



Appendix K2

Clondalkin to
Drimnagh Core Bus
Corridor -
2nd Non-Statutory
Public Consultation
-Brochure

Clondalkin to Drimnagh

8

Core Bus Corridor
Preferred Route

Public Consultation
March 2020



Project Ireland 2040
Building Ireland's Future

**BUS
CONNECTS**

MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



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1. Introduction

1.1 What has happened so far?

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

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

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

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

1.2 What is BusConnects?

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

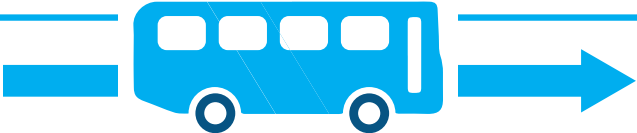
- ▶ The National Development Plan 2018 - 2027;
- ▶ Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- ▶ The Climate Action Plan 2019.



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

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable



200km of cycle lanes/tracks



Transitioning to a new **low emissions bus fleet**



State of the art **ticketing system**

Cashless payment system



Simpler fare structure



New Park & Ride sites in key locations

New bus livery



providing a common style across all operators



New bus stops and shelters

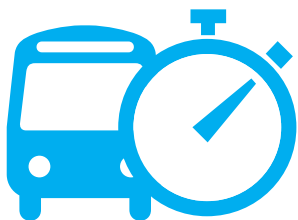
with better signage and information



Dublin area bus network redesign

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

1.3 What are the benefits of this project?



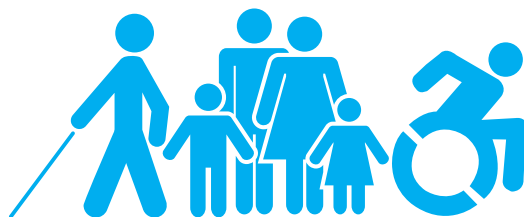
Journey Time Savings -

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



Building a sustainable city and addressing climate change -

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



Accessibility for all -

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



Better cycling facilities -

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



Pedestrians and Urban Realms -

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

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial Core Bus Corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside 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 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 Clondalkin to Drimnagh Core Bus Corridor (CBC) commences on the New Nangor Road at the junction with Woodford Walk and is generally routed along the New Nangor Road, the Naas Road, Walkinstown Avenue, the Long Mile Road and on to the junction with Walkinstown Road, where it joins the Greenhills CBC. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in each direction.

The following paragraphs will describe each CBC section 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 January 2019.

2.2 Woodford Walk to Naas Road – Nangor Road

The Clondalkin to Drimnagh CBC commences at the junction of Woodford Walk and Nangor Road. It is proposed to provide a footpath, segregated cycle track, bus lane and a general traffic lane in each direction on the New Nangor Road. The route will be connected to the adjoining

greenway and future cycle routes at a number of locations along the New Nangor Road. At the junction with New Nangor Road Business Centre and Riverview Business Centre, a right-turn lane in each direction is being proposed to facilitate access to these premises. This represents a design change from the EPR.

Under the M50 bridge it is proposed to provide one eastbound bus lane and a general traffic lane. Due to width constraints beneath the bridge westbound bus priority will be achieved on the general traffic lane using Signal Controlled Priority, representing a change from the EPR.

Following a revision of the original proposals, at the junction of Killeen Road (L1013) it is now proposed to prohibit right turns in the southbound direction in order to facilitate the unobstructed movement of buses on this congested section of the New Nangor Road. An alternative route via Willow Road (L8388) is available to general traffic and has little or no impact on journey times.

At the junction of the New Nangor Road/Naas Road/Long Mile Road the feasibility of

providing a grade-separated pedestrian and cycle facility is being considered in a change from the EPR, as the provision of high-quality pedestrian and cycle facilities through the existing signalised junction is challenging. The provision of a grade-separated facility will require additional land take from properties surrounding the junction. Details of this land take can be found in the Appendix of this brochure.

2.3 Naas Road to Walkinstown Road via Walkinstown Avenue and the Long Mile Road

On the Naas Road between the Long Mile Road and Walkinstown Avenue, the existing lane arrangement (one bus lane and two general traffic lanes in each direction) will be maintained. However, it is proposed to provide more separation between the cycle facilities and the existing carriageway along the segregated cycle routes on both sides of the road.

In a design change from the previous proposals, at the junction of Kylemore Road/Naas Road it is proposed to modify the bus stop facilities

on the eastbound carriageway to improve the interchange between bus and the Luas Red Line at this location. This will require the diversion of left-turning traffic to John F Kennedy Drive.

At the junction of Walkinstown Avenue/Long Mile Road it is proposed to alter the lane configuration to provide improved priority for buses turning right to Walkinstown Avenue. In addition, the left-turn slip lanes have been removed and segregated cycle facilities are provided to improve the level of service for vulnerable road users.

At the Walkinstown Road, this CBC ties in with the Greenhills CBC, with Urban Realm improvements being proposed at this point. This will be achieved through the removal of the existing bus layby, the reconfiguration of footpaths around the junction to provide more space for pedestrians and some landscape features.

2.4 Key Changes from the Published EPR

- It is proposed to provide an overbridge for pedestrians and cyclists over the Naas Road/Long Mile Road junction. This will greatly reduce conflicts with traffic.
- It is proposed to modify the bus stop facilities on the eastbound carriageway at the junction of Kylemore Road/Naas Road to improve the interchange between bus and the Luas Red Line at this location. This will require the diversion of left-turning traffic to John F Kennedy Drive.

2.5 Key Facts

- Approximate number of properties that may be impacted **18**
- Approximate number of designated on-street parking spaces that may be removed: **14**
- Approximate number of trees that may be removed: **15**
- Approximate route length: **4kms**
- Approximate cycle route length: **4kms**
- Current bus journey time: **Up to 21 mins**
- BusConnects journey time: **14mins**
- Future Bus journey time without BusConnects: **25 mins +**



