

Clongriffin to City Centre

Core Bus Corridor Scheme

Public Consultation Report 2018-2022

BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

Contents

Contents

	Contents	3
1.	**Introduction**	**5**
1.1	Report Objectives	6
1.2	Proposed Scheme Overview	8
1.3	Report Components	9
2.	**Consultation Strategy on Core Bus Corridor Infrastructure Works**	**11**
2.1	Objectives	12
2.2	Approach	12
2.3	Plan Development	13
2.4	Execution	14
3.	**Consultation Timeline on the Core Bus Corridor Infrastructure Works**	**15**
3.1	Background	16
3.2	Rounds of Consultation	16
3.3	Calendar of Engagement	17
4.	**Communication Tools and Engagement Practices on Core Bus Corridor Infrastructure Works**	**19**
4.1	Background	20
4.2	Published Materials	20
4.3	Digital Communications	22
4.4	Social Media Channels	22
4.5	Email, Freephone and Post Channels	23
4.6	Public Information Events	24
4.7	Virtual Consultation Rooms	27
4.8	Public Information Campaigns and Advertising	27
5.	**Direct Engagement with Key Stakeholder Groups on Core Bus Corridor Infrastructure Works**	**29**
5.1	Background	30
5.2	Potentially Impacted Properties	30
5.3	One to One meetings	31
5.4	Community Forums	31
5.5	Resident Groups	34
5.6	Public Representatives	34
5.7	Relevant Local Authorities and TII	35
5.8	Special Interest Groups	36
6.	**Consultation on Clongriffin to City Centre Core Bus Corridor Scheme**	**37**
6.1	Background	38
6.2	Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation	38
6.3	Preferred Route Option: Second Round of Non-Statutory Public Consultation	40
6.4	Preferred Route Option: Third Round of Non-Statutory Public Consultation	43
7.	**Summary and Conclusions**	**47**
8.	**Appendix**	**49**

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.

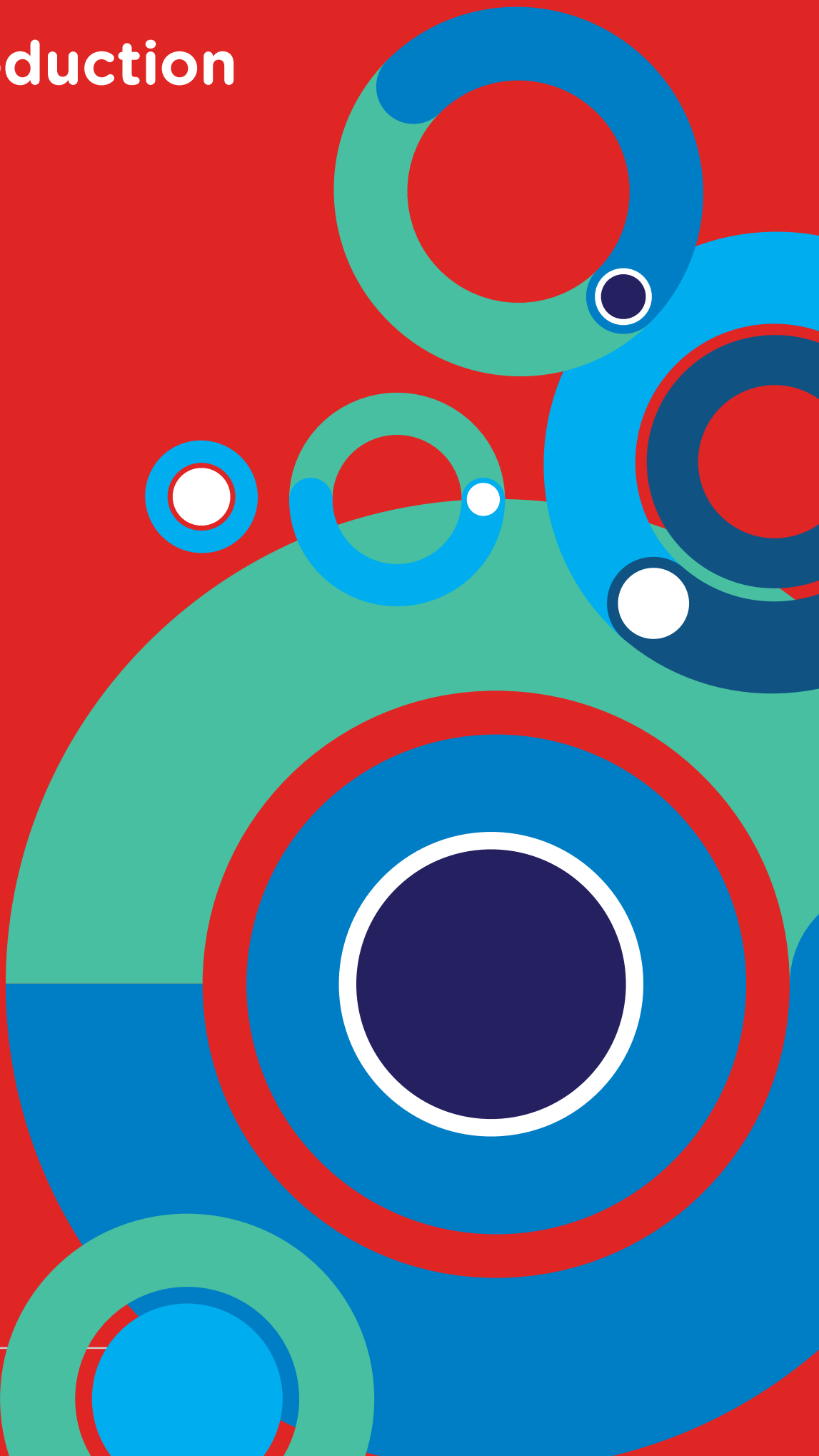
Virtual Bus Priority – This refers to cases where physical bus priority (i.e. bus lanes) is not provided, and instead, bus priority is provided within the general traffic lane through the use of signal-controlled priority or bus gates to control the movements of general traffic.

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 **Clongriffin 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 polices 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 and The Climate Action Plan 2019, the National Development Plan 2018-2027, National Development Plan 2021-2030, Climate Action Plan 2019 and Climate Action Plan 2021.

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.

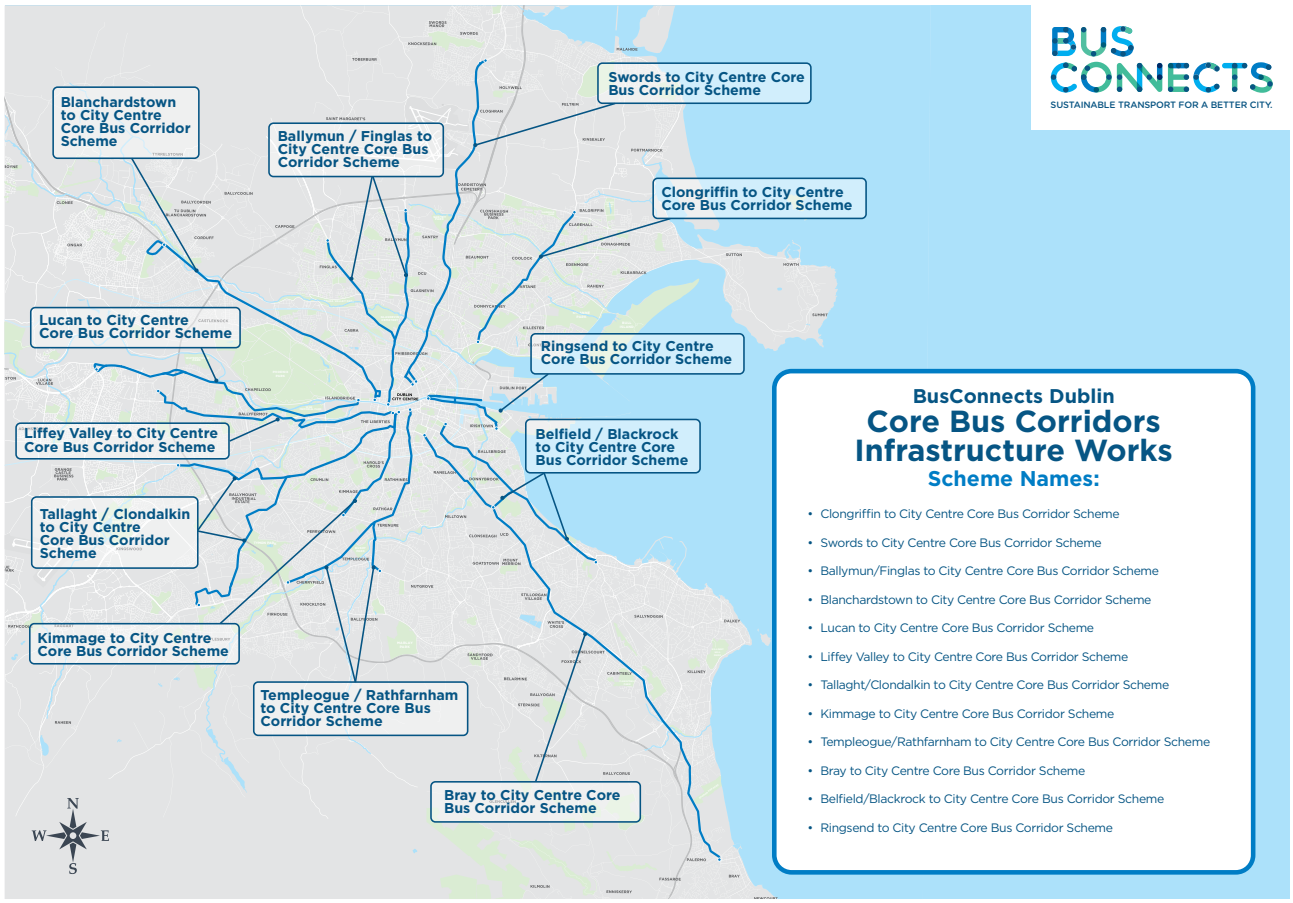


Figure 1.1 - 12 Scheme Map

1.2 Proposed Scheme Overview

The Proposed Scheme measures approximately 5.7km from end to end.

The Proposed Scheme commences at the Mayne River Avenue – R107 Malahide Road Junction to the north of the Northern Cross (Malahide Road / Clarehall Avenue) Junction. The start of the scheme ties into a separate project being developed by Dublin City Council (DCC) namely the Belmayne Main Street and Belmayne Avenue Scheme which provides bus and cycle linkages to Clongriffin Dart Station. The Proposed Scheme is routed via Malahide Road to the junction with Marino Mart / Fairview and also routed via the junction with Malahide Road[1]Brian Road along Carleton Road, St. Aidan's Park, Haverty Road and Marglann Marino. From here the Proposed Scheme ties into a separate approved Dublin City Council project, the Clontarf to City Centre Cycle Scheme which has been permitted by DCC and is expected to begin construction in 2022. Please see Figure 1.2

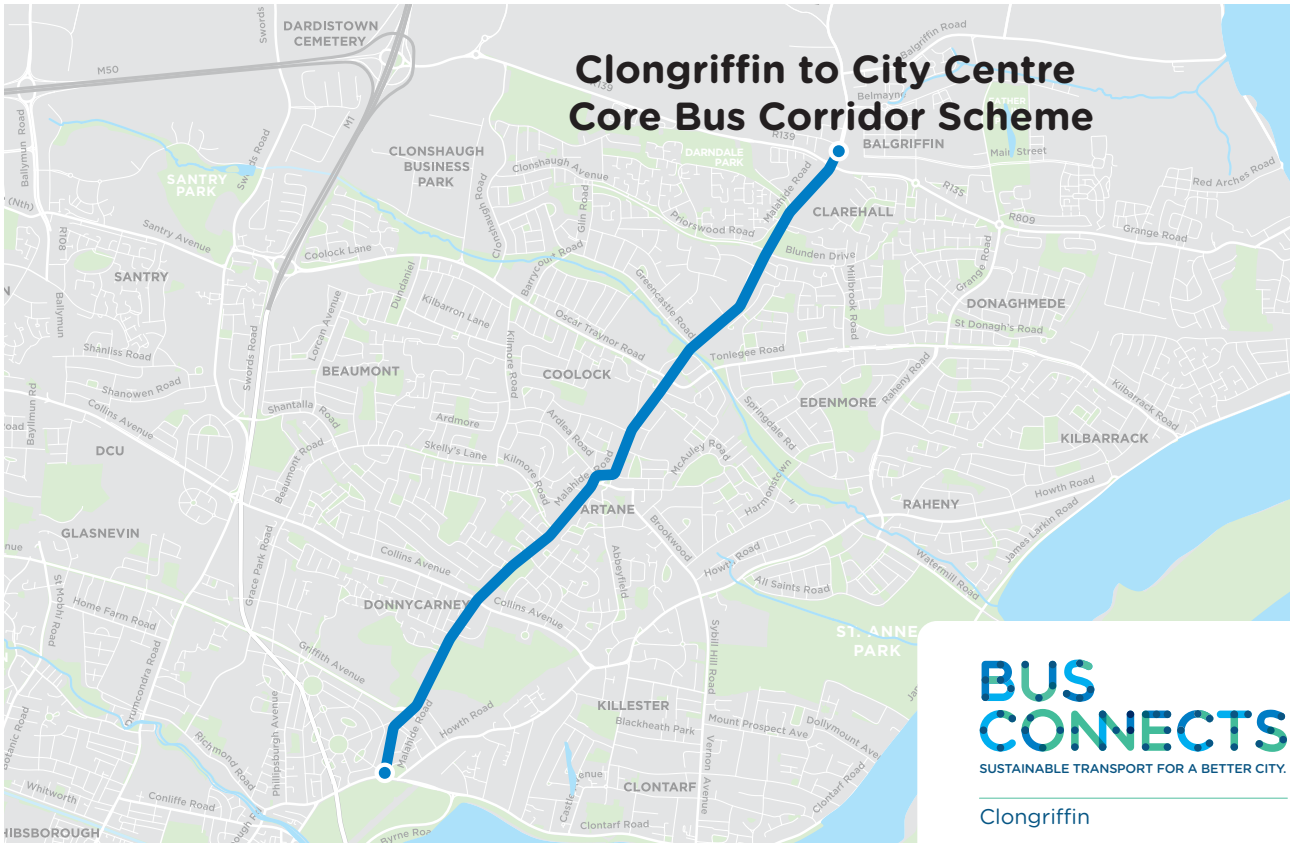


Figure 1.2: Route of the Proposed Scheme

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 **Clongriffin to City Centre 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 stand-alone 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 **Clongriffin 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

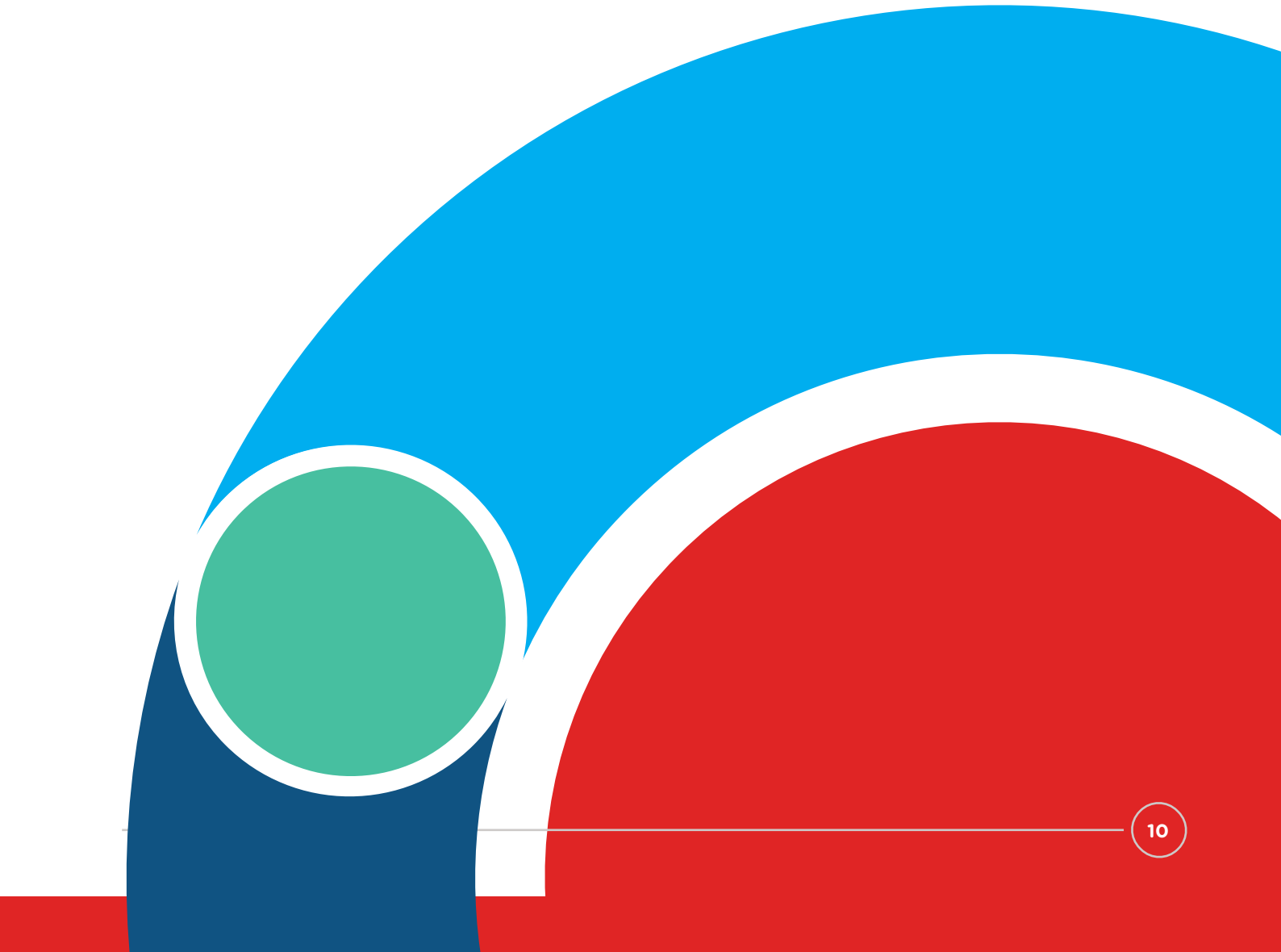
Chapter 3 – Consultation Timeline on the Core Bus Corridor Infrastructure Works

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

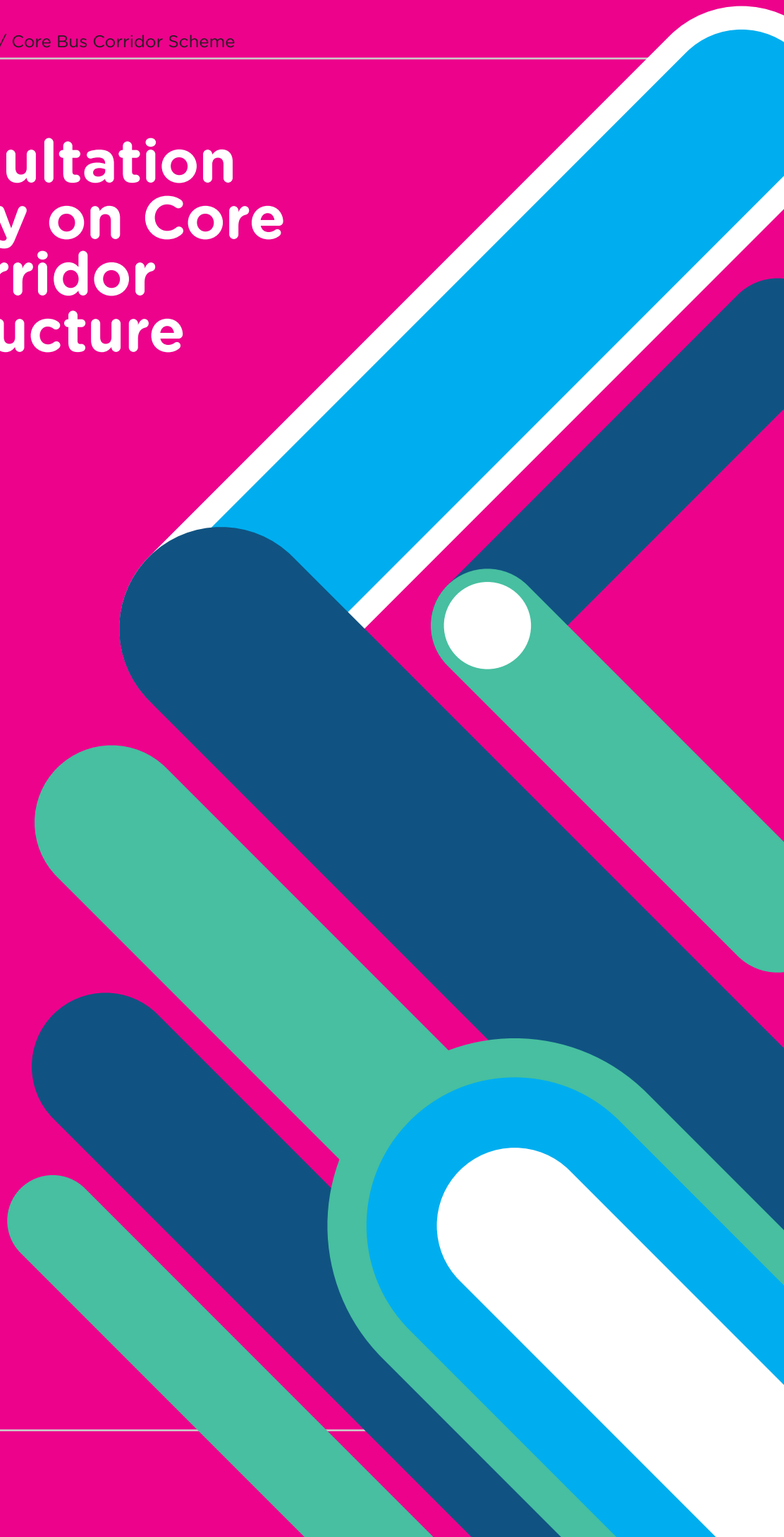
Chapter 5 – Direct Engagement with Key Stakeholder Groups on Core Bus Corridor Infrastructure Works

Chapter 6 – Consultation on Clongriffin 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, adaptions 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 processes 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.

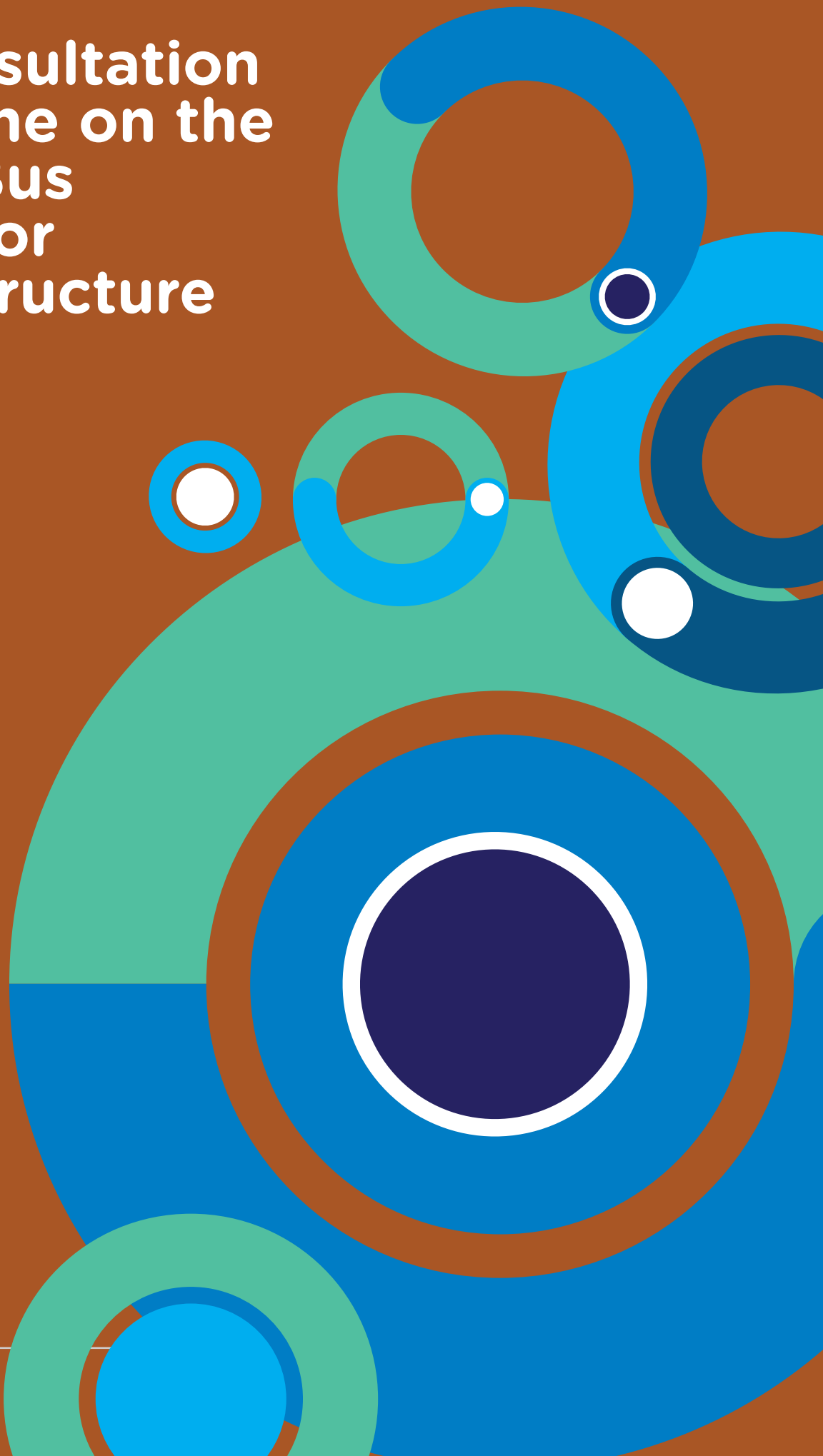
These included:

- 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 Straplines, 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.

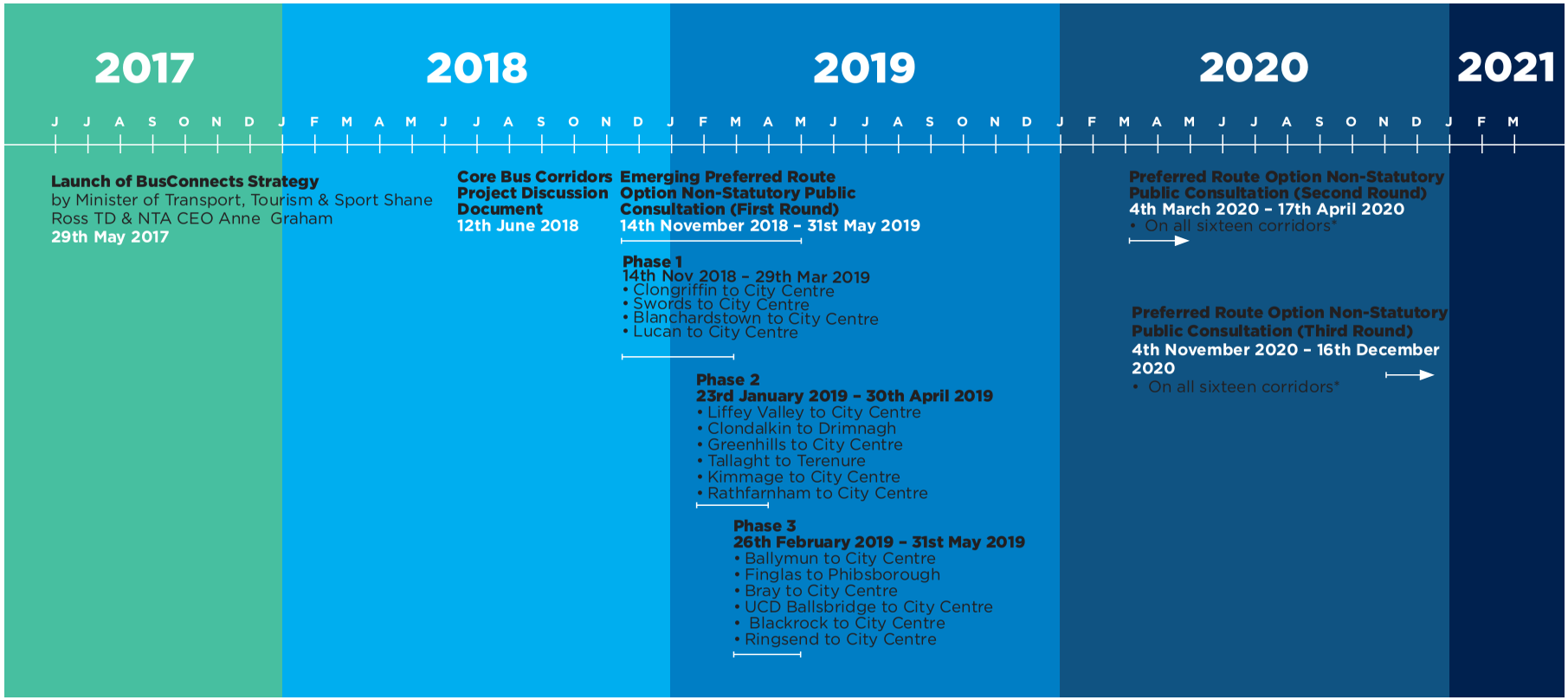
It was also important that at the start of the non-statutory consultation that considerable time and resources were dedicated by the BusConnects Infrastructure team to initiate contact with potential impacted properties. Each of the potentially impacted property owners were offered the opportunity to 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 freefone, 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 **Clongriffin 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 Freefone. 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. 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 where chosen to maximise the level of local engagement and attendance where possible. The dates and locations of each Public Consultation Event are listed below in 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
Bray to City Centre	Talbot Hotel Stillorgan	Thursday 10th January 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

Phase 3

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

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 Covid19 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. Theses 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 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.

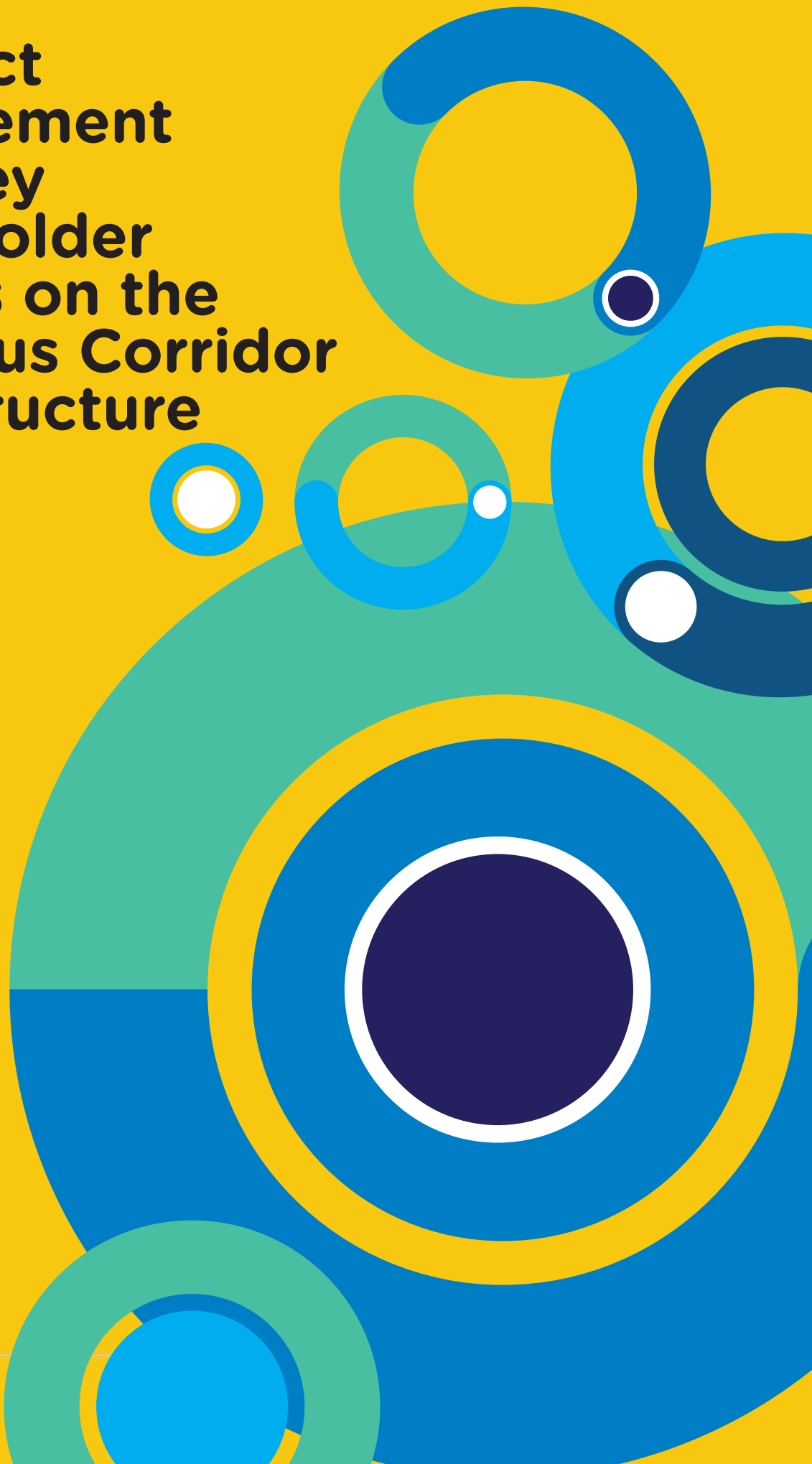
The advertisements detailed where stakeholders could access further information on the Schemes including viewing the proposals, joining community forums, making submissions and attending public information events were published in local and national newspapers. These advertisements were also placed on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

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 Clongriffin 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.

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

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

5.7 Relevant Local Authorities and Transport Infrastructure Ireland (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 Clongriffin 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 Clongriffin to City Centre Core Bus Corridor as one of the proposed CBCs. The brochure 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 Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route Option formed part of the first phase of consultation, which closed on the 29th March 2019. There were 91 submissions received relating to the Clongriffin 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 first round of Public Consultation was launched on 14 November 2018 via press release followed by a media briefing. 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 CBC during the week starting 12 November 2018. Each potentially impacted property was also sent a copy of the Emerging Preferred Route brochure for the Clongriffin to City Centre Core Bus Corridor ***(Please see Appendix 3E for a copy of this letter)***.

In total, 140 letters were delivered on 09 November 2018 along the Clongriffin to City Centre Core Bus Corridor, with 30 property owners availing of the one-to-one meetings.

Clongriffin to City Centre CBC Proposed Scheme	
Public Consultation Round	**Potentially Impacted Property letters**
Emerging Preferred Route Option Public Consultation (14 Nov 2018 - 31 May 2019)	140

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 Clongriffin to City Centre Core Bus Corridor, a dedicated information event was held at the Hilton Hotel, Northern Cross on 10 January 2019 from 13.00 – 21.00. A subsequent information event covering all of the CBCs for Phase 1 took place at the Gresham Hotel, O'Connell Street on 17 January 2019 from 13.00 – 21.00.

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 Clongriffin to City Centre Core Bus Corridor took place on 11th December 2018 at the Hilton Hotel, Malahide Road from 18.30 – 20.00 with approximately 20 representatives in attendance. The presentation 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. Digital and Online Resources

A brochure for the Clongriffin 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 were also available to view and download on the website:

- Clongriffin to City Centre CBC - Route Selection Report
- Clongriffin to City Centre CBC - 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 Clongriffin to City Centre Core Bus Corridor commenced on 4 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 30 submissions received relating to the Clongriffin 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.

149 letters were distributed along the Clongriffin to City Centre Core Bus Corridor Proposed Scheme with 4 meetings taking place.

Clongriffin to City Centre CBC Proposed Scheme			
Public Consultation Round	**Continually Impacted Property**	**Newly Impacted Property**	**No Longer Impacted Property**
Preferred Route Option Public Consultation (04 March 2020 – 17 April 2020)	114	10	25

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 2 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 Clongriffin to City Centre Core Bus Corridor took place in the Bonnington Hotel, Swords Road on 11 March 2020 from 11.30 – 18.30. Members of the public were invited to attend to review the changes made to the proposals since the first round of consultation in 2018/19 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 were impacted and had to be cancelled.

iv. Community Forums

The second Community Forum for the Clongriffin to City Centre Core Bus Corridor was held in the Hilton Hotel, Malahide Road on Wednesday 11th September 2019 from 18.30 – 20.00, with approximately 15 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 of the Marino Residents Association on 30th September 2019 to discuss the proposals on the Clongriffin to City Centre Core Bus Corridor.

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 Clongriffin to City Centre Core Bus Corridor. 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 (https://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 150 submissions received as part of the Clongriffin 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.

124 letters were sent between 01 and 03 November 2020, 20 meetings took place.

Clongriffin to City Centre CBC Proposed Scheme			
Public Consultation Round Three	**Letter Type: Continuing Potentially Impacted Property**	**Letter Type: Newly Potentially Impacted Property**	**Letter Type: No Longer Potentially Impacted Property**
Preferred Route Option Public Consultation (04 Nov 2020 – 16 Dec 2020)	110	1	13

ii. Public Representatives

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

iii. Public Consultation Virtual Information Rooms

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

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

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. 1 call was requested for the Clongriffin to City Centre Core Bus Corridor.

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 Clongriffin to City Centre Community Forum meeting took place on 18th November 2020 from 18.30 – 20.00 with approximately 15 representatives in attendance. Subsequently, a note on the meeting was issued to registered attendees. Materials in relation to this Community Forum 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.

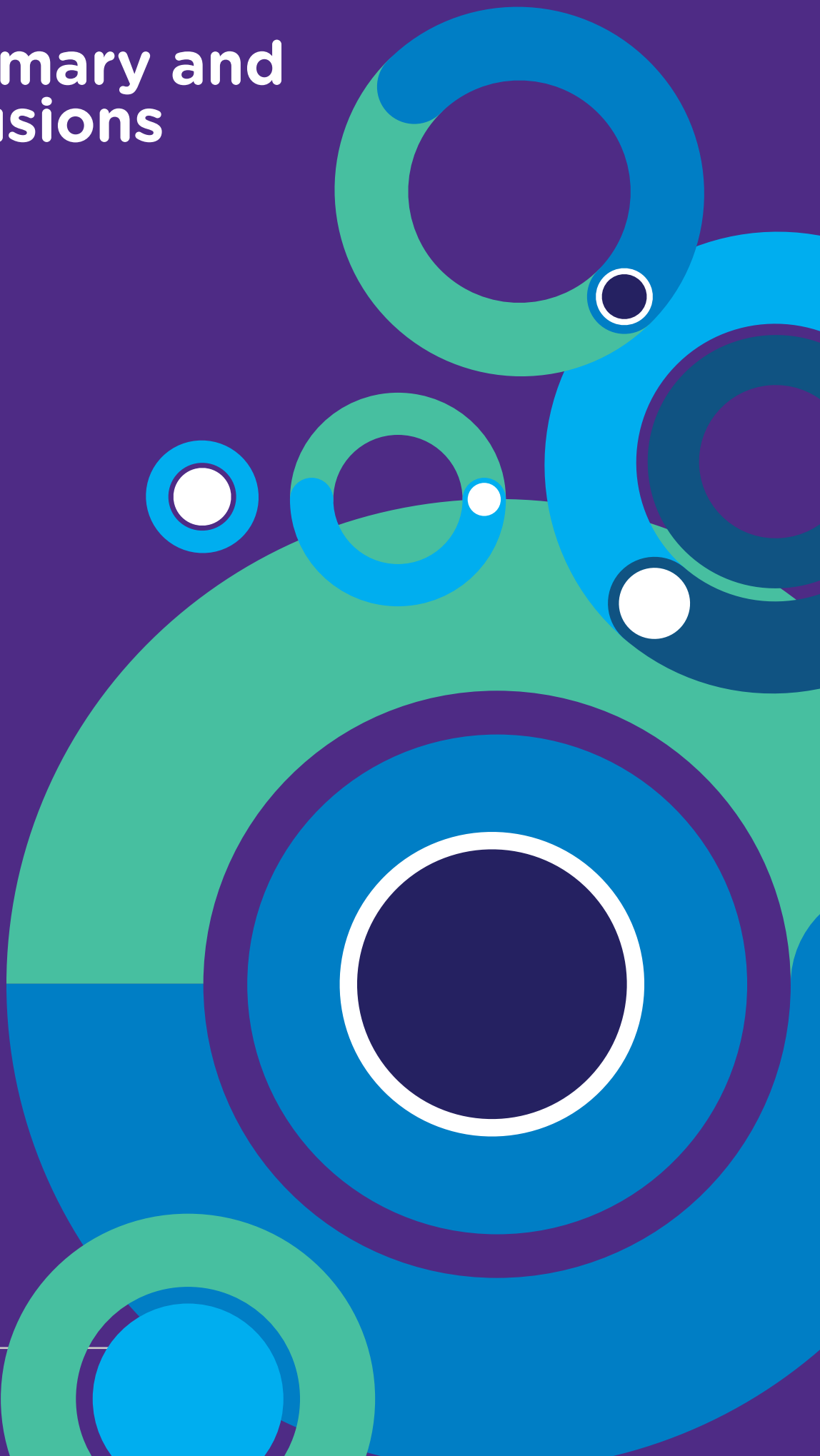
vi. Digital and Online resources

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



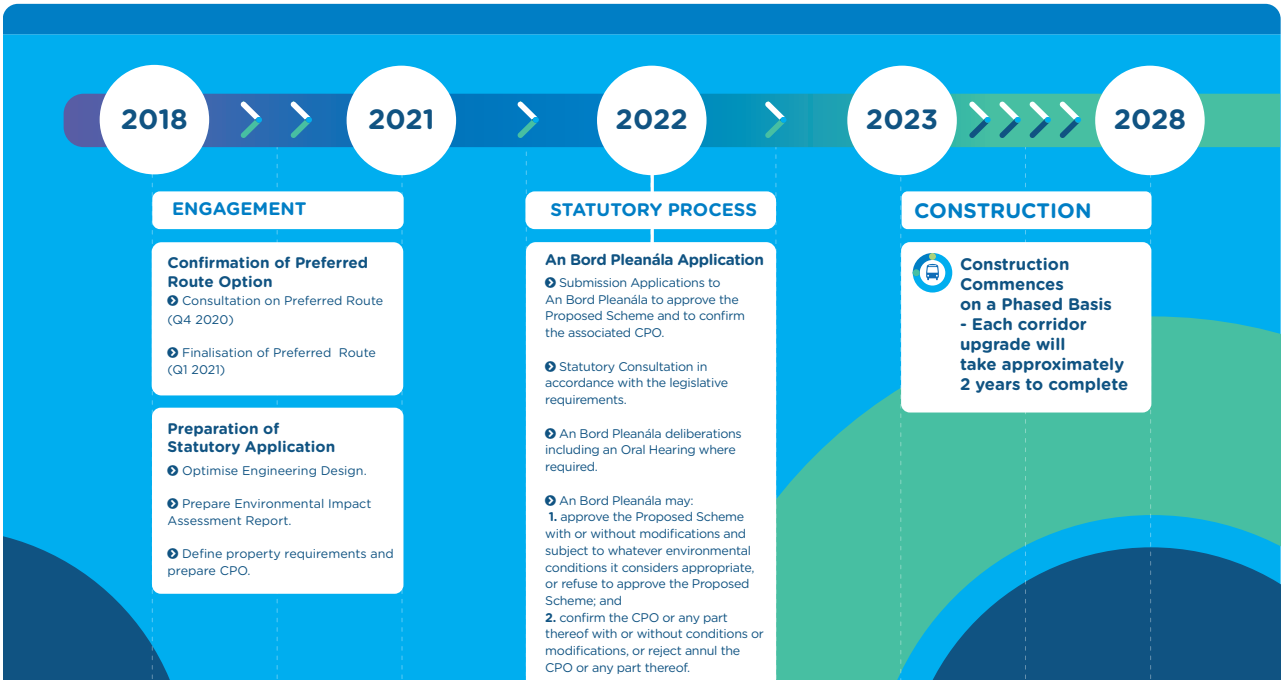


Figure 1.4 Timeline for the Core Bus Corridor Process

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 adaptions 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	29
1C	Public Representative Engagement	35
1D	Website & Digital Resources	37
1E	Press Release & Media Engagement	39
2.	**Core Bus Corridors Project Discussion Document – 12th June 2018**	**43**
2A	BusConnects Core Bus Corridors Project Discussion Document Brochure - June 2018	43
2B	Core Bus Corridors Project Discussion Document Presentation by Anne Graham	97
2C	Public Representative Engagement	103
2D	Website & Digital Resources	107
2E	Press Release & Media Engagement	109
2F	Advertising	111
3.	**Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation – 14th November 2018 – 31st May 2019**	**113**
3A	Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route Brochure - November 2018	113
3B	Public Representative Engagement	169
3C	Public Consultation Information Events	189
3D	Community Forums & Associated Materials	193
3E	Potentially Impacted Properties Engagement	209
3F	Website & Digital Resources	213
3G	Press Release & Media Engagement	221
3H	Advertising	233

4.	**Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020**	**249**
4A	Clongriffin to City Centre Core Bus Corridor Preferred Route Option Brochure -March 2020	249
4B	Public Representative Engagement	295
4C	Community Forums & Associated Materials	307
4D	Potentially Impacted Properties Engagement	329
4E	Website & Digital Resources	337
4F	Press Release & Media Engagement	339
4G	Advertising	351
5.	**Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020**	**367**
5A	Clongriffin to City Centre Core Bus Corridor Preferred Route Option Brochure -November 2020	367
5B	Public Representative Engagement	421
5C	Public Consultation Virtual Information Rooms	433
5D	Community Forums via Zoom Webinars	435
5E	Potentially Impacted Properties Engagement	449
5F	Website & Digital Resources	457
5G	Press Release & Media Engagement	459
5H	Advertising	465
6.	**General Information**	**487**
6A	List of Public Consultation Information Events & Sample Pictures	487
6B	List of Community Forum Meetings & Sample Pictures	491
6C	Public Consultation Comment Sheet	495
6D	List of Resident Group Meetings	497
6E	BusConnects Status Updates issued in July 2019, April 2021 & August 2021	503
6F	Media Analysis & Coverage	513

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

1A BusConnects Transforming City Bus Services Brochure May 2017



BUS CONNECTS

TRANSFORMING CITY BUS SERVICES





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

BusConnects Transforming City Bus Services

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

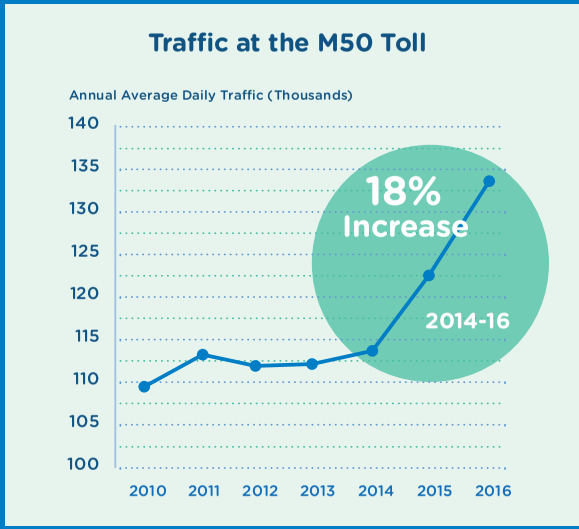
Congestion is in danger of strangling the life out of our cities, and we need an ambitious public transport plan to get to grips with it.

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

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

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

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





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

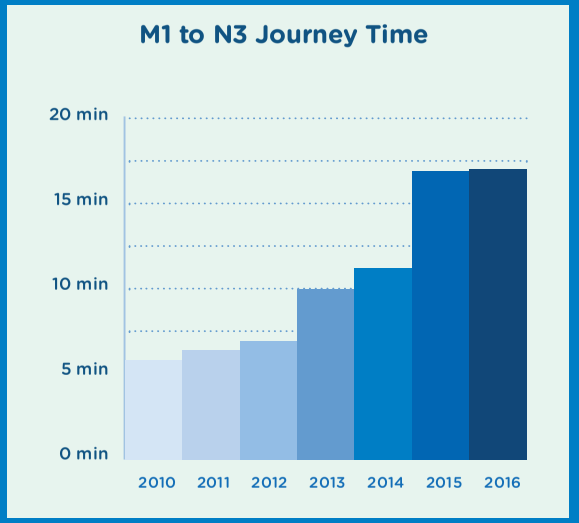
This trend accelerated during 2016 with the average traffic speed across the region in the morning peak decreasing from 39.1 km per hour in 2015 to 33.7 km per hour in 2016, a fall of 13.8%.

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.



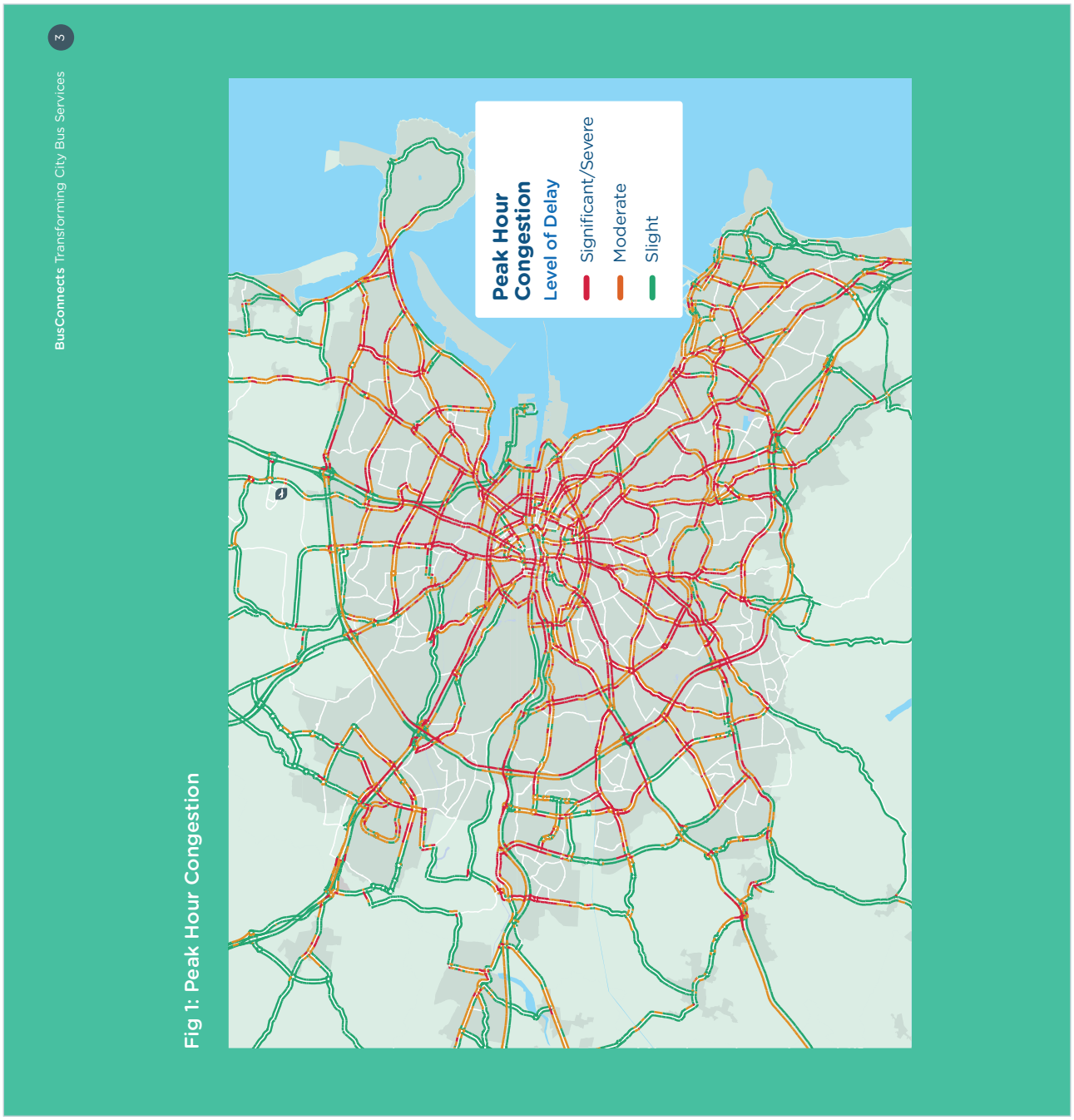


Fig 1: Peak Hour Congestion

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.


"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 a resurfaced roadway providing smoother journeys with less wear on vehicles.

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



Fig 2: Proposed Radial Bus + BRT Corridors



Fig 3: Proposed Orbital Bus Corridors





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

Bus Rapid Transit

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

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

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

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

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

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


BusConnects Transforming City Bus Services 11
Fig 4: Proposed BRT Corridors
BRT Network
BRT Network
Train Station
Airport
Port
Howth
Malahide
Portmarnock
Clongriffin
Baldoyle
Sutton
Bray
Dun Laoghaire
Dalkey
Killiney
Cherrywood
Stepaside
Blackrock
Foxrock
Sandyford
Dundrum
Milltown
Ranelagh
Ballsbridge
Ringsend
Clontarf
Raheny
Coolock
Santry
Whitehall
Glasnevin
Swords
Dublin Airport
Ballymun
Finglas
Terenure
Rathfarnham
Greenhills
Phoenix Park
Blanchardstown
Castleknock
Ongar
Dunboyne
Ballyfermot
Clondalkin
Tallaght
Jobstown
Saggart
Liffey Valley
Lucan
Lexlip
M1
M2
M3
M4
M7
M11
M50
5KM



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

Fares and Ticketing Systems

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

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

Under **BusConnects** we will simplify and streamline the process of paying for bus journeys. We want to make the fare system simpler, and we also want to make movement between different bus services seamless and easy, without financial penalty. This will require a move to either a "tag-on" and "tag-off" facility, similar to Luas and DART, or a single "flat fare" approach in order to reduce the need to interact with the driver for fare payments.

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

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

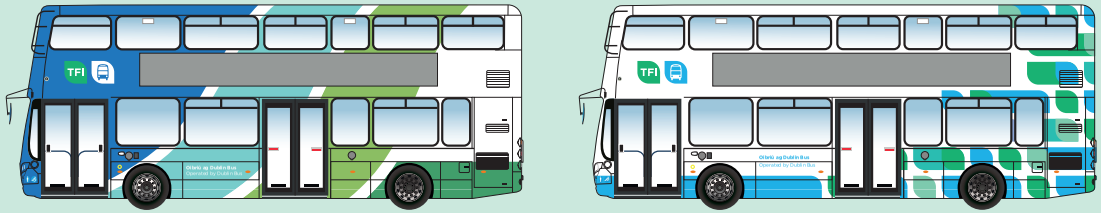


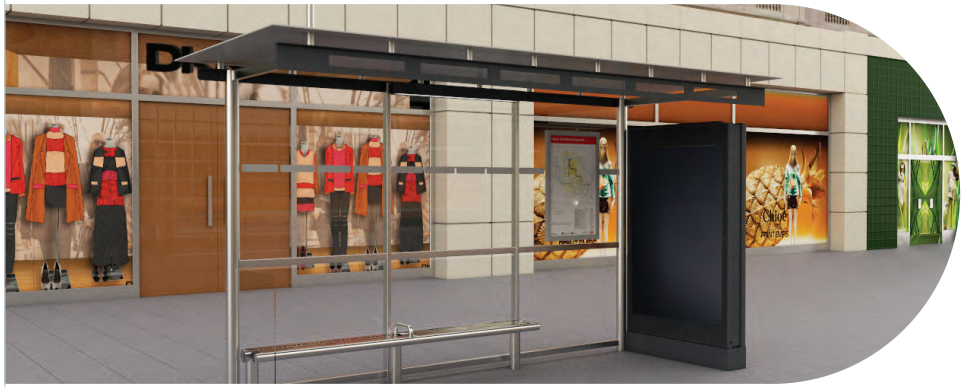
Fig 6: Sample Bus Livery Designs

Bus Livery

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

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

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



Bus Stops

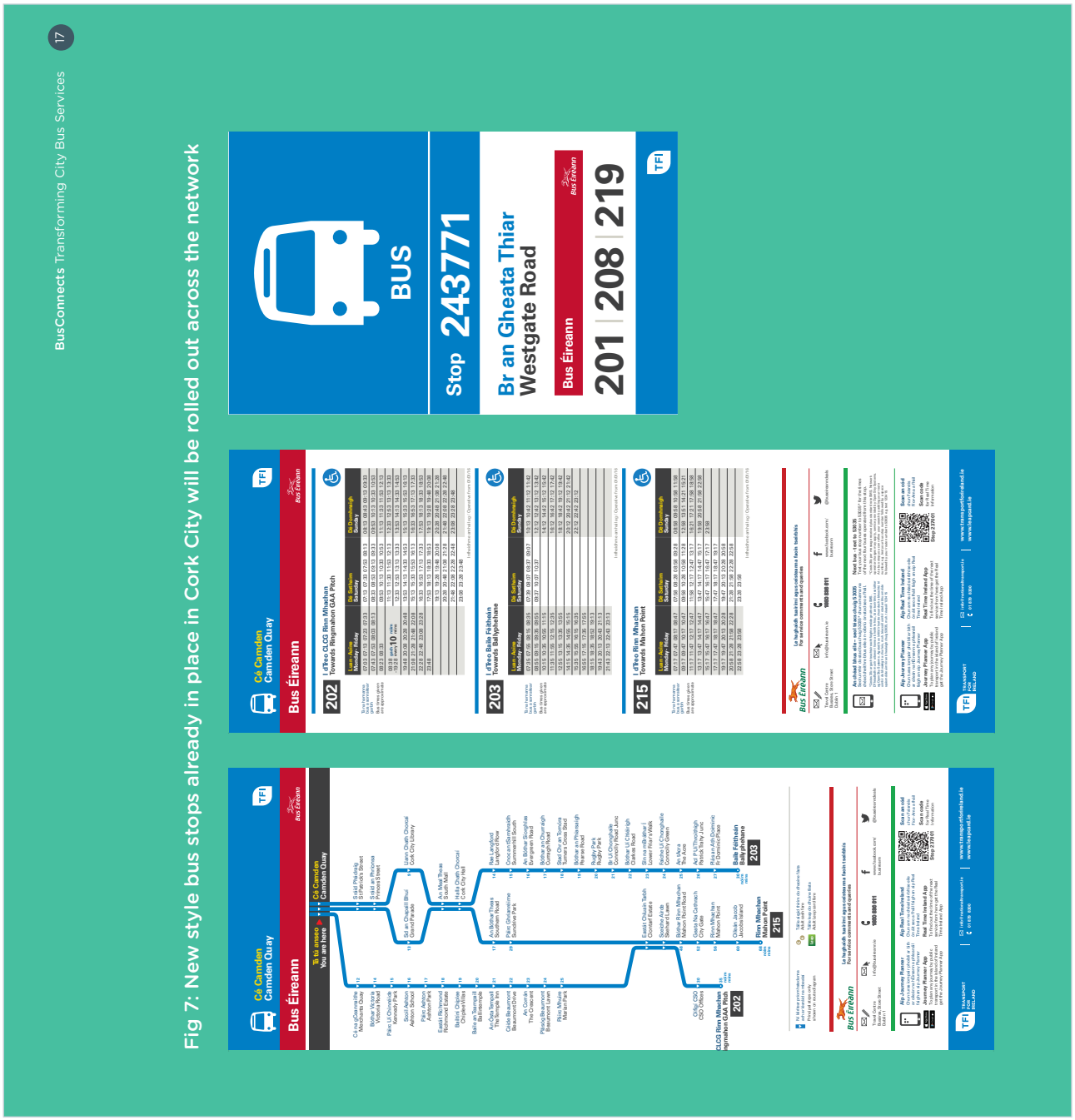
Roadside facilities and roadside information are essential components of a modern bus system. Across the region, the current facilities do not reflect the standard needed to make the overall system attractive and easy to use.

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

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

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

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





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

Low Emission Vehicles

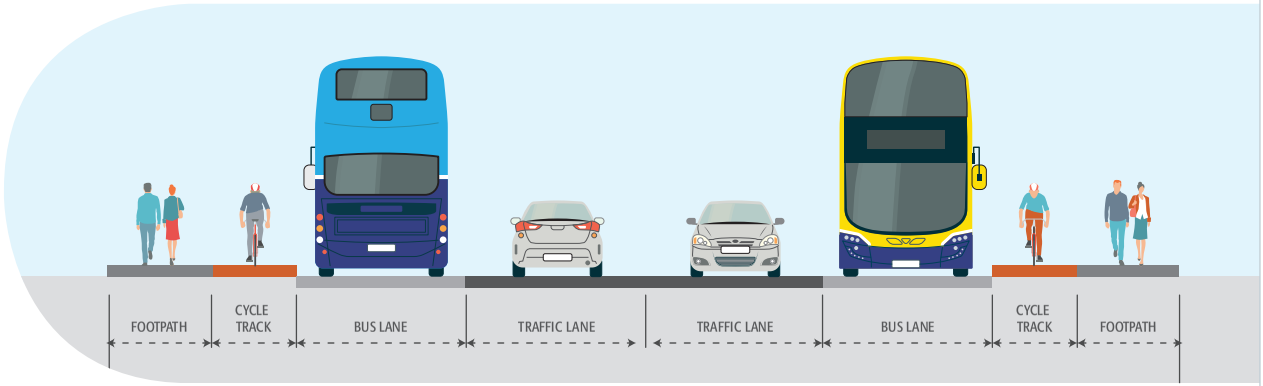
Tackling the challenges of climate change is a national priority. **BusConnects** will contribute significantly to that objective.

Moving people from cars onto sustainable transport is essential in reducing CO^2 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 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 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.

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.

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.

"Journeys by bus will be fast, reliable, punctual, convenient and affordable."

Údarás
Náisiúnta Iompair
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie

designed by CATALYSTO



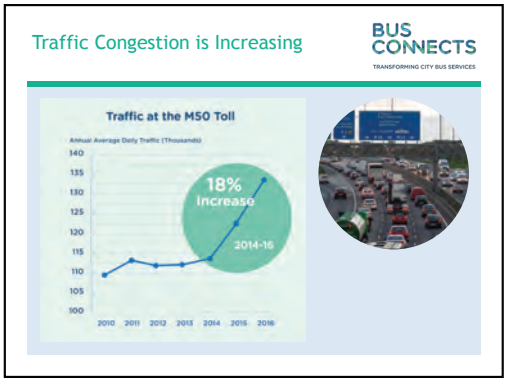
1. Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham – 29th May 2017

1B BusConnects Launch Presentation

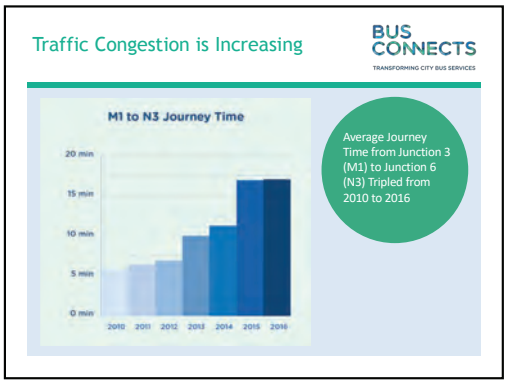



BUS
CONNECTS
TRANSFORMING CITY BUS SERVICES
Údarás
Náisiúnta Iompair
National Transport Authority

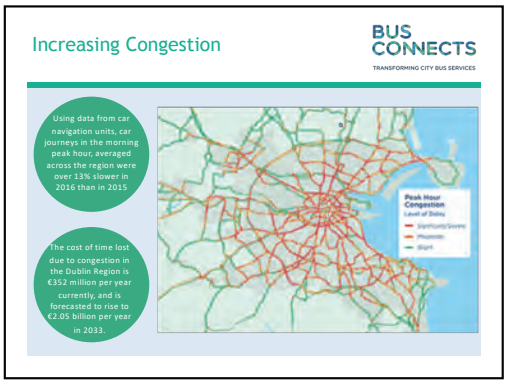
1


Traffic Congestion is Increasing
BUS
CONNECTS
TRANSFORMING CITY BUS SERVICES
Traffic at the M50 Toll
Annual Average Daily Traffic (Thousands)
140
135
130
125
120
115
110
105
100
18%
increase
2014-16
2010
2011
2012
2013
2014
2015
2016

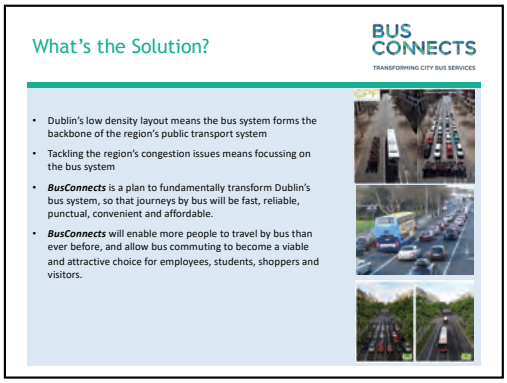
2


Traffic Congestion is Increasing
BUS
CONNECTS
TRANSFORMING CITY BUS SERVICES
M1 to N3 Journey Time
20 min
15 min
10 min
5 min
0 min
2010
2011
2012
2013
2014
2015
2016
Average Journey Time from Junction 3 (M1) to Junction 6 (N3) Tripled from 2010 to 2016

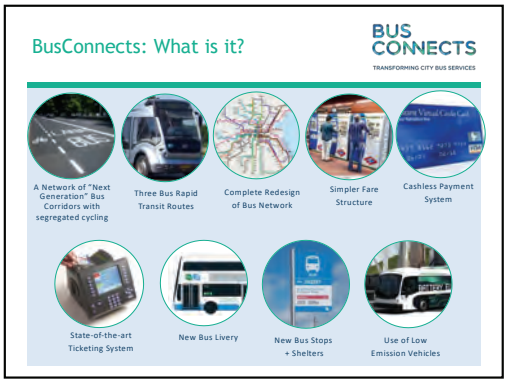
3


Increasing Congestion
BUS
CONNECTS
TRANSFORMING CITY BUS SERVICES
Using data from car navigation units, car journeys in the morning peak hour, averaged across the region were over 13% slower in 2016 than in 2015
The cost of time lost due to congestion in the Dublin Region is €352 million per year currently, and is forecasted to rise to €2.05 billion per year in 2033.
Peak Hour Congestion
Level of Delay

4


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

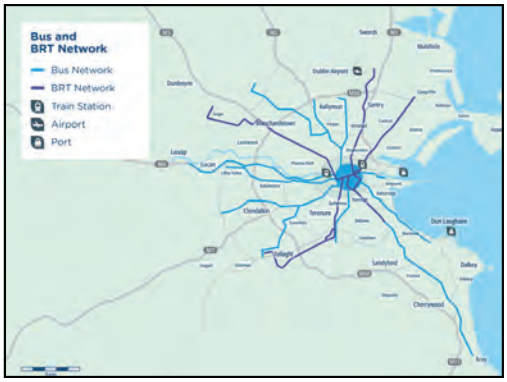
5


BusConnects: What is it?
BUS
CONNECTS
TRANSFORMING CITY BUS SERVICES
A Network of "Next Generation" Bus Corridors with segregated cycling
Three Bus Rapid Transit Routes
Complete Redesign of Bus Network
Simpler Fare Structure
Cashless Payment System
State-of-the-art Ticketing System
New Bus Livery
New Bus Stops + Shelters
Use of Low Emission Vehicles

6


BUS CONNECTS
TRANSFORMING CITY BUS SERVICES
Údarás Náisiúnta Iompair
National Transport Authority
"Next Generation" Bus Corridors

7


Bus and BRT Network
Bus Network
BRT Network
Train Station
Airport
Port

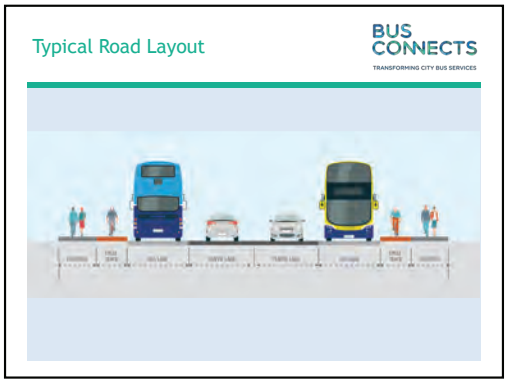
8


Orbital Bus Corridors
Orbital Bus Corridors
Train Station
Airport
Port

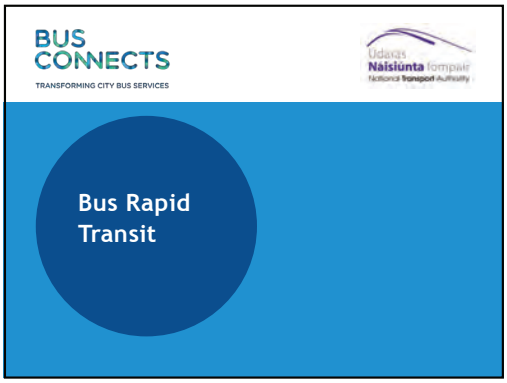
9


Journey Times
AM Bus Journey Time
Off-Peak Bus Journey Time
Bus Route
Currently, key corridors only have bus lanes along one third of their length
Bus journeys at peak times can take up to twice as long as during off-peak hours
Off-Peak journey times can be delivered all-day with bus priority

10


Typical Road Layout
BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

11


BUS CONNECTS
TRANSFORMING CITY BUS SERVICES
Údarás Náisiúnta Iompair
National Transport Authority
Bus Rapid Transit

12

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.





13

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Údarás Náisiúnta Iompair
National Transport Authority

Bus Network Redesign

14

Redesigning the Bus Network

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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



15

Auckland, New Zealand

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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



16

Auckland, New Zealand

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- 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



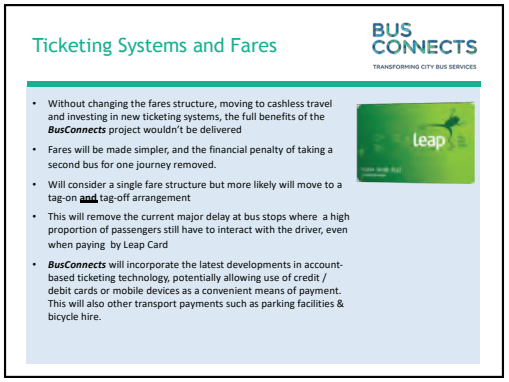
17

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Údarás Náisiúnta Iompair
National Transport Authority

Ticketing Systems and Fares

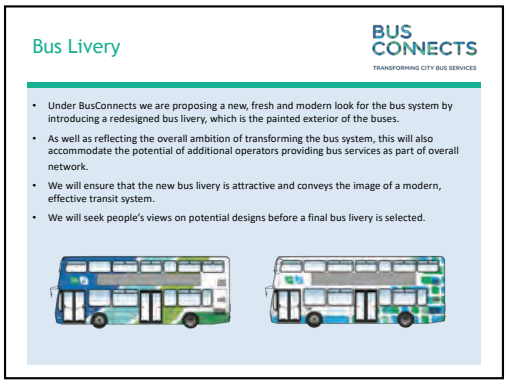
18



19



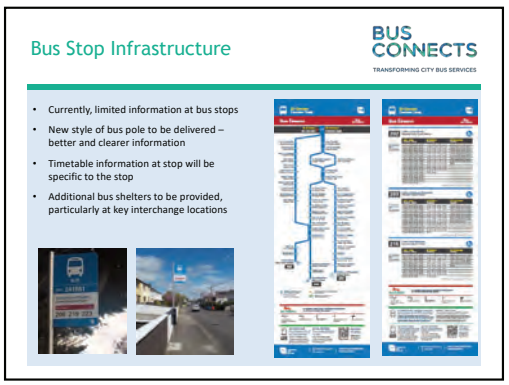
20



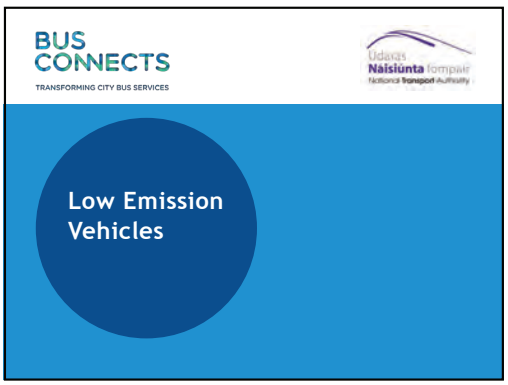
21



22



23



24

Low Emission Vehicles

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- ***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.





25

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Údarás 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.

28

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 Pleanala 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

Údarás Náisiúnta Iompair
National Transport Authority

BusConnects Transforming City Bus Services

30

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:

New message

To: All Public Representatives in the Greater Dublin Area

Subject: BusConnects invite

Friday, 26 May 2017

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dear XXX,

Anne Graham, NTA Chief Executive Officer, has asked me to invite you to attend the launch of BusConnects, NTA's plan to fundamentally transform Dublin's bus system in order to address the problem of congestion.

11am, Monday May 29th
Irish Film Institute, 6 Eustace St, Dublin 2.

BusConnects will be launched by Shane Ross TD, Minister for Transport, Tourism and Sport, and by Anne Graham.

The plan includes proposals for next-generation bus corridors, a redesign of the bus network, state-of-the-art fares and ticketing system, low-emission engines and greater safety for cyclists.

I would be obliged if you could let me know in advance, if you will be in attendance,

Yours sincerely,

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

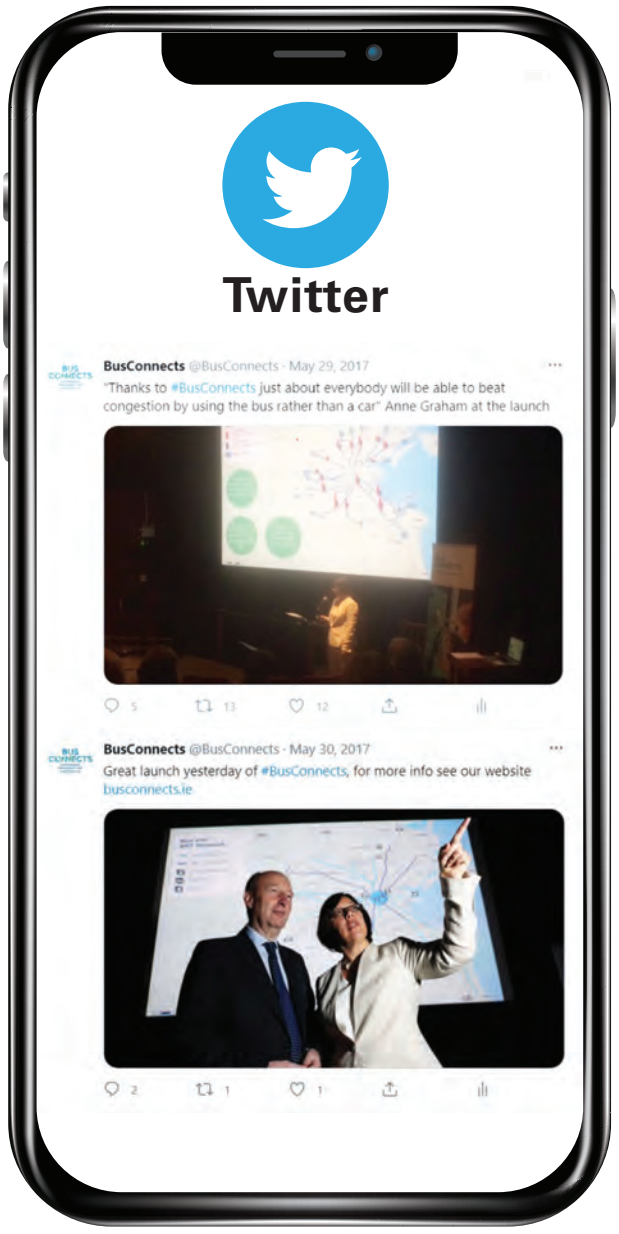
1. Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham – 29th May 2017

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	**Monday 29th May at 11.00am.**
Where	Cinema Room 2, Irish Film Institute, 6 Eustace Street, Temple Bar, Dublin 2
Who	- Shane Ross TD, Minister for Transport, Tourism and Sport - Anne Graham, CEO, National Transport Authority
RSVP/media queries	**Q4PR** Paul Nallon – paul@q4pr.ie / 086 869 4041 **NTA** Dermot O'Gara - **Dermot.OGara@nationaltransport.ie** – 085-245 1633 ***Photography by Julien Behal***

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



BUS CONNECTS

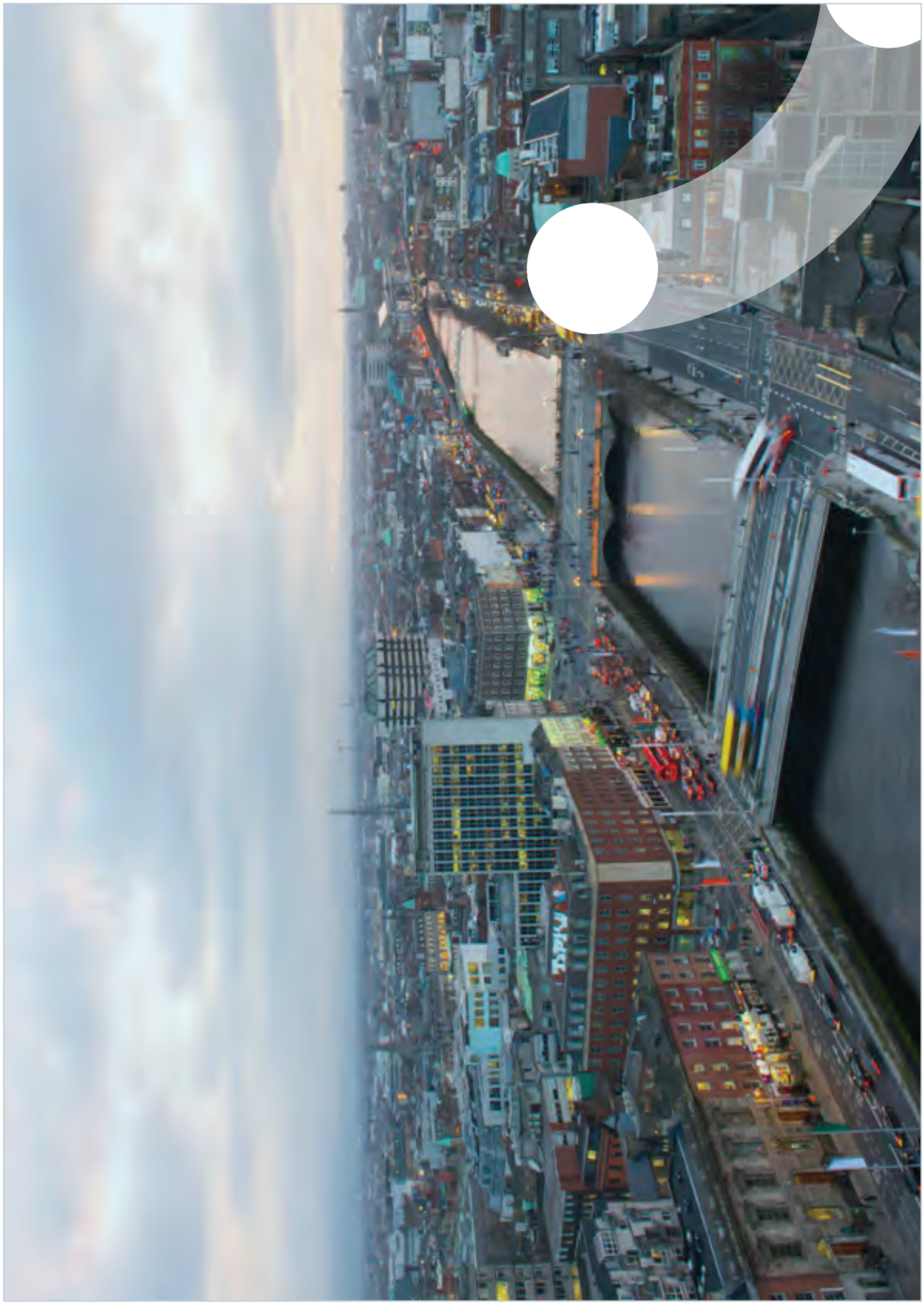
TRANSFORMING CITY BUS SERVICES

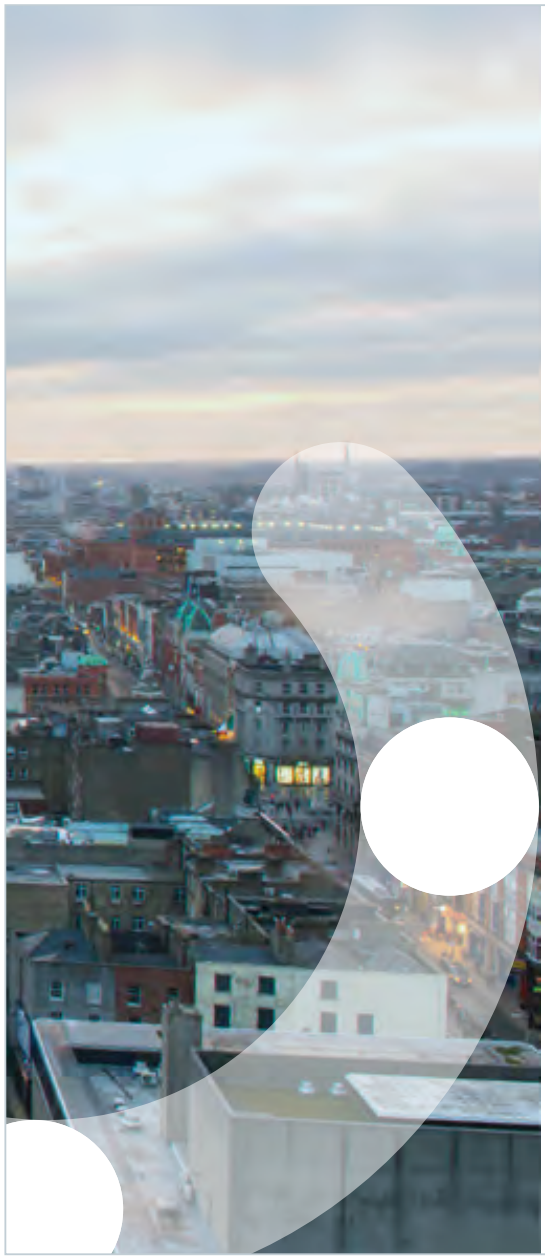
Project Ireland 2040
Building Ireland's Future

Core Bus Corridors Project

Report June 2018







1. Introduction **2**
1.1 Overview 2
1.2 What is BusConnects Dublin? 4
1.3 Consultation Timeline 6

2. Growing Congestion **8**
2.1 Congestion Issue 8
2.2 Impact on Bus Travel 9
2.3 Why is the bus system important? 10

3. Details of the Core Bus Corridor project **11**
3.1 Overview 11
3.2 What a typical layout will achieve 13
3.3 Preliminary route maps 15

4. The Challenges **17**
4.1 Likely impacts 19
4.2 Our plans to mitigate those challenges 21

5. The Benefits **23**
5.1 How will this plan benefit cyclists and pedestrians? 23
5.2 Journey Time Savings 24
5.3 Building a sustainable, living city for families and communities 25
5.4 Taking seriously our climate change responsibilities 27
5.5 Supporting the economy and jobs 27

6. Contact Us **29**

Appendix **30**

1. Introduction

1.1 Overview

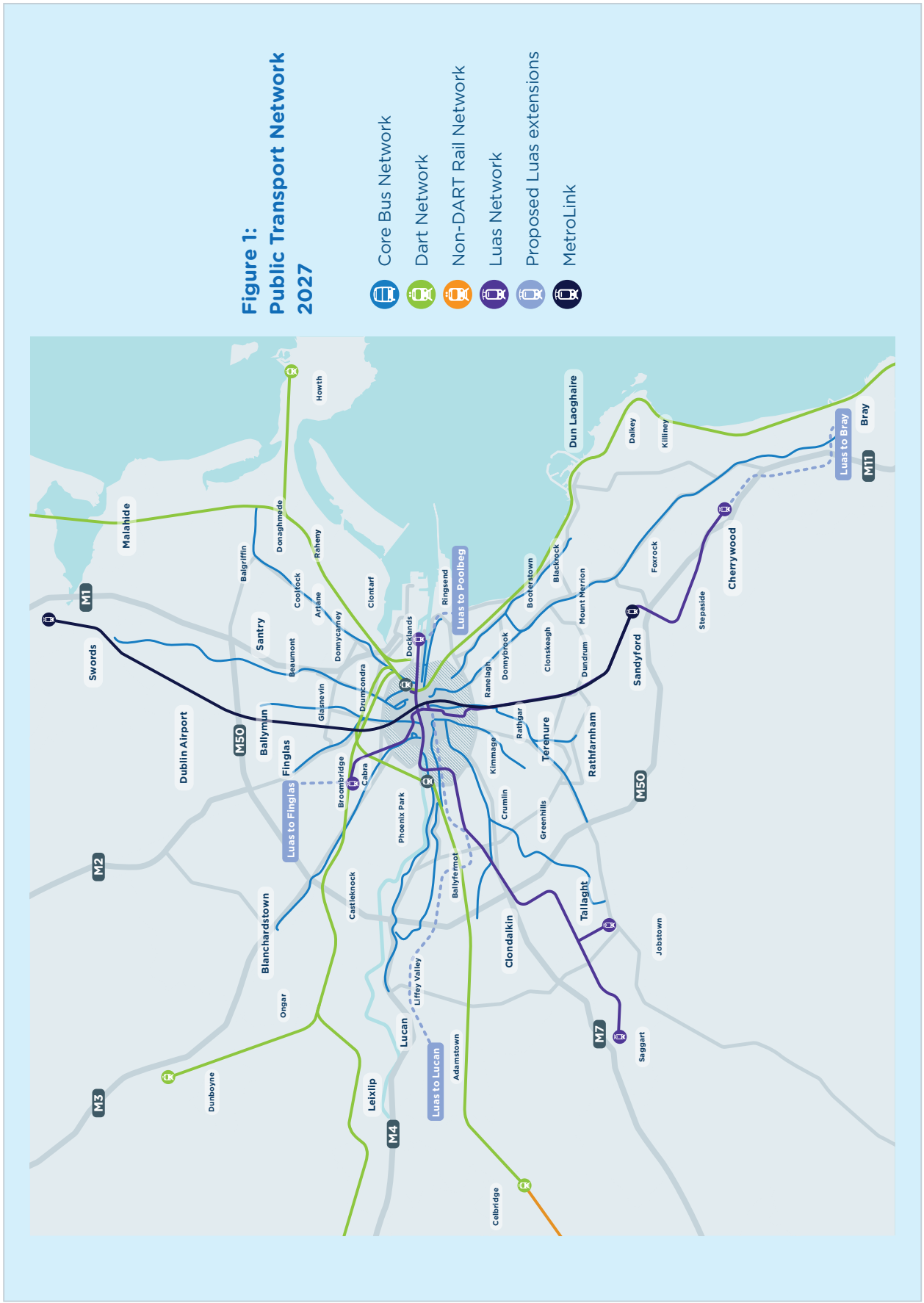
A major investment programme to improve public transport in Dublin is underway. The three major elements of that overall programme are:

1. The **MetroLink** project which is the development of a north-south urban railway service that will run between Swords and Sandyford, 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



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:

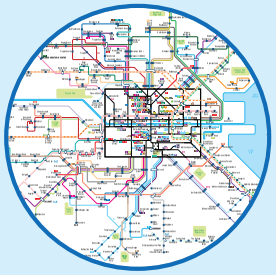
- building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable and reliable;
- completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers;
- developing a state-of-the-art ticketing 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.



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:

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

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.


Swords Manor
Meinear Shoird
41C
TAXI

2. Growing Congestion

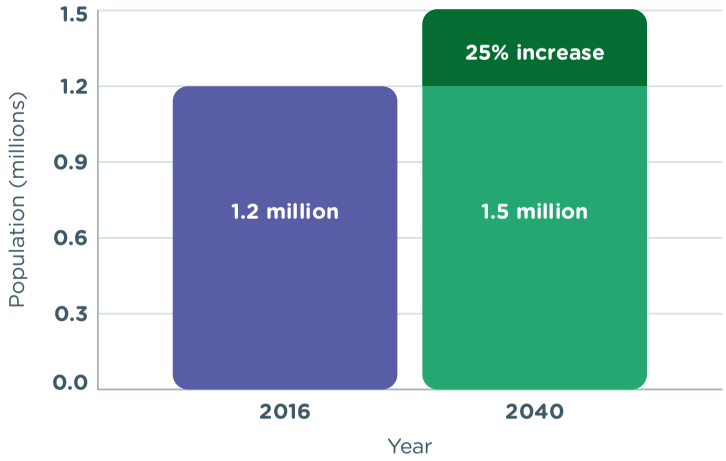
2.1 Congestion Issue

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.

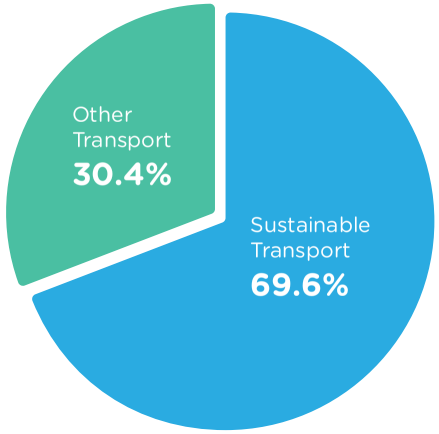
As a result, whereas bus journeys should be fast, reliable and predictable, the increasing impact of congestion is undermining that objective. Additional buses are being added to the system simply to compensate for delays in journey times. So, where a bus could complete a route journey in 90 minutes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

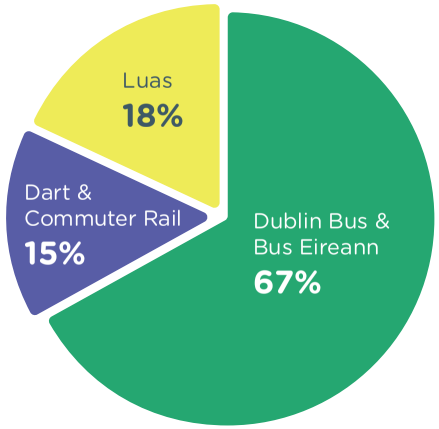
In percentage terms, the bus system accounts for over 67% of public transport passenger journeys in the Greater Dublin Area. That means that whilst the bus carries two thirds of all public transport passengers,the Luas carries 18% and DART and commuter rail services deliver the remaining 15%.

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

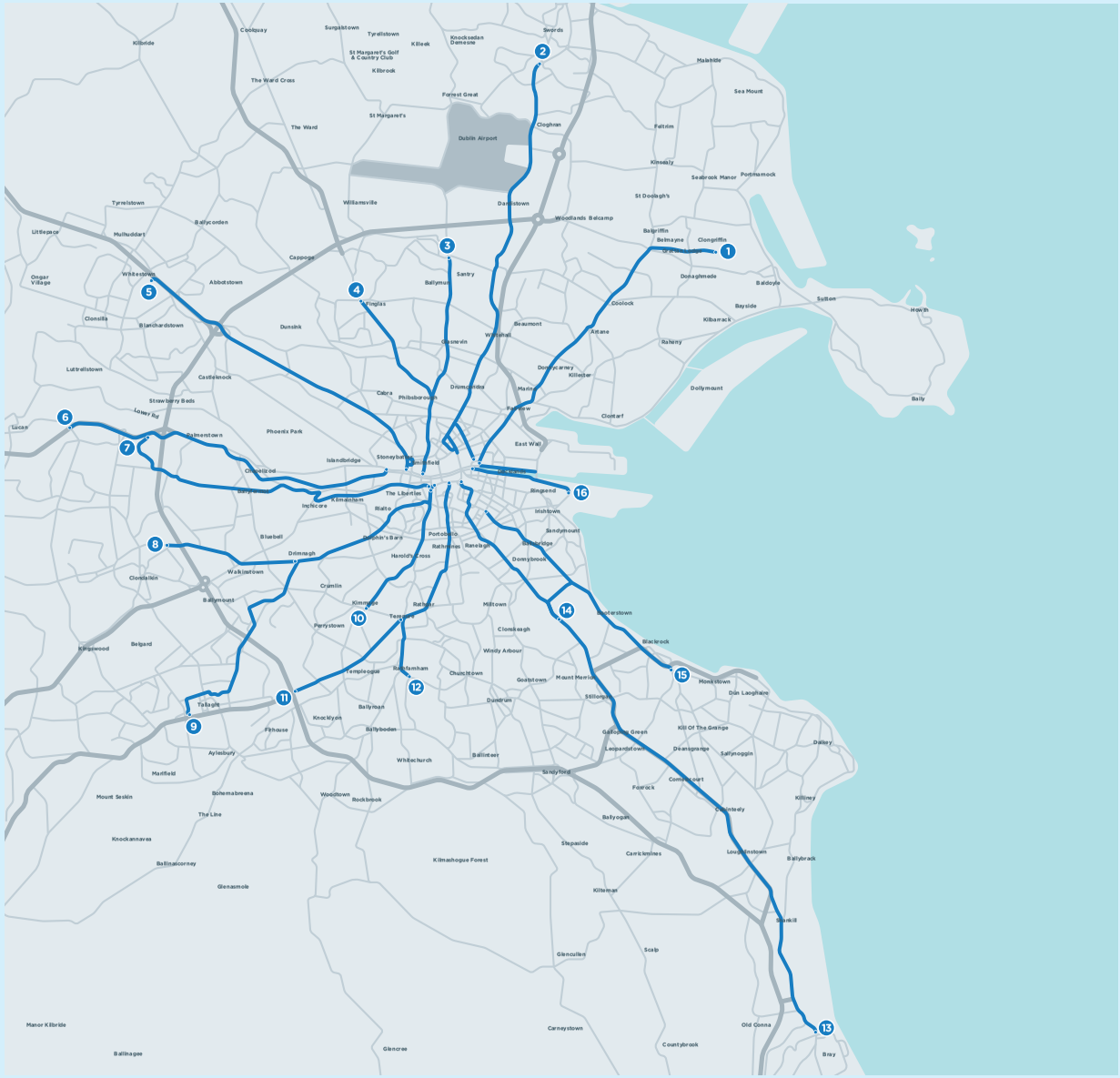
3.1 Overview

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 journeys 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.

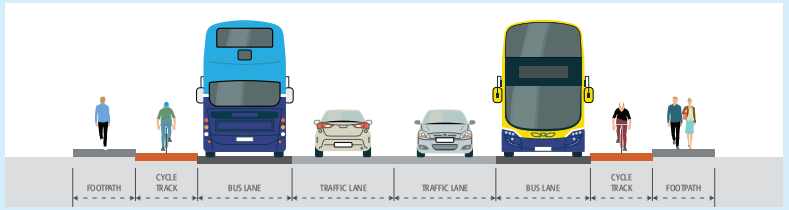
The typical road layout that we want to achieve on these radial core bus corridors is set out as shown in Figure 4.

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.


16
BusConnects Transforming City Bus Services

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.

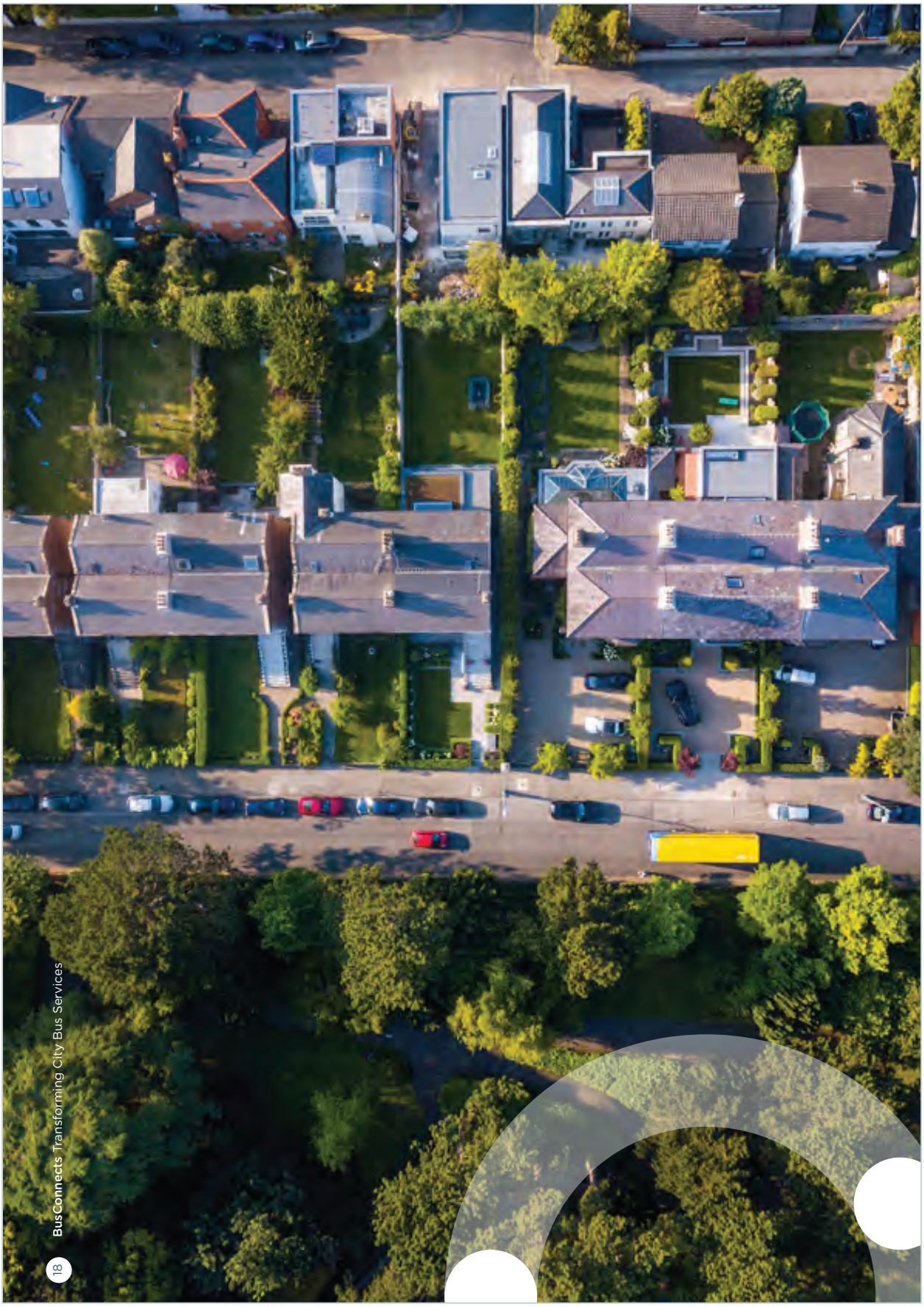
Our challenge now is to respond to the needs of a modern city by providing a fit-for-purpose bus system, built on a streetscape that dates back centuries. That means difficult decisions will have to be made.

- 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.


22 BusConnects Transforming City Bus Services

5. The Benefits

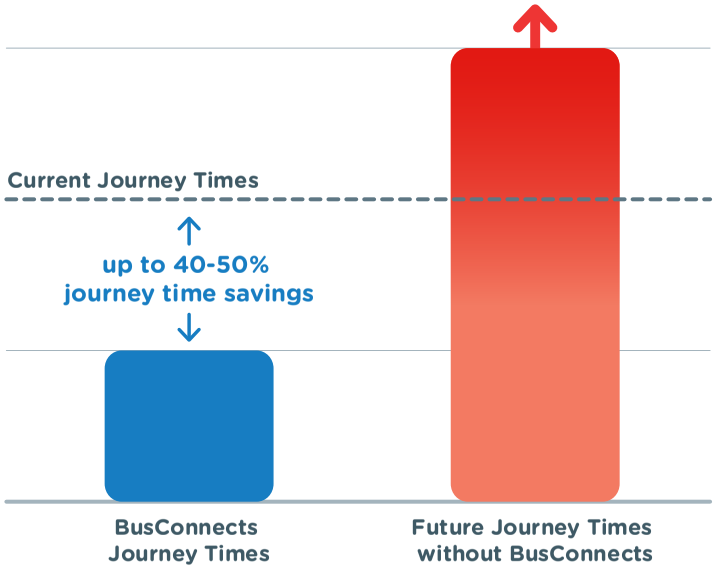
5.1 How will this plan benefit cyclists and pedestrians?

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.

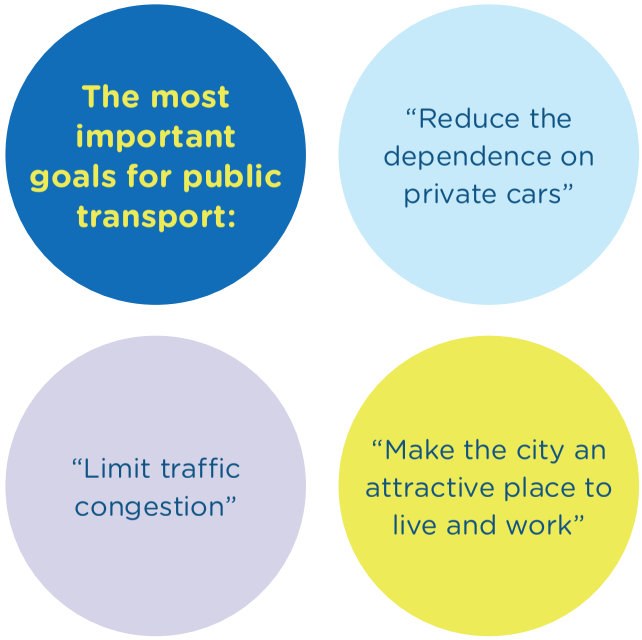


5.2 Journey Time Savings

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 BusConnects 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.

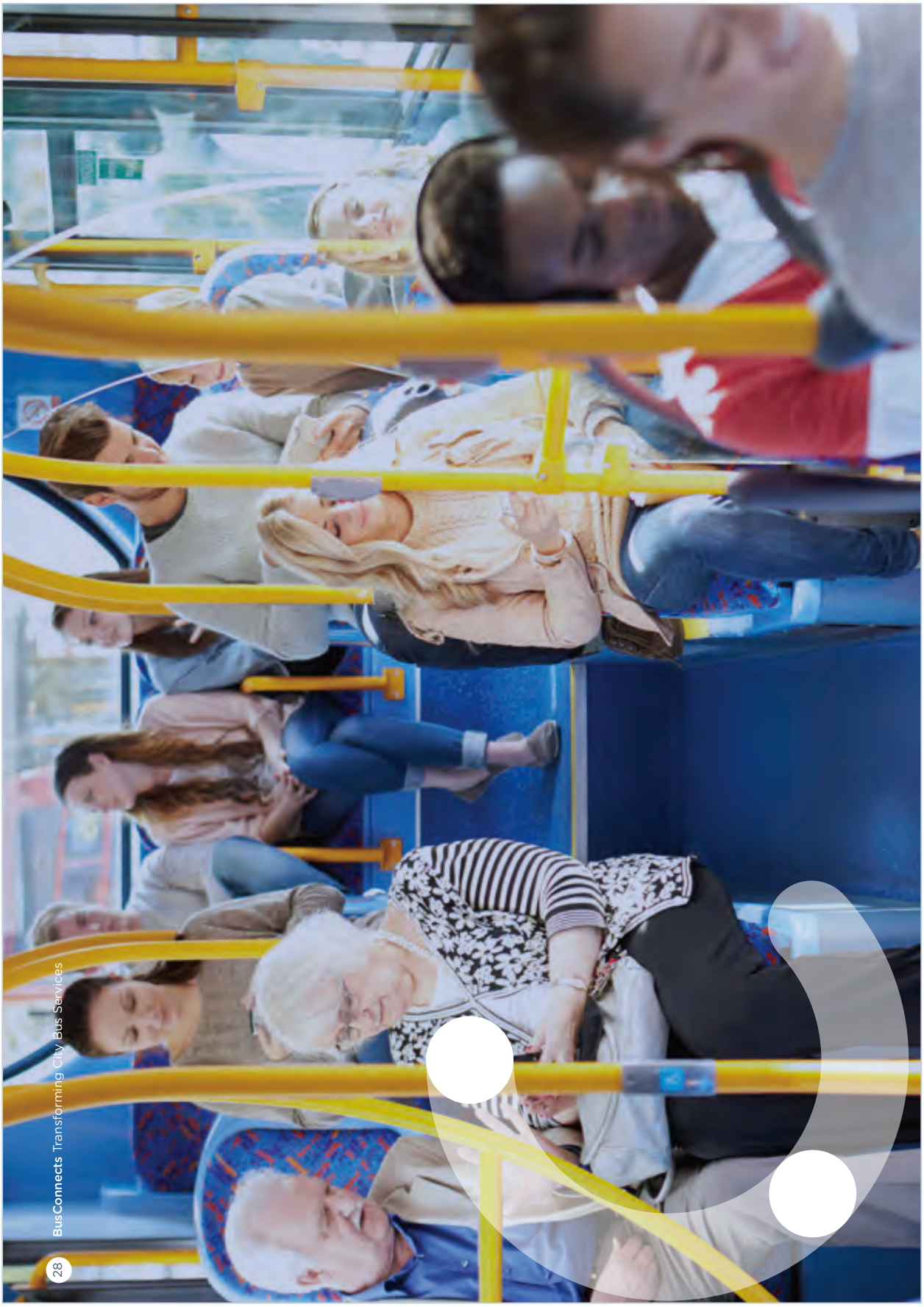
A fleet acquisition plan will be developed to transition the bus fleet to a low emission vehicle type (or types), with the first vehicles under that strategy to go into service very soon.

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
28

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.

