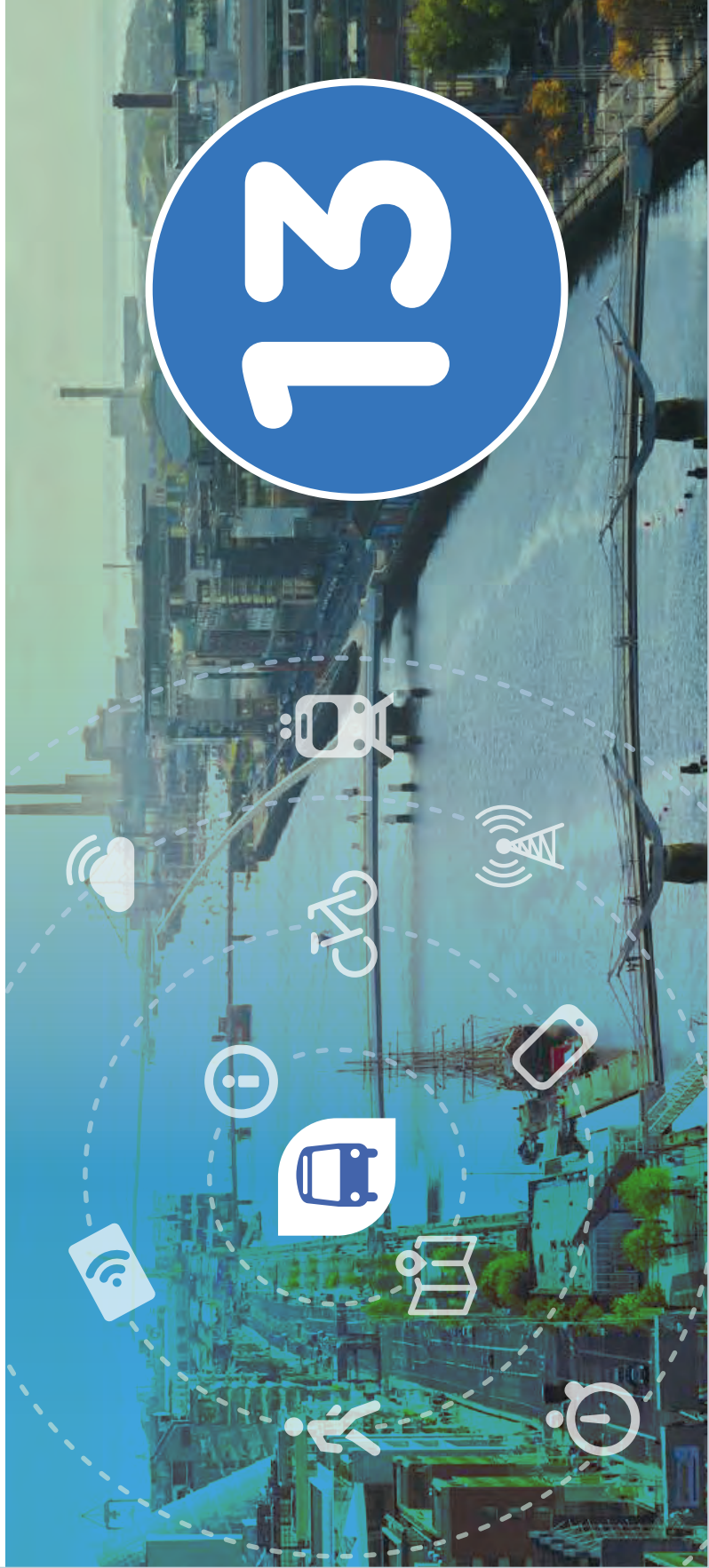
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TRANSFORMING CITY BUS SERVICES

 Project Ireland 2040
Building Ireland's Future

Bhré > Lár na Cathrach Conair Bus Lárnach

An Bealach is Dealraithe a Roghnófar
Comhairliúchán Poiblí Feabhra 2019



Easy to Read Version



Core Bus Corridors Bray 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 Bray to the City Centre. This bus corridor will start at Nassau Street and go along Kildare Street to St Stephen's Green. Then, the bus will turn onto Leeson Street.



It will continue onto Morehampton Road, Donnybrook Road, and the Stillorgan Road. At Nutley Lane, it will meet the UCD to City Centre bus corridor.



The bus will go on the Stillorgan / Bray Road as far as the Loughlinstown Roundabout.

Then, it will go along the Dublin Road through Shankill and towards Bray.

This bus corridor ends at the Dargle River Crossing in Bray.



Now, the bus journey from Bray to the City Centre takes up to 55 minutes.

With the bus corridor, this journey will take up to 45 minutes.



The route is 13 kilometres.



There will be new cycle lanes along this route.

We will put in some new pathways and pedestrian crossings.



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

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



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

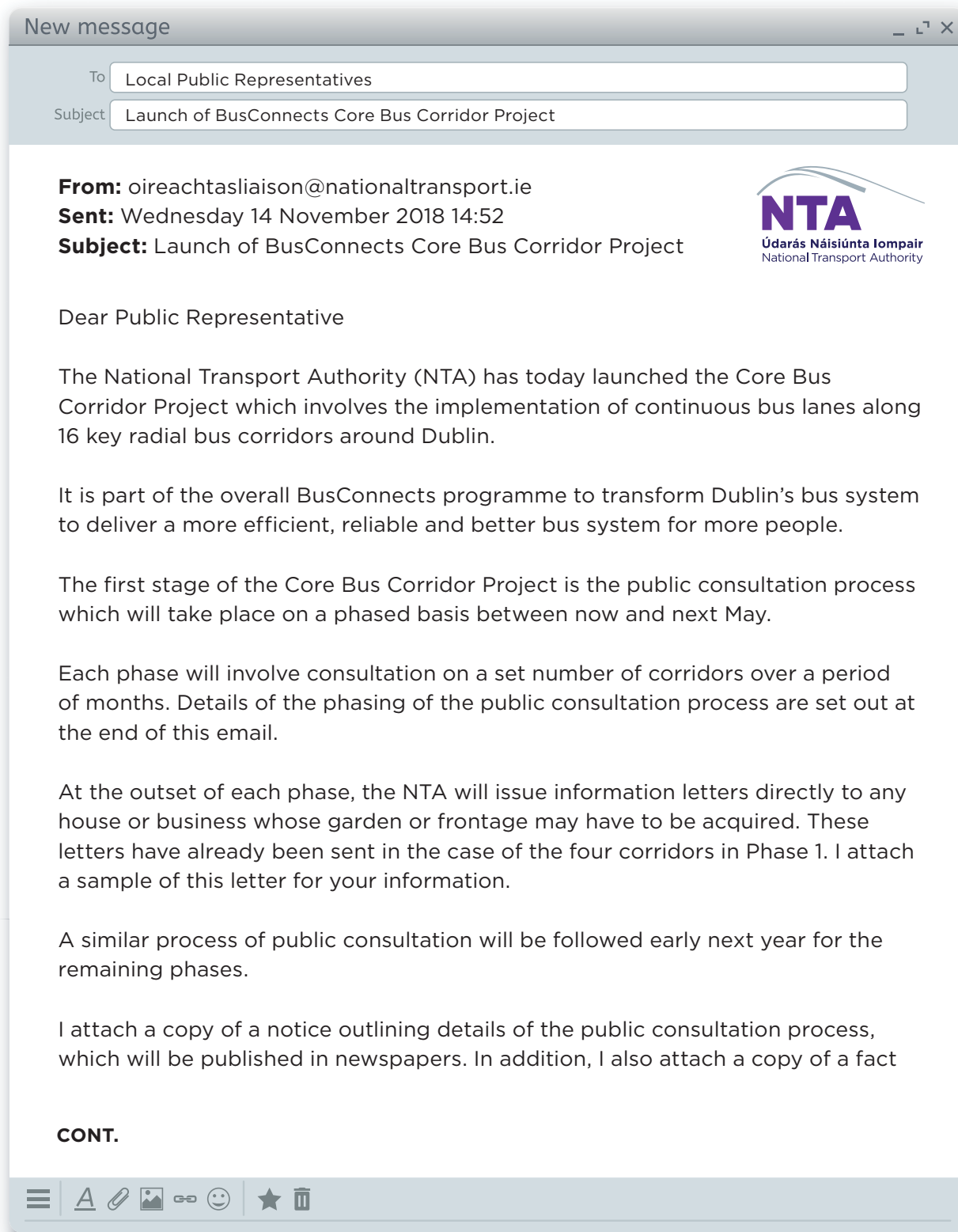
www.busconnects.ie

3.

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 BusConnects Core Bus Corridor Project

sheet regarding the public consultation. More detailed information on the Core Bus Corridor Project is available on the BusConnects website, www.busconnects.ie.

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. In that regard we will be establishing a community forum for each corridor to facilitate engagement with all parties including individuals, residents associations, community groups, etc. Requests to participate in the community forum should be sent to cbc@busconnects.ie

In conclusion we look forward to working with you and your constituents in the coming months with a view to 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, National Transport Authority

DETAILS OF PHASING

Phase 1 (14th November to 15th February 2019)
Clongriffin to City Centre
Swords to City Centre
Blanchardstown to City Centre
Lucan to City Centre

Phase 2 (Mid-January to End March 2019)
Liffey Valley to City Centre
Clondalkin to Drimnagh
Greenhills to City Centre

CONT.

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New message


To: Local Public Representatives

Subject: Launch of BusConnects Core Bus Corridor Project

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



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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 seirbhísi 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 infheistíochta 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 comtháite 10 mbliana de ghníomhaíochtaí comtháite 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 tharlóidh 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 Ghrifín go Lár na Cathrach**

➤ **Sord go Lár na Cathrach**

➤ **Cluain Ghrifín 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 leis 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 - Réachtálar 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:
Trídánbhoimharlíneachuid "Comhairliúchán Poiblí" de leathanach na gConairí Bus Lárnacha ar an suíomh www.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

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

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 is now commencing a public consultation in relation to these proposals.

This public consultation for sixteen core bus corridors will take place over a **phased basis** starting from 14th November 2018 and will run until May 2019.

The public consultation for the first four corridors has now commenced and will end Friday 15th February 2019. We are now seeking submissions and observations for the following:

➤ **Clongriffin to City Centre**

➤ **Swords to City Centre**

➤ **Blanchardstown to City Centre**

➤ **Lucan to City Centre**

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

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

By email to:
cbc@busconnects.ie

BusConnects Core Bus Corridor Phase 1 Fact Sheet:

BUS CONNECTS

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.

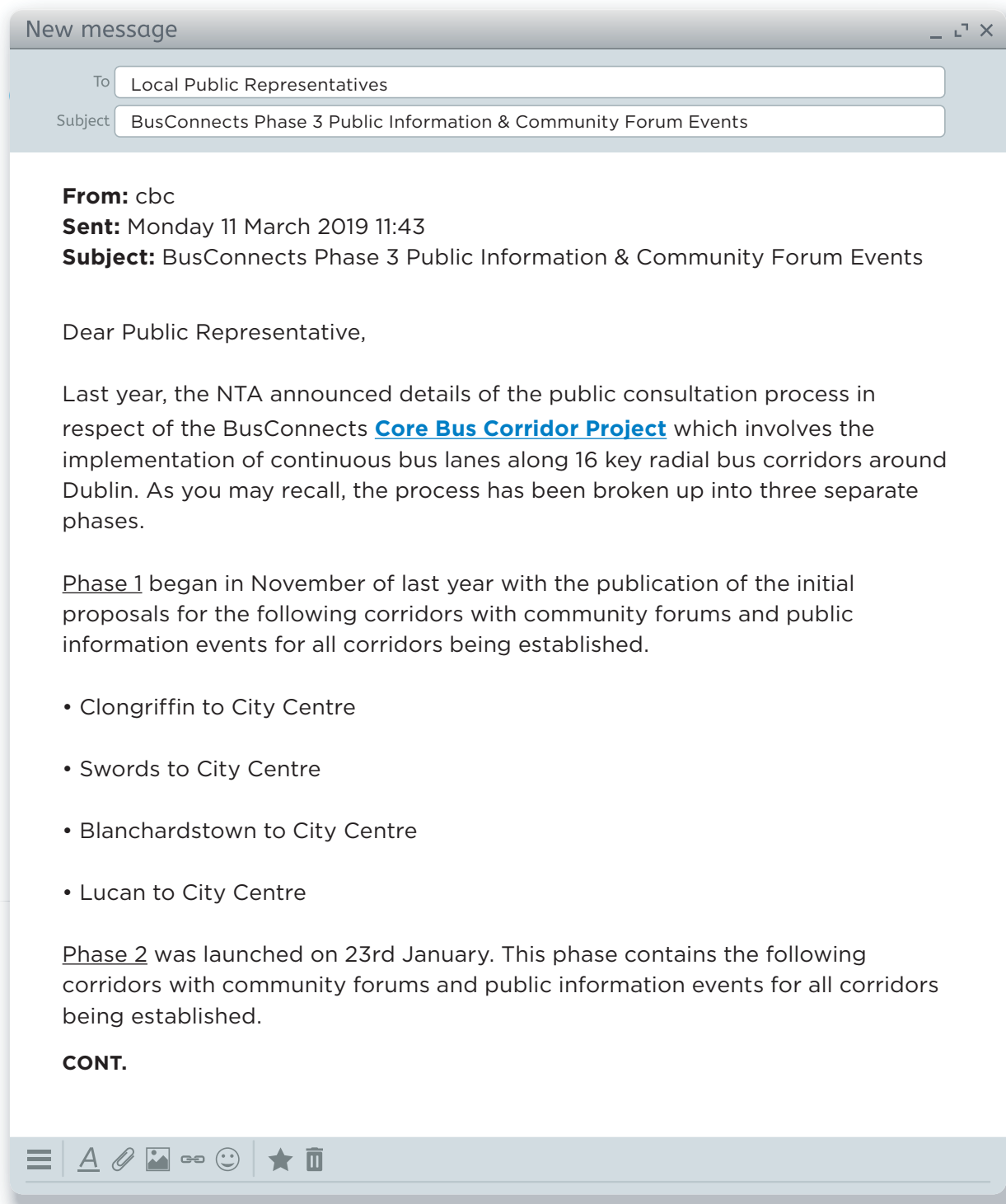
Process of Engagement

- 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.

Public Representative Correspondence regarding public information event on 26 March 2019 in the Talbot Hotel, Stillorgan and the Community Forum on 08 April 2019 in the Talbot Hotel, Stillorgan:



New message _ [] X

To

Subject

- 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 was launched on the 28th February. **This phase contains the following corridors and the NTA are now establishing Public Information Events and Community Forums:**

- Ballymun to City Centre;
- Finglas to Phibsborough;
- Bray to City Centre;
- Blackrock to Merrion;
- UCD Ballsbridge to City Centre;
- Ringsend 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.

CONT.

New message _ ↗ ✕

To: Local Public Representatives

Subject: BusConnects Phase 3 Public Information & Community Forum Events

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.

CBC Phase 3 Public Information Events

ROUTE	CORRIDOR	VENUE	DATE	TIME
13	Bray to City Centre	Talbot Hotel Stillorgan (Park Hotel) Stillorgan Road, Blackrock, Dublin, A94 V6K5,	Tuesday 26th March	15:00 - 20:00
14/15	UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton Burlington Hotel, Leeson Street Upper, Dublin, D04 A318	Wednesday 27th March	15:00 - 20:00
16	Ringsend to City Centre	The Convention Centre, Spencer Dock, N Wall Quay, North Wall, Dublin 1, D01 T1W6	Monday 1st April	15:00 - 20:00
3/4	Ballymun to City Centre / Finglas to Phibsborough	Ballymun Axis Arts Centre, Main Street, Dublin 9, D09 Y9W0	Wednesday 3rd April	15:00 - 20:00

CONT.

