

Appendix H
Preferred Route
- 2nd Non-Statutory
Public Consultation
- Brochure

Appendix H: Clongriffin to City Centre Core Bus Corridor – Preferred Route Public Consultation March 2020

The Clongriffin to City Centre CBC –Preferred Route Public Consultation March 2020 is available from the NTA BusConnects Website, and can be accessed by clicking on the links below:

<https://busconnects.ie/media/1816/01-clongriffin-to-city-centre-preferred-route-180220-fa-web.pdf>

Clongriffin to City Centre

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Core Bus Corridor
Preferred Route

Public Consultation
March 2020



Project Ireland 2040
Building Ireland's Future

**BUS
CONNECTS**

MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



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1. Introduction

1.1 What has happened so far?

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

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

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

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

1.2 What is BusConnects?

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

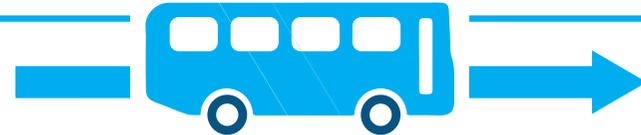
- ▶ The National Development Plan 2018 - 2027;
- ▶ Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- ▶ The Climate Action Plan 2019.



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

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable



200km of cycle lanes/tracks



Transitioning to a new
low emissions bus fleet



State of the art
ticketing system

Cashless payment system



Simpler fare structure

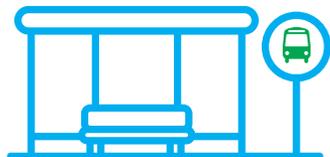


New Park & Ride sites
in key locations

New bus livery

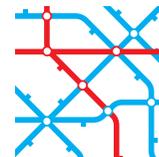


providing a common style
across all operators



New bus stops and shelters

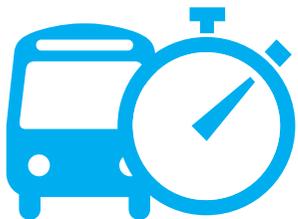
with better signage and information



Dublin area bus network redesign

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

1.3 What are the benefits of this project?



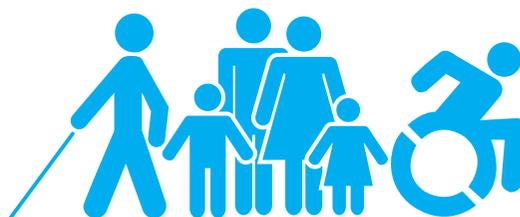
Journey Time Savings -

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



Building a sustainable city and addressing climate change -

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



Accessibility for all -

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



Better cycling facilities -

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



Pedestrians and Urban Realms -

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

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

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

2. Segregated Cycle Tracks:

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

3. Emerging Preferred Route (EPR):

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

4. Preferred Route Option (PRO):

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

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

5. Bus Gate



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

6. Signal Controlled Priority:

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

when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

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

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street.

They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

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

Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.

2. As the bus approaches, the light signal changes to halt general traffic.

3. The bus has priority to proceed.

4. When the bus has cleared the junction, general traffic proceeds.

1.5 Map of all 16 core bus corridors

Preferred Routes

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



2. Preferred Route Description

2.1 Overview

The Core Bus Corridor (CBC) commences at Clongriffin DART Station, and is routed via Clongriffin Main Street which will be extended to join the Malahide Road at a new junction to the north of Clarehall junction. The CBC is then routed via Malahide Road to the junction with Marino Mart/Fairview. From here the CBC ties into a separate project, Clontarf to City Centre Cycle Scheme which is currently being proposed by Dublin City Council.

The following paragraphs will describe each section of the CBC in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR) in November 2018.

2.2 Clongriffin DART Station to Malahide Road via Clongriffin Main Street

At Clongriffin DART Station, it is proposed to retain the existing pedestrian, bus stop and bus turnaround facilities. It is intended to route buses through Clongriffin Main Street, no works are proposed for this existing section. Existing bus

and cycle infrastructure will be maintained. At Priory Hall the route will align with Dublin City Council’s proposed Belmayne Main Street and Belmayne Avenue Scheme which extends to a new junction at the Malahide Road. This will include a new bus, cycle and taxi only access onto the Malahide Road. General traffic will not be permitted to use this access, access to Main Street for general traffic will remain unchanged through Belmayne.

2.3 Mayne River Avenue to Gracefield Road – Malahide Road

The CBC is then proposed to be routed along the Malahide Road to the junction with the R105 at Marino Mart/Fairview. The following junctions are intended to be upgraded to provide bus priority and enhanced pedestrian and cyclist facilities:

- Malahide Road/Clarehall Avenue;
- Malahide Road/Entrance to Clarehall Shopping Centre;
- Malahide Road/Blunden Drive/Priorswood Road;

- Malahide Road/Tonglegee Road/Brookville Crescent; and
- Malahide Road/Gracefield Road.

Between Clarehall Avenue and Blunden Drive, a single bus lane and two general traffic lanes will be maintained in each direction.

It is proposed to upgrade the existing roundabout on Blunden Drive to a fully signalised junction. This modification will involve the removal of some median hedging and trees, however there will be compensatory planting at the junction.

Between Blunden Drive and Greencastle Road the proposed Toucan Crossing has been relocated to align more directly with the pedestrian and segregated cycle track linking Ayrefield Drive and Malahide Road.

Between Tonlegee Road junction and Gracefield Road junction, it is intended to retain the single bus lane and general traffic lane in each direction. A northbound segregated cycle track will be provided in the area between the Malahide Road and Brookville Park. It is proposed that southbound cyclists are

redirected onto the adjoining St. Brendan’s Avenue using a Quiet Street Treatment. Cyclists can then re-join the Malahide Road at Gracefield Road.

2.4 Gracefield Road and Clontarf Road–Malahide Road

Between the Gracefield Road and Clontarf Road junctions, it is proposed to upgrade the following junctions on the Malahide Road:

- Malahide Road/Collins Avenue;
- Malahide Road/Copeland Avenue/Griffith Avenue; and
- Malahide Road/Clontarf Road.

Between Gracefield Road junction and Killester Avenue, it is intended to provide a continuous bus lane with a single general traffic lane in each direction. Segregated cycle tracks and footpath facilities will be maintained through this section. To accommodate this, limited areas of land take will be required from private properties. The indicative extents of this land take are included in the Appendix of this brochure. The EPR

indicated that between Kilmore Road junction and Killester Avenue the western cycle track and footpath would impact on the existing wall and trees. It is now proposed to move the western cycle track and footpath inside the green area to minimise any impact on the existing wall and trees.

Between Killester Avenue junction and Collins Avenue, it is proposed to maintain the road cross-section as described in the previous section. The existing road between these junctions requires widening to accommodate the necessary lane widths and bus stop facilities. The EPR indicated that land take may be required from the surrounding green space in Thorndale Grove and Mayfield Park. The amended proposal indicates that land take will only be employed to enable the retention of the mature trees and heritage wall. Between Mayfield Park and Collins Avenue it is proposed to utilise some land take from private properties. The indicative extents of this land take are included in the Appendix of this brochure.

Along the Malahide Road between the Collins Avenue junction and the Griffith Avenue

junction, it is intended to provide a continuous bus lane with a single general traffic lane in each direction. Currently, there are no continuous segregated cycle tracks in each direction on this section. This issue is proposed to be addressed by road widening works which will involve land take between Donnycarney Church and Clancarthy Road, Clontarf Golf Club and Bowling Club grounds and Nazareth House. The indicative extents of this land take are included in the Appendix of this brochure.

The proposed works may also require the removal of existing trees currently located on traffic islands or between the existing road and footpath, although opportunities to enhance the streetscape have been identified as part of this review.

Between the Griffith Avenue junction and the Clontarf Road junction, it is proposed to continue the bus and general traffic lanes in each direction. There are currently only three traffic lanes on this section of road. To facilitate the new four lane arrangement, it is intended to utilise limited land take from adjacent properties at the following locations:

- Between Copeland Avenue and Marino Avenue;
- Between Charlemont Road and Crescent Place; and
- Between Brian Road and St. Aidan's Park.

It is proposed to provide an alternative cycle route using a Quiet Street Treatment running parallel to the Malahide Road along Brian Road, Carleton Road and Haverty Road. Cyclists will then re-join Marino Mart and connect with the Clontarf to City Centre Cycle Scheme. The EPR indicated that Haverty Road would remain as a through route. After taking into account the safety and convenience of all road users as well as the residents of the area, it is now proposed to close Haverty Road for vehicular traffic at the St Aidan's Park end of the street. This proposal will also help to further reduce through-traffic on Brian Road, Carleton Road and Haverty Road.

The proposed bus lane works will tie into the intended bus and cycle facilities on Clontarf Road, which are being advanced by Dublin City Council and have received planning approval.

2.5 Key Changes from the Published EPR

- ▶ Between Kilmore Road junction and Killester Avenue, it is proposed to move the western cycle track and footpath inside the green area to minimise any impact on the existing wall and trees.
- ▶ Between Killester Avenue junction and Collins Avenue the road alignment has been changed which will allow the retention of the mature trees and heritage wall.
- ▶ Between Griffith Avenue junction and Clontarf Road junction it is proposed to close Haverty Road to general traffic at St Aidan’s Park to create a quiet street for cyclists.

2.6 Key Facts

- ▶ Approximate number of properties that may be impacted **118**
- ▶ Approximate number of on-street parking spaces that may be removed **36**
- ▶ Approximate number of trees that may be removed **60**
- ▶ Approximate route length: **8kms**
- ▶ Approximate cycle route length: **8kms**
- ▶ Current bus journey time: **up to 65 mins**
- ▶ BusConnects journey time: **30-35 mins**
- ▶ Future Bus journey time without BusConnects: **85 mins +**

3. How to take part in the public consultation

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

3.1 General queries

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

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

3.2 How to engage

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

Written submissions and observations may be made by:



