

# **MOBILITY MANAGEMENT PLAN**

SANDYFORD CENTRAL RESIDENTIAL DEVELOPMENT,  
SANDYFORD, DUBLIN 18

Sandyford GP Limited (Acting in its Capacity  
as General Partner for the Sandyford  
Central Partnership)

**Project No. R478**  
*14<sup>th</sup> November 2019*



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## **SANDYFORD CENTRAL RESIDENTIAL DEVELOPMENT, SANDYFORD, DUBLIN 18**



**OCSC**

O'CONNOR | SUTTON | CRONIN

Multidisciplinary  
Consulting Engineers

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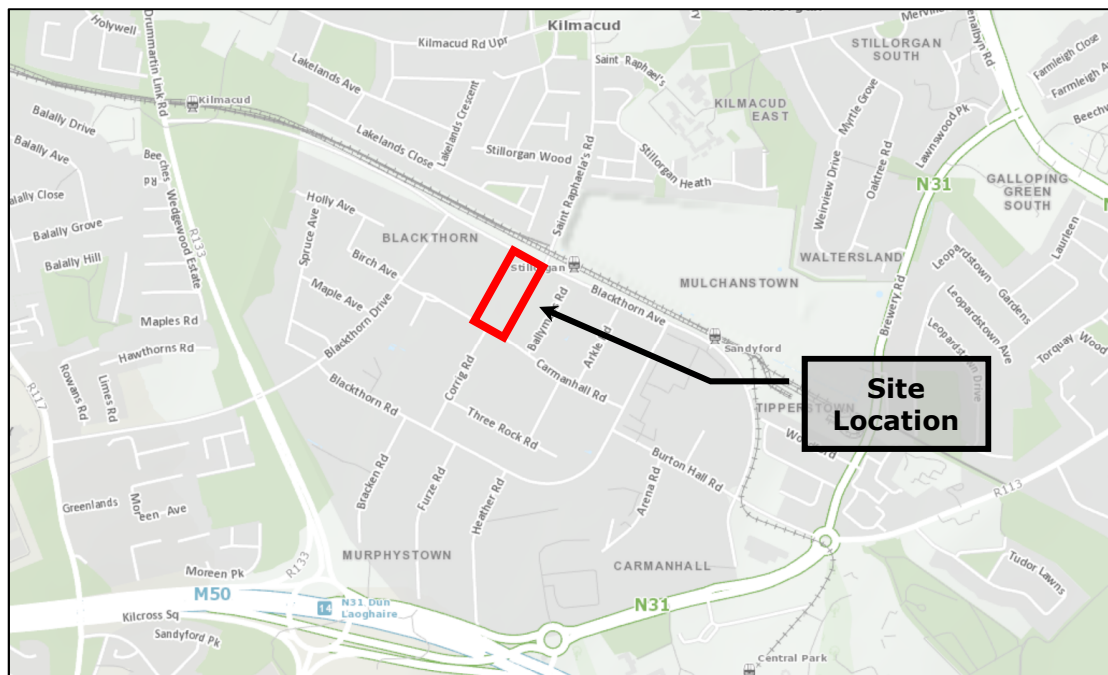
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## 1. INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been commissioned to undertake this mobility management plan with respect to the proposed residential development at the former Aldi Site, Carmanhall Road, Sandyford Business District, Dublin 18.. The exact site location can be seen in *Figure 1* below.



*Figure 1: Site Location Map*

The proposed development consists of 564 no. apartments, ranging in size from studios – 3 beds along with ancillary residential, crèche and café facilities.

This plan is being prepared as a transportation demand management tool for the site. This will have the aim of reducing car use and the need for car use by residents at the site, by increasing the attractiveness and practicality of other modes of transport and by reducing the need to travel.

The targets set out herein will take account of future potential improvements in sustainable transport infrastructure over and above those currently in operation. In this context, the MMP will set targets into the

future which will be flexible and reflective of the maximum achievable modal split at any time dependent on a variety of factors including actual local infrastructure and other facilities available.

## 2. CONTENT OF THE TRAVEL PLAN

The Dun Laoghaire Rathdown Development Plan 2016-2022 in Section 8.2.4.3 Travel Plans advises that the National Transport Authorities (NTA) document 'Achieving Effective Workplace Travel Plans Guidance for Local Authorities', (2012) should be utilised as it contains valuable information on the recommended contents, targets and indicators of a Travel Plan.

It is noted that the development proposed as part of this application is residential and the standards as set out by the NTA, although aimed towards the workplace, are still relevant to a residential development as some measures mentioned are aimed reducing the number of trips by private car and promoting sustainable forms of transport.

The NTA give provides guidance and examples for the provision and requirements for plans such as this. In this instance where the occupier is unknown, the application should meet the following requirements:

- Introduction to the site being development and the proposed use of the site;
- Give an estimate of the accessibility of the site location with respect to the expected trips and mode transport provision off site;
- Set out the anticipated targets with respect to modal choice;
- Action Plan including the various schemes that may be appropriate to facilitate a change in travel patterns.

Thus, based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support modal shift.

However, at this stage the plan is intended to be preliminary and will be revised accordingly once more detailed information regarding the final occupiers becomes available. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its



implementation and operation. Reviews will also be held on a regular basis in consultation between residents and the management company of the development.

### 3. EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

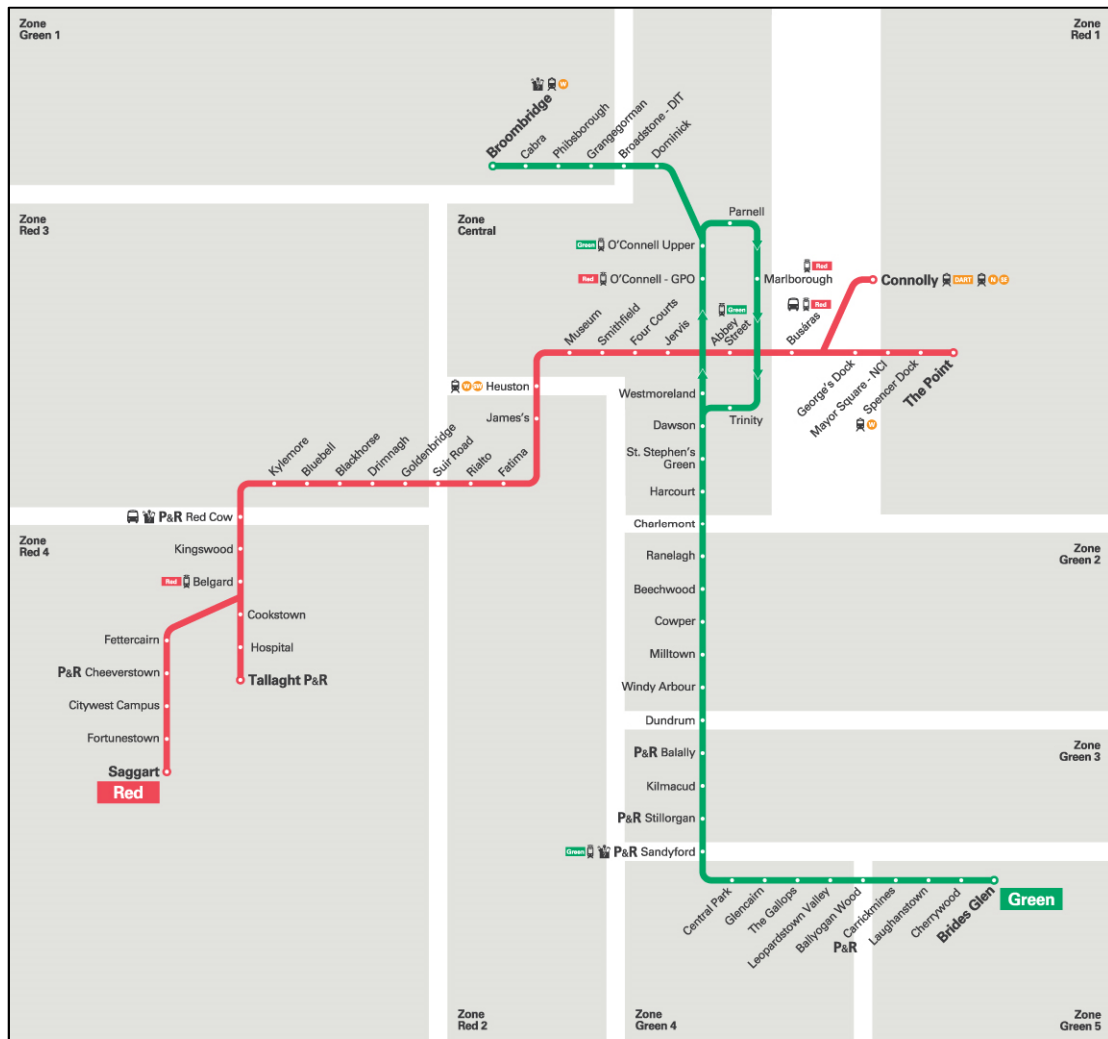
The site is located directly adjacent a number of public transport options including rail and bus. To put this in context, the proximity of the site to both the Luas and Dublin Bus stops is highlighted following.