3. How to take part in the public consultation

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

3.1 General queries

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

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

3.2 How to engage

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

Written submissions and observations may be made by:



cbc@busconnects.ie



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

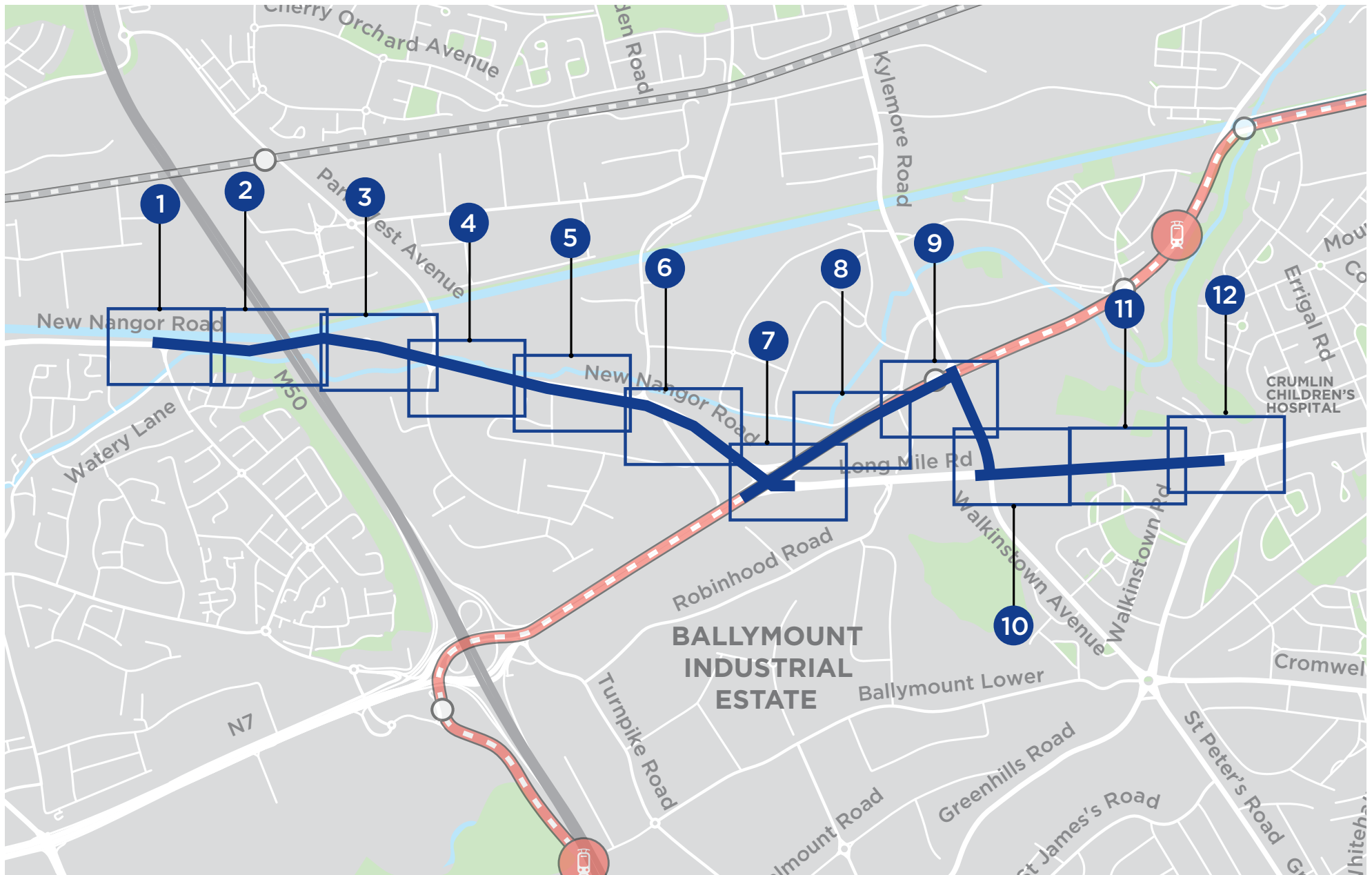
3.3 What happens next?