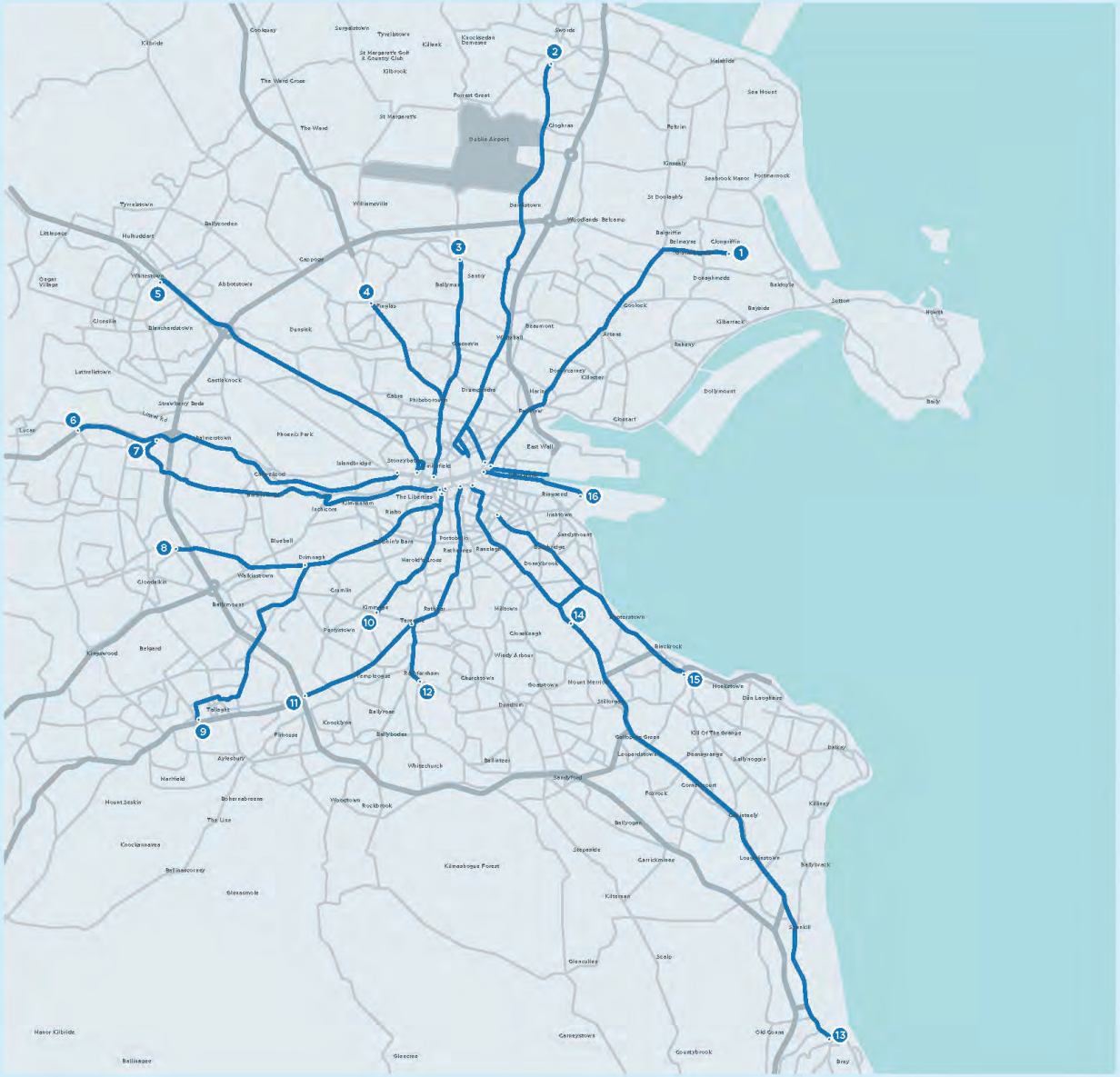
The **www.busconnects.ie** website will provide regular updates as the project develops. In addition the email address is **info@busconnects.ie** and Freefone **1800 303 653**. If you would like to contact us by post or to receive printed copies of this document you can also write to us:

BusConnects
National Transport Authority
Dun Sceine
Iveagh Court
Harcourt Lane
Dublin 2,
DO2 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 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

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

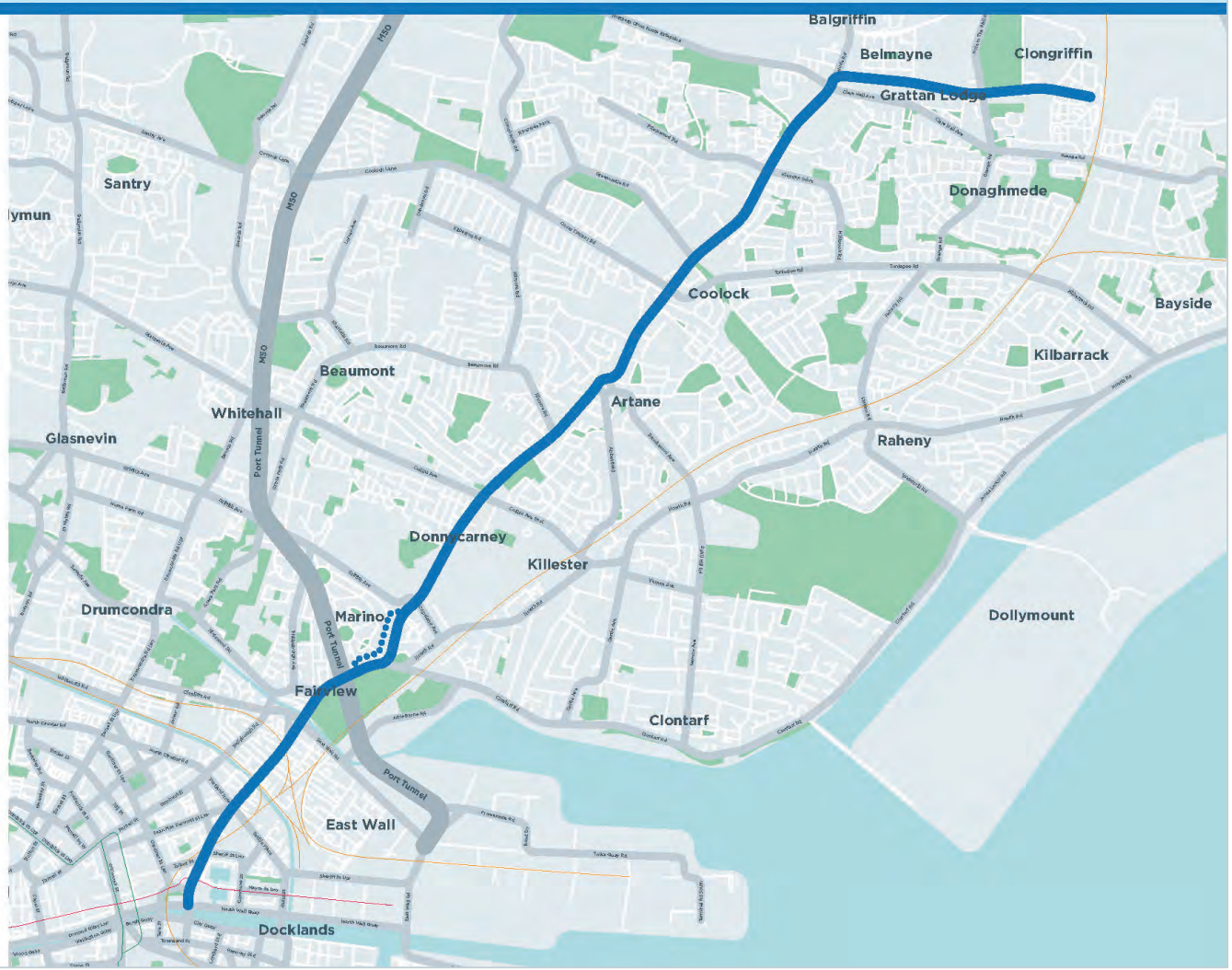
- Route length **10kms**
- Current bus journey time up to **65mins**
- BusConnects journey time **30-35mins**
- Future bus journey time without BusConnects **85mins +**

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.



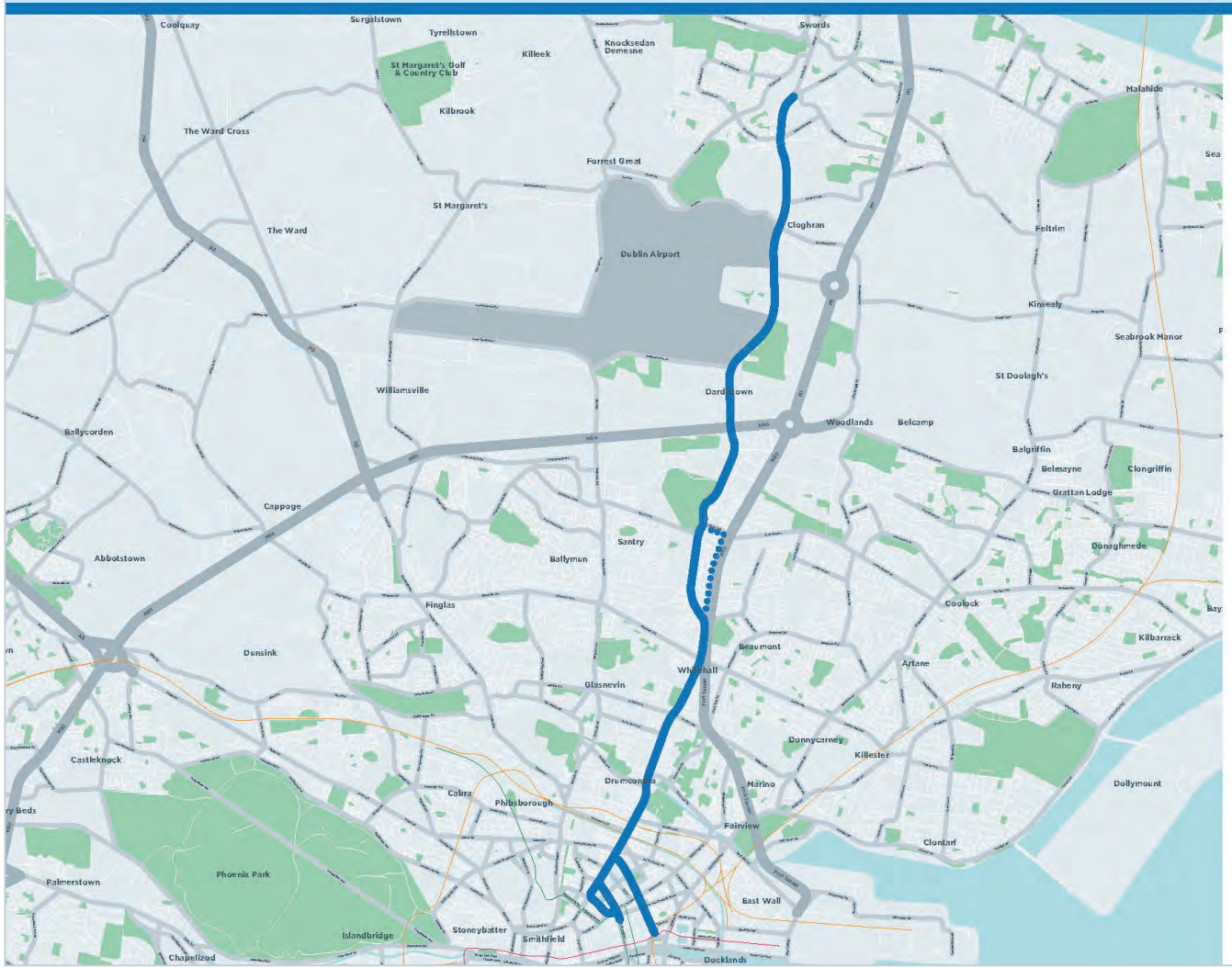
Bus Route

Alternative Cycle Route

2

Swords > City Centre

Core Bus Corridor (bus & cycle infrastructure)



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

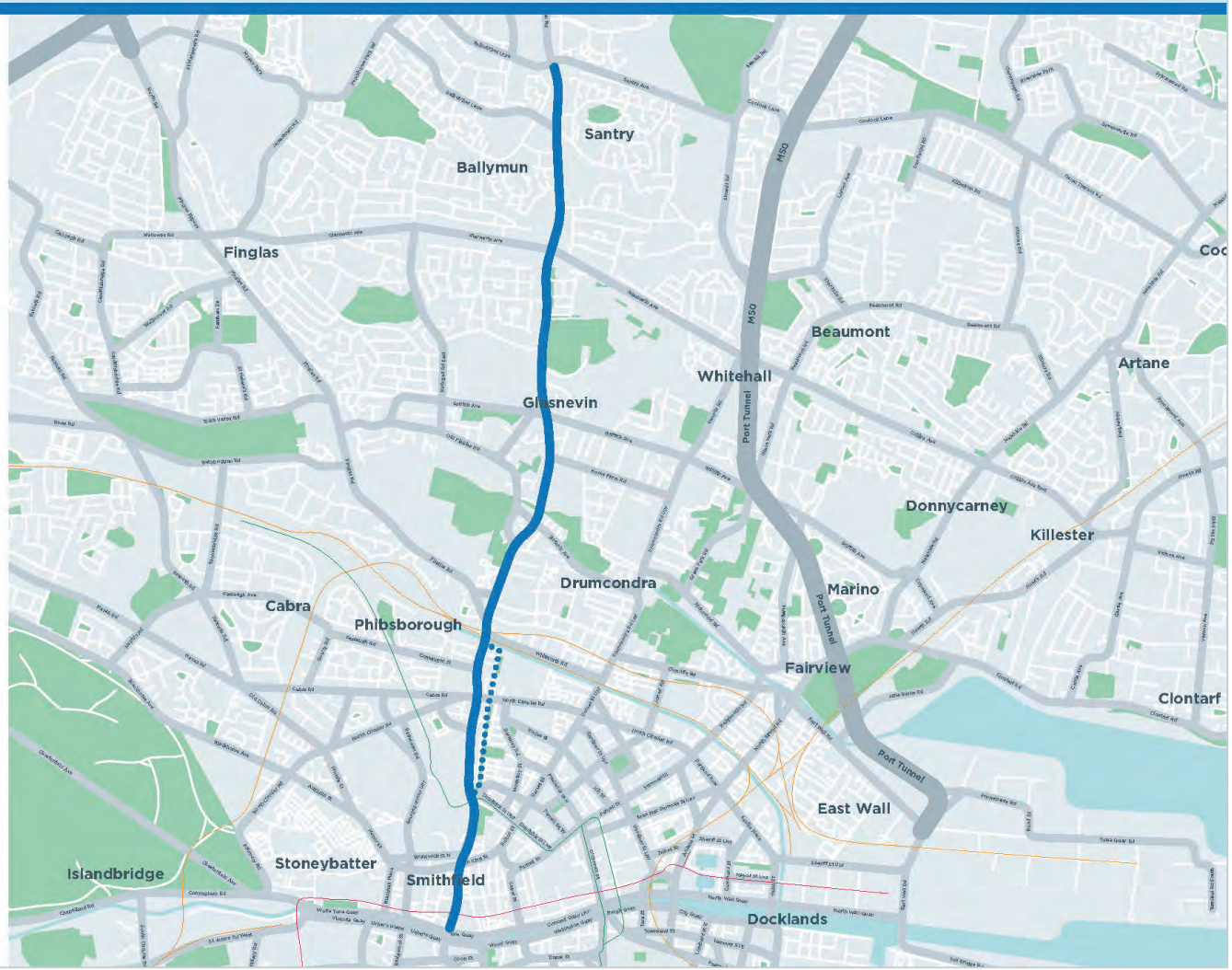
- Route length **6kms**
- Current bus journey time up to **45mins**
- BusConnects journey time **20-25mins**
- Future bus journey time without BusConnects **55mins +**

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.

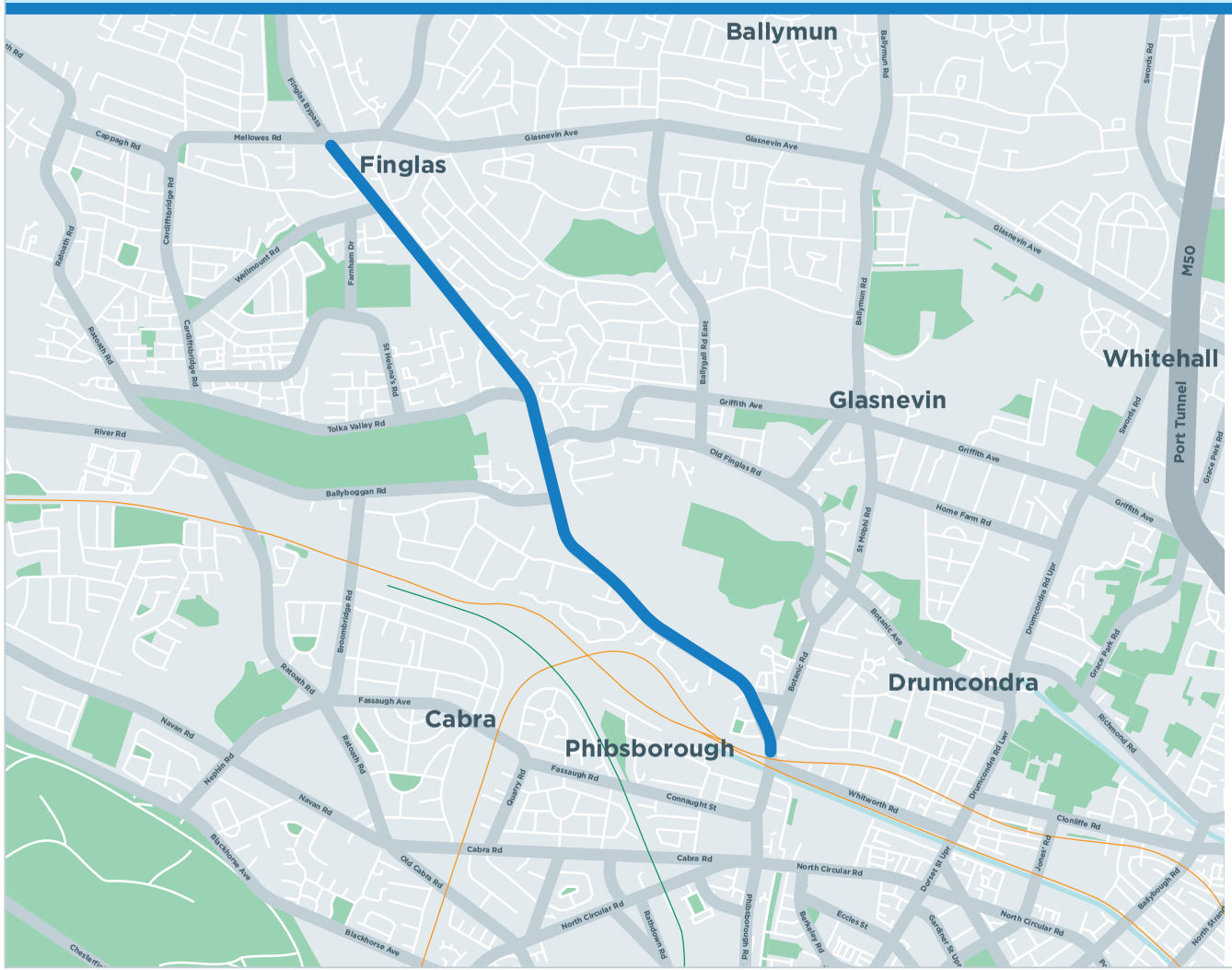


Bus Route

Alternative Cycle Route

4 Finglas > Phibsborough

Core Bus Corridor (bus & cycle infrastructure)



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

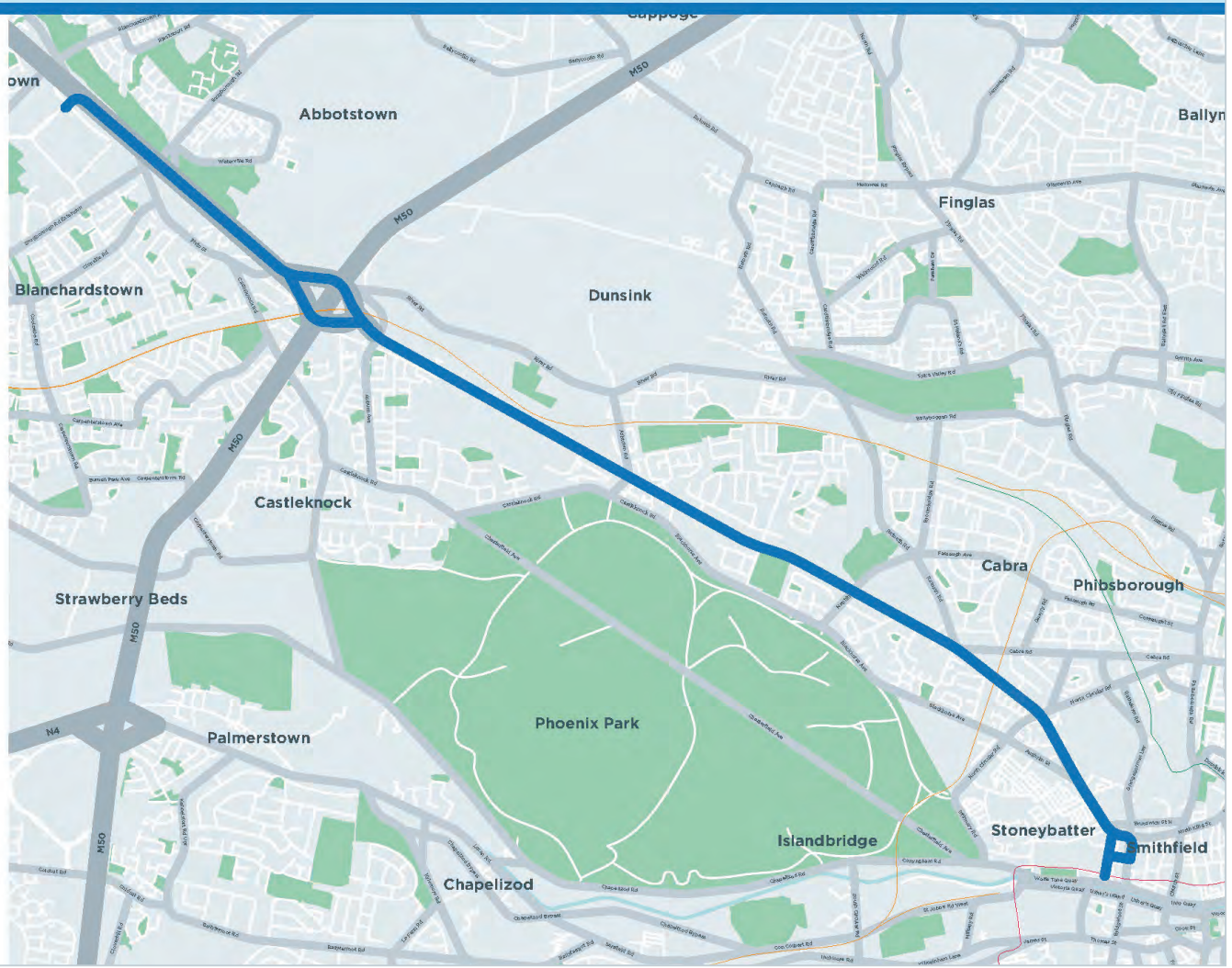
- Route length **8kms**
- Current bus journey time up to **65mins**
- BusConnects journey time **25-30mins**
- Future bus journey time without BusConnects **80mins +**

Potential Impacts

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

Additional Specific Challenges on Route

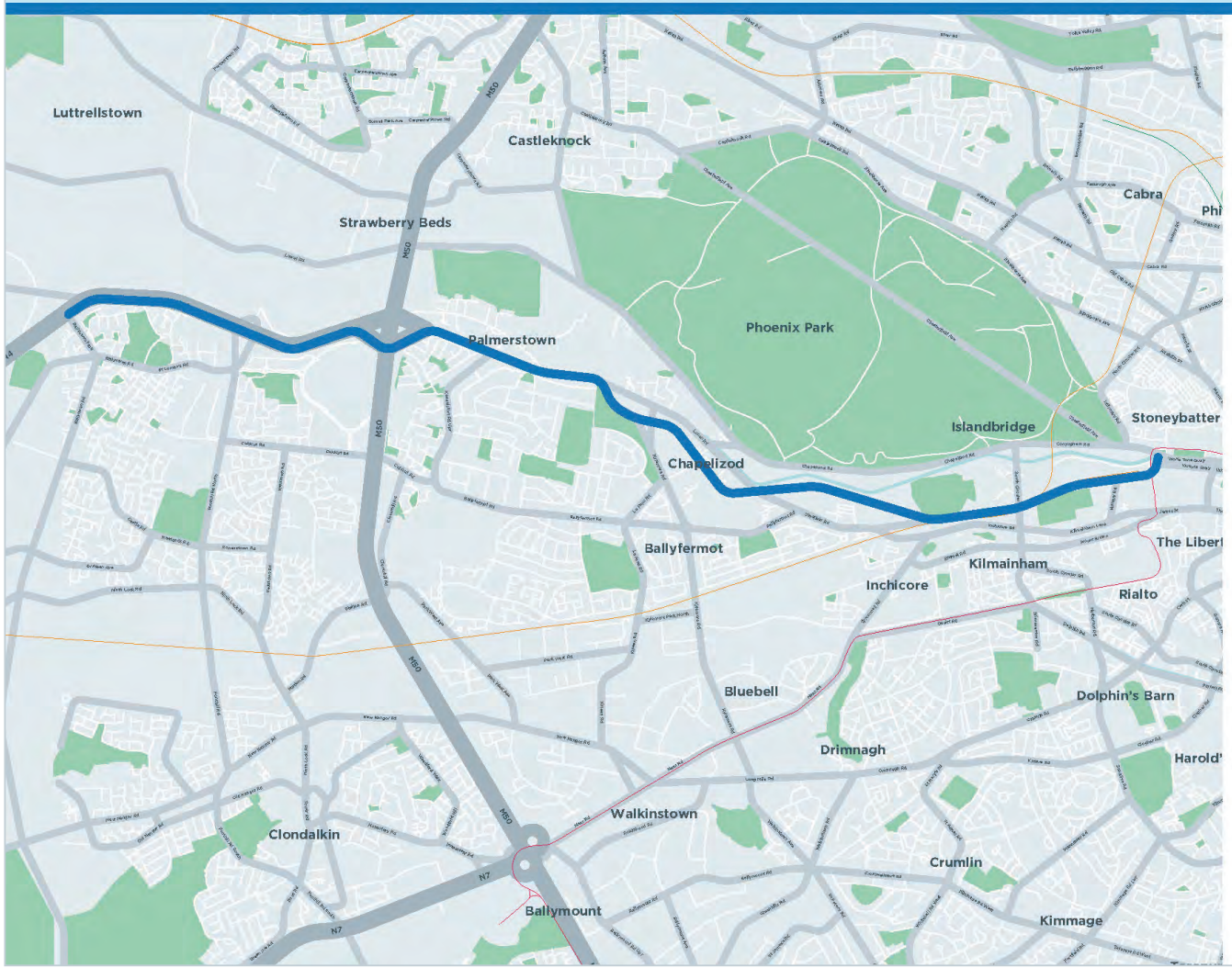
- Old Cabra Road and Prussia Street: In order to provide bus lanes, a proposal is to remove general through traffic on these two streets. Local access would still be maintained including to the shopping centre.



Bus Route

6 Lucan > City Centre

Core Bus Corridor (bus & cycle infrastructure)



Key Facts

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

Potential Impacts

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

Additional Specific Challenges on Route

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

Bus Route

Liffey Valley > City Centre

Core Bus Corridor (bus & cycle infrastructure)

7

Key Facts

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

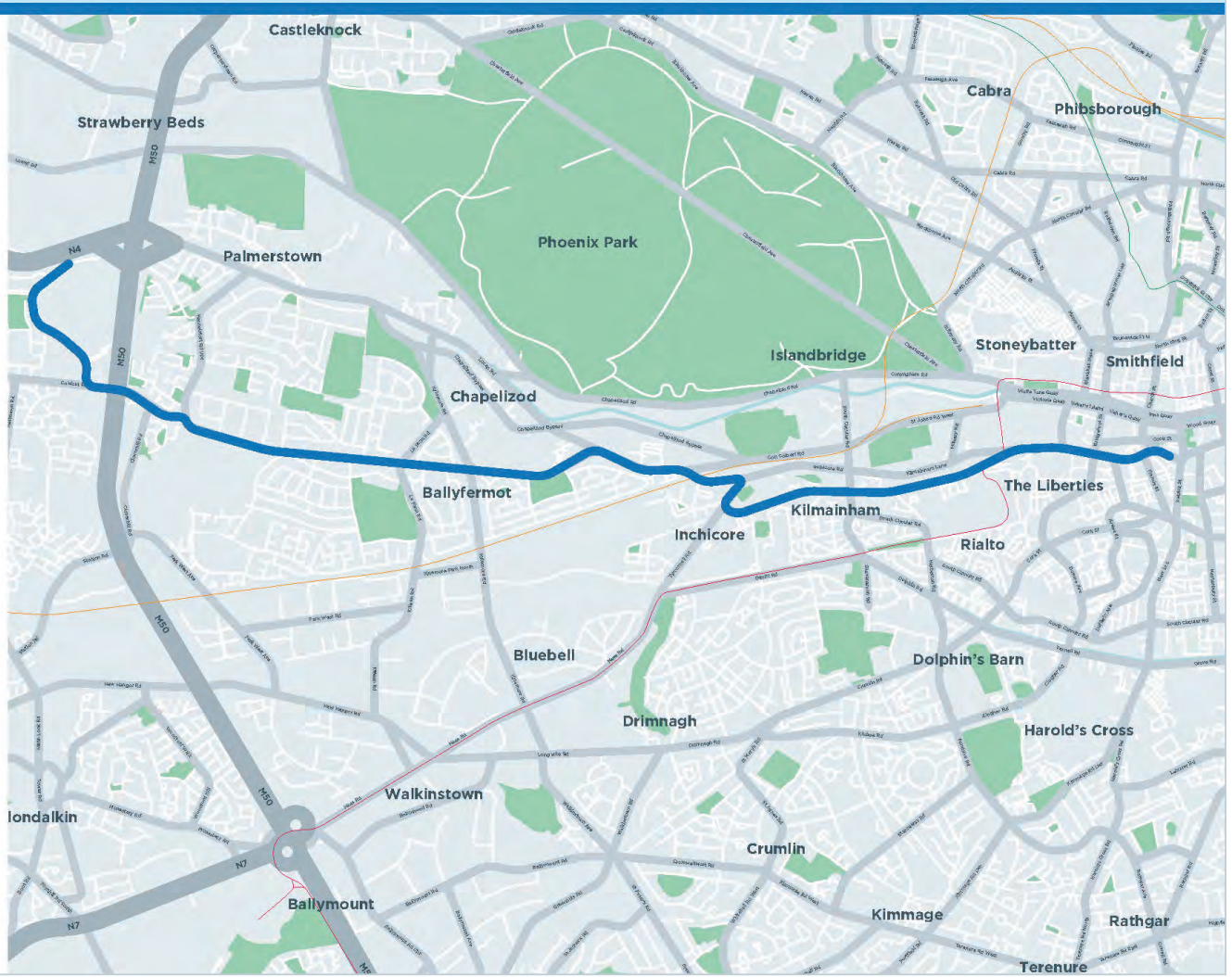
Potential Impacts

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

Additional Specific Challenges on Route

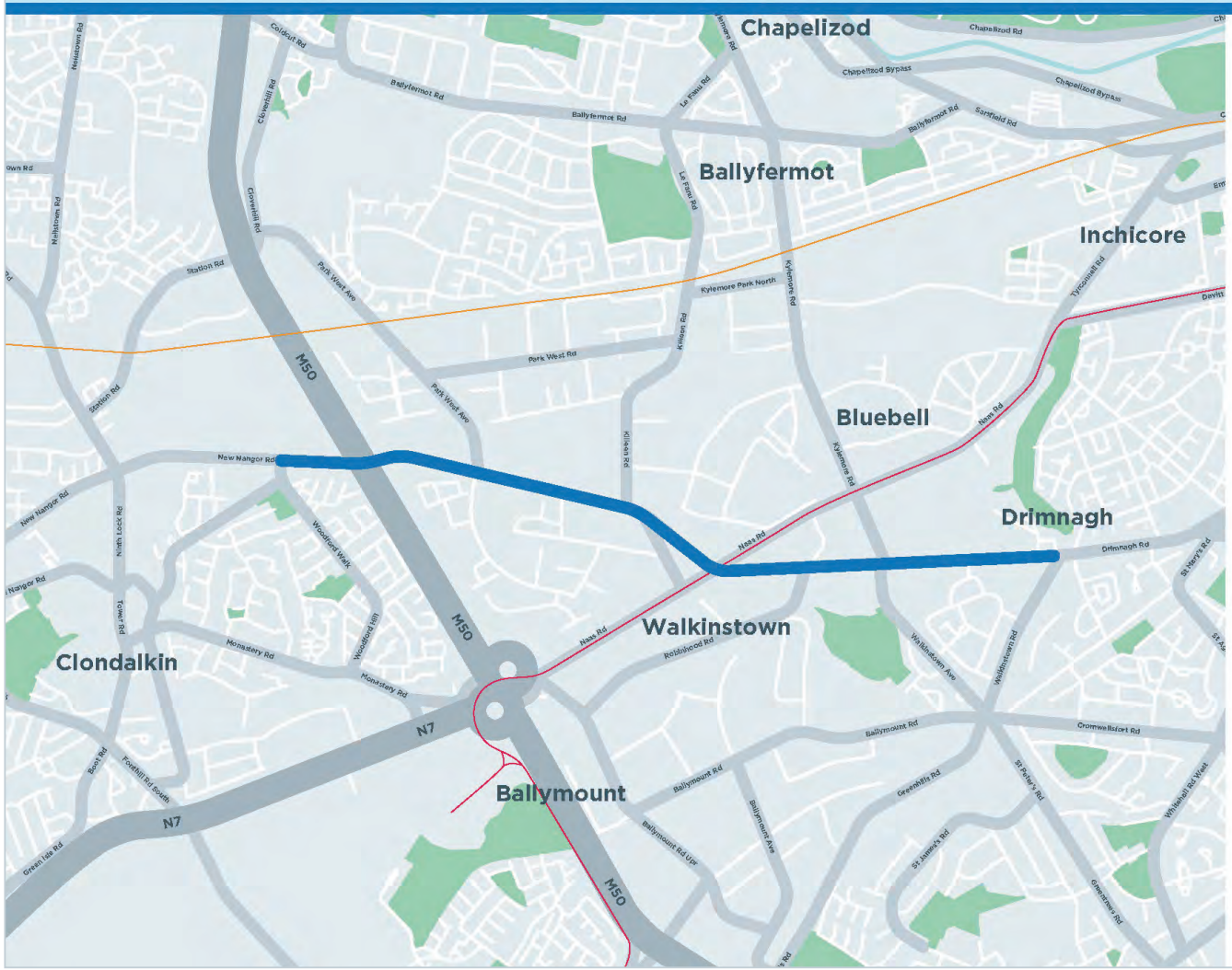
- Because of constrained width through Mount Brown and Old Kilmainham Road, both bus lanes and traffic lanes cannot be accommodated. To deliver bus priority along this section of the route, it would be necessary to restrict Mount Brown to public transport, cyclists and local access only. Through traffic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

Bus Route



8 Clondalkin > Drimnagh

Core Bus Corridor (bus & cycle infrastructure)



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

Additonal Specific Challenges on Route

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

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

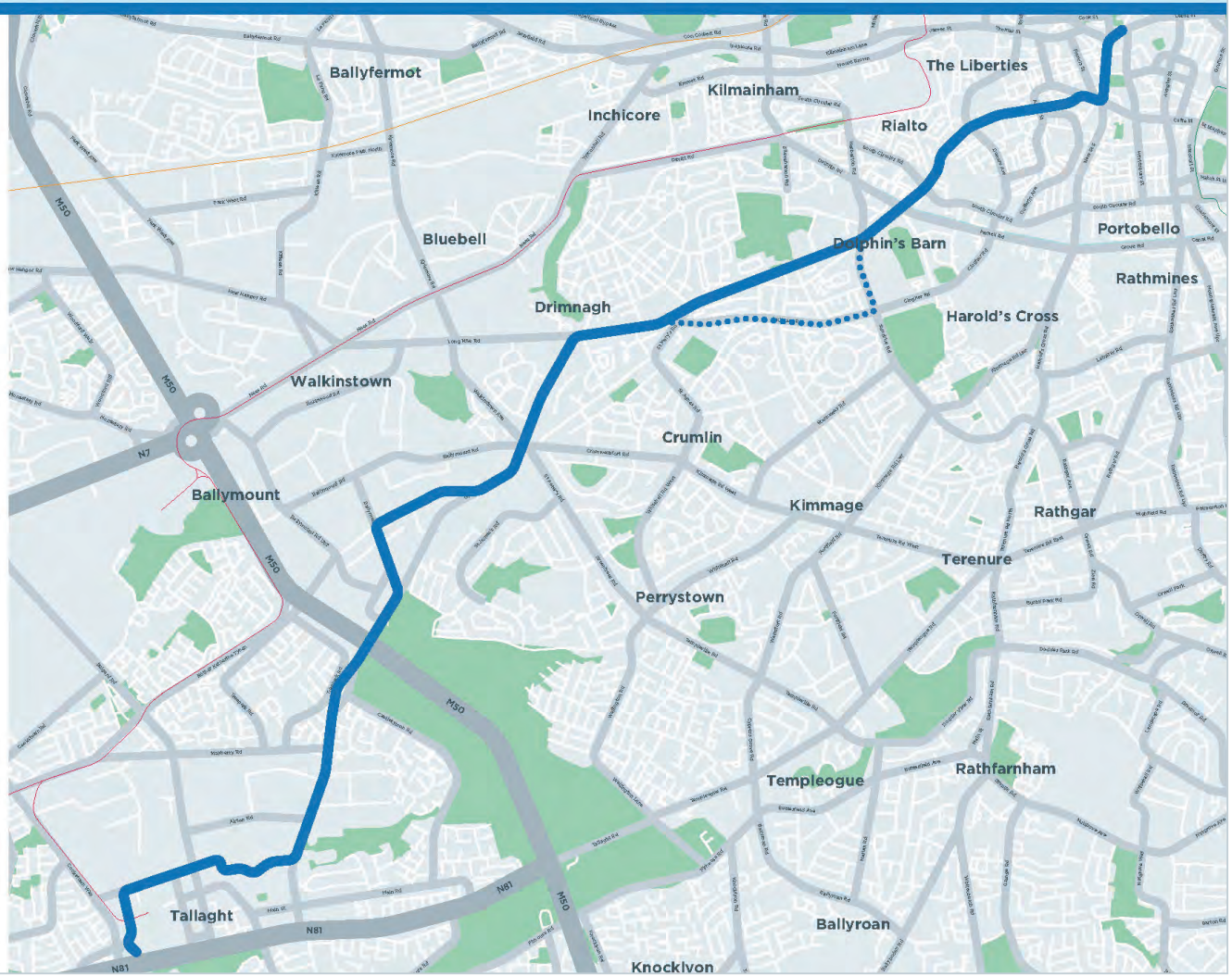
- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements
- Loss of trees

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

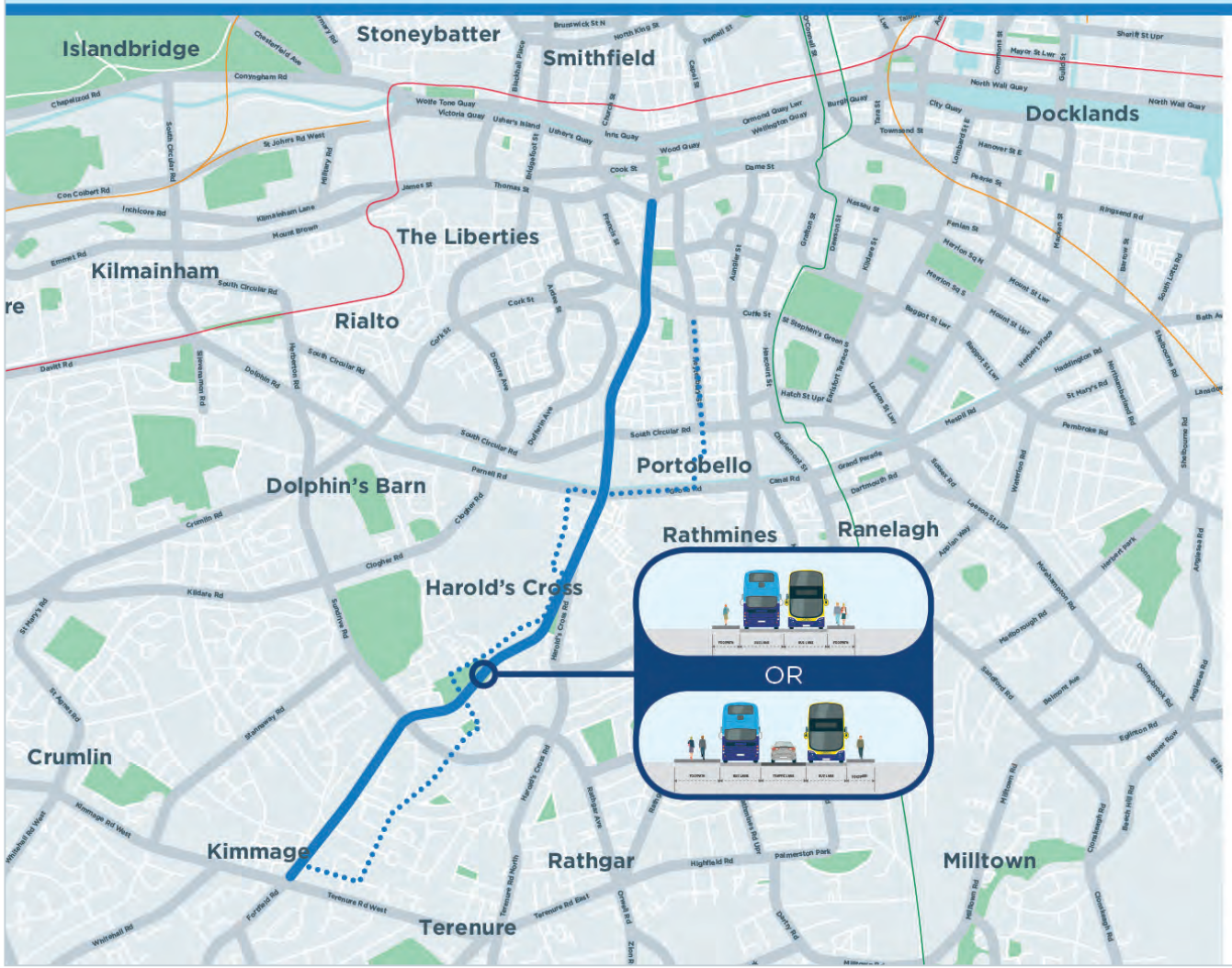
Alternative Cycle Route



10

Kimmage > City Centre

Core Bus Corridor (bus & cycle infrastructure)



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+**

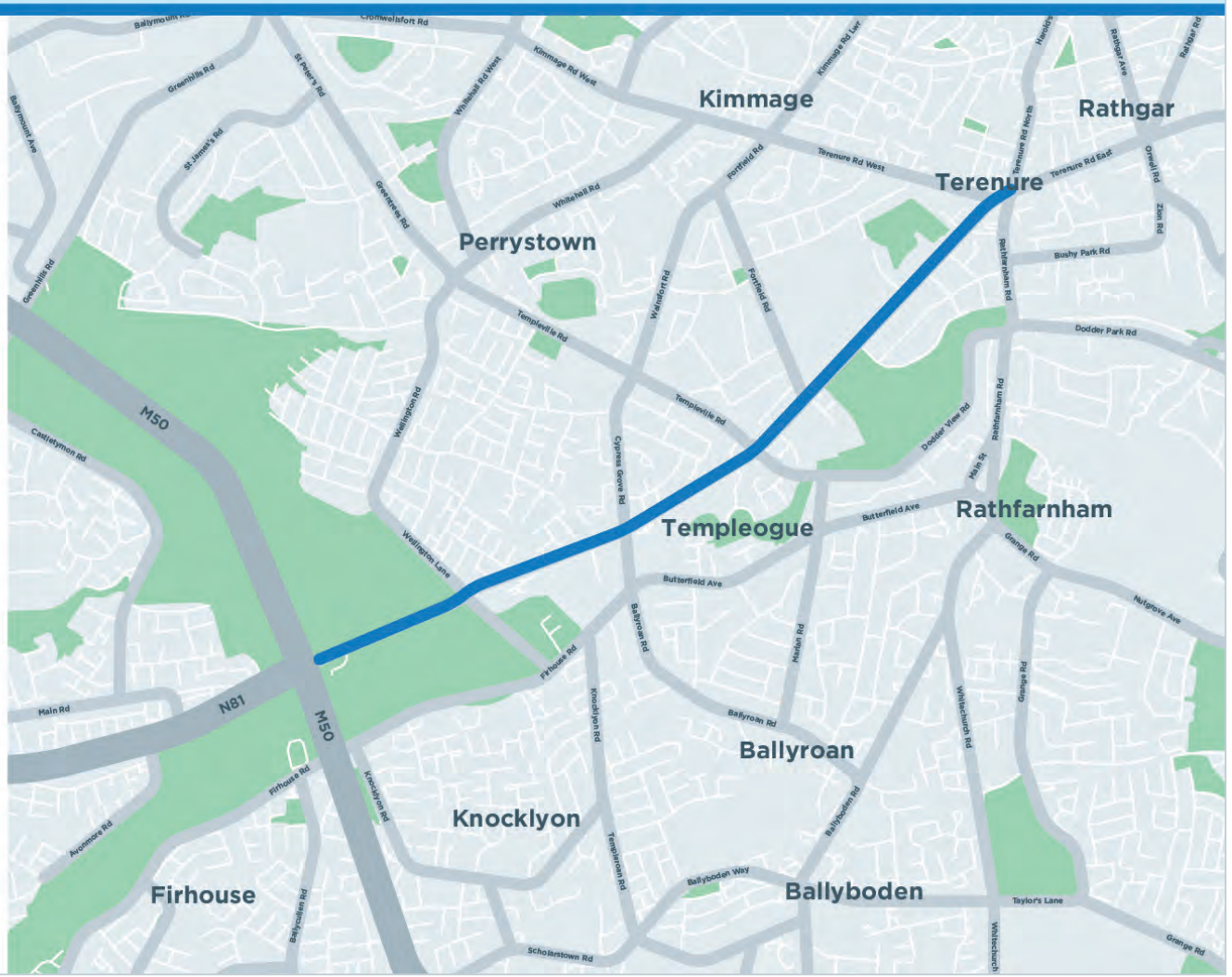
Potential Impacts

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

Additional Specific Challenges on Route

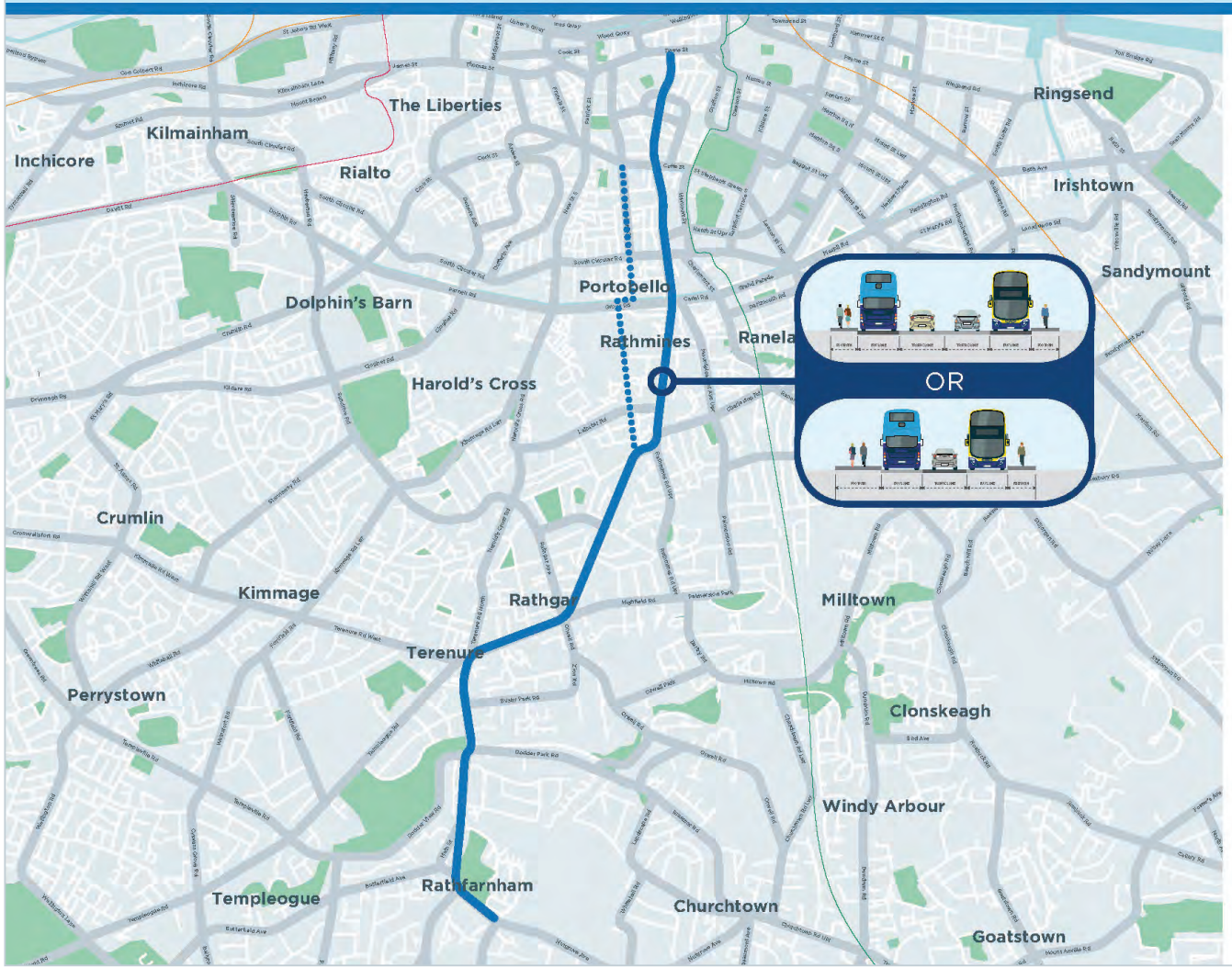
- Templeogue Road is particularly constrained in Terenure. To provide bus priority, a proposal is to make Templeogue Road one way outbound for general traffic while permitting bus, taxis and bicycles travel in both directions. Under this arrangement, inbound general traffic will be asked to divert via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

Bus Route



12 Rathfarnham > City Centre

Core Bus Corridor (bus & cycle infrastructure)



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.

Bray > City Centre

Core Bus Corridor (bus & cycle infrastructure)

13

Key Facts

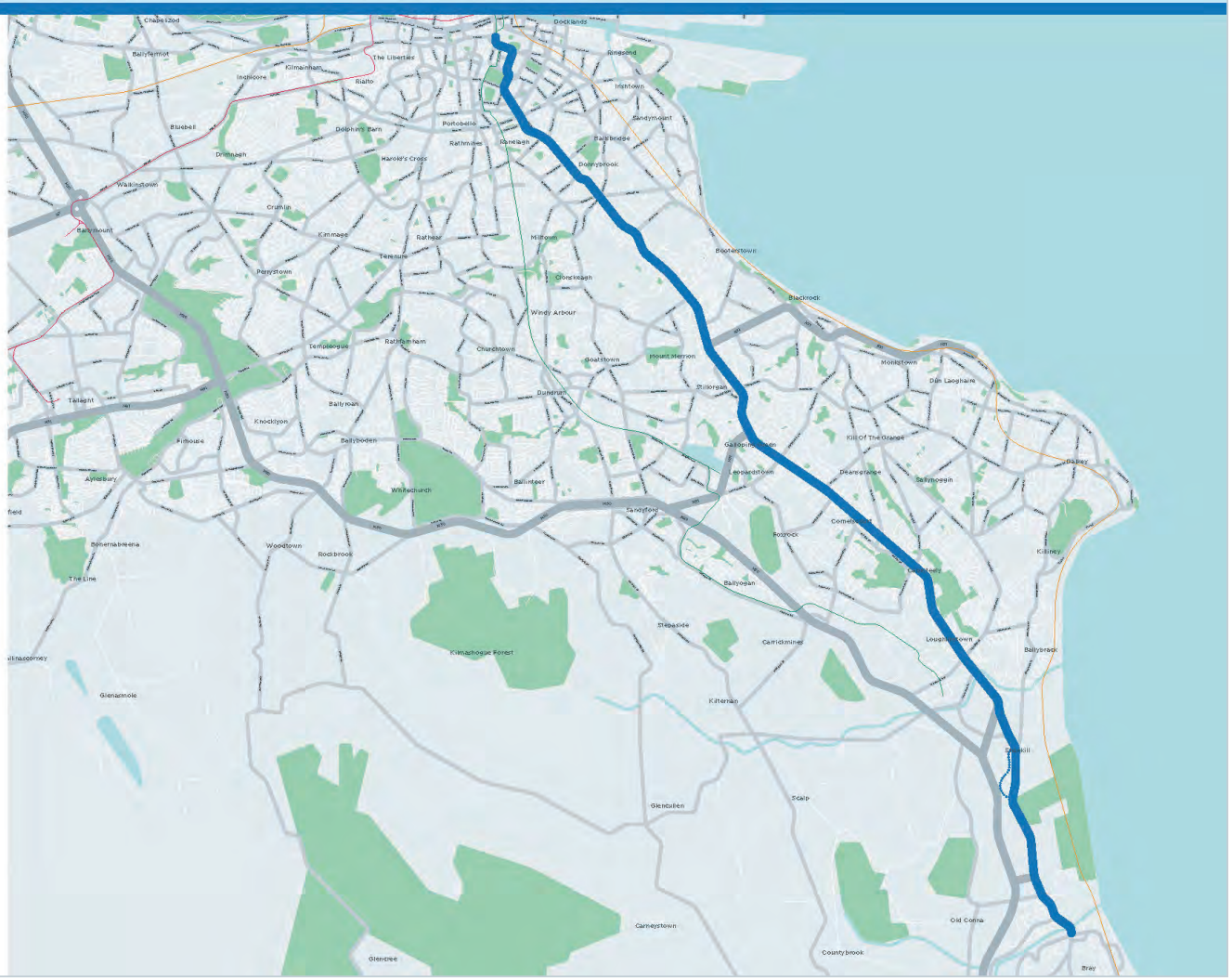
- Route length **13kms**
- Current bus journey time up to **55mins**
- BusConnects journey time **40-45mins**
- Future bus journey time without BusConnects **70mins+**

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.



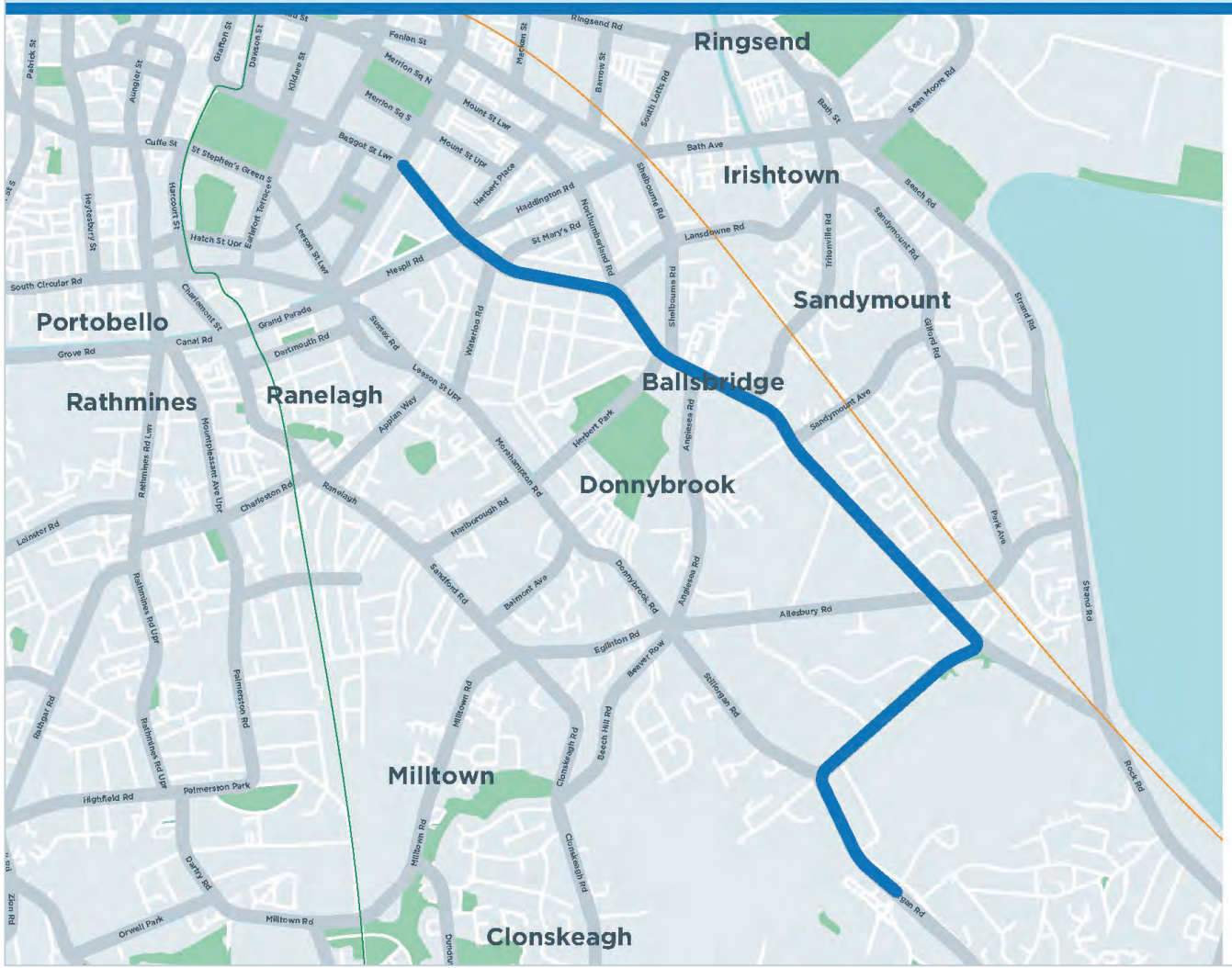
Bus Route

Alternative Cycle Route

14

UCD Ballsbridge > City Centre

Core Bus Corridor (bus & cycle infrastructure)



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

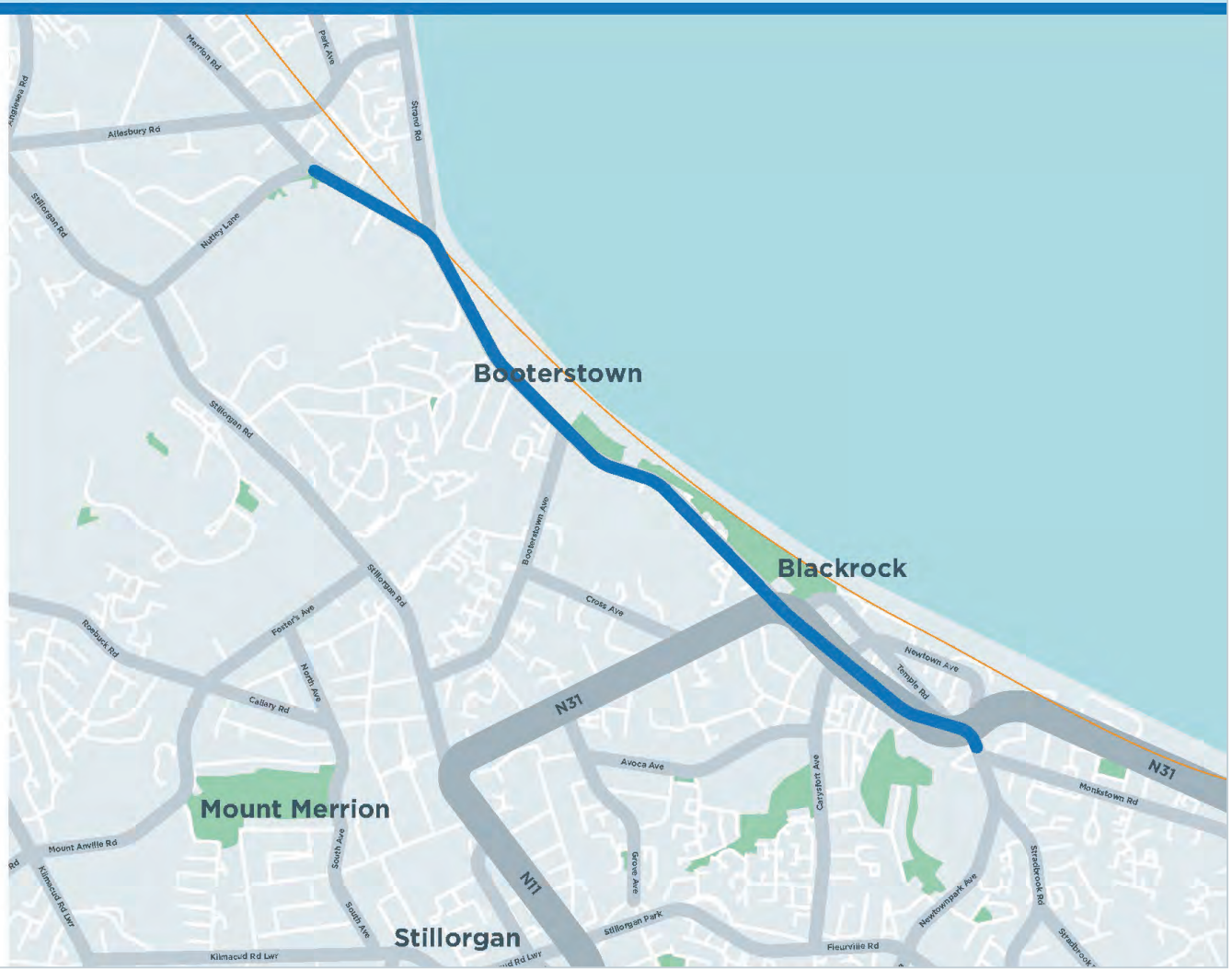
- Route length **4kms**
- Current bus journey time up to **30mins**
- BusConnects journey time **13-15mins**
- Future bus journey time without BusConnects **40mins+**

Potential Impacts

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

Additional Specific Challenges on Route

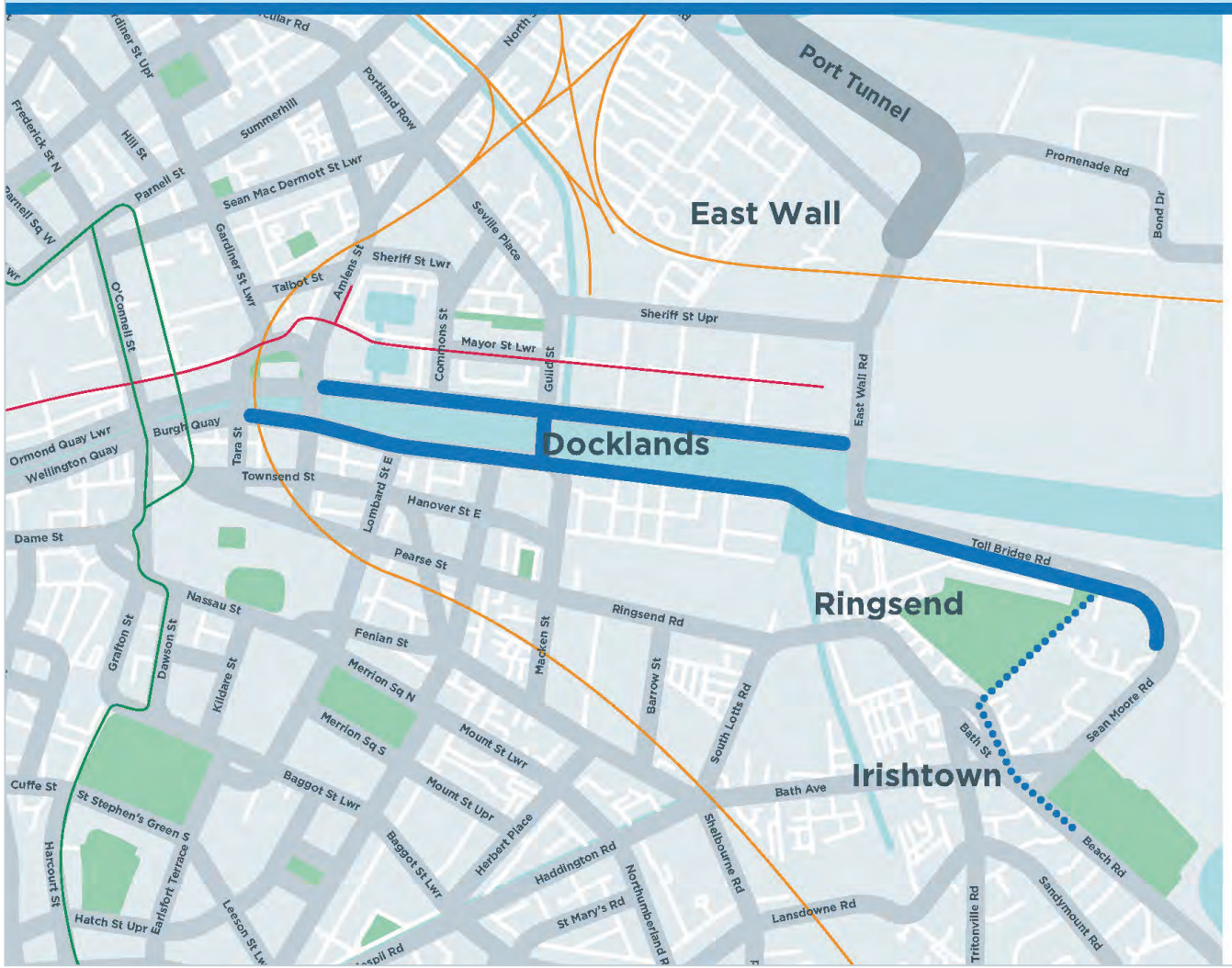
- Layout at Merrion Gates junction.
- Proximity to Bootertown Marsh, an environmentally designated area.



Bus Route

16 Ringsend > City Centre

Core Bus Corridor (bus & cycle infrastructure)



Key Facts

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

Potential Impacts

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

Additional Specific Challenges on Route

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

Bus Route

Alternative Cycle Route



48 **BusConnects** Transforming City Bus Services


49
BusConnects Transforming City Bus Services

NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie

Project Ireland 2040
Building Ireland's Future

designed by CATALYSTO

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

Tionscadal na gConairí Bus Lárnacha

Tuarascáil Meitheamh 2018



2. Core Bus Corridors Project Discussion Document – 12th June 2018

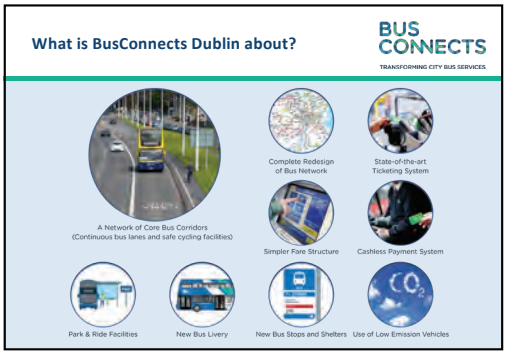
2B Core Bus Corridors Project Discussion Document Presentation by Anne Graham



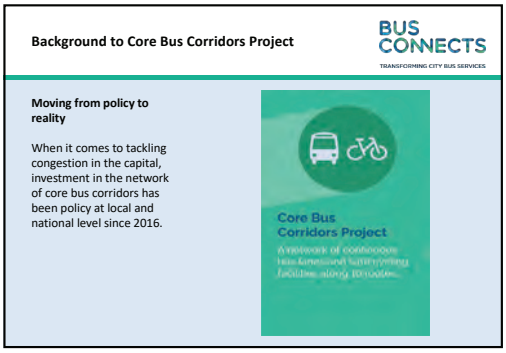
Copy of the presentation by NTA CEO Anne Graham when the Authority published the Core Bus Corridors Project Report on 12 June 2018.



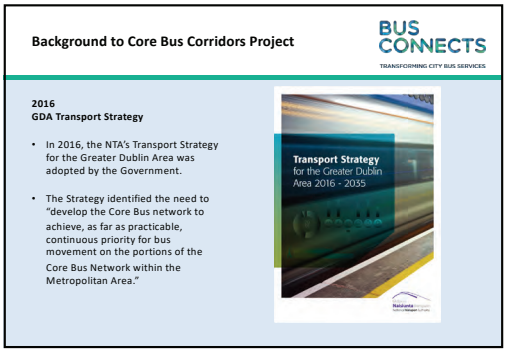
1



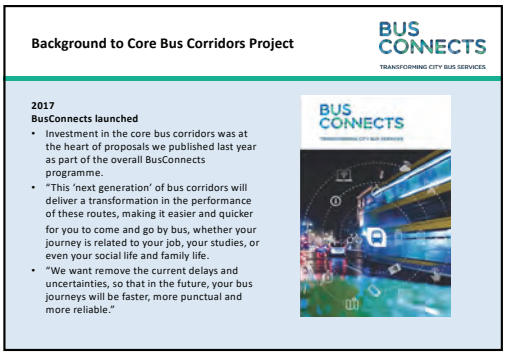
2



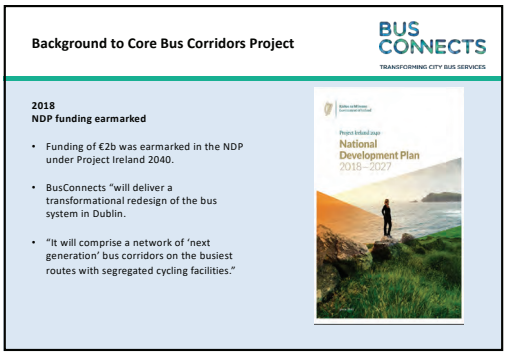
3



4



5



6

BusConnects – a national programme

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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

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



7

Fitting into the big picture by 2027

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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

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

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

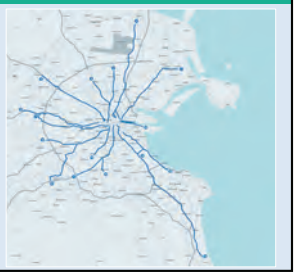


8

Where are the radial Core Bus Corridors

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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



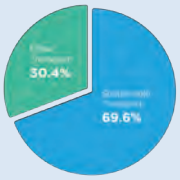
9

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.

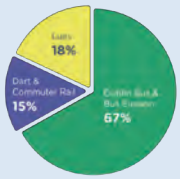


10

Bus trends – annual passenger demand

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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



11

What will our Core Bus Corridors look like Layout

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Optimum layout

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



12

Benefits

BUS CONNECTS
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

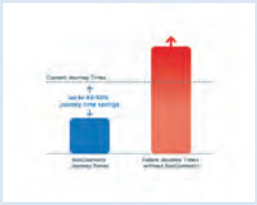
Benefits

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


Clongriffin > City Centre
Core Bus Corridor (bus & cycle infrastructure)
1
Key Facts
Potential Impacts
Additional Specific Challenges on Route

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

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

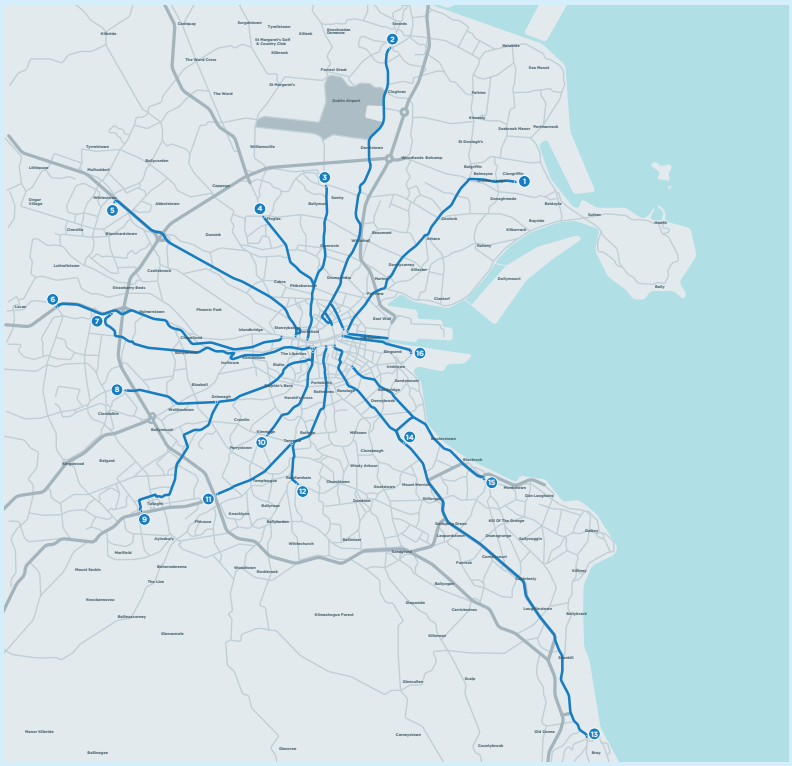
Freefone: 1800 303 653

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

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 Eireann 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 Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route Brochure - November 2018

- English
- Irish Cover
- Easy to read

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

Clongriffin > City Centre

Core Bus Corridor

Emerging Preferred Route
Public Consultation November 2018




Dublin Bus



Contents

1. Introduction **2**
1.1 Background 2
1.2 Why does Dublin need a core bus corridor network? 3
1.3 What is BusConnects Dublin? 5
1.4 What are the benefits of this project? 6
1.5 What does the core bus corridor project entail? 8

2. Emerging Preferred Route **10**
2.1 The Emerging Preferred Route for Clongriffin to City Centre 10
2.2 Clongriffin to City Centre Overview 10
2.3 Key Facts 13

3. Challenges and Mitigations **14**
3.1 The Challenges 14
3.2 Potential Impacts 14
3.3 How we will address those challenges 15

4. The Process for the Acquisition of Land **18**
4.1 How the project will progress 20

5. How to take part in the public consultation **22**
5.1 Potential impacted lands 22
5.2 General queries 22
5.3 How to Engage 22

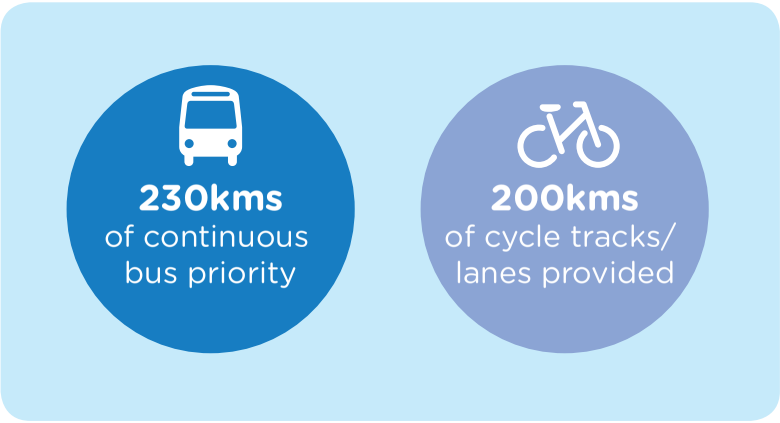
6. Appendices **24**
6.1 Index map
6.2 Route maps

1. Introduction

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



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.

1.2 Why does Dublin need a core bus corridor network?

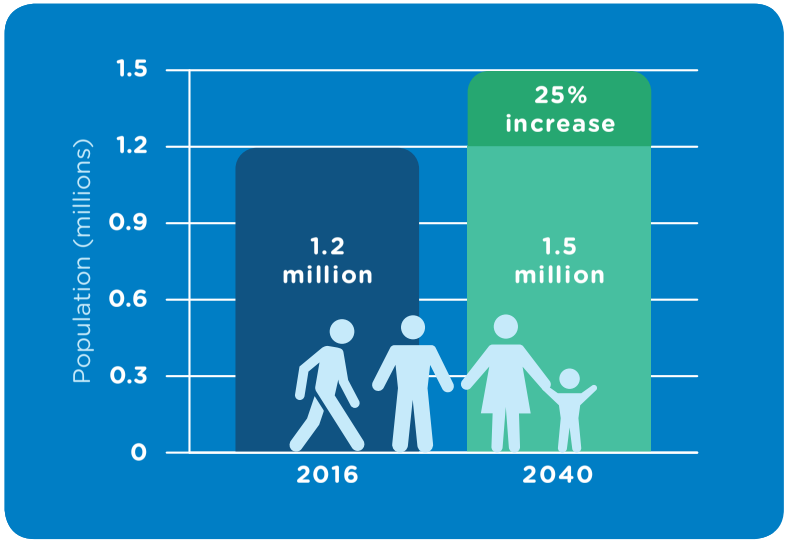
- **Congestion** – Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. Ireland's economic recovery from the recession is seeing significant increases in the number of people working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

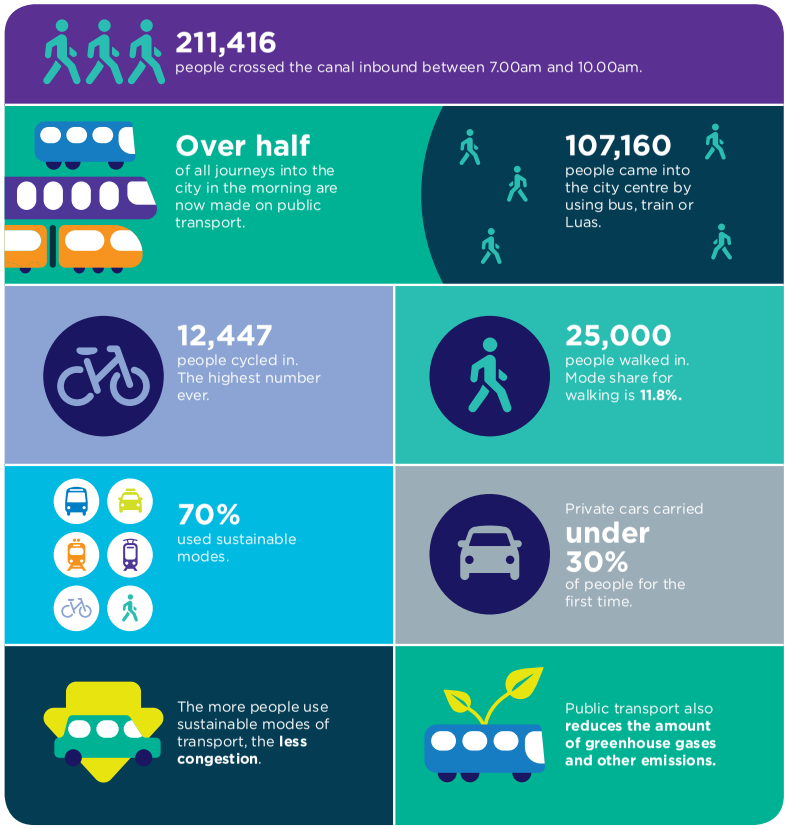


- **People want to cycle** – The core bus corridor project is not just about the provision of bus lanes. Under this project we will also deliver 200km of segregated cycling infrastructure to make cycling safer and more attractive than ever before. This initiative is the foundation of the overall cycle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

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

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

Dublin Canal Cordon 2017 Statistics - 7am to 10am



1.3 What is BusConnects Dublin?

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

It aims to overhaul the current bus system in the 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.

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



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



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



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

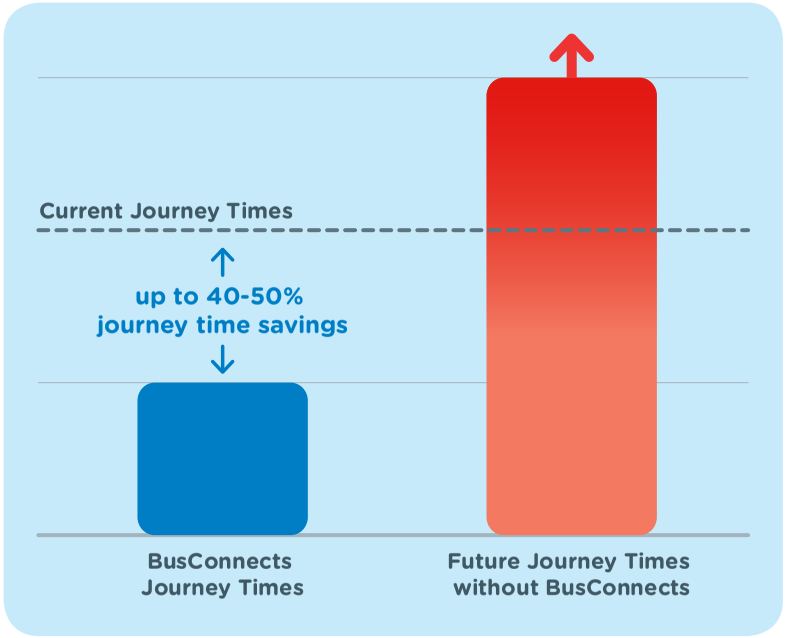


- Transitioning to a new bus fleet with low emission vehicle technologies.

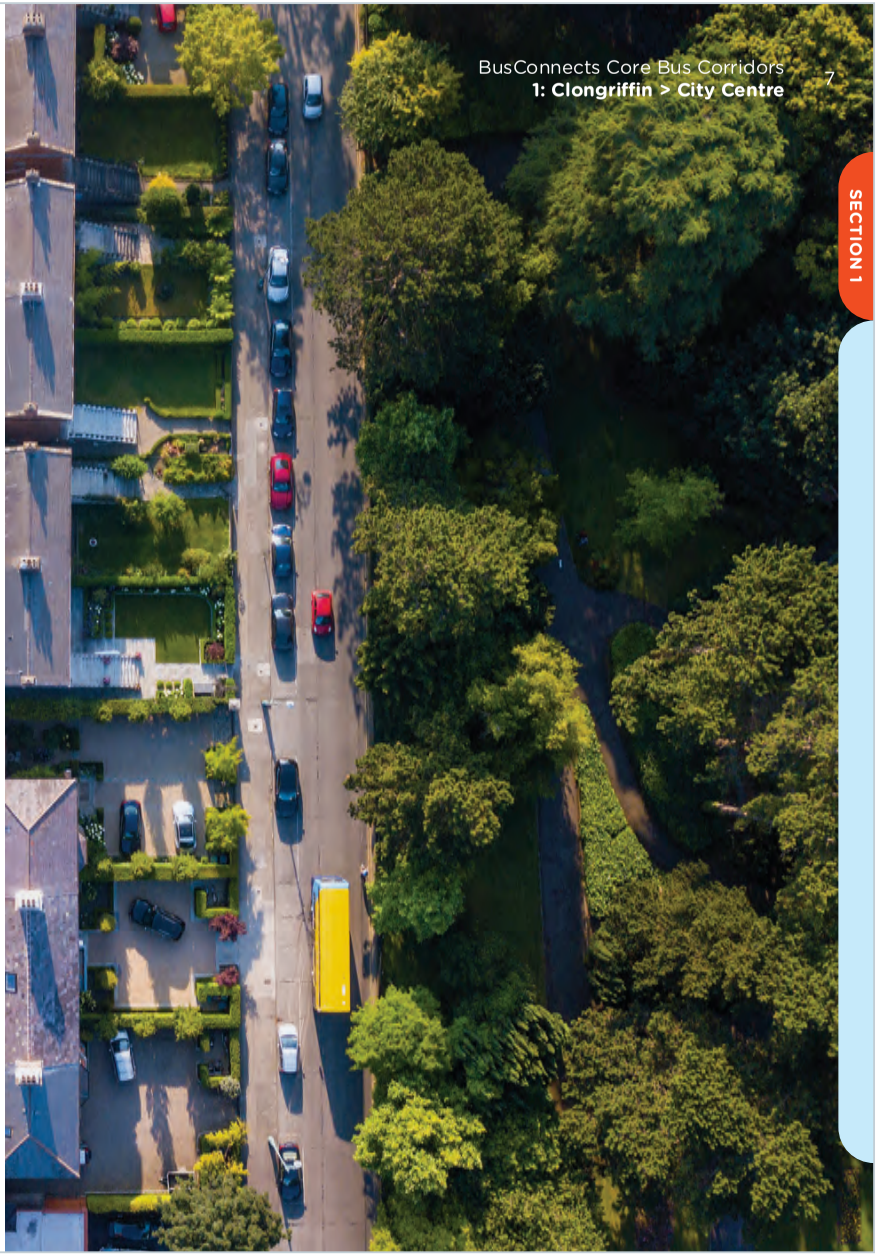
1.4 What are the benefits of this project?

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

Journey Time Savings



- **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 CO^2 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.



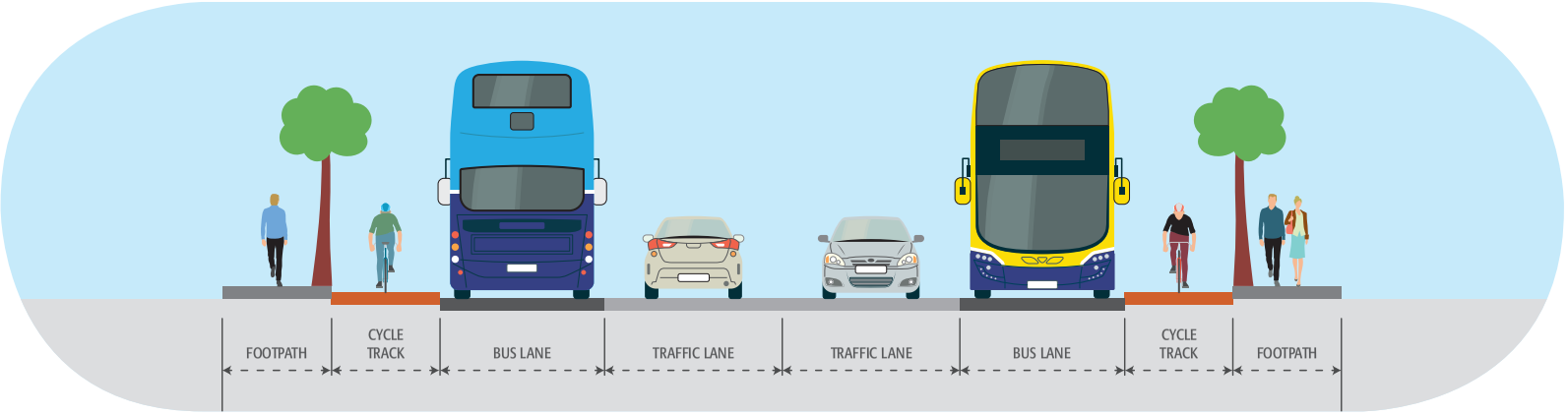
1.5 What does the core bus corridor project entail?

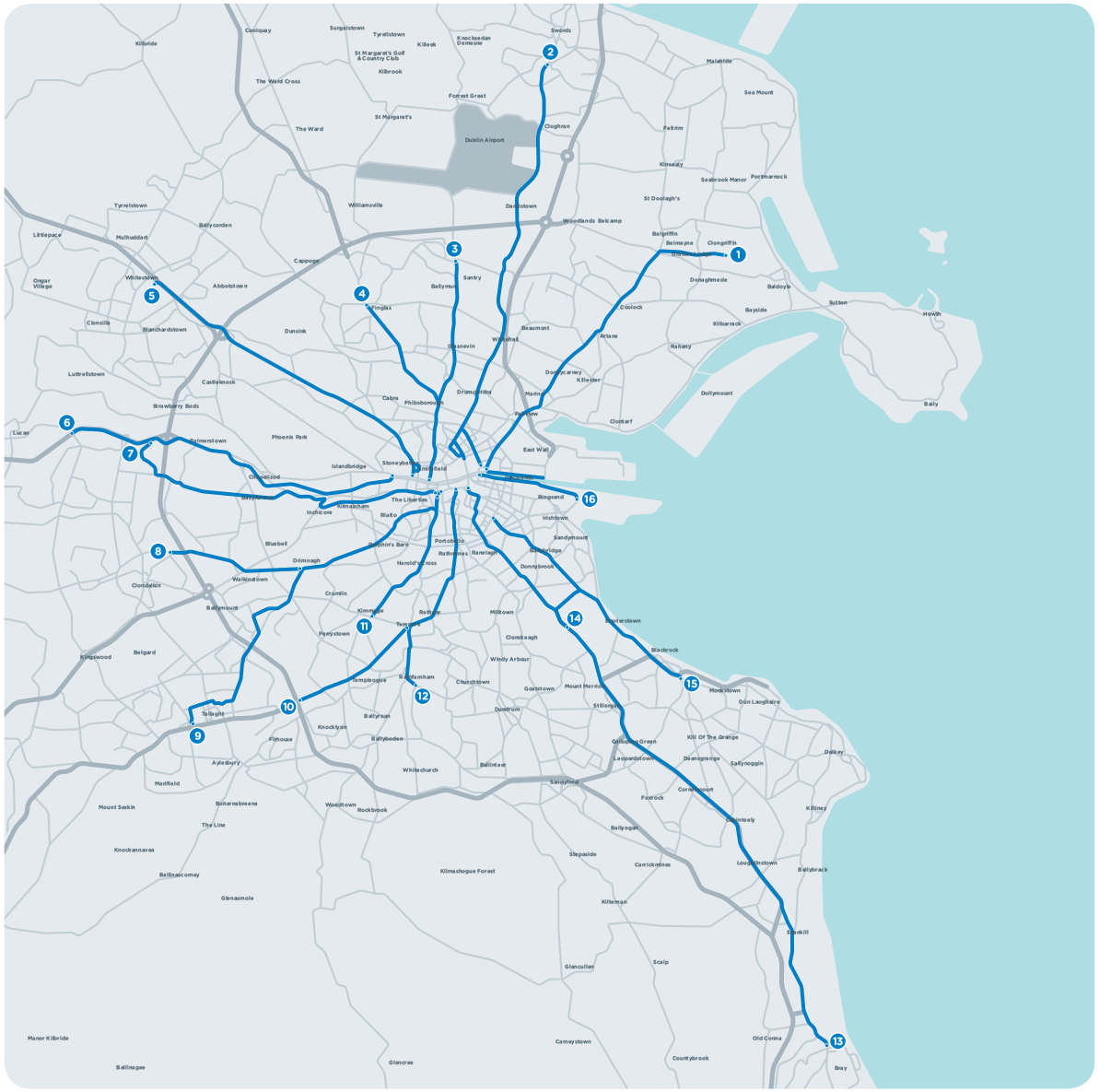
The core bus corridor project proposes the provision of 230 kilometres of bus lanes on sixteen of the busiest bus corridors and 200 kilometres of cycle lanes and tracks as published in the discussion document, Core Bus Corridor Project Report June 2018.

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





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 The Emerging Preferred Route for Clongriffin 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 criterias 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 consultation and review of the submissions received will a decision on the final Preferred Route be made.

2.2 Clongriffin to City Centre* Overview (*Section from Clontarf Road to City Centre excluded)

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 Clare Hall 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 currently proposed by Dublin City Council.

It is intended to route this scheme along Marino Mart, Fairview, Annesley Bridge Road, North Strand Road, and Amiens Street to the Custom House, where it will join the prevailing traffic management regime on the North Quays. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions.

On this route, 3 no. loading bays may be affected by the proposed works. It is intended to retain these facilities where possible. The details of these loading facilities will be developed as part of the next design phase.

2.2.1 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 of the Main Street. Existing bus and cycle infrastructure will be maintained. It is proposed to extend the Main Street between the Hole in the Wall Road and Belmayne Avenue as per the Clongriffin/ Belmayne Local Area Plan. A new section of road between Main Street and the Malahide Road will be constructed with new junction to the north of Clare Hall junction incorporating bus lanes in both directions. A bus and cycle only section will be provided at this junction. General traffic will not be permitted to use this access. Access to Main Street for general traffic will remain unchanged through Belmayne.

2.2.2 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/ R139 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.

At Clarehall Avenue, it is proposed to modify this junction by removing the existing left turn slip road on each approach. It is intended to replace these slips roads with dedicated left turn lanes. On the northbound approach on the Malahide Road, it is proposed to extend the bus lane to the stop line.

Between Clarehall Avenue and Blunden Drive, a single bus lane and two general traffic lanes will be maintained. The left slip road into the Clarehall Shopping Centre is intended to be removed, however, a dedicated left turn lane will be provided to service this traffic movement.

It is proposed to upgrade the existing roundabout on Blunden Drive to a fully signalised junction. Between Blunden Drive and Greencastle Road, it is intended to maintain a single bus and general traffic lane in each direction. An additional pedestrian crossing will be provided as part of a new bus stop facility between these junctions.

Between Clarehall Avenue and Santry River crossing, it is proposed to utilise limited land take from adjacent green spaces/ car parking areas to facilitate these infrastructure improvements.

At the junction of Tonglegee Road/ Brookville Crescent, it is intended to remove the existing left turn slip roads and modify the junction to include for left turn lanes. Accommodation will be made for the future provision of cycle facilities on Tonlegee Road and Brookville Crescent as part of these proposed junction modifications.

Between Tonglegee Road junction and Gracefield Road junction, it is intended to retain the single bus and general traffic lane in each direction. A north bound segregated cycle track will be provided between the Malahide Road and Brookville Park. South bound cyclists are proposed to be redirected on to St. Brendan's Avenue. Cyclists can then rejoin the Malahide Road at Gracefield Road.

It is intended to modify the existing roundabout at Gracefield Road to a fully signalised junction.

2.2.3 Gracefield Road and Clontarf Road – Malahide Road

Between 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. Dedicated cycle tracks and footway facilities will be maintained through this section. To accommodate this, limited areas of land take between these junctions is proposed. 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 between the existing road and footpath. This impact will be further developed during the next stage of the design.

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 required widening to accommodate the desired lane widths and bus stop facilities. This may require land take from the surrounding green space in Thorndale Grove and Mayfield Park. It is also proposed to utilise land take from private properties between Mayfield Park and Collins Avenue. As mentioned in the previous section, the indicative extents of this land take are included in the Appendix of this brochure.

Between Collins Avenue Junction and Griffith Avenue Junction, it is proposed to remove the existing left turn slip road from Collins Avenue East Road. Again, it is intended to provide a continuous bus lane with a single general traffic lane in each direction. Currently, there are no continuous dedicated cycle tracks in both directions on this section of the Malahide Road. This issue is proposed to be addressed by road widening works. This widening may involve land take between Donnycarney Church and Clancarthy Road, Clontarf Golf Club and Bowling Club grounds, Nazareth House. The indicative extents of this land take are included in the Appendix of this brochure.

Between Griffith Avenue junction and Clontarf Road junction, it is proposed to continue the bus and general traffic lanes in both directions. 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.

Because of the significant additional impacts on private properties, if cycle tracks were to be included on this section of the Malahide Road, it is intended to redirect cyclists through a parallel, less trafficked route along Brian Road, Carleton Road and Haverty Road. Cyclists will then rejoin Marino Mart and tie-in with the Clontarf to City Centre Cycle Scheme.

The proposed bus lane works will tie into the existing bus facilities on Clontarf Road. The section from Clontarf Road to the City Centre Cycle Scheme is subject of a separate scheme which is being progressed by Dublin City Council.

2.3 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 +**



SECTION 3

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.

3.2.4 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.

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.

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.

3.3.3 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

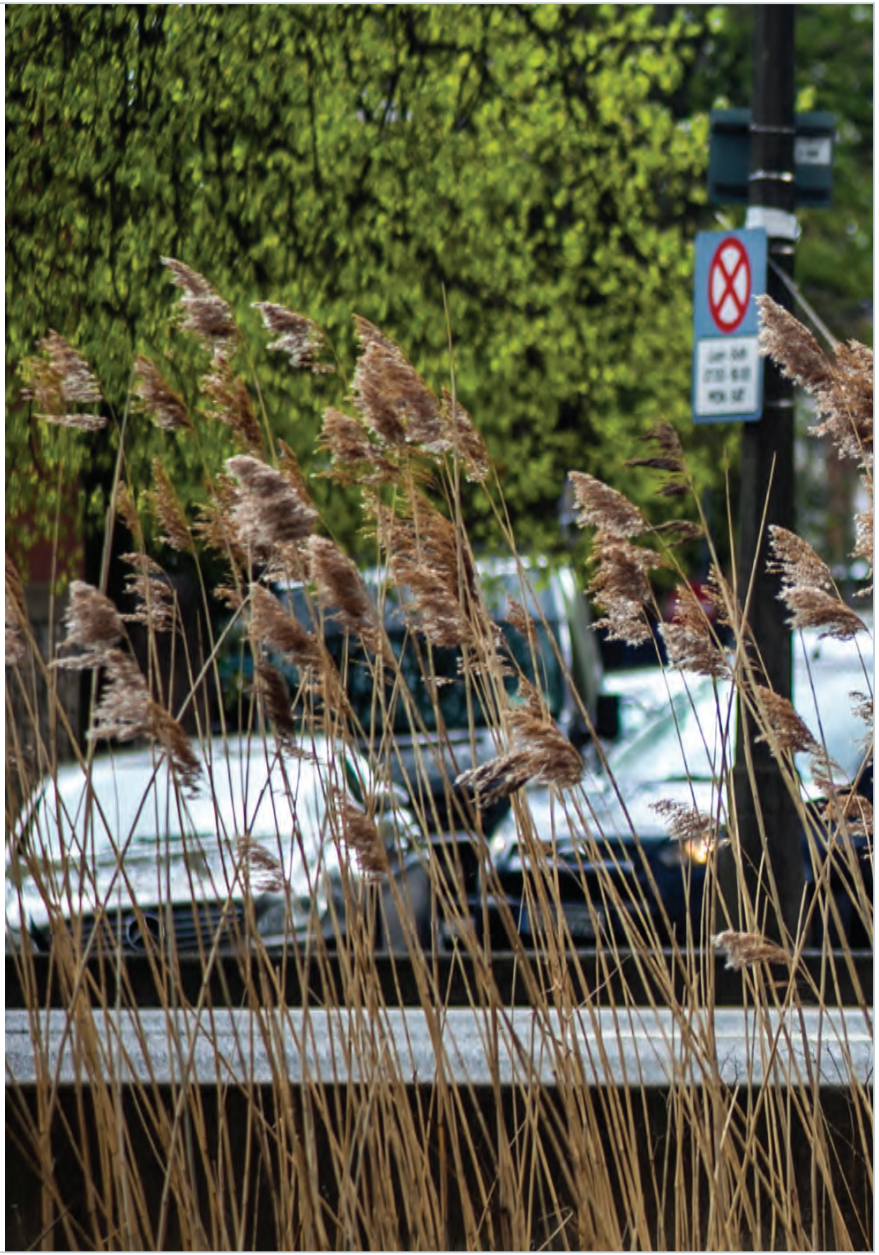
Where trees are removed from roadsides and footpaths we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations.

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.




SECTION 3
17
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

SECTION 4

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.

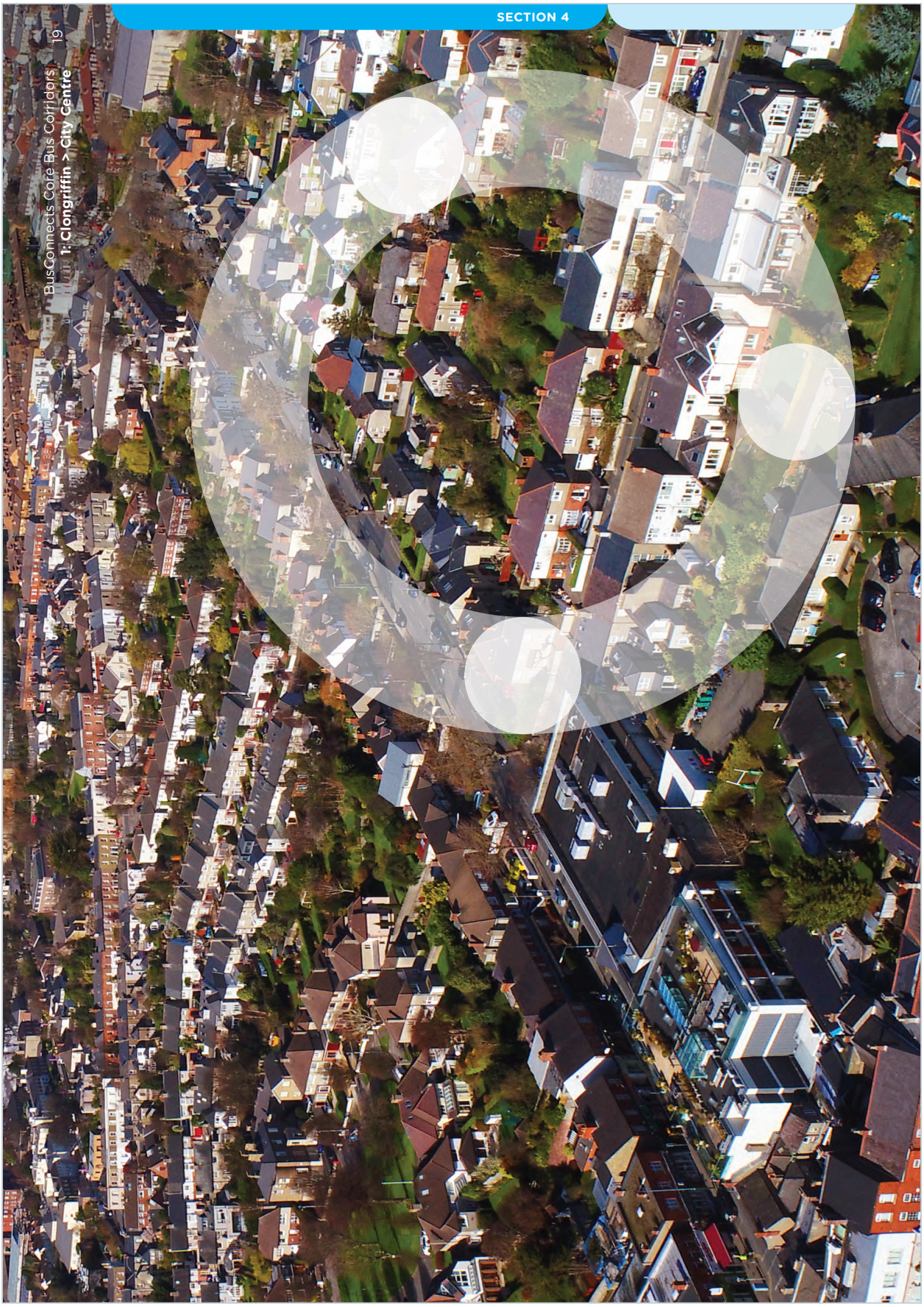
During 2019 to prepare the statutory planning documentation, the project design and environmental impact assessment will be progressed. During this time NTA will endeavour to minimise impacts on private lands. Direct dialogue between NTA and potentially impacted parties will continue to understand the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

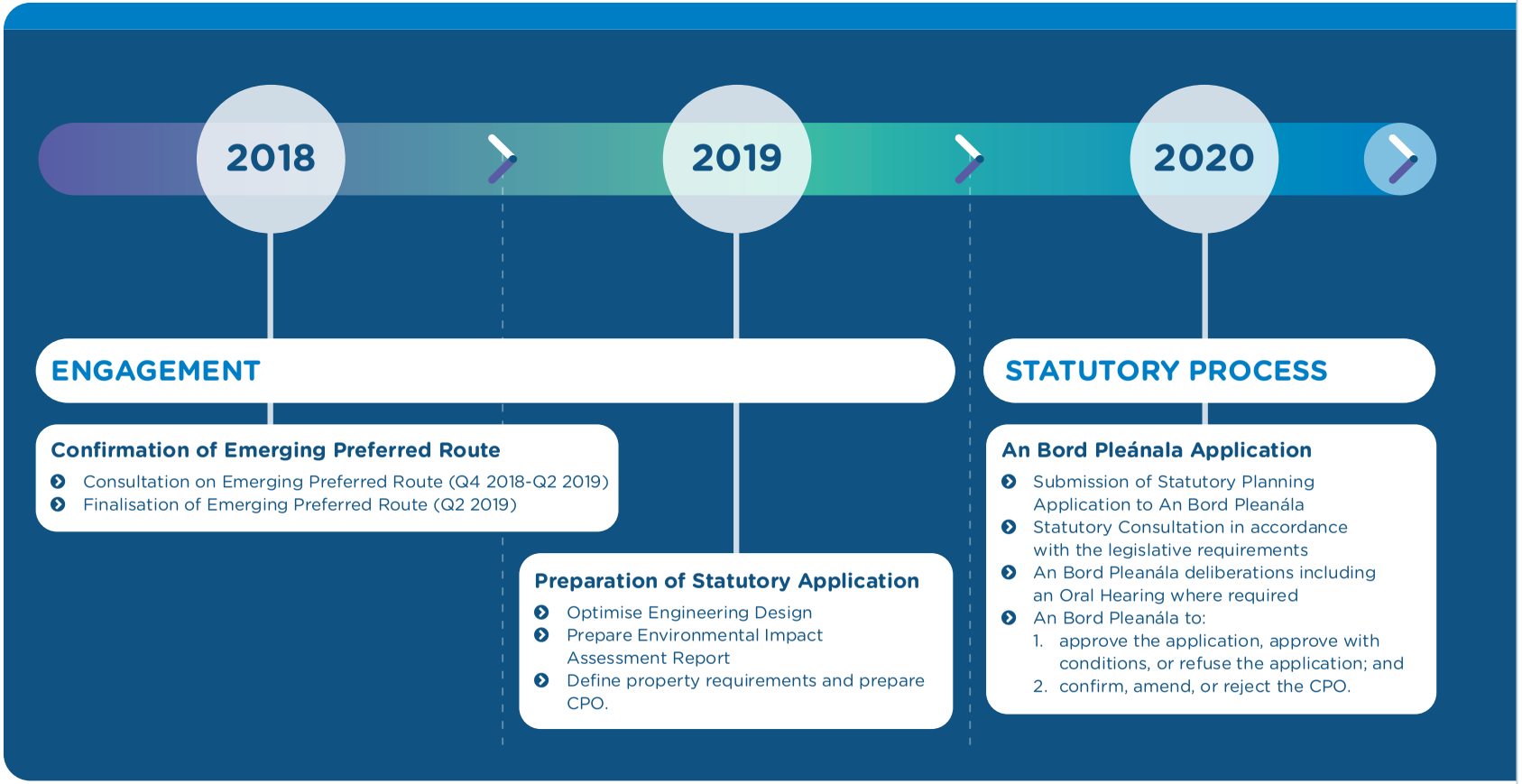
1. approve the application, approve with conditions, or refuse the application; and
2. confirm, amend, or reject the CPO.

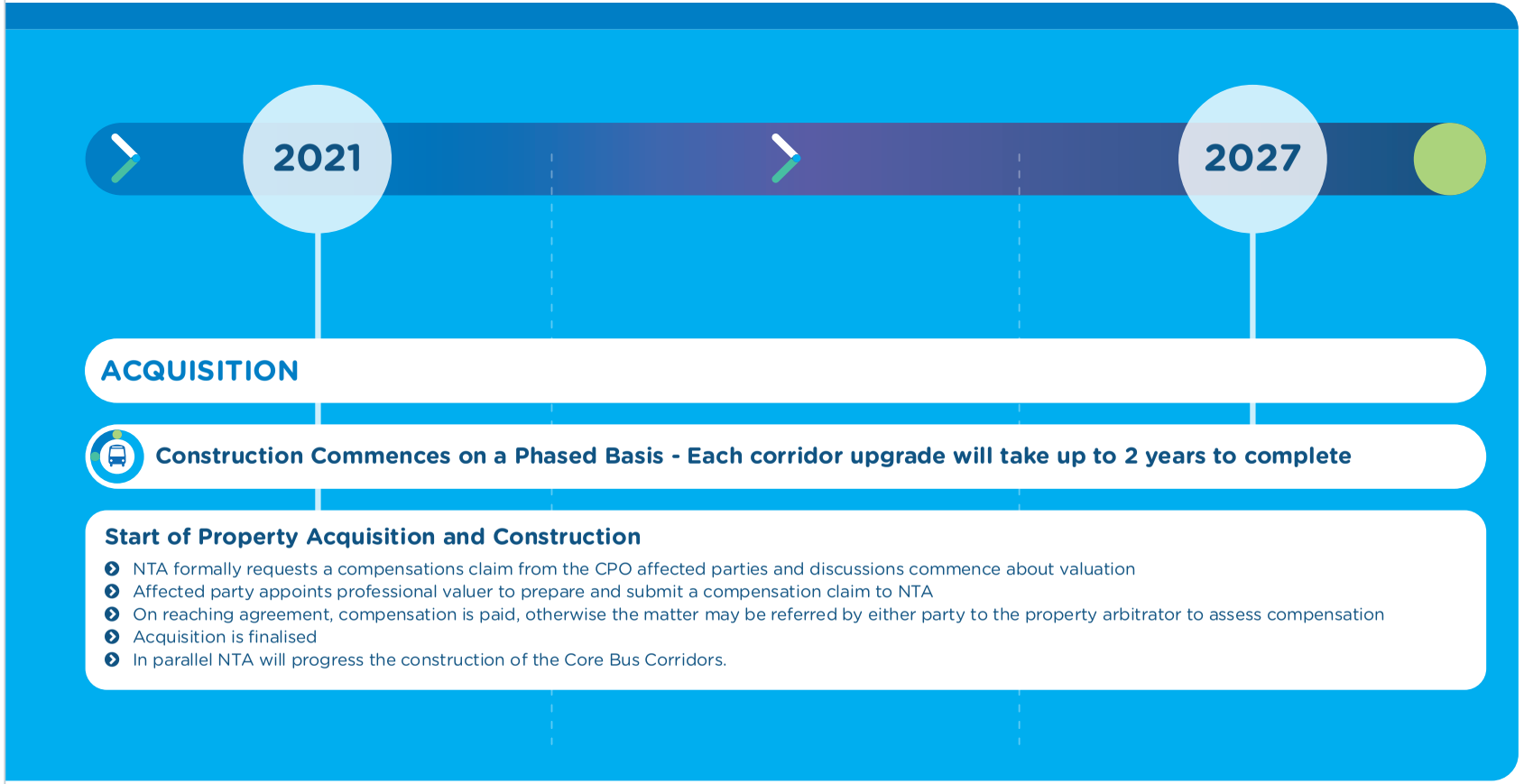
From 2021 onwards if An Bord Pleanála grants approval NTA will commence valuations and negotiations to acquire the lands in the CPO, and progress construction of the project. The construction of each core bus corridor will take up to two years to complete. The construction start dates for each of the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


SECTION 4
BusConnects Core Bus Corridors 19
1: Clongriffin > City Centre

4.1 How the project will progress

How & when to get involved




2021
2027
ACQUISITION
Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete
Start of Property Acquisition and Construction
NTA formally requests a compensations claim from the CPO affected parties and discussions commence about valuation
Affected party appoints professional valuer to prepare and submit a compensation claim to NTA
On reaching agreement, compensation is paid, otherwise the matter may be referred by either party to the property arbitrator to assess compensation
Acquisition is finalised
In parallel NTA will progress the construction of the Core Bus Corridors.