New message _ ↻ ✕

To

Subject

Community Forum Events

ROUTE	CORRIDOR	VENUE	DATE	TIME
13	Bray to City Centre	Talbot Hotel Stillorgan (Park Hotel), Stillorgan Road, Blackrock, Dublin, A94 V6K5,	Monday 8th April	18:30 - 20:00
3/4	Ballymum to City Centre / Finglas to Phibsborough	Ballymum Axis Arts Centre, Main Street, Dublin 9, D09 Y9W0	Wednesday 10th April	18:30 - 20:00
14/15	UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton Burlington Hotel, Leeson Street Upper, Dublin, D04 A318	Tuesday 16th April	18:30 - 20:00
16	Ringsend to City Centre	The Convention Centre, Spencer Dock, N Wall Quay, North Wall, Dublin 1, D01 T1W6	Thursday 18th April	18:30 - 20:00

Yours sincerely,
Bus Connects Team

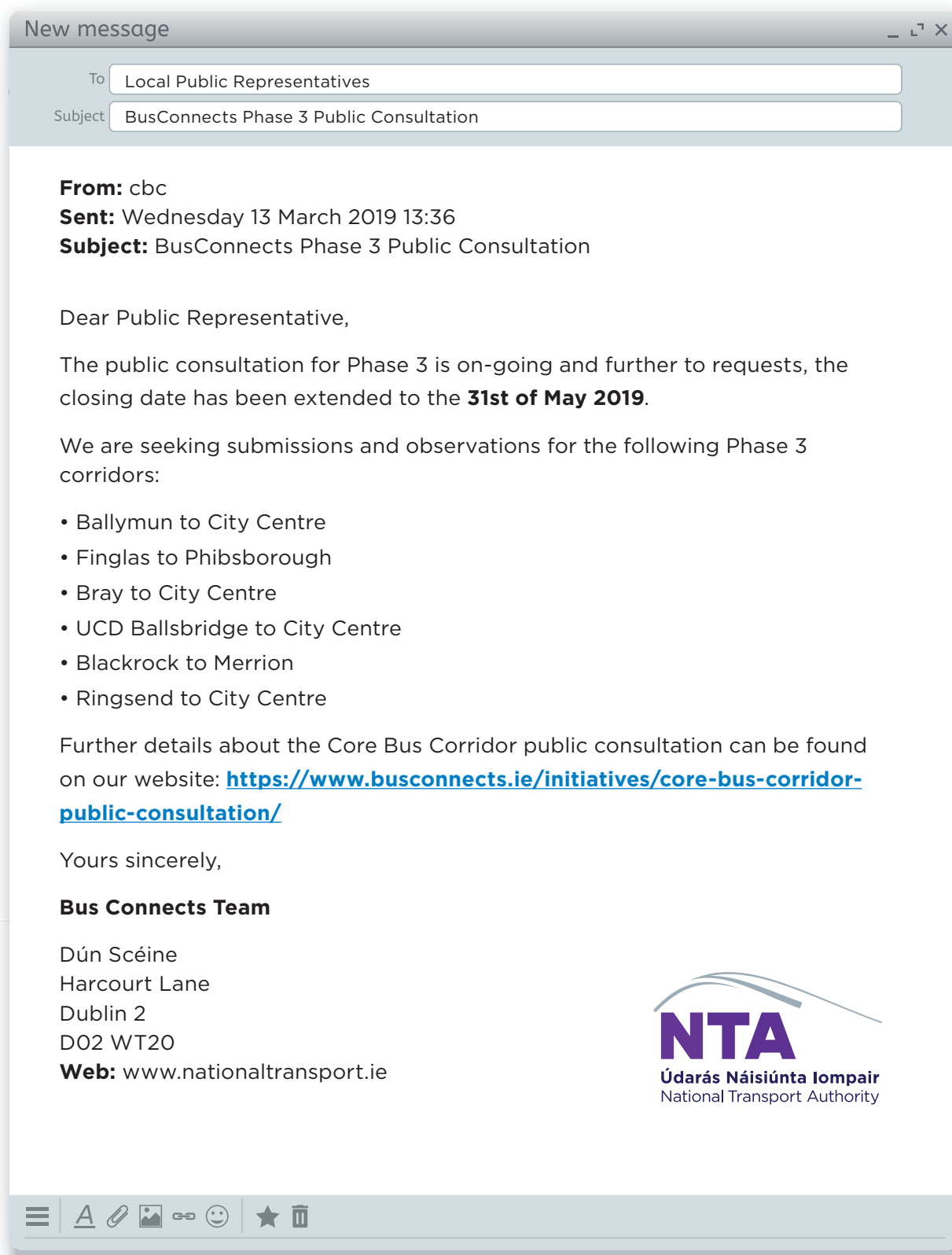
Dún Scéine
 Harcourt Lane
 Dublin 2
 D02 WT20
Web: www.nationaltransport.ie



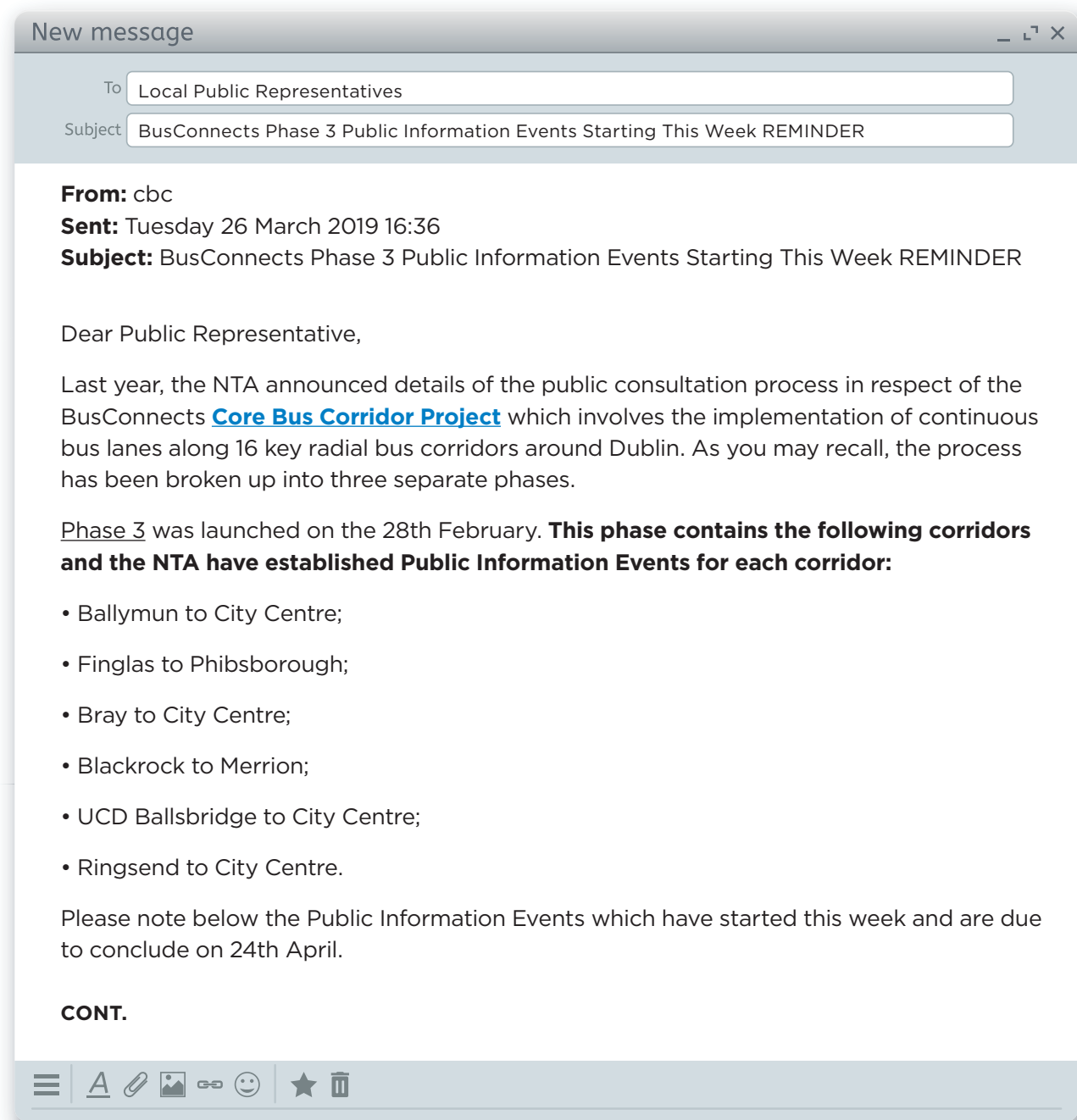
NTA
 Údarás Náisiúnta Iompair
 National Transport Authority

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Public Representative Correspondence regarding the extension to the closing date of the public consultation for Phase 3:



Public Representative Correspondence regarding the upcoming public information events:



New message _ ↗ ✕

To: Local Public Representatives

Subject: BusConnects Phase 3 Public Information Events Starting This Week REMINDER


CBC Phase 3 Public Information Events

ROUTE	CORRIDOR	VENUE	DATE	TIME
13	Bray to City Centre	Talbot Hotel Stillorgan (Park Hotel) Stillorgan Road, Blackrock, Dublin, A94 V6K5,	Tuesday 26th March	15:00 - 20:00
14/15	UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton Burlington Hotel, Leeson Street Upper, Dublin, D04 A318	Wednesday 27th March	15:00 - 20:00
16	Ringsend to City Centre	The Convention Centre, Spencer Dock, N Wall Quay, North Wall, Dublin 1, D01 T1W6	Monday 1st April	15:00 - 20:00
3/4	Ballymun to City Centre / Finglas to Phibsborough	Ballymun Axis Arts Centre, Main Street, Dublin 9, D09 Y9W0	Wednesday 3rd April	15:00 - 20:00
3/4/13/14/15/16	All 6 Combined	The Gresham Hotel, Upper O'Connell St.	Wednesday 24th April	14:00 - 20:00

Kind Regards,

Bus Connects Team

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



Údarás Náisiúnta Iompair
National Transport Authority

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Public Representative Correspondence regarding the upcoming public information events

New message _ [] X

To: Local Public Representatives

Subject: Reminder: BusConnects Public Information Event for All Phase 3 Corridors

From: cbc
Sent: Tuesday 23 April 2019 11:45
Subject: Reminder: BusConnects Public Information Event for All Phase 3 Corridors

Dear Public Representative,

Please note that a Public Information event for all Phase 3 corridors is taking place **tomorrow, Wednesday 24th April, from 14.00-20.00 in The Gresham Hotel, Upper O'Connell Street.**

Phase 3 Corridors


- Route 3: Ballymun to City Centre
- Route 4: Finglas to Phibsborough
- Route 13: Bray to City Centre
- Route 14: UCD Ballsbridge to City Centre
- Route 15: Blackrock to Merrion
- Route 16: Ringsend to City Centre

ROUTE	CORRIDOR	VENUE	DATE	TIME
3/4/13/ 14/15/16	All 6 Combined Public Information Event	The Gresham Hotel, Upper O'Connell St.	Wednesday 24th April	14:00 – 20:00

This is an open event. All are welcome to attend.

Yours sincerely,
BusConnects Team

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


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National Transport Authority

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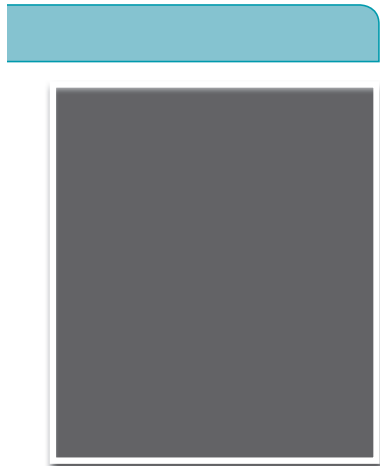
3.

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

3C Public Consultation Information Events

Press Ad:

3 January 2019 DUBLIN GAZETTE 17



One of 'Ava's' pics from her @avavanroseofficial account

PEOPLE | DUB ON HIT SHOW

REBECCA RYAN

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES



Project Ireland 2040
Building Ireland's Future

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 the first four corridors has commenced and will end on 15th February 2019. Details of the 12 other corridors will be published for public review in early 2019.

Public information events for **Clongriffin to City Centre, Swords to City Centre, Blanchardstown to City Centre and Lucan to City Centre** are being held in the following venues:

CORRIDOR	VENUE	DATE & TIME
Clongriffin to City Centre	The Hilton Hotel, Northern Cross, Malahide Rd, Dublin 17	Thursday 10th January 3.00pm to 8.00pm
Swords to City Centre	The Carnegie Court Hotel, North St, Townparks, Swords, Co. Dublin	Friday 11th January 3.00pm to 8.00pm
Blanchardstown to City Centre	The Crowne Plaza Hotel, Blanchardstown Town Centre, Dublin 15	Tuesday 15th January 3.00pm to 8.00pm
Lucan to City Centre	The West County Hotel, Old Lucan Road, Chapelizod, Dublin 20	Wednesday 16th January 3.00pm to 8.00pm
Clongriffin to City Centre, Swords to City Centre, Blanchardstown to City Centre and Lucan to City Centre	The Gresham Hotel, 23 O'Connell Street Upper, Dublin 1	Thursday 17th January 2.00pm to 8.00pm

For more information on the core bus corridor public consultation go to www.busconnects.ie



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

Correspondence with Community Forum Members regarding the Bray to City Centre Community Forum on 08 April 2019 in the Talbot Hotel, Stillorgan:

New message

To: Community Forum members

Subject: Bray to City Centre Core Bus Corridor Community Forum Report 8 April 2019


From: cbc
Sent: Friday 3 May 2019 11:29
Subject: Bray to City Centre Core Bus Corridor Community Forum Report 8 April 2019

Dear Community Forum Member,

Please find attached the Bray to City Centre Core Bus Corridor Community Forum Report from the meeting which took place on **Monday 8th April 2019 in the Talbot Hotel, Stillorgan.**

Kind Regards,
Bus Connects Team

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Tel: + 353 (0)1 879 8300
Web: www.nationaltransport.ie


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National Transport Authority

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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.

Bray to City Centre Core Bus Corridor Community Forum Presentation – 8 April 2019



INTRODUCTIONS

CHAIRPERSON – SIMON NUGENT

HUGH CREEGAN – Deputy CEO, NTA

JOHN FLEMING – BusConnects Infrastructure Director

CON KEHELY – Senior Project Manager, BusConnects

AGENDA

- Introduction
- Terms of Reference
- Overview of BusConnects
- Bray Emerging Preferred Route
- Q&A's
- Actions

FORUM OBJECTIVES & TERMS OF REFERENCE

- Membership of the Community Forum will comprise of one representative 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).
- Meetings of the Community Forum will be chaired by an independent chairperson.
- 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.

FORUM OBJECTIVES & TERMS OF REFERENCE cont'd

- It will enable information to be provided more directly by the NTA to the parties most impacted by the proposals.
- It will allow concerns about the proposals to be raised by the participants and for the NTA to address and respond to those concerns.
- It will allow constructive ideas and viable alternatives to be brought forward to improve the overall proposals.
- It will assist in enabling the resolution of local issues within the proposals in a timely manner.
- It will allow discussions and suggestions in relation to ideas for urban centre improvements that could be incorporated into the project.



What's the big picture?


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The Transport Strategy for the Greater Dublin Area 2016-2035 sets out a framework to address the transport issues across the region. Three key projects:

- > **MetroLink** – a metro between Swords and Sandyford, serving the airport and the city centre;
- > **Dart Expansion Programme** - which will see the implementation of high-frequency Dart services on the Northern Line, the Kildare Line and the Maynooth Line; and
- > **BusConnects Dublin** – a programme of projects to make the bus system better, faster, more reliable and more useful to more people.

Currently the bus system carries 67% of all public transport passengers in Dublin, over three times the numbers carried by Luas and over four times the numbers carried by DART and commuter rail.

Improving the bus system is essential to improving public transport in Dublin.



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Udaras Naíisiúnta Iompair Náisiúnta Busair Authority

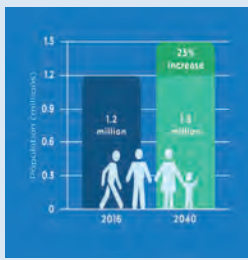


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BusConnects – Why we need it?

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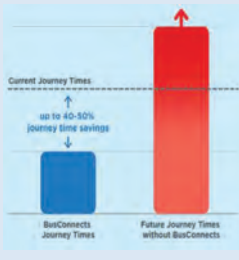
- Address congestion
- Enable population growth
- Allow economic growth
- Support housing development



The Benefits it will bring: For bus users

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- > **Time Savings:** Bus journey time savings of up to 40-50%
- > **Reliability:** Reliable and punctual bus services
- > **Capacity:** Increased capacity to carry a 50% uplift on current 140 million passengers per year. Faster journey times means the same bus fleet can operate more services.



The Benefits it will bring: For Cycling and Urban Centres

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- > **Cycling:** BusConnects is the single biggest cycling infrastructure plan in the history of the state – 200kms of cycle tracks/lanes will be provided.
- > **Greater Dublin Area Cycle Network Plan:** Delivery of the BusConnects corridors will provide the foundation of the overall Greater Dublin Area cycle network plan.
- > **Improved urban centres:** BusConnects offers the opportunity to enhance some local centres and provide additional landscaping plus outdoor amenities at suitable local centres as part of the project.



200kms of cycle track/lanes to be provided



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Udaras Naíisiúnta Iompair Náisiúnta Busair Authority

Core Bus Corridors (Bus Lanes)



Phased approach for publication and consultation

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- 4 corridors shown in green published on 14th November
- 6 corridors shown in blue published on 23rd January
- Final 6 corridors in red published 26th February

Radial Core Bus Corridors Emerging Preferred Routes Phases

Phase 1: 14th November 2018

1. City Centre to City Centre
2. City Centre to City Centre
3. City Centre to City Centre
4. City Centre to City Centre

Phase 2: 23rd January 2019

5. City Centre to City Centre
6. City Centre to City Centre
7. City Centre to City Centre
8. City Centre to City Centre
9. City Centre to City Centre
10. City Centre to City Centre

Phase 3: 26th February 2019

11. City Centre to City Centre
12. City Centre to City Centre
13. City Centre to City Centre
14. City Centre to City Centre
15. City Centre to City Centre
16. City Centre to City Centre

Target Road Layout

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Optimum Road Layout

However, Dublin's roads and streets make it challenging to deliver this layout.