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



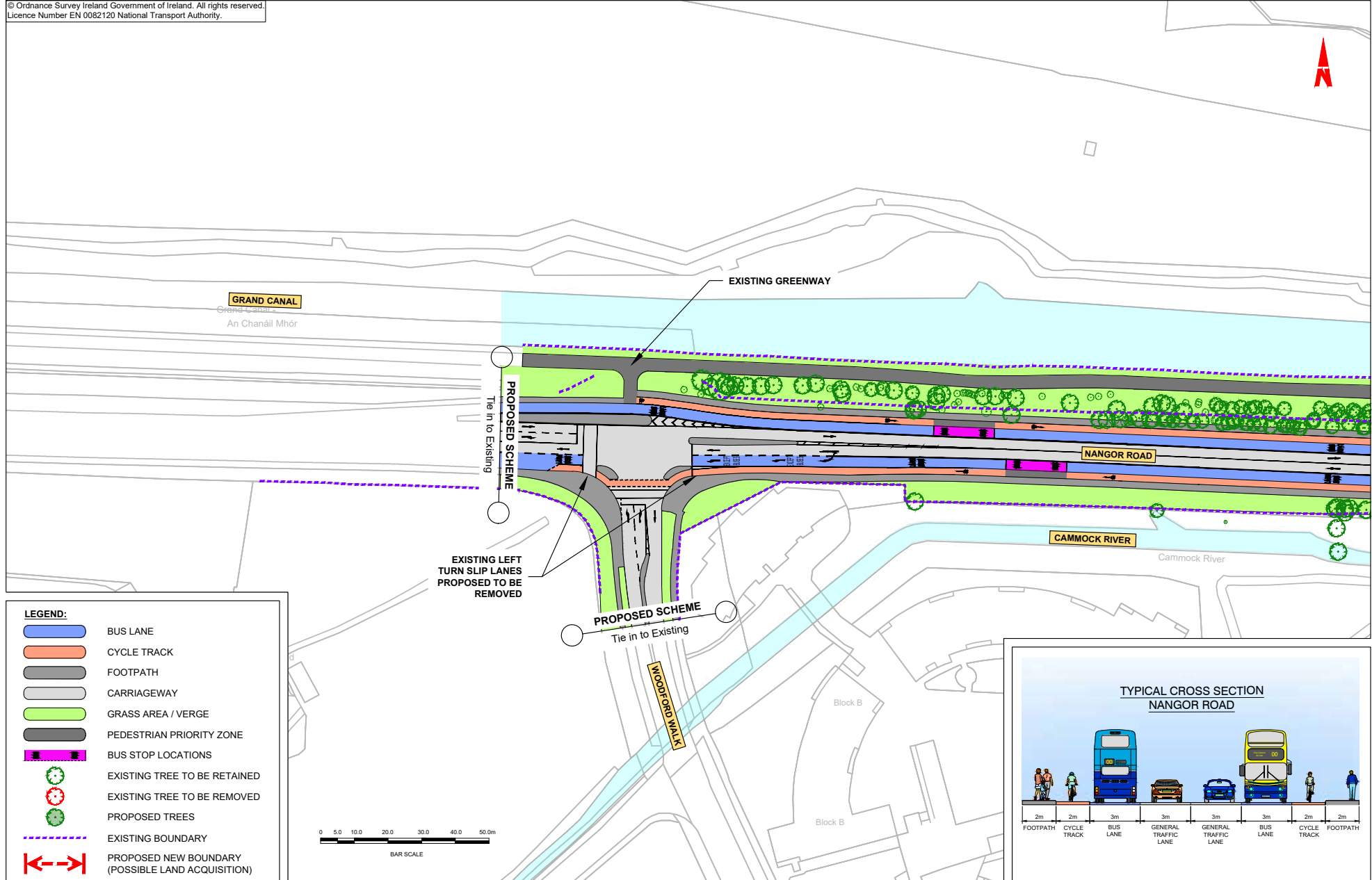
4. Appendices

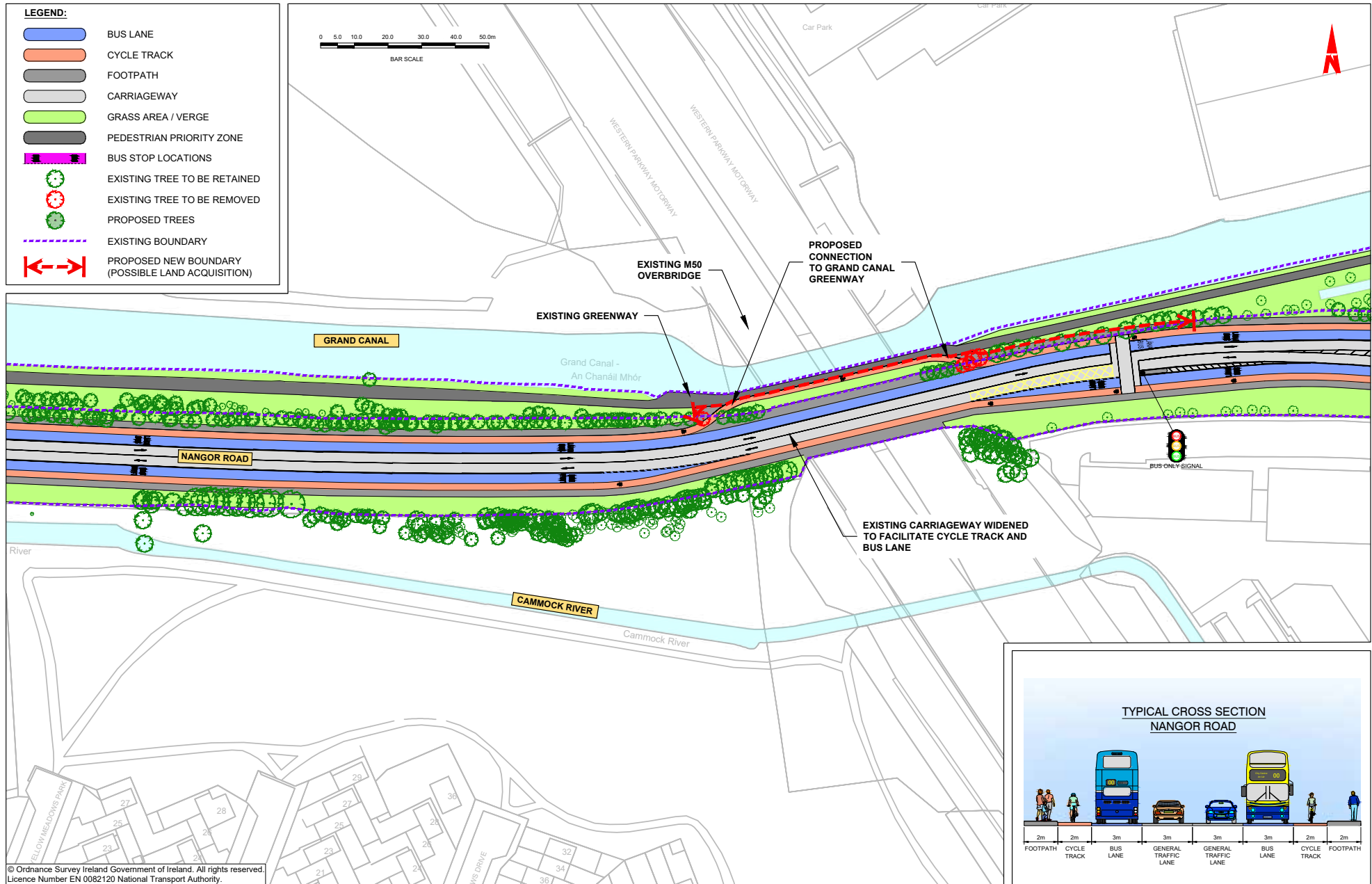
Index map
Route maps



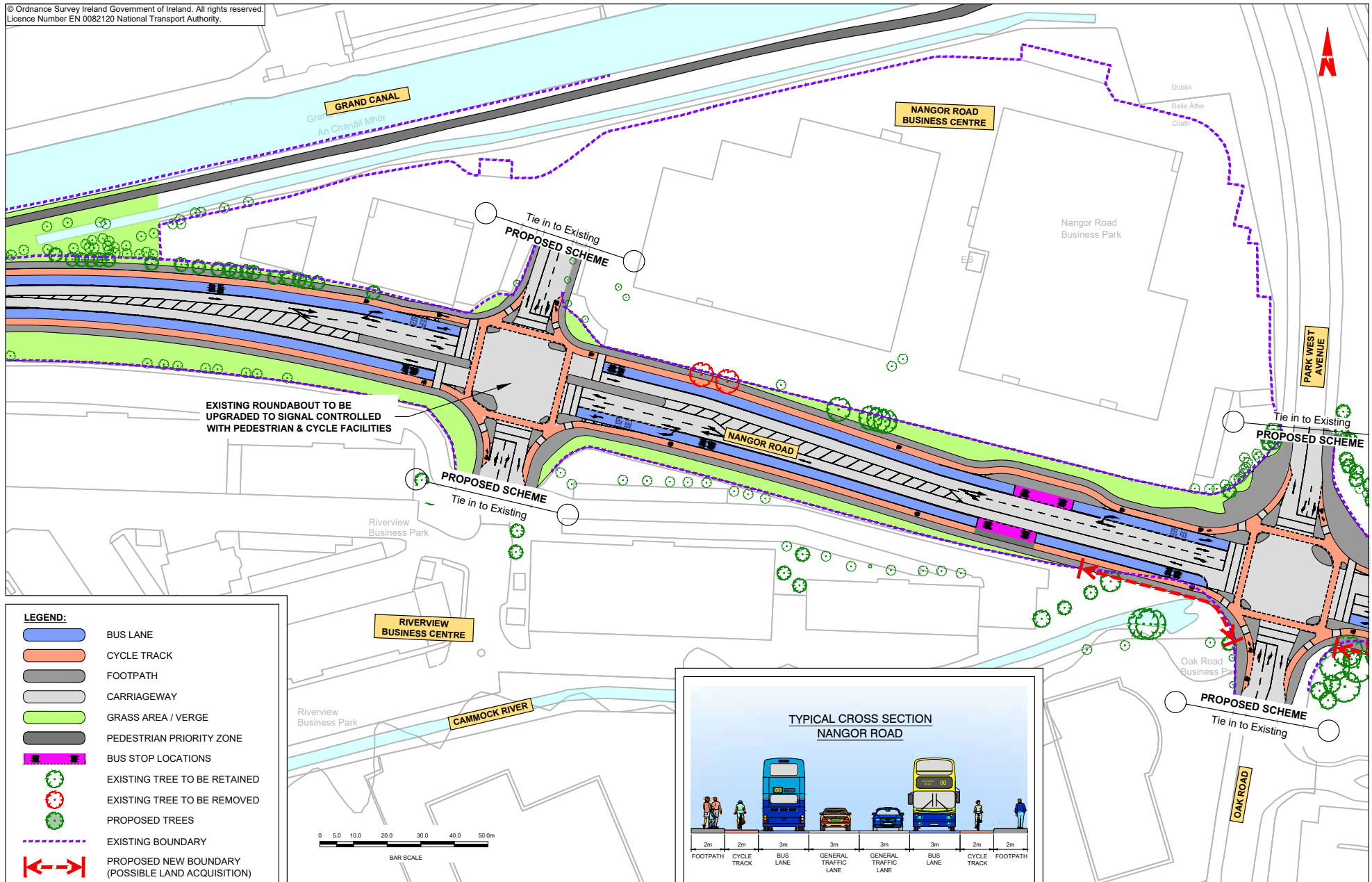
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