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


SECTION 5
BusConnects Core Bus Corridors 23
1: Clongriffin > City Centre
You'll see a lot of us about
Dublin Bus
EV6
07-D-30006
BUS

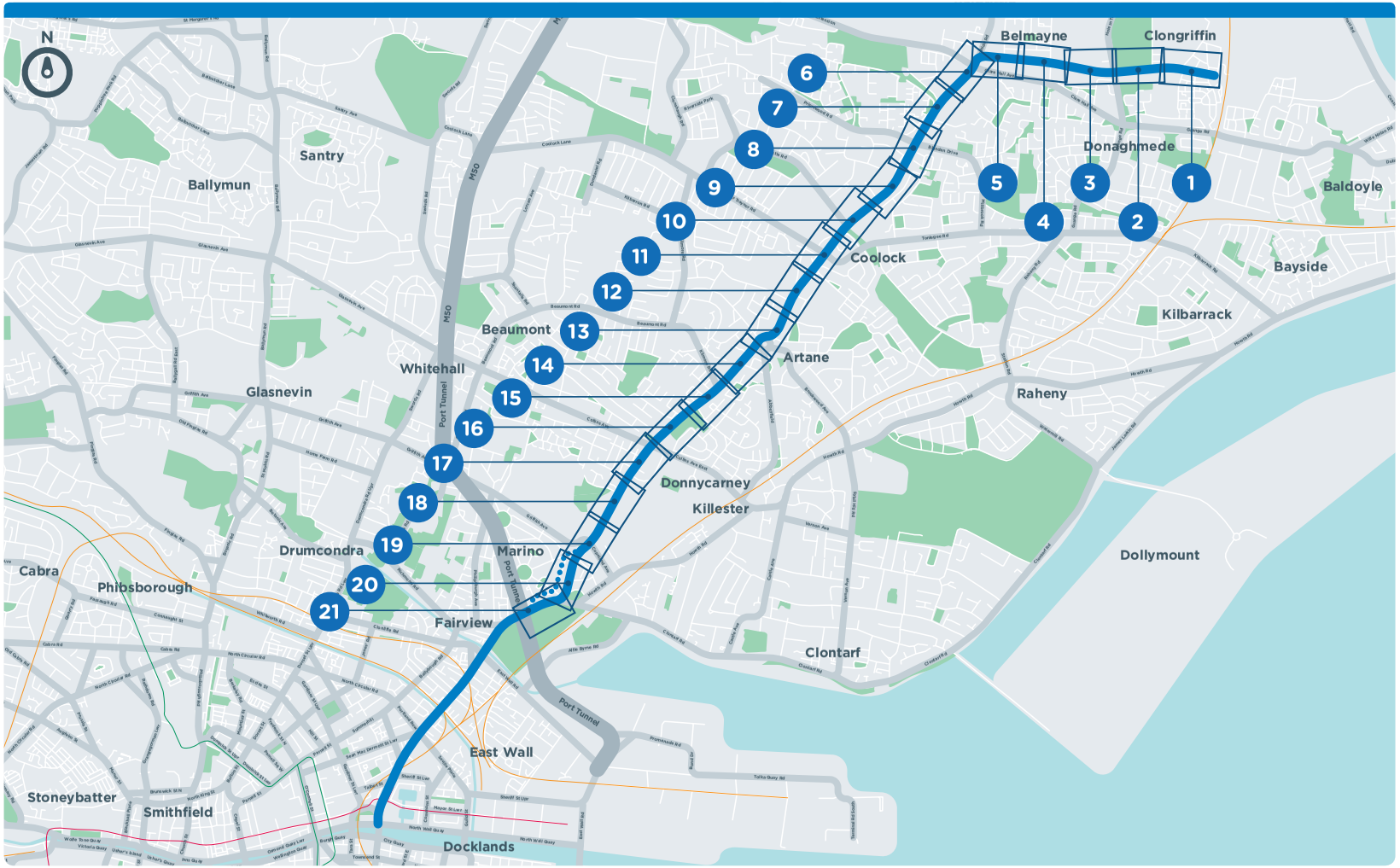
6. Appendices

Index map
Route maps

Clongriffin > City Centre

Index Map

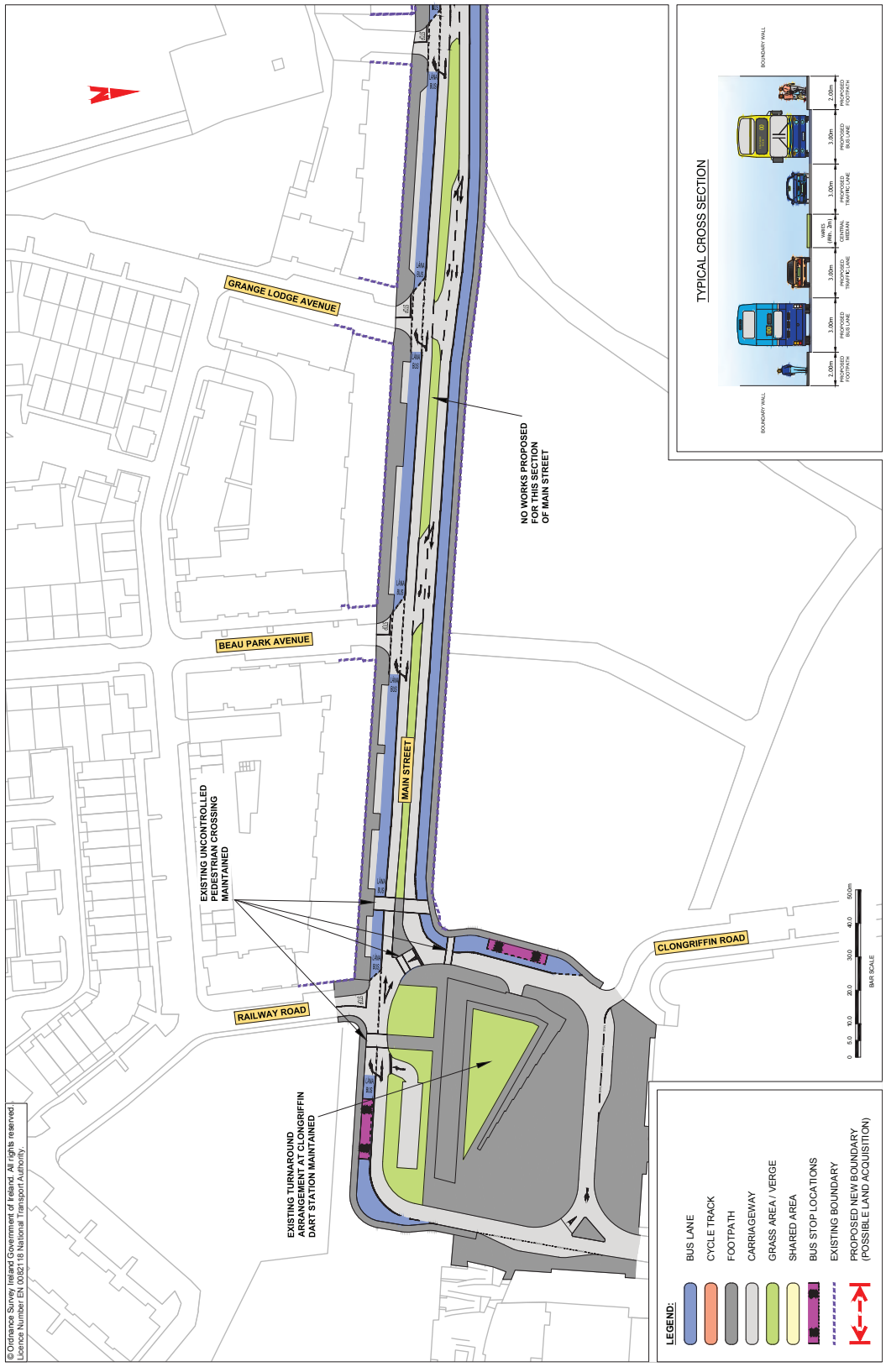
BusConnects Core Bus Corridors
1: Clongriffin > City Centre



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.

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 1: Emerging Preferred Route

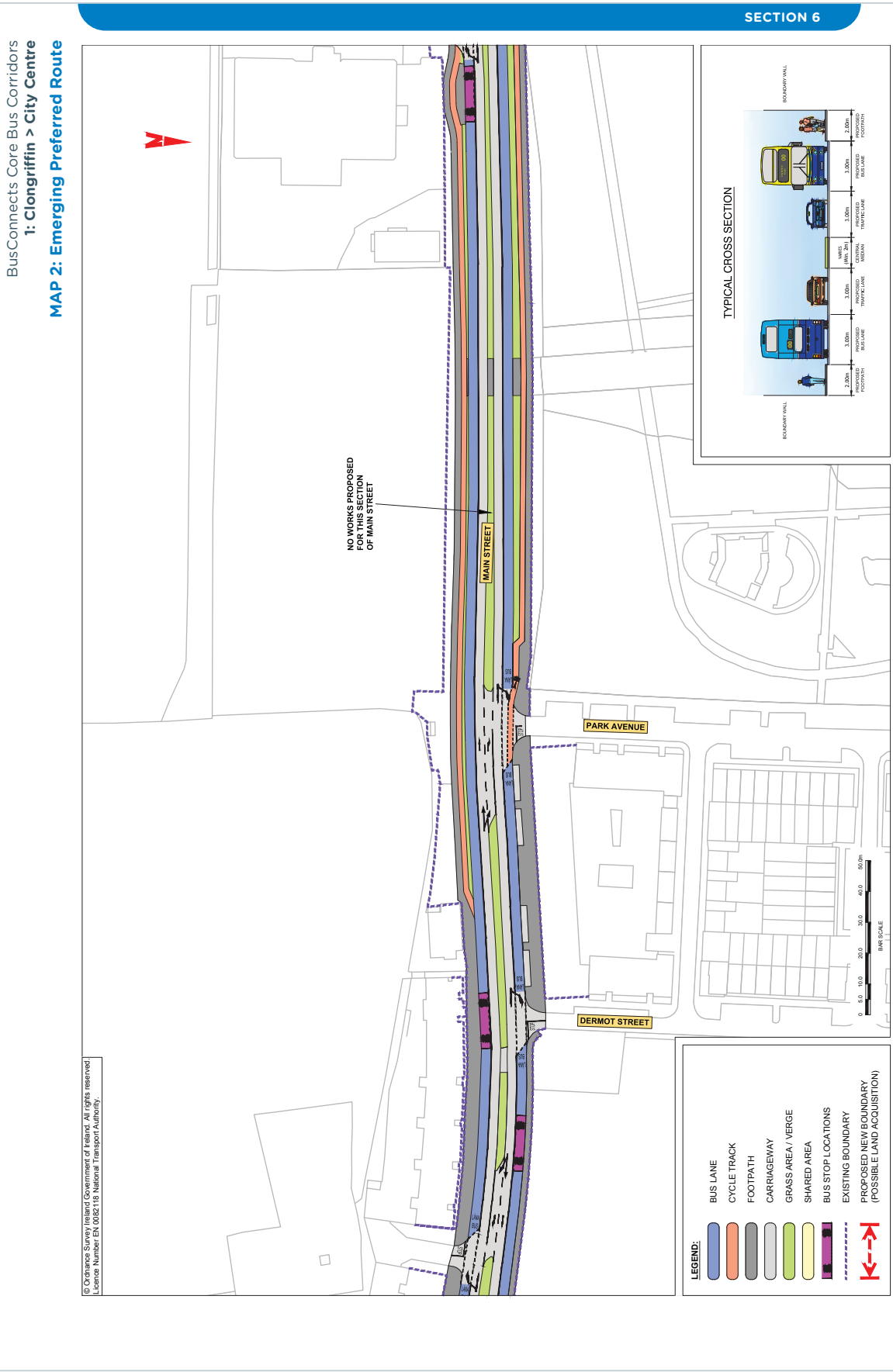


©Ordnance Survey Ireland Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority.

SECTION 6

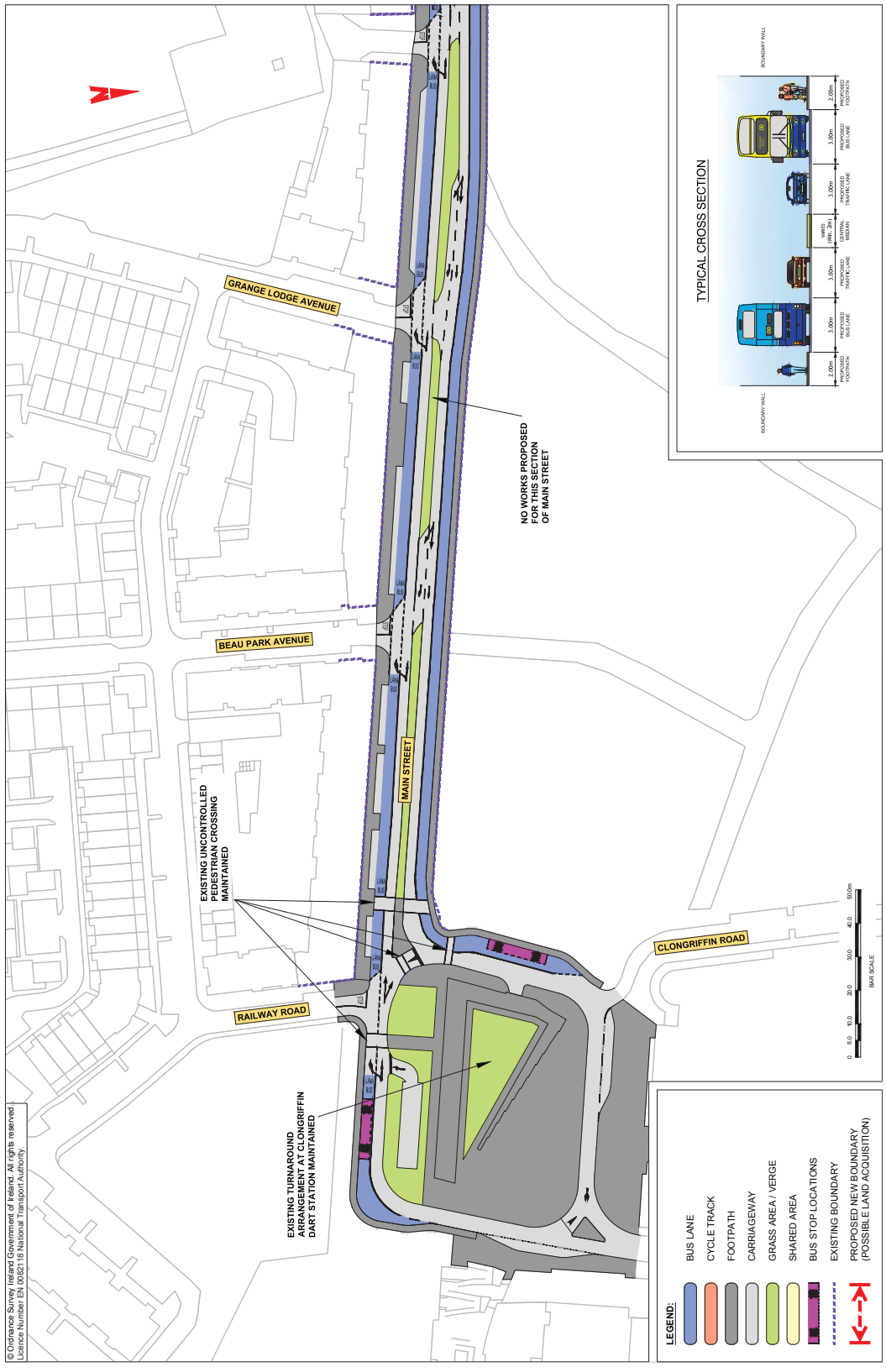
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 2: Emerging Preferred Route



BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 1: Emerging Preferred Route

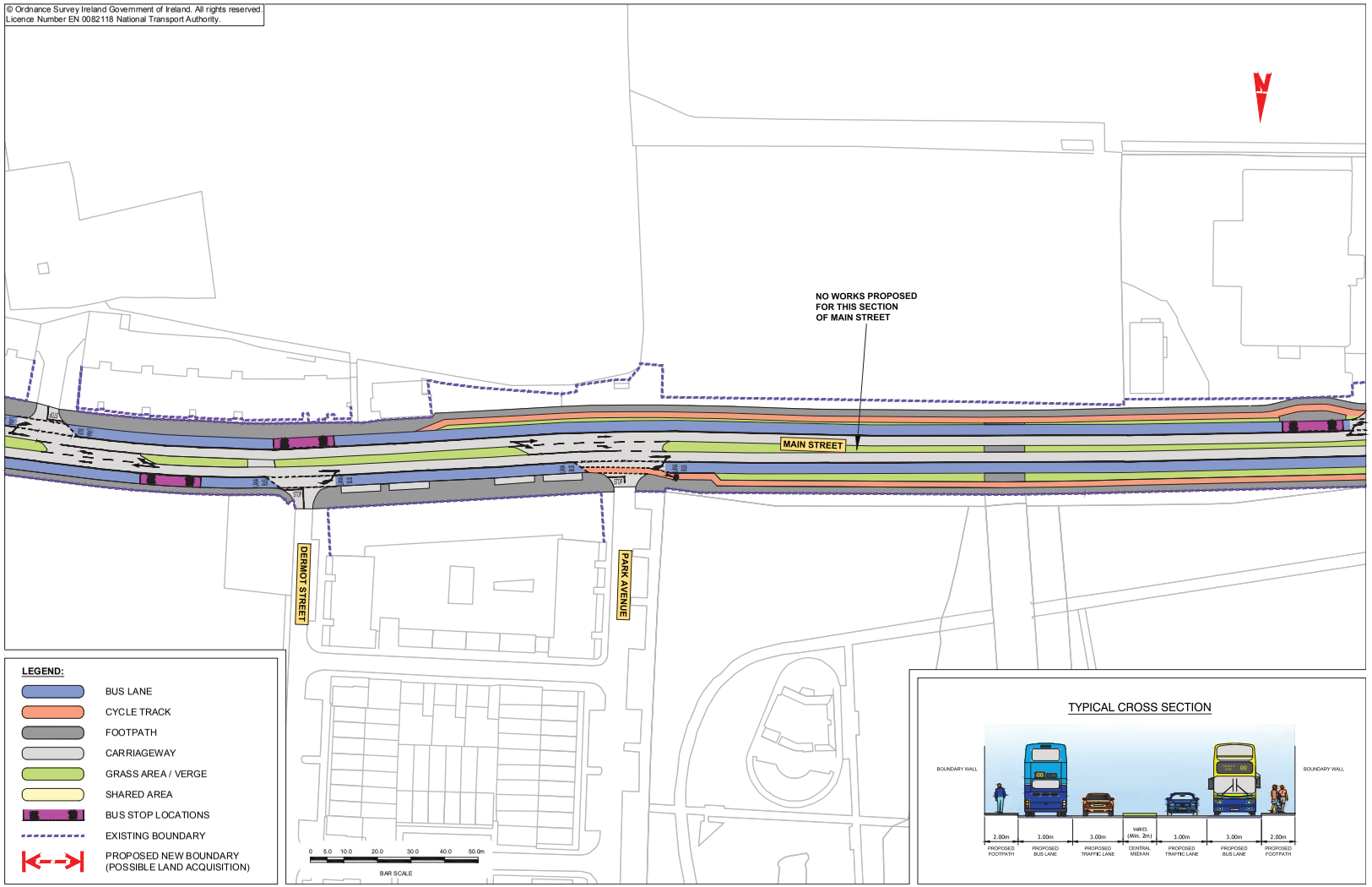


© Ordnance Survey Ireland Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority.

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 2: Emerging Preferred Route

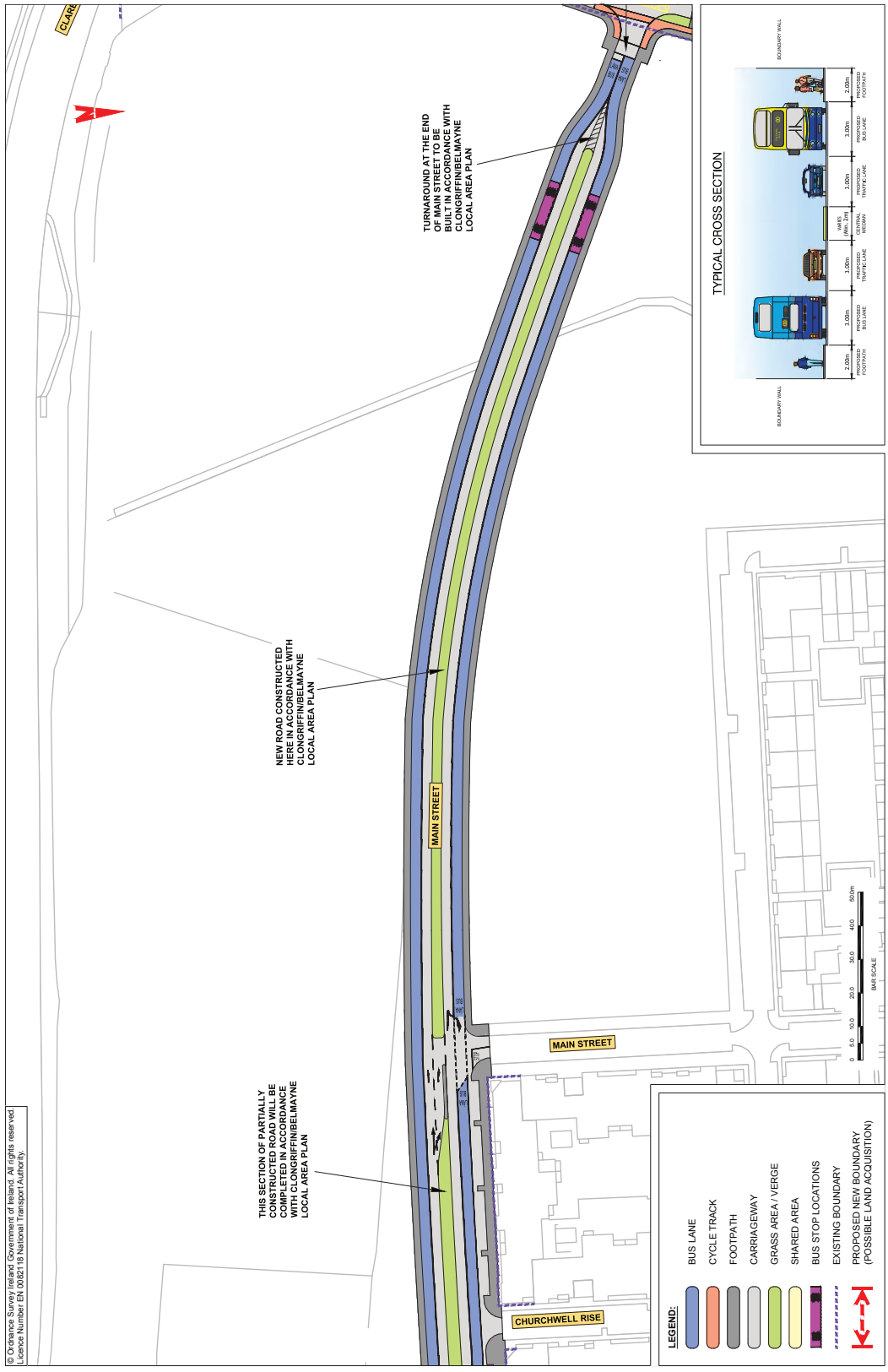
© Ordnance Survey Ireland Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority.



SECTION 6

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 5: Emerging Preferred Route

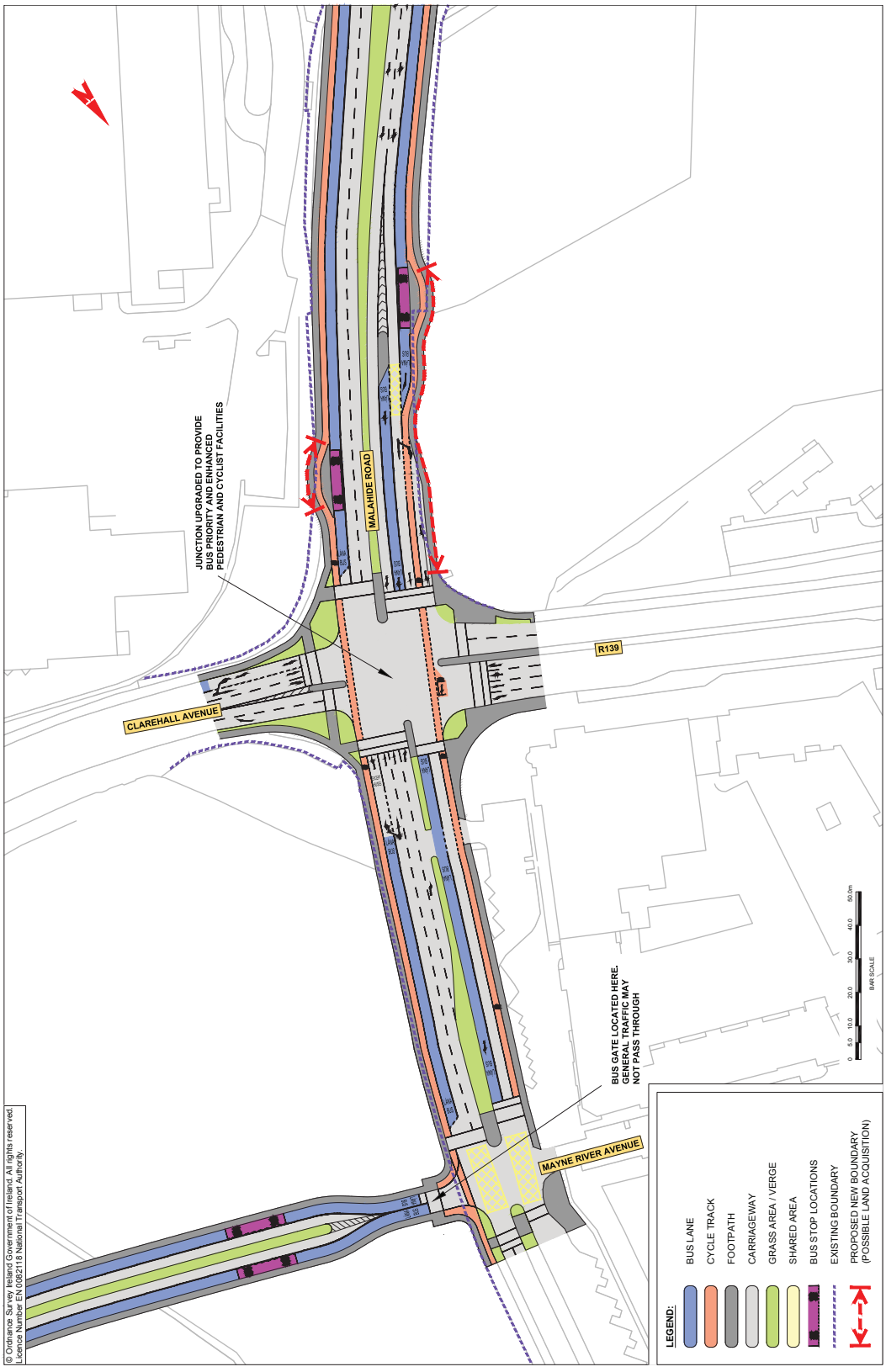


SECTION 6

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

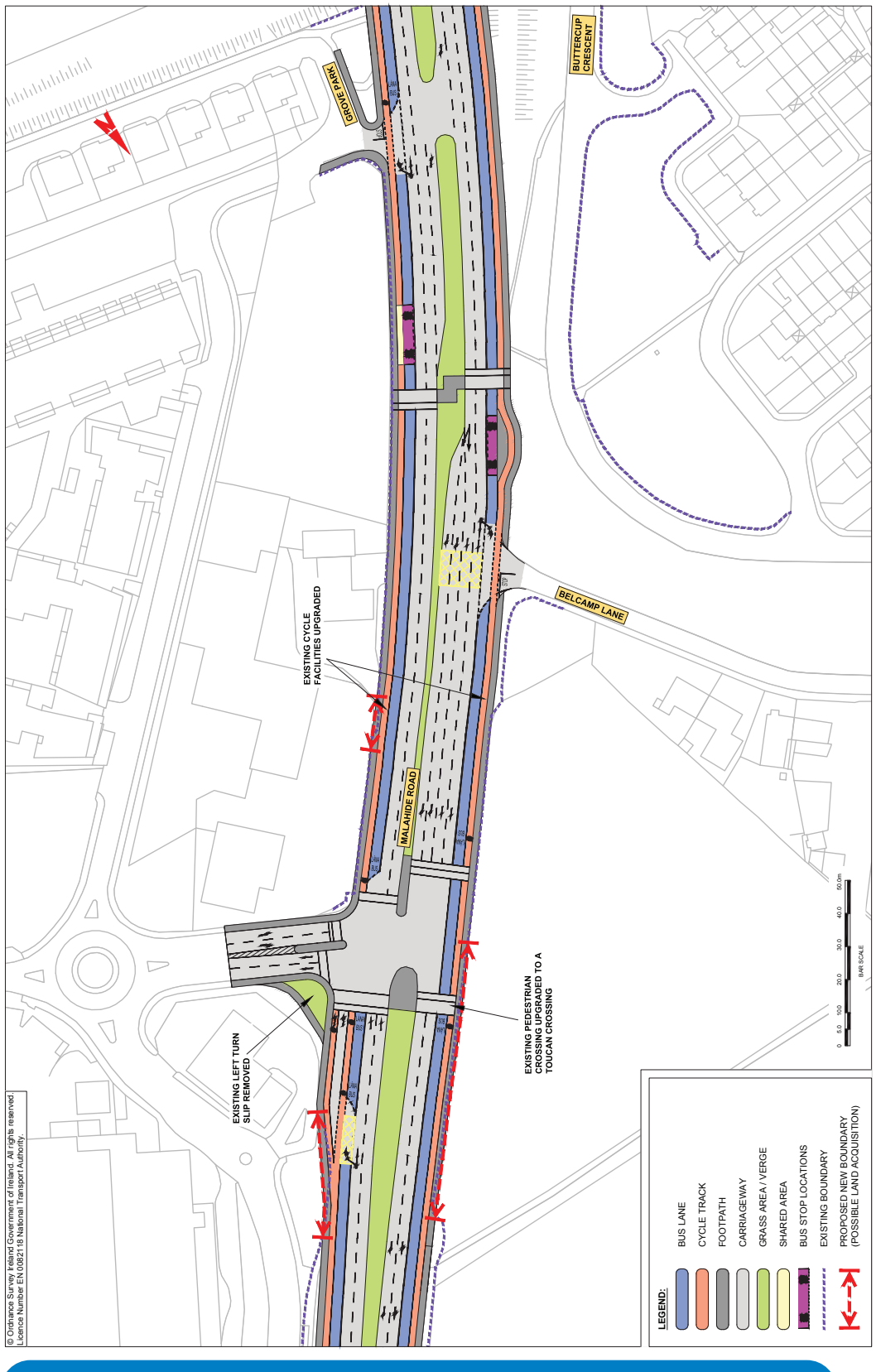
MAP 6: Emerging Preferred Route

SECTION 6



BusConnects Core Bus Corridors
1: Clongriffin > City Centre

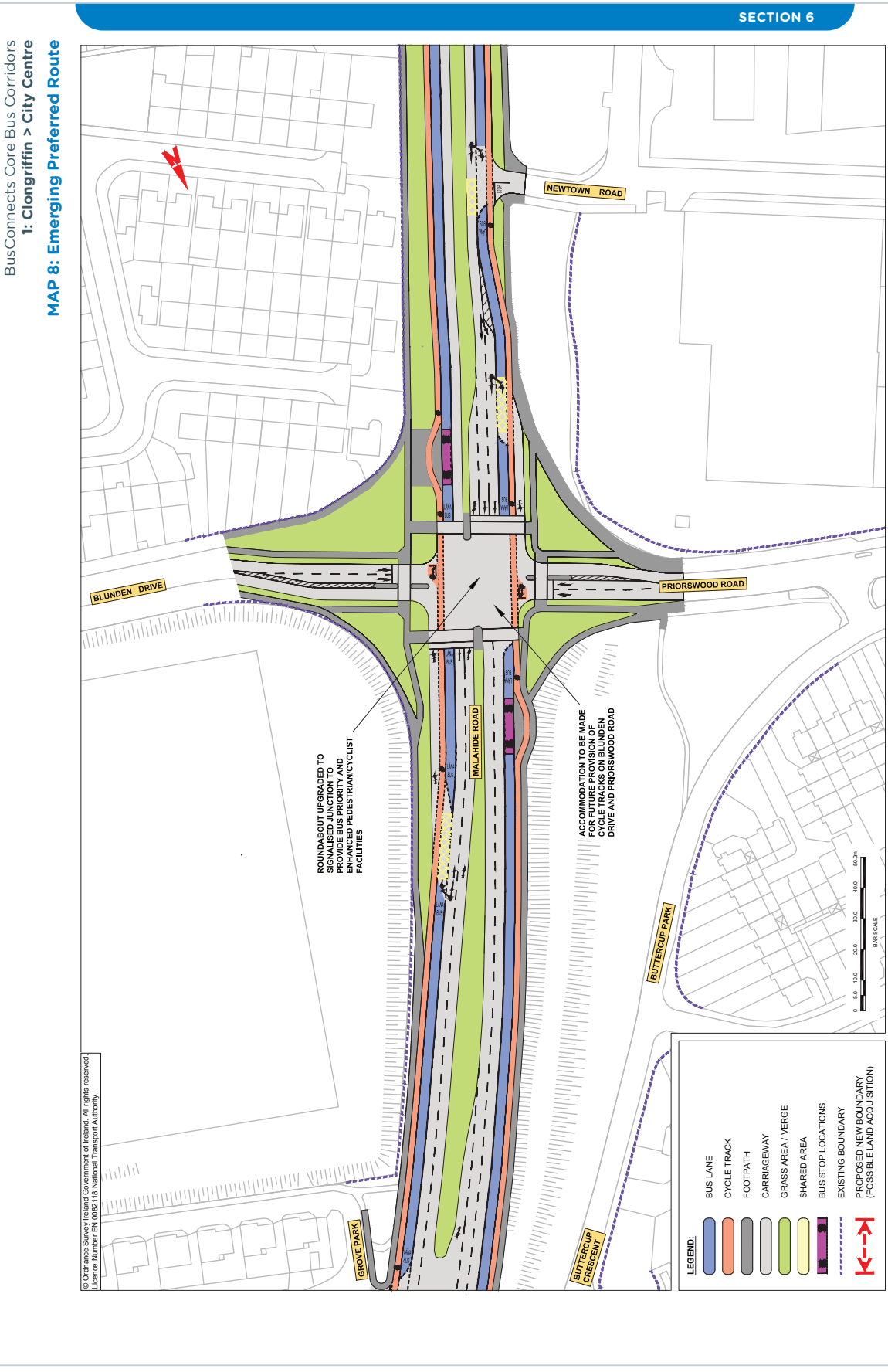
MAP 7: Emerging Preferred Route



SECTION 6

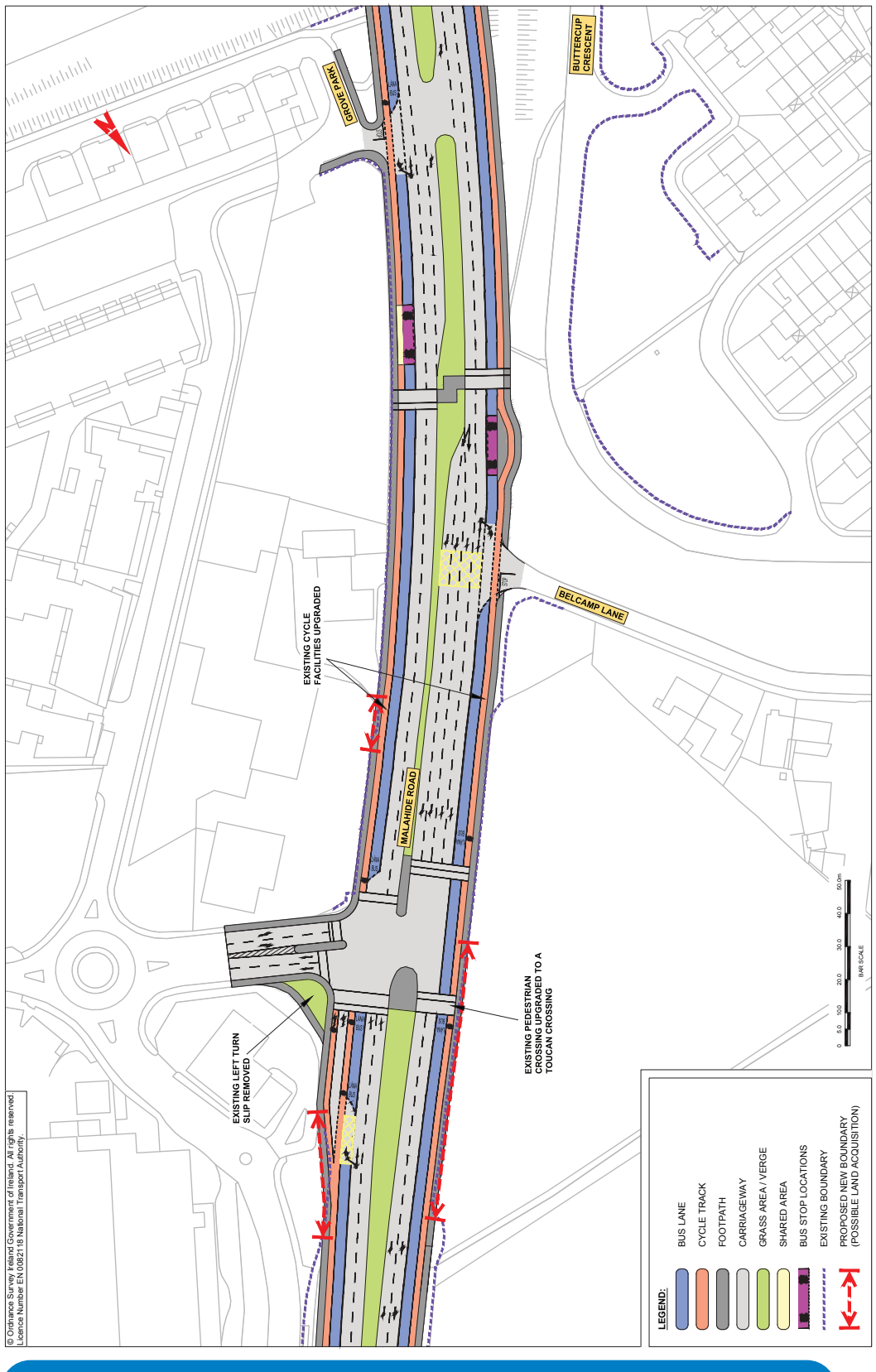
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 8: Emerging Preferred Route



BusConnects Core Bus Corridors
1: Clongriffin > City Centre

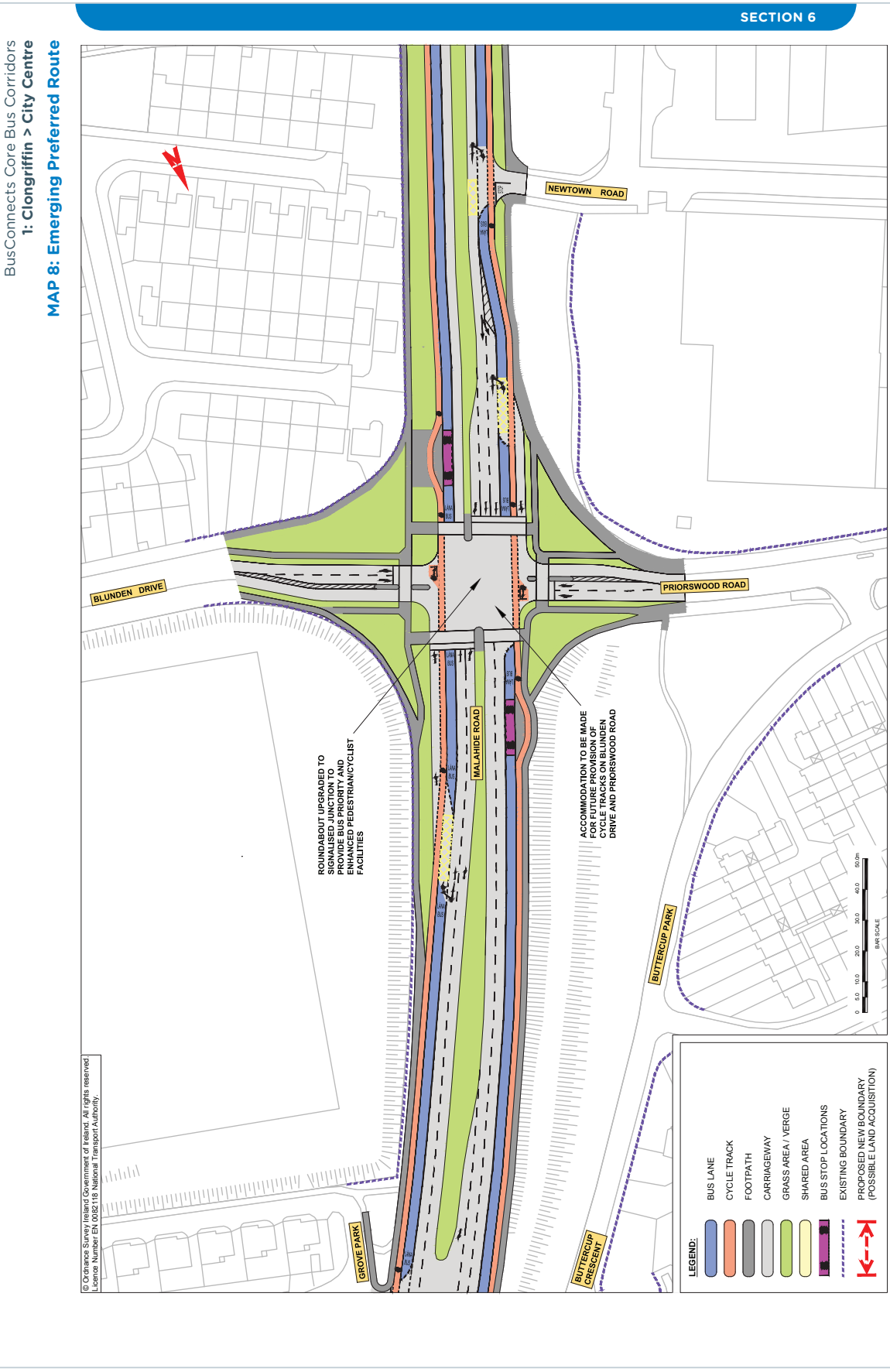
MAP 7: Emerging Preferred Route



SECTION 6

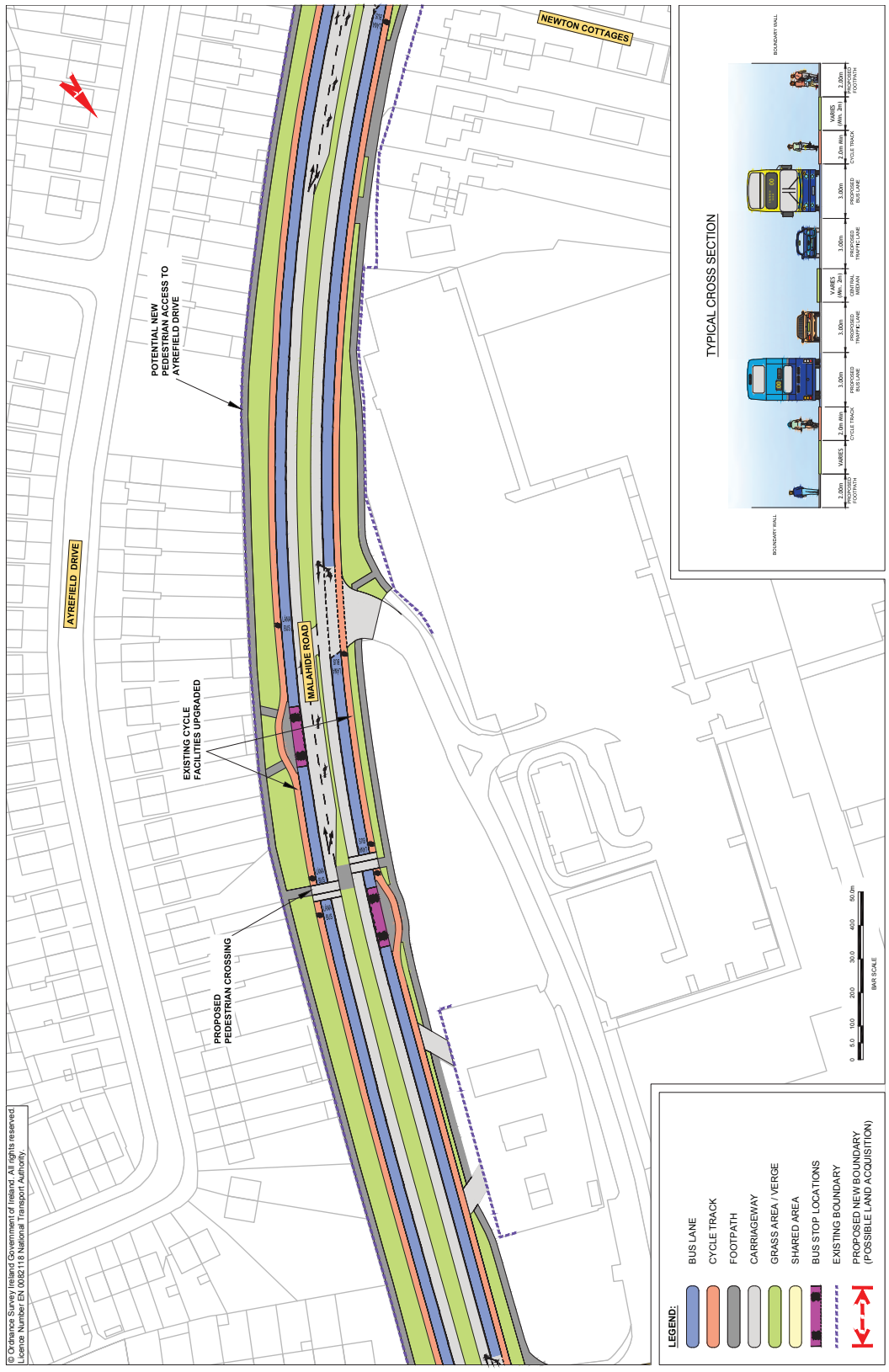
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 8: Emerging Preferred Route



BusConnects Core Bus Corridors
1: Clongriffin > City Centre

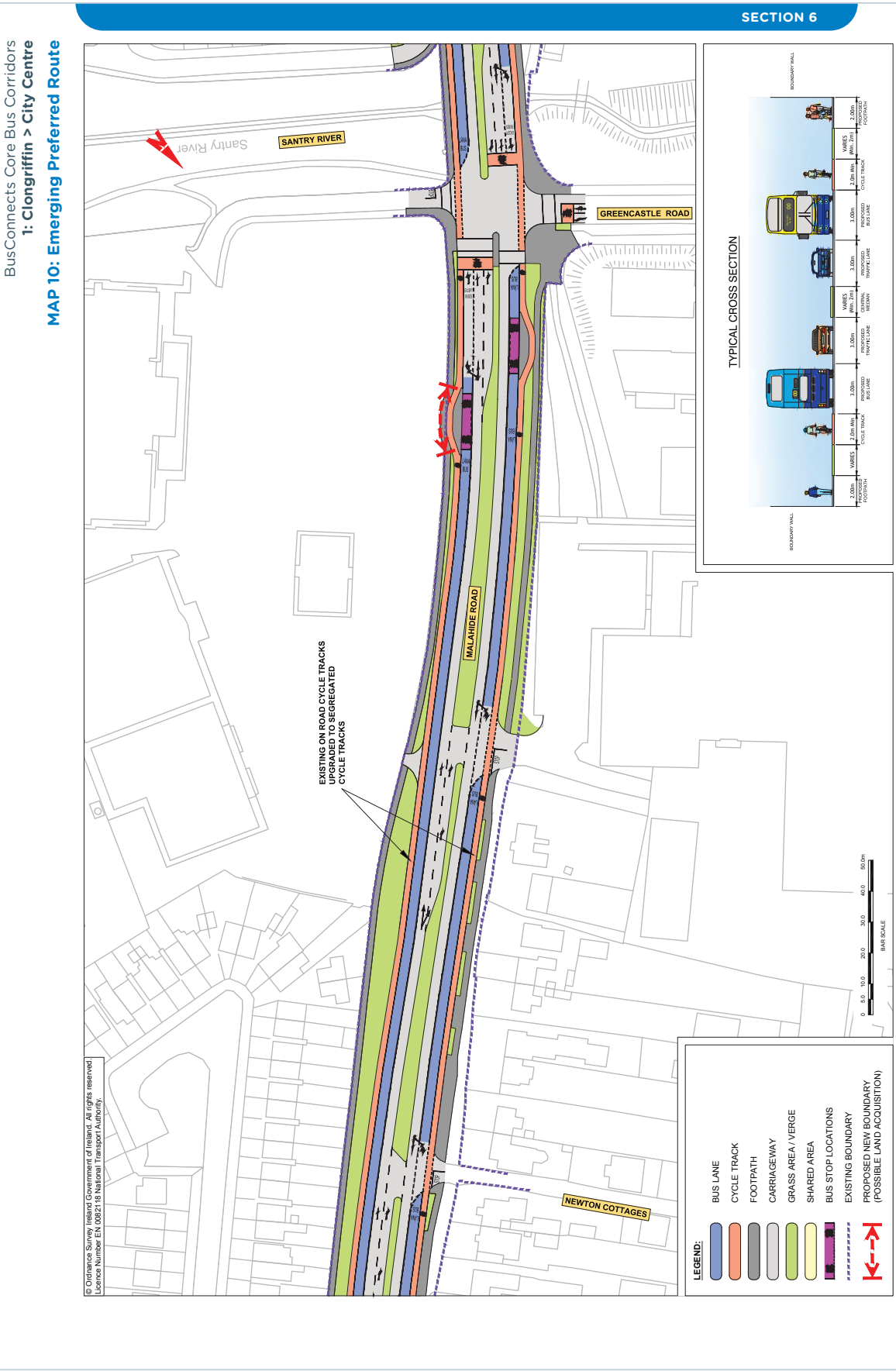
MAP 9: Emerging Preferred Route



© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority.

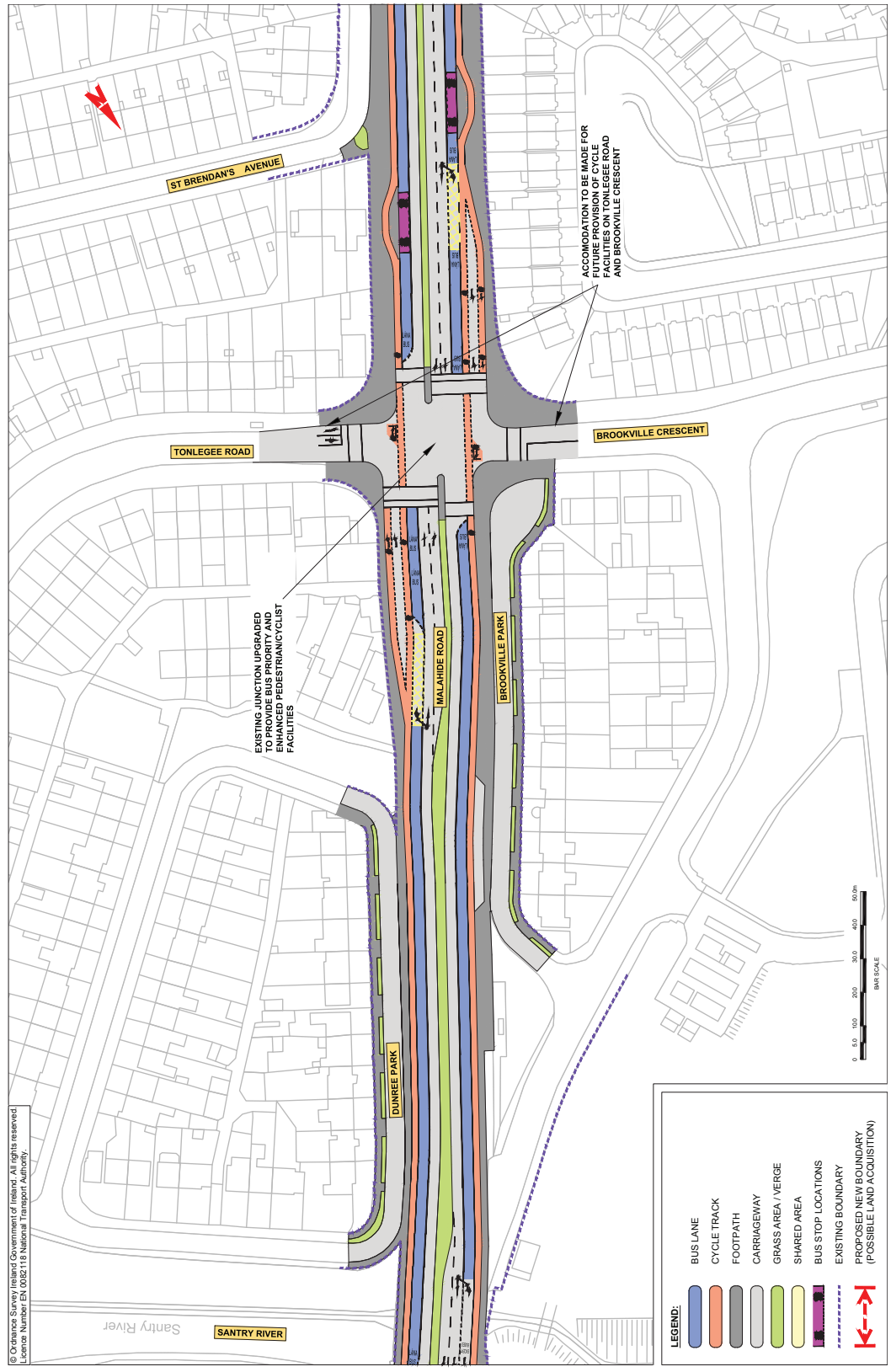
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 10: Emerging Preferred Route



BusConnects Core Bus Corridors
1: Clongriffin > City Centre

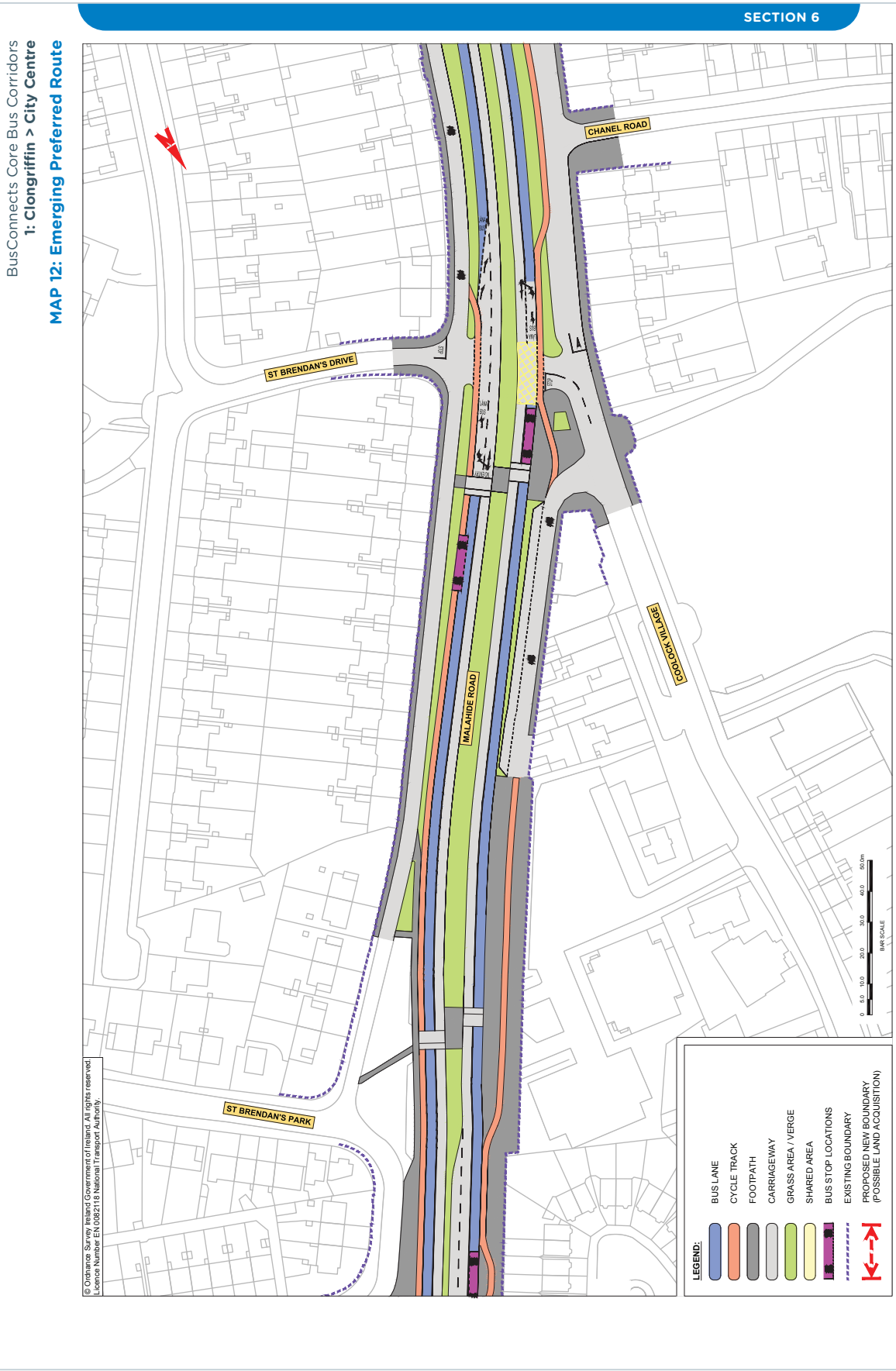
MAP 11: Emerging Preferred Route



© Ordnance Survey Ireland Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority.

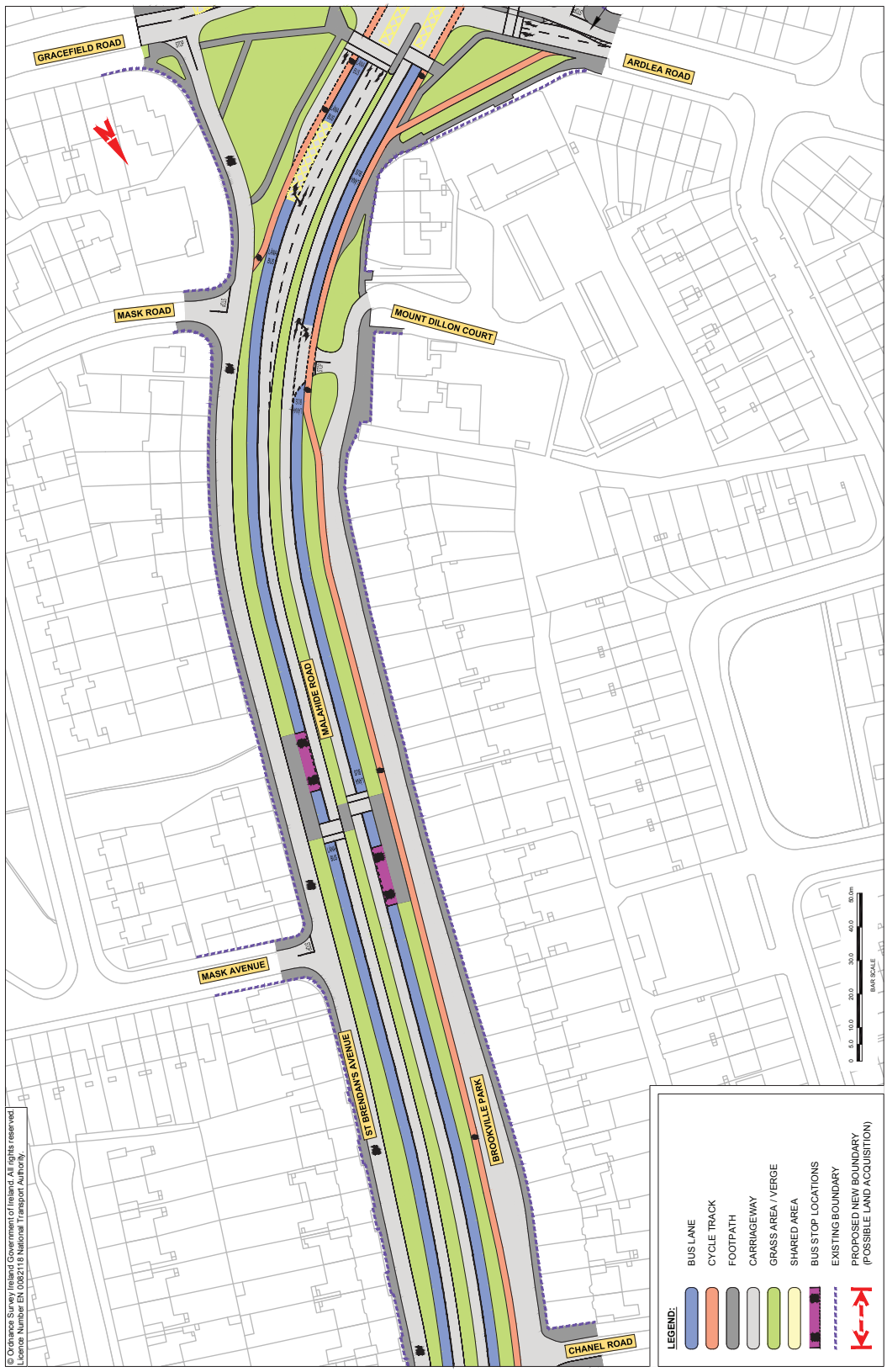
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 12: Emerging Preferred Route



BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 13: Emerging Preferred Route

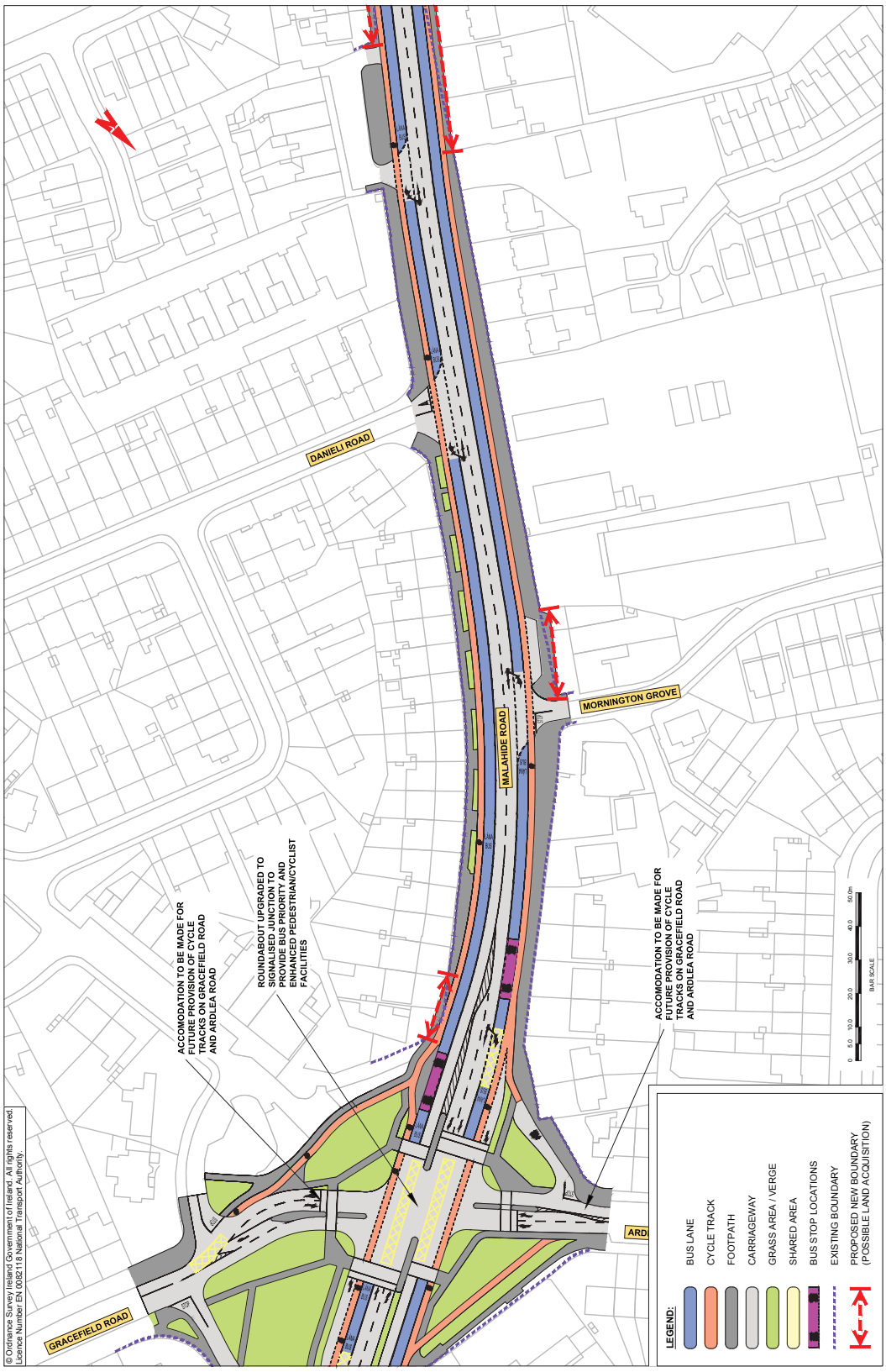


SECTION 6

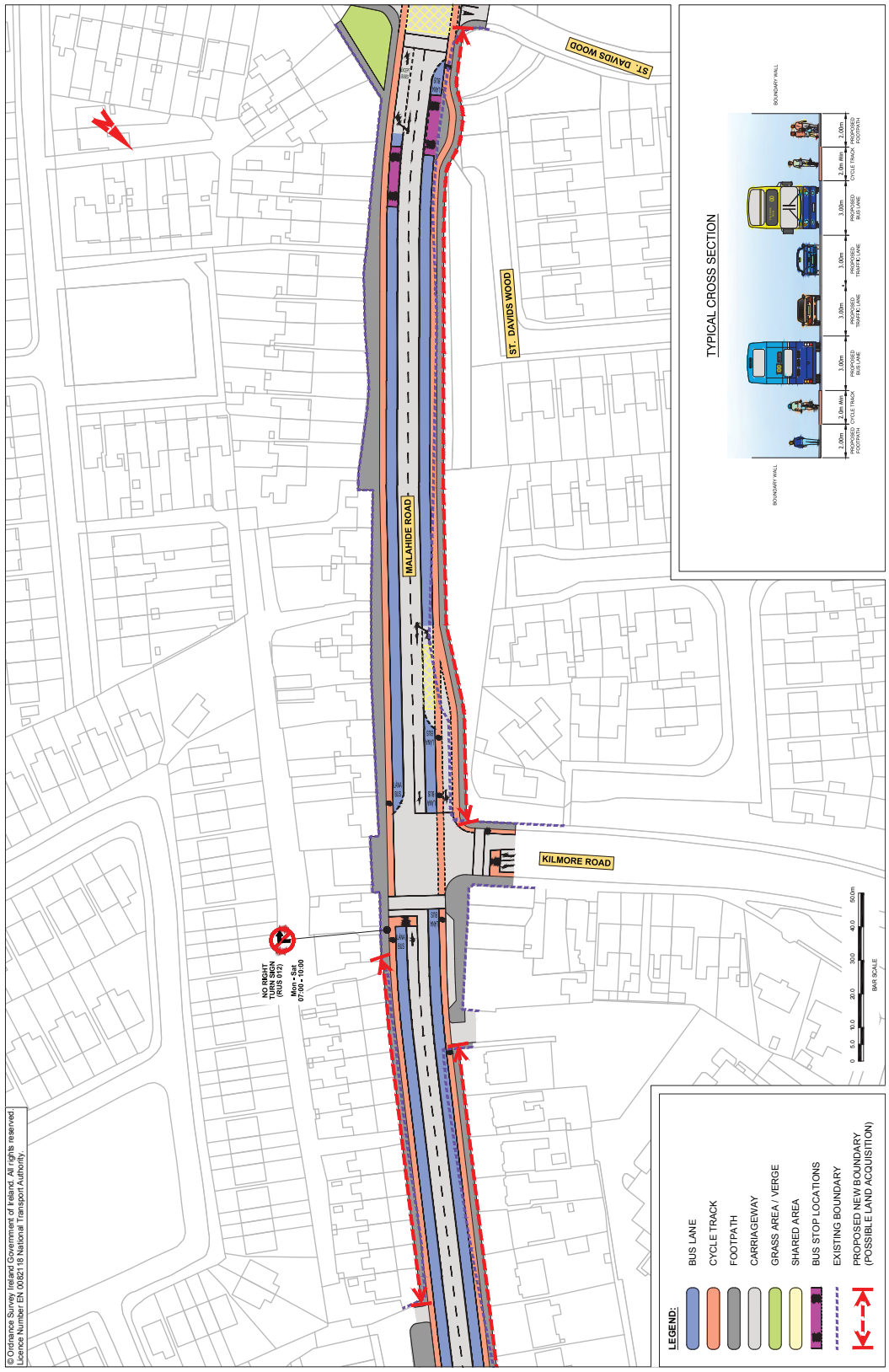
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 14: Emerging Preferred Route

SECTION 6



BusConnects Core Bus Corridors
1: Clongriffin > City Centre
MAP 15: Emerging Preferred Route

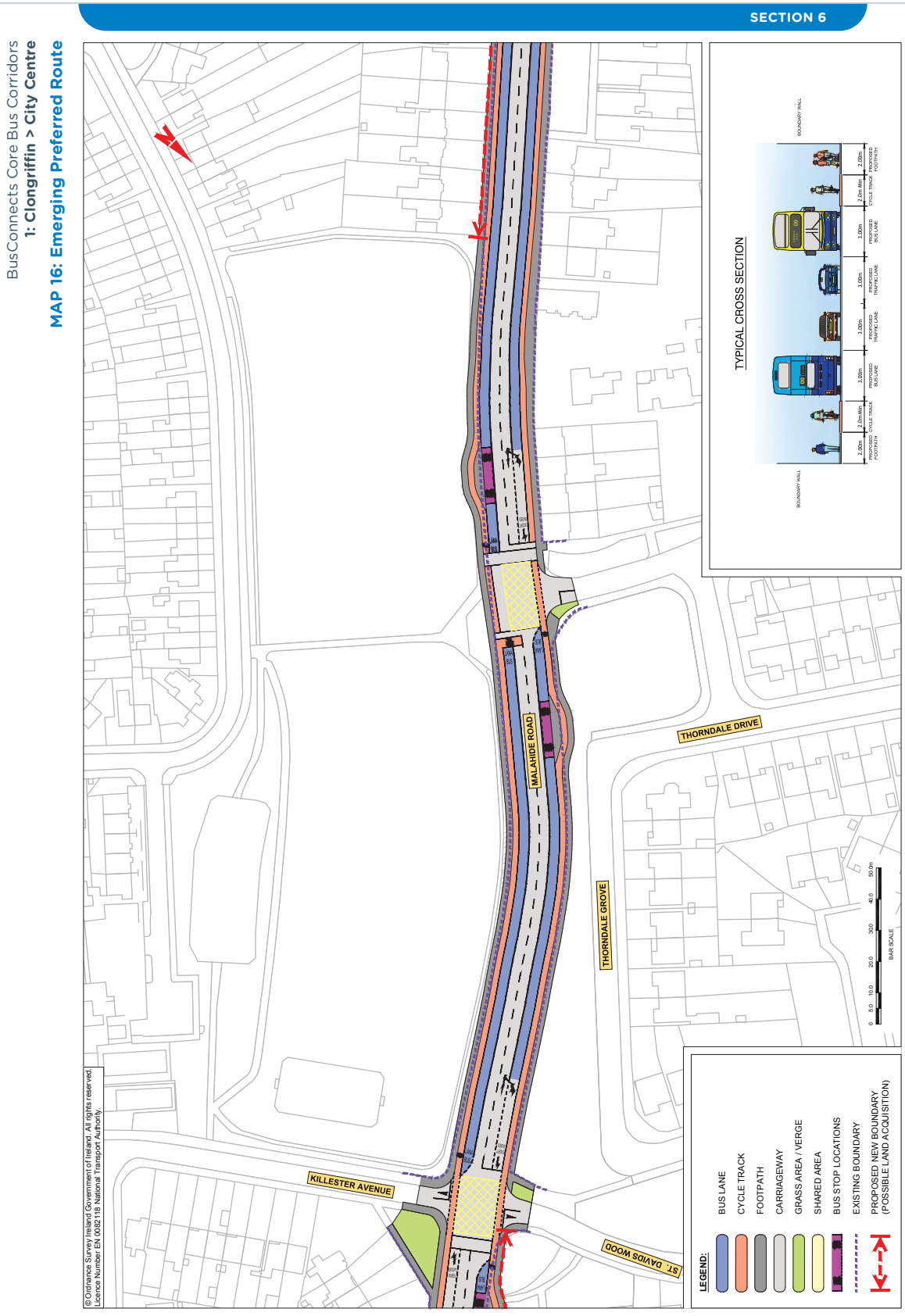


©Ordnance Survey Ireland Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority.

SECTION 6

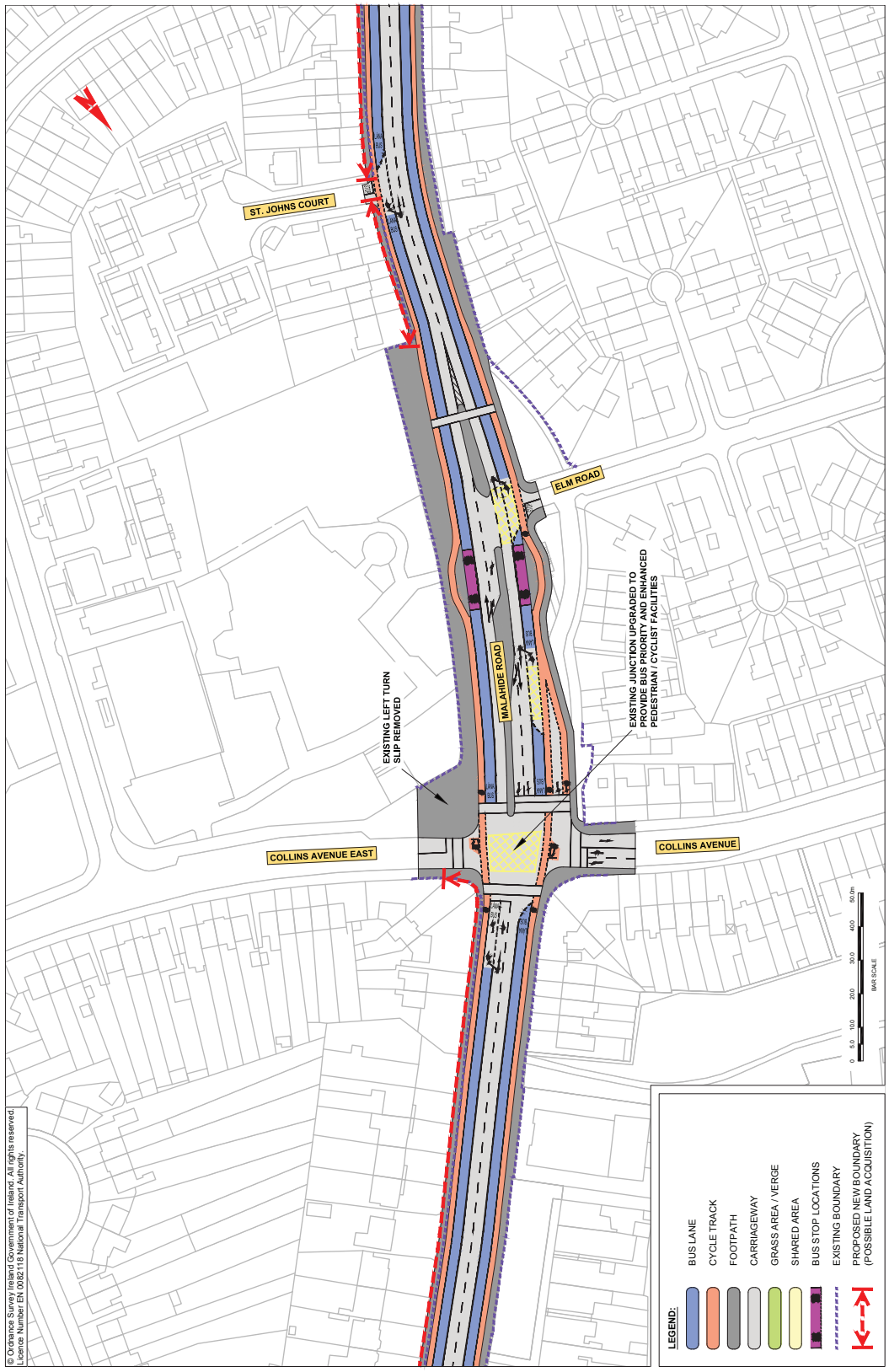
BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 16: Emerging Preferred Route



BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 17: Emerging Preferred Route

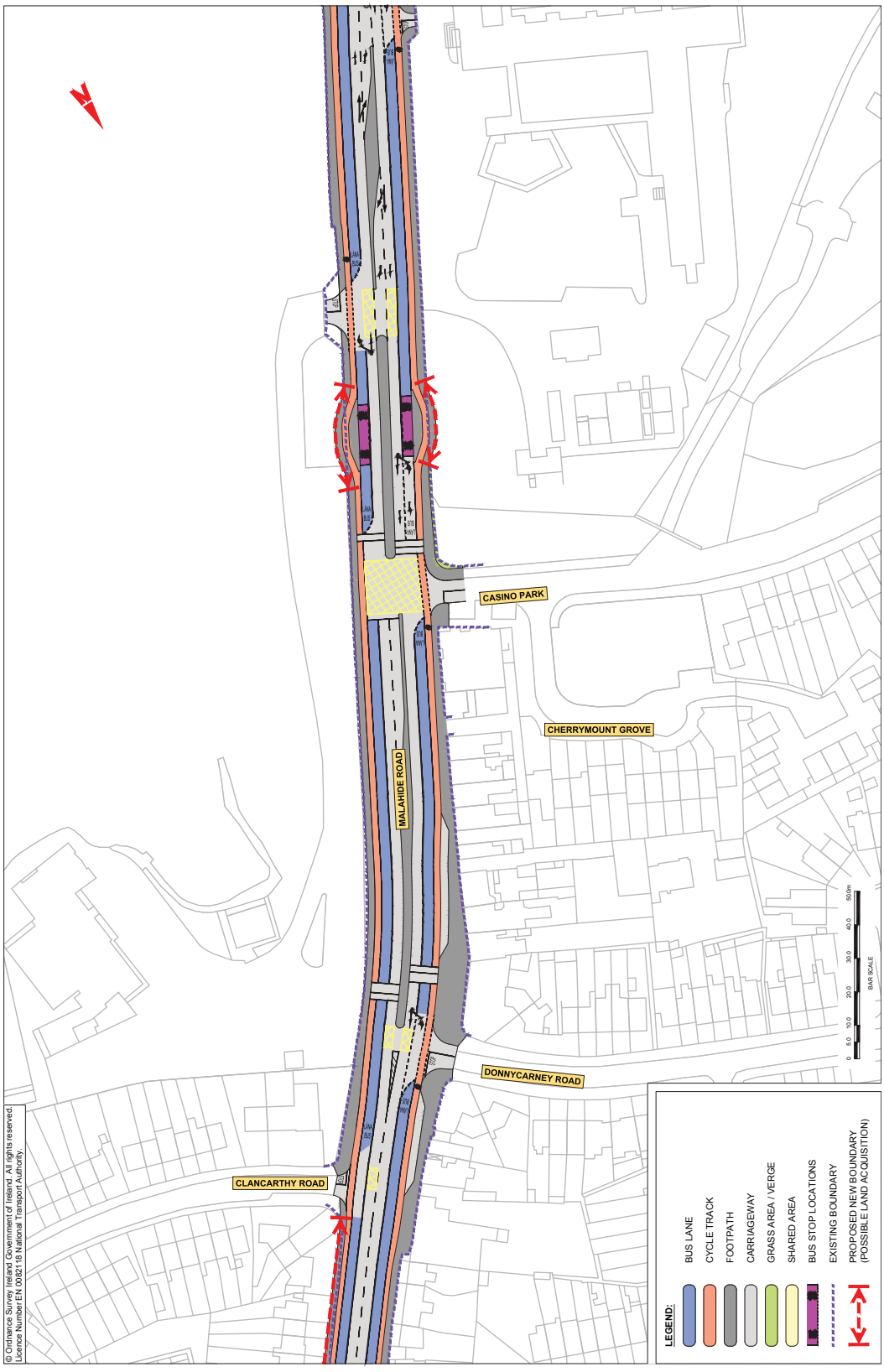


SECTION 6

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 18: Emerging Preferred Route

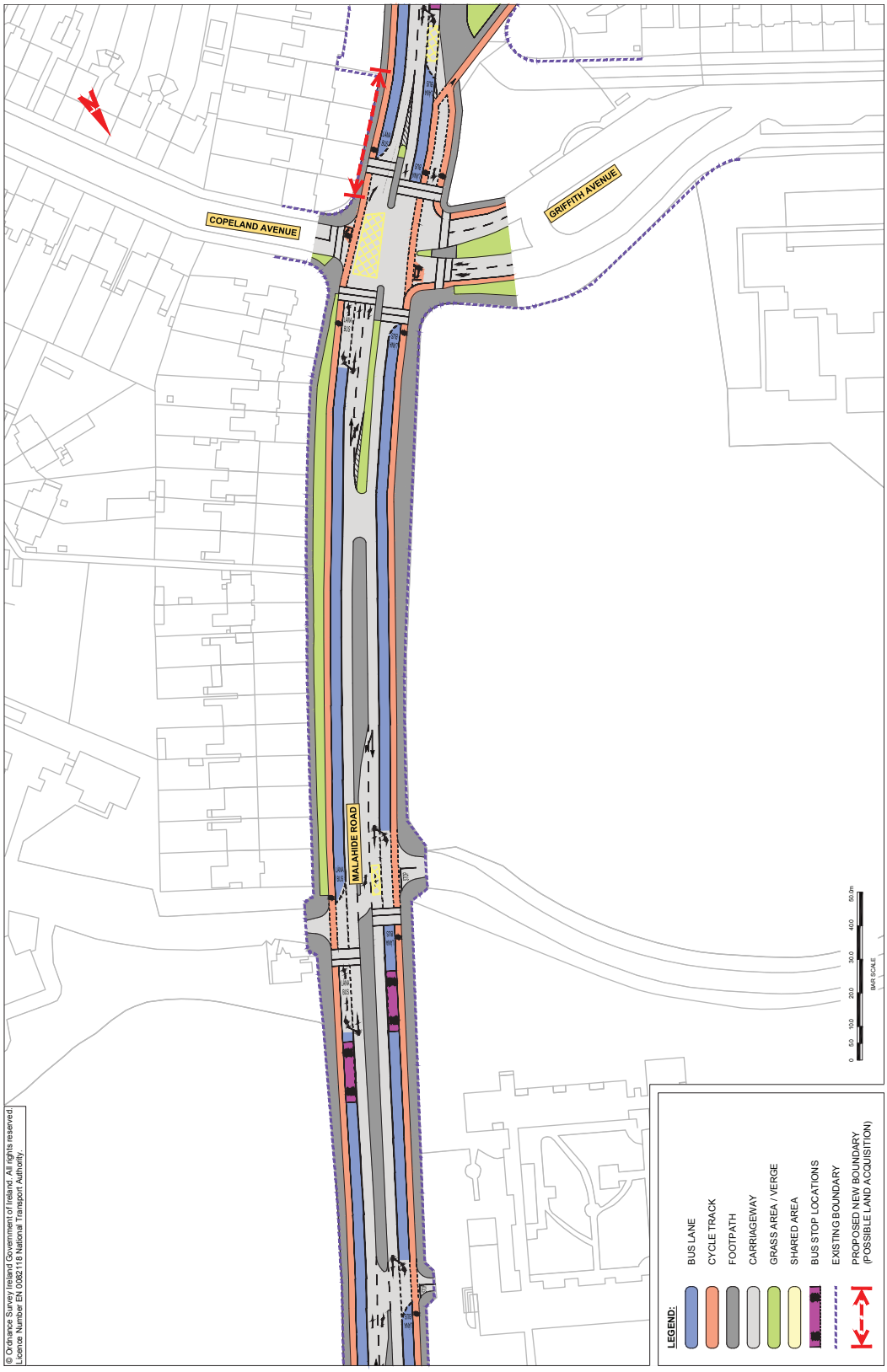
SECTION 6



© Ordnance Survey Ireland, Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 19: Emerging Preferred Route

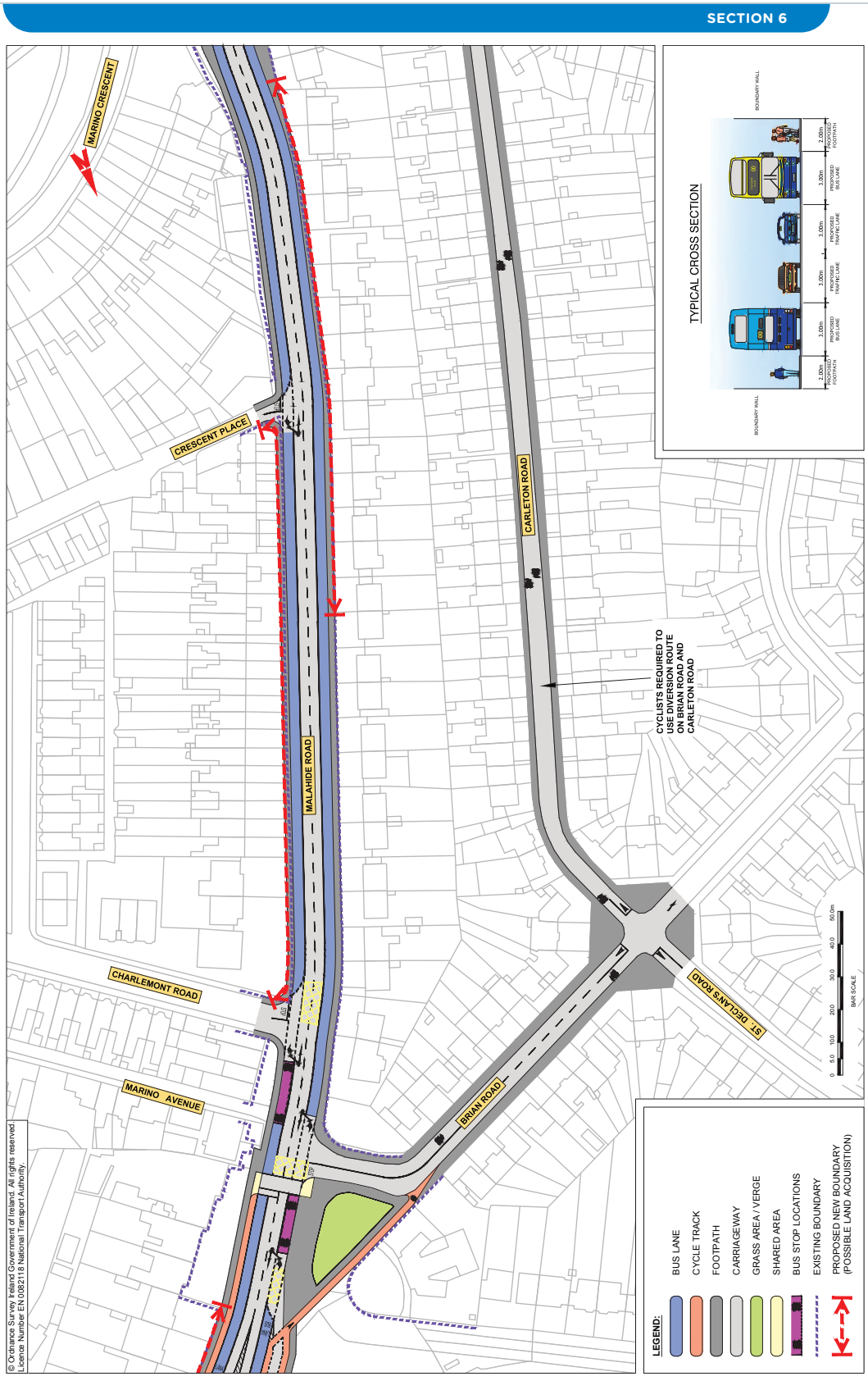


© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number EN 0082118 National Transport Authority.

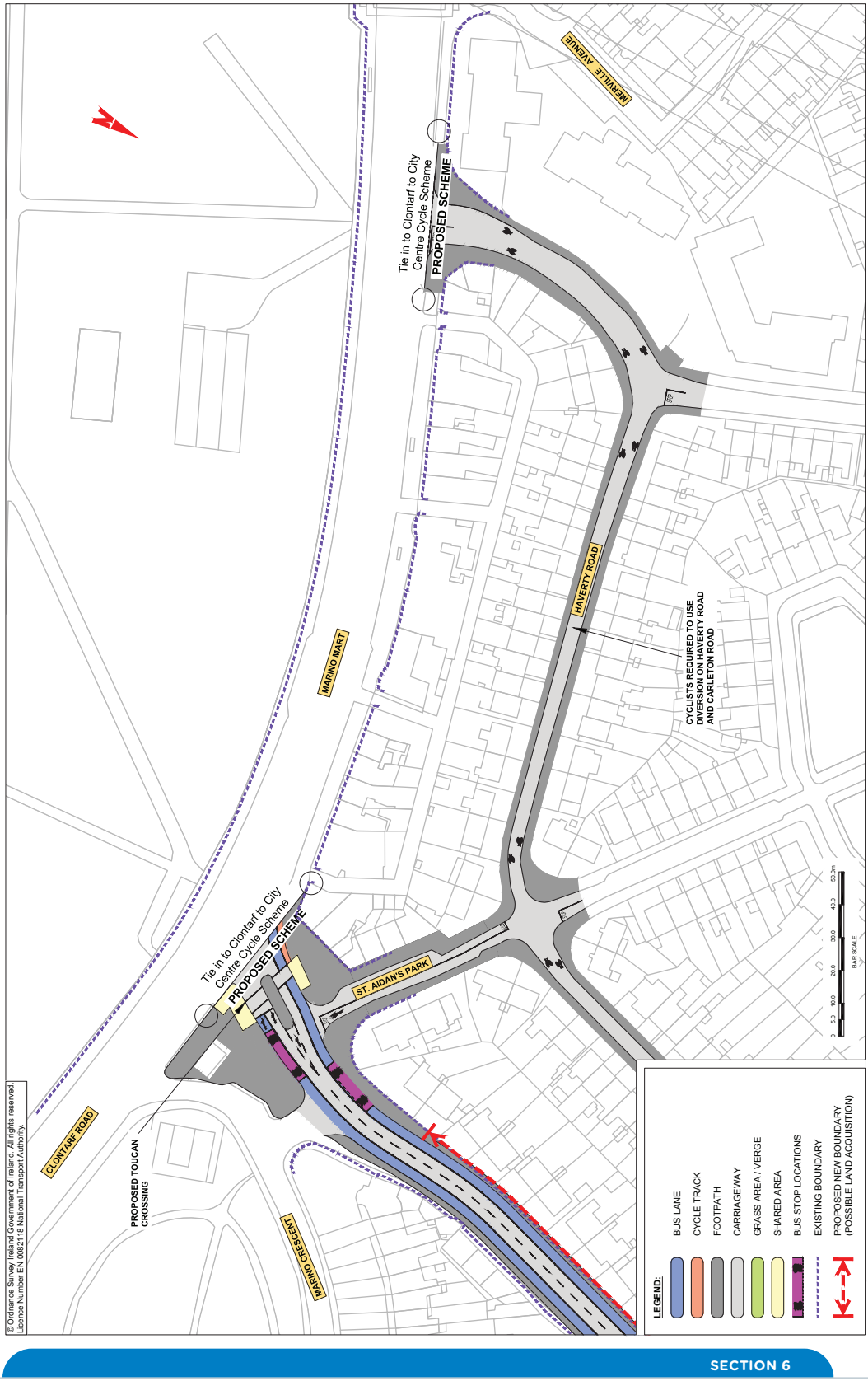
SECTION 6

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

MAP 20: Emerging Preferred Route



BusConnects Core Bus Corridors
1: Clongriffin > City Centre
MAP 21: Emerging Preferred Route



©Ordnance Survey Ireland Government of Ireland. All rights reserved.
Licence Number EN 0062118 National Transport Authority

NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie

Project Ireland 2040
Building Ireland's Future

designed by CATALYSTO

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

Cluain Ghrífín > Lár na Cathrach

Conair Bus Lárnach

An Bealach is Dealraithí a Roghnófar
Comhairliúchán Poiblí Samhain 2018



Easy to Read Version



Core Bus Corridors
Clongriffin 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.



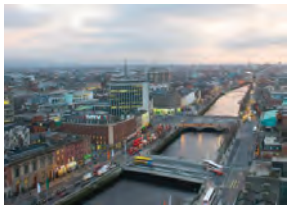
One route goes from Clongriffin to the City Centre.

This bus corridor will start at Clongriffin DART station.



It will go along the Malahide Road to Marino Mart and Fairview.

The bus corridor will then link with the Clontarf to City Centre Cycle Scheme.



It will continue along North Strand Road and Amiens Street, and onto the bus lanes on the North Quays.

1



Now, the bus journey from Clongriffin to the City Centre takes over one hour.

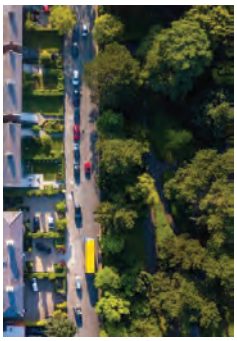
With the bus corridor, this journey will take up to 35 minutes.



The route is around 10 kilometres.



There will be 6 kilometres of new cycle lanes.



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

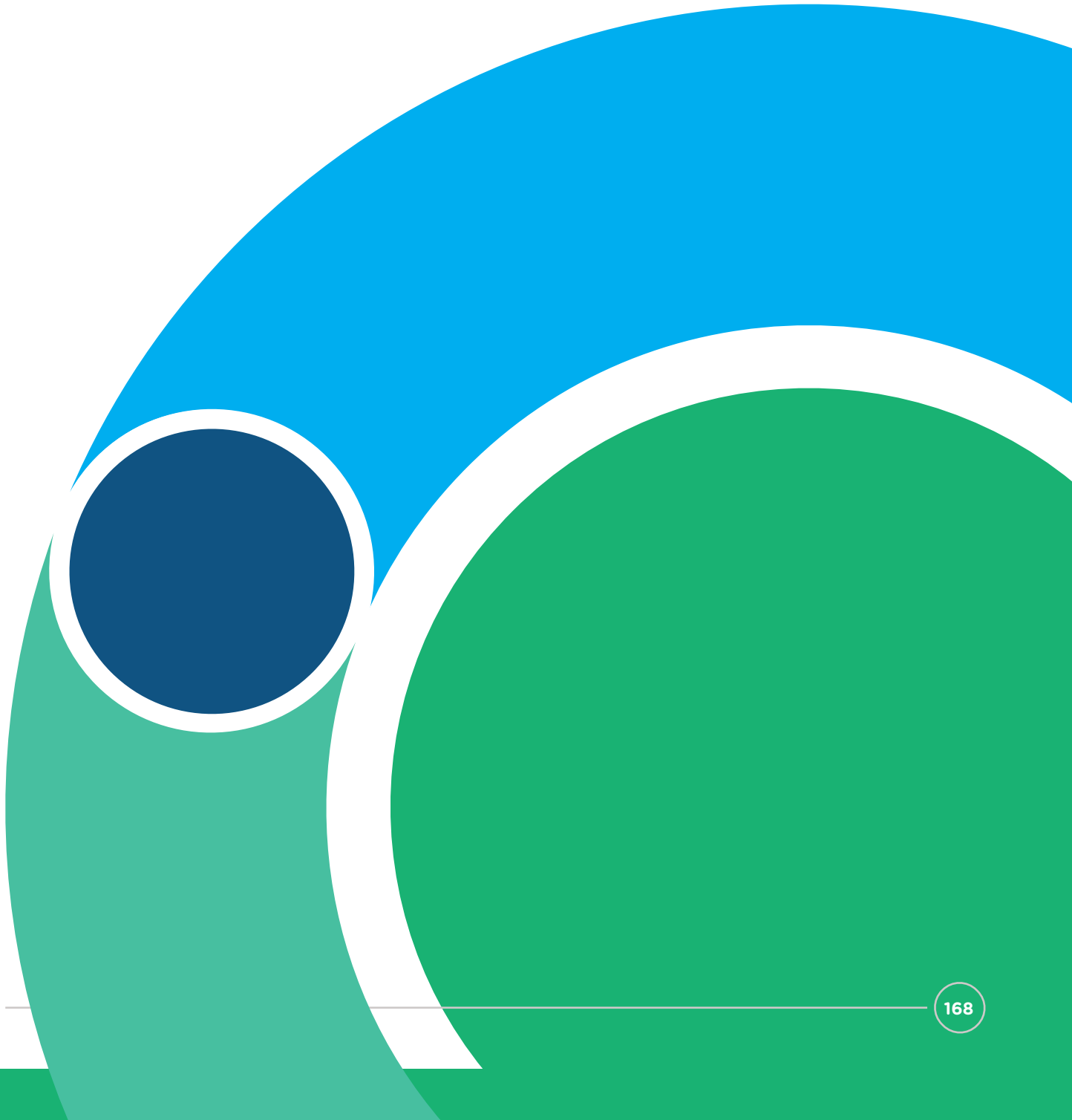
For example, changing the road layouts, taking down and replacing some trees, taking away parking spaces, making changes to some gardens.



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

www.busconnects.ie

2



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 the Emerging Preferred Route Option non-statutory public consultation

From: oireachtasliaison@nationaltransport.ie
Sent: Wednesday 14 November 2018 14:52
Subject: Launch of BusConnects Core Bus Corridor Project

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Dear Public Representative

The National Transport Authority (NTA) has today launched the Core Bus Corridor Project which involves the implementation of continuous bus lanes along 16 key radial bus corridors around Dublin.

It is part of the overall BusConnects programme to transform Dublin's bus system to deliver a more efficient, reliable and better bus system for more people.

The first stage of the Core Bus Corridor Project is the public consultation process which will take place on a phased basis between now and next May.

Each phase will involve consultation on a set number of corridors over a period of months. Details of the phasing of the public consultation process are set out at the end of this email.

At the outset of each phase, the NTA will issue information letters directly to any house or business whose garden or frontage may have to be acquired. These letters have already been sent in the case of the four corridors in Phase 1. I attach a sample of this letter for your information.

A similar process of public consultation will be followed early next year for the remaining phases.

I attach a copy of a notice outlining details of the public consultation process, which will be published in newspapers. In addition, I also attach a copy of a fact

CONT.

New message

To Local Public Representatives

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

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.

New message

To: Local Public Representatives

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

Tallaght to Terenure
Kimmage to City Centre
Rathfarnham to City Centre

NTA
Údarás Náisiúnta Iompair
National Transport Authority

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

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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 Pleanala. 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:

BUS CONNECTS
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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.

- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

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

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

Tríd an bpost chuig:
Tionscadal na gConairí Bus Lárnacha
An tÚdarás Náisiúnta Iompair
Dún 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

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.

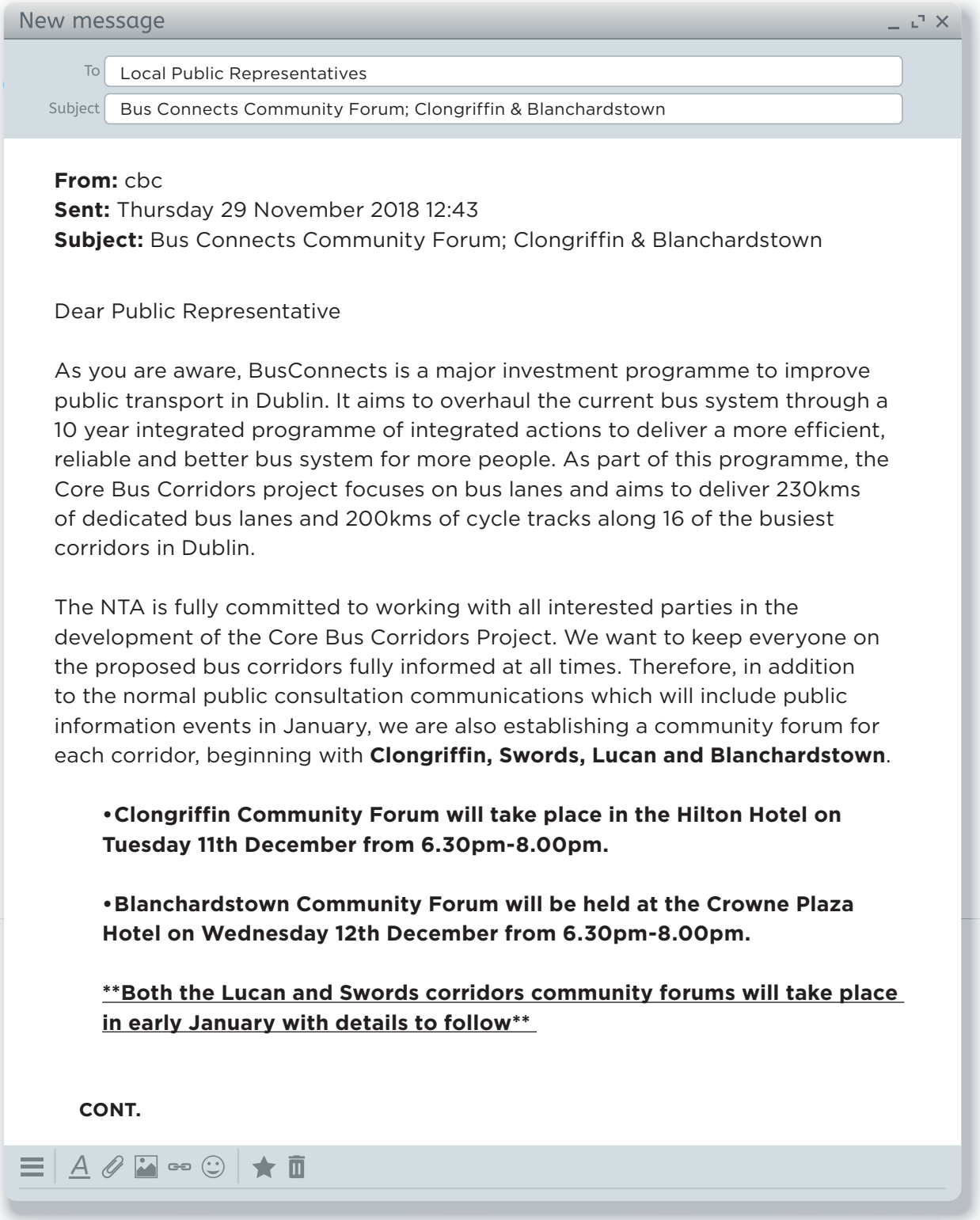
Process of Engagement

- 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 the Clongriffin to City Centre Core Bus Corridor Community Forum on 11 Dec 2018 in the Hilton Hotel:



New message

To: Local Public Representatives

Subject: Bus Connects Community Forum; Clongriffin & Blanchardstown

From: cbc
Sent: Thursday 29 November 2018 12:43
Subject: Bus Connects Community Forum; Clongriffin & Blanchardstown

Dear Public Representative

As you are aware, 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. As part of this programme, the Core Bus Corridors project focuses on bus lanes and aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully informed at all times. Therefore, in addition to the normal public consultation communications which will include public information events in January, we are also establishing a community forum for each corridor, beginning with **Clongriffin, Swords, Lucan and Blanchardstown**.

•Clongriffin Community Forum will take place in the Hilton Hotel on Tuesday 11th December from 6.30pm-8.00pm.

•Blanchardstown Community Forum will be held at the Crowne Plaza Hotel on Wednesday 12th December from 6.30pm-8.00pm.

****Both the Lucan and Swords corridors community forums will take place in early January with details to follow****

CONT.

New message

To: Local Public Representatives

Subject: Bus Connects Community Forum; Clongriffin & Blanchardstown

Membership of each forum will comprise of a single representative from **resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives**.

As places are limited, only **one representative** per group or association can be accepted. We are now accepting requests to participate in the community forum where the name and contact details of the nominee as well as the name of their respective association can be sent to **cbc@busconnects.ie**. The name of the nominated representative must be sent to us by the close of business on **Friday 7th December**. Please be aware that places will be limited at the event so only **registered attendees** will be able to attend the forum on the night.

Whilst places are limited to one representative per organisation or association, we would welcome your individual attendance as an elected public representative. Please find attached a copy of the community forum press advertisement along with a copy of the bus corridor phase map.

In conclusion we look forward to continuing working with you in the coming weeks and months in order to vastly improve the bus and cycling experience for those who wish to use sustainable transport modes in and around the city.

Yours sincerely,
Bus Connects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations, disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019. 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 email to:
cbc@busconnects.ie

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

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

New message

To Local Public Representatives

Subject REMINDER: Bus Connects Community Forum; Clongriffin & Blanchardstown

From: cbc
Sent: Wednesday 5 December 2018 15:27
Subject: REMINDER: Bus Connects Community Forum; Clongriffin & Blanchardstown
Dear Public Representative,

TThis email is a brief reminder of the upcoming Bus Connects public information events as well as the community forums for the first four core bus corridors.

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. Therefore, in addition to the normal public consultation communications which will include public information events in January, a community forum for each corridor will take place, beginning with **Clongriffin, Blanchardstown, Lucan and Swords.**

- **The Clongriffin Community Forum will take place in the Hilton Hotel on Tuesday 11th December from 6.30pm-8.00pm.**

- **The Blanchardstown Community Forum will be held at the Crowne Plaza Hotel on Wednesday 12th December from 6.30pm-8.00pm.**

- ****Both the Lucan and Swords corridors community forums will take place in early January with details to follow****

Membership of each forum will comprise of a **single representative** from **resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives.** We would appreciate if you could make these various groups and associations within your constituency aware of the upcoming community forums.

As places are limited, only **one representative** per group or association can be accepted. We are now accepting requests to participate in the community forum where the name and contact details of the nominee as well as the name of their

CONT.

