



**Appendix N**  
Bray to City Centre  
Core Bus Corridor

Emerging Preferred  
Route Public  
Consultation  
February 2019

# BUS CONNECTS

TRANSFORMING CITY BUS SERVICES



## Bray > City Centre

Core Bus Corridor

Emerging Preferred Route

Public Consultation February 2019



13







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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?

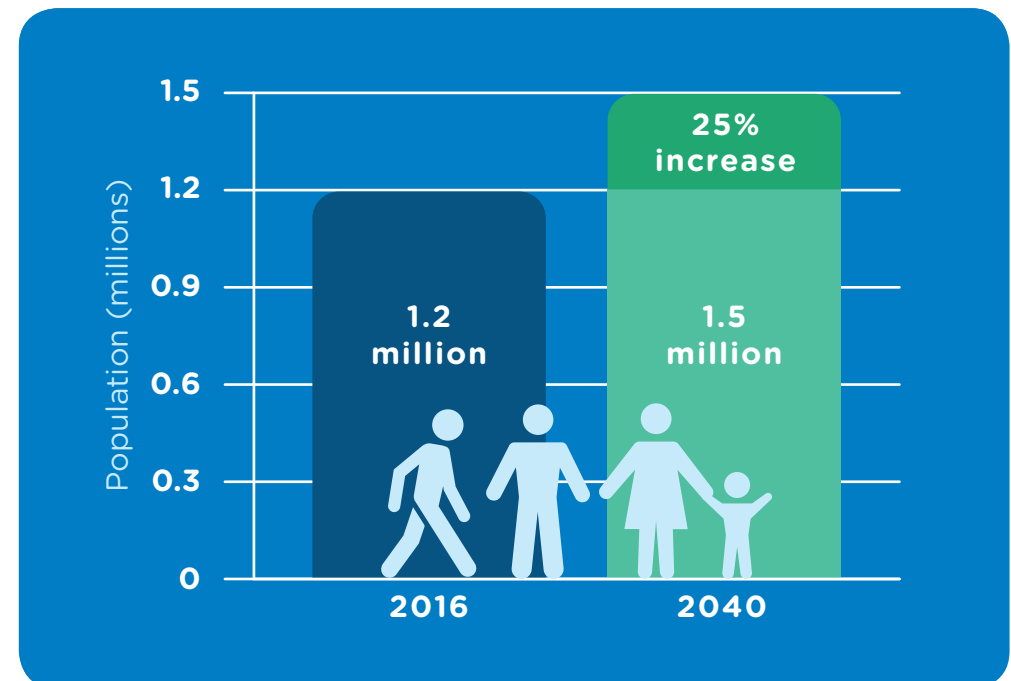
➤ **Congestion** – Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. Ireland’s economic recovery from the recession is seeing significant increases in the number of people working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

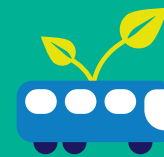
used sustainable modes.



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**.

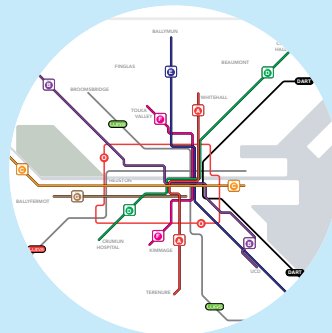
### 1.3 What is BusConnects Dublin?

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.



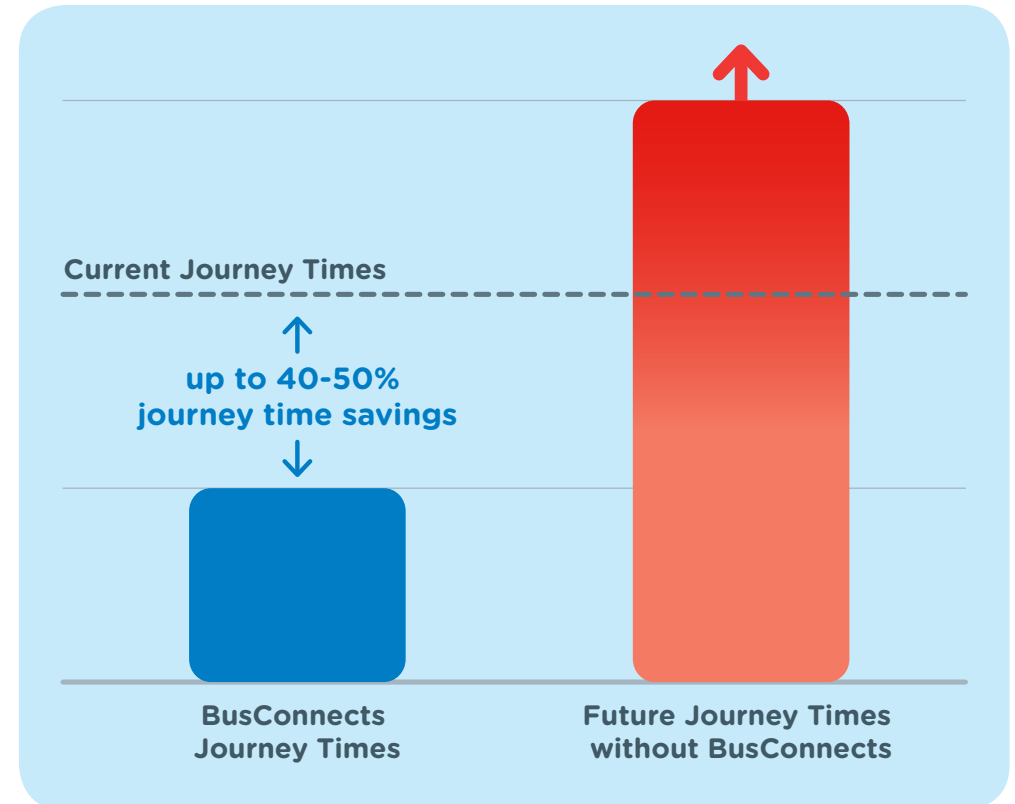
- Transitioning to a new bus fleet with low emission vehicle technologies.



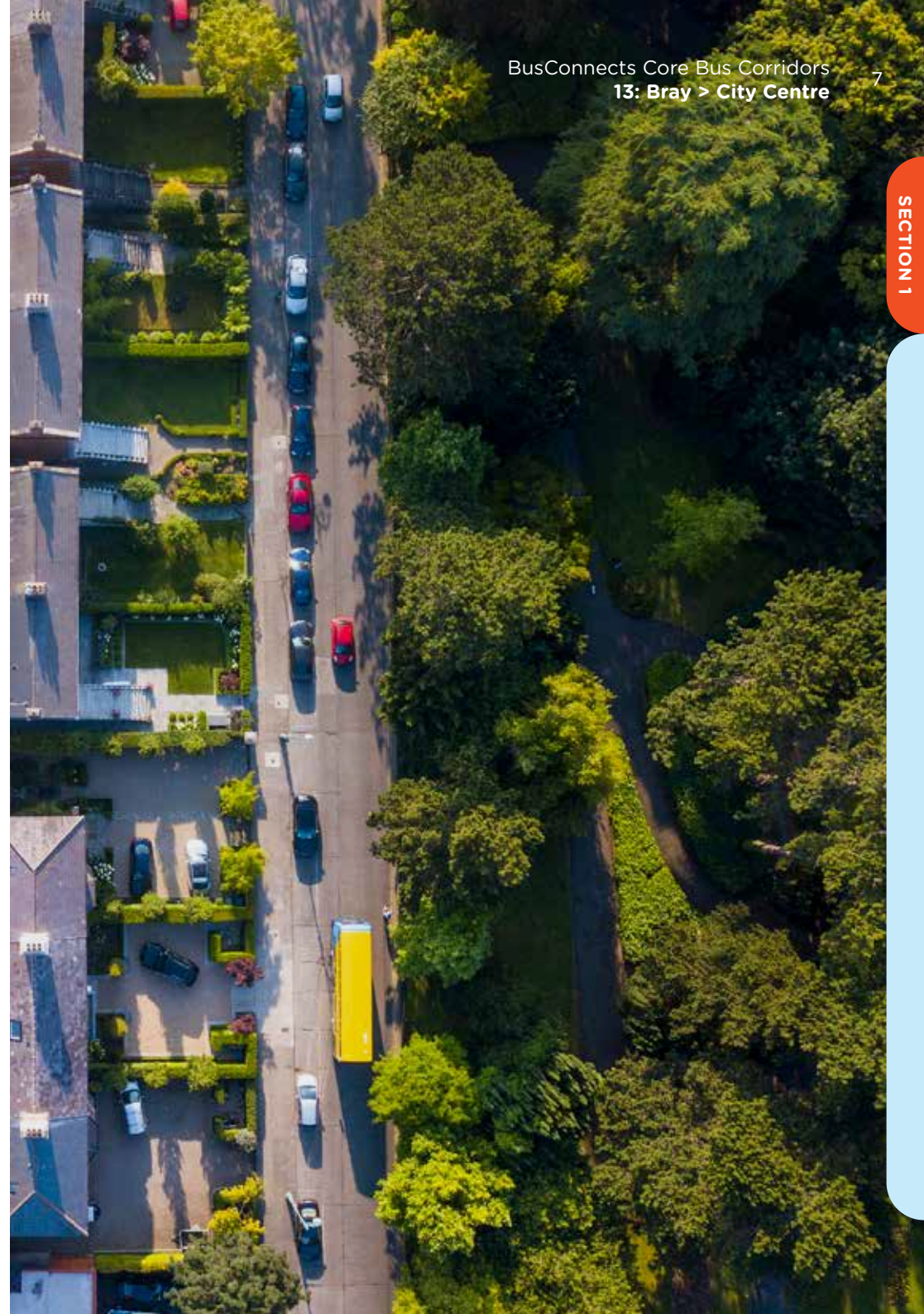
## 1.4 What are the benefits of this project?

- **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 CO<sup>2</sup> 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.

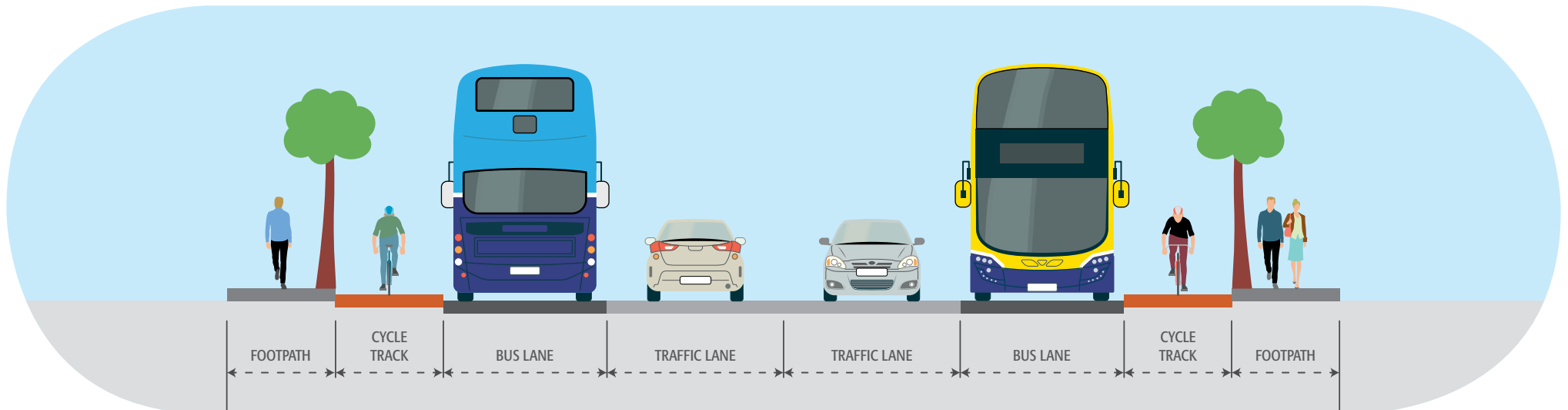


## 1.5 What does the core bus corridor project entail?

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

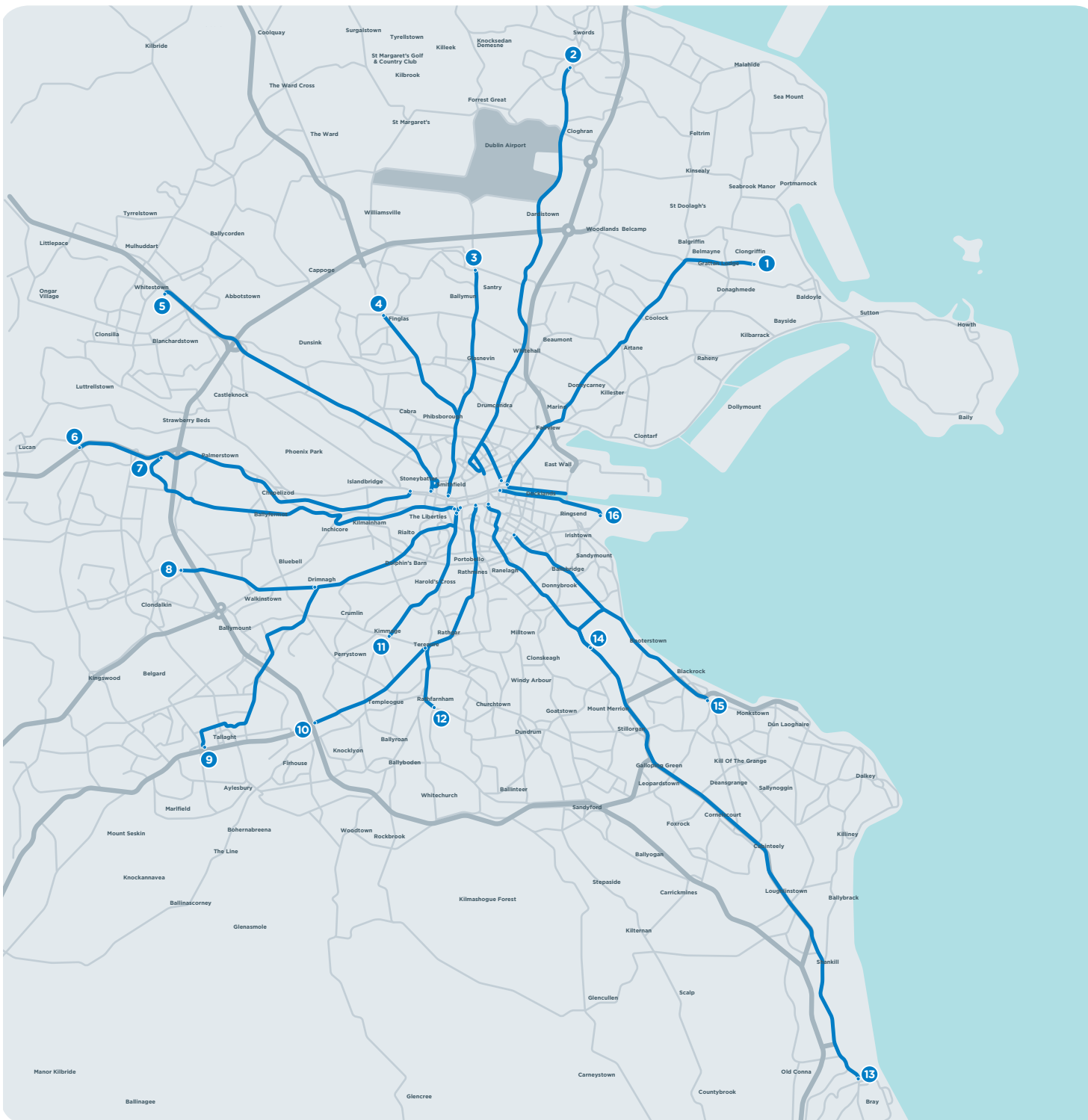


Bus lanes are needed to make the current and future bus system operate efficiently, reliably and punctually. Our intention is to develop these bus corridors so that each will have continuous bus priority - in other words, a continuous bus lane in each direction as well as maintaining two general traffic 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 Bray 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](http://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 Bray to City Centre Overview

The Bray Core Bus Corridor (CBC) commences at Nassau Street and progresses through Kildare Street to St Stephen's Green North and East, turning south on Leeson Street Lower. The corridor runs along Leeson Street Lower and Upper including the existing one-way system on Sussex Road. It continues on Morehampton Road and Donnybrook Road through Donnybrook Village, and on to the Stillorgan Road, intersecting with the UCD to City Centre Core Bus Corridor at Nutley Lane and the Belfield Interchange entrance to University College Dublin (UCD). It continues south on Stillorgan /

Bray Road as far as the Loughlinstown Roundabout. The route then proceeds along the R837 Dublin Road through Shankill and on to the R119 Dublin Road. The route continues along R119 through the M11 access roundabout and onto the R761 Dublin Road north of Bray. The route terminates at the Dargle River Crossing and ties into Bray Main Street current road layout.

#### 2.2.1 Nassau Street to UCD – Nassau Street, Kildare Street, St Stephen's Green North, St Stephen's Green East, Leeson Street Lower, Leeson Street Upper including the one-way system on Sussex Road, Morehampton Road, Donnybrook Road through Donnybrook Village, Stillorgan Road

It is proposed to commence this CBC at the junction of Nassau Street and Dawson Street where it joins the prevailing city centre network. From Nassau Street it progresses through Kildare Street to St Stephen's Green North and East, turning south on to Leeson Street Lower. Continuous bus priority and segregated cycle tracks are achieved through these city centre streets except for Kildare Street where lanes would be shared with general traffic between Molesworth Street and St. Stephens Green North. The existing cycle and bus lane facilities will be retained on St. Stephens Green East. It is proposed to convert the near side northbound general traffic to a bus lane. This will provide bus priority in each direction on this street. The corridor runs along Leeson Street Lower and Upper achieving continuous bus priority and segregated cycle tracks in each direction including the one-way system on Sussex Road. It is proposed to achieve continuous bus priority and segregated cycle tracks in each direction along Morehampton Street and Donnybrook Road through Donnybrook Village and the Stillorgan

Road to UCD, except for a constrained section on Donnybrook Road at The Crescent where cyclists will have to use the bus lanes. It is intended to reduce the traffic speed limit through this area to 30 kph to improve safety for cyclists where segregated cycle lanes cannot be achieved. Bus priority signals are proposed at the Waterloo Road, Wellington Place, Marlborough Road, Belmont and Beaver Row junctions.

This section of the route will require limited road widening in the area of The Crescent, and between Anglesea Road and Airfield Park. The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

### 2.2.2 UCD Entrance to Lower Kilmacud Road

At the Belfield Interchange UCD Entrance, it is proposed to retain a bus lane on the following arms of the junction:

- Southbound on-ramp;
- Northbound off-ramp; and
- Northbound on-ramp.

It is intended to provide a new bus lane on the following arms of the junction:

- Southbound off ramp; and
- Stillorgan Road Overbridge.

It is proposed to provide improved bus stop facilities on each arm of the junction. The final UCD bus interchange arrangement will be developed in collaboration with the emerging UCD masterplan. It is intended to provide segregated cycle tracks on each of the

junction arms and on the overbridge. Segregated cycle facilities will be provided between Ashfield Park and Stillorgan Road. Existing on-street parking facilities within this area are proposed to be maintained.

On the Stillorgan Road between Seafield Road and Foster's Avenue it is intended to provide a bus lane and two general traffic lanes in each direction. A short length of two-way segregated cycleway will be provided on each side in this area due to the proximity to UCD.

Between Belfield Park and Lower Kilmacud Road, it is proposed to provide a bus lane and two general traffic lanes plus a one-way segregated cycle track in each direction. It is proposed to extend the left turn slip and protected cycleway on the northbound approach to Foster's Avenue, and it is intended to retain the existing pedestrian link to South Hill Park. Between Tresdale and Priory Drive, it is proposed to upgrade the existing pedestrian crossing to a toucan crossing to facilitate cyclists. To reinforce cyclist safety it is intended to remove the left turn slip road to Trees Road Lower. A new toucan crossing is planned between Patrician Villas and St. Laurence Park. It is also proposed to provide new footway links to the existing pedestrian underpass by modifying the existing structure. At the junction with Lower Kilmacud Road is intended to realign the junction to provide improved pedestrian refuges.

### 2.2.3 Lower Kilmacud Road to Loughlinstown Roundabout - Stillorgan Road, Bray Road

It is proposed to maintain one bus lane and two general traffic lanes in each direction. Improved segregated cycle tracks and pedestrian footways will be provided along this section of the route. It intended



to upgrade the existing pedestrian crossing adjacent to Merville Road / Glenalbyn Road to allow cyclists to use this crossing.

At Brewery Road it is proposed to upgrade the junction to improve the cycle lane facilities. At the junction of Leopardstown Road, it is intended to provide a protected cycle lane on the southbound approach on the Stillorgan Road, and it is also proposed to extend the left lane on the north approach to the junction with a protected cycle lane for cyclists moving through the junction.

It is intended to provide new crossing points for both cyclists and pedestrians adjacent to Knocksinna. Local bus stops will be upgraded to minimise potential conflicts between cyclists and pedestrians waiting to access the buses.

At the Kill Lane junction, it is intended to retain the existing pedestrian crossing. The existing signalised crossing at this location will be upgraded to facilitate cyclists crossing the Stillorgan Road. At the junction with the Westminster Road it is proposed to remove the existing U-turn filter lane to facilitate a new pedestrian / cyclist crossing. It is intended to provide a pedestrian link from the Stillorgan Road to South Park Estate. Between South Park Estate and Cornelscourt Shopping Centre pedestrian bridge, it is proposed to reinstate the footway and provide a segregated cycle track in each direction.

At the Clonkeen Road Junction on the southbound approach it is intended to reconfigure the existing central reserve to facilitate a new cyclist / pedestrian crossing. At the Wyattville Road Junction it is intended to remove the existing on-road southbound cycle track and provide a new off-road two way cycle track.

At the Loughlinstown Roundabout it is proposed to signalise the existing roundabout and to provide a continuous bus lane outbound through the junction towards Shankill. The northbound bus lane from Shankill will stop short of the southside of the roundabout junction and resume to the north of the junction on the Bray Road. By signalling the junction it will control traffic and ensure bus priority.

### **2.2.4 Loughlinstown Roundabout to Dargle River Crossing - Dublin Road through Shankill to Bray, Castle Street to Bray Main Street**

South of Loughlinstown Roundabout it is proposed to provide one bus lane and one general traffic lane in each direction. A two-way segregated cycle track is planned between the roundabout and the entrance to the Seaview Gate development. At this point a new pedestrian /cyclist crossing will be provided allowing a single segregated cycle track in each direction south to St Anne's Church. This section of the route will require road widening on both sides of the road. The indicative extents of this land take are shown on the drawings shown in the Appendix of this brochure.

At the junction of Dublin Road and Stonebridge Road the existing junction is intended to be upgraded to facilitate bus priority, and the junction between Dublin Road and Shanganagh Road is proposed to be upgraded and signalised to provide bus priority and new pedestrian crossing facilities.

Because of width restrictions approaching, and through, Shankill Village, an alternative cycle route / shared surface is proposed along Lower Road, Stonebridge Close and Mountain View, rejoining the Dublin Road at the junction with Crinken Lane. This will require the

creation of new links for cyclists (and pedestrians) between the Dublin Road and Lower Road, between Lower Road and Stonebridge Close and between Stonebridge Close and Mountain View.

Between Shanganagh Road junction and Cluain Na Greine Court some bridge widening work is proposed, but it will not be possible to provide a wider cross-section on this stretch due to level differences between the road and the adjacent lands. It is proposed to retain the existing general traffic lanes. Bus priority on this section will be maintained through the installation of priority signals. Between Cluain Na Greine Court and Cherrington Road a continuous southbound bus lane is intended to be provided. The northbound bus lane will be intermittent to minimise the required land take on this section. Again bus priority will be maintained through the use of traffic signals.

From Cherrington Road to the existing M11 access roundabout it is proposed to provide a bus lane and a general traffic lane in each direction. Land take may be required on both sides of the road. The indicative extents of this land take are shown on the drawings shown in the Appendix of this brochure. As mentioned above, the off-line cycle track will rejoin the Dublin Road south of the Crinken Lane junction where segregated cycle tracks on each side will resume.

From the M11 junction to the Dargle River Crossing, it is proposed to continue with a bus lane, general traffic lane and a segregated cycle track in each direction. It is proposed to replace the M11 access roundabout with a signalised priority junction. The junction with Corke Abbey Avenue is intended to be upgraded to improve bus priority and pedestrian facilities. It is proposed to remove the existing uncontrolled pedestrian crossings and refuge islands between Chapel Lane and Upper Dargle Road. It is intended to upgrade the junction

with the Upper Dargle Road to provide bus priority and pedestrian facilities. Again land take may be required on both sides of the road. The indicative extents of this land take are shown on the drawings included in the Appendix of this brochure.

By widening the Dargle River Crossing it is proposed to maintain a southbound bus lane and two general traffic lanes plus add a segregated cycle track in each direction in addition to facilitating better pedestrian footpaths. Bus priority for the northbound bus movement would be maintained by providing a queue relocation signal on the southside of the crossing.

## 2.3 Key Facts

- Approximate number of properties that may be impacted: **166**
- Approximate number of on-street parking spaces that may be removed: **8**
- Approximate number of roadside trees that may be removed: **330**
- Approximate route length: **13kms**
- Approximate new cycle lane length: **14kms**
- Current bus journey time: up to **55 mins**
- BusConnects journey time: **40-45 mins**
- Future Bus journey time without BusConnects: **70 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

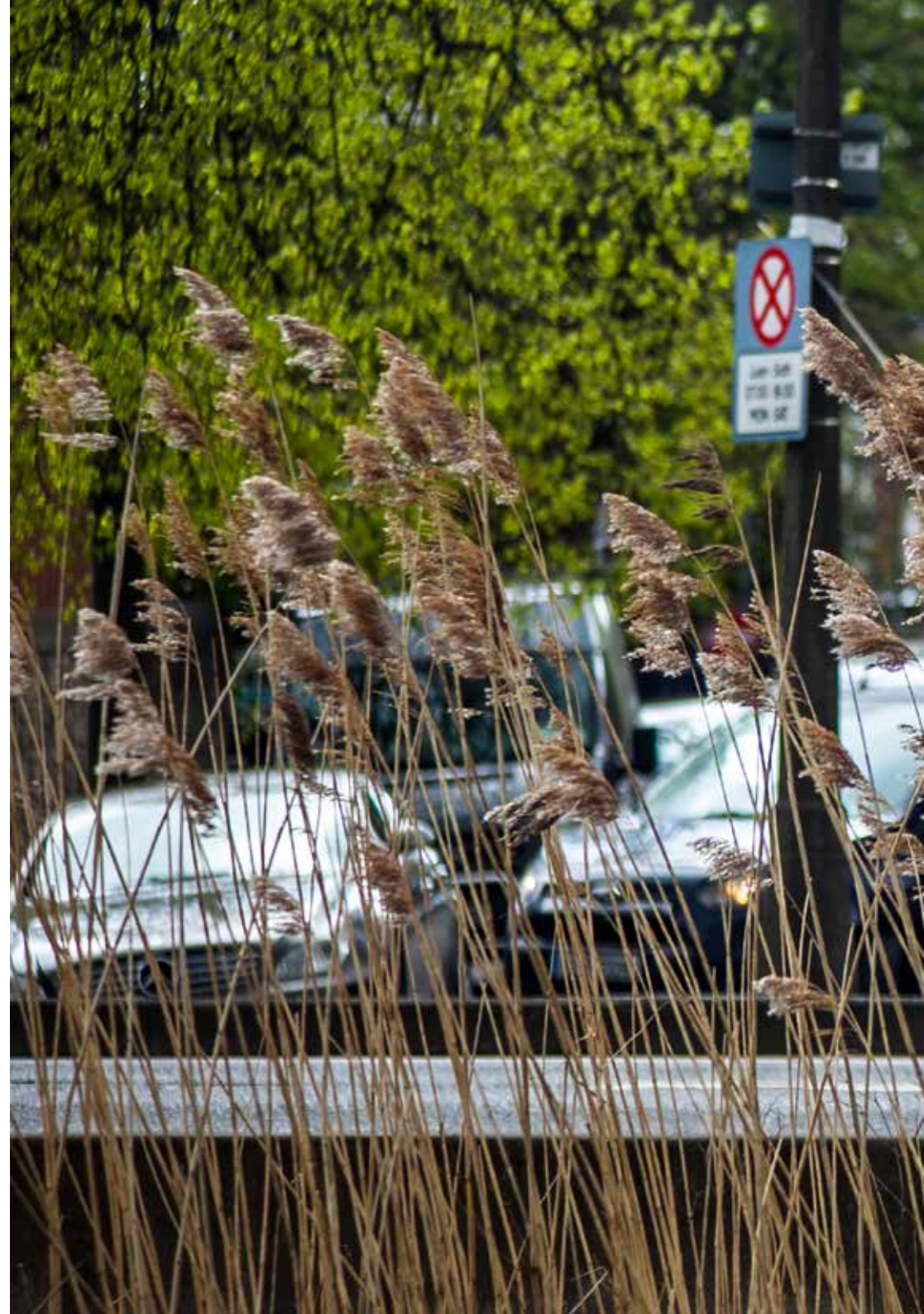
Where trees are removed from roadsides and footpaths we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations.