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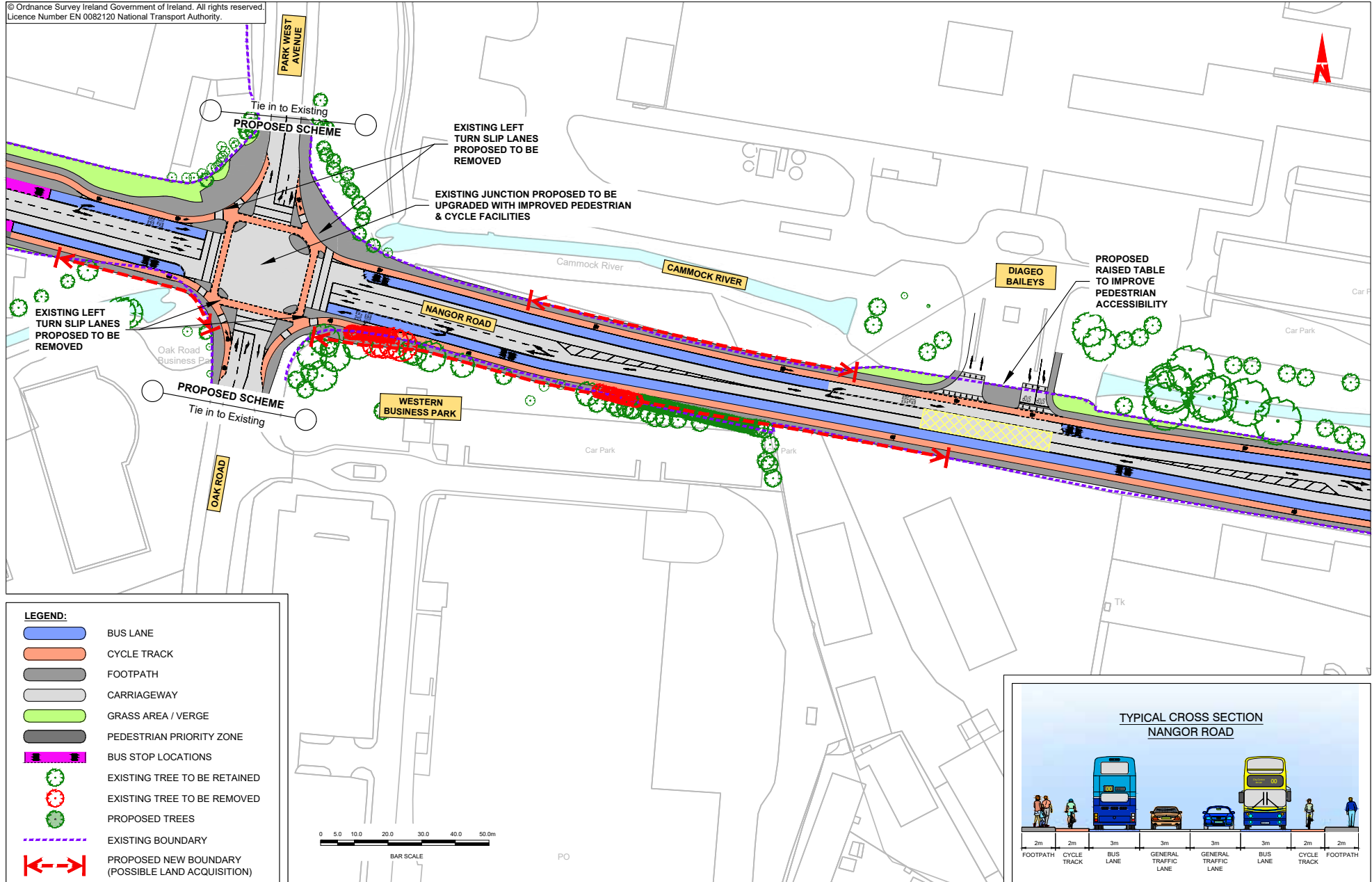