New message

To Local Public Representatives

Subject REMINDER: Bus Connects Community Forum; Clongriffin & Blanchardstown

respective association can be sent to **cbc@busconnects.ie**. **The name of the nominated representative must be sent to us by the close of business this Friday, 7th December.** Please be aware that places will be limited at the event so only **registered attendees** will be able to attend the forum on the night.

Whilst places are limited to one representative per organisation or association, we would welcome your individual attendance as an elected public representative.

Kind Regards,
Bus Connects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Correspondence with local public representatives regarding the extension of closing date of submissions for the Emerging Preferred Route Option non-statutory public consultation:

New message

To: Local Public Representatives

Subject: BusConnects Phase 1 Public Consultation submission deadline date extended

From: cbc
Sent: Friday 15 February 2019 12:55
Subject: BusConnects Phase 1 Public Consultation submission deadline date extended

Dear Public Representative,

The public consultation for the first four corridors **(Phase 1)** is ongoing and further to requests, the closing date for submissions has been extended to **Friday 29th March 2019**.

The phase 1 corridors are:

- **Clongriffin to City Centre;**
- **Swords to City Centre;**
- **Blanchardstown to City Centre;**
- **Lucan to City Centre.**

Written submissions and observations in relation to the proposals may be made by emailing cbc@busconnects.ie or by post to:

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

Kind Regards,
Bus Connects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Correspondence with local public representatives regarding the Community Forum on 11 September 2019 in the Hilton Hotel:

New message

To: Local Public Representatives

Subject: BusConnects CBC – Community Forum Next Round of Meetings starting in September

From: cbc
Sent: Tuesday 13 August 2019 10:58
Subject: BusConnects Core Bus Corridor – Community Forum Next Round of Meetings starting in September

BusConnects Core Bus Corridor
– Community Forum Next Round of Meetings starting in September

Please be aware these Community Forums are for the Core Bus Corridors – Bus Lanes & Cycle Tracks/Lanes ONLY

There will be a separate 2nd round of public consultation for the Network Redesign – Bus Services later in September

Dear Public Representative,

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project (Bus Lanes and Cycle Tracks/Lanes). We want to keep everyone on the proposed bus corridors fully informed at all times. You may recall that during the first round of public consultation, we established a Community Forum for each corridor. The first round of the Community Forum meetings took place earlier this year and we would now like to schedule the second round.

The Community Forums were established for the following Core Bus Corridors:

- **Clongriffin to City Centre**
- **Blanchardstown to City Centre**
- **Swords to City Centre**
- **Lucan to City Centre**
- **Liffey Valley to City Centre**
- **Clondalkin to Drimnagh & Greenhills to City Centre**

CONT.

New message

To: Local Public Representatives

Subject: BusConnects CBC – Community Forum Next Round of Meetings starting in September

- **Tallaght to Terenure**
- **Rathfarnham to City Centre**
- **Kimmage to City Centre**
- **Ballymun to City Centre & Finglas to Phibsborough**
- **Bray to City Centre**
- **UCD Ballsbridge to City Centre & Blackrock to City Centre**
- **Ringsend to City Centre**

Membership of each forum comprises of representatives from **resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives.** As many of you are newly elected Councillors we look forward to your attendance along with all public representatives at these Forum meetings as we believe they add real value to the consultation and engagement process.

As there is no central resident association directory available to the NTA, we would be grateful if you would make any groups and associations within your constituency, who may not already be registered with us, aware of the community forums.

Places are limited, however, we do our best to accommodate at least one representative per group and can facilitate up to two representatives if requested. Groups who would like to participate in their local community forum can send their name, contact details of the nominee as well as the name of their respective association to **cbc@busconnects.ie**. Please be aware that places will be limited at the event so only **registered attendees** will be able to attend the forum on the night.

We will be in contact in due course with details of the exact dates and venues for the upcoming forums in September.

Yours sincerely,
Bus Connects Team

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

NTA Údarás Náisiúnta Iompair National Transport Authority

BUS CONNECTS TRANSFORMING CITY BUS SERVICES

New message

To Local Public Representatives

Subject Clongriffin to City Centre Community Forum

From: cbc@busconnects.ie
Sent: Friday 30 August 2019 12:14
Subject: Clongriffin to City Centre Community Forum

Dear Public Representative,

Please note that there will be a meeting of the **Clongriffin to City Centre Community Forum in the Hilton Hotel, Clongriffin on Wednesday 11th September @6.30pm.**

Membership of each forum comprises of representatives from **resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives**. As many of you are newly elected Councillors we look forward to your attendance along with all public representatives at these Forum meetings as we believe they add real value to the consultation and engagement process.

As there is no central resident association directory available to the NTA, we would be grateful if you would make any groups and associations within your constituency, who may not already be registered with us, aware of the community forums.

Places are limited, however, we do our best to accommodate at least one representative per group and can facilitate up to two representatives if requested. Groups who would like to participate in their local community forum can send their name, contact details of the nominee as well as the name of their respective association to **cbc@busconnects.ie**. Please be aware that places will be limited at the event so only **registered attendees** will be able to attend the forum on the night.

Yours Sincerely,
Bus Connects Team

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

New message

To Local Public Representatives

Subject BusConnects - Community Forum Presentations

From: cbc@busconnects.ie
Sent: Tuesday 24 September 2019 16:25
Subject: BusConnects - Community Forum Presentations

Dear Public Representative,

Please note that all presentations from the second round of Community Forum meetings which have taken place to-date in September (a number of meetings are still due to be held), are now available on our website at the following link. The remaining presentations will be placed on the website in due course.

www.busconnects.ie/initiatives/community-forum/

Regards,
Bus Connects Team

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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:



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**

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Public Consultation Information Event Comment Sheet:

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

DATE:

Area of Interest	

Your Comments	

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

DÁTA:

Ceantar Spéise

Do Thráchtanna

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

3D Community Forums & Associated Materials



Press Ad

3 January 2019 **DUBLIN GAZETTE** 15

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations, disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019.
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 email to:
cbc@busconnects.ie

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

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Correspondence with Community Forum members regarding the Clongriffin to City Centre Community Forum on 11 December 2018 in the Hilton Hotel:

New message

To: Community Forum members

Subject: BusConnects Clongriffin Community Forum - Tuesday 11 December 2018

From: cbc
Sent: Wednesday 5 December 2018 15:40
Subject: BusConnects Clongriffin Community Forum - Tuesday 11 December 2018

Hi there,

Thank you for registering your interest for attending the BusConnects Community Forum for the Clongriffin to City Centre core bus corridor.
The Clongriffin Community Forum will take place in the **Hilton Hotel on Tuesday 11th December from 6.30pm-8.00pm.**

Kind Regards,
Bus Connects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

New message

To Community Forum members

Subject Clongriffin to City Centre Core Bus Corridor Community Forum Report

From: cbc
Sent: Tuesday 8 January 2019 13:10
Subject: Clongriffin to City Centre Core Bus Corridor Community Forum Report

Dear Community Forum Member,

Please find attached the Clongriffin to City Centre Core Bus Corridor Community Forum Report from the meeting which took place on Tuesday 11th December 2018.

We will be in contact in due course with a date for the next meeting.

Yours sincerely, ,
Bus Connects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Reaching out to Resident Groups regarding Community Forum

New message

To: Resident Groups

Subject: Bus Connects Community Forum Clongriffin & Blanchardstown Consultation

From: cbc
Sent: Thursday 6 December 2018 12:08
Subject: Bus Connects Community Forum Clongriffin & Blanchardstown

Hi there,

As you are aware, 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. As part of this programme, the Core Bus Corridors project focuses on bus lanes and aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully informed at all times. Therefore, in addition to the normal public consultation communications which will include public information events in January, we are also establishing a community forum for each corridor, beginning with **Clongriffin, Blanchardstown, Swords and Lucan**.

- **Clongriffin Community Forum will take place in the Hilton Hotel on Tuesday 11th December from 6.30pm-8.00pm.**
- **Blanchardstown Community Forum will be held at the Crowne Plaza Hotel on Wednesday 12th December from 6.30pm-8.00pm.**

** **Both the Lucan and Swords corridors community forums will take place in early January with details to follow****

Cont.

New message

To Resident Groups

Subject Bus Connects Community Forum Clongriffin & Blanchardstown Consultation

Membership of each forum will comprise of a single representative from **resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives**.

As places are limited, only **one representative** per group or association can be accepted. We are now accepting requests to participate in the community forum where the name and contact details of the nominee as well as the name of their respective association can be sent to cbc@busconnects.ie. The name of the nominated representative must be sent to us by the close of business on **Friday 7th December**. Please be aware that places will be limited at the event so only **registered attendees** will be able to attend the forum on the night.

In conclusion we look forward to continuing working with you in the coming weeks and months in order to vastly improve the bus and cycling experience for those who wish to use sustainable transport modes in and around the city.

Yours sincerely,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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.

Clongriffin to City Centre Core Bus Corridor Community Forum Presentation – 11 December 2018



AGENDA

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

Introductions

CHAIRPERSON – MR. DAVID DENNY

HUGH CREEGAN – Deputy CEO, NTA

JOHN FLEMING – BusConnects Infrastructure Director

CON KEHELY– Senior Project Manager,BusConnects

FORUM OBJECTIVES & TERMS OF REFERENCE

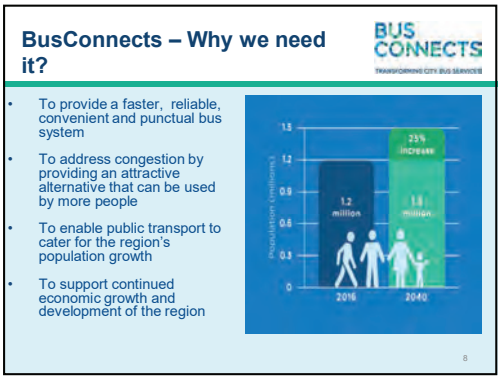
- **Two-way communication** - Serve as a two-way communication channel between the NTA and local communities
- **Information Flow** - Provide timely information from start to finish – consultation, final design, planning submission, acquisition process and construction
- **Answer questions** - Provide answers to concerns raised
- **Listen** – Listen to suggestions on how to improve the Emerging Preferred Route, hear constructive ideas and viable alternatives
- **Resolve** – Enable and support the resolution of local issues in a timely manner
- **Urban centre ideas** – Gain local insights & suggestions for urban centre improvements that can be facilitated during the design & planning process

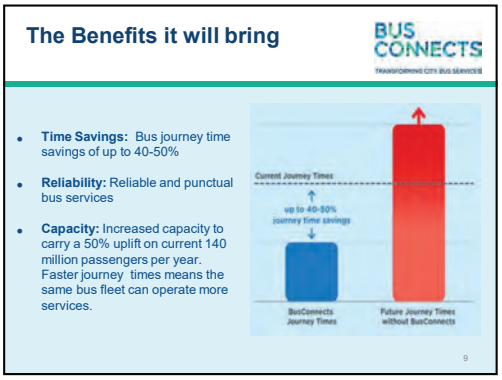
RUNNING OF MEETINGS

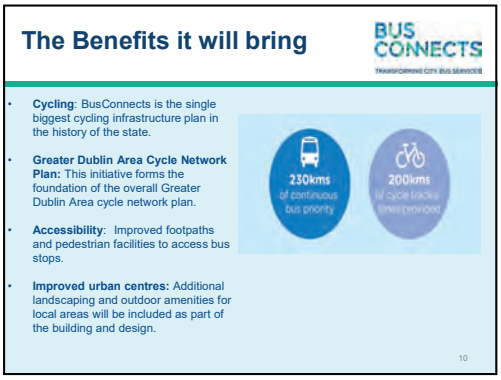
- The meeting will finish on time
- Turn off mobile phones and refrain from recording or using social media during the meeting
- Be respectful of each other when people are speaking from the floor
- Speaking time is limited to 3 minutes per contributor from the floor
- State your name and the name of the association you represent before you ask a question
- Chairperson will call on speakers in turn
- Additional queries and questions can be taken off-line and answered via email or in writing afterwards



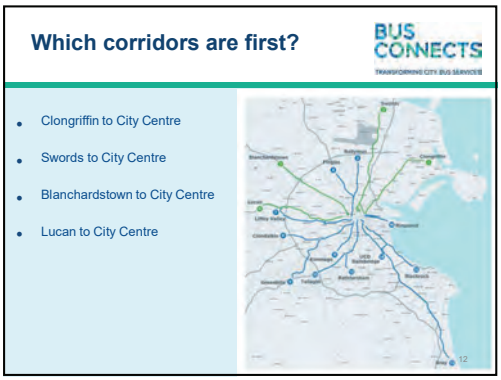

BUS CONNECTS
NTA
A Network of "Next Generation" Bus Corridors
Complete Redesign of Bus Network
State-of-the-art Ticketing System
Simpler Fare Structure
Cashless Payment System
Park & Ride facilities
New Bus Livery
New Bus Stops + Shelters
Use of Low Emission Vehicles
7


BusConnects – Why we need it?
BUS CONNECTS
To provide a faster, reliable, convenient and punctual bus system
To address congestion by providing an attractive alternative that can be used by more people
To enable public transport to cater for the region's population growth
To support continued economic growth and development of the region
Population (millions)
1.2 million
25% increase
2016
2040
8


The Benefits it will bring
BUS CONNECTS
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.
Current Journey Times
up to 40-50% journey time savings
BusConnects Journey Times
Future Journey Times without BusConnects
9


The Benefits it will bring
BUS CONNECTS
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.
230kms of continuous bus priority
200kms of cycle tracks provided
10


BUS CONNECTS
NTA
BusConnects Dublin Bus Lanes


Which corridors are first?
BUS CONNECTS
Clongriffin to City Centre
Swords to City Centre
Blanchardstown to City Centre
Lucan to City Centre
12

The project is not without its challenges

BUS CONNECTS

To achieve the dedicated bus lanes & cycle tracks for millions of bus passengers and tens of thousands of cyclists we have limited space to work with. The project will involve:

- Loss of portions of gardens, gardens walls and fencing
- Traffic changes
- Reduction of on-street parking
- Removal of trees



BUS CONNECTS

NTA

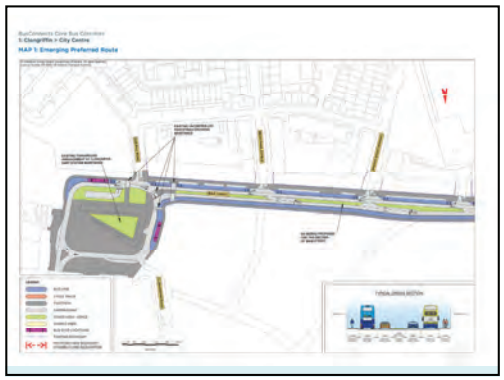


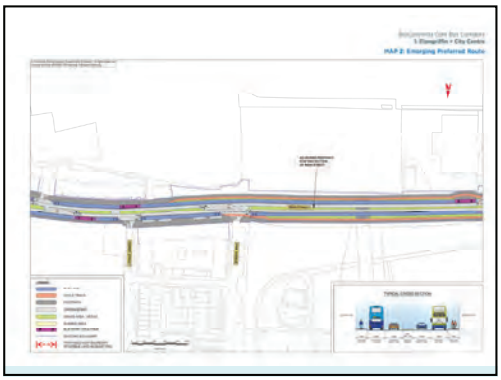
Clongriffin to City Centre
Key Facts

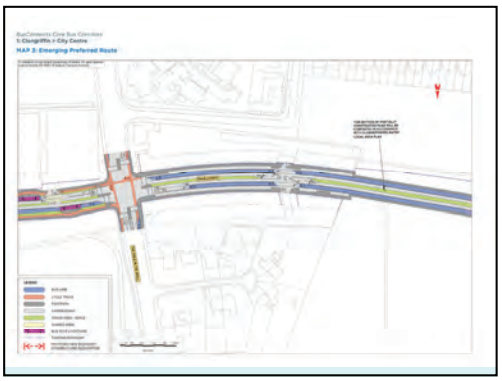
BUS CONNECTS

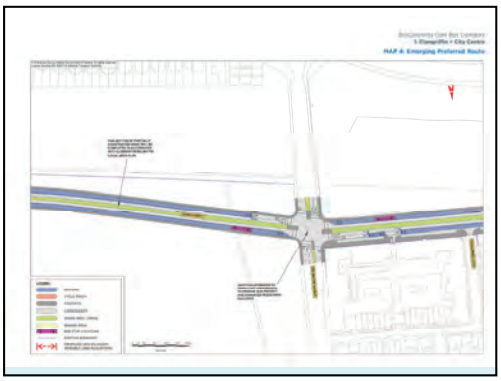
- Approximate number of properties hat may be impacted: **120**
- Approximate number of on-street parking spaces that may be removed: **31**
- Approximate number of roadside trees that may be removed: **100**
- Approximate route length: **10kms**
- Approximate new cycle lane length: **6kms**
- Current bus journey time **up to 65 mins**
- BusConnects journey time: **30-35 mins**
- Future bus journey time without BusConnects: **85 mins +**

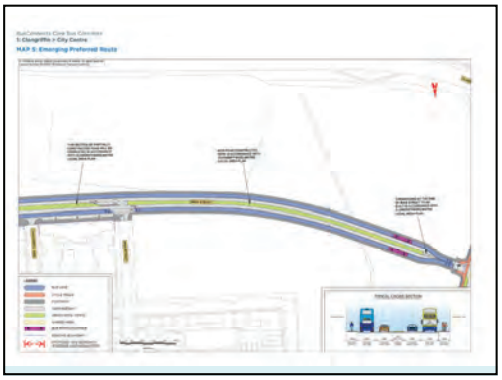


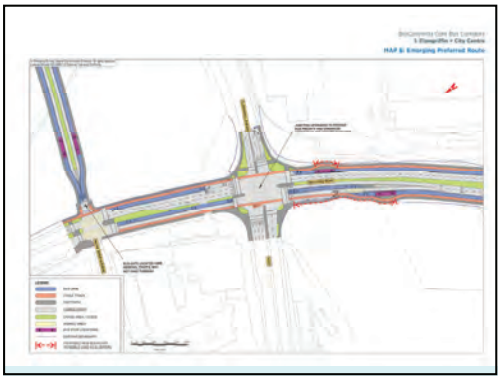


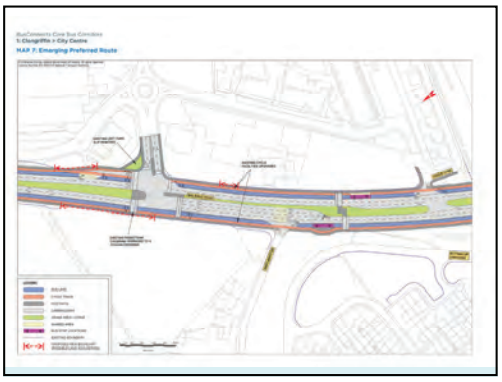


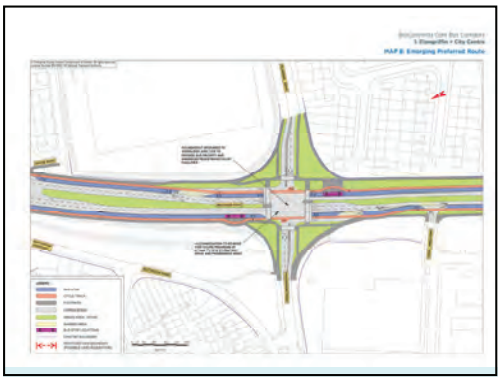


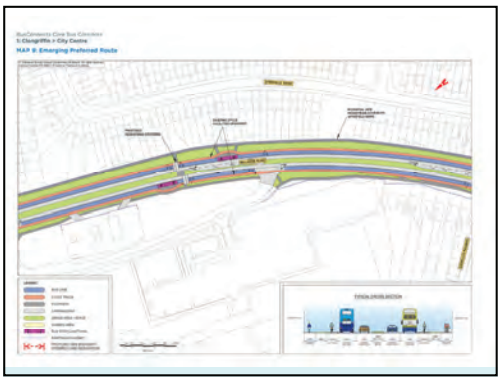


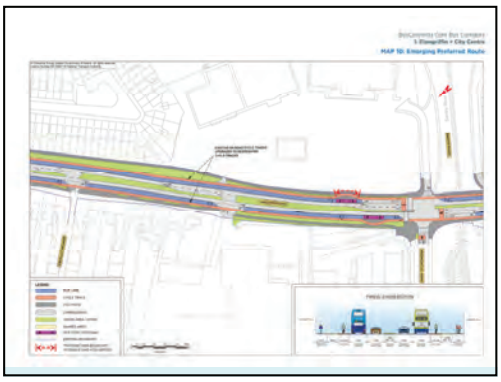


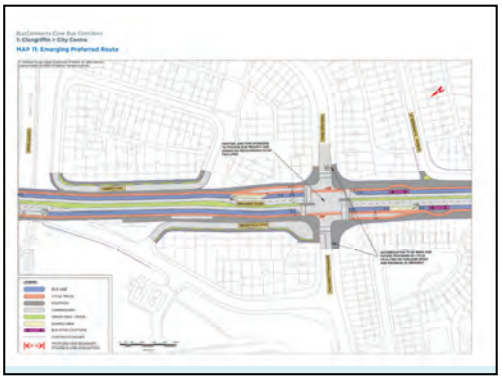


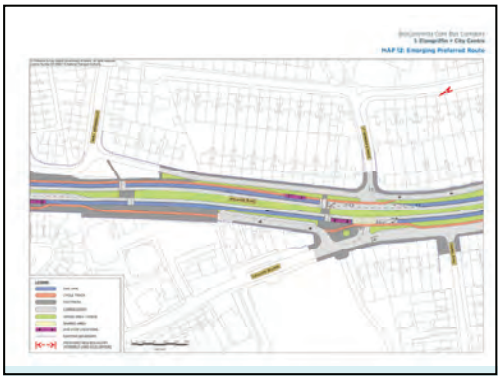


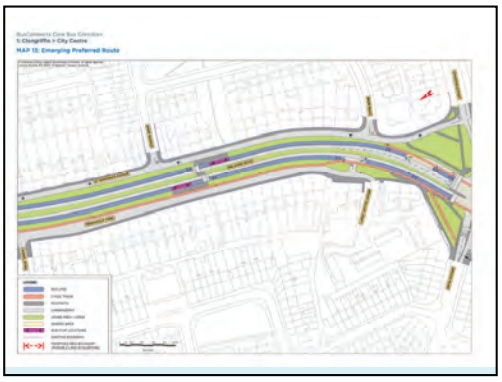


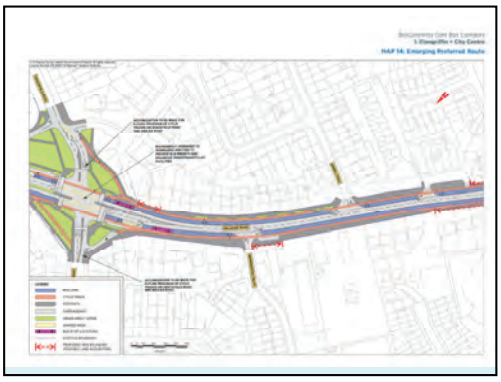


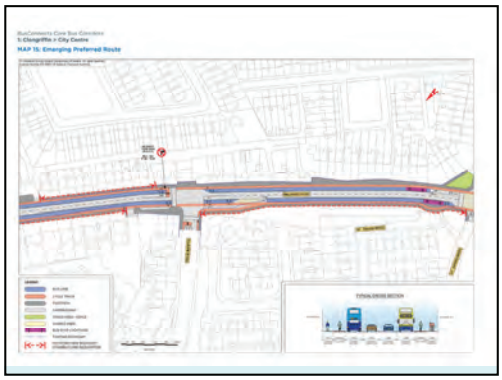


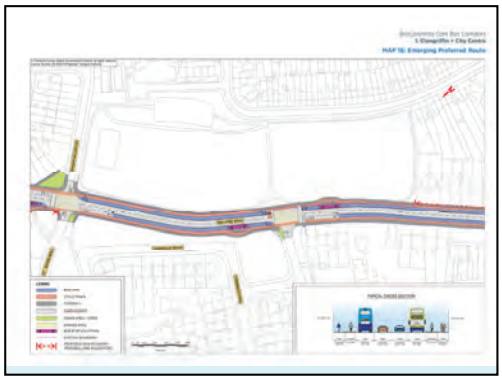


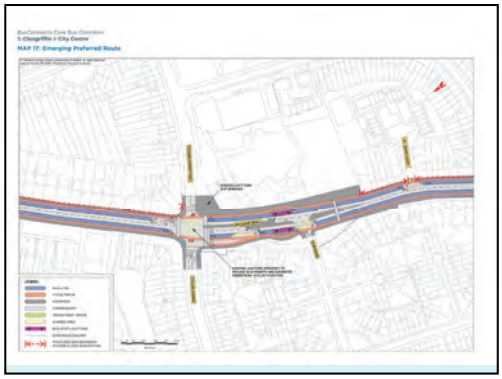


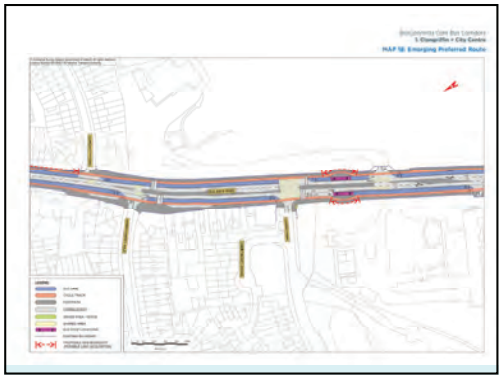


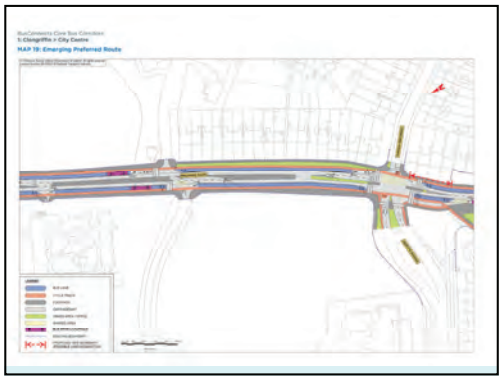




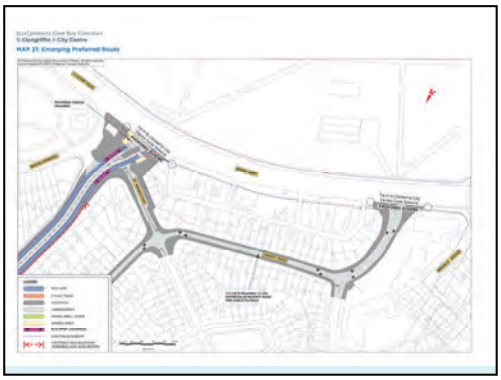












Clongriffin to City Centre Core Bus Corridor Community Forum Report - 11 December 2018

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Clongriffin Community Forum Report

Date: Tues 11th December 2018 **Location:** Hilton Hotel, Clongriffin

Meeting Number: 1 **Chair:** David Denny

Corridor: Clongriffin to City Centre Core Bus Corridor.

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

Attendees (signed in):

[redacted]

Topics discussed:

- Bus capacity issues.
- Interaction with bus network redesign.
- Lower Artane Cottage footpath.
- Coordination of cycle proposals with Fairview to City Centre Cycle Scheme.
- Traffic modelling of junction changes.
- Level of segregation for cyclists.
- Level of consideration of pedestrians.
- Statutory approval process for scheme.
- Traffic arrangements at Marino – potential use of bollards.
- CPO process.
- Consultation process and timeline.
- Park and ride provision.
- Diesel buses and alternative vehicle types.
- Number of properties impacted by scheme.

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Actions (NTA):

- To review width of footpath at Lower Artane Cottages and examine potential of increased widening on opposite site of road.
- To review traffic movements from Fairview into Marino Mart and consider use of bollards to reduce through running.
- To refine the layouts for cycling at junctions along scheme.

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

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.

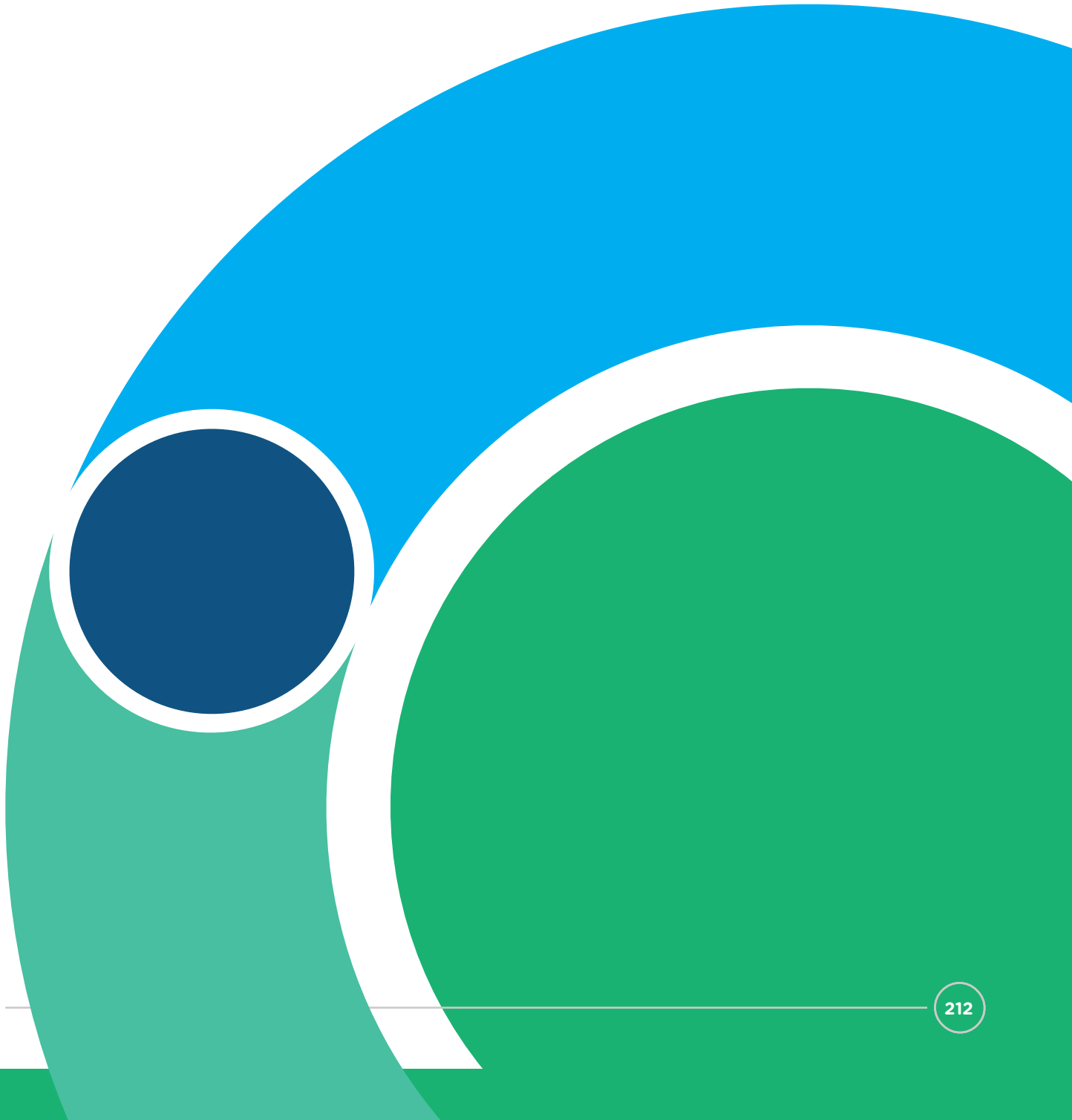
Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanala. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired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

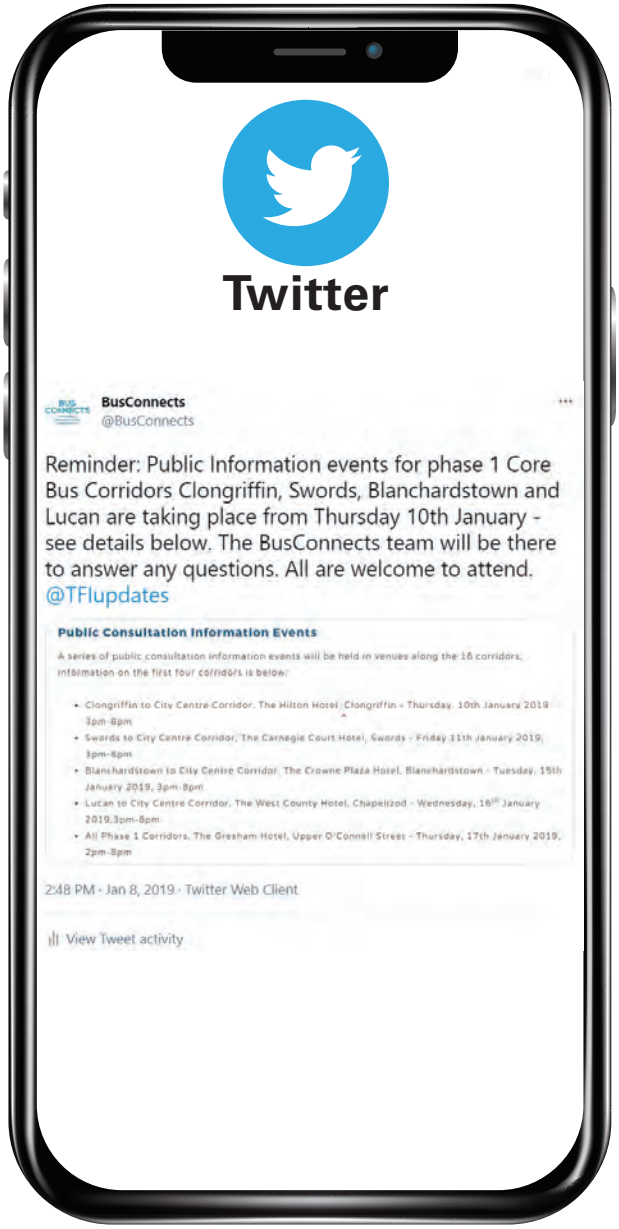


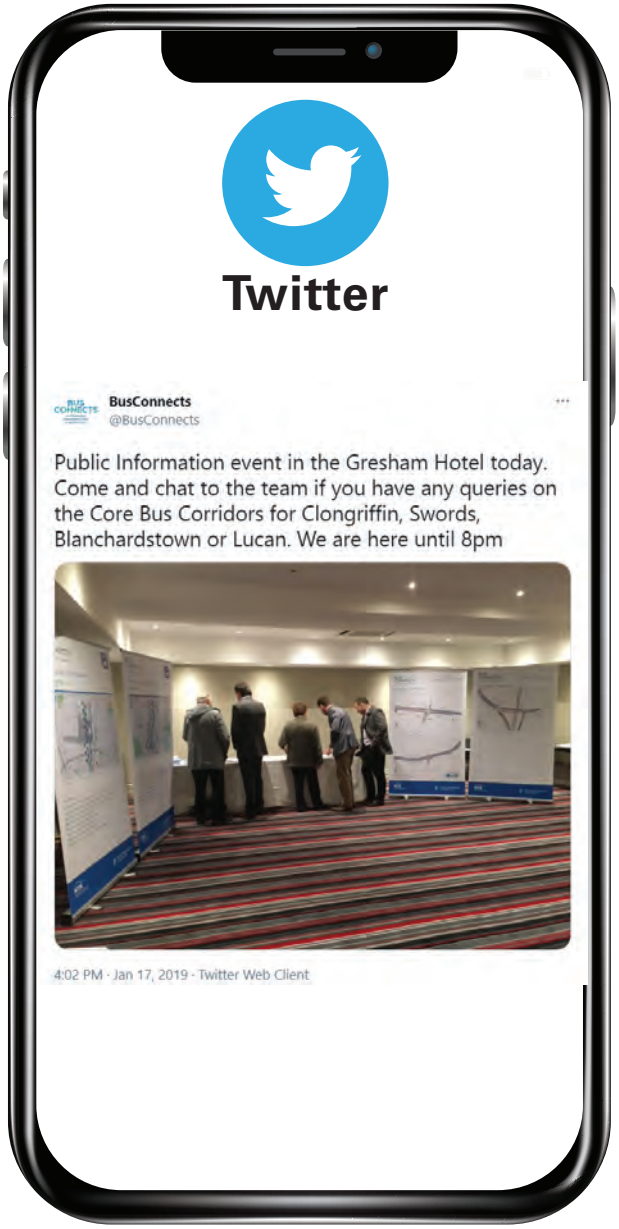
Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation (14th November 2018 – 31st May 2019) Website & Published Material:

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
Tionscadal 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

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Illustration of typical neighbourhood street



Existing

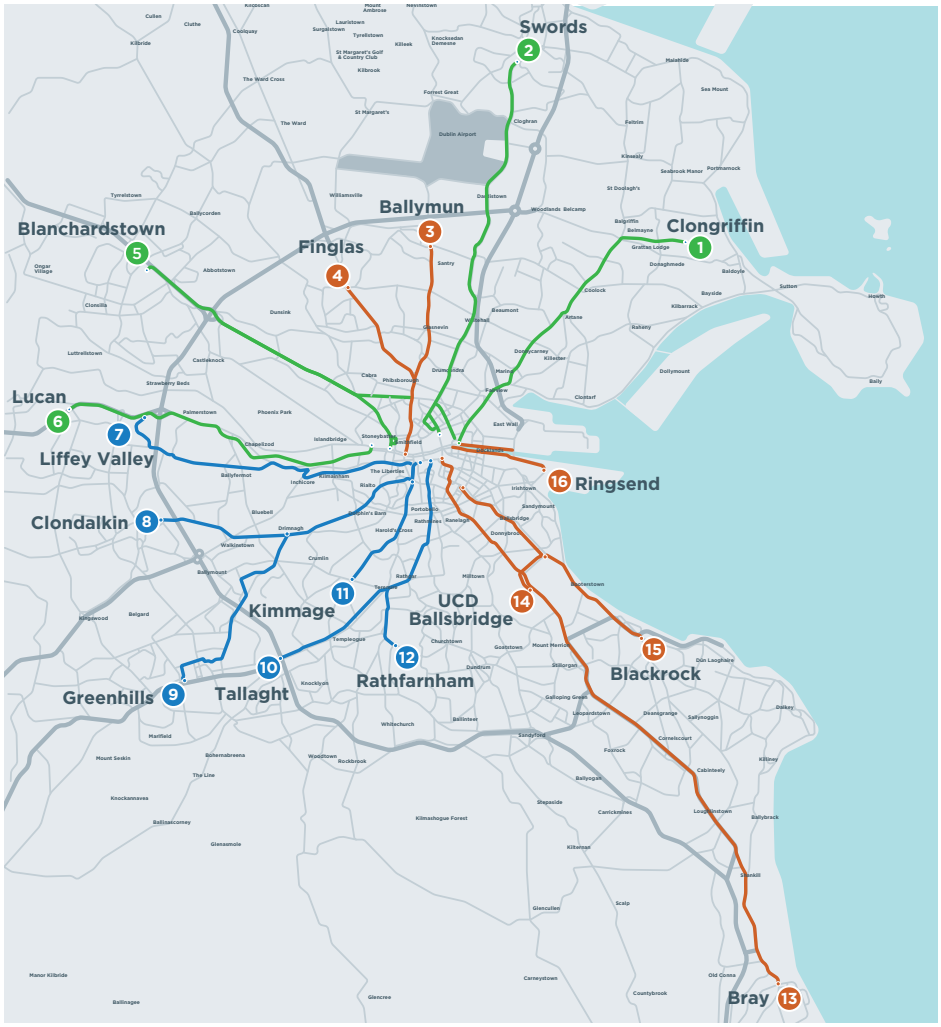


Potential

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Phases Map



Radial Core Bus Corridors Emerging Preferred Routes Phases

Phase 1:
14th November 2018
to 29th March 2019

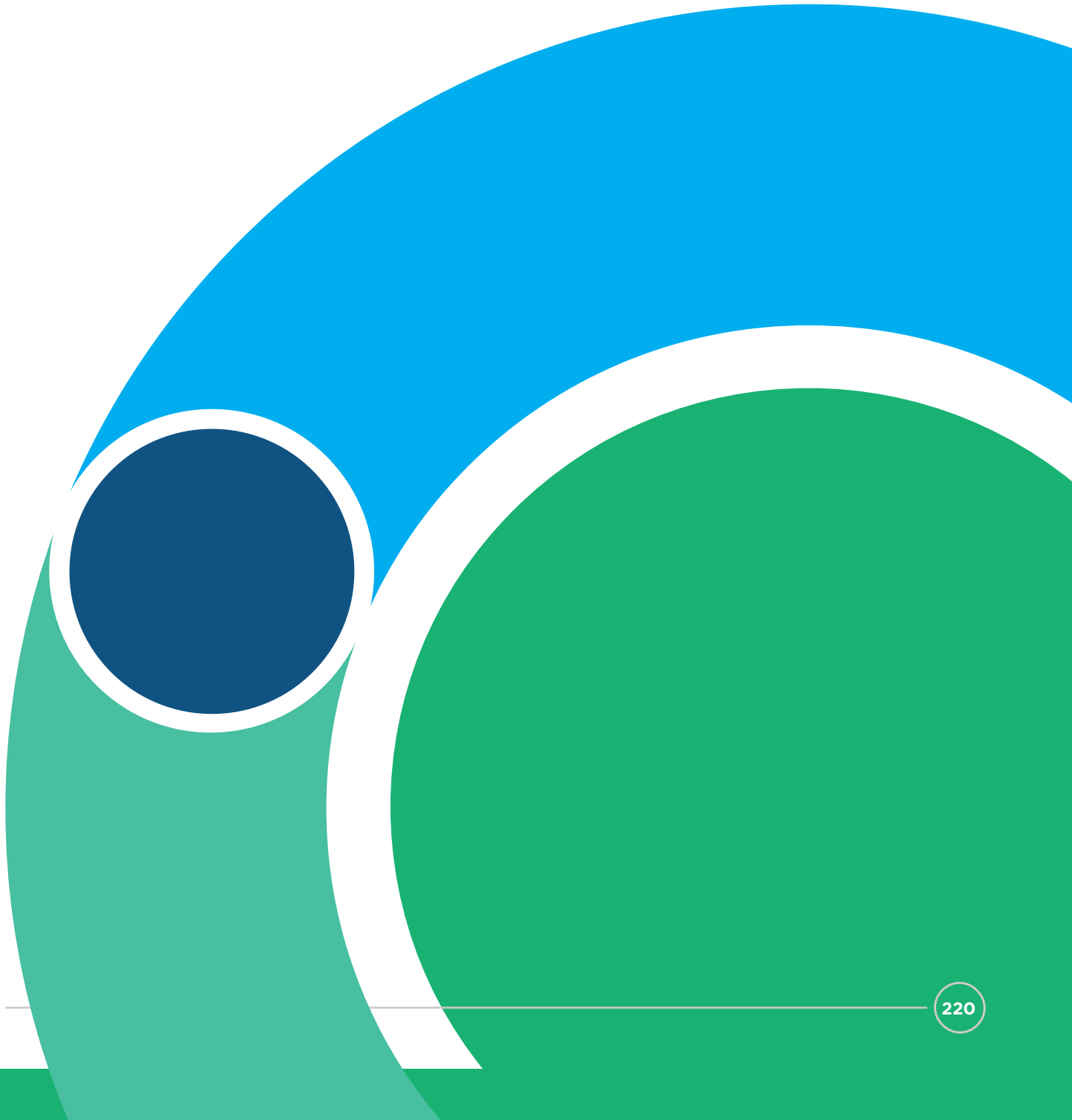
1. Clongriffin to City Centre
2. Swords to City Centre
5. Blanchardstown to City Centre
6. Lucan to City Centre

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 14th November 2018:

PRESS RELEASE

NTA LAUNCHES PUBLIC CONSULTATION ON PHASE ONE OF THE CORE BUS CORRIDORS PROJECT

14th November 2018 – The National Transport Authority (NTA) has today unveiled details of phase one of the BusConnects Core Bus Corridors project with the publication of the Emerging Preferred routes for four of the sixteen previously announced routes.

Routes in phase one of the project include **Clongriffin to the city centre; Swords to the city centre; Blanchardstown to the city centre; and Lucan to the city centre.** A public consultation is now underway on the Emerging Preferred Routes on those four corridors.

Announced in June of this year as part of the BusConnects programme to transform Dublin's bus system, the Core Bus Corridors project will see the provision of 230kms of dedicated bus lanes and 200km of cycle lanes on sixteen of the busiest bus corridors in Dublin. Currently, on the busiest bus routes, bus lanes are only in place for one third of the corridors. This means that for most of the journey, buses are competing for space with general traffic and are affected by increasing levels of congestion.

On the four corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 14% in the period 2015 to 2017 with millions of passenger journeys taking place on each of these corridors each year. We need to respond to the congestion issue and create journey time savings for both existing and new bus users.

Given the scale and extent of the Core Bus Corridors project, the NTA is undertaking the public consultation on the corridor proposals on a phased basis. The Emerging Preferred Routes for the first group of four corridors are being published today.

Phase two will get underway in mid-January and will run until the end of March featuring the following six corridors:

- Liffey valley to City Centre;
- Clondalkin to Drimnagh;
- Greenhills to City Centre;
- Tallaght to Terenure;
- Kimmage to City Centre;
- Rathfarnham to City Centre.

Phase three will get underway in mid-February and will run until the end of April featuring the final six corridors:

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

All of those property owners potentially affected by today's phase one announcement have been notified by post and a one-to-meeting is being offered with each of those potentially impacted. Community information sessions will also be held along the four routes in early January 2019, with the consultation period being extended to Friday 15th February 2019 to take into consideration Christmas.

Anne Graham, CEO of the NTA said: "As part of the development of the Transport Strategy for the Greater Dublin Area (GDA), the NTA identified the key sixteen routes where the demand for travel necessitates significant levels of infrastructural investment in order to minimise delays to bus services.

The delivery of continuous bus lanes along Dublin's busiest bus corridors became a core pillar of the BusConnnects programme. Through the National Development Plan 2018-2027, funding is now in place to progress with the project."

"With the city set to grow by 25% by 2040, the level of congestion will increase, and people's quality of life will be eroded unless we take the appropriate actions now. The long-term viability of the city, its environment and all the surrounding communities and counties will suffer. Unless we transform our transport infrastructure, travelling by bus will become slower, less reliable and more frustrating for the increasing numbers wishing to use sustainable transport in and out of the city."

"Moreover, cycling across the city will also become more hazardous for the increasing number of cyclists in the city. People want to cycle, and they also want the cycling option for children to be able to cycle safely in their local areas and communities. Over 200kms of dedicated cycle tracks and lanes will be delivered as part of this project, transforming cycling for everyone and making it a genuine option for people – for work, for leisure, for weekends and to school and college."

"The BusConnects Core Bus Corridors project provides a solution to the challenges of congestion, sustainability and safety. By putting in place modern infrastructure to allow continuous bus priority and segregated cycle lanes, we can meet the future transport needs of the people of Dublin. This project will create journey time savings of up to 40-50% of the current times people have to spend on buses."

"Our announcement today is the first in a three-step process giving details of the Emerging Preferred Route for each corridor. Although the Core Bus Corridors project is ambitious, it is needed now more than ever. Some of the decisions that need to be made may be difficult, but they are being made to enable bus journeys to be fast, reliable, punctual and convenient for passengers in Dublin."

"We are acutely aware that a project such as this will have impacts for people who live on these bus corridors. As such, the 345 property owners who may be potentially affected by the first four corridors have been notified and we are in the process of engaging each of those in one-to-one meetings. The proposals we have put forward are not fixed or finalised. Only when we have engaged with those affected and with the general public will we decide on final preferred routes for each corridor.

"Today marks the beginning of a two-way dialogue with community residents and leaders. During the course of the project we are committed to establishing a Community Forum along each of the sixteen routes that enables us to listen directly to local concerns and to keep them informed and engaged.

"As part of that dialogue we intend to explore how we can create attractive local environments at key urban centres along each corridor. Through careful design we want to enhance those key centres with the provision of attractive landscaping, lighting, seating and other features that are appropriate for the areas. To achieve this, we will engage extensively with the relevant local authority and with local communities.

"The public consultation is an opportunity for the people of Dublin to have their say on each of the Core Bus Corridors proposed. We want to hear from them and whether the proposed route layout will work for them and, if not, what changes would they choose to make. Because it is important for people to realise that something needs to be done and not doing anything is not an option when it is expected that the 1.2million population in the Greater Dublin Area will grow to 1.5million by 2040."

For further information on the four Emerging Preferred Routes announced today and details on the public consultation process, visit: **https://busconnects.ie/initiatives/core-bus-corridor-project/.**

ENDS

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

BusConnects Core Bus Corridor Phase 1 Fact Sheet:

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.

BusConnects Core Bus Corridor Phase 1 Fact Sheet:

- 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.

Key Facts & Benefits – Clongriffin to City Centre Core Bus Corridor:

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Core Bus Corridor Fact Sheet for Clongriffin to 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.

Key Facts:

- Approximate number of properties that may be impacted: **120**
- Approximate number of on-street parking spaces that may be removed: **31**
- 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 +**

Benefits of this project:

- Journey time savings – the core bus corridor project will deliver journey time savings of up to 40-50% on each corridor;
- Accessibility for all;
- Better cycling facilities;
- Along each route improvements and enhancements will be made to pedestrian and local urban centres;
- Building a sustainable city and addressing climate change.

How to make a submission:

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. Users can access the site to find out more about the project and download copies of the key studies that have been carried out.
General queries can be directed to a dedicated freephone – 1800 303 653 or by email to cbc@busconnects.ie.

We are inviting submissions in relation to the proposals set out within the public consultation document. Please note that the public consultation for the first four corridors has commenced and will end on 15th February 2019.

Written submissions and observations may be made by:

Online:

Through the online form in the "Public Consultation" section of the core bus corridor page on our website: www.busconnects.ie

Or by email to: cbc@busconnects.ie

Or by post to:

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

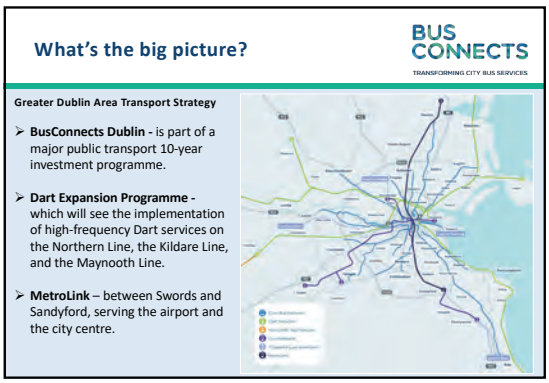
National Transport Authority
Dún Scéine
Harcourt
Lane Dublin 2
D02 WT20

www.busconnects.ie
Email: cbc@busconnects.ie

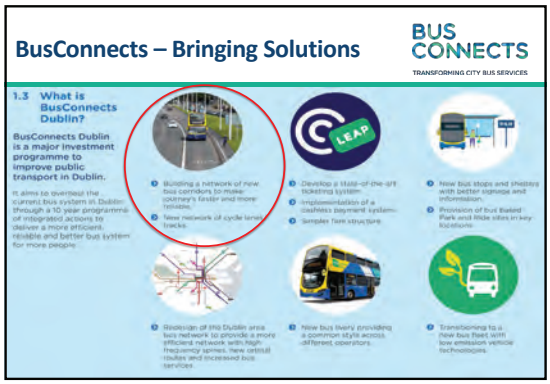
Press Briefing Presentation



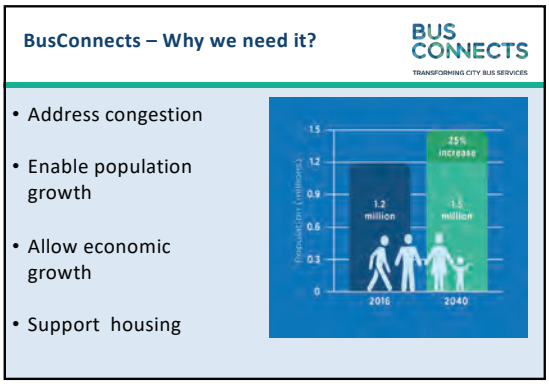
1



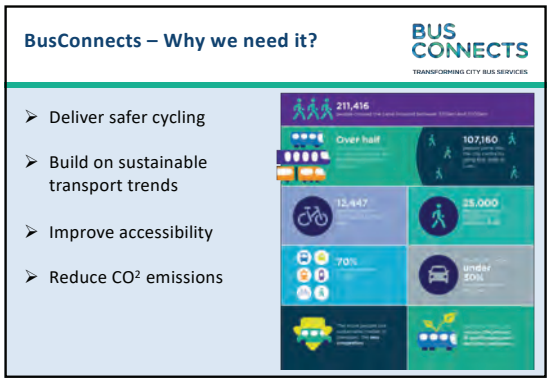
2



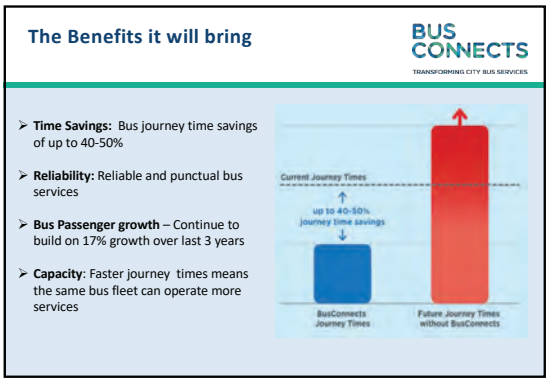
3



4



5



6

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.



7

Recap -Discussion Document June 2018

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES



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

8

Taking a phased approach for publication and consultation

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- Prioritise potentially impacted householders
- Allows us to dedicate significant resources to each corridor



9

Which corridors are first?

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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



10

Clongriffin to City Centre Corridor
Key Facts

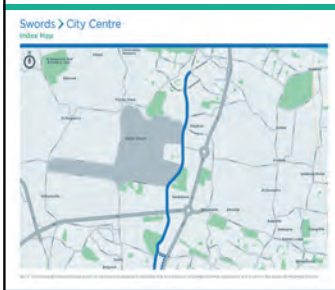


- Approximate Number of Properties that may be Impacted: 120
- Approximate Number of On-Street Parking spaces that may be Removed: 31
- Approximate Number of Roadside Trees that may be Removed: 100
- Approximate Route Length: 10kms
- Approximate New Cycle Lane Length: 6kms
- Current Bus Journey Time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

11

Swords > City Centre
Key Facts

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES



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

12

Swords > City Centre
Key Facts

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES



Key facts on previous slide.

13

Blanchardstown > City Centre
Key Facts

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES



- Approximate Number of Properties that may be Impacted: **100**
- Approximate Number of On-Street Parking Spaces that may be removed: **87**
- Approximate Number of Roadside Trees that may be Removed: **200**
- Approximate Route Length: **8kms**
- Approximate New Cycle Lane Length: **8kms**
- Current Bus Journey Time **up to 65 mins**
- BusConnects Journey Time: **20-25 mins**
- Future Bus Journey Time without BusConnects: **80 mins +**

14

Lucan > City Centre
Key Facts

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES



- Approximate Number of Properties that may be Impacted: **15**
- Approximate Number of On-Street Parking Spaces that may be Removed: **13**
- Approximate Number of Roadside Trees that may be Removed: **44**
- Approximate Route Length: **10kms**
- Approximate New Cycle Lane Length: **5kms**
- Current Bus Journey Time **50 mins**
- BusConnects Journey Time: **30-35 mins**
- Future Bus Journey Time without BusConnects: **60 mins +**

15

The project is not without its challenges

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

To achieve the dedicated bus lanes & cycle tracks for millions of bus passengers and tens of thousands of cyclists we have limited space to work with:

- Potential loss of portions of gardens, gardens walls and fencing
- Traffic changes
- Reduction of on-street parking
- Removal of trees
- Road works



16

How we will mitigate the impacts

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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



17

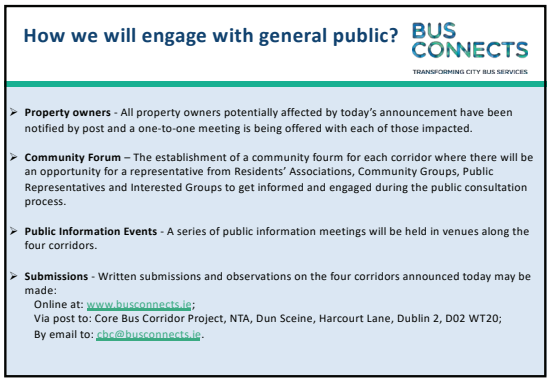
How we will mitigate and improve

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

- Where private and public walls or fencing are removed, we will **rebuild and replace**.
- Where trees are removed we will put in place a **comprehensive replanting programme** replacing more trees that we move.
- We intend to create attractive local environments at key urban centres along the routes, with the provision of attractive landscaping, lighting, seating and other features.



18



19



20

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.

Press	x44 press ads across 13 newspapers for Public consultation launch, Community Forum advertising and Public Information events advertising.	Advertising dates from 15th November 2018 through to 28th March 2019	• The Irish Times • Irish Independent • Herald • Dublin Gazette (City, North, West & South) • Dublin People • Echo (Tallaght, Clondalkin) • Wicklow Times (North & South) • Fingal Independent
Social/ Digital		Advertising dates from 15th November 2018 through to 28th March 2019	The Journal, Twitter, Instagram, Facebook

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

3H Advertising



Press Advertisement:

BUS CONNECTS
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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.

- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh 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:
Trídanbhfoirmarlínesachuid"ComhairliúcháinPoiblí"deleathanachnagConairíBusLárnachaaran 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Community Forum Press Advertisement:



BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations, disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019.
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 email to:
cbc@busconnects.ie

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

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Irish Independent - 15 November 2018:

22 Thursday, November 15, 2018 IRISH INDEPENDENT

News

PR firm distances itself from Casey over video tweet

Kevin Doyle
GROUP POLITICAL EDITOR

THE public relations firm which advised Peter Casey's presidential campaign has moved to distance itself from the businessman.

Bannerton PR issued a statement yesterday evening saying it no longer represents Mr Casey, who came second to Michael D Higgins in last month's election.

It comes after a cartoon video was uploaded to the millionaire's Twitter account which mocked his recent appearance on RTÉ's 'The Late Late Show'.

The clip was criticised online for the way it portrays Travellers. In a statement, Bannerton PR said its social media account had "mistakenly retweeted" the video.



Peter Casey ran for president

"This content did not originate in the company, is not in any way supported by the company and should not be linked to any Bannerton employee or client in any way," the company said.

It noted that Mr Casey's social media platforms were now "managed in the US".

"As of the conclusion of the presidential campaign, Bannerton is not managing Mr Casey's public relations and, as a result, cannot comment on his behalf.

"Bannerton apologises wholeheartedly to any clients, associates or individuals who were upset by this video and its inadvertent circulation," the statement concluded.

Mr Casey, who amassed more than 340,000 votes in the election, subsequently deleted the video.

He said its content was "not supported by myself or Bannerton".

BUS CONNECTS
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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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 comhairliúcháin 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.

- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

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

Ar líne:
Tríd an bhfoirm ar líne sa chuid "Comhairliúcháin 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Irish Times – 16 November 2018:

THE IRISH TIMES
Friday, November 16, 2018
R2
Home News 9

Children denied access to full school days

Use of reduced timetables a 'breach' of children's rights, say organisations

Barnardos says impact of exclusion from a classroom on a child can be very damaging

KITTY HOLLAND
Social Affairs Correspondent

Children – many of them disadvantaged – are being "denied their education" by being placed on reduced timetables at school, usually for behavioural issues, according to June Tinsley, head of advocacy with Barnardos.

The measure entails a school allowing the affected child attend school for a few hours or less a day. Though such a reduced timetable should "not be used" to manage behaviour according to the Department of Education and should be used only with parents' consent, *The Irish Times* has established it is being used widely to manage behaviour, and at times without parents' consent.

And as the children are marked "present", their reduced hours are not reported to the education welfare section at Tusla or the Department of Education. Neither body collects any data on how widespread the practice is.

Organisations including Barnardos, Inclusion Ireland and the Irish Traveller Movement say it is happening across the State, describing it as a "breach of children's constitutional rights".

'Endemic'

They are calling on the department and Tusla to stipulate that reduced timetables be reported by schools, that the practice be monitored and that legislation be put in place to govern it.

A youth worker in Finglas and Ballymun, Dublin, who did not wish to be named as he works for a State-funded charity, said it was "endemic".

"On our project, a random sample of 50 young people up from one area might have 20 per cent on reduced timetables. Schools use this as a behavioural management response and it is usually a step towards permanent exclusion. The most challenging young people can be put on reduced timetables as early as October of first year, and although there is supposed to be a plan to return them to full time, it rarely happens."

The Irish Times is aware of families across Dublin and in Limerick, Offaly, Kerry, Wexford and Westmeath where children are being denied access to full school days and parents feel powerless to challenge it.

Mother was dying

In one recent case, a five-year-old, whose mother was dying and who was "acting out" at school, was placed on a reduced timetable despite the efforts of her father to access school supports. "The impact of exclusion on a child can be profound, with feelings of confusion, blame, shame and isolation," says Ms Tinsley.

"Many parents, particularly those who have a background of educational disadvantage may not realise the impact of missing school on their education, or may not feel they have the power to fight for services for their children."

Barnardos has raised the issue with the department, while the Irish Traveller Movement has raised it with Minister of State for Equality David Stanton.

A spokeswoman for Tusla said: "There is no provision in Irish education law for the implementation of reduced timetables."

A Department of Education spokesman said: "All pupils enrolled to a school should attend school for the full day, unless exempted for exceptional circumstances. . . Reduced timetables should not be used as a behavioural management technique."



■ Trish Reilly Nolan with her son Alex (9) who is taught on a reduced timetable in a room with a resource teacher, separated from his classmates

'Its been heartbreaking. At this stage I'd like him to get a fresh start'

Case study

Alex Nolan (9), who attends St Mary's – a Deis (delivering equality of opportunity in schools) national school in Athlone, has not had a full day at school since mid-September.

His mother, Trish Reilly Nolan drops him in at 11.15am and collects him an hour later, during which time he is in a room with a resource teacher, separated from his classmates.

Last academic year he was on a reduced timetable from early May until the end of the school year, also isolated from his peers.

Nor is he allowed attend after-school activities or go on school trips.

Ms Reilly Nolan says she did not consent to these reductions. He has also been suspended on eight occasions since February, for a total of 27 days for incidents including leaving the school without permission and kicking other children.

Ms Reilly Nolan is a settled Traveller now separated from Alex's father, who is not a Traveller.

There were difficulties at home which she believes unsettled Alex as a small boy, and he had problems settling into preschool.

Emotional outbursts

From age two he was prone to angry and emotional outbursts. His preschool referred him through the HSE for an assessment which he did not get, though it was recommended that Ms Reilly Nolan and Alex's father attend a parenting course, which they did.

He started at St Mary's in August 2013, about the time his parents separated. His junior infants report describes him as having had a "tumultuous year" and "a lovely nature that gets overtaken by his anger sometimes".

In 2014 Ms Reilly Nolan applied to the HSE for a community childcare worker for Alex which she did not get.

She says she appealed to the school for help for Alex and play therapy was offered in early 2015, although this did not materialise.

Through his reports Alex is described as a boy who "always tries very hard" and a "quiet, polite and hardworking member of class".

There are also references, however, to "challenging behaviour", "difficulty regulating his emotions".

Ms Reilly Nolan has repeatedly sought help through the school, she says, asking that he be referred to the National Educational Psychological Service, but says she was told there was nothing wrong with Alex other than his "bad" behaviour. She brought him to her GP in January, who referred him to a primary care psychologist, whom she says has been "great".

'Hitting himself'

"He has been inconsolable sometimes, hitting himself and saying there's no point even trying anymore. It's been heartbreaking. At this stage I'd like him to get a fresh start, to start a new school."

St Mary's national school did not respond to the issues raised by Ms Reilly Nolan, put to it by *The Irish Times*.

Shooting in Kildare under investigation

Dead man was in his 40s and had just returned home from Ireland football match

MARK HILLIARD

A man was shot dead outside his home last night after returning from the Republic of Ireland-Northern Ireland football match in Dublin.

The victim, who was not named, was aged in his late 40s and had arrived at his house in the Glen Easton Way housing estate in Leixlip, Co Kildare when he was approached by a gunman and shot.

Initial reports that the killing was linked to the Kinahan-Hutch feud could not be confirmed although the deceased was known to have some connections to the Hutch side.

It is understood he had been questioned by gardaí more than a decade ago in relation to minor offences.

Gardaí and emergency services rushed to the scene after the incident was reported at about 9.15pm.

Last night, investigators were working to establish the movements of his killer or killers, although no get away vehicles had been discovered in the immediate aftermath. It is unclear if the deceased was on his own at the time he was shot or whether he had family in the house.

In a statement, gardaí said that a man in his 40s was treated at the scene for serious injuries but was later pronounced dead.

The scene was sealed off pending the arrival of Garda crime scene examiners and the office of the State Pathologist was notified.

Gardaí are appealing for anyone who was in the Glen Easton Estate between 8.30pm and 9.30pm to contact them at Leixlip Garda Station on 01-6667800.

Fast-food ban on outlets near schools urged

ELAINE EDWARDS

A ban on fast-food restaurants within a certain distance of schools and amended regulations on the advertising of unhealthy foods are among recommendations in a report aimed at tackling the childhood obesity crisis.

The Joint Committee on Children and Youth Affairs report, published yesterday, also recommends that home economics be made compulsory at Junior Cert level and that the Government "normalise the drinking of water" in schools as an alternative to less healthy drinks.

The committee also suggests the Government should undertake research into the potential links between obesity, mental health, and the portrayal of body image on social media and in traditional media. It should then implement measures to protect young people accordingly.

It further recommends that the Government should establish "clear targets for reducing socio-economic inequalities in childhood obesity" and that it also provide the necessary funding for obesity-related research in order to better identify "obesity hotspots".

The committee said the Government should consider the promotion of sport and physical activity for children and young people as a priority in relation to funding provided from public money.

Vending machines

It called for the enhancement of local planning powers and said the Government should consider measures to prevent the opening of new fast-food outlets within a defined vicinity of schools.

The definition of what constituted a "fast food" restaurant needed to be considered, however, as there seemed to be "ambiguity" in that regard.

BUS CONNECTS
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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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 comhairliúcháin poiblí maidir leis na moltaí seo.

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

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **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.

- FóramPobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.

- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh 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:

Trídan bhfoirm ar líne sa chuid "Comhairliúcháin 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040 Building Ireland's Future
NTA Údarás Náisiúnta Iompair National Transport Authority

Press Advertisement published in the Irish Independent – 16 November 2018:

14 Friday, November 16, 2018 IRISH INDEPENDENT

News

SHOWBUSINESS

Star is 'blown away' by future industry diamonds

THE teenage star of RTÉ's hit drama 'Taken Down' led the congratulations to the Blue Diamond Drama students at their graduation.

Florence Adebambo (15) said she was "blown away by the brilliance" of the 10 young graduates at a special ceremony at Dublin's Gaiety Theatre yesterday.

She was joined by Nick Kelly – director of 'The Drummer And The Keeper' – in presenting the certificates to students on stage.

CEO of Blue Diamond Drama, Kate Sheridan, called for more flexibility and creativity in education so that all students can be included.

Tony Walsh, founder of Blue Diamond Drama Academy, said: "I had a dream, as someone once said, and here we are today in this theatre, this is a special day."

The Gaiety theatre kindly offered to host the event, MD Caroline Downey was also present.



BUS CONNECTS
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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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 comhairliúcháin 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.

- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

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

Ar líne:
Tríd an bhfoirm ar líne sa chuid "Comhairliúcháin 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Northside People East – 21 November 2018:

NORTHSIDE PEOPLE EAST
21.11.18

Caring for people with dementia at Christmas time



The Alzheimer Society of Ireland has issued tips for carers for the Christmas period.

CHRISTMAS can be a wonderful time for family and friends.

At the best of times it can also be overwhelming. When caring for a loved one with dementia, it can easily feel all too much. However, with some planning and some adjustments, this holiday can be enjoyable for everyone.

The Alzheimer Society of Ireland's factsheet for families caring at Christmas provides lots of ideas to help. Top tips include:

•Have realistic expectations, things may need to be different but still enjoyable for everyone.

•Talk to the person with dementia about what they think about Christmas and how they would like to be involved. Consider their past attitude to Christmas.

•Think about what you feel is possible and what you would like to do this year.

•Talk to family and friends in advance about what you both feel is needed to make the day work for everyone.

•A series of small events may work better than one large event.

•Try to stagger visitors and visiting.

•If the house is going to be busy, identify a quiet space that the person with dementia can retreat to if they are feeling tired or overwhelmed.

•On Christmas day involve the person with dementia in the preparations, for example setting the table, preparing vegetables or a festive activity such as singing carols.

•Build in time to do things you enjoy and make you smile.

•Congratulate yourself, focus on what is going well.

To get your free copy of the factsheet 'Caring at Christmas', call 1800 341 341 or visit www.alzheimer.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Public Consultation
Comhairliúcháin 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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Aitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.

- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár a Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

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

Ar líne:
Tríd an bhfoirm ar líne sa chuid "Comhairliúcháin 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
Dún 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Northside People West – 21 November 2018:

NORTHSIDE PEOPLE WEST
21.11.18

PHOTO EXHIBITION: St Brigid's Photography Group is holding their annual exhibition in Blanchardstown Centre until December 3.

The images from home and abroad capture the light of family life, nature, sun, moon and stars, flora, fauna and objects including the abstract of course. Anybody interested in joining St Brigid's Photography Group can contact the group by visiting www.stbrigidsphotogroup.ie, emailing saintbrigidsphotogroup@gmail.com or joining the Facebook page at www.facebook.com/St-Brigids-Photo-Group.

CONCERT: The Garda Survivors Support Association (GSSA) is holding its annual fundraising concert at 8pm in Westmanstown Sports and Conference Centre, Clonsilla, Dublin 15, on November 27.

The GSSA is dedicated to helping and supporting families to rebuild their lives after experience the trauma of a love one's death during service. The concert features Fiona Murphy, Soprano, in concert with The Band of An Garda Siochana. Music Director is Inspector Pat Kenny and the Compere is Ray Kennedy (RTE). Tickets costing €25 available from Margaret Dixon on 086-8451949, Breda Hand 083-8248730 or Michael & Eileen Griffin on 086-8704365.

DRIVERS NEEDED: KARE Social Services are looking for volunteer meals on wheels drivers in Dublin 15 and Dublin 7.

Volunteers are asked to give up approximately an hour just one day a week.

This is a vital service in the community to provide hot nutritious meals to the elderly and vulnerable in their own home. Contact KARE Social Services on 01-8058574.

SIXTIES NIGHT: A night OF '60s music in aid of DEIS (Development Education Ireland Sharing) Madagascar is taking place on Friday, November 30 from 9pm till late in the Workingmen's Club, 33-36 Little Strand Street, Dublin 7 (facing Nealon's Pub). Acts include Don Bernard, Roisin Gaffney, Johnny Graham, Christy Kearns, the OLMC Folk Group, Dave O'Mara, Ray Salter, Harry Shiels, Martin Sneyd and Tony Quinn.

Tickets cost €10 each and there's free sandwiches on the night. 1960s fancy dress optional. For tickets and information contact Bernard Neary on 085-7132116 or Martin Sneyd on 086-1591188.

PUBLIC SPEAKING: Dublin 15 Toastmasters next meeting is on Wednesday November 21 at 7.45pm in St Mochta's Parish Parochial Centre, Porterstown, Dublin 15. All adults are welcome to attend and will be made very welcome.

There will be jokes, poetry and topics so come along and enjoy the night.

There is no admission for one or two meetings so that those interested can see how they can benefit. Just come along on the night or contact Tony on 086 822-1274 for more information.

LITTLE JOHN'S A BIG BOY NOW!



Little John Douglas (2) from Finglas pictured at Tentacles for Tinies - a celebration of premature infants born at the Rotunda Hospital to mark World Prematurity Day. Babies born at the hospital in 2016 who weighed less than 1,500 grams attended the event. *PHOTO: CONOR MCCABE*

BUS CONNECTS
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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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 comhairliúcháin 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Aitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.
- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár a Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

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

Ar líne:
Tríd an bhfoirm ar líne sa chuid "Comhairliúcháin 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Southside People – 21 November 2018:

SOUTHSIDE PEOPLE
21.11.18

South William Street wins Urbanism Award



The street has consistently had to reinvent itself.

DUBLIN'S South William Street has been declared the winner of the Great Street Award during the 2019 Urbanism Awards in London.

The street was shortlisted with other streets - Argyle Street in Glasgow and Kirkgate in Leeds. South William Street was proposed by the Dublin City Architects office and the application was supported by DublinTown.

DublinTown was asked to assist in preparing the application and in making arrangements for the assessment visit.

They worked with the Dublin City Architects to plan the assessment visit in September that included guided tours of the street and key buildings, as well as introductions and interviews with a wide range of businesses on the street such as the Powerscourt Centre, the Irish Georgian Society, Grogan's Pub, Aspire Digital, Taste Food Co and Platform 61.

In the lead assessor's report, Alistair Barr said: "The street has consistently had to reinvent itself and each reinvention has added layers of richness and delight to the street's special place in Dublin.

"The small grain of development allows start-up businesses to flourish and the supportive nature of the business community has encouraged growth."

The assessors also noted that this is one of Dublin's "most important intact Georgina Streets".

"The Grafton Street Quarter Public Realm Plan is integrated and supported by Dublin's City Business Improvement District (BID). The assessors were impressed by the way the council and DublinTown work together.

"DublinTown takes a keen interest in the street," Ms Barr added. "It is the biggest BID area in Europe with a large turnover. There is a dedicated Project Manager for who has developed good relationships with local businesses."

DublinTown CEO Richard Guiney commented on the win, said: "We were delighted to work with the City Architects office in the preparation of the submission for the Academy's Great Street award. The Academy recognises places across Europe that have achieved excellence across many categories. We feel that South William Street is a shining example of what can be achieved when businesses work together to achieve a shared vision in cooperation with a supportive city council. I want to pay special thanks to those businesses who took the time to meet with the assessors during their visit. Their pride and passion for their street was evident to all. We look forward to seeing the area develop further with the planned improvements outlined in the Grafton Area plan."

The Urbanism Awards is organised by The Academy of Urbanism. The awards include European City of the Year and Great Town and Neighbourhood, and Street and Place.

BUS CONNECTS
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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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 comhairliúcháin 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Aitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.
- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár a Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

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

Ar líne:
Tríd an bhfoirm ar líne sa chuid "Comhairliúcháin 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
Dún 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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Dublin Gazette – 22 November 2018:

FEATURES

COMMERCIAL FEATURE

Blackberry Hearing could help with your hearing loss

BLACKBERRY Hearing was established in 2015, with founders John Ryan and Dave Gleeson drawing on their long business experience to provide quality solutions at the best prices with exceptional customer care.

Blackberry Hearing hold more than 60 clinics nationwide. They only employ degree level or masters level audiologists, and people can call them directly at 01 697 8470 to book a free consultation at a clinic near to them.

"We built the business from scratch around the principles of affordability, transparency, quality and customer care," says John. "How do we know we have succeeded? Because our customers tell us."



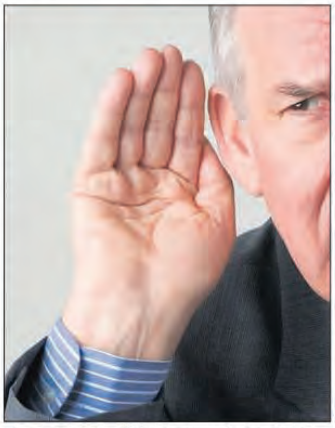
One such customer, Peter Finnegan, said: "I bought my hearing aids from Blackberry Hearing five weeks ago. They are fantastic. Firstly, they are almost 50% cheaper than some of their rivals. I dealt with a wonderful girl called Rhea in Ashbourne. I cannot recommend Blackberry Hearing highly enough."

Another customer, Mickey Gill, said: "Blackberry hearing aids are the best and most inexpensive aids on the market compared to other providers and great after-care service. I would recommend Blackberry; they have made my life easier."

David Stewart said: "Very professional lady in Wexford, Rita, made a relaxing atmosphere. Totally explained the procedure and I felt totally relaxed, never under pressure to purchase. Thank you Blackberry Hearing."

Breda Gallahue said: "This hearing aid is brilliant. I just recently got one off Blackberry; great service and brilliant after care."

For further information, see **www.blackberryhearing.com**.



Too many people with hearing issues don't tackle them until it's too late – but Blackberry Hearing could provide the solution to any hearing loss you may have

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Public Consultation
Comhairliúcháin 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 comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa 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 tiomnaithe 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 comhairliúcháin 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.

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

- **Cluain Ghrífín go Lár na Cathrach**
- **Cluain Ghrífín go Baile Bhlainséir**
- **Sord go Lár na Cathrach**
- **Leamhcán go Lár na Cathrach**

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

- Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a sheoladh chuig **cbc@busconnects.ie** má theastaíonn uait a bheith páirteach ann.

- Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar 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 phoiblí.

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 Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

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

Ar líne:

Tríd an bhfoirm ar líne sa chuid "Comhairliúcháin 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
Dún Scéine
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**
- **Blanchardstown to City Centre**
- **Swords 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 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

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

Project Ireland 2040
Building Ireland's Future

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Dublin Gazette – 29 November 2018:

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations, disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019.
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 email to:
cbc@busconnects.ie

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

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Northside People East – 05 December 2018:

NORTHSIDE PEOPLE EAST
05.12.18

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations, disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019.
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 email to:
cbc@busconnects.ie

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

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Dublin Gazette – 20 December 2018:



BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations, disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019.
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 email to:
cbc@busconnects.ie

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

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Dublin Gazette – 03 January 2019:



BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Project Ireland 2040
Building Ireland's Future

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations, disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019.
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 email to:
cbc@busconnects.ie

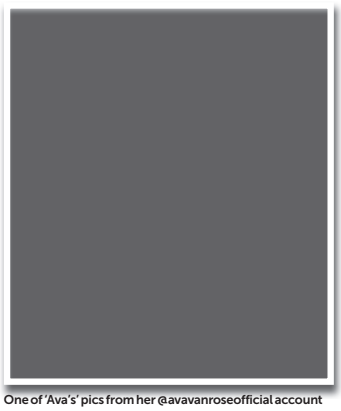
By Post to:
Core Bus Corridor Project
National Transport Authority
Dun Sceine
Harcourt Lane
Dublin 2
D02 WT20

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie
cbc@busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Press Advertisement published in the Dublin Gazette – 05 January 2019:



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

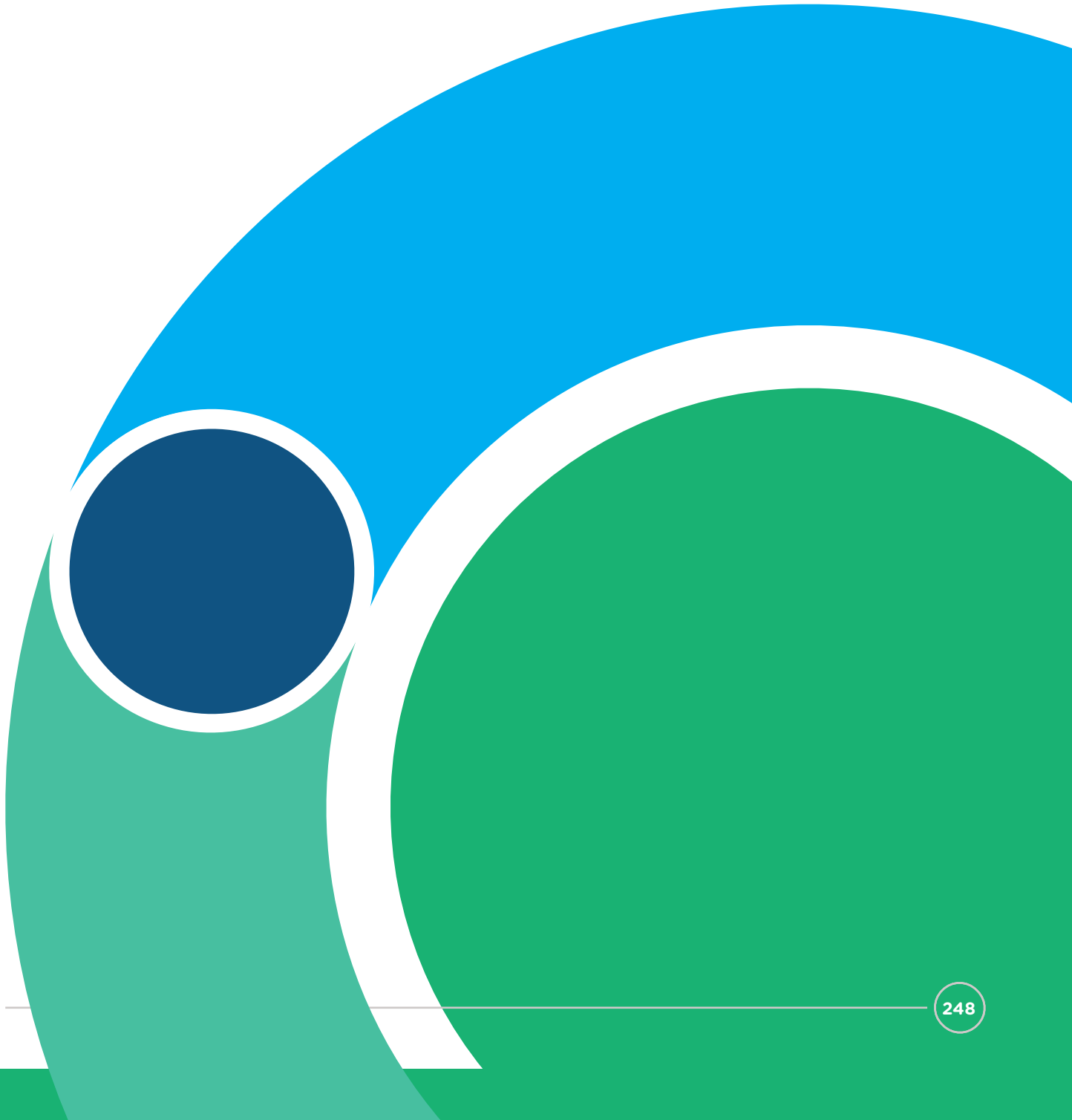
A series of information events are being held about the BusConnects core bus corridors project public consultation. The core bus corridors project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The public consultation for the sixteen 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**

NTA
Údarás Náisiúnta Iompair
National Transport Authority



4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4A Clongriffin to City Centre Core Bus Corridor Preferred Route Option Brochure - March 2020

- English
- Irish Cover

Clongriffin to City Centre

1

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.



Contents

1. Introduction		**1**
1.1	What has happened so far?	1
1.2	What is BusConnects?	1
1.3	What are the benefits of this project?	3
1.4	Understanding the terminology	5
1.5	Map of all 16 Core Bus Corridors	6
2. Preferred Route Description		**7**
2.1	Overview	7
2.2	Clongriffin DART Station to Malahide Road via Clongriffin Main Street	7
2.3	Mayne River Avenue to Gracefield Road – Malahide Road	8
2.4	Gracefield Road and Clontarf Road–Malahide Road	8
2.5	Key Changes from the Published EPR	10
2.6	Key Facts	10
3. How to take part in the public consultation		**11**
3.1	General queries	11
3.2	How to engage	11
3.3	What happens next?	11
4. Appendices		**13**
4.1	Index Map	14
4.2	Route Maps	16

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 polices 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

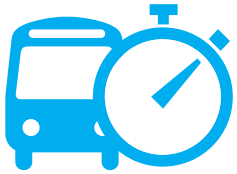
New Park & Ride
sites in key locations

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?



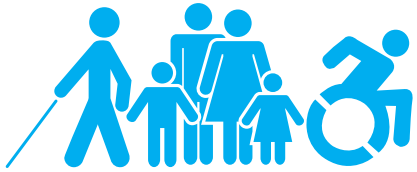
Journey Time Savings -

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)

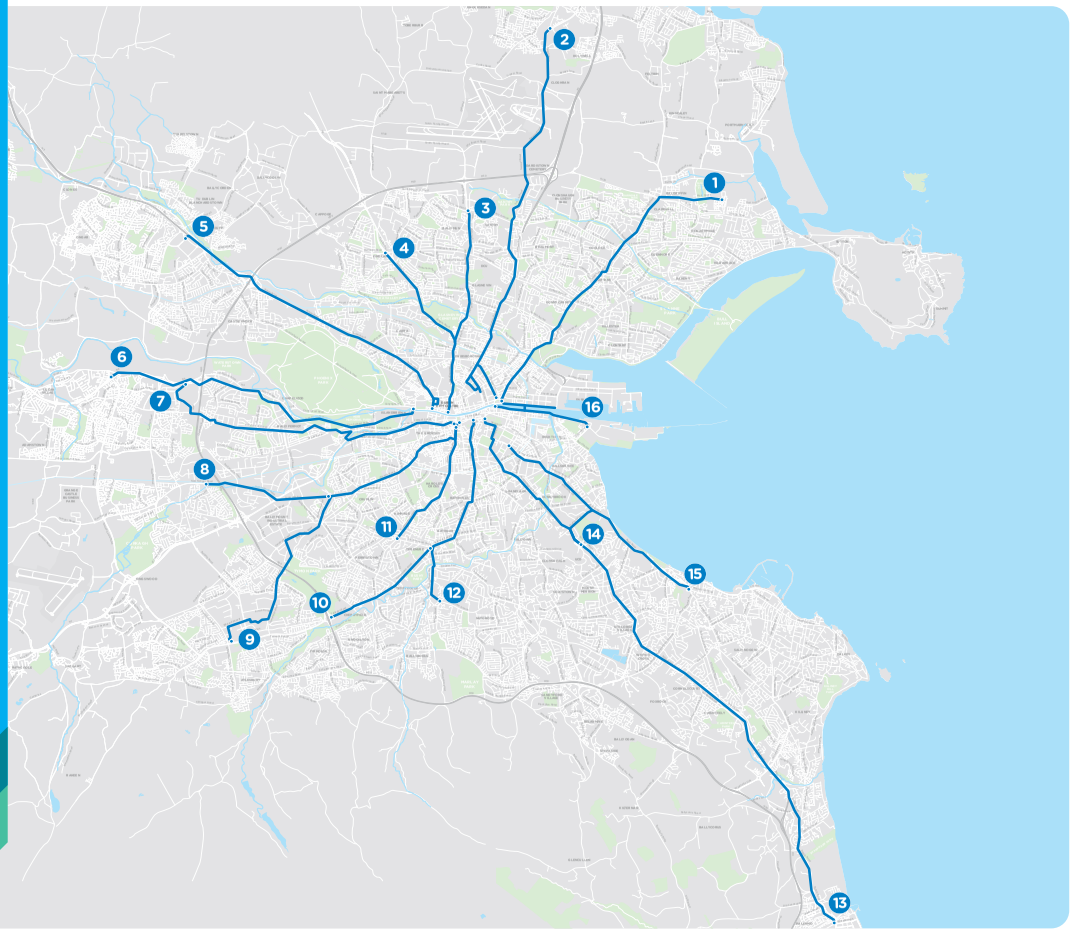


1. Traffic proceeds as normal.
2. As the bus approaches, the light signal changes to halt general traffic.
3. The bus has priority to proceed.
4. When the bus has cleared the junction, general traffic proceeds.

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.


12

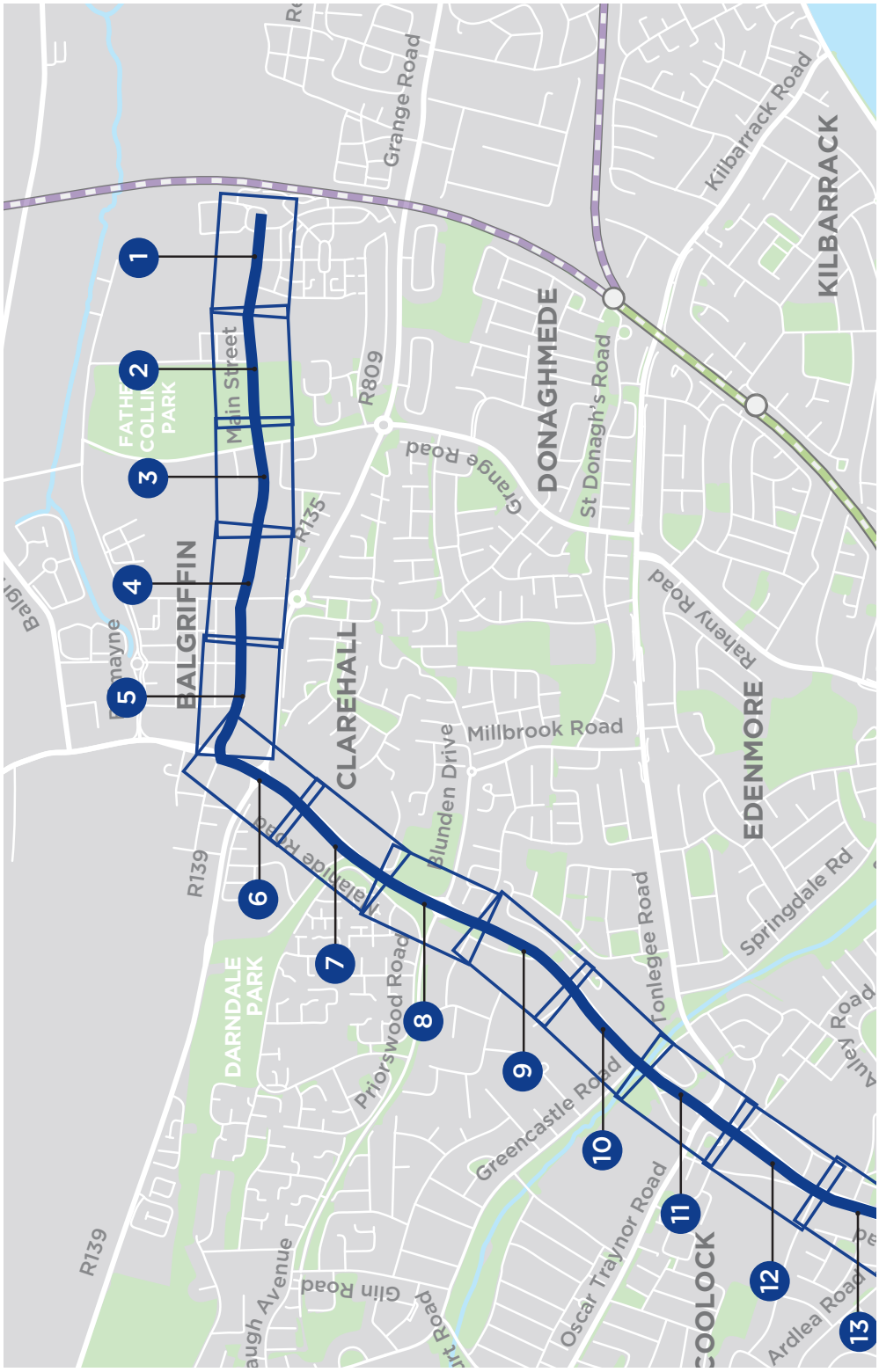


4. Appendices

Index maps
Route maps

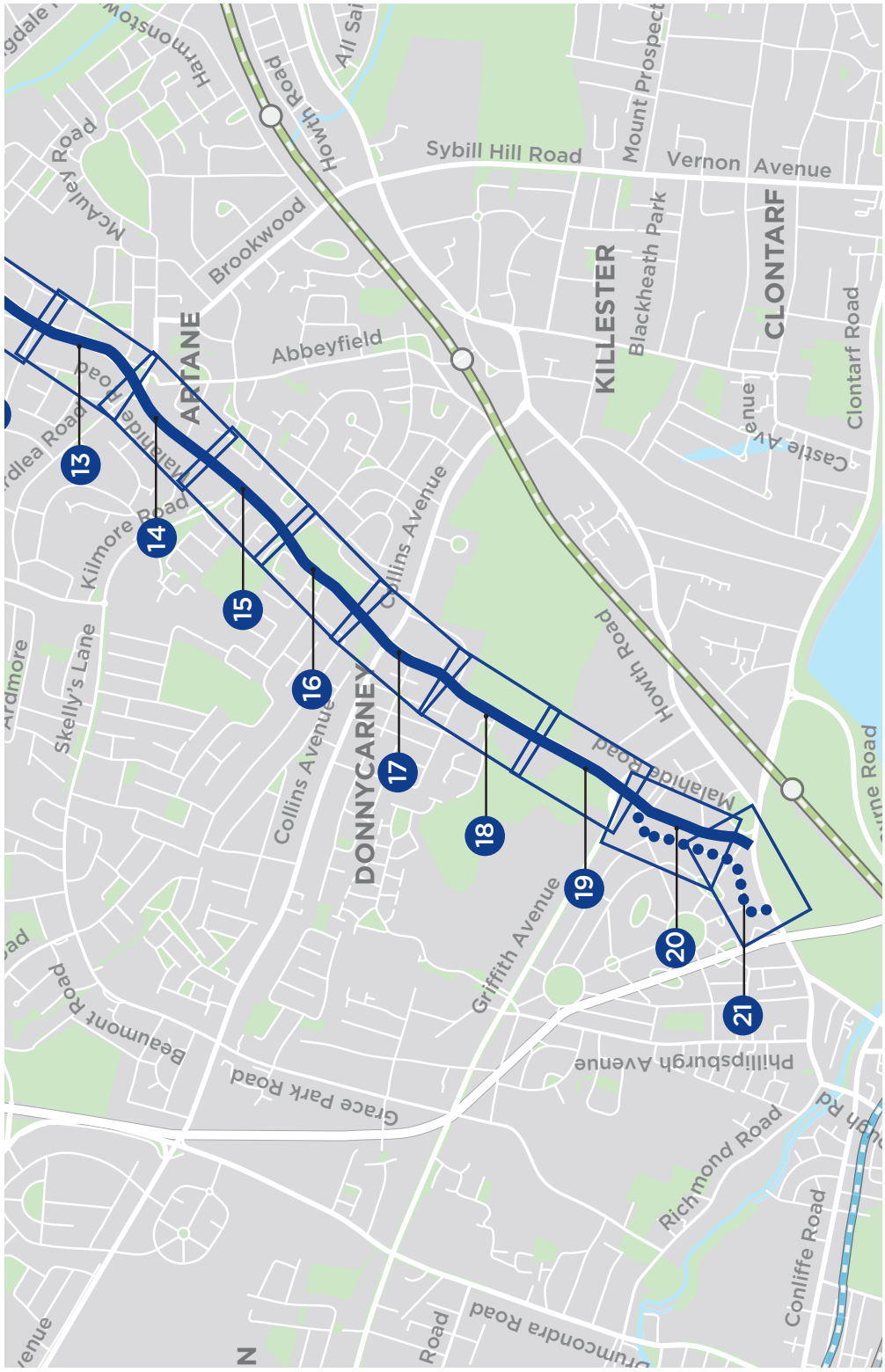
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

Index Map



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

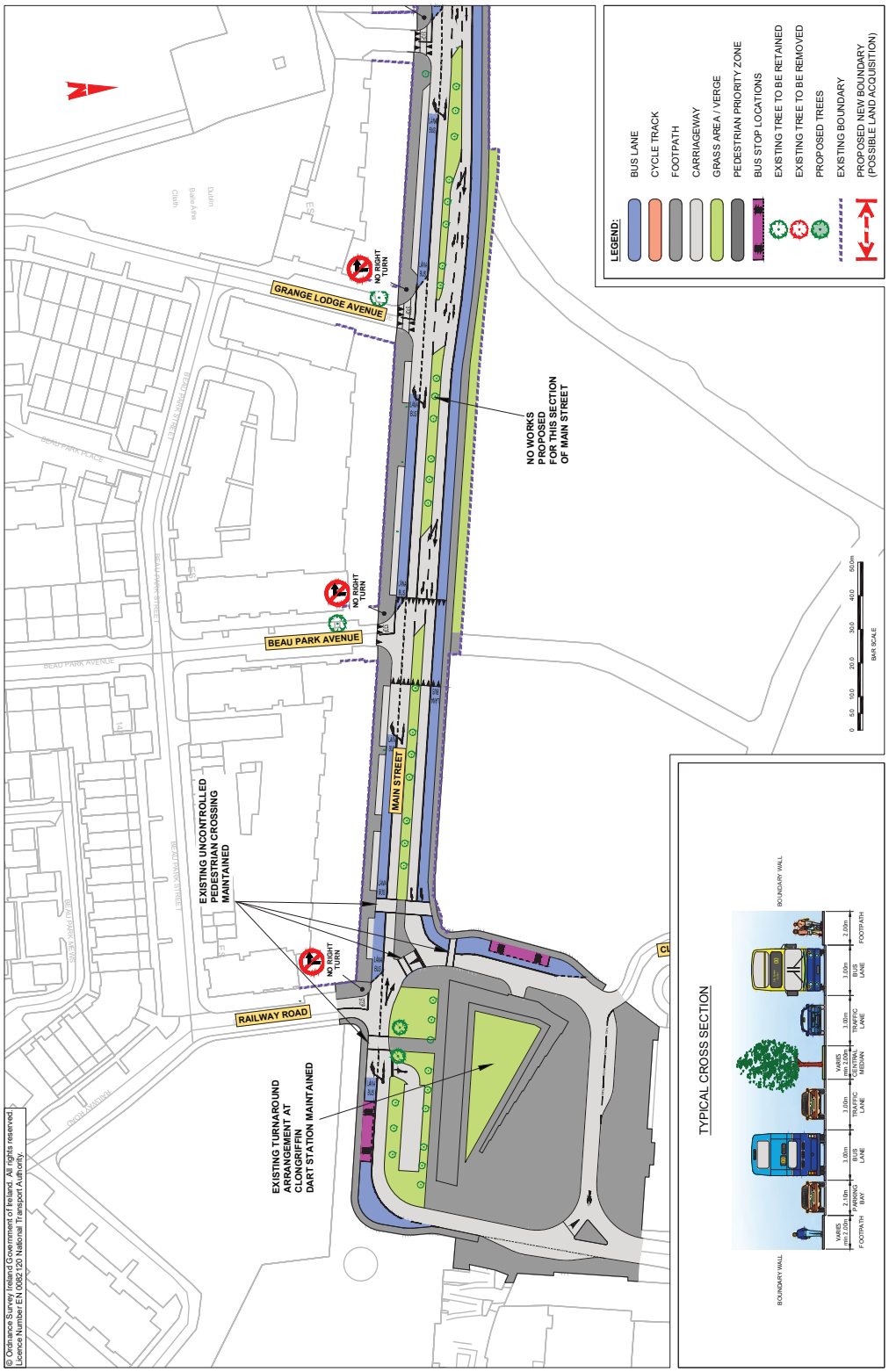
Index Map Continued



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

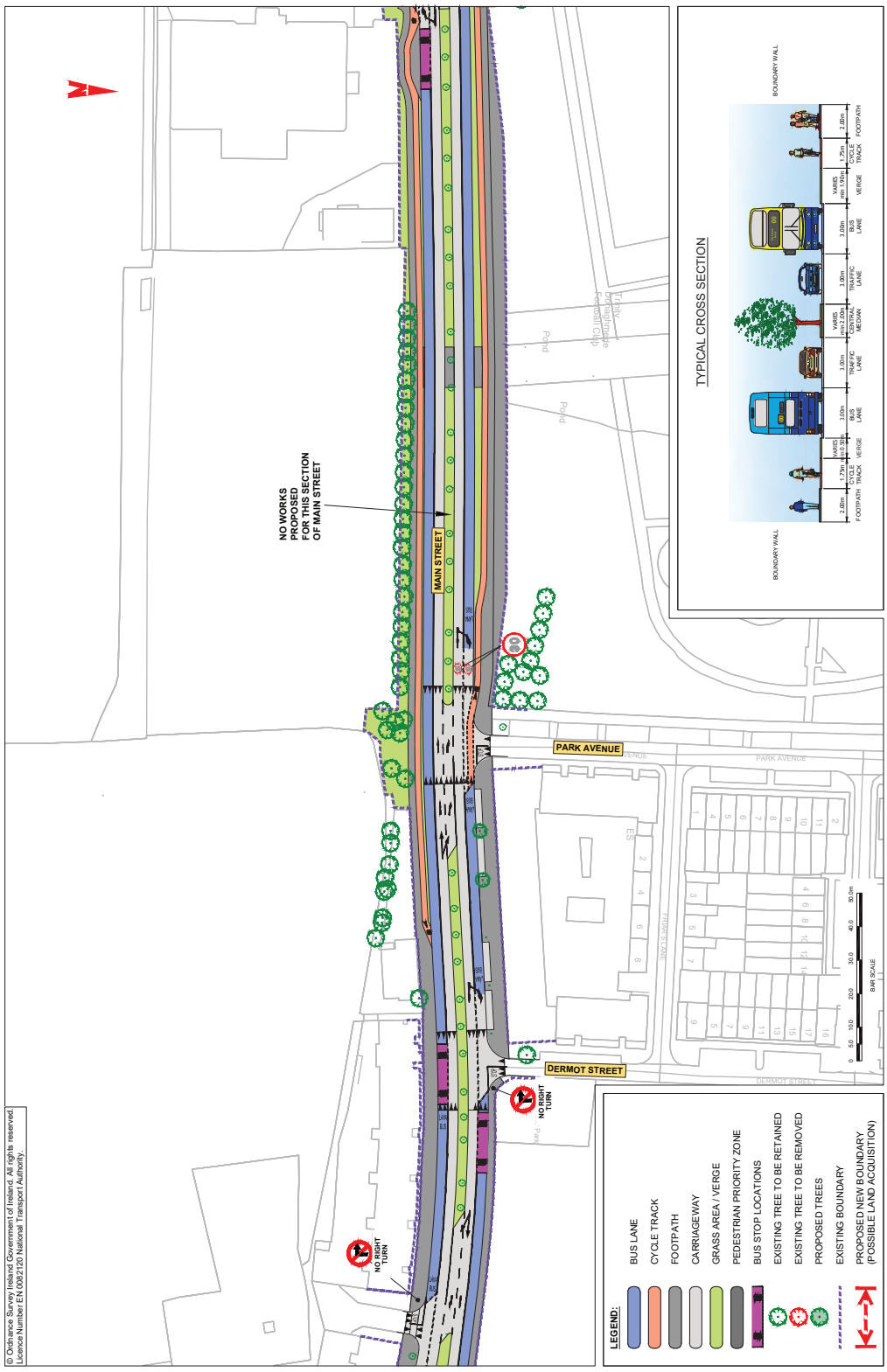
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 1: Preferred Route



MAP 2: Preferred Route

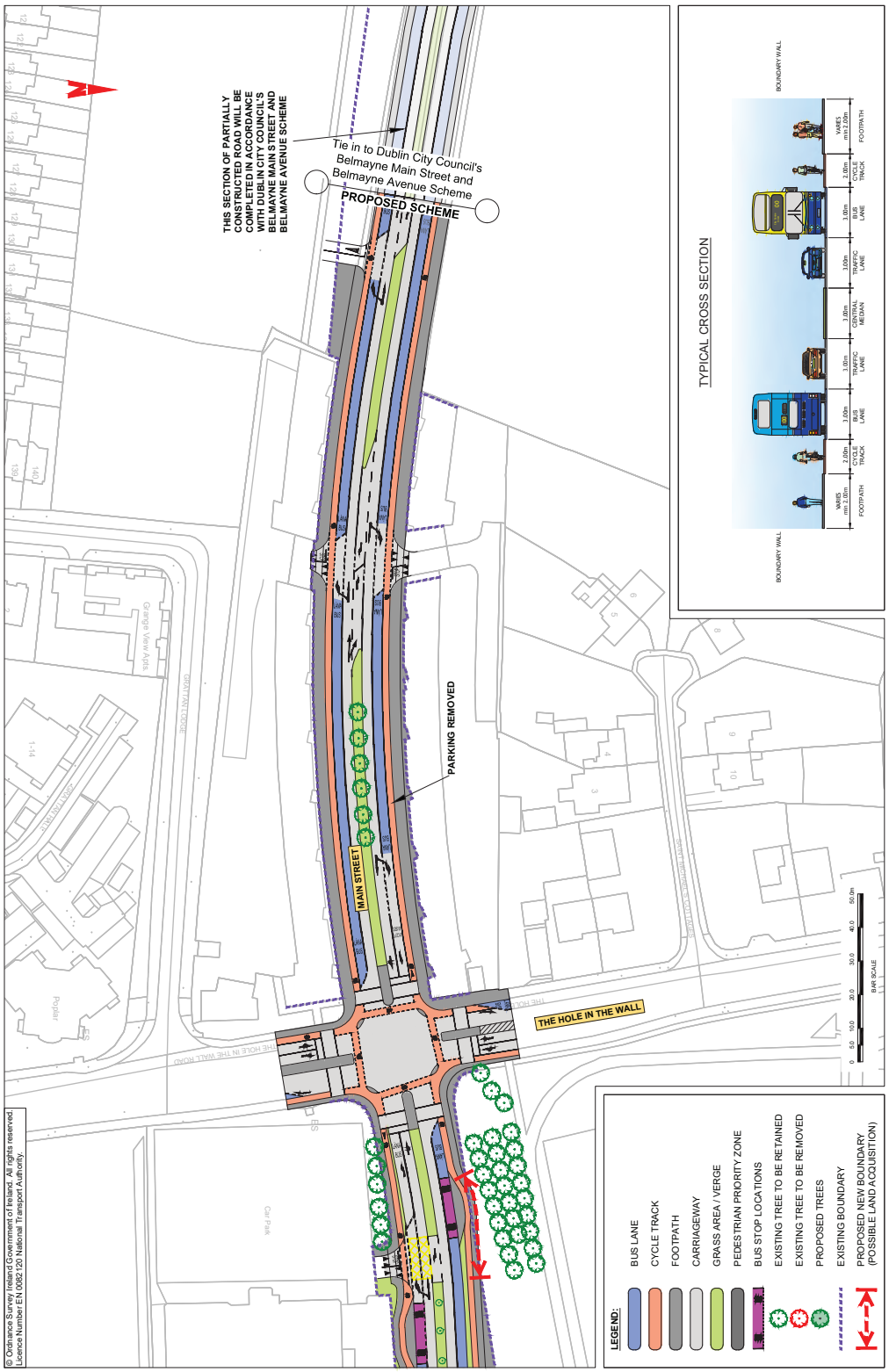
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number EN 0082120 National Transport Authority

