



Appendix J1

Greenhills to City
Centre Core Bus
Corridor -
1st Non-Statutory
Public Consultation
-Brochure

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES



Greenhills > City Centre

Core Bus Corridor

Emerging Preferred Route

Public Consultation January 2019



9



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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



230kms
of continuous
bus priority



200kms
of cycle tracks/
lanes provided

Separately in July 2018 the **Dublin Area Bus Network Redesign**, which is the redesign of bus services, started its first public consultation phase. Around 30,000 submissions including signed petitions and online survey responses were received by the end of September. Over the coming months all of these submissions will be reviewed and assessed. Following that process a revised network design will be published during 2019 for a second public consultation. It is envisaged that the implementation of the final network will take place in 2020. The network redesign can be implemented on the existing road network with some enhancements at key interchange locations.

The public consultation for the sixteen radial core bus corridors will now take place on a phased basis from November 2018 until May 2019. Each phase will be for a set number of corridors to be consulted on over a period of months. These public consultations phases will be the start of a detailed process of engagement and communication. All of which will take place prior to detailed designs being finalised and planning permissions sought.

This document is one of a series of sixteen, each dedicated to a single core bus corridor. The document provides a written description of the emerging preferred route from start to finish with supporting route maps. It explains the step by step process for engagement and consultation for potentially impacted property owners and the general public. It also outlines the process for planning and construction of the core bus corridor network including expected timelines.

1.2 Why does Dublin need a core bus corridor network?

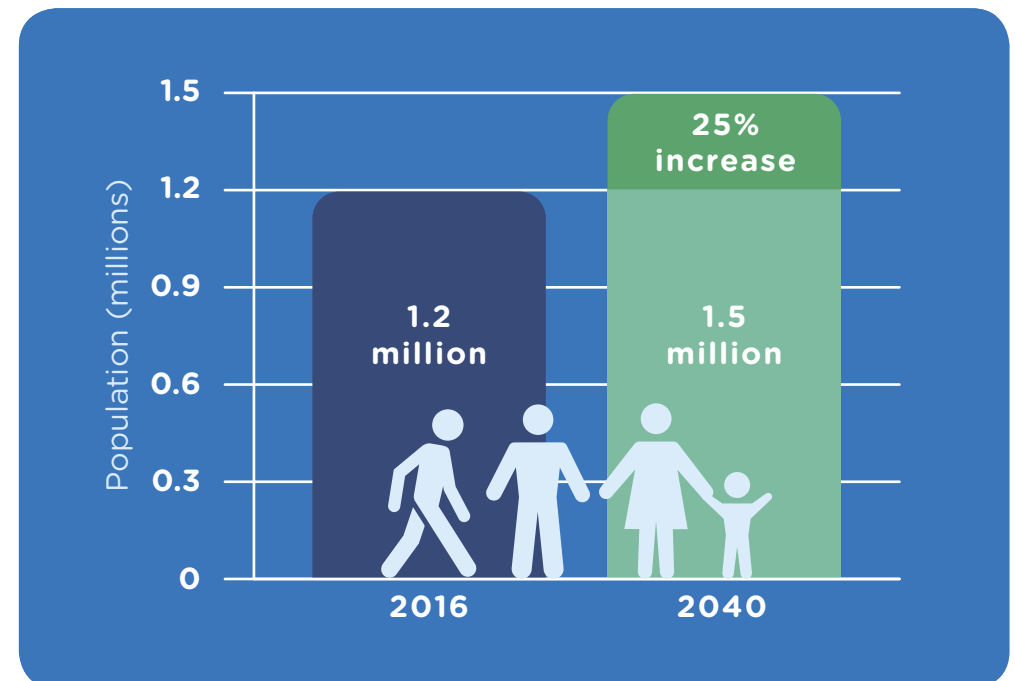
➤ **Congestion** - Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. Ireland's economic recovery from the recession is seeing significant increases in the number of people working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



211,416

people crossed the canal inbound between 7.00am and 10.00am.



Over half

of all journeys into the city in the morning are now made on public transport.



107,160

people came into the city centre by using bus, train or Luas.



12,447

people cycled in. The highest number ever.



25,000

people walked in. Mode share for walking is 11.8%.



70%

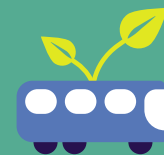
used sustainable modes.



Private cars carried **under 30%** of people for the first time.



The more people use sustainable modes of transport, the **less congestion**.



Public transport also **reduces the amount of greenhouse gases and other emissions**.

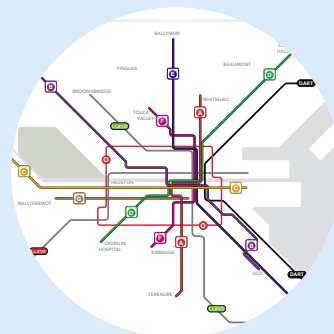
1.3 What is BusConnects Dublin?

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

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



- Building a network of new bus corridors to make journey's faster and more reliable.
- New network of cycle lanes/ tracks.



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



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



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



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

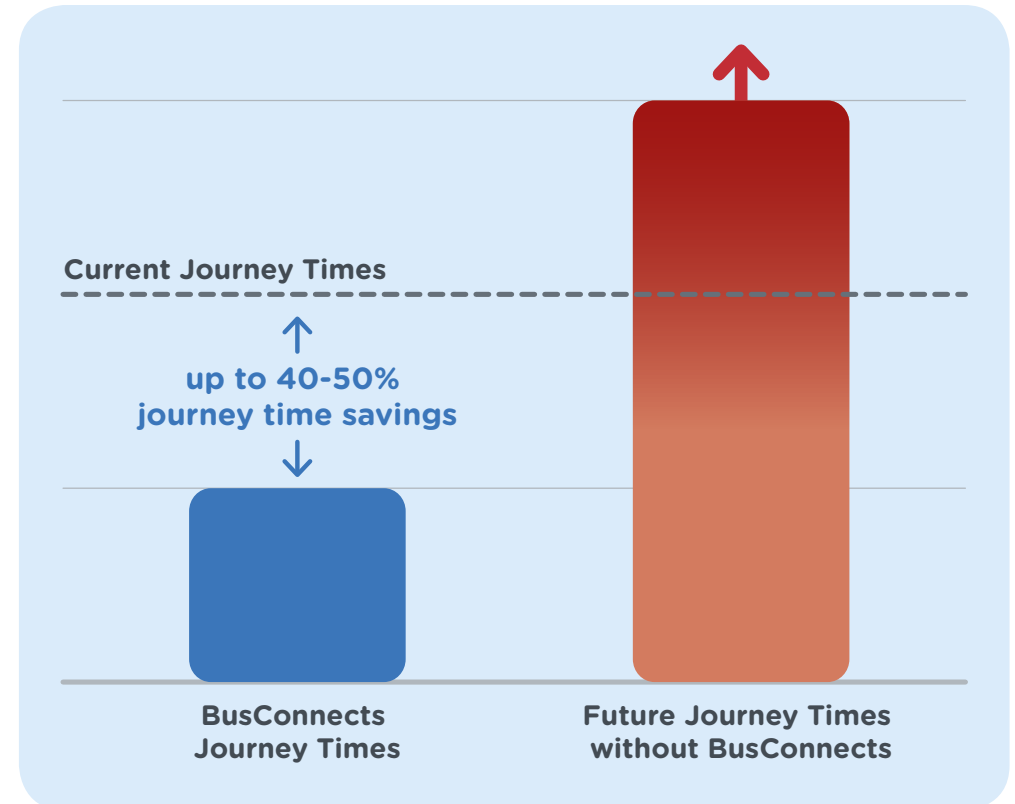


- Transitioning to a new bus fleet with low emission vehicle technologies.

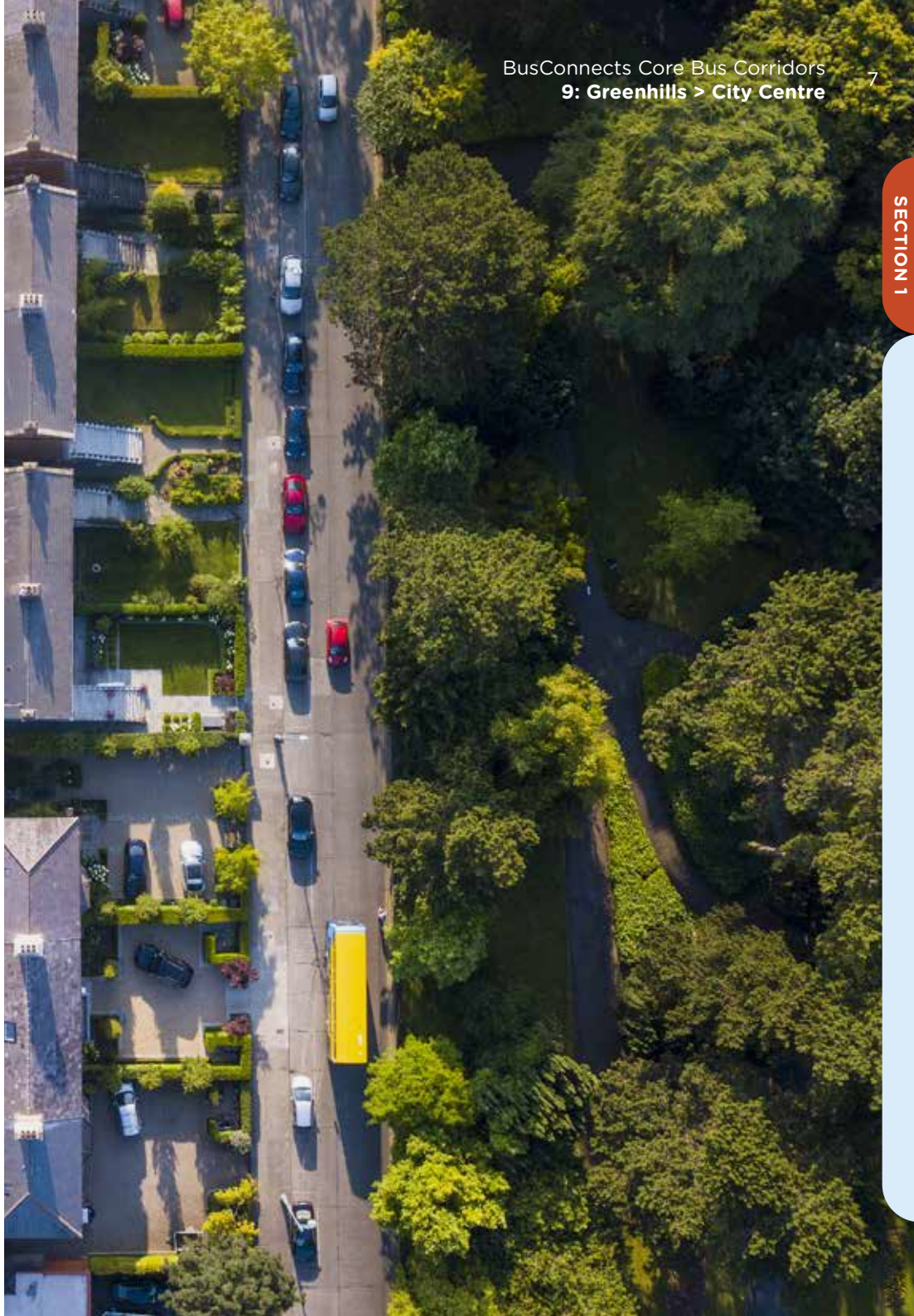
1.4 What are the benefits of this project?

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

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 CO² emissions. Tackling the challenges of climate change is a priority for the Government and moving more people to public transport is a key component of the solution.

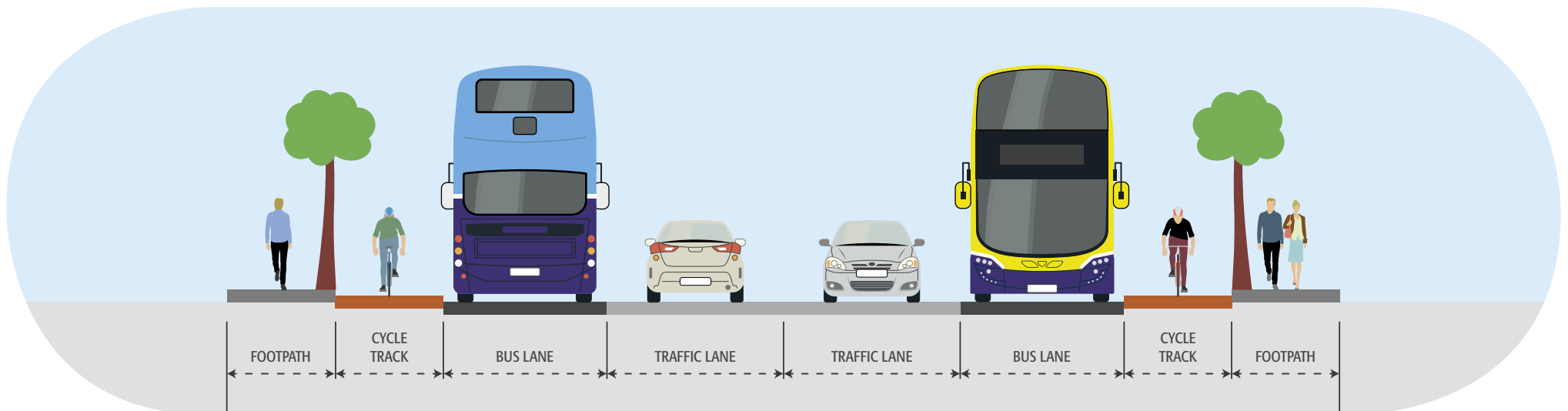


1.5 What does the core bus corridor project entail?

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

The layout below shows the arrangement that we are seeking to achieve on each corridor. However, this optimal layout is difficult to achieve in practice and we have proposed alternative solutions in various places to deliver the required bus and cycling lanes.

Optimum Road Layout



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.



Radial Core Bus Corridors Emerging Preferred Routes

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

2. Emerging Preferred Route

2.1 Emerging Preferred Route for Greenhills to City Centre

The Emerging Preferred Route set out in this consultation document was identified following an assessment of various alternatives.

The route selection process involved identification and consideration of possible options taking account of criteria including local impacts on property frontage, existing traffic patterns and broad assessment of environmental impacts. A Feasibility Report setting out details of the assessment work undertaken is available on www.BusConnects.ie.

Arising from that work an Emerging Preferred Route has been identified for this corridor and public feedback on that proposal is now sought. It is important to know that this option is not adopted yet. Only following this public consultation and the review of the submissions received will a decision on the final Preferred Route be made.

2.2 Greenhills to City Centre Overview

The Greenhills Core Bus Corridor (CBC) commences on Belgard Square West at the junction with Cookstown Way. From here the CBC is routed along Belgard Square West and Belgard Square North as far as the junction with Belgard Road. At this point the CBC enters the Institute of Technology Tallaght campus and follows the existing internal road through the campus, exiting at the existing junction on Greenhills Road. From here the CBC is routed along the R819 Greenhills Road, Ballymount Avenue, Calmount Road, and Walkinstown Road as far as the junction with the R110 Long Mile Road.

It is proposed to realign the existing Greenhills Road in two locations on this section: along an existing road reservation between Parkview and Treepark Road, and through Ballymount Industrial Estate by way of extending both Ballymount Avenue and Calmount Avenue to connect to Greenhills Road at new signalised junctions.

From the junction of the R110 Long Mile Road and the R819 Walkinstown Road the CBC is routed along the R110 Drimnagh Road, Crumlin Road, Dolphin's Barn, Cork Street, St. Luke's Avenue, The Coombe, and Dean Street to the junction with the R137 Patrick Street. The CBC is then routed along Patrick Street and Nicholas Street to the junction with Christchurch Place where it will join the prevailing traffic management regime in the city centre.

2.2.1 Belgard Square South to Greenhills Road - Belgard Square West, Belgard Square North, Institute of Technology Tallaght Access Road

The Greenhills CBC commences at the existing roundabout junction on Belgard Square South. It is proposed to change the roundabout to a fully signalised junction with improved pedestrian facilities. Belgard Square West is intended to be a bus only route not accessible to general traffic. Between Belgard Square South and Tallaght Cross West / Broadfield Hall access to and from these buildings and neighbouring developments will still be permitted from Belgard Square West. Bus traffic across Old Blessington Road will be controlled by a bus gate traffic light system. Access to and from the Old Blessington Road to Belgard Square West will be permitted.

It is proposed to change the roundabout junction on Belgard Square North at the Tallaght Hospital Entrance and Cookstown Way to a fully

signalised junction to accommodate new bus lane and pedestrian facilities. The roundabout junctions at Belgard Square East and at Belgard Road will also be replaced with new signalised junction arrangements. From Belgard Road it is proposed to route the bus corridor through the grounds of the Institute of Technology Tallaght (ITT). It is intended to change one of the inbound lanes on the entry road to a contra-flow bus lane. It is proposed to provide new bus stop facilities within the campus.

The ITT junction with the Greenhills Road is currently an uncontrolled priority junction. It is proposed to upgrade this junction to a fully signalised junction with pedestrian crossing facilities.

2.2.2 Greenhills Road to Walkinstown Roundabout – Greenhills Road, Ballymount Avenue, Calmount Road, back to rejoin Greenhills Road

Between the ITT access junction and the junction with Mayberry Road along the Greenhills Road it is intended to provide one bus lane, one traffic lane and a cycle track in both directions. To accommodate the road cross section it is proposed to utilise limited land take along this section on the west side of the existing Greenhills Road with some limited short sections of land take likely also on the east side.

To improve the operation of the existing junction and minimise landtake, it is proposed to introduce a right turn ban from Greenhills Road to the entrance to Harvey Norman store and right turn ban from the Greenhills Road to Hibernian Industrial Estate. Access from Harvey Norman to Greenhills Road will be maintained at the junction. Right turning vehicles for Harvey Norman will be directed to the Airton Road junction. At this junction, vehicles will be able to turn

right and access the Harvey Norman store from this road.

Right turning vehicles for the Hibernian Industrial estate will be directed to the next junction (at Agnelli Motor Park) where full access will be maintained.

Between Mayberry Road and Tymon Lane it is proposed to undertake major changes to the local road network. South Dublin County Council has identified this section of Greenhills Road for upgrade under their current County Development Plan. It is intended to implement some of these road construction works as part of this scheme. The existing Greenhills Road will be retained as an access road for Park View Estate. A new Greenhills Road will be constructed on the green space south of Birchview Avenue and Treepark Road. Traffic to the Old Greenhills Road will be restricted to local traffic only and movement bans will be proposed to enforce this. This new section of road will be wide enough to accommodate one bus lane, one traffic lane and a cycle track in both directions with new bus stop and pedestrian crossing facilities.

The existing M50 bridge crossing will be retained; however it will present a width restriction. This crossing may be reviewed in the next design stage. It is currently proposed to maintain one lane of general traffic in each direction. However, bus priority will be achieved through a queue relocation facility on the approaches to the bridge crossing. After the bridge crossing, it is proposed to widen the road again to accommodate one bus lane, one traffic lane and a cycle track in both directions.

At Keadeen Park it is proposed to close Greenhills Road to traffic. Traffic will be directed on to a new road link connecting the road

to Ballymount Avenue. The new road will tie back into the existing road networks at Calmount Road. The junction between Ballymount Avenue and Calmount Road will be upgraded from a roundabout to a signalised junction with improved pedestrian facilities. The bus route will be directed down Calmount Road. The existing road is intended to be widened to incorporate bus and cycle lanes. It is proposed to connect Calmount Road to Greenhills Road with a new link road. It also is proposed to connect the existing Greenhills Road to Calmount Road with a new link road through Calmount Avenue. Some limited land take will be required to construct a new roundabout at this proposed junction.

Between the Calmount Road and Walkinstown Roundabout, it is proposed to maintain one bus lane, one traffic lane and a cycle track in both directions. This will require limited land take on the south side of Greenhills Road. Some current access arrangements along this section of road will need to be reviewed. It is intended to upgrade the existing roundabout junction to incorporate improved pedestrian and cyclist facilities. The indicative extents of this land take are included in the Appendix of this brochure.

2.2.3 Walkinstown Roundabout to Dolphin Road – Walkinstown Road, Drimnagh Road, Crumlin Road

On Walkinstown Road between Walkinstown Roundabout and the Long Mile Road, it is proposed to provide one bus lane and one general traffic lane in both directions. There is insufficient space to accommodate dedicated cycle lanes on this section of road. To accommodate this cross section, it is proposed to utilise land take to west of the Walkinstown Road between Walkinstown Avenue and Kilnarnagh Road. Land take to the east of Walkinstown Road

may be required between Kilnarnagh Road and Long Mile Road. It is proposed to introduce a right turn ban from Walkinstown Road to Kilnarnagh Road. Kilnarnagh Road will remain accessible from Walkinstown Road through Walkinstown Drive. It is also intended to introduce a right turn ban for right turning traffic from Walkinstown Road to the southern entrance of the SuperValu supermarket.

To accommodate cyclists on this section of the route, an alternative cycle route is proposed along Bunting Road and St. Marys Road providing a quiet route linking Walkinstown Roundabout with Kildare Road.

It is proposed to upgrade the existing Long Mile Road / Walkinstown Road junction to provide bus priority signal facilities and improved pedestrian crossing. On Drimnagh Road it is proposed to maintain one bus lane, one general traffic lane and one cycle track in both directions. To allow this revised cross section some limited land take from property between Balfe Road and Kildare Road may be required.

On Crumlin Road between Kildare Road and Sundrive Road it is intended to restrict the proposed road cross section to one bus lane and one general traffic lane. Due to width restrictions in the area there is insufficient space to provide dedicated cycle lanes. To accommodate this restricted cross section it will be necessary to acquire land along Crumlin Road. The indicative extents of this land take are included in the Appendix of this brochure. Additional bus stops will be provided along this route.

To facilitate cyclists, it is proposed to redirect them through Kildare Road. To improve local safety it is intended to introduce a no entry sign at the junction of Kildare Road and Clonard Road for traffic in both

directions. This would prevent general through traffic; however buses, taxis and cyclists movements will remain unrestricted along Kildare Road. Eastbound traffic would be directed along Clonard Road, through Downpatrick Road on to Bangor Road. Westbound traffic would also be directed up Clonard Road onto the Crumlin Road. Cyclists would proceed from Kildare Road to Clogher Road and be redirected along Slane Road. From Slane Road, cyclists would travel along Downpatrick Road and on Sundrive Road. On Sundrive Road, a new cycle lane in both directions is to be provided between the junction of Downpatrick Road and Crumlin Road.

At the junction between Crumlin Road and Herberton Road, it is proposed to modify the existing layout to improve the kerb alignments and provide improved pedestrian crossing facilities. On the Crumlin Road between Herberton Road and Dolphin Road it is proposed to maintain one bus lane and one general traffic lane in both directions. There is insufficient road width on this section to provide dedicated cycle tracks.

2.2.4 Dolphin Road to Christchurch Place – Dolphins Barn, Cork Street, St Luke’s Avenue, Dean Street, Patrick Street, Nicholas Street, Christchurch Place

Between Dolphin Road and South Circular Road, it is intended to provide one bus lane, one general traffic lane and one cycle track in both directions. To improve bus priority at the South Circular Road junction, it is proposed to introduce a left turn ban in both directions. To make this turning movement drivers will be directed down Rueben Road and onto Haroldville Avenue or onto Parnell / Dolphin Road.

Between South Circular Road and Ardee Street and on along Dean

Street it is proposed to have one bus lane, one general traffic lane and one cycle track in both directions. It is also intended to upgrade the Ardee Street junction with improved pedestrian facilities.

It is proposed to modify the Kevin Street / Dean Street junction to facilitate improved cycle way facilities. There is currently insufficient road width on Dean Street to facilitate bus lanes but bus priority from St. Luke’s Avenue will be maintained with a new Bus Only signal.

Between Dean Street Junction and Christchurch Place it is proposed to have one bus lane, one general traffic lane and one cycle track in both directions. The cross section would be accommodated by removing the central median and realigning the existing kerb line. Some on-street loading bays will be maintained between Bride Road and Bull Alley Street. On Christchurch Place the route will join the prevailing traffic management regime in the city centre.

2.3 Key Facts

- Approximate number of properties that may be impacted: **220**
- Approximate number of on-street parking spaces that may be removed: **20**
- Approximate number of roadside trees that may be removed: **50**
- Approximate route length: **11kms**
- Approximate new cycle lane length: **5kms**
- Current bus journey time: up to **up to 80 mins**
- BusConnects journey time: **35-40 mins**
- Future Bus journey time without BusConnects: **100 mins +**

3. Challenges and Mitigations

3.1 The Challenges

It's important to acknowledge that the choices required to deliver this step-change in the performance of the bus system will be difficult. However, the decision-making needs to be done now and not postponed until the problem is far greater. Some of the decisions may be hard but they are being made because we believe that these plans have the potential to fundamentally transform the way public transport works in Dublin.

Our challenge now is to respond to the needs of a modern city by providing a fit-for-purpose bus system, built on a streetscape that dates back centuries. Needless to say the streets were not designed to move the number of people that now need to travel in and out of the city each day. Some of the city's inner suburbs date back to Victorian times, with road layouts suited to more modest levels of traffic than we see today.

- We will need to widen roads;
- We will have to convert current traffic lanes to bus lanes;
- We will need to restrict on-street parking;
- We will need to remove trees or parts of front gardens.