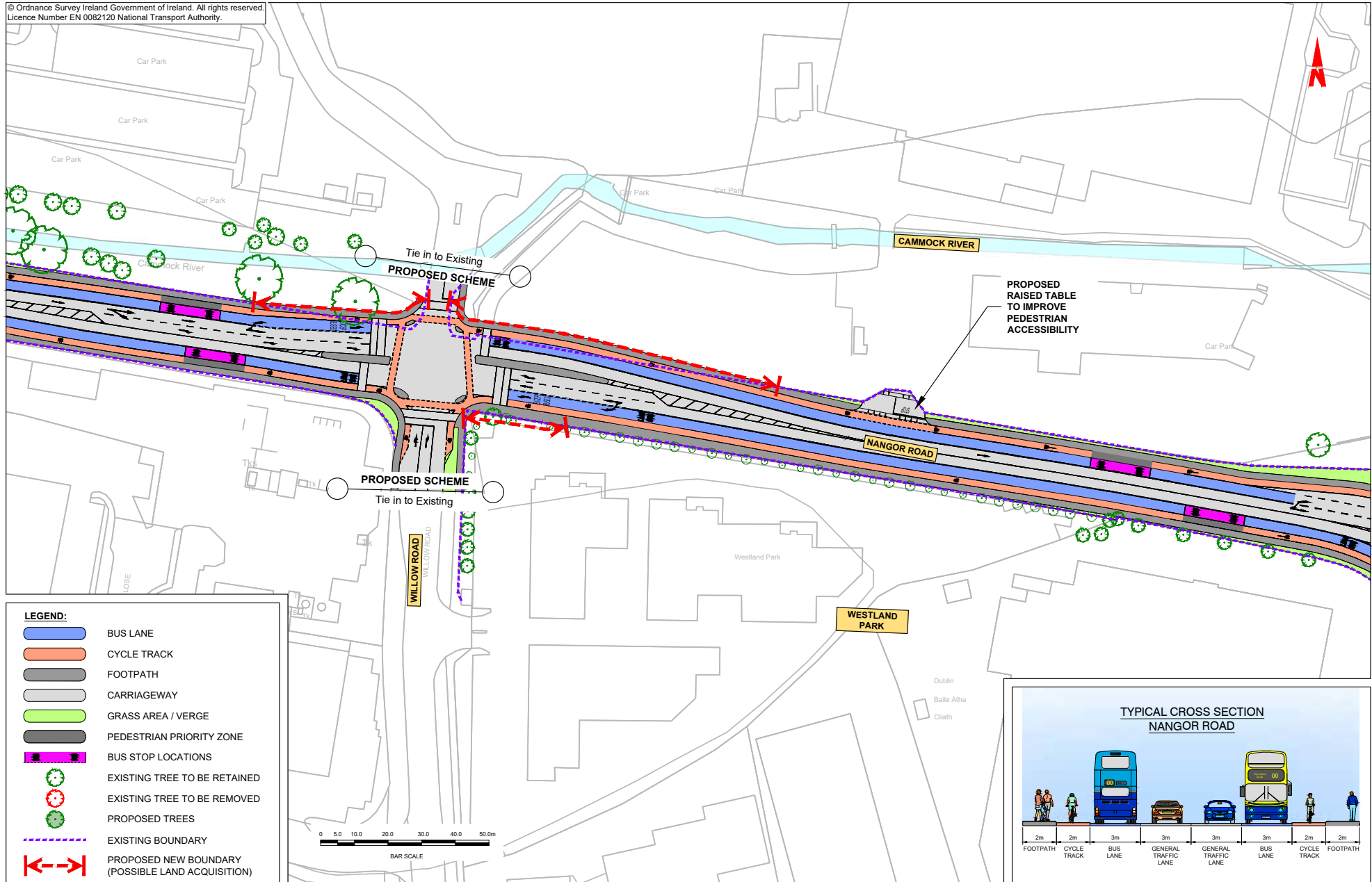
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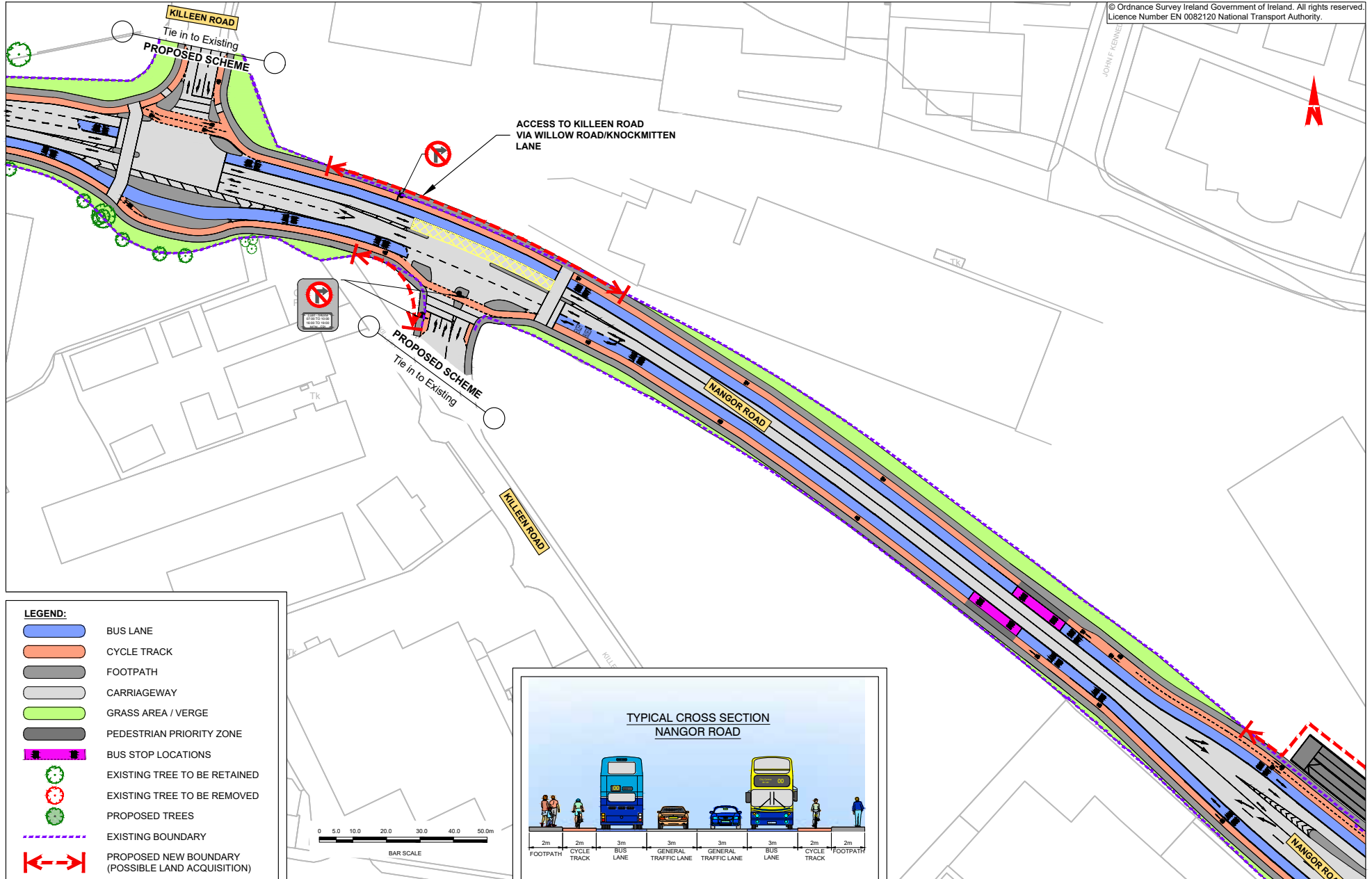