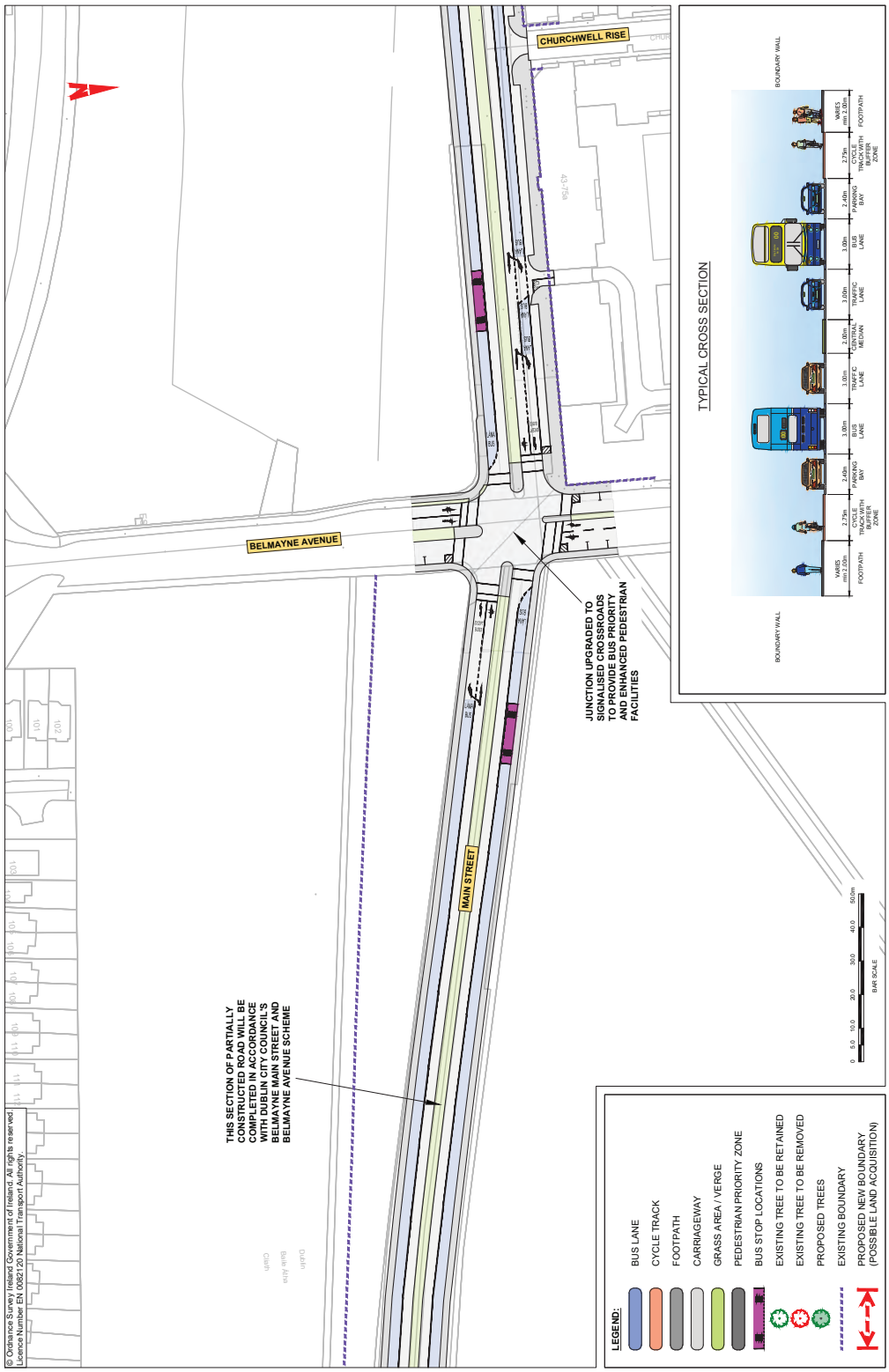
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 3: Preferred Route



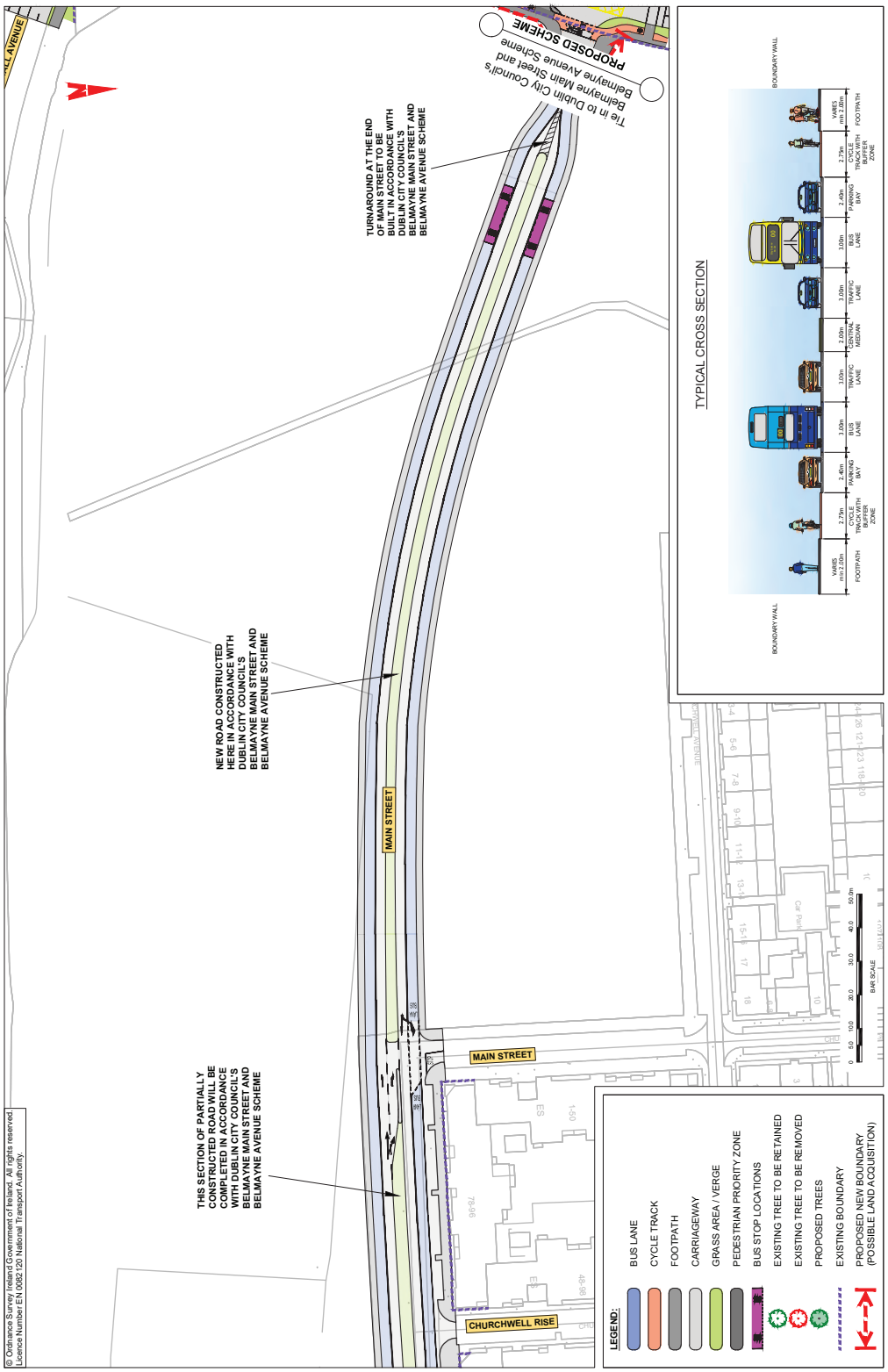
MAP 4: Preferred Route

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



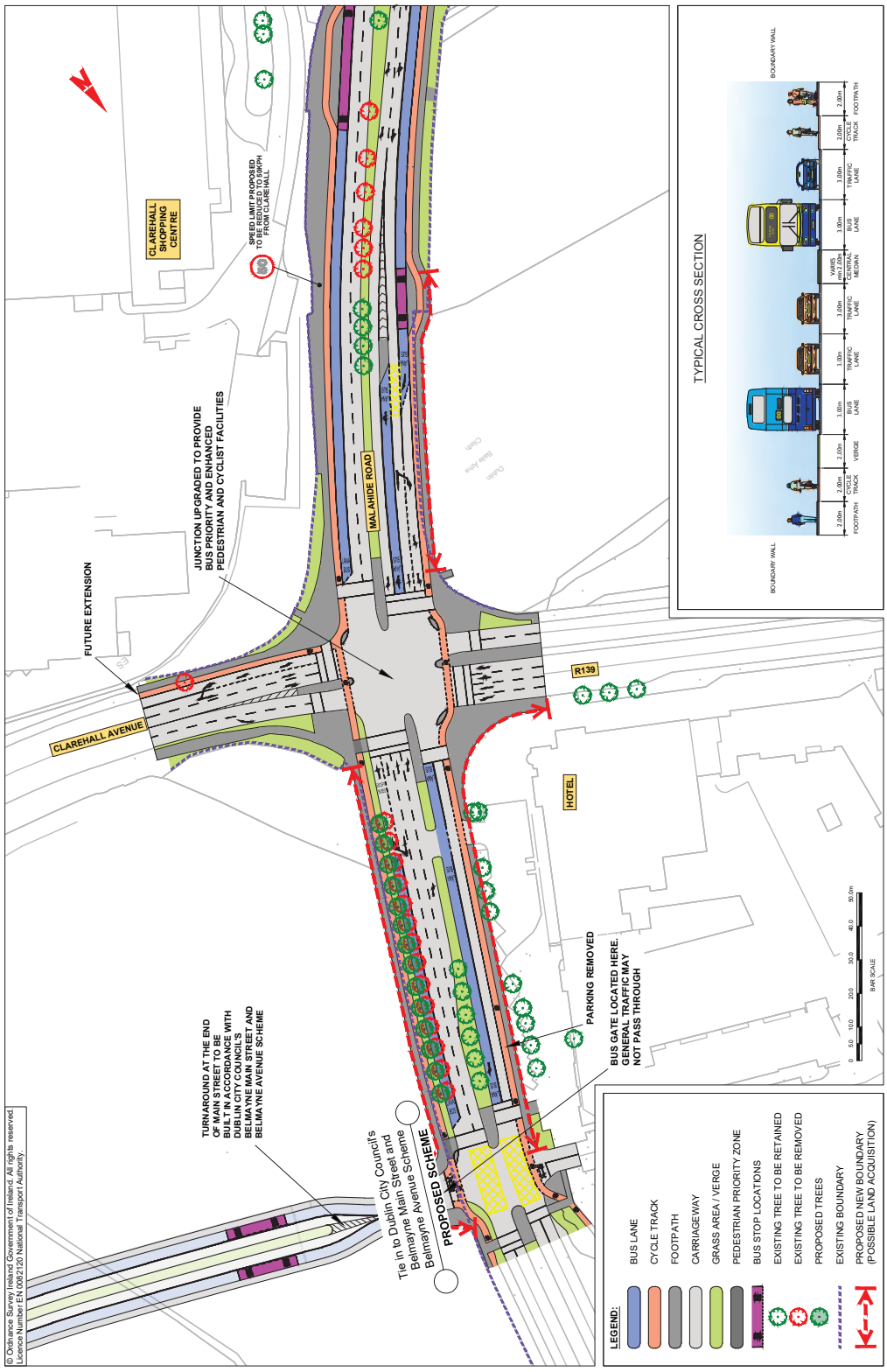
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 5: Preferred Route



MAP 6: Preferred Route

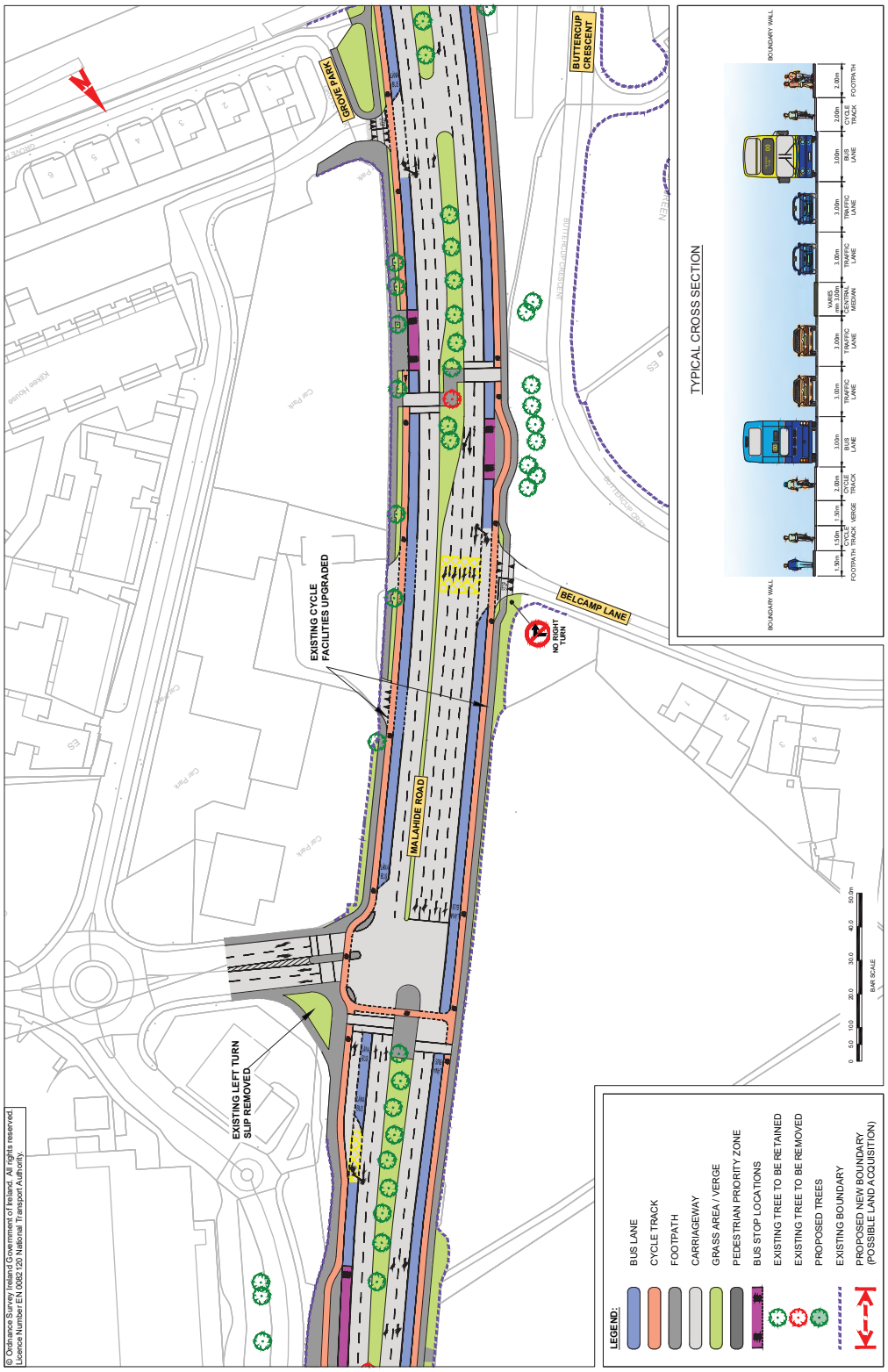
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



© Ordnance Survey Ireland/Government of Ireland. All rights reserved. Licence Number EN 0082120 National Transport Authority

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 7: Preferred Route



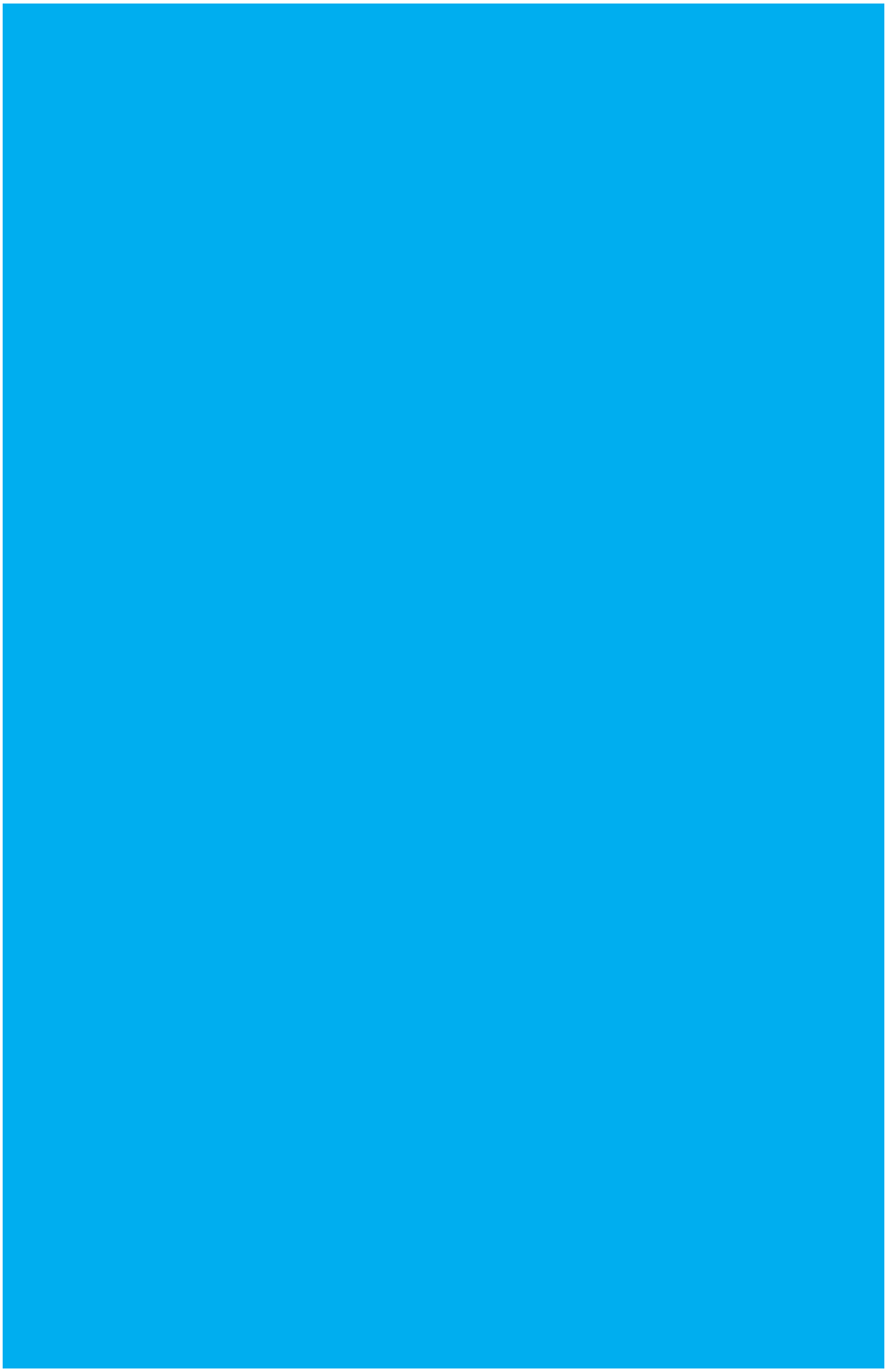
© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number EN 0082 120 National Transport Authority

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 8: Preferred Route

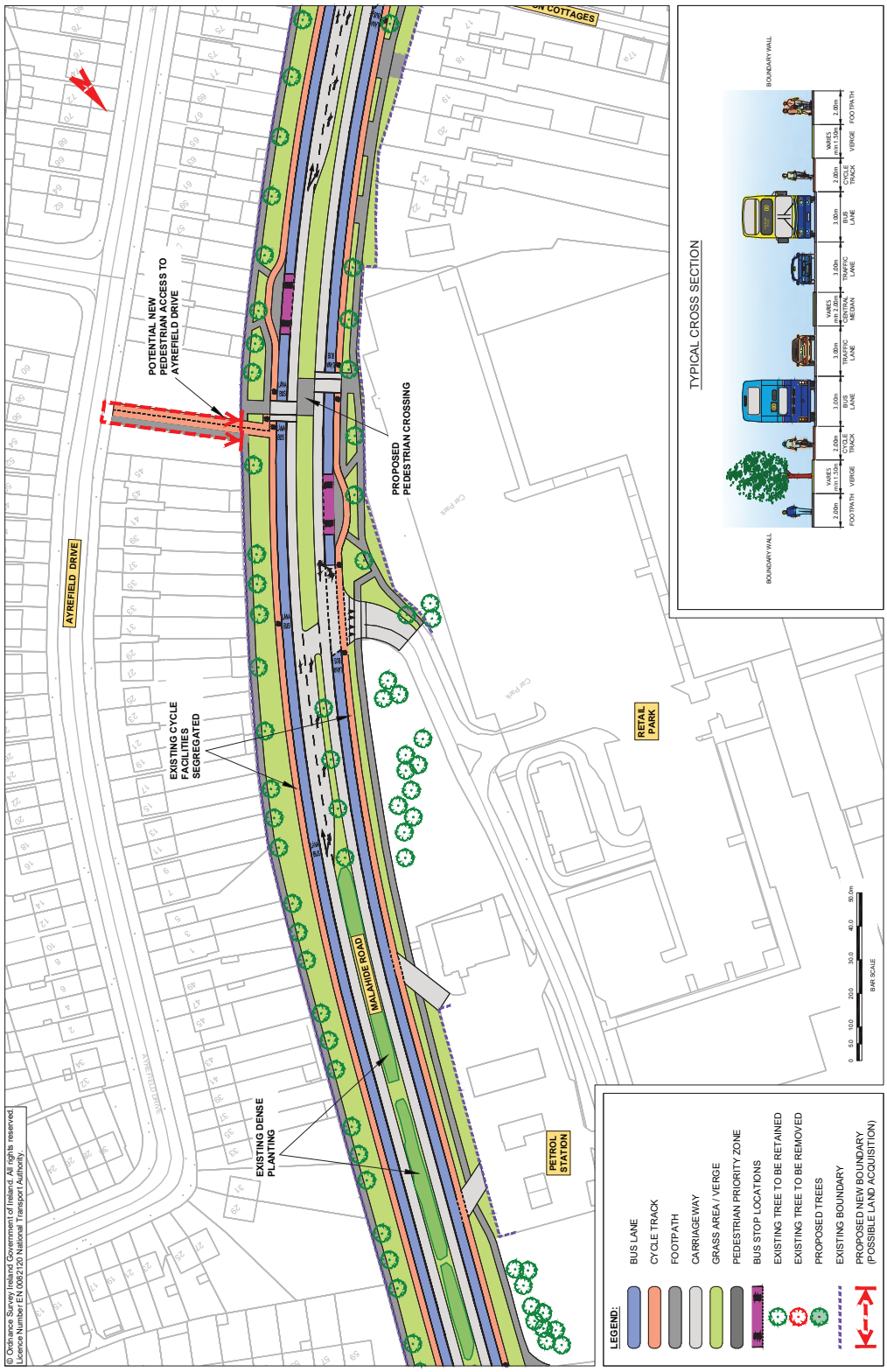


© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number EN 0082120 National Transport Authority



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 9: Preferred Route



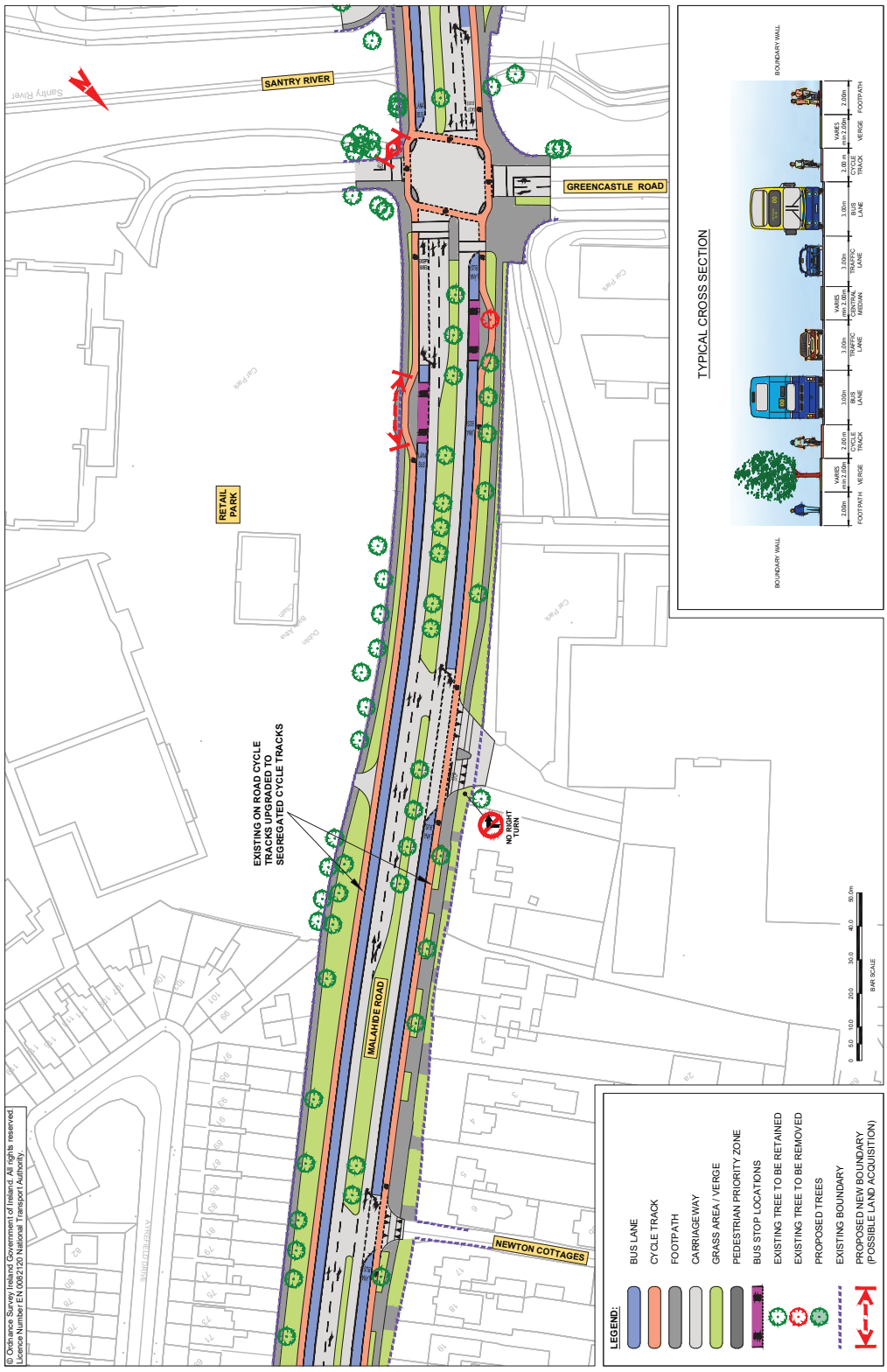
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



Urban Realm concept Malahide Road - Ayrfield Drive

MAP 10: Preferred Route

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



© Ordnance Survey Ireland/Government of Ireland. All rights reserved. Licence Number EN 0082120 National Transport Authority

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

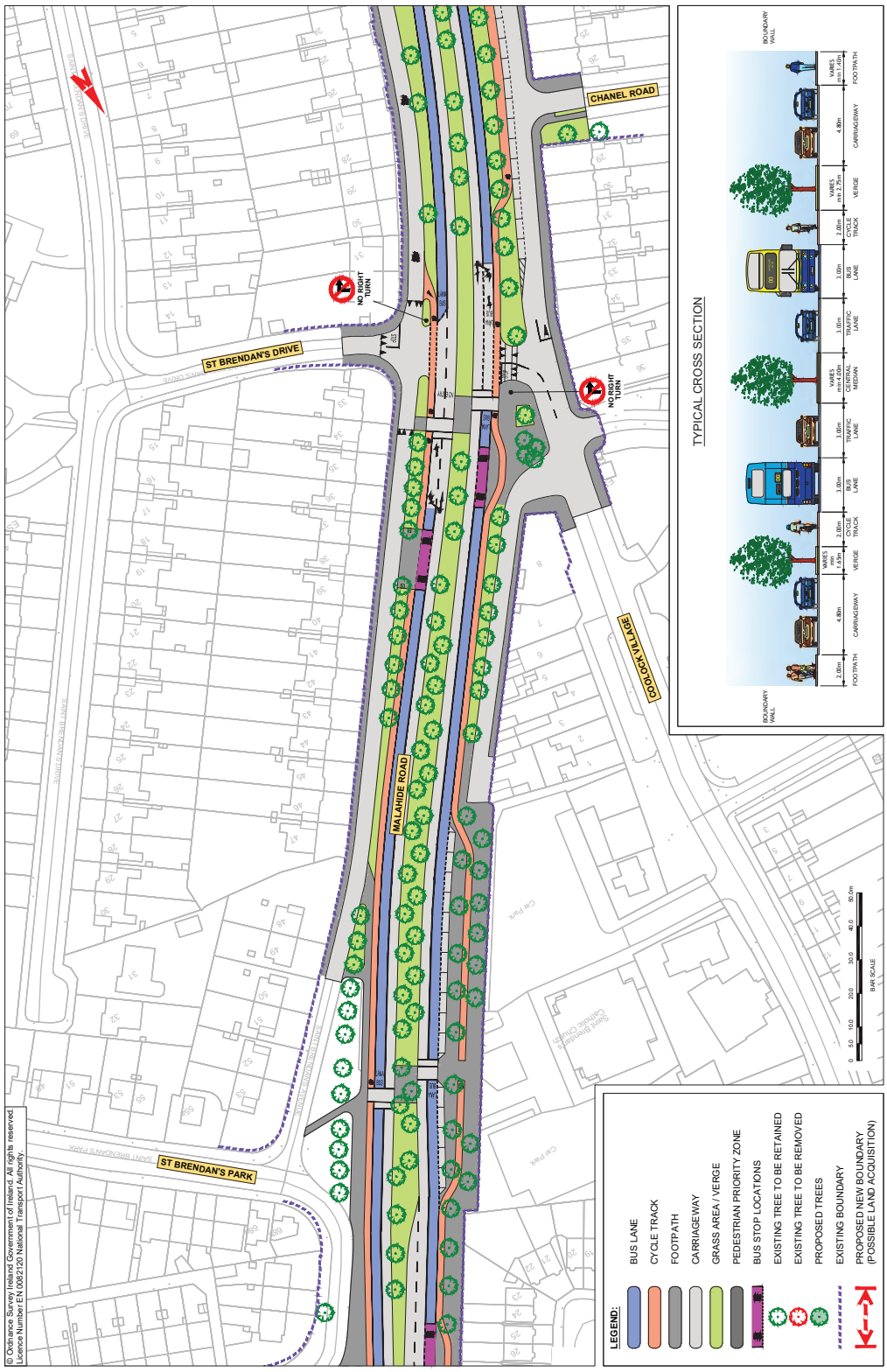
MAP 11: Preferred Route



© Ordnance Survey Ireland/Government of Ireland. All rights reserved. Licence Number EN 0082 120 National Transport Authority

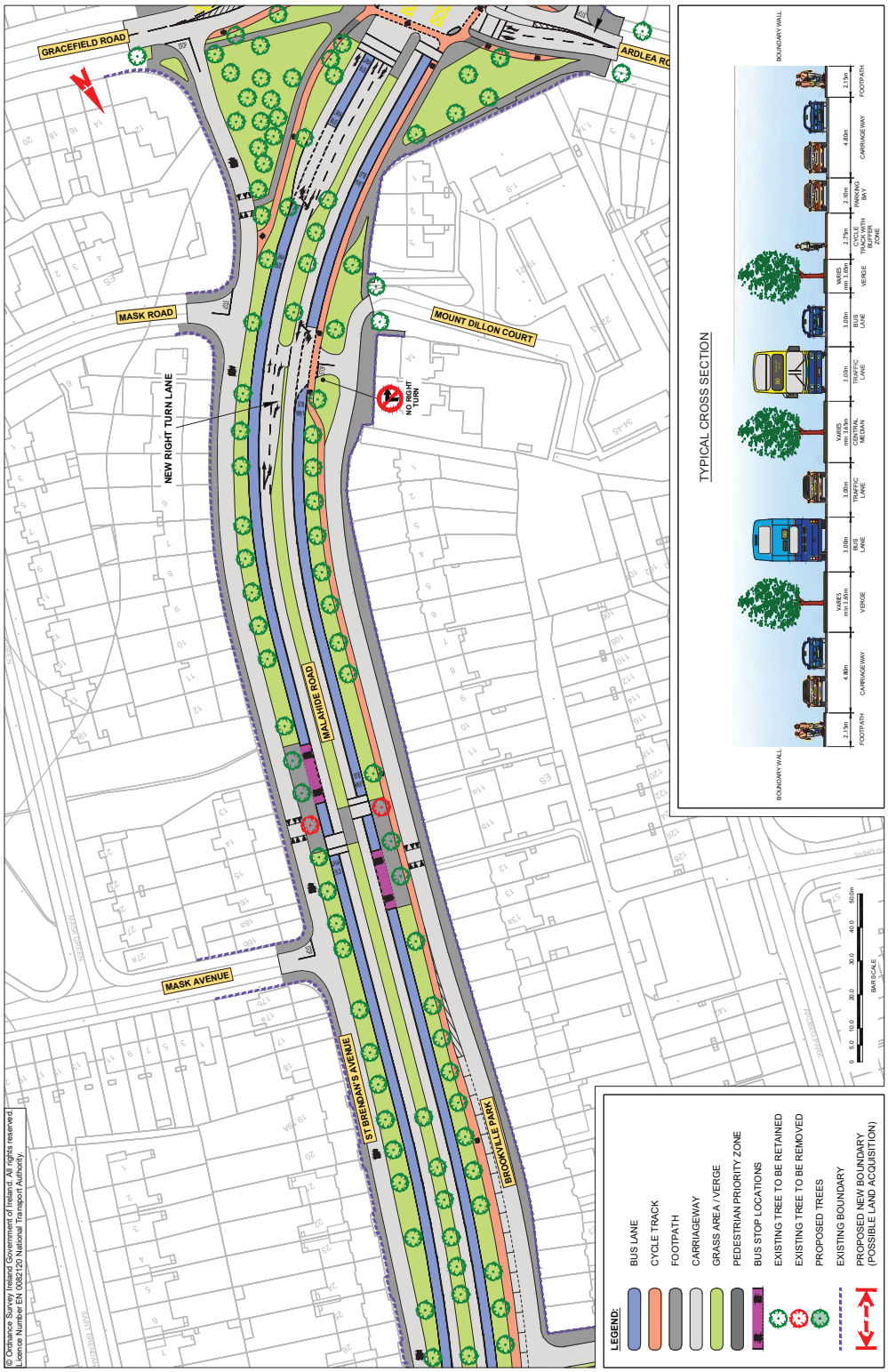
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 12: Preferred Route



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

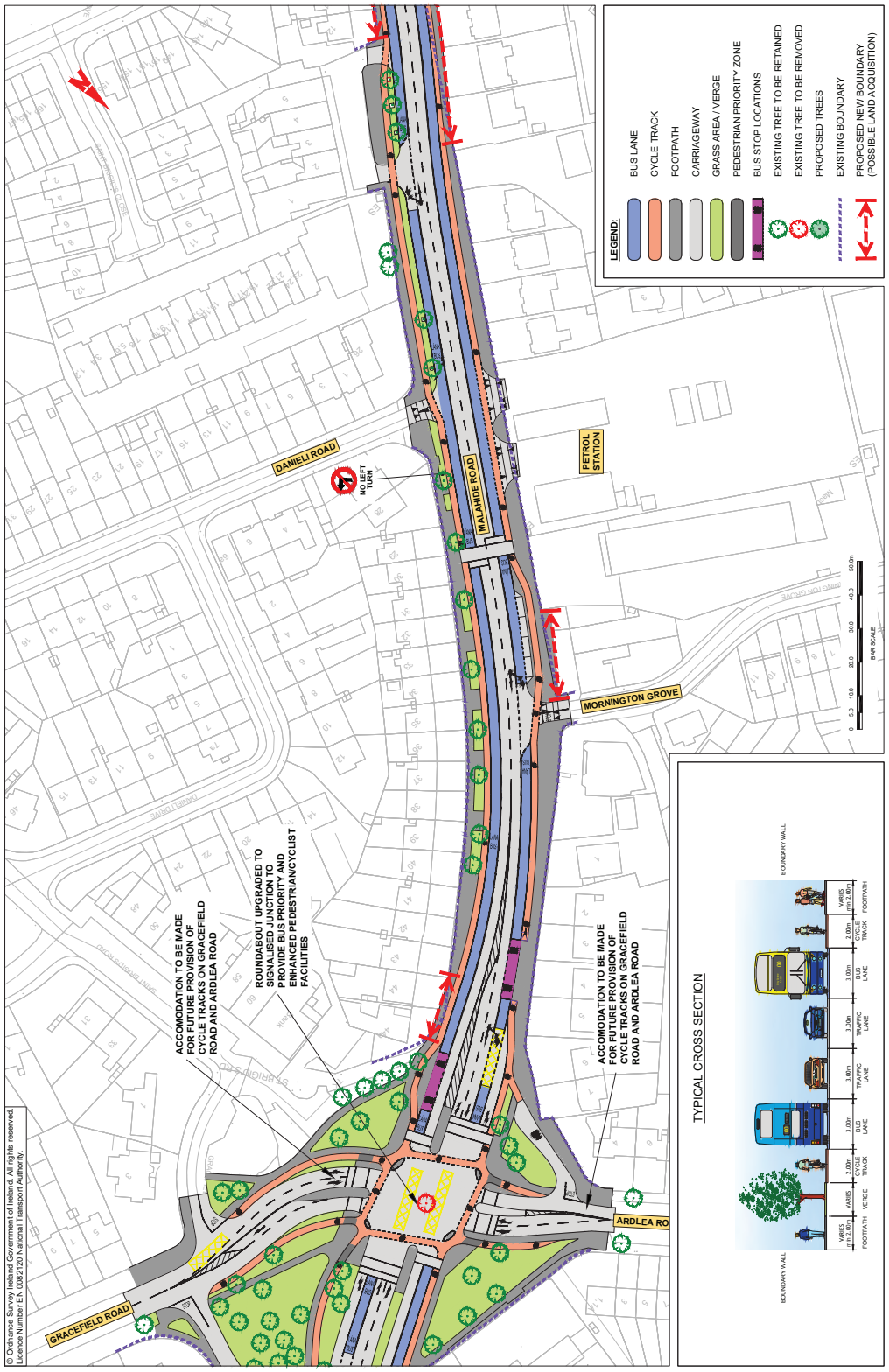
MAP 13: Preferred Route



© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number EN 0082120 National Transport Authority

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 14: Preferred Route



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

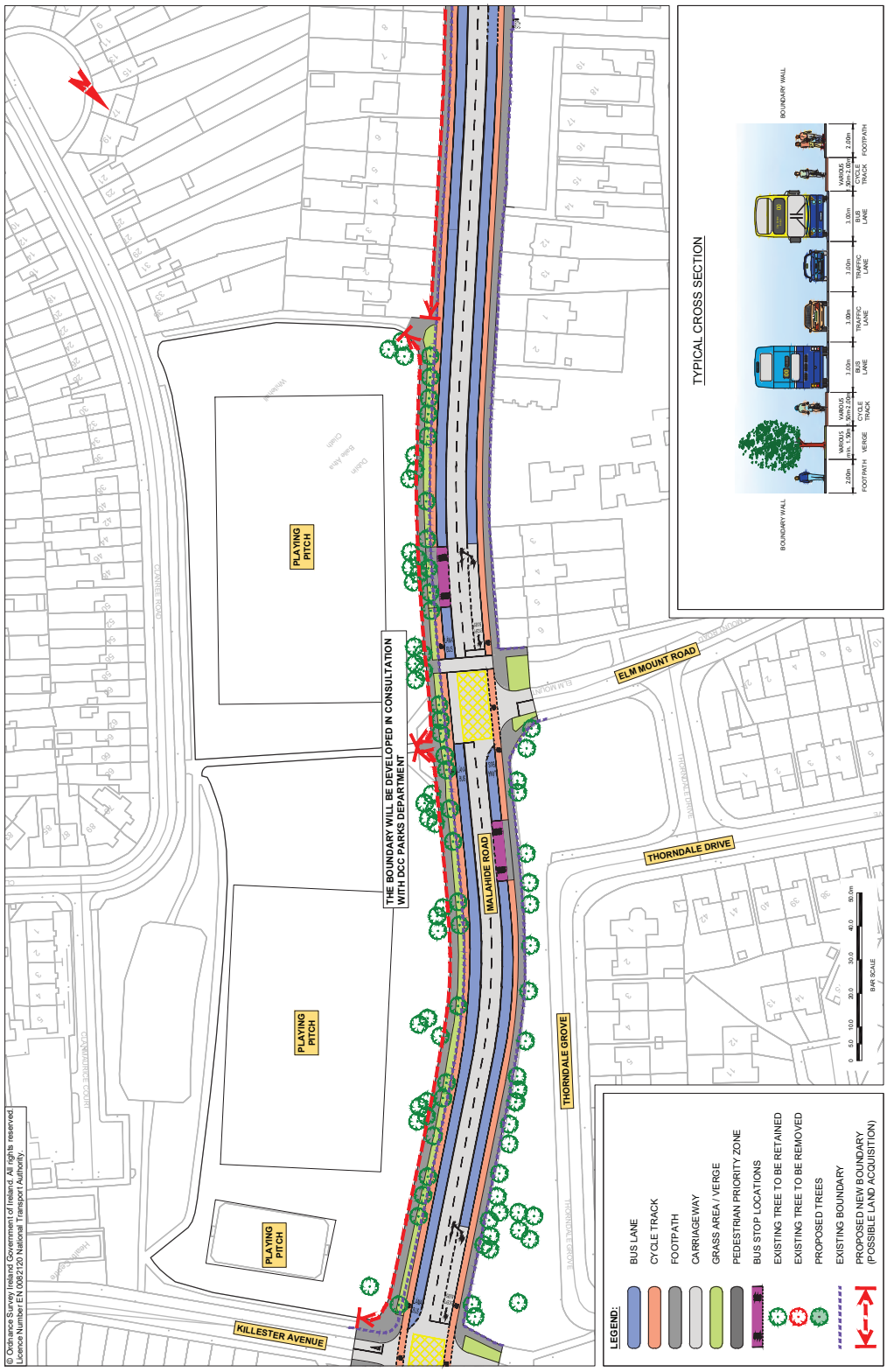
MAP 15: Preferred Route



© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number EN 0082 120 National Transport Authority

MAP 16: Preferred Route

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



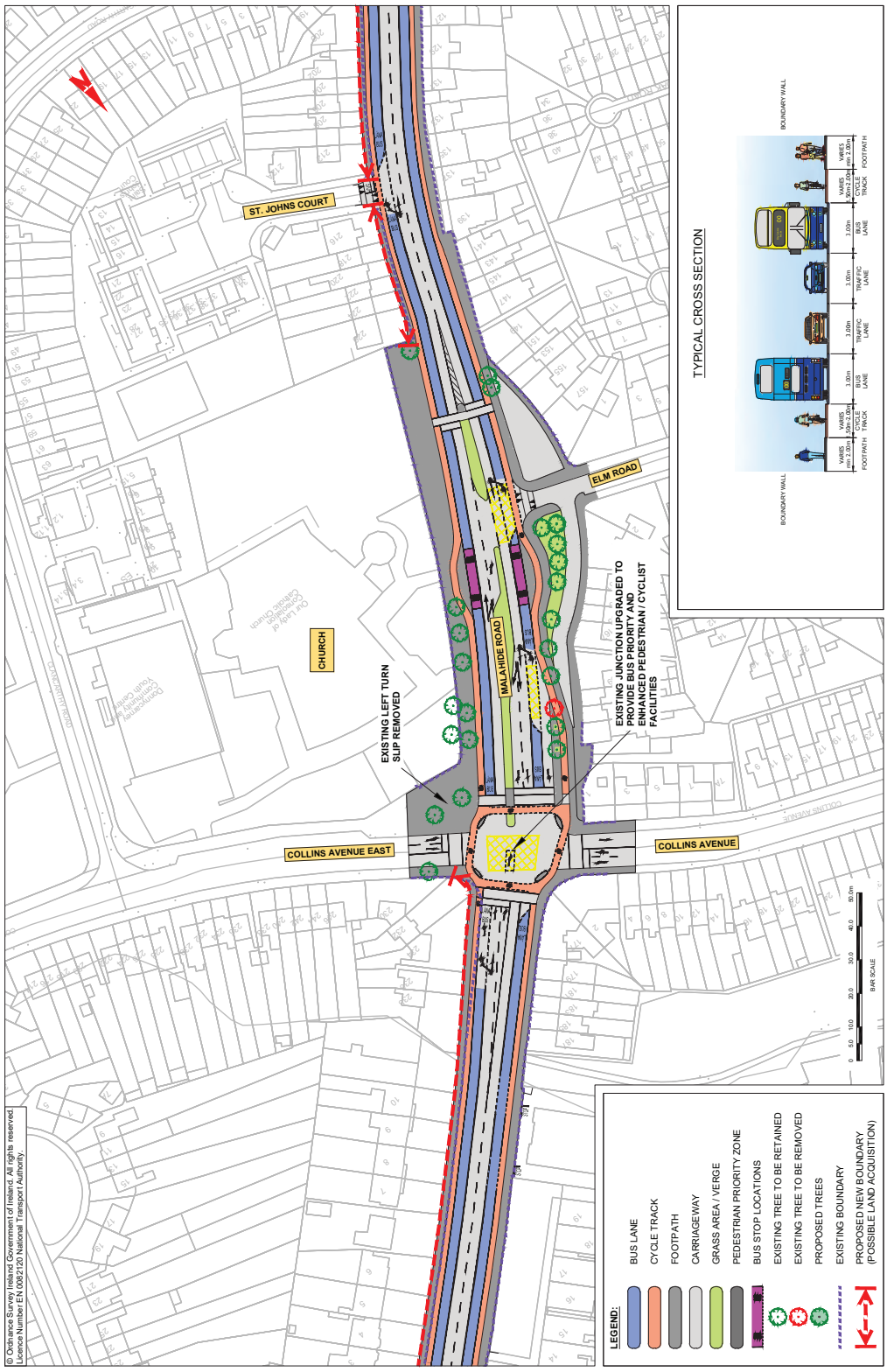
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



Urban Realm concept Malahide Road - St. Davids Wood

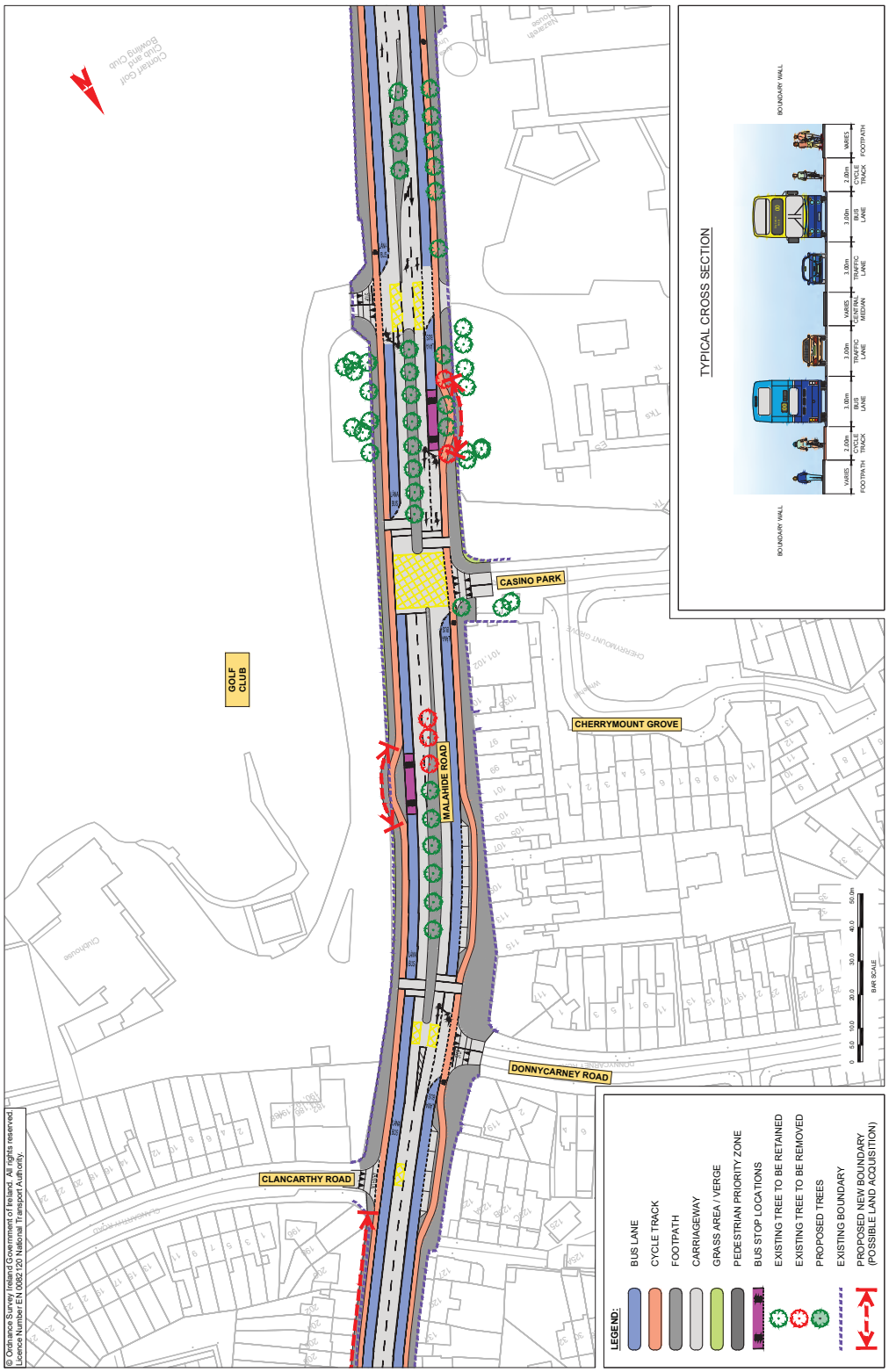
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 17: Preferred Route



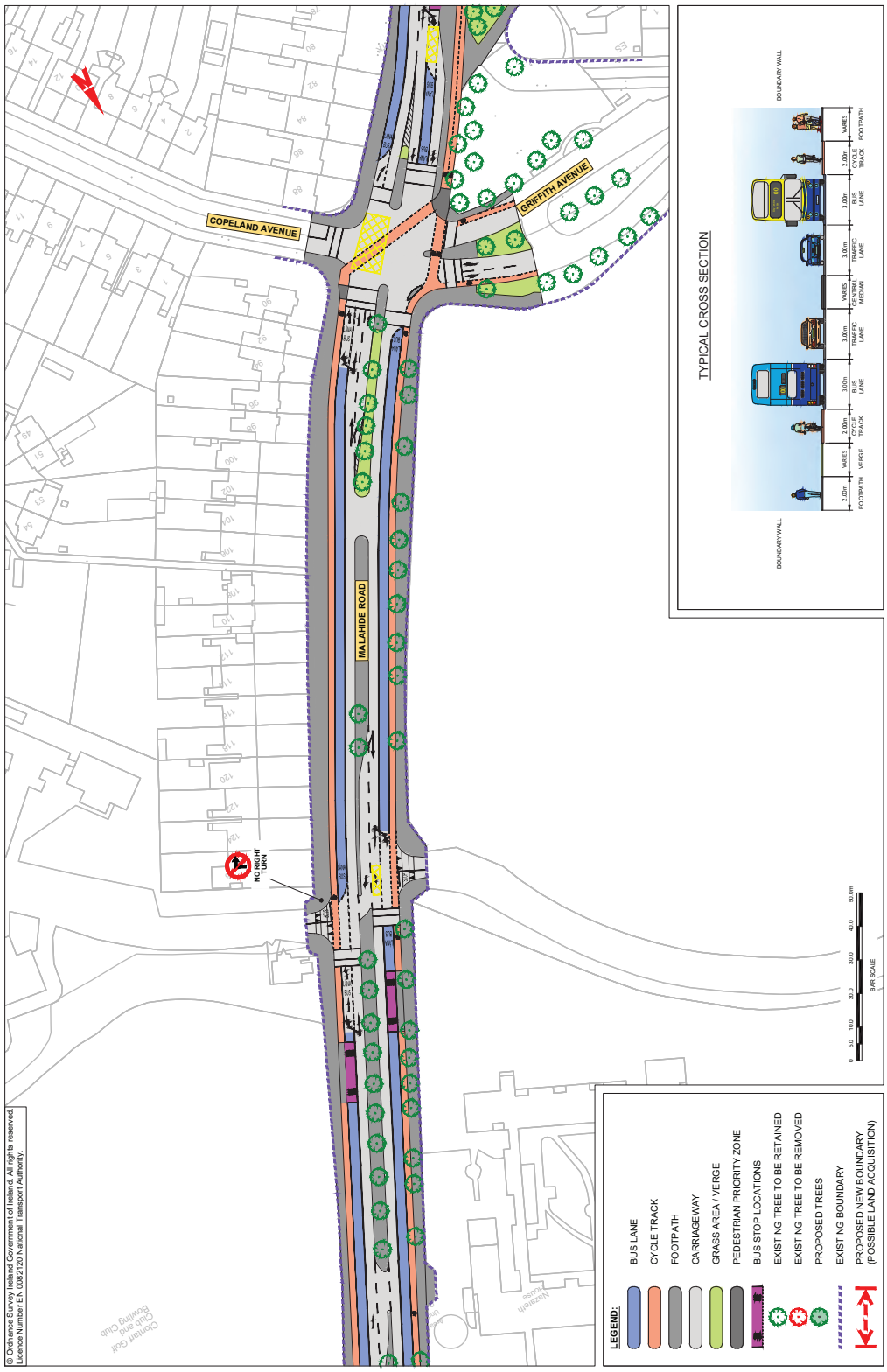
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 18: Preferred Route



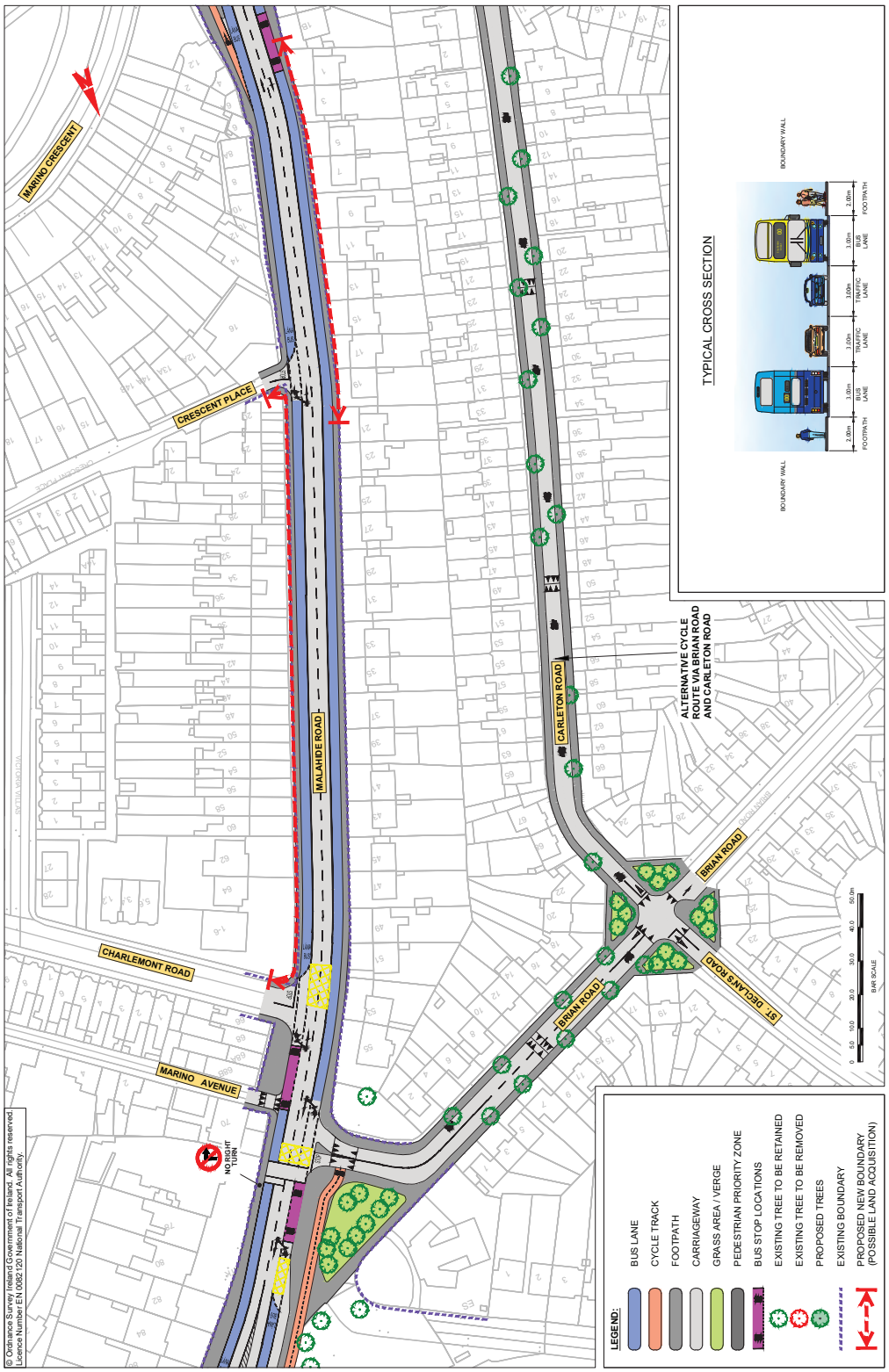
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 19: Preferred Route



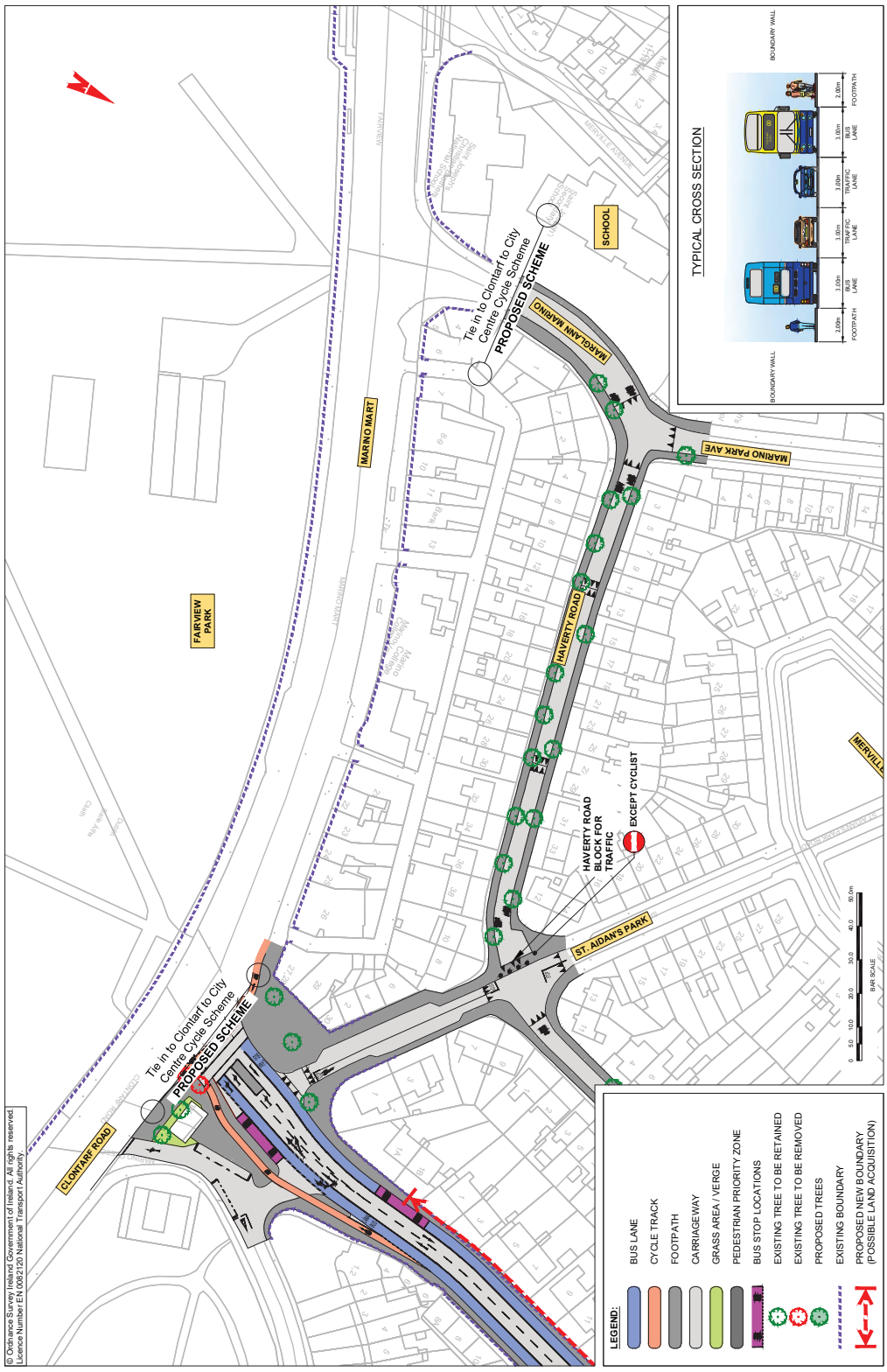
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 20: Preferred Route



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 21: Preferred Route



NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Harcourt Lane,
Dun Sceine,
Dublin 2.
D02 WT20

Project Ireland 2040
Building Ireland's Future

Cluain Ghrífín go Lár na Cathrach

1

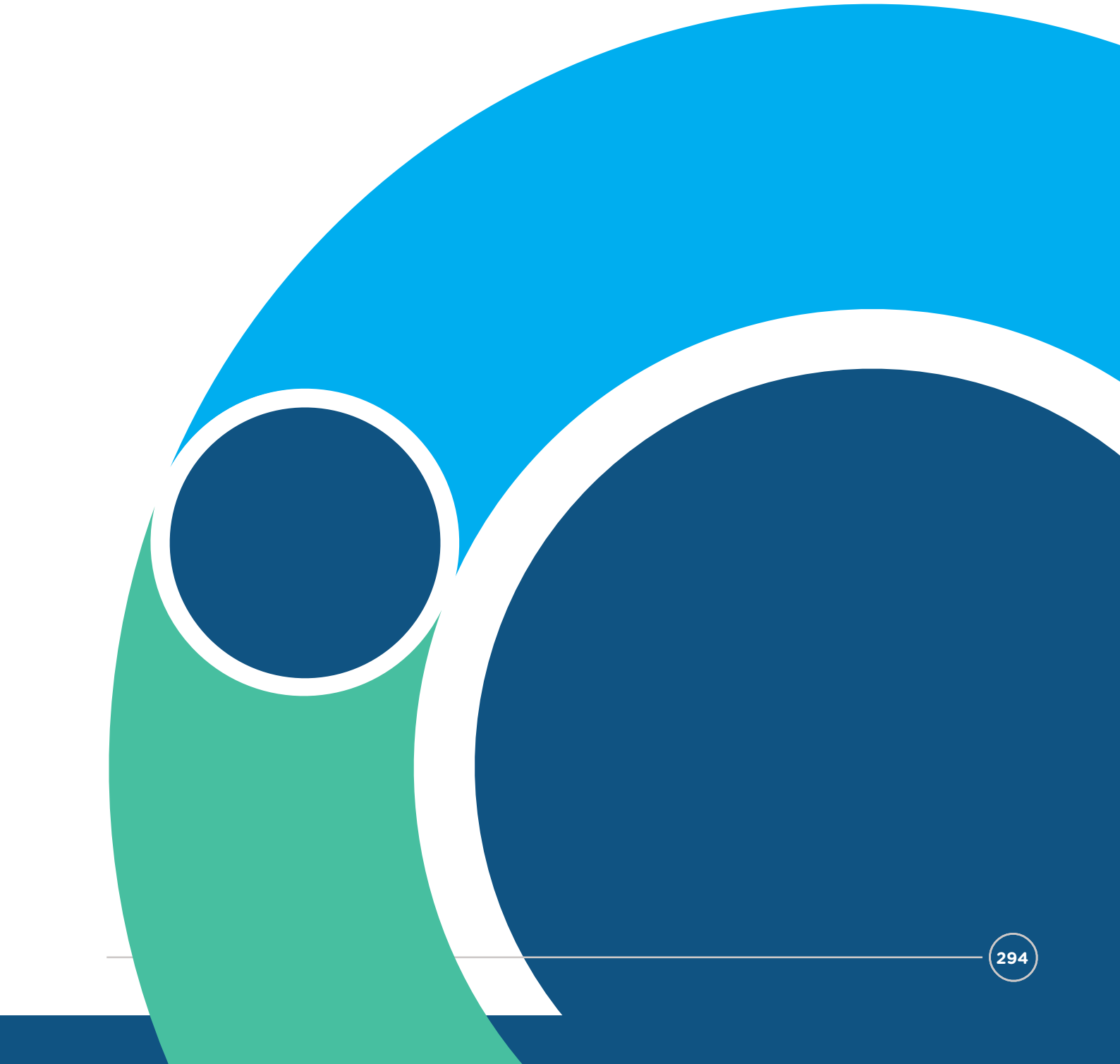
Croíbhealach Bus Rogha Bealaigh

Comhairliúchán poiblí
Márta 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4B Public Representative Engagement



Correspondence with local public representatives regarding the launch of the Preferred Route Option non-statutory public consultation on 04 March 2020:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

From: cbc
Sent: Monday 2 March 2020 16:19
Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

NTA
Údarás Náisiúnta Iompair
National Transport Authority

SAVE THE DATE –
WEDNESDAY, 04th MARCH 2020

DROP-IN BRIEFING FOR PUBLIC REPRESENTATIVES:

BusConnects Dublin – Core Bus Corridor Projects
Second Round Public Consultation Commences

When: Wednesday, 04th March 2020
Where: The Alex Hotel, Fenian Street, Dublin D02 H678.
Drop In: Anytime between 2pm until 6pm

Dear Public Representative

On Wednesday 04th March 2020, the National Transport Authority (NTA) will be publishing, for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run from Wednesday until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community engagements, and have developed revised proposals, representing the

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

"Preferred Route Option", for each core bus corridor.

We will be issuing, by email on Wednesday morning, further details of the proposals to all public representatives in the areas covered by the corridors, including dates and venues for the public information sessions.

In addition, we have arranged a drop-in session for public representatives in the Alex Hotel (Fenian Street, Dublin 2) on **March 04th between 2pm – 6pm**. All public representatives across the Dublin region are invited to drop-in during those times and meet representatives of the NTA and the BusConnects team, who can provide information and address any queries that you may have.

In addition to the drop-in session on Wednesday, additional information will be available as follows:

- A **hard copy brochure** will be delivered to all elected public representatives in the relevant areas in the coming days detailing the Core Bus Corridor(s) relevant to your local area;
- In addition, **all brochures and maps** for each of the 16 Core Bus Corridors will be on the BusConnects website www.busconnects.ie from Wednesday and will be available in HTML, PDF and Audio versions to download; and
- **Public information sessions** will take place for communities served by the Core Bus Corridors. The dates and locations of these local information sessions will be available on our website (www.busconnects.ie) from Wednesday and will be advertised locally.

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

We look forward to seeing you at the drop-in session on Wednesday.

Yours Sincerely,

BusConnects Team

BusConnects Team
National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

NTA
Údarás Náisiúnta Iompair
National Transport Authority

From: cbc
Sent: Wednesday 4 March 2020 11:35
Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

Dear Public Representative,

Today, Wednesday 04th March 2020, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run from Wednesday 04th March until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community engagements, and have developed revised proposals, representing the "Preferred Route Option", for each core bus corridor. Details of these revised proposals are now available for review and we welcome all feedback and submissions.

In parallel with this second round of public consultation, work is ongoing on developing the technical, environmental, and transport impact assessment reports necessary for the full evaluation of each corridor as part of the planning process. This requires detailed and comprehensive analysis, coupled with extensive survey work, all of which must be based on the finalised design option. Accordingly, transport assessment reports and environmental reports will not be available until later this year.

It is expected that planning applications for the individual Core Bus Corridors will be submitted, at the end of this year, to An Bord Pleanála for its determination. A statutory consultation process will be undertaken in conjunction with that formal planning application. A timeline for 2020 with the next steps and milestones is attached with this email for your convenience and to help understand all the stages.

New message

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

On the website www.busconnects.ie you will now find:

- All 16 Preferred Route Options to view and download;
- A list of public information events dates and locations;
- Traffic Count Data for November 2019 (available from Friday 6th March); and
- Consultation Submission Reports (available from Friday 6th March).

Please be aware that any property owners either potentially impacted or no longer impacted under the Preferred Route Options have been contacted directly.

Public Information Events

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. A serious of public consultation events will be held in venues along these corridors. Details of these are below and can also be found on the BusConnects website and in local newspapers in the coming weeks.

DATES	CORE BUS CORRIDOR	VENUE'S	Time
Wed 11th March	Clongriffin to City Centre	Bonnington Hotel	11:30am-7:30pm
	Swords to City Centre		
Thurs 12th March	Bray to City Centre	The Talbot Hotel Stillorgan	11:30am-7:30pm
Wed 18th March	Blanchardstown to City Centre	Crown Plaza Blanchardstown	11:30am-7:30pm
Thurs 19th March	Ringsend to City Centre	Hilton Garden Inn	11:30am-7:30pm
Mon 23rd March	Kimmage to City Centre	Camden Court Hotel	11:30am-7:30pm
	Rathfarnham to City Centre		
Tues 24th March	Ballymun to City Centre	AXIS Centre Ballymun	11:30am-7:30pm
	Finglas to Phibsborough		

CONT.

New message

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

Thurs 26th March	Lucan to City Centre	Clayton Valley Hotel Liffey Valley	11:30am-7:30pm
	Liffey Valley to City Centre		
Mon 30th March	Tallaght to Terenure	St Marys RFC	11:30am-7:30pm
Tues 31st March	Clondalkin to Drimnagh	Our Lady's Hall Drimnagh	11:30am-7:30pm
	Greenhills to City Centre		
Wed 1st April	UCD Ballsbridge to City Centre	The Clayton Hotel Burlington	11:30am-7:30pm
	Blackrock to Merrion		
Fri 3rd April	Combined Routes	Alex Hotel	11:30am-7:30pm

Community Forums

The NTA have found the Community Forums insightful and productive and as such we propose holding another series of forums later in the Summer, when further information, including the outcome of the this second public consultation, is available. These forums will take place before the schemes are submitted to An Bord Pleanála and in advance of the formal statutory consultation process which would takes place once submitted. The current revised designs for the various corridors have already been presented to the Community Forums at the most recent round of meetings.

In preparation for the second round of public consultation, please find attached the following documents:

- BusConnects Overview
- Core Bus Corridor Project Timeline
- Public Information Event Schedule.

CONT.

New message

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

Should political parties, individual groupings or independents require a briefing, please email cbc@busconnects.ie.

In conclusion, we look forward to continuing working with you in the coming weeks and months in order to vastly improve the bus and cycling experience for those who wish to use sustainable transport modes in and around the city.

Yours Sincerely,

BusConnects team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives regarding public information events for the Preferred Route Option non-statutory public consultation:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

From: cbc
Sent: Tuesday 10 March 2020 15:25
Subject: BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

Dear Public Representative,

Last week, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run until Friday 17th April 2020.

This email is a gentle reminder that the **Clongriffin to City Centre & Swords to City Centre** Core Bus Corridor **Public Information Event** will be taking place tomorrow **Wednesday, 11th March 2020, between 11.30am and 7.30pm in the Bonnington Hotel, Swords Road, Whitehall.**

Please note that these events are **Public Information Events where you can drop in anytime between 11.30am and 7.30pm** and meet one of the BusConnects team to discuss any queries that you may have.

Yours Sincerely,

BusConnects team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation Public

From: cbc
Sent: Wednesday 11 March 2020 12:54
Subject: BusConnects Dublin - Core Bus Corridor Project
Second Round Public Consultation Public Information Events

Dear Public Representative,

Last week, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run until Friday 17th April 2020.

A series of public consultation events are being held in venues along these corridors. Please note that all Public Information Events **start at 11.30am and conclude at 7.30pm**, we apologise for any confusion.

These Public Information Events are an opportunity for you or constituents to drop in **anytime between 11.30am and 7.30pm** and meet one of the BusConnects team to discuss any queries that you may have.
Please find attached the Public Information Events Schedule.

Kind Regards,

BusConnects team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with local public representatives with Covid-19 Updates and the Public Information Events being Postponed:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

From: cbc
Sent: Thursday 12 March 2020 12:24
Subject: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

Covid-19 Update

In response to the Irish Government and the National Public Health Emergency Team's latest guidelines, the following changes will apply from **6pm today (Thursday 12th March 2020)** in relation to the BusConnects Dublin second round of public consultation for the Core Bus Corridor Projects:

- All public information events are to be postponed
- The public consultation remains open and submissions can be made by email to cbc@busconnects.ie or by post.
- On the website www.busconnects.ie, all 16 Preferred Route Option brochures are available to view and download. In addition, the brochures are also available on the website in HTML and Audio files.
- Any queries and questions regarding the proposals can be emailed to cbc@busconnects.ie or please contact 1800 303 653.

We will continue to monitor developments and will follow all appropriate HSE guidelines.

Yours Sincerely,

BusConnects team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

New message

To: Local Public Representatives

Subject: BusConnects Dublin Core Bus Corridor Projects – Public Consultation Update

From: cbc
Sent: Thursday 26 March 2020 11:28
Subject: BusConnects Dublin Core Bus Corridor Projects – Public Consultation Update

BusConnects Core Bus Corridor Projects – Public Consultation Update

Dear Public Representative,

Due to the current Covid-19 Emergency and the unprecedented times we are living in, the National Transport Authority (NTA) has decided that there will be a **further public consultation** regarding the Core Bus Corridor Projects later this year.

We hope to carry out the additional public consultation in September 2020, however this will be dependent on current HSE restrictions being lifted and in line with any HSE guidelines which may remain in place later this year.

The current public consultation remains active until Friday 17th April 2020, in deference to the submissions we continue to receive and we would encourage people who would like to send submissions to continue to do so.

Submissions can be sent by email to cbc@busconnects.ie or by post to the NTA.

All 16 Core Bus Corridor Brochures and associated maps are available to view and download on our website www.busconnects.ie

Stay Safe. Stay Home.
BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

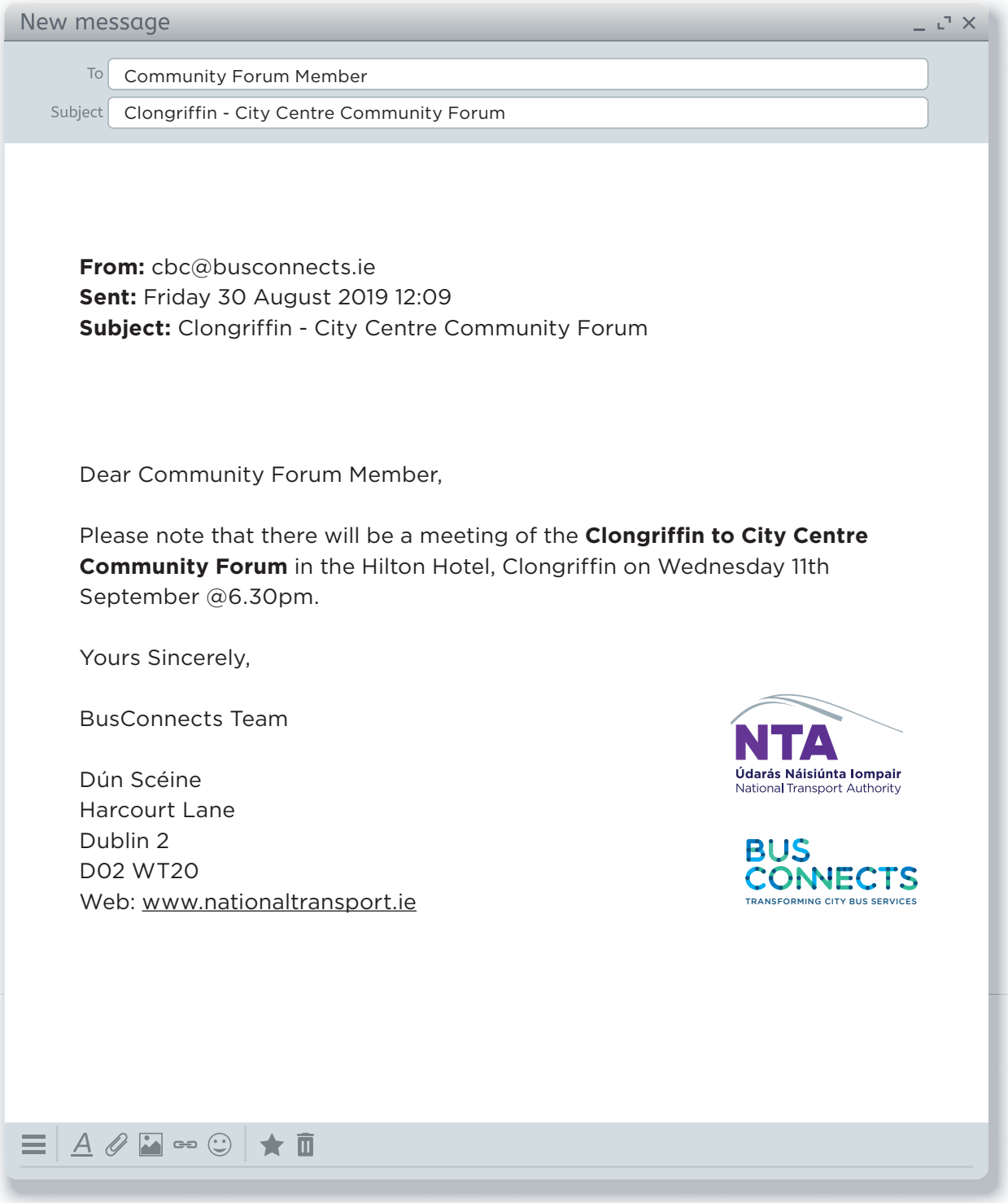
BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4C Community Forums & Associated Materials



Correspondence with Community Forum Members regarding the Clongriffin to City Centre Core Bus Corridor Community Forum on 11 September 2019 in the Hilton Hotel:



New message

To: Community Forum Member

Subject: Clongriffin - City Centre Community Forum

From: cbc@busconnects.ie
Sent: Friday 30 August 2019 12:09
Subject: Clongriffin - City Centre Community Forum

Dear Community Forum Member,

Please note that there will be a meeting of the **Clongriffin to City Centre Community Forum** in the Hilton Hotel, Clongriffin on Wednesday 11th September @6.30pm.

Yours Sincerely,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

New message

To: Community Forum Member

Subject: Reminder - Clongriffin to City Centre Community Forum

From: cbc@busconnects.ie
Sent: Tuesday 10 September 2019 14:06
Subject: Reminder - Clongriffin to City Centre Community Forum

Dear Community Forum Member,

Please note that there will be a meeting of the Clongriffin to City Centre Community Forum in the Hilton Hotel, Clongriffin **tomorrow Wednesday 11th September @6.30pm.**

Yours Sincerely,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

New message

To Community Forum Member

Subject Clongriffin to City Centre Community Forum Presentation

From: cbc@busconnects.ie
Sent: Friday 13 September 2019 11:47
Subject: Clongriffin to City Centre Community Forum Presentation

Dear Community Forum Member,

Please find attached a copy of the presentation form the Clongriffin to City Centre Community Forum meeting which took place on Wednesday night last in the Hilton Hotel.

Kind Regards,

BusConnects Team

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

New message

To Community Forum Member

Subject Community Forum Presentations

From: cbc@busconnects.ie
Sent: Tuesday 24 September 2019 15:40
Subject: Community Forum Presentations

Dear Community Forum Member,
Please note that all presentations from the second round of Community Forum meetings which have taken place to-date in September (a number of meetings are still due to be held), are now available on our website at the following link. The remaining presentations will be placed on the website in due course.

www.busconnects.ie/initiatives/community-forum/

Regards,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

New message

To: Community Forum Member

Subject: Clongriffin to City Centre Core Bus Corridor Community Forum Report

From: cbc@busconnects.ie
Sent: Friday 20 December 2019 13:57
Subject: Clongriffin to City Centre Core Bus Corridor Community Forum Report

Dear Community Forum Member,

Please find attached the **Clongriffin to City Centre** Core Bus Corridor Community Forum Report from the meeting which took place on **Wednesday 11th September 2019**.

Yours sincerely,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

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.

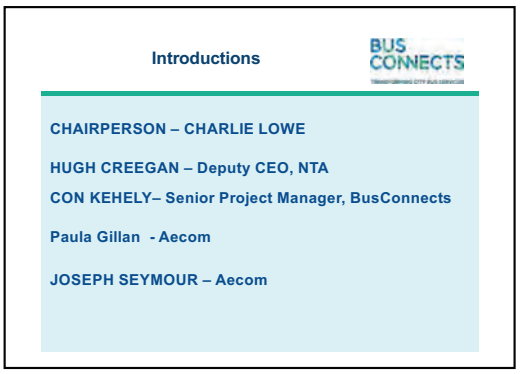
7. It will assist in enabling the resolution of local issues within the proposals in a timely manner.

8. It will allow discussions and suggestions in relation to ideas for urban centre improvements that could be incorporated into the project.

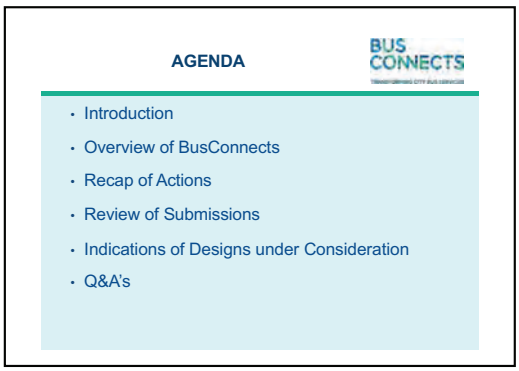
Clongriffin to City Centre Core Bus Corridor Community Forum Presentation – 11 September 2019



1



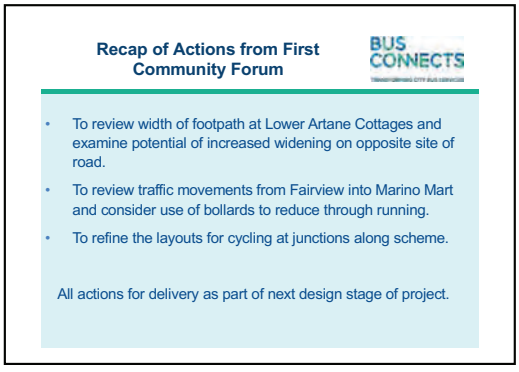
2



3



4

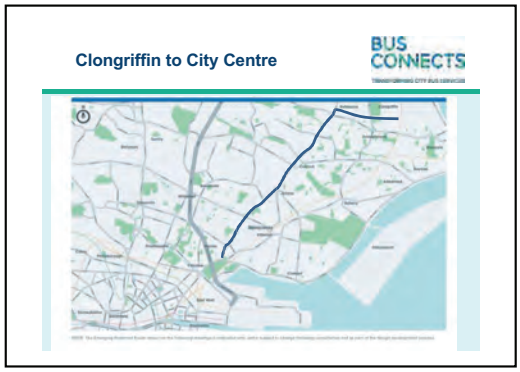


5

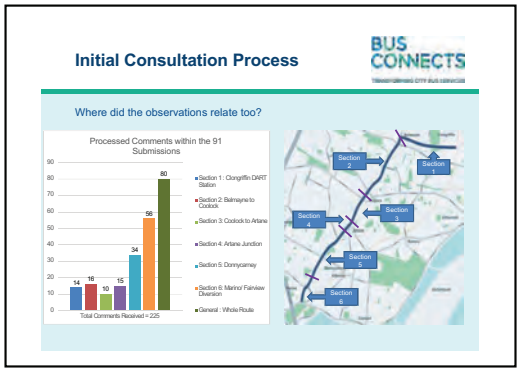


6

1


Clongriffin to City Centre
BUS CONNECTS

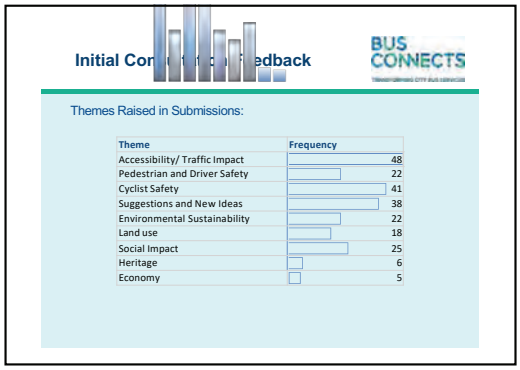
7


Initial Consultation Process
BUS CONNECTS
Where did the observations relate too?
Processed Comments within the 91 Submissions
Total Comments Received = 225
Section 1
Section 2
Section 3
Section 4
Section 5
Section 6

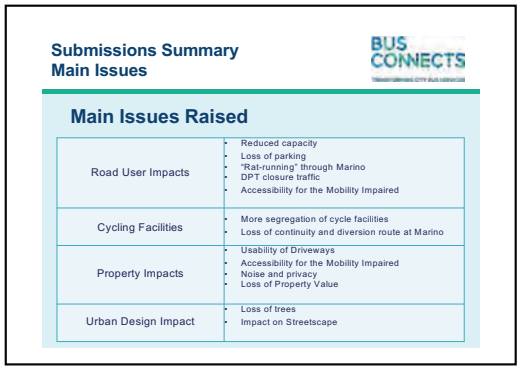
8


Initial Consultation Process
BUS CONNECTS
Who sent in Observations?
91% from residents

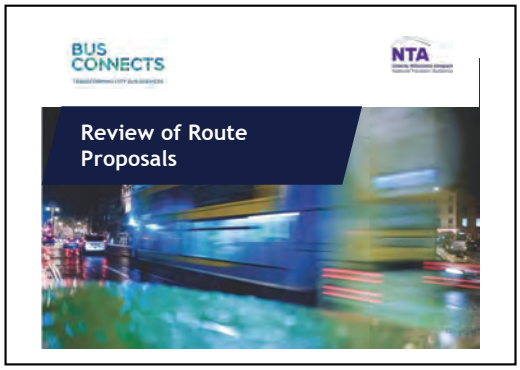
9


BUS CONNECTS
Themes Raised in Submissions:
Theme
Frequency
Accessibility/ Traffic Impact 48
Pedestrian and Driver Safety 22
Cyclist Safety 41
Suggestions and New Ideas 38
Environmental Sustainability 22
Land use 18
Social Impact 25
Heritage 6
Economy 5

10

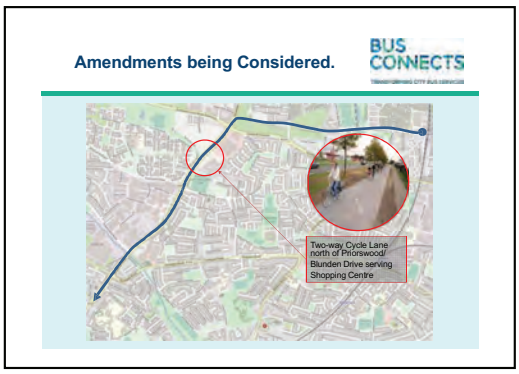

Submissions Summary
Main Issues
BUS CONNECTS
Main Issues Raised
Road User Impacts
Reduced capacity
Loss of parking
"Rat-running" through Marino
DPT closure traffic
Accessibility for the Mobility Impaired
Cycling Facilities
More segregation of cycle facilities
Loss of continuity and diversion route at Marino
Property Impacts
Usability of Driveways
Accessibility for the Mobility Impaired
Noise and privacy
Loss of Property Value
Urban Design Impact
Loss of trees
Impact on Streetscape

11

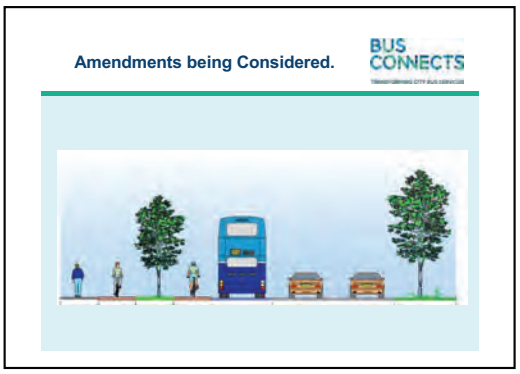

BUS CONNECTS
NTA
Review of Route Proposals

12

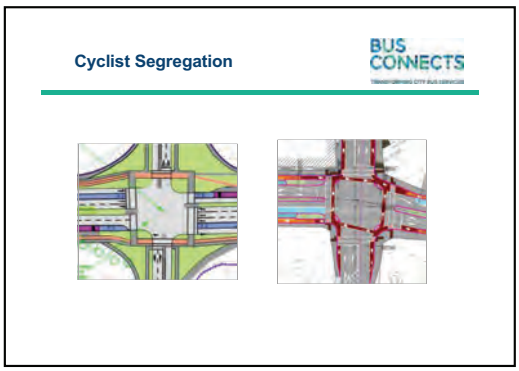
2



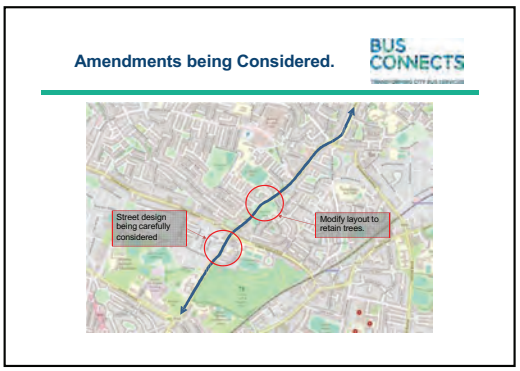
13



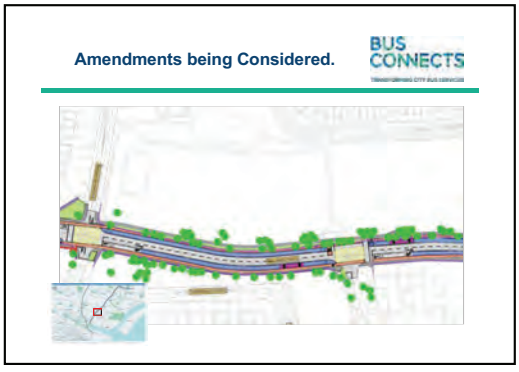
14



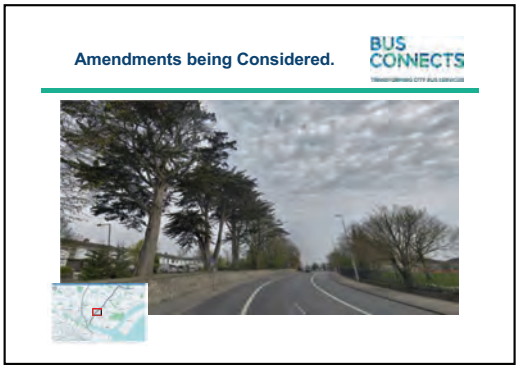
15



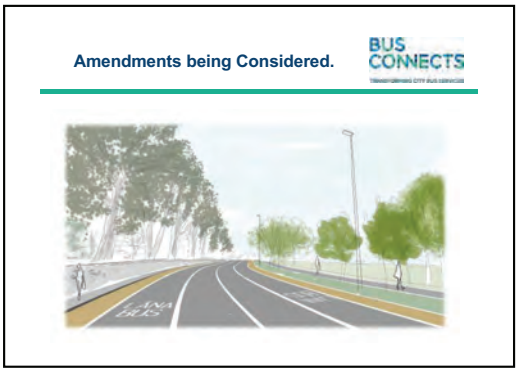
16



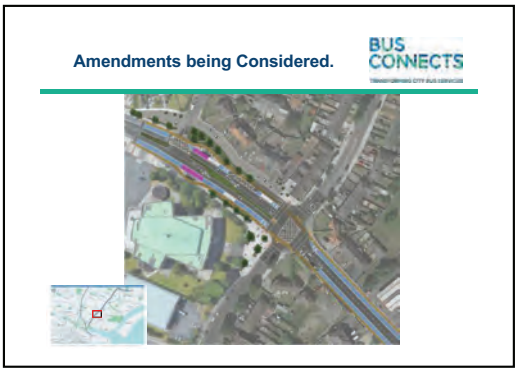
17



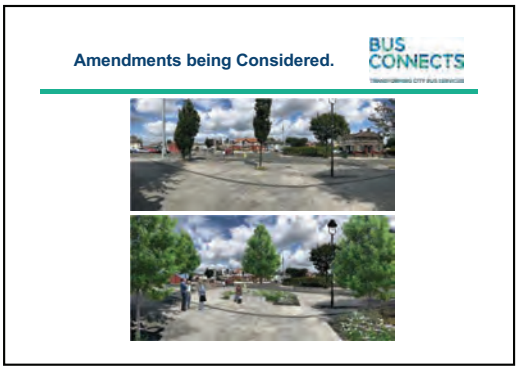
18



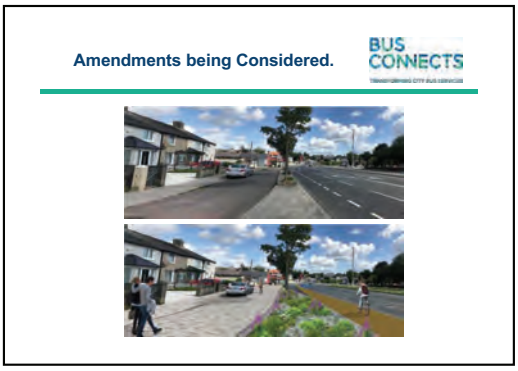
19



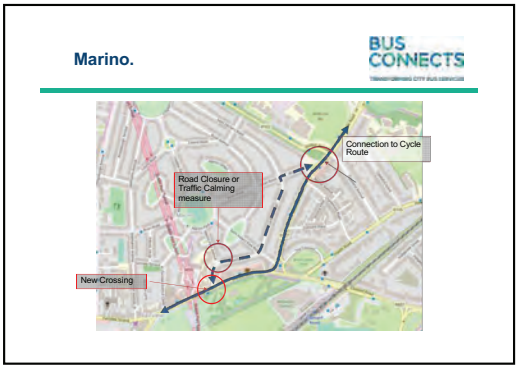
20



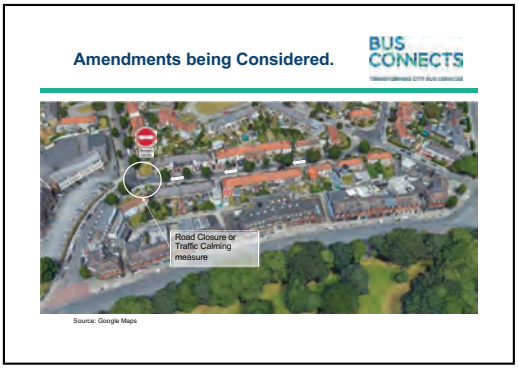
21



22



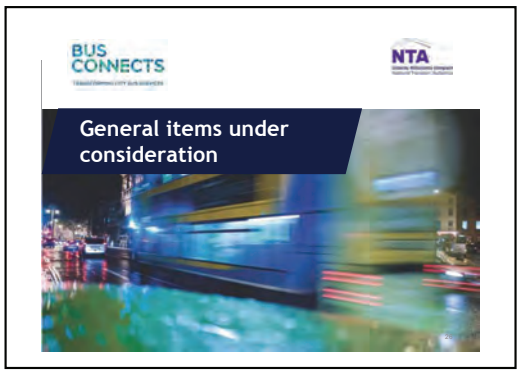
23



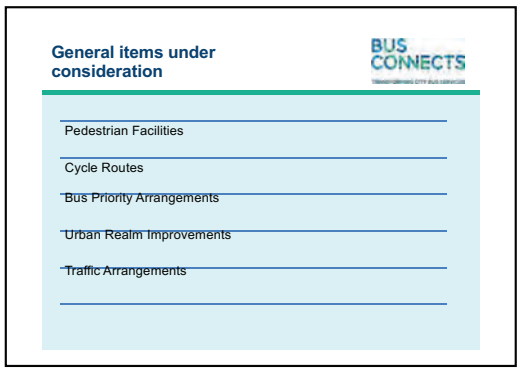
24


Amendments being Considered.
BUS CONNECTS
Source: Cycling Embassy of GB, IrishCycling.com

25


BUS CONNECTS
NTA
General items under consideration

26


General items under consideration
BUS CONNECTS
Pedestrian Facilities
Cycle Routes
Bus Priority Arrangements
Urban Realm Improvements
Traffic Arrangements

27


BUS CONNECTS
NTA
Discussion

28

Clongriffin to City Centre Core Bus Corridor Community Forum Presentation – 11 September 2019

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Clongriffin to City Centre Community Forum Report

Date: Wed 11th September 2019 **Location:** Hilton Hotel, Clongriffin

Meeting Number: 2 **Chair:** Charlie Lowe

Corridor: Clongriffin to City Centre Core Bus Corridor.

NTA Participants: Hugh Creegan; Con Kehely; Paula Gillan (Aecom); Joseph Seymour (Aecom).

Attendees (signed in):

[redacted]

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Topics discussed:

- Level of segregation for cyclists.
- Interaction with bus network redesign including services and routes.
- Lower Artane Cottages.
- Haverty Road.
- Property devaluation.
- Continuity of cycling route.
- Enforcement.
- Level of consideration of pedestrians.
- Consultation process and timeline.
- Park and ride provision.
- Streetscape improvements.
- Crossing for cyclists on Malahide Road at Brian Road.

Actions (NTA):

- To refine the layouts for cycling at junctions along scheme.
- To review pedestrian arrangements.
- Review enforcement requirements along the route.

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

Date of next meeting:

Date to be confirmed. Registered forum members to be contacted in due course.

Correspondence to Community Forum Members regarding the launch on 04 March 2020:

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

From: cbc
Sent: Wednesday 4 March 2020 17:00
Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

Dear Community Forum Member,

Today, Wednesday 04th March 2020, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run from Wednesday 4th March until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community engagements, and have developed revised proposals, representing the "Preferred Route Option", for each core bus corridor. Details of these revised proposals are now available for review and we welcome all feedback and submissions.

In parallel with this second round of public consultation, work is ongoing on developing the technical, environmental, and transport impact assessment reports necessary for the full evaluation of each corridor as part of the planning process. This requires detailed and comprehensive analysis, coupled with extensive survey work, all of which must be based on the finalised design option. Accordingly, transport assessment reports and environmental reports will not be available until later this year.

Cont.

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

It is expected that planning applications for the individual core bus corridors will be submitted, at the end of this year, to An Bord Pleanála for its determination. A statutory consultation process will be undertaken in conjunction with that formal planning application. A timeline for 2020 with the next steps and milestones is attached with this email for your convenience and to help understand all the stages.

On the website www.busconnects.ie you will now find:

- All 16 Preferred Route Options to view and download;
- A list of public information events dates and locations;
- Traffic Count Data for November 2019 (available from Friday 6th March); and
- Consultation Submission Reports (available from Friday 6th March).

The NTA have found the Community Forums insightful and productive and as such we propose holding another series of forums later in the Summer, when further information, including the outcome of the this second public consultation, is available. These forums will take place before the schemes are submitted to An Bord Pleanála and in advance of the formal statutory consultation process which would takes place once submitted. The current revised designs for the various corridors have already been presented to the Community Forums at the most recent round of meetings.

Please be aware that any property owners either potentially impacted or no longer impacted under the Preferred Route Options have been contacted directly.

Cont.

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

In preparation for the second round of public consultation, please find attached the following documents:

- BusConnects Overview
- Core Bus Corridor Project Timeline
- Core Bus Corridor Project Public Information Events Schedule
- Core Bus Corridor Trees

In conclusion, we look forward to continuing to work with each Community Forum in the coming months and if you have any queries please contact cbc@busconnects.ie.

Yours Sincerely,

BusConnects Team

National Transport Authority

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Freephone 1800 303 653
Web: www.busconnects.ie

Correspondence with Community Forum Members regarding the Public Information Events:

New message

To: Community Forum Members

Subject: Reminder: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

From: cbc
Sent: Tuesday 10 March 2020 16:03
Subject: Reminder: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

Dear Community Forum Member,

Last week, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run until Friday 17th April 2020.

This email is a gentle reminder that the **Clongriffin to City Centre & Swords to City Centre** Core Bus Corridor **Public Information Event** will be taking place **tomorrow Wednesday, 11th March 2020, between 11.30am and 7.30pm in the Bonnington Hotel, Swords Road, Whitehall**.

Please note that this event is a **Public Information Event where you can drop in anytime between 11.30am and 7.30pm** and meet one of the BusConnects team to discuss any queries that you may have.

Yours Sincerely,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with Community Forum Members regarding Covid-19 Updates and the Public Information Events being Postponed:

New message

To: Community Forum Members

Subject: BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

From: cbc
Sent: Thursday 12 March 2020 12:57
Subject: RE: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

RE: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

Covid-19 Update

Dear Community Forum Member,

In response to the Irish Government and the National Public Health Emergency Team's latest guidelines, the following changes will apply from 6pm today (Thursday 12th March 2020) in relation to the BusConnects Dublin second round of public consultation for the Core Bus Corridor Projects:

- All public information events are to be postponed
- The public consultation remains open and submissions can be made by email to cbc@busconnects.ie or by post.
- On the website www.busconnects.ie, all 16 Preferred Route Option brochures are available to view and download. In addition, the brochures are also available on the website in HTML and Audio files.
- Any queries and questions regarding the proposals can be emailed to cbc@busconnects.ie or please contact 1800 303 653.

Cont.

New message

To Community Forum Members

Subject BusConnects Dublin - Core Bus Corridor Project Second Round Public Consultation

We will continue to monitor developments and will follow all appropriate HSE guidelines.

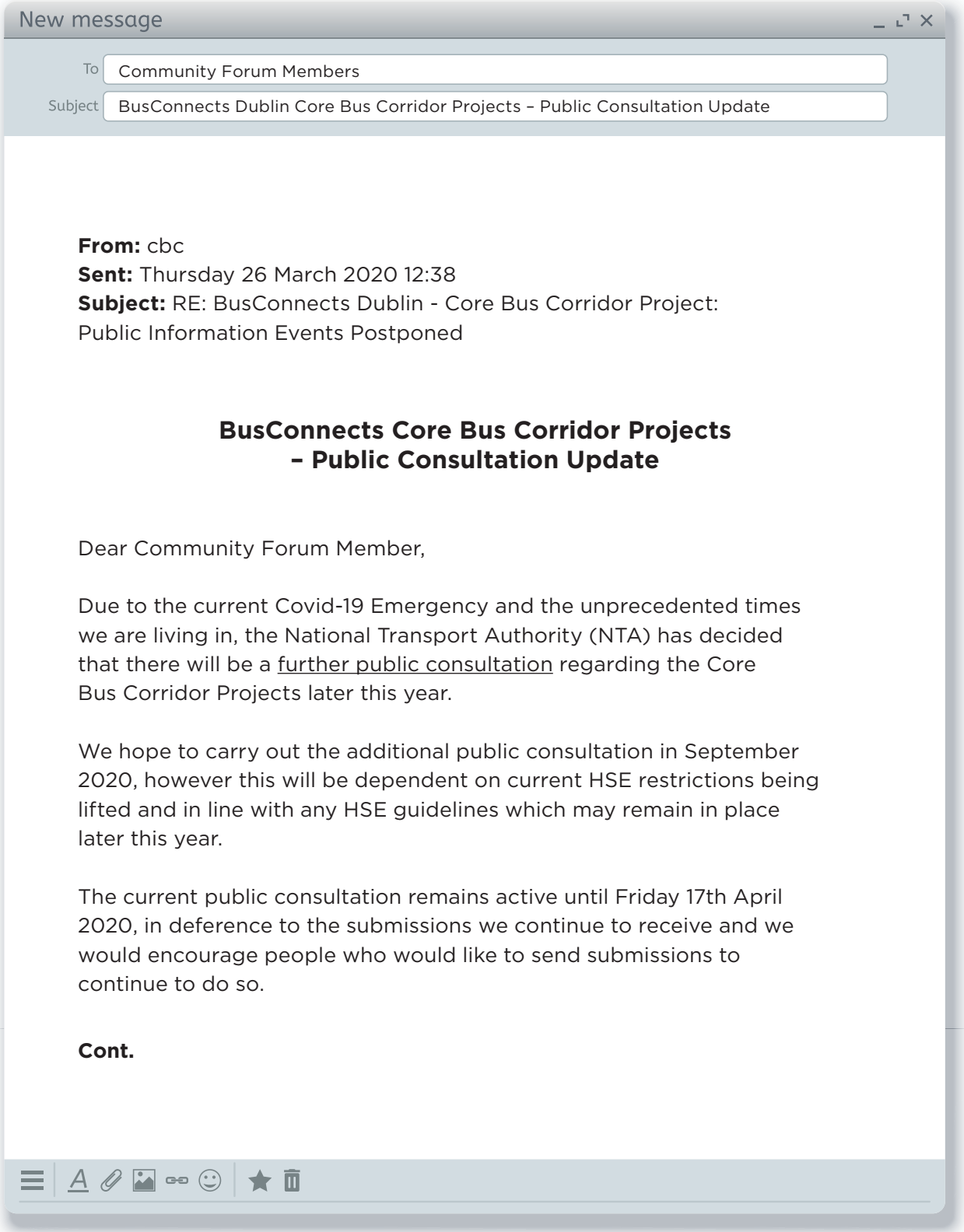
Yours Sincerely,

BusConnects Team

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Web: www.busconnects.ie

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES



From: cbc
Sent: Thursday 26 March 2020 12:38
Subject: RE: BusConnects Dublin - Core Bus Corridor Project: Public Information Events Postponed

BusConnects Core Bus Corridor Projects – Public Consultation Update

Dear Community Forum Member,

Due to the current Covid-19 Emergency and the unprecedented times we are living in, the National Transport Authority (NTA) has decided that there will be a further public consultation regarding the Core Bus Corridor Projects later this year.

We hope to carry out the additional public consultation in September 2020, however this will be dependent on current HSE restrictions being lifted and in line with any HSE guidelines which may remain in place later this year.

The current public consultation remains active until Friday 17th April 2020, in deference to the submissions we continue to receive and we would encourage people who would like to send submissions to continue to do so.

Cont.

New message

To Community Forum Members

Subject BusConnects Dublin Core Bus Corridor Projects – Public Consultation Update

Submissions can be sent by email to cbc@busconnects.ie or by post to the NTA.

All 16 Core Bus Corridor Brochures and associated maps are available to view and download on our website www.busconnects.ie

Stay Safe. Stay Home.

BusConnects Team

Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20
Web: www.busconnects.ie

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4D Potentially Impacted Properties Engagement



Continually Impacted Property Letter issued 2 March 2020:

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

(Name & Address)

Date: 2nd March 2020
Ref:

INFORMATION NOTICE
Re: to City Centre Core Bus Corridor

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.

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. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

Cont.

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 consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

A letter was previously sent to this property advising that it was identified as being potentially impacted by the project, and an opportunity was given to meet NTA personnel to discuss the potential impacts. **The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor may continue to impact on part of the property.** A layout map showing an indicative layout in the vicinity of the property can be found on Map of the Public Consultation Document, which will be published on our website www.busconnects.ie on 4 March 2020, and a brochure will be sent to you shortly.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.**

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental and transport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

Cont.

The NTA would again welcome the opportunity to meet with you in relation to these proposals, 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 Infrastructure Dublin, National Transport Authority

Newly Impacted Property Letter issued 2 March 2020:

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

(Name & Address)

Date: 2nd March 2020
Ref:

INFORMATION NOTICE
Re: to City Centre Core Bus Corridor

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.

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. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to

Cont.

the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor may have an impact on part of this property. A layout map showing an indicative layout in the vicinity of the property is enclosed. It can also be found on Map of the Public Consultation Document, which will be published on our website www.busconnects.ie on 4 March 2020, and a brochure will be sent to you shortly.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.**

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental and transport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as 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 Infrastructure Dublin,
National Transport Authority

No Longer Impacted Property Letter issued 2 March 2020:

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

(Name & Address)

Date: 2nd March 2020
Ref:

INFORMATION NOTICE
Re: to City Centre Core Bus Corridor

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.

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. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to

Cont.