Not all the impacts will be felt equally and some locations will require more changes than others. Over the years those modifications that were easier to implement - the ones that caused little or no disruption - have been made. This means that there are no longer any simple changes which we can make that would generate meaningful benefits.

If we don't decide to make these changes now, then we need to accept that Dublin will become increasingly congested and a less attractive place to live and work, both for us now and for future generations.

3.2 Potential Impacts

3.2.1 Traffic changes

By creating more priority for buses and cycling there will be changes to how traffic currently moves around the streets. On some corridors, certain roads may become one-way, new bus-only sections will be introduced and in some places general traffic will have to take new routes in and out of the city. Additional cycle routes will be built, generally segregated from vehicular traffic, and pedestrian crossings will be added and moved in some areas.

3.2.2 Land take

Because there is so little unused space along these busy roads, it will often not be possible to accommodate the bus lanes and cycle lanes in the width available. In order to achieve the required space it will be necessary, in places, to acquire parts of front gardens, driveways and land in front of commercial properties to allow the bus and cycle lanes to be provided. This would require rebuilding new garden walls and driveways a short distance back from the existing road boundary.

3.2.3 Reduction of On-Street Parking and Loading Facilities

Because the roads that need widening travel through residential and business areas there will be a need to reduce the amount of on-street parking and loading facilities to accommodate the new layout.

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.





4. The Process for the Acquisition of Land

Where the potential for impacts on private lands have been identified, the following process applies:

Q4 2018 - Q2 2019 NTA will issue information letters (not formal compulsory purchase order (CPO) notifications) to potentially impacted land owners and/or occupiers along each Core Bus Corridor. *Potentially impacted includes for example, the acquisition of parts of front gardens, walls, fences, gates, driveways and the rebuilding of same to make way for street widening.* The intention of this is to start a direct dialogue between NTA and the potentially impacted parties.

During 2019 to prepare the statutory planning documentation, the project design and environmental impact assessment will be progressed. During this time NTA will endeavour to minimise impacts on private lands. Direct dialogue between NTA and potentially impacted parties will continue to understand the likely impact of the proposed development and what arrangements can be made to minimise and where possible avoid those impacts.

End of 2019 / start of 2020 NTA will finalise the statutory planning documentation and will serve formal notice on the actual impacted owners of land proposed to be compulsorily purchased for the project. It will make a formal application to An Bord Pleanála for confirmation to compulsorily purchase necessary lands for purposes of constructing upgraded bus-lanes and bike-lanes.

During 2020 An Bord Pleanála will consider the planning application. There will be a period of statutory public consultation to allow those notified as being subject to CPO, and the public at large, to make submissions and/or objections to An Bord Pleanála. This will be followed by an Oral Hearing by An Bord Pleanála if deemed necessary. The statutory process will conclude with a decision by An Bord Pleanála on whether to:

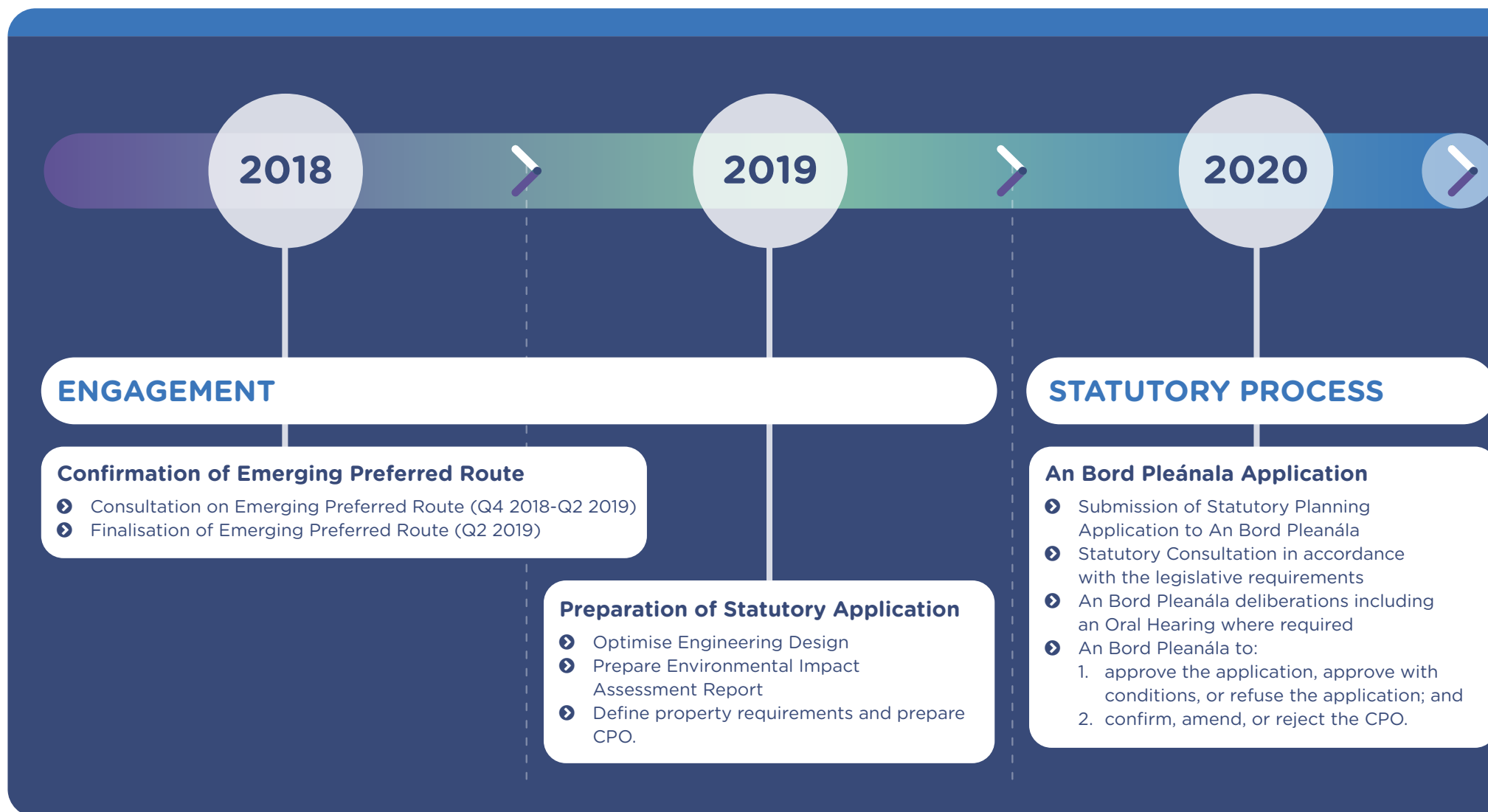
1. approve the application, approve with conditions, or refuse the application; and
2. confirm, amend, or reject the CPO.

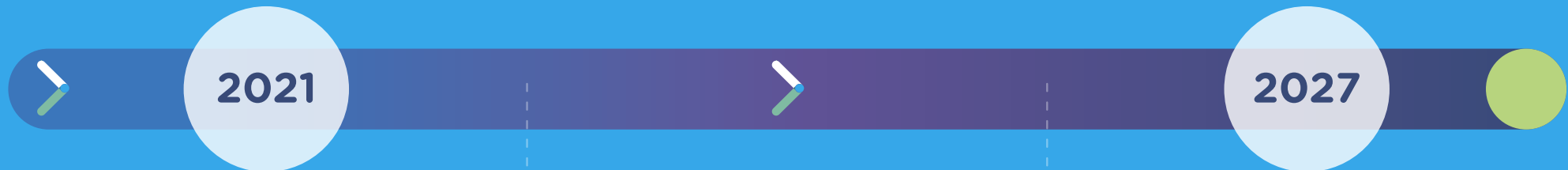
From 2021 onwards if An Bord Pleanála grants approval NTA will commence valuations and negotiations to acquire the lands in the CPO, and progress construction of the project. The construction of each core bus corridor will take up to two years to complete. The construction start dates for each of the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



4.1 How the project will progress

How & when to get involved





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

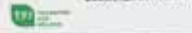


You'll see a lot of us about

From 1st October the following routes will be operated by Go-Ahead Ireland on behalf of Transport for Ireland

43a, 43b, 93, 61, 63a and 75

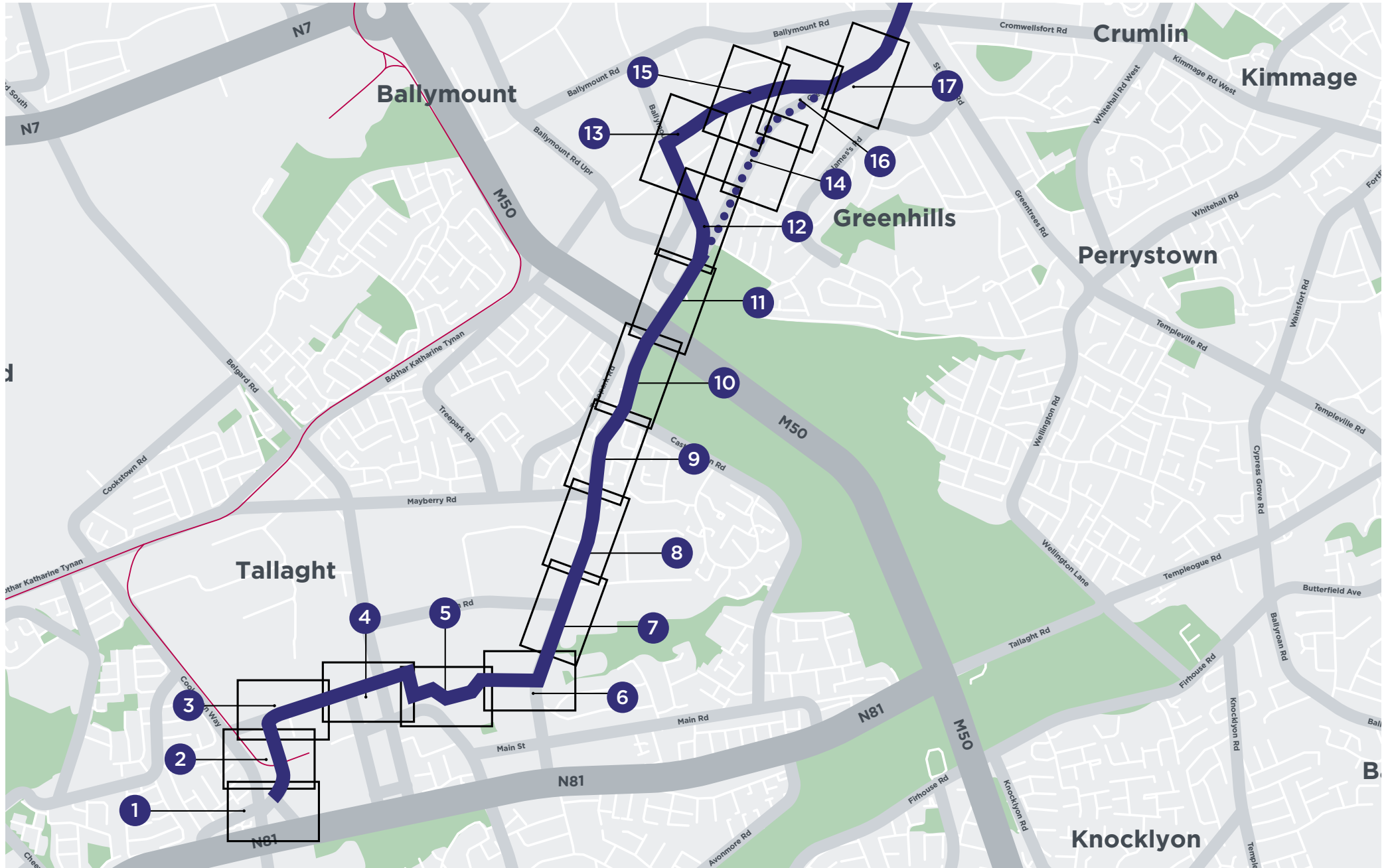
www.twinbus.com/ireland



6. Appendices

Index map
Route maps

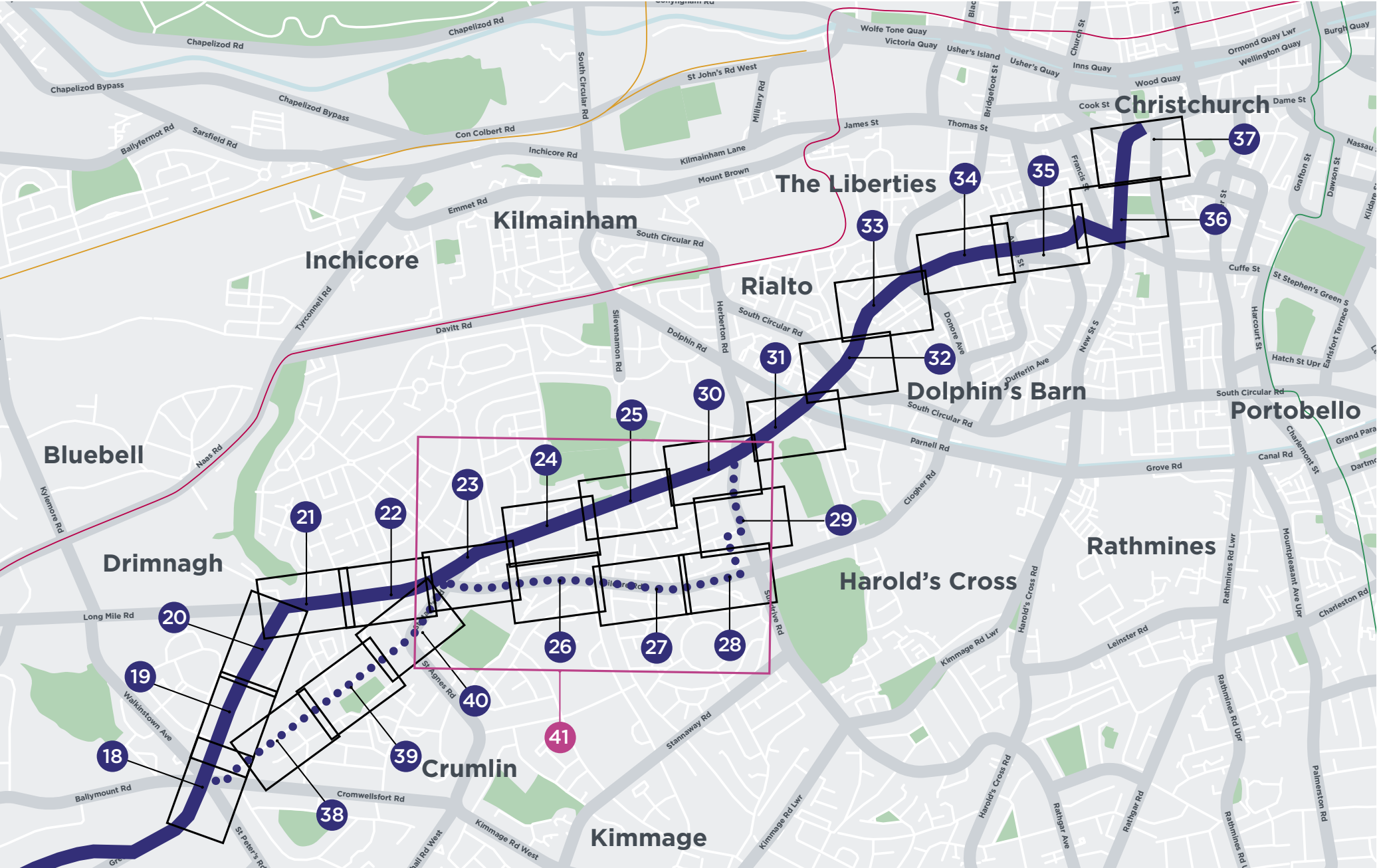




NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

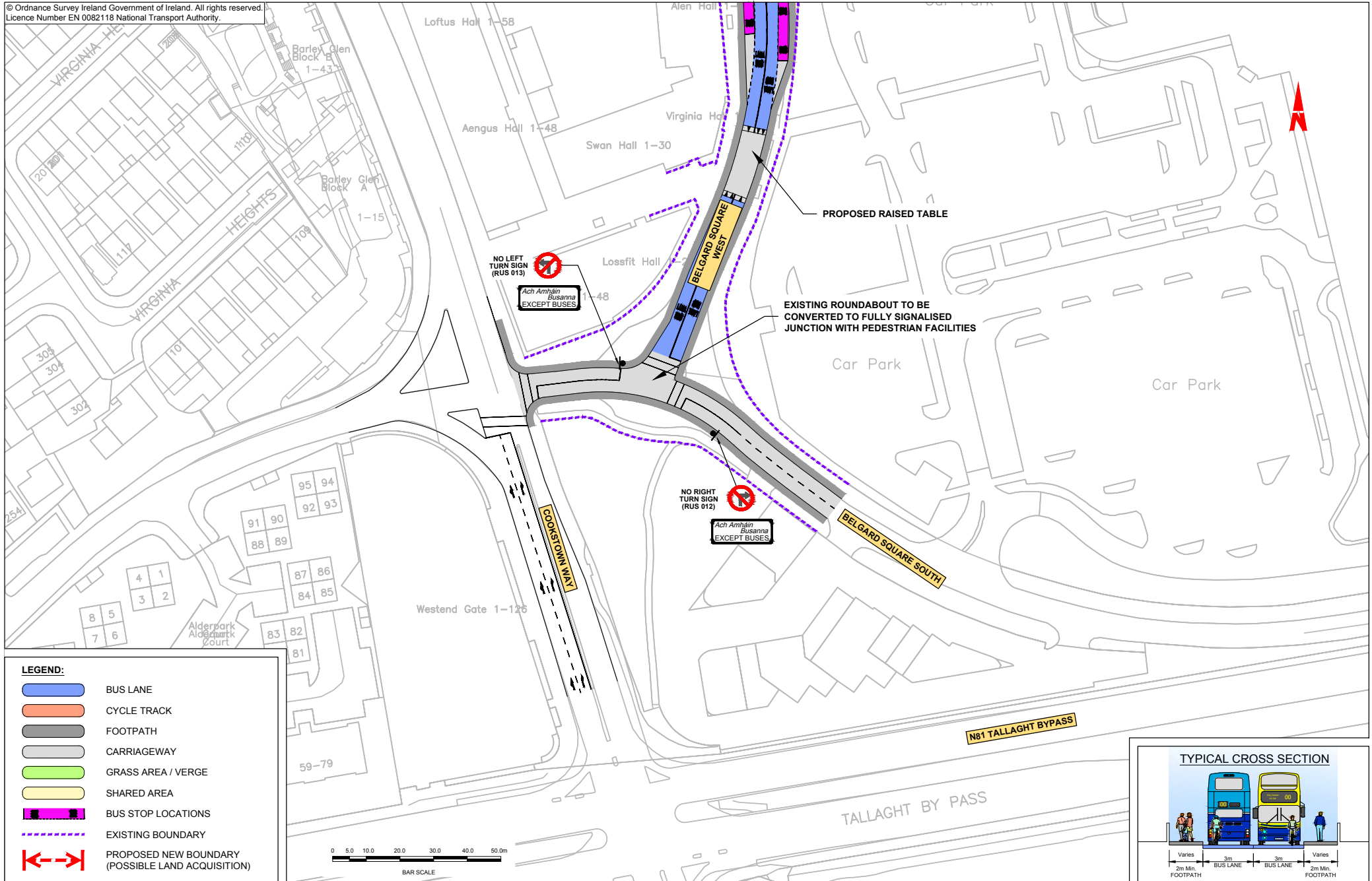
Greenhills City Centre

Index Map (continued)



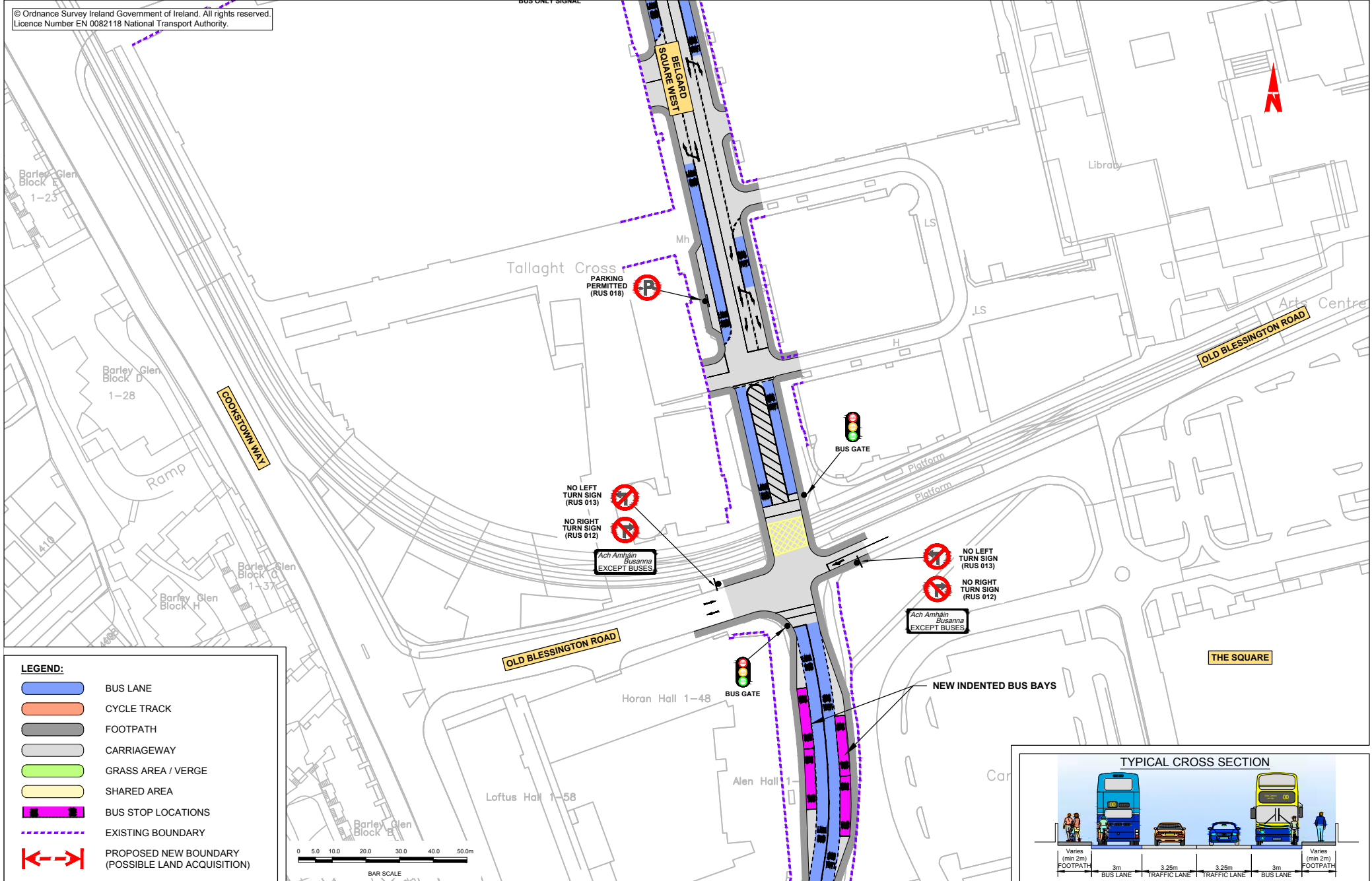
NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