*Figure 2: Local Public Transport Infrastructure*

#### RAIL

The development site is located directly adjacent the Luas Green Line Stillorgan stop, which is c. 100m walk away. This stop provides access to regular rail services between Bride's Glen and Broombridge with intermediate stops including key locations such as Dundrum, St. Stephen's Green and O'Connell Street. The latter provides linkage with the Luas Red Line which in turn provides rail services between Tallaght/Saggart and the Point Village and includes stops at key transportation hubs including Houston Station, Connolly Station and Busáras. The overall Luas network map is shown overleaf.



*Figure 3: Luas Network Map*

The Luas has an average peak frequency of every 4-5 minutes and operates from 05:30 – 00:18 on weekdays. The journey time between the Sandyford stop and St. Stephen's Green is estimated at approximately 25 minutes at peak times.

## **BUS**

There are 3 no. Dublin Bus services operating within a 10 minute walking distance of the development site, with the closest stops located approximately 100m from the development site boundary. These services are summarised following.

Route No.	Description	Peak Frequency	Off-Peak Frequency
11	Wadelai Park – Sandyford Business District	10-20 mins	30 mins
47	Poolbeg Street – Belarmine	30 mins	Hourly
116	Parnell Square – Whitechurch	-	Daily

*Table 6: Local Bus Services*

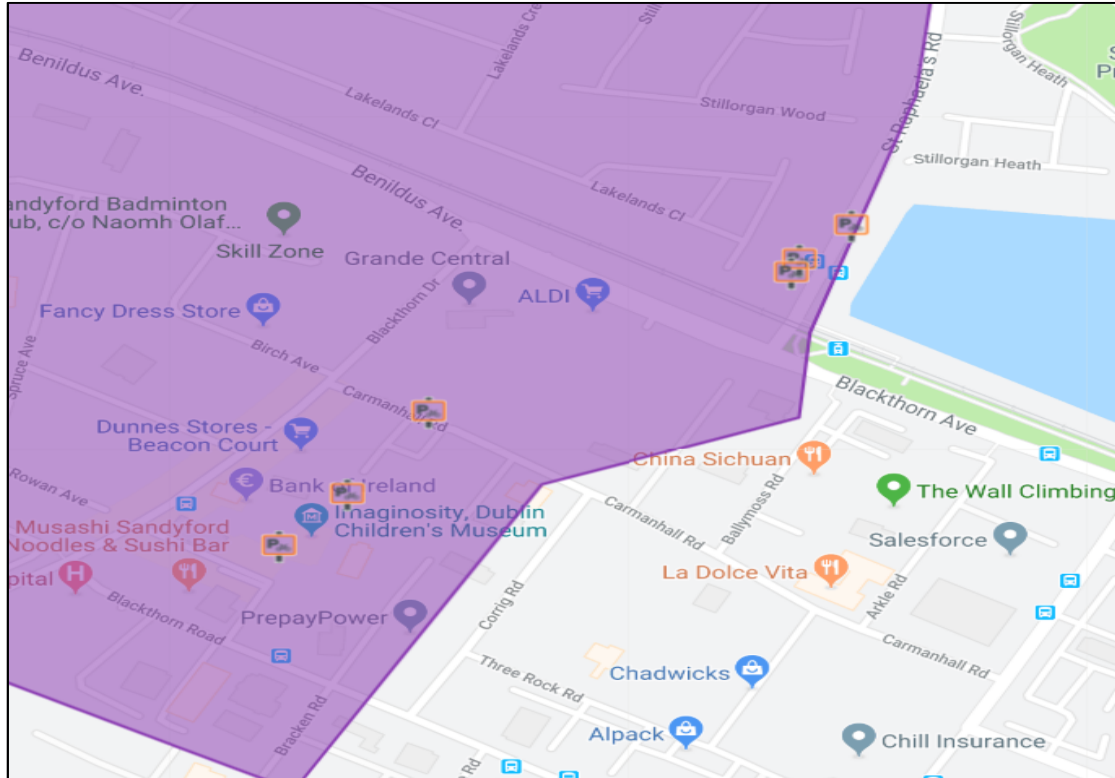
## CYCLE

The local cycle network includes a mixture of segregated and on-road facilities on the primary links adjacent the development site. This is indicated in the below extract from the existing facilities mapping taken from the National Transport Authority’s *Greater Dublin Area Cycle Network Plan*, with the development site highlighted in red.



*Figure 5: GDA Cycle Network Plan Map of Existing Cycle Facilities*

BleperBikes are available in the locality of the proposed development site as noted below in Figure 7. BleperBikes are a stationless bicycle sharing scheme that make it convenient to access this sustainable form of transport directly adjacent to the proposed development site.

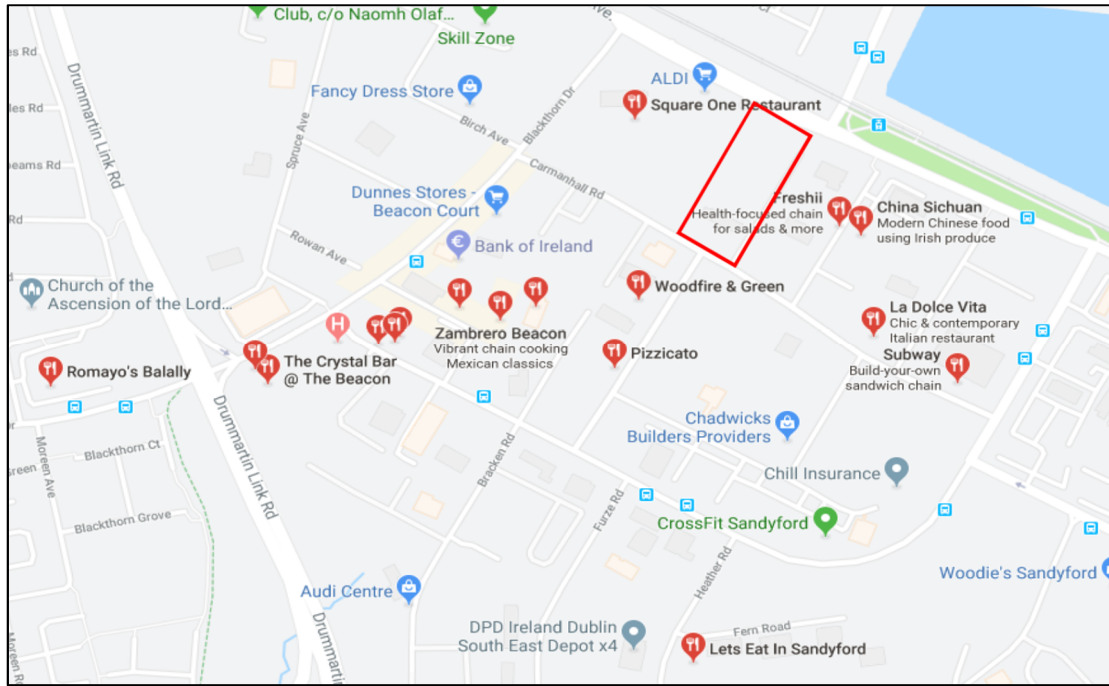


*Figure 7: BleeperBike Parking Locations*

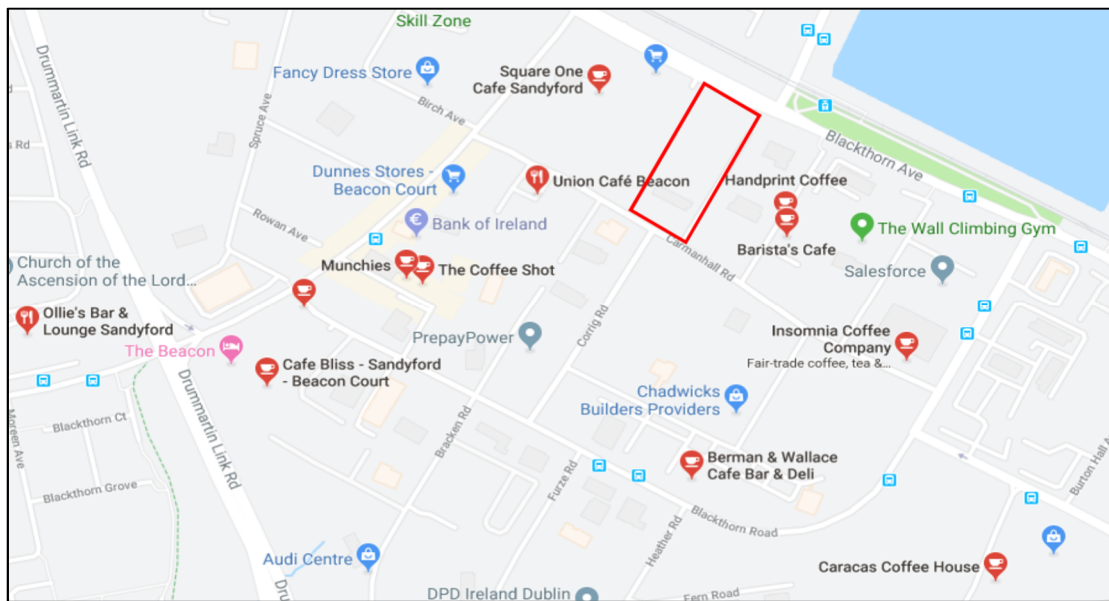
## **PEDESTRIAN**

Pedestrian infrastructure locally is of a high quality and includes dedicated crossing facilities at all major junctions locally including on Blackthorn Avenue, providing direct access to the Luas and Bus services.

