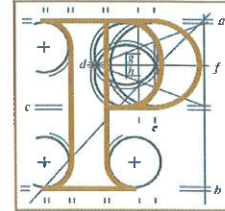


Our Case Number: ABP-309584-21



**An
Bord
Pleanála**

John Fleming
National Transport Authority
Dun Scéine
Harcourt Lane
Dublin 2
D02 WT20

Date: 25th May 2021

Re: BusConnects Dublin Core Bus Corridor Projects
Dublin City and Greater Dublin Areas

Dear Sir,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the second meeting of the 20th May, 2021.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

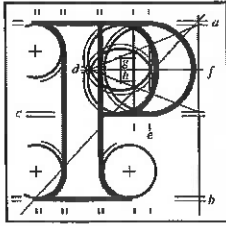
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-873 7247

PC07

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Glaó Áitiúil	LoCall	1890 275 175
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Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
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An
Bord
Pleanála

Record of Meeting ABP-309584-21 2nd meeting

Case Reference / Description	ABP-309584-21 BusConnects Dublin Core Bus Corridor Projects.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	2 nd		
Date	20/05/21	Start Time	11 a.m.
Location	N/A	End Time	1.30 p.m.

Representing An Bord Pleanála
Staff Members
Ciara Kellett, Assistant Director of Planning
Kevin Moore, Senior Planning Inspector
Kieran Somers, Executive Officer
Representing the Prospective Applicant
Hugh Creegan, NTA
John Fleming, NTA
Aidan Gallagher, NTA
Anthony Sheehy, NTA
Eddie Feely, Arup
Ian Byrne, Systra
Paul Hussey, Systra

Joseph Seymour, Aecom
John Hawe, Mott MacDonald
Stuart Nicol, Jacobs
James Burke, Jacobs
Hugh O'Sullivan, Jacobs
Denis Crowley, Arup
Niall Harte, Arup
Seamus MacGearailt, Roughan O'Donovan
Eoin O'Cathain, Roughan O'Donovan

The meeting commenced at 11 a.m.

The Board referred to its previous meeting with the prospective applicant of the 21st April 2021 and the record of this meeting. The Board asked if the prospective applicant had any comments it wished to make on the record of this meeting; the prospective applicant replied that it had no comments to make.

Presentation by the prospective applicant:

The prospective applicant referred to the overall project and the aim and objectives of the BusConnects Core Bus Corridors; these are to enhance the capacity and potential of the public transport system, to support the delivery of an efficient, low carbon and climate resilient public transport service, to improve accessibility to jobs, education and other social and economic opportunities, to enhance the potential for cycling by providing safe infrastructure, to enable compact growth, regeneration opportunities and the more effective use of land in Dublin, and to ensure that the public realm is carefully considered.

With respect to physical works entailed with the project, the prospective applicant referred to constituent elements entailed including typical bus lanes, bus gates, the signal control priority systems intended, cycle facilities, cycle protected junctions and bus stops. With regard to urban realm physical works, the prospective applicant said that roads and cycle tracks will generally be asphalt and that cycle tracks will be

composed of red coloured asphalt material; footways and kerbs will be concrete. The prospective applicant also noted that existing heritage materials will be retained and a high-quality finish will be adhered to throughout the project. In relation to lighting, it was noted that existing heritage lighting will be retained and any additional lighting needs will be incorporated as appropriate. Lighting pole types will be either of modern or heritage design in order to provide a suitable finish appropriate to the specific location.

In relation to six of the specific schemes entailed in the overall project, the prospective applicant provided information to the Board's representatives as follows:

Clongriffin to City Centre Scheme:

The prospective applicant noted that this is currently a very busy bus corridor and advised that the length of the proposed Core Bus Corridor for this particular scheme is 5.7 kilometres. The proposed total bus priority for this particular scheme is 11.4 kilometres (both directions) which constitutes a 36% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 11.9 kilometres is envisaged (both directions) which constitutes a 47% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (97 in total). The prospective applicant also noted that two existing roundabouts will be replaced by traffic signal-controlled junctions.

With respect to physical works involved for the scheme in question, the prospective applicant provided a typical cross section for a dual carriageway, for a single carriageway and for a pinch point. The prospective applicant also provided an overview of the scheme and an example of an urban realm associated with the scheme in question (Donnycarney Church in this case). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 24%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 93%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR.

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress.