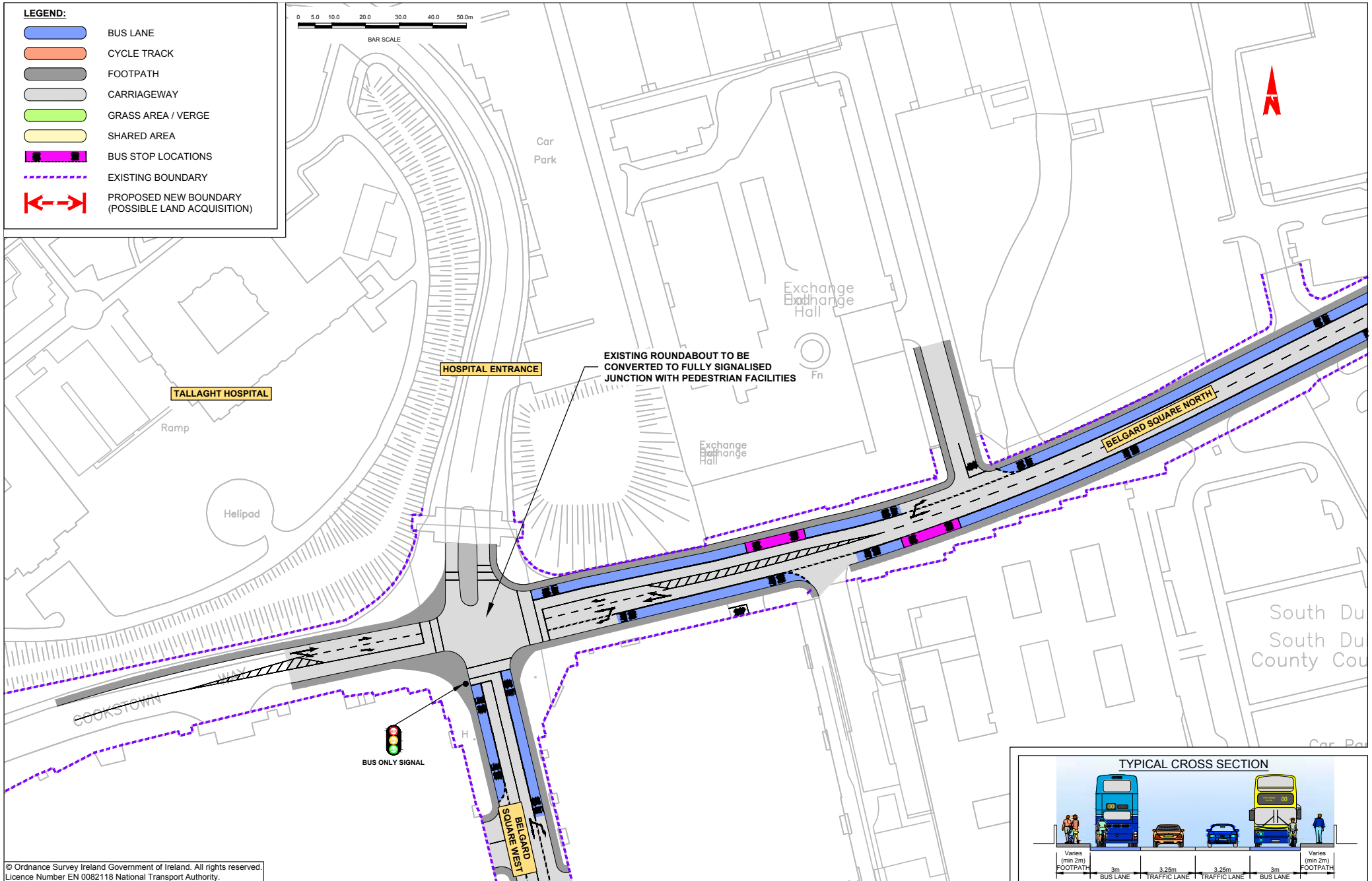
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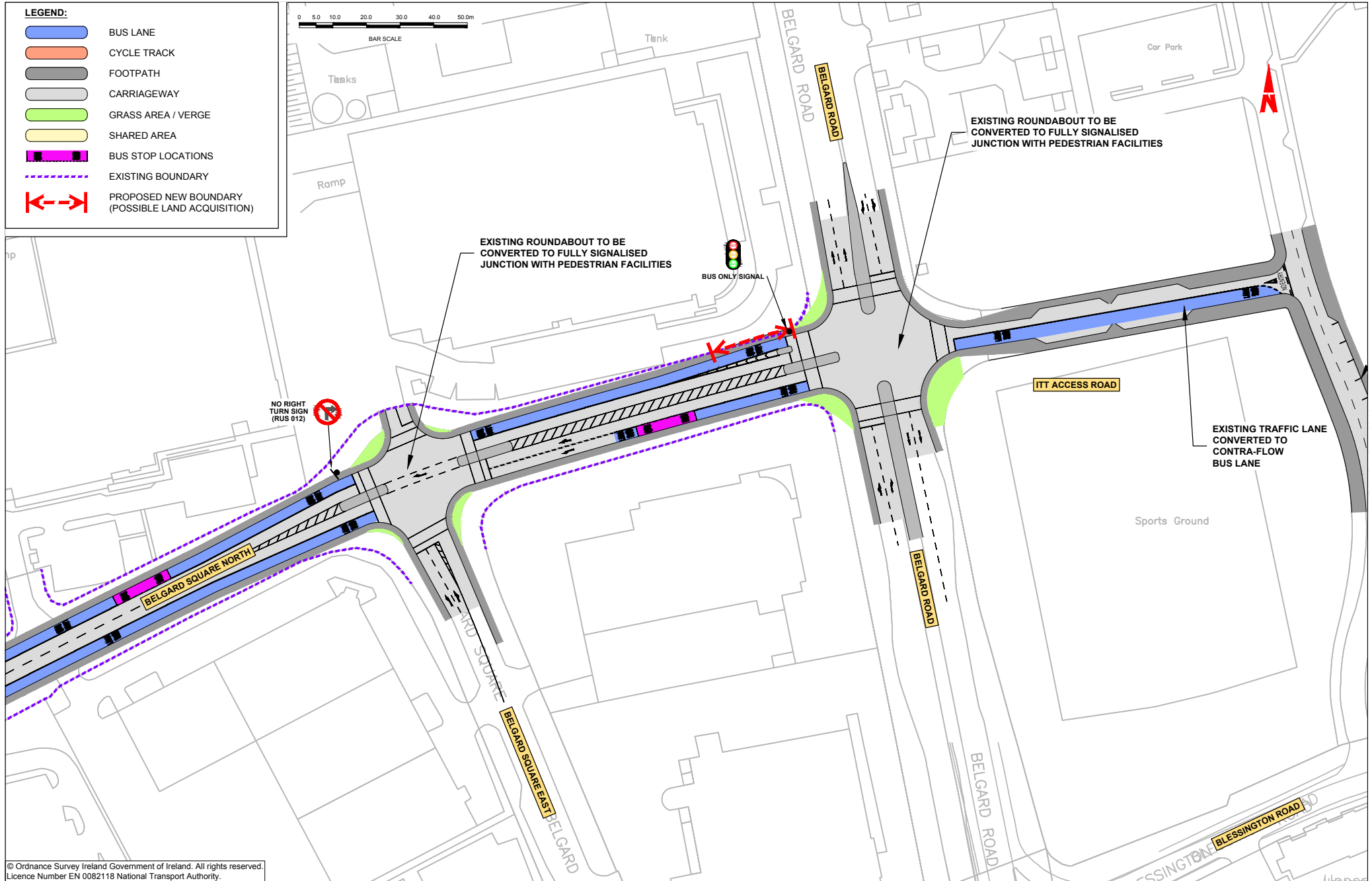
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 2: Emerging Preferred Route

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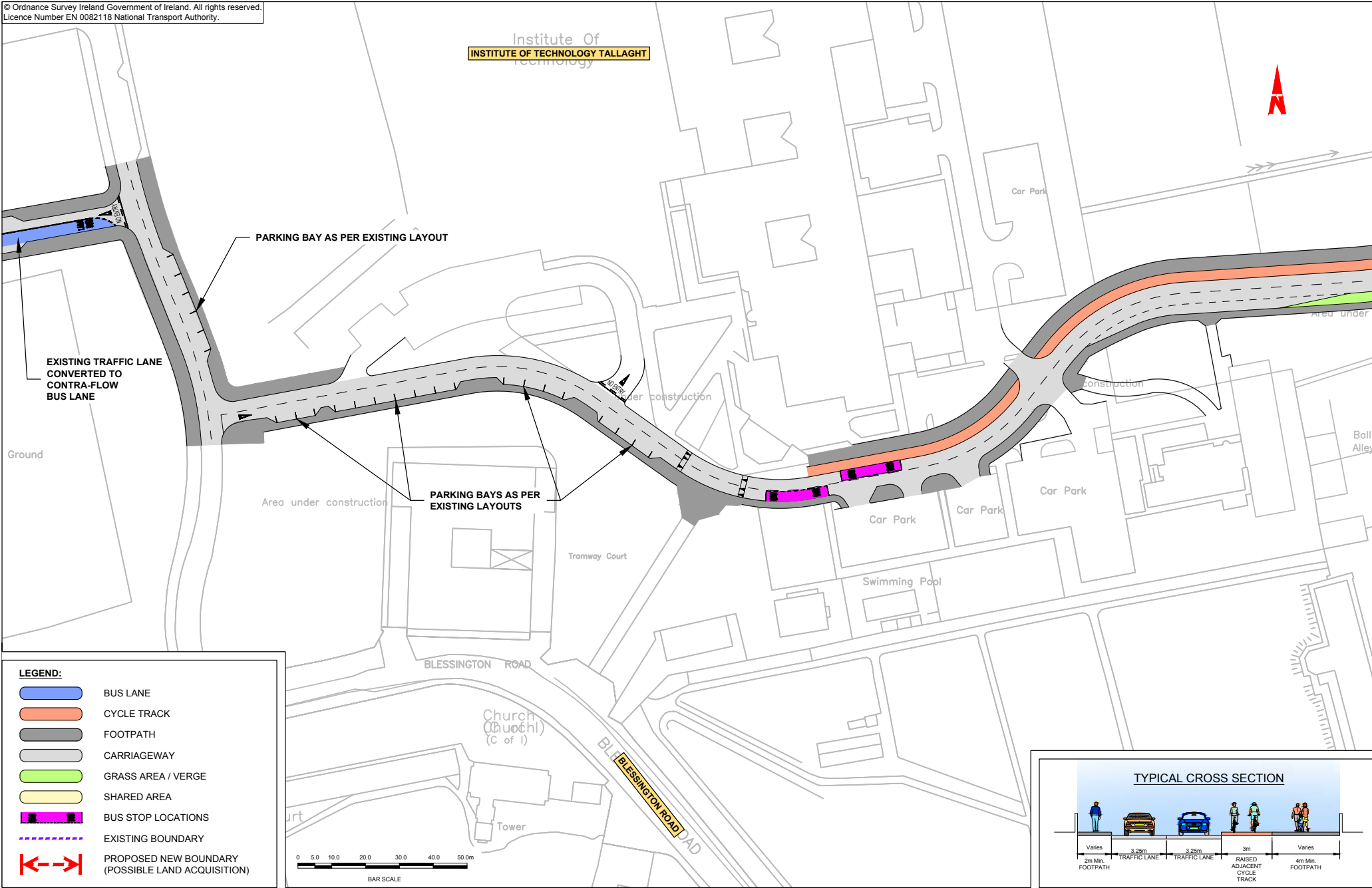




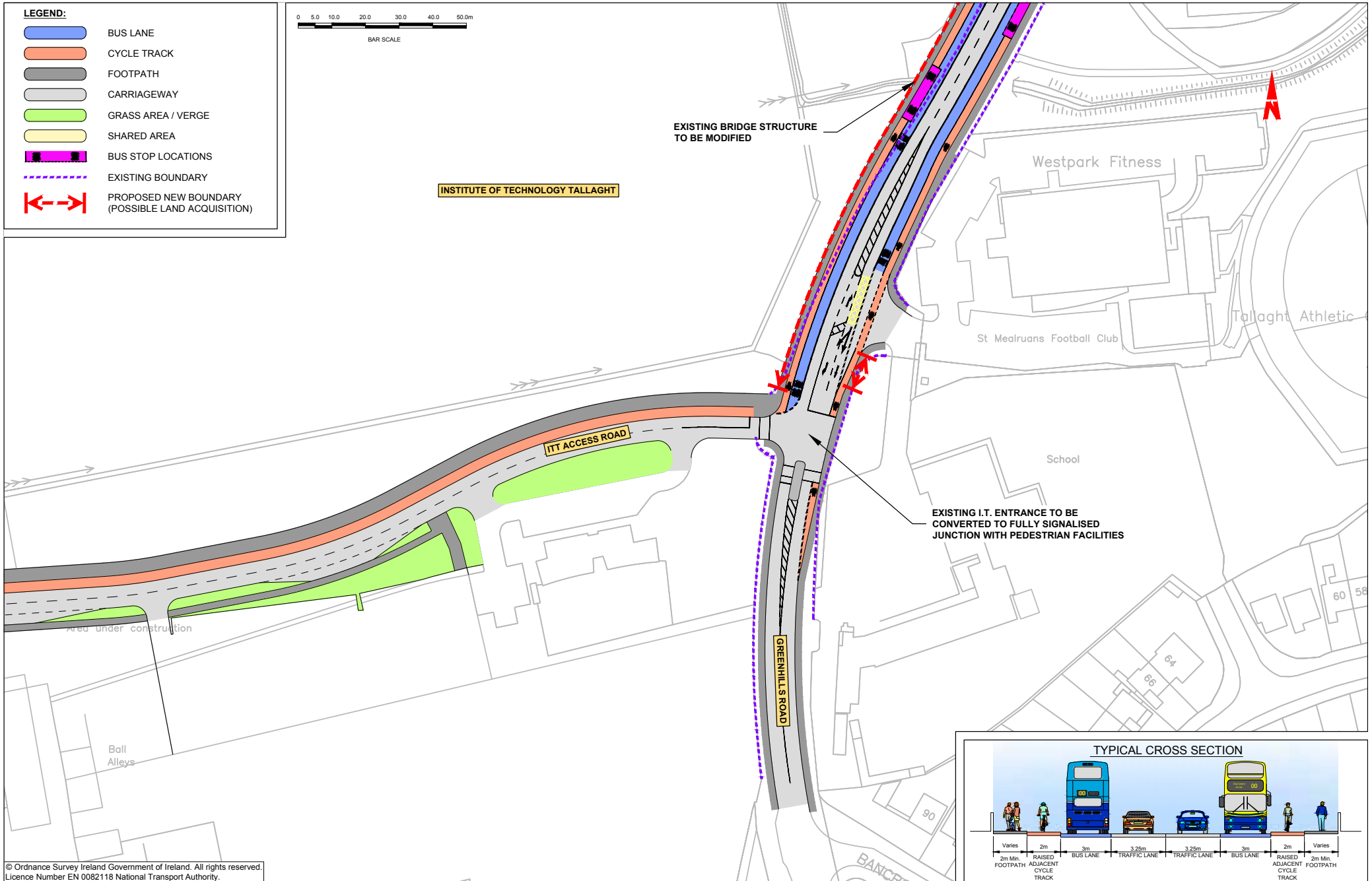
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 4: Emerging Preferred Route



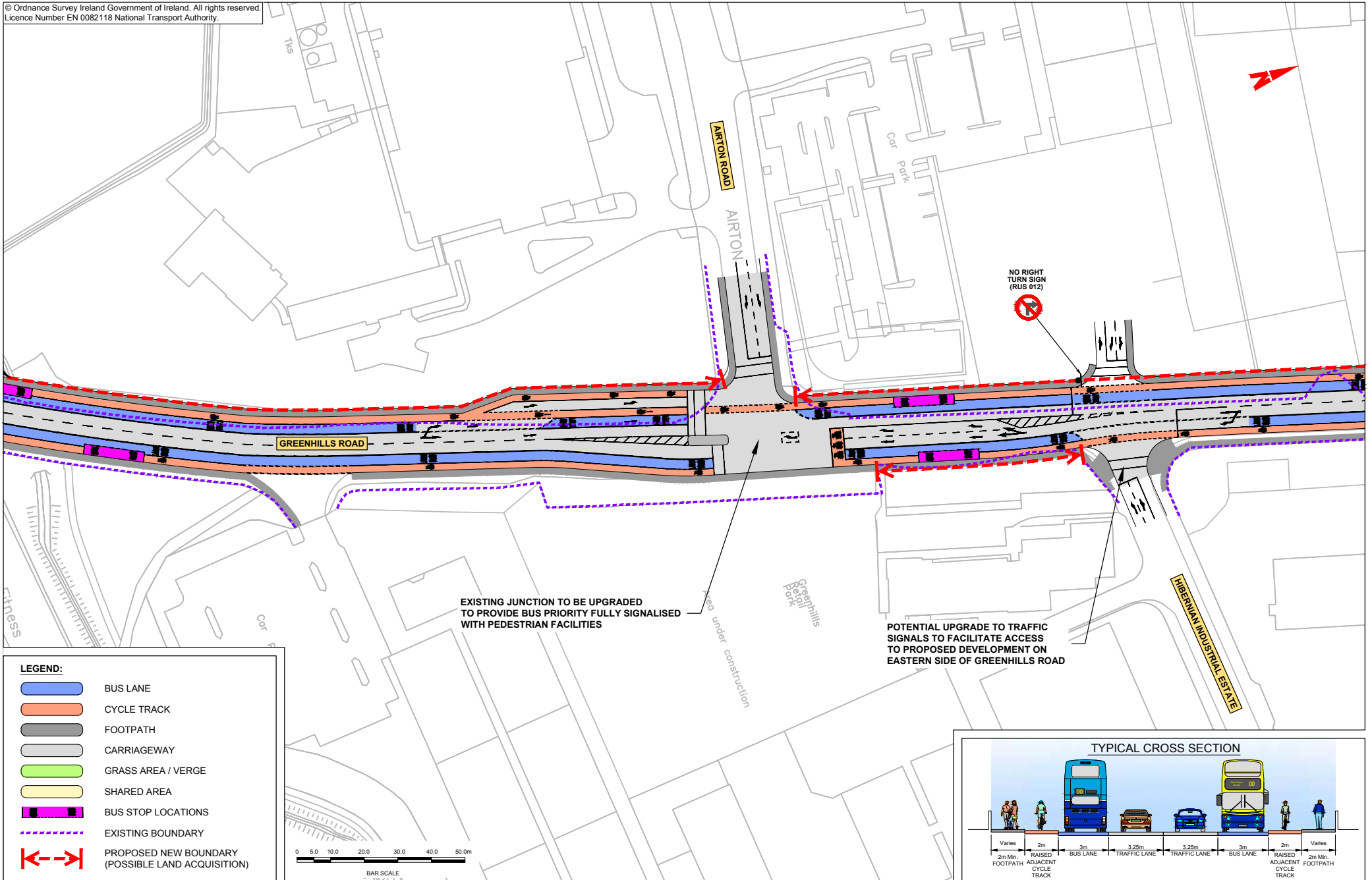
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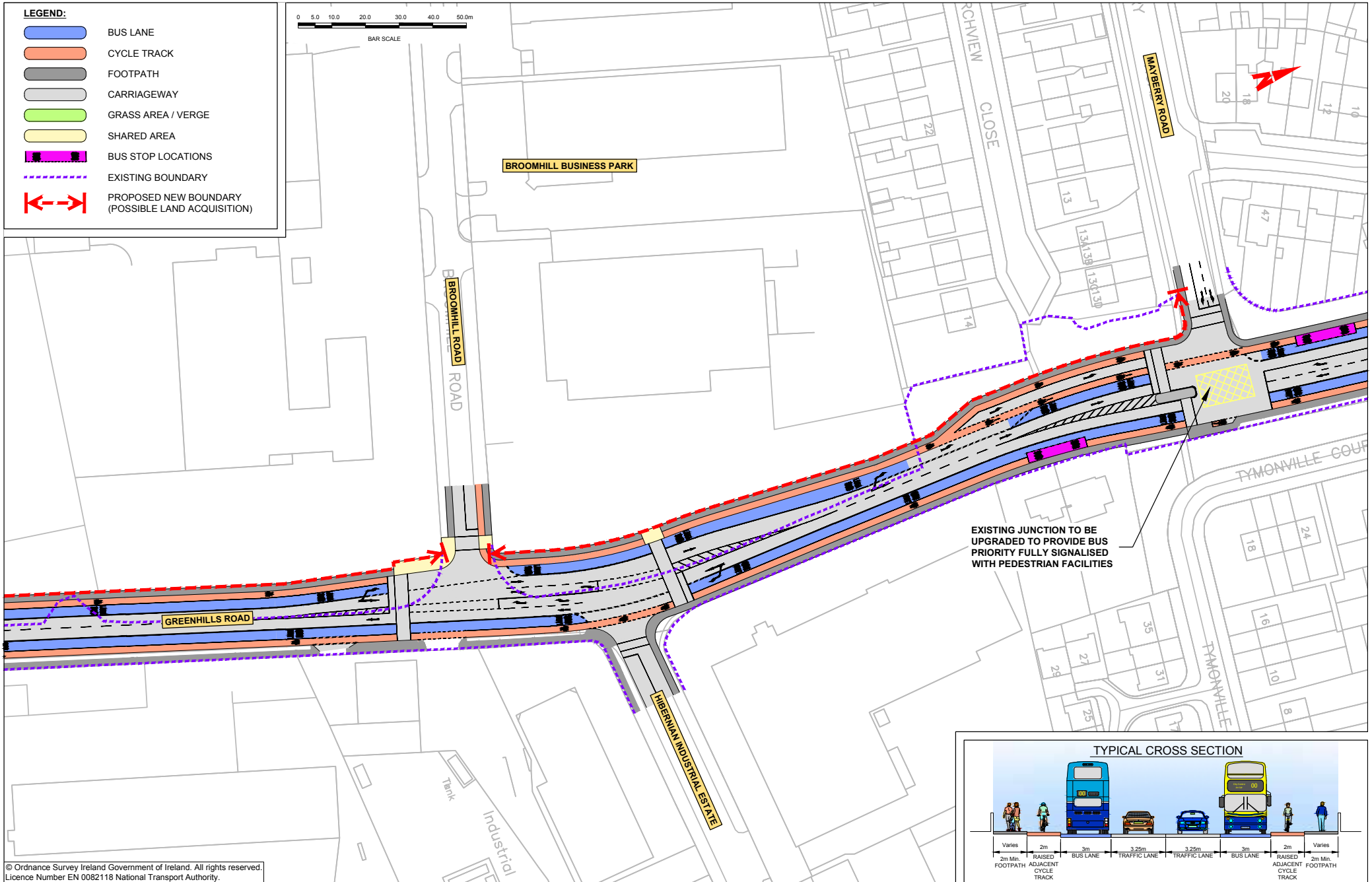
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 6: Emerging Preferred Route



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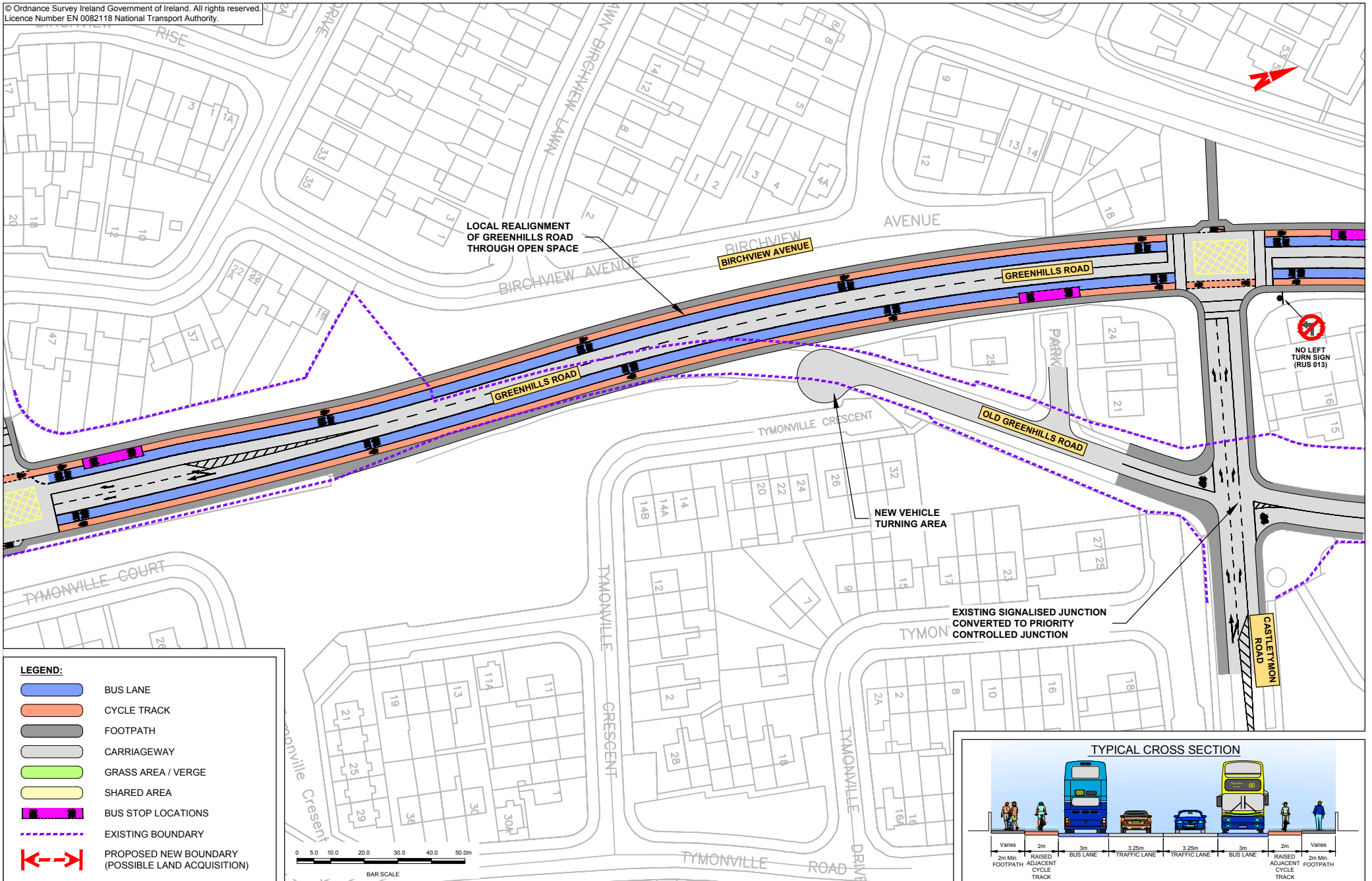


BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 8: Emerging Preferred Route