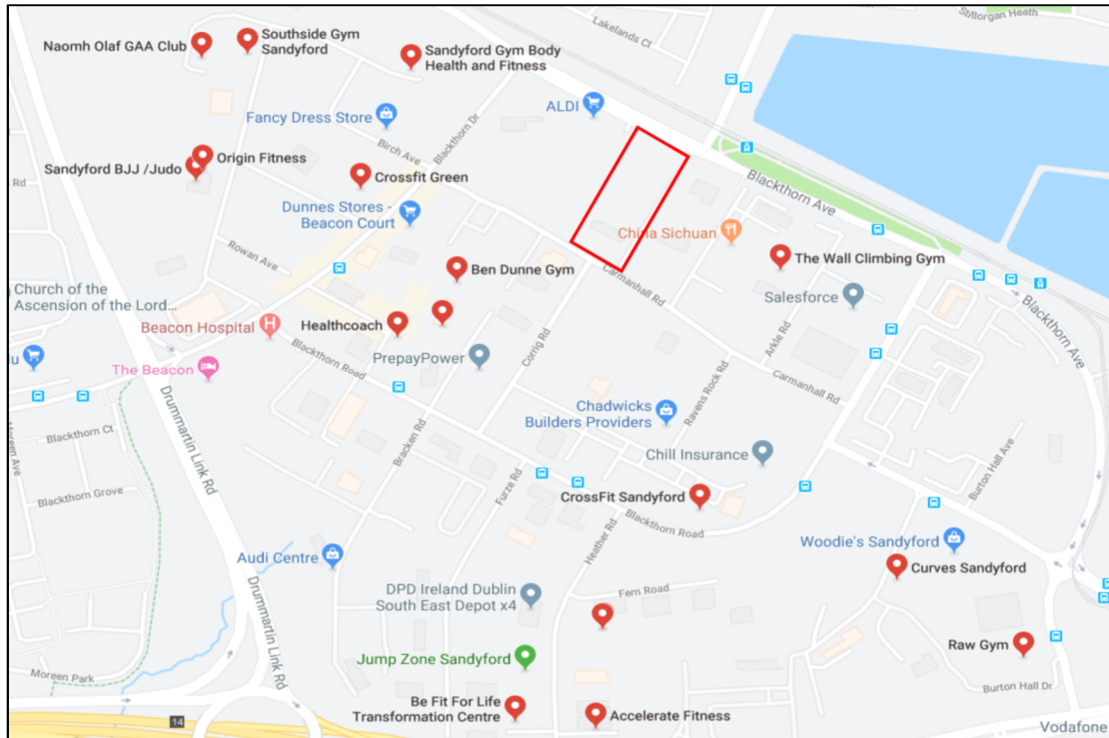
In addition, there are a variety of local amenities within a short walking distance. These are highlighted in the following figures, with the majority of amenities within and approximate 10 minutes walking distance and the development site bound in red in each.



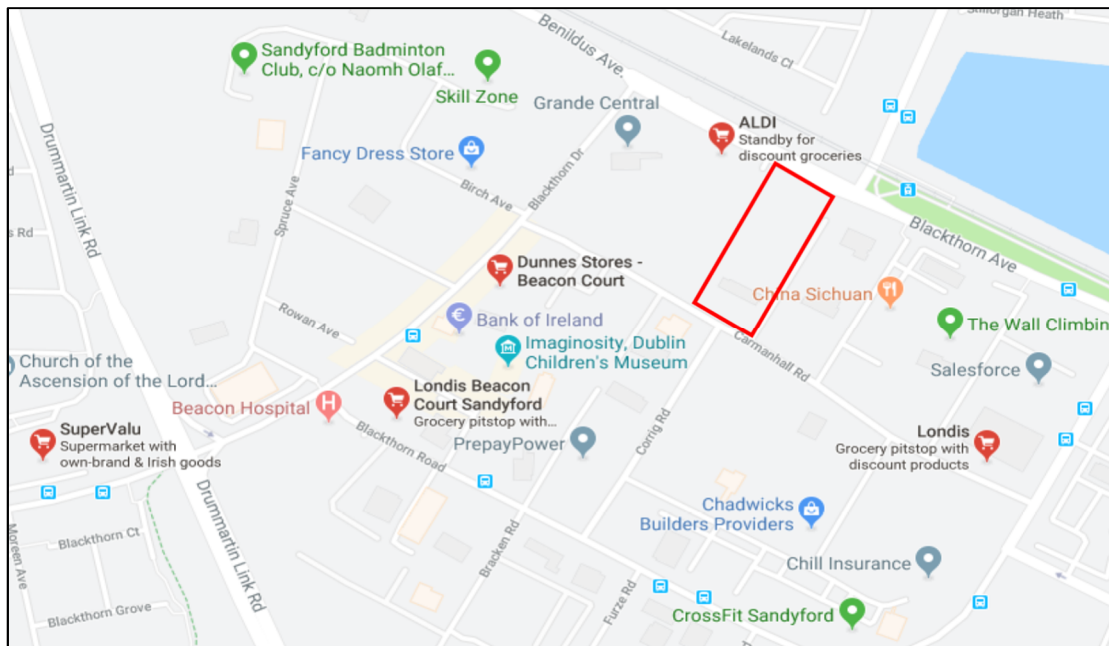
*Figure 8: Local Restaurants*



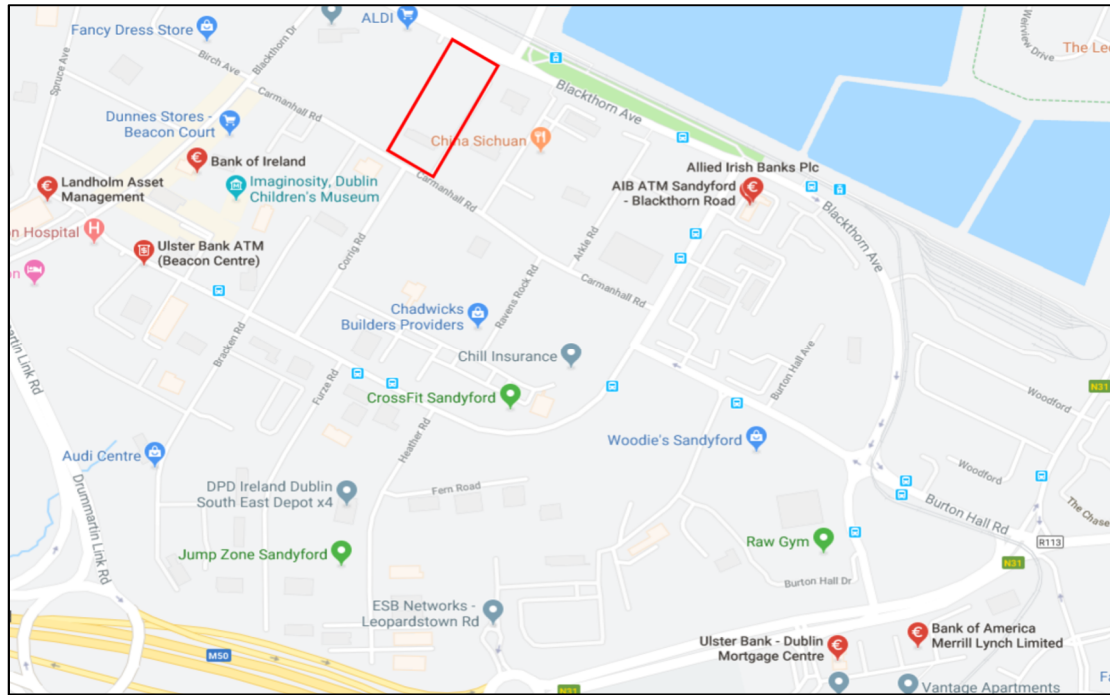
*Figure 9: Local Cafes*



*Figure 10: Local Leisure & Fitness*



*Figure 11: Local Supermarkets*



*Figure 12: Local Banks*

As can be seen, there are a large number of amenities within a short walking distance including a supermarket directly adjacent the development site meaning residents at the proposed development can access such facilities by foot, without the need to drive.



## 4. FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

### BUSCONNECTS

Bus Connects aims to overhaul the current bus system in the Dublin region by building by building new bus corridors on the busiest bus routes to make bus journeys faster, predictable and more reliable.

Relative to the development site, the most relevant is the proposed 11, 44 and 114 routes that will run within walking distance the proposed development. The estimated frequency of the 11, 44 and 114 routes is every 30, 40 and 60 minutes respectively.