cbc@busconnects.ie



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

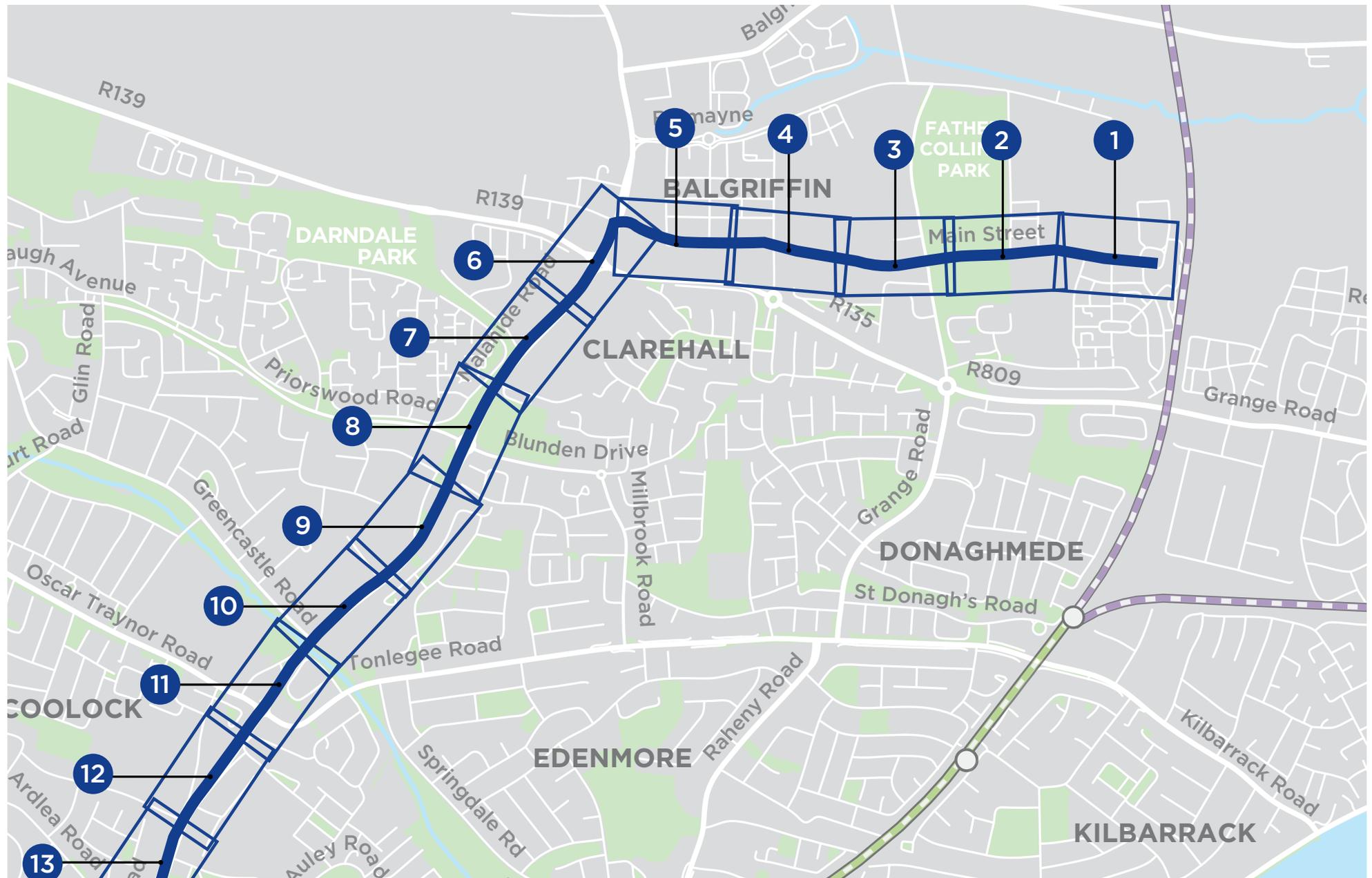
3.3 What happens next?

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



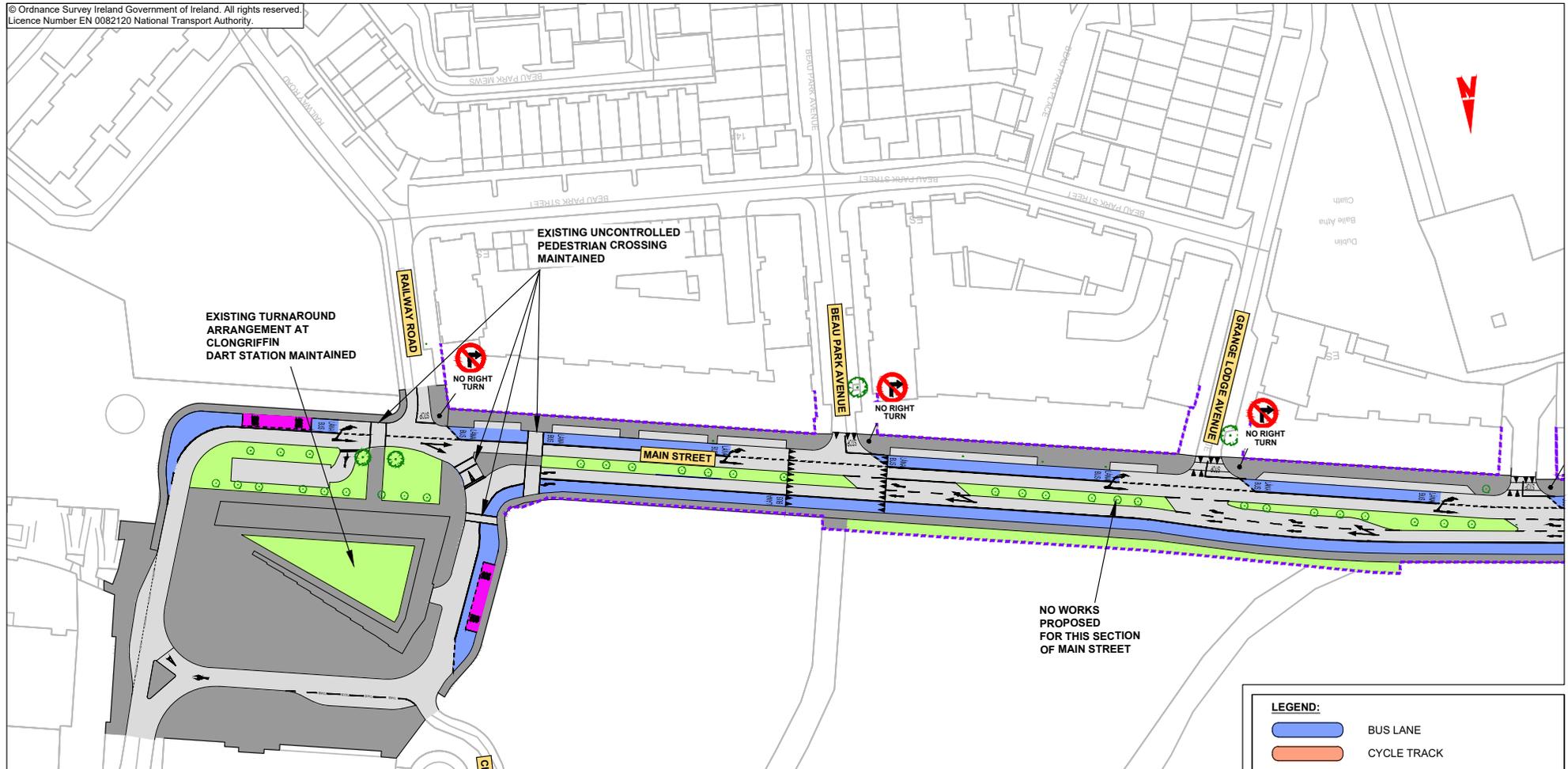
4. Appendices

Index maps
Route maps

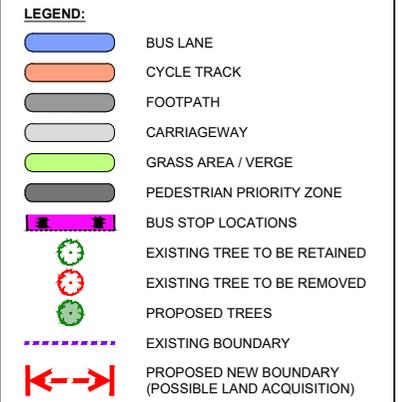
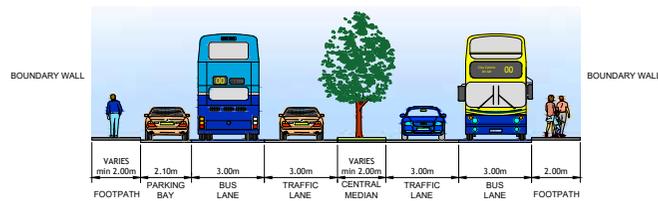


NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

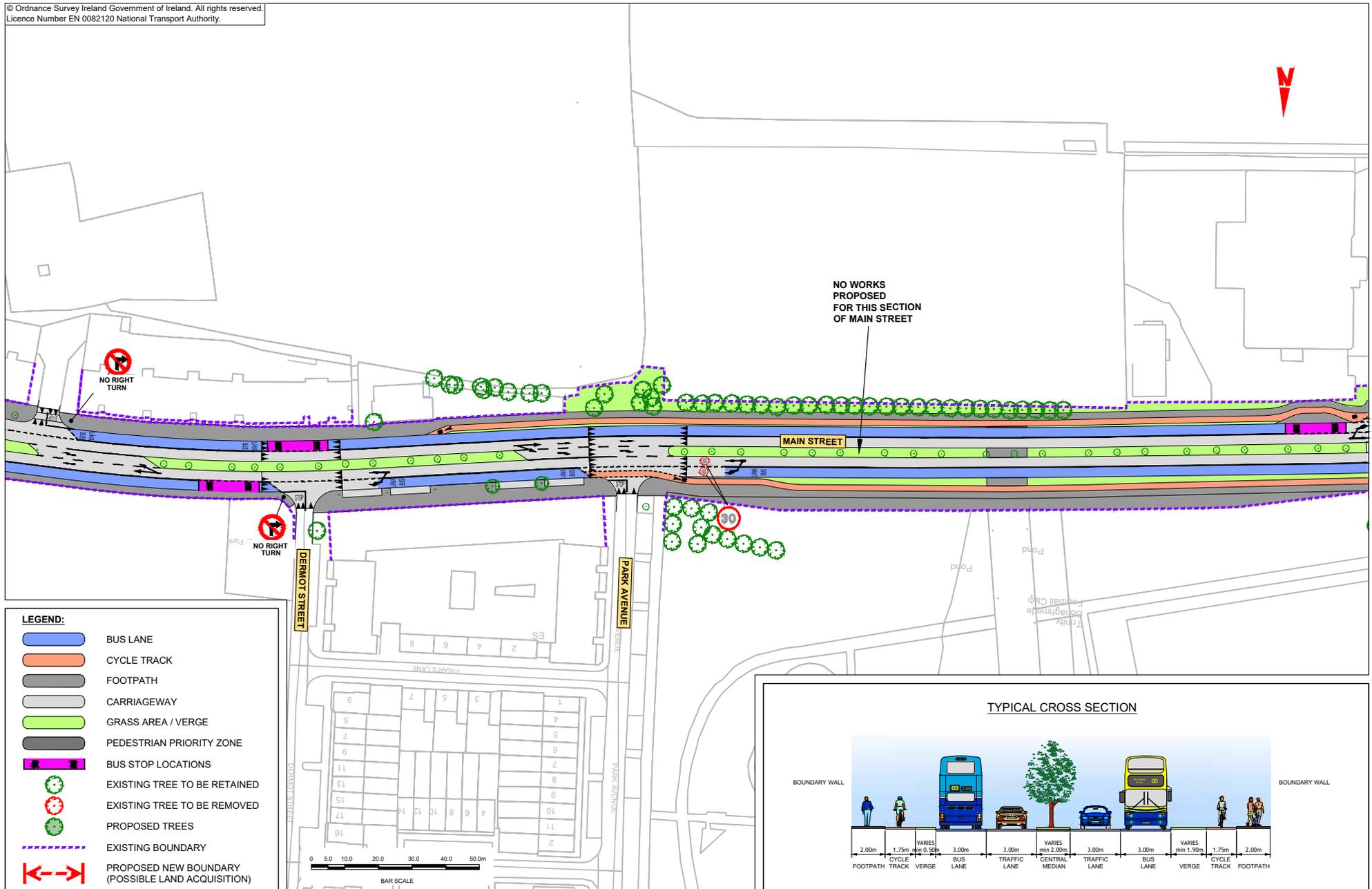
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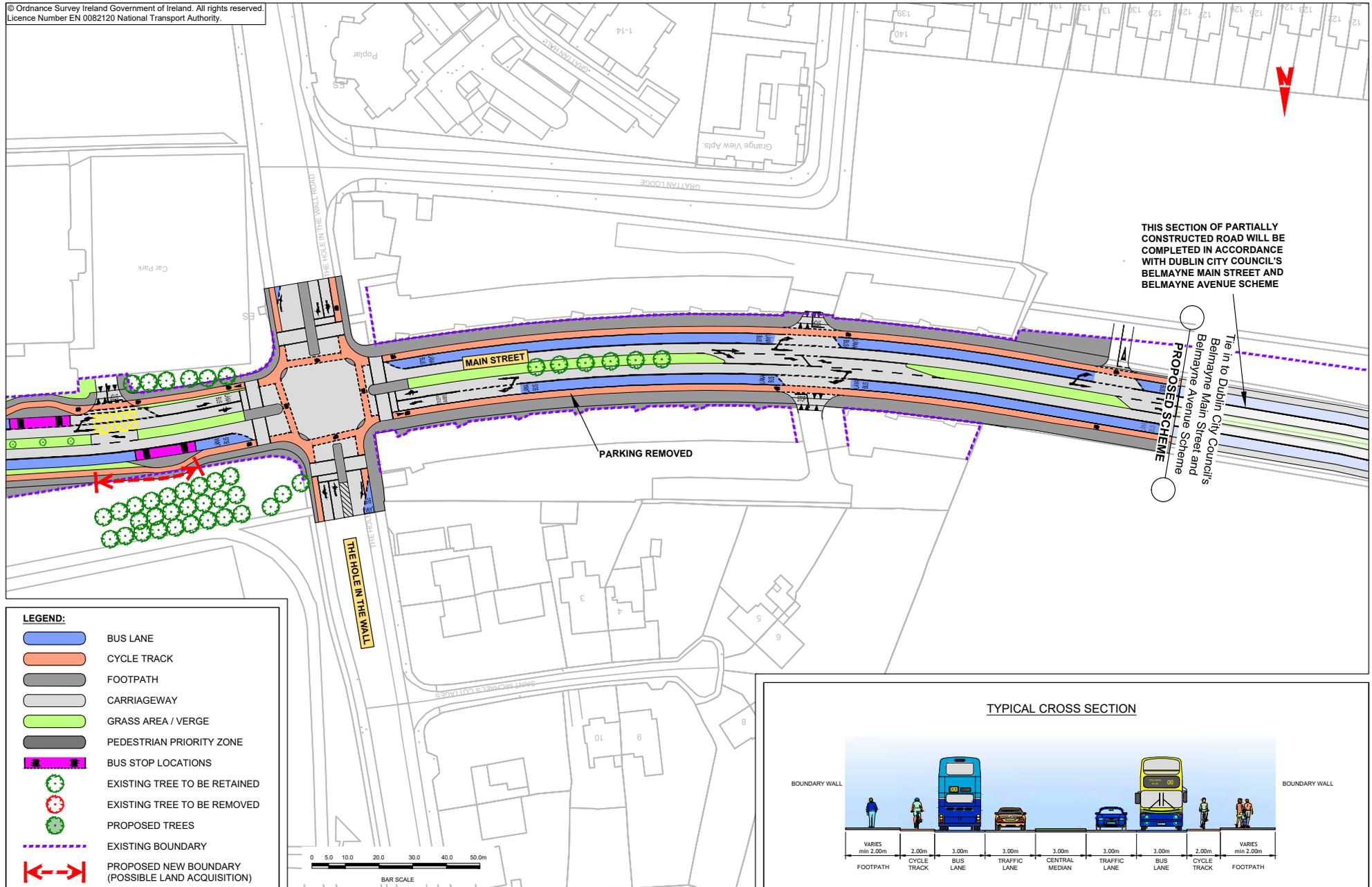
TYPICAL CROSS SECTION