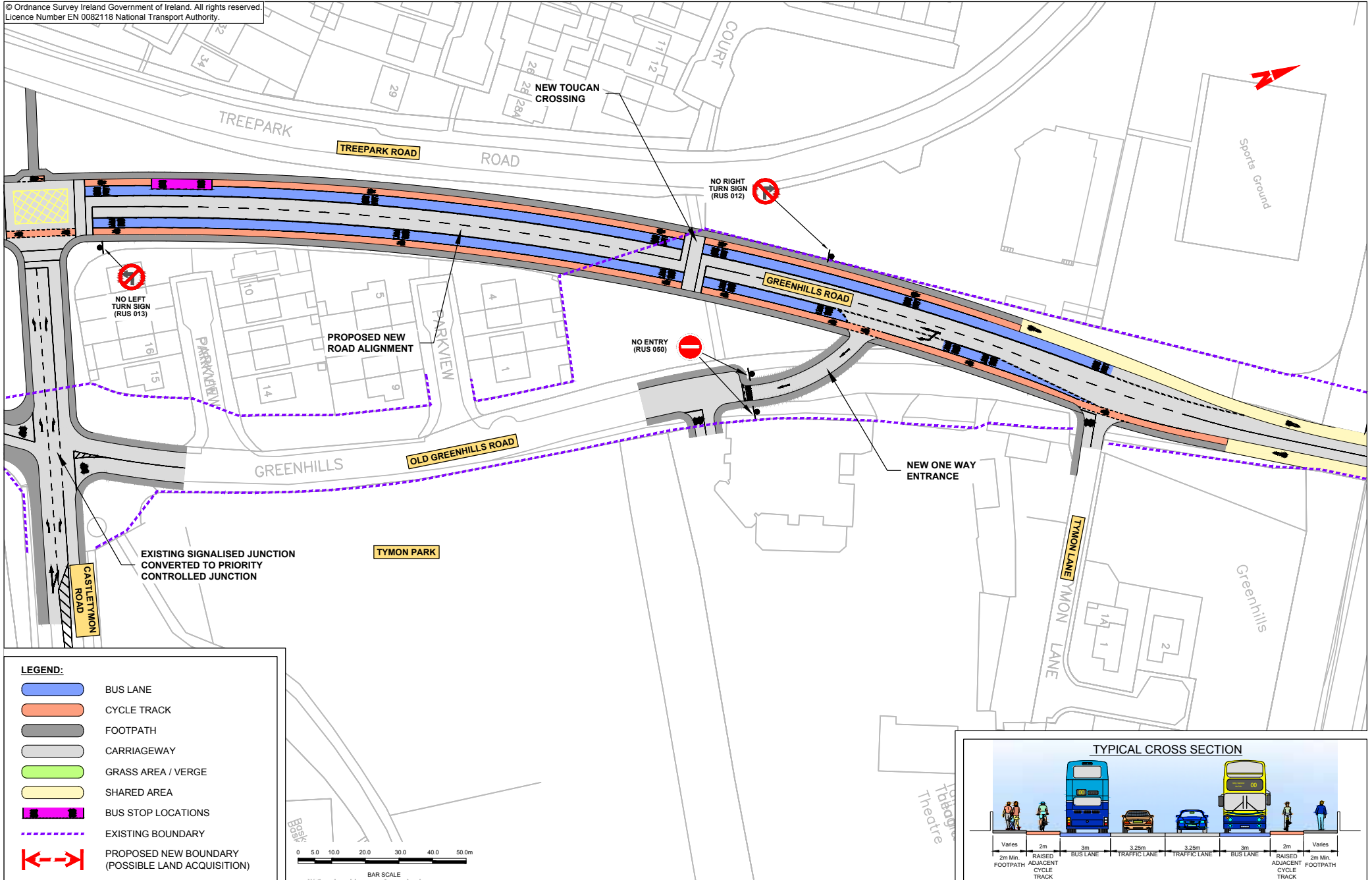
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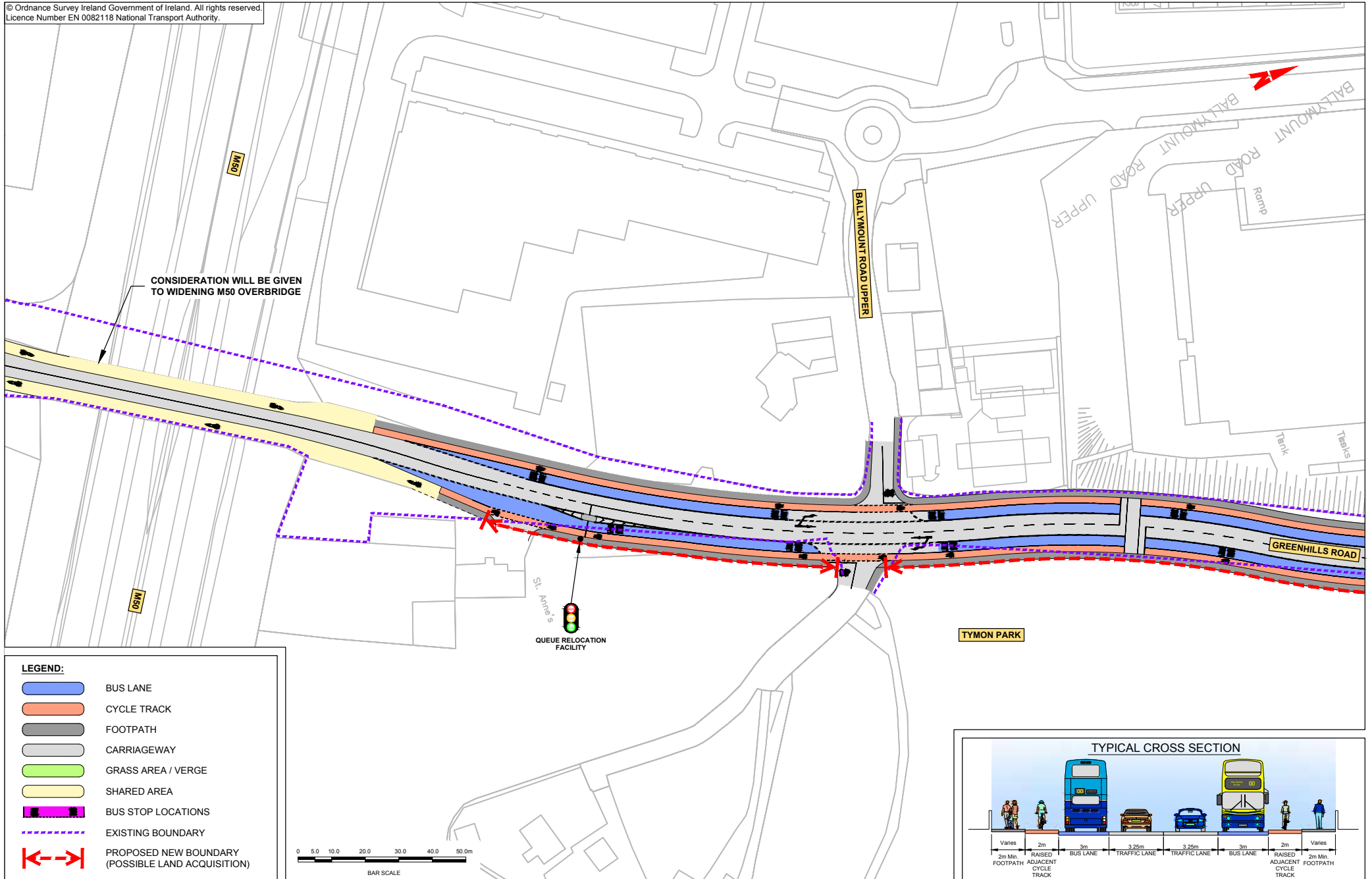


BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 10: Emerging Preferred Route

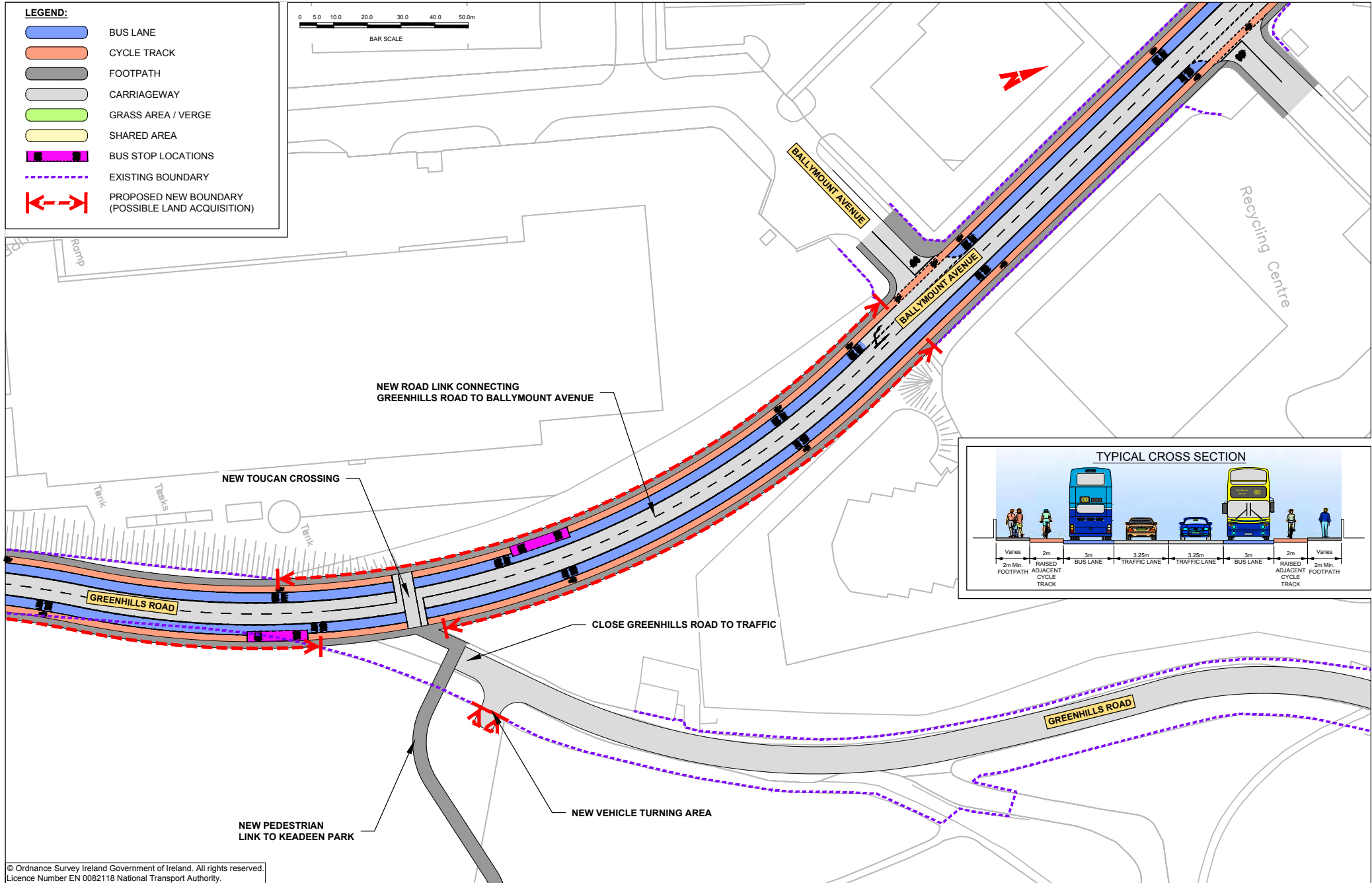
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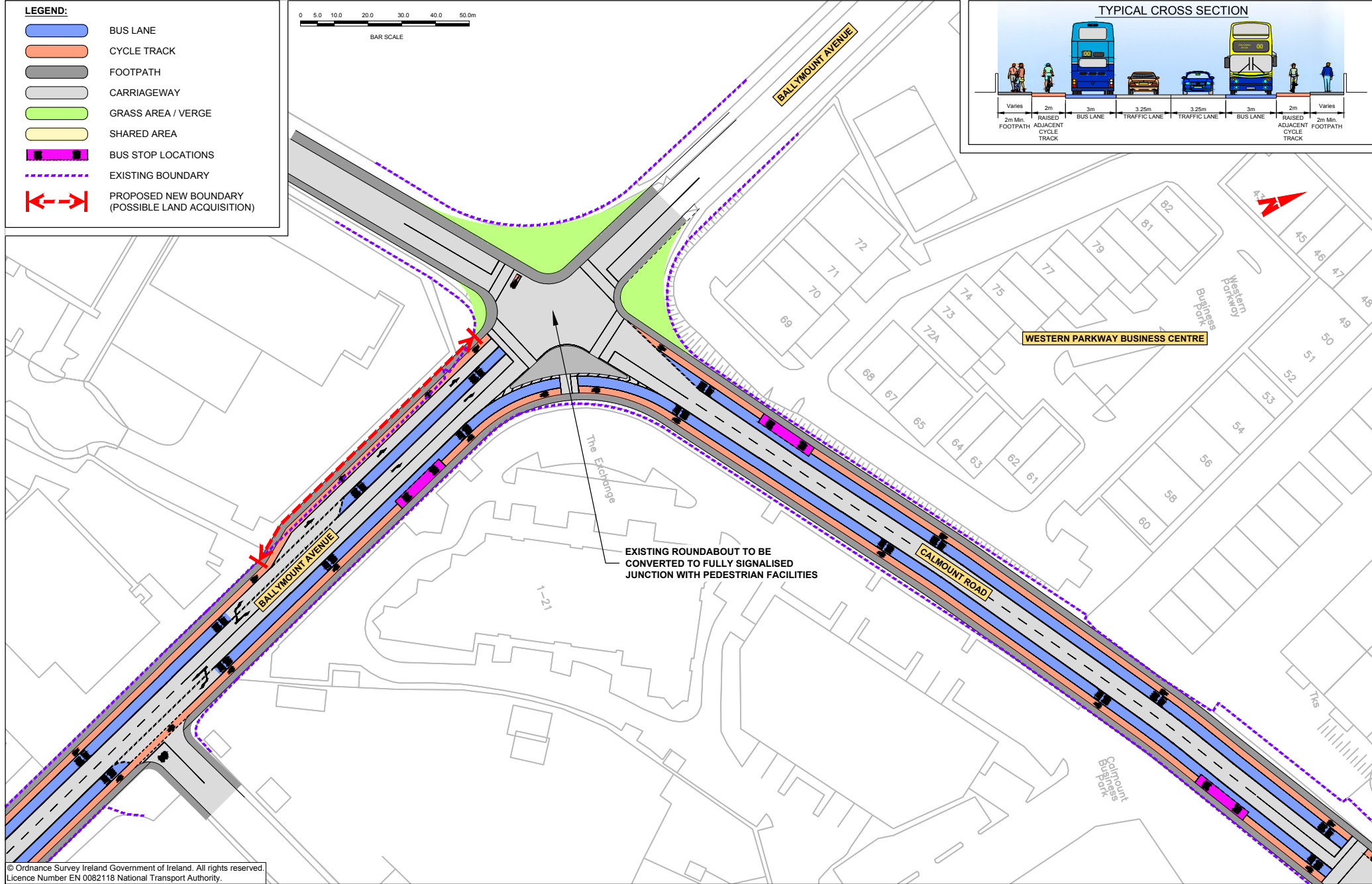
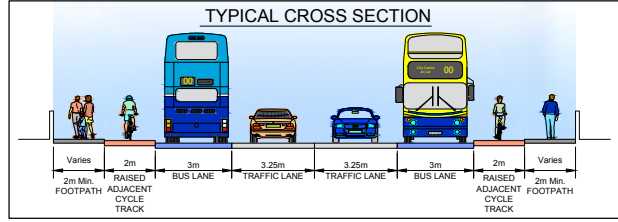
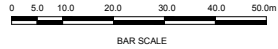


BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 12: Emerging Preferred Route



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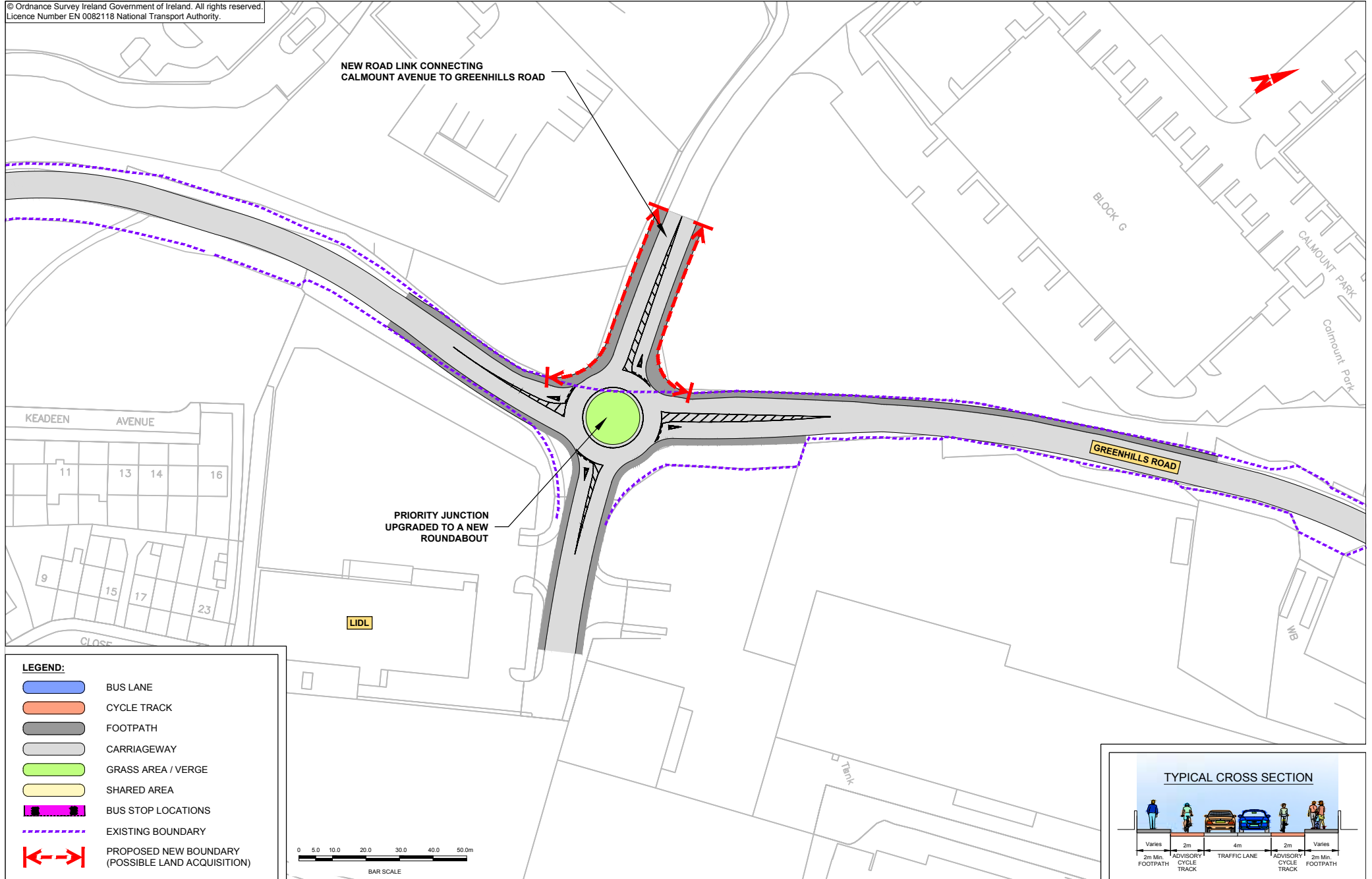
-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



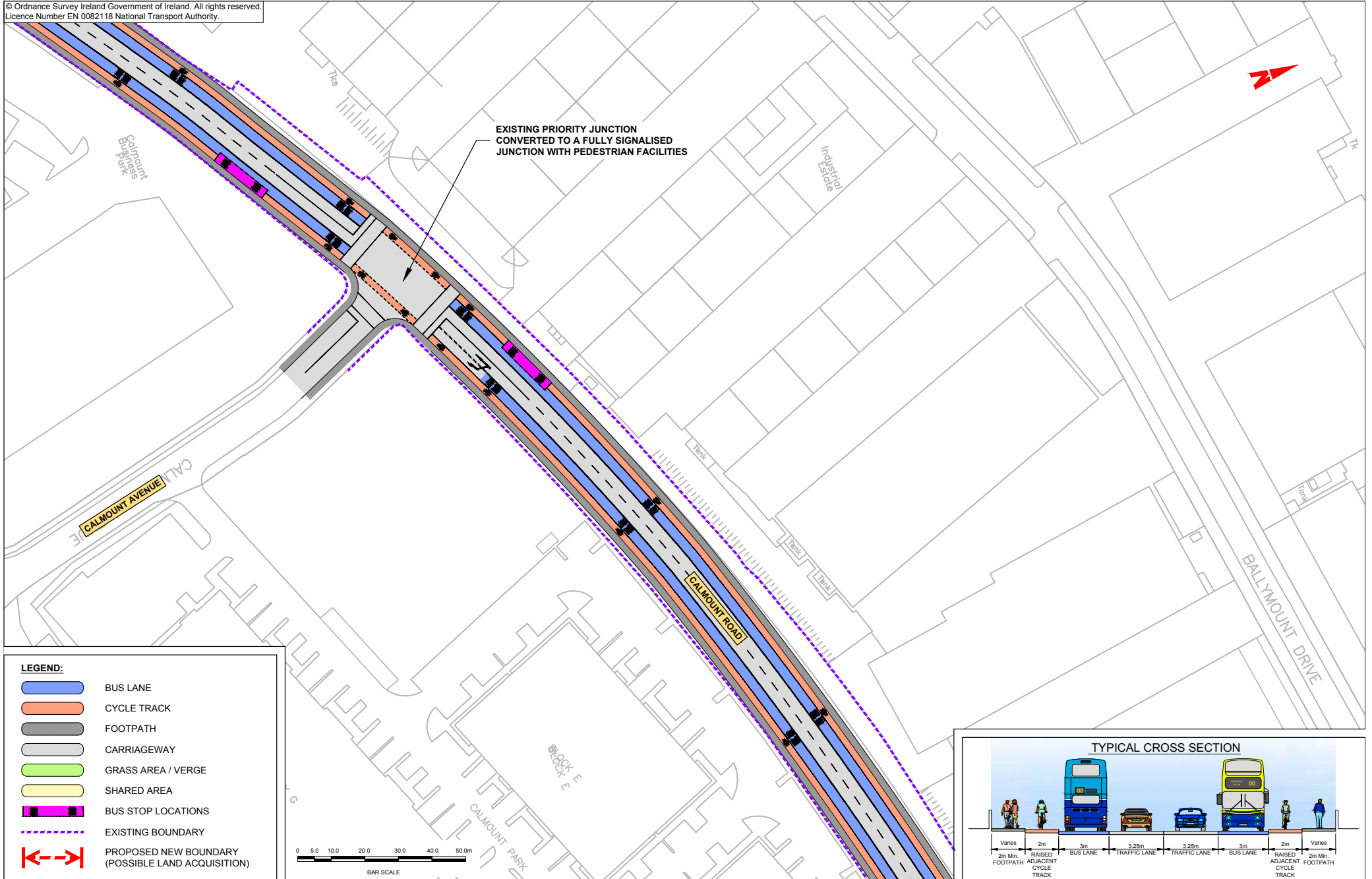
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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 14: Emerging Preferred Route