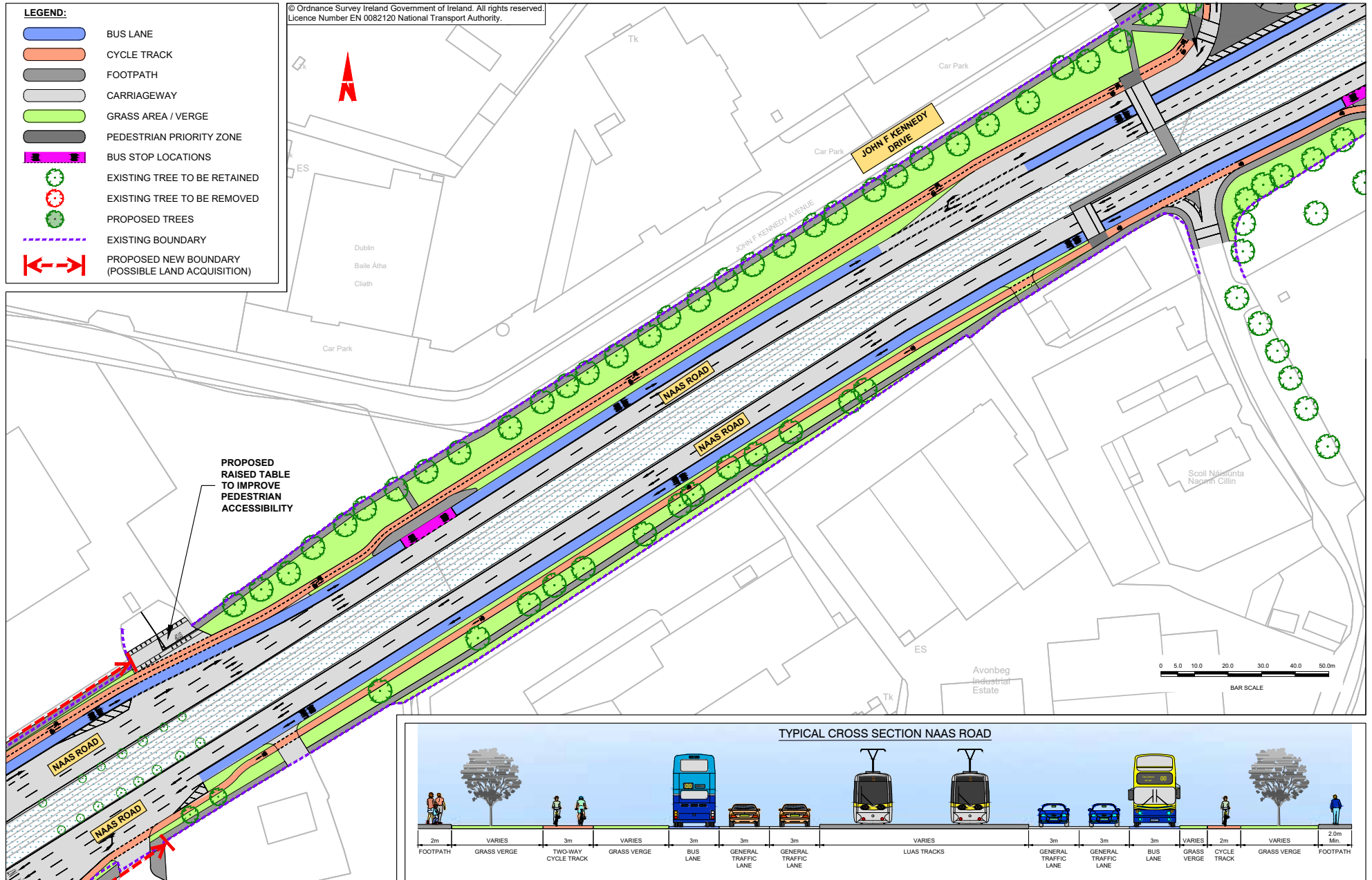
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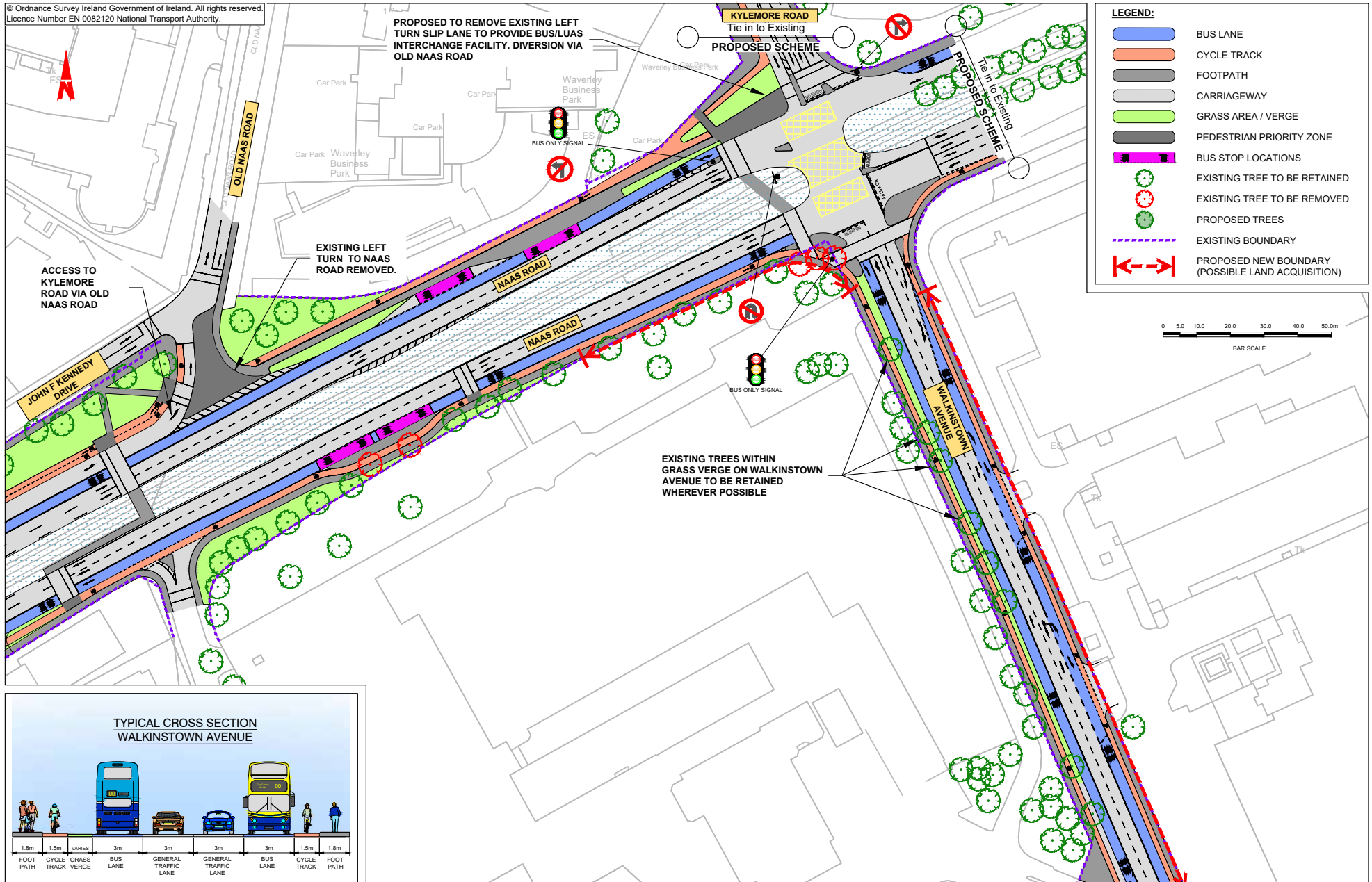