### 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.

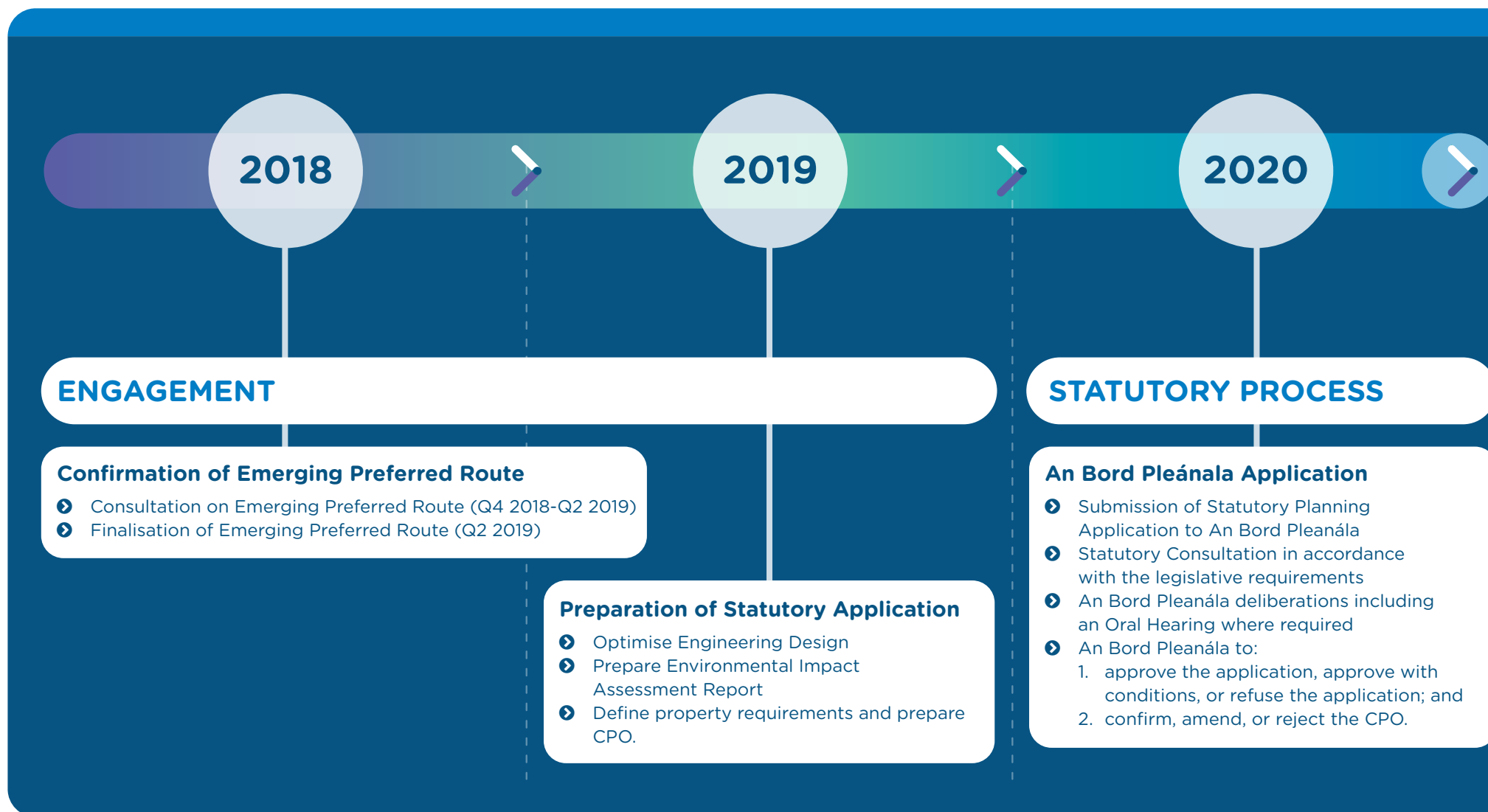


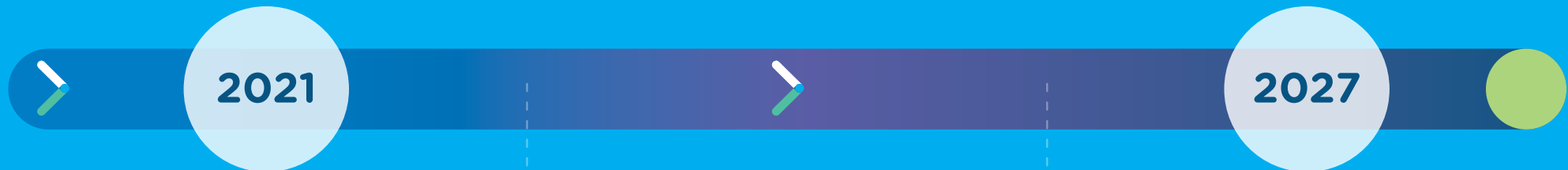




## 4.1 How the project will progress

### 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](http://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](mailto: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](http://www.busconnects.ie)

### Or by email to:

[cbc@busconnects.ie](mailto: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 the October the following routes will be operated by Go-Ahead Ireland on behalf of Transport for Ireland

45a, 45b, 50, 61, 62a and 75

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

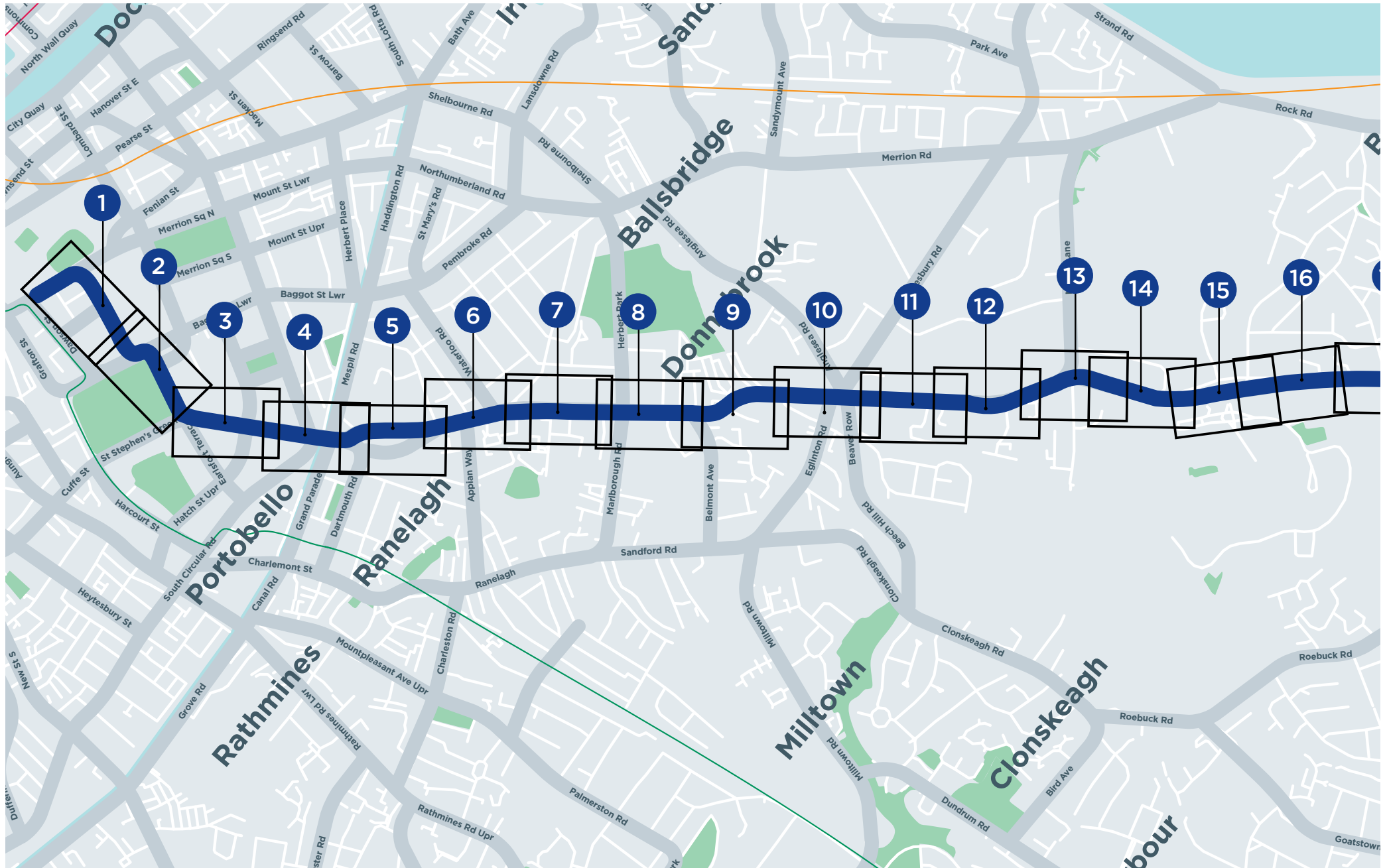


# 6. Appendices

Index map  
Route maps





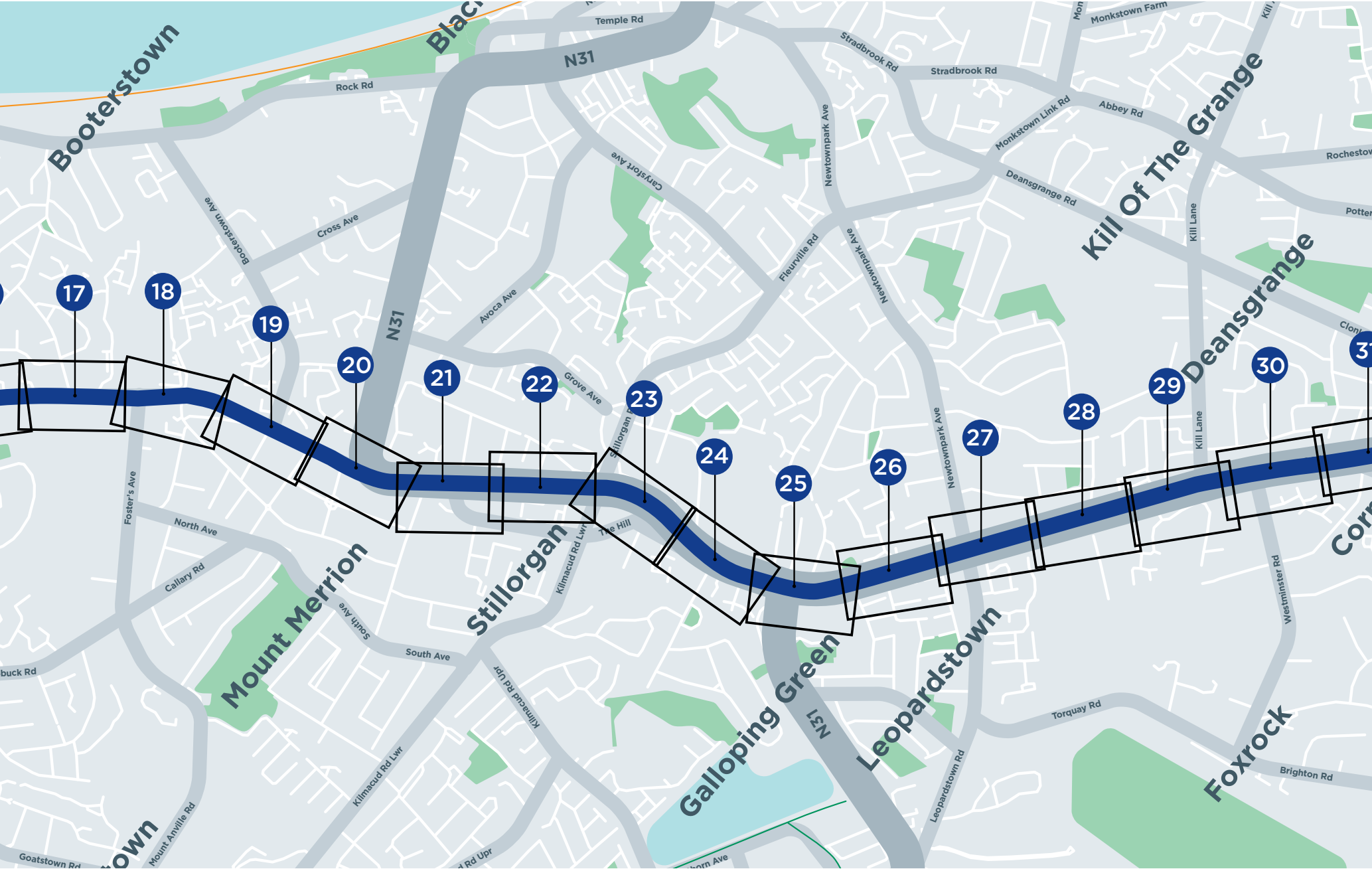


NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

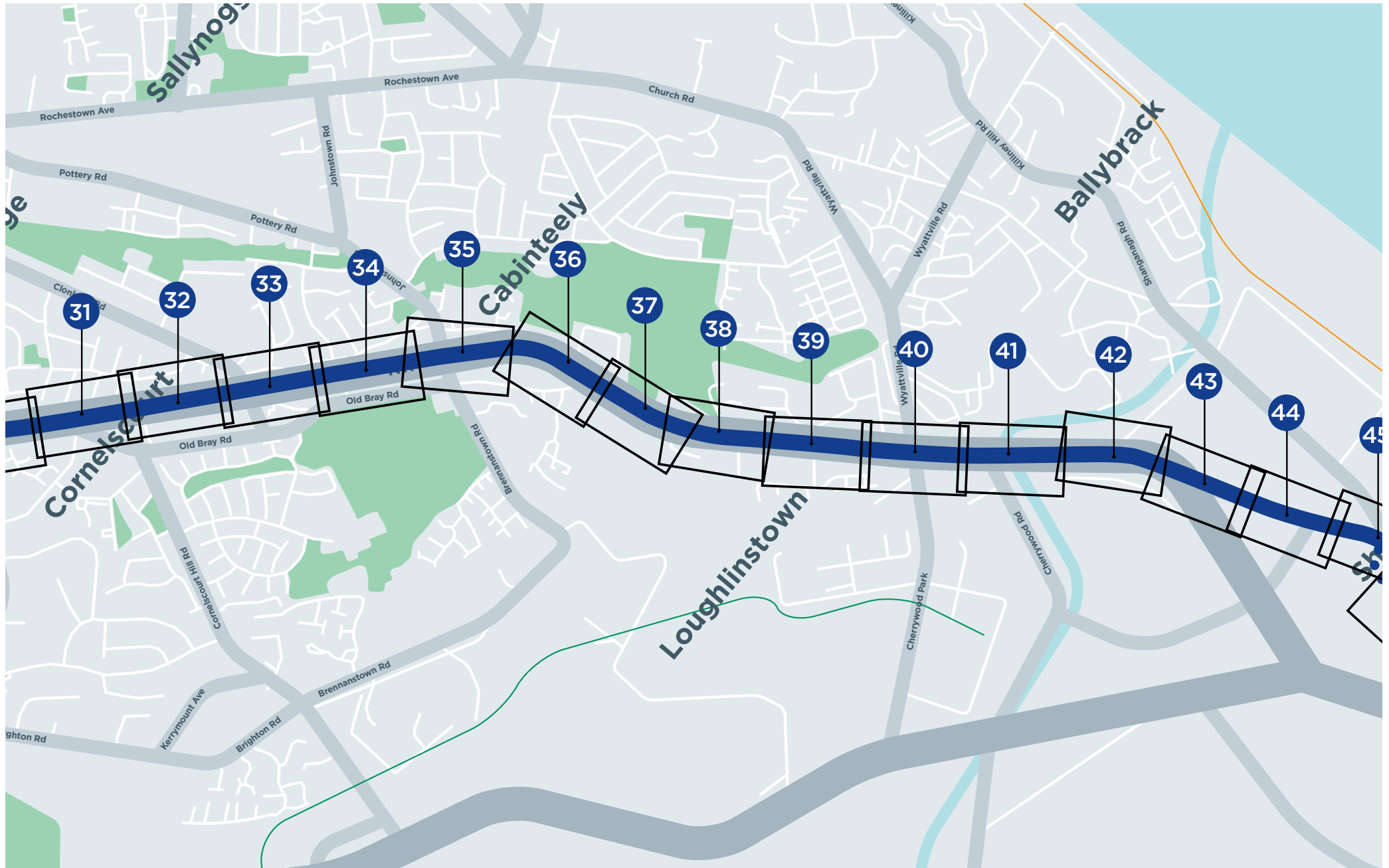


# Bray City Centre

## 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.



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.

# Bray City Centre

## Index Map (continued)

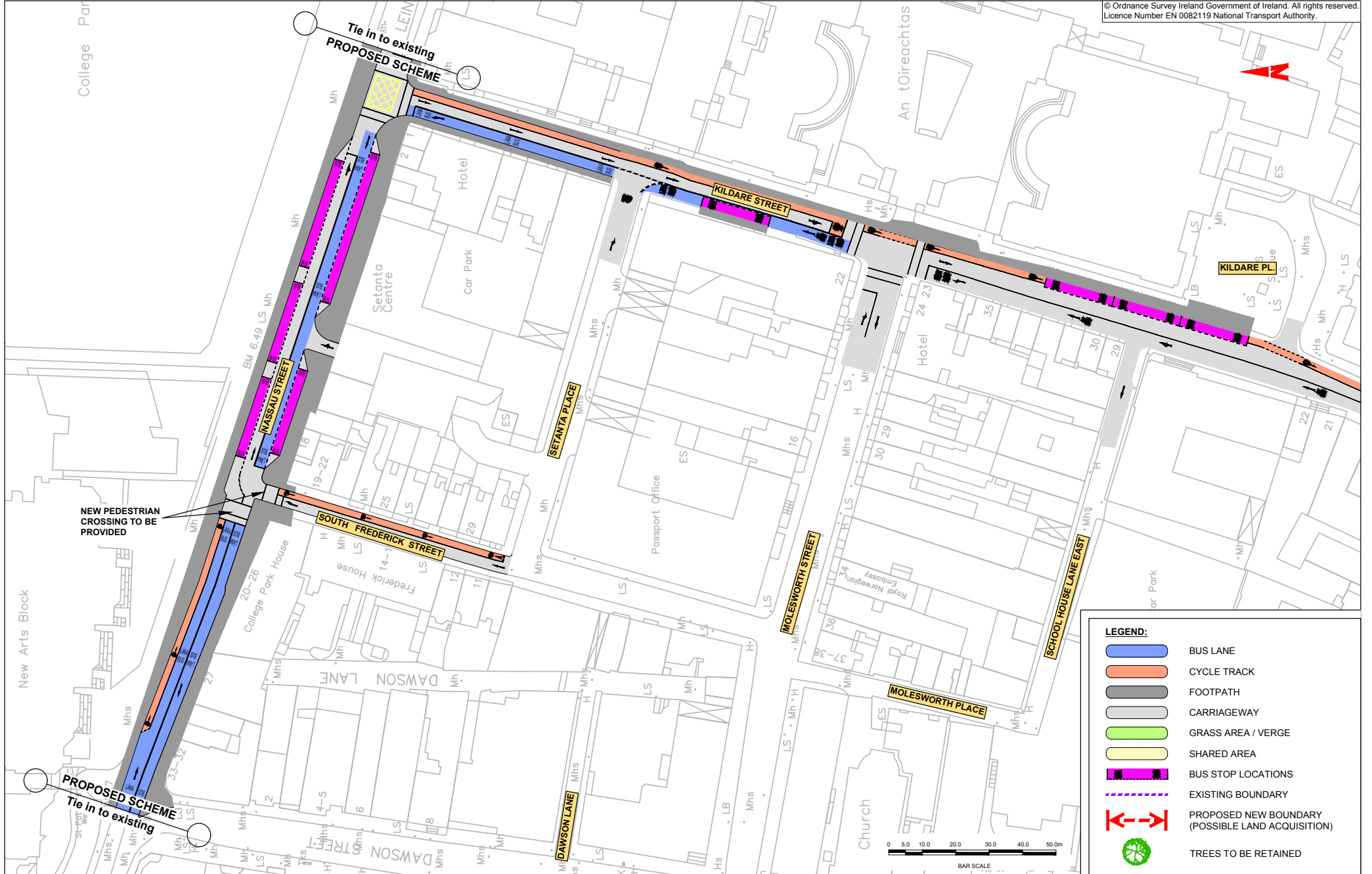


NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

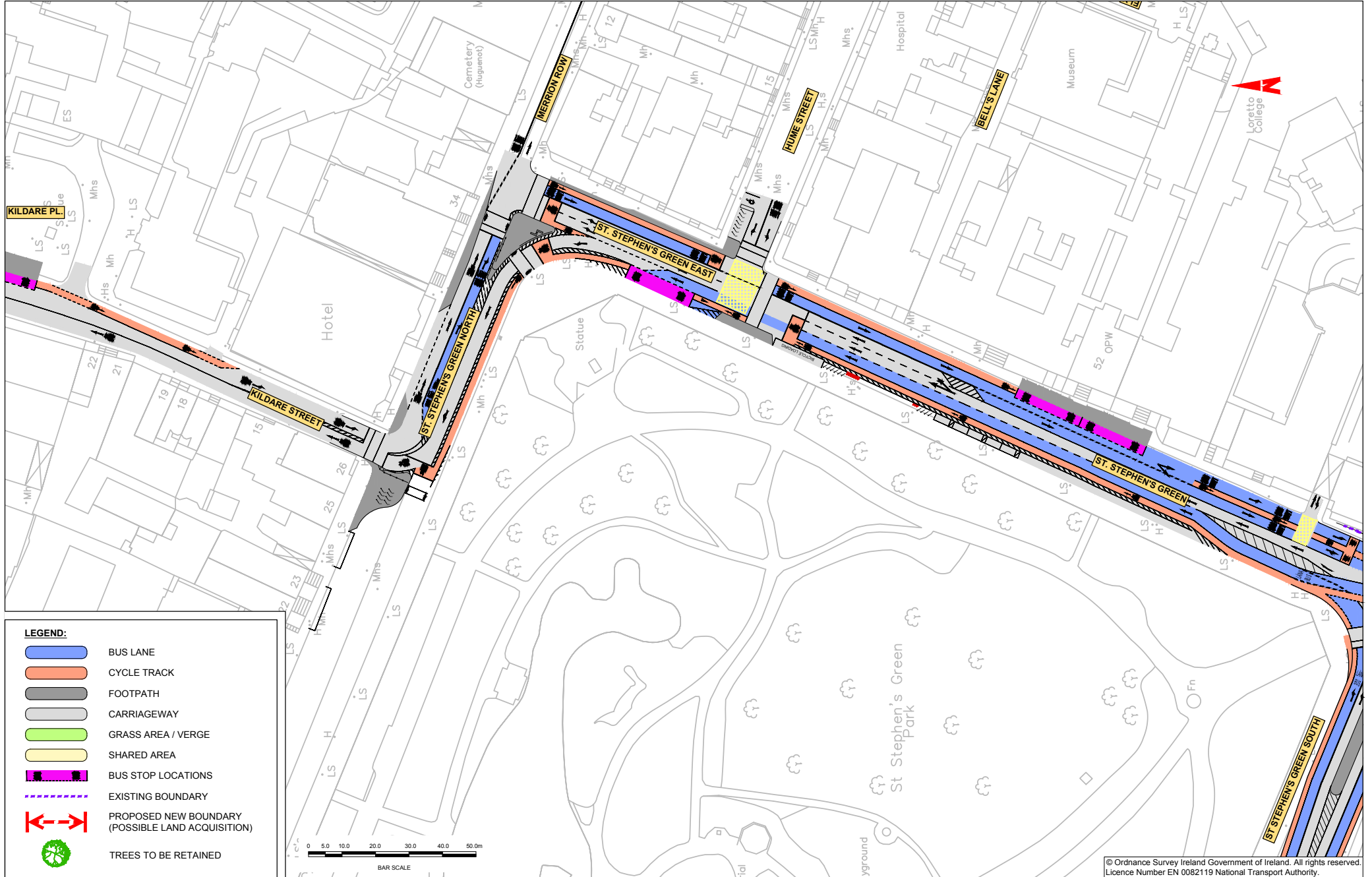


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 1: Emerging Preferred Route**











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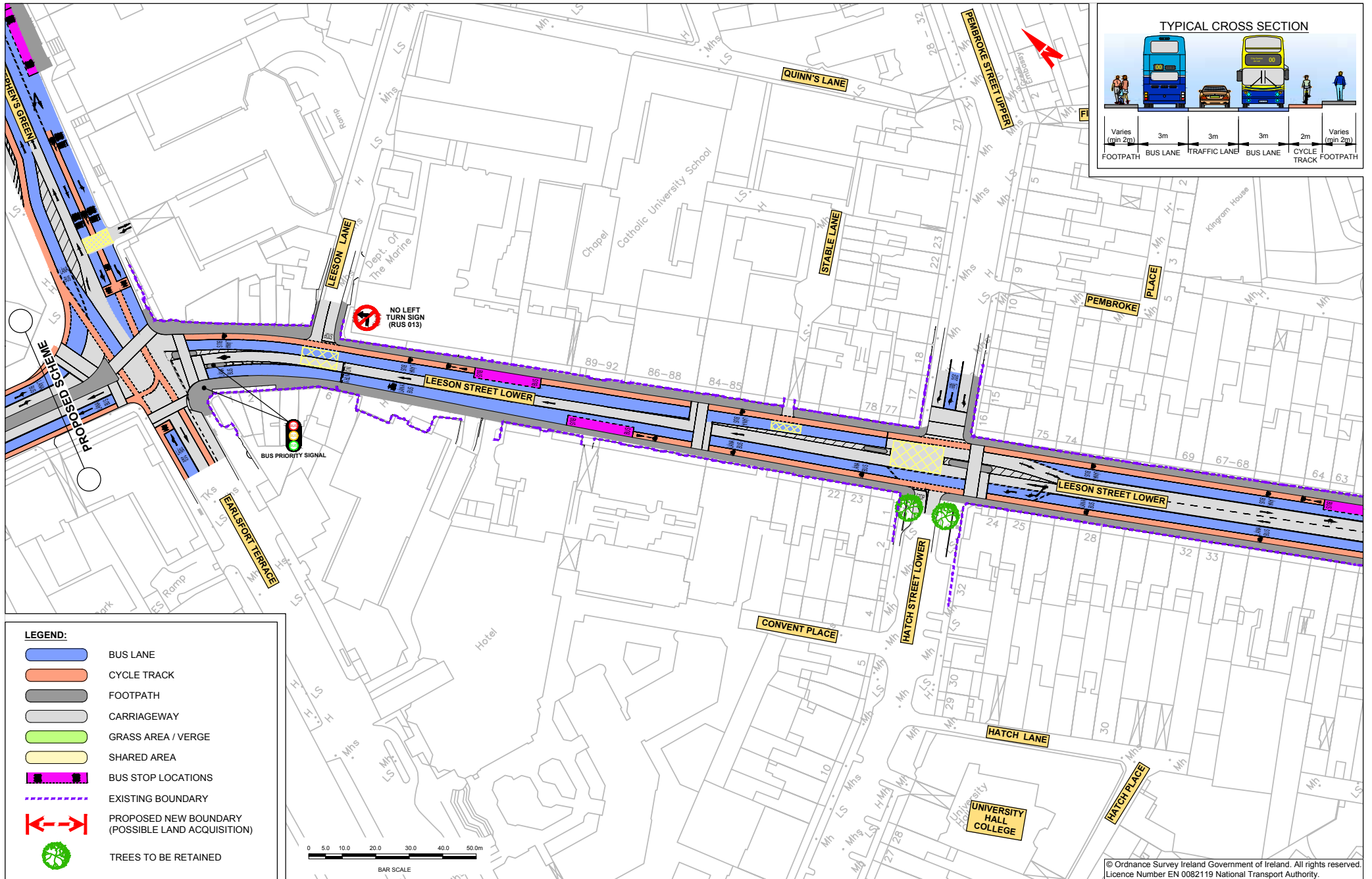
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 2: Emerging Preferred Route**



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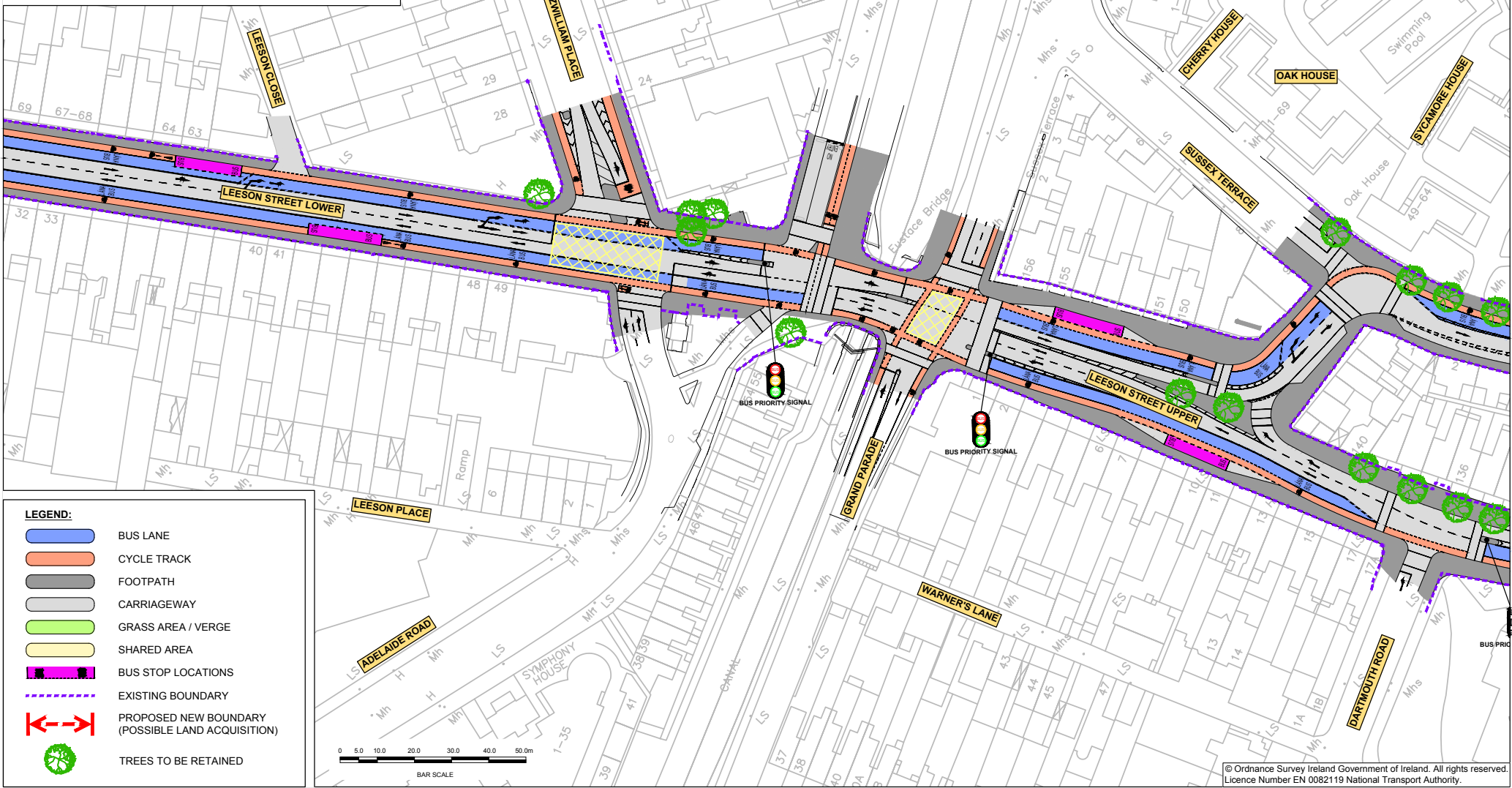
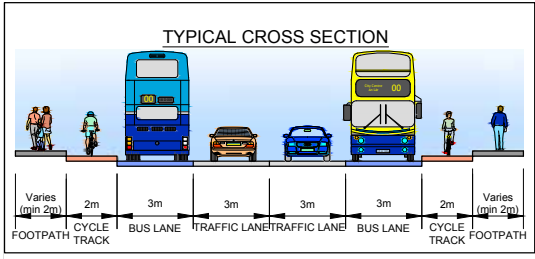
-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
-  TREES TO BE RETAINED





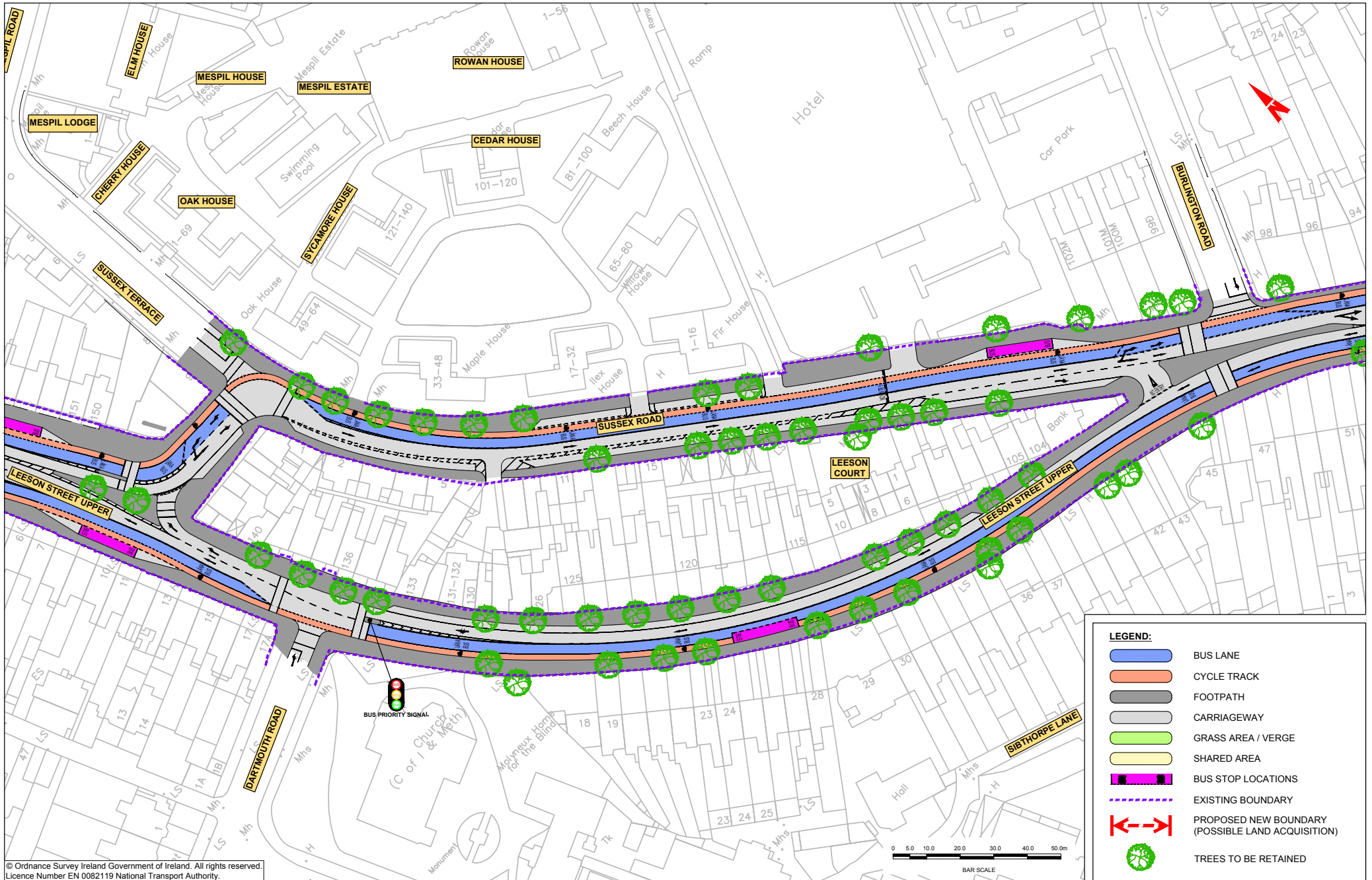


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 4: Emerging Preferred Route**