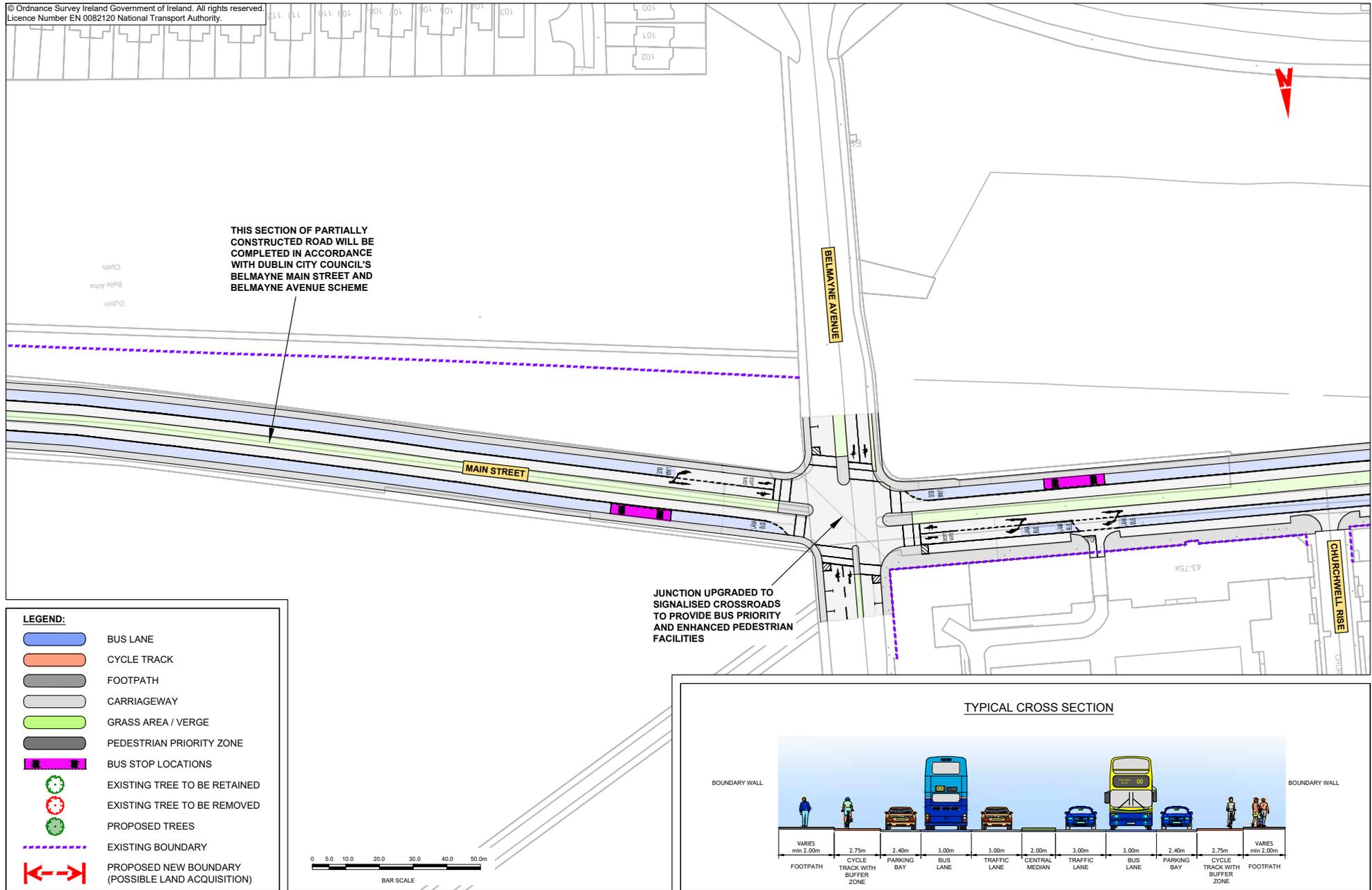


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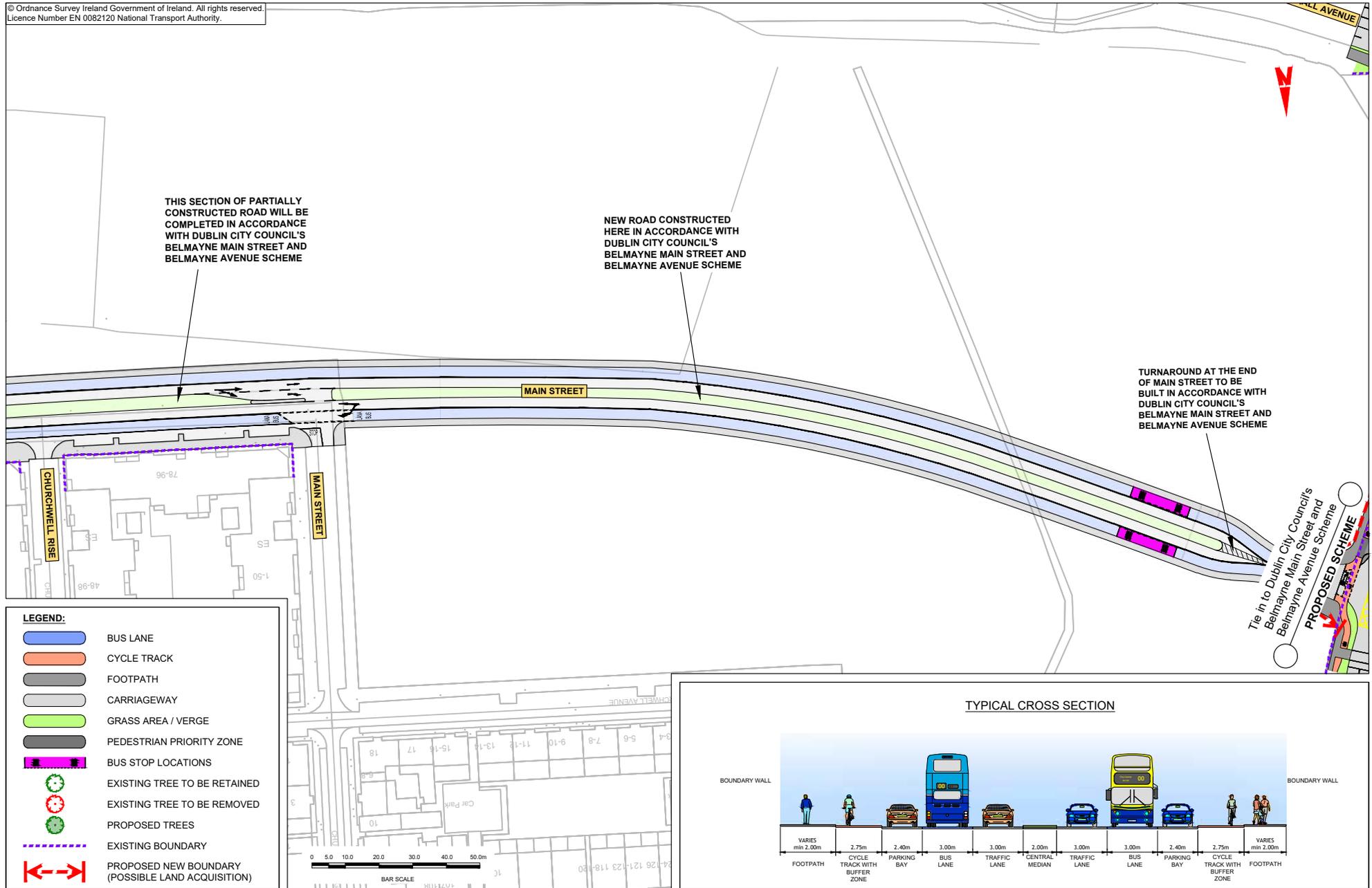