Transport Impact Assessment and Modelling Overview

With respect to the matter of traffic impact assessment, the prospective applicant set out the key points for modelling being utilised for the overall project which include the NTA East Regional Model, the Citywide Local Area Model, individual corridor micro-simulations for each of the individual schemes (12 in total) and a people movement calculator. The prospective applicant also noted that an extensive number of traffic surveys have been conducted specifically for the project.

The prospective applicant advised that 2028 is proposed as the initial assessment year and 2043 the design assessment year. The Do-Minimum scenario is based on the progressive roll-out of the Greater Dublin Area Transport Strategy and the initial assessment year (2028) contains schemes in line with those referenced in the National Development Plan; the design assessment year (2043) contains schemes in line with the full roll-out of the Greater Dublin Area Transport Strategy. The prospective applicant advised that each of the proposed schemes is assessed individually on top of the Do-Minimum scenario. It also noted that the cumulative impacts assessment considers each of the proposed schemes in the context of other core bus corridor schemes being in place.

In relation to the management of traffic within the city centre area, the prospective applicant noted that proposed schemes would serve to reduce the number of car trips to the city centre and would increase the level of people movement to the city centre by sustainable modes; a 7% increase in total movement to the city centre

(8,000 additional people) is expected to arise as a result of the project. The prospective applicant said that each of the proposed schemes would have associated traffic management arrangements to manage the flow of traffic and it also noted that traffic redistribution effects are being considered within the city centre as part of the traffic impacts assessments of the scheme.

The prospective applicant noted for the record that, with regard to the matter of connectivity with other public transport services, the BusConnects network and services are contained in both Do-Minimum and Do-Something scenarios. It was also noted that the Do-Minimum scenario also contains all other proposed National Development Plan and Greater Dublin Area strategy schemes such as the proposed DART expansion and MetroLink project. The prospective applicant said that the receiving traffic environment is in line with the progressive roll-out of the aforementioned strategy schemes. It also noted that bus passenger usage on the proposed bus corridor schemes would include for interchange to and from other public transport modes. With respect to the matters of bus journey time and reliability, the prospective applicant noted a better level of service between the Do-Minimum scenario (without implementation of the project) and the Do-Something scenario (with implementation of the project) in terms of free flow conditions and an avoidance of bus congestion.

Liffey Valley to City Centre Scheme:

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 9.1 kilometres. The proposed total bus priority for this particular scheme is 18.2 kilometres (both directions) which constitutes a 340% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 12.7 kilometres is envisaged (both directions) which constitutes a 69% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (31 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided a typical cross section for a dual carriageway, for a single

carriageway and for a pinch point. The prospective applicant also provided an overview of the scheme and an example of an urban realm associated with the scheme in question (Cornmarket in this case). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 58%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 45%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR.

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress.

Belfield/Blackrock to City Centre Scheme:

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 8.31 kilometres. The proposed total bus priority for this particular scheme is 16.62 kilometres (both directions) which constitutes a 172% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 16.62 kilometres is envisaged (both directions) which constitutes a 112% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (30 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided a typical cross section for a dual carriageway, for a single carriageway and for a pinch point; it also included a two-way cycle track coastal section and a two-way cycle track section for the Nutley Lane segment of the proposed scheme. The prospective applicant also provided an overview of the scheme and an example of an urban realm associated with the scheme in question

(Baggott Street Upper in this case). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 103%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 64%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR.

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress. The prospective applicant also noted for the record the fact that the proposed scheme in question runs adjacent to an environmentally designated site, namely, the Booterstown Marsh.

Ringsend to City Centre Scheme:

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 5.7 kilometres (3.2 kilometres for the North Quays and 2.5 kilometres for the South Quays). The proposed total bus priority for this particular scheme is 5.7 kilometres (both directions) which constitutes a 437% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 8.4 kilometres is envisaged (both directions) which constitutes a 56% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (4 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided two typical cross sections (North Wall Quay and Sir John Rogerson's Quay). The prospective applicant also provided an overview of the scheme and examples of urban realms associated with the scheme in question

(Custom House Quay, George's Dock and Royal Canal (Spencer Dock)). The prospective applicant also referred to the proposed structure of the Dodder Public Transport Bridge which would be entailed in the proposed scheme. With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 12%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 17%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR.

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress.