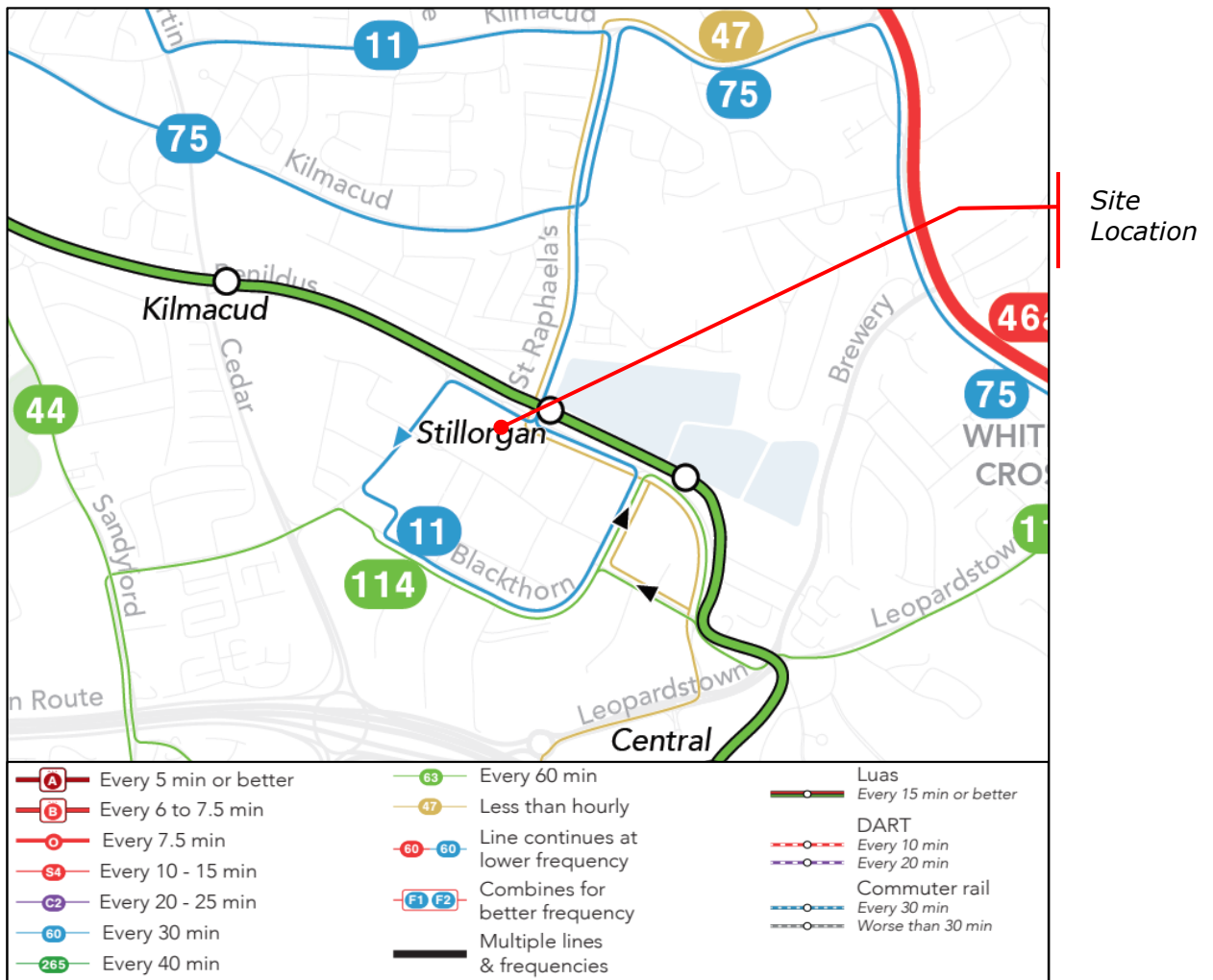


Figure 13: Bus Connects Map

## METROLINK

MetroLink is a high capacity, high-frequency heavy rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin Area.

As well as linking major transport hubs, MetroLink will connect key destinations including Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. Much of the 19 kilometre route will run underground, an exciting innovation for Irish public transport. MetroLink will carry up to 50 million passengers annually, cutting journey times from Swords to the city centre to 25 minutes. MetroLink will be fully accessible from the proposed Sandyford site via the Luas Green link transfer at Charlemont.

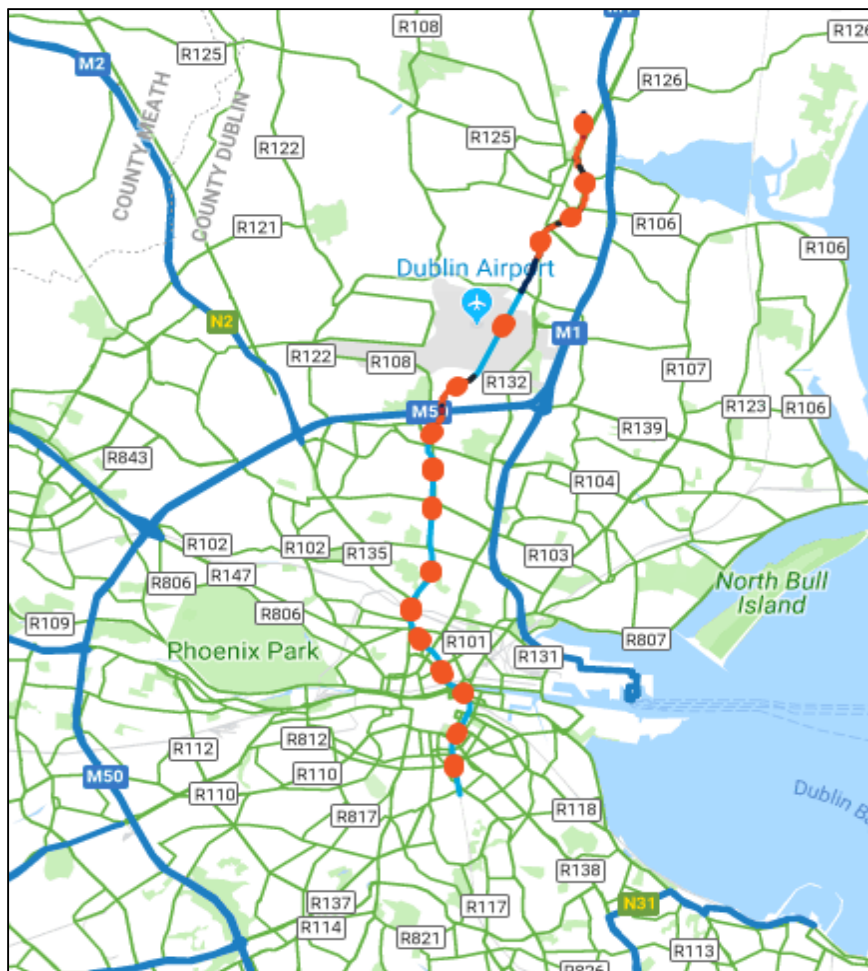
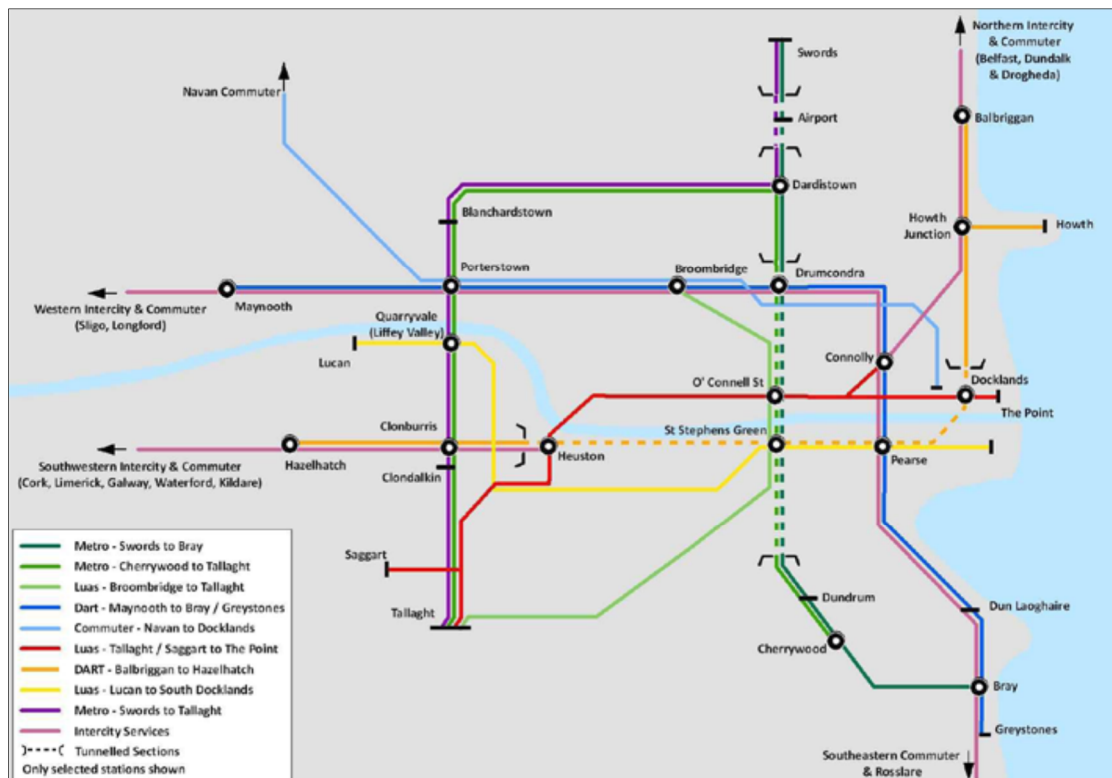


Figure 14: Metrolink Map

## THE GREATER DUBLIN AREA DRAFT TRANSPORT STRATEGY

Published by the NTA in October 2015, this strategy sets out a number of additional proposals which would significantly improve the public transport infrastructure across Dublin.

Rail projects include the provision of a new Metro for South Dublin, improvements to the Luas Green line to facilitate metro carriages, extensions to a number of Luas lines and improvements to the heavy rail network. These are highlighted in *Figure 15* following.