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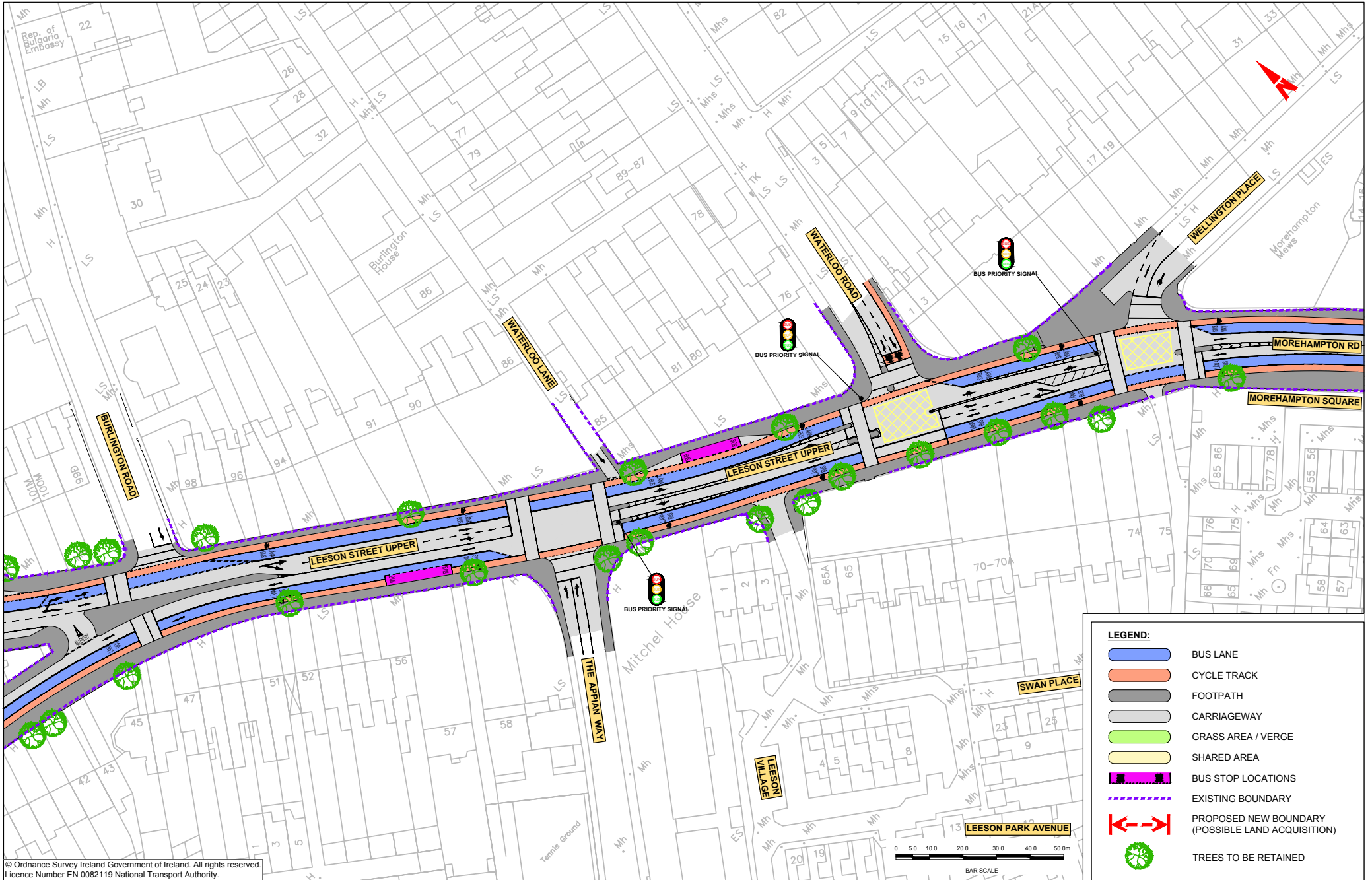
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
- TREES TO BE RETAINED



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BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 6: Emerging Preferred Route**

SECTION 6

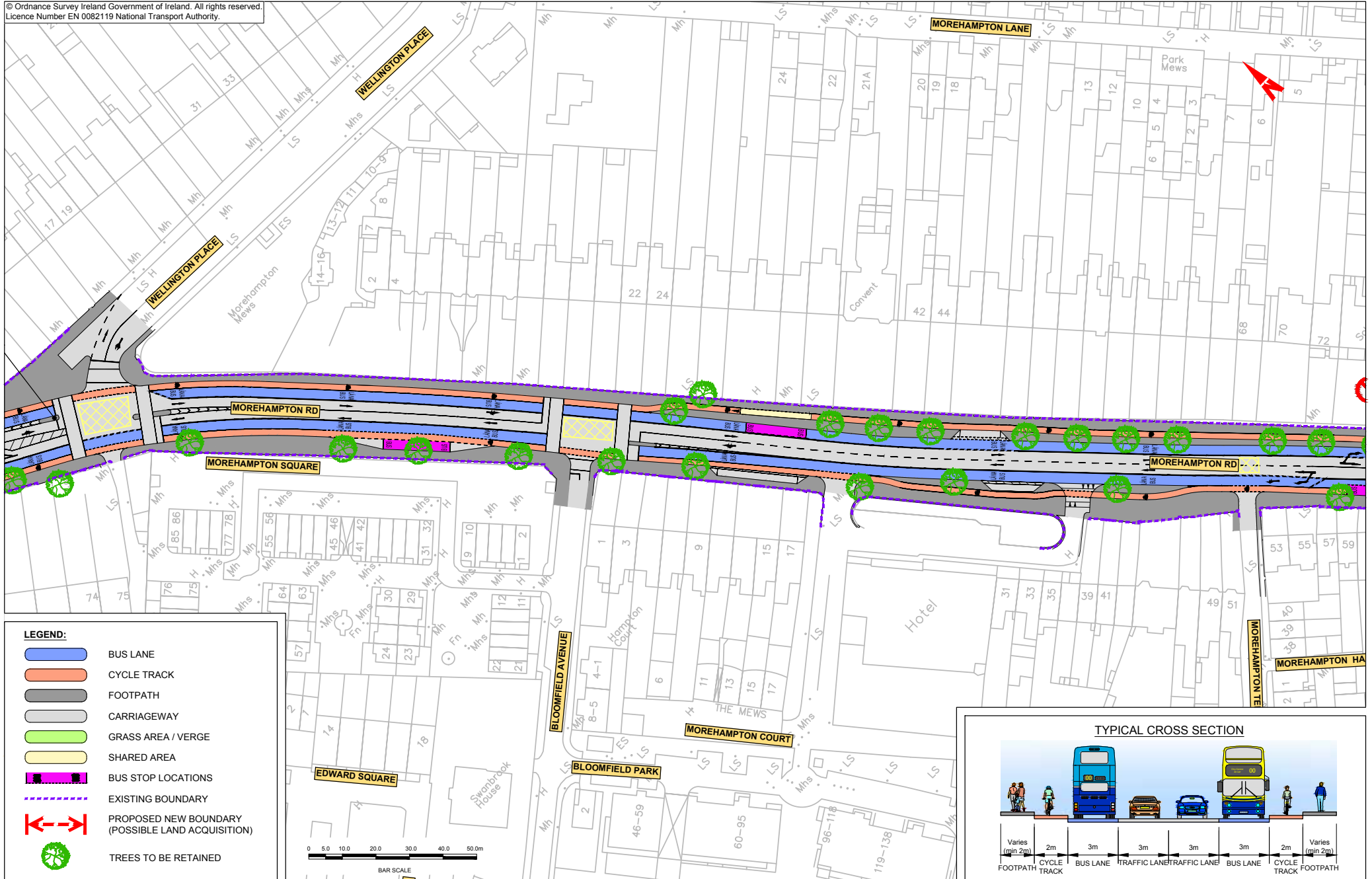


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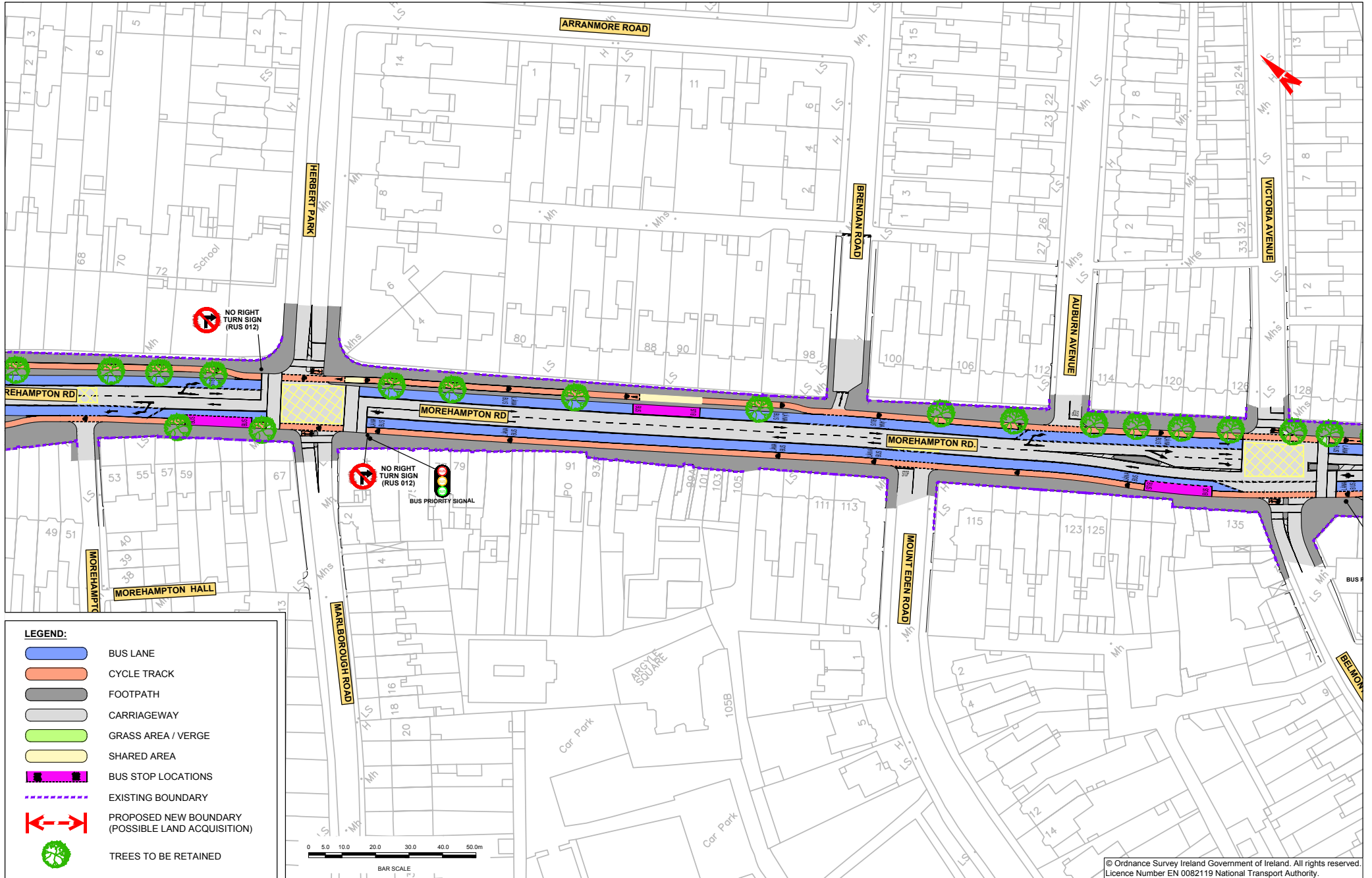
	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRAGEWAY
	GRASS AREA / VERGE
	SHARED AREA
	BUS STOP LOCATIONS
	EXISTING BOUNDARY
	PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
	TREES TO BE RETAINED













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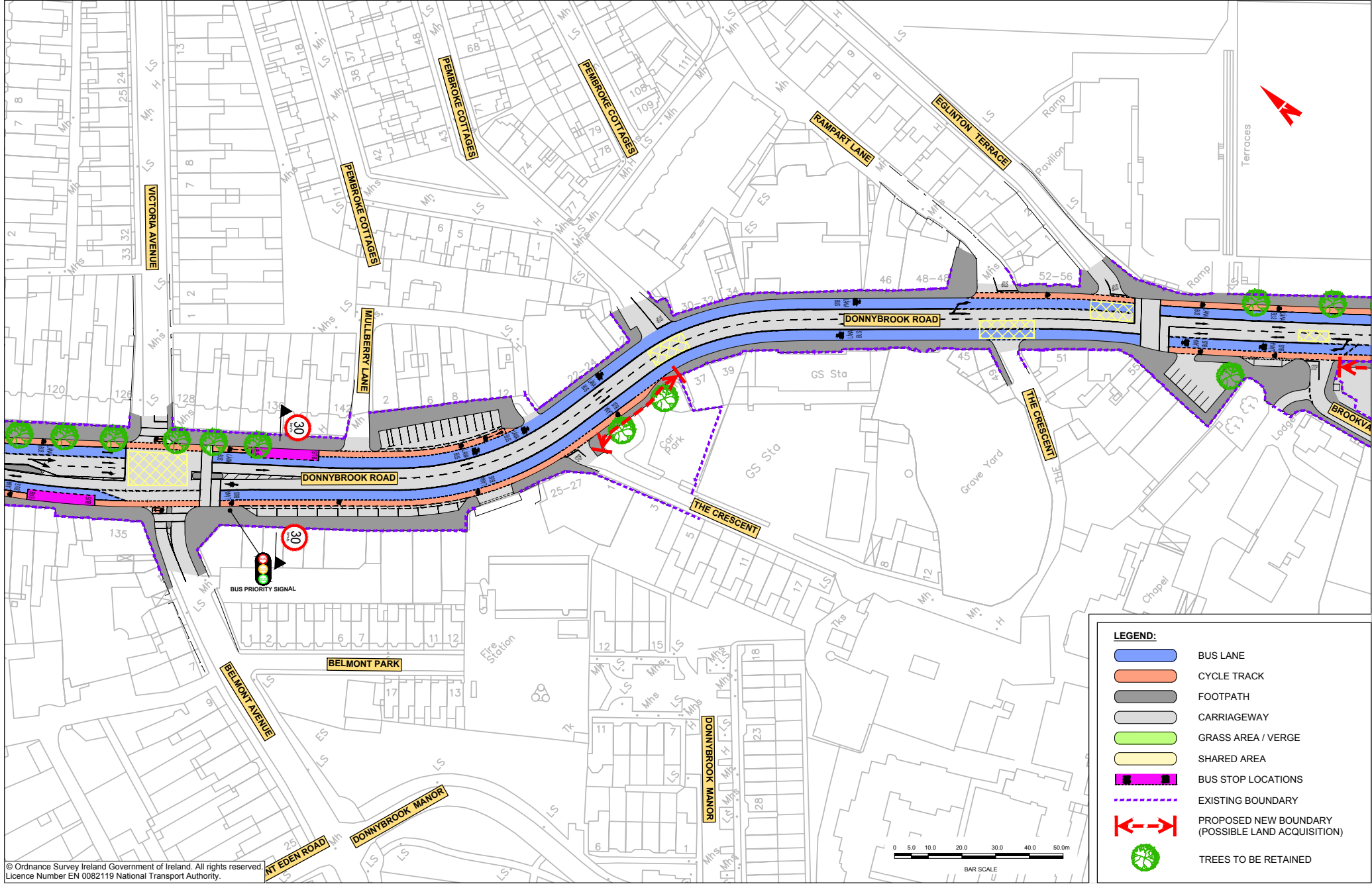


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 8: Emerging Preferred Route**



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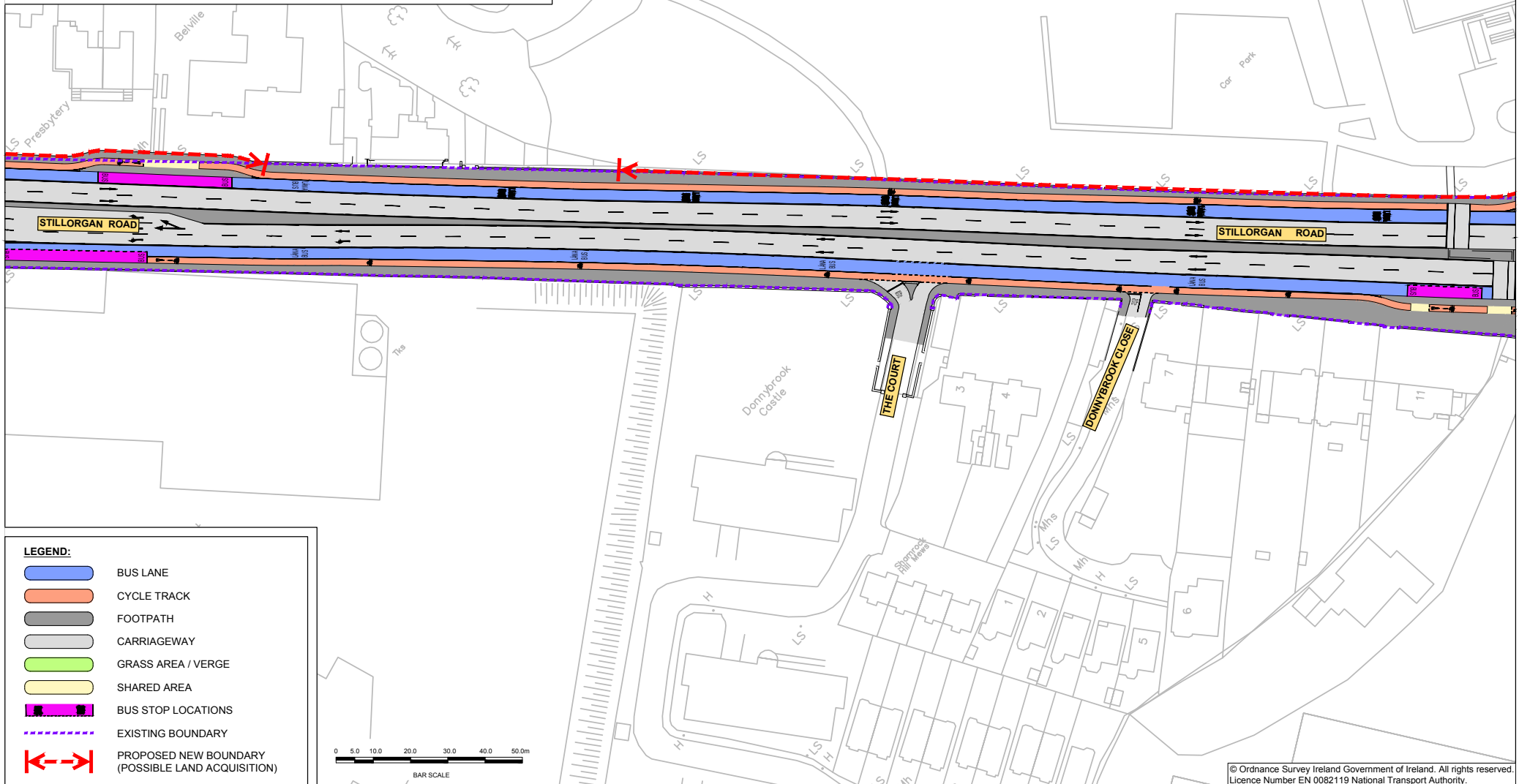
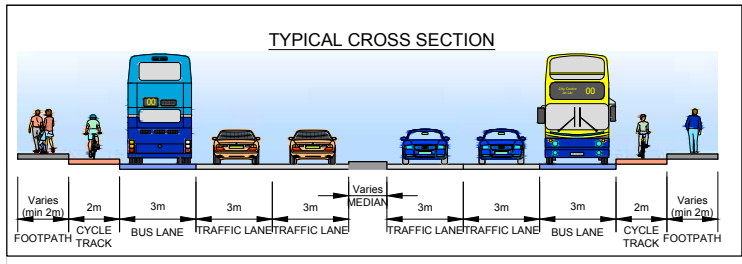
-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
-  TREES TO BE RETAINED



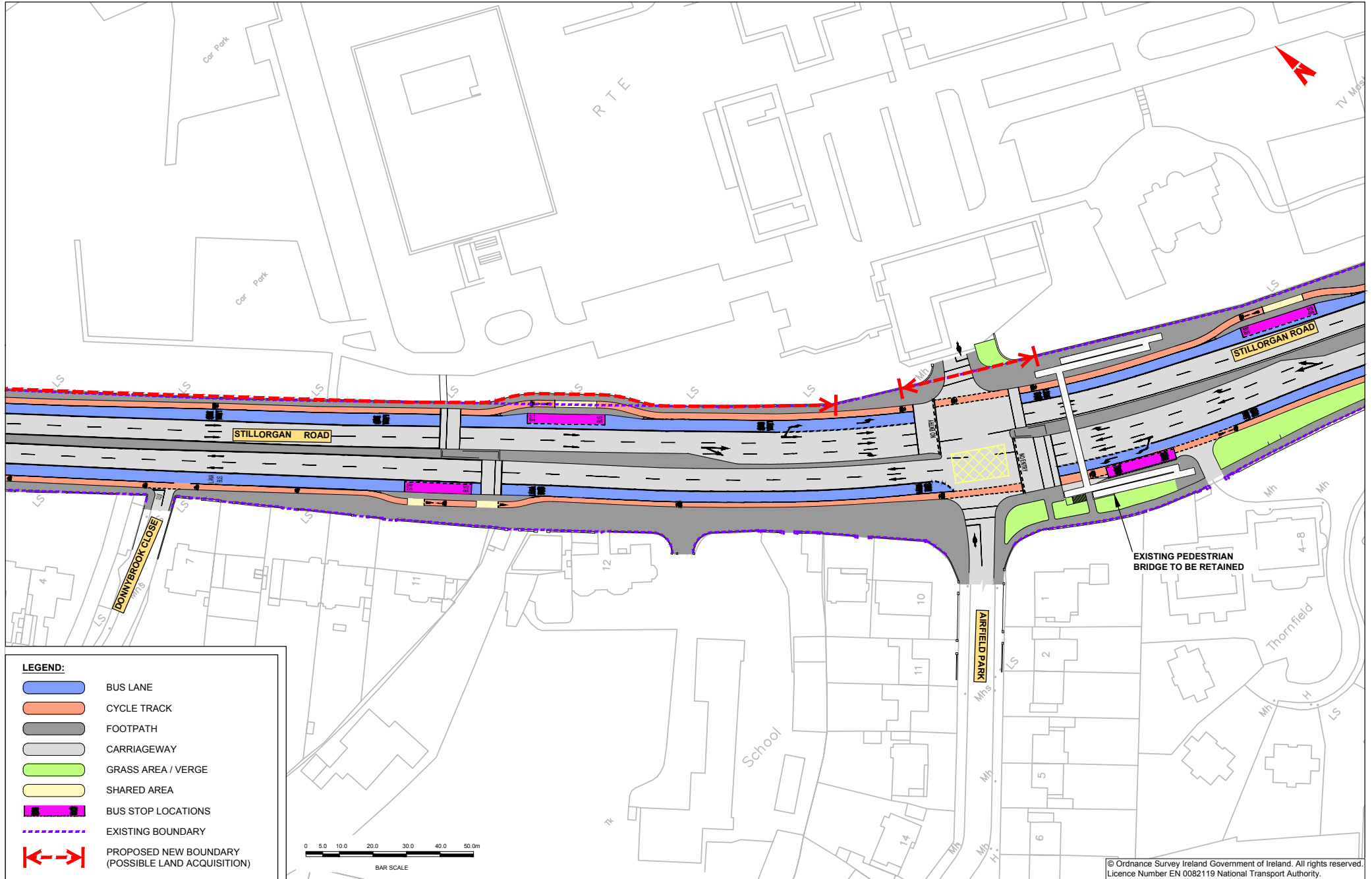
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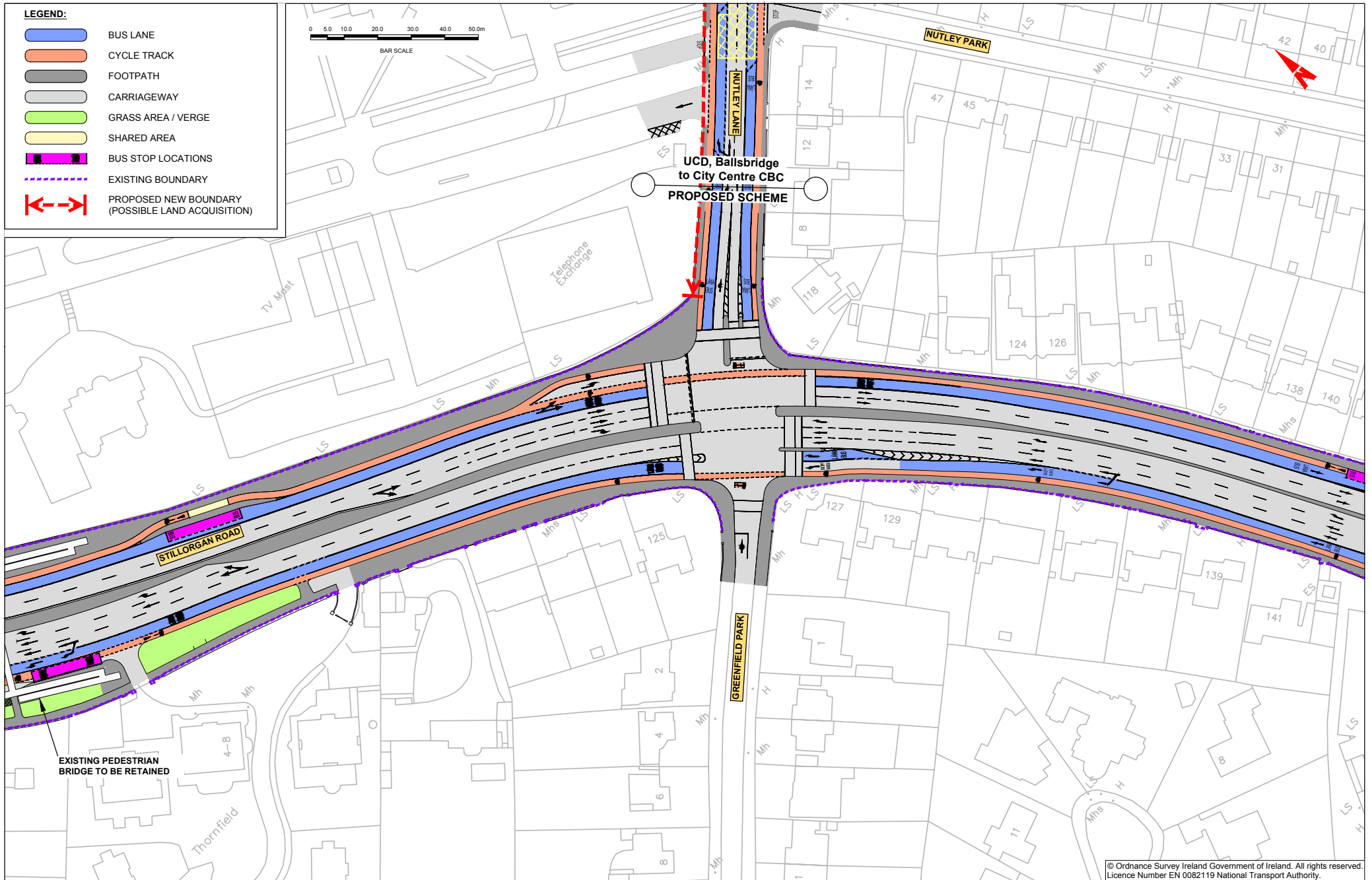




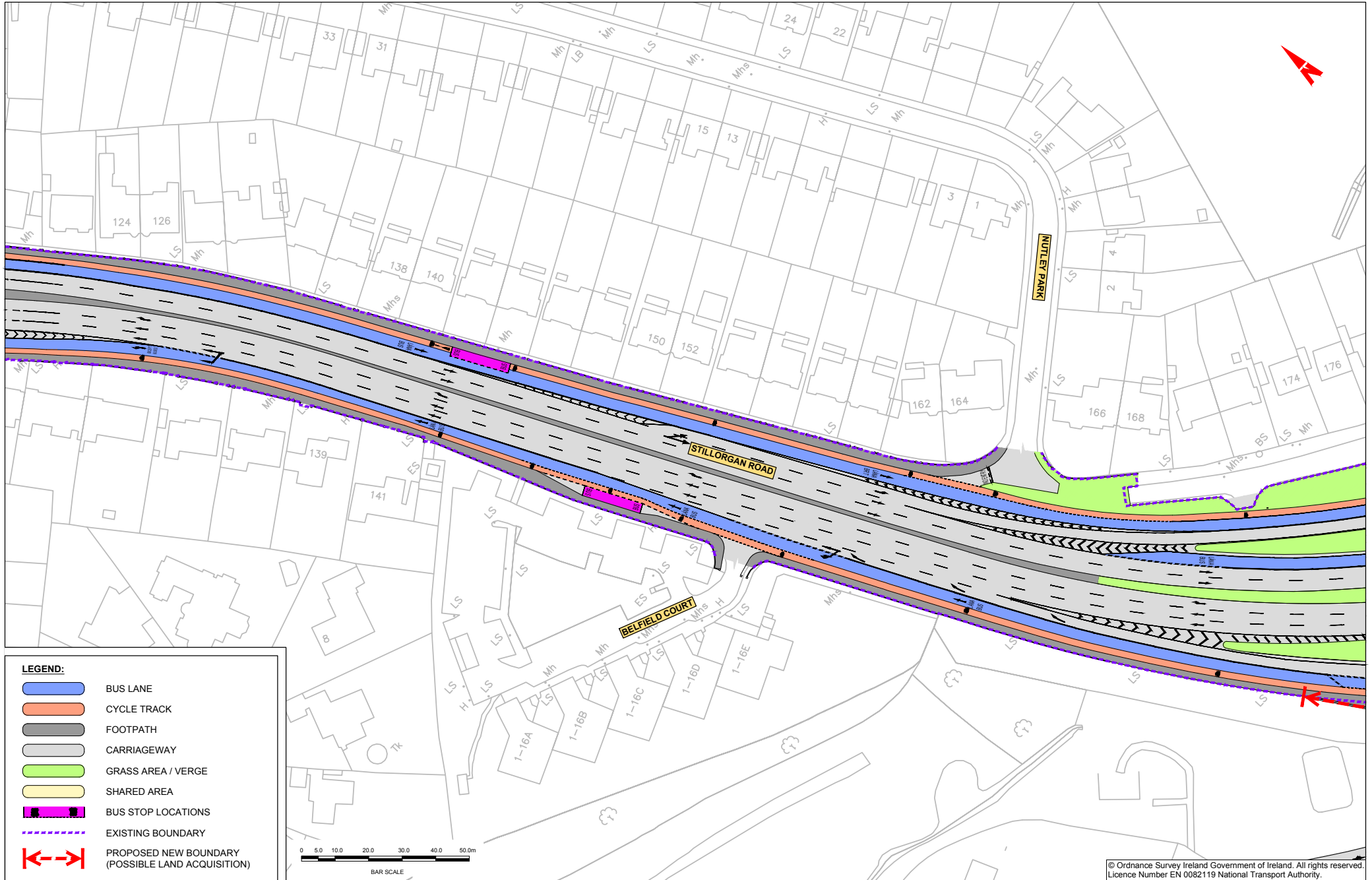
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 12: Emerging Preferred Route**