To achieve dedicated bus lanes & cycle tracks requires difficult decisions, including:

- Loss of portions of gardens and driveways
- Traffic changes
- Reduction of on-street parking
- Removal of trees

Mitigation measures will include rebuilt walls/driveways/gardens, payment of compensation, a major tree planting programme and public realm improvements at key local centres

Slide 14

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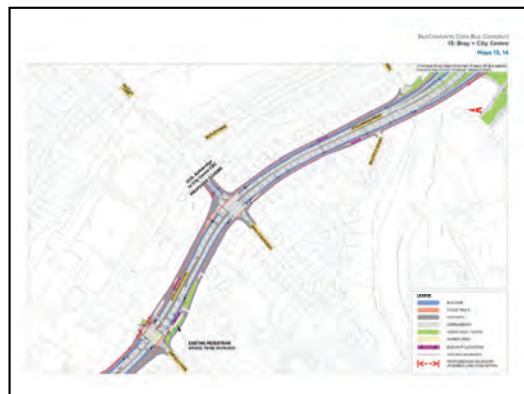
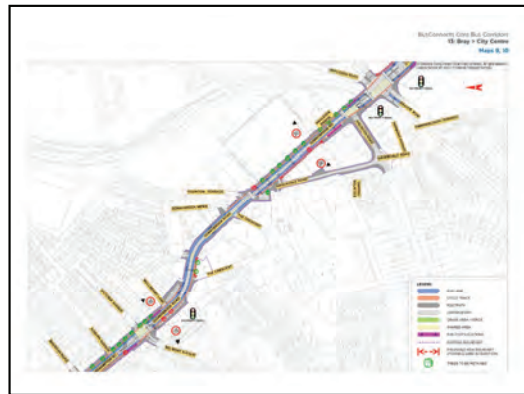
NTA
National Transport Authority

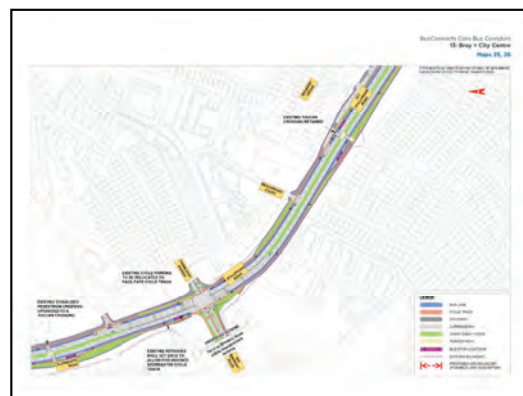
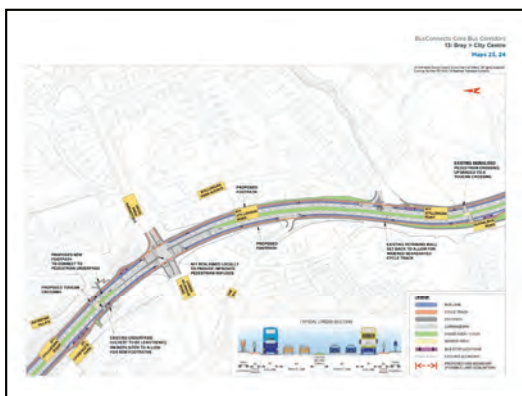
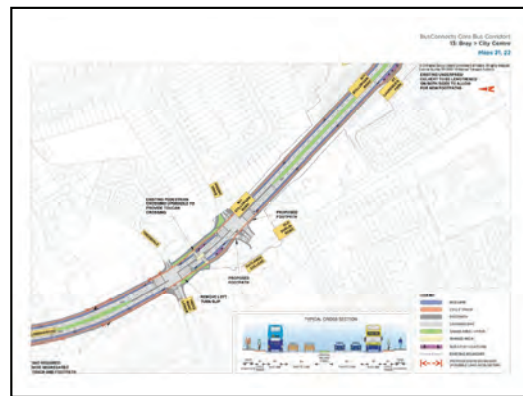
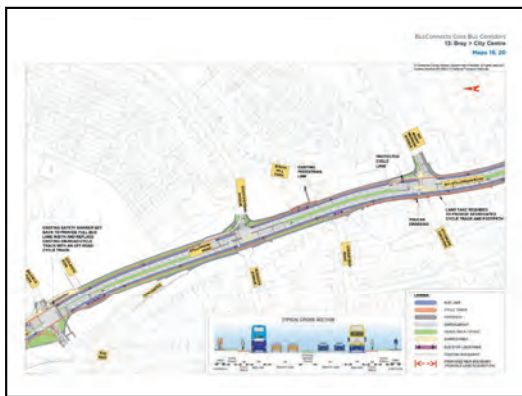
Bray to City Centre Core Bus Corridor

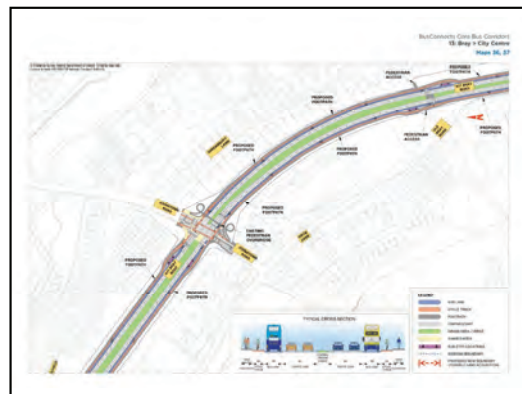
TYPICAL CROSS SECTION

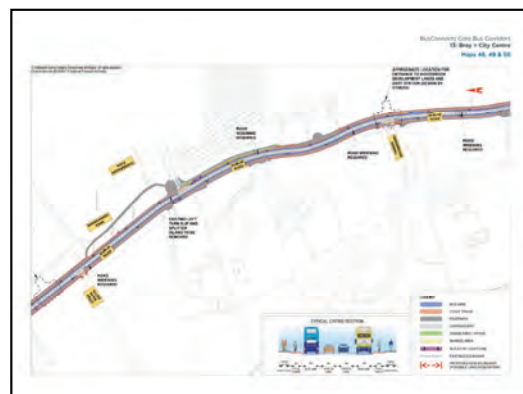
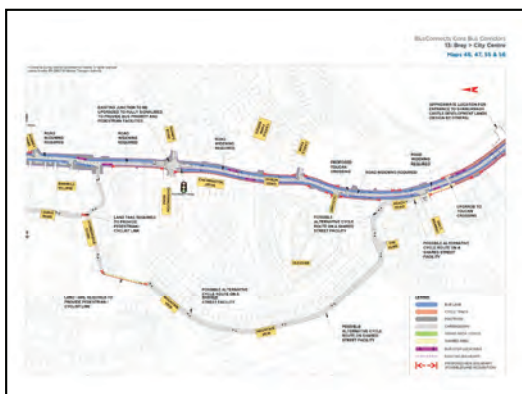
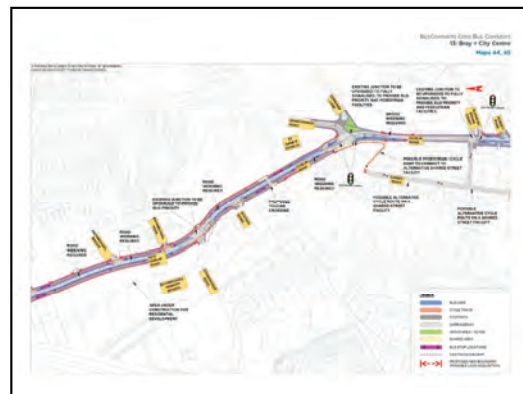
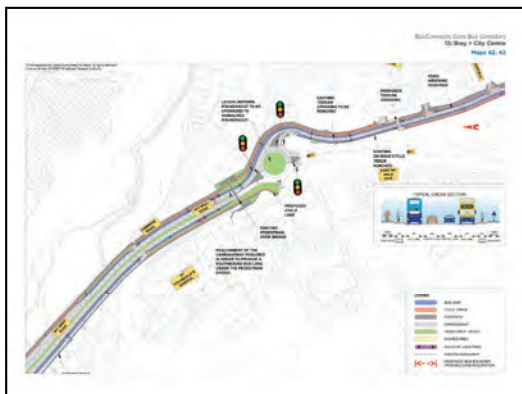
Bray to City Centre Index Map

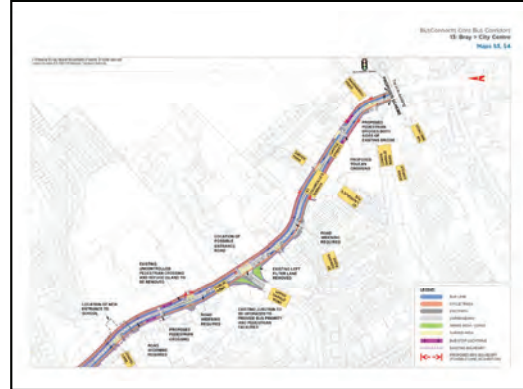
BusConnects Core Bus Corridor
10 Bray to City Centre
Map 1.1







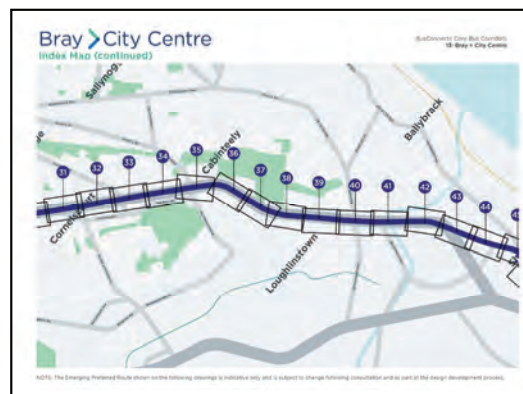
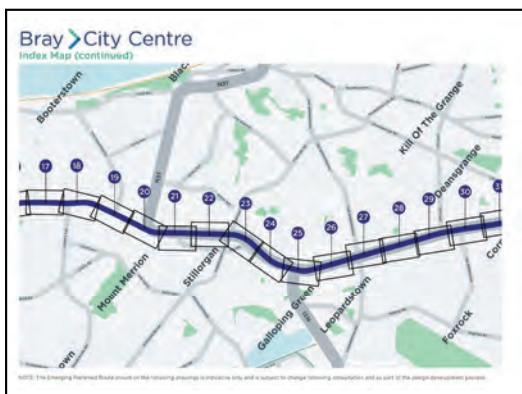
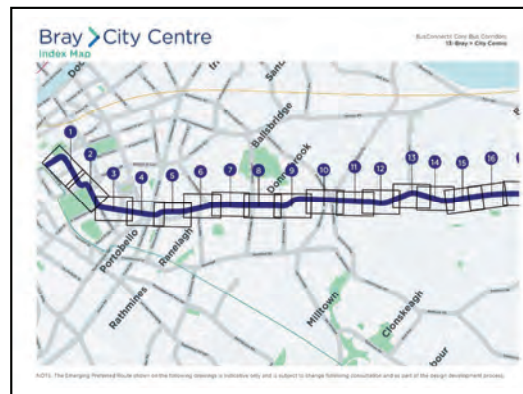


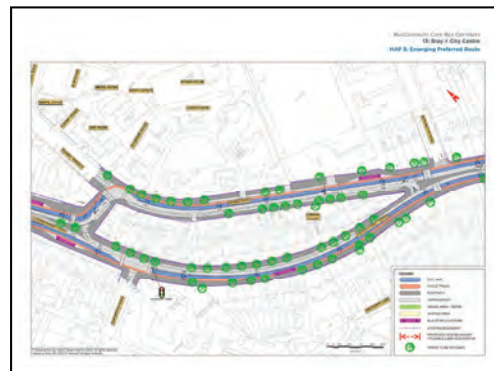
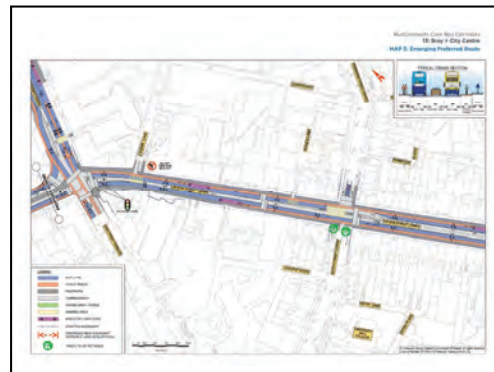
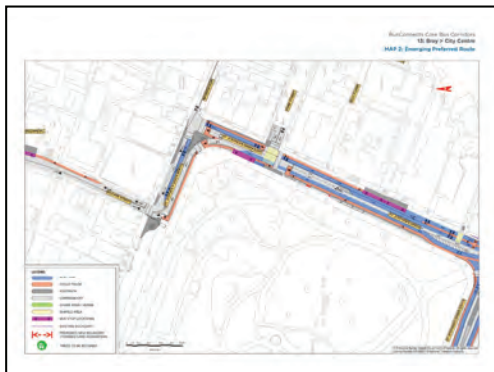
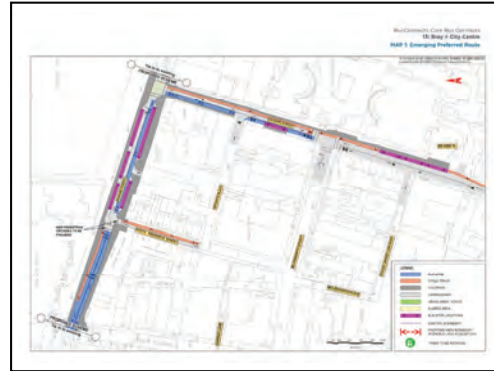


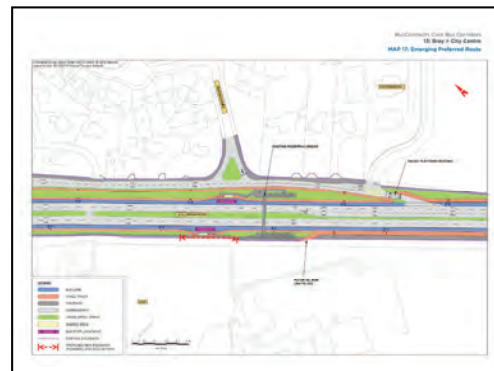
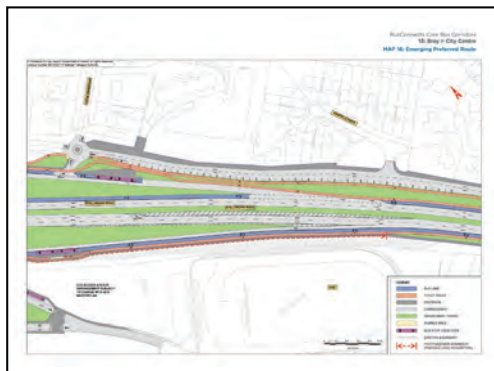
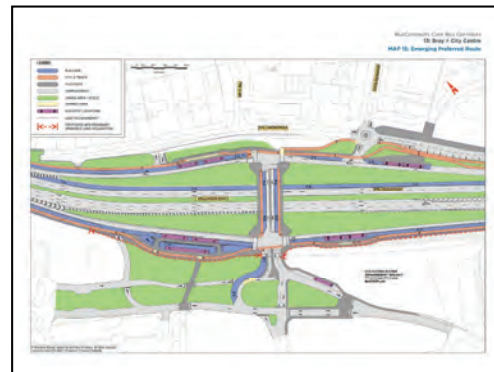
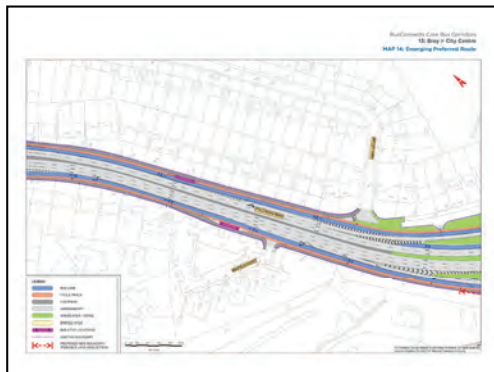
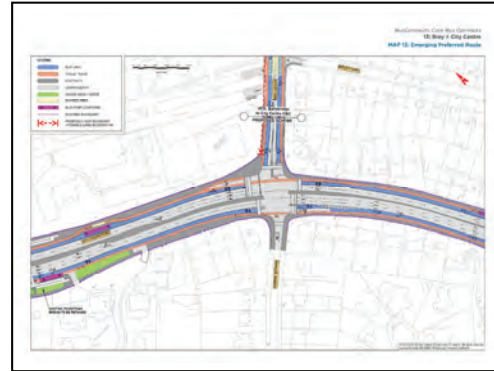
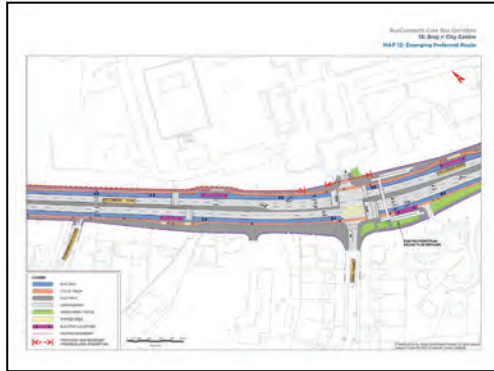
Consultation Details

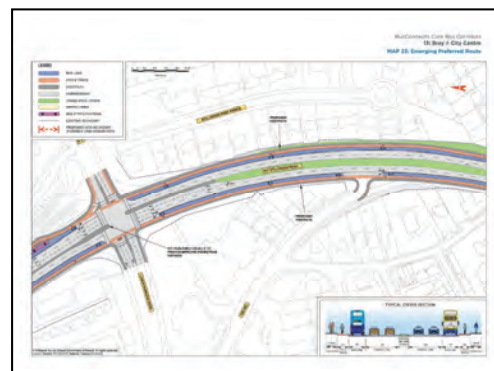
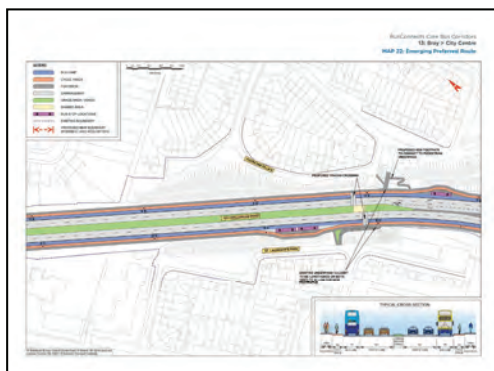
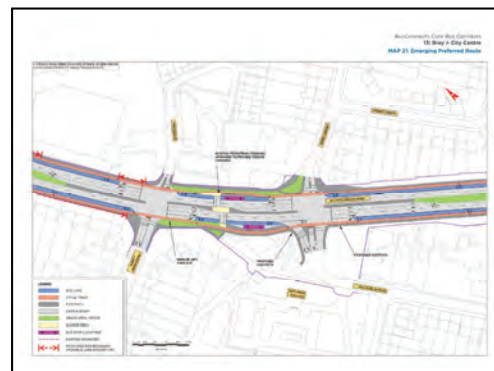
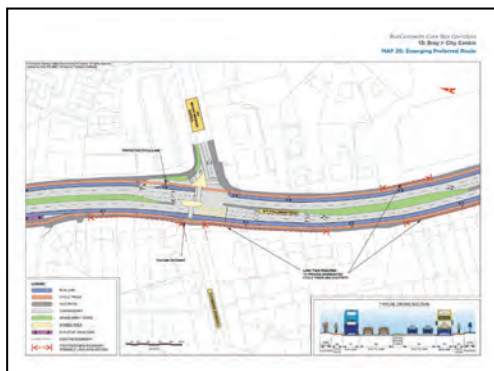
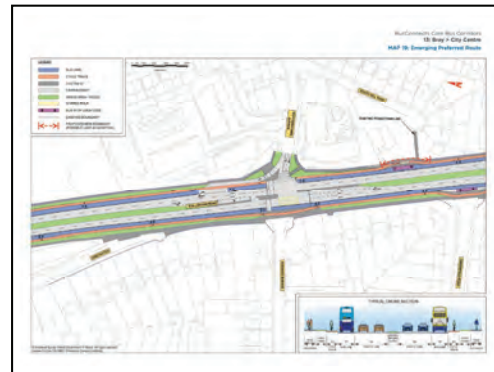
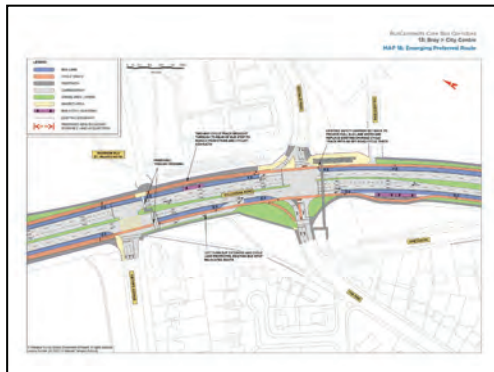
BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