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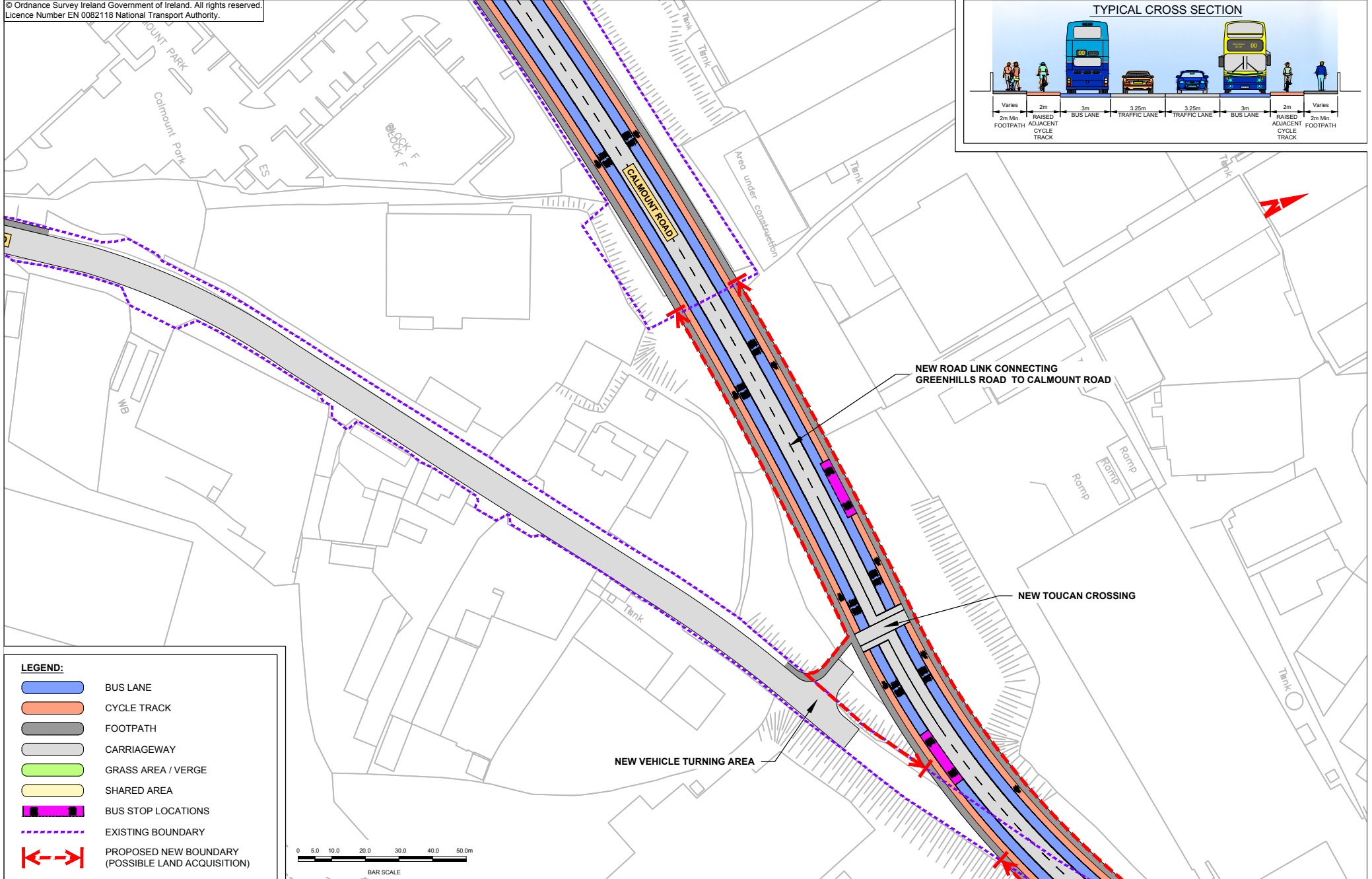
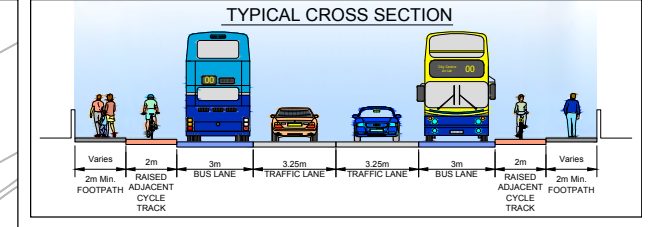


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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 16: Emerging Preferred Route

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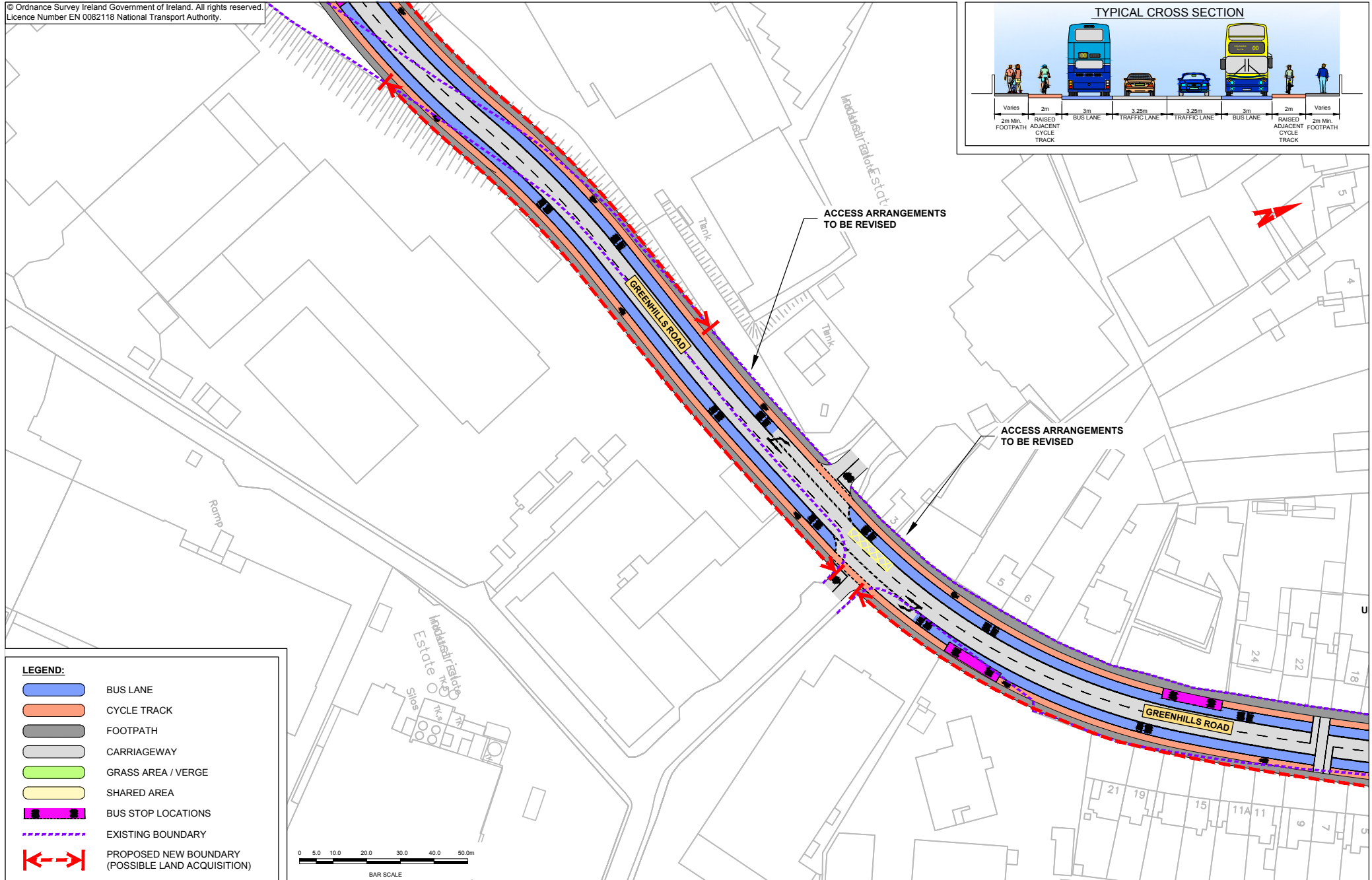
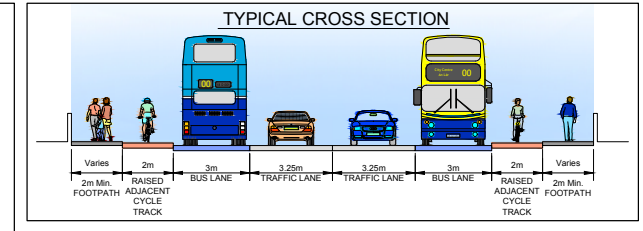


LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

0 5.0 10.0 20.0 30.0 40.0 50.0m
 BAR SCALE

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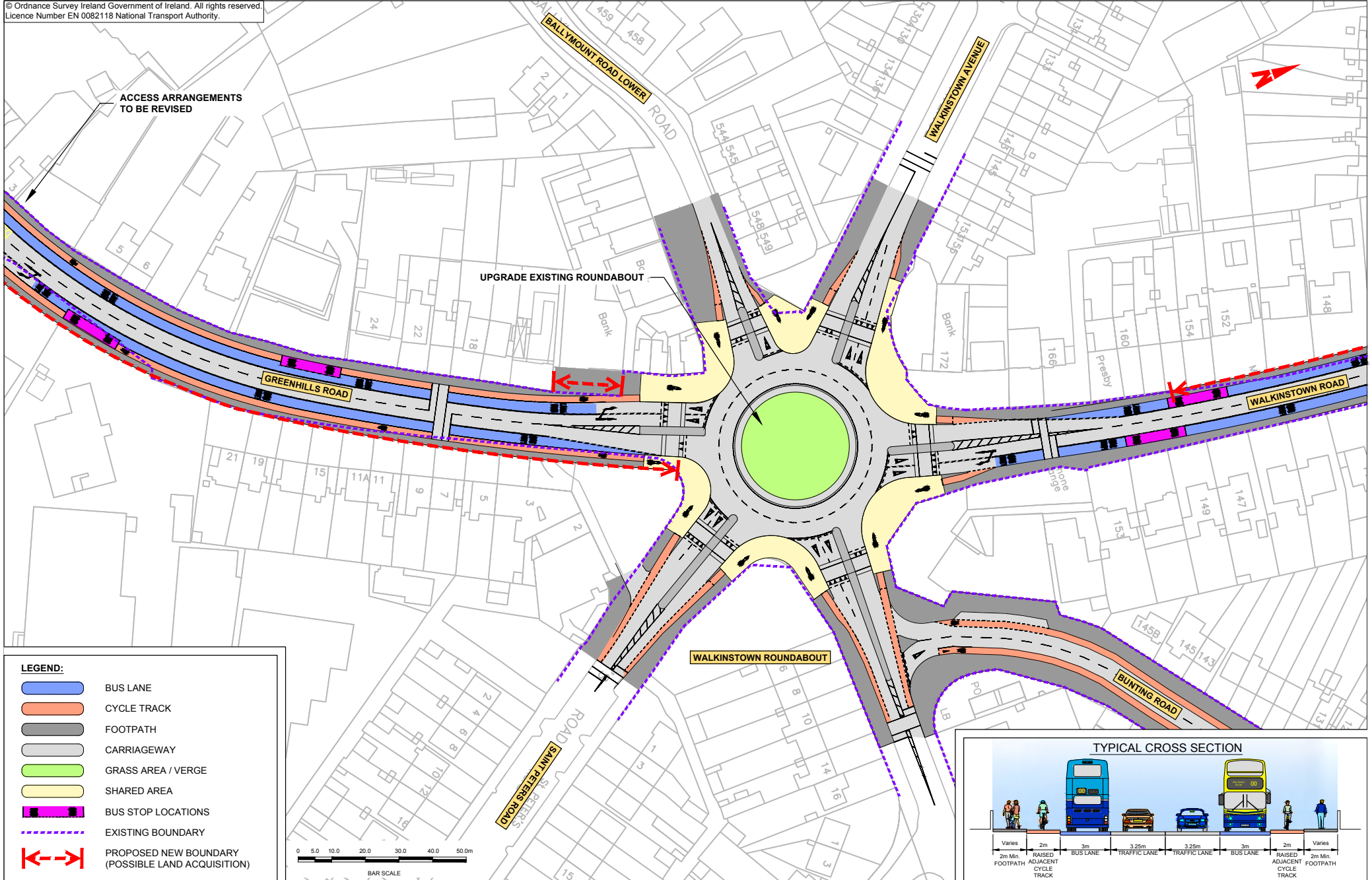
LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

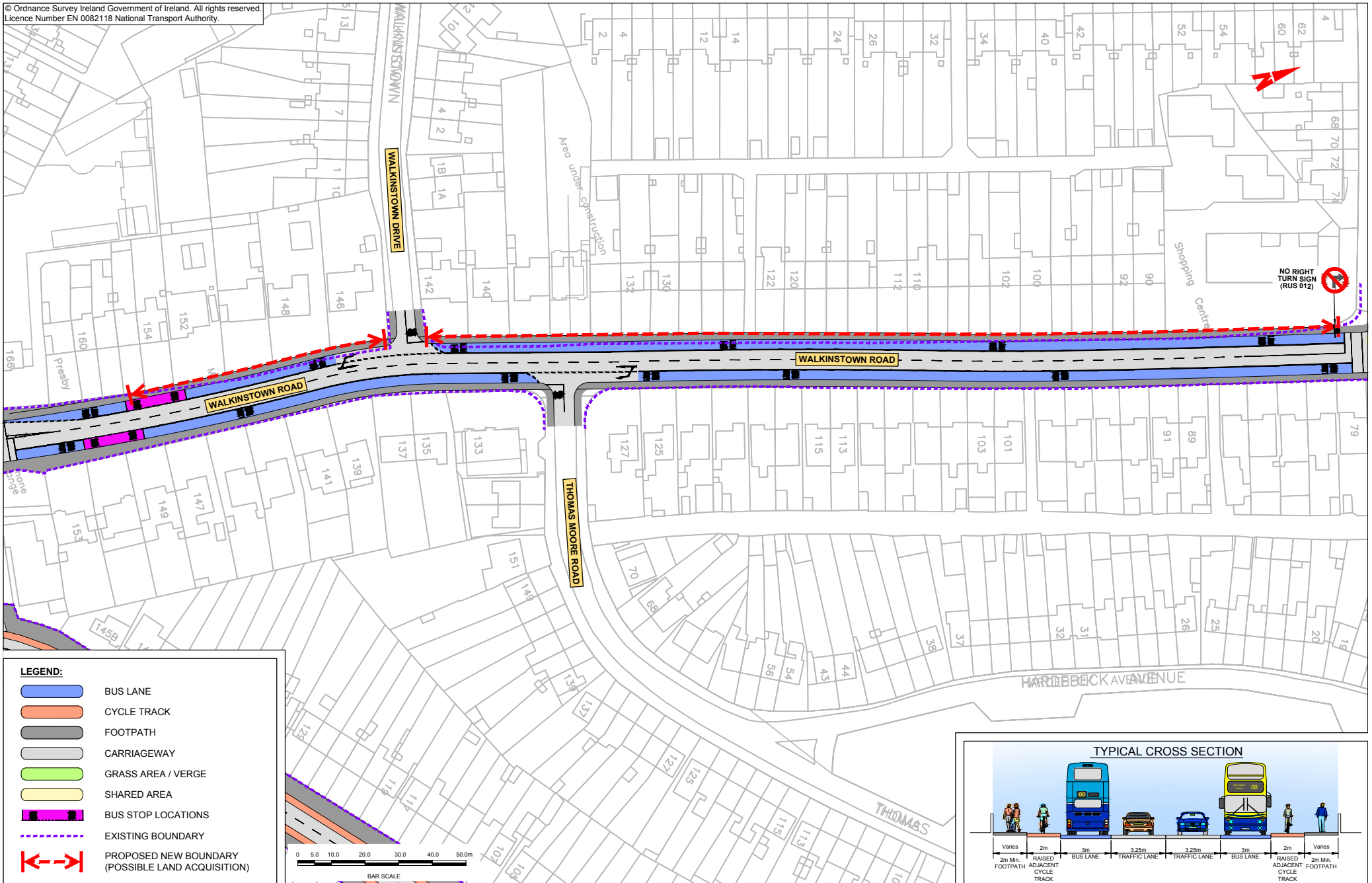


BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 18: Emerging Preferred Route

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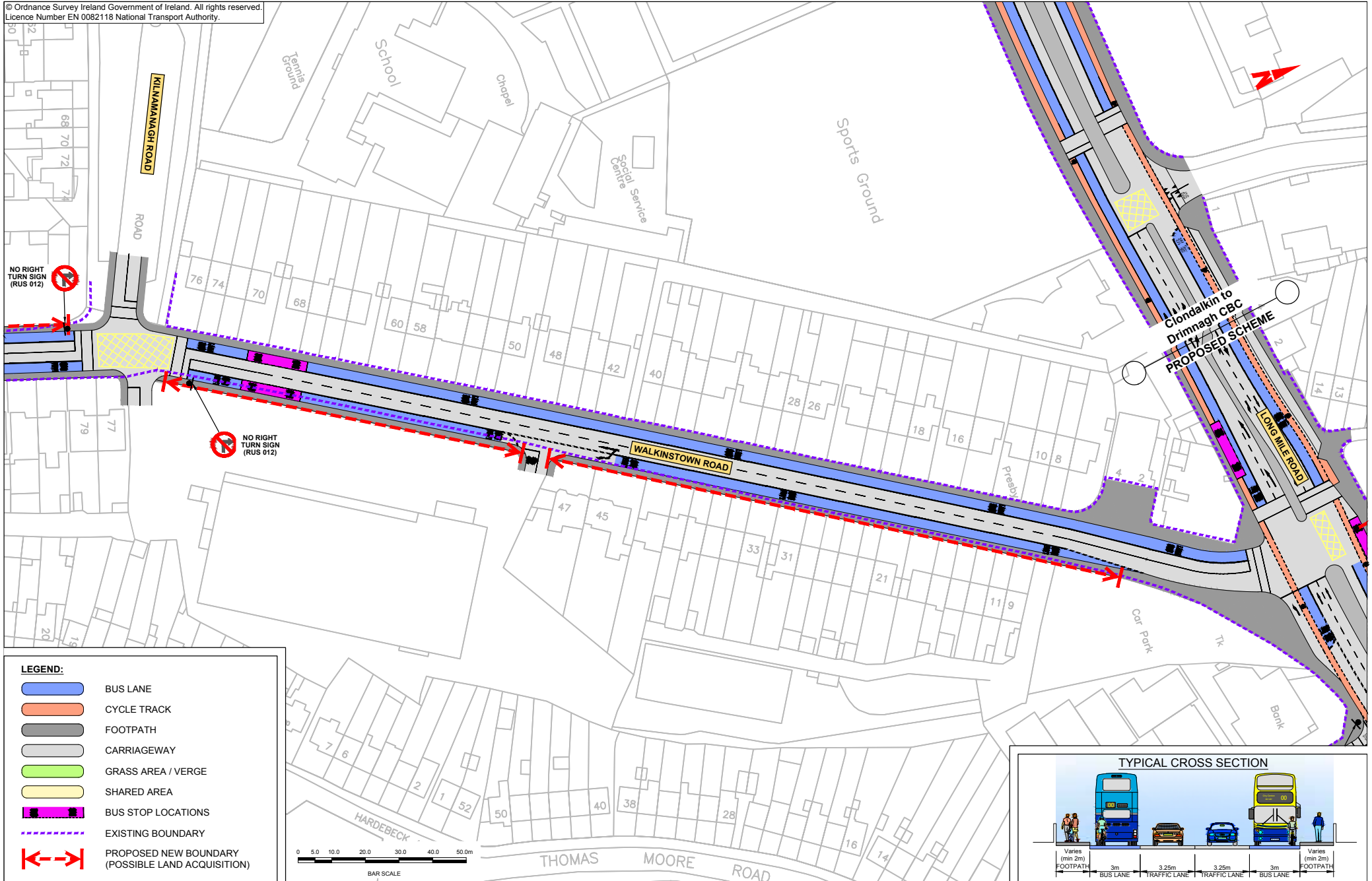


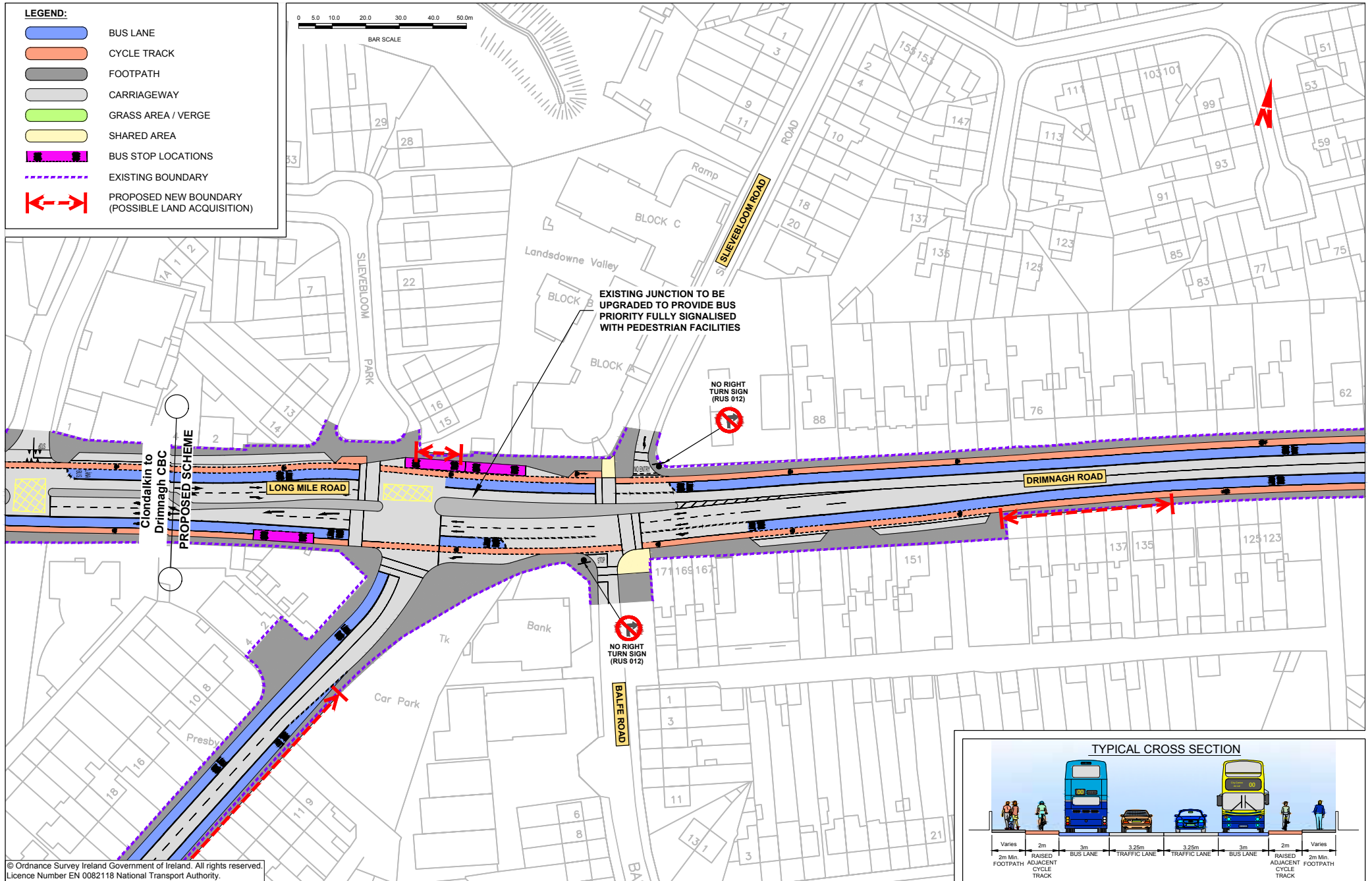
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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 20: Emerging Preferred Route