Ballymun/Finglas to City Centre Scheme:

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 11 kilometres. The proposed total bus priority for this particular scheme is 22 kilometres (both directions) which constitutes an 85% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 22 kilometres is envisaged (both directions) which constitutes a 60% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (10 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided typical cross sections (including for Ballymun). The prospective applicant also provided an overview of the scheme and examples of urban realms associated with the scheme in question (Ballymun Main Street, St. Mobhi Road, Glasnevin Village, Phibsborough Village and the Royal Bank at North Circular Road). With regard to the traffic impact assessment pertaining, the prospective applicant

said that an increase in public transport usage (approximately 20%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 29%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR. The prospective applicant also noted interactions between the proposed scheme and other transport routes (namely MetroLink and the Dart+West at specific locations).

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress.

Swords to City Centre Scheme:

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 12 kilometres. The proposed total bus priority for this particular scheme is 24 kilometres (both directions) which constitutes a 39% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 21.4 kilometres is envisaged (both directions) which constitutes a 53% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (106 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided typical cross sections for a Dual Carriageway, Single Carriageway and a pinch point. The prospective applicant also provided an overview of the scheme and an example of an urban realm associated with the scheme in question (Drumcondra in this case). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 71%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 39%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR.

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress.

Board's comments/queries:

- In response to the Board's query on the matter, the prospective applicant confirmed that traffic redistribution measures for each of the individual schemes will be clearly explained and set out in the EIARs and plans/particulars accompanying the planning applications.
- With respect to the remit of the project, the prospective applicant clarified that the forthcoming planning applications to be submitted will be for infrastructure elements to facilitate the various bus services. The prospective applicant added that new bus services are already being transitioned in and that the first of these is due to commence in June 2021.
- With respect to each of the planning applications to be submitted, the Board's representatives suggested that a presentation of a typical bus route be given which would incorporate physical and other changes along with any associated impacts arising.
- In response to the Board's query on the matter, the prospective applicant confirmed that there would be a consistency of approach followed with respect to materials to be employed in the proposed development (for example with regard to the style of proposed bus shelters); the prospective applicant added however that local characteristics will also have to be taken

account of in this regard and that proposed design will need to be cognisant of the environs of specific locations and features.

- The Board's representatives noted the nature and extent of public consultations conducted to date and remarked that the proposed land acquisition required to facilitate the proposed development will be a prominent matter raised in submissions and objections received from stakeholders and members of the public. The Board's representatives also noted that parking provisions at certain properties will be an issue raised with regard to the matter of proposed land acquisition. Noting this latter point, the prospective applicant referred to the fact that, in many such instances, such proposed acquisitions are temporary in nature and that provision for the construction of new walls at certain properties is included in the overall scheme.
- The Board's representatives enquired as to whether taxis and other such public services will also be allowed to use the proposed bus gates as part of the scheme. The prospective applicant replied that such would be the case.
- In response to the Board's query regarding the proposed Dodder Public Transport Bridge (Ringsend to City Centre Scheme), the prospective applicant advised that this is being constructed in order to provide a physical connection between Sir John Rogerson's Quay and the East Link Road. The prospective applicant also confirmed that the proposed bridge would facilitate both cyclists and pedestrians.
- With respect to the proposed relocation of historic structures at George's Dock, the prospective applicant confirmed to the Board that conservation advisors would be employed with respect to this particular element of the proposed development.
- With regard to the proposed Swords to city centre scheme, the prospective applicant confirmed to the Board's representatives that this commences at the location of the Pinnock Hill Roundabout. In respect of proposed works to the R132, to be carried out by Fingal County Council, the prospective applicant said that there would be no overlap with these works.

Conclusion:

It was agreed that the next meeting to be held in the pre-application consultation process will be in respect of the remaining six proposed bus corridor schemes. With regard to the process going forward, the Board's representatives stated their opinion that one more meeting would be required following this further meeting in order to discuss procedural matters regarding the planning applications to be submitted. The prospective applicant said that it would wish to have the next meeting in the process as soon as possible. The Board's representatives noted this and undertook to facilitate this next meeting with the prospective applicant within 3 – 4 weeks.

The record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or at the time of the further meeting.

The meeting concluded at 1.30 p.m.

A handwritten signature in blue ink, which appears to read 'Ciara Kellett', is written over a horizontal line. To the right of the signature, the date '24/5/21' is also handwritten in blue ink.

Ciara Kellett

Assistant Director of Planning