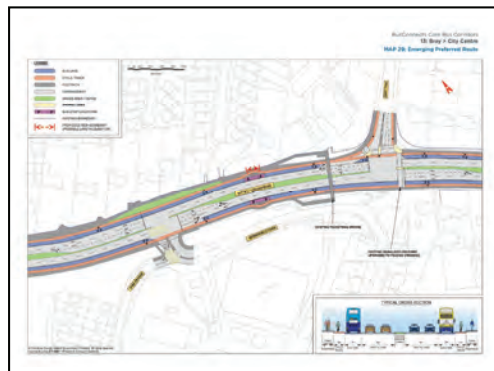
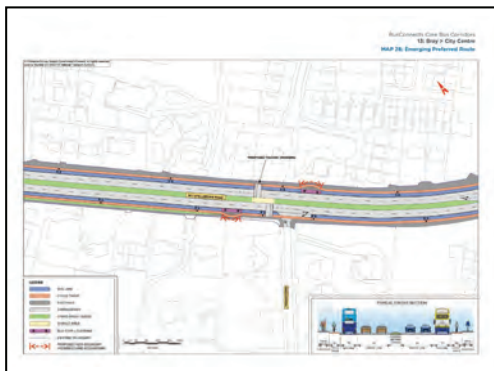
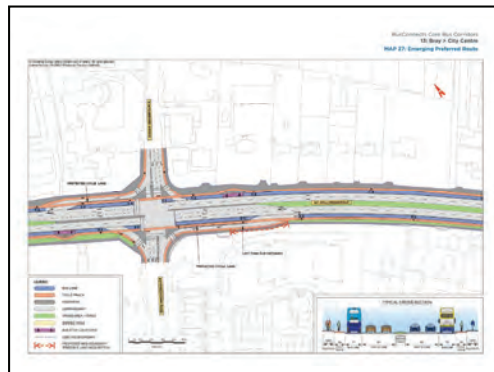
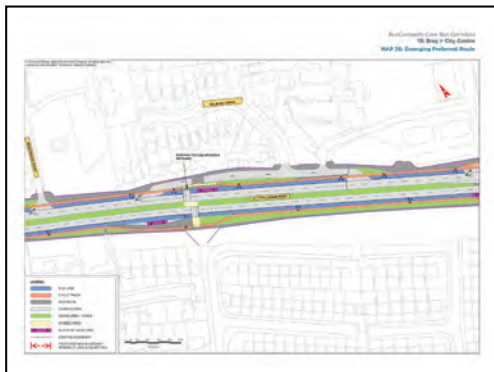
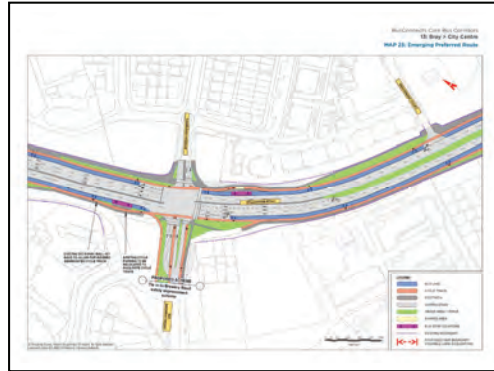
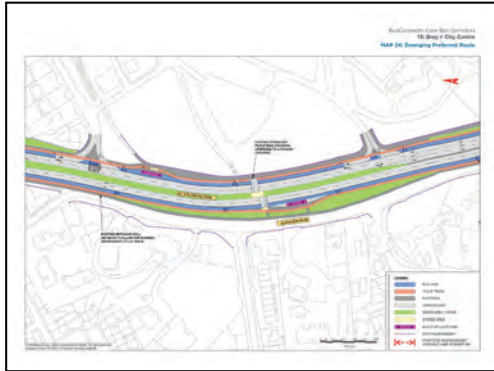
- **Website:** The Public Consultation document and other details are available on our website www.busconnects.ie
- **Submissions** - Written submissions and observations may be made:
 Online at: www.busconnects.ie
 Via post to: Core Bus Corridor Project, NTA, Harcourt Lane, Dublin 2
 By email to: cbc@busconnects.ie
- Closing date for submissions Friday 31st May 2019.

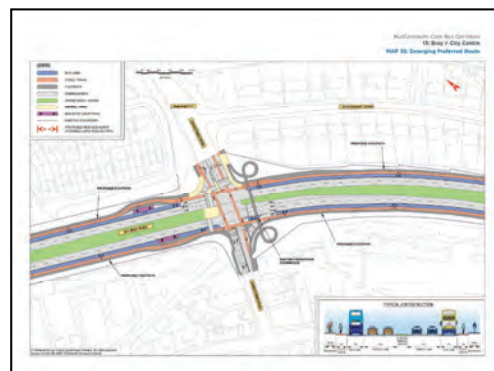
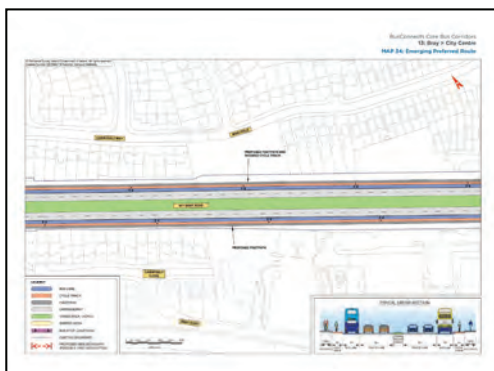
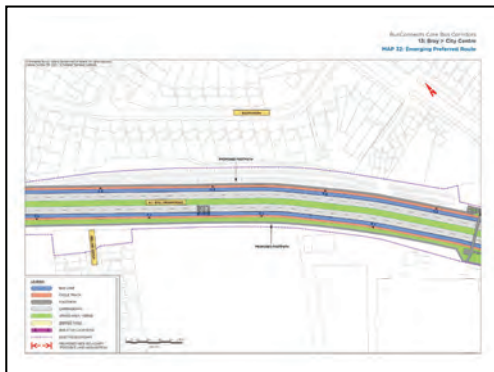
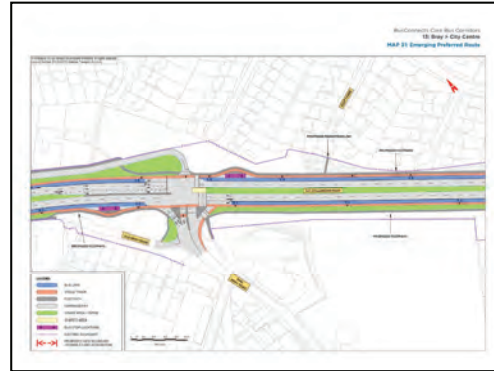
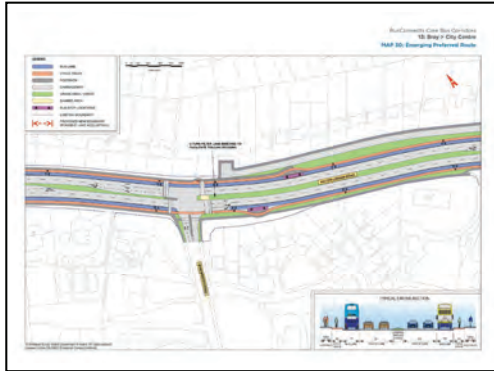


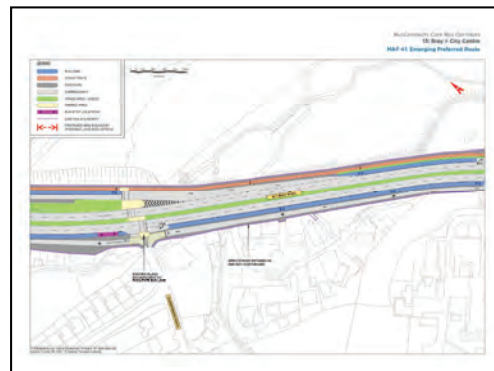
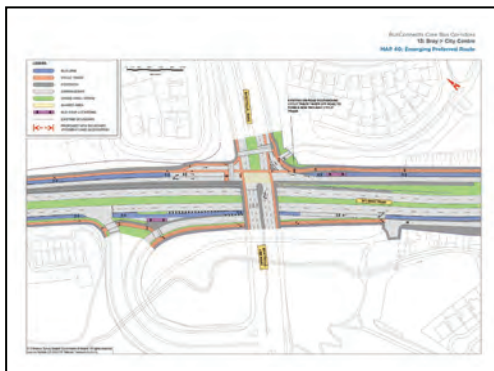
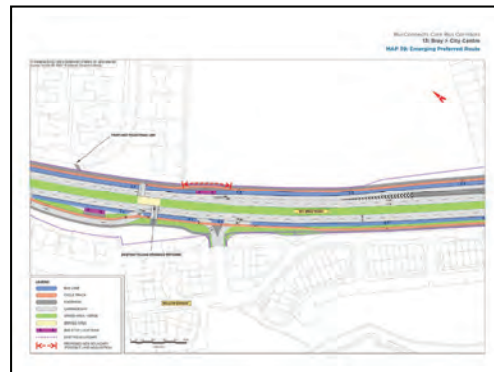
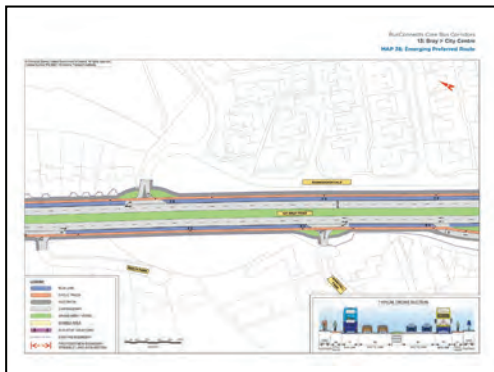
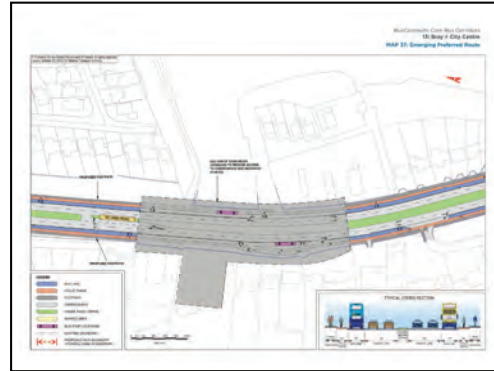
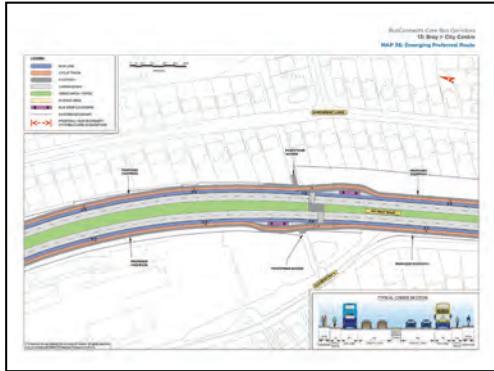


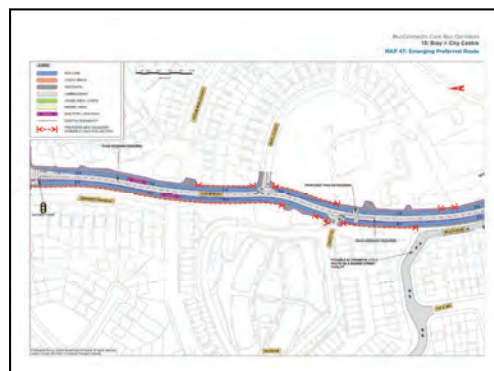
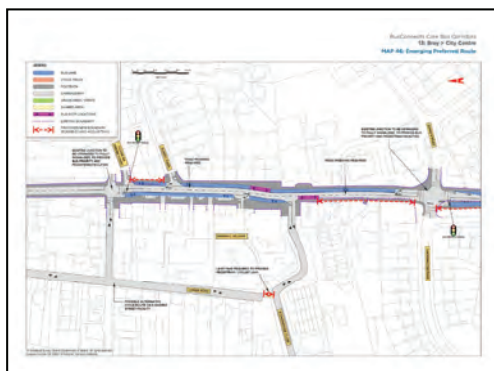
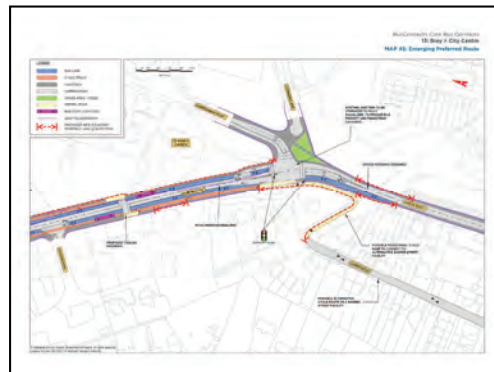
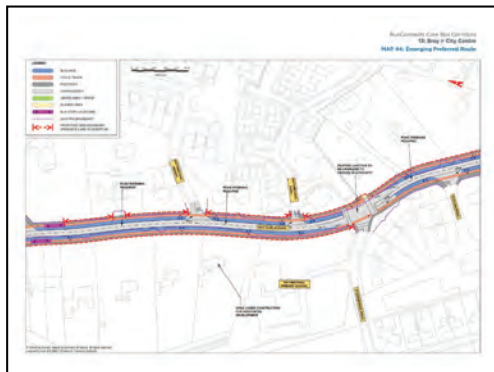
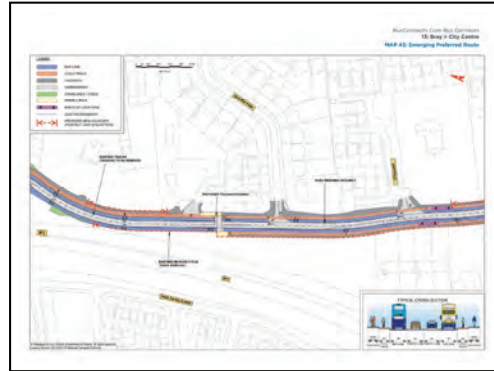
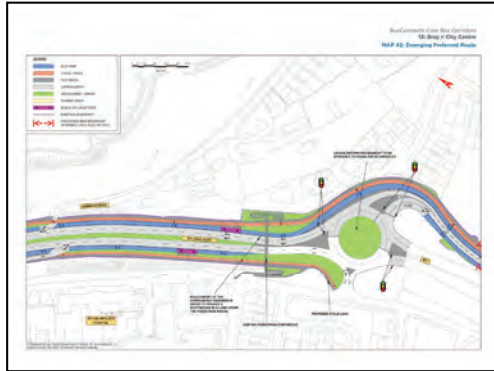


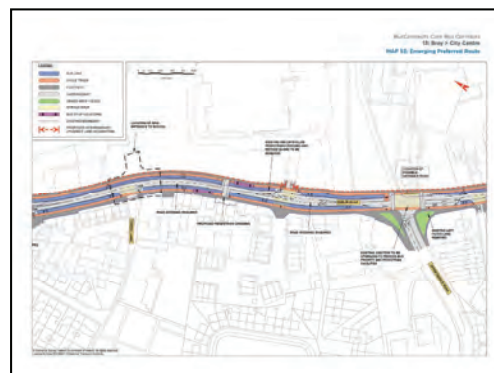
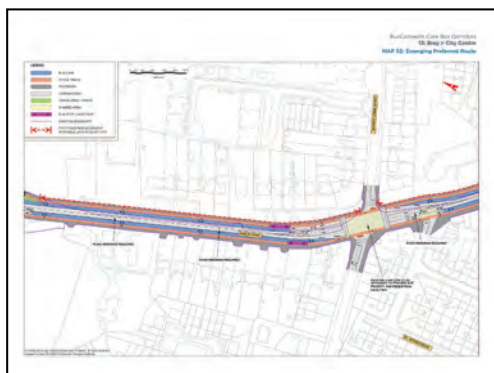
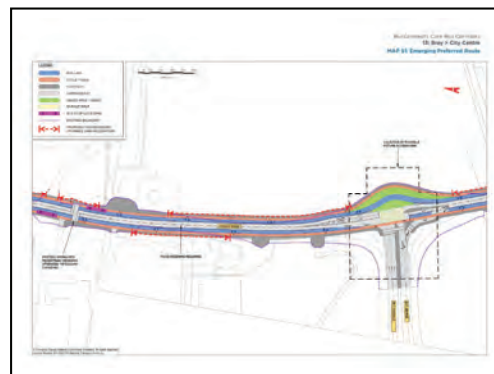
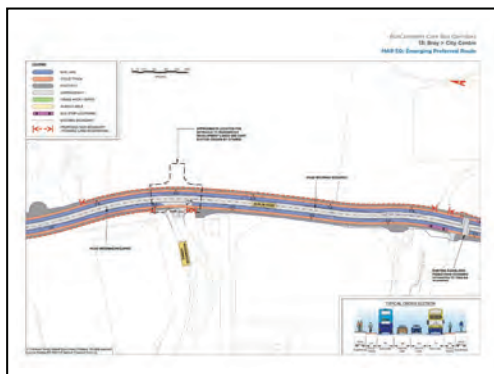
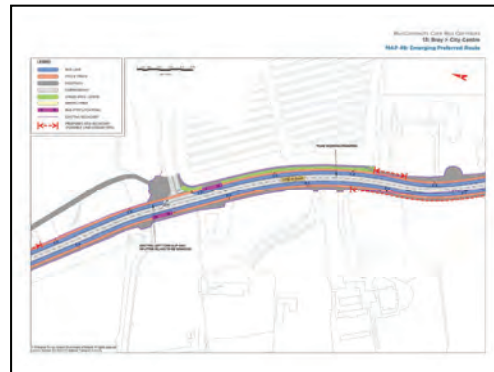
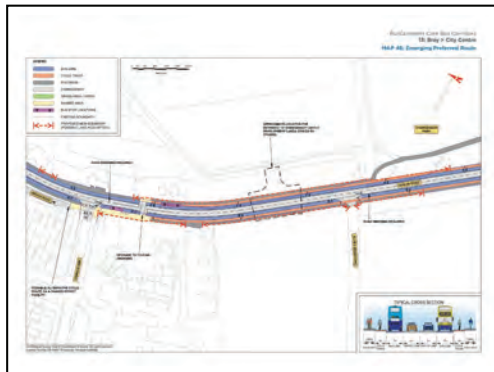