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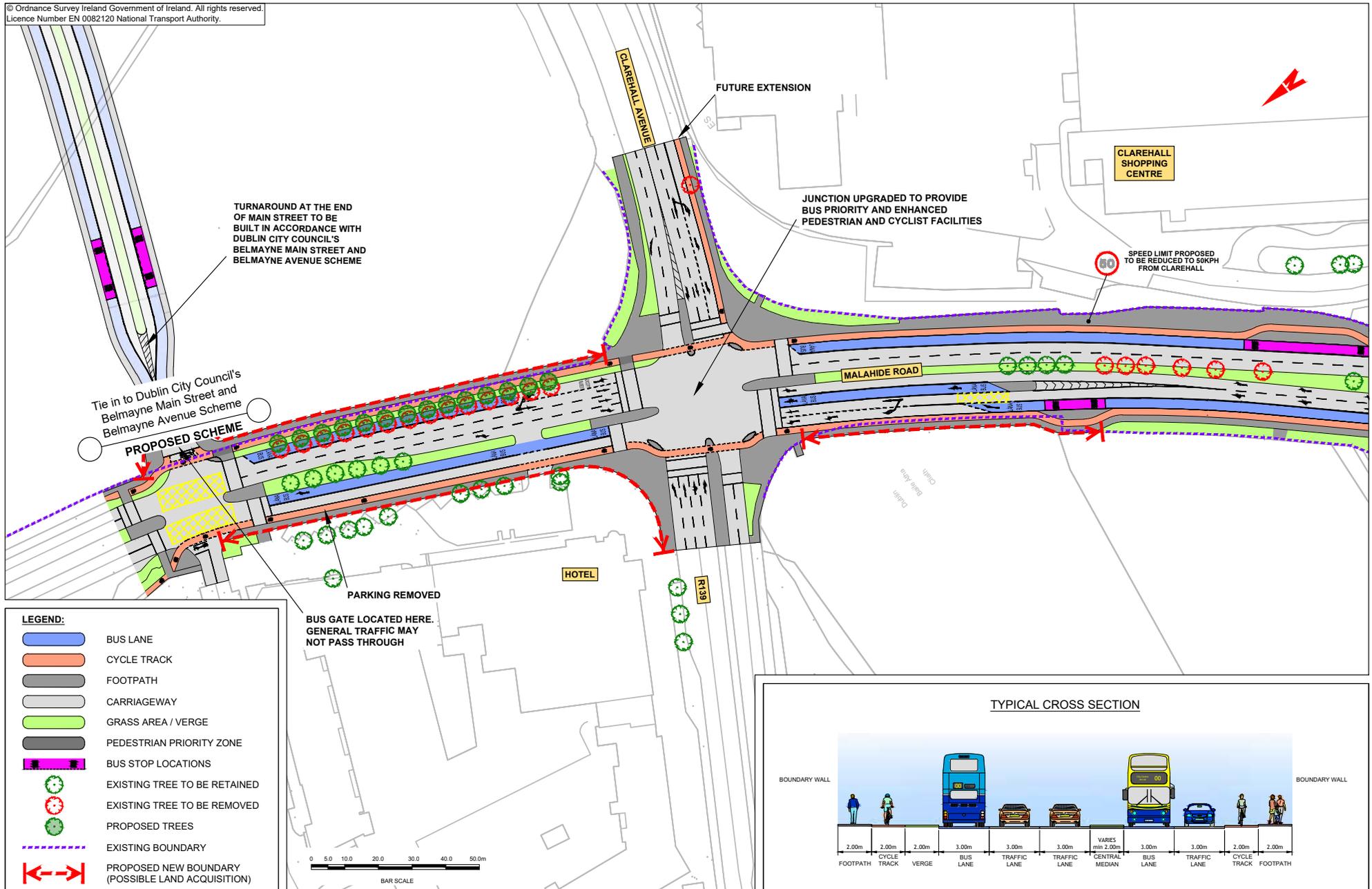




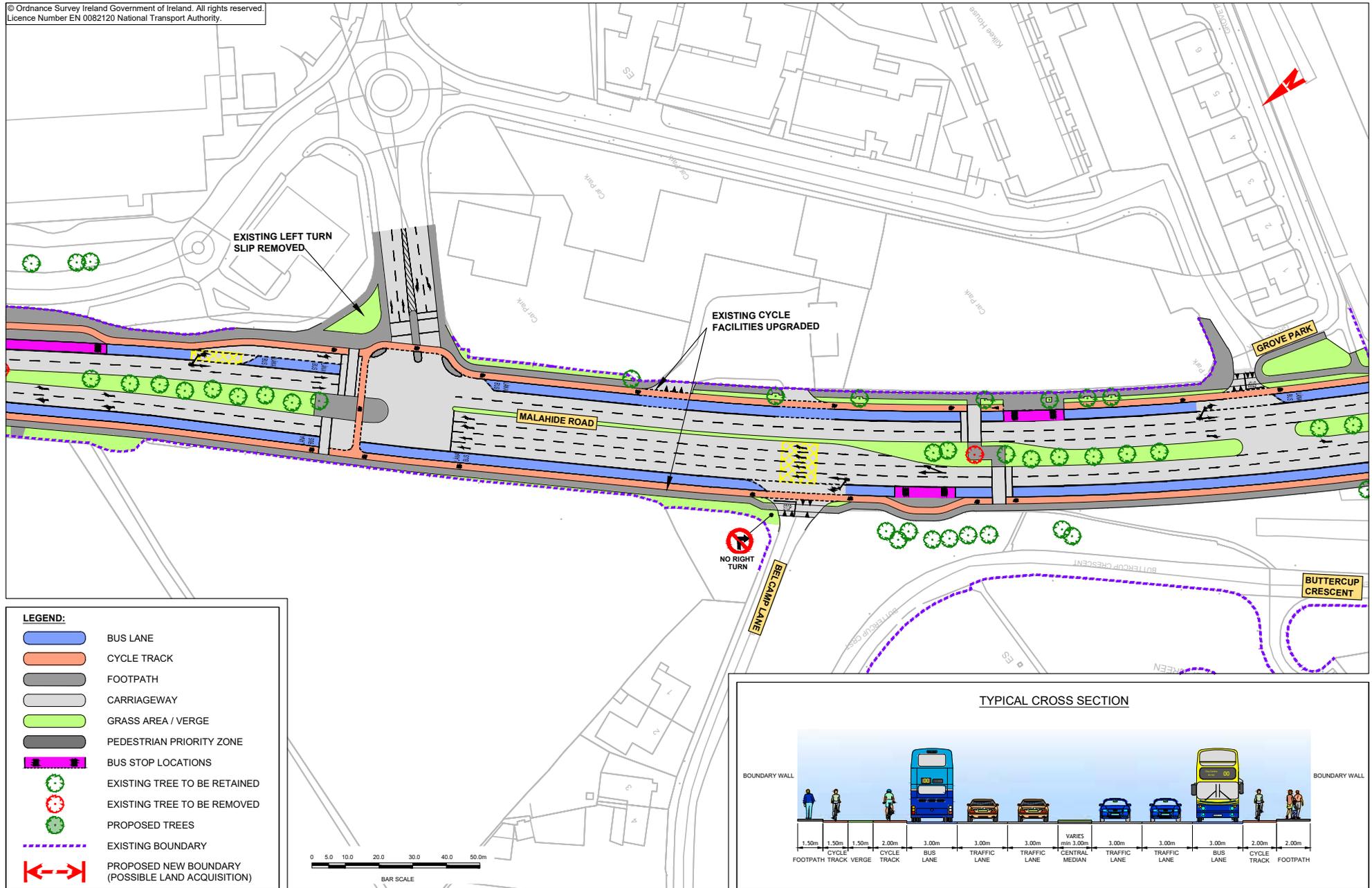
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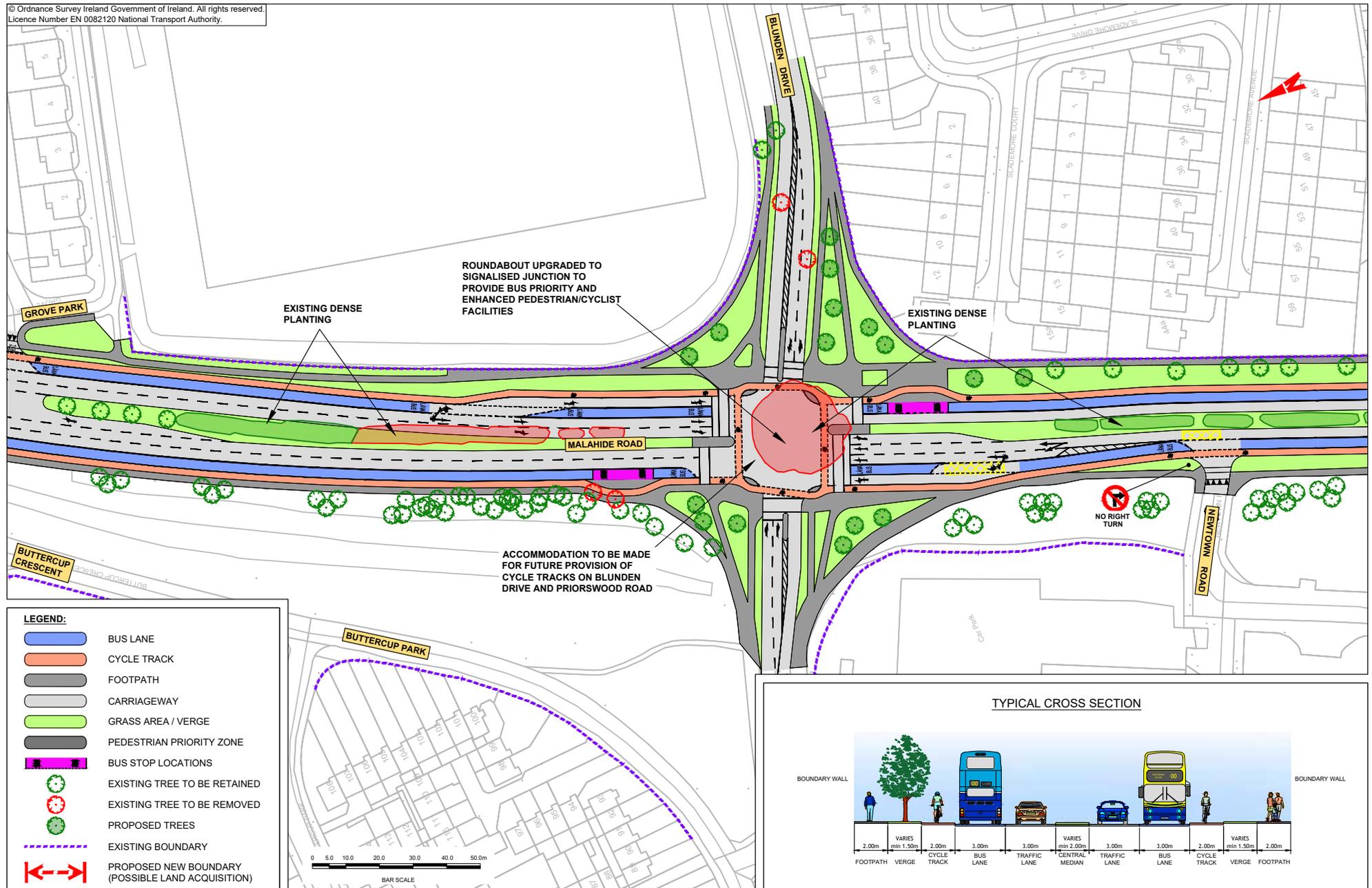
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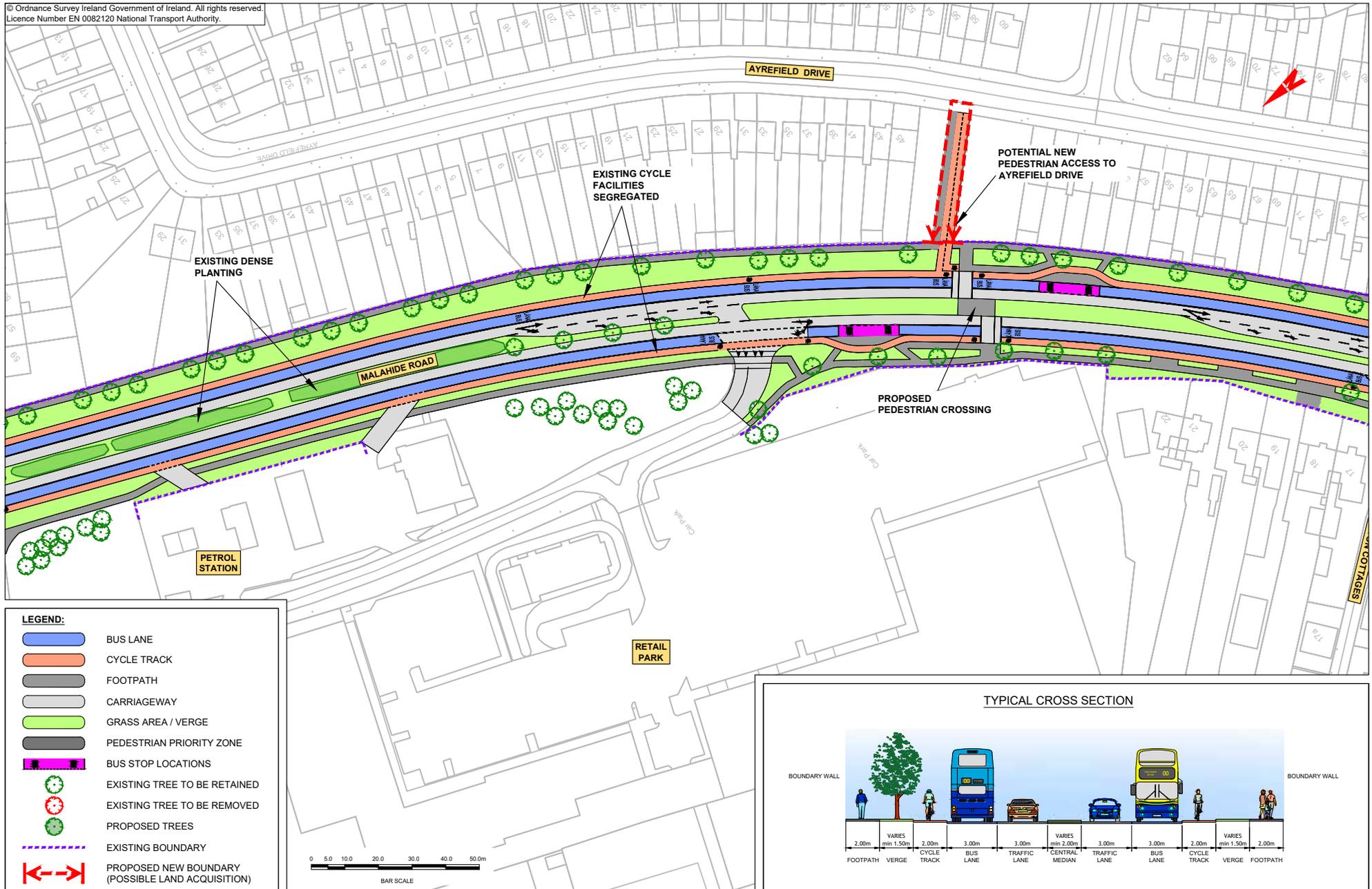