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

the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

A letter was previously sent to this property advising that it was identified as being potentially impacted by the Emerging Preferred Scheme, and an opportunity was given to meet NTA personnel to discuss the potential impacts. **The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor indicate that this property is no longer potentially impacted.**

Please note these are proposals only and as such are not fixed or finalised

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process. Consequently future amendments to the plans could potentially result in the property again being impacted.**

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental and transport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

If you require any clarification regarding this letter please call **1800 303 653**. A project team representative will respond to your query. Once the consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4F Website & Digital Resources



Preferred Route Option: Second Round of Non-Statutory Public Consultation (4th March 2020 – 30th April 2020) Website & Published Material:

Preferred route information brochures for each of the 16 core bus corridors
Bróisiúr Faisnéise, preferred route information brochure for each of the 16 core bus corridors in Irish
Easy read versions of information brochure for each of the 16 core bus corridors
Text only HTML files of information brochure for each of the 16 core bus corridors
Audio files of information brochure for each of the 16 core bus corridors
Consultation submissions reports for each of the 16 core bus corridors from the first round of public consultation
Community forum presentations from the 2nd round of public consultation
Presentations from meetings with local groups during the public consultation
Traffic count Data reports for each of the 16 corridors, ATCs, JTCs and pedestrian surveys

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4F Press Release & Media Engagement



Press release issued for launch of Second Round of Public Consultation on 4th March 2020:

PRESS RELEASE

NTA LAUNCHES SECOND ROUND CONSULTATION ON THE CORE BUS CORRIDOR PROJECTS

Preferred Route Options for 16 Core Bus Corridors included in second round consultation

Revisions ensure 42% reduction in properties impacted by the plans

Majority of landmark trees in historic areas of Dublin no longer impacted

4th March 2020 – The National Transport Authority (NTA) has today launched the second round of public consultation on the sixteen core bus corridors earmarked for development as part of the BusConnects programme.

The latest round of public consultation on the Core Bus Corridor Projects centres on the Preferred Route Options for all sixteen corridors. This comes following the first round of public consultation on the Emerging Preferred Routes in late 2018 and early 2019.

The BusConnects programme is an integral element of Project Ireland 2040, the Transport Strategy for the Greater Dublin Area 2016-2035 and the Climate Action Plan published in June 2019. Its aim is to develop an enhanced bus system that is better for the city, its people and the environment.

By delivering 230km of continuous bus priority and 200kms of cycle tracks, the Core Bus Corridor Projects will help more people from their cars to a better, more reliable and more efficient bus system is a critical element in reducing carbon emissions and congestion in the capital city.

During the six-month consultation process, the NTA received approximately 13,000 written submissions, including those with multiple signatories. Community Forums were also established for each corridor to enable a two-way dialogue with local communities where solutions to certain challenges were co-created.

Despite the issues varying across each corridor, a number of common issues were identified including the potential impact on properties.

Following extensive engagement with the local communities across Dublin, the NTA's revised proposals contain several design changes that aim to minimise the impact of the project on properties while maintaining bus priority and enhancing cycling facilities.

Revisions to the initial proposals have ensured a 42% decrease in the number of properties impacted by the project, with:

- A Bus Gate at Ravensdale Park eliminating the need for land acquisition on this part of the Kimmage to City Centre corridor

Cont.

- Signal Controlled Priority on either side of Templeogue Village reducing the need for road widening along this section

- A one-way inbound system on Rathgar Road removing the need for land take on that segment of the Rathfarnham to City Centre corridor

- Signal Controlled Priority along Rathfarnham Road reducing the impact on properties along a section of the Rathfarnham to City Centre corridor

- An altered road layout and Signal Controlled Priority significantly reducing land acquisition on Crumlin Road along the Greenhills to City Centre corridor

- An adjustment to the road layout on the Rock Road between Booterstown Avenue and Blackrock Clinic reducing the need for land take along this segment of the Blackrock to Merrion corridor

One of the biggest concerns raised during the first round of consultation was the removal of trees in historic areas of the city. The NTA has introduced multiple changes to protect long-established trees in historic parts of Dublin, which have resulted in:

- No tree being removed along Rathgar Road

- All trees on the residential side of Nutley Lane being retained

- Up to 90% of existing mature trees being retained on Baggot Street Upper and Lower

- Up to 90% of existing mature tress along Pembroke Road being retained

- 80% of trees along Merrion Road being maintained

- Over 85% of existing tress along St. Mobhi Road being retained

- 75% reduction in the number of trees along Finglas Road being removed

This has been achieved through the maximisation of existing road space by new one-way systems, the introduction of Signal Controlled Priority Bus Gates and off route cycle tracks.

Less developed trees along a select number of Core Bus Corridors have been identified for replacement to ensure the provision of safe cycling infrastructure. This follows extensive topographical surveys in recent months. Included is a new two-way segregated cycle-track running inside the grounds of the Hermitage Golf Club on the Lucan to City Centre corridor.

A comprehensive replanting programme will ensure more trees are replaced than are removed during the development of Core Bus Corridor Projects.

Consultation on the revised proposals begins today and runs until Friday, 17th April. A series of information events will be hosted across the Greater Dublin Area during March. Dates, times and venues are available at www.busconnects.ie.

All submissions in the second round of public consultation will be reviewed by the NTA.

Cont.

Technical, environmental, and transport impact assessment work will then take place with final plans due to be presented to An Bord Pleanála for statutory approval in the fourth quarter of 2020.

Anne Graham, NTA Chief Executive Officer said: "In 2018, we first unveiled our plan to deliver continuous bus priority along Dublin's busiest bus corridors and high-quality cycling facilities. Through extensive public consultation and direct engagement with communities across the region, we've been able to pinpoint areas of concern along each of the sixteen routes.

"We have responded constructively to the issued raised and have put forward alternative proposals that help to mitigate many of these challenges raised by the public. This has helped to dramatically reduce the number of properties that will be impacted and to work with communities to create new public realms across the city.

"Considerable emphasis has been given to meeting the needs of the increasing number across the city choosing to cycle to work and college. We're proposing modern infrastructure that will provide new options for children and their families to be able to cycle safety both between, and within, their local communities.

"I'm confident that the revised routes will greatly improve journey times and most importantly will reduce CO2 emissions by having more people move from their car and onto the bus. We are also moving forward to creating a fleet of low emissions vehicles with half of the fleet due to be converted to low emission buses by 2023.

"Although we are aware that a project of this scale and investment will bring challenges, BusConnects is needed now more than ever. With our cities growing, continuous bus priority and more cycle lanes will be needed to create a sustainable public transport system fit for the future.

"I would invite the people of Dublin to share their views on the Preferred Route Options in the coming weeks."

End

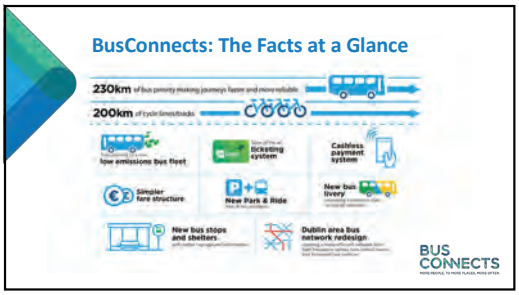
Media briefing presentation:



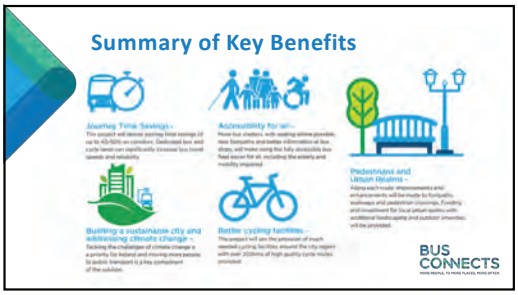
1



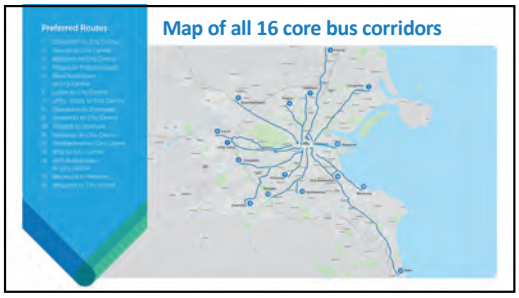
2



3



4



5

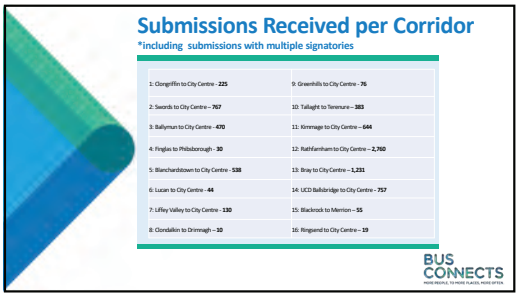


6

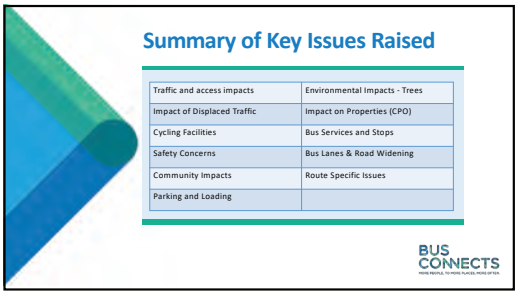
Cont.



7



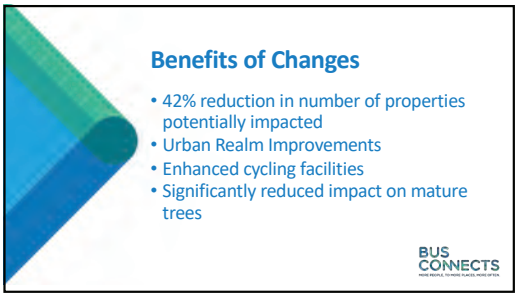
8



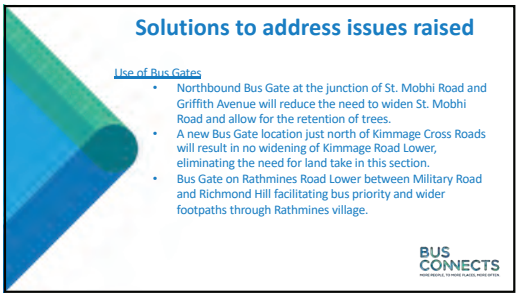
9



10

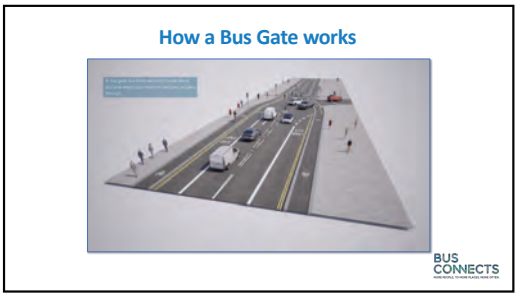


11

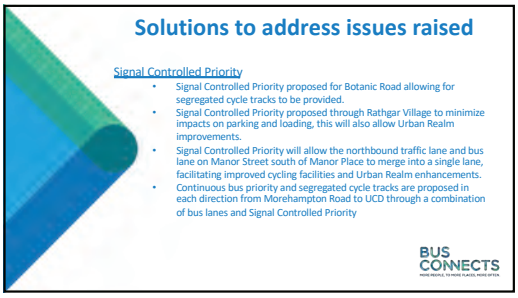


12

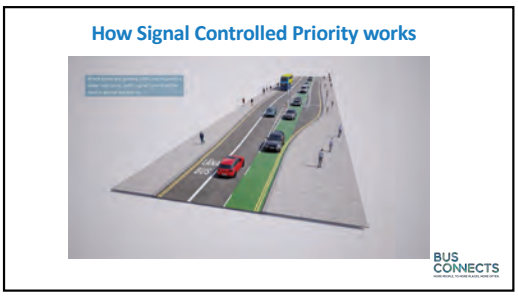
Cont.



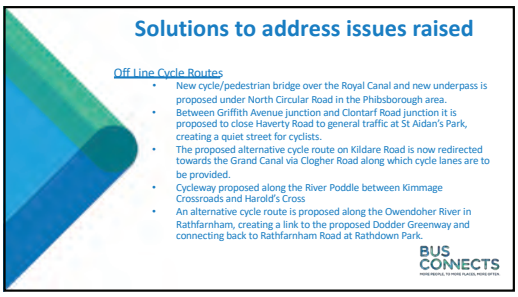
13



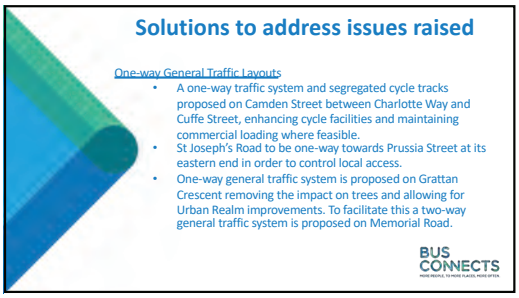
14



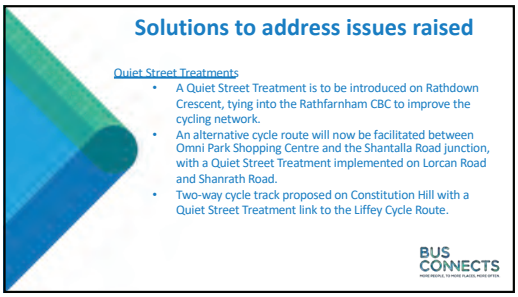
15



16

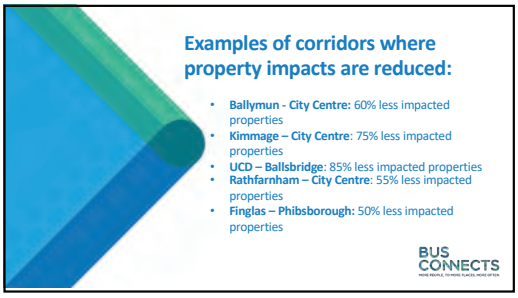


17

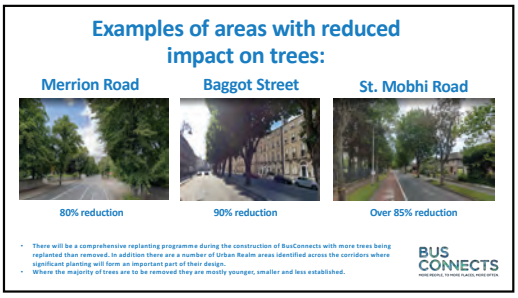


18

Cont.



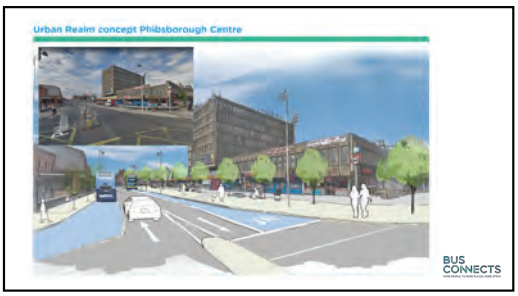
19



20



21



22



23



24

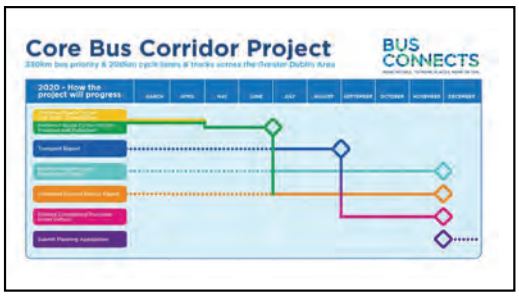
Cont.


Urban Realm concept Terenure Village
BUS CONNECTS

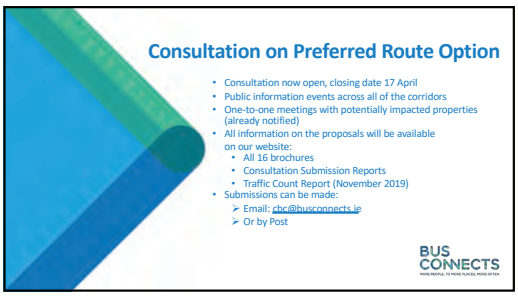
25


What Happens Next?

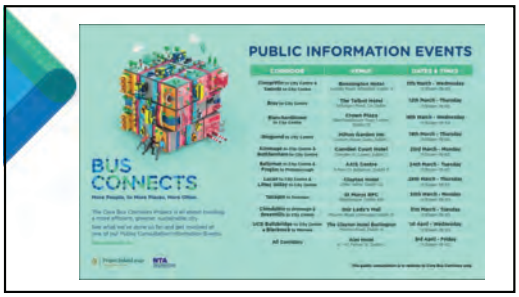
26


Core Bus Corridor Project
BUS CONNECTS
2020 - How the project will progress

27


Consultation on Preferred Route Option
Consultation now open, closing date 17 April
Public information events across all of the corridors
One-to-one meetings with potentially impacted properties (already notified)
All information on the proposals will be available on our website:
All 16 brochures
Consultation Submission Reports
Traffic Count Report (November 2019)
Submissions can be made:
Email: cbc@busconnects.ie
Or by Post
BUS CONNECTS

28


PUBLIC INFORMATION EVENTS
BUS CONNECTS

29

Media Plan

For the second Round of Non – Statutory Public Consultation, we used Radio, Press and Digital.

(Radio was paused on the 15th March 2020, press ran until the 12th March 2020 and digital was paused on the 18th March following the emergence of Covid-19).

Radio was planned to reach Dublin and the Greater Dublin Area audience, extending into Wicklow. A mixture of national and regional stations gave us strong coverage for the two weeks the campaign was on-air for. Today FM and Newstalk are national stations and index high for the Dublin commuter audience. Regional stations, 98FM, FM104 and Nova focused on the Dublin region, while East Coast FM gave us presence in Wicklow.

National print titles were used to gain broad reach. Regional print titles were used to support this and covered Dublin city and Greater Dublin, 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.

Core Bus Corridor Preferred Route Option Second Round Public Consultation Media Advertising - Launched 4th March 2020:

Press		
2 press ads – Official launch and Public Info Events	13 editions	Irish Times Irish Indo Herald Dublin People Dublin Gazette (City, North, West and South) Echo (Tallaght and Clondalkin) Wicklow Times (North and South) Wicklow People **Ads re: Public Info Events due to be published after 12th March 2020 were cancelled due to Covid 19 ie:** Dublin People – March 16th and 23rd 2020 Dublin Gazette – March 19th and 26th 2020
Radio		
2 radio ads	6 radio stations	Today FM 98 FM Newstalk FM104 East Coast Nova
OOH		
Bus Shelter, on board bus, Luas Columns, on board Luas		160 bus shelters Dublin Bus A2 x 500 GAI A2 x 40 24 x Luas Portraits @ Red Line 31 x Luas Portraits @ Green Line 72 x Luas Straplines @ Red Line 57 x Luas Straplines @ Green Line 15 x Luas Columns @ Both Lines
Social/Digital		
Video with VO and static images		Twitter, Instagram, Facebook

Radio script:

TBWA The Disruption Company

Radio Script

Client: NTA	Product: BusConnects	Title: P1 - Launch
	Length: 30"	Date: 11/2/20

VO1: Our goal is a more efficient, cleaner, greener city.

VO2: This March BusConnects will hold a second round of public consultation for the Core Bus Corridors Project.

VO1: So you can see the work we've done so far and get involved in the next steps;

VO2: two hundred and thirty (230) kilometres of bus priority and two hundred (200) kilometres of cycle tracks and lanes.

VO1: Providing reliable bus services, reducing congestion and pollution, all while improving the city for cyclists.

VO2: Visit busconnects.ie to have your say.

VO1: BusConnects is an initiative of the Government of Ireland

4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

4G Advertising



Press Advertisement for launch:



Press Advertisement for Public Consultation Information Events:



BUS CONNECTS

More People, to More Places, More Often.

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & **Swords** to City Centre	**Bonnington Hotel** Swords Road, Whitehall, Dublin 9	11th March - Wednesday 11:30am-19:30
Bray to City Centre	**The Talbot Hotel** Stillorgan Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	**Crowne Plaza** Blanchardstown Town Centre, Dublin 15	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	**Hilton Garden Inn** Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & **Rathfarnham** to City Centre	**Camden Court Hotel** Camden St, Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballymun to City Centre & **Finglas** to Phibsborough	**AXIS Centre** 5 Main St, Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Lucan to City Centre & **Liffey Valley** to City Centre	**Clayton Hotel** Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Terenure	**St Marys RFC** Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & **Greenhills** to City Centre	**Our Lady's Hall** Moorne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Ballsbridge to City Centre & **Blackrock** to Merrion	**The Clayton Hotel Burlington** Leeson St, Upper, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	**Alex Hotel** 41 - 47 Fenian St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

busconnects.ie

Project Ireland 2040

NTA

Press advertisement published in the Dublin Gazette – 05 March 2020:

5 March 2020 DUBLIN GAZETTE 15

ODD THINGS THAT CAUGHT OUR EYE THIS WEEK

BITS & BOBS



Ruff work for Texas cops

A DOG in Texas reported itself missing last week, after strolling through the doors of a local police department and putting his paws up on the counter (right).

The dog entered Odessa Police Department in Texas and hopped up onto the counter, though he didn't seem distressed at all.

Speaking to The Dodo, Sergeant Rusty Martin said everyone played with the dog for a short while, whilst trying to find his owners.

Sergeant Martin said: "We were all excited to have him in the building. We had a tennis ball and threw it in the lobby for a bit. Everyone loved him."

The dog was wearing a collar when he arrived at the station, but the ID tag had apparently fallen off, so animal control came to check for a microchip.

However, the dog had other ideas, and left the station before animal control could arrive.

"He ran out just as quick as he came in," Sergeant Martin posted online. "The owner responded the next day [to say that] it was his dog and he had returned home. He lives about a mile from the station."



THIS WEEK'S TOP TWEETS

"As much as I would like to believe I'm not an Irish stereotype, I did just use the buffet in this 4-star London hotel to make a ham and cheese roll for lunch later.

@samwhatslife

"This Jamaican man I work with was telling me a story about when he worked in Tallaght ,and this fella got hit by a car, and another man went over to him and asked him 'Where are ye bleeding from?' And the fella on the ground goes 'Clondalkin'! Hahaha you couldn't write it.

@georgiarhiels

"A slice of apple pie is $1.40 in Jamaica, and $2.60 in the Bahamas. These are the pie rates of the Caribbean.

@Stephanieleboah

"Yesterday I met my arch nemesis. It was a Trinity masters student who came on my campus tour. He already knew everything and ruined all my punchlines, exposing how scripted my jokes are and that I am not organically funny. Also did not tip.

@mistress_mick

"Gwen Stefani was right. Don't speak.

@elisadaydreams



BUS CONNECTS

More People, to More Places, More Often.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel	11th March - Wednesday
Bray to City Centre	The Talbot Hotel	12th March - Thursday
Blanchardstown to City Centre	Crown Plaza	18th March - Wednesday
Ringsend to City Centre	Hilton Garden Inn	19th March - Thursday
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel	23rd March - Monday
Ballymun to City Centre & Finglas to Mitchelstown	AXIS Centre	24th March - Tuesday
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel	26th March - Thursday
Tallaght to Terenure	St Marys RFC	30th March - Monday
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall	31st March - Tuesday
UCD Ballsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington	1st April - Wednesday
All Corridors	Ales Hotel	3rd April - Friday

Project Ireland 2040 NTA

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the The Irish Times – 05 March 2020:



THE IRISH TIMES
Tuesday, March 5, 2020

Home News 5

Number of trees to be felled under bus route scheme jumps from 1,500 to 2,500

More than 770 properties to lose part of garden under latest bus route plan

More trees will be replanted than removed, says transport agency

SARAH BURNS

Apartment scheme secures permission

High Court quashed permission for similar development in January

OLIVIA KELLY

498

The number of new scores allocated for Howth under the Fingal County Development plan

Half of applicants for Irish Water's 'first fix free' offer withdrew before leak fixed

TIM STEVENS

Campaigner says prostitution is 'abuse' and 'torture'

BETTY HELLAND

WORKING IT OUT TOGETHER
For a cleaner, greener, better city
BUS CONNECTS
Here People, to Here Places, Here Often.
NTA

Press advertisement published in the Herald – 05 March 2020:



THE HERALD THURSDAY 5 MARCH 2020

Coronavirus crisis News 5

REVEALED INFECTED

95,178 cases worldwide
3,254 deaths

it should not have closed

It was advised that the HSE would be in contact yesterday, but it took its own decision to close.

There was as swift reaction from the Department of Education which contacted the school authorities.

The Department stated that it was "essential that any decisions regarding school closures in relation to Covid-19 are proportionate, necessary and based on specific public health advice. No other response is appropriate."

RISK

A statement added that the Departments of Health and Education were in constant communication regarding Ireland's responsiveness to Covid-19, otherwise known as coronavirus.

Scoil Chaitríona, in Glasnevin, has closed following the confirmation of the first case of coronavirus in the Republic, a student who recently returned from an 'at risk' region in northern Italy.

All pupils and teachers are being treated as close contacts of this case and the school has shut for a 14-day period.

Aslan pull plug on two gigs over fears for Christy's health

Melanie Finn and **Gabija Gataveckaite**

ASLAN have been forced to pull the plug on two gigs in the UK because of the coronavirus.

The Crazy World stars were due to play two dates in Britain next week but say that "due to Christy Dignam's compromised immune system", they will no longer go ahead.

The Aslan frontman (59) was diagnosed with amyloidosis, a rare form of blood cancer, in 2013 and has been battling with ill health over the past number of years.

In a statement, the band said: "We have to take Christy's medical team's advice on this and we hope we can reschedule the dates very soon.

"Thank you to everyone for understanding our position in this and we apologise but it is a matter beyond our control.

"Tickets can be held for the new date or refunds can be issued from point of purchase."

Aslan were due to play Birmingham on March 13 and Liverpool on March 14 as part of their current tour, which also takes in dates in Dublin, Belfast and Cavan.

Aslan's Christy Dignam

They had been scheduled to perform in the UK as part of the build-up to the St Patrick's Day celebrations.

However, the band are clearly taking no chances with Christy's health.

Their Goodbye Charlie Moonhead tour marks the 25th anniversary of the release of their iconic album of the same name.

CURE

Christy spoke last year about how doctors thought they may have found a cure for his type of cancer.

The singer said he had been treated at the Royal Free Hospital in London every two months and added that he would "do my best" to receive the treatment.

"It's been prescribed by the NHS... so I'll have to get on to the HSE," he said.

WORKING IT OUT TOGETHER
For a cleaner, greener, better city

BUS CONNECTS
More People, to More Places, More Often.

The National Transport Authority's BusConnects programme is seeking your views as part of the 2nd round of public consultation on the Core Bus Corridors project in Dublin.

The Core Bus Corridors project aims to deliver 230km of bus priority and 200km of cycle tracks and lanes along 16 of Dublin's busiest corridors.

Public Consultation Information events will be held in locations around the city in the coming weeks, details of these are on busconnects.ie

See full details of the preferred route options and have your say at

Project Ireland 2040 NTA

Press advertisement published in the The Echo – 05 March 2020:

The Echo, Thursday, March 5, 2020 news@echo.ie 13

Vacant council seats are filled

FOLLOWING the election of two local councillors to the Dáil last month as a result of the general election, two new councillors were co-opted onto South Dublin County Council last week to fill the vacant seats.

Francis Noel Duffy, who was a Green Party councillor in the Rathfarnham ward from 2014 until his election to the Dáil last month, has been replaced by Green Party member and Rathfarnham resident Clare O'Byrne.

Cllr O'Byrne joined the Green Party in 2017 on her return to Ireland after spending a decade abroad, and she currently works in the public sector and volunteers with a mental health charity.

Fine Gael's Emer Higgins, who was a councillor for the Clondalkin Local Electoral Area for seven years before being elected to the Dáil last month, has been replaced by Shirley O'Hara.

Cllr O'Hara was co-opted to replace Deputy Higgins last month, after members of Fine Gael Dublin Mid-West selected her to fill the vacant seat.

Work starts on new Dodder bridge



SCHEME: Work has begun on the new bridge at Bolbrook

Dodder Scheme will be a greenway of 'international renown'

By Mary Dennehy
mary@echo.ie

WORK has started on a new 85m-metre-wide bridge at Bolbrook, which will span the Dodder as part of an ambitious greenway scheme set to enhance, connect and protect.

The Echo this week contacted South Dublin County Council after a number of trees and some vegetation were removed from an area close to the Bolbrook Enterprise Centre.

Replying to *The Echo*, the council confirmed that this work is due to the construction of a bridge across the Dodder at Bolbrook, which is part of the Dodder Greenway Scheme.

The council added that a landscape plan at this location, incorporating native hedgerow, woodland plants and shrub planting, will be carried out as part of the development.

The Dodder Greenway Scheme will comprise of works along the banks of the Dodder at points at Kiltipper, Tallaght, Firhouse, Templeogue, Terenure and Rathfarnham.

According to the council, the scheme, which went to public consultation in 2017, will develop a greenway of "international renown" – one that is "on par with the best greenways in the world".

Approximately 14km in length, the greenway will travel along the Dodder Valley from Orwell/Terenure, through to the outer suburbs of Tallaght and up into the rural and upland community to the entrance of the Bohernabreena reservoir at Glenasmole.

The detailed scheme has a number of elements, including the widening and upgrading of existing paths, bridges, underpasses and junctions – and the construction of new paths and bridges.

Improved landscape treatment is also on the cards alongside ecological enhancements which include species-rich grassland management, the planting of native trees and the provision of bat boxes and bat friendly public lighting.

New entrances to the greenway will also be developed.

In a response to *The Echo* this week, the council said that the timeline for the construction of three bridges is 12 months, with the handover due in February 2021.

The pedestrian bridges will be located over the River Dodder at the Tallaght Bypass and to the rear of the Bolbrook Enterprise Centre, which will link the eastern part of Tallaght the N81 to the Greenway.

The second bridge will stretch over the Dodder from Kilvere to Riverside cottages, linking Templeogue Village with the greenway park, while the third bridge will span the Dodder to Bushy Park, to the rear of Rathfarnham village.



BUS CONNECTS

More People, to More Places, More Often.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

Project Ireland 2040 NTA

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel Swords Road, Whitehall, Dublin 9	11th March - Wednesday 11:30am-19:30
Bray to City Centre	The Talbot Hotel Wilborgan Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	Crown Plaza Blanchardstown Town Centre, Dublin 15	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	Hilton Garden Inn Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel Camden St, Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballymun to City Centre & Finglas to Phibsborough	AXIS Centre 9 Main St, Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Terenure	St Marys RFC Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall Mourne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Ballsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington Merrion Road, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel 41 - 47 Pembert St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the Irish Independent – 05 March 2020:

IRISH INDEPENDENT Thursday March 5, 2020

Kate and William serve up a thrifty soup





Duchess shows she's a Galway girl by stepping out in Dubarry jacket

KATE MIDDLETON flew the flag for Irish fashion yesterday when she donned a Dubarry of Ireland belted jacket for her visit to Teagasc in the royal county of Meath.

The Duchess of Cambridge wore the €349 Dubarry Fiel olive jacket (pictured left and far left), a lightweight waterproof utility jacket with Gore-Tex lining.

Kate discovered the country lifestyle/outdoor pursuits brand in a shop near her home in Norfolk.

In January last year, she wore its Bracken tweed jacket at an event in Chelsea.

The queen is already a fan of the Irish brand headquartered in Ballinasloe, Co Galway, and she wears its famous Galway suede boots, as do Princess Anne and Zara Phillips.

Dubarry marketing director Michael Walsh said: "We are delighted to see the Duchess of Cambridge wearing our jacket and the fact that she chose to wear it while visiting Ireland is very special for us."

Named after a French courtesan, Dubarry of Ireland had humble beginnings, starting out as a co-operative to provide local employment.

Bairbre Power
Fashion Editor



Walking hand in hand and with a stunning coastline as a backdrop, William and Kate strolled along taking in the scenery.

It was no doubt some welcome down time from their hectic three-day visit which saw them take in engagements in Dublin, Meath and Kildare.

In brilliant winter sunshine they followed the trail to the summit which gave them panoramic views and hugged as they posed for a picture.

Waiting at the top was Environment Minister Richard Bruton. "They remarked on how you couldn't come to Ireland and not see the coastline so they got their wish," he said.

"And they saw it in a benign light, normally there is a wind howling – it's really beautiful today, they couldn't be luckier."

Later, Will addressed a crowd at a reception held at the Museum of Literature Ireland (MoLI), in Dublin.

He said the relationship between the neighbouring countries is of "vital importance", and the royal family is committed to strengthening the bond between the two countries after Brexit.

Taking up the theme, Taoiseach Simon Coveney said UK and Irish governments have a responsibility to "redesign and shape" its relationship.

Mr Coveney gifted the Duke and Duchess a card from his children inviting the family to Ireland.

"Galway is a little bohemian but until you have visited Cork you haven't really visited.

"Both your father and grandmother will attest to that.

"Last night my seven-year-old had produced a card for your children so we have a gift which is three little cards from my little daughters inviting your precious children to come to Ireland when they grow up.

"I can assure you they don't comply with normal protocols when someone normally writes to the royal family," he joked.

on the brewing of Budweiser in Dublin

Diageo said it did not anticipate job losses in Dublin, as the brewery pivots to increased production of other lager brands.

Bud's departure "will present an opportunity for Diageo to focus on growing our own newer wholly-owned brands, such as Rockshore and Hop House 13, whilst also focusing on our important business with Carlsberg", a Diageo spokesman said.

For the past decade, C&C has made and distributed other brands in Budweiser Brewing Group's portfolio – including Stella Artois, Beck's, Corona, Leffe and Hoegaarden – in the UK. Some is imported here.

Diageo has brewed Bud at its St James's Gate brewery for more than two decades.

Bud once held a fifth of the Irish lager market, but it has slid in popularity amid greater competition from micro-breweries and new market entrants.



How the move will affect jobs here is not yet clear

WORKING IT OUT TOGETHER
For a cleaner, greener, better city



BUS CONNECTS
More People, to More Places, More Often.

The National Transport Authority's BusConnects programme is seeking your views as part of the 2nd round of public consultation on the Core Bus Corridors project in Dublin.

The Core Bus Corridors project aims to deliver 230km of bus priority and 200km of cycle tracks and lanes along 16 of Dublin's busiest corridors.

Public Consultation information events will be held in locations around the city in the coming weeks, details of these are on busconnects.ie

See full details of the preferred route options and have your say at busconnects.ie

Project Ireland 2040 NTA

Press advertisement published in the The Herald – 06 March 2020:



THE HERALD FRIDAY 6 MARCH 2020

News 5

AFTER DRIVER OF VAN AND MOUNTS A PATH

Mum Nuala was out for evening jog when struck

lethal weekend in which seven people died in road accidents, described by the Road Safety Authority (RSA) as "an appalling level of carnage".

RSA spokesman Brian Farrell said those deaths brought to 18 the total number of road fatalities in February alone.

He described the weekend's carnage as being "close to double the monthly fatality rate".

In the worst single loss of life, three people were killed in a two-car collision in Co Louth on Saturday. A mother and son, Mary Fanton (58) and Kevin Fanton (38), from Beabrook in Co Armagh, were pronounced dead in one car.

In the second vehicle, Bryan Magill (35), from Newry, was killed. The crash happened at around 2.15am on the N1 at Carrickcarnan, near Dundalk.

A man in his 20s, also from the North, was charged on Monday with dangerous driving in connection with the accident.

BUS CONNECTS

More People, to More Places, More Often.

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel Swords Road, Whitehall, Dublin 9	11th March - Wednesday 11:30am-19:30
Bray to City Centre	The Talbot Hotel Stillorgan Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	Crowne Plaza Blanchardstown Town Centre, Dublin 15	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	Hilton Garden Inn Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel Camden St. Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballyman to City Centre & Finglas to Phibsborough	AXIS Centre 9 Main St, Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Luas to City Centre & Liffey Valley to City Centre	Clayton Hotel Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Terenure	St Marys RFC Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall Mourne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Belfield to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington Leeson St. Upper, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel 41 - 47 Pearse St, Dublin 2	3rd April - Friday 11:30am-19:30

*This public consultation is in relation to Core Bus Corridors only

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

Project Ireland 2040

NTA

Press advertisement published in the Wicklow Times – 10 March 2020:

Tuesday 10th March 2020 Wicklow Times NEWS 3

GREENS DON'T WANT N11 FUNDING

Following recent remarks about the N11 improvement scheme made by Green Party Leader, Eamon Ryan TD, advocating not proceeding with them, Independent councillor Joe Behan has urged Wicklow County Council not to delay the works as it could result in the project missing out on vital funding.

The Green Party leader said that money spent on widening the N11 would be better invested in improving the rail line between Wexford and Dublin.

Speaking at last week's meeting of Wicklow County Council, Cllr Behan said "As we know, there are negotiations in progress at the moment for the formation of a new Government. The Green Party are central to those negotiations at the moment. And the leader of the Green Party made a statement in the Dáil about the N11 and works that may be happening with regard to the N11/M11. It was to the effect that if they get into Government they are going to stop these works and I think there is a very serious threat to improvement works on the N11 if that particular threat is carried out.

"I raised this before the election and I remember the one issue that I think most people were agreed on at the time is that there needs to be a combination of works done there, not just widening a road, but also public transport options for people and we all agree with that.

"But the Chief Executive at the time said we are on a particular funding track for that work. Having got to this stage, I am concerned that that particular funding track will be taken away from us."

Cllr Behan asked that the Council send a letter to the Department outlining the view that funding for the upgrade must be retained.

"As a body, we should be indicating very clearly to the Department of Transport and the Department of Local Government that we do not want to see the priority of that particular road being removed by a future Government and we should make our views very clearly known on that subject.

"I am sure we would all agree, that whatever else happens we don't want to lose the funding. We have to do something for the tens of thousands of people stuck in this misery gridlock morning and night, who are still stuck in it three weeks after an election with very little hope of things improving in the short-term."

Chief Executive of Wicklow County Council, Frank Curran, said that the scheme is mentioned in the National Development Plan as being among the category of schemes that will progress to design phase and that could get the green light. He said "Obviously we don't want to delay it, because we are in with a chance of it progressing, we want to stay in that category and complete the design work."

Green Party Councillor Lourda Scott said that Cllr Behan's remarks were a "moot point" until a new Government is formed.



Cllr Joe Behan



Green Party Leader Eamon Ryan TD



Firefighters last Wednesday attended a fire which broke out in a derelict building on Arklow's Main Street. There have been several fires in the building in recent years but last week's was the largest, with fire crews from Wicklow and Arklow joining forces to fight the blaze.

Harris raises the need for increased police presence

Minister Simon Harris has written to the Minister for Justice about the need for an increased police presence in Charlesland and Enniskerry

Minister Harris said that the recent attack on two joggers in Charlesland "caused great alarm in the community. I have organised the County Wicklow Policing Committee discuss the recent increase in burglaries in residential areas adjacent to the N11 including the communities of Enniskerry, Delgany, Charlesland and Kilcoole.

"I have also written to the Minister for Justice seeking an update on how to extend the opening hours for Enniskerry Garda station in light of a number of incidents in the community since the start of the year including the recent aggravated robbery on Enniskerry Post Office. The North Wicklow area has a rapidly growing population and policing resources must keep up with the related demographic and social pressures that come with new housing developments."

Three teenage males were arrested for the for the mugging at knife-point of three female joggers that took place in Charlesland on the evening of Thursday, 20th February.



BUS CONNECTS

More People, to More Places, More Often.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel Swords Road, Whitehall, Dublin 9	11th March - Wednesday 11:30am-19:30
Bray to City Centre	The Talbot Hotel Wingfield Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	Crowne Plaza Blanchardstown Town Centre, Dublin 15	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	Hilton Garden Inn Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel Camden St. Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballymun to City Centre & Finglas to Millsborough	AXIS Centre 9 Main St. Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Tarenure	St Marys RFC Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall Kiltipper Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Ballsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington Leeson St. Upper, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel 41 - 47 Forbes St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

Project Ireland 2040 NTA

Press advertisement published in the Northside People East – 11 March 2020:

NORTHSIDE PEOPLE EAST
11.03.20

Fionnghuala's Miss Universe Ireland call

THE search is on for competitors to take part in this year's Miss Universe Ireland contest.

Last year's winner, Fionnghuala O'Reilly, from Swords, along with Gráinne Gallanagh and Cáilín Ní Toibín, who won the 2018 and 2017 titles respectively, last week launched the search for finalists for the 2020 competition.

The event will take place in the Round Room of the Mansion House on July 2. The winner on the night will walk away with over €70,000 worth of prizes and go on to represent Ireland at Miss Universe at the end of the year.

In 2019 Fionnghuala wowed with her poise, passion and intelligence and was named unanimously as the winner by the esteemed panel of judges.

Fionnghuala went on to represent Ireland in the international competition last December in South Korea.

The first NASA datanaut to compete in the event, Fionnghuala was the ambassador for Ireland's Engineers Week which took place from February 29 to March 6.

The First Round applications to compete as one of up to 30 finalists for the title of Miss Universe Ireland 2020 are being accepted from now until Friday, April 3.

The online application form and further requirement details can be found here: http://missuniverseireland.eu/apply-2020/



Fionnghuala O'Reilly, Miss Universe Ireland 2019, at the launch to find competitors for this year's events. PHOTO: ANTHONY WOODS

Letsbuyhealthcare.com

IF YOU don't have health insurance and fall to qualify for a medical card, an innovative new website letsbuyhealthcare.com has been launched to allow you to book private consultations or procedures at a range of hospitals and healthcare providers. See Page 20&21.

MORONEY
SOLICITORS

Mobile Solicitor
15 years serving
North East Dublin

Saturday and Evening appointments available in your area

House calls for the Elderly

WILLS
PROBATE
CONVEYANCING

No jargon, just plain clear English

Phone: 01 853 7317
Email: info@moroneysolicitors.com



BUS CONNECTS

More People, to More Places, More Often.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

Project Ireland 2040 NTA

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel, Swords Road, Whitehall, Dublin 9	11th March - Wednesday 11:30am-19:30
Bray to City Centre	The Talbot Hotel, Stillorgan Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	Crown Plaza, Blanchardstown Town Centre, Dublin 15.	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	Hilton Garden Inn, Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel, Camden St, Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballymun to City Centre & Finglas to Phibsborough	AXIS Centre, 9 Main St, Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel, Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Tarenure	St Marys RFC, Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall, Mourne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Belfsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington, Merrion Road, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel, 41 - 43 Pearse St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the Northside People West – 11 March 2020:

NORTHSIDE PEOPLE WEST
11.03.20

3

Social media reacts to new TV series on Garda district

SOCIAL media was set alight last week following the first episode of 'The Guards: Inside the K', Virgin Media One's gripping new series about the country's most challenging policing district.

While there was some discomfort over how local communities were portrayed in the hard-hitting programme, there was overwhelming sympathy expressed for the daily challenges faced by gardaí in combatting gangland violence and serious criminality.

The five-part series provides viewers with unprecedented insight into the lives of gardaí working in the K District, which includes Finglas, Cabra and Blanchardstown and serves a population of 175,000 people.

While problems with crime levels in these Northside communities were highlighted in the programme, it was pointed out by gardaí that affected areas such as Blanchardstown and Finglas were also home to many ordinary, decent people.

As reported in last week's edition of Northside People, Dublin West TD Paul Donnelly (SF) had expressed concerns over how local areas were depicted in promotional trailers for the series, which contained references to the K District being like the "Wild West" and "Beirut".

However, after the show aired last week, many people commenting on social media praised the gardaí who featured in the show, particularly those who showed great restraint in the face of blatant provocation.

The next episode airs this Wednesday, March 11, at 9pm on Virgin Media One.



A video still from 'The Guards: Inside the K', a gripping new series on Virgin Media One.

Finglas Suicide Network fundraiser

FINGLAS Suicide Network (FSN) will hold a special community event on Saturday, March 21, in the grounds of Colaiste Ide on Cardiffsbridge Road in Finglas.

The event is being organised to raise badly needed funds for FSN and to raise awareness around the issue of suicide.

The Garda Band will kick-off proceedings at 11.45am, followed by a sponsored walk.

Throughout the day there will be live music, kids' entertainment and food stalls. The younger ones will be kept happy with face painting and bouncy castles while the adults can enjoy the sounds of the Dublin Gospel Choir and the band, Dextra.

All are welcome to come out and support this most worthy cause.

Visit www.finsupport.ie/colaiste-ide-events for more details.



BUS CONNECTS

More People, to More Places, More Often.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

Project Ireland 2040 NTA

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel Swords Road, Whitehall, Dublin 9	11th March - Wednesday 11:30am-19:30
Bray to City Centre	The Talbot Hotel Stillorgan Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	Crown Plaza Blanchardstown Town Centre, Dublin 15.	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	Hilton Garden Inn Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel Camden St, Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballymun to City Centre & Finglas to Phibsborough	AXIS Centre 9 Main St, Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Tarenure	St Marys RFC Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall Mourne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Belfsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington Merrion Road, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel 41 - 43 Pearse St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the Southside People – 11 March 2020:

SOUTHSIDE PEOPLE
11.03.20

Royals check out new-look Gravity Bar at the Storehouse

Neil Fetherstonhaugh

THE Guinness Storehouse has unveiled its new €20 million Gravity Bar with unrivalled views across the city skyline.

Developed over three years, with over 175,000 man hours and almost €20 million investment, Gravity Bar has now more than doubled in size.

It now offers visitors extended panoramic views which include the historic Phoenix Park and new vistas over the Dublin Mountains.

The footprint of Gravity Bar is now constructed as a figure of eight, designed to give visitors maximum views across Dublin's city skyline.

The new bar is 721 square metres and will be able to host up to 500 people at a time.

Since its opening in 2000, Gravity Bar, which stands at 46 metres high, has become one of the world's most iconic viewing decks.

It has hosted high profile guests from across the globe, with everyone from Queen Elizabeth to Bill Clinton, Tom Cruise and Kylie Minogue visiting, and more recently the The Duke and Duchess of Cambridge.

Fifty panes of glass were used to create the panoramic view over the Dublin cityscape that has become the jewel in the crown of the home of Guinness.

The architects behind Gravity Bar's new innovative design, RKD, also led the initial development of the Guinness Storehouse 20 years ago, transforming it from a derelict grain store into a seven-storey storytelling showcase, and Ireland's number one tourist attraction.

The interior designers, O'Donnell O'Neill Design, were tasked with creating the contemporary interior.

Dublin-based street artist Aches was commissioned to create bespoke art installation that features on four walls throughout the bar.

These unique, eye-catching artworks demonstrate the evolving creativity of the city of Dublin and the story of Guinness through the ages.

With 1.7 million people through the doors of the Guinness Storehouse every year, this will make Aches' original works one of the most viewed artworks in the country.

Speaking about the launch of the newly developed bar, Paul Carry, Managing Director of the Guinness Storehouse, said: "We have been so proud to see our visitor numbers grow each year, and what better way to celebrate our twentieth year than with the launch of our stunning new Gravity Bar.

"This demonstrates our commitment to the future of tourism here in Ireland and our dedication to giving our guests the best possible visit when they come to the home of Guinness.

"We look forward to welcoming guests to enjoy what we believe is the very best view of Dublin."

Paul Kelly, CEO of Fáilte Ireland, added: "Tourism is a vital industry to the Irish economy, generating revenue of €7.5 billion annually."



PHOTO: JULIEN BEHAL



The new €20 million Gravity Bar at the Guinness Storehouse



Press advertisement published in the Dublin Gazette – 12 March 2020:

ODD THINGS THAT CAUGHT OUR EYE THIS WEEK **BITS & BOBS**



Barking mad vote sees a dog end up as mayor

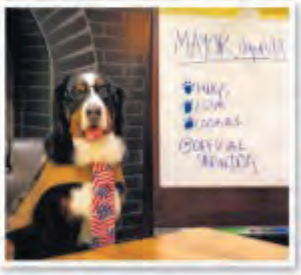
A DOG in Colorado received a prestigious honour recently, when he was sworn in as the honourary mayor of his town.

Parker the Snow Dog, dressed in a patriotic tie and becoming glasses, was voted into the position of mayor of Georgetown unanimously on February 11.

The pooch and his pawlicies proved popular amongst humans, which included bringing "hugs, love, and cookies to the people of Georgetown".

Parker's inauguration ceremony took place at Georgetown Community Center, with Clear Creek County sharing some adorable pictures from the ceremony on Facebook.

The caption of the pictures read: "It was a packed house Tuesday night at the Georgetown Community Center for Parker's inauguration ceremony.



"Local law enforcement, citizens of Georgetown and fans of Parker the Snow Dog attended the event. Police Judge Lynette Kelsey administered the Mayor oath to Parker."

Parker – with more than 6,700 likes on his own Facebook page – now keeps his constituents up to date by sharing 'MayorMonday' content, thoroughly enjoying his new role.

THIS WEEK'S TOP TWEETS

"Today I completed a chore I have been putting off for six months. It took 15 minutes. I will learn nothing from this.
@ashleyn1cole



"Liverpool have now lost to Atletico, Watford and Chelsea since the young fella in Donegal wrote to Jürgen Klopp.
@newschambers

"The RTE archives report of the first McDonald's opening in the Soviet Union looks like it could be the opening of Phibsboro Shopping Centre. Brutalist architecture knows no bounds.
@Aisling online

"Setting up an online-only dating facility for everyone who can't leave the house while we're all in self-isolation and calling it Quarantinder.
@Ciaraioch

"Just found out my mum is actually Daniel Day Lewis preparing for a role.
@fairycakes



BUS CONNECTS

More People, to More Places, More Often.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

Project Ireland 2040 NTA

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel	11th March - Wednesday 11.30am-19.30
Bray to City Centre	The Talbot Hotel	12th March - Thursday 11.30am-19.30
Blanchardstown to City Centre	Crowne Plaza	18th March - Wednesday 11.30am-19.30
Ringsend to City Centre	Hilton Garden Inn	19th March - Thursday 11.30am-19.30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel	23rd March - Monday 11.30am-19.30
Ballymun to City Centre & Finglas to Phibsborough	AXIS Centre	24th March - Tuesday 11.30am-19.30
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel	26th March - Thursday 11.30am-19.30
Tallaght to Terenure	St Marys RFC	30th March - Monday 11.30am-19.30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall	31st March - Tuesday 11.30am-19.30
UCD Ballsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington	1st April - Wednesday 11.30am-19.30
All Corridors	Alex Hotel	3rd April - Friday 11.30am-19.30

This public consultation is in relation to Core Bus Corridors only.

Press advertisement published in the The Echo – 12 March 2020:

The Echo, Thursday, March 12, 2020 news@echo.ie 13

Gas-fired power plant in the pipeline for Newcastle



Development plans provide for operational facilities for a period of ten years

By Aideen O'Flaherty
aideen@echo.ie

PLANS for the development of a gas-powered power plant in Milltown, Newcastle have been lodged with South Dublin County Council.

Data and Power Hub Services Ltd, with an address in Meath, submitted their application for planning permission last month.

It is proposed that an existing single-storey stable building, a single-storey house called Little Acre, and its associated garage and other buildings are to be demolished to make way for the development, located within the townland of Milltown, to the north of Peamount Road (R120), in Newcastle.

However, the applicant noted in their application that they will not be demolishing the part single- and part two-storey property of Bolmer and an agricultural building to the east of the overall site.

The power plant compound of 14,475 sqm is to contain two power units, each with 1.25m height stack (two overall), transformers, air intakes and electrical modules.

The power plant compound will also contain a two-storey administration and workshop building (427 sqm) and LV switchgear building (340 sqm) (767 sqm in total), plus an AGI connection, gas compressor, water tank, water treatment, firewater tank, and pumps.

Provision for fuel skids, a fuel tank and one emergency diesel generator is included, and the proposed also includes a battery energy storage system compound of 2,300 sqm containing 15 battery containers and 15 inverters that will be linked to the power plant.

It is also stated in the application that the development will be accessed from a new vehicular entrance from Peamount Road that will provide access to the power plant at the rear of the site.

Provision for all ancillary site development works, including attenuation pond and dry swales to connect to existing infrastructural services and network as well as fencing, signage, services road entrance gate and eight car-parking spaces is included.

There are plans for the development to be enclosed with landscaping to all frontages.

The application was concluded with the statement that an EPA-Industrial Emissions Directive (IED) licence will be applied for to facilitate the operation of the proposed development for a period of ten years on a site of 8.2 hectares, on lands that contain the two residential properties of Little Acre and Bolmer.

A decision on the application is due from South Dublin County Council by April 23.



BUS CONNECTS

More People, to More Places, More Often.

The Core Bus Corridors Project is all about building a more efficient, greener, sustainable city.

See what we've done so far and get involved at one of our Public Consultation Information Events.

busconnects.ie

Project Ireland 2040 NTA

PUBLIC INFORMATION EVENTS

CORRIDOR	VENUE	DATES & TIMES
Clongriffin to City Centre & Swords to City Centre	Bonnington Hotel Swords Road, Whitehall, Dublin 9	11th March - Wednesday 11:30am-19:30
Bray to City Centre	The Talbot Hotel Shillorgan Road, Co. Dublin	12th March - Thursday 11:30am-19:30
Blanchardstown to City Centre	Crown Plaza Blanchardstown Town Centre, Dublin 15	18th March - Wednesday 11:30am-19:30
Ringsend to City Centre	Hilton Garden Inn Custom House Quay, Dublin 1	19th March - Thursday 11:30am-19:30
Kimmage to City Centre & Rathfarnham to City Centre	Camden Court Hotel Camden St, Lower, Dublin 2	23rd March - Monday 11:30am-19:30
Ballymun to City Centre & Finglas to Phibsborough	AXIS Centre 9 Main St, Ballymun, Dublin 9	24th March - Tuesday 11:30am-19:30
Lucan to City Centre & Liffey Valley to City Centre	Clayton Hotel Liffey Valley, Dublin 22	26th March - Thursday 11:30am-19:30
Tallaght to Terenure	St Marys RFC Templeogue, Dublin 6W	30th March - Monday 11:30am-19:30
Clondalkin to Drimnagh & Greenhills to City Centre	Our Lady's Hall Mourne Road, Drimnagh, Dublin 12	31st March - Tuesday 11:30am-19:30
UCD Ballsbridge to City Centre & Blackrock to Merrion	The Clayton Hotel Burlington Merrion Road, Dublin 4	1st April - Wednesday 11:30am-19:30
All Corridors	Alex Hotel 41 - 47 Fenian St, Dublin 2	3rd April - Friday 11:30am-19:30

This public consultation is in relation to Core Bus Corridors only.



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5A Clongriffin to City Centre Core Bus Corridor Preferred Route Option Brochure - November 2020

- English
- Irish Cover
- Easy to read



Clongriffin to City Centre

1

Core Bus Corridor Preferred Route

Third Round of Public Consultation
November 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.



Contents

1. Introduction		**1**
1.1	What is BusConnects?	1
1.2	What are the aims and objectives of BusConnects Core Bus Corridors?	3
1.3	What has happened so far?	4
1.4	What is in this brochure?	4
1.5	A map of all 16 core bus corridors	6
2. What has been happening over the last few months?		**7**
2.1	Technical Design	7
2.2	Environmental Impact Assessment	7
2.3	Transport Impact	7
2.4	Urban Realm	9
2.5	Compulsory Purchase Maps & Schedules	9
2.6	Timeline for the Core Bus Corridor Process	10
3. How to take part in the public consultation		**11**
3.1	General queries	11
3.2	How to engage	11
3.3	What happens next?	11
4. Preferred Route Description		**13**
4.1	Overview	13
4.2	Clongriffin DART Station to Malahide Road via Clongriffin Main Street	13
4.3	Mayne River Avenue to Gracefield Road – Malahide Road	14
4.4	Gracefield Road and Clontarf Road – Malahide Road	14
4.5	Key Changes from the Preferred Route Published in March 2020	16
4.6	Key Facts	16
5. Understanding the terminology		**17**
6. Appendices		**19**
6.1	Index Map	20
6.2	Route Maps	22

1. Introduction

1.1 What is BusConnects?

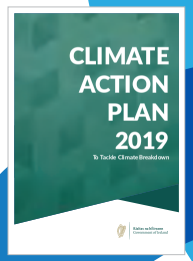
BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus and sustainable transport services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. Dublin is growing and needs a bus network that works 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 included in the Programme for Government "Our Shared Future" 2020, as well as within the following Government strategies:

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









BusConnects Dublin is a programme of 9 elements

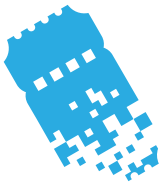
BUS **230km** of bus priority making journeys faster and more reliable

CYCLE **200km** of cycle routes





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

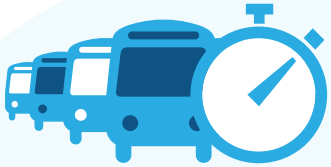


Dublin area bus network redesign
creating a more efficient network with high frequency spines, new orbital routes and increased bus services

1.2 What are the aims and objectives of BusConnects Core Bus Corridors?

Aims: The aim of BusConnects Core Bus Corridors is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

Objectives:



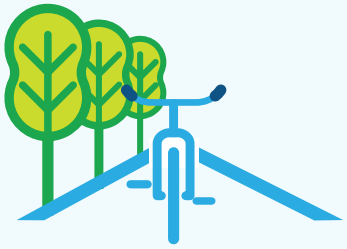
Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;



Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;



Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and



Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;



Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;



Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

1.3 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Routes of 16 Core Bus Corridors (CBC) across Dublin. During this first round of consultation we received 13,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Route option for each corridor.

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Not withstanding the Covid-19 pandemic and subsequent Government restrictions, the consultation continued due to the level of interest. The focus of public queries and submissions came through emails, post, phone conversations and online submissions as all the information was available on the BusConnects website for review.

It was decided in March that an additional third round of public consultation would take place in the latter part of this year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

1.4 What is in this brochure?

This document is one of 16, 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. It includes all revisions made, if any, since the last round of public consultation. It also includes a revised timeline for the progress of the programme due to Covid19 implications.

The brochures detailing the Emerging Preferred Route and the brochures from the second round of consultation earlier this year are available to view and download on our website **www.busconnects.ie**.

Definitions of the terminology used in the document can be found in chapter 4 of this this brochure.





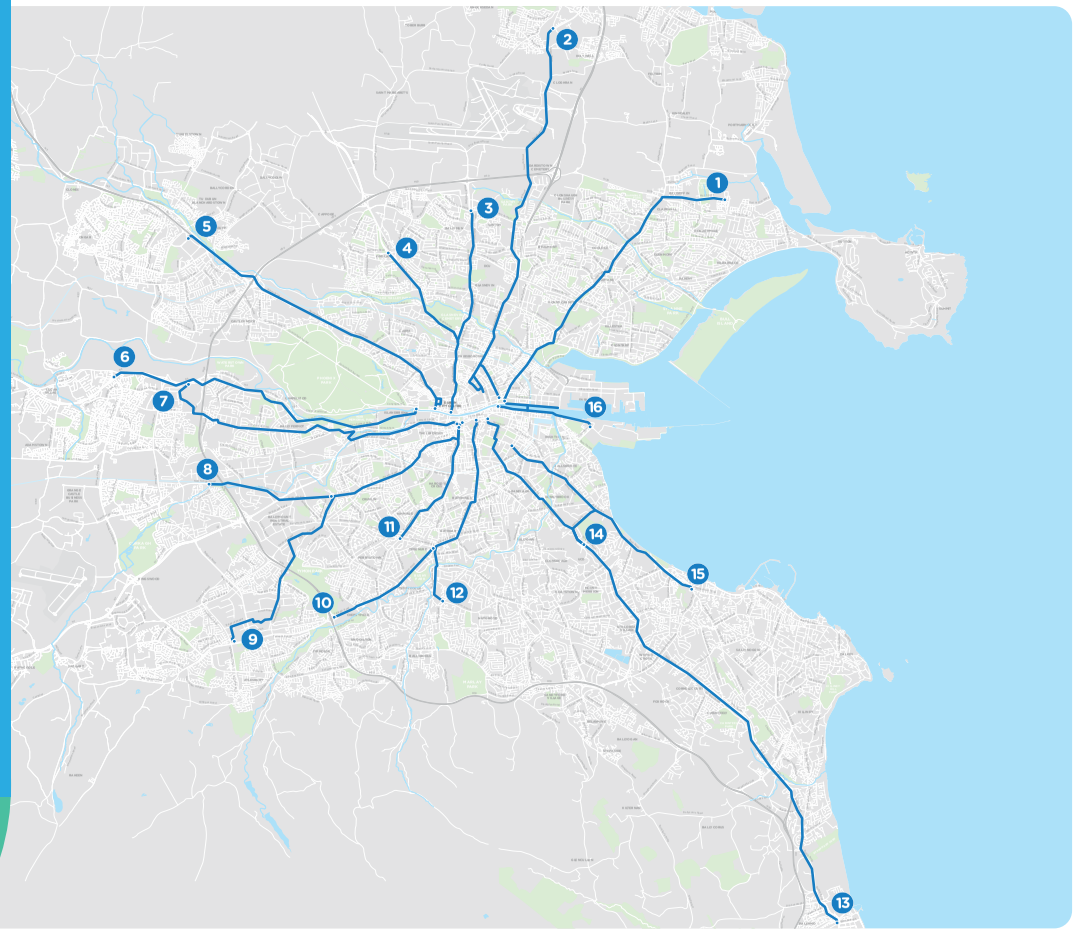
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

5

1.5 A 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. What has been happening over the last number of months?

Considerable design work has been continuing since the last round of consultation. This work includes the following:

2.1 Technical Design

Designs have progressed with further refinements being made to elements of each corridor such as junctions, alignments, bus stops, cycling and walking facilities, and urban realm features. Engagement with stakeholders is continuing including engagement with individual householders directly impacted. The developing design has been, and continues to be, informed by stakeholder engagement and further detailed surveys. These include the identification of underground services and detailed assessment of trees along the routes.

Draft Preferred Route Option Reports have been prepared for each CBC detailing the development of each corridor from the Emerging Preferred Route through to the draft Preferred Route Option. These draft "Preferred Route Option Reports" are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie.**

2.2 Environmental Impact Assessment

As part of the intended planning application for each corridor, the NTA will be preparing an Environmental Impact Assessment Report (EIAR) in accordance with current Irish and European legislation. This document will identify the anticipated environmental effects of the scheme during both the construction and operational stages. This assessment is being undertaken by environmental specialists on behalf of the NTA. As part of this assessment, these specialists are undertaking studies of the current condition of the receiving environment within the identified corridor extents. This involves a combination of on-site surveys and desktop study of existing records. At the time of this public consultation, various surveys and studies are underway. The information collected will also be shared with the technical designers for consideration in the design decision making process for the infrastructure works.

Further details of the environmental assessment approach for each scheme are outlined in an individual corridor document called "Information on the Proposed Approach to Environmental Assessment". This document gives a more in-depth description of the determination of the extents of anticipated impacts and how the cumulative impacts of adjacent core bus corridors and other construction projects will be assessed. **These draft reports are available to view and download on the website www.busconnects.ie.**

2.3 Transport Impact

The transport assessment of the core bus corridor proposals is focussed on the "movement of people" rather than, solely, the "movement of vehicles". In order to adequately determine the impact on public transport, active modes (walking and cycling), and general traffic, a comprehensive suite of transport models have been developed.

An extensive set of traffic counts were undertaken in late 2019 and early 2020 and this data, along with other sources, has been used to calibrate and validate the models to assist in the evaluation of the core bus corridors. On a strategic level, the Eastern Regional Model has been used to forecast the modal split for future years. At a more refined level, a Local Area Model has been developed to examine the potential displacement of traffic. In addition, detailed modelling is ongoing in terms of junction and corridor analysis tests and to quantify the effect on the movement of people through each junction and along the corridor itself.

Each EIAR will contain a section on the potential traffic and transport impacts associated with the construction and operational phases of the core bus corridors. This assessment will be informed by the following reports:

- Transport Impact Assessment (TIA) – this will include the comprehensive assessment of each core bus corridor covering all modes and will include a cumulative assessment of all corridors; and



- Transport Modelling Report – this will detail the model development, data inputs, calibration and validation, and forecast model development for the set of models used to support the assessment.

A draft, work-in-progress version of the "Transport Modelling Reports" for each core bus corridor, together with a summary of the work-in-progress strategic modelling results to-date, are being published as part of the public consultation and will be finalised following this third round of public consultation and the inclusion of feedback received. **These draft reports are available to view and download on the website www.busconnects.ie**.

2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban cross sections across the core bus corridors, planning has also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authorities to ensure tie-in to existing schemes and initiatives. The NTA is focusing on finishing the layout of spaces, considering desire lines (how people want to move through spaces) and the placement of urban furniture (trees, bins, bollards, benches, bike stands, railings, etc.)

Urban Realm improvement opportunities along the routes present themselves through the civil/physical works needed to reach the BusConnects objective to provide bus priority, along with improved cycling and pedestrian facilities. All put together, the core bus corridors provide an opportunity for lots of continuous interventions that, together, can give a general city-wide lift.

The Urban Realm improvement opportunities are spread out along the core bus corridors and need to respond to and reflect specific locality and context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as carbon footprint considerations.

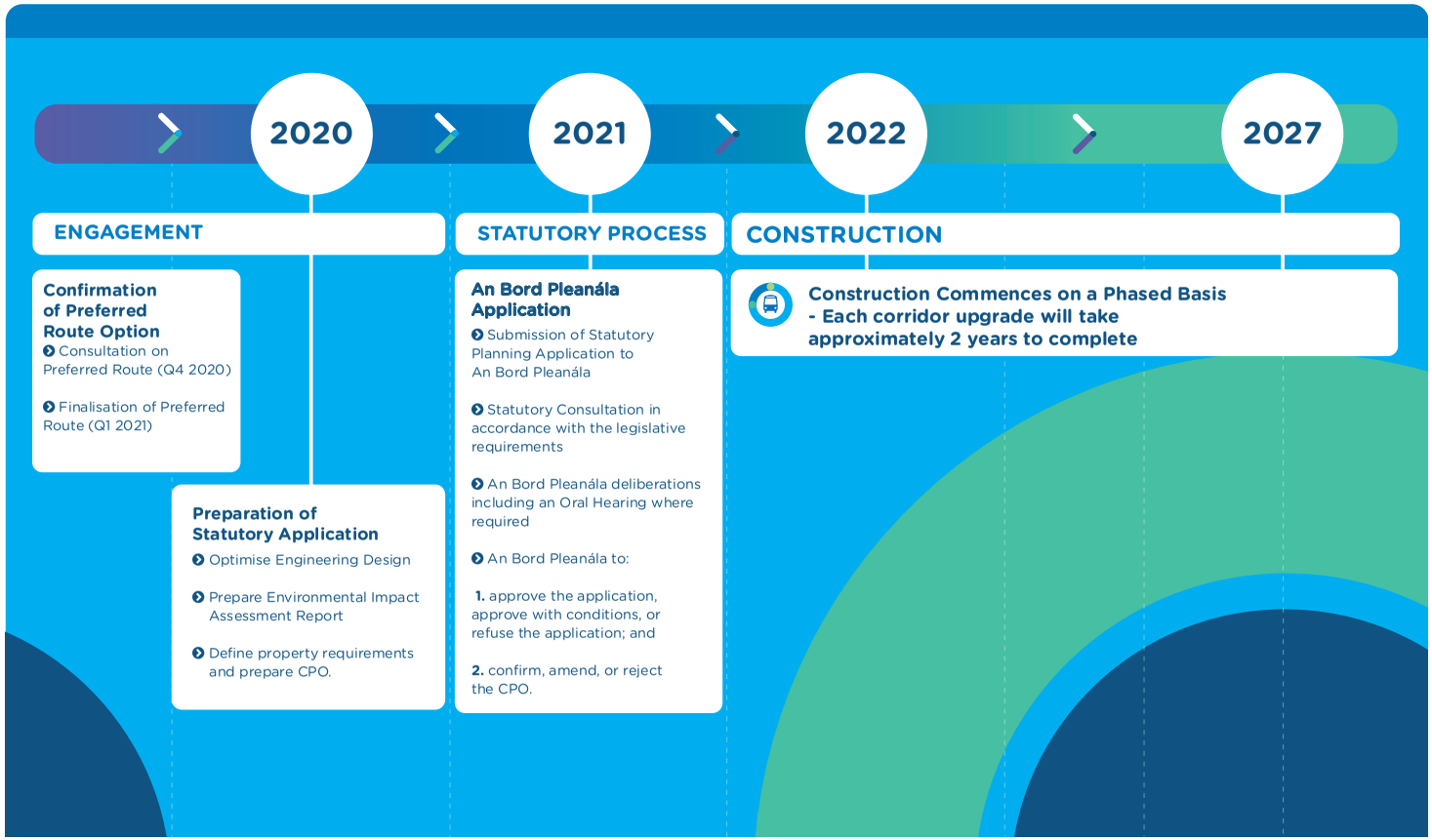
Further details of the urban realm design approach can be found in a document called "BusConnects Urban Realm Concept Design" published as part of the public consultation. **This document is available to view and download on the website www.busconnects.ie**.

2.5 Compulsory Purchase Maps & Schedules

In tandem with the technical design work the designers will be starting the work of preparing the various maps and schedules of areas that are proposed to be acquired under the statutory compulsory purchase order process (CPO). The attached Maps in this brochure indicate Proposed New Boundaries (Possible Land Acquisition) represented by broken red lines. These boundaries are indicative of potential areas for permanent CPO, and are not yet finalised. As detailed plots are finalised the designers will be continuing to seek to meet those with an interest in the impacted areas.

In some cases there may also be a need to realign driveways and/or redo the landscaping of property front gardens, or reorganise business accesses and/or loading areas. Some of these works may be outside the permanent CPO area, and consequently there may be a need to put in place temporary arrangements to ensure access during construction to carry out necessary accommodation works. Similar to the permanent CPO development, the designers will be continuing to seek to meet those with an interest in the impacted areas.

2.6 Timeline for the Core Bus Corridor Process



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 third 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.

Virtual consultation rooms for each Core Bus Corridor can be found on **www.busconnects.ie.** These rooms will provide a description of each Preferred Route from start to finish with supporting maps and include information of all revisions made, if any, since the last round of public consultation as well as other supporting documents.

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

BusConnects Core Bus Corridors
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

Following the third 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 in 2021 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.



4. Preferred Route Description

4.1 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 Clare Hall 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 currently 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 Preferred Route Option in March 2020.

4.2 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, minor works are proposed for this existing section of the Main Street. 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.

4.3 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.

It is proposal to upgrade the existing roundabout at Gracefield Road to a fully signalised junction.

4.4 Gracefield Road and Clontarf Road–Malahide Road

Between 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. Between Kilmore Road junction and Killester Avenue the western cycle track and footpath is within 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. Land take will only be employed in Maypark 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. It is 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.

4.5 Key Changes from the Preferred Route Published in March 2020

- The layout of all bus stops along the route have been enhanced;
- Some bus stop locations have changed;
- Cycle facilities have been updated;
- Malahide Road/ Clarehall Avenue updated to allow cycle crossings on all arms.

4.6 Key Facts

- Approximate number of properties that may be impacted **99**
- Approximate number of on-street parking spaces that may be removed **70**
- Approximate number of trees that may be removed **80**
- 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 +**

5. 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 segregated cycle lanes/tracks where feasible and general traffic.

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 is it 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 further round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from this 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. To see an animation of a how a Bus Gate will work, please visit our website **www.busconnects.ie**.

6. Signal Controlled Priority (SCP):

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is typically only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be when a road has pinch-points where it narrows due to existing buildings or structures that cannot be removed 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 will be stopped at the signal to allow the bus pass through the narrow section first, when the bus has passed the general traffic will then be allowed through the lights. To see an animation of a how Signal Controlled Priority will work, please visit our website **www.busconnects.ie**

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 cyclist 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 commuting to/from work. The Urban Realm encompasses all streets, squares, junctions and other rights-of-way in residential, commercial and civic use areas as well as seating, trees and other enhancements. When well designed and laid out with care in a community setting, it enhances the everyday lives of residents and those passing through.

Signal Controlled Priority (SCP)

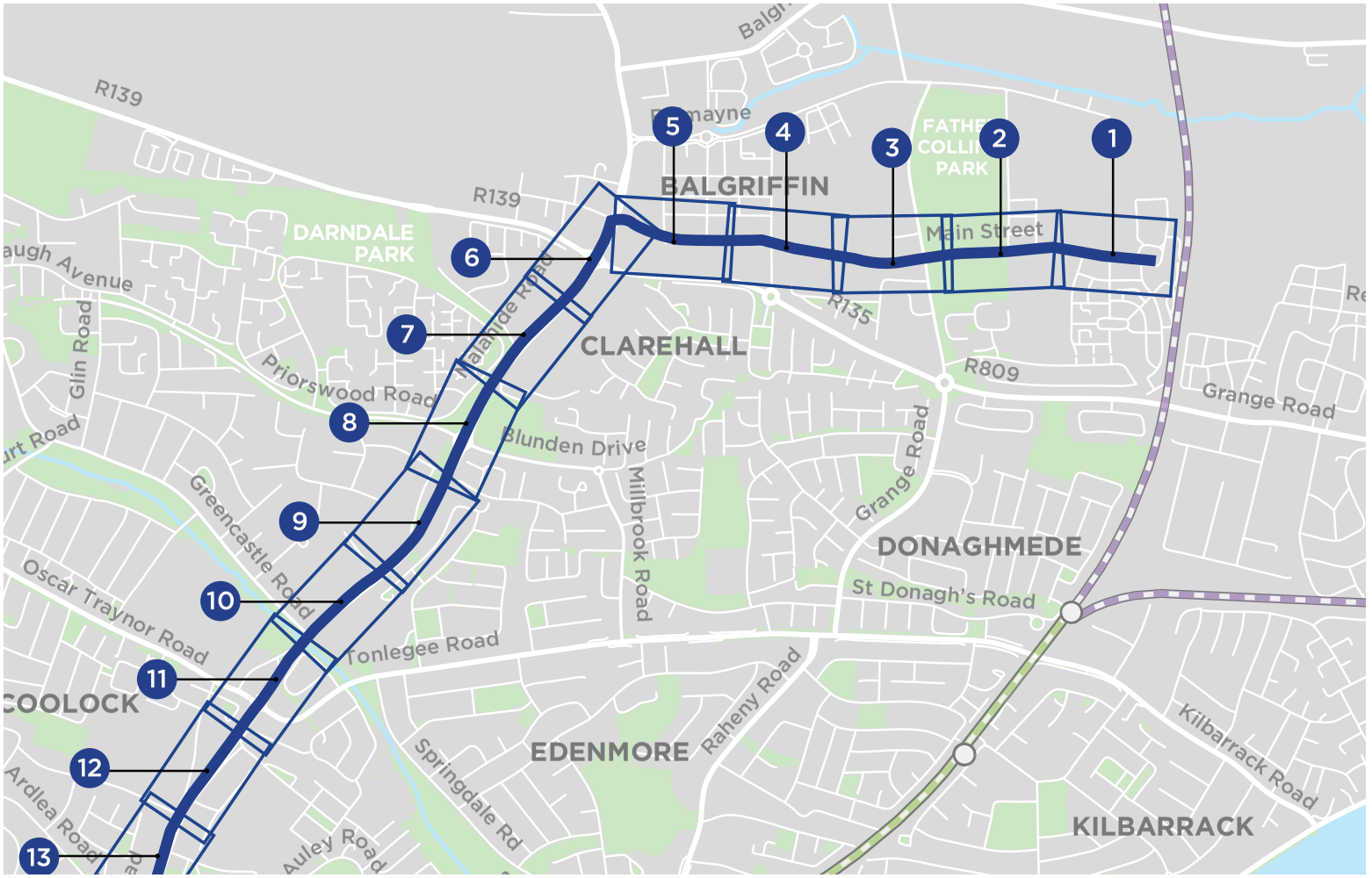


1. Traffic proceeds as normal.
2. As the bus approaches, the light signal changes to halt general traffic.
3. The bus has priority to proceed.
4. When the bus has cleared the junction, general traffic proceeds.

6. Appendices

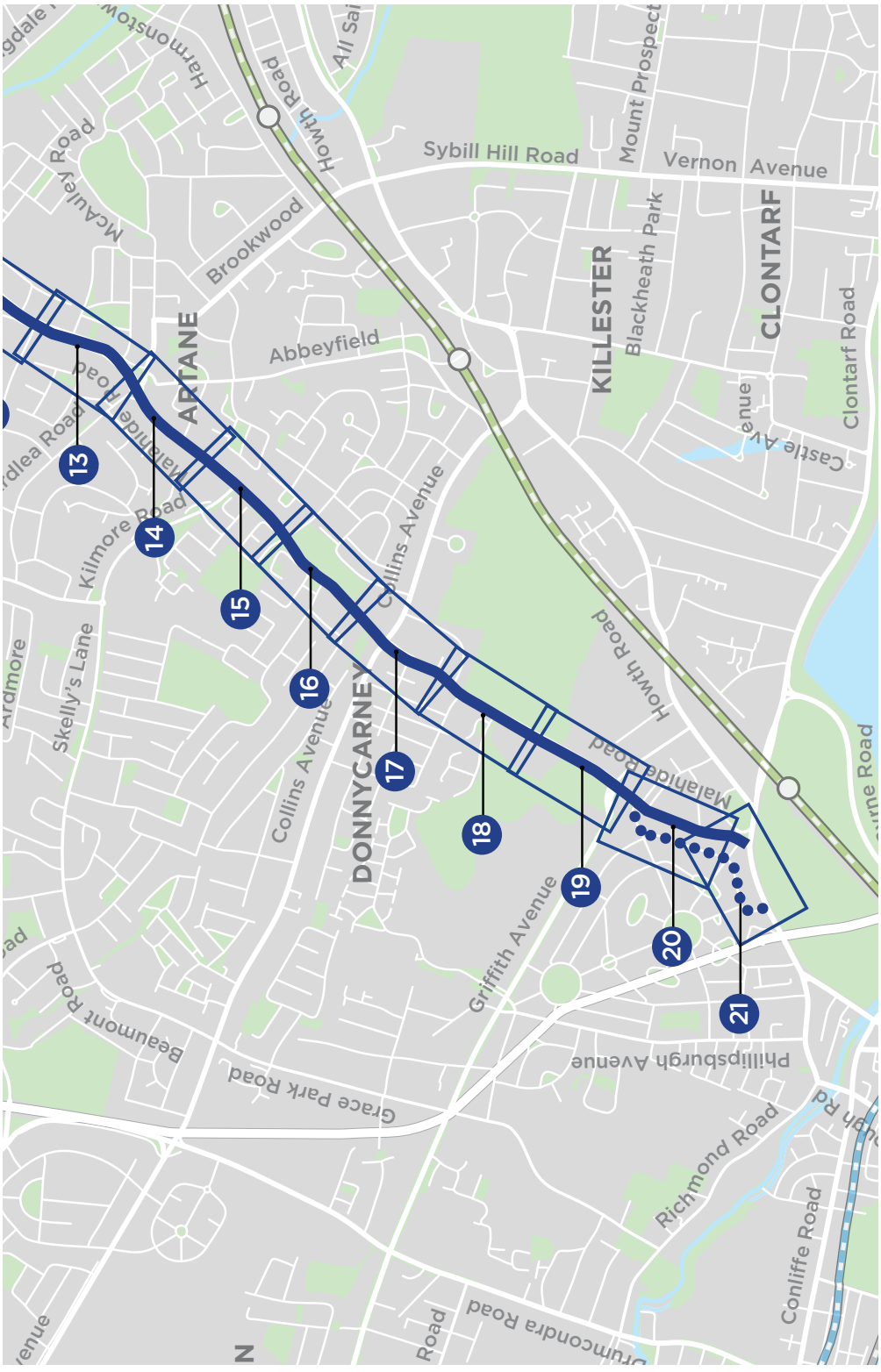
Index maps
Route maps

Index Map



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

Index Map Continued



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

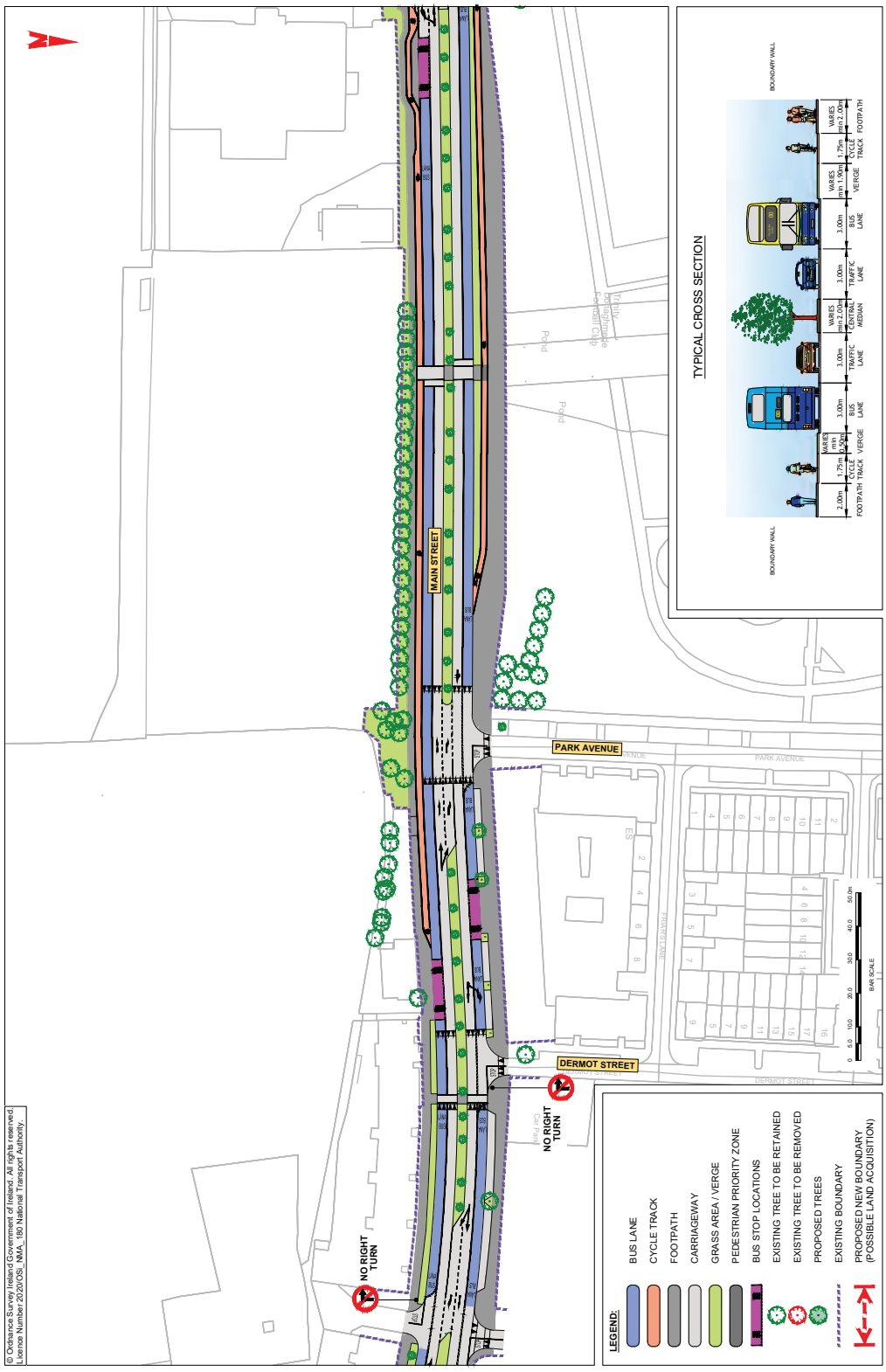


© Ordnance Survey Ireland/ Government of Ireland. All rights reserved.
Licence Number 2020/OS_NMA_180 National Transport Authority

MAP 1: Preferred Route

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

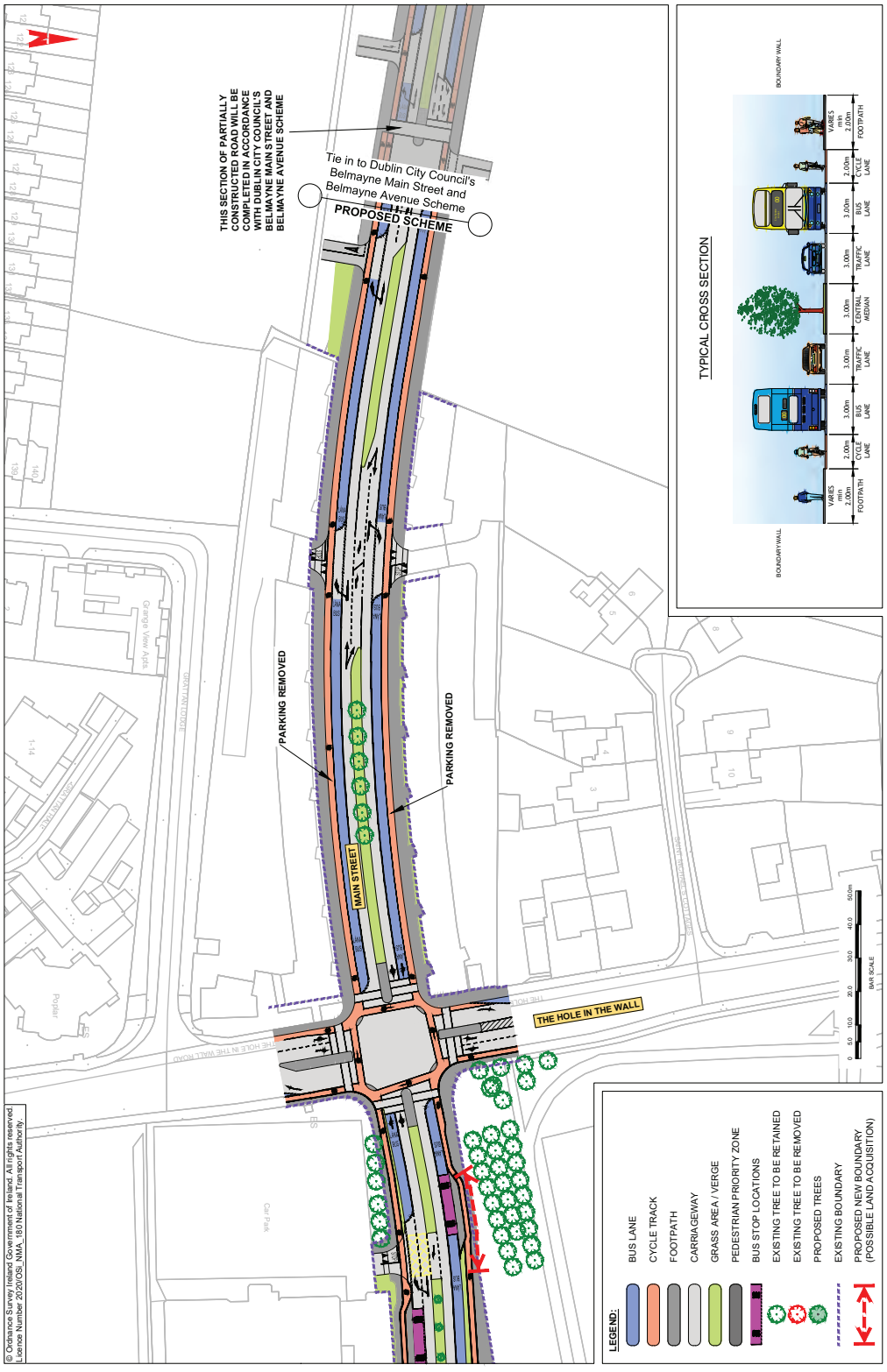
MAP 2: Preferred Route



© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number 2020/OSi_NMA_180 National Transport Authority

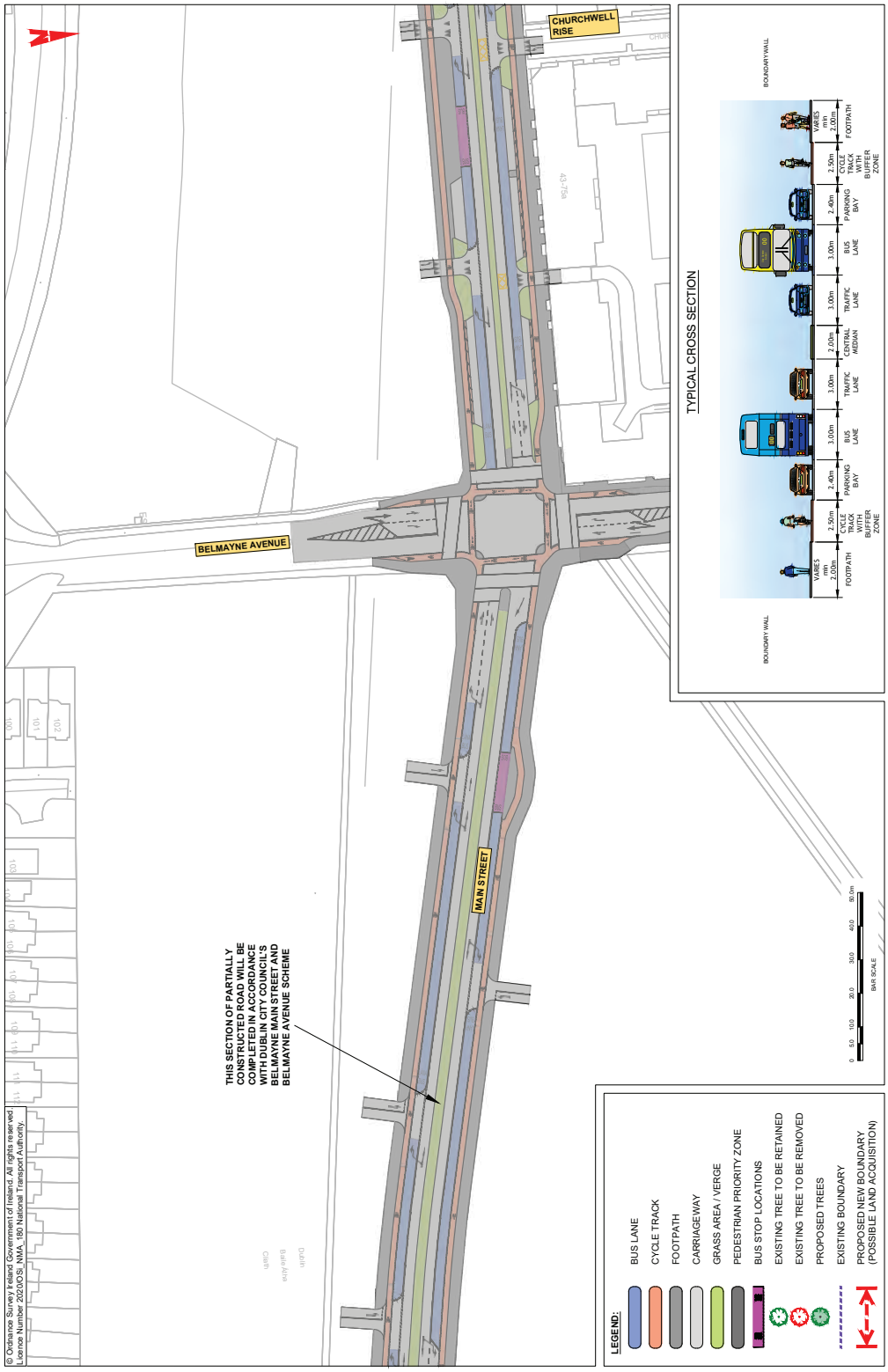
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 3: Preferred Route



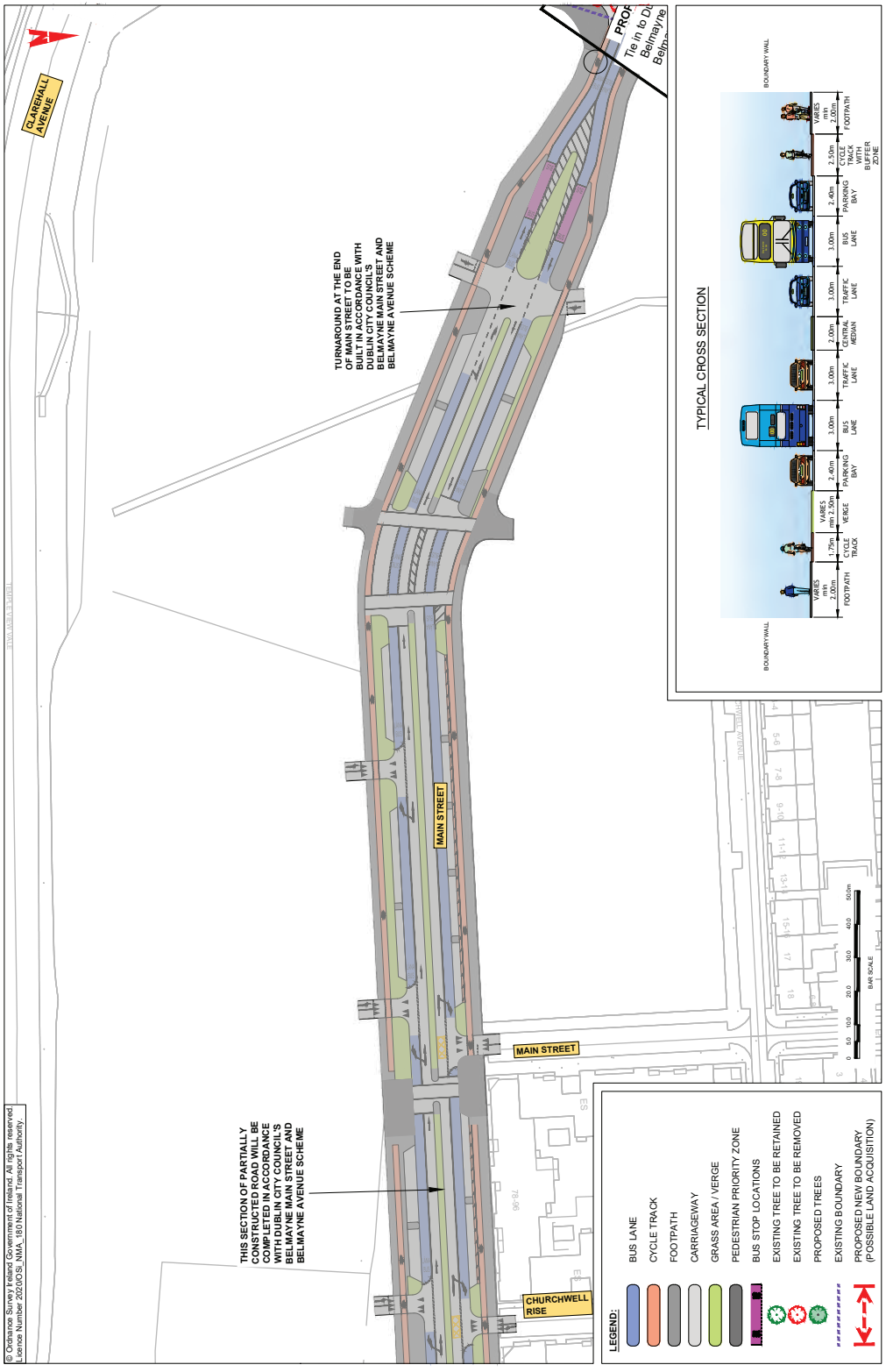
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 4: Preferred Route



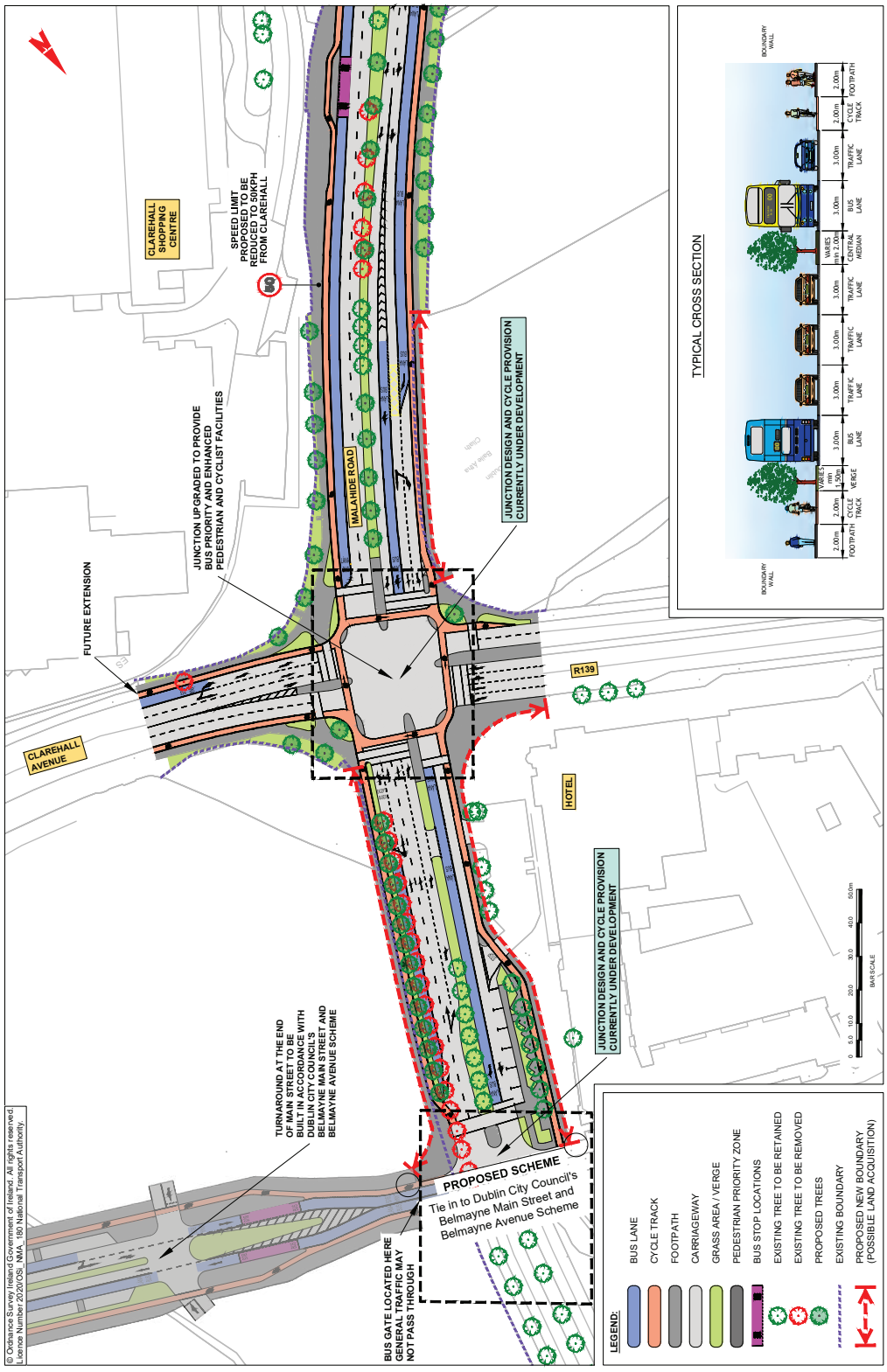
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 5: Preferred Route



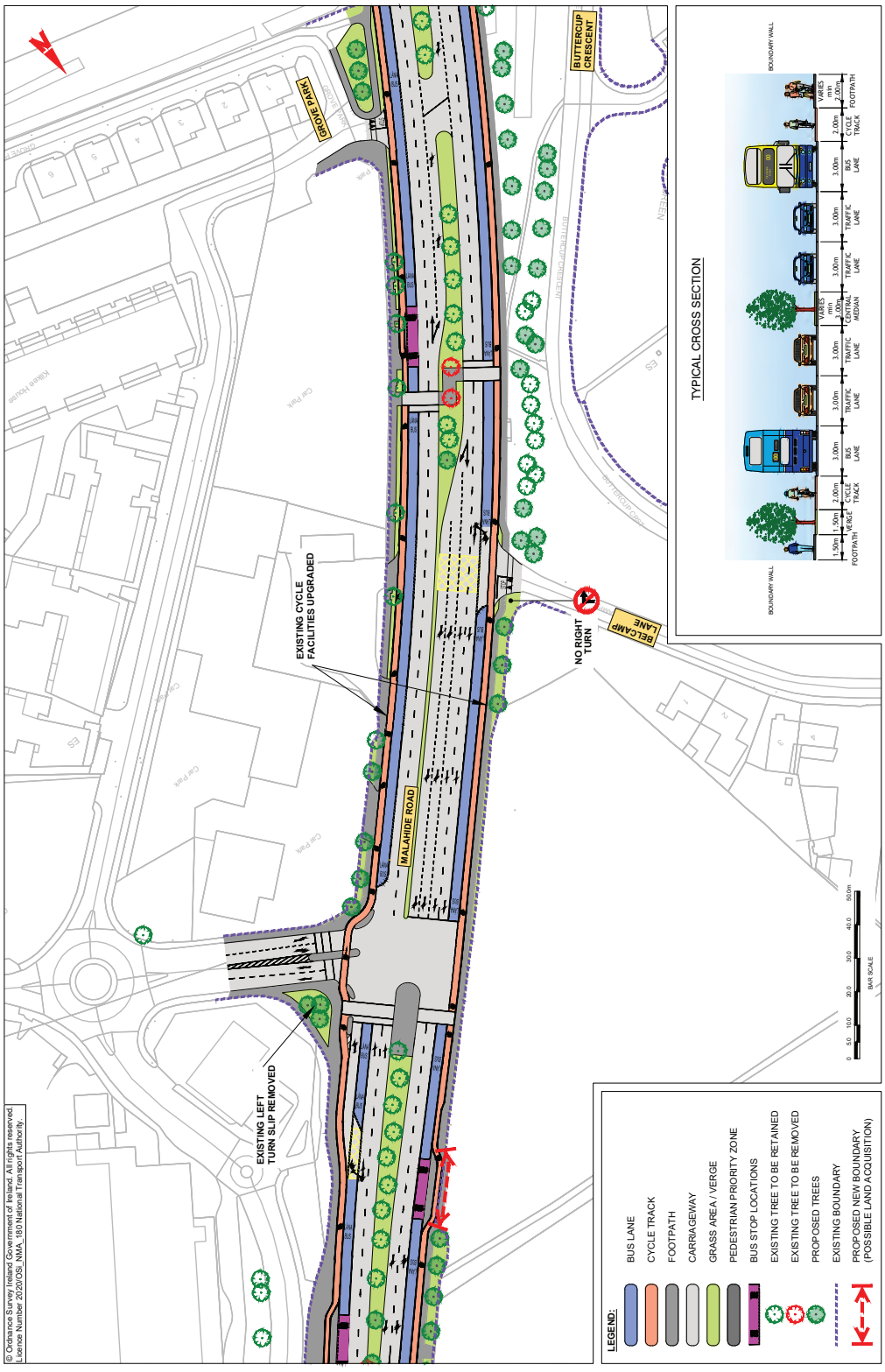
MAP 6: Preferred Route

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

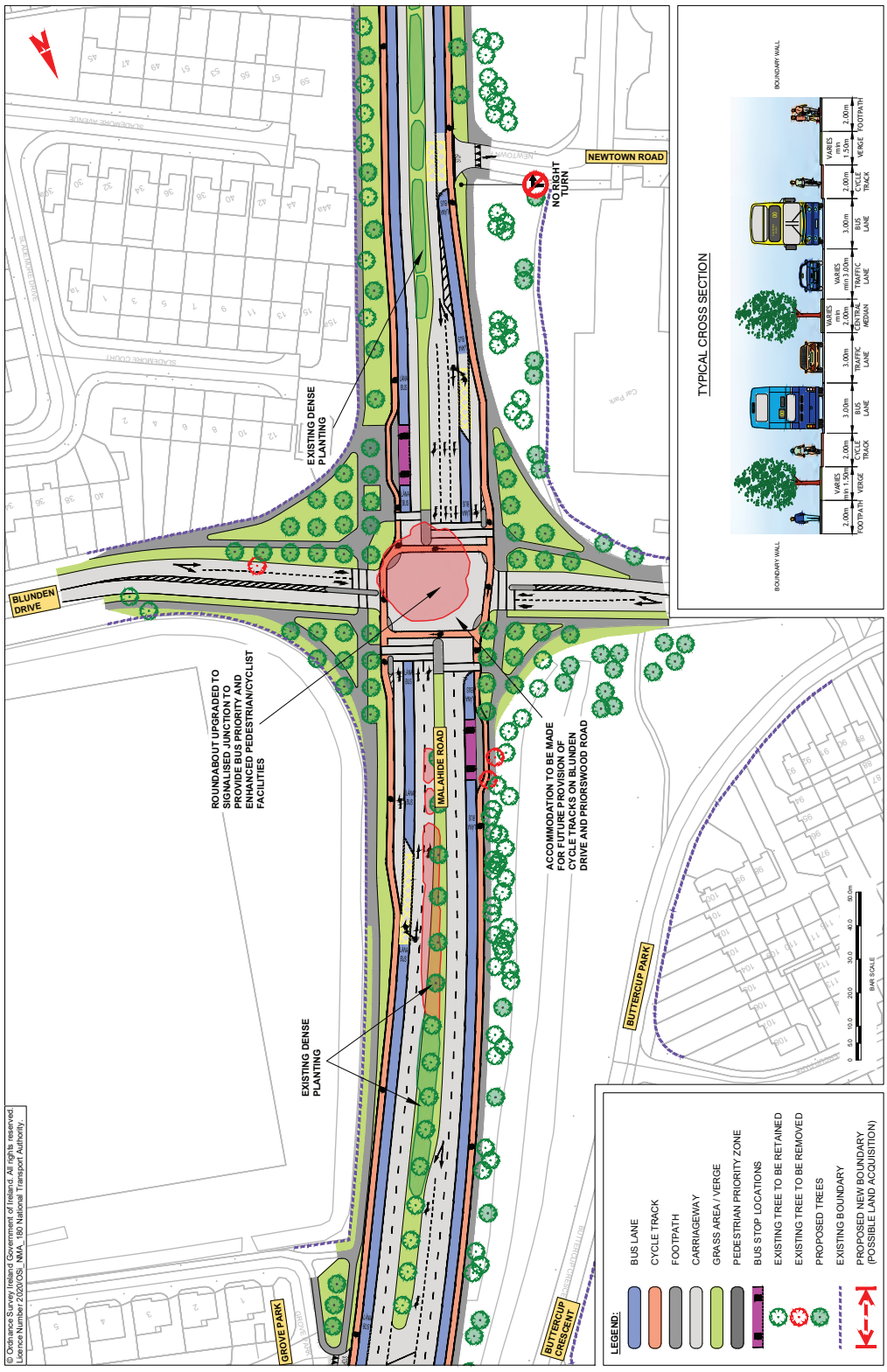
MAP 7: Preferred Route



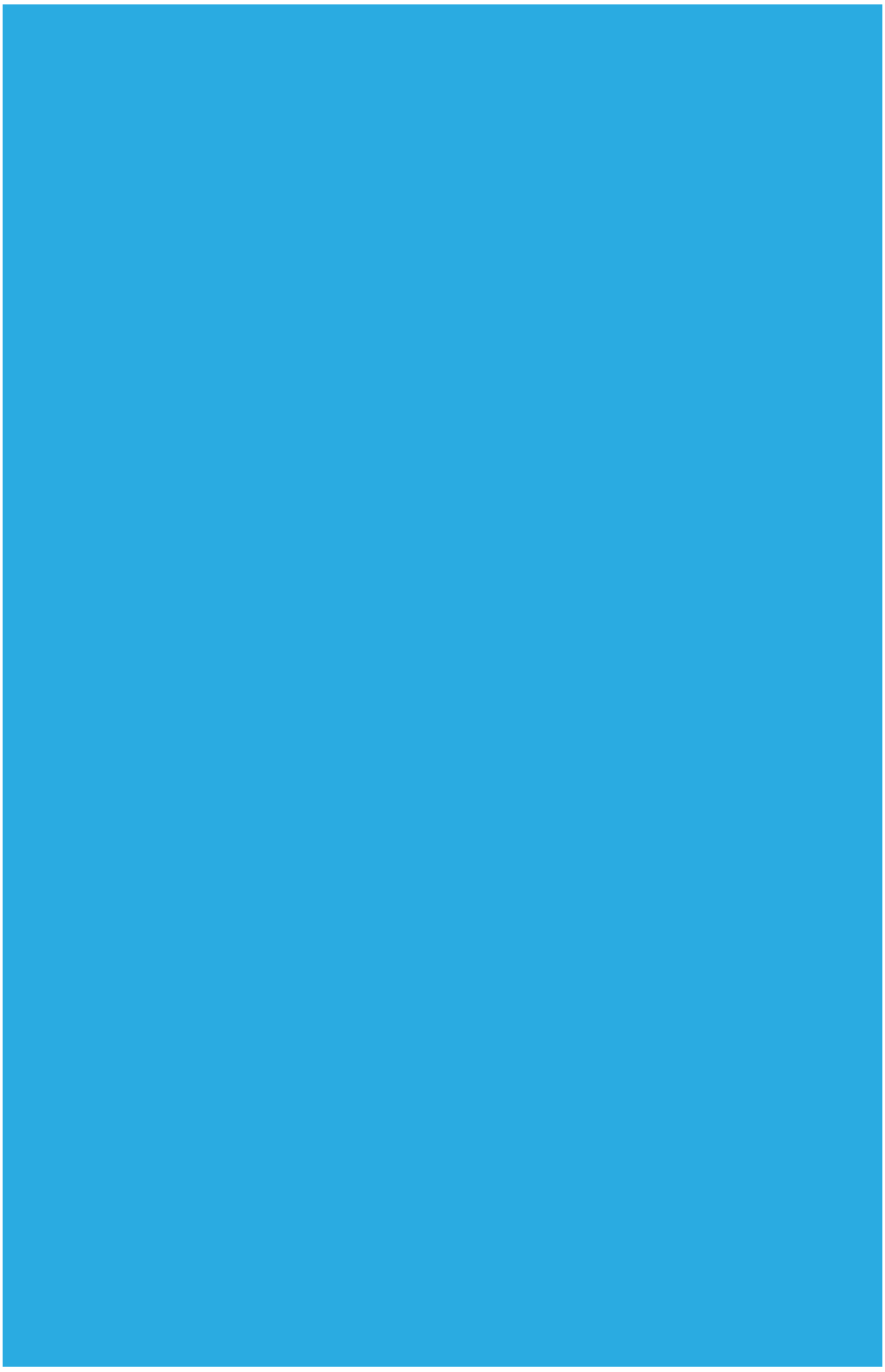
© Ordnance Survey Ireland/ Government of Ireland. All rights reserved.
Licence Number 2020/OS_NMA_160 National Transport Authority.