*Figure 15: NTA Future Rail Network Proposals*<sup>1</sup>

Proposed improvements to the bus network include increased frequency of key services, improved facilities such as bus stops and bus lanes and additional BRT services.

<sup>1</sup> Source: [www.nationaltransport.ie](http://www.nationaltransport.ie)

## **5. OBJECTIVES OF THE TRAVEL PLAN**

This plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support modal shift.

However, at this stage the plan is intended to be preliminary and will be revised accordingly once the development is occupied. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation. Reviews will also be held on a regular basis in consultation with resident's representatives.

### **PARKING PROVISION**

It is an objective of this plan to persist in limiting the level of car parking available on-site wherever possible. This will also continue to take into consideration the necessary demand, particularly in relation to car storage for the residential uses, so as to prevent overspill parking in nearby areas.

It is also an objective of this plan to encourage more effective use of parking spaces such as dedication of car parking spaces towards car club spaces.

With regard to cycle parking again it is proposed that the cycle parking for use by residents is to be located in separate and secure areas. It is an objective of this MMP to monitor and increase the supply of cycle parking should there be demand, as reasonably practicable.

### **CAR TRAVEL & OCCUPANCY**

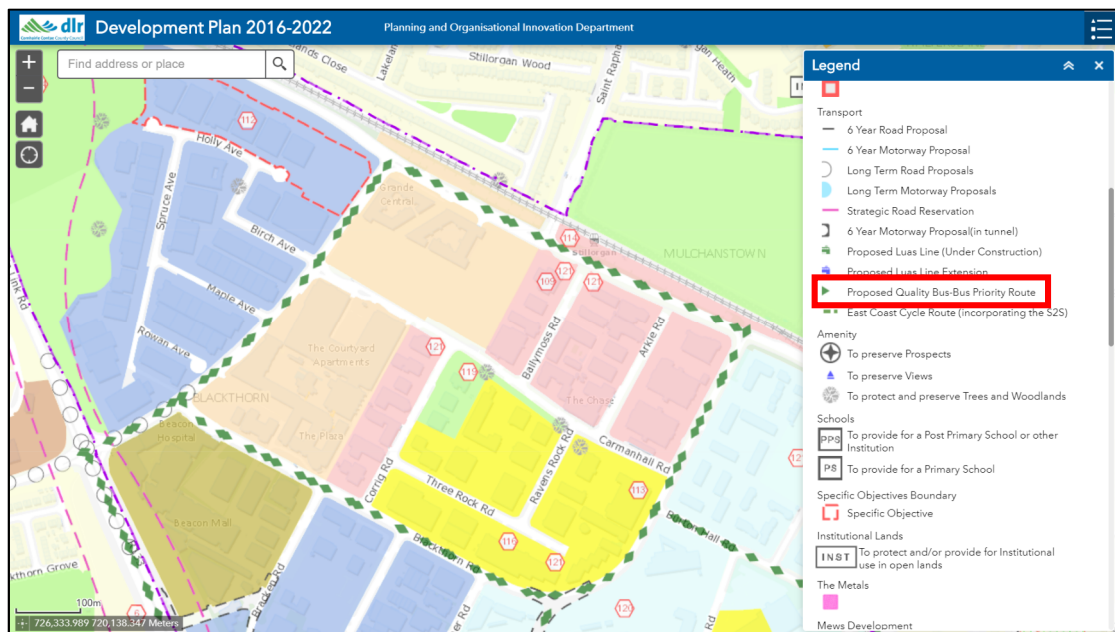
It is an objective of this plan that the Mobility Manager will endeavour to minimise the number of trips by private car and in cases where it does occur, to increase the number people travelling as passengers.

## BUS

There are 3 no. Dublin Bus services operating within a 10 minute walking distance of the development site, with the closest stops located approximately 100m from the development site boundary.

It is an objective of this plan to increase awareness of these services and encourage their use as a viable and convenient alternative to private car travel where possible. It is also an objective to inform residents and staff about any changes to these services and any new services that come on line.

It is also noted that the Dun Laoghaire Rathdown Development Plan proposes a new Quality Bus/Bus Priority Route along Blackthorn Avenue, directly adjacent the development site as per the following extract from the associated mapping.



*Figure 4: Development Plan Map Extract Highlighting Proposed Quality Bus/Bus Priority Route*

## **RAIL**

The development site is located directly adjacent the Luas Green Line Stillorgan stop, which is c. 100m walk away.

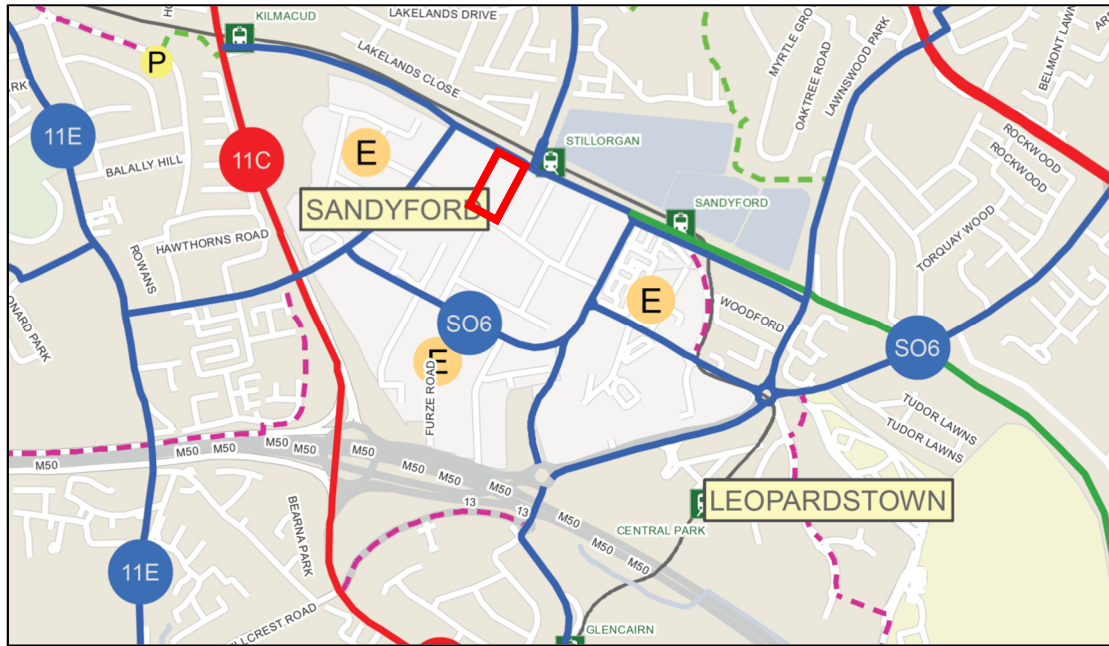
It is an objective of this plan to increase awareness of existing and future services and encourage their use as a viable, convenient alternative to travel by private car wherever possible. It is also an objective to inform residents and staff about any changes to these services and any new services that come on line.

## **CYCLING/ WALKING**

Pedestrian infrastructure locally is of a high quality and includes dedicated crossing facilities at all major junctions locally including on Blackthorn Avenue, providing direct access to the Luas and Bus services.

The local cycle network includes a mixture of segregated and on-road facilities on the primary links adjacent the development site as outline previously in section 3.

Further improvements to this network are proposed under the *Greater Dublin Area Cycle Network Plan*, as highlighted in the following extract from the Plan's "proposed" mapping, with the development site again highlighted in red.



*Figure 6: GDA Cycle Network Plan Map of Proposed Cycle Facilities*

## MODAL SPLIT

As previously noted, there is no information available regarding the ultimate occupier of the development through they are expected to include young professionals and trader downers. Therefore it is envisaged that within 6 months of opening of the development, following a survey of the occupiers, the existing modal split of the development will be establish and at this stage it will be possible to set out a target modal split.

These target modal split will take into account the types of development proposed here and the high level of public transport, cycle & pedestrian infrastructure locally.

## 6. SPECIFIC MEASURES

In order to achieve the objectives set out in Section 5 along with a sustainable modal split, a number of specific measures are proposed to be put in place.

Primarily it is intended that the development will take guidance in the Smarter Travel Workplaces programme. While aimed at business, this programme provides useful information in encouraging travel by means other than by car through various measures. More information on this programme can be found at [www.smartertravelworkplaces.ie](http://www.smartertravelworkplaces.ie) and [www.nationaltransport.ie](http://www.nationaltransport.ie).

### MANAGEMENT AND CO-ORDINATION

A Mobility Manager/Travel Co-ordinator will be appointed at the development. The duties of the Mobility Manager will include inter alia:

- Conducting surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up-to-date information on residents travel habits which can be used to develop new strategies that encourage travel by alternate modes;
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point for residents and staff;
- Negotiating with public transport companies and other service providers;
- Setting up and administering registers for particular measures such as taxis if the need arises;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;
- Evaluation and adaptation of the plan in the light of experience.



## **CAR SHARING**

The Mobility Manager will ensure that car sharing would be promoted throughout the development via schemes such as establishing a car sharing database or encouraging the use of existing car sharing services, an action which forms part of the Smarter Travel Workplaces programme. Residents and staff will be able to avail of this service in order to get in contact with other people who are travelling to and from similar destinations with the aim of sharing the costs and increasing the number of people travelling as passengers.

Taxis also provide an opportunity for people who require the flexibility of car travel while also removing the requirement to travel via private car. Information on local taxi services and taxi apps will be provided and the possibility of negotiating deals/discounts with providers will also be investigated by the Mobility Manager.