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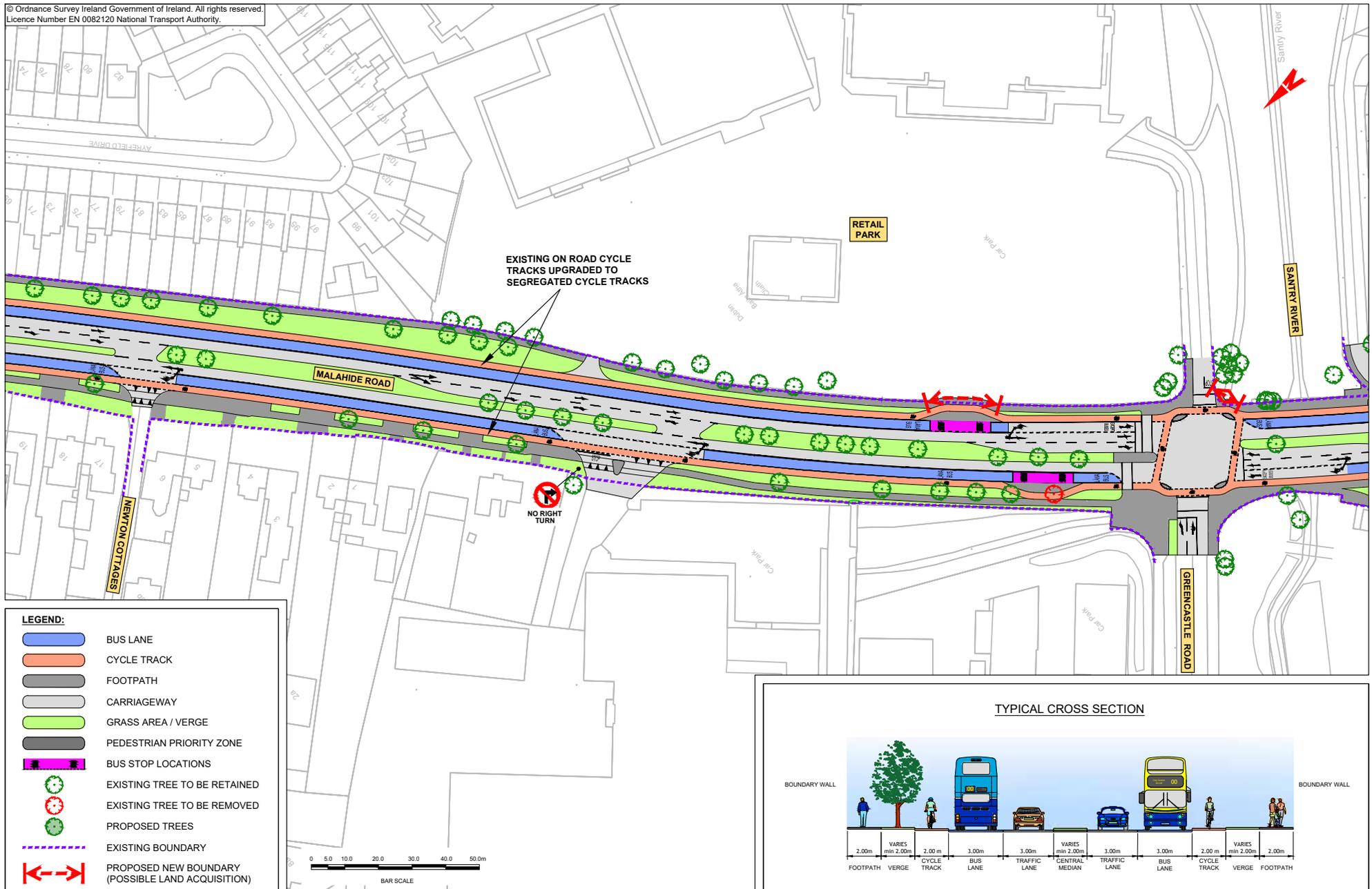


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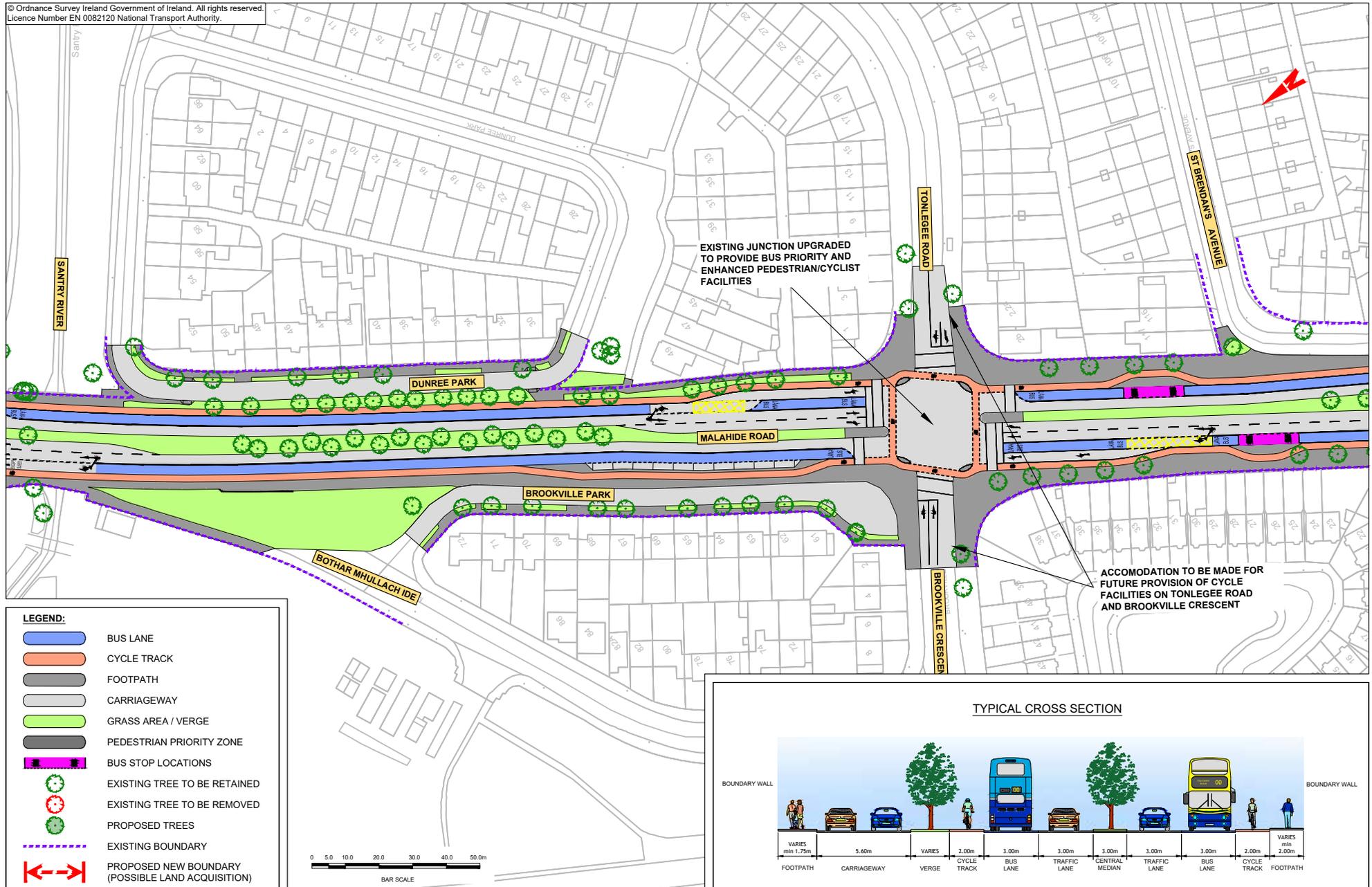