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 8: Preferred Route

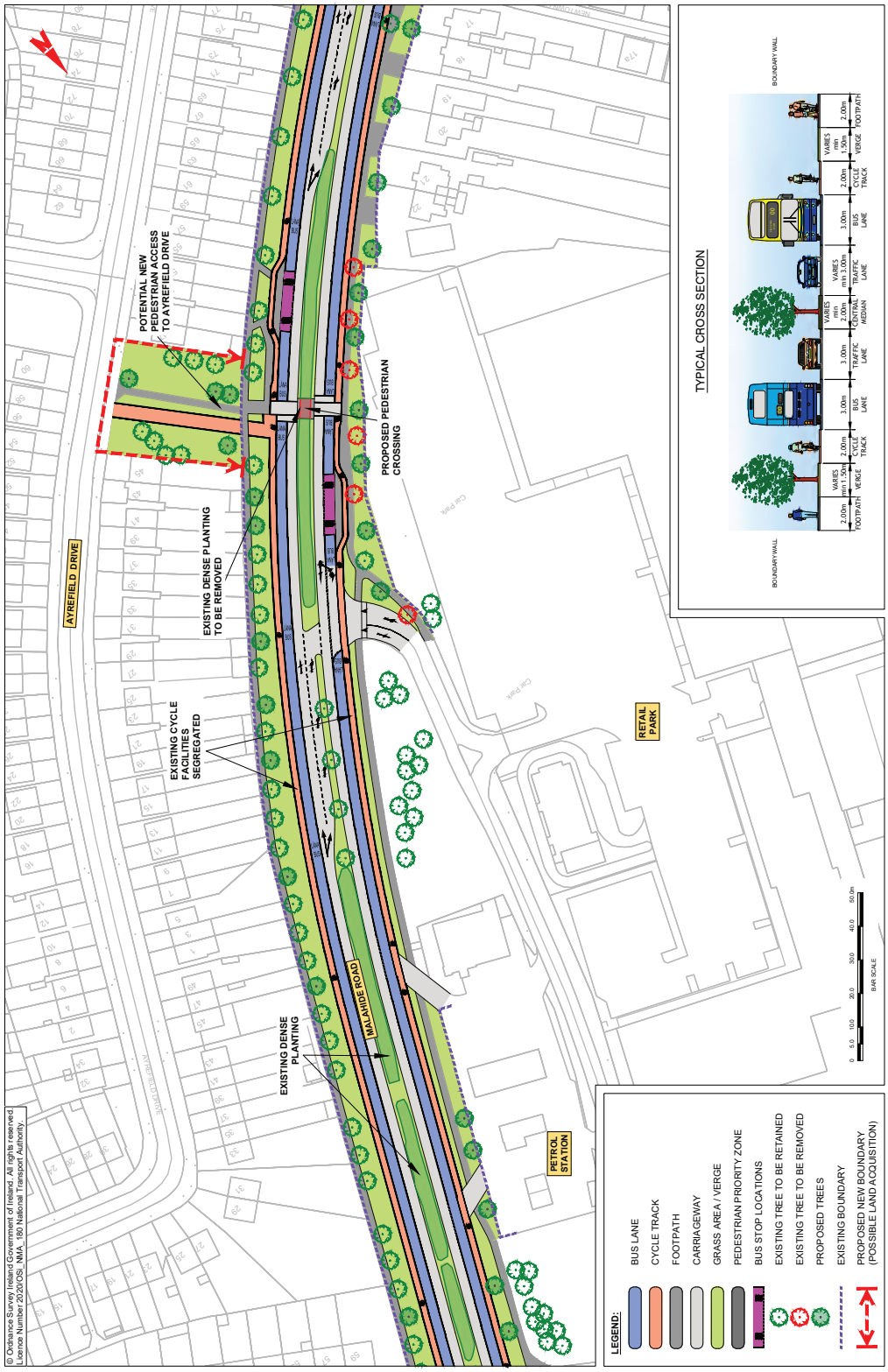


© Ordnance Survey Ireland/ Government of Ireland. All rights reserved.
Licence Number 2020/05_NMA_180 National Transport Authority.



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 9: Preferred Route



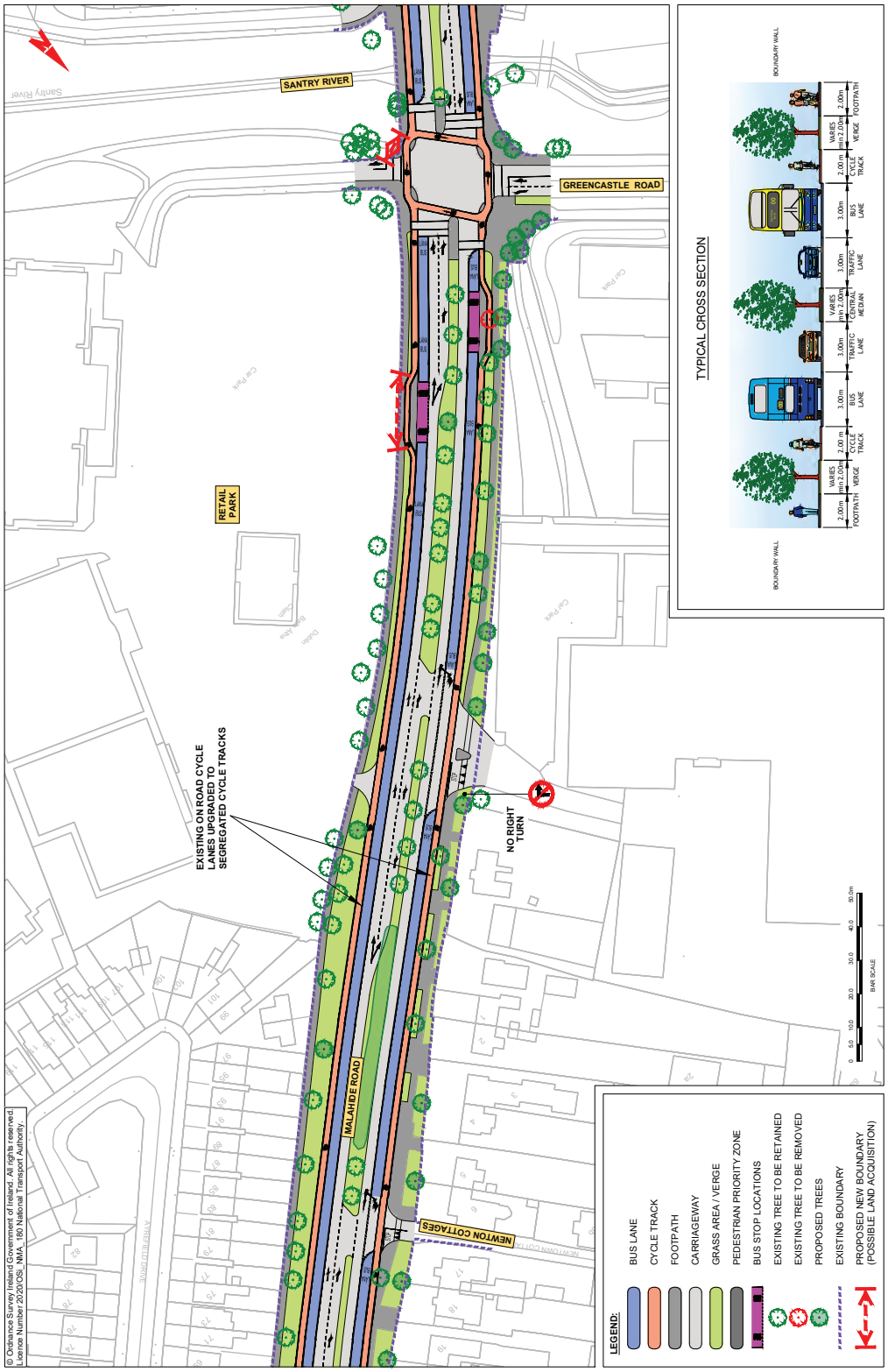
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



Urban Realm concept Malahide Road - Ayrfield Drive

MAP 10: Preferred Route

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

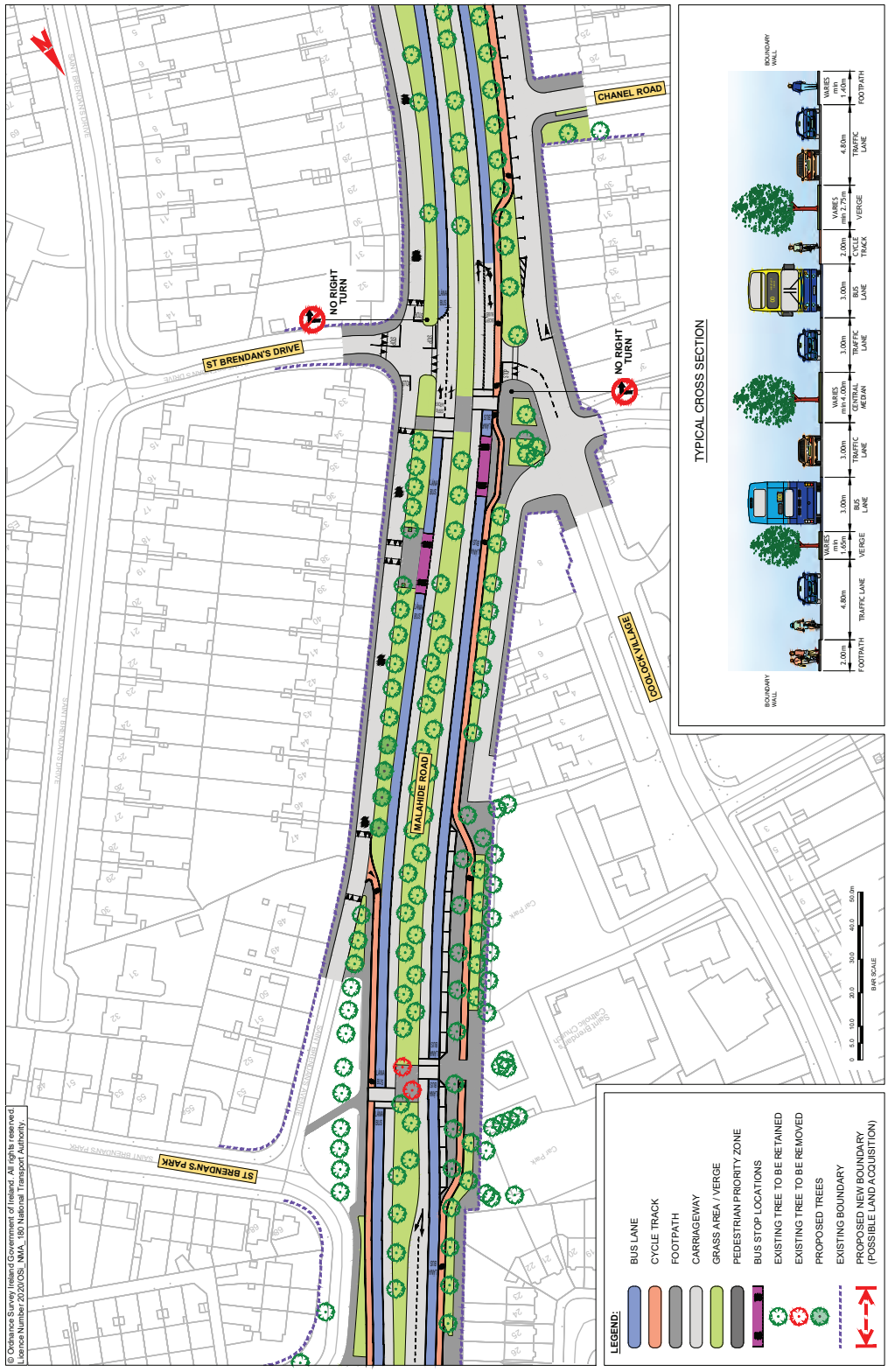
MAP 11: Preferred Route



© Ordnance Survey Ireland/ Government of Ireland. All rights reserved.
Licence Number 2020/OSi_NMA_187/ National Transport Authority

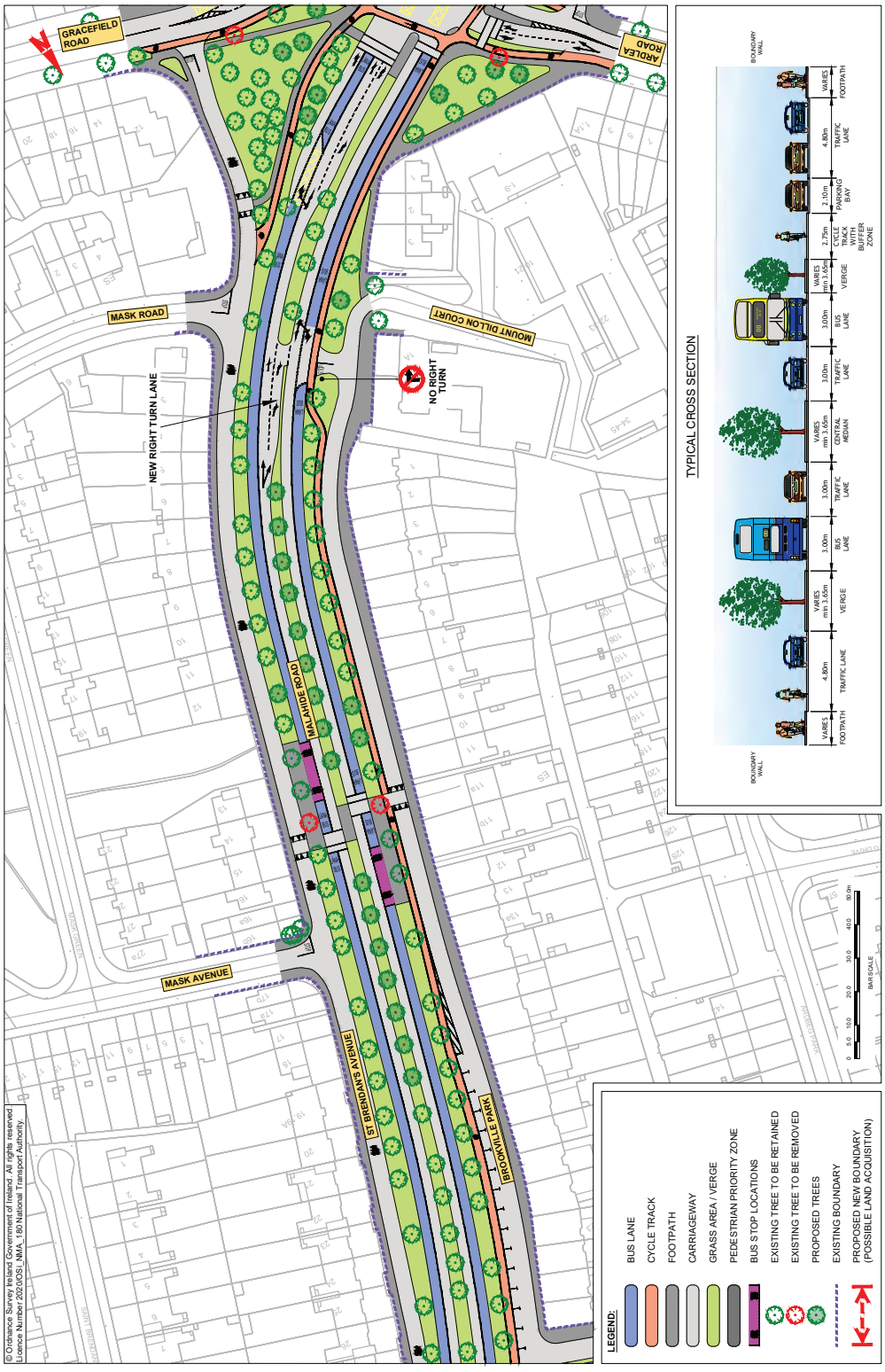
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 12: Preferred Route



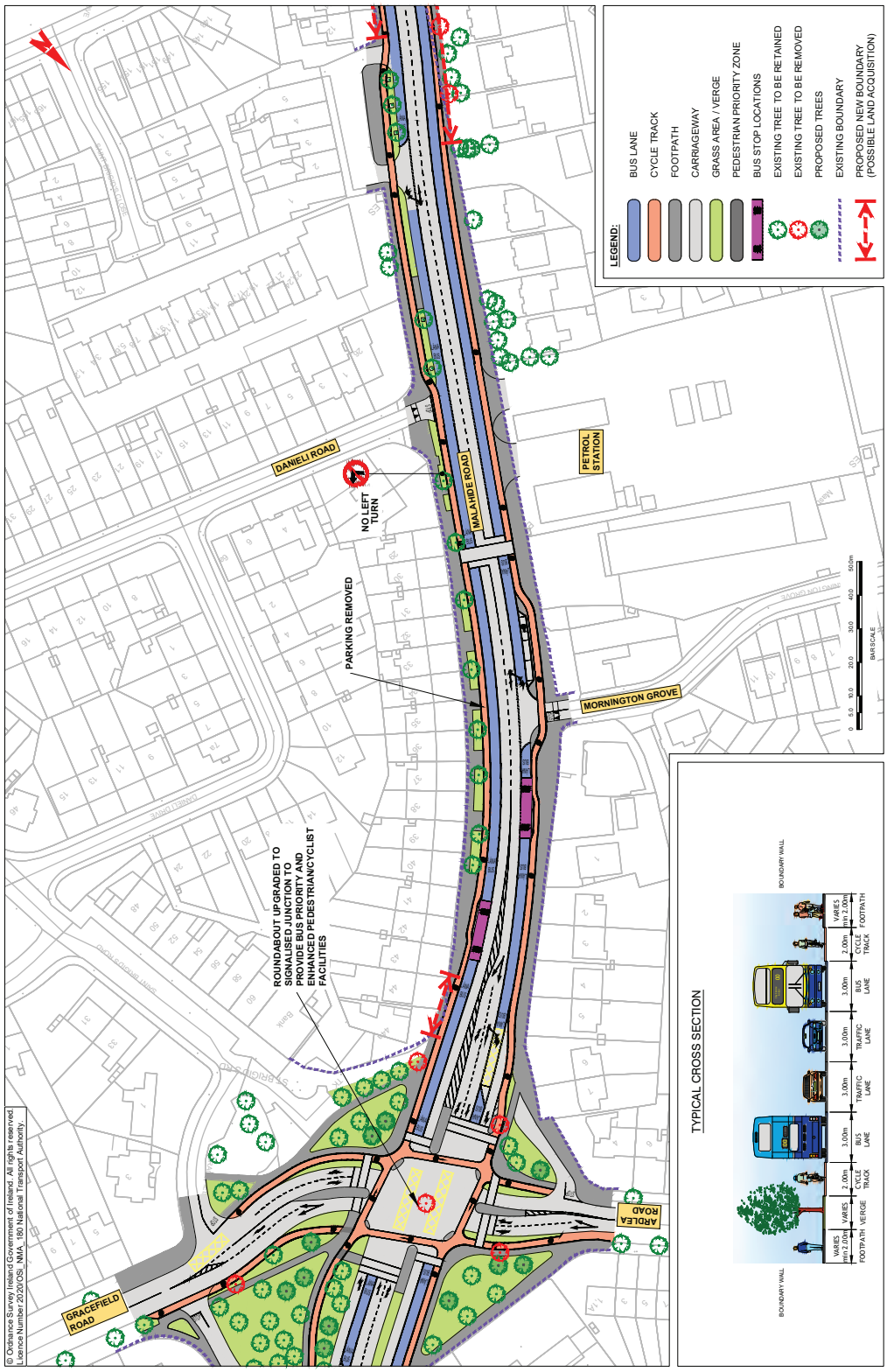
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 13: Preferred Route



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

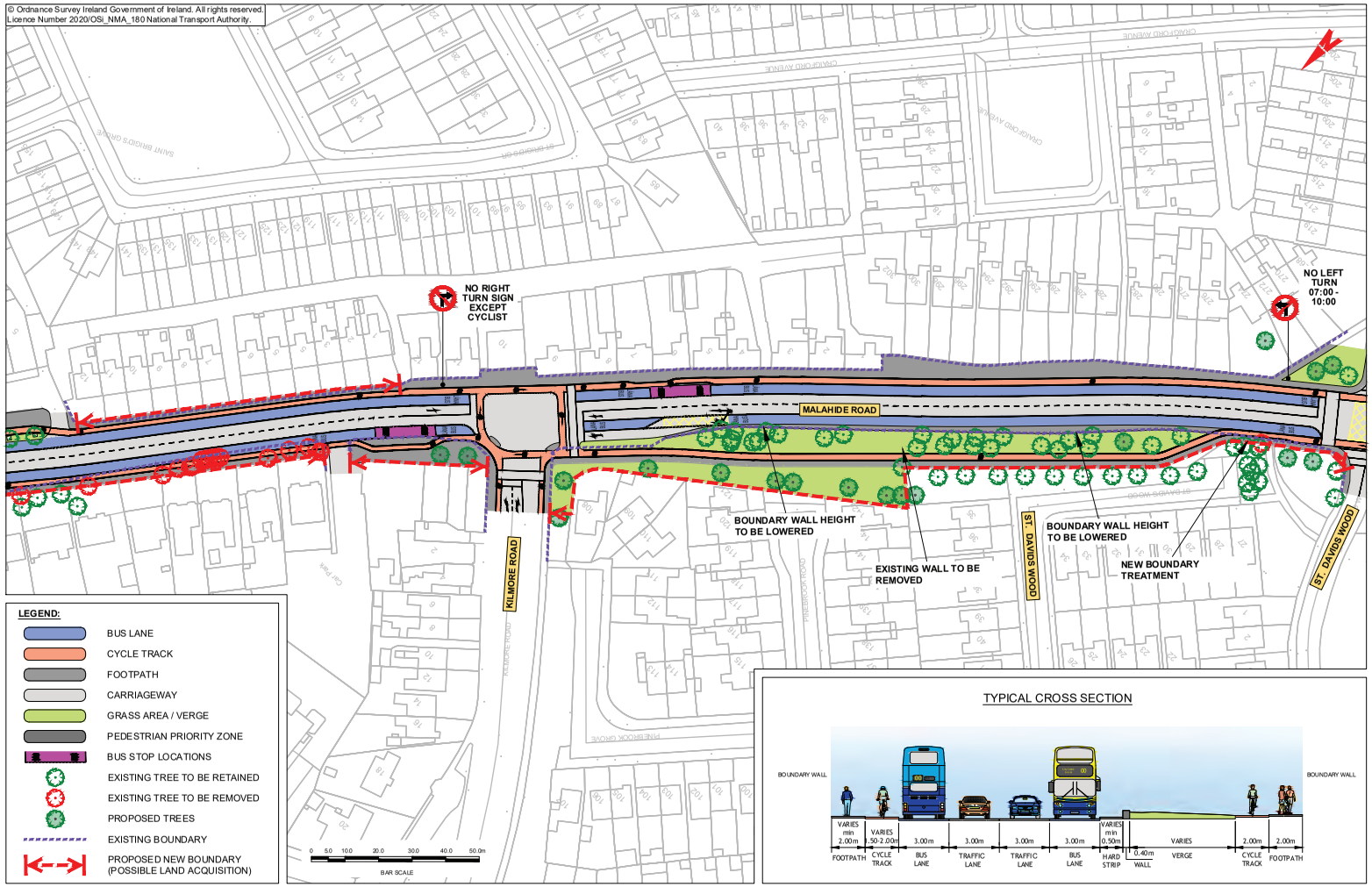
MAP 14: Preferred Route



© Ordnance Survey Ireland/Government of Ireland. All rights reserved. Licence Number 2020/OSi_NMA_180 National Transport Authority

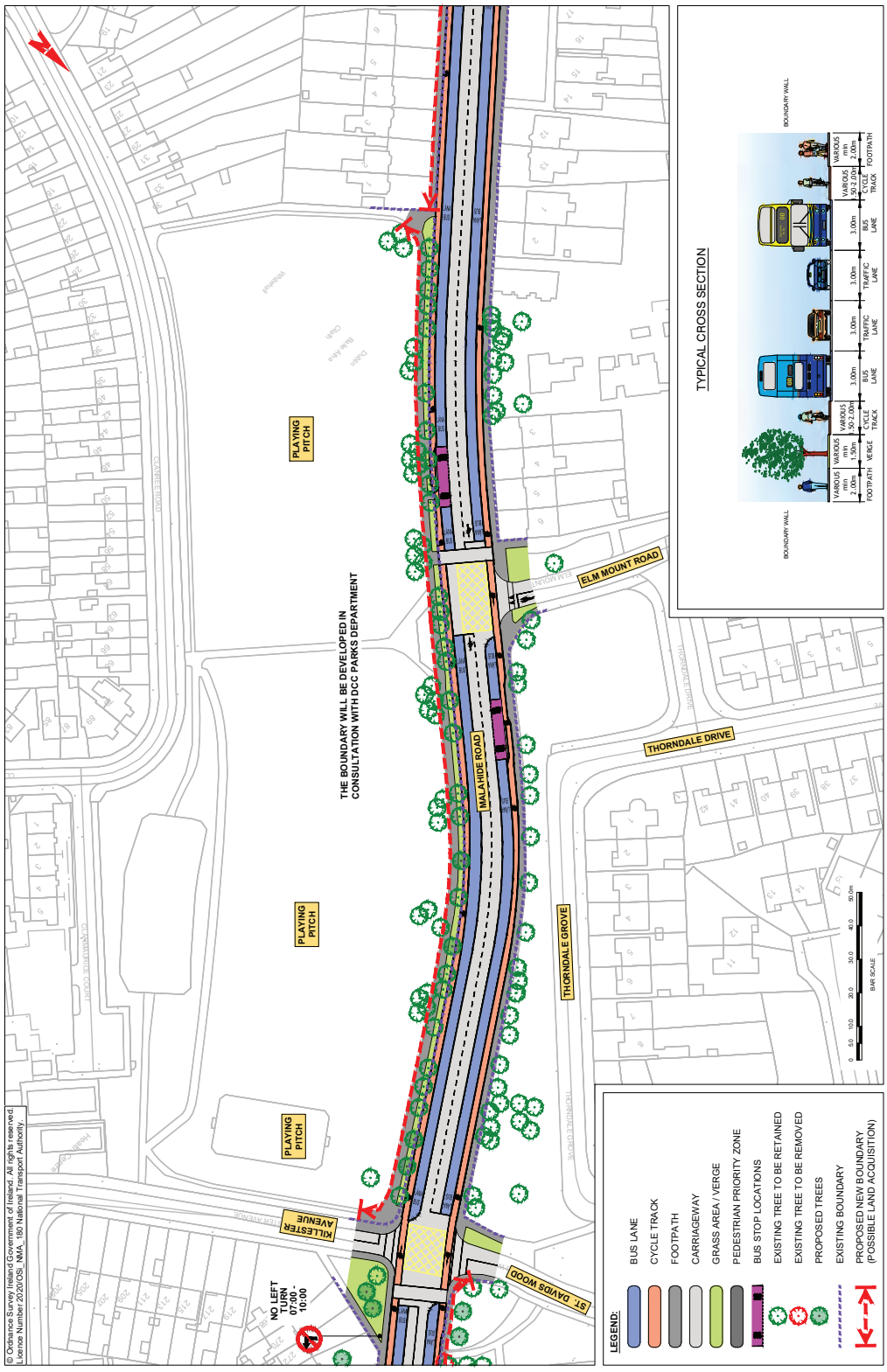
MAP 15: Preferred Route

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 16: Preferred Route



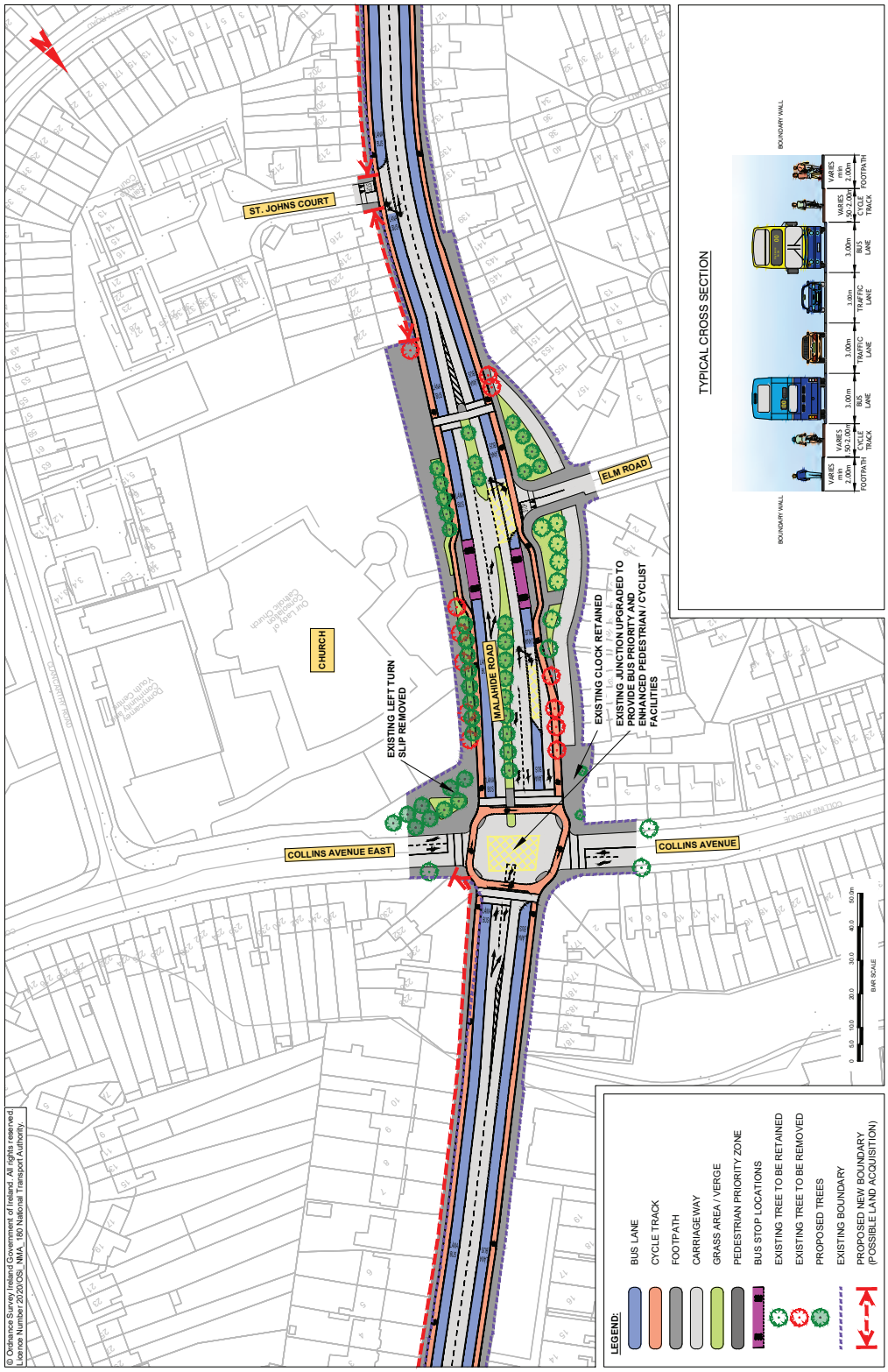
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



Urban Realm concept Malahide Road - St. Davids Wood

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

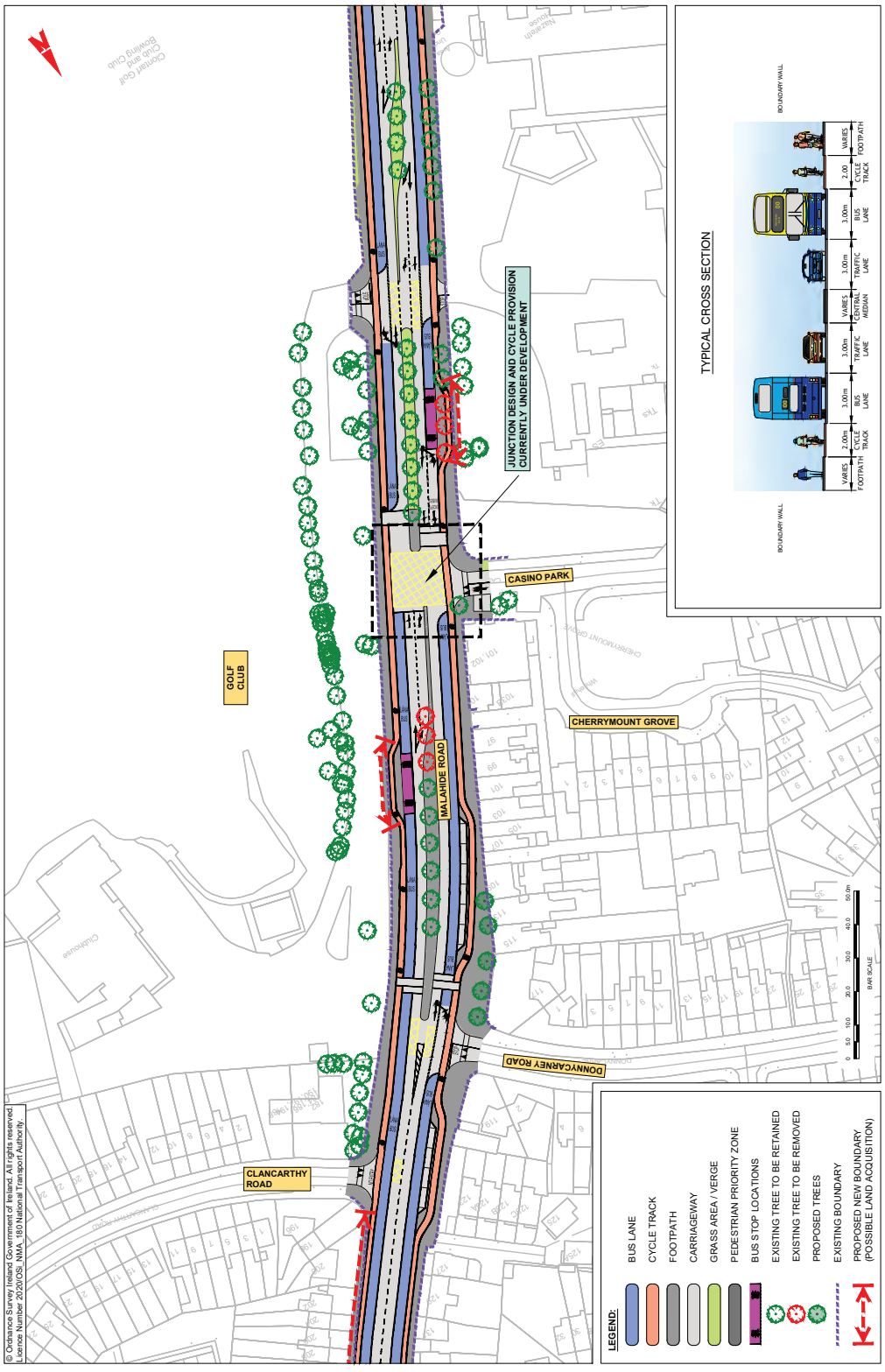
MAP 17: Preferred Route



© Ordnance Survey Ireland/Government of Ireland. All rights reserved.
Licence Number 2020/OSi_NMA_180 National Transport Authority

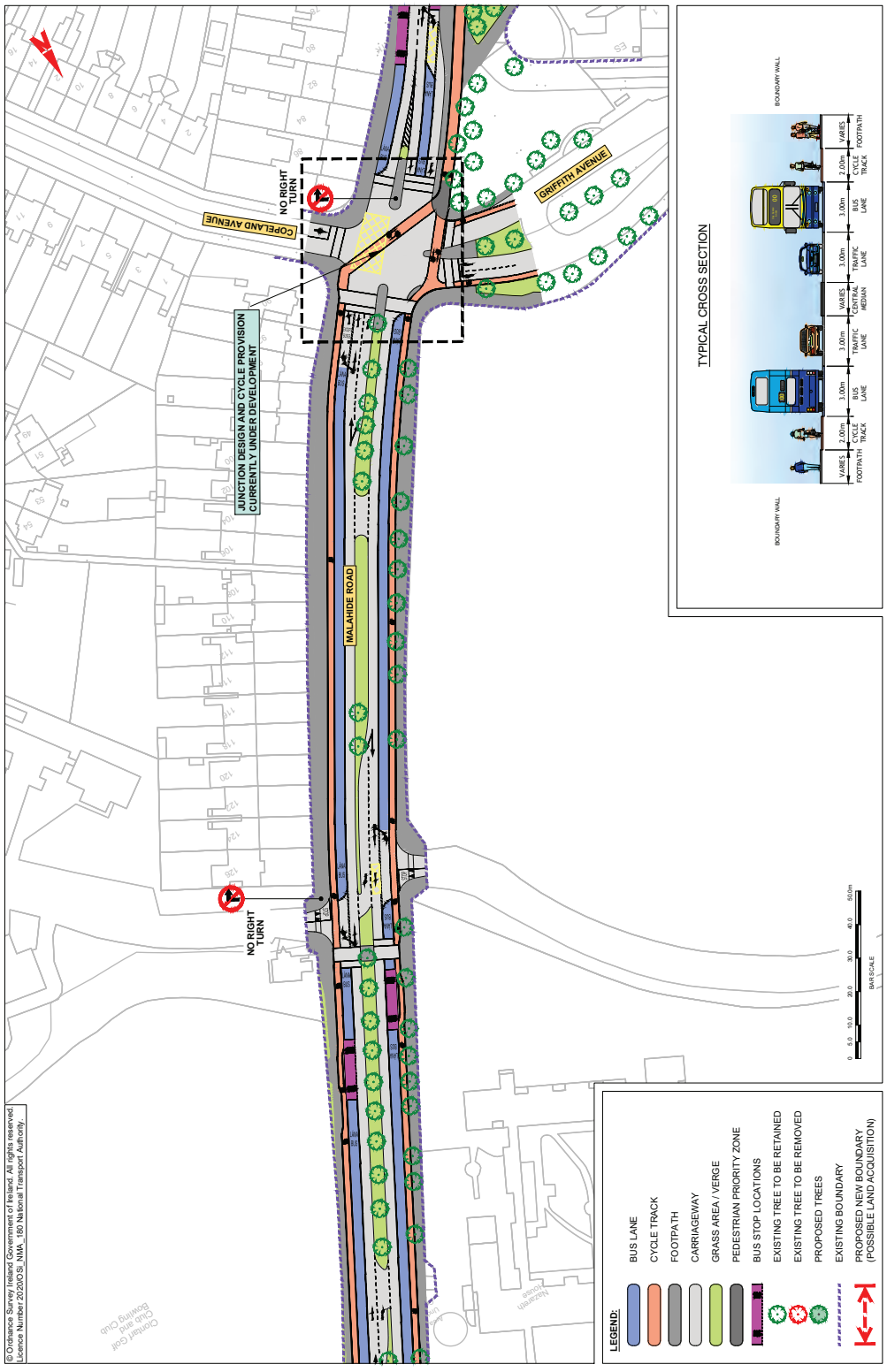
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 18: Preferred Route



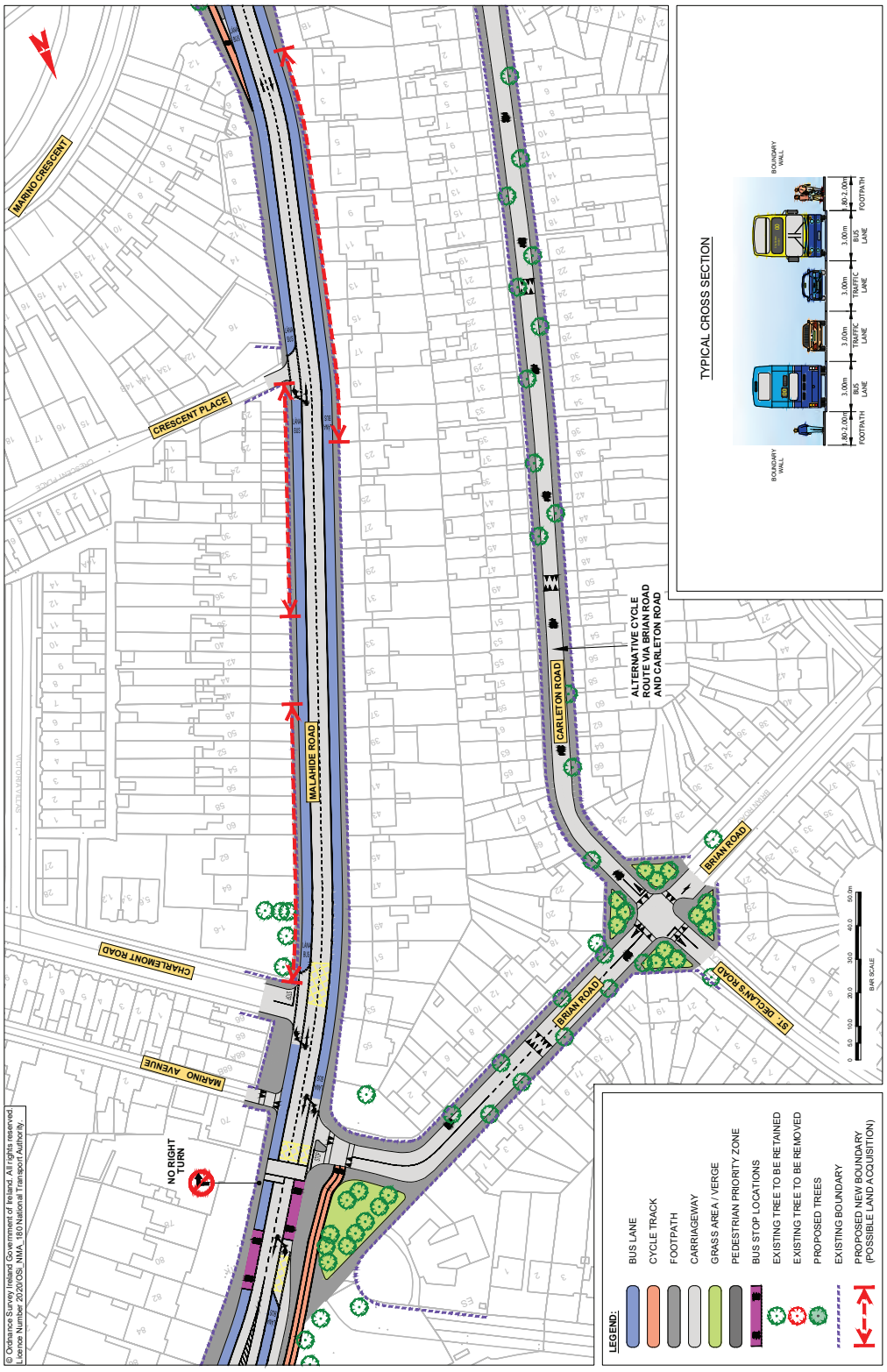
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 19: Preferred Route



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

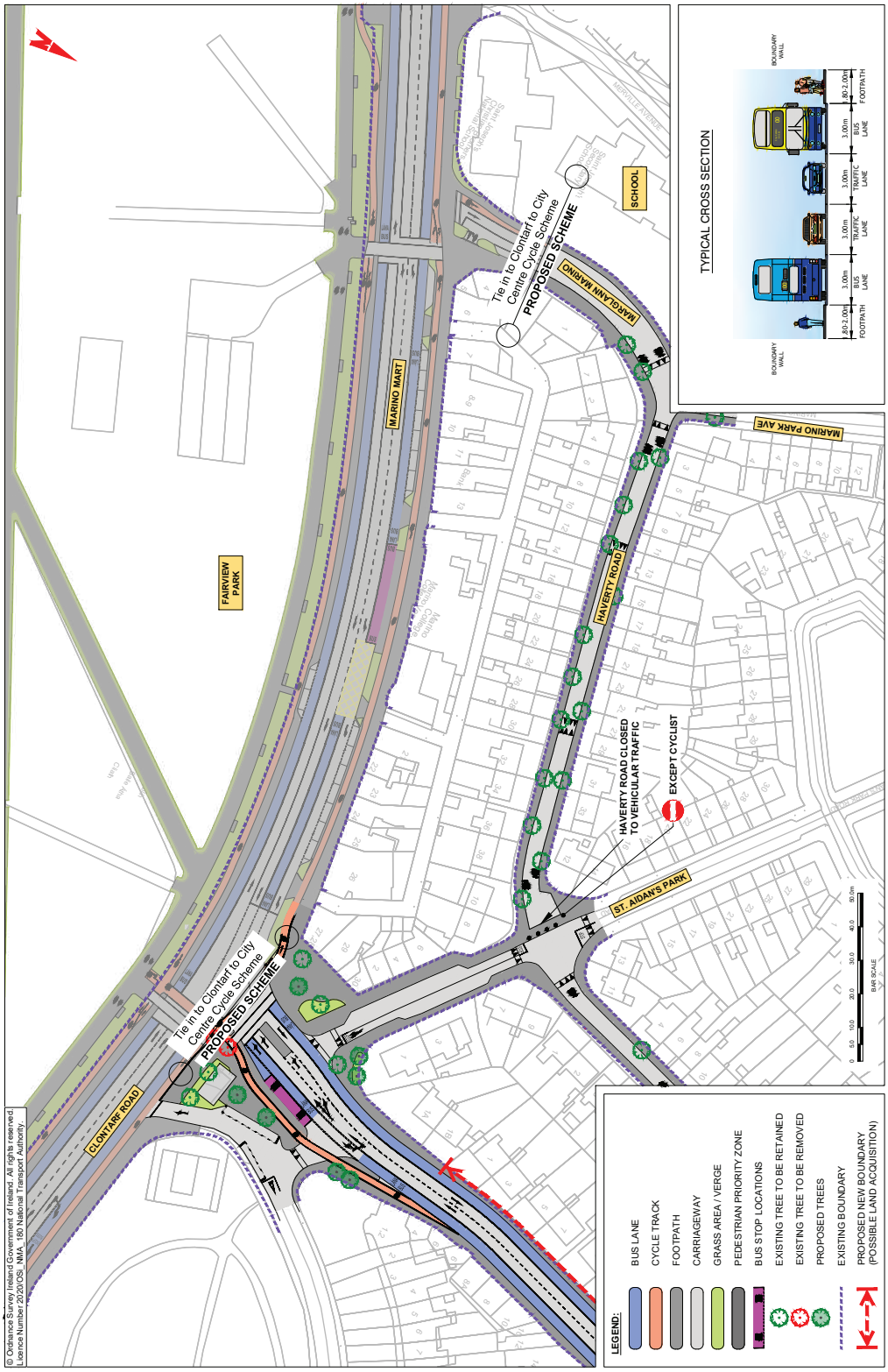
MAP 20: Preferred Route



© Ordnance Survey Ireland/ Government of Ireland. All rights reserved.
Licence Number 2020/OSi_NMA_181/National Transport Authority.

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

MAP 21: Preferred Route





Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Harcourt Lane,
Dun Sceine,
Dublin 2.

D02 WT20



Project Ireland 2040
Building Ireland's Future

Cluain Ghrífín go Lár na Cathrach

1

Bealach Roghnaithe na Croíchonaire Bus

An Tríú Babhta Comhairliúcháin
Phoiblí Samhain 2020



Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

Easy to Read Version



Core Bus Corridors
Clongriffin 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.



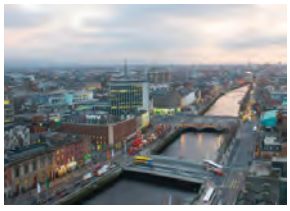
One route goes from Clongriffin to the City Centre.

This bus corridor will start at Clongriffin DART station.



It will go along the Malahide Road to Marino Mart and Fairview.

The bus corridor will then link with the Clontarf to City Centre Cycle Scheme.



It will continue along North Strand Road and Amiens Street, and onto the bus lanes on the North Quays.

1



Now, the bus journey from Clongriffin to the City Centre takes over one hour.

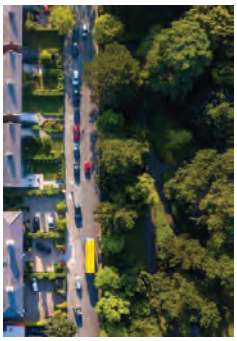
With the bus corridor, this journey will take up to 35 minutes.



The route is around 10 kilometres.



There will be 6 kilometres of new cycle lanes.



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

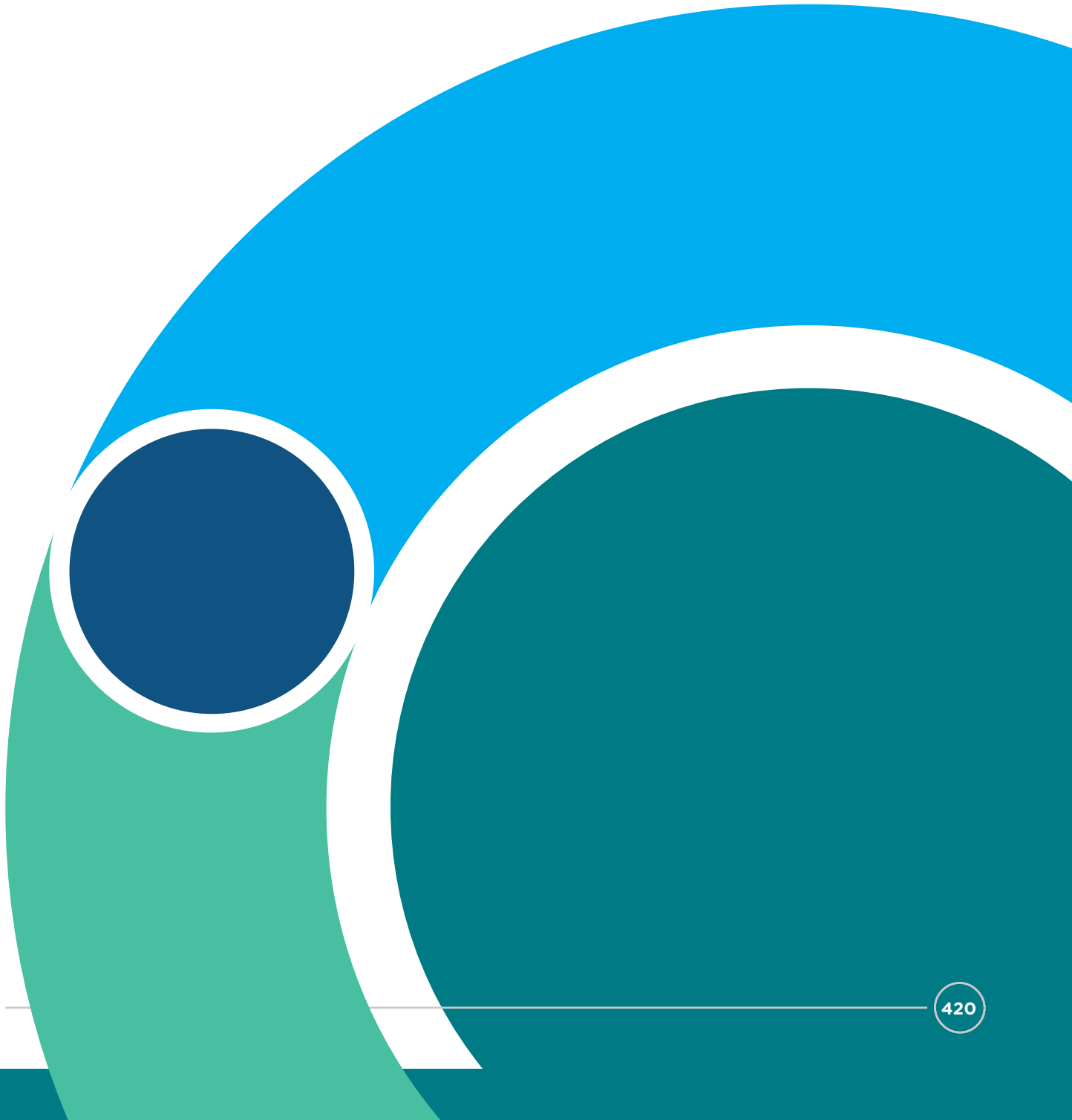
For example, changing the road layouts, taking down and replacing some trees, taking away parking spaces, making changes to some gardens.



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

www.busconnects.ie

2



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5B Public Representative Engagement



Correspondence with local public representatives regarding a briefing ahead of the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Virtual Briefing for Public Representatives

From: BusConnects Core Bus Corridor
Sent: Monday 2 November 2020 14:13
Subject: BusConnects Dublin - Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks) Virtual Briefing for Public Representatives

SAVE THE DATE – WEDNESDAY, 04th NOVEMBER 2020

VIRTUAL BRIEFING FOR PUBLIC REPRESENTATIVES:

BusConnects Dublin – Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks)

Third Round Of Public Consultation Commences

When: Wednesday, 04th November 2020
Where: Online Webinar via Zoom
Time: 2pm – 3pm
****Registration Required in Advance****

Dear Public Representative,

On Wednesday 04th November 2020, the National Transport Authority (NTA) will commence the third round of public consultation, of Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. **The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle lanes/tracks**.

The consultation period will run from **Wednesday 04th November until Wednesday 16th December 2020.**

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Due to the pandemic and Government

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Virtual Briefing for Public Representatives

restrictions, it was decided by the NTA in March that an additional third round of public consultation would take place later in the year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

These proposals are subject to a third 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 during the first quarter of 2021.

Due to the ongoing Covid-19 restrictions, this public consultation will take place using virtual and online facilities. However, potentially impacted property owners will be contacted directly by BusConnects and offered one to one calls with our design team members.

For the general public there will be a range of public consultation facilities:

- **Virtual Public Information Rooms** – A virtual information room has been created for each of the 16 Core Bus Corridors. These can be accessed through our website **www.busconnects.ie** from 12 noon on Wednesday 04th November and will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There will also be an Audio option available for the virtual information room.
- **Website** – Updated versions of the 16 Core Bus Corridor Brochures will be available to view and download on our website www.busconnects.ie and additional supporting documentation. The brochures will also be available in HTML, PDF and Audio versions on our website.
- **Community Forums** – We will carry out a series of Community Forums via online webinars and details of those dates and invitations will be issued to Forum members following Wednesday's launch.
- **General queries and Submissions** – Submissions and general queries can be sent to our email address cbc@busconnects.ie or to our NTA postal address. If there are queries that cannot be answered through the information on the website or at the Community Forums, there is a Freephone number 1800 303 653.

We will be issuing, by email on Wednesday morning, further details of the proposals to all public representatives in the areas covered by the corridors, including dates and

New message

To: Local Public Representatives

Subject: BusConnects Dublin - Virtual Briefing for Public Representatives

details for the Community Forums.

In addition, we have arranged an online briefing session via Zoom for all public representatives on Wednesday 04th November from 2pm – 3pm. All public representatives across the Dublin region are invited to join this briefing where representatives of the NTA and the BusConnects team will provide information on the third round of public consultation and address any queries that you may have.

Please note, you must register for the meeting in advance.

Registering for Virtual Briefing:

You are invited to a Zoom webinar.
When: Nov 4, 2020 02:00 PM Dublin
Topic: BusConnects Dublin – Core Bus Corridors Public Representatives Briefing
Register in advance for this webinar:
https://zoom.us/webinar/register/WN_4t8syDQiSW-k6z5pbToQbg

After registering, you will receive a confirmation email containing information about joining the webinar.

We look forward to seeing you on the online briefing on Wednesday.

Yours Sincerely,

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN

Correspondence with local public representatives regarding the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:

New message

To: Local Public Representatives

Subject: BusConnects Dublin - CBC Virtual Briefing for Public Representatives

From: BusConnects Core Bus Corridor
Sent: Wednesday 4 November 2020 11:37
Subject: BusConnects Dublin - Core Bus Corridors (Bus Priority & Cycle Lanes/ Tracks) Virtual Briefing for Public Representatives

Dear Public Representative,

Today, the National Transport Authority (NTA) announced details of the third round of public consultation, of Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. **The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle lanes/tracks.**

The consultation period will run from **Wednesday 04th November until Wednesday 16th December 2020.**

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Due to the pandemic and Government restrictions, it was decided by the NTA in March that an additional third round of public consultation would take place later in the year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

These proposals are subject to a third 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 during the first quarter of 2021.

Due to the ongoing Covid-19 restrictions, this public consultation will take place using virtual and online facilities. However, potentially impacted property owners will be contacted directly by BusConnects and offered one to one calls with our design team members.

For the general public there will be a range of public consultation facilities:

- **Virtual Public Information Rooms** – A virtual information room has been

New message

To: Local Public Representatives

Subject: BusConnects Dublin - CBC Virtual Briefing for Public Representatives

created for each of the 16 Core Bus Corridors. These can be accessed on our website www.busconnects.ie and will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There is also an Audio option available for the virtual information room.

- **Website** – Updated versions of the 16 Core Bus Corridor Brochures as well as additional supporting documentation are available to view and download on our website www.busconnects.ie . The brochures are also available in HTML, PDF and Audio versions on our website.

- **Community Forums** – We will carry out a series of Community Forums via online webinars. Please find attached the schedule for the Community Forum meetings which begin on Tuesday 10th November. Community Forum members will receive an email a week in advance of their meeting with a link to register. After registering, they will receive a confirmation email containing information about joining the meeting. Please note all Community Forum members must be registered before 2pm on the day of the forum.

- **General queries and Submissions** – Submissions and general queries can be sent to our email address **cbc@busconnects.ie** or to our NTA postal address. If there are queries that cannot be answered through the information on the website or at the Community Forums, there is a Freephone number 1800 303 653.

We would also like to remind you of our online briefing session via Zoom for all public representatives which takes place today from 2pm – 3pm. All public representatives across the Dublin region are invited to join this briefing where representatives of the NTA and the BusConnects team will provide information on the third round of public consultation and address any queries that you may have. Please note, you must register for the meeting in advance.

Registering for Virtual Briefing (For Public Representatives Only):

You are invited to a Zoom webinar.

When: Nov 4, 2020 02:00 PM Dublin
Topic: BusConnects Dublin – Core Bus Corridors Public Representatives Briefing

New message

To: Local Public Representatives

Subject: BusConnects Dublin - CBC Virtual Briefing for Public Representatives

Register in advance for this webinar:
https://zoom.us/webinar/register/WN_4t8syDQiSW-k6z5pbToQbg

After registering, you will receive a confirmation email containing information about joining the webinar.

In conclusion, we look forward to continuing working with you in the coming weeks and months in order to vastly improve the bus and cycling experience for those who wish to use sustainable transport modes in and around the city.

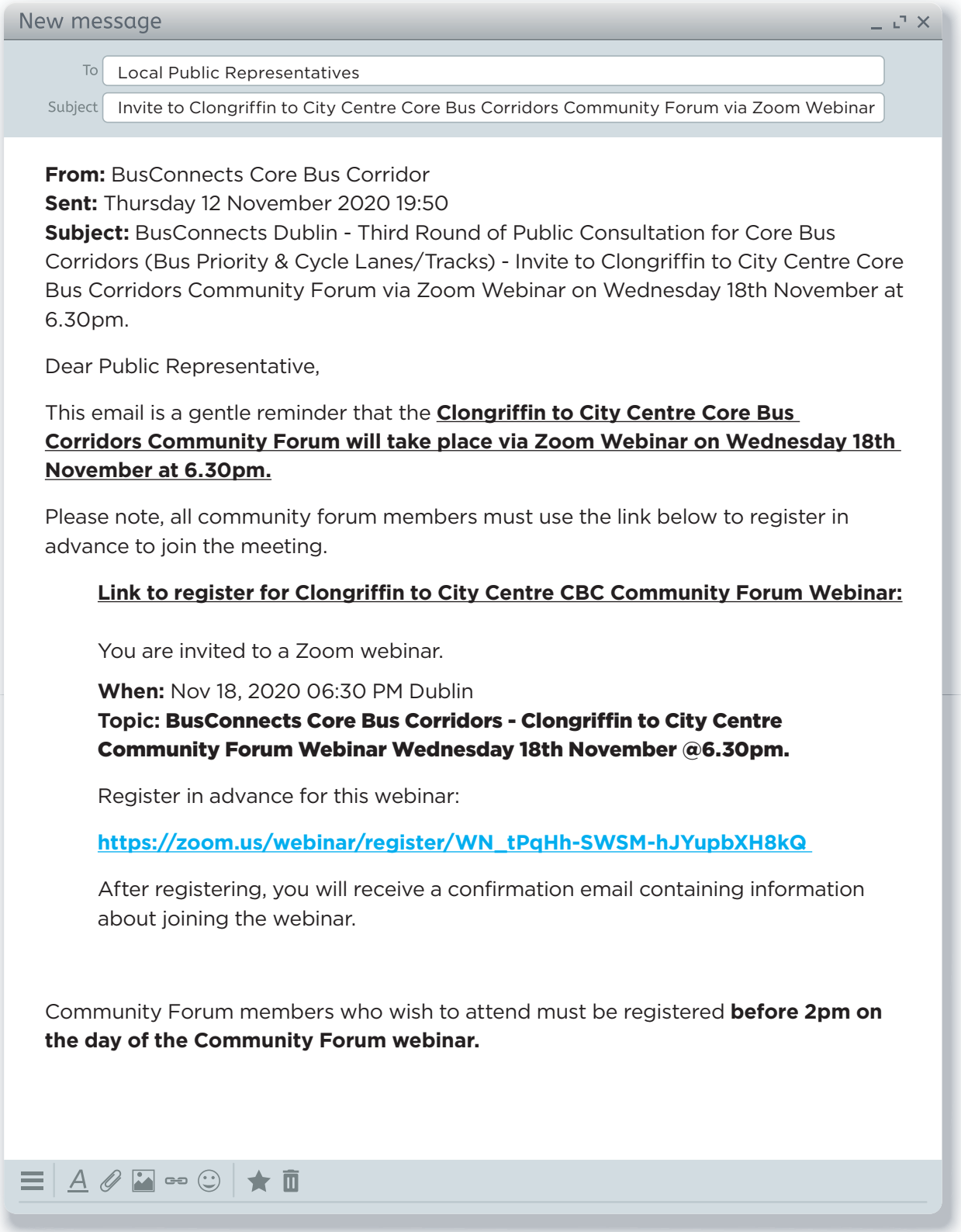
Yours Sincerely,

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
MORE PEOPLE, TO MORE PLACES, MORE OFTEN

Correspondence with local Public Representatives regarding the Clongriffin to City Centre Community Forum on 18 November 2020 Via Zoom Webinar:



New message

To: Local Public Representatives

Subject: Invite to Clongriffin to City Centre Core Bus Corridors Community Forum via Zoom Webinar

From: BusConnects Core Bus Corridor
Sent: Thursday 12 November 2020 19:50
Subject: BusConnects Dublin - Third Round of Public Consultation for Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks) - Invite to Clongriffin to City Centre Core Bus Corridors Community Forum via Zoom Webinar on Wednesday 18th November at 6.30pm.

Dear Public Representative,

This email is a gentle reminder that the **Clongriffin to City Centre Core Bus Corridors Community Forum will take place via Zoom Webinar on Wednesday 18th November at 6.30pm.**

Please note, all community forum members must use the link below to register in advance to join the meeting.

Link to register for Clongriffin to City Centre CBC Community Forum Webinar:

You are invited to a Zoom webinar.

When: Nov 18, 2020 06:30 PM Dublin
Topic: BusConnects Core Bus Corridors - Clongriffin to City Centre Community Forum Webinar Wednesday 18th November @6.30pm.

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_tPqHh-SWSM-hJYupbXH8kQ

After registering, you will receive a confirmation email containing information about joining the webinar.

Community Forum members who wish to attend must be registered **before 2pm on the day of the Community Forum webinar.**

New message

To: Local Public Representatives

Subject: Invite to Clongriffin to City Centre Core Bus Corridors Community Forum via Zoom Webinar

Membership of the Community Forum comprises of **two representatives from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives.** As places are limited, only two representatives per group can be accepted. This is to ensure that as many groups as possible have an opportunity to ask a question specific to their group within the duration of the Forum.

A Zoom link to register for the other Community Forum webinars in your constituency/local electoral area will be sent to you in advance of these webinars taking place. Please find the **Core Bus Corridors Community Forum Webinar schedule** attached once again for your information.

Finally, please find attached the **Community Forum Webinar Protocols document** for your attention. We would ask that you take time to read this short document before the webinar to understand how the webinar will be run on the night.

Regards,

BusConnects team

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM WEBINAR (VIA ZOOM) PROTOCOLS

1. Registering for the Community Forum:

- In order to register for the Community Forum webinar, the NTA will share the registration link to all Community Forum members the week before the webinar.
- All those who wish to attend will then complete the registration form.
- Once registered, they will receive an email notification with a unique Zoom 'join link'
- for the Community Forum webinar.
- All attendees must be registered before 2pm on the day of their respective
- Community Forum webinar.

2. Logging into Webinar

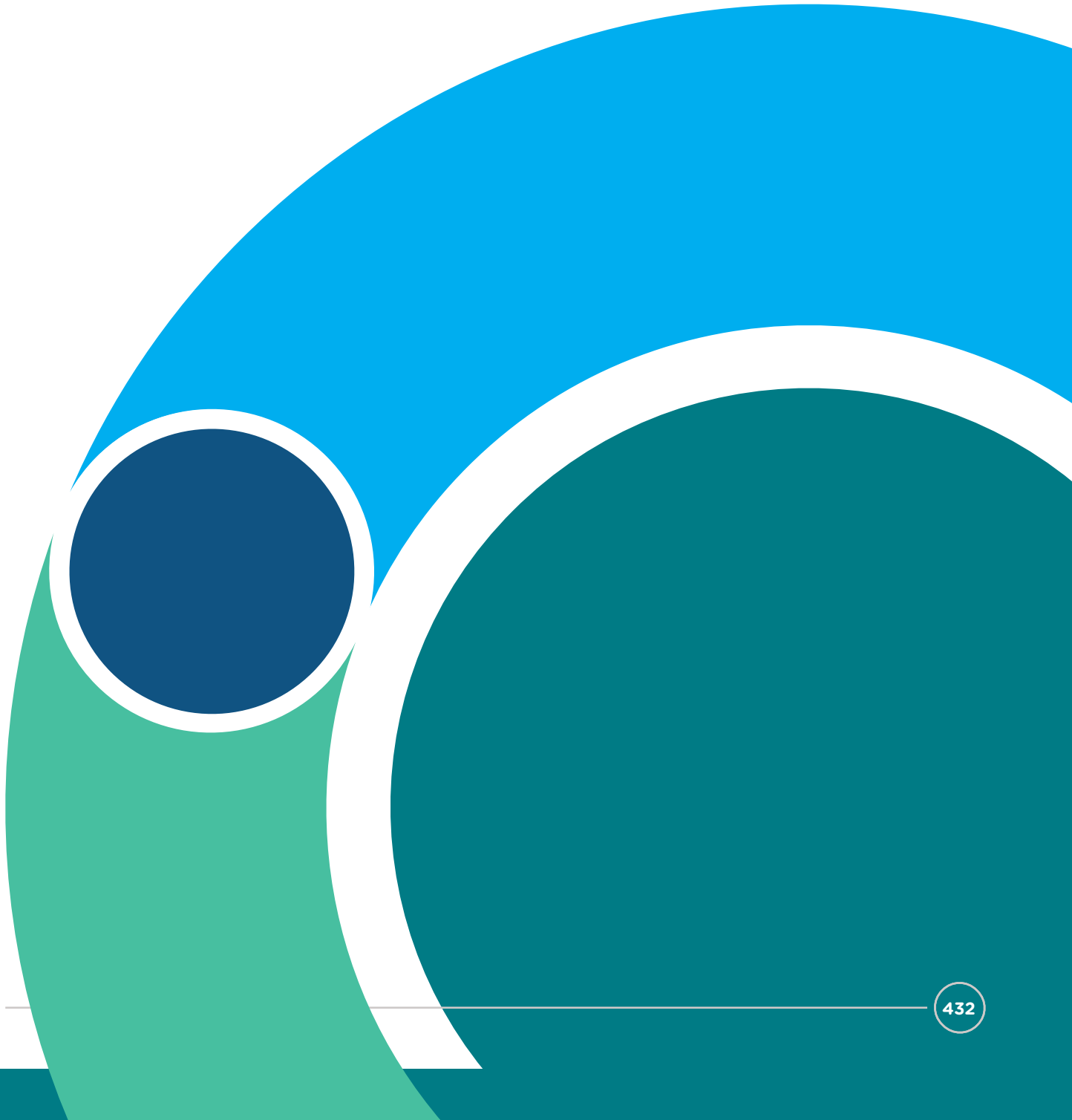
- The webinar will commence at 6.30pm and is due to conclude at 8pm.
- At 6.30pm, the Webinar 'host' allows registered attendees to join the meeting.

3. Participants on the webinar:

- **Webinar Host:** Representative of the NTA. The host of the webinar is the user who the webinar is scheduled under. They have full permissions to manage the webinar, panelists, and attendees. The host starts and stops the webinar when it concludes.
- **Independent chairperson:** The Community Forum Webinar will be chaired by an independent chairperson.
- **Panelists:** NTA representatives who will provide a presentation on the Core Bus Corridor in question.
- **Webinar Attendees:** Registered Community Forum members who are view-only participants. Attendees are automatically muted upon entrance to the Webinar (and can be unmuted by the host at any time). This function of the Zoom Webinar prevents background noise and distractions and allows all attendees to clearly hear the independent chairperson and NTA panelists.

4. Asking a Question:

- Once the presentation has concluded, there will be a Q&A session for attendees to pose questions to the NTA representatives.
- Webinar Attendees can interact with the host and the panelists through the chat box.
- To ask a question, enter your name **and** that of the resident group/ association you are representing into the **'Chat' box** on the Zoom controls panel.
- \- The Independent chairperson will then ask the host to unmute the audio button for each individual sequentially to ask their question to the NTA representatives.
- The Independent chairperson will then ask the NTA representatives to answer these questions sequentially in batches of three.
- A Core Bus Corridors webinar briefing took place for all public representatives on Wednesday 4th November. Therefore, whilst there will be an opportunity for public representatives to ask additional questions, this will be in the last quarter of the Q&A section. This is to allow priority for the representatives of Resident groups, Special interest groups and Community Forum members to ask questions.



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5C Public Consultation Virtual Information Rooms



Clongriffin to City Centre Core Bus Corridor Scheme – Public Consultation Virtual Information Room

A public consultation virtual information room was created for each of the Core Bus Corridor Schemes. These were available on our website www.busconnects.ie and remained open for a six week period. Each virtual room provided details of the Preferred Route Option for each corridor including maps and supporting documents. There was also an audio option available for the virtual information room. Below is a snippet of the landing page of the virtual information room for the Clongriffin to City Centre Core Bus Corridor Scheme.



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5D Community Forums via Zoom Webinars



Correspondence with Community Forum members regarding the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:

New message

To: Community Forum members

Subject: BusConnects Dublin - Launch of Third Round of Public Consultation for Core Bus Corridors

From: BusConnects Core Bus Corridor
Sent: Wednesday 4 November 2020 11:53
Subject: BusConnects Dublin - Launch of Third Round of Public Consultation for Core Bus Corridors (Bus Priority & Cycle Lanes/Tracks)

Dear Community Forum member,

Today, the National Transport Authority (NTA) announced details of the third round of public consultation, of Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. **The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle lanes/tracks.**

The consultation period will run from **Wednesday 04th November until Wednesday 16th December 2020.**

A second round of public consultation on the Preferred Route options commenced in March 2020 and continued until mid-April 2020. Due to the pandemic and Government restrictions, it was decided by the NTA in March that an additional third round of public consultation would take place later in the year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

These proposals are subject to a third 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 during the first quarter of 2021.

Due to the ongoing Covid-19 restrictions, this public consultation will take place using virtual and online facilities. However, potentially impacted property owners will be contacted directly by BusConnects and offered one to one calls with our design team members.

For the general public there will be a range of public consultation facilities:

New message

To: Community Forum members

Subject: BusConnects Dublin - Launch of Third Round of Public Consultation for Core Bus Corridors

- **Virtual Public Information Rooms** – A virtual information room has been created for each of the 16 Core Bus Corridors. These can be accessed on our website www.busconnects.ie and will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There is also an Audio option available for the virtual information room.
- **Website** – Updated versions of the 16 Core Bus Corridor Brochures as well as additional supporting documentation are available to view and download on our website **www.busconnects.ie**. The brochures are also available in HTML, PDF and Audio versions on our website.
- **Community Forums** – We will carry out a series of Community Forums via online webinars. Please find attached the schedule for the Community Forum meetings which begin on Tuesday 10th November. Community Forum members will receive an email a week in advance of their meeting with a link to register. After registering, they will receive a confirmation email containing information about joining the meeting. Please note all Community Forum members must be registered before 2pm on the day of the forum.
- **General queries and Submissions** – Submissions and general queries can be sent to our email address **cbc@busconnects.ie** or to our NTA postal address.

Yours Sincerely,

Bus Connects Team

National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Correspondence with Community Forum Members regarding the Clongriffin to City Centre Core Bus Corridor Community Forum on 18 November 2020 Via Zoom Webinar:

New message

To: Community Forum members

Subject: Clongriffin to City Centre Core Bus Corridors Community Forum Webinar 18th Nov

From: BusConnects Core Bus Corridor
Sent: Thursday 12 November 2020 19:58
Subject: BusConnects Dublin - Clongriffin to City Centre Core Bus Corridors Community Forum Webinar Wednesday 18th November at 6.30pm.

Dear Community Forum member,

The **Clongriffin to City Centre Core Bus Corridors Community Forum will take place via Zoom Webinar on Wednesday 18th November at 6.30pm.**

Please note, all community forum members must use the link below to register in advance to join the meeting.

> **Link to register for Clongriffin to City Centre CBC Community Forum Webinar:**
>
> You are invited to a Zoom webinar.
>
> **When**: Nov 18, 2020 06:30 PM Dublin
> **Topic: BusConnects Core Bus Corridors - Clongriffin to City Centre Community Forum Webinar Wednesday 18th November @6.30pm.**
>
> Register in advance for this webinar:
> https://zoom.us/webinar/register/WN_tPqHh-SWSM-hJYupbXH8kQ
>
> After registering, you will receive a confirmation email containing information about joining the webinar.

Community Forum members who wish to attend must be registered b**efore 2pm on the day of the Community Forum webinar.**

Membership of the Community Forum comprises **of two representatives from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives.**

New message

To: Community Forum members

Subject: Clongriffin to City Centre Core Bus Corridors Community Forum Webinar 18th Nov

As places are limited, only two representatives per group can be accepted. This is to ensure that as many groups as possible have an opportunity to ask a question specific to their group within the duration of the Forum.

Finally, please find attached the **Community Forum Webinar Protocols document** for your attention. We would ask that you take time to read this short document before the webinar to understand how the webinar will be run on the night.

Regards,

Bus Connects Team
National Transport Authority

Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
Freephone: 1800 303 653
Web: www.busconnects.ie

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

BusConnects Core Bus Corridors Community Forum Webinar Protocols:

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM WEBINAR (VIA ZOOM) PROTOCOLS

1. Registering for the Community Forum:

- In order to register for the Community Forum webinar, the NTA will share the registration link to all Community Forum members the week before the webinar.
- All those who wish to attend will then complete the registration form.
- Once registered, they will receive an email notification with a unique Zoom 'join link'
- for the Community Forum webinar.
- All attendees must be registered before 2pm on the day of their respective
- Community Forum webinar.

2. Logging into Webinar

- The webinar will commence at 6.30pm and is due to conclude at 8pm.
- At 6.30pm, the Webinar 'host' allows registered attendees to join the meeting.

3. Participants on the webinar:

- **Webinar Host:** Representative of the NTA. The host of the webinar is the user who the webinar is scheduled under. They have full permissions to manage the webinar, panelists, and attendees. The host starts and stops the webinar when it concludes.
- **Independent chairperson:** The Community Forum Webinar will be chaired by an independent chairperson.
- **Panelists:** NTA representatives who will provide a presentation on the Core Bus Corridor in question.
- **Webinar Attendees:** Registered Community Forum members who are view-only participants. Attendees are automatically muted upon entrance to the Webinar (and can be unmuted by the host at any time). This function of the Zoom Webinar prevents background noise and distractions and allows all attendees to clearly hear the independent chairperson and NTA panelists.

CONT.

4. Asking a Question:

- Once the presentation has concluded, there will be a Q&A session for attendees to pose questions to the NTA representatives.
- Webinar Attendees can interact with the host and the panelists through the chat box.
- To ask a question, enter your name **and** that of the resident group/association you are representing into the **'Chat' box** on the Zoom controls panel.
- - The Independent chairperson will then ask the host to unmute the audio button for each individual sequentially to ask their question to the NTA representatives.
- The Independent chairperson will then ask the NTA representatives to answer these questions sequentially in batches of three.
- A Core Bus Corridors webinar briefing took place for all public representatives on Wednesday 4th November. Therefore, whilst there will be an opportunity for public representatives to ask additional questions, this will be in the last quarter of the Q&A section. This is to allow priority for the representatives of Resident groups, Special interest groups and Community Forum members to ask questions.

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.

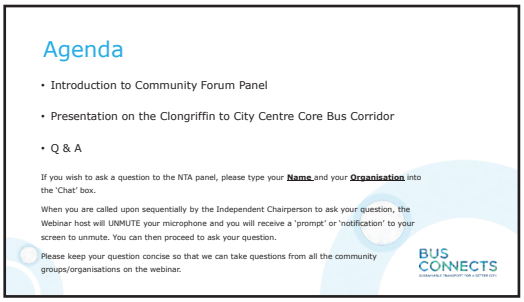
6. It will allow constructive ideas and viable alternatives to be brought forward to improve the overall proposals.

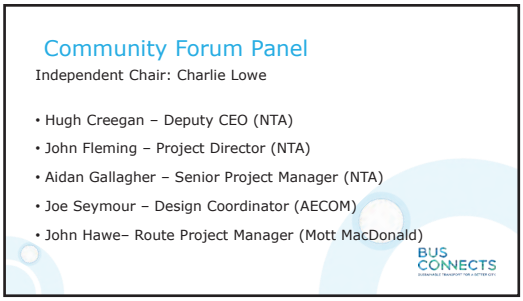
7. It will assist in enabling the resolution of local issues within the proposals in a timely manner.

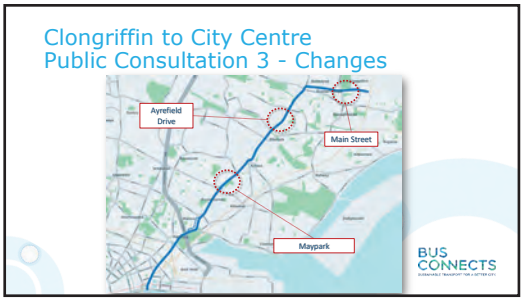
8. It will allow discussions and suggestions in relation to ideas for urban centre improvements that could be incorporated into the project.

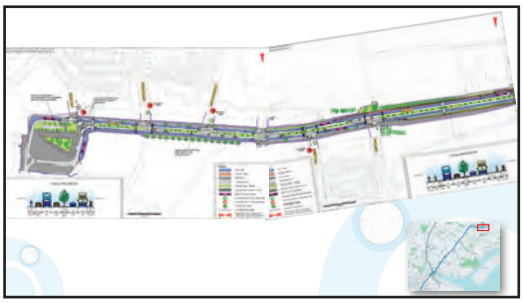
Clongriffin to City Centre Core Bus Corridor Community Forum Presentation – 18 November 2020

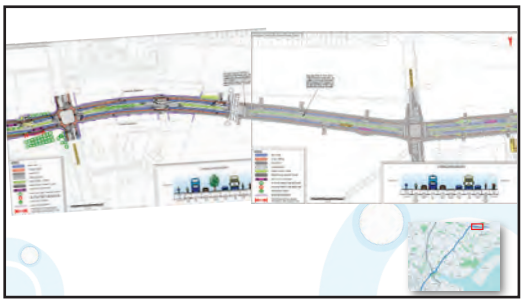


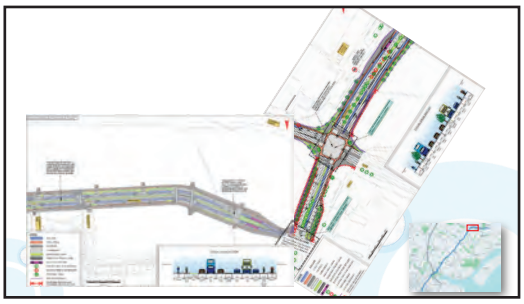








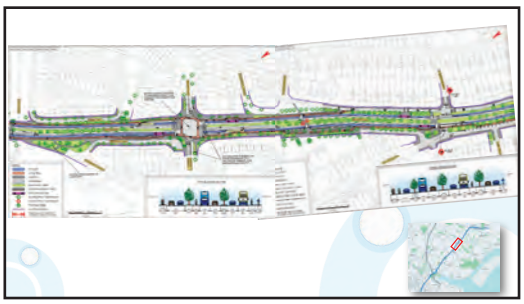




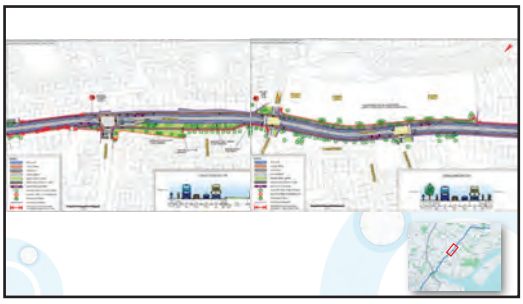




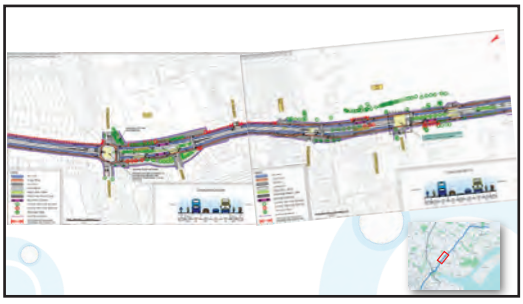





BUS
CONNECTS

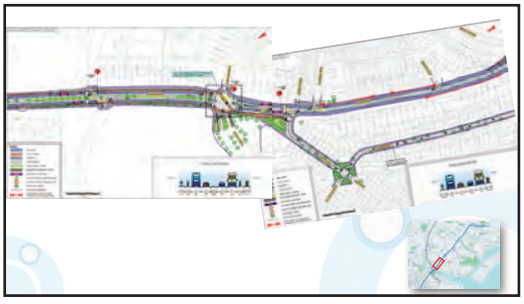














How to Engage?

BUS CONNECTS

How to Engage?

- Consultation on the proposals runs until **16 December**.
- Virtual consultation rooms for each Core Bus Corridor can be found on www.busconnects.ie.
- Submissions and observations may be made by:
  - **Email** - cbc@busconnects.ie
  - **Post** - Core Bus Corridor Project, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20.

BUS CONNECTS

Questions and Answers

BUS CONNECTS

If you wish to ask a question to the NTA panel, please type your Name and your Organisation into the 'Chat' box.

When you are called upon sequentially by the Independent Chairperson to ask your question, the Webinar host will UNMUTE your microphone and you will receive a 'prompt' or 'notification' to your screen to unmute. You can then proceed to ask your question.

Please keep your question concise so that we can take questions from all the community groups/organisations on the webinar.

How to Engage?

- Consultation on the proposals runs until **16 December**.
- Virtual consultation rooms for each Core Bus Corridor can be found on www.busconnects.ie.
- Submissions and observations may be made by:
  - **Email** - cbc@busconnects.ie
  - **Post** - Core Bus Corridor Project, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20.

BUS CONNECTS

Clongriffin to City Centre Core Bus Corridor Community Forum Report – 18 November 2020

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

Clongriffin to City Centre

Core Bus Corridor

Community Forum Report

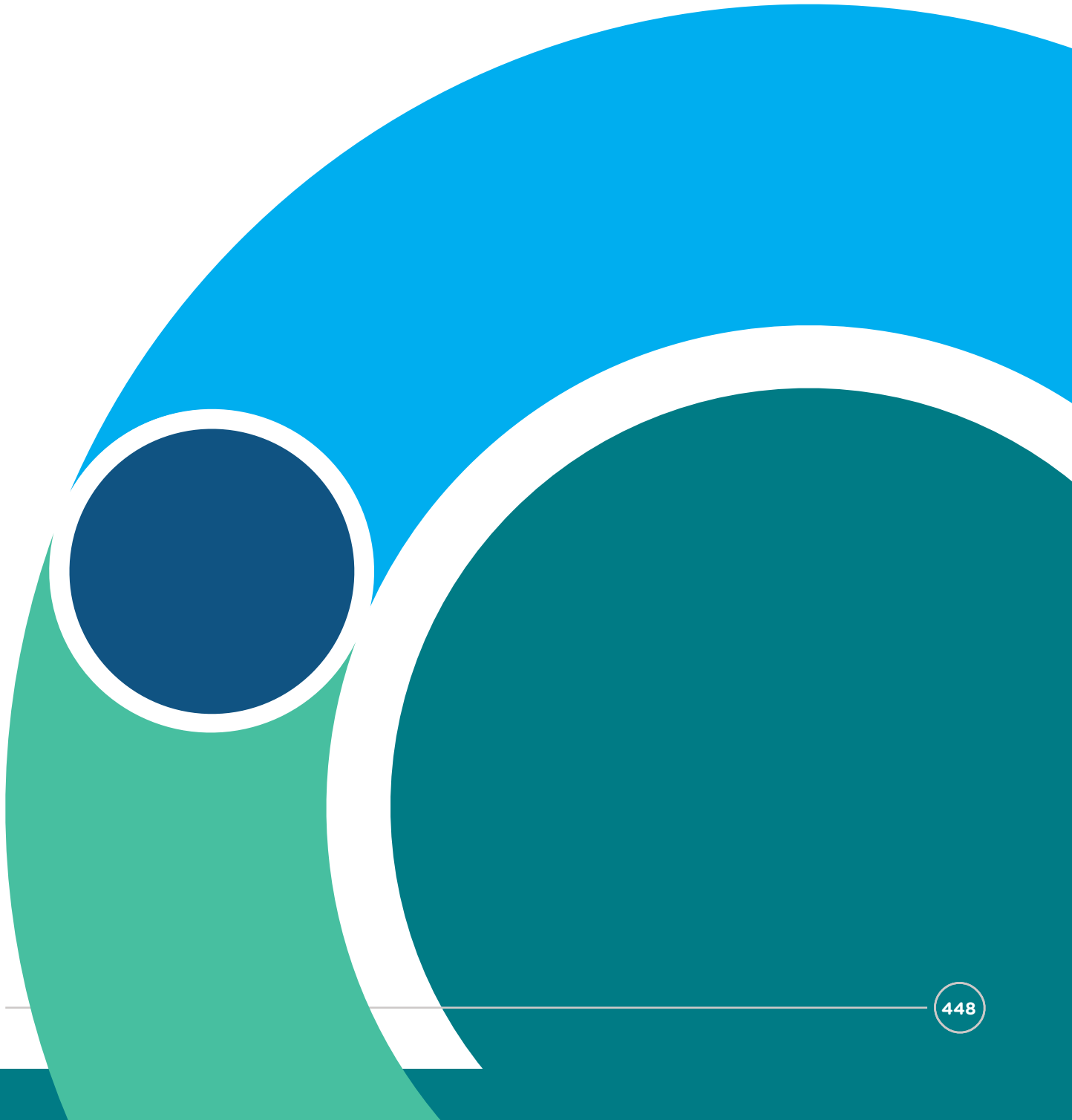
Date: 18 November 2020 @ 18.30 **Location:** Via Zoom Webinar

Meeting Number: 3 **Chairperson:** Charlie Lowe

NTA Participants: Hugh Creegan; John Fleming; Aidan Gallagher; Colin Murdock; Gráinne Mackin; Joe Seymour (Aecom); John Hawe (Aecom).

Attendees:

[redacted]



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5E Potentially Impacted Properties Engagement



Continually Impacted Property Letter issued 02 November 2020:

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

2 November 2020

INFORMATION NOTICE

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

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.

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. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

The planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

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

The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor may continue to impact on part of the property. A layout map showing an indicative layout in the vicinity of the property can be found on **Map** enclosed.

In addition, a hard copy brochure will also be sent to you in the coming days.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

Over the summer months this year efforts were made to engage with residents or persons with an interest in this property.

The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process**.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as 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**. Your request will be referred to a design team representative who will respond promptly to arrange a time and date at your earliest convenience.

Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority

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

Potentially Re-Impacted Property Letter issued 02 November 2020:

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

2 November 2020

INFORMATION NOTICE

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

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.

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. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

A previous letter to this address indicated that this property may no longer be potentially impacted by the CBC proposals. However the planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

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

The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor may have an impact on part of this property. A layout map showing an indicative layout in the vicinity of the property can be found on **Map** enclosed. **In addition, a hard copy brochure will also be sent to you in the coming days.**

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process**.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as 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**. Your request will be referred to a design team representative who will respond promptly to arrange a time and date at your earliest convenience.
Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority

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

No Longer Impacted Property Letter issued 02 November 2020:

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

2 November 2020

INFORMATION NOTICE

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

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.

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. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

The planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

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 letter was previously sent to this property in March 2020 advising that it was identified as being potentially impacted by the Preferred Route Option Proposal, and an opportunity was given to meet NTA personnel to discuss the potential impacts. **The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor indicate that this property is no longer potentially impacted.**

Please note these are proposals only and as such are not fixed or finalised.

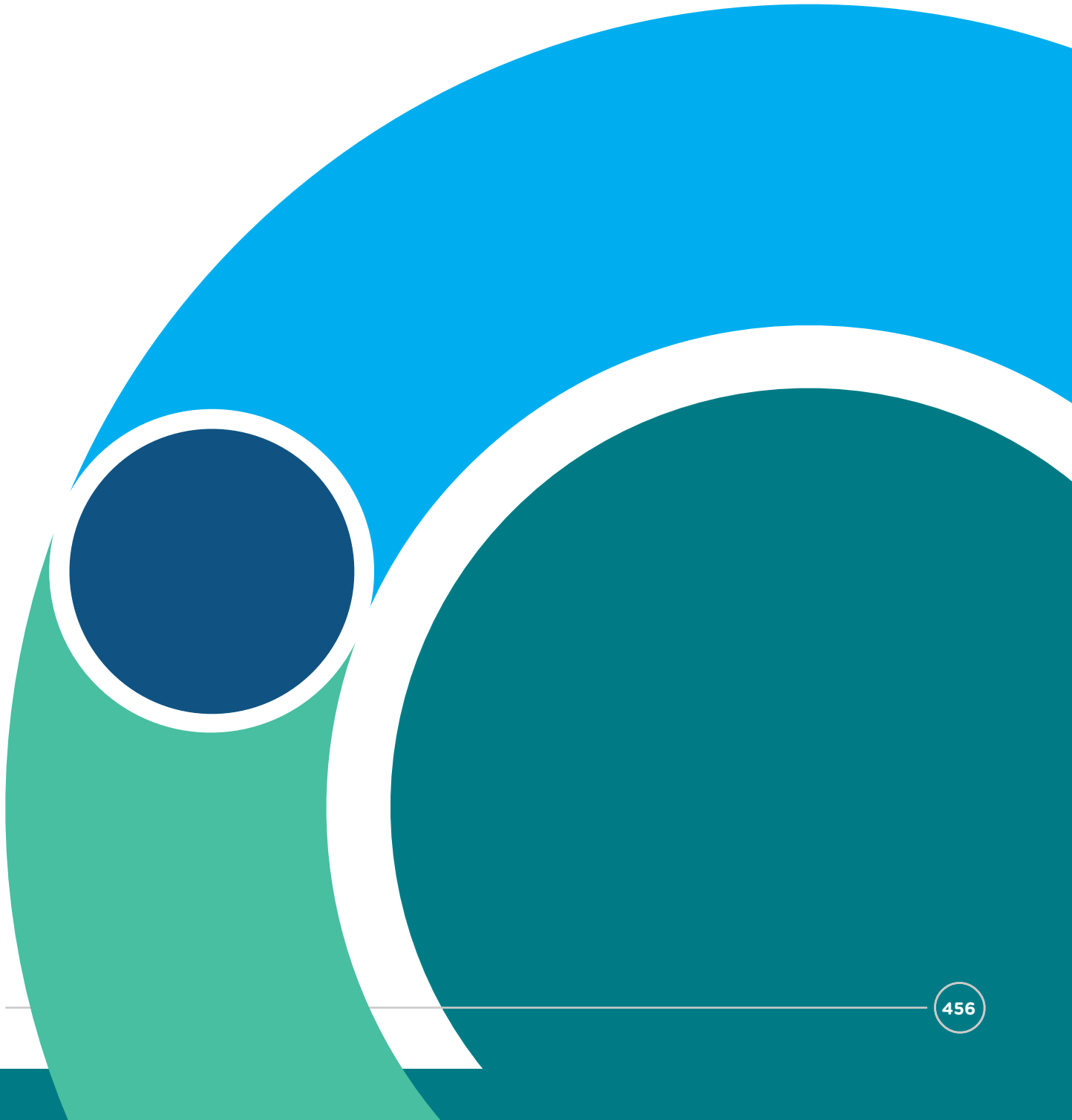
The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process**. **Consequently future amendments to the plans could potentially result in the property again being impacted.**

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

If you require any clarification regarding this letter please call **1800 303 653**. Your query will be referred to a design team representative who will respond promptly. Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely,
BusConnects Infrastructure Dublin,
National Transport Authority

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



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5F Website & Digital Resources



Preferred Route Option: Third Round of Non-Statutory Public Consultation (4th November 2020 – 16th December 2020) Website & Published Material:

Core Bus Corridor Preferred Route Information brochures for each of the 16 core bus corridors
Bróisiúr Faisnéise Bealach Roghnaithe na Croíchonaire Bus - for each of the 16 core bus corridors
Audio Files of information brochures for each of the 16 core bus corridors
HTML files of information brochures for each of the 16 core bus corridors
Draft Preferred Route Option Reports for each of the 16 core bus corridors
Proposed Approach to Environmental Assessment reports for each of the 16 core bus corridors
Draft Transport Modelling Reports for each of the 16 core bus corridors
Traffic count Data 2019 - 2020 reports for each of the 16 corridors, ATCs, JTCs and pedestrian surveys
Aims & Objectives of Core Bus Corridors
How traffic will flow videos of signal controlled priority simulation and bus gate simulation
Community forum information
Terms of reference for community forums
Community forum presentations from the 3rd round of public consultation
Presentations from meetings with local groups during the 3rd round of public consultation
Urban Realm Concept Designs
Timeline for the core bus corridor process

5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5G Press Release & Media Engagement



Press Release for launch of Preferred Route Option Public Consultation on 4th November 2020:

PRESS RELEASE

NTA LAUNCHES 3RD ROUND OF PUBLIC CONSULTATION ON THE 16 CORE BUS CORRIDORS

To deliver 230km Bus Priority and 200km cycle lanes/tracks

Virtual consultation process underway until 16th December at www.busconnects.ie

4th November 2020 – The National Transport Authority (NTA) has today launched the third round of public consultation on the 16 core bus corridors being developed as part of the BusConnects programme. The Core Bus Corridor Projects will see the roll-out of 230km of continuous bus priority and 200km of cycle routes. In providing enhanced walking, cycling and bus infrastructure on key access routes into Dublin, the BusConnects Core Bus Corridors will enable and deliver efficient, safe and integrated sustainable transport into and out of the city.

The third round of public consultation on the Core Bus Corridor Projects focuses on the updated Preferred Route Options of all sixteen corridors. Over recent months the NTA has been making refinements along each corridor to take into account feedback received by the public in addition to further technical design work and urban realm improvements along each route.

The first round of public consultation on the Emerging Preferred Routes took place during late 2018 and early 2019 which received thirteen thousand submissions. A second round of public consultation on the Preferred Routes took place in March of this year. However, this round was restricted due to COVID-19, and it was decided that an additional third round of public consultation would take place in the latter part of this year.

Over the last six months design work has been ongoing and has culminated in the development of new Preferred Route Option brochures, detailing each corridor, together with a number of draft technical supporting reports. Whilst the supporting documents are draft and will not be completed until the formal planning application is made they provide a significant amount of information on the following:

- Proposed approach to environmental assessment for each of the 16 corridors
- Draft Transport Modelling Reports for each 16 corridors
- BusConnects Urban Realm Concept Designs document
- Draft Preferred Route Options Reports for each 16 corridors

Consultation on the proposals begins today and runs until **Wednesday, 16th December**. Due to current COVID-19 public health restrictions, the NTA has created virtual consultation rooms for each Core Bus Corridor which allows for review and feedback. The public will have the opportunity to view each Preferred Route, maps, timelines and any

Cont.

revisions made, since the last round of consultation. Further information and contact details are available at www.busconnects.ie.

Submissions will be reviewed by the NTA with final transport and environmental impact assessments to be completed in the coming months. The NTA is due to submit the formal planning application to An Bord Pleanála for statutory consultation and approval in March 2021. Subject to approval, construction will commence on a phased basis in 2022 with each corridor upgrade taking approximately two years to complete.

Minister for the Environment, Climate, Communications and Transport, Eamon Ryan TD said:

"We are committed to a fundamental change in the nature of our transport system. Sustainable modes of travel such as cycling, walking, and public transport, has an enormous potential to facilitate a large proportion of our daily trips, but only if we provide the correct environment which protects and prioritises this mode of travel. The BusConnects Core Bus Corridor Projects is central to achieving this objective. By improving our city's transport system and ensuring that public transport, walking and cycling options are prioritised, we can encourage more and more people to make the switch to sustainable transport modes.

The development of this project will also support the delivery of an efficient, low carbon and climate resilient public transport service. In moving more people from their car and onto the bus or on their bike, BusConnects can help to achieve Ireland's carbon reduction targets as set out in the Programme for Government.

This is our opportunity to make our city a more liveable and active environment and I would encourage those living in Dublin to engage in the NTA consultation and share their views on the future of our city's transport network. While Covid 19 is having a severe impact on lives and livelihoods, we must continue to plan for the economic and social renewal of our city."

Anne Graham, NTA Chief Executive Officer said: "The BusConnects Core Bus Corridor Projects is at the heart of the NTA's efforts to improve transport services across our capital city. By providing continuous bus priority and much improved and safer options to walk and cycle within the city, we can incentivise more people to sustainable transport modes.

"Enhancing transport infrastructure has become all the more important as an ever-growing number of people choose to walk or cycle within the city over recent months. These shifts in travel patterns are likely to have a long-lasting impact. Buses will continue to be the most important mass public transport mode for our cities. Through the rollout of the sixteen Core Bus Corridors, we can put in place a long-term solution to meet the evolving travel needs of the public. Modern cycling infrastructure will provide new options for families within communities throughout Dublin to cycle safely "Although COVID-19 has meant we are unable to roll-out in-person information events, I would encourage the people of Dublin to visit our virtual consultation rooms and share their views on the revised proposals in the coming weeks."

For further information on the consultation and on the BusConnects Core Bus Corridor Projects, visit: https://busconnects.ie/.

ENDS

Media Plan:

For the third round of Non Statutory Public Consultation, we used radio, press, digital and OOH.

As this plan occurred during Covid-19, we saw the general population turn to trusted news sources and radio consumption increased. For the November plan, we used both local and national radio targeting Great Dublin and Wicklow. National radio gave us broad reach and many local stations have built up a loyal audience base over the years, which again we were able to tap into. On the press, we included national and regional titles to reach the target audience across Greater Dublin and Wicklow.

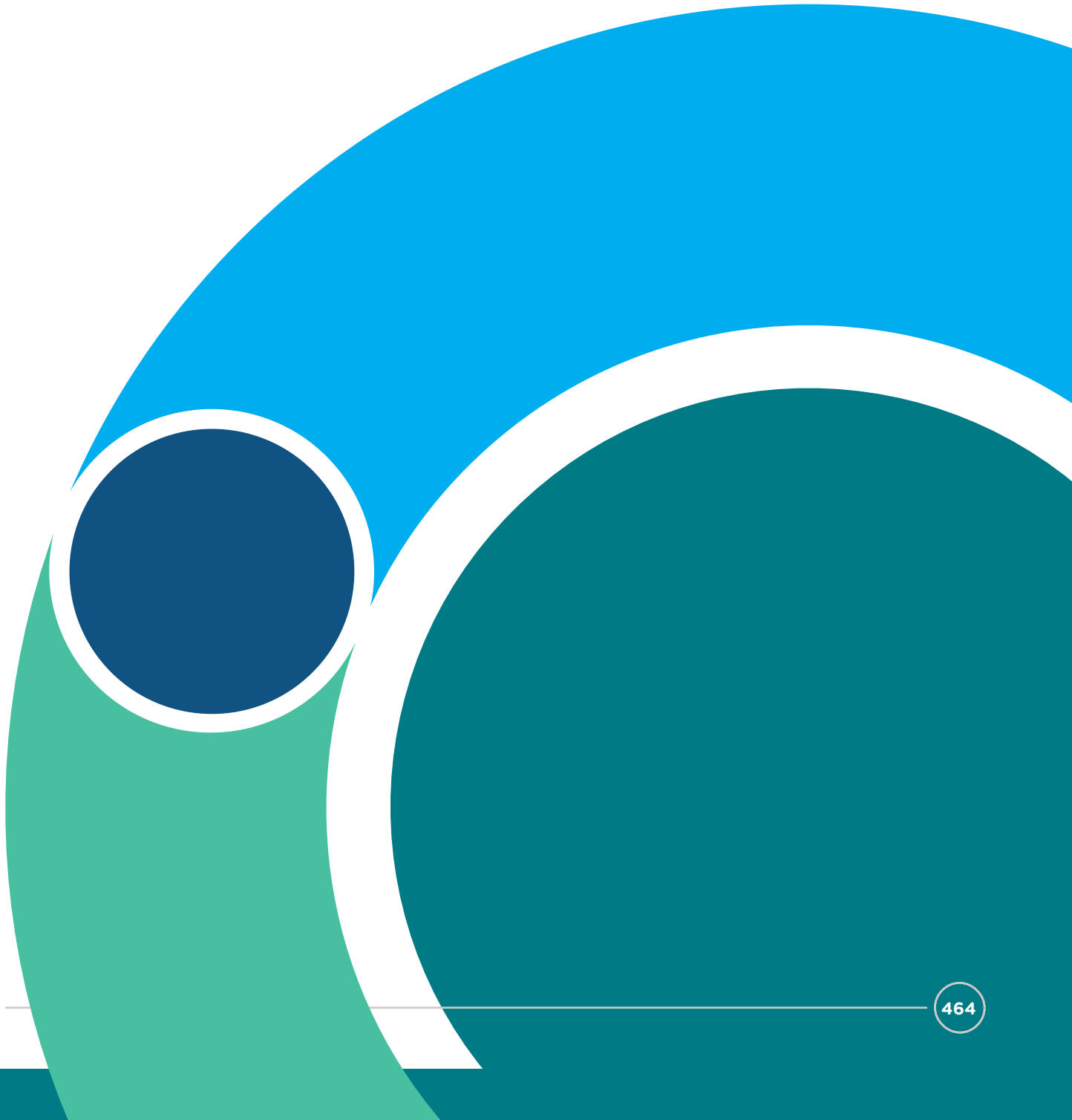
As transport was at limited capacity, OOH was used to reach the target audience in a retail environment instead, and while they were out & about in their local areas.

As digital channels worked well for us in the 2nd round of non-statutory public consultation, we expanded our digital presence in November. One of the standout behaviour changes we saw during Covid-19 restrictions was the increase in digital audio consumption and this channel was added to the November plan. Social Media, Display, Digital Audio, YouTube and Near were used in the November plan. YouTube and social media allowed us to utilise video assets, which had a very strong performance over the course of the campaign.

Preferred Route Option Third Round Public Consultation Media Advertising - Launched 4th November 2020:

Press	Public Consultation Ad	13 editions	• The Irish Times • Irish Independent • Sunday Independent • Herald • Dublin Gazette • Dublin People • Echo (Tallaght, Lucan, Ballyfermot, Clondalkin) • Wicklow People • Fingal Independent • The Scan
Radio	1 radio ad	6 radio stations	• RTE Radio 1 • RTE 2FM • TodayFM • Newstalk • 98 FM • FM104 • Nova • Eastcoast FM

OOH	Public Consultation creative, static and video	111 locations across GDA at Purchase points, Mall Dpods, DX Screens, Local Convenience store Adbox	
OOH	Bus Shelters	278 sites cycle 23 338 sites cycle 24	4th - 14th November 2020, 15th – 29th November 2020
Social/ Digital	Video with VO and static images	Twitter, Instagram, Facebook	



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5H Advertising



Press advertisement published in the Wicklow People – 04 November 2020:

IN BRIEF

Permission for new classrooms

Permission is being sought to install four temporary classrooms at Colaiste Bhride in Carnew.

The Kildare and Wicklow Education and Training Board have lodged an application with the local authority for four 49 sqm temporary prefabricated classrooms and all associated site works at the school in Carnew.

The application, which was received by Wicklow County Council's planning section on October 27, is still at the pre-validation stage.

A decision is expected to be made by December 21.

Calendars on sale

Arklow RNLI's 2021 calendar is now on sale.

The calendar costs €5 with proceeds going to support the life-saving work of the local volunteer-run organisation. Like many other charities, usual fundraising events for the Arklow RNLI have been hit by the Covid-19 pandemic.

The calendar is available from the following shops in Arklow: Myles Doyle Sweet Shop, Lower Main Street; Compudoc Main Street; Arklow Computer Solutions Upper Main Street; Ashgrove Interparts, Wexford Road; Paul Doyle's Shop Main Street; and Kavanagh's Shop on the Wexford Road.

The calendars can also be posted worldwide. For more information, visit the Arklow RNLI fundraising branch page on Facebook.

Planning granted

An extension to the period of planning permission for safety and engineering works at East Avoca Mines has been granted by Wicklow County Council.

The Minister for Communications, Climate Action and the Environment submitted the application last month which relates to a site at Tigroney West in Avoca.