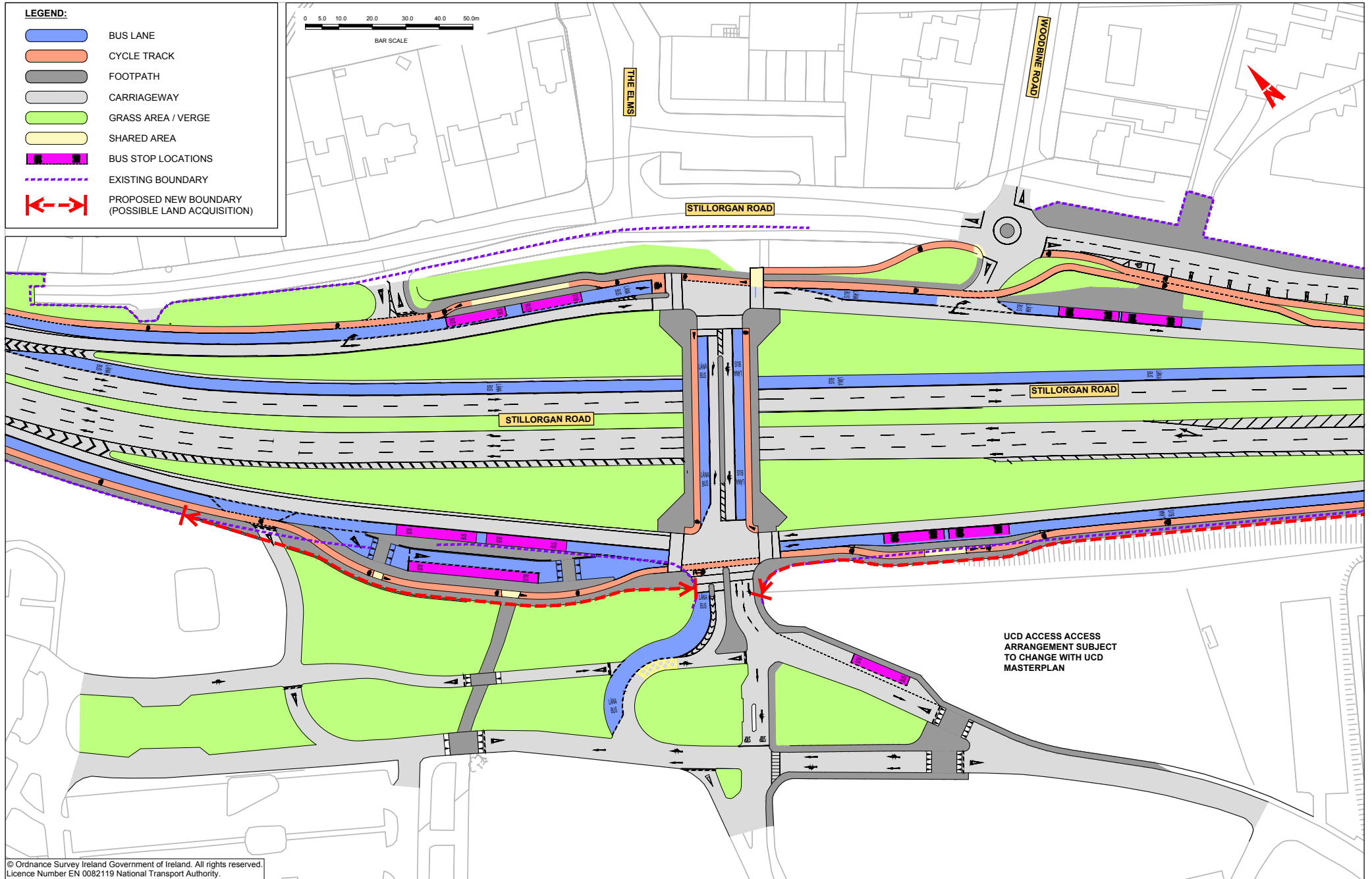






BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 14: Emerging Preferred Route**

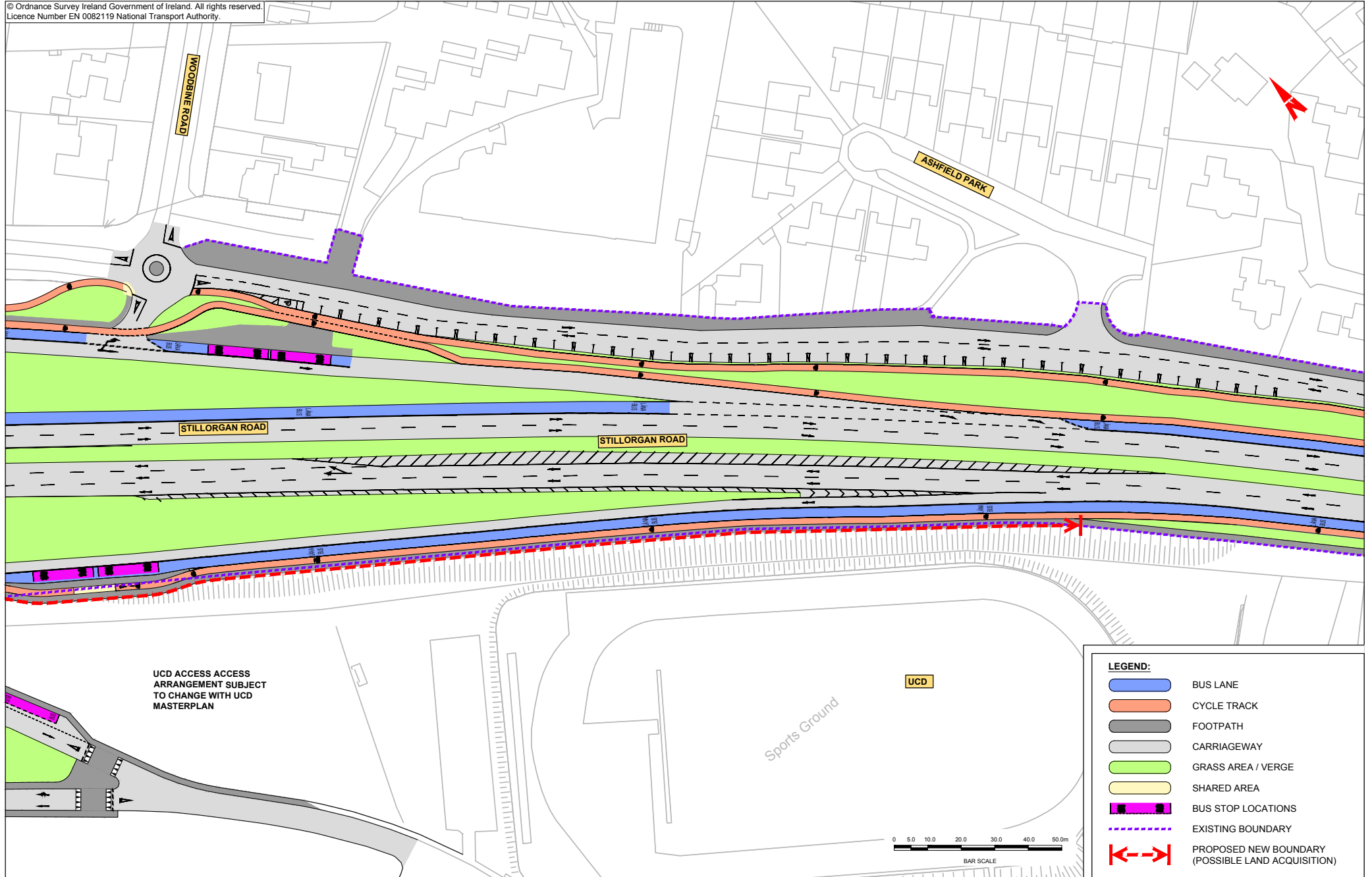






BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 16: Emerging Preferred Route**

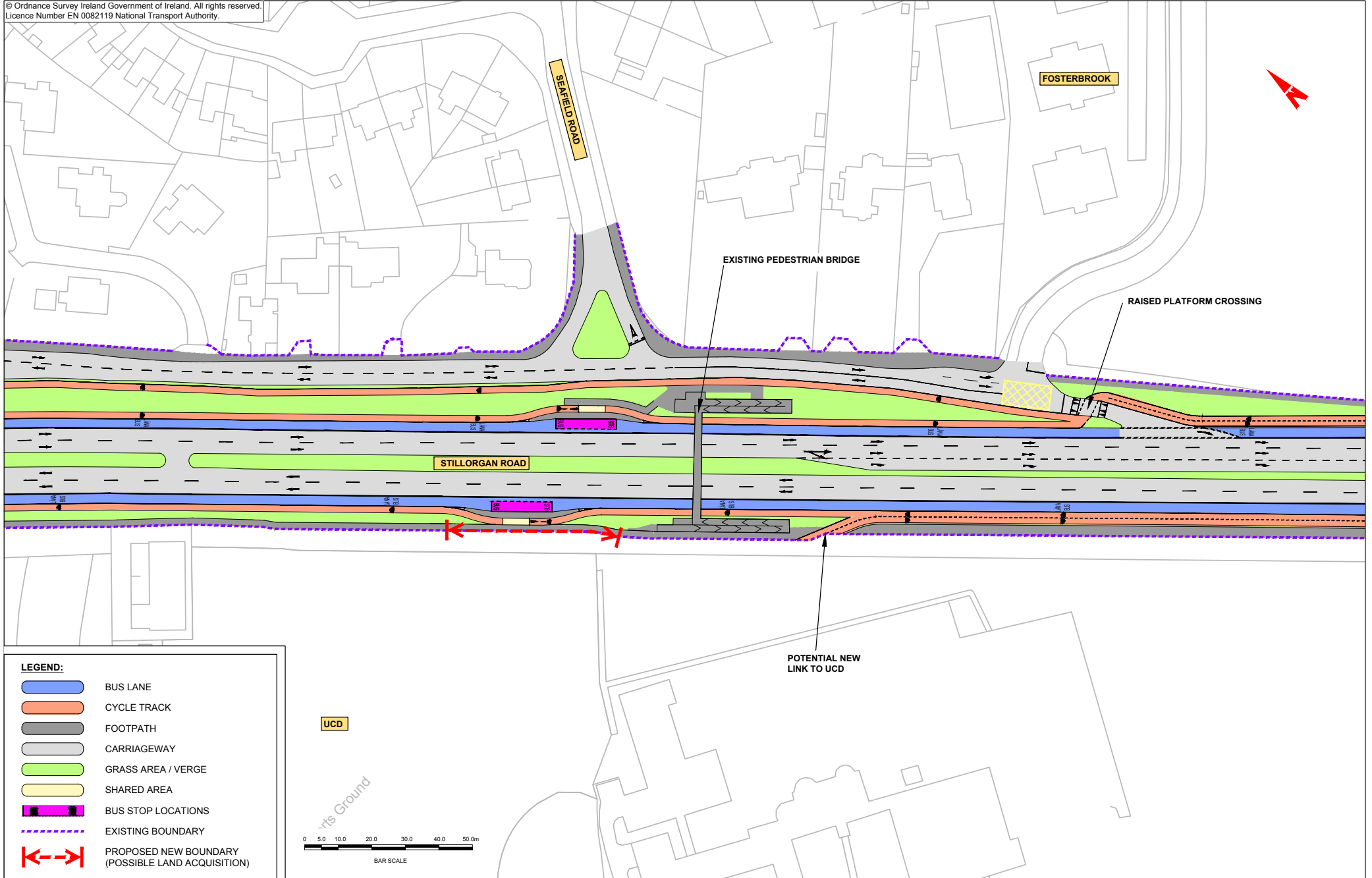
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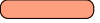







	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	SHARED AREA
	BUS STOP LOCATIONS
	EXISTING BOUNDARY
	PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

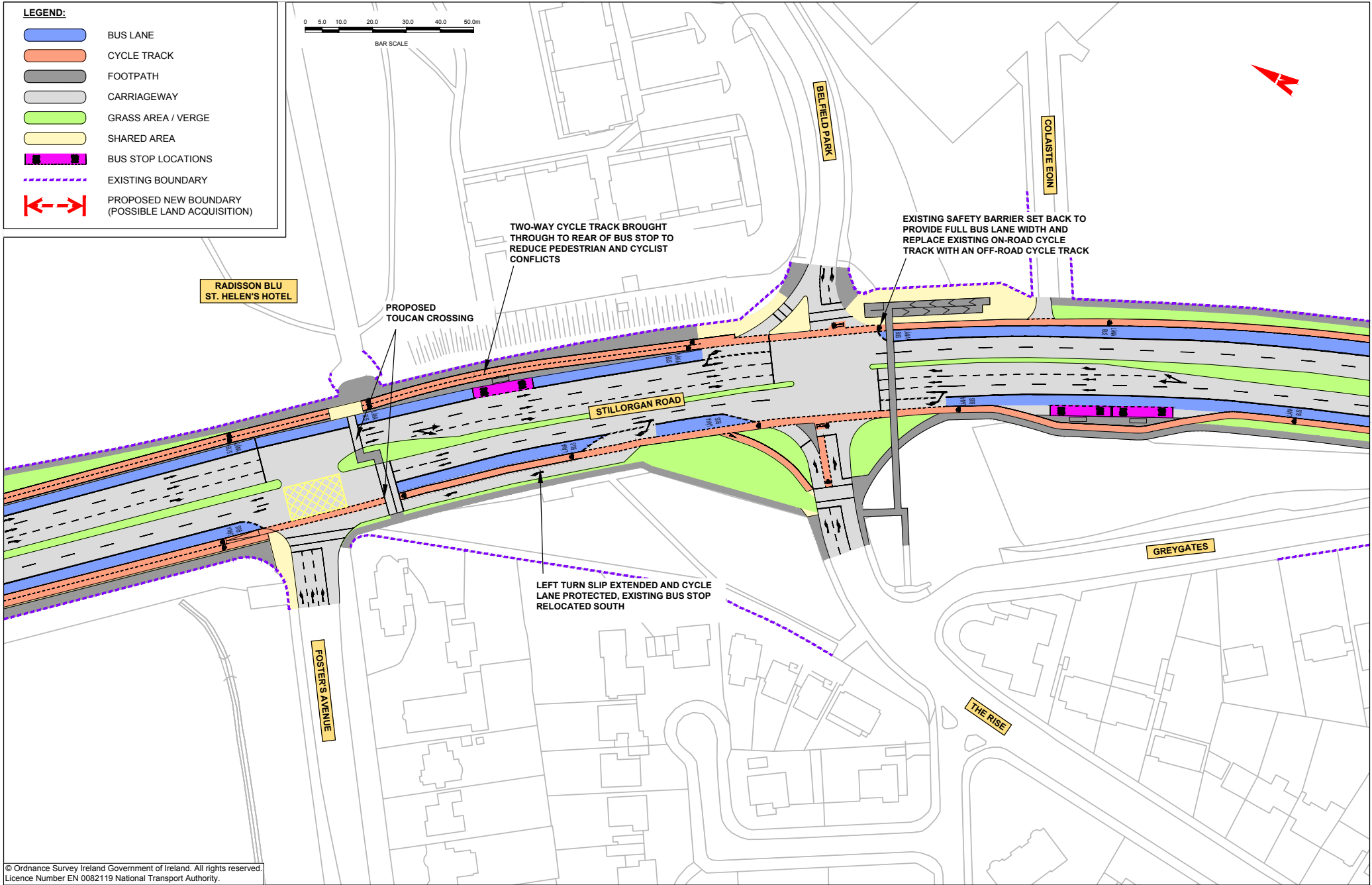
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BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 18: Emerging Preferred Route**

**LEGEND:**

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



RADISSON BLU  
ST. HELEN'S HOTEL

PROPOSED  
TOUCAN CROSSING

TWO-WAY CYCLE TRACK BROUGHT  
THROUGH TO REAR OF BUS STOP TO  
REDUCE PEDESTRIAN AND CYCLIST  
CONFLICTS

EXISTING SAFETY BARRIER SET BACK TO  
PROVIDE FULL BUS LANE WIDTH AND  
REPLACE EXISTING ON-ROAD CYCLE  
TRACK WITH AN OFF-ROAD CYCLE TRACK

STILLORGAN ROAD

LEFT TURN SLIP EXTENDED AND CYCLE  
LANE PROTECTED, EXISTING BUS STOP  
RELOCATED SOUTH

FOSTER'S AVENUE

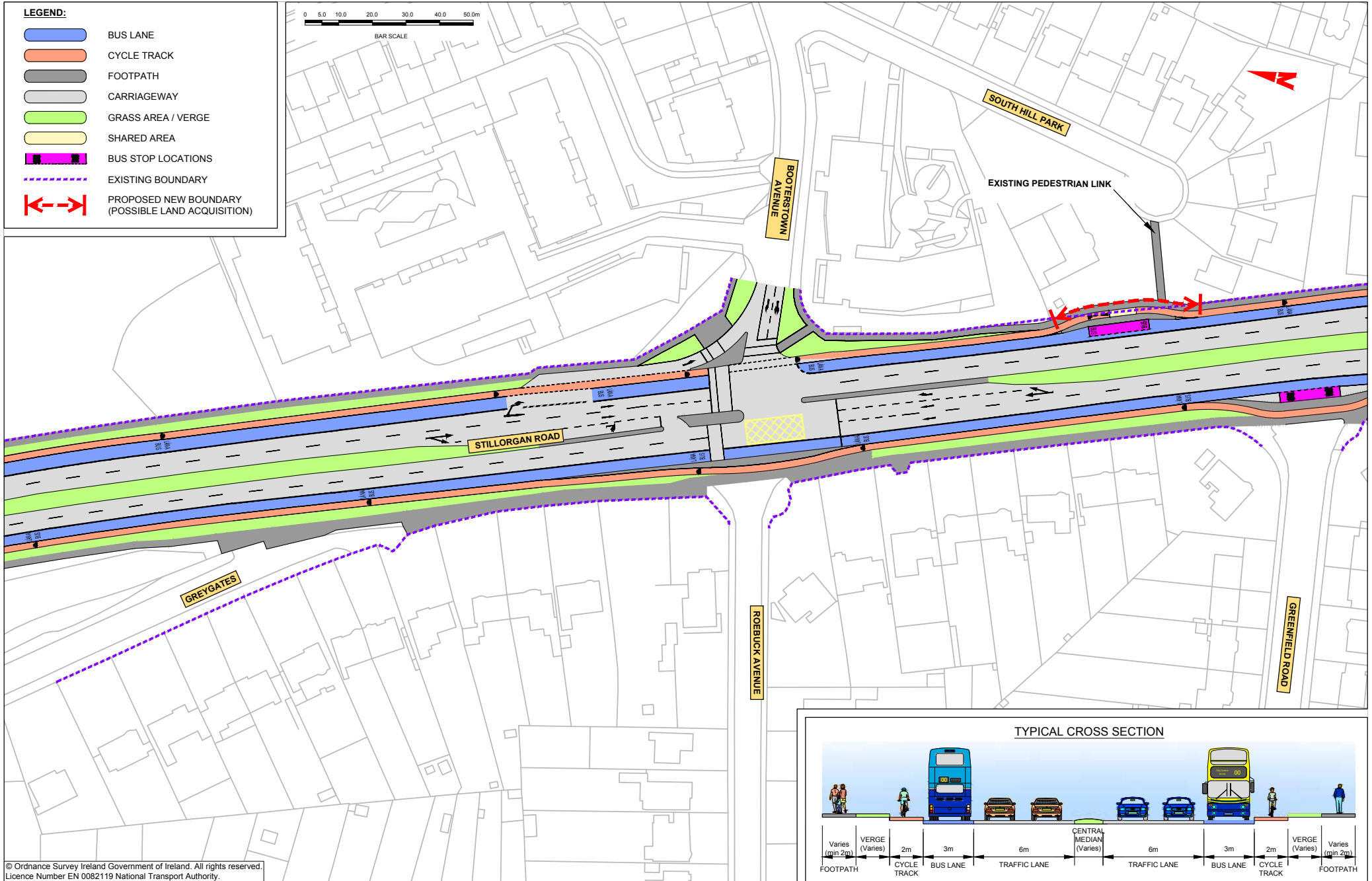
BELFIELD PARK

COLAISTE EGIN

GREYGATES

THE RISE

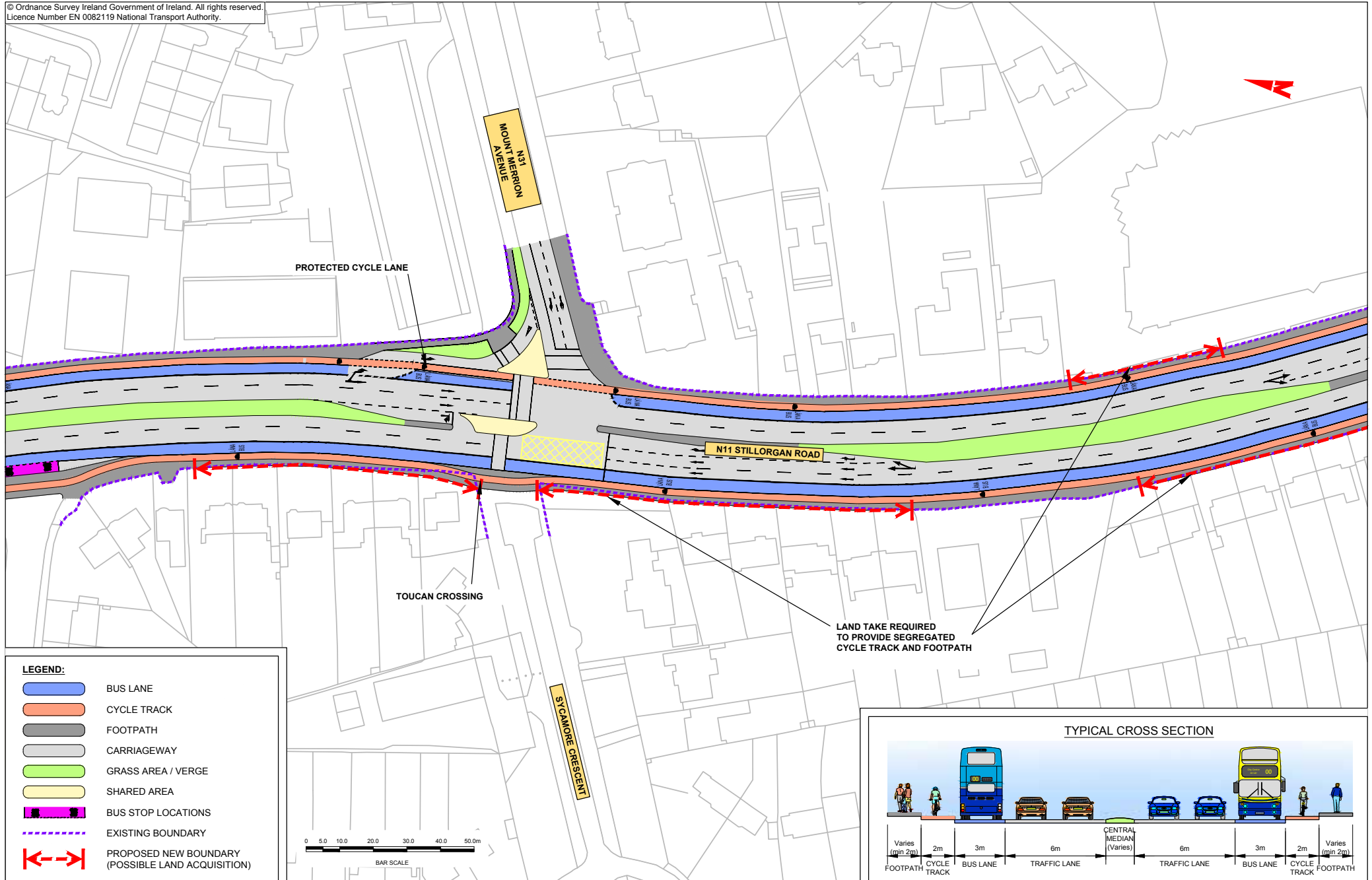




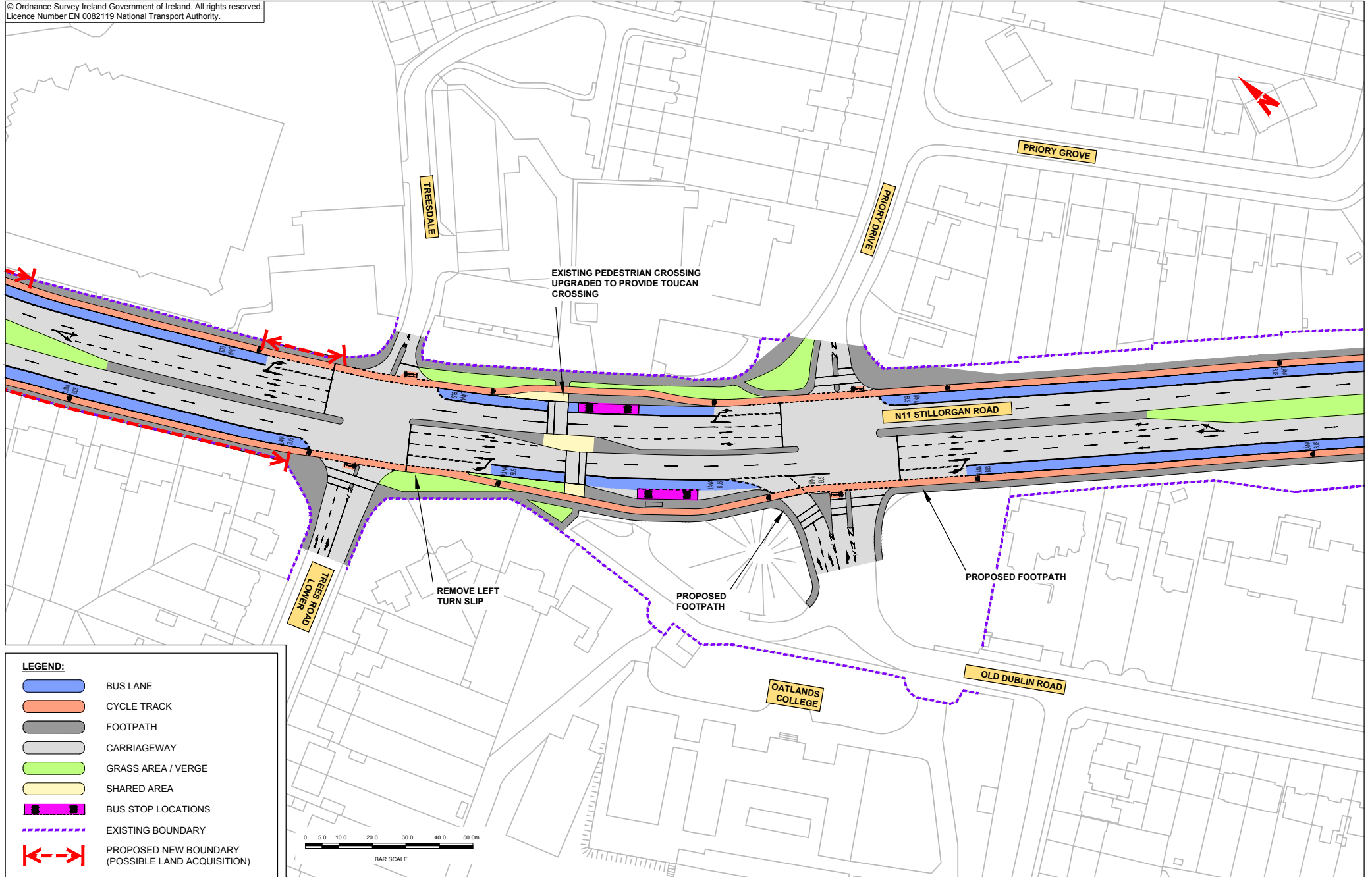
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BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 20: Emerging Preferred Route**

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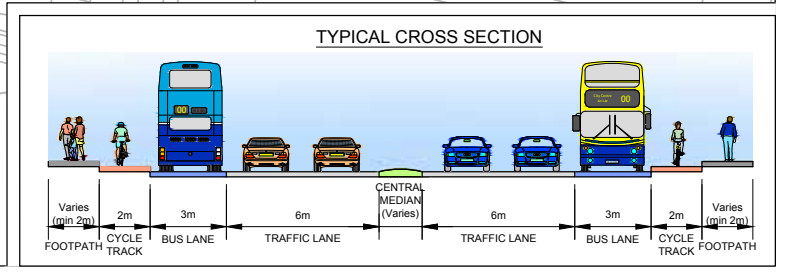
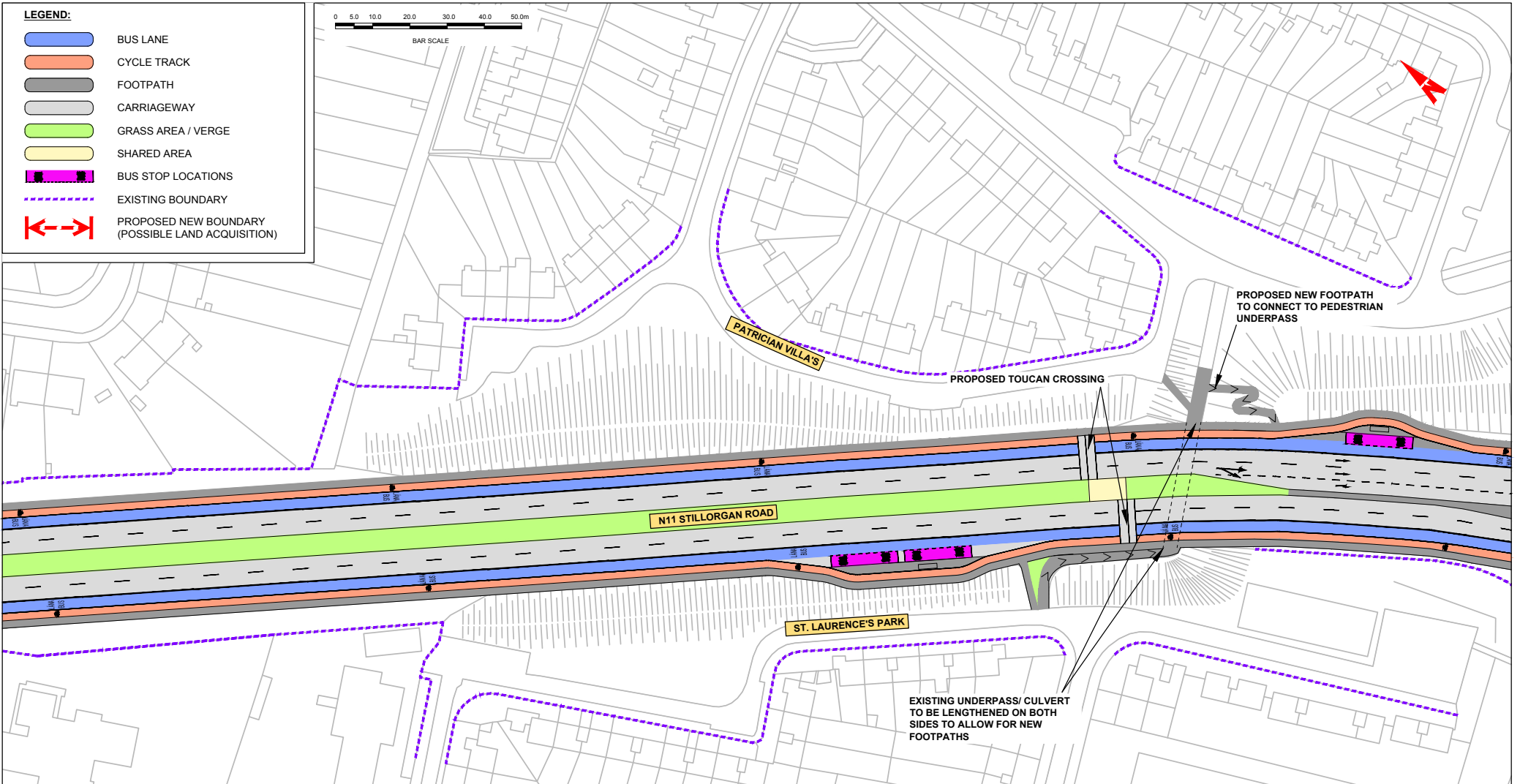
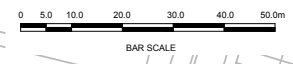