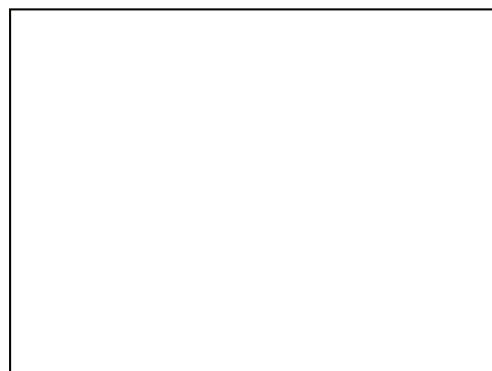
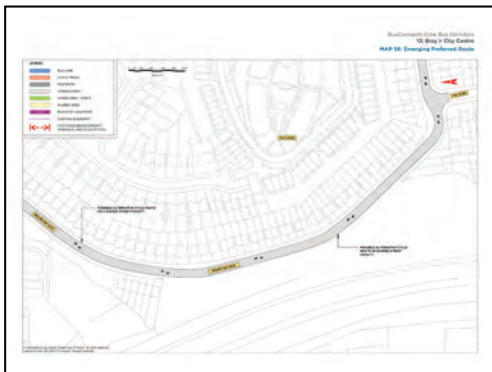
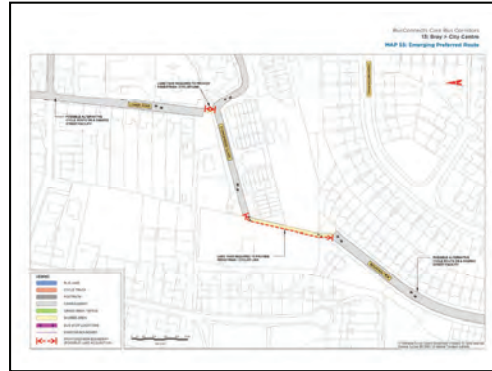
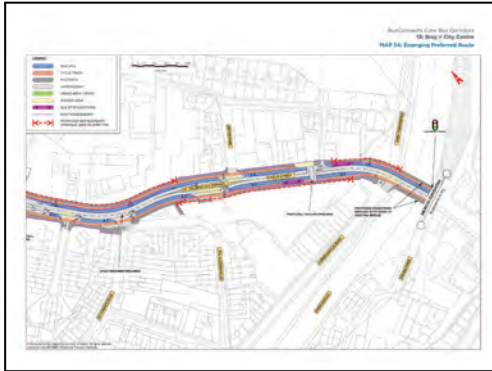












Bray to City Centre Core Bus Corridor Community Forum Report - 8 April 2019



TRANSFORMING CITY BUS SERVICES

Bray to City Centre

Core Bus Corridor

Community Forum Report

Date: Mon 8th April 2019

Location: Talbot Hotel, Stillorgan

Meeting Number: 1

Chairperson: Simon Nugent

NTA Participants: Hugh Creegan; John Fleming; Con Kehely.

Attendees (signed in):



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Topics discussed:

- Alternative Route 2A.
- Continuity of cycling route.
- Traffic flow & road capacity.
- Submission & consultation process.
- Statutory process and timeline.
- CPO process.
- Interaction with bus network redesign including services and routes.
- Interaction with bus services.
- Impact on Shankill Village.
- Extent of time savings from project.
- Mobility issues & vulnerable users.
- Loss of on-street parking in Shankill.
- Car parking alternatives.
- Park and ride facilities.
- Tree removal and replanting programme.
- Streetscape improvements.
- Interface between buses and cyclists.
- Project budget.
- Pedestrian crossings & pedestrian lighting.
- Proposed street layout & footpath width.
- Traffic impact on local business.
- Property devaluation.
- Consultation with DLRCC.
- Corbawn Lane closure.
- Pollution monitoring.
- Bus stops in laybys.
- Cycle tracks on Nassau Street/Kildare Street.
- Bus stops at Cabinteeley.
- Cycle safety & children safety.
- Old Bray Road to M11.
- Stonebridge Close.
- Donnybrook pinch-point.
- Traffic impact on local business.
- Orbital Routes.

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Actions (NTA):

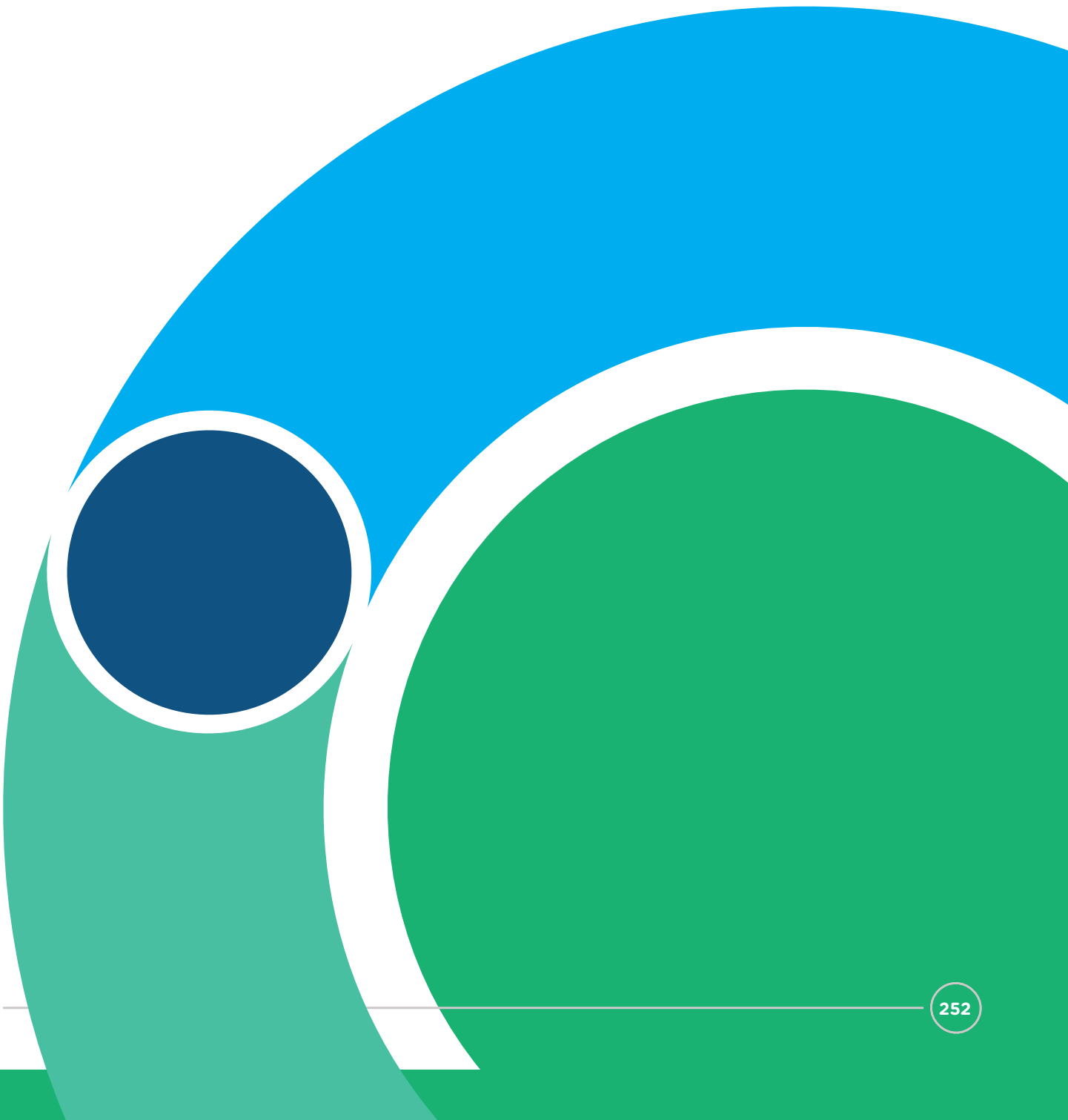
- To review overall scheme design.
- To review overall cycling route.
- To review traffic movements and traffic impacts.
- To review pedestrian arrangements.

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

- To arrange a meeting with a smaller delegation representing Shankill to explore the potential of alternative arrangements for Shankill section.

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.

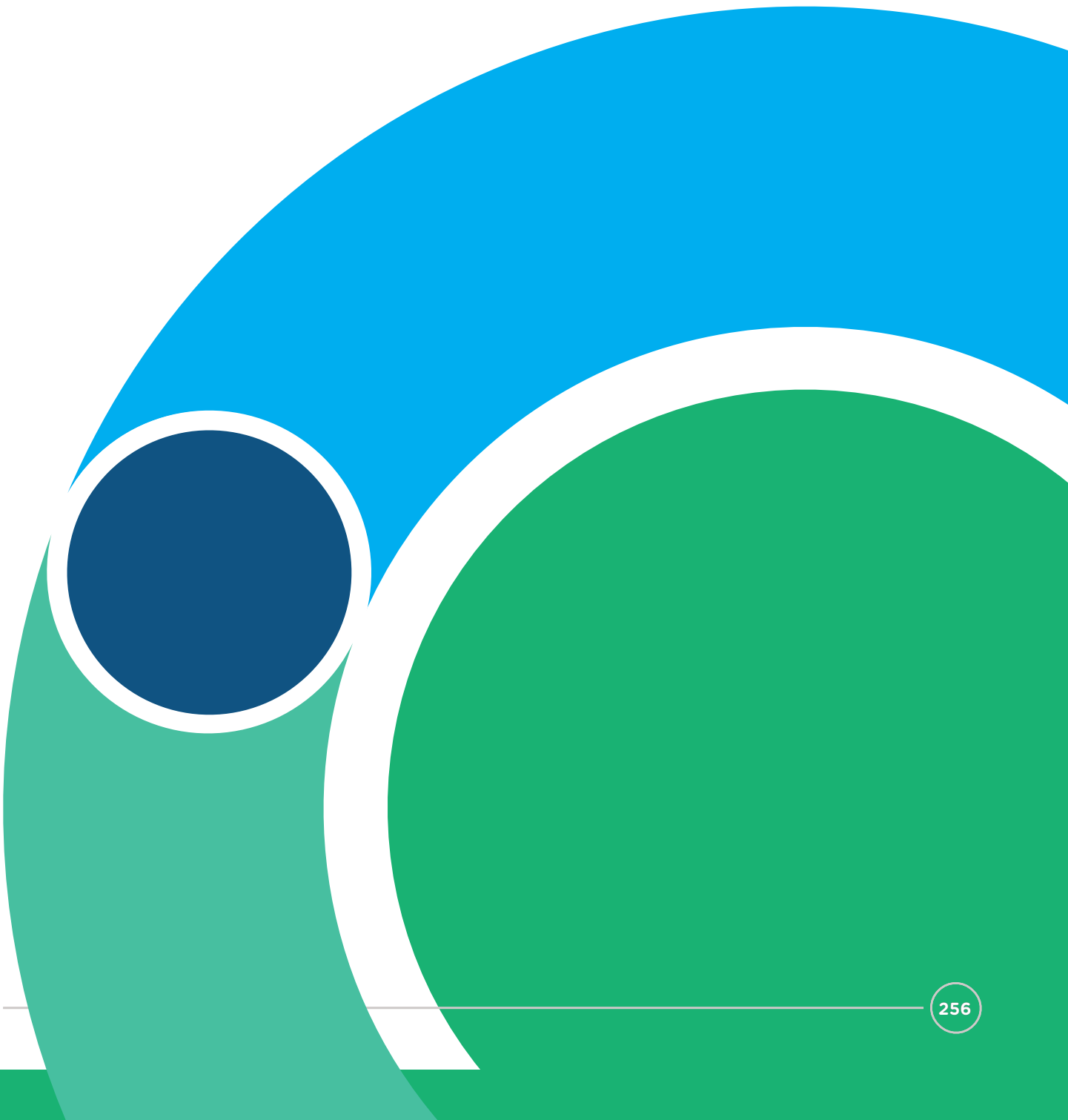
Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired 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

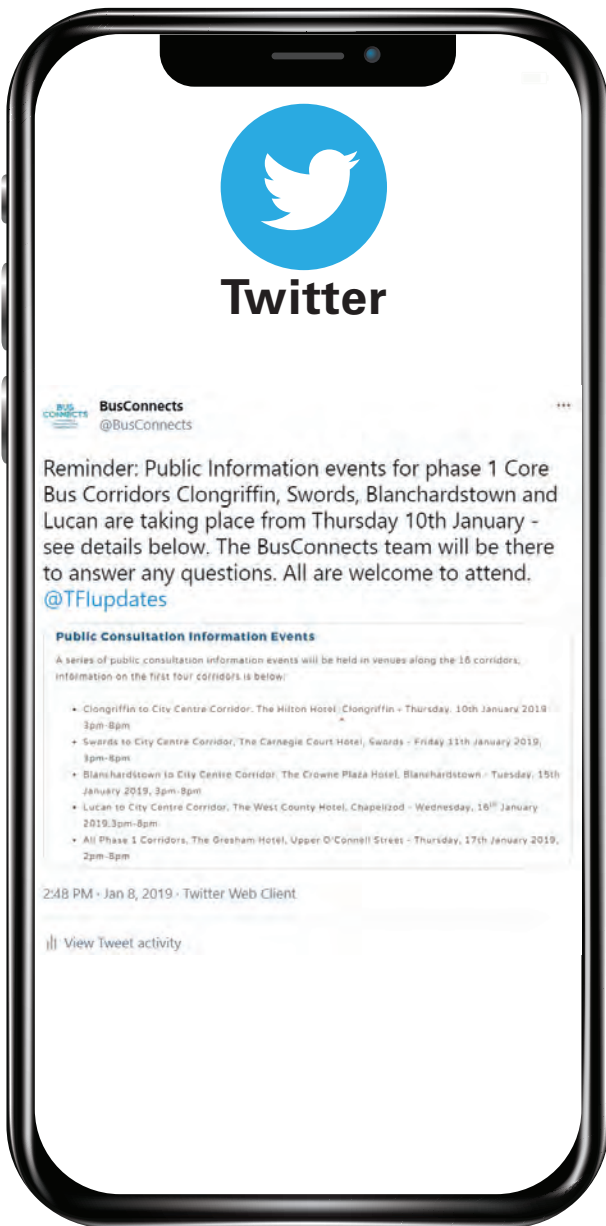
3F Website & Digital Resources

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

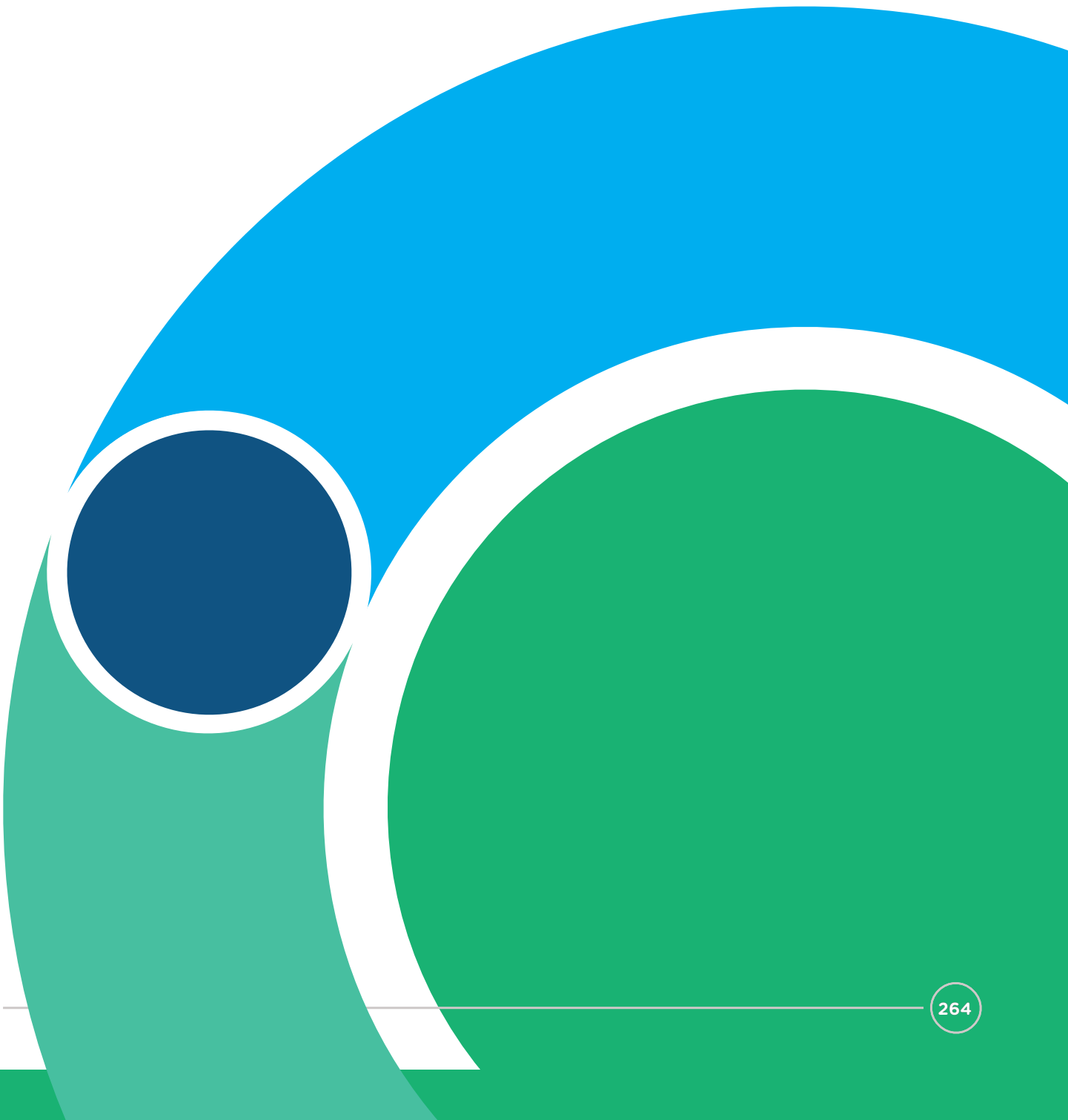
- 1. Clongriffin to City Centre
- 2. Swords to City Centre
- 5. Blanchardstown to City Centre
- 6. Lucan to City Centre

Phase 2:
23rd January 2019
to 30th April 2019

- 7. Liffey Valley to City Centre
- 8. Clondalkin to Drimnagh
- 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 26th February 2019:

PRESS RELEASE

NTA LAUNCHES PUBLIC CONSULTATION ON THIRD & LAST PHASE OF THE CORE BUS CORRIDOR PROJECT

26th February 2019 – The National Transport Authority has today announced details of the third phase of the BusConnects Core Bus Corridor project with the unveiling of the final six of the sixteen routes that are earmarked for development.