The local authority initially granted permission for the safety and engineering works in 2015. The project includes the re-routing of existing electricity line to run underground along the access road to the east of the site and removal of the pylon located within the site.

Permission was also granted for stabilisation, safety and drainage works at the site, the development of a surface and underground drainage network on the road to the rear of the site and across the spoil heap to facilitate improved site drainage and other associated works at the protected East Avoca Mines site.

The planning section noted that works at the site had almost been completed and the Department stated the project would be finished within five years, subject to funding.

An extension of the grant of planning permission by an additional five years was granted.

Resurfacing

Road resurfacing works are to take place in Grangecon in the coming weeks.

Cllr Edward Timmins described the move as 'very welcome'. The project follows from resurfacing works that have recently taken place in Dunlavin and Stratford-upon-Slaney.

'I want to compliment council staff for managing the projects so that enough money was left over to do this work in Grangecon,' Cllr Timmins said.

Closing date for wind farm public consultation coming to an end

SSE Renewables is looking for potential suppliers that may be interested in carrying out work on the Arklow Bank Wind Farm.

The company released two periodic indicative notices recently last.

The preliminary notices, which are available to view on the EU's tenders website, are designed to give information to SSE Renewables about suppliers who may be interested in carrying out the potential works.

The first notice is in relation to transmission and marine works packages which include the construction of offshore platforms and cables.

The second notice refers to vesssels for the installation of wind turbines. The notice also states that estimated start date of the tenders process is early 2021.

The closing date for both notices is Tuesday, November 10.

Meanwhile, the virtual public consultation on the Arklow Bank Wind Farm Phase 2 is continuing. More information is available at www.sserenewables.com/arklowbank. The public consultation remains open until November 11.



BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chruthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chruthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie

Project Ireland 2040 Building Ireland's Future

NTA Údarás Náisiúnta Iompair National Transport Authority

New location for centre

Arklow Community Action Resource Centre is in the process of moving to a temporary new location.

The local group will be operating from the Silver Band Hall near Lower Main Street over the coming months. Volunteers are currently working to move items from their current location at Paramount Arcade to their temporary home. The move is expected to be completed over the next two weeks.

Hilary Sharpe of Arklow Community Action Resource Centre said 'we are overwhelmed by the offers of support from the community. However, we can't take any items until the move is completed. We're asking people to hold onto the donations for another week or two.'

Meanwhile, the Arklow Community Action Resource Centre's work from Tesco Extra on the Wexford Road will continue as usual. The group thanked all those who have offered donations or any support.

Details of the annual Christmas food appeal will also be announced in the coming weeks.

Power outage in Rathdrum

Over 1,000 homes and businesses in the area of Rathdrum were without power on Thursday due to a power outage.

It's understood that fallen branches caused a fault in a power line with 1,050 homes and business in Avoca, Rathdrum and the surrounding areas affected by the incident. Power was restored to the affected homes and businesses by 12 p.m.

A spokesperson for ESB Networks confirmed that a fault occurred which impacted on about '1,050 homes, farms and businesses in the area'.

'Initial indications are that the fault was as a result of some fallen branches on a line and we continue to monitor the situation.

'We apologise to all customers in the area for the inconvenience caused,' the spokesperson added.

Application to change use of industrial unit

Plans have been submitted to extend an industrial unit in Croghan Industrial Estate in Arklow.

S U Autoparts Ltd are seeking to extend a section of a building and for elevation changes at Unit C in the Croghan Industrial Estate, Emoclew Road in the town.

The application also seeks the change of use to light industrial storage and the appropriate treatment and recycling or reclamation of metals and metal compounds from end of life vehicles. Permission is also sought for new front boundary security fencing, storage racking for up to ten end of life vehicles awaiting de-pollution and other associated works.

The application states the proposed development will be subject to a Waste Facility Permit.

A decision on the application is due to be made by December 16.

Press advertisement published in the Dublin Gazette – 05 November 2020:



Press advertisement published in the Irish Independent – 05 November 2020:

IRISH INDEPENDENT Thursday, November 5, 2020 19

asdasd News



Coveney insists he supports Shared Island Unit despite row

Foreign Affairs Minister clashed with Taoiseach over the issue

Cormac McQuinn

FOREIGN Affairs Minister Simon Coveney has insisted he is "supportive" of the Government's Shared Island Unit in the aftermath of a row over the issue with Taoiseach Micheál Martin.

The *Irish Independent* revealed how the Fine Gael and Fianna Fáil colleagues clashed during exchanges over the establishment of the new unit in the Department of the Taoiseach.

Mr Coveney told the Cabinet on Tuesday that while he supported the concept of the Shared Island Unit, he feared its establishment was "undermining" the work of his department in relation to Northern Ireland, according to sources.

The Fine Gael deputy leader is said to have suggested the unit will reduce the standing of his position as Foreign Affairs Minister.

He also raised concerns over a decision to second a senior civil servant from his department to oversee the Shared Island Unit.

The Taoiseach defended the creation of the Shared Island Unit, which he noted was a commitment in the Programme for Government.

He was supported by Fianna Fáil ministers Darragh O'Brien and Michael McGrath, who insisted the unit was a good policy objective and had been well received.

Tánaiste Leo Varadkar told the meeting he understood his deputy leader's concerns, but ultimately said he supported the creation of the unit as proposed.

Last night Mr Coveney did not comment directly on the concerns he raised about the unit at Cabinet.

He said: "Conversations in Cabinet are confidential."

But Mr Coveney insisted: "I am supportive of the Shared Island Unit. I made that clear yesterday and I've made it clear publicly.

"I'm supportive also of the Shared Island Unit having a significant budget in terms of focusing on shared projects, north and south, that we can help to fund and make happen in the years ahead."

Mr Coveney added: "I make the point that both my department in terms of the Department of Foreign Affairs – and our experience in Northern Ireland – and the Taoiseach's Department, who are also very engaged in the politics of Northern Ireland, need to work together to ensure that the Shared Island Unit functions as well as it has the potential to do."

He reiterated: "I am, and have from the outset, been very supportive of that Shared Island Unit."

Plans for €500m in spending to support cross-border projects under the Shared Island initiative over the next five years were outlined in the Budget.

Of this, €50m is to be spent next year.

Mr Martin launched the initiative last month, saying the 'Brits out' rhetoric will "get you nowhere".

He said: "You have to go the hard yards and speak to people about the challenges facing the island."

Mr Martin said his goal is to bring people from different perspectives together to create a "shared agenda" which is set out under the Good Friday Agreement.

He added: "I've heard all the rhetoric, I've heard it for years, I grew up through the 'Brits out' – that gets you nowhere."



€500m commitment: Taoiseach Micheál Martin

Mr Martin said the €500m budgeted for the Shared Island Unit showed his commitment to an all-island approach to the challenges both jurisdictions are facing over the coming years.

He said progress was "overdue" on longstanding joint commitments to cross-border investment in the A5 transport corridor, the Ulster Canal and the Narrow Water Bridge.

Mr Coveney was speaking at the launch of the Government's 'Be Winter Ready' information campaign, which offers advice to the public on how to prepare for extreme weather events and stay safe during storms in the coming months.

He referred to last weekend's weather as well as Storm Emma and Storm Ophelia in outlining the importance of such information campaigns.

Mr Coveney said this year the country faces the additional challenge of the ongoing pandemic and he encouraged people to follow public health advice and download the Covid-19 Tracker App.

He also said: "Of course, we all hope that there will be no severe weather events in store for us this winter.

"Unfortunately, that may not be the case and our preparedness as individuals across our various communities, and as a Government, should be based on prudent planning and not good fortune or hope."

The Government Task Force on Emergency Planning met yesterday to discuss the winter readiness campaign. The information is available at www.winterready.ie.

dishes out unpalatable truths

impacts will be more acceptable if those least equipped, financially and practically, to cope with them are well supported to do so.

How could that principle be enshrined in legislation, the committee wondered?

Too late, Prof Anderson said.

"Let's be clear, the Paris Agreement is unjust," he said, stripping away any fleck of wishful thinking that might have adorned the accord.

Holding global temperature rise to 1.5 degrees Celsius, as is the hope of the agreement, or even to 2 degrees Celsius, which is now more likely, will still bring much death and suffering, mainly to the poorer communities of the climate-vulnerable parts of the world.

"Those suffering will primarily be people of colour, and initially the burden will fall disproportionately on women and children," he said.

"These are impacts that we, in the wealthy high-emitting nations, have chosen to impose upon poor and low-emitting communities by preferring rhetoric and unfounded optimism over genuine action to cut emissions."

By "we, the wealthy", he meant comparatively speaking, for a typical Irish person's emissions are 50pc higher than the Chinese, as well as almost twice the global mean and over eight times that of the average African.

That's the ungarnished, unjust, depressing truth.

The question is, has the Government the stomach to swallow it?



Press advertisement published in the The Herald – 05 November 2020:

THE HERALD THURSDAY 5 NOVEMBER 2020

'I want to learn and change, keep exploring', says Daisy

Tom Horton

DAISY Edgar-Jones has said she would like to "morph" as an actress.

The *Normal People* star (22) told *Harper's Bazaar* she is "really excited to keep exploring the things I want to do".

The young Londoner has been named among the magazine's women of the year.

Edgar-Jones discussed the future of her career in an interview with the publication.

"I'd like to see how much I can morph and change and learn," she said.



"I'm excited to keep exploring what I can do."

Reflecting on the worldwide success of *Normal People*, she said she feels "very lucky to have been part of such a special show that has resonated with a lot of people everywhere".

MAGICAL

"Television has been the thing that has got us all through," she added.

Edgar-Jones said attending the Baftas was "the most magical day".

"Getting my make-up and hair was fun, and showing off my shoes," she said.

"Now I'm just sitting here in my slippers."

The actress, who played Marianne in the BBC adaptation of Co Mayo author Sally Rooney's novel, also discussed what auditioning is like during the Covid-19 pandemic.

"I've got quite good at balancing up the camera and doing the lighting," she said.

"The only thing is working out your eyeline.

"Sometimes I get a bit shy if I'm staring at the camera too much."

She also discussed working with new social distancing rules in place, saying it feels "a wee bit strange at first, but it's mad how used to things you get".

"Actually, I'm just so happy to be back working," she added.



Daisy Edgar-Jones and (inset) with her *Normal People* co-star Paul Mescal

New plan to build flats on Drake Inn site is thrown out

Seán McCárthaigh

PLANS to build an apartment block on the site of a historic pub in the centre of Finglas village have been rejected.

An Bord Pleanála turned down an application by developer Mulsh Sarl to demolish the former Drake Inn on the corner of Main Street and Jamestown Road and put up a six-storey building comprising 32 apartments, a gastropub and shop.

The board rejected an appeal by the developer against Dublin City Council's decision to turn down the proposal to convert the existing two-storey building, even though Mulsh Sarl had revised its original plan to reduce the height of the structure and number of apartments.



Proposal to knock down Drake Inn and build flats was rejected

CRITICISED

The council claimed the company's plans represented overdevelopment of the site and criticised the lack of communal space.

An Bord Pleanála said the proposed development was "visually incongruous" in terms of its design quality and scale and would set an undesirable precedent for future development in the area.

The board said the plans to redevelop the former pub would also seriously injure the visual amenity of Main Street and would run contrary to the council's stated policy on urban regeneration.

It also claimed the design of the units did not meet standards set for new apartments by the Department of Housing in terms of the required number with dual aspect.

A planning inspector with An Bord Pleanála said Finglas lacked a centre or focal point and described its streetscape as "of poor standard", which had resulted from the division of the village by new roads.

The inspector said the proposed building would be overbearing on neighbouring properties and dominate views in the area.

Concern about the plans had also been raised by local TDs, including Sinn Féin's Dessie Ellis and Fianna Fáil's Paul McAuliffe, as well as Finglas Tidy Towns and the Finglas Historical Society.

Several submissions noted the proposed height of the apartment block, at 19 metres, was in excess of the maximum limit of 16 metres allowed in Dublin's outer suburbs.

Others pointed out that no car parking spaces were provided as part of the development, while also highlighting that bus services through Finglas were already at capacity during the morning peak period.

Mulsh Sarl said it believed the revisions it had made to its original plans had addressed concerns raised by the council.



Press advertisement published in The Echo – 05 November 2020:

The Echo, Thursday, November 5, 2020 news@echo.ie **15**

18 months for man who stole six kegs of beer from outside a pub

A MAN who stole six kegs of beer from outside a pub has received an 18 month suspended sentence., *reports Fiona Ferguson and Sonya McLean.*

Peter Brazil (41) was caught on CCTV stealing the four kegs of Fosters and two kegs of Beamish.

Brazil, who has 268 previous convictions, was identified by gardai from the footage.

Brazil, of Saint Ronans Drive, Clondalkin, pleaded guilty at Dublin Circuit Criminal Court to theft of the alcohol from The Great Wood Wetherspoons Pub, Westend Retail Park, Blanchardstown on September 7, 2016.

The total value of the goods, which were not recovered, was €800.

Judge Pauline Codd had adjourned the case having heard evidence last July to allow Brazil time to engage# with the Probation Service.

On Monday, Judge Codd said Brazil had shown "all the hallmarks of a long-term drug addiction" and his health has also been impacted by it.

She sentenced Brazil to 18 months in prison which she suspended in full for two years on the condition that he engage with the Probation Service for two years.

"If you don't co-operate with the Probation Service you will go to prison. This level of thieving has to stop," Judge Codd told Brazil after she acknowledged that although he was not the instigator of the theft he was "nonetheless culpable".

St Vincent de Paul receives 95,000 requests for help



HELP: People are looking for support from SVP

By Aideen O'Flaherty
aideen@echo.ie

AN additional 149,000 people around the country were going without basics in 2019 compared to 2018, according to recently released figures by the CSO – leading to a surge in demand for assistance from poverty charity the Society of St Vincent De Paul (SVP).

The charity has received almost 95,000 requests for help so far this year from struggling low-income individuals and families, and they are concerned that those households will be more likely to be exposed to an "economic shock" now compared to a decade ago.

According to SVP, in 2019, 42.7 per cent of those living below the poverty line were experiencing enforced deprivation, which means going without basics such as nutritious food or adequate heat – this is compared to 29 per cent in 2008.

While there has been an increase in average incomes in recent years, the latest findings of the CSO's Survey on Income and Living Conditions (SILC) on poverty and deprivation show that one in seven of those living in rented accommodation were defined as living in consistent poverty.

It was also revealed that over a third of renters were going without basics – and SVP have said that housing costs have been one of the main drivers of financial hardship among low-income households in recent years.

Dr Tricia Keilthy, SVP Head of Social Justice, said: "Child poverty must be tackled as it can negatively affect the entire life course of a child, limiting opportunities and making it more difficult for them to realise their full emotional, educational social and economic potential.

"While there was some progress between 2016 and 2017 with 25,000 children being lifted out of poverty, the latest figures see a reversal of the positive trend which is very concerning.

"Now more than ever, with the pandemic disproportionately impacting low-income families, it is essential that child poverty is held as a political priority across government departments and throughout the political system.

"Overall, these figures underline the need for government to set out a roadmap for the right kind of recovery following the pandemic, which allocates sufficient resources to tackle poverty and social exclusion as a priority.

"Any plan for Ireland's recovery must tackle the inequalities that are preventing our people from reaching their potential and which are storing up human, economic and social costs for the future."

The charity is calling on the government to benchmark social welfare rates and the National Minimum Wage against the cost of a Minimum Essential Standard of Living, in recognition of the real costs being faced by households in Ireland.

They added that there is a need for much greater investment in housing, childcare, health, education and energy efficiency measures so that individuals and families are supported to find a way out of poverty.



Contractor appointed to construct Catherine's Row, a new Killinarden social housing development

By Mary Dennehy
mary@echo.ie

A CONTRACTOR has been appointed to construct a new social housing development in Killinarden, with hopes high that the homes can be allocated to tenants by early 2022.

South Dublin County Council has this week confirmed to *The Echo* that it has appointed ML Quinn Limited as the contractor to construct Catherine's Row, a 12-home development in Killinarden.

The social housing development, which was passed in 2018, is planned for lands on a site in Killinarden Heights – adjacent to Knockmore Avenue.

Construction is expected to commence mid-November.

In a comment to *The Echo*, a council spokesperson said: "The initial site development works will take two to three months followed by an 11-month construction period.

"The council aniticpates completion of the development and allocation to tenants in late 2021/early 2022."

The site for Catherine's Row lies in close promity to local schools and an established residential area.

When asked about safety measures in place during construction, the council said: "The contractor has submitted, prior to site start, a comprehensive Health and Safety plan, which recognised and addresses the risks to local residents and the schools in the area.

"The contractor will be liaising with the schools directly to ensure that the construction does not pose a risk particularly to school children passing the site."

Press advertisement published in the Irish Times – 05 November 2020:

THE IRISH TIMES
Thursday, November 5, 2020

R3

News Agenda 3

US elections 2020

Election battle to move from polling booths to courtroom as Trump defiant

Next steps



Suzanne Lynch
Washington Correspondent

Supreme court could end up playing role in deciding outcome of election



US president Donald Trump with First Lady Melania Trump after speaking during election night in the East room of the White House. PHOTOGRAPH MANDEL NGAN/AFP

Following months of campaigning, a final result in the US presidential election may still be some days, or even weeks, away. The closer-than-expected election results saw Democratic candidate Joe Biden edge towards victory as absentee ballots were counted in key battleground states like Wisconsin, Michigan and Pennsylvania.

This election has already been one of the most litigated in history. Dozens of lawsuits were launched by Democrats and Republicans in recent months over the rules governing the voting process. In particular, the expansion of absentee ballot options by several states prompted several lawsuits by Republicans.

In Nevada, the Trump campaign joined a lawsuit challenging the decision to automatically send mail-in ballots to all registered voters. The challenge was overturned.

Several challenges

In recent weeks it joined forces with Republicans to stop the count in the Las Vegas area, arguing that "meaningful observation" of signature-checking is impossible. Several cases – most involving the question of when states can accept mail-in ballots – have been brought in Wisconsin, North Carolina and Pennsylvania.

The supreme court has weighed in on several challenges, but has delivered mixed signals, permitting absentee ballots to be accepted in Pennsylvania up to three days after election day, but blocking an extension in Wisconsin.

As polls closed on Tuesday evening, Republicans were already lodging fresh legal challenges in Pennsylvania. Republican candidates brought cases in state and federal court over a decision to allow voters to correct their ballots.

In his press conference in the East Room of the White House yesterday morning, President Donald Trump declared: "We'll be going to the US supreme court. We want all voting to stop."

In reality, the president would not go directly to the supreme court if he wanted to challenge the result. A case would go through the lower courts. If he lost, he could appeal and it could eventually get to the supreme court.

Yesterday afternoon the Trump campaign announced it was launching legal action in Michigan, arguing that it had not been provided with meaningful access to counting locations.

Both the Trump and Biden campaigns have been staffing up with lawyers. In the days leading up to the election, the Trump campaign was directing donors to pledge money to "keep fighting even after election day".

The Biden campaign said yesterday that they were ready for any legal challenge by the president.

> **The reality of presidential elections in the US is that a winner is not decided upon until one candidate concedes**

"This attempt . . . to defeat the voters' intent, to undermine the democracy is absolutely certain to fail," the campaign's senior legal adviser, former White House counsel Bill Bauer, told reporters, outlining previous Republican efforts in recent weeks to limit the vote which have failed. "We have lawyers ready to go, we have papers ready to go within an hour of any step they may take," he said.

Further, the Trump campaign yesterday said it will request a recount in Wisconsin, where Biden is ahead by about 20,000 votes. Each state has different rules regarding recounts. In Wisconsin, a recount can only begin after votes are certified, which could take some time.

As the world watches Trump's next move – he has repeatedly threatened to "go in with our lawyers" after the result – the wheels of America's constitutional norms will continue to turn.

Recounts

Under the constitution, the process of selecting a president and vice-president follows a strict timetable. According to the Electoral Count Act, passed in 1887, states are freed from legal challenges if they certify election results at least six days before the state's electors meet.

With the state electors – who officially cast the ballots for each state's nominee for president and vice-president – due to gather on December 14th this year, this means that the so-called safe harbour deadline falls on December 8th.

However, technically if legal disputes are unresolved, a state legislature in some cases can appoint the state's electors. This happened, for example, in 2000 when the Florida legislature nominated George W Bush even as the supreme court was deciding on the recounts.

The reality of presidential elections in the US is that a winner is not decided upon until one candidate concedes. America also has a relatively long transition period between a presidential election and the inauguration. What is clear is that the inauguration of the president will occur on January 20th next year, according to the constitution.

No doubt, however, the current make-up of the supreme court is encouraging Trump. Since last week's confirmation of Amy Coney Barrett, the court now has a conservative majority of six to three.

Three members of the court – chief justice John Roberts, Brett Kavanaugh and Barrett – were involved in some way in the Republican litigation efforts during the disputed 2000 election.

A written opinion by Kavanaugh last month on a Wisconsin voting case suggesting that late-arriving ballots could "flip" the results has concerned Democrats. As the US prepares for a contentious few days and potentially weeks, the supreme court could conceivably play a role in deciding the outcome of the election.

66 TRUMP TWEETS

HOW TRUMP'S OPTIMISM FADED

WE ARE LOOKING REALLY GOOD ALL OVER THE COUNTRY. THANK YOU! Tuesday, 11.15pm (Irish time)

I will be making a statement tonight. A big WIN! – Wed, 5.45am

We are up BIG, but they are trying to STEAL the Election. We will never let them do it. Votes cannot be cast after the Polls are closed! – Wed, 5.48am

Last night I was leading, often solidly, in many key States, in almost all instances Democrat run & controlled. Then, one by one, they started to magically disappear as surprise ballot dumps were counted. VERY STRANGE, and the "pollsters" got it completely & historically wrong! – Wed, 3.04pm

How come every time they count Mail-In ballot dumps they are so devastating in their percentage and power of destruction? – Wed, 3.17pm

They are finding Biden votes all over the place - in Pennsylvania, Wisconsin, and Michigan. So bad for our Country! – Wed, 4.55pm

We are winning Pennsylvania big, but the PA Secretary of State just announced that there are "Millions of ballots left to be counted." – Wed, 6.52pm

We have claimed, for Electoral Vote purposes, the Commonwealth of Pennsylvania (which won't allow legal observers) the State of Georgia, and the State of North Carolina, each one of which has a BIG Trump lead. Additionally, we hereby claim the State of Michigan if, in fact, ...there was a large number of secretly dumped ballots as has been widely reported! – Wed, 9.56pm

Ballina bides time and watches the odds reduce on its favourite son

Irish connection



Marese McDonagh
in Ballina



Waiting for the result of the US presidential election in Ballina, Co Mayo. PHOTOGRAPH KEITH HENEGHAN

The bookies were keeping hope alive in Ballina. Some time after noon yesterday there was a flurry of excitement among a small group of men peering at their phones near the Joe Biden mural on Market Square.

"He is 1/3 now," exclaimed David O'Malley, chairman of the Ballina Community Clean-Up group, which commissioned the mural. "Is that good?" we wondered. "He was 3/1 at 10 o'clock," said the solicitor, who reckoned tracking the odds was as good a way as any of keeping up with this nail-biting US presidential election.

O'Malley backed Ballina's favourite son in the contest at 6/4 several months ago, and now he is dreaming of the factory that Joe Biden will bring to Ballina, "although I suppose we should not be getting too ambitious just yet".

Joe Blewitt wasn't confirming or denying if he had financial skin in the game. "He's the Democratic contender's third cousin once removed. "Maybe tomorrow I will be his second cousin," he laughed, his spirits better than they had been when he woke at dawn after just two hours' sleep. The plumber made international headlines when he painted a slogan supporting his famous relative on his work van. "Joe Biden for the White House and Joe Blewitt for Your House," it reads.

Blewitt didn't get much sleep on Tuesday night. "I went to bed at 4am. It wasn't looking good and then when I went to bed I was dreaming all night that the FBI were after me and that wasn't great either."

He woke at 6am, checked his phone and felt even worse. "It is looking better now but it is still tight enough," he said at lunchtime. "I'd say [US president Donald] Trump is nervous after what he came out with this morning."

He wouldn't be a Trump fan even if his relative wasn't involved. "The things he comes out with. Imagine Michael D [Higgins] coming out with that kind of stuff."

Age thing

Blewitt wasn't too surprised when by mid-morning people were asking on the radio if Biden was the wrong candidate after all. "It's the age thing. Of course he is a good age, but he was the best they had."

People in Ballina are proud of the fact that Biden has visited their town twice – once in 2016 as vice-president and again in 2017, when he turned the sod on Mayo's first hospice.

"He is just a very nice man. He is a family man and he went through a lot of tragedy in his life," said Blewitt, whose three children are also huge Biden fans since they met him.

"He said to my wife, Deirdre: 'Hold them, and hold them tight.' He has great presence about him. He is not disrespectful to people. He is a gentleman, probably too much of a gentleman for that game," said Blewitt.

Local historian PJ Blake (81) said it would be good for Ballina if Biden wins. He briefly met the candidate when he did a walkabout of the town on his last visit. "I shook hands with him over there. It was only a two-minute wonder. But I found him gracious."

Mayo Independent county councillor Mark Duffy was enjoying the political drama which was creating a roller-coaster of emotions in Ballina all day Wednesday.

"We are very proud of the Biden connection. Regardless of what happens over the next 24 hours, there has been huge publicity for the town," he said, pointing out that CNN, NBC, Sky News and AFP have all come to see the place which Edward Blewitt, Biden's great-great-great-grandfather, left in 1850.

"Edward Blewitt worked for the Ordnance Survey so he literally put Ballina on the map, and now his descendant is doing that again," said the councillor.

'On a knife-edge'

Councillor Duffy said he knew the US election is "still on a knife-edge" but he can but dream. "We are all hoping Air Force One will touch down in Knock airport in 2021," said the politician.

Biden has been told about the mural in Ballina created by local artists Smiler Mitchell and Leslie Lackey, and he has also enjoyed the online chatter over Joe Blewitt's stan. "He got a great kick out of the van," said the plumber.

Meanwhile, while they will continue to keep an eye on the odds, the locals also have also had a big screen erected close to the mural, from where the CNN number-crunchers will be beamed if, as expected, the drama continues for some time.

Blewitt wasn't taking anything for granted. "I am still very nervous but it is going in the right direction. It could be dragged out. Trump will go the messy route."



BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Project Ireland 2040 Building Ireland's Future | NTA National Transport Authority

Tá an tríú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthar ar 16 de na conairí boithre is gnóthaí i mBaile Átha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truaillithe laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chruthú le háseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvireas, chruthaigh muid an taithí comharliúchán phoiblí trid **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheicail, téigh chuig www.busconnects.ie

Press advertisement published in the Irish Independent - 08 November 2020:

8 November 2020 Sunday Independent

‘Con Air’-style plan to transfer violent inmates will shut M50

Ali Bracken

IRELAND’S busiest motorway will be shut down to facilitate the transportation of more than 80 severely mentally ill people who have committed serious crimes to a new hospital to ensure public safety.

The *Sunday Independent* understands that the “*Con Air*-style plan” to relocate patients from Dundrum’s Central Mental Hospital (CMH) to their new home in Portrane in north Co Dublin are at an advanced stage.

Sources reveal it has been decided that “in the interest of public safety” the M50 will be shut down between Dundrum in south Dublin and the newly constructed 170-bed mental health complex in north Dublin during transfer.

Detailed plans are currently being drawn up for the “sensitive” transportation of the country’s most disturbed and violent patients.

Health bosses have decided that in the interests of the safety of the general public, and patient welfare, the large group will be transferred in several vehicles amid “tight” security. It has also been decided that the closure of the M50 is deemed necessary to ensure the overall success of the plan while the patients are en route.

One well-placed source explained: “It sounds like something straight out of the movie *Con Air*. But closing the M50 for a short period to facilitate the transfer is seen as the safest option.”

The HSE declined to comment when contacted about the plans, saying in a statement: “For security and operational reasons, the HSE cannot disclose details in relation to the patient transfer plan.”

However, it did confirm that the new facility in Portrane is expected to be fully operational early next year.

The current CMH is the State’s only facility for holding and treating severely mentally ill people who have committed serious crimes.

The Dundrum facility contains 84 beds and typically operates at 100pc capacity, meaning there are often long waiting lists of mentally ill inmates in the prison system awaiting admission.

Infamous killers Paul Henry, James Redmond and Shane Smyth are all residents at the CMH.

At their respective trials, they were all found not guilty of murder by reason of insanity. Paul Henry admitted killing his mother Ann Henry (47) at Abbeystown, Ballyphesan, in Roscommon on September 17, 2011.

James Redmond shot his neighbour Mary Dargan dead at her home in Killinarden Estate on March 15, 2014.

Her daughter Karina was also shot but survived. Redmond was taken to the CMH 11 days later.

Shane Smyth stabbed shop worker Mairéad Moran to death at her workplace in Kilkenny city in May 2014. Smyth has been in custody in the CMH since the attack.



DANGEROUS: Paul Henry, who killed his mother, is in the CMH

No staying ‘Dead Still’ for busy Norma Sheahan



GHOULISH: Norma Sheahan as Lucinda Breslin, a grieving mother in RTÉ’s new Victorian thriller ‘Dead Still’

Lynne Kelleher

ACTRESS Norma Sheahan had to leave her vanity behind in her role as a grieving Victorian mother in RTÉ’s new hit thriller.

Since graduating from Royal Academy of Dramatic Art, the Cork star is one of the country’s hardest working actresses, with starring roles in everything from *Moone Boy* and *The Clinic* to her own stand-up show and podcast series.

Her latest turn in the macabre comedy-drama, *Dead Still*, based around the ghoulish Victorian practice of taking staged photographs with dead relatives for family portraits, has been receiving critical acclaim around the globe.

In the make-up trailer on the set, she underwent the opposite of a make-over to play grieving mother Lucinda Breslin.

“They were dyeing my hair to be the right kind of manky for the period,” she said drily. “Even make-up — there was none. It was just trying to accentuate my veins and my wrinkles.

“I love going with that instead of trying to make everyone look beautiful.”

The actress was gripped as soon as she was sent the *Dead Still* script over two years ago.

“I think it’s based on pretty much true stories. There are legs added to all of them. But in the 1800s if you died, we would all sit around and get a picture with your body. It’s been out everywhere — New Zealand, America, Canada, it’s flying, it’s doing really well.”

The mother of three is using every facet of her training at Britain’s most lauded academy for the dramatic arts to stay creative during the pandemic. She has become a familiar voice to the nation as the narrator in one of the Government’s Covid ads to the population.

But her dream would be to have her own show, like her friend Amy Huberman.

“Everyone I know is on a writing team for something, look at Chris O’Dowd, Amy Huberman, Sharon Horgan. It doesn’t exist anymore that you sit at home waiting for the phone to ring.

“You have to do everything, that’s why I do stand-up and podcasts and I do a load of voiceovers and I built a studio in the house here since Covid.”

Dead Still will be shown on RTÉ One tonight at 9.30pm

Eight gardai are suspended in ‘corruption’ probe

Maeve Sheehan

EIGHT gardai were suspended across Munster yesterday in a dramatic escalation of an on-going investigation into alleged corruption in public office.

The scale of suspensions of serving members in connection with a single inquiry is thought to be unprecedented in the Force and has sent shockwaves through local Garda divisions, sources said.

The suspensions are linked to an on-going investigation led by the National Bureau of Criminal Investigations (NBCI) into allegations that gardai interfered with or quashed fixed-charge penalty notices.

Garda headquarters confirmed the development last night.

A statement issued to the *Sunday Independent* said: “Further to an on-going investigation led by the Assistant Commissioner Special Crime Operations, involving personnel attached to the Garda National Bureau of Criminal Investigation (NBCI), eight members of An Garda Síochána have today been suspended.

“This element of the investigation is focused on corruption in public office. As this is an on-going investigation, An Garda Síochána will not be commenting on the rank or the location of the members of An Garda Síochána who have been suspended today.”

The investigation into alleged interference with fixed-charge penalty notices emerged from a broader probe of alleged corruption in the force during which three gardai were arrested.

During the course of that inquiry, the NBCI came across allegations that gardai had squared summons for GAA figures which were thought to relate to road traffic issues. The homes of several players and officials were searched and mobile phones were seized.

A large number of local gardai were interviewed by detectives with the NBCI as part of that investigation. The suspension of eight serving gardai marks a significant ramping up of their inquiries.

Meanwhile, a Garda superintendent who was arrested and suspended last year in connection with the NBCI corruption inquiry is to retire, the *Sunday Independent* has learned.

Superintendent Eamon O’Neill, who faced criminal and disciplinary investigations, is understood to be retiring on health grounds with effect from tonight (Sunday). His retirement from the Force means that the disciplinary proceedings he faces will be dropped.

Mr O’Neill was accused of allegedly “fixing” more than 30 fixed-charge penalty notices and court summonses relating to road traffic offences.

His retirement follows his unsuccessful High Court bid to overturn his suspension, in which he described the allegations against him as preposterous and false.

During the course of the hearing, the High Court heard how he was accused of telling a garda who was then under investigation about a listening device on a his car. He was also accused of being present in a pub in Limerick in January last year when another garda colleague was alleged to have taken cocaine in his presence. Mr O’Neill denied all allegations. A retired chief superintendent, Gerry Mahon, swore an affidavit in Mr O’Neill’s favour saying he had read the documentation in the case and had “very serious concerns that a major miscarriage of justice is being perpetrated”.

‘I read it, then sat on a park bench and just sobbed’

Sinéad’s mum suffered delayed cancer diagnosis at Letterkenny

Maeve Sheehan

SINÉAD Ní Bhaoill hurried through a Toronto park in August walking her dog, Zuzu, while reading a report she had received about her late mother’s cancer treatment at Letterkenny University Hospital (LUH).

“I read it as I was walking the dog because I was short on time and I wanted to speak to my mother’s best friend, who was anxious to hear what the findings were,” she said.

“I was not expecting it to be so awful. I sat down on a park bench, and I just sobbed. An old man came over to ask me if I was OK. The anger that I felt reading it. This is more than just a Health Service Executive report. These are actual women who are being failed.”

The upshot of the report was that Sinéad’s mother, Bridget Boyle, should not have had to wait so long for her cancer diagnosis.

An independent report published in August found that 38 women suffered delayed diagnoses of their uterine cancers at LUH.

The *Sunday Independent* has learnt that three more families have contacted the hospital authorities with concerns about cancer care since that report was published.

This brings to 41 the number of women impacted by the delayed cancer diagnosis controversy at LUH.

That women are still coming forward will add to pressure on the hospital authorities to hold an independent inquiry into cancer services in Letterkenny.

The Saolta hospital group confirmed that three new cases will be referred for independent external review.

“One case has now had an external reviewer appointed and the group is going through the formal process necessary to appoint an external reviewer for the remaining two cases. The group and hospital will be communicating directly with the patients and families involved, with respect to the progress of these reviews,” a statement said.

A review of gynaecology services at LUH was ordered by the HSE after Dr Margaret MacMahon, a Bristol-based consultant, flagged up a number of alleged missed cancers at the unit and other patients also raised concerns.

The review team, led by consultant obstetrician Dr John Price, exposed serious failings at LUH.

It detailed how of 133 cases of endometrial cancer examined, 38 suffered delays. Over 10 years, one in three women with endometrial cancer experienced some delay in their care and nearly one in five suffered a “potentially significant consequence” as a result.

The hospital has provided reports to 38 women or their families who suffered delays in their diagnosis.

However, some women are unhappy with the reports and Dr McMahon and the Irish Patients’ Association are calling for an independent inquiry.

Speaking from her home in Toronto, Sinéad said after her mother’s death she discovered that she had kept detailed notes of her treatment. Bridget, who lived in Dungloe, worked as a nurse for the Health Service Executive, in residential care homes.





ANGRY: Sinéad Ní Bhaoill and her dog Zuzu; right, her mum Bridget

Were it not for those notes, she may never have pressed LUH for a review of her mother’s care.

In April 2017, Bridget’s GP sent her for “urgent referral” to the Letterkenny hospital’s gynaecological services, but it took more than a year for her to be diagnosed with cancer.

From her initial “urgent referral”, Bridget Boyle waited one month and 16 days for an appointment. She had her first DNC nine months later on December 12, and, in January, histology findings recommended a repeat DNC which should have been done in weeks but was not done until March 26.

Her cancer finding is noted on her medical records on March 29, but Sinéad said her mother was not told of her cancer diagnosis until April 30, one month later. Bridget passed away on September 23, 2019, at the age of 63.

Sinéad remains angry at her mother’s treatment.

“You have to put that anger somewhere. If you feel that you can be productive and help other women, then that helps you.

“There are probably other people out there who are thinking, ‘this is how cancer is found, it takes this long to get a cancer diagnosis’. As long as they are not getting any results, they can say no news is good news,” she said.

“Hopefully, other women will read this and will say, ‘hang on a sec, maybe I should be questioning my treatment. Maybe I should be asking to look at my hospital notes to see what’s going on there.”

Dr MacMahon, who persistently highlighted deficiencies at LUH after her late sister Carol’s endometrial cancer was missed for two years, said: “The proposed HSE process to manage the department is grossly inadequate and there needs to be an in-depth review of other patients’ records plus an inquiry explaining why all these tragedies were being ignored despite their being told that women were dying of treatable cancer.”



BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin’s busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Project Ireland 2040 Building Ireland’s Future

NTA National Transport Authority

Tá an tríú chéim den comhairliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Átha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truaillithe laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chruthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d’achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d’aiseolas.

Mar gheall ar na srianta coróinvíreas, chruthaigh muid an taithí comhairliúchán phoiblí tríd **seomraí comhairliúcháin fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie

Press advertisement published in the Fingal Independent – 10 November 2020:

It's Fingal Inclusion Week!

by **JOHN MANNING**

NEXT week sees the second Fingal Inclusion Week with over 37 virtual events taking place around the region.

The week, which runs from November 16 to 21 is an initiative of Fingal County Council Community Development Department and the Fingal Public Participation Network.

Fingal Inclusion Week aims to highlight the positive work that communities, agencies and other organisations are involved in to reduce social exclusion and poverty in Fingal.

Mayor of Fingal, Cllr David Healy said: 'Social exclusion is an ongoing issue for many people and has been brought into sharper focus in 2020 during the Covid-19 restrictions. Fingal Inclusion Week, as well as raising awareness of this issue, will allow people to interact with community groups and join in with fun activities from their homes.'

AnnMarie Farrelly, Fingal County Council Chief Executive, stated: 'Empowering communities to look after one another by staying connected to avoid social isolation has been a key objective for the Fingal Community Call Forum since it was set up last March.

'The current Keep Well campaign is aimed at creating a Healthy Fingal by showing people of all ages how we can mind our own physical and mental health and wellbeing by adding healthy and helpful habits to our daily and weekly routines.

'We want to create a county where everyone can enjoy physical and mental health and wellbeing to their full potential; where wellbeing is valued and supported at every level of society; and where wellbeing is everyone's responsibility. The 37 events planned for Fingal's Social Inclusion Week will be important steps on our journey towards a Healthy Fingal as they will provide advice and support as well as many chances to engage personally online with organisations who are doing tremendous work in our communities.'

Fingal Inclusion Week is very important to raise awareness of the excellent work being done by community groups and the Fingal Community Development Department and the Public Participation Network to combating social exclusion.

The week also seeks to raise awareness of the barriers experienced by citizens of Fingal that lead to social exclusion and promote an understanding of inclusion in Fingal. Participating organisations and community groups are hosting events to explore such issues through a series of interviews and panel discussions.

For more information, an online event brochure of 37 events can be found on fingalinclusionweek.ie

Knuckle duster

A MAN who was in possession of a knuckle duster while intoxicated has been placed on a one year Probation Bond.

Christopher Dunne (26) was also in possession of a small amount of cocaine when gardai arrested him at Castlegrange Avenue in Swords on June 16 2019.

The defendant, of St Cronan's Lawns in Swords pleaded guilty to the offences at Swords District Court.

A positive Probation Report was handed into court and his defence barrister Deirdre Flannery told Judge Dermot Dempsey the defendant is working with the relevant programmes.

'He is drug free now and has a job lined up on a fishing boat in Skerries,' Ms Flannery told the District Court.

Judge Dempsey placed the defendant on a one year Probation Bond on his own bond of €300 and told him to 'Keep up the good work.'

Pipe theft charges

A MAN charged with the theft of a number of items including copper pipes and radiators from two separate businesses had his case adjourned until January.

Emmet Brady (37) is alleged to have stolen copper pipe and a copper cylinder worth a total of €566.77 from Chadwicks in Turvey, Donabate on February 15, 2019.

He is also alleged to have stolen four radiators from B&Q in Swords on June 1, 2019. The radiators are alleged to have been worth €424.

The accused, who has an address at Bride's Glen Park in Swords, had his case adjourned until January 8 at Swords District Court.



Spat at Gardaí



Balbriggan District Court.

A WOMAN who spat in the eye and face of a member of An Garda Siochana had her case adjourned until later this month for her to elect which court she wants her case heard in.

Lisa Gavin (40) is alleged to have become abusive while gardai arrested a male at Castle Hills on June 9.

It is alleged the accused was then arrested and allegedly lashed out and spat in the face of Garda Darren McGreever.

The accused, of Hastings Close, Hamilton Way in Balbriggan is charged with assaulting Gda McGreever causing him harm.

She is further charged with being intoxicated, failing to comply with garda direction and using threatening and abusive behaviour on the same date.

'It is alleged she spat in the face and eye of the member,' said Sergeant Patricia McGarrity.

The Director of Public Prosecutions has directed summary disposal of the case meaning it can stay at district court level, where if convicted, the penalties are less than those imposed at circuit court level.

On hearing an outline of the alleged facts, Judge Dermot Dempsey accepted jurisdiction and adjourned the case until November 26 for the accused to elect which court she wants her case heard in and a plea to be entered or a hearing date to be fixed.

Press advertisement published in the Northside People East – 11 November 2020:

NORTHSIDE PEOPLE EAST
11.11.20



The new department was outlined as one of the key objectives in the hospital's 2018-2020 Strategic Plan, which is on track to be delivered by year end.

New Admissions Department unveiled at Cappagh Hospital

THE National Orthopaedic Hospital Cappagh, Ireland's largest dedicated orthopaedic hospital, has opened the doors to the new admission department.

The new department was outlined as one of the key objectives in the hospital's 2018-2020 Strategic Plan, which is on track to be delivered by year end.

The former Admissions Department was located at the rear of the hospital, a considerable distance from the main hospital entrance.

This previous location had sometimes led to confusion, as patients regularly presented for admission at the main hospital reception.

In a bid to simplify the physical journey and enhance the patient experience, management identified the need to relocate the Admissions Department to a building adjacent to the main hospital entrance.

The newly opened admissions department will simplify and streamline patient flow.

The new state-of-the-art department has two consultation pods that offer patient privacy during the admissions process. The area has several power points and is Wi-Fi-enabled so that patients can charge personal electronic devices and connect to the internet prior to admission.

Angela Lee, Chief Executive Officer of the National Orthopaedic Hospital Cappagh, said: "We are delighted to open this modern facility and optimistic that it will improve patient and staff convenience and enhance the overall hospital experience.

"As demand for elective orthopaedic surgery increases, following a 15 per cent increase in activity in the hospital in the past two years, we are confident that our new Admissions Department and the Admissions Team are well-placed to accept greater patient numbers and rise to future challenges.

"We are also pleased to confirm that the vacated Admissions Department will be reassigned to the Radiology Department, and plans are progressing for the installation of a long-awaited CT scanner."

Fingal's field names are available to view on new online database

Padraig Conlon

THE Fingal Fieldnames Project has reached a milestone as the names recorded so far have now been made available online for the first time.

In a collaboration between Christine Baker, Fingal Heritage Officer and Mairéad Nic Lochlainn of Fiontar & Scoil na Gaeilge, Dublin City University the information has been made available on Meithael Logainm.ie.

The Fingal Fieldnames Project aims to explore and record the rich legacy of fieldnames and related heritage in our local landscapes.

Every field in Fingal, and across Ireland, has a name or had one in the past. Names may derive from the topography of the land, or from the owners, or may describe the purpose of the field, its size or may relate to some event that took place in the field.

Together these names tell us much about the history and heritage of our local landscapes.

Since 2018, volunteers across the county were given the training by Abarta Heritage to record the field names of their localities.

They have been consulting old maps and documents, speaking to farmers and gathering as much knowledge as they can. 'Back of the Yard', 'Front of the House', 'Ladies Stairs', 'Long Leg' and 'Collier's Horn' are just some of the field names in Fingal which have been collected.

Now you can view the results to date of the Fingal Fieldnames project on https://meitheal.logainm.ie/fingal-fieldnames/





History is more than child's play

DUBLIN City's first ever Historian-in-Residence for Children has started work in her new role

Dervilia Roche begun work in September after being appointed through a partnership between Dublin City Council Culture Company and Dublin City Libraries. Her job now is to plant the seeds for a lifelong connection with and curiosity about the history of Dublin.

Press advertisement published in The Herald – 12 November 2020:

THURSDAY 12 NOVEMBER 2020 **THE HERALD**

10 News

No festive cheer for Henry Street stall traders

Luke Byrne

IT'S usually one of the most lively places in Dublin in the run up to Christmas, with bright lights and street vendors shouting out offers for last-minute gifts.

However, casual traders who set up stalls on Henry Street in the lead up to Christmas will not be allowed to do so this year.

Dublin City Council today told the committee for casual trading a decision had been made "at the highest level" against allowing the traditional Christmas street market to go ahead. This was over public health concerns during the Covid-19 pandemic.

Labour Party councillor Joe Costello, who is on the committee, said there was disappointment and anger over the decision, especially given the public health advice is that outdoor settings are safer than indoors.

"There was a glimmer of hope as the situation [regarding Covid-19 case numbers] has improved in recent weeks," he said.

"Obviously, we knew it wouldn't be happening under Level 5, but it looks like we will be moving back to Level 4 or Level 3.

"This is a tradition leading up to Christmas and it only would have been for a few weeks."

Around 60 traders usually set up stalls on the street in the run up to the festive period, though only around 40 were planning to do so this year.

"There is a contradiction there because the indoor shops will be open with shoppers inside while the street traders remain closed," Mr Costello told the *Herald*.

"It was quite an angry meeting," he said. Mr Costello said there had been ongoing discussions and a risk assessment report had been prepared in September.

> 'It's very bright and cheerful and we were hoping it could go ahead'

Concerns were raised about the numbers who would be attending, but he said there was no specific direction that it would not go ahead.

CHEERFUL

Traders and members of the committee were satisfied it could be held safely.

"It's very much a Christmas tradition, it's bright and cheerful and we were hoping against hope that it could go ahead."

He had argued for waiting a number of weeks before a final decision was made.

Sadie Grace (65), who has been selling lights and decorations at her stall on the street every year before Christmas since she was 13, said she was disappointed at the decision.

"This is the first year I won't be there," she said.

Dublin City Council was contacted for comment.



Vendors won't be selling festive goods on Henry Street



Wife told to get a court order to heat half of home

Tim Healy

A HUSBAND told his estranged wife, with whom he shares the family home, that she needed a court order to cross into his side of the house to turn on the heating, the High Court has heard.

Mr Justice Max Barrett granted the woman a decree of divorce after finding her estranged husband has still not fully disclosed his financial position and engaged in "bad" and "mean-spirited" behaviour towards her.

The couple currently live separately in a partitioned family home and the man has taken to making noise at irregular hours.

He had argued that the woman required court orders to cross into his section to turn on the heating.

Mr Justice Barrett said the man had sought to depict himself as "reasonable", seeking only what was fair and wishing his estranged wife well but, over a prolonged period, he behaved badly towards her.

He had behaved in a "volatile" manner, with the result the woman previously obtained an interim barring order against him, later replaced by a related

The woman was so fearful she left the family home at one point.

While the man maintained he has never been violent towards her, "by which he presumably means he has not hit her", that was to mistake the nature of an interim barring order and the undertaking.

He also sought to introduce an intimate and irrelevant detail from the woman's "long-distant past" which he "insensitively, even cruelly" described as "baggage", before the court stopped him.

DISREGARD

"If a man is inclined to treat his estranged wife with such disregard/discourtesy in court, he will find himself facing an uphill battle in seeking to establish his being more generally a reasonable man."

The couple married some years ago and have adult children. They have been separated for more than two years and the wife said there was no possibility of reconciliation.

The judge said he would grant a decree of divorce. He made orders for sale of the family home and giving the

BRIEFS

Brother murder accused in court

A MAN accused of murdering his younger brother at their home in Dublin last week has been further remanded in custody.

Gary Murtagh was arrested after the body of Paul Murtagh (42) was found at their family home at Auburn Street, Phibsborough, last Friday.

The 47-year-old faced his second hearing yesterday at Cloverhill District Court when he was remanded in custody by Judge Victor Blake to reappear on November 25. A bail application in a murder case must be made in the High Court.

Guinness recalls alcohol-free beer

GUINNESS is recalling cans of its recently launched non-alcoholic stout amid safety concerns over microbiological contamination.

The recall, which the brewer described as precautionary, impacts the UK market, as the product was not yet on sale in Ireland.

Guinness 0.0 was launched last month amid much fanfare after a four-year development process, and a statement from the company read: "The issue is isolated to Guinness 0.0 and does not impact any other Guinness variants or brands."

Pope vows to end all sexual abuse

POPE Francis has pledged to rid the Catholic Church of sexual abuse and offered prayers to victims of ex-Cardinal Theodore McCarrick, a day after the Vatican released a detailed report into the decades-long church cover-up of his sexual misconduct.

"I renew my closeness to victims of any abuse and commitment of the church to eradicate this evil," Francis said yesterday.

The report blamed a host of bishops, cardinals and popes for dismissing mountains of evidence of McCarrick's misconduct.

Torvill and Dean host climate show

JAYNE Torvill and Christopher Dean have travelled to Alaska to explore the effects of climate change in a new documentary for ITV.

The one-off film, *Dancing On Thin Ice With Torvill & Dean*, follows the duo on their trip to fulfil their dream of skating outside in nature.

However, while there they discover it is Alaska's hottest year on record. The Olympic skating champions travel into the wilderness in a hunt for wild ice, skating wherever they can, as they seek to find the perfect place to dance a

Press advertisement published in The Echo – 12 November 2020:

The Echo, Thursday, November 12, 2020 news@echo.ie **13**

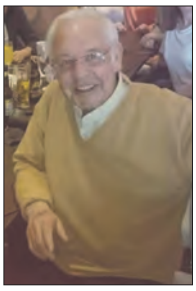
Community stalwart Tommy always gave his time freely

Community form a guard of honour and release balloons in blue, yellow and white

By Aideen O'Flaherty
aideen@echo.ie



PROJECT: The memorial garden in Fettercairn and (right) Tommy Cousins



THE Fettercairn community formed a guard of honour on the street leading up to the Fettercairn Community and Youth Centre last month as community stalwart Tommy Cousins, who passed away on October 26 aged 73, was brought there on his final journey.

Tommy was a familiar face to many in Fettercairn and had strong belief in and praise for the area, which he moved to in the early 80s and shortly afterwards got involved in community organisations.

Philip MacAdam, the manager of the Fettercairn Community and Youth Centre, told *The Echo:* "One of the things Tommy used to say was that the original community centre in Fettercairn was built by people in the area and they paid £1 per brick every week."

When the new community centre was developed Tommy was still a dedicated community worker and volunteer, and he had a particular passion for gardening.

"He had green fingers," said Philip. "He did an awful lot of work in the community garden.

"His last project was a memorial garden for people who couldn't go to their loved ones in the graveyards in Bohernabreena or Palmerstown.

"He always gave his time freely, and even in the last few years he would still come into the centre and mop the floor and tidy the car park."

Tommy also collaborated with another local gardener, Sean Farrell, and he was instrumental in setting up the Brookfield/Fettercairn Men's Shed.

The father-of-five was a passionate supporter of Leeds United Football Club, and he was well-liked in Fettercairn for his infectious sense of humour and his willingness to help others.

"He had no filter – he was a character," said Philip. "Behind the guarded exterior, he was a big softy. He'd throw himself into anything to help."

When Philip would start his shift at the centre on Thursday mornings, on the day when *The Echo* is delivered, Tommy would routinely be there before him, to pick up a few copies of the paper to deliver them to Fettercairn residents who weren't able to pick one up themselves.

"He was always thinking of others," added Philip.

Following the funeral Mass last month, Tommy's last stop on the way to Mount Venus Cemetery was the community centre and the community garden in Fettercairn, where many residents formed a guard of honour and balloons in the blue, yellow and white of Leeds United FC were released.

Tommy sadly never got to do the next project he wanted to carry out in the community memorial garden – the construction of a pergola – but the community is determined to carry out the project on Tommy's behalf, and a plaque will be erected in the memorial garden in honour of him.

Tommy was the husband of the late Ann, and he is survived by his sons Mark, Jonathan, Terence, Raymond and Stephen, and his grandchildren, daughters-in-law Ann-Marie, Pamela, Gemma, Sandra and Shauna, brothers, nieces, nephews, extended family, neighbours and his large circle of friends.

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 Building Ireland's Future
NTA National Transport Authority

Press advertisement published in the Dublin Gazette – 12 November 2020:



BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie

Project Ireland 2040

NTA

Press advertisement published in the Fingal Independent – 17 November 2020:

Council compensated with rates waiver funds

By KEN PHELAN

FINGAL County Council has been compensated by the Government for revenue lost through a commercial rates waver designed to help local businesses through the COVID-19 crisis.

Minister for Housing, Local Government and Heritage, Darragh O'Brien TD has written to the Chief Executive of Fingal County Council to reiterate the Government's support for local government.

Minister O'Brien sent the letter as the second tranche of commercial rates rebates were issued to local authorities across the country. Fingal County Council has so far received over €50 million with further payments to issue.

As part of the July Stimulus programme, a €600 million commercial rates waiver was announced for businesses impacted by COVID-19.

This covered 100% of commercial rates from the end of March to the end of September.

As part of Budget 2021, a further €300 million commercial rates waiver was announced to cover rates to the end of the year.

Commenting, Minister O'Brien said: 'The commercial rates waiver will mean that Fingal won't be at a loss or having to make 'either' 'or' decisions when it comes to providing vital services for people.



Minister Darragh O'Brien

'I have been engaging with my party colleagues on Fingal County Council, Cllr Brigid Manton, Cllr Brian Dennehy, Cllr Eoghan O'Brian, Cllr Darragh Butler and Cllr. Adrian Henchy – who have reiterated the need for support for services in these difficult times.

'I am very aware that commercial rates are the backbone of local authority income which means that services such as playgrounds, sports facilities and library services can keep operating. I want to ensure that Fingal can continue their important work and Government have not been and will not be found wanting in respect to support for the sector.'

Minister O'Brien said that as Fingal County Council begins to engage in its 2021 budgetary process, they do so 'in the knowledge that Government has supported them with a commitment for commercial rates rebates in 2020.'

The Minister concluded: 'I will continue to work with my colleague Michael McGrath TD, Minister for Public Expenditure and Reform, to support local authorities meet costs and income losses that have arisen as a direct consequence of the pandemic.

'I would like to take this opportunity to commend all our local authorities for the exceptional leadership they has shown through their response to the COVID-19 pandemic.'

Funding given to Oberstown

MINISTER of State at the Department of Rural and Community Development, Joe O'Brien TD has announced funding of €120,000 for Obersown Children Detention Campus in Lusk.

The funding is to develop a tailor-made Horticulture Training and Education Programme, and forms part of a €51 million fund from the Dormant Accounts Fund to address disadvantage across the country.

Minister O'Brien said: 'I am delighted to launch the Dormant Accounts Action Plan 2021 which provides funding of over €51 million to help address disadvantage right across Ireland. The 46 measures approved for funding in 2021 will be implemented across Government and will help to address a diverse range of issues such as long term unemployment, youth disadvantage, migrant integration and probation supports to prevent re-offending.'

He said: 'The funding for Oberstown, to develop a tailor-made Horticulture Training and Education Programme, will address the current gap in the provision of vocational and on the job training for young persons detained on Campus. This will assist children in understanding their own interests, aptitudes, personality and skills to give them the knowledge to inform their career decisions...'

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthar ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 Building Ireland's Future
NTA National Transport Authority

Press advertisement published in the Wicklow People – 18 November 2020:

Demand soars at women's refuge

By **MARY FOGARTY**

Bray Women's Refuge has reported a surge in requests for help, with almost double the monthly demand for places at the centre.

Minister for Health Stephen Donnelly has urged women across Wicklow to seek help if they are feeling threatened at home.

He said that it is that vital women know there is always help available to them if they are feeling trapped or simply need someone to talk to.

The refuge had to reduce their capacity during Covid but are still operating a 24-hour hotline.

They say they have experienced an increase in calls from individuals and professionals seeking information and support, women seeking crisis refuge accommodation for themselves and their children as well as from individuals seeking support through the court application processes for legal protection.

Anne-Marie McMorrow, manager of Bray Women's Refuge, said that the first effect of Covid-19 was a reduction of capacity.

'We had recently renovated to increase capacity,' she said. 'But some families would have shared bathrooms so we had to reduce numbers.'

Staff numbers on-site were reduced as some of the refuge's own staff were vulnerable to the virus and needed to cocoon and work from home. 'We made a lot of changes on the hoof as required, as did a lot of services.

'At the very beginning phones were very quiet,' said Anne-Marie. 'Women were concentrating on childcare and that's where their priorities lay.'

That has changed now with referrals of women in need of accommodation - either by individuals or services - doubling.

Support for women attending court has been changed to remote support.

'That support is still there, but mainly over the phone, WhatsApp, text and emails,' said Anne-Marie.

'The calls for accommodation are up exponentially,' she said.

'From January our referrals for accommodation per month have doubled.'

There were 28 referrals for accommodation in the month of January and more than 50 last month.

The refuge has been able to provide short-term hotel accommodation for some clients so that they don't have to stay in an unsafe environment, and are working to move people from the refuge into more medium or long-term accommodation to facilitate movement of the waiting list.

'We know that home is not a safe place for all of us, and unfortunately domestic violence increased during the initial lockdown we faced in the Covid-19 crisis,' said Minister for Health Stephen Donnelly.

'I want victims of domestic and sexual abuse to know that An Garda Síochána, the Courts Service and other services, including the vital supports provided by our community and voluntary sector, are still here for you as we now face more restrictions,' he said.

'For anyone living in an abusive relationship or living in fear for their safety right now must feel like an impossible situation.

'If you are in this situation I want you to know there is always help out there for you at any time of day or night.'

Bray Women's Refuge offers support to women across the country as part of a national network.

They are available at any time to offer a safe haven for victims of abuse as well as advice or counselling.

Restrictions on movement related to Covid-19 do not apply to any person seeking help.

Anne-Marie said that the circumstances around Covid-19 can exacerbate situations where domestic violence exists, with pressures including both partners working at home, the children being home more and other factors.

'It's escalating to where they don't feel safe,' said Anne-Marie. 'When people don't feel safe, we help them get to safety in as much as we can. And that's what we continue to do.'

She said that the message they wish to get out to women experiencing domestic violence is that supports are still there.



Gillian Mangan, Josepha Madigan, then Minister for Culture, and manger Anne-Marie McMorrow.

'We recognise that domestic abuse is still there,' said Anne-Marie.

She said that if there is no space in the refuge itself, they will look for short-term accommodation, or just to talk, listen and advise, and support legal applications for protection orders.

The refuge offers a 24-hour helpline.

'A person may call a few times,' said Anne-Marie. She said that her mental health may be suffering, with anxiety on top of anxiety, and she may need to reach out.

'Sometimes they just want recognition that yes, they are in abusive relationships, but they don't want to leave just yet.'

If someone feels unsafe and afraid of their partner, she suggests that they just let someone know, and get out if it's escalating. 'As much as you might want to stay and calm everything down, the safest thing is to go to a neighbour, relative or friend until things calm down. Sometimes in the heat of the moment that's the best thing to do.'

She reiterated that a person is permitted to travel between counties in a situation of domestic violence for refuge or safety.

'Domestic violence doesn't discriminate,' she said. They have a mix of people of different nationalities and Irish, from various backgrounds and of all ages. Some women find themselves in a situation where the perpetrator of the abuse is an adult child.

Anne-Marie said that there is a high level of support from the community, including local supermarkets, hotels they contact for accommodation, gardaí, fundraisers, and official bodies such as Tusla.

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthar ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 Building Ireland's Future
NTA National Transport Authority

Press advertisement published in the Northside People East – 18 November 2020:

BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truaillíú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

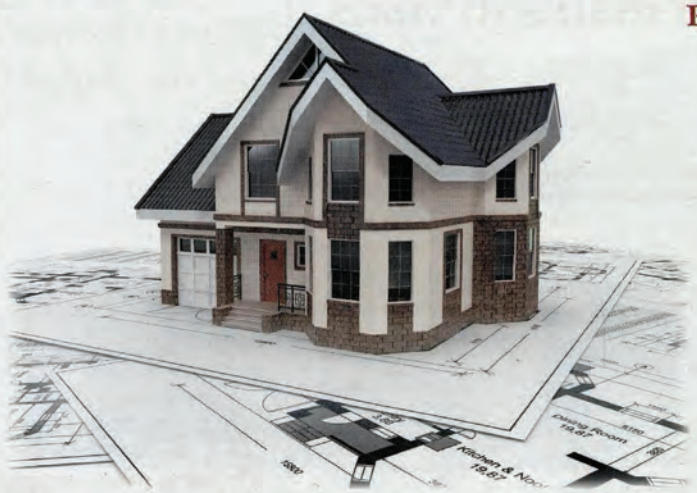
Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 NTA

Planning Application Notices



email:
Planning@dublinpeople.com

Standard Planning Notice

€89 plus VAT

Deadline for submission

Friday at 12 NOON

Dublin People
GROUP OF NEWSPAPERS

Press advertisement published in the Northside People East – 25 November 2020:

NORTHSIDE PEOPLE EAST
25.11.20

New funding for rural Fingal

THERE was some great news for rural areas in Fingal with the final approval of €1.14 million in funding for 11 new projects.

The Dublin Rural Leader Local Action Group (LAG) which oversees the programme in Rural Dublin, approved the investment in projects at an online meeting recently.

The approved projects are in areas of enterprise and job creation, social inclusion and rural environment. Ten of the projects approved for funding are based in Fingal.

These will generate new enterprise employment opportunities as well as significant investment in rural community facilities.

The projects awarded include Keoghs Crisps Limited (€100,615 for further development of factory resources to aid in company growth), the Ballyboughal Hedgerow Society (€6,750 for roll out training courses in biodiversity for local community groups) and Lambay Irish Whiskey Company (€192,2830) to establish a micro-distillery on Lambay Island with independent energy supply. Taylor's Irish Chillies Lusk was also granted €62,228 for the development of new product lines to expand their business

The Mayor of Fingal, Cllr, David Healy, said "I welcome this considerable funding to a wide range of recipients. Iwould like to thank the Local Action Group for its approval of a number of important new projects that will support the development of sustainable communities in our rural areas.

"The funding will be invaluable to the enterprises and communities involved, enabling them to continue to contribute positively to the economic prosperity and the quality of life of Fingal in these challenging times."

Laurence Ward from the Irish Farmers' Association and current Chairperson of the Dublin Rural Leader Local Action Group, said the investment decision is a much needed boost to rural areas during a very challenging time.

"This decision is great news for many people in the rural areas," he said.

Emer O'Gorman, Fingal County Council's Director of Services for Economic, Enterprise, Tourism and Culture, added: "This most recent online meeting has approved its second largest ever investment at a single meeting.

"This investment will provide much needed stimulus in the local economy and we are very happy with this result for the project promoters."



The beautiful Lambay Island where a micro-distillery will produce whiskey.



Keoghs Crisps Limited was allocated funding for the further development of factory resources.

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chruthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chruthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 NTA

Press advertisement published in the Dublin Gazette – 26 November 2020:



Press advertisement published in The Echo – 26 November 2020:

The Echo, Thursday, November 26, 2020 news@echo.ie **9**

Church reaches out to community with 'keep the lights on campaign'

Canon wants the community to know that church is still there for them

By **Mary Dennehy**
mary@echo.ie

A TALLAGHT church took inspiration from the recently launched 'keep the lights on' campaign and reached out to the community by illuminating the village skyline.

Last Friday, Guinness joined forces with publicans nationwide and organisations such as the Licenced Vinters Association (LVA) and the Vintners' Federation of Ireland (VFI) to shine a light on the struggles of pubs and staff in the face of Covid-19 restrictions.

Pubs right across the country simultaneously switched on their Christmas lights last weekend.

Canon William Deverell of St Maelruain's Church of Ireland in Tallaght Village was inspired by the campaign, and took his own approach last weekend to highlight that churches are still here, although many through Facebook Live services.

Last weekend, a sign went up outside the historic Tallaght Village church that read, 'We are trying to keep the lights on for the Holy Spirit of Christmas'.

While reaching out to the community, Canon Deverell wanted to highlight the importance of churches in many people's lives – and the struggles faced by churches as their services and events are cancelled.



INSPIRATION: St Maelruain's Church of Ireland took part in the 'keep the lights on' campaign

St Maelruain's, which has taken its services online, was allowed to open for 11 Sundays in the past seven months, with a maximum of 25 people permitted in the church.

"While recognising that we are all trying to keep the numbers down to prevent our local hospital from being overwhelmed and to protect our senior citizens, it was the older members of the congregation who really appreciated the 11 Sundays we were allowed open", he told *The Echo*.

"It was one of the few places that they actually felt safe.

"Not only was it good I hope for their spiritual health but also for their mental health as it was one of the few occasions that they could meet somebody else that week, granted after the service and with a mask, outside."

Speaking with *The Echo,* Canon Deverell said that the 'keep the lights on' campaign was launched the same weekend that St Maelruain's church made an appeal to its parishioners.

"It happened to be the same weekend when we had made an appeal to our few and already hard-pressed parishioners for our annual Gift Day", he said.

St Maelruain's Church provides support and space to community groups and organisations throughout the year, which in turn support the church's different fundraisers like its Spring Concert and Summer Sale, all of which have been cancelled.

Canon Deverell wants the community to know that the church is still there for them while also raising awareness of the challenges faced by parishioners and churches alike.

Follow St Maelruain's Parish on Facebook.

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 Building Ireland's Future
NTA National Transport Authority

Press advertisement published in the Fingal Independent – 01 December 2020:



Gerry's house lit up in the name of Christmas and supporting local charity. (pics by Fintan Clarke)

WHITE'S AGRI

Visit us at Fingal's Only Under Cover Drive Thru Coal Depot

• Kiln Dried Logs • Solid Fuel
• Wood Pellets • Turf
• Garden Fencing • Timber Gates
• Hardware • Pet Care
• Animal Feed & Health • Outdoor Clothing
• Garden Care • Equestrian Care & Feed

Ideal Location, Easy Access
(Just off the R132 opposite Murtaghs Pub)
Ballough, Lusk, Co. Dublin
Tel: 01 8438521 • Email: info@whitesagri.ie • www.whitesagri.ie
NEW ON LINE SHOP whitesagri.ie

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
• make bus services more reliable
• enable safe cycling
• reduce congestion
• decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
• beidh seirbhísí bus níos iontaofa
• beidh rothaíocht níos sábháilte;
• agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 NTA

Press advertisement published in the Wicklow People – 02 December 2020:

Retailers to show their appreciation

By **MYLES BUCHANAN**

FOLLOWING the lifting of some government restrictions, many retailers in Wicklow town are holding a Customer Appreciation Weekend on Saturday and Sunday, December 5 and 6.

The Customer Appreciation Weekend is an initiative by the participating retailers to express thanks to the loyal customers who have supported them throughout these difficult times and to provide a warm welcome back to shoppers who have been unable to visit shops during the current lockdown.

The weekend will take the format of each participating retailer creating special offers for this weekend only or they will be offering discounts on some of their most popular products for these dates only.

Wicklow Town and District Chamber of Commerce president Rosie Cooney said: 'This is another wonderful initiative from the retailers to show their appreciation to their customers who have supported the Shop Local campaign since the first lockdown in March.'

Many shops in Wicklow town will be also open on the Sundays leading up to Christmas, with the Main Street becoming a pedestrianised area from 12 noon to 5 p.m. There will be free two-hour parking in the Abbey Street and Church Street Car Parks and on designated spaces on the Main Street, with free all-day parking available in the large Murrough Car Park and the St Manntains Car Park.



Rosie Cooney, president, Wicklow Town and District Chamber.

The Wicklow Town Shopping Vouchers also continue to an important part of the ongoing drive by Wicklow Town and District Chamber, the Wicklow Town Team and the Wicklow Municipal District Council to encourage shoppers to shop local this year.

The Shop Local Vouchers, designed by Wicklow Town and District Chamber of Commerce, are high-quality, prestigious shopping vouchers, which are presented in a purpose-designed sleeve, making them a fabulous gift to receive.

They are available in denominations of €5, €10, €20 and €50 and can be purchased online via www.wicklowtown/vouchers or from Bridge Street Books, Connolly Menswear and from the Chamber office in the Wicklow Enterprise Centre. Alternatively, call 0404 66433.

Ms Cooney added: 'It is extremely important to encourage everybody to 'Shop Local' and support local shops, restaurants, coffee shops and support local employment, particularly this year, after the numerous lockdowns and the impact on all retail outlets of Covid-19. I express my continued thanks to the local community for the support they have already given to the retail and hospitality community this year.'

Businesses in the locality who give Christmas gifts are reminded that, under current Revenue rules, employers are permitted to give up to €500 worth of vouchers without any tax implications for either.

Giving a Shop Local voucher to your staff is an ideal way of expressing your thanks to them and at the same time, providing much-valued support to the local business community. Recipients of these vouchers are encouraged to use these vouchers this Christmas to provide a boost to the retail and hospitality community after this very difficult year.

15 detached houses planned for Ballyguile

THERE are plans to construct 15 detached houses along the Ballyguile Beg Road.

Wickcar Properties Ltd seek permission for the construction of 15 four-bedroom detached dwelling houses to include a proposed new entrance to Ballyguile Beg Road.

The application also includes plans for 30 parking spaces, working out at two spaces per house. A footpath and road is proposed within the development, with the footpath extended to connect with existing footpaths on either side of the development along the Ballyguile Beg Road.

A decision by the Planning Authority is due by January 21, 2021.

THE GREAT OUTDOORS!



Martin and Ann Lennon out for a walk with Rex.

BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta corónvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fiorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 Building Ireland's Future

NTA National Transport Authority

Press advertisement published in the Northside People East – 09 December 2020:

DCU launches new initiative to promote gender equality

Neil Fetherstonhaugh

NEW classroom materials and training modules which aim to tackle gender stereotyping, gender-based bullying and gender-based violence in primary and post-primary schools have been launched by Dublin City University.

Former President of Ireland, Dr Mary McAleese, and DCU Chancellor, Dr Martin McAleese, supported the launch of these educational resources at a virtual event.

Led by Dr Seline Keating from the National Anti-Bullying Research and Resource Centre at DCU's Institute of Education, the Gender Equality Matters project is funded by the Rights, Equality and Citizenship (REC) Programme of the European Union and comprises a collaborative partnership between five EU countries.

It aims to raise awareness, build confidence and enhance capacity levels among children, adolescents, parents and educators in challenging attitudes and behaviours that undermine gender equality.

The free of charge classroom materials are available in English, Spanish, Greek, Italian and Dutch.

As part of the lessons, children will learn about: rights and equality; gender stereotyping; gender based bullying and violence; and how they can make a difference.

As a class they will discuss people in the community that have made a difference and discuss the lives of influential leaders such as Greta Thunberg, John Hume and Malala Yousafzai.

Along with work in schools with pupils and teachers, the Gender Equality Matters project also provides training to parents in the schools involved, but also through parent groups such as parents' associations, and national representative groups such as the National Parents' Council.

Speaking about the project, Dr Seline Keating said: "Using an equality and rights-based approach and guided by an Advisory Group, we developed age-appropriate classroom materials for use in upper primary schools.

"These are grounded in the SPHE curriculum and school policies such as anti-bullying, wellbeing and child protection.

"We've been piloting these materials with over 1,000 children in Irish, Spanish, Italian and Greek schools since 2019 and the feedback has been incredibly positive as no other resource of its kind has been available until now."

It is hoped that these classroom materials will help schools when teaching about gender equality.

They are free of charge and available to any interested school by visiting www.genderequalitymatters.eu or by contacting the National Anti-Bullying Research and Resource Centre at DCU.

The study is led by Dr Seline Keating, Principal Investigator, from DCU. National Anti-Bullying Research and Resource Centre.



Tackling gender stereotyping, gender-based bullying and gender-based violence is led by Dr Seline Keating.

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver **230km of bus priority** and **200km of cycle tracks and lanes** along 16 of Dublin's busiest corridors.

These improved routes will:
- make bus services more reliable
- enable safe cycling
- reduce congestion
- decrease pollution.

They will play a significant role in creating a more **sustainable city** with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for **your feedback**.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a **virtual consultation** room of each corridor on our website **busconnects.ie**. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Átha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:
- beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chruthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chruthaigh muid an taithí comharliúchán phoiblí tríd **seomraí comharliúchán fíorúil** le haghaidh gach conair ar ár suíomh **busconnects.ie**. Tá léarscáileanna mionsonraithe, tograí dearaidh agus rolnnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie



Project Ireland 2040 NTA

6. General Information

6A List of Public Consultation Information Events & Sample Pictures



Core Bus Corridors Public Information Events

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

PHASE 1

Corridor	Venue	Date	Time
Clongriffin to City Centre	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 Blanchard-stown	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

Core Bus Corridors Public Information Events

Corridor	Venue	Date	Time
Bray to City Centre	Talbot Hotel Stillorgan	Tuesday 26th 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

Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 – 30th April 2020

Core Bus Corridors Public Information Events

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
*Remainder cancelled due to Covid-19 restrictions			

Public Information Events













6. General Information

6B List of Community Forum Meetings & Sample Pictures



Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation CBC Community Forum Meetings

CBC PC1 Community Forum meetings		
Corridor	**Date**	**Venue**
Clongriffin to City Centre	11th December 2018	Hilton Hotel, Clongriffin
Swords to City Centre	8th January 2019 28th January 2019	Carnegie Court Hotel, Swords Bonnington Hotel, Whitehall
Ballymun to City Centre / Finglas to Phibsborough	10th April 2019	NTA Offices
Blanchardstown to City Centre	12th December 2018 5th February 2019	Crowne Plaza Hotel The Ashling Hotel, Parkgate St
Lucan to City Centre	9th January 2019	The West County Hotel
Liffey Valley to City Centre	13th February 2019	Hilton Hotel, Kilmainham
Clondalkin to Drimnagh / Greenhills to City Centre	12th February 2019	Our Lady's Hall, Mourne Rd
Tallaght to Terenure	25th February 2019	St. Mary's RFC, Templeville Rd
Kimmage to City Centre	18th February 2019	Hilton Hotel, Charlemont
Rathfarnham to City Centre	11th February 2019	Hilton Hotel, Charlemont
Bray to City Centre	8th April 2019	Talbot Hotel, Stillorgan
UCD Ballsbridge to City Centre / Blackrock to Merrion	16th April 2019	Clayton Burlington Hotel
Ringsend to City Centre	18th April 2019	The Convention Centre

Preferred Route Option: Second Round of Non-Statutory Public Consultation CBC Preliminary Community Forum Meetings

CBC PC2 Prelim Community Forum meetings		
Corridor	**Date**	**Venue**
Clongriffin to City Centre	11th September 2019	Hilton Hotel, Clongriffin
Swords to City Centre	17th September 2019	Bonnington Hotel, Whitehall
Ballymun to City Centre / Finglas to Phibsborough	19th September 2019	The Axis, Ballymun
Blanchardstown to City Centre	10th September 2019	Crowne Plaza Hotel
Lucan to City Centre	18th September 2019	The West County Hotel
Liffey Valley to City Centre	2nd October 2019	Hilton Hotel, Kilmainham
Clondalkin to Drimnagh / Greenhills to City Centre	17th September 2019	Our Lady's Hall, Mourne Rd
Tallaght to Terenure	16th September 2019	St. Mary's RFC, Templeville Rd
Kimmage to City Centre	24th September 2019	Hilton Hotel, Charlemont
Rathfarnham to City Centre	17th October 2019	Hilton Hotel, Charlemont
Bray to City Centre	12th September 2019	Talbot Hotel, Stillorgan
UCD Ballsbridge to City Centre / Blackrock to Merrion	18th September 2019	Clayton Burlington Hotel
Ringsend to City Centre	12th September 2019	The Gibson Hotel

Community Forums







Preferred Route Option: Third Round of Non-Statutory Public Consultation CBC Community Forum Meetings

Third Round of Consultation CBC PC3 4th Nov 2020 – 16th Dec 2020		
Community Forum (via Zoom Webinar)	**Date**	**Time**
Kimmage to City Centre	Tuesday 10th November 2020	18.30-20.00
Lucan to City Centre	Wednesday 11th November 2020	18.30-20.00
Ballymun to City Centre/Finglas to Phibsborough	Thursday 12th November 2020	18.30-20.00
Swords to City Centre	Monday 16th November 2020	18.30-20.00
Blanchardstown to City Centre	Tuesday 17th November 2020	18.30-20.00
Clongriffin to City Centre	Wednesday 18th November 2020	18.30-20.00
Tallaght to Terenure	Thursday 19th November 2020	18.30-20.00
Liffey Valley to City Centre	Monday 23rd November 2020	18.30-20.00
Clondalkin to Drimnagh/Greenhills to City Centre	Wednesday 25th November 2020	18.30-20.00
Rathfarnham to City Centre	Thursday 26th November 2020	18.30-20.00
UCD Ballsbridge to City Centre/Blackrock to Merrion	Monday 30th November 2020	18.30-20.00
Bray to City Centre	Tuesday 1st December 2020	18.30-20.00
Ringsend to City Centre	Wednesday 2nd December 2020	18.30-20.00

Community Forums







6. General Information

6C Public Consultation Comment Sheet



BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

DATE:

Area of Interest

Your Comments

6. General Information

6D List of Resident Group Meetings



Residents Group	Scheme	Date of Meeting
Marino Residents	Clongriffin to City Centre	30/09/2019
Walkinstown Drimnagh Walking Group	Tallaght/Clondalkin to City Centre	27/06/2019
Crumlin Residents Group	Tallaght/Clondalkin to City Centre	17/07/2019
Kimmage + Crumlin Reps	Tallaght/Clondalkin to City Centre	10/12/2020
CIE Works Estate Group	Liffey Valley to City Centre	27/03/2019
Inchicore Regernation Consultative Forum	Liffey Valley to City Centre	09/04/2019
CIE Works Estate Group	Liffey Valley to City Centre	09/07/2019
Mount Brown Residents Group	Liffey Valley to City Centre	13/11/2019
Mount Brown Residents Group	Liffey Valley to City Centre	21/10/2020
Liffey Valley Corridor Residents	Liffey Valley to City Centre	04/12/2020
Shankill Residents	Bray to City Centre	08/05/2019
Shankill Residents	Bray to City Centre	15/10/2019
Shankill Residents	Bray to City Centre	12/12/2019
Shankill Residents	Bray to City Centre	20/10/2020
Shankill Residents	Bray to City Centre	23/02/2021
Stoneybatter Pride of Place	Blanchardstown to City Centre	13/03/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	08/07/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	05/11/2019
Navan Road Group	Blanchardstown to City Centre	07/11/2019
Rathdown Road Residents	Blanchardstown to City Centre	18/11/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	29/10/2020
Annamoe Residents Group	Blanchardstown to City Centre	19/11/2020
Rathdown Road Residents	Blanchardstown to City Centre	25/11/2020
Kirwan Street & Brunswick Street Residents	Blanchardstown to City Centre	02/12/2020
Navan Road Community Council	Blanchardstown to City Centre	10/12/2020
Annamoe Residents Group	Blanchardstown to City Centre	17/02/2021

Cont.

Residents Group	Scheme	Date of Meeting
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	26/03/2019
Terenure Road West Residents Association	Templeogue/Rathfarnham to City Centre	10/04/2019
Templeogue Village Business and RA	Templeogue/Rathfarnham to City Centre	11/04/2019
Rathgar Residents Committee	Templeogue/Rathfarnham to City Centre	11/04/2019
Templeogue Village Business and RA	Templeogue/Rathfarnham to City Centre	15/07/2019
Rathgar Residents Committee	Templeogue/Rathfarnham to City Centre	21/11/2019
Richmond Hill Meeting	Templeogue/Rathfarnham to City Centre	27/10/2020
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	29/10/2020
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	12/11/2020
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	24/11/2020
Rathfarnham Rd Group (South of Dodder)	Templeogue/Rathfarnham to City Centre	30/11/2020
Templeogue Road Residents Group	Templeogue/Rathfarnham to City Centre	01/12/2020
Castlewood Avenue Residents (Rathmines)	Templeogue/Rathfarnham to City Centre	09/12/2020
Rathfarnham Mill & Woodview Cottages Residents	Templeogue/Rathfarnham to City Centre	11/12/2020
Rathfarnham Mill, Woodview Cottages & Owendore Residents	Templeogue/Rathfarnham to City Centre	22/02/2021
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	25/02/2021
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	24/03/2021
Templeogue Road Residents Group	Templeogue/Rathfarnham to City Centre	29/03/2021
Rathfarnham Rd Group (South of Dodder)	Templeogue/Rathfarnham to City Centre	30/03/2021
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	31/03/2021
Templeogue Road, Templeogue Village Residents Group	Templeogue/Rathfarnham to City Centre	27/04/2021
Templeogue Road Residents Group 3	Templeogue/Rathfarnham to City Centre	16/06/2021

Cont.

Residents Group	Scheme	Date of Meeting
Nutley Lane RA	Belfield/Blackrock to City Centre	09/05/2019
Pembroke Road RA	Belfield/Blackrock to City Centre	01/10/2019
Pembroke Road RA	Belfield/Blackrock to City Centre	27/11/2019
Baggot Street Group	Belfield/Blackrock to City Centre	27/11/2019
Nutley Lane RA	Belfield/Blackrock to City Centre	28/11/2019
Nutley Lane RA	Belfield/Blackrock to City Centre	04/12/2020
Nutley Lane RA	Belfield/Blackrock to City Centre	12/03/2021
Ballsbridge Traders Group	Belfield/Blackrock to City Centre	12/03/2021
Ballsbridge Traders Group	Belfield/Blackrock to City Centre	08/09/2021
GADRA	Ballymun/Finglas to City Centre	14/03/2019
Phizzfest	Ballymun/Finglas to City Centre	09/04/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	20/05/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	21/05/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	22/05/2019
Phizzfest	Ballymun/Finglas to City Centre	18/07/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	09/09/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	03/10/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	26/11/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	11/11/2020
Monck Place, Avondale Road and Avondale Avenue	Ballymun/Finglas to City Centre	18/11/2020
Phizzfest	Ballymun/Finglas to City Centre	26/11/2020
Beyond The Junction Phibsborough	Ballymun/Finglas to City Centre	11/12/2020
Monck Place, Avondale Rd, Avondale Avenue, Leslies Buildings & GW Square Reps	Ballymun/Finglas to City Centre	18/11/2020
Monck Place, Avondale Rd, Avondale Avenue, Leslies Buildings & GW Square Reps	Ballymun/Finglas to City Centre	24/02/2021
Beyond The Junction Phibsborough	Ballymun/Finglas to City Centre	02/03/2021
Phizzfest	Ballymun/Finglas to City Centre	04/03/2021

Cont.

Residents Group	Scheme	Date of Meeting
LOKRA	Kimmage to City Centre	02/04/2019
LOKRA	Kimmage to City Centre	15/04/2019
LOKRA	Kimmage to City Centre	16/07/2019
LOKRA	Kimmage to City Centre	20/09/2019
LOKRA	Kimmage to City Centre	11/12/2019
LOKRA	Kimmage to City Centre	22/10/2020
Kimmage & Crumlin Representatives	Kimmage to City Centre	10/12/2020
LOKRA	Kimmage to City Centre	25/03/2021
Stannaway Road Residents	Kimmage to City Centre	14/06/2021
Kimmage Business Group & Residents	Kimmage to City Centre	21/06/2021
Dorset Street Business Group	Swords to City Centre	22/11/2021



6. General Information

6E BusConnects Status Updates issued in July 2019, April 2021 & August 2021



BusConnects Status Updates - July 2019

New message

To: Public Representative/Community Forum Member

Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

From: cbc
Sent: Tuesday 30 July 2019 14:22
Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

Core Bus Corridor Project Status Report July 2019

As part of the overall BusConnects Programme, the Core Bus Corridors Project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks/lanes along 16 of the busiest corridors in Dublin. The National Transport Authority (NTA) commenced the first round of public consultation on these proposals during November 2018. This first round of public consultation for the sixteen core bus corridors took place on a phased basis over six months and concluded at the end of May 2019.

The map below shows the 16 corridors across the Greater Dublin Area

Cont.

Cont.

New message

To Public Representative/Community Forum Member

Subject BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)



The establishment of Community Forums

As part of the public consultation process, the NTA established a Community Forum for each corridor. The aim was to create a two way communication with local communities allowing information and feedback to be exchanged. Membership of each forum comprised of a representative from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives.
A meeting of each Community Forum was held during the first public consultation phase. In addition a small number of "special issue" meetings were also held for Community Forums such as Swords to City Centre "Santry one way option" and Blanchardstown to City Centre "Stoneybatter Area".

The next round of Community Forum meetings, in relation to the Core Bus Corridors, will commence during September in advance of the next round of public consultation starting in November 2019.

Cont.

New message

To Public Representative/Community Forum Member

Subject BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

What's been happening since the first round of submissions has closed?

In June, we appointed design teams for each corridor and in July appointed a specialist team for environmental and transport impact assessment. Together with the design teams, we are reviewing all the submissions with a view to determining possible amendments to the concept plans that were the subject of the public consultation.

Ongoing meetings with local community groups

During the first round of public consultation BusConnects met with a number of community groups from many of the corridors and will continue to do so throughout the design and planning process. This is in-line with our commitment to continue a dialogue with impacted communities along the corridors.

Public Realms "Work in Progress" Designs

During our ongoing dialogue with local communities we identified a number of locations with particular opportunities to develop enhanced public realm designs. The input of the local communities in these areas has been extremely informative and helpful to begin the draft design process. Whilst not all corridors provide the space or opportunity for large scale public realm enhancements, we are developing "work in progress" designs in a number of locations.

The "work in progress" public realm designs are attached (please note 4 out of the 5 pdfs are attached and a second email following this one will contain the 5th pdf. This is due to file size restrictions). It is important to be aware that this is not a new consultation process but rather a commitment to continue a dialogue exploring possible arrangements before in-depth engineering solutions are finalised. The concepts do not represent any final design decisions. It is our ambition to enhance all corridors through improved urban design, better pedestrian access, bus shelters, tree replanting where needed and additional landscaping.

Cont.

New message

To: Public Representative/Community Forum Member

Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1 of 2)

Next Steps

Over the next number of months we will continue considering the submissions from the public consultation and determine appropriate design amendments with a view to selecting the Preferred Route Option for each core bus corridor. The option selection process will involve multi-criteria analysis covering engineering, environmental, and transport impact assessments. It is intended to publish, for consultation, Preferred Route Options Reports for the corridors in November 2019, which will take into account feedback from the submissions received to date, and incorporate changes arising from that process.

The second round of public consultation for the Core Bus Corridor (the "bus lanes and cycle lanes/tracks") will commence in November 2019. This will be a further interim step in the planning process - it will take another 12 months of technical, environmental, and transport impact assessment work before any final plans are complete for presentation to An Bord Pleanála for statutory approval in second half of 2020.

SEPARATE NOTE

Amended proposals in relation to the revised network of bus services will be published for a second round of public consultation in September. These amended proposals have been developed following consideration of the approximately 30,000 submissions received during the first consultation last Summer.

Although related, the bus service proposals are separate from the Core Bus Corridor (bus lanes and cycle lanes/tracks) proposals.

Yours sincerely,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

BusConnects Status Updates - April 2021

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

From: cbc
Sent: Tuesday 6 April 2021 14:58
Subject: Re: BusConnects Dublin Core Bus Corridors Update

Dear Public Representative/Community Forum Member,

We hope you are keeping well and safe.

This email is a status update in relation to the BusConnects Core Bus Corridors Project.

As you will all be aware, BusConnects completed its third round of non-statutory public consultation last December 2020. We received almost 3,700 submissions following this final round. Since then, we are continuing to review all submissions and consider them as part of the finalisation of Preferred Route Options Reports.

In addition, work is continuing on the transport and environmental impact assessments. Once finished these reports will culminate in the completion of an Environmental Impact Assessment Report (EIAR) for each Scheme together with the Compulsory Purchase Order Schedules and Maps with specific details of lands to be acquired.

The NTA has written to An Bord Pleanála (ABP) to commence a pre-application consultation process with the Board and is due to have an initial meeting in the coming weeks.

Cont.

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

Potentially impacted landowners that may be subject of the compulsory purchase order (CPO) process will receive further communications from BusConnects to commence detailed discussions and information gathering during the months of April/May prior to finalisation of the necessary CPO schedules and maps for the statutory planning application.

We anticipate that the statutory planning applications will be submitted to An Bord Pleanála (ABP) during June or July for its consideration and determination.

A formal statutory public consultation process will then be undertaken by An Bord Pleanála as part of their deliberations. During this process, the final Environmental Impact Assessment Report for each Scheme, plus Preferred Route Option Reports and Traffic Impact Assessments will be published and available for viewing. The public will again have the opportunity to have their views heard and considered by An Bord Pleanála as part of the process of their consideration of the proposals.

We will be in contact in due course with further updates.

Regards,

BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

BusConnects Status Updates – August 2021

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

From: BusConnects Core Bus Corridor
Sent: Tuesday 10 August 2021 14:02
Subject: BusConnects Dublin Core Bus Corridors Status Update – August 2021

Dear Public Representative/Community Forum Member,

We hope you are keeping well and safe.

This email is a further status update in relation to the BusConnects Dublin Core Bus Corridors.

Current Status
As you will all be aware, the NTA completed its third round of non-statutory public consultation on the Core Bus Corridor projects in December 2020. Since then, we have reviewed and considered all submissions and are currently finalising the preliminary design of each of the Core Bus Corridor schemes. In addition, Environmental Impact Assessment Reports, inclusive of traffic impact analyses, are being prepared for each scheme. Once finished, these reports will be the basis for our applications to An Bord Pleanála, together with the Compulsory Purchase Order Schedules and Maps, with specific details of lands which are proposed to be acquired.

During May and June a pre-application consultation process was undertaken with An Bord Pleanála in accordance with the relevant legislation. This was an advance consultation procedure which precedes the submission of the intended applications for the Schemes.

Preliminary Business Case
A Preliminary Business Case for the overall BusConnects Dublin programme has been submitted to the Department of Transport for its review and for Government decision in accordance with the Public Spending Code governing capital projects.

Under the Public Spending Code, Government approval of the Preliminary Business Case is required prior to the submission of the applications for approval pursuant to section 51 of the Roads Act 1993 (as amended) to An Bord Pleanála. Accordingly, the timing of the submission of the applications for approval in respect of the individual Core Bus Corridor schemes is linked to the Government's approval of the business case document.

New message

To Public Representative/Community Forum Member

Subject Re: BusConnects Dublin Core Bus Corridors Update

It is intended that the Preliminary Business Case will be published subsequent to the Government having completed its consideration and issued its determination relating to the document.

Applications to An Bord Pleanála for Approval

Assuming a positive determination of the Preliminary Business Case, it is intended to submit applications for approval to An Bord Pleanála as quickly as is feasible thereafter, most likely during October/November of this year. This triggers a formal statutory public consultation process in respect of each of the stand-alone Core Bus Corridor schemes, with submissions to be made directly to An Bord Pleanála for their consideration.

During this process, the finalised Environmental Impact Assessment Reports, inclusive of traffic impact analyses, will be published and available for inspection (including online) and purchase. The public will then have the formal opportunity to have their views heard and considered by An Bord Pleanála as part of the statutory consultation process to inform An Bord Pleanála's assessment of each of the stand-alone Core Bus Corridor schemes.

Environmental Impact Assessment Screening Reports

The particular characteristics of the Kimmage to City Centre Core Bus Corridor Scheme and the Lucan to City Centre Core Bus Corridor Scheme means that those two schemes don't automatically trigger the requirement for an Environmental Impact Assessment under the Roads Act 1993 (as amended) or under the Roads Regulations 1994 (as amended). However, in line with the relevant legislative provisions, an Environmental Impact Assessment (EIA) Screening Report has been prepared in respect of each of these two schemes.

The determinations arising from those EIA Screening Reports, have concluded that each of these two schemes are likely to have significant environmental impacts and that, accordingly, an Environmental Impact Assessment Report is required to be prepared for each of the Kimmage to City Centre Core Bus Corridor Scheme and the Lucan to City Centre Core Bus Corridor Scheme and each are to be submitted to An Bord Pleanála for approval under section 51 of the Roads Act 1993 (as amended).

New message

To: Public Representative/Community Forum Member

Subject: Re: BusConnects Dublin Core Bus Corridors Update

The EIA Screening Determination and the EIA Screening Report for the Kimmage to City Centre Core Bus Corridor Scheme are available on the BusConnects website at **https://busconnects.ie/initiatives/core-bus-corridor/kimmage-to-city-centre/** and copies are available for inspection by members of the public.

In addition, the EIA Screening Determination and the EIA Screening Report for the Lucan to City Centre Core Bus Corridor Scheme are available on the BusConnects website at **https://busconnects.ie/initiatives/core-bus-corridor/lucan-to-city-centre/** and copies are available for inspection by members of the public.

For the avoidance of doubt, Environmental Impact Assessment Reports are automatically required to be prepared in respect of the remaining Core Bus Corridor schemes, which will also be submitted to An Bord Pleanála.

Further Updates

It is the NTA's intention to issue another update prior to submitting planning applications to An Bord Pleanala, which, as advised above, we expect to occur during October / November, assuming Government approval of the Preliminary Business Case for the BusConnects Programme. We will be in contact with you then and update you further at that point.

Regards,
BusConnects Team

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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BUS CONNECTS
TRANSFORMING CITY BUS SERVICES

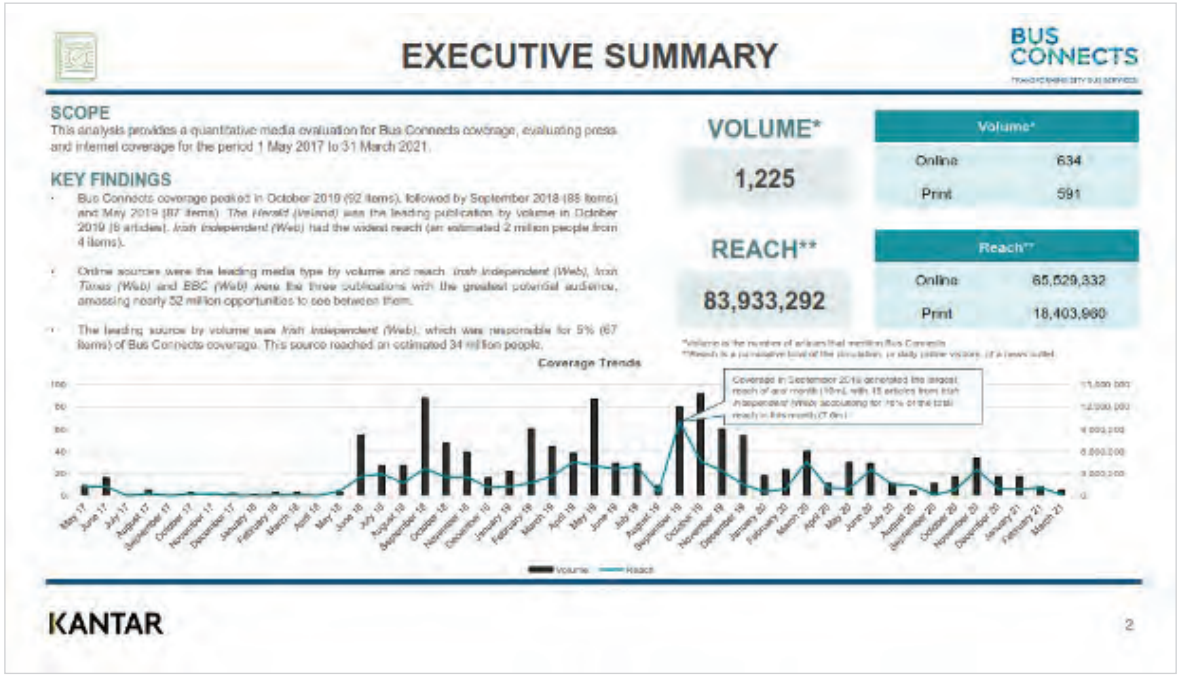
6. General Information

6F Media Analysis & Coverage

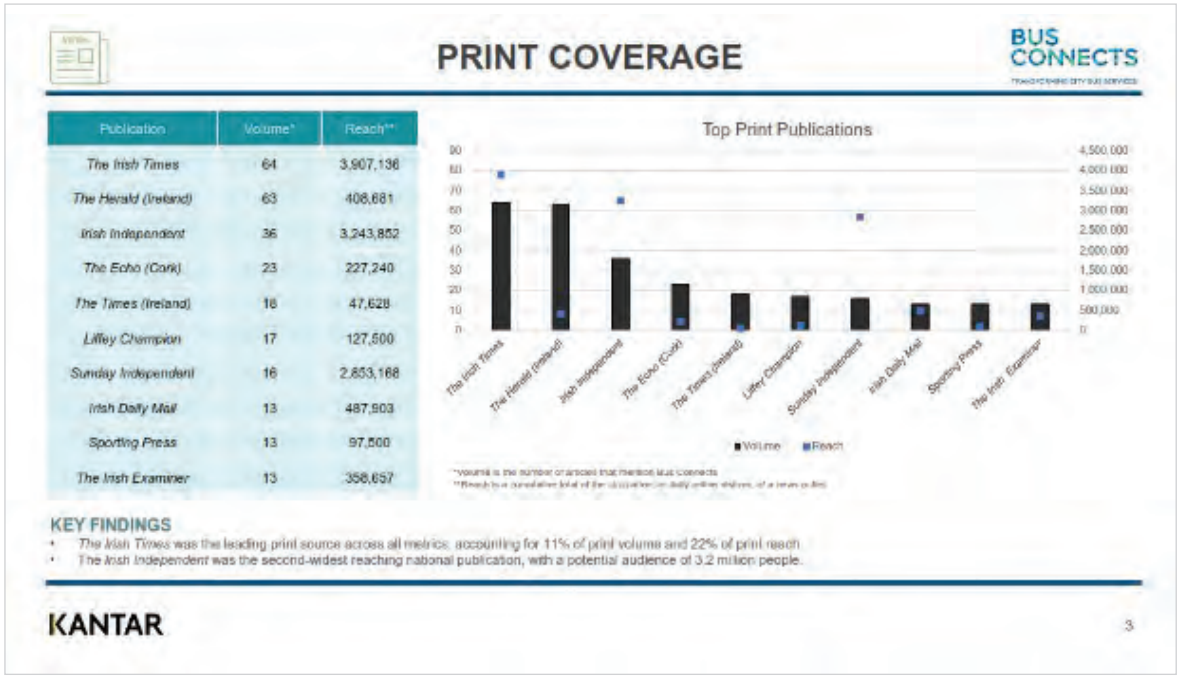


Media Analysis Report for period of 1 May 2017 – 31 March 2021:





Cont.



PRINT COVERAGE

BUS CONNECTS

Publication	Volume*	Reach**
The Irish Times	64	3,907,136
The Herald (Ireland)	63	408,681
Irish Independent	36	3,243,852
The Echo (Cork)	23	227,240
The Times (Ireland)	18	47,628
Liffey Champion	17	127,500
Sunday Independent	16	2,653,168
Irish Daily Mail	13	487,903
Sporting Press	13	97,500
The Irish Examiner	13	358,657

Top Print Publications

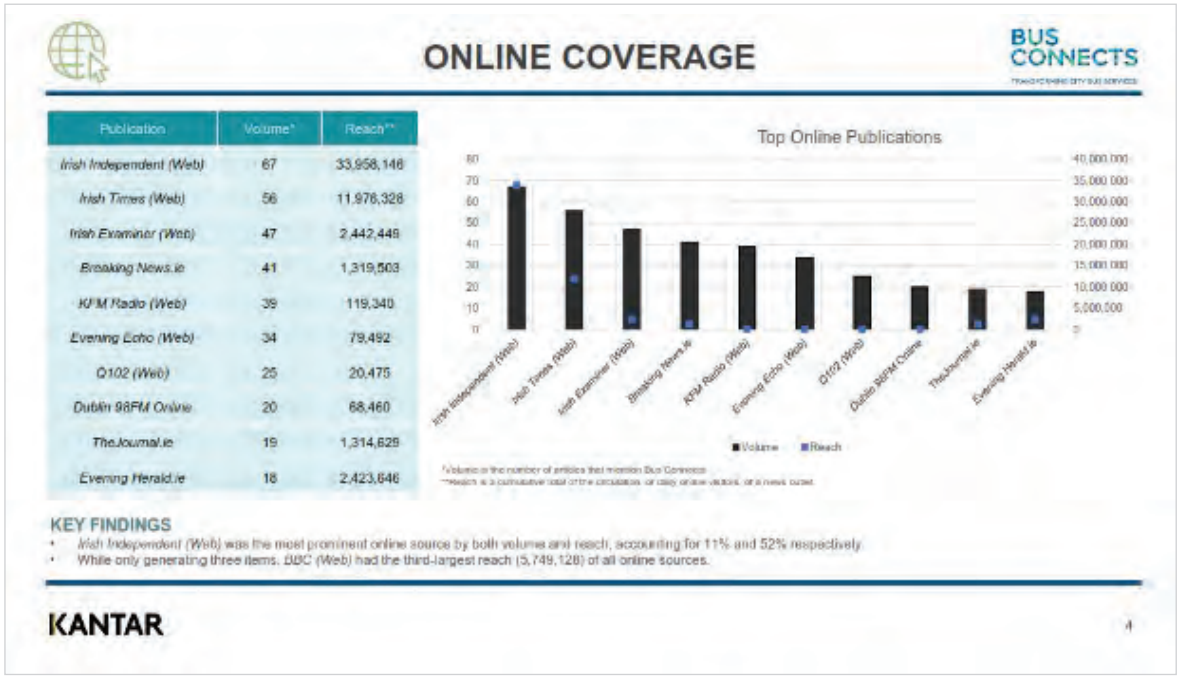
*Volume is the number of articles that mention Bus Connects
**Reach is a cumulative total of the circulation, or daily online visitors, of a news outlet

KEY FINDINGS

- *The Irish Times* was the leading print source across all metrics, accounting for 11% of print volume and 22% of print reach
- *The Irish Independent* was the second-widest reaching national publication, with a potential audience of 3.2 million people.

KANTAR

3



ONLINE COVERAGE

BUS CONNECTS

Publication	Volume*	Reach**
Irish Independent (Web)	67	33,958,146
Irish Times (Web)	56	11,976,326
Irish Examiner (Web)	47	2,442,446
Breaking News.ie	41	1,319,503
KFM Radio (Web)	39	119,340
Evening Echo (Web)	34	79,492
Q102 (Web)	25	20,475
Dublin 98FM Online	20	68,460
TheJournal.ie	19	1,314,629
Evening Herald.ie	18	2,423,646

Top Online Publications

*Volume is the number of articles that mention Bus Connects
**Reach is a cumulative total of the circulation, or daily online visitors, of a news outlet

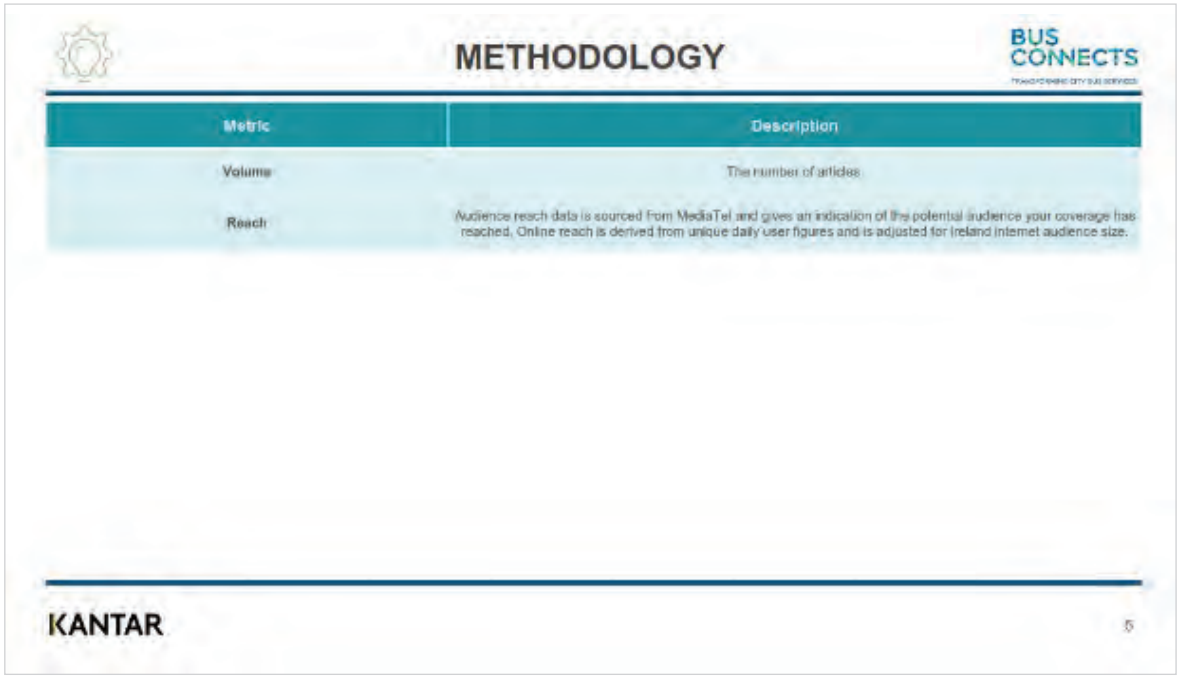
KEY FINDINGS

- *Irish Independent (Web)* was the most prominent online source by both volume and reach, accounting for 11% and 52% respectively
- While only generating three items, *BBC (Web)* had the third-largest reach (5,749,128) of all online sources.

KANTAR

4

Cont.



METHODOLOGY

BUS CONNECTS

Metric	Description
Volume	The number of articles
Reach	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.

KANTAR

5

Adverting – Bus Shelter:




START HERE
WITH UP TO
IN CASH
NEW MORTGAGE
DUNNES
STORES
LIFTS TO CAR PARK
View the detailed
proposals and have your
say at busconnects.ie
BUS
CONNECTS
RAVEL
QUIZ


BUS
CONNECTS
THE
FESTIVE
FACTORY


BUS
CONNECTS
More reliable bus services. Safer cycling.
Reduced congestion. Decreased pollution.


Like you, we're
staying alert.
BUS
CONNECTS
More reliable bus services. Safer cycling.
Reduced congestion. Decreased pollution.


Lloyds Pharmacy
BUS CONNECTS
MORE HOPS.
MORE TASTE.
MORE CHARACTER.
13


EXIT
BUS CONNECTS
Visit us at www.blanchardstowncentre.com
EXIT
EXIT


BUS
CONNECTS
More reliable bus services. Safer cycling.
Reduced congestion. Decreased pollution.


View the detailed proposals and have your say at
BUS CONNECTS


Everyone's welcome
on public transport
We're united against racism
BUS
CONNECTS
More reliable bus services. Safer cycling.
Reduced congestion. Decreased pollution.


BUS
CONNECTS
More reliable bus services. Safer cycling.
Reduced congestion. Decreased pollution.

Public Information Events













Community Forums









Anne Graham CEO NTA on Newstalk discussing launch of BusConnects on 29th May 2017:





NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Harcourt Lane,
Dún Scéine,
Dublin 2.
D02 WT20