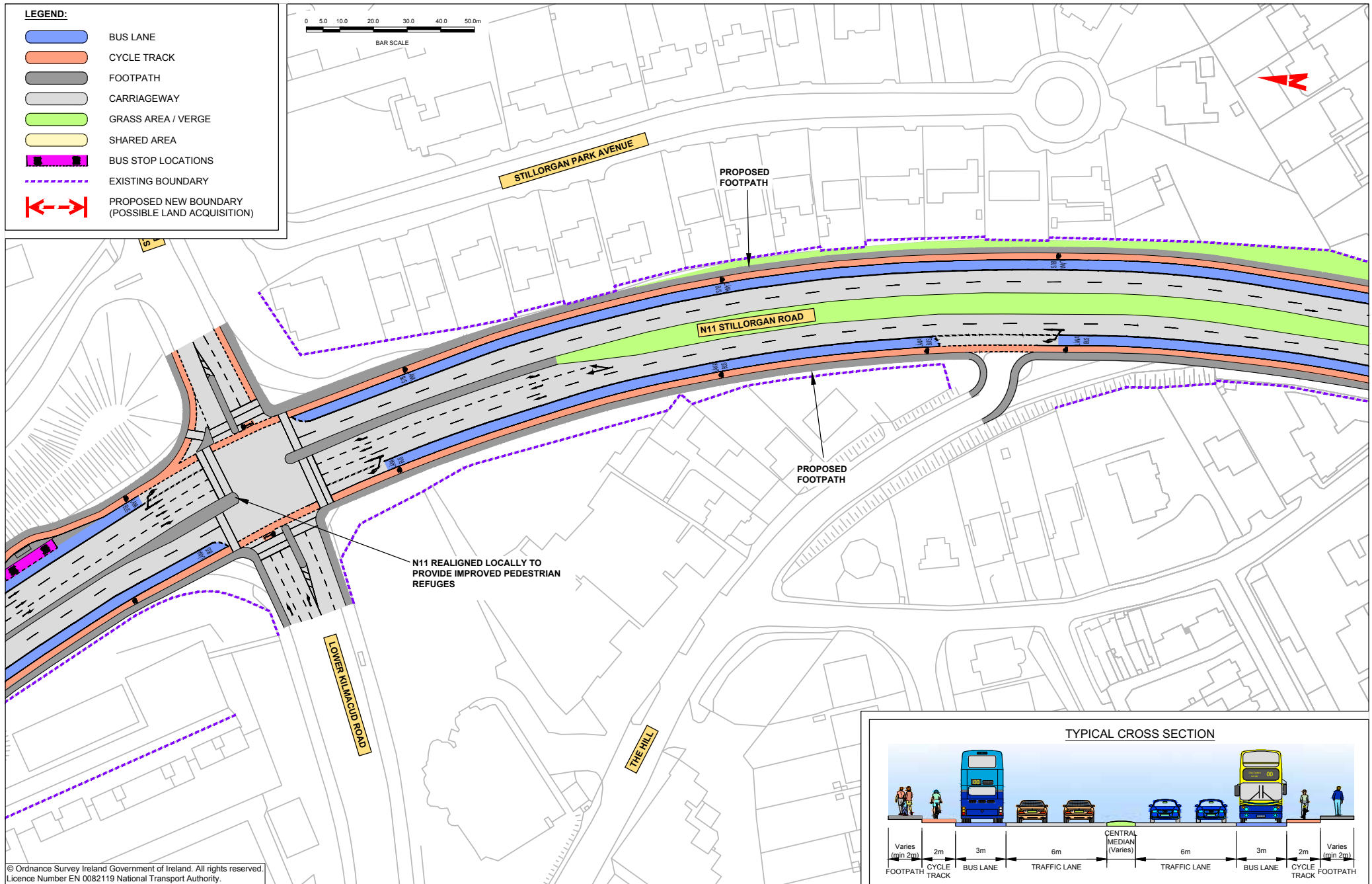


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 22: Emerging Preferred Route**

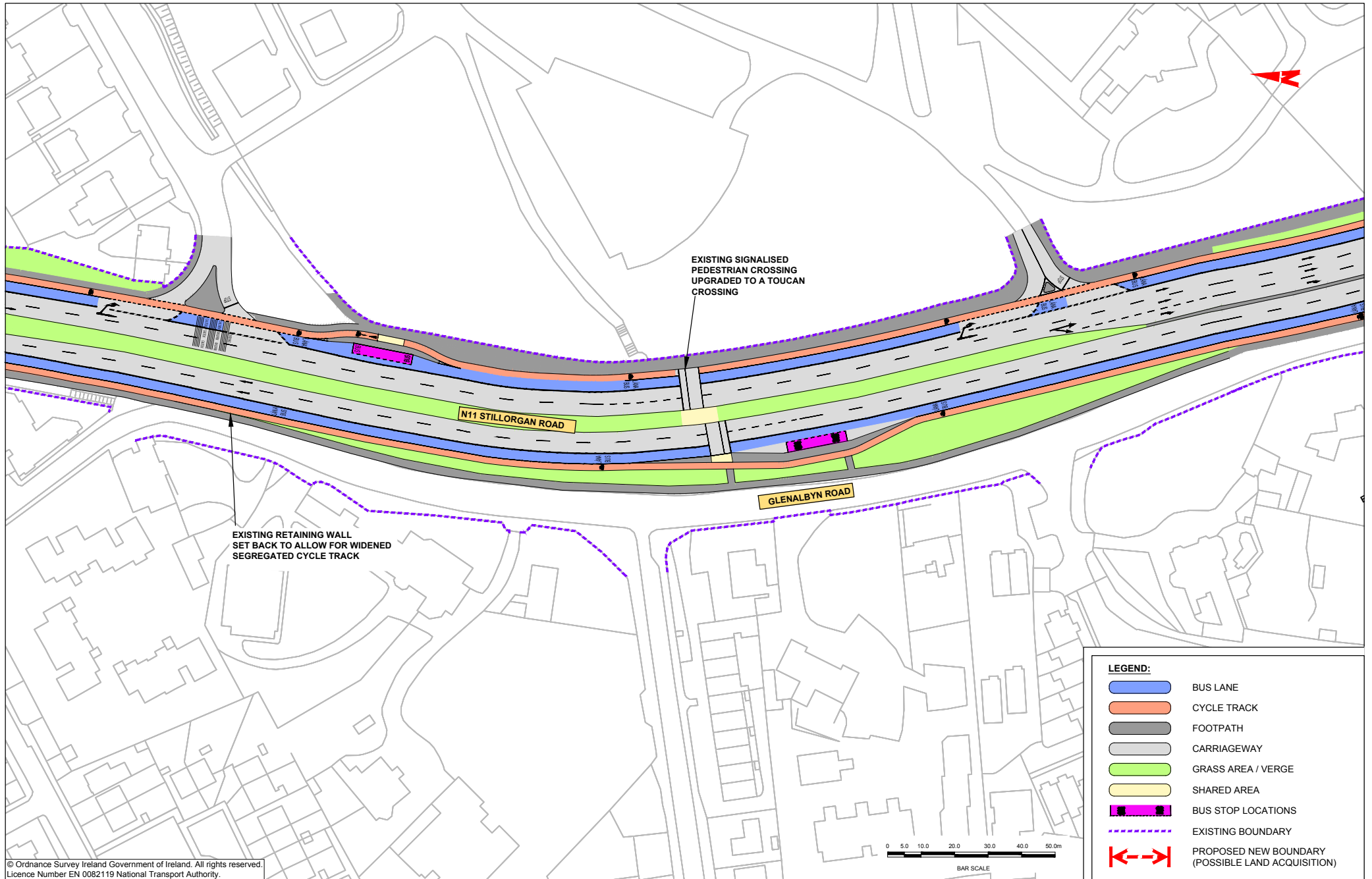
**LEGEND:**

-  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  
**13: Bray > City Centre**  
**MAP 24: Emerging Preferred Route**












EXISTING SIGNALISED PEDESTRIAN CROSSING UPGRADED TO A TOUCAN CROSSING

N11 STILLORGAN ROAD

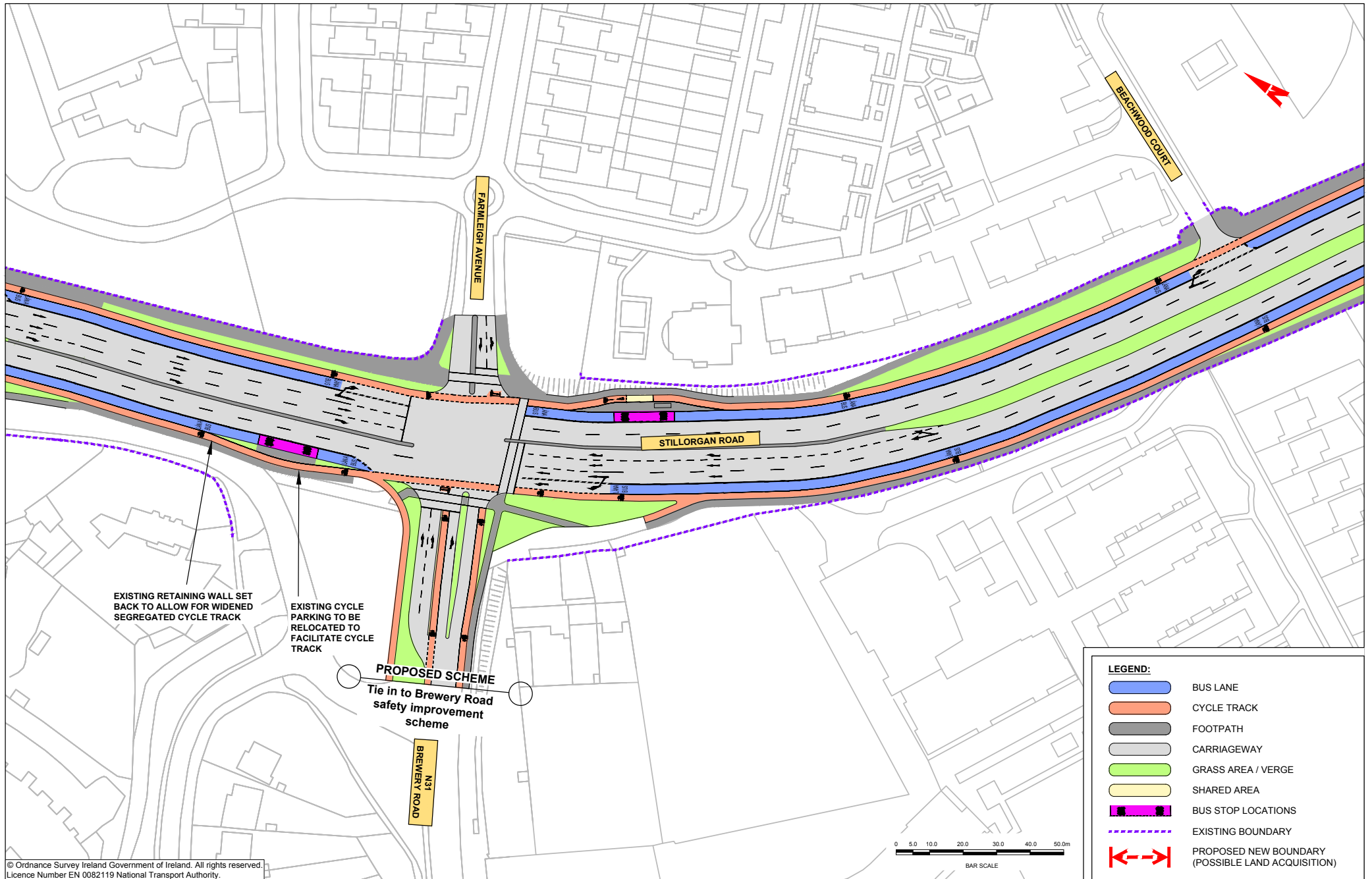
GLENALBYN ROAD

EXISTING RETAINING WALL SET BACK TO ALLOW FOR WIDENED SEGREGATED CYCLE TRACK

**LEGEND:**

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



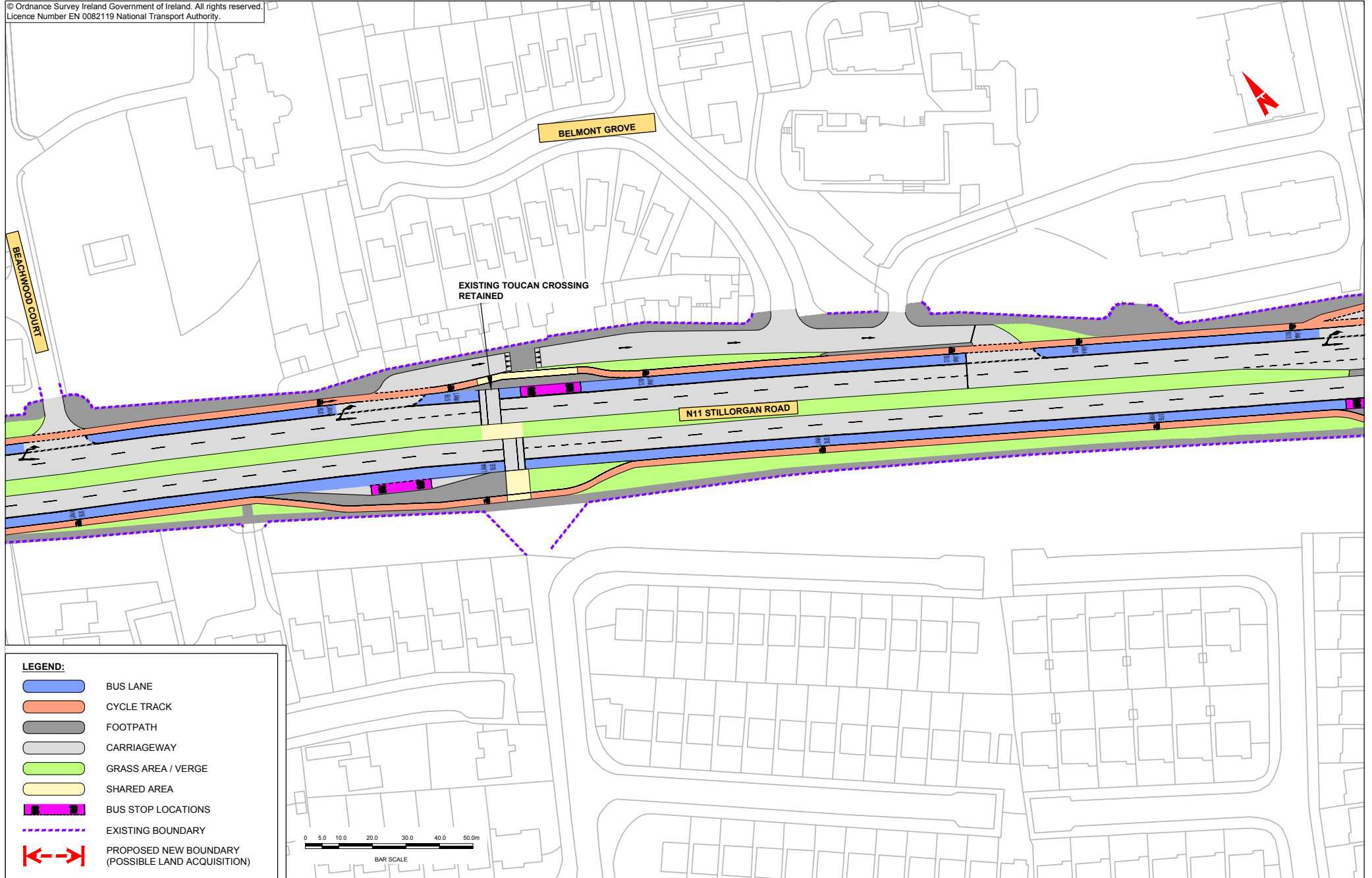


**LEGEND:**










- 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  
**13: Bray > City Centre**  
**MAP 26: Emerging Preferred Route**

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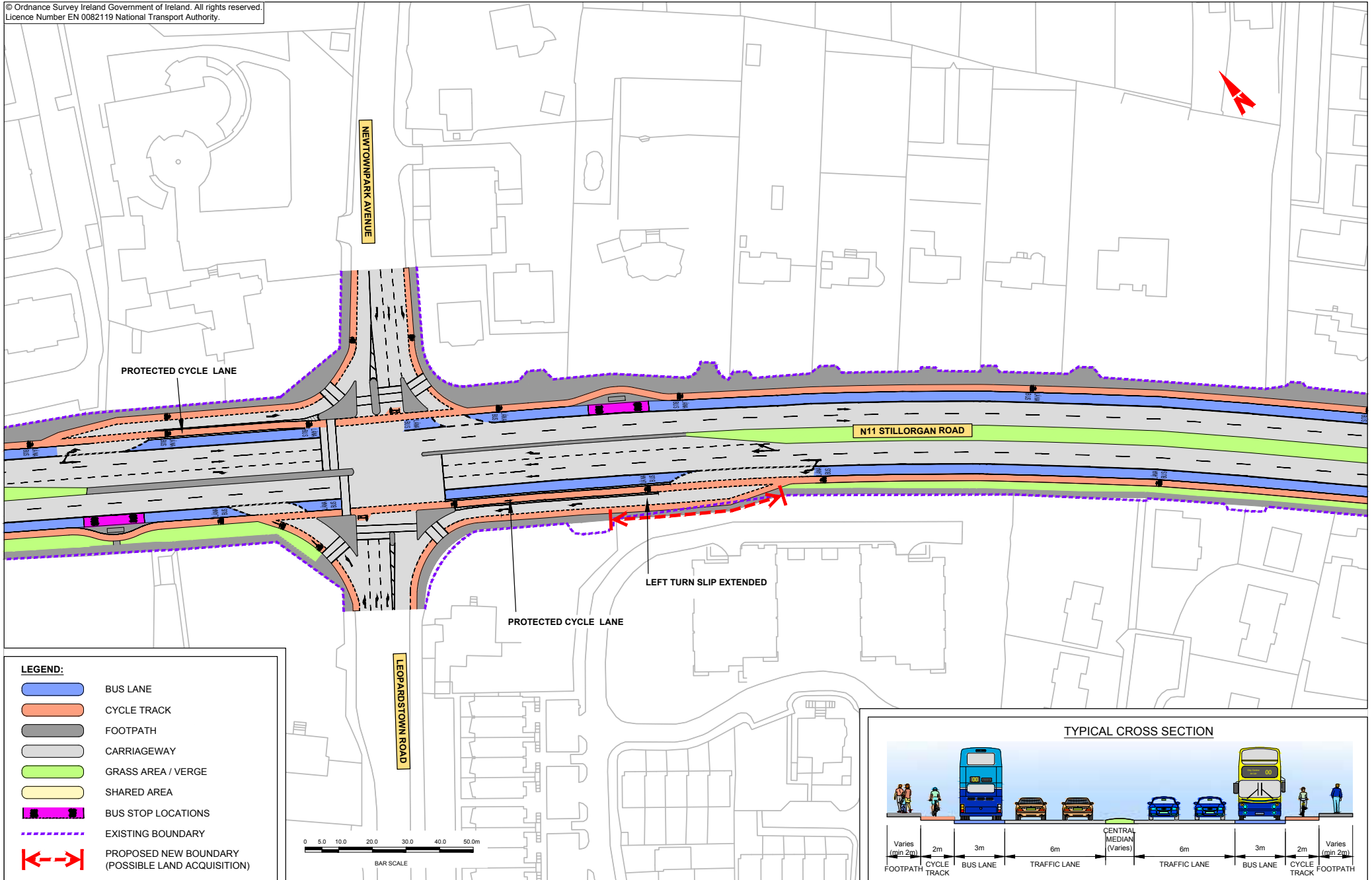


**LEGEND:**

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



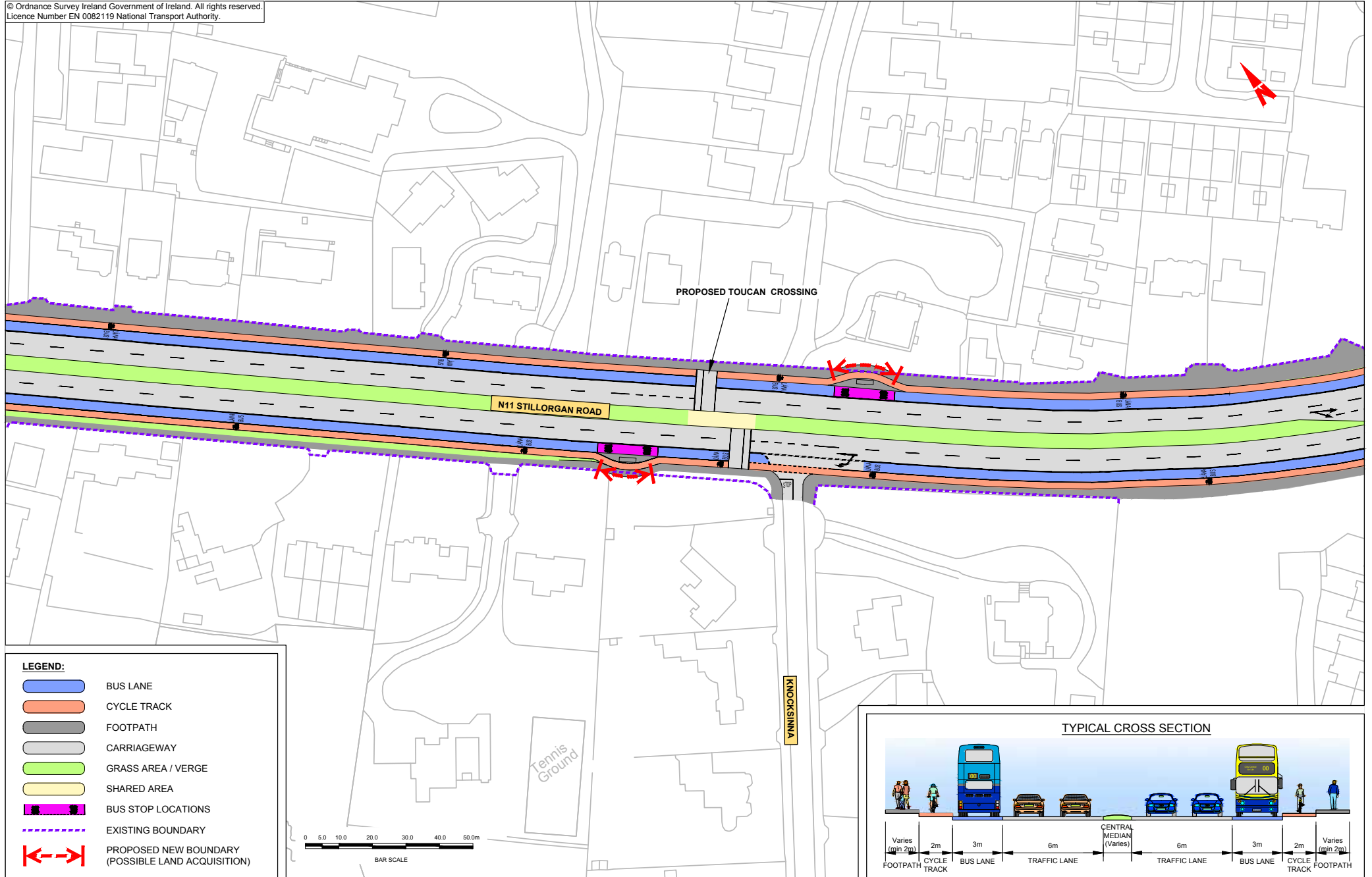
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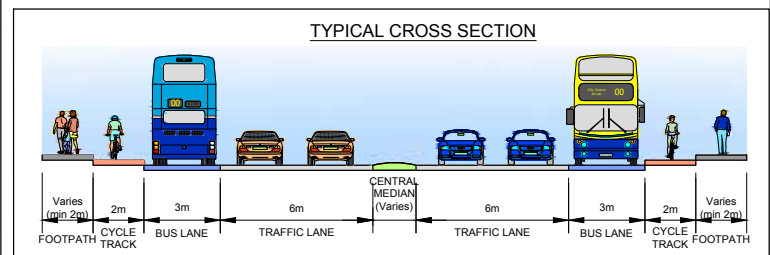
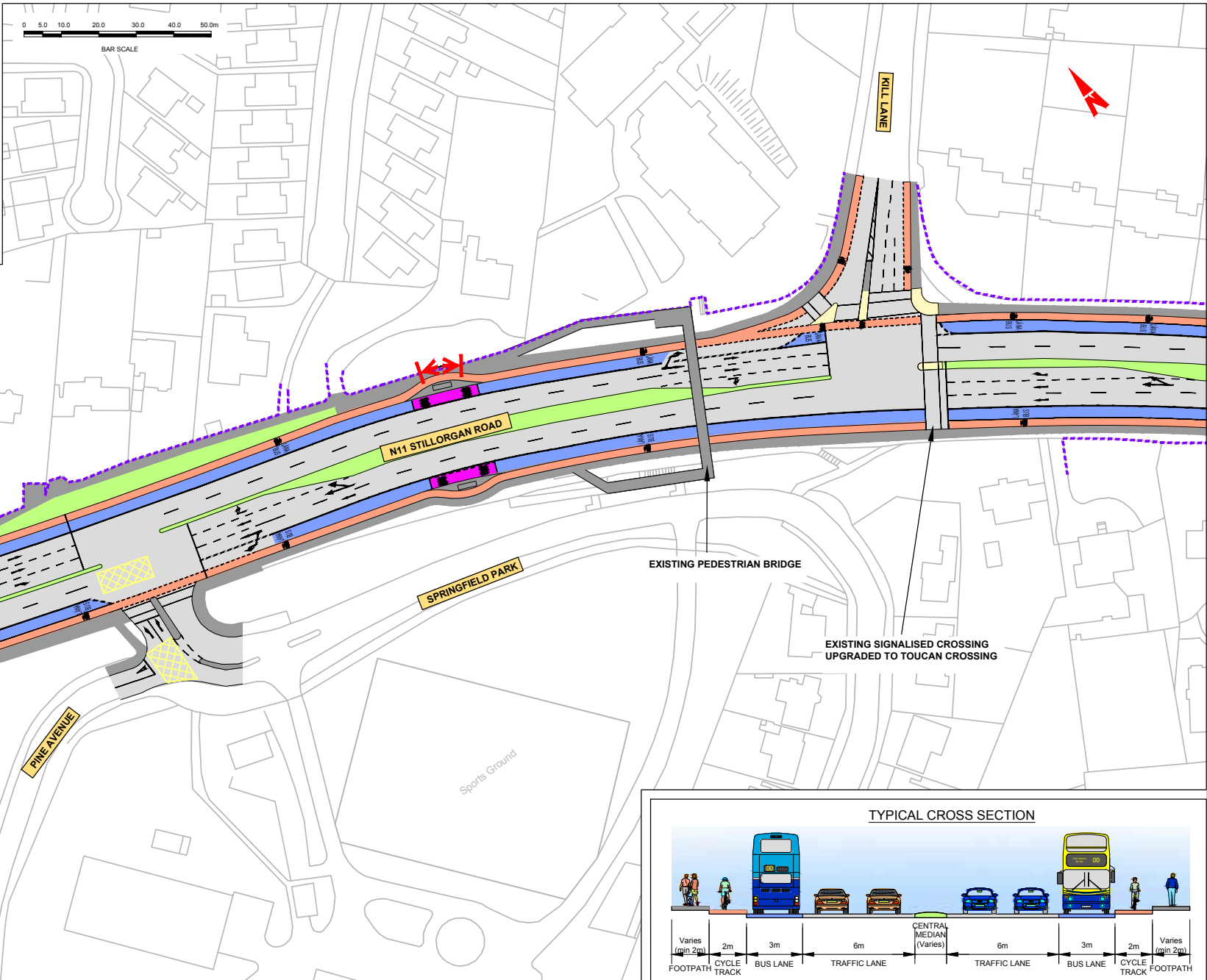
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 28: Emerging Preferred Route**

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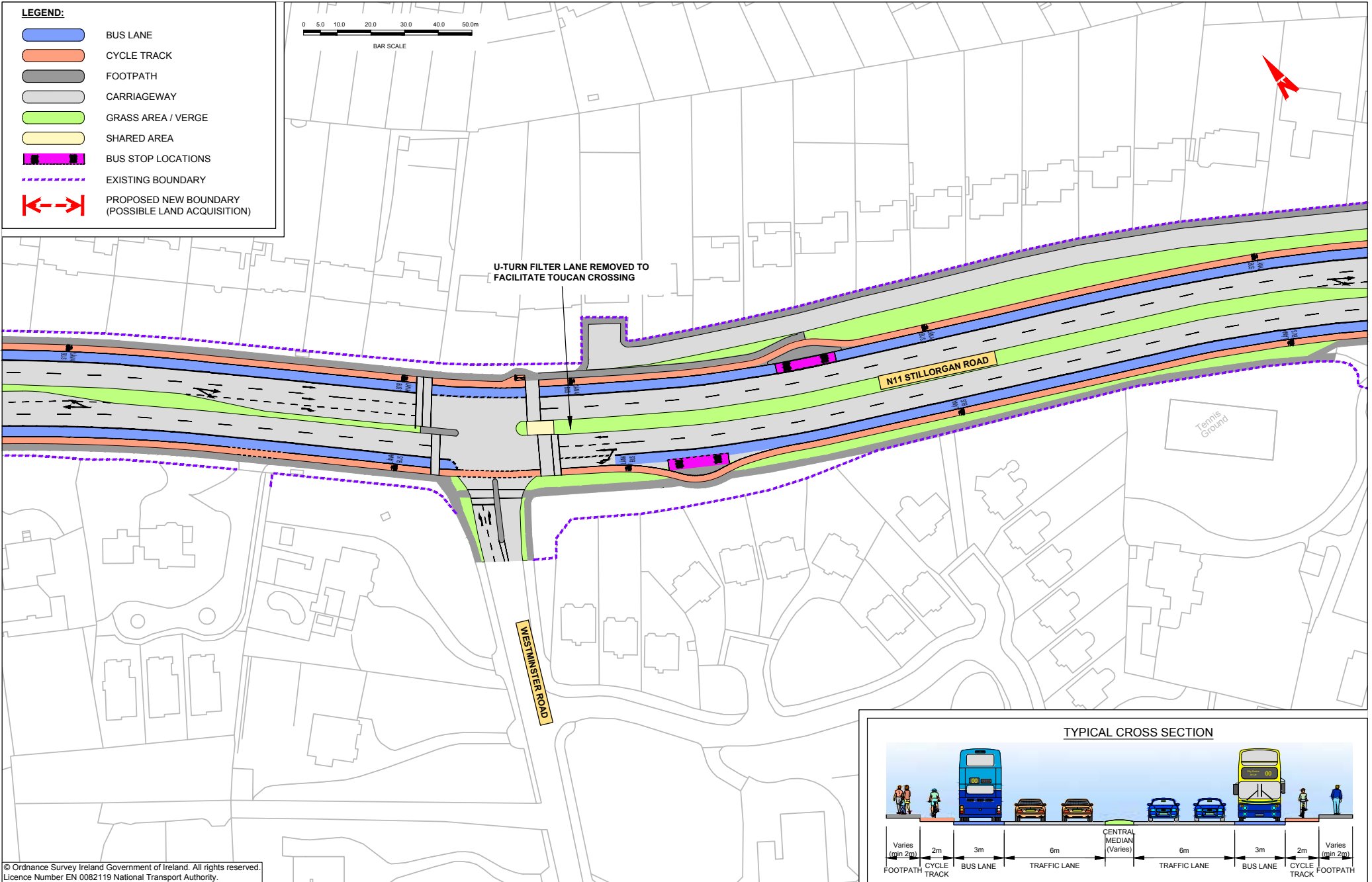