The aim of BusConnects is 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.

Bus services provide 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 with the second phase started in January 2019. The latest public consultation for phase three is commencing today on the Emerging Preferred Routes for the following six corridors:

- ▶ Ballymun to the City Centre (Option A & B)
- ▶ Finglas to Phibsborough
- ▶ Bray to the City Centre
- ▶ UCD Ballsbridge to the City Centre
- ▶ Blackrock to Merrion
- ▶ Ringsend to the City Centre

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. The public consultation will run until the 30th April 2019.

On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by 18% 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.

In launching the public consultation, Anne Graham, CEO of the NTA said: "Today marks the launch of the last in a three-step process of public consultation with the details of the Emerging Preferred Routes being unveiled for the final six Core Bus Corridors.

"In recent days, the NTA has notified the up to 390 property owners along the final six routes who may be potentially affected by the Emerging Preferred Routes and offered one-to-one meetings to discuss the proposals and listen directly to their feedback. We would also encourage property owners to engage in the consultation process that is underway until the 30th th April so we can look at the issues they wish to see addressed.

"Throughout the development of this project, we are committed to deepening engagement with communities along each of the sixteen routes and the up to 1,470 property owners potentially impacted by the project. That is why we have been holding public information events in recent weeks and will hold similar such events

for phase 3 in the next two months.

“It has been encouraging to see the high level of engagement that we have witnessed as part of the consultation process. Through feedback and observations, we have already suggested a number of solutions including an alternative layout at Santry on the Swords to City Centre route.

“At the NTA, we are eager to hear the concerns of all those potentially impacted and ensure they are updated at every step of the project. The Community Forums rolled out in recent weeks allow a continuous two-way dialogue with community leaders, residents’ associations, special interest groups and public representatives. The dates of the forums for phase three corridors will be finalised very shortly.

“With the city due to grow by 25% and congestion one of the most significant challenges facing the Dublin region, the BusConnects Core Bus Corridor project is needed now more than ever. Through the development of continuous bus priority and segregated cycle lanes we can 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 3 Fact Sheet:

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BusConnects Core Bus Corridor Project – Phase Three 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 three and four times the number of people who travel on Luas or Dart and commuter rail.
- Commuting to work by bicycle has increased by 43% since 2011.
- Over 141.3 million passengers used the Dublin Bus and Go-Ahead services in Dublin in 2018, representing an increase of 4% over 2017.

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.
- Annual passenger growth in Dublin Bus services on the next six corridors unveiled today has increased by up to 18% in the years 2015 to 2018.
- Overall the current bus system has dedicated bus lanes for only one-third of the route lengths.

Phase Three Facts

The public consultation for Phase Three has now commenced and submissions can be made until Tuesday, 30th April 2019.

Corridor	No. Properties Impacted	No. Parking spaces being removed	No. roadside trees being removed	Route length	New cycle lane length	Current bus journey time	BusConnects journey time	Future bus journey time without BusConnects
Ballymun to City Centre (Option A)	34	46	40	6km	5.5km	Up to 45 mins	20-25 mins	55 mins +
Ballymun to City Centre (Option B)	80	48	140	6km	7.5km	Up to 45 mins	20-25 mins	55 mins +
Finglas to Phibsborough	24	13	130	4km	4km	Up to 17 mins	12 mins	25 mins +
Bray to City Centre	166	8	330	13km	14km	Up to 55 mins	40-45 mins	70 mins +
UCD Ballsbridge to City Centre	67	94	160	4km	4km	Up to 35 mins	14-15 mins	45 mins+
Blackrock to Merrion	51	33	25	4km	4km	Up to 30 mins	13-15 mins	40 mins +
Ringsend to City Centre	2	55	40	5km	6.5km	Up to 35 mins	15-18 mins	45 mins +

BusConnects Core Bus Corridor Phase 3 Fact Sheet:

Phase Three – Bus Services & Annual Patronage per Corridor*

Corridor	Routes	Annual Patronage				Average Daily Patronage				% Growth
		2015	2016	2017	2018	2015	2016	2017	2018	2015 - 2018
Ballymun to City Centre	4, 9, 11, 13, 17a, 42d, 40d, 83, 140, 220	17.5m	18.4m	19.9m	20.5m	47,837	50,298	54,494	56,288	18%
Finglas to Phibsborough	40, 40b, 40d, 140	8.4m	8.6m	9.6m	10.1m	22,877	23,695	26,226	27,565	20%
Bray to City Centre	7b, 7d, 25x, 32x, 39, 39a, 41x, 45a, 46a, 46e, 46n, 47, 51x, 66x, 67x, 75, 77x, 84, 84a, 84n, 84x, 116, 118, 145	21.1m	22m	23.6m	23.6m	57,802	60,153	64,559	64,743	12%
UCD Ballsbridge to City Centre	18, 27x, 4, 7, 7a, 7n	7m	7.2m	7.8m	8.2m	19,222	19,862	21,503	22,405	17%
Blackrock to Merrion	4, 7, 7a, 7n, 8	5.7m	5.9m	6.3m	6.5m	15,745	16,195	17,339	17,934	14%
Ringsend to City Centre	1, 33d, 33x, 41x, 142, 151	3.5m	3.6m	3.9m	4.4m	9,574	9,929	10,747	12,178	27%

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

Additional Notes:

Phase One

The public consultation for Phase One of the first four corridors commenced in November 2018 and further to requests the closing date for submissions is **Friday, 29th March 2019**.

Phase One – Core Bus Corridor Routes
Clongriffin to City Centre
Swords to City Centre
Blanchardstown to City Centre
Lucan to City Centre

Phase Two

The public consultation for Phase Two featuring six additional corridors commenced in January 2019 and closes on **Tuesday 30th April 2019**.

Phase Two – Core Bus Corridor Routes
Liffey Valley to City Centre
Clondalkin to Drimmagh
Greenhills to City Centre
Tallaght to Terenure

CONT.

BusConnects Core Bus Corridor Phase 3 Fact Sheet:

Kimmage to City Centre
Rathfarnham to City Centre

Details of all the corridors and submissions dates for respective phases can be found on www.busconnects.ie.

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.
- 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 six Community Forums for Phase Two corridors. These forums are an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and disability 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 final 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.

Press Briefing Presentation

1

2

3

4


5

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The Benefits it will bring

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- **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.



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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. Coppinstown to Binnmigh
9. Greenhills to City Centre
10. Tallaght to Renvue
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Baysbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre

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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



Phase 1: What services to start with
1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre

Phase 2: What services to start with
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Coppinstown to Binnmigh
9. Greenhills to City Centre
10. Tallaght to Renvue
11. Kimmage to City Centre
12. Rathfarnham to City Centre


Phase 3: What services to start with
13. Bray to City Centre
14. UCD Baysbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre

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Which corridors are first?

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- Clongriffin to City Centre
- Swords to City Centre
- Blanchardstown to City Centre
- Lucan to City Centre



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Clongriffin to City Centre Corridor

Key Facts

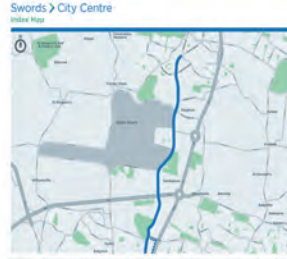


- Approximate Number of Properties that may be Impacted: 120
- Approximate Number of On-Street Parking spaces that may be Removed: 31
- Approximate Number of Roadside Trees that may be Removed: 100
- Approximate Route Length: 10kms
- Approximate New Cycle Lane Length: 6kms
- Current Bus Journey Time up to 65 mins
- BusConnects Journey Time: 30-35 mins
- Future Bus Journey Time without BusConnects: 85 mins +

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Swords > City Centre

Key Facts



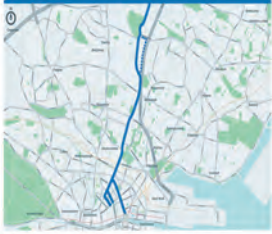
- Approximate Number of Properties that may be Impacted: 110
- Approximate Number of On-Street Parking spaces that may be Removed: 101
- Approximate Number of Roadside Trees that may be Removed: 170
- Approximate Route Length: 12kms
- Approximate New Cycle Lane Length: 12kms
- Current Bus Journey Time up to 71 mins
- BusConnects Journey Time: 40 mins
- Future Bus Journey Time without BusConnects: 80 mins +

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Swords > City Centre
Key Facts

BUS CONNECTS
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Swords > City Centre
Index Map (continued)




Key facts on previous slide.

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Blanchardstown > City Centre
Key Facts

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Blanchardstown > City Centre
Index Map




- 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 +

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Lucan > City Centre
Key Facts

BUS CONNECTS
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Lucan > City Centre
Index Map



- 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 +

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The project is not without its challenges

BUS CONNECTS
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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

Optimised Road Layout




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How we will mitigate the impacts

BUS CONNECTS
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- Impacted Property – appropriate compensation for any garden loss
- New landscaping and replanting of gardens
- Reinstatement of driveways



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How we will mitigate and improve

BUS CONNECTS
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- 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 than 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:

**BUS
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Croí-Chonair Bhus BusConnects Comhairliúchán Poiblí

Is mórchlár infheistíochta é BusConnects chun feabhas a chur ar an iompar poiblí i mBaile Átha Cliath. Is é is aidhm dó an córas bus reatha a leasú ó bhonn trí chlár comtháite 10 mbiliana de ghníomhartha comtháite 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 tiomnaithe 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 Udarás Náisiúnta Iompair le comhairliúchán poiblí i ndáil leis na moltaí seo.

Reachtárfar an comhairliúchán poiblí do na sé chroí-chonair bhus de réir a chéile. Cuireadh tús le Céim 1 i Samhain 2018 agus tiocfaidh 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 tiocfaidh 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 íoslódáil ar an suíomh gréasáin www.busconnects.ie nó is féidir iad a fháil ach gaoch ar Shaoirfón 1800 303 653.

Fóram Pobail - Bunóidh an tUdarás Náisiúnta Iompair Fóram Pobail do gach conair áit a mbeidh deis ag ionadaí ó Chumainn 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, 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.

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 Phoiblí: Lár mhí Feabhra go dtí deireadh mhí Aibreáin 2019

Baile Munná go dtí Lár na Cathrach
Fionnghlas go dtí Baile Phib
Bré go dtí Lár na Cathrach
COBÁC, Droichead na Dothra go dtí Lár na Cathrach
An Charraig Dhubh go dtí Muirfin
An Rinn go dtí Lár na Cathrach

Is féidir aighneachtaí agus tuairimí i scríbhinn a chur isteach maidir leis na sé chonair:

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 tUdarás Náisiúnta Iompair, Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20

Tríd an ríomhphost chuig: cbc@busconnects.ie



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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



Press Advertisement published in the Irish Times - 27 February 2019:

THE IRISH TIMES
Wednesday, February 27, 2019

Home News

3



Clockwise from top: Millwood Court resident David Gillivier; the complex on Woodbine Road, Edermore, Dublin and the residents calling for refurbishment to go ahead. PHOTOGRAPHS: TOM KEENE

Residents angry over state of senior citizens' complex

Refurbishment and rehousing plan cancelled after councillors' decision
Residents complain about condition of council-owned accommodation

KITTY HOLLAND
Social Affairs Correspondent

A group of elderly tenants who protested outside Dublin City Council yesterday about the state of their housing, are hopeful they could be relocated within weeks.
The residents of Millwood Court, a council-owned senior citizens' complex of 41 bedsits (of which 12 are vacant) in Edermore, north Dublin, had been "very annoyed" and "disappointed" to hear last week that plans to refurbish the dilapidated homes and rehouse some of them were cancelled.
This followed the rejection by local councillors of proposals to hand the complex over to an approved housing body (AHB), Fold Housing, and regenerate the site. Some 12 of the 29 tenants would be rehoused at a new Fold Housing development on nearby Tongegee Road while others would be temporarily accommodated pending return to Millwood Court.
Built in the 1950s, it is one of

vate rented accommodation, paying €48 a week. "It is a total nightmare. I have no room at all. I have to eat, sleep everything in the same space. And nothing works. When I fell two weeks ago, I couldn't reach the alarm." His home is cold and he had been looking forward to moving out.
"I feel very upset and very annoyed. It meant so much, it's heartbreaking to be told the council are going back on their promise. Basically we want somewhere decent to live in, a little bit of comfort for the rest of our lives."
Tony Donegan (63), a resident for nine years, pays rent of €33 a week. Though his main living/bedroom is "alright", the walls and ceilings of the kitchen, shower-room and hall are badly scarred with black mould.
He was attacked in 2016 in his home by "two men" with knives, he says.
Vincent Bradshaw (59) has osteoarthritis and recurrent pneumonia. He has a wheelchair which he cannot use due to lack of space and remains almost housebound. The "cold and damp" exacerbate his lung problems.
Patrick McMahon (71), who has an undiagnosed condition which leaves him very sensitive to cold, cannot use the shower as being in the bathroom is "like standing in ice", while Eilise Kallaghan (66) describes using the shower as a "special type of punishment". She pays €35 a week and points to draughts around the front door and windows, a broken window and a hole between her and her neighbour's kitchen.
Rejected During the protest the council's head of housing, Brendan Kenny, invited them to meet him.
He confirmed the arrangement with Fold had been withdrawn last week after councillors rejected the original plan. He is confident, however, that if local councillors agreed to Fold and the council working together on plans for Millwood Court, that the question of Fold taking possession of it could be examined later.
"If we got the councillors' agreement we could move some of the residents out in a matter of weeks," said Mr Kenny.
Noel Callan (85) was happy with the outcome, he said, but wouldn't start packing yet.

"It is a total nightmare. I have no room at all. I have to eat, sleep everything in the same space. And nothing works."

Stains in home of victim's girlfriend were not blood, scientist tells court

EON REYNOLDS

A forensic scientist found no evidence that a serious assault took place in Mary Lowry's home, the last place where her DJ boyfriend Bobby Ryan was seen alive.
Scientists from Forensic Science Ireland examined areas where gardai reported positive results for blood tests in Ms Lowry's bedroom and living room.
Further analyses using tests designed specifically for human blood showed that none of the areas identified were actually bloodstains.
Dr Martina McBride said one sample on a light fitting and ceiling that gave a "presumptive positive" result for blood was probably by the name Mr Moonlight.
Mr Ryan went missing on June 3rd, 2011 after leaving Ms Lowry's home at about 6.30am and his body was found in an underground run-off tank on the farm owned by Ms Lowry and leased by the accused at Fawnagrow, Tipperary in April 2013.
The prosecution claims that Mr Quirke murdered Mr Ryan so he could inherit the farm.
Dr McBride told prosecuting counsel Michael Bowman SC that considering the injuries to Mr Ryan she would expect to see large amounts of blood in the area where he had been assaulted.
She concluded that there



Dr Martina McBride provided evidence that a serious assault took place in Mary Lowry's home

were no signs in Ms Lowry's home of an assault where large amounts of blood were spilled.
She further noted that the house had been painted in the 22 months since Mr Ryan's disappearance.
This was why, she said, she examined skirting boards where water containing traces of blood might seep down when a wall is cleaned. She also examined ceilings because sometimes people don't notice blood on the ceiling.
While she said she found no evidence of an assault, she said the absence of blood may not be significant because of the time that had passed and the fact the house had been painted since Mr Ryan's disappearance.
Under cross-examination the witness told Lorcan Staines SC for the defence that the nature of the assault, in which Mr Ryan suffered multiple fractures to the head, would lead her to expect to find "a lot of blood". However, the passing of time and the fact it had been painted lowered that expectation. She added, "I went there with the expectation that there was nothing looking for blood."
Body fluid
A small spot found beside a press in the bedroom did test positive for DNA, she told Mr Staines, but further testing was unable to show if the source was blood or any other bodily fluid and it was not possible to generate a profile that would have allowed them to identify who the DNA came from.
Eight out-buildings on the farm were not suitable for the standard blood tests, she told Mr Staines, as there was a lot of matter that would have given false positives. It would have been like "looking for a needle in a haystack," she said.
Body
Dr Hilary Clarke said she identified the body found in the tank by generating a DNA profile from a tooth. She compared that with the DNA of Mr Ryan's children Michelle and Robert Jnr and said she was satisfied that the body was their father and therefore was Mr Ryan.
She examined various samples taken from Mr Ryan's van but found only low-level traces of DNA not suitable for further identification.
She also examined two lump hammer samples sent to the labs by investigating gardai and found male DNA on the handle of one of them. She was able to eliminate Bobby Ryan, Robert Ryan Jnr and Patrick Quirke as the source of that DNA.
She also looked at tubing, cable ties, a broken hair clip and other items found in the tank after Mr Ryan's body had been removed. She did not sample them for DNA as she said she would have no expectation of finding DNA on them.
The trial continues.