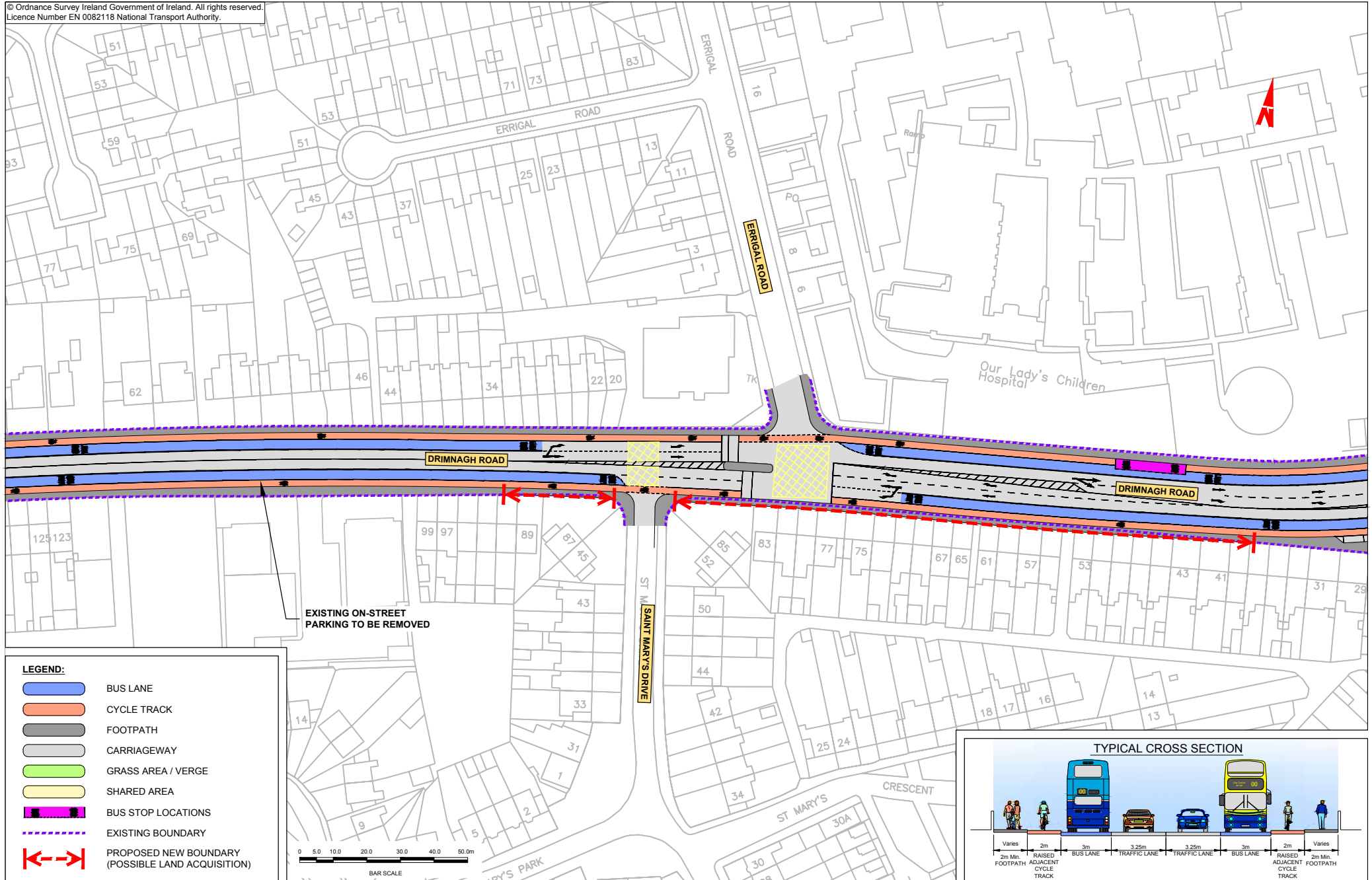
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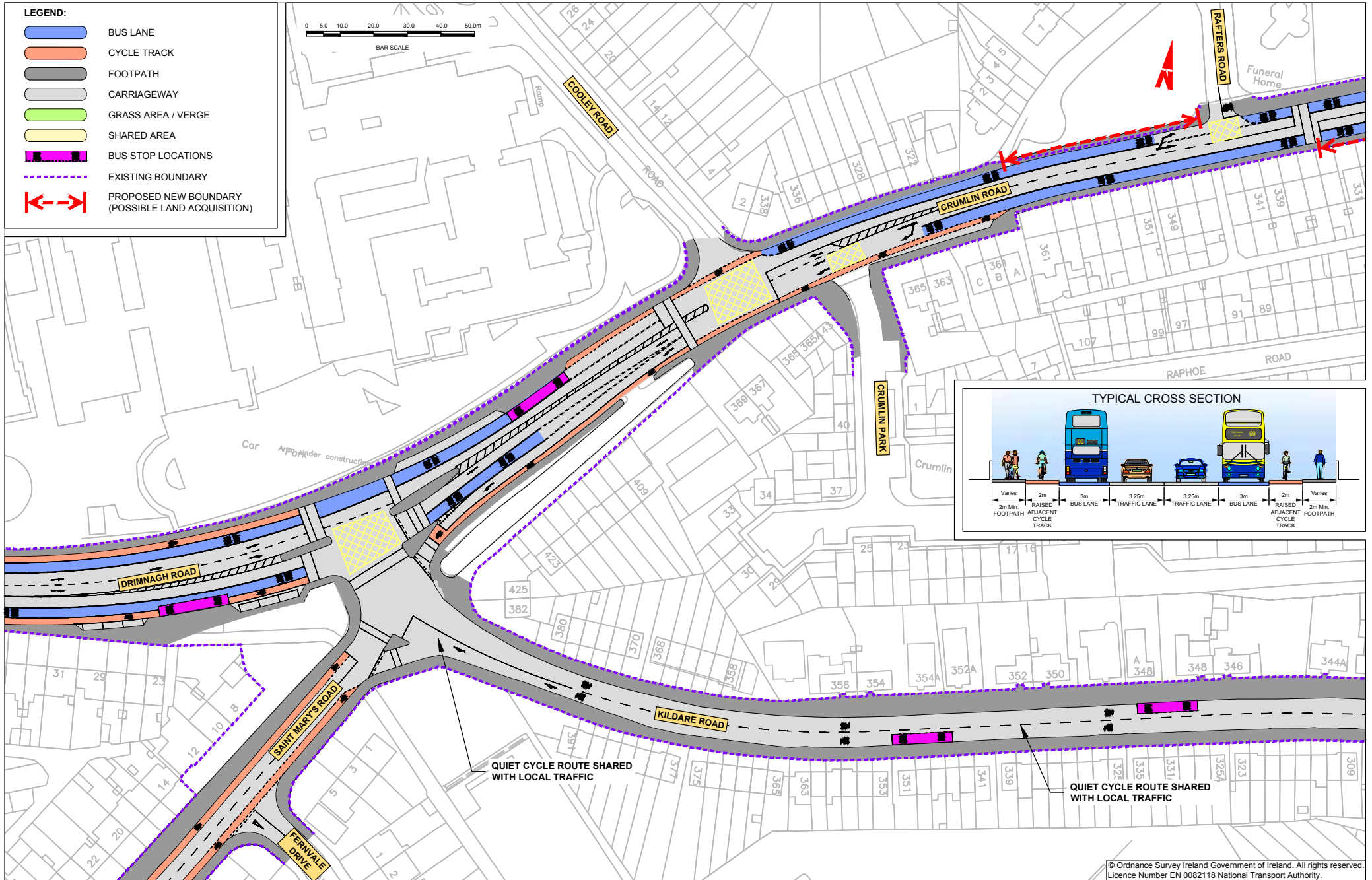




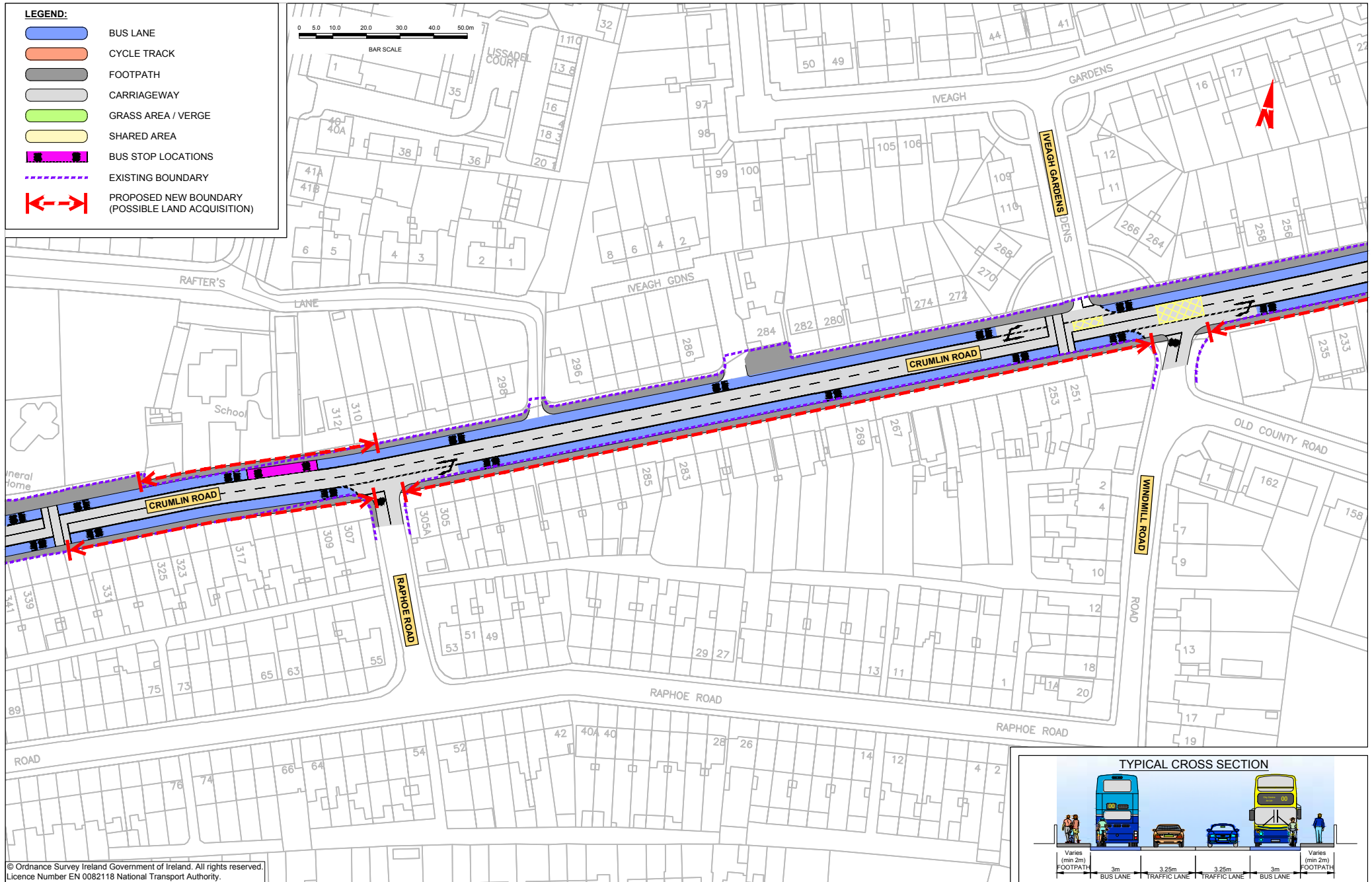
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 22: Emerging Preferred Route

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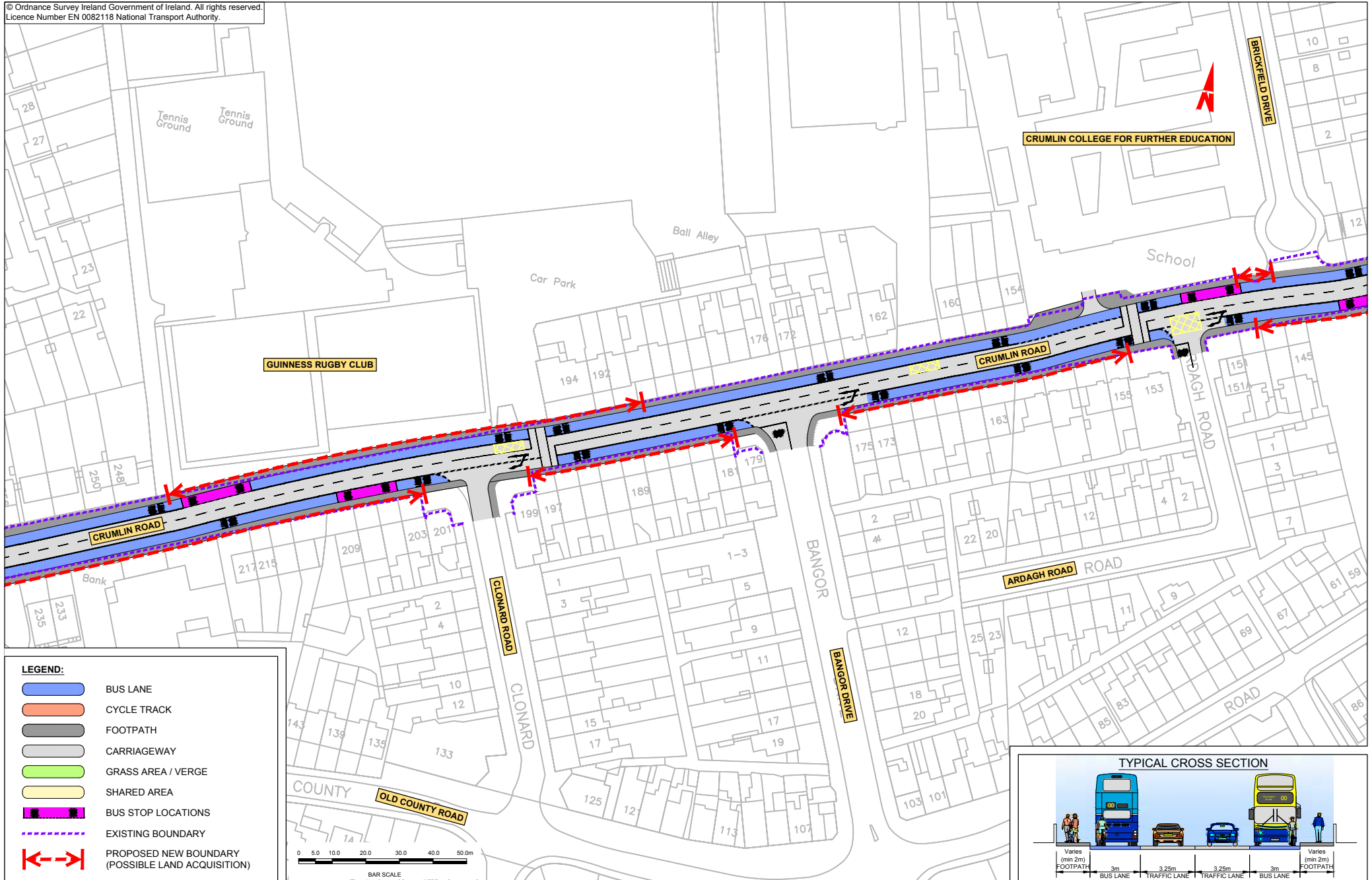




BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 24: Emerging Preferred Route

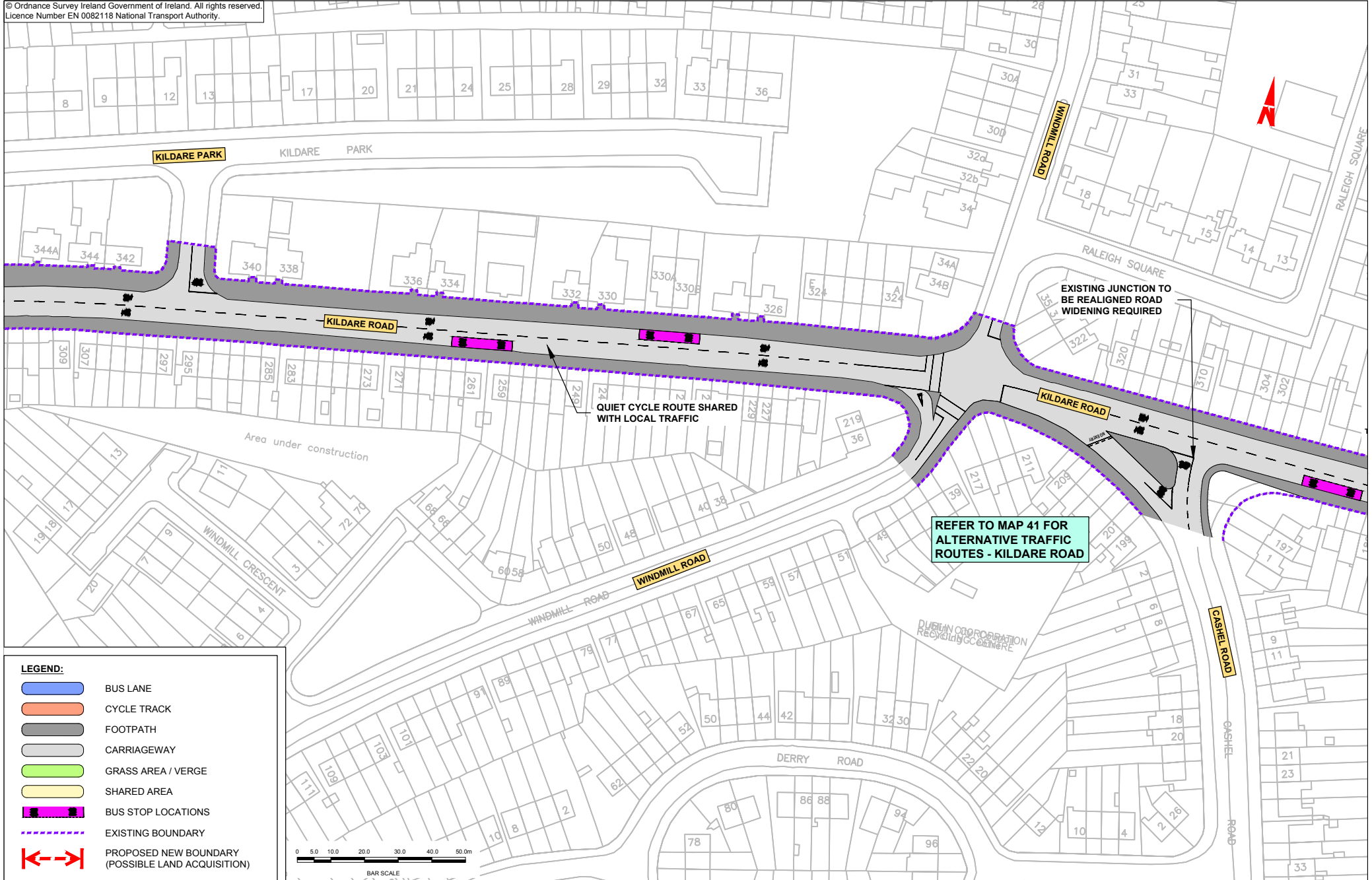


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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 26: Emerging Preferred Route

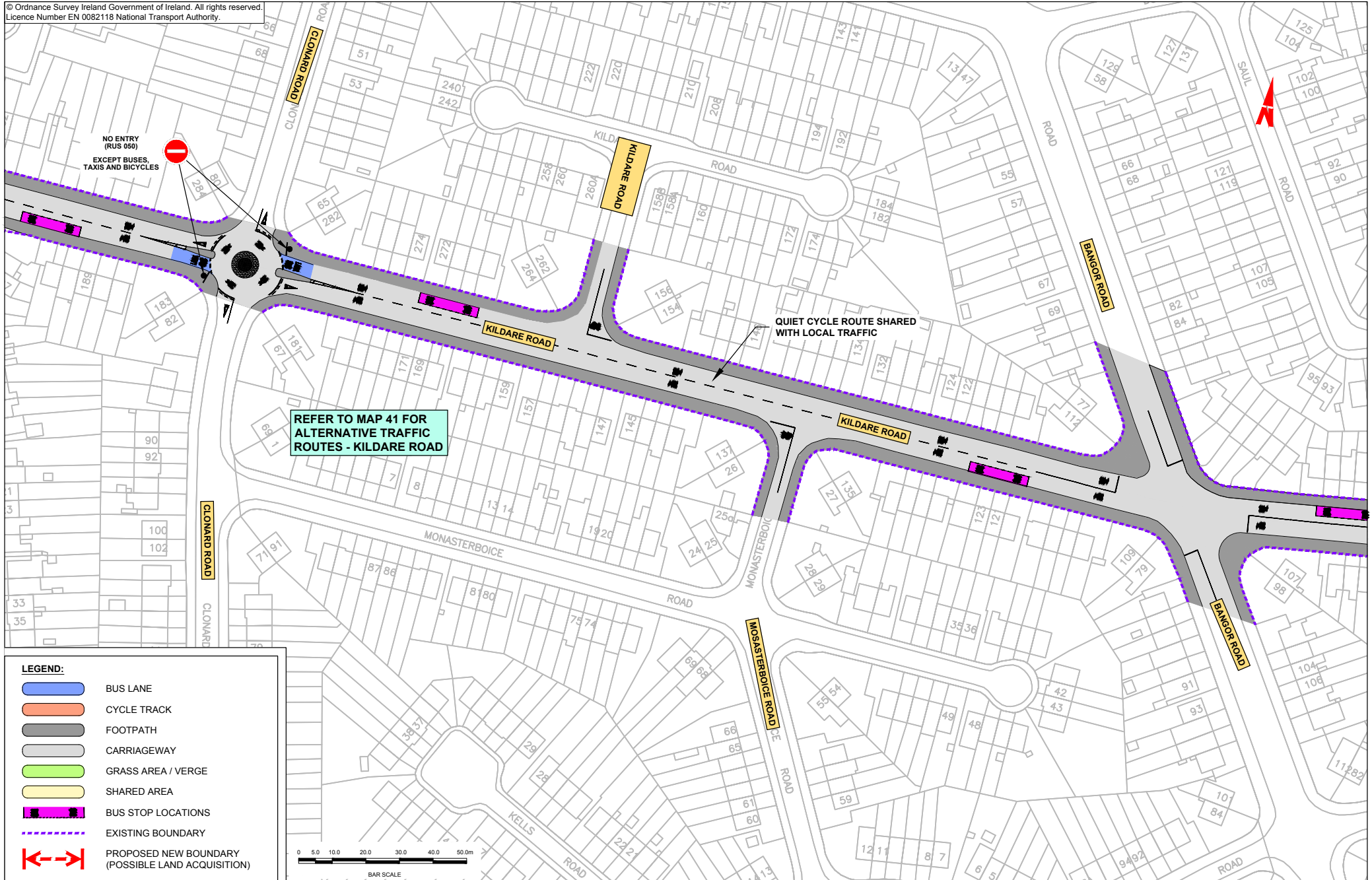
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- LEGEND:**
- BUS LANE
 - CYCLE TRACK
 - FOOTPATH
 - CARRIAGEWAY
 - GRASS AREA / VERGE
 - SHARED AREA
 - BUS STOP LOCATIONS
 - EXISTING BOUNDARY
 - PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



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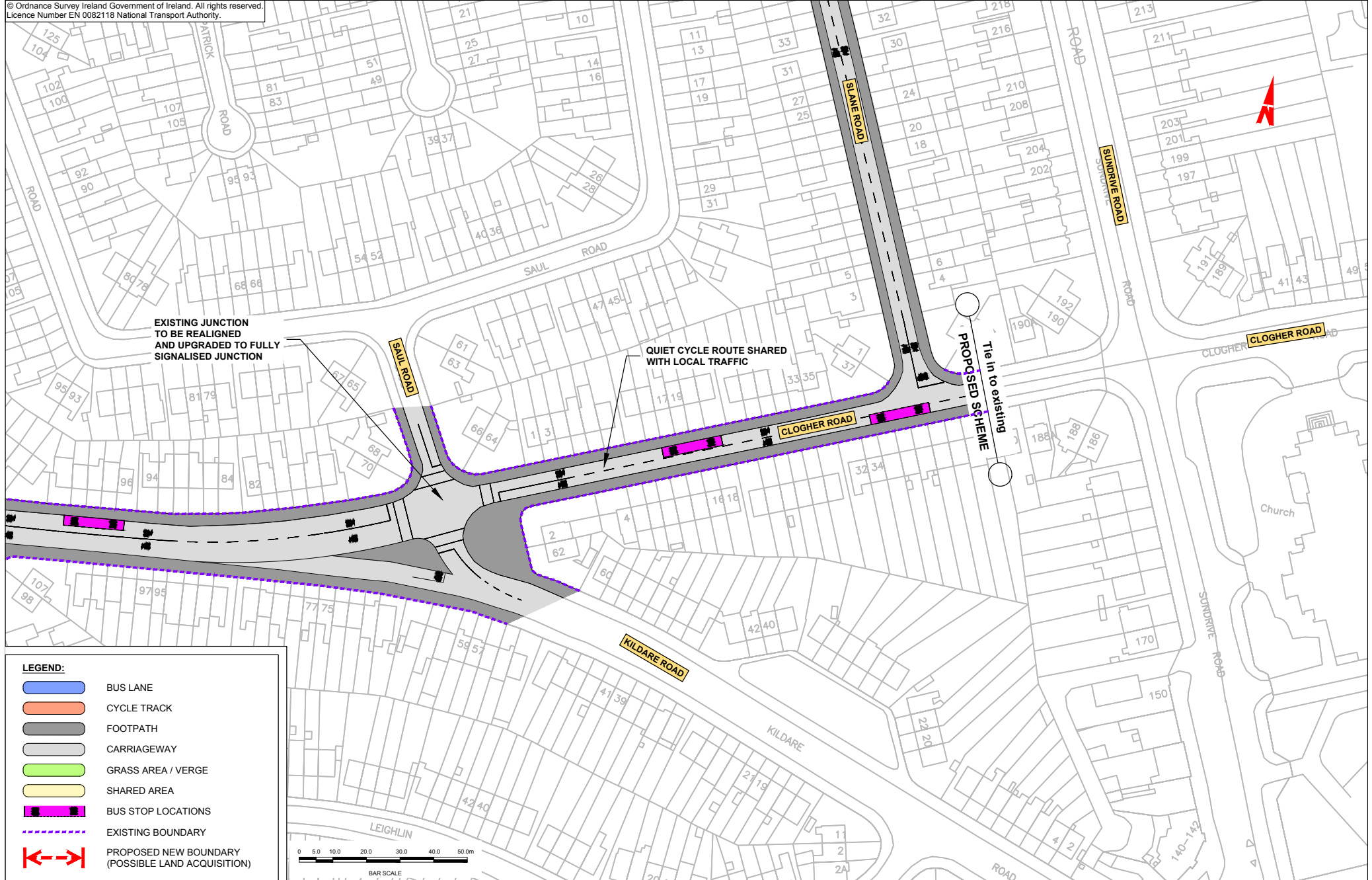
LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)