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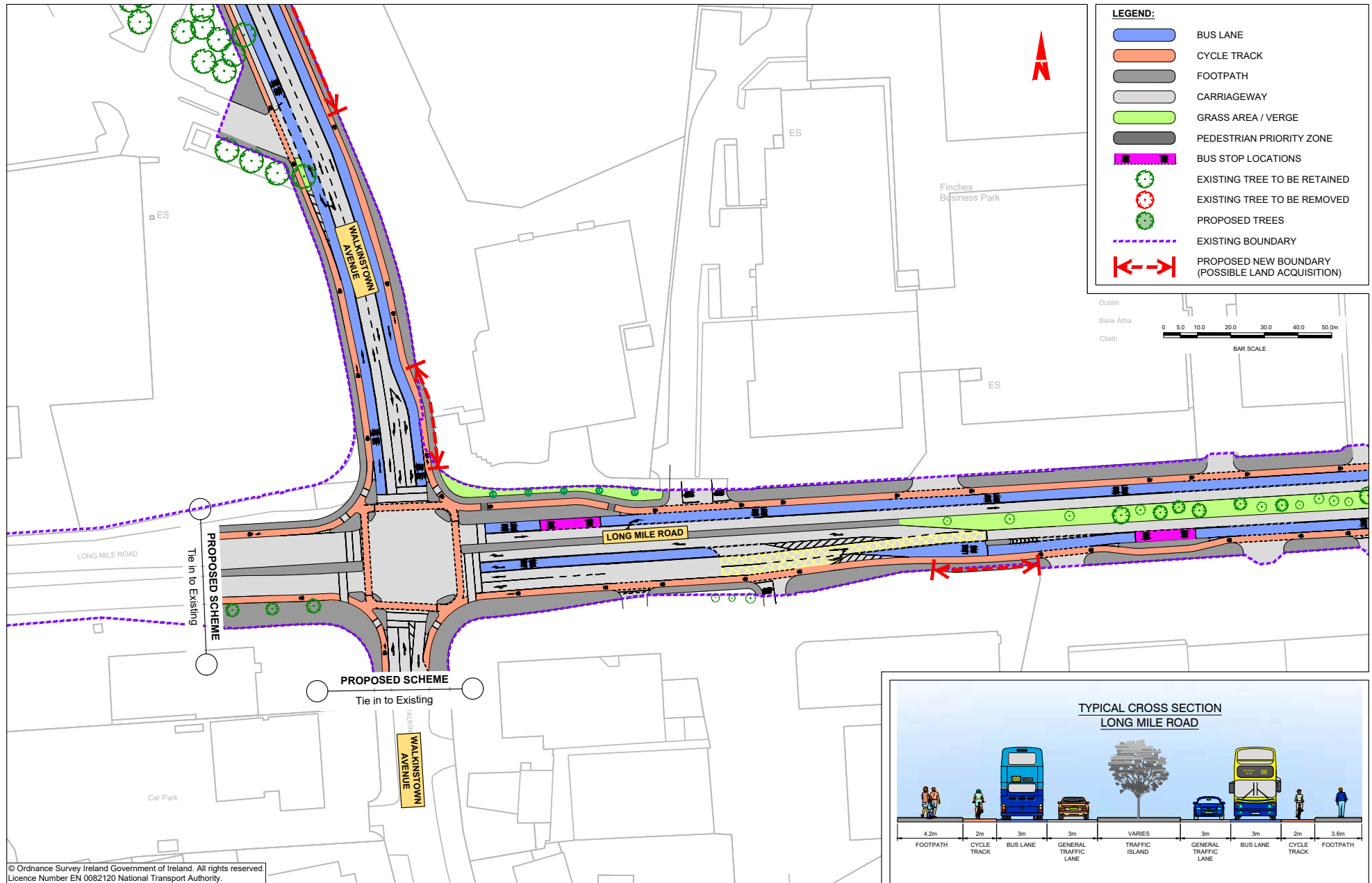