**LEGEND:**

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

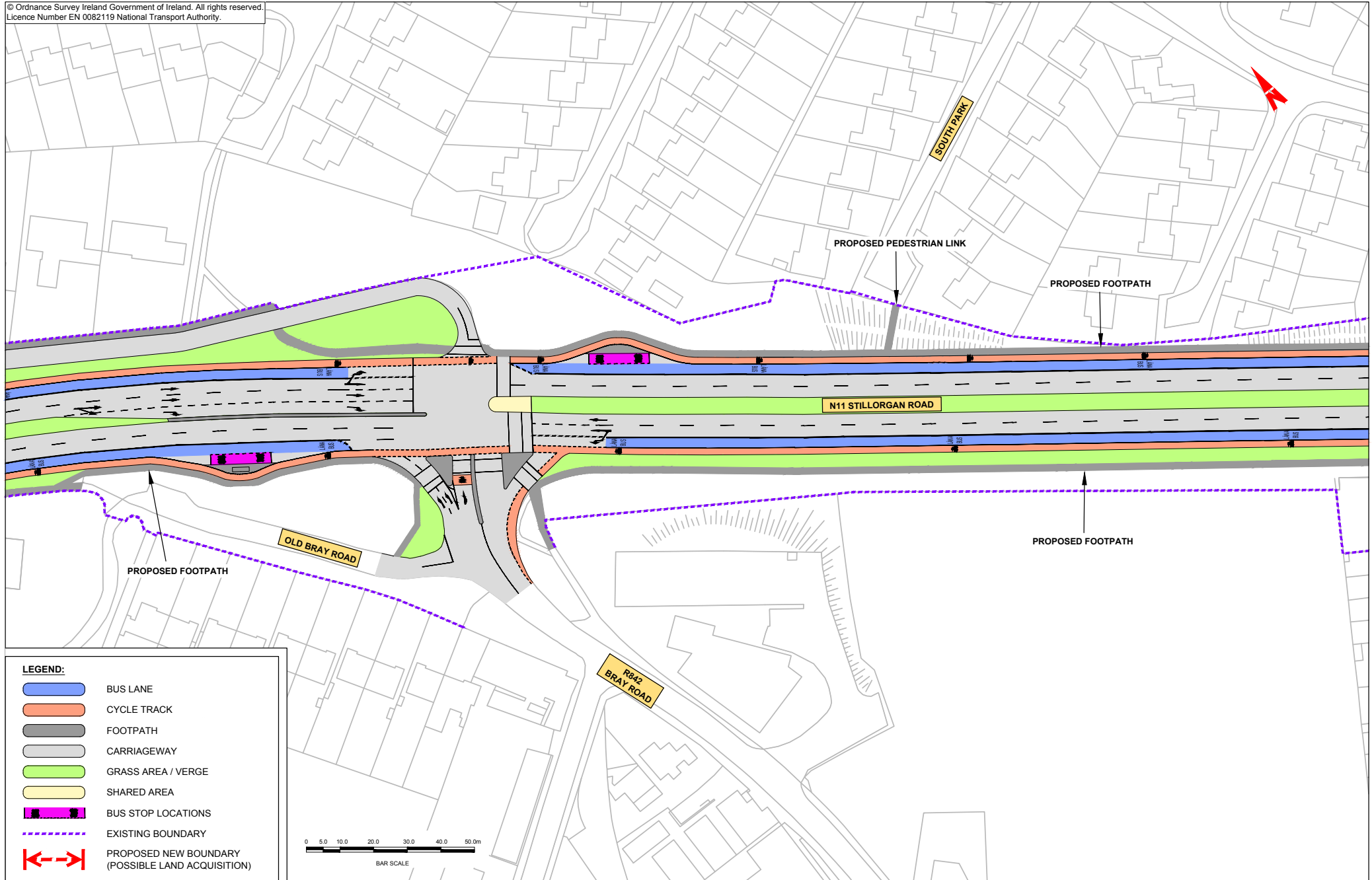


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 30: Emerging Preferred Route**



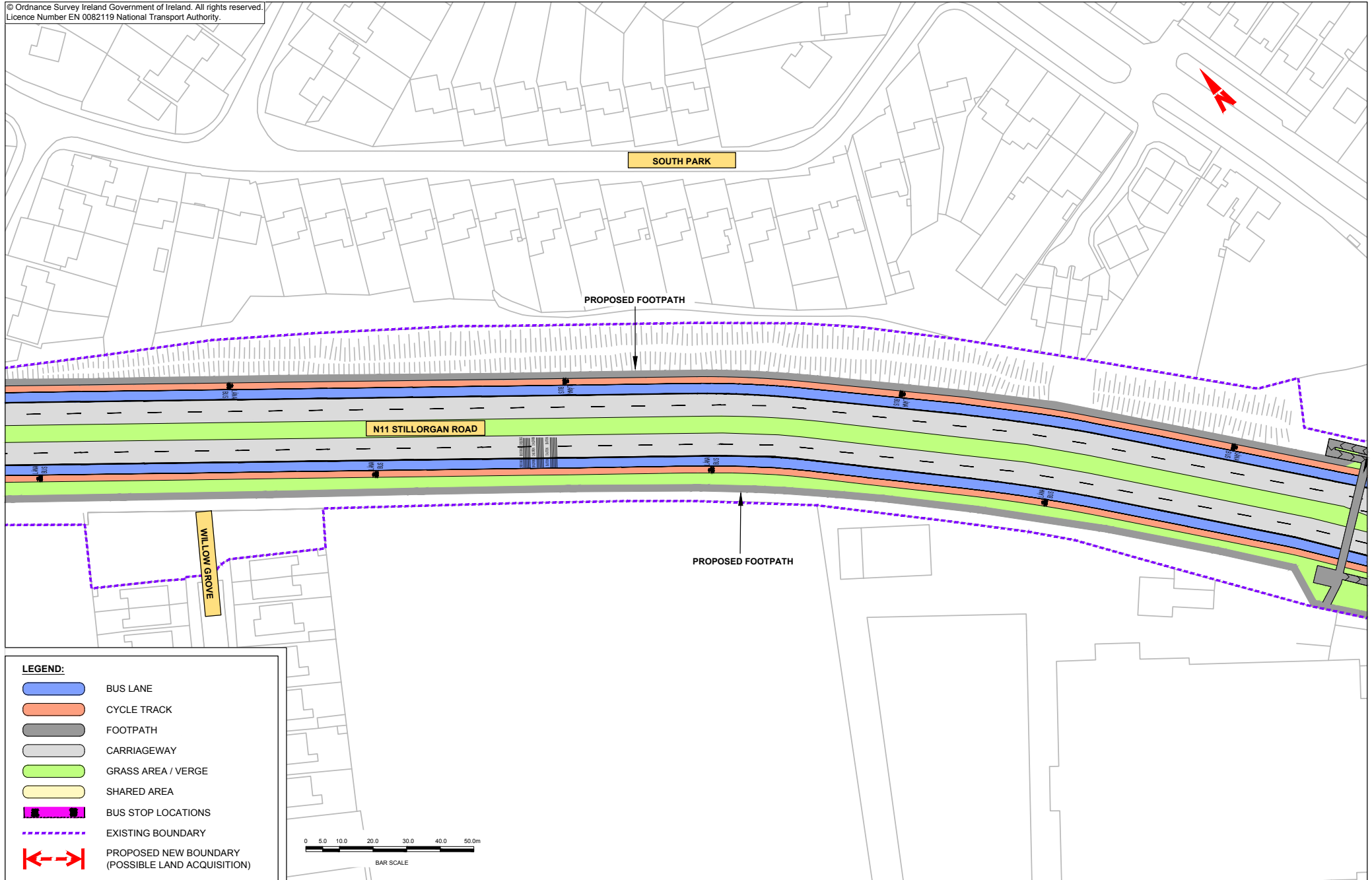


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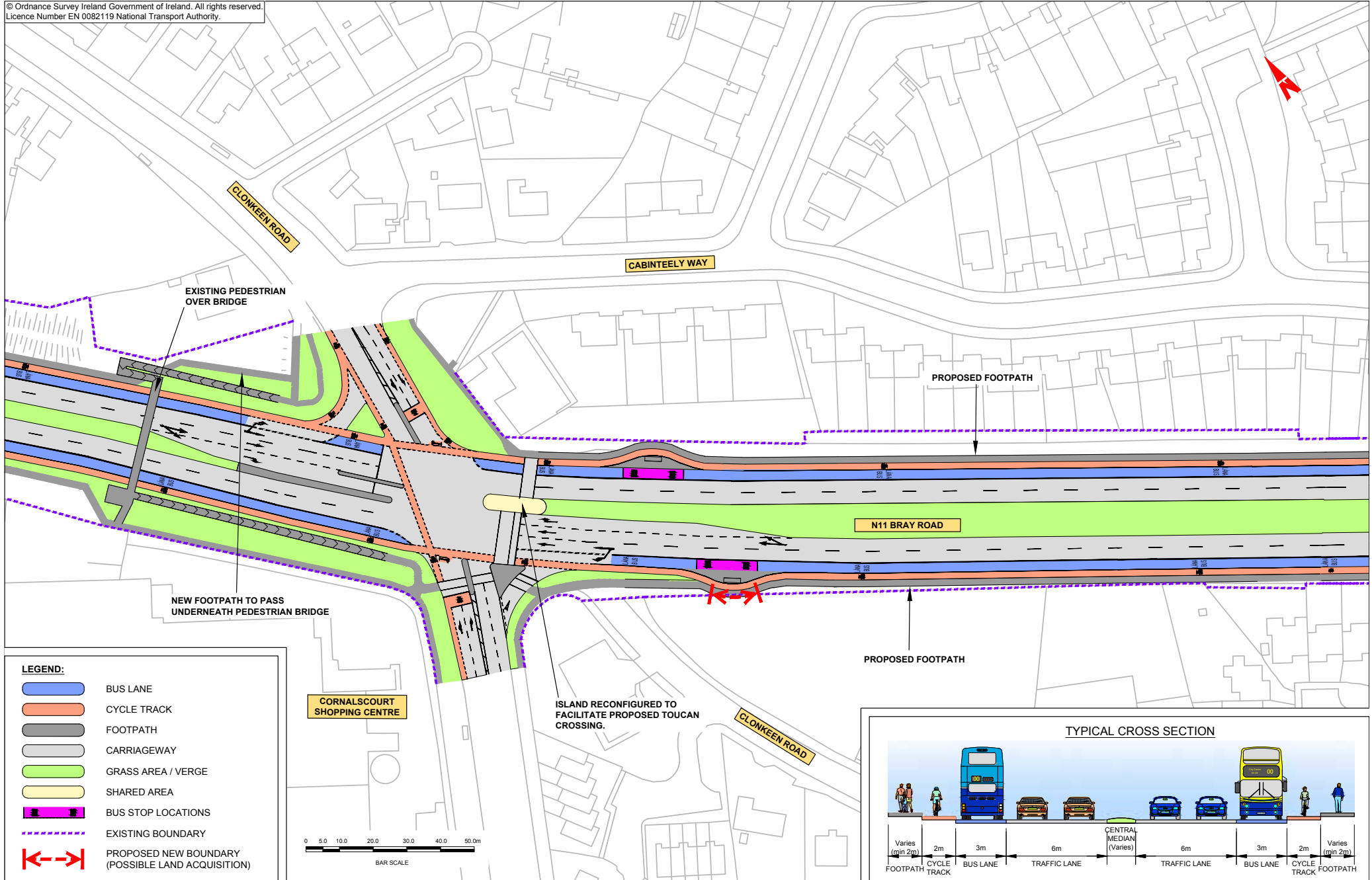


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 32: Emerging Preferred Route**

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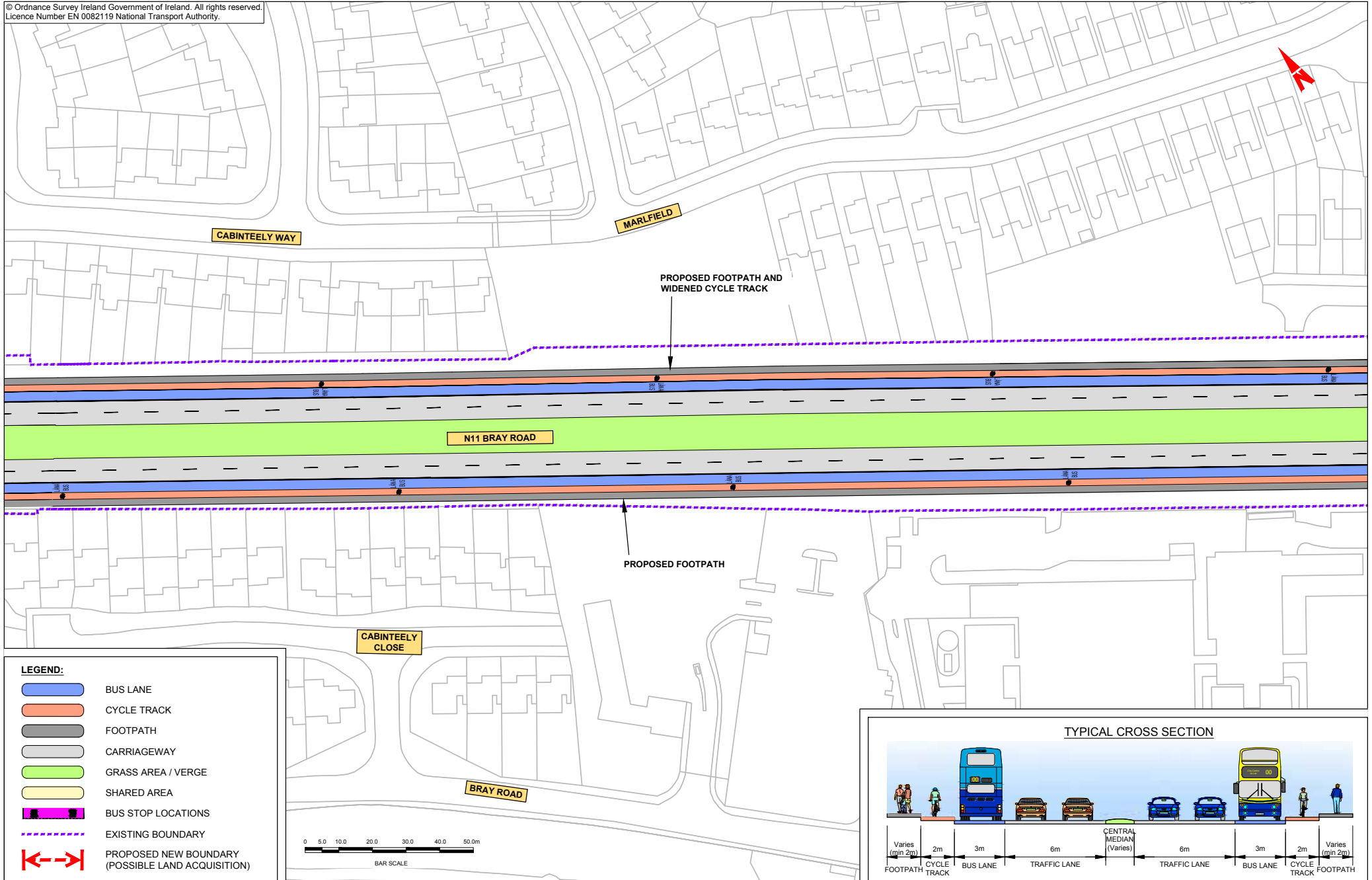
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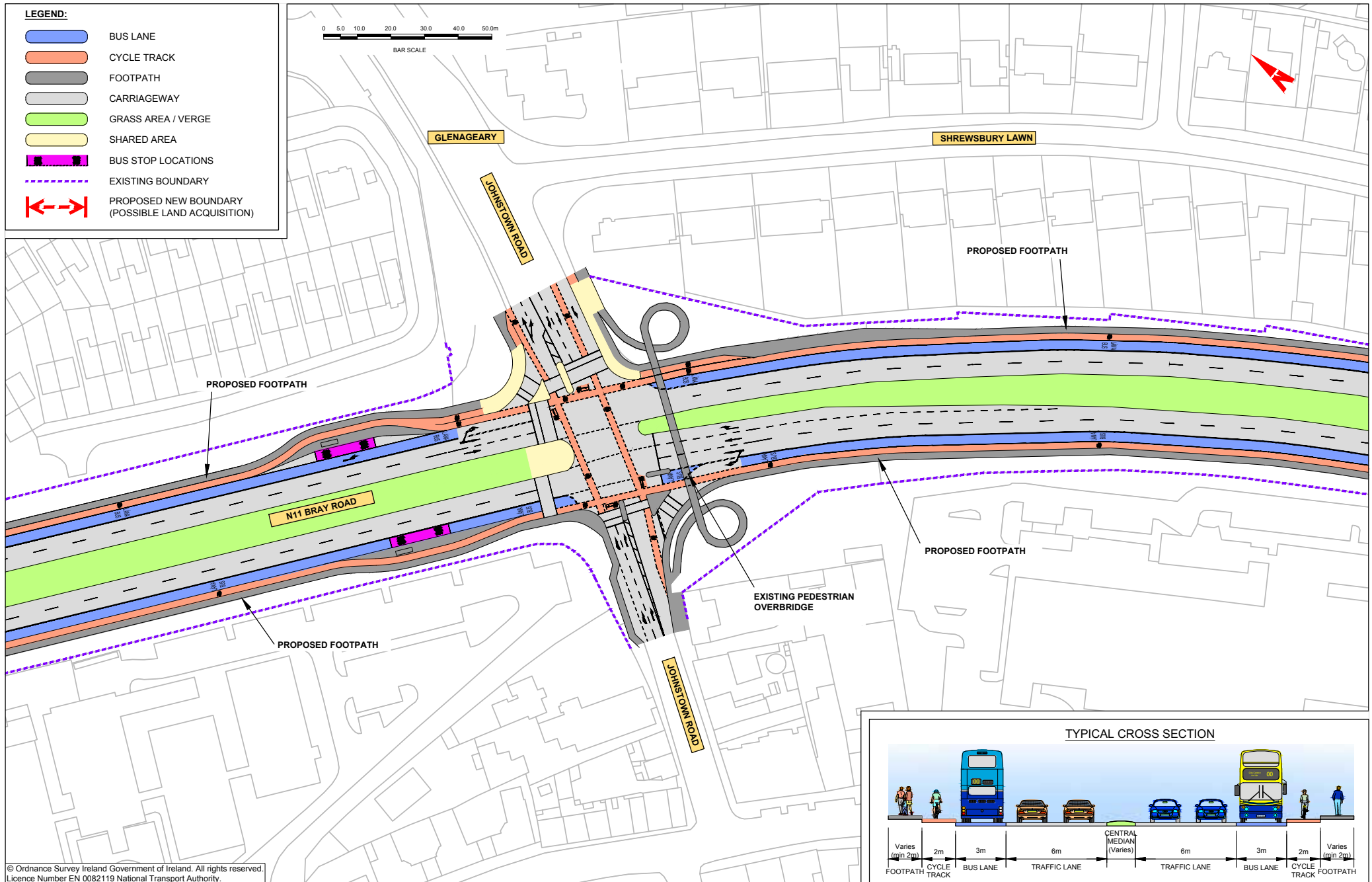




BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 34: Emerging Preferred Route**

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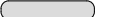







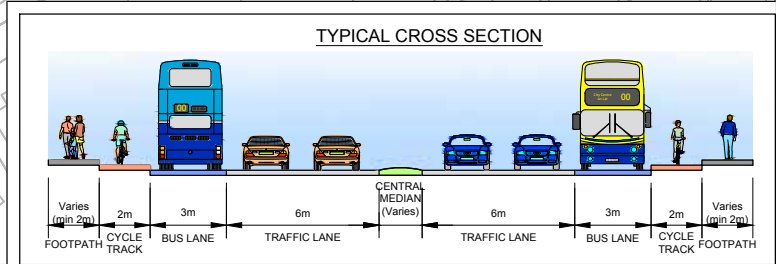
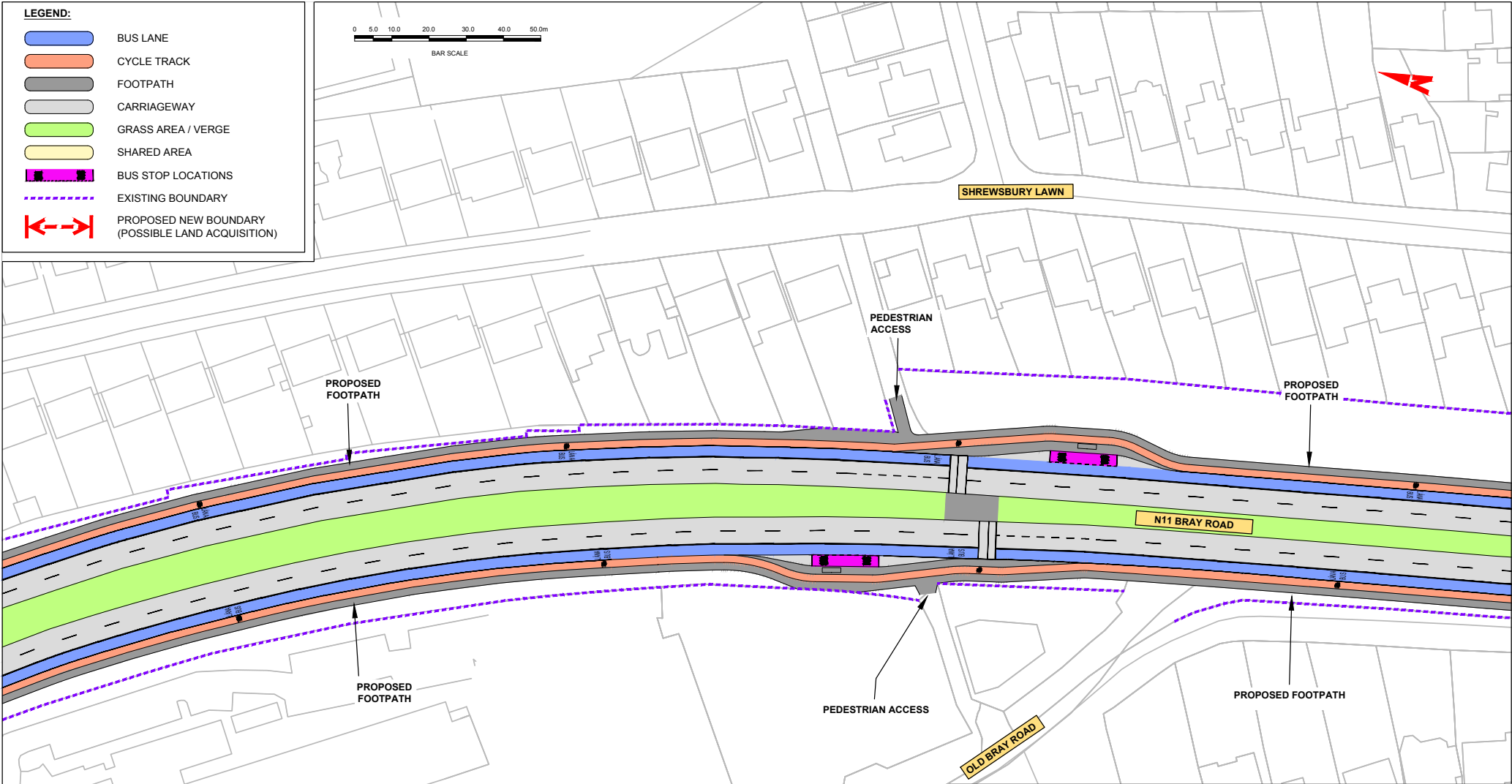
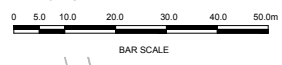


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BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 36: Emerging Preferred Route**

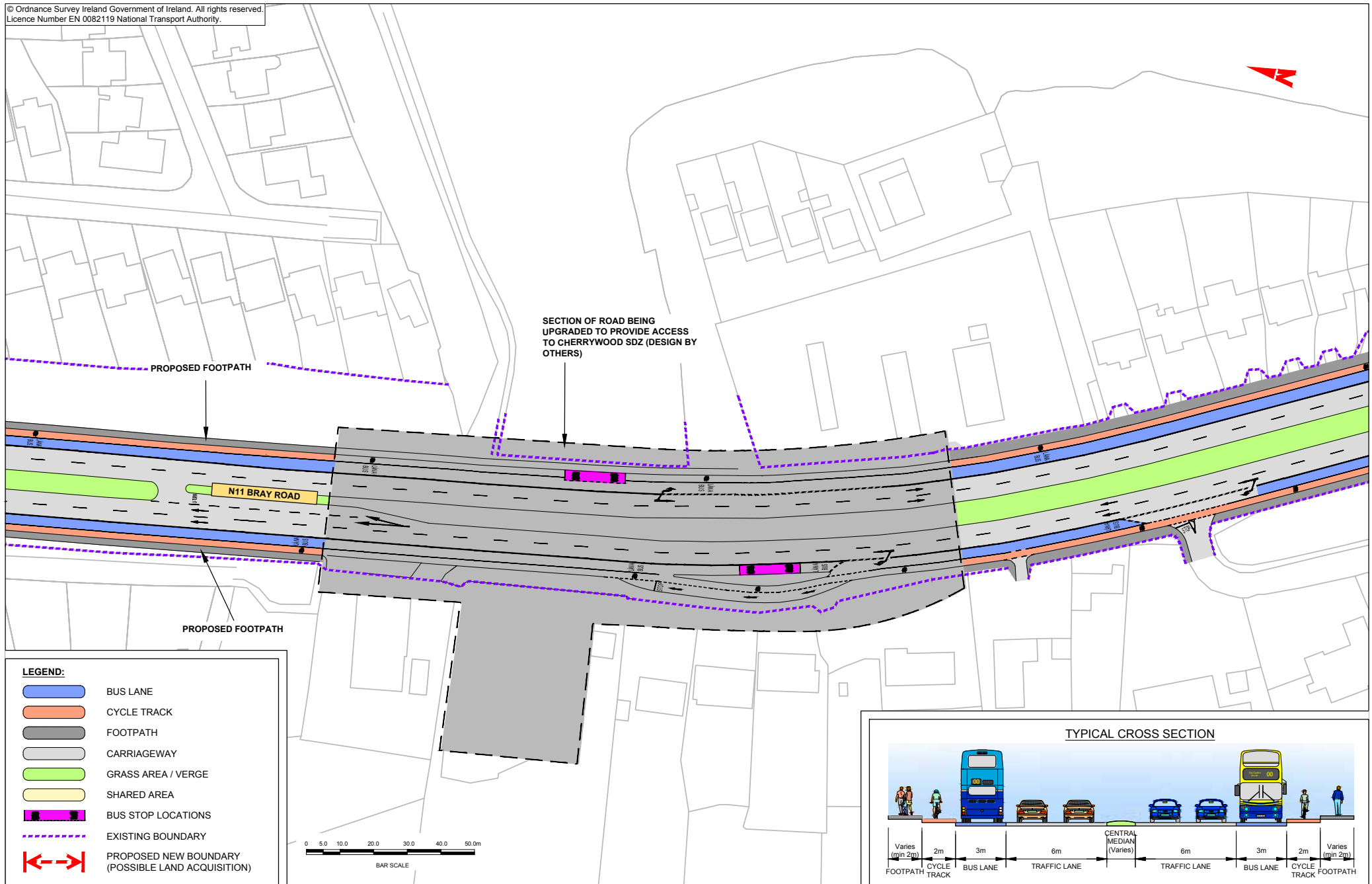
**LEGEND:**

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



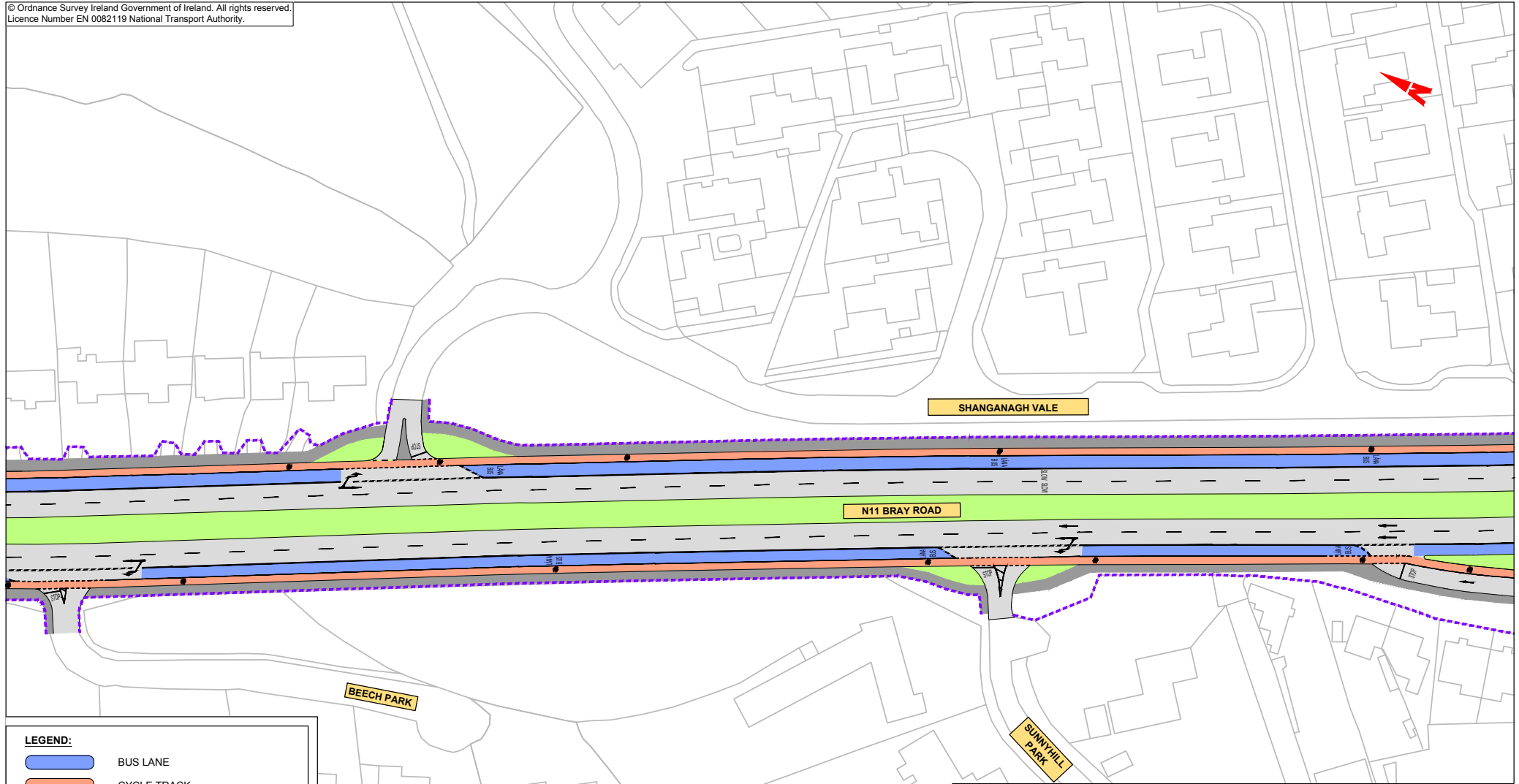


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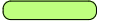
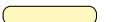




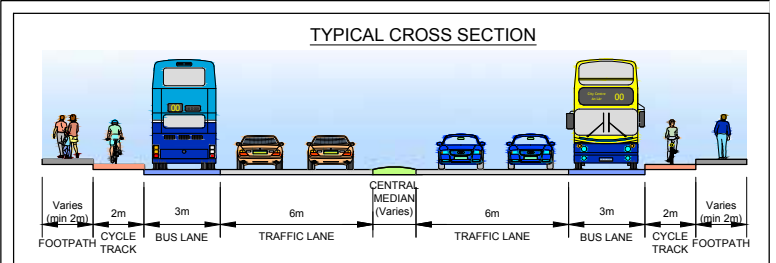
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 38: Emerging Preferred Route**