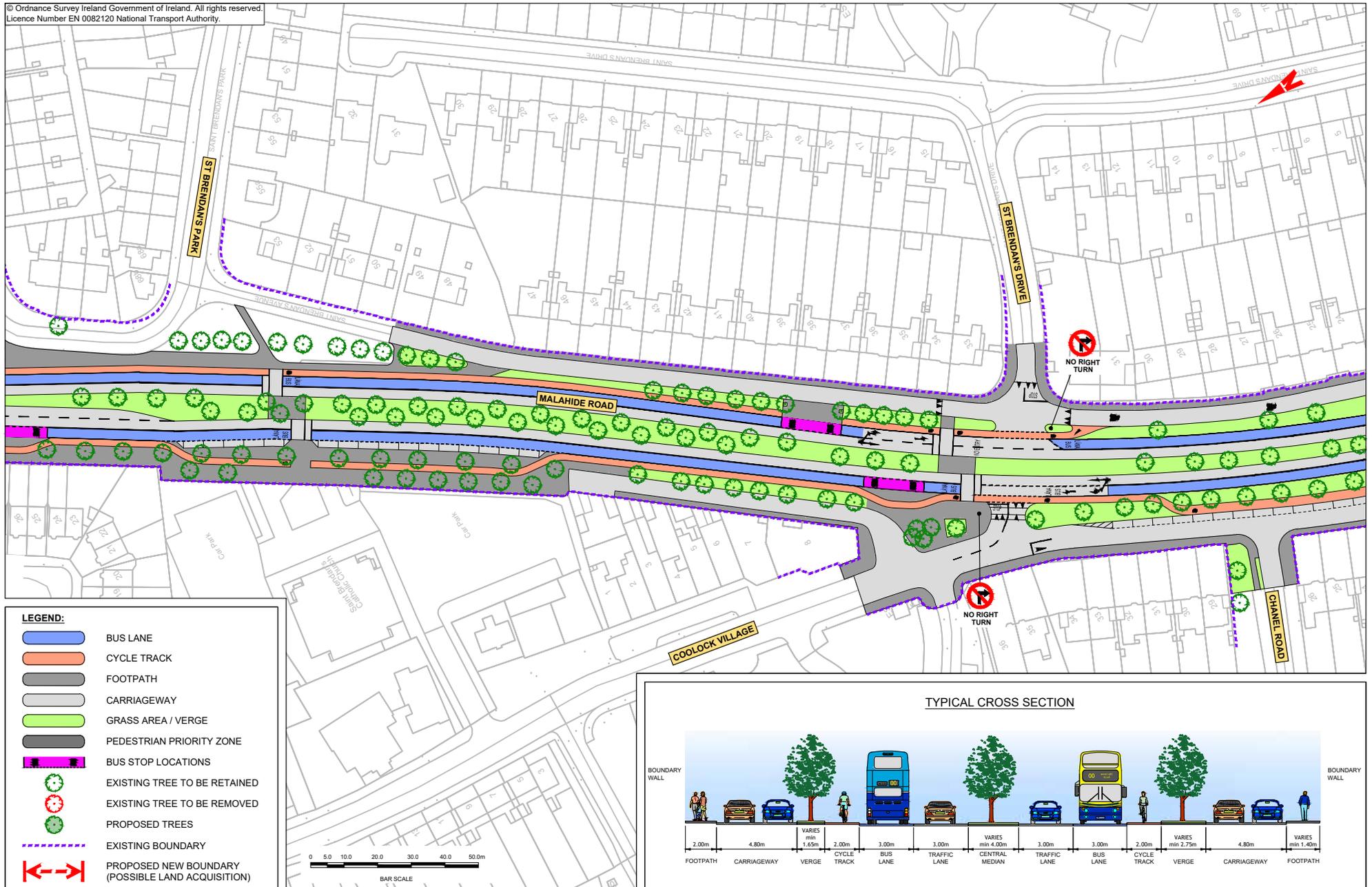
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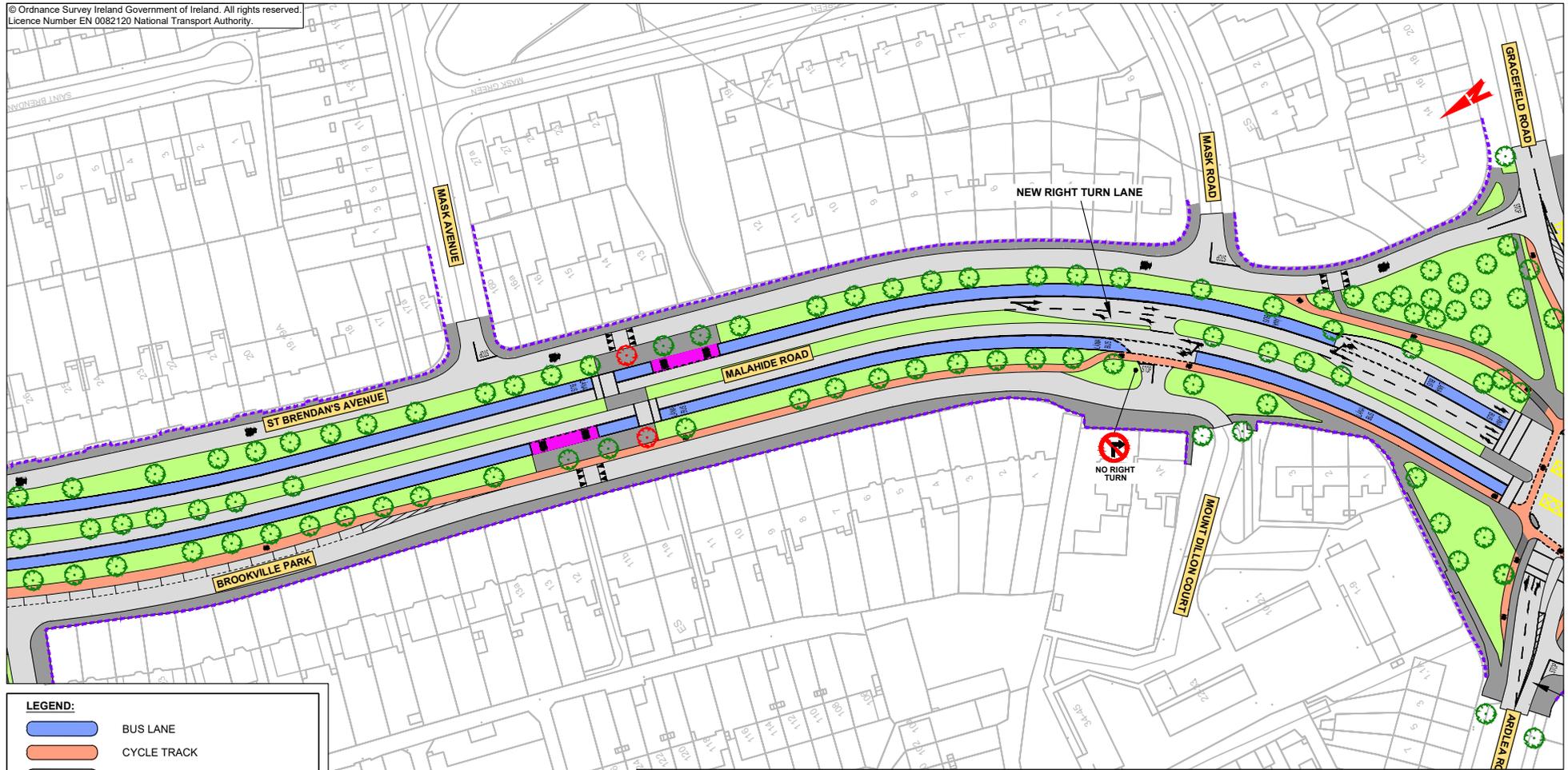
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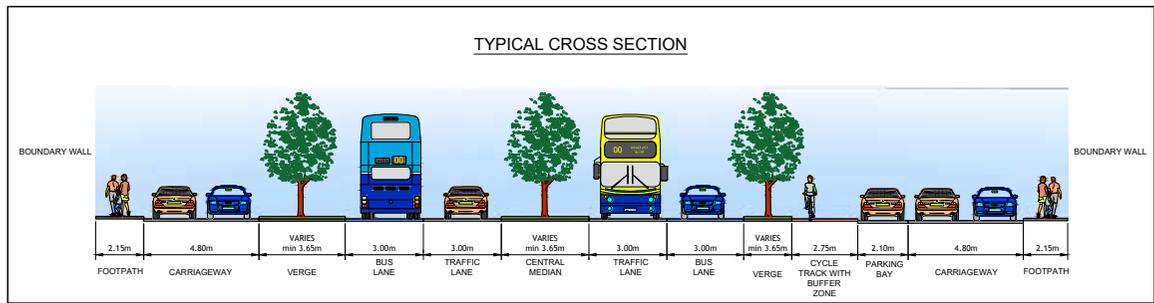
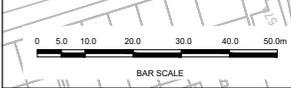


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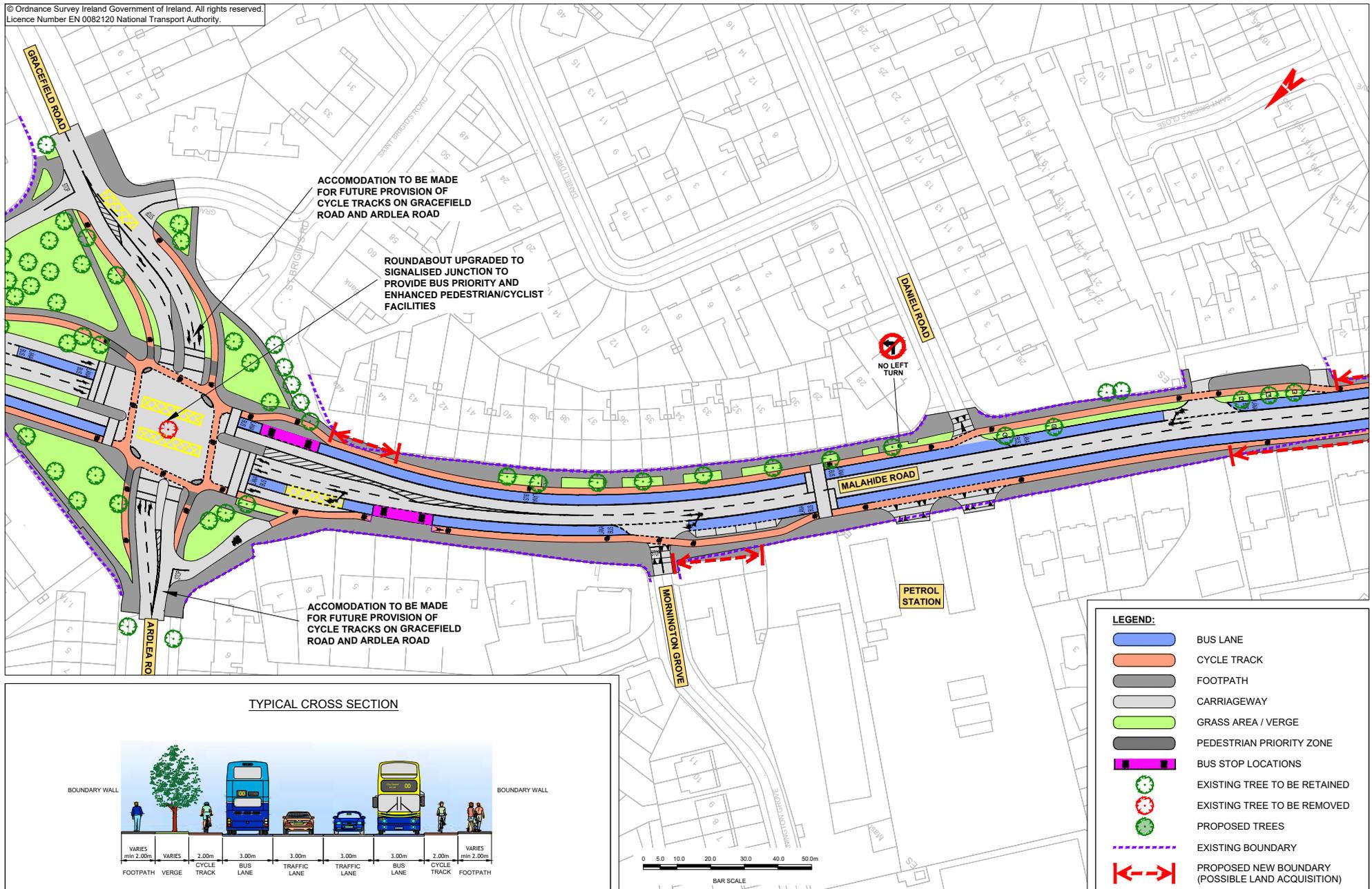