0 5.0 10.0 20.0 30.0 40.0 50.0m
 BAR SCALE

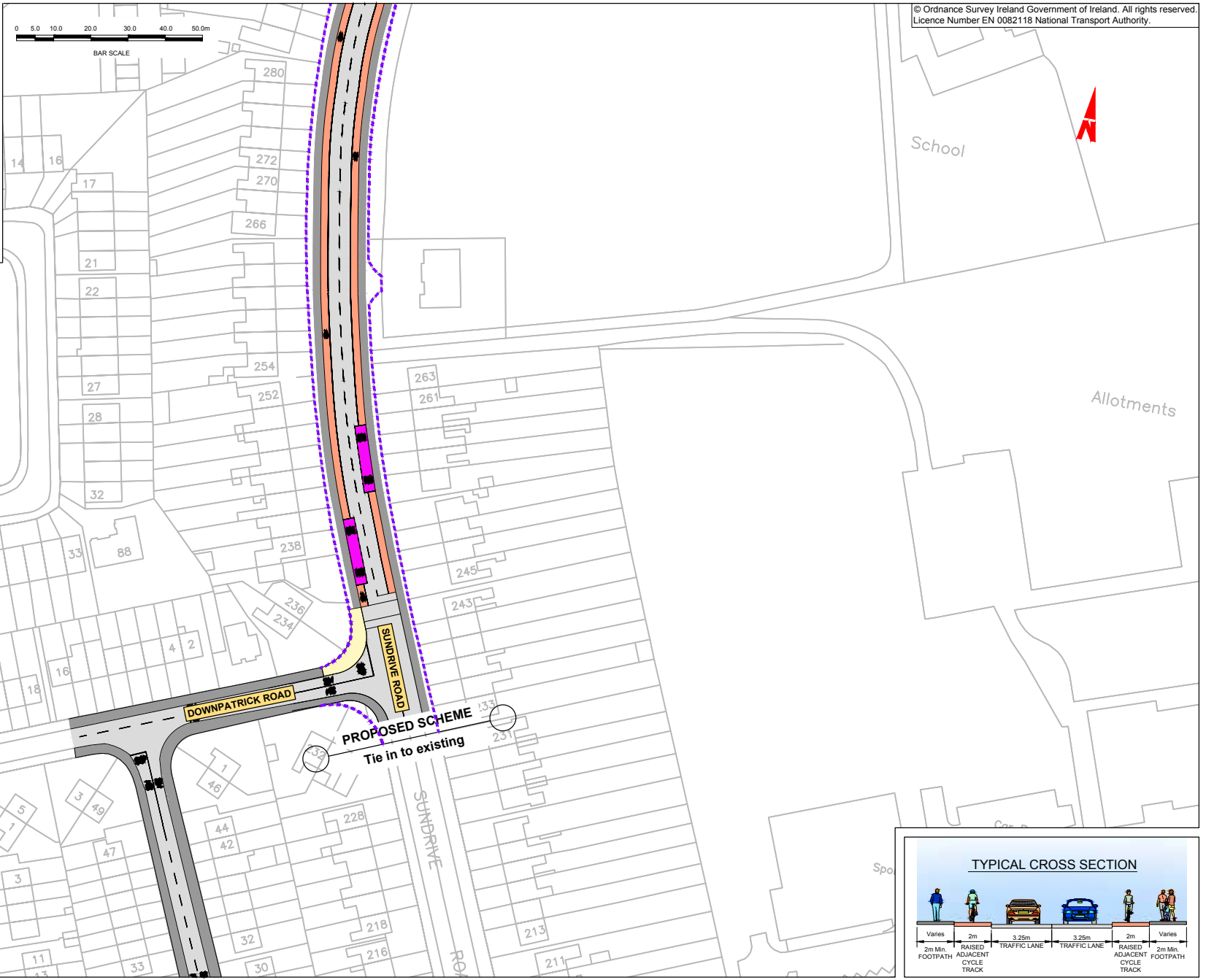
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 28: Emerging Preferred Route

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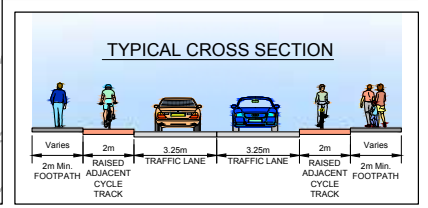


LEGEND:

-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

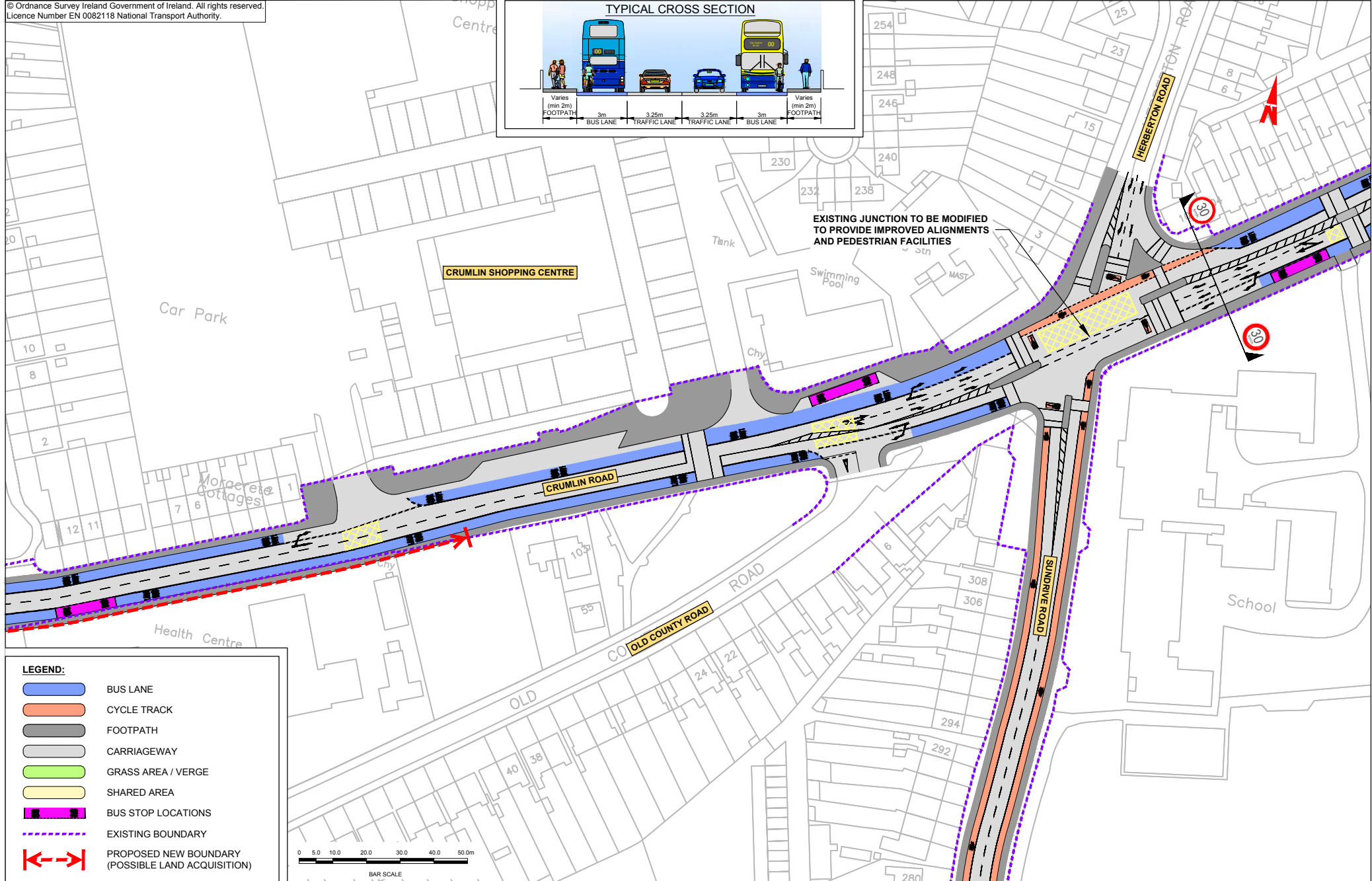
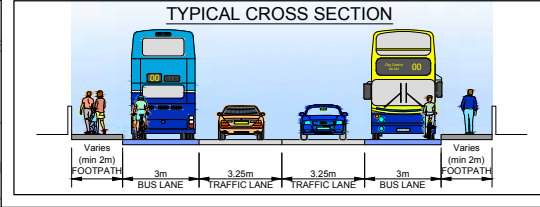


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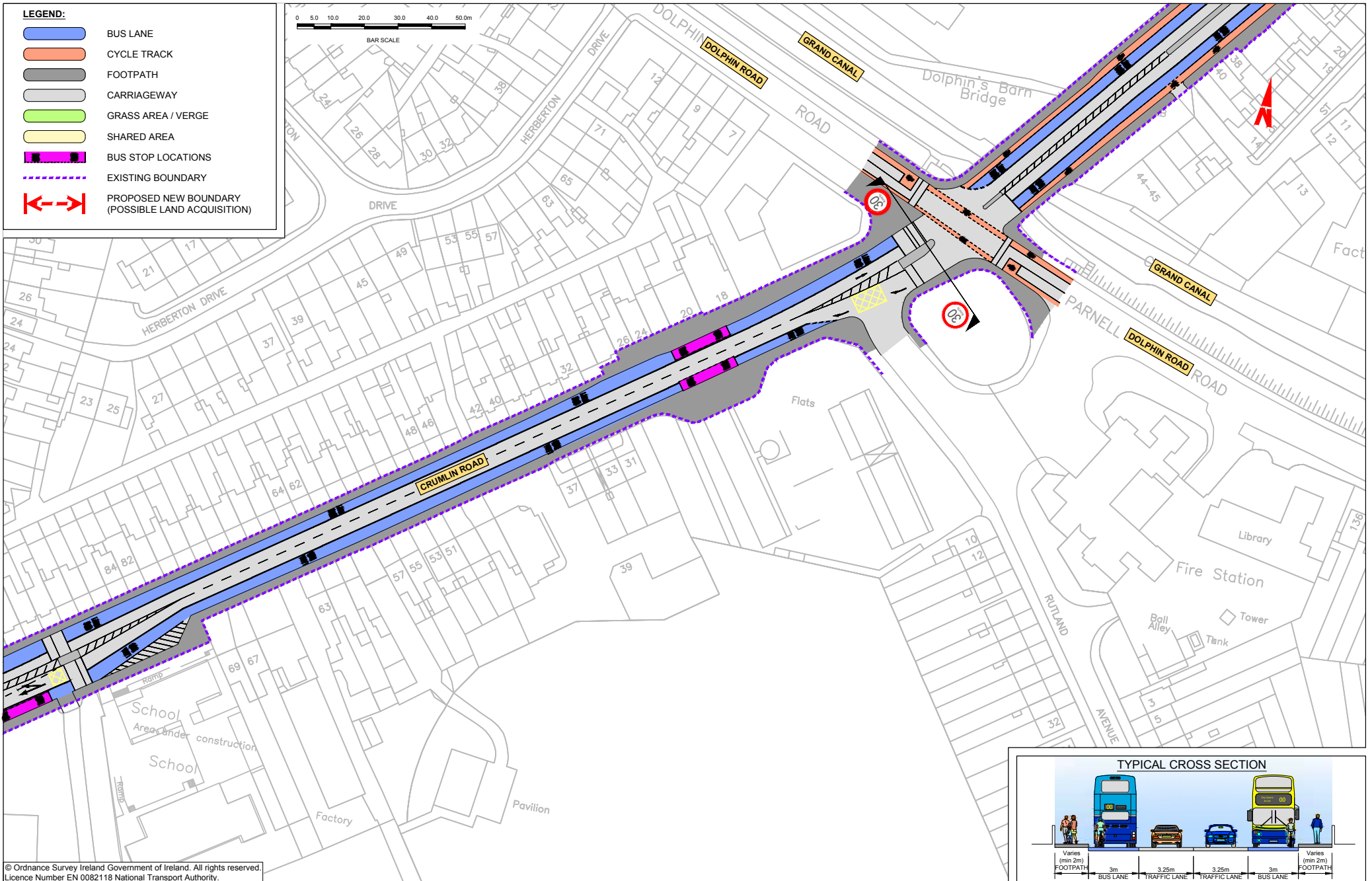
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 30: Emerging Preferred Route

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LEGEND:










- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

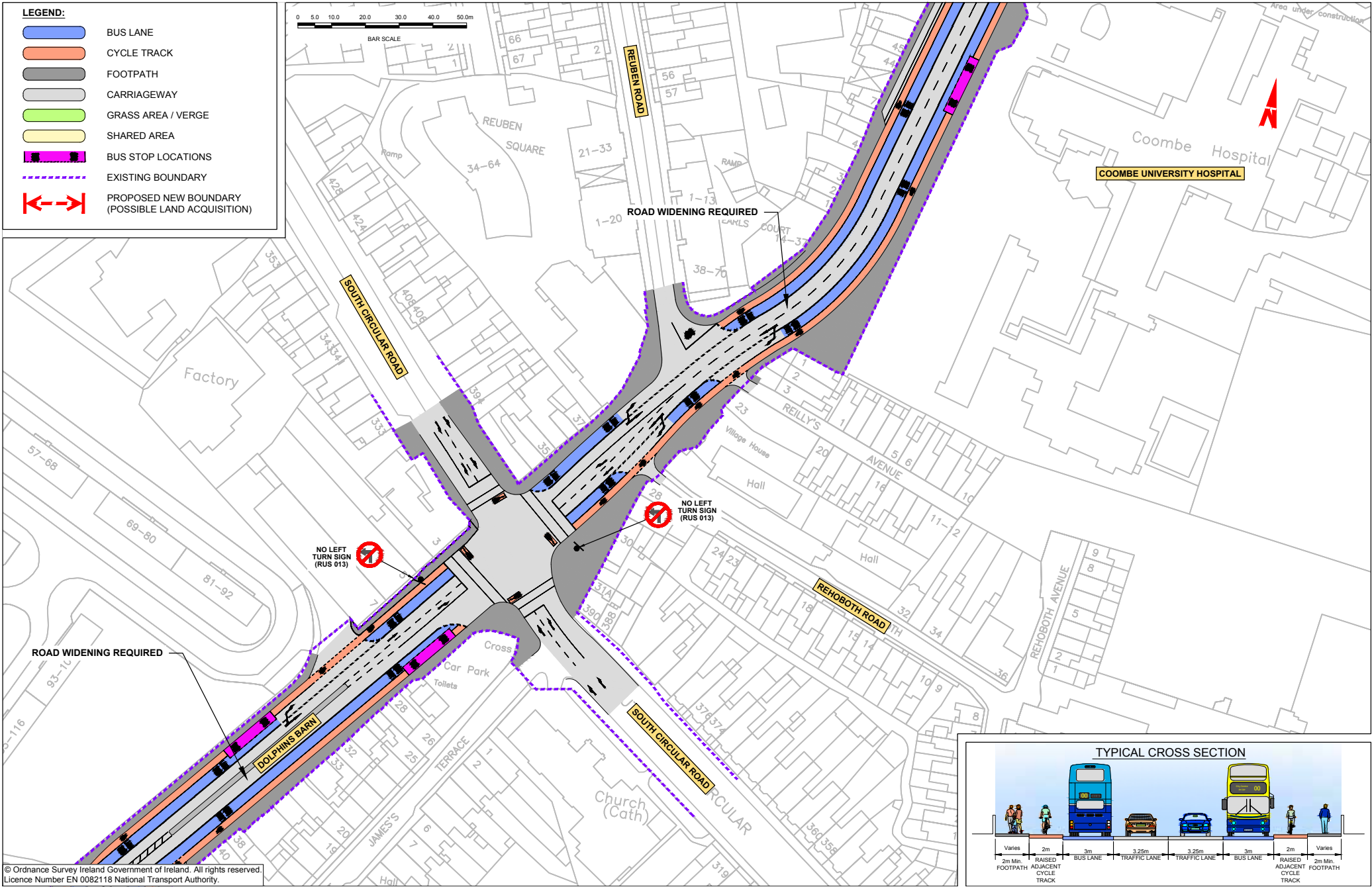


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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 32: Emerging Preferred Route










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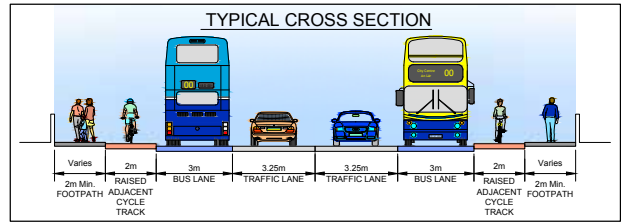
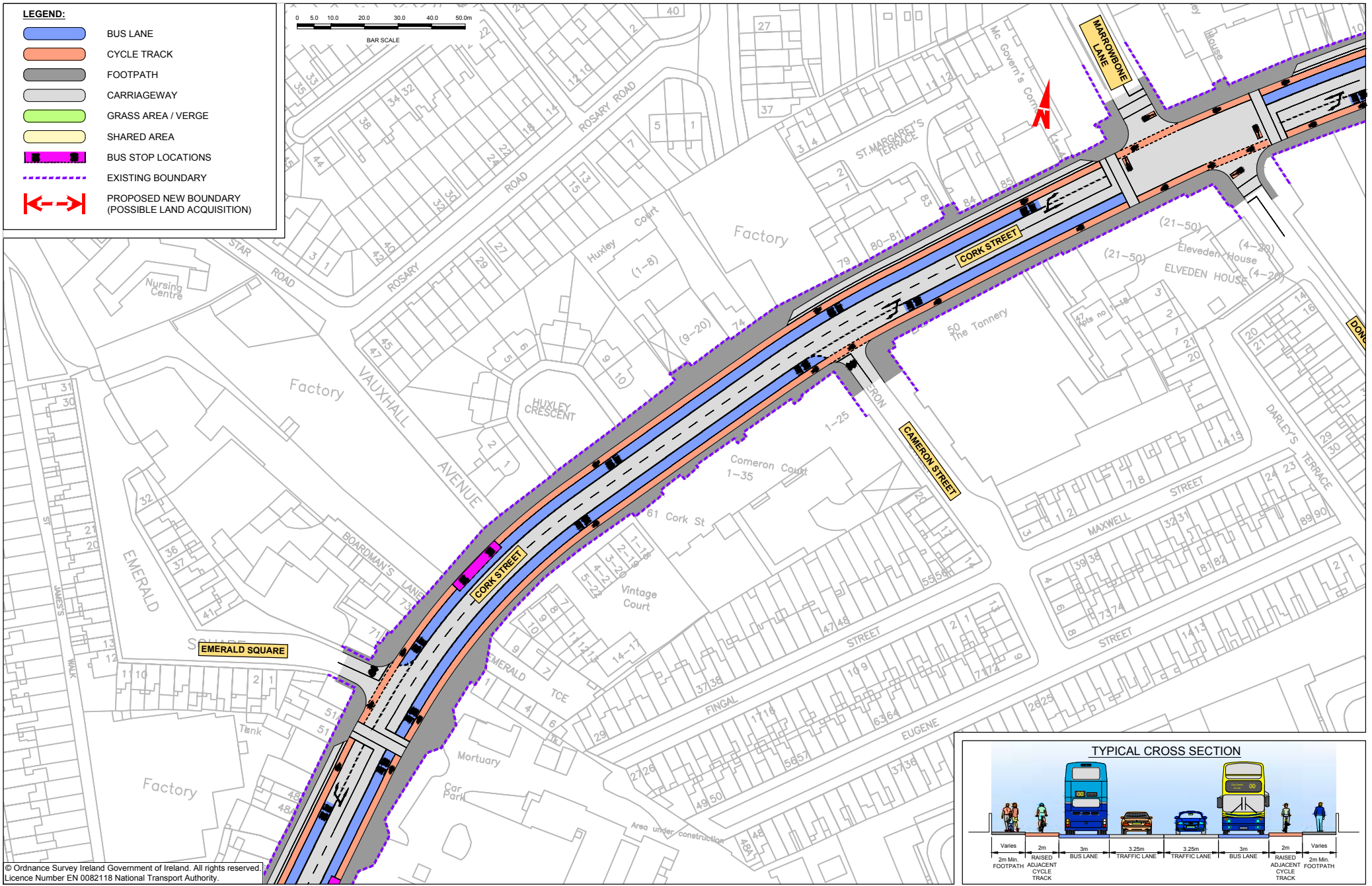
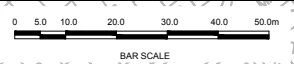
-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



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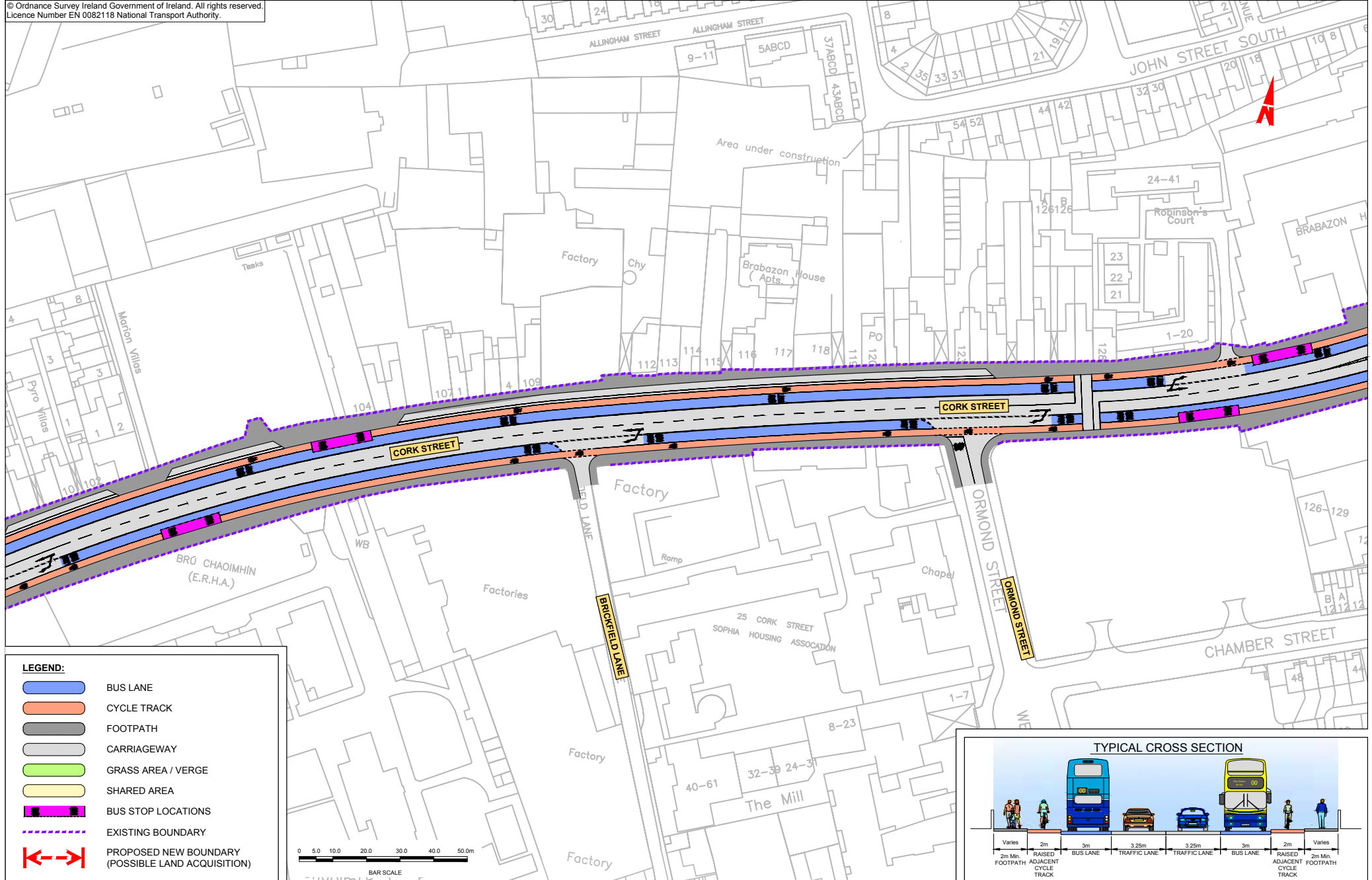
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-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



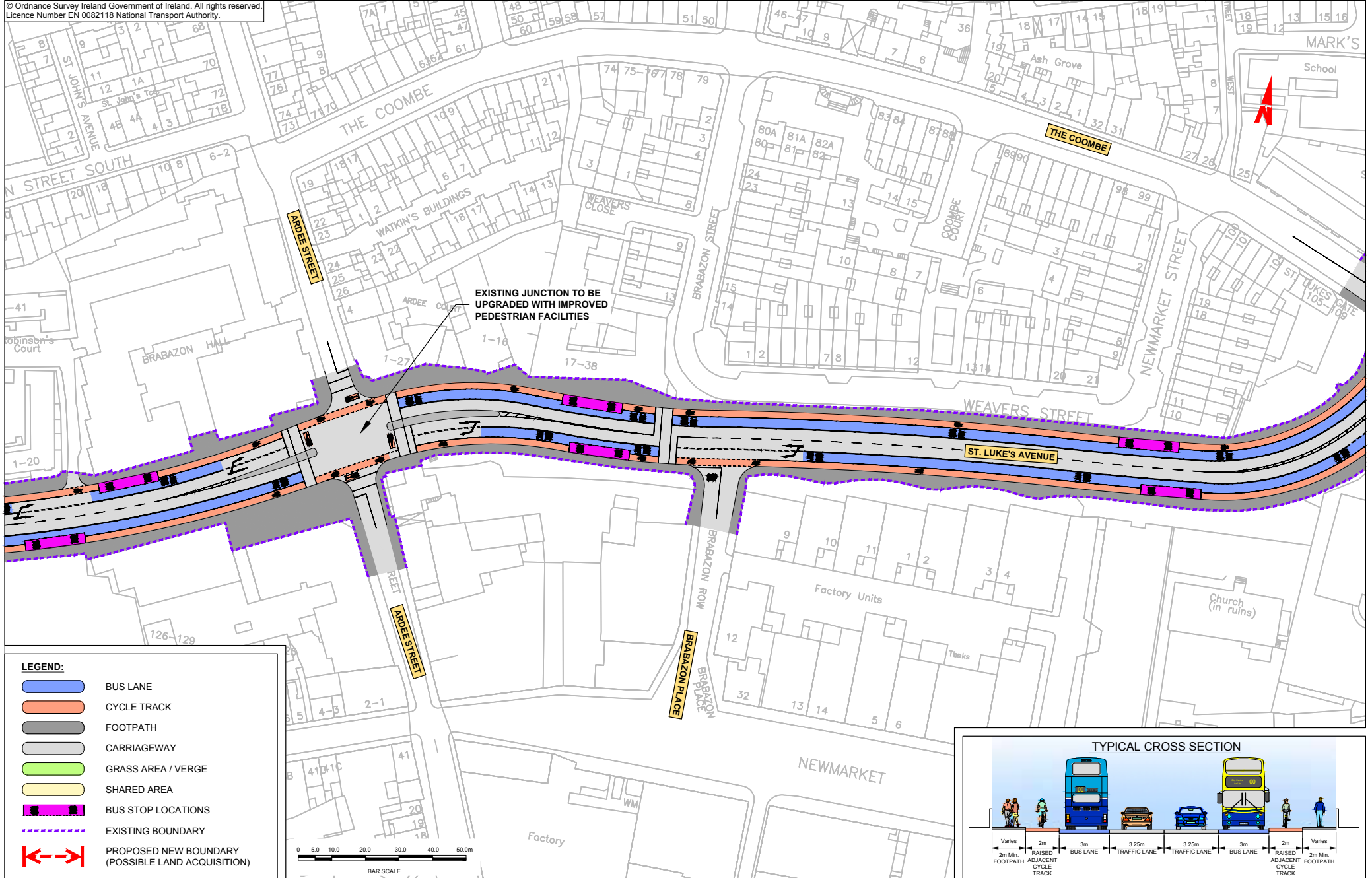
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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 34: Emerging Preferred Route