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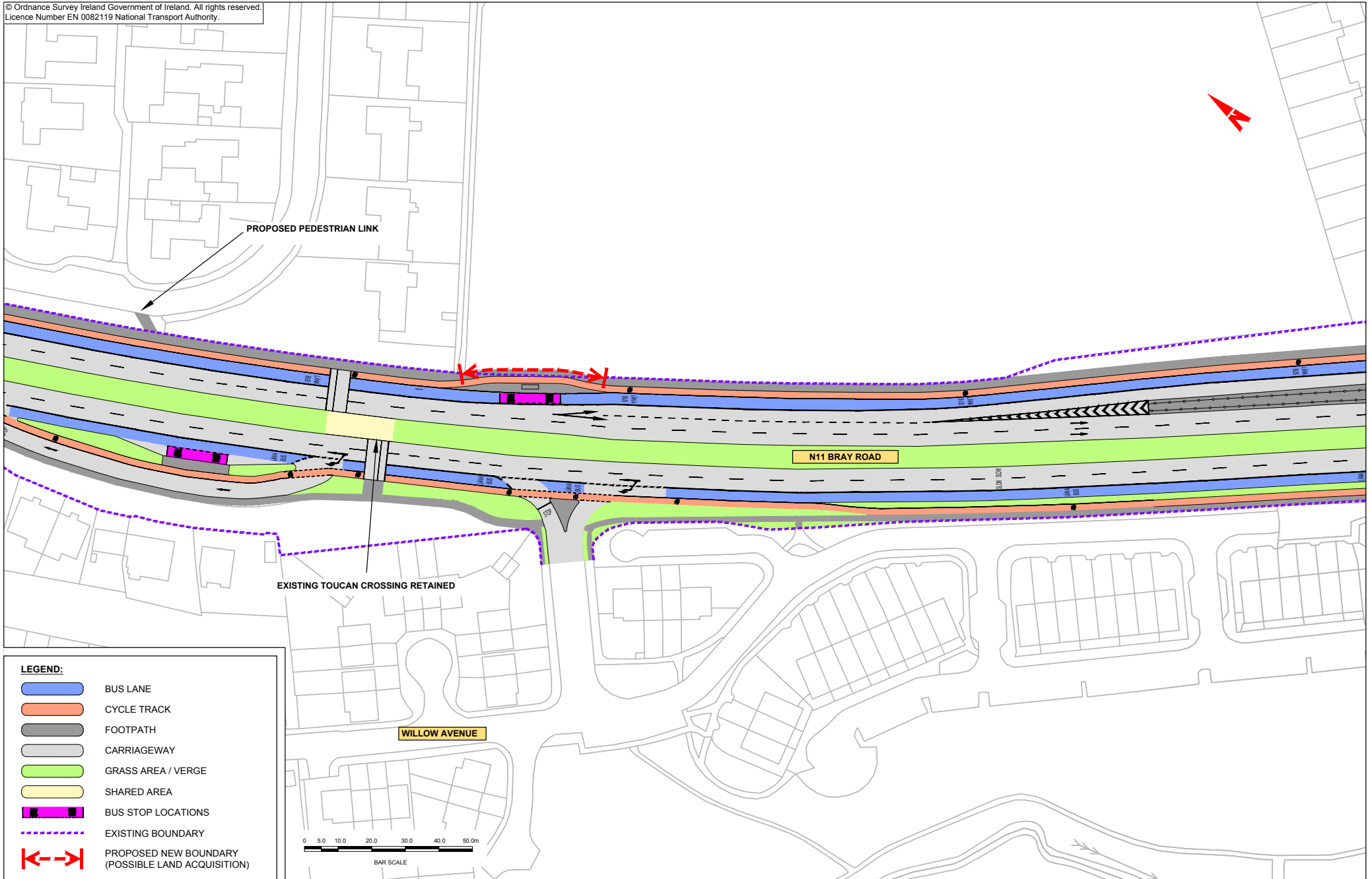


**LEGEND:**

-  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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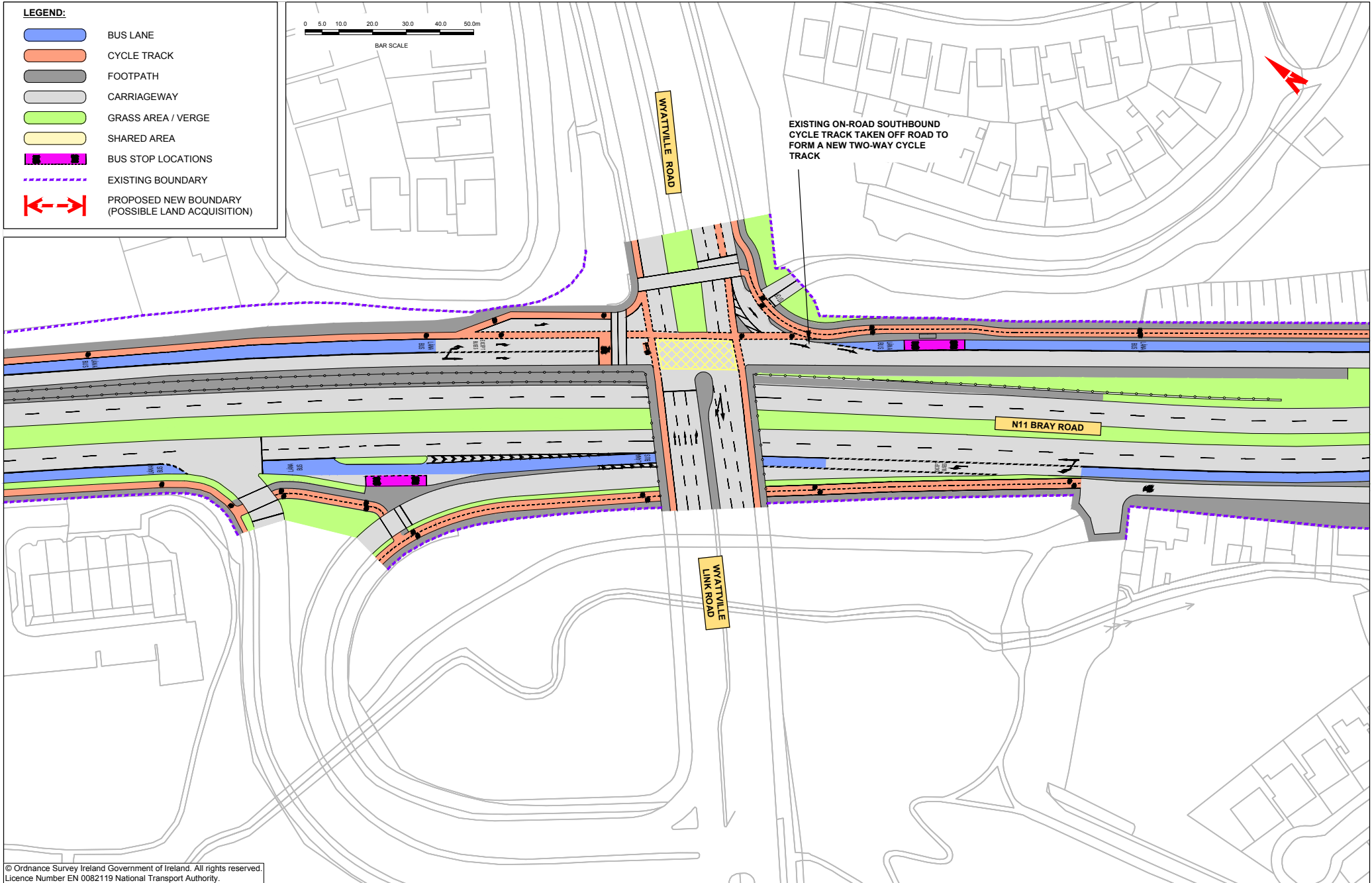


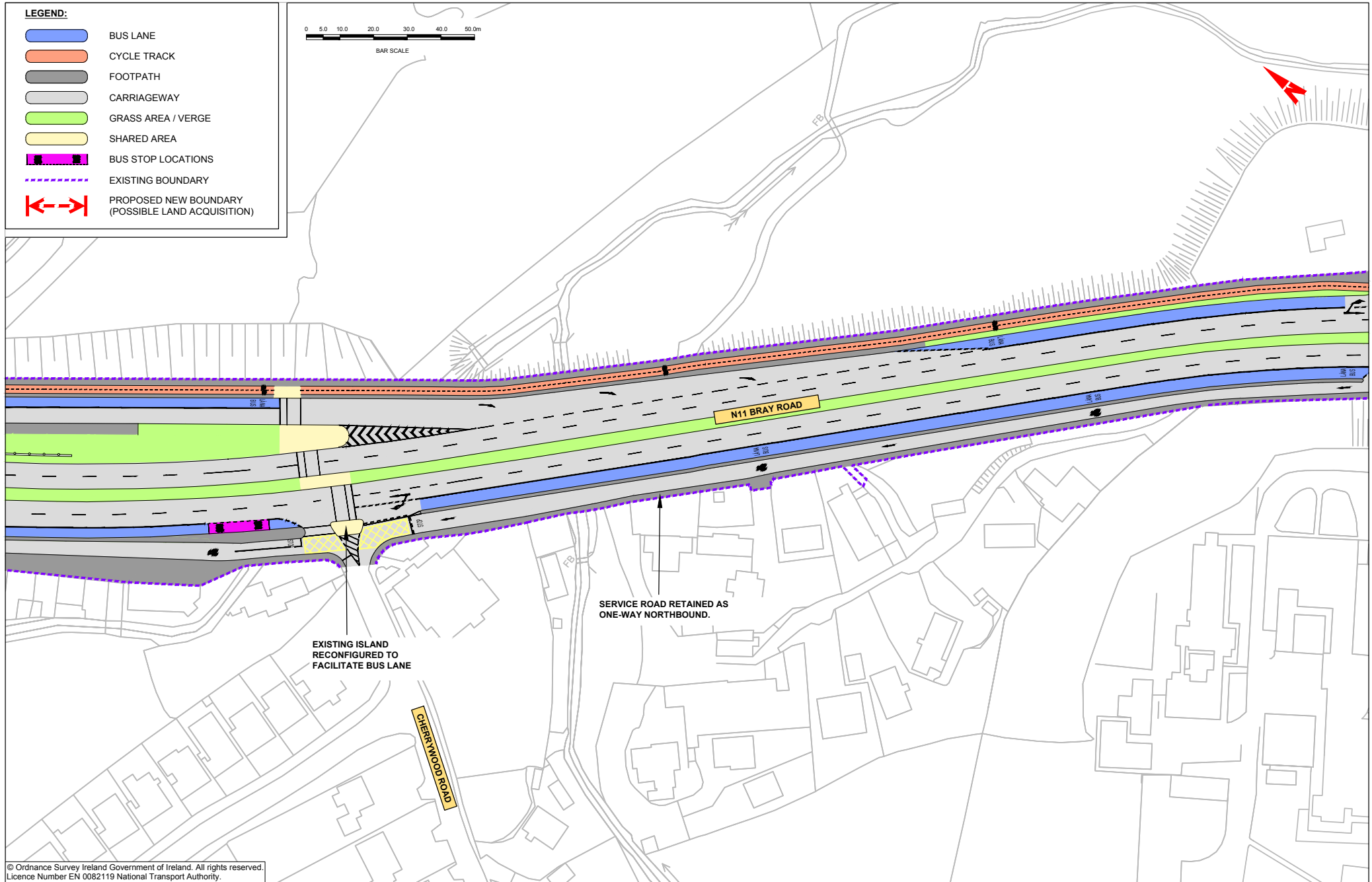
**LEGEND:**

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

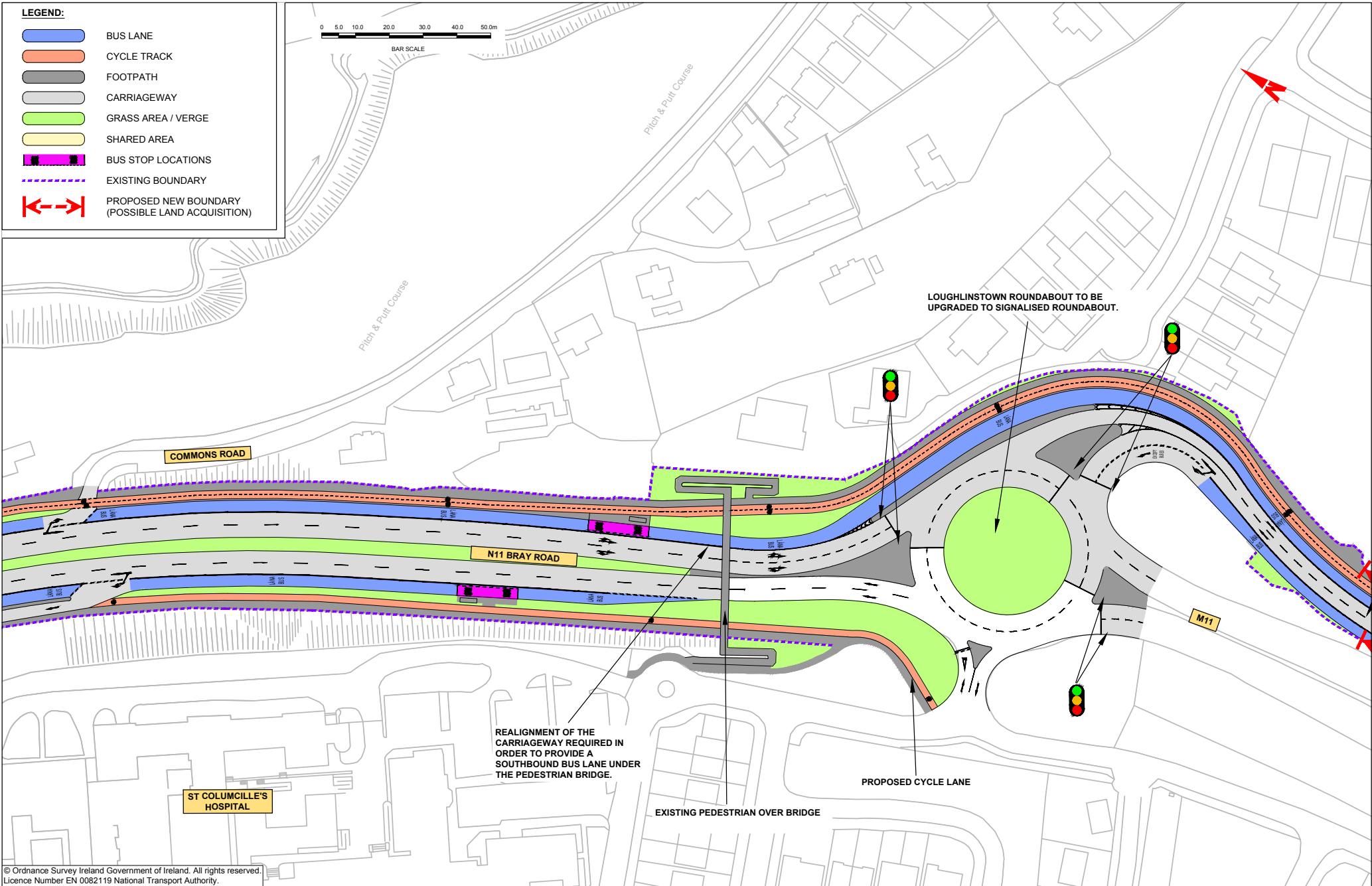


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 40: Emerging Preferred Route**

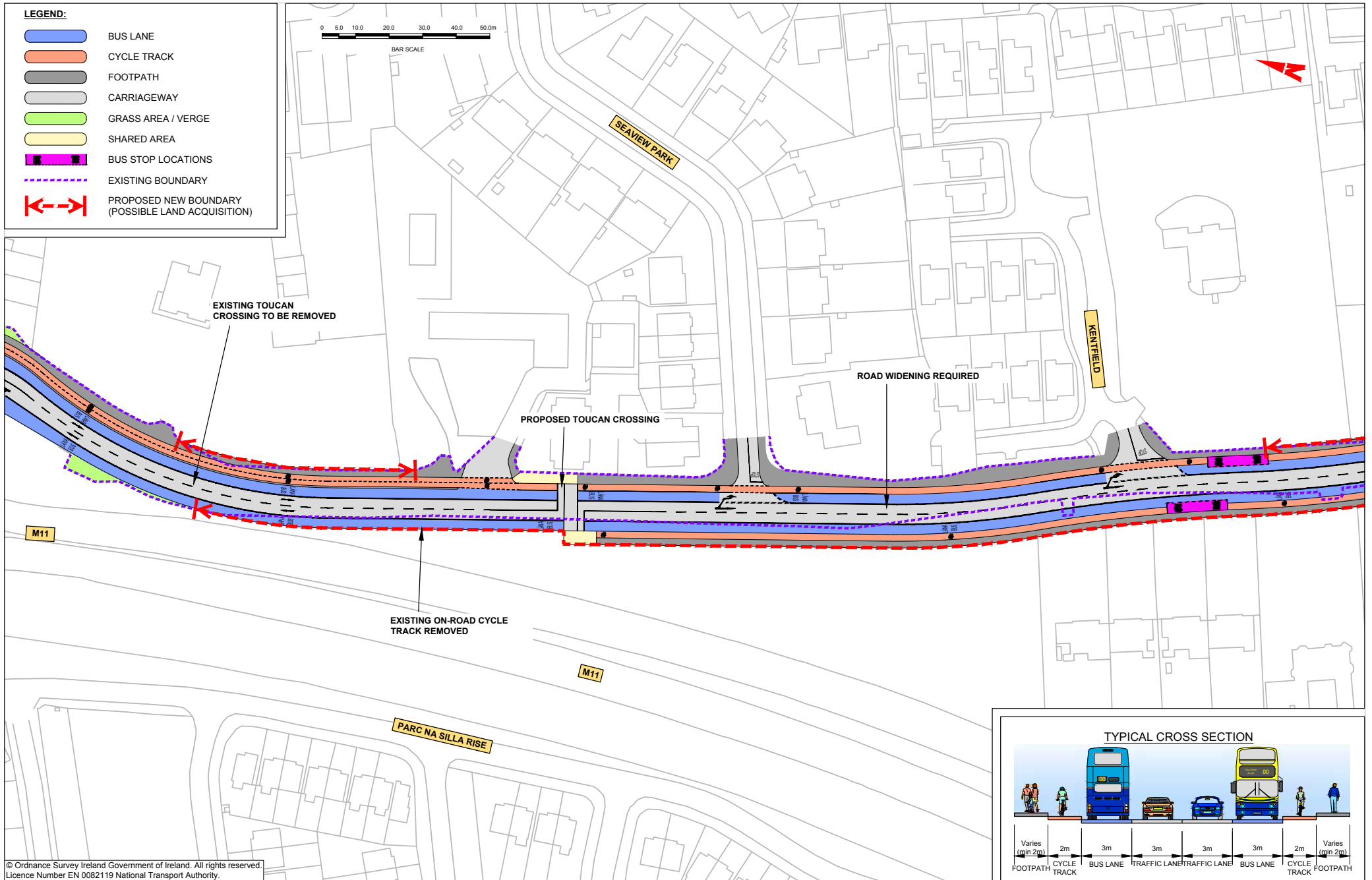




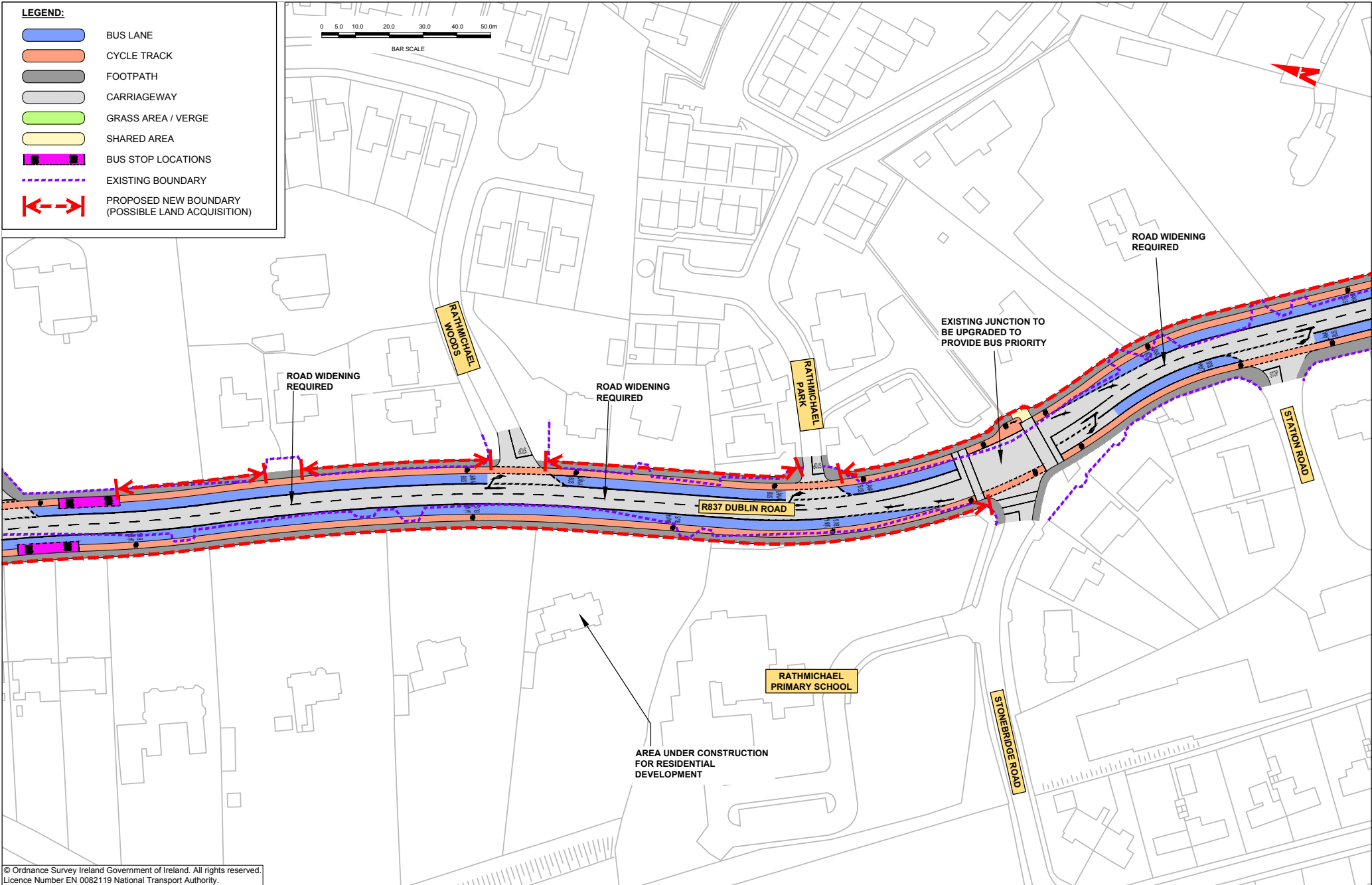
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 42: Emerging Preferred Route**

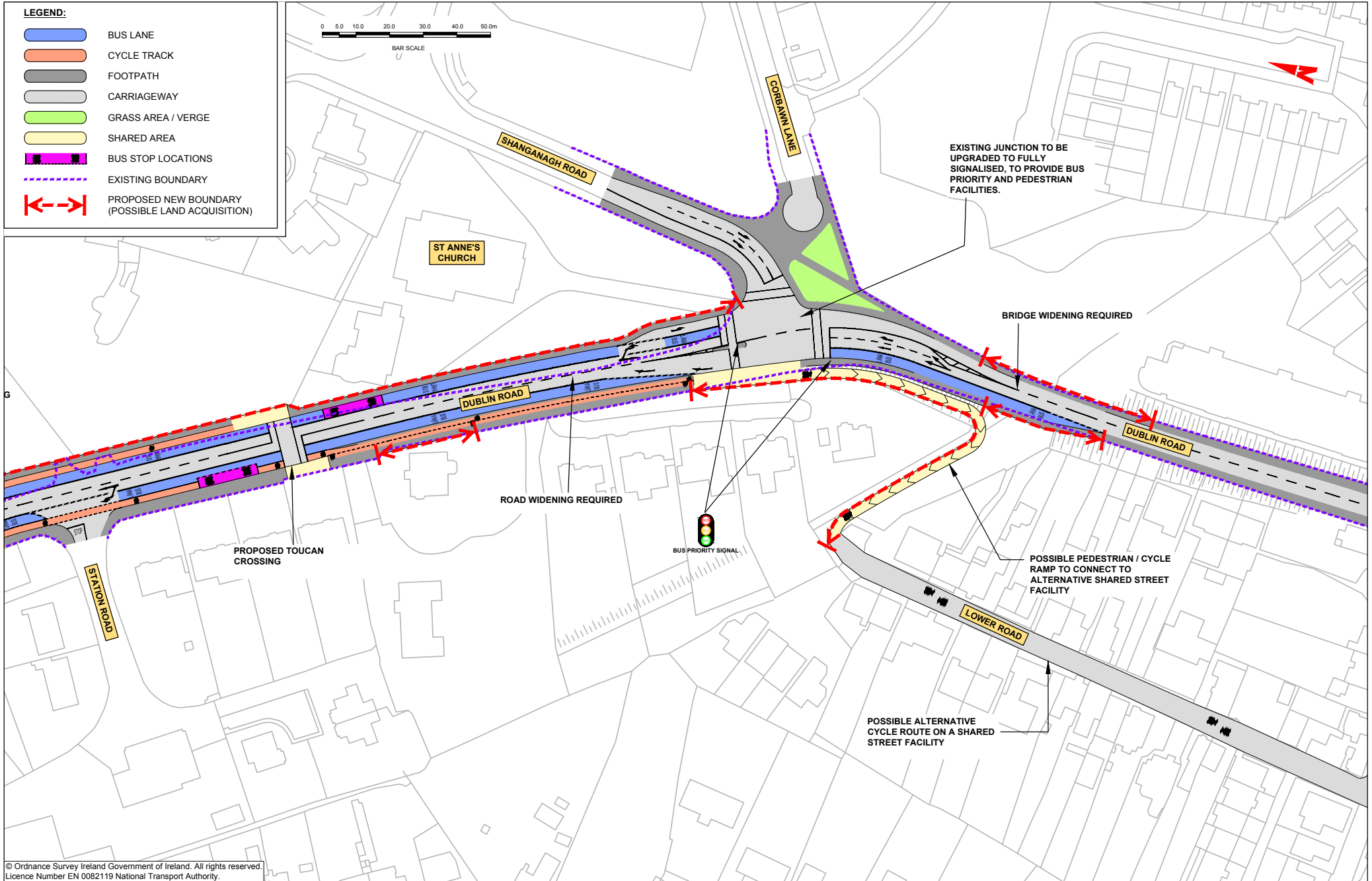






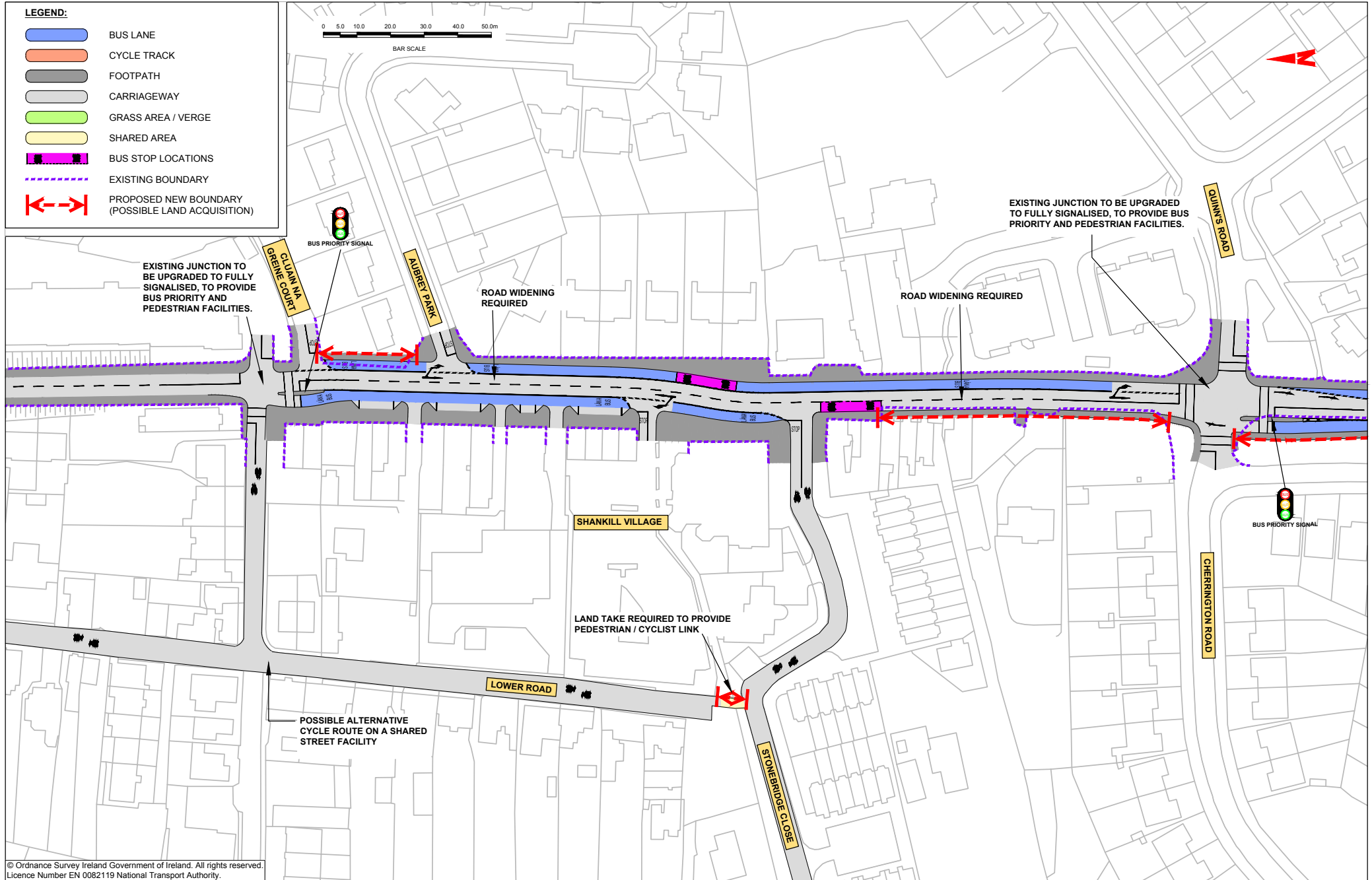
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 44: Emerging Preferred Route**

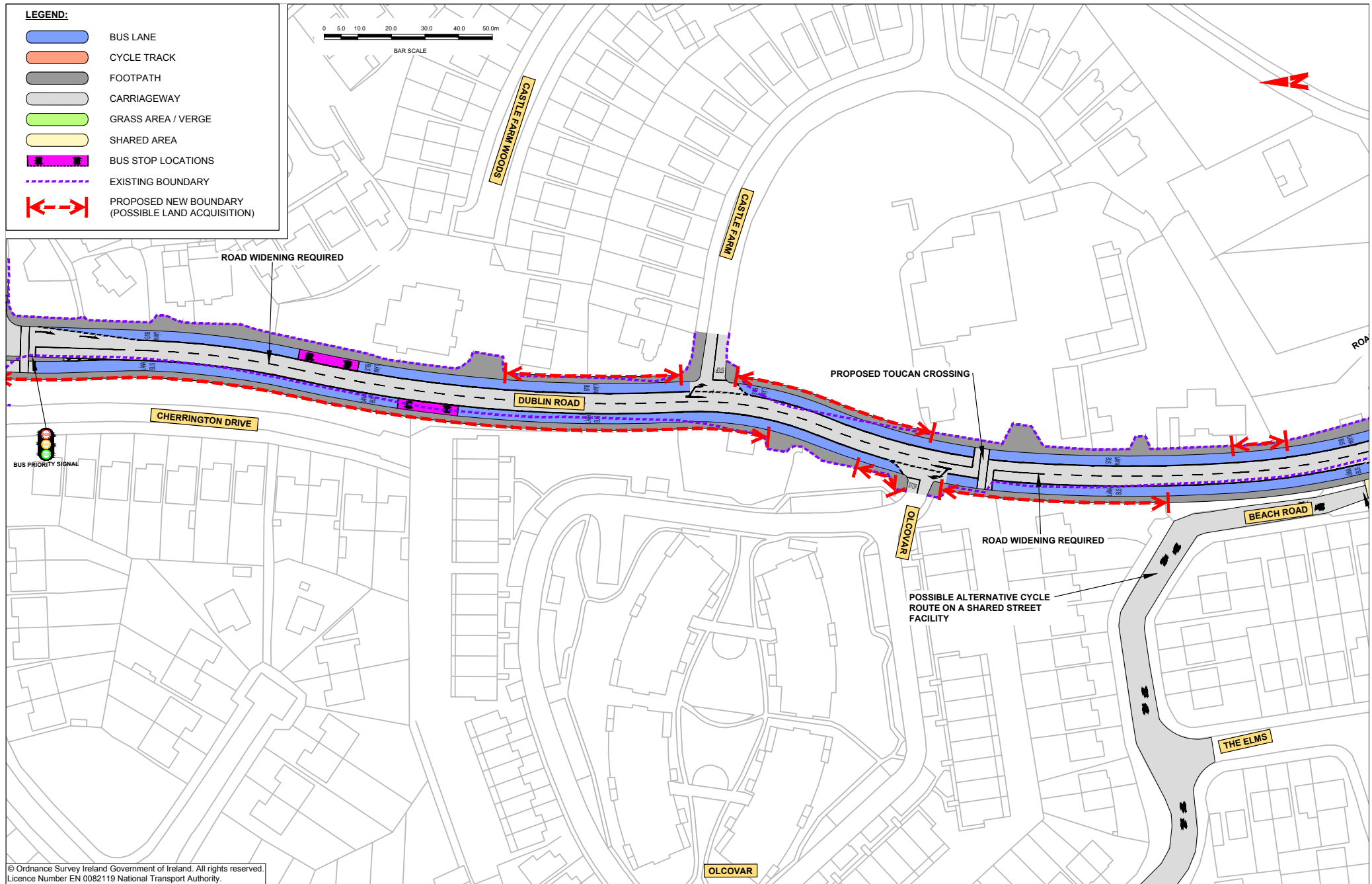















BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 46: Emerging Preferred Route**