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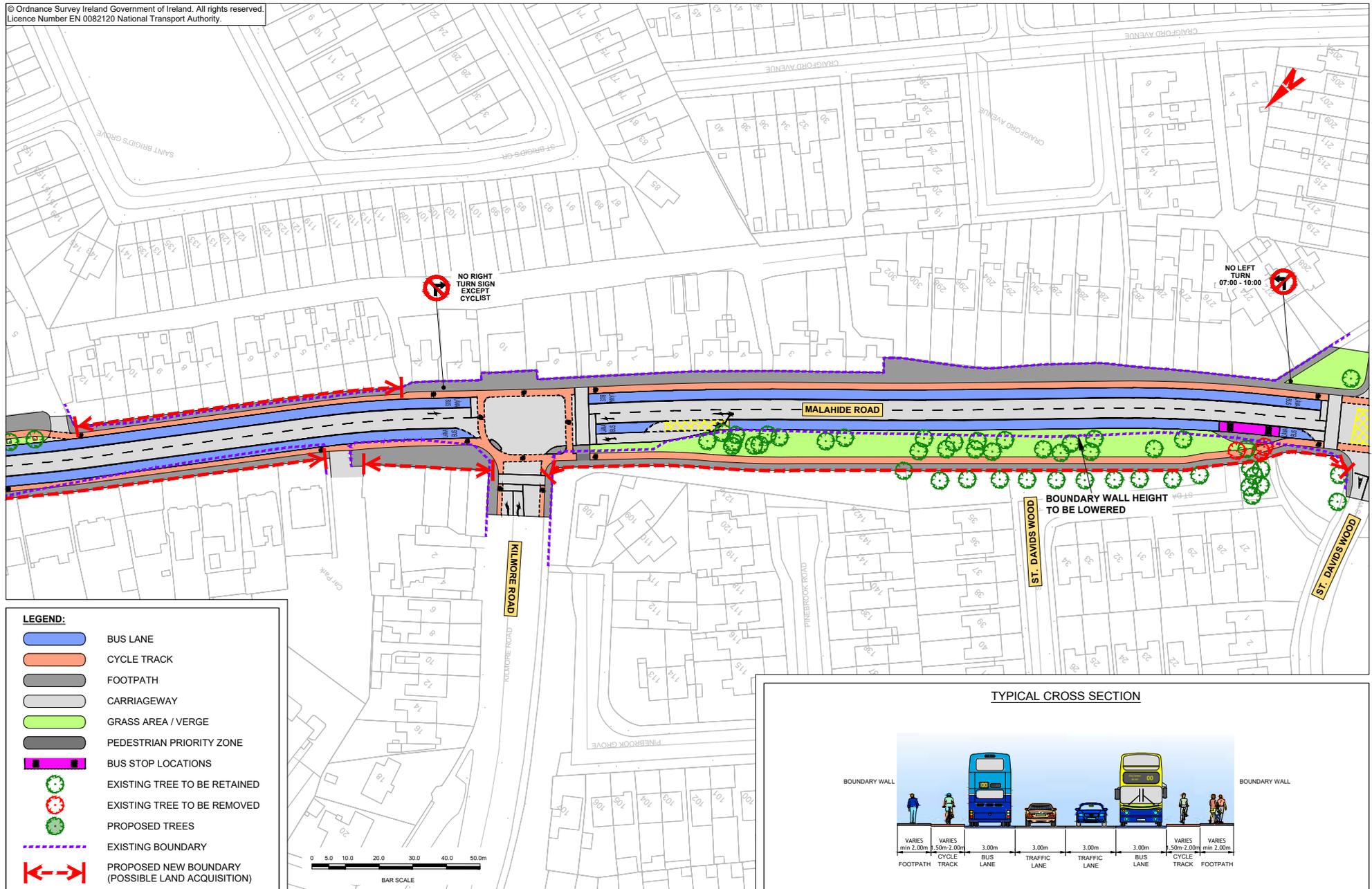
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- BUS STOP LOCATIONS
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED TREES
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



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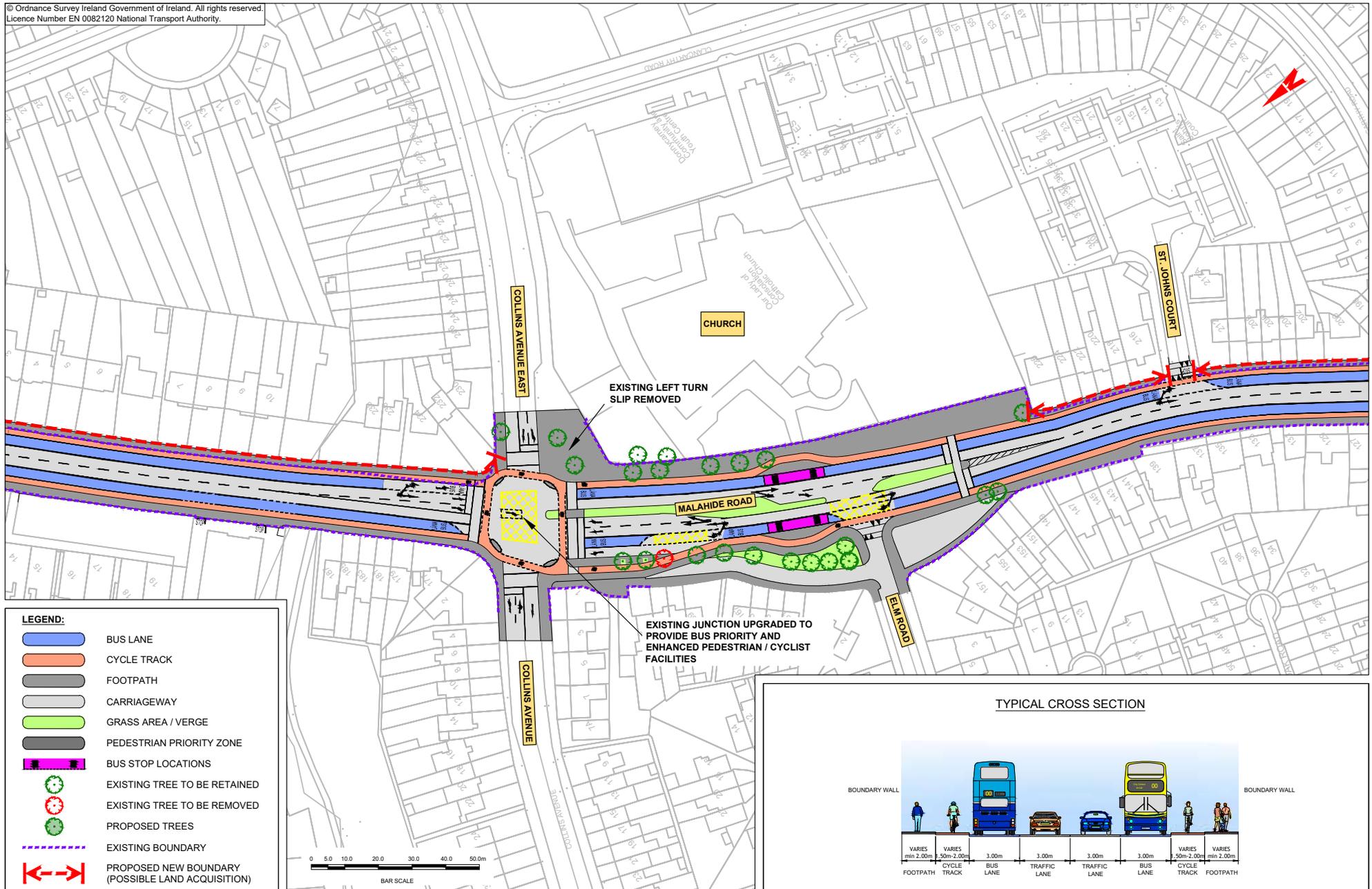


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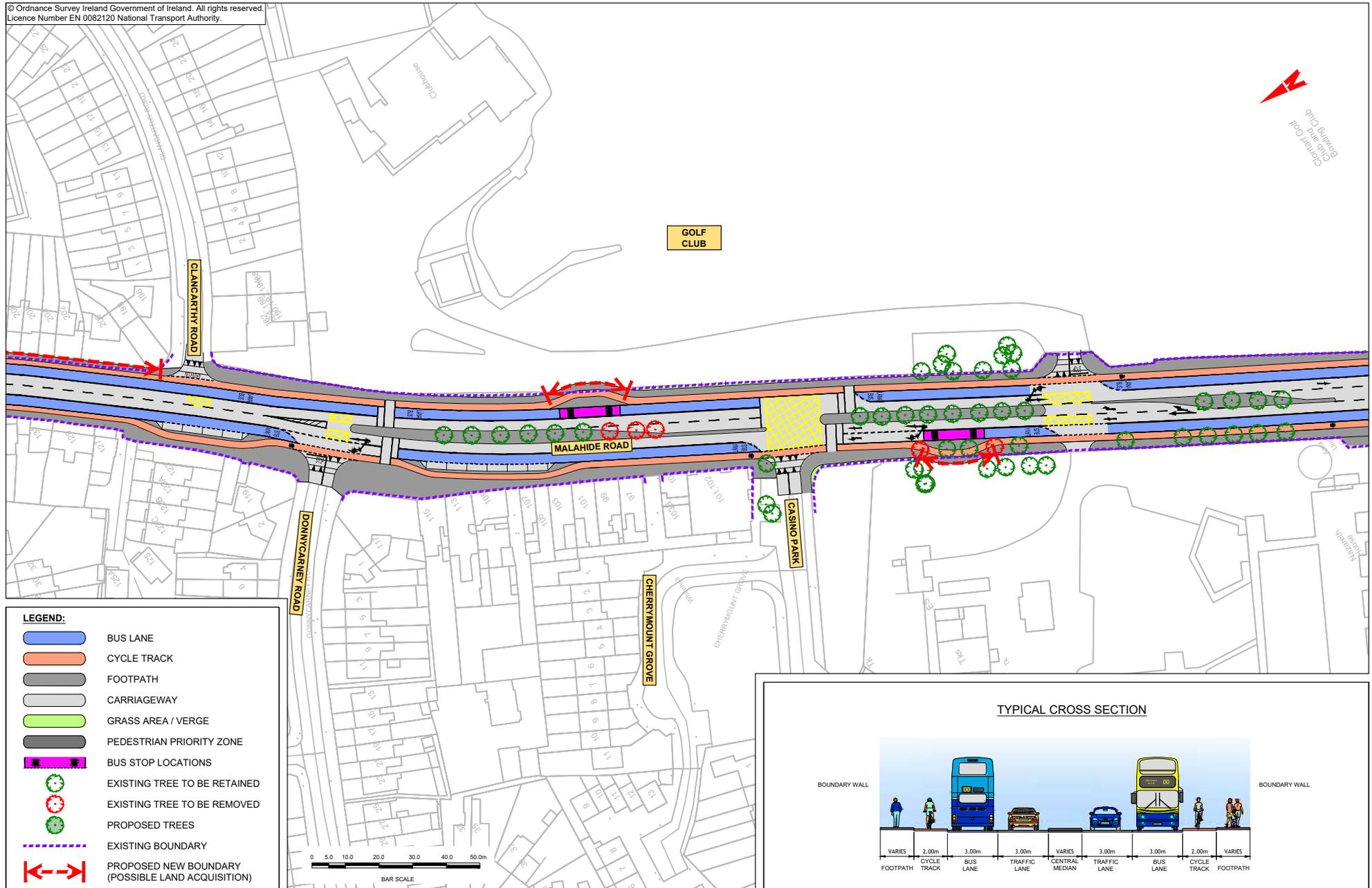