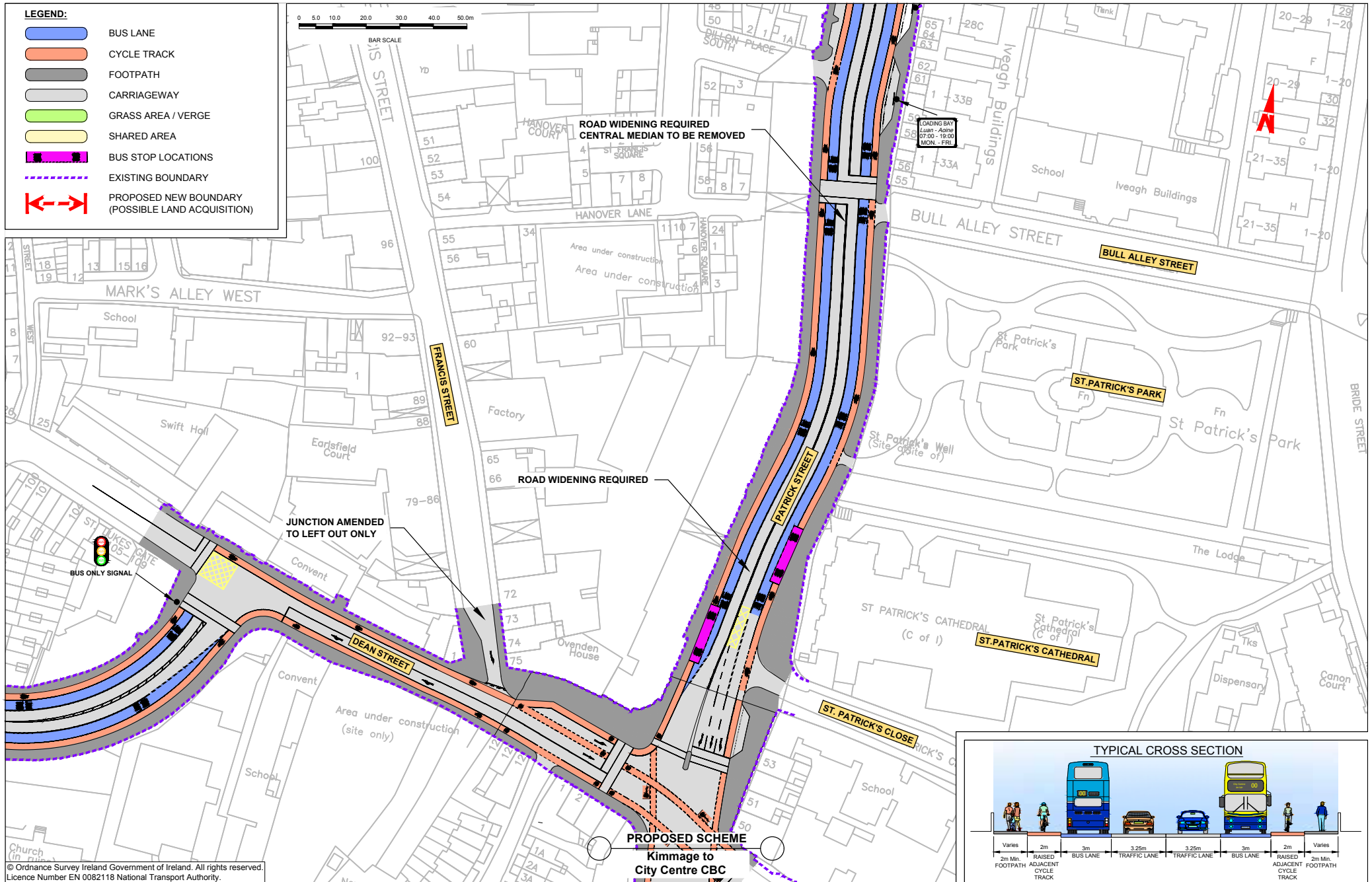
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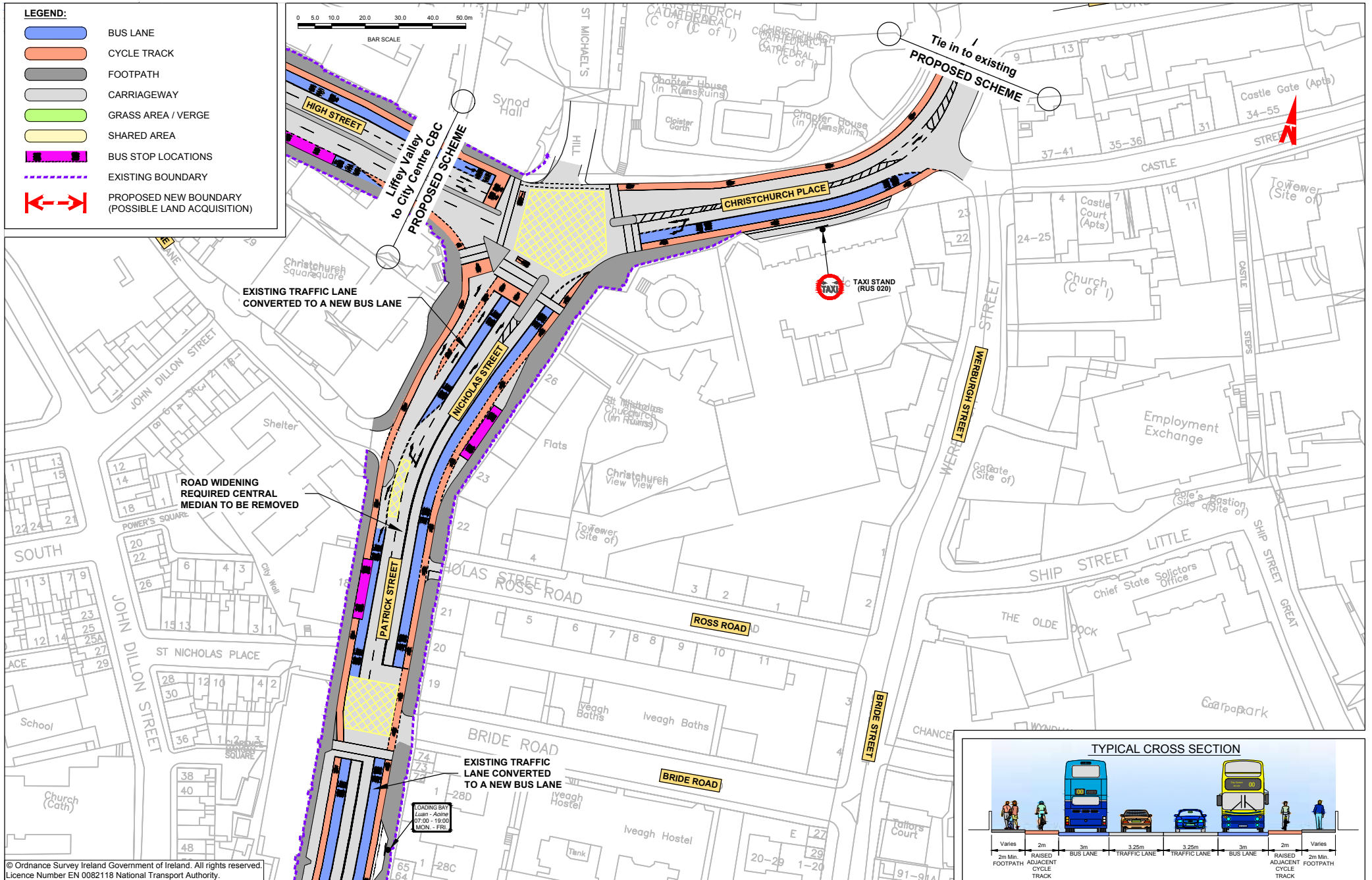
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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 36: Emerging Preferred Route



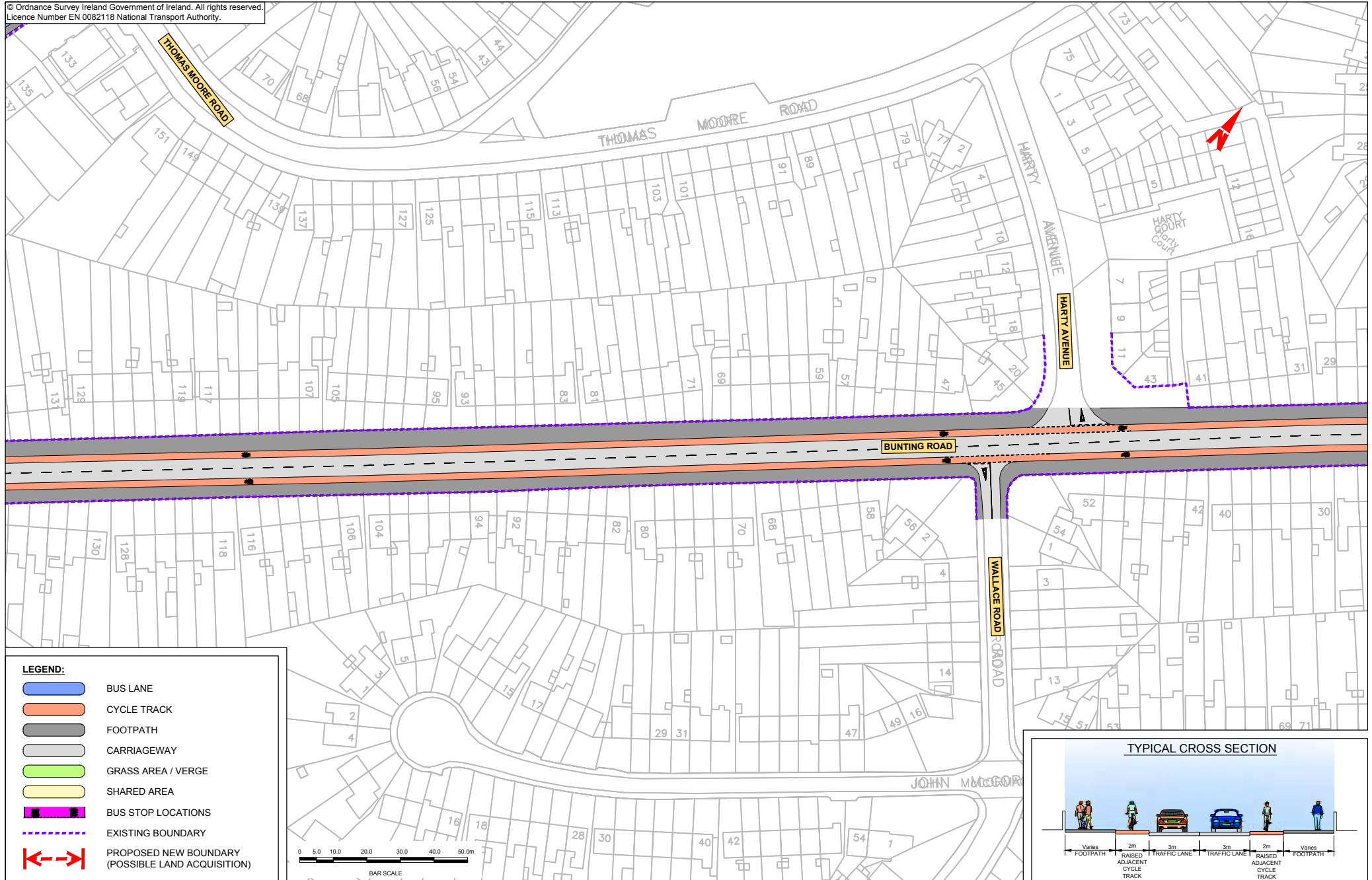
SECTION 6



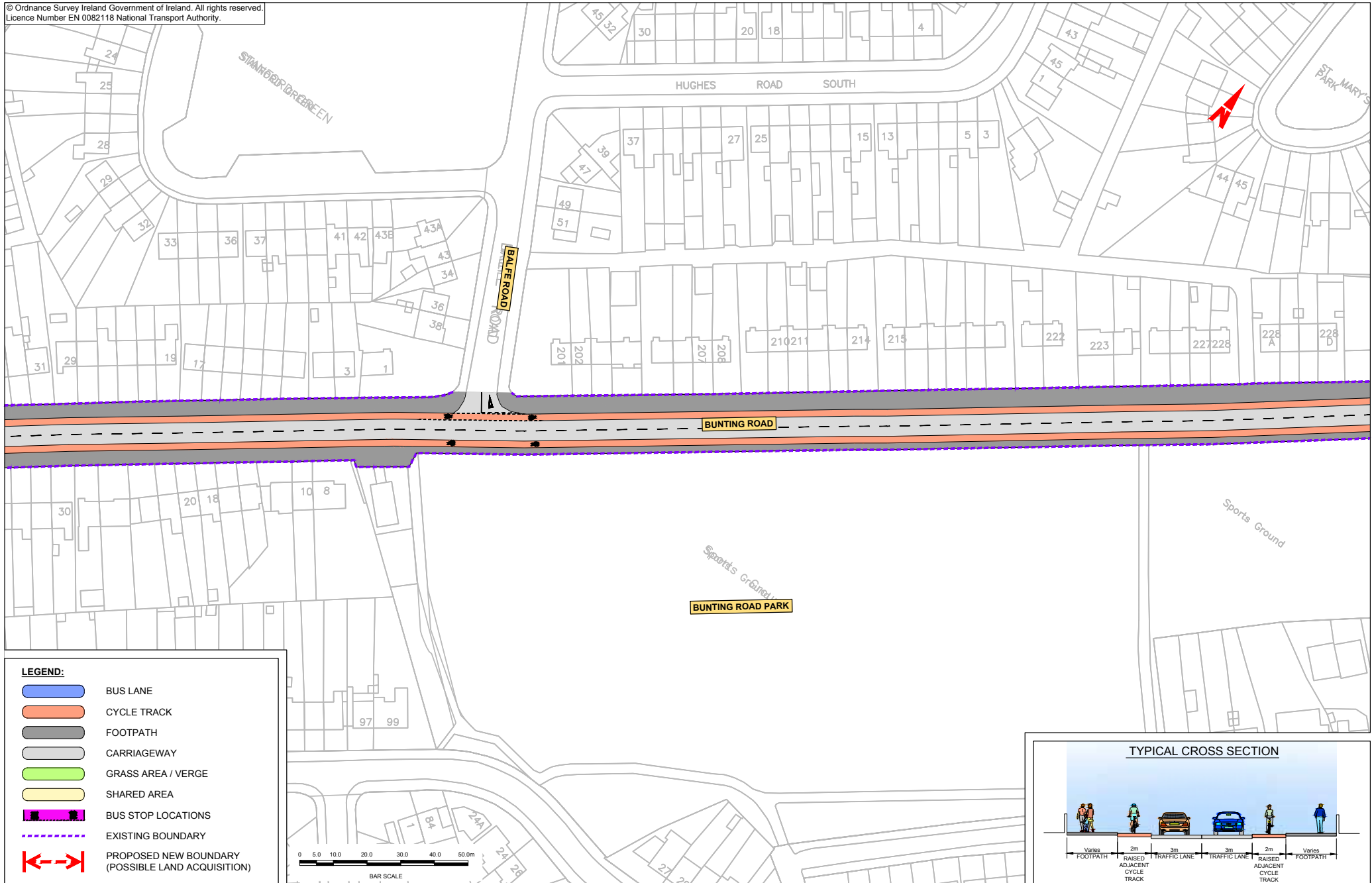
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BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 38: Emerging Preferred Route

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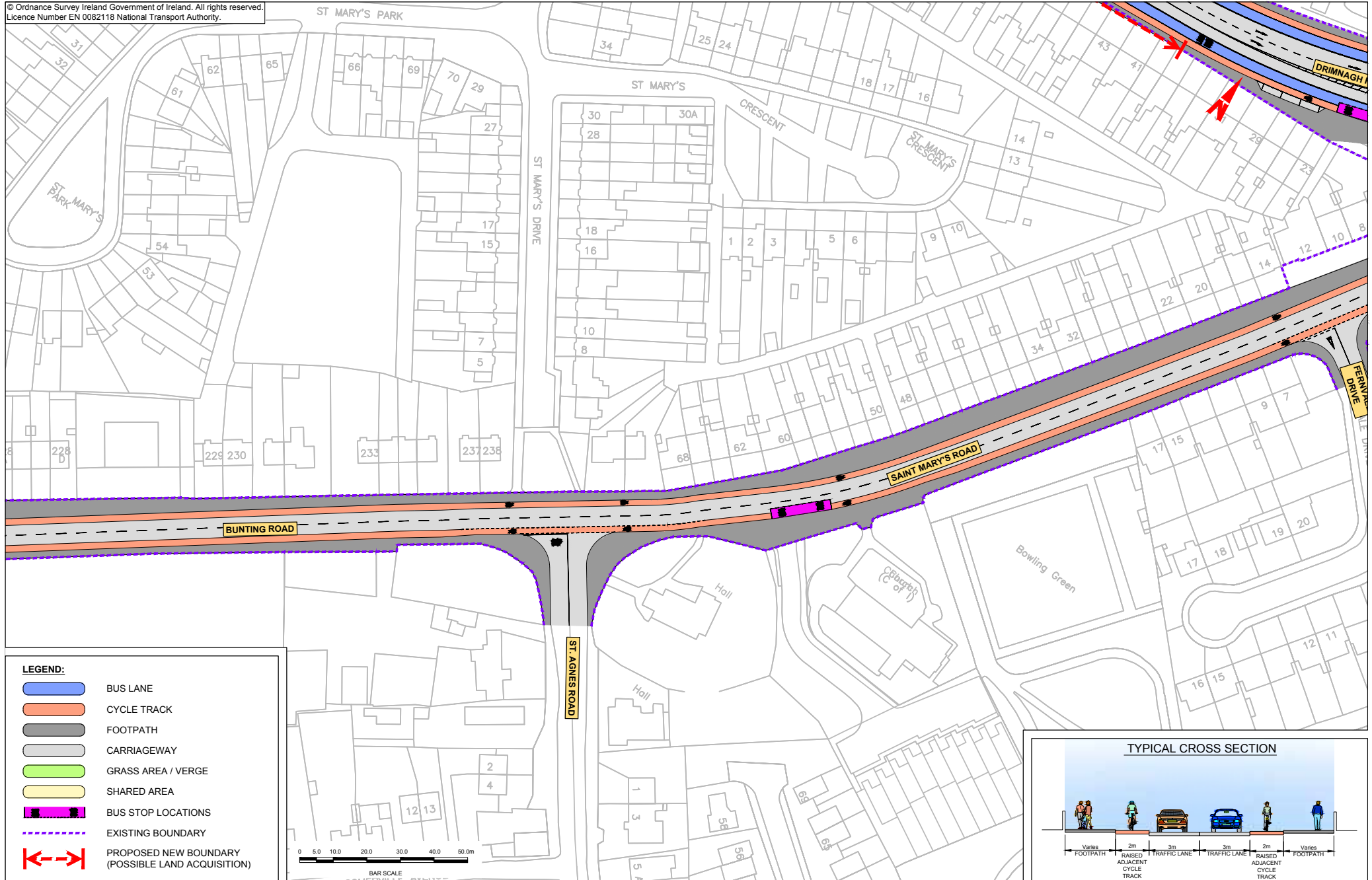


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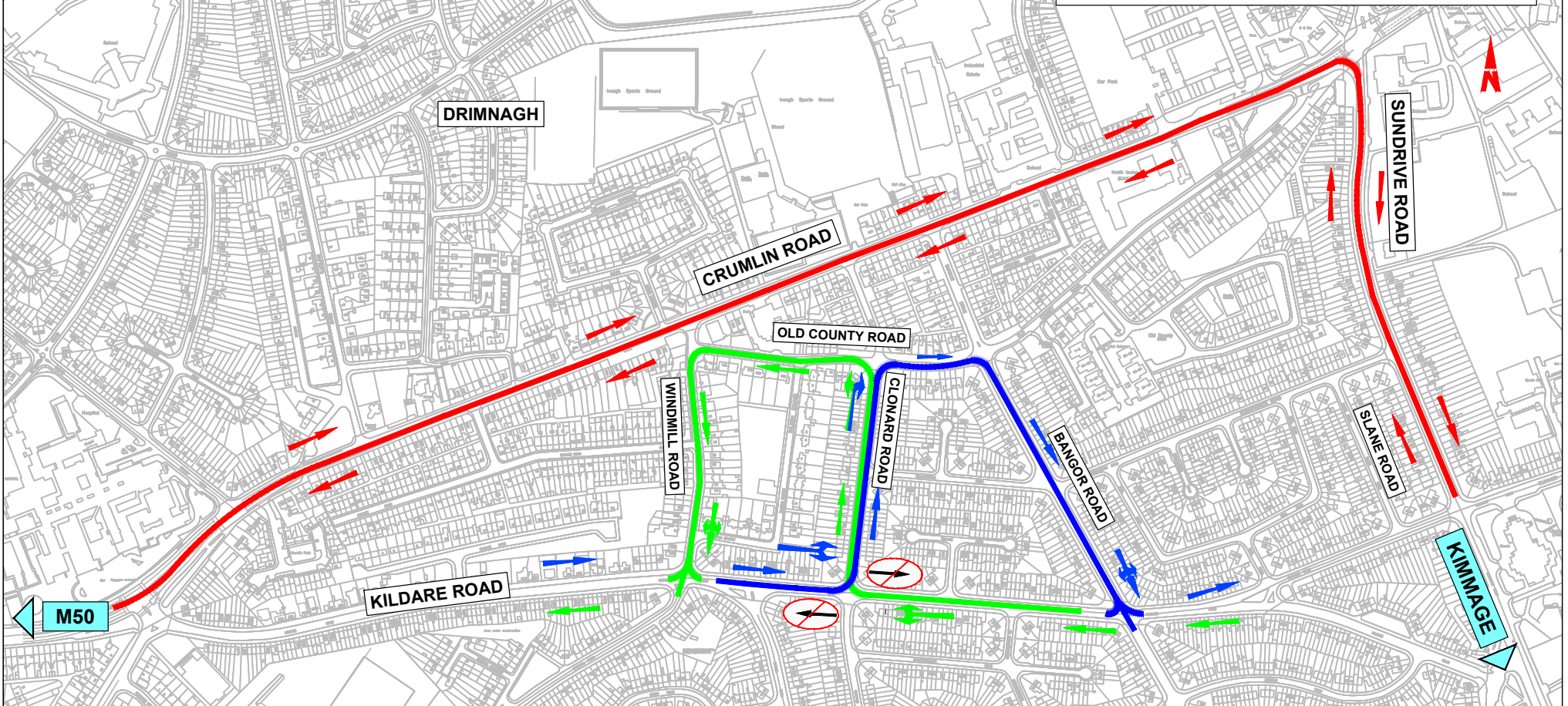
BusConnects Core Bus Corridors
9: Greenhills > City Centre
MAP 40: Emerging Preferred Route

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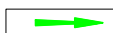

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ALTERNATIVE TRAFFIC ROUTES - KILDARE ROAD



LEGEND:

THROUGH GENERAL TRAFFIC WILL BE LIMITED ALONG KILDARE ROAD AT THE JUNCTION WITH CLONARD WHERE IT WILL NOT BE PERMITTED TO PASS THE JUNCTION WITH CLONARD ROAD. THE RESTRICTIONS WILL NOT BE APPLIED TO BUSES CYCLES OR TAXIS

-  THROUGH GENERAL TRAFFIC MAY DIVERT VIA CRUMLIN ROAD AND SUNDRIVE ROAD
-  LOCAL EASTBOUND ACCESS TRAFFIC MAY DIVERT VIA CLONARD ROAD, OLD COUNTY ROAD AND BANGOR ROAD
-  LOCAL WESTBOUND TRAFFIC MAY DIVERT VIA BANGOR ROAD, OLD COUNTY ROAD AND WINDERMILL ROAD
-  NO GENERAL TRAFFIC PERMITTED IN THE DIRECTION INDICATED



National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie



Project Ireland 2040
Building Ireland's Future