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Croí-Chonair Bhus BusConnects Comhairliúchán Poiblí

Is mórchlár infheistíochta é BusConnects chun feabhas a chur ar an lompair poiblí i mBaile Átha Cliath. Is é is aidhm dó an córas bus reatha a leasú ó bhonn trí chlár 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 lánai bus tiomnaithe agus 200 km de raonta rothar a chur ar fáil ar 16 cinn de na conairí is gnóthai i mBaile Átha Cliath. Tá tús curtha ag an Udarás Náisiúnta lompair le comhairliúchán poiblí i ndáil leis na moltaí seo.

Reachtáfar an comhairliúchán poiblí do na sé croí-chonairí bhus de réir a chéile. Tá Céim 1 agus Céim 2 ar siúl faoi láthair. Tá sonraí le fáil ar www.busconnects.ie

Tá tús curtha anois leis an gcomhairliúchán poiblí do Chéim 3 agus tionscadal deireadh leis an 30 Albreán 2019. Táimid ag lorg aighneachtaí agus tuairimí anois do na conairí seo a leanas:

Baile Muna go dtí Lár na Cathrach	COBÁC, Droichead na Dothra go dtí Lár na Cathrach
Fionnghlas go dtí Baile Philb	An Charragh Duibh go dtí Muirfin
Bré go dtí Lár na Cathrach	An Rinn go dtí Lár na Cathrach

Is féidir aighneachtaí agus tuairimí i scríobhinn a chur isteach maidir leis na sé conair:

Ar líne: Tríd an bhform ar líne sa chuid "Public Consultation" ar leathanach na Croí-Chonairí Bus ar an suíomh gréasáin www.busconnects.ie

Tríd an bpost chug: Tionscadal na Croí-Chonairí Bus. An tUdarás Náisiúnta lompair, Dún Sceine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20

Tríd an ríomphost chug: cbc@busconnects.ie

Project Ireland 2040
Building Ireland's Future

NTA
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 and 2 are currently underway. Details can be found on www.busconnects.ie

The public consultation for Phase 3 has now commenced and will end 30th April 2019. We are now seeking submissions and observations for the following:

Ballymun to City Centre	UCD Ballsbridge to City Centre
Finglas to Phibsborough	Blackrock to Merrion
Bray to City Centre	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](http://www.busconnects.ie)

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

By email to: cbc@busconnects.ie

Project Ireland 2040
Building Ireland's Future

NTA
National Transport Authority

Press Advertisement published in the Irish Independent - 28 February 2019:

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Thursday, February 28, 2019 IRISH INDEPENDENT



Croí-Chonair Bhus BusConnects Comhairliúchán Poiblí

Is mórchlár infheistíochta é BusConnects chun feabhas a chur ar an lompair poiblí i mBaile Átha Cliath. Is é is aidhm dó an córas bus reatha a leasú ó bhonn trí chlár comhtháite 10 mbliana de ghníomhartha comhtháite chun córas bus ar féidir brath air agus atá níos éifeachtúla agus níos feara a chur ar fáil do níos mó daoine.

Is é is aidhm do thionscadal na croí-chonaire bus ná 230 km de lánai bus tiomaithe agus 200 km de raonta rothar a chur ar fáil ar 16 cinn de na conairí is gnóthai i mBaile Átha Cliath. Tá tús curtha ag an Udarás Náisiúnta lompair le comhairliúchán poiblí i ndáil leis na moltaí seo.

Reachtálfar an comhairliúchán poiblí do na sé chroí-chonairí bhús de réir a chéile. Tá Céim 1 agus Céim 2 ar siúl faoi láthair. Tá sonraí le fáil ar www.busconnects.ie

Tá tús curtha anois leis an gcomhairliúchán poiblí do **Chéim 3** agus tíoctaidh deireadh leis an 30 Aibreán 2019. Táimid ag lorg aighneachtai agus tuairimí anois do na conairí seo a leanas:

Baile Munná go dtí Lár na Cathrach	COBÁC, Droichead na Dothra go dtí Lár na Cathrach
Fionnghlas go dtí Baile Phib	An Charraig Dhubh go dtí Muirfin
Bré go dtí Lár na Cathrach	An Rinn go dtí Lár na Cathrach

Is féidir aighneachtai agus tuairimí i scríbhinn a chur isteach maidir leis na sé chonair:

Ar líne: Tríd an bhform ar líne sa chuid "Public Consultation" ar leathanach na Croí-Chonaire Bus ar an suíomh gréasáin www.busconnects.ie

Tríd an bpost chuig: Tionscadal na Croí-Chonaire Bus, An tUdarás Náisiúnta Lompair, Dún Sceine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20

Tríd an ríomhphost chuig: cbc@busconnects.ie



BusConnects Core Bus Corridor Public Consultation

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Ballymun to City Centre	UCD Ballsbridge to City Centre
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Bray to City Centre	Ringsend to City Centre

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News



Wanting out: Pro-Brexit activists demonstrate outside the Houses of Parliament in central London. PHOTO: DANIEL LEAL-OLIVAS/AFP/Getty

FBD fears farmers will drop insurance cover due to Brexit cash-flow problems

John Mulligan

FARMERS might ditch insurance cover in a "nightmare" Brexit scenario, the chief executive of FBD has warned.

"That's a nightmare scenario and a crash-out situation where the whole country is very impacted," Fiona Muldoon told the *Irish Independent*.

"It's a risk," she said. "I watch what's going on in Westminster in horror - the risks they're taking with their own economy and then the impact it will have on people in Ireland who did not vote for it and who don't want it. We're certainly hoping that sense will prevail."

But Ms Muldoon insisted the insurance company - which counts a large number of farmers among its shareholders and customers - will continue to do what it can to support them as the UK leaves the EU. She warned investors yesterday that a doomsday no-deal Brexit could severely hit farmers' cashflow.

"We're very attuned to the risks, and we would certainly hope that it doesn't come to that, but you have to say, given the omishambles in the UK, that we couldn't discount a crash-out Brexit and WTO [World Trade Organisation] tariffs," said Ms Muldoon.

She said that the "name of the game" for FBD will be watching whether farms in

cashflow-wise" that they might end up going uninsured in a hard-Brexit scenario.

Ms Muldoon said that was "not something which you would want to see anybody do", given that farmers "are their own livelihoods".

"We will watch carefully," she said. "It's likely that farm incomes will be hit, but I think it's also likely that agri and the agri sector would have to be helped if it was a crash-out Brexit."

"Certainly, we'd expect that there would be some sort of Government intervention - if the beef sector, say, was hit

'We'd expect that there would be some sort of Government intervention'

overnight with WTO tariffs," she added.

FBD noted yesterday that 24pc of its €371.5m in gross written premiums last year was for farm insurance. An additional 8pc was for agri vehicles. However, just under 57pc of its total customer base is in the farming community.

Ms Muldoon said FBD was "heartened" that the Government is so focused on Brexit.

"It has been cohesive and united around the approach they're trying to negotiate to the best possible advantage of

The FBD boss pointed out that the company has raised its planned dividend in respect of 2018, a payment that will be received by shareholders later this year after it's approved at the company's annual general meeting. She said that would provide a modest financial lift to many farmers.

FBD is closely linked to the farming community and it secures a core part of its business from the sector.

The IFA-linked Farmer Business Developments and FBD Trust between them own more than 32pc of FBD's shares, which are listed on the stock market. The company is valued at a total of €310m.

Ms Muldoon pointed out yesterday that more than three-quarters of FBD's business is outside the capital.

She said the company aims to secure more customers within the Dublin area, but will do so gradually. "The big challenge for us is to create urban awareness," she said.

The company is trying to raise its profile as an Irish insurer by sponsoring Ireland's team for the 2020 Tokyo Olympics. FBD will begin an advertising campaign towards the end of March featuring some of the athletes.

BusinessWeek: Insurance chief attacks slow pace of claim culture reform

Press Advertisement published in the Herald - 28 February 2019:

THE HERALD THURSDAY 28 FEBRUARY 2019

News 5

BY CAB WAS ROOM, BARS SECURITY



Crash cyclist settles case with feud victim sister

Aodhan O'Faolain

A CYCLIST who claimed he suffered a severe and complex injury to his foot after he was struck by a car has settled his High Court damages action.

The action was taken by sound technician Andrew Walsh (35), who said he was knocked off his bike in Meath Street, Dublin 8, on May 19, 2011.

He claimed his bicycle was struck from behind by a Nissan Qashqai driven by Maria Byrne, of Windmill Road, Crumlin, Dublin 12. She is the sister of David Byrne who was shot dead at the Regency Hotel in 2016.

Mr Walsh, of Dublin 8, claimed Ms Byrne drove in a manner which was dangerous, failed to keep a proper lookout, and failed to brake properly to avoid the collision. The claims were fully denied by Ms Byrne.

Yesterday morning, Diarmuid Murphy, for Mr Walsh, said the case had been settled and with the consent of the parties could be struck out. No details of the settlement, understood to be confidential, were given in open court.

FRACTURES

Ms Justice Bronagh O'Hanlon said she was "delighted" the sides had come to a settlement.

She said the case was "an interesting one" which had raised issues concerning the rights of cyclists.

Mr Walsh claimed he suffered injuries including two fractures to the metatarsals in his right foot as a result of the collision.

He said the pain in his foot, and other symptoms including involuntary twitching, had persisted, causing him difficulties and discomfort.

Mr Walsh told the court that two men, who came on the scene while he was on the ground after the collision, intimidated him.

long to Liam's best pal Sean McGovern, his criminal cousin Liam Roe, McGovern's partner Anita Freeman, David Byrne's girlfriend Kelly Quinn and Liam's parent's Sadie and James 'Jaws' Byrne.

The lengthy CAB investigation uncovered how the gang went to extreme lengths to disguise its proceeds of crime.

On one occasion, Liam Byrne and another senior lieutenant were driving around Dublin wearing bulletproof vests.

They were stopped in a BMW 430 car, valued at €45,000, and still registered to a UK company.

It emerged that a system of "sale or return" was being ex-

ploited to obscure the beneficial ownership of the vehicles and to avoid an inquiry into how the person in possession of one of them was in a position to buy the vehicle when it had not actually been bought at all.

The inquiry into the crime gang, known as Operation Lamp, found that the mob "originated in Dublin but now has interests in Spain, the Netherlands, South America and Dubai".

The court heard that the gang was previously led and directed by Christopher Kinahan Snr, but that the day-to-day operations were now managed by his sons, Christopher Jr and Daniel Kinahan.

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Croí-Chonair Bhus BusConnects Comhairliúchán Poiblí

Is mórtháir in fheithleacht é BusConnects chun feabhas a chur ar an lompair poiblí i mBaile Átha Cliath. Is é is aidhm dó an córas bus reatha a leasú ó bhonn trí chláir comhtháite 10 mblana de ghníomhartha comhtháite chun córas bus ar féidir brath air agus atá níos éifeachtúla agus níos feara a chur ar fáil do níos mó daoine.

Is é is aidhm do thionscadal na croi-chonair bus ná 230 km de lánai bus tiomnaíthe agus 200 km de raonta rothar a chur ar fáil ar 16 cinn de na conairí is gnóthai i mBaile Átha Cliath. Tá tús curtha ag an Údarás Náisiúnta lompair le comhairliúcháin poiblí i ndáil leis na mbealaí seo.

Reáchtáfar an comhairliúchán poiblí do na sé croi-chonair bhus de réir a chéile. Tá Céim 1 agus Céim 2 ar siúl faoi láthair. Tá sonraí le fáil ar www.busconnects.ie

Tá tús curtha anois leis an gcomhairliúchán poiblí do **Céim 3** agus tionscailh deireadh leis an 30 Aibreán 2019. Táimid ag lorg aighneachtaí agus tuairimí anois do na conairí seo a leanas:

Baile Munná go dtí Lár na Cathrach
Fionnghlas go dtí Baile Phib
Bré go dtí Lár na Cathrach

Is féidir sonraí faoi na 6 conair seo a íoslódáil ar an suíomh gréasáin www.busconnects.ie nó is féidir iad a fháil agh gaoch ar Shaorfhón 1800 303 653

Fóram Pobail - Bunóidh an tÚdarás Náisiúnta lompair Fóram Pobail do gach conair áit a mbeidh deis ag ionadaí ó Chumann Conaitheoirí, ó Ghrúpaí Pobail agus ó Ghrúpaí Leasmhara, agus ag Ionadaíthe Poiblí, eolas a fháil agus a bheith páirteach sa chomhairliúchán poiblí. Seol ríomhphost chuig cbc@busconnects.ie, le do thoil, chun bheith páirteach.

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Is féidir aighneachtaí agus tuairimí a scríobhinn a chur isteach maidir leis na sé conair:

Ar líne: Tríd an bhfoirm ar líne sa chuid "Public Consultation" ar leathanach na Croi-Chonair Bus ar an suíomh gréasáin www.busconnects.ie

Tríd an bpost chuig: Tionscadal na Croi-Chonair Bus, An tÚdarás Náisiúnta lompair, Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20

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Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta lompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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Project Ireland 2040
Building Ireland's Future

NTA
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Press Advertisement published in the Dublin Gazette – 28 February 2019:

28 February 2019 DUBLIN GAZETTE 13



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- Fionnghlas go dtí Baile Phib
- Bré go dtí Lár na Cathrach
- COBÁC, Droichead na Dothra go dtí Lár na Cathrach
- An Charraig Dhúbh go dtí Muirfin
- An Rinn go dtí Lár na Cathrach

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28 February 2019 DUBLIN GAZETTE 13



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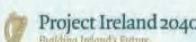

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Press Advertisement published in the Dublin Gazette - 14 March 2018:

14 March 2019 DUBLIN GAZETTE 17

**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES



Public Consultation Information Events

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Bray to City Centre	Talbot Hotel Stillorgan (Park Hotel) Stillorgan Road, Blackrock, Dublin, A94 V6K5.	Tuesday 26th March 15:00 - 20:00
UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton Burlington Hotel, Leeson Street Upper, Dublin, D04 A318.	Wednesday 27th March 15:00 - 20:00
Ringsend to City Centre	The Convention Centre, Spencer Dock, N Wall Quay, North Wall, Dublin 1, D01 T1W6.	Monday 1st April 15:00 - 20:00
Ballymun to City Centre / Finglas to Phibsborough	Ballymun Axis Arts Centre, Main Street, Dublin 9, D09 Y9W0.	Wednesday 3rd April 15:00 - 20:00

All are welcome to attend. The NTA team will be there to answer your queries.

For more information on the core bus corridor public consultation go to www.busconnects.ie



Press Advertisement published in the Wicklow Times - 19 March 2019:

Tuesday 19th March 2019

WICKLOW Times

NEWS 7



Pictured: Diarmuid O'Brien, Ben McAuley, and Jonathan Kelly from Enniskerry at the Schools Strike 4 Climate protest in Dublin last Friday

TRANSPORT AUTHORITY OUTLINES ITS PLANS FOR COUNTY WICKLOW

The National Transport Authority (NTA) should run a public awareness campaign on how to sneeze properly when using public transport, Cllr John Ryan believes.

NTA Chief Executive Anne Graham and Deputy Chief Executive Hugh Creegan were at this month's meeting of Wicklow County Council to outline plans for the county's transport system. Cllr Ryan said one of his main grievances with public transport was people sneezing on him: "I know it sounds a strange thing to say but people in Ireland don't know how to sneeze properly. With the amount of people on both the DARTs and buses these days in tightly confined spaces for 60 minutes, it is a huge opportunity for disease to pass. And I think a campaign in that regard would be worthwhile."

On more serious matters, Ms Graham explained that one of the big issues in terms of delivery of services across Co. Wicklow is the county's geography: "There are challenges to delivering cross-county services through what is the mountainous regions and centre of the county, but we have to respond to that," she said.

Wicklow Historical Society

Ken Hannigan, retired National Archives archivist and Wicklow Historical Society committee member, will be the guest speaker for the Society's Monday March 25th meeting at 8pm in the De La Salle Parish Centre, beside St. Patrick's Church, Wicklow, at which he will talk about "James Joyce and his Wicklow associates." This is the final talk in Wicklow Historical Society's current winter lecture series. All are welcome to attend.

"In terms of the N11/M11, we are engaging with TII on widening for bus priority, particularly at key points. And then within towns themselves we want to try and put in bus priority where possible in partnership with Wicklow County Council."

Councillors were informed that the suggestion of an extension of the Luas from Saggart to Blessington is not currently part of the NTA's strategy. Responding to concerns voiced by councillors that the Luas extension to Bray was in doubt, Mr Creegan said "the National Development Plan has in it a commitment that during the period of that plan, which runs to 2027, the design and planning work will be done for a future extension of the line out towards Bray and implementation is to be considered in the next development plan, that's what we have to work towards."

Mr Creegan however explained that the Luas Bray line in the Transport Strategy was

'indicative', and the precise route, whether to Fassaroo or elsewhere in Bray, was still to be decided: "In the transport strategy we give one line, but also say it is indicative and subject to further development when the details emerge, if it is a stronger case to move it in a different direction, we can work our way through in the future."

With regards to the stalled N81 upgrade, councillors were told that although the NTA's transport strategy for the region identifies the need to upgrade the N81, it is dependent on whether it is a priority for Transport Infrastructure Ireland (TII) and on whether they have the funding to do it.

changes to get a 20-minute DART service in Greystones, that's our priority."

Co. Wicklow will however be getting a new bus service (the 183), which is expected to be launched this month and which will be integrated with train services. The route will be from Glendalough to Wicklow Town, with stops in Laragh, Roundwood, Ashford, and Rathnew.