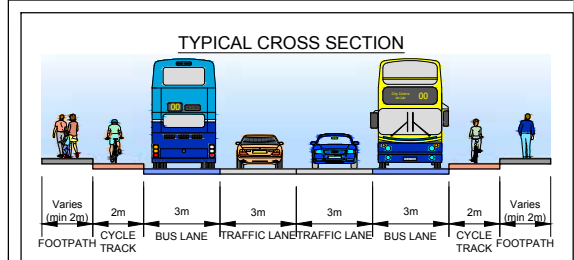
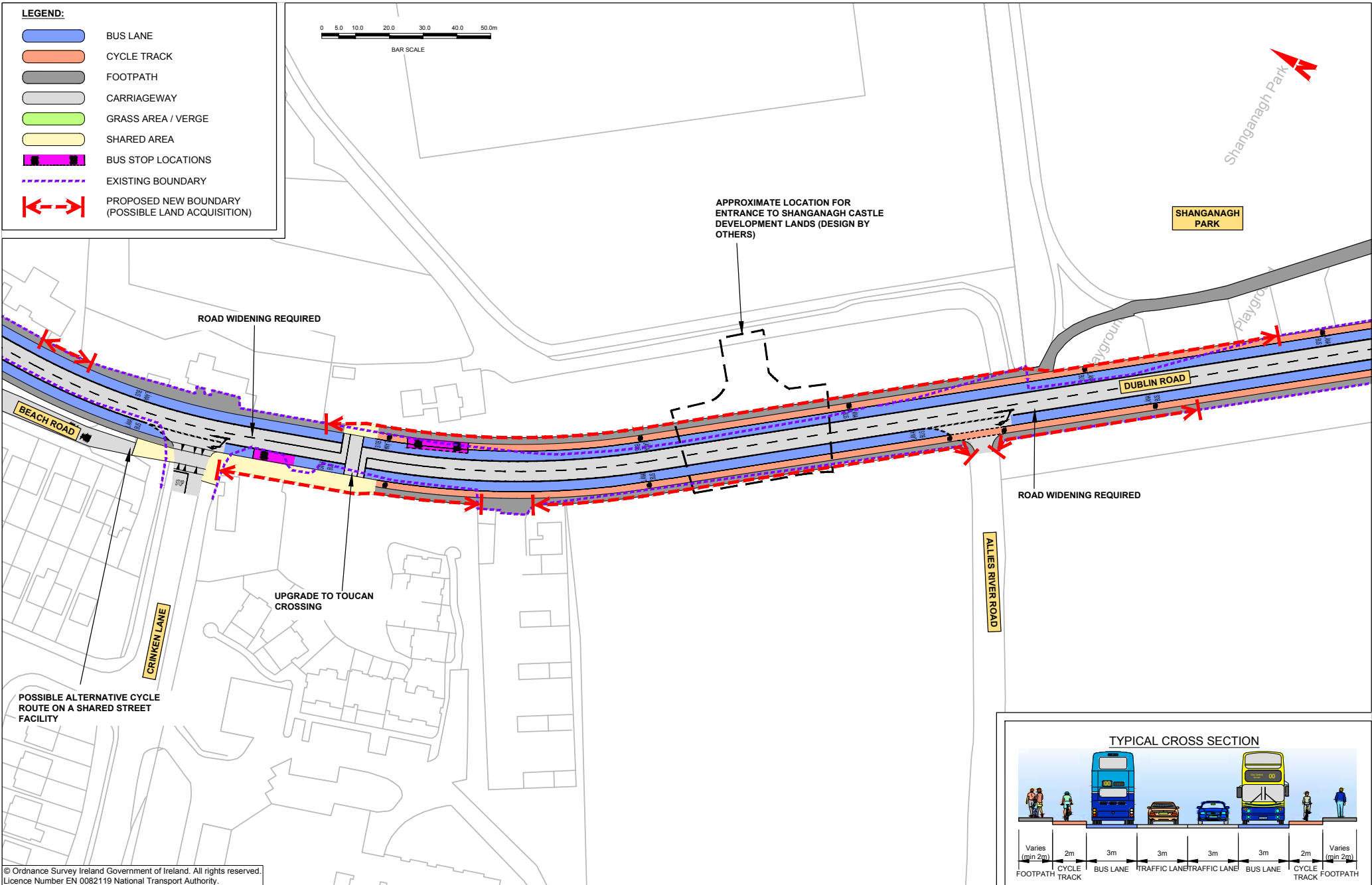




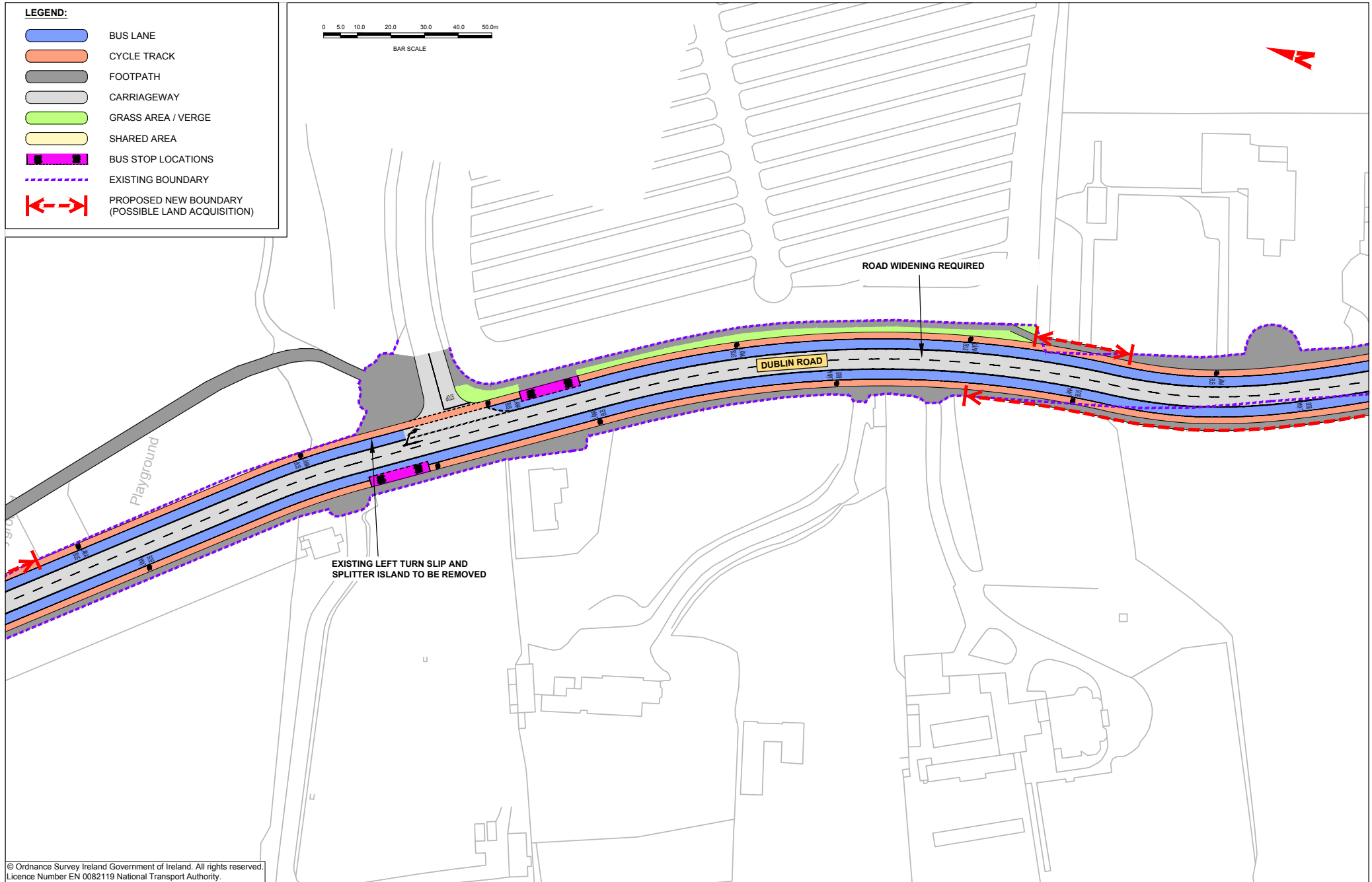
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 48: Emerging Preferred Route**

**LEGEND:**

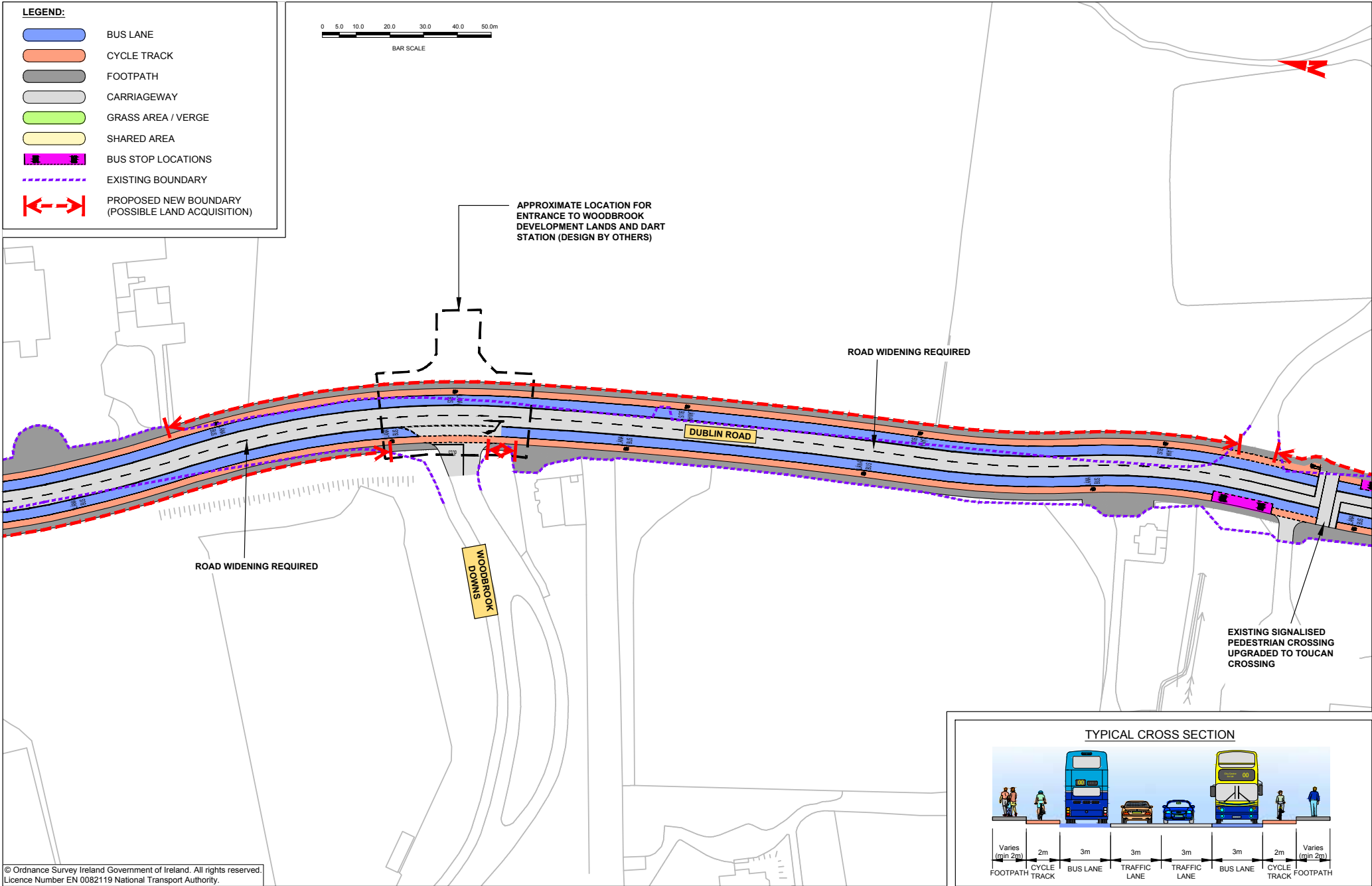
-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

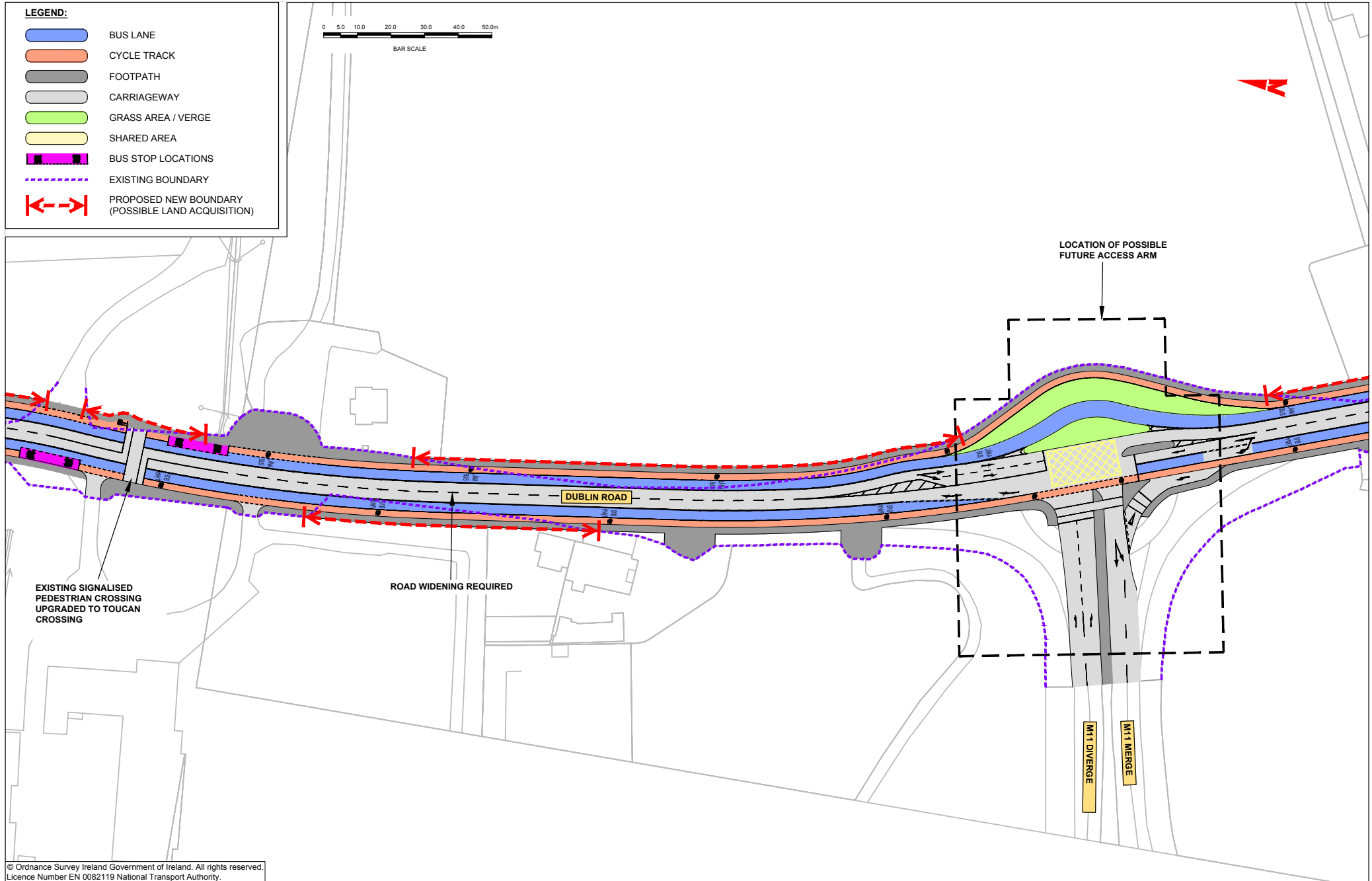






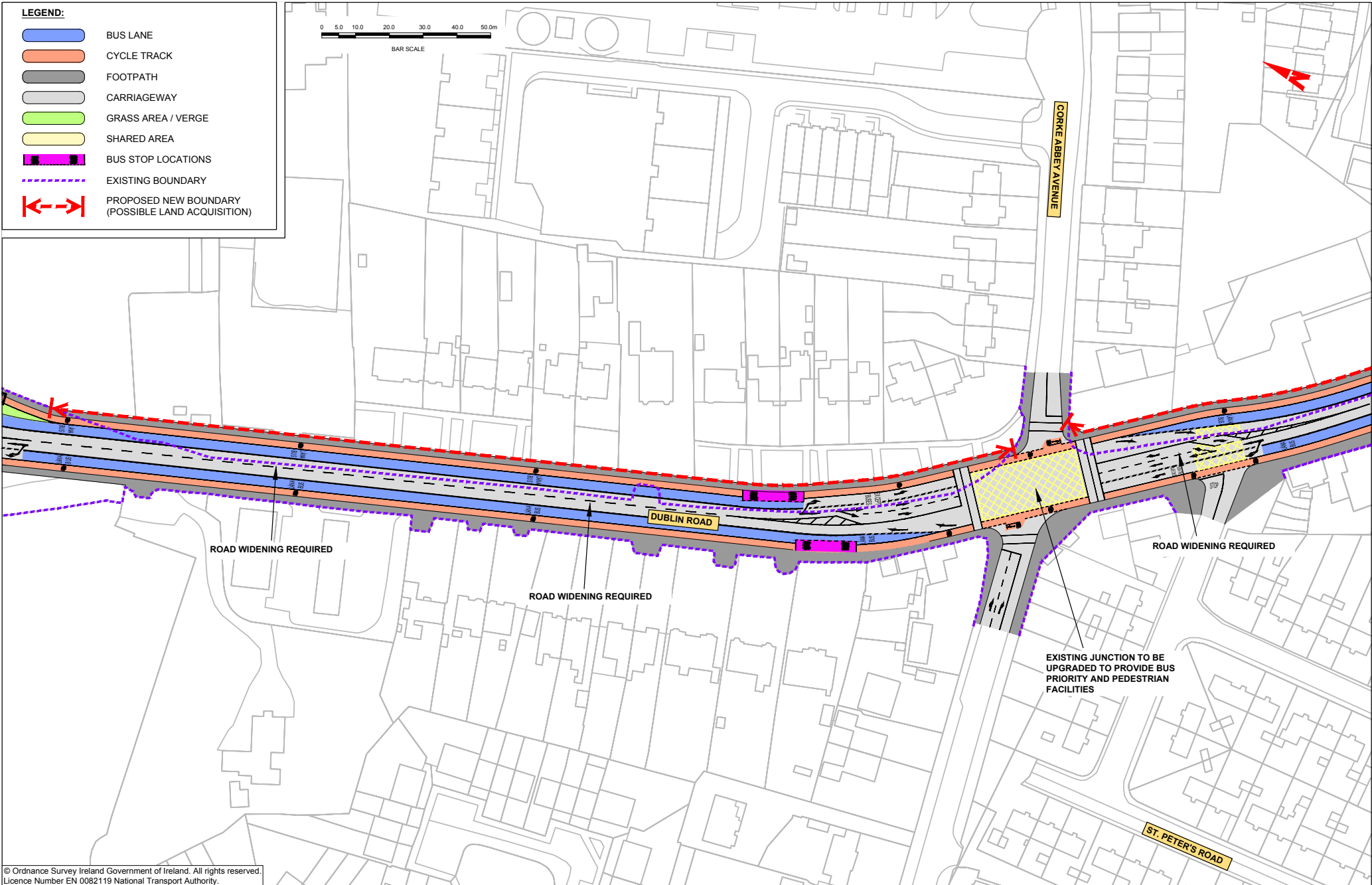
BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 50: Emerging Preferred Route**

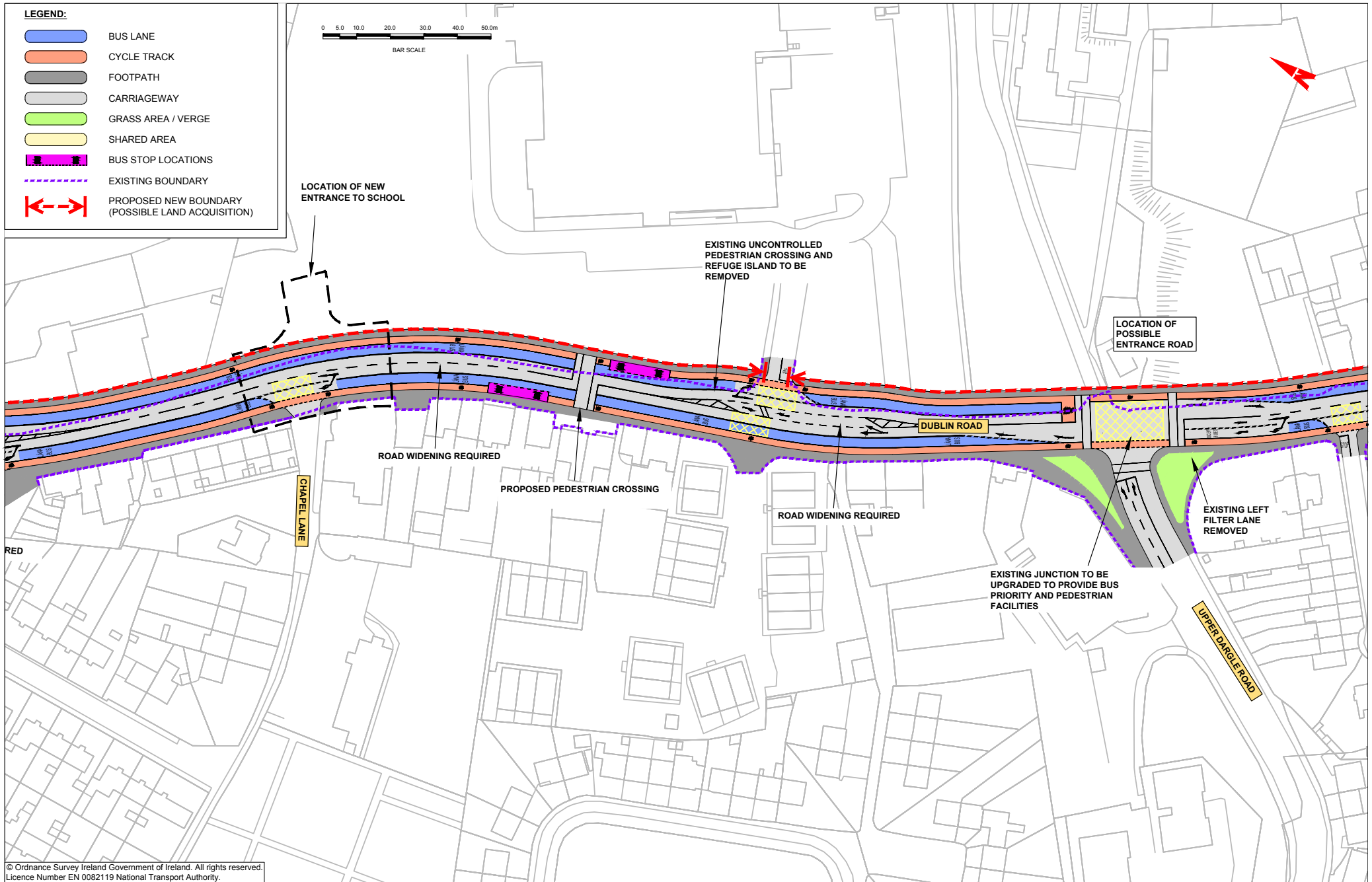











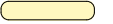



BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 52: Emerging Preferred Route**

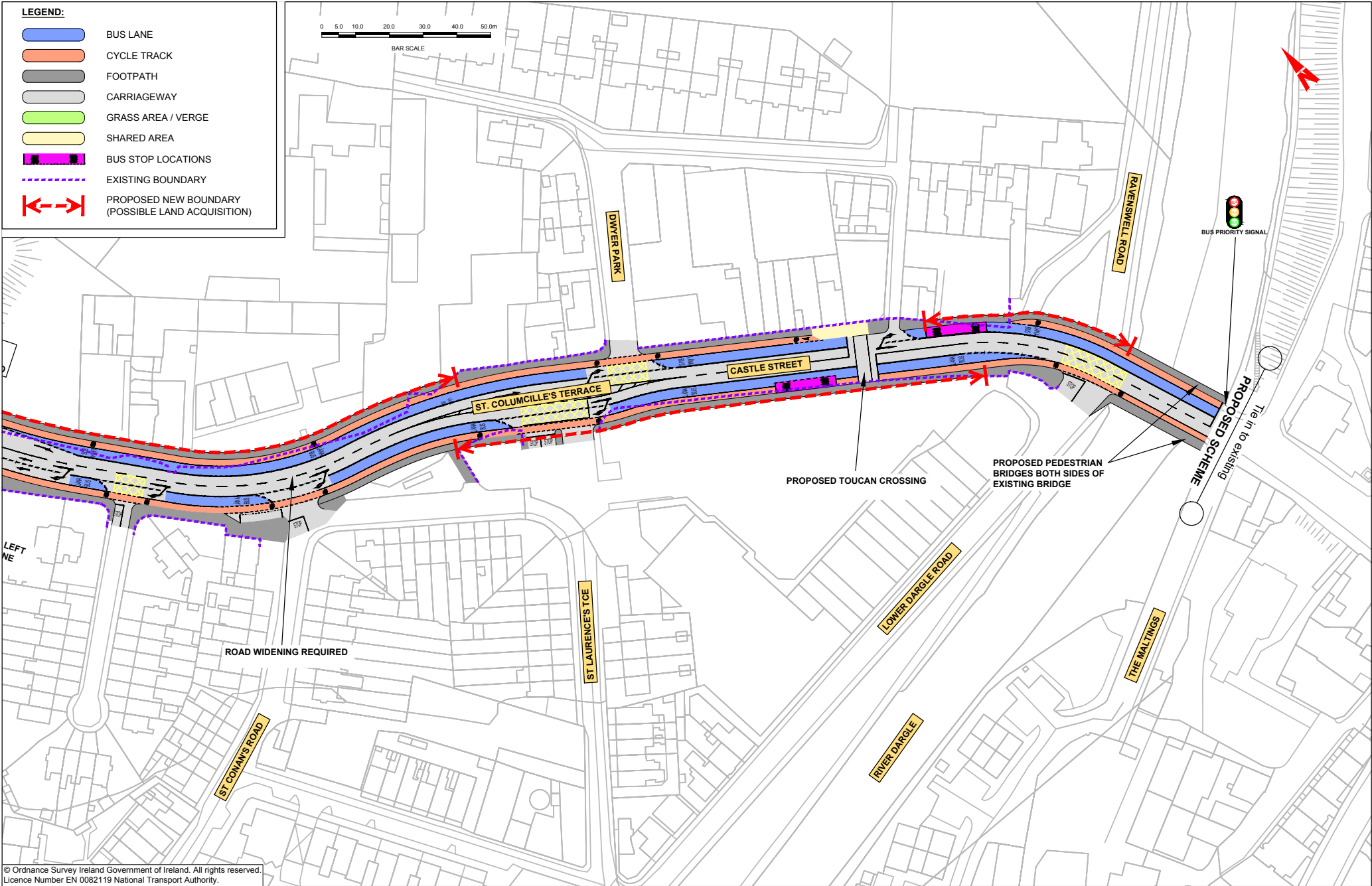
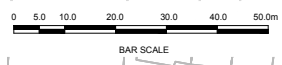


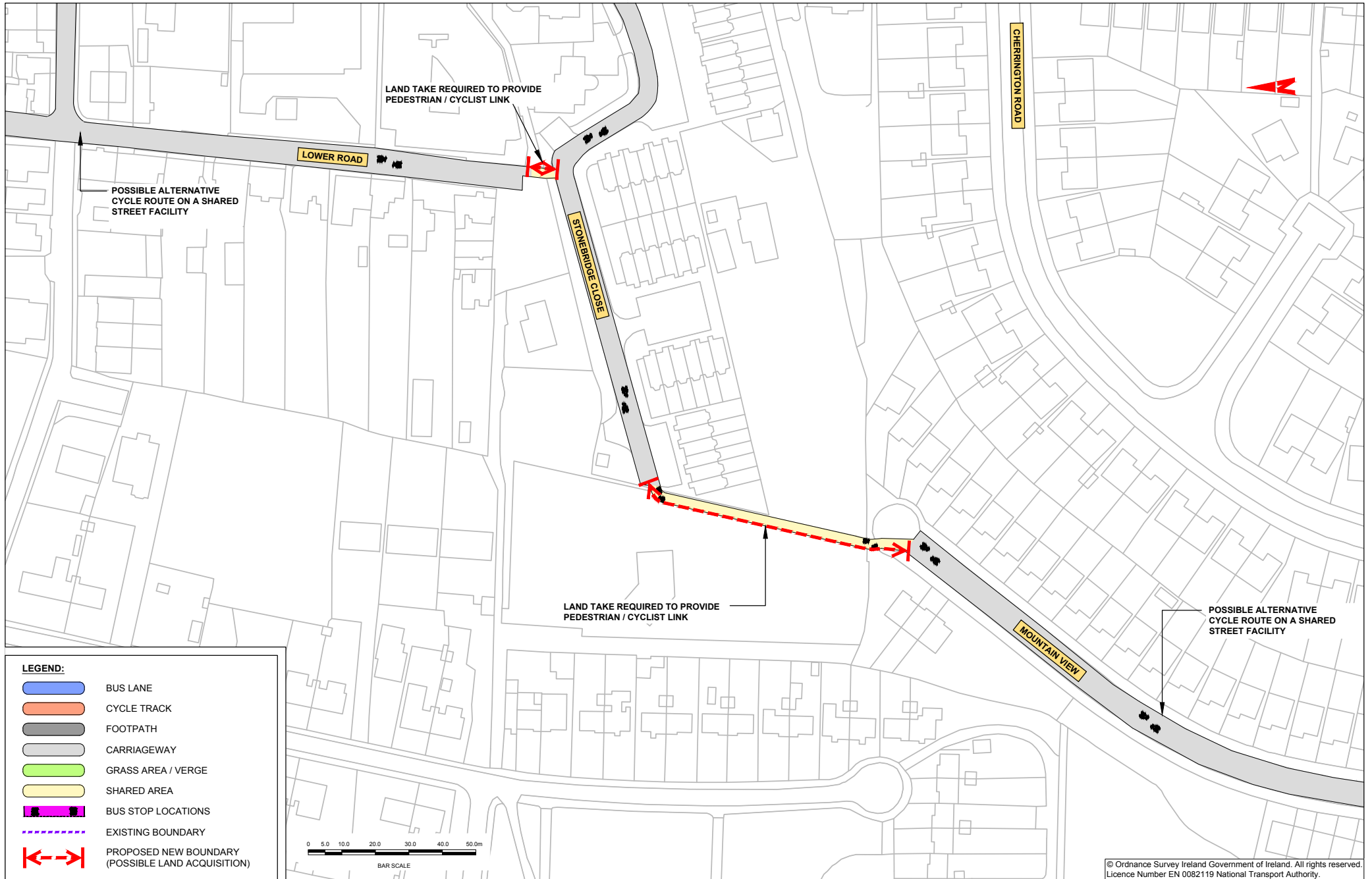


BusConnects Core Bus Corridors  
**13: Bray > City Centre**  
**MAP 54: Emerging Preferred Route**

**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  
13: Bray > City Centre  
MAP 56: Emerging Preferred Route

**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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