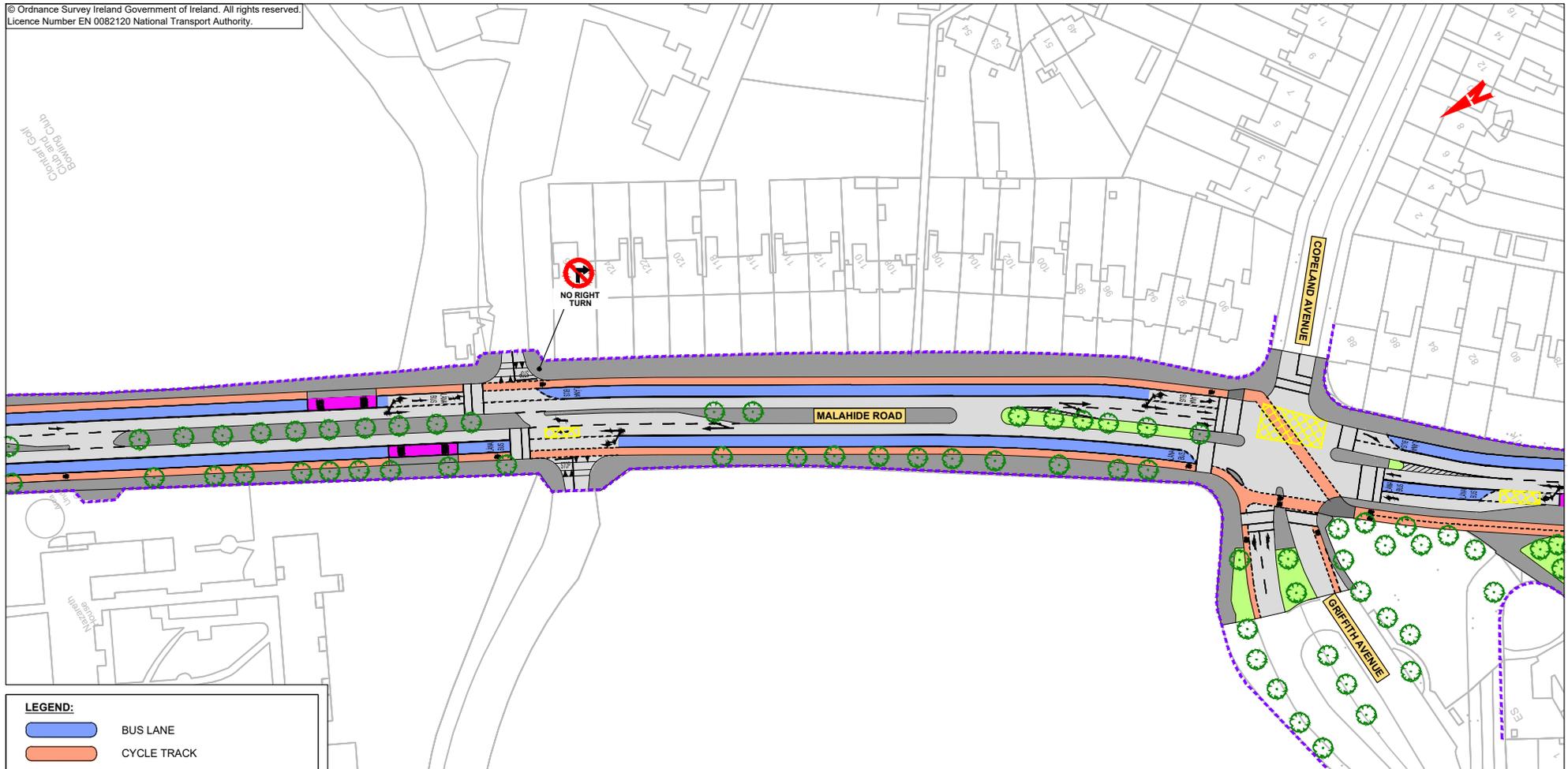
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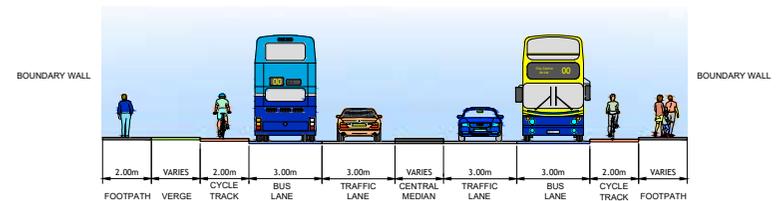


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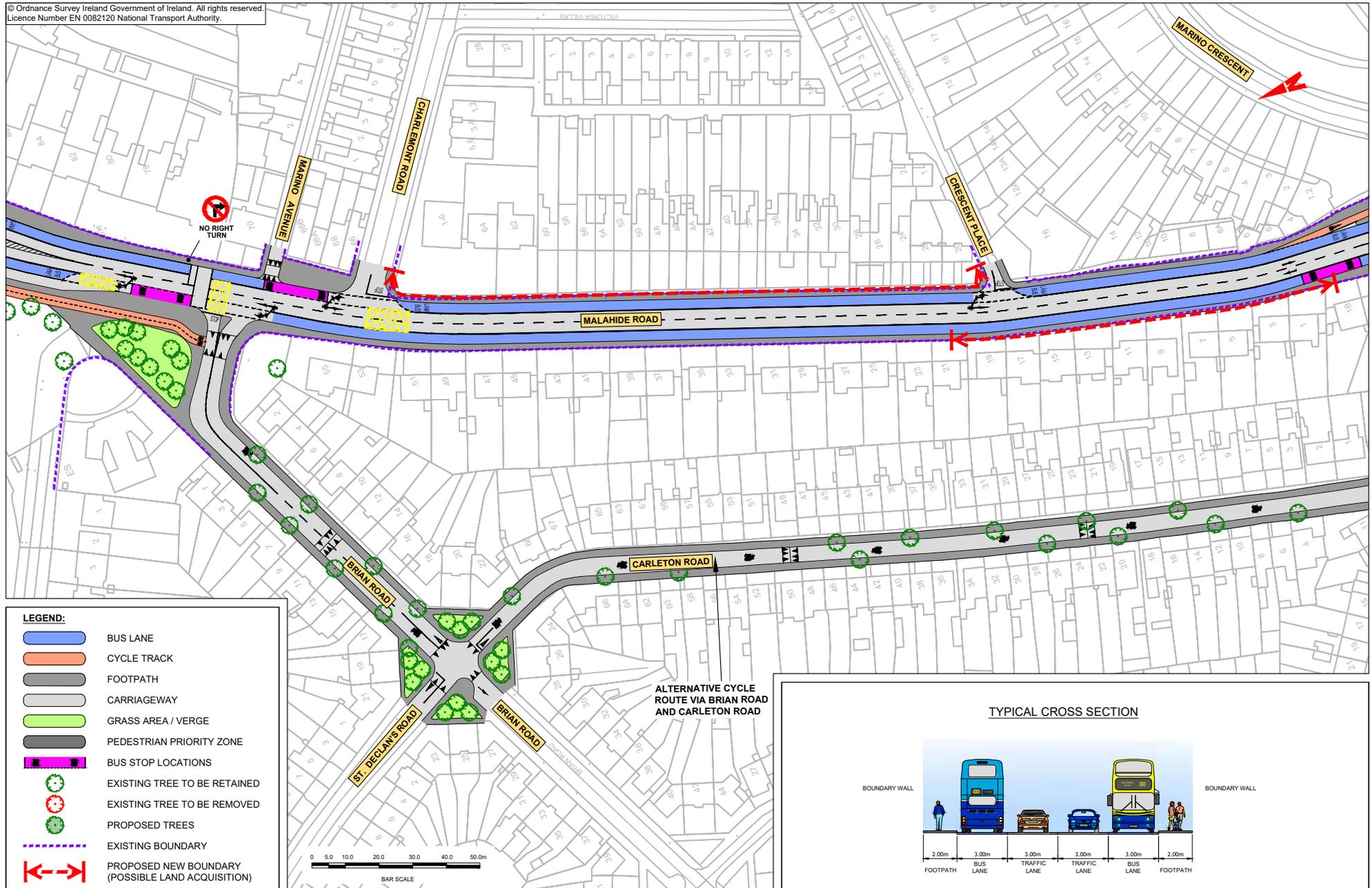
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-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  PEDESTRIAN PRIORITY ZONE
-  BUS STOP LOCATIONS
-  EXISTING TREE TO BE RETAINED
-  EXISTING TREE TO BE REMOVED
-  PROPOSED TREES
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



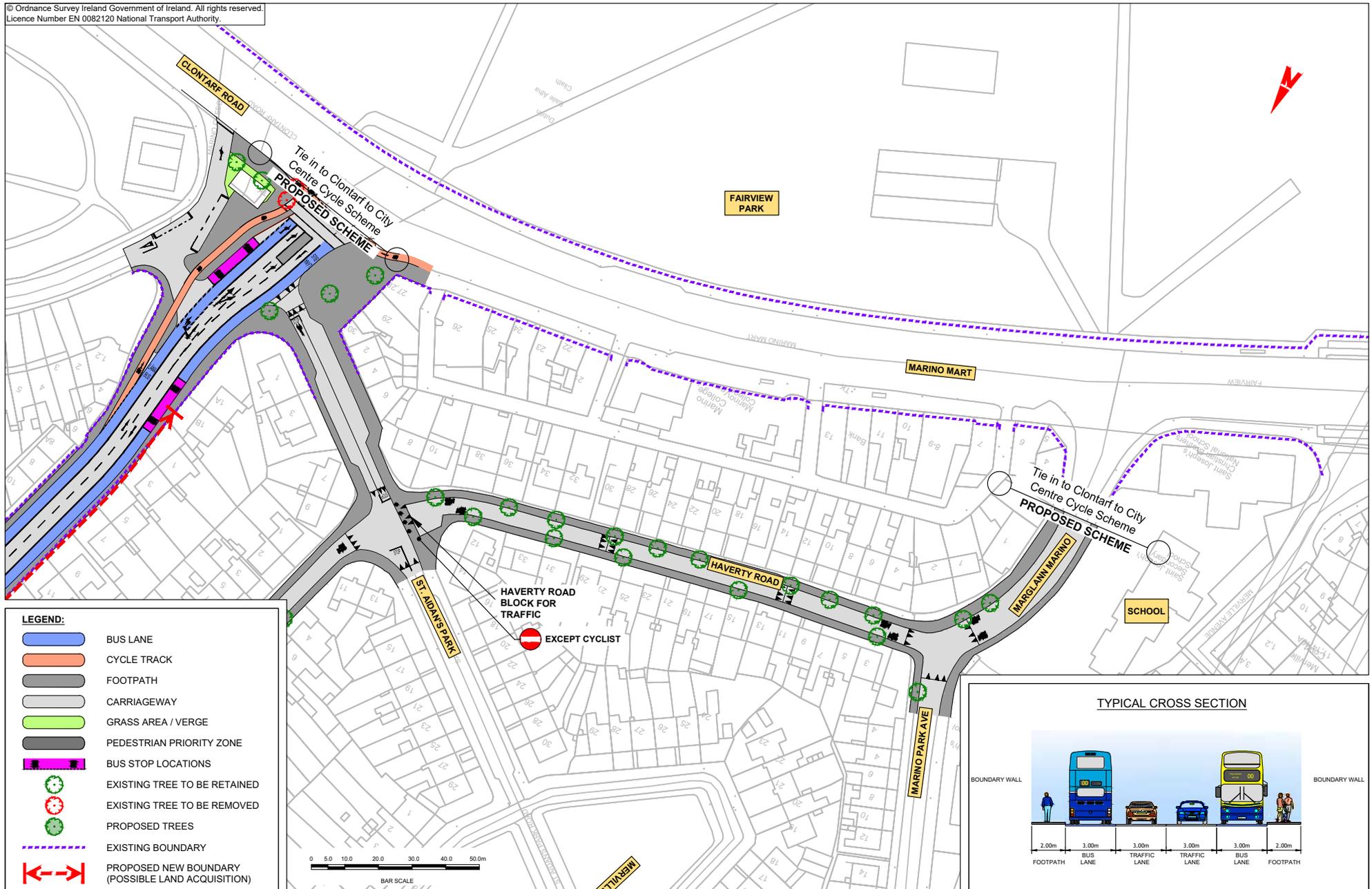
TYPICAL CROSS SECTION



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