Car club spaces will also be used to facilitate less frequent off trips by means of car. A letter of support from one such car club operator, GoCar, is included in the Traffic Impact Assessment for this application.

## **BUS USE**

The Mobility Manager for each stage will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services that may come on-stream.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times and made available to residents and staff. The Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated on a regular basis, with residents and staff being informed of any changes/disruptions to services.

The Mobility Manager will also keep in contact with all bus service providers working in the area with the aim of improving/creating new services locally where possible. Furthermore, the possibility of having local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

## **RAIL USE**

The Mobility Manager for each stage will keep information on hand at all times regarding ticket prices, frequency of services, routes etc. for all existing services. Again, information on any ticket offers such as tax-saver tickets, integrated ticket systems etc. will be made available and promoted on an ongoing basis. All information will continue to be updated regularly, with residents and staff being informed of any changes/disruptions to services or any new services which may come on line.

As with the other public transport services, the Mobility Manager will keep in contact with all rail service providers working in the area with the aim of improving/promoting these services where possible. The possibility of having these local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

## **CYCLE/PEDESTRIAN FACILITIES**

The site Mobility Manager will continue to promote cycling through various schemes and promotions which may include:

- 'Bike to Work Week';
- Cycle safety training;
- Site visits from trained mechanics to check/repair bikes;
- Negotiating on bikes and accessories from various stores;
- On-site pool bike scheme;
- Provision of high visibility vests.

The Mobility Manager will also investigate the possibility of setting up a 'buddy' cycle database, where people choosing to begin cycling can get in touch and travel with more experienced cyclists with the aim of increasing confidence and safety. Further schemes such as the Cycle to Work Scheme will also be continually promoted at the development.

Similarly, walking will also be promoted through various schemes such as the Pedometer Challenge, as part of the Smarter Travel Work Place programme.

1,028 no. secure cycle parking spaces are to be provided at basement level (Level 0 and Level 1) as part of this application, this high number of cycle parking spaces is provided in order to facilitate a high modal split towards sustainable modes of transport. In addition 75 No. Sheffield bike stands provided at ground level with the public realm providing space for 150 additional bicycle spaces.

## **CAR PARKING PROVISION**

Car parking for residents is expected to primarily fulfil a car storage role given the central location of the site and the level of public transport infrastructure locally. It is proposed to provide a total of 285 no. car parking spaces at the proposed development. This level of car parking is intended to encourage a modal shift towards more sustainable modes of transport.

10 no. car club spaces are to be provided as part of this development. A letter of support from one such car club operator, GoCar, is included in the Traffic Impact Assessment for this application

## **USE OF TECHNOLOGY**

Recent advancements in technology present a number of additional opportunities in relation to encouraging positive modal shift. As part of this MMP, residents and staff at the completed development will be informed of a variety of potentially useful tools including the following:

- *The NTA Journey Planner* – Available on the NTA website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country. Most notably, this is not limited to a single mode of travel and includes routes which consider multiple modes and multiple public transport services while also providing details such as journey times and distances for each option;
- *Public Transport Providers* – Each of the major public transport providers, including Dublin Bus, Bus Éireann and Irish Rail, now have their own dedicated app that can be downloaded to a smartphone and/or tablet. These contain detailed information on all services offered including timetables and also allow for real time up-dates on changes or disruptions to services;
- *RealTime Ireland* – An application available for download to smartphones and tablets, this app provides real time arrival and departure listings for a range of public transport options from major rail stations to individual bus stops. This app also links with the aforementioned NTA Journey Planner to provide a comprehensive travel planning tool.

The above are just a few examples of the services available which would be of significant use in promoting more sustainable means of transport. The availability of such services will be promoted amongst residents on a regular basis and information on any new services that become available will also be provided.

## **BUDGET**

It is envisioned that the duties of the Mobility Manager will be incorporated into the duties of the maintenance team for the development and may require a dedicated Mobility Manager to be appointed.

With regard to the hard measures proposed, including the provision of cycle parking, these will be included as part of the construction costs for the development. Maintenance of these facilities will also come under the

general maintenance budget and are not expected to involve significant cost.

In relation to soft measures, a major aspect will be the provision of information, the majority of which can be distributed digitally while also being provided on general bulletin boards within the communal areas. Outside of this, the Management Company will be committed to ensuring that adequate funding is available to carry out the measures outlined in this MMP and any others that may be identified as the plan evolves in light of experience.

## **SUMMARY**

Overall, the location of the proposed development, along with the measures considered, will aim to ensure that travel by public transport, by bike or by foot is a preferred alternative to travel by private car for a significant portion of residents.

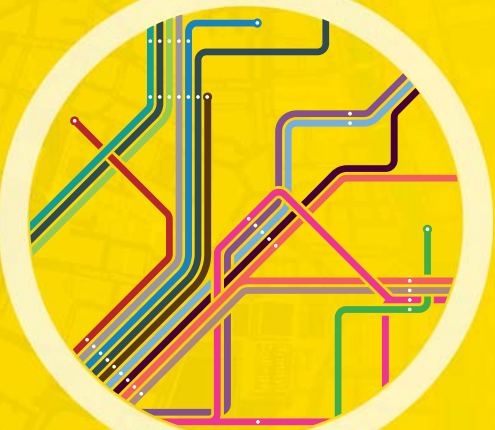
## 7. PHASING & MONITORING

A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In particular the demand for cycle parking at the site will be closely monitored with a view to increasing the amount as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

*Shane McGivney ME, MIEI, MICE, MCIHT*  
*Civil Engineer*  
*O'Connor Sutton Cronin & Associates*

APPENDIX A: DUBLIN BUS ROUTE MAP



## Bealaí Croíláir Bhus Átha Cliath

### Core Dublin Bus Routes

**Cabhair agus Teagmháil**  
Help and Contact

(01) 873 4222

[www.dublinbus.ie](http://www.dublinbus.ie)

[customercomment@dublinbus.ie](mailto:customercomment@dublinbus.ie)

#dublinbusnews

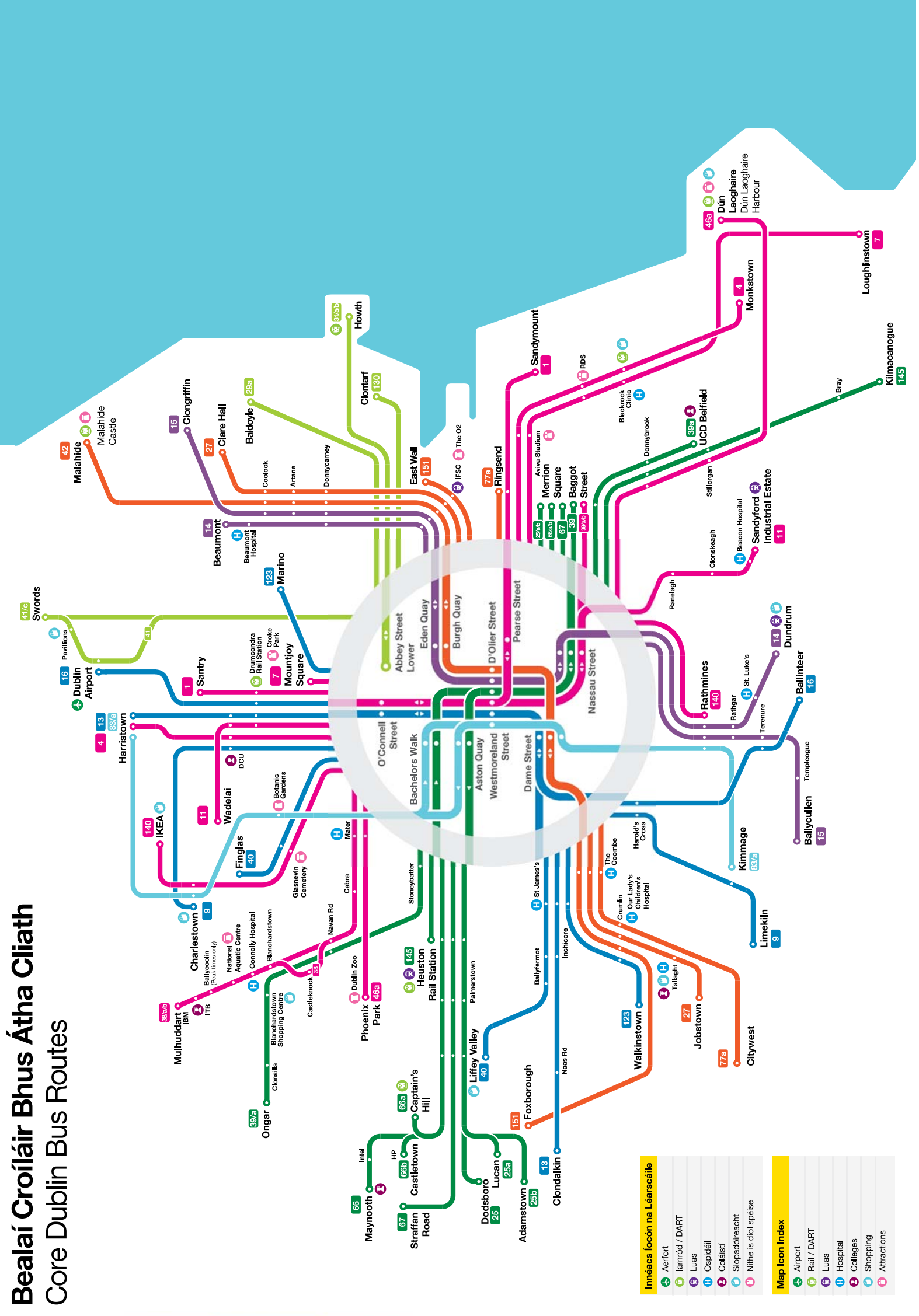


Déantar monatóireacht ar na meáin shóisialta ó 8m - 9m Luan-Aoine agus le lárnaigh d'uaireanta ollige le linn tréimhí breasach seirbhíse trómchúil, Luan-áine, Sábaid, Fómhaire, 18.00-18.30 uaire Luan-Satharn (Seachas Luan-áine Sábaid).  
Specialist monitoring is carried out during peak periods of service disruption. Phone lines open 08.30 - 18.30 hrs Mon-Sat (excluding Public Holidays).