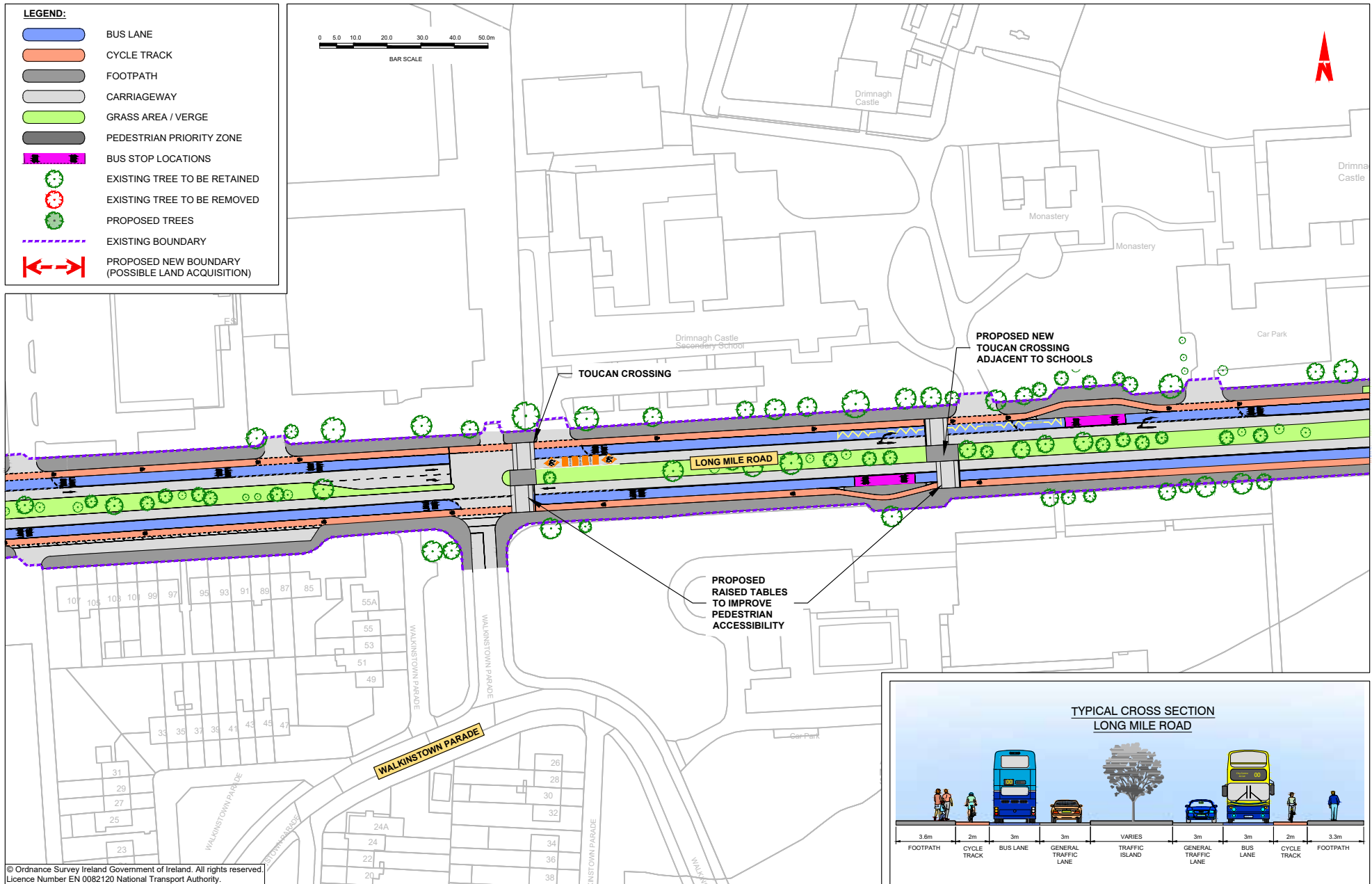




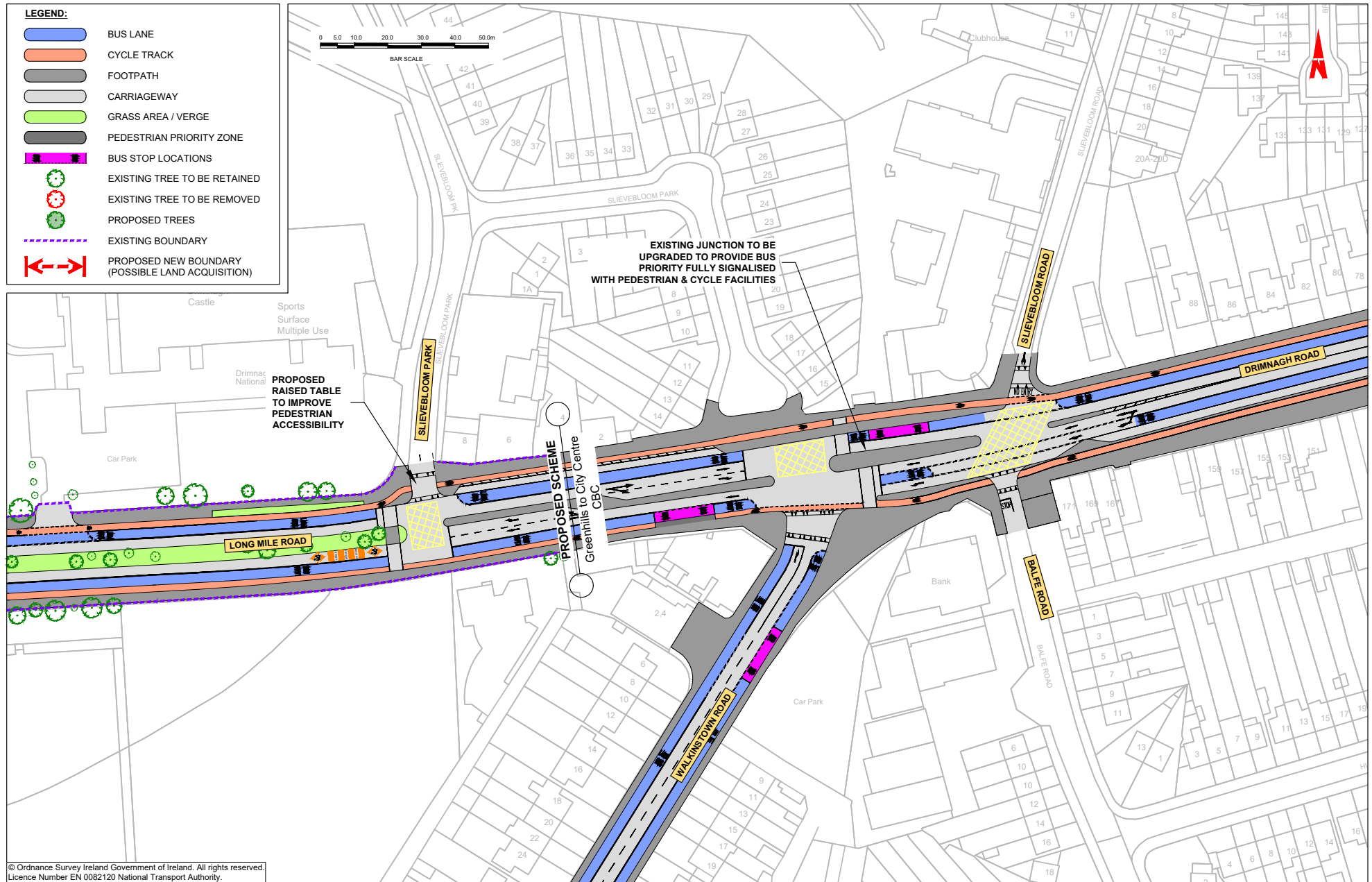
















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