Regarding the 84 Dublin Bus route, Ms Graham said "we'll look at that and see if we're in a position to provide additional services because we require funding for that."

Speaking after the meeting, Cllr Derek Mitchell said "On the railway the single line track around Bray Head is a major problem. I wrote a report in February 2018 suggesting partial double tracking as a way of providing 50% more DARTs to Greystones. This was ignored by Irish Rail but the NTA has got international rail experts involved, who will report by the end of March on whether this is feasible. More trains to Kilcoole and south of Greystones depend on when more carriages are available. Some will come in 2021. My paper suggested doubling the length of these at rush hour but no commitment was given on this."

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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Press Advertisement published in the Herald - 20 March 2019:

THE HERALD WEDNESDAY 20 MARCH 2019

News 5



'I'm not sure how we'll get through' - devastated dad of tragic Morgan

Mark Bain

THE father of one of the teenagers who died at the St Patrick's Day disco said the loss has left his family devastated and broken.

James Bradley's son, Morgan Barnard, was one of three to die tragically last Sunday night while attending an event at The Greenvale Hotel in Cookstown, Co Tyrone.

"I'm not sure how we'll get through, hour by hour, day by day. The family, we're devastated, broken," said Mr Bradley.

Speaking outside the family home in Springdale, Dungannon, Mr Bradley also revealed how Morgan's mother, Maria, who is 17 weeks pregnant, is struggling to come to terms with the death of her son.

"She has chosen not to believe it at the moment," he said.

"The first we knew something was wrong was when we got a phone call from his cousin, saying there had been a terrible accident at the Greenvale Hotel. "We made our way to the hospital, and we knew by the reaction of the police there was someone dead in there. "We knew there was something terribly wrong.

"I can't really say anything more right now. Everyone knows we've lost a son, and there are no more words that we can find right now."

Morgan (17) and another victim, Connor Currie (16), both attended St Patrick's Academy Dungannon, which said it was a time of "profound sadness".

Morgan was an "ambitious, charismatic" young person with

an abundance of potential, studying mathematics, digital technology, business studies and his "absolute passion" of Irish.

"He lifted the mood everywhere he went. Everyone benefited from Morgan's energetic, positive zest for life. It was contagious," the school said.

"His smile was bright. When Morgan was around, fun and laughter always followed."

Connor was a "kind-hearted, loyal friend" who was always willing to help others and was "courteous, mannerly and compassionate", teachers said.

"He had a great sense of team spirit, and his warm, caring nature endeared him to all and earned him much deserved respect."

SUNSHINE

The third victim of the tragedy, Lauren Bullock (17), was described as a "ray of sunshine, a bright and bubbly cheerleader who lit up the lives of her friends," by close friend Alice Lambert (also 17), from Coalisland, Co Tyrone.

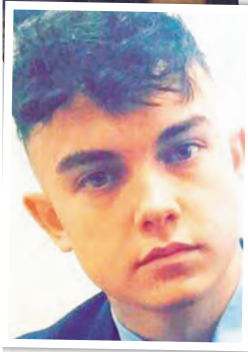
"I feel gutted for her about it," Alice said.

"She was such a nice person - she was like a ray of sunshine. She made you happy, you saw her on a night out, and she would have made you happy."

Alice wrote a personal message in the memorial book at the Burnavon Arts and Cultural Centre in Cookstown.

"The moment I found out, I was completely broken down," she said.

Lauren was a pupil at St Patrick's College in Dungannon. Principal Catherine McHugh described her as a "shining light".



BUS CONNECTS

TRANSFORMING CITY BUS SERVICES



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Public information events for **Bray to City Centre, UCD Ballsbridge to City Centre, Blackrock to Merrion, Ringsend to City Centre, Ballymun to City Centre, Finglas to Phibsborough**, are being held in the following venues:

CORRIDOR	VENUE	DATE & TIME
Bray to City Centre	Talbot Hotel Stillorgan (Park Hotel) Stillorgan Road, Blackrock, Dublin, A94 V6K5.	Tues 26th March 15:00 - 20:00
UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton Burlington Hotel, Leeson Street Upper, Dublin, D04 A318.	Wed 27th March 15:00 - 20:00
Ringsend to City Centre	The Convention Centre, Spencer Dock, N Wall Quay, North Wall, Dublin 1, D01 T1W6.	Mon 1st April 15:00 - 20:00
Ballymun to City Centre / Finglas to Phibsborough	Ballymun Axis Arts Centre, Main Street, Dublin 9, D09 Y9W0.	Wed 3rd April 15:00 - 20:00

All are welcome to attend. The NTA team will be there to answer your queries.

For more information on the core bus corridor public consultation go to www.busconnects.ie



Press Advertisement published in the Wicklow Times - 26 March 2019:

Tuesday 26th March 2019

WICKLOW
Times

NEWS 9



Pictured at the St Patrick's Day parade in Newtownmountkennedy is Bernie O'Toole with her grandson Scott.

Wicklow hotels feel Brexit effect

Business sentiment amongst hotels and guesthouses in Wicklow has deteriorated sharply year on year, representing a stark change in outlook compared with 2018 according to the Irish Hotels Federation (IHF).

An industry survey undertaken by the IHF ahead of its annual conference in the Gloneagle Hotel & INEC, Killarney, Co Kerry, reveals that only 40% of hoteliers nationally now have a positive outlook for their business over the next 12 months. This compares with 79% who reported a positive outlook at the start of 2018.

Major concerns for the sector include the continued risk of a disruptive Brexit and reduced competitiveness due to the hike in tourism VAT, increases in the cost of doing business and growing economic uncertainty internationally. In particular, the higher VAT rate is putting investment in additional hotel capacity at risk, with 75% of hoteliers stating they are now reassessing plans to increase capital investment as a result of the increase.

Performance so far this year has been mixed, with 39% of hoteliers across the country reporting a drop in overall business

levels compared to this time last year while 48% report an increase. This has largely been driven by growth from North America and Europe, which is masking continued poor performance of the UK market. Almost two thirds of hoteliers (65%) say advance bookings for 2019 from the Great Britain are down while almost six in ten (57%) are seeing a fall in advance bookings from Northern Ireland.

With the vast majority of hoteliers (91%) concerned about the impact Brexit will have on their business over the next 12 months, Brian McNamara, Chair of the Wicklow branch of the Irish Hotels Federation says growth in recent years cannot be taken for granted. "With the prospect of a disruptive Brexit looming, the sharp fall in business sentiment amongst hoteliers is not surprising. Our fear is that regional tourism businesses risk being hardest hit, especially those operating in areas that

are heavily reliant on seasonal and UK markets."

Tourism currently supports 13,900 jobs in Wicklow and contributes some €174m to the local economy annually.

Mr McNamara states: "Tourism plays a vitally important role as an engine of growth and regional economic balance. However, this could be put at risk if the Government does not take decisive action to mitigate the impact of Brexit and address the other serious challenges we now face such as the high cost of doing business in Ireland."

"Tourism is an exceptionally competitive activity. We compete daily for business at both a domestic and international level and every tourism Euro spent by overseas and domestic tourists in Ireland is hard won. Maintaining our competitiveness is absolutely vital to sustaining the growth of the industry, which supports jobs in every county and town.

"With 70 per cent of tourism jobs based outside of Dublin, tourism's wide geographic distribution is critical to sustaining regional economies, and addressing the rural imbalance. And, as the biggest investor in Irish tourism, the hotels sector is playing a critical role. Hotels and guesthouses not only provide local employment opportunities, we buy local services, source locally produced food and provide a vital infrastructure in support of local business and communities," he added.

Welcoming the Government's commitment last year to introduce a Tourism Satellite Account within the Central Statistics Office (CSO), McNamara called for it to be implemented as a priority. "This account will provide a full analysis of the economic activity in the tourism industry and show how much it contributes to each county throughout the country to inform future taxation and economic policy," he said.

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Press Advertisement published in the Irish Times - 28 March 2019:

THE IRISH TIMES
Thursday, March 28, 2019

Home News 11

Time to stand still in the two Irelands - at least under Time Lord Leo's watch

Mirian Lord Dail sketch

There will be no interfering with time on Leo Varadkar's watch. (And his cufflinks are not to be messed with either.) This came as welcome news yesterday when the Dail contemplated what might happen if the island ends up Brexit.

It simply can't happen. The smugglers would be worn out. Daisy the cat having her passport stamped in Monaghan at midday and inspected at noon in Aughnacloy before a lunchtime bucket of minis in Clones while undergoing a veterinary procedure in Lisnaskea. Too much. Muintir on a Monday in Béalacross becoming the early hours of a Tuesday in Blacklion. Balked with the gift of bilocation bolting over and back across the Border, their multiple passports travelling with them in a separate trailer. In the little town of Painsbilla, crowds watching the Northern Lights in altered time. Framing through farmhouse, pausing only to adjust their watches at the back door before re-emerging where they left off.

Time-dated postcards available for purchase. The narrow Border roads choked with cattle forays and tourists. An exhausted Slab Murphy complaining of long hours, overwhelmed by a struggling smuggling community running trucks for 48/7 between the two jurisdictions.

Post-Brexit business would be brisk along the Border. Imagine such a thing. It could happen in the parallel universe that a no-deal Brexit would bring.

Just another minor consideration to add to the mix. Labour leader Brendan Howlin brought up during leaders' questions, reminding the Dail that the European Parliament voted on Tuesday to end daylight saving time. Once that decision is formally adopted by EU leaders, member states will be able to choose what time system to adopt from April 2021.

This would place EU stalwart Ireland "in a difficult position", said Brendan, as the

I couldn't and certainly wouldn't wish to countenance a situation whereby Northern Ireland is in a different time zone to the rest of Ireland" - Taoiseach Leo Varadkar

"Good question," replied Leo of Castleknock and Galiffrey, who confessed he's been pondering the whole time since the vote in Brussels. "The truth is the Government hasn't taken a position on this yet nor have we discussed it. He's delighted to hear what the Dail has to say on the issue. Maybe a few indicators would be worth experimenting with," he smirked.

All things considered, the Dail has a long way to go before it can make a decision. "It's not a simple matter," he said. "We have plenty of time to make this decision". But, two years from now, the Taoiseach is adamant about one thing: "I couldn't and certainly wouldn't wish to countenance a situation whereby Northern Ireland is in a different time zone to the rest of Ireland".

DUP notwithstanding, No on his watch. Meanwhile, the reading

between the Taoiseach and the leader of Fianna Fail continues. Their parties remain locked in a political relationship which both long to abandon but cannot for fear of being blamed for causing the break-up.

Michael Martin strongly suspects Leo Varadkar is keeping him in the dark about his Government's Brexit plans and its discussions in Europe. The Taoiseach has taken to routinely dismissing these suspicions by accusing Michael of indulging in conspiracy theories. Leo's determination to bring him into the fold has territory is not going down well with the Fianna Fail leader whose party is holding its nose and keeping Fine Gael in Government.

"This nonsense and partisan posturing has to stop. We need basic transparency about what is being discussed," said Michael during exchanges on last week's EU summit meeting.

Instead of being up front with information, the Taoiseach prefers to use "his new favourite political attack" which is to shout "conspiracy theory" when questioned by the Opposition. "This is his equivalent of the Trumpian habit of attacking any inconvenient question as 'fake news'". The Fianna Fail leader was

thoroughly fed up with Leo's ungrateful attitude to all the parties in the Dail as they bite their tongues and row in behind his Government in these uncertain times.

And Fine Gael repays them by exploiting their good intentions by spending the past year attempting to "engineer an election where they could try to present Brexit as a defining division between the parties".

Yet the entire Opposition has "held back in Brexit-related debates, even in the face of extraordinary provocation", even as members of the Government routinely accuse that even the mildest child-lead is against the national interest.

Leo would do well to remember this, warned Michael, whose humour hasn't improved one whit since last month when he told Cabinet Ministers to "put aside the snakeskin" when answering legitimate questions about Ireland's level and state of preparedness for Brexit.

There was widespread snoring on the non-FE benches at this pained declaration.

Not only that, but the Government's supporting confidence-and-supply partners went out of their way to push a narrative in Europe of an Ireland of political peace, harmony and consensus.

And all this while having to cope with Fine Gael's "emphatically damaging campaign of messianic self-regard which the Taoiseach and his more obsequious party members engaged in" when considering special status solutions for Northern Ireland.

Michael's speech writer - a person with strong opinions on the North - recycled the messianic line from last month, not that Leo seemed bothered

hearing it a second time.

Brexit milestone The Government's confidence-and-supply partners went out of their way to push a narrative in Europe of an Ireland of political peace, harmony and consensus.

Ibec outlines its opposition to clocks change

Employers' body believes EU plan could cause 'acute' disruption to flights

JENNIFER BRAY
Political Reporter

Ending the practice of changing the clocks in spring and autumn could cause "acute" disruption to flights and the movement of goods and people across the island of Ireland, Ibec has warned.

In a submission to the Government, the group called on the Government to "oppose any change to the status quo". The Department of Justice has held a public consultation on potentially scrapping the practice of moving clocks forward by an hour in spring and then back again in the autumn. It comes after MEPs this week voted by 410 to 192 in favour of ending the practice of seasonal time shifts.

Ibec has now warned of international transport and logistical challenges if the status quo is changed. There have been particular concerns about Ireland and Northern Ireland existing in different time zones.

"Any change in the existing time differences with other countries will result in significant transport and logistics challenges."

"The disruption caused in the aviation sector will be particularly acute but it would also affect shipping and possibly land transport scheduling with Northern Ireland."

Dublin Airport is already facing capacity constraints and potential future more onerous restrictions around flight times could accentuate these challenges. Any change in the time difference with UK-based airports would pose excessive scheduling difficulties and would require a long lead-in time to facilitate planning, the submission says. Ibec has also warned that it

is unclear how other EU countries will respond to the changes and that the timeline of Brexit negotiations makes the UK response particularly uncertain. In Irish business, therefore, has no line of sight on how any change in Ireland would impact on the time differential with our main trading partners.

The group, whose membership employs more than 70 per cent of the private sector workforce, said Ireland's current position was an advantage. This is because it "straddles the Asian and North American time zones and hence business trading hours. This strategic positioning has become

more important as the traded services sector continues to grow in economic importance."

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The Taoiseach prefers to use "his new favourite political attack" which is to shout "conspiracy theory" when questioned by the Opposition. "This is his equivalent of the Trumpian habit of attacking any inconvenient question as 'fake news'". - FF leader Michael Martin

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NTA
Údará Náisiúnta Tairnéir
NATIONAL TRANSPORT AUTHORITY

Oireachtas to tackle bullying and sexual harassment

JENNIFER BRAY
Political Reporter

A "dignity and respect" helpline is being set up at Leinster House to which politicians and staff will be able to report cases of bullying and sexual harassment in the Oireachtas. Details of the planned helpline are included in a new policy which sets out actions to be taken where complaints are made.

"While members have a particular commitment to uphold the highest standards of behaviour as public representatives, they can also be vulnerable to vexatious claims," the Houses of the Oireachtas Commission document says. "The principles of natural justice and fair procedures underpin the culture of dignity and respect in the workplace, and will apply to everyone."

All political parties have formally adopted the new policy. Separately, an online survey was circulated on Monday to TDs. Senators and staff across the organisation to help determine the extent to which bullying, harassment and sexual harassment may be an issue within the Oireachtas.

The new guide politicians and staff will be able to report cases of bullying and sexual harassment, elected members should be held to the highest standard of behaviour due to the role of parliament in society.

Tolerance

"In politics there must be a high level of tolerance for debate and argument, over and above what would be considered acceptable within the workplace. However, the same tolerance cannot be applied to politicians' treatment of staff and employees, who should have the same minimum of dignity as parity with any other employee. Members must, therefore, conduct themselves to the highest ethical standards."

The proposed model, which the NTA has insisted is the only viable option, has caused anxiety among residents.

While the terms extended to owners under CPO are normal, the NTA has said it is taking extra steps to help renters find new homes. Details of the scheme emerged at the Oireachtas Transport Committee yesterday.

Editorial comment
Page 19

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Tenants due to lose apartments to MetroLink to be offered year's free rent

MARK HILLIARD

Tenants due to lose their apartments to the proposed MetroLink project in Dublin are to be offered a year's free rent and a dedicated real estate agent to help them secure alternative homes.

Owner-occupiers in the College Gate complex, which is facing demolition, will be offered market-rate compensation as well as assistance in finding alternatives, the National Transport Authority (NTA) has said.

On Tuesday it confirmed its preferred route for the new rail system which will necessitate acquiring and removing the apartment building at the back of Tara Street train station under Compulsory Purchase Order (CPO) terms.

Home to 58 tenants and 12 owner-occupiers, its demolition will include the street-level market-rate compensation as well as assistance in finding alternatives, the NTA said.

Renting costs fall slightly at end of 2018

CONOR POPE
Consumer Affairs Correspondent

The cost of renting a home fell marginally in the last three months of 2018 but the average monthly rents were still more than €70 higher than the same quarter of 2017, latest figures from the Residential Tenancies Board (RTB) show.

Its rent index covering the three months from October to December suggests the national average monthly rent was €1,154, a €73 increase on same period in 2017. However, the figures show average rents across the country fell slightly between the third and fourth quarter of last year.

In the three months between July and September 2018 rents climbed by 2.3 per cent. However they fell 0.3 per cent in the final three months of the year. The first quarter of decline since early 2017.

The average rent in Dublin was put at €1,650, up from €1,530 at the end of 2017. While this is a 7.8 per cent increase in rent in the capital year on year, the average rent was slightly lower in the last three months of the year compared to the €1,663 recorded in the previous three months. The second highest average rents were in Cork city where the cost was put at €1,025 a month followed by Galway city which was rents were €964. Rent in Limerick city were €929 and rents in Waterford city were €682.

Based on the rental data, two additional areas have the designation criteria for Rent Pressure Zones - Navan and Limerick City East. As a result increases in these areas will now be limited to a maximum rent increase of 4 per cent a year.

Press Advertisement published in the Dublin Gazette – 28 March 2019:

28 March 2019 DUBLIN GAZETTE 15

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