Bliain bealaí seo i gceann ag tráth nuair a bhíodh. (Eanáir 2013 - Lúghnasa 2013)  
Information correct at time of printing (January 2013) Version 3

# Bealaí Croíláir Bhus Átha Cliath

## Core Dublin Bus Routes



**Inneacs íocón na Léarscáil**

	Aerfort
	Iarrúid / DART
	Luas
	Ospidéal
	Coláistí
	Siopaóireacht
	Nithe is díol spéise

**Map Icon Index**

	Airport
	Rail / DART
	Luas
	Hospital
	Colleges
	Shopping
	Attractions

Place of Interest	Bus Route
<b>Ospidéal / Hospitals</b>	
Beacon Hospital	11
Beaumont Hospital	14
Blackrock Clinic	4, 7
Bons Secours	83/a
The Coombe	27, 77a, 151
Connolly Hospital	38/a/b
The Mater	38/a/b, 46a
The Mater Private	1, 11, 13, 16, 41/c
Our Lady's Hospital, Crumlin	27, 77a, 123, 151
Royal Victoria Eye and Ear	11, 46a, 145
St. Columcille's, Loughlinstown	145
St. James's	13, 40, 123

Place of Interest	Bus Route
<b>Ospidéal / Hospitals (continued)</b>	
St. Luke's	14, 15
St. Vincent's	4, 7
Tallaght Hospital	27
Temple Street Children's Hospital	1, 11, 13, 16, 40, 41/c
<b>Ionaid siopaóireachta / Shopping Centres</b>	
Blackrock Shopping Centre	4, 7
Blanchardstown Shopping Centre	39/a
Charlestown Shopping Centre	9, 83/a, 140
Dundrum Town Centre	14
Dun Laoghaire Shopping Centre	7, 46a
Liffey Valley Shopping Centre	25/a/b, 40, 66/a/b, 67

Place of Interest	Bus Route
<b>Ionaid siopaóireachta / Shopping Centres (continued)</b>	
Swords Pavilions	41/c
The Omni Park Shopping Centre	16, 41/c
The Square Town Centre, Tallaght	27, 77a
<b>Nithe is díol spéise / Attractions</b>	
Aviva Stadium	4, 7
Crusade Park & Museum	1, 11, 13, 16, 41/c
Dublin Zoo	46a, 66/a/b, 67
Dun Laoghaire Harbour	7, 46a
Glasnevin Cemetery	40, 140
Howth Harbour	31/a
Malahide Castle	42

Place of Interest	Bus Route
<b>Nithe is díol spéise / Attractions (continued)</b>	
National Aquatic Centre	38/a/b
National Botanic Gardens	83/a
The O2	151
RDS	4, 7
<b>Coláistí / Colleges</b>	
Dublin Business School	9, 16, 83/a
DCU	4, 9, 11, 13
DIT Aughrill Street	9, 16, 83/a
DIT Bolton Street	1, 7, 11, 16, 40, 46a
DIT Cathal Brugha Street	7, 11, 16, 40, 123
DIT Kevin Street	27, 77a, 151

**Coláistí / Colleges (continued)**

IT Blanchardstown	38/a/b
IT Tallaght	27
Marino Institute of Education	123
NUJ Maynooth	66, 67
National College of Art & Design	1, 11, 13, 16, 41/c
St. Patrick's College	13, 123
Trinity College	11, 25/a/b, 39/a, 39a, 46a, 145
UCD	

**Places of Interest**

Blackrock Clinic	96
Blackrock	96
Dempsybrook	96
St. James's	13
St. Vincent's	4
Temple Street Children's Hospital	1, 11, 13, 16, 40, 41/c
The O2	151
RDS	4, 7
Aviva Stadium	4, 7
Crusade Park & Museum	1, 11, 13, 16, 41/c
Dublin Zoo	46a, 66/a/b, 67
Dun Laoghaire Harbour	7, 46a
Glasnevin Cemetery	40, 140
Howth Harbour	31/a
Malahide Castle	42

**Léiríonn an léaráid seo na bealaí croíláir ag feidhmiú isteach go dtí agus amach ó Lár Cathrach Bhaile Átha Cliath. Liosaitéar anseo thíos roinnt cheann scríbe agus níthe is díol spéise príomha laistigh de agus mórimpeall ar mhórchéantar Bhaile Átha Cliath, agus na bealaí ar leith ag freastal orthu.**

**Conas an léaráid seo a úsáid.**  
Trasnaíonn formhór na mbealaí bus a dtaispeántar ar an léaráid seo Lár na Cathrach agus leanann bealaí ar dhath comhchosúil an bealach céanna, le heisceacht Bealaí 29a, 41/c, 31/a/b agus 130. Mar shampla, léirítear Bealach 46a ó Pháirc an Fhionnuisce le daith bándearg ag teacht isteach i lár na cathrach trí mheán Shráid Uí Chonaill agus ag fágáil trí mheán Shráid Nassau go Dun Laoghaire.

Léiríonn an léarscáil iastail líosta de stadanna bus lár na cathrach agus cinn scríbe bealaigh.

Le haghaidh sonraí iomlána ar bhealaí, ar thráthchláir agus ar fhaisnéis fíor-ama do phaisinéirí de chuid Bhus Átha Cliath tabhair cuairt ar [www.dublinbus.ie](http://www.dublinbus.ie)

**This diagram shows the core routes operating in and out of Dublin city centre. Listed below are some key destinations and attractions in and around the greater Dublin area, and the routes that serve them.**

**How to use this diagram.**  
Most bus routes displayed on this diagram cross the city centre and routes of similar colour follow the same path with the exception of Routes 29a, 41/c, 31/a/b and 130. For example, Route 46a from the Phoenix Park is shown in pink entering the city centre via O'Connell Street and exiting via Nassau Street to Dun Laoghaire.

The map overlay displays a list of city centre bus stops and route destinations.

For full details of Dublin Bus routes, timetables and real time passenger information please visit [www.dublinbus.ie](http://www.dublinbus.ie).

**How to use this diagram.**  
Most bus routes displayed on this diagram cross the city centre and routes of similar colour follow the same path with the exception of Routes 29a, 41/c, 31/a/b and 130. For example, Route 46a from the Phoenix Park is shown in pink entering the city centre via O'Connell Street and exiting via Nassau Street to Dun Laoghaire.

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**Bíodh a fhios agat i gcónaí nuair atá do bhus le teacht.**  
**Always know when your bus is due.**

Faigh umhir uathúil stad an bhus ar bharr an stad nó uardal ar líne chun í a fháil. Féadfaidh tú úsáid a bhaint as an umhir seo chun rochtain a fháil ar Fhaisnéis Fíor-Ám do Phaisinéirí, nu mura bhfuil scáileán RTPH ag do stad bus. Teigh chuig [dublinbus.ie/rtp](http://dublinbus.ie/rtp) nó losáidáil ar goid Aipeanna Bhus Átha Cliath saor in aisce.

Find your unique bus stop number on the top of your stop or you can search online to find it. You can use this number to access Real Time Passenger Information, even if your bus doesn't have RTPH screens. Visit [dublinbus.ie/rtp](http://dublinbus.ie/rtp) or download our free **Dublin Bus Apps**.







APPENDIX B: BUS ÉIREANN ROUTE MAP



# Bus Éireann

[www.buseireann.ie](http://www.buseireann.ie)

## NETWORK MAP

Also includes Ulsterbus Goldline Network



Bus Éireann / Eurolines Coach & Ferry Service To / From Britain and Europe.

To Holyhead

Bus Éireann / Eurolines Coach & Ferry Service To / From Britain and Europe.

To Pembroke

Numbers shown beside routes refer to table numbers in the Bus Éireann National Timetable. Where a is underlined e.g. 132 the service runs less than 5 days a week. Where a number is boxed e.g. **44** the service operates for the summer period only. See relevant table for exact dates.

To aid clarity, certain local bus services operated by Bus Éireann have been omitted from this network map.

Full details of all Bus Éireann Services are given in the National Timetable. All locations served are listed in the index at the front of the timetable.

### KEY

- Bus Éireann Expressway Coach Service - year Round
- Bus Éireann Expressway Coach Service - Summer Only
- Note: Expressway Services stop only at locations listed in the relevant section of the timetable
- Bus Éireann Local Bus Service - Year Round
- Bus Éireann Local Bus Services - Summer Only
- Note: Local Bus Services stop on request at all points on route
- Expressway Service - Operated in conjunction with Ulsterbus
- Ulsterbus Goldline Service - Tel: +44 (028) 90 66 66 30
- Note: Ulsterbus also operate an extensive network of local bus services in Northern Ireland

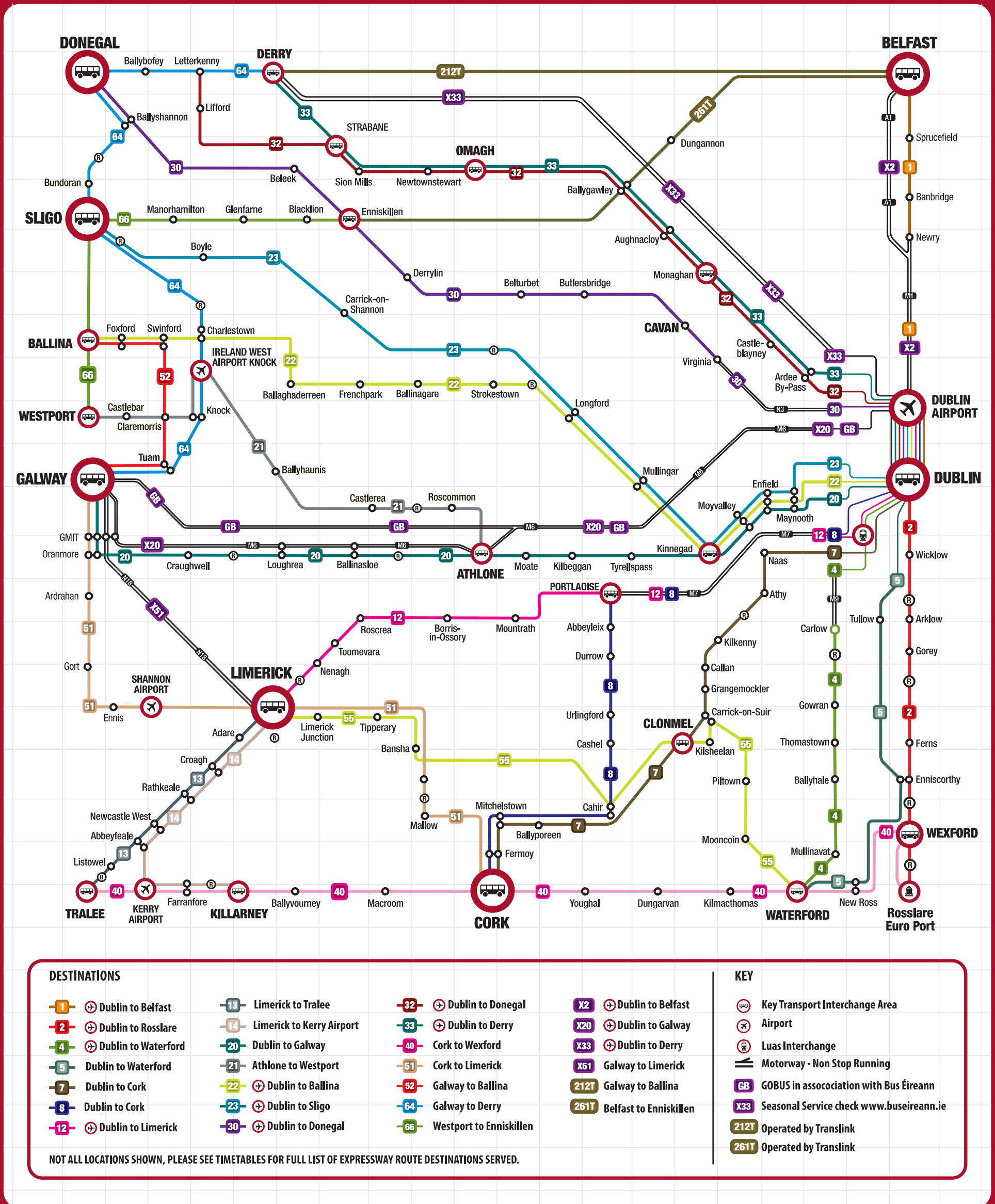
Newgrange

- Bus Éireann Day Tour Destination
- Bus Éireann Local Town and City Service
- Principal Bus Éireann Information Offices
- Airports
- Local Car / Passenger Ferry
- Northern Ireland Border
- County Border

# Expressway

from BUS ÉIREANN

Connecting Ireland

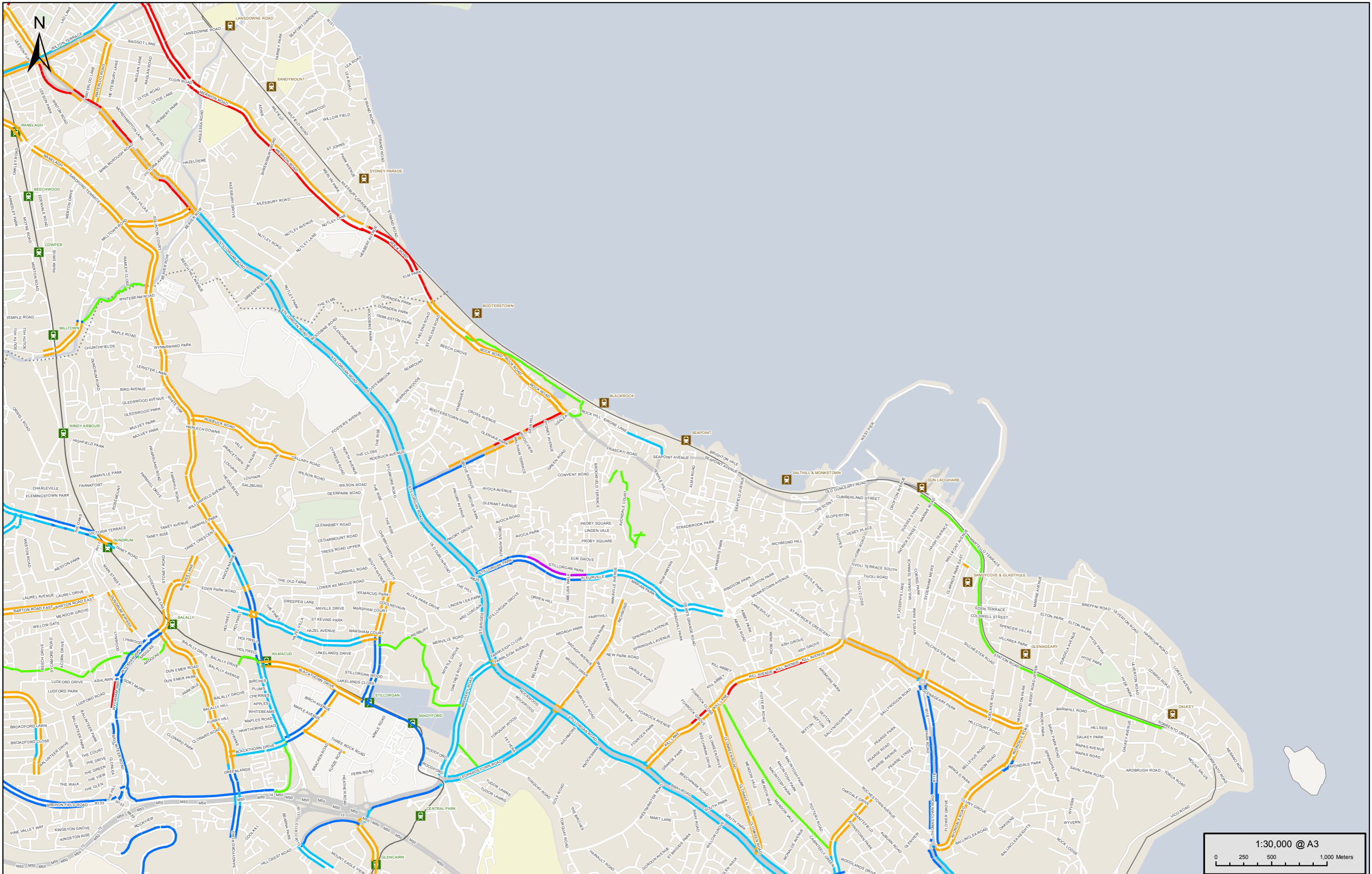


**Bus Éireann**  
www.buseireann.ie

25 years at the heart of your community






APPENDIX C: LOCAL CYCLE NETWORK MAP



Project:  
**CYCLE NETWORK PLAN FOR THE GREATER DUBLIN AREA**

Title:  
**EXISTING CYCLE FACILITY TYPE DUBLIN SOUTH CENTRAL SHEET E7**

Legend:

<span style="color: red;">—</span> B1 - Bus Lane (no cycle lane)	<span style="color: green;">—</span> G1 - Cycle Trail or Greenway	 Greenline Tram Stops
<span style="color: blue;">—</span> C1 - Cycle Track - separated from road	<span style="color: purple;">—</span> S2 - Shared Walking & Cycling	 Redline Tram Stops
<span style="color: cyan;">—</span> C2 - Cycle Track - immediately adjacent	<span style="color: pink;">—</span> Study Area	 Stations
<span style="color: orange;">—</span> C3 - Cycle Lane (even within Bus Lane)	<span style="color: pink;">—</span> County Council Boundaries	



Udarás  
**Náisiúnta Iompair**  
 National Transport Authority



**